SUPPLEMENT

3. Convention regarding the Regime of the Straits, 1936.
London Naval Treaty, 1930

Signed at St. James's Palace on Tuesday, April 22nd, 1930.

The President of the United States of America, the President of the French Republic, His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, His Majesty the King of Italy, and His Majesty the Emperor of Japan,

Desiring to prevent the dangers and reduce the burdens inherent in competitive armaments, and

Desiring to carry forward the work begun by the Washington Naval Conference and to facilitate the progressive realization of general limitation and reduction of armaments,

Have resolved to conclude a Treaty for the limitation and reduction of naval armament, and have accordingly appointed as their Plenipotentiaries:

The President of the United States of America:
Henry L. Stimson, Secretary of State;
Charles G. Dawes, Ambassador to the Court of St. James;
Charles Francis Adams, Secretary of the Navy;
Joseph T. Robinson, Senator from the State of Arkansas;
David A. Reed, Senator from the State of Pennsylvania;
Hugh Gibson, Ambassador to Belgium;
Dwight W. Morrow, Ambassador to Mexico;

The President of the French Republic:
Mr. André Tardieu, Deputy, President of the Council of Ministers, Minister of the Interior;
Mr. Aristide Briand, Deputy, Minister for Foreign Affairs;
Mr. Jacques-Louis Dumesnil, Deputy, Minister of Marine;
Mr. François Piétri, Deputy, Minister of the Colonies;
Mr. Aimé-Joseph de Fleuriau, Ambassador of the French Republic at the Court of St. James;

His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India:

for Great Britain and Northern Ireland and all parts of the British Empire which are not separate Members of the League of Nations:

The Right Honourable James Ramsay MacDonald, M.P., First Lord of His Treasury and Prime Minister;
The Right Honourable Arthur Henderson, M.P., His Principal Secretary of State for Foreign Affairs;
The Right Honourable Albert Victor Alexander, M.P., First Lord of His Admiralty;
The Right Honourable William Wedgwood Benn, D.S.O., D.F.C., M.P., His Principal Secretary of State for India;
PART I.

ARTICLE 1.

The High Contracting Parties agree not to exercise their rights to lay down the keels of capital ship replacement tonnage during the years 1931-1936 inclusive as provided in Chapter II, Part 3 of the Treaty for the Limitation of Naval Armament signed between them at Washington on the 6th February, 1922, and referred to in the present Treaty as the Washington Treaty.
This provision is without prejudice to the disposition relating to the replacement of ships accidentally lost or destroyed contained in Chapter II, Part 3, Section I, paragraph (c) of the said Treaty.

France and Italy may, however, build the replacement tonnage which they were entitled to lay down in 1927 and 1929 in accordance with the provisions of the said Treaty.

**Article 2.**

1. The United States, the United Kingdom of Great Britain and Northern Ireland and Japan shall dispose of the following capital ships as provided in this Article:

**United States:**
- “Florida”.
- “Utah”.
- “Arkansas” or “Wyoming”.

**United Kingdom:**
- “Benbow”.
- “Iron Duke”.
- “Marlborough”.
- “Emperor of India”.
- “Tiger”.

**Japan:**
- “Hiyei”.

(a) Subject to the provisions of sub-paragraph (b), the above ships, unless converted to target use exclusively in accordance with Chapter II, Part 2, paragraph II (c) of the Washington Treaty, shall be scrapped in the following manner:

One of the ships to be scrapped by the United States, and two of those to be scrapped by the United Kingdom shall be rendered unfit for warlike service, in accordance with Chapter II, Part 2, paragraph III (b) of the Washington Treaty, within twelve months from the coming into force of the present Treaty. These ships shall be finally scrapped, in accordance with paragraph II (a) or (b) of the said Part 2, within twenty-four months from the coming into force. In the case of the second of the ships to be scrapped by the United States, and of the third and fourth of the ships to be scrapped by the United Kingdom, the said periods shall be eighteen and thirty months respectively from the coming into force of the present Treaty.

(b) Of the ships to be disposed of under this Article, the following may be retained for training purposes:

- by the United States: “Arkansas” or “Wyoming”.
- by the United Kingdom: “Iron Duke”.
- by Japan: “Hiyei”.

These ships shall be reduced to the condition prescribed in Section V of Annex II to Part II of the present Treaty. The work of reducing these vessels to the required condition shall begin, in the case of the United States and the United Kingdom, within twelve months, and in the case of Japan within eighteen months from the coming into force of the present Treaty; the work shall be completed within six months of the expiration of the above-mentioned periods.

Any of these ships which are not retained for training purposes shall be rendered unfit for warlike service within eighteen months, and finally scrapped within thirty months, of the coming into force of the present Treaty.

2. Subject to any disposal of capital ships which might be necessitated, in accordance with the Washington Treaty, by the building by France or Italy
of the replacement tonnage referred to in Article 1 of the present Treaty, all existing capital ships mentioned in Chapter II, Part 3, Section II of the Washington Treaty and not designated above to be disposed of may be retained during the term of the present Treaty.

3. The right of replacement is not lost by delay in laying down replacement tonnage, and the old vessel may be retained until replaced even though due for scrapping under Chapter II, Part 3, Section II of the Washington Treaty.

ARTICLE 3.

1. For the purposes of the Washington Treaty, the definition of an aircraft carrier given in Chapter II, Part 4 of the said Treaty is hereby replaced by the following definition:

   The expression "aircraft carrier" includes any surface vessel of war, whatever its displacement, designed for the specific and exclusive purpose of carrying aircraft and so constructed that aircraft can be launched therefrom and landed thereon.

2. The fitting of a landing-on or flying-off platform or deck on a capital ship, cruiser or destroyer, provided such vessel was not designed or adapted exclusively as an aircraft carrier, shall not cause any vessel so fitted to be charged against or classified in the category of aircraft carriers.

3. No capital ship in existence on the 1st April, 1930, shall be fitted with a landing-on platform or deck.

ARTICLE 4.

1. No aircraft carrier of 10,000 tons (10,160 metric tons) or less standard displacement mounting a gun above 6.1-inch (155 mm.) calibre shall be acquired by or constructed by or for any of the High Contracting Parties.

2. As from the coming into force of the present Treaty in respect of all the High Contracting Parties, no aircraft carrier of 10,000 tons (10,160 metric tons) or less standard displacement mounting a gun above 6.1-inch (155 mm.) calibre shall be constructed within the jurisdiction of any of the High Contracting Parties.

ARTICLE 5.

An aircraft carrier must not be designed and constructed for carrying a more powerful armament than that authorised by Article IX or Article X of the Washington Treaty, or by Article 4 of the present Treaty, as the case may be.

Wherever in the said Articles IX and X the calibre of 6 inches (152 mm.) is mentioned, the calibre of 6.1 inches (155 mm.) is substituted therefor.

PART II.

ARTICLE 6.

1. The rules for determining standard displacement prescribed in Chapter II, Part 4 of the Washington Treaty shall apply to all surface vessels of war of each of the High Contracting Parties.

2. The standard displacement of a submarine is the surface displacement of the vessel complete (exclusive of the water in non-watertight structure) fully manned, engined, and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions for crew, miscellaneous stores, and
implements of every description that are intended to be carried in war, but without fuel, lubricating oil, fresh water or ballast water of any kind on board.

3. Each naval combatant vessel shall be rated at its displacement tonnage when in the standard condition. The word "ton", except in the expression "metric tons", shall be understood to be the ton of 2,240 pounds (1,016 kilos).

**ARTICLE 7.**

1. No submarine the standard displacement of which exceeds 2,000 tons (2,032 metric tons) or with a gun above 5.1-inch (130 mm.) calibre shall be acquired by or constructed by or for any of the High Contracting Parties.

2. Each of the High Contracting Parties may, however, retain, build or acquire a maximum number of three submarines of a standard displacement not exceeding 2,800 tons (2,845 metric tons); these submarines may carry guns not above 6.1-inch (155 mm.) calibre. Within this number, France may retain one unit, already launched, of 2,880 tons (2,926 metric tons), with guns the calibre of which is 8 inches (203 mm.).

3. The High Contracting Parties may retain the submarines which they possessed on the 1st April, 1930, having a standard displacement not in excess of 2,000 tons (2,032 metric tons) and armed with guns above 5.1-inch (130 mm.) calibre.

4. As from the coming into force of the present Treaty in respect of all the High Contracting Parties, no submarine the standard displacement of which exceeds 2,000 tons (2,032 metric tons) or with a gun above 5.1-inch (130 mm.) calibre shall be constructed within the jurisdiction of any of the High Contracting Parties, except as provided in paragraph 2 of this Article.

**ARTICLE 8.**

Subject to any special agreements which may submit them to limitation, the following vessels are exempt from limitation:

(a) naval surface combatant vessels of 600 tons (610 metric tons) standard displacement and under;

(b) naval surface combatant vessels exceeding 600 tons (610 metric tons), but not exceeding 2,000 tons (2,032 metric tons) standard displacement, provided they have none of the following characteristics:
   1. mount a gun above 6.1-inch (155 mm.) calibre;
   2. mount more than four guns above 3-inch (76 mm.) calibre;
   3. are designed or fitted to launch torpedoes;
   4. are designed for a speed greater than twenty knots.

(c) naval surface vessels not specifically built as fighting ships which are employed on fleet duties or as troop transports or in some other way than as fighting ships, provided they have none of the following characteristics:
   1. mount a gun above 6.1-inch (155 mm.) calibre;
   2. mount more than four guns above 3-inch (76 mm.) calibre;
   3. are designed or fitted to launch torpedoes;
   4. are designed for a speed greater than twenty knots;
   5. are protected by armour plate;
   6. are designed or fitted to launch mines;
   7. are fitted to receive aircraft on board from the air;
   8. mount more than one aircraft-launching apparatus on the centre line; or two, one on each broadside;
   9. if fitted with any means of launching aircraft into the air, are designed or adapted to operate at sea more than three aircraft.
ARTICLE 9.

The rules as to replacement contained in Annex I to this Part II are applicable to vessels of war not exceeding 10,000 tons (10,160 metric tons) standard displacement, with the exception of aircraft carriers, whose replacement is governed by the provisions of the Washington Treaty.

ARTICLE 10.

Within one month after the date of laying down and the date of completion respectively of each vessel of war, other than capital ships, aircraft carriers and the vessels exempt from limitation under Article 8, laid down or completed by or for them after the coming into force of the present Treaty, the High Contracting Parties shall communicate to each of the other High Contracting Parties the information detailed below.

(a) the date of laying the keel and the following particulars:
   classification of the vessel;
   standard displacement in tons and metric tons;
   principal dimensions, namely: length at water-line, extreme beam at or below water-line;
   mean draft at standard displacement;
   calibre of the largest gun.

(b) the date of completion together with the foregoing particulars relating to the vessel at that date.

The information to be given in the case of capital ships and aircraft carriers is governed by the Washington Treaty.

ARTICLE II.

Subject to the provisions of Article 2 of the present Treaty, the rules for disposal contained in Annex II to this Part II shall be applied to all vessels of war to be disposed of under the said Treaty, and to aircraft carriers as defined in Article 3.

ARTICLE 12.

1. Subject to any supplementary agreements which may modify, as between the High Contracting Parties concerned, the lists in Annex III to this Part II, the special vessels shown therein may be retained and their tonnage shall not be included in the tonnage subject to limitation.

2. Any other vessel constructed, adapted or acquired to serve the purposes for which these special vessels are retained shall be charged against the tonnage of the appropriate combatant category, according to the characteristics of the vessel, unless such vessel conforms to the characteristics of vessels exempt from limitation under Article 8.

3. Japan may, however, replace the minelayers "Aso" and "Tokiwa" by two new minelayers before the 31st December, 1936. The standard displacement of each of the new vessels shall not exceed 5,000 tons (5,080 metric tons); their speed shall not exceed twenty knots, and their other characteristics shall conform to the provisions of paragraph (b) of Article 8. The new vessels shall be regarded as special vessels and their tonnage shall not be chargeable to the tonnage of any combatant category. The "Aso" and "Tokiwa" shall be disposed of in accordance with Section I or II of Annex II to this Part II, on completion of the replacement vessels.
4. The "Asama", "Yakumo", "Izumo", "Iwate" and "Kasuga" shall be disposed of in accordance with Section I or II of Annex II to this Part II when the first three vessels of the "Kuma" class have been replaced by new vessels. These three vessels of the "Kuma" class shall be reduced to the condition prescribed in Section V, sub-paragraph (b) 2 of Annex II to this Part II, and are to be used for training ships, and their tonnage shall not thereafter be included in the tonnage subject to limitation.

**ARTICLE 13.**

Existing ships of various types, which, prior to the 1st April, 1930, have been used as stationary training establishments or hulks, may be retained in a non-seagoing condition.

**ANNEX I.**

*Rules for replacement.*

*Section I.*—Except as provided in Section III of this Annex and Part III of the present Treaty, a vessel shall not be replaced before it becomes "over-age". A vessel shall be deemed to be "over-age" when the following number of years have elapsed since the date of its completion:

(a) For a surface vessel exceeding 3,000 tons (3,048 metric tons) but not exceeding 10,000 tons (10,160 metric tons) standard displacement:

(i) if laid down before the 1st January, 1920: 16 years;
(ii) if laid down after the 31st December, 1919: 20 years.

(b) For a surface vessel not exceeding 3,000 tons (3,048 metric tons) standard displacement:

(i) if laid down before the 1st January, 1921: 12 years;
(ii) if laid down after the 31st December, 1920: 16 years.

(c) For a submarine: 13 years.

The keels of replacement tonnage shall not be laid down more than three years before the year in which the vessel to be replaced becomes "over-age"; but this period is reduced to two years in the case of any replacement surface vessel not exceeding 3,000 tons (3,048 metric tons) standard displacement.

The right of replacement is not lost by delay in laying down replacement tonnage.

*Section II.*—Except as otherwise provided in the present Treaty, the vessel or vessels, whose retention would cause the maximum tonnage permitted in the category to be exceeded, shall, on the completion or acquisition of replacement tonnage, be disposed of in accordance with Annex II to this Part II.

*Section III.*—In the event of loss or accidental destruction, a vessel may be immediately replaced.

**ANNEX II.**

*Rules for disposal of Vessels of War.*

The present Treaty provides for the disposal of vessels of war in the following ways:

(i) by scrapping (sinking or breaking up);
(ii) by converting the vessel to a hulk;
(iii) by converting the vessel to target use exclusively;
(iv) by retaining the vessel exclusively for experimental purposes;
(v) by retaining the vessel exclusively for training purposes.

Any vessel of war to be disposed of, other than a capital ship, may either be scrapped or converted to a hulk at the option of the High Contracting Party concerned.

Vessels, other than capital ships, which have been retained for target, experimental or training purposes, shall finally be scrapped or converted to hulks.
LONDON NAVAL TREATY, 1930

Section I.—Vessels to be scrapped.

(a) A vessel to be disposed of by scrapping, by reason of its replacement, must be rendered incapable of warlike service within six months of the date of the completion of its successor, or of the first of its successors if there are more than one. If, however, the completion of the new vessel or vessels be delayed, the work of rendering the old vessel incapable of warlike service shall, nevertheless, be completed within four and a half years from the date of laying the keel of the new vessel, or of the first of the new vessels; but should the new vessel, or any of the new vessels, be a surface vessel not exceeding 3,000 tons (3,048 metric tons) standard displacement, this period is reduced to three and a half years.

(b) A vessel to be scrapped shall be considered incapable of warlike service when there shall have been removed and landed or else destroyed in the ship:

(i) all guns and essential parts of guns, fire control tops and revolving parts of all barbettes and turrets;
(ii) all hydraulic or electric machinery for operating turrets;
(iii) all fire control instruments and rangefinders;
(iv) all ammunition, explosives, mines and mine rails;
(v) all torpedoes, war heads, torpedo tubes and training racks;
(vi) all wireless telegraphy installations;
(vii) all main propelling machinery, or alternatively the armoured conning tower and all side armour plate;
(viii) all aircraft cranes, derricks, lifts and launching apparatus. All landing-on or flying-off platforms and decks, or alternatively all main propelling machinery;
(ix) in addition, in the case of submarines, all main storage batteries, air compressor plants and ballast pumps.

(c) Scrapping shall be finally effected in either of the following ways within twelve months of the date on which the work of rendering the vessel incapable of warlike service is due for completion:

(1) permanent sinking of the vessel;
(2) breaking the vessel up; this shall always include the destruction or removal of all machinery, boilers and armour, and all deck, side and bottom plating.

Section II.—Vessels to be converted to hulks.

A vessel to be disposed of by conversion to a hulk shall be considered finally disposed of when the conditions prescribed in Section I, paragraph (b), have been complied with, omitting subparagraphs (6), (7) and (8), and when the following have been effected:

(i) mutilation beyond repair of all propeller shafts, thrust blocks, turbine gearing or main propelling motors, and turbines or cylinders of main engines;
(ii) removal of propeller brackets;
(iii) removal and breaking up of all aircraft lifts, and the removal of all aircraft cranes, derricks and launching apparatus.

The vessel must be put in the above condition within the same limits of time as provided in Section I for rendering a vessel incapable of warlike service.

Section III.—Vessels to be converted to target use.

(a) A vessel to be disposed of by conversion to target use exclusively shall be considered incapable of warlike service when there have been removed and landed, or rendered unserviceable on board, the following:

(1) all guns;
(2) all fire control tops and instruments and main fire control communication wiring;
(3) all machinery for operating gun mountings or turrets;
(4) all ammunition, explosives, mines, torpedoes and torpedo tubes;
(5) all aviation facilities and accessories.

The vessel must be put into the above condition within the same limits of time as provided in Section I for rendering a vessel incapable of warlike service.
(b) In addition to the rights already possessed by each High Contracting Party under the Washington Treaty, each High Contracting Party is permitted to retain, for target use exclusively, at any one time:

(1) not more than three vessels (cruisers or destroyers), but of these three vessels only one may exceed 3,000 tons (3,048 metric tons) standard displacement;
(2) one submarine.

(c) On retaining a vessel for target use, the High Contracting Party concerned undertakes not to recondition it for warlike service.

Section IV.—Vessels retained for experimental purposes.

(a) A vessel to be disposed of by conversion to experimental purposes exclusively shall be dealt with in accordance with the provisions of Section III (a) of this Annex.

(b) Without prejudice to the general rules, and provided that due notice be given to the other High Contracting Parties, reasonable variation from the conditions prescribed in Section III (a) of this Annex, in so far as may be necessary for the purposes of a special experiment, may be permitted as a temporary measure.

Any High Contracting Party taking advantage of this provision is required to furnish full details of any such variations and the period for which they will be required.

(c) Each High Contracting Party is permitted to retain for experimental purposes exclusively at any one time:

(1) not more than two vessels (cruisers or destroyers), but of these two vessels only one may exceed 3,000 tons (3,048 metric tons) standard displacement;
(2) one submarine.

(d) The United Kingdom is allowed to retain, in their present conditions, the monitor “Roberts”, the main armament guns and mountings of which have been mutilated, and the seaplane carrier “Ark Royal”, until no longer required for experimental purposes. The retention of these two vessels is without prejudice to the retention of vessels permitted under (c) above.

(e) On retaining a vessel for experimental purposes the High Contracting Party concerned undertakes not to recondition it for warlike service.

Section V.—Vessels retained for training purposes.

(a) In addition to the rights already possessed by any High Contracting Party under the Washington Treaty, each High Contracting Party is permitted to retain for training purposes exclusively the following vessels:

United States: 1 capital ship (“Arkansas” or “Wyoming”);
France: 2 surface vessels, one of which may exceed 3,000 tons (3,048 metric tons) standard displacement;
United Kingdom: 1 capital ship (“Iron Duke”);
Italy: 2 surface vessels, one of which may exceed 3,000 tons (3,048 metric tons) standard displacement;
Japan: 1 capital ship (“Hiyei”), 3 cruisers (“Kuma” class).

(b) Vessels retained for training purposes under the provisions of paragraph (a) shall, within six months of the date on which they are required to be disposed of, be dealt with as follows:

1. Capital Ships.

The following is to be carried out:

(1) removal of main armament guns, revolving parts of all barbettes and turrets; machinery for operating turrets; but three turrets with their armament may be retained in each ship;
(2) removal of all ammunition and explosives in excess of the quantity required for target practice training for the guns remaining on board;
(3) removal of conning tower and the side armour belt between the foremost and aftermost barbettes;
(4) removal or mutilation of all torpedo tubes;
(5) removal or mutilation on board of all boilers in excess of the number required for a maximum speed of eighteen knots.

2. Other surface vessels retained by France, Italy and Japan.

The following is to be carried out:

(1) removal of one-half of the guns, but four guns of main calibre may be retained on each vessel;
(2) removal of all torpedo tubes;
(3) removal of all aviation facilities and accessories;
(4) removal of one-half of the boilers.

(c) The High Contracting Party concerned undertakes that vessels retained in accordance with the provisions of this Section shall not be used for any combatant purpose.

ANNEX III.

Special vessels.

**United States.**

<table>
<thead>
<tr>
<th>Name and type of vessel</th>
<th>Displacement.</th>
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<tbody>
<tr>
<td>Aroostook—Minelayer</td>
<td>4,950 Tons</td>
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<tr>
<td>Oglata—Minelayer</td>
<td>4,950 Tons</td>
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<td>Baltimore—Minelayer</td>
<td>4,413 Tons</td>
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<td>San Francisco—Minelayer</td>
<td>4,083 Tons</td>
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<td>Cheyenne—Monitor</td>
<td>2,800 Tons</td>
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<td>Helena—Gunboat</td>
<td>1,392 Tons</td>
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<td>Isabel—Yacht</td>
<td>938 Tons</td>
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<td>Niagara—Yacht</td>
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<td>Bridgeport—Destroyer tender</td>
<td>11,750 Tons</td>
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<td>Dobbin—Destroyer tender</td>
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<td>Melville—Destroyer tender</td>
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<td>Whitney—Destroyer tender</td>
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<td>Holland—Submarine tender</td>
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<td>Henderson—Naval transport</td>
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**France.**

<table>
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<tr>
<td>Castor—Minelayer</td>
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<td>Pollux—Minelayer</td>
<td>2,461 Tons</td>
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<td>Commandant-Teste—Seaplane carrier</td>
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<td>Aisne—Despatch vessel</td>
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<td>Marne—Despatch vessel</td>
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<td>Suippe—Despatch vessel</td>
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<td>Dunkerque—Despatch vessel</td>
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<td>Epinal—Despatch vessel</td>
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<td>Liévin—Despatch vessel</td>
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<td>(—)—Netlayer</td>
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**British Commonwealth of Nations.**

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<th>Name and type of vessel</th>
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<tr>
<td>Adventure—Minelayer (United Kingdom)</td>
<td>6,740 Tons</td>
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<tr>
<td>Albatross—Seaplane carrier (Australia)</td>
<td>5,000 Tons</td>
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<tr>
<td>Erebus—Monitor (United Kingdom)</td>
<td>7,200 Tons</td>
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<tr>
<td>Terror—Monitor (United Kingdom)</td>
<td>7,200 Tons</td>
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<td>Marshal Soult—Monitor (United Kingdom)</td>
<td>6,400 Tons</td>
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<tr>
<td>Clive—Sloop (India)</td>
<td>2,021 Tons</td>
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<tr>
<td>Medway—Submarine depot ship (United Kingdom)</td>
<td>15,000 Tons</td>
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</table>

28,644

49,561
ITALY.

Name and type of vessel. Displacement. Tons.
Miraglia—Seaplane carrier 4,880
Faà di Bruno—Monitor 2,800
Monte Grappa—Monitor 605
Montello—Monitor 605
Monte Cengio—Ex-monitor 500
Monte Novegno—Ex-monitor 500
Campania—Sloop 2,070

JAPAN.

Name and type of vessel. Displacement. Tons.
Aso—Minelayer 7,180
Tokiwa—Minelayer 9,240
Asama—Old cruiser 9,240
Yakumo—Old cruiser 9,180
Izumo—Old cruiser 9,180
Iwate—Old cruiser 9,180
Kasuga—Old cruiser 7,080
Yodo—Gunboat 1,320

PART III.

The President of the United States of America, His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, and His Majesty the Emperor of Japan have agreed as between themselves to the provisions of this Part III:

ARTICLE 14.

The naval combatant vessels of the United States, the British Commonwealth of Nations and Japan, other than capital ships, aircraft carriers and all vessels exempt from limitation under Article 8, shall be limited during the term of the present Treaty as provided in this Part III, and, in the case of special vessels, as provided in Article 12.

ARTICLE 15.

For the purpose of this Part III the definition of the cruiser and destroyer categories shall be as follows:

Cruisers.

Surface vessels of war, other than capital ships or aircraft carriers, the standard displacement of which exceeds 1,850 tons (1,880 metric tons), or with a gun above 5.1-inch (130 mm.) calibre.

The cruiser category is divided into two sub-categories, as follows:

(a) cruisers carrying a gun above 6.1-inch (155 mm.) calibre;
(b) cruisers carrying a gun not above 6.1-inch (155 mm.) calibre.

Destroyers.

Surface vessels of war the standard displacement of which does not exceed 1,850 tons (1,880 metric tons), and with a gun not above 5.1-inch (130 mm.) calibre.
ARTICLE 16.

1. The completed tonnage in the cruiser, destroyer and submarine categories which is not to be exceeded on the 31st December, 1936, is given in the following table:

<table>
<thead>
<tr>
<th>Categories</th>
<th>United States</th>
<th>British Commonwealth of Nations</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruisers:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) with guns of more than 6.1 inch (155 mm.) calibre.</td>
<td>180,000 tons (182,880 m. t.)</td>
<td>146,800 tons (149,149 m. t.)</td>
<td>108,400 tons (110,134 m. t.)</td>
</tr>
<tr>
<td>(b) with guns of 6.1-inch (155 mm.) calibre or less.</td>
<td>143,500 tons (145,796 m. t.)</td>
<td>192,200 tons (195,275 m. t.)</td>
<td>100,450 tons (102,057 m. t.)</td>
</tr>
<tr>
<td>Destroyers</td>
<td>150,000 tons (152,400 m. t.)</td>
<td>150,000 tons (152,400 m. t.)</td>
<td>105,500 tons (107,188 m. t.)</td>
</tr>
<tr>
<td>Submarines</td>
<td>52,700 tons (53,543 m. t.)</td>
<td>52,700 tons (53,543 m. t.)</td>
<td>52,700 tons (53,543 m. t.)</td>
</tr>
</tbody>
</table>

2. Vessels which cause the total tonnage in any category to exceed the figures given in the foregoing table shall be disposed of gradually during the period ending on the 31st December, 1936.

3. The maximum number of cruisers of sub-category (a) shall be as follows: for the United States, eighteen; for the British Commonwealth of Nations, fifteen; for Japan, twelve.

4. In the destroyer category not more than sixteen per cent of the allowed total tonnage shall be employed in vessels of over 1,500 tons (1,524 metric tons) standard displacement. Destroyers completed or under construction on the 1st April, 1930, in excess of this percentage may be retained, but no other destroyers exceeding 1,500 tons (1,524 metric tons) standard displacement shall be constructed or acquired until a reduction to such sixteen per cent has been effected.

5. Not more than twenty-five per cent of the allowed total tonnage in the cruiser category may be fitted with a landing-on platform or deck for aircraft.

6. It is understood that the submarines referred to in paragraphs 2 and 3 of Article 7 will be counted as part of the total submarine tonnage of the High Contracting Party concerned.

7. The tonnage of any vessels retained under Article 13 or disposed of in accordance with Annex II to Part II of the present Treaty shall not be included in the tonnage subject to limitation.

ARTICLE 17.

A transfer not exceeding ten per cent of the allowed total tonnage of the category or sub-category into which the transfer is to be made shall be permitted between cruisers of sub-category (b) and destroyers.
The United States contemplates the completion by 1935 of fifteen cruisers of sub-category (a) of an aggregate tonnage of 150,000 tons (152,400 metric tons). For each of the three remaining cruisers of sub-category (a) which it is entitled to construct the United States may elect to substitute 15,166 tons (15,409 metric tons) of cruisers of sub-category (b). In case the United States shall construct one or more of such three remaining cruisers of sub-category (a), the sixteenth unit will not be laid down before 1933 and will not be completed before 1936; the seventeenth will not be laid down before 1934 and will not be completed before 1937; the eighteenth will not be laid down before 1935 and will not be completed before 1938.

Except as provided in Article 20, the tonnage laid down in any category subject to limitation in accordance with Article 16 shall not exceed the amount necessary to reach the maximum allowed tonnage of the category, or to replace vessels that become “over-age” before the 31st December, 1936. Nevertheless, replacement tonnage may be laid down for cruisers and submarines that become “over-age” in 1937, 1938 and 1939, and for destroyers that become “over-age” in 1937 and 1938.

Notwithstanding the rules for replacement contained in Annex I to Part II:

(a) The “Frobisher” and “Effingham” (United Kingdom) may be disposed of during the year 1936. Apart from the cruisers under construction on the 1st April, 1930, the total replacement tonnage of cruisers to be completed, in the case of the British Commonwealth of Nations, prior to the 31st December, 1936, shall not exceed 91,000 tons (92,456 metric tons).

(b) Japan may replace the “Tama” by new construction to be completed during the year 1936.

(c) In addition to replacing destroyers becoming “over-age” before the 31st December, 1936, Japan may lay down, in each of the years 1935 and 1936, not more than 5,200 tons (5,283 metric tons) to replace part of the vessels that become “over-age” in 1938 and 1939.

(d) Japan may anticipate replacement during the term of the present Treaty by laying down not more than 19,200 tons (19,507 metric tons) of submarine tonnage, of which not more than 12,000 tons (12,192 metric tons) shall be completed by the 31st December, 1936.

If, during the term of the present Treaty, the requirements of the national security of any High Contracting Party in respect of vessels of war limited by Part III of the present Treaty are in the opinion of that Party materially affected by new construction of any Power other than those who have joined in Part III of this Treaty, that High Contracting Party will notify the other Parties to Part III as to the increase required to be made in its own tonnages within one or more of the categories of such vessels of war, specifying particularly the proposed increases and the reasons therefor, and shall be entitled to make such increase. Thereupon the other Parties to Part III of this Treaty shall be entitled to make a proportionate increase in the category or categories specified; and the said other Parties shall promptly advise with each other through diplomatic channels as to the situation thus presented.
PART IV.

ARTICLE 22.

The following are accepted as established rules of International Law:

(1) In their action with regard to merchant ships, submarines must conform to the rules of International Law to which surface vessels are subject.

(2) In particular, except in the case of persistent refusal to stop on being duly summoned, or of active resistance to visit or search, a warship, whether surface vessel or submarine, may not sink or render incapable of navigation a merchant vessel without having first placed passengers, crew and ship's papers in a place of safety. For this purpose the ship's boats are not regarded as a place of safety unless the safety of the passengers and crew is assured, in the existing sea and weather conditions, by the proximity of land, or the presence of another vessel which is in a position to take them on board.

The High Contracting Parties invite all other Powers to express their assent to the above rules.

PART V.

ARTICLE 23.

The present Treaty shall remain in force until the 31st December, 1936, subject to the following exceptions:

(1) Part IV shall remain in force without limit of time;

(2) The provisions of Articles 3, 4 and 5, and of Article 11 and Annex II to Part II, so far as they relate to aircraft carriers, shall remain in force for the same period as the Washington Treaty.

Unless the High Contracting Parties should agree otherwise by reason of a more general agreement limiting naval armaments, to which they all become parties, they shall meet in conference in 1935 to frame a new treaty to replace and to carry out the purposes of the present Treaty, it being understood that none of the provisions of the present Treaty shall prejudice the attitude of any of the High Contracting Parties at the conference agreed to.

ARTICLE 24.

1. The present Treaty shall be ratified by the High Contracting Parties in accordance with their respective constitutional methods and the ratifications shall be deposited at London as soon as possible. Certified copies of all the procès-verbaux of the deposit of ratifications will be transmitted to the Governments of all the High Contracting Parties.

2. As soon as the ratifications of the United States of America, of His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, in respect of each and all of the Members of the British Commonwealth of Nations as enumerated in the preamble of the present Treaty, and of His Majesty the Emperor of Japan have been deposited, the Treaty shall come into force in respect of the said High Contracting Parties.

3. On the date of the coming into force referred to in the preceding paragraph, Parts I, II, IV and V of the present Treaty will come into force in respect of the French Republic and the Kingdom of Italy if their ratifications have been deposited at that date; otherwise these Parts will come into force in respect of each of those Powers on the deposit of its ratification.
4. The rights and obligations resulting from Part III of the present Treaty are limited to the High Contracting Parties mentioned in paragraph 2 of this Article. The High Contracting Parties will agree as to the date on which, and the conditions under which, the obligations assumed under the said Part III by the High Contracting Parties mentioned in paragraph 2 of this Article will bind them in relation to France and Italy; such agreement will determine at the same time the corresponding obligations of France and Italy in relation to the other High Contracting Parties.

**ARTICLE 25.**

After the deposit of the ratifications of all the High Contracting Parties, His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland will communicate the provisions inserted in Part IV of the present Treaty to all Powers which are not signatories of the said Treaty, inviting them to accede thereto definitely and without limit of time.

Such accession shall be effected by a declaration addressed to His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland.

**ARTICLE 26.**

The present Treaty, of which the French and English texts are both authentic, shall remain deposited in the archives of His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland. Duly certified copies thereof shall be transmitted to the Governments of all the High Contracting Parties.

In faith whereof the above-named Plenipotentiaries have signed the present Treaty and have affixed thereto their seals.

Done at London, the twenty-second day of April, nineteen hundred and thirty.

Henry L. Stimson.  
Charles G. Dawes.  
Charles F. Adams.  
Joseph T. Robinson.  
David A. Reed.  
Hugh Gibson.  
Dwight W. Morrow.  
Aristide Briand.  
J. L. Dumesnil.  
A. de Fleuriau.  
J. Ramsay MacDonald.  
Arthur Henderson.  
A. V. Alexander.  
W. Wedgwood Benn.  

Philippe Roy.  
James E. Fenton.  
T. M. Wilford.  
C. T. Te Water.  
T. A. Smiddy.  
Atul C. Chatterjee.  
G. Sirianni.  
A. C. Bordonaro.  
Alfredo Acton.  
R. Wakatsuki.  
Takeshi Takarabe.  
T. Matsudaira.  
M. Nagai.
London Naval Treaty, 1936

Signed in London on March 25th, 1936.

The President of the United States of America, the President of the French Republic and His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India;

Desiring to reduce the burdens and prevent the dangers inherent in competition in naval armament;

Desiring, in view of the forthcoming expiration of the Treaty for the Limitation of Naval Armament signed at Washington on the 6th February, 1922, and of the Treaty for the Limitation and Reduction of Naval Armament signed in London on the 22nd April, 1930 (save for Part IV thereof), to make provision for the limitation of naval armament, and for the exchange of information concerning naval construction:

Have resolved to conclude a Treaty for these purposes and have appointed as their Plenipotentiaries:

The President of the United States of America:
The Honourable Norman H. Davis;  
Admiral William H. Standley, United States Navy, Chief of Naval Operations;

The President of the French Republic:
His Excellency Monsieur Charles Corbin, Ambassador Extraordinary and Plenipotentiary of the French Republic at the Court of St. James;  
Vice-Admiral Georges Robert, Member of the Supreme Naval Council, Inspector-General of the Naval Forces in the Mediterranean;

His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India:
for Great Britain and Northern Ireland and all parts of the British Empire which are not separate Members of the League of Nations:
The Right Honourable Anthony Eden, M.C., M.P., His Principal Secretary of State for Foreign Affairs;  
The Right Honourable Viscount Monsell, G.B.E., First Lord of His Admiralty;  
Lieutenant-Colonel the Earl Stanhope, K.G., D.S.O., M.C., D.L., Parliamentary Under-Secretary of State for Foreign Affairs;

for the Dominion of Canada:
The Honourable Vincent Massey, High Commissioner for the Dominion of Canada in London;

for the Commonwealth of Australia:
The Right Honourable Stanley Melbourne Bruce, C.H., M.C., High Commissioner for the Commonwealth of Australia in London;

for the Dominion of New Zealand:
The Honourable Sir Christopher James Parr, G.C.M.G., High Commissioner for the Dominion of New Zealand in London;
for India:

Richard Austen Butler, Esquire, M.P., Parliamentary Under-Secretary of State for India;

Who, having communicated to one another their full powers, found in good and due form, have agreed as follows:

PART I.

DEFINITIONS.

Article 1.

For the purposes of the present Treaty, the following expressions are to be understood in the sense hereinafter defined.

A. Standard Displacement.

(1) The standard displacement of a surface vessel is the displacement of the vessel, complete, fully manned, engined, and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions and fresh water for crew, miscellaneous stores and implements of every description that are intended to be carried in war, but without fuel or reserve feed water on board.

(2) The standard displacement of a submarine is the surface displacement of the vessel complete (exclusive of the water in non-watertight structure), fully manned, engined and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions for crew, miscellaneous stores and implements of every description that are intended to be carried in war, but without fuel, lubricating oil, fresh water or ballast water of any kind on board.

(3) The word “ton” except in the expression “metric tons” denotes the ton of 2,240 lb. (1,016 kilos).

B. Categories.

(1) Capital ships are surface vessels of war belonging to one of the two following sub-categories:

(a) Surface vessels of war, other than aircraft-carriers, auxiliary vessels, or capital ships of sub-category (b), the standard displacement of which exceeds 10,000 tons (10,160 metric tons) or which carry a gun with a calibre exceeding 8 in. (203 mm.);

(b) Surface vessels of war, other than aircraft-carriers, the standard displacement of which does not exceed 8,000 tons (8,128 metric tons) and which carry a gun with a calibre exceeding 8 in. (203 mm.).

(2) Aircraft-carriers are surface vessels of war, whatever their displacement, designed or adapted primarily for the purpose of carrying and operating aircraft at sea. The fitting of a landing-on or flying-off deck on any vessel of war, provided such vessel has not been designed or adapted primarily for the purpose of carrying and operating aircraft at sea, shall not cause any vessel so fitted to be classified in the category of aircraft-carriers.

The category of aircraft-carriers is divided into two sub-categories as follows:

(a) Vessels fitted with a flight deck, from which aircraft can take off, or on which aircraft can land from the air;

(b) Vessels not fitted with a flight deck as described in (a) above.
(3) **Light surface vessels** are surface vessels of war other than aircraft-carriers, minor war vessels or auxiliary vessels, the standard displacement of which exceeds 100 tons (102 metric tons) and does not exceed 10,000 tons (10,160 metric tons), and which do not carry a gun with a calibre exceeding 8 in. (203 mm.).

The category of light surface vessels is divided into three sub-categories as follows:

(a) Vessels which carry a gun with a calibre exceeding 6.1 in. (155 mm.);
(b) Vessels which do not carry a gun with a calibre exceeding 6.1 in. (155 mm.) and the standard displacement of which exceeds 3,000 tons (3,048 metric tons);
(c) Vessels which do not carry a gun with a calibre exceeding 6.1 in. (155 mm.) and the standard displacement of which does not exceed 3,000 tons (3,048 metric tons).

(4) **Submarines** are all vessels designed to operate below the surface of the sea.

(5) **Minor war vessels** are surface vessels of war other than auxiliary vessels, the standard displacement of which exceeds 100 tons (100.2 metric tons) and does not exceed 2,000 tons (2,032 metric tons), provided they have none of the following characteristics:

(a) Mount a gun with a calibre exceeding 6.1 in. (155 mm.);
(b) Are designed or fitted to launch torpedoes;
(c) Are designed for a speed greater than twenty knots.

(6) **Auxiliary vessels** are naval surface vessels the standard displacement of which exceeds 100 tons (102 metric tons) which are normally employed on fleet duties or as troop transports or in some other way than as fighting ships, and which are not specifically built as fighting ships provided they have none of the following characteristics:

(a) Mount a gun with a calibre exceeding 6.1 in. (155 mm.);
(b) Mount more than eight guns with a calibre exceeding 3 in. (76 mm.);
(c) Are designed or fitted to launch torpedoes;
(d) Are designed for protection by armour plate;
(e) Are designed for a speed greater than twenty-eight knots;
(f) Are designed or adapted primarily for operating aircraft at sea;
(g) Mount more than two aircraft-launching apparatus.

(7) **Small craft** are naval surface vessels the standard displacement of which does not exceed 100 tons (102 metric tons).

C. **Over Age.**

Vessels of the following categories and sub-categories shall be deemed to be "over-age" when the under-mentioned number of years have elapsed since completion:

(a) Capital ships...
(b) Aircraft-carriers...
(c) Light surface vessels, sub-categories (a) and (b):
   (i) If laid down before 1st January, 1920...
   (ii) If laid down after 31st December, 1919...
(d) Light surface vessels, sub-category (c)...
(e) Submarines...

26 years.
20 years.
16 years.
20 years.
16 years.
13 years.

D. **Month.**

The word "month" in the present Treaty with reference to a period of time denotes the month of thirty days.
PART II.
LIMITATION.

Article 2.

After the date of the coming into force of the present Treaty, no vessel exceeding the limitations as to displacement or armament prescribed by this part of the present Treaty shall be acquired by any High Contracting Party or constructed by, for or within the jurisdiction of any High Contracting Party.

Article 3.

No vessel which at the date of the coming into force of the present Treaty carries guns with a calibre exceeding the limits prescribed by this part of the present Treaty shall, if reconstructed or modernised, be rearmed with guns of a greater calibre than those previously carried by her.

Article 4.

(1) No capital ship shall exceed 35,000 tons (35,560 metric tons) standard displacement.

(2) No capital ship shall carry a gun with a calibre exceeding 14 in. (356 mm.); provided however that if any of the parties to the Treaty for the Limitation of Naval Armament signed at Washington on the 6th February, 1922, should fail to enter into an agreement to conform to this provision prior to the date of the coming into force of the present Treaty, but in any case not later than the 1st April, 1937, the maximum calibre of gun carried by capital ships shall be 16 in. (406 mm.).

(3) No capital ship of sub-category (a), the standard displacement of which is less than 17,500 tons (17,780 metric tons), shall be laid down or acquired prior to the 1st January, 1943.

(4) No capital ship, the main armament of which consists of guns of less than 10 in. (254 mm.) calibre, shall be laid down or acquired prior to the 1st January, 1943.

Article 5.

(1) No aircraft-carrier shall exceed 23,000 tons (23,368 metric tons) standard displacement or carry a gun with a calibre exceeding 6.1 in. (155 mm.).

(2) If the armament of any aircraft-carrier includes guns exceeding 5.25 in. (134 mm.) in calibre, the total number of guns carried which exceed that calibre shall not be more than ten.

Article 6.

(1) No light surface vessel of sub-category (b) exceeding 8,000 tons (8,128 metric tons) standard displacement, and no light surface vessel of sub-category (a) shall be laid down or acquired prior to the 1st January, 1943.

(2) Notwithstanding the provisions of paragraph (1) above, if the requirements of the national security of any High Contracting Party are, in his opinion, materially affected by the actual or authorised amount of construction by any Power of light surface vessels of sub-category (b), or of light surface vessels not conforming to the restrictions of paragraph (1) above, such High Contracting Party shall, upon notifying the other High Contracting Parties of his intentions and the reasons therefor, have the right to lay down or acquire light surface vessels of sub-categories (a) and (b) of any standard displacement up to 10,000 tons (10,160 metric tons) subject to the observance of the provisions
of Part III of the present Treaty. Each of the other High Contracting Parties shall thereupon be entitled to exercise the same right.

(3) It is understood that the provisions of paragraph (1) above constitute no undertaking expressed or implied to continue the restrictions therein prescribed after the year 1942.

Article 7.

No submarine shall exceed 2,000 tons (2,032 metric tons) standard displacement or carry a gun exceeding 5.1 in. (130 mm.) in calibre.

Article 8.

Every vessel shall be rated at its standard displacement, as defined in Article 1A of the present Treaty.

Article 9.

No preparations shall be made in merchant ships in time of peace for the installation of warlike armaments for the purpose of converting such ships into vessels of war, other than the necessary stiffening of decks for the mounting of guns not exceeding 6.1 in. (155 mm.) in calibre.

Article 10.

Vessels which were laid down before the date of the coming into force of the present Treaty, the standard displacement or armament of which exceeds the limitations or restrictions prescribed in this part of the present Treaty for their category or sub-category, or vessels which before that date were converted to target use exclusively or retained exclusively for experimental or training purposes under the provisions of previous treaties, shall retain the category or designation which applied to them before the said date.

PART III.

ADVANCE NOTIFICATION AND EXCHANGE OF INFORMATION.

Article 11.

(1) Each of the High Contracting Parties shall communicate every year to each of the other High Contracting Parties information, as hereinafter provided, regarding his annual programme for the construction and acquisition of all vessels of the categories and sub-categories mentioned in Article 12 (a), whether or not the vessels concerned are constructed within his own jurisdiction, and periodical information giving details of such vessels and of any alterations to vessels of the said categories or sub-categories already completed.

(2) For the purposes of this and the succeeding parts of the present Treaty, information shall be deemed to have reached a High Contracting Party on the date upon which such information is communicated to his diplomatic representatives accredited to the High Contracting Party by whom the information is given.

(3) This information shall be treated as confidential until published by the High Contracting Party supplying it.

Article 12.

The information to be furnished under the preceding article in respect of vessels constructed by or for a High Contracting Party shall be given as follows:
and so as to reach all the other High Contracting Parties within the periods or at the times mentioned:

(a) Within the first four months of each calendar year, the annual programme of construction of all vessels of the following categories and sub-categories, stating the number of vessels of each category or sub-category and, for each vessel, the calibre of the largest gun. The categories and sub-categories in question are:

- Capital ships:
  - Sub-category (a);
  - Sub-category (b).

- Aircraft-carriers:
  - Sub-category (a);
  - Sub-category (b).

- Light surface vessels:
  - Sub-category (a);
  - Sub-category (b);
  - Sub-category (c).

- Submarines.

(b) Not less than four months before the date of the laying of the keel, the following particulars in respect of each such vessel:

- Name or designation;
- Category and sub-category;
- Standard displacement in tons and metric tons;
- Length at waterline at standard displacement;
- Extreme beam at or below waterline at standard displacement;
- Mean draught at standard displacement;
- Designed horse-power;
- Designed speed;
- Type of machinery;
- Type of fuel;
- Number and calibre of all guns of 3 in. (76 mm.) calibre and above;
- Approximate number of guns of less than 3 in. (76 mm.) calibre;
- Number of torpedo tubes;
- Whether designed to lay mines;
- Approximate number of aircraft for which provision is to be made.

(c) As soon as possible after the laying-down of the keel of each such vessel, the date on which it was laid.

(d) Within one month after the date of completion of each such vessel, the date of completion together with all the particulars specified in paragraph (b) above relating to the vessel on completion.

(e) Annually during the month of January, in respect of vessels belonging to the categories and sub-categories mentioned in paragraph (a) above:

(i) Information as to any important alterations which it may have proved necessary to make during the preceding year in vessels under construction, in so far as these alterations affect the particulars mentioned in paragraph (b) above.

(ii) Information as to any important alterations made during the preceding year in vessels previously completed, in so far as these alterations affect the particulars mentioned in paragraph (b) above.

(iii) Information concerning vessels which may have been scrapped or otherwise disposed of during the preceding year. If such vessels are not scrapped, sufficient information shall be given to enable their new status and condition to be determined.
(f) Not less than four months before undertaking such alterations as would cause a completed vessel to come within one of the categories or sub-categories mentioned in paragraph (a) above, or such alterations as would cause a vessel to change from one to another of the said categories or sub-categories: information as to her intended characteristics as specified in paragraph (b) above.

Article 13.

No vessel coming within the categories or sub-categories mentioned in Article 12 (a) shall be laid down by any High Contracting Party until after the expiration of a period of four months both from the date on which the annual programme in which the vessel is included, and from the date on which the particulars in respect of that vessel prescribed by Article 12 (b), have reached all the other High Contracting Parties.

Article 14.

If a High Contracting Party intends to acquire a completed or partially completed vessel coming within the categories or sub-categories mentioned in Article 12 (a), that vessel shall be declared at the same time and in the same manner as the vessels included in the annual programme prescribed in the said article. No such vessel shall be acquired until after the expiration of a period of four months from the date on which such declaration has reached all the other High Contracting Parties. The particulars mentioned in Article 12 (b), together with the date on which the keel was laid, shall be furnished in respect of such vessel so as to reach all the other High Contracting Parties within one month after the date on which the contract for the acquisition of the vessel was signed. The particulars mentioned in Article 12 (d), (e) and (f) shall be given as therein prescribed.

Article 15.

At the time of communicating the annual programme prescribed by Article 12 (a), each High Contracting Party shall inform all the other High Contracting Parties of all vessels included in his previous annual programmes and declarations that have not yet been laid down or acquired, but which it is the intention to lay down or acquire during the period covered by the first-mentioned annual programme.

Article 16.

If, before the keel of any vessel coming within the categories or sub-categories mentioned in Article 12 (a) is laid, any important modification is made in the particulars regarding her which have been communicated under Article 12 (b), information concerning this modification shall be given, and the laying of the keel shall be deferred until at least four months after this information has reached all the other High Contracting Parties.

Article 17.

No High Contracting Party shall lay down or acquire any vessel of the categories or sub-categories mentioned in Article 12 (a), which has not previously been included in his annual programme of construction or declaration of acquisition for the current year or in any earlier annual programme or declaration.

Article 18.

If the construction, modernisation or reconstruction of any vessel coming within the categories or sub-categories mentioned in Article 12 (a), which is for the order of a Power not a party to the present Treaty, is undertaken within the
jurisdiction of any High Contracting Party, he shall promptly inform all the
other High Contracting Parties of the date of the signing of the contract and
shall also give as soon as possible in respect of the vessel all the information
mentioned in Article 12 (b), (c) and (d).

**Article 19.**

Each High Contracting Party shall give lists of all his minor war vessels and
auxiliary vessels with their characteristics, as enumerated in Article 12 (b),
and information as to the particular service for which they are intended, so as to
reach all the other High Contracting Parties within one month after the date
of the coming into force of the present Treaty; and, so as to reach all the other
High Contracting Parties within the month of January in each subsequent
year, any amendments in the lists and changes in the information.

**Article 20.**

Each of the High Contracting Parties shall communicate to each of the other
High Contracting Parties, so as to reach the latter within one month after the
date of the coming into force of the present Treaty, particulars, as mentioned in
Article 12 (b), of all vessels of the categories or sub-categories mentioned in
Article 12 (a), which are then under construction for him, whether or not such
vessels are being constructed within his own jurisdiction, together with similar
particulars relating to any such vessels then under construction within his own
jurisdiction for a Power not a party to the present Treaty.

**Article 21.**

(1) At the time of communicating his initial annual programme of construc-
tion and declaration of acquisition, each High Contracting Party shall inform
each of the other High Contracting Parties of any vessels of the categories or
sub-categories mentioned in Article 12 (a) which have been previously autho-
rised and which it is the intention to lay down or acquire during the period
covered by the said programme.

(2) Nothing in this part of the present Treaty shall prevent any High
Contracting Party from laying down or acquiring, at any time during the
four months following the date of the coming into force of the Treaty, any vessel
included, or to be included, in his initial annual programme of construction or
declaration of acquisition, or previously authorised, provided that the informa-
tion prescribed by Article 12 (b) concerning each vessel shall be communicated
so as to reach all the other High Contracting Parties within one month after the
date of the coming into force of the present Treaty.

(3) If the present Treaty should not come into force before the 1st May,
1937, the initial annual programme of construction and declaration of acquisi-
tion, to be communicated under Articles 12 (a) and 14 shall reach all the other
High Contracting Parties within one month after the date of the coming into
force of the present Treaty.

**PART IV.**

**GENERAL AND SAFEGUARDING CLAUSES.**

**Article 22.**

No High Contracting Party shall, by gift, sale or any mode of transfer,
dispose of any of his surface vessels of war or submarines in such a manner
that such vessel may become a surface vessel of war or a submarine in any
foreign navy. This provision shall not apply to auxiliary vessels.
Article 23.

(1) Nothing in the present Treaty shall prejudice the right of any High Contracting Party, in the event of loss or accidental destruction of a vessel, before the vessel in question has become over-age, to replace such vessel by a vessel of the same category or sub-category as soon as the particulars of the new vessel mentioned in Article 12 (b) shall have reached all the other High Contracting Parties.

(2) The provisions of the preceding paragraph shall also govern the immediate replacement, in such circumstances, of a light surface vessel of sub-category (b) exceeding 8,000 tons (8,128 metric tons) standard displacement, or of a light surface vessel of sub-category (a), before the vessel in question has become over-age, by a light surface vessel of the same sub-category of any standard displacement up to 10,000 tons (10,160 metric tons).

Article 24.

(1) If any High Contracting Party should become engaged in war, such High Contracting Party may, if he considers the naval requirements of his defence are materially affected, suspend, in so far as he is concerned, any or all of the obligations of the present Treaty, provided that he shall promptly notify the other High Contracting Parties that the circumstances require such suspension, and shall specify the obligations it is considered necessary to suspend.

(2) The other High Contracting Parties shall in such case promptly consult together, and shall examine the situation thus presented with a view to agreeing as to obligations of the present Treaty, if any, which each of the said High Contracting Parties may suspend. Should such consultation not produce agreement, any of the said High Contracting Parties may suspend, in so far as he is concerned, any or all of the obligations of the present Treaty, provided that he shall promptly give notice to the other High Contracting Parties of the obligations which it is considered necessary to suspend.

(3) On the cessation of hostilities, the High Contracting Parties shall consult together with a view to fixing a date upon which the obligations of the Treaty which have been suspended shall again become operative, and to agreeing upon any amendments in the present Treaty which may be considered necessary.

Article 25.

(1) In the event of any vessel not in conformity with the limitations and restrictions as to standard displacement and armament prescribed by Articles 4, 5 and 7 of the present Treaty being authorised, constructed or acquired by a Power not a party to the present Treaty, each High Contracting Party reserves the right to depart if, and to the extent to which, he considers such departures necessary in order to meet the requirements of his national security:

(a) During the remaining period of the Treaty, from the limitations and restrictions of Articles 3, 4, 5, 6 (1) and 7, and

(b) During the current year, from his annual programmes of construction and declarations of acquisition.

This right shall be exercised in accordance with the following provisions:

(2) Any High Contracting Party who considers it necessary that such right should be exercised, shall notify the other High Contracting Parties to that effect, stating precisely the nature and extent of the proposed departures and the reasons therefor.
(3) The High Contracting Parties shall thereupon consult together and endeavour to reach an agreement with a view to reducing to a minimum the extent of the departures which may be made.

(4) On the expiration of a period of three months from the date of the first of any notifications which may have been given under paragraph (2) above, each of the High Contracting Parties shall, subject to any agreement which may have been reached to the contrary, be entitled to depart during the remaining period of the present Treaty from the limitations and restrictions prescribed in Articles 3, 4, 5, 6 (r) and 7 thereof.

(5) On the expiration of the period mentioned in the preceding paragraph, any High Contracting Party shall be at liberty, subject to any agreement which may have been reached during the consultations provided for in paragraph (3) above, and on informing all the other High Contracting Parties, to depart from his annual programmes of construction and declarations of acquisition and to alter the characteristics of any vessels building or which have already appeared in his programmes or declarations.

(6) In such event, no delay in the acquisition, the laying of the keel, or the altering of any vessel shall be necessary by reason of any of the provisions of Part III of the present Treaty. The particulars mentioned in Article 12 (b) shall, however, be communicated to all the other High Contracting Parties before the keels of any vessels are laid. In the case of acquisition, information relating to the vessel shall be given under the provisions of Article 14.

Article 26.

(1) If the requirements of the national security of any High Contracting Party should, in his opinion, be materially affected by any change of circumstances, other than those provided for in Articles 6 (2), 24 and 25 of the present Treaty, such High Contracting Party shall have the right to depart for the current year from his annual programmes of construction and declarations of acquisition. The amount of construction by any party to the Treaty, within the limitations and restrictions thereof, shall not, however, constitute a change of circumstances for the purposes of the present article. The above-mentioned right shall be exercised in accordance with the following provisions:

(2) Such High Contracting Party shall, if he desires to exercise the above-mentioned right, notify all the other High Contracting Parties to that effect, stating in what respect he proposes to depart from his annual programmes of construction and declarations of acquisition, giving reasons for the proposed departure.

(3) The High Contracting Parties will thereupon consult together with a view to agreement as to whether any departures are necessary in order to meet the situation.

(4) On the expiration of a period of three months from the date of the first of any notifications which may have been given under paragraph (2) above, each of the High Contracting Parties shall, subject to any agreement which may have been reached to the contrary, be entitled to depart from his annual programmes of construction and declarations of acquisition, provided notice is promptly given to the other High Contracting Parties stating precisely in what respects he proposes so to depart.

(5) In such event, no delay in the acquisition, the laying of the keel, or the altering of any vessel shall be necessary by reason of any of the provisions of Part III of the present Treaty. The particulars mentioned in Article 12 (b) shall, however, be communicated to all the other High Contracting Parties before the keels of any vessels are laid. In the case of acquisition, information relating to the vessel shall be given under the provisions of Article 14.
PART V.

FINAL CLAUSES.

Article 27.

The present Treaty shall remain in force until the 31st December, 1942.

Article 28.

(i) His Majesty’s Government in the United Kingdom of Great Britain and Northern Ireland will, during the last quarter of 1940, initiate through the diplomatic channel a consultation between the Governments of the parties to the present Treaty with a view to holding a conference in order to frame a new treaty for the reduction and limitation of naval armament. This conference shall take place in 1941 unless the preliminary consultations should have shown that the holding of such a conference at that time would not be desirable or practicable.

(2) In the course of the consultation referred to in the preceding paragraph, views shall be exchanged in order to determine whether, in the light of the circumstances then prevailing and the experience gained in the interval in the design and construction of capital ships, it may be possible to agree upon a reduction in the standard displacement or calibre of guns of capital ships to be constructed under future annual programmes and thus, if possible, to bring about a reduction in the cost of capital ships.

Article 29.

None of the provisions of the present Treaty shall constitute a precedent for any future treaty.

Article 30.

(i) The present Treaty shall be ratified by the signatory Powers in accordance with their respective constitutional methods, and the instruments of ratification shall be deposited as soon as possible with His Majesty’s Government in the United Kingdom, which will transmit certified copies of all the procès-verbaux of the deposits of ratifications to the Governments of the said Powers and of any country on behalf of which accession has been made in accordance with the provisions of Article 31.

(2) The Treaty shall come into force on the 1st January, 1937, provided that by that date the instruments of ratification of all the said Powers shall have been deposited. If all the above-mentioned instruments of ratification have not been deposited by the 1st January, 1937, the Treaty shall come into force so soon thereafter as these are all received.

Article 31.

(i) The present Treaty shall, at any time after this day’s date, be open to accession on behalf of any country for which the Treaty for the Limitation and Reduction of Naval Armament was signed in London on the 22nd April, 1930, but for which the present Treaty has not been signed. The instrument of accession shall be deposited with His Majesty’s Government in the United Kingdom, which will transmit certified copies of the procès-verbaux of the deposit to the Governments of the signatory Powers and of any country on behalf of which accession has been made.

(2) Accessions, if made prior to the date of the coming into force of the Treaty, shall take effect on that date. If made afterwards, they shall take effect immediately.
(3) If accession should be made after the date of the coming into force of the Treaty, the following information shall be given by the acceding Power so as to reach all the other High Contracting Parties within one month after the date of accession:

(a) The initial annual programme of construction and declaration of acquisition, as prescribed by Articles 12 (a) and 14, relating to vessels already authorised, but not yet laid down or acquired, belonging to the categories or sub-categories mentioned in Article 12 (a).

(b) A list of the vessels of the above-mentioned categories or sub-categories completed or acquired after the date of the coming into force of the present Treaty, stating particulars of such vessels as specified in Article 12 (b), together with similar particulars relating to any such vessels which have been constructed within the jurisdiction of the acceding Power after the date of the coming into force of the present Treaty, for a Power not a party thereto.

(c) Particulars, as specified in Article 12 (b), of all vessels of the categories or sub-categories above mentioned which are then under construction for the acceding Power, whether or not such vessels are being constructed within his own jurisdiction, together with similar particulars relating to any such vessels then under construction within his jurisdiction for a Power not a party to the present Treaty.

(d) Lists of all minor war vessels and auxiliary vessels with their characteristics and information concerning them, as prescribed by Article 19.

(4) Each of the High Contracting Parties shall reciprocally furnish to the Government of any country on behalf of which accession is made after the date of the coming into force of the present Treaty, the information specified in paragraph (3) above, so as to reach that Government within the period therein mentioned.

(5) Nothing in Part III of the present Treaty shall prevent an acceding Power from laying down or acquiring, at any time during the four months following the date of accession, any vessel included, or to be included, in his initial annual programme of construction or declaration of acquisition, or previously authorised, provided that the information prescribed by Article 12 (b) concerning each vessel shall be communicated so as to reach all the other High Contracting Parties within one month after the date of accession.

Article 32.

The present Treaty, of which the French and English texts shall both be equally authentic, shall be deposited in the archives of His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland which will transmit certified copies thereof to the Governments of the countries for which the Treaty for the Limitation and Reduction of Naval Armament was signed in London on the 22nd April, 1930.

In faith whereof the above-named Plenipotentiaries have signed the present Treaty and have affixed thereto their seals.

Done in London the 25th day of March, nineteen hundred and thirty-six.

PROTOCOL OF SIGNATURE.

At the moment of signing the Treaty bearing this day’s date, the undersigned, duly authorised to that effect by their respective Governments, have agreed as follows:

1. If, before the coming into force of the above-mentioned Treaty, the naval construction of any Power, or any change of circumstances, should appear likely to render undesirable the coming into force of the Treaty in its present form, the Powers on behalf of which the Treaty has been signed will consult as to whether it is desirable to modify any of its terms to meet the situation thus presented.

2. In the event of the Treaty not coming into force on the 1st January, 1937, the above-mentioned Powers will, as a temporary measure, promptly communicate to one another, after the laying down, acquisition or completion of any vessels in the categories or sub-categories mentioned in Article 12 (a) of the Treaty, the information detailed below concerning all such vessels laid down between the 1st January, 1937, and the date of the coming into force of the Treaty, provided, however, that this obligation shall not continue after 1st July, 1937:

   Name or designation;
   Classification of the vessel;
   Standard displacement in tons and metric tons;
   Principal dimensions at standard displacement—namely, length at waterline and extreme beam at or below waterline;
   Mean draught at standard displacement;
   Calibre of the largest gun.

3. The present Protocol, of which the French and English texts shall both be equally authentic, shall come into force on this day’s date. It shall be deposited in the archives of His Majesty’s Government in the United Kingdom of Great Britain and Northern Ireland, which will transmit certified copies thereof to the Governments of the countries for which the Treaty for the Limitation and Reduction of Naval Armament was signed in London on the 22nd April, 1930.

In faith whereof the above-named Plenipotentiaries have signed the present Protocol and have affixed thereto their seals.

Done in London the 25th day of March, nineteen hundred and thirty-six.

Norman H. Davis.
William H. Standley.
Charles Corbin.
Robert G.
Anthony Eden.
Monsell.

STANHOPE.
Vincent Massey.
S. M. Bruce.
C. J. Parr.
R. A. Butler.

ADDITIONAL PROTOCOL.

The undersigned Plenipotentiaries express the hope that the system of advance notification and exchange of information will be continued by international agreement after the expiration of the Treaty bearing this day’s date, and that it may be possible in any future Treaty to achieve some further measure of reduction in naval armament.
Done in London the 25th day of March, nineteen hundred and thirty-six

Norman H. Davis.
William H. Standley.
Charles Corbin.
Robert G.
Anthony Eden.
Monsell.

Stanhope.
Vincent Massey.
S. M. Bruce.
C. J. Parr.
R. A. Butler.
Convention regarding the Regime of the Straits.

Signed at Montreux, July 20th, 1936.

His Majesty the King of the Bulgarians, the President of the French Republic, His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, His Majesty the King of the Hellenes, His Majesty the Emperor of Japan, His Majesty the King of Roumania, the President of the Turkish Republic, the Central Executive Committee of the Union of Soviet Socialist Republics, and His Majesty the King of Yugoslavia;

Desiring to regulate transit and navigation in the Straits of the Dardanelles, the Sea of Marmora and the Bosphorus comprised under the general term "Straits" in such manner as to safeguard, within the framework of Turkish security and of the security, in the Black Sea, of the riparian States, the principle enshrined in article 23 of the Treaty of Peace signed at Lausanne on July 24th, 1923;

Have resolved to replace by the present Convention the Convention signed at Lausanne on July 24th, 1923, and have appointed as their plenipotentiaries:

His Majesty the King of the Bulgarians:

Dr. Nicolas P. Nicolaev, Minister Plenipotentiary, Secretary-General of the Ministry of Foreign Affairs and of Cults;

M. Pierre Neicov, Minister Plenipotentiary, Director of Political Affairs at the Ministry of Foreign Affairs and of Cults.

The President of the French Republic:

M. Paul-Boncour, Senator, Permanent Delegate of France to the League of Nations, former President of the Council, former Minister for Foreign Affairs, Chevalier of the Legion of Honour, Croix de Guerre;

M. Henri Ponsot, Ambassador Extraordinary and Plenipotentiary of the French Republic at Angora, Grand Officer of the Legion of Honour.

His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India:

For Great Britain and Northern Ireland and all Parts of the British Empire which are not Separate Members of the League of Nations:

The Right Honourable Lord Stanley, P.C., M.C., M.P., Parliamentary Secretary to the Admiralty;

For the Commonwealth of Australia:

The Right Honourable Stanley Melbourne Bruce, C.H., M.C., High Commissioner for the Commonwealth of Australia in London;
His Majesty the King of the Hellenes:

M. Nicolas Politis, Envoy Extraordinary and Minister Plenipotentiary of Greece in Paris, former Minister for Foreign Affairs;
M. Raoul Bibica Rosetti, Permanent Delegate of Greece to the League of Nations;

His Majesty the Emperor of Japan:

M. Naotake Sato, Jusammi, Grand-Cordon of the Order of the Rising Sun, Ambassador Extraordinary and Plenipotentiary in Paris;
M. Massa-aki Hotta, Jushii, Second Class of the Order of the Rising Sun, Envoy Extraordinary and Minister Plenipotentiary at Berne;

His Majesty the King of Roumania:

M. Nicolas Titulesco, Minister Secretary of State for the Department of Foreign Affairs;
M. Constantin Contzesco, Minister Plenipotentiary, Delegate of Roumania to the European and International Commissions of the Danube;
M. Vespasien Pella, Envoy Extraordinary and Minister Plenipotentiary at The Hague;

The President of the Turkish Republic:

Dr. Rüştü Aras, Minister for Foreign Affairs, Deputy for Smyrna;
M. Suad Davaz, Ambassador Extraordinary and Plenipotentiary of the Turkish Republic in Paris;
M. Numan Menemençioğlu, Ambassador of Turkey, Secretary-General of the Ministry for Foreign Affairs;
M. Asim Gündüz, General Commanding an Army Corps, Deputy Chief of the General Staff;
M. Necmeddin Sadak, Permanent Delegate of Turkey to the League of Nations, Deputy for Sivas, Rapporteur for the Committee of Foreign Affairs;

The Central Executive Committee of the Union of Soviet Socialist Republics:

M. Maxime Litvinoff, Member of the Central Executive Committee of the Union of Soviet Socialist Republics, People's Commissar for Foreign Affairs;

His Majesty the King of Yugoslavia:

M. Ivan Soubbotitch, Permanent Delegate of the Kingdom of Yugoslavia to the League of Nations;

Who, after having exhibited their full powers, found in good and due form, have agreed on the following provisions:

**Article 1.**

The High Contracting Parties recognise and affirm the principle of freedom of transit and navigation by sea in the Straits.

The exercise of this freedom shall henceforth be regulated by the provisions of the present Convention.
SECTION I.

MERCHANDISE VESSELS.

Article 2.

In time of peace, merchant vessels shall enjoy complete freedom of transit and navigation in the Straits, by day and by night, under any flag and with any kind of cargo, without any formalities, except as provided in article 3 below. No taxes or charges other than those authorised by Annex I to the present Convention shall be levied by the Turkish authorities on these vessels when passing in transit without calling at a port in the Straits.

In order to facilitate the collection of these taxes or charges, merchant vessels passing through the Straits shall communicate to the officials at the stations referred to in article 3 their name, nationality, tonnage, destination and last port of call (provenance).

Pilotage and towage remain optional.

Article 3.

All ships entering the Straits by the Aegean Sea or by the Black Sea shall stop at a sanitary station near the entrance to the Straits for the purposes of the sanitary control prescribed by Turkish law within the framework of international sanitary regulations. This control, in the case of ships possessing a clean bill of health or presenting a declaration of health testifying that they do not fall within the scope of the provisions of the second paragraph of the present article, shall be carried out by day and by night with all possible speed, and the vessels in question shall not be required to make any other stop during their passage through the Straits.

Vessels which have on board cases of plague, cholera, yellow fever, exanthematic typhus or smallpox, or which have had such cases on board during the previous seven days, and vessels which have left an infected port within less than five times twenty-four hours shall stop at the sanitary stations indicated in the preceding paragraph in order to embark such sanitary guards as the Turkish authorities may direct. No tax or charge shall be levied in respect of these sanitary guards and they shall be disembarked at a sanitary station on departure from the Straits.

Article 4.

In time of war, Turkey not being belligerent, merchant vessels, under any flag or with any kind of cargo, shall enjoy freedom of transit and navigation in the Straits subject to the provisions of articles 2 and 3.

Pilotage and towage remain optional.

Article 5.

In time of war, Turkey being belligerent, merchant vessels not belonging to a country at war with Turkey shall enjoy freedom of transit and navigation in the Straits on condition that they do not in any way assist the enemy.

Such vessels shall enter the Straits by day and their transit shall be effected by the route which shall in each case be indicated by the Turkish authorities.
Article 6.

Should Turkey consider herself to be threatened with imminent danger of war, the provisions of article 2 shall nevertheless continue to be applied except that vessels must enter the Straits by day and that their transit must be effected by the route which shall, in each case, be indicated by the Turkish authorities. Pilotage may, in this case, be made obligatory, but no charge shall be levied.

Article 7.

The term "merchant vessels" applies to all vessels which are not covered by Section II of the present Convention.

SECTION II.

VESSELS OF WAR.

Article 8.

For the purposes of the present Convention, the definitions of vessels of war and of their specification together with those relating to the calculation of tonnage shall be as set forth in Annex II to the present Convention.

Article 9.

Naval auxiliary vessels specifically designed for the carriage of fuel, liquid or non-liquid, shall not be subject to the provisions of article 13 regarding notification, nor shall they be counted for the purpose of calculating the tonnage which is subject to limitation under articles 14 and 18, on condition that they shall pass through the Straits singly. They shall, however, continue to be on the same footing as vessels of war for the purpose of the remaining provisions governing transit.

The auxiliary vessels specified in the preceding paragraph shall only be entitled to benefit by the exceptional status therein contemplated if their armament does not include: for use against floating targets, more than two guns of a maximum calibre of 105 millimetres; for use against aerial targets, more than two guns of a maximum calibre of 75 millimetres.

Article 10.

In time of peace, light surface vessels, minor war vessels and auxiliary vessels, whether belonging to Black Sea or non-Black-Sea Powers, and whatever their flag, shall enjoy freedom of transit through the Straits without any taxes or charges whatever, provided that such transit is begun during daylight and subject to the conditions laid down in article 13 and the articles following thereafter.

Vessels of war other than those which fall within the categories specified in the preceding paragraph shall only enjoy a right of transit under the special conditions provided by articles 11 and 12.

Article 11.

Black Sea Powers may send through the Straits capital ships of a tonnage greater than that laid down in the first paragraph of article 14, on condition that these vessels pass through the Straits singly, escorted by not more than two destroyers.
Black Sea Powers shall have the right to send through the Straits, for the purpose of rejoining their base, submarines constructed or purchased outside the Black Sea, provided that adequate notice of the laying down or purchase of such submarines shall have been given to Turkey.

Submarines belonging to the said Powers shall also be entitled to pass through the Straits to be repaired in dockyards outside the Black Sea on condition that detailed information on the matter is given to Turkey.

In either case, the said submarines must travel by day and on the surface, and must pass through the Straits singly.

The transit of vessels of war through the Straits shall be preceded by a notification given to the Turkish Government through the diplomatic channel. The normal period of notice shall be eight days; but it is desirable that in the case of non-Black-Sea Powers this period should be increased to fifteen days. The notification shall specify the destination, name, type and number of the vessels, as also the date of entry for the outward passage and, if necessary, for the return journey. Any change of date shall be subject to three days' notice.

Entry into the Straits for the outward passage shall take place within a period of five days from the date given in the original notification. After the expiry of this period, a new notification shall be given under the same conditions as for the original notification.

When effecting transit, the commander of the naval force shall, without being under any obligation to stop, communicate to a signal station at the entrance to the Dardanelles or the Bosphorus the exact composition of the force under his orders.

The maximum aggregate tonnage of all foreign naval forces which may be in course of transit through the Straits shall not exceed 15,000 tons, except in the cases provided for in article 11 and in Annex III to the present Convention.

The forces specified in the preceding paragraph shall not, however, comprise more than nine vessels.

Vessels, whether belonging to Black Sea or non-Black-Sea Powers, paying visits to a port in the Straits, in accordance with the provisions of article 17, shall not be included in this tonnage.

Neither shall vessels of war which have suffered damage during their passage through the Straits be included in this tonnage; such vessels, while undergoing repair, shall be subject to any special provisions relating to security laid down by Turkey.

Vessels of war in transit through the Straits shall in no circumstances make use of any aircraft which they may be carrying.

Vessels of war in transit through the Straits shall not, except in the event of damage or peril of the sea, remain therein longer than is necessary for them to effect the passage.

Nothing in the provisions of the preceding articles shall prevent a naval force of any tonnage or composition from paying a courtesy visit of limited
duration to a port in the Straits, at the invitation of the Turkish Government. Any such force must leave the Straits by the same route as that by which it entered, unless it fulfils the conditions required for passage in transit through the Straits as laid down by articles 10, 14 and 18.

Article 18.

(1) The aggregate tonnage which non-Black-Sea Powers may have in that sea in time of peace shall be limited as follows:

(a) Except as provided in paragraph (b) below, the aggregate tonnage of the said Powers shall not exceed 30,000 tons;

(b) If at any time the tonnage of the strongest fleet in the Black Sea shall exceed by at least 10,000 tons the tonnage of the strongest fleet in that sea at the date of the signature of the present Convention, the aggregate tonnage of 30,000 tons mentioned in paragraph (a) shall be increased by the same amount, up to a maximum of 45,000 tons. For this purpose, each Black Sea Power shall, in conformity with Annex IV to the present Convention, inform the Turkish Government, on January 1st and July 1st of each year, of the total tonnage of its fleet in the Black Sea; and the Turkish Government shall transmit this information to the other High Contracting Parties and to the Secretary-General of the League of Nations.

(c) The tonnage which any one non-Black-Sea Power may have in the Black Sea shall be limited to two-thirds of the aggregate tonnage provided for in paragraphs (a) and (b) above;

(d) In the event, however, of one or more non-Black-Sea Powers desiring to send naval forces into the Black Sea, for a humanitarian purpose, the said forces, which shall in no case exceed 8,000 tons altogether, shall be allowed to enter the Black Sea without having to give the notification provided for in article 13 of the present Convention, provided an authorisation is obtained from the Turkish Government in the following circumstances: if the figure of the aggregate tonnage specified in paragraphs (a) and (b) above has not been reached and will not be exceeded by the despatch of the forces which it is desired to send, the Turkish Government shall grant the said authorisation within the shortest possible time after receiving the request which has been addressed to it; if the said figure has already been reached or if the despatch of the forces which it is desired to send will cause it to be exceeded, the Turkish Government will immediately inform the other Black Sea Powers of the request for authorisation, and if the said Powers make no objection within twenty-four hours of having received this information, the Turkish Government shall, within forty-eight hours at the latest, inform the interested Powers of the reply which it has decided to make to their request.

Any further entry into the Black Sea of naval forces of non-Black-Sea Powers shall only be effected within the available limits of the aggregate tonnage provided for in paragraphs (a) and (b) above.

(2) Vessels of war belonging to non-Black-Sea Powers shall not remain in the Black Sea more than twenty-one days, whatever be the object of their presence there.

Article 19.

In time of war, Turkey not being belligerent, warships shall enjoy complete freedom of transit and navigation through the Straits under the same conditions as those laid down in articles 10 to 18.

Vessels of war belonging to belligerent Powers shall not, however, pass through the Straits except in cases arising out of the application of article 25 of the present Convention, and in cases of assistance rendered to a State victim of aggression in virtue of a treaty of mutual assistance binding Turkey, concluded within the framework of the Covenant of the League of Nations,
and registered and published in accordance with the provisions of article 18 of the Covenant.

In the exceptional cases provided for in the preceding paragraph, the limitations laid down in articles 10 to 18 of the present Convention shall not be applicable.

Notwithstanding the prohibition of passage laid down in paragraph 2 above, vessels of war belonging to belligerent Powers, whether they are Black Sea Powers or not, which have become separated from their bases, may return thereto.

Vessels of war belonging to belligerent Powers shall not make any capture, exercise the right of visit and search, or carry out any hostile act in the Straits.

**Article 20.**

In time of war, Turkey being belligerent, the provisions of articles 10 to 18 shall not be applicable; the passage of warships shall be left entirely to the discretion of the Turkish Government.

**Article 21.**

Should Turkey consider herself to be threatened with imminent danger of war, she shall have the right to apply the provisions of article 20 of the present Convention.

Vessels which have passed through the Straits before Turkey has made use of the powers conferred upon her by the preceding paragraph, and which thus find themselves separated from their bases, may return thereto. It is, however, understood that Turkey may deny this right to vessels of war belonging to the State whose attitude has given rise to the application of the present article.

Should the Turkish Government make use of the powers conferred by the first paragraph of the present article, a notification to that effect shall be addressed to the High Contracting Parties and to the Secretary-General of the League of Nations.

If the Council of the League of Nations decide by a majority of two-thirds that the measures thus taken by Turkey are not justified, and if such should also be the opinion of the majority of the High Contracting Parties signatories to the present Convention, the Turkish Government undertakes to discontinue the measures in question as also any measures which may have been taken under article 6 of the present Convention.

**Article 22.**

Vessels of war which have on board cases of plague, cholera, yellow fever, exanthematic typhus or smallpox or which have had such cases on board within the last seven days and vessels of war which have left an infected port within less than five times twenty-four hours must pass through the Straits in quarantine and apply by the means on board such prophylactic measures as are necessary in order to prevent any possibility of the Straits being infected.

**SECTION III.**

**AIRCRAFT.**

**Article 23.**

In order to assure the passage of civil aircraft between the Mediterranean and the Black Sea, the Turkish Government will indicate the air routes available for this purpose, outside the forbidden zones which may be established in the Straits. Civil aircraft may use these routes provided that they give the Turkish
Government, as regards occasional flights, a notification of three days, and as regards flights on regular services, a general notification of the dates of passage.

The Turkish Government moreover undertake, notwithstanding any remilitarisation of the Straits, to furnish the necessary facilities for the safe passage of civil aircraft authorised under the air regulations in force in Turkey to fly across Turkish territory between Europe and Asia. The route which is to be followed in the Straits zone by aircraft which have obtained an authorisation shall be indicated from time to time.

SECTION IV.

GENERAL PROVISIONS.

Article 24.

The functions of the International Commission set up under the Convention relating to the regime of the Straits of July 24th, 1923, are hereby transferred to the Turkish Government.

The Turkish Government undertake to collect statistics and to furnish information concerning the application of articles 11, 12, 14 and 18 of the present Convention.

They will supervise the execution of all the provisions of the present Convention relating to the passage of vessels of war through the Straits.

As soon as they have been notified of the intended passage through the Straits of a foreign naval force, the Turkish Government shall inform the representatives at Angora of the High Contracting Parties of the composition of that force, its tonnage, the date fixed for its entry into the Straits, and, if necessary, the probable date of its return.

The Turkish Government shall address to the Secretary-General of the League of Nations and to the High Contracting Parties an annual report giving details regarding the movements of foreign vessels of war through the Straits and furnishing all information which may be of service to commerce and navigation, both by sea and by air, for which provision is made in the present Convention.

Article 25.

Nothing in the present Convention shall prejudice the rights and obligations of Turkey, or of any of the other High Contracting Parties Members of the League of Nations, arising out of the Covenant of the League of Nations.

SECTION V.

FINAL PROVISIONS.

Article 26.

The present Convention shall be ratified as soon as possible.


The Japanese Government shall be entitled to inform the Government of the French Republic through their diplomatic representative in Paris that the ratification has been given, and in that case they shall transmit the instrument of ratification as soon as possible.
A proces-verbal of the deposit of ratifications shall be drawn up as soon as six instruments of ratification, including that of Turkey, shall have been deposited. For this purpose the notification provided for in the preceding paragraph shall be taken as the equivalent of the deposit of an instrument of ratification.

The present Convention shall come into force on the date of the said proces-verbal.

The French Government will transmit to all the High Contracting Parties an authentic copy of the proces-verbal provided for in the preceding paragraph and of the proces-verbaux of the deposit of any subsequent ratifications.

**Article 27.**

The present Convention shall, as from the date of its entry into force, be open to accession by any Power signatory to the Treaty of Peace at Lausanne signed on July 24th, 1923.

Each accession shall be notified, through the diplomatic channel, to the Government of the French Republic, and by the latter to all the High Contracting Parties.

Accessions shall come into force as from the date of notification to the French Government.

**Article 28.**

The present Convention shall remain in force for twenty years from the date of its entry into force.

The principle of freedom of transit and navigation affirmed in article 1 of the present Convention shall however continue without limit of time.

If, two years prior to the expiry of the said period of twenty years, no High Contracting Party shall have given notice of denunciation to the French Government, the present Convention shall continue in force until two years after such notice shall have been given. Any such notice shall be communicated by the French Government to the High Contracting Parties.

In the event of the present Convention being denounced in accordance with the provisions of the present article, the High Contracting Parties agree to be represented at a conference for the purpose of concluding a new Convention.

**Article 29.**

At the expiry of each period of five years from the date of the entry into force of the present Convention each of the High Contracting Parties shall be entitled to initiate a proposal for amending one or more of the provisions of the present Convention.

To be valid, any request for revision formulated by one of the High Contracting Parties must be supported, in the case of modifications to articles 14 or 18, by one other High Contracting Party, and, in the case of modifications to any other article, by two other High Contracting Parties.

Any request for revision thus supported must be notified to all the High Contracting Parties three months prior to the expiry of the current period of five years. This notification shall contain details of the proposed amendments and the reasons which have given rise to them.

Should it be found impossible to reach an agreement on these proposals through the diplomatic channel, the High Contracting Parties agree to be represented at a conference to be summoned for this purpose.

Such a conference may only take decisions by a unanimous vote, except as regards cases of revision involving articles 14 and 18, for which a majority of three-quarters of the High Contracting Parties shall be sufficient.

The said majority shall include three-quarters of the High Contracting Parties which are Black Sea Powers, including Turkey.

In witness whereof, the above-mentioned Plenipotentiaries have signed the present Convention.
CONVENTION REGARDING THE REGIME OF THE STRAITS

Done at Montreux, July 20th, 1936, in eleven copies, of which the first copy, to which the seals of the Plenipotentiaries have been affixed, will be deposited in the archives of the Government of the French Republic, and of which the remaining copies have been transmitted to the signatory Powers.

[L.S.] N. P. NICOLAEEV.
[L.S.] Pierre NEICOV.
[L.S.] H. PONSOT.
[L.S.] STANLEY.
[L.S.] S. M. BRUCE.
[L.S.] N. POLITIS.

The undersigned, Plenipotentiaries of Japan, declare, in the name of their Government, that the provisions of the present Convention do not in any sense modify the position of Japan as a State not a member of the League of Nations, whether in relation to the Covenant of the League of Nations or in regard to treaties of mutual assistance concluded within the framework of the said Covenant, and that in particular Japan reserves full liberty of interpretation as regards the provisions of articles 19 and 25 so far as they concern that Covenant and those treaties.

[L.S.] N. SATO.
[L.S.] Massa-aki HOTTA.
[L.S.] N. TITULESCO.
[L.S.] V. V. PELLA.
[L.S.] Dr. R. ARAS.
[L.S.] Suad DAVAZ.
[L.S.] N. MENEMENCIOGLU.
[L.S.] Asim GUNDUZ.
[L.S.] N. SADAK.
[L.S.] Maxime LITVINOFF.
[L.S.] Dr. I. V. SOUBBOTITCH.

Annex I.

The taxes and charges which may be levied in accordance with article 2 of the present Convention shall be those set forth in the following table. Any reductions in these taxes or charges which the Turkish Government may grant shall be applied without any distinction based on the flag of the vessel:

<table>
<thead>
<tr>
<th>Nature of service rendered</th>
<th>Amount of tax or charge to be levied on each ton of net register tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Sanitary Control Stations</td>
<td>0.075</td>
</tr>
<tr>
<td>(b) Lighthouses, Light and Channel Buoys:</td>
<td></td>
</tr>
<tr>
<td>Up to 800 tons</td>
<td>0.42</td>
</tr>
<tr>
<td>Above 800 tons</td>
<td>0.21</td>
</tr>
<tr>
<td>(c) Life-saving Services, including Lifeboats,</td>
<td></td>
</tr>
<tr>
<td>Rocket Stations, Fog Sirens, Direction-finding</td>
<td></td>
</tr>
<tr>
<td>Stations, and any Light Buoys not comprised in</td>
<td></td>
</tr>
<tr>
<td>(b) above, or other similar installations</td>
<td>0.10</td>
</tr>
</tbody>
</table>

100 piastres at present equals 2.5 gold francs (approx.).

---

1 100 piastres at present equals 2.5 gold francs (approx.).
2. The taxes and charges set forth in the table attached to paragraph 1 of the present annex shall apply in respect of a return voyage through the Straits (that is to say, a voyage from the Ægean Sea to the Black Sea and return back to the Ægean Sea or else a voyage through the Straits from the Black Sea to the Ægean Sea followed by a return voyage into the Black Sea); if, however, a merchant vessel re-enters the Straits with the object of returning into the Ægean Sea or to the Black Sea, as the case may be, more than six months after the date of entry into the Straits for the outward voyage, such vessel may be called upon to pay these taxes and charges a second time, provided no distinction is made based on the flag of the vessel.

3. If, on the outward voyage, a merchant vessel declares an intention of not returning, it shall only be obliged, as regards the taxes and charges provided for in paragraphs (b) and (c) of the first paragraph of the present annex, to pay half the tariff indicated.

4. The taxes and charges set forth in the table attached to the first paragraph of the present annex, which are not to be greater than is necessary to cover the cost of maintaining the services concerned and of allowing for the creation of a reasonable reserve fund or working balance, shall not be increased or added to except in accordance with the provisions of article 29 of the present Convention. They shall be payable in gold francs or in Turkish currency at the rate of exchange prevailing on the date of payment.

5. Merchant vessels may be required to pay taxes and charges for optional services, such as pilotage and towage, when any such service shall have been duly rendered by the Turkish authorities at the request of the agent or master of any such vessel. The Turkish Government will publish from time to time the tariff of the taxes and charges to be levied for such optional services.

6. These tariffs shall not be increased in cases in the event of the said services being made obligatory by reason of the application of article 5.

Annex II.

The wording of the present Annex (definition of the displacement, the categories of vessels, etc.) is taken from the London Naval Treaty of March 25th, 1936 (see page 1000).

Annex III.

It is agreed that, of the three over-age training ships, as indicated below, belonging to the Japanese Fleet, two units may be allowed to visit ports in the Straits at the same time.

The aggregate tonnage of these two vessels shall in this case be considered as being equivalent to 15,000 tons.

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Date when laid down</th>
<th>Date of entry into service</th>
<th>Standard displacement (tons)</th>
<th>Armaments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asama</td>
<td>20. X. 1896</td>
<td>18. III. 1899</td>
<td>9,240</td>
<td>IV × 200 mm.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>XII × 150 mm.</td>
</tr>
<tr>
<td>Yakumo</td>
<td>1. IX. 1898</td>
<td>20. VI. 1900</td>
<td>9,010</td>
<td>IV × 200 mm.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>XII × 150 mm.</td>
</tr>
<tr>
<td>Iwate</td>
<td>11. XI. 1898</td>
<td>18. III. 1901</td>
<td>9,180</td>
<td>IV × 200 mm.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>XIV × 150 mm.</td>
</tr>
</tbody>
</table>
Annex IV.

The categories and sub-categories of vessels to be included in the calculation of the total tonnage of the Black Sea Powers provided for in article 18 of the present Convention are the following:

Capital Ships:
- sub-category (a).
- sub-category (b).

Aircraft-carriers:
- sub-category (a).
- sub-category (b).

Light Surface Vessels:
- sub-category (a).
- sub-category (b).
- sub-category (c).

Submarines:
as defined in Annex II to the present Convention.

The displacement which is to be taken into consideration in the calculation of the total tonnage is the standard displacement as defined in Annex II. Only those vessels shall be taken into consideration which are not over-age according to the definition contained in the said Annex.

2. The notification provided for in article 18, paragraph (b), shall also include the total tonnage of vessels belonging to the categories and sub-categories mentioned in paragraph 1 of the present Annex.

PROTOCOL.

At the moment of signing the Convention bearing this day’s date, the undersigned Plenipotentiaries declare for their respective Governments that they accept the following provisions:

(1) Turkey may immediately remilitarise the zone of the Straits as defined in the Preamble to the said Convention.

(2) As from August 15th, 1936, the Turkish Government shall provisionally apply the régime specified in the said Convention.

(3) The present Protocol shall enter into force as from this day’s date.

Done at Montreux, July 20th, 1936.

N. P. NICOLAEV.
Pierre Neïcov.
J. Paul-Boncour.
H. Ponsot.
Stanley.
S. M. Bruce.
N. Politis.
Raoul Bibica Rosetti.
N. Sato (ad referendum).
Massa-aki Hotta (ad referendum).

N. Titulesco.
Cons. Contzesco.
V. V. Pella.
Dr. R. Aras.
Suad Davaz.
N. Menemencioğlu.
Asim Gündüz.
N. Sadak.
Maxime Litvinoff.
Dr. I. V. Soubbotitch.