

N<sup>o</sup> 3012. — EXCHANGE OF NOTES BETWEEN THE GOVERNMENT OF THE UNITED STATES OF AMERICA AND THE SWEDISH GOVERNMENT CONSTITUTING A PROVISIONAL ARRANGEMENT REGARDING THE RECIPROCAL RECOGNITION OF LOAD LINE MARKS OF VESSELS AND OF LOAD LINE CERTIFICATES. STOCKHOLM, JANUARY 27, AND JUNE 1st, 1932.

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*Textes officiels anglais et français communiqués par le ministre des Affaires étrangères de Suède.  
L'enregistrement de cet échange de notes a eu lieu le 8 août 1932.  
Cet échange de notes a été transmis au Secrétariat par le « Department of State » du Gouvernement des Etats-Unis d'Amérique, le 10 septembre 1932.*

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I.

LEGATION  
OF THE UNITED STATES OF AMERICA.

N<sup>o</sup> 140.

STOCKHOLM, January 27, 1932.

EXCELLENCY,

Referring to Minister Gyllenswård's note of June 29, 1931, expressing the willingness of the Government of the King to conclude a reciprocal load line agreement with my Government, I have the honor, acting under instructions from my Government, to inform Your Excellency that the competent executive authorities of my Government have examined the Swedish load line regulations and have found them to be as effective as the United States load line regulations.

I am also instructed to state to Your Excellency that my Government is prepared to agree that, pending the coming into force of the international load line convention in the United States and Sweden, the competent authorities of the Governments of the United States and Sweden, respectively, will recognize as equivalent the load line marks and the certificate of such marking of merchant vessels of the other country made pursuant to the regulations in force in the respective countries : provided, that the load line marks are in accordance with the load line certificates ; that the hull and superstructures of the vessel certificated have not been so materially altered since the issuance of the certificate as to affect the calculations on which the load line was based, and that alterations have not been made so that the :

- (1) Protection of openings,
- (2) Guard rails,
- (3) Freeing ports,
- (4) Means of access to crews quarters,

have made the vessel manifestly unfit to proceed to sea without danger to human life.

I am also desired to state that my Government is prepared to agree that the competent authorities of the Governments of the United States and Sweden respectively, will recognize load lines applicable to tankers and to vessels of special type which have been determined in accordance with tanker and vessels of special type rules as set forth in the international load line convention of 1930. In this connection my Government is desirous that the Government of Sweden agree that the load line certificates of Swedish tankers and Swedish vessels of special type contain information, when applicable, to the effect that the load line marks are located in accordance with the terms and conditions of the international load line convention of July 5, 1930.

I am further desired to state that it will be understood by my Government that on the receipt by the Legation of a note from Your Excellency expressing the concurrence of the Government of Sweden in the agreement and understanding as above set forth, the reciprocal agreement will be regarded as having become effective.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.

John M. MOREHEAD.

His Excellency  
Baron Frederik Ramel,  
Royal Minister for Foreign Affairs,  
Stockholm.

## II.

MINISTÈRE  
DES AFFAIRES ÉTRANGÈRES.

STOCKHOLM, le 1<sup>er</sup> juin 1932.

MONSIEUR LE CHARGÉ D'AFFAIRES,

Par lettre du 27 janvier dernier, M. Morehead a bien voulu me faire savoir que — en attendant la mise en vigueur entre la Suède et les Etats-Unis d'Amérique de la Convention internationale du 5 juillet 1930 sur les lignes de charge — le Gouvernement des Etats-Unis d'Amérique est disposé à convenir avec le Gouvernement du Roi que les autorités compétentes suédoises et américaines reconnaîtront réciproquement les marques de franc-bord des navires de commerce de l'autre pays, déterminées conformément aux dispositions en vigueur dans les pays respectifs, ainsi que les certificats des marques délivrées conformément aux mêmes dispositions, à condition toutefois que les marques correspondent aux indications portées sur les certificats de franc-bord, que la coque et les superstructures certifiées n'aient pas subi, après la délivrance du certificat, de modifications de quelque importance affectant le calcul sur lequel le franc-bord a été basé et qu'il n'ait pas été fait de modifications telles que :

- 1<sup>o</sup> La protection des ouvertures ;
- 2<sup>o</sup> Les garde-corps ;
- 3<sup>o</sup> Les sabords de décharge ; et
- 4<sup>o</sup> Les moyens d'accès aux logements de l'équipage,

rendant manifestement le navire hors d'état de prendre la mer sans danger pour la vie humaine. M. Morehead m'a fait connaître, en même temps, que son gouvernement est également prêt à convenir

recognize load line marks for tankers and ships of special types determined in conformance with the regulations set forth by the above-mentioned convention for ships of special types ; he informed me furthermore of the desire of his Government to see that the load line certificates delivered in such case by the Swedish authorities bear the indication that the load line marks are determined in conformance with the rules under reference.

In reply to this courteous communication I have the honour to inform you that the Government of the King approves the arrangement set forth above and that it is ready to conform with the desire expressed by your Government concerning the indication to be carried in the load line certificates delivered for tankers and ships of special types marked in conformance with the regulations of the international load line convention of July 5, 1930.

It is understood that the present exchange of Mr. Morehead's note under reference and the present note shall be considered as an agreement reached between our two countries on this subject.

Please accept, Mr. Chargé d'Affaires, the assurances of my most distinguished consideration.

RAMEL.

Mr. Edward Savage Crocker,  
Chargé d'Affaires of the United States of America, etc., etc.,  
Stockholm.