

No. 3832

**UNION OF SOVIET SOCIALIST REPUBLICS,
BULGARIA and ROMANIA**

**Agreement concerning co-operation for the saving of human
lives and assistance to vessels and aircraft in distress
in the Black Sea. Signed at Moscow, on 11 September
1956**

Official texts: Russian, Bulgarian and Romanian.

Registered by the Union of Soviet Socialist Republics on 13 May 1957.

**UNION DES RÉPUBLIQUES SOCIALISTES
SOVIÉTIQUES, BULGARIE et ROUMANIE**

**Accord relatif à la coopération pour le sauvetage des vies
humaines et à l'assistance aux navires et aéronefs en
détresse dans la mer Noire. Signé à Moscou, le
11 septembre 1956**

Textes officiels russe, bulgare et roumain.

Enregistré par l'Union des Républiques socialistes soviétiques le 13 mai 1957.

[TRANSLATION — TRADUCTION]

No. 3832. AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS, THE GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BULGARIA AND THE GOVERNMENT OF THE ROMANIAN PEOPLE'S REPUBLIC CONCERNING CO-OPERATION FOR THE SAVING OF HUMAN LIVES AND ASSISTANCE TO VESSELS AND AIRCRAFT IN DISTRESS IN THE BLACK SEA. SIGNED AT MOSCOW, ON 11 SEPTEMBER 1956

The Government of the Union of Soviet Socialist Republics, the Government of the People's Republic of Bulgaria and the Government of the Romanian People's Republic, with a view to establishing co-operation and creating favourable conditions for the saving of human lives and the provision of quick and effective assistance to vessels and aircraft in distress in the Black Sea, irrespective of their nationality,

Have reached agreement on co-operation as follows :

Article 1

The sea rescue services of the Union of Soviet Socialist Republics, the People's Republic of Bulgaria and the Romanian People's Republic shall use the personnel and equipment at their disposal for rendering assistance, saving human lives, and rescuing vessels or aircraft and their cargoes in the Black Sea.

If the sea rescue service of one of the Contracting Parties receives information that a vessels or aircraft is in distress at sea, it shall be the duty of that service to take such steps for rendering assistance as are considered most appropriate. If the place of the disaster is situated nearer to the coast of another Contracting Party, or if for any other reason it appears necessary to do so, the sea rescue service receiving news of the disaster shall get into touch with the sea rescue service designated by a second or also by a third Contracting Party and the rescue operations shall be concerted between them.

Whenever the sea rescue service of one of the Contracting Parties is informed that a vessel or aircraft belonging to another Contracting Party is in distress, the rescue operations shall invariably be concerted with the sea rescue service of the Contracting Party to which the vessel belongs.

¹ Came into force on 1 April 1957, in accordance with article 13.

Article 2

Operations for rendering assistance, saving human lives, and rescuing vessels or aircraft and their cargoes in the territorial waters of the Union of Soviet Socialist Republics, the People's Republic of Bulgaria and the Romanian People's Republic shall be carried out in accordance with the law of the country concerned.

Article 3

Distress signals shall be received by the radio stations of the sea rescue services of the Contracting Parties on a frequency of 500 kilocycles per second (600 metres) in accordance with the international rules for the transmitting and receiving of distress signals.

Radio communication between the sea rescue services shall be established through radio station UHW in the case of the sea rescue service of the Union of Soviet Socialist Republics, through radio station LZW in the case of the sea rescue service of the People's Republic of Bulgaria, and through radio station YQS in the case of the sea rescue service of the Romanian People's Republic.

Radio communication between the sea rescue services shall be established on a frequency of 500 kilocycles per second and shall subsequently be continued as regards all the above mentioned radio stations, on one working transmitting frequency of 489 kilocycles per second (613.5 metres).

Article 4

In conducting rescue operations, vessels belonging to the sea rescue services shall communicate by radio with each other and with the vessel or aircraft in distress over stations UHW, LZW or YQS as the case may be, or, if possible, directly on a frequency of 500 kilocycles per second or 2,182 kilocycles per second (137.4 metres).

Radio communications shall be carried on according to the International Code of Signals or, if possible, in plain language in Russian or English.

Article 5

The sea rescue service which first dispatches its rescue equipment to render assistance or which first institutes rescue operations may, if necessary for rendering assistance, saving human lives, or rescuing a vessel or aircraft in distress and its cargo, call upon the sea rescue services of the other Contracting Parties for aid.

The sea rescue service receiving such a call shall do its utmost to dispatch the rescue equipment requested to the position given.

The sea rescue service receiving the call shall in all cases communicate its decision as soon as possible.

Article 6

The rescue personnel of the sea rescue services of the Contracting Parties, using all available equipment, shall endeavour to the utmost to render effective assistance, save human lives, and rescue vessels or aircraft in distress and their cargoes.

If the circumstances and nature of the accident to the vessel or aircraft are such as to threaten the lives of the passengers and crew, human lives shall be saved first.

Article 7

The rescue party which first reaches the vessel or aircraft in distress and obtains the consent of its master or captain to receiving assistance shall act as the principal rescuer and shall supervise the operations at its own risk.

The rescue personnel of the sea rescue services of the other Contracting Parties whom the principal rescuer may subsequently call to the place of the disaster shall be invited to carry out a joint rescue, with the rights of co-rescuers, and shall take part in the rescue operations under the direction and on the responsibility of the principal rescuer.

In individual cases, by agreement between the rescuers and the master or captain of the vessel or aircraft in distress, the rights of principal rescuer may be transferred to another rescuer who reached the place of the disaster later; a supplementary clause to that effect shall be added to the previously concluded salvage contract and shall be confirmed by the signatures of the rescuers and the master or captain of the vessel or aircraft in distress.

In all cases of joint rescue of vessels or aircraft of the Contracting Parties, the rights of principal rescuer shall be transferred to the rescuer who is of the same nationality as the vessel or aircraft being rescued.

Article 8

Questions relating to the settlement of accounts between the rescuers and the owners of the salvaged property, resulting from the rescue operations or the rendering of assistance, shall be decided by mutual agreement; to this end the principal rescuer shall, on arrival at the place of the disaster, conclude a salvage contract with the master or captain of the vessel or aircraft in distress.

The contract may state the name and place of the arbitration tribunal or court which, if necessary, shall examine the question of payment for the salvage of the vessel or aircraft or of the cargo.

The termination of rescue operations shall, where possible, be formally attested in a document signed by the master or captain of the vessel or aircraft in distress and by the rescuer.

There shall be no payment for the saving of human lives.

Article 9

In the case of a joint rescue of a vessel or aircraft and its cargo belonging to a country not participating in this Agreement, accounts between the principal

rescuer and the co-rescuers shall be settled in the currency in which the principal rescuer actually received payment from the owner of the salvaged property.

In the case of a rescue of a vessel or aircraft and its cargo belonging to one of the Contracting Parties, accounts shall be settled in accordance with the agreements on non-commercial payments in force.

Article 10

At the request of the sea rescue service of one of the Contracting Parties, the sea rescue services of the other Contracting Parties shall render assistance in obtaining information concerning vessels and aircraft missing in the Black Sea.

Article 11

The Contracting Parties undertake to give their sea rescue services and other appropriate agencies detailed instructions for complying with the provisions of this Agreement.

Article 12

The provisions of this Agreement shall not supersede the International Convention for the unification of certain rules of law respecting assistance and salvage at sea, signed at Brussels on 23 September 1910,¹ or the International Convention for the safety of life at sea, signed in London on 10 June 1948.²

Article 13

This Agreement shall be valid for a period of three years and shall come into force on 1 April 1957. Unless it is denounced by one of the Contracting Parties not later than six months before the expiry of the period of validity, the Agreement shall remain in force for an additional period of one year, and shall thenceforth be considered to be extended for successive periods of one year, unless it is denounced by one of the Contracting Parties at least six months before the expiry of its period of validity.

DONE at Moscow on 11 September 1956 in triplicate in the Russian, Bulgarian and Romanian languages, all three texts being equally authentic.

For the Government
of the Union of Soviet
Socialist Republics :
N. YAREMKO

For the Government
of the People's Republic
of Bulgaria :
G. GEORGIEV

For the Government
of the Romanian People's
Republic :
M. DALEA

¹ *British and Foreign State Papers*, Vol. CIII, p. 434, and League of Nations, *Treaty Series*, Vol. CCV, p. 220.

² *United Nations, Treaty Series*, Vol. 164, p. 113; Vol. 167, p. 338; Vol. 172, p. 409; Vol. 173, p. 416; Vol. 175, p. 374; Vol. 183, p. 372; Vol. 187, p. 464; Vol. 191, p. 406; Vol. 193, p. 361; Vol. 198, p. 404; Vol. 200, p. 326; Vol. 202, p. 339; Vol. 210, p. 335; Vol. 212, p. 351; Vol. 218, p. 390; Vol. 230, p. 438; Vol. 250, p. 313; Vol. 252, p. 334, and Vol. 253, p. 364.