

"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 2nd November, 1865."

Art. 3.

The second paragraph of Article 80 of the above-mentioned regulation of the 2nd November, 1865, is repealed and replaced by the following provision:—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

EUROPEAN COMMISSION OF THE DANUBE.

NEW PROVISIONS concerning the Lighter Service.

The European Commission of the Danube,

Whereas, the provisions of Part V, of the Regulation of Navigation and Police, under date of the 2nd November, 1865, which rule at present the Lighter Service, have been drawn up especially in view of the operations which are carried on at the mouth of the river;

Whereas, at the present time, on the contrary, lighters are employed principally for the passage of the shoals of the Sulina Branch, or for the conveyance of cargoes destined for sea-going vessels, which do not ascend the river;

Whereas, moreover, the number of licensed lighters, subject to the disciplinary superintendance of the Inspector-General of the Navigation, has diminished to a considerable extent; and whereas, consequently, sea-going vessels of low tonnage are employed, in greater numbers than formerly, to act temporarily as lighters;

Whereas, these vessels being subject neither to the constraint of being visited and measured every year, nor to that of giving pledges for good conduct, offer less security to commerce than the licensed lighters; and whereas more frequent abuses, committed to the detriment of the lightened cargoes, have been made known to the Commission;

Whereas, it thus appears that the provisions in force concerning the Lighter Service no longer correspond with the exigencies of the Danubian Navigation in so far as they have been modified by the effect of the works executed at the Sulina Mouth;

And considering Article 112 of the above quoted Regulation of Navigation and Police of the 2nd November, 1865;

Enacts the following provisions:

Art. 1.

Articles 82 to 93, both inclusive, 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, forming Chapters 1, 2, and 3 of Part V of the aforesaid Regulation, are repealed and replaced by the following Articles:

"PART V.

"The Lighter Service.

"CHAPTER I.

"General Rules.

"Art. 82.—Lighterage operations are divided into two classes:

"1st. Local lighterage effected by a sea-going vessel, which, in order to cross the Sulina Bar (either on entering or on leaving the river), or a shoal in the interior, discharges the whole or a part of its cargo into a smaller vessel in order to re-ship it after having cleared the obstacle;