

LETTONIE ET SUÈDE

Accord concernant la reconnaissance réciproque des lettres de jauge lettonnes et suédoises, avec protocole final et arrangement y annexé relatif à la délivrance des lettres-appendices de jauge lettonnes, conformément aux règlements suédois sur le jaugeage. Signés à Riga, le 11 janvier 1930.

LATVIA AND SWEDEN

Agreement regarding the mutual Recognition of Latvian and Swedish Tonnage Certificates, with Final Protocol and Agreement annexed thereto regarding the Issue of Latvian Tonnage Certificates "with Appendix" in accordance with the Swedish Rules of Ship Measurement. Signed at Riga, January 11, 1930.

¹ TRADUCTION. — TRANSLATION.No. 2539. — AGREEMENT ² BETWEEN LATVIA AND SWEDEN REGARDING THE MUTUAL RECOGNITION OF LATVIAN AND SWEDISH TONNAGE CERTIFICATES. SIGNED AT RIGA, JANUARY 11, 1930.

French official text communicated by the Latvian Minister for Foreign Affairs. The registration of this Agreement took place November 29, 1930.

The undersigned, duly authorised by their respective Governments, have agreed upon the following Agreement regarding the mutual recognition of Latvian and Swedish tonnage certificates issued in accordance with the rules of tonnage measurement in force in Latvia and Sweden, namely, in Latvia, the so-called English rules of tonnage measurement (British system of tonnage measurement), and in Sweden, the so-called German rules of tonnage measurement.

Article 1.

The national tonnage certificates and the national supplementary tonnage certificates of Swedish ships, drawn up in accordance with the British system of tonnage measurement, shall be recognised in Latvia, and the national tonnage certificates and the national supplementary tonnage certificates of Latvian ships, drawn up in accordance with the Swedish system of tonnage measurement, shall be recognised in Sweden, subject to any exceptions arising out of the stipulations of the present declaration.

In the present Agreement national tonnage certificates shall be held to mean tonnage documents issued on the basis of measurements carried out according to Rule I by a Latvian or Swedish authority and stating in particular the date of signature and the under-deck tonnage (space under tonnage deck) in cubic metres or in register tons.

Article 2.

Mechanically-propelled Swedish ships furnished only with a national tonnage certificate shall be subject in Latvia only to partial measurement as provided for in Article 3 in regard to the assessment of net tonnage. The tonnage dues payable in Latvia shall be computed on the basis of the net tonnage thus determined. Nevertheless, if the owner or master of the vessel so requests, the tonnage dues payable in Latvia shall be computed on the basis of the net tonnage entered in the national tonnage certificate.

If a Swedish ship of the above-mentioned type is provided with a national supplementary tonnage certificate issued in accordance with the British system of tonnage measurement, the tonnage dues payable in Latvia shall be computed on the basis of the net tonnage entered in the said certificate.

¹ Traduit par le Secrétariat de la Société des Nations, à titre d'information.

² Ratified by the Saeima, June 17, 1930.
Came into force October 11, 1930.

¹ Translated by the Secretariat of the League of Nations, for information.

Mechanically-propelled Latvian ships provided only with a national tonnage certificate shall be subject in Sweden only to partial measurement as provided for in Article 3 in regard to the assessment of the net tonnage. The tonnage dues payable in Sweden shall be computed on the basis of the net tonnage thus determined.

If a Latvian ship of the above-mentioned type is provided only with a national supplementary tonnage certificate issued in accordance with the Swedish system of tonnage measurement, the tonnage dues payable in Sweden shall be computed on the basis of the net tonnage entered in the said certificate.

If a non-mechanically-propelled Swedish ship is provided with a national tonnage certificate, the tonnage dues payable in Latvia shall be computed on the basis of the net tonnage entered in the said certificate.

If a non-mechanically-propelled Latvian ship is provided with a national tonnage certificate, the tonnage dues payable in Sweden shall be computed on the basis of the net tonnage entered in the said certificate.

Article 3.

The partial measurement, under Article 2, paragraphs 1 and 3, of mechanically-propelled Latvian and Swedish ships shall include an assessment, in accordance with the respective Latvian and Swedish regulations, of the gross tonnage of the space over the tonnage deck and of the deduction for the engine-room and also for any other space, whether above or below the tonnage deck, which is allowed by Latvia or Sweden, as the case may be, to be deducted for the purpose of the assessment of the net tonnage.

These partial measurements shall be recorded in a special tonnage document, which shall be valid for the same period as the national tonnage certificate to which it is attached. In order to be taken into consideration, this special document must be presented conjointly with the national tonnage certificate whenever the competent authority may so require.

Article 4.

The Latvian supplementary tonnage certificates (see Article 2, paragraph 4) issued in accordance with the Swedish system of tonnage measurement must also satisfy the conditions set forth in the annexed Agreement.

Article 5.

The measurement of Latvian ships carried out in Sweden by a Swedish authority, and the measurement of Swedish ships carried out in Latvia by a Latvian authority, may be subject to the verification survey and, if necessary, to the remeasurement laid down in Sweden or Latvia as the case may be.

If there is reason to suppose that the particulars contained in a national tonnage certificate or a national supplementary tonnage certificate are incorrect, the supreme competent authority in Sweden or Latvia, as the case may be, shall be entitled to proceed, to the extent required, to a verification survey or, if necessary, to remeasurement, and to issue a supplementary tonnage document showing the results of such remeasurement.

Article 6.

The costs of measurement and the costs of verification surveys and remeasurement provided for in Article 5, paragraph 1, shall be calculated and paid in accordance with the regulations in force for similar operations in the country in which the measurement is carried out.

The costs of the verification survey or remeasurement provided for in Article 5, paragraph 2, shall be borne by the country in which these measurements are carried out, provided, however, that if a new tonnage document has to be issued as a result of the remeasurement the costs shall be borne by the owner or master of the ship on the scale laid down by the regulations of the country in question.

Article 7.

The present Agreement shall come into force three months after the date on which its ratification by the Saeima of Latvia is notified to the Swedish Government, and shall remain in force for a period of three months after its denunciation by either party.

Previous Agreements regarding the mutual recognition of Latvian and Swedish tonnage certificates shall cease to apply as from the date of entry into force of the present Agreement.

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

Done in duplicate at Riga on January 11, 1930.

(L. S.) (Signed) A. BALODIS,
Minister for Foreign Affairs of Latvia.

(L. S.) (Signed) Patrik DE REUTERSWÄRD,
Envoy Extraordinary and Minister Plenipotentiary
of Sweden in Latvia.

FINAL PROTOCOL.

At the moment of proceeding to sign the Agreement of to-day's date concerning the reciprocal recognition of Latvian and Swedish tonnage certificates, the Government of the Republic of Latvia and the Government of His Majesty the King of Sweden have found it desirable to make the following points clear.

The provisions of Article 2, paragraph 2, of the present Agreement shall also apply to supplementary tonnage certificates issued in Sweden in accordance with the British system of tonnage measurement before the coming into force of this Agreement.

Should a Swedish vessel arrive in a Latvian port, having only a provisional certificate (known as *Interimsnationalitets-och registreringscertifikat* or *Interimsnationalitetscertifikat*) certifying the vessel's taxable tonnage according to the Swedish or foreign system of tonnage measurement, the particulars given in the provisional certificate shall be accepted in Latvia until the expiry of the validity of the certificate, in spite of the fact that the vessel has not been measured by a competent Swedish authority.

Should a Latvian vessel arrive in a Swedish port, having only a provisional certificate (known as *Pagaidu flagas patents*), the particulars given in the said certificate with regard to underdeck tonnage in the case of mechanically-propelled vessels, and with regard to net tonnage in the case of vessels other than mechanically-propelled vessels, shall be accepted in Sweden until the expiry of the validity of the provisional certificate, in spite of the fact that the vessel has not been measured by a competent Latvian authority.

The expression "supreme competent authority" used in Article 5, paragraph 2, of the present Agreement shall be held in Latvia to mean *Jūrniecības Departaments* and in Sweden *Kungl. Kommerskollegium*. Any change that may take place in either of the two countries with regard to this matter must immediately be notified to the Government of the other party through the diplomatic channel.

The "supreme competent authority" in Latvia referred to in Article 1, paragraph 2, of the Agreement concerning the issue of Latvian supplementary tonnage certificates shall be held to mean *Jūrniecības Departaments*.

Supplementary tonnage certificates issued in Sweden in accordance with the British system of tonnage measurement and recognised in Latvia in consequence of the present Agreement shall be valid for the same period as the national tonnage certificates concerning the same vessels. In order to be taken into consideration, they must be presented conjointly with the said national tonnage certificates whenever the competent authority may so require.

In faith whereof, the respective Plenipotentiaries have signed the present Protocol as an integral part of the said Agreement, and have thereto affixed their seals.

Done at Riga in duplicate, January 11, 1930.

(L. S.) (Signed) A. BALODIS.

(L. S.) (Signed) Patrik DE REUTERSWÄRD.

AGREEMENT

IN REGARD TO THE ISSUE OF LATVIAN SUPPLEMENTARY TONNAGE CERTIFICATES " WITH APPENDIX " IN ACCORDANCE WITH THE SWEDISH RULES OF TONNAGE MEASUREMENT.

The undersigned Plenipotentiaries have agreed, in view of Article 4 of the Declaration signed this day between Latvia and Sweden regarding the mutual recognition of Latvian and Swedish tonnage certificates, that Latvian supplementary tonnage certificates issued in conformity with the Swedish system of tonnage measurement must, in order to be recognised in Sweden, satisfy the following conditions :

Article 1.

The supplementary tonnage certificate shall be drawn up in accordance with Rule I. It shall be valid for the same period as the national tonnage certificate to which it relates, and will not be taken into consideration unless presented conjointly with the latter certificate whenever the competent authority may so require. It must reproduce the particulars given in the national certificate in regard to gross and net tonnage and under-deck tonnage, and its date of issue.

The supplementary tonnage certificate shall be issued by the supreme competent authority in Latvia in accordance with a form to be decided upon direct by the competent authorities of the two Parties.

Article 2.

The under-deck tonnage entered in the supplementary tonnage certificate may be the tonnage shown in the national tonnage certificate, or may be measured and calculated in accordance with the Swedish rules of tonnage measurement. In the latter case, the supplementary tonnage certificate shall also indicate the method of calculating the under-deck tonnage.

Article 3.

The spaces above the tonnage deck shall be measured and calculated in accordance with the Swedish rules of tonnage measurement, and the under-deck tonnage shall be stated in the supplementary tonnage certificate.

Nevertheless, the following spaces not included in the gross tonnage according to the Latvian rules of tonnage measurement shall likewise be excluded when calculating the gross tonnage to be entered in the supplementary tonnage certificate : spaces used exclusively for auxiliary engines or boilers, the space used for steering-gear, the wheelhouse, the galleys and bakehouse, the condenser rooms and the latrines.

Article 4.

The number of tons indicated in the national tonnage certificate shall be taken as the total tonnage to be deducted in the supplementary tonnage certificate in respect of the following spaces : quarters intended exclusively for the use of the master, officers and crew, the chart, signal and navigating room, the boatswain's store, and any water-ballast tanks not situated in the double bottom.

A deduction may also be made in respect of the actual capacity of the boatswain's store in excess of the capacity shown in the national tonnage certificate.

Article 5.

The deduction allowable in respect of propelling machinery space shall be measured and calculated according to the Swedish rules of tonnage measurement.

The only space which may be regarded as constituting permanent fuel bunkers is that assigned and used exclusively for the storage of fuel required for the ship's engines, provided that it is either directly connected with the spaces occupied by the engines by means of sliding doors or other openings, or by means of pipes, or is situated immediately above one of those spaces or the fuel bunkers directly connected with one of them.

Fuel bunkers separated from the hold by movable bulkheads only, or having bulkheads with one or more openings, or one or more deck-hatches which cannot be regarded as intended exclusively for coaling, shall not be included in the space deducted in respect of the engine-room.

The surveyor shall require the owner or the master of the ship to sign a statement, which shall be attached to the supplementary tonnage certificate, certifying that the space for fuel bunkers for which a deduction may be made will be used during voyages to or from Sweden exclusively for the storage of fuel intended for the ship's engines. If the owner or master omits to sign this statement, the space in question shall not be deducted as propelling machinery space.

The supplementary tonnage certificate shall indicate the position, length and capacity of each of the fuel bunkers which are not situated in the engine-room but which are included in the space deducted in respect of the engine-room.

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

Done in duplicate at Riga, January 11, 1930.

(L. S.) (Signed) A. BALODIS.

(L. S.) (Signed) Patrik DE REUTERSWÄRD.