

9. 船渠の職工は第一番艙中甲板の錆落をなし始め又三等船客室内の外部の仕切板を取外す
14. 船渠の職工は徹夜で仕事をなす
15. 船渠の人夫は未だ忙しく仕事をして居る

参 照

Insulation とは孤立又は絶縁と云ふ意味にして客室などに於て男女と分つ場合に板で互に仕切る時其の仕切板を insulated board と云ふ又積荷の警戒に木材が使用せらるれば之れは insulated wood と云ふ

XXIII. Ground tackle.

1. Hands ranged cable on the floor of dock and cleared.
2. Hove cable out into dock and backed out all shackles and pins and chains carefully examined.
3. Fired the both cable.
4. Crew employed paying out chain and cleaning out chain locker.
5. Annealed steering chain and two anchor cables and tarred on.
6. Crew employed heaving in and stowing cable.

7. Veer out and hove in all length of both cables to take off turns.
8. Bent the cable and got the anchor on the gunwale.
9. Unstowed the anchors and bent the cable.
10. Unbent and stowed the chain cables in chain locker.

譯 文 繫船器具

1. 水夫は船渠の底に錨鎖を併列す
 2. 船渠の底面に錨鎖を操出し「ジャクル」及び「ピン」を取外して後嚴重に検査せり
 3. 兩舷の錨鎖を焼練す
 4. 水夫は錨鎖を操出して錨鎖庫を掃除す
 5. 操舵鎖及び二房の錨鎖を焼きて後「タール」を塗る
 6. 水夫は錨鎖を捲き入れ錨鎖庫に入る
 7. 兩錨鎖の全部を捲き出して後ち錨鎖の拗れを取りつゝ再び兩錨鎖を捲入れたり
 8. 錨に錨鎖を取付け錨を船の上縁に置く
 10. 錨鎖を取外して錨鎖庫に收む
- XXIV. Abbreviation.
- | | |
|------------|---------------|
| A. re Log. | |
| A/B. | Abeam. |
| A/C. | Alter course. |

Abm.	Abeam.
Ah'd.	Ahead.
⚓	Anchor
Baro.	Barometer.
Brg.	Bearing
C.	Cape.
Capt.	Captain.
Co.	Course.
Crs.	Courses.
Com'ced.	Commenced.
C/O.	Chief officer.
Dist.	Distance.
Deten.	Detention.
Dest.	Destination.
E'ly.	Eastealy.
Eng.	Engine.
E'r.	Error.
Etc.	Et cetera.
Fms.	Fathoms.
Fwd.	Forward.
Ft.	Foot or Feet.
F/H.	Full Ahead.
F/S.	Full Astern.
H.	Hour.

Hr.	Harbour.
Hrs.	Hours.
H/A	Half Ahead.
H/S	Half Astern.
Id.	Island.
Lat.	Latitude.
Long.	Longitude.
Lt. H.	Light House.
M.	Minutes or Miles.
Mod.	Moderate.
Mt.	Mountain.
N.B.	Nota Bene.
No.	Number.
N'ly.	Northerly,
Pass.	Passage.
Pt.	Point.
Req.	Required.
Rev.	Revolution.
Starb'd	Starboard.
Sig.	Signal.
Sp'd.	Speed.
Str.	Steamer.
S.S.	Steam Ship.
S'ly.	Southerly.

S/s.	Slow Astern.
S/H.	Slow Ahead.
2/o.	Second Officer.
S/C.	Set Course.
S/L.	Set Log.
S/B.	Stand by Below.
Temp.	Temperature.
3/o.	Third Officer.
Var.	Various.
W'ly.	Westerly.
W'r.	Weather.

B. re Time.

A.M.	Ante Meridieum.
P.M.	Post Meridieum.
L.M.T.	Local Mean Time.
S.A.T.	Ship's Apparent Time.
S.T.	Standard Time.
Sur. or S.	Sunday. (Heavy type S.) 太陽ノ日
Mon. or M.	Monday. 太陰ノ日
Tues. or Tu.	Tuesday. Teut 神ノ日
Wed. or W.	Wednesday. Woden 神ノ日
Thur. or Th.	Thursday. Teor 神ノ日

Frid. or F.	Friday.	Friga 神ノ日
Sat. or S.	Saturday.	Saturn 神ノ日
Jan.	January.	
Feb.	February.	
Mar.	March.	
Apl or Apr.	April.	
May.	May.	
Jun.	June.	
Jul.	July.	
Aug.	August.	
Sept.	September.	
Oct.	October.	
Nov.	November.	
Dec.	December.	

shipping large quantities of water fore and aft. Cargo might be damaged.

I hereby affirm the correctness of the above report.

Signature Sd/ Kitataro Yoshino

Master of s.s. "Kobe Maru".

Date and place, Kobe, June 12th, 1922.

To the Marine Office

for the port of Kobe.

N. B. For Chief Engineer's blanks filled up only in case machinery is concerned.

Sd/, i. e. Signed.

譯文

報告書

船舶	{	名稱	神戸丸
		種類	日本國汽船
		番號	壹貳參四五
船籍港		神戸港	
船舶所有者		神戸汽船會社	

船長	{	氏名	吉野北太郎
		住所	神戸市熊野町十番地
		海技免狀ノ種類	甲種船長

機關長	{	氏名	
		住所	
		海技免狀ノ種類	

發航港 シアトル港

到着港 神戸港

事實發生ノ場所

北緯	四十度零分ヨリ
北緯	三十八度零分
東經	百六十度零分ヨリ
東經	百五十度零分

事實發生ノ年月日

六月七日午後九時
至六月九日午前九時

事實ノ顛末

六月七日午後中ニ颶風ノ風烈アル猛惡ニシテ且ツ雨ヲ伴エル強風ニ遭遇シテ此ノ天候ハ六月九日午前マデ連續セリ 本船ハ總テノ通風管ヲ引抜キ栓ヲ差シ且ツ前後ノ艙口及ビ開閉口ヲ密閉セリ而シテ船體ハ非常ニ激敷ク南西ノ巨浪ニ動搖シ船内響音ヲ生ジ山ノ如キ巨浪ハ船内ニ踊リ込ミ甲板上ハ常ニ海水漂流シタリ故ニ艙内ニ積載シタル荷物ニ損害アルヤモ斗リ難タシ

右報告仕候也

神戸碇泊汽船神戸丸船長
吉野北太郎

大正十一年六月十二日
神戸海事部御中

凡例第二

On the way to Manila, P.I., from Nagasaki, the violent storm sprung up from northerly direction at the midnight on the 15th September and continued its blowing until the evening, abt 5 o'clock, September 16th, 1922. During the storm, it was impossible without great danger to get along the upper deck, as the seas swept all over her, and Ship picking and tossing heavily. Ship handled under lying-to, bringing the sea aft or nearly so on the height of storm, six hours long, and barometer falling to 28.70 inches at the minimum. Oil was used liberally on both side. Half past three o'clock on the morning, September 16th, washed the port side gangway away and carried away wire-reel aft and starb'd poop ladder and caused the small damages to deck fittings.

譯文

長崎港を解纜して比律賓群島の麻尼刺に航行中の途上九月十五日の正子より烈しき北方の暴風吹き募り出し翌九月十六日の午後五時頃迄で連続せり暴風中は激浪甲板上に相次いで打揚がり甲板上に留まるは誠に危険を感じたる程にして且つ船體は巨浪に依り一上一下激しく動揺せり船は暴風の最も烈しき頂上に於て六時間に亘りて波浪を船尾又は殆んど船尾に受けて漂蕩するの不得止ざるに陥り且つ晴雨計は最低示度貳拾八吋七〇を示せり而して油の大量を兩舷より滴下して波浪の進入するを防ぎたり 九月十六日午前三時半遂に左舷の船梯を浪に奪はれ且つ船尾の鋼索臺及び右舷船尾樓の梯子を浪に取拂はれ其他甲板上の装具に小損害を與へたり

凡例第三

On the way from Yokohama to Sydney, Australia. There on the 17th of December, 3 p.m., barometer dropped 29.80 to 29.30 inches during eight hours, the wind and the sea increasing its force and strength gradually. Batten down and lashings on all hatches,

covered ventilator sockets and all other deck openings, and put storm iron deadlights on all air ports, under utmost warning for winter stormy weather since coming down the Tokio Bay. On the following day, December 18th, 4 a.m., the ship making the worst weather as a strong gale and very high sea, and ship rolling and plunging violently, completely flooding decks all the times, frequently shipping seas on bridge deck.

The above condition of the wind and sea continued to midnight, December 19th, 1922. Some damages of stowed cargo may be expected on account of violent straining of ship and continuous flooding decks during the storm long.

譯文

横濱港より濠洲シドニー港に向け航行中十二月十七日午後三時に晴雨計を検せしに僅か八時間の間に貳拾九吋八〇より二十九吋三〇に低下し且つ風波も漸次其の勢力を増加せり 本船は東京灣口を出たる以來各艙口を密閉し且つ綱索にて縛着し通風幹其他甲板の開閉口を悉く覆をなし且つ各舷側の圓窓は暴風用鐵板覆にて掩護し

冬期の烈しき暴風に就て充分に警戒を加へ航行せしも翌十二月十八日午前八時天候は大強風にして高浪の如き荒天と成り船體は横動烈しく波間に度々陥ち込み侮水打揚ぐる如き有様にして上述の天候は十二月十九日正子まで連続せり以上長き間船體の激動と甲板上の漂水ありたるに依りて船内積荷の損害あるやも量り難し

凡例第四

On the flood tide, the ship come up the bay toward the Pennsylvania Railway Pier, tugboat "Boston" came near ship's alongside, for holding her against the tide, by our request. When the tug made fast to ship's port quarter, she touched slightly on our ship's port counter, while our engine was working slow speed ahead. Engineer on duty reported presently that some shock given on the engine. After made her fast to the pier, sent down diver to examined the propellar and found slight damage on the top of two blades. After raising stern by discharging cargo, examined again them and found damage exactly as per attached sketch.

[The sketch omitted]

譯文

本船は順潮時に「ペンシルバニア」鐵道棧橋に向ひ灣内を航行せり而して潮流に本船を留め置く目的の爲め本船は曳船ボストン號を招要し曳船は直に本船舷側間近かに來船せり 曳船を本船左舷船尾に繫留する際に曳船は軽く本船左舷突出部に接觸せり但し此の間本船の機關は徵速力前進に使用し居りたり而して間もなく當直機關士より機關に或る激動を感せりとの報告に接せり 棧橋に繫留後潜水夫をして推進機を調査せしめしに推進機の二枚の翼の先端に輕少なる損害ある事を確めたり而して積荷を陸揚して後再度調査せしめたる所附録の見取圖の如く詳細に損害を確めたり

參照

船舶の後方より推進機を見る時は翼の後面を翼面 Face of a blade と稱し翼の前面を翼背 Back of a blade と稱す又翼の前方の縁を先縁 Leading edge と稱し翼の後方の縁を從縁 Following edge と稱す而して推進機の直徑とは中心より最も遠き翼端が畫く圓を云い其の圓の面積を圓板面積 Disk area と云ふ又翼の面積とは其の翼面の面

積を云い推進機の面積とは翼面の面積の總和を云ふ 推進機の Pitch とは翼面が固定せる雌振じの中に有つて一回轉する時推進機が軸の方向に動く縦の距離を云ふ Pitch ratio とは上述のピッチと推進機の直徑の比を云ふ而して推進機の回轉に依りて前進の速度はピッチに回轉數を乗じたる速度より小にして此の速度の差を Slip と云い slip をピッチに回轉數を乗じた速度で除したる者を滑比 Slip ratio と云ふ

凡例第五

April 10th, 7-15 a.m., the anchor being up, put engine full speed ahead in charge of pilot, Mr. Nelson, and proceeded to loading berth using engines variously as required. 9-40 a.m. arriving at the berth, and starboard anchor was first dropped and chain paid out for 60 fms, and the ship was successfully turned round with stern to the stern mooring buoy, with the starboard chain and the engine going ahead. All went well so far and the other anchor was let go at 10-00 a.m., at that time there was a swell. To get near to the buoy, the ship was going astern easily, with the engines slow

astern and stop. 10-25 a.m. put engine slow astern again, and unfortunately at that time an unusually big swell came in and it gave a heavy strain on the starboard cable, threw the stern suddenly to the port side. Seeing the stern closing to the buoy for lighter mooring, stopped engine as soon as possible, but in a moment the propellor got fouled with the chain of the above buoy. 11-17 a.m., made her stern to the stern mooring buoy properly, finished with engine. On the morning of next day, April 11th, Mr. Harrison, the diver, examined the propellor and found it had fouled with several turns of chain. On the morning of the 12th, the diver went down and cleared the chain, and afterward he made through examination and found no damage.

譯文

四月十日午前七時十五分に拔錨の上水先案内人ネルソン氏の指揮に従ひ全速力前進に機關を使用して後ち途中種々機關を使用して積荷場所の方に進行せり。午前九時四十分積荷場所に到達して先づ最初に右舷錨を投下し錨鎖の六十尋を

延長す而して本船々尾より繫索を船尾繫留浮標に取り其の繫索と右舷錨鎖及び機關を前進に掛けて都合宜く船首を廻轉したるに依り午前十時に左舷の錨を投下す其の當時根浪ありしを以て船尾繫留浮標に接近するには機關を使用しても微速力後退又は停止に掛けて静かに後退せり。午前十時二十五分再び機關を微速力後退とす時に突然巨大なる根浪來り右舷錨鎖に非常なる張力を加え船尾を左舷に寄せ付け解用浮標に船尾が接近せるを認めし故に直に機關を停止せしも遂に其の浮標の鎖は本船推進機に搦まりたり。午前十一時十七分充分船尾繫留浮標に繫留し機關用意を解く。翌四月十一日朝に潜水夫ハリソン氏をして推進機を調査せしめしに錨鎖數回轉搦り居る事を發見せり。翌々日の朝潜水夫潜水の上鎖を取り外し其後各所を調査せしかど他に異狀を認めず。

凡例第六

The ship dragged her anchors during a terrific squall, with blinding sheets rain, obscuring everything and came down on s. s. "Tokio Maru", started to move engine ahead but before we could do so. The cable of s. s. "Tokio

Maru" got around our propeller, rendering her helpless: Shortly afterward the said steamer struck our port side just above the water line, abreast of No. 4 hatch and scrapped down until abreast of No. 3 hatch: Finding it impossible to get clear of him, as he had nearly all his cable out, got all the fenders we could bore the side, he laying with his stem against our side and lashed his stem to our quarter: Sounded ship fore and aft and found her not making any water. To-morrow morning, wind moderating. S. S. "Tokio Maru" slipped her cable which was around our propellor and got clear of us after doing a considerable amount of damages: Hove up port anchor which was foul and found it hooked out s. s. "Tokio Maru's" cable: Kowloon Dock barge came, on and cast adrift shackle, buoyed chain and let go chain from our propeller leaving fifteen fathoms still around it: Sounded ship still not making any water:

譯文

猛烈なる陣風に加ふるに篠衝雨ありて四界の光景を辨せず其の内本船は走錨し始めしに依り機

關を前進に掛けたり共壓流のため遂に汽船東京丸に流れ掛りたり而して東京丸の錨鎖が本船の推進機に搦み付きたる故本船は施す術なく實に進退維れり暫時の後東京丸は本船左舷側第四番艙の正横の丁度水際の上に接觸して第三番艙の正横まで擦り去りたり而して東京丸の錨鎖を全部繰出しても互に安全を感ずる程度に至らざる事を悟りしかば本船の左舷側に有る限りの護舷物を吊り下げて本船の舷側に東京丸の船首を駐めて本船船尾と搏着せり 其後本船の各艙内の水量を計量せしも少しも漏水を發見せず 翌朝風勢も大に和ぎたる故に汽船東京丸は本船の推進機の周りに搦り居る彼れの錨鎖を切離しに取掛り大損害を被りたる後漸くにして切離したり左舷の錨を捲き上げ見たるに搦錨となり居りて且つ東京丸の錨鎖を鈎け居りたり 九龍船渠の汽艇來船し東京丸より切離したる錨鎖の接目を取脱し此等の錨鎖には浮標を付け置き海中に投下したれ共尙は十五尋の錨鎖を取り去る事能はざりき 船内各艙内の水量を計量せしも尙は漏水を發見せず

參考

Protest とは報告書と譯せるも原來抗議すると

云ふ意味あり蓋し船體及び貨物に損害を生じたる時に不可抗力に依るものとして船長其の責任を負はざる旨を抗議する意味なり而して海難等の生じて共同海損の場合に遭遇せる時其他の場合には報告書を管海官廳に提出し其の認證を受け其の原本は直に船主に送附するものとす又衝突其他海難生じたる後報告書の作成は勿論なれども最近の港又は寄港地に入港せる時は前途の航海に支障なきか否や即ち船舶の航海耐航性 Seaworthiness を有するや否やの懸念ある場合には後日の照査に資ると同時に我國海商法五百六十一條の規定に依り Lloyd's Surveyor 等に就き鑑定を求め鑑定書を申受くる方安全なりとす下に「ロイド」鑑定人の鑑定書を掲ぐ

L. Savon & Co.
Dock & Coal Depots, Ltd.,
Lloyd's Agents.

Port Thewfik, Suez Canal.
Dec. 10th, 1922.

We, the undersigned, at the request of Messrs. L. Savon & Co. Ltd., this day proceeded on board the Jap. steamer "Tokio Maru" to examine & report upon her & the damage sustained by her after having been in collision with British steamer "London" in the Suez Canal. we find as follows:—

Ship's name in brass lettering entirely carried away on port bow.

Three glass deadlights broken & plates scratched in way of upper forecastle.

One glass deadlight in lower forecastle broken & the brass frame & one bolt also broken.

No. 2 plate from stem on deck sheerstrake indented about three quarters to one inch for a distance of four to five feet.

Third plate from stem indented about three quarters to one inch depth & three frame rivets shaken.

Third plate from stem, water line strake, indented in way of side stringer, shell lug slightly started & respective rivets skaken.

We recommend that cement boxes be made in way of all the shaken rivets & in order not to loose time this should be done whilst the ship is on her way. There is no damage to interfere with the ship's seaworthiness & we give this as a seaworthy certificate.

	W. Peak.
Fee Received.	Master Mariner.
L. 3-3-0	W. Hawker.
	Super't Engineer.

Seen under all due reserves of clauses and or condition in policy and or policies of insurance.

	L. Savon & Co.
Fee received	Dock & Coal Depots, Ltd.,
L. 3-3-0.	M. Norman,
	P. P. Managing Director.
	Lloyd's Agent.

譯文

下記に親署記名した我々は「エル・サボン」商會殿の招聘に依り本日日本汽船東京丸に赴き同船が蘇士運河航行中英國汽船倫敦號と衝突し蒙りたる損害を検査し且つ鑑定せし所損害は下記の如し

左舷船體の眞鍮板船名文字は全く取去らる
上部船首樓に於て圓窓の硝子三枚は碎け且つ外側に搔り傷あり

下部船首樓の圓窓硝子一枚碎け其の眞鍮枠及び其の一本の鉸鉸は破損せり
船首材より第二番目の甲板舷側厚板は深さ約四分三吋乃至一吋長さ四呎乃至五呎凹む
船首材より第三番目の外板は深さ約四分三吋乃至一吋凹み且つ肋骨の鉸鉸三本弛緩せり
船側縦通材の並にて且つ船首材より第三番目の外板即ち水際の舷側板は凹み「シエル・ラグ」が少し離れ其の鉸鉸は弛緩せり

我等は總て鉸鉸の弛緩せる所に洋灰箱を作成し其所に當つれば航海に差支なき事を認證す但し當港で徒に時日を空費せざる爲め此の作業は抜錨後航行中に爲して差支なきものとす 其他に船舶の耐航性を妨害する損害なく茲に船舶耐航證として本狀を授與す

海事鑑定人

手數料納收 ダブルユー・ピーク

參磅參志零片 監督機關士

ダブルユウ・ホーカー

上記の事實は保險證券等に保留せられたる條目又は條項に牴觸せざる事を認む

ロイド代理店エル・サボン商會

手數料納收 船渠及石炭部

參磅參志零片 支配人代理

エヌ・ノルマン

参 照

Cement boxesとは木材にて箱を作り其の内に洋灰を一杯満たして弛緩せる上に當つる事を云ふ

参 考

下記は汽船八幡丸の共同海損に關して「ロイド」鑑定人の鑑定書なり

Survey Report.

20th March, 1921.

This is to Certify that I, the undersigned, Surveyor to Lloyds Agent, on the 17th of March, 1921, did attend at the request of Messrs. Takei & Co., at No. 10 Shed, Custom Compound, Yokohama, to survey and report on shipment of Wheat Bran, landed ex s. s. "Yawata Maru" after her arrival here on the 10th of March, 1921, and found:—1600 bags of wheat bran: 784 Piculs, B/L 30 A Mark could be traced. Packed in single bags of about 50 kin each. Sound Market value, duty free, Yen 3.66 per picul. Shipper; Yokoyama & Co. Underwriter; Nippon Marine Insurance Co. It is reported that fire broke out on board the s. s. "Yawata Maru" on the 2nd

of March in or near the 3rd class baggage room From here it spread to the reserve bunker and No. 2 hold. Steam was used in an attempt to extinguish the fire. As smoke was seen coming from No. 1 hold, steam was used there also. After her arrival at Nagasaki, cargo was shifted and water pumped into the hold by the salvage boats. The fire was extinguished on the 6th. No less than 17 ft of water were recorded in reserve bunker lower hold. Much damage to cargo resulted from fire, water and/or steam and forced handling.

The above goods were landed very badly damaged by steam and/or water.

In agreement with the consignees, I have assessed the depreciation in value of the above goods at 65 %, and recommend that this assessment be adopted in settlement to be subject to the terms, conditions and exceptions of the Policy of Insurance.

The Cost of this report is Yen : 30.00

譯 文

下記に親署記名せる如く「ロイド」代理店の鑑定

人たる拙者は千九百二十一年三月十七日武井商會殿の依頼を承諾し横濱税關構内第十番上屋に赴き千九百二十一年三月十日當港に到着したる汽船八幡丸より陸揚せられたる小麥糠の荷物を検査し且つ鑑定書を作成し之れを證明する事下の如し

小麥糠千六百俵也

重量四百八十四擔

船荷證券は三十甲號に照合

一袋の重量は五拾片にして一皮俵で包裝

市場時價は關稅なしで一擔參圓六拾六錢

見當

荷送人は横山商會

保險人は日本海上保險會社

三月二日汽船八幡丸の三等船客手荷物室附近に出火ありて此處より豫備石炭庫及第二番艙にまで其の勢力を振りしかば鎮火せしむる目的で該所に蒸氣を吹き込ましつありしに又もや第一番艙よりも煙り立昇り飛火せる形跡ありし故又該所にも蒸氣を吹き込ましたり 該船長崎港に入港後は積荷を他に移し救助船の唧筒で艙内に注水し三月六日全く鎮火せり而して豫備石炭庫下部船艙には一時注水量十七呎以上に達せりと云ふ 而して荷物は火事注水及び蒸氣 手荒き

取扱にて澤山の損害を生じたり

上記の荷物は蒸氣又は注水で酷く損害を受けて陸揚されたる者なり

拙者は上記損害荷物の價格を六割五歩低減に評價し荷受人も同意せり而して此の損害填補額算定は清算又は共同海損評價上に採用し得る者と認證す 他の清算は保險證券面にて契約せる項目及び條項及び除外例に従て變化す

鑑定書作成料金 金參拾圓也

參 考

下記は汽船金剛丸の共同海損に關し船主三井物産會社の發したる通告書なりとす

Messrs.....

Dear Sirs,

We regret to advice you that a fire broke out in the early hours of the 12th inst. in the No. 3 hold of our s. s. "Kongosan Maru" at Latitude 48° North and Longitude 164° East, while she was running from Seattle for Y'hama. According to wireless we received from the ship, it seems that sea-water and steam was fortunately extinguished after a few hours. However, to entirely check the conflagration, they also poured

more or less steam into the hold the No. 2 hold which is connected with the said No. 3 hold through Bridge space. Damage are feared especially to cotton, soda ash, wire rope, steel etc. loaded in the No. 3 hold.

The owners decided to call up a General Average and the consignees are requested to send in the Average Bond duly signed together with Valuation before taking delivered of their shipments.

Yours faithfully,

M. B. K.

譯文

遺憾ながら申上度儀は本社汽船金剛山丸事シアトル港より横濱に向け航行の途中本月十二日早刻北緯四十八度東經百六十四度の海上に於て該船の第三番船艙より出火仕候事に御座候 出火は其後幸運にも蒸氣と注水の力に依り數時間の後鎮火に歸したりと該船より無線電報にて承知仕候得共全く鎮火致すべく上記三番船艙と第二番船艙は船機樓直下構内にて繼續致し居る關係上第二番船艙にも多少の蒸氣及び注水致し候次第に御座候 右の次第に付き第三番船艙に積載

致し居り候積荷の内綿花、曹達灰、鋼索及び鋼板には損害ある者と推察致し居り候 茲に弊社は共同海損に致すべく手配仕り候故受荷主の御方は該船積荷御引取の前に海損契約書に御署名相成り且つ荷物の價格表を副へ御送付被下度右御通知申上候 敬具

三井物産會社

第二編 雜 錄

第一章 船長の命令簿

第一項 夜間命令簿

夜間命令簿 Night Order Book とは船長の寢所に入る前に夜中に要する船長の命令を間違なく確實に遂行せしむべく記入しある帳簿にして當直に立つ前に宜く熟讀したる上親署記名し該命令通りに當直をなす者とす而して該帳簿の冒頭には一般に平常に於て嚴守さるべき條項を記載す

The Kobe Kisen Kaisha's S.S. "Kobe Maru,"

Standing Order:—

- 1st. Officers on watch should never leave the bridge, unless you are relieved by captain or other senior officer.
- 2nd. When you want to communicate with captain do so by chit and do not leave the bridge yourself.
- 3rd. Always report to captain any thing seen as a point, island, land, light, and ship,
- 4th. Always keep a sharp lookout, day and night, and note passing, anything, give all vessels

a wide berth, and call me at once if you are in suspicion.

- 5th. If you approached to any immediate danger, at any time, be prompt work the engine at once stopping or going astern, then call me at once.
- 6th. Always be careful for navigation lamps, whether they are burning brightly or not fore and aft.
- 7th. Fog, Snow or heavy rain, call me at once and put stand by engine, should sound steam whistle as per Regulation, and get sounding gears ready.
- 8th. Never passed the land not less than Two miles off. If you find that the ship is closer than two miles, you should mind that to shove her off at once and call me.
- 9th. When you call me, at any time, give me called again and again until I got up on a bridge.
- 10th. The chart is always on the chart table, use it any time, and make yourself familiar with all lights, points, lands and shores, take frequent cross bearing and then put them down on the chart.

- 11th. Always take Four Points Bearings of any passing objects and note the time and the log indicated. Report me the distance off, the time passed, and log indicated when abeam.
- 12th. Take Amplitude and Azimuth if weather permitted, day and night, and note in the Compass Journal, and if there is any unusual attraction in the deviation, call me at once.
- 13th. The course should not to be altered without my order, except to avoid collision or dangers.
- 14th. All officers must absolutely be obedient to chief officer as it is with Captain.
- 15th. Read until you thoroughly understand the above order, and bear in your mind always when you are on duty, and carried them out as strictly as possible.

Sd/ K. Yoshino.

Master.

- Chief officer Sd/ A. Kita.
 Second officer Sd/ A. Higashi.
 Third officer Sd/ A. Minami.
 Fourth officer Sd/ A. Nishi.

譯文

神戸汽船會社船 神戸丸

平常命令

- 第一 當直運轉士は船長又は他の高級運轉士と交代後にあらざれば決して船橋を立去る可らず
- 第二 常直運轉士は船長に報告又は受命の場合は書付を以てなし決して船橋を立去る可らず
- 第三 埼、島嶼、陸地、燈火及び他船等を認たる時は直に船長に報告すべし
- 第四 晝夜を問はず常に見張を嚴にし航過する何物にも注意を拂ひ他船を遠かるべし若し不安を感じる際は直に船長に報告すべし
- 第五 萬一突然危險に接近せる時は直に機關を停止し或は後退となしたる後猶豫なく船長に報告すべし
- 第六 常に前後兩舷の航海燈に注意を拂ひ燈火が燎明に輝けるや否やを検す可し
- 第七 濃霧、降雪又は暴雨襲來せば直に船長に報告し機關用意を命じ海上衝突豫防法の規定通りの汽笛を吹奏す可し又た測深器の用意をなし置くべし
- 第八 陸地より二海里以内は通航すべからず若し本船が二海里以内に居る事を發見せば當直運轉士

は直に船を沖出し上船長に報告する事を銘記すべし

第九 船長を呼び起す場合には常に船長が船橋に来るまでは何回でも呼び起すべし

第十 海圖は海圖臺上に擴げある故に何時でも之れを使用し總ての燈臺，埼，陸地，海岸を熟知し置きて屢々交叉方位を取り海圖に記入すべし

第十一 目標通過の場合は常に四點方位を取り時及び測程器の示度に注意し並航せし時は距離及び並航時間測程器指示湮數を船長に報告すべし

第十二 晝夜の別なく天候の許す限り天象の出沒方位及び方位角度を測り羅針儀日誌に記入し自差に異常の誤差ありたる場合は直に報告せよ

第十三 衝突又は危険を避くるの外船長の命に依らずして針路を轉すべからず

第十四 各運轉士は船長に於けると等しく一等運轉士の命に絶體に服従すべし

第十五 上述の命令を充分了解する迄で精讀して銘記し置き職務執行中出來得る限り嚴格に此等を實行すべし

船長 吉野北太郎

一等運轉士	北朝吉	(親署)
二等運轉士	東朝太郎	(,,)
三等運轉士	南朝一	(,,)
四等運轉士	西朝之助	(,,)

類例語句

1. 第一條の類例

No officer is to leave the bridge while on watch unless relieved by another watch officer or myself.

The officer on duty, must never, for any reason whatever leave the bridge, unless relieved by another senior officer.

2. 第四條の類例

If in doubt call me at any time or if the weather gets thick or stormy also and see that I am properly called if you send the quarter master for that purpose.

Day and night, the officer on duty, must keep a bright lookout and note every passing objects.

3. 第五條の類例

In case of being close to immediate danger, use the engine at once, going astern or stopping, if necessary, and then call the captain.

Remember that the safety of the vessel must be your first consideration, so in case of

any immediate danger do not hesitate to stop or reverse the engine, if I am not on the bridge.

4. 第七條の類例

In any kind of thick weather, day and night, stand by engine and sound the whistle, and then call captain.

In case of thick weather, double the lookout man, and if on the coast, get ready lead for immediate use.

5. 第八條の類例

Never pass too close to any vessel, or island, or point, or reef, if you find the ship too close to anything, haul out at once and then call the captain.

6. 第九條の類例

Whenever I have order, to "call me" at such and such time or place, see that I do get up without fail, and call me again and again, until you see that I came up.

7. 第十條の類例

The chart for use, is always on the chart room table. Consult and strictly study the chart, and become acquainted with island, point, reef, or shoal.

Before relieving the bridge make yourself familiar with ship's position. The chart being at all time in the chart room, and handy to all officer.

8. 第十二條の類例

When on watch, take frequent azimuth and enter the same in the Azimuth Book.

9. 第十三條の類例

No course is to be altered without my orders, except in a case of emergency when danger is to be explicitly.

Never alter the course on your own responsibility, unless to avoid immediate danger, but call the captain at once if it is necessary to alter the course.

10. 第十四條の類例

Any orders given by the chief officer are to be strictly obeyed as if given by myself.

11. 第十五條の類例

These orders must be read and understand by the officers and they must sign their names to show their understand.

All these orders must be carried out strictly and not forgotten or neglected at any time and

if neglected by any one, that person must be reported to me at once.

其他參考語句

1. The following orders are to be strictly observed.
2. See a good course is steered, the bells to be strictly struck every half an hour, lookout and lights to be reported every hour by quarter master.
3. When relieving the bridge, be sure to ascertain the Compass Course and the log also the position on the chart.
4. Whenever the course is altered, take an Azimuth as soon as possible.
5. At the end of each watch, the officer who is relieved must go round himself personally & see that "All's well" fore & aft, saloon accommodation & steerage, and steering engine room, and report to the officer who is on the duty, that "All's well" and then note the same in the log book.
6. Quarter master must report regularly to the officer on duty that the "light are burning

- brightly" & "round visited", and "steering gear", all's well, and note same in log book.
7. Saloon & steerage night watchman must report regularly to the bridge that "All's well" and note same in log book.
 8. This order book, must be handed to officer, relieving the bridge, and he must read the "Night Order" and sign his name to them, on taking charge of bridge.

第二項 夜間命令簿記事凡例

(A.) 13/11/23. 8 p.m. Lat. 18-30 N, Long 118-30 E.
Course S 30 W by Standard Compass,
E'r 1° W.

Keep good lookout. See that a good course is steered. Call me at once if there is any unusual occurs. Let me know if weather becomes thick or increasing wind force. Very carefully for lands in the morning and let me know when you see its.

K. Yoshino
Master.

(B.) 10/12/23. 8 p.m. Lat. 25°-30 N, Long 179-05 E.
Course by Standard: Due East, 11° E.

Keep a keen lookout.
See that a good course is made.
Keep all running lights in good condition.
Lookout for steamers and sailing vessels.
Call me immediately if the weather becomes thick or more worse.
When you are in doubt of anything, call me any time.
Attend strictly to Standing Orders.

K. Yoshino
Master.

(C.) 5/11/23. 8 p.m. Lat. 18-00 N, Long 94-00 E.

Cours: S 5 E, Err 12 E.

Keep a sharp lookout.

Watch the steering carefully.

See that all regulation lights are burning brightly.

Lookout keenly for steamers or sailing crafts.

Call me any time you think necessary.

Don't forget to keep open hatchway in the morning, as it is important thing for ventilating purpose, if weather permitted.

K. Yoshino
Commander.

(D.) March 10th, 8 p.m. Latitude 50-10 N,
Longitude 6-10 W.

Steering by Standard Compass.

N 45 E.

Watch steering and keep a bright lookout for land. Call me when you sighted either Lundy I. Lt. or Hartland Light, or any time before if the weather come cloudy or whenever it is necessary.
Attend to Standing orders.

K. Goodrich.

Masrer.

(E.) April 1st, 9-15 p.m. Sundy Pt. Light abeam
bearg S 35 W, 5 miles off.

Steering by Standard Compass.

S 80 E.

Watch steering and keep a good lookout for both vessels and land.

Call me at 2.00. a.m. or before if you think that ship set toward Aldernay I., or whenever necessaay.

S. Goodrich.

Master.

(F.) April 10th, 10.15 p.m. Eddystone Lt.
abm dist 8 miles.

Co. by Standard : N 75 W.

Keep a good lookout. Lookout for steamer & junks, and don't go too close to them. Go round & inspect steerage & steering gear. If the weather keep clear, call me at 4.00 a.m. Let me know when any light sighted near her way.

S. Goodrich.

(G.) April 10th, 8 p.m. Lat. 25-40 N, Long. 124-15 E.
Co. by Standard : S 41 W, Err. 4 W.

Keep a good lookout and watch the steering carefully. Let me know when you see Yonakuni Id in the morning, it ought to be abm at about 4 a.m. tomorrow. Attend strictly to Standing Order.

S. Godwin.

(H.) April 10th, 8 p.m. Lat. 32-23 N, Long. 146-38 W.
Course : N 62 W.

Keep a sharp lookout and watch the steering carefully. See that all regulation lights are burning brightly. Call me

immediately if the wind increase or weather gets worse; also call all hands & have everything secured for bad weather. Call me or chief officer whenever you find everything doubtful in your mind & do not hesitate to do so. Lookout for Pantellaria reef during 3rd officer watch.

S. Goodrich.

(I.) 29/12/23. 8 p.m. Lat. 22-49 N, Long 154-20 E.
Co. by standard comp : S 53 W. Err. 9 E.

Keep a bright lookout and see that a good steering is made and all regulation lights are burning brightly. Lookout for steamers and sailing vessels strictly and don't go too close to any of them. Call me immediately whenever you are sighted any ships and do not navigate the vessel with your own judgement; should, at any rate, consult with the chief or myself. Let me know at once if you find that the vessel is getting too close to land or island and do not hesitate to do so.

S. Goodrich.

(J.) Sept. 23rd. 9-10 p.m. Koshima Lt. abm 9 miles off.
Co. N 69 E. Err 1° E.

Keep a good lookout for vessels and give a wide berth for passing steamers. When Tsurikake Lt. is ab'm in the morning alter course N 40 W (E'r 2 E.). Report me when the weather became thick. Call me at any time if necessary. Adjust clocks at midnight for Standard time at Nagasaki.

S. Goodrich.

(K.) Jan. 10th. 9 p.m. Osesaki Lt. abm 5 miles off.
Co. N 78 E. E'r. 6 W.

Give passing vessels and fishing boats a wide berth. Report any change in the weather to me. Take stellar observation in the morning if available. Call me a little before lwo ld abm, & at the same time call the chief & boatswain, both ready for anchors at Quarantine Station.

S. Mill.

(L.) Jan. 10th. Kobe to Moji.

Pilot in Charge, proceeding through
Inland sea.

Give him all the assistance possible and keep a good lookout and attend to the steering. See lights are burning brightly, oil lamps ready in case they are wanted, call me if any change and also when we are approaching the Kurushima Suido in the middle watch.

A. Hawker.

(M.) 28/2/23. 8.48 p.m. Ockseu Lt. ab'm. N 39 W,
dist 4 miles.

Steer S 50 W by Standard Comp., Dev. 3° E.

Keep sharp lookout. See a good course is made. Give a wide berth for all vessels. Ought to be sight Brothers at 4.00 a.m., & let me know when is sighted. Call me at once if there is anything doubt or unusual occurs. Let me know how a distance off when Chapel Lt. abm.

J. Newton.

(N.) April 23rd, '23. 8 p.m. Lat. 16-30 N, Long
118°-30 E.

Steer S 23 W by standard Compass.

Keep a good lookout. See that a good course is made. Give all vessels a wide

berth. Ought to be sight Capones Lt. at 2.00 a.m. Let me know when you see it. Call me at once if you think the ship setting toward a land or there is anything doubt. Let me know if there is any change in the weather. Call me at 3.00. a.m. Attend to standing orders.

S. Doller.

(O.) May 20th, 8 p.m. Lat. 36-41 N, Long. 125-00 W,
Co. N 25 E. Err. Nil.

Keep a good lookout for Saddle Id. in the morning and call me when sighted it. Give plenty room to all passing vessels. Call me at once if the weather get thick or hazy and also at any time if required. Call chief officer at 6.00. a.m. General Orders as usual.

L. Mayo
Master.

類例語句解説

1. 「見張を厳守すべし」と云ふ意味の語句は下記の如し

Keep a sharp lookout.

Keep a good lookout.
Keep a bright lookout.
Keep a keen lookout.
Keep good lookout forward.
Keep a strict lookout.

2. 「針路を厳守せるや否やを注意すべし」と云ふ意味の語句は下記の如し

See that a good course is made.
See that a good steering is made.
See that a good course is steered.
Watch steering
Watch steering careful.
Watch the steering carefully.
Steering very carefully.
Be very careful with the steering.
Keep a sharp lookout for steering.
Attend to the steering.

3. 「航海燈は宜く點火せられ居るや否やを注意す可し」と云ふ意味の語句は下の如し

See that all lights are burning clearly.
See that all navigation lights are burning well.
See that all regulation lights are burning brightly
See lights are burning brightly.
Keep all navigation lights clear and good condition.

Keep all running lights in good condition as usual.

4. 「遭遇する汽船又は漁船などに嚴重なる見張をなす可し」と云ふ意味の語句は下の如し

Keep a sharp lookout for passing vessels.

Lookout for steamers and sailing vessels.

Lookout for steamers, sailing vessels and fishing boats.

Lookout for steamers, sailing crafts, especially for fishing boats.

Be careful of steamers and fishing boats.

Careful lookout for steamers should be kept.

Keep a good lookout for s. s. "Kobe Maru" or other vessels.

Keep a sharp lookout for s. s. "Kobe Maru" as we are expecting to meet with her to-night.

5. 「遭遇する船舶には充分離れて通航す可し」と云ふ意味の語句は下の如し

Give all vessels a wide berth.

Give a wide berth for passing vessels.

Give plenty room to all passing vessels.

Give passing vessels and fishing boats a wide berth.

Do not go too close to vessels.

6. 「或る事で不安を感じたる場合又は異常の事變ありたる時は直に余を船橋に迎ふべし」と云ふ意味の語句は下記の如し

Call me at once if there is anything doubt or unusual occurs.

Call me immediately if there is something found to be doubtful in your mind.

Call me any time if you have doubt in your mind and do not hesitate to do so.

Call me any times when you find every thing is doubt and consult me about it.

Call me when you are in doubt of any thing.

Let me know if there is unusual occurs.

Let me know there is any unusual occurs.

Call me at once if there is anything happened.

7. 「天候に異變が生じたる場合は直に余に報告すべし」と云ふ意味の語句は下記の如し

Call me if there is any change in the weather.

Let me know if the weather changes for worse.

Call me immediately if the weather is getting worse.

Call me at once if the weather come thick and whenever necessary.

Let me know if the weather become to thick or increasing wind force.

Let me see if the weather become to bad.
Let me know if there is any change in the weather or become thick.
Report me when weather became thick.
Call me at once if the weather get thick or hazy.
Report me any change in the weather.
Report any change in the weather to me.
Call me if weather more worse.
Call me at once if the weather getting worse or thick.
Let me know if weather is clear up
Call me at once if the wind come to strong.
Let me know if increasing the wind force, or any changes.
Let me see if wind come from beam either side.
Let me know when wind changed in the direction and force.
Call me if there is a fog set in or any change.
Sound whistle when fog comes in and report me.
Sound whistle when thick weather set in and report me.
Sound when weather get thick.
Keep a lookout for change of weather, as we often meet dense fog banks in vicinity of this track.

Report me the weather at 4.00. a.m.
If the weather keep clear, call me at 4.00. a.m.
Read barometer every hour and always watch sea & wind.
8. 「何時なりとも必要あらば余を呼び起すべし
又は何時に余を呼び起す可し」と云ふ意味の
語句は下の如し
Call me at any time if you required.
Call me at once if you required.
Call me at once if necessary.
Call me any time you think necessary.
Call chief officer at 5.00. a.m.
Call me at 5 a.m., otherwise if you required.
Call me at 6 a.m., or before it necessary, or
you see any vessels.
Call me at 6 a.m., see it get up.
Call me at 3 a.m. or before you sight Arau Light.
Call me at 2 a.m. or if you seen Agincourt Light.
9. 「汽船又は陸地其他何々に注意し彼等を認め
たる時は報告すべし」と云ふ意味の語句は下
の如し
Lookout for s. s. "Kobe Maru", and let me know
when she is seen.
Careful lookout for steamer and sailing vessels and

let me know when you are in sight of the same.
Call me immediately whenever you are sighted
any ships.

Let me know when "Kobe Maru" is seen.

Very carefully for lands in the morning. Let me
know when you see it.

Sharp lookout for One fathom bank between
3 a.m. to 4 a.m.

Call me at once if you think the setting toward a
land or there is anything doubt.

Let me know when you sight Turnabout light in
the morning.

Report me Neptune Lt. H. when sighted.

Report me Neptune when is seen in the morning.

Report Neptune when is seen in the morning.

Report distance off when Neptune Lt. is ab'm.

Call me when Neptune is on the 4 pts or before
it necessary.

Call me when you see Neptune, or if any vessels
ahead, or before if necessary.

Let me when any lights sighted near her way.

Let me when you see any lights near her course.

Lookout for Minikoi light in to-morrow morning,

it may be seen at about 4 a.m. and let me know
when you see it.

Lookout for Minikoi, it ought to be abm at about
4 a.m. morning.

Ought to be sight Comorin Pt at 4 a.m, let me
know when it is sighted.

Comorin Pt ought to be abm at about 4 a.m., let
me know when the same is on abm.

Let me know if anything is passing to close.

Call me if you do not see Minikoi Light until
1.30 a.m.

10. 「今夜の命令は前夜と同一なり又は平常の
訓令通り命令を厳守すべし」と云ふ意味の
語句は下記の如し

The same order as last night.

The same order as above.

Same as above.

General orders as same as before.

Observe same orders as last night.

Observe the same order as previous night.

All orders as usual.

Attend to general orders.

Attend to the standing orders.

Attend strictly to standing order.

11. 「何時に針路を何々にせよ」と云ふ意味のものは下の如し

At midnight alter course by Standard Compass, S 60 E.

At 1.30. a.m. alter course N 60 E.

Alter course S 60 W when Peacock Light abm.

12. 雑事の語句

Ascertain compass error in the morning.

Ascertain compass error at possible time.

Leeway allowed on this course 1°.

Leeway allowed 1° easterly on this course.

Received wireless instruction from Agent, said Pier No. 10 starboard side to shore.

Received Marconigram from Balboa, said Pier No. 12 starboard side inshore.

Let me know if wireless operator give any storm warning.

Let me know if she ship much water on deck.

Rung engine telegraph slow down at midnight.

Remember that ship don't set inshore by tide and ship on the course line in the chart also.

Take stellar observation in the morning if possible.

Shift clocks at midnight for A. T. at ship.

Have all signal gears in readiness and kept same at hand.

Please officer wear white uniform to-morrow.

Ship heaving to the wind.

第三項 雜命 凡例

船舶の港内碇泊中に船長は又特別に碇泊中の注意に就て訓令を下す事あり一例を下に掲ぐ



To the officers,

Bomday, June 1st, 1923.

Sirs,

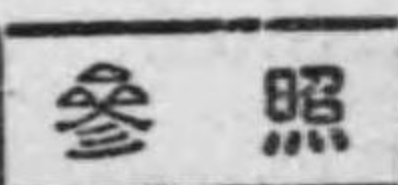
While the ship laying in the Port, you will please do your best and careful attention about the following matters:—

1. Keep one officer's night watch alternately.
2. Come back on board before starting cargo work except those who get permission.
3. Stop sanitary water before lighters get alongside and tell watch engineer to stop its pump. Be careful of bath and W. C. water.
4. Look after your tally man not to mistally and do not start discharging or loading cargo unless those tallyman all ready.
5. Let nobody smoke in or near hatches and

on deck during cargo work.

6. Lookout cargo gear and see that those are working well.
7. Keep night inspection before you go to bed, for the danger of fire and water.
Keep ready fire hose and fire pump.
8. Enclose in this envelope daily cargo report and letters, my address, &c.
9. Lookout for storm signal lifted up on the yardarm of signal station.
10. The watch officer being executive officer of the ship, have the authority to issue orders when the circumstances required.
11. I should come on board about 11 a.m. every day.

K. Yoshino. Master.



General Orders for Steamer.

-
1. In carrying out the following rules officers must at all times give due regard to any special circumstances which may render a departure necessary for the safety of ship or life.
2. In reading the following rules officers will

please understand they are not written in an arbitrary manner, but with the sincere wish that officers sailing in this ship will thoroughly understand the master's wishes, and so avoid any unpleasantness.

3. Any officer signing the following rules signifies that he has read them, and will, to the best of his ability, carry them out at all times.
4. Officers must at all times, day and night, keep a strict lookout, and must recognise the fact that, while on watch, they are solely responsible for the safe navigation of the vessel, and therefore the bridge must not be left, night or day, by the officer of the watch without being relieved by a responsible officer.
5. When in narrow waters or amongst shipping the officer relieving the watch must not take charge until he is assured the vessel is in safety, either with regard to course or her position with other vessels. Officers will also satisfy themselves as to the vessel's position on the chart. The chart room is provided for the use of the officers for this purpose.
6. When in doubt, call the master at once; at the

same time never hesitate to alter course or stop the engines before doing so, if necessary. Ease down at once in fog, blow the whistle, and call the mastar instantly.

7. All officers must take an active part in the navigation of the vessel, working up the position by D. R., and by observation each day at noon; they must also check all courses set, and, should any error be found, advice the master of same at once. Night order book must be signed by each officer before relieving the bridge. Officer will please sign in rotation, according to watches.
8. The second officer will be held solely responsible for winding of chronometer, oiling of patent log (this must be done every fours), marking of lead lines, patent sounding machine, and all other instruments of navigation. The chart room is in his sole charge, no other officer must interfere in this department. He alone must see the chart room kept clean and tidy, that the necessary charts are out in readiness for use, and returned to their folios when finished with clean. He must also enter up each day in scrap log the position as given by the master—distance, difference

latitude, etc., for chief officer's log. The second officer must also personally see the steering gear in order before leaving port, and report same to master. In carrying this out he must have the assistance of the third officer and quarter master. Neglect to carry this most important order out will call for an immediate report to headquarters.

The second officer will keep the clock, correct time, in port and at sea; time to be altered at midnight. Engine room telegraph to be rung at 7 p.m. and noon. The second officer will check the time by forenoon sights when possible, and have the time correct for noon.

9. The third officer will have sole charge of wheel house and flags; no gear to be left lying about in wheel house; spare side lights to be kept ready for use, also relieving lamp. He will also be responsible for all life-saving appliances being in position, and at regular intervals will overhaul boat's gear, and enter same in book kept for this purpose. He must also make himself useful to the chief officer, writing manifests, scrap log, etc., in port.

10. When loading or discharging cargo, the

second and third officer must each attend to their own end of the ship, and see that everything is as it should be.

11. A compass deviation book must be kept by the second officer on plan approved by the master. Each officer must assist in this by taking a bearing each watch when practicable.

It is desirable here to impress on officers the value of star azimuths and observations.

12. Careful bearings and altitudes must be taken of all headlands passed, and master notified of same, night or day, unless instructions are left to the contrary in night order.

13. Should passengers be carried at any time, they not to be allowed on upper bridge, without the express permission of the master.

14. Watch on deck to be kept amidships, mustered at eight bells, to report the relief of lookout and wheel, bell to be struck every half hour, and lights reported.

15. Apprentices to remain on the bridge at night time with the officer of the watch, and to keep a strict look-out.

16. Officers will please note no smoking allowed

on bridge from 6 a.m. to 6 p.m.

17. Second officer when trading to America, and wherever practicable, will keep the American Hydrographic log. The Central Meteorological Observatory log will also be kept at all times. Officers are particularly requested to do their utmost to assist in this valuable works. It is only by the assistance of navigators that information can be gathered.

18. Officers will please make a point of relieving the bridge at eight bells sharp, and so set example to the crew. It is as necessary to discipline for officers to give proper relief as for the crew.

19. When in port one officer always to be on board. No officer to leave the ship night or day, without informing the officer in charge of the fast.

When at anchor in open roadstead second and third officers to keep watch and watch as may be mutually agreed between them. Any dispute as to this to be referred to the master.

20. Forecastles to be inspected every morning after breakfast by chief officer, Sunday mornings by the master and the chief officer. Where a Lascar

or Chinese crew is carried they will be mustered for inspection on Sunday mornings.

21. The second and thirb officers will please remember that they are responsible to the chief officer for the execution of their duties. The chief officer must also remember that he is second in command of the vessel, and as such is responsible to the master for the work of the ship. Should his authority at anytime be questioned he will please report same to the master.

At the same time he must not forget that it is in the interests of his employers that all departments work together without friction.

22. Please note the following remarks re chronometer:—

Those most deligate, and to the seaman most valuable, instruments need to be handled very carefully. They must be kept closed at all times except for winding purposes. A glass lid is provided in the inner case of all chronometers for the purpose of taking the time. A good chronometer is often ruined through carelessness in leaving it exposd to the air. When there is a likelihood of a draught or damp air, close the

chart room door when winding; also all officers will please avoid banging of doors of chart room, and so jarring the chronometers.

23. In conclusion, the master will always be pleased to give any officer any advice which may be wished if it lies in his power; and hopes in return that officers will at all times use their utmost endeavour to forward the ship's best interests. Strict attention to duty will not go unnoticed. All officers having read the above rules will please sign on this page.

(Signed) _____

Master.

_____ Chief Officer.

_____ Second Officer.

_____ Third Officer.

譯文

1. 下記に記載せる條項を履行するに當り各運轉士は人命又は船舶の絶對安全と背馳する或る格段の事變が萬一生じたるとするも常に正當の顧慮を廻らす事に注意すべし
2. 下記に記載せる條項を熟讀したる各運轉士は

其等の規定條項には何等船長の絶對權を振り廻したる條項を記載せられざる事を理解するならんも本船乗組各運轉士は誠心誠意船長の所望に満足を與え以て船長に不愉快の感を抱かしめざる事に注意すべし

3. 下記に記載する條項に就き親署記名したる運轉士は本條項を熟讀理解せる者と認定す而して本條項を規定通りに遂行するには常に自己最善の技倆を盡す事に心掛く可し
4. 各運轉士は晝間夜間を問はず當直中に常に嚴重なる見張りをなし且つ船舶航海の安全に就きて責任は各自の双肩に掛り居る事を認識す可し故に責任ある運轉士により交代せらるゝに非ずんば當直運轉士は晝夜を問はず船橋を立去る可らず
5. 狹隘なる水道航行中又は船舶輻輳する時に當り交代する運轉士は船舶の針路又は他船と本船との關係等につき充分確信する迄では當直を引繼く可らず又各運轉士は海圖上の本船位置に就き充分理解し置く可し此の目的の爲め海圖室には各運轉士が海圖を使用し得る様常に整備しある者とす
6. 不安を感じたる時には直に船長を船橋に迎ふべし而して必要と思慮せる時には變針し又は變

針前に機關を停止する事を躊躇す可らず霧が來襲せる時には直に機關を微速力とし霧中汽笛を吹奏し船長に報告す可し

7. 各運轉士は毎正午に於て天測又は推測に依り本船位置を算出する等主として航海術の算法に當らざるべからず又本船の保持せる針路は正當なるや否やを常に照査し若し誤差を發見せる時は直に船長に報告すべし 夜間命令簿は當直に立つ前に各自運轉士に依り必ず署名せらるべき者とす故に交代する前に運轉士は當直順序通りに署名すべし
8. 二等運轉士は専ら經線儀を捲く事 四時間毎に一回必ず特許測程器に注油する事 測鉛線の符號に關する事 特許測深器及び其他一般航海用器具に就て責任ある者とす 海圖室も又二等運轉士の擔當する所にして他の運轉士は其所に猥りに立入り妨害なす事を許さず又二等運轉士は海圖室を清潔に且つ整頓する様常に心掛くべし而して航海に必要な海圖を出し置き使用済みとならば元の排列通りの所に仕舞置くべし二等運轉士は毎日船長の與えたる本船位置及び一等運轉士の航海日誌に記入に要する航程變緯等を各當直日誌に記入すべし 二等運轉士は出港前に操舵機に異狀なきや否やを三等運轉士及び

舵夫を指揮して自ら親しく點檢し船長に報告すべし 二等運轉士にして上記の緊要なる規定に付き職務怠慢の廉ある事を認めたる者は船長に直接報告すべし

二等運轉士は船内時計を管理し碇泊中又は航海中を問はず常に正確なる時刻を保持せしむべし而して時刻は正子に於て變更する事 又機關室には正午及び午後七時に傳令機に依り機關室の時刻を正すべし 二等運轉士は成るべく朝の觀測により時計の時刻を照査し正確正午の時刻を指示せしむべし

9. 三等運轉士は操舵室及び旗旒の事を専ら擔當し操舵室附近には器具等の遺放ちにせられざる様に注意すべし 又豫備の舷燈及び其他船燈を何時使用するも差支なき様に用意し置くべし 三等運轉士は又定置場所に備えられたる救命器具に關しても責任ある者とす而して又同時に期間を定めて其の期間毎に端艇器具を點檢し且つ其の要旨を帳簿に記入し置くべきものとす 三等運轉士は碇泊中は積荷目錄當直日誌等を記入する等の外に一等運轉士の命令通り立働く可きものとす

10. 積荷及揚荷に際しては二等三等運轉士は各自の持場を常に見廻り總ての物は安全状態にある

や否やを注意すべし

11. 二等運轉士は船長が是認せる形式に依る羅針儀自差簿を用意し置き自差を算定記入すべし又其他の運轉士も當直中に自差を算定したる時は自差簿に記入す可きものとす

各運轉士は星辰の方位角及び天測の價值ある事を念頭に持たるゝ事を希望する所なり

12. 晝夜を問はず總て通過する高岬の方位又は高度は注意して測定し船長に通知すべし但し夜間命令にて其儀に及ばすと特別に命令ある場合を除く

13. 若し船客を搭載する場合には船長の許可を得たる者を除き猥りに船橋に登る事を禁止すべし

14. 甲板上に於ける當直は船の中部に於て爲さしめ八點鐘に見張及び舵取の交代する者の報告を聞き且つ點檢すべし而して半時間毎に號鐘を打ち航海燈に付き報告すべし

15. 航海修業生は當直運轉士と一所に夜間船橋に於て勤務し嚴重なる見張をなすべし

16. 各運轉士は船橋に於て午前六時より午後六時迄の間喫煙すべからず

17. 二等運轉士は米國航路に従事する際は米國水路部に提出する日誌を作成すべし但し米國航路以外の所にて成可く作成する様に心掛くべし

中央氣象臺に提出するものは常に作成せらる可き者とす 各運轉士は以上の價值ある日誌の作成を完備せしむる者に各自協同努力せられん事を望む 上記の報告を寄せ集め完全なる者となすは航海者の助力に依り初めて大成せらるゝ者なる事を考へよ

18. 各運轉士は厳格に入點鐘に於て當直を交代する様に習慣を作り以て乗組員に範を示すべし而して乗組員をして厳格に紀律を守らしめんには各運轉士の方で風紀肅然と正しき模範を示す必要ある事を悟るべし
19. 碇泊中運轉士一人は常に在船すべし 又晝夜を問はず凡て運轉士は責任者たる運轉士の許可を得ずして上陸する事を得ず 露開地に碇泊せる時は二等運轉士は互に協定して當直を爲すべし若し此の事に付き互に論争ある場合は船長に申告すべし
20. 毎朝乗組員の部屋は朝食後一等運轉士點檢す 日曜日の朝は船長及び一等運轉士に依り點檢する者とす 印度人又は支那人の乗組員なる時は日曜日の朝彼等を整列せしめて點檢す
21. 二等運轉士は各自擔任の事務を履行するに當り一等運轉士に對して責任ある事を承知すべし 又一等運轉士の船内指揮權は船長に相次く位置

なる故に船内の業務に關し船長の責任となる事は一等運轉士之れを代表し居る事を記憶すべし 若し一等運轉士の職責上に不審ある時は何時でも船長に其の事實を報告し船長の指揮を仰ぐべし同時に一等運轉士は各部相互に軋轢なく相親み協力して事務を勵むは船主の利益となる事を忘る可らず

22. 經線儀に就きては下記の事項を注意すべし
22. 航海者に取りて最も大切なる經線儀は最も精巧なる器械なる故に慎重の取扱をなすべし 該儀は捲回時を除く外常に密閉し置くべし而して時刻を取る爲めには總ての經線儀の内匣には硝子の蓋ある者とす 好良なる經線儀とて取扱の不注意により外氣に曝露され屢々其用途を爲さざるに至る事あり 若し霧又は濕氣がありそらな時には海圖室の扉を締めて後捲回すべし又各運轉士は海圖室の扉を手荒く開閉すれば經線儀に震動を與ふる故に靜かに開閉すべし
23. 結末に當り船長は運轉士にして不審の點ある時希望すれば船長の知て居る範圍内の事なれば何んでも悦んで教示すべし故に各運轉士に於ても常に船が最善の利益を擧ぐる様に各自極力努力し船長に報ひられん事を望む所なり 職責に關する嚴格なる注意は常に吳々も留意し置き忘

る可らず 各運轉士は上記の規程を讀了せば本頁に記名すべし

船 長

第二章 船舶の入渠及び修繕

第一項 入渠又は修繕請求書凡例

船舶の入渠又は修繕請求書を作成するは普通一等運轉士の擔任する所にして該書類を作成するには成るべく同一部類の者を記入し順次に各部類を列記して一目瞭然ならしむる様に作成すべし而して入渠修繕に關する事務は専ら一等運轉士の鞅掌する所にして二等三等運轉士には修繕請求書の寫しを渡し置き各工事を分擔して監督せしめ自らは全部の監督を總括するものとす

凡例第一

Indent for Repairs.

(whilst Laid up for Docking)

re Hull.

1. To drydock the vessel.
2. To lift up rudder for inspection
3. To renew defective rivets at following place:—

10 at the bulkhead between No. 1 and No. 2 hold.

8 at the brucket plate in starboard deep tank.

6 in after peak tank, top of screw aperture.

Some places at bottom underneath No. 4 ballast tank.

re Painting.

4. To scrape and clean ship's bottom, and chipping boottop all over; and apply paint in the following way:—

from keel to 24'-00" (fore) & from keel to 25'-00" (aft).

one coat of No. 1 International composition. from keel to 13'-6" (fore) & from keel to 19'-06" (aft).

one coat of No. 2 International composition. from 13'-6" to 24'-00" (fore) & from 13'-06" to 25'-00" (aft).

one coat of Holzafpels boottopping composition. [N.B. ship's length B.P. 356 ft, breath 50 ft & block coefficient. 85].

5. To chipping and scraping rusty parts of the ship's topside and touch up with 2 coats of red lead and then apply one coat of black paint all

over topside.

6. To paint white line on the ship's sheerstrake.
7. To paint draft marks and ship's names on bow and escutchen and also load line marks on each side.
8. To clean and apply bright work & paint work of the following rooms:—
Captain, Chief officer, Dining room, Spare cabins, Allyway, Pantry, Mess room, Chief engineer, First engineer, Officer's bath & W.C. and Steward.
9. To apply Ningpo vanish to the chart house, accommodation ladder if weather permitting.
re Carpentry.
10. To take away two mushroom ventilators, one on top of engineer's W.C. port side & one on top of Second engineer's room starb'd side, and fill up them with wood.
11. To renew deck light glasses at following place:—one on the forecastle deck, top of firemen quarter.
one on forecastle deck, top of provision store.
one on bridge quarter, top of Third officer's room.

12. To renew all bottom ceilings in No. 2 lower hold.
13. To renew broken hatch-boards for upper & tween deck No. 2, No. 3, & No 4 hatchways.
14. To renew flying bridge deck on the aft part, 18' x 2' x 2".
15. To renew deck plank in engineer's mess, where necessary.
16. To repair shelter deck on top of poop, and extend it up to after end of deck house.
17. To repair gangway ladder as per directed.
18. To repair jolly boat to be water tight.
19. To renew rubber packings of air ports as follows:—
one in Second officer's room.
two in Dining saloon.
three in Sailor's quarter.
20. To renew iron battens for rubber packing of two iron doors at the after entrance to the officer's quarter.
21. To repair broken casks for No. 1 and No. 2 life-coat.
re Blacksmith's.
22. To range two bower cables in dock and renew

broken studs and tighten up loose studs if any, and then apply one coat of coal tar after examined shackle pins.

23. To repair broken cowl head ventilators at the following places:—

One on the forcecastle.

One at the foremost part in the firemen's quarter.

One at the top of second officer's room.

24. To repair cooking house on the port side.

25. To take off a cooking house on the starboard side and remove vegetable house from shelter deck to the same place.

26. To tighten up loose rivets of transporting chock at after end on the starboard side.

27. To repair bent goose-neck of spare derrick.

28. To straighten bent iron railing on the forcecastle.

29. Overhaul all goose neck of derricks.

re Plumber's.

30. To renew two stools, one for officer's & the other for engineer's W.C.

31. To renew broken part of sanitary pipe, outside of officer's quarter.

32. To repair broken part of suction pipe for fresh water hand pump forward.

33. To renew one length of iron sea suction pipe in deep tank port.

re Cleaning.

34. To scrape and clean chain locker and apply one coat of coal tar.

35. To clean and apply two coats of cement wash to following compartments:—

All ballast tanks.

Fore and aft peak tanks.

re Caulking

36. To caulk forcecastle deck, 3250 ft, and bridge deck, 750 ft, all over.

re Steering gears.

37. To renew one buffer spring of steering chain.

38. To overhaul roller of steering chain, and examine pins & bushes.

39. To anneal 2 sets of steering chains, renew bad links if any.

re Machinery.

40. To overhaul hand gear and warping end connecting gear of windlass and make them to work properly.

41. To renew lignum vitae of break band for windlass.

re Upholstery.

42. To renew linoleum in following rooms:—

Chief officer, First engineer and mess room.

43. To renew waste water receiver of wash stand as follows:—

Reading room, App. Officer's room and
Second engineer's room.

44. To resilver looking glass of wash stand as follows:—

Second officer's room and chart room.

re electric lamps

45. To supply and fit electric morse signal lamp on upper bridge.

46. To supply and fit four bulkhead electric lamps as follows:—

one at the front bulkhead of coal bunker.

one at the aft bulkhead of forecastle.

Additional.

1. To make and fit two iron blinds for air port in Dining saloon.

2. To renew a broken clamp screw for air port in fireman's quarter.

3. To renew a brass lid for sounding pipe of after peak.

4. To make and supply six brass couplings for wash deck hydrants.

5. To renew defective screw bolts for man-hole cover in A. peak tank.

6. To repair cooking stove and tiling in galley

Signed _____

Chief officer.

凡例第二

S.S. "Kobe Maru", Deck Dep't.

Specification of Repair.

Required to be Executed in Kobe.

1. Tanks, holds & bilges:—

1. Open up No. 1 tank, tank under boilers, & fore & aft peaks.

2. Drain out all tanks.

3. Remove all tank top ceiling & reset in good order.

4. Clean & scrape cargo hold tank top.

5. Clean ballast tanks and bilges all fore and aft.

6. Clean sides of No. 1 & No. 2 holds and scrape & paint with red lead two coat.
7. Cement wash bilges, one coat fore and aft.
8. Scrape fore peak tank & wash inside with two coats of cement
9. Cement wash ballast tanks, one coat.
10. Clean deep tank & cement wash.
2. Chain locker :—
Clean & scrape chain locker and paint one coat of red lead.
3. Hull :—
Renew defective rivets & caulk leaky places. Fair forward end of starboard bilge keel.
4. Docking & Painting :—
 1. Take the ship into the dock, scrub & clean the bottom, touch up bad places & then give one coat of International Composition No. 2 all over the bottom.
 2. Paint topside one coat of black paint.
 3. Paint water line with one coat of International waterline paint all over.
5. Rice boilers :—
Supply four rice boilers & fit in place.

6. Rice pans :—
Supply forty eight rice pans.
7. Oil tank :—
Repair two cocks of oil tank in lamp room.
8. Rudder :—
Lift rudder for inspection & reset in order.
Refit two slack pintles & two lignum vitae bushes.
Renew one pintle.
9. Rudder head :—
Overhaul & renew both shackle pins fitted rudder quadrant.
10. Chain cables :—
Heave out cables & range them in dook floor.
Repair defective studs & links. Chip cables & apply one coat of tar.
11. Measurement :—
Measure tonnages, principal dimensions of ship, half girth amidships, and dimensions of boats.
12. Anchors :—
Weigh all anchor.
13. Temporary deck :—
Fit temporary wood orlop deck in all holds except aft hold as arranged.

14. Fresh water pump :—

Overhaul fresh water pump on bridge deck and put right.

15. Coal :—

Trim coal in port side bunker for W.C. pipes.

16. Ship's name :—

Remove old name on bow and stern, and paint new name as required.

17. Cargo ports :—

Open up all cargo ports, examine hinges and renew two hinges of aft port, starboard.

18. Bridge front bulkhead :—

Expose stiffeners for survey.

19. Pumps :—

1. Fit a hand pump on the port forward corner of poop for No. 4 ballast tank.
2. Fit one salt water pump on forecastle end leading suction pipe from No. 1 ballast tank.

20. Store room :—

1. Build one big store room in No. 2 tween deck, starboard aft, with two door ways, partial partition & rough grating on deck in rice store, shelves in wet store as arranged.

2. Fit one store room for utensils of meals, on front port corner of poop, about 10' x 4' in size.

21. Forecastle rooms :—

Make two rooms in the forecastle and fit more bunks & seat in two rooms in the same quarter.

22. Alteration amidships :—

Alter chart room to Captain's bed room as arranged. Alter 2nd & 3rd officers' room into Captain's sitting room with new table, sofa seat & wardrobe with mirror front. Fit up aft starb'd room for 1st engineer, fitting new drawers & locker in place of lower bunk. Build two new rooms next to port room with two bunks, settee etc for officers' room. Build one bath room in the same quarter with new cast iron tub & W.C. pan, with water service, discharge & scupper pipes complete.

23. Sea water tank :—

Fit pipe & cock on fore galley use, on aft end of bridge.

24. Deep tank lids :—

Repair as arranged.

25. Dog spikes :—

Supply 50 pieces of ordinary ones, 25 each right & left handed ones.

26. Navigation bridge :—
Fit a short piece of scupper pipe on both side.
27. Boat gears :—
Supply four oars, four balers, and 4 crutches to sample. Repair two breakers.
28. Awning spars :—
Make & fit awing spar with stanchions to each cargo hatch.
29. Goose neck :—
Supply two cast iron goose necks screwed at their heel for ballast tank air pipes.
30. Gangway ladder :—
Fit new gangway ladder, 2' - 2" inside, with davit fittings completed, on starboard bridge deck as arranged.
31. Tables & Settees :—
Supply one rough dining table of Oregon pine, 12' - 0" x 2' - 6" high and two settees for use in poop.
32. Lamp hanger :—
Renew one eye & bolt.
33. Cushions :—
Make & fit cushion & back for settee for chief, 2nd & 3rd engineers.

34. Steam heater :—
Fit steam heater in Captain's bed room.
35. Locker :—
Fit a locker in wheel house as point out.
36. Fore and after :—
Repair wooden fore and after for No. 4 hatch.
37. Curtain rods :—
Fit curtain rods as pointed out by Purser.
38. Binnacle top :—
Renew two suspension spring & one jumper spring.
39. Skylight :—
Repair two supporting bars.
40. Saloon heating stove :—
Make fire tight.
41. Side light screen :—
Renew two iron fittings.
42. Bells :—
Put new name on two bells.
43. Winches :—
Repair broken cocks. Repair winches for all cargo hatches as pointed out by Chief officer.
44. Door handles etc :—
Fit 4 catches & 1 handle on to poop front door. Fit handle, hook & slip bolt on each door of bridge front.

45. Chart table :—
Make a chart table on the port after corner of the the bridge.
46. Bath pipe :—
Fit steam pipes to baths, new & old as arranged.
47. Flying bridge :—
Fit glass flapping windows at front corners, two on each side. Fit one flapping plane table for chart on each side as arranged.
48. Signal yard :—
Make & fit one signal yard 25 ft long, 8 in dia. to fore topgallant mast with bands & iron fittings complete, and four small single blocks for signal line.
49. Voice tube :—
Fit voice tube from flying bridge to Captain's bed.
50. Ice room :—
Fit ice room about 16' x 8' in poop as arranged.
51. Aft locker :—
Fit shelves, locking bar & pad lock.
52. Steering gear :—
Overhaul steering gear & put rollers & pins etc. in good order. Renew defective links of steering chains as marked.

53. Galley :—
Make new stove for 4 big Japanese pans as arranged.
54. Old Captain's room :—
Fit two bunks & one partition as arranged.
55. Packing :—
Make packings for deep tank & fore peak hatches.
56. Rose plates :—
Renew all rose plates for tween deck scupper.
57. Steps :—
Fit iron steps to bridge front entrances on outside.
Fit wooden steps for the same on inside.
58. Telegraph :—
Examine throughly & put right.
59. Aft W.C. :—
Refit water cock for bath & repair W.C. as required.
60. Painting material :—
Supply 28 lbs. of white enamel paint mixed up for use and some gold paint for Captain's room.
61. Upholsteries :—
Fit upholsteries in those rooms altered.
62. Ballast tank man hole :—
Renew defective studs.

63. Labourers :—

Supply ten labourers for trimming down coal.

64. Carpenters :—

Supply five carpenters with necessary goods for chief officer.

65. Saloon galley skylight :—

Make holes on supporting bars & fit pins with chains.

66. Fresh water :—

Supplp 200 tons of fresh water when undocked.

凡例第三

To the Superintending Dep't.

Please execute following repairs on s. s. Kobe.
Maru whilst Laid up for Docking at Kobe.

Deck Department.

1. Port bower anchor ring pin to be renewed.
2. Port side of Bridge to be repaired.
3. Quarter master's store to be repaired.
4. Six ventilators to be repaired.
5. Iron door (front of poop) to be repaired.

6. Two brake bands of windlass to be repaired.
7. Cargo boom chock to be repaired.
8. One hatchway bar to be repaired.
9. Gangway ladder to be repaired.
10. Three iron ladder to be repaired.
11. No. 5 boat to be repaired.
12. Defective hatch boards to be renewed.
13. No. 1 hatch beam bracket to be repaired.
14. Funnel guy cleat to be refitted.
15. Steering rod buffer to be renewed.
16. Six steering rod leading stanchions to be repaired.
17. Defective awning stanchions to be repaired.
(front Captain's room).
For Lloyd Survey.
18. All hold to be cleaned by coolies & to be painted if necessary.
19. All bilges to be cleaned by coolies & to be cemented if necessary.
20. All ballast tanks to be cleaned by coolies & chipped, cemented if necessary.
21. Mast wedges to be taken away & chipped & coated with paint.
22. All inside ceiling under hatchway to be taken

off & chipped & painted with red lead.



凡例第四

S.S. "Kobe Maru"

Please execute the following repairs:—

Deck Dep't.

1. To repair jin & cut blocks of anchor crane.
2. To renew one chain drum, one washer & one bush of windlass.
3. To repair port hawse hole pipe.
4. To renew one wash port door (port foremost).
5. To overhaul fore & main mast wedges.
6. To renew defective hatch boards & fore and afters of all hatches.
7. To renew defective steering chain links.
8. To fit new lightning conductor to fore & main masts; pole, wire, weight & insulators to be approved ones.
9. To repair belaying pin rail of fore & main masts.
10. To repair hand rail of ladder to poop deck.
11. To repair 2 cowl head ventilators on bridge deck portside.
12. To renew rollers & bolts of steering buffers,

13. To repair water breaker in No. 2 boat.
14. To repair hinges of No. 2 tween deck bulkhead door.
15. To renew bilge rose box in No. 4 lower hold.

Please execute the following docking repairs.

16. To dock the vessel into dry dock.
17. To paint ship's side:—
 - (a) Bottom to be cleaned & painted with two coats of International bottom paint.
 - (b) Water line to be cleaned & painted with two coats of International boottopping paint.
 - (c) Topsides to be painted with one coat of black paint.
- N.B. Paints will be supplied by ship.
18. To lift up rudder and renew one gudgeon bush.
19. To range out bower cables and renew defective studs.
20. To clean ballast tanks except No. 1, all bilges and cement wash aft peak & 7 tons fresh water tanks on upper deck.
21. To fit stem shoe as directed.
22. To patch port bilge keel as directed.

凡例第五

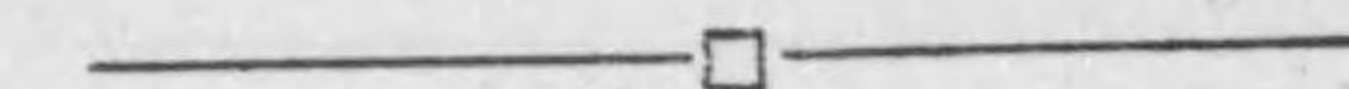
Please execute the following works on s. s. "Kobe Maru".

Deck Dep't.

1. Make a davit for one ton & fit it at stern in place of the present one.
2. Supply 10 brass thumb screws for the tween deck air ports.
4. Repair belley pin racks.
5. Fit three patches on top of aft peak tank.
6. Caulk leaky parts on deep tank top.
7. Repair fresh water hand pump.
- Make & fit meat hooks on top of ice chamber.
9. Renew 5 pins of steering rod guide rollers, & 10 pins on top of the rollers.
10. Repair the cementing on top of saloon galley.
11. Renew 10 handles on hatch boards.
12. Shift bunker coal to No. 2 hold & replace it.
13. To repair stove door in crew's galley.
14. To renew 10 rivets in fore peak.
15. To patch 2 defective place at top of No. 2 tank.
16. To repair No. 1 tank top ceilings and lift up ceilings in way of margin plate of other tanks for inspection of surveyor.

凡例第六

Indent for Repairs.



Alteration and Repair at Kobe.

1. To examine all steering rods, bevel gears, expansion joint etc. and repair if found defective.
2. To repair the bent davit of No. 7 life boat.
3. To examine center of stuffing box of rudder head and repair same if necessary.
4. To cover deck overhead wireless office with "Malthoid" roofing.
5. To repair leaky parts of promenade deck.
6. To examine and repair if necessary, the pins of anchor davits.
7. To install storm valve to scupper pipe in officer's lavatory.
8. To renew defective rivets in fore peak tank, and cement wash.
9. To repair wooden hand rail on promenade deck, forward both sides.
10. To apply nimpoo vanish to saloon entrance door.
11. To paint No. 1 and No. 2 Steerage.

- 12. To renew defective iron shell at the standing part of main mast stay above engineer's quarter.
- 13. To tighten up all funnel guys, and to repair defective rings, bolts etc.
- 14. To repair socket of portable wooden hand rail stanchion on promenade deck both side.
- 15. Settle at side to be replaced with two ties of bunks to accommodate six quarter masters in the their room.
- 16. Quarter master's room and Junior officer's W.C. to be painted and vanished on.
- 17. To be cut oil grooves on steering leading blocks.

凡例第七

- 1. Hawse pipe. To be repaired.
- 2. Windlass. Clutch to be repaired.
- 3. One air port. In forepeak to be repaired.
- 4. Chain pipe. One lower limb to be fitted.
- 5. Cables. To be fired and fitted studs.
- 6. Bulwark rail. To be repaired on No. 1 hatch way abreast, port side.
- 7. W.C. pipe. To be repaired on No. 1 tween deck.

- 8. Ceiling. To be renewed about 440 ft.
- 9. Blind door of air port. To be renewed on No. 2 tween deck & renewed one blind door hinge.
- 10. Grating of coal hatch. To be renewed.
- 11. Floor planking. To be repaired in No. 3 hold.
- 12. Sounding pipe of starb'd fresh water tank. To be repaired.
- 13. Rudder. To be lifted & renewed post packing & also enlaved the rudder.
- 14. Hand rail. To be repaired 3 parts & fitted 4 stays.
- 15. Patch. To put patch on deck as required.
- 16. Caulking, Forecastle, 1500 ft abt. poop, 1200 ft abt.
- 17. Steam pipe beds. To be renewed on No. 2 deck.
- 18. Bottom. Scrape & painting 2 coats,

19. Lock. To be renew at saloon companion door.
20. 12 keys of state room. To be renewed.
21. Boats. Caulking and repaired.
22. Sounding pipe caps. 3 caps to be wanted.

参 照 機關部の修繕請求書の一例を附記す

S. S. "Kobe Maru"

Engine Dep't.

1. Thrust dies to be remetalled.
2. Two sets crank head brass remetalled.
3. H.P. ahead & astern and M.P. astern eccentric straps (top halves only) to be relined.
4. Bilge pump valve and spindle to be renewed, and a small patch put on bottom of valve box.
5. Bilge pipe (copper) patch on.
6. Bilge distribution box 4 valves and spindles to be renewed.
7. Ballast tank pipe to be renewed 6 ft by 3 in.
8. Aux. feed pump water pistons and one arm to be repaired. (renewed if necessary).
9. Evaporator :—
 - (a.) Safety valves repaired or renewed.
 - (b.) Two patches to be brazed on feed pipe.
10. Two inches pipe by 150 feet ragged and covered.
11. Bilge pump plunger readjusted.
12. One spindle for intermediate stop valve to aux. feed pipe renewed.
13. Ten pieces coach springs for L.P. made & supply.
14. Foremast head light electric wire to be repaired.
15. Tail shaft and screw overhauled and refitted.
16. All sea cocks & valves opened out for inspection and refitted.
17. Main stop valve to be renewed one spindle (valve & seat if necessary).
18. Two reducing valves repaired to good working.
19. Ash hoist engine to be repaired in good order.
20. Safety valve spring for donkey boiler to be renewed.
21. Main & donkey boilers and main steam pipe & main & aux. feed pipes hydraulic tested to requirement.
22. Two communication valves on bottom of boilers refitted.
23. Four studs for manhole door to be renewed.
24. To make and supply 12 chisel bars.

25. Smoke box & fire doors to be repaired.
26. 20 smoke tubes to be renewed.
27. Four checkard plates at fire room to be renewed.
28. Five deformed furnaces to be repaired.
29. Guide for ash hoist in ventilator to be repaired.

第二項 修繕工事中の作業監督

一等運轉士は前述の如く其の鞅掌する事務多く多忙なれば部下運轉士に作業を分擔せしめて工事を監督なさしむるを普通とす分擔割當の例を茲に記すべし

凡例第一

To all Officers,

Please kindly assist me the followings during the survey, docking and repairing in the port.

Second Officer :— (with Apprentice officer)

1. Steering gears; to examine clearance of rudder etc.
2. Cleaning and painting of your charging holds, bilges and tanks.
3. Nautical instruments and books.

4. Examination of hand bilge pump of your charge and Downton pump.
5. General repairing of your charging hatches including steerage.

Third officer :—

1. Cleaning and repairing of your charging holds, bilges and tanks.
2. Life saving apparatus with 4th officer.
3. Examination of bower cable and marking the same.
4. Examination of hand bilge pump of your charge.
5. General repairing of your charging hatches including steerage.

Fourth officer :—

1. General assistance to chief officer.
2. Consumption of any kinds of ship's store.
3. Cleaning of hold and bilge of your charge.
4. Life saving apparatus with 3rd officer.
5. Examination of hand bilge pump of your charge.
6. Closing & stopping water while docking with.
7. Opening and closing bottom plugs.

8. Records required for entering the Log.



Any questions and advices willingly accepted.

Signed

Chief Officer.

凡例第二

To the officer,

Please look after the following repairs to be executed at Kobe.

Second officer :—

1. To examine center of stuffing box of rudder head and repair the same.
2. To renew zink slabs of screw aperture if necessary.
3. To cut the links of steering chain for hand steering gear to suitable length.
4. To anneal one set of steering chains.
5. To examine brake for steering quadrant and controlling rods.

Third officer :—

1. To make & fit iron band & two links for leading cargo block to No. 5 cargo boom.

2. To re-install ventilator with cowl head for No. 2 steerage aft.
3. To chip, scrape & paint No. 1 orlop and hold with "Dambolin" paint.
4. To repair leakage through overheads of No. 3 steerage.
5. To repair defective side sparrings and bottom ceiling.
6. To clean, scrape & cement wash all hold bilges.
7. To chip leaky fresh water tank & repair the same.
8. To repair or renew one bent davit of No. 2 boat.

参 照

1. 鉸鉸 Riveting, 填隙 Caulking, ハツリ Chipping, 穴明 Drilling 等の修繕工事には昔時は手工なりしも現在は壓搾空氣道具 Pneumatic tool を使用して工程を敏速ならしむに至れり
2. 剪繼 Sheering, 穿孔 Punching, 鑄掛 Tinkering, 熔接 Welding 等の工事も「アセチリン」瓦斯を使用して近來著しく工程を短縮せらる
3. 熔接には又電氣熔接 Electric welding により

なす工場あり此れには抵抗熔接 Resistance welding 及び電弧熔接 Arc welding の二法あり後者を専ら使用せらる而して最近鉸鉸接合に應用せらる

4. 木工工事に於て陸上工場に於て帶鋸 Band saw, 圓鋸 Circular saw, 木材鉋機 Wood planing machine, 木材錐機 Wood drilling machine, 木材旋盤 Wood lathe, 型鑿機 Moulding machine 等を使用して手工時代より工事敏速となれり
5. 修繕工事に當る職工が時間制 Time work なる時は工事に手抜きも左程なきも仕事拂 Piece work 即ち鉸鉸一本何錢填隙一尺何錢と定め出來高等により賃錢を給與せらるゝ制度なる時は充分に工事を注意せざる可らず又此の外に賞與式 Premium system なるものあり此れは豫め工事の一部を組長に受負せしめ指定工數と實工數の差額を賞與として支結する制度なり

第三章 各種注文書

第一項 消耗品注文書

消耗品注文書は壹等運轉士の作成するものにして大會社の船舶にては注文は全部用度課へ差出す故に左程に頭を使ふ事を要せずと雖も Tramp steamer に於て其の衝に當る時該注文書を作成する際には各港に於ける消耗品の物價を比較研究し置き船舶の航路又は船舶の手入等を參酌して作成せざるべからず或る船主にては各港の物價を調査し各船舶に送附し置くものあり

該注文書を作成する時には頭文字順 Alphabetically arranged になす方法あり又は各部類順 Like term arranged になさるゝ方法あり而して該注文書は普通 Triplicate に作成し一通は壹等運轉士之れを手元に控として残し外の二通は船長及び船主に呈出するものとす

下記は頭文字順に作成せられたる方法とす但し要求高 Required, 現在高 Balance 等は省略す

K Line.

Requisition for Running Stores.

S.S. "Kobe Maru", Deck Department.

Asa	麻	lbs.
Black lead	黒鉛	"
Borax	硼砂	"
Bath brick	バスブリック	No.
Brooms, china	支那箒	"
" , corn	黍箒	"
" , hand corn	手黍箒	"
Brushes, paint	ペン刷毛	"
" , china	支那ペン刷毛	"
" , scrub	摩り刷毛	"
" , cement	洋灰刷毛	"
Bunting, white	白旗布	Yds.
" , red	赤旗布	"
" , blue	青旗布	"
" , yellow	黄旗布	"
" , black	黒旗布	"
Candles	蠟燭	lbs.
Canvas, cotton No. 1	綿帆布第一號	bolt.
" , " No. 2	綿帆布第二號	"
" , repairing (hemp)	修繕帆布	"

Canvas, tarpaulin 30"	タポレン帆布三十吋	bolt
" , " 36"	タポレン帆布三十六吋	"
Cotton duck 8 oz	ダック帆布八オンス	"
" " 10 oz	ダック帆布十オンス	"
Chalk	亞筆	Box.
Cement	洋灰	brl.
Cocoa nuts	椰子實	No.
Disinfectants.	消毒劑	gals.
Emery cloth	エメリークロース	duz.
Holystone	ホリーストン	No.
Lamp chimney to sample	洋燈火屋但見本通	"
Lamp wick	洋燈心	coil.
Lamp burner	洋燈口金	No.
Leather, rigging	航器用皮革	sq.ft.
" , pump	唧筒用皮革	"
Line, iog	測程線	coil.
" , flag	旗索	"
" , lead	測深線	"
Marline	マアレン	lbs.
Hambroline	ハンプロライン	"

Ratline	ラットライン	coil.
Lime	石灰	lbs.
Nails, wire 1"	洋釘壹吋ノ分	"
" , " 2"	洋釘貳吋ノ分	"
" , " 3"	洋釘參吋ノ分	"
Nails, brass screw 1"	壹吋真鍮螺釘	doz.
" . " " 2"	貳吋真鍮螺釘	"
Oakum	ホコン	lbs.
Oil, boiled	ボイル油	gals.
" , kerosine	石油	case.
" , rape	種油	"
" , gun	砲油	bot.
" , engine	機械油	case
" , fish	魚油	"
" , turpentine	タペンタイン	"
" , olive	オリブ油	bot.
Paint, black	黒色塗具	lbs.
" , blue	青色塗具	ozs.
" . green	綠色塗具	lbs.
" , oxide, brown	鳶錆色塗具	"
" , oxide, red	赤錆色塗具	"
" , red lead	光明丹	"
" , white lead	白色鉛塗具	"
" , white zinc	白色亞鉛塗具	"

Paint, umber	焦茶色塗具	ozs.
" , chrome yellow	濃黄色塗具	"
" , yellow	黄色塗具	lbs.
" , stone colour	石色塗具	"
" , vermilion	南京朱	ozs.
" , Boot topping	水線塗具	c.w.t.
" , Bottom composition	船底塗具	"
" , drier	ドライヤ	ozs.
Pitch	ピッチ	lbs.
Pumice stone	軽石	"
Putty	ポテー	"
Metal polish	真鍮磨き	lbs.
Rubber	護謨	"
Rope, manila 1"	壹吋マニラ綱索	coil.
" , " 2"	貳吋マニラ綱索	"
" , wire ½"	半吋綱索	"
Sand	砂	ton.
Sand paper	砂磨き紙	dozs.
Shironomimi	棕櫚の耳	lbs.
Soap, marine	洗濯石鹼	"
" , soft	水石鹼	"
Soda, caustic	苛性曹達	lbs.
" , washing	洗曹達	"
Spun yarn	スパニヤン	"

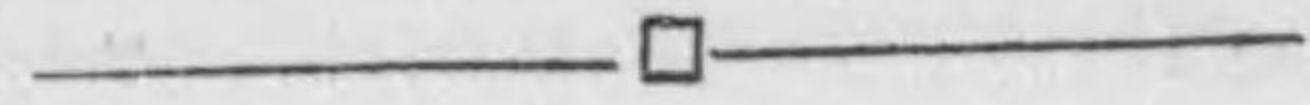
Swab, cotton	抹帚	No.
Tacks, copper ½"	銅鋌長さ半時の分	lbs.
Tar, stockholm	リギンター	case.
" , coal	コオルター	"
Tallow	獸脂	lbs.
Thread, white	白糸	No.
" ' black	黒糸	"
Twine, cotton	コットントワイン	lbs.
" , seaming	シーミングトワイン	"
" , roping	ローピングトワイン	"
Vanish, copal	コーバール洋漆	gals.
" , black	黒洋漆	"
Waste, cotton	糸ウエス	lbs.
" , rag	襤褸ウエス	"
Wax	蠟	"
Wire, seizing ⅛"	シイジングワイヤ ⅛吋	"
" " 1/16"	シイジングワイヤ 1/16吋	"

Additional.

Planks, Matsu	松板	tsubo.
" , Sugi	杉板	"
Marine glue	マリングルウ	lbs.
Glass, air-port 8-in.	八時エヤポート硝子	No.
Basket, tinned	錫被セバケツ	No.

下記は各部類別の例なりとす

Please, send the following required running stores to s. s. "Kobe Maru".



Cordage:—

4-in Manila rope	one coil.
2-in " "	two coils.
1-in " "	three coils.
Ratline, 21 thread	one coil.
" , 18 thread	half coil.
Hambroline	five skeins.
Spun " , fine	one coil.
" , common	five coils.
Flag line	one coil.
Marline	five skeins.
Log line	one coil.
Hand lead line	one coil.
Deep sea lead line, small size	one coil.
Fishing line	ten skeins.

Wire:—

3-in steel wire rope	two coils.
1-in " " "	half coils.
Wire siezing	ten lbs.

Sail etc :—

Jib	one.
Fore Trysail	"
Main Trysail	"
Tarpaulin canvas	two bolts.
Cotton canvas No. 1	one bolt.
Hemp canvas No. 2	one bolt.
Baxter canvas	one bolt.
Duck canvas, 8 ozs	two bolts
Seaming twine	ten lbs.
Roping twine	four lbs.
Cotton twine	five lbs.
Nedles, No. 15	two dozs.
Palms, seaming	half doz.

Flags :—

House 4 buntings	one
Ensigns 4 buntings	"
Jacks 2 buntings	"
Burgee 3 buntings	"
Blue peter 3 buntings	"
Bunting, red	10 yds.
" , white	"
Thread, cotton	two dozs.

Needles two dozs

Leather :—

Pump leather fifty lbs.
Hose leather ten lbs.

Brushes :—

Paint brushes, cast two dozs.
" " , cabin one doz.
Camel hair pencils. half doz.
Paint scrub brushes two dozs.
Hand scrub brushes one doz.
White wash brushes one doz.
Mops half doz.
Wire brushes one doz.

Cement etc :—

Cement, portland five brls.
Lime fifty lbs.
Sand two tons.
Holystone one doz.
Pumice stone three lbs.

Planks :—

Teak 1" by 6" by 1" 6 pieces.

Matsu 1/2" by 6" by 1"	6	pieces.
Sugi 1/2" by 6" by 1"	6	pieces.
American pine, 2" by 10" by 1"	12	pieces.
Handspikes	five	pieces.
Hammer handle,	three	pieces.

Paint:—

Black paint	one	c.w.t.
Red oxide	two	c.w.t.
Brown oxide	1/2	c.w.t.
Emerald green	1/4	c.w.t.
Prussian blue	8	ozs.
China red (vermilion).	8	ozs.
Copal vanish	fen	lbs.
Patent dryers	five	lbs.

Oil:—

Linseed oil, boiled	twenty	gals.
" ", raw	ten	gals.
Colza oil	Four	gals.
Mineral oil	ten	gals.
Turpentine	five	gals.

Nails:—

Wire nail, 1"	five	lbs.
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Brass screw, 1"	two	dozs.
Iron screw, 3"	one	doz.
Copper boat nail	five	lbs.
Copper pump tacks	one	lb.
Clasp 2-in	one	lb.

Ironmongery:—

Marlinespike	three	pcs.
Scrapers	one	doz.
Chipping hammers	one	doz.
Chain shackles.	one	doz.
Shovel	half	doz.
Eye bolt to sample	half	doz.
Eyelet	ten	pkgs.
Sheet lead	fifty	lbs.
Pad lock, iron	ten	pcs.
Chain hooks	six	pcs.
Hooks & thimbles to sample	one	doz.
Crowbar	two	pcs.
Chain sling	six	pcs.
Holytone frames	six	sets.
Rigging screws	one	set.

Lamp:—

Lamp chimneys as sample.	two	dozs.
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Lamp wicks, 4-in	one lbs.
" burner	one doz.
Ship chandlery :—	
Thermometer	two pcs.
Fish hooks	one doz.
Grind stone with tub.	one set.
bath brick	one doz.
Lump blacklead	ten lbs.
Oakum	fifty lbs.
Cotton waste	hundred lbs.
Sand paper	two dozs.
Emery cloth	three dozs.
Buckets, galvanised	four pcs.
Lamp scissors	two pcs.
Cork fender	one pc.
Matches	ten pkgs.
Pitch	fifty lbs.
Stockholm tar	four cases
Coal tar	four cases
Glue	ten lbs.
Chalk	two boxes.
Putty	forty two lbs.
Soft soap	fifty lbs.
Marine soap	two boxes.
Soda	hundred lbs.

参照

機關部の消耗品注文の例を附記す

Following articles to be supplied to s. s. "Kobe Msru" Engine Department.

Asbestos packing square (metallic closed)

	$\frac{1}{2}$ "	100	lbs.
" " round	$\frac{1}{2}$ "	100	lbs.
Dagger's packing	1"	150	lbs.
Lion packing	1"	1	coil.
Tuck's packing	1"	100	lbs.
Asbestos cord	$\frac{1}{8}$ "	100	lbs.
Asbestos board	$\frac{1}{8}$ "	10	sh.
Asbestos cement		100	lbs.
Acid muriatic		2	bots.
Acid sulphuric		2	bots.
Borax		15	lbs.
Steel bar	$\frac{3}{4}$ "	12	ft.
Iron bar	$\frac{3}{4}$ "	150	ft.
Brass bar	$\frac{3}{4}$ "	30	ft.
Brush, lime		4	
" , scrub		6	
" , paint		12	
" , tube steel wire as sample		6	

Brush, tube handle		2	
China broom		12	
Bath brick		6	
Candles		30	lbs.
Insertion rubber	$\frac{1}{5}$ "	5	sh.
Cement		2	brls.
Zinc slab		20	
Marine soap		50	lbs.
Soft soap		20	lbs.
Salamandrite jointing sheet	$\frac{1}{8}$ "	4	sh.
Copper wire half round	$\frac{1}{8}$ "	5	lbs.
Copper wire	$\frac{1}{8}$ "	5	lbs.
Brass wire	$\frac{1}{8}$ "	10	lbs.
Lead wire	$\frac{1}{16}$ "	10	lbs.
Solder soft		10	lbs.
Tar rope	2"	1	coil.
White zinc paint, 28 lbs tin		6	tins.
White lead paint, "		6	tins.
Red lead		18	tins.
Oxide paint		4	tins.
Sponge cloth		10	dozs.
Filter cloth		50	yds.
Cotton cloth		20	yds.
Emery cloth		5	dozs.

Matting		100	ft.
Mat, door		8	
Brass gauze wire		20	ft.
Firing shovels		12	
Steel gauze wire (rough & fine net)		20	ft each.
Making canvas		2	rolls.
Repairing canvas		2	rolls.
Cotton canvas		2	rolls.
Iron bolt with nut	$\frac{1}{2}$ "	100	
Manganese paste		20	lbs.
Washing soda		100	lbs.
Caustic soda		100	lbs.
Fuze wire		4	rolls.
Black cotton tape		8	lbs.
Iron stud with nut	2" long, $\frac{1}{2}$ "	20	
Lime		100	lbs.
Hammer handle		12	
Sledge hammer handle		6	
File, square, half round, flat, round, 14"		6	each.
Metal, yellow sheet (brass)	$\frac{1}{8}$ "	4	sh.
Copper sheet, for liner		6	sh.
Tin sheet		6	sh.
Fire clay		300	lbs.
Mortar		50	lbs.

Spun yarn	30 lbs.
Chalk	6 boxes.
Electric lamp, swan socket	16 c.p. 30
Round globe for lamp.	12
Black lead powder	40
Marline	24 lbs.
Swab	36
Asbestos tape	1" 50 lbs.
Leather	20 lbs.
Circulating pump rubber valve, as sample	10
Waste, cotton	300 lbs.
Tallow	150 lbs.
Seaming twine	4 lbs.
Red rubber	20 lbs.
Charcoal	150 lbs.
Iron rivet	$\frac{1}{4}$ " 50
White metal block, Watson	100 lbs.
Card, indicator (Mc' Inns)	200.
File card	12.
Manhole gasket	6.
Hand hole gasket	6.
Gauge glass for setting tank	2 sets.
Varnith	2 gals.

Cotton packing, square	$\frac{3}{4}$ " 50 lbs.
Vermilion	8 ozs.
Condenser packing	15 lbs.
Hemp packing	1" 5 coils.
Brass stud and nut, 3" long, $\frac{3}{4}$ "	36
Seaming needle	12
Palm	2
Emery ground, in tin box	10 lbs.
Matches	20 pks.
Litomas paper	1 bx.
File handle	24
Gauge glass packing, rubber, as sample	10 dozs.
Paper board	$\frac{1}{8}$ " 6 sh.
Hand broom	6.
Iron washer	$\frac{1}{2}$ " 100.
Wick ball	5 lbs.
" flat	50 ft.
Vaccum engine oil, No. 1.	300 gals.
Vaccum cylinder oil, No. 2.	150 gals.
Kerosine oil	50 gals.
Colza oil	10 gals.
Boiled oil	20 gals.
Wool	8 ozs.
Indicator cord	10 yds.

Gauge glass	3	dazs.
Carbon brush, for dynamo	36.	
Brass screw nail, short, round head	$\frac{1}{8}$ "	1 gross.
" " " , " , sunken head	$\frac{1}{8}$ "	1 gross.
" " " , long, round head	$\frac{1}{8}$ "	1 gross.
Copper nail, square	1"	1 bx.
Fire brick, ordinary	300.	
Fire brick, quadrant for oil burning	9	sets.
" " , " " " "	12	sets.
Painting footing stage	10.	
Boiler cleaning stage	3.	

第二項 屬具注文書

船舶屬具の注文は價格の大なる者にありては相當の理由を附して注文書を差出すものなれ共普通の者は便宜上消耗品注文書に附記して呈出せらるゝを普通とす以下には普通の者の例を掲ぐ

1. Supply and fit down in position on deck one Thomson's patent sounding machine complete with wire, sinker, spare sinker, sounder and necessary gears, also make and fit on rail one fairleader with necessary wood foundation piece to suit above sounding machine.

2. Supply and fit in position on bridg deck one patent Thomson's compass with binnacle complete with night shade, helmet, oil lamps and fittings electric light, one spare card etc.
3. Build and supply one Japanese sampan 18' x 5' x 2, hoisting up and placing on board in position, make & fit necessary chocks for same, all complete with two Japanese type sculls, bailer, painter, two plugs, rudder and tiller, mast and sheets etc., ridge pole and stretchers.
4. Make and fit in place, three sets blocks and fall, consisting of 6 double blocks & 6 treble blocks iron band and 6 sets manila rope falls for hoisting boats, and all fitted up complete.
5. Make and supply four canvas covers for life boats, cutter, and Japanese sampan, all complete to shape, with brass eyelets, lacings etc. complete, also two cross bands for sampan.
6. Supply six fire bucket and four fire axes.
7. Make and fit two wood wire reel covers with all necessary mountings and fasting gear.
8. Make and fit one teakwood accommodation ladder with teakwood grating platform, all complete with iron mountings, stanchions, handrails, bridge and guys.

9. Make and supply one pair of wire rope rudder preventing stays complete with thimbles and shackles and setting up gear.
10. Supply 48 life belts with certificate.
11. Build and deliver on board, hoisting up and placing into position one teak wood life boat 25' by 7' by 3' all complete with metal tanks, two plugs, two bailer, 8 rowlocks, rudder and tiller, life lines, lifting hooks, etc., mast spars and sails and cover for sails and with all necessary fixed gear, painter, ridge spar and stretchers and eight oars.
12. Build and place on board for No. 1 life boat 6 canvas fenders, oil can, one lamp, one drag, one water breaker, two boat hooks, one axe, for No. 2 life boat one mast and spars, suite of sails, blocks and running gear, one axe and one lamp, for No. 3 boat one axe, one drag and 2 fenders.
13. Make and fit one cargo derrick with all necessary iron mountings etc.
14. Make and supply one set wood blocks with brass sheaves and necessary manila rope for relieving tackles.

參 照

船舶検査規程附表第五號表中の屬具名稱及び遠洋航路近海航路の汽船に對する屬具の定限數を拔萃すれば下の如し

船 體 屬 具 表			
屬 具 名 稱		遠 洋 汽 船	近 海 汽 船
救 命 浮 環	Life buoy	6.	4.
救 命 焰	Rescue light	4.	2.
檣 燈	Mast lamp	2.	1.
舷 燈	Side lamp	2 sets.	1 set.
碇 泊 燈	Anchor lamp	2.	1.
紅 燈	Red globe lamp	2.	2.
黑 球	Black ball	2.	2.
火箭又は榴彈	Rocket or Socket	12.	6.
信號 焰 管	Blue light	12.	0.
機械製霧中號角	Fog horn apparatus	1.	1.
霧 中 號 鐘	Fog bell	1.	1.
國 旗	Ensign	2.	2.
信 號 旗	Signal flags	1 set.	1 set.
信 號 書	Signal code book	1.	1.
船 名 錄	List of vessels	1.	1.
時 計	Timepiece	2.	2.

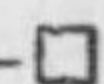
羅針盤	Compass	3.	3.
時辰儀	Chronometer	1.	0.
六分儀	Sextant	1.	0.
手用測程具	Hand log	1.	1.
砂漏計	Sand glass	2.	2.
測程機械	Log apparatus	1.	1.
手用測鉛	Hand lead	2.	2.
深海測鉛	Deep sea lead	1.	1.
測深機械	Sounding machine	1.	1.
晴雨計	Barometer	1.	1.
海水用寒暖計	Thermometer for sea	1.	0.
双眼鏡	Binocular	1.	1.
航海曆	Nautical Almanac	1.	0.
消防用手桶	Fire bucket	12.	6.
斧	Axe	2.	1.

備考 火箭又は榴彈は口径三吋半以上の信號砲又は口径五吋半以上の臼砲附屬具及び十二發以上の装薬を備ふる時は之れを備えざるも妨なし又測深機械は旅客船にあらざる船舶及び總噸數八百噸未満の旅客船には之れを備えざるも妨げなし

第參項 文房具注文書に要用語

Stationery Requisition.

Purchasing Dep't will please furnish the following stationary to s. s. "Kobe Maru".



Sealing wax.	封	蠟
Pins.	留	針
Clip, Niagara or Gem.	書翰挾	ナイヤガラ 又ハゼム形
Letter paper.	書	翰紙
Envelope.	狀	袋
Rubber band.	護	謨帶
Blotting paper.	吸	取紙
Paper Foolscap.	凡13" × 8"大の	洋紙
Pencil, black.	黒鉛	筆
" , red and blue.	赤青鉛	筆
" , copying.	謄寫用鉛	筆
Penholder.	ペ	ン軸
penrack.	ペ	ン軸架
Pens.	ペ	ン
Ink, blue and black.	黒イ	ンキ
" , red.	赤イ	ンキ
Inkstand.	イ	ンキ壺
Eraser, Rubber, ink.	インキ	護謨消

Eraser, Rubber, pencil	鉛筆護謨消
Memo, book.	メモ
Fastener machine.	綴機械
Carbon paper.	炭酸紙
Abacus.	算盤
Ruler.	定規
Sponge for ink pad.	海綿(ペン拭ひの)
Paste.	糊
Perforater	穿孔器
硯	
硯箱	
筆	
日本紙	
美濃紙	
全野紙	
半野紙	
膳寫版	
印肉壺	
印肉帖	
手墨	
Copy press.	コピー取り
Rubber stamp.	護謨印
Pad, rubber stamp.	護謨印用肉壺

Form:—

Chronometer Journal	經線儀日誌
Compass Journal.	羅針儀日誌
Indent for repairs.	修繕請求書
Deck Log book	當直日誌
Ship's Log book.	航海日誌
Official Log book.	官用航海日誌
Abstract log.	撮要日誌
Equipment book.	屬具目錄
Running store book	消耗品目錄
Requisition for running stores.	消耗品請求書
Inventory book.	財產目錄
Pay Roll.	給料支拂表
Victualling Account book.	食費計算帳
Voucher Payable.	支拂受取證
Account Current.	勘定書
Return of Postage payable.	郵稅支拂明細書
□	
List of Passengers.	旅客氏名表
List of Hatches.	艙口申告書
Entrance Notice.	入港届
Note for Payment of Tonnage dues.	噸稅納付書
List of ship's stores.	船用品目錄
Manifest.	積荷目錄

Clearance Note.
Jerqing Note.

出 港 届
資 格 變 更 届

海 員 名 簿
海員雇入公認申請書
海員雇止公認申請書
海員雇入止契約更新公認申請書
海員雇入止契約變更公認申請書
委 任 狀

Scott's Code Book.
A.B.C. Cobe Book.
Exchange table.

スコット暗號書
エ, ビ, シ, 暗號書
兩換早見表

第四項 藥品注文書に要用語

船醫の乗組む船舶なれば船醫の手にて藥品及び材料一式を注文する故に其の手数なきも今日未だ一般に船醫の乗組む船舶少数にして此又た一等運轉士の手にて注文調達せらるべきものとす
藥品は船上に於て調合を要せらるゝ者より施薬に便利なる丸薬 Pills 錠劑 Troches 軟膏 Ointment 混和薬 Mixture 其他又は星製薬會社又は三輪家庭常備薬函等の調達なし置く方が素人として調劑上に於ける誤りなく且つ一等運轉士として職責上便宜なり

最初には船舶に於て普通注文せらるべき者を掲ぐべし

Ichthpol. } イヒチオール
Ammonium sulfoichthyolicum. }
Acidum borienum. 硼 酸
Natrium bicarbonicum. 重曹又は重炭酸曹達
Pepsinum saccharatum. 含糖ペプシン
Troches of Taka-diastase. タカジヤスタゼ錠
Jodovformium. ヨードフォルム
Dermatol. } 無臭ヨードフォルム
Bismutum subgalicum. }
Tinctura jodi. ヨ ジ ム 丁 幾
Tinctura amara. 苦 味 丁 幾
Acidum hydrochloricum bilutum. 稀 鹽 酸
Kalium Permanganicum. 過満俺酸加里謨
Kalium bromatum. 臭素加里又は臭剝
Kalium chloricum. 鹽剝又はクロール酸
カリウム
Zincum oxydatum. 亞鉛革又は酸化亞鉛
Antipyrin. アンチピリン
Troches of Chinimum hydrochlorium. 鹽酸規尼涅錠
Troches of Chinimum sulfuricum. 硫酸規尼涅錠
Acetanilidum. アンチフェブリン
Aspirin. } ア ス ビ リ ン
Acidum acetsalicylicum. }

Antipyrinum salicylicum.	サルチール酸アンチピ リン又はザリピリン
Balsamum Copaivae.	コバイババルサム
Sandal oil.	白檀油
Spiritus camphoratus.	カンホル丁幾
Bismuhtum subnitricum.	次硝酸蒼鉛
Epsom salt.	} 瀉利鹽
Magnesium pulfuricum.	
Oleum ricini.	蓖麻子油
Sal Carolinum factitum.	人工カル、ス泉鹽
Argentum nitricum.	硝酸銀
Acidum carbolium.	石炭酸
Acidum salicylicum.	サルチール酸
Tinctura storophanthi.	ストロファン丁幾
Ungentum hydrargyri cinereum.	} 水銀軟膏
Blue ointment.	
Sirupus simplex.	單舍利別
Saccharum lactic.	乳糖
Vaselin.	ワゼリン
Spiritus.	酒精
Olive oil.	オリーブ油
Glycerin.	グリセリン
Opium pills.	阿片丸
Hydrargyrum chloratum.	甘汞

Eno,s Fruit salt.	エノ製フルーツ鹽
谷製健胃固腸丸	
丸善製健胃散	
守田製寶丹	
星製藥會社家庭常備藥函	
三ツ輪家庭常備藥函	
大學目藥	
— □ —	
Bandage.	卷綑帶
	No.の小なる者程巾の廣 きものとす
Gossypium depuratum.	精製綿
Tela hydrargyri bichlorati.	昇汞ガーゼ
Bleached cotton.	晒木綿
Plaster.	絆創膏
Plaster of Paris.	石膏粉
Splint.	副木
20 Grammes weighing beam.	天秤(二十瓦)
One gramme balance beam.	一瓦秤竿
20 c.c. metre glass.	二十瓦メートルグラス
Cochleare.	匙
Glass mortar.	乳鉢(硝子)
Mortar rod.	乳棒
Cochleare amplum.	食匙 (15—10瓦の匙を云ふ)

Cochleare parvum.
 Capsule.
 Oblate.
 Medicine bottle.
 Pocket scissors.
 Manicure scissors.
 Knife.
 Oil clothes.
 Basin.
 Inhaler.
 Stretcher.
 Ice-sack cooler.
 Clinical thermometer, c.s.

茶匙 (2-4瓦の匙を云ふ)

膠 囊

オ プ ラ ー ト

藥 瓶

衣 囊 鋏

尖 形 鋏

小 刀

油 布

盤

吸 入 器

擔 架

氷 囊

檢温器(攝氏割度)

Centigrade Scale とか
 華氏割度とか指定を要
 す 又種類に One
 minute Three minute
 等あり

切 開 刀

灌 漑 器

滴 瓶

注 射 器

ピ ン セ ッ ト

油 紙

ス ポ イ ト

Mes.

Irrigator.

Dropping bottle.

Injection syringe.

Pincette.

Oil paper.

Spoid.

以下には上記以外の薬品を掲ぐ

Acidum tartaricum.

Radix colombo.

Balsamum Pervianum.

Ungentum vesicansmilium.

Ferrum reductum.

Ferrum lacticum,

Tinctura ferripomata.

Sirupus ferri jodati.

Vinum rubrum.

Kreosot.

Hydrargyrum bichloratum.

Acidum tannicum.

Plumbum aceticum.

Zincum sulfnrium.

Ungentum zincl.

Cuprnm sulfuricum.

Cerium okalicum.

Alumen.

Radix rhei.

Senega.

Santonine.

Morpcine.

Radix Ipecacuanhae.

酒 石 酸

コ ロ ン ポ 根

ペ ル ー バ ル サ ム

カ ン タ リ ス 軟 膏

還 元 鐵

乳 酸 鐵

林 檜 鐵 丁 幾

沃 度 鐵 舍 利 別

赤 葡 萄 酒

ク レ オ ソ ー ト

昇 汞

タ ン ニ ン 酸

醋 酸 鉛 又 は 鉛 糖

硫 酸 亞 鉛 又 は 皓 礬

亞 鉛 華 軟 膏

硫 酸 銅 又 は 膽 礬

摻 酸 セ リ ウ ム

明 礬

大 黃

セ ネ ガ

サ ン ト ニ ン

モ ル ヒ ネ

吐 根

Cocainum hydrochlorium.	鹽酸コカイン
Mentholum.	薄荷
Cod oil.	肝油
Natrium salicylicum.	撒里矢爾酸曹達
Acidum aceticum glaciale.	氷醋酸
Kalium jodatum.	沃度加里
Ungentum simplex.	單軟膏
Kalium bitartaricum.	重酒石酸カリウム
Kalium tartaricum.	酒石酸カリウム
Aqua pinni.	杏仁水
Camphora depurata.	精製樟腦
Bismutum salicylicum.	サリチール酸蒼鉛
Sulfur.	硫黃
Formalinum.	フォルマリン
Oleum limoris.	枸櫞油
Sacharinum.	サツカリン
Semen sinapis.	芥子
Spiritus ammoniaie aromaticas.	芳香アンモニア精
Tallium.	タルリン
Naphtharinum.	ナフタリン
Aqua ammoniaie.	アンモニア水
Acidum nitricum fumans.	發烟硝酸
Lime juice.	ライムジュース
Thymolum.	チモール

Resorcinum.	レゾルチン
Benzolum.	ベンゾル
Collodium.	コロヂウム
Magnasia usta.	假製マグネシア

參照

瓦とは攝氏四度の水一立方センチメートルの重にして我國の二分六厘六毛餘となる
 瓦量に $\frac{4}{15}$ を乗すれば精密に日本量に改算して四匁となるが如し

Apothecaries measure or weights.

one grain (gr.)	.06瓦に相當す
one scruple (scr) = 20 graids	1.30瓦に相當す
one drachm(dr.) = 3 scrupies	3.89瓦に相當す
one ounce (oz) = 8 drachms	31.10 に相當す
one pound (lb) = 16 ouuces	

drachm はドラクムと發音す

scruple はスクルベルと發音す

磅は約四百八十瓦餘にして我國の百三十餘目に當る

液量用の方の一オンスは我國の一匁六餘にして佛の二センチリットル八四餘に相當す一オンスを八ドラクムに分ち一ドラクムを六十ミニム Minin を分つ

洋薬品の相場(大正十一年一月の時價)を掲ぐ

イヒチオール	壹磅	四圓四拾錢
バルサム油	壹磅	壹圓五拾錢
乳糖	壹磅	七拾錢
硼酸	壹磅	四拾參錢
吐根	壹磅	四圓參拾錢
重曹	壹磅	貳拾貳錢
含糖ペプシン	壹磅	貳圓貳拾錢
ヨードフォルム		八圓八拾錢
無臭ヨードフォルム	壹磅	參圓八拾錢
沃度加里	壹磅	六圓八拾錢
硫酸亞鉛	壹磅	四拾五錢
硫酸マグネシア	壹磅	拾五錢
オレーフ油	壹磅	八拾貳錢
甘汞	壹磅	壹圓八拾錢
假製マクネシヤ	壹磅	壹圓六拾錢
沃度鐵舍利別	壹磅	七拾五錢
タンニン酸	壹磅	貳圓八拾錢
單軟膏	壹磅	八拾錢
鹽酸キニネ	壹磅	參拾圓半
ナフタリン球	壹磅	參拾錢
ナフタリン	壹磅	八拾錢
グリセリン	壹磅	七拾五錢
クレオソート	壹磅	四圓五拾錢

還元鐵	壹磅	貳圓
過錳俺酸加里	壹磅	壹圓
フォルマリン	壹磅	七拾錢
臭素加里	壹磅	六拾五錢
コロヂユウム	壹磅	壹圓貳拾錢
ゴム絆創膏	壹打	九圓四拾錢
鹽剝	壹磅	四拾九錢
鹽酸モルヒネ	二十八瓦	貳拾五圓半
鹽酸コカイン	二十五瓦	拾圓半
アンチピリン	壹磅	參圓九拾錢
アンチヘブリン	壹磅	壹圓貳拾錢
アンモニア水	壹磅	參拾錢
サントニン	二十五瓦	拾九圓半
サルチル酸	壹磅	壹圓貳拾錢
サツカリン	壹磅	九圓
酸化亞鉛	壹磅	四拾六錢
次硝酸蒼鉛	壹磅	參圓九拾錢
酒石酸末	壹磅	壹圓
酒石酸結晶	壹磅	壹圓
礮酸セリウム	壹磅	參圓
昇汞	壹磅	壹圓七拾錢
酒精	壹磅	八拾錢
純アルコール	壹磅	壹圓貳拾錢
硝酸銀	二十五瓦	壹圓貳拾錢

ヒマシ油	壹磅	五拾錢
白檀油	壹磅	貳拾四圓
氷醋酸	壹磅	四拾六錢
石炭酸	壹磅	六拾錢
ストロファン丁幾	壹磅	壹圓拾錢
水銀軟膏	壹磅	壹圓參拾錢

第五項 船内什器注文書に要用語

I. Silver ware

Fork, Table	食卓肉叉
" , Dessert	菓子叉
" , Fish	魚肉叉
" , Pickle	酢漬物叉
" , Oyster	牡蠣肉叉
" , Breakfast	朝食肉叉
Knives, Table	食卓ナイフ
" , Butter	バターナイフ
" , Fruit	果物ナイフ
" , Dessert	食後用ナイフ
" , Breakfast	朝食ナイフ
Spoons, Table	食卓匙
" , Dessert	食後用匙
" , Sugar	砂糖匙
" , Salt	鹽匙

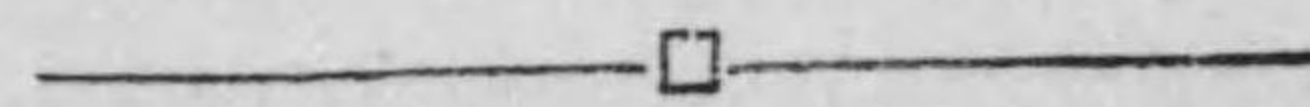
Spoons, Egg	卵子匙
" , Mustard	芥子匙
" , Tea	茶匙
" , Jam	ジャム匙
Coffee Pot	珈琲鍋
Tea Pot	茶鍋
Sugar Bowls	砂糖鉢
Cheese Scoops	チーズ取り匙
Napkin Ring	口拭環
Serviette Ring	
Tongs, Ice	氷挟み
Tongs, Sugar	砂糖挟み
Cruets, Stand	薬味臺
Crockery	
Plate, Dinner	晝食又は夕食用皿
" , Breakfast	朝食用皿
" , Soup	スープ皿
" , Dessert	食後の果物菓子皿
" , Cheese	チーズ皿
Comports, Fruit	果物盛臺
Tea Cups	茶杯
" Saucers	茶杯受
Coffee Cups	珈琲杯
" Saucers	珈琲杯受

Egg Cups	卵 子 受 杯
Tea pots	茶 鍋
Coffee pots	珈 琲 鍋
Sugar Bowls	砂 糖 鉢
Sauce Boat	ソース入舟形皿
Tureen	ソ ッ プ 入 鉢
Jar	壺 形 鉢
Jugs	水 差 シ
Dish	大 皿
Pitcher	瓶 子
Basin	水 鉢
Ladles, Soup	ス ー プ 取 り 匙
Glass ware	
Decanter	デ カ ン タ ー
Water bottle	水 瓶
Tumbler	洋 盃
" , Plain	模 様 な し 洋 盃
" , Cut	模 様 あ る 洋 盃
Cruet bottles	薬 味 入
Finger Bowl	フ ィ ン ガ ボ ー ル
Glasses, Champagne	シ ャ ン ペ ン コ ッ プ
" , Claret	ク ラ ー レ ッ ト コ ッ プ
" , Sherry	シ エ リ グ ラ ス
" , Cocktail	コ ク テ ル グ ラ ス

Glasses , Liqueur	リ キ ュ ウ グ ラ ス
" , Beer	ビ ー ル グ ラ ス
Salt Cellars	鹽 入
Linen Good.	
Towels, State room	ス テ ー ト ル ー ム タ オ ル
" , Pantry	バ ン ト リ ー タ オ ル
" , Glass	洋 盃 タ オ ル
" , Bath	入 浴 タ オ ル
" , Duster	雑 巾
Sheets	敷 布
Slips, Pillow	枕 カ バ ー
Spreads	毛 布 の 上 被
Table cloth	テ ー ブ ル 覆
Napkins, Table	口 拭
Blankets, white, single	毛 布 白 シ ン グ ル
" , " , double	毛 布 白 ダ ブ ル
Bags Toilet	化 粧 嚢
Covers, Chair	腰 掛 覆
" , Cushion Sofa	寢 椅 子 薄 團 覆
" , " Back	寢 椅 子 背 當 覆
" , " Pillow	寢 椅 子 枕 覆
" , Bolster	丸 き 長 枕
" , Mattress	褥
Pillow, Feather	羽 毛 枕

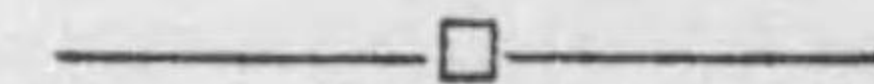
Pillow, Straw	藁 枕
Curtains, Door	入口カーテン
” , Window	窓 掛
” , Bed	臥褥カーテン
Carpet	毛氈敷物
Cords, Curtain Door	入口カテン締
” , ” , Window	窓掛ケ締
” . ” , Bed	寢臺カテン締
Mosquitos net	蚊 帳
Counterpane	毛布の上被
Miscellaneous Articles.	
Ash Tray	灰 皿 盆
Roller, Waste Paper	用便紙卷
Buskets, Galv.	トタン引バケツ
Bell, Call	べ ル
Water Cans	水 入
Brush mat	刷毛マツト
Door mat	入口マツト
Camp Stools	折疊み腰掛
Spittoons	唾 壺
Bath Tub	バスタツブ
Tray, Wooden	盆 木 製
” , Tinned	盆 錫 掛 け
Wind shoots	ポルドの風取り

Rat Traps	鼠 取 り
Waste water receiver	ベエレンの水受け
Saloon kitchen	
Stew Pan	シチウバン
Omelet Pan	オムレツバン
Sauce Pan	ソースバン
Frying Pan	フライバン
Kettle	釜
Mixing Bowl	ミキシンボール
Gravy strainers	ダシ汁濾し
Iron skewer	鐵 燒 串
Colander	濾 具
Poker	火 槍
Shovel	シヨール
Slicer	十 能 棒
Coffee Mill	コーヒ粉碎器
Horse radish grater	大 根 銼
Meat Machine	肉 碎 器
Tea strainer	茶 糟 濾
Flannel coffee strainer	フランネル珈琲濾
Scrubbing brush	洗 び 刷 毛
Can Opener	罐 切 り
Coffee Roaster	珈 琲 燒 き



附 錄

第一項 港則英和對照凡例



Dairen Harbour Regulations.

- Art. 1. Dairen Harbour consists of the water area west of a line drawn from the outer extremity of Kwohakushi to Toshishi at the eastern extremity of Oshoto.
- Art. 2. The Harbour is divided into the three following sections:—
1. Dairen Section.—The water southwest of a line drawn from the outer extremity of Kwohakushi to Hokuchosan.
 2. Ryujuton Section.—The water to the north of a line from the south-eastern extremity of Hokuchosan in the line above mentioned to the outer south-eastern extremity of Oshoto.
 3. Free Anchorage Section.—The water between the Dairen and Ryujuton Section.

Art. 3. the Dairen and Ryujuton Sections are divided into the following six sub-sections:—

1. The water east of Hamacho and east of a line drawn from the green light on the pier at Hamacho straight through the red light on Hamacho wharf in a northerly direction.
2. The water south of a line drawn from Shusuishi chimney in a direction S. 68 E., and west of the western boundary line of Sub-section No. 1.
3. The water north of Sub-section No. 2.
4. The water west of a line drawn from the outer extremity of Roryuto to Menkato Point.
5. The water to the north of a line drawn from Menkato Point to Kworoshi Point.
6. The remaining portion of Ryujuton Section.

Art. 4. Vessels may anchor anywhere in the free anchorage section. No. 3 sub-section is the anchorage for handling cargo of a dangerous nature. Other sections and sub-sections provide anchorage for handling

general cargo.

Art. 5. Vessels wishing to proceed to the Ryujuton section must first obtain a permit from the chief of the Marine Bureau.

Art. 6. Vessels entering port shall, in the day time, hoist their national ensigns and names in International Code, and at night time the Regulation lights, and keep them hoisted from outside of the harbour up to their moorings, and vice veras when leaving harbour.

They must do likewise, when shifting berths inside the harbour.

Art. 7. Vessels entering the Free Anchorage Section and temporarily mooring must be examined by the Marine Authorities and obtained communication permit (Form No. 1) before any communication with the shore or other vessels is allowed or any passengers or members of the crew are allowed to go on shore, or cargo to be landed.

This does not apply to vessels plying solely on the coast of Kwantung province.

Art. 8. Vessels having a gross tonnage of 1000 tons or more are required to employ a pilot when entering or leaving the pilotage ground, except in cases where the Chief of the Marine Bureau may consider one unnecessary.

Whenever the Chief of the Marine Bureau may deem it necessary the provisions of the foregoing paragraph may be made applicable also to vessels of less than 1000 tons gross tonnage.

The Pilotage ground comprises the area of water inside a line drawn from the northern extremity of the east breakwater, through the eastern and western extremities of the north breakwater to the eastern extremity of Hamacho wharf.

Art. 8. Within 24 hours of entering port vessels must send to the Marine Office a notice of arrival (Form No. 2) with vessel's certificate of registry, or certificate in lieu thereof, and a list of crew.

The documents aforesaid will be retained by the Marine Authorities until the formalities for clearance have been completed.

Art. 10. Vessels leaving port shall, at least one hour before sailing, send to the Marine Office a notice of departure (Form No. 3), and not leave the harbour until a clearance permit (Form No. 4) has been obtained.

Such vessels must fly the "Blue Peter" for 24 hours previous to sailing.

The aforesaid provisions, however, do not apply to junks or other small coasting boats.

Art. 11. Vessels intending to clear within 24 hours of arrival, and vessels plying along the coast of kwantung Province only, may furnish in addition to the Notice of Arrival, a guarantee from the master or agent of the ship, in lieu of the documents required by the provision of Article 9.

Art. 12. Vessels remaining at their moorings for more than 24 hours after a clearance permit has been obtained shall not leave the harbour until the procedure demanded by Articles 9 and 10 has again been complied with.

This does not apply in cases where cargo has not been handled.

- Art. 13. Junks and small coasting boats may furnish a notice of arrival (Form No. 5) and a notice of departure (Form No. 6) to the Marine Office in lieu of the procedure demanded by Articles 9, 10 and 11.
- Art. 14. No cargo shall be loaded or unloaded, nor shall any passengers or crew land or embark at places other than those appointed by the Marine Authorities.
- Art. 15. Vessels other than those going along side wharves must not pass or anchor between the wharves and the north breakwater.
This does not apply when special permit has been obtained.
- Art. 16. If deemed necessary the Marine Authorities may assign berth for vessels, order them to shift their berths, or prevent them from moving.
- Art. 17. Vessels, coming under one of the three following heads shall hoist the quarantine signal before entering the harbour and keep it flying until they obtain pratique (Form No. 1) :—

1. Vessels having actual or suspicious cases of or deaths from infectious or contagious disease on board.
2. Vessels which have had cases or suspicious scases of or deaths from infectious disease during the voyage.
3. Vessels which have sailed from an infected port or which have put in at such a port, or which have had communication with on infected ship; and also vessels suspected of infection.

The quarantine signal shall be a yellow flag hoisted at the foremast head by day, and red and white lights, one above the other, hoisted at the same place by night.

By infectious or contagious is meant cholera, small-pox, scarlet fever and pest.

Art. 18. If after the arrival of a vessel, cases or suspicious cases of the above mentioned infectious disease, or dysentery, typhoid fever, para typhoid, typhus and diphtheria break out, the quarantine signal must be hoisted and instructions received from the Marine Authorities, and no communication shall be

had with the shore or other ships nor shall any of the passengers, crew or baggage or cargo be landed until fresh pratique (Form No. 1) has been obtained.

This applies also if infection or suspected infection is discovered after arrival.

Art. 19. Whenever the Chief of the Marine Bureau considers it necessary vessels may be examined and passengers and crew submitted to medical inspection.

Art. 20. In the case of vessels laden with cattle or other animals, their carcasses, meat, hides, bones, etc., or goods specified under item No. 22 of the Notice of Arrival, the Chief of the Marine Bureau may, if he considers it necessary, order them to be examined at any time whatsoever, disinfected or isolated, or take any other action.

Art. 21. The Chief of the Marine Bureau may take the following measures with regard to vessels:—he may—

1. Quarantine a vessel on which there are cases or suspicious cases of or deaths from infectious disease, give directions for

dealing with the patients or dead bodies, disinfect the vessel and any other object, exterminate rats and other vermin, and also, if he consider it necessary, quarantine passengers and crew for a fixed period either at the quarantine station or on board the vessels.

2. Take action in accordance with the foregoing provision where cases of or deaths from infectious disease have occurred during the voyage.
3. Take action provided for in No. 1, if he thinks it necessary, with regard to vessels which have sailed from, or touched at, uninfected port, or if there is any suspicion that vessels are infected.
4. Take the same action also when any cases of infectious disease break out on board a vessel while in harbour.
5. Take same action when there are among the passengers or crew any persons carrying infection.
6. Order a vessel to shift her berth to a place assigned for the purpose of disinfection.

7. Order a vessel to be quarantined for a period not exceeding 2 days when there are suspected cases of infectious disease on board.

8. Having regard to conditions of port of departure or port of call or of the vessel, have the vessel disinfected and or rats and other vermin exterminated.

The period of quarantine provided by No. 1 shall be 10 days for pest and 5 days for cholera counting from the conclusion of disinfecting operations.

Provided, however, that in cases coming under No. 3 the period shall be reckoned from the time of leaving or touching at the infected port or that the suspicions of infection actually arose.

Art. 22. The master or agents of the vessel shall defray expenses of disinfecting a vessel and her belongings, maintenance of persons under quarantine, and expenses incurred on behalf of patients or diseased persons.

Art. 23. Application for a Bill of Health shall be made to the Marine Bureau.

When such application is made the Chief of the Marine Bureau shall issue a clean Bill of Health (Form No. 7) after a health inspection of the vessel.

Art. 24. When a vessel has on board explosives or highly inflammable goods in excess of ordinary requirements she shall hoist a red flag by day and a red light by night at the fore or other conspicuous place and shall await, in the Free Anchorage Section, instructions on officer of the Marine Bureau. This does not apply when a special permit has been obtained.

“Explosives” in this article include blasting gelatine, loaded cartridges, detonators, dynamite, fireworks, fuzes, gelignite, nitro-glycerine, gun-dowder, gun-cotton, smokeless powder and percussion caps; “highly inflammable goods” include crude petroleum (including Burmah oil, Rangoon oil and rock oil) kerosine, naphtha, turpentine, ether, benzoline, petroleum, benzine, acetone, alcohol, carbon disulphide and all substances of which the flash point is 95 Fahrenheit or less.

Explosives beyond 50 charges and 70 fuses per gun, where vessels are provided with guns, 100 cartridges per rifle and 150 fuzes, and what is considered for a cargo boat to be a reasonable amount of signalling rockets, blue lights and life buoy lights shall be considered as being in excess of ordinary requirements.

All lightly inflammable goods other than those which can be clearly shown to be for the service of the ship shall be considered in excess of ordinary requirements.

Art. 25. Vessel wishing to load or unload any of the explosives or highly inflammable goods mentioned in the preceding article must not do so until the description, number and quantity of the goods have been reported to the Marine Bureau, and they are in places specially assigned.

Vessels having on board any of the above mentioned explosives or highly inflammable goods must during their stay in harbour hoist a red flag or red light as directed in Article 24.

Art. 26. When a steam launch or sampan is passing near a vessel showing a red flag or red light it must keep at a safe distance to leeward, if possible, or if it is unavoidably obliged to pass to windward a perfectly safe distance must be kept.

Art. 27. Fire-arms or explosives must not be let off inside the harbour without the permission of the Chief of the Marine Bureau.

Art. 28. Except when the permission of the Chief of the Marine Bureau has been obtained towage shall be under the following restrictions:—

1. When a sampan or lighter is being towed the distance between the stern of the tug and the stern of the hindmost boat under tow must not exceed 120 yards.
This applies equally when bamboos, timber of rafts are being towed.
2. Provided the above distance is not exceeded, sampans or lighters may be towed two abreast.
3. Not more than one ocean-going vessel may be towed at a time.

Art. 29. No lighters, poles or other objects may be attached to the stern of a vessel at anchor in such a way as to obstruct navigation.

Art. 30. The permission of the Chief of the Marine Bureau must be obtained before bamboos, timber or rafts or other objects in any considerable quantity may be discharged moored or moved inside the harbour.

In such cases a light must be displayed by night in accordance with Articles 5, 10 and 11 of the Rules and "Regulations for Preventing Collisions at sea."

Art. 31. Vessels must use both anchors when mooring, unless they are moored at a pier or to a buoy, in Sub-sections No. 1, 2, 4 or 5, and no buoy may be attached to an anchor.

This, however, does not apply if the Chief of the Marine Bureau considers that both anchors are unnecessary.

Art. 32. Ocean-going ships shall have the right of way over steam launches, lighters, sampans, junks and other small craft.

Art. 33. Vessels navigating in Sub-sections 1 or 2 or in crowded waters shall proceed at a speed just sufficient to hold them on their course.

Such vessels shall in no case overtake one another. This does not apply to launches and other small craft when there is no fear of danger.

Art. 34. Permission must be obtained for the following works inside the harbour:—

1. Reclamation or dredging.
2. Building or altering breakwaters, wharves or jetties.
3. Putting down or changing floating or fixed buoys, or other navigation marks.
4. Laying down or altering drainage or other works above or below water.
5. Trawling or laying stakes or preserves.

Art. 35. Swimming inside the harbour is disallowed except by special permission.

Art. 36. Vessels or other objects must not be moored to anything but floating buoys or other constructions for that purpose.

Art. 37. When a floating or fixed buoy or other mooring construction is damaged or lost through the fault of a vessel, the master of that vessel must pay compensation thereof.

Art. 38. No. refuse or other matter may be thrown into the harbour, on the shore, or into any streams flowing into the harbour.

If it is desired to throw overboard ballast or gravel, etc., instructions must be received from the Marine Bureau.

When a vessel requires a lighter to remove refuse, ashes or other matter flag F of the International Signal Code, or a basket, shall be hoisted. The hire of such lighter shall be defrayed by the master.

Art. 39. Care must be taken not to upset into the water, when loading or discharging, coal or any other substance which might accumulate in the bed of the harbour.

Art. 40. Vessels must not resist inspection by the Marine or Police Authorities.

Art. 41. When a vessel in port requires the services of the Police flag G of the International

Signal Code shall be hoisted by day and a blue or flash light by night.

Art. 42. When fire breaks out on any vessel in the harbour the ship's bell or other similar instrument shall be struck and or the whistle sounded continuously. In the day time flags N. M. of the International Signal Code shall be flown, and at night time a conspicuous signal shall be made by means of signal lights or rocket and a red light shall be raised and lowered continuously.

The same shall be done when a vessel is in imminent danger and requires assistance, save in the day time the flags N. C. of the International Signal Code shall be hoisted.

Art. 43. The chief of the Marine Bureau may require any person responsible for any wreckage, refuse or other objects, which are likely to be a source of danger to shipping in the harbour, to remove or break them up.

In the event of the responsible party failing to comply with the above, the Chief of the Marine Bureau may carry out the work

himself or get a third party to do it and recover the expenses incurred thereby from the said responsible party.

Art. 44. Any offence against this ordinance is punishable with penalty or fine not exceeding 200 yen.

In the case of shipping this provision shall apply to the master of a vessel or his substitute.

No vessel shall be allowed to leave the harbour until the penalty or fine mentioned above or the expenses for which she may be liable under this ordinance have been duly paid or a suitable deposit made therefor.

Art. 45. The provisions of Articles 4, 8, 15, 16, 31, 33, 36, 38 and 42 apply to Japanese and Foreign ships of war.

Art. 46. With regard to men-of-war, if at the time of entering port there exist no conditions coming under any of heads of Article 17, Clause 1, the captain or surgeon will report accordingly, in writing, to the Marine Authorities.

Art. 47. If in the case of men-of-war, there exist, at the time of entering port, any conditions coming under any of the heads of Clause 1 of Article 17, she shall anchor in the Free Anchorage Section and hoist the Quarantine Signal.

The same procedure will be taken when cases of infectious disease break out after arrival in port.

Under the above circumstances the Marine Authorities and captain will confer together as to the manner in which compliance with this ordinance is to be effected.

Additional Provisions.

This ordinance shall come into force on November 1 st, 1910.

The Dairen Harbour Regulations issued under Ordinance No. 74 in 1907 are hereby cancelled.

—□—

對照日本文

大連港則

第一條 黃白嘴ノ外端ヨリ和尚島ノ東端東嘴子ニ至

- ル一線以西ノ水域ヲ大連港トス
- 第二條 港内ヲ分チテ左ノ三區トス
- 大連區 黃白嘴ノ外端ヨリ北長山ニ向テ引キタル一線ノ南西水域
- 柳樹屯區 前項一線ノ北長山南東岸ニ達シタル所ヨリ和尚島ノ南東外端ニ至ル一線以北ノ水域
- 放泊區 大連柳樹屯兩區ノ中間ノ水域
- 第三條 大連區及柳樹屯區ヲ分チテ左ノ六區トス
- 第一區 濱町以東及同棧橋ニアル綠燈ト同埠頭ニアル紅燈トヲ一直線ニ北方ニ引キタル一線以東ノ水域
- 第二區 臭水屯煙突ヨリ南六十八度東ニ引キタル一線以南ト第一區西界線以西ノ水域
- 第三區 第二區以北ノ水域
- 第四區 老龍頭ノ外端ヨリ棉花島角ニ向テ引キタル一線以西ノ水域
- 第五區 棉花島角ヨリ黃娘子角ニ向テ引キタル一線以北ノ水域
- 第六區 第四區第五區以外ノ水域
- 第四條 放泊區ヲ船舶ノ自由泊地トシ第三區ヲ危險物荷役泊地トシ其ノ他ノ區域ヲ一般貨物ノ荷役泊地トス
- 第五條 柳樹屯區ニ進航セムトスル船舶ハ豫メ海務

局長ノ許可ヲ受クベシ

- 第六條 船舶入港ノ場合ハ港外ヨリ泊地ニ就ク迄出港ノ場合ハ泊地ヲ離ル、時ヨリ港外ニ出ヅル迄デ晝間ニ國旗及萬國船舶國船舶信號ニ依リ船名ヲ表示シ夜間ハ所定ノ燈火ヲ掲グベシ港内運航ノトキ亦同ジ
- 第七條 入港船舶ハ放泊區假泊シ海務局官吏ノ臨檢ヲ受ケ第一號書式ノ交通許可證ヲ受クルニ非サレバ陸地又ハ他船ト交通シ船客船員ノ上陸物件ノ陸揚ヲ爲スコトヲ得ズ但シ關東州沿岸ノミヲ航行スル船舶ハ此ノ限リニ在ラズ
- 第八條 總噸數一千噸以上ノ船舶ハ水先人ノ水路嚮導アルニ非ラザレバ水先區ニ出入スルコトヲ得ズ但シ海務局長ニ於テ必要ナシト認ムル場合ハ此ノ限リニ在ラズ
- 總噸數一千噸未滿ノ船舶ト雖モ海務局長ニ於テ必要ト認ムルトキハ前項ノ規定ニ依ラシムルコトヲ得
- 水先區ハ東防波堤ノ北端ヨリ北防波堤ノ東端及西端ヲ經テ濱町埠頭ノ東端ニ至ル線内ニ包含シタル水域トス
- 第九條 船舶ハ著港後二十四時間以内ニ船舶國籍證書若ハ之ニ代ルベキ證書及船員名簿ヲ添へ第二號書式ノ著港届ヲ海務局ニ提出スベシ

前項ニ依リ提出シタル船舶ノ書類ハ出港手續ヲ終ル迄海務局ニ保管スルモノトス

第十條 船舶ハ出港一時間前迄ニ第三號書式ノ出港届ヲ海務局ニ提出シ第四號書式ノ出港許可證ヲ受クルニ非ラザレバ出港スルコトヲ得ズ
前項ノ船舶ハ出港二十四時間前ヨリ出帆旗ヲ前橋頭ニ掲グベシ但シ支那形船及其他ノ小廻船ハ此ノ限リニ在ラズ

第十一條 入港後二十四時間以内ニ出港セムトスル船舶及關東州沿岸ノミヲ航行スル船舶ハ著港届ノ外船長又ハ其代理者ヨリ保證狀ヲ提出シ第九條ニ規定スル書類ニ代フルコトヲ得

第十二條 出港許可證ヲ受ケタル後二十四時間以上碇泊スル船舶ハ更ニ第九條及第十條ノ手續ヲ爲スニ非ラザレバ出港スルコトヲ得ズ但シ荷役ヲ爲サザル場合ハ此ノ限リニ非ラズ

第十三條 支那形船及小廻船ハ第五號書式ノ著港届及第六號書式ノ出港届ヲ海務局ニ提出シ第九條第十條及第十一條ニ規定セル手續ニ代フルコトヲ得

第十四條 海務局ニ於テ指定シタル地點ノ外貨物ノ積卸ヲナシ又ハ船客船員ノ上陸若ハ乗船ヲ爲スコトヲ得ズ

第十五條 埠頭ニ著發スル船舶ニ非ラザレバ北防波堤ト埠頭間ノ水道ヲ運航シ又ハ碇泊スルコトヲ

得ズ但シ特ニ許可ヲ受ケタル者ハ此ノ限リニ在ラズ

第十六條 海務局長ニ於テ必要ト認メタルトキハ船舶ノ泊地ヲ指定シ若シクハ變更ヲ命ジ又ハ船舶ノ運航ヲ停止スル事ヲ得

第十七條 左ノ各號ノ一ニ該當スル船舶ハ入港前ヨリ第一號書式ノ交通許可證ヲ受クルマデ檢疫信號ヲ掲グベシ

一 現ニ傳染病若クハ之ニ疑ハシキ患者又ハ死者アル者

二 航海中傳染病若クハ之ニ疑ハシキ患者又ハ死者アリタルモノ

三 傳染病流行地ヲ發シ又ハ其ノ地ヲ經テ來航シ若シクハ傳染病毒ニ汚染シタル船舶ト交通シ其ノ他傳染病毒ニ汚染シタル疑ヒアルモノ

檢疫信號ハ晝間ハ船舶ノ前橋頭ニ黃旗ヲ掲ゲ夜間ハ同所ニ紅白二燈ヲ上下ニ連掲スルモノトス傳染病ト稱スルハ虎列刺・痘瘡・猩紅熱・ペストヲ謂フ

第十八條 入港後前條ノ傳染病及赤痢・腸室扶私・バラ室扶私・發疹室扶私・實布瑤利亞若クハ之レニ疑ハシキ患者ヲ發生シタルトキハ檢疫信號ヲ掲ゲ海務局官吏ノ指揮ヲ受ケ更ニ第一號書式ノ交通許可證ヲ受クルニ非ラザレバ陸地又ハ他船

ト交通シ船客船員ノ上陸物件ノ陸揚ヲ爲スコトヲ得ズノ港ハ傳染病毒ニ汚染シ若シクハ汚染ノ疑アル事實ヲ發見シタルトキ亦同ジ

第十九條 海務局長ニ於テ必要ト認ムルトキハ船内ニ臨檢シ船員及船客ノ健康診斷ヲ施行スルコトヲ得

第二十條 牛羊及其ノ他ノ獸類又ハ其ノ死體・生肉・皮革・毛骨類及著港届第二十二條ニ掲ゲタル物件ヲ搭載セル船舶ニ對シ海務局長ニ於テ必要ト認ムルトキハ何時ニテモ臨檢シ消毒又ハ隔離其他ノ處分ヲ爲スコトヲ得

第二十一條 海務局長ハ船舶ニ對シ左ノ處分ヲ爲スコトヲ得

- 一 現ニ傳染病患者若ハ死者アルモノハ停船ヲ命ジ患者死者ノ處分ヲ指示シ船舶其他ノ物件ノ消毒方法若ハ鼠族ノ驅除ヲ施行シ且ツ必要アリト認ムルトキハ一定ノ期間船客船員ヲ檢疫所又ハ船内ニ停留スルコト
- 二 航海中傳染病患者若ハ死者アリタルモノハ第一號ノ規定ニ準ジ處分スルコト
- 三 傳染病流行地ヲ發シ又ハ其ノ地ヲ經テ來航シ若ハ其ノ船舶ニ傳染病毒ノ汚染シタル疑アルモノハ必要アリト認ムルトキ第一號ノ規定ニ準ジ處分スルコト

四 停船中傳染病患者ヲ發生シタルトキハ更ニ第一號ノ規定ニ依リ處分スルコト

五 船客船員中傳染病有菌者アリタルトキハ第一號ノ規定ニ準ジ處分スルコト

六 必要ト認ムルトキハ消毒ノ爲メ指定ノ地點ニ廻航ヲ命スルコト

七 傳染病ノ疑アルトキハ二日ヨリ多カラザル期間停船ヲ命ズルコト

八 發航地若クハ寄港地ノ狀況又ハ船舶ノ状態ニ依リ消毒方法又ハ鼠族ノ驅除ヲ施行スルコト第一號ノ停船期間ハ消毒ノ施行ヲ終リタル時ヨリ起算シペストハ十日間虎列刺ハ五日間トス但シ第三號ノ場合ニ於テハ傳染病流行地ヲ發シ又ハ其ノ地ヲ經過シ若クハ傳染病毒ニ汚染シタルト疑フベキ事實アリタル時ヨリ起算ス

第二十二條 船舶物件ノ消毒費停留人ノ食費患者死者ニ關スル費用ハ船長又ハ其ノ代理者ヨリ之レヲ納付スベシ

第二十三條 船舶ハ健全證書ノ交付ヲ海務局ニ申請スルコトヲ得

前項ノ申請アリタルトキハ海務局長ハ其ノ船舶ノ健康状態ヲ檢閲シ第七號書式ノ健全證書ヲ交付スベシ

第二十四條 船舶ニシテ常用外ノ爆發物若クハ容易ニ燃燒スベキ物件ヲ搭載セルトキハ晝間ハ赤旗夜間ハ紅燈ヲ前橋又ハ見易キ場所ニ掲ゲ放泊區ニ在テ海務局官吏ノ指揮ヲ受クベシ但シ特ニ許可ヲ受ケタル者ハ此ノ限リニ非ラズ

前項ノ爆發物ト稱スルハ「プラスチックゼラチン」彈藥包、爆發管ダイナマイト煙火導火管ゼリゲナイト「ナイトログリセリン」火藥棉火藥無煙火藥雷管ノ類ヲ謂ヒ容易ニ燃燒スベキ物件ト稱スルハ生石油（バアマ油蘭貢油ロック油ヲ包含ス）石油ナフサ 的列竝底油依的兒偏蘇爾石油偏陳アセトン酒精及硫化炭素ノ類其他華氏九十五度以下ノ熱度ニ因リ發火スベキ氣體ヲ發スルモノヲ謂フ

船舶ニ備附ケタル大砲一門毎ニ火藥五十發分導火管類七十箇小銃一挺毎ニ彈藥百發分雷管百五十箇及積載船舶相當量ノ信號用榴彈火箭煙管救命焰等ニシテ適當ニ格納セラレタルモノヲ除クノ外爆發質ノ物件ハ總テ之レヲ常用外ト看做ス容易ニ燃燒スベキ物件ハ船舶所用ノ目的ヲ證明シ得ルモノノ外總テ之ヲ常用外ト看做ス

第二十五條 前條ニ規定セル爆發物若クハ容易ニ燃燒スベキ物件ヲ積卸セムトスル船舶ハ其ノ品名數量ヲ海務局ニ届出デ特ニ指定セラレタル場所

ニ就キタル後ニ非ザレバ之ヲ取扱フコトヲ得ズ前項ノ物件ヲ搭載セル船舶ハ在港中前條ニ規定セル赤旗又ハ紅燈ヲ掲グベシ

第二十六條 火氣ヲ有スル汽艇又ハ端舟ニシテ赤旗又ハ紅燈ヲ掲揚スル船舶ノ近傍ヲ運航スル場合ニハ安全ナル距離ヲ保チ成ルベク風下側ニ運航スベシ若シ止ムヲ得ズ風上側ヲ運航スル場合ニハ充分安全ナル距離ヲ保ツベシ

第二十七條 港内ニ於テハ海務局長ノ許可ヲ受クルニ非ザレバ火器又ハ爆發物ノ發射發火ヲ爲スコトヲ得ズ

第二十八條 曳船ヲ爲ス場合ニハ海務局長ノ許可ヲ受ケタル時ノ外左ノ制限ニ從フベシ

- 一 端舟荷舟ヲ曳クトキハ曳船ノ船尾ヨリ最後ノ被曳船ノ後端ニ至ル迄ノ距離ハ六十間ヲ超ユベカラズ竹木、筏其他ノ物件ヲ曳クトキ亦同ジ
- 二 端舟及荷舟ハ前號ノ距離ヲ超エザル限リ二隻ヅツ竝列シテ曳クコトヲ得
- 三 航洋船ヲ曳ク場合ハ一隻ヲ超ユベカラズ

第二十九條 碇泊中ノ船舶ハ其ノ後端ニ舢舨竹木其他ノ物件ヲ繫留シ水路ノ妨害ヲ爲スベカラズ

第三十條 港内ニ於テ多數ノ竹木、筏其ノ他ノ物件ヲ水上ニ卸サムトスルトキ又ハ繫留若クハ運航セムトスルトキハ海務局長ノ許可ヲ受クベシ

前項ノ場合ニ於テ夜間ハ海上衝突豫防法第五條

第十條及第十一條ノ規定ニ準ジ燈火ヲ掲グベシ

第三十一條 船舶ハ第一區第二區第四區第五區ノ水域ニ於テハ棧橋又ハ浮標ニ繫留スル場合ヲ除クノ外雙錨ヲ投ジテ碇泊スベシ錨ニハ浮標ヲ附スベカラス但シ海務局長ニ於テ雙錨泊ノ必要ナシト認ムルトキハ此ノ限リニ非ラズ

第三十二條 汽艇・舢舨・端舟・支那船及其ノ他ノ小廻船ハ航洋船ノ航路ヲ避クベシ

第三十三條 第一區第二區及輻輳セル船舶ノ近傍ヲ運航スル船舶ハ針路ヲ保ツニ必要ナル速力ニ止ムベシ

前項ノ船舶ハ總テ追越ヲ爲スベカラス但シ汽艇其ノ他ノ小廻船ニシテ危險ノ虞ナキ場合ハ此ノ限リニ非ラズ

第三十四條 港内ニ於ケル左記事項ニ關シテハ許可ヲ受クベシ

- 一 海面ノ埋立及浚渫
- 二 防波堤、埠頭又ハ棧橋ノ築造又ハ變更
- 三 浮標立標其他ノ航路標識ノ設置又ハ變更
- 四 下水吐出口其ノ他海面又ハ海底ニ於ケル工作物ノ施設又ハ變更
- 五 漁撈、採藻又ハ生簀ノ施設

第三十五條 港内ニ於テ濫リニ水泳ヲ爲スベカラス

但シ特ニ許可ヲ受ケタル者ハ此ノ限リニ非ラズ

第三十六條 繫留ノ爲メ設置シタル浮標其ノ他ノ營造物ノ外船泊其ノ他ノ物件ヲ繫留スルコトヲ得ズ

第三十七條 浮標、立標其ノ他ノ營造物ヲ毀損又ハ滅失セシメタルトキハ其ノ損害ハ船舶ニ在リテハ當該船長ヲシテ之ヲ辨償セシム

第三十八條 港内ノ海面及其ノ海岸並之ニ注入スル水流ニハ塵芥其ノ他ノ物件ヲ委棄スルコトヲ得ズ但シ荷足其ノ他土砂ノ類ヲ放棄セムトスルトキハ海務局ノ指揮ヲ受クベシ

船舶ニシテ塵芥、灰燼其ノ他ノ物件ヲ處分スル爲メ舢舨ヲ要スルトキハ萬國船舶信號ノF旗又ハ籃ヲ掲グベシ

前項舢舨ニ要スル費用ハ船長ノ負擔トス

第三十九條 石炭其ノ他海底ニ堆積スベキ虞アル物件ヲ積卸スルトキハ之ヲ水中ニ墜落セザルコトニ注意スベシ

第四十條 船舶ハ海務局官吏及警察官吏ノ臨檢ヲ拒ムコトヲ得ズ

第四十一條 在港中ノ船舶警察官吏ノ救援ヲ要スル場合ハ晝間ハ萬國船舶信號ノG旗ヲ掲ゲ夜間ハ藍火又ハ閃火ヲ示スベシ

第四十二條 在港中ノ船舶火ヲ失シタルトキハ時鐘

若クハ之ニ類似ノ振鳴器ヲ連打シ又ハ汽笛ヲ連吹シ晝間ハ萬國船舶信號ノ NM 旗ヲ掲ゲ夜間ハ號火火箭等ヲ用ヒ見易キ發火信號ヲ爲シ且ツ絶エズ紅燈ヲ上下スベシ船舶危急ノ場合ニ遭遇シ救助ヲ要スルトキ亦同ジ但シ晝間ハ萬國船舶信號ノ NC 旗ヲ掲グベシ

第四十三條 海務局長ハ港内ニ於テ船舶ニ危害ヲ及ボスノ虞アル難破物委棄物其ノ他ノ物件ハ期間ヲ指定シ義務者ヲシテ之レヲ取除カシメ又ハ破壊セシムルコトヲ得

前項ノ場合ニ於テ義務者其ノ義務ヲ履行セザルトキハ海務局長自ラ之ヲ執行シ又ハ第三者ヲシテ執行セシメ其ノ費用ハ義務者ヨリ之ヲ徵收スルコトヲ得

第四十四條 本令ニ違反シタル者ハ貳百圓以下ノ罰金又ハ科料ニ處ス

船舶ニ在リテハ前項ノ規定ハ船長又ハ船長ニ代リテ其ノ職務ヲ行フ者ニ之ヲ適用ス

前項ニ依リ科シタル罰金又ハ科料及本令ニ據リ負擔スベキ費用ヲ完納スルカ又ハ相當ノ擔保物ヲ提供スルニ非ラザレバ其ノ船舶ノ出港ヲ許サズ

第四十五條 第四條第八條第十五條第十六條第三十一條第三十三條第三十六條第三十八條第四十二

條ノ規定ハ内外國軍艦ニ之ヲ準用ス

第四十六條 内外國軍艦ニシテ入港ノ際第十七條第一項各號ニ該當スル事實ナキトキハ其ノ艦長又ハ醫官ヨリ書面ヲ以テ海務局官吏ニ其ノ旨ヲ明告スベシ

第四十七條 内外國軍艦ニシテ入港ノ際第十七條第一項各號ニ該當スル事實アルトキハ放泊區ニ假泊シ檢疫信號ヲ掲グベシ入港後傳染病患者ヲ發生シタルトキ亦同ジ

前項ノ場合ニ於テハ海務局官吏ハ艦長ト協議シ本令ノ規定ニ準ジ處分スルモノトス

附則 本令ハ西曆千九百十年十一月一日ヨリ之ヲ施行ス

西曆千九百零七年第七十四號ノ大連港則ハ前數條ノ施行ヲ待テ解除ス

第二項 傭船契約英和對照凡例

Charter Party.

Osaka, 20th September, 1922.

It is This Day mutually agreed between Messrs. Kobe Kisen Kaisha, Owner of the good Japanese Steamship called the "Kobe Maru", of 4305 tons gross Register,

and 2668 tons nett Register, 460 Horse Power nominal, provided with steam winches, classed 100 AI of 6900 tons cubic capacity, or thereabout, exclusive of bunkers, which will contain 1000 tons of coals, and Messrs. Osaka Kisen Kaisha, of Osaka, Merchants and Charterers, as follows:—

That the said Kobe Kisen Kaisha agree to let, and the said Osaka Kisen Kaisha agree to hire, the said Steamship for the term of Nine calendar months, from the First day in the month of October next, she being then placed at the disposal of the Charterers at Osaka at such wharf, or place (where she may always safely lie afloat), as Charterers may direct. She being then tight, staunch, strong, and every way fitted for the service (and with full complement of officers, seamen, engineers and firemen for a vessel of her tonnage).

To be employed in such lawful trades to all part of the world, open port only, where she can lie safely and afloat (Africa, South America, Amur district and ports North of Vladivostok being excluded), as Charterers, or their Agents, shall direct on the following conditions:—

That the Owners shall provide and pay for all the provisions and wages of the Captain, Officers,

Engineers, Firemen and Crew. Shall pay for the Insurance on the Vessel, and maintain her in a thoroughly efficient state in hull, machinery and stores, for the service.

That the Charterers shall provide and pay for all the Coal and Fuel, Boiler Feed water, Port Charges, Pilotages, Agencies, Commission, Expenses of loading and unloading Cargoes, and all other charges whatsoever, except those before stated.

That the Charterers shall pay for the use and hire of the said Vessel at the rate of Five Yen per gross Register Ton per calendar month, commencing on the first day of October next, she being then placed at Charterers' disposal as above, and at same rate for any part of a month. Hire to continue from the time specified for terminating the Charter, until her re-delivery to Owner (unless lost) at Osaka, payment to be made in cash, month per month in advance, and in default of such payment or payments as herein specified, the Owner shall have the right of withdrawing the said Steamer from the service of the Charterers, without prejudice to any claim, they, the Owners, may otherwise have on the Charterers, in pursuance of this Charter Party.

That the cargo or casgoes shall be loaded and/or discharged in any dock, or at any wharf or place that Charterers may direct, where she can always safely lie afloat.

That Owners shall not be responsible for damages to Cargo caused by bad stowage, the Stevedores being employed by the Charterers.

That the whole burthen and passenger accommodation of ship (not being more than she can reasonably stow and carry) shall be at the Charterer's disposal, reserving only proper and sufficient space for ship's officers, crew, tackle, apparel, furniture, provisions, stores. Extra accommodation that might be required for Passengers at Charterer's expense.

That the Captain (although appointed by the Owner) shall be under the orders and direction of the Charterers as regards employment, agency, or other arrangements; and the Charterers hereby agree to indemnify the Owners for all consequences or liabilities that may arise from the Captain signing Bills of Lading, or otherwise complying with the said orders. That the Charterers shall have the option of continuing the Charter or a further period of Three months, on giving notice thereof to owners no less than one

month previous to expiration of first-named term.

That in the event of loss of time from deficiency of men or stores, breakdown of machinery or damage, preventing the working of the Vessel for more than forty eight working hours, the payment of hire shall cease until she be again an efficient state to resume her service; but should the vessel be driven into port, or to anchorage, by stress of weather, or from any accident to the cargo, such detention or loss of time shall be at the Charterer's risk and expense.

That should the Vessel be lost, any freight paid in advance, and not earned (reckoning from the date of her loss) shall be returned to Charterers. The Act God, Eire, Restraint of Rulers, and People, and all other dangers and accidents of the sea, rivers, and navigation, throughout this Charter always excepted. That the Owner shall have a lien upon all cargoes, and all sub-freight, for freight or charter-money due under this Charter; and Charterers to have a lien on the ship for all moneys paid in advance and not earned.

Penalty for non-performance of this Contract, amount of freight as liquidated damages. $2\frac{1}{2}$ per cent. commission is due on the execution of this Charter

Praty to Yamakawa Wataru, Broker.

Witness Nishi Taro S/d Kobe Kisen Kaisha.

Witness Kita Jiro S/d Osaka Kisen Kaisha.

A true copy of the original in my possession.

Yamakawa Wataru.

譯文

備船契約書

於大阪 千九百廿二年九月廿日
西曆千九百廿二年九月廿日大日本帝國汽船神戸丸ノ
船主ナル神戸汽船會社ト備船者ナル大阪ノ大阪汽船
會社トノ間ニ於テ左記ノ條項ニ基キ備船契約ヲ締結
ス

I. 船名	神戸丸
I. 總噸數	四千參百零五噸
I. 登簿噸數	貳千六百六十六噸
I. 公稱馬力	四百六十馬力
I. 揚荷機	全備
I. ロイド等級	ハンドレットAワン
I. 容積噸數	約六千九百噸但石炭庫ヲ 除ク
I. 石炭庫容積	壹千噸ヲ搭載シ得

前記汽船ヲ船主神戸汽船會社ハ備船者大阪汽船會社

ガ使用シ得ル様ニ船舶ヲ大阪港内棧橋又ハ港内(船舶ノ恒ニ安全ニ碇泊シ得ル場所)ニ於テ備船者ニ引渡シ備船者ノ管理ノ許ニ置キシ後翌十月一日ヨリ起算シテ曆月ノ九ケ月間賃貸スル事ヲ互ニ契約ス 前記汽船ハ船體緊密堅牢強固ニシテ且ツ各種器具類ハ期間中ハ總テ適當ニ完備セシメ(且ツ又噸數ニ相當スル運轉士, 水夫, 機關士, 火夫ヲ恒ニ完備セシム)ルコト 備船者又ハ其ノ代理店ハ船舶ガ恒ニ安全ニ碇泊シ得ル世界各地ノ開港場間(亞弗利加, 南亞米利加, 黑龍州地方, 浦潮斯德港以北ノ各港ヲ除ク)ニ適法ノ業務ヲ營ム目的ニテ下記條項ノ規定ニ從ヒ本船ヲ指圖シ得ルモノトス

本船々長, 運轉士, 機關士, 火夫及其ノ他ノ乗組員ノ給料食料ノ支拂ハ全部船主ノ負擔トス。又船主ハ船體ノ保險料ヲモ支拂ヒ且ツ期間中船體機關船用品ヲ航海ニ支障ナキ様完全ナル状態ニ保タシムルニ必要ナル費用モ又船主ノ負擔トス

備船者ハ焚料炭其他ノ焚料, 瀛罐用水, 港費, 水先案内料, 代理店費, 手数料, 貨物ノ積卸諸費用其他前項規定以外ノ費用ハ全部備船者ニ於テ支辨セラルベキ者トス

備船者ハ上記ノ如ク本船ガ備船開始セラルル翌月十月一日ヨリ起算シテ每曆月總噸數壹噸ニ付キ金五圓ノ割合ニヨリ備船料トシテ船主ニ支拂フベシ但シ一

ケ月ニ足ラザル端數ノ日數ガ生ジタル時ハ傭船料ハ其月ノ日數ニ據リ日割トシテ支拂フコト。本契約書ニ記載セラレタル如キ日時ヨリ大阪港ニ於テ（若シ本船ガ滅失セザル限リ）船舶所有者ニ返還傭船契約終了迄テ傭船料ノ支拂ハ引續キ月々前拂ニテ現金ヲ以テ支拂フベシ。本契約書ニ於テ決定セラレタル支拂方萬一傭船者ニ於テ履行セザル場合ハ船舶所有者ハ傭船者ノ管理ノ許ヨリ何等損害賠償支拂ノ責ニ任ゼズシテ勝手ニ前記汽船ヲ取戻ス權利ヲ保有シ其ノ他船主ハ傭船者ガ本傭船契約書ノ條項ニ規定セル義務ニ就キ違反セルトキモ同様ノ權利ヲ保有ス。本船ハ傭船者ノ差圖ニ從ヒ濕船渠又ハ棧橋又ハ如何ナル碇泊場ニ於テモ積荷又ハ揚荷ヲ爲スベシト雖モ其ノ場所ハ安全ニ碇泊シ得ル處ナラザル可ラス。船舶所有者ハ傭船者ノ雇入ニ係ル仲仕ノ積附ケ方ノ不良ナル爲メニ起因スル荷物ノ損害ニ付テハ何等其ノ責ニ任ゼザルモノトス。船主ハ船舶ノ高等海員及普通海員ノ各船室、各種器具、各種屬具、船舶什器、食料品、船用品等ヲ容ルル目的ニテ建設セラレル場所ヲ除クノ外本船ノ全船艙及客室等（總テ船舶ガ相當ニ荷物ヲ積載シ且ツ運送シ得ル程度ニテ）ハ傭船者ノ使用ニ供スル者トス但シ旅客搭載ノ場合ニ旅客ニ對シ特別ナル設備ヲ要スルトセバ其設備ニ要スル費用ハ傭船者ノ負擔トス。

船長ハ（假令ハ船主ノ任命ニ屬スト雖モ）船長ノ職責上ノ事項、代理店、其他ノ手配ニ關シテハ傭船者ノ指揮命令ニ從フベシ。故ニ船長ガ傭船者ノ指示ニ從ヒ船荷證券ニ記名調印シテ其ノ結果トシテ生ジタル總テノ間接ノ損害又ハ責任債務ハ傭船者ハ毫モ船主ニ迷惑ヲ及ボサザル事ヲ誓約ス又其他傭船者ノ差圖ヲ執行中ニ生ジタル損害等ニ就テモ上記ト同様ニ傭船者ノ責任トス。傭船者ハ契約期間満了期日前少ナクトモ一ケ月以前ニ契約期限終了ニ就キテ船主ニ通知シ傭船ヲ更ニ契約期限後三ケ月引續キ傭船シ得ル撰擇權ヲ保有ス。乗組員又ハ船用品ノ不備又ハ機關ノ破損又ハ損傷ニ依リ本船ヲ徒ニ滞留セシメ四十八時間以上船舶ノ利用ヲ妨ゲタル時ハ本船ガ再ビ原狀ニ復シ業務ニ就ク迄テ事故ノ發生セシ時ヨリ初メ傭船料ノ支拂ヲ停止ス然シ若シ船舶ガ天候不良ノ爲メ若シクハ荷物ニ生ジタル或ル出來事ノ爲メ或ル港又ハ或ル錨地ニ避難シタル場合ノ碇泊期間又ハ時日ノ損失期間ノ傭船料ハ傭船者ノ責任負擔タルベシ。萬一上記船舶ガ滅失ノ場合ハ前拂セラレタル傭船料ニシテ滅失後ノ者ハ（船舶滅失ノ日ヨリ起算シ）直ニ傭船者ニ返金スベキモノトス。天災、火災、統治者及人民ノ抑留及ビ其他海上河上航海上ノ危険又ハ不測ノ出來事ニ因リテ生ジタル總

テノ損害ハ當事者ノ雙方共其ノ責ニ任ゼザルモノトス

船舶所有者ハ此ノ契約ノ下ニ於テ傭船料ノ支拂ニ關シ總テノ積荷及轉貸契約傭船料ノ上ニ留置權ヲ有ス傭船者モ亦前拂金及債權ニ付キ本船ノ上ニ留置權ヲ有スルモノトス

本契約ニ違反シタル時ノ處罰トシテ豫定違約金ヲ一ヶ月間ノ傭船料ノ金額ト定ム

仲介者山川渡ニ本契約ガ記名調印濟ノ場合ニハ二分五厘ノ手数料ヲ支拂フモノトス

(親署記名) 船主 神戸汽船會社

(親署記名) 傭船者 大阪汽船會社

立會人 西 太郎

立會人 北 二郎

仲介者 山川 渡

本契約書ノ原本ハ仲介者山川渡所持スルモノ也



第三項 履歷書英和對照凡例

Curriculum Vitae.

DateDecember 23rd, 11th year of Taisho.

Full name.....Umino Sachio.

AgeBorn August 3rd, 30th year of Meiji.

Social rankShizoku.

Family relationHead.

Permanent domicile.....No. 466, Otoshi-mura, Yoshiki-gun, Yamaguchi Prefecture.

Present address.....No. 10, Okuhirano Jindencho, Kobe.

April, Meiji 38th year.—Entered the Otoshi Primery School, and graduated from the same in March, 2nd year of Taisho.

April, Taisho 2nd year.—Entered the Preparatory course of the Navigation Department of the Tokai Mercantile Marine School, and completed the entire course in March, 7th year of Taisho.

April, Taisho 7th year.—Engaged with Messrs Nakamura & Co., of Hakodate, as Officer Apprentice on board Barque "Senba Maru" of 1234 tons gross, remaining there for one year.

June, Taisho 8th year.—Employed by the Kobe Kisen Kaisha, of Kobe, as Acting Fourth

Officer on board steamship "Kobe maru" of 4567 tons gross, at a monthly wage of Yen 45.

January, Taisho 10th.—Resigned the above firm on account of illness.

June, Taisho 10th year.—Employed by the Osaka Kisen Kaisha, of Osaka, as Third Officer on board steamship "Osaka maru" of 4123 tons gross, at a monthly wage of Yen 75.

December, Taisho 10th year.—Left their employment, as instruction from the principal of the Tokai Mercantile Marine School.

February, Taisho 11th year.—Graduated from the said School.

August, Taisho 11th year.—Got the Certificate of Competency as Second of the First Grade.

I hereby declare upon my honour the above to be a true statement.

(Sd.) S. Umino.

譯文

履 歷 書

作成年月日	大正拾壹年十二月廿三日
姓 名	海野 幸男
年 齡	明治三十年八月三日生
族 籍	士 族
原 籍 地	山口縣吉敷郡大歳村四百六十六番地
現 住 所	神戸市奥平野神田町十番地

明治卅八年四月大歳小學校ニ入學シ大正貳年三月同校ヲ卒業ス

大正貳年四月東海商船學校航海科豫科ニ入學シ大正七年三月修業ス

大正七年四月函館中村商會帆船千波丸(總噸數千二百參拾四噸)ニ運轉士見習トシテ乘船滿壹ケ年在船ス

大正八年六月神戸ノ神戸汽船會社汽船神戸丸(總噸數四千五百六十七噸)ニ四等運轉士心得月給四拾五圓ニテ乘船ス

大正十年一月病氣ノ爲メ同社汽船ヲ下船ス

大正十年六月大阪ノ大阪汽船會社汽船大阪丸(總噸數四千二百二十三噸)ニ參等運轉士月俸金七十五圓ニテ乘船ス

大正十年十二月東海商船學校々長ノ訓令ニ依リ大阪
丸ヲ下船ス

大正十一年二月東海商船學校航海科全課卒業
大正十一年八月甲種貳等運轉士免狀ヲ受領ス
上記の通相違無之候也

海野幸雄印

參照

就職申込書

Kobe, 23rd December, 1922.

To.

The Marine Superintendent,
Kobe Kisen Kaisha,
Kobe.

Sir,

I beg to submit this my application for appointment as Officer in one of your steamers.

I have served in every steamers as per attached Antecedents for ten years, being junior officer seven years and then as chief officer for three years. During which time as chief officer I am engaged on the American line chiefly.

Trusting that you will see your way in appointing me in one of your steamers and I shall do my best to give you satisfaction,

I beg to Remain,
Sir,
Your obedient servant,
Umino Sachio.

譯文

於神戸千九百二十二年十二月廿二日

神戸市
神戸汽船會社
監督課長殿

謹啓

今般貴社汽船ニ運轉士トシテ乗船致シ度キ心組ニ御座候間御採用ノ程懇願仕候
私事別紙履歷書通り拾ケ年間各汽船ニ乗船執職仕リ候ガ最初ノ七ケ年間ハ下級運轉士トシテ勤務致シ後ト三ケ年ハ壹等運轉士トシテ重ニ米國航路ノ船舶ニ於テ勤務仕リ候
若シ貴社汽船ニ運轉士トシテ御採用下サレ候場合ハ精一杯相勤メ御満足相供ヘ可申候 草々 敬具
海野幸男

第四項 船舶乗組員ノ職名英和對照

Captain

船長

Deck Department

甲板部

Chief Officer ^{mate}	首席壹等運轉士
First Officer ^{mate}	次席壹等運轉士
Second Officer ^{mate}	貳等運轉士
Third Officer	參等運轉士
Fouth Officer	四等運轉士
Deck Mate	甲板運轉士
Apprentice Officer	航海修業生
^{wireless operator} Chief Wireless Operator	首席無線電信士
Second Wireless Operator	次席無線電信士
Boatswain	水夫長
Second Boatswain	水夫次長
Carpenter	大工
Second Carpenter	貳番大工
Quarter Master	舵取
Deck store Keeper	甲板倉庫番
Lamp Trimmer	點燈方
Sailor	水夫
Sailor Apprentice	水夫見習
Engine Department	機關部
Chief Engineer	機關長
First Engineer	壹等機關士
Second Engineer	貳等機關士
Third Engineer	參等機關士

Deck Engineer	甲板機關士
Electric Engineer	電氣機關士
Chief Firemen	火夫長
Boiler Maker	製罐手
Mechanician	機械手
Blacksmith	鍛冶手
Water Tender	水番
Oiler of Greaser	油差
Donkey man	副汽罐番
Engine Store Keeper	機關倉庫番
Firemen	火夫
Coal Passer	石炭夫
Firemen Apprentice	火夫見習
Purser's Department	事務部
Purser	事務長
Chief Clerk	首席事務員
Freight Clerk	荷物事務員
Clerk	事務員
Tally Clerk	荷物員
Chief Steward	司厨長
Steward	司厨
Stewardess	女司厨
Chief Cook	壹等料理人

Cook	料理人
Butcher	生肉倉庫番
Baker	製菓人
Waiter or Boy	給仕
Washman or Launderer	洗濯人
Barber	理髮人
Musician	奏樂者
Porter	靴磨キ人
Nurse	看護人
Matron	婦人監督
Docter	船醫

第五項 簡便表

第壹 並航距離見出表

船舶航走中四點方位又ハ船首倍角法等ニテ並航距離ヲ求ムル機ヲ失シタル場合ニハ下記ノ方法ニ依リテ並航距離ヲ求ムベシ
 並航前(又ハ並航後)ニ或ル任意ノ方位ヲ求メテ其ノ時ヨリ並航セン時迄デ航走セル湮數ヲ求メ下記ニ記載セラレタル或ル任意ノ方位ニ對スル係數ヲ乘ズレバ直ニ並航距離ヲ求メ得ベシ

39....	.81	49 ...	1.15	59 ...	1.66	69....	2.60	79....	5.14
40....	.84	50....	1.19	60....	1.73	70....	2.75	80 ...	5.67
41....	.87	51....	1.23	61....	1.80	71....	2.90	81....	6.31
42....	.90	52....	1.28	62....	1.88	72....	3.06	82....	7.11
43....	.93	53....	1.33	63....	1.96	73....	3.27	83....	8.14
44....	.97	54....	1.38	64....	2.05	74....	3.49	84....	9.51
45....	1.00	55....	1.43	65....	2.14	75....	3.73	85....	11.40
46....	1.04	56....	1.48	66....	2.22	76....	4.01	86....	14.30
47....	1.07	57....	1.54	67....	2.35	77....	4.33	87....	19.10
48....	1.11	58....	1.60	68....	2.47	78....	4.70	88....	28.60

整数ハ度數トス

例 或ル燈臺ヲ午前十時ニ船首ヨリ六十度ニ望ミ
 午前十時四十八分ニ並航セリトスル時ハ並航距離如何但シ本船ノ速力ハ一時間十湮ト假定ス
 表中ヨリ六十度ニ對スル係數 1.73ヲ求メ之ニ本船ノ航走湮數八湮ヲ乘ズレバ即チ拾參湮八四ナル並航距離ヲ得
 又下記ノ二方位間ノ航走距離ハ並航前ニ並航距離ヲ示ス
 22度ト34度ノ間
 25度ト41度ノ間
 26½度ト45度ノ間

32度ト59度ノ間

37度ト72度ノ間

第貳

海水ト淡水ニ於ケル喫水ノ比較表

海水ニ於ケル喫水 淡水ニ於ケル喫水

15'—00".....	15'—05 ³ / ₈
16—00.....	16—05 ³ / ₄
17—00.....	17—06 ¹ / ₈
18—00.....	18—06 ¹ / ₂
19—00.....	19—06 ⁷ / ₈
20—00.....	20—07 ¹ / ₄
21—00.....	21—07 ¹ / ₂
22—00.....	22—07 ⁷ / ₈
23—00.....	23—08 ¹ / ₄
24—00.....	24—08 ⁵ / ₈
25—00.....	25—09
26—00.....	26—09 ³ / ₈
27—00.....	27—09 ³ / ₄
28—00.....	28—10
29—00.....	29—10 ³ / ₈
30—00.....	30—10 ³ / ₄

以上ノ計算ハ海水ト淡水トノ差壹呎ニ付壹吋ノ六拾四分ノ貳拾參トシテ計算ス

第六項 商用略語

@	At; To	替 ; 迄
A.I.	First class	壹等船; 飛切
Abt.	About	付 テ
A/C	Account current	交 互 勘 定
A/c	Account	勘 定
Acct	"	勘 定
A/d	After date	日 付 後
A.P.	Average Payable (Particular Average)	特 擔 分 損 擔 保 (單獨海損擔保ニ同シ)
Amt.	Amount	高 ; 額
Art.	Article	條 項
A/R.	All risks	凡テノ危險擔保
A/V.	Ad valorem	從 價 ; 海 損
A/v	Average	平 均
Avoir.	Avoirdupois	常 量
Bal.	Balance	差 額 ; 殘 高
B/E.	Bill of Exchange	為 替 手 形
B/F.	Brought forward	前 葉 繰 越
B/L.	Bill of Lading	船 荷 證 券
B/P.	Bills Payable	支 拂 手 形
B/S.	Bill of sale	擔 保 品 差 入 證
B/S.	Balance Sheet	精 算 表

B/R.	Bills receivable	受取手形
Capt.	Captain	船長
Cert.	Certificate	證明書
C/F.	Cost and freight	運賃ガラムニ値段
C.f.l.	Cost, freight & insurance	運賃保險料込値段
C.f.o.	Coast for orders	信號所沖通過
C.H.	Custom House	稅關
Ch.F.	Charges forward	諸掛先拂
C.i.f. or Cif.	Cost, insuaance & freight	運賃保險料込値段
C/L.	Craft Loss	船ノ損失
c/o	Care of	氣付
C.O.D.	Cash on delivery	引換拂
C/P.	Charter party.	傭船契約書
c/p.	Custom of port.	港ノ慣例
Cr.	Creditor	貸方
C.T.L.	Constructive total loss	解釋全損
Cub.	Cubic	立方
D.	500	五百
D/A.	Document attached	書類添付
Dbk.	Drawback	戻稅
D/D	Days after date	日附後何日
D/D.	Documentary Draft.	荷爲替手形
d/d or Del'd.	Delivered.	引渡濟
D/O.	Delivery Order,	貨物引渡指圖書

Dr.	Debtor	借方
D/s	Days after sight.	一覽後何日
d/w.	Dead weight.	重量品
Do.	Ditto	同上
E.E.	Errors Excepted	誤謬ハ此限ニ非ズ
e.g.	For example.	例令バ
Enc/.	Enclosure.	封入物; 別紙
E.&O.E.	Errors and Omissions Excepted.	誤謬脱漏ハ此限 リニ非ズ
Etc.	Etcetera	等
Ex.	Without.	ナシ
Ex.	Out of	外
F.A.A.	Free of all average	全損不擔保
F.C.S.	Free of capture & seizure.	捕獲不擔保
F.O.B.	Free on board.	本船渡
F.a.s.	Free alongside ship	船腹渡
F.f.a.	Free from alongside	船腹渡
F.G.A.	Foreign General Average.	共同海損ハ外國 法ニヨリ精算
F.P.A.	Free of Particular average	單獨海損不擔保
Fr.	Freight	運賃
G.A.	General Average.	共同海損
H.p.	Horse power	馬力
H.P.N.	Nominal horse power.	公稱馬力

In.	Inch	吋
Inv.	Invoice	送 狀
I.O.U.	I owe you.	借 用 證 書
J.&W.O.	Jettison and Washing Overboard.	甲板上ノ波浚 及投荷
Mdse.	Merchandise.	商 品
Memo.	Memorandum.	覺 書; 便 箋
Messrs.	Messieurs.	諸 君
M.I.P.	Marine Insurance Policy.	海上保險證券
M.R.	Mate's Receipt.	運轉士受取證
N.B.	Take notice.	注 意
N/m	No mark.	記 號 ナ シ
No.F.C.&S.	Free of Capture and Seizure Clause deleted.	戰爭又ハ變亂ニ 基因スル損害ヲ 擔保ス
P/L.	Partial Loss.	一 部 ノ 損 失
p.p.	Picked Ports.	撰 擇 港
p.p.i.	Policy Proof of Interest.	賭博的保險
P.Pro.	Per Procuration	代 理 ニ テ
per Pro.	"	"
P.P.	"	"
P.O.	Post Office	郵 便 局
P.O.B.	Post Office Box.	郵 便 私 書 函
P.S.	Post Scriptum.	追 書
P.T.O.	Please Turn Over.	裏 面 ヲ 見 ヲ

R.	Registered	書 留
Re.	relating to	ニ 關 シ テ
Rec'd.	Received.	受 取 濟
S/O	Shipping Order.	船 積 差 圖 書
Str.	Steamer.	汽 船
S/Loss	Salvage Loss.	救 助 費 用
T.T.	Telegraphic Transfer.	電 信 爲 替
T.L.O.	Total Loss Only.	全 損 ノ ミ ノ 擔 保
W.A.	With Average.	單 獨 海 損 擔 保
W.B.S.	Without Benefit of Salvage.	救 助 費 不 擔 保
W.P.A.	With Particular Average.	單 獨 海 損 擔 保
U/w	Underwriter	保 險 引 受 人
Y/A	York-Antwerp rules.	ヨークアントワープ 規則

