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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.

SUPPLEMENT.

Supplementary to, and in extension of, the armistice agreement, the contracting parties have agreed on the most speedy settlement for the immediate exchange of civilian prisoners and of prisoners of war who are unfit for further military service. The first question to be considered is the sending back to their homes of women, and of children under 14 years of age. The contracting parties will at once institute practical means for the amelioration of the condition of prisoners of war on both sides. This must be one of the most agreeable tasks in which the Governments will engage.

In order to promote the negotiations for peace, and in order to heal the grievous wounds inflicted upon civilization by the war, measures will be devised for the reestablishment of cultural and economic relations between the contracting parties. To this end the following will contribute: The reestablishment of postal and commercial intercourse, the sending of books and newspapers and the like within the limits allowed by the armistice.

For the settlement of the details, a mixed commission consisting of representatives of all the contracting parties shall shortly meet in Petrograd.

BREST-LITOVSK, *December 15, 1917.*

Accepted in principle, under reserve of final formulation.

(Signed) &c., &c., &c.

SWEDEN.

*Royal proclamation relating to hospital ships, June 16, 1911.*¹

His Majesty's gracious proclamation regarding protection of certain marks which denote that the ship is intended for the help of the wounded and sick during the war. Given at Royal Palace at Stockholm, June 16, 1911.

We Gustav, by the grace of God, King of Sweden, etc., etc., make known: That after and in accordance with an international convention concluded on October 18, 1907, and acceded to by Sweden, an agreement has been made whereby military hospital ships shall be distinguished by being painted on the outside white with a horizontal green border about half a meter wide, and also that ships commissioned by private or certain officially acknowledged societies for medical attendance during war, shall be painted on the outside white with a horizontal red border of the same width.

We have in application of paragraph 5 in the law for the protection of certain international designations of medical attendance of June 2, instant, found for good and herewith graciously command that what in said law is stipulated in regard to the mark of "Red Cross" shall also be in force in regard to the use on board ships designated as stated above.

This proclamation is put into operation on January 1, 1912.

GUSTAV.

¹ A law of June 2, 1911, related to the protection of the Red Cross and other hospital and sanitary corps designations. A Roumanian law of similar effect was passed May 17/30, 1913.

*Royal order, neutrality regulations, December 20, 1912.*¹

[Collection of Swedish fundamental laws, 1912, No. 346.]

No. 346 of December 30, 1912.

ROYAL ORDER CONCERNING THE NEUTRALITY OF SWEDEN IN CASE OF WAR BETWEEN FOREIGN POWERS. GIVEN AT THE ROYAL PALACE IN STOCKHOLM, DECEMBER 20, 1912.

We, Gustavus, King of Sweden, the Goths and Wends King, make known that it has pleased us to replace the order of April 30, 1904, concerning the neutrality of Sweden in case of war between foreign powers by the following:

CHAPTER I.

War vessels of belligerent powers may enter Swedish harbors or roadsteads as well as other Swedish territorial waters with exceptions and restrictions, and on special conditions given below. In this order are considered as roadsteads, the open roadsteads in connection with the harbors of Varberg, Falkenberg, Halmstad, Ystad, Simrisham, Visby, and Ratan, as well as anchoring places in gulfs and the waters between the inside islands or skerries not continually submerged.

1. (a) It is forbidden belligerent war vessels to enter the ports and roadsteads of war, which have been proclaimed as such.

(b) It is also forbidden such vessels to enter inner territorial waters whose entrances are closed by submarine mines or other means of defense.

(c) The King reserves the right to forbid under the same conditions to the two belligerent parties, access to other Swedish ports or roadsteads and other defined parts of the interior Swedish waters, when special circumstances demand and for safeguarding the sovereign rights of the kingdom and to maintain its neutrality.

By inner territorial waters mentioned in this and in the foregoing point and also in point *a*, section 6, is meant as well harbors, entrances to harbors, roadsteads, and bays as waters between and inside islands and skerries not continually submerged with the exception of Oeresund where only the harbors and entrances to harbors are to be regarded as territorial waters.

(d) The King also reserves the right to forbid access to ports and roadsteads of the kingdom to belligerent war vessels which have neglected to conform to rules and prescriptions promulgated by the competent authorities of the kingdom and which have violated its neutrality.

2. (a) Belligerent war vessels are bound to respect the sovereign rights of the kingdom and to abstain from all acts which would be contrary to its neutrality.

¹ Similar to Danish decree, Naval War College, International Law Documents, 1916, p. 59, and Norwegian decree, *ibid*, 1917, p. 184. See also Joint Declaration by Scandinavian Countries, *ibid*, 1917, p. 183.

(b) All acts of hostility, including capture and the right of visit in reference to neutral vessels as well as vessels under the enemy flag, are strictly forbidden in the territorial waters of the kingdom. If it happens that a vessel has been captured in the territorial waters of the kingdom the prize should be released with its officers, crew, and cargo.

3. The simple passage of war vessels and of the prizes taken by belligerents through the territorial waters of the kingdom is permitted only to the extent to which access to these waters is accorded to them. (See section 1 above.)

4. (a) It is forbidden belligerent war vessels to remain more than 24 hours in ports, roadsteads or other territorial waters of the kingdom, except in case of damage, rough weather, or in consequence of rules (c) and (d) below. In these cases the vessels must leave as soon as circumstances permit. The rule in reference to the limitation of sojourn does not apply to war vessels exclusively intended for religious, scientific, or philanthropic purposes nor to military hospital ships.

(b) The maximum number of war vessels belonging to one belligerent party which may be at the same time in a port or roadstead of the kingdom is three.

(c) If war vessels of both belligerent parties are at the same time in a port or roadstead of the kingdom, there must elapse at least 24 hours between the departure of the war vessels belonging to one of the belligerent parties and those of the other, the order of departure being determined by the order of arrival, unless the vessel which arrived first is in the position where the prolongation of the duration of its sojourn is permitted.

(d) It is forbidden a belligerent war vessel to leave a port or roadstead of the kingdom less than 24 hours after the departure of a merchant vessel flying the enemy flag. It is the duty of the authorities concerned to arrange the departure of the merchant vessel so that the war vessel is not unnecessarily detained.

5. (a) In the ports or roadsteads of the kingdom, belligerent war vessels can repair their damages only to the extent necessary for the security of navigation, and they can not increase their military force in any manner whatsoever. The authorities of the kingdom will indicate the nature of the repairs to be made. The repairs should be completed as rapidly as possible.

(b) It is forbidden belligerent war vessels to employ the ports, roadsteads, and territorial waters of the kingdom in order to renew or increase their military equipment or armament or to complete their crews.

(c) Belligerent war vessels can revictual in the ports or roadsteads of the kingdom only sufficiently to complete their normal supplies in time of peace.

(d) In the ports and roadsteads of the kingdom, belligerent war vessels are permitted to take on fuel only in quantities necessary to fill the real coal bunkers, including fuel tanks. Having taken on

fuel in a port or roadstead of the kingdom they can not renew their fuel supplies in its ports or roadsteads until after three months.

6. (a) When navigating in the inner Swedish waters, war vessels belonging to belligerent powers have to make use of the examined Swedish State pilots according to the rules which in this respect are enforced upon war vessels during time of peace. Otherwise they are not allowed to make use of these pilots except in case of need to escape a threatening sea disaster.

(b) Sanitary, pilotage, customs, port and police regulations of the kingdom must be observed and respected by the belligerent war vessels.

CHAPTER II.

Privateers will be admitted neither in the ports and roadsteads nor in the territorial waters of the kingdom.

CHAPTER III.

1. It is forbidden to take prizes into ports or roadsteads of the kingdom except in the event of unseaworthiness, rough weather, or lack of fuel or provisions. A prize which has been brought into a port or roadstead of the kingdom for one of these causes must leave as soon as circumstances allow it.

2. No prize court can be established by a belligerent either on the territory or on board a vessel in the territorial waters of the kingdom. It is also forbidden to sell prizes in any of the ports or roadsteads of the kingdom.

CHAPTER IV.

1. It is forbidden belligerent powers to use ports or waters of the kingdom as bases for naval operations against their enemies.

It is especially forbidden to establish on the territory or in the territorial waters of the kingdom radio stations or any apparatus designed to serve as a means of communication with the belligerent forces whether on land or sea.

2. It is forbidden belligerents to organize fuel depots on either the territory of the kingdom or on vessels stationed in its territorial waters.

3. It is forbidden, within the jurisdiction of the kingdom, to equip or arm any vessel intended to cruise or to assist in belligerent operations against a power at peace with the kingdom. Equally forbidden is the departure from its jurisdiction of every vessel intended to cruise or to assist in belligerent operations and which have been adapted in whole or in part for war use within the said jurisdiction.

This order is brought into force immediately after publication.

Signed by our own hand and confirmed by our seal.

Royal palace at Stockholm, December 20, 1912.

[L. s.]

GUSTAVUS.

(Foreign Office.) Countersign:

ALBERT EHRENSVAERD.

Note relating to extent of jurisdictional waters, March 5, 1915.

MARCH 5, 1915.

LEGATION OF SWEDEN,

Washington, D. C.

SIR: Following directions from my Government I have the honor to invite your excellency's attention to the fact that according to a long tradition, the territorial waters of Sweden extend 4 nautical miles (4 minutes or 7,420 meters) from the coast or from the furthest outlying islets or skerries, which are not continually washed over by the sea.¹

With renewed assurances of my highest consideration, I have the honor to remain your excellency's most obedient servant.

W. A. F. EKENGREN.

His excellency the honorable W. J. BRYAN,

Secretary of State, e'c., e'c., etc.

Law relating to convoy, October 29, 1915.

[Issue from the press Nov. 2, 1915. (Title and date to be announced from the pulpit).]
Swedish Statutes, No. 411.

1915. No. 411.

HIS MAJESTY'S GRACIOUS PROCLAMATION CONCERNING THE CONVOYING OF SWEDISH MERCHANT SHIPS DURING WAR BETWEEN FOREIGN POWERS. GIVEN AT STOCKHOLM PALACE, OCT. 29, 1915.

We, Gustaf, by the grace of God, King of Sweden, and of the Goths and Wends, make proclamation that we, revoking the ordinance dated 10th June, 1912, regarding merchant ships under convoy of men-of-war, have found it good, after deliberating with the competent authorities, to decree as follows:

1. The purpose of convoying during war between foreign powers is, with due observance of what is decreed in this proclamation, to afford Swedish merchant ships protection against search and detention by warships of foreign powers.

2. A convoy is arranged when the King or that naval authority to whom the decision of the matter has been intrusted, considers that the circumstances necessitate such convoy.

A requisition for the arrangement of a convoy is to be made in writing, or by telegraph, to the King in the naval defense department, or to that naval authority to which the decision in the matter has been confided, and shall contain particulars as to the owners, or as regards the shipping company, the names of the principal owners, and also that of the captain, the name of the ship, its place of registration and number in the register of ships, the description and destination of the cargo, the shipper and consignee, the port of departure and destination of the ship, also the expected time of sailing.

¹ Similar claim made by Norway, waived May, 1918, see p. 118.

3. Application for the inclusion of a ship in the convoy shall, even if the ship has been mentioned in the requisition which has occasioned the arranging of the convoy, be made to the commander of the convoy and be accompanied by particulars as provided in the second part of section 2, and the commander of the convoy shall decide, with due reference to what is enacted in section 4, as to whether the application may be granted.

The application must be accompanied by a written undertaking to contribute such sum toward the expense of the convoy as the King may decide. Such undertaking shall be immediately sent in to the naval defense department.

4. Merchant ships which carry contraband of war, or which may reasonably be suspected of intending to render assistance contrary to the laws of neutrality to a neutral power, may not under any circumstances be included in the convoy.

5. In order to prevent merchant ships referred to in section 4 being included in the convoy, such measures of control as are considered suitable may be taken with regard to ships for which convoying has been applied.

It shall be obligatory for the captain of a ship for which convoying has been granted, both before sailing of the convoy to hand over the original ship's papers to the commander of the convoy and also, on requirement by the commander of the convoy, to give him a written assurance that the documents handed over are complete and in accordance with the actual conditions.

The ship's papers shall be returned to the captain at such time as the commander of the convoy considers desirable.

6. In order to prevent contraband being put on board it shall be the duty of the customs authorities, on request of the commander of the convoy and to the extent he may consider necessary, to set a watch over the ship for which a convoy has been requested, both while loading and after up to the sailing of the convoy, and also to assist in any examination of the cargo which may be undertaken by the commander of the convoy.

A report shall be drawn up by the authorized customs authorities with regard to the measures which they have taken, of which a certified copy shall be handed to the commander of the convoy before it sails. Where it can conveniently be done, the report may be replaced by a certificate issued by the customs authorities regarding the watch kept over the ship.

The shipowner shall defray the expense incurred by the customs authorities according to the certified scale of charges.

7. The commander of the convoy shall issue a certificate to the captains of those merchant ships who have obtained permission to be included in the convoy, and this certificate with the necessary instructions and a copy of this proclamation shall be handed to the captain of the merchant ship before the sailing of the convoy.

8. The captain of a merchant ship which is included in the convoy shall, together with his crew, be under obligation to obey the orders and directions which are given by the commander of the convoy, or by his authorized representative on his behalf, under pain of the ship otherwise being excluded from the convoy.

This proclamation shall come into force immediately upon being issued.

These ordinances are to be observed by all concerned.

And hereunto have we set our hand and seal.

Stockholm Palace, October 29, 1915.

(L. S.)

GUSTAF.

Naval Defense Department.

DAN BROSTRÖM.

Decree relating to internment of belligerent war vessels, July 7, 1915.

Commando-Expedition of the Royal Naval Department.

No. 891.

To the Chief of the Naval Staff:

His Majesty has graciously ordered that the following rules are to be observed as to dismantling of a war vessel belonging to a belligerent power and location of its crew, in case that the vessel has entered Swedish territorial waters and been detained there:

SECTION 1. If a war vessel belonging to a foreign power has entered Swedish territorial waters and according to existing rules has to be detained and dismantled, the commander of the naval forces in the district where the vessel is to be found indicates the place where the vessel must be dismantled. In case of absence of the commander, the proper military authorities (on Gotland the military governor) takes charge of the vessel.

SEC. 2. (1) Regarding dismantling, etc., the commander mentioned in section 1 must take the following measures:

The propeller machinery must be made temporarily incapable of use by taking away one or several parts or reserve parts if such are found. The gun equipment, torpedoes, mines, and small arms are either to be dealt with in the same way or have to be brought on land. All gunner and small arms ammunition as well as torpedo and mine loads on board are to be brought on land, if the circumstances allow it.

A radiotelegraph station, eventually erected on the vessel, must be made unworkable.

(2) If the vessel has been dismantled in a war port or corresponding district, the measures mentioned in section 1 may by special permission of the King be confined in proportion to the possibility of securing the aims of dismantling by other means. Contrarily, if the circumstances demand it, the measures mentioned in section 1 have to be extended.

(3) The military authorities concerned (on Gotland the military governor) are charged with the location of officers and crew of a detained vessel either on their own vessel or on another vessel or on land.

If not located on board of the detained vessel, necessary personnel must remain for maintenance and safekeeping of vessel and its material.

SEC. 3. (1) A supervision of the vessel must be established, and if this can not be promptly executed from land a guard must be placed on board.

Where officers and crew are located, supervision must be arranged, so as to lessen the possibility of escaping.

For the located personnel special boundaries are designated; it is prohibited to leave these without special permission, on penalty of further restrictions. Officers may by special permission of the King be given liberty on their word of honor not to leave designated districts.

(2) The maintenance of the personnel is intrusted to the military authorities mentioned in section 1.

(3) The commander concerned takes charge of the vessel's cash. It is not allowed to use this money for expenditures caused by maintenance of the crew, without special permission of the King.

(4) The military authorities submit directly to the King a report on the achieved dismantling and on the location of the crew. The report must indicate the vessel's name, number of the crew, quantity of war material, and amount of the cash.

These contents hereby brought to your knowledge.

Stockholm, July 7, 1915.

DAN BROSTROEM.

Countersigned:

G. H. LIDBECK

Regulations for navigation of Kogrund Passage,¹ July 29, 1916.

Circular of the Chief Hydrographic Department, Russia, No. 102, 52, August 20, 1916.

MINING OF THE KOGRUND FAIRWAY—SAILING RULES.

The following rules have been announced by the Swedish Government:

No. 1. Care of mines will be maintained by the fleet in the Kogrund Fairway between $55^{\circ} 26'$ and $55^{\circ} 28'$ north latitude, and between $12^{\circ} 47' 8''$ and $12^{\circ} 50' 6''$ east longitude.

No. 2. Commercial ships and steamers are not to enter in the zone mentioned in No. 1 without proper permission or must otherwise run the risk of being blown up or stopped in their course by force, and must comply with stipulations regarding navigation, and with such instructions as they may be given by commander of any Swedish warship or by pilots. The Swedish warship that will be dispatched to advise ships about the above-stated rules will make, at the request to stop, the following signals:

The signal M N according to the international code, or in the night, according to Morse's system, the signal — . . with a lantern, searchlight, whistle, siren, or with one or several gun or rifle blank shots (in case of necessity, two or more of the above-stated signals are made at the same time).

¹ See decree July 14, 1916, International Law Documents, 1917, p. 215.

No. 3. The Kogrund Fairway may be used exclusively by—

(a) Swedish warships and also by all other ships belonging to or maintained by the Swedish Government.

(b) Swedish commercial ships keeping up regular coast navigation in Erezund (Zund).

(c) Swedish commercial ships bound from abroad to Swedish Baltic ports, and which are passing through the fairway with cargoes only from the said ports or in ballast.

(d) Swedish ships (to which belong also ships having a capacity less than 20 registered tons) sailing from one Swedish port under contract to another Swedish port.

No. 4. (1) On the latitude $55^{\circ} 31' 5''$ N. and longitude $12^{\circ} 51' 0''$ E. is set for the direction of navigation, a lightship with an inscription "KGRN-a" and a distinctive sign consisting of a black cone having its top part up and (2 meters below) a black globe; the lightship has in the night, besides lights for ships at anchor, a white light and 2 meters lower a red light; both lights are seen from a distance of 2 miles at least.

In latitude $55^{\circ} 21' 4''$ N. and longitude $12^{\circ} 48' 2''$ E. is stationed another lightship marked "KGRS-a" and having, moreover, the same distinctive signs as the first one.

(2) Commercial ships and vessels entering the mined zone are obliged, even without any request, to stop and to anchor in the neighborhood of one of the respective lightships and wait the approach of one of the guard ships and they may not pass the mined district until they have received, after the customary inspection, permission from the commander of the guard ship.

Commercial ships coming from a southern fairway to the south of the reef Falsterbo, must, however, according to the general regulation, be subjected, before entering the said fairway, to the above-mentioned inspection under the supervision of the commanding naval officer who has been put in charge of the command of the mined zone.

(4) It is forbidden to navigate the mined zone during night and in thick weather.

No. 5. (1) Commercial ships passing by the Kogrund Fairway not in tow or not being preceded by a ship belonging to or in charge of the Swedish Government, must, after having paid the fixed taxes, use a Swedish Government pilot who must be subordinate in everything regarding the sailing in the fairway, to the commanding officer, to whom the responsibility of command has been given over the mined zone; the said pilots must strictly be directed by the regulation of this decree, as well as by separate orders which may be issued by the above mentioned commanding officer.

(2) A ship, having not the necessary Crown pilot when entering the Kogrund Fairway, can receive one from the lightship stated in No. 4.

These regulations confirmed by the King's decree enter into force from July 29 (new style) of this year until their recall. Those who are concerned by it must be in absolute submission to it.

(Signed) General JDANKO.
Colonel GLASOFF.

Regulations for navigation in mine fields, 1916.

Notices to mariners—Marine ministry—Principal Hydrographic Board, Russia.

The former information is abolished herewith.

Warning: All vessels when entering mined ports along Sweden's coast must strictly observe all directions given from guard ships or by other means in order to avoid accidents.

To distinguish guard ships they will signal as follows:

By day and in good weather, signal by international code "M. N."

By night, signal by Morse system . — . . repeating several times.

During fog, firing from guns or arms.

(I) EAST AND SOUTH COASTS—MINES AND OBSTACLES.

Warning: Information is received that mines and obstacles are laid at the following places:

(A) Southern Kvarken.

(C) Aolands Sea.

(D) Entrance to Soedertelje.

(E) At the approach to Stockholm and in the channel between the fortified districts Vaxholm and Oskar Fredriksborg.

(F) Entrance to Faroesund.

(H) In the harbor of Karlskrona.

In order to avoid mines in the Southern Kvarken, Aolands Sea, and out at sea from Stockholmskaergaord (skerries), it is recommended that mariners employ the inner channels in the skerries of Oeregrund and the inner fairway between Arholma and Landsort.

If it is impossible to navigate in the inner channels without entering mine districts, mariners are advised to use the zone of Swedish territorial waters.

(II) WEST COAST—MINES.

Warning: Mines are laid at the following places:

(a) Goeteborg.

(b) In the Ellelos fiord, Stig fiord, Hakefiord, and at the entrance to Uddevalla, in the inner side of the line from Eßsvik (on Bokenaes) through Islandsberg light, Eckerce light (so Molloe sund), Graen light (S. Kladeshholm), and the inner mark of Lekskaer to Korshamn.

(c) The entrance to Kungsbacka fiord in the inner side of the line at 90° (SO 81°) from the Southern promontory of the peninsula Onsala (Hallsunds point).

N. B.—Information is also received that mines will be laid at other places along the western coast of Sweden without further notice.

It is prohibited for war vessels of belligerent powers to enter the districts (b) and (c).

RULES FOR GOETEBORG.

During trial installation of mines outside Goeteborg some channels may be closed by day

From Stockholmskaer will be announced what entrance is closed for vessels entering and leaving, and the guard ship will give further directions.

The signals are the following:

By day. Two ballons signify that the channel between Knippeholm and Hunnebaden (Goeteborggrund) is closed, and one may use the route south off Hunnebaden.

The ballon upon the cone signifies that the channel between Hunnebaden and Stockholmskaer is closed and one may use the route north off Hunnebaden.

TURKEY.

Circular relating to defensive sea area near the coast of Asia Minor, August 26, 1916.

SUBLIME PORTE,
MINISTRY OF FOREIGN AFFAIRS,

Gl. No. 86331.

August 26, 1916.

Sl. No. 53.

Circular.

NOTE VERBALE.

It appears from a communication from the vice commander in chief of the imperial army that since the military authorities have to fire on the enemy ships passing between the coast and the islands of Khios and Samos, and that since it is not possible to distinguish between enemy ships and those which are neutral, neutral vessels should not navigate in those regions in order to avoid any regrettable accidents.

The ministry of foreign affairs in complying with the desire expressed by the vice commander in chief has the honor to request the embassy of the United States of America to kindly notify what preceded to the interested parties in order that they should absolutely refrain from frequenting the said region.

To the embassy of the United States of America.

Terms of Armistice with Allied Powers, signed at Mudros, Island of Lemnos, October 30, 1918.¹

Conditions of an armistice agreed to and concluded between Vice Admiral the Honorable Sir Somerset Arthur Gough-Calthorpe, British Commander in Chief of the Mediterranean Station, acting under authority from the British Government, in agreement with their Allies, and His Excellency Raouf Bey, Turkish Minister of Marine;

¹ The text printed is that given out by the British Government. It differs from the text published in America, particularly in that Art. 15 was not included in the cabled version. There were consequent differences in order and numbering.