

社第三四四號

大正十二年十二月二十一日

三井物産株式會社 船舶部長

逓信省 管船局長 殿

拜啓 米國提供船乗組員ニ對スル特別給與額ニ關スル件

右ニ付本月十九日船監第五四三八號ヲ以テ御照會ノ趣拜誦仕候爰  
ニ提出致置候右特別給與額明細書ハ別紙ノ通りニ有之候間何卒宜  
敷御取計被下度願上候

右御回答旁ニ申上度如此ニ御座候 敬具

(已號用紙)

外務省

F-0051

0157

汽船出帆名簿 昭和十八年四月十日提供船名簿

姓名	職名	船名	大月	二	三	四	五	六	七	八	九	十	十一	十二	一月	二月	三月	四月	合計	備考	
藤嶋清彦	船長	172	241.00						1.032	1.032	1.032	1.032	1.032	1.032	1.182	1.182	1.182	630.40	10.782	40	一月一日終結 197
加原正康	一等運轉士	88							528	528	528	528	528	528	690	690	690	368.00	5.859	44	" 115
今井繁義	二等運轉士	64	184.00						384	384	384	384	384	384	504	504	504	268.80	4.259	12	" 84
斎藤安次郎	三等運轉士	54	155.52	324	324				324	324	324	324	324	324	432	432	432	210.40	3.605	92	" 72
小山辰雄	李三等運轉士	40	115.20	240	240				240	240	240	240	240	240	312	312	312	166.40	2.657	60	" 52
佐伯信隆	機関長	153	367.20	918	918				918	918	918	918	918	918	1.128	1.128	1.128	601.60	9.860	80	" 188
戸田謙十郎	一等機関工	74	216.00	444	444				444	444	444	444	444	444	576	576	576	307.20	4.915	20	" 96
岡村市助	二等機関工	43	123.24	258	258				258	258	258	258	258	258	348	348	348	183.60	2.898	84	" 58
佐原忠男	李二等機関工	42	115.00	252	252				252	252	252	252	252	252	312	312	312	166.40	2.729	60	" 52
平井宇一	無線一級技	56	161.28	336	336				336	336	336	336	336	336	420	420	420	224.00	3.661	28	" 70
吉田犬夫	無線二級技	45	129.60	270	270				270	270	270	270	270	270	318	318	318	169.60	2.873	20	" 53
飯田壽人	水夫長	33	95.04	198	198				198	198	198	198	198	198	198	198	198	105.60	1.982	64	
小川忠次	大工	32	92.16	192	192				192	192	192	192	192	192	192	192	192	102.40	1.922	56	
西白樹嶺	一等船夫	27	77.76	162	162				162	162	162	162	162	162	162	162	162	86.40	1.622	16	
杉本左太郎	二ノ	27	77.76	162	162				162	162	162	162	162	162	162	162	162	86.40	1.622	16	
高原光二	二等船夫	25	72.00	150	150				150	150	150	150	150	150	150	150	150	80.00	1.502	00	San Francisco/Seattle 航海中四月十日海氷、悪天、航行中止、船中食料、高支給、
木間重助	一等水夫	22	63.36	132	132				132	132	132	132	132	132	132	132	132	70.40	1.321	76	
室前静夫	二ノ	22	63.36	132	132				132	132	132	132	132	132	132	132	132	70.40	1.321	76	
小玉重二	二ノ	20	57.60	120	120				120	120	120	120	120	120	120	120	120	64.00	1.201	60	
松崎清二	二ノ	20	57.60	120	120				120	120	120	120	120	120	120	120	120	64.00	1.201	60	
村田頼喜	三ノ	20	57.60	120	120				120	120	120	120	120	120	120	120	120	64.00	1.201	60	三月十五日Panama 二ノノ病室下船、二ノノ運航中止、
内井市江	三ノ	18	51.84	108	108				108	108	108	108	108	108	108	108	108	57.60	1.081	44	三月十五日Panama 二ノノ病室下船、二ノノ運航中止、
堀村辰彦	三ノ	18	51.84	108	108				108	108	108	108	108	108	108	108	108	57.60	1.081	44	三月十五日Panama 二ノノ病室下船、二ノノ運航中止、
林田熊次	四等水夫	16	46.08	96	96				96	96	96	96	96	96	96	96	96	51.20	961	28	San Francisco/Seattle 航海中四月十日海氷、悪天、航行中止、船中食料、高支給、
磯田木利	四等水夫	10	28.80	60	60				60	60	60	60	60	60	60	60	60	32.00	600	80	三月十五日Panama 二ノノ病室下船、二ノノ運航中止、
鎌込忠二	一等由良	33	95.04	198	198				198	198	198	198	198	198	198	198	198	105.60	1.982	64	
佐野大助	二ノ	27	77.76	162	162				162	162	162	162	162	162	162	162	162	86.40	1.622	16	
白坂信次	二ノ	25	72.00	150	150				150	150	150	150	150	150	150	150	150	80.00	1.502	00	
長野角助	二ノ	25	72.00	150	150				150	150	150	150	150	150	150	150	150	80.00	1.502	00	
岡口銀林	副機関長	22	63.36	132	132				132	132	132	132	132	132	132	132	132	70.40	1.321	76	
祝田五郎	一等水夫	22	63.36	132	132				132	132	132	132	132	132	132	132	132	70.40	1.321	76	
大里幸次郎	二ノ	22	63.36	132	132				132	132	132	132	132	132	132	132	132	70.40	1.321	76	
小田隆次	二ノ	20	57.60	120	120				120	120	120	120	120	120	120	120	120	64.00	1.201	60	
岩中権	二ノ	22	63.36	132	132				120	120	120	120	120	120	120	120	120	64.00	1.201	60	
			3827.64	8.304	8.304	8.304	8.304	8.304	8.304	9.540	9.540	9.540	9.540	9.540	9.540	9.540	9.540	5.066	87.337.64		

F-0051



飯山丸

姓名	職名	給料	六月	七月	八月	九月	十月	十一月	十二月	一月	二月	三月	四月	合計	備考
林且公	二等火夫	20	57.60	120	120	120	120		120	120	120	120	120	64.00	1,201 60
室崎徳市	〃	20	57.60	120	120	120	120		120	120	120	120	120	64.00	1,201 60
小林甚市	〃	20	57.60	120	120	120	120		120	120	120	120	120	64.00	1,201 60
坂本勇	三等	18	51.84	108	108	108	108		108	108	108	108	108	57.60	1,081 44
境正	〃	18	51.84	108	108	108	108		108	108	108	108	108	57.60	1,081 44
荒木初次郎	〃	18	51.84	108	108	108	108		108	108	108	108	108	57.60	1,081 44
和田初次郎	〃	18	51.84	108	108	108	108		108	108	108	108	108	57.60	1,081 44
元山新平	石炭夫	16	46.08	96	96	96	96		96	96	96	96	96	51.20	961 28
高橋繁友	〃	16	46.08	96	96	96	96		96	96	96	96	96	51.20	961 28
岩永素一	〃	16	46.08	96	96	96	96		96	96	96	96	96	51.20	961 28
大塚気松	〃	10	28.80	60	60	60	60		60	60	60	60	60	32.00	600 80
室崎泉助	一等料理人	33	95.04	198	198	198	198		198	198	198	198	198	105.60	1,982 64
山本謙次郎	二等料理人	25	72.00	150	150	150	150		150	150	150	150	150	80.00	1,502 00
鈴木四郎	三等料理人	18	51.84	108	108	108	108		108	108	108	108	108	57.60	1,081 44
崎 寅一	給仕	18	51.84	108	108	108	108		108	108	108	108	108	57.60	1,081 44
小山健次	〃	15	43.20	90	90	90	90		90	90	90	90	90	48.00	901 20
横山寅次	〃	10	28.80	60	60	60	60		60	60	60	60	60	32.00	600 80
田中浦太郎	船夫	18	51.84	108	108	108	108		108	108	108	108	108	57.60	1,081 44
作田忠太郎	〃	15	43.00	90	90	90	90		90	90	90	90	90	48.00	901 00
			984.76	2052	2052	2052	2052		2,052	2,052	2,052	2,052	2,052	1,094.40	20,547 16
			4,812.40	10,356	10,356	10,356	10,356		10,356	10,356	11,592	11,592	11,592	6,160.40	107,884 80



山本丸米國政務省(自大正七年四月一日起至大正八年四月三十日止)

海軍省

姓名	職名	級科	五月	六月	七月	八月	九月	十月	十一月	十二月	一月	二月	三月	四月	合計	備考
宋像倉吉	船長	160	123.90	960	960	960	960	960	960	960	1.170	1.170	1.170	891	11,244.90	一月一日 ¥195 = 果給
馬場惣兵衛	一等運副	86	66.60	516	516	516	516	516	516	516	666	666	666	510.60	6,187.20	" 111 "
松花 鐵	二等	53	41.04	318	318	318	318	318	318	318	396	396	396	303.60	3,758.64	" 66 "
石塚時雄	二等	50	38.70	300	300	300	300	300	300	300	408	408	408	312.78	3,675.48	" 68 "
山下正樹	大卒三等	40	30.96	240	240	240	240	240	240	240	342	342	342	252.20	2,989.16	" 57 "
三島清三郎	機師長	154	119.22	924	924	924	924	924	924	924	1.134	1.134	1.134	869.40	10,858.62	" 189 "
別所末次	一等機師	60	46.44	360	360	360	360	360	360	360	450	450	450	345.00	4,261.44	" 75 "
伊藤銀太郎	二等	50	38.70	300	300	300	300	300	300	300	408	408	408	312.78	3,675.48	" 68 "
高田廣治	大卒二等	45	34.86	270	270	270	270	270	270	270	360	360	360	276.00	3,280.86	" 60 "
和泉氏彦	水夫長	33	25.56	198	198	198	198	198	198	198	198	198	198	151.80	2,157.36	
山下大次郎	大工	32	24.78	192	192	192	192	192	192	192	192	192	192	147.18	2,091.96	
古賀定一	一等航大	27	20.88	162	162	162	192	162	162	162	162	162	162	124.20	1,795.08	九月一日引一等航大就職後科第32号(大正八年四月)
西山元大	二等航大	27	20.88	162	162	162	162	162	162	162	162	162	162	43.20	1,684.08	
伊藤四郎	二等航大	25	19.38	150	150	43.56	-	-	-	-	-	-	-	-	362.94	八月九日 New York = 航大
川内敏江	一等水夫	25	19.38	150	150	150	150	150	150	150	150	150	150	114.96	1,634.34	
手嶋政一	一等水夫	22	17.04	132	132	150	150	150	150	150	150	150	150	114.96	1,596.00	八月一日引一等航大=繰上給科第2号(大正八年)
速原長治	一等水夫	22	17.04	132	132	132	162	192	192	192	192	192	192	147.18	1,874.22	九月一日引一等航大=繰上給科第32号(大正八年)
室崎重六	二等水夫	20	15.48	120	120	120	132	132	132	132	132	132	132	101.82	1,400.70	九月一日引一等水夫=繰上給科第22号
伊藤三郎	一等水夫	20	15.48	120	120	120	132	132	132	132	132	132	132	101.82	1,400.70	同上
朝比奈小一	二等水夫	18	13.92	108	108	31.32	-	-	-	-	-	-	-	-	261.24	八月九日 New York = 航大
入江伴四郎	一等水夫	18	13.92	108	108	108	120	120	120	120	120	120	120	91.99	1,269.91	九月一日引二等水夫=繰上給科第20号
松岡嘉代一	四等水夫	16	12.36	96	96	96	108	108	108	108	108	108	108	82.80	1,139.16	九月一日引三等水夫=繰上給科第18号
松尾四郎	一等水夫	16	12.36	96	96	96	108	108	108	108	108	108	108	82.80	1,139.16	同上
田口忠吾	一等水夫	33	25.56	198	198	198	198	198	198	198	198	198	198	151.80	2,157.36	
福田春男	二等水夫	27	20.88	162	162	162	162	162	162	162	162	162	162	124.40	1,765.28	
井上毅治	二等水夫	25	19.38	150	150	150	150	150	150	150	150	150	150	115.02	1,634.40	
田口清兵衛	副機師	25	19.38	150	150	150	150	150	150	150	150	150	150	115.02	1,634.40	
中村左八	一等水夫	22	17.04	132	132	132	132	132	132	132	132	132	132	101.82	1,438.26	
楠根守八郎	一等水夫	22	17.04	132	132	132	132	132	132	132	132	132	132	101.82	1,438.26	
塩崎安吉	一等水夫	22	17.04	132	132	132	132	123.48	-	-	-	-	-	-	668.52	十月九日 Norfolk = 航大
寺田信清	二等水夫	20	15.48	120	120	25.20	-	-	-	-	-	-	-	-	280.68	八月六日 New York = 航大
仁保建治	一等水夫	20	15.48	120	120	120	120	120	132	132	132	132	132	101.82	1,376.70	十一月一日一等水夫繰上給科第22号
三宅才一	一等水夫	20	15.48	120	120	120	120	120	120	120	120	120	120	91.98	1,307.46	
今与六	三等水夫	18	13.92	108	108	22.80	-	-	-	-	-	-	-	-	252.72	八月六日 New York = 航大
林義彦	一等水夫	18	13.92	108	108	108	108	101.04	-	-	-	-	-	-	546.96	十月二十日 Norfolk = 航大
			999.48	7,746.00	7,746.00	7,400.88	7,398	7,382.52	7,170.00	7,170.00	8,316	8,316	8,316	6,278.75	84,239.63	





妙義山丸

姓名	職名	等級	五月	六月	七月	八月	九月	十月	十一月	十二月	一月	二月	三月	四月	合計	備考	
三合 船長	二等火夫	18	13.92	108	108	90.58	-	-	-	-	-	-	-	-	320	50	八月二十六日 Norfolk = 脱航
栗原 侯		18	13.92	108	108	108	120	120	120	120	120	120	120	91.90	1,269	90	九月一日 = 一等火夫 = 線上終結 20
岡村 安輔	石炭夫	16	12.36	96	96	18.60	-	-	-	-	-	-	-	-	222	96	八月六日 New York 脱航
中野 正行		16	12.36	96	96	96	108	108	108	108	108	108	108	82.80	1,139	16	九月一日 = 三等火夫 = 線上終結 18
志賀 謙次		16	12.36	96	96	18.60	-	-	-	-	-	-	-	-	222	96	八月六日 New York 脱航
暹 沢 頼次		16	12.36	96	96	96	108	108	108	108	108	108	108	82.80	1,139	16	九月一日 = 三等火夫 = 線上終結 18
末 純 光松	一等料理	33	25.56	198	198	198	198	198	198	198	198	198	198	151.80	2,157	36	
小山 勇 夫	二等料理	25	19.38	150	150	43.55	-	-	-	-	-	-	-	-	362	93	八月九日 New York 脱航
松井 和 助	二等	18	13.92	108	108	90.58	-	-	-	-	-	-	-	-	320	50	八月二十六日 Norfolk
大 朝 景二	四等	15	11.64	90	90	90	108	108	-	-	-	-	-	-	497	64	十一月三日 Norfolk
小 玉 乙 彦	一等炊師	18	13.92	108	108	108	150	150	150	150	150	150	150	115.02	1,502	94	
暹 之 信 治	二等	15	11.64	90	90	90	90	90	90	90	90	90	90	82.80	994	44	
深見 権次郎	二等	12	9.20	72	72	72	72	72	-	-	-	-	-	-	369	30	十一月三日 Norfolk
柏木 隈 徳	四等	10	7.74	-	-	-	-	-	-	-	-	-	-	-	7	74	五月 Seattle 脱航
小山 鍾 男		10	7.74	60	60	60	60	60	60	90	90	90	90	69.00	796	74	
山 形 浩 人		10	7.74	-	-	-	-	-	-	-	-	-	-	-	7	74	五月 Seattle 脱航
夏井 千 彦	一等水夫	80				50.79	131.85	131.85	131.85	131.85	131.85	131.85	-	-	841	89	八月七日 紐育 = 三等火夫 終結 52 換算 183 終結 52 換算 183 紐育 193 紐育 193
佐 志 隆 三 郎	二等水夫	80				51.79	133.85	133.85	133.85	133.85	133.85	133.85	120	91.98	1,066	87	八月十日 紐育 乗航 提供 紐育 紐育 193 紐育
河 合 重 吉	三等火夫	80				51.79	133.85	116.54	-	-	-	-	-	-	302	18	八月二十六日 乗航 十月十七日 Norfolk 下航
飯 田 五 郎		80				51.79	133.85	116.54	-	-	-	-	-	-	302	18	同上
末 高 治 作	四等	75				34.07	88.16	76.65	-	-	-	-	-	-	198	88	同上 Colon = 乗航 提供 紐育 紐育 193 紐育
暹 新 次 郎		55						55.04	89.77	-	-	-	-	-	144	81	十月十三日 Norfolk = 十一月下航 終結 一月 交換
藤 本 光 善		55						55.04	89.77	-	-	-	-	-	144	81	同上
川 本 和 市	二等炊師	12							21	72	72	72	55.20	292	20	十二月二十二日 warcelles 乗航	
平 田 金 三 郎	四等水夫	16								89.82	96	96	73.62	355	44	一月二日 同上	
笠 尾 武	三等火夫	18								87.12	108	108	82.80	385	92	一月七日 同上	
山 内 喜 右 衛 門	二等火夫	20								96.66	120	120	91.98	428	64	四月 同上	
暹 見 市 松	三等火夫	18								87.12	92.60	-	-	179	72	同上 二月二十四日 Baltimore 下航	
中 尾 千 吉		18								87.12	92.60	-	-	179	72	同上 同上	
海 春 平		18								87.12	92.60	-	-	179	72	同上 同上	
田 高 和 市	四等水夫	16								77.40	96.00	96	73.62	343	02	同上	
石 塚 昭 太郎		16								77.40	96.00	96	73.62	343	02	同上	
真 貝 宗 和 市	船夫	16								92.52	96.00	96	73.62	358	50	一月二日 同上	
栗原 芳 太郎		10								44.52	60.00	60.00	46.02	210	54	一月八日 同上	
			205.86	1,476.00	1,476.00	1,420.14	1,635.56	1,699.51	1,279.24	1,150.70	2,028.86	2,151.80	1,728.00	1,338.66	17,590.03		

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丸 山 義 妙

姓 名	職 名	給 料	五 月	六 月	七 月	八 月	九 月	十 月	十一 月	十二 月	一 月	二 月	三 月	四 月	合 計	備 考
丸山 幸太郎	口答火火	50											36.13	61.33	¥ 97 46	三月八日 Cristobal 乗取 提供取 指 係 10 日
新田 方市	"	50											36.13	21.33	57 46	三月八日 同上 四月八日 Seattle 下取
佐野 角太郎	"	50											36.13	21.33	57 46	同上 同上
													108.39	103.99	212 38	
			1,205.34	9,222.00	9,222.00	8821.02	9,033.56	9,082.03	8,449.24	8,320.70	10,344.86	10,467.50	10,152.39	7,721.40	102,042 04	

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米國提供船乗組員特別給與額	印 度 丸		瓜 哇 丸		馬 來 丸		計
	上 級	普 通	上 級	普 通	上 級	普 通	
七年六月	四九五九七八	六〇五〇六五	四四四四二七	六一六七八〇	一八九四〇〇	一三二九九五	二四八八〇六一
七月	四九九四〇〇	六〇九六〇〇	四四七六〇〇	六一四四〇〇	一八九四〇〇	一三三四八〇	二四八八〇六〇
八月	四九九四〇〇	六〇九六〇〇	四四七六〇〇	六一四四〇〇	一八九四〇〇	一三三四八〇	二四八八〇六〇
九月	六〇〇五八〇	六九一四四五	四四八六六〇	六一四四〇〇	一九〇〇九〇	一三五四八〇	二四九八〇九五
十月	六〇五九〇〇	六九一四六〇	四四九六六〇	六一四四〇〇	一九〇〇九〇	一三五四八〇	二四九八〇九五
十一月	四九九九〇〇	六〇九六〇〇	四四九六六〇	六一四四〇〇	一九〇〇九〇	一三五四八〇	二四八八〇六〇
十二月	四九九九〇〇	六〇九六〇〇	四四九六六〇	六一四四〇〇	一九〇〇九〇	一三五四八〇	二四八八〇六〇
八年一月	四九八四四五	六〇五九八〇	四四四六六〇	六一六七八〇	一九〇〇九〇	一三二九九五	二四八八〇六一

(已號用紙)

(已號用紙)

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爪哇丸乗組上級船員ニ對スル手當支給明細表

日分	五	四	三	二	一	二	三	四	五	六	七	八	九	十	十一	十二	一	二	三	四
五月廿五日	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
六 月	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
七 月	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
八 月	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
九 月	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
十 月	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
十一 月	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
十二 月	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
一 月	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
二 月	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
三 月	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000
四 月	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000	10000

(已 號 用)

(已 號 用 紙)

外 務 省 外 務 省 外 務 省

(已號用紙)

當支給明細表

省	外務省											
	九月	十月	十一月	十二月	一月	二月	三月	四月	五月	計	職名	氏名
	750000	750000	750000	750000	750000	750000	750000	750000	750000	750000	船長	長大山 正信
	800000	800000	800000	800000	800000	800000	800000	800000	800000	800000	一ツ山口	一 龍
	600000	600000	600000	600000	600000	600000	600000	600000	600000	600000	二ツ青山	源吉
	900000	900000	900000	900000	900000	900000	900000	900000	900000	900000	三ツ田中	峰三
	700000	700000	700000	700000	700000	700000	700000	700000	700000	700000	次三ツ保科	正利
	800000	800000	800000	800000	800000	800000	800000	800000	800000	800000	一ツ大場	清見
	900000	900000	900000	900000	900000	900000	900000	900000	900000	900000	一ツ長朝來	眞直
	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	1000000	一ツ松原	鶴吉
	900000	900000	900000	900000	900000	900000	900000	900000	900000	900000	二ツ川村	茂
	750000	750000	750000	750000	750000	750000	750000	750000	750000	750000	合計	
											自五月廿六日	
											至一月十一日	

(已號用紙)

(已號用紙)

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七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付
六 五 〇 五	四 五 五 〇	七 六 〇 〇	九 八 〇 五	五 二 〇 〇	四 〇 〇	四 〇 〇	
事 務 長	次 三 機	首 三 機	二 機	一 機	機 關 長	同	砲 手 長
橋 本 貫 之 進	馬 橋 名 代 吉	川 野 龜 一	松 村 嘉 久	並 木 源 四 郎	福 井 一 二	關 根 正 之	杉 本 喜 之 助

外務省

(已號用紙)

七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付	七 六 一 四 盾付
五 四 〇 五	四 三 〇 五	五 〇 〇	六 五 〇 五	九 〇 〇	一 二 〇 〇	一 二 〇 〇	
次 三 運	首 三 運	二 運	一 運	同	船 長	職 名	
廣 瀬 信 次 郎	米 田 耕 作	秋 葉 三 郎	鈴 木 金 太 郎	遠 藤 友 吉	矢 野 保 次 郎	氏 名	

外務省

(已號用紙)

印度丸上級船俸給額調



印度丸		俸給	職名	氏名	俸給	職名	氏名
三〇圓	水夫長	松本 淺松	二三圓	倉庫番	水野 廣		
二五、	砲手	松井要治郎	一九、	一等水夫	惠崎 禮造		
二五、	全	守島 豐藏	一九、	同	村松仙一郎		
二五、	全	金野 辰吉	一九、	全	若杉清之助		
二五、	同	吉澤 朝治	一九、	全	香川宮四郎		
三五、	木工	橋本 兼藏	一八、	二等水夫	高津 廣市		
二四、	一等舵夫	柳瀬 敏三	一八、	全	鹽田 正夫		
二四、	全	高橋 幹一	一八、	全	金末 用		
二二、	二等舵夫	盛田 千吉	一八、	全	公手 宗一		

外務省

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無線係			無線主任			船醫		
綿谷 米次郎			小林 敬三			朝倉 長三		

外務省

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一八	一八	一八	一八	四〇	一五	一八圓
全	全	給仕	料理人	和料理人	洋料理人	石炭夫
菊池 岩吉	田中孝之助	茅野桃太郎	玄場 關二	坂本 宗平	義元 良	山中 盛喜
一八	一八	二〇	二六	五〇	一五圓	
全	給仕	炊夫	料理人	和料理人	石炭夫	南 友吉
重康 有門	藤本 又八	沼田 貞三	杉野 清一	坂本太次郎		

外務省

(已號用紙)

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一九	一九	一九	一九	二三	二二	二四	三〇	一五	一五	二二圓
全	全	全	一等火夫	倉庫番	三等油差	二等油差	火夫長	全	三等水夫	二等舵夫
高野臺造	中島増太郎	中尾三代治	坂井 徳市	渡邊榮次郎	池田 清隆	川谷 重眞	松谷平太郎	安部 貞三	小林 守雄	藤本 音松
一五	一五	一五	一五	一五	一八	一八	一八	一八	一八圓	一五圓
全	全	全	全	石炭夫	全	全	全	全	二等火夫	三等水夫
金子庄次郎	谷口幾太郎	長瀬寛太郎	南本音次郎	高橋市之助	吉野慶一郎	野口 末吉	高橋 治吉	鬼塚 吉平	高平 詮治	柳 英雄

外務省

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外務省

七、六、一四付	七、六、一四付	七、六、一四付	七、六、一四付	七、二、二六付
五五〇	五五〇	四〇	四五〇	四五〇
首三機上	次三機天	事務長地	船醫稻	無線主任遊
田儀重郎	谷忠治郎	尾與一	垣甚三	木友四郎
井徹夫				

(已號用紙)

馬來丸上級船員俸給調

外務省

七、六、一四付	七、六、一四付	七、六、一四付	七、六、一四付	七、六、一四付
一五〇	四〇	五〇	四〇	五〇
機關長柴	砲手長澤	次三運松	首三運菊	二運阿曾
田齡二	秀吉	木喜次郎	地周藏	曾正
八五一	八五〇	八五〇	八五〇	八五〇
機大鳥羽	機大鳥羽	機大鳥羽	機大鳥羽	機大鳥羽
楮之吉	楮之吉	楮之吉	楮之吉	楮之吉
機服部佐重郎	機服部佐重郎	機服部佐重郎	機服部佐重郎	機服部佐重郎

(已號用紙)



一九	一九	一九	一九	一九	一九	二三	二三	二四	三〇	一九
同	同	同	同	同	火一 等夫	倉中 庫番	三油 等差	二油 等差	火夫 長	水一 等夫
森	岡	岩	橋	高	坂	福	山	加	河	榑
出	本	島	本	木	本	出	本	藤	合	木
友	豐	忠	初	菊	四	倉	長	吉	太	三
市	一	藏	太	之	耶	吉	藏	一	吉	四
一五	一五	一五	一五	一五	一八	一八	一八	一八	一八	一五
同	同	同	同	石炭 夫	同	同	同	同	火二 等夫	水三 等夫
小	岸	村	若	中	丸	風	桐	園	富	山
林	田	上	宮	前	田	間	山	田	山	下
幸	釜	雷	坂	直	鶴		増	善	文	寅
治	之	望	市	松	太	勉	吉	盛	雄	吉

外務省

(已號用紙)

二三	二二	二二	二四	二四	三〇	二五	二五	三〇	圓	馬
倉甲 庫番	同	舵 夫	二 等	同	一 等	木 工	同	砲 手	水夫 長	來丸
德	菖	齋	藤	吉	小	水	和	新	氏	
永	浦	藤	出	岡	國	本	知	木	名	
與	治	治		敬	常	留	君	權		
一	助	太	章	一	吉	吉	之	右		
		耶					助	工		
								門		
一五	一五	一八	一八	一八	一八	一九	一九	一九	圓	俸
同	水 三 等 夫	同	同	同	水 二 等 夫	同	同	水 一 等 夫	給 職 名	
廻	田	北	宗	盛	岸	飯	色	芝	氏	
定	內	森	元	原		森	川	本	名	
行	順	三	諦	喜	豐	拾	三	磯		
	三	耶	治	代		吉	之	吉		
			耶	太			助			

外務省

(已號用紙)





二 三	二 二	二 二	二 四	二 四	三 〇	二 五	二 五	三 〇	俸給	爪哇丸
倉庫番	甲板	二等舵夫	同	一等舵夫	木工	同	砲手	水夫長	職名	
大西兵一郎	植木吾一	梶谷正治	中野佐一	今井吉五郎	藤田善之助	榎本宗作	富田安藏	中川彌七	氏名	
一五	一五	一八	一八	一八	一八	一九	一九	一九	俸給	
同	三等水夫	同	同	同	二等水夫	同	同	一等水夫	職名	
水野由彦	香川徳次	鷺岡一三	尾川初次	戸塚一男	犬谷三之助	齋藤一策	兒島芳平	岸田益吉	氏名	

外務省

(已號用紙)

七九二三付							七一三六付						
六〇	五〇	四〇	三〇	二〇	一〇	〇	六〇	五〇	四〇	三〇	二〇	一〇	〇
二機	首三機	次三機	事務長	船醫	無線主任	無線係	川村茂	阿部芳治	桔原一	伊藤重孝	室竹圭一郎	小川雄三	鈴木愛太郎

外務省

(已號用紙)

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一八	一八	一八	一八	二〇	二〇	二〇	二五	四〇	一八圓
同	同	同	給仕	炊夫	同	料理人	和料理人	和料理人	洋料理人
高田	平井	松井	福家	佐藤	三谷	瀧	若木	小澤	長石
徳三郎	重吉	元次郎	吉太郎	圓右衛門	豊吉	政五郎	升造	賢之	榮一郎
									三〇圓
									賄長
									佐々木 義造

外務省

(已號用紙)

2

一九	一九	一九	一九	一九	一九	二三	二三	二五	三〇	一九圓
同	同	同	同	同	一等火夫	倉庫番	三等油差	二等油差	火夫長	一等水夫
遠藤	岩山	織田	古賀	藤立	大井	淺田	村田	近藤	日高	山本
利一	太三郎	國登	好作	惣吉	道知	岩吉	助一	宗吉	滿雄	勇吉
一五	一五	一五	一五	一五	一八	一八	一八	一八	一八	一五圓
同	同	同	同	石炭夫	同	同	同	同	二等火夫	二等水夫
小手川	宇都宮	石川	坂根	常德	遠山	北山	徐在	尾崎	小椋	多保
新一	石右衛門	直市	長一	慶藏	丈三	幸次郎	洪	芳重	秀吉	繁一

外務省

(已號用紙)

F-0051

0102

通下口長

22日

華南書

大正十三年二月

北白

松井外務大臣

右未

植原大進

抄

第一三三號  
 閣下奉使德電第八二八號、二枚段、  
 實に船舶院者馬りの教力要求額計算  
 基礎見、之、ス、パー、其他、望之、詳細  
 材料提出方申越、了、ん、處、各、年、性、電  
 第四三九號、資料ハ最早、費、送、指、付、  
 ンヤ、若、レ、未、済、ナ、ラ、ハ、大、至、急、送、付、  
 尚、船、院、院、長、裁、可、ノ、案、奉、上、月、上、

同、會議、於、是、奉、使、ノ、提、明、即、チ、奉、使、特  
 別、信、告、額、ハ、大、正、十、三、年、戰、時、船、院、管、理、會  
 ニ、基、テ、通、信、省、令、第、三、〇、號、第、一、〇、條、ニ、基  
 テ、原、船、主、申、出、ス、ル、通、信、省、院、長、ノ、裁  
 認、ヲ、得、ル、結、果、決、定、ス、ル、モ、ナ、ラ、ズ、及、シ、  
 原、船、主、等、ハ、奉、使、(電)ハ、後、日、未、石、政、府、  
 令、部、拂、戻、アル、レ、ト、日、本、政、府、ノ、保、障、ニ、基  
 テ、既、ニ、支、拂、ヲ、了、ス、ル、モ、ナ、リ、ト、陳、述、ヲ、援、用  
 シ、是、等、船、主、提、出、ス、ル、信、告、率、及、之、對、テ、通  
 信、省、ノ、裁、認、及、前、記、日、本、政、府、ノ、船、主、  
 對、テ、保、障、書、ハ、文、書、ヲ、以、テ、為、サ、レ、ル、モ、ナ、リ、ヤ  
 若、シ、然、リ、ト、セ、ル、奉、使、決、定、上、有、力、ナル、材、料、ナル

戦国書目録

二作其書入手の旨は後述に東の定本  
使、政府代表者として、陳述。其の一は  
撰書類、提出の報に於て、頗る事理ヲ  
解し、雖も、助合元毛船、船院、性後及其  
内情、雖も、此、際之ヲ、合掌、ハ、本件進捗  
上面、面、カ、不、然、種、書、類、ア、ラ、ハ、之、ヲ、呈、示、ス  
ル、下、段、等、ハ、得、策、ト、思、考、セ、ラ、ル、二、作、其、書、目、録、係  
書、類、寫、取、修、メ、上、大、急、急、送、付、セ、ル、所  
ル、若、右、書、類、又、ハ、記、録、有、無、ハ、回、電、ヲ  
折、込、シ

F-0051

0184

門類  
3  
6  
4  
項號

電信課長

大臣

次官

亞細亞

歐米

通商

條約

情報

人事

會計

文書

平和條約

對支文化

件名  
綴込名 船隻保險

22/15  
華原奏  
本省署  
大正三年三月  
其台後〇三五

松井外務大臣  
植原大使

大正三年三月六日 記録係接受

第一三四號  
客年本使館電第八二八號、二七段、  
實に船舶院者よりハ我カ要求額計算  
ノ基礎免、ハリス、パー、其他、里之詳細  
ナル材料提出方申越、ア、ル、處、客年電  
第四三九號、資料ハ最早ハ發送指、  
リヤ、客年未済ナラハ、大至急、送付、見、探、訪、友  
ニ、尚、船舶院、新、總裁、ヨリ、客年、三月、十一

日、會議、於、是、本使、ノ、說明、即、チ、本件、特  
別、給與、額、ハ、大、正、三、年、戰、時、船、隻、復、理、令  
ニ、基、テ、遞、信、者、令、第三、號、第一、條、ニ、基  
キ、全、原、船、主、ノ、申、出、ニ、對、シ、遞、信、者、ハ、船、主、承  
認、ヲ、與、ヘ、ル、結果、決、定、シ、免、モ、九、九、下、及、免  
原、船、主、等、ハ、本、件、(免)、ハ、故、日、未、再、改、定、  
全、部、拂、戻、ス、レ、ト、日、本、政、府、ノ、保、障、基  
キ、既、ニ、支、拂、ヲ、了、シ、免、モ、ナ、リ、ト、陳、述、ヲ、援、用  
シ、是、等、船、主、提出、ノ、給與、率、及、之、對、シ、遞  
信、者、ノ、承認、額、及、前、記、日、本、政、府、ノ、船、主、  
對、シ、保、障、等、ハ、文、書、ヲ、以、テ、為、サ、レ、免、モ、ナ、リ、ヤ  
若、シ、然、リ、ト、シ、テ、本、件、決、定、上、有、力、ナル、材料、ナル

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0185

ニ付其寫入手ノキ旨依頼ニ東ニ度寺  
使ノ政府代表者トシテ、陳述ニ對シ一々  
標者類ノ提出ヲ求ムルカ如キハ、頗ル事理ヲ  
解シ難キハ、勸令元毛船舶院ノ性後及其  
内情ニ鑑ミ、此ノ際之ヲ争フハ、事件進捗  
上面白カラズ、此ノ種ノ書類アラハ之ヲ呈示ス  
ルニト云フニ得策ト思テ、セラル、ニ付右書類  
書類寫シ取纏メ、上大至急ニ送付セ  
ルニ若シ右書類又ハ記録ノ有無ヲ回電  
ス

F-0051

0186



拜啓陳者戰時中米國へ提供シタル船舶乗組員特別給與ノ件ニ關シ二月二十七日附船管第二二一號ヲ以テ關係書類御送付ニ預リ候處右書類中ニ左記書類添付有之候右ハ送付誤リト被思料候ニ付茲ニ及御返却候 敬具

大正十三年三月一日

通商局 總務課

管船局 監理課 御中

(已號用紙)

*(Handwritten note in Japanese)*

外務省

(已號用紙)

記

- 一、國際勞動事務局日本支局長ニ對シ日本海員組合詰問書發送ニ關スル件
- 一、外務省通商局商報第一〇四號―第一〇九號
- 一、遞信記者俱樂部名簿

外務省

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0187



門類  
3  
6  
4  
項  
號

大臣  
次官

電信課長

亞細亞 歐米 通商 條約 人情 報事 會計 文書 和平條約 對支文化

件名 提使船関係

通 長

大正四年七月三日 記録係接受

2379 晴

本名 藤原 友成

大正十三年三月

四日 友成

榎井外務大臣

植原大使

第一回一號

提使船第一三四號、當方より特別給  
與總額、二百七十五萬四千七百三十八  
圓、未去政府より全額、還還受入  
中、ナルモ帝政府、誠意ヲ示ス為特、船  
隻例ヲシテ三分一ヲ負担セリ、ナルヲ以テ未去  
一、請求額、三分二即チ百八十三萬四千四百  
九十九圓、十二萬、ト至差ト東リ、是處合般

船舶院例より公出トシテ入申シ、同院記録  
に依リ、在帝御末去大使より、一九一八年七月  
日、第一回附覚書、對シ帝政府外務省、一九  
一六年八月十日附覚書、以テ提供船隻三三  
隻、六月、年但、對シ特別給與額、百  
七十二萬八千九百三十三圓、内三分一、船隻、  
百担、誠、三分二、即チ百十五萬二千九百  
五十四圓、是處トシテ、

This total is capable of some vari-  
ation according to changes that may  
take place in regard to the amounts  
as to the time of delivery of the

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chartered ships. To avoid, however, no small trouble of apportioning the respective shares of the burden each time when such charges occur, or according to the time of redelivery, the Department of Communications wishes to have the above-named total accepted at the fixed amount of the extra pay for the whole chartered period of 6 months to be borne by the ship-owners and the American Government at the above-named proportion.

トノ語元ニ徴シ船船沈例ニ於テ我カ従事  
ノ請求額ニハ掛値下ルカ又ハ何等カノ誤算  
アルト云ヤトノ疑成心ヲ有シ居ル事 州密作ラ  
確固セリ 右揮覺書ノ交換ハ當方記録  
ニ全ク無互ニモ果シテ右交換ノ事實了  
ト七八七七年八月當時御信者ニ於テ特別  
佐與額トシテ既ニ一交決定的ニ申出ニ  
シ金額予ニ多クノ額先前記ニ百七十五万  
円條ノ金額ト其三分ノ二ヲ請求ト来ノ  
先次弗ト處右ハ如何ト事格ナリヤ此ノ  
前後、其係ハ詳細ノ説明ナクシテハ到底  
船船沈例ノ説得ハ難ト存セラルニ依

右ノ書ニ至急何分ノ電報ヲ送ラシ  
事件ノ實ニ高島ヲ未五例ト推後ノ  
係書類ニ大正九年七月八日通ニ極密送  
一。御貴信大正十二年三月二日通送善通  
第二。御貴信今年十月十四日通送極  
密第五。御貴信三月十日送附了り外高  
彼ニ全書其寫照之件至急全部  
寫御取極上ノ送附了り

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0190

2754738:38  
191824613  
183649225

大正三年四月拾日 記録係接受

2377

柳井外務大臣

大正三年三月

在米

柳井外務大臣

植原大使

第十四号

准電第一三四號 電當方より特別給  
與總額ハ二百七十五萬四千七百三十八  
圓トシ米米政府より左金類ノ返還ヲ受ク  
中ニナルモ帝皇政府ノ誠意ヲ示ス為特ニ船  
隻例ヲシテ三分ノ一ヲ負担セヨトスルヲ以テ米米  
ハ請求額ハ三分ノ二即チ百八十三萬六千四百  
九十九圓三十二錢トシ返還シ米米ニ處分般

船舶院例より公出トナシ入申シテ同院記録  
ニ依リ在米柳井米米大使より一九一八年  
三月一日附覽書ニ載シ帝皇外務省ハ一九  
一六年八月十日附覽書ヲ以テ提供船隻三  
隻六ヶ月ノ負担金ニ對シ特別給與額ハ百  
七十二萬八千九百三十九圓三十分ノ一ハ船隻ノ  
負担額ノ三分ノ二即チ百十五萬三千九百  
三十九圓三十分ノ一トナレリ

This total is capable of some vari-  
ation according to changes that may  
take place in regard to the credits  
on the items of headlining of the

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0191

chartered ships. In general, however, no  
 small trouble of appositioning the  
 respective shares of the burden each  
 time when such changes occur, or according  
 to the time of redelivery, the Department  
 of Communications wishes to have the  
 above-named total accepted at the  
 fixed amount of the extra pay for the  
 whole chartered period of 6 months  
 to be borne by the ship-owners and  
 the American Government at the above-  
 named proportion.

上ノ語ニハ徴シ船船沈没ニ於テ或ハ往來  
 ノ往來船ニハ掛値下力又ハ何等ノ誤算  
 元ノ非ニヤト疑成ク有シ居ル類 内密作テ  
 確固セリ 右揮覺書ノ交換ハ當方記帳  
 三合ノ進三ノ果ニテ右交換ノ事實了  
 十ニハ出百七年八月當時物信者ニ於テ特別  
 結果知ラシク既ニ一交決定の申出ニ至  
 三合額ノ之者大ノ額ニ前記ニ百七十五万  
 月信ノ金額ハ其三分ノ二ヲ請求シ来ノ  
 元ノ沈没在處者ハ如何ニモ精査ナリ有テハ  
 前記ノ實情ハ詳細ノ説明ナリトテ到底  
 船船沈没ノ説得ハ難シト存スルニ付

右二書に至急何分ノ中尾報ヲ送リ尚  
書仲ニ書ニ書有ヨリ未名例ノ性後ノ  
傳書類ニ書有ヨリ未名例ノ性後ノ  
古物 貴信 大正十二年三月二日通達書通  
第一三號 貴信 合年十月十四日通達書  
密書五八號 貴信 三月十日通達書  
後ニ全書是ノ寫本ニ作至急本部  
寫佛東傳ノ上ノ通達書ナリ

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0193

MEMORANDUM

The American Embassy has the honor to advise the Minister for Foreign Affairs in reply to his memorandum under date of June 11th, transmitted at the request of the Minister of Communications that under:

Clause 1. The American Government would appreciate before deciding this point, specific advice as to the basis the ship-owners have undertaken to allow as reasonable extra pay during the whole charter period.

Clause 2. The American Government understands that compensation for death, disability, or detention will be paid to the Japanese crew even though they may not have war risk insurance or policies.

Clause 3. is confirmed by the American Government.

Clause 4. The American Government agrees to provide at its expense the required ballast for chartered steamers according to their certification.

Clause 5. Japanese ships are fully insured by the American Government against captures, seizures or detention, and other war risks; that the liabilities for losses by such war risks will be allowed in accordance with the principles of the American Government war risk insurance.

Clause 6.

- 2 -

Clause 6. The American Government will agree to pay the charter rates until the completion of the work of restoring to original condition any ships that it may have caused to be altered as regards plans and fittings.

Clause 7. The American Government agrees that upon the redelivery of ships they will be supplied at its prices with sufficient fuel to reach Japan or their nearest place of supply of the next voyage.

Clause 8. is confirmed by the American Government.

Clause 9. The American Government will furnish sea charts, hydrographic charts and similar requisites, as conditions warrant, where ships have been unable to supply themselves with these accessories.

American Embassy, Tokyo,

July 31, 1918.

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0194

Memorandum.

The Department of Foreign Affairs begs to acknowledge the receipt of the American Embassy's memorandum of July 31st in reply to the Department's memorandum of June 11th, relative to the recent arrangement for chartering of the Japanese ships to the American Govt. The Japanese Govt. sincerely appreciate the kindly consideration given by the American Govt. to several points embodied in the Department's memorandum above referred to.

As regards Clause 1 in the Embassy's memorandum, the Department of Communications desires to advise the American Govt. that the total which the ship-owners have undertaken to allow as reasonable extra pay for the crews of the twenty-three ships during the whole chartered period of six months amounts to Yen 1,728,000, of which the ship-owners are ready to bear Yen 576,000, while the remaining sum of Yen 1,152,000 is to be borne by the American Govt. This total is capable

of

- 2 -

of some variation according to changes that may take place in regard to the crews or to the time of redelivery of the chartered ships. To avoid, however, no small trouble of apportioning the respective shares of the burden each time when such changes occur or according to the time of redelivery, the Dept. of Communications wishes to have the above-named total accepted as the fixed amount of the extra pay for the whole chartered period of six months, to be borne by the ship-owners and the American Govt. at the above-named proportions.

Department of Foreign Affairs,

Tokyo,

August 16th, 1918.

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0195









右ノ書ニ至急何分ノ中覺報ヲ請フ尚  
幸仲ニ書ニ當局ニテ米石例ト性後ノ實  
係書類ニ大正九年七月八日通ニ極密送  
一〇號貴信大正十二年三月二日通送  
第一三號貴信各年十月十日通送極  
密第五八號貴信三月十日通送了り外尚  
彼ニ全書是寫無之ニ付至急全部  
寫御取極ノ上ニ通送了り

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0198

急

文書課

打電、必要上  
公送各所、所以下  
之記入アリ

通

主 管  
通商局長

主 任  
總務課長

大正十三年三月

日 附  
附屬書 別紙

文書課發送

大正十三年參月拾參日發送済

淨書

正校(原稿) 淨書

大正十三年四月拾日記録係受

文書課長

長文書課  
長檢印

大正十三年參月四日接受

(甲號用紙)

受信 人名

在米  
植原天候

發信 人名

松井大臣

戰時中未至(提共)ノ  
名付船舶乗組員、特別  
給與 恩惠ニ付

總務課印海運課ニ及ス  
込 船隻報告書ニ  
名 付未換出船ニ

各年者電式凡ニ八号、二後段ヲ以テ中越

船ノ船員給料比較表其他ニ及スレ調査致事

蒐集有用資料ニ付以希望 照、調査致事

公 信 案

外 務 省

郵印

(乙號用紙)

◎  
在米

又此又宛一有我 恩惠船員ヨリ具ノ支給ニ付  
別給與總額内詳細表左記、通蒐集レテ  
レ船員以テ今般運送者ヨリ右送付 送付本件  
東條書類、潮印船員ヨリ送付者宛米カ一額  
採中ヨリ送付(原)送付 送付本件  
或ハハ不助ヨリ送付者カ一額ヨリ送付ニ拾査  
井及々轉送矣 司 詳細如ニ付 御 願、上

外 務 省

F-0051

0199



(乙 號用紙)

三井物産会社司上船止丸外一艘特別給與  
船名細表

山下汽船株式会社司上船形丸外一艘特別  
給與船名細表及司上細表

内田汽船会社司上船司丸特別給與船名細  
表

辰島汽船会社司上船丸特別給與船名細表

外務省

(乙 號用紙)

一 勝田汽船会社司上船丸特別給與船名  
別表及司上細表

二 日本海軍振濟司司上船丸特別給與船名細表  
三 日本郵船会社司上船丸外一艘特別給與船名

別表及司上細表  
以上

外務省

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0201

文書課

御書ノ字  
夫々三  
作  
二  
一

御書ノ字  
夫々三  
作  
二  
一

外務省

(乙) 號用紙

F-0051

0202

門類  
項目  
號

大臣 次官 亞細亞 通商 條約 情報 人事 會計 文書 平和條約

電信課長

石井

電信案

(丙號用紙)

暗號 發電大正十三年三月五日 午前二時四分 送電番號一五九二 奉天經由 長春經由

主 管 通商局長

主任 總務課長

出

和

海

件名 報付中米玉提議ニ本邦 船隻乘組員 特別給與 案スル件

級 込 名

提議船隻

受信 人名

在米 垣原大塚宛

發信 人名

松井大佐

第九回 號 94

貴電ノ一三四号ニ對シ

内電法若類ハ

非常命令ノ趣ニ對シテ 本邦船隻ノ乗組員ニ對シテ 特別給與ノ案スル件

電信案

外務省

司答ニ接シ次ノ電報スベシ 尙書中貴電ノ

ハニハテノ二後段ニ對シテ 貴電ノ趣ニ對シテ 三月四日附通

電報ノ趣ニ對シテ 三月四日附通

F-0051

0203







(乙 號用紙)

員給與額トノ比較表其他有力ノ材料併  
セテ送付相成致以段中進矣也

別紙在米壇探入便米電等一三四考  
改文章条中ノ事

外務省

F-0051

0205

大急

淨書、上  
五、七、九、



要再回

文書課長

公 信 案

大正三年參月 八日 接受

(甲號用紙)

文書課發送 大正三年參月八日 發送済

淨書 (復)

正校 (原稿)

(淨書)

細

主 任

總務課長

主 任

總務課長

大正三年三月八日 附

附屬

砂紙

通

總 機密第 五五號

普通

號

大正三年三月八日 附

發信 大正三年四月拾日 記錄係接受

附屬

砂紙

通

受信 人名

米田進 信次 宛

發信 人名

米田進 信次 宛

件名

戰時中米玉へ提供シテ  
本邦船舶乘組員等  
給與ニ関スル件

名 込 綴

本件、三月二十五日附總務課中九号ヲ以テ

申進置矣知今般在米值察七便アリ矣。別

紙中号字、通電請、次有有之矣 依仰

公 信 案

外 務 省

(乙號用紙)

者即記録ニ就テ取調ベタル処 司七便電報  
 所載ノ通在米邦米分七便銀 三ノ天七年七  
 シテ。附覽書ヲ以テ別紙ニ号字ノ通  
 本ヲタルニ對シ早速 同付司日附通機密送  
 才ニハ一考ヲ以テ考査 次宛 照会シタル所  
 八月九日附戰航中七号号 考査回答ニ接シ  
 タレニヨリ右ニ基テ別紙列号字、通 当否

外 務 省

F-0051

0206

(乙 號用紙)

アリハトヤ六〇附費蓋ヲ以テ在在米五又使  
船ハ西復照シテレ次中存之矣 其後書卷ハ  
常ニ五五十五萬ニ千第ノ米五一、請求款ト  
シテ主張シ居リケレニ 本中提出船金額、及  
要ツラシレ後 即チ天の九年ニ至リ五月  
×三〇附、貴船東海丸九六二号ヲ以テ各船主  
ヨリ提請期向中ノ實際支給シテレ付別給

外務省

(乙 號用紙)

總額ハ約款ニ在テヤ五萬餘第ニ達シ居ルニ  
付其ノ三分ノ二即チ約面八×三萬第ハ米五改附  
テシテ負担セシレトト然ル者ノ年出アリニ  
基テ爾後ニ其後各款 貴船東海丸、金額ノ先  
チニ對シテ主張シ居リケレ次中存之矣 就チ  
ハ委曲別紙ニテテ知片ヲ書議、上テ至  
右金額變更ノ論拠、船和院州ヲ説明シ

外務省

F-0051

0207

得レハ心算ナレ後  
相成ハ段中甚多也

甲子ト行

知照 在米地第大坂東電一四一号改定

一九二四年七月

乙子ト行 在米地第大坂東電一四一号改定

在米地第大坂東電一四一号改定

丙子ト行 在米地第大坂東電一四一号改定

丁子ト行 在米地第大坂東電一四一号改定

外務省

(乙號用紙)

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0200



機密  
受第 36 號  
13. 3. 15



手書  
有印

親展  
通總務課

船監第三三七號

大正十三年三月十四日

遞信次官



遞信省

外務次官殿

戰時中米國へ提供シタル本邦船舶乗組員特別給與ニ關スル件  
綴込名  
大正十三年四月拾日 記録係 接受

右件ニ關シ本月八日附通總機密第五五號ヲ以テ御申越ノ趣敬承最初對  
米請求額ヲ百十五萬貳千圓トシ其後ニ至リ之ヲ百八十三萬六千餘圓ト  
セルハ大正八年七月八日附戰航第二六八號ヲ以テ一應申進置候通り最  
初計上セル分ハ船舶貸渡ノ期間ヲ當初協定通り六箇月トシテ之ヲ算出  
セルモノニテ其後米國ノ都合ニ依リ貸渡期間ハ事實上延長セラレタル  
爲最終ノ計算ニ於テ大正九年五月十三日附海第九六二號ヲ以テ申進候  
通對米請求額ハ百八十三萬六千餘圓トナリタル次第ニ有之其ノ間特別  
給與額ノ基礎ニ於テハ何等變更ヲ加ヘタル義ニ無之尙又右内譯ハ客月  
廿七日附船監第二二一號ヲ以テ送付致置候關係船主特別給與額内譯明  
細書ノ示ス通りニ有之候條右ニ了知相成度候

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電信課長

電信課長

暗號 發電大正三年二月十七日 午前 時 / 分 送電番號 一九九三 奉天經由 長春經由

主 任 總務課長 (起草大正三年三月×日) 大正三年四月拾日 記録係接受

件名 乘組員特別給與... 松井大佐

受信 在米 填票大決 記 發信 人名 松井大佐

第一一六號 至

費電 一四一...

電信案

外務省

大正三年七月三十日附覽書 在米松井大佐  
 本件提出船乘組員特別給與...  
 司年八月十六日附覽書 在米松井大佐  
 特別給與...  
 右ハ本件提出船...  
 次第...















門 3  
類 6  
項 4  
次 大 號

電信課長

亞細亞 歐米 通商 條約 情報 人事 會計 文書 平和條約 對支文化

大臣 官 凡

原

3133

暗書 署名

大正三年三月廿六日 前六日

件名	綴込名
...	...

通

如可の署名

駐米大使

第一九一號

大正三年三月十七日附

密送

...

...

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3133 暗 事務書 大正三年三月廿日 前六〇

女

大正三年四月廿日 記録係 大佐

第一九一號

事務書第一九一號 同

大正三年三月十七日 附 迎 密 送 券

二二號 密 信 本 文 附 屬 券 書

發 起 録 見 意 多 不 中 部 送 券 書

大正七年

往電が一六号に就き、  
大正七年ト一打電セリ  
先方、邊リカ

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通

3133 (暗) 書信表  
大正十三年三月廿日附送

秘司の書状  
陸軍大臣

第一九一號

書信表第一二二號、同。

大正十三年六月十七日附送秘司書信表

二三號書信表、本文附送秘司書

信表、見書信表、中野達、

ナ  
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ナ

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文書課長 大正三年三月廿四日接  
 文書課發送 大正三年三月廿四日發送濟  
 淨書 (原稿) (淨書)  
 (甲號用紙)

總務課長 任總務課長  
 大正三年三月廿四日附  
 附屬書

受信 米田進 次男  
 發信 大正三年四月拾日 記錄係接  
 人名 松平次男

件名 飛船乘組員特別給與金  
 飛船乘組員特別給與金  
 人名 松平次男

本件、三月廿四日、船監方ニテ、  
 送付有之矣、左記特別給與金細書用紙ニ  
 付、及之、後、矣也

附原書  
 小長六郎  
 要再回

(乙號用紙)

追う、岸本汽船会社、公至、但、提出、方、持、々  
 之、替、便、相、回、矣、矣  
 記  
 一、元、改、高、航、合、社、未、提、出、船、行、初、元、外、二、艘、特、別  
 給、與、額、中、別、表、及、司、明、細、表、及、行、初、元、外、二、艘  
 乘、組、員、特、別、給、與、額、中  
 一、三、井、物、産、会、社、上、劍、山、丸、外、一、艘、特、別、給、與、額、中

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門類  
項目  
號

急

郵印

要再回

文書課長

大正三年三月廿五日接獲

(甲號用紙)

文書課發送

大正三年四月

五日發送済

淨書

正校原稿

(淨書)

(淨書)

主 通商局長

任 主 總務課長

總 機密第

一 號

大正三年四月

日附

附屬

記

例紙

受信

在米

發信

松井大佐

人名

植原元次

人名

松井大佐

件名

戦中米米(提議)米米  
船乗組員特別給與

姓名

松井大佐

貴電(一)手後段の以り本中需米書款字入手

名申慈母之英心当初(大正七年)在本船米米大嘆

手言明總書の以り本船船乗組員特別給與

公 信 案

外 務 省

(乙號用紙)

船乗組員特別給與の提議の申出米米以後

日米米政府司の協定相續り同米米書款の對

本中船船の引渡り了レレレ在司大嘆ト後後重不

タル船乗組員特別給與の提議の申出米米以後

送メニシテ(往電)ノニテ考メテ後後重不

トレヨリ入手セラレレト考メテ後後重不

送メニシテ(往電)ノニテ考メテ後後重不

外 務 省

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送付目録	
イ号	大正七年六月十日附外務省覚書
及同附録書	
ロ号	同年七月三日附在本邦米不採買覚書
ハ号	同年八月十六日附外務省覚書
ニ号	同年九月十日附在本邦米不採買覚書
ホ号	同年十月十日附外務省覚書

外務省

(乙 號用紙)

送付目録	
イ号	大正七年六月十日附外務省覚書
及同附録書	
ロ号	同年七月三日附在本邦米不採買覚書
ハ号	同年八月十六日附外務省覚書
ニ号	同年九月十日附在本邦米不採買覚書
ホ号	同年十月十日附外務省覚書

外務省

(乙 號用紙)

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<p>ハ号 同年三月 六日附在本館米五下原領 領書(号)</p>	<p>ト号 同年三月 十日附外務省領書(号)及同附領</p>	<p>州領書(号)</p>	<p>チ号 天正九年 一月 十日附外務省領書(号)</p>	<p>リ号 天正九年 一月 十日附米田大坂本領書</p>	<p>又号 天正九年 二月 十日在津堤南地領書(号)</p>	<p>ニ号 同日同地附在米田大坂一平交</p>
(乙 號用紙)						
<p>ル号 同領書(号)</p>	<p>レ号 同領書(号)</p>	<p>エ号 同領書(号)</p>	<p>カ号 同領書(号)</p>	<p>キ号 同領書(号)</p>	<p>ク号 同領書(号)</p>	
(乙 號用紙)						
(外務省)						

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(乙 號用紙)

夕考 同年六月三日附外務大臣往物外六月五日

及同附屬書(同上附屬之書英譯文)

レ考 同年七月六日附在本邦米心館下候和物

中野一考字

以上

右記 買取文書ノ家ヲ探リ 一紙 一紙 送中

一紙 本為 考新 和 圖ノ 下

外務省

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COPIE

EMBASSY OF THE  
UNITED STATES OF AMERICA

Tokyo, July 6, 1920.

No. 401

Excellency:

I have the honor to acknowledge the receipt of Your Excellency's communication No. 76 of June 30, 1920, requesting a reconsideration on the part of my Government of its decision to use the same basis in calculating the amount of extra compensation due to Japanese crews as was used in the case of American crews.

No time has been lost in presenting Your Excellency's views to my Government and I shall not fail to acquaint Your Excellency with the tenor of such reply as I may receive in due course.

I avail myself of this opportunity to renew to Your Excellency the assurance of highest consideration.

Signed: Edward Bell

His Excellency

Viscount Uchida,

His Imperial Japanese Majesty's

Minister for Foreign Affairs

etc.,

etc.,

etc.

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通二送第七六號

大正九年六月三十日

内田外務大臣

在本邦  
米國代理大使宛

以書翰致啓上候陳者貴國政府へノ提供船舶乗組員特別増給問題ニ關シ四月三十日附貴翰ヲ以テ御申越ノ趣敬承致候右ハ遞借省ニ移牒シ審議ヲ重ネタル結果茲ニ再應本件ニ關スル我方ノ見解ヲ開陳シ貴國政府ノ御再考ヲ煩ハスノ不得已義ニ立到リ候

第一、本件船舶ノ提供ハ申ス迄モナク聯合國援助ノ趣旨ニ出テタルモノニシテ普通ノ商業取引トハ全然其ノ性質ヲ異ニスル次第ニ有

1

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(已號用紙)

(已號用紙)

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之關係船主ハ多大ノ損失ヲ覺悟シ又船員ハ其ノ身命ヲ犠牲ニ供スルコトアルヲモ測リ難キ危險ヲ冒シテ之ニ應シ帝國政府ニ於テモ亦當時恰モ船舶ノ拂底甚シク船舶ノ管理ヲ實行シ居リタル際ナリシニモ拘ハラス聯合國援助ノ爲メ之ヲ決行シタル次第ニ候今茲ニ少シク當時ノ事情ヲ回顧センニ我國ニ於ケル傭船料相場ハ本件提供船ノ如キ遠洋航路船ニ在リテハ重量噸一噸一ヶ月四十圓以上ヲ唱ヘ居タルニ不拘貴國政府ノ支拂ハントスル料金ハ聯合諸國力中<sup>インターアライド、レイト</sup>立國船ヲ傭船スル爲協定シタル所謂聯合國協定率ニ依リタルヲ以テ重量噸一噸一ヶ月約四十志即チ約十八圓位ニ過キス從テ此料金ノミニテハ船主ノ被ル損失多大ニシテ到底船主ヲシテ船舶ヲ提供セシムルコト能ハサルノ情勢ナリシヲ以テ右損失ノ一部ハ帝國

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(已號用紙)

政府自ラ之ヲ補償スルノ外ナシトシ此カ爲帝國政府ノ支出シタル金額ハ實ニ<sup>約</sup>千萬圓ニ達シタル次第ニ有之而モ右補償モ當時ハ備船料相場ト貴國政府ノ支拂ハレタル備船料トノ差額ノ一部ニ過キサルヲ以テ右補償ヲ計算ニ加フルモ船主ハ尙多大ノ損失ヲ免レサリシ義ニ有之候

第二、乗組員ニ對シ給料額ノ外其ノ六倍ノ特別給與ヲ支給シタルハ日米兩國政府間ニ於テ船舶提供ノ協定ヲ爲ス際ニ於ケル「モーリス」大使ノ來翰ニ依ルモ本件船舶ヲ戰爭ノ遂行ニ必要ナル用途ニ供スルコト明白ニシテ從テ戰爭ノ危險ニ暴露スルモノト豫想セラレタルヲ以テ乗組員ニ對シテハ詳細ニ其ノ事情ヲ説明シ聯合國援助ノ爲奮テ提供船舶ニ乗組ムヘキ旨ヲ懇々諭示シ以テ漸ク其ノ應

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(已號用紙)

諾ヲ得タルノミナラス本件船舶ノ提供ハ當時ノ狀勢ニ鑑ミ急遽之ヲ決行スルノ必要ニ迫リ居リタルヲ以テ特別給與ノ額ニ付テモ豫メ貴國政府ト協議ヲ遂クルノ暇ナク提供船全部ノ船員ニ對シ一律ニ同額ノ特別給與ヲ支給スルノ外ナカリシ次第ニ有之候且又特別給與ヲ本給ノ六倍ト爲シタルハ元來本邦船員ノ基礎給料ハ當時外國船員ノ給料ニ比シ著シク少額ナリシヲ以テ外國ノ事情ニ慣熟セサル本邦船員ヲ驅ツテ幾多ノ危險ト困難トヲ冒シ其ノ任務ヲ遂行セシムルニ付テハ特別給與額ヲ相當増加スルコト實ニ止ムヲ得サリシ次第ニ有之六倍ノ特別給與モ右ノ事情ニ照セハ決シテ多額ニ過キタル義ニハ無之候而シテ我方ニ於テハ各船主ヲシテ右ノ特別給與額ノ三分ノ一ヲ負擔セシメ殘額三分ノ二ヲ貴國政府ニ於テ負

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擔セラレムコトヲ要求スル次第ナルヲ以テ毫モ過重ノ負擔ヲ強要  
 セムトスル趣旨ニ非サルコトヲ必言ヲ要セサル義ト被思料候  
 事情右ノ通りニ有之候處本件特別給與ハ各船發航前ノ約束ニ依リ客  
 年中返還ヲ受クル迄ニ關係船主ヨリ<sup>全</sup>額既ニ支給濟ニ係リ萬一貴國  
 政府ニ於テ前顯特別給與額ノ三分ノ二ノ支拂ヲ承諾セラレサルニ於  
 テハ我船主ハ前記ノ如ク當時ノ傭船料ニ比シ既ニ著シク低率ノ傭船  
 料ヲ以テ提供ニ應シタル爲蒙リタル損失遂ニ償ハルルコトヲ得サル  
 ノミカ反リテ益々其ノ損失ヲ大ナラシムル結果ト相成其ノ苦痛々實  
 ニ多大ナルモノ可有之ト被存候處本件ハ隨分久シキニ亘ル懸案ニ有  
 之時日ヲ遷延スルニ從ヒ其レ丈ケ關係船主ノ迷惑モ増大スル次第ナ  
 ルニ付テハ當時ノ事情ニ鑑ミ本件特別給與ハ問題ヲ貴國船員待遇方

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已號用紙

6

法ニ準據セサル獨立特殊ノ案件トナシ可成速ニ満足ナル解決ニ到達  
 セムコトヲ希望ニ不堪候就テハ前陳ノ次第貴國政府へ轉報セラルル  
 ト同時ニ本件解決方ニ關シ何分ノ御配慮相成候様致度尙遞信省ノ計  
 算ニ係ル本件特別給與ノ總額其ノ他ニ關スル調書別紙ノ通ニ有之又  
 船舶修繕費、船長へノ前貸金、食糧其ノ他ノ給與等右特別給與額ト  
 相殺スヘキ事項ノ相互計算ニ關シテハ當方ニ於テ何等異存無之事勿  
 論ニ有之候<sup>間</sup>右様御承知相成度此段申進旁本大臣ハ茲ニ重テ貴下ニ  
 向テ敬意ヲ表シ候 敬具

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米國提供船乗組員ニ對スル特別給與調（其一）

船主	特別給與總額	船主負擔額 （總額ノ三分ノ一）		米國政府負擔額 （總額ノ三分ノ二）	
		金額	單位	金額	單位
日本郵船株式會社	一、六九二、四一三	五八七、四七四	圓	一、一〇四、九三九	圓
大阪商船株式會社	三、六五五、五五〇	一、二一八、四七七	圓	二、四三七、〇七三	圓
東洋汽船株式會社	二、八一、三〇〇	九、七八〇	圓	一、八七、五二〇	圓
三井物産株式會社	二〇、九九二、六	六、九七五	圓	一、五九九、五一一	圓
山下汽船株式會社	一、五八〇、一八四	五、三六七	圓	九〇、五五五	圓
岸本汽船株式會社	一、九〇、七一一	五、五九二	圓	一、四〇、七一九	圓
内田汽船株式會社	一、五〇、〇〇〇	一、〇〇〇	圓	八、〇〇〇	圓
辰馬汽船株式會社	九、五一一、七〇〇	一、七〇〇	圓	六、八一一、〇〇〇	圓

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勝田汽船株式會社	一、六二七、一七二	五〇〇、〇〇〇	圓	一、一二七、一七二	圓
日本海員掖濟會	一、七〇〇、〇〇〇	五〇、〇〇〇	圓	一、六五〇、〇〇〇	圓
計	一、七〇〇、〇〇〇	一、〇〇〇、〇〇〇	圓	七〇〇、〇〇〇	圓

（已號用紙）

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内田汽船株式会社  
勝田汽船株式会社  
日本海員掖濟會

愛國丸  
井手丸  
國後丸

二七五四七三七	一一七〇八〇	六六二七一	一一三〇六〇
三八九一八二四六〇	五八	九〇	六六
一八二四六〇	三九〇二六	二〇九〇	四一〇二〇
〇二	八六	六五	二二

一八三六四九〇	七八〇五三	四四一八一	八二〇五〇
六六	七二	二六	四四

(已號) (已號用紙)

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Table of Extra-Pays to Officers and Crews of Ships Chartered by the U.S. Government.

Yan Account	Vessels	Totals of Extra-Pays	Payments to be borne by Ship-owners (1/3 of Totals)	Payments to be borne by the U.S. Government (2/3 of Totals)
The Nippon Yusen Kaisha	Penang Maru	149,728	49,909	99,819
	Tottori	153,922	51,507	102,414
	Yinsen	82,260	27,420	54,840
	Beigeeen	125,540	41,846	83,693
	Kilken	116,972	38,990	77,981
	Ceylon	163,410	54,470	108,940
	Awa	200,751	66,917	133,834
	Tosa	177,337	59,112	118,225
	Indo	116,123	38,707	77,415
	Java	149,984	49,994	99,989
The Osaka Shosen Kaisha	Malay	99,434	33,144	66,289
	Seyo	141,275	47,091	94,183
The Noyo Kisen Kaisha	"	"	"	"
	Persia	140,065	46,688	93,376

Yan Account	Vessels	Totals of Extra-Pays	Payments to be borne by Ship-owners (1/3 of Totals)	Payments to be borne by the U.S. Government (2/3 of Totals)
The Nitsui Bussan Kaisha	Naturigisen Maru (Kyojishan)	107,884	80	35,961
	"	102,042	04	34,014
	Komachita	71,110	40	23,702
	Otaru Maru No.2	64,691	44	21,565
	Shinsei Maru	168,138	00	52,712
	Shakanoo	32,480	00	10,826
	Ataka	95,171	70	31,723
	Kaisha	123,060	66	41,020
	Kaisha	66,271	90	22,090
	Semen's Aid Society of Japan (Kumajiri)	117,080	59	39,026
Grand Total		2,754,737	38	918,246
			02	1,836,490
				66

00411

Table of Extra-Pays to Officers and Crews of Ships  
Chartered by the U.S. Government.

Yan Account	Total of Extra-Pays	Payments to be borne by Ship-owners (1/3 of Totals)	Payments to be borne by the U.S. Government (2/3 of Totals)			
Shippers						
The Nippon Yusen Kaisha	1,169,924	13	389,974	71	779,949	42
" Osaka Shosen Kaisha	365,542	40	121,847	46	243,694	93
" Toyo Kisen Kaisha	281,340	33	93,780	11	187,560	22
" Mitsui Bussan Kaisha	209,926	84	69,975	61	139,951	22
" Yamashita Kisen Kaisha	135,801	84	45,267	27	90,534	54
" Kishimoto Kisen Kaisha	190,618	00	63,539	33	127,078	66
" Uchida Kisen Kaisha	122,060	66	41,020	22	82,040	44
" Natsuna Kisen Kaisha	95,171	70	31,723	90	63,447	80
" Katanda Kisen Kaisha	66,271	90	22,090	63	44,181	26
" Seamen's Aid Society of Japan	117,080	58	39,324	86	78,053	72
Grand Total	2,754,738	38	918,246	10	1,836,492	21

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rate above indicated up to the time they took delivery back of their ships last year. If they are now to be denied the refunding of two-thirds of the extra compensation, a share of burden which the Government of the United States are asked to bear, they will be placed in a position, which, in addition to sacrifices, arising from differences in charter rates referred to above, which they bore willingly from their spirit of loyalty toward the Allied cause, will still further inflict on them a heavy loss, that cannot but prove exceedingly hard on them.

Considerable time has already elapsed since the present matter became pending between our two countries, and the longer its solution is delayed, the greater will be the blow which the shipowners will feel. I cannot help hoping earnestly, therefore, that, taking into consideration the circumstances above stated, the American Government will arrive at a satisfactory solution, with as little delay as possible, by dealing with the present matter as a special independent case, instead of viewing

it

it as a case subject to rules applying to American officers and crews.

In requesting you to transmit the above to your Government I have the further honour to ask you to be so kind as to lend your good offices for speeding the solution of the pending question.

I beg to add that the totals of the extra-compensation and other particulars figured out by the Department of Communications in connection with the matter forming the subject matter of the present correspondence, are as per the enclosed statement, and also that the authorities concerned are quite willing to follow the suggestion made by His Excellency Mr. Morris with regard to computations for settling various bills outstanding against the chartered ships for repairs, cash advances to masters, commissary supplies, etc.

Accept, Monsieur le Chargé d'Affaires, the renewed assurances of my high consideration.

Signed, Viscount Yasuya Uchida,  
Minister for Foreign Affairs.

American Chargé d'Affaires.



of the Note received from Ambassador Morris at the time of concluding the charter agreement between the Governments of Japan and the United States, that the ships were to be placed for the services connected with the prosecution of the war, and that therefore it was to be expected that those ships, and their officers and crews would be exposed to perils of war. Such being the case, the officers and crews were persuaded to go on the vessels, only after they had been told of full details of the circumstances and of the noble part they were going to play in the Allied cause. Furthermore in view of the urgency of the needs to be met at the time, which allowed no time to make arrangement previous with the American Government in regard to the amount of the extra-pay in question, there was no choice but to grant uniformly the same rate of bonus to the officers and crews of the entire fleet. Again, as to fixing the extra-compensation at six hundred percent of the base pay, the fact must be considered that

the

the base pay of Japanese ship officers and crews was markedly smaller than that of western countries, and it was necessary to offer reasonably large bonus in order to induce Japanese officers and crews, who were unexperienced in foreign service, to accept and engage in maritime tasks involving great dangers and difficulties. Considered from this point of view, the six hundred percent extra-compensation may in no way be considered excessive. The Japanese proposition is to make the Japanese shipowners concerned bear one-third of the extra-compensation and ask the United States Government to bear the remaining two-thirds, a proposition which, in the circumstances, may, by no means, be interpreted in the sense of making an excessive demand.

The facts of the case being as stated above, the shipowners concerned, in pursuance of the individual contract signed before the sailing of their respective ships, had already paid the extra-compensation at the

rate

their share of sacrifices, while their officers and crews dared to engage in the service at the risk of dangers to their lives. The Imperial Government animated by their desire to help the cause of the Allies, were prompt to arrange the chartering of the vessels by the United States Government, in the face of the fact that, the scarcity of shipping accommodations at that time prevailing, compelled them to take control of shipping to their hands in order to protect national interest. To dwell a little further on the condition of the shipping then existing in Japan, the charter rate for ocean service condition, was more than forty (40) yen per dead weight ton per month. On the other hand the rate which the American Government offered to pay being the inter-Allied rate, fixed for the purpose of chartering ships of neutral countries, was forty (40) shillings or about eighteen (18) yen per dead weight ton

per

per month. At such rate the loss to the ship-owners would have been too great to induce them to comply with the American request. In view of this, the Imperial Government, finding no other way for arranging the matter, but to bear themselves part of such loss, decided to take that step, they ultimately paying out of their coffers as large a sum of money as about ten million (10,000,000,) yen. This subsidisation went no further, however, than to cover only a part of the difference between the charter rate then ruling in Japan and the rate paid by the American Government, so that the shipowners could not help being heavily out of their pocket even with this Government compensation.

2. The officers and crews of the chartered ships have been granted bonus or extra-pay amounting to six hundred percent of their base pay. In this connection it may be noted that it was plain in the light

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Translation.

COPIE

Department of Foreign Affairs.

Tokio, June 30th, 1920.

17.76

Monsieur le Chargé d'Affaires,

Referring to the note of His Excellency Mr. Morris dated the 30th April last, relative to the question of extra-compensation due to officers and crews of the Japanese ships chartered by the Government of the United States, the receipt of which I have the honour herewith to acknowledge, I beg to state that after consultations with the authorities concerned, I find myself obliged once more to set forth Japanese View on it and request a reconsideration on the part of your Government.

1. The ships in question were placed at the service of the United States, as is perfectly well understood, with the sincere desire on the part of the Imperial Government, to further the cause of the Allies; thus the act was absolutely of a different nature from that of ordinary commercial transaction. For this reason, the owners of the ships concerned were prepared to bear

their

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crews, but on the base pay of crews of American vessels of similar tonnage. The actual number of the members of Japanese crews, and not the number of men who would have served on American vessels of equal size, is used in determining the amount due.

The bonus for service in the War Zone will be 50% of the base pay of American crews, and will be paid to both officers and men.

The rate of "Coastwise Service" bonus will be 25% of the base pay of American crews, and is only allowed to Licensed Deck and Engineer officers.

The American scale of wages in effect at the time the service was rendered is used in the calculations.

The War Zone includes all transatlantic routes. The War Zone bonus starts when the ship leaves an American port on the Atlantic Ocean on a transatlantic voyage, and is not affected if a ship calls at two or more American ports before proceeding across the ocean. Officers and crews are entitled to the bonus from the beginning to the end of the voyage, and not only for the period during which the vessel actually passed through the War Zone. This bonus became effective in August 1917. Bonus to the crews ended at midnight December 31, 1918, while bonus to officers continued until December 31, 1918.

No bonus is allowed to officers and crew during their stay in port except in the case where a vessel has completed a transatlantic voyage and the crew remains on board to prepare for the next transatlantic voyage. The same rule applies

to

to Licensed Deck and Engineer officers of vessels engaged in coastwise trade.

The Shipping Board has made a list of the time spent by each of the Japanese ships in the War Zone and in coastwise service, but it is impossible to arrive at the exact figure of extra compensation to be paid to the Japanese shipowners until certain details regarding the crews are known. A very rough estimate of this figure, based on the information furnished by the Imperial Ministry of Foreign Affairs on November 15, 1918, has been made, and it amounts to between \$200,000 and \$250,000, or almost half of the sum originally claimed by the owners.

As there are various bills outstanding against the chartered ships for repairs, cash advances to masters, commissary supplies, etc., I would suggest to Your Excellency the advisability of permitting the Embassy in association with the representatives of the Imperial Department of Communications to adjust the several amounts due the Japanese shipowners as computed on the basis thus submitted by the United States Shipping Board.

I avail myself of this opportunity to renew to Your Excellency the assurance of my highest consideration.

Signed: .....

CONFIDENTIAL

EMBASSY OF THE  
UNITED STATES OF AMERICA

Tokyo, April 30, 1920.

No. 367

Excellency:

Referring to Your Excellency's communication of March 29, 1920, in regard to the question of extra compensation of officers and crews of the Japanese ships which were chartered by the United States Shipping Board during 1918 and 1919, and to previous correspondence on the same subject, I now have the honor to inform Your Excellency that the Shipping Board will grant a bonus to the Japanese crews equal to that which was paid to members of American crews who rendered service during the same period.

The main features of the Board's plan of extra compensation are as follows:

Two kinds of bonuses are provided for, one for service in the War Zone and the other for coastwise service, which embraces voyages made between all Atlantic ports and/or Gulf ports and West Indian, South and Central American ports.

It is further provided that the amount of the bonus to be paid shall be computed not on the base pay of Japanese crews.

His Excellency

Viscount Uchida,

His Imperial Japanese Majesty's

Minister for Foreign Affairs,

etc.,

etc.,

etc.

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0242

(已號用紙)

通二送第三三號

以書翰致啓上候陳者曩ニ貴國政府ニ提供シタル本邦船舶乗組員ニ對スル特別給與額中貴國政府ノ分擔額ニ關スル件ハ今猶解決ヲ見ルニ至ラス候處本邦船主ニ於テ特別給與支出ノ已ムヲ得サリシ事情並該給與額算出ノ基礎等ニ關シテハ貴國政府ニ於テ既ニ御了承ノ事ト思考セラレ候ノミナラス當該金額豫テ屢次申進候通本邦船主側ニ於テ事實上支拂ヲ了シ且提供船舶モ客年八月四日ノ愛國丸ヲ最後トシ孰レモ返還濟ノ義ニモ有之本件解決ノ遷延ハ關係本邦船主ニ多大ノ苦痛ヲ與ヘ延イテ帝國政府モ困難ナル立場ニ陥ル次第ニ付貴國政府ニ於テ帝國政府ノ請求ヲ容レラレ至急本件ノ解決ヲ見ルニ至ルコト不堪希望候就テハ右事情御洞察ノ上此上トモ可然御配慮相煩度且何分

外務省

(已號用紙)

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大正九年三月二十九日

内田外務大臣

在本邦 米國大使宛

外務省

F-0051

0243

No. 33

COPIE

Department of Foreign Affairs,  
Tokio, March 29th, 1920.

Monsieur l'Ambassadeur,

I have the honour to bring under Your Excellency's notice afresh the matter of the portion, to be borne by the Government of the United States, of the extra allowances to the crews of Japanese ships, placed at the service of the same Government during the war, which still remains unsettled. I may be permitted to take it for granted that, the circumstances which made it imperative for the Japanese shipowners to grant the extra allowances in question, and the basis on which these allowances are figured out, are fully well comprehended by your Government. Then in view of the fact that, as repeatedly brought to Your Excellency's cognizance, the Japanese shipowners long since have actually paid off those extra allowances, and also of the fact that, with the "Aikoku-Maru" on the 4th August 1919, as the last of those redelivered, the chartered ships have already been all returned to them, the delay of the settlement of the matter

is

- 2 -

is causing no small difficulty to them, placing, in consequence, the Imperial Government in a very embarrassing position. The Imperial Government are naturally very desirous that the American Government will, in acceptance of their representations speedily settle the pending matter.

I have, therefore, the further honour to request Your Excellency to be so good as to give the matter your kind consideration in appreciation of the above the stated situation of things, and favour me with your reply at your earliest convenience.

I avail myself of this occasion to renew to Your Excellency, Monsieur l'Ambassadeur, the assurances of my highest consideration.

Signed: Yasuya Uchida,  
Minister for Foreign Affairs.

American.

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0244

COPIE

EMBASSY OF THE  
UNITED STATES OF AMERICA.

No. 229

Tokyo, March 27, 1919.

Excellency:

I have the honor to acknowledge the receipt of Your Excellency's note No. 31 of March 25, 1919, regarding the question of extra pay to the crews of the Japanese ships in American service, and to inform Your Excellency that I have not delayed in making further representation to my Government asking for instructions in the matter.

I avail myself of this occasion to renew to Your Excellency the assurance of my highest consideration.

Signed: .....

His Excellency

Viscount Uchida,

His Imperial Japanese Majesty's

Minister for Foreign Affairs,

etc.,

etc.,

etc.,

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0245



通送第三一號

大正八年三月二十五日

内田大臣

在本邦  
米國大使 モーリス宛

(提供船乗組員ニ對スル特別支給ニ關スル件)

以書翰致啓上候陳者貴國政府ニ提供セル本邦船舶返還地點ニ關スル  
帝國政府ト貴國政府トノ交渉カ最近妥當ノ解決ヲ見タル事ハ本大臣  
ノ満足ニ堪ヘサル所ニシテ本件交渉中閣下ノ執ラレタル周到ナル御  
仲介ニ對シテハ深甚ナル謝意ヲ表彰セント欲スル次第ニ有之候而シ  
テ提供船乗組員ニ對スル特別支給額中貴國政府ノ負擔ニ歸スヘキ分

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外務省

(已號用紙)

ニ關シテハ一月十日附通送第三號ヲ以テ申進候次第有之右ニ對シテ  
ハ同月十三日附貴翰第一九六號ヲ以テ本件ハ電報ヲ以テ貴國政府ニ  
御請訓中ノ趣一應御回答有之候得共爾來貴國政府ノ御意嚮ニ關シテ  
ハ未タ何等御通報ニ接シ居ラス候處本件ヲ未解決ノ狀態ニ置クコト  
ハ關係船主ノ頗ル苦痛トスル所ニ有之帝國政府ハ貴國政府カ提供船  
問題ノ沿革ニ顧ミ成ルヘク速ニ帝國政府ノ見解ニ同意ヲ表セラルル  
ニ至ランコトヲ切望致候就テハ至急何分ノ儀御回示相煩度此段重ネ  
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外務省

No. 31.

Department of Foreign Affairs,  
Tokio, March 25th, 1919.

Monsieur l'Ambassadeur,

I have learned with sincere gratification of the satisfactory settlement which has lately been reached between our two Governments with regard to the locality of redelivery of the Japanese ships placed at the service of the latter. I have now the honor to express to Your Excellency my very grateful appreciation of the good officers which you have been so good as to make in bringing the negotiations on this subject to such a gratifying termination.

I beg leave to embrace the present opportunity to draw Your Excellency's attention to the question of extra pay to the crews of the Japanese ships in American service, a portion of which is to be borne by your Government. In reply to my note No. 3 of the 10th January last, on the subject, you informed me by note No. 196, dated the 13th of the same month, that instructions from your Government on the matter were being awaited.

Since

His Excellency

Roland S. Morris,

American Ambassador.

- 2 -

Since then I have not been acquainted of the intentions of your Government. The shipowners find it very hard on them to have the matter left unsettled, and the Japanese Government confidently hope that in view of the history of the present shipping transaction, the position taken by them in this matter will commend itself to an early and favorable reception at the hand of the American Governments.

Trusting that Your Excellency may favor me with an answer on the point as soon as possible, I avail myself of this occasion to renew to Your Excellency, Monsieur l'Ambassadeur, the assurances of my highest consideration.

Signed: Viscount Yasuya Uchida,  
Minister for Foreign Affairs.

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0247

No. 21.

COPIED

In his latest dispatch relating to the place of redelivery of the Japanese ships in American service, Viscount Ishii reports that the State Department attaches importance to the views of the American Ambassador at Tokio in the matter, and that no decision could be taken by the Government of the United States, as long as His Excellency W. Morris does not expressly endorse the interpretation placed by the Japanese Government on the terms of the agreement in question. It must be noted that a further delay in the settlement of the case cannot but cause considerable hardship not only to the shipowners but also to the Japanese Government. In these circumstances the Ministry of Foreign Affairs is again obliged to request that the American Ambassador will be so good as to telegraph to his Government in support of the views of the Imperial Government, on the pending question, which it is understood, are fully accepted and recognized by His Excellency.

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The Japanese Consul General is requested to inform the Minister for Foreign Affairs that American Ambassador in Tokio has advised his government by telegraph that in his judgment, the Japanese ship-owners have the option? (opinion) upon the specific port at which redelivery of the chartered ships should be accomplished.

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0248



CC 111

EMBASSY OF THE  
UNITED STATES OF AMERICA  
Tokyo, January 13, 1919.

Excellency:

I have the honor to acknowledge Your Excellency's note No. 3 dated January 10 regarding the extra payment which is allowed to the crews of the ships put at the service of my Government by the Imperial Japanese Government. I have today cabled my Government asking for instructions in the matter, and immediately upon receipt of a reply will inform Your Excellency.

I avail myself of this occasion to renew to Your Excellency the assurance of my highest consideration.

Signed: .....

His Excellency

Viscount Uchida,

His Imperial Japanese Majesty's

Minister for Foreign Affairs,

etc.,

etc.,

etc.

F-0051

0249

通送第三號

大正八年一月十日

内 田 大 臣

在本邦  
米 國 大 使 宛

以書翰致啓上候陳者曩ニ帝國政府ヨリ貴國政府ニ提供シタル船舶ノ  
乗組員ニ對スル特別支給額中貴國政府ノ分擔額ニ關シテハ其ノ計算  
ノ基礎詳細説明方客年十一月六日附貴大使館覺書ヲ以テ御來示ノ次  
第有之候ニ付同月十五日附當省覺書ヲ以テ回答申進置候ト同時ニ各  
船主ニ於テ至急貴國政府ヨリ右支拂ヲ受ケ得ラルル様御配慮方重テ

巳號用紙

外 務 省

巳號用紙

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政府ニ於テ帝國政府ノ請求ヲ妥當ナリト認ノラレ右分擔額ノ支拂ヲ  
決了スルノ舉ニ出テラレンコトヲ致希望候尙最近在米石井大使ヨリ  
ノ電報ニヨレハ貴國政府ハ提供船ノ返還地點ヲ各船主ノ指定ニ變ヌ  
ル義ニ關シ新ニ御希望ノ廉有之船主ノ意向如何ニ拘ラス提供船中ノ  
兩三隻ハ之ヲ紐育ニテ引渡シ殘部ハ悉ク桑港ニテ引渡サンコト同  
大使ニ申出テラレタル趣ニ有之候處引渡地點ヲ本邦又ハ太平洋及大  
西洋岸ノ米國港灣ノ何レニテモ指定シ得ル船主ノ權利ハ備船契約ノ

外 務 省

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 コトヲ希望スル次第ニ有之候船舶提供ノ問題ハ素ト帝國ノ聯合與國  
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 表シ候 敬具

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外務省

F-0051

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matter is speedily settled. May I ask Your Excellency to be so good as to telegraph to Your Government so the reasonableness of the request of the Imperial Government, be recognized and the payment in question be speedily effected by Your Government.

I wish to take the opportunity to intimate to Your Excellency that according to the advices from Ambassador Viscount Ishii your Government has expressed to him a desire to redeliver two or three vessels out of the whole chartered fleet at New York and all the rest at San Francisco, irrespective of the shipowners desire. In view of the provision of Article 4 of the charter contract however, which provides for the option of the ship owners to name any point in Japan or on the Atlantic or the Pacific coast of America for the purpose of taking redelivery, the Imperial Government is quite at a loss as to the reason why the authorities concerned of your Government should seemingly hesitate in the executive of the shipowners. Here again I beg to request your Excellency to take the trouble to telegraph to your Government calling their attention to the point.

Your

Your Excellency is well acquainted with the circumstances of placing the Japanese ships at the service of your Government, which were solely actuated by the desire to act in cooperation and coordination with the Allied Powers, the ship owners agreeing willingly to undergo heavy sacrifices in appreciation of this spirit and motive of the Imperial Government. Your Excellency will readily see the inevitable difficulty in which both the Imperial Government and the shipowners may find themselves, in the event of the above two points failing to be settled expeditionally.

Trusting, in consideration of the above, that Your Excellency will be good enough to endeavor to secure the early settlement of the matter, I avail myself of this occasion to renew to Your Excellency, Monsieur l'Ambassadeur, the assurances of my highest consideration.

Minister for Foreign Affairs.

H.E. the U.S. Ambassador.

COPIE

No. 3.

Department of Foreign Affairs,  
Tokyo, January 10th, 1918.

Monsieur l'Ambassadeur,

Your Excellency will recall that in response to Your Excellency's Memorandum of the 6th November last, requesting to be furnished with a detailed statement in regard to the basis of calculation for fixing the amount to be borne by your Government out of the extra payment which is allowed to the crews of the ships put to the service of your Government by the Imperial Government, this Department presented its reply in the form of the Memorandum dated the 15th of the same month; and that, at the same time your Embassy was requested to renew its good offices with a view to enable the ship-owners to receive the payment in question from your Government at as early a date as possible. Since then, this Department has been favoured with no intimation as to the disposition of your Government in the premises. As Your Excellency is aware, the ships, finishing their commission are before long to be redelivered, and it is very desirable that the matter

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0253



Name	Monthly Wages	Extra Monthly Compensation	Shipowner's portion	America's portion	Masters, Officers, Engineers, etc.	Crews, etc.	Total
Pinang Maru	2,223 yen	13,338 yen	4,446 yen	8,892 yen	18	59	77
Yokohama Maru	2,174 "	13,044 "	4,348 "	8,696 "	18	61	79
Jinsen Maru	2,131 "	12,786 "	4,262 "	8,524 "	17	55	72
Rangoon Maru	2,247 "	13,482 "	4,494 "	8,988 "	18	59	77
Kirin Maru	2,014 "	12,084 "	4,028 "	8,056 "	17	55	72
Ceylon Maru	2,271 "	12,626 "	4,542 "	9,084 "	18	59	77
Awa Maru	2,676 "	16,056 "	5,352 "	10,704 "	21	75	96
Rosa Maru	2,466 "	14,796 "	4,932 "	9,864 "	19	69	88
Indo Maru	2,100 "	12,600 "	4,200 "	8,400 "	16	56	72
Java Maru	1,899 "	11,394 "	3,798 "	7,596 "	15	50	65
Malay Maru	1,988 "	11,928 "	3,976 "	7,952 "	15	51	66
Seiyō Maru	3,123 "	18,738 "	6,246 "	12,492 "	22	81	103
Persia Maru	3,487 "	20,442 "	6,814 "	13,628 "	22	92	114
Shurugisaku Maru	1,739 "	10,454 "	3,478 "	6,956 "	11	43	54
Myogisan Maru	1,654 "	9,924 "	3,308 "	6,616 "	11	42	53
Komagata Maru	1,420 "	8,520 "	2,840 "	5,680 "	12	39	51
NO. 8 Otaru Maru	1,328 "	7,968 "	2,656 "	5,312 "	12	37	49
Shinsei Maru	2,029 "	12,174 "	4,058 "	8,116 "	12	51	63
Shakano-o Maru	2,013 "	12,078 "	4,026 "	8,052 "	13	49	62
Ataka Maru	1,734 "	10,404 "	3,468 "	6,936 "	14	44	58
Aikoku Maru	1,570 "	9,420 "	3,140 "	6,280 "	16	41	57
Ide Maru	1,758 "	10,548 "	3,516 "	7,032 "	14	46	60
Kamejiri Maru	2,036 "	12,216 "	4,072 "	8,144 "	13	53	66
Total	48,000 "	288,000 "	96,000 "	192,000 "	364	1,267	1,631
Total for Six Months	288,000 "	1,728,000 "	575,000 "	1,152,000 "			

Note. The total sum of Extra Compensation per month is sextuple as much as that of wages per month.

The total number of the crews is the same as in the time of the departure of the ships from Japan.

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EMBASSY OF THE  
UNITED STATES OF AMERICA.

Memorandum.

Immediately upon receipt of the Memorandum of the Imperial Foreign Office of the 15th ultimo, the American Embassy communicated to the Department of State the views of the Imperial Government therein expressed regarding the question of extra compensation for the crews of Japanese ships under charter to the United States Shipping Board.

The Embassy has now received a telegram in reply with especial reference to the third paragraph of the Memorandum under discussion, conveying the desire of the shipping board that it be supplied with full particulars regarding the basis of calculations that has fixed the amount of ¥1,152,000 as the proper sum to be paid by the American Government, this having been stated to be two-thirds of the entire amount of the extra compensation to be paid the crews for the charter period of six months.

The Embassy would be glad to communicate to the Department of State, with as little delay as possible, information on this point, which is required for the use of the United States Treasury Department in making a proper accounting for government funds.

Tokio, November 6, 1918.

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In continuation of the subject of extra pay to the crews of Japanese ships under charter to the United States, the Ministry of Foreign Affairs did not fail to refer to the competent authorities the American Embassy's Memorandum under date of the 6th November. They now beg to transmit to the American Embassy the enclosed statement giving the particulars desired in regard to the wages and extra monthly compensation to the crews, and to request at the same time that the Embassy will be so good as to telegraph those particulars to the United States Government and to arrange, with as little delay as possible, for the payment of the above amount to the shipowners.

Tokio.

November 15th, 1918.

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to effect the necessary arrangements. To meet this urgent call, the ship owners had no time or means to appoint in advance which ships should be put in the danger zone and for how long, and to make detailed arrangements accordingly as to extra pay for the crews. The ship owners, therefore, decided to provide one uniform rate of extra pay for all the crews of all these ships upon the understanding that there would be no protest on the part of the crews on whatever routes they might be ordered to serve at any time during the chartered period. Seeing the reasonableness of this arrangement under the then existing circumstances, the Japanese Govt. gave it their approval, and the ship owners have since been and are now actually paying to the crews every month the extra compensation at the rate thus decided upon. It would seem from its very nature that this extra compensation is one that may well be borne entirely by the American Govt. In consonance, however, with the spirit in which the service of these ships was offered, it was thought all the more fitting that in order to relieve the American Govt. from the burden as much as possible a part of this extra compensation should be borne by the ship owners. It was on this account that the Japanese Govt. proposed, as was stated in the Department's Memorandum of August 16th, that the American Govt. bear two-thirds of the entire amount of the extra pay for the chartered period of six months, amounting to about ¥ 1,152,000, while the ship owners should undertake the payment of the remaining one-third or about ¥ 576,000. Under the circumstances it is hoped that the

the American Govt. will fully appreciate the extent of the embarrassment, which its refusal at this time to bear the proposed part of the burden would cause to the Japanese Govt. as well as to the ship owners.

As to the basis of calculation that has fixed the two-thirds of the extra compensation at about ¥ 1,152,000, which the Japanese Govt. desire should be paid by the American Govt., the authorities concerned will be ready to submit full particulars to the American Embassy in case the American Govt. wishes to be informed of them.

The Department of Foreign Affairs earnestly hopes that the American Govt. will reconsider the question in the light presented above and arrive at an early decision favorable to the desire of the Japanese Govt.

Department of Foreign Affairs,  
Tokio.

October 15th, 1918.

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EMBASSY OF THE  
UNITED STATES OF AMERICA.

Memorandum.

Immediately upon receipt of the Memorandum of the Imperial Department of Foreign Affairs, dated August 16, the American Embassy referred to its Government the question of extra pay for the crews of Japanese ships under charter to the United States Shipping Board.

The Embassy is now in receipt of a reply stating that the amount of ¥ 1,728,000 allowed by the ship-owners as reasonable extra pay for the crews of the twenty-three ships during the whole chartered period of six months, is not clear to my Government, which suggests, after careful consideration of the matter, an arrangement by which the United States Shipping Board will assume two-thirds of the extra compensation to be paid (on the basis of the scale of wages of American seamen) while in the danger zone only, the Japanese ship-owners to assume payment of the remaining one-third.

The Embassy begs to request that the Imperial Foreign Office will be good enough to transmit this suggestion to the Imperial Department of Communications for the consideration of the ship-owners concerned.

Tokio, September 11, 1918.

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Memorandum.

Upon receipt of the American Embassy's Memorandum of the 11th September in reply to the Memorandum of the Department of Foreign Affairs dated the 16th August, relative to the question of extra pay for the crews of Japanese ships under charter to the American Government, the Department immediately referred the matter to the Department of Communications for its careful consideration and has now the honour to communicate to the American Embassy the following view and desire of the Japanese Government.

In regard to the routes on which the chartered ships were to be put, the Japanese Govt. were, at the time of concluding the arrangement, informed of no particulars beyond a certain indication that all these ships were to be engaged in services to and from Europe and Atlantic Islands. Seeing, however, that the object of placing these ships at the service of the American Govt. was to have them perform some special duties in order to assist the American war operations, the crews of the ships very naturally presumed that they were at any time liable to be called to duties in the danger zone and many of them refused to go on board the ships unless they were given extra pay. On the other hand, desiring to complete the delivery of the ships as promptly as possible, the Japanese Govt. peremptorily called upon the ship owners speedily

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war risk insurance.

Clause 6. The American Government will agree to pay the charter rates until the completion of the work of restoring to original condition any ships that it may have caused to be altered as regards plans and fittings.

Clause 7. The American Government agrees that, upon the redelivery of ships they will be supplied at its prices with sufficient fuel to reach Japan or their nearest place of supply of the next voyage.

Clause 8. is confirmed by the American Government.

Clause 9. The American Government will furnish sea charts, hydrographic charts and similar requisites, as conditions warrant, where ships have been unable to supply themselves with these accessories.

American Embassy, Tokyo,  
July 31, 1918.

Memorandum.

The Department of Foreign Affairs begs to acknowledge the receipt of the American Embassy's memorandum of July 31st in reply to the Department's memorandum of June 11th, relative to the recent arrangement for chartering of the Japanese ships to the American Govt. The Japanese Govt. sincerely appreciate the kindly consideration given by the American Govt. to several points embodied in the Department's memorandum above referred to.

As regards Clause I in the Embassy's memorandum, the Department of Communications desires to advise the American Govt. that the total which the ship-owners have undertaken to allow as reasonable extra pay for the crews of the twenty-three ships during the whole chartered period of six months amounts to ¥ 1,728,000, of which the ship-owners are ready to bear ¥ 576,000, while the remaining sum of ¥ 1,152,000 is to be borne by the American Govt. This total is capable of some variation according to changes that may take place in regard to the crews or to the time of redelivery of the chartered ships. To avoid, however, no small trouble of apportioning the respective shares of the burden each time when such changes occur or according to the time of redelivery, the Dept. of Communications wishes to have the above-named total accepted as the fixed amount of the extra pay for the whole chartered period of six months, to be borne by the ship-owners and the American Govt. at the above-named proportions.

Department of Foreign Affairs,

Tokio, August 16th, 1918.

EMBASSY OF THE  
UNITED STATES OF AMERICA.

MEMORANDUM.

The American Embassy has the honour to advise the Minister for Foreign Affairs in reply to his memorandum under date of June 11th, transmitted at the request of the Minister of Communications that under:

Clause 1. The American Government would appreciate before deciding this point, specific advice as to the basis the ship-owners have undertaken to allow as reasonable extra pay during the whole charter period.

Clause 2. The American Government understands that compensation for death, disability, or detention will be paid to the Japanese crew even though they may not have war risk insurance or policies.

Clause 3. is confirmed by the American Government.

Clause 4. The American Government agrees to provide at its expense the required ballast for chartered steamers according to their certification.

Clause 5. Japanese ships are fully insured by the American Government against captures, seizures or detention, and other war risks; that the liabilities for losses by such war risks will be allowed in accordance with the principles of the American Government

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chartered to the American Government, notwithstanding the fact that they had not taken insurance papers, are entitled to the aforementioned benefits in the same manner as if they had been insured. It is desired that this understanding be confirmed by the American Government.

3- It is understood that by the "earnings" and "wages" in the preceding clause is meant the income of the members of the crews including the "extra pay" under Clause 1.

4- As regards ballast for some of the ships chartered to the American Government, water ballast alone is not enough to make them fit for ocean navigation and it is hoped that the American Government will at its own expense provide necessary ballast to such vessels while under charter.

5- Capture, seizure or detention of the ships by the enemy will be deemed to be the loss due to the war, and the war insurance money will be paid accordingly.

6- Should the American Government make any alteration in the fittings or plans of the ships under charter, it will, at its own expense, restore them to their original condition before they are returned to their owners, that is to say the American Government will pay the stipulated charter rates up to the time the work of restoration is finished.

7- On the redelivery of the ships, the American Government will see to it that they are supplied, at the price fixed by the American Government, with enough fuels to reach Japan, or, if they are ordered elsewhere, the nearest

nearest port of coal supply.

8- The American Government will kindly advance a sum of money not exceeding \$3000.00 every month without charging any interest or fee, when such advance is asked by the captain of any of the ships.

9- The American Government will kindly furnish sea-charts, hydrographic charts and other like necessaries, with which the ships had not been able to provide themselves before leaving this country.

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The Minister for Foreign Affairs presents his compliments to His Excellency the American Ambassador, and, at the request of the Ministry of Communications, has the honor to enclose herewith a Memorandum embodying the desiderata supplementary to the recent arrangement for the chartering of the Japanese ships to the United States Government. It is hoped that Clauses 1 and 2 of the desiderata will be definitely agreed to as soon as possible, and that the other Clauses will also commend themselves to favourable reception at the hands of the American Government.

Ministry of Foreign Affairs,  
Tokio, June 11, 1918.

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Memorandum.

1- The stipulations of the arrangement recently concluded provide that the American Government will bear the expense of extra pay for the members of the crews. The shipowners have now decided and undertaken to allow to the crews certain reasonable extra pay from the day of delivery of the ships to the American Government until those ships shall have been returned to their respective owners. By virtue of the stipulations above referred to, the entire amount of such extra pay would appear to be chargeable on the American Government. Being anxious, however, to take upon themselves a fair proportion of the burden, the shipowners are ready to meet one-third of such extra pay, the American Government bearing the remaining two-thirds.

2- As to the War Risk, it has been arranged that the American Government, in accordance with the provisions of the American Insurance Law, is to allow one year's earnings in case of death or permanent disability, provided such allowance be not more than \$5,000.000, or less than \$1500.00; that in case of the loss of an arm, foot, leg, or eye, an allowance of from 45% to 65% of such earnings is to be granted; and that in case of detention by the enemy, the American Government will continue to pay wages during the period of such detention. It is presumed that the Japanese crews of the ships

chartered