

International Law Studies—Volume 18

International Law Documents

The thoughts and opinions expressed are those of the authors and not necessarily of the U.S. Government,  
the U.S. Department of the Navy or the Naval War College.

the aforesaid monument and running south 75° east until it intersects a line drawn from the easterly point of Vaargerbet straight south. The boundaries above stated are given along the geographic south-north direction.

WASHINGTON, *December 29, 1917.*

*Regulations defining territorial waters and treatment of belligerent submarines, June 18, 1918.*

1. The Norwegian Government, who have in the past claimed that the territorial waters of Norway extend to 4 miles from the shore, have recognized the difficulty of upholding this claim during the war, since it is not recognized by either the British or the German Governments.

2. The Norwegian Government accordingly intimated to His British Majesty's Government, on May 3, 1918, that Norwegian naval officers have now received instructions that they are to confine their efforts to maintaining the neutrality of the waters within the 3-mile limit, and are not to fire on belligerent ships operating outside that limit.

3. The following are the Norwegian regulations now in force for submarines in Norwegian territorial waters, supplementing the Norwegian Rules of Neutrality: <sup>1</sup>

(a) Submarines equipped for use in warfare, and belonging to a belligerent power, must not traverse or stay in Norwegian territorial waters. Breach of this prohibition will expose them to armed attack without previous warning. This prohibition does not prevent a submarine from entering Norwegian territorial waters on account of damage, or by reason of stress of weather, or in order to save human life. When in Norwegian waters the vessel must remain on the surface and must have her national flag hoisted and also the international signal to explain her presence. The vessel must quit territorial waters as soon as the cause justifying her entrance no longer remains.

(b) Submarines equipped for use in warfare, and belonging to a foreign nonbelligerent power, are also forbidden to enter or traverse Norwegian territorial waters unless such entrance or passage takes place by daylight in clear weather and on the surface and with the national flag of the vessel hoisted.

## ROUMANIA.

*Notice of mine field in the Danube, November 30, 1915.*

[Telegram received.]

BUCHAREST, *November 30, 1915.*

Received December 1, 12.30 p. m.

SECRETARY OF STATE, *Washington:*

192, November 30. Have received notification from foreign office Roumanian ministry of war have decided to mine the Danube between Turk Smil on Bulgarian frontier and the kilometer 430 also between Galatzi and mouth of Pluth.

<sup>1</sup> See decree Jan. 30, 1917, Naval War College, International Law Documents, 1917, p. 195.

*Notice of mine fields near Cernavoda, June 17/30, 1916.*

BUCHAREST, 17/30 June, 1916.

Ministry for Foreign Affairs.

Ministère des Affaires Etrangères, No. 16938.

Annexes: une.

NOTE VERBALE.

In conformity with article 4, convention concluded at The Hague relative to the laying of mines under the sea, the department of foreign affairs has the honor to inform the legation of the United States, with the request kindly to inform its Government thereof urgently, that the royal authorities have judged necessary the placing of a mine field below and above the port of Cernavoda. Navigators must therefore stop at kilometers 302 and 299 and await there the arrival of the pilots of the royal marine whose duty it is to conduct them across the mine field.

There is attached a French translation of the text of the notice to the navigators published on this subject by the competent royal authorities.

To the Legation of the United States of America.

Ministry of Foreign Affairs.

(Ministerul Afacerilor Straine)

NOTICE TO NAVIGATORS.

From the date of the present publication, the zone included between kilometers 302 above and 299 below the port of Cernavoda having been mined, the passage of the boats under the bridge at Cernavoda will be effected in the following manner:

The boats mounting the river will wait under pressure below kilometer 299 for the arrival of the Roumanian military pilot; in accordance with the existing regulations tugs will not be able to have more than two lighters at a maximum for each towing.

Boats coming down the river will perform their turning operations above kilometer 302 and moor near the island of Hinogu.

The passage will take place only between the rising and setting of the sun; during the night all navigation within the said zone is formally interdicted.

It is forbidden to boats to cruise in the channel.

A boat arriving in the channel will give a signal by whistle, one long and one short blast. The speed of the boat shall be 4 kilometers an hour minimum.

Navigation without tug in the direction of the current, dragging at anchor or chain, is forbidden.

The mined zone is marked on the shores by two buoys of triangular shape, the upper points being painted red-white, a buoy being placed on both banks at kilometers 299 and 302.

The navigable channel is marked by six buoys, red and black, placed as follows:

One red buoy above kilometer 301 and one black buoy above the first mentioned at a distance of 400 meters.

One red buoy and a black one under the bridge between the second and third tiers (the grand opening), with a space of 100 meters between them.

One red and one black buoy at kilometer 299.

The entrance and the exit of the boats at the port of Cernavoda shall be effected by going around the black buoy situated at kilometer 299.

The red-green signal lights of the bridge piles will be extinguished.

The point of mooring of the boats coming up or down to wait for passage will be below kilometer 299, left bank, and above kilometer 302, near the island of Hinogu.

The military service pilot will examine the rudder, the engines, the mooring apparatus, and the staff of the boats.

The passage of steamboats and lighters, sailing ships, or other large craft is forbidden under the bridge of Fetesti both by day and night.

Passage will be permitted of small craft (fishing boats) by a certain route, and will be effected under the control of the chief of the marine detachment of Fetesti.

It is absolutely forbidden for fishing craft to approach either by day or by night the Ezer Lake Bridge.

Boats belonging to the royal military marine will execute the surveillance service.

## RUSSIA.

### SOJOURN.

*Regulations governing visits by foreign warships to Russian ports and territorial waters, issued by the Imperial Russian Government, December 23, 1913/January 5, 1914.*

ARTICLE 1. As regards visits by foreign warships, Russian ports and waters are divided into three classes, to wit: 1, open; 2, conditionally open; 3, closed.

ART. 2. By open ports and waters shall be understood all Russian ports and waters with the exception of those mentioned under article 3 and those which have been closed by special order.

ART. 3. The conditionally open ports and waters are:

(a) In the Baltic, Port Kaiser Alexander III, Riga, Libau, Duna-munde, Reval, Helsingfors, Sweagorg, Kronstadt, and St. Petersburg; the waters of (1) Mohnsund from Worms to Werder, including the passages of Nuko-Worms and Solasund; (2) along the coast of the Gulf of Finland from Hango to Stirs-udde, and (3) the Abo-Aland Skaren.

(b) In the Black Sea: Sebastopol, Ialta, Kertch, Batu, the Dniestre River, the Dnieper Bay Channel, the Djarilagatch Bay, the stretch of water from Cape Lukul to Cape Aja, the Straits of Kertch, and the Sea of Azof.