

No. 26170

**FINLAND
and
UNION OF SOVIET SOCIALIST REPUBLICS**

**Agreement on load lines of Baltic Sea vessels (with annexes).
Signed at Helsinki on 2 October 1987**

Authentic texts: Finnish and Russian.

Registered by Finland on 28 September 1988.

**FINLANDE
et
UNION DES
RÉPUBLIQUES SOCIALISTES SOVIÉTIQUES**

**Accord relatif aux lignes de charge des navires sur la mer
Baltique (avec annexes). Signé à Helsinki le 2 octobre 1987**

Textes authentiques : finnois et russe.

Enregistré par la Finlande le 28 septembre 1988.

[TRANSLATION — TRADUCTION]

AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE REPUBLIC OF FINLAND AND THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS ON LOAD LINES OF BALTIC SEA VESSELS

The Government of the Republic of Finland and the Government of the Union of Soviet Socialist Republics,

Being parties to the International Convention on Load Lines of 1966,²

Recognizing that it is unnecessary to apply certain provisions of the aforementioned Convention to ships engaged on voyages between the Baltic Sea ports of the two countries owing to the fact that local sailing conditions make it easier to ensure the safety of such voyages,

Taking note of the provisions of paragraph 1 of article 6, of the aforementioned Convention,

Desiring to establish regulations governing maximum loading of vessels on voyages in the Baltic Sea between ports of the two countries,

Have agreed as follows:

Article 1. GENERAL OBLIGATIONS UNDER THE AGREEMENT

1. The Contracting Governments undertake to give effect to the provisions of the present Agreement and the Annexes hereto, which shall constitute an integral part of the present Agreement. Every reference to the present Agreement constitutes at the same time a reference to the Annexes.

2. After the entry into force of this Agreement, these articles and regulations of the Convention which have not been replaced by this Agreement shall apply to vessels engaged on regional voyages.

Article 2. DEFINITIONS

For the purpose of the present Agreement, unless expressly provided otherwise:

1. "Convention" means the International Convention on Load Lines of 1966 and any subsequent changes and additions thereto approved by both Contracting Governments.

2. "Annex to the Convention" means the Regulations for Determining Load Lines—Annex I to the Convention; references to Regulations annexed to the Convention mean references to those Regulations, including any changes made by this Agreement.

3. "Administration" means the Contracting Government whose flag the ship is flying.

4. "Approved" means approved by the Administration.

5. "Regional voyage" means a voyage by a ship in the Baltic Sea between ports in Finland and the USSR using load lines established in accordance with Annex I of this Agreement.

6. "New ship" means a ship, the keel of which is laid, or which is at a similar stage of construction, on or after the date of the entry into force of the present Agreement.

7. "Existing ship" means a ship which is not a new ship.

¹ Came into force on 18 June 1988, i.e., 30 days after the Contracting Parties had notified each other (on 19 May 1988) of the completion of the required formalities, in accordance with article 14.

² United Nations, *Treaty Series*, vol. 640, p. 133.

Article 3. GENERAL PROVISIONS

1. No ship to which the present Agreement applies in accordance with paragraph 1 of article 4, shall proceed to sea on a regional voyage after the date on which the present Agreement enters into force unless it has been surveyed, marked and provided with a Regional Load Line Certificate for the Baltic Sea (1987) in accordance with the provisions of the present Agreement.

2. Nothing in this Agreement shall prevent an Administration from assigning a greater freeboard than the minimum freeboard determined in accordance with Annex 1.

Article 4. APPLICATION

1. The present Agreement shall apply to ships flying the flag of Finland or the USSR, which are exempted by the Contracting Governments from complying with the requirements of the Convention whilst such ships are engaged on regional voyages.

2. The Regulations contained in Annex 1 are chiefly applicable to new ships.

3. Existing ships which do not fully comply with the requirements of the Regulations contained in Annex 1 shall meet at least such lesser related requirements as the Administration applied to ships prior to the entry into force of the present Agreement; in no case shall such ships be required to increase their freeboards.

Existing ships shall meet all the requirements of the present Agreement in order to take advantage of any reduction in freeboard from that previously assigned.

Article 5. POSITION OF THE LOAD LINES

1. Except as provided in paragraphs 2 and 3 of this Article, the load lines on the sides of the ship corresponding to the season of the year and the zone or area in which the ship may be shall not be submerged at any time when the ship puts to sea, during the voyage or on arrival.

2. When a ship is in fresh water of unit density the appropriate load line may be submerged by the amount of the fresh water allowance shown on the Regional Load Line Certificate for the Baltic Sea (1987). Where the density is other than unity, an allowance shall be made proportional to the difference between 1.015 and the actual density.

3. When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.

Article 6. INITIAL AND PERIODICAL SURVEYS AND INSPECTIONS

1. A ship shall be subjected to the surveys and inspections specified below:

- (a) A survey before the ship is put in service, which shall include complete inspection of its structure and equipment in so far as the ship is covered by the present Agreement. This survey shall be such as to ensure that the arrangements, material and scantlings fully comply with the requirements of the present Agreement.
- (b) A periodical survey at intervals specified by the Administration, but not exceeding five years, which shall be such as to ensure that the structure, equipment, arrangements, material and scantlings fully comply with the requirements of the present Agreement.
- (c) A periodical inspection within three months either way of each annual anniversary date of the certificate, to ensure that alterations have not been made to the hull or superstructures which would affect the calculations determining the position of the

load line and so as to ensure the maintenance in an effective condition of fittings and appliances for:

- (i) Protection of openings;
- (ii) Guard rails;
- (iii) Freeing ports; and
- (iv) Means of access to crew's quarters.

2. The periodical inspections referred to in paragraph 1 (c) of this Article shall be endorsed on the Regional Load Line Certificate for the Baltic Sea (1987).

Article 7. ISSUE OF CERTIFICATES

1. A Regional Load Line Certificate for the Baltic Sea (1987) shall be issued to every ship which has been surveyed and marked in accordance with Annex 1 to the present Agreement.

2. Such certificates shall be issued by the Administration or by any person or organization duly authorized by it. In every case the Administration assumes full responsibility for the certificate.

Article 8. FORM OF CERTIFICATES

1. Regional Load Line Certificates for the Baltic Sea (1987) shall be drawn up in the official language of the issuing country and the text shall include a translation into the English language.

2. The form of the certificates shall be that of the model given in Annex 2 to the present Agreement. The arrangement of the printed part of each model certificate shall be exactly reproduced in any certificates issued, and in any certified copies thereof.

Article 9. DURATION OF CERTIFICATES

1. A Regional Load Line Certificate for the Baltic Sea (1987) shall be issued for a period specified by the Administration, which shall not exceed five years from the date of issue.

2. A Regional Load Line Certificate for the Baltic Sea (1987) shall be cancelled by the Administration if any of the following circumstances exist:

- (a) Material alterations have taken place in the hull or superstructures of the ship such as would necessitate the assignment of an increased freeboard;
- (b) The fittings and appliances mentioned in subparagraph (c) of paragraph 1 of Article 6 are not maintained in an effective condition;
- (c) The certificate is not endorsed to show that the ship has been inspected as provided in subparagraph (c) of paragraph 1 of Article 6;
- (d) The structural strength of the ship is lowered to such an extent that the ship is unsafe.

3. A certificate issued to a ship by an Administration shall cease to be valid upon the transfer of such a ship to the flag of another State.

Article 10. ACCEPTANCE OF CERTIFICATES

The certificates issued under the authority of a Contracting Government in accordance with the present Agreement shall be accepted by the other Contracting Government and regarded for all purposes covered by the present Agreement as having the same force as certificates issued by it.

Article 11. CONTROL

1. Ships holding a certificate issued under Article 7 are subject, when in the ports of the other Contracting Government, to control by officers duly authorized by that Government. Contracting Governments shall ensure that such control is exercised as far as is reasonable and practicable with a view to verifying that there is on board a valid certificate under the present Agreement. If there is a valid Regional Load Line Certificate for the Baltic Sea (1987) on board the ship, such control shall be limited to the purpose of determining that:

- (a) The ship is not loaded beyond the limits allowed by the certificate;
- (b) The position of the load line of the ship corresponds with the certificate;
- (c) The ship has not been so materially altered in respect to the matters set out in subparagraphs (a) and (d) of paragraph 2 of Article 9 that the ship is manifestly unfit to proceed to sea without danger to human life.

2. If such control is exercised under subparagraph (c) of paragraph 1 of this Article, it shall only be exercised in so far as may be necessary to ensure that the ship shall not sail until it can proceed to sea without danger to the passengers or the crew.

3. In the event of the control provided for in this Article giving rise to intervention of any kind, the officer carrying out the control shall immediately inform in writing the Consul or the diplomatic representative of the other Contracting Government whose flag the ship is flying of this decision and of all the circumstances in which intervention was deemed to be necessary.

Article 12. CASUALTIES

1. Each Contracting Government undertakes to conduct an investigation of any casualty occurring to ships for which it is responsible and which are subject to the provisions of the present Agreement when it judges that such an investigation may assist in determining what changes in the Agreement might be desirable.

2. The Contracting Governments undertake to supply each other with the pertinent information concerning the findings of such investigations.

Article 13. COMMUNICATION OF INFORMATION

The Contracting Governments undertake to communicate to each other:

- (a) The text of the laws, decrees, orders, regulations and other instruments which shall have been promulgated on the various matters within the scope of the present Agreement;
- (b) A list of non-governmental agencies which are authorized to act on their behalf in the administration of load line matters under the present Agreement.

Article 14. ENTRY INTO FORCE AND DENUNCIATION

This Agreement shall enter into force 30 days after the Contracting Parties have informed each other of the completion of the legislative formalities required for the entry into force of this Agreement.

This Agreement shall remain in force until such time as it is denounced by one of the Contracting Parties upon 12 months' notice.

DONE at Helsinki on 2 October 1987 in two copies, in the Finnish and Russian languages, both texts being equally authentic.

For the Government of the Republic of Finland:

PEKKA VENNAMO

For the Government of the Union of Soviet Socialist Republics:

VOLMER

ANNEX 1

REGULATIONS FOR DETERMINING LOAD LINES FOR THE BALTIC SEA

Regulation 1. GENERAL PROVISIONS

Ships subject to the present Agreement should meet all the requirements of the Annex to the Convention with those changes and exemptions set out below in Regulations 2 to 8.

Regulation 2. STRENGTH OF HULL

The Administration shall satisfy itself that the general structural strength of the hull is sufficient for the draught corresponding to the freeboard assigned. Ships built and maintained in conformity with the requirements of a classification society recognized by the Administration may be considered to possess adequate strength.

Regulation 3. DECK LINE

For the purpose of the present Regulations, Regulation 4 of the Annex to the Convention shall be replaced by the following:

“The deck line is a horizontal line 300 millimetres in length and 25 millimetres in breadth. It shall be marked amidships on each side of the ship, and its upper edge shall normally pass through the point where the continuation outwards of the upper surface of the freeboard deck intersects the outer surface of the shell (see Figure 1), provided that the deck line may be placed with reference to another fixed point on the ship on condition that the freeboard is correspondingly corrected. The location of the reference point in relation to the freeboard deck shall in all cases be indicated on the Regional Load Line Certificate for the Baltic Sea (1987)”.

Regulation 4. LOAD LINE MARK

For the purpose of the present Regulations, Regulation 5 of the Annex to the Convention shall be replaced by the following:

“The load line mark shall consist of a ring 300 millimetres in outside diameter and 25 millimetres wide which is intersected by a horizontal line 450 millimetres in length and 25 millimetres in breadth, the upper edge of which passes through the centre of the ring. The centre of the ring shall be placed amidships and at a distance equal to the summer freeboard measured vertically below the upper edge of the deck line, assigned:

- Under the Convention—to ships holding an International Load Line Certificate (1966), or
- Under the present Regulations—to all other ships subject to the present Agreement”.

Regulation 5. LINES TO BE USED WITH THE LOAD LINE MARK

For the purpose of the present Regulations, Regulation 6 of the Annex to the Convention shall be replaced by the following:

“1. The lines which indicate the load water-line assigned in accordance with these Regulations shall be horizontal lines 230 millimetres in length and 25 millimetres in breadth which extend forward of, unless expressly provided otherwise, and at right angles to, a vertical line 25 millimetres in breadth marked at a distance forward of the centre of the ring of:

- 1,200 millimetres—in the case of ships holding an International Load Line Certificate (1966) (see Figure 3), and
- 540 millimetres—in the case of ships which do not hold an International Load Line Certificate (1966) (see Figure 2).

2. The following load lines shall be used:

- (a) The Summer Load Line, indicated by the upper edge of a line marked S;
- (b) The Winter Load Line, indicated by the upper edge of a line marked W;
- (c) The Fresh Water Load Line, in summer, indicated by the upper edge of a line marked F.

This line is marked abaft the vertical line. The difference between the Fresh Water Load Line in summer and the Summer Load Line is the allowance to be made for loading in fresh water at the Winter Load Line.

3. If timber freeboards are assigned in accordance with these Regulations, the timber load lines shall be marked in addition to ordinary load lines. These lines shall be horizontal lines 230 millimetres in length and 25 millimetres in breadth which extend abaft unless expressly provided otherwise, and are at right angles to, a vertical line 25 millimetres in breadth marked abaft the centre of the ring at a distance of:

- 1,200 millimetres—in the case of ships holding an International Load Line Certificate (1966) (see Figure 3), and
- 540 millimetres—in the case of ships which do not hold an International Load Line Certificate (1966) (see Figure 2).

4. The following timber load lines shall be used:

- (a) The Summer Timber Load Line, indicated by the upper edge of a line marked LS;
- (b) The Winter Timber Load Line, indicated by the upper edge of a line marked LW;
- (c) The Fresh Water Timber Load Line in summer, indicated by the upper edge of a line marked LF and marked forward of the vertical line.

The difference between the Fresh Water Timber Load Line in summer and the Summer Timber Load Line is the allowance to be made for loading in fresh water at the Winter Timber Load Line.

5. Only the Summer Load Line and Fresh Water Load Line need be marked on ships longer than 100 metres.

6. Where a ship is assigned a greater than minimum freeboard so that the load line is marked at a position corresponding to, or lower than, the lowest seasonal load line assigned at minimum freeboard in accordance with the present Regulations, only the Fresh Water Load Line need be marked.

7. The letters indicating the load lines shall be 75 millimetres in height and 50 millimetres in width.”

Regulation 6. MARK OF ASSIGNING AUTHORITY

For the purpose of the present Regulation, the following provisions shall be added to Regulation 7 of the Annex to the Convention:

“The mark indicating that the load line is assigned according to Regional Agreement, ‘RA’, shall be indicated above a horizontal line 200 millimetres in length and 25 millimetres in breadth, symmetrically about the vertical line indicated in paragraphs 1 and 3 of Regulation 5, 200 millimetres above the Fresh Water Load Line in summer or the Fresh Water Timber Load Line in summer. The letters ‘RA’ shall be the same size as the letters used by the assigning authority”.

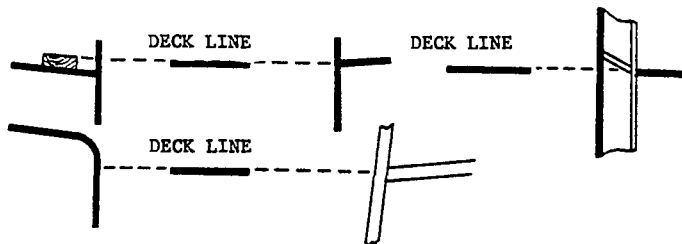


Figure 1. Deck Line

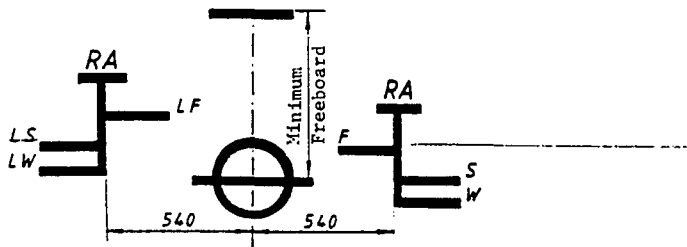


Figure 2. Load Line Mark and Lines to be used with this Mark on ships not holding an International Load Line Certificate (1966)

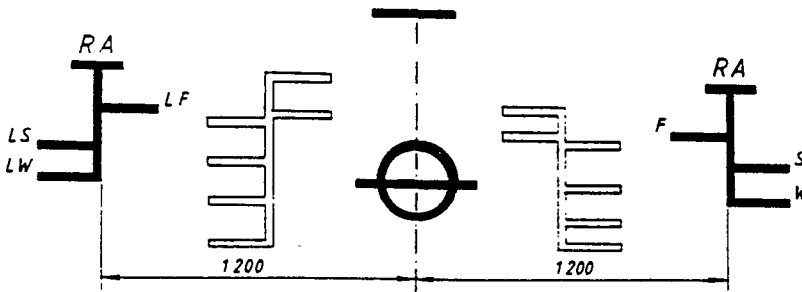


Figure 3. Load Line Mark and Lines to be used with this Mark on ships holding an International Load Line Certificate (1966)

Regulation 7. VERIFICATION OF MARKS

For the purpose of the present Regulations, Regulation 9 of the Annex to the Convention shall be replaced by the following:

“The Regional Load Line Certificate for the Baltic Sea (1987) shall not be delivered to the ship until the officer or surveyor acting under the provisions of Article 7 of the present Agreement has certified that the marks are correctly and permanently indicated on the ship’s sides”.

Regulation 8. FREEBOARD TABLES

For the purpose of the present Regulations, Regulation 28 of the Annex to the Convention shall be replaced by the following:

“Type A ships

1. The tabular freeboard for Type A ships shall be determined from the following table:

TABLE A. FREEBOARD TABLE FOR TYPE A SHIPS

<i>Length of ship (metres)</i>	<i>Freeboard (milli-metres)</i>	<i>Length of ship (metres)</i>	<i>Freeboard (milli-metres)</i>	<i>Length of ship (metres)</i>	<i>Freeboard (milli-metres)</i>
24	190	57	489	90	910
25	196	58	501	91	925
26	203	59	513	92	940
27	210	60	525	93	955
28	218	61	537	94	970
29	226	62	549	95	985
30	235	63	560	96	1 000
31	243	64	572	97	1 015
32	251	65	584	98	1 030
33	260	66	595	99	1 045
34	268	67	607	100	1 060
35	276	68	618	101	1 075
36	285	69	630	102	1 090
37	293	70	643	103	1 105
38	301	71	656	104	1 120
39	310	72	670	105	1 135
40	318	73	683	106	1 150
41	326	74	696	107	1 165
42	335	75	710	108	1 180
43	345	76	723	109	1 195
44	355	77	736	110	1 210
45	365	78	750	111	1 226
46	375	79	763	112	1 242
47	385	80	776	113	1 258
48	395	81	790	114	1 274
49	405	82	803	115	1 290
50	415	83	816	116	1 306
51	425	84	830	117	1 321
52	435	85	843	118	1 336
53	445	86	856	119	1 351
54	455	87	870	120	1 366
55	466	88	883	121	1 381
56	477	89	896	122	1 396

<i>Length of ship (metres)</i>	<i>Freeboard (milli- metres)</i>	<i>Length of ship (metres)</i>	<i>Freeboard (milli- metres)</i>	<i>Length of ship (metres)</i>	<i>Freeboard (milli- metres)</i>
123	1 412	166	2 057	209	2 508
124	1 427	167	2 070	210	2 516
125	1 443	168	2 083	211	2 524
126	1 459	169	2 096	212	2 532
127	1 474	170	2 109	213	2 541
128	1 490	171	2 121	214	2 549
129	1 505	172	2 133	215	2 557
130	1 521	173	2 145	216	2 565
131	1 536	174	2 157	217	2 573
132	1 552	175	2 169	218	2 581
133	1 567	176	2 181	219	2 589
134	1 583	177	2 192	220	2 597
135	1 598	178	2 203	221	2 605
136	1 614	179	2 214	222	2 612
137	1 629	180	2 225	223	2 620
138	1 644	181	2 236	224	2 628
139	1 659	182	2 247	225	2 635
140	1 674	183	2 258	226	2 643
141	1 689	184	2 269	227	2 650
142	1 704	185	2 280	228	2 657
143	1 719	186	2 291	229	2 664
144	1 735	187	2 302	230	2 671
145	1 751	188	2 313	231	2 678
146	1 766	189	2 323	232	2 686
147	1 781	190	2 333	233	2 693
148	1 796	191	2 343	234	2 700
149	1 811	192	2 353	235	2 707
150	1 827	193	2 363	236	2 714
151	1 842	194	2 373	237	2 720
152	1 857	195	2 383	238	2 727
153	1 872	196	2 393	239	2 733
154	1 887	197	2 402	240	2 739
155	1 902	198	2 411	241	2 746
156	1 917	199	2 420	242	2 752
157	1 932	200	2 429	243	2 758
158	1 947	201	2 438	244	2 765
159	1 962	202	2 447	245	2 771
160	1 976	203	2 456	246	2 777
161	1 990	204	2 464	247	2 784
162	2 004	205	2 473	248	2 790
163	2 018	206	2 482	249	2 796
164	2 031	207	2 491	250	2 800
165	2 044	208	2 500		

Freeboards at intermediate lengths of ship shall be obtained by linear interpolation.
Ships above 250 metres in length shall be dealt with by the Administration.

Type B Ships

2. The tabular freeboard for Type B ships shall be determined from the following table:

TABLE B. FREEBOARD TABLE FOR TYPE B SHIPS

<i>Length of ship (metres)</i>	<i>Freeboard (milli- metres)</i>	<i>Length of ship (metres)</i>	<i>Freeboard (milli- metres)</i>	<i>Length of ship (metres)</i>	<i>Freeboard (milli- metres)</i>
24	200	76	743	128	1 673
25	208	77	756	129	1 692
26	217	78	770	130	1 710
27	225	79	785	131	1 728
28	233	80	800	132	1 746
29	242	81	815	133	1 764
30	250	82	830	134	1 782
31	258	83	845	135	1 800
32	267	84	860	136	1 819
33	275	85	875	137	1 839
34	283	86	890	138	1 859
35	292	87	905	139	1 879
36	300	88	921	140	1 898
37	308	89	938	141	1 917
38	316	90	955	142	1 935
39	324	91	972	143	1 953
40	332	92	989	144	1 971
41	341	93	1 005	145	1 989
42	350	94	1 022	146	2 007
43	360	95	1 037	147	2 025
44	370	96	1 055	148	2 044
45	380	97	1 073	149	2 063
46	390	98	1 091	150	2 083
47	400	99	1 110	151	2 101
48	410	100	1 130	152	2 119
49	420	101	1 150	153	2 137
50	430	102	1 170	154	2 156
51	440	103	1 190	155	2 176
52	450	104	1 210	156	2 196
53	460	105	1 230	157	2 214
54	470	106	1 250	158	2 232
55	481	107	1 270	159	2 250
56	493	108	1 290	160	2 268
57	505	109	1 310	161	2 286
58	517	110	1 330	162	2 304
59	529	111	1 350	163	2 322
60	541	112	1 370	164	2 340
61	553	113	1 390	165	2 358
62	564	114	1 409	166	2 376
63	575	115	1 428	167	2 394
64	587	116	1 447	168	2 412
65	598	117	1 466	169	2 430
66	610	118	1 484	170	2 448
67	623	119	1 503	171	2 465
68	636	120	1 522	172	2 482
69	650	121	1 540	173	2 500
70	663	122	1 558	174	2 518
71	677	123	1 576	175	2 535
72	690	124	1 594	176	2 552
73	703	125	1 614	177	2 569
74	716	126	1 634	178	2 587
75	730	127	1 654	179	2 605

<i>Length of ship (metres)</i>	<i>Freeboard (milli-metres)</i>	<i>Length of ship (metres)</i>	<i>Freeboard (milli-metres)</i>	<i>Length of ship (metres)</i>	<i>Freeboard (milli-metres)</i>
180	2 623	204	2 997	228	3 334
181	2 640	205	3 012	229	3 348
182	2 657	206	3 027	230	3 361
183	2 673	207	3 042	231	3 375
184	2 690	208	3 057	232	3 388
185	2 706	209	3 072	233	3 402
186	2 722	210	3 087	234	3 415
187	2 738	211	3 100	235	3 427
188	2 755	212	3 114	236	3 439
189	2 772	213	3 127	237	3 451
190	2 789	214	3 140	238	3 464
191	2 805	215	3 154	239	3 477
192	2 821	216	3 168	240	3 490
193	2 836	217	3 183	241	3 503
194	2 851	218	3 198	242	3 516
195	2 866	219	3 213	243	3 528
196	2 881	220	3 227	244	3 541
197	2 896	221	3 240	245	3 555
198	2 911	222	3 253	246	3 568
199	2 925	223	3 266	247	3 580
200	2 939	224	3 280	248	3 592
201	2 952	225	3 294	249	3 604
202	2 967	226	3 308	250	3 616
203	2 982	227	3 321		

Freeboards at intermediate lengths of ship shall be obtained by linear interpolation. Ships above 250 metres in length shall be dealt with by the Administration.”

ANNEX 2

REGIONAL LOAD LINE CERTIFICATE FOR THE BALTIC SEA (1987)

[OFFICIAL SEAL]

Issued under the provisions of the Agreement on Load Lines of Baltic Sea Vessels, 1987, under the authority of the Government of

.....
(full official designation of the country)

.....
(full official designation of the competent person or organization recognized under the provisions of the Agreement on Load Lines of Baltic Sea Vessels, 1987)

Name of Ship	Distinctive Number or Letters	Port of Registry	Length (L)

Freebord assigned as*:

A new ship

An existing ship

Type of ship

Type A
Type B

Type B with reduced freeboard
Type B with increased freeboard

Freeboard from deck line

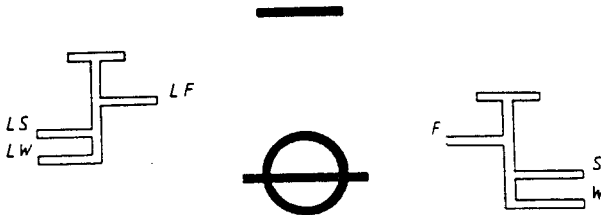
Load Line

Summer mm. (S) mm. above. Upper edge of line through centre of ring
Winter mm. (W) mm. below (S)
Timber-summer mm. (LS) mm. above (S)
Timber-winter mm. (LW) mm. below (LS)

NOTE: Freeboards and load lines which are not applicable need not be entered on the certificate.

Allowance for fresh water for all freeboards other than timber mm. For timber-freeboard mm.

The upper edge of the deck line from which these freeboards are measured is mm. deck at side.



Date of initial or periodical survey

This is to certify that this ship has been surveyed and that the freeboards have been assigned and load lines shown above have been marked in accordance with the Agreement on Load Lines of Baltic Sea Vessels, 1987.

This certificate is valid until, subject to periodical inspections in accordance with Article 6, paragraph 1 (c), of the present Agreement.

* Delete whatever is inapplicable.

Issued at
(date and place of issue of certificate)

.....
(signature of official issuing the certificate and/or seal of issuing authority)

If signed, the following paragraph is to be added:

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

.....
(Signature)

NOTES: 1. The certificate is valid for ships on voyages in the Baltic Sea between ports in Finland and the USSR.

2. When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.

3. When a ship is in fresh water of unit density the appropriate load line may be submerged by the amount of the fresh water allowance shown above. Where the density is other than unity, an allowance shall be made proportional to the difference between 1.015 and the actual density.

(Reverse of Certificate)

This is to certify that at a periodical inspection required by Article 6, paragraph 1 (c) of the Agreement, this ship was found to comply with the relevant provisions of the Agreement.

Place Date
Signature and/or Seal of issuing authority.

Place Date
Signature and/or Seal of issuing authority.

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