International Law Studies—Volume 30

International Law Situations

The thoughts and opinions expressed are those of the authors and not necessarily of the U.S. Government, the U.S. Department of the Navy or the Naval War College.
LONDON NAVAL TREATY OF 1930

TEXT OF THE TREATY SIGNED AT LONDON, APRIL 22, 1930, INVITATION TO THE LONDON NAVAL CONFERENCE, REPLY OF THE UNITED STATES, AND JOINT STATEMENT OF THE PRESIDENT OF THE UNITED STATES AND THE BRITISH PRIME MINISTER

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LONDON NAVAL TREATY OF 1930

I

Text of the treaty

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;

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, 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 (e) 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(e) 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 air-
craft 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 authorized 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-water-tight 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 characteristics shall conform to the provisions of paragraph (b) of Article 8. The new vessels shall be regarded as especial 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, subparagraph (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 nonseagoing condition.

Annex I.

Rules for replacement.

Section 1.—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) if 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 scraping (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 the guns and essential parts of guns, fire control tops and revolving parts of all barbettes 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 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.
(e) 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 (e) 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 ("Hiyéi"), 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.

(e) 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 (Tons)</th>
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<tbody>
<tr>
<td>Aroostook—Minelayer</td>
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<td>Oglala—Minelayer</td>
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<td>Baltimore—Minelayer</td>
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<td>San Francisco—Minelayer</td>
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<td>Cheyenne—Monitor</td>
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<td>Helena—Gunboat</td>
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<td>Isabel—Yacht</td>
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<td>Niagara—Yacht</td>
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FRANCE.

<table>
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<tbody>
<tr>
<td>Castor—Minelayer</td>
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<td>Pollux—Minelayer</td>
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<td>Commandant-Teste-Seaplane carrier</td>
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BRITISH COMMONWEALTH OF NATIONS

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<td>Albatross—Seaplane carrier (Australia)</td>
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<td>Marshal Soult—Monitor (United Kingdom)</td>
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<td>Clive—Sloop (India)</td>
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<td>Medway—Submarine depot ship (United Kingdom)</td>
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91,496
ITALY.

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<td>Miraglia—Seaplane carrier</td>
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<td>Fa' di Bruno—Monitor</td>
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<td>Montello—Monitor</td>
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<td>Monte Cengio—Ex-monitor</td>
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JAPAN.

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<tr>
<th>Name and type of vessel</th>
<th>Displacement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aso—Minelayer</td>
<td>7,180</td>
</tr>
<tr>
<td>Tokiwa</td>
<td>9,240</td>
</tr>
<tr>
<td>Asama—Old cruiser</td>
<td>9,240</td>
</tr>
<tr>
<td>Yakumo</td>
<td>9,010</td>
</tr>
<tr>
<td>Izumo</td>
<td>9,180</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name and type of vessel</th>
<th>Displacement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iwate—Old cruiser</td>
<td>9,180</td>
</tr>
<tr>
<td>Kasuga</td>
<td>7,080</td>
</tr>
<tr>
<td>Yodo—Gunboat</td>
<td>1,320</td>
</tr>
<tr>
<td></td>
<td>61,430</td>
</tr>
</tbody>
</table>

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</td>
<td>180,000 tons</td>
<td>146,800 tons (149,149 metric</td>
<td>108,400 tons (110,134</td>
</tr>
<tr>
<td>more than 6.1-inch</td>
<td>(182,880</td>
<td>metric tons)</td>
<td>metric tons)</td>
</tr>
<tr>
<td>(155 mm.) calibre</td>
<td>metric tons)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) with guns of</td>
<td>143,500 tons</td>
<td>192,200 tons (195,275 metric</td>
<td>100,450 tons (102,057</td>
</tr>
<tr>
<td>6.1-inch (155</td>
<td>(145,796</td>
<td>metric tons)</td>
<td>metric tons)</td>
</tr>
<tr>
<td>mm. calibre or</td>
<td>metric tons)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>less.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Destroyers</td>
<td>150,000 tons</td>
<td>150,000 tons (152,400 metric</td>
<td>105,500 tons (107,188</td>
</tr>
<tr>
<td></td>
<td>(152,400</td>
<td>metric tons)</td>
<td>metric tons)</td>
</tr>
<tr>
<td></td>
<td>metric tons)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Submarines</td>
<td>52,700 tons</td>
<td>52,700 tons (53,543 metric</td>
<td>52,700 tons (53,543</td>
</tr>
<tr>
<td></td>
<td>(53,543</td>
<td>metric tons)</td>
<td>metric tons)</td>
</tr>
<tr>
<td></td>
<td>metric tons)</td>
<td></td>
<td></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.

**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 19.**

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, 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.

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 of 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.

[seal] HENRY L. STIMSON.
[seal] CHARLES G. DAWES.
[seal] CHARLES F. ADAMS.
[seal] JOSEPH T. ROBINSON.
[seal] DAVID A. REED.
[seal] HUGH GIBSON.
[seal] DWIGHT W. MORROW.
[seal] ARISTIDE BRIAND.
[seal] J. L. DUMESNIL.
[seal] A. DE FLEURIAT.
[seal] J. RAMSAY MACDONALD.
[seal] ARTHUR HENDERSON.
[seal] A. V. ALEXANDER.
[seal] W. WEDGWOOD BENN.
[seal] PHILIPPE ROY.
[seal] JAMES E. FENTON.
[seal] T. M. WILFORD.
[seal] C. T. TE WATER.
[seal] ATUL C. CHATTERJEE.
[seal] G. SIRIANNI.
[seal] A. C. BORDONARO.
[seal] ALFREDO ACTON.
[seal] R. WAKATSUKI.
[seal] TAKESHI TAKARABE.
[seal] T. MATSUDAIRA.
[seal] M. NAGAI.
1. The British Secretary of State for Foreign Affairs (Henderson) to the American Ambassador in Great Britain (Dawes), October 7, 1929

I have the honour to transmit to your excellency here-with copies of the notes which I am to-day addressing to the French, Italian, and Japanese Ambassadors in London inviting the French, Italian, and Japanese Governments to participate in a five-power conference to deal with the question of naval disarmament, which it is proposed to hold in London in the latter part of January next.

2. As I understand that the Government of the United States concur in the terms of the enclosed notes, I shall be grateful if your excellency will be so good as to confirm my impression that they will find it possible to participate in the conference above mentioned.

[Enclosure]

The British Secretary of State for Foreign Affairs (Henderson) to the French, Italian, and Japanese Ambassadors in Great Britain, October 7, 1929

I have the honour to inform your excellency that the informal conversations on the subject of naval disarmament which have been proceeding in London during the last three months between the Prime Minister and the Ambassador of the United States have now reached a stage at which it is possible to say that there is no point outstanding of such serious importance as to prevent an agreement.

From time to time the Prime Minister has notified your excellency of the progress made in these discussions and I now have the honour to state that provisional and informal agreement has been reached on the following principles:
1. The conversations have been one of the results of the Treaty for the Renunciation of War signed at Paris in 1928 which brought about a realignment of our national attitudes on the subject of security in consequence of the provision that war should not be used as an instrument of national policy in the relations of nations one to another. Therefore the Peace Pact has been regarded as the starting point of agreement.

2. It has been agreed to adopt the principle of parity in each of the several categories and that such parity shall be reached by December 31st, 1936. Consultation between His Majesty's Government in the United Kingdom and His Majesty's Government in the Dominions has taken place and it is contemplated that the programme of parity on the British side should be related to naval forces of all parts of the Empire.

3. The question of battleship strength was also touched upon during the conversations and it has been agreed in these conversations that subject to the assent of other signatory powers it would be desirable to reconsider the battleship replacement programmes provided for in the Washington treaty of 1922 with the view of diminishing the amount of replacement construction implied under that treaty.

4. Since both the Government of the United States and His Majesty's Government in the United Kingdom adhere to the attitude that they have publicly adopted in regard to the desirability of securing the total abolition of the submarine, this matter hardly gave rise to discussion during the recent conversations. They recognize, however, that no final settlement on this subject can be reached except in conference with the other naval Powers.

In view of the scope of these discussions both Governments consider it most desirable that a conference should be summoned to consider the categories not covered by the Washington treaty and to arrange for and deal with the questions covered by the second paragraph of Article 21 of that treaty. It is our earnest hope that the Government will agree to the desirability of such a conference. His Majesty's Government in the United Kingdom and the Government of the United States are in accord that such a conference should be
held in London at the beginning of the third week of January, 1930, and it is hoped that the Government will be willing to appoint representatives to attend it.

A similar invitation is being addressed to the Governments of _______________ and the United States; and His Majesty's Governments in the Dominions are being asked to appoint representatives to take part in the conference. I should be grateful if your excellency would cause the above invitation to be addressed to the _______________ Government.

In the same way as the two Governments have kept your excellency informally au courant of the recent discussions, so now His Majesty's Government will be willing, in the interval before the proposed conference, to continue informal conversations with your excellency on any points which may require elucidation. The importance of reviewing the whole naval situation at an early date is so vital in the interests of general disarmament that I trust that your excellency's Government will see their way to accept this invitation and that the date proposed will be agreeable to them.

His Majesty's Government in the United Kingdom propose to communicate to you in due course their views as to the subjects which they think should be discussed at the conference, and will be glad to receive a corresponding communication from the _______________ Government.

It is hoped that at this conference the principal naval powers may be successful in reaching agreement. I should like to emphasize that His Majesty's Government have discovered no inclination in any quarter to set up new machinery for dealing with the naval disarmament question; on the contrary, it is hoped that by this means a text can be elaborated which will facilitate the task of the League of Nations Preparatory Commission and of the subsequent General Disarmament Conference.
2. The American Chargé d’Affaires in Great Britain (Atherton) to the British Secretary of State for Foreign Affairs (Henderson), October 10, 1929

I have the honor to refer to the note which you were good enough to address to the Ambassador on October 7th, and I take great pleasure in informing you that the American Government hastens to accept the invitation of His Majesty’s Government to a conference on naval armaments to take place in London the latter part of January, which will unite the powers signatory to the Washington treaty in a discussion which will anticipate the problems raised under Article 21 of that treaty as well as broaden its whole scope by the inclusion of the other categories of ships.

3. Statement of the President of the United States and the British Prime Minister, October 10, 1929

During the last few days we have had an opportunity, in the informal talks in which we have engaged, not only to review the conversations on a naval agreement which have been carried on during this summer between us, but also to discuss some of the more important means by which the moral force of our countries can be exerted for peace.

We have been guided by the double hope of settling our own differences on naval matters and so establishing unclouded good will, candor, and confidence between us, and also of contributing something to the solution of the problem of peace in which all other nations are interested and which calls for their cooperation.

In signing the Paris Peace Pact 56 nations have declared that war shall not be used as an instrument of national policy. We have agreed that all disputes shall be settled by pacific means. Both our Governments resolve to accept the Peace Pact not only as a declaration of good intentions but as a positive obligation to direct national policy in accordance with its pledge.
The part of each of our Governments in the promotion of world peace will be different, as one will never consent to become entangled in European diplomacy and the other is resolved to pursue a policy of active cooperation with its European neighbors; but each of our Governments will direct its thoughts and influence towards securing and maintaining the peace of the world.

Our conversations have been largely confined to the mutual relations of the two countries in the light of the situation created by the signing of the Peace Pact. Therefore, in a new and reinforced sense the two Governments not only declare that war between them is unthinkable, but that distrusts and suspicions arising from doubts and fears which may have been justified before the Peace Pact must now cease to influence national policy. We approach old historical problems from a new angle and in a new atmosphere. On the assumption that war between us is banished, and that conflicts between our military or naval forces cannot take place, these problems have changed their meaning and character, and their solution, in ways satisfactory to both countries, has become possible.

We have agreed that those questions should become the subject of active consideration between us. They involve important technical matters requiring detailed study. One of the hopeful results of the visit which is now terminating officially has been that our two Governments will begin conversations upon them following the same method as that which has been pursued during the summer in London.

The exchange of views on naval reduction has brought the two nations so close to agreement that the obstacles in previous conferences arising out of Anglo-American disagreements seem now substantially removed. We have kept the nations which took part in the Washington Naval Conference of 1922 informed of the progress of our conversations, and we have now proposed to them that we should all meet together and try to come to a
common agreement which would justify each in making substantial naval reductions. An agreement on naval armaments can not be completed without the cooperation of other naval powers, and both of us feel sure that, by the same free and candid discussion of needs which has characterized our conversations, such mutual understandings will be reached as will make naval agreement next January possible, and thus remove this serious obstacle to the progress of world disarmament.

Between now and the meeting of the proposed conference in January, our Governments will continue conversations with the other powers concerned, in order to remove as many difficulties as possible before the official and formal negotiations open.

In view of the security afforded by the Peace Pact, we have been able to end, we trust forever, all competitive building between ourselves with the risk of war and the waste of public money involved, by agreeing to a parity of fleets, category by category.

Success at the coming conference will result in a large decrease in the naval equipment of the world and, what is equally important, the reduction of prospective programs of construction which would otherwise produce competitive building to an indefinite amount.

We hope and believe that the steps we have taken will be warmly welcomed by the people whom we represent as a substantial contribution to the efforts universally made by all nations to gain security for peace not by military organization but by peaceful means rooted in public opinion and enforced by a sense of justice in the civilized world.