

RÉPUBLIQUE ARGENTINE,  
BELGIQUE, BRÉSIL, CHILI,  
DANEMARK, etc.

Convention internationale pour l'unification de certaines règles concernant la limitation de la responsabilité des propriétaires de navires de mer, avec protocole de signature, signés à Bruxelles, le 25 août 1924, procès-verbal de signature et notes y annexées, et procès-verbal relatif au dépôt des ratifications, signé à Bruxelles, le 2 juin 1930.

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ARGENTINE REPUBLIC,  
BELGIUM, BRAZIL, CHILE,  
DENMARK, etc.

International Convention for the Unification of certain Rules relating to the Limitation of the Liability of Owners of Seagoing Vessels, with Protocol of Signature, signed at Brussels, August 25, 1924, Procès-Verbal of Signature and Notes annexed thereto and Procès-Verbal regarding the Deposit of Ratifications, signed at Brussels, June 2, 1930.

<sup>1</sup> TRADUCTION. — TRANSLATION.No. 2763. — INTERNATIONAL CONVENTION <sup>2</sup> FOR THE UNIFICATION OF CERTAIN RULES RELATING TO THE LIMITATION OF THE LIABILITY OF OWNERS OF SEAGOING VESSELS. SIGNED AT BRUSSELS, AUGUST 25, 1924.

*French and English official texts communicated by the Belgian Minister for Foreign Affairs. The registration of this Convention took place July 25, 1931.*

THE PRESIDENT OF THE GERMAN REICH, THE PRESIDENT OF THE ARGENTINE REPUBLIC, HIS MAJESTY THE KING OF THE BELGIANS, THE PRESIDENT OF THE REPUBLIC OF BRAZIL, THE PRESIDENT OF THE REPUBLIC OF CHILE, THE PRESIDENT OF THE REPUBLIC OF CUBA, HIS MAJESTY THE KING OF DENMARK AND ICELAND, HIS MAJESTY THE KING OF SPAIN, THE CHIEF OF THE ESTONIAN STATE, THE PRESIDENT OF THE UNITED STATES OF AMERICA, THE PRESIDENT OF THE REPUBLIC OF FINLAND, THE PRESIDENT OF THE FRENCH REPUBLIC, HIS MAJESTY THE KING OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND AND OF THE BRITISH DOMINIONS BEYOND THE SEAS, EMPEROR OF INDIA, HIS SERENE HIGHNESS THE GOVERNOR OF THE KINGDOM OF HUNGARY, HIS MAJESTY THE KING OF ITALY, HIS MAJESTY THE EMPEROR OF JAPAN, THE PRESIDENT OF THE REPUBLIC OF LATVIA, THE PRESIDENT OF THE REPUBLIC OF MEXICO, HIS MAJESTY THE KING OF NORWAY, HER MAJESTY THE QUEEN OF THE NETHERLANDS, THE PRESIDENT OF THE REPUBLIC OF POLAND, THE PRESIDENT OF THE PORTUGUESE REPUBLIC, HIS MAJESTY THE KING OF ROUMANIA, HIS MAJESTY THE KING OF THE SERBS, CROATS AND SLOVENES, HIS MAJESTY THE KING OF SWEDEN AND THE PRESIDENT OF THE REPUBLIC OF URUGUAY,

Having recognized the utility of laying down in common accord certain uniform rules relating to the limitation of the liability of owners of seagoing vessels have decided to conclude a convention to that effect and have designated as their plenipotentiaries, namely :

THE PRESIDENT OF THE GERMAN REICH :

THE PRESIDENT OF THE ARGENTINE REPUBLIC :

His Excellency Mr. A. BLANCAS, Minister of the Argentine Republic at Brussels ;

HIS MAJESTY THE KING OF THE BELGIANS :

Mr. L. FRANCK, Minister of Colonies, President of the International Maritime Committee ;

<sup>1</sup> Traduction extraite du « Treaty Information Bulletin » N° 20, 1931 du « Department of State » des Etats-Unis d'Amérique.

<sup>1</sup> Translation taken from the Treaty Information Bulletin, No. 20, 1931, of the Department of State of the United States of America.

<sup>2</sup> Deposit of ratifications :

Belgium	} Brussels, June 2, 1930.
Spain	
Hungary	
Portugal	
Denmark	

The Convention and Protocol came into force June 2, 1931.

Mr. A. LE JEUNE, Senator, Vice President of the International Maritime Committee ;  
Mr. F. SOHR, Doctor of Laws, Secretary-General of the International Maritime Committee,  
Professor at the University of Brussels ;

THE PRESIDENT OF THE REPUBLIC OF BRAZIL :

His Excellency Mr. DE BARROS MOREIRA, Ambassador of Brazil at Brussels ;

THE PRESIDENT OF THE REPUBLIC OF CHILE :

His Excellency Mr. Armando QUEZADA, Minister of Chile at Brussels ;

THE PRESIDENT OF THE REPUBLIC OF CUBA ;

HIS MAJESTY THE KING OF DENMARK AND ICELAND :

His Excellency Mr. Otto KRAG, Minister of Denmark at Brussels ;

HIS MAJESTY THE KING OF SPAIN :

His Excellency the Marquis OF VILLALOBAR AND GUIMAREY, Ambassador of Spain at  
Brussels ;

CHIEF OF THE ESTONIAN STATE :

His Excellency Mr. PUSTA, Minister of Estonia at Brussels ;

THE PRESIDENT OF THE UNITED STATES OF AMERICA :

THE PRESIDENT OF THE REPUBLIC OF FINLAND :

THE PRESIDENT OF THE FRENCH REPUBLIC :

His Excellency Mr. Maurice HERBETTE, Ambassador of France at Brussels ;

HIS MAJESTY THE KING OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND AND OF THE  
BRITISH DOMINIONS BEYOND THE SEAS, EMPEROR OF INDIA :

His Excellency the Right Honorable Sir George GRAHAME, G.C.V.O., K.C.M.G.,  
Ambassador of His Britannic Majesty at Brussels ;

HIS SERENE HIGHNESS THE GOVERNOR OF THE KINGDOM OF HUNGARY :

Count Olivier WORACZICZKY, Baron OF PABIENITZ, Chargé d'Affaires of Hungary at  
Brussels ;

HIS MAJESTY THE KING OF ITALY :

Mr. J. DANELO, Chargé d'Affaires *ad interim* of Italy at Brussels ;

HIS MAJESTY THE EMPEROR OF JAPAN :

His Excellency Mr. M. ADATCI, Ambassador of Japan at Brussels ;

THE PRESIDENT OF THE REPUBLIC OF LATVIA :

His Excellency Mr. G. ALBAT, Minister Plenipotentiary, Secretary-General of the Ministry  
of Foreign Affairs ;

THE PRESIDENT OF THE REPUBLIC OF MEXICO :

HIS MAJESTY THE KING OF NORWAY :

M. KNUDSON, Consul-General of Norway at Anvers ;

HER MAJESTY THE QUEEN OF THE NETHERLANDS :

THE PRESIDENT OF THE REPUBLIC OF PERU :

THE PRESIDENT OF THE REPUBLIC OF POLAND AND THE FREE CITY OF DANZIG :

His Excellency Mr. Jean SZEMBEK, Minister of Poland at Brussels ;

THE PRESIDENT OF THE PORTUGUESE REPUBLIC :

His Excellency Mr. Alberto d'OLIVEIRA, Minister of Portugal at Brussels ;

HIS MAJESTY THE KING OF ROUMANIA :

His Excellency Mr. H. CATARGI, Minister of Roumania at Brussels ;

HIS MAJESTY THE KING OF THE SERBS, CROATS AND SLOVENES :

Messrs. STRAZNICKY and VERONA ;

HIS MAJESTY THE KING OF SWEDEN ;

S. E. M. DE DARDEL, Minister of Sweden at Brussels ;

THE PRESIDENT OF THE REPUBLIC OF URUGUAY :

Who, duly authorized therefor, have agreed on the following :

*Article 1.*

The liability of the owner of a seagoing vessel is limited to an amount equal to the value of the vessel, the freight, and the accessories of the vessel, in respect of :

(1) Compensation due to third parties by reason of damage caused, whether on land or on water, by the acts or faults of the master, crew, pilot, or any other person in the service of the vessel ;

(2) Compensation due by reason of damage caused either to cargo delivered to the master to be transported, or to any goods and property on board ;

(3) Obligations arising out of bills of lading ;

(4) Compensation due by reason of a fault of navigation committed in the execution of a contract ;

(5) Any obligation to remove the wreck of a sunken vessel, and any obligations connected therewith ;

(6) Any remuneration for assistance and salvage ;

(7) Any contribution of the shipowner in general average ;

(8) Obligations arising out of contracts entered into or transactions carried out by the master, acting within the scope of his authority, away from the vessel's home port, where such contracts or transactions are necessary for the preservation of the vessel or the continuation of the voyage, provided that the necessity is not caused by any insufficiency or deficiency of equipment or stores at the beginning of the voyage.

Provided that, as regards the cases mentioned in Nos. 1, 2, 3, 4, and 5 the liability referred to in the preceding provisions shall not exceed an aggregate sum equal to 8 pounds sterling per ton of the vessel's tonnage.

*Article 2.*

The limitation of liability laid down in the foregoing article does not apply :

(1) To obligations arising out of acts or faults of the owner of the vessel ;

(2) To any of the obligations referred to in No. 8 of article 1, when the owner has expressly authorized or ratified such obligation ;

(3) To obligations on the owner arising out of the engagement of the crew and other persons in the service of the vessel.

Where the owner or a part owner of the vessel is at the same time master, he cannot claim limitation of liability for his faults, other than his faults of navigation and the faults of persons in the service of the vessel.

#### *Article 3.*

An owner who avails himself of the limitation of his liability to the value of the vessel, freight, and accessories of the vessel must prove that value. The valuation of the vessel shall be based upon the condition of the vessel at the points of time hereinafter set out :

1. In cases of collision or other accidents, as regards all claims connected therewith, including contractual claims which have originated up to the time of arrival of the vessel at the first port reached after the accident, and also as regards claims in general average arising out of the accident, the valuation shall be according to the condition of the vessel at the time of her arrival at that first port.

If before that time a fresh accident, distinct from the first accident, has reduced the value of the vessel, any diminution of value so caused shall not be taken into account in considering claims connected with the previous accident.

For accidents occurring during the sojourn of a vessel in port, the valuation shall be according to the condition of the vessel at that port after the accident.

2. If it is a question of claims relating to the cargo, or arising on a bill of lading, not being claims provided for in the preceding paragraphs, the valuation shall be according to the condition of the vessel at the port of destination of the cargo, or at the place where the voyage is broken.

If the cargo is destined to more than one port, and the damage is connected with one and the same cause, the valuation shall be according to the condition of the vessel at the first of those ports.

3. In all the other cases referred to in article 1 the valuation shall be according to the condition of the vessel at the end of the voyage.

#### *Article 4.*

The freight referred to in article 1, including passage money, is deemed, as respects vessels of every description, to be a lump sum fixed at all events at 10 per cent of the value of the vessel at the commencement of the voyage.

That indemnity is due even though no freight be then earned by the vessel.

#### *Article 5.*

The accessories referred to in article 1 mean :

(1) Compensation of material damage sustained by the vessel since the beginning of the voyage, and not repaired ;

(2) General average contributions in respect of material damage sustained by the vessel since the beginning of the voyage, and not repaired.

Payments on policies of insurance, as well as bounties, subventions, and other national subsidies, are not deemed to be accessories.

#### *Article 6.*

The various claims connected with a single accident, or in respect of which, in the absence of an accident, the value of a vessel is ascertained at a single port, rank with one another against

the amount representing the extent of the owner's liability, regard being had to the order of the liens.

In proceedings with respect to the distribution of this sum the decisions given by the competent courts of the contracting states shall be evidence of a claim.

*Article 7.*

Where death or bodily injury is caused by the acts or faults of the captain, crew, pilot, or any other person in the service of the vessel, the owner of the vessel is liable to the victims or their representatives in an amount exceeding the limit of liability provided for in the preceding articles up to 8 pounds sterling per ton of the vessel's tonnage. The victims of a single accident or their representatives rank together against the sum constituting the extent of liability.

If the victims or their representatives are not fully compensated by this amount, they rank, as regards the balance of their claims, with the other claimants against the amounts mentioned in the preceding articles, regard being had to the order of the liens.

The same limitation of liability applies to passengers as respects the carrying vessel but does not apply to the crew or other persons in the service of that vessel whose right of action in the case of death or bodily injury remains governed by the national law of the vessel.

*Article 8.*

Where a vessel is arrested and security is given for an amount equal to the full limit of liability, it shall accrue to the benefit of all creditors whose claims are subject to this limit.

Where the vessel is subsequently again arrested, the court may order its release, if the owner, while submitting to the jurisdiction of the court, proves that he has already given security for an amount equal to the full limit of his liability, that the security so given is satisfactory, and that the creditor is assured of receiving the benefit thereof.

If the security is given for a smaller amount or if security is required on several successive occasions, the effect will be regulated by agreement between the parties, or by the court, so as to insure that the limit of liability be not exceeded.

If different creditors take proceedings in the courts of different states, the owner may, before each court, require account to be taken of the whole of the claims and debts so as to insure that the limit of liability be not exceeded.

The national laws shall determine questions of procedure and time limits for the purpose of applying the preceding rules.

*Article 9.*

In the event of any action or proceeding being taken on one of the grounds enumerated in article 1, the court may, on the application of the owner of the vessel, order that proceedings against the property of the owner other than the vessel, its freight and accessories shall be stayed for a period sufficient to permit of the sale of the vessel and distribution of the proceeds amongst the creditors.

*Article 10.*

Where the person who operates the vessel without owning it or the principal charterer is liable under one of the heads enumerated in article 1, the provisions of this convention are applicable to him.

*Article 11.*

For the purposes of the provisions of the present convention, "tonnage" is calculated as follows :

In the case of steamers and other mechanically propelled vessels, net tonnage, with the addition of the amount deducted from the gross tonnage on account of engine-room space for the purpose of ascertaining the net tonnage.

In the case of sailing vessels, net tonnage.

*Article 12.*

The provisions of this convention shall be applied in each contracting state in cases in which the ship for which the limit of responsibility is invoked is a national of another contracting state, as well as in any other cases provided for by the national laws.

Nevertheless the principle formulated in the preceding paragraph does not affect the right of the contracting states not to apply the provisions of this convention in favor of the nationals of a non-contracting state.

*Article 13.*

This convention does not apply to vessels of war, nor to government vessels appropriated exclusively to the public service.

*Article 14.*

Nothing in the foregoing provisions shall be deemed to affect in any way the competence of tribunals, modes of procedure, or methods of execution authorized by the national laws.

*Article 15.*

The monetary units mentioned in this convention mean their gold value.

Those contracting states in which the pound sterling is not a monetary unit reserve to themselves the right of translating the sums indicated in this convention in terms of pound sterling into terms of their own monetary system in round figures.

The national laws may reserve to the debtor the right of discharging his debt in national currency according to the rate of exchange prevailing at the dates fixed in article 3.

*Article 16.*

After an interval of not more than two years from the day on which the convention is signed, the Belgian Government shall place itself in communication with the Governments of the High Contracting Parties which have declared themselves prepared to ratify the convention, with a view to deciding whether it shall be put into force. The ratifications shall be deposited at Brussels at a date to be fixed by agreement among the said Governments. The first deposit of ratifications shall be recorded in a *procès-verbal* signed by the representatives of the powers which take part therein and by the Belgian Minister for Foreign Affairs.

The subsequent deposits of ratifications shall be made by means of a written notification, addressed to the Belgian Government, and accompanied by the instrument of ratification.

A duly certified copy of the *procès-verbal* relating to the first deposit of ratifications, of the notifications referred to in the previous paragraph, and also of the instruments of ratification

accompanying them, shall be immediately sent by the Belgian Government through the diplomatic channel to the powers who have signed this convention or who have acceded to it. In the cases contemplated in the preceding paragraph the said Government shall inform them at the same time of the date on which it received the notification.

*Article 17.*

Nonsignatory states may accede to the present convention whether or not they have been represented at the International Conference at Brussels.

A state which desires to accede shall notify its intention in writing to the Belgian Government, forwarding to it the document of accession, which shall be deposited in the archives of the said Government.

The Belgian Government shall immediately forward to all the states which have signed or acceded to the convention a duly certified copy of the notification and of the act of accession, mentioning the date on which it received the notification.

*Article 18.*

The High Contracting Parties may at the time of signature, ratification, or accession declare that their acceptance of the present convention does not include any or all of the self-governing dominions, or of the colonies, overseas possessions, protectorates, or territories under their sovereignty or authority, and they may subsequently accede separately on behalf of any self-governing dominion, colony, overseas possession, protectorate, or territory excluded in their declaration. They may also denounce the convention separately in accordance with its provisions in respect of any self-governing dominion, or any colony, overseas possession, protectorate, or territory under their sovereignty or authority.

*Article 19.*

The present convention shall take effect, in the case of the states which have taken part in the first deposit of ratifications, one year after the date of the *procès verbal* recording such deposit. As respects the states which ratify subsequently or which accede, and also in cases in which the convention is subsequently put into effect in accordance with article 18, it shall take effect six months after the notifications specified in article 16, paragraph 2, and article 17, paragraph 2, have been received by the Belgian Government.

*Article 20.*

In the event of one of the contracting states wishing to denounce the present convention, the denunciation shall be notified in writing to the Belgian Government, which shall immediately communicate a duly certified copy of the notification to all the other states informing them of the date on which it was received.

The denunciation shall only operate in respect of the state which made the notification, and on the expiration of one year after the notification has reached the Belgian Government.

*Article 21.*

Any one of the contracting states shall have the right to call for a fresh conference with a view to considering possible amendments.

A state which would exercise this right should give one year advance notice of its intention to the other states through the Belgian Government, which would make arrangements for convening the conference.



*Additional Article.*

The provisions of article 5 of the convention<sup>1</sup> for the unification of certain rules relating to collisions at sea, of September 23, 1910, the operation of which had been put off by virtue of the additional article of that convention become applicable in regard to the states bound by this convention.

Done at Brussels, in a single copy, August 25, 1924.

*For Germany :*

*For the Argentine Republic :*

(Signed) Alberto BLANCAS.

*For Belgium :*

(Signed) Louis FRANCK.

(Signed) Albert LE JEUNE.

(Signed) SOHR.

*For Brazil :*

(Signed) BARROS MOREIRA.

*For Chile :*

(Signed) Armando QUEZADA.

*For the Republic of Cuba :*

*For Denmark :*

(Signed) O. KRAG.

*For Spain :*

(Signed) The Marquis OF VILLALOBAR.

*For Estonia :*

(Signed) PUSTA.

*For the United States of America :*

*For Finland :*

*For France :*

(Signed) Maurice HERBETTE.

*For Great Britain :*

(Signed) George GRAHAME.

*For Hungary :*

(Signed) WORACZICZKY.

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<sup>1</sup> *British and Foreign State Papers*, Vol. 103, page 434.

*For Italy :*  
(Signed) GIULIO DANELO.

*For Japan :*  
(Signed) M. ADATCI.

Subject to the reservations formulated in the note relative to this treaty and appended to my letter dated August 25, 1925, to His Excellency Mr. Emile Vandervelde, Minister for Foreign Affairs of Belgium.

*For Latvia :*  
(Signed) G. ALBAT.

*For Mexico :*

*For Norway :*  
(Signed) KNUDZON.

*For the Netherlands :*

*For Peru :*

*For Poland and the Free City of Danzig :*  
(Signed) SZEMBEK.

*For Portugal :*  
(Signed) ALBERTO D'OLIVEIRA.

*For Roumania :*  
(Signed) HENRY CATARGI.

*For the Kingdom of the Serbs, Croats and Slovenes :*  
(Signed) PROF. STRAZNICKY.  
(Signed) A. VERONA.

*For Sweden :*

Subject to ratification by His Majesty the King with the approval of the Riksdag :

(Signed) DE DARDEL.

*For Uruguay :*

#### PROTOCOL OF SIGNATURE.

In proceeding to the signature of the international convention for the unification of certain rules relating to the limitation of the liability of owners of seagoing vessels, the undersigned plenipotentiaries adopted the present protocol which will have the same force and the same value as if the provisions were inserted in the text of the convention to which it relates :

I. The High Contracting Parties reserve to themselves the right not to admit the limitation of the liability to the value of the vessel, the accessories and the freight for damages done to works in ports, docks, and navigable ways and for the cost of removing the wreck, or the right only to ratify the treaty on those points on condition of reciprocity.

It is nevertheless agreed that the limitation of liability under the head of those damages will not exceed eight pounds sterling per ton of measurement, except as regards the cost of removing the wreck.

II. The High Contracting Parties reserve to themselves the right to decide that the owner of a vessel that is not used for the carriage of persons and measures not more than three hundred tons is liable as to claims arising from death or bodily injuries, in accordance with the provisions of the convention, but without there being occasion to apply to that liability the provisions of paragraph 1 of article 7.

Done at Brussels, in a single copy, August 25, 1924.

*For Germany :*

*For the Argentine Republic :*

(Signed) Alberto BLANCAS.

*For Belgium :*

(Signed) Louis FRANCK.

(Signed) Albert LE JEUNE.

(Signed) F. SOHR.

*For Brazil :*

(Signed) BARROS MOREIRA.

*For Chile :*

(Signed) Armando QUEZADA.

*For the Republic of Cuba :*

*For Denmark :*

(Signed) O. KRAG.

*For Spain :*

(Signed) The Marquis OF VILLALOBAR.

*For Estonia :*

(Signed) PUSTA.

*For the United States of America :*

*For Finland :*

*For France :*

(Signed) Maurice HERBETTE.

*For Great Britain :*

(Signed) George GRAHAME.

*For Hungary :*

*(Signed)* WORACZICZKY.

*For Italy :*

*(Signed)* Giulio DANE0.

*For Japan :*

*For Latvia :*

*(Signed)* G. ALBAT.

*For Mexico :*

*For Norway :*

*(Signed)* KNUDZON.

*For the Netherlands :*

*For Peru :*

*For Poland and the Free City of Danzig :*

*(Signed)* SZEMBEK.

*For Portugal :*

*(Signed)* Alberto D'OLIVEIRA.

*For Roumania :*

*(Signed)* Henry CATARGI.

*For the Kingdom of the Serbs, Croats and Slovenes :*

*(Signed)* Prof. Dr. Milorad STRAZNICKY.

Dr. VERONA.

*For Sweden :*

Subject to ratification by His Majesty the King with the approval of the Riksdag :

*(Signed)* DE DARDEL.

*For Uruguay :*

#### PROCÈS VERBAL OF SIGNATURE.

On August 25, 1924, the international convention for the unification of certain rules relating to the limitation of the liability of owners of seagoing vessels was opened at the Ministry of Foreign Affairs of Belgium for the signature of the plenipotentiaries of the states represented in the International Conference on Maritime Law.

The signatures of the plenipotentiaries whose names follow were successively received :

September 8, 1924, for Belgium :

Mr. L. FRANCK ; Mr. LE JEUNE ; Mr. SOHR.

November 15, 1924, for Great Britain :

His Excellency the Right Honorable Sir George GRAHAME.

In proceeding to the signature of the present convention, His Excellency made, in behalf of his Government, the declaration the terms of which are reproduced in an annex to this *procès verbal*.

December 29, 1924, for Brazil :

His Excellency Mr. DE BARROS MOREIRA.

February 28, 1925, for France :

His Excellency Mr. HERBETTE.

March 12, 1925, for Rumania :

His Excellency Mr. Henry CATARGI.

August 22, 1925, for Poland and the Free City of Danzig :

His Excellency Count Jean SZEMBEK.

August 24, 1925, for Denmark :

His Excellency Mr. Otto KRAG.

In proceeding to the signature of the present convention, His Excellency made, in behalf of his Government, the declaration the terms of which are reproduced in an annex to this *procès verbal*.

August 24, 1925, for Spain :

His Excellency the MARQUIS OF VILLALOBAR AND OF GIUMAREY.

August 24, 1925, for Argentina :

His Excellency Mr. Alberto BLANCAS.

August 25, 1925, for Japan :

His Excellency Mr. M. ADATCI.

In proceeding to the signature of the present convention, to the exclusion of the protocol of signature, His Excellency made, in behalf of his Government, the declaration the terms of which are reproduced in an annex to this *procès verbal*.

September 17, 1925, for Italy :

Mr. Giulio DANEO.

In proceeding to the signature of the present convention, the Chargé d'Affaires made, in behalf of his Government, the declaration the terms of which are reproduced in an annex to this *procès verbal*.

October 27, 1925, for Latvia :

His Excellency Mr. G. ALBAT.

April 8, 1926, for Hungary :

Count WORACZICZKY.

Le 10 avril 1926, pour l'Esthonie :

S. E. M. PUSTA.

Le 10 avril 1926, pour le Royaume des Serbes, Croates et Slovènes :

MM. STRAZNICKY et VERONA.

Le 9 octobre 1926, pour le Portugal :

S. E. M. Alberto D'OLIVEIRA.

Le 14 avril 1927, pour la Norvège :

M. KNUDZON.

Le 22 juin 1927, pour la Suède :

S. E. M. DE DARDEL.

Le 28 octobre 1927, pour le Chili :

S. E. M. Armando QUEZADA.

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I, the Undersigned, His Britannic Majesty's Ambassador at Brussels, on affixing my signature to the Protocol of Signature of the International Convention for the unification of certain rules of law relating to the limitation of the liability of owners of sea-going vessels, on this the 15th day of November, 1924, hereby make the following Declarations by direction of my Government :

I declare that His Britannic Majesty's Government adopt the reservation to Article 1 of the above mentioned Convention which is set forth in the Protocol of Signature (Protocole de Clôture).

I further declare that my signature applies only to Great Britain and Northern Ireland. I reserve the right of each of the British Dominions, Colonies, Overseas Possessions and Protectorates, and of each of the territories over which His Britannic Majesty exercises a mandate to accede to this Convention under Article 18.

(Signed) George GRAHAME,

*His Britannic Majesty's Ambassador at Brussels.*

BRUSSELS, *this 15th day of November, 1924.*

#### LÉGATION DE DANEMARK.

En procédant, sous réserve de ratification, à la signature de la convention internationale pour l'unification de certaines règles concernant la limitation de la responsabilité des propriétaires de navires de mer, le Gouvernement danois déclare vouloir faire usage de la faculté stipulée sous le N° 1 du Protocole de signature, faculté en vertu de laquelle la limitation de la responsabilité à la valeur du navire, des accessoires et du fret pour les dommages occasionnés, aux ouvrages d'art des ports, docks et voies navigables, et pour les frais de relèvement de l'épave, ne sera admise au Danemark à l'égard des Etats cosignataires que sous réserve de réciprocité.

April 10, 1926, for Estonia :

His Excellency Mr. PUSTA.

April 10, 1926, for the Kingdom of the Serbs, Croats and Slovenes :

Messrs. STRAZNICKY and VERONA.

October 9, 1926, for Portugal :

His Excellency Mr. Alberto d'OLIVEIRA.

April 14, 1927, for Norway :

M. KNUDZON.

June 22, 1927, for Sweden :

S. E. M. DE DARDEL.

October 28, 1927, for Chile :

S. E. M. Armando QUEZADA.

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### <sup>1</sup> TRADUCTION. — TRANSLATION.

Je soussigné, Ambassadeur de Sa Majesté britannique à Bruxelles, en apposant ma signature au Protocole de signature de la Convention internationale pour l'unification de certaines règles concernant la limitation de la responsabilité des propriétaires de navires de mer, le 15 novembre 1924, faits par la présente les déclarations suivantes, d'ordre de mon gouvernement :

Je déclare que le Gouvernement de Sa Majesté britannique adopte la réserve à l'article 1 de la convention susmentionnée, exprimée dans le protocole de signature (Protocole de clôture).

Je déclare, en outre, que ma signature ne s'applique qu'à la Grande-Bretagne et à l'Irlande du Nord. Je fais toutes réserves en ce qui concerne le droit de chacun des Dominions britanniques, Colonies, possessions d'outre-mer et protectorats et chacun des territoires sur lesquels Sa Majesté britannique exerce un mandat, d'accéder à cette convention conformément à l'article 18.

(Signé) George GRAHAME,

*Ambassadeur de Sa Majesté britannique à Bruxelles.*

BRUXELLES, le 15 novembre 1924.

### <sup>2</sup> TRADUCTION. — TRANSLATION.

#### LEGATION OF DENMARK.

In signing, subject to ratification, the international convention for the unification of certain rules relating to the limitation of the liability of owners of seagoing vessels, the Danish Government declares it wishes to avail itself of the option stipulated under No. 1 of the protocol of signature, by virtue of which the limitation of the liability to the value of the vessel, the accessories and the freight for damages done to works in ports, docks, and navigable ways, and for the cost of raising the wreck, shall not be admitted in Denmark toward co-signatory states except on condition of reciprocity.

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

<sup>2</sup> Traduction extraite du « Treaty Information Bulletin », N° 20, 1931, du « Department of State » des Etats-Unis d'Amérique.

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

<sup>2</sup> Translation taken from the Treaty Information Bulletin, No. 20, 1931, of the Department of State of the United States of America.

On the other hand the Danish Government declares it wishes also to avail itself of the reservation stipulated under No. 2 of the said protocol and according to the terms of which the owner of a vessel that is not used for the carriage of persons and measures not more than three hundred tons is liable as to claims arising from death or bodily injuries, in accordance with the provisions of the convention, but without there being occasion to apply to that liability the provisions of paragraph 1 of article 7.

BRUSSELS, August 24, 1925.

*Minister of Denmark,  
(Signed) O. KRAG.*

IMPERIAL EMBASSY OF JAPAN.

*Note annexed to the letter of His Excellency the Ambassador of Japan to the  
Minister of Foreign Affairs of Belgium on August 25, 1925.*

At the time of signing the international convention for the unification of certain rules relating to the limitation of the liability of owners of seagoing vessels, the undersigned, plenipotentiary of Japan, makes the following reservations :

(a) To article 1 :

Japan reserves to itself the right not to admit the limitation of the liability to the value of the vessel, the accessories and the freight for damages done to works in ports, docks, and navigable ways, and for the cost of removing the wreck.

(b) To article 7 :

Japan reserves to itself the right to decide that the owner of a vessel that is not used for the carriage of persons and measures not more than three hundred tons is liable as to claims arising from death or bodily injuries, in accordance with the provisions of the convention, but without there being occasion to apply to that liability the provisions of paragraph 1 of article 7.

(c) Japan construes the provisions of article 8 and article 14 in the sense that, if under the laws of certain states, a preferential right grows out of an attachment, the fact that the preferential right is exercised shall in no wise prejudice the rights of the other creditors to the sum to be distributed.

BRUSSELS, August 25, 1925.

*(Signed) M. ADATCI.*

ROYAL EMBASSY OF ITALY  
IN BELGIUM.

*Reservation of the Italian Government concerning the convention relative to the unification of  
certain rules relating to the limitation of the liability of owners of seagoing vessels.*

In signing the first convention on maritime law prepared by the conference at Brussels, I must make, on behalf of the Italian Government the following reservation :

“ With the reservation that the limitation of liability provided by paragraph 3 of article 3 of the convention shall not prejudice the application of the special provisions of Italian law in all that concerns the liability to passengers considered as emigrants.”

*(Signed) Giulio DANEO.*



<sup>1</sup> TRADUCTION. — TRANSLATION.

## PROCÈS-VERBAL RELATING TO THE DEPOSIT OF RATIFICATIONS.

The ratifications of the International Convention for the Unification of certain Rules relating to the Limitation of the Liability of Owners of Seagoing Vessels, signed at Brussels on August 25, 1924, and of the Protocol of Signature annexed thereto, having to be deposited at Brussels, in accordance with Article 16 of the Convention, the Belgian Ministry of Foreign Affairs has drawn up the present *Procès-verbal* for this purpose.

The following ratifications were deposited on June 2, 1930.

The ratification of His Majesty the King of the Belgians.

(Signed) HYMANS.

In proceeding to the deposit of the ratifications of His Majesty the King of the Belgians, the Belgian Minister for Foreign Affairs declared, in accordance with the provisions of Article 18 of the Convention, that these ratifications extend only to Belgium and do not apply to the Belgian Congo and Ruanda-Urundi, territories under mandate.

BRUSSELS, June 2, 1930.

(Signed) HYMANS.

*Belgian Minister for Foreign Affairs.*

The ratifications of His Majesty the King of Spain.

(Signed) FRANCISCO G. DE AGUËRA.

The ratifications of His Serene Highness the Regent of the Kingdom of Hungary.

(Signed) JOSEPH KAIL.

The ratifications of His Excellency the President of the Portuguese Republic.

(Signed) AUGUSTO DE CASTRO.

The ratifications of His Majesty the King of Denmark and Iceland.

(Signed) F. DE HOEGH-GULDBERG.

The period of one year laid down in Article 19 of the Convention, as the period after which the Convention shall take effect, will begin on June 2nd, 1930.

BRUSSELS, June 2, 1930.

(Signed) HYMANS.

*Belgian Minister for Foreign Affairs.*

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

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