

B. Harbour Pilot Charges.
The same as specified in I. B.

C. Boat Charges.

	Dolls.	Gr.	Pfgs.
1. For assistance given by a fully manned boat on entering and leaving the harbour, by desire of the Ship-master or by order of the Harbour-master (including the hauling up with ropes up to the moorings)	2	0	0
2. If such assistance has been given on entering only, or on leaving only ...	1	0	0
3. Under difficult circumstances, for instance at night, during a fog, storm, or the breaking up of the ice, the above rates (1 and 2) may be increased by the Harbour-master up to one-half more.			

III. For Using the Principal Harbour, as well as the Canals, and the place for Ships in the Geeste, the Harbour Charges are only those Rates charged under I. A.

IV. Charges for Measuring.

	Dolls.	Gr.	Pfgs.
The charges for measuring ships and granting a certificate of measurement (or <i>messbrief</i>) are as follows :—			
1. For ships not exceeding 50 lasts	0	15	0
2. For ships of above 50, and not exceeding 100 lasts	1	0	0
3. For larger sea-going ships, for each complete 100 lasts or a part thereof, in addition to the former charge	0	15	0
4. For river-going and flat-bottomed ships of every size... ..	0	10	0
Only such ships shall be subject to be measured as are not furnished with a Hanoverian or any other satisfactory certificate of measurement (or <i>messbrief</i> .)			

V. Crane Charges.

Are levied for the use of one of the cranes (under the harbour authorities) for loading or unloading, viz. :—

For each last last	0	5	0
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VI. Warehousing Charges.

For goods lying on the quays belonging to the harbour authorities, for each square rod of space :—

1. If remaining by the week, for each week	0	2	0
2. If remaining by the month, for each month	0	5	0
3. If remaining for longer than three months, for each month	0	2	5

Parts of weeks or months shall be reckoned as full weeks or months.

VII. Exemptions, Abatements, and Compositions.

1. Exempted from harbour charges, are—
 - a. Steam tugs, towing other vessels in or out.
 - b. Steamers employed in regularly conveying passengers from the Geeste.
 - c. Boats and lighters not carrying cargo from the shore or to the shore, but directly from ship to ship.
 - d. River-going vessels, carrying ballast to ships.
 - e. Ships going into the Geestemünde Dry Docks, for the time only during which they remain in the same, not for the time during which, before or afterwards, they may lie in the harbour.
2. The harbour charges shall be reduced one-half—
 - a. For ships brought into the Geestemünde Dockyards, or into Establishments there for repair, and which before and afterwards remain altogether no longer than eight days in the harbour.
 - b. For ships which have left the harbour but are compelled to return to it before the voyage is ended, on account of ice, storm, or average. If they however remain longer than thirty days in the harbour such reduction shall cease for any further period.
3. From the obligation to take a harbour pilot are exempted—
 - a. All ships under 60 lasts.
 - b. c. The steamers mentioned above; Sub. 1, a and b.

Under difficult circumstances, for instance at night, during a fog, a storm, or the breaking-up of the ice or otherwise, the harbour-master may order the above-mentioned ships, Sub. a, b, and c, to take a harbour pilot.
4. For mail steamers and steamers, instead of the payment every time of harbour, crane, and warehousing charges, a sum may be compounded for, as agreed with the harbour authorities.
5. Claims for further exemptions or reductions founded on State Treaties or Conventions shall not be affected by the above regulations.

VIII. General Rules.

1. The last, which is named in the rates of charges in the above tariff, is the ship's last of 4,000 pounds or 40 centners (2,000 kilogrammes). Fractions of a last are reckoned as a whole last.
2. The rates of dues are calculated in dollars (\$), groschen (gr.), and pfennigs (&). 1 dollar is equal to 30 groschen, 1 groschen is equal to 10 pfennigs.
3. All persons appointed or employed in the harbour are strictly forbidden to accept of drink-money, or make other rates of charges or compensations than those allowed by the tariff.