

who alone can give a valid receipt for them. It is allowable, nevertheless, for the captain of a piloted vessel, to pay the half of the due to his pilot directly, as an advance.

The calculation of tonnage for the payment of the river pilotage due is made for vessels of more than two hundred and fifty tons, according to the rules laid down by the Tariff of Navigation Dues of the 2nd November, 1865.

ARTICLE 2.

The preceding provisions shall come into force on the 15th May, 1869.

Done at Galatz, the 22nd April, 1869.

(Signed)

A. DE KREMER.
A. D'AVRIL.
J. STOKES.
B. BERIO.
C^{TE}. KEYSERLING.
D'OFFENBERG.
SULEYMAN.

No. 2.

THE EUROPEAN COMMISSION OF THE DANUBE.

(Translation.)

ADDITIONAL REGULATION concerning Towage between Isaktcha, and the Sulina Mouth.

The European Commission of the Danube, considering Article 112 of the Regulation of Navigation and Police applicable to the Lower Danube, dated 2nd November, 1865, also the Regulation enacted the 2nd November, 1867, concerning local towage in the port and at the mouth of the Sulina;

Whereas experience has shown the utility of Regulations of Police specially applicable to tug steamers, as also the necessity of extending their effect to the navigation of the River;

Enacts the following provisions:

ARTICLE 1.

Every vessel habitually employed in towing operations on the Lower Danube below Isaktcha, shall be subject to the accomplishment of the formalities prescribed by Articles 1 and 2 of the Regulation concerning towage enacted by the European Commission of the Danube, for the port and mouth of Sulina, on the 2nd November, 1867.

Is considered as habitually engaged in towage operations between Isaktcha and the Sulina mouth every vessel which performs in this part of the river more than three such operations in the space of forty days, unless in a position to prove by the endorsements upon its papers, that in the interval of these operations it has made a sea-voyage, or a voyage above Ibraïla.

ARTICLE 2.

Is subject in every case to the accomplishment of the formalities prescribed by Articles 1 and 2 of the Regulation of 2nd November, 1867, every tug steamer performing more than three operations in the space of one month between Isaktcha and Sulina.

ARTICLE 3.

Whenever vessels or transports under towage, moor or cast anchor in a port, or at any other point of the Lower Danube situated below Isaktcha, the tug boats shall not cast off the tow ropes before the vessels or transports towed shall have swung to the current and be securely made fast.

ARTICLE 4.

In case of the grounding of a vessel or a transport under towage, below Isaktcha, the captain

of the tug steamer in continuing his voyage is bound to give information of the accident to the first boat belonging to the General Inspectorate of Navigation which he shall meet.

If the grounding is imputable to the fault of the tug steamer, the same cannot continue its voyage before it be made evident that the force of its engines is insufficient to bring the grounded vessel or transport afloat again.

ARTICLE 5.

Whenever the captain of a tug steamer undertakes to tow, below Isaktcha, one or more vessels or transports, for which the force of his vessel is insufficient, he is civilly responsible for all damages which may result therefrom.

ARTICLE 6.

Articles 3, 4, and 5 of the present regulation, as also the penalties in their enforcement are applicable to all vessels employed below Isaktcha to tow others, whether habitually or occasionally.

ARTICLE 7.

All tug steamers provided with the licence prescribed by Article 1 of the Regulation of 2nd November, 1867, and by Articles 1 and 2 of the present regulation, are bound to bear the number of their licence painted in white figures of one foot in height on a conspicuous part of the outside of their port and starboard bulwarks.

ARTICLE 8.

Every offence against one of the provisions of Articles 1, 2, 3, 4, or 5 of the present regulation is punished by a fine of twenty-four francs at least, and of one hundred and twenty francs at most.

Every offence against Article 7 of the same regulation is punished by a fine of twelve francs at least, and of thirty-six francs at most.

ARTICLE 9.

The application of these penalties is pronounced by the Captain of the Port at Sulina, or by the Inspector-General of the Navigation, for offences committed or proved within their respective limits of jurisdiction.

It is regulated, and notably in what concerns repetitions of offences and appeal, by the provisions of Chapter II of Part 4 of the Regulation of Navigation and Police of the 2nd November, 1865.

ARTICLE 10.

The present regulation shall come into force on the 1st of July, 1869.

Done at Galatz, the 22nd April, 1869.

(Signed)

A. DE KREMER.
A. D'AVRIL.
J. STOKES.
B. BERIO.
C^{TE}. KEYSERLING.
D'OFFENBERG.
SULEYMAN.

No. 3.

(Translation.)

ADDITIONAL REGULATIONS of Police, concerning Anchorage in the Port of Sulina.

The European Commission of the Danube, considering Article 112 of the Regulation of Navigation and Police applicable to the Lower Danube, dated 2nd November, 1865;

Whereas Article 17 of this Regulation contains no provision specially applicable to vessels which, after having left the port of Sulina to proceed to sea, are obliged to re-enter on account of accident or contrary wind;