

traversing a section of the river on which dredging or other works are in course of execution, and that, as long as they are between the signal posts placed on the banks, above and below the site of the works.

## Art. 3.

When the steam dredgers are employed in the Sulina Branch, or at the Tchatal of St. George during the night, the passage of the channel, where the dredging operations and discharge of stuff dredged are being carried on, is forbidden, except in the case hereinafter mentioned, to all sailing, and steam vessels, rafts, or floats of timber, from seven o'clock in the evening till five o'clock in the morning.

This prohibition does not extend to packet-boats making periodical voyages, and engaged in the Mail Service, except, however, in the case of special necessity, when passage by night can be forbidden absolutely, by a simple notice which the Commission will cause to be published to this effect.

## Art. 4.

Every offence against the provisions of the preceding Articles is punished by a fine of fifty francs (£2) at least, or of 500 francs (£20) at most.

## Art. 5.

When an offence committed against the preceding provisions, or one of the offences provided for and punished by Article 99 of the Regulation of Navigation and Police of the 2nd of November, 1865, above quoted, is accompanied or followed by any injury or damage whatsoever occasioned by the offending vessel, float of timber, or raft, to the works of the European Commission of the Danube, to its floating plant, or to any other of its properties, the fine incurred by the offending party, is of 250 francs (£10) at least, and of 2,500 francs (£100) at most.

## 6.

The infliction of the penalties enacted by the preceding 4th and 5th Articles, is pronounced by the Captain of the Port of Sulina, or by the Inspector-General of the Navigation.

It is regulated in general, and in particular for what concerns appeals, by the provisions of Chapter II. of Part VI. of the Regulation of Navigation and Police of the 2nd of November, 1865.

## Art. 7.

The present provisions shall be immediately published, and shall enter in force on the 15th of May next.

Done at Galatz the 21st of April, 1868.

## EUROPEAN COMMISSION OF THE DANUBE.

## NEW PROVISIONS relative to pilotage on the Lower Danube.

The European Commission of the Danube,

Considering the 112th Article of the Regulation of Navigation and Police applicable to the Lower Danube, dated the 2nd November, 1865;

Whereas, in consequence of the works executed at the mouth and in the branch of the Sulina, the vessels which ascend the river are, in general, of a larger burden than formerly, and require, for that reason, more care and knowledge on the part of the pilots entrusted with the direction of them;

Whereas, in the assessment of the pilotage dues for the navigation down-stream, the tariff now in

force establishes no distinction between large and small vessels, and that thus the river pilots are no longer remunerated in proportion with the services rendered;

Whereas, on the other hand, the power of obtaining a river pilot's licence implicitly granted by the Regulation of Navigation and Police of the 2nd November, 1865, to the pilots who do not exercise their calling exclusively on the Lower Danube, becomes more inconvenient in proportion as the employment of vessels of considerable size increases the difficulties of pilotage in the narrow channels of the Sulina Branch;

And in order to determine the extent of the responsibility, which falls upon the river pilots, in piloting vessels;

Enacts the following provisions:

## Art. 1.

The second paragraph of Article 69 of the Regulation of Navigation and Police annexed to the Public Act relating to the Navigation of the Mouths of the Danube, under date of the 2nd November, 1865, is repealed, and replaced by the following provision:

"The licence of pilot is delivered by the Captain of the port, and must receive his visa every year; it ceases to be valid if the annual visa is wanting."

## Art. 2.

Articles 75 and 78 of the said Regulation are also repealed, and replaced by the following provisions:

"Art. 75.—Independently of the corps of pilots charged with piloting vessels in the channel of the Sulina Mouth, and acting under the direction of the Captain of the port, there is a special service of pilots, likewise licensed, for merchant vessels navigating the river between Sulina and Ibraila.

"The corps of river pilots is placed under the authority of the Inspector General of the navigation, by whom the licence of pilot is delivered.

"This licence must each year receive the visa of the Inspector General, and ceases to be valid if the accomplishment of this formality is wanting.

"The pilotage service is directed by a chief pilot who is bound to have three offices, at Galatz, at Ibraila, and at Toultscha, and by a deputy chief pilot residing at Sulina.

"The licensed pilots of the river service alone have authority to pilot vessels during their navigation between Sulina and Ibraila, as well ascending as descending, but they are forbidden, excepting those of the steam packets making periodical voyages, to pilot them in the channel of the Sulina mouth, or in any part of their sea voyage.

"Art. 78.—Captains will arrange with the river pilots the sum to be paid the latter for the pilotage up-stream. In case of dispute, however, on this point, the port authorities will not admit any claim on the part of pilots for a higher rate of wages than six francs a day for the voyage, in addition to subsistence on board, for the pilotage of a sailing vessel. These wages may be raised to a maximum of one hundred francs a day for the pilots of steam vessels.

"With regard to the compulsory pilotage of the voyage down-stream, its dues are fixed as follows, for sailing vessels:

"For the passage from Galatz, or from a port situated above this point, to Sulina, fifty centimes per register ton;

"For the passage from Reni or Ismail to Sulina, forty centimes per ton;