

N° 3892.

**GRANDE-BRETAGNE
ET IRLANDE DU NORD
ET SUÈDE**

Accord relatif à la reconnaissance réciproque des certificats de franc-bord délivrés aux navires auxquels ne s'applique pas la Convention internationale de 1930 sur les lignes de charge. Signé à Londres, le 30 avril 1936.

**GREAT BRITAIN
AND NORTHERN IRELAND
AND SWEDEN**

Agreement regarding the Mutual Recognition of the Load Line Certificates issued to Ships to which the International Load Line Convention of 1930 does not apply. Signed at London, April 30th, 1936.

TEXTE SUÉDOIS. -- SWEDISH TEXT.

N^o 3892. — ÖVERENSKOMMELSE¹ MELLAN STORBRIANNIEN OCH NORRA IRLAND OCH SVERIGE OM ÖMSESIDIGT GODKÄNNANDE AV FRIBORDSCERTIFIKAT FÖR FARTYG Å VILKA 1930 ÅRS INTERNATIONELLA LASTLINJEKONVENTION ICKE ÄR TILLÄMPLIG. UNDERTECKNAD I LONDON, DEN 30 APRIL 1936.

Textes officiels suédois et anglais communiqués par le ministre des Affaires étrangères de Suède et le secrétaire d'Etat aux Affaires étrangères de Sa Majesté en Grande-Bretagne. L'enregistrement de cet accord a eu lieu le 11 mai 1936.

SVENSKA REGERINGEN SAMT REGERINGEN I DET FÖRENADE KONUNGARIKET STORBRIANNIEN OCH NORRA IRLAND (i det följande benämnd det förenade konungarikets regering) vilka önska avsluta en överenskommelse om ömsesidigt godkännande av fribordscertifikat, som utfärdats eller komma att utfärdas för fartyg, å vilka 1930 års internationella lastlinjekonvention² icke är tillämplig, i det följande betecknade icke-konventionsfartyg, hava överenskommit om följande :

Artikel 1.

Svenska regeringen, som förvissat sig om att det förenade konungarikets regering vidtagit åtgärder för tillämpning av föreskrifterna i den internationella lastlinjekonventionen å icke-konventionsfartyg, medger, att av det förenade konungarikets regering eller å dess vägnar för brittiska icke-konventionsfartyg utfärdade fribordscertifikat, utvisande att de i certifikaten angivna lastmärkena fastställts i enlighet med föreskrifterna i Merchant Shipping (Safety and Load Line Conventions) Act, 1932, skola äga samma giltighet i svenska hamnar, som fribordscertifikat, utfärdade av svenska regeringen eller å dess vägnar.

Artikel 2.

Det förenade konungarikets regering, som förvissat sig om att svenska regeringen, med det undantag som anges i sista stycket av denna artikel, vidtagit åtgärder för tillämpning av föreskrifterna i den internationella lastlinjekonventionen å icke-konventionsfartyg, medger likaledes, att av svenska regeringen eller å dess vägnar för svenska icke-konventionsfartyg utfärdade certifikat, utvisande att de i certifikaten angivna lastmärkena fastställts i enlighet med föreskrifterna i konventionen, skola i hamnar i det förenade konungariket, de brittiska kolonierna och protektoraten samt de mandatområden, för vilka mandatet utövas av det förenade konungarikets regering äga samma giltighet som fribordscertifikat, utfärdade av det förenade konungarikets regering eller å dess vägnar.

Det i föregående stycke omnämnda undantag, som i Sverige gäller i fråga om tillämpningen å icke-konventionsfartyg av föreskrifterna i den internationella lastlinjekonventionen, hänför sig till konventionens artikel 3, i stället för vars punkt (e) i förevarande hänseende skall gälla :

Med uttrycket « nytt fartyg » avses ett fartyg, vars köl sträckes den 1 januari 1935 eller senare ; alla övriga fartyg anses såsom existerande fartyg.

¹ Entré en vigueur le 30 avril 1936.

² Vol. CXXXV, page 301 ; vol. CXLII, page 392 ; vol. CXLVII, page 354 ; vol. CLII, page 313 ; vol. CLVI, page 256 ; vol. CLX, page 417 ; et vol. CLXIV, page 393, de ce recueil.

No. 3892. — AGREEMENT¹ BETWEEN GREAT BRITAIN AND NORTHERN IRELAND AND SWEDEN REGARDING THE MUTUAL RECOGNITION OF THE LOAD LINE CERTIFICATES ISSUED TO SHIPS TO WHICH THE INTERNATIONAL LOAD LINE CONVENTION OF 1930 DOES NOT APPLY. SIGNED AT LONDON, APRIL 30TH, 1936.

Swedish and English official texts communicated by the Swedish Minister for Foreign Affairs and by His Majesty's Secretary of State for Foreign Affairs in Great Britain. The registration of this Agreement took place May 11th, 1936.

THE SWEDISH GOVERNMENT and THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND (hereinafter referred to as the Government of the United Kingdom) being desirous of concluding an Agreement for the mutual recognition of the load line certificates which have been or may be issued to ships to which the International Load Line Convention², 1930, does not apply, hereinafter referred to as non-Convention ships, have agreed as follows :

Article 1.

The Swedish Government, being satisfied that provision has been made by the Government of the United Kingdom for the application of the provisions of the International Load Line Convention to non-Convention ships, agree that the load line certificates issued by or under the authority of the Government of the United Kingdom to British non-Convention ships certifying that the load lines shown on the certificates have been assigned in accordance with the provisions of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, shall have the same effect in Swedish ports as the load line certificates issued by or under the authority of the Swedish Government.

Article 2.

The Government of the United Kingdom, being satisfied that provision has been made by the Swedish Government for the application of the provisions of the International Load Line Convention (subject to the modification mentioned in the last paragraph of this Article) to non-Convention ships, similarly agree that the certificates issued by or under the authority of the Swedish Government to Swedish non-Convention ships certifying that the load lines shown on the certificate have been assigned in accordance with the provisions of the Convention shall, in the ports of the United Kingdom, or of any British colony or protectorate or of any mandated territory in respect of which the mandate is exercised by the Government of the United Kingdom, have the same effect as the load line certificates issued by or under the authority of the Government of the United Kingdom.

The modification referred to in the preceding paragraph, subject to which the Swedish Government applies the provisions of the International Load Line Convention to non-Convention ships, relates to Article 3 of the Convention which is deemed to read as follows :

(e) A new ship is a ship the keel of which is laid on or after the 1st January, 1935, all other ships being regarded as existing ships.

¹ Came into force April 30th, 1936.

² Vol. CXXXV, page 301 ; Vol. CXLII, page 392 ; Vol. CXLVII, page 354 ; Vol. CLII, page 313 ; Vol. CLVI, page 256 ; Vol. CLX, page 417 ; and Vol. CLXIV, page 393, of this Series.

Article 3.

The present Agreement may be extended by the Government of the United Kingdom by means of a notification in writing given through the diplomatic channel :

- (a) To any British colony or protectorate,
- (b) To any mandated territory in respect of which the mandate is exercised by the Government of the United Kingdom,

in which provision is made for the application of the provisions of the International Load Line Convention to non-Convention ships and for the issue of certificates attesting such application, and upon such notification being given such load line certificates issued to British non-Convention ships by or under the authority of the Government of the territory to which the present Agreement has been extended shall have the same effect in Swedish ports as the load line certificates issued by or under the authority of the Swedish Government.

The present Agreement may also, by means of a notification in writing given through the diplomatic channel, be extended to Newfoundland, if provision is made by the Government of Newfoundland for the application of the provisions of the International Load Line Convention to non-Convention ships and for the issue of certificates attesting such application, and upon such notification being given, such load line certificates issued by or under the authority of the Government of Newfoundland to British non-Convention ships shall have the same effect in Swedish ports as the load line certificates issued by or under the authority of the Swedish Government, and the present Agreement shall extend to the ports of Newfoundland.

Either Contracting Government may, upon giving six months' notice to that effect, terminate the application of the present Agreement separately in respect of any territory to which it has been extended under this Article.

Article 4.

The Government of the United Kingdom and the Swedish Government agree to take all such steps as may be necessary under the laws of their respective countries for the purpose of giving the force of law to the recognition required by this Agreement to be given to Swedish load line certificates and United Kingdom load line certificates respectively.

Article 5.

The present Agreement shall come into force on the date of signature. It shall be terminable by either Contracting Government upon giving six months' notice to that effect.

Article 6.

From the date of the coming into force of the present Agreement, the understanding respecting load lines embodied in the note addressed by the Swedish Minister for Foreign Affairs to His Majesty's Minister at Stockholm on the 29th June, 1910, and in the note addressed by the Secretary of State for Foreign Affairs to the Swedish Minister in London on the 17th August, 1910, shall be terminated.

In witness whereof the undersigned, duly authorised to that effect, have signed the present Agreement and have affixed thereto their seals.

Done at London in duplicate, the 30th day of April, 1936.

Certifiée pour copie conforme :
Stockholm,
au Ministère royal des Affaires étrangères,
le 6 mai 1936.

Le Chef des Archives,
Torsten Gihl.

(L. S.) Erik PALMSTIERNA.
(L. S.) Anthony EDEN.

¹ TRADUCTION. — TRANSLATION.

N^o 3892. — ACCORD ENTRE LA GRANDE-BRETAGNE ET L'IRLANDE DU NORD ET LA SUÈDE RELATIF A LA RECONNAISSANCE RÉCIPROQUE DES CERTIFICATS DE FRANC-BORD DÉLIVRÉS AUX NAVIRES AUXQUELS NE S'APPLIQUE PAS LA CONVENTION INTERNATIONALE DE 1930 SUR LES LIGNES DE CHARGE. SIGNÉ A LONDRES, LE 30 AVRIL 1936.

LE GOUVERNEMENT SUÉDOIS ET LE GOUVERNEMENT DU ROYAUME-UNI DE GRANDE-BRETAGNE ET D'IRLANDE DU NORD (ci-après dénommé le Gouvernement du Royaume-Uni), désireux de conclure un accord en vue de la reconnaissance réciproque des certificats de franc-bord qui ont été ou pourront être délivrés à des navires auxquels la Convention internationale de 1930 sur les lignes de charge n'est pas applicable (ci-après dénommés navires non visés par la convention), sont convenus de ce qui suit :

Article premier.

Le Gouvernement suédois, reconnaissant que des dispositions ont été prises par le Gouvernement du Royaume-Uni à l'effet d'assurer l'application des stipulations de la Convention internationale sur les lignes de charge aux navires non visés par cette convention, convient que les certificats de franc-bord délivrés par le Gouvernement du Royaume-Uni, ou en son nom, à des navires britanniques non visés par la convention et attestant que les lignes de charge indiquées dans les certificats ont été établies conformément aux dispositions du « Merchant Shipping (Safety and Load Line Conventions) Act » de 1932, auront, dans les ports suédois, le même effet que les certificats de franc-bord délivrés par le Gouvernement suédois ou en son nom.

Article 2.

Le Gouvernement du Royaume-Uni, reconnaissant que des dispositions ont été prises par le Gouvernement suédois à l'effet d'assurer l'application des stipulations de la Convention internationale sur les lignes de charge (sous réserve de la modification mentionnée au dernier alinéa du présent article) aux navires non visés par la convention, convient également que les certificats délivrés par le Gouvernement suédois, ou en son nom, à des navires suédois non visés par la convention et attestant que les lignes de charge indiquées dans les certificats ont été établies conformément aux dispositions de la convention auront, dans les ports du Royaume-Uni, de toute colonie et de tout protectorat britanniques ou de tout territoire sous mandat à l'égard duquel le mandat est exercé par le Gouvernement du Royaume-Uni, le même effet que les certificats de franc-bord délivrés par le Gouvernement du Royaume-Uni ou en son nom.

La modification dont il est question à l'alinéa précédent et sous réserve de laquelle le Gouvernement suédois applique les dispositions de la Convention internationale sur les lignes de charge aux navires non visés par cette convention, porte sur l'article 3 de la convention, qui sera considéré comme étant ainsi conçu :

e) Un navire neuf est un navire dont la quille aura été posée le 1^{er} janvier 1935 ou ultérieurement. Tous les autres navires sont considérés comme des navires existants.

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

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