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General Post Office.
Tokio May 1st 76.

Iwasaki Gatao Esq.
Divisa Kaita Dishi.
Steam Navigation Company.

Dear Sir.

I beg herewith to enclose estimates for Sakasago, and Irigata Steamers. The calculations I have made sufficient to give the Ships plenty of power so as to enable the "Sakasago Steamer" to keep up a speed of 12 knots, and the "Irigata Steamer" 11 knots. I propose to place the new engines of the "Sakasago Steamer" higher up in the ship than the old ones are, and to give her driving wheels of larger diameter, so that she may be loaded deeper than at present. I also propose to fit both ships with an extra or spar deck, which will give good accommodation for stowage passengers, and much more room for cargo, although it will of course cause them to draw a little more water. The "Sakasago Steamer" also requires a new main deck. Both ships must be entirely gutted, and every rivet and plate examined, and all defects renewed, and the ships after painting, must be re cemented in the bottom and plinck, and in every way put in as good order as new ships would be. By the addition of the spar decks, and with the new machinery the cargo capacity of these vessels will be increased nearly 50 per cent. It would

take about 40 days to rig the "Drigata Manu" and prepare her for sea, and about 60 to the "Yaka Dago Manu" this is presuming that they could be docked at Yokosuka without any delay. Should they leave Japan during the summer months, it will take them about 6 months to reach England, but should they wait till the North-east Monsoon set in in the China sea by October, they should then reach England in about 4 1/2 months. If preparations are made before they arrive in England, 4 months there would be sufficient to do all the work, and two months for the return voyage to Japan. We may therefore say that from the time they leave Japan till their return will be 12 months.

After these vessels are re-fitted they will be magnificent ships, and from their great strength and the quality of the material of which they are constructed, will be superior to the generality of ships built at present. Were you to order two such vessels to be built as these will be after they are put in order, the expense would not be less than £900,000 for the two.

Should you decide to send these ships to England I would propose to leave by Mail Steamer about one month after them, so as to get the specifications for the work drawn up, and the Engines commenced, otherwise they will be longer in England than the time I have named.

Freights from England to this are so very low that I have not allowed for their bringing any Cargo out, as I think the cheapest method will be to fill them up with coals in England, and steam direct to Japan.

The Seamen and Crewmen for the outward

1600

Boys will in all probability be Manila men, so
that I have only estimated for returning them to
Singapore.

The calculations I have made are based on
one dollar being equal to four shillings of English money.

I am Sir,

Your obedient servant.

A. Brown.

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Summary

	\$	¢
Balance of expenses necessary to fit out Sakasaya and "Drugata kani" and to send them to England — — — — — see sheet No. 1	15,700	00
Expenses in England for crew machinery, docks, and all repairs, and furniture. see sheet No. 2	240,000	00
Other expenses whilst in England. see sheet No. 3	8,500	00
Expenses for outward voyage see sheet No. 4	63,528	00
Grand Total.	327,728	00

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Memorandum of Expenses.

No. 1.

To fit Steam Ships *Isigata* and *Yokasago Kawan* as sailing Ships, to send them to England, and when there, to fit them with new Machinery, give them both iron decks, thoroughly to examine and renew every part necessary, and after completion to send them back to Japan under Steam.

To fit both Ships with all new Masts and yards necessary, also rigging, and a new set of sails throughout, to unship their funnels, take off paddle boxes from *Yokasago Kawan*, and unship screw from *Isigata Kawan*, and to fill up aperture, and to do all work necessary to prepare the Ships for the voyage

	\$	c.
	20,200	00
Docking and painting	2,000	00
Wages to Crews, and provisions for 6 months	16,000	00
Stores and incidental expenses	2,500	00
Towage pilotage &c	1,000	00
Total expense in sending to England	\$ 41,700	00
They could take to England about 2,600 tons of Cargo at say \$10 per ton	26,000	00
Balance	\$ 15,700	00

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No. 2

Expenses in England for New
Machinery, Spar decks, and all
repairs necessary

Iron Machinery for the two Ships, Spar decks
to be fitted to each Ship, and the Ships stripped
throughout, sealed, painted and re-cemented,
a new Main deck for "Taka-Sago Kuan". Iron
Coal bunkers for both Ships, and all work
necessary to make the hull, decks, Masts \$ C.
Fitting equal to that of a new Ship. 230,000 00
Iron furniture fitting, and incidental expenses 10,000 00
Total expense for repairs for the two Ships \$ 240,000 00

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Other. No. 3
Expenses whilst in England.

Expenses in connection with the discharging of the cargoes, and dock dues. &c for the two Ships. - - - - -	£	1	2
	00	00	00
During the time the Ships are being repaired, there must be to each Ship, to look after the work as it progresses. 1 Captain, 1 Chief Officer. 1 Chief Engineer. 1 Carpenter & 1 Watchman for Day & Months - - - - -	00	00	00.
Incidental Expenses, such as labor for moving Ship from one position to another, pilots and tug boats &c - - - - -	500	00	00
	<u>£ 8,500</u>	=	<u>£ 17,00 00 00</u>

Expenses for Outward Voyage.

Wages of Crew for Two Ships from England to Japan, and till return of Europeans to England and Seamen & Firemen to Singapore say 5 months for Europeans and 3 months for Malays	£	1	d
Coal for outward voyage say 40 tons per day for 55 days = 2,200 tons @ 26/- per ton	3234	00	00
Provisions for Crews for say 3 months	2860	00	00
Carriage expenses for say 2,300 tons @ 14 francs per ton	1,500	00	00
Pilotage, port-charges, light dues, and incidental expenses on the outward voyage	1341	13	00
Return of Captains, Chief Officers, and Chief Engineers to England. 5 persons passage money and allowances @ £150	400	00	00
Return of Junior Officers, and Engineers, Chief Stewards, and Carpenter 14 persons, second class @ £65.	900	00	00
Return of Seamen and Firemen etc Singapore say 104 persons @ £15.	1560	00	00
£ 63, 5-28	£	12,705	13 00