

entwickeln, jeden Augenblick durch den Willen einer nicht zum Mittelmeer gehörenden Großmacht vernichtet oder ernstlich gefährdet werden können. Das ist die deutliche Lehre, die wir neun Monaten »Kontrolle« verdanken.

Rundschreiben der Vereinigung der ausländischen Schifffahrtsgesellschaften und Reedereien in Istanbul vom 5. August 1940 betr. die am 31. Juli 1940 eingeführten britischen Vorschriften über Navicerts und Ursprungszertifikate

ASSOCIATION DES CIES DE NAVIGATION ET DES ARMATEURS ETRANGERS

Note No. 307 du 5/8/40

Transmettant pour toutes fins utiles une note reçue du Consulat Anglais

1. Presence of German troops on Spanish frontier and German occupation of West coast of Europe from Norway to South of France necessitates changes in form of contraband control. It is no longer enough to examine ships entering Mediterranean or North Sea. It is necessary to control all shipping approaching Europe.

2. Under present system of contraband control, this would mean that ships would often have to be intercepted and conducted for examination to control bases far out of their course. Although it would be within the rights of H. M.'s Government as belligerent to do this, they wish to avoid it if possible, and have therefore decided to make general use of Navicerts for inward ships and cargo, and of certificates of origin for outward ships and cargo.

3. Under Navicert system, exporters in foreign countries overseas intending to ship goods through contraband controls submit their shipments for consideration in advance and in proper cases obtain through Consuls a Navicert showing that they have been provisionally approved. Similarly European exporters obtain a document known as Manifest provisionally approving goods as not being goods of enemy origin or in which an enemy has interest.

4. In addition to these facilities for individuals items of cargo masters of ships can, if they comply with requirements of contraband control in other respects, obtain a ship's navicert from a British Consul certifying that the whole of their cargo is covered by navicerts. In future ship's navicerts will also be available for outward bound ships carrying cargoes completely covered by certificates of origin.

5. These documents, in so far as they may be required, will be made generally available. As regards exports from British territory export licences will be equivalent to navicerts.

6. In future H. M.'s Government will assume that shippers and ship-owners will take advantage of arrangements which will save them much inconvenience in loss and delay. They will therefore regard as suspect a cargo not wholly covered by navicerts or British export licences, consigned to any of the following countries: Finland, Baltic states, Sweden, Spain, Portugal, Switzerland, Spanish and Portuguese Atlantic Islands, Spanish and International Morocco, Yugoslavia, Hungary, Greece, Bulgaria, Rumania, Turkey, European Russia. Since navicerts are not normally refused except

where actual or potential enemy destination is suspected, any unnavicerted cargo for these destinations will be liable to be seized as prize. Same will apply to any outward cargo not covered by certificate of origin.

7. In the same way inward bound ships sailing without ships' navicerts will be presumed to be doing so only because they were unable to obtain navicerts for the whole of their cargo, and therefore to be deliberately carrying contraband. Such ships will be similarly liable to seizure. Outward bound ships not provided with a ship's navicert will also be assumed to be carrying goods of enemy origin or interest and will be liable to seizure.

8. Accordingly H. M.'s Government have decided to announce that all ships sailing to or from any of the above destinations which leave their last port of call after to-morrow without obtaining a ship's navicert will, if intercepted by our patrols, be liable to be seized in prize. During initial period allowances will be made for cases where a shipowner has already loaded unnavicerted or uncertificated cargo.

These new regulations are in force as from the 31st July 1940.

Dokumente zu den britisch-französischen Maßnahmen zur Beschlagnahme deutscher Ausfuhrwaren

1. Britische Order in Council vom 27. November 1939¹⁾

ORDER IN COUNCIL FRAMING REPRISALS FOR RESTRICTING FURTHER THE COMMERCE OF GERMANY.

At the Court at Buckingham Palace the 27th day of November, 1939.

PRESENT,

The King's Most Excellent Majesty in Council.

Whereas His Majesty has been compelled to take up arms against Germany in defence of the fundamental right of nations to a free and peaceful existence:

And whereas German forces have in numerous cases sunk merchant vessels, British, Allied and neutral, in violation of the rules contained in the Submarine Protocol, 1936, to which Germany is a party:

And whereas merchant vessels, British, Allied and neutral, have been sunk by mines laid by German forces indiscriminately and without notification, in contravention of the obligations of humanity and the provisions of the Hague Convention No. VIII of 1907 to which Germany is a party:

And whereas the sinking of these vessels has been effected without regard to their nationality or destination or to the nature, ownership or destination of their cargoes:

And whereas these acts have already resulted in grave loss of non-combatant life, British, Allied and neutral:

And whereas it is manifest that the German Government have deliberately embarked on a policy of endeavouring to destroy all seaborne trade between the Allied and other countries by a ruthless use of the forces at their disposal, contrary to the laws and customs of war, the rights of neutrals and the obligations of humanity:

And whereas this action on the part of the German Government gives to His Majesty an unquestionable right of retaliation:

¹⁾ S. R. & O. 1939 No. 1709.