

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to the Public Act relating to the Navigation of the Mouths of the Danube, under date of the 2d November 1865, is repealed, and replaced by the following provision :—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Articles 75 and 78 of the said Regulation are also repealed, and replaced by the following provisions :—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 ;

“ For the passage from Toultscha to Sulina, thirty centimes per ton.

“ Steam vessels pay only the half of these dues, and those who make their voyages between the ports of the Danube and the ports of the Black Sea or of the Bosphorus, may be freed

from them provided that the ship's pilot is furnished with a licence as river pilot.

“ The chief pilot of the river service deducts two centimes per ton from the amount of the due paid by each sailing vessel, and one centime per ton on the due paid by steam vessels ; the rest of the due accrues to the pilot.

“ These dues are paid into the hands of the Cashier of the Navigation Chest at Sulina, who alone can give a valid receipt for them ; it is allowable, however, to the captain of the vessel piloted, to pay directly to his pilot the half of the due as an advance.

“ The calculation of the tonnage for the payment of the pilotage due is worked out according to the rules laid down by the Tariff of Navigation Dues of the 2d November 1865.”

Art. 3.

The second paragraph of Article 80 of the above-mentioned regulation of the 2d November 1865, is repealed, and replaced by the following provision :—

“ They are forbidden to have any interest, either directly or indirectly, in any operation or contract connected with Lighters, the object of which is to get afloat a vessel aground, except in the case where the operation has been undertaken by the job for the whole duration of the voyage.”

Art. 4.

At the beginning of Article 81 of the same regulation, is inserted an additional provision, thus worded :—

“ The Captain who has taken on board a licensed River Pilot does not, even in the case where the Pilotage is compulsory, remain the less responsible for the observance of the Regulations of Navigation and Police in force upon the Lower Danube, and especially of Articles 25 and 37 of the present regulation.

“ The responsibility of the Pilot is limited to the indication of the navigable channels and of the particulars of the River Navigation. Consequently, the Captain who abandons to his Pilot the direction of his vessel, does so upon his own responsibility.”

Art. 5.

Between the second and third paragraphs of Article 101 of the aforesaid Regulation of Navigation and Police, is inserted a new paragraph, thus worded :—

“ Every Pilot of the River Service who offends against the provisions of the last paragraph of the above Article 75, by piloting a vessel in the Channel of the Sulina mouth, or in the sea, is punished with a fine of 100 francs (£4) at least, or of 500 francs (£20) at most. The same penalty is applicable to the Captain who has his vessel piloted in the Danube between Sulina and Ibraila, by a Pilot who does not belong to the Corps of River Pilots.”

Art. 6.

Article 12 of the Tariff of Navigation Dues of the 2d November 1865, is repealed, inasmuch as it is contrary to the provisions of the new Article 78 herein above.

Art. 7.

The present provisions will enter in force on the 1st of June 1868.

Done at Galatz the 16th of April 1868.