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Memo. No. 29.

Captain Fletcher, the navigating officer of the "Goka maru", has called the attention of the undersigned to the fact that a large proportion of small and inferior coal has been put on board his steamer, in preference to a better quality which is always to be obtained from the Government supplies. The ship is an old one. She is to be loaded very heavily, and it is of the utmost importance that her steaming capacity, which is great, when good fuel is used, should not be decreased by the use of bad coal, especially in case of a

storm, when it might be the means of saving her from destruction and enabling her to keep up with the rest of the fleet, and bring her valuable freight, both of men and war material, to its destination in time to contribute its share to the success of our expedition. The "Yoku Maru" will have to load a quantity of coal at Nagasaki, and as there is no one who is better fitted to select coal for her engines than her engineer, I would suggest that that gentleman should be detailed to inspect the coal that is intended for her, and pass it at the government depot before it is put on board. In fact, this rule should obtain with every vessel of the fleet.

Again, the "Yoku Maru" has but three boats, while her complement is seven. The owners of the ship should be directed to at once provide her with the number required. This is of much importance, not only for the preservation of life in case of disaster, but also to ensure a prompt and safe landing in case of need, after the ship has reached her destination.

The agent of the D. M. S. S. Co. has expressed a desire to be allowed to put on board of the "New York" an extra quantity of coal, so that not only will she be prepared to meet any emergency from the time she leaves Nagasaki until she reaches her destination, but also that she may immediately proceed to Shanghai after her mission in Yonosa is

completed. As every ton of coal put aboard the Government transport in excess of that required by the terms of the charter would occupy room which might otherwise be kept free for Government freight, I would suggest that the ship should not be allowed to take on board more coal than shall fill up the regular space to which she is entitled under the United States laws, unless, upon investigation, the necessity of increasing that space should be rendered apparent by the exigencies of the special service which the "New York" is called upon to render to H. I. M.'s Government. We must bear in mind that we need every inch of available room

for government purposes, and that we cannot wantonly waste it without rendering it necessary to increase the number of transports and thereby, the expenses of the expedition, and also to augment the difficulties in the way of our accomplishing the end we have in view.

As it is likely that a number of questions similar to that submitted by the navigating officer of the "Ganko Maru" will have to be settled between charterers, whose interest it is to comply with the terms of their charter with the least possible expense to themselves, and the government officers, who have solely in view the interests of their Government, I would suggest that the Admiral of the fleet

should appoint an executive Japanese regular navy officer, able to speak English, who would be instructed to carefully investigate every case such as has been presented in this paper, and to decide promptly upon it. He could also attend to the changes which should be made to the cooking accommodations of the "New York, which, I understand from an officer of the expedition, are not so well adapted as they might be for the boiling of rice for the soldiers. She will carry, and to such other matters of detail, as must be settled at once, and which do not require to be referred to higher

officers.

Nagasaki, April 22nd, 1874.

Respectfully Submitted,
(signed) Chas. W. Le Berdie

His Excellency
General Saigo,
High Commissioner,
etc. etc. etc.