

Enclosure.

REGULATIONS AS TO SHIP'S STORES.

The following regulations as to ship's stores have been drawn up by the Board of Trade in consultation with the Foreign Office and the Admiralty:—

I. *Supply of Ship's Stores.*

The supply of provisions, ship's equipment, deck and engine stores, and other articles to neutral ships at United Kingdom ports is now governed by the following regulations:—

The quantities allowed to be shipped will depend upon the character and length of the vessel's voyage, due regard being had to the fact that delays to shipping and sailing directions have made voyages considerably longer than in peace.

The quantities allowed will also depend on the quantities already on board the vessel, including all private provisions and stores carried by master, officers, and men. The expression "voyage" may mean "voyage to next port," or "round voyage"; the meaning of the expression is made clear in the following paragraphs. The expression "ship's stores" includes not only provisions, but ship's equipment, deck and engine stores, and all other articles required on a ship's voyage.

As regards ship's provisions, the ration per man per day on which the calculation of quantities allowed will be based will usually be less than, and will in no case exceed, the ration in the British seaman's statutory scale, or such lesser scale as may be in force. In no case will any item in the ration be supplied in excess of the statutory scale or any lesser scale that may take its place. Supplies of provisions to neutral ships detained or lying idle in United Kingdom ports will be on a smaller scale than supplies to vessels trading to and from the United Kingdom.

Neutral vessels for purposes of the supply of ship's stores will be divided into two classes: (a) Vessels arriving in or sailing from United Kingdom or European Allied ports and loading or discharging cargo in British or European Allied ports; and (b) calling vessels.

(a.) Vessels trading to and from United Kingdom and European Allied Ports.

These vessels may be allowed stores for the round voyage—

- (i.) Where they are on time charter to a British or Allied firm;
- (ii.) Where they are carrying cargo from United Kingdom to an Allied port and directly or indirectly returning to United Kingdom;
- (iii.) Where they are proceeding from United Kingdom to any destination other than Norway, Sweden, Denmark, or Holland, and returning to United Kingdom or an Allied port.

N.B.—The application of this rule to cases (i), (ii), and (iii) will be modified when such vessels are proceeding to America or to any other country where stores are relatively plentiful. In such cases single-voyage stores only will be supplied.

- (iv.) Where they are proceeding to Norway, Denmark, Sweden, Holland, strict single-voyage stores will be allowed, due regard being had to possible delays.

(b.) Calling Vessels.

- (i.) Where vessels from overseas call in the United Kingdom or at examination-stations abroad *en route* for Norway, Sweden, Denmark, or Holland, the strictest minimum required to carry vessels to their next port of call only may be allowed (regard being had to delays).

- (ii.) Where vessels call in the United Kingdom *en route* outward bound they must take their stores in their own country. This rule will be put into force on and after the 15th July, 1917.

II. *Removal of Ship's Stores.*

Large quantities of ship's stores have been found on board neutral vessels calling at or diverted to the United Kingdom or elsewhere, amounting to an evasion of the Blockade Regulations.

In the case of vessels calling at the United Kingdom, Halifax, or Sierra Leone, or other examination-station, inward bound to Norway, Sweden, Denmark, or Holland, the quantities of ship's stores on board will be examined, private provisions and stores carried by master, officers, and men being taken into account. A liberal allowance will be made for the length of the voyage to Norway, Sweden, Denmark, or Holland, as the case may be, and, as regards provisions, the ration per man per day will be calculated on the British seamen's statutory scale or such lesser scale as may be in force. Any surplus over and above the total so arrived at will be required to be discharged and placed in the Prize Courts.

These regulations will, in general, govern the action of officers dealing with the question of ship's stores for or on neutral ships calling at, or trading to and from, the United Kingdom or elsewhere in similar circumstances.

New Zealand, No. 96.

No. 41.

MY LORD,—

Downing Street, 27th June, 1917.

With reference to my predecessor's despatch, No. 826, of the 19th October, 1916, I have the honour to transmit to Your Excellency, for the information of your Ministers, a copy of a despatch from the Governor-General of the Union of South Africa respecting the appointment by his Government of a Scientific and Technical Committee.

I have, &c.,

WALTER H. LONG.

Governor His Excellency the Right Hon. the Earl of Liverpool,
G.C.M.G., M.V.O., &c.