

Article XVII.

No net or any other fishing engine shall be set or anchored on grounds where drift-net fishing is actually going on.

Article XVIII.

No fisherman shall make fast or hold on his boat to the nets, buoys, floats, or any other parts of the fishing tackle of another fisherman.

Article XIX.

When trawl fishermen are in sight of net, or of long-line fishermen, they shall take all necessary steps in order to avoid doing injury to the latter. Where damage is caused the responsibility shall be on the trawlers, unless they can prove that they were under stress of compulsory circumstances, or that the loss sustained did not result from their fault.

Article XX.

When nets belonging to different fishermen get foul of each other, they shall not be cut without the consent of both parties.

All responsibility shall cease if the impossibility of disengaging the nets by any other means is proved.

Article XXI.

When a boat fishing with long lines entangles her lines in those of another boat, the person who hauls up the lines shall not cut them except under stress of compulsory circumstances, in which case any line which may be cut shall be immediately joined together again.

Article XXII.

Except in cases of salvage and the cases to which the two preceding Articles relate, no fisherman shall, under any pretext whatever, cut, hook, or lift up nets, lines, or other gear not belonging to him.

When a fisherman fouls, or otherwise interferes with the fishing gear of another fisherman, he shall take all necessary measures for reducing to a minimum the injuries which may result to the gear or to the boat of the other fisherman.

Article XXIII.

The use of any instrument or engine which serves only to cut or destroy nets is forbidden.

The presence of any such engine on board a boat is also forbidden.

The High Contracting Parties engage to take the necessary measures for preventing the embarkation of such engines on board fishing-boats.

Article XXIV.

Fishing-boats shall conform to the general rules respecting lights and sound signals, as well as those concerning steering and navigation, which have been, or may be, adopted in respect of these boats by mutual arrangement between the High Contracting Parties with the view of preventing collisions at sea.

Article XXV.

All fishing-boats, all their small boats, all rigging, gear, or other appurtenances of fishing-boats, all nets, lines, buoys, floats, or other fishing implements whatsoever found or picked up at sea, whether marked or unmarked, shall, as soon as possible, be delivered to the competent authority of the first port to which the salving boat returns or puts in.

Such authority shall inform the Consul or Consular Agent of the country to which the boat of the salvor belongs, and of the nation of the owners of the articles found. They (the same authority) shall restore the articles to the owners thereof or to their representatives, as soon as such articles are claimed, and the interests of the salvors have been properly guaranteed.

The administrative or judicial authorities, according as the laws of the respective countries may provide, shall fix the amount which the owner shall pay to the salvors. It is, however, agreed that this provision shall not in any way prejudice such Conventions respecting this matter as are already in force, and that the High Contracting Parties reserve the right of regulating, by special arrangements between themselves, the amount of salvage at a fixed rate per net salvaged.

Fishing implements of any kind found unmarked shall be treated as wreck.

Article XXVI.

The superintendence of the fisheries shall be exercised by vessels belonging to the national navies of the High Contracting Parties. In the case of Denmark, such vessels may be vessels belonging to the State, commanded by Captains who hold commissions.

Article XXVII.

The execution of the Regulations respecting the documents establishing nationality, the marking and numbering of boats, &c., and of fishing implements as well as the presence on board of instruments which are forbidden (Articles VI, VII, VIII, IX, X, XII, XIII, and XXIII, para. 2), is placed under the exclusive superintendence of the cruisers of the nation of each fishing-boat. Nevertheless, the Commanders of cruisers shall acquaint each other with any infractions of the above-mentioned Regulations committed by the fishermen of the other nation.

Article XXVIII.

The cruisers of the High Contracting Parties shall be competent to authenticate all infractions of the Regulations prescribed by the present Convention, other than those referred to in Article XXVII, and all offences relating to fishing operations, whichever may be the nation to which the fishermen guilty of such infractions may belong.

Article XXIX.

When the Commanders of cruisers have reason to believe that an infraction of the provisions of the present Convention has been committed, they may require the master of the boat inculpated to exhibit the official document establishing her nationality. The fact of such document having been exhibited shall then be indorsed upon it immediately. The Commanders of cruisers shall not pursue further their visit or search on board a fishing-boat which is not of their own nationality unless it should be necessary for the purpose of obtaining proof of an offence or of a contravention of Regulations respecting the police of the fisheries.

Article XXX.

The Commanders of the cruisers of the High Contracting Parties shall exercise their judgment as to the gravity of facts brought to their knowledge, and of which they are empowered to take cognizance, and shall verify the damage, from whatever cause arising, which may be sustained by fishing-boats of the nationalities of the High Contracting Parties.

They shall draw up, if there is occasion for it, a formal statement of the verification of the facts, as elicited both from the declaration of the parties interested and from the testimony of those present.

The Commander of the cruiser may, if the case appears to him sufficiently serious to justify the step, take the offending boat into a port of the nation to which the fisherman belongs.