

*Fune Ni Miru Nihonjin Iminshi: Kasato Maru kara kuruzu kyakusen e*  
[“Japanese Emigration History As Seen Through Ships:  
From the *Kasato Maru* to Passenger Cruisers”]  
by **Michio Yamada**

**Article 8**

**“The Appearance of the *Anyo Maru*, the First  
Ship Specially Built for Emigration”**

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**Emigration to Peru and the South American Routes**

It was a Depression year, but in mid-summer 1934 (Showa 9) a newlywed couple, Naoichi and Mutsue Fujimori of Kumamoto prefecture, and 90 other fellow emigrants set out for Callao from Yokohama. The ship was a regular ship of the South American West Coast Route, the *Bokuyo Maru*. And, of course, the Fujimori couple's passenger accommodations were in *steerage*. Picture-marriage brides were apparently common among [Japanese] emigrants to Peru at this time.

Half a century later, in 1990 (Heisei 2), Alberto Fujimori, of the second generation of that Fujimori family and an agronomist, took office as President of Peru. He became the first president in South America to be of Japanese descent. People of Japanese descent in Peru presently number about 80,000 and are a minority in that country. Nonetheless, it is said that someone of Japanese descent being chosen as President is due to Japanese immigrants and their offspring being widely regarded as exhibiting industrious characteristics and having contributed much to the development of Peruvian society.

It had been a century since the first emigrants arrived on the *Sakura Maru* in 1899 (Meiji 32). Since anti-Japanese activities similar to those in the United States were prevalent even in South America, emigrants of Japanese descent in Peru were forced to live a life of suffering, though they bore such fruit as this.

According to statistics of the (Japanese) Department of Foreign Affairs, in the twenty-five years from the *Sakura Maru* to the 1923 abolition of contract immigration, 21,420 Japanese entered the country. Most of these were contract laborers on farms. Of those, most hailed from Okinawa, Kumamoto, Hiroshima, Fukuoka and Yamaguchi and were, generally, farmers from western Japan. Nearly nine out of ten were males. In contrast to the emigrants to Brazil, a striking characteristic of the emigrants to Peru was that they were leaving Japan to find work abroad. [Note: Since there were relatively few women going to Peru, these were not entire households moving abroad—as in the case of Brazil—but primarily men going abroad by themselves to find work.]

The voyagers were particularly numerous in the five years from 1915-1919, during World War I the yearly average being 1,600 persons (Table 1). That five-year span saw a boom in Peruvian agriculture, stimulated by war-time business conditions.

Beginning in the waning years of the Meiji era, these emigrants were transported to the west coast of South America by ships of the Toyo Kisen Kaisha (TKK) steamship company. This shipping route, opened in 1905 (Meiji 38), was at first a self-describe “nen-san-bin”, or “three trips per year”- rather long intervals for a regularly scheduled shipping route. However, after four years it became a beneficiary of the National Far Western Shipping Route Subsidizing Act, enabling TKK to maintain three ships on the route and provide service every other month. The ships included: a refurbished oil tanker, the *Kiyo Maru* (9, 287 tons, built 1910); the *Buyo Maru* (5,238 tons, built 1908); and the *Hong Kong Maru* (6,064 tons, built 1898) which was transferred from the North American run.

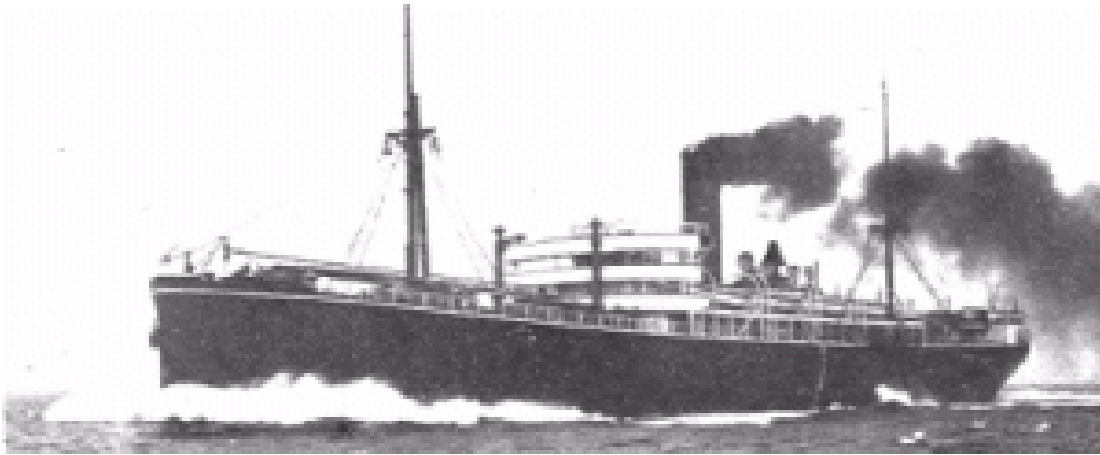
With the trip interval being once every other month, and with customer demand made up of largely the emigrants bound for Peru at a level of 1,600 persons per year, it was difficult to make a profit. However, not the Japanese but the Chinese steerage customers going between Hong Kong and Peru could be counted on and, with the ships being sent to call at Hawaii and Mexico, they gathered additional customers and by various means were somehow able to maintain regular service. The crucial element was the National Shipping Route Subsidizing Act: cargo freight was bolstered by the favorable demand for the ships to return with Chilean saltpeter for use as fertilizer, which made a considerable contribution to the bottom line.

Happily, there were no competing shipping companies and this South American West Coast shipping route was kept alive until the second world war as the main line for “freight first, passengers second” shipping.

### **The appearance of ships newly built exclusively for South American emigration**

A problem arose when changing business conditions made the ships themselves a key factor. The main ships, having been converted from oil tankers, were barely strong enough to handle the sea conditions on the shipping route. With that in mind, TKK decided to study the actual conditions along the South American West Coast shipping route and create a ship that, matched to those conditions, would be efficient.

Construction started on this vessel in September 1911 (Meiji 44) in the Mitsubishi shipyard and was completed in June 1913 (Taisho 2). As a 9,500 ton, 14-knot ship, this vessel was among the fastest ships of the day. It was Japan’s first freight and passenger ship designed for the purpose of transporting emigrants, the *Anyo Maru*.



Furthermore, in the same year that the *Anyo Maru* was commissioned the TKK also purchased a 6,500 ton freight and passenger ship built in England and christened it the *Seiyo Maru*. It was introduced into the South American West Coast shipping route to replace the *Buyo Maru*. With the *Seiyo Maru* and the *Kiyo Maru* added to the *Anyo Maru* to comprise a three-ship contingent, service every other month continued until the mid-1920's.

The *Anyo Maru* is well known in shipbuilding history as the first commercial ship in Japan to employ *geared turbine* propulsion machinery. Up to that point, the *Tenyo Maru* and other early era steam turbine ships had the propulsion machinery (turbine) and the propeller shaft directly connected. But there a defect arose, because the propeller turned too fast, thereby reducing propulsion efficiency.<sup>1</sup> Accordingly, a reduction gear (i.e., a toothed gear apparatus) was inserted between the propeller and the turbine, allowing each to rotate at its own most efficient speed.

It is said that the *Anyo Maru* was the second in the world as a turbine ship on the Pacific shipping routes, being outfitted with reduction gear deceleration equipment; a double-based (2 shaft), single-step deceleration type geared-turbine, licensed by the Mitsubishi Shipbuilding Yard from the British company, Parsons. As for single-step deceleration type turbine type propulsion machinery, thereafter, it would be introduced in such high speed passenger liners as the *Shoho Maru* (3,461 tons, built 1922) class and the *Kongo Maru* (7,082 tons, built 1936) class of sea-going train ferries, but accompanying the increase in the revolution speed of the turbine, 2-step deceleration type [turbines] had gradually come into use.

Note: according to "Records of Japanese Steamships", the maximum power output of the turbine propulsion machinery of the *Anyo Maru* was 7,500 horsepower and the maximum speed was 15.3 knots. As for coal consumption, running at its sea speed (service speed), in one day it would consume 53 tons. Coal storage capacity, including reserves, was 4,877 tons. It can thus be calculated that in the span of 92 days, it covered 30,000 nautical miles without replenishing fuel.

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<sup>1</sup> This effect is called "cavitation", where the propeller begins to spin in a vacuum, rather than in water. ED.

Let us now turn from the technical side to a discussion of how the Anyo Maru functioned as an emigration ship.

History books always mention the *Anyo Maru* in connection with the geared turbine (as mentioned above), but the fact that it was the first ship specifically built for emigration never comes out. This happens because histories of Japan's maritime and shipbuilding industries focus on the building and operation of ships--history of the supply side [of things]. However, in this manuscript on the history of emigration ships, the point of view of the ship's passengers is given greater consideration. .

### **The Passenger Cabin Facilities Of The *Anyo Maru***

The *Anyo Maru* was a three-tiered *Shelter Deck Vessel*<sup>2</sup> of the same class as the *Hawaii Maru*, which appeared two years later [ed. note: see <http://ww51.et.tiki.ne.jp/~santjuan/ue.html>]. Along the ship's fore-aft axis, the upper deck and the second deck ran the entire length from bow to stern [[www.marineterms.com](http://www.marineterms.com)] and the area above the top deck is covered by the shelter deck. Steerage (third class) is four rooms (blocks) or less and they are arranged in the fore and aft sections of the top deck and in the aft section of the second deck.

Please look at the [drawing-cutaway](#) drawing of the passenger cabin arrangement. In the forward section of the upper deck is the steerage for Chinese passengers. There were two main rooms, one with a capacity of 126 persons and a second block area accommodating 148 persons. Add to that one block of cabins with toilet and bathing facilities, for use by women and children (30 people). The cooking room and a room for use by the Chinese were separate and situated inside the foremast derrick platform]. On TKK's passenger ships the atmosphere was traditionally one of warm hospitality toward the Chinese passengers. An opium den-style opium smoking room was furnished in the *Tenyo Maru* class steerage for Chinese passengers, but naturally the *Anyo Maru* had none.

Forward of the area of the quarters for Chinese passengers was a large room for lower ranking crew. The *Riyuko Maru* was similarly laid out, although before the war the lower ranking crew's living quarters were usually situated in this position.

Behind the bulkhead (wall) of the upper deck's fuel storage is the Second Class area. The ship could normally carry 50 passengers in Second Class, five people to a cabin, set up with two sets of bunk beds and a sofa bed. There were 10 such cabins. Five of them were of a *tandem cabin* layout, where inside passenger cabins had some access to natural light and air..

*Tandem cabins* were first introduced on the *Warwickshire* (7,980 tons, built 1902), a Burma route passenger ship of the British Bibby Line. For each inside cabin, a narrow corridor gave access to a porthole, creating L-shaped "outside" cabins. They were also called Bibby-style cabins. In an era of inadequate electric lighting and mechanical

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<sup>2</sup> Shelter Deck: A term applied to a deck fitted from bow to stern on a light superstructure. The space below it is completely closed in and may be used for passengers or for the stowage of small or light cargo.

ventilation, inner cabins were equipped this way to provide additional natural light and fresh air in large-scale passenger liners sailing in tropical waters.

In the center section between the cabins along each gunwale was the galley. On the shelter deck above it was a Second Class smoking room. The Second Class passenger level should have been the spot for free immigrants (i.e., not contract laborers), immigrant company personnel and general travelers abroad. By the Second Class facilities of the *Anyo Maru*, it being passenger ship of the early Taisho era, can be said to have been of a high grade. Continuing at the rear of the Second Class area was one block of Japanese steerage, with a capacity of 156 persons and a women and children's room, all of which were of the "silkworm shelf" style, having cramped rows of bunk beds. There was also a large common room below, on the second deck, with a capacity of 148.

Naturally, the steerage area was also used as a cargo hold, and several ships removed these "silkworm shelves" to accommodate Chilean saltpeter (for use as fertilizer) and other cargo. If you total up the steerage areas capacities, you have 334 persons for Japanese-use steerage and 304 persons for Chinese-use steerage, making 638 persons in all. The passenger cabin layout of the *Anyo Maru*, constructed as it was from four blocks of large rooms, was adopted as a pattern for the South American emigrant ships even in the class of the *Santos Maru*, of a period later period.

In the stern, a men's sick bay (capacity 5) and women's sick bay (capacity 3) had been set up. As for putting the sick rooms in the stern, a place that is not only far from the cabins but also a place where the pitching and oscillation from the propulsion shaft are pronounced, it was not particularly good for medical treatment, but having it there would isolate people with infectious diseases. Later emigrant ships were similarly laid out, and in the *Santos Maru* class the sick bays were situated aft on the boat deck.

Although they have no direct connection to emigration, let's touch upon the First Class facilities.

The First Class area was situated in the first tier of rooms on the ship's bridge deck. In the foremost section, there was a 32-seat dining saloon and to the rear of that were the passenger cabins, five on each side of the ship for a total of ten. The passenger cabins were twin rooms. In the appendix of *Toyo Kisen Roku Juu Yon Nen No Ayumi (The 64 Year History of Toyo Steamships)*, Published 1964, edited by Hideo Nakano, First Class is given as being forty persons, so there was probably a set of one each of the Pullman style and sofa beds. A smoking room was located on the boat deck, to the rear of the stack, with adjoining pub facilities.

In all, the upper-class passenger cabins of the *Anyo Maru*, including the Second Class facilities, were remarkably improved. When compared to the *Kasato Maru* and others from the preceding era, the interior design was completely changed.

### **Steerage prior to the *Anyo Maru***

To this point the emphasis has been on the steerage of the *Anyo Maru*, the first freight/passenger ship built exclusively for emigration. Now we turn to the type of steerage that came along earlier and its interior design.

Passenger cabins in the emigration ships are often associated with rows of bunk beds packed in like “silkworm shelves”.

These configurable, “silkworm shelf” style bunk beds that saw large-scale introduction in the *Anyo Maru* were also used in the *Riyuko Maru* class, the *Tenyo Maru* class and others. But when we talk about the main trend for steerage in the period *before* the *Anyo Maru*, it had been two-level living quarters, as has been explained earlier: that is, a gallery of shelves arranged in two levels inside the ship’s cargo hold. In Chapter 2, “Hawaii Emigration In The Meiji Period”, we touched on this type of passenger cabin and the coarseness of the living conditions, citing the Masaoka Shiki article, (“Campaign Record”).

The ships boarded by Shiki had the large rooms of the NYK (Nippon Yusen Kaisha), the *Kaijo Maru* [Sea Castle] (3,231 tons, built 1873), which was of the same form as the Hawaii emigration ship *Shinshu Maru* (2, 839 tons, built 1873). However, in the article just referred to, the scenario on the *Yamaguchi Maru* (3,287 tons, built 1890), an NYK ship making regular voyages on the Seattle route, and 20 years newer than the *Kaijo Maru*, is one of two-level passenger cabins.

“In this place, a cabin in name only that must also be seen as a mere cellar within the ship, pillows were lined up on shelves positioned around the room; it slept over a hundred. The rays of light that leaked in from some small round windows were, in terms of dimness, weaker than the light of twilight. Inside [the room], the color of the faces of the squirming people were pale and, surrounded by gloom, they half-heartedly endured the difficulties and the inevitable stench. Even I felt as though I had committed a crime and had been thrown into prison for life.”

This is the first sentence of Michiharu Hoshino’s *Ikyou No Kyaku* (*Guest In A Strange Land*, published in 1903 by Keisho). In 1898 (Meiji 31) Hoshino had occasion to come to America in third class on the *Yamaguchi Maru* and we can appreciate the gloomy appearance of steerage from his descriptions of actual scenes that his eyes beheld. At the time of embarkation, Hoshino brought his own futon mattress, blanket, pillow and some type of sleepwear, and so we understand that in this period emigrants brought their own bedding materials.

As for the figure labeled “A Rough Sketch of the *Kanagawa Maru* Third Class Passenger Quarters”, displayed on the next page, the NYK ship *Kanagawa Maru* (6,150 tons, built 1897) of the South American emigration ship period had two-level living quarter cabins. The only formal investigations of emigration ships is *Imin Unsou No Kenkyuu* (*Research on Emigration Transport Ships*, 1930, Department of Foreign Affairs, Commercial Affairs publication), and this figure was originally drawn by its author. The *Kanagawa Maru* was the first of a group of thirteen ships built for use on the Europe

shipping route, but in 1917 (Taisho 6) it was shifted to the South American East Coast Route following its opening and operated there as a South American emigration ship under mail contract until the close of the shipping route in 1931 (Showa 6), after more than ten years.

The figure contains a view of steerage, situated in the ship's hold at numbers 4 and 5 in the rear section of the main deck. The common sleeping quarters section capacity is 280 persons. Here, "silkworm shelf" beds for 30 persons are outfitted.

It is apparent from the figure that besides the *tatami* communal sleeping quarters that are actually 2-levels running in a row along the side of the ship, there are communal sleeping quarters equipped without shelves. The stairways to the number 4 hold are fixed to the side of the hatch and it is thought that they were of a removable, unsophisticated style. Since emigration ships of the *Kanagawa Maru* period had passenger capacities of nine in First Class and 710 in Third Class (steerage), it is likely that a common ward with this same kind of layout extended on to the front part of the main deck.

In an enclosure of the upper deck there is a birthing room and in the deck enclosure squeezed between numbers 5 and 6 hatches are the stairways for cargo hold number 5, a toilet, a medical room and a kiosk. The delivery room probably also functioned as an isolation ward. To the side of hatch number 5, a deck enclosure was constructed which contained a bathing room, a pantry and laundry room.

Since Second Class cabins had portholes in a manner that obstructed external light, surely it was dark inside the steerage room. Of course there was electric lighting, and in order to light the sections adjoining a gallery porthole a gap was opened there. Nonetheless, the cavernous empty space of a combined-use ship's hold was dim, since light reached less than half of it, and one imagines that a grim atmosphere reigned.

### **From two-tier barracks to the packed tiers of bunk beds style**

It is unfortunate that the author has not been able to lay hands on a photograph recording this kind of emigration ship dormitory cabin. As stand-in for a photograph of the inside of such ships, the *Hirafu Maru* (1,480 tons, completed 1908), a ferry on the Seikan route [between Aomori, Honshu and Hakodate, Hokkaido, ad distance of 113km—ED] from the end of the Meiji era, has Third Class cabins and at this point, it is only from this kind of likeness that we may extrapolate to the image of the inside of an emigration ship. This *Hirafu Maru*'s two-tier bunkhouse did not use *tatami*, but rather it is said that mats were simply spread out on planks.

After the appearance of the *Anyo Maru*, steerage quickly switched over from this kind of two-tier bunk bed dormitory style to the "silkworm shelf" bed model and there was even an improvement in livability, but at first, the "silkworm shelf" bed did not have the functionality of the sort from later years.

The following citation is from the diary of Mineo Nomura of Hiroshima Prefecture, an emigrant who embarked at Kobe for Brazil in August of 1913 (five years after the emigrants of the *Kasato Maru*) via the Takemura Colonial Trading Company's charter ship, the *Mikado Koku Maru* (5,163 tons, completed 1894). Mineo Nomura, bringing his wife, Sayo, and his younger brother, Shigeyuki, along, became a steerage passenger of the *Mikado Koku Maru* and sailed for 51 days as far as Santos.

“As for the cabins allotted to the emigrants, *silkworm shelf* style beds had been set up. The beds, as it were, were only mats spread out on bare planks and in order to increase the number of beds, the space between beds was extremely tight, to the extent that an adult could finally get between, if they turned their body sideways. For the next 2 months, the emigrants would have to pass their time here. When the emigrants finished greetings, they began sorting through the luggage that lay around them. Sayo fixed a sack-cloth bed in the corner and taking out a blanket, after preparing a bed for Mineo and Shigeyuki, she lay down in bed herself.” (From *Soubou No Daichi, The Earth Of The People*, Yukiharu Takehashi, Kodansha Publishing 1990).

I'm ashamed to introduce only gloomy examples but, as the subject of this manuscript is the history of the passengers targeted by the emigrant ships, by its nature, whatever the topic, the discussion becomes gloomy. Hereafter, the dark tone continues and I beg the reader's patience.

The *Mikado Koku Maru* was originally the freight and passenger ship the *Mazagon* of the British P&O Company's India coastal shipping route. Later on, it went through the era of British India Company and in April of 1913, the year the Nomura family voyaged, it had been sold to the Southern Manchurian Steamship company of Dairen and was christened the *Mikado Koku Maru*. It is thought that this Brazil trip was its first far western voyage after the sale.

### **Taisho and Showa era South American West Coast shipping route passenger ships**

In 1919, after World War One (Taisho 8), TKK planned for the construction of three freight/passenger ships for use in the South American West Coast shipping route: they ordered one 9,500 gross tonnage model from the Mitsubishi Nagasaki Shipyard and two of the 8,600 gross tonnage model from the Asano Shipbuilding Yard of the Asano trade group. As previously discussed, among regular ships on this route, only the *Anyo Maru* was constructed for use on the South American shipping route specifically for operation as an emigration ship. The *Kiyo Maru* had been a remodeled passenger ship and as for the *Seiyo Maru*, originally a stock boat of the British Shipbuilding Yard, it couldn't be said that the ship was suitable for this shipping route.

At that point, without further consideration, three ships were built simultaneously. With TKK intending to conduct a one trip per month service under a six-ship system, including freight ships. Under the business conditions of war, performance was improved and at that time, ship prices fell as well. During World War I, there were many travelers to Peru



and from the examples of the post Sino-Japanese War and post Russo-Japanese War eras, it could be predicted that emigration would once again increase.

Thus, in February 1921 (Taisho 10), the ship that had been ordered from the Mitsubishi Nagasaki Shipbuilding yard, the *Rakuyo Maru*, was completed and went into service in June. The first of the ships ordered from Asano, the *Ginyo Maru*, was also completed in May of the same year and in August assigned to the South American West Coast shipping route. Construction of the second ship, the *Sumiyo Maru*, was delayed due to the post-World War I recession, but in October of 1924 it was completed and made its appearance on the same shipping route. Preceding the arrival of these three ships, in November of 1920, as per the existing plan, the system of operation had been one voyage per month and national subsidies had even increased.

As for the main purpose of the three ships, I'd like to refer to figure 2. The *Rakuyo Maru* is a freight-passenger ship, as was the *Anyo Maru*. A point of difference with respect to the *Anyo Maru* is that all the steerage cabins are concentrated on the first tier of the upper deck. Due to that, the fuel coal storage space is diminished. And as the propulsion machinery is of the same model, the cruising range was naturally shortened. Furthermore, the Asano-made sister ships the *Ginyo Maru* and the *Sumiyo Maru* were one size smaller than the *Anyo Maru*. As expected, in the third tier's shelter deck, steerage is positioned on the upper deck and the passenger capacity is less than that of the *Anyo Maru*.

The emigrant transport situation to Peru in the Taisho period via regular ships on the South American West Coast route, is shown in figure 3 (next page). It was a time when the operation was almost every other month but the number of passengers was small, most voyages having 100 to 200 persons. Such a low demand from Peru-bound emigrants was quite different from that envisioned for the investment in the three newly built ships.

Ultimately, in 1926 (Taisho 15), two years after the *Sumiyo Maru* was commissioned, this same company gave up on passenger ships and relinquished its rights to trade on the North and South American West Coast shipping routes. With eight ships including the *Tenyo Maru*, it merged with Nippon Yusen Kaisha (NYK). The *Anyo Maru* and the three ships discussed above were turned over to NYK and thereafter began the era of NYK operation on the South American West Coast shipping route. The first ship to voyage under the NYK flag was the *Ginyo Maru*, departing from Yokohama in March of that year bound for South America.

At first, NYK invested the four ships including the *Anyo Maru* with service provided once every six weeks. Ports of call were Hong Kong, Moji, Kobe, Yokohama, Honolulu, Hilo (outbound voyage), San Francisco, Los Angeles, Manzanillo, Balboa, Callao, Pisco (outbound voyage), Mollendo, Arica (outbound voyage) and Valparaiso. Compared with the Meiji period, the number of ports of call had increased.

Among the four ships, the *Anyo Maru* was thirteen years entering the Showa period, and two years later it had outlived its usefulness. At that point, Yusen built the *Heiyo Maru* (it began construction as the *Fukuyo Maru*) at the Osaka Iron Yusen Sakurashima factory as

a replacement ship. In March of 1930 (Showa 5) this ship, equipped with Mitsubishi diesel propulsion machinery, departed and passenger facilities were remarkably improved. In particular, in order to attract foreign customers, the interior décor of the First Class common rooms had been ordered from a British businessman and was quite luxurious.

The Third Class cabins, too, not being the large “silkworm shelf” barracks, were all compartments (mainly 8 to 12 person rooms). A Third Class dining hall and a smoking room had also been prepared. It was a plain existence but the passenger cabin facilities of the *Heiyo Maru* made it the most exceptional ship of the pre-war and post war periods.

### **The rise and fall of the Morioka Emigration Company and Peru emigration**

In November of 1923, by mutual consent of representatives of both Japan and Peru, the Peru-bound emigration contract was repealed. It is assumed that the main reason for the repealing was that after the World War I, Peruvian agriculture was converted from sugarcane to cotton and could make do with local labor.

With the arrival of the *Rakuyo Maru* at Callao on September 24 of the same year was the last contract emigration voyage, but in entering this [new] period, since Japanese people had advanced Peruvian agriculture and business, voluntary immigration continued thereafter without contracts.

As touched upon at the outset, in the twenty-five years between the *Sakura Maru* of 1899 to *Rakuyo Maru* of 1923, Japanese emigrants voyaging to this country numbered 21, 420 persons, but of those, emigration companies sent in more than 80%. As can be seen, the portion handled by the Morioka Emigration Company was overwhelmingly large.

- Morioka Emigration Company 14, 829 people
- Meiji Colonial Company [Meiji Shokumin 1,003 people  
– company name may be customarily left in Japanese)
- Overseas Industrial Company [Kaigai 1,054 people  
Kogyo]
- Toyo Emigration Company 878 people

(From Tomitsugi Inoue, *A History Of The Development Of Japanese Countrymen Overseas* (Ida Shoten, 1942).

The fact that Morioka was a trailblazer in emigration was discussed in Chapter 5, “Emigration to Mexico and Peru During the Meiji Era.” In the midst of the Sino-Japanese war, this company, established in Tokyo through Atsushi Morioka, at first under the personal name Atsushi Morioka (it was called the Morioka Company for convenience) did business in the area of Hawaii Emigration, reorganizing as a public company [kabushiki kaisha] in the early years of the Taisho era. Plans were undertaken to switch the emigration destination from Hawaii to Peru to thereby enlarge the business.

In this period, as previously discussed, the second-hand ship the *Itsukushima Maru* (3,882 tons, built 1887) was employed at personal expense. However, the emigration company being amateurs at ships, operations did not actually go well. Due to frequent breakdowns rendering the ship adrift, the emigrants, full of feelings of discouragement, disdainfully called the ship the “itsu-tsuku-ka?” [pun: the “when will it get there?”] rather than the *Itsukushima Maru*.

Under these circumstances, at the end of the Meiji Era this company intensified its cooperation with TKK and in 1913 it was renamed the Morioka Unlimited Partnership. In 1918 (Taisho 7) it was restarted as the Morioka Joint Public Stock Company (kabushiki goshi kaisha) directly under TKK. The president was the son of Soichiro Asano, Ryozo Asano (TKK’s third generation president).

At nearly the same time, in 1917, under national leadership seeking to unite the emigrations companies, four companies consolidated with NYK’s Toyo Emigration [Orient Emigration] the main constituent establishing Kaigai Kogyo Kabushiki Kaisha [Overseas Enterprises Kabushiki Kaisha]. Following suit, in 1920, Morioka Emigration, too, was dissolved and absorbed by Kaigai Kogyo. As the sole remaining emigration company, Kaigi Kogyo was then promoted as *the* emigration enterprise under the national policy of governmental-private sector cooperation. The theatre of activities for emigration ships shifted from the South American West Coast route centered on Peru to the South American East Coast route centered on Brazil.

As for the South American West Coast shipping route in the NYK era, the majority of the demand ended up being for freight and prospered with the outbound leg carrying rice loaded in Hong Kong, the return voyage laden with Chilean saltpeter and copper ore. In July of 1939 (Showa 14), en route returning to Japan loaded with copper ore, a fire occurred on the *Sumiyo Maru* due to heat generated from the copper ore and sank in waters off Japan.

Immediately after the start of the war in the Pacific on the 3<sup>rd</sup> of January, 1942 (Showa 17), the freighter *Naruto Maru* (7, 142 tons, completed in 1934) returned to port in Yokohama loaded up with copper ore but this voyage was the final service on the South American West Coast shipping route established in 1905.

-----Illustration text translations

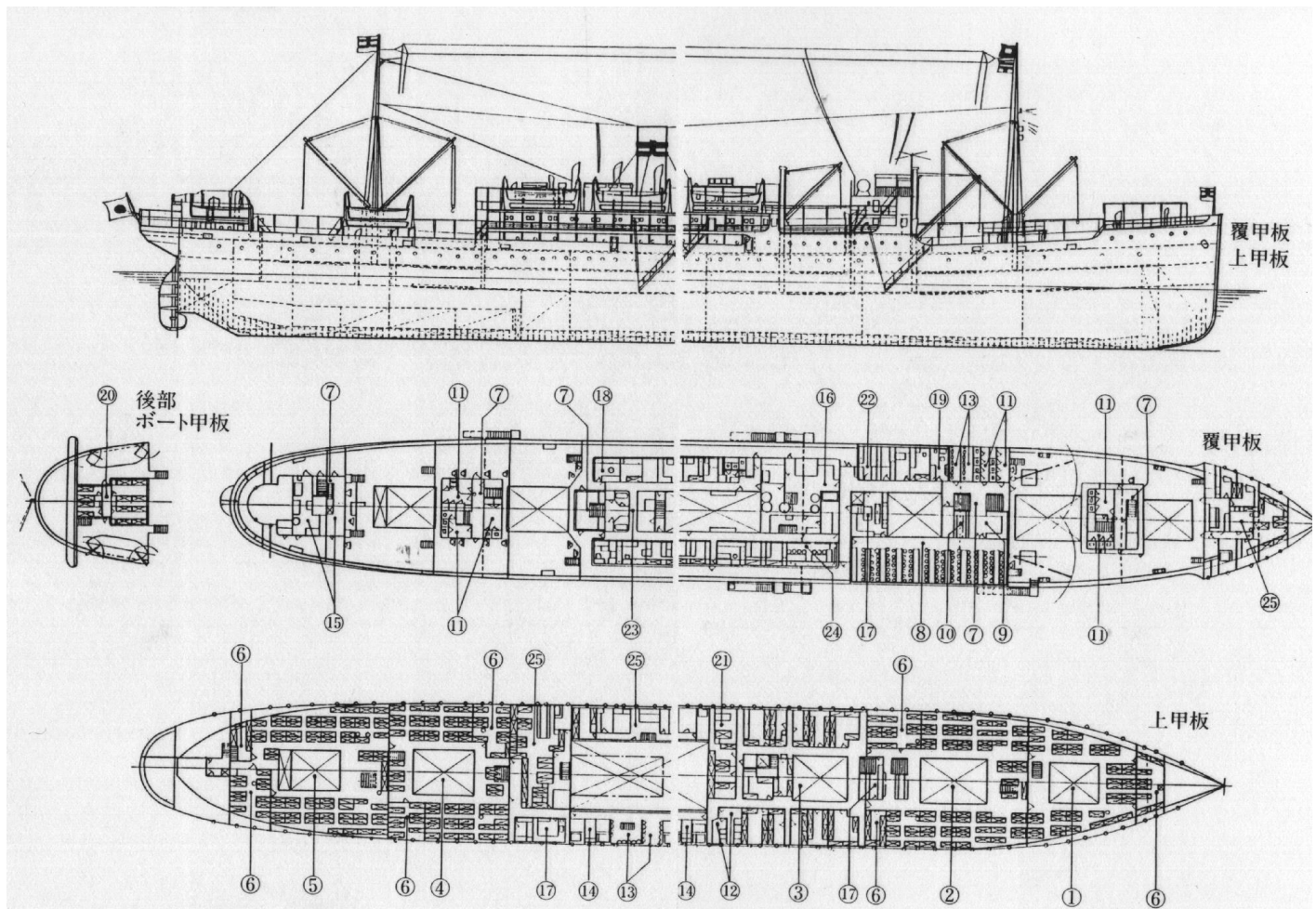
These are short hand translations of the figures, tables and photographs in that only the words in Japanese from those figures are specified below.

#### Page 114

Figure: Title – “Figure of Kanagawa Maru 3<sup>rd</sup> class passenger cabins”; lists hatches, doors, stairs, etc. and a few rooms. Upper deck aft on top, main deck aft on bottom.

Page 115

Photograph: “Late Meiji period ferry for connection service to Seikan, the *Hirafu Maru*, 3<sup>rd</sup> class passenger cabins. This ship’s bunkhouse did not use *tatami* but rather mats were spread over planks



“Deck plan of passenger cabins in the *Anyo Maru*”

Text among drawings top to bottom: “boat deck”, “shelter deck”, “upper deck”, “2<sup>nd</sup> deck”

- |  |   |
|--|---|
| 1) steering room [mechanical]  | 19) 2 <sup>nd</sup> class lavatory & bathing room   |
| 2) officer's residence   | 20) Japanese person steerage (1 block, 156 persons) |
| 3) 1 <sup>st</sup> class smoking room                                | 21) Japanese women/children's room (30 persons)     |
| 4) 1 <sup>st</sup> class dining hall (32 seat)                       | 22) Japanese person steerage (1 block, 148 persons) |
| 5) 1 <sup>st</sup> class customer cabin area (10 rooms)              |   |
| 6) 2 <sup>nd</sup> class smoking room                                |   |
| 7) men's sick bay  |   |
| 8) women's sick bay,   |   |
| 9) cooking room  |   |
| 10) steerage entrance  |   |
| 11) steerage for Chinese persons (2 blocks; 148 person & 126 person) |   |
| 12) Chinese women/children's room (30 person)                        |   |
| 13) steerage lavatory & bathing room                                 |   |
| 14) lower rank sailor's residence                                    |   |
| 15) fuel coal storage  |   |
| 16) 2 <sup>nd</sup> class dining hall                                |   |
| 17) 2 <sup>nd</sup> class cabin area (10 rooms)                      |   |
| 18) an example of the tandem cabin                                   |   |

Translation: R. Douglas Welch, with Bob Barde

Table 1 Japanese Emigrants to Peru, Taisho and Showa Era (1913 to 1941)

| Year |           |        |
|------|-----------|--------|
| 1913 | Taisho 2  | 1,126  |
| 1914 | Taisho 3  | 1,132  |
| 1915 | Taisho 4  | 1,348  |
| 1916 | Taisho 5  | 1,429  |
| 1917 | Taisho 6  | 1,948  |
| 1918 | Taisho 7  | 1,736  |
| 1919 | Taisho 8  | 1,507  |
| 1920 | Taisho 9  | 836    |
| 1921 | Taisho 10 | 717    |
| 1922 | Taisho 11 | 202    |
| 1923 | Taisho 12 | 333    |
| 1924 | Taisho 13 | 651    |
| 1925 | Taisho 14 | 922    |
| 1926 | Taisho 15 | 1,250  |
| 1927 | Showa 2   | 1,271  |
| 1928 | Showa 3   | 1,410  |
| 1929 | Showa 4   | 1,585  |
| 1930 | Showa 5   | 831    |
| 1931 | Showa 6   | 299    |
| 1932 | Showa 7   | 369    |
| 1933 | Showa 8   | 481    |
| 1934 | Showa 9   | 473    |
| 1935 | Showa 10  | 814    |
| 1936 | Showa 11  | 593    |
| 1937 | Showa 12  | 166    |
| 1938 | Showa 13  | 177    |
| 1939 | Showa 14  | 223    |
| 1940 | Showa 15  | 111    |
| 1941 | Showa 16  | 24     |
|      |           | 22,964 |

| Table 2: Ships on the South America West Coast run, Taisho and Show eras |         |               |                      |       |   |                     |            |   |
|--|---------|---------------|----------------------|-------|---|---------------------|------------|---|
| Name   | tonnage | Length/beam   | Power plant          | Draft | Passenger capacity                                  | Builder             | Year built | Remarks   |
| Anyo Maru  | 9,534   | 140.2 x 18.3  | 2-base steam turbine | 15.3  | 1 <sup>st</sup> =40<br>2 <sup>nd</sup> =50<br>S=546 | Mistubishi Shipyard | 1913       | Contributed in 1943 to South Seas Maritime [Nanyo Kaium]                |
| Shizukayo Maru   | 6,550   | 123.4 x 15.18 | 2-base 3-coupling    | 13    | 1 <sup>st</sup> =30<br>2 <sup>nd</sup> =40<br>S=384 | Russell             | 1913       | Purchased stock boat mid-construction, sold in 1926                     |
| Rakuyo Maru  | 9,419   | 140.2 x 18.3  | 2-base steam turbine | 15.9  | 1 <sup>st</sup> =46<br>2 <sup>nd</sup> =51<br>S=586 | Mitsubishi Shipyard | 1921       | Same model as the Anyo Maru, contributed in 1943 to South Seas Maritime |
| Ginyo Maru   | 8,613   | 135.6 x 17.7  | 2-base steam turbine | 14.6  | 1 <sup>st</sup> =40<br>2 <sup>nd</sup> =38<br>S=388 | Asano Shipbuilding  | 1921       | Lost in the war, 1943   |
| Sumiyo Maru  | 8,619   | 135.6 x 17.7  | 2-base steam turbine | 14.6  | 1 <sup>st</sup> =40<br>2 <sup>nd</sup> =42<br>S=384 | Asano Shipbuilding  | 1924       | Same Class as the Ginyo Maru, burned and sank 1939                      |
| Heiyo Maru   | 9,816   | 140.2 x 18.2  | 2-base diesel        | 16.7  | 1 <sup>st</sup> =42<br>2 <sup>nd</sup> =80<br>S=500 | Osaka Ironworks     | 1930       | Lost in the war, 1943   |

| Table 3 Japanese Emigrants to Peru, by Voyage (1912 to 1923, South American West Coast Shipping Route) |    |                |                         |                                 |             |                |                         |  |
|--|----|----------------|-------------------------|---------------------------------|-------------|----------------|-------------------------|--|
| Year/Month<br>arrived in Callao  |    | Ship           | Number of<br>Passengers | Year/Month<br>arrived in Callao |             | Ship           | Number of<br>Passengers |  |
| 1912   | 7  | Hong Kong Maru | 105                     | 1918                            | 1           | Shizukayo Maru | 253                     |  |
|  | 10 | Kiyo Maru      | 270                     |                                 | 3           | Kiyo Maru      | 255                     |  |
|  | 12 | Buyo Maru      | 38                      |                                 | 5           | Anyo Maru      | 439                     |  |
|  |    |                | 7                       |                                 | Nippon Maru | 201            |                         |  |
|  |    |                | 9                       |                                 | Kiyo Maru   | 244            |                         |  |
|  |    |                | 11                      |                                 | Anyo Maru   | 268            |                         |  |
| 1913   | 1  | Hong Kong Maru | 233                     | 1919                            | 1           | Nippon Maru    | 172                     |  |
|  | 4  | Kiyo Maru      | 65                      |                                 | 3           | Kiyo Maru      | 236                     |  |
|  | 5  | Buyo Maru      | 79                      |                                 | 5           | Anyo Maru      | 269                     |  |
|  | 8  | Anyo Maru      | 376                     |                                 | 7           | Shizukayo Maru | 209                     |  |
|  | 10 | Kiyo Maru      | 214                     |                                 | 9           | Kiyo Maru      | 282                     |  |
|  | 12 | Shizukayo Maru | 134                     |                                 | 11          | Anyo Maru      | 181                     |  |
| 1914   | 2  | Anyo Maru      | 169                     | 1920                            | 1           | Shizukayo Maru | 184                     |  |
|  | 4  | Kiyo Maru      | 48                      |                                 | 3           | Kiyo Maru      | 144                     |  |
|  | 6  | Shizukayo Maru | 302                     |                                 | 5           | Anyo Maru      | 74                      |  |
|  | 8  | Anyo Maru      | 429                     |                                 | 7           | Shizukayo Maru | 81                      |  |
|  |    |                | 11                      |                                 | Anyo Maru   | 198            |                         |  |
| 1915   | 1  | Shizukayo Maru | 273                     | 1921                            | 1           | Shizukayo Maru | 173                     |  |
|  | 3  | Kiyo Maru      | 116                     |                                 | 3           | Kiyo Maru      | 111                     |  |
|  | 5  | Anyo Maru      | 230                     |                                 | 6           | Anyo Maru      | 163                     |  |
|  | 7  | Shizukayo Maru | 97                      |                                 | 7           | Shizukayo Maru | 147                     |  |
|  | 9  | Kiyo Maru      | 233                     |                                 | 8           | Rakuyo Maru    | 2                       |  |
|  | 11 | Anyo Maru      | 275                     |                                 | 11          | Ginyo Maru     | 25                      |  |
|  |    |                | 12                      | Anyo Maru                       | 23          |                |                         |  |
| 1916   | 1  | Shizukayo Maru | 157                     | 1922                            | 1           | Shizukayo Maru | 41                      |  |
|  | 3  | Kiyo Maru      | 127                     |                                 |             |                |                         |  |
|  | 5  | Anyo Maru      | 89                      |                                 |             |                |                         |  |
|  | 7  | Shizukayo Maru | 214                     |                                 |             |                |                         |  |
|  | 9  | Kiyo Maru      | 243                     |                                 |             |                |                         |  |
|  | 11 | Anyo Maru      | 307                     |                                 |             |                |                         |  |
| 1917   | 1  | Shizukayo Maru | 236                     | 1922                            | 3           | Rakuyo Maru    | 33                      |  |
|  | 3  | Kiyo Maru      | 2231                    |                                 | 5           | Ginyo Maru     | 49                      |  |
|  | 5  | Anyo Maru      | 365                     |                                 | 6           | Anyo Maru      | 51                      |  |
|  | 7  | Shizukayo Maru | 215                     |                                 | 8           | Shizukayo Maru | 37                      |  |
|  | 9  | Kiyo Maru      | 211                     |                                 | 9           | Rakuyo Maru    | 30b                     |  |
|  | 11 | Anyo Maru      | 368                     |                                 |             |                |                         |  |



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