

No. 6837

**UNION OF SOVIET SOCIALIST REPUBLICS,
GERMAN DEMOCRATIC REPUBLIC and POLAND**

Agreement (with annexes) concerning the load line for ships sailing under the flags and between the ports of the German Democratic Republic, the Polish People's Republic and the Union of Soviet Socialist Republics on the Baltic Sea. Signed at Moscow, on 7 June 1963

Official texts: Russian, German and Polish.

Registered by the Union of Soviet Socialist Republics on 24 July 1963.

**UNION DES RÉPUBLIQUES SOCIALISTES
SOVIÉTIQUES, RÉPUBLIQUE DÉMOCRATIQUE
ALLEMANDE et POLOGNE**

Accord (avec annexes) relatif à la ligne de charge des navires naviguant sous le pavillon de l'URSS, de la République démocratique allemande ou de la République populaire de Pologne entre les ports de ces pays situés sur la mer Baltique. Signé à Moscou, le 7 juin 1963

Textes officiels russe, allemand et polonais.

Enregistré par l'Union des Républiques socialistes soviétiques le 24 juillet 1963.

[TRANSLATION — TRADUCTION]

No. 6837. AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS, THE GOVERNMENT OF THE GERMAN DEMOCRATIC REPUBLIC AND THE GOVERNMENT OF THE POLISH PEOPLE'S REPUBLIC CONCERNING THE LOAD LINE FOR SHIPS SAILING UNDER THE FLAGS AND BETWEEN THE PORTS OF THE GERMAN DEMOCRATIC REPUBLIC, THE POLISH PEOPLE'S REPUBLIC AND THE UNION OF SOVIET SOCIALIST REPUBLICS ON THE BALTIC SEA. SIGNED AT MOSCOW, ON 7 JUNE 1963

The Governments of the Union of Soviet Socialist Republics, the German Democratic Republic and the Polish People's Republic,

Being parties to the International Load Line Convention signed at London on 5 July 1930,²

Recognizing that the sheltered nature of voyages between the Baltic ports of the Contracting Parties makes it unnecessary to apply certain provisions of the Convention to ships engaged on such voyages,

Have decided, in accordance with article 2, paragraph 2, of the said Convention, to conclude this Agreement and for this purpose have appointed as their Plenipotentiaries :

The Government of the Union of Soviet Socialist Republics :

Vladimir Adamovich Zabrodsky;

The Government of the German Democratic Republic :

Martin Lehmann;

The Government of the Polish People's Republic :

Walter Fiderkiewicz,

who, having exhibited their full powers, found in good and due form, have agreed as follows :

¹ Came into force on 7 June 1963, the date of the signature, in accordance with article II.
² League of Nations, *Treaty Series*, Vol. CXXXV, p. 301; Vol. CXLII, p. 392; Vol. CXLVII, p. 354; Vol. CLII, p. 313; Vol. CLVI, p. 256; Vol. CLX, p. 417; Vol. CLXIV, p. 393; Vol. CLXXII, p. 423; Vol. CLXXXIII, p. 405, and Vol. CXCIII, p. 271; and United Nations, *Treaty Series*, Vol. 54, p. 413; Vol. 186, p. 381; Vol. 190, p. 394; Vol. 193, p. 368; Vol. 199, p. 366; Vol. 214, p. 394; Vol. 233, p. 342; Vol. 267, p. 391; Vol. 315, p. 369, and Vol. 327, p. 388.

Article I

Ships engaged on voyages between the Baltic ports of the Contracting Parties and under their flags may be exempted, so long as they are engaged on such voyages, from certain provisions of the International Load Line Convention of 1930. Such exemptions shall be granted in accordance with the " Rules concerning the load line for ships sailing under the flags and between the ports of the Union of Soviet Socialist Republics, the German Democratic Republic and the Polish People's Republic on the Baltic Sea ", drawn up in accordance with article 2, paragraph 2, of the said Convention, which are annexed to and constitute an integral part of this Agreement.

Article II

The Agreement shall enter into force on the date of its signature and shall remain in force until the Contracting Parties decide otherwise.

Each of the Contracting Parties shall have the right to denounce this Agreement at any time; the Agreement shall cease to have effect for the denouncing Party six months after notice of denunciation has been transmitted to the depositary.

Article III

This Agreement shall be open for accession by all Baltic States.

For each Baltic State acceding to it, this Agreement shall enter into force on the date of transmission of the instrument of accession to the depositary.

Article IV

The Government of the Union of Soviet Socialist Republics shall exercise depositary functions in respect of this Agreement and shall register it with the United Nations Secretariat in accordance with Article 102 of the Charter of the United Nations.

DONE at Moscow on 7 June 1963, in one copy each in the Russian, German and Polish languages, all three texts being of equal force.

IN WITNESS WHEREOF the above-mentioned Plenipotentiaries have signed this Agreement.

For the Government of the Union of Soviet Socialist Republics :

ZABRODSKY

For the Government of the German Democratic Republic :
Martin LEHMANN

For the Government of the Polish People's Republic :
W. FIDERKIEWICZ

RULES CONCERNING THE LOAD LINE FOR SHIPS SAILING UNDER THE FLAGS AND BETWEEN THE PORTS OF THE UNION OF SOVIET SOCIALIST REPUBLICS, THE GERMAN DEMOCRATIC REPUBLIC AND THE POLISH PEOPLE'S REPUBLIC ON THE BALTIC SEA

I. *General provisions*

Rule 1. Sea-going ships may, at the desire of the organization operating the ship concerned, be assigned a special load line for navigation between the Baltic ports of the Contracting Parties.

Rule 2. In all cases, unless expressly provided otherwise, the following definitions shall apply :

(a) The expression " a ship of the restricted area of navigation " means a ship engaged on voyages between the Baltic ports of the Contracting Parties;

(b) the expression " the Convention " means the International Load Line Convention of 1930;

(c) The expression " the Convention Rules " means the Rules laid down in annex I to the International Load Line Convention of 1930;

(d) Other definitions, unless expressly provided otherwise below, shall correspond to those adopted in article 3 of the Convention and in the Convention Rules.

Rule 3. These Rules shall apply to all sea-going ships of the restricted area of navigation having a gross tonnage of 150 register tons and upwards in navigation on the Baltic Sea, except :

(a) Ships of war;

(b) Ships intended solely for the fishing industry;

(c) Pleasure yachts and sports craft;

(d) Ships not carrying cargo or passengers (scientific research vessels, hydrographic vessels, training ships, etc.);

(e) Sailing ships.

Rule 4. In order to obtain a special load line for the restricted area of navigation, a ship must comply with these Rules and, save as otherwise provided in these Rules, with all requirements of the Convention.

On the basis of the foregoing, the ship shall be provided with a special certificate for the restricted area of navigation, issued by the Government of the country to which the ship belongs or by an organization or person duly authorized by such a Government. However, the Government shall in every case bear responsibility for the certificate issued.

The special load line for the restricted area of navigation shall be marked on both sides of the ship, as prescribed in rule 6 below. It may be marked in addition to the International Load Line if such Line be marked on the ship's sides.

Rule 5. The form of ship's certificate for restricted navigation is given in the annex to these Rules. The text of the form shall be written in the language of the country to which the ship belongs.

Rule 6. (1) The special load line for the restricted area of navigation shall consist of a vertical line 25 mm in breadth, marked 1,200 mm forward of the centre of the disc of the International Load line, or aft of it in the case of timber-carriers, and horizontal lines 250 mm in length and 25 mm in breadth meeting the vertical line and representing :

(a) Summer draught for the restricted area of navigation (JI in Russian, S in German, L in Polish).

(b) Winter draught for the restricted area of navigation (З in Russian, W in German, Z in Polish).

(c) Fresh water draught for the restricted area of navigation (II in Russian, F in German, S in Polish).

The draught shall be indicated by the upper edges of the said lines.

At an interval of 200 mm above the fresh water draught line (II in Russian, F in German, S in Polish), a line 200 mm in length shall be drawn symmetrically about the vertical line, and above it shall be placed the letters " RA ", indicating that the load line has been assigned under Regional Agreement Rules.

(2) If an International Load Line in conformity with the Convention is not marked on the ship's sides, then in addition to the marks referred to in rule 6, paragraph (1), a disc with a horizontal line and a deck line as prescribed by the Convention shall be marked amidships. The organization by which the load lines are assigned shall be indicated by letters 115 mm in height and 75 mm in breadth marked alongside the disc above the line passing through the centre of the disc. The letters " RA " may be of the same size.

(3) The letters on the lines marked on the ship's sides shall be in the language of the country issuing the certificate.

(4) The disc, line and letters shall be painted in white or yellow on a dark ground or in black on a light ground. They shall also be carefully cut in or centre-punched on the sides of steel ships, and on wooden ships they shall be cut into the planking for at least 3 mm. The marks shall be plainly visible.

II. *Supplementary conditions for the assignment of special load lines for the restricted area*

Rule 7. Ships having an International Load Line shall be assigned a special load line for the restricted area of navigation on the basis of the appropriate computations of freeboard set forth in rules 8-15 below.

Rule 8. The freeboard computation tables (tables 1 and 2) give the basic summer freeboards in salt water.

Table 1 relates to dry-cargo ships and table 2 to tankers.

Table 1
BASIC FREEBOARD

Steamers

<i>L</i> (metres)	<i>Freeboard</i> (millimetres)	<i>L</i> (metres)	<i>Freeboard</i> (millimetres)
24	200	96	1,055
27	225	99	1,110
30	250	102	1,165
33	275	105	1,220
36	300	108	1,280
39	325	111	1,340
42	350	114	1,405
45	380	117	1,470
48	410	120	1,535
51	440	123	1,600
54	470	126	1,670
57	505	129	1,740
60	540	132	1,810
63	575	135	1,875
66	610	138	1,940
69	650	141	2,010
72	690	144	2,080
75	730	147	2,140
78	770	150	2,205
81	815	153	2,265
84	860	156	2,325
87	905	159	2,390
90	955	162	2,445
93	1,005		

Table 2
BASIC FREEBOARD
Tankers

<i>L</i> (metres)	<i>Freeboard</i> (millimetres)	<i>L</i> (metres)	<i>Freeboard</i> (millimetres)
24	190	96	1,000
27	210	99	1,045
30	235	102	1,090
33	260	105	1,135
36	285	108	1,180
39	310	111	1,230
42	335	114	1,280
45	365	117	1,335
48	395	120	1,390
51	425	123	1,445
54	455	126	1,500
57	490	129	1,555
60	525	132	1,610
63	560	135	1,670
66	595	138	1,730
69	630	141	1,790
72	670	144	1,850
75	710	147	1,910
78	750	150	1,965
81	790	153	2,020
84	830	156	2,070
87	870	159	2,125
90	910	162	2,175
93	955		

Rule 9. The figures read off the table against the ship's length should be :

(a) multiplied by the factor $\frac{\delta + 0.68}{1.36}$ where δ = coefficient of fineness (see Convention Rule XXXVI);

(b) increased or reduced by the value :

$$8.33 \left(H - \frac{1}{15} L \right) R \text{ (millimetres)}$$

where H — depth of the ship (see Convention Rule XXXIV)

$$R = \frac{L}{4.00} \text{ when } L \text{ is less than } 119 \text{ m}$$

$$R = 30 \text{ when } L \text{ is } 119 \text{ m or more.}$$

Note : For full-deck ships without superstructures, other than tankers, in addition to the above-mentioned corrections, the figure obtained must be increased by 38 mm for every 30.5m of the ship's length.

Rule 10. Further corrections to the freeboard obtained in accordance with rule 9 above consist of :

- (a) a deduction for superstructures;
- (b) a correction for variation from standard sheer.

These corrections are computed as indicated below.

Rule 11. The deduction from freeboard for superstructures is computed from tables 3-5 on the basis of the ship's length (L) and the total effective length of superstructures (1), determined in accordance with Convention Rules XXXII and XL.

Table 3

DEDUCTIONS FROM FREEBOARD FOR COMPLETE SUPERSTRUCTURES (WHERE LENGTH 1 = L) FOR STEAMERS (INCLUDING TANKERS AND TIMBER-CARRIERS)

<i>Length</i> (metres)	<i>Deduction</i> (millimetres)	<i>Length</i> (metres)	<i>Deduction</i> (millimetres)
24	350	78	800
27	375	81	825
30	400	84	850
33	425	87	866
36	450	90	882
39	475	93	898
42	500	96	914
45	525	99	930
48	550	102	946
51	575	105	962
54	600	108	978
57	625	111	994
60	650	114	1,010
63	675	117	1,026
66	700	120	1,042
69	725	123	1,058
72	750	126	1,074
75	775	129 \simeq	1,090

Table 4

DEDUCTIONS (IN PERCENTAGES) ACCORDING TO RELATIVE LENGTH OF SUPERSTRUCTURES : FOR STEAMERS

Total effective length of superstructure	Nature of superstructure	
	All types with forecastle and without detached bridge	All types with forecastle and detached bridge
0	0	0
0.1L	5	6
0.2L	10	13
0.3L	16	20
0.4L	25	29
0.5L	36	40
0.6L	50	51
0.7L	66	66
0.8L	80	80
0.9L	92	92
L	100	100

Note : 1. Where the effective length of a detached bridge is less than 0.2L, the percentages are obtained by interpolation between the two lines, both horizontally and vertically.

2. Where no forecastle is fitted, the figures given in the table are reduced by 5 per cent.

Table 5

DEDUCTIONS (IN PERCENTAGES) ACCORDING TO RELATIVE LENGTH OF SUPERSTRUCTURES : FOR TANKERS AND TIMBER-CARRIERS

Total effective length of superstructure	Type of ship	
	Tankers	Timber-carriers
0	0	21
0.1L	7	32
0.2L	15	43
0.3L	23	54
0.4L	33	64
0.5L	43	72
0.6L	54	78
0.7L	65	84
0.8L	76	90
0.9L	88	95
L	100	100

Table 3 gives the deductions (in millimetres) from the freeboard for ships with complete superstructures.

Tables 4 and 5 give the deductions from the freeboard as a percentage of the deduction for a ship with complete superstructure according to the ratio of superstructure length to the ship's total length.

Tables 4 and 5 are given separately for tankers and timber-carriers and for all other ships.

Rule 12. The correction for variation from standard sheer is arrived at as indicated in Convention Rules LVII to LIX.

Rule 13. Inasmuch as the load line for the restricted area of navigation shows, in addition to the summer salt water freeboard determined as above, the winter freeboard and fresh water freeboard, these latter are to be computed as indicated in rules 14 and 15.

The summer salt water freeboard, measured from the intersection of the upper surface of the freeboard deck with the outer surface of the shell, shall in no case be less than 50 mm.

Rule 14. The minimum safe winter freeboard is the freeboard obtained by adding to the summer freeboard $1/48$ of the summer draught, measured from the top of the keel to the summer load line, as marked.

The minimum safe winter timber freeboard is determined by adding to the summer timber freeboard $1/36$ of the summer draught, measured as above.

Rule 15. The fresh water freeboard is obtained by deducting from the summer freeboard $1/48$ of the summer draught, measured to the load line, as indicated in rule 14.

If there is a displacement curve for the ship and the number of tons per centimetre immersion is known, the above figure may be replaced by a value E, calculated by the following formula :

$$E = \frac{D}{40 \cdot q} \text{ (millimetres)}$$

where D = displacement in tons,

q = tons per cm immersion,

these values being those for the ship's summer draught.

Rule 16. The masters of ships having a load line for the restricted area of navigation shall be provided with information on the stability of their ships when loaded to the draught for restricted navigation.

Rule 17. These " Rules " are done in one copy each in the Russian, German and Polish languages.

GENERAL MODEL

Name of State issuing the certificate

(State coat of arms)

SHIP'S LOAD LINE CERTIFICATE FOR RESTRICTED NAVIGATION

Ship

Owner Call signals

Port of registry Register number of ship

Gross displacement register tons.

Freeboard from deck line

Summer mm (JI)

Winter mm (З) mm below JI

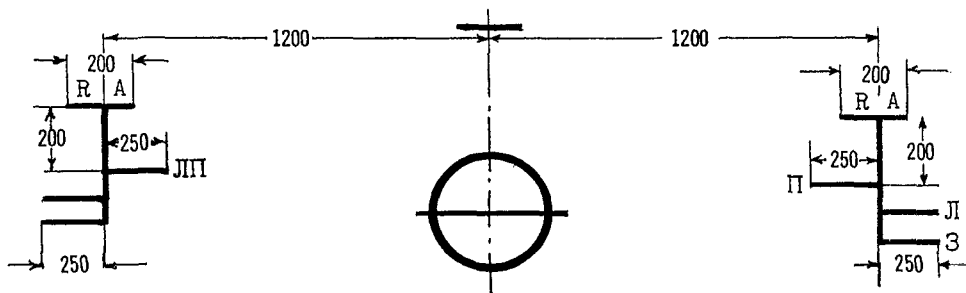
Summer (timber) mm (JIJI) mm above JI

Winter (timber) mm (JIЗ). mm below JI

Correction for fresh water for all freeboards mm.

The upper edge of the deck line, from which these freeboards are measured, is

. mm above the top of the deck at side.



This is to certify that the ship has been surveyed and the freeboards and load lines shown above have been assigned in accordance with the Agreement concerning the load line of ships for restricted navigation.

This certificate remains in force until

Issued at on the day of 196 .

No. Authority issuing the certificate

Note : No timber freeboard line shall be assigned to ships not intended for carrying timber.

Notes :

- I. Baltic Sea — bounded by the parallel of latitude of the Skaw
 Winter zone from 1 November to 31 March
 Summer zone from 1 April to 31 October

II. Where sea-going ships navigate a river or inland water, loading beyond the appropriate load line is permitted, according to the quantity of fuel, etc., required for consumption between the point of departure and the open sea.

Appliances for closing access openings in bulkheads at ends of detached superstructures

Forecastle

Bridge
 Bow bulkhead

Bridge
 Stern bulkhead

Raised quarterdeck

Poop

Appliances for closing openings in superstructure decks :

Height of winter timber deck loading for navigation in the winter zone.

Height of timber loading in wells.

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196 .

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196 .

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196 .

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196 .

The provisions of the Rules being fully complied with by this ship, this certificate is renewed until

[L.S.] Place Day Month 196 .

