

N° 802.

NORVÈGE ET SUÈDE

Déclaration concernant la reconnaissance réciproque des lettres de jauge et Règlement y relatif, signés à Stockholm, le 22 décembre 1924.

NORWAY AND SWEDEN

Declaration concerning the Mutual Recognition of Tonnage Certificates and Regulations relating thereto, signed at Stockholm, December 22, 1924.

TEXTE SUÉDOIS. — SWEDISH TEXT.

No. 802. — DEKLARATION¹ MELLAN NORGE OCH SVERIGE
RÖRANDE ÖMSESIDIGT ERKÄNNANDE AV NORSKA OCH
SVENSKA MÄTBREV, UNDERTECKNAD I STOCKHOLM DEN
22. DESEMBER 1924.

Norwegian and Swedish official texts communicated by the Norwegian Minister for Foreign Affairs and by the Swedish Minister for Foreign Affairs. The registration of this Declaration took place January 13, 1925.

Undertecknade, därtill behörigen befullmäktigade av sina respektive regeringar, hava gemensamt överenskommit om följande deklaration rörande ömsesidigt erkännande av svenska och norska fartygs mätbrev, utfärdade på grundval av de i Sverige och Norge antagna skeppsmättningsregler, i Sverige den s. k. tyska och i Norge den s. k. engelska regeln (engelska skeppsmättnings-systemet).

Art. 1.

De i svenska fartygs nationella mätbrev eller appendixmätbrev lämnade uppgifter angående fartygens dräktighet tillerkännas vitsord i Norge och de i norska fartygs nationella mätbrev eller appendixmätbrev lämnade uppgifter angående fartygens dräktighet tillerkännas vitsord i Sverige, för så vitt och i den mån bestämmelserna i denna överenskommelse icke giva anledning till avvikelse därutinnan.

Med nationellt mätbrev avses i denna överenskommelse mätningshandling, som utfärdats på grund av mätning enligt regeln I, verkställd av svensk resp. norsk myndighet.

Art. 2.

Svenskt maskindrivet fartyg, som är försett endast med nationellt mätbrev, skall i Norge underkastas endast sådan partiell mätning, som i fråga om bestämmande av nettodräktigheten stadgas i art. 3. Den sålunda beräknade nettodräktigheten skall läggas till grund för beräkning av de avgifter, vilka i Norge skola erläggas efter tontalet. Där det av fartygets ägare eller befälhavare påfordras, skall dock den i det nationella mätbrevet angivna nettodräktigheten läggas till grund för beräkning av de avgifter, vilka i Norge skola erläggas efter tontalet.

Är sådant fartyg försett med svenskt appendixmätbrev enligt norska eller engelska skeppsmättningsregler, skall den i appendixmätbrevet angivna nettodräktigheten läggas till grund för beräkning av de avgifter, vilka i Norge skola erläggas efter tontalet.

Norskt maskindrivet fartyg, som är försett endast med nationellt mätbrev, skall i Sverige underkastas endast sådan partiell mätning, som i fråga om bestämmande av nettodräktigheten stadgas i art. 3. Den sålunda beräknade nettodräktigheten skall läggas till grund för beräkning av de avgifter, vilka i Sverige skola erläggas efter tontalet.

¹ This Declaration does not entail ratification.

¹ TRANSLATION.

No. 802. — DECLARATION BETWEEN NORWAY AND SWEDEN
CONCERNING THE MUTUAL RECOGNITION OF TONNAGE CER-
TIFICATES AND REGULATIONS RELATING THERETO, SIGNED
AT STOCKHOLM, DECEMBER 22, 1924.

The undersigned, being duly authorised for that purpose by their Governments, have agreed upon the following Declaration regarding the mutual recognition of Norwegian and Swedish certificates of measurement, drawn up in accordance with the rules for the measurement of ships in force in Norway and Sweden respectively, namely, in Norway, the so-called "British rules" (British system of ship measurement) and, in Sweden, the so-called "German rules".

Article 1.

Except as otherwise provided in the present Agreement, the tonnage shown in the national certificates of measurement of Swedish vessels, with or without "appendix", shall be accepted in Norway; and similarly the tonnage shown in the Norwegian national certificates of measurement, with or without "appendix", shall be accepted in Sweden.

In the present Agreement the term "national certificate of measurement" is understood to mean a certificate drawn up on the basis of measurements carried out in accordance with Rule I by the Norwegian or Swedish authorities, as the case may be.

Article 2.

Norwegian ships propelled by engine-power which carry national certificates of measurement only shall not be subject in Sweden to partial re-measurement, except as required in Article 3, for the purpose of establishing the net tonnage. The tonnage dues payable in Sweden shall be computed on the basis of the net tonnage thus determined.

If such a vessel is provided with a Norwegian certificate of measurement, "with appendix" drawn up in accordance with the Swedish rules for the measurement of ships, the tonnage dues payable in Sweden shall be computed on the basis of the net tonnage entered in the bill.

Swedish ships propelled by engine-power which carry national certificates of measurement only shall not be subject in Norway to partial re-measurement, except as required in Article 3, for the purpose of establishing the net tonnage. The tonnage dues payable in Norway shall be computed on the basis of the net tonnage thus determined. If the owner or master of the vessel so demands, however, the tonnage dues payable in Norway shall be computed on the basis of the net tonnage entered in the national certificate of measurement.

If such a vessel is provided with a Swedish certificate of measurement "with appendix", drawn up in accordance with the Norwegian or British rules for the measurement of ships, the tonnage dues payable in Norway shall be computed on the basis of the net tonnage entered in the certificate.

¹ Translated by the Secretariat of the League of Nations.

If a *Norwegian ship which is not propelled by engine-power* carries a national certificate of measurement, the tonnage dues payable in Sweden shall be computed on the basis of the net tonnage entered in the aforesaid national certificate.

If a *Swedish vessel which is not engine-driven* carries a national certificate of measurement, the tonnage dues payable in Norway shall be computed on the basis of the net tonnage entered in the aforesaid national certificate.

Article 3.

The partial measurement of ships propelled by engine-power under Article 2 shall include the determining of the gross tonnage of the space over the tonnage deck and the deduction to be allowed for the engine-room and also for any other space, whether above or below the tonnage deck, in respect of which no tonnage dues are payable in Sweden or Norway, as the case may be.

Such partial measurement shall be recorded in a tonnage measurement certificate (attest), which shall be valid for the same time as the national certificate of measurement in connection with which it was drawn up.

Article 4.

The certificates of measurement "with appendix" referred to in Article 2 shall be drawn up in accordance with detailed instructions to be agreed upon between the Contracting Parties.

Article 5.

Measurements of Swedish vessels carried out in Norway by the Norwegian authorities, and of Norwegian vessels carried out in Sweden by the Swedish authorities, shall be subject to such surveys and re-measurement as may be laid down in Norway or in Sweden respectively.

If the information shown in a vessel's national certificate of measurement, with or without "appendix", is found to be incorrect, the Inspectorate of Ship Measurement (Kontrollrevisionen for Skibsmålingen) at Christiania and the Central Trade Authorities (Kommerskollegium) at Stockholm may order the vessel to be surveyed so far as the circumstances require, or to be re-measured, and may further, if it appears necessary, cause a new certificate of measurement to be drawn up.

Article 6.

The costs of measuring a vessel or of carrying out a survey as provided in the first paragraph of Article 5 shall be calculated and paid for in accordance with the provisions in force in the country in which the measurement is carried out.

The costs of partial measurement, however, shall only be charged in respect of engine-room space actually measured and in respect of so much of the remaining space as is liable to tonnage dues.

The costs of the survey or re-measurement referred to in the second paragraph of Article 5 shall be borne by the country in which the measurement was carried out, provided, however, that if a new certificate of measurement has to be issued in place of the old the costs shall be borne by the owner or master of the vessel as provided by the ship measurement regulations of the country in question.

Article 7.

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

Previous agreements regarding the mutual recognition of the certificates of measurement of Norwegian and Swedish vessels shall cease to be valid as from the date on which the present Agreement comes into force.

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

Done in duplicate, at Stockholm, on December 22, 1924.

(L. S.) (Signed) J. H. WOLLEBÆK.

(L. S.) (Signed) ÖSTEN UNDÉN.

DECLARATION.

The undersigned, being duly authorised for that purpose by their Governments, have agreed upon the following Declaration regarding their mutual recognition of Swedish and Norwegian certificates of measurement, drawn up in accordance with the rules for the measurement of ships in force in Sweden and Norway respectively, namely, in Sweden, the so-called "German rules" and, in Norway, the so-called "British rules" (British system of ship measurement).

Article 1.

Except as otherwise provided in the present Agreement, the tonnage shown in the national certificates of measurement of Swedish vessels, with or without "appendix", shall be accepted in Norway; and similarly the tonnage shown in the Norwegian national certificates of measurement, with or without "appendix", shall be accepted in Sweden.

In the present Agreement the term "national certificate of measurement" is understood to mean a certificate drawn up on the basis of measurements carried out in accordance with Rule I by the Swedish or Norwegian authorities, as the case may be.

Article 2.

Swedish ships propelled by engine-power which carry national certificates of measurement only shall not be subject in Norway to partial re-measurement except as required in Article 3 for the purpose of establishing the net tonnage. The tonnage dues payable in Norway shall be computed on the basis of the net tonnage thus determined. If the owner or master of the vessel so demands, however, the tonnage dues payable in Norway shall be computed on the basis of the net tonnage entered in the national certificate of measurement.

If such a vessel is provided with a Swedish certificate of measurement with "appendix", drawn up in accordance with the Norwegian or British rules for the measurement of ships, the tonnage dues payable in Norway shall be computed on the basis of the net tonnage entered in the bill.

Norwegian ships propelled by engine-power which carry national certificates of measurement only shall not be subject in Sweden to partial re-measurement except as required in Article 3 for the purpose of establishing the net tonnage. The tonnage dues payable in Sweden shall be computed on the basis of the net tonnage thus determined.

If such a vessel is provided with a Norwegian certificate of measurement with "appendix", drawn up in accordance with the Swedish rules for the measurement of ships, the tonnage dues payable in Sweden shall be computed on the basis of the net tonnage entered in the certificate.

If a *Swedish ship which is not propelled by engine-power* carries a national certificate of measurement, the tonnage dues payable in Norway shall be computed on the basis of the net tonnage entered in the aforesaid national certificate.

If a *Norwegian ship which is not propelled by engine-power* carries a national certificate of measurement, the tonnage dues payable in Sweden shall be computed on the basis of the net tonnage entered in the aforesaid national certificate.

Article 3.

The partial measurement of ships propelled by engine-power under Article 2 shall include the determining of the gross tonnage of the space over the tonnage deck and the deduction to be allowed for the engine-room and also for any other space, whether above or below the tonnage deck, in respect of which no tonnage dues are payable in Norway or Sweden, as the case may be.

Such partial measurement shall be recorded in a tonnage measurement certificate (*attest*) which shall be valid for the same time as the national certificate of measurement in connection with which it was drawn up.

Article 4.

The certificates of measurement with "appendix" referred to in Article 2 shall be drawn up in accordance with detailed instructions to be agreed upon between the Parties.

Article 5.

Measurements of Norwegian vessels carried out in Sweden by the Swedish authorities, and of Swedish vessels carried out in Norway by the Norwegian authorities, shall be subject to such surveys and re-measurements as may be laid down in Sweden or in Norway respectively.

If the information shown in a vessel's national certificate of measurement, with or without "appendix", is found to be incorrect, the Central Trade Authorities (Kommerskollegium) at Stockholm and the Inspectorate of Ship Measurement (Kontrollrevisionen for Skibsmålingen) at Christiania may order the vessel to be surveyed so far as the circumstances require, or to be re-measured, and may further, if it appears necessary, cause a new certificate of measurement to be drawn up.

Article 6.

The costs of measuring a vessel or of carrying out a survey as provided in the first paragraph of Article 5 shall be calculated and paid for in accordance with the provisions in force in the country in which the measurement is carried out.

The costs of partial measurement, however, shall only be charged in respect of engine-room space actually measured and in respect of so much of the remaining space as is liable to tonnage dues.

The costs of the survey or re-measurement referred to in the second paragraph of Article 5 shall be borne by the country in which the measurement was carried out, provided, however, that if a new certificate of measurement has to be issued in place of the old the costs shall be borne by the owner or master of the vessel, as provided by the ship measurement regulations of the country in question.

Article 7.

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

Previous agreements regarding the mutual recognition of the certificates of measurement of Swedish and Norwegian vessels shall cease to be valid as from the date on which the present Agreement comes into force.

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

Done in duplicate, at Stockholm, on December 22, 1924.

(L. S.) (Signed) J. H. WOLLEBÆK.

(L. S.) (Signed) ÖSTEN UNDÉN.

On signing to-day the Declaration regarding the mutual recognition of Swedish-Norwegian and Norwegian-Swedish certificates of measurement, the undersigned Plenipotentiaries have agreed, in regard to Article 4 of the Declaration, that Norwegian certificates of measurement "with appendix", drawn up in conformity with the Swedish ship measurement regulations, must, in order to be valid in Sweden, comply with the following regulations, which shall come into operation simultaneously with the Declaration and shall remain in force until further notice.

Paragraph 1.

The certificate of measurement "with appendix" shall be drawn up in conformity with Rule 1. It shall only be valid in respect of, and for the same period as, the national certificate of measurement of the vessel to which it refers. The date, net and gross tonnage and the tonnage of the space below the tonnage deck must be indicated in the certificate of measurement in accordance with the Norwegian or Swedish ship measurement regulations.

The certificate of measurement shall be certified correct by the Inspectorate of Ship Measurements.

Paragraph 2.

The space below the tonnage deck may be indicated in the certificate of measurement "with appendix" by the tonnage figures in the vessel's national bill of measurement; or it may, in addition, be measured and calculated in accordance with the Swedish ship measurement regulations. The method of calculation employed must be stated in the certificate of measurement "with appendix".

Paragraph 3.

The space above the tonnage deck shall be measured and calculated in accordance with the Swedish ship measurement regulations, and its cubic capacity shall be stated in the certificate of measurement "with appendix"; but the wheel-house, steering-engine house, look-out house, galley and latrines, which, according to the Norwegian ship measurement regulations, are not included in the gross tonnage, shall not be included as gross tonnage in the certificate of measurement "with appendix".

Paragraph 4.

The number of tons indicated in the national certificate of measurement shall be taken as the total tonnage to be deducted in respect of the following spaces: the crew's quarters, chart-room,

cable locker, the master's cabin and any water-ballast tanks not situated in the double bottom. A deduction may also be allowed in respect of the number of tons of actual cubic capacity in the cable room in excess of the capacity deducted in the national certificate of measurement.

Paragraph 5.

The deduction in respect of engine-room space shall be measured and calculated in accordance with the Swedish ship measurement regulations.

Paragraph 6.

The only space which may be regarded as constituting permanent fuel bunkers is that fitted up and used solely for the stowage of fuel required for the ship's engines, provided that it is either directly connected with the engine-room and stoke-hole by sliding doors or movable bulk-heads or by pipe-lines, or is situated immediately above the engine-room or stoke-hole or the fuel bunkers directly connected therewith.

Fuel bunkers separated from the cargo hold by movable bulk-heads only, or having bulk-heads with cargo ports or deck hatches which cannot be regarded as intended exclusively for coaling, may not be included in the space deducted in respect of the engine-room.

If the surveyor is uncertain as to how far any given space may be regarded as a fuel bunker for which a deduction may be allowed, he shall require the owner or master of the vessel to state in writing to what extent the space in question will be used on voyages to or from Sweden exclusively for the stowage of fuel for the ship's engines. If the owner or master refuses to make this statement, the space in question shall not be deducted as engine-room space. The statement shall be noted on the certificate of measurement "with appendix".

The certificate of measurement "with appendix" shall indicate the position, length and cubic capacity of any fuel bunkers which are not included in the engine-room but which are included in the space deducted in respect of the engine-room.

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

Done in duplicate, at Stockholm, on December 22, 1924.

(L. S.) (Signed) J. H. WOLLEBÆK.

(L. S.) (Signed) ÖSTEN UNDÉN.