The present Article shall not prejudice the freedom of navigation or anchorage in territorial waters accorded to fishing boats, provided they conform to the Danish Police Regulations ruling this matter, amongst others the one stipulating that trawling-vessels while sojourning in territorial waters shall have their trawling-gear stowed away in-board.

Article III.

The miles mentioned in the preceding Article are geographical miles, whereof 60 make a degree of latitude.

Article IV.

The geographical limits for the application of the present Convention shall be fixed as follows:—

On the south by a line commencing from where the meridian of North Unst Lighthouse (Shetland Islands) meets the parallel of 61st degree of north latitude to a point where the 9th meridian of west longitude meets the parallel of 60° north latitude, and from thence westward along that parallel to the meridian of 27° west longitude.

On the west by the meridian of 27° west longitude.

On the north by the parallel of 67° 30′ of north latitude.

On the east by the meridian of the North Unst Lighthouse.

The aforesaid limits are shown on the Chart appended to the present Convention.

Article V.

The fishing boats of the High Contracting Parties shall be registered in accordance with the administrative regulations in force in their respective countries.

For each port there shall be a consecutive series of numbers, preceded by one or two initial letters, which shall be specified by the superior competent authority.

Each Government shall draw up a list showing these initial letters.

This list, together with all modifications which may subsequently be made in it, shall be notified to the other Government.

Article VI.

Fishing-boats shall bear the initial letter or letters of the port to which they belong, and the registry number in the series of numbers for that port.

Article VII.

The name of each fishing boat and that of the port to which she belongs shall be painted in white oil colour on a black ground on the stern of the boat, in letters which shall be at least 8 centim. in height and 12 millim. in breadth.

Article VIII.

The letter or letters and numbers which shall have been assigned to a vessel on its registration shall be painted in white oil colour on a black ground, and so as to be clearly visible, on each bow of the vessel 8 or 10 centim. below the gunwale, provided the space admit it. The letters and numbers of vessels of 15 tons burden (gross tonnage) and upwards shall be 45 centim. in height and 6 centim. in breadth.

For boats of less than 15 tons burden (gross tonnage), the dimensions shall, if possible, be 25 centim. in height, and 4 centim. in breadth.

The same letters and numbers shall also be painted in oil colour on each side of the main-sail of the boat immediately above the close reef, and in such a manner as to be plainly visible; they shall be painted on white sails in black, on black sails in white, and on sails of an intermediate shade in black or in white, as may be decided by the authority superintending the marking, in accordance with Article V of the present Convention.

Steam fishing vessels shall, in addition, bear the above marks on the funnel in a plainly visible manner. These marks should be of the same dimensions as those on the bow.

The letter or letters and numbers on the sails shall be one-third larger in every way than those placed on the bows of the boat.

Article IX.

Fishing boats may not have, either on their outside, on their sails, or on their funnels any names, letters, or numbers other than those prescribed by Articles VI, VII, and VIII of the present Convention.

Article X.

The names, letters, and numbers placed on the boats and on their sails and funnels shall not be effaced, altered, made illegible, covered, or concealed in any manner whatsoever.

Article XI.

All the small boats, buoys, principal floats, trawls, grapnels, anchors, and generally all fishing implements, shall be marked with the letter or letters and numbers of the boats to which they belong.

These letters and numbers shall be large enough to be easily distinguished. The owners of the nets or other fishing implements may further distinguish them by any private marks they think proper.

Article XII.

The master of each boat must have with him an official document, issued by the proper authority in his own country, for the purpose of enabling him to establish the nationality of the boat.

This document must always give the letter or letters and number of the boat, as well as her description and the name or names of the owner or the name of the firm or association to which she belongs.

Article XIII.

The nationality of a boat must not be concealed in any manner whatsoever.

Article XIV.

No fishing-boat shall anchor, between sunset and sunrise, on grounds where drift-net fishing is actually going on.

This prohibition shall not, however, apply to anchorings which may take place in consequence of accidents or of any other compulsory circumstances.

Article XV.

Boats arriving on the fishing grounds shall not either place themselves or shoot their nets in such a way as to injure each other, or as to interfere with fishermen who have already commenced their operations.

Article XVI.

Whenever, with a view of drift-net fishing, decked boats and undecked boats commence shooting their nets at the same time, the undecked boats shall shoot their nets to windward of the decked boats.

The decked boats, on their part, shall shoot their nets to leeward of the undecked boats.

As a rule, if decked boats shoot their nets to windward of undecked boats which have begun fishing, or if undecked boats shoot their nets to leeward of decked boats which have begun fishing, the responsibility as regards any damages to nets which may result shall rest with the boats which last began fishing, unless they can prove that they were under stress of compulsory circumstances, or that the damage was not caused by their fault.