UNITED NATIONS

ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE

CONVENTION ON THE MEASUREMENT OF INLAND NAVIGATION VESSELS

done at Geneva on 15 February 1966

CONVENTION ON THE MEASUREMENT OF INLAND NAVIGATION VESSELS

Article 1

The purpose of the measurement of inland navigations vessels and other vessels having occasion to navigate on inland waterways, and the measurement procedure to be applied, are indicated in the annex to this Convention. The annex also contains a model of the measurement certificate to be issued for each vessel measured in conformity with its provisions.

Article 2

1. Each Contracting Party shall put into force, as soon as this Convention is applicable in its territory, regulations for implementing the provisions of this Convention and of the annex thereto.

2. Each Contracting Party shall communicate to any other Contracting Party, at the latter's request, the regulations which it has put into force in conformity with paragraph 1 of this article.

3. Each Contracting Party shall designate in its territory, for the purposes of the application of this Convention, one or more services or agencies, hereinafter referred to as "measurement offices", responsible for the issue of measurement certificates. Each measurement office shall be designated by letters or combinations of numbers and letters, the last letter or letters indicating the Contracting Party in whose territory the office in question is situated.

Article 3

Each Contracting Party undertakes to make arrangements for the measurement or remeasurement on its territory of each vessel referred to in article 1 of this Convention at the request of the owner of the vessel or of the owner's representative.

Article 4

1. The period of validity of a measurement certificate shall not exceed fifteen years; the date of expiry shall be indicated on the certificate.

2. Irrespective of the date of expiry which it bears, the measurement certificate shall cease to be valid if the vessel undergoes changes (repairs, conversion, permanent alteration) such that the particulars given in the measurement certificate regarding displacement for specified draughts or regarding maximum deadweight are no longer accurate.

Article 5

Subject to the provisions of article 15, paragraph 2, of this Convention, any measurement office may, within the limits of the instructions it receives from the Contracting Party to which it is responsible, extend the validity of a measurement certificate if, after checking, and after examination, if deemed appropriate, of the documents relating to the measurement procedure on the basis of which the said certificate was issued, the particulars set forth in the said certificate are found to be still correct. The period of validity of each extension shall not exceed ten years in the case of vessels intended for the carriage of goods and fifteen years in the case of other vessels.

Article 6

1. Within the limit of their validity as defined in articles 4 and 5 of this Convention, measurement certificates issued by a measurement office of one Contracting Party under regulations conforming to the provisions of this Convention shall be recognized by the authorities of the other Contracting Parties as having the same value as the measurement certificates which those other Parties issue under their own regulations conforming to the provisions of this Convention.

2. The provisions of paragraph 1 of this article shall not prevent one Contracting Party from verifying, at its own expense, the particulars given in certificates issued by the measurement offices of another Contracting Party; nevertheless, such verification shall be conducted in such a way that interference with the operation of the vessel is limited to what is absolutely unavoidable. If the Contracting Party undertaking the verification discovers that particulars given in the measurement certificate are inaccurate, it shall inform thereof the Contracting Party whose measurement office issued the certificate, and the provisions of paragraph 1 of this article shall not apply in respect of those particulars.

Article 7

1. Where a vessel is remeasured, the measurement office issuing the new measurement certificate shall withdraw the old certificate.

2. In cases where a measurement office of one Contracting Party issues a measurement certificate for a vessel for which the previous certificate was issued by an office of another Contracting Party, the first-mentioned Contracting Party shall inform the last-mentioned and shall return to it the measurement certificate which has been withdrawn, in conformity with the provisions of article 11 of the annex to this Convention.

3. Each Contracting Party shall take the necessary steps to ensure that, where a vessel for which the measurement certificate was issued by a measurement office of another Contracting Party is lost or broken up or becomes definitely unfit for navigation when in its territory, the office which issued the measurement certificate is notified accordingly and the certificate is, if possible, returned to it.

Article 8

1. Each Contracting Party shall communicate to the other Contracting Parties the name and address of its competent central measuring service or services.

2. The central services referred to in paragraph 1 of this article shall exchange lists of the measurement offices under their jurisdiction, and shall also inform one another of the distinguishing letters or numbers assigned to those offices in conformity with article 2, paragraph 3, of this Convention; they shall also notify one another of any changes in the said lists and distinguishing letters and numbers.

3. The competent central services of each Contracting Party shall be authorized to communicate directly with one another for the purposes of the application of article 2, paragraph 2, of this Convention, for the purposes of the application of the present article, and for the purposes of the application of articles 10 and 11 of the annex to this Convention.

4. The measurement offices of each Contracting Party shall also be authorized to communicate directly with one another for the purposes of the application of this article, for the purposes of the application of articles 10 and 11 of the annex to this Convention, and for the purpose of obtaining urgent information.

Article 9

Measurement certificates which are valid in a country at the time of this Convention's entry into force in that country shall serve in lieu of certificates conforming to the provisions of this Convention, provided that the vessel has not undergone alterations such that the particulars in the certificate relating to the draughts at various loads, or to the maximum deadweight, are no longer accurate. The certificates shall be valid for the period originally specified, on condition that this does not exceed ten years from the date of entry into force of this Convention in the country. The validity of these certificates may not be extended in conformity with the provisions of article 5 of the Convention but, if the conditions for an extension stipulated in the said article are fulfilled, a measurement certificate in accordance with the provisions of this Convention may be issued in exchange for the old certificate without the vessel's being remeasured.

Article 10

1. This Convention is open for signature or accession by countries members of the Economic Commission for Europe and countries admitted to the Commission in a consultative capacity under paragraph 8 of the Commission's terms of reference.

2. This Convention shall be open for signature until 15 November 1966 inclusive. Thereafter, it shall be open for accession.

3. This Convention shall be ratified.

4. Ratification or accession shall be effected through the deposit of an instrument with the Secretary-General of the United Nations.

5. Every country shall, at the time when it deposits its instrument of ratification or accession, notify the Secretary-General of the distinguishing letter or group of letters which it has selected for the purposes of the application of article 2, paragraph 3, of the Convention; its choice may be amended later by further notification to the Secretary-General. In cases where the letter or group of letters notified by one country has already been notified by another country, the Secretary-General shall inform the first-mentioned country that the notification cannot be accepted. An amendment of the previously selected letter or group of letters shall take effect three months after the date on which it has been notified to the Secretary-General.

Article 15

1. Any country may, at the time of signing this Convention or of depositing its instrument of ratification or accession, declare that it does not consider itself bound by article 14 of the Convention in so far as concerns the referral of disputes to the International Court of Justice. The other Contracting Parties shall not be bound by article 14 with respect to any Contracting Party which has entered such a reservation.

2. Any country may, at the time of signing this Convention or of depositing its instrument of ratification or accession, declare that measurement certificates issued by its measurement offices for vessels intended for the carriage of goods may not be extended, or declare that they may not be extended otherwise than by the measurement office which issued them or than by one of its own measurement offices. The other Contracting Parties shall then be bound to refrain from extending the validity of the measurement certificates in question.

3. Any Contracting Party which has entered a reservation under paragraphs 1 and 2 of this article may at any time withdraw the reservation by a notification addressed to the Secretary-General of the United Nations.

4. Except for the reservations referred to in paragraphs 1 and 2 of this article, no reservation to this Convention shall be permitted.

Article 16

1. After this Convention has been in force for three years, any Contracting Party may, by notification addressed to the Secretary-General of the United Nations, request that a conference by convened for the purpose of reviewing the Convention. The Secretary-General shall notify all the Contracting Parties of the request and convene a review conference if, within a period of four months following the date of the notification by the Secretary-General, not less than one fourth of the Contracting Parties notify him of their assent to the request.

2. If a conference is convened in accordance with paragraph 1 of this article, the Secretary-General shall notify all the Contracting Parties thereof and invite them to submit, within a period of three months, such proposals as they may wish the conference to consider. The Secretary-General shall circulate to all Contracting Parties the provisional agenda of the conference, together with the texts of such proposals, not less than three months before the date on which the conference is to meet.

3. The Secretary-General shall invite to any conference convened in accordance with this article all the countries referred to in article 10, paragraph 1, of this Convention.

Article 17

1. Any Contracting Party may propose one or more amendments to the annex to this Convention or to its appendices. The text of any proposed amendment shall be communicated to the Secretary-General of the United Nations, who shall circulate it to all the Contracting Parties and transmit it to the other countries referred to in article 10, paragraph 1 of this Convention.

2. Any Contracting Party may within six months from the date of circulation by the Secretary-General of the proposed amendment inform the Secretary-General that:

(a) it has an objection to the proposed amendment, or

(b) although it intends to accept the proposed amendment, the conditions necessary for such acceptance are not yet fulfilled in its country.

3. So long as a Contracting Party which has addressed to the Secretary-General the notice provided for in paragraph 2(b) of this article has not notified him of its acceptance, that Party may, for a period of nine months from the expiry of the six-month period prescribed for such notice, submit an objection to the proposed amendment.

4. If an objection to the proposed amendment is expressed in the manner described in paragraphs 2 and 3 of this article, the amendment shall be deemed not to have been accepted and shall not take effect.

5. If no objection to the proposed amendment is expressed in the manner prescribed in paragraphs 2 and 3 of this article, the amendment shall be deemed to be accepted and shall take effect on the following date:

(a) if no Contracting Party has given notice under paragraph 2(b) of this article, on the expiry of the six-month period provided for in the said paragraph 2;

(b) if at least one Contracting Party has given notice under paragraph 2(b) of this article, on the nearer of the following two dates:

- the earliest date on which all Contracting Parties which have given such notice have notified the Secretary-General of their acceptance of the proposed amendment, provided however that this date shall be replaced by the date of expiry of the six-month period referred to in paragraph 2 of this article if all the acceptances were notified before the expiry of that period;

- the date of expiry of the nine-month period referred to in paragraph 3 of this article.

6. The Secretary-General shall as soon as possible inform all the Contracting Parties whether an objection has been expressed to the proposed amendment under paragraph 2(a) of this article and whether one or more Contracting Parties have given notice under paragraph 2(b). If one or more Contracting Parties have given such notice, he shall subsequently inform all the Contracting Parties whether the Contracting Party or Parties in question express an objection to the proposed amendment or accept it.

7. Apart from the amendment procedure described in paragraphs 1 to 6 of this article, the annex to this Convention, and its appendices, may be amended by agreement between the competent authorities of all Contracting Parties, provided however that if such an agreement amends appendix 1 it must contain a provision to the effect that measurement certificates issued before the date of the entry into force of the amendment and conforming to the earlier text of appendix 1 shall remain in force during a transitional period. The Secretary-General shall determine the date of entry into force of the amendment.

Article 18

In addition to the notifications provided for in articles 16 and 17 and in article 21, paragraph 2, of this Convention, the Secretary-General of the United Nations shall notify the countries referred to in article 10, paragraph 1 of this Convention of:

(a) ratifications and accessions under article 10, and the distinguishing letters or groups of letters notified in conformity with paragraph 5 of article 10 and the declarations made persuant to paragraph 6 of that article;

(b) the dates of entry into force of this Convention in conformity with article 11;

(c) denunciations under article 12;

(d) the termination of this Convention under article 13;

(e) declarations and notifications received in conformity with article 15; paragraphs 1, 2 and 3.

Article 19

Each State Party to the Convention on the Measurement of Inland Navigation Vessels, signed at Paris on 27 November 1925, shall be required, at the time when

it deposits its instrument of ratification or accession, to denounce the former Convention. Nevertheless, if at that time the number of instruments of ratification or accession deposited is still less than five, the State concerned may, if it so wishes, request the Secretary-General of the United Nations to consider its denunciation as being made officially on the date on which the fifth instrument of ratification or accession is deposited.

Article 20

The Portocol of Signature of this Convention shall have the same force, effect and duration as the Convention itself, of which it shall be deemed to be an integral part.

Article 21

1. This Convention is done in a single copy, in the French and Russian languages, the two texts being equally authentic.

2. A translation of the text of this Convention into a language other than French or Russian may be deposited with the Secretary-General of the United Nations jointly by countries which are depositing or have already deposited their instruments of ratification or accession. Any country may, at the time when it deposits its instrument of ratification or accession or at any later time, declare that it adopts a translation which has already been deposited. For countries which have deposited a translation or have declared that they adopt it, that translation shall be deemed to constitute an official translation, but in the event of a discrepancy only the French and Russian texts shall be authoritative. The Secretary-General shall give notification of the translations deposited, and of the names of the countries which have deposited them or declared that they adopt them, to all countries which have signed this Convention or deposited their instrument of accession thereto.

Article 22

After 15 November 1966, the original of this Convention shall be deposited with the Secretary-General of the United Nations, who shall transmit certified copies thereof to each of the countries referred to in article 10, paragraph 1, of this Convention.

IN WITNESS WHEREOF the undersigned, being duly authorized thereto, have signed this Convention.

DONE at Geneva, this fifteenth day of February, Nineteen Hundred and Sixty-Six.

ANNEX

ANNEX

Article 1

1. The measurement shall consist in determining the volume of water displaced by a vessel as a function of its draught.

2. The measurement of a vessel is designed to determine its maximum permissible displacement and, where necessary, its displacements corresponding to given water-lines. The measurement of vessels intended for the carriage of goods may also have the purpose of enabling the weight of the cargo to be determined from the vessel's draught.

Article 2

Each measurement office shall record in a special register under a separate number, the numbers so assigned constituting a continuous series, each measurement certificate which it issues, and shall enter in the register the date of issue of the certificate, the name and official title of the vessel, and the other particulars by which it can be identified.

Article 3

Measurement certificates shall conform to the model constituting appendix 1 to this annex. Each Contracting Party may omit from the certificates it issues the items indicated in the said model as being optional. On condition that it retains the numbering and order of the model for all items from the model included in the certificates it issues, each Contracting Party may include additional items in the certificates or require additional particulars to be entered under the items taken from the model. Certificates need be printed and completed only in the national language, or one of the national languages, of the country of issue.

Article 4

1. The measurements for measuring a vessel shall be taken on the vessel itself. The part of the vessel to be measured is that comprised between the water-line corresponding to the maximum draught at which the vessel is liable to navigate and either the light water-line as defined in article 7, paragraph 1, of this annex or the horizontal plane passing through the lowest point of the vessel's hull.

2. Measurements of length and width shall be taken in centimetres and measurements of height in millimetres.

3. The part of the vessel to be measured shall be divided into segments by horizontal planes or by planes passing through the straight line constituting the intersection of the planes referred to in paragraph 1 of this article. The thickness of the segments shall be so selected, account being taken of the shape of the hull, as to ensure adequate precision in calculating volumes; the distance between horizontal planes, or the mean thickness of segments between intersecting planes, shall, for the purpose of calculating volumes in the parts formed, be constant and shall in principle be 10 cm.

4. The volume of a segment bounded by horizontal planes shall be obtained by multiplying the mean of the areas of the upper and lower sections by the thickness. The volume of a segment bounded by intersecting planes shall be obtained in the same way, the mean thickness being replaced by the length, between the upper and lower planes, of the vertical passing through the centre of gravity of the area of the median section of the segment; for the sake of simplification, however, the length of the vertical passing through a mean centre of gravity may be adopted for all segments.

5. To calculate the area of each section, the area shall be divided into parts of the same length by ordinates perpendicular to the longitudinal axis of the vessel; in the central part of the vessel, which is usually approximately rectangular, and in the fore and aft rake of the vessel, at least four such parts shall be used; in addition, the area of the extreme parts of the fore and aft rake shall when necessary, be calculated separately.

6. For calculating areas bounded by curves, the Simpson formula shall be used; but in dealing with the extreme parts of the fore and aft rake of the vessel the curves may be assimilated to known curves, such as the ellipse, the parabola, etc.

7. Where the variation in the areas is sufficiently regular, it shall suffice to calculate a sufficient number of areas to establish the curve of variation of the areas of the sections or of some of their parts in relation to the level of their planes, and to evaluate the other areas by reading them off from this curve.

8. The quotient obtained by dividing the volume of a segment by the mean thickness of the segment expressed in centimetres shall be taken as the displacement of the vessel for each centimetre of average draught within the height of that segment.

9. In the case of vessels to be used for purposes such that reference will never be made to differences in draught for measuring their load, at the express request of the person who has applied for measurement the tables in item 33 of the certificate need not be completed.

Article 5

In the case of vessels not intended for the carriage of goods, it shall be sufficient, instead of performing the measurement by the procedure laid down in article 4 of the present annex, to calculate the displacement at the greatest draught level and at the light water-line, or at one of these levels only. This calculation may be made:

- either on the basis of geometrical data determined on the vessel itself or from the construction plans;
- or by taking as the conventional value for the displacement the product obtained by multiplying the coefficient of sharpness by the following three dimensions of the hull:

(a) the length, i.e. the distance between the points of intersection of the median longitudinal plane of the vessel with the curve of the water-line;

(b) the maximum breadth at the water-line;

(c) the mean draught, i.e. the vertical distance between the water-line and the lowest point of the hull in the transverse section situated at the mid-point of the length as defined under (a) above;

these dimensions being ascertained, without taking any projecting parts of the hull into account, from the vessel itself or from the construction plans, and the value adopted for the coefficient of sharpness being the one generally accepted for the type of vessel in question; in the case of tapered vessels (passenger vessels, tugs, etc.) this value shall, in the absence of other criteria, be taken as 0.7.

Article 6

1. Measurement markings shall be applied in pairs on the sides of the vessel; they shall be clearly visible and shall be arranged symmetrically in relation to the median longitudinal plane of the vessel. Each marking shall consist of a horizontal line not less than 30 cm long placed at the draught level for which the vessel had been measured, and of a vertical line not less than 20 cm long placed

below the horizontal line and exactly at its mid-point; the measurement marking may also comprise additional lines which, together with the horizontal line, form a rectangle with the horizontal line as the lower side. The lines shall be engraved or stamped.

2. The planes passing through the vertical lines of the measurement markings shall be approximately equidistant and distributed in an approximately symmetrical manner in relation to the mean centre of gravity referred to in article 4, paragraph 4, of this annex. For a vessel carrying n pairs of markings, the distance between these planes shall be about $\frac{1}{n}$ of the length of the vessel.

3. For each vessel the number of pairs of measurement markings shall not be less than three. Nevertheless,

(a) for vessels not intended for the carriage of goods one pair of markings shall suffice;

(b) for vessels with a hull less than 40 m long, the application of only two pairs of markings may be permitted.

4. Instead of being composed in the manner prescribed in paragraph 1 of this article, measurement markings may consist of a permanently-attached plate not less than 30 cm long and 4 cm high, with the lower edge corresponding to the draught for which the vessel has been measured and with the mid-point indicated by a vertical line.

5. On the plates constituting the measurement markings, or near other measurement markings, a measurement sign made up of the following particulars shall be clearly stamped or engraved:

(a) the distinguishing letters or numbers of the office issuing the measurement certificate;

(b) the number of the measurement certificate.

Each Contracting Party may, however, in the case of vessels measured in its territory, require only one pair of measurement markings to be necessarily accompanied by this sign.

6. The measurement sign shall also be displayed, in indelible characters and in a clearly visible place indicated in the measurement certificate, on a fixed part of the vessel that is protected from shocks and is little subject to wear.

7. Measurement scales may be affixed to the hull in line with the measurement markings; if measurement scales are affixed, the zero point of each scale must correspond to the level of the bottom of the vessel's hull at the point opposite the scale, or, if the vessel has a keel, to the level of the bottom of the keel at the point opposite the scale; nevertheless, tonnage scales on which the zero point corresponds to the light water-line and which are affixed to a vessel at the time when the Convention comes into force in the country where the vessel in question has been measured may be retained until a measurement certificate in conformity with the provisions of this Convention is issued.

Article 7

1. The light water-line referred to in article 4, paragraph 1, at the beginning of article 5, and in article 6, paragraph 7, of this annex shall be the plane level with the surface of the water when:

(a) the vessel is carrying no fuel or movable ballast, and is carrying only

- the gear, stores and crew normally aboard during navigation; however, fresh water supplies should not be appreciably in excess of 0.5 per cent of the vessel's maximum displacement;

- water which cannot be removed from the hold by the ordinary methods;

(b) the engines, boilers, piping systems and installations used for propelling the vessel or for auxiliary purposes, and for heating or refrigeration, contain the water, oil or other liquids with which they are normally provided for their operation;

(c) the vessel is afloat in fresh water, that is to say, in water with a specific gravity of 1.

2. If the measurement of the vessel is carried out in conditions other than those specified in paragraph 1 of this article, or in conditions not bringing about the same draught and approximately the same trim, differences in the load and in the specific gravity of the water shall be taken into account in the calculations.

3. The loads on board corresponding to the light draught shall be indicated in the measurement certificate.

Article 8

The following procedure shall be adopted for checking, in conformity with article 5 of this Convention, whether the particulars contained in a measurement certificate are or are not still correct:

(a) verification of the following dimensions of the vessel: length, breadth, light draught in line with each measurement marking;

(b) in cases where the vessel exhibits permanent changes of outline, verification of the breadth at several points by reference to the figures recorded at the time of the last previous measurement, so as to determine whether the changes occurred before or after the said last previous measurement.

Article 9

When a vessel is remeasured, such markings, plates, inscriptions and measurement scales as are no longer valid must be removed or cancelled.

Article 10

1. If the name or official title of a vessel is altered, the necessary correction shall be made to the measurement certificate by an official duly authorized for the purpose; this official shall authenticate the correction. If the change is made in the territory of a Contracting Party other than that whose measurement office issued the certificate, the central service competent in matters of measurement of the first-mentioned Contracting Party shall inform the competent central service of the last-mentioned Contracting Party thereof; to that end, it shall dispatch, at intervals of not more than three months, a list drawn up in conformity with the model contained in appendix 2 to this annex; nevertheless, by agreement between Contracting Parties concerned, the dispatch of such a list may be replaced by a communication to the measurement office which issued the certificate.

2. The measurement office which issued the certificate, or, with the written authorization of that office or of the competent central service of the country to which that office belongs, any measurement office of another Contracting Party, may enter on the certificate such corrections as may be rendered necessary by changes in the vessel which do not invalidate the certificate by virtue of the provisions of article 4, paragraph 2, of the Convention; it must authenticate such corrections in the space provided in the certificate for this purpose. Without such written authorization, the other office may also enter corrections on the

certificate, but only provisionally for a period not exceeding three months and on condition that it notifies thereof the office which issued the certificate or the competent central service of the country to which that office belongs, and that it also authenticates the corrections in the space provided in the certificate for this purpose, specifying therein the period for which the corrections are provisionally valid.

Article 11

1. In cases where, pursuant to article 5 of this Convention, a measurement office of one Contracting Party extends the validity of a measurement certificate issued by a measurement office of another Contracting Party, the competent central service of the first-mentioned Contracting Party shall inform the competent central service of the last-mentioned Contracting Party thereof; to that end it shall dispatch, at intervals of not more than three months, a list drawn up in conformity with the model contained in appendix 3 to this annex; nevertheless, by agreement between Contracting Parties concerned, the dispatch of such a list may be replaced by a communication from the measurement office which has extended the validity of the certificate to the measurement office which issued the certificate.

2. For the purpose of giving effect to article 7, paragraph 2, of the Convention, the competent central service of the Contracting Party whose measurement office has remeasured vessels previously measured by an office of another Contracting Party shall dispatch to the competent central service of that other Contracting Party, at intervals of not more than three months, a list of the vessels in question, drawn up in conformity with the model contained in appendix 4 to this annex and accompanied by the measurement certificates which have been withdrawn; nevertheless, by agreement between Contracting Parties concerned, the dispatch of such a list may be replaced by a communication from the measurement office which withdraws the certificate to the measurement office which issued it.

Annex - Appendix 1

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. . . . . (1)

MEASUREMENT CERTIFICATE

for

INLAND NAVIGATION VESSELS

Convention of 15 February 1966

Measurement in conformity with article 4 of the annex to the Convention[1/] (vessel intended for the carriage of goods)

Measurement in conformity with article 5 of the annex to the Convention[1/] (vessel not intended for the carriage of goods)

1/ Item to be entered in measurement certificate only if applicable.

/Pages 2 and 3 (inside pages) of cover/

EXPLANATORY NOTES

For entries in the certificate,

- the metric system only shall be employed;
- linear dimensions shall be expressed in metres, fractions of a metre being rounded to the nearest centimetre; volumes shall be expressed in cubic metres, fractions of a cubic metre being rounded to the nearest cubic decimetre; weights shall be expressed in metric tons, fractions of a metric ton being rounded to nearest kilogramme;
- in so rounding, any fraction below 0.5 shall be disregarded and any fraction of 0.5 or more shall be counted as one unit.

N.B. The numbers of the items referred to in the following explanatory notes are placed between brackets on the certificate.

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1. Name and distinguishing letter(s) of country.
2. Designation and address of office issuing certificate.
4. Serial number of entry of certificate in office register.
5. Date of entry in that register.
6. The measurement sign comprises the particulars entered under items 3 and 4.
7. Name or official title of vessel. If there is a change, the former name or official title should be deleted and the new one entered under 8.
9. Place and date of entry of new name or new official title in the certificate.
10. Signature of duly authorized official.
11. Seal of duly authorized official.
12. Under (a), length with rudder put hard over. Under (c), the draught to be entered is the distance between the plane of maximum draught and the plane parallel thereto passing through the lowest point of the vessel. Under (d), where a vessel is equipped with devices enabling the height to be reduced without dismantling (masts lowered, wheelhouse retracted, etc.) for negotiating civil-engineering structures, the height above light water-line given should be that remaining after operation of the said devices (masts lowered, wheelhouse retracted, etc.).

13. Type of vessel (e.g. tug, pusher, passenger vessel, floating equipment, self-propelled vessel, lighter, etc.).
14. Nature of materials used, such as steel, aluminium, reinforced concrete, plastics, wood, etc.
15. Nature of main features liable to modification (with or without deck; with or without hatch covers), and special features, if any.
16. Name and address of building yard and, where appropriate, of yard where vessel was converted or modernized.
17. The year of building is the year of launching. Where appropriate, the year in which the vessel was converted or modernized should also be stated.
18. Not including rudder and bowsprit.
19. Measured at outer face of sides, not including paddle wheels.
20. Steam engine, internal-combustion engine, diesel engine, etc.; type and - if any - serial number; horsepower indicated by builder.
21. Arithmetical mean of measurements referred to under (30)(d). The light water-line is determined for fresh water (specific gravity: 1).
23. The line of maximum draught is determined by the measurement markings.
24. Wherever possible, the weight of the fixed ballast should be indicated approximately.
25. Type and number of these engines or boilers.
28. Number of lines or plates.
29. Distances are measured along the longitudinal axis of the vessel and parallel to the plane of maximum draught. If there is only one pair of measurement markings, complete columns 1 and 5 only; if there are two pairs of markings, complete columns 1, 2 and 5; and so forth. The ends of the vessel to be considered are those which determine the length of the hull as entered under 18.
30. In determining the point above which a vessel can no longer be deemed watertight, no account will be taken of water intakes and outlets.
32. Show how the measurement scales are made up (graduation, number of and distance between, indelible markings etc.).
33. If the table is not completed, it should be struck through.

37 - 59. Under these items any additional information connected with the measurement may be given, and also, where appropriate, any particulars useful for the observance of police regulations governing navigation. Countries which have made a declaration in virtue of paragraph 2 of the Protocol of Signature will recall here that such of their measurement signs as have ceased to be valid must not be removed or effaced, and that an indelible mark consisting of a small cross with vertical and horizontal arms of equal length must be applied to the left of such signs.

61. Optional; for completion if the measurement expert himself issues the certificate.

62. Signature of the measurement expert; optional; for completion in the same circumstances as item 61.

64. Place and date of issue of certificate.

65. Designation of the person, or of the functions of the person, issuing the certificate.

66. Signature of the person issuing the certificate.

67. Seal of the office issuing the certificate.

71, 76 and 84. See 64.

72, 77 and 85. See 65.

73, 78 and 86. See 66.

74, 79 and 87. See 67.

81. See 61.

82. See 62.

(1) . . . . . .

(2) Measurement office . . . . . .

3 Distinguishing letter(s) or number(s) of office . . . . . .

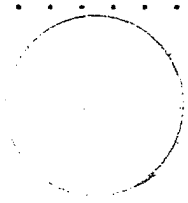
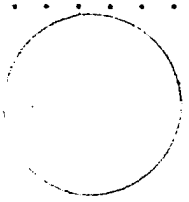
(4) Measurement certificate No. . . . . .

(5) Date of entry . . . . . .

(6) MEASUREMENT SIGN . . . . . .

(7) Name or official title of vessel . . . . . .

8 New name or official title . . . . . .

(9)	. . . . .	. . . . .	. . . . .
	At	At	At . . . . .
(10)	on	on	on . . . . .
(11)	. . . . .	. . . . .	. . . . .
			

(12) Overall dimensions of vessel for purposes of negotiating civil-engineering structures[2/]

(a) Length	m.
(b) Width	m.
(c) Draught at maximum load	m.
(d) Height above light water-line	m.

2/ Optional item.

DESCRIPTION OF VESSEL

(13) Type . . . . . .

(14) Material(s)

(a) of hull . . . . . .

(b) of superstructures (deck-houses)*/ . . . . . .

(c) of hatch covers*/ . . . . . .

(15) Details of construction . . . . . .

. . . . . .

(16) Building yard . . . . . .

. . . . . .

(17) Year of building . . . . . .

(18) Maximum length of hull . . . . . .

(19) Maximum width of hull . . . . . .

(20) Nature, identifying marks and horse power of propelling engine*/ . . . . . .

. . . . . .

(21) Mean unladen draught in fresh water . . . . . .

22 Maximum deadweight (in tons) in fresh water3/ . . . . . .

(23) Distance, measured vertically, from plane of maximum draught to gunwale:

(a) at mid-point of hull . . . . . .

(b) at lowest point of gunwale**/ . . . . . .

. . . . . .

. . . . . .

---

*/ To be completed only if there are superstructures, or hatch covers, or a propelling engine.

**/ To be completed only if this point is not at mid-point of hull.

3/ This item may be omitted from certificates issued for vessels measured in conformity with article 5 of the annex to the Convention (vessel not intended for the carriage of goods).

LOAD ON BOARD CORRESPONDING TO UNLADEN DRAUGHT

(24) Position and description of fixed ballast*/ . . . . . .

. . . . . .

(25) Engines, boilers, piping systems or other installations containing water, oil or other liquids for their operation*/

. . . . . .

. . . . . .

26 Approximate weight of water in the hold which cannot be removed by ordinary methods*/ . . . . . .

27 Gear:

(a) Description and approximate weight of anchor chains and anchors

. . . . . .

(b) Approximate weight of other moveable gear and spare parts . . . . . .

(c) Approximate weight of furnishings . . . . . .

(d) Approximate weight of lifeboat(s) carried . . . . . .

Stores:

(a) Approximate weight of fresh water . . . . . .

(b) Approximate weight of other stores . . . . . .

*/ To be completed only if there is fixed ballast (engines, or water in the hold).

MEASUREMENT MARKINGS

(28) The maximum-draught level is marked on each side of the vessel by*/ .....
..... engraved lines
stamped lines
plates

		Port 4/					Starboard 4/				
	Markings from forward end of vessel	1 (forward)	2	3	4	5	1 (forward)	2	3	4	5
(29)	Horizontal distances:										
	(a) from vertical line of forward marking to vessel's forward extremity	..					..				
	(b) between vertical lines of adjacent markings		..	..	..	..		..	..	..	..
	(c) from vertical lines of aft markings to vessel's aft extremity					..					..
(30)	Vertical distances in line with each marking:										
	(a) between marking and gunwale	..	..	..	..	..	..	..	..	..	..
	(b) between marking and plane parallel to plane of maximum draught above which vessel can no longer be deemed watertight	..	..	..	..	..	..	..	..	..	..
	(c) between marking and light water-line	..	..	..	..	..	..	..	..	..	..
	(d) between light water-line and bottom of vessel	..	..	..	..	..	..	..	..	..	..
	(e) between marking and bottom of vessel (sum of (c) and (d))	..	..	..	..	..	..	..	..	..	..
	(f) between bottom of vessel and plane passing through lowest point of vessel and parallel to the plane of maximum draught 5/.	..	..	..	..	..	..	..	..	..	..

* Strike out expressions not applying.

4/ The number of columns appearing in the certificate may be reduced.

5/ Optional item.

MEASUREMENT SIGNS

31 In addition to being placed alongside the measurement markings, the measurement sign is also placed . . . . . .

(32) A measurement scale is/is not*/ placed under each measurement marking. It . . . . . .

A. MEASUREMENT IN CONFORMITY WITH ARTICLE 4 OF THE ANNEX TO THE CONVENTION (VESSEL INTENDED FOR THE CARRIAGE OF GOODS)6/

(33) DISPLACEMENT OF VESSEL AND VARIATIONS IN ITS DISPLACEMENT PER CENTIMETRE OF MEAN DRAUGHT RECKONED FROM THE PLANE7/

1. of the light water-line determined in fresh water*/

2. of the vessel's bottom*/

Mean draught ascertained in cm	Corresponding displacement in m³	Average increase in m³ per cm8/	Mean draught ascertained in cm	Corresponding displacement in m³	Average increase in m³ per cm8/	Mean draught ascertained in cm	Corresponding displacement in m³	Average increase in m³ per cm8/
1	. . . .		11	. . . .		21	. . . .	
2	. . . .	. . . .	12	. . . .	. . . .	22	. . . .	. . . .
3	. . . .	. . . .	13	. . . .	. . . .	23	. . . .	. . . .
4	. . . .	. . . .	14	. . . .	. . . .	24	. . . .	. . . .
5	. . . .	. . . .	15	. . . .	. . . .	25	. . . .	
etc.			etc.			etc.		

*/ Strike out words not applying.

6/ To be entered in certificate only if applicable.

7/ This table need not be completed for vessels to be used for purposes such that reference will never be made to differences in draught for measuring their load.

8/ Optional column.

Mean draught ascertained in cm	Corresponding displacement in m^3	Average increase in m^3 per cm 9/	Mean draught ascertained in cm	Corresponding displacement in m^3	Average increase in m^3 per cm 9/	Mean draught ascertained in cm	Corresponding displacement in m^3	Average increase in m^3 per cm 9/

9/ Optional column.

Mean draught ascertained in cm	Corresponding displacement in m^3	Average increase in m^3 per cm 10/	Mean draught ascertained in cm	Corresponding displacement in m^3	Average increase in m^3 per cm 10/	Mean draught ascertained in cm	Corresponding displacement in m^3	Average increase in m^3 per cm 10/

NOTE: The weight of a cargo (in tons) is obtained by taking the difference between:

(a) the vessel's displacement (in m^3) corresponding to the mean draught when loading (or unloading) begins, and

(b) its displacement (in m^3) corresponding to the mean draught at the end of this operation,

and multiplying this difference by the specific gravity of the water of the port in which these draughts were ascertained.

The increase in the mean draught h occurring when the vessel passes from water of specific gravity d_1 to water of lower specific gravity d_2 is equal to

$$h\ (d_1 - d_2) \times a$$

The decrease in the mean draught h occurring when the vessel passes from water of specific gravity d_3 to water of higher specific gravity d_4 is equal to

$$h\ (d_4 - d_3) \times a$$

where h is expressed in centimetres and a is a coefficient whose value is a function of the shape of the vessel and is generally taken to be 0.9.

10/ Optional column.

B. MEASUREMENT IN CONFORMITY WITH ARTICLE 5 OF THE ANNEX TO THE CONVENTION (VESSEL NOT INTENDED FOR THE CARRIAGE OF GOODS) 11/

34 Conventional displacement at maximum draught*/ . . . . . .

35 Conventional displacement at light water-line*/ . . . . . .

36 Conventional displacement between light water-line and plane of maximum draught*/ . . . . . .

11/ To be entered in certificate only if applicable.

*/ It is permissible to complete item 34 only or item 35 only.

OBSERVATIONS

(37) to (59)

EARLIER MEASUREMENT CERTIFICATES CANCELLED

60

Office by which certificate issued	Date of entry	Measurement sign	Name or official title of vessel	Type of vessel 12/
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

(61) At . . . . . on . . . . . .

Measurement expert

(62) . . . . . .

63 The validity of this certificate expires on . . . . . .
Nevertheless, the certificate will cease to be valid prior to this date if the vessel undergoes changes (repairs, conversion, permanent alteration) such that the particulars given in item 22 or table 33 (or items 34, 35 and 36) are no longer accurate.

The present certificate was issued

(64) at . . . . . on . . . . . .

(65) . . . . . .

(66) . . . . . .

(67)

68 Registration number 13/ . . . . . .

69 Country of registration 13/ . . . . . .

12/ Optional column.

13/ To be completed for every registered vessel.

AUTHENTICATION OF PROVISIONAL ALTERATIONS IN THE CERTIFICATE

70	Item No. .... has been altered, and this alteration is valid until	Item No. .... has been altered, and this alteration is valid until	Item No. .... has been altered, and this alteration is valid until .....
	Item No. .... has been altered, and this alteration is valid until	Item No. .... has been altered, and this alteration is valid until	Item No. .... has been altered, and this alteration is valid until .....
	Item No. .... has been altered, and this alteration is valid until	Item No. .... has been altered, and this alteration is valid until	Item No. .... has been altered, and this alteration is valid until .....
(71)	at .....on	at .....on	at .....on .....
(72)	.....	.....	.....
(73)	.....	.....	.....
(74)			

AUTHENTICATION OF ALTERATIONS IN THE CERTIFICATE[14/]

75	Item No. ..... has been altered	Item No. ..... has been altered	Item No. ..... has been altered
	Item No. ..... has been altered	Item No. ..... has been altered	Item No. ..... has been altered
	Item No. ..... has been altered	Item No. ..... has been altered	Item No. ..... has been altered
(76)	at ..... on	at ..... on	at ..... on .....
(77)	.....	.....	.....
(78)	.....	.....	.....
(79)			

14/ Optional items.

EXTENSIONS OF VALIDITY OF CERTIFICATE[15/]

80	The particulars given in this certificate are still correct	The particulars given in this certificate are still correct	The particulars given in this certificate are still correct
(81)	at ..... on	at ..... on	at ..... on .....
(82)	Measurement expert	Measurement expert	Measurement expert
	.....	.....	.....
83	The validity of this certificate is extended until	The validity of this certificate is extended until	The validity of this certificate is extended until
	.....	.....	.....
(84)	at ..... on	at ..... on	at ..... on .....
(85)	.....	.....	.....
(86)	.....	.....	.....
(87)			

15/ Optional items.

Annex - Appendix 2

List of vessels registered in . . . . . [1] whose names or official titles were changed during the month(s) of . . . . . in the year . . . .

Serial number 1	Previous name or official title of vessel 2	New name or new official title 3	Measurement sign 4	Name and address of official who amended the certificate 5	Date of amendment 6	Remarks 7

[1] State name of country.

List of vessels previously measured in [1] . . . . . .
the validity of whose measurement certificates was extended in [1] . . . . . .
for the month(s) of . . . . . in the year . . . . . .

Serial number 1	Name or official title of vessel 2	Measurement sign 3	Validity of certificate extended until 4	Date of extension 5	Remarks 6

1/ State name of country.

Annex - Appendix 4

List of vessels remeasured in . . . . . [1] during the months of . . . . . in the year . . . .
which were last measured in . . . . . [1]

Serial number 1	Name or official title of vessel 2	Measurement sign of previous entry 3	Measurement sign of new entry 4	Date of remeasurement 5	Remarks 6

1/ State name of country.

PROTOCOL OF SIGNATURE

PROTOCOL OF SIGNATURE

At the time of signing this Convention, the undersigned, being duly authorized thereto, have agreed on the following particulars:

1. It is understood that Contracting Parties need comply with the obligations laid down in articles 2, 3 and 8 of this Convention only in so far as inland waterways other than lakes not communicating with other navigable waterways are used on their territory for international navigation.

2. If a country declares at the time of signing or ratifying this Convention, or of acceding thereto, that the measurement signs affixed by its services are not intended solely to establish the fact of measurement, then the said signs shall not be either removed or effaced at the time of remeasurement; instead, an indelible mark consisting of a small cross with vertical and horizontal arms of equal length shall be applied to the left of such signs.

3. It is desirable that measurement in conformity with article 4 of the annex to this Convention should be carried out with a high degree of accuracy, and in any case with sufficient accuracy to ensure that the margin of error in the displacement figures to be entered in the measurement certificate, whether they relate to the maximum displacement or to the displacements corresponding to given differences in draught, remains below

- 1% in the case of displacement figures of not more than 500 m^3;
- 5 m^3 in the case of displacement figures between 500 m^3 and 2,000 m^3;
- 0.25% in the case of displacement figures of 2,000 m^3 or more.

IN WITNESS WHEREOF the undersigned, being duly authorized thereto, have signed this Protocol.

DONE at Geneva this fifteenth day of February, Nineteen Hundred and Sixty-Six.