

## DANEMARK ET SUÈDE

Convention comportant des dispositions semblables de part et d'autre au sujet du balisement des épaves, des signaux d'épaves dans le Sund ainsi que des mesures relatives à l'évitement des bateaux-feux ou d'autres balises d'épaves, signée à Copenhague, le 14 novembre 1913 et Convention additionnelle signée à Copenhague le 28 novembre 1924.

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## DENMARK AND SWEDEN

Convention providing for Identical Regulations regarding the Marking of Wrecks and regarding Wreck Signals in the Sound and the Passing of Lightships and other Marks denoting the Presence of Wrecks, signed at Copenhagen, November 14, 1913, and Additional Convention, signed at Copenhagen, November 28, 1924.

## TEXTE SUÉDOIS. — SWEDISH TEXT.

No. 804. — ÖVERENSKOMMELSE<sup>1</sup> MELLAN SVERIGE OCH DANMARK RÖRANDE LIKALYDANDE BESTÄMMELSER OM UTMÄRKANDE AV VRAK, OM VRAKSIGNALER I ÖRESUND OCH FÖRHÅLLNINGSSREGLER ANGÅENDE PASSERANDE AV VRAKFYRSKEPP ELLER ANNAT VRAKMÄRKE, UNDERTECKNAD I KÖPENHAMN DEN 14. NOVEMBER 1913.

*Danish and Swedish official texts communicated by the Danish Minister at Berne. The registration of this Convention and of the Additional Convention took place January 19, 1925.*

Undertecknade därtill behörigen bemyndigade hava överenskommit om följande :

*Bestämmelser rörande utmärkande av sjunket fartyg eller sjunken vrakdels läge.*

Då fartyg eller vrakdel, som sjunkit, innebär hinder eller fara för sjöfarten, skall läget av dylikt hinder, här nedan kallat vrak, utmärkas genom utläggande av vrakfyrskepp (fyrskepp eller annat fartyg apterat till vrakfyrskepp), vraklysboj, vrakboj eller vrakprick.

Vrakfyrskepp skall föra : *vid dager* tre grönmålade ballonger, hissade under en minst 6 m över vattenytan horisontalt hängande rå, därav *en* ballong under den rånock, som är närmast vraket, och *två* ballonger, vertikalt med 2 m mellanrum under den andra rånocken, samt *under mörker* tre på enahanda sätt anbragta lanternor, visande fast *grönt* sken, men icke någon ankarlanterna.

A vrakfyrskepp skall under tjock eller disig luft (såväl vid dager som under mörker) mist-signalering äga rum medelst klämtning med klocka under ungefär 10 sekunders tid med högst 2 minuters mellanrum. När vrakfyrskeppet är förankrat i riktningen mellan nord och ost från vraket, skall klämtningen bestå av en följd av, genom korta uppehåll åtskiljda, 2 klämtslag (dub-belslag). När vrakfyrskepp är förankrat i riktningen mellan syd och väst från vraket skal klämtningen bestå av en följd av genom korta uppehåll åtskiljda, 1 klämtslag (enkelslag).

När ett vrak är utmärkt medelst vrakfyrskepp och från det sistnämnda observeras, att ett fartyg styr sådan kurs att fara för påsegling av vraket kan befaras, skall från vrakfyrskeppet så vitt möjligt avlossas ett eller flera varningsskott med korta mellanrum.

Skeppsiddorna å vrakfyrskepp må så vitt möjligt icke vara rödmålade.

*Vraklysboj* skall vara *grönmålad* och visa grönt blänk- eller blixtsken med 1 eller 2 korta blänkar.

*Vrakboj* skall vara *grönmålad* och försedd med 1 eller 2 *gröna* flaggor å stång.

*Vrakprick* skall vara *grönmålad* och försedd med 1 eller 2 *gröna* flaggor.

Vraklysboj, som visar 2 korta blänkar, samt vrakboj eller vrakprick med 2 flaggor förankras i riktning mellan nord och ost från vraket.

Vraklysboj, som visar 1 kort blänk, samt vrakboj eller vrakprick med 1 flagga förankras i rik tning mellan syd och väst från vraket.

Ovanstående vrakfyrskepp, vraklysboj m. m. må icke förankras på längre avstånd från vraket än som är oundgängligen nödvändigt för deras och sjöfartens säkerhet.

<sup>1</sup> This Convention came into force on May 1, 1914.

<sup>1</sup> TRANSLATION.

No. 804. — CONVENTION BETWEEN DENMARK AND SWEDEN PROVIDING FOR IDENTICAL REGULATIONS REGARDING THE MARKING OF WRECKS AND REGARDING WRECK SIGNALS IN THE SOUND AND THE PASSING OF LIGHTSHIPS AND OTHER MARKS DENOTING THE PRESENCE OF WRECKS, SIGNED AT COPENHAGEN, NOVEMBER 14, 1913.

The undersigned, being duly authorised for that purpose, have agreed as follows :

*Regulations regarding the marking of sunken ships and sunken wreckage.*

When sunken ships or sunken wreckage constitute a hindrance or danger to navigation, the position of the object in question, hereinafter termed the wreck, shall be marked by a wreck-marking lightship (a lightship or any other vessel equipped as a wreck-marking lightship), beacon-buoy, buoy or spar-buoy.

Such lightships shall carry : *by day*, three green balls hoisted below a yard rigged horizontally at least six metres above the surface of the water, *one* ball to be below the yard-arm nearest the wreck, and *two*, spaced two metres apart, vertically below the other yard-arm ; and, *by night*, three lanterns in the same position, showing a fixed *green* light ; the lightships shall display no riding-lights.

In foggy or hazy weather (both by day and night) these lightships shall give fog signals by sounding a bell for a period of about ten seconds at intervals of not more than two minutes. If the lightship is anchored in a position on any bearing between north and east of the wreck, the bell signal shall consist of a series of double strokes at short intervals. If the lightship is anchored between south and west of the wreck, the bell signal shall consist of a series of single strokes at short intervals.

If a lightship marking a wreck observes that a vessel is steering a course by which she may foul the wreck, the lightship shall as quickly as possible fire one or more explosive signals at short intervals.

Whenever possible, the hulls of wreck-marking lightships shall not be painted red.

*Beacon-buoys* which mark wrecks shall be *painted green*, and shall carry a green light or flash-light, showing either one or two short flashes.

*Buoys* which mark wrecks shall be *painted green* and shall carry either one or two *green* flags on their staffs.

*Spar-buoys* shall be *painted green* and shall carry either one or two *green* flags.

Wreck-marking beacon-buoys showing two flashes, and buoys or spar-buoys carrying two flags, shall be anchored on any bearing between north and east of the wreck.

Wreck-marking beacon-buoys showing one flash, and buoys or spar-buoys bearing one flag, shall be anchored on any bearing between south and west of the wreck.

Lightships, beacon-buoys, etc., which mark wrecks must not be anchored further from the wreck than is absolutely necessary for their own safety and the safety of shipping.

<sup>1</sup> Translated by the Secretariat of the League of Nations.

The following lightships and stations shall signal the presence of such wrecks in the Sound as are deemed to be dangerous to shipping :

On the Swedish side of the Sound : Falsterboref Lightship, Oskarsgrund Lightship, Kullen Light ;

On the Danish side of the Sound : Stevn Light, Drogden Lightship, Elsinore.

The signals shall be as follows : Two lanterns showing a fixed green light, or two green balls displayed on the above-mentioned lightships or stations, shall mean :

“ Warning to shipping. Wreck at the northern entrance of the Sound, or in the Sound north of the parallel of latitude passing through Middelgrund Fort. ”

Three lanterns showing a fixed green light, or three green balls displayed on the above-mentioned lightships or stations, shall mean :

“ Warning to shipping. ” Wreck in the Sound south of the parallel of latitude passing through Middelgrund Fort. ”

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The regulations with regard to the passing of lightships, beacon-buoys, buoys and spar-buoys stationed for the purpose of marking wrecks in Swedish or Danish navigable waters shall be as follows :

Ships shall pass such lightships on the side showing two green balls by day and two fixed green lights at night.

Lightships, beacon-buoys, buoys and spar-buoys which mark wrecks must be passed with due caution and at a suitable distance. As a general rule ships must pass to the north or east of lightships if the fog signal given consists of a double stroke of the bell, and to the south or west if a single stroke of the bell ; ships must pass north or east of beacon-buoys showing two flashes, and buoys or spar-buoys carrying two flags, and south or west of beacon-buoys showing one flash and buoys or spar-buoys carrying one flag.

The above regulations shall come into force on May 1, 1914.

In witness whereof, the undersigned have signed the present Agreement in duplicate in Swedish and Danish and have thereto affixed their seals.

Done at Copenhagen, November 14, 1913.

(L. S.) ERIK SCAVENIUS,

*Minister for Foreign Affairs  
of His Majesty the King of Denmark.*

(L. S.) ERNST GÜNTHER,

*Envoy Extraordinary and Minister Plenipotentiary  
of His Majesty the King of Sweden.*

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## ADDITIONAL CONVENTION SIGNED AT COPENHAGEN, NOVEMBER 28, 1924.

The undersigned, being duly authorised for that purpose, have agreed to make the following addition to the Convention of November 14, 1913, providing for Identical Regulations regarding the Marking of Wrecks and regarding Wreck Signals in the Sound and the Passing of Lightships or other Marks denoting the Presence of Wrecks.

Insert the following as the last provision in the second section of the Convention, beginning with the words : " The following lightships and stations... " :

Four green balls or four lanterns showing a fixed green light, displayed on the above lightships or stations, shall mean :

" Warning to shipping. Wrecks both in the northern entrance of the Sound, or in the Sound north of the parallel of latitude passing through Middelgrund Fort, and also in the Sound south of that parallel. "

The above provision shall come into force three months from the present date.

In witness whereof, the undersigned have signed the present Convention in duplicate in Danish and Swedish and have thereto affixed their seals.

Done at Copenhagen, November 28, 1924.

(L. S.) C. MOLTKE,

*Minister for Foreign Affairs  
of His Majesty the King of Denmark.*

(L. S.) JOACHIM BECK-FRIIS,

*Envoy Extraordinary and Minister Plenipotentiary  
of His Majesty the King of Sweden.*