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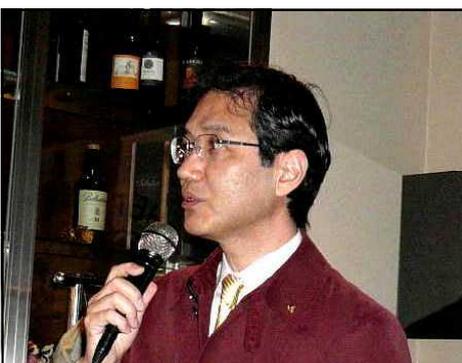
## Regular Meeting

The Fourth Regular Meeting reported by Ando.



The 4th meeting was held on February 16 at the restaurant Riposo Ginza. The meeting covered a wide variety of topics. Progress of the 39th annual exhibition in this coming April was reported by the directors in charge who requested proactive participation of the members and asked for volunteers to run the exhibition successfully. Curatorial director of the Museum of Maritime Science was invited as a guest speaker. Hokusan Corporation celebrated the 50th anniversary and special kit of wood finishing oil was sold in the meeting at the special price. Drinks and foods followed as usual.

Lecture by Mr. Iinuma, curatorial director of the Museum of Maritime Science, covering Funakagami and historical Japanese boats.



Funakagami is a kind of illustration book prepared by one of the commissioner's offices of the Edo period to identify the river boats used in the greater Edo area, which is today's greater Tokyo area. The commissioner's office was first created in 1625 to govern and to regulate the incoming and outgoing river boats carrying cargoes to the city of Edo. The office expanded its regulation to the boats for combined use of rivers and seas and later in 1802, the office prepared Funakagami, which covered 33 boats for use of rivers, combined use of rivers and seas and sea going with their respective illustrations. The ambition of the Edo shogunate government was to make its establishment solid by creating a nation wide logistics and distribution system.

There are 4 copies of Funakagami remained today and they are kept by the Museum of Maritime Science, Tokyo Metropolitan Archives, Tokyo National Museum and National Diet Library. The copy held by the Museum of Maritime Science is considered to be most close to the original.

The boats in Funakagami can be classified by 3 categories with following glossary.

- 1) Seagoing . . . . The boats were called O-mawashi and for long distance voyages. Representative type as called Bensaisen and its popular name is Sengokubune.

- 2) Combined use for rivers and seas ···· The boats were called Ko-mawashi and used for both rivers and seas. Representative type was called Godairikibune.
- 3) River going ···· The boats were called Uchikawa-mawashi. Popular names were Takasebune, Yakatabune and Oshiokuribune.

**Bensaisen (Sengokubune)**

The boats were used for long distance voyages and transportation was economical. Construction cost was low and voyage was managed by a few crew. Size was measured by Koku and the capacity was between 110 Koku and 960 Koku. Koku is a Japanese unit of measurement of volume and one Koku is equivalent to 180 liters. Wide variety of the seagoing boats were gradually unified to Bensaisen and operated for more than 200 and plus years. Larger boats could not be berthed and anchored in the offing. Cargo was transshipped to river boats. Inbound cargo to Edo from north was transshipped in the offing of Chosi to Takasebune, then passed Tone river and approached via Sekiyado. Cargo to Edo from west was transshipped in the offing of Shinagawa. In some films and TV dramas featuring the Edo period, large boats were berthed but such scenes are historically wrong.



◀ Boat painter Sugimoto Seishu worked on the boats called Kokutoku Maru of a wealthy merchant of wood in the Kaga clan in 1831. This painter specialized the boats and the hull and sails were accurately depicted.

▶ Painter Katsushika Hokusai worked on the 36 views of Mt. Fuji and one of the works depicted Bensaisen but its hull and sails were unnatural.

Perhaps Hokusai had not opportunities to see the boats closely.



◀ The picture of Bensaisen of 800 Koku class is rare, taken in the Meiji era around 1890.



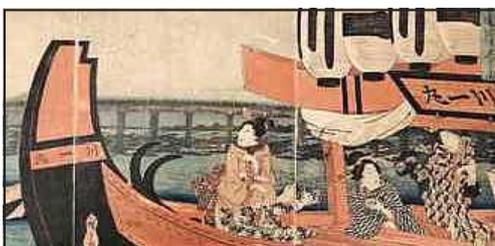
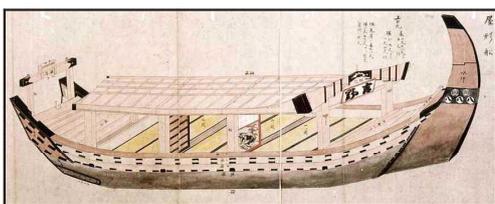
**Yakatabune**

Yakatabune was a pleasure boat of rivers with average length of 8m to 15m and width of 2m to 4m. Tax was levied based on the length and width of the boats.

Special measure was introduced to identify whether a boat was used by Samurai or by common people by putting special head at its bowsprit. When used by Samurai, the head was put as depicted in the illustration at the upper side, where as the lower shows the use by common people. Small size boat has a roof and called Hiyokebune or Yanebune.

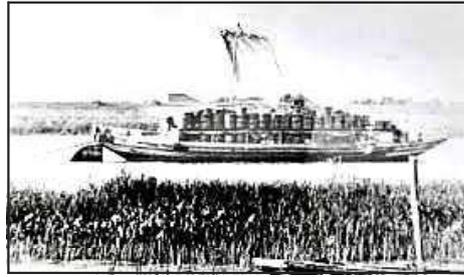
When used by Samurai, bamboo blind was hanged.

When use by common people, the blind was rolled up.

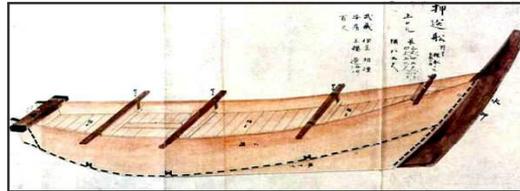


**Takasebune**

Takasebune was for combined use of rivers and seas with average length of 10m to 27m and width of 2m to 5m. Size was between 150 Koku and 200 Koku. Special feature of this boat is that ship's side was made of a single plate. Picture at the right is rare and shows the boat going river with full cargo.



Oshiokuribune

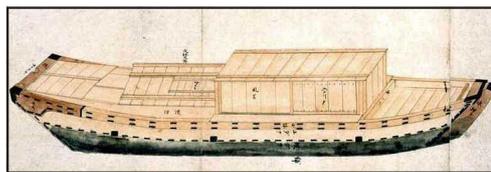


Boats were relatively small with a verage length of 10m to 13m and width of 2.4m.

Boats were without sails and rowed by 7 men and mainly transported fresh fishes to fish markets. Illustration depicts two boats and this is one of the famous Katsusika Hokusai's the 36 views of Mt. Fuji. Illustration highlights big waves

and Mt. Fuji but if looked at carefully, 7 rowers of the boats can be found. Composer Debussy is said to have created La Mer triggered by this illustration.

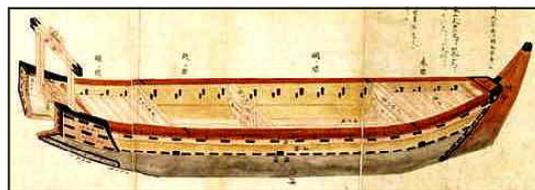
Yubune



Yubune was a unique boat fitted with kettles and offered bath service to sailors and port works.

Illustration depicts two naked men are taking a bath.

Chabune

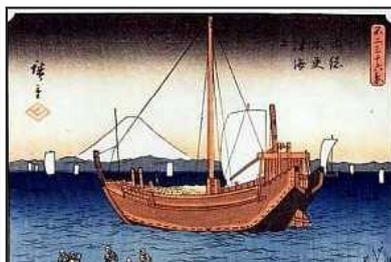
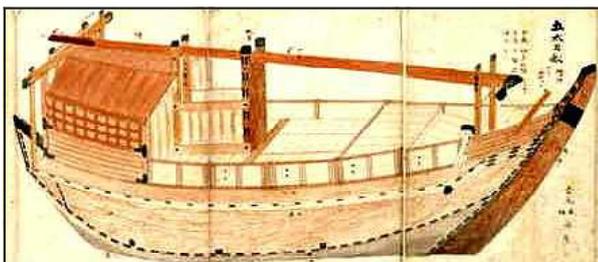


Chabune is a rowing boat and its bowsprit was thin and sharp as tusk of boars.

Because of its appearance of the bowsprit, boat is also

called Chokibune. Boats were operated in Sumida river of Edo and transported people to and from the pleasure district of Edo. Boats were sometime called Sanyabune.

Godairikibune



Godairikibune operated both in rivers and seas of mainly in the greater Edo area. Boats carried both cargo and people.

Average length is 10 m to 20m and width of

2.7m to 5.5m. Cargo could be loaded and unloaded without transshipment to small boats.