

No. 187

NETHERLANDS
and
UNITED KINGDOM OF GREAT BRITAIN AND
NORTHERN IRELAND

Agreement concerning the supply by the United Kingdom to the Netherlands of certain aircraft and equipment. Signed at London, on 4 December 1946

Dutch and English official texts communicated by the Permanent Representative of the Netherlands to the United Nations. The registration took place on 9 February 1948.

PAYS-BAS
et
ROYAUME-UNI DE GRANDE-BRETAGNE ET
D'IRLANDE DU NORD

Accord relatif à la fourniture par le Royaume-Uni aux Pays-Bas d'aéronefs et de matériel déterminés. Signé à Londres, le 4 décembre 1946

Textes officiels néerlandais et anglais communiqués par le représentant permanent des Pays-Bas auprès de l'Organisation des Nations Unies. L'enregistrement a eu lieu le 9 février 1948.

No. 187. AGREEMENT¹ BETWEEN THE NETHERLANDS AND THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND CONCERNING THE SUPPLY OF CERTAIN AIRCRAFT AND EQUIPMENT. SIGNED AT LONDON, ON 4 DECEMBER 1946

The Government of the United Kingdom of Great Britain and Northern Ireland and the Royal Netherlands Government;

Desiring to make arrangements for the supply by the United Kingdom to the Netherlands of certain aircraft and equipment;

Have agreed as follows:—

Article 1

1. Subject to the provisions of paragraphs 2 and 3 of this Article, the Government of the United Kingdom agree to sell, and the Royal Netherlands Government agree to purchase, the aircraft and equipment specified in the Appendix to this Agreement.

2. Some of the aircraft and equipment specified in the Appendix has already been delivered as Mutual Aid to the Royal Netherlands Government, and the remainder shall be delivered as soon as possible. In the event of unforeseen shortage of equipment arising, every effort will be made by the Government of the United Kingdom to find acceptable substitutes.

3. In so far as the aircraft and equipment specified in the Appendix includes items of equipment which have been obtained by the Government of the United Kingdom from the Government of the United States on Lend-Lease, the delivery and price of such items shall be subject to the completion by the Government of the United Kingdom of appropriate arrangements with the Government of the United States.

4. If the Royal Netherlands Government desire any aircraft or equipment specified in the Appendix to be delivered by air, such delivery shall be at the expense and the risk of the Royal Netherlands Government.

5. Subject to paragraph 4 above, aircraft and equipment still to be supplied shall, if coming from the United Kingdom or from a source outside Europe, be delivered by the Government of the United Kingdom free on board at the port

¹ Came into force on 4 December 1946, in accordance with article 3.

of embarkation; or (if coming from the United Kingdom) shall be delivered to a station or depot in the United Kingdom if so required by the Royal Netherlands Government. The cost of shipment and the risks of transport from the port of embarkation to the Netherlands or to the Netherlands East Indies shall fall upon the Royal Netherlands Government. Aircraft and equipment still to be supplied and coming from Royal Air Force depots or units in Europe shall be delivered by the Government of the United Kingdom at those depots or units, and the Royal Netherlands Government will assume the cost and risks of transport by road, rail or sea to the Netherlands or to the Netherlands East Indies.

Article 2

1. The Royal Netherlands Government shall pay for that portion of the aircraft and equipment specified in the Appendix which has not already been delivered as Mutual Aid the sum of £1,800,000 to the Government of the United Kingdom.

2. Payment of the above-mentioned sum of £1,800,000 shall be made in sterling as follows: £1,186,900 on or before the 1st December 1946, and £613,100 on or before the 1st June, 1947.

3. In the event of the Royal Netherlands Government desiring on or before the 31st July, 1946, to cancel the transfer of the Mosquito LBVI aircraft and other equipment under serial (IX) (a) of the Appendix, a credit equal to the amount included in respect of these items in the total sum above mentioned will be held at the disposal of the Royal Netherlands Government for the purchase of other equipment, and the Government of the United Kingdom will endeavour to arrange for the supply of such equipment.

Article 3

The present agreement shall come into force as from this day's date.

IN WITNESS WHEREOF the undersigned, duly authorised thereto by their respective Governments, have signed the present Agreement and have affixed thereto their seals.

DONE in London, in duplicate, this 4th day of December, 1946, the English and Netherlands texts being equally authentic.

E. MICHIELS VAN VERDUYNEN

O. G. SARGENT

APPENDIX

Unit or Formation (1)	Aircraft				Unit Equipment (6)	Spare Engines (7)	Station Ground Equipment (8)
	U.E. (2)	Reserve (3)	Wastage (4)	Total (5)			
FLYING TRAINING							
(i) 1 Station H.Q. (Gilze-Rijen)	—	—	—	—	—	—	Yes
(ii) I.T.S. (Satellite—Woensdecht) Aircraft— Tiger Moth	—	—	—	—	—	—	—
	35	9	12	56	Yes	21	—
(iii) 1 F.T.S. Aircraft— Harvard	—	—	—	(150)	—	—	—
(iv) 1 Station H.Q. (Twente)	—	—	—	—	—	—	Yes
(v) 1 Radio (W/Op.) School Aircraft— Proctor IV	5	1	4	10	Yes	3	—
(vi) 1 A.G. School Aircraft— Spitfire L.F. IX	4	1	4	9	Yes	3	—
(vii) 1 A.N. and B. School Aircraft— Anson I	10	3	12	25	Yes	6	—
(viii) 1 T.E. Conversion Unit Aircraft— Oxfords	10	3	11	24	Yes	12	Yes
(ix) 1 O.T.U. Aircraft— (a) Mosquito LB VI (b) Spitfire LF IX (flight)	16	4	18	38	Yes	30	—
	(8)	(4)	—	(12)	Yes	2	—
TECHNICAL TRAINING							
(x) 1 Station H.Q.	—	—	—	—	—	—	Yes

Station or Squadron M.T.	W.B. Technical Supplies	3 years' Maintenance Spares				3 years' Airframe and engine spares	Remarks
		Col. 6	Col. 8	Col. 9	Col. 10		
(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
Yes	Yes	—	Yes	Yes	Yes	—	(i) Col. 8 includes signals vehicles and equipment, station sick quarters and 2 relief landing grounds.
—	—	—	—	—	—	—	(ii) Includes grading flight.
Yes	—	Yes	—	Yes	—	Yes	
Yes	—	—	—	Yes	—	Yes	(iii) Harvards being obtained through United States sources. (150 fitted TR 1143 and 50 fitted VHF/BA also.) Col. 15 3 years TR. 1145 spares, 1 year VHF/BA spares.
Yes	Yes	—	Yes	Yes	Yes	—	(iv) Col. 8 includes signals vehicles and equipment, and sick quarters. <i>Air Defence Organisation</i> equipment also included in Col. 8.
Yes	—	Yes	—	Yes	—	Yes	
Yes	—	Yes	—	Yes	—	Yes	(vi) Col. 6 includes synthetic training equipment.
Yes	—	Yes	—	Yes	—	Yes	
Yes	Yes	Yes	Yes	Yes	Yes	Yes	(viii) See Note II. Col. 6 includes 2 Link Trainers, Photographic Section and signals vehicles.
Yes	—	Yes	—	Yes	—	Yes	(ix) (b) Aircraft also included in serial (xxi), Col. 4.
—	—	Yes	—	—	—	Yes	(ix) (b) 1 year's maintenance spares (Col. 11 & 15) only.
Yes	Yes	—	Yes	Yes	Yes	—	(x) Col. 8 includes sick quarters.

Unit or Formation (1)	Aircraft				Unit Equipment (6)	Spare Engines (7)	Station Ground Equipment (8)
	U.E. (2)	Reserve (3)	Wastage (4)	Total (5)			
TRANSPORT SQUADRON AND COMMUNICATION FLIGHT							
(xi) 1 Station H.Q. (Valkenburg)	—	—	—	—	—	—	Yes
(xii) 1 M.R. Transport Squadron . .	—	—	—	—	Yes	—	—
(xiii) Communication Flight—							
(a) Austers	20	—	—	20	—	—	—
(b) Dominie	4	—	—	4	—	—	—
(c) Lockheeds	—	—	—	—	—	—	—
(xiv) U.E.D.	—	—	—	—	—	—	Yes
(xv) Salvage Unit	—	—	—	—	—	—	Yes
(xvi) 4th Line Engine Repair Equipment (K.L.M. Amsterdam)	—	—	—	—	—	—	Yes
(xvii) Ammunition, Bombs, Pyrotechnics	—	—	—	—	—	—	—
(xviii) (a) Specialist Clothing	—	—	—	—	—	—	—
(b) Lubricants	—	—	—	—	—	—	—
(xix) (a) 6 sets type "F" Winches . .	—	—	—	—	—	—	—
(b) 6 .303 Handoperated Turrets	—	—	—	—	—	—	—
NETHERLANDS EAST INDIES							
(xx) 1 Station H.Q. (Sourabaya)	—	—	—	—	—	—	Yes
(xxi) 1 S. E. Day Fighter Squadron— Spitfire LF IX	16	4	18	38	Yes	35	Yes
(xxii) 1 L.R./G.R. Squadron— Catalina IV B	(9)	—	—	(9)	Yes	—	—
Dakota	(15)	—	—	(15)	—	—	—
(xxiii) A.O.P. Squadron— Auster III	16	4	18	38	Yes	20	—

NOTE I.—Column 15 includes (a) Engine repair spares up to 4th line. (b) Airframe repair spares up to 3rd line. (c) Maintenance spares and wastage vehicle for M.T. (d) Maintenance spares for Station Ground equipment, unit equipment and W.B. Supplies.

NOTE II.—Serial (viii) Equipment already supplied to the Netherlands Government is included.

Station or Squadron M.T.	W.B. Technical Supplies	3 years' Maintenance Spares				3 years' Airframe and engine spares	Remarks
		Col. 6	Col. 8	Col. 9	Col. 10		
(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
Yes	Yes	—	Yes	Yes	Yes	—	(xi) Col. 8 includes signals vehicles and 2 Link Trainers and station Sick Quarters.
Yes	—	Yes	—	Yes	—	—	(xii) Squadron formed by K.L.M. out of existing Flight (ex-1316 Flight).
—	—	—	—	—	—	Yes	(xiii) (a) Col. 15 includes value of demands for Austers already held and 12 months' maintenance spares only.
—	—	—	—	—	—	Yes	
—	—	—	—	—	—	—	(xiii) (b) Col. 15 includes unit equipment (specific to type only), spare engines and 12 months' maintenance spares, to be provided.
Yes	—	—	Yes	Yes	—	—	To cover all units, including Training Schools, in Holland.
Yes	—	—	Yes	Yes	—	—	
—	—	—	—	—	—	—	(xvi) Engine strip and assembly kits.
Yes	—	—	—	Yes	—	—	In accordance with R.A.F. estimated expenditure.
—	—	—	—	—	—	—	(xvii) Col. 9 M.T., &c., for Air Ammunition Park.
—	—	—	—	—	—	—	(xviii) As requested by Royal Netherlands Air Force Staff.
—	—	—	—	—	—	—	(xix) To be installed in aircraft by Dutch personnel in Holland.
Yes	Yes	—	Yes	Yes	Yes	—	(xx) Col. 8 includes (a) Signals vehicles and equipment; (b) Swollen equipment section and salvage element; and (c) Station Sick Qtrs. Col. 9 excludes marine craft.
Yes	—	Yes	—	Yes	—	Yes	(xxi) On a mobile basis (in Col. 6). See also serial ix (b). Col. 8 includes 2 erection equipments and 2 case slings.
—	—	Yes	—	—	—	—	(xxii) Col. 6 includes Catalina equipment of British origin only. Col. 11—1-year spares only.
—	—	—	—	—	—	—	
Yes	—	Yes	—	Yes	—	Yes	(xxiii) Radio Sets for aircraft being obtained through British War Office.

NOTE III.—Serial (xiv) Additional equipment, e.g. racks and bins, may be required later.

NOTE IV.—The air authorities of the United Kingdom will assess the amount of equipment to be supplied for maintenance and wastage and as airframe and engine spares on the basis of previous experience of the types of aircraft and equipment in question.