

N° 1032.

DANEMARK ET SUÈDE

Déclaration et Convention additionnelle comportant un arrangement concernant la reconnaissance réciproque des lettres de jauge, signées à Stockholm, le 21 novembre 1925.

DENMARK AND SWEDEN

Declaration and Additional Convention constituting an Arrangement regarding the Reciprocal Recognition of Tonnage Certificates, signed at Stockholm, November 21, 1925.

¹ TRANSLATION.

No. 1032. — DECLARATION, AND ADDITIONAL CONVENTION BETWEEN DENMARK AND SWEDEN, CONSTITUTING AN ARRANGEMENT REGARDING THE RECIPROCAL RECOGNITION OF TONNAGE CERTIFICATES, SIGNED AT STOCKHOLM, NOVEMBER 21, 1925.

The undersigned, being duly authorised for that purpose by their respective Governments, have agreed upon the following declaration regarding the reciprocal recognition of tonnage certificates issued under the tonnage measurement regulations in force in Denmark and Sweden respectively, viz., in Denmark, the so-called "British Regulations" (British system of tonnage measurement), and in Sweden, the so-called "German Regulations".

Article 1.

Except where otherwise provided in the present agreement, the tonnage indicated in the national tonnage certificates or tonnage certificates "with appendix" of Danish vessels shall be recognised in Sweden, and the tonnage indicated in the national tonnage certificates or tonnage certificates "with appendix" of Swedish vessels shall be recognised in Denmark.

In the present agreement the term "national tonnage certificate" shall be taken to mean a tonnage certificate issued on the basis of the measurements taken in accordance with Rule I by the Danish or Swedish authorities, as the case may be.

Article 2.

Mechanically-propelled Danish vessels which are provided only with a national tonnage certificate shall not be subject in Sweden to partial measurement except as required under Article 3 for the purpose of determining the net tonnage of the vessel. The tonnage dues leviable in Sweden shall be calculated on the basis of the net tonnage so determined².

If a vessel of this category is provided with a Danish tonnage certificate "with appendix" issued under the Swedish tonnage measurement regulations, the tonnage dues leviable in Sweden shall be calculated on the basis of the net tonnage indicated in the said certificate.

Mechanically-propelled Swedish vessels which are provided only with a national tonnage certificate shall not be subject to partial measurement in Denmark except as required under Article 3 for the purpose of determining the net tonnage of the vessel. The tonnage dues leviable in Denmark shall be calculated on the basis of the net tonnage so determined. Nevertheless, should the owner or captain so request, the tonnage dues leviable in Denmark shall be calculated on the basis of the net tonnage indicated in the said certificate³.

If a vessel of this category is provided with a Swedish tonnage certificate "with appendix" issued under the Danish tonnage measurement regulations, the tonnage dues leviable in Denmark shall be calculated on the basis of the net tonnage indicated in the said certificate.

¹ Translated by the Secretariat of the League of Nations.

² The following paragraph appears in the Swedish text only :
Nevertheless, should the owner or captain so request, the tonnage dues leviable in Sweden shall be calculated on the basis of the net tonnage indicated in the national tonnage certificate.

³ This paragraph appears in the Danish text only.

If a Danish vessel which is not mechanically propelled is provided with a national tonnage certificate, the tonnage dues leviable in Sweden shall be calculated on the basis of the net tonnage indicated in the said tonnage certificate.

If a Swedish vessel which is not mechanically propelled is provided with a national tonnage certificate, the tonnage dues leviable in Denmark shall be calculated on the basis of the net tonnage indicated in the said national tonnage certificate.

Article 3.

The partial measurement of the mechanically-propelled vessels referred to in Article 2 shall include the calculation of the gross tonnage of the space above the tonnage deck and of the amount deducted for engine-room space and for all other spaces above or below the tonnage deck for which no tonnage due is leviable in Sweden or in Denmark, as the case may be.

This partial measurement shall be entered on a tonnage voucher, which shall remain valid for the same period as the national tonnage certificate for which it has been made out.

Article 4.

The tonnage certificate "with appendix" referred to in Article 2 shall be issued in accordance with further regulations to be agreed upon by the Contracting Parties.

Article 5.

The measurement of Swedish vessels by the Danish authorities in Denmark and those of Danish vessels by the Swedish authorities in Sweden shall be verified in accordance with the regulations in force in Denmark or Sweden respectively.

If it is found that a national tonnage certificate or tonnage certificate "with appendix" is incorrect, the Registration and Tonnage Measurement Office (Registrerings- och Skipsmaalings-Bureau) at Copenhagen or the Board of Trade (Kommerskollegium) at Stockholm may require the tonnage to be verified, so far as necessary (or may have the vessel re-measured). They may, if necessary, have a new tonnage certificate made out.

Article 6.

The costs of the measurement or verification of tonnage, referred to in the first paragraph of Article 5, shall be computed and discharged in accordance with the regulations in force in the country in which the measurement takes place.

Should a vessel be partially measured a charge shall, however, only be made in respect of the engine-room space which has actually been measured and of that part of the remaining space measured on which tonnage dues are leviable.

The costs of verifying or re-measuring the tonnage, referred to in the second paragraph of Article 5, shall be borne by the country in which the measurement has been carried out. If, however, it has been necessary to issue a new tonnage certificate in place of the old, the costs shall be borne by the owner or master of the vessel, at the rates prescribed by the tonnage measurement regulations of the country in question.

Article 7.

The present Agreement shall come into force three months after the date of signature and shall remain in force for a period of three months after the date of its denunciation by either of the Parties.

The previous Agreement regarding the reciprocal recognition of tonnage certificates of Danish and Swedish vessels shall cease to be valid on and after the date on which the present Agreement comes into force.

In faith whereof the undersigned Plenipotentiaries have signed the present Agreement and have thereto affixed their seals.

Done in duplicate at Stockholm, November 21, 1925.

(L. S.) (Signed) ERIK SCAVENIUS.

(L. S.) (Signed) ÖSTEN UNDÉN.

On signing to-day the declaration between Sweden and Denmark regarding the reciprocal recognition of Swedish and Danish tonnage certificates, the undersigned plenipotentiaries have agreed, in regard to Article 4 of the Declaration, that the tonnage certificates "with appendix" in question which have been issued under the Swedish tonnage regulations must, in order to be valid in Sweden, comply with the following regulations, which shall come into force simultaneously with the declaration and shall remain in force until further notice.

Paragraph 1.

A tonnage certificate "with appendix" must be issued in accordance with Rule I. It shall only be valid in respect of the national tonnage certificate of the vessel in question and for the same period; and the date and net and gross tonnage entered in the latter certificate, as also the tonnage of the space below the tonnage deck calculated in accordance with the tonnage measurement regulations of Denmark or Sweden, as the case may be, shall also be entered on the tonnage certificate "with appendix".

The tonnage certificate "with appendix" shall be issued by the Registration and Tonnage Measurement Office at Copenhagen.

Paragraph 2.

In the tonnage certificate "with appendix" the figure given for the cubic content of the space below the tonnage deck may be the number of tons indicated in the national tonnage certificate of the vessel or this space may be measured and calculated on the basis of the Swedish tonnage measurement regulations. The tonnage certificate «with appendix» must indicate which system of calculation has been used.

Paragraph 3.

The space above the tonnage deck shall be measured and calculated in accordance with the Swedish tonnage measurement regulations, and its cubic content shall be stated in the tonnage certificate "with appendix". This certificate shall not, however, include in the gross tonnage the wheel-house, the steering-gear compartment, the look-out shelter, the galley or the latrines, which, according to the Danish tonnage regulations, are not counted in the gross tonnage.

Paragraph 4.

The total deduction allowed for the following spaces shall be the number of tons indicated in the national tonnage certificate : — The captain's cabin, the crew's quarters, the chart-house, the chain locker, and all water-ballast tanks which are not situated in the double bottom.

A supplementary deduction may also be allowed consisting of the number of tons by which the actual cubic content of the chain locker exceeds the cubic content deducted in the national tonnage certificate.

Paragraph 5.

The deduction allowed for engine-room space shall be measured and calculated in accordance with the Swedish tonnage measurement regulations.

The only space which may be counted as occupied by permanent fuel bunkers shall be that fitted up and used solely for the storage of the fuel necessary for the ship's engines, provided that this space communicates directly with the engine-room and stokehole by sliding hatches or other openings or by pipes, or is situated immediately above the engine-room or stokehole or over the fuel bunkers directly communicating with the engine-room or stokehole.

Fuel bunkers which are only separated from the cargo hold by movable bulkheads, and those which are fitted with bulkheads having loading ports, or with deck hatches, cannot be regarded as intended solely for the storage of coal and therefore cannot be included in the space deducted for engine-room.

The tonnage inspector may require the owner or captain to declare in writing whether the space for which a deduction is claimed on the ground that it is a fuel bunker will be used on voyages to or from Sweden solely for the storage of fuel for the ship's engines. Should the owner or captain refuse to give such a declaration, the space in question shall not be deducted from the tonnage as engine-room space. The declaration in question shall be entered in the tonnage certificate "with appendix".

The tonnage certificate "with appendix" shall indicate the position, length and cubic content of all fuel bunkers which are not actually situated in the engine-room but which are counted in the space deducted as engine-room space.

In faith whereof the undersigned have signed the present Agreement and thereto affixed their seals.

Done in duplicate at Stockholm, November 21, 1925.

(L. S.) (Signed) ERIK SCAVENIUS.

(L. S.) (Signed) ÖSTEN UNDÉN.