

LIMITATION AND REDUCTION OF NAVAL ARMAMENT (LONDON NAVAL TREATY)

Treaty signed at London April 22, 1930; exchanges of notes relating to interpretation of article 19 dated May 21, May 24, and June 5, 1930

*Senate advice and consent to ratification, with understandings, July 21, 1930*¹

*Ratified by the President of the United States, with understandings, July 22, 1930*¹

Ratifications deposited at London October 27, 1930

Entered into force December 31, 1930

Proclaimed by the President of the United States January 1, 1931

*Expired December 31, 1936, with the exception of Part IV*²

46 Stat. 2858; Treaty Series 830

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:

¹ The U.S. understandings read as follows:

“Subject to the distinct and explicit understandings that there are no secret files, documents, letters, understandings or agreements which in any way, directly or indirectly, modify, change, add to, or take from any of the stipulations, agreements or statements in the said treaty; and that, excepting the agreement brought about through the exchange of notes between the Governments of the United States, Great Britain and Japan, having reference to Article 19, there is no agreement, secret or otherwise, expressed or implied, between any of the parties to the said treaty as to any construction that shall hereafter be given to any statement or provision contained therein.”

² See arts. 22 and 23, pp. 1070 and 1071.

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;

For the Dominion of Canada :

Colonel The Honourable James Layton Ralston, C.M.G., D.S.O., K.C., a Member of His Privy Council for Canada, His Minister for National Defence;

The Honourable Philippe Roy, a Member of His Privy Council for Canada, His Envoy Extraordinary and Minister Plenipotentiary in France for the Dominion of Canada;

For the Commonwealth of Australia :

The Honourable James Edward Fenton, His Minister for Trade and Customs;

For the Dominion of New Zealand :

Thomas Mason Wilford, Esquire, K.C., High Commissioner for the Dominion of New Zealand in London;

For the Union of South Africa:

Charles Theodore te Water, Esquire, High Commissioner for the Union of South Africa in London;

For the Irish Free State:

Timothy Aloysius Smiddy, Esquire, High Commissioner for the Irish Free State in London;

For India:

Sir Atul Chandra Chatterjee, K.C.I.E., High Commissioner for India in London;

His Majesty the King of Italy:

The Honourable Dino Grandi, Deputy, His Minister Secretary of State for Foreign Affairs;

Admiral of Division The Honourable Giuseppe Sirianni, Senator of the Kingdom, His Minister Secretary of State for Marine;

Mr. Antonio Chiaramonte-Bordonaro, His Ambassador Extraordinary and Plenipotentiary at the Court of St. James;

Admiral The Honourable Baron Afredo Acton, Senator of the Kingdom;

His Majesty the Emperor of Japan:

Mr. Reijiro Wakatsuki, Member of the House of Peers;

Admiral Takeshi Takarabe, Minister for the Navy;

Mr. Tsuneo Matsudaira, His Ambassador Extraordinary and Plenipotentiary at the Court of St. James;

Mr. Matsuzo Nagai, His Ambassador Extraordinary and Plenipotentiary to His Majesty the King of the Belgians;

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

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, 1922,⁸ 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.

⁸ TS 671, *ante*, p. 361.

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 said 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 11

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.

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:

- (1) all guns and essential parts of guns, fire control tops and revolving parts of all barbets and turrets;
- (2) all hydraulic or electric machinery for operating turrets;
- (3) all fire control instruments and rangefinders;
- (4) all ammunition, explosives, mines and mine rails;
- (5) all torpedoes, war heads, torpedo tubes and training racks;
- (6) all wireless telegraphy installations;
- (7) all main propelling machinery, or alternatively the armoured conning tower and all side armour plate;
- (8) all aircraft cranes, derricks, lifts and launching apparatus. All landing-on or flying-off platforms and decks, or alternatively all main propelling machinery;
- (9) 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:

- (1) mutilation beyond repair of all propeller shafts, thrust blocks, turbine gearing or main propelling motors, and turbines or cylinders of main engines;
- (2) removal of propeller brackets;
- (3) 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 unseaworthy 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 barbets 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 barbets;

(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

Name and type of vessel	Displacement
	Tons
Aroostok—Minelayer	4, 950
Oglala—Minelayer	4, 950
Baltimore—Minelayer	4, 413
San Francisco—Minelayer	4, 083
Cheyenne—Monitor	2, 800
Helena—Gunboat	1, 392
Isabel—Yacht	938
Niagara—Yacht	2, 600
Bridgeport—Destroyer tender	11, 750
Dobbin—Destroyer tender	12, 450
Melville—Destroyer tender	7, 150
Whitney—Destroyer tender	12, 450
Holland—Submarine tender	11, 570
Henderson—Naval transport	10, 000
	91, 496

FRANCE

Name and type of vessel	Displacement
	Tons
Castor—Minelayer	3, 150
Pollux—Minelayer	2, 461
Commandant-Teste—Seaplane carrier	10, 000
Aisne — Despatch vessel	600
Marne “ “	600
Ancre “ “	604
Scarpe “ “	604
Suippe “ “	604
Dunkerque “ “	644
Laffaux “ “	644
Bapaume “ “	644
Nancy “ “	644
Calais “ “	644
Lassigny “ “	644
Les Eparges “ “	644
Remiremont “ “	644
Tahure “ “	644
Toul “ “	644
Épinal “ “	644
Liévin “ “	644
(—)—Netlayer	2, 293
	28, 644

BRITISH COMMONWEALTH OF NATIONS

Name and type of vessel	Displacement Tons
Adventure—Minelayer..... (United Kingdom)	6, 740
Albatross—Seaplane carrier..... (Australia)	5, 000
Erebus—Monitor..... (United Kingdom)	7, 200
Terror—Monitor..... (United Kingdom)	7, 200
Marshal Soult—Monitor..... (United Kingdom)	6, 400
Clive—Sloop..... (India)	2, 021
Medway—Submarine depot ship..... (United Kingdom)	15, 000
	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
	11, 960

JAPAN

Name and type of vessel	Displacement Tons
Aso—Minelayer.....	7, 180
Tokiwa “.....	9, 240
Asama—Old cruiser.....	9, 240
Yakumo “ “.....	9, 010
Izumo “ “.....	9, 180
Iwate “ “.....	9, 180
Kasuga “ “.....	7, 080
Yodo—Gunboat.....	1, 320
	61, 430

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:

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

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 percent 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.

ARTICLE 18

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.

ARTICLE 19⁴

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.

ARTICLE 20

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,

⁴ For U.S. understandings, see footnote 1, p. 1055; for exchanges of notes relating to interpretation of art. 19, see p. 1072.

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.

ARTICLE 21

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 ⁵

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.

⁵ See also procès-verbal signed at London Nov. 6, 1936, relating to the rules of submarine warfare, *post*, vol. 3.

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.

[For the United States:]

HENRY L. STIMSON
CHARLES G. DAWES
CHARLES F. ADAMS
JOSEPH T. ROBINSON
DAVID A. REED
HUGH GIBSON
DWIGHT W. MORROW

[For France:]

ARISTIDE BRIAND
J. L. DUMESNIL
A. DE FLEURIAU

[For the United Kingdom:]

J. RAMSAY MACDONALD
ARTHUR HENDERSON
A. V. ALEXANDER
W. WEDGWOOD BENN

[For the Dominion of Canada:]

PHILIPPE ROY

[For the Commonwealth of Australia:]

JAMES E. FENTON

[For the Dominion of New Zealand:]

T. M. WILFORD
C. T. TE WATER

[For the Irish Free State:]

T. A. SMIDDY

[For India:]

ATUL C. CHATTERJEE

[For Italy:]

G. SIRIANNI
A. C. BORDONARO
ALFREDO ACTON

[For Japan:]

R. WAKATSUKI
TAKESHI TAKARABE
T. MATSUDAIRA
M. NAGAI

EXCHANGES OF NOTES

The American Ambassador to the Japanese Minister for Foreign Affairs

No. 49.

EMBASSY OF THE UNITED STATES OF AMERICA,

TOKYO, *May 21, 1930.*

EXCELLENCY:

I have the honor, by direction of my Government, to state that it is the understanding of the Government of the United States that the word "cat-

egory” in Article 19 of the London Naval Treaty of 1930 means “category” or “subcategory”. The Government of the United States declares that it interprets the Treaty to mean that vessels becoming over age in either subcategory “A” or subcategory “B” of the cruiser categories (Article 16) shall be replaceable only in that subcategory.

The American Government will be most happy to have the confirmation of this understanding from the Japanese Government.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.

W. R. CASTLE, JR.

HIS EXCELLENCY

BARON KIJURO SHIDEHARA,

*His Imperial Japanese Majesty's Minister
for Foreign Affairs, etc., etc., etc.*

The Japanese Minister for Foreign Affairs to the American Ambassador

[TRANSLATION]

No. 66/T1

DEPARTMENT OF FOREIGN AFFAIRS,

TOKYO, *May 24, 1930.*

EXCELLENCY:

I have the honor to acknowledge receipt of your Note dated May 21, 1930, relative to the interpretation of the term “category” appearing in Article 19 of the London Naval Treaty of 1930.

The Imperial Government understands the word “category” appearing in Article 19 of the above-mentioned treaty to mean “category” or “sub-category;” thus, it interprets this treaty in the sense that ships belonging to either sub-category (*a*) or sub-category (*b*) of the cruiser category (Article 16) which shall become over age may be replaced only within that sub-category.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.

BARON KIJURO SHIDEHARA,

Minister for Foreign Affairs.

[SEAL]

HIS EXCELLENCY

W. R. CASTLE, JR.,

*Ambassador Extraordinary and Plenipotentiary
of the United States of America.*

The American Ambassador to the British Secretary of State for Foreign Affairs

No. 611.

EMBASSY OF THE UNITED STATES OF AMERICA

LONDON, June 5, 1930.

SIR:

It is the understanding of the Government of the United States that the word "category" in Article 19 of the London Naval Treaty of 1930 means category or sub-category. The Government of the United States declares that it interprets the Treaty to mean that vessels becoming over-age of either sub-category A or sub-category B of the cruiser categories (Article 16) shall be replaceable only in that sub-category.

I have the honor to state that my Government would be most happy to have a note of confirmation as to whether this interpretation is shared by His Majesty's Government.

I have the honor to be, with the highest consideration, Sir,

Your most obedient, humble Servant,

(For the Ambassador)

RAY ATHERTON

Counselor of Embassy.

THE RIGHT HON^{BLE}

ARTHUR HENDERSON, M. P., etc., etc., etc.,

Foreign Office, S. W. 1.

The British Secretary of State for Foreign Affairs to the American Ambassador

A 3861/1/45.

FOREIGN OFFICE, S. W. 1.

June 5th, 1930.

YOUR EXCELLENCY,

In the note No. 611 which Your Excellency was so good as to address to me on June 5th you stated that it was the understanding of the Government of the United States that the word "category" in Article 19 of the London Naval Treaty, 1930, meant category or sub-category. Your Excellency added that the Government of the United States declared that it interpreted the Treaty to mean that vessels becoming over-age of either sub-category A or sub-category B of the cruiser categories (Article 16) shall be replaceable only in that sub-category.

2. His Majesty's Government in the United Kingdom note the above understanding and interpretation of the London Naval Treaty of 1930 and concur therein. His Majesty's Government in the United Kingdom do so without prejudice to Article 20(a) of that Treaty under which they understand that the tonnage to be scrapped and replaced in the case of the British Commonwealth of Nations by the 91,000 tons of 6" cruiser tonnage which

may be completed before 31st December, 1936, comprises partly 6" gun cruiser tonnage and partly cruiser tonnage of the 7.5" gun "Effingham" class.

I have the honour to be, with the highest consideration,

Your Excellency's obedient Servant,

(For the Secretary of State)

ROBERT VANSITTART

HIS EXCELLENCY

GENERAL CHARLES G. DAWES, C. B.,

Esq., Esq., Esq.