

Argief
BUI TENG EWONE
OFFISIËLE KOERANT
VAN SUIDWES-AFRIKA.



OFFICIAL GAZETTE

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PROCLAMATION:—

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PROKLAMASIE

PROCLAMATION

VAN DIE STAATSPRESIDENT VAN DIE REPUBLIEK VAN SUID-AFRIKA

BY THE STATE PRESIDENT OF THE REPUBLIC OF SOUTH AFRICA

No. R.280.]

No. R.280.]

HANDELSKEEPVAARTWET, 1951 (WET NO. 57 VAN 1951), SOOS GEWYSIG

MERCHANT SHIPPING ACT, 1951 (ACT NO. 57 OF 1951), AS AMENDED

VERVANGING VAN DIE INTERNASIONALE KONVENSIË INSAKE LASLYNE, 1930, DEUR DIE INTERNASIONALE KONVENSIË INSAKE LASLYNE, 1966.

SUBSTITUTION FOR THE INTERNATIONAL CONVENTION RESPECTING LOAD LINES, 1930, OF THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966.

Kragtens die bevoegdheids my verleen by artikel 356bis (1) van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), soos gewysig, vervang ek hierby die Internasionale Konvensie insake Laslyne, 1930, wat in die Vierde Bylae van genoemde Wet verskyn, deur die Internasionale Konvensie insake Laslyne, 1966, wat in die Bylae hiervan vervat is.

Under the powers vested in me by section 356bis (1) of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), as amended, I hereby substitute for the International Convention respecting Load Lines, 1930, appearing in the Fourth Schedule to the said Act, the International Convention on Load Lines, 1966, contained in the Annex hereto.

Gegee onder my Hand en die Seël van die Republiek van Suid-Afrika te Pretoria op hede die Negentiende dag van Julie Eenduisend Negehoenderd Agt-en-sestig.

Given under my Hand and the Seal of the Republic of South Africa at Pretoria on this Nineteenth day of July One Thousand Nine Hundred and Sixty-eight.

J. J. FOUCHÉ,
Staatspresident.

J. J. FOUCHÉ,
State President.

Op las van die Staatspresident-in-rade,
M. C. G. J. VAN RENSBURG.

By order of the State President-in-Council,
M. C. G. J. VAN RENSBURG.

BYLAE

ANNEX

INTERNASIONALE KONVENSIË INSAKE LASLYNE, 1966

INTERNATIONAL CONVENTION ON LOAD LINES, 1966

Die kontrakterende Regerings,
BEGERIG om eenvormige prinsipes en reëls vas te lê in verband met die grense tot waar skepe tydens inter-

The Contracting Governments,
DESIRING to establish uniform principles and rules with respect to the limits to which ships on international voy-

nasionale reise gelaai mag word met inagneming van die noodsaaklikheid om lewens en eiendom op see te beveilig;
 EN VAN MENING dat hierdie doel die beste bereik kan word deur sluiting van 'n Konvensie;
 HET soos volg OOREENGEKOM:

ARTIKEL 1

Algemene verpligting ingevolge die Konvensie

(1) Die kontrakterende Regerings verbind hulle om die bepalinge van hierdie Konvensie en die bybehorende Aanhangsels wat 'n integreerende deel van hierdie Konvensie vorm, toe te pas. Elke verwysing na hierdie Konvensie is terselfdertyd 'n verwysing na die Aanhangsels.
 (2) Die kontrakterende Regerings sal alle maatreëls tref wat nodig mag wees om hierdie Konvensie toe te pas.

ARTIKEL 2

Woordomskrywings

Vir die doeleindes van hierdie Konvensie beteken, tensy uitdruklik anders bepaal—

- (1) „Regulasies”, die Regulasies by hierdie Konvensie aangeheg;
- (2) „Administrasie”, die Regering van die Staat onder wie se vlag die skip vaar;
- (3) „goedgekeur”, deur die Administrasie goedgekeur;
- (4) „internasionale reis”, 'n seereis van 'n land waarop hierdie Konvensie van toepassing is, na 'n hawe wat buite daardie land geleë is, of omgekeerd, en vir hierdie doel word elke gebied waarvan die internasionale betrekkinge die verantwoordelikheid van 'n kontrakterende Regering is of waarvan die Verenigde Volke die administrerende gesag is, as 'n afsonderlike land beskou;
- (5) „vissersboot”, 'n skip vir die vang van vis, walvisse, robbe, walrusse of ander seelewe;
- (6) „nuwe skip” 'n skip waarvan die kiel op of na die datum waarop hierdie Konvensie vir elke kontrakterende Regering van krag word, gelê is, of wat op 'n ooreenstemmende konstruksiestadium is;
- (7) „bestaande skip”, 'n skip wat nie 'n nuwe skip is nie;
- (8) „lengte”, 96 persent van die totale lengte op 'n waterlyn by 85 persent van die kleinste holte in die sye, gemeet van die bokant van die kiel, of die lengte van die voorkant van die voorstewe tot die as van die roerkoning op daardie waterlyn, indien dit groter is. By skepe wat ontwerp is met 'n helling van die kiel moet die waterlyn waarlangs hierdie lengte gemeet word, parallel wees met die ontwerpte waterlyn.

ARTIKEL 3

Algemene bepalinge

(1) Na die datum waarop hierdie Konvensie van krag word, mag geen skip waarop hierdie Konvensie van toepassing is, uitvaar om 'n internasionale reis te onderneem nie, tensy dit ondersoek, gemerk en van 'n Internasionale Laslynsertifikaat (1966) voorsien is of, wanneer van toepassing, 'n Internasionale Laslynsertifikaat ooreenkomstig die bepalinge van hierdie Konvensie besit.
 (2) Niks in hierdie Konvensie vervat, belet 'n Administrasie om 'n groter vryboord toe te wys as die minimum vryboord wat ooreenkomstig Aanhangsel I vasgestel is.

ARTIKEL 4

Toepassing

- (1) Hierdie Konvensie is van toepassing op—
 - (a) skepe wat geregistreer is in lande waarvan die Regerings kontrakterende Regerings is;

ages may be loaded having regard to the need for safeguarding life and property at sea;

CONSIDERING that this end may best be achieved by conclusion of a Convention;
 HAVE AGREED as follows:

ARTICLE 1

General Obligation under the Convention

(1) The Contracting Governments undertake to give effect to the provisions of the present Convention and the Annexes hereto, which shall constitute an integral part of the present Convention. Every reference to the present Convention constitutes at the same time a reference to the Annexes.
 (2) The Contracting Governments shall undertake all measures which may be necessary to give effect to the present Convention.

ARTICLE 2

Definitions

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

- (1) “Regulations” means the Regulations annexed to the present Convention.
- (2) “Administration” means the Government of the State whose flag the ship is flying.
- (3) “Approved” means approved by the Administration.
- (4) “International voyage” means a sea voyage from a country to which the present Convention applies to a port outside such country, or conversely. For this purpose, every territory for the international relations of which a Contracting Government is responsible or for which the United Nations are the administering authority is regarded as a separate country.
- (5) A “fishing vessel” is a ship used for catching fish, whales, seals, walrus or other living resources of the sea.
- (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 coming into force of the present Convention for each Contracting Government.
- (7) “Existing ship” means a ship which is not a new ship.
- (8) “Length” means 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.

ARTICLE 3

General Provisions

(1) No ship to which the present Convention applies shall proceed to sea on an international voyage after the date on which the present Convention comes into force unless it has been surveyed, marked and provided with an International Load Line Certificate (1966) or, where appropriate, an International Load Line Exemption Certificate in accordance with the provisions of the present Convention.
 (2) Nothing in this Convention shall prevent an Administration from assigning a greater freeboard than the minimum freeboard determined in accordance with Annex

ARTICLE 4

Application

- (1) The present Convention shall apply to—
 - (a) ships registered in countries the Governments of which are Contracting Governments;

- (b) skeep wat geregistreer is in gebiede waarop hierdie Konvensie kragtens artikel 32 van toepassing is; en
- (c) geregistreerde skeep wat onder die vlag vaar van 'n Staat, waarvan die regering 'n kontrakterende Regering is.
- (2) Hierdie Konvensie is van toepassing op skeep wat internasionale reise onderneem.
- (3) Die Regulasies in Aanhangsel I vervat is spesifiek op nuwe skeep van toepassing.
- (4) Bestaande skeep wat nie ten volle aan die vereistes van die Regulasies in Aanhangsel I of enige deel daarvan vervat voldoen nie, moet ten minste voldoen aan die verwante vereistes van minder belang wat die Administrasie voor die inwerkingtreding van hierdie Konvensie op skeep tydens internasionale reise toegepas het; in geen geval sal van sulke skeep verlang word dat hulle hul vryboord vergroot. Om voordeel te trek uit enige vermindering in vryboord in vergelyking met dié wat vantevore toegewys is, moet bestaande skeep aan alle vereistes van hierdie Konvensie voldoen.
- (5) Die Regulasies in Aanhangsel II vervat geld vir nuwe en bestaande skeep waarop hierdie Konvensie van toepassing is.

ARTIKEL 5

Uitsonderings

- (1) Hierdie Konvensie is nie van toepassing nie op—
- (a) oorlogskeep;
- (b) nuwe skeep met 'n lengte van minder as 24 meter (79 voet);
- (c) bestaande skeep met 'n brutogewig van minder as 150 ton;
- (d) plesierjagte wat geen handel dryf nie;
- (e) vissersbote,
- (2) Niks hierin vervat is van toepassing op skeep wat slegs vaar op—
- (a) die Groot Mere van Noord-Amerika en die St. Lawrencerivier, ooswaarts tot aan 'n loksodroom getrek van Cap des Rosiers tot West Point, Anticosti-eiland, en, ten noorde van die Anticosti-eiland, die meridiaan van 63° westerlengte;
- (b) die Kaspiese See;
- (c) die Plata-, Parana- en Uruguay-riviere ooswaarts tot 'n loksodroom getrek tussen Punta Norte, Argentinië en Punta del Este, Uruguay.

ARTIKEL 6

Vrystellings

- (1) Skeep wat vir internasionale reise tussen die nabygeleë hawens van twee of meer state gebruik word, kan deur die Administrasie vrygestel word van die bepalings van hierdie Konvensie solank hulle op hierdie reise gebruik word, indien die Regerings van die State waarin hierdie hawens geleë is, oortuig is dat dit met die oog op die beskutte aard of omstandighede van sulke reise tussen hierdie hawens, die toepassing van die bepalings van hierdie Konvensie op skeep wat op sulke reise gebruik word, onredelik of onuitvoerbaar maak.
- (2) Die Administrasie mag enige skip met 'n nuwe soort kenmerk vrystel van enige van die bepalings van hierdie Konvensie, waarvan die toepassing in ernstige mate navorsing in verband met die ontwikkeling van so 'n kenmerk en sy inbouing in skeep wat vir internasionale reise gebruik word, sou belemmer. Enige skip van sodanige soort moet egter voldoen aan veiligheidsvereistes wat na die mening van die Administrasie voldoende is vir die diens waarvoor so 'n skip bestem is, en wat van so 'n aard is dat die algemene veiligheid van die skip verseker is, en wat aanneemlik is vir die Regerings van die State waar die skip moet aanlê.

- (b) ships registered in territories to which the present Convention is extended under Article 32; and
- (c) unregistered ships flying the flag of a State, the Government of which is a Contracting Government.
- (2) The present Convention shall apply to ships engaged on international voyages.
- (3) The Regulations contained in Annex I are specifically applicable to new ships.
- (4) Existing ships which do not fully comply with the requirements of the Regulations contained in Annex I or any part thereof shall meet at least such lesser related requirements as the Administration applied to ships on international voyages prior to the coming into force of the present Convention; in no case shall such ships be required to increase their freeboards. In order to take advantage of any reduction in freeboard from that previously assigned, existing ships shall comply with all the requirements of the present Convention.
- (5) The Regulations contained in Annex II are applicable to new and existing ships to which the present Convention applies.

ARTICLE 5

Exceptions

- (1) The present Convention shall not apply to—
- (a) ships of war;
- (b) new ships of less than 24 metres (79 feet) in length;
- (c) existing ships of less than 150 tons gross;
- (d) pleasure yachts not engaged in trade;
- (e) fishing vessels.
- (2) Nothing herein shall apply to ships solely navigating—
- (a) the Great Lakes of North America and the River St. Lawrence as far east as a rhumb line drawn from Cap des Rosiers to West Point, Anticosti Island, and, on the north side of Anticosti Island, the meridian of longitude 63° W;
- (b) the Caspian Sea;
- (c) the Plate, Parana and Uruguay Rivers as far east as a rhumb line drawn between Punta Norte, Argentina, and Punta del Este, Uruguay.

ARTICLE 6

Exemptions

- (1) Ships when engaged on international voyages between the near neighbouring ports of two or more States may be exempted by the Administration from the provisions of the present Convention, so long as they shall remain engaged on such voyages, if the Governments of the States in which such ports are situated shall be satisfied that the sheltered nature or conditions of such voyages between such ports make it unreasonable or impracticable to apply the provisions of the present Convention to ships engaged on such voyages.
- (2) The Administration may exempt any ship which embodies features of a novel kind from any of the provisions of this Convention the application of which might seriously impede research into the development of such features and their incorporation in ships engaged on international voyages. Any such ship shall, however, comply with safety requirements which, in the opinion of that Administration, are adequate for the service for which it is intended and are such as to ensure the overall safety of the ship and which are acceptable to the Governments of the States to be visited by the ship.

(3) Die Administrasie wat vrystelling kragtens paragraaf (1) en (2) van hierdie artikel verleen moet aan die Intergoewermentele Seevaartkonsultorganisasie (hierna die Organisasie genoem) die besonderhede daarvan en die redes daarvoor verstrek en die Organisasie moet hulle dan ter inligting aan die kontrakterende Regerings rondstuur.

(4) 'n Skip wat nie normaalweg vir internasionale reise gebruik word nie, maar waarvan in buitengewone omstandighede verlang word om 'n enkele internasionale reis te onderneem, kan deur die Administrasie vrygestel word van enige van die bepalings van hierdie Konvensie, mits dit aan die veiligheidsvereistes voldoen wat na die Administrasie se mening, afdoende is vir die reis deur die skip onderneem.

ARTIKEL 7

Oormag

(1) 'n Skip wat nie ten tyde van sy vertrek op 'n reis onderworpe is aan die bepalings van hierdie Konvensie nie, sal ook nie daaraan onderworpe word nie weens enige afwyking van sy voorgename reis as gevolg van slegte weer of enige ander geval van oormag nie.

(2) By die toepassing van die bepalings van hierdie Konvensie, moet die kontrakterende Regering behoorlik rekening hou met enige afwyking of vertraging waaraan 'n skip onderwerp word as gevolg van slegte weer of enige ander geval van oormag.

ARTIKEL 8

Ekwivalente

(1) Die Administrasie mag toestaan dat enige toebehore, materiaal, toestel of apparaat aan 'n skip aangebring word of enige ander voorsiening daarin gemaak word, wat nie kragtens hierdie Konvensie vereis word nie, indien hy oortuig is deur sodanige toebehore, materiaal, toestel, apparaat of voorsiening op die proef te stel of op 'n ander manier te toets, dat dit tenminste ewe doeltreffend is as dié wat volgens die Konvensie vereis word.

(2) Die Administrasie wat die aanbring van 'n stuk toebehore, materiaal, toestel of apparaat, of die maak van ander voorsiening as dié deur hierdie Konvensie vereis toelaat, moet besonderhede daarvan aan die Organisasie verstrek vir omsending aan die kontrakterende Regerings, tesame met 'n verslag van enige proefnemings wat miskien gedoen is.

ARTIKEL 9

Toestemming met die oog op proefnemings

(1) Niks in hierdie Konvensie vervat verhoed dat 'n Administrasie spesifieke toestemming verleen met die oog op proefnemings ten opsigte van 'n skip waarop die Konvensie van toepassing is.

(2) 'n Administrasie wat sodanige toestemming verleen moet besonderhede daarvan aan die Organisasie verstrek vir omsending aan die kontrakterende Regerings.

ARTIKEL 10

Reparasies, veranderings en wysigings

(1) 'n Skip wat reparasies, veranderings of wysigings ondergaan en dienooreenkomstig toegerus word, moet nog steeds tenminste voldoen aan die vereistes wat vroeër op die skip van toepassing was. 'n Bestaande skip moet in so 'n geval gewoonlik nie in mindere mate as tevore aan die vereistes vir 'n nuwe skip voldoen nie.

(2) Reparasies, veranderings en wysigings van groot omvang, sowel as die toerusting wat daarmee in verband

(3) The Administration which allows any exemption under paragraphs (1) and (2) of this Article shall communicate to the Inter-Governmental Maritime Consultative Organization (hereinafter called the Organization) particulars of the same and reasons therefor which the Organization shall circulate to the Contracting Governments for their information.

(4) A ship which is not normally engaged on international voyages but which, in exceptional circumstances, is required to undertake a single international voyage may be exempted by the Administration from any of the requirements of the present Convention, provided that it complies with safety requirements which, in the opinion of that Administration, are adequate for the voyage which is to be undertaken by the ship.

ARTICLE 7

Force Majeure

(1) A ship which is not subject to the provisions of the present Convention at the time of its departure on any voyage shall not become subject to such provisions on account of any deviation from its intended voyage due to stress of weather or any other cause of *force majeure*.

(2) In applying the provisions of the present Convention, the Contracting Government shall give due consideration to any deviation or delay caused to any ship owing to stress of weather or any other cause of *force majeure*.

ARTICLE 8

Equivalents

(1) The Administration may allow any fitting, material, appliance or apparatus to be fitted, or any other provision to be made in a ship, other than that required by the present Convention, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or provision, is at least as effective as that required by the Convention.

(2) The Administration which allows a fitting, material, appliance or apparatus, or provision, other than that required by the present Convention, shall communicate to the Organization for circulation to the Contracting Governments particulars thereof, together with a report on any trials made.

ARTICLE 9

Approvals for Experimental Purposes

(1) Nothing in the present Convention shall prevent an Administration from making specific approvals for experimental purposes in respect of a ship to which the Convention applies.

(2) An Administration which makes any such approval shall communicate to the Organization for circulation to the Contracting Governments particulars thereof.

ARTICLE 10

Repairs, Alterations and Modifications

(1) A ship which undergoes repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to the ship. An existing ship in such a case shall not, as a rule, comply to a lesser extent with the requirements for a new ship than it did before.

(2) Repairs, alterations and modifications of a major character and outfitting related thereto should meet the

staan, behoort aan die vereistes vir 'n nuwe skip te voldoen vir sover die Administrasie dit redelik en uitvoerbaar ag.

ARTIKEL 11

Sones en seisoensgebiede

(1) 'n Skip waarop hierdie Konvensie van toepassing is, moet voldoen aan die vereistes wat geld vir daardie skip in die sones en seisoensvaargebiede in Aanhangsel II beskryf.

(2) 'n Hawe wat op die grens tussen twee sones of seisoensgebiede geleë is, word beskou as geleë synde binne die sone of seisoensgebied vanwaar die skip kom of waarheen dit vertrek.

ARTIKEL 12

Laslyne onder water

(1) Behalwe soos in paragrawe (2) en (3) van hierdie artikel bepaal, mag die toepaslike laslyne op die kante van die skip wat ooreenstem met die seisoen en die sone of vaargebied waarin die skip is, nooit wanneer die skip uitvaar, of gedurende die reis of by aankoms, onder water wees nie.

(2) Wanneer 'n skip in soetwater met 'n soortlike gewig gelyk aan 1 is, mag die toepaslike laslyn die toegelate hoeveelheid soetwater soos op die Internasionale Laslynsertifikaat (1966) aangetoon onder water wees. Wanneer die soortlike gewig nie gelyk aan 1 is nie, moet 'n speling toegelaat word wat eweredig is met die verskil tussen 1.025 en die werklike digtheid.

(3) Wanneer 'n skip uit 'n hawe vertrek wat aan 'n rivier of binnelandse water geleë is, moet 'n dieper lading toegelaat word in ooreenstemming met die gewig van die brandstof en alle ander materiale wat nodig is vir verbruik tussen die vertrekpunt en die see.

ARTIKEL 13

Ondersoek, inspeksie en merking

Die ondersoek, inspeksie en merking van skepe, sover dit die toepassing van die bepalings van hierdie Konvensie en die verlening van vrystelling daarvan betref, moet deur beamptes van die Administrasie uitgevoer word. Die Administrasie mag egter die ondersoek, inspeksie en merking toevertrou of aan ondersoekers vir daardie doel aangestel, of aan organisasies deur hom erken. In elke geval garandeer die betrokke Administrasie ten volle die volkomenheid en doeltreffendheid van die ondersoek, inspeksie en merking.

ARTIKEL 14

Aanvanklike en periodieke ondersoek en inspeksies

(1) Ondervermelde ondersoeke en inspeksies moet op 'n skip uitgevoer word:

- (a) 'n Ondersoek voor die skip in gebruik geneem word, wat 'n volledige inspeksie van sy struktuur en toerusting insluit vir sover as die skip deur hierdie Konvensie gedek word. Hierdie ondersoek moet so wees dat verseker word dat die skepsinrigtings, die materiaal en die kleinhout ten volle voldoen aan die vereistes van hierdie Konvensie.
- (b) 'n Periodieke ondersoek met tussenpose deur die Administrasie gespesifiseer maar nie langer as vyf jaar nie, wat so moet wees dat verseker word dat die struktuur, toerusting, skepsinrigting, materiaal en kleinhout ten volle voldoen aan die vereistes van hierdie Konvensie.
- (c) 'n Periodieke inspeksie binne drie maande voor of na elke jaarlikse vervalddag van die sertifikaat om

requirements for a new ship in so far as the Administration deems reasonable and practicable.

ARTICLE 11

Zones and Areas

(1) A ship to which the present Convention applies shall comply with the requirements applicable to that ship in the zones and areas described in Annex II.

(2) A port standing on the boundary line between two zones or areas shall be regarded as within the zone or area from or into which the ship arrives or departs.

ARTICLE 12

Submersion

(1) Except as provided in paragraphs (2) and (3) of this Article, the appropriate 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 International Load Line Certificate (1966). Where the density is other than unity, an allowance shall be made proportional to the difference between 1.025 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 13

Survey, Inspection and Marking

The survey, inspection and marking of ships, as regards the enforcement of the provisions of the present Convention and the granting of exemptions therefrom, shall be carried out by officers of the Administration. The Administration may, however, entrust the survey, inspection and marking either to surveyors nominated for the purpose or to organizations recognized by it. In every case the Administration concerned fully guarantees the completeness and efficiency of the survey, inspection and marking.

ARTICLE 14

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 a complete inspection of its structure and equipment in so far as the ship is covered by the present Convention. This survey shall be such as to ensure that the arrangements, material, and scantlings fully comply with the requirements of the present Convention.
- (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 Convention.
- (c) A periodical inspection within three months either way of each annual anniversary date of the certi-

te verseker dat geen veranderinge aan die romp of bobou aangebring is nie wat die berekenings wat die posisie van die laslyn bepaal sou affekteer en ook om te verseker dat onderstaande toebehore en toestelle behoorlik onderhou word:

- (i) beskerming van openings;
- (ii) skramrelings;
- (iii) waterafvoerpoorte; en
- (iv) toegange tot die bemanning se kwartiere.

(2) Die periodieke inspeksies waarna in paragraaf (1) (c) van hierdie artikel verwys word, moet geëndosseer word op die Internasionale Laslynsertifikaat (1966) of op die Internasionale Laslynsinstellingsertifikaat uitgereik aan 'n skip wat ingevolge paragraaf (2) van Artikel 6 van hierdie Konvensie vrygestel is.

ARTIKEL 15

Handhawing van toestand na ondersoek

Nadat 'n ondersoek van die skip ingevolge Artikel 14 voltooi is, mag geen verandering in die struktuur, toerusting, skeepsinrigting, materiaal of kleinhout deur die ondersoek gedek, sonder toestemming van die Administrasie aangebring word nie.

ARTIKEL 16

Uitreiking van sertifikate

(1) 'n Internasionale Laslynsertifikaat (1966) word aan elke skip wat ingevolge hierdie Konvensie ondersoek en gemerk is, uitgereik.

(2) 'n Internasionale Laslynsinstellingsertifikaat word aan enige skip uitgereik waaraan vrystelling verleen is, kragtens en ingevolge paragraaf (2) of (4) van Artikel 6.

(3) Sulke sertifikate word uitgereik deur die Administrasie of deur enige persoon of organisasie behoorlik deur hom gemagtig. In elke geval aanvaar die Administrasie volle verantwoordelikheid vir die sertifikaat.

(4) Nieteenstaande enige ander bepaling van hierdie Konvensie bly enige Internasionale Laslynsertifikaat wat nog geldig is wanneer hierdie Konvensie van krag word ten opsigte van die Regering van die Staat onder wie se vlag die skip vaar, geldig vir twee jaar of tot die vervalddag, watter van die twee ook al die eerste kom. Na daardie tyd is 'n Internasionale Laslynsertifikaat (1966) 'n ver-eiste.

ARTIKEL 17

Uitreiking van sertifikaat deur 'n ander Regering

(1) 'n Kontrakterende Regering mag op versoek van 'n ander kontrakterende Regering, 'n skip laat ondersoek en, indien hy oortuig is dat die bepalings van hierdie Konvensie nagekom word, 'n Internasionale Laslynsertifikaat (1966) aan die skip uitreik of magtiging tot die uitreiking daarvan verleen ingevolge hierdie Konvensie.

(2) 'n Kopie van die sertifikaat, 'n kopie van die ondersoekverslag wat gebruik is om die vryboord te bereken, en 'n kopie van die berekenings moet so spoedig moontlik aan die versoekende Regering gestuur word.

(3) 'n Aldus uitgereikte sertifikaat moet 'n verklaring bevat waarin vermeld word dat dit uitgereik is op versoek van die Regering van die Staat onder wie se vlag die skip vaar en dit is in dieselfde mate van krag en moet dieselfde erkenning ontvang as 'n sertifikaat kragtens Artikel 16 uitgereik.

(4) Geen Internasionale Laslynsertifikaat (1966) word uitgereik aan 'n skip wat vaar onder die vlag van 'n Staat waarvan die Regering geen kontrakterende Regering is nie.

ificate, 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 International Load Line Certificate (1966) or on the International Load Line Exemption Certificate issued to a ship exempted under paragraph (2) of Article 6 of the present Convention.

ARTICLE 15

Maintenance of Conditions after Survey

After any survey of the ship under Article 14 has been completed, no change shall be made in the structure, equipment, arrangements, material or scantlings covered by the survey, without the sanction of the Administration.

ARTICLE 16

Issue of Certificates

(1) An International Load Line Certificate (1966) shall be issued to every ship which has been surveyed and marked in accordance with the present Convention.

(2) An International Load Line Exemption Certificate shall be issued to any ship to which an exemption has been granted under and in accordance with paragraph (2) or (4) of Article 6.

(3) 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.

(4) Notwithstanding any other provision of the present Convention, any international load line certificate which is current when the present Convention comes into force in respect of the Government of the State whose flag the ship is flying shall remain valid for two years or until it expires, whichever is earlier. After that time an International Load Line Certificate (1966) shall be required.

ARTICLE 17

Issue of Certificate by another Government

(1) A Contracting Government may, at the request of another Contracting Government, cause a ship to be surveyed and, if satisfied that the provisions of the present Convention are complied with, shall issue or authorize the issue of an International Load Line Certificate (1966) to the ship in accordance with the present Convention.

(2) A copy of the certificate, a copy of the survey report used for computing the freeboard, and a copy of the computations shall be transmitted as early as possible to the requesting Government.

(3) A certificate so issued must contain a statement to the effect that it has been issued at the request of the Government of the State whose flag the ship is or will be flying and it shall have the same force and receive the same recognition as a certificate issued under Article 16.

(4) No International Load Line Certificate (1966) shall be issued to a ship which is flying the flag of a State the Government of which is not a Contracting Government.

ARTIKEL 18

Vorm van sertifikaat

(1) Die sertifikate moet in die amptelike taal of tale van die land van uitreiking opgestel word. Indien die taal geen Engels of Frans is nie, moet die teks 'n vertaling in een van hierdie tale insluit.

(2) Die sertifikate moet in die vorm wees van die model in Aanhangsel III aangegee. Die indeling van die gedrukte deel van elke modelsertifikaat moet presies gereproduseer word in enige sertifikaat wat uitgereik word, sowel as in enige gewaarmerkte afskrifte daarvan.

ARTIKEL 19

Geldigheidsduur van sertifikate

(1) 'n Internasionale Laslynsertifikaat (1966) word uitgereik vir 'n tydperk deur die Administrasie vasgestel, maar hierdie tydperk mag nie langer as vyf jaar wees nie vanaf die datum van uitreiking.

(2) Indien, na die periodieke ondersoek in paragraaf (1) (b) van Artikel 14 vermeld, geen nuwe sertifikaat aan die skip uitgereik kan word voor die vervaldag van die oorspronklik uitgereikte sertifikaat nie, mag die persoon of organisasie wat die ondersoek uitvoer die geldigheid van die oorspronklike sertifikaat verleng vir 'n tydperk van hoogstens vyf maande. Hierdie verlenging moet op die sertifikaat aangeteken word en mag alleen verleen word wanneer daar geen veranderings in die konstruksie, toerusting, inrigtings, materiaal of kleinhout aangebring is nie wat die skip se vryboord affekteer.

(3) 'n Internasionale Laslynsertifikaat (1966) word deur die Administrasie gekanselleer indien enige van die onderstaande omstandighede hom voordoen:

- (a) belangrike veranderings plaasgevind het in die romp of bobou van die skip van so 'n aard dat dit die toewysing van 'n vergrote vryboord noodsaaklik sou maak;
- (b) die toebehore en toestelle in subparagraaf (c) van paragraaf (1) van Artikel 14 genoem nie in 'n goeie toestand gehou word nie;
- (c) die sertifikaat nie geëndosseer is nie om aan te toon dat die skip ondersoek is soos bepaal in subparagraaf (c) van paragraaf (1) van Artikel 14;
- (d) die strukturele sterkte van die skip in so 'n mate verlaag is dat die skip onveilig is.

(4) (a) Die geldigheidsduur van 'n Internasionale Laslynsertifikaat uitgereik deur 'n Administrasie aan 'n skip wat kragtens paragraaf (2) van Artikel 6 vrygestel is, mag nie langer as vyf jaar na die datum van uitreiking wees nie. So 'n sertifikaat is onderworpe aan 'n hernuwingsendossement en aan 'n dergelike kanselleringsprosedure as dié waarvoor voorsiening op 'n Internasionale Laslynsertifikaat (1966) ingevolge hierdie Artikel gemaak is.

(b) Die geldigheidsduur van 'n Internasionale Laslynsertifikaat uitgereik aan 'n skip wat ingevolge paragraaf (4) van Artikel 6 vrygestel is, moet beperk word tot die enkele reis ten opsigte waarvan dit uitgereik is.

(5) 'n Sertifikaat deur 'n Administrasie aan 'n skip uitgereik is nie langer geldig nie wanneer so 'n skip deur 'n ander Staat oorgeneem word en dan onder daardie Staat se vlag vaar.

ARTIKEL 20

Erkenning van sertifikate

Die sertifikate op gesag van 'n kontrakterende Regering uitgereik ooreenkomstig hierdie Konvensie moet deur die

ARTICLE 18

Form of Certificates

(1) The certificates shall be drawn up in the official language or languages of the issuing country. If the language used is neither English nor French, the text shall include a translation into one of these languages.

(2) The form of the certificates shall be that of the models given in Annex III. 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 19

Duration of Certificates

(1) An International Load Line Certificate (1966) shall be issued for a period specified by the Administration, which shall not exceed five years from the date of issue.

(2) If, after the periodical survey referred to in paragraph (1) (b) of Article 14, a new certificate cannot be issued to the ship before the expiry of the certificate originally issued, the person or organization carrying out the survey may extend the validity of the original certificate for a period which shall not exceed five months. This extension shall be endorsed on the certificate, and shall be granted only where there have been no alterations in the structure, equipment, arrangements, material or scantlings which affect the ship's freeboard.

(3) An International Load Line Certificate (1966) 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 14 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 14;
- (d) the structural strength of the ship is lowered to such an extent that the ship is unsafe.

(4) (a) The duration of an International Load Line Exemption Certificate issued by an Administration to a ship exempted under paragraph (2) of Article 6 shall not exceed five years from the date of issue. Such certificate shall be subject to a renewal, endorsement and cancellation procedure similar to that provided for an International Load Line Certificate (1966) under this Article.

(b) The duration of an International Load Line Exemption Certificate issued to a ship exempted under paragraph (4) of Article 6 shall be limited to the single voyage for which it is issued.

(5) 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 20

Acceptance of Certificates

The certificates issued under the authority of a Contracting Government in accordance with the present Convention shall be accepted by the other Contracting

ander kontrakterende Regerings erken word en vir alle doeleindes deur hierdie Konvensie gedek, beskou word as van dieselfde krag as die sertifikate deur hulself uitgereik.

ARTIKEL 21

Kontrole

(1) Wanneer skepe in besit van 'n sertifikaat wat kragtens Artikel 16 of Artikel 17 uitgereik is, hul in 'n hawe van 'n ander kontrakterende Regering bevind, is hulle onderworpe aan kontrolering deur beamptes wat behoortlik deur hul Regerings daartoe gemagtig is. Kontrakterende Regerings moet sorg dat sodanige kontrole uitgeoefen word vir sover dit redelik en uitvoerbaar is met die doel om na te gaan of daar 'n geldige sertifikaat ingevolge hierdie Konvensie aan boord is. Indien daar 'n geldige Internasionale Laslynsertifikaat (1966) aan boord van die skip is, moet sodanige kontrolering beperk word tot die doel om te bepaal of;

- (a) die skip nie swaarder gelaai is as die sertifikaat toelaat nie;
- (b) die posisie van die laslyn van die skip ooreenstem met die sertifikaat; en of
- (c) die skip nie so wesenlik verander is ten opsigte van die aangeleenthede in subparagrafe (a) en (b) van paragraaf (3) van Artikel 19 uiteengesit nie, dat dit klaarblyklik nie geskik is om uit te vaar sonder dat menselewens in gevaar gestel word nie. Indien daar 'n geldige Internasionale Laslynvrystellingsertifikaat aan boord is, moet die kontrolering beperk bly tot die vasstelling of aan enige van die voorwaardes in die sertifikaat voorgeskryf voldoen is.

(2) Indien sodanige kontrole uitgeoefen word ingevolge subparagraaf (c) van paragraaf (1) van hierdie Artikel, moet dit slegs uitgeoefen word vir sover dit nodig mag wees om te verseker dat die skip nie uitvaar totdat dit kan geskied sonder gevaar vir die passasiers of die bemanning nie.

(3) In die geval dat die kontrole waarvoor in hierdie Artikel voorsiening gemaak is, aanleiding gee tot enige soort intervensie, moet die kontrolerende beampte die Konsul of die diplomatieke verteenwoordiger van die Staat onder wie se vlag die skip vaar onverwyld in kennis van sy besluit stel en van al die omstandighede wat hom tot intervensie genoep het.

ARTIKEL 22

Voorregte

Geen aanspraak op die voorregte van hierdie Konvensie kan gemaak word ten opsigte van enige skip tensy die skip in besit van 'n geldige sertifikaat ingevolge hierdie Konvensie is nie.

ARTIKEL 23

Ongevalle

(1) Elke Administrasie verbind hom om 'n ondersoek in te stel na enige ongeval wat skepe oorkom waarvoor hy die verantwoordelikheid dra en wat onderworpe is aan die bepalings van hierdie Konvensie, wanneer hy reken dat so 'n ondersoek kan help om te bepaal watter wysigings miskien aan die Konvensie wenslik is.

(2) Elke kontrakterende Regering verbind hom om die betrokke inligting in verband met die bevindings van so 'n ondersoek aan die Organisasie te verstrek. Geen verslae of aanbevelings van die Organisasie op sodanige inligtings gebaseer, mag die identiteit of nasionaliteit van die betrokke skepe openbaar of op enige manier enige skip of persoon openlik of stilswyend verantwoordelik hou nie.

Governments and regarded for all purposes covered by the present Convention as having the same force as certificates issued by them.

ARTICLE 21

Control

(1) Ships holding a certificate issued under Article 16 or Article 17 are subject, when in the ports of other Contracting Governments, to control by officers duly authorized by such Governments. 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 Convention. If there is a valid International Load Line Certificate (1966) 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; and
- (c) the ship has not been so materially altered in respect to the matters set out in sub-paragraphs (a) and (b) of paragraph (3) of Article 19 that the ship is manifestly unfit to proceed to sea without danger to human life.

If there is a valid International Load Line Exemption Certificate on board, such control shall be limited to the purpose of determining that any conditions stipulated in that certificate are complied with.

(2) If such control is exercised under sub-paragraph (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 State whose flag the ship is flying of this decision and of all the circumstances in which intervention was deemed to be necessary.

ARTICLE 22

Privileges

The privileges of the present Convention may not be claimed in favour of any ship unless it holds a valid certificate under the Convention.

ARTICLE 23

Casualties

(1) Each Administration 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 Convention when it judges that such an investigation may assist in determining what changes in the Convention might be desirable.

(2) Each Contracting Government undertakes to supply the Organization with the pertinent information concerning the findings of such investigations. No reports or recommendations of the Organization based upon such information shall disclose the identity or nationality of the ships concerned or in any manner fix or imply responsibility upon any ship or person.

ARTIKEL 24

Vorige verdrae en konvensies

(1) Alle ander verdae, konvensies en reëlings wat in verband staan met laslynsake en wat op die oomblik van krag is tussen die Regerings wat hierdie Konvensie onderteken het, sal volledig en geheel van krag bly solank as hulle bestaan vir sover dit die volgende betref—

- (a) skepe waarop hierdie Konvensie nie van toepassing is nie; en
- (b) skepe waarop hierdie Konvensie wel van toepassing is, ten opsigte van sake waarvoor dit nie uitdruklik voorsiening maak nie.

(2) Wanneer sulke verdrae, konvensies of reëlings egter in stryd is met die bepalings van hierdie Konvensie, sal die bepalings van hierdie Konvensie die deurslag gee.

ARTIKEL 25

Spesiale voorskrifte opgestel deur ooreenkoms

Wanneer ingevolge hierdie Konvensie spesiale voorskrifte deur ooreenkoms tussen al of sommige van die kontrakterende Regerings opgestel word, moet sulke voorskrifte aan die Organisasie bekend gemaak word vir omsending aan al die kontrakterende Regerings.

ARTIKEL 26

Bekendmaking van inligting

(1) Die kontrakterende Regerings verbind hulle om die Organisasie op die hoogte te stel van die volgende en dit ter bewaring aan hom te stuur—

- (a) 'n voldoende aantal eksemplare van die sertifikate deur hulle uitgereik ingevolge die bepalings van hierdie Konvensie vir omsending aan die kontrakterende Regerings;
- (b) die teks van die wette, besluite, bevels, regulasies en ander dokumente wat in verband met die verskillende sake binne die bestek van hierdie Konvensie uitgevaardig is; en
- (c) 'n lys van nie-regeringsagentskappe wat gemagtig is om namens hulle op te tree by die administrasie van laslynaangeleenthede vir omsending aan die kontrakterende Regerings.

(2) Elke kontrakterende Regering verbind hom om sy sterktestandaarde ter beskikking van enige ander kontrakterende Regering te stel indien daarom versoek.

ARTIKEL 27

Ondertekening, aanvaarding en toetreding

(1) Hierdie Konvensie, staan vir ondertekening oop vir 'n tydperk van drie maande met ingang van 5 April 1966 en daarna bly dit oopstaan vir toetreding. Regerings van die State wat lid van die Verenigde Volke-organisasie is, of van enige gespesialiseerde agentskap, of van die Internasionale Kernenergie-agentskap, of wat medeondertekenaars van die Statuut van die Internasionale Geregshof is, kan aansluit by die Konvensie deur middel van—

- (a) ondertekening sonder voorbehoud aangaande aanvaarding;
- (b) ondertekening onderworpe aan aanvaarding gevolg deur aanvaarding; of
- (c) toetreding.

(2) Aanvaarding of toetreding moet geskied deur 'n aanvaardings- of toetredingsdokument in bewaring te gee by die Organisasie wat alle Regerings wat die Konvensie onderteken het of tot die Konvensie toetree het van elke nuwe aanvaarding of toetreding, asook van die datum van deponering van die dokument, in kennis moet stel.

ARTICLE 24

Prior Treaties and Conventions

(1) All other treaties, conventions and arrangements relating to load line matters at present in force between Governments parties to the present Convention shall continue to have full and complete effect during the terms thereof as regards—

- (a) ships to which the present Convention does not apply; and
- (b) ships to which the present Convention applies, in respect of matters for which it has not expressly provided.

(2) To the extent, however, that such treaties, conventions or arrangements conflict with the provisions of the present Convention, the provisions of the present Convention shall prevail.

ARTICLE 25

Special Rules drawn up by Agreement

When in accordance with the present Convention special rules are drawn up by agreement among all or some of the Contracting Governments, such rules shall be communicated to the Organization for circulation to all Contracting Governments.

ARTICLE 26

Communication of Information

(1) The Contracting Governments undertake to communicate to and deposit with the Organization—

- (a) a sufficient number of specimens of their certificates issued under the provisions of the present Convention for circulation to the Contracting Governments;
- (b) 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 Convention; and
- (c) a list of non-governmental agencies which are authorized to act in their behalf in the administration of load line matters for circulation to the Contracting Governments.

(2) Each Contracting Government agrees to make its strength standards available to any other Contracting Government, upon request.

ARTICLE 27

Signature, Acceptance and Accession

(1) The present Convention shall remain open for signature for three months from 5 April, 1966, and shall thereafter remain open for accession. Governments of States members of the United Nations, or of any of the Specialized Agencies, or of the International Atomic Energy Agency, or parties to the Statute of the International Court of Justice may become parties to the Convention by—

- (a) signature without reservation as to acceptance;
- (b) signature subject to acceptance followed by acceptance; or
- (c) accession.

(2) Acceptance or accession shall be effected by the deposit of an instrument of acceptance or accession with the Organization which shall inform all Governments that have signed the Convention or acceded to it of each new acceptance or accession and of the date of its deposit.

ARTIKEL 28

Inwerkingtreding

(1) Hierdie Konvensie tree in werking twaalf maande na die datum waarop minstens vyftien Regerings van die State met inbegrip van sewe elk wat 'n tonnemaat van minstens eenmiljoen ton besit, dit sonder voorbehoud wat aanvaarding betref onderteken het of aanvaardings- of toetredingsdokumente ooreenkomstig Artikel 27 gedeponeer het. Die Organisasie moet alle Regerings wat hierdie Konvensie onderteken het of tot die Konvensie toegetree het, in kennis stel van die datum waarop dit in werking tree.

(2) Vir Regerings wat 'n dokument van aanvaarding van of toetreding tot hierdie Konvensie gedeponeer het gedurende die twaalf maande in paragraaf (1) van hierdie Artikel vermeld, word die aanvaarding of toetreding geldig by die vankragwording van hierdie Konvensie of drie maande na die datum waarop die dokument van aanvaarding of toetreding gedeponeer is, watter van die twee datums ook al die laaste is.

(3) Vir Regerings wat na die datum van inwerkingtreding 'n dokument ter aanvaarding van of toetreding tot hierdie Konvensie gedeponeer het, word die Konvensie drie maande na die datum waarop so 'n dokument gedeponeer is, van krag.

(4) Na die datum waarop al die maatreëls wat nodig is om 'n wysiging van hierdie Konvensie in werking te laat tree, voltooi is, of waarop gereken word dat alle nodige aanvaardings ingevolge subparagraaf (b) van paragraaf (2) van Artikel 29 in die geval van eenparige aanvaarding, ontvang is, word beskou dat enige gedeponeerde aanvaardings- of toetredingsdokument van toepassing is op die Konvensie in sy gewysigde vorm.

ARTIKEL 29

Wysigings

(1) Hierdie Konvensie mag gewysig word op voorstel van 'n kontrakterende Regering deur middel van enige van die prosedures in hierdie Artikel aangegee.

(2) Wysiging deur eenparige aanvaarding—

(a) Op versoek van 'n kontrakterende Regering, moet enige wysiging van hierdie Konvensie deur daardie Regering voorgestel, deur die Organisasie aan alle kontrakterende Regerings bekend gemaak word vir oorweging met die oog op eenparige aanvaarding.

(b) Sodanige wysiging word 12 maande na die datum waarop dit deur alle kontrakterende Regerings aanvaar is, van krag, tensy tot 'n vroeër datum ooreengekom is. Wanneer 'n kontrakterende Regering nie binne drie jaar nadat hy vir die eerste maal deur die Organisasie van 'n wysiging in kennis gestel is, die Organisasie van sy aanvaarding of verwerping daarvan verwittig het nie, word aanvaarding van die wysiging aangeneem.

(c) Enige voorgestelde wysiging word as verwerp beskou indien alle kontrakterende Regerings dit nie binne drie jaar nadat hulle deur die Organisasie daarvan in kennis gestel is ingevolge subparagraaf (b) van hierdie paragraaf, erken het nie.

(3) Wysiging na oorweging binne die Organisasie—

(a) Op versoek van 'n kontrakterende Regering, sal enige wysiging van hierdie Konvensie wat hy voorstel, binne die Organisasie oorweeg word. Indien die wysigingsvoorstel deur 'n tweederde-meerderheid van die aanwesiges wat hul stem uitbring in die Organisasie se Komitee vir die Veiligheid van Seeliede aangeneem word, word alle lede van die Organisasie en alle kontrakterende Regerings minstens ses maande voor oorweging daarvan deur die Vergadering van die Organisasie van sodanige wysiging verwittig.

ARTICLE 28

Coming into Force

(1) The present Convention shall come into force twelve months after the date on which not less than fifteen Governments of the States, including seven each with not less than one million gross tons of shipping, have signed without reservation as to acceptance or deposited instruments of acceptance or accession in accordance with Article 27. The Organization shall inform all Governments which have signed or acceded to the present Convention of the date on which it comes into force.

(2) For Governments which have deposited an instrument of acceptance of or accession to the present Convention during the twelve months mentioned in paragraph (1) of this Article, the acceptance or accession shall take effect on the coming into force of the present Convention or three months after the date of deposit of the instrument of acceptance or accession, whichever is the later date.

(3) For Governments which have deposited an instrument of acceptance of or accession to the present Convention after the date on which it comes into force, the Convention shall come into force three months after the date of the deposit of such instrument.

(4) After the date on which all the measures required to bring an amendment to the present Convention into force have been completed, or all necessary acceptances are deemed to have been given under sub-paragraph (b) of paragraph (2) of Article 29 in case of amendment by unanimous acceptance, any instrument of acceptance or accession deposited shall be deemed to apply to the Convention as amended.

ARTICLE 29

Amendments

(1) The present Convention may be amended upon the proposal of a Contracting Government by any of the procedures specified in this Article.

(2) Amendment by unanimous acceptance:

(a) Upon the request of a Contracting Government, any amendment proposed by it to the present Convention shall be communicated by the Organization to all Contracting Governments for consideration with a view to unanimous acceptance.

(b) Any such amendment shall enter into force twelve months after the date of its acceptance by all Contracting Governments unless an earlier date is agreed upon. A Contracting Government which does not communicate its acceptance or rejection of the amendment to the Organization within three years of its first communication by the latter shall be deemed to have accepted the amendment.

(c) Any proposed amendment shall be deemed to be rejected if it is not accepted under sub-paragraph (b) of the present paragraph within three years after it has been first communicated to all Contracting Governments by the Organization.

(3) Amendment after consideration in the Organization:

(a) Upon the request of a Contracting Government, any amendment proposed by it to the present Convention will be considered in the Organization. If adopted by a majority of two-thirds of those present and voting in the Maritime Safety Committee of the Organization, such amendment shall be communicated to all Members of the Organization and all Contracting Governments at least six months prior to its consideration by the Assembly of the Organization.

- (b) Indien die wysiging deur 'n tweederde-meerderheid van die aanwesiges wat hul stem in die Vergadering uitbring, aangeneem word, word dit deur die Organisasie aan alle kontrakterende Regerings voorgelê vir aanvaarding.
- (c) Sodanige wysiging word 12 maande na die datum waarop dit deur twee derdes van die kontrakterende Regerings aanvaar is, van krag. Die wysiging word van krag ten opsigte van alle kontrakterende Regerings behalwe dié wat voor dit van krag word, verklaar dat hulle die wysiging nie aanvaar nie.
- (d) Die Vergadering mag met 'n tweederde-meerderheid van die aanwesiges wat hul stem uitbring, met inbegrip van twee derdes van die Regerings wat op die Komitee vir die Veiligheid van Seeliede verteenwoordig en in die Vergadering aanwesig is en hul stem uitbring by aanvaarding van die wysiging 'n beslissing voorstel dat die wysiging van so 'n belangrike aard is dat enige kontrakterende Regering wat 'n verklaring kragtens subparagraaf (c) doen en wat nie binne 'n tydperk van 12 maande na vankragwording die wysiging aanvaar nie, sal op hou om een van die partye van hierdie Konvensie te wees na verstryking van daardie tydperk. Hierdie beslissing is onderworpe aan die voorafgaande aanvaarding deur twee derdes van die kontrakterende Regerings wat hierdie Konvensie onderteken het.
- (e) Niks in hierdie paragraaf vervat, sal die kontrakterende Regering wat die eerste was om optrede ingevolge hierdie paragraaf in verband met 'n wysiging van hierdie Konvensie voor te stel, belet om te eniger tyd sodanige alternatiewe stappe te neem as hy wenslik ag ingevolge paragraaf (2) of (4) van hierdie Artikel nie.
- (4) Wysiging deur 'n konferensie—
- (a) Op versoek van 'n kontrakterende Regering, met instemming van minstens een derde van die kontrakterende Regerings, sal 'n Konferensie van Regerings deur die Organisasie belê word om wysiging van hierdie Konvensie te oorweeg.
- (b) Enige wysiging wat deur so 'n konferensie aangeneem word deur 'n tweederde-meerderheid van die Regerings wat teenwoordig is en hul stem uitbring, sal aan alle kontrakterende Regerings meegedeel word ter aanvaarding.
- (c) Sodanige wysiging word 12 maande na die datum waarop dit deur twee derdes van die kontrakterende Regerings aanvaar is, van krag. Die wysiging word van krag ten opsigte van al die kontrakterende Regerings behalwe dié wat voor die vankragwording verklaar dat hul die wysiging nie aanvaar nie.
- (d) Deur 'n tweederde-meerderheid van die aanwesiges wat hul stem uitbring, mag 'n Konferensie wat ingevolge subparagraaf (a) byeengeroep is ten tyde van sy aanvaarding beslis dat 'n wysiging van so 'n belangrike aard is dat enige kontrakterende Regering wat 'n verklaring ingevolge subparagraaf (c) aflê en wat nie binne 'n tydperk van 12 maande na die vankragwording die wysiging aanvaar nie, op sal hou om 'n party van hierdie Konvensie te wees na verstryking van daardie tydperk.
- (5) Enige wysiging wat ingevolge hierdie Artikel in hierdie Konvensie aangebring word en wat op die konstruksie van 'n skip betrekking het, is eers op of na die datum waarop die wysiging van krag word van toepassing op skepe waarvan die kiel gelê is, of wat op 'n dergelike konstruksiestadium is.
- (6) Die Organisasie moet alle kontrakterende Regerings in kennis stel van enige wysiging wat ingevolge hierdie Artikel van krag word, asook van die datum waarop so 'n wysiging van krag word.

- (b) If adopted by a two-thirds majority of those present and voting in the Assembly, the amendment shall be communicated by the Organization to all Contracting Governments for their acceptance.
- (c) Such amendment shall come into force twelve months after the date on which it is accepted by two-thirds of the Contracting Governments. The amendment shall come into force with respect to all Contracting Governments except those which, before it comes into force, make a declaration that they do not accept the amendment.
- (d) The Assembly, by a two-thirds majority of those present and voting, including two-thirds of the Governments represented on the Maritime Safety Committee and present and voting in the Assembly, may propose a determination at the time of its adoption that an amendment is of such an important nature that any Contracting Government which makes a declaration under sub-paragraph (c), and which does not accept the amendment within a period of twelve months after it comes into force, shall cease to be a party to the present Convention upon the expiry of that period. This determination shall be subject to the prior acceptance of two-thirds of the Contracting Governments to the present Convention.
- (e) Nothing in this paragraph shall prevent the Contracting Government which first proposed action under this paragraph on an amendment to the present Convention from taking at any time such alternative action as it deems desirable in accordance with paragraph (2) or (4) of this Article.
- (4) Amendment by a conference:
- (a) Upon the request of a Contracting Government, concurred in by at least one-third of the Contracting Governments, a conference of Governments will be convened by the Organization to consider amendments to the present Convention.
- (b) Every amendment adopted by such a conference by a two-thirds majority of those present and voting of the Contracting Governments shall be communicated by the Organization to all Contracting Governments for their acceptance.
- (c) Such amendment shall come into force twelve months after the date on which it is accepted by two-thirds of the Contracting Governments. The amendment shall come into force with respect to all Contracting Governments except those which, before it comes into force, make a declaration that they do not accept the amendment.
- (d) By a two-thirds majority of those present and voting, a conference convened under sub-paragraph (a) may determine at the time of its adoption that an amendment is of such an important nature that any Contracting Government which makes a declaration under sub-paragraph (c), and which does not accept the amendment within a period of twelve months after it comes into force, shall cease to be a party to the present Convention upon the expiry of that period.
- (5) Any amendments to the present Convention made under this Article which relate to the structure of a ship shall apply only to ships the keels of which are laid, or which are at a similar stage of construction, on or after the date on which the amendment comes into force.
- (6) The Organization shall inform all Contracting Governments of any amendments which come into force under this Article, together with the date on which each such amendment will come into force.

(7) Enige aanvaarding of verklaring ingevolge hierdie Artikel, moet skriftelik aan die Organisasie meegedeel word wat al die kontrakterende Regerings van die ontvangs van die aanvaarding of verklaring in kennis sal stel.

ARTIKEL 30

Opsegging

(1) Hierdie Konvensie mag enige tyd na die verloop van vyf jaar na die datum waarop die Konvensie vir 'n Regering van krag word, deur so 'n kontrakterende Regering opgesê word.

(2) Opsegging moet geskied deur skriftelike kennisgewing geadresseer aan die Organisasie wat al die ander kontrakterende Regerings moet verwittig sowel van die ontvangs van enige sodanige kennisgewing, as van die datum waarop dit ontvang is.

(3) 'n Opsegging gaan in een jaar, of sodanige langer tydperk as in die kennisgewing gespesifiseer word, na ontvangs daarvan deur die Organisasie.

ARTIKEL 31

Opskorting

(1) In die geval van vyandelikhede of ander buitengewone omstandighede wat die essensiële belange van 'n Staat met 'n Regering wat 'n kontrakterende Regering is, raak, mag daardie Regering die werking van hierdie hele Konvensie of enige gedeelte daarvan, opskort. Die opskortende Regering moet onmiddellik die Organisasie van so 'n opskorting in kennis stel.

(2) Sodanige opskorting sal ander kontrakterende Regerings nie die reg van kontrole ingevolge hierdie Konvensie oor die skepe van die opskortende Regering ontnem, wanneer sulke skepe in hul hawens lê nie.

(3) Die opskortende Regering kan te eniger tyd sodanige opskorting beëindig en moet die Organisasie onmiddellik van sodanige beëindiging in kennis stel.

(4) Die Organisasie moet alle kontrakterende Regerings van enige opskorting of beëindiging van opskorting ingevolge hierdie artikel verwittig.

ARTIKEL 32

Gebiede

(1) (a) Die Verenigde Volke, in gevalle waar hulle die administrasiesegesag oor 'n gebied voer, of enige kontrakterende Regering verantwoordelik vir internasionale betrekkinge van 'n gebied, moet sodra moontlik so 'n gebied raadpleeg met die oog op toepassing van hierdie Konvensie op so 'n gebied, en kan te eniger tyd deur skriftelike kennisgewing aan die Organisasie verklaar dat hierdie Konvensie ook op so 'n gebied van toepassing sal wees.

(b) Hierdie Konvensie is dan vanaf die datum van ontvangs van die kennisgewing of van sodanige ander datum as in die kennisgewing vermeld word, ook op die gebied daarin genoem van toepassing.

(2) (a) Die Verenigde Volke of enige kontrakterende Regering wat te eniger tyd na verstryking van 'n tydperk van vyf jaar vanaf die datum waarop toepassing van die konvensie tot enige gebied uitgebrei is, 'n verklaring ingevolge sub-paragraaf (a) van paragraaf (1) van hierdie Artikel gedoen het, mag deur skriftelike kennisgewing aan die Organisasie verklaar dat hierdie Konvensie ophou om van toepassing te wees op enige gebied in die kennisgewing genoem.

(7) Any acceptance or declaration under this Article shall be made by a notification in writing to the Organization which shall notify all Contracting Governments of the receipt of the acceptance or declaration.

ARTICLE 30

Denunciation

(1) The present Convention may be denounced by any Contracting Government at any time after the expiry of five years from the date on which the Convention comes into force for that Government.

(2) Denunciation shall be effected by a notification in writing addressed to the Organization which shall inform all the other Contracting Governments of any such notification received and of the date of its receipt.

(3) A denunciation shall take effect one year, or such longer period as may be specified in the notification, after its receipt by the Organization.

ARTICLE 31

Suspension

(1) In case of hostilities or other extraordinary circumstances which affect the vital interests of a State the Government of which is a Contracting Government, that Government may suspend the operation of the whole or any part of the present Convention. The suspending Government shall immediately give notice of any such suspension to the Organization.

(2) Such suspension shall not deprive other Contracting Governments of any right of control under the present Convention over the ships of the suspending Government when such ships are within their ports.

(3) The suspending Government may at any time terminate such suspension and shall immediately give notice of such termination to the Organization.

(4) The Organization shall notify all Contracting Governments of any suspension or termination of suspension under this Article.

ARTICLE 32

Territories

(1) (a) The United Nations, in cases where they are the administering authority for a territory, or any Contracting Government responsible for the international relations of a territory, shall as soon as possible consult with such territory in an endeavour to extend the present Convention to that territory and may at any time by notification in writing to the Organization declare that the present Convention shall extend to such territory.

(b) The present Convention shall, from the date of the receipt of the notification or from such other date as may be specified in the notification, extend to the territory named therein.

(2) (a) The United Nations, or any Contracting Government which has made a declaration under sub-paragraph (a) of paragraph (1) of this Article, at any time after the expiry of a period of five years from the date on which the Convention has been so extended to any territory, may by notification in writing to the Organization declare that the present Convention shall cease to extend to any such territory named in the notification.

(b) Hierdie Konvensie sal een jaar na die datum van ontvangs van die kennisgewing deur die Organisasie of sodanige langer tydperk as daarin gespesifiseer word, nie langer op enige gebied in sodanige kennisgewing genoeg van toepassing wees nie.

(3) Die Organisasie moet al die kontrakterende Regerings in kennis stel van die uitbreiding van die toepassing van hierdie Konvensie tot enige gebied waarvan in paragraaf (1) van hierdie Artikel sprake is, asook van die beëindiging van enige sodanige uitbreiding ingevolge die bepalinge van paragraaf (2), en moet in so 'n geval die datum noem van wanneer af hierdie Konvensie aldus uitgebrei is of nie langer van toepassing sal wees nie.

ARTIKEL 33

Registrasie

(1) Hierdie Konvensie moet by die Organisasie ingedien word en die Sekretaris-generaal van die Organisasie moet gewaarmerkte kopieë daarvan aan alle Regerings wat die Konvensie mede-onderteken het en aan alle Regerings wat tot hierdie Konvensie toetree, stuur.

(2) Sodra hierdie Konvensie van krag word, moet die Organisasie dit laat registreer ingevolge Artikel 102 van die Handves van die Verenigde Volke.

ARTIKEL 34

Tale

Een enkele eksemplaar van hierdie Konvensie is opgestel in die Engelse en die Franse taal; albei die tale is ewe outentiek. Dit word amptelik in die Russiese en die Spaanse taal vertaal en saam met die ondertekende oorspronklike gedeponeer.

TEN BEWYSE waarvan die ondergetekendes wat behoorlik deur hulle onderskeie Regerings vir daardie doel gemagtig is, hierdie Konvensie onderteken het.

GEDOEN te Londen op hede die vyfde dag van April 1966.

AANHANGSEL I

REGULASIES VIR BEPALING VAN LASLYNE

HOOFSTUK I—ALGEMEEN

Die Regulasies neem aan dat die aard en stuwung van die vrag, ballas, ens. so is dat voldoende stabiliteit van die skip en die vermyding van buitensporige strukturele spannings verseker word.

REGULASIE 1

Sterkte van romp

Die Administrasie moet homself oortuig dat die algemene strukturele sterkte van die romp voldoende is vir die diepgang wat ooreenstem met die toegewese vryboord. Skepe wat volgens die vereistes van 'n klassifikasieburo deur die Administrasie erken, gebou en in stand gehou word, mag beskou word as sterk genoeg.

REGULASIE 2

Toepassing

(1) Aan skepe met meganiese aandrywingsmiddels of ligters, trekskuite of ander skepe sonder 'n onafhanklike

(b) The present Convention shall cease to extend to any territory mentioned in such notification one year, or such longer period as may be specified therein, after the date of receipt of the notification by the Organization.

(3) The Organization shall inform all the Contracting Governments of the extension of the present Convention to any territories under paragraph (1) of this Article, and of the termination of any such extension under the provisions of paragraph (2), stating in each case the date from which the present Convention has been or will cease to be so extended.

ARTICLE 33

Registration

(1) The present Convention shall be deposited with the Organization and the Secretary-General of the Organization shall transmit certified true copies thereof to all Signatory Governments and to all Governments which accede to the present Convention.

(2) As soon as the present Convention comes into force it shall be registered by the Organization in accordance with Article 102 of the Charter of the United Nations.

ARTICLE 34

Languages

The present Convention is established in a single copy in the English and French languages, both texts being equally authentic. Official translations in the Russian and Spanish languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned being duly authorized by their respective Governments for that purpose have signed the present Convention.

DONE at London this fifth day of April, 1966.

ANNEX I

REGULATIONS FOR DETERMINING LOAD LINES

CHAPTER I—GENERAL

The Regulations assume that the nature and stowage of the cargo, ballast, etc., are such as to secure sufficient stability of the ship and the avoidance of excessive structural stress.

The Regulations also assume that where there are international requirements relating to stability or subdivision, these requirements have been complied with.

REGULATION 1

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 2

Application

(1) Ships with mechanical means of propulsion or lighters, barges or other ships without independent means

aandrywingsmiddel, sal vryboord toegewys word ooreenkomstig die bepalings van regulasie 1 tot en met 40 van hierdie Aanhangsel.

(2) Aan skepe wat dekvrage hout vervoer mag, buiten en behalwe die vryboord in paragraaf (1) van hierdie regulasie voorgeskryf, vryboorde vir die houtvaart toegewys word ooreenkomstig die bepalings van regulasies 41-45 van hierdie Aanhangsel.

(3) Aan skepe wat ontwerp is om seile te hê, het sy as enigste aandrywingsmiddel of as 'n bykomstige middel, en sleepbote moet vryboorde toegewys word ooreenkomstig die bepalings van regulasie 1 tot en met 40 van hierdie Aanhangsel. Soveel vryboord word vereis as die Administrasie bepaal.

(4) Aan skepe van hout of skepe van samegestelde konstruksie of van ander materiaal waarvan die gebruik deur die Administrasie goedgekeur is, of aan skepe met sodanige konstruksiekenmerke dat dit die toepassing van die bepalings van hierdie Aanhangsel onredelik of onprakties maak, sal vryboorde toegewys word soos deur die Administrasie bepaal.

(5) Regulasies 10 tot en met 26 van hierdie Aanhangsel is van toepassing op elke skip waaraan 'n minimum vryboord toegewys is. Verslapping van hierdie vereistes mag aan 'n skip verleen word waaraan 'n groter vryboord as die minimum toegewys is op voorwaarde dat die Administrasie tevrede is met die veiligheidstoestand wat voorsien is.

REGULASIE 3

Omskrywing van terme in die Aanhangsel gebruik

(1) *Lengte.* Ses-en-neëntig persent van die totale lengte op 'n waterlyn by 85 persent van die kleinste holte in die sye gemeet vanaf die bokant van die kiel, of die lengte van die voorkant van die voorstewe tot die as van die roerkoning op daardie waterlyn as dit groter is, word as die lengte (L) beskou. In skepe wat met 'n helling van die kiel ontwerp is, moet die waterlyn waarlangs hierdie lengte gemeet word, parallel wees met die ontwerpwaterlyn.

(2) *Loodlyne.* Die voorste en agterste loodlyne word gemeet by die voorste en agterste punte van die lengte (L). Die voorste loodlyn moet saamval met die voorkant van die voorstewe op die waterlyn waarlangs die lengte gemeet word.

(3) *Midskeeps.* Midskeeps is in die middel van die lengte (L).

(4) *Breedte.* Tensy uitdruklik andersins bepaal, is die breedte (B) die maksimum breedte van die skip, midskeeps gemeet tot die buitekant van die spante by 'n skip met 'n huid van metaal en tot die buitevlak van die romp by 'n skip met 'n huid van enige ander materiaal.

(5) *Holte in die sye:*

(a) Die holte in die sye is die vertikale afstand gemeet van die bokant van die kiel tot die bokant van die vryboorddekbalk aan die sykant. In skepe van hout en skepe van meer as een materiaal gemaak, word die afstand gemeet vanaf die onderste rand van die kielspanning. Wanneer die onderste deel van die midskeeps deel hol van vorm is, of waar dik bodemplanke aangebring is, word die afstand gemeet vanaf die punt waar die lyn van die plat gedeelte van die bodem wat inwaarts loop, die sy van die kiel sny.

(b) By skepe met geronde boordwande, word die holte in die sye gemeet tot by die snypunt van die buitekante van die dek en die syhuidbeplating, waarby hierdie buitekante deurloop asof die boordwand 'n hoekige ontwerp het.

(c) Waar die vryboorddek trapvormig is en die verhoogde deel van die dek verby die punt strek, waar die holte in die sye bepaal moet word, word

of propulsion, shall be assigned freeboards in accordance with the provisions of Regulations 1-40 inclusive of this Annex.

(2) Ships carrying timber deck cargoes may be assigned, in addition to the freeboards prescribed in paragraph (1) of this Regulation, timber freeboards in accordance with the provisions of Regulations 41-45 of this Annex.

(3) Ships designed to carry sail, whether as the sole means of propulsion or as a supplementary means, and tugs, shall be assigned freeboards in accordance with the provisions of Regulations 1-40 inclusive of this Annex. Such additional freeboard shall be required as determined by the Administration.

(4) Ships of wood or of composite construction, or of other materials the use of which the Administration has approved, or ships whose constructional features are such as to render the application of the provisions of this Annex unreasonable or impracticable, shall be assigned freeboards as determined by the Administration.

(5) Regulations 10 to 26 inclusive of this Annex shall apply to every ship to which a minimum freeboard is assigned. Relaxations from these requirements may be granted to a ship to which a greater than minimum freeboard is assigned on condition that the Administration is satisfied with the safety conditions provided.

REGULATION 3

Definitions of Terms used in the Annexes

(1) *Length.* The length (L) shall be taken as 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or as the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.

(2) *Perpendiculars.* The forward and after perpendiculars shall be taken at the forward and after ends of the length (L). The forward perpendicular shall coincide with the foreside of the stem on the waterline on which the length is measured.

(3) *Amidships.* Amidships is at the middle of the length (L).

(4) *Breadth.* Unless expressly provided otherwise, the breadth (B) is the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material.

(5) *Moulded Depth:*

(a) The moulded depth is the vertical distance measured from the top of the keel to the top of the freeboard deck beam at side. In wood and composite ships the distance is measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel.

(b) In ships having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwale were of angular design.

(c) Where the freeboard deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, the