

SUB-COMMITTEE ON SHIP DESIGN AND  
CONSTRUCTION  
4th session  
Agenda item 10

SDC 4/10/3  
9 December 2016  
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**UNIFIED INTERPRETATION TO PROVISIONS OF IMO SAFETY, SECURITY, AND  
ENVIRONMENT-RELATED CONVENTIONS**

**Determination of the deadweight to be stated on certificates**

**Submitted by the International Association of Classification Societies**

**SUMMARY**

*Executive summary:* This document refers to the outcome of the SDC 3 discussion on the application of deadweight-dependent regulations if a deadweight at a trimmed waterline exceeds the even-keel deadweight, and provides draft IACS unified interpretations on the determination of deadweight of a ship for inclusion on ships' certificates

*Strategic direction:* 1.1

*High-level action:* 1.1.2

*Output:* 1.1.2.3

*Action to be taken:* Paragraph 5

*Related documents:* MSC 92/26, annex 40; SDC 3/14/7 and SDC 3/21, paragraph 14.24

**Background**

1 Having considered document SDC 3/14/7 (IACS) raising the issue of the calculation of deadweight for use on ships' certificates either by using even keel or trimmed hydrostatics, SDC 3 agreed that even-keel hydrostatics should be used to determine the regulatory deadweight to be entered on relevant statutory certificates.

2 SDC 3 also agreed that it is acceptable for a loading manual and stability information to include a loading condition at a trimmed waterline with a corresponding deadweight that exceeds the even-keel deadweight. To address concerns that were raised in the discussion, the Sub-Committee agreed that further consideration should be given to addressing the application of deadweight-dependent regulations if a deadweight at a trimmed waterline exceeds the even-keel deadweight (SDC 3/21, paragraph 14.24).

### **Discussion**

3 Having further considered the matter after SDC 3, IACS agreed that unified interpretations are needed for both the SOLAS and MARPOL Conventions. In this regard, IACS is of the opinion that the Sub-Committee can also consider the MARPOL-related aspects, on the basis that they are directly related to the "subdivision and stability" and the "survey and certification", which are included in the remit of the Sub-Committee (MSC 92/26, annex 40).

4 IACS, based on the outcome of the discussion at SDC 3, has developed draft IACS Unified Interpretations relating to SOLAS regulations II-1/2.20 and II-2/3.21, and regulation 1.23 of MARPOL Annex I, as set out in annexes 1 and 2, respectively.

### **Action requested of the Sub-Committee**

5 The Sub-Committee is invited to consider the proposed draft unified interpretations, as set out in annexes 1 and 2, and take action as appropriate.

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## ANNEX 1

### DRAFT IACS UNIFIED INTERPRETATION (UI) TO SOLAS REGULATIONS II-1/2.20 AND II-2/3.21

#### **Deadweight to be stated on certificates**

##### ***SOLAS, chapter II-1, regulation 2.20***

Deadweight is the difference in tonnes between the displacement of a ship in water of a specific gravity of 1.025 at the draught corresponding to the assigned summer freeboard and the lightweight of the ship.

##### ***SOLAS, chapter II-2, regulation 3.21***

Deadweight is the difference in tonnes between the displacement of a ship in water of a specific gravity of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the ship.

#### ***Interpretation***

1 Even-keel hydrostatics shall be used to determine the regulatory deadweight to be entered on relevant statutory certificates.

2 It is acceptable for loading manual and stability information to include a loading condition at a trimmed waterline with a corresponding deadweight that exceeds the even-keel deadweight, provided no additional regulations beyond the regulations applicable at the deadweight corresponding to the even-keel draft are invoked for the deadweight corresponding to the trimmed waterline.

3 Where additional regulations beyond the regulations applicable at the deadweight corresponding to the even-keel draft are invoked for the deadweight corresponding to the trimmed waterline, then the deadweight corresponding to the trimmed waterline shall be used as the deadweight to determine compliance with the deadweight-dependent requirements and that trimmed deadweight shall be entered on relevant statutory certificates.

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#### Note:

- 1 This UI is to be uniformly implemented by IACS Societies from 1 Xxxxx 20xx.
- 2 The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.

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## ANNEX 2

### DRAFT IACS UNIFIED INTERPRETATION (UI) TO REGULATION 1.23 OF MARPOL ANNEX 1

#### Deadweight to be stated on certificates

#### *MARPOL Annex I, regulation 1.23*

Deadweight (DW) means the difference in tonnes between the displacement of a ship in water of a relative density of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the ship.

#### *Interpretation*

1 Even-keel hydrostatics shall be used to determine the regulatory deadweight to be entered on relevant statutory certificates.

2 It is acceptable for loading manual and stability information to include a loading condition at a trimmed waterline with a corresponding deadweight that exceeds the even-keel deadweight, provided no additional regulations beyond the regulations applicable at the deadweight corresponding to the even-keel draft are invoked for the deadweight corresponding to the trimmed waterline.

3 Where additional regulations beyond the regulations applicable at the deadweight corresponding to the even-keel draft are invoked for the deadweight corresponding to the trimmed waterline, then the deadweight corresponding to the trimmed waterline shall be used as the deadweight to determine compliance with the deadweight-dependent requirements and that trimmed deadweight shall be entered on relevant statutory certificates.

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