

N° 2614.

**ALLEMAGNE
ET TCHÉCOSLOVAQUIE**

Convention comportant règlement
uniforme de la procédure de
fermeture douanière applicable
aux bateaux de l'Elbe. Signée à
Hambourg, le 27 juin 1930.

**GERMANY
AND CZECHOSLOVAKIA**

Convention regarding Uniform Cus-
toms Sealing Regulations for Elbe
Shipping. Signed at Hamburg,
June 27, 1930.

TEXTE ALLEMAND. — GERMAN TEXT.

Nr. 2614. — ABKOMMEN¹ ZWISCHEN DEM DEUTSCHEN REICH UND DER TSCHECHOSLOWAKISCHEN REPUBLIK ÜBER EINE EINHEITLICHE ZOLLVERSCHLUSSORDNUNG FÜR ELBESCHIFFE. GEZEICHNET IN HAMBURG, AM 27. JUNI 1930.

German and Czechoslovak official texts communicated by the Permanent Delegate of the Czechoslovak Republic accredited to the League of Nations. The registration of this Convention took place February 14, 1931.

DER PRÄSIDENT DER TSCHECHOSLOWAKISCHEN REPUBLIK und DER DEUTSCHE REICHSPRÄSIDENT, von dem Wunsch geleitet, zur Erleichterung des Schiffsverkehrs eine einheitliche Zollverschlussordnung für Elbeschiffe zu schaffen, haben zu diesem Zweck zu ihren Bevollmächtigten ernannt :

DER PRÄSIDENT DER TSCHECHOSLOWAKISCHEN REPUBLIK :

Den Sektionschef im Finanzministerium MARTINEC,

DER DEUTSCHE REICHSPRÄSIDENT :

Den Ministerialdirigenten im Reichsfinanzministerium Geheimen Finanzrat HOSSFELD

Die nach gegenseitiger Mitteilung ihrer in guter und gehöriger Form gefundenen Vollmachten folgendes vereinbart haben :

Artikel 1.

Für die Zollabfertigung unter Raumverschluss soll auf der Elbe, ihren Nebenflüssen und den mit ihr zusammenhängenden Wasserstrassen im Gebiet beider vertragschliessenden Teile die anliegende „Zollverschlussordnung für Elbeschiffe“ gelten.

Artikel 2.

Die von den Zollbehörden des einen vertragschliessenden Teils auf Grund der Bestimmungen der Zollverschlussordnung für Elbeschiffe ausgestellten Anerkennnisse (§§ 15 bis 17) und Zulassungsscheine (§ 19) werden von den Zollbehörden des anderen vertragschliessenden Teils unbeschadet der Bestimmung des § 25 der Zollverschlussordnung anerkannt werden.

Artikel 3.

Die Entziehung eines Zulassungsscheins (§ 23) durch Zollbehörden eines der vertragschliessenden Teile wird von den Zollbehörden des anderen vertragschliessenden Teils als auch für sie verbindlich anerkannt werden.

¹ The exchange of ratifications took place at Berlin, January 24, 1931.

¹ TRANSLATION.

No. 2614 — CONVENTION BETWEEN THE GERMAN REICH AND THE CZECHOSLOVAK REPUBLIC REGARDING UNIFORM CUSTOMS SEALING REGULATIONS FOR ELBE SHIPPING. SIGNED AT HAMBURG, JUNE 27, 1930.

THE PRESIDENT OF THE CZECHOSLOVAK REPUBLIC and THE PRESIDENT OF THE GERMAN REICH, being desirous of facilitating shipping traffic by instituting uniform Customs sealing regulations for Elbe shipping have, for this purpose, appointed as their Plenipotentiaries :

THE PRESIDENT OF THE CZECHOSLOVAK REPUBLIC :

M. MARTINEC, Head of Section in the Ministry of Finance ;

THE PRESIDENT OF THE GERMAN REICH :

M. HOSSFELD, Counsellor (Geheimer Finanzrat), Ministerial Director in the Reich Ministry of Finance,

Who, after having exchanged their full powers, found in good and due form, have agreed as follows :

Article 1.

The annexed " Customs Sealing Regulations for Elbe shipping " shall apply to the Customs clearing of goods in sealed compartments on the Elbe, its tributaries and the waterways connected therewith situated in the territory of the two Contracting Parties.

Article 2.

The certificates (Paragraphs 15 to 17) and licences (Paragraph 19) issued by the Customs authorities of one Contracting Party in virtue of the Customs Sealing Regulations for Elbe shipping, shall be recognised by the Customs authorities of the other Contracting Party without prejudice to the provisions of Paragraph 25 of the said regulations.

Article 3.

The withdrawal of a licence (Paragraph 23) by the Customs authorities of one Contracting Party shall be recognised by the Customs authorities of the other Contracting Party as binding on them also.

Article 4.

The Contracting Parties shall take steps to ensure that their Customs authorities and Customs officials comply strictly with the provisions of the Customs Sealing Regulations for Elbe shipping

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

and, in particular, that special care is taken in applying the provisions contained in Paragraphs 15 to 19, 23 and 24.

Article 5.

The Finance Ministers of the Contracting Parties shall inform one another what Customs authorities are entitled to issue certificates (Paragraph 15) and licences (Paragraph 19).

Article 6.

The Finance Ministers of the Contracting Parties are empowered to conclude direct joint agreements concerning any modifications of the Sealing Regulations for Elbe shipping which they may deem appropriate in the light of experience.

Article 7.

This Convention shall be ratified. The instruments of ratification shall be exchanged at Berlin as soon as possible.

The Convention shall come into force on the fourteenth day following the exchange of the instruments of ratification and may be denounced subject to six months' notice.

The Convention is drawn up in duplicate in the Czechoslovak and German languages. Each of the Contracting Parties shall receive an original copy. The Czechoslovak and German texts are equally authentic.

In faith whereof the Plenipotentiaries of both Parties have signed the present Convention.

Done at Hamburg, June 27, 1930.

(L. S.) (Signed) Emil MARTINEC. (L. S.) (Signed) HOSSFELD.

CUSTOMS SEALING REGULATIONS FOR ELBE SHIPPING.

Paragraph 1.

1. Anyone applying for the clearance in sealed vessels of goods under Customs supervision transported on the Elbe, its tributaries and the waterways connected therewith must submit the following documents proving his title to enjoy such facilities :

- (a) A certificate attesting the vessel's suitability for sealing (Paragraph 15) and
- (b) A document certifying that the owner of the vessel is personally eligible (Paragraph 19).

2. Only vessels used for cargo transport whose structural design and sealing arrangements are in conformity with the provisions of Paragraphs 2 to 14 shall be eligible for clearance as sealed vessels.

I. GENERAL REGULATIONS FOR THE DESIGN OF SEALED VESSELS.

Paragraph 2.

Vessels should neither have secret compartments nor means of access to compartments which are not apparent on superficial inspection. The outer hulls of vessels, if they serve to shut off the cargo holds, shall be made of tightly joined wood or riveted metal plates.

Paragraph 3.

1. The bulkheads separating the cargo holds to be sealed from the cabins and other holds of the vessel should be of sheet metal, the separate plates of which must be riveted together and fixed to the ship's body in such a way that they cannot be detached from the latter without leaving visible traces. Similar sheet-metal bulkheads must also be used to partition the compartments containing collapsible masts (casings) from the sealed holds. Doors or other openings leading directly from cabins into the cargo holds are not permitted.

2. The bulkheads in wooden vessels may be of joined planking of the same height as the ship's body and firmly connected therewith. Each plank must, in addition, be riveted to at least one iron band the ends of which are riveted to the vessel's hull.

Paragraph 4.

1. Clamps, staples, nails, rivets, pegs, screws, bolts and the like fixed to the outside of the vessel must be so secured in the sealed compartments (clinched, riveted, bolted or the like) that they cannot be removed from outside without leaving visible traces.

2. Hinge-joints are to be avoided wherever possible. Hinge-pins must be welded to the outer edges of the hinge arm. Only the centre tongue of the hinge may be movable and it must also be welded. Hingepins which are merely attached by being riveted or screwed at the end are not admissible.

3. Iron fittings for sealing purposes such as bars, staples, clamps, hinges, etc., must not be painted, tarred or lacquered, but be kept in the same condition as after forging ; such iron fittings, however, may be given a coating of transparent varnish to protect them from rust.

Paragraph 5.

1. Pumps, cranes, ventilator shafts, piping, gratings and the like, installed in the sealed compartments or in the sides or roof thereof must be so secured that the effective shutting off of the compartments is ensured, and that they cannot be removed without leaving visible traces.

2. Movable pumps and cranes must be separated from the sealed compartments by an iron or wooden casing fixed in accordance with the provisions of Paragraph 3.

II. SPECIAL REGULATIONS.

A. FIXED-DECK VESSELS.

Paragraph 6.

1. The deck must be so firmly joined, bolted, riveted, or the like, to the ship's body that the compartments under seal can only be entered by breaking through a part of the vessel's framework or deck. The deck must be joined to the hull from within the sealed compartment ; screws, rivets, bolts and the like must be secured in the manner described in Paragraph 4.

2. Apart from the hatches of the cargo holds, the deck may not have any other movable parts. It must be inseparably connected with the sides and should form a single combined structure connected with the interior ribs, deck-beams and cross bulkheads by nails, bolts, screws, etc.

Paragraph 7.

1. The hatchways leading to the sealed compartments must have permanently built-in frames and may be closed by removable covers or hinged doors. Iron covers or doors must be of stout plate or corrugated iron and be made in one piece or consist of a number of pieces riveted together. If the covers or doors are formed of wooden battens, either they must have traverses attached on the inside or each single plank must be riveted on the inside to one or more iron bands fastened across the whole of the cover, so that none of the planks can be bent back or prised out.

2. Vessels conveying goods which are liable to ferment, e. g., grain, dried fruit, etc., may have the hatches fastened, not with covers or doors, but with gratings of wire-netting framed in wood or iron. The strands of wire forming the meshes must be not more than 25 mm. apart and should be at least 2 mm. thick. The wire-netting must be so attached to the frame by rivets or otherwise that it cannot be removed without leaving visible traces.

3. The hatch frames in which the hatch covers or gratings are set must have grooves so adjusted to hold the covers or gratings that the latter cannot be moved in any direction. Hatch covers or gratings projecting beyond the edges of the hatches must have an inside moulding fitting into the hatch frame in such a way as to prevent displacement.

Paragraph 8.

1. The fittings for closing the hatches must be so arranged that the hatch covers, doors or gratings cannot be bent, lifted or slid out without leaving visible traces.

2. For securing the various hatch covers, doors or gratings, the hatch frames, covers, doors or gratings shall either be fitted with staples through which iron rods, bars or steel cables are passed, or the hatch frames, doors or gratings shall have hasps attached which are drawn over staples on the hatch frames and secured by iron rods, bars or steel cables.

3. Several adjacent hatch covers shall be secured by laying at least two iron rods or bars of adequate strength across the hatch covers and making them fast to the top of the hatchway in the manner described in 2.

Paragraph 9.

1. In the case of tank vessels, the tanks may be connected with one another. The openings (hatches, manholes, etc.) leading to the tanks shall be closed with iron covers. The tank piping shall be so fitted as to enable its purpose and course to be easily ascertained. The piping for the sealed compartments shall be so arranged as to enable its normal operation to be controlled by affixing Customs seals to the cocks, valves, plungers, flanges, etc.

2. All piping, including the connecting joints, valves and flanges, must be of hard metal ; the use of soft metal, such as lead or the like, is prohibited.

B. VESSELS WITH DETACHABLE DECKS.

Paragraph 10.

If the detachable part of a deck is bordered by side-planks (side-deck), these must be so attached to the deck stanchions that they cannot be loosened from outside.

a) *Vessels of the covering-board type.*

Paragraph 11.

1. The planks of any one hatch-cover must be the same length as those of the bordering ledge and have a moulding on the inside to prevent the battens laid on the deck spars being dislodged. Each plank must overlap the plank below by at least two cm. and the upper batten (centre plank) must similarly cover both the planks below it.

2. The deck planks extending into unsealed compartments which abut on a passage leading to the latter must have angle-irons riveted on the upper side and so overlapped by the covering-board as to make it impossible to withdraw the planks from under the covering boards bordering the unsealed compartment on both sides.

3. Similar precautions shall be taken in respect of the deck planks abutting on the gangway ; in this case the extremities of the covering-board in question can also be faced in the manner described in Paragraph 12, sub-paragraphs 3 and 4.

4. If secured by means of an hinged strap the top centre-plank shall have a groove in which the securing strap fits exactly.

Paragraph 12.

1. Each hatch-cover must, at the point where it joins the next hatch-cover, be overlapped by a covering-board the lower side of which fits closely on to the deck planking placed on the deck spars.

2. A similar covering-board must be placed across the middle of every hatch-cover to prevent any batten being displaced.

3. The fore and aft pair of covering-boards resting on the bulkheads which separate the crew's quarters from the sealed holds must have their outer sides so faced as to cover the ends of the hatchbattens and the centre-plank underneath.

4. The way in which this facing is secured must comply with the rules laid down in paragraph 4.

Paragraph 13.

1. Covering-boards should be so fitted that the rest of the fastenings attached to them are held fast.

2. The lower side of a covering-board shall be fitted with a hook which is inserted in a staple riveted into the ship's side and the top of the board with a bar moving in a groove. Both the bar and the covering-board must have two holes through which two hooks built into the deck stanchions so as to project just above the bar may pass when the covering-board is laid on. The end of the bar projecting over the covering-board shall be fitted with an overlapping lug or staple which fits on to the bar of the covering-board opposite. Staples shall either be sealed separately by affixing Customs lead seals or one common Customs seal shall be placed on an iron bar passing through a number of staples, which bar shall comply with the provisions of Paragraph 14, sub-paragraph 3.

b) Vessels fitted with ridge-roofed hatches.

Paragraph 14.

1. Vessels with ridge-roofed hatches must have gangways on both sides of the cargo holds and the hold-openings must have coamings (gunwales) and head-pieces (moulding) round the edge. Gangways, coamings, and headpieces must be firmly and inseparably connected with one another and with the ship's framework. Coamings composed of detachable side-walls must be attached to the body of the ship by fastenings that cannot be loosened from outside. Each end of the ridge-beam must be so connected with a piece of the ship's framework that it cannot be dislodged from outside when the Customs seal is affixed; the ridge-beam cover must be so secured to the ridge-beam by rivets, bolts or the like that it cannot be removed without leaving visible traces. The ridge-beam moulding under the cover must correspond exactly with the thickness of the wooden battens (paragraph 2).

2. The cargo holds shall be covered by means of wooden battens which, when fitted into the moulding of the ridge-beam and resting on the coamings, form a perfectly compact and solid roofing; if formed of simple planks, they must be fastened together on the inside by not less than two cross — or two iron — bars so as to prevent single planks being bent back or prised out. Planks must each have a suitable attachment (e. g. a moulding at the lower end abutting on the inside on the coaming) making it impossible, after the Customs seal has been affixed, for them to be in any way dislodged or bent back.

3. For sealing purposes there must be, on each batten (according to the width of the batten), one or more hasps made of iron not less than 60 mm. thick and, on the outside of the coaming, staples to correspond, at least 75 mm. thick, over which the hasps are passed. The sealing bars for insertion through the staples must be in one piece and sufficiently stout. Hinges must not be used to fasten the hasps to the wooden battens or to interconnect the component parts of the hasps if these are in more than one piece. The sealing contrivance must be so arranged that, when the bar is drawn through the staples, no batten can be raised without obvious traces being left.

III. REGULATIONS FOR THE PRESENTATION AND INSPECTION OF VESSELS AND FOR THE ISSUE OF CERTIFICATES OF SUITABILITY FOR CUSTOMS SEALING.

Paragraph 15.

1. A person applying for the issue of a certificate (Paragraph 1, sub-paragraph 1 (a)) must submit the empty vessel for inspection to a Port Customs authority on the Elbe or the Moldau in Czechoslovakia, or in Germany to a central Customs authority in whose district there is an Elbe port, and must present the following documents in duplicate :

(a) A sketch of both the cross and longitudinal sections, as well as of the deck elevation, of the vessel and the sealing arrangements ; in the case of tank vessels, a sketch showing the pipe fittings and the sealing arrangements ;

(b) A detailed specification of the sealed compartments, their openings and doors, of the structural design of the vessel, its cabins and other compartments, as well as of the sealing arrangements.

2. On the basis of the document submitted, the Customs authority will, in the presence of the owner or his representative, inspect the vessel and verify the sealing arrangements and note in particular whether the vessel's design corresponds to the sketches and specification, complies with the provisions of these Regulations and permits of the holds being properly sealed. In this connection a shipbuilding expert may be called in at the expense of the owner of the vessel. If no defects are discovered, the Customs authority will draw up a certificate, on the lines of model " A ", that the vessel is suitable for Customs sealing, attaching to it a copy of the sketch and specification, together with the certificate that the owner has been personally approved (Paragraph 19). The above documents must be kept by the master in a waterproof cover on board the vessel and shown on demand at any moment to officials of the Customs or navigation authorities.

Paragraph 16.

1. The certificate recording that the vessel is adapted for Customs sealing shall be valid for a maximum period of five years ; before the expiry of this period the vessel shall be presented for re-inspection to a Czechoslovak Port Customs or a German Central Customs authority (Paragraph 15, sub-paragraph 1). If the inspection discloses no defects, the Customs authority shall confirm the certificate and shall notify simultaneously the Customs authority which issued it. This, and any subsequent confirmation, shall be valid for a further period of five years.

2. Should the Customs authority which first inspected the vessel not be notified of the vessel's subsequent inspection by another Customs authority, it shall, when the validity of the certificate has expired, call upon the shipowner to prove, within a period to be fixed, that the vessel has been re-inspected. Should the owner ignore this request, the certificate of the vessel's suitability for sealing shall be declared to have lapsed and due notice thereof shall be given both to the owner and to all the Czechoslovak Port Customs and German Central authorities concerned (Paragraph 15, sub-paragraph 1).

Paragraph 17.

1. Any structural alterations of the vessel's cargo holds or sealing arrangements shall be notified to the nearest Czechoslovak Port Customs or German Customs authority before a fresh

application is made for dispatch of a consignment under Customs seal. Such notice must be accompanied by an explanatory sketch and description, both in duplicate, of the structural alteration, as well as by the documents referred to in the last sentence of Paragraph 15, sub-paragraph 2 : the vessel shall, at the same time, be presented for inspection, empty if necessary.

2. If inspection of the sealing arrangements discloses no defects, the Customs authority shall note on the certificate that the vessel is adapted for Customs sealing, attach thereto a copy of the sketch and description referred to in sub-paragraph 1 and, at the same time, notify the Customs authority which issued the original certificate.

3. Should the inspection of the sealing arrangements reveal defects which the owner of the vessel fails to remedy in the period allotted to him, the Customs authorities shall retain the documents referred to in sub-paragraph 1 and forward them with a statement of the defects to the Customs authority which issued the original certificate.

Paragraph 18.

1. Before officially sealing the vessel, the Customs authority must verify the sealing arrangements so far as the state of the vessel's cargo permits.

2. The Customs authorities before whom the sealed compartments are completely discharged shall be entitled to take the opportunity of verifying the reliability of the vessel's sealing arrangements. Should defects be disclosed and the shipowner or master refuse to remedy them, the Customs authority shall withdraw the certificate and forward it with a statement of the circumstances to the Customs authority which issued it.

IV. REGULATIONS REGARDING THE RIGHT OF SHIPOWNERS TO HAVE THEIR VESSELS ADMITTED TO THE BENEFIT OF CUSTOMS SEALING REGULATIONS.

Paragraph 19.

1. A shipowner who wishes to forward goods subject to Customs supervision on his vessel under seal must secure a licence — in Czechoslovakia from the District Customs Administration and in Germany from a Central Customs Office in whose district there is an Elbe port. The question of the Customs authority's jurisdiction shall depend on the domicile of the proprietor of the vessel or the seat of the undertaking. The licence shall be made out in accordance with Model B.

2. No licence shall be issued if there are genuine reasons for suspecting the shipowner's trustworthiness, and particularly if he has, in the territory of either Contracting Party, been punished for a breach of Customs regulations or for an offence or for a misdemeanour committed for motives of gain, or if he has already once been deprived of his licence. The Customs authority may, however, by joint agreement with the competent Customs authority of the other Contracting Party, waive these objections if there are meritorious grounds for doing so. In Czechoslovakia, the authority competent to give consent is the District Customs Administration, Prague, and in Germany, the President of the Landesfinanzamt, Dresden.

3. If a shipowner possesses several vessels, the Customs authority shall issue a separate licence for each vessel.

Paragraph 20.

The following are the obligations assumed by a shipowner who has been granted a licence under Paragraph 19 :

(a) Only a trustworthy person may be put by him in command of the vessel ; the command shall not be given to a person who has been punished for a breach of Customs regulations or an offence or a misdemeanour committed for motives of gain, until the expiry of three years after the sentence of imprisonment has been served or the money fine paid.

(b) Before fresh application is made for clearing under Customs seal, he must notify the competent Customs authority in the manner laid down in Paragraph 17, of any alteration made in the sealing arrangements and take steps to see that the Customs seal is undamaged and that nothing has been done which would facilitate access to the cargo without interfering with the Customs seal.

(c) He must within fourteen days inform the issuing authority of any change in proprietorship and simultaneously return the licence to the said authority.

Paragraph 21.

In Czechoslovakia, Customs offences, and in Germany, contraventions of Customs laws, shall be deemed to be breaches of Customs regulations in the sense of Paragraphs 19 and 20.

Paragraph 22.

1. Acceptance of a licence renders the shipowner liable, in the event of an infringement of the provisions of Paragraph 20 — in the case of Czechoslovakia, to a conventional penalty not exceeding 8,000 Czechoslovak crowns, in virtue of Paragraph 17, sub-paragraph 3, of the Czechoslovak Customs Law, and, in the case of Germany, to a money fine (*Sicherungsgeld*) up to 1,000 Reichsmarks, under Paragraph 203 of the German Fiscal Code (*Reichsabgabenordnung*), without prejudice, however, to any legal provisions of the Contracting Parties regarding the prosecution and punishment of offences against Customs regulations.

2. The Czechoslovak Customs authorities shall recognise licences issued by the competent German Customs authorities as an authorisation in the sense of Paragraph 43, sub-paragraph 1 of the Customs Law of July 14, 1927 (*Legal Digest* No. 114).

Paragraph 23.

1. Should it subsequently appear that, at the time a licence was issued, the shipowner was untrustworthy (Paragraph 19, sub-paragraph 2), or should such owner, after the issue of the certificate, forfeit the confidence reposed in him, the issuing authority shall withdraw the licence or licences (Paragraph 19, sub-paragraph 3). The provisions of the second and third sentences of Paragraph 19, sub-paragraph 2 shall apply *mutatis mutandis*.

2. The licence may also be withdrawn if it is proved that secret compartments or compartments difficult to detect have subsequently been installed on a vessel or such alterations made in the officially authorised sealing arrangements, or such action taken, as would facilitate access to the cargo without interfering with the seal. The authority entitled to withdraw the licence issued to such a vessel is, in Czechoslovakia, the Port Customs authority which made the discovery and, in Germany, the Central Customs authority in whose district the discovery was made.

Paragraph 24.

The imposition of a conventional penalty or a money fine (Paragraph 22) and the withdrawal of a licence (Paragraph 23) shall be notified to all the Customs authorities of the Contracting Parties mentioned in Paragraph 15, sub-paragraph 1, together with an exact description of the vessel, its master and proprietor.

V. TEMPORARY AND FINAL PROVISIONS.

Paragraph 25.

Where necessary, translations of the documents referred to in Paragraphs 1, 15 to 17 and 19, duly certified by Czechoslovak or German Consulates, shall be submitted. In Czechoslovakia the translations may also be certified by the courts or by notaries.

Paragraph 26.

Vessels recognised as suitable for sealing purposes under the previous regulations governing the structural design of vessels with sealed compartments shall continue to be accepted for clearance under seal subject to compliance with the provisions of Paragraphs 1 and 15 to 25.

MODEL A.

CERTIFICATE No.

of the suitability for sealing purposes of the Elbe vessel :

(class, name, number or other distinguishing mark, home port, etc.)

After due verification in accordance with Paragraph 15 of the Customs Sealing Regulations for Elbe vessels dated June 27, 1930, the above craft is recognised to be adapted for sealing.

The master of the vessel shall keep this certificate, together with the attached sketch and description and also the attached licence, in a waterproof cover on board the vessel, and produce it on demand at any moment to the officials of the Customs or navigation authorities.

Any structural alteration of the vessel's cargoholds or sealing arrangements shall be notified to the nearest Czechoslovak Port Customs or German Central Customs authority before a fresh application is made for despatch under Customs seal; at the same time the above-mentioned documents and enclosing an explanatory sketch and description of the structural alteration shall be submitted and the craft shall likewise be brought up for inspection.

Should no complete verification of the vessel's suitability for sealing be undertaken during the last five years, clearance under Customs seal shall not be effected before a fresh complete inspection is made.

Where necessary, translations certified by Czechoslovak or German Consulates of the documents aforementioned or any subsequent documents, which are likewise to be kept in the manner above

described, must be submitted ; in Czechoslovakia the documents may also be certified by courts or notaries.

..... 19.....

(Authority)

A thorough inspection of the vessel's sealing arrangements carried out this day revealed no defects in the vessel's suitability for sealing.

Structural alterations having been made in the vessel's sealing arrangements, an inspection of these was made and revealed no defects in the vessel's suitability for sealing.

..... 19....

(Authority)

..... 19....

(Authority)

MODEL B.

LICENCE N°

The shipowner, is accorded permission to have the vessel cleared for the transport of goods in sealed compartments.

in virtue of the Customs Sealing Regulations for Elbe shipping, dated June 27, 1930,

He is bound :

(a) To put the vessel under the command of a trustworthy person only ; command of the vessel shall not be given to a person who has been punished for a breach of Customs regulations or an offence or a misdemeanour committed for motives of gain until the expiry of three years after the sentence of imprisonment has been served or the money fine paid ;

(b) Before fresh application is made for despatch under Customs seal, to notify the competent Customs authority of any alteration in the sealing arrangements and take steps to see that the Customs seal is not damaged and nothing done which would facilitate access to the cargo without interfering with the Customs seal ;

(c) To notify the issuing authority within fourteen days of any change in proprietorship and simultaneously return it the licence.

Acceptance of this licence renders the owner liable, in the event of a breach of the above-mentioned undertakings — in Czechoslovakia, to a conventional penalty not exceeding 8,000 Czechoslovak crowns, under Paragraph 17, sub-paragraph 3 of the Czechoslovak Customs Law of July 14, 1927 (*Legal Digest* No. 114) and in Germany to a money fine (*Sicherungsgeld*) not exceeding 1,000 Reichsmarks under Paragraph 203 of the German Fiscal Code (*Reichsabgabenordnung*) of December 13, 1919.

..... 19.....

(Authority)