



Treaty Series No. 26 (1927)

Convention  
*regarding the*  
 Measurement of Vessels  
 employed in Inland Navigation  
 WITH PROTOCOL OF SIGNATURE

*Paris, November 27, 1925*

*[British Ratification deposited, June 14, 1927]*

Presented by the Secretary of State for Foreign Affairs  
 to Parliament by Command of His Majesty

LONDON:

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:  
 Adastral House, Kingsway, London, W.C.2; 120, George Street, Edinburgh;  
 York Street, Manchester; 1, St. Andrew's Crescent, Cardiff;  
 15, Donegall Square West, Belfast;  
 or through any Bookseller.

1927

Price 3d. Net

# Convention regarding the Measurement of Vessels Employed in Inland Navigation.

Paris, November 27, 1925.

[*British ratification\* deposited, June 14, 1927.*]

GERMANY, Austria, Belgium, Bulgaria, British Empire,\* Spain, Finland, France, Greece, Hungary, Italy, the Netherlands, Poland, Roumania, Union of Soviet Socialist Republics, Kingdom of the Serbs, Croats and Slovenes, Switzerland and Czechoslovakia,

With a view to providing new facilities for internal communication by means of vessels employed in inland navigation, have appointed for this purpose as their plenipotentiaries :

The President of the German Reich :

M. G. Franoux, Consul-General attached to the German Embassy in Paris.

The President of the Federal Republic of Austria :

Dr. Paul Zifferer, Special Counsellor of the Austrian Embassy to the President of the French Republic.

His Majesty the King of the Belgians :

M. J. Brunet, Minister Plenipotentiary ;  
M. D. Bouckaert, Director-General of Roads and Bridges, with the rank of Secretary-General.

His Majesty the King of the Bulgarians :

M. Jordan Dantschhoff, Deputy Director-General of the State Railways and Ports of Bulgaria.

His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India :

Mr. J. G. Baldwin, C.B., Representative of Great Britain on the International River Commissions, Member of the Advisory and Technical Committee for Communications and Transit.

His Majesty the King of Spain :

The Marquis de Faura, Minister-Counsellor of the Embassy of His Catholic Majesty to the President of the French Republic.

The President of the Republic of Finland :

M. O. Enckell, Envoy Extraordinary and Minister Plenipotentiary to the President of the French Republic.

The President of the French Republic :

M. Albert Mahieu, Senator, French Plenipotentiary to the Central Commission for Rhine Navigation ;  
M. Silvain Dreyfus, Inspector-General of Roads and Bridges.

\* The British ratification contains a reservation that the Convention shall be deemed to apply only in respect of Great Britain and Northern Ireland.

The President of the Hellenic Republic :

M. G. Mezeviris, Naval Captain, Naval Attaché to the Greek Legation to the President of the French Republic.

His Serene Highness the Governor of Hungary :

M. Alfred de Dietrich-Sachsenfels, Delegate for Hungary on the International Danube Commission.

His Majesty the King of Italy :

M. Carlo Rossetti, Minister Plenipotentiary, Delegate of Italy on the International River Commissions.

Her Majesty the Queen of the Netherlands :

Dr. G. van Slooten, Counsellor of the High Military Court and the Court of Appeal at The Hague.

The President of the Polish Republic :

M. George Bogorya-Kurzeniecki, Counsellor at the Ministry of Foreign Affairs and Head of the Transit Section of the Ministry.

His Majesty the King of Roumania :

M. G. Popesco, Engineer, Inspector-General, Professor of Navigation at the Polytechnic School of Bucharest, Member of the Advisory and Technical Committee for Communications and Transit.

The Central Executive Committee of the Union of Soviet Socialist Republics :

M. C. Lepine, President of the North-West River Navigation Department of the Union of Soviet Socialist Republics.

His Majesty the King of the Serbs, Croats and Slovenes :

M. F. Vilfan, Substitute Delegate to the International Danube Commission.

The Swiss Federal Council :

M. A. Ryniker, Engineering Adviser.

The President of the Czechoslovak Republic :

M. Bohuslav Müller, Engineer, Envoy Extraordinary and Minister Plenipotentiary, Representative of the Czechoslovak Republic on the International River Commissions.

Who, after communicating their full powers, found in good and due form, agree to the following provisions, which are intended to assure the reciprocal recognition of measurement certificates :—

#### ARTICLE 1.

Measurement certificates issued by the competent authorities of one of the Contracting States, in virtue of regulations in accordance

with the provisions of the present Convention and the Annex thereto, shall, to the exclusion of all others, be accepted by the authorities of the other Contracting States as being equivalent to the certificates issued by the said States in accordance with the same rules.

#### ARTICLE 2.

The Contracting States undertake to apply in their territory, within nine months of the coming into force of the present Convention, under the conditions laid down in Article 12, the regulations they have individually drawn up for the execution of the provisions of the present Convention and the Annex thereto; they shall communicate to each other the said regulations three months before their application: any subsequent modification in these regulations shall be communicated within the same period.

#### ARTICLE 3.

The Contracting States undertake to measure in their territories any vessel in respect of which a request to this effect is made. The same provision shall apply to the re-measurement of any vessel in respect of which the request is made and which is covered by the terms of Article 4.

#### ARTICLE 4.

No Contracting State may demand re-measurement unless in the case of extensive repairs, important changes or alterations in the external or internal dimensions of the vessel, or unless the measurement certificate is more than ten years old. Such re-measurement may only be effected in accordance with the administrative regulations generally applicable.

If a Contracting State thinks it necessary to check at its own expense the particulars given in the certificate, this operation, so far as laden vessels are concerned, shall not cover more than the external dimensions of the vessel.

#### ARTICLE 5.

The competent Government department of each of the Contracting States shall forward quarterly to the department of the other Contracting State concerned—

- (1) The list of the vessels re-measured by its officials and last measured by the officials of the said Contracting State; this list shall be accompanied by the measurement certificate withdrawn on re-measurement;
- (2) A list of the vessels of which the last measurement certificate is registered in the said Contracting State and of which the name or official title has been altered.

Lists shall be drawn up in accordance with the forms 1 and 2 attached to the Annex of the present Convention.

The registration offices of the various Contracting States may, when information is urgently required, correspond direct with each other.

For this purpose, States shall communicate to each other a list of their various registration offices, the distinguishing letters or numbers of these offices, and the status of the officials at the head of these offices. The list shall be kept up-to-date.

ARTICLE 6.

In the event of a measured vessel being destroyed in the territory of one of the Contracting States, the competent department of that State shall, within three months of the date on which the fact is established, duly notify the registration office concerned, and the certificate shall, if possible, be returned to that office.

ARTICLE 7.\*

As a temporary measure and for a period of five years from October 1st, 1927, certificates issued prior to that date shall be accepted where this is at present the case and where they may be recognised in accordance with a special arrangement.

ARTICLE 8.

The present Convention, of which the English and French text shall be equally authentic, shall bear this day's date and shall be open for signature until October 1st, 1926, by any State invited to the Paris Conference.

ARTICLE 9.†

The present Convention shall be subject to ratification. The instruments of ratification shall be forwarded to the Secretary-

\* By an exchange of notes between the Governments of the signatory States Article 7 of the Convention has been amended in the form in which it appears above. It was drafted as follows:—

“ As a temporary measure and for a period of five years from October 1st, 1926, certificates issued prior to that date shall be accepted where this is at present the case and where they may be recognised in accordance with a special arrangement.”

† The following ratifications have been notified: Great Britain and Northern Ireland on June 14th, 1927; Belgium, Bulgaria, France, Germany, Netherlands and Switzerland on July 2nd, 1927; Austria on July 4th, 1927; and Spain on July 11th, 1927.

The ratification of the French Government contains the following declaration:—

“ It being understood, on behalf of the French Government, and as provided for in Article 6 of the Protocol of Signature, that in the event of a re-measurement of a vessel originally measured by its own officials the original indelible marks, when they are not intended solely to indicate that the vessel has been measured, shall have added to them an indelible cross having arms of equal length, and that this addition shall be regarded as equivalent to the removal described in Article 10 of the Annex to the Convention; that the old measurement plates shall be marked with a cross instead of being withdrawn; and that, if new plates are affixed, the old plates shall be placed at the same level and near to the new ones. In the case provided for above, the notification provided for in the third paragraph of Article 5 and in Article 6 of the Convention shall also be addressed to the original office of inscription.”

General of the League of Nations, who shall notify their receipt to all the signatory or acceding States.

#### ARTICLE 10.

After October 1, 1926, the present Convention may be acceded to by any State invited to the Conference and referred to in Article 8, or by any State having a common frontier with one of these States.

Accession shall be effected by an instrument communicated to the Secretary-General of the League of Nations, to be deposited in the archives of the Secretariat. The Secretary-General shall notify such deposit to all the signatory and acceding States.

#### ARTICLE 11.

States not Members of the League of Nations may, if they so desire, address their instruments of ratification or accession to the French Government, which shall deposit these instruments in its archives, and communicate a copy of them to the Secretary-General of the League of Nations. The Secretary-General shall notify all the States which have signed or acceded to the Convention of the reception of these communications.

#### ARTICLE 12.\*

The present Convention shall not come into force until it has been ratified by five States. The date of its coming into force shall be the ninetieth day after the receipt by the Secretary-General of the League of Nations of the fifth ratification. Thereafter it shall take effect in the case of each of the Contracting States ninety days after the receipt of its ratification or of the notification of its accession.

In compliance with the provisions of Article 18 of the Covenant of the League of Nations, the Secretary-General shall register the present Convention upon the day of its coming into force.

#### ARTICLE 13.

A special record shall be kept by the Secretary-General of the League of Nations showing the States which have signed, ratified, acceded to or denounced the present Convention. This record shall be open at all times to the Members of the League and to any State invited to the Conference and referred to in Article 8; it shall be published as often as possible, in accordance with the directions of the Council.

#### ARTICLE 14.

The present Convention may be denounced by any one of the Contracting States on the expiration of a period of five years,

\* The Convention and Protocol come into force on October 1st, 1927.

reckoned from the date of its coming into force in respect of that State. Notification of denunciation shall be given by an instrument in writing addressed either to the Secretary-General of the League of Nations, or, in the case of States availing themselves of the option accorded by Article 11, to the French Government, which shall communicate a copy of the instrument to the Secretary-General of the League of Nations. Copies of this notification, advising all the other Contracting States of the date on which it was received, shall be forwarded to them by the Secretary-General.

The denunciation shall become effective one year after the date of the receipt of the instrument of denunciation by the Secretary-General, and shall operate only in respect of the State in question.

#### ARTICLE 15.

The revision of the present Convention may be demanded at any time by at least one-third of the Contracting States.

In faith whereof the above-named plenipotentiaries have signed the present Convention.

Done at Paris the twenty-seventh day of November one thousand nine hundred and twenty-five in a single copy which shall remain deposited in the archives of the Secretariat of the League of Nations; certified copies will be transmitted to all the States represented at the Conference.

Germany :

FRANOUX.  
GEHLHAAR.

Austria :

PAUL ZIFFERER.

Belgium :

J. BRUNET.  
BOUCKAERT.

Bulgaria :

J. DANTSCHOFF.

\*British Empire :

JOHN BALDWIN.

Spain :

MARQUÉS DE FAURA.

Finland :

ENCKELL.

France :

MAHIEU.  
S. DREYFUS.

Greece :

G. MEZEVIRIS.

\* See footnote on page 2.

- Hungary :  
DIETRICH.
- Italy :  
CARLO ROSSETTI.
- Netherlands :  
G. VAN SLOOTEN.  
A. VAN DRIEL.
- Poland :  
J. KURZENIECKI.
- Roumania :  
G. POPESCO.
- Union of Soviet Socialist Republics :  
LEPINE.
- Kingdom of the Serbs, Croats and  
Slovenes :  
Subject to Clause IV of the  
Protocol of Signature.  
F. VILFAN.
- Switzerland :  
MOTTA.
- Czechoslovakia :  
ING. BOHUSLAV MÜLLER.

---

*Annex to the Convention regarding the Measurement of Vessels  
Employed in Inland Navigation.*

ARTICLE 1.

THE object of measurement as defined in the present Annex is to make it possible to determine either the weight of the vessel or the weight of the cargo according to its draught.

As the total weight of a vessel is equal to the weight of the volume of water displaced by it, the weight of the cargo is equal to the weight of the volume of water displaced by the vessel when loaded minus the weight of the volume of water displaced by the vessel when empty.

ARTICLE 2.

The metric system only shall be employed in the measurement of vessels.

All lineal measurements shall therefore be expressed in metres, decimetres, and centimetres, volumes in cubic metres and cubic decimetres, and weight in tons of a thousand kilogrammes each and fractions of the same.

The operations described in the following Articles 3 and 4 shall determine the displacements in volume.

The weights corresponding with the displacements in volume entered upon the measurement certificates shall be in each case the product of these displacements and the specific density of the water in which the draught as indicated by the scales is ascertained.

ARTICLE 3.

The volume to be measured is the external volume of the part of the hull included between :

- (1) The plane passing through the line of the maximum draught authorised by the regulations for the various navigable waterways on which the vessel is to be employed ;
- (2) A plane either at the level of the light load line as hereinafter defined, or at a level corresponding to the bottom of the vessel.

ARTICLE 4.

(a) For vessels employed in carrying freight the measurements shall be taken on the vessel itself.

The part of the hull to be measured is divided by horizontal planes into segments generally one decimetre in height.

The horizontal surface of each segment is divided into parts by lines perpendicular to the longitudinal axis of the vessel. The central portion, approximately rectangular in form, and the forward and after ends shall each be divided into at least four parts.

In the calculation of the surfaces, the use of the Simpson formula is compulsory for ascertaining the areas of the surfaces bounded by the curves.

The extreme parts of the forward and after ends of the boat, having a height at least equal to that of the adjoining parts, may if convenient constitute parts whose surfaces may be calculated separately.

The volume of a segment is obtained by multiplying the mean of the areas of the upper and lower sections by the height or distance between them ; when the shape of the vessel permits several segments may be grouped together in making the calculation.

The quotient obtained by dividing the volume of a segment by the height of the segment expressed in centimetres is taken as the displacement of the vessel for each centimetre of draught within the height of that segment.

(b) For vessels not employed in carrying freight it is agreed that their displacement, corresponding to a given load-line, shall be represented by seventy-hundredths of the product of the three following dimensions relating to the external surface of the hull without taking into account any projecting parts :—

- (1) The length determined by the distance between the two vertical planes perpendicular to the longitudinal axis of the boat and the tangents to the curve of the plane corresponding with the given load-line ;
- (2) The maximum breadth at the given load-line :

- (3) The average displacement measured by the vertical distance between the given load-line and the lowest part of the hull in the transverse section corresponding with the mid-point of the length as defined in the above paragraph.

These three dimensions shall be ascertained either on the vessel itself or from its plans of construction.

#### ARTICLE 5.

The measuring scales shall be placed, when required, symmetrically and in pairs on the sides of the vessel in vertical planes perpendicular to the axis.

In the case of vessels more than 40 metres long, these scales shall number at least six—two in a plane situated near the mid-point of the length, and two in each of the planes situated on either side of the first, at distances respectively equal to about one-third of the total length of the vessel.

When the number of scales is more than six their position shall be fixed by analogy with the indications given in paragraphs 2 and 4 of the present Article.

In the case of vessels not exceeding 40 metres in length, the number of scales may be reduced to four; they are then placed in pairs, in planes situated at points about one-third and two-thirds along the length of the vessel.

The scales must be clearly visible and attached to fixed points. They shall be graduated vertically for every two centimetres, a special mark being made every ten centimetres; zero shall be taken at the level of the light load line or at the level corresponding to the bottom of the vessel at the position of each scale.

The height of the water-line above the lower level of the volume to be measured is taken as being equal to the arithmetical mean of the readings recorded on all the scales.

#### ARTICLE 6.

The light load line shall be regarded as the line at which the vessel floats in fresh water when carrying only :

- (1) The gear, stores and crew indispensable for the navigation of the vessel ;
- (2) Water which cannot be removed from the hold by the usual methods of pumping ;
- (3) In addition, in the case of a vessel propelled by its own power, the water ordinarily employed in its working, but not fuel or movable ballast.

#### ARTICLE 7.

The results of the measurement shall be shown in a certificate; this certificate shall be entered under a serial number in a special register kept by the office which shall be set up for the purpose by

each Contracting State for a definite area and which shall be described by distinguishing letters or numbers, the last letter or letters of which shall indicate the State on whose territory the office in question is situated.

The list of the letters distinguishing the States is attached to the present Annex.

ARTICLE 8.

The line of maximum draught as determined in Article 3 shall be clearly indicated on each side of the vessel by one or several measurement plates the lower edge of which shall coincide with this line.

The following particulars shall be engraved in clear and legible characters near each mark, or on each plate :—

- (1) The distinguishing letters or numbers of the office referred to in Article 7 ;
- (2) The serial number certificate.

These particulars shall be marked in indelible characters on the most durable parts of the hull.

ARTICLE 9.

Every vessel which has been measured must be provided with its measurement certificate. This certificate shall show :

- (1) The office of registry referred to in Article 7 ;
- (2) The distinguishing letters or numbers of the said office and the serial number of the certificate ;
- (3) The name or the official title of the vessel ;
- (4) The method of construction ;
- (5) The extreme length of hull and greatest breadth of beam ;
- (6) The particulars referred to in paragraph 2 above as shown on the last certificate, if any, which has been cancelled by the new measurement ;
- (7) Where necessary, the number, position and description of the scales, and particularly the position selected for zero ;
- (8) The average of the vertical distances between the bottom of the vessel at its lowest point at the sections corresponding with the scales and the plane of the light load line as defined above, together with the crew, the equipment and the depth of the water in the hold of the vessel which have been accepted for the determination of the light load line as well as the position of the fixed ballast ;
- (9) The progressive displacement of the vessel for each decimetre or centimetre of draught, starting from the level of the light load line ; in the case of vessels not employed in carrying freight, these particulars shall be replaced by those relating to the light load line defined in Article 6 and the displacement between the line of maximum draught defined in Article 3 and the light load line.

## ARTICLE 10.

On a vessel being re-measured, the old inscription and marks, and, if necessary, the measurement plates and scales, shall be removed, and they shall be replaced as in the case of a first measurement.

At the same time, the old tonnage certificate shall be withdrawn.

## ARTICLE 11.

If the name or official title of a vessel is altered, the fact shall be mentioned on the certificate by an official duly authorised for the purpose. This note shall be dated and signed.

FORM 1.

ADDENDUM I.

Vessels re-measured in.....\* during the..... quarter of the year..... last measured in.....\*

SERIAL NUMBER.	NAME or OFFICIAL TITLE of VESSEL	LETTERS and NUMBER of the previous Entry.	Maximum displacement in volume entered in the cancelled certificate.	LETTERS and NUMBER of new Entry.	Maximum displacement in volume entered in new certificate.	DATE of RE-MEASUREMENT.	REMARKS.
1	2	3	4	5	6	7	8

\* Give name of State.

FORM 2.

ADDENDUM I—(continued).

Vessels entered in.....\* which have changed hands, or the name or official title of which has been altered, during the..... quarter of the year.....

SERIAL NUMBER.	PREVIOUS NAME or OFFICIAL TITLE of the VESSEL.	NEW NAME or NEW OFFICIAL TITLE.	LETTERS and NUMBER of Entry.	NAME and PLACE of residence of Agent by whom the Certificate was modified.	DATE of MODIFICATIONS.	REMARKS.
1	2	3	4	5	6	7

\* Give name of State.

237

## ADDENDUM II.

*List of Distinguishing Letters of the States referred to in Article 7.*

D	Germany.		Latvia.
A	Austria.	LT	Lithuania.
B	Belgium.	L	Luxemburg.
GB	British Empire.	NO	Norway.
	Irish Free State.	N	Netherlands.
BG	Bulgaria.	PL	Poland.
DA	Danzig.	P	Portugal.
DK	Denmark.	RM	Roumania.
E	Spain.	SR	Union of the Soviet Socialist Republics.
	Esthonia.		
SF	Finland.	SHS	Kingdom of the Serbs, Croats and Slovenes.
F	France.	S	Sweden.
GR	Greece.	CH	Switzerland.
M	Hungary.	CS	Czechoslovakia.
I	Italy.		

---

**Protocol of Signature.**

At the moment of signing the Convention of to-day's date relating to the measurement of vessels employed in inland navigation, the undersigned, duly authorised, have agreed as follows:—

I. It is understood that, on the waterways coming within the competence of an international commission, the Convention shall not prejudice in any way the right which the International Commission may have of its own authority to establish the regulations necessary for the application of this Convention or the obligations laid upon the Commission by the treaties, conventions and acts which regulate its position.

II. It is understood that the Convention shall not affect in any way the rights and obligations arising for the Contracting States

from agreements relating to the reciprocal recognition of tonnage certificates drawn up in registered tons.

III. It is understood that, as a temporary measure, the certificates issued in accordance with the rules of measurement and calculation contained in the Agreement of 1913 between Germany and Austria-Hungary, in the administrative districts where the measurements are at present made according to these rules, shall be accepted as equivalent to the certificates issued in accordance with the conditions provided for in the present Convention and its Annex. If within a period of ten years from October 1st, 1926, the States which issue these certificates have not abandoned this reservation, a new conference will be convened in order to consider the question.

IV. It is understood that any Contracting State upon whose territory dues may on October 1st, 1926, be levied on navigation on the basis of registered tonnage may request, at the moment of signing or acceding to the present Convention, that as a temporary measure the vessel employed in inland navigation and subject to these dues shall be provided with a measurement certificate, the certificate being, in this case, recognised by the authorities of the State concerned as equivalent to those issued by itself in accordance with the same system; failing the production of this certificate the State concerned may proceed to a supplementary measurement.

V. It is understood that the Contracting States are only bound to comply with the obligations contemplated in Articles 2 and 5 of the Convention to the extent in which they participate in international navigation.

VI. It is understood that any Contracting State may request, at the moment of signing or acceding to the Convention, that in the event of a re-measurement of a vessel originally measured by its own officials the original indelible marks, when they are not intended solely to indicate that the vessel has been measured, shall have added to them an indelible cross having arms of equal length, and that this addition shall be regarded as equivalent to the removal described in Article 10 of the Annex to the Convention; that the old measurement plates shall be marked with a cross instead of being withdrawn; and that, if new plates are affixed, the old plates shall be placed at the same level and near to the new ones.

In the case provided for above, the notification provided for in the third paragraph of Article 5 and in Article 6 of the Convention shall also be addressed to the original office of inscription.

The present Protocol shall have the same force, effect and duration as the Convention of to-day's date of which it is to be considered as an integral part.

In faith whereof the Plenipotentiaries hereinafter named have signed the present Protocol.

Done at Paris, the twenty-seventh day of November, one thousand nine hundred and twenty-five, in a single copy which will

remain deposited with the Secretariat of the League of Nations; certified copies will be transmitted to all the States represented at the Conference.

Germany :  
FRANOUX.

Austria :  
PAUL ZIFFERER.

Belgium :  
J. BRUNET.  
BOUCKAERT.

Bulgaria :  
J. DANTSCHOFF.

\*British Empire :  
JOHN BALDWIN.

Spain :  
MARQUÉS DE FAURA.

Finland :  
ENCKELL.

France :  
MAHIEU. ,  
S. DREYFUS.

Greece :  
G. MEZEVIRIS.

Hungary :  
DIETRICH.

Italy :  
CARLO ROSSETTI.

Netherlands :  
G. VAN SLOOTEN.  
A. VAN DRIEL.

Poland :  
J. KURZENIECKI.

Roumania :  
G. POPESCO.

Union of Soviet Socialist Republics :  
LEPINE.

Kingdom of the Serbs, Croats and  
Slovenes :  
F. VILFAN.

Switzerland :  
MOTTA.

Czechoslovakia :  
ING. BOHUSLAV MÜLLER.

\* See footnote on page 2.