

TREATY SERIES. No. 5.

1903.

CONVENTION

BETWEEN

THE UNITED KINGDOM AND DENMARK

FOR

REGULATING THE FISHERIES
OUTSIDE TERRITORIAL WATERS IN THE
OCEAN SURROUNDING THE FARÖE
ISLANDS AND ICELAND.

Signed at London, June 24, 1901.

[*Ratifications exchanged at London, May 28, 1902.*]

*Presented to both Houses of Parliament by Command of His Majesty.
April 1903.*

L O N D O N :

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HIS MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE and SPOTTISWOODE, East Harding Street, Fleet Street, E.C.,
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[Cd. 1530.] Price 7½d.

CONVENTION BETWEEN THE UNITED KING-
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Signed at London, June 24, 1901.

[Ratifications exchanged at London, May 28, 1902.]

HIS Majesty the King of the United Kingdom of Great Britain and Ireland and His Majesty the King of Denmark, being desirous of regulating the fisheries of their respective subjects outside Danish territorial waters in the ocean surrounding the Faröe Islands and Iceland, have resolved to conclude for this purpose a Convention, and have named their Plenipotentiaries as follows :—

His Majesty the King of the United Kingdom of Great Britain and Ireland, the Most Honourable Henry Charles Keith Petty Fitz-Maurice, Marquess of Lansdowne, Earl Wycombe, Viscount Caln and Calnstone and Lord Wycombe, Baron of Chipping Wycombe,

HANS Majestøt Kongen af det Forenede Kongerige Storbritannien og Irland og Hans Majestøt Kongen af Danmark have, i Ønsket om at tilvejebringe en for Deres respektive Undersaatter gældende Ordning af Fiskeriet i Havet omkring Færøerne og Island udenfor dansk Söterritorium, besluttet i dette Øjemed at afslutte en Overenskomst, og have til Deres Befuldmægtigede udnæent :—

Hans Majestøt Kongen af det Forenede Kongerige Storbritannien og Irland, den meget hæderlige Henry Charles Keith Petty Fitz-Maurice, Markis af Lansdowne, Jarl Wycombe, Viscount Caln og Calnstone og Lord Wycombe, Baron af Chipping Wycombe, Baron Nairne

Baron Nairne, Earl of Kerry and Earl of Shelburne, Viscount Clanmaurice and Fitzmaurice, Baron of Kerry, Lixnaw, and Dunkerron; a Peer of the United Kingdom of Great Britain and Ireland, a Member of His Majesty's Most Honourable Privy Council, Knight of the Most Noble Order of the Garter, &c., &c., &c., His Majesty's Principal Secretary of State for Foreign Affairs;

His Majesty the King of Denmark, Mr. Frants Ernst de Bille, his Chamberlain and Envoy Extraordinary and Minister Plenipotentiary at London, Grand Cross of the Order of Danebrog, and decorated with the Silver Cross of the same Order, &c.;

Who, after having communicated the one to the other their full powers, found in good and due form, have agreed upon the following Articles:

ARTICLE I.

The provisions of the present Convention, the object of which is to regulate the police of the fisheries in the ocean surrounding the Farøe Islands and Iceland outside the territorial waters of these islands, shall apply to the subjects of the High Contracting Parties.

ARTICLE II.

The subjects of His Majesty the King of Denmark shall enjoy the exclusive right of fishery within the distance of 3 miles from low-water mark along the whole extent of the coasts of the said islands, as well as of the

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Jarl af Kerry og Jarl af Shelburne, Viscount Clanmaurice og Fitzmaurice, Baron af Kerry, Lixnaw og Dunkerron; en Pair af det Forenede Kongerige og Irland, Medlem af Hans Majestøets meget høderlige Gehejmeraad, Ridder af den ædle Høsebaands orden, &c., &c., &c., samt Hans Majestøets første Statssekretær for de udenlandske Sager;

Hans Majestøet Kongen af Danmark, Herr Frants Ernst Bille, Allerhøjstsammes Kammerherre og overordentlige Gesandt og befuldnægtigede Minister i London, Storkors af Danebrog og Danebrogsmænd o. s. v.;

Hvilke, efter at have meddelt hinanden deres Fuldmagter, der befandtes i god og rigtig Form, ere bleone enige om følgende Artikler:

ARTIKEL I.

Bestemmelserne i nærværende Konvention, der gaar ud paa at ordne Fiskeripolitiet i Havet Omkring Færøerne og Island udenfor disse Øers Söteritorium ere anvendelige paa de Høje Kontraherende Parters Undersaatter.

ARTIKEL II.

Hans Majestøet Kongen af Danmarks Undersaatter skulde have udelukkende Ret til Fiskeri indtil en Afstand af 3 kvartmil at regne fra den yderste Grænse, hvor Landet er tørt ved Lavvandet langs hele

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dependent islets, rocks, and banks.

As regards bays, the distance of 3 miles shall be measured from a straight line drawn across the bay, in the part nearest the entrance, at the first point where the width does not exceed 10 miles.

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

Stroekringen af Øernes kyster med dertil hørende Holme, Skær og Grunde.

Hvad Bugterne angaar vil de 3 kvartmils Afstand være at regne fra den lige Linie trukken tvært over Bugten paa det Indløbetnærmeste Punkt hvor Bredden ikke en større end 10 kvartmil.

Nærværende Artikel gør intet Indgreb i den for Fiskerfartøjer, der sejle eller ankre paa Soterritoriet, anerkendte Ret til frit at færdes der imod at iagttage de derom givne danske Politiforskrifter, hvoriblandt den at Trawler-fartøjer under Ophold paa Territoriet skulle have Trawlen stuvet af Vejen indenbords.

ARTIKEL III.

De i den foregaaende Artikel omhandlede kvartmil ere geografiske kvartmil, hvoraf der regnes 60 paa en Breddegrad.

ARTIKEL IV.

De geografiske Grænser for denne Konventions Omraade ere:—

Mod Syd en Linie dragen fra det Punkt, hvor North Unst Fyrtaarns Meridian (Shetlands Øerne) skærer den 61^{de} nordlige Breddegrad til det Punkt, hvor den 9^{de} Meridian, vestlig Længde, skærer den 60^{de} nordlige Breddegrad, og der fra videre mod vest følgende denne Breddegrad til Meridianen for 27° vestlig Længde.

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 Light-house.

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

Mod vest Meridianen for 27° vestlige Længde.

Mod nord Parallelen for 67° 30' nordlige Bredde.

Mod Øst North Unst Fyrtaarns Meridian.

De nævnte Grænser ere angivne paa det nærværende Konvention vedhæftede Kaart.

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

ARTIKEL V.

De høje Kontraherende Parters Fiskerfartøjer indregistreres efter de i Hjemlandet gældende administrative Reglementer. For hver Havn findes der en fortløbende Række af Tal med et eller flere store Bogstaver foran efter vedkommende overordnede Øvrigheds nærmere Bestemmelse.

Enhver af Regeringerne vil have et udfærdige en Liste med Angivelse af de nævnte Bogstaver.

Denne Liste ligesom alle de Oendringen, der senere maatte blive foretagne ved samme, skal meddeles den anden Regering.

ARTIKEL VI.

Fiskerfartøjerne føre det eller de Bogstaver der betegne den Havn, hvor de ere hjemmehørende, og et Indregistreringsnummer indenfor den Rækkefølge af Nummere, som hører til Havnen.

ARTIKEL VII.

Ethvert Fiskerfartøjs Navn samt Havnens, hvor det er

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, or 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.

hjemmehørende, males med Oliefarve paa Fartøjets Bagstavn med hvide, mindst 8 Centimeter høje og 12 Millimeter brede Skrifttræk paa sort Grund.

ARTIKEL VIII.

Det eller de Bogstaver og det Tal, der ved Indregistreringen er tildelt Fartøjet, anbringes iøjnefaldende og tydeligt paa hver Side af dets Forstavn, saavidt Pladsen tillader det, 8 à 10 Centimeter under Rølingen, med hvid Oliefarve paa sort Grund. Bogstavernes og Tallenes Højde skal for Fartøjer paa 15 Tons Brutto være 45 Centimeter og Bredden 6 Centimeter.

For Baade under 15 Tons Brutto skal Dimensionerne saavidt muligt være Højden 25 Centimeter og Bredden 4 Centimeter.

Ligeledes anbringes de samme Bogstaver og Tal i Oliefarve paa begge Sider af Fartøjets Storsejl uniddelbart over det sidste Reb saaledes, at de tydeligt kunne ses; de males paa hvide Sejl med sort Farve, paa sorte Sejl med hvid Farve, og paa Sejl af Melleifarve med hvid eller sort Farve eftersom den Autoritet, ved hvis Foranstaltning Afenærkingen sker ifølge Artikel V nærmere maatte bestemme.

Paa Damp-Fiskefartøjer skal de ovennævnte Mærker endvidere tydeligt anbringes paa Skorstenen. Disse Mærker skal have samme Dimensioner, som de paa Forstavnen anbragte.

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 docu-

Bogstavet eller Bogstaverne og Tallene paa Sejlene skulle i alle Retninger være en Trediedel større end de, der ere anbragte paa Fartøjets Forstav.

ARTIKEL IX.

Fiskerfartøjerne maa hverken paa Ydersiderne eller paa Sejlene eller Skorstenene føre andre Navne, Bogstaver eller Tal end dem, der omhandles i nærværende Konventions Artikler VI, VII, og VIII.

ARTIKEL X.

Det er forbudt at udslette, forandre, ukendeliggøre til-dække eller ved hvitkedsom-helst Middel skjule de paa Fartøjerne og paa Sejlene og Skorstenene anbragte Navne, Bogstaver og Tal.

ARTIKEL XI.

Hvert Fartøjs Bogstav eller Bogstaver og Tal skal anbringes paa de Joller, Bøjer, vigtigste, Flaad, Sløbevaad, Drøeg, Ankere og i det Hele paa alle de Fiskeredskaber der høre til Fartøjet.

Disse Bogstaver og Tal skulle være store nok til med Lethed at kunne skelnes. Ejerne af Garnene eller andre Fiskeredskaber kunne desuden mærke dem med saadanne særegne kendetegn, som de maatte finde hensigtsmæssige.

ARTIKEL XII.

Ethvert Fartøjs Fører maa være forsynet med et officielt, af

ment, 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

vedkommende Øvrighed i hans Land udstedt Dokument, som sætter ham i Stand til at godtgøre Fartøjets Nationalitet. Dette Dokument skal altid angive Fartøjets Bogstaveler Bogstaver og dets Nummer samt en Beskrivelse af det tilligemed dets Ejers Navn eller Navne eller Navnet paa det Selskab, der ejer det.

ARTIKEL XIII.

Det er forbudt ved hvilket-somhelst Middel at fordølge Fartøjets Nationalitet.

ARTIKEL XIV.

Det er forbudt ethvert Fiskerfartøj fra Solens Nedgang til dens Opgang at ankre op paa Pladser, hvor Drivnetsfiskere have udsat deres Redskaber.

Dog finder dette Forbud ikke Anvendelse for Opankninger, der ere foranledigede ved indtrufne Uheld eller ethvert andet Nødstilfælde.

ARTIKEL XV.

Det er forbudt Fartøjer, der ankomme til Fiskepladserne at lægge sig eller udkaste deres Garn saaledes, at de tilføje hinanden Skade eller fortrøedige Fiskere, som alt have begyndt deres Gierning.

ARTIKEL XVI.

Naar ved drivnetsfiskeri Døksfartøjer og aabne baade

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.

samlidigt begynde at sætte Garnene udskullede sidstnænte unsætte Garnene til Luvart for de andre.

Døcksfartøjerne skulle derimod sætte deres Garn i Læ af aabne Fartøjer.

Som Hovedregel gælder, at naar Døcksfartøjer sætte deres Garn til Luvart for aabne Baade, der allerede ligge og fiske og naar aabne Baade sætte deres Garn i Læ af Døcksfartøjer, der ere ifærd med at fiske, vil Ansvaret for Haverier paa Garnene paahvile dem, som sidst have begyndt at fiske, med mindre de godtgøre, at det er et Nödstilfælde, eller at de ere uden Skyld i Beskadigelsen.

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

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ARTIKEL XVII.

Det er forbudt at fastgøre eller ankre Garn eller andet Fiskerødskele paa Pladser, hvor Drivnetsfiskere allerede ere i Virksomhed.

ARTIKEL XVIII.

Det er forbudt enhver Fisker at fæstøje sit Fartøj eller holde sig fast ved Garn, Bøjer, Flaad eller andre Fiskerødskele, tilhørende en anden Fisker.

ARTIKEL XIX.

Naar Slobevaadsfiskere befinde sig i Sigte af Fiskere, der

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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 case 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.

fiske med Netredskal (Garn Vaad) eller Langline skulle de tage de nødvendige Forholdsregler for at undgaa at fornempe disse sidste. I Beskadigelses tilfælde paahviler Ansvaret Støbevaadsfiskerne, med mindre de godtgøre, at det er sket som Nødstilfælde eller at de ere uden Skyld i det lidte Tab.

ARTIKEL XX.

Naar Garn, der tilhøre forskellige Fiskere, indvikles i hinanden, er det forbudt at kappe dem, medmindre begge Parter samtykke deri.

Ethvert Ansvar ophører, saasnart det er godtgjort, at det er umuligt paa anden Maade at faa Garnene skilte fra hinanden.

ARTIKEL XXI.

Naar et Fartøj der fisker med Line, faar sine Liner krydsede med et andet Fartøjs, er det forbudt den, som trækker dem op, at kappe dem, undtagen i Nødstilfælde, og i saafald skal den kappede Line strax igen knyttes sammen.

ARTIKEL XXII.

Udenfor Bjergningstilfælde og de i de to foregaaende Artikler ommeldte Tilfælde er det enhver Fisker forbudt under et hvilket somhelst Paaskud at kappe, hage sig fast i eller hive op Garn, Liner og andre Redskaber som ikke tilhøre ham.

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.

Naar en Fisker har gennemsejlet eller paa en hvilkenksomhelst anden Maade er bleven indviklet i en anden Fiskers Redskab, skal han tage alle fornødne Forholdsregler for at den Skade, som derved kan farvoldes den anden Fiskers Redskab eller Fartøj reduceres til det mindst mulige.

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.

ARTIKEL XXIII.

Det er forbudt at anvende hvilketksomhelst Redskab der udelukkende tjener til at kappe eller ødelægge Garn.

Det er ligeledes forbudt at have slige Redskaber ombord.

De Høje Kontraherende Parter forpligte sig til at tage de nødvendige Forholdsregler for at forlindre, at de bringes ombord paa Fiskerfartøjerne.

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.

ARTIKEL XXIV.

Fiskerfartøjerne skulle iagttage de almindelige Regler angaaende lys og Lydsignaler, samt for Styring og Sejlads, som for deres Vedkommende ere eller maatte blive vedtagne ved gensidig Overenskomst mellem de Høje Kontraherende Parter i det Øjemed at forebygge kollisioner paa Söen.

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

ARTIKEL XXV.

Ethvert Fiskerfartøj, deres Joller, alle Genstande henhørende til Udrustning eller Takkelads for et Fiskerfartøj, ethvert Garn, Line, Bøje, Flaad, eller et hvilketksomhelst Fiskeredskab, hvad

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 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

enten det er forsynet med Mærke eller ej, som maatte blive fundet eller optaget i Søen, skal suarest muligt overleveres til vedkommende Øvrighed i den første Havn, hvortil det Fartøj, der har bjerget dem, vender tilbage eller søger ind.

Øvrigheden giver Underretning saavel til den Nations Konsul eller Konsularagent, hvortil det Fartøj hører, der dar udført Bjergningen, som til den Nations hvortil Ejeren af de fundne Genstande hører, og tilbagelevere Genstandene til Ejerne eller deres Stedfortrædere saasnart de tilbagefordres og Bjergernes Rettigheder ere tilstrækkeligt sikrede.

Den Godtgørelse, som Ejerne skulle betale til Bjergerne fastsættes af de administrative eller retslige Myndigheder eftersam det er paabudt i de respektive Staters Lovgivning. Det er en Skælfølge, at denne Bestemmelse ikke forandrer Noget i allerede bestadende Overenskomster om dette Forhold, og at de Høje Kontraherende Parter forbeholde sig Frihed til indbyrdes ved særegne Overenskomster at fastsætte en bestemt Betaling, som skal erlægges for et fundet Garn.

Ethvilketsomhelst Fiskereskab, der findes uden at være forsynet med Mærke, bliver at betragte som Vraggods.

ARTIKEL XXVI.

Tilsynet med Fiskeriet udføres af Skibe henhørende til de Høje Kontraherende Parters Orlogsfloaader. For Danmarks Vedkommende kan dertil anvendes Staten tilhørende Skibe, førte af Kaptajner, der ere

State, commanded by Captains, who hold commissions.

forsynede med særlig Udnæv-
nelse.

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, XI, 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.

ARTIKEL XXVII.

Overholdelsen af Reglerne om Nationalitetsdokumentet, Fartøjerne og Fiskeredskabernes Mærkning og Numerering, o.s.v., samt Tilstedeværelsen ombord af forbudt Redskab (Artiklerne VI, VII, VIII, IX, X, XI, XII, XIII, og XXIII, 2 Stykke) henhører udelukkende under Tilsynet af den Nations Krydsere, hvortil Fiskerfartøjet hører. Dog skulle Cheferne for Krydserne gensidig underrette hverandre om de af den anden Nations Fiskere begaaede Brud paa de nævnte Regler.

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 infraction may belong.

ARTIKEL XXVIII.

Ehver af de Høje Kontraherende Parters Krydsere er berettiget til at forvise sig om, hvorvidt der er begaaet Brud paa andre af nærværende Konventions Regler end de i Artikel XXVII nævnte, saavel som alle Forseelser, der have Hensyn til Fiskeriet ligegyldigt iøvrigt, til hvilken Nation de Fiskere henhøre som begaa Overtrodsen.

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

ARTIKEL XXIX.

Naar Krydsernes Chefer have Grund til at tro, at der er begaaet Brud paa de i nærværende Konvention foreskrevne Forholdsregler, kunne de for-

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.

He may even take on board the cruiser a part of the crew of the fishing boat, in order to hand them over to the authorities of her nation.

lange, at den Fartøjsfører, der er sigtet for en Overtrødelse, foreviser sit officielle Nationalitetsbevis. Om denne Forevisning gøres der strax en kort Bemærkning paa det fremlagte Aktstykke. Krydsernes Chefer kunne ikke gaa videre i deres Undersøgelse eller Ransagning ombord paa et ikke til deres Nationalitet hørende Fiskerfartøj, med mindre saadant skulde være nødvendigt for at skaffe Beviser for en Forseelse eller en Overtrødelse vedrørende Fiskeripolitiet:

ARTIKEL XXX.

Cheferne for de Høje Kontraherende Parters Krydsere have at skønne om Betydningen af de Fakta, der falde ind under deres Omrande, og som ere komne til deres Kundskab, og fastslaa den Skade, som de til de Høje Kontraherende Parter henhørende Fiskerfartøjer maatte have lidt, hvad Grunden dertil saa end har været.

Hvis der er Anledning dertil, optage de en Protokol til Konstatering af de faktiske Omstændigheder, saaledes som disse fremgaa saavel af vedkommende Parters Eerkløringer som af de Tilstedeværende Vidnesbyrd.

Synes det foreliggende Tilfælde betydeligt nok til at retfærdiggøre en saadan Forholdsregel, har Krydsernes Chef Ret til at føre det skyldige Fartøj til en Havn, der tilhører Fiskerens Nation.

Han kan endog tage en Del af Besætningen ombord til sig for at aflevere den til Fartøjets Nations Myndigheder:

ARTICLE XXXI.

The formal statement referred to in the preceding Article shall be drawn up in the language of the Commander of the cruiser, and according to the forms in use in his country. The accused and the witnesses shall be entitled to add, or to have added, to such statement, in their own language, any observations or evidence which they may think suitable. Such declarations must be duly signed.

ARTIKEL XXXI.

Den i forrige Artikel omhandlede Protokol redigeres i det Sprog, der tales af Krydserens Chef, og under de i hans Land brugelige Former. De Tiltalte og Vidnerne have Ret til at tilføje eller lade tilføje i deres eget Sprog enhver Bemærkning eller Vidreforklaring som de maatte finde hensigtsmæssig. Disse Eerkløringer skulle forsynes med behørig Underskrift.

ARTICLE XXXII.

Resistance to the direction of Commanders of cruisers charged with the police of the fisheries, or of those who act under their orders, shall, without taking into account the nationality of the cruiser, be considered as resistance to the authority of the nation of the fishing boat.

ARTIKEL XXXII.

Modstand mod Befalinger af de til Fiskeripolititjeneste beordrede Krydseres Chefer, eller mod dem, der handle efter deres Ordre, vil, uden Hensyn til Krydserens Nationalitet være at betragte som Modstand mod Fiskerfartøjets eget Lands Øvrighed.

ARTICLE XXXIII.

When the act alleged is not of a serious character, but has, nevertheless, caused damage to any fisherman, the Commanders of cruisers shall be at liberty, should the parties concerned agree to it, to arbitrate at sea between them, and to fix the compensation to be paid. Where one of the parties is not in a position to settle the matter at once, the Commanders shall cause the parties concerned to sign in duplicate a formal document specifying the compensation to be paid.

ARTIKEL XXXIII.

Naar den Handling, der paa-tales, ikke er af alvorlig Beskaffenhed, menden ikke destomindre har fordarsaget en eller anden Fisker Skade, kunne Krydsernes Chefer tilsós bringe et Forlig i Stand mellem de Paa-goldende og bestemme, hvor-meget der skal betales i Eerstatning, dersom vedkommende Parter ere enigderom. I saa Fald lade Cheferne, dersom den ene af Parterne ikke er i Stand til strax at betale, de Paa-goldende undertegne i to Exemplarer et Dokument, der bestemmer, hoormeget der skal erlægges i Eerstatning.

One copy of this document shall remain on board the cruiser and the other shall be handed to the master of the boat to which the compensation is due, in order that he may, if necessary, be able to make use of it before the Courts of the country to which the debtor belongs.

Where, on the contrary, the parties do not consent to arbitration, the Commanders shall act in accordance with the provisions of Article XXX.

ARTICLE XXXIV.

The prosecution for offences against or contraventions of the present Convention shall be instituted by, or in the name of, the State.

ARTICLE XXXV.

The High Contracting Parties engage to propose to their respective Legislatures any measures which may be necessary for insuring the execution of the present Convention, and particularly for the punishment by either fine or imprisonment, or by both, of persons who may contravene the provisions of Articles VI to XXIII inclusive.

ARTICLE XXXVI.

In all cases of assault committed, or of wilful damage or loss inflicted, by fishermen of one of the contracting countries upon fishermen of the other nationality, the Courts of the

Det ene Exemplar af det Aktstykke forbliver ombord paa Krydseren, medens det andet leveres til den Fartøjsfører, der har Beløbet tilgode for at han i fornødent Fald kan betjene sig deraf ved de Domstole, hvorunder Skyldneren henhører.

Skulde der derimod ikke være at opnaa Enighed mellem Parterne, ville Cheferne have at handle efter Bestemmelserne i Artikel XXX.

ARTIKEL XXXIV.

De i norværende Konvention Omhandlede Forseelser og Overtrædelser skulle være offentlig Paatale undergivne.

ARTIKEL XXXV.

De Høje Kontraherende Parter forpligtesig til at forelægge vedkommende lovgivende Myndigheder Forslag til de nødvendige Foranstaltninger for, at sikre Udførelsen af norværende Overenskomst og til Fastsættelse af Straf af Fængsel eller Bøder eller begge disse Straffe i Forening for dem, som maatte overtræde Bestemmelserne i Artikel VI-XXIII incl.

ARTIKEL XXXVI.

Saa ofte Fiskere fra et af de kontraherende Landemaatte gøre sig skyldige i Haangribeligheder mod Fiskere af den anden Nationalitet eller med Villie have tilføjet dem Skade

country to which the boats of the offenders belong shall be empowered to try them.

The same rule shall apply with regard to offences against and contraventions of the present Convention.

ARTICLE XXXVII.

The proceedings and trial in cases of infraction of the provisions of the present Convention shall take place as summarily as the Laws and Regulations in force will permit.

ARTICLE XXXVIII.

The present Convention shall be ratified. The ratifications shall be exchanged in London as soon as possible.

ARTICLE XXXIX.

The present Convention shall come into operation from and after a day to be fixed upon by the two High Contracting Parties after it shall have been notified by the Danish Government that measures have been passed in respect of the Faröe Islands and Iceland, by which freedom of navigation and anchorage within the territorial waters of the said islands is accorded to British fishermen (*vide* Article II, para. 3). The Convention shall continue in force until the expiration of two years from notice by either party for its termination.

The High Contracting Parties,

eller Tab, skulle Domstolene i det Land, hvortil de Skyldiges Fartøjer høre, være Sagens rette Værnething.

Den samme Regel er anvendt overfor de i nærværende Konvention omhandlede Overtrædelser.

ARTIKEL XXXVII.

Ved Overtrædelser af nærværende Konventions Bestemmelser skal Retsfølgningen og Domfældelsen finde sted paa saa hurtig en Maade, som de gældende Love og Anordninger tillade.

ARTIKEL XXXVIII.

Nærværende Konvention skal ratificeres. Ratifikationerne skulle suarest usligt udvexles i London.

ARTIKEL XXXIX.

Nærværende Konvention skal træde i Kraft fra og med den Dag, de Høje Kontraherende Parter bestemme efter at den danske Regering har meddelt, at der for Færøernes og Islands Vedkommende er tilvejebragt en Ordning, hvorved der indrømmes britiske Fiskere Ret til frit at færdes, sejle og ankre paa Øernes Soterritorium (jvfr. Artikel II, sidste Stykke). Konventionen forbliver i Kraft indtil Udløbet af 2 Aar efter at en af de Høje Kontraherende Parter har opsagt den.

De Høje Kontraherende Par-

however, reserve to themselves the power to make, by mutual consent, any modification in the Convention which experience shall have shown to be desirable, provided it is not inconsistent with the principles upon which the Convention is based.

ter forbeholde sig dog Adgang til ved fælles Overenskomst, at foretage enhver Oendring i Konventionen, som efter indhøstet Erfaring maatte have vist sig ønskelig forudsat at den ikke er uforenelig med de Principper, paa hvilke Konventionen hviler.

ADDITIONAL ARTICLE.

Any other Government, the subjects of which carry on fishery in the ocean surrounding the Farøe Islands and Iceland, may adhere to the present Convention. The adhesion shall be notified to one of the Governments at Copenhagen or at London respectively. Such notification shall be communicated to the other Signatory Power.

In witness whereof the Plenipotentiaries have signed the present Convention, and have affixed thereto their seals.

Done at London, in two copies, June 24, 1901.

(L.S.) LANSDOWNE.
(L.S.) F. BILLE.

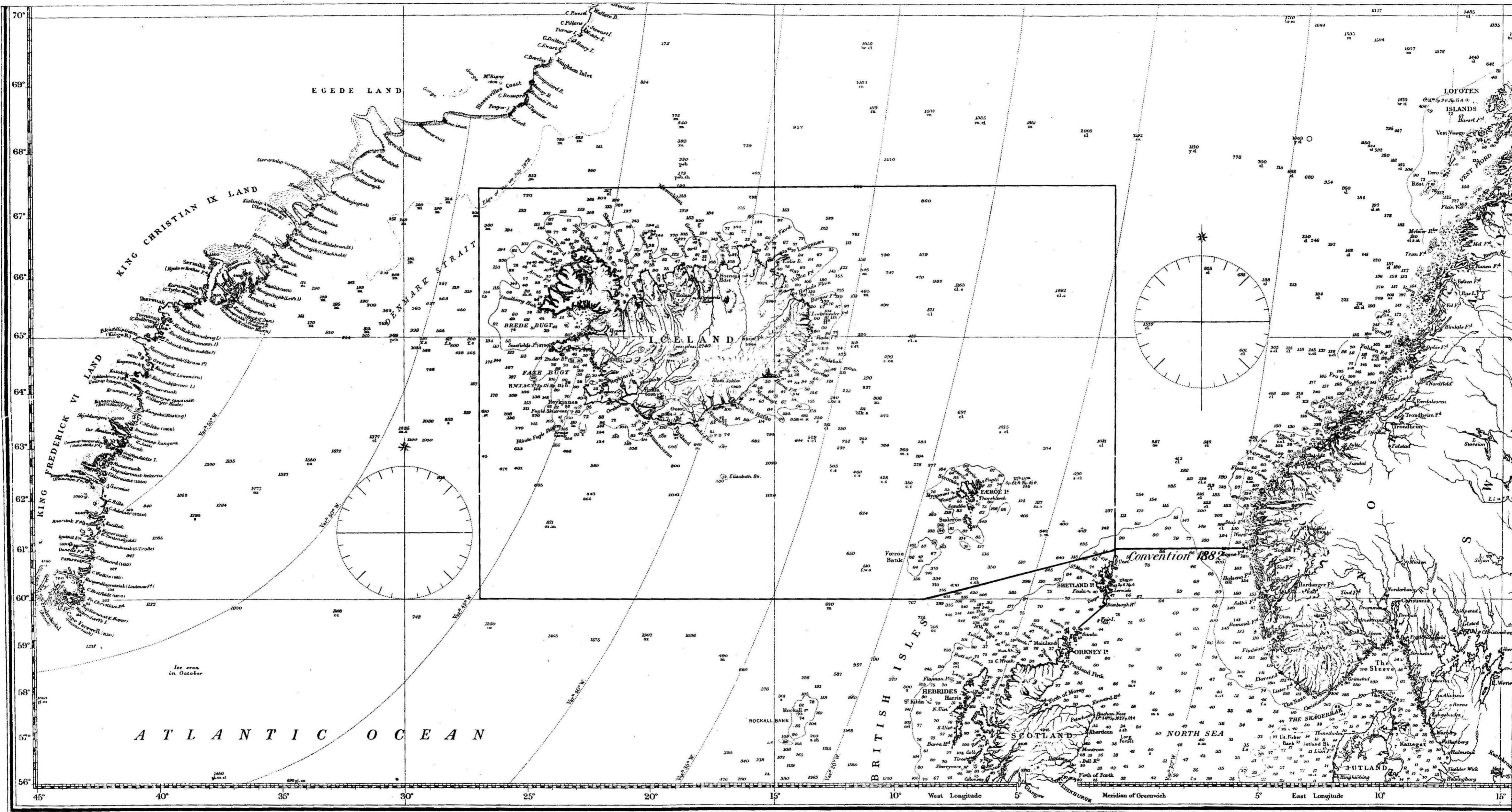
TILLÆGS ARTIKEL.

Det skal staa andre Regeringer, hvis Undersaatter drive Fiskeri i Havet omkring Færøerne og Island, frit for at tiltræde nærværende Konvention. Tiltrædelsen skal notificeres Regeringen i Kjøbenhavn eller Regeringen i London. Om Modtagelsen af en saadan Erkløring gives Meddelelse til den anden Regering der har undertegnet Konventionen.

Til Bekræftelse heraf have de Befuldmægtigede undertegnet nærværende Konvention og paa trykt samme deres Segl.

Udstedt i London i to Exemplarer den 24 Juni, 1901.

(L.S.) LANSDOWNE.
(L.S.) F. BILLE.



Drawn by Edmund J. Pövel of the Hydrographic Office under the direction of Capt. Hoskyn, R.N. Super of Charts. Small corrections 71-94.

Harrison & Sons Lith. St. Martin's Lane, W.C.

London. Published at the Admiralty, 26th Aug^r 1872, under the Superintendence of Rear Admiral G. H. Richards. C. B.