

SHIPS WHICH MAY BE RETAINED BY JAPAN.

Name.	Tonnage.	Name.	Tonnage.	Name.	Tonnage.
Mutsu	33,800	Yamashiro ..	30,600	Hiyei	27,500
Nagato	33,800	Fu-so	30,600	Kongo	27,500
Hiuga	31,260	Kirishima ..	27,500		
Isc	31,260	Haruna	27,500	Total tonnage ..	301,320

PART 2.—RULES FOR SCRAPPING VESSELS-OF-WAR.

The following rules shall be observed for the scrapping of vessels-of-war which are to be disposed of in accordance with Articles II and III:—

I. A vessel to be scrapped must be placed in such condition that it cannot be put to combatant use.

II. This result must be finally effected in any one of the following ways:—

(a.) Permanent sinking of the vessel.

(b.) Breaking the vessel up. This shall always involve the destruction or removal of all machinery, boilers, and armour, and all deck, side, and bottom plating.

(c.) Converting the vessel to target use exclusively. In such case all the provisions of paragraph III of this Part, except subparagraph (6), in so far as may be necessary to enable the ship to be used as a mobile target, and except subparagraph (7), must be previously complied with. Not more than one capital ship may be retained for this purpose at one time by any of the contracting Powers.

(d.) Of the capital ships which would otherwise be scrapped under the present Treaty in or after the year 1931, France and Italy may each retain two seagoing vessels for training purposes exclusively—that is, as gunnery or torpedo schools. The two vessels retained by France shall be of the “Jean Bart” class; and of those retained by Italy one shall be the “Dante Alighieri,” the other of the “Giulio Cesare” class. On retaining these ships for the purpose above stated, France and Italy respectively undertake to remove and destroy their conning-towers, and not to use the said ships as vessels-of-war.

III. (a.) Subject to the special exceptions contained in Article IX, when a vessel is due for scrapping, the first stage of scrapping, which consists in rendering a ship incapable of further warlike service, shall be immediately undertaken.

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

(1.) All guns and essential portions of guns, fire-control tops, and revolving parts of all barbettes and turrets;

(2.) All machinery for working hydraulic or electric mountings;

(3.) All fire-control instruments and range-finders;

(4.) All ammunition, explosives, and mines;

(5.) All torpedoes, war-heads, and torpedo-tubes;

(6.) All wireless-telegraphy installations;

(7.) The conning-tower and all side armour, or, alternatively, all main propelling machinery; and

(8.) All landing and flying-off platforms, and all other aviation accessories.

IV. The periods in which scrapping of vessels is to be effected are as follows:—

(a.) In the case of vessels to be scrapped under the first paragraph of Article II, the work of rendering the vessels incapable of further warlike service, in accordance with paragraph III of this Part, shall be completed within six months from the coming into force of the present Treaty, and the scrapping shall be finally effected within eighteen months from such coming into force:

(b.) In the case of vessels to be scrapped under the second and third paragraphs of Article II, or under Article III, the work of rendering the vessel incapable of further warlike service, in accordance with paragraph III of this Part, shall be commenced not later than the date of completion of its successor, and shall be finished within six months from the date of such completion. The vessel shall be finally scrapped, in accordance with paragraph II of this Part, within eighteen months from the date of completion of its successor. If, however, the completion of the new vessel be delayed, then the work of rendering the old vessel incapable of further warlike service, in accordance with paragraph III of this Part, shall be commenced within four years from the laying of the keel of the new vessel, and shall be finished within six months from the date on which such work was commenced, and the old vessel shall be finally scrapped, in accordance with paragraph II of this Part, within eighteen months from the date when the work of rendering it incapable of further warlike service was commenced.

PART 3.—REPLACEMENT.

The replacement of capital ships and aircraft-carriers shall take place according to the rules in Section I and the tables in Section II of this Part.

SECTION I.—RULES FOR REPLACEMENT.

(a.) Capital ships and aircraft-carriers twenty years after the date of their completion may, except as otherwise provided in Article VIII and in the tables in Section II of this Part, be replaced by new construction, but within the limits prescribed in Article IV and Article VII. The keels of