

# RESOLUTIONS

## Resolution A.45 (III)

### BANNING OF NUCLEAR TESTS IN THE ATMOSPHERE, IN OUTER SPACE AND UNDER WATER

The Assembly,

*Guided* by a deep conviction that the maintenance of international peace is a matter of paramount importance to the whole of mankind,

*Concerned* to ensure the safety of sea-going shipping for the development of international trade,

*Expresses* its satisfaction at the conclusion and coming into force of the Treaty to ban nuclear tests in the atmosphere, in outer space and under water, signed in Moscow on 5 August 1963.

18 October 1963

## Resolution A.46 (III)

### APPROVAL OF THE APPOINTMENT OF THE EXTERNAL AUDITOR

The Assembly,

*Noting* Article 16 of the Convention concerning the functions of the Assembly,

*Noting further* Article 27 of the Convention concerning performance by the Council of all functions of the Assembly between sessions of that body,

*Recalling* Article XII of the Financial Regulations of the Organization and Resolution A.23 (II),

*Taking note* that the Council has extended the appointment of Sir Edmund Compton, K.B.E., C.B., as External Auditor of the Organization for a period of one year commencing 1 July 1963,

*Taking further note* of the fact that Sir Edmund Compton, K.B.E., C.B., is prepared to accept a further extension of his term of office,

*Confirms* the appointment of Sir Edmund Compton, K.B.E., C.B., as External Auditor for the period 1 July 1963 to 30 June 1964,

*Decides* to extend this appointment for a period of four years commencing 1 July 1964.

18 October 1963  
Agenda item 8

## Resolution A.47 (III)

### RED SEA LIGHTS

The Assembly,

*Taking note* of Article 1(a) of the Convention which provides that the purposes of the Organization shall include the general adoption of the highest

practicable standards in matters concerning maritime safety and efficiency of navigation,

*Taking note also* of Article 29 of the Convention relating to the duties of the Maritime Safety Committee which include all matters directly affecting maritime safety,

*Noting further* that the Maritime Safety Committee at its seventh session reaffirmed that in its view the efficient functioning of the Red Sea lights is essential to safe navigation in the area,

*Noting in addition* that the Council, in accordance with Article 22 of the Convention, considered the Report of the Maritime Safety Committee which included this matter and transmitted it to the Assembly,

*Decides* to endorse the view expressed by the Maritime Safety Committee.

18 October 1963  
Agenda item 12

## Resolution A.48 (III)

### APPROVAL OF THE RECOMMENDATIONS OF THE MARITIME SAFETY COMMITTEE ON TREATMENT OF SHELTER-DECK AND OTHER 'OPEN' SPACES

The Assembly,

*Taking note* of Article 16(i) of the Convention concerning the functions of the Assembly,

*Noting further* Articles 22 and 30 of the Convention which set out the procedure for consideration and adoption of recommendations to members concerning maritime safety,

*Noting in addition* that the Recommendations of the Maritime Safety Committee as to the treatment of shelter-deck and other 'open' spaces has been considered by the Council at its ninth session and transmitted to the Assembly,

*Bearing in mind*

Recommendation 17 of the International Conference on Safety of Life at Sea, 1960,

the Statement issued at the meeting of tonnage experts from Oslo Convention member countries held in Reykjavik in 1961,

the Resolution of the 1959 Conference of Classification Societies,

concerning the closing of tonnage openings in the interests of safety,

*Having considered* the Recommendations of the Maritime Safety Committee on treatment of shelter-deck and other 'open' spaces

### Decides

- (1) to endorse the Recommendations on treatment of shelter-deck and other 'open' spaces as set out in the Annex;
- (2) to agree that the details of the tonnage mark table, form and position of the tonnage mark, definition of the second deck, and any other relevant details which might arise shall be approved by the Maritime Safety Committee;
- (3) to recommend governments concerned to include in their national tonnage measurement requirements provisions to give effect to the Recommendations;
- (4) to invite governments concerned to exchange, through the Secretariat, relevant information as to their practices in the matters covered by these Recommendations, the object being to ensure international uniformity as far as practicable in the interpretation and application of the Recommendations.

## ANNEX

### RECOMMENDATIONS ON THE TREATMENT OF SHELTER-DECK AND OTHER 'OPEN' SPACES

#### GENERAL

1. Pending the establishment of a universal system of tonnage measurement, provisions should be introduced into the present national tonnage measurement requirements so that those spaces of a permanent character which are regarded as open spaces, and are accordingly exempted from inclusion in gross tonnage under such rules, may be permanently closed, while retaining the present exemption of those spaces.
2. More specifically, such provisions should extend to all ships and should permit exemption from gross tonnage of:
  - (a) certain permanently closed spaces situated on or above the uppermost complete deck exposed to sea and weather; and
  - (b) certain permanently closed spaces situated between the above-mentioned uppermost complete deck and the complete deck next below (i.e. the second deck), provided that a tonnage mark as hereinafter defined is not submerged.

#### TONNAGE MARK

3. *Tonnage mark reference deck.* The tonnage mark should be located at a certain distance below the line of the second deck, the position of such line being as defined for a deck-line in the International Load Line Convention in force.
4. *Location of tonnage mark.* The distance referred

to in paragraph 3 above should be calculated by using the tonnage mark tables.\*

#### THE TONNAGE MARK AND THE STATUTORY LOAD-LINE

5. The tonnage mark† should be marked on each side of the ship slightly abaft amidships, i.e. sufficiently away from the statutory load-line mark to avoid confusion between the two marks. In no case should the tonnage mark be assigned above the appropriate statutory load-line. Nothing in these Recommendations would prevent the assignment of a statutory load-line on the assumption that the second deck is the freeboard deck. When the statutory load-line is so assigned, the tonnage mark may be placed at the same level, without regard to any tabular assignment which would otherwise be required.

#### USE OF TONNAGE MARK IN DETERMINING TONNAGE

6. When the tonnage mark is *not* submerged, the gross and net tonnages determined by *exempting* the spaces which qualify for exemption in accordance with paragraph 8 below and which are situated within the uppermost 'tween-deck should apply; when the tonnage mark *is* submerged, the gross and net tonnages determined *without* exempting the said spaces should be applicable.

#### DETACHED SUPERSTRUCTURES AND DECK-HOUSES

7. The spaces which qualify for exemption and which are situated in the detached superstructures or deck-houses on or above the uppermost complete deck, should be exempt from inclusion in the gross tonnage, whether or not the tonnage mark is submerged.

#### SPACES QUALIFYING FOR EXEMPTION

8. Those spaces which are permanently closed but which, were they provided with tonnage openings, would be exempt from inclusion in the gross tonnage under the present relevant national tonnage measurement requirements, should qualify for exemption, provided that:

- (a) if the above spaces are situated on or above the uppermost complete deck, they should be *exempt* from inclusion in the gross tonnage *irrespective* of the draught (paragraph 7);

\* The final tonnage mark tables will be worked out and subsequently approved by the Maritime Safety Committee.

† The details of the form and location of the tonnage mark will be worked out and subsequently approved by the Maritime Safety Committee.

(b) if the spaces are situated within the uppermost 'tween-deck; and

(i) if the tonnage mark is *not* submerged, the spaces should be *exempt* from inclusion in the gross tonnage;

(ii) if, on the other hand, the tonnage mark is submerged, the spaces should be *included* in the gross tonnage (paragraph 6).

#### ENTRY IN THE TONNAGE CERTIFICATE OF INFORMATION ON THE SPACES EXEMPTED

9. Pertinent information on the spaces which have been exempted from inclusion in the gross tonnage in accordance with paragraphs 8(a) and 8(b)(i) should be entered in the tonnage certificate, in a manner similar to the present practice in regard to the spaces not included in the gross tonnage.

#### CONTROL OF TONNAGE

10. *Tonnage certificate.* If a ship has a tonnage mark, the tonnage certificate of the ship should show two sets of gross and net tonnages determined in accordance with paragraph 8 above, except that when the statutory load-line is assigned on the assumption that the second deck is the freeboard deck and the tonnage mark is placed at the same level as the load-line mark, only one set of tonnages need be shown. (The term 'tonnage certificate' also covers the 'certificate of registry'.)

#### VALIDATION OF APPLICABLE TONNAGE

11. The applicable set of tonnages should be determined either (a) in accordance with the ship's loading condition, i.e. whether the tonnage mark is submerged or not, or (b) by the validation by the national authorities concerned of either of the two sets of tonnages for a certain period or for the voyage, as appropriate.

#### USES OF DUAL TONNAGES

12. When the tonnage certificate shows two sets of tonnages the higher set of tonnages will apply for the purposes of safety. Apart from this safety consideration, the choice between the two sets of tonnages for any particular purpose is left to the interests concerned.

#### APPLICATION

13. The above provisions should be applicable to all ships, whether existing or new.

#### RELATIONSHIP TO ANY UNIVERSAL SYSTEM OF TONNAGE MEASUREMENT

14. The above provisions should not necessarily

form an integral part of any universal system of tonnage measurement.

#### EXCHANGE OF INFORMATION BETWEEN GOVERNMENTS

15. Governments should exchange, through the Organization, relevant information as to their practices in the matters covered by these Recommendations, the object being to ensure international uniformity as far as practicable in the interpretation and application of the Recommendations.

18 October 1963

Agenda item 12

#### Resolution A.49 (III)

##### APPROVAL OF THE RECOMMENDATIONS OF THE MARITIME SAFETY COMMITTEE ON STABILITY INFORMATION FOR SHIPS CARRYING GRAIN

The Assembly,

*Taking note* of Article 16(i) of the Convention concerning the functions of the Assembly,

*Noting further* Articles 22 and 30 of the Convention which set out the procedure for consideration and adoption of recommendations to members concerning maritime safety,

*Noting in addition* that the Recommendations of the Maritime Safety Committee were considered by the Council at its ninth session and transmitted to the Assembly,

*Bearing in mind* Regulation 12, Chapter VI – Carriage of Grain – of the International Convention for the Safety of Life at Sea, 1960, relating to the requirements for carriage of grain in specially constructed ships, and in particular paragraph (a) of that Regulation,

*Noting* that many countries already use the requirements of Chapter VI of the International Convention for the Safety of Life at Sea, 1960, as an equivalent to the corresponding requirements of the International Convention for the Safety of Life at Sea, 1948,

*Having considered* the Recommendations of the Maritime Safety Committee on stability information for ships carrying grain,

*Decides*

- (1) to endorse the Recommendations as set out in the Annex on stability information for ships carrying grain in accordance with Regulation 12, Chapter VI, of the International Convention for the Safety of Life at Sea, 1960;
- (2) to recommend that governments concerned give effect to these Recommendations;
- (3) to recommend that governments, through the Secretariat, should exchange information on the action taken in this respect.