

Art. 10.

She must anchor at the place pointed out by the Chief Pilot or Deputy Chief Pilot of the Sulina Port. Within twenty-four hours after anchoring, the captain or his chief officer must report himself at the Port Captain's office, to present his ship's papers.

Art. 11.

Boats belonging to vessels anchored in the roads are forbidden to cross the bar, and to ply in the port during the night, without carrying a lighted lantern.

CHAPTER 2.

Police Regulations for the Port of Sulina.

Art. 12.

The Port of Sulina comprises the Sulina branch for a space of three nautical miles up the river, starting from the opening of the channel formed by the heads of the piers at the mouth.

Art. 13.

No sailing or steam vessels of more than 60 tons register may cross the bar of Sulina, either entering from the sea or leaving the river, without having on board a pilot licensed by the local authorities.

This clause, however, does not apply to steamers that make periodical voyages, which are permitted to employ their own pilots.

The pilot service is regulated by special provisions under Part IV of these present regulations.

Art. 14.

No vessel is permitted to enter or leave the Port of Sulina without hoisting the national colours. The port authorities will not allow any vessel without a flag to pass.

Art. 15.

If, owing to stormy weather, the Sulina Bar is judged impracticable by the Captain of the Port, a blue flag is hoisted on the tower of the light-house, to show that the pilots are unable to go out to vessels in the roadstead.

Art. 16.

Guard boats are stationed at the two entrances to the port. Captains entering the port must anchor in the berths pointed out to them by the officers in charge of these boats.

Art. 17.

Captains must then present themselves within twenty-four hours at the office of the Captain of the Port, to produce there their ship's papers.

They are equally bound, with the exception of the captains of the postal steam packets making regular voyages, to present their papers to the Cashier of the Navigation Chest at Sulina, who affixes to the roll of the crew of each vessel entering the Danube waters, of whatever tonnage she may be, a stamp bearing these words: "Commission Européenne du Danube, Caisse de Navigation de Soulina,"—the date of the year, and her serial number. This stamp is cancelled before the vessel leaves, by another stamp across it.

If vessels do not remain more than twenty-four hours at Sulina, the ship's papers are immediately restored to the captains after the accomplishment of the prescribed formalities; in the contrary case they remain deposited at the office of the Captain of the Port, by whose agency they are transmitted, if required, to the competent consular authority,

after payment of the navigation dues, and the payment or deposit of the fines levied in virtue of the present regulation; save and except in this case, the roll of the crew must always remain on board the vessel.

Art. 18.

After having cast anchor, vessels are to moor by cables to the posts fixed for the purpose along the two banks, or to vessels already moored.

Art. 19.

Vessels must take in their booms and jib-booms, which in no case may be used for mooring boats. During the whole period of remaining at anchor, the yards must be braced fore and aft.

Art. 20.

Small coasting vessels, as well as lighters, are forbidden to move about the port during the night. Boats belonging to the port or to merchant vessels may not ply during the night without carrying a lighted lantern.

Art. 21.

It is prohibited to heat tar or pitch on board vessels inside the port. Captains are bound to see that no lights whatever are used on board their vessels, other than glass lamps or lanterns.

CHAPTER 3.

Provisions common to both Roadstead and Port of Sulina.

Art. 22.

Art. 64 of these present regulations, which forbids the throwing out of ballast, except at stated places, has particular reference to the Roadstead and Port of Sulina, properly so called.

Art. 23.

It is forbidden, without the authority of the Captain of the Port, to remove anchors, chains, and other articles abandoned in the Port and Roadstead of Sulina.

Art. 24.

In case of a vessel stranding, of shipwreck, as well as in cases of damage, the Captain of the Port of Sulina will immediately give the promptest assistance to save the vessel, her cargo, and gear, and to protect the general interests of the navigation; after which, he divests himself of the administration of the salvage, and forwards all the documents drawn up by him to the nearest competent authority.

PART II.

Concerning the River Police.

CHAPTER 1.

General Regulations.

Art. 25.

Every captain or master of a sailing or steam vessel in the act of navigating or stationary, whether at anchor or moored to the bank, is bound to take care that his vessel causes neither hindrance to the navigation nor damage, whether to other vessels or to landing jetties, buoys, signals, towing paths, or other establishments placed on the river or its banks for the benefit of the navigation, and he is to attend to the preservation of his own vessel with the same care.

Vessels navigating or stationary in the Sulina branch are bound to carry their anchors sus-