1969年国际船舶吨位丈量公约

各缔约政府，愿为国际航行船舶的吨位丈量制订统一原则和规则，认为缔结一个公约可以最好地达到这一目的。

　　现已取得协议如下：

第一条　公约的一般义务

　　各缔约政府，应承担义务实施本公约各项规定和它的附则，附则应视为本公约的组成部份，凡引用本公约时，同时也就意味着引用上述附则。

第二条　定　义

　　除另有明文规定外，本公约所用名词含义如下：

　　１．　“规则”是指本公约所附的规则；

　　２．　“主管机关”是指船旗国的政府；

　　３．　“国际航行”是指由适用本公约的国家驶往该国以外的港口，或与此相反的航行。为此，凡由缔约政府对其国际关系负责的每一领土，或由联合国管理的每一领土，都被视为单独的国家；

　　４．　“总吨位”是指根据本公约各项规定丈量确定的船舶总容积；

　　５．　“净吨位”是指根据本公约各项规定丈量确定的船舶有效容积；

　　６．　“新船”是指在本公约生效之日起安放龙骨，或处于类似建造阶段的船舶；

　　７．　“现有船舶”是指非新船；

　　８．　“长度”是指水线总长度的９６％，该水线位于自龙骨上面量得的最小型深的８５％处；或者是指该水线从艏柱前面量到上舵杆中心的长度，两者取其较大者，如船舶设计具有倾斜龙骨，作为测量本长度的水线应平行于设计水线；

　　９．　“组织”是指政府间海事协商组织（译注：以下译文简称“海协组织”）。

第三条　适用范围

　　１．　本公约适用于从事国际航行的下列船舶：

　　（１）在各缔约政府的国家中登记的船舶；

　　（２）在根据第二十条扩大适用本公约的领土内登记的船舶；

　　（３）悬挂某缔约国政府国旗而不在该国登记的船舶。

　　２．　本公约适用于：

　　（１）新船；

　　（２）经改建或改装的现有船舶，主管机关认为这种改建或改装对其现有总吨位有实质上的变更；

　　（３）经船舶所有人提出要求适用本公约的现有船舶；

　　（４）本公约生效之日起１２年以后的一切现有船舶；除本款（２）和（３）项中所述船舶外，还不包括为使其适用于现行其他国际公约的有关要求，而需保留其原有吨位的船舶。

　　３．　对于已经根据本条第２款（３）项适用本公约的现有船舶，此后不得再按照本公约生效前该主管机关对国际航行船舶的要求测定该船的吨位。

第四条　除外

　　１．　本公约不适用于下列船舶：

　　（１）军舰；

　　（２）长度小于２４米（７９英尺）的船舶。

　　２．　本公约的任何规定，不适用于专门航行在下列区域的船舶：

　　（１）北美洲各大湖和圣劳伦斯河向东到从罗歇尔角至安蒂科斯底岛的西点之间所绘恒向线，以及到安蒂科斯底岛北面的西经６３°子午线。

　　（２）里海；

　　（３）拉普拉塔河、巴拉那河和乌拉圭河向东到从阿根廷的彭塔－－腊萨与乌拉圭的彭塔－－特－－埃斯特之间所绘恒向线。

第五条　不可抗力

　　１．　在开航时不受本公约约束的船舶，倘由于天气恶劣或其它不可抗力原因而驶离原定航程，则该船并不因此变为需受本公约约束。

　　２．　各缔约政府在应用本公约的规定时，应适当考虑任何船舶由于气候或其他不可抗力引起的偏航和延迟。

第六条　吨位的测定

　　总吨位和净吨位的测定，应由主管机关办理，但主管机关可以将这种测定工作委托它认可的人员或组织办理。不论采用何种方式，该主管机关应对总吨位和净吨位的测定负完全责任。

第七条　证书的发给

　　１．　按照本公约测定总吨位和净吨位的每艘船舶，应发给国际吨位证书（１９６９）。

　　２．　这种证书应由主管机关发给，或由该主管机关正式授权的人员或组织发给。不论属于那一种情况，该主管机关应对证书负完全责任。

第八条　由他国政府代发证书

　　１．　每一缔约政府，可以应另一缔约政府请求，根据本公约测定船舶的总吨位和净吨位，并发给或授权发给该船舶以国际吨位证书（１９６９）。

　　２．　证书的副本和吨位计算书的副本，应尽早送交提出请求的政府。

　　３．　如此发给的证书，必须载明，该证书是应船旗国政府，或行将悬挂该国国旗的政府请求而发给的；该证书应与根据本公约第七条发给的证书具有同等效力，并受到同样承认。

　　４．　对于悬挂非缔约国政府国旗的船舶，不发给国际吨位证书（１９６９）。

第九条　证书格式

　　１．　证书应用发证国的官方语文印写。如所用语文不是英文或法文，则证书文本应包括有上述两种语文之一的译文。

　　２．　证书格式如附则Ⅱ所示。

第十条　证书的注销

　　１．　当船舶的布置、结构、容积、处所的用途、载客证书中准许的乘客总数、勘定的载重线或准许的吃水等方面发生变动，致使总吨位或净吨位必需增加时，则除了附则Ｉ规则中所规定的例外情况外，国际吨位证书（１９６９）应停止生效，并由主管机关予以注销。

　　２．　除本条第３款的规定外，当船舶转为悬挂另一国家的国旗时，由原管主机关发给该船的证书应停止生效。

　　３．　当船舶转为悬挂另一缔约国政府的国旗时，原发国际吨位证书（１９６９）的继续有效期应不超过三个月，或直到主管机关发给另一国际吨位证书（１９６９）来代替原证书为止，二者以较早者为准。船舶原来悬挂其国旗的缔约国政府，应于完成转移之后，尽速将该船转移时持有的证书副本及其吨位计算书副本送交上述主管机关。

第十一条　证书的承认

　　由一缔约国政府授权根据本公约发给的证书，其它缔约国政府应予承认，并认为在本公约范围内与其它缔约国政府所颁发的证书具有同等效力。

第十二条　检　查

　　１．　悬挂缔约国政府国旗的船舶在其它缔约国港口时，应接受该国政府正式授权的官员检查。这种检查以核实下述目的为限：

　　（１）该船是否备有有效的国际吨位证书（１９６９）；

　　（２）该船的主要特征是否与证书中所载的数据相符。

　　２．　在任何情况下，不得因施行这种检查而滞留船舶。

　　３．　如果经检查发现船舶的主要特征与国际吨位证书（１９６９）所载不一致，从而导致增加总吨位或净吨位，则应及时通知该船的船旗国政府。

　　第十三条　权　利

　　除持有本公约有效证书者外，任何船舶不得要求享有本公约赋予的权利。

　　第十四条　以前的条约、公约和协定

　　１．　本公约缔约国政府之间现行的一切有关吨位事项的其它条约、公约和协定，在其有效期间，对下列船舶仍可继续保持完全有效：

　　（１）不适用本公约的船舶；

　　（２）适用本公约的船舶，但本公约未予明确规定的事项。

　　２．　上述条约、公约或协定与本公约的规定有抵触时，应以本公约的规定为准。

　　第十五条　情报的送交

　　各缔约国政府承担义务向海协组织通知和交存：

　　１．　足够份数的、根据本公约规定签发的证书样本，以便分送各缔约国政府；

　　２．　在本公约范围内为各种事项颁布的法律、法令、命令、规则和其它文件；

　　３．　经授权代表缔约政府执行有关吨位事项的非政府机构名单，以便分送各缔约政府。

第十六条　签署、接受和参加

　　１．本公约自１９６９年６月２３日起开放六个月，任凭签署，此后仍予开放，任凭参加。联合国成员国的政府，或任一专门机构的各国政府，或国际原子能机构的各国政府，或国际法院的规约当事国，可按下列方式参加本公约：

　　（１）签署，并对接受无保留；

　　（２）签署，并对接受作出保留，随后予以接受；

　　（３）加入。

　　２．　接受或加入本公约，应在接受或加入的文件交存海协组织后认为有效。海协组织应将它收到的每一份新接受或加入的文件和交存的日期，通知所有已签署或加入本公约的政府。海协组织还应将自１９６９年６月２３日起六个月内任何生效的签署，通知所有早已签署本公约的政府。

第十七条　生效

　　１．　本公约应在至少有２５个国家按第十六条规定签署而不附以关于接受的保留，或者交存接受和加入文件之日起２４个月后生效，该２５个国家共拥有商船船队的吨位应不少于世界航运总吨位的６５％。海协组织应将生效日期通知所有已签署或加入本公约的政府。

　　２．　对于在本条第款中所述２４个月的期间内交存接受或加入本公约的政府，其接受或加入的生效日期，应为本公约生效之日；或者自交存接受或加入文件之日起三个月以后生效。两者以较迟的日期为准。

　　３．　对于在本公约生效以后交存接受或加入本公约的文件的政府，本公约应自上述文件交存之日起三个月后生效。

　　４．　在为使本公约修正案生效所需的一切措施均已完成的日期以后，或在修正案一致接受的情况下，如在第十八条第２款（１）项所认为需要的一切接受书已提交以后，任何交存的接受或加入的文件应认为适用于经修订的公约。

　　第十八条　修　正　案

　　１．　经某一缔约政府提议，可以根据本条所规定的任一程序修改本公约。

　　２．　经一致接受的修正：

　　（１）经某一缔约政府请求，海协组织应将该政府修改本公约的任何建议送交所有缔约政府考虑，旨在取得一致接受。

　　（２）除另行商定更早的日期外，任何这种修正案应在所有缔约政府一致接受之日起１２个月后生效。如有某一缔约政府，在海协组织第一次通知该修正案之日起２４个月内，尚未将它的接受或反对意见通知海协组织，应被视为已接受该修正案。

３．　经海协组织内审议后的修正：

　　（１）经某一缔约政府请求，海协组织应审议该政府对本公约所提出的任何修正。此项修正案如经本组织海上安全委员会到会并投票的２／３多数通过，即应在提交本组织大会讨论前至少６个月，送交本组织的所有成员国和所有缔约政府。

　　（２）如经出席大会并投票的２／３多数通过，此项修订案应由海协组织通知所有缔约政府，以供接受。

　　（３）上述修订案应在缔约政府２／３多数接受之日起１２个月后生效。该修正案应对所有缔约政府生效，但在该修正案生效前声明不接受的缔约政府除外。

　　（４）经出席大会并投票的２／３多数通过，其中包括有参加海上安全委员会的政府中２／３多数出席并投票通过，则在采纳某一修正案时，得提议决定该修正案具有这样的重要性，即任何缔约政府根据本款（３）项提出声明，并在该修正案生效后１２个月内仍不接受此项修正，则在上述期限届满时，应停止该政府作为本公约参加国。这项决定应事先取得缔约政府中２／３多数同意。

　　（５）本款各项规定，并不妨碍原先根据本款对本公约提出修正行动的缔约政府，在任何时候采取它所认为适当的、依据本条第２或第４款任择其一的行动。

　　４．经过会议的修正：

　　（１）经某一缔约政府请求，同时有至少１／３的缔约国同意，海协组织可召集各政府会议，以考虑对本公约的修正。

　　（２）每一修正案如经上述会议出席并投票的２／３多数通过，即应由海协组织将该修正案通知所有缔约政府，以供接受。

　　（３）上述修正案应在缔约政府２／３多数接受之日起１２个月后生效。该修正案应对所有缔约政府生效，但在该修正案生效前声明不接受的缔约政府除外。

　　（４）根据本款（１）项召集的会议，经出席并投票的２／３多数通过，则在采纳某一修正案时，得决定该修正案具有这样的重要性，即任何缔约政府根据本款（３）项提出声明，并在修正案生效后１２个月内仍不接受此项修正，则在上述期限届满时，应停止该政府作为本公约参加国。

　　５．　海协组织应将根据本条生效的任何修正案及每一修正案行将生效的日期，一并通知所有缔约政府。

　　６．　根据本条规定所作的任何接受或声明，应以书面交存海协组织。海协组织收到此项接受或声明，应通知所有缔约政府。

第十九条　退出

　　１．　任何缔约政府，在本公约对该政府生效满五年后，可以随时退出本公约。

　　２．　退出本公约，应以书面通知海协组织。海协组织应将它所收到的退出本公约文件和收到日期，通知所有其它缔约政府。

　　３．　退出本公约，应在海协组织收到退出文件一年后，或文件中可能指定的较长期限后生效。

第二十条　领土

　　１．　（１）如联合国是某一领土的管理当局，或任何缔约政府对某一领土的国际关系负有责任，应尽速与该领土当局协商或采取适当措施，尽力使本公约适用于该领土，并可随时用书面通知海协组织，声明本公约扩大适用于该领土。

　　（２）自收到通知之日或通知中可能指定之日起，本公约即开始扩大适用于通知中所述领土。

　　２．　（１）根据本条第１款（１）项提出声明的联合国或任何缔约政府，自本公约扩大适用于该领土之日起满五年后，可以随时用书面通知海协组织，声明本公约停止扩大适用于通知中所述领土。

　　（２）自海协组织收到上述通知之日起一年后，或通知中可能指定的较长期限以后，本公约即停止扩大适用于该通知中所述领土。

　　３．　海协组织应将根据本条第１款扩大适用于任何领土，和根据第２款终止此项扩大适用事项，通知所有缔约政府，并逐一说明本公约扩大适用或终止扩大适用的日期。

第二十一条　交存和登记

　　１．　本公约应交存于海协组织，海协组织秘书长应将验证无误的本公约副本，分送所有签署国政府和所有加入本公约的政府。

　　２．　本公约一经生效，根据联合国宪章第一百零二条，海协组织秘书长应将公约文本转送联合国秘书处，以供登记和公布。

第二十二条　语文

　　本公约用英文和法文写成，计一份，两种文本具有同等效力。有俄文和西班牙文写成的正式译本应与签署的原本一起存放。

　　经各国政府正式授权的下列各代表，特签署本公约，以昭信守。

　　１９６９年６月２３日订于伦敦。

附则：测定船舶总吨位和净吨位规则

第一条　总则

　　１．　船舶的吨位应包括总吨位和净吨位。

　　２．　总吨位和净吨位应根据本规则各项规定予以测定。

　　３．　新奇型式船艇的总吨位和净吨位，由于其构造的特点，以致不能合理应用或难以实用本规则各条规定时，应由主管机关决定其总吨位和净吨位。如果吨位是这样决定的，主管机关应将为此所采用的方法细节通知海协组织，以便分送各缔约政府，供其参考。

第二条　本附则中所用名词的定义

　　１．　上甲板

　　上甲板是指最高一层露天全通甲板，在露天部分上的一切开口，设有永久性水密关闭装置，而且在该甲板下面船旁两侧的一切开口，也有永久性的水密关闭装置。如船舶具有阶形上甲板，则取最低的露天甲板线和其平行于甲板较高部分的延伸线作为上甲板。

　　２．　型深

　　（１）型深是指从龙骨上面量到船舷处上甲板下面的垂直距离。对木质船舶和铁木混合结构船舶，垂直距离是从龙骨镶口的下缘量起。倘船舶中央横剖面的底部具有凹形，或装有加厚的龙骨翼板时，垂直距离是从船底平坦部分向内引伸与龙骨侧面相交的一点量起。

　　（２）具有圆弧形舷边的船舶，型深是量到甲板型线和船舷外板型线相交之点，这些线的引伸是把该舷边看作是设计为角形的。

　　（３）当上甲板为阶形甲板，并且其升高部分延伸超过决定型深的一点时，型深应量到此甲板较低部分的引伸虚线，此虚线平行于甲板升高部分。

　　３．　宽度

　　宽度是指船舶的最大宽度，对金属壳板的船，其宽度是在船长中点处量到两舷的肋骨型线，对其它材料壳板的船，其宽度在船长中点量到船体外面。

　　４．　围蔽处所

　　围蔽处所是指由船壳、固定的或可移动的隔板或舱壁、甲板或盖板所围成的所有处所，但永久的或可移动的天蓬除外，无论是甲板上有间断处，或船壳上有开口，或甲板上有开口，或某一处所的盖板上有开口，或某一处所的隔板或舱壁上有开口，以及一面未设隔板或舱壁的处所，都不妨碍将这些处所计入围蔽处所之内。

　　５．　免除处所

　　虽然本条第４款有所规定，本款下列各项（１）至（５）所述处所仍应称为免除处所，不计入围蔽处所容积之内。但符合以下三条件之一者，应作为围蔽处所：

　　——设有框架或其它设施保护货物和物料的处所；

　　——开口上设有某种封闭设备；

　　——具有能使其开口封闭的建筑物。

　　（１）１）甲板上建筑物内某一处所，它面对着高度为全甲板间的端部开口，且开口上沿板的高度不超过其邻近甲板横梁的高度２５毫米（１英寸），如开口的宽度等于或大于该开口处甲板宽度的９０％，则从实际端部开口起，至等于开口处甲板宽度的一半距离绘一与开口线或面相平行的线，这个处所可不计入围蔽处所之内（见附录Ｉ中图１）。

　　２）如该处所的宽度由于任何布置上的原因，包括由于船壳板的收敛，使其宽度小于开口处甲板宽度的９０％，则从开口线起，至船体横向宽度等于或小于开口处甲板宽度的９０％处绘一与开口平行的线，这个处所可不计入围蔽处所之内（见附录Ｉ中图２、３、４）。

　　３）如果两个处所由一间隔区分开，而且间隔区除了舷墙和栏杆外是完全开敞的，则可按（１）１）或２）的规定将其中一个或两个处所免除量计；但如果两个处所之间的间隔距离小于间隔区甲板最小宽度的一半，就不适用这种免除（见附录Ｉ中图５和６）。

　　（２）在架空露天甲板下的处所，其开敞的两侧与船体除了必要的支柱外并无其它连接。在这种处所，可以设置栏杆、舷墙及舷边上沿板，或在船边安设支柱，但栏杆顶或舷墙顶与舷边上沿板之间的距离，应不小于０．７５米（２．５英尺），或不小于该处所高度的１／３，以较大者为准（见附录Ｉ中图７）。

　　（３）伸展到两舷的建筑物内的处所，其两侧的相对开口的高度不小于０．７５米（２．５英寸），或不小于建筑物高度的１／３，以较大者为准。如果这种建筑物只在一侧有开口，则从围蔽处所中免除计量的处所仅限于从开口向内最多伸到该开口处甲板宽度的一半（见附录Ｉ中图８）。

　　（４）建筑物内，直接位于其顶甲板上无覆盖的开口之下的某一处所，倘这种开口是露天的，则从围蔽处所中免除计量的处所仅限于此开口区域（见附录Ｉ中图９）。

　　（５）由建筑物的界限舱壁形成的某一壁龛，这种壁龛是露天的，其开口高度为甲板间的全高度，无封闭设备，而且壁龛内宽度不大于其入口处宽度，同时从入口伸至内壁的深度不大于入口处宽度的２倍（见附录Ｉ中图１０）。

　　６．　旅客

　　除下列人员外，均为旅客：

　　（１）船长和船员，以及在船上雇用或从事该船任何业务的其它人员；

　　（２）一周岁以下的儿童。

　　７．　载货处所

　　净吨位计算中所包括的载货处所，是指适宜于运载由船上起卸货物的围蔽处所，而且这些处所已经列入总吨位计算之内。上述载货处所应在易于看到的地方用字母ＣＣ（货舱）作永久性标志，字母的高度应不小于１００毫米（４英寸），以便查核。

　　８．　水密

　　水密是指在任何海况下，水都不会浸入船内。

第三条　总吨位

　　船舶总吨位（ＧＴ）应按下述公式决定：

　　　ＧＴ＝Ｋ１Ｖ其中：Ｖ＝船舶所有围蔽处所的总容积，立方米；

　　Ｋ１＝０．２＋０．０２ｌｏｇ１０ｖ（或取附录Ⅱ表中所示）。

第四条　净吨位

　　　１．　船舶净吨位（ＮＴ）应按下述公式决定：

　　　　　　　　　　　４ｄ　　　　　　　　　Ｎ２

　　　ＮＴ＝Ｋ２Ｖ０（－－）２＋Ｋ３（Ｎ１＋－－）

　　　　　　　　　　　３Ｄ　　　　　　　　　１０

　式中：

　　　　　　　　　４ｄ

　　　（１）因素（－－）２应不大于１；

　　　　　　　　　３Ｄ

　　　　　　　　　　　４ｄ

　　　（２）Ｋ２Ｖ０（－－）２应不小于０．２５ＧＴ；

　　　　　　　　　　　３Ｄ

　　　（３）ＮＴ应不小于０．３０ＧＴ；

　其中：

　　　Ｖ０＝各载货处所的总容积，立方米：

　　　Ｋ２＝０．２＋０．０２ｌｏｇ１０ｖ０（或取附录Ⅱ表中所示）；

　　　　　　　　　　ＧＴ＋１０．０００

　　　Ｋ３＝１．２５－－－－－－－－－；

　　　　　　　　　　　　１０．０００

　　Ｄ＝本规则第二条２．款中所述船长中点的型深，米；

　　ｄ＝本条第２．款所述船长中点的型吃水，米；

　　Ｎ１＝不超过８个铺位的客舱中的旅客数；

　　Ｎ２＝其它旅客数；

　　Ｎ１＋Ｎ２＝船舶乘客证书中所载准许乘客总数；

　　当Ｎ１＋Ｎ２小于１３时，Ｎ１及Ｎ２均取为零。

　　ＧＴ＝根据本规则第三条决定的船舶总吨位。

　　２．　关于本条第１．款中所指的型吃水，应为下述吃水之一：

　　（１）对于适用现行国际船舶载重线公约的船舶，其吃水相当于按该公约所勘定的夏季载重线（木材载重线除外）；

　　（２）对于客船，其吃水相当于按现行国际海上人命安全公约或其它适用的国际协定所勘定的最深分舱载重线；

　　（３）对于不适用现行国际船舶载重线公约而按国家要求勘定其载重线的船舶，其吃水相当于按该国家要求所勘定的夏季载重线；

　　（４）对于未勘定载重线，但其吃水是按国家要求予以限制的船舶，最大许可吃水即为其型吃水；

　　（５）对于其它船舶，则以本规则第二条２．款所述船长中点型深的７５％作为型吃水。

　　第五条　净吨位的变更

　　１．　当一船的特性，如本规则第三和第四条所述的Ｖ，Ｖｃ，ｄ，Ｎ１或Ｎ２有改变，同时这种改变引起船舶按第四条所决定的净吨位增加时，则此船的净吨位应迅即按其相应的新特性予以测定。

　　２．　对于同时按第四条２．（１）和２．（２）勘定载重线的船舶，仅需按第四条规定给予一种净吨位，此净吨位应适应于该船从事的业务所勘定的载重线。

　　３．　当一船的特性，如本规则第三和第四条所述的Ｖ，Ｖｃ，ｄ，Ｎ１或Ｎ２有改变，或是因该船从事的业务改变而涉及到本条２．款所规定的相应载重线改变，并且这种改变引起船舶按第四条所决定的净吨位减少时，则适合此项净吨位的新国际吨位证书（１９６９），应在现行吨位证书签发之日起十二个月以后发给；但这项要求不适用于下述情况；

　　（１）如果船舶转移为悬挂另一国家的国旗；

　　（２）如果船舶经改装或改建，主管机关认为这种改装或改建的性质重大，例如因上层建筑拆除而需要改变原勘定的载重线。

　　（３）从事特种业务而载运大量无铺位旅客的客船，例如朝圣业务。

第六条　容积的计算

　　１．　列入总吨位和净吨位计算中的所有容积，不管是否装有绝缘物或类似绝缘物，对金属结构的船舶应量到船壳板内侧或结构的边界板内侧；对其它材料结构的船舶，应量到船壳的外表面或结构的边界内表面。

　　２．　船体凸出部分的容积，应列入总容积之内。

　　３．　露天处所的容积，可从总容积中除去。

第七条　量度和计算

　　１．　容积计算中所采用的量度应取至厘米、或二十分之一英尺的最近值。

　　２．　对有关处所的容积应按一般公认的方法计算，并应达到主管机关认可的精确度。

　　３．　计算应充分详细，以便于核对。

　　（译注：本规则第二条５．（５）中说明“……从入口伸至内壁的深度不大于入口处宽度的２倍……”，但附录Ｉ图１０中右边所绘作为围蔽处所的Ｉ，注为ｌ１＜２ｗ１，这个注似有错误，应为ｌ１＞２ｗ１）。

INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS, 1969

Whole document

 The Contracting Governments, DESIRING to establish uniform principles and rules with respect to the determination of tonnage of ships engaged on international voyages;

CONSIDERING that this end may best be achieved by the conclusion of a Convention;

HAVE AGREED as follows:

 Article 1 General Obligation under the Convention

 The Contracting Governments undertake to give effect to the provisions of the present Convention and the Annexes hereto which shall constitute an integral part of the present Convention. Every reference to the present Convention constitutes at the same time a reference to the Annexes.

　　Article 2 Definitions

　　For the purpose of the present Convention, unless expressly provided otherwise:

 (1) "Regulations" means the Regulations annexed to the present Convention;

　　(2) "Administration" means the Government of the State whose flag the ship is flying;

　　(3) "international voyage" means a sea voyage from a country to which the present Convention applies to a port outside such country, or conversely. For this purpose, every territory for the international relations of which a Contracting Government is responsible or for which the United Nations are the administering authority is regarded as a separate country;

　　(4) "gross tonnage" means the measure of the overall size of a ship determined in accordance with the provisions of the present Convention;

　　(5) "net tonnage" means the measure of the useful capacity of a ship determined in accordance with the provisions of the present Convention;

　　(6) "new ship" means a ship the keel of which is laid, or which is at a similar stage of construction, on or after the date of coming into force of the present Convention;

 (7) "existing ship" means a ship which is not a new ship;

　　(8) "length" means 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline;

 (9) "Organization" means the Inter-Governmental Maritime Consultative Organization.

 Article 3 Application

　　(1) The present Convention shall apply to the following ships engaged on international voyages;

 (a) ships registered in countries the Governments of which are Contracting Governments;

　　(b) ships registered in territories to which the present Convention is extended under Article 20; and

　　(c) unregistered ships flying the flag of a State, the Government of which is a Contracting Government.

　　(2) The present Convention shall apply to:

　　(a) new ships;

　　(b) existing ships which undergo alterations or modifications which the Administration deems to be a substantial variation in their existing gross tonnage;

　　(c) existing ships if the owner so requests; and

　　(d) all existing ships, twelve years after the date on which the Convention comes into force, except that such ships, apart from those mentioned in (b) and (c) of this paragraph, shall retain their then existing tonnages for the purpose of the application to them of relevant requirements under other existing International Conventions.

　　(3) Existing ships to which the present Convention has been applied in accordance with sub-paragraph (2) (c) of this Article shall not subsequently have their tonnages determined in accordance with the requirements which the Administration applied to ships on international voyages prior to the coming into force of the present Convention.

Article 4 Exceptions

　　(1) The present Convention shall not apply to:

　　(a) ships of war; and

　　(b) ships of less than 24 metres (79 feet) in length.

　　(2) Nothing herein shall apply to ships solely navigating:

　　(a) the Great Lakes of North America and the River St. Lawrence as far east as a rhumb line drawn from Cap des Rosiers to West Point, Anticosti Island, and, on the north side of Anticosti Island, the meridian of longitude 63°W;

　　(b) the Caspian Sea; or

　　(c) the Plate, Parana and Uruguay Rivers as far east as a rhumb line drawn between Punta Rasa (Cabo San Antonio), Argentina, and Punta del Este, Uruguay.

　　Article 5 Force Majeure

　　(1) A ship which is not subject to the provisions of the present Convention at the time of its departure on any voyage shall not become subject to such provisions on account of any deviation from its intended voyage due to stress of weather or any other cause of force majeure.

　　(2) In applying the provisions of the present Convention, the Contracting Governments shall give due consideration to any deviation or delay caused to any ship owing to stress of weather or any other cause of force majeure.

 Article 6 Determination of Tonnages

 The determination of gross and net tonnages shall be carried out by the Administration which may, however, entrust such determination either to persons or organizations recognized by it. In every case the Administration Concerned shall accept full responsibility for the determination of gross and net tonnages.

　　Article 7 Issue of Certificate

　　(1) An International Tonnage Certificate (1969) shall be issued to every ship, the gross and net tonnages of which have been determined in accordance with the present Convention.

　　(2) Such certificate shall be issued by the Administration or by any person or organization duly authorized by it. In every case, the Administration shall assume full responsibility for the certificate.

　　Article 8 Issue of Certificate by another Government

 (1) A Contracting Government may, at the request of another Contracting Government,　determine the gross and net tonnages of a ship and issue or authorize the issue of an International Tonnage Certificate (1969) to the ship in accordance with the present Convention.

 (2) A copy of the certificate and a copy of the calculations of the tonnages shall be transmitted as early as possible to the requesting Government.

　　(3) A certificate so issued shall contain a statement to the effect that it has been issued at the request of the Government of the State whose flag the ship is or will be flying and it shall have the same validity and receive the same recognition as a certificate issued under

 Article 7.

　　(4) No International Tonnage Certificate (1969) shall be issued to a hip which is flying the flag of a State the Government of which is not a Contracting Government.

　　Article 9 Form of Certificate

　　(1) The certificate shall be drawn up in the official language or languages of the issuing country. If the language used is neither English nor French, the text shall include a translation into one of these languages.

　　(2) The form of the certificate shall correspond to that of the model given in Annex II.

　　Article 10 Cancellation of Certificate

　　(1) Subject to any exceptions provided in the Regulations, an International Tonnage Certificate (1969) shall cease to be valid and shall be cancelled by the Administration if alterations have taken place in the arrangement, construction, capacity, use of spaces, total number of passengers the ship is permitted to carry as indicated in the ship's passenger certificate, assigned load line or permitted draught of the ship, such as would necessitate an increase in gross tonnage or net tonnage.

　　(2) A certificate issued to a ship by an Administration shall cease to be valid upon transfer of such a ship to the flag of another State, except as provided in paragraph (3) of this Article.

　　(3) Upon transfer of a ship to the flag of another State the Government of which is a Contracting Government, the International Tonnage Certificate (1969) shall remain in force for a period not exceeding three months, or until the Administration issues another International Tonnage Certificate (1969) to replace it, whichever is the earlier. The Contracting Government of the State whose flag the ship was flying hitherto shall transmit to the Administration as soon as possible after the transfer takes place a copy of the certificate carried by the ship at the time of transfer and a copy of the relevant tonnage calculations.

　　Article 11 Acceptance of Certificate

 The certificate issued under the authority of a Contracting Government in accordance with the present Convention shall be accepted by the other Contracting Governments and regarded for all purposes covered by the present Convention as having the same validity as certificates issued by them.

　　Article 12 Inspection

　　(1) A ship flying the flag of a State the Government of which is a Contracting Government shall be subject, when in the ports of other Contracting Governments, to inspection by officers duly authorized by such Governments. Such inspection shall be limited to the purpose of verifying:

　　(a) that the ship is provided with a valid International Tonnage Certificate (1969); and

　　(b) that the main characteristics of the ship correspond to the data given in the certificate.

　　(2) In no case shall the exercise of such inspection cause any delay to the ship.

　　(3) Should the inspection reveal that the main characteristics of the ship differ from those entered on the International Tonnage Certificate (1969) so as to lead to an increase in the gross tonnage or the net tonnage, the Government of the State whose flag the ship is flying shall be informed without delay.

　　Article 13 Privileges

　　The privileges of the present Convention may not be claimed in favour of any ship unless it holds a valid certificate under the Convention.

　　Article 14 Prior Treaties, Conventions and Arrangements

　　(1) All other treaties, conventions and arrangements relating to tonnage matters at present in force between Governments Parties to the present Convention shall continue to have full and complete effect during the terms thereof as regards:

　　(a) ships to which the present Convention does not apply; and

　　(b) ships to which the present Convention applies, in respect of matters for which it has not expressly provided.

　　(2) To the extent, however, that such treaties, conventions, or arrangements conflict with the provisions of the present Convention, the provisions of the present Convention shall prevail.

 Article 15 Communication of Information

　　The Contracting Governments undertake to communicate to and deposit with the Organization:

　　(a) a sufficient number of specimens of their certificates issued under the provisions of the present Convention for circulation to the Contracting Governments;

　　(b) the text of the laws, orders, decrees, regulations and other instruments which shall have been promulgated on the various matters within the scope of the present Convention;　and

　　(c) a list of non-governmental agencies which are authorized to act in their behalf in matters relating to tonnages for circulation to the Contracting Governments.

　　Article 16 Signature, Acceptance and Accession

　　(1) The present Convention shall remain open for signature for six months from 23 June 1969, and shall thereafter remain open for accession. Governments of States Members of the United Nations, or of any of the Specialized Agencies, or of the International Atomic Energy Agency, or parties to the Statute of the International Court of Justice may become Parties to the Convention by:

　　(a) signature without reservation as to acceptance;

　　(b) signature subject to acceptance followed by acceptance; or

　　(c) accession.

　　(2) Acceptance or accession shall be effected by the deposit of an instrument of acceptance or accession with the Organization. The Organization shall inform all Governments which have signed the present Convention or acceded to it of each new acceptance or accession and of the date of its deposit. The Organization shall also inform all Governments which have already signed the Convention of any signature effected during the six months from 23 June 1969.

　　Article 17 Coming into Force

　　(1) The present Convention shall come into force twenty-four months after the date on which not less than twenty-five Governments of States the combined merchant fleets of which constitute not less than sixty-five per cent of the gross tonnage of the world's merchant shipping have signed without reservation as to acceptance or deposited instruments of acceptance or accession in accordance with Article 16. The Organization shall inform all Governments which have signed or acceded to the present Convention of the date on which it comes into force.

　　(2) For Governments which have deposited an instrument of acceptance of or accession to the present Convention during the twenty-four months mentioned in paragraph (1)　of this Article, the acceptance or accession shall take effect on the coming into force of the present Convention or three months after the date of deposit of the instrument of acceptance or accession whichever is the later date.

　　(3) For Governments which have deposited an instrument of acceptance of or accession to the present Convention after the date on which it comes into force, the Convention shall come into force three months after the date of the deposit of such instrument.

　　(4) After the date on which all the measures required to bring an amendment to the present Convention into force have been completed, or all necessary acceptances are deemed to have been given under sub-paragraph (b) of paragraph (2) of Article 18 in case of amendment by unanimous acceptance, any instrument of acceptance or accession deposited shall be deemed to apply to the Convention as amended.

　　Article 18 Amendments

　　(1) The present Convention may be amended upon the proposal of a Contracting Government by any of the procedures specified in this Article.

　　(2) Amendment by unanimous acceptance:

　　(a) Upon the request of a Contracting Government, any amendment proposed by it to the present Convention shall be communicated by the Organization to all Contracting Governments for consideration with a view to unanimous acceptance.

　　(b) Any such amendment shall enter into force twelve months after the date of its acceptance by all Contracting Governments unless an earlier date is agreed upon. A Contracting Government which does not communicate its acceptance or rejection of the amendment to the Organization within twenty-four months of its first communication by the latter shall be deemed to have accepted the amendment.

(3) Amendment after consideration in the Organization:

(a) Upon the request of a Contracting Government, any amendment proposed by it to the present Convention will be considered in the Organization. If adopted by a majority of two-thirds of those present and voting in the Maritime Safety Committee of the Organization,　such amendment shall be communicated to all Members of the Organization and all Contracting Governments at least six months prior to its consideration by the Assembly of the Organization.

　　(b) If adopted by a two-thirds majority of those present and voting in the Assembly, the amendment shall be communicated by the Organization to all Contracting Governments for their acceptance.

　　(c) Such amendment shall come into force twelve months after the date on which it is accepted by two-thirds of the Contracting Governments. The amendment shall come into force with respect to all Contracting Governments except those which, before it comes into force, make a declaration that they do not accept the amendment.

(d) thirds of the Governments represented on the Maritime Safety Committee and present and voting in the Assembly, may propose a determination at the time of its adoption that an amendment is of such an important nature that any Contracting Government which makes a declaration under sub-paragraph (c) of this paragraph and which does not accept the amendment within a period of twelve months after it comes into force, shall cease to be a party to the present Convention upon the expiry of that period. This determination shall be subject to the prior acceptance of two-thirds of the Contracting Governments.

 (e) Nothing in this paragraph shall prevent the Contracting Government which first proposed action under this paragraph on an amendment to the present Convention from taking at any time such alternative action as it deems desirable in accordance with paragraphs (2) or (4) of this Article.

　　(4) Amendment by a conference:

　　(a) Upon the request of a Contracting Government, concurred in by at least one-third of the Contracting Governments, a conference of Governments will be convened by the Organization to consider amendments to the Present Convention.

　　(b) Every amendment adopted by such a conference by a two-thirds majority of those present and voting of the Contracting Governments shall be communicated by the Organization to all Contracting Governments for their acceptance.

　　(c) Such amendment shall come into force twelve months after the date on which it is accepted by two-thirds of the Contracting Governments. The amendment shall come into force with respect to all Contracting Governments except those which, before it comes into force, make a declaration that they do not accept the amendment.

　　(d) By a two-thirds majority of those present and voting, a conference convened under sub-paragraph (a) of this paragraph may determine at the time of its adoption that an amendment is of such an important nature that any Contracting Government which makes a declaration under sub-paragraph (c) of this paragraph, and which does not accept the amendment within a period of twelve months after it comes into force, shall cease to be a party to the present Convention upon the expiry of that period.

　　(5) The Organization shall inform all Contracting Governments of any amendments which may come into force under this Article, together with the date on which each such amendment will come into force.

 (6) Any acceptance or declaration under this Article shall be made by the deposit of an instrument with the Organization which shall notify all Contracting Governments of the receipt of the acceptance or declaration.

 Article 19 Denunciation

　　(1) The present Convention may be denounced by any Contracting Government at any time after the expiry of five years from the date on which the Convention comes into force for that Government.

　　(2) Denunciation shall be effected by the deposit of an instrument with the Organization which shall inform all the other Contracting Governments of any such denunciation received and of the date of its receipt.

　　(3) A denunciation shall take effect one year, or such longer period as may be specified in the instrument of denunciation, after its receipt by the Organization.

Article 20 Territories

　　(1) (a) The United Nations, in cases where they are the administering authority for a territory, or any Contracting Government responsible for the international relations of a territory, shall as soon as possible consult with such territory or take such measures as may be appropriate in an endeavour to extend the present Convention to that territory and may at any time by notification in writing to the Organization declare that the present Convention shall extend to such territory.

　　(b) The present Convention shall, from the date of receipt of the notification or from such other date as may be specified in the notification, extend to the territory named therein.

　　(2) (a) The United Nations, or any Contracting Government which has made a declaration under sub-paragraph (a) of paragraph (1) of this Article at any time after the expiry of a period of five years from the date on which the Convention has been so extended to any territory, may by notification in writing to the Organization declare that the present Convention shall cease to extend to any such territory named in the notification.

　　(b) The present Convention shall cease to extend to any territory mentioned in such notification one year, or such longer period as may be specified therein, after the date of receipt of the notification by the Organization.

　　(3) The Organization shall inform all the Contracting Governments of the extension of the present Convention to any territories under paragraph (1) of this Article, and of the termination of any such extension under the provisions of paragraph (2) stating in each case the date from which the present Convention has been or will cease to be so extended.

　　Article 21 Deposit and Registration

　　(1) The present Convention shall be deposited with the Organization and the Secretary-General of the Organization shall transmit certified true copies thereof to all Signatory Governments and to all Governments which accede to the present Convention.

　　(2) As soon as the present Convention comes into force, the text shall be transmitted by the Secretary-General of the Organization to the Secretariat of the United Nations for registration and publication, in accordance with Article 102 of the Charter of the United Nations.

　　Article 22 Languages

　　The present Convention is established in a single copy in the English and French languages,　both texts being equally authentic. Official translations in the Russian and Spanish languages shall be prepared and deposited with the signed original.

 IN WITNESS WHEREOF the undersigned being duly authorized by their respective Governments for that purpose have signed the present Convention.\*

　　[\* Signatures omitted.]

　　DONE AT LONDON this twenty-third day of June 1969.

 ANNEX I REGULATIONS FOR DETERMINING　GROSS　AND　NET　TONNAGES　OFSHIPS Regulation 1 General

　　(1) The tonnage of a ship shall consist of gross tonnage and net

tonnage.

 (2) The gross tonnage and the net tonnage shall be determined in accordance with the provisions of these Regulations.

　　(3) The gross tonnage and the net tonnage of novel types of craft whose constructional features are such as to render the application of the provisions of these Regulations unreasonable or impracticable shall be as determined by the Administration. Where the tonnage is so determined, the Administration shall communicate to the Organization details of the method used for that purpose, for circulation to the Contracting Governments for their information.

 Regulation 2 Definitions of Terms used in the Annexes

　　(1) Upper Deck The upper deck is the uppermost complete deck exposed to weather and sea, which has permanent means of weathertight closing of all openings in the weather part thereof, and below which all openings in the sides of the ship are fitted with permanent means of watertight closing in a ship having a stepped upper deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the upper deck.

　　(2) Moulded Depth

　　(a) The moulded depth is the vertical distance measured from the top of the keel to the underside of the upper deck at side. In wood and composite ships the distance is measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel.

　　(b) In ships having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwales were of angular design.

(c) Where the upper deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, the moulded depth shall be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part.

　　(3) Breadth The breadth is the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material.

　　(4) Enclosed Spaces Enclosed spaces are all those spaces which are bounded by the ship's hull, by fixed or portable partitions or bulkheads, by decks or coverings other than permanent or movable awnings. No break in a deck, nor any opening in the ship's hull, in a deck or in a covering of a space, or in the partitions or bulkheads of a space, nor the absence of a partition or bulkhead, shall preclude a space from being included in the enclosed space.

　　(5) Excluded Spaces Notwithstanding the provisions of paragraph (4) of this Regulation, the spaces referred to in subparagraphs (a) to (e) inclusive of this paragraph shall be called excluded spaces and shall not be included in the volume of enclosed spaces, except that any such space which fulfils at least one of the following three conditions shall be treated as an enclosed space:

　　- the space is fitted with shelves or other means for securing cargo or stores;

 - the openings are fitted with any means of closure;

　　- the construction provides any possibility of such openings being closed.

　　(a) (i) A space within an erection opposite an end opening extending from deck to deck except for a curtain plate of a depth not exceeding by more than 25 millimetres (one inch) the depth of the adjoining deck beams, such opening having a breadth equal to or greater than 90 per cent of the breadth of the deck at the line of the opening of the space. This provision shall be applied so as to exclude from the enclosed spaces only the space between the actual end opening and a line drawn parallel to the line or face of the opening at a distance from the opening equal to one half of the width of the deck at the line of the opening (Figure 1 in Appendix 1).

　　(a) (ii) Should the width of the space because of any arrangement except by convergence of the outside plating, become less than 90 per cent of the breadth of the deck,　only the space between the line of the opening and a parallel line drawn through the point where the athwartships width of the space becomes equal to, or less than, 90 per cent of the breadth of the deck shall be excluded from the volume of enclosed spaces (Figures 2, 3 and 4 in Appendix 1).

　　(a) (iii) Where an interval which is completely open except for bulwarks or open rails separates any two spaces, the exclusion of one or both of which is permitted under sub-paragraphs (a) (i) and/or (a) (ii), such exclusion shall not apply if the separation between the two spaces is less than the least half breadth of the deck in way of the separation (Figures 5 and 6 in Appendix 1).

　　(b) A space under an overhead deck covering open to the sea and weather, having no other connexion on the exposed sides with the body of the ship than the stanchions necessary for its support. In such a space, open rails or a bulwark and curtain plate may be fitted or stanchions fitted at the ship's side, provided that the distance between the top of the rails or the bulwark and the curtain plate is not less than 0.75 metres (2.5 feet) or one-third of the height of the space, whichever is the greater (Figure 7 in Appendix 1).

　　(c) A space in a side-to-side erection directly in way of opposite side openings not less in height than 0.75 metres (2.5 feet) or one-third of the height of the erection,　whichever is the greater. If the opening in such an erection is provided on one side only,　the space to be excluded from the volume of enclosed spaces shall be limited inboard from the opening to a maximum of one-half of the breadth of the deck in way of the opening (Figure 8 in Appendix 1).

　　(d) A space in an erection immediately below an uncovered opening in the deck overhead,　provided that such an opening is exposed to the weather and the space excluded from enclosed spaces is limited to the area of the opening (Figure 9 in Appendix 1).

　　(e) A recess in the boundary bulkhead of an erection which is exposed to the weather and the opening of which extends from deck to deck without means of closing, provided that the interior width is not greater than the width at the entrance and its extension into the erection is not greater than twice the width of its entrance (Figure 10 in Appendix 1).

　　(6) Passenger A passenger is every person other than:

　　(a) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and

　　(b) a child under one year of age.

　　(7) Cargo Spaces Cargo spaces to be included in the computation of net tonnage are enclosed spaces appropriated for the transport of cargo which is to be discharged from the ship, provided that such spaces have been included in the computation of gross tonnage. Such cargo spaces shall be certified by permanent marking with the letters CC (cargo compartment)　to be so positioned that they are readily visible and not to be less than 100 millimetres (4 inches) in height.

　　(8) Weathertight Weathertight means that in any sea conditions water will not penetrate into the ship.

Regulation 3 Gross Tonnage

　　The gross tonnage (GT) of a ship shall be determined by the following formula:

　　　　　　　 |-------------------|

　　　　　　　 |　　 GT = K　 V　　|

　　　　　　　 |　　　　　 1　　　 |

　　　　　　　 |-------------------|

　　　where: V = total volume of all enclosed spaces of the ship in cubic metres.

　　　 |--------------------------|

　　　 | K　= 0.2 + 0.02　 log V　|　(or as tabulated in Appendix 2).

　　　 |　1　　　　　　　10　　　 |

　　　 |--------------------------|

　　Regulation 4 Net Tonnage

　　　(1) The net tonnage (NT) of a ship shall be determined by the following formula:

　 |---------------------------------------------|

　 |　　　　　　　　　　　2　　　　　　　　　　　|

　 |　　　　　　　　　　　　　　　　　　　 N　　 |

　 |　　　　　　　　 4d　　　　　　　　　　 2　　|

　 |　NT = K　　V　(-----)　 + K　　(N　+ ---)　 |

　 |　　　　2　　c　　3D　　　　3　　 1　 10　　 |

　 |---------------------------------------------|

　　　in which formula:

　　　　　　　　　　 |--------|

　　　　　　　　　　 |　　　2 |

　　　　　　　　　　 |　4d　　|

　　　(a) the factor | (---)　|shall not be taken as greater than unity;

　　　　　　　　　　 |　3D　　|

　　　　　　　　　　 |--------|

　　　　　　　　　 |-----------|

　　　　　　　　　 |　　　　　2|

　　　　　　　　　 |　　　 4d　|

　　　(b) the term | K V (----)| shall not be taken as less than 0.25GT; and

　　　　　　　　　 |　2 c　3D　|

　　　　　　　　　 |-----------|

　　　(c) NT shall not be taken as less than 0.30GT, and in which:

　 |----|

　 |　V | = total volume of cargo spaces in cubic metres,

　 |　 c|

　 |----|

　　|--------------------------|

　　| K　= 0.2 + 0.02 log　 V　|　 (or as tabulated in Appendix 2),

　　|　2　　　　　　　　 10　c |

　　|--------------------------|

　 |----------------------|

　 |　　　　　　GT + 10000|

　 |　K　= 1.25 ----------| ,

　 |　 3　　　　　 10000　|

　 |----------------------|

　　　D = moulded depth amidships in metres as defined in Regulation 2 (2),

　　　d = moulded draught amidships in metres as defined in paragraph (2) of this Regulation,

　|------|

　|　 N　| = number of passengers in cabins with not more than 8 berths,

　|　　1 |

　|------|

　|------|

　|　 N　| = number of other passengers,

　|　　2 |

　|------|

　　　N　+　N　= total number of passengers the ship is permitted to carry

　　　 1　　 2

　as indicated in the

　ship's passenger certificate; when N　+ N　is less than 13, N　and N

　shall

　　　　　　　　　　　　　　　　　　　1　　 2　　　　　　　　　1　　　2 be

　taken as zero,

　　　GT = gross tonnage of the ship as determined in accordance with the

　provisions of Regulation 3.

 (2) The moulded draught (d) referred to in paragraph (1) of this

　Regulation shall be one of the following draughts:

 (a) for ships to which the International Convention on Load Lines in

　force applies, the draught corresponding to the Summer Load Line (other than timber load lines) assigned in accordance with that Convention;

　　(b) for passenger ships, the draught corresponding to the deepest subdivision load line assigned in accordance with the International Convention for the Safety of Life at Sea in force or other international agreement where applicable;

　　(c) for ships to which the International Convention on Load Lines does not apply but which have been assigned a load line in compliance with national requirements, the draught corresponding to the summer load line so assigned;

　　(d) for ships to which no load line has been assigned but the draught of which is restricted in compliance with national requirements, the maximum permitted draught;

　　(e) for other ships, 75 per cent of the moulded depth amidships as defined in Regulation 2 (2).

 Regulation 5 Change of Net Tonnage

　　(1) When the characteristics of a ship, such as V, V　, d, N　or N

　　　　　　　　　　　　　　　　　　　　　　　　　　　　　c　　　 1　　 2

　 as defined in Regulations 3 and 4, are altered and where such an alteration results in an increase in its net tonnage as determined in accordance with the provisions of Regulation 4, the net tonnage of the ship corresponding to the new characteristics shall be determined and shall be applied without delay.

　　(2) A ship to which load lines referred to in subparagraphs (2) (a) and (2) (b) of Regulation 4 are concurrently assigned shall be given only one net tonnage as determined in accordance with the provisions of Regulation 4 and that tonnage shall be the tonnage applicable to the appropriate assigned load line for the trade in which the ship is engaged.

　　(3) When the characteristics of a ship such as V, V　, d, N　or N

　　　　　　　　　　　　　　　　　　　　　　　　　　　　 c　　　 1　　 2

 as defined in Regulations　3 and 4 are altered or when the appropriate assigned load line referred to in paragraph (2) of this Regulation is altered due to the change of the trade in which the ship is engaged, and where such an alteration results in a decrease in its net tonnage as determined in accordance with the provisions of Regulation 4, a new International Tonnage Certificate (1969) incorporating the net tonnage so determined shall not be issued until twelve months have elapsed from the date on which the current Certificate was issued, provided that this requirement shall not apply:

　　(a) if the ship is transferred to the flag of another State, or

　　(b) if the ship undergoes alterations or modifications which are deemed by the Administration to be of a major character, such as the removal of a superstructure which requires an alteration of the assigned load line, or

　　(c) to passenger ships which are employed in the carriage of large numbers of unberthed passengers in special trades, such, for example, as the pilgrim trade.

 Regulation 6 Calculation of Volumes

　　(1) All volumes included in the calculation of gross and net tonnages shall be measured,　irrespective of the fitting of insulation or the like to the inner side of the shell or structural boundary plating in ships constructed of metal, and to the outer surface of the shell or to the inner side of structural boundary surfaces in ships constructed of any other material.

(2) Volumes of appendages shall be included in the total volume.

(3) Volumes of spaces open to the sea may be excluded from the total volume.

　　Regulation 7 Measurement and Calculation

　　(1) All measurement used in the calculation of volumes shall be taken to the nearest centimetre or one-twentieth of a foot.

　　(2) The volumes shall be calculated by generally accepted methods for the space concerned and with an accuracy acceptable to the Administration.

　　(3) The calculation shall be sufficiently detailed to permit easy checking.