

Subject:

International Tonnage Certificate
for S.B.T. tanker of Panamanian
flag

NKTECHNICAL INFORMATION

No.: 120

Date: 1st September, 1993

To Shipowners and shipbuilders concerned

By International Tonnage Convention 1969, ballast spaces shall be included in Gross Tonnage. However, IMO invites Governments to advise the port and harbour authorities to apply IMO Recommendation for deducting the tonnage of the segregated ballast tanks, required by regulation 13 of annex I of MARPOL 73/78 from the gross tonnage on the international tonnage certificate(1969), according to IMO Resolution A.722(17) of 6 NOV. 1991, a copy of which is enclosed herewith for your reference.

In this regard, the Technical Information No. 114 of 1 April, 1993 has been distributed on SBT tankers of Liberian and Marshall Islands flag. Further to the preceeding technical information, please be informed that this Society was authorized by the government of Republic of Panama in the international tonnage certificate(1969) under "Remarks" an entry be made for the tonnage of segregated ballast tanks in oil tankers in accordance with the IMO Resolution A.722(17).

Accordingly, the international tonnage certificate for S.B.T. tanker of Panamanian flag will be issued with the "Remarks" as of 1st September, 1993.

For the international tonnage certificate which has been issued for Panamanian flag tanker, the certificate with the above entry will be re-issued upon request of owner at the cost of ¥46,500.

encl. Resolution A.722(17) Application of tonnage measurement of ballast spaces
in segregated ballast oil tankers

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Resolution A.722(17)
Adopted on 6 November 1991
(Agenda item 12)

**APPLICATION OF TONNAGE MEASUREMENT OF BALLAST SPACES
IN SEGREGATED BALLAST OIL TANKERS**

THE ASSEMBLY,

NOTING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

NOTING further resolution 9 of the International Conference on Marine Pollution, 1973, concerning tonnage measurement of segregated ballast oil tankers,

RECALLING resolution A.388(X) in which Member Governments are invited to accept the recommendation concerning tonnage measurement of ballast spaces in segregated ballast oil tankers,

REALIZING the urgent need for the establishment of principles for the treatment of tonnage resulting from the fitting of segregated ballast tanks in oil tankers provided with an International Tonnage Certificate (1969),

REALIZING ALSO the urgent need for the unified application of tonnage measurement of segregated ballast spaces in oil tankers,

REAFFIRMING its desire to encourage the design of segregated ballast tanks in oil tankers,

HAVING CONSIDERED the recommendations made by the Marine Environment Protection Committee and the Maritime Safety Committee,

1. ADOPTS the Recommendation concerning Tonnage Measurement of Segregated Ballast Tanks in Oil Tankers, the text of which is given in the annex to this resolution;
2. INVITES Governments to advise the port and harbour authorities to apply this Recommendation for deducting the tonnage of the segregated ballast tanks, required by regulation 13 of annex I of MARPOL 73/78 from the gross tonnage on the International Tonnage Certificate (1969);
3. REQUESTS the Secretary-General to invite the Governments concerned to provide information on experience gained from the implementation of this resolution;
4. REVOKES resolution A.388(X).

RECOMMENDATION CONCERNING TONNAGE MEASUREMENT OF SEGREGATED BALLAST TANKS IN OIL TANKERS

In order to use a unified base for the application of tonnage measurement of segregated ballast tanks in oil tankers, Administrations are recommended to accept the following principles:

1 The ship is certified as a segregated ballast oil tanker as stated in paragraph 5 of the supplement to the International Oil Pollution Prevention Certificate and the location of the segregated ballast tanks is indicated under paragraph 5.2 of that supplement.

2 Segregated ballast tanks are those tanks exclusively used for the carriage of segregated water ballast, as defined in regulation 1(17) of annex I of MARPOL 73/78. The segregated ballast tanks should have a separate ballast pumping and piping system arranged for the intake and discharge of ballast water from and to the sea only. There should be no piping connections from segregated ballast tanks to the fresh water system. No segregated ballast tank should be used for the carriage of any cargo or for storage of ship's stores or material.

3 In the International Tonnage Certificate (1969) under "Remarks" an entry is made for the tonnage of segregated ballast tanks in oil tankers as follows:

"The segregated ballast tanks comply with regulation 13 of annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, and the total tonnage of such tanks exclusively used for the carriage of segregated water ballast is"

4 The tonnage of segregated ballast tanks mentioned above should be calculated according to the following formula:

$$K_1 \times V_b$$

where:

$K_1 = 0.2 + 0.02 \log_{10} V$ (or as tabulated in appendix 2 of the International Convention on Tonnage Measurement of Ships, 1969)

V = the total volume of all enclosed spaces of the ship in cubic metres as defined in regulation 3 of the International Convention on Tonnage Measurement of Ships, 1969

V_b = the total volume of segregated ballast tanks in cubic metres measured in accordance with regulation 6 of the International Convention on Tonnage Measurement of Ships, 1969.