

第六章 代換廢棄及噸數問題

第一節 代換廢棄問題

第一款 概 說

概 說

十二月二十八日第十回軍備制限問題總委員會ニ於テ議長「ヒューズ」氏ハ代艦建造ニ關シ大要次ノ如ク諮レリ。

「主力艦問題ハ代艦建造ヲ除キ議了セル處、代艦建造ニ關シテハ海軍専門家ノ研究ニ移シ、若シ該研究ノ進行中萬一政策問題ニ觸ルル場合アラハ更ニ總委員會ニテ解決シタク尙各國専門委員ハ自國ニ關スル代艦建造方法ヲ研究ノ上各國専門委員ニ配布セラレ度シ」

而シテ同日米國海軍省ハ各國代艦建造表（本款最後ニ添付）ヲ各國ヘ送付セリ。

其ノ中日本ニ對スル分左ノ如シ。

（一）新艦ハ噸數三五、〇〇〇噸トシ一九三一年ヨリ始メ毎年一隻宛起工一九三九年ニ至ル迄合計九隻起工

（二）前號ノ新艦ハ起工後何レモ滿三年ニテ竣工ト假定シ一九三四年ヨリ一九三四年ニ至ル迄毎年一隻宛合計九隻竣工

（三）廢艦ハ一九三四年ヨリ始メ一九四二年ニ至ル迄合計十隻ニシテ一九三四年ニ金剛一隻一九三五年ニ比叻扶桑二隻ト

シ以下逐年一隻宛霧島榛名伊勢山城日向長門一九四二年ニハ陸奥ヲ廢艦トス

（四）存續勢力ハ米式噸數ニテ一九三四年（イ）三一、八五〇噸以後逐年（ロ）二九四、四〇〇噸（ハ）三三〇、九五〇噸（ニ）

三〇、七、五〇〇噸（ホ）三〇、九、七五〇噸（ヘ）三二、〇〇〇噸（ニ）一九四〇年（ト）三一、五〇〇噸以後存續噸數ニ變更ナシ

右米國代艦建造案ハ十年建造休息十七年後起工二十年後廢艦ノ規則ヲ恪守セルモノナリ。但シ英國ノ新造艦二隻ハ例外トシ十七年ニテ廢艦トス而シテ本案ニ依ル英米ノ代換法モ概シテ日本案ニ準ス。但シ各國ノ殘存勢力ハ其ノ認容割當噸數ニ

對シ各國トモ多少ノ出入アリ。

十二月三十日第十四回總委員會ニ於テ先ニ議長ヨリ提議セル處ニ基キ主力艦代艦建造方法並海軍問題細目研究ノ爲メ十一月十六、七日兩度ノ會合以來休會セル海軍分科會ヲ再開スルコトニ決定十二月三十一日五國海軍専門委員會合シ（第三回分科會）爾來數回ノ會合ヲ經テ漸ク一ノ成案ヲ得之ヲ條約起草分科會ニ交付シ一月十日ヨリ開催セラレタル五國首席全權ヨリ成ル起草委員會ニ於テ更ニ之ヲ審議シ種種變更ヲ加ヘタル後條約第二章トシテ之ヲ採用スルコトナリ十五人委員會及總委員會ノ議ヲ經テ決定セリ（第七章參照）

海軍分科會ハ大體米國案ヲ基礎トシテ討議セルカ其ノ議事經過概略下ノ如シ。

第三回（一九二一年十二月三十一日午前）主力艦代艦建造問題討議

第四回（一九二二年一月二日午後）主力艦廢艦期間可決

第五回（一月三日午前）廢艦處分方法修正可決

第六回（一月三日午後）代艦建造方法增補修正可決

第七回（一月四日午前）一主力艦ヲ航空母艦ニ改造ノ件

「ヒューズ」原案二十九條存置不用ノ件

佛伊主力艦主砲口徑增大ノ件

甲板防禦鐵ノ件（以上可決）

第八回（一月四日午後）船稱字句定義討議可決

第九回（一月五日午前）「ヒューズ」原案第二十九條可決

第十回（一月六日午後）商船武裝問題

右各回ノ討議ノ模様ハ之ヲ第二款ニ於テ述ヘタリ

尙ホ米國提出各國代換表ヲ左ニ掲ク

第二款 海軍分科會議事經過

第一項 第三回海軍分科會

第三回海軍分科會

大正十年十二月三十一日午前十一時軍備制限第三回分科會汎米會館ニ於テ開催。
出席者委員左ノ如シ。(四回以下亦同シ)

米國 「ルーズベルト」海軍次官、「クーンツ」大將

米國 「リー」全權、「チャトフィールド」少將、「ボーク」中佐

日本 加藤中將、上田大佐

佛國 「ドゥボン」中將、「オーデンダール」中佐

伊國 「アクトン」中將、「ラスボリ」中佐

議 事

議長「ルーズベルト」主力艦代艦建造規定及ヒ廢艦處分方法ニ關シ附議スヘキヲ宣シ別紙五國保有主力艦表、軍艦廢棄規定、代換規定(附錄一、二、三)ヲ配布シタル後、先ツ十二月二十八日米國案トシテ各國ニ配布シタル主力艦代艦建造表(第一款參照)ニツキ各國ノ意見ヲ求ム。

英國。米案ニ同意ヲ表ス

日本。本國政府ノ訓令未着ナルモ米案中扶桑ト榛名ヲ及ヒ伊勢ト山城トヲ繰リ換フレハ差支ナキ見込ナリト述ヘシニ、米國ハ本案ハ大體ノ協定ニ止マリ艦齡ノ順序ヲ變更セサル限リ廢艦ノ繰替ハ差支ナク又各國割當噸數ニ多少ノ出入ハ差支ナシト述フ。

佛國ノ代

佛國。建造休暇ヲ一九二七年迄トシ同年度ヨリ代艦建造ニ着手シ一九三一年ニ第一代艦ヲ完成シ得ルノ特例ヲ認メラレ

CAPITAL SHIP PROGRAMME

REPLACEMENT AND SCRAPPING

SUMMARY

(BRITISH EMPIRE)			(UNITED STATES)			(JAPAN)			B.E.		U.S.		JAPAN		year
Year	Ships laid down	Ships completed	Ships scrapped (Age in brackets)	Ships laid down	Ships completed	Ships scrapped (Age in brackets)	Ships laid down	Ships completed	Ships scrapped (Age in brackets)	pre post Jutland	pre post Jutland	pre post Jutland	pre post Jutland	pre post Jutland	
1921	—	—	Dreadnought (16), Bel- lerophon (12), Colling- wood (11), St. Vincent (11), Inflexible (13), Superb (12), Neptune (10), Baroules (10), Indomitable (13), Teme- raire (12), Colossus (10), New Zealand (9), Lion (9), Princess Royal (9), Conquerer (9), Monach (9), Thum- derer (9), Orion (9), Australia (8), Agin- court (7), 4 building or projected	—	—	South Carolina (12) Michigan (12) 13 building or pro- jected	—	A ^x	Settsu (9) 14 building or pro- jected	21 1	17 1	17 1	17 1	17 1	1921
1922	A.B. ^x	—		—	A.B. ^x	Delaware (12) N. Dakota (12)	—	—		21 1	15 3	8 2	8 2	8 2	1922
1923	—	—		—	—		—	—		21 1	15 3	8 2	8 2	8 2	1923
1924	—	—		—	—		—	—		21 1	15 3	8 2	8 2	8 2	1924
1925	—	A.B.	King George V (13), Ajax (12), Centurion (12), Egin (11)	—	—		—	—		17 3	15 3	8 2	8 2	8 2	1925
1926	—	—		—	—		—	—		17 3	15 3	8 2	8 2	8 2	1926
1927	—	—		—	—		—	—		17 3	15 3	8 2	8 2	8 2	1927
1928	—	—		—	—		—	—		17 3	15 3	8 2	8 2	8 2	1928
1929	—	—		—	—		—	—		17 3	15 3	8 2	8 2	8 2	1929
1930	—	—		—	—		—	—		17 3	15 3	8 2	8 2	8 2	1930
1931	C.D.	—		C.D.	—		B.	—		17 3	15 3	8 2	8 2	8 2	1931
1932	E.F.	—		E.F.	—		C.	—		17 3	15 3	8 2	8 2	8 2	1932
1933	G.	—		G.	—		D.	—		17 3	15 3	8 2	8 2	8 2	1933
1934	H.I.	C.D.	Iron Duke (20), Marl- borough (20), E. of India (20), Benbow (20)	H.I.	C.D.	Florida (23), Utah (23), Wyoming (22)	E.	B.	Kongo (21)	13 5	12 5	7 3	7 3	7 3	1934
1935	J.	E.F.	Tiger (21), Q. Elizabeth (20), Warspite (20), Barham (20)	J.	E.F.	Arkansas (23), Texas (21), New York (21)	F.	C.	Hiyei (21) Fuso (20)	9 7	9 7	5 4	5 4	5 4	1935
1936	K.L.	G.	Malaya (20), R. Sove- reign (20)	K.L.	G.	Nevada (20), Okla- homa (20)	G.	D.	Kirishima (21)	7 8	7 8	4 5	4 5	4 5	1936
1937	M.	H.I.	Revenge (21), Resolu- tion (21)	M.	H.I.	Arizona (21), Pen- sylvania (21)	H.	E.	Haruna (22)	5 10	5 10	3 6	3 6	3 6	1937
1938	N.O.	J.	Royal Oak (22)	N.O.	J.	Mississippi (21)	I.	F.	Ise (21)	4 11	4 11	2 7	2 7	2 7	1938
1939	P.Q.	K.L.	Valiant (23), Repulse (23)	P.Q.	K.L.	New Mexico (21) Idaho (20)	J.	G.	Yamashiro (22)	2 13	2 13	1 8	1 8	1 8	1939
1940	—	M.	Renown (24)	—	M.	Tennessee (20)	—	H.	Hyuga (22)	1 114	1 14	0 9	0 9	0 9	1940
1941	—	N.O.	Remillies (24), Hood (21)	—	N.O.	California (20) Maryland (20)	—	I.	Nagato (21)	0 15	0 15	0 9	0 9	0 9	1941
1942	—	P.Q.	A (17) B (17)	—	P.Q.	Washington (20) Colorado (20)	—	J.	Mutsu (21)	0 15	0 15	0 9	0 9	0 9	1942

^x 235,000 ton ships. "Legend."

^x Washington and Colorado or west Verginia

^x Mutsu

(The order of ships to be scrapped is in accordance with age. It is understood that after the naval holiday the order may be changed as desired provided the numbers scrapped each year remain as above. Pre-Dreadnought battleships have been excluded as being obsolete.)

換ニ關スル特例

度シト求メ米日兩國之ニ同意シ、英國ハ當初反對シタルモ後遂ニ同意シ、結局佛伊兩國ハ其ノ代艦建造ヲ一九二七年ヨリ開始スルヲ得ルコトトス。

亡失艦

亡失艦補充問題ニ關シ「チャットフォールド」少將ハ前「デュットランド」型艦沈没ノ場合其代艦トシテ新艦ヲ建造スルトキハ各國勢力比ヲ案ルヲ以テ、他ノ締約國モ亦各自前「デュットランド」型艦ヲ廢艦トシ自由ニ之カ代艦ヲ建造シ得ルコトトシテハ如何ト求メシニ、「リー」ハ之ヲ遮リ後「デュットランド」型艦沈没ノ場合ノミ代艦ヲ建造シ前「デュットランド」型沈没ノ場合ニハ直チニ代艦建造ニ着手セス豫定建造期日迄待ツヲ可トスト述フ。

右ニ對シ加藤中將ハ日本ハ隻數尠キ關係上之ニ同意スルコト能ハス何等カノ方法ニ依リ代艦ヲ建造スルノ必要アリト主張ス。

結局各國ヨリ案ヲ具シテ次回ニ議スルコトトス

代換方法ノ效力

代艦建造方案ニ關シ「ルーズベルト」ハコレヲ假協定(Provisional Agreement)トシテ海軍軍備制限協定ニ附屬セシメ八年後ノ會合ニ於テ必要ナル修正ヲ施スコトアルヘシト述フ。

軍艦賣却及軍艦建造

次テ「ヒューズ」原案第二十八節第二十九節(第一章第三節及附屬書參照)ノ討議ニ入り第二十八節ニツキテハ各國共異議ナク可決。第二十九節ニ關シ「リー」ハ本節ハ締盟國以外ノ諸國ノ海軍力ノ膨脹ヲ阻止スル趣旨ニ出ツルナランモ他ニ尙ホ造艦能力ヲ有スル國アルヲ以テ目的ヲ達スルコト能ハサルヘシ。寧ろ全然本節ヲ除クヲ可トスト述ヘ佛國之ニ同意ス。伊國ハ締盟國以外ノ國カ大ナル海軍力ヲ有スルニ至ラハ更ニ會議ヲ開キテ適當ナル方法ヲ講スルコトヲ條件トシテ本項ヲ削除スルコトニ同意ス。日本亦伊國ノ條件竝ニ戰時外國注文艦艇ヲ徵發セサル條件ノ下ニ以上ノ英國修正案ニ同意ス。

外國軍艦徵發禁止日本提議外國關稅務ル通告義

右ニ對シ「ルーズベルト」ハ日本ノ徵發禁止意見ニ就キ考慮ヲ拂フヘキ旨ヲ述ヘ外國注文艦艇建造ニ際シテハ相互間内容ノ通告ヲ必要トスヘシト附言ス。

附錄 一

ANNEX A TABLE 1.

CAPITAL SHIPS TO BE RETAINED

UNITED STATES

Mayland	California	Tennessee
Idaho	Mississippi	New Mexico
Arizona	Pennsylvania	Oklahoma
Nevada	Texas	New York
Arkansas	Wyoming	Utah
Florida	North Dakota	Delaware

When the two ships of the West Virginia class to be constructed as substitute tonnage are completed by the United States, the North Dakota and Delaware shall be scrapped.

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GREAT BRITAIN

Royal Sovereign	Royal Oak	Resolution
Ramilles	Revenge	Queen Elizabeth
Warspite	Valiant	Barham
Malaya	Beibow	Emperor of India
Iron Duke	Marlbrough	Hood
Ranown	Repulse	Tiger
Erin	King George V	Ajax
Centurion		

When the two new capital ships to be constructed as substitute tonnage are completed, the Erin, King George V, Ajax and Centurion shall be scrapped.

FRANCE

Bretagne	Lorraine	Provence
Paris	France	Jean Bart
Courbet	Condorcet	Diderot
Voltaire		

ITALY

Andreas Doria	Dulio	Coute di Cavour
Giulio Cesare	Leonardo da Vinci	Dante Alighieri
Napoli	Roma	Vittorio
Emanuele	Regina	Elena

JAPAN

Mutsu	Nagato	Hanga
Isé	Yamashiro	Ito-So
Kirishima	Haruna	Hi-Yoi
Kongo		

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附錄 一

ANNEX B.

Rules for Scrapping Combatant Vessels

1. The word "Scrap," as here used, means placing the ship in such condition that it cannot again be put to the combatant use for which the ship was originally designed.
2. Scrapping may be accomplished only by one of the following methods:
 - (a) By permanently sinking a vessel where it will not be a menace to navigation:

- (b) By breaking a vessel up which shall always involve breaking up the hull of the vessel :
 - (c) By converting a vessel to commercial use which shall always involve the permanent removal of all the armament and its accessories, the removal and destruction of all conning towers, all turrets and barbettes, all side armour on capital ships, and all gun houses, after which vessels shall be considered scrapped preparatory to conversion to commercial use :
 - (d) By converting a vessel to non-combatant naval-use which shall always involve
 - (1) In case of capital ships, the removal and destruction of all conning towers, turrets, barbettes and side armour, and the removal of all guns and their accessories in excess of four guns of not greater than 6" in calibre, and four anti-aircraft guns.
 - (2) In the case of airplane carriers, the removal of all guns and their accessories in excess of four guns of not greater than 6" in calibre and four anti-aircraft guns ; and the removal and destruction of all landing and fly off platforms and all other aviation accessories.
3. The Period allowed for scrapping capital ships shall be as follows :
- (a) When old construction is not to be replaced by new construction, scrapping shall be undertaken within three months after the date of the deposit of the ratification of the agreement, and shall be completed within fifteen months from that date.
 - (b) When old construction is to be replaced by new construction, scrapping shall be undertaken not later than the date of completion of the new construction, and shall be completed within three months after date of completion of new construction ; or if the completion of new construction is delayed, then within four years

of the laying of the keels of such new construction.

- (c) When uncompleted construction is to be scrapped scrapping shall be undertaken within three months after the date of the deposit of the ratification of the agreement and shall be completed by November 11, 1923. On November 11, 1923, that Signatory Powers will exchange notes stating progress in scrapping and on November 11, 1923 will report completion.

4. The period allowed for scrapping airplane carriers shall be as follows :

- (a) When old construction is to be replaced by new construction, scrapping shall be undertaken not later than the date of completion of new construction and shall be completed within three months after date of completion of new construction ; or, if the completion of new construction is delayed, then within four years of the laying of the keels of such new construction.

附錄 11

ANNEX C.

Chapter 1.

Rules for Replacement of Combatant Vessels.

(a) Within the limits of allowed tonnage keels of replacement tonnage may be laid down not earlier than the periods indicated the completion of the tonnage to be replaced, viz :

Capital Ships	17 Years.
Airplane Carriers	17 Years.

(b) Capital ships 20 years from date of completion may be replaced by new capital ship construction, but the keels

of such new construction shall not be laid until the tonnage which it is to replace is 17 years of age from date of completion. Provided, however, that the first replacement tonnage, with the exception of the substitution tonnage specifically mentioned in Annex A, shall not be laid down until 10 years from the date of the signing of this agreement.

(c) The scrapping of Capital ships replaced by new construction shall be undertaken not later than the date of completion of the new construction and shall be completed within three months of the date of completion of new construction; or if the date of completion of new construction be delayed; then within four years of the laying of keels of such new construction.

(d) No capital ships shall be laid down during the term of this agreement whose tonnage displacement exceeds 35,000 standard tons.

(e) No aircraft carrier shall be laid down during the term of this agreement whose tonnage displacement exceeds 27,000 standard tons, and no guns shall be carried on such aircraft carrier with a calibre in excess of 6".

(f) No ship of war other than a capital ship or airplane carrier hereafter built shall exceed a total tonnage displacement of 10,000 tons, and no gun shall be carried in any such ship other than a capital ship with a calibre in excess of 8".

(g) The same rules for determining tonnage shall apply to the ships of each of the Powers party to this agreement.

(h) Each of the Powers party to this agreement agree to inform promptly all of the other: Powers party to this agreement concerning:

(1) The name of the capital ships or airplane carriers to be replaced by new construction;

(2) The dates of authorization of replacement tonnage;

(3) The dates of laying the keels of replacement tonnage;

(4) The displacement tonnage in standard and metric tons of each new ship to be laid down, and the principle dimensions, namely, length at waterline, extreme beam at or below waterline, mean draught at standard displacement;

(5) The actual date of completion of each new ship and its displacement tonnage in standard and metric tons at the time of completion, together with a statement of the principle dimensions, length at waterline, extreme beam at or below waterline, mean draught as they actually exist at time of completion;

(6) The fact and date of the scrapping of ships replaced.

(i) No fabricated parts of capital ships or airplane carriers, including parts of hulls, engines, and ordnance, shall be constructed previous to the date of authorization of replacement tonnage. A list of such parts will be furnished all Powers party to this agreement.

(j) In case of the loss or accidental destruction of capital ships or airplane carriers they may be replaced by new capital ship construction in conformity with the foregoing rules.

第二項 第四回海軍分科會

(二月二日午後)

日本代艦
表
廢棄期間
ニ關スル
英修正案

日本ハ後掲(附錄一)ノ如キ代艦建造表ヲ提出ス

英國ハ主力艦ヲ廢艦トスルニ許容セラルヘキ期限ニ關スル米國案(第三回小委員會附錄二ノ第三節)ニ對シ左ノ如キ修正案ヲ提出ス

一、舊艦ノ廢艦處分ヲ爲スニ際シテハ十五箇月以内ニ其ノ戰闘力ヲ除キ四箇年以内ニ廢艦處分ヲ完了スルコト、但シ經濟狀態其ノ他ノ事情ニ依リ四箇年以内ニ處分ヲ完了スル能ハサルトキハ延期ヲ求ムルコトヲ得

二、代艦建造後主力艦ノ廢艦處分ニ關シテハ代艦竣工後六箇月以内ニ其ノ戰闘力ヲ除キ十八箇月以内ニ之カ處分ヲ完成スルコト、但シ代艦竣工期限三四年ヲ超ユルトキハ四年目ヨリ舊艦廢艦處分ニ著手スヘシ

右案ハ討議ノ結果滿場一致可決セラル

廢棄方法
英修正案

尙廢艦處分方法ニ關シ英國ハ米案(第三回小委員會附錄二第一節)ニ對シ英國案(附錄二)ヲ提出ス

附錄 一 A

LIST OF CAPITAL SHIPS.

NAME OF SHIPS	YEAR COMPLETED.
KONGO	August 1913.
HIYEI	August 1914.
HARUNA	April 1915.
KIRISHIMA	April 1915.
FUSO	November 1915.
YAMASHIRO	March 1917.
ISE	December 1917.
HYUGA	April 1918.
NAGATO	November 1920.
MUTSU	October 1921.

CAPITAL SHIP PROGRAMME REPLACEMENT AND SCRAPPING
JAPANESE NAVY

YEAR	SHIPS TO BE BUILT		SHIPS SCRAPPED	NO. OF SHIPS RETAINED
	LAID DOWN	COMPLETE	(Age in Brackets)	No. of ships Pre-Post Jutland.
1921		A (Mutsu)	Settsu (9)	8—2
22				8—2
23				8—2
24				8—2
25				8—2
26				8—2
27				8—2
28				8—2
29				8—2
30				8—2
31	B			8—2
32	C			8—2
33	D			8—2
34	E	B	Kongo (21)	7—3
35	F	C	Hiyei (21), Haruna (20)	5—4
36	G	D	Kirishima (21)	4—5
37	H	E	Fuso (22)	3—6
38	I	F	Yamashiro (21)	2—7
39	J	G	Ise (22)	1—8
40		H	Hyuga (22)	0—9
41		I	Nagato (21)	0—9
42		J	Mutsu (21)	0—9

附錄 二

ENGLISH SUGGESTION

(January 2)

I. A vessel shall be considered to be finally scrapped by :

- (a) permanent sinking of vessel :
- (b) breaking a vessel up which shall always involve removal of all machinery, boilers, armor, deck side and bottom plating :
- (c) converting a vessel to commercial use which shall always involve firstly compliance with rules in paragraph 11 :
- (d) converting a vessel to non-combatant naval use which shall always involve compliance with rules in paragraph 11, with the exception that not more than 4 guns of not greater than six-inches calibre and 4 anti-aircraft guns may be retained.

II. A vessel shall be considered incapable of further warlike service when the following has been carried out. There shall be removed and landed or else destroyed in the ship :

- (1) All guns and essential portion of guns.
- (2) All machinery for working hydraulic or electric mountings.
- (3) All fire-control instruments and rangefinders.
- (4) All ammunitions explosives and mines.
- (5) All torpedoes, warheads and torpedo tubes.

- (6) All wireless telegraphy installations.
 - (7) All side armor, or, alternatively, all main propelling machinery.
 - (8) All landing and fly-off platforms and all other aviation accessories.
- III. The period allowed for scrapping capital ships and air-craft carriers shall be as follows :
- (a) When old construction is not to be replaced by new construction, ships shall be rendered incapable of further warlike service within fifteen months from the date of the deposit of the ratification of the Agreement and shall be finally scrapped as rapidly as the economic situation permits.
 - (b) When old construction is to be replaced by new construction, the work of rendering the ship incapable of further warlike service shall be commenced in accordance with paragraph 11 not later than the date of the completion of the new ship, and the old ship shall be rendered incapable of further warlike service within three months after the completion of the new tonnage. The old tonnage shall be completely broken up or converted within twelve months of the date of completion of the new tonnage.

第三項 第五回海軍分科會

(一月三日午前)

司令塔及
砲塔旋回
部等ノ取
除キ

議長「ルーズベルト」前同討議ノ結果ヲ綜合セル米國修正案(附錄)ヲ配付シ之ニヨリ討議ス。加藤中將ハ本案第二節中ニ「凡テ司令塔及砲塔旋回部砲火指揮塔」ノ一項ヲ附加スルノ案ヲ提出シ、英國ハ既ニ英國ニハ廢艦處分ヲ要スル艦多キ爲メ出來得ル限り簡單ナル方法ニ依ルヘキヲ理由トシテ司令塔及砲塔旋回部ハ取除クコトナク只其使用ヲ全然不可能ナルシムル手段ヲ採レンハ可ナラスヤト述ヘ米國ハ日本ノ案ヲ支持シ結局第二節第二項ヲ左ノ如ク修正スルコトニ決定ス

(2) All machinery for working hydraulic or electric mountings, including all resolving parts of turrets and conning towers shafts and fire controlling top.

港灣用艦

第一項d項 non-combatant naval use ノ字句ニ關シ日米兩國ノ間ニ解釋上ノ相違アリ。結局本項中 “To non-combatant naval use” ヲ “To either harbour use only or to auxiliary naval use which will always comply to paragraph 2” ト變

更スルコトトス

標的艦

前回英國ノ提出セル廢艦ヲ移動標的艦トシテ使用スルノ案ニ對シテハ各國一隻宛ヲ保有シ得ルコトトシ本案中ニ挿入スルコトトス

第三附錄

RULES FOR SCRAPPING COMBATANT VESSELS.

1. The word "scrap," as here used, means placing the ship in such condition that it cannot be put to the combatant use for which the ship was originally designed.

A vessel shall be considered finally scrapped by :

- (a) Permanent sinking of the vessel ;
- (b) Breaking a vessel up for scrap or selling her for non-public use, which shall always involve the destruction or removal of all machinery, boilers, armor, deck, side and bottom platings ;
- (c) Converting a vessel to commercial use, which shall always involve firstly compliance with rules in paragraph 2.
- (d) Converting a vessel to non-combatant naval use, which shall always involve compliance with rules in paragraph 2, with the exception that not more than 4 guns of not greater than six-inches calibre and 4 anti-aircraft guns may be retained.

2. A vessel designated for scrapping shall immediately undertake the first state of scrapping, which consists in rendering a ship incapable of further warlike service.

A vessel shall be considered incapable of further warlike service when the following has been carried out. There shall be removed and landed or else destroyed in the ship :

- (1) All guns and essential portions of guns ;
- (2) All machinery for working hydraulic or electric mountings ;

- (3) All fire-control instruments and rangefinders;
 - (4) All ammunition explosives and mines;
 - (5) All torpedoes, warheads and torpedo tubes;
 - (6) All wireless telegraphy installations;
 - (7) All side armor, or, alternatively all main propelling machinery;
 - (8) All landing and fly-off platform and all other aviation accessories.
3. The period allowed for scrapping capital ships and aircraft carriers shall be as follows:
- (a) When old construction is not to be replaced by new construction, ships shall be rendered incapable of further warlike service within fifteen months from the date of the deposit of the ratification of the agreement and shall be finally scrapped within a period of four years. Should any nation find that for economical or other reasons it cannot complete the scrapping within four years, this fact shall be represented to the High Contracting Parties and a further extension of time requested.
 - (b) When old construction is to be replaced by new construction, the work of rendering the ship incapable of further warlike service shall be commenced in accordance with paragraph 2 not later than the date of the completion of the new ship, and the old ship shall be rendered incapable of further warlike service within six months after the completion of the new tonnage. The old tonnage shall be completely broken up or converted within eighteen months of the date of the completion of the new tonnage.
4. A ship once designated to be scrapped shall not again be restored or used as a combatant ship.

第四項 第六回海軍分科會

(二月三日午後)

砲術練習艦

劈頭日本ハ廢艦トスヘキ主力艦中一隻ヲ砲術練習用トシテ保有スルノ案ヲ提出シ、討議ノ結果主機艦裝置ヲ取外シ砲塔ニ臺並砲火指揮裝置ヲ保存スルノ一除外例ヲ設ケ之ヲ Exempt Tonnage 中ニ挿入スルコトニ各國一致ス

航空母艦

又日本ハ建造中ノ二艦加賀土佐ヲ航空母艦ニ改造シタキ希望ヲ述ヘ、尙右二艦ハ改造後ノ噸數二萬四千噸トナル見込ナリト附言シ、結局日本ノ希望通り決定ス

米國ハ右航空母艦問題ニ關シ米國建造中ノ巡洋戰艦「サラトガ」「レキシントン」ノ二隻ヲ航空母艦ニ改造スルノ希望ヲ有スルモ専門家ニ依レハ右二隻ハ改造後ノ噸數二萬七千噸ヲ超過スル恐アリ。爲ニ苦心ヲ重ネツツアリト述フ。之ニ對シ日英ハ同情的態度ニ出テ結局精確ナル調査ヲナスニ決ス

代換方法

代換方法問題(第三回分科會附錄三參照)ニ關シ左ノ如ク增補修正ス

米國(A)及(B)

米國ノ提出セル代換表ニヨレハ代艦建造中規定噸數ヲ超過スルノ事實アリ。例ヘハ一九三四年(日英米)一九四〇年(英)ノ如シトノ意見アリ

結局此ノ二項ハ第一回建造終了後即一九二一年ヨリ二十箇年ヲ經タル後ヨリ適用スルコトトシ其レ迄ハ代換表ニ依ルコトニ各國一致ス

同(I)

本項ハモト潛水艦建造ノ場合ヲ想定シ規定シタルモノナルモ補助艦艇ニ制限ヲ設ケサル今日其ノ必要ナカルヘシトテ全部削除スルコトニ決定

同(J)

砲術練習
艦ニ關ス
ル伊國ノ
主張

本項ニ關シテハ種々討議ヲ重ネシカ日本ハ保有主力艦ノ數渺キヲ以テ事故亡失ニ際シテハ直チニ之カ代艦建造ヲ必要トスト主張シ結局原案通り決定

廢艦利用問題ニ關シ伊國ハ砲術練習用トシテ航海ニ堪ヘ得ヘキ一艦ヲ保有シ度シト述ヘシニ英國ハ伊國ハ今日何等廢艦處分ヲ行フヘキ艦ナク唯十年後代艦建造ニ際シテ其必要ヲ生スルノミナリ八年後ノ會議ニテ議スルヲ可トスト述ヘ、伊國ハ右ニ對シト年後ノ保留ヲ求ムト述フ。

現在艦艇
變裝問題
「プリ
スター」

現在艦艇變裝問題ニ關シ、英國ハ現有主力艦ニ航空機防禦砲及「プリスター」ヲ裝備スルノ案ヲ提出ス。

右ニ對シ航空機防禦砲ノ裝備ニ關シテハ何等制限ナキヲ以テ本項ヨリ除外ノコトトス。「プリスター」ニ關シテハ艦ノ噸數ヲ増加スル爲各國ノ間ニ論議アリ。佛國ハ各國ノ隨意ニ任シ特ニ斯ル制限ヲ設クル必要ナカルヘシ佛國ハ備砲ノ口徑ヲ増加スルモ可ナラズヤト述ヘシニ米國ハ攻撃力ノ増加ハ爲ニ各國勢力ノ權衡ヲ紊ル恐アルヲ以テ絕對ニ認メ難シ。又防禦カト雖モ無制限ニ之ヲ増加スルハ不可ナリ。英國ハ「プリスター」裝備ノ爲メ幾噸ヲ要スルヤト質問シ英國ハ最大限度ニ千噸ナルヘシト述ヘ、結局英國ハ本國政府ニ問合セ精確ナル噸數ノ増加ヲ示スコトトシ次回ニ譲レリ。

第五項 第七回海軍分科會

(一月四日午前)

前回ニ引續キ討議ニ入ル。

航空母艦
建造中ノ一主力艦ヲ航空母艦ニ改造スル件ニ關シテ、「ルーズベルト」ハ「サラトガ」「レキシントン」ニ隻ハ航空母艦ニ改造シ、三萬三千噸以下トスルハ不可能ナリトテ左ノ如ク提議ス。

米國ハ(一)指定總噸數(十三萬五千噸)ヲ超過セシメサルコト(二)代艦建造ニ當リテハ二萬七千噸以下トスルノ二條件ノ下ニ右ニ隻ヲ限リ除外例ヲ求メタシ

右ニ對シ「チャトフ・フィールド」少將ハ同様ノ特權ハ各國一樣ニ認ムルヲ可トスト提案シ、日本ハ佐賀、土佐モ必要ニ應

甲板防禦
鐵

シ三萬三千噸トナスコトアルヘシト述ヘ、米佛伊各國之ニ贊ス。英國ハ同國全權ニ問合セタル後確答スヘシト保留ス

次テ加藤中將ハ昨日討議ニ上レル「プリスター」問題ニ關シ「プリスター」又ハ甲板防禦鐵ノ内軌レカラ裝備スルコトヲ得ト規定スヘキヲ提議ス

右ニ對シ米國之ニ同意シ英國ハ本國ノ訓令ニ接スル迄本問題ヲ保留スト述フ

次テ「アクトン」中將ハ佛伊兩國現有主力艦ノ主砲口徑ヲ増加スルノ特權ヲ得ムコトヲ求ム

佛伊兩國
ノ主力艦
ノ主砲口
徑ノ增加

右ニ對シ各國委員ノ間ニ數次ノ應答アリ結局「ルーズベルト」ハ佛伊兩國ニ對シ左ノ三條件ノ下ニ主砲口徑ノ増加ヲ認ム

ヘシト提案ス

一 裝備スル主砲ハ十六吋以下ナルコト

二 指定總噸數(十七萬五千噸)ヲ超過セサルコト

三 現有總噸數ト指定總噸數トノ差異ヲ以テ新艦ヲ建造スルノ意味ニ非サルコト

日本ハ本米國案ニ同意シ、英國ハ午後ノ會議ニ於テ確答スヘシト述フ

外國軍艦
建造

「ヒューズ」原案第二十九條ニ關シ、

「アクトン」中將曰ク、伊國ハ左記二條件ノ下ニ第二十九條ヲ削除スルニ同意ス

一 締盟各國以外ノ諸國ニシテ噸數一萬噸ヲ超エ又ハ主砲八吋以上ノ軍艦ヲ建造シ各國勢力ノ權衡ヲ紊ルカ如キ場合ヲ生シタルトキハ締盟各國相對シテ之カ對策ヲ講スルコト

二 外國ヨリノ註文ヲ受ケタル際ハ直ニ必要ナル要目ヲ各國ニ通報スルコト

「チャトフ・フィールド」少將曰ク、本案ハ締盟國以外諸國ノ承認ヲ經サレハ實效ヲ舉クルコト難シ。故ニ其ノ時期迄本條ノ附議ヲ保留シ置クヲ可ト認ム

加藤中將曰ク。英國案ニ同意スルモ、戰時締盟國カ締盟國以外諸國ノ爲ニ建造中ノ艦艇ヲ沒收セサルコトヲ約スヲ條件ト

ス

「ルーズベルト」ハ如上各國ノ提案ヲ綜合シ左ノ案ヲ提出ス

一 海軍専門委員ノ意見ハ第二十九條ヲ存置スル必要ヲ認メサルコト

二 海軍専門委員トシテ左記各項ヲ必要トス

A 締盟國以外諸國ノ註文ニ依リ建造スル艦艇ノ要目ハ本會議協定ノ限度ヲ超過セサルコト

B 締盟國ハ締盟國以外諸國ノ註文ニ依リ本會議制限以内ニ於テ建艦スルニ際シ他ノ締盟各國ニ其數艦型及一般要目ヲ通報スルコト

C 締盟國ハ締盟國以外諸國ノ註文ニ依リテ建造セル艦艇ヲ沒收又ハ使用スルコトヲ禁止スルコト

右討議ニ當リ、第二條C項ニ關シ英國ハ不賛成ノ意嚮ヲ示シ、米國ハ其理由ヲ述ヘムコトヲ求ム。英國ハ始メ躊躇セシモ後戰時ニ對シテ外國ノ註文ニ依リテ建造中ニ屬スル艦艇ヲ使用スルハ當然ノコトニ非サヤト述ヘ、米國之ニ反對セシモ、結局本問題ハ全權間ノ議ニ附スルコトトシテ削除シ、左ノ項ヲ附加シ本米國案ヲ可決ス

C 締盟國以外ノ諸國ニシテ海軍大擴張ヲ開始スルニ當リテハ締盟國ハ會議ヲ開キ之カ對策ヲ講スルコト

備考

三日月米國ヨリ我方ニ送付シ來レル Annex B 戰艦廢棄規定(附錄一) 別紙ノ如シ

附錄 一

ANNEX B

RULES FOR SCRAPPING COMBATANT VESSELS

1. The word "scrap," as here used, means placing the ship in such condition that it can not be put to the combatant use for which the ship was originally designed.

A vessel shall be considered finally scrapped by:

- (a) Permanent sinking of the vessel;
- (b) Breaking a vessel up for scrap or selling her for non-public use, which shall always involve the destruction or removal of all machinery, boilers, armor, deck, side and bottom platings;
- (c) Converting a vessel to commercial use, which shall always involve firstly compliance with rules in paragraph 2;
- (d) Converting a vessel to harbor use only or to naval auxiliary use, which shall always involve compliance with rules in paragraph 2, with the exception that not more than 4 guns of not greater than six-inches calibre and 4 anti-aircraft guns may be retained.

(e) Converting a ship to target use, in which case the number shall not exceed one. The ship so converted shall comply with all the articles of paragraph 2, except section (7).

2. A vessel designated for scrapping shall immediately undertake the first stage of scrapping, which consists in rendering a ship incapable of further warlike service.

A vessel shall be considered incapable of further warlike service when the following has been carried out. There

shall be removed and landed or else destroyed in the ship :

- (1) All guns and essential portions of guns.
 - (2) All machinery for working hydraulic or electric mountings, including revolving ports of all barbettes, turrets and conning towers and fire control tops.
 - (3) All fire-control instruments and rangefinders,
 - (4) All ammunition explosives and mines,
 - (5) All torpedoes, warheads and torpedo tubes,
 - (6) All wireless telegraph installations,
 - (7) All side armor and the conning tower, or, alternatively, all main propelling machinery.
 - (8) All landing and fly-off platforms and all other aviation accessories.
3. The period allowed for scrapping capital ship and air-craft carriers shall be as follows :
- (a) When old construction is not to be replaced by new construction, ships shall be rendered incapable of further warlike service within fifteen months from the date of the deposit of the ratification of the agreement, and shall be finally scrapped within a period of four years. Should any nation find that for economical or other reasons it can not complete the scrapping within four years, this fact shall be represented to the High Contracting Parties and a further extension of time requested.
 - (b) When old construction is to be replaced by new construction, the work of rendering the ship incapable of further warlike service shall be commenced in accordance with paragraph 2 not later than the date of the completion of the new ship, and the old ship shall be rendered incapable of further warlike service within

six months after the completion of the new tonnage. The old tonnage shall be completely broken up or converted within eighteen months of the date of the completion of the new tonnage.

4. A ship once designated to be scrapped shall not again be restored or used as a combatant ship.

第六項 第八回海軍分科會

(一月四日午後)

劈頭英國委員ハ第七回小委員會ニ於テ保留セル左ノ三件ニ同意ス。

一 航空母艦三萬三千噸二隻ヲ保有スルノ除外例

二 佛伊兩國現有主力艦砲口徑ノ増大ニ關スル件

三 日本ノ提出セル甲板防禦設備問題

定義

次ヲ議長「ルーズベルト」ハ軍艦其他ニ關スル定義(附錄一)ヲ配布シ之カ討議ニ入ルヘキヲ宣シ、尙本案ハ米國「ウイ
ルソン」博士ノ起案ニ成ルモノナリト附言ス。右討議ノ結果下ノ如シ。

一 Ship of war ニ關シテハ戰時法規分科會ノ討議ニ附スコトトス

二 Combatant ship ニ關シテハ各國研究ノ上討議スルコトトス

三 Capital ship ニ關シテハ「一萬噸以上或ハ八吋以上ノ主砲ヲ有スルモノ」

トシテハ如何トノ說アリテ確定スルニ至ラス

四 Airplane Carrier ニ關シテハ英國ハ之カ定義中「飛行甲板ヲ有シ發著スルヲ得ルモノ」ノ項ヲ挿入スルニ非レハ主
力艦ト區別スルコト困難ナルノ虞アリト述ヘ、加藤中將ハ砲口徑八吋以下ト規定スルニ止マラス其砲數ヲ限定スル
ノ案ヲ提出ス

右日英二案ニ對シ各國ノ間ニ種々討議ヲ重ネ、最後ニ「航空母艦トハ飛行機ヲ運搬スル爲ニ特ニ構造セラレ噸數ハ一
萬噸以上二萬七千噸以下トシ其砲裝ハ一萬噸級巡洋艦ノ砲裝以上ニ出テサルモノヲ云フ」トシテハ如何トノ說アリ
シモ決定スルニ至ラス。

附錄 一

ANNEX D.

DEFINITIONS.

SHIPS OF WAR.

Ships of war include :

(1) All combatant vessels under the direct authority, immediate control, and responsibility of the Power whose flag they fly; whose commanders are in the service of the State and duly commissioned by the competent authorities thereof; and whose crews are subject to naval discipline.

(2) (a) Any other armed vessel, and (b) any other vessel whether or not armed which is under military control or intended for or employed in military operations, except hospital and other vessels exclusively for the care of the sick, wounded, and shipwrecked; vessels engaged exclusively in philanthropic, scientific, or religious work or in exploration; and vessels under cartel for the performance of certain special services such as the exchange of prisoners.

Vessels of class (2) may be treated as vessels of war but have not as regards neutrals the right of visit and search and other war rights.

COMBATANT SHIP

A combatant ship is a vessel under Government control, designed to attack or repel the attack of an enemy, or taken over by the Government for that purpose.

CAPITAL SHIP

A capital ship is a combatant ship of war, not an airplane carrier, whose displacement exceeds 10,000 standard tons and whose displacement shall not exceed 35,000 standard tons, which carries a gun with a calibre in excess of 8".

AIRPLANE CARRIER.

An airplane carrier is a combatant ship of war whose displacement exceeds 10,000 standard tons and whose displacement shall not exceed 27,000 standard tons, which is designed to carry airplane and which carries no gun with a calibre in excess of 8 inches.

EXEMPT TONNAGE.

Exempt tonnage includes all ships not combatant ships of war and all combatant ships of war whose displacement does not exceed 10,000 standard tons and which do not carry a gun with a calibre in excess of 8 inches.

第七項 第九回海軍分科會

(一月五日午前)

定義

一 定義問題 (第八回附録一參照)

(A) Ship of war (附録一)ニ關シ英佛兩國ハ別紙(附録二)ノ提案ヲ爲ス。討議ノ結果原案並右二案ヲ同時ニ法律顧問ノ手ニ委スルコトトス。

(R) Capital ship ニ關シテハ討議ノ結果別紙(附録三)ノ如ク修正ス。

航空母艦
ノ武裝

(G) Airplane carrier ニ關シ「チャットフィールド」ハ其ノ武裝ヲ八吋砲八門又ハ六吋砲十門ト限定センコトヲ提案セルニ、佛伊兩國ハ之ニ反對シ英國ハ其ノ所有艦艇多數ニシテ航空母艦ヲ護衛シ得ヘケンモ、佛伊兩國ニ執リテハ困難ナリ。故ニ航空母艦ハ少クモ巡洋艦ニ優ル武裝ヲ有スル必要アリト述ヘ、日本ハ Airplane carrier ヲ Aircraft carrier ニ改メ、又原案ニ依ル「一萬噸級巡洋艦ノ所有スル砲數ヲ超エサル」ノ項ヲ除去スヘキヲ主張セリ

「リー」ハ先ツ三萬三千噸級航空母艦ノ武裝制限ニ付討議スルヲ先決問題トスト述ヘ、「ルーズベルト」之ニ贊シ本級航空母艦ニハ飛行機防禦砲ヲ除キ八吋砲八門又ハ六吋砲十二門以下トスヘキヲ提案ス。

右ニ對シ英國ハ之ヲ他ノ航空母艦ニ適用スルヲ可トスト述ヘ、佛伊兩國ハ前言ヲ繰返シテ航空母艦砲數ノ制限ニ同意セス。

依テ「ルーズベルト」ハ八吋十二門トスルノ案ヲ提出セルカ英國ノ反對ニ遇ヒ、結局

一、八吋砲十門又ハ六吋以下ノ砲ニ於テハ無制限トスルコト

二、三萬三千噸級ニ對シテ八吋砲八門又ハ六吋砲十門トスルコト

三、Airplane carrier ヲ Aircraft carrier ト改ムルコトトシ各國一致ス(附録四ハ之カ修正案ノ一部ヲ示スモ前述ノ規定ヲ全部本節内ニ挿入スルカ否カハ未定トシ法律顧問ノ手ニ委スルコトトス)

外國軍艦
建造 二 「ヒューズ」原案第二十九條

右ニ關シ別紙（附錄五）ノ案ヲ提出シ、滿場一致可決ス。之ニ依リ第七回小委員會ニテ英國保留ノ締盟國以外ノ爲ニ建造中ノ艦艇ヲ戰時沒收セサルコトヲ同意セリ。

商船武裝
問題

三 商船武裝問題

右ニ關シ加藤中將ハ別紙（附錄六）ヲ配布ス。

附錄 一

ANNEX D.

DEFINITIONS.

SHIPS OF WAR.

Ships of war include :

(1) All combatant vessels under the direct authority, immediate control, and responsibility of the Power whose flag they fly ; whose commanders are in the service of the State and duly commissioned by the competent authorities thereof ; and whose crews are subject to naval discipline.

(2) (a) Any other armed vessel, and (b) any other vessel whether or not armed which is under military control or intended for or employed in military operations, except hospital and other vessels exclusively for the care of the sick, wounded, and shipwrecked ; vessels engaged exclusively in philanthropic, scientific, or religious work or in exploration ; and vessels under cartel for the performance of certain special services such as the exchange of prisoners.

Vessels of class (2) may be treated as vessels of war but have not as regards neutrals the right of visit and search and other war rights.

附錄 二

DEFINITION

ENGLISH AMENDMENT

For the purpose of this agreement,

I. A vessel of war is a vessel primarily designed for the purpose of taking offensive action against the ships of an enemy.

II. A Fleet Auxiliary is defined as any vessel armed or unarmed under Government control which does not fall under the definitions of Rules, which is employed as a Fleet tender or as a troop transport or in any other way for the direct purpose of prosecuting hostilities.

Amended on January 5, 1922.

DEFINITIONS.

For the purpose of this agreement,

I. A vessel of war under Government control is a vessel primarily designed for the purpose of taking offensive action.

附錄 111

CAPITAL SHIPS

A capital ship is a combatant ship of war, not an airplane carrier, whose displacement exceeds 10,000 standard tons and whose displacement shall not exceed 35,000 standard tons, which carries a gun with a calibre in excess of 8".

Amended on Jan. 4, 1922.

A capital ship, hereafter built, is a vessel of war, not an airplane carrier, whose displacement exceeds 10,000 standard tons or which carries a gun with a calibre in excess of 8".

附錄 四

AIRPLANE CARRIER

For the purpose of this Convention :

An Airplane carrier is a combatant ship of war especially designed for the carrying of airplanes and so constructed that they can be launched from and landed on her. The displacement of an airplane carrier exceeds 10,000 standard tons. An airplane carrier shall carry no guns with a calibre in excess of 8", nor a battery in excess of the number carried by a cruiser of 10,000 standard tons displacement.

Amended on January 5, 1922.

For the purposes of this Convention :

An aircraft carrier is a vessel of war especially designed for carrying airplanes and so constructed that they can

be launched from and landed on her. The displacement of an airplane carrier exceeds 10,000 standard tons. An aircraft carrier shall carry no guns with a calibre excess of 8".

附錄五

Amended on January 5th, 1922.

ARTICLE X

No vessel of war constructed for any non-signatory power by any of the signatory powers, shall exceed the limitations prescribed by the present convention.

ARTICLE Y

The high contracting parties agree that, if any of them undertake the construction of vessels of war for any non-signatory power, the high contracting powers concerned will conform to the rules laid down in Annex C covering the notifications required.

ARTICLE 7

The high contracting powers agree that, in case of war, they will not employ in their own navies such vessels as they may be building at that time for any of the non-signatory powers.

附錄六

REGARDING CONVERSION OF MERCHANT SHIPS

(Read by Admiral Kato at Sub-Committee Meeting on January 5, 1922.—Copies handed to other members of the Committee).

With regard to the question of converting merchant ships to war ships, the necessity of placing limitation is pointed out in Article 30 of the original Hughes Proposal,—moreover, in view of the remarks made by the Secretary of State in reply to the desires expressed by Baron Kato at the time of fixing limitation of 10,000 tons and 8 inch guns upon auxiliary combatant crafts, we have expected that a proposal of some sort will be made by the United States. However, in response to your question, I shall, as an expert, present my opinion which I believe to be most rational and reasonable.

I believe this question must be considered in two distinct situations.

1. Arming of merchant ships in order to convert them for war uses.
2. Arming of merchant ships employed in commerce.

I.

In view of the fact that the tonnage and armament of cruisers have been limited to 10,000 tons and 8 inch guns respectively, unless limitation is placed upon armament of converted cruisers, it may have the effect of bringing into existence converted cruisers possessing armament equal to or even exceeding those of cruisers themselves. In such

an event, the real intention of the limitation will be nullified; and, furthermore, the limitation will become most unfair and unjust on account of the vast divergence in advantages and disadvantages imposed upon different countries according to sizes and number of merchant ships in their possession. For this reason it should be made the principle that armaments of converted cruisers shall be kept inferior to those of cruisers, and I believe it proper to place the following limitations:

- (a) The maximum calibre of guns shall be 6 inches the number of guns shall not exceed 6 in all.
- (1b) Arrangements for discharging of torpedoes shall not be placed on board.

II.

The practice of arming pure merchant ships employed in commerce has not been resorted to since the abolition of privateers. The arming of merchant ships during the late war had no other purpose than to provide against attack of submarines. Now, however, the section I of the Root Resolution has been accepted and submarines are to conduct visit and search of merchant ships following the same procedure as all surface crafts. Moreover, the protection of life has been guaranteed, and it is further proposed to prohibit the use of submarines against merchant ships. In such a situation it has become impossible to recognize, any longer, the necessity of arming merchant ships in any way. If merchant ships are allowed to be armed in the future submarines may find it impossible to carry out the regular procedure of visit and search on account of the fear of being subjected to sudden attacks. It may thus result in betraying the spirit of the Root Resolution, and, therefore, it is necessary to prohibit armament of pure merchant ships.

(Remarks added by Admiral Kato not in the copies handed to other members).

In making these remarks, I wish you gentlemen will understand of course, that it is not my intention in the least to suspect any nation having big mercantile marine, of bad faith in wishing to retain the ability to put extraordinary sea strength at work but only to get reason for explanation to our house and public why we left question of conversion of merchant ships into warships untouched.

第八項 第十回海軍分科會

(一月六日午後)

武裝

議長ハ商船武裝問題ニ關シ加藤中將提案ニ付キ討議ニ入ルヘキヲ宣シ本案ニ依ル第二節ハ本委員會ノ範圍外ニ屬スルヲ以テ之ヲ全權ニ移牒スルヲ可トスヘク、本委員會ニ於テハ第一節ニ付討議スヘキヲ諮リ各國之ニ同意ス。

「チャトフキールド」少將曰ク本案ハ大型商船ヲ多數所有スル國家ハ他國ヲ不利ノ狀態ニ陥ルモノトシ之ヲ憂フルノ結果立案セルモノナルカ如シ。然レトモ英國ハ本問題ニ關シテハ他國ニ比シ多大ノ經驗ヲ有スルモノニシテ、「ルシタニア」號ノ如キ大商艦ト雖モ其ノ武裝ハ六吋砲十門ヲ以テ最大限トスヘク、巡洋艦同等ノ武裝ヲ施スカ如キハ全ク不可能ノコトニ屬ス。英國ハ此ノ事情ヲ知ルカ故ニ既ニ一九〇七年「キョーナード」社汽船ノ補助金ヲ解除セル次第ナリ。又商船ニ武裝ヲ施ストモ防禦力ハ皆無ニシテ熟練セル兵員並砲火指揮裝置ノ如キモノナク商船ノ武裝ハ全ク無價値ナリ、殊ニ能率ノ點ヨル見ルモ大ナル損失アリトテ縷々説明シ、商船武裝制限ニ反對スル所アリ。

次テ「ドウボン」ハ左ノ如ク提案ス。

一、商船ノ武裝ハ六吋砲八門以下トスルコト

二、魚形水雷ヲ搭載セサルコト

三、武裝商船ニハ特殊ノ符標ヲ設クルコト

「アクトン」ハ右ニ對シ商船ノ武裝ハ六吋砲八門又ハ六門ニテ可ナラント述ヘ、加藤中將ハ八門ニテ差支ナシト答フ。

「チャトフキールド」曰ク英國ハ右案ニ對シ商船ハ自ラ防禦スルノ權利アリ、佛國ハ航空機制限問題ニ關シ商用飛行機カ軍用ニ轉化セラレ易キノ故ヲ以テ之カ制限ニ反對セシニ非スヤ。

「ドウボン」曰ク飛行機ハ新式武器ニ屬シ何人ト雖モ其ノ智識ヲ缺クモ商船ニ對シテハ吾人ハ過去ノ事實ヲ知リ之カ制限ヲ可能トスルモノナリ。

加藤中將曰ク商船武裝ニ何等カ制限ヲ加ヘサルトキハ軍用ノ目的ヲ以テ商船ヲ建造スルコトヲ得ヘシ。

斯クテ「チャトフキールド」トノ間ニ數次ノ應酬アリ。加藤中將ハ論議ヲ終了シ實際問題ニ入ルヘキヲ求メ、尙 Amex C. (第三回分科會附錄三參照)ニ「Hereafter built...」トアル以上ハ、現有商船ヲ無制限ニ武裝スルモ可ナラスヤト述ヘシ、各國之ニ贊シ字句ノ修正ヲ行ヒ斯カル「ルーゾホール」ヲ填補スルコトトス、次テ「アクトン」ハ本案ハ平時ノミノ謂ナルカ又ハ戰時ヲモ含ムヤト質問シ、加藤中將ハ戰時ヲモ含ムコト勿論ナリト述フ。

「ルー」ハ商船武裝ニ關シ「平時ニ於テ各國ハ一萬噸級ノ巡洋艦ト同等以上ノ武裝準備行爲ヲナスヘカラス」トスルノ案ヲ提出シ「ルーゾベルト」ハ平時及戰時ノ二問題ニ分チ討議スルヲ可トスト述ヘ「チャトフキールド」ハ戰時ハ各國ノ自由ナリ。吾人ハ本會議ニ於テハ單ニ平時ニ關スルコトヲ論議セルノミニシテ戰時ニ言及セルコトナシト述ヘ、上田大佐ハ之ヲ駁シ、締盟國ハ締盟國以外ノ註文ニ依リテ建造スル艦艇ハ戰時之ヲ沒收スルコトヲ得サル規定ヲ設ケシニ非スヤト反問セルニ「チャトフキールド」少將ハ將來海水艦噸數ノ増大測リ知ルヘカラス、又商船ノ排水量ノ増加ヲ豫想スルコト能ハサル今日、商船ノ武裝ヲ制限スルハ苦痛トスル所ナリト述フ。

斯クテ本問題ハ(一)平時(二)戰時ノ二項ニ分チ討議スルコトトシ、平時商船武裝問題ニ關シ「チャトフキールド」ハ其ノ武裝ヲ八吋砲十門トスルノ案ヲ提出シ上田大佐ハ、斯ノ如キ實行ノ全然不可能ナル協定事項ヲ世界海軍代表者ノ此ノ會合ニ於テ協定事項トシテ之ヲ記錄ニ殘スハ吾人ノ恥辱ナラスヤト駁シ、原案ヲ支持セルニ英國側ハ六吋トスルハ承認スル能ハスト主張セリ、最後ニ「ドウボン」ハ八吋砲六門トスルノ案ヲ提出シ結局一致可決セントス、依テ日本委員ハ之ヲ全權ニ諮ル必要アリトシ其贊否ヲ保留セリ。

「備考」

一月三日頃商船武裝問題ニ關シ、「バルファア」ハ加藤全權ニ對シ本問題ヲ餘リ強制セラレンコトヲ懇請シ、英國ノ苦痛ヲ訴ヘシカ本小委員會ノ後日英專門委員ノ非公式談合ニ於テ英國委員ハ本問題ハ英國ノ極メテ苦痛トスル處ナレ

ハ再考ヲ望ムト述ヘ、日本委員之ニ對シ然ラハ平時商船ニハ戰時武裝ニ關スル何等ノ準備工事ヲナサルコトヲ規定スヘシト提案シ、英國委員ハセメテハ六吋砲以下ノ準備工事ハ之ヲ除外センコトヲ求メ、種々折衝ノ結果條約第十四條ノ如ク協定シ、又協定國ノ一ニシテ戰爭ニ參加スル場合ハ該參戰國ノ商船武裝ハ任意トスルコトトシ各國委員之ニ同意シ本問題ノ論議ヲ終結セリ。

第二節 噸數問題

第一款 概 說

概說

一、第八回軍備制限委員會（一千九百二十一年十二月二十四日午後三時）ニ於テ潜水艦問題ノ討議アリ

「ドゥボン」「シャント」壇原ノ諸氏各陳述スル處アリシカ佛國全權ハ未タ政府ヨリノ訓令ニ接セス其要求噸數ヲ明確ニスルコトヲ得サリシヲ以テ議長「ヒューズ」ハ佛國全權ノ意見ヲ陳述シ得ルニ至ル迄會議ヲ延期スヘキコトヲ提議シタルカ「バルフォア」ハ噸ノ意義及噸數測定方法ヲ一定スル必要アリトテ閉會以前ニ本問題ヲ審議セムコトヲ求メ左ノ如ク陳述セリ

二、「バルフォア」氏

委員會ノ日程ヲ終ラムトスルニ際シ船舶噸ノ組織（Construction of Tonnage）及噸數測定方法（Measurement of Tonnage）ニ關シテ専門的審査ノ必要ナキヤ否ヤ問ハムトス

余カ此ノ提議ヲ爲セルハ、從來「噸」ニ就テ述ヘラレタル處多シト雖モ各國家力常ニ必スシモ同一ノモノヲ指シテ云ヒタルニ非サルコト及各自夫々異ル測定法ヲ有スルコトヲ知リタルヲ以テナリ余ハ孰レノ方法ニ依ルモ其ノ結果ニ大差ナキヲ知ルト雖モ國際的協定力將來ノ爲ニ定メラレムトスル目下ノ場合ニ於テハ此ノ二問題ヲ決定スルコト極メテ必要ノコトナリト思考ス「噸」ハ何ヲ意味スルカ如何ナル方法ニ依リテ測定セラルヘキカ等ニ關シテ爭論ヲ起スハ世界ニトリテ大ナル不幸ナリト云ハサルヘカラス

余ハ此ノ問題ハ技術的專門家ニ委託スルヲ以テ適當ト思考ス此ノ問題ハ普通ノ海軍士官ノ考慮ニハ適セサル事項ナラムモ各國ノ派遣委員中ニハ本問題ニ適當ナル結論ヲ與フル人士アルヘシト信ス此ノ問題ノ解決ハ、多クノ點ニ於テ満足ナル決定ヲ齎シタル軍備制限會議ノ事業ニ附屬シテ當然ニ爲サルヘキ事項ナリ、