

Ref. 25269

Def. Doc. #1731-G

Agreement between the JAVA-CHINA-JAPAN LIJN N.V. of AMSTERDAM (J.C.J.L.) represented by Jhr. C. F. J. Quarles van Ufford and the NANYO KAIUN KABUSHIKI KAISHA of TOKYO (N.K.K.K.) represented by Mr. H. Terai for working the trade between Japan (Chosen and Taiwan not included) and the Netherlands East Indie and Vice-versa.

1. It is agreed between the parties hereto that the trade from Japan (Chosen and Taiwan not included) to the Netherlands East Indies, and from the Netherlands East Indies to Japan (Chosen and Taiwan not included), shall be worked by them in accord, subject to the terms and conditions herein set forward.
2. Subject to exceptions provided in clauses No. 4 (four) and 5 (five), of the total amount of freight on cargo carried by each party from Japan (Chosen and Taiwan not included) to the Netherlands East Indies and vice-versa, less rebate, transshipment charges, and charges to or from transshipment ports, a proportion of 30 percent (thirty percent), shall be retained as carriers' allowance, and the balance of 70 percent (seventy percent) shall form a pool to be divided as follows:
from Japan (Chosen and Taiwan not included)

	<u>J.C.J.L.</u>	<u>N.K.K.K.</u>
to Java ports & Macassar	35 ³ / ₄ % (thirty five & three quarter percent)	64 ¹ / ₄ % (sixtyfour & one quarter percent)
to Palembang	50 % (fifty percent)	50 % (fifty percent)
to Padang	50 % (fifty percent)	50 % (fifty percent)
to Manado	50 % (fifty percent)	50 % (fifty percent)
to K.P.M. ports, as defined in clause No. 5 (five), with transshipment	60 % (sixty percent)	40 % (forty percent)

from Netherlands East Indies to Japan (Chosen and Taiwan not included):

	<u>J.C.J.L.</u>	<u>N.K.K.K.</u>
from Java ports & Macassar	40 % (forty percent)	60 % (sixty percent)
from Palembang	50 % (fifty percent)	50 % (fifty percent)
from Padang	50 % (fifty percent)	50 % (fifty percent)
from Manado	50 % (fifty percent)	50 % (fifty percent)
from K.P.M. ports, as defined in clause No. 5 (five), with transshipment	60 % (sixty percent)	40 % (forty percent)

should ports in the Netherlands East Indies, other than Java-ports, Macassar, Palembang, Padang, Menauo, Balia-Papan and Oosthaven, be called at direct, the share of each party in the total nett freight-earnings on poolcargo to and from such ports will be divided between both parties according to percentages to be mutually agreed upon. It is understood that the freight-earnings of the Nippon Yusen Kaisha on poolcargo in the trade from Japan to Manado, and vice-versa, after deductions having been made as specified above in this clause, are included in the share of 50 % (fifty percent) of the Manado-trade, which is allotted to the N.K.K.K. The nippon Yusen Kaisha will be invited to join the pool-arrangement on this basis, as far as the Manado-trade is concerned.

3. This pool is to commence as from the 1st July, 1936.
4. Lumber, timber (except ebony wood), bullion, explosives and "open rate" cargo such as coal, livestock, refrigerated cargo and mail are not to be included in the pool accounts provided for in this agreement. However in case of enquiries, both parties will consult each other, and if possible such cargo will be booked for the steamer (s) which is (are) best situated and has (have) sufficient time and space available to load

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and carry the cargo.

Note: However, the nett freight on sugar to be included in the pool.

5. Through cargo other than transshipment cargo to or from K.P.M. ports is not to be included in the pool accounts provided for in this agreement. K.P.M. ports are ports in the Netherlands East Indies which are not called at by J.C.J.L. and/or N.K.K.K.
6. Should any steamer, chartered or owned, belonging to either party but not trading on the routes referred to in this agreement, take cargo either from Japan to the Netherlands East Indies or from the Netherlands East Indies to Japan, the freight on the cargo shall be returned to the pool as provided for in this agreement, except as otherwise stipulated in clause No. 11 (eleven).
7. Should any steamer be lost before completing her voyage, her nett earnings shall rank in the pool.
8. Accounts of the pool shall be made up every quarter, and as soon as possible after the end of each quarter the figures shall be determined and the division thereupon made.
 - A. The term "quarter" is the period between the 1st January and 31st March; 1st April and 30th June; 1st July and 30th September; 1st October and 31st December, respectively, in each year.
 - B. A ship shall be considered to belong to that quarter and be included in that quarter's accounts, in which she left the port of Kobe or last previous port in Japan if not calling at Kobe, on her voyage for the Netherlands East Indies, or the port of Sourabaya, or last previous port in the Netherlands East Indies if not calling at Sourabaya, on her voyage to Japan.

It is understood that all cargo loaded previously or subsequently to the sailing from Kobe or Sourabaya respectively shall be included in that ship's account. In case of unavoidable delay a ship shall be ranked to belong to that quarter in which she was scheduled to leave Kobe or Sourabaya respectively.

- C. Within one month after departure of each vessel from her last loading port each party will file with the Conference Secretary at Batavia for the Netherlands East Indian/Japan trade, and with the Conference Secretary at Kobe for the Japan/Netherlands East Indian trade a Manifest and a statement of all pool-cargo loaded by such vessel, indicating ports of shipment, transshipment and destination, number and description of packages, contents, weight, and/or measurement, rate of freight, gross freight earnings, rebates, transshipment charges, share of the K.P.M. and nett freight earnings.
- D. For the trade from the Netherlands East Indies to Japan and for the trade from Japan to the Netherlands East Indies separate pool-statements will be drawn up by the Conference-Secretaries. These pool-statements to be made by the Batavia-Secretary, will comprise the nett freight-earnings of both parties on all pool-cargo from the Netherlands East Indies destined for Japan, and those to be drawn up by the Kobe-Secretary, will comprise the nett freight-earnings of both parties on all pool-cargo from Japan destined for the Netherlands East Indies.
- E. Each party upon having received these pool-statements undertakes to examine same without delay, and as soon as having been found correct by them, payment shall be made by the party overearning to the party underearning of the amounts due. These payments will take place as far as the trade Netherlands East Indies/Japan is concerned at Batavia in cash in Dutch currency, and

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- for the trade Japan/Netherlands East Indies at Kobe in Japanese currency within 15 days after the pool-statements in question have been accepted by both parties, failing which interest at the rate of 4% per annum will be charged from the 15th day until date of payment.
9. Each company shall be responsible for the amount of freight called for by bills of lading.
 10. Concerning the calling at ports other than Java ports and Macassar, and other than main ports in Japan, and also as regards the number of sailings to such ports, each party shall maintain the "Status quo". If the requirements of trade or other circumstances should require the incidental or regular calling at other so-called "outports" in the Netherlands East Indies or Japan, or if the number of sailings to the outports called at under the "status quo" should have to be increased or decreased, such extra calls, or increased or decreased sailings, can only be arranged after mutual consultation and by mutual consent. It shall be decided according to the merit of the circumstances whether a pool shall be formed and whether the shares of each party in the pool provided in clause No.2 (two) shall be revised, on account of such extra calls or sailings increased or decreased as mentioned above.
 11. Both parties shall undertake to supply sufficient tonnage to meet the requirements of the trade and to carry their respective shares of the trade as stipulated in clause No.2 (two). When one of the parties is unable to supply the tonnage as above required, the tonnage may be supplied by the other party, by mutual consent. Cargo so carried shall not be considered as "over-carried cargo", and shall not be included in the accounts of the pool. When both parties require additional tonnage to meet the demands for cargo offering, and it is found necessary to charter for this purpose,

the profit or loss of such chartering shall be shared by the parties in the proportions provided for in clause No. 2 (two) for the division of the pool.

Chartering shall be arranged in consultation with the Agents at Kobe or Batavia, a preference being given to steamers of the parties if available at current rate. All earnings and expenses from the time of such chartering to the expiration thereof shall be included at current rates of exchange as fixed by the Agents of both parties in mutual consent.

12. The Agents of the parties at Kobe and Batavia shall respectively form a local Conference to cooperate in all matters affecting their joint interests, and the rate of freight and rebate on the cargo both from Japan to the Netherlands East Indies and vice-versa shall be fixed by such Agents in concert, and shall be the same by both parties.

13. Rate of freight and rebate shall not be altered without the consent of both parties.

14. The same tonnage scale of weight and measurement shall be adopted by the parties at all ports.

The system of weighing and measuring of cargo, as well as the customary facilities to be allowed in the trade shall be arranged after mutual consultation and by mutual consent.

15. This agreement shall come into force as from the 1st July, 1936, (inclusive) and shall continue in operation until 30th June, 1939.

Either party shall be at liberty to determine it on the latter date by previously giving to the other six months' notice in writing.

Failing such notice having been given by either party, this agreement shall continue from year to year until not less than six months' notice

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in writing has been given by either party to the other before January 1st in any year.

16. Any dispute or claim which may arise out of this Agreement which cannot be disposed of by the J.C.J.L. and N.K.K.K. themselves, shall be referred to two arbitrators. (for arbitration at Batavia or Kobe, as provided herein after), one to be appointed by each party or in the event that the arbitrators cannot agree then to an umpire to be mutually agreed upon and appointed by the arbitrators or in the event that the arbitrators cannot agree upon the appointment of an umpire then the President of the highest Civil Court having jurisdiction over the place of the arbitration shall be requested to appoint an umpire and in either event the findings of the arbitrators or their umpire as the case may be shall be final and binding upon the parties hereto.

The party requesting an arbitration shall signify to the other party in writing the arbitrator nominated by the requesting party and call upon the other party likewise to nominate its arbitrator within fourteen (14) days. If such term expires without result the Competent Court having jurisdiction over the place of the arbitration as hereinafter provided shall be requested to nominate the arbitrator of such other party and both parties shall be bound by the arbitrator so nominated.

The venue of an arbitration arising out of any dispute whatsoever Concerning the Japan to Netherlands East Indian trade shall be Kobe.

The venue of an arbitration arising out of any dispute whatsoever concerning the Netherlands East Indian to Japan trade shall be Batavia.

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All costs of any arbitration held in accordance with this clause shall be borne by the party declared at fault by such arbitration or in the event of a partial fault the costs shall be borne as provided by the decision of the arbitration.

Dated, Kobe, this second day of October nineteenthundredthirtysix.

JAVA-CHINA-JAPAN LIJN N.V.

NANYO KAIJUN KABUSHKI KAISHA.

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Jhr. C. F. J. Quarles van Ufford

H. Terai

General Far Eastern Representative.

Managing Director.

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Dated, Kobe, this second day of October nineteenthundredthirtysix.

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C E R T I F I C A T E

I, Tetsuo SHIOTSUKI, Chief of Archives Section, the Nanyo Kaiun Kabushiki Kaisha, hereby certify that the document hereto attached in English consisting of 7 pages and entitled "Agreement between the Java-China-Japan LIJN N.V. of Amsterdam" (J.C.J.L.) represented by Mr. C.F.J. Quarles van Ufford and the Nanyo Kaiun Kabushiki Kaisha of Tokyo (N.K.K.K.) represented by Mr. H. Terai for working the trade between Japan (Chosen and Taiwan not included) and the Netherlands East Indies and Vice versa" is a document which is in the custody of the Nanyo Kaiun Kabushiki Kaisha.

at Tokyo

Date : 10 June, 1947

/S/ Tetsuo, SHIOTSUKI

Witness : /S/ Masaru, TAKATSU

402821

Rejected

アムステルダム、ジャバ、チャイナ、ジャパン、ライン社（T、O、T
L）（代表者O、F、Tクアレス、フアン、ウツフォード氏）及東京南
洋海運株式會社（N、k、k、k）（代表者寺井久信氏）間ノ日本（朝
鮮台湾ヲ含マズ）蘭領東印度相互間貿易實施ニ關スル契約

一、兩社ハ日本（朝鮮、台湾ヲ含マズ）ヨリ蘭印及ビ蘭印ヨリ日本（朝鮮
台湾ヲ含マズ）ヘノ貿易ハ兩社ニ依リ協調ノ上記條件ニ從テ行ハルベ
キコトヲ茲ニ協定ス

三、第四節及第五節ニ定ムル例外規定ヲ除クホカ各社ニ依リ日本（朝鮮、
台湾ヲ含マズ）ヨリ蘭印ヘ及ビ蘭印ヨリ日本（朝鮮、台湾ヲ含マズ）
ヘ運送セラルル荷物ノ總運賃ヨリ公表長、第二船運賃及接續費ヲ控除
シタル殘額ノ三割ハ↓運送者他ノ留保トシ七割ハ左記共同計算ニ依
リ處理セラルルモノトス

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RETURN TO ROOM 361

日本メナド間ノ貿易ニ於ケル、ブール荷物ニ對スル日本郵船株式會社ノ分ハ兩社ノ契約ニ依テ定ムベキモノトス。此等ノ諸港ヘ又ハ此等ノ諸港ヨリノ、ブール荷物ニ對スル正味運賃ノ取
 シヤバ諸港、マカツサル、パレムバン、バダン、メナド、バリツクパ
 シン及ピ、ウーストハーフェン以外ノ蘭印諸港ニ直接寄港シタル場合ハ、

日本(朝鮮,台湾ヲ含マズ)ヨリ

下記諸港へ運送スル場合

T.O.T.L. N.k.k.k.

ジャバ諸港及マカツサル行	35 $\frac{3}{4}$ %	64 $\frac{1}{4}$ %
パレムバン行	50%	50%
バダン行	50%	50%
メナド行	50%	50%
K,P,M,港行接續	60%	40%

下記蘭印諸港ヨリ日本(朝鮮,台

湾ヲ含マズ)へ運送スル場合

T.O.T.L. N.k.k.k.

ジャバ諸港及マカツサルヨリ	40%	60%
パレムバンヨリ	50%	50%
バダンヨリ	50%	50%
メナドヨリ	50%	50%
K,P,M,港ヨリ接續	60%	40%

發シタル場合、該船ハ其ノ期ニ屬シ且ツ其ノ期ノ勘定ニ加入スベキモノトセラル。

避クベカラザル事情ノ爲メ出帆ガ遲延セル場合ニハ該船舶ガ神戸又ハ、スラバヤ、ヲ夫々出航ノ豫定タリシ期ニ屬スルモノトシテ取扱ハル。

(イ) 各當事者ハ船ガ積出港カラ出帆シテ一ヶ月以内ニ在バタビヤ、蘭日貿易協議會庶務及在神戸日蘭貿易協議會庶務ニ對シ積荷目錄及ビプール荷物ノ明細書ヲ提出ス、明細書ニハ次ノ諸事項ヲ記載スルモノトス。

積出港名、積換港名、行先、荷物ノ數及口數、其ノ内容、重量及寸法、運賃率、總運賃、割戻、積換手数料k、P、M、ノ割當額及ビ正味運賃。

(ニ) 蘭印ヨリノ對日取引及日本ヨリノ對蘭取引ニ對シ夫々別個ニ、プール、勘定書ガ協議會庶務部ニ依テ起案セラル、此等ノ、プール、勘定書中バタビア庶務部ニ依テ作成セラルルモノハ蘭印ヨリ日本向ケ

ノ總テノ、ブール荷物ニ對シ兩社ノ受クベキ正味運賃ヲ包含シ、神戸庶務部ニ依テ作成セラルルモノハ日本向ケノ、ブール荷物ニ→

對スル兩社ノ受クベキ正味運賃ヲ包含ス。

(ホ)各當事者ハ此等ノ、ブール勘定書ヲ受ケ取りタルトキハ遲滯ナク之ヲ検査シ其ノ正確ナルコトガ判明シタル場合ハ直チニ超過所得者ヨリ過少所得者ニ對シ相當額ノ拂戻ヲ爲スベキモノトス、此等ノ拂戻ハ對蘭取引ノ場合ハ該勘定書ガ兩當事者ニ手渡サレタル後十五日以内ニ、バタビア、ニ於テ和蘭通貨ニ依テ現金ヲ以テ支拂ハレ對日取引ノ場合ハ神戸ニ於テ日本通貨ヲ以テ支拂ハルベキモノトス、若シ之ヲ怠リタル場合ハ第十五日ヨリ支拂ノ當日ニ至ル年四分ノ延滯利子ヲ支拂フモノトス。

九各社ハ船荷證券ニ依テ要求セラルル荷物ノ額ニ對シテ賣ヲ負フモノトス。

○、ジャバ諸港及ビ、マカツサル以外ノ諸港及ビ日本ノ主要港以外ノ港ヘノ寄港及ビ其ノ寄港數ニ→關シテハ各社現狀維持ヲ約スルモノトス

發シタル場合、該船ハ其ノ期ニ屬シ且ツ其ノ期ノ勘定ニ加入スベキモノトセラル。

避クベカラザル事情ノ爲メ出帆ガ遲延セル場合ニハ該船舶ガ神戸又ハ、スラバヤ、ヲ夫々出航ノ豫定タリシ期ニ屬スルモノトシテ取扱ハル。

(イ) 各當事者ハ船ガ積出港カラ出帆シテ一ヶ月以内ニ在、バタバヤ、蘭日貿易協議會庶務及在神戸日蘭貿易協議會庶務ニ對シ積荷目錄及ビブール荷物ノ明細書ヲ提出ス、明細書ニハ次ノ諸事項ヲ記載スルモノトス。

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ノ總テノ、ブール荷物ニ對シ兩社ノ受クベキ正味運賃ヲ包含シ、神
 戶庶務部ニ依テ作成セラルルモノハ日本向ケノ、ブール荷物ニ
 對スル兩社ノ受クベキ正味運賃ヲ包含ス。

(ホ)各當事者ハ此等ノ、ブール勘定書ヲ受ケ取りタルトキハ遲滯ナク之
 ヲ検査シ其ノ正確ナルコトガ判明シタル場合ハ直チニ超過所得者ヨ
 リ過少所得者ニ對シ相當額ノ拂戻ヲ爲スベキモノトス、此等ノ拂戻
 ハ對蘭取引ノ場合ハ該勘定書ガ兩當事者ニ手渡サレタル後十五日以
 内ニ、バタビア、ニ於テ和蘭通貨ニ依テ現金ヲ以テ支拂ハレ對日取
 引ノ場合ハ神戸ニ於テ日本通貨ヲ以テ支拂ハルベキモノトス、若シ
 之ヲ怠リタル場合ハ第十五日ヨリ支拂ノ當日ニ至ル年四分ノ延滯利
 子ヲ支拂フモノトス。

九、各社ハ船荷證券ニ依テ要求セラルル荷物ノ額ニ對シテ賣ヲ買フモノト
 ス。

〇、ジャバ諸港及ビ、マカツサル以外ノ諸港及ビ日本ノ主要港以外ノ港へ
 ノ寄港及ビ其ノ寄港數ニ
 ↓
 關シテハ各社現狀維持ヲ約スルモノトス

貿易上又ハ其ノ他ノ事情ノ爲メニ蘭印又ハ日本ニ於ケル所謂アウトポ
 ートニ臨時ニ又ハ定期ニ寄港ノ必要アルトキ又ハ前記現状維持ノ寄港
 度數増加又ハ減少ノ必要アルトキハ兩社打合ノ上、合意ニ基キテノミ
 實施シ得ルモノトス。

前記特別 ↓ 寄港ノ度數ノ増減ノ爲メニ、ブールヲ形成スベキヤ否ヤ
 又ハ第二節ニ規定シタル各當事者ノ、ブールノ取分ガ修正セラルベキ
 ヤ否ヤハ夫々ノ場合ノ實情ニ基キ決定セラルベキモノトス

三、兩社ハ貿易ノ要求ヲ充タシ又第二節所定ノ各割當量ヲ運送スルニ足
 ル充分ナル噸數ヲ供給スベシ。

若シ一社ガ要求サレタル ↓ 噸數ヲ供給シ能ハザルトキハ他社ヨリ供
 給サルコトアルベシ、但シ此場合雙方ノ合意ヲ要スルモノトス。
 以上ノ如ク運送セラルル荷物ハ過剩運送荷物ト認メズ且ツ、ブール決
 濟ニモ、計算ニ入レザルモノトス。

若シ兩社 ↓ ガ提供セラレタ荷物ヲ運送スル爲メニ噸數ノ追加ヲ要求
 シ且ツソノ爲メニ傭船ノ必要アリト認メラレタル場合ハ斯カル傭船ノ

損益ハ、ブール取分
 ↓
 對スル第二節所定ノ比率ニ依テ兩社ニ配分セラルベキモノトス。

傭船ハ神戸又ハ、バタビアニ於ケル代理人ト打合ノ上取極メラルベキモノトス。然シテ傭船ニ當テハ出來得ル限り當事者所有ニカカル船舶ニ對シ現行傭賃ニ依テ優先ヲ認ム

斯カル傭船ノ開始ヨリ終結ニ至ルマデノ總テノ利得及ビ經費ハ雙方ノ代理人ノ合意ニ依リ決定シ從テ現行爲替相場ヲ以テ繰入レラルベキモノトス。

三、神戸及ビ、バタビア駐在ノ兩社ノ代理人ハ兩社ヲ代表シテ雙方ノ共同利益ニ關係スル諸船ノ事件ヲ協力シテ處理スベキ地方協議會ヲ組織スルモノトス。然シテ日本ヨリ蘭印又ハ蘭印ヨリ日本ヘノ荷物ニ對スル運賃及ビ割戻ノ比率ハ右代理人ノ協調ニ依テ決定セラルベク從テ又兩社ニ依テ同ジク決定セラルルモノナリ。

三、運賃及割戻ノ比率ハ雙方ノ承諾ナクシテ變更セラルルコトナシ。

一四、兩社ハ ↓ 總テノ港ニ於テ重量及ビ尺度ニ對シテハ同一ノ噸數計量ヲ採

用ス

荷物ニ適用スベキ度量衡制及ビ貿易ニ許サルベキ慣習的手段ニ就テハ

雙方打合ノ上、合意ニ基キ取極メラルベキモノトス。

一五 本契約ハ昭和十一年七月一日ヨリ効力ヲ發生シ昭和十四年六月三十

日迄有効トス。

何レノ當事者モ自由ニ書面ヲ以テ六ヶ月以前ノ通告ニ依リ本契約ヲ該日附ニ於テ終結スルコトヲ得。

當事者ノ何レカニ依ル斯卡ル通告ナキトキハ本契約ハ年々繼續サレ一月一日以前ニ書面ニ依ル六ヶ月以前ノ豫告アラザル限り有効ナルモノトス。

一六 本契約ヨリ生ズル虞アル總テノ異議若クハ要求ハ各社ヨリ一人宛任命サレタル二人ノ仲裁者ニ附託サル（後述ノ如ク、バタビア又ハ神戸ニ於テ行フベキ仲裁ニ）若シ仲裁者ノ合意成立セザル場合ハ其ノ合意ニ依テ任命セララル審判者ニ一任セラル若シ又審判者ノ任命ニ就キ仲裁者ノ意見一致セザル場合ハ仲裁ノ行ハルベキ場所ヲ管轄スル最高民

專裁判所長審判者ノ任命ヲ委囑セララルモノトス。
然シテ何レノ場合ニ於テモ仲裁者又ハ審判者ノ裁定ハ以後兩當事者ニ
對シ最終的拘束力ヲ有スルモノトス。
仲裁ヲ要求スル當事者ハ書面ヲ以テ相手方ニ自己ノ選任セル仲裁者ヲ
通告スルト同時ニ相手方ニ於テモ亦十四日以内ニ其ノ仲裁者ヲ指名ス
ベク要求スベシ、若シ相手方ニ於テ仲裁者ヲ指名スルコトナクシテ期
限經過シタル場合ハ下記規定ノ如ク仲裁ノ場所ニ對シテ管轄權ヲ有ス
ル裁判所ニ對シ相手方ノ選任スベキ仲裁者ノ指名ヲ要求スルモノトス。
斯クノ如ク任命セラレタル仲裁者ノ裁定ハ兩當事者ヲ拘束ス。
日本ヨリ對蘭取引ニ關シテ發生シタル總テノ紛争ニ依リ提起セララル
仲裁ノ裁定管轄區域ハ神戸トス。
蘭印ヨリ對日取引ニ關シテ發生シタル總テノ紛争ニ依テ提起セララル
仲裁ノ裁定管轄區域ハ、バタビア、トス。
本節ニ依テ行ハラル總テノ仲裁ノ費用ハ仲裁々定ニ依リ責任アルモノ
トシテ宣告セラレタル當事者ノ負擔トス、又一部責任アル場合ハ裁定

ノ決定スルトコロニ從テ負擔セラルルモノトス。

神戸ニ於テ

昭和十一年十月二日

ジャバ、チャイナ、ジャパン、ライン社

極東總代理人 O、F、T、フアレス
フアン、ウツフォード

南洋海運株式会社

専務取締役

寺井久信

證 明 書

自分、鹽月哲雄ハ南洋海運株式會社文書課長ノ職ニ居ル者ナル處、茲ニ添付セラレタル英文七頁ヨリ成ル「アムステルダム、ジャバ、チヤイナ、ジャパン、ライン社（J・O・J・L）（代表者O・F・Jクアレス・ファン・ウツフォード氏）及東京南洋海運株式會社（N・K・K・K）（代表者寺井久信氏）間ノ、日本（朝鮮台灣ヲ含マズ）蘭領東印度相互間貿易實施ニ關スル契約」ト題スル書類ハ南洋海運株式會社ノ保管ニ係ル文書ナルコトヲ證明ス

昭和二十二年六月十日

於東京

鹽 月 哲 雄（署名）

立會人 高 津 マサル（署名）