



Cultural Heritage Agency  
Ministry of Education, Culture and Science



# Shared cultural heritage of Japan and the Netherlands

Marike Klos and Leon Derksen

# Shared cultural heritage of Japan and the Netherlands

*Marika Klos and Leon Derksen*

## **Colofon**

### **Shared cultural heritage of Japan and the Netherlands**

This heritage mapping project was conducted by Marike Klos and Leon Derksen, in cooperation with many others and made possible by the Maritime Programme and Shared Heritage Programme of the Cultural Heritage Agency of the Netherlands, both represented respectively by Martijn Manders and Jean Paul Corten. As heads of these programmes they supervised the project and co-edited this report.

**Authors:** Marike Klos and Leon Derksen

**Text editors:** Taalcentrum-VU, Jean-Paul Corten and Martijn Manders

**Final editing:** L.Borghuis and W. van de Langemheen

**Design:** uNiek-Design, Almere

**Print:** Xerox/OBT, The Hague

© Rijksdienst voor het Cultureel Erfgoed, Amersfoort, 2016

**Cultural Heritage Agency of the Netherlands**

**P.O. Box 1600**

**3800 BP Amersfoort**

**The Netherlands**

**[www.cultureelerfgoed.nl](http://www.cultureelerfgoed.nl)**

# Content

<b>Preamble</b>	<b>4</b>	<b>6</b>	<b>WWII Japan (1941-1945)</b>	<b>68</b>
		6.1	Introduction	68
<b>Introduction</b>	<b>5</b>	6.2	Built heritage	68
Document outline	5	6.3	Maritime heritage	69
Project goals and research questions	5	6.4	Museum collections	69
Research methods	6	6.5	Experts	69
Geographic context	8			
Historical context of Dutch-Japanese relations	10	<b>7</b>	<b>Post-war Japan (1945-present)</b>	<b>71</b>
		7.1	Introduction	71
<b>1</b>	<b>The Liefde (1600-1609)</b>	7.2	Built heritage	73
1.1	Introduction	7.3	Maritime heritage	73
1.2	Built heritage	7.4	Museum collections	74
1.3	Maritime heritage	7.5	Experts	74
1.4	Museum collections			
1.5	Experts	<b>8</b>	<b>Japanese collections in Dutch museums</b>	<b>75</b>
<b>2</b>	<b>Hirado (1609-1641)</b>	<b>9</b>	<b>Japanese families involved in Dutch language interpretation and Dutch studies</b>	<b>77</b>
2.1	Introduction			
2.2	Built heritage			
2.3	Maritime heritage	<b>10</b>	<b>Heritage in written sources</b>	<b>78</b>
2.4	Museum collections	10.1	Introduction	78
2.5	Experts	10.2	Archives	78
		10.3	Dutch literature	80
<b>3</b>	<b>Nagasaki (1641-1853)</b>	10.4	Japanese literature	81
3.1	Introduction			
3.2	Built heritage	<b>11</b>	<b>Recommendations and summary</b>	<b>82</b>
3.3	Maritime heritage	11.1	Survey	82
3.4	Museum collections	11.2	Japan's position on World War II	84
3.5	Experts	11.3	Recommendations	84
		11.4	Experts	86
<b>4</b>	<b>The Dutch during the bakumatsu era (1853-1868)</b>	11.4.1	Japanese experts	86
4.1	Introduction	11.4.2	Dutch experts	88
4.2	Built heritage			
4.3	Maritime heritage	<b>References</b>		<b>90</b>
4.4	Museum collections			
4.5	Experts	<b>Index of figures</b>		<b>97</b>
<b>5</b>	<b>Empire of Japan (1868-1941)</b>	<b>Appendices</b>		<b>99</b>
5.1	Introduction	1	Cultural heritage policy in Japan	99
5.2	Built heritage	2	Dutch ships wrecked in Japan	104
5.3	Maritime heritage	3	Agency for Cultural Affairs' budget for 2013 (Agency For Cultural Affairs, 2013)	105
5.4	Museum collections	4	Pointers on Japanese business etiquette	106
5.5	Experts			

# Preamble

In this new version of ‘Shared cultural heritage of the Netherlands and Japan’, I present our updated knowledge of shared heritage between the Netherlands and Japan. The first edition (2015) was sent to experts in the field of cultural heritage in the Netherlands and Japan. The feedback and response we have received has been really positive. We have used the additional information in this publication.

Even though they are 10.000 km apart, the Netherlands and Japan have a long and intensive shared history together, spanning more than 400 years. The numerous times the two countries have crossed their paths obviously left tangible and intangible traces. But what kind of heritage is this, how much is it, where is it located and who is involved in it? This publication addresses these significant questions.

Focussing on these questions the Cultural Heritage Agency of the Netherlands (Rijksdienst voor het Cultureel Erfgoed/RCE, part of the Ministry of Education, Culture and Science) contributes to a sustainable future for shared heritage in a changing

society. One important responsibility of the Dutch government is to ensure that our national cultural heritage, at home and abroad, is safeguarded and will remain accessible for the people of current and future generations. The shared heritage policy, which is in place to fulfill this responsibility, is executed by the RCE in close cooperation with the Dutch National Archives, Dutch Culture and the Ministry of Foreign Affairs including its embassy. The overall aim of this policy is to exchange knowledge, organise capacity building and increase awareness of shared heritage in the Netherlands as well as in Japan.

I hope this overview will promote an active involvement in both countries of heritage experts, people who are responsible for heritage management and those who are interested in the subject: to learn about it, or simply to enjoy our shared cultural heritage.

I wish you a pleasant reading.

Cees van 't Veen

Japan and the Netherlands share a dynamic history that started in the early 17<sup>th</sup> century and continues up through the present day. What began with the stranding of the storm-ravaged Dutch galleon the *Liefde* on the shores of Japan in 1600 laid the foundations for strong cultural ties in the centuries that followed. Indeed, when Japan shut its doors to the rest of the world in 1641, the Dutch remained as Japan's sole European trading partner. And though the Dutch were mostly restricted to the confines of a small artificial island called Dejima in Nagasaki bay, that island became Japan's corridor to the world of Western ideas – particularly the sciences, medicine and military arts. After Japan reopened its doors to the West in 1853, the Dutch enjoyed a position as close allies and advised the Japanese authorities about the adoption of Western modernizations in areas ranging from building a naval fleet to harbour redevelopment and other civil engineering projects. Though Dutch-Japanese relations temporarily cooled during World War II, both countries worked hard to re-establish strong diplomatic connections after the war, more attuned than ever to their shared history.

This Dutch-Japanese connection, deeply rooted in history, is still strong today and is manifested in various tangible and intangible remains. These remains fall under what the Dutch government designates as Shared Cultural Heritage (SCH). In 2012, the Dutch government's Shared Cultural Heritage Policy 2013-2016 named Japan as one of the priority countries with which the Netherlands would seek to strengthen cultural ties. The implementation of these policy objectives is directed by the Ministry of Foreign Affairs and the Ministry of Education, Culture and Science and carried out by the Cultural Heritage Agency of the Netherlands (RCE<sup>1</sup>), the National Archives of the Netherlands (NA) and the DutchCulture Centre for International Cooperation. These objectives are:

- **Sustainable preservation of cultural heritage.** To build knowledge about Shared Cultural Heritage, stimulate knowledge exchange, raise awareness, strengthen the local base of support for sustainable preservation and make heritage accessible to the general public.
- **Promote international relations and cooperation.** International cooperation promotes intercultural dialogue and fosters a deeper understanding of cultural identity and solidarity between peoples.

- **Opportunities.** International cooperation in the field of shared cultural heritage can strengthen relationships between the Netherlands and its partner countries and generate opportunities for both partners (Cultural Heritage Connections, 2014).

In light of these new intentions, the RCE launched a heritage mapping project focused on Japanese-Dutch shared cultural heritage, the results of which are presented in this document.

For more information about the Shared Cultural Heritage Policy 2013-2016, please refer to the Shared Cultural Heritage Factsheet published by DutchCulture, the NA and RCE<sup>2</sup>.

---

## Document outline

---

This report is organized into four chapters. The first chapter provides an introduction to this project, including a short introduction to the Dutch-Japanese historical context for those unfamiliar with the two countries' long shared history. The second chapter consists of an inventory of SCH in three heritage categories, distinguishing between SCH located in Japan and SCH located in the Netherlands. The third and final chapter presents a summary and recommendations for potential forms of bilateral cooperation as based on an assessment of the information presented in the first two chapters.

---

## Project goals and research questions

---

The main goal of this project was to answer the question: What are the opportunities for cooperation between Japan and the Netherlands in cultural heritage management? In order to assess if and how the two countries may benefit from bilateral collaboration, it was first necessary to gain a clear picture of the extent of preserved SCH linking the countries together. This led to the following research question:

- What is the extent of SCH in Japan and in the Netherlands and where is this heritage located?

Answering this question has increased our knowledge about this Shared Cultural Heritage and will, in turn, provide the means to achieve its sustainable preservation, which is one of the key objectives of the SCH Policy outlined above.

<sup>1</sup> Rijksdienst voor het Cultureel Erfgoed.

<sup>2</sup> Cultural Heritage Connections. (2014). Shared Cultural Heritage Factsheet.

At the same time, it was necessary to obtain information about Japanese policy on heritage preservation in order to delineate differences between the Netherlands and Japan in terms of priorities, customs, preferences and traditions. This was framed in the following research sub-questions:

- What is the Japanese policy on national and international cultural heritage as regards protection and the exchange of heritage knowledge?
- Which Japanese organizations, institutes and/or individuals are active in the field of shared cultural heritage?
- Which Dutch organizations, institutes and/or individuals are active in the field of shared cultural heritage?

By answering these questions, the project provides the basis for a fresh form of collaboration between the Netherlands and Japan in the field of cultural heritage management.

---

## Research methods

---

### **Inventory of shared cultural heritage**

The inventory project started on 6 May 2014 and was aimed in particular at surveying SCH in Japan, focusing on heritage assignable to three distinct categories: built heritage, maritime heritage in the broad sense and heritage in museum collections. Each category is discussed further below. Archive material and other written sources such as historical surveys were also broadly investigated and are also discussed in this report. Where intangible forms of heritage were identified, they are mentioned in the introductions to the individual phases of Dutch-Japanese history to which they most closely relate. It should be noted that this report is only meant to give the reader a general idea of the shared cultural heritage linking the Netherlands and Japan, as there are simply too many topics, objects and locations related to this Dutch-Japanese history to include here. For further and updated information, including about the locations of Dutch-Japanese heritage in Japan, please refer to the website [www.nihonoranda.com](http://www.nihonoranda.com), which is managed by the Dutch Embassy in Tokyo and the Consulate-General of the Netherlands in Osaka. This website has been created to provide an overview of places and organizations in Japan that are related to the Netherlands. It is also a first step in creating an online platform where all these places and organizations are connected into one network. The four hundred years of shared history between the Netherlands and Japan and its tangible remnants form the core of this website.

As well as investigating SCH in Japan, the project also looked at SCH in the Netherlands. However, as the lion's share of intensive cultural and political affairs in Dutch-Japanese history transpired in Japan and the surrounding Asian region (see the section on *Historic context* below), the inventory of SCH in the Netherlands was limited to heritage in museum collections, archives and in other written sources. Therefore, only heritage found within the Netherlands that can be assigned to these categories has been included.

### **Built heritage**

Built heritage comprises structures and complexes above ground level that contain features of Dutch architectural design or that simply played an important part in the shared history of the Netherlands and the country in which the heritage is found. This type of heritage can include but is not limited to town planning, buildings, military structures, harbour facilities and water management facilities. Built heritage included in this report is provided with a general description to furnish context and listed with its name, location, date and other basic information.

### **Maritime heritage**

Maritime heritage in its broadest sense includes almost everything that links people with water. In the context of this report it relates primarily to shipwrecks and ships (both original and replicas), as well as to traces of warehouses, loading stairs and individual objects related to maritime history linking the Netherlands and Japan. Maritime archaeology, including underwater archaeology, is the main area of interest for cooperation in this particular field. Shipwrecks of mutual interest are surveyed and documented with a basic description providing the name, location, date and other relevant information. In addition, shipwrecks and accounts of their histories are documented in the WIS online geographical shipwrecks database.

### **Museum collections**

Heritage in museum collections refers to objects gathered in specific collections for the purpose of exhibition in museums. As the size of such collections can vary greatly, it was decided to list only basic collection information such as the historical period to which the collection relates, the number of objects it contains and where it is located. A few examples of collection items are provided in order to give an idea of the nature of the items on display.

### **Archives**

Archives remain one of the most important sources on human relations, as they provide insight into daily

transactions on a more generic level, often revealing detailed information about abstract matters such as economic exchange. The archives described in this report are all documented by name and location, with a basic description to indicate which records and time periods each archive covers.

#### **Intangible heritage**

Intangible heritage includes, among other things, stories, traditions, rituals, place names, songs, legends and myths, though in a sense every tangible piece of heritage also has an intangible dimension. The intangibles of Dutch-Japanese SCH are briefly discussed in the introduction of chapter 7 on page 71.

#### **Research themes**

To gain a clear picture of the SCH concerned and the historical context in which this heritage developed, seven chronological research themes were defined. Each of these themes covers a distinct phase of Dutch-Japanese relations, defined on the basis of either an important event or political situation (e.g. the stranding of the *Liefde* or Japan during the *bakumatsu*; see below) or a geographical locus (e.g. Dutch-Japanese relations via Hirado; see below). The inventory of SCH in the form of built heritage, maritime heritage and museum collections was subsequently compiled by linking heritage objects and sites to the relevant themes. These themes are described in further detail below; the in-depth historical backgrounds are discussed under *Historic context*.

The chronological research themes are as follows:

1. **The *Liefde*. The start of Dutch-Japanese relations (1600-1609)** – The first Dutch ship to reach Japanese shores was the *Liefde*, which made its way to Japan in 1600. A small number of the surviving crew laid the basis for the trade relations that began nine years later.
2. **Dutch-Japanese relations via the Dutch trading post at Hirado (1609-1641)** – This period starts with the establishment of the first Dutch trading post in Japan, in the small fishing town of Hirado in Kyushu, southwest Japan.
3. **Dutch-Japanese relations via the Dutch trading post at Dejima, Nagasaki (1641-1853)** – This period starts with the forced removal of the Dutch to Dejima, Nagasaki and the ‘closing’ of Japan. In Japan this is known as the *sakokujidai*, or the ‘closed country period’. The Dutch on Dejima were the only Western foreigners allowed to trade with Japan and Dejima became Japan’s only corridor to Western sciences and ideas.
4. **Roles of the Dutch during the *bakumatsu* era (1853-1867)** – Steam warships from the United States forced Japan to reopen the archipelago to trade with other Western powers. This launched Japan into an era now called the *bakumatsu*, literally meaning ‘end of the curtain’. This period was marked by a struggle between parties that wanted progress and Westernization, led by the emperor of Japan, and parties that wanted things to stay the same under the feudal laws of the shogunate. The Dutch position in Japan shifted towards a minor advisory role, though the Dutch did play an important role in training a shogunate marine force in Nagasaki.
5. **Roles of the Dutch during the Empire of Japan (1868-1941)** – This theme relates to the period in which Japan turned to *o-yatoi gaikokujin* – foreigners hired to help Japan modernize at various levels. Amongst these foreigners were Dutch hydraulic engineers and workers hired to design and build a diverse range of civil engineering structures and innovations.
6. **Dutch-Japanese relations during WWII (1941-1945)** – This period marks the era when Japan and the Netherlands were at war with each other, mostly in the Dutch Indies.
7. **Dutch-Japanese post-war relations (1945-present)** – This period began after World War II, when Japan and the Netherlands slowly but surely regained mutual trust and strengthened political and cultural ties.

#### **Inventory of Japanese cultural heritage policy, experts and organizations**

An important part of the project concerned taking stock of governmental and non-governmental organizations and individuals involved with this particular heritage, with a view to ascertaining how Japanese policy on national and international cultural heritage is structured and implemented. This inventory also presents an overview of Japanese and Dutch organizations and experts connected with cultural heritage in order to facilitate future contact and cooperation for the RCE. This report concludes with recommendations for the RCE as regards opportunities for and impediments to cooperation with Japan, based on the needs on the Japanese side and what it might be able to offer the Netherlands in return. It also briefly discusses the best approach to dealing with the highly sensitive issue of WWII.

Based on the combined data about physical SCH and the organizations and individuals involved with this SCH, it was possible to make an assessment of the potential for cultural cooperation between the Netherlands and Japan.

---

## Geographic context

---

Japan is an island nation encompassing over six thousand islands. Of these, the four main islands are Hokkaido in the upper north (yellow), the 'mainland' of Honshu (blue), Shikoku (green) and Kyushu in the far

south (orange). The island of Okinawa is shown in the inset in figure 1 (Wikimedia, 2008). Home to approximately 127 million people, the Japanese land mass is comparable to that of Germany and the Benelux combined. However, over 50% of this area is mountainous and only about 15% is suitable for agriculture and habitation, leading to concentrations of people in large cities such as Tokyo and Osaka.

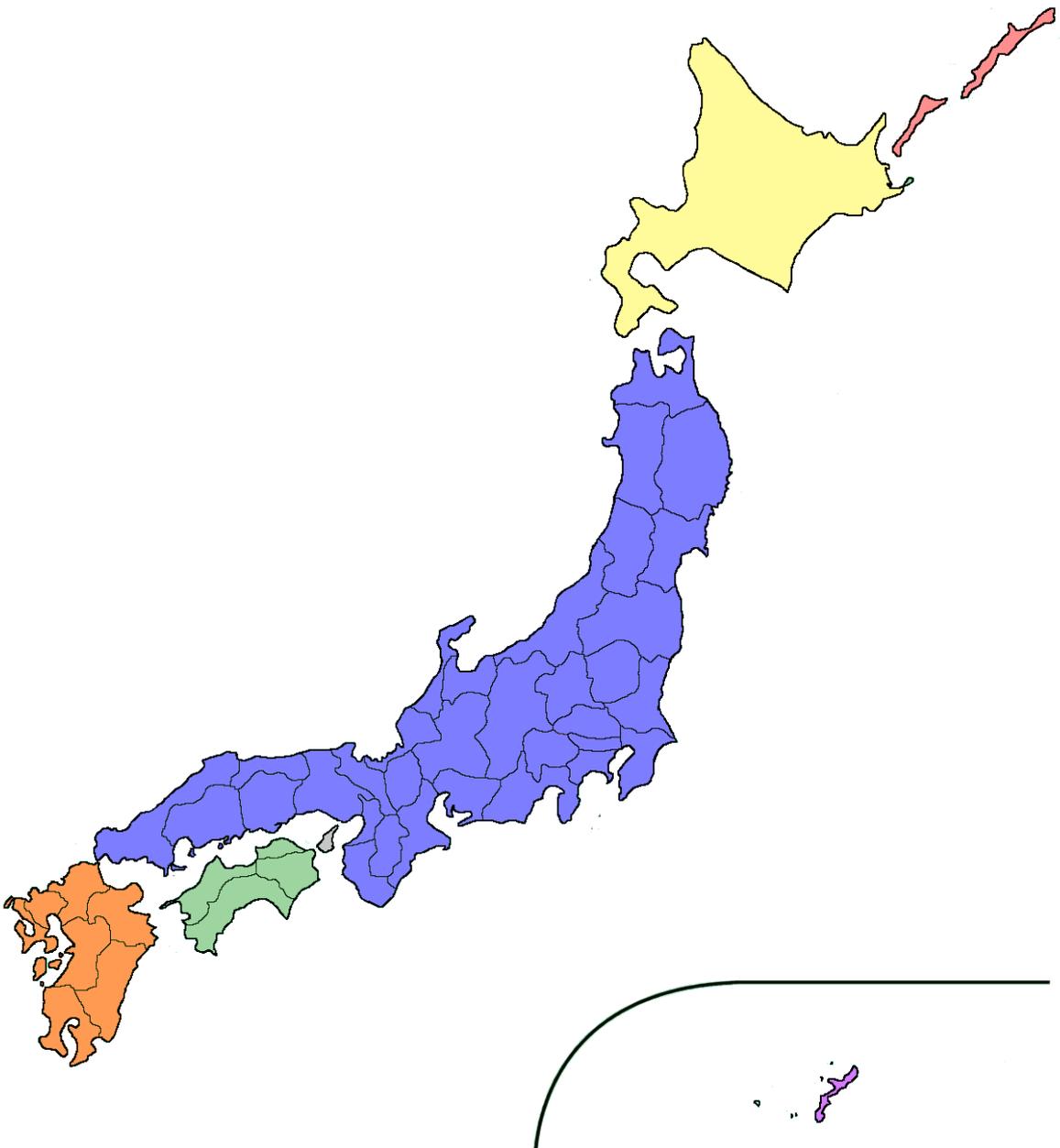


Figure 1 Japan and its main islands (Wikimedia, 2008)

As shown on the map below (figure 2), the islands are divided into eight regions (as indicated by the colours). In the same way that the Netherlands has provinces, Japan has smaller divisions within these regions known as 'prefectures', of which there are 47 (Wikimedia, 2007).

## Regions and Prefectures of Japan

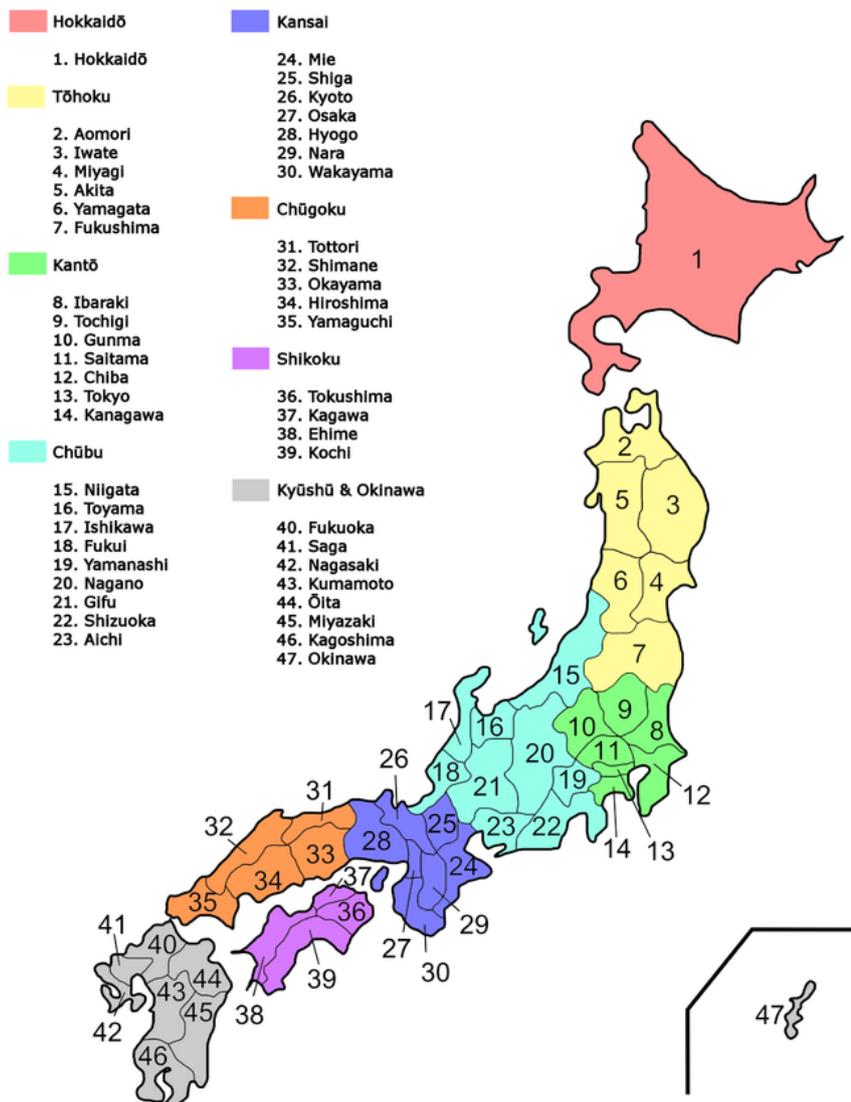


Figure 2 Regions and prefectures of Japan (Wikimedia, 2007)

---

## Historical context of Dutch-Japanese relations

---

### Theme 1: The *Liefde*. The start of the Dutch-Japanese relations (1600-1609)

In 1600, a galleon called the *Liefde* stranded on the shores of Bungo (present-day Usuki city). As the first Dutch ship to reach Japanese shores, the *Liefde*<sup>3</sup> and its crew would lay the foundations for future Dutch-Japanese relations. Commissioned by the Rotterdam or Magellan Company<sup>4</sup>, the *Liefde* set sail from Rotterdam in 1598 as part of a commercial expedition (figure 3) aiming to reach the east through the Strait of Magellan. The journey did not go as planned: out of a fleet of five ships, one vessel returned home, three were either captured or lost at sea, and only the *Liefde* just barely managed to reach the shores of Japan two years later (Goodman, 2000, p.9; Rummelink, 2000).

Only twelve out of the original 100 crew members survived the rough voyage. After the men had been brought into safekeeping and the ship confiscated, Japanese interest in these new foreigners grew. Who were these men? And why did they look so different from the pompous Portuguese merchants and Jesuit priests who had been coming to Japan since 1543?

<sup>3</sup> Meaning love or, in old Dutch, charity.

<sup>4</sup> The Rotterdam or Magellan Company was one of the early private Dutch sailing companies and has retrospectively been identified as a precursor (voorcompagnie) of the Dutch East India Company (VOC), which developed from a merger of several such companies in 1602.

While in Japanese hands, the *Liefde* made several more journeys until it was caught in a typhoon and foundered in Uraga bay, just south of Edo (present-day Tokyo). Without their vessel to take them home, the surviving Dutch crew members asked for alternative means of transport, but Tokugawa Ieyasu refused to allow them to leave the country, forcing them to stay in their foreign surroundings. In the years that followed, most found new ways to make a living. Some, such as the clerk Melchior van Santvoort and the merchant Jan-Joosten van Lodensteijn, were even allowed an occasional visit to Shogun Tokugawa Ieyasu's court (Mulder, 1985, pp.50-51). None, however, were as favoured as the Englishman William Adams, the pilot of the *Liefde* (Mulder 1985, pp.52-53; Blussé, Rummelink & Smits, 2000, p.18). As one of the few crew members healthy enough to represent the crew of the *Liefde* at the court of Tokugawa Ieyasu, he immediately caught Ieyasu's attention and was frequently asked to return to court. Eventually, Tokugawa Ieyasu personally appointed Adams to be his private advisor on foreign affairs. In their conversations, Adams explained to the shogun how Dutch Protestant beliefs differed from the Catholicism of the Portuguese, who as vassals of the Spanish crown were the archenemy of the Dutch. Realizing that the Japanese authorities were growing tired of the conversion-minded and intrusive activities of the Portuguese, whose Japanese Christian following seemed to be increasing daily, Adams explained that the Dutch were solely interested in trade, not in spreading the gospel, and so sparked Shogun Tokugawa Ieyasu's interest in the Dutch as a potential trading partner (De Lange, 2006).



Figure 3 The fleet of Mahu and De Cordes, including the *Liefde* and four other vessels, as pictured in a late 16<sup>th</sup>-century engraving (Wikimedia)

Meanwhile, the Dutch Republic had by no means forgotten the crew of the *Liefde*. With a growing number of Dutch ships following its trail to the east, word of the fate of the *Liefde* and her crew soon made its way home (Goodman, 2000, p.9). When the VOC was founded in 1602, new plans were contrived to initiate trade with Japan. At the same time, the surviving crew members in Japan learned that more Dutch ships were finding their way east. Some, such as Captain Quackernaek, were aching to return home, while others such as Melchior van Santvoort were keen to tap into the new flow of revenues by joining the newly established VOC (Rommelink, 2000).

After many requests, Van Santvoort and Quackernaek were finally allowed to leave the country in 1605. They were given an official *shuinjo*<sup>5</sup> pass affording them special leave, and the daimyo of Hirado provided them with a seaworthy vessel to make the voyage. Quackernaek and Van Santvoort reached a new Dutch outpost at Bantam in the northwest of the Indonesian island of Java in the same year, where they handed over their pass (Rommelink, 2000; De Lange, 2006). The pass was sent to the Republic, where the VOC was readying plans to set up trade with Japan. As part of their preparations, they turned to Adams, who they knew had become well-acquainted with Tokugawa Ieyasu. Letters were exchanged in 1608 and Tokugawa Ieyasu subsequently issued a *shuinjo* that explicitly gave the Dutch permission to trade. The stage was now set for trade relations to commence (Rommelink, 2000).

<sup>5</sup> The *shuinjo* was a trade pass adorned with the Tokugawa red seal.

### Theme 2: The Dutch at Hirado (1609-1641)

Thus it was that in 1609 the first two VOC ships called in at the harbour of Hirado, a small fishing town in the southwest of Japan. After an initial visit to the shogunate court at Edo by VOC representatives under the escort of Melchior van Santvoort that same year, a new *shuinjo* was furnished and the Dutch were allowed to establish their first trading post in Japan. Though the Dutch started out renting two warehouses during the first few years, slowly but surely they expanded their trade activities and consequently their trading post (figure 4), constructing various structures in the vicinity of Hirado including their own warehouses, water wells, a rope yard and a naval sawmill. For 32 years, myriad Dutch vessels called in at the harbour, bringing raw silk and other trade goods that were in high demand on the Japanese market, and in exchange exporting various wares, such as porcelain, to the Republic. Their greatest interest, however, lay in getting their hands on Japanese gold, silver and copper to reinvest in their steadily growing Asian trade network (Mulder, 1985).

As trade with Japan continued, however, local attitudes towards Christians and foreigners in general changed. In an effort to control growing Christian influences, the Tokugawa shogunate issued several anti-Christian edicts, leading to increasing prosecution of Portuguese Catholic priests and their Japanese followers during the period of the Dutch presence in Japan. The edicts implemented between 1614 and 1639, in particular, resulted in the execution of many Portuguese and Japanese Christians, while many more Christians, including the entire Portuguese community, were banned from the country at



Figure 4 The Dutch lodge as depicted in a 17<sup>th</sup>-century book by Montanus titled *Gedenkwaerdige Gesantschappen*, first printed in 1669 (Wikimedia)

the end of 1639 (Mulder, 1985, pp.180-188; Blussé, Rummelink & Smits, 2000, pp.30-32).

Meanwhile, the Dutch were still allowed to trade at Hirado, though this would soon change. In 1640, shogunate officials were sent to Hirado, ostensibly to inspect newly erected Dutch warehouses, but in reality they were under orders to find an excuse to force the Dutch to move to shogunate-controlled Nagasaki. While inspecting the warehouses, the authorities found one with a Christian construction date chiselled into its keystone. Under the pretext of violating the anti-Christian law, the Japanese authorities ordered the immediate dismantling of the Dutch trading post and compelled the Dutch to move to Nagasaki (Kazuhiro, 2000).

### Theme 3: The Dutch at Dejima, Nagasaki (1641-1853)

Anti-Christian attitudes had thus evolved into an overall anti-foreign attitude, with the Tokugawa shogunate determined to strictly monitor all ports and people who had dealings with foreigners. This ushered in a period of nationwide seclusion known as the *sakoku jidai* or 'closed country period', which the Tokugawa government hoped would keep Japanese cultural traditions safe from unwanted foreign influences. To further bolster this aim, the shogunate intended to make Japan self-sufficient, leaving only five individual locations open to the outside world. These locations were necessary to allow the import of specific wares and raw materials that the Japanese could not provide for themselves.

One of these locations was at Nagasaki. Here, the Dutch were compelled to reside on an artificial island called Dejima (figure 5) situated along the waterfront of Nagasaki city. For the next 212 years, the Dutch on Dejima

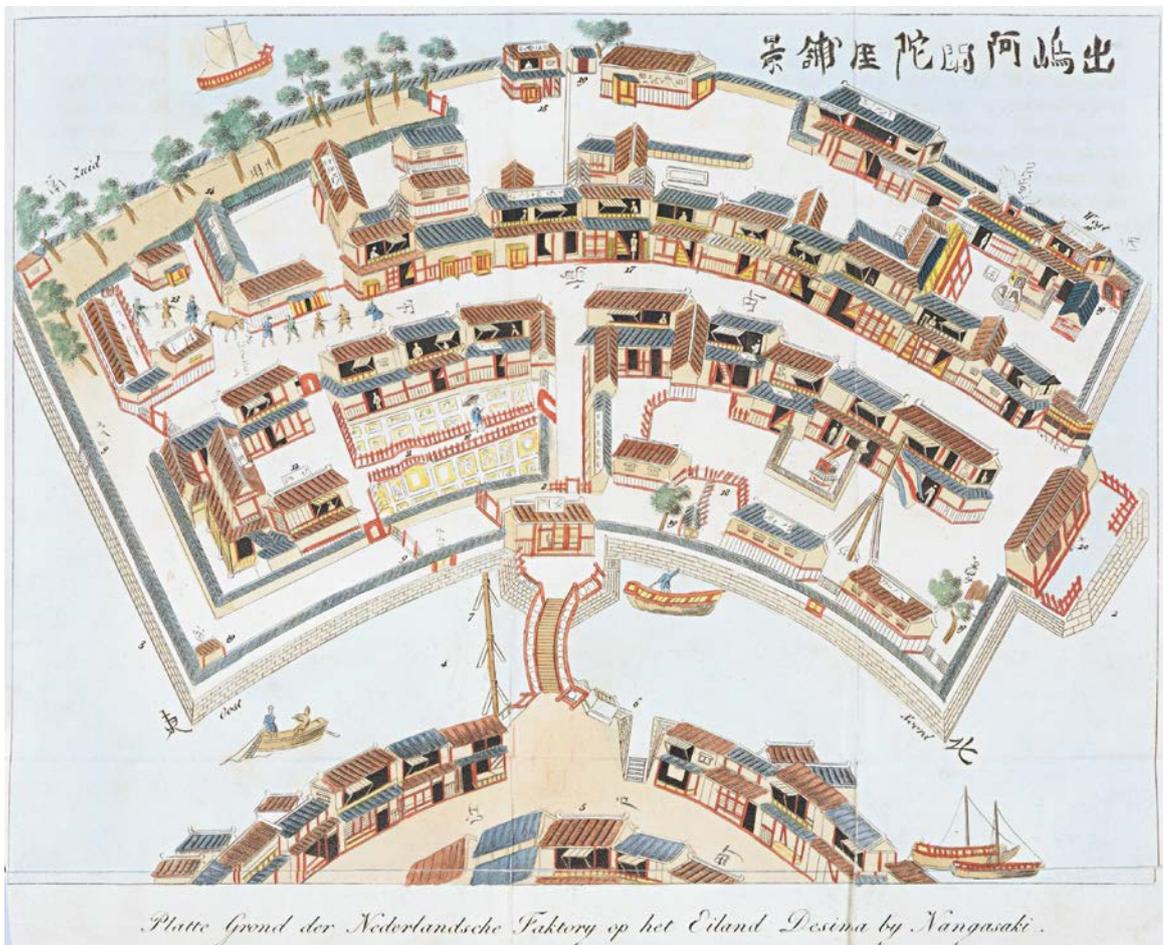


Figure 5 Dejima as drawn by VOC chief Isaac Titsingh (1745-1812) in his book *Bijzonderheden over Japan*, printed in 1824 and now in the collection of national library of the Netherlands in The Hague (Wikimedia)

were the only Westerners allowed to trade with Japan. They mainly provided raw silk, cotton, deer skins and sugar in exchange for Japanese copper, silver (until blocked to prevent source depletion), porcelain ware, lacquerware, camphor and rice. Though trade continued, the terms and conditions had changed drastically as the trade prices and copper export were now regulated. Not only were the Dutch subjected to economic restrictions, their freedom of mobility was limited as well, with the imposition of strict harbour entry procedures and a rule that a new chief of the Dutch trading post had to be appointed each year, with no possibility for reappointment. Furthermore, the Dutch were not allowed to leave the Dejima compound except with official consent from the Nagasaki authorities, and even then it was generally only under strict surveillance by guards. Not surprisingly, many who stayed on the island referred to Dejima as simply a luxurious prison (Blussé, Rimmelink & Smits, 2000).

An unique occurrence for the island was the arrival of the Dutch Titia Bergsma in 1817: the first western woman the Japanese on Dejima had ever encountered. Her husband, Jan Cock Blomhoff, was to replace Hendrik Doeff as chief of Dejima and even though it was strictly forbidden for the men to bring along their wives, Titia accompanied Blomhoff to Japan. She took their son Johannes, a servant and wet nurse Petronella with her. Titia's blond curly hair, long nose and cleavage stood out to the Japanese and served as inspiration to the local artists. Large amounts of sketches and images were made and today, Titia's likeness can still be found on countless Japanese souvenirs and porcelain items.

Thanks to some persuading by Hendrik Doeff, the women were allowed on land by the governor of Nagasaki, but it quickly became apparent that he regretted his decision. In September 1817, an imperial decree was pronounced that officially denied Titia access to Japan. And so she, Johannes and Petronella were forced to return home on December 4. Titia passed away in 1821, without ever having seen her husband again.

At the same time, however, Dejima became Japan's gateway to the world of Western science and ideas (Goodman, 2000). This is when the study of *rangaku*, meaning 'Western Studies' (*ran* is the character for 'Dutch', and *gaku* for 'study'), was born, whose scholars were known as *rangakusha*.

At first, the *rangakusha* were mainly members of Japanese families of interpreters, who had to learn the Dutch language in order to interpret both on Dejima and during the annual visits to the shogunate court. Later, interest in

studying the Western world spread to other layers of Japanese society. Even the shogunate government saw that keeping up with Western medicine and military arts, in particular, might directly benefit their national rule and installed an official group of *rangaku* scholars in the capital city of Edo<sup>6</sup>.

#### **Theme 4: Roles of the Dutch during the *bakumatsu* era (1853-1867)**

Though the Tokugawa reign had successfully kept the outside world at bay for over two centuries, more and more foreign forces were knocking on Japan's doors. In 1853, steam-driven warships led by Commodore Perry entered the harbour of Nagasaki and threatened the use of force if the United States was not soon allowed to trade with Japan. The Tokugawa government saw no other option but to reopen Japan's doors to the West. It would mark the dawn of a new period, later to become known as the *bakumatsu*, literally meaning 'the end of the curtain'.

Starting from 1853, the Dutch were no longer Japan's only Western trade partner, and soon trading ships from the United States and other countries such as England and France were making their way to Nagasaki. The shogunate was intimidated by the display of state-of-the-art technology and cultural diversity these countries brought with them but also, and more importantly, began to realize that the Dutch played virtually no role on the world stage compared to these other countries (Van Gasteren, Moeshart, Toussaint & De Wilde, 2000, pp.27-41).

In response to these changing odds, the Dutch sought to assume an advisory role, hoping to guide Japan into modernity whilst safeguarding their share in trade at the same time. Having opened its doors to the West, Japan now felt exposed to potential aggressors. It decided to build a naval defence fleet and so ordered several steam warships from the Dutch. Seizing this as an opportunity to establish its new role and surpass other countries in garnering Japanese goodwill, the Netherlands presented one of its newest steam-driven warships, the *Soembing*, to Japan as a gift. Apart from this, Japan also commissioned the Dutch to construct another six ships that were delivered in 1855 (Van Gasteren et al., 2000, pp.27-41).

Together with these ships, the Netherlands sent a contingent of marine officers of the Royal Dutch Admiralty who were to establish a Naval Training Centre (1855-1859) in Nagasaki, teaching subjects ranging from

<sup>6</sup> Present-day Tokyo.

sailing to mathematics and medicine. The Dutch also built the first Western shipyard and steam engineering factory here in 1863, where the Japanese were taught how to produce and maintain their own steamships. This shipyard would later grow to become the Mitsubishi Shipyard, transforming Nagasaki into one of the most important shipbuilding centres in Japan (Van Gasteren et al., 2000, pp.27-41).

Even as these developments were unfolding, Japan was descending into internal strife. As Western influences dragged the Japanese economy into a decline, a group of southwestern daimyo and samurai led by the daimyo of Satsuma and Choshu took matters into their own hands, gaining control over the young Emperor Meiji and seeking to reinstate imperial rule. This led to an outright civil war with the *Boshin Senso* (1868-1869), in which the shogunate army fought the pro-imperial southern forces (Jansen, 2002). The shogunate navy even fought one of the final battles of this war with its Dutch-made ships. Ultimately, the war ended in favour of the pro-imperial forces, leading to the reinstatement of the emperor during the Meiji Restoration in 1869.

#### **Theme 5: Roles of the Dutch during the Empire of Japan (1867-1941)**

In the wake of the Meiji Restoration, Japan witnessed numerous changes. Most of these changes, some of which will be discussed briefly below, were instigated by the growing presence of Western states in Asia, which the Japanese saw as posing a serious military threat<sup>7</sup> to the nation's stability. Yet, in order to compete with these foreign powers, which had been transformed by the Industrial Revolution and all the social and economic changes that came with it, the Japanese realized they had to embark on a revolution of their own. In an effort to grasp the new foreign ideas and technologies, the Japanese government hired foreign advisors called *o-yatoi gaikokujin*. By 1875, as many as 520 foreigners were employed by the Meiji government in advisory roles in the fields of industry (British), shipbuilding (France) and agriculture (Germany) (Van Gasteren et al., 2000). A small number of them were Dutch advisors hired for their expertise in water management and civil engineering. Under the lead of Chief Engineer Cornelis van Doorn (1837-1906), a total of six hydraulic engineers<sup>8</sup> and another four workmen came to Japan in 1872. They helped to modernize Japan's understanding of water management and at the same time provide practical

solutions by designing and installing numerous facilities such as harbours, dams and much more (Van Gasteren et al., 2000).

At the same time, important political reforms were imminent as well. Starting in the 1870s, civil rights movements were gaining increasing ground in Japanese politics. Though initially meeting with government opposition, their efforts eventually led to the establishment of a parliament and a Prussian-inspired constitution in 1889. This first-ever Japanese constitution protected rights such as freedom of speech and religion and guaranteed the separation of powers (*trias politica*) (Vande Walle, 2007, pp.263, 267).

In the decades that followed, Japan explored the borders of its political and military power on an international level, sparking off several wars including the Japanese-Russian war in 1900-1905 and involvement in World War I. By the 1920s, Japan's priority was to mend friendly relations with the United States in order to avoid political and economic isolation. Accordingly, Japan decided to respect each nation's rights in the Pacific and to acknowledge China's sovereignty by refraining from further military activities on the Asian continent (Vande Walle, 2007, p.328).

Yet with Japan in a chronic state of economic and social crisis, it did not take long for the military party to gain power, cashing in on Japan's success in Manchuria and the public's desire for swift reforms. Before long, the country was led by a single-party military regime with nationalist and fascist tendencies. Growing tensions between Japan and China eventually led to the Manchurian War, which finally ended with a ceasefire in 1933 (Vande Walle, 2007, pp.320, 321, 328, 349, 352, 353).

#### **Theme 6: Dutch-Japanese relations during WWII (1941-1945)**

World War II was the first and only break in friendly relations between Japan and the Netherlands. Seeking to secure raw materials and create the so-called Greater East Asia Co-Prosperity Sphere, it invaded the Dutch East Indies, now Indonesia, a Dutch colony rich in raw materials such as oil, rubber and spices, on 10 January 1942. After two months of fighting, the Royal Netherlands Indian Army surrendered. Approximately 40,000 Dutch soldiers were taken captive and sent to prison camps and many civilians were sent to labour camps all over Japan.

<sup>7</sup> Britain had already waged a successful war against China (Jansen, 2000, p.466).

<sup>8</sup> For more on Van Doorn and his companions, see p.49 below.

The Japanese occupation of the Dutch East Indies eventually led to that country's independence. After the war, the Netherlands lost its status as a major colonial power and Japan was occupied by American forces until 1951 (Dutch Embassy in Japan, n.d.).

**Theme 7: Dutch-Japanese post-war relations  
(1945-present)**

Between 1945 and 1952 there were no formal relations between the Dutch and Japanese governments. During the Allied occupation of Japan, the Netherlands was part of the Far Eastern Commission (FEC) that provided the Allied Forces with some say in the American governance of Japan (Blussé, Rummelink & Smits, 2000, p.239).

After the start of the Korean War in 1950, the US wanted nothing more than to make peace with Japan in order to gain an ally against communism in Asia. The Dutch government supported the American policy wholeheartedly and a peace treaty between Japan and the Netherlands was soon achieved with the signing of the Yoshida-Stikker Agreement. However, its actual implementation took several years, with talks running from 1951 until 1956, when the treaty protocol was finally signed (Blussé, Rummelink & Smits, 2000, p.247). Following the San Francisco Peace Treaty of 1951, Japanese-Dutch relations came to revolve around the regulation of trade operations (Blussé, Rummelink & Smits, 2000, p.248). In 1965, the Dutch Economic Affairs

Minister J.M. den Uyl headed the first trade mission to Japan, leading to the creation of a separate chamber for trade contacts within Japan's organized business world (Blussé, Rummelink & Smits, 2000, p.251).

In 1983, relations between Japan and the Netherlands received a boost with the opening of the Holland Village theme park near Nagasaki. A great success, this project was subsequently expanded in 1993 with the opening of Huis ten Bosch, surpassing Holland Village both in scale and content and showcasing replicas of Dutch buildings alongside attractions and several museums (Dutch Embassy in Japan, n.d.).

The year 2000 marked 400 years of relations between Japan and the Netherlands. In both nations, committees were established to prepare and conduct commemorative events, with more than 400 events taking place in Japan in that year alone. Nine years later, 400 years of formal commercial ties between Japan and the Netherlands were celebrated. Commemorative activities were once more held in both countries, including arts-related and economic events and academic exchanges. A series of high-level visits also took place during this time, among others by the then minister president of the Netherlands Jan Peter Balkenende in October 2009 who visited Japan as a state guest on invitation of the Japanese government (Dutch Embassy in Japan, n.d.).



Figure 6 Plaque of Jan-Joosten van Lodensteyn in Yaesu, Tokyo (Butch, 2007).

# 1 The Liefde (1600-1609)

## 1.1 Introduction

Throughout the history of Dutch-Japanese affairs, the arrival of the *Liefde* on Japanese shores has fairly consistently been cited as the pivotal event that marked the start of Dutch-Japanese relations. The period from 1600 to 1609 covered by this theme can best be described as a time when the surviving crew of the *Liefde* explored their prospects in and outside Japanese society. Though twelve crew members actually survived the trip to Japan, only William Adams, Jan-Joosten van Lodensteijn and Melchior van Santvoort made an impact that was significant enough to be remembered. But whereas Van Santvoort is remembered only in written records, Van Lodensteijn and especially Adams have also left their mark in place names, recent statues and other types of memorials (Blussé, Rimmelink & Smits, 2000).

### 1.1.1 William Adams and his burial site

Adams' fame spread nationwide when he came to be appointed Shogun Tokugawa Ieyasu's personal advisor on foreign affairs, putting him on close terms with the shogun. His efforts were greatly rewarded as the shogun personally granted him samurai swords and several residences. He was also honoured in place names. The Anjin-machi in Tokyo, for instance, means the 'Pilot quarter' and is said to have been named after William 'Anjin' or 'the Pilot' Adams.

Adams died twenty years after first setting foot in Japan on 16 May 1620. Today, Adams is believed (Miyanaga & Stetson, 1996) to be buried in Sakigata Park, Hirado, where researchers have found the remains of someone who was probably buried in a wooden coffin. In 1954 a grave marker was placed at the suspected final resting place of William Adams.

### Overview of maritime heritage locations related to Theme 1

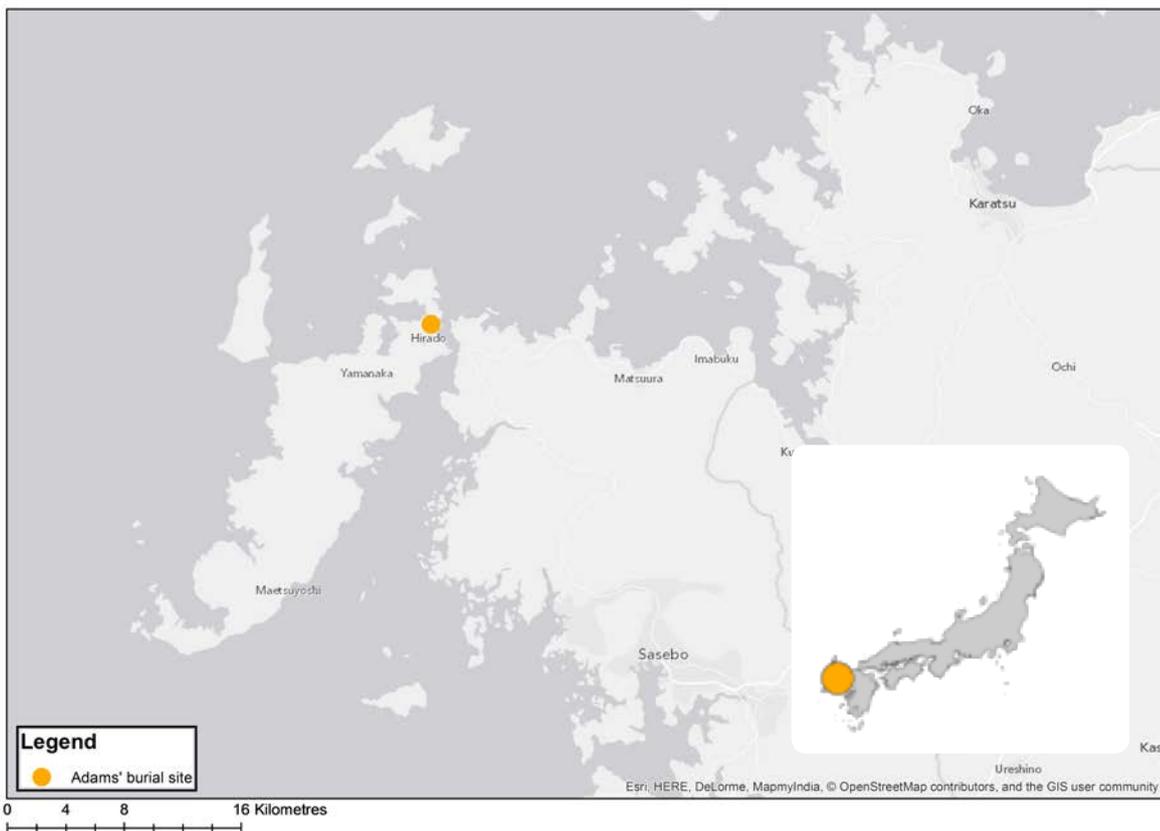


Figure 7-a The orange dot represents the location of William Adams' burial site (ESRI, 2012)

---

### 1.1.2 Jan-Joosten and the Yaesu district

---

The Yaesu station and the adjacent Yaesu district in Tokyo both bear a name reminiscent of Jan-Joosten van Lodensteijn, whom the Japanese phonetically called Yan Yaesu or simply Yaesu. Van Lodensteijn had also become acquainted with Shogun Tokugawa Ieyasu. He and Adams both acquired trading privileges in the form of personal *shuinjos*. Throughout Tokyo, several modern memorials in the form of plaques and statues can still be found that are dedicated to Van Lodensteijn (Mulder, 1985; Blussé, Rummelink & Smits, 2000).

---

### 1.2 Built heritage

---

Despite the relative success of the surviving crew of the *Liefde* in resettling in Japan, no traces of built heritage relating to this period have been found so far.

---

### 1.3 Maritime heritage

---

As mentioned under *Historical context* above, sometime after having stranded in the bay of Bungo in 1600, the *Liefde* was confiscated by the Japanese authorities and subsequently lost in a typhoon in Uraga bay just south of what is now Tokyo. To this day, the question remains as to whether it sank and is still waiting to be found or if it was salvaged by the Japanese and scrapped ashore. During the inventory project, efforts were launched to set up a research programme to survey the ocean floor at the expected wreck site in Uraga-wan, Tokyo, and thus answer this question once and for all. These efforts are still in development.

### Overview of maritime heritage locations related to Theme 1

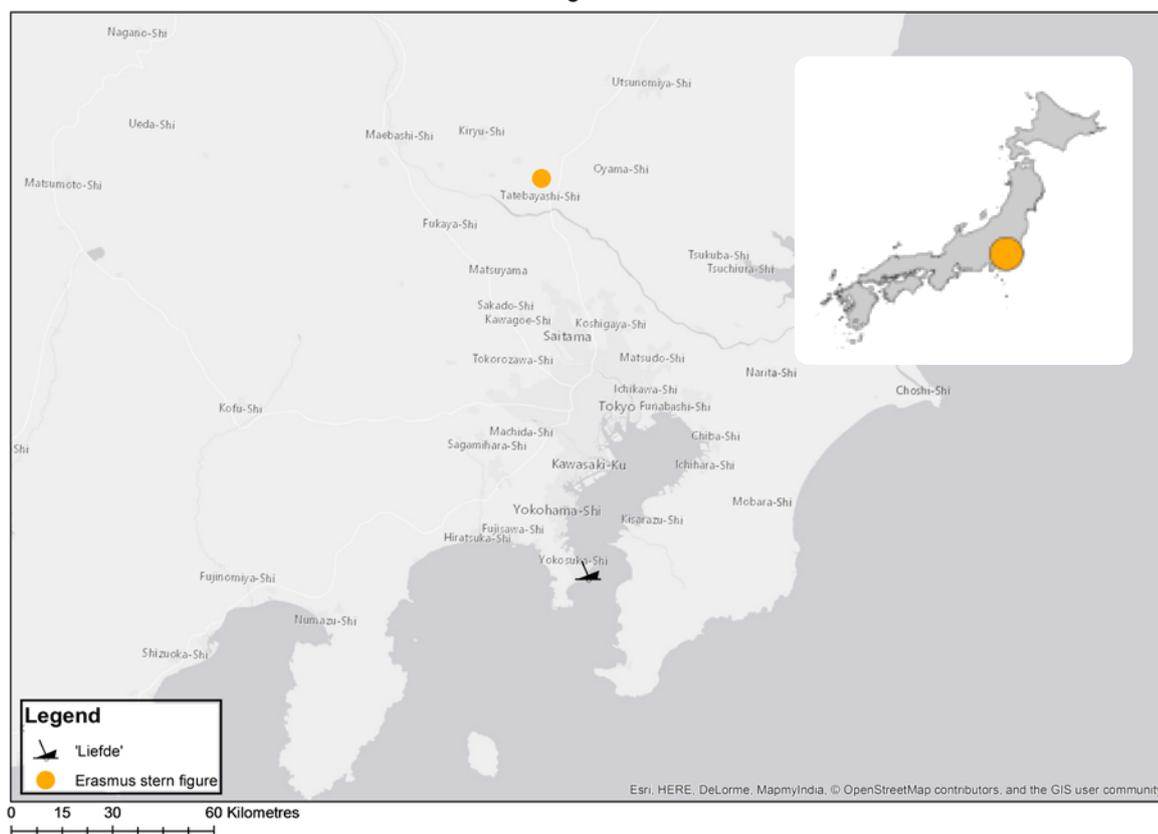


Figure 7-b The orange dot represents the site where the *Liefde* is suspected to have sunk in Uruga bay near Tokyo (ESRI, 2012)

#### 1.4 Museum collections

To date, the only surviving physical object related to the shipwrecked *Liefde* to have been found is a wooden statue that was once attached to the stern of the ship. How and when the statue was removed from the ship is not clear. However, in one of William Adams' letters describing the fortunes of the *Liefde* and its crew in Japan, Adams recounts that on the day the vessel ran aground on the Japanese shore (20 April 1600), it was immediately mobbed by local fishermen who 'stole all things they could steal' (De Lange 2006, pp.163-164). This statue may well have been among the items looted from the ship. Its connection with the *Liefde* seems to have been forgotten until it was spotted in the treasury collection of the *Ryuko-in* in Sano City, Tochigi Prefecture, by Dr Naojiro Murakami in 1920. When he found it, the statue was being honoured as Kateki-sama, a Chinese shipwright credited with the invention of shipbuilding; yet Murakami believed it actually depicted Erasmus, the Dutch Catholic humanist who became a figurehead for the Protestant

movement in the 16<sup>th</sup> century. This was later verified through consultations with experts in the Netherlands. According to various sources, the ship's original name was in fact the *Erasmus*, but it was renamed the *Liefde* before setting sail from Rotterdam in order to complement the names of the other ships in the fleet of Mahu and De Cordes (Mulder, 1985; Blussé, Rimmelink & Smits, 2000). Today, the Erasmus statue is on display in the Tokyo National Museum and is designated as an Important Cultural Property<sup>9</sup>.

<sup>9</sup> See the chapter on Cultural heritage policy for an overview of protected heritage designations and their legal definitions.

### Ryukuo-in private collection

<b>Collection size</b>	Unknown
<b>Collection period</b>	Late 16 <sup>th</sup> century, early 17 <sup>th</sup> century
<b>Object types</b>	Wooden stern figure
<b>Current location</b>	Ryukuo-in (龍江院), Sano-shi (佐野市), Tochigi Ken (栃木県), Japan
<b>Remarks</b>	Phone: (+81) 0283-23-6063

### 1.5 Experts

Name	Profession	Organization
<b>HAYASHIDA Kenzo</b> (林田 憲三)	Director	Asian Research Institute for Underwater Archaeology



Figure 8 Statue of Erasmus, stern figure from the galleon the *Liefde*. Oak with polychrome (Wikimedia, 2012)



Figure 9 A memorial marker designated to William Adams on the suspected burial site of William Adams in Hirado City (Derksen, 2013).



Figure 10 A 17<sup>th</sup> century Western anchor most likely of Dutch origin as found in 1782 and now on display in the Oranda Shokan, Hirado City (Derksen, 2013).

# 2 Hirado (1609-1641)

## 2.1 Introduction

Despite the relatively short time that the Dutch stayed at Hirado (1609-1641), various structures of Dutch-Japanese design were built there during this period (Mulder, 1985). Though most later had to be demolished (see *Historic context* above), a few of these structures have actually survived to this day, some above ground level, some in the ground.

## 2.2 Built heritage

Most of the built heritage is concentrated at the north end of Hirado bay.

Overview of built heritage locations related to Theme 2

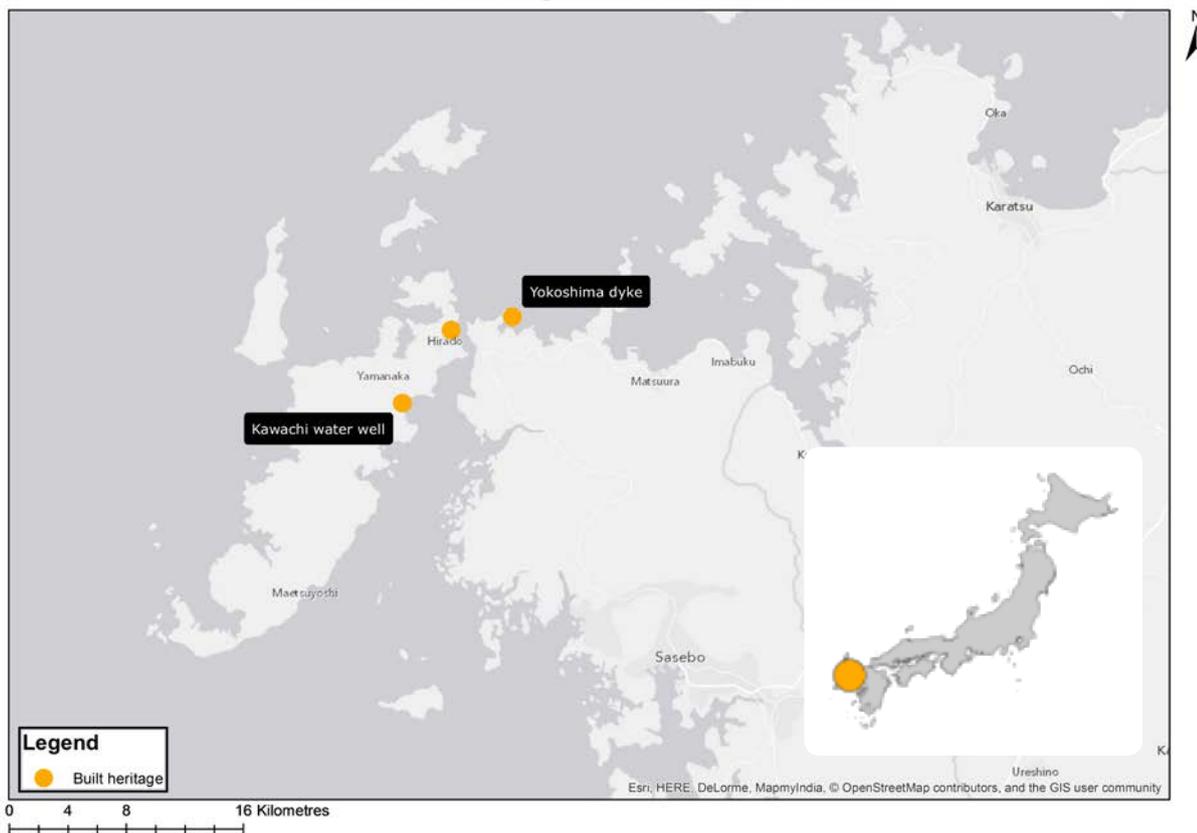


Figure 11 Built heritage sites related to theme 2 are represented by the orange dot (ESRI, 2012)

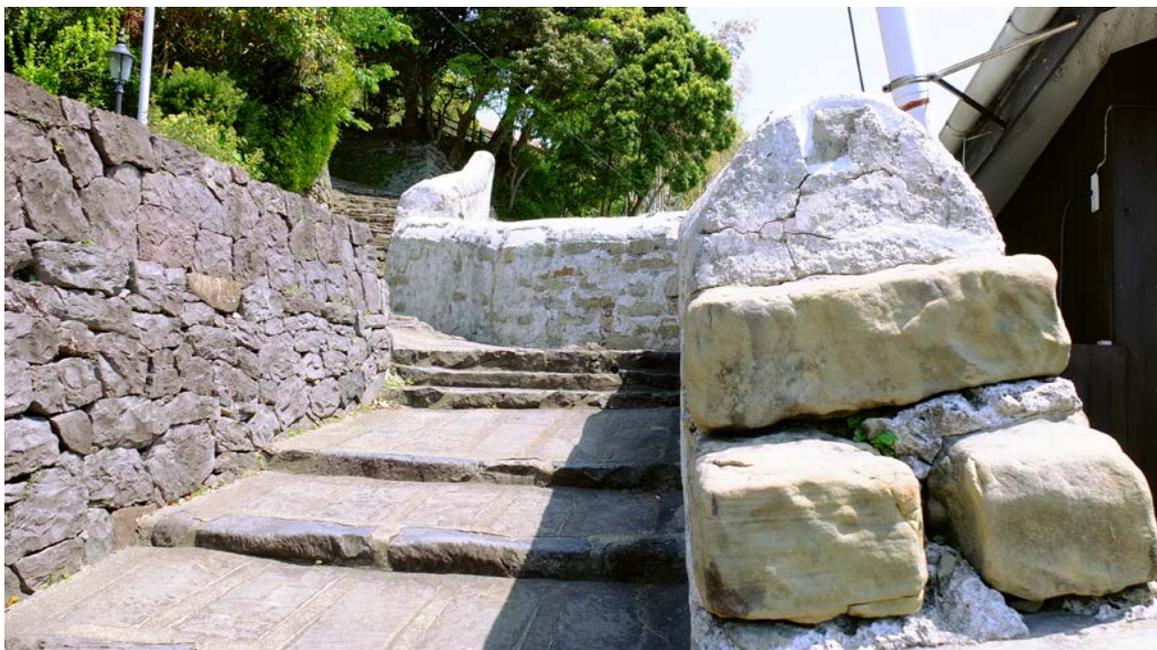


Figure 12 Part of the Dutch wall running up on the hill adjacent to the former Dutch site in Hirado city (Derksen, 2013)

### 2.2.1 Dutch wall

<b>Object name</b>	Dutch wall ( <i>Oranda hei</i> , オランダ塙)
<b>Construction date</b>	1612-1640
<b>Legal status</b>	National Historic Site (1922)
<b>Current location</b>	Okubo-cho, Hirado-shi, Nagasaki-ken (Japanese: 長崎県平戸市大久保町2477番地)
<b>Remarks</b>	Phone: (+81) 0950-22-4111 (Hirado City) E-mail: welcome@city.hirado.lg.jp

One structure is a partially intact wall that once enclosed the former Dutch grounds at Hirado. Locally known as the *Oranda hei* or 'Dutch wall', this structure is approximately 2m high and 30m long. There is also a detached part of the wall that is incorporated into the main structure of a private residence, while another part still runs along the *Oranda shokan* (Hirado Dutch Trading Post, 2014).



Figure 13 One of two water wells made by the Dutch in the first half of the 17th century (Derksen, 2013)

### 2.2.2 Two Dutch water wells

<b>Object name</b>	Dutch well ( <i>Oranda ido</i> , オランダ井戸) or 'Dutch river' ( <i>Orangawa</i> , 阿蘭川)
<b>Construction date</b>	1609-1640
<b>Legal status</b>	National Historic Site (1922)
<b>Current location</b>	Okubo-cho, Hirado-shi, Nagasaki-ken (Japanese: 長崎県平戸市大久保町2477番地)
<b>Remarks</b>	Phone: (+81) 0950-22-4111 (Hirado City) E-mail: welcome@city.hirado.lg.jp

Other structures within the premises of the former Dutch site are two water wells dating from the 17<sup>th</sup> century. The oldest is round and made from basalt stones that were neatly cut to resemble bricks. The other well is square and also made of cut stones. Both wells are approximately 2m wide and 8m deep (Hirado Dutch Trading Post, 2014).



Figure 14 The Dutch landing steps and part of the quay in Hirado city (Derksen, 2013)

### 2.2.3 Dutch quay and stairs

<b>Object name</b>	Dutch quay ( <i>Oranda futo</i> , オランダ埠頭) and Dutch stairs ( <i>Oranda kaidan</i> , オランダ階段)
<b>Construction date</b>	1609-1640
<b>Legal status</b>	National Historic Site (1922)
<b>Current location</b>	Okubo-cho, Hirado-shi, Nagasaki-ken (Japanese: 長崎県平戸市大久保町2477番地)
<b>Remarks</b>	Phone: (+81) 0950-22-4111 (Hirado City) E-mail: <a href="mailto:welcome@city.hirado.lg.jp">welcome@city.hirado.lg.jp</a>

Another structure is situated on the waterfront. Leading into the water are the landing steps once used for loading cargo from and onto the shore during low tide. The adjacent quay that runs alongside the new road is also a remnant from the Dutch past. Researchers believe it outlines the Dutch quay as it was in 1640 (Hirado Dutch Trading Post, 2014).



Figure 15 The 'Dutch bridge' in Hirado city (Derksen, 2013)

#### 2.2.4 Saiwai or Oranda Bashi

<b>Object name</b>	<i>Saiwai bashi</i> ('Happy bridge') or <i>Oranda bashi</i> ('Dutch bridge')
<b>Construction date</b>	1669/1702
<b>Legal status</b>	Unknown
<b>Current location</b>	Hirado-shi, Nagasaki-ken (Japanese: 長崎県平戸市)
<b>Remarks</b>	Phone: (+81) 0950-22-4111 (Hirado City) E-mail: <a href="mailto:welcome@city.hirado.lg.jp">welcome@city.hirado.lg.jp</a>

The *Saiwai bashi* ('Happy bridge') in Hirado is also known as the *Oranda bashi*, meaning the 'Dutch bridge'. Built in 1669, the bridge is one of the first stone bridges in Japan constructed using a European arch technique and, as local legend has it, was partially constructed with stones taken from the Dutch stone warehouses that were demolished in 1640-1641 (see *Historic context*, p.9), hence the name *Oranda bashi*. Unfortunately, it has not yet been possible to establish whether this is in fact the case.

#### 2.2.5 Kawachi roadstead

<b>Object name</b>	Kawachiura roadstead
<b>Construction date</b>	1609-1640
<b>Legal status</b>	Unknown
<b>Current location</b>	Kawachiura, Kawachi-cho, Hirado-shi, Nagasaki-ken (Japanese: 長崎県平戸市)
<b>Remarks</b>	Phone: (+81) 0950-22-4111 (Hirado City) E-mail: <a href="mailto:welcome@city.hirado.lg.jp">welcome@city.hirado.lg.jp</a>

As Hirado bay proved too small to accommodate large Dutch vessels, the Dutch turned to Kawachi bay, a wide bay less than 5km south of Hirado. This became the main roadstead to shelter large ships lying at anchor. Kawachi bay became a popular place for local tradesmen and craftsmen to settle, as the vessels of the Dutch and neighbouring English trading houses based here at the time required a great deal of maintenance, and thus generated a lot of business. During its heyday, Kawachi must have been a flourishing port, as it even had brothels and houses of entertainment catering for the sailors (Mulder, 1985).

Despite this vivid history, no other tangible remnants besides a water well remain. This water well is built in European fashion and still stands along the shore of Kawachi bay (Hirado Dutch Trading Post, 2014).

---

### 2.2.6 Yokoshima

---

<b>Object name</b>	Yokoshima or <i>Compagnie's Eijlant</i> ('Company's islet')
<b>Construction date</b>	1616-1640
<b>Legal status</b>	Unknown
<b>Current location</b>	Yokoshima, Hirado-shi, Nagasaki-ken (Japanese: 長崎県平戸市)
<b>Remarks</b>	Phone: (+81) 0950-22-4111 (Hirado City) E-mail: <a href="mailto:welcome@city.hirado.lg.jp">welcome@city.hirado.lg.jp</a>

Yokoshima, an islet approximately 4km northeast from Hirado, was called the *Compagnie's eijlant* ('Company's islet', the company being the VOC) by the Dutch. The islet had been granted to the VOC by the local lord of the Matsuura clan around the year 1616 (Derksen, 2014) and was used for multiple purposes, ranging from keeping cattle to storing rice to producing cables for ships in the rope yard (Kato, 2012; Derksen, 2014). The island still has a dyke structure thought to date back to the 17<sup>th</sup> century and possibly built on the orders of the VOC. Investigations on this small islet are ongoing, as researchers are keen to find traces of the old rope yard and any other structures and objects. The most recent excavations in Hirado (2015) have led to the discovery of the foundations of the rope yard and what was probably the overseer's house.

The islet was also used as a burial place, and one Western-style granite grave marker can still be found here as well, though it is not known at present if this grave is of VOC heritage. Considering the growing anti-Christian sentiment during the final years of the Dutch at Hirado, resulting in the destruction of the Dutch graveyard on Yokoshima, researchers suspect this grave is of more recent date (Kato, 2012).

---

### 2.2.7 Other sites

---

Other sites within the vicinity of Hirado city were used by the Dutch as well, though no tangible remains have been found. One is Furutachi (古館), where the Dutch had a naval sawmill, another is a small islet called Kurokojima (黒子島) lying just off Hirado harbour, where the Dutch are said to have had a lookout (Kato, 2012).

## 2.3 Maritime heritage

### 2.3.1 Building foundations

<b>Object name</b>	Dutch Trading Post ( <i>Oranda shokan</i> , オランダ商館)
<b>Construction date</b>	1636-1639
<b>Legal status</b>	National Historic Site (1922)
<b>Current location</b>	Okubo-cho, Hirado-shi, Nagasaki-ken (Japanese: 長崎県平戸市大久保町2477番地)
<b>Remarks</b>	Website: <a href="http://hirado-shoukan.jp/">http://hirado-shoukan.jp/</a> (English version also available) E-mail: shokan1639@matsura.or.jp

Several building foundations have been preserved in situ, two of which once supported two-storey warehouses. Construction of the first building started in 1636 and was completed in 1637, followed by construction of the second building from 1637 until 1639 (Hagiwara & Kato, 2002). The year 1637 is thought to have been chiselled into the keystone of the later warehouse, with fateful implications, for the Christian date inscription was what eventually prompted the Japanese authorities to order the Dutch to demolish their buildings and move the trading post to Dejima. The main warehouse was reconstructed in 2011 by Hirado city (figure 16) and today is a museum dedicated to the VOC era in Hirado.

Overview of maritime heritage locations related to Theme 2

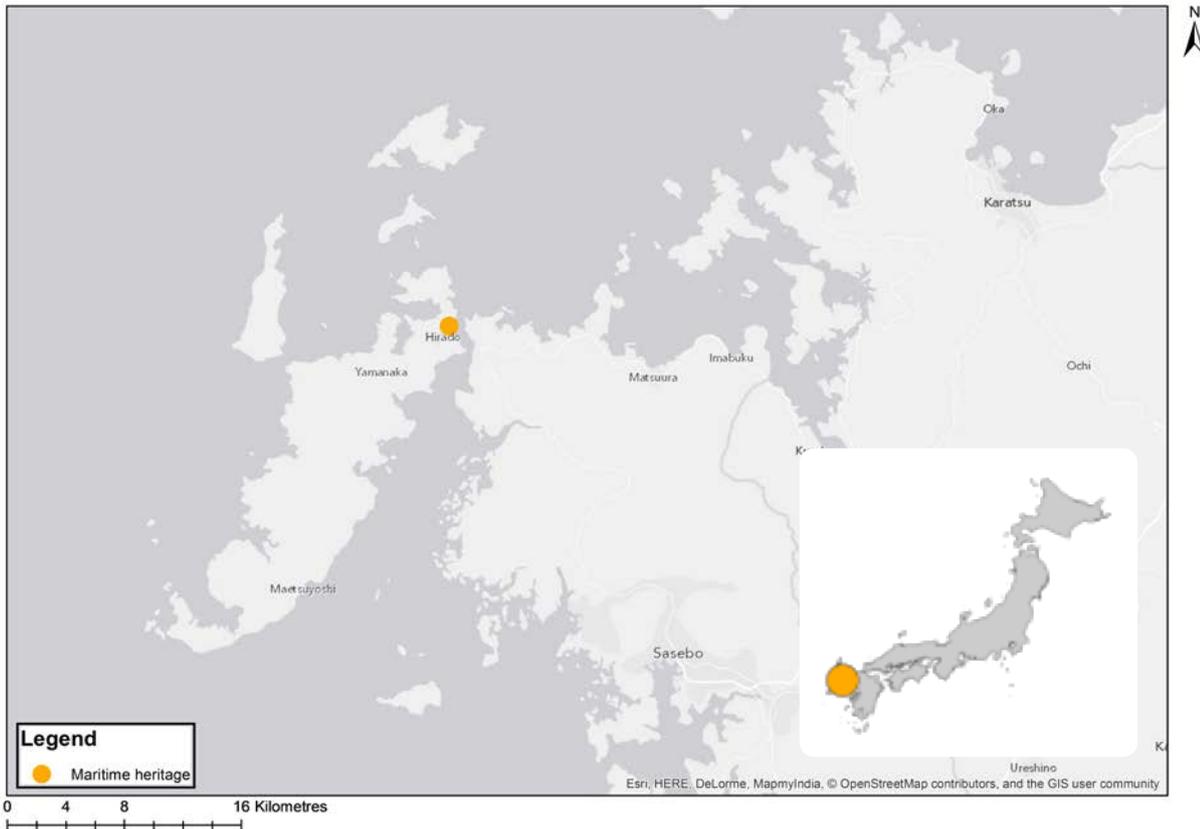


Figure 16 Maritime heritage sites related to theme 2 (ESRI, 2012)



Figure 17 The Dutch Trading Post (Manders, 2014)

### 2.3.2 Sea wall

<b>Object name</b>	1610 sea wall
<b>Construction date</b>	1610-1612
<b>Legal status</b>	National Historic Site (1922)
<b>Current location</b>	Okubo-cho, Hirado-shi, Nagasaki-ken (Japanese: 長崎県平戸市大久保町2477番地)
<b>Remarks</b>	Website: <a href="http://hirado-shoukan.jp/">http://hirado-shoukan.jp/</a> (English version also available) E-mail: <a href="mailto:shokan1639@matsura.or.jp">shokan1639@matsura.or.jp</a>

On the site of the former Dutch trading post a sea wall dating from 1610 is preserved in situ, currently marked by cut stones. A light beacon stands at the corner of the present-day quay, which is a replica of a beacon described in Dutch diaries and found in an old image of the Dutch trading post at Hirado. The original beacon is thought to have stood in exactly the same spot at the time of the Dutch presence and must have helped ships to navigate (Hirado Dutch Trading Post, 2014).

### 2.3.3 Chief's house foundations

<b>Object name</b>	Chief Caron's house
<b>Construction date</b>	1639-1640
<b>Legal status</b>	National Historic Site (1922)
<b>Current location</b>	Okubo-cho, Hirado-shi, Nagasaki-ken (Japanese: 長崎県平戸市大久保町2477番地)
<b>Remarks</b>	Website: <a href="http://hirado-shoukan.jp/">http://hirado-shoukan.jp/</a> (English version also available) E-mail: <a href="mailto:shokan1639@matsura.or.jp">shokan1639@matsura.or.jp</a>

In 2012, excavations at the top of the hill adjacent to the site of the former Dutch trading post revealed the European-style stone foundations of a residence, thought to be the former residence of VOC Chief François Caron (Hirado Board of Education, n.d.).



Figure 18 Dutch anchors and a Chinese anchor on display in front of the Hirado Municipal Building (Derksen, 2013)

### 2.3.4 Anchors

<b>Object name</b>	Dutch anchors
<b>Construction date</b>	Late 16 <sup>th</sup> , early 17 <sup>th</sup> century
<b>Legal status</b>	Unknown
<b>Current location</b>	Hirado Municipal Building, Hirado, Nagasaki-ken (Japanese: 長崎県平戸市岩の上町1508番地3)
<b>Remarks</b>	Number of objects: 2 Phone: (+81) 0950-22-4111 (Hirado City) E-mail: welcome@city.hirado.lg.jp

Though protected by a roof overhead, the anchors are heavily eroded and exposed to the outside air as the space in which they are displayed is partly open. The anchors therefore seem in danger of further decay due to air humidity and oxidization. Rescue of these objects is recommended to prevent further decay, particularly in view of the scarcity of original objects related to the VOC era (see *Museum collections* in this theme below). It is not yet clear if the Hirado Municipality has plans for these anchors.

Just outside the Hirado Municipal Office stands a shed-like structure set off with bars in which three anchors are preserved. One is a stone anchor of Chinese origin, the other two are iron anchors most likely of Dutch origin. Of these, one is relatively small and was found in Hirado bay, the other is larger and was found in Kawachi bay. Both bays were used as roadsteads for Dutch and English ships at anchor (Hirado Board of Education, n.d.).

### 2.3.5 Shipwreck sites

The map<sup>10</sup> below shows sites where VOC ships are known to have wrecked during the period that the VOC was at Hirado, 1609-1641.

#### Potential

The Dutch and English records explain that even though the Kawachi roadstead was a safe haven for large ships, numerous anchors were lost and various vessels foundered when typhoons hit the area. Though no shipwrecks have yet been found, two anchors of probable Dutch origin have been dredged up in Kawachi bay, while another smaller one was dredged up in Hirado bay. These finds have raised expectations that other material may be waiting to be found.

<sup>10</sup> For a full and detailed list of shipwrecks, including vessel names and the dates on which they sank, refer to Appendix 1. All of the names in this list can be found in the WIS database; see <http://www.maritiemprogramma.nl/WIS.htm>.

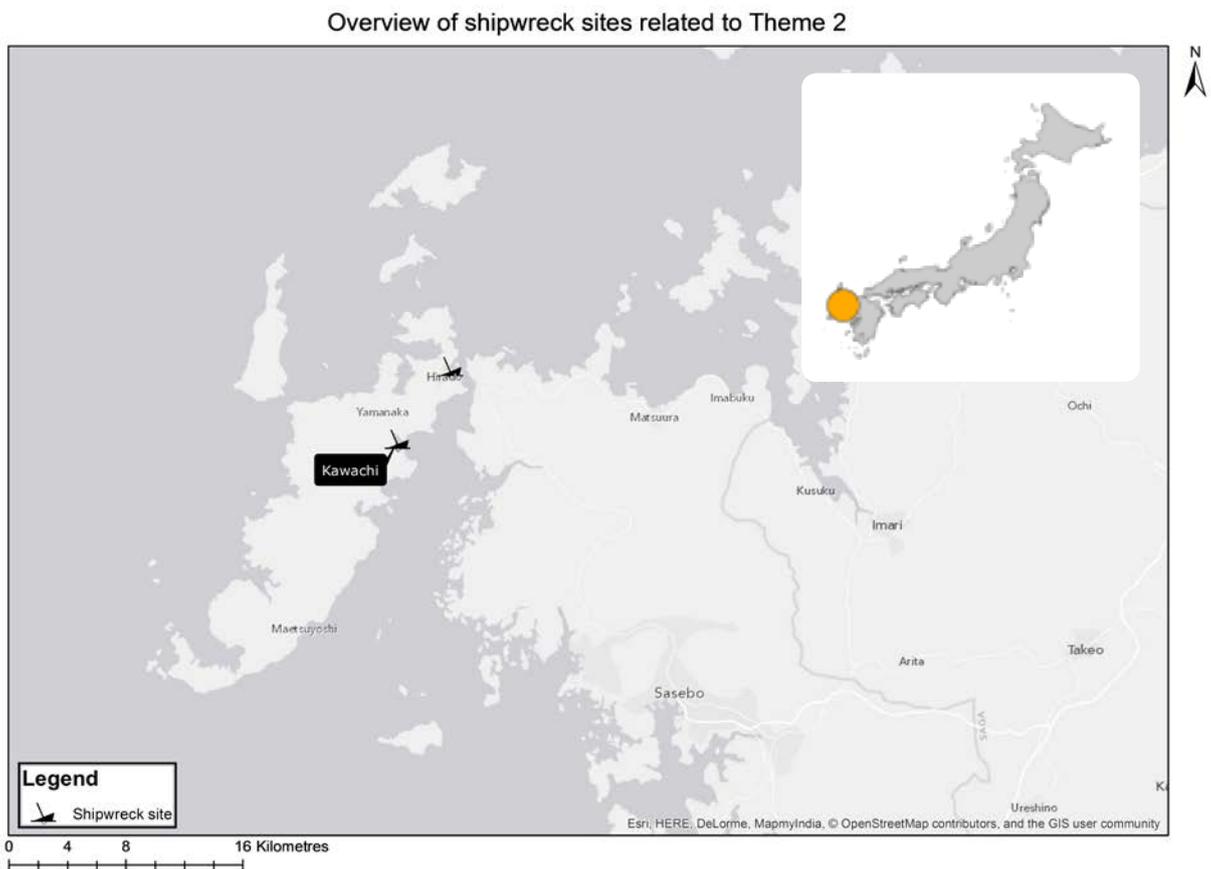


Figure 19 Shipwreck sites related to theme 2 (ESRI, 2012)

## 2.4 Museum collections

### 1. Matsura Historical Museum

<b>Collection size</b>	More than 75 objects
<b>Collection period</b>	c. 1627–1782
<b>Object types</b>	Decorative and functional objects including a large figurehead from a Dutch ship, a celestial globe (1700), glass bowls, a pistol and Dutch books; also a document from 1782 regarding a 'barbarian anchor', designated as a tangible cultural heritage object by the Nagasaki prefecture
<b>Current location</b>	859-5152 Nagasaki-ken, Hirado, Kagamigawacho 12 banchi (Japanese: 〒859-5152 長崎県平戸市鏡川町12番地)
<b>Remarks</b>	Website: <a href="http://www.matsura.or.jp/">http://www.matsura.or.jp/</a> (no English version available) E-mail: <a href="mailto:kuga@matsura.co.jp">kuga@matsura.co.jp</a> (Takashi Kuga, Museum Exhibition Coordinator)

### 2. Hirado Dutch Trading Post

<b>Collection size</b>	50+ objects
<b>Collection period</b>	17 <sup>th</sup> -19 <sup>th</sup> century
<b>Object types</b>	Objects include a keystone bearing the VOC logo, a map of Hirado (1621), a painting of a Dutch scene with a vessel (17 <sup>th</sup> century), a document bearing Shogun Tokugawa's red seal, tableware, pipes and a model of the <i>Liefde</i>
<b>Current location</b>	〒859-5102 Nagasaki-ken, Hirado-shi, 2477 Okubocho (Japanese: 〒859-5102 長崎県平戸市大久保町2477番地)
<b>Remarks</b>	Website: <a href="http://hirado-shoukan.jp/">http://hirado-shoukan.jp/</a> (English version also available) E-mail: <a href="mailto:shokan1639@matsura.or.jp">shokan1639@matsura.or.jp</a> A large part of the Trading Post collection is comprised of replicas made with the permission of the relevant Dutch museums.

Also, the Hirado Dutch Trading Post initiated an international network called *The Dutch Trading Post Heritage Network* in 2014. This network consists of institutions in the public and private sector that work with VOC heritage from countries such as Thailand, Indonesia, Japan and Sri Lanka.

The aim of this network is to share knowledge and research on the shared cultural heritage and to cooperate on future research initiatives relating to common historical ties. The network also functions as a platform to increase cultural, educational and economical exchanges.

Contact information can be found in chapter 11.4 starting on page 86.

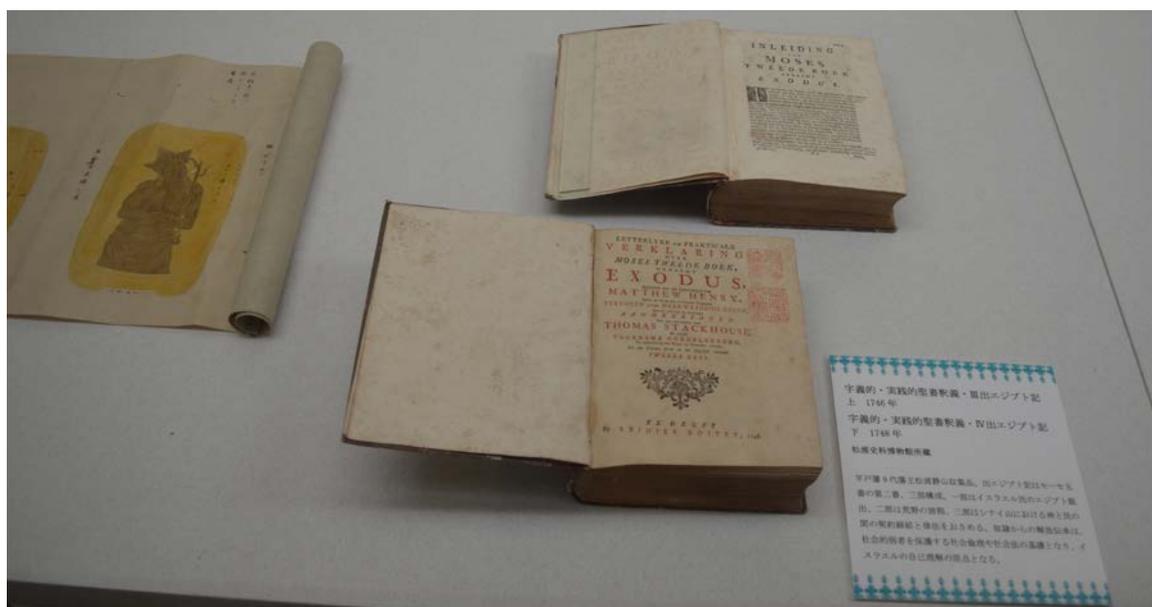


Figure 20 Dutch translations of English translations of the Book of Exodus, printed in 1748 and now on display in the Matsura Historical Museum (Manders, 2014)



Figure 21 A keystone inscribed with the VOC mark on display at the Oranda Shoukan (Derksen, 2013)

## 2.5 Experts

Name	Profession	Organization
HAGIWARA Hirofumi (萩原 博文)	Researcher, archaeologist	Hirado Board of Cultural Education
KUGA Takashi (久家 孝史)	Coordinator	Matsuura Historical Museum
MAEDA Hideto (前田 秀人)	Curator	Hirado Dutch Trading Post
MATSUKATA Fuyuko (松方 冬子)	Associate Professor	Historiographical Institute, University of Tokyo
NISHIDA Ami	Curator	Tobacco and Salt Museum
OKAYAMA Yoshiharu (岡山 芳治)	Director	Matsuura Historical Museum
Leonard Blussé	University Professor	Leiden University





Figure 22 Rotating lantern at Toshogu, Nikko, Tochigi Prefecture, Japan, a UNESCO World Heritage Site (Fg2, 2005)

# 3 Nagasaki (1641-1853)

## 3.1 Introduction

The Dutch relocation from Hirado to Nagasaki was completed in 1641. From historical accounts we know that they were forced to stay within the narrow confines of Dejima – a small artificial island created off the coast of Nagasaki city – with very limited freedom of movement beyond the island itself, in great contrast to the relative freedom they had enjoyed in Hirado. For the next 212 years, the Dutch remained on this island, until the *sakoku* policy<sup>11</sup> was lifted in 1853 and Japanese authorities reopened the doors to other Western countries.

## 3.2 Built heritage

### 3.2.1 Dejima

<b>Object name</b>	Dejima or Tsukishima (出島)
<b>Construction date</b>	1635-1636
<b>Legal status</b>	Important Cultural Heritage
<b>Current location</b>	〒850-0862 Nagasaki Prefecture, Nagasaki, Dejima-chou 61, Shingakkou 2 kai (Japanese: 〒850-0862長崎県 長崎市 出島町6-1 旧出島神学校 2階)
<b>Remarks</b>	Website: <a href="http://nagasakidejima.jp/">http://nagasakidejima.jp/</a>

Though once an island, today Dejima is partially engulfed in the urban sprawl of Nagasaki city. What is left of the island is designated as Important Cultural Heritage. Currently, the Dejima Restoration Office is working to restore Dejima to the situation of the island as it is thought to have looked in the 19<sup>th</sup> century. The restoration

<sup>11</sup> See Historical context above.

Overview of built heritage locations related to Theme 3

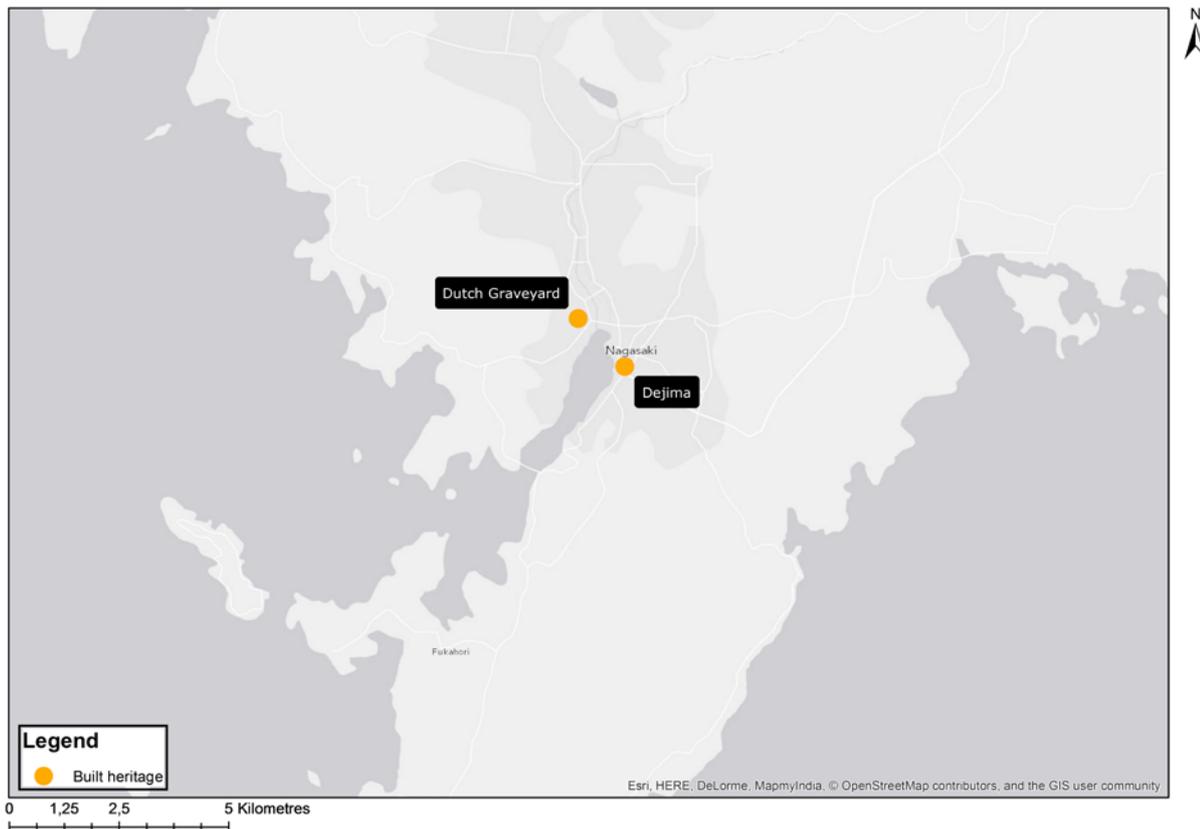


Figure 23 Overview of built heritage sites related to theme 3 (ESRI, 2012)

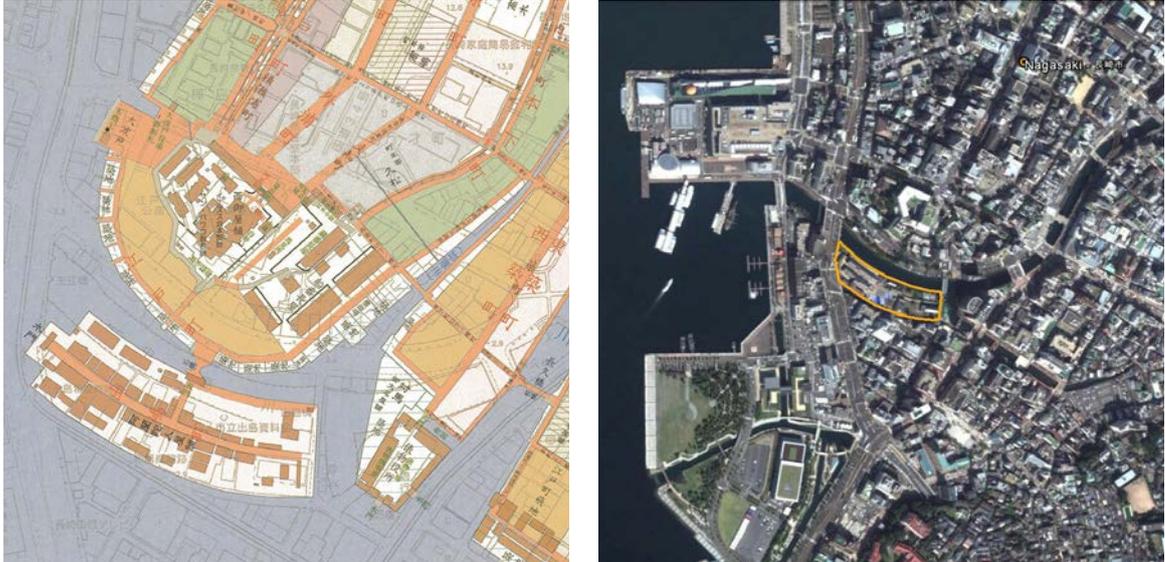


Figure 24 On the left, Dejima as it was in the 19<sup>th</sup> century, illustration from a recent Nagasaki city map (Hotei, 2009). On the right, a recent satellite image of Nagasaki city showing Dejima outlined in orange (Google Earth, 2014)

is mainly based on analyses of archival material and the Dejima diaries, historical depictions of Dejima in art and contemporary scale models sent to the Netherlands by Chief Cock Blomhoff (1779-1853), of which the originals are still preserved in the Rijksmuseum Volkenkunde<sup>12</sup> in Leiden, the Netherlands. Although the restoration work is committed to historical accuracy in general, the Dejima Restoration Office seems to prefer presentation over veracity whenever the historical data is incomplete (Dejima Restoration Office, 2014).

In 2016, six 19<sup>th</sup>-century buildings will be restored and a modern version of the bridge that connected Dejima with 'mainland' Nagasaki constructed at the same site. After this phase has been completed, the city government intends to pursue a still larger ambition of realigning the adjacent road that currently crosses over a part of Dejima. The final phase is to turn Dejima into an island once more. These last two phases are currently still under investigation (Dutch Embassy in Japan, 2014).

<sup>12</sup> National ethnology museum: <http://volkenkunde.nl/>.



Figure 25 Japanese press and conservation experts leaving the graveyard after an inspection in 2012. Though the sign calls it a Dutch graveyard, not all the graves are Dutch; there are also five Russians and three Englishmen buried at the site (Dutch Embassy in Japan, 2012)

In cooperation with the former policy officer for Press and Cultural Affairs at the Dutch Consulate-General in Osaka, Julien Rikkoert, and the local Nagasaki authorities, Japanese conservation experts cleaned and tended several of the graves in 2012 in order to prevent further deterioration of the gravestones and inscriptions (figure 25; Dutch Embassy in Japan, 2012). The preservation and maintenance activities have been continued from the end of 2014. On 3 April 2015 the first commemorative ceremony was held by the Dutch representation in Japan and the Nagasaki Japan Netherlands Association. On 13 October, an information sign in three languages was unveiled by ambassador Van Vollenhoven. In 2016 all operations will be completed and an information booklet with information on those interred is scheduled to be published (Cultural Heritage Connections, 2015).

### 3.2.2 Dutch graveyard

<b>Object name</b>	<i>Hollandsche begraafplaats</i> ('Dutch graveyard', <i>Oranda hito bochi</i> , オランダ人墓地)
<b>Construction date</b>	c. 1655
<b>Legal status</b>	Important Cultural Heritage
<b>Current location</b>	Goshinji Temple, 6-14 Akebonomachi, Nagasaki-shi, Nagasaki-ken (Japanese: 長崎県長崎市曙町6-14)
<b>Remarks</b>	Website: <a href="http://www.city.nagasaki.lg.jp/nagazine/hakkeno203/index1.html">http://www.city.nagasaki.lg.jp/nagazine/hakkeno203/index1.html</a> Phone: (+81) 095-861-2654

At the foot of Mt Inasa near the Goshinji temple lies a Western cemetery known as the *Hollandsche begraafplaats*, or 'Dutch graveyard'. Behind the gate lie the gravestones of a total of 41 people. The oldest marker in the graveyard, and also the oldest surviving Western grave in Japan, dates back to 1778 and is the final resting place of Hendrik Duurkoop, a Dutch captain who died on Dejima while in the service of the VOC. The inscriptions on Duurkoop's gravestone represent a unique piece of cultural heritage as they include subtle Christian symbolism – though Japanese law still forbade Christian symbols at the time.

### Overview of maritime heritage locations related to Theme 3

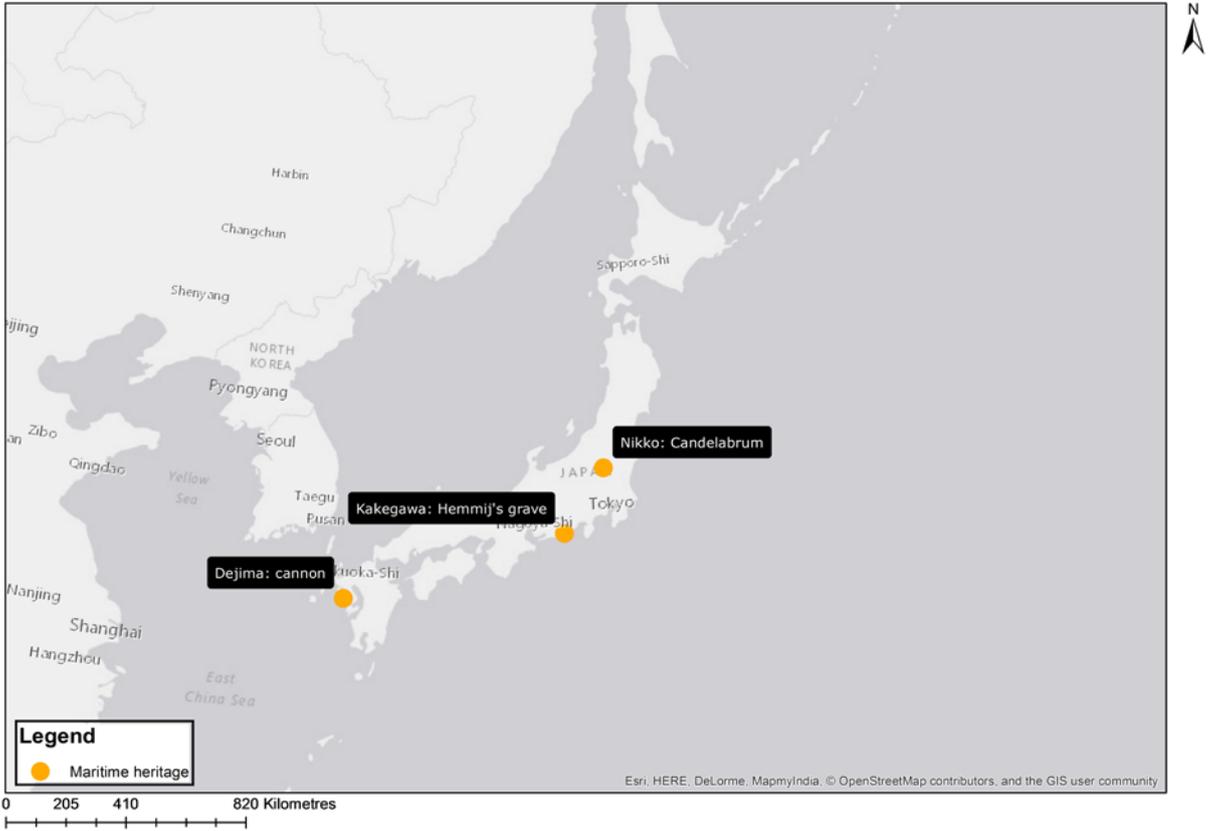


Figure 26 Overview of maritime heritage sites related to theme 3 (ESRI, 2012)



Figure 27 One of two VOC cannons dredged up from the bay of Nagasaki as displayed at the Dejima Museum (Derksen, 2013)

### 3.3 Maritime heritage

#### 3.3.1 Building foundations on Dejima

<b>Object name</b>	<i>De Lelie</i> and <i>De Doorn</i>
<b>Construction date</b>	17 <sup>th</sup> century
<b>Legal status</b>	Important Cultural Heritage
<b>Current location</b>	〒850-0862 Nagasaki Prefecture, Nagasaki, Dejima-chou 61, Shingakkou 2 kai  (Japanese: 〒850-0862長崎県 長崎市 出島町6-1 旧出島神学校 2階)
<b>Remarks</b>	Website: <a href="http://nagasakidejima.jp/">http://nagasakidejima.jp/</a>

While most buildings on Dejima were constructed and decorated according to Japanese design, three buildings were built in European fashion. They were the chief's residence and two stone warehouses called *De Lelie* and *De Doorn*. The foundations of these buildings were unearthed during archaeological excavations in the western zone of Dejima. The remains are currently preserved in situ and integrated into the museum's own foundation, but have been left visible for the public under a thick glass floor, thereby enhancing the visitor experience (Nagasaki Prefectural Government, n.d.).

#### 3.3.2 Cannon

<b>Object name</b>	VOC Cannon (figure 27)
<b>Construction date</b>	c. 1640
<b>Legal status</b>	Important Cultural Heritage
<b>Current location</b>	〒850-0862 Nagasaki Prefecture, Nagasaki, Dejima-chou 61, Shingakkou 2 kai  (Japanese: 〒850-0862長崎県 長崎市 出島町6-1 旧出島神学校 2階)
<b>Remarks</b>	Number of objects: 2  Website: <a href="http://nagasakidejima.jp/">http://nagasakidejima.jp/</a>

Maritime heritage objects not in museum collections include two cannons both on display on the present-day Dejima grounds. Both bear the VOC logo and the letter 'A', indicating these cannons were installed on a ship commissioned by the Amsterdam branch of the VOC. One of the cannons also still bears an inscription with the maker's name, *Assuerus Koster me fecit, Amstelredam*, who was part of a famous family of gunsmiths. The two

cannons were dredged up in 1954 and in 1964 near the mouth of Urakami river, on the north side of Nagasaki bay (Dejima Restoration Office, 2014).

#### 3.3.3 Hemmij's grave

<b>Object name</b>	Gijsbert Hemmij's grave (ケイス・ベルト・ヘンミイの墓)
<b>Construction date</b>	1798
<b>Legal status</b>	Listed Monument (2006)
<b>Current location</b>	5-5 Nito-machi, Kakegawa City  (Japanese: 〒436-0075 掛川市仁藤町 5-5)
<b>Remarks</b>	Restored in 2006 (Stalpers, 2006)  Phone: (+81) 0537-22-4055

Gijsbert Hemmij (1747-1798) was chief of the VOC factory on Dejima from 1792 until 1798, when he died on the return journey to Dejima following the annual visit to the shogunate court in Edo. The circumstances surrounding his death were suspicious. According to some, Hemmij had tricked and bribed Japanese officials during his visit to the court. When word of this foul play leaked out, the officials involved were sentenced to commit *seppuku* (切腹) – forced suicide by means of cutting open the belly with a short sword. It was rumoured that Hemmij himself was either killed or followed their lead by committing suicide as well (Westerman, 1869, p.92), though it is more likely that he died of a sudden illness (Screech, 2000, p.89). After his death, Hemmij's body was buried at the Tennenji in Kakegawa, Shizuoka-ken, where his grave can still be found today.

#### 3.3.4 Candelabrum

<b>Object name</b>	Rotating lantern (廻り燈籠) (figure 28)
<b>Construction date</b>	1798
<b>Legal status</b>	Protected
<b>Current location</b>	2301 Sannai, Nikko, Tochigi 321-1431 (Japanese: 日光市山内2301)
<b>Remarks</b>	Phone: +81-288-54-2496 (Nikko Tourist Association) Website: <a href="http://www.nikkotoshogu.com/index.html">http://www.nikkotoshogu.com/index.html</a>

Located within the Nikko Toshō-gu UNESCO World Heritage Site, this rotating lantern (figure 28) was brought to the shogunate court as a gift in 1643. It



Figure 28 Candelabrum as displayed in the Nikko temple (Wikimedia, n.d.)

represented a final effort to persuade Shogun Tokugawa Iemitsu to release a group of Dutch men who had been arrested on an island in the bay of what is now Yamada city in the Iwata prefecture. The men had been taken captive by the local lord of the Nambu clan after having moored their vessel, the *Breskens*, to replenish their supplies of food and water. Dutch ships were not allowed to enter any harbour other than Nagasaki at the time. It took strenuous effort for the VOC to get the crew back, but they were finally returned after the Dutch presented several rich gifts, one of which was this bronze candelabrum. The candelabrum can still be viewed in the Nikko temple complex today (Hesselink, 2002).

### 3.4 Museum collections (figure 29)

Though the collections of the Dejima Restoration Office and Siebold Memorial Museum are listed under the Nagasaki period, several objects actually trace to the Bakumatsu period (1853-1867).

#### 1. Nagasaki Museum of History and Culture

<b>Collection size</b>	20 objects
<b>Collection period</b>	Late 17 <sup>th</sup> until mid-19 <sup>th</sup> century
<b>Object types</b>	Paintings (figure 30) of Dejima and the Dutch trading post, portraits of two Japanese interpreters and of Hendrik Doeff, a wooden import licence, ceramic vases and the Doeff-Halma dictionary
<b>Current location</b>	〒850-0007 Nagasaki Prefecture, Nagasaki Tateyama 1 choumei, 1 ban 1 gou (Japanese: 〒850-0007 長崎県 長崎市立山1丁目1番1号)
<b>Remarks</b>	Website: <a href="http://www.nmhc.jp/">http://www.nmhc.jp/</a> (English information guide available)

#### 2. Dejima Restoration Office

<b>Collection size</b>	Approx. 80 objects
<b>Collection period</b>	18 <sup>th</sup> -19 <sup>th</sup> century
<b>Object types</b>	Various objects including a revolver (figure 31), pipes, ashtrays, porcelain tableware, liquor cabinets, cutlery, tables, chandeliers, spittoons (Dutch: <i>kwispedoors</i> ), chairs and wine and gin bottles
<b>Current location</b>	〒850-0862 Nagasaki Prefecture, Nagasaki, Dejima-chou 61, Shingakkou 2 kai (Japanese: 〒850-0862 長崎県 長崎市 出島町6-1 旧出島神学校 2階)
<b>Remarks</b>	Website: <a href="http://nagasakidejima.jp/">http://nagasakidejima.jp/</a> According to sources received from the Dejima Restoration Office, almost all of the objects are from antiquaries such as Stryd Hagen, C. Zotos and Anterieur Leiden.

Overview of museum collections related to Theme 3

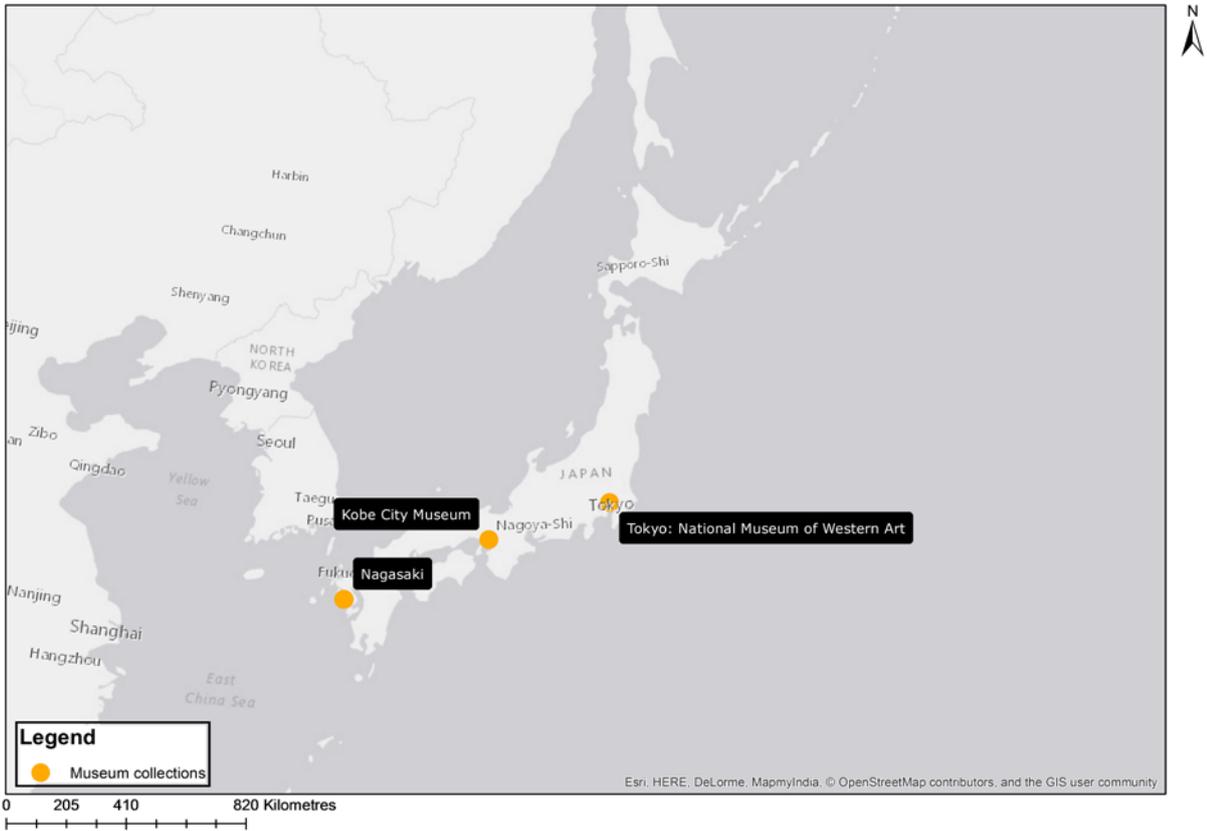


Figure 29 Museum collections related to theme 3 (ESRI, 2012)



Figure 30 VOC chief and his second-in-command on the lookout on Dejima as a Dutch ship is towed into Nagasaki bay, from a painting by Kawahara Keiga (Wikimedia, 2011)



Figure 31 A 31cm revolver dating from the 19<sup>th</sup> century, excavated in 2001 at the site of the VOC chief’s residence, as displayed at the Dejima Museum (Manders, 2014)

### 3. Siebold Memorial Museum

<b>Collection size</b>	Approx. 40 objects
<b>Collection period</b>	18 <sup>th</sup> -19 <sup>th</sup> century
<b>Object types</b>	Siebold’s pistol, books on plants and animals, reprinted photographs of Siebold’s daughter Ine (figure 32), reprinted business cards and a portrait of Siebold by a Japanese painter
<b>Current location</b>	Nagasaki Prefecture, Nagasaki, Narutaki 2, 2 choumei 7-40 (Japanese: 長崎県 長崎市 鳴滝 2丁目7-40)
<b>Remarks</b>	Website: <a href="http://www.city.nagasaki.lg.jp/kanko/820000/828000/po23328.html">http://www.city.nagasaki.lg.jp/kanko/820000/828000/po23328.html</a> (Japanese only)



Figure 32 Photograph of Siebold’s daughter Ine, also called Oine (Wikimedia, 2014)



Figure 33 *Still Life with a Basket of Fruit* by Cornelis de Heem (Wikimedia, 2006)

#### 4. Kobe City Museum

<b>Collection size</b>	Approx. 15 objects
<b>Collection period</b>	17 <sup>th</sup> -18 <sup>th</sup> century
<b>Object types</b>	Porcelain VOC plates, a glass goblet, a painting of Hendrik Doeff (commissioner of the Dutch trading post 1803-1817), several netsuke (miniature sculptures used as toggles)
<b>Current location</b>	24 Kyomachi, Chuo Ward, Kobe, Hyogo Prefecture 〒650-0034 (Japanese: 〒650-0034 兵庫県 神戸市 中央区 京町24)
<b>Remarks</b>	Website: <a href="http://www.city.kobe.lg.jp/culture/culture/institution/museum/main.html">http://www.city.kobe.lg.jp/culture/culture/institution/museum/main.html</a> English version: <a href="http://www.city.kobe.lg.jp/culture/culture/institution/museum/">http://www.city.kobe.lg.jp/culture/culture/institution/museum/</a>

#### 5. National Museum of Western Art

<b>Collection size</b>	31 paintings
<b>Collection period</b>	17 <sup>th</sup> -18 <sup>th</sup> century
<b>Object types</b>	Paintings by Dutch painters, including <i>Still Life with a Basket of Fruit</i> by Cornelis de Heem (1654) (see figure 33), <i>A Road through an Oak Wood</i> by Jacob van Ruysdael (17 <sup>th</sup> century) and <i>Village Wedding</i> by Jan Steen (17 <sup>th</sup> century)
<b>Current location</b>	7-7 Ueno-koen, Taito-ku, 〒110-0007 Tokyo (Japanese: 〒110-0007 東京都台東区上野公園 7番7号)
<b>Remarks</b>	Website: <a href="http://www.nmwa.go.jp/en/index.html">http://www.nmwa.go.jp/en/index.html</a> (English version)



Figure 34 The reconstructed main street of Dejima (Manders, 2014).

### 3.5 Experts

Name	Profession	Organization/specialization
<b>YAMAGUCHI Miyuki</b> (山口 美由紀)	Curator, Senior Archaeologist	Dejima Restoration Office
<b>MAMITSUKA Junji</b> (馬見塚 純治)	Director, also in charge of international relations	Dejima Restoration Office
<b>Isabel van Daalen</b>	Teacher, researcher	17 <sup>th</sup> /18 <sup>th</sup> century VOC, teaches Leiden University students in Japan
<b>Menno Fitski</b>	Curator of Japanese and Chinese Art	Rijksmuseum Amsterdam
<b>YADA Junko</b>	Researcher	Nagasaki Museum of History and Culture
<b>Julien Rikkoert</b>	Former Policy Officer for Press and Cultural Affairs	Consulate General in Osaka-Kobe
<b>MATSUKATA Fuyuko</b> (松方 冬子)	Associate Professor	Historiographical Institute, University of Tokyo
<b>Cynthia Viallé</b>	Researcher	Exported lacquerware from the VOC era



Figure 35 Hendrik Duurkoop's grave. The oldest Dutch grave on the Inasa foreign cemetery, on the Goshinje Temple grounds in Nagasaki (Manders, 2014).



Figure 36 The original diving bell used by the Dutch marine officers to built the wharf near the steam engineering factory in Nagasaki, on display in the Mitsubishi Museum in Nagasaki (Derksen, 2013).

# 4 The Dutch during the bakumatsu era (1853-1868)

## 4.1 Introduction

In 1855 Japan ordered several warships armed with the latest steam engine technology from the Netherlands. Two years later, the Dutch sent a fleet of five steamships. In order to help the Japanese learn to operate these vessels, the Dutch government sent along a team of marine officers from the Royal Dutch Admiralty. These officers were to set up a Naval Training Facility in Nagasaki, where pupils would be given instruction in sailing, machine engineering and repairs, mathematics, medicine and other vital navy skills.

## 4.2 Built heritage

A steam engine factory and other smaller structures were built in this period (see map below), but none of them survive.

## 4.3 Maritime heritage

Overview of maritime heritage locations related to Theme 4

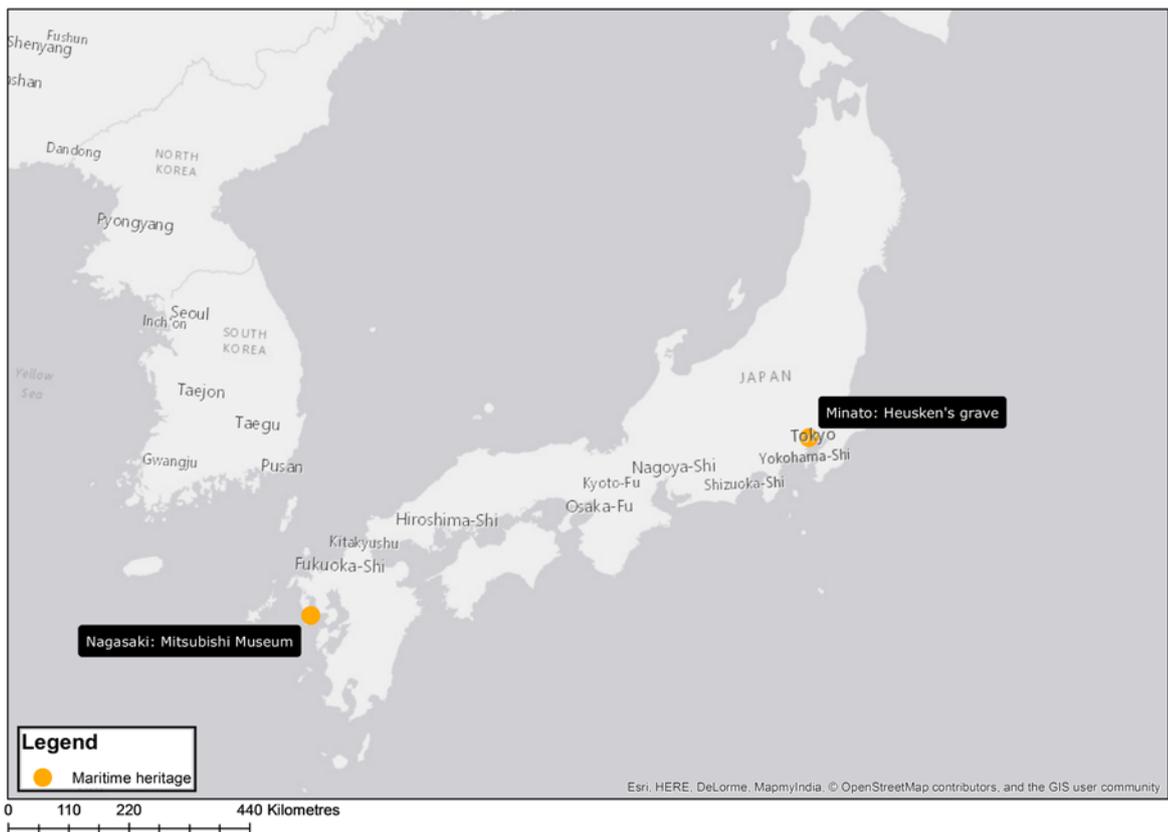


Figure 37 Overview of maritime heritage sites related to theme 4 (ESRI, 2012)

#### 4.3.1 Nagasaki Shipyard and Steam Engineering Factory

<b>Object name</b>	Nagasaki Shipyard and Steam Engineering Factory (figure 38)
<b>Construction date</b>	1858-1861
<b>Legal status</b>	Protected
<b>Current location</b>	1-1, Akunoura-machi, Nagasaki City, Nagasaki, 850-8610 (Japanese: 長崎県長崎市館の浦町1-1)
<b>Remarks</b>	Phone: (+81) 95-828-4134 Website: <a href="http://www.mhi.co.jp/company/facilities/history/">http://www.mhi.co.jp/company/facilities/history/</a>

Among the naval officers of the Royal Dutch Admiralty who arrived in 1857 was officer Hendrik Harde. In 1858, Harde took up the challenge to build a shipyard and steam engineering factory that he called *Het fabriek voor het stoomwezen* (figure 38). Both were built in Ako-no-ura, a small inlet on the west side of Nagasaki bay. Harde left Japan when the construction work was completed in 1861. The shipyard and factory were later renamed the Nagasaki Shipyard in 1871. Soon after, the Mitsubishi Company was founded and took over the shipbuilding enterprise in Nagasaki, which grew to become one of the largest shipbuilding centres in Japan. Today, the Mitsubishi Museum is built on the remains of the first steam engine factory and shipyard in Japan. The current Mitsubishi Museum site can therefore be considered a SCH site (Geheugen van Nederland, n.d.).

#### 4.3.2 Henry Heusken's grave

<b>Object name</b>	Henry Heusken's grave (figure 39)
<b>Construction date</b>	1861
<b>Legal status</b>	Historic Site
<b>Current location</b>	4-11-25 Minami Azabu (Japanese: 〒106-0047, 南麻布 4 - 1 1 - 2 5)
<b>Remarks</b>	Phone: (+81) 03-3473-2621 Website: <a href="http://www.lib.city.minato.tokyo.jp/yukari/j/man-detail.cgi?id=79">http://www.lib.city.minato.tokyo.jp/yukari/j/man-detail.cgi?id=79</a>

After Japan opened its doors to the West in 1853, the United States Consul Townsend Harris (1804-1878) negotiated the Friendship and Trade Treaty between Japan and the USA, signed in 1857. During his negotiations, Harris was aided by Henry Heusken



Figure 38 Photo of *Het fabriek voor het stoomwezen* in 1861 (Geheugen van Nederland, n.d.)

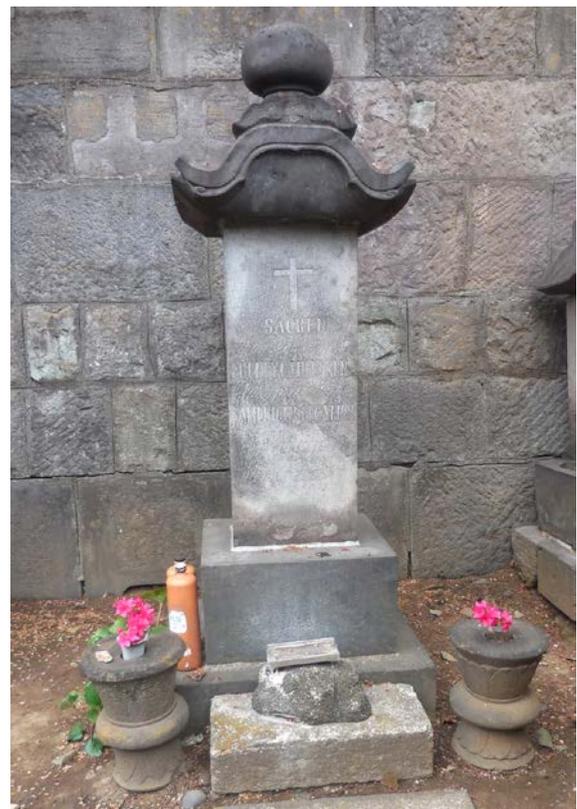


Figure 39 Henry Heusken's grave (Fraxinus2, 2014)

(1832-1861), a Dutch interpreter. Unfortunately, Heusken fell victim to growing anti-foreign sentiment in Japan and on his way home from a meeting between Prussian and Japanese representatives was assassinated (Minato City, n.d.). His grave is now a Historic Site and can still be visited at the Korinji temple in Minato City, Tokyo.

### 4.3.3 The Kaiyo Maru

<b>Object name</b>	<i>Kaiyo Maru</i> (開陽丸) (figure 40)
<b>Construction date</b>	1863-1865
<b>Shipwright</b>	Cornelis Gips and Sons, Dordrecht, Netherlands
<b>Shipwreck date</b>	1868
<b>Location</b>	Esashi, Hokkaido (figure 42) (Japanese: 〒106-0047, 南麻布 4-1-1-2 5)
<b>Line</b>	Tokugawa Shogunate Navy
<b>Dimensions</b>	72.2m x 13.04m x 6.4m
<b>Propulsion</b>	Coal-fired steam engine equipped with sails (three masts)
<b>Tonnage</b>	2,632 tonnes
<b>Armament</b>	18 cannons with 16cm guns, 8 30-pound cannons, later 5 additional cannons
<b>Status</b>	Salvaged in 1985-90

In order to strengthen the shogunate naval force, the shogunate government ordered a steam-powered warship from the Netherlands in 1863. When the *Kaiyo Maru* was launched in 1865, it was the largest Dutch

wooden warship ever built. The *Kaiyo Maru* was also one of seven steamships that played a major role in the naval battles of the Boshin War (1868-1869), a civil war between shogunate and pro-imperial forces that would ultimately lead to the Meiji Restoration. The remainder of the *bakufu* fleet, with the *Kaiyo Maru* as its flagship, fled north to Hokkaido in order to launch a counter-attack on the somewhat inferior Imperial Japanese Navy, though the *Kaiyo Maru* did not take part in this attack, having been wrecked during a typhoon on 15 November 1868. Demoralized by the ship's loss, the fleet was defeated by the Imperial Japanese Navy (Araki, 1985; De Vries, 2000).

The wreck of the *Kaiyo Maru* was discovered in 1968, but due to lack of funding only a few items could be recovered (Araki, 1985). Full-scale salvage operations began in 1975, though it took until 1985 before the wreck was completely salvaged. This was a first for Japanese underwater archaeology, as a full excavation had never been conducted before. A replica of the *Kaiyo Maru* was constructed in 1990 and remains on display as a tourist attraction at the Esashi docks, where it is used to showcase salvaged remains of the actual ship (Kaiyo Maru Youth Center, 2010).

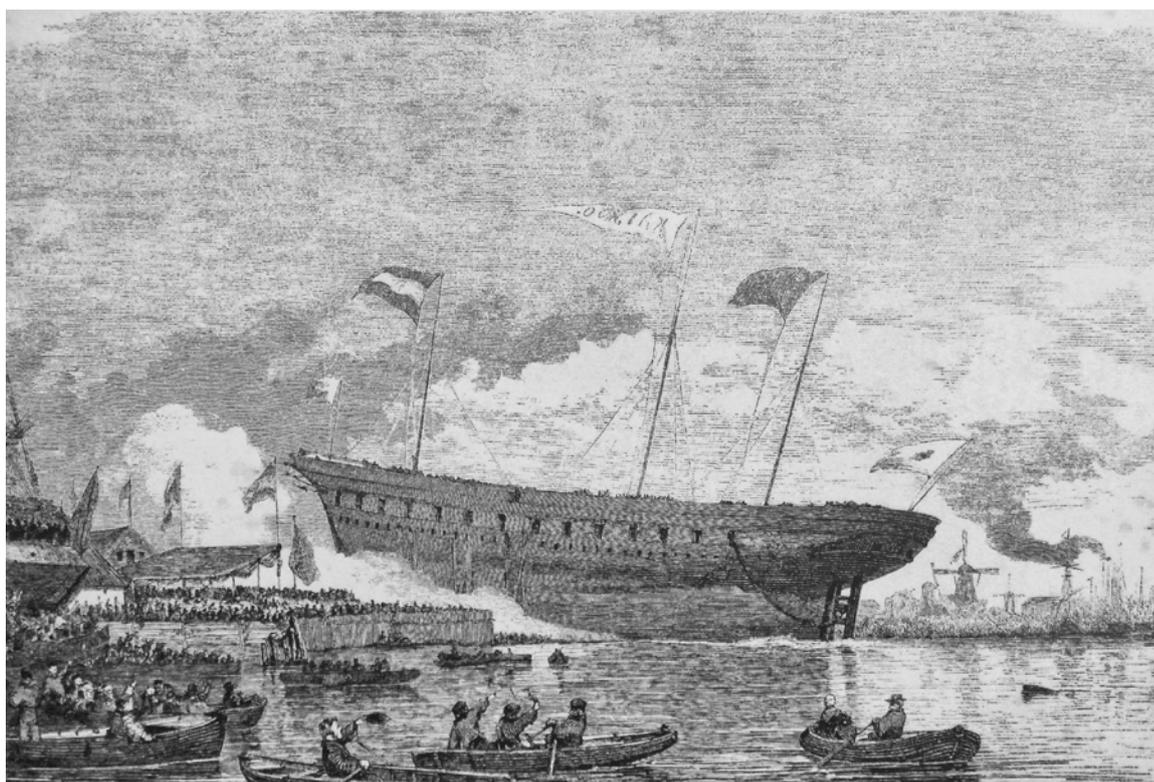


Figure 40 Launch of the *Kaiyo Maru* in Dordrecht (Unknown artist, 1865)



Figure 41 Remains recovered during the excavation of the Kaiyo Maru, such as a cannon (Jun Kimura, 2015).

A recent event focused on the Kaiyo Maru took place on October 30, 2015. On this day, the exhibition “Kaiyo Maru, a Japanese warship from Dordrecht soil” was opened in Het Hof museum in the city of Dordrecht, the Netherlands. Almost exactly 150 years after the official launch of the Kaiyo Maru, the Japanese ambassador to the Netherlands, Mr Masaru Tsuji, carried out the exhibition’s opening ceremony. Afterwards, the Japanese ambassador, several descendants of the ship’s crew as well as the mayor of Dordrecht unveiled a monument honoring this 150-year anniversary. The monument is located at the Wilgenbos, where the ship was built by the Gips shipyard in 1865.

### 4.3.3 The Kanrin Maru

<b>Object name</b>	<i>Kanrin Maru</i> (威臨丸), originally named the <i>Japan</i>
<b>Construction date</b>	1856
<b>Shipwright</b>	F. Smit, Kinderdijk, the Netherlands
<b>Shipwreck date</b>	1871
<b>Location</b>	Cape Misaki (サラキ岬) or Cape Saraki, Kikonai, Hokkaido, Japan (figure 42)
<b>Line</b>	Tokugawa Shogunate Navy
<b>Dimensions</b>	49.5m x 7.2m
<b>Propulsion</b>	Screw-driven, coal-fired steam engine equipped with sails
<b>Tonnage</b>	300 tonnes
<b>Armament</b>	12 32-pound cannons
<b>Status</b>	Unknown

The *Kanrin Maru* was ordered in 1853 and brought to Japan in 1857, becoming part of the first shogun naval force. After the Meiji Restoration in 1868 it remained part of the Imperial Navy fleet until it was wrecked in a typhoon in 1871. The ship was famously used in a Japanese mission to the United States in 1860, aimed at ratifying a new treaty of Friendship, Commerce and Navigation between Japan and the USA. The *Kanrin Maru* was also involved in the Boshin War (1868-1869). After the war, it was brought into the service of the Imperial Navy until it shipwrecked in 1871 during a typhoon at Saraki Cape near Kikonai, Hokkaido (Society of the Kanrin-Maruk Crew Descendants, 2014; Kikonai-cho Tourism Association, n.d.).

The wreck of the *Kanrin Maru* has yet to be found, though an anchor belonging to the ship was recovered in 1984 and iron scraps were found during an investigation of the ocean floor near Cape Misaki in 1990. Unfortunately, a materials analysis of the anchor conducted by the University Museum of the University of Tokyo in 2006 yielded no breakthroughs, and Kikonai city currently has no further plans for future research. However, a joint effort by Dutch and Japanese maritime archaeologists may be able to provide a definitive answer. It would also be advisable to seek cooperation with the Society of the Kanrin-Maruk Crew Descendants, which may have expertise on this subject (Kikonai City, 2014).

Overview of shipwreck sites related to Theme 4



Figure 42 Shipwreck sites related to theme 4 (ESRI, 2012)

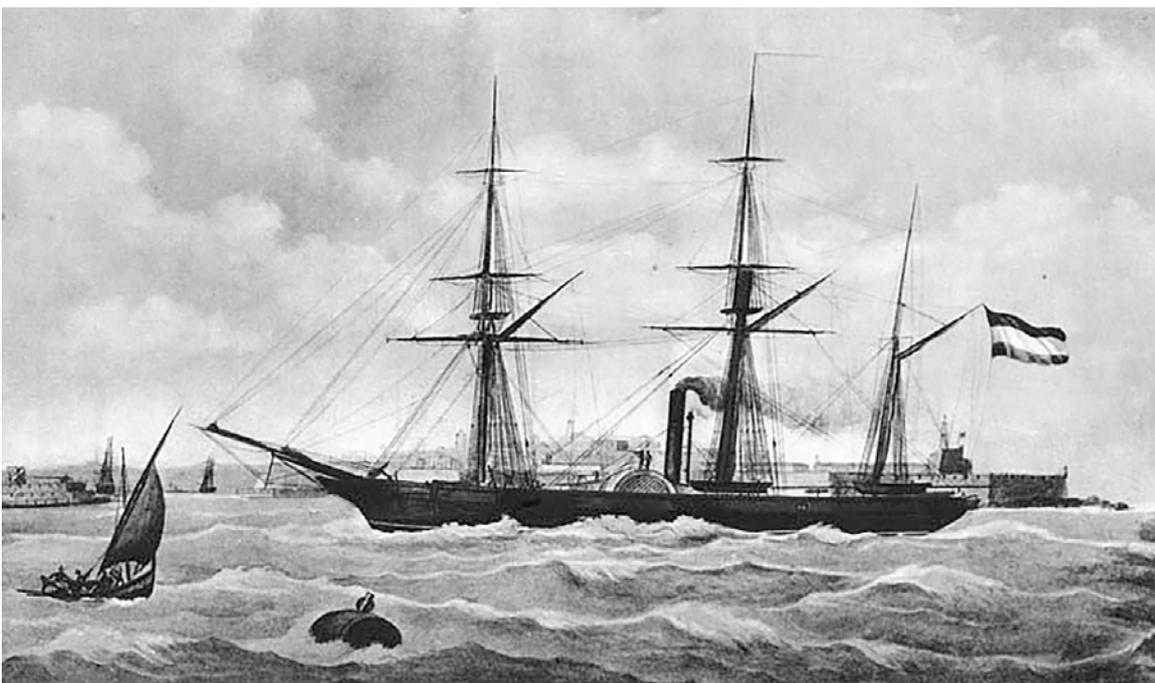


Figure 43 The *Kanko Maru* (Geheugen van Nederland, n.d.)

#### 4.3.4 The Kanko Maru

<b>Object name</b>	<i>Kanko Maru</i> (観光丸), originally named the <i>Soembing</i> (figure 43)
<b>Construction date</b>	1852
<b>Shipwright</b>	Batavia
<b>Shipwreck date</b>	1871
<b>Location</b>	Tsujiki, Tokyo
<b>Line</b>	Royal Dutch Navy (1853-1855), Shogunate Navy (1855-1868), Imperial Japanese Navy (1868-1876)
<b>Dimensions</b>	66m x 8m x 4.2m
<b>Propulsion</b>	Side paddlewheel, coal-fired steam engine equipped with sails (three masts)
<b>Tonnage</b>	400 tonnes
<b>Armament</b>	12 32-pound cannons
<b>Status</b>	Scrapped in 1876

The *Kanko Maru* was Japan's first warship powered by steam. The vessel was propelled by a side paddlewheel and had three masts with topsails. Originally, the ship was part of the Royal Dutch Navy and was called the *Soembing* before the Dutch decided to present it as a gift to Japan. Japan had only recently reopened its doors to the West, cowed by Commodore Perry's show of military strength in 1853, and foresaw that it would need a proper navy if it was to prevent the West from colonizing the country. Turning to the Dutch, the Japanese ordered several steam-powered warships with a view to building a shogunate navy from scratch. Fearing the loss of their special trusted trade partner status, the Dutch presented the *Soembing*, a state-of-the-art ship, as a symbol of good faith in 1855. Upon arrival in Nagasaki, the ship was renamed the *Kanko Maru*, and was immediately put to use as a training vessel for the newly established Nagasaki Naval Training Center (De Vries, 2000; Geheugen van Nederland, n.d.).

The Nagasaki Naval Training Center was directed by Nagai Naoyuki, but actual training was provided by 21 Dutch sailors and naval officers under Lieutenant Junior G.C.G. Pels Rijken, and later, from 1857, Lieutenant H. van Kattendijke. The *Kanko Maru* was then taken to Edo, where it was used in the naval training centre close to the heart of the shogunate. After the Meiji Restoration, it was taken into service by the Imperial Japanese Navy until being decommissioned for scrap in 1876.

#### 4.4 Museum collections

Objects from this short timespan can also be found under *Archives* and *Japanese collections in Dutch museums* as the collections and databases can span several centuries.

There are three Dutch industrial machines designated as National Treasures and Important Cultural Heritage Properties<sup>13</sup>.

Name	Time period	Location
<b>Steam hammer</b> (Japanese: スチームハンマー)	1865	Yokosuka City Museum (横須賀市自然・人文博物館)
<b>Vertical surface grinder</b> (Japanese: 豎削盤)	1858	Mitsubishi Nagasaki Shipbuilding Yard and Historical Records Museum (figure 44) (三菱重工業株式会社長崎造船所史料館)
<b>Shaper</b> (Japanese: 形削盤)	1863	Shoko Shuseikan in Kagoshima (尚古集成館, 鹿児島)

The Mitsubishi Nagasaki Shipbuilding Yard also has a British-made diving bell (泳気鐘). Jointly commissioned by the Tokugawa government and the Dutch trading post in 1793, the diving bell did not actually arrive in Nagasaki until 1834. It was used during the construction of a quay for the Nagasaki shipbuilding and ironworks factory (Mitsubishi Heavy Industries, 2014).

##### Yokosuka City Museum address:

In English: 〒238-0016 Kanagawa-ken, Yokosuka-shi, Fukadadai 5

In Japanese: 〒238-0016 神奈川県 横須賀市 深田台5 番地

##### Mitsubishi Nagasaki Shipbuilding Yard and Historical Records Museum address:

In English: 〒850-0063 Nagasaki-ken, Nagasaki-shi, Akunouramachi 1

In Japanese: 〒850-0063 長崎県 長崎市 飽之浦1

##### Museum on the History of Japan's Modernization address:

In English: 〒892-0871 Kagoshima-ken, Kagoshima-shi, Yoshinocho 9698-1

In Japanese: 〒892-0871 鹿児島県 鹿児島市 吉野町 9698-1

<sup>13</sup> The Agency for Cultural Affairs (2014). Kunishitei Bunkazaitou (National Designated Cultural Heritage Properties), [http://kunishitei.bunka.go.jp/bsys/index\\_pc.asp](http://kunishitei.bunka.go.jp/bsys/index_pc.asp).

Overview of museum collections related to Theme 4

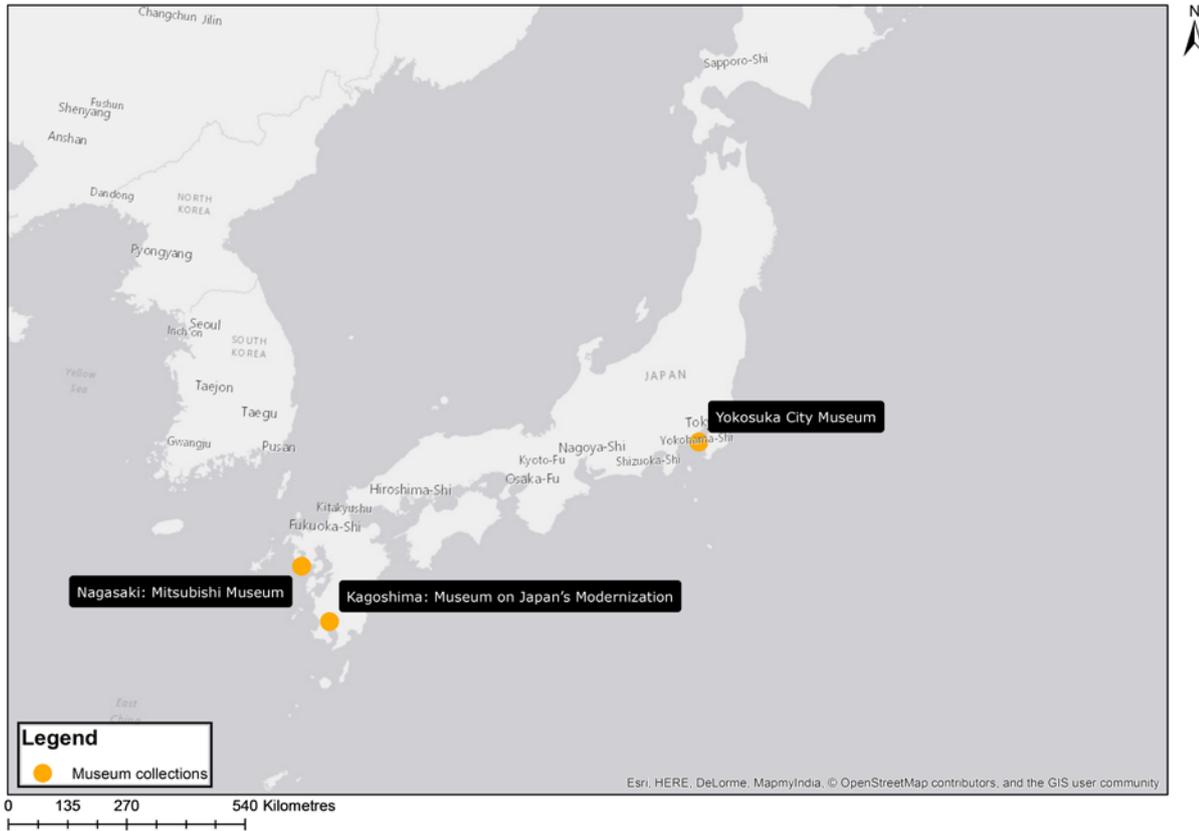


Figure 44 Museum collections related to theme 4 (ESRI, 2012)

Several Dutch maritime museums have drawings and photographs relating to the Shimonoseki Campaign of 1863-1864, including of the Dutch corvette warship the *Medusa* and other images. Further information can be found in the museum charts in the chapter on *Japanese collections in Dutch museums*.

The Shimonoseki Campaign was a series of battles fought to gain control over the Shimonoseki Strait and involved the joint naval forces of Great Britain, the Netherlands, the United States and France against the feudal Japanese Choshu Domain.



Figure 45 Mitsubishi Museum, Nagasaki (Tomocchi, 2013)

4.5 Experts

Name	Profession	Organization
Willem Rimmelink	Expert on Japanese history, co-editor of <i>Bridging the Divide. 400 Years The Netherlands-Japan</i>	None



Figure 46 A statue of Johann de Rijke at Sendohira River Park in Asai City, Aichi prefecture. This statue was erected in his name in October 1987 (Tawashi2006, 2006).

# 5 Empire of Japan (1868-1941)

## 5.1 Introduction

This period saw a number of Dutch hydraulic engineers come to Japan for several years to improve the discharge of rivers and access to harbours. There were five men who played a key role in this process. Below, each is discussed chronologically by the date of his arrival in Japan.

Cornelis van Doorn (1837-1906) first arrived in Japan in 1872, after being requested by A.F. Bauduin (a Dutch medical officer employed in the Japanese army at the time) to take a position there as chief engineer. In 1875 he returned to the Netherlands, only to go back to Japan a year later. He then spent four more years working before leaving the country for good in 1880. Some of his most important achievements between 1872 and 1880 were the creation of irrigation canals and tunnels in lakes and channels, and building a harbour in cooperation with fellow engineer G.A. Escher (Van Gasteren et al., 2000, p.15).

Isaac Lindo (1848-1941) accompanied Van Doorn to Japan as an engineer at the latter's request. Lindo arrived in 1872 and left the country in 1875. In this comparatively short period of time, he built the Niigata harbour together with A. Rouwenhorst Mulder, G.A. Escher and J. de Rijke, and improved several rivers. Lindo also inadvertently became the 'father' of the Japanese ordnance datum, called the Japan standard (Van Gasteren et al., 2000, p.173).

After Lindo's departure, Van Doorn next asked Johannes de Rijke (1842-1913) to work with him in Japan. Rijke's stay in Japan was one of the longest, spanning from 1873 until 1903. Among the activities he performed there were the improvement of several rivers and the development of a plan for Nagasaki harbour.

Overview 1 of built heritage locations related to Theme 5



Figure 47 Overview 1 of built heritage sites related to theme 5 (ESRI, 2012)

Overview 2 of built heritage locations related to Theme 5



Figure 48 Overview 2 of built heritage sites related to theme 5 (ESRI, 2012)

George Arnold Escher (1843-1939) was invited by Van Doorn to come to Japan to work as an engineer at the same time as De Rijke. Escher likewise arrived in 1873, but returned to the Netherlands several years before De Rijke, in 1878. During his five years there, Escher was responsible for the Osaka harbour plan, in cooperation with Van Doorn and De Rijke, and designed the water mains for the cities of Tokyo and Yokohama (Van Gasteren et al., 2000, p.121).

One of the last Dutch engineers to arrive in Japan was Antonie Rouwenhorst Mulder (1848-1901), in the year 1879. Rouwenhorst Mulder left seven years later, in 1886, but returned in 1887 and stayed for another three years. During his stay in Japan, he built the harbours of Tokyo and Niigata, improved multiple rivers and developed the Hiroshima harbour plan in collaboration with De Rijke.

It should be noted that these men and their achievements have perhaps not received the attention they deserve, at not least in the Netherlands. Their impact on Japanese society, however, is indisputable, as attested by the various structures they designed that

have survived to this day – some even still in use – and the memorial statues erected in their honour. Even Dutch words like *peil*<sup>14</sup> and *krib*<sup>15</sup> are now rooted in the Japanese water management and civil engineering jargon (Nakamura, Tockner & Amano, 2006, p.420).

## 5.2 Built heritage

When the first Dutch hydraulic engineers came to Japan in 1872, it soon became clear that there were no standards for water level measurements. Without such standards, making feasible designs and plans was virtually impossible. Consequently, the engineers' first main task was to determine an ordnance datum themselves, starting from scratch (Van Gasteren, 2001).

<sup>14</sup> Ordnance datum.

<sup>15</sup> A *krib*, pronounced 'kerrupu' in Japanese and called a 'groyne' in English, is a dam-like structure made to project from river banks or ocean shorelines to disrupt water flows and sediment disposition in order to control erosion.

### 5.2.1 Inuma original benchmark

<b>Object name</b>	<i>inuma</i> original benchmark (飯沼水準原標石)
<b>Construction date</b>	1872
<b>Engineer</b>	I.A. Lindo
<b>Legal status</b>	Protected
<b>Location</b>	Baba-cho 1-1, Choshi-shi (Japanese: 千葉県銚子市馬場町 1 - 1)
<b>Remarks</b>	Phone: (+81) 0479-22-1741 Website: <a href="http://www.ktr.mlit.go.jp/tonege/tonege00041.html">http://www.ktr.mlit.go.jp/tonege/tonege00041.html</a>

The engineer put in charge of this task was I.A. Lindo. By carrying out land measurements in various field surveys, he was able to establish the first Japanese ordnance datum in 1872. This benchmark was set at the mouth of the Tone river near Choshi, which Lindo called the *Japan Peil*, or JP. The original benchmark can still be found at this location (Van Gasteren et al., 2000; Van Gasteren, 2001).

### 5.2.2 Horie benchmark

<b>Object name</b>	<i>Horie</i> benchmark (堀江水準標石)
<b>Construction date</b>	1872
<b>Engineer</b>	I.A. Lindo
<b>Legal status</b>	Protected (JSCE Civil Engineering Heritage)
<b>Location</b>	Seiryu Shrine, 4 Chome-1-5 Horie, Urayasu, Chiba (Japanese: 浦安市堀江 4 丁目 1 - 5)
<b>Remarks</b>	Phone: (+81) 047-351-5417 Website: <a href="http://members3.jcom.home.ne.jp/seiryuujinnjya/">http://members3.jcom.home.ne.jp/seiryuujinnjya/</a>

As he continued his field measurements (see 1.5.2.1), Lindo set a water level scale at the mouth of the Yedo river near Hori, making sure it correlated to the Japan Peil at Choshi (Van Gasteren et al., 2000; Van Gasteren, 2001). Today, this benchmark can still be found on the grounds of the Seiryu shrine.

### 5.2.3 Japan Standard in Nagata-cho

<b>Object name</b>	Japan Standard (日本水準原点) (figure 49)
<b>Construction date</b>	1873
<b>Engineer</b>	I.A. Lindo
<b>Legal status</b>	Protected
<b>Location</b>	1-1 Nagata-cho, Chiyoda-ku, Tokyo (Japanese: 千代田区永田町1-1)
<b>Remarks</b>	Phone: (+81) 03-3292-5530 Website: <a href="http://www.kanko-chiyoda.jp/tabid/355/Default.aspx">http://www.kanko-chiyoda.jp/tabid/355/Default.aspx</a>

Lindo placed another water level scale at the mouth of the Ara river in Nagata-cho Tokyo, which he in turn calibrated with the Japan Peil. This benchmark later became known as the *Tokyo Peil* (TP), until it was renamed the Japan Standard, which today is still 24.4140m above sea level. The Japan Standard can still be found at the very spot where Lindo left it, though it is now enclosed in a neoclassical building (Van Gasteren et al., 2000; Van Gasteren, 2001).

### 5.2.4 Kiso delta

<b>Object name</b>	Kiso delta
<b>Construction date</b>	1873-1912
<b>Engineer</b>	J. de Rijke
<b>Legal status</b>	Unknown
<b>Location</b>	Kiso, Nagoya
<b>Remarks</b>	None

Nagoya city and its surrounding region have a history of battling the water, with the city hampered by frequent flooding of the Kiso delta, at the mouth of the Kiso, Nagara and Ibi rivers. From as early as the Edo period, numerous attempts were made to keep the rivers under control. During the Meiji era, Johannis de Rijke surveyed the area and subsequently presented a plan that involved separating the three rivers at the lower reaches of the Kiso delta. At a cost of 9.74 million yen, the project comprised more than 10% of the total national budget at the time and took until 1912 to complete (Hamaguchi, 2006).



Figure 49 The Japan Standard building in Tokyo (Wiiii, n. d.)

### 5.2.5 Tone river canal

<b>Object name</b>	Tone canal (利根運河)
<b>Construction date</b>	1888-1890
<b>Engineer</b>	A.T.L. Rouwenhorst Mulder
<b>Legal status</b>	Unknown
<b>Location</b>	Kanto region (関東地方)
<b>Remarks</b>	None

During the Meiji period, traffic on the Tone river increased, creating a need for swifter river transport. In 1888, Rouwenhorst Mulder provided a solution by designing a canal that would provide a short-cut for boat traffic. With Rouwenhorst Mulder supervising the project, work on the canal began that same year and was completed in 1890. The 8km long Tone river canal now led ships from the Tone river at Funado to the Edogawa river at Nishifukai. In the canal's heyday, traffic volumes reached up to 100 ships a day. This ended in 1941, when rail and road became the preferred modes of transport (Karan, 2006).

### 5.2.6 Asaka canal

<b>Object name</b>	Asaka Canal (安積疏水, あさかそすい)
<b>Construction date</b>	1878-1882
<b>Engineer</b>	C.J. van Doorn
<b>Legal status</b>	Unknown
<b>Location</b>	Inawashiro lake, Fukushima-ken (猪苗代湖, 福島県)
<b>Remarks</b>	None

When the Meiji government decided to improve the irrigation of the dry Asaka plain near Koriyama in Fukushima-ken in the mid-19<sup>th</sup> century, it turned to Cornelis Johannes van Doorn. In 1878, Van Doorn began coordinating a field survey at Inawashiro lake, from which he concluded that the Asaka plain could best be irrigated by a canal running from Inawashiro lake to the plain. Work began in 1879, and three years later the canal was in operation. The irrigation process was a success, leaving the Asaka plain properly flooded and suitable for agriculture. The flooding of the Asaka plain would set an example for future projects such as the hydraulic engineering project at Biwa lake (Van Gasteren et al., 2000; Van Gasteren, 2001; National Archives of Japan, 2010).



Figure 50 The Ishii lock as seen from the inside (Agency for Cultural Affairs, 2014)

### 5.2.7 Ishii lock

<b>Object name</b>	Ishii lock (石井閘門, いしいこうもん) (figure 50)
<b>Construction date</b>	1878-1880
<b>Engineer</b>	C.J. van Doorn
<b>Legal status</b>	Important Cultural Property (2002, Agency for Cultural Affairs)
<b>Location</b>	Ishinomaki, Miyagi-ken (石巻市, 宮城県)
<b>Remarks</b>	None

The Ishii lock is installed at the top of a canal connected to the Kitakami river in Ishinomaki, Miyagi-ken. Designed by Cornelis Johannes van Doorn, it is one of the oldest modern lock gates in Japan, and of great value to the country's civil engineering heritage. At the same time, it is one of the oldest tangible remnants of facilities installed and designed by Dutch hydraulic engineers during that period, marking it as important SCH (Agency for Cultural Affairs, 2014).



Figure 51 The Escher embankment (柵の香り, n.d.)

### 5.2.8 Mikuni harbour and breakwater

<b>Object name</b>	Mikuni port and breakwater, or <i>Esseru Tsutsumi</i> (エッセル堤, 'Escher embankment') (figure 51)
<b>Construction date</b>	1878-1880
<b>Engineer</b>	J. de Rijke
<b>Legal status</b>	Voted an Industrial Heritage Site by the Japan Society of Civil Engineers, 2004; no official status known
<b>Location</b>	Mikuni-machi, Sakai-shi, Fukui-ken (Japanese: 三国港, 福井県, 坂井市, 三国町)
<b>Remarks</b>	Phone: (+81) 0776-82-1125 (Tsuruga Harbour Office)

Mikuni harbour has been an important trade port since ancient times. However, being situated near the mouth of the Kuzuryu river, silt deposits from the river mouth had long built up on the harbour floor. As a result, the harbour slowly but surely silted up, to the point that, by the Meiji era, ships could no longer enter. Local tradesmen wanted to restore the harbour to its former condition and asked the Meiji government for help. The Meiji government agreed and asked the Dutch engineer G.A. Escher to develop a state-of-the-art harbour design. To improve accessibility, Escher designed a breakwater projecting into the sea. As well as improving the overall depth and size of the harbour, this automatically created more spaces for ships to moor, while also keeping the vessels sheltered during high tide. Escher left the actual construction to Johannes de Rijke, who oversaw the work from 1878 until it was finished in 1880. The breakwater still bears the name of its maker, being called the *Essuru Tsutsumi* or the Escher embankment (Japan Institute of Country-ology and Engineering, 2007).

### 5.2.9 Yodo river improvements

<b>Object name</b>	Yodo river (淀川)
<b>Construction date</b>	1874
<b>Engineer</b>	G.A. Escher and J. de Rijke
<b>Legal status</b>	Unknown
<b>Location</b>	Yodo river, Osaka (Japanese: 淀川, 大阪)
<b>Remarks</b>	None

In 1874, Escher and De Rijke were both hired by the Meiji government to improve Osaka harbour and make it

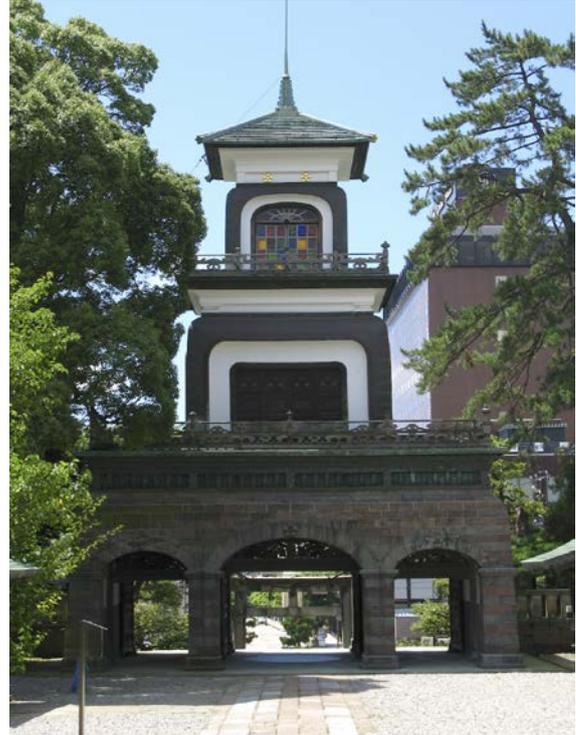


Figure 52 The Oyama shrine gate (Fg2, 2007)

accessible for larger steam ships. Another goal was to dig a canal between Osaka and Kyoto to allow steamships to navigate between the two cities. After evaluating conditions in the areas concerned, Escher concluded that the riverbed aggradation at the mouth of the Yodo river - which had made the river too shallow for steamships - was caused by soil erosion further upstream in the mountains. He therefore designed a modern anti-erosion dam to be installed at the point where the most erosion occurred. Furthermore, as the top of Mt Kabatayama had been denuded over time, Escher and De Rijke advised banning unrestrained logging and to restore vegetation on the mountaintop. In time, both measures proved effective at stabilizing the silting of downstream river sections (Kamibayashi, 2009; Okamoto, 2010).

The other part of the plan involved building a canal in the 44km-long Yodo river running between Osaka and Kyoto. In his design, Escher included a shallow water channel that would be dug into the Yodo river. To ensure that the channel would remain deep enough for small steamships to navigate even during drought, Escher calculated a minimum required depth of 1.5m, in accordance with the lowest measured water level during summer. As had been done in the Netherlands along the Rhine, the river banks were strengthened with the addition of fascine mattresses made of bundles of rice-

straw between the low water channel and the river banks. The fascine mattresses thus formed a buffer or flood plain where surplus water and sediment could be discharged, improving the overall safety of the Yodo river during periods of heavy rain (Kamibayashi, 2009; Okamoto, 2010).

### 5.2.10 Oyama shrine gate

<b>Object name</b>	Oyama shrine gate (figure 52)
<b>Construction date</b>	1875
<b>Engineer</b>	H. Holtman
<b>Legal status</b>	Unknown
<b>Location</b>	Oyamajinja, Oyama-cho 11-1, Kanazawa, Ishikawa (Japanese: 石川県金沢市尾山町11-1)
<b>Remarks</b>	Phone: (+81) 076-231-7210

The main gate of the Oyama shrine in Kanazawa was designed by the Dutch architect H. Holtman and built by Yoshinosuke Tsuda in 1875. Various architectural styles were integrated into the gates' design, including Chinese, Japanese and European. The Dutch stained glass windows at the top once served as a beacon for sailors on the Sea of Japan. A lightning rod on top of the tower is the first known lightning rod in Japan (City of Kanazawa, n.d.).

### 5.2.11 Kojima lake

<b>Object name</b>	Kojima lake (尻島湖)
<b>Construction date</b>	1881
<b>Engineer</b>	A.T.L. Rouwenhorst Mulder
<b>Legal status</b>	Unknown
<b>Location</b>	Kojimawan, Okayama-shi (Japanese: 岡山県岡山市南区・玉野市)
<b>Remarks</b>	Phone: (+81) 076-231-7210

As early as the 16<sup>th</sup> century, efforts were made to reclaim Kojima bay from the sea. Over the years, it was turned into a freshwater lake covering 1,100 hectares. During the Meiji era, plans were made to reclaim yet another part of Kojima lake. For this, the Japanese turned to the engineer A.T.L. Rouwenhorst Mulder, who presented a plan to reclaim another 5,000 hectares through the creation of three polders in 1881. Today, the reclaimed land at Kojima lake is still one of the world's largest reclaimed areas (Huisman, Cramer, Van Ee, Hooghart, Salz & Zuidema, 1998).



Figure 53 The Kiso river lock gate (Tawashi, n.d.)

### 5.2.12 Lock gate

<b>Object name</b>	Kiso river lock gate (船頭平閘門) (figure 53)
<b>Construction date</b>	1892-1902
<b>Engineer</b>	J. de Rijke
<b>Legal status</b>	Voted an Industrial Heritage Site by the Japan Society of Civil Engineers, 2004; no official status known
<b>Location</b>	Aisai-shi, Aichi-ken (Japanese: 愛西市, 愛知県)
<b>Remarks</b>	Phone: (+81) 0594-24-5711 (Kiso River Office)

This lock gate was designed by Johannis de Rijke and built to connect the Kiso river with the Nagara river, creating an additional route for vessels navigating between the rivers. Approximately 20,000 ships passed through the lock after it was finished in 1902, but their numbers slowly diminished to 200 a year as new fairways were built and preferred transport methods changed. The lock is approximately 36m long and 5.5m wide (Kiso River Office, 2013).



Figure 54 Misumi West Port (STA3816, 2012)

### 5.2.13 Misuminishi port

<b>Object name</b>	Old Misumi port (三角西(旧)港) (Figure 54)
<b>Construction date</b>	1884-1887
<b>Engineer</b>	A.T.L. Rouwenhorst Mulder
<b>Legal status</b>	World Heritage Site (2015)
<b>Location</b>	Misumiura, Miuminishi, Uki-shi, Kumamoto-prefecture (Japanese: 〒869-3207 熊本県宇城市三角町三角浦)
<b>Remarks</b>	Phone: (+81) 0964-32-1428 (Uki City Board of Education) Website: <a href="http://www.kyuyama.jp/e/kyushuyamaguchi/ky_miike_05.html">http://www.kyuyama.jp/e/kyushuyamaguchi/ky_miike_05.html</a>

quay, a floating pier, roads, drainage channels and stone bridges. Completed in 1887, the port grew to become an administrative and economic centre in the region, though its era of success was short-lived. When a new railway was built at what is now the Misumi East Port in 1899, Misumi West Port was left literally side-tracked and fell into a slow decline. But while other ports continued to operate and were modified over time, Misumi West Port was left practically unaltered. As a consequence, it is now the only port in Japan to have intact port facilities dating back to the Meiji era. For this reason, the quay, the east and west drainage channels and the four stone bridges were designated as an Important Cultural Property in 2002 (Sites of Japan’s Meiji Industrial Revolution: Kyushu-Yamaguchi and Related Areas, 2009).

When the Meiji government asked A.T.L. Rouwenhorst Mulder in 1880 to assess which of the Kumamoto-ken ports could be improved, Mulder immediately began a survey of the port facilities. Of all the ports in Kumamoto-ken, he found that the natural conditions of the old Misumi port were superior. He therefore advised the government to invest in improving the old port of Misumi, rather than renovating the prefecture’s main port at Kumamoto city. Mulder made a complete harbour design with port facilities including a 756m-long stone



Figure 55 Holland dam, Otsu-shi (Shigabunka, 2010)

#### 5.2.14 De Rijke dam

<b>Object name</b>	Otani river dam (大谷川堰堤, <i>Otani-gawa-no-Entei</i> or <i>De-Reike Sabo-damu</i> , デ・レイケ砂防ダム)
<b>Construction date</b>	1886–1887
<b>Engineer</b>	J. de Rijke
<b>Legal status</b>	Registered Tangible Cultural Heritage
<b>Location</b>	Otanigawa, Mima-shi, Tokushima-ken (Japanese: 美馬市, 徳島県)
<b>Remarks</b>	Phone: (+81) 0883-52-1212 (Mima City) Website: <a href="http://www.city.mima.lg.jp/4/64/000278.html">http://www.city.mima.lg.jp/4/64/000278.html</a>

The Otani river dam is situated 1km upstream from the point where the Yoshino and Otani rivers meet. It was designed by Johannis de Rijke and built under his supervision from 1886 to 1887. This anti-erosion dam is actually a stepped spillway, meant to reduce the energy dissipation of the water flow. Originally 97m long, 12m wide and 3.8m high, the dam's length was later reduced to 60m in order to reinforce the structure. Though Johannis de Rijke directed other construction projects in Tokushima-ken, this dam is the only remaining anti-erosion facility built under his supervision still standing today (Mima City, 2005).



Figure 56 Holland dam in Kaizu-shi (Kaizu City, n.d.)

### 5.2.15 Holland dam (Otsu-shi)

<b>Object name</b>	<i>Sabo Sekihisage</i> or <i>Oranda Sekihisage</i> (オランダ堰堤, 'Holland dam') (figure 56)
<b>Construction date</b>	1889
<b>Engineer</b>	J. de Rijke
<b>Legal status</b>	Voted an Industrial Heritage Site by the Japan Society of Civil Engineers in 2004; no official status known
<b>Location</b>	Otsu-cho, Kamitanakamikiryu-shi, Shiga-ken (Japanese: 大津市, 上田上桐生町, 滋賀県)
<b>Remarks</b>	Phone: (+81) 077-522-8369 (Shiga Prefecture Foundation for Cultural Promotion) Website: <a href="http://mizutakara.shigabunka.net/e750777.html">http://mizutakara.shigabunka.net/e750777.html</a>

This dam was designed by the Japanese engineer Tanabe Gisaburo under the supervision of Johannes de Rijke. The dam was named *Oranda Sekihisage* or 'Holland dam', though it is not entirely clear whether De Rijke was directly involved in its construction work or not. The dam is designed in the manner of a staircase, with twenty steps made of cut granite stones (120cm x 55cm x 35cm) spanning a total length of 34m and a height of 7m. It is now one of the oldest surviving industrial heritage sites dating to the Meiji era and was designated as an Industrial Heritage Site by the Japan Society of Civil Engineers in 2004 (Shigabunka, 2010).

### 5.2.16 Holland dam (Kaizu-shi)

<b>Object name</b>	<i>Sabo Sekihisage</i> (羽根谷巨石堰堤) or <i>Oranda Sekihisage</i> (オランダ堰堤, 'Holland dam') (figure 56)
<b>Construction date</b>	1891
<b>Engineer</b>	J. de Rijke
<b>Legal status</b>	Tangible Cultural Heritage
<b>Location</b>	Kaizu-shi, Gifu-ken (Japanese: 海津市, 岐阜県)
<b>Remarks</b>	Phone: (+81) 0584-53-1111 (Kaizu City) Website: <a href="http://www3.city.kaizu.lg.jp/~nishie-sho/waju/Q&amp;A/q&amp;a_history/a_sabouentei.html">http://www3.city.kaizu.lg.jp/~nishie-sho/waju/Q&amp;A/q&amp;a_history/a_sabouentei.html</a>

Two dams in Kaizu-shi were built under the supervision of Johannes de Rijke. Both are in a river valley and still serve to control erosion (Gifu Prefecture, n.d.).

### 5.2.17 Jyouganji river flood control

<b>Object name</b>	Jyouganji river (常願寺川)
<b>Construction date</b>	1903-1926
<b>Engineer</b>	J. de Rijke
<b>Legal status</b>	Unknown
<b>Location</b>	Toyama-shi, Toyama-ken (Japanese: 富山市, 富山県)
<b>Remarks</b>	None

In 1891 it became apparent that the Jyouganji river in Fukuyama-ken lacked sufficient basin capacity when massive rainfall caused the river to overflow, breaking the adjacent Ansei dyke and flooding an area of approximately 1,527 hectares. Johannes de Rijke was immediately asked to come up with a flood control plan in order to stop the Jyouganji river from overflowing. His plan encompassed the installation of twelve land abutments along the adjacent agrarian channels, a dyke breakthrough buffer in the form of a double dyke system, downstream river flow adjustment and an expansion of the overall basin capacity by widening the river. The project started in 1903 and was led by De Rijke himself until 1906. Construction work continued after De Rijke left, with the government taking charge in 1926 (Ministry of Agriculture, Forestry and Fisheries, 2007).

### 5.3 Maritime heritage

#### Kisogawa Maru

<b>Object name</b>	Kisogawa Maru
<b>Construction date</b>	c. 1887
<b>Ship type</b>	Suction dredger
<b>Shipwright</b>	Smit, Kinderdijk, Netherlands
<b>Location</b>	Unknown
<b>Line</b>	Unknown
<b>Dimensions</b>	Unknown
<b>Propulsion</b>	Steam engine
<b>Tonnage</b>	Unknown
<b>Armament</b>	None
<b>Status</b>	Unknown

The *Kisogawa Maru* was a steam-driven suction dredger built by the Smit family in Kinderdijk, the Netherlands. The ship was ordered by Johannis de Rijke in 1887 and was specially built for his works on the Kiso river<sup>16</sup>. Unfortunately, there is no information about the ship's specifications or what happened to it after the Kiso river works. Further research is therefore needed to ascertain the fate of this vessel (Van Gasteren, 2001).

#### Van Bosse

<b>Object name</b>	Van Bosse
<b>Construction date</b>	1854
<b>Ship type</b>	Bark (3 masts)
<b>Shipwright</b>	Bonke & Co
<b>Location</b>	Bremerhaven
<b>Line</b>	Unknown
<b>Dimensions</b>	Unknown
<b>Propulsion</b>	
<b>Tonnage</b>	665 t
<b>Armament</b>	Unknown
<b>Status</b>	Village Historic Site (オランダ船遭難の地, Site of a Dutch Shipwreck)

The *Van Bosse* was built in Germany, but registered in Rotterdam. It was travelling between Singapore and Shanghai when it was blown off by a storm near Tarama Island, Okinawa. All 27 crewmembers were saved and

spent several months in Okinawa, interacting with the local people before returning to Batavia. The wreck site is registered and protected as a historic site under village management. Several artefacts have been salvaged, such as an iron anchor and a complete Lucal Bols ceramic bottle which are now being displayed at the Tarama community museum.

The local village is planning to actively promote the use of the site for the public benefit through increased access to the site. Also, in Okinawa, this is the only Dutch owned vessel of which the wreck site has been identified and now protected (Randy Sasaki, 2015).

### 5.4 Museum collections

The Seiji Togo Memorial Sompo Japan Museum of Art (Tokyo) has Vincent van Gogh's still life *Vase with fifteen sunflowers* on view. Dating from 1889, this painting was acquired by the museum in 1987 (Sompo Japan Museum of Art, 2007).

Address: Sompo Japan Headquarters Building 42nd Floor  
1-26-1  
Nishi-shinjuku, Shinjuku-ku, Tokyo 160-8338

For further objects from this period, see the chapters on *Archives* and *Dutch museums with Japanese collections*, as collections and databases often span several centuries.

### 5.5 Experts

Name	Profession	Organization
Louis van Gasteren	Film director and producer	None
Willem Rimmelink	Expert on Japanese history, co-editor of <i>Bridging the Divide. 400 Years The Netherlands-Japan</i>	None

<sup>16</sup> The name Kisogawa translates as 'Kiso river'.

# 6 WWII Japan

## (1941-1945)

---

### 6.1 Introduction

---

At the outbreak of WWII, the Dutch Indies had been under Dutch reign since the mid-19<sup>th</sup> century. Japan took it upon itself to become the first Asian nation to battle Western dominance, conceiving its role as that of a liberator, not an imperialistic occupier (Blussé, Rummelink & Smits 2000, p.213). In the end, Japan was defeated in this effort, surrendering in 1945 after the United States dropped two atomic bombs on the cities of Hiroshima and Nagasaki. The events that followed are widely known and therefore will not be discussed here.

Rather less clear-cut than this chronological course of events are current attitudes in Japan regarding its crimes during the war. The issue of being a guilty party in a war is more complicated in Japan than elsewhere owing to people's ambivalence towards the nation's past. Most Japanese do not think of themselves as an integral part of the state and therefore do not feel responsible for actions taken in the name of the state (Blussé, Rummelink & Smits, 2000, p.227). Yet, paradoxically, people also have a deep-rooted sense of identification with their nation. The Japanese national self-image is a mixture of extremes: one the one hand, there is the concept of *Nihon jinron*, which describes being Japanese as something unique while, on the other, there is the sometimes exceptionally critical characterization by Japanese of their own country. Self-praise and harsh condemnation of the Japanese nation thus co-exist with each other (Blussé, Rummelink & Smits, 2000, p.228).

Japan's main shortcoming during WWII was that, in the end, no individual in a position of power was called to account for their actions or the consequences. The nation was ruled by a system of military bureaucrats that was able to run riot because no one had to bear responsibility for anything. Present-day Japan still does not have a centre of political responsibility, meaning there has been no clear break with the wartime government (Blussé, Rummelink & Smits, 2000, p.234).

That Japan has handled this issue so differently from Germany owes to the simple fact that the events that took place in these countries during WWII cannot be compared with each other. Most notably, the Germans have a reason to blame an earlier generation for what happened and for enabling Hitler's rise to power. Japan, by contrast, did not possess any political mechanisms by which its people could bring a rampaging military system to a halt.

Even though a great number of Japanese recognize the moral implications of the crimes the Japanese government committed, they have no clearly defined etiquette for handling the past. Thus, while there certainly is a national consciousness among ordinary citizens, it lacks any political representation that can define the government's stance towards the past. In the 1990s, when the matter of 'comfort women' gained worldwide attention, it immediately led to tensions within the government because no one was able to give an adequate response. And in 1992, when historian Yoshimi Yoshiaki found incontestable evidence for Japan's military involvement in this matter, it yet again led to severe discomfort (Blussé, Rummelink & Smits, 2000, pp.234-236).

---

## 6.2 Built heritage

---

### Internment camps in Japan

When Japan capitulated in August 1945 there were a total of 36,000 prisoners of war detained in 130 internment camps spread throughout Japan. Approximately 7,200 of these prisoners were Dutch and had been taken captive in the Dutch East Indies (Beekhuis, 2013). The camps where the Dutch were interred were:

- Fukuoka 2B, 3B, 4B, 6B, 7B, 8B, 9B, 14B, 17B, 21B, 23B
- Hakodate 1B
- Hiroshima 1B, 5B
- Osaka 4B, 7D
- Sendai 1B, 4B
- Tokyo 7B

Camp Osaka 4B was actually called camp Tanagawa. Though this camp is gone now, there is still a station called Tanagawa.

During WW II, there was a large coal mine (Onga Coal Mine) in the town of Mizumaki, Fukuoka prefecture. A military prisoner-of-war camp was located near the mine where more than 1,000 allied prisoners of war were interred. Because of a labor shortage, the Japanese military began using the allied prisoners as forced laborers in the mine, particularly Dutch, Americans and British. The Memorial Cross in Mizumaki is a memorial built for the allied prisoners of war who died during the war. Currently the names of 871 Dutch prisoners are engraved on it. This memorial became the starting point of various exchanges with the Netherlands. Mr. Dolf Winkler, a Dutchman who had been a prisoner working at the Mizumaki coal mine, started this by organizing Dutch memorial group visits to the town each year.

---

## 6.3 Maritime heritage

---

None found to date.

---

## 6.4 Museum collections

---

See the chapter on *Archives* for documents and other objects from this period.

---

## 6.5 Experts

---

Name	Profession	Organization
Willem Rimmelink	Expert on Japanese history, co-editor of <i>Bridging the Divide. 400 Years The Netherlands-Japan</i>	None



Figure 57 Replica of the Kanko Maru, the former *Soembing* anchored in front of Nagasaki City (Manders, 2014).

# 7 Post-war Japan (1945-present)

## 7.1 Introduction

When Holland Village opened in Japan in 1983 (see above), it was a great success; here, Japanese visitors could experience a Dutch windmill, VOC ships, Dutch-style buildings and products such as Gouda cheese and wooden shoes at first hand. Opening almost ten years later, Huis ten Bosch was even more successful. But these two theme parks were not the first modern Dutch imports in Japan. Dick Bruna's creation Nijntje, for example, had been introduced in 1964, when the first Japanese translation of the Nijntje book was published. Initially, Nijntje was called *usako-chan* (meaning 'little rabbit'), but later became 'Miffy', as the character is known throughout the rest of the world. Ever since her introduction, Nijntje has been popular with Japanese of all ages, and today there are many stops franchised by Dick Bruna Japan (the licensing company of Mercis Publishing) and Nijntje-related activities all over the country.

Intangible heritage connecting the two nations relates mainly to festivals that the Japanese and Dutch alike can still enjoy today. One of the largest festivals in Japan is the *Nagasaki Kunchi Festival*, listed as an Important Intangible Folk Cultural Property. First held as far back as 1634 (Nagasaki City Tourism Guide, n.d.), this three-day festival in October hosts almost 60 neighbourhood groups that perform once every seven years on a rotating basis. One of the festival fixtures is a dance called *Oranda manzai* (*Oranda* is the Japanese word for 'Holland'), first introduced in 1933. It tells the story of the Dutch coming to Nagasaki, with dancers representing Dutch men carrying fans and drums (ISOM Nagasaki, n.d.).

In the same region, *Hirado Zondag* ('Hirado Sunday') is an event held every fourth Sunday of the month that features Japanese volunteers wearing Dutch folkloric costumes. This event is mostly aimed at tourists, who can also visit a nearby flea market (Hirado City, n.d.).

Close to the city of Hirado is Dejima, where in April of every year the *Oranje Festival* ('Orange Festival') is organized to promote exchange between Japan and the

Overview of built heritage locations related to Theme 7

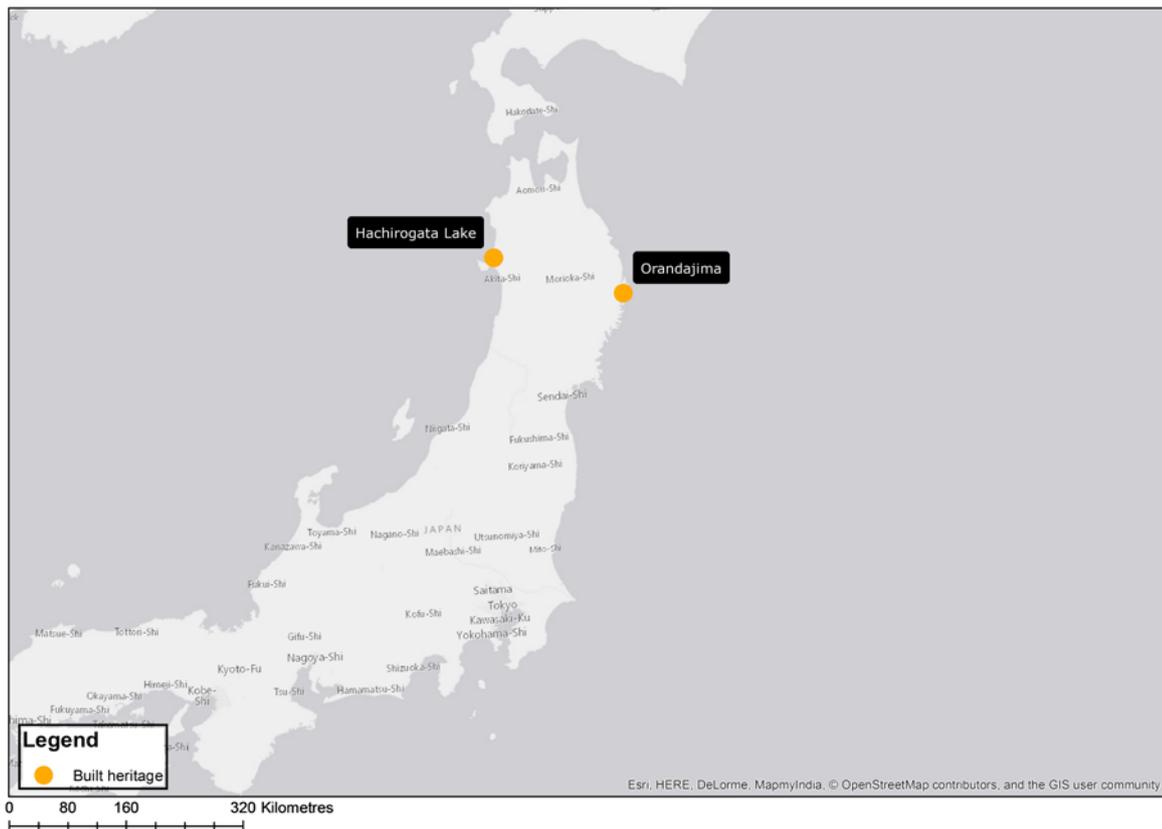


Figure 58 Overview of built heritage sites related to theme 7 (ESRI, 2012)

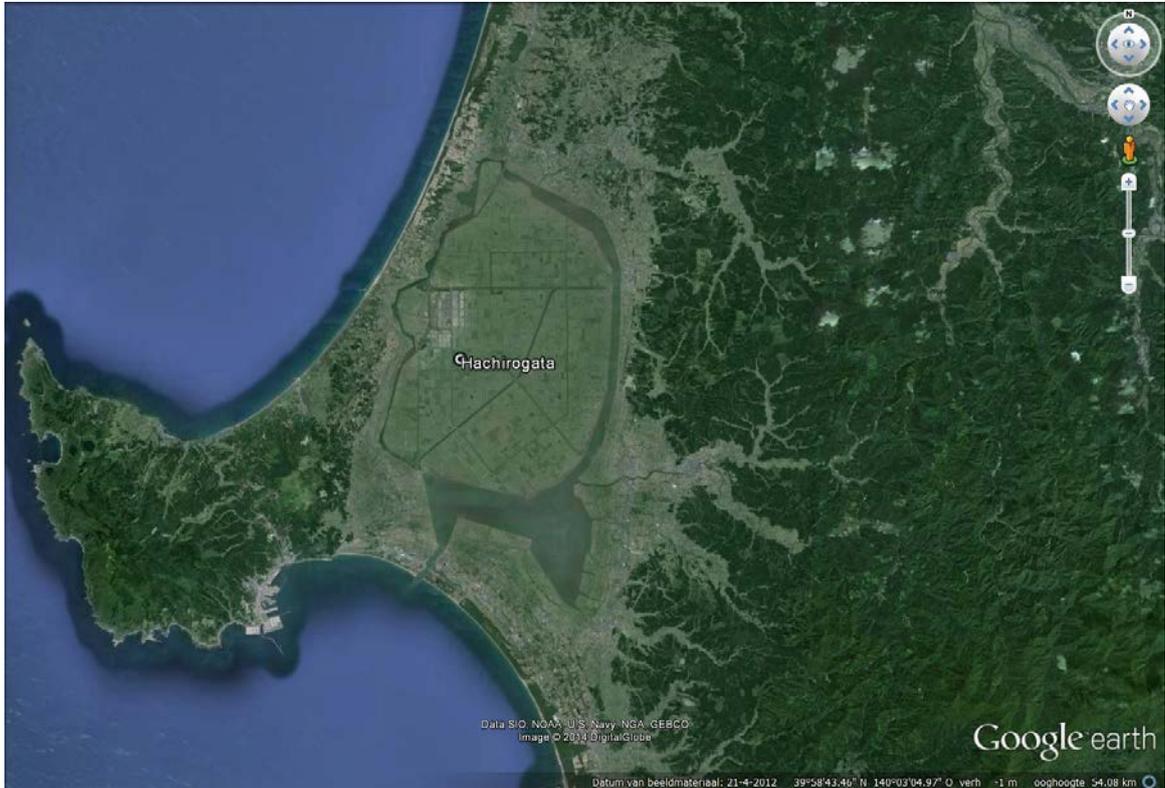


Figure 59 Hachirogata lake in a satellite image from Google Earth (Google Earth, 2012)

Netherlands. It includes concerts, food and games (About Dejima, 2014).

In the city of Sakura, east of Tokyo, and at Cape Saraki on the northern island of Hokkaido are yearly tulip festivals. In Sakura, a windmill has been constructed near the tulip field where people can try on traditional Dutch clothing and listen to a street organ (Sakura City, 2014).

Well-known Japan-inspired festivals in the Netherlands are the yearly Japan Festival in Amstelveen (Japan Festival Foundation, 2014) and the Japan Market in Leiden (Sieboldhuis, 2014).

A future endeavor concerning shared heritage is the Holland & Kyushu program, initiated by DutchCulture, the Dutch Embassy in Tokyo and the Consulate-General in Osaka. In 2016 and 2017 the special connection between Kyushu and the Netherlands will be celebrated, as Kyushu was where the first contact between the Dutch and Japanese took place. The reason for this celebration is the four hundred year anniversary of Arita porcelain as well as the completion of the third phase in the Deshima rebuilding process.

Holland & Kyushu wants to combine forces to make current Dutch-Japanese projects more visible in The Netherlands and Japan as to incentivize future initiatives. Three themes that both countries could benefit from are craftsmanship, maritime archaeology and innovative design.

Also, in honor of the 150th death anniversary of Phillip Franz Von Siebold, a key figure in Dutch-Japanese relations, an opera retelling his life will debut in 2016. During the following year the opera will also make its way to the Netherlands (DutchCulture, 2015).

The Holland & Kyushu program is still in development and that is why artists, cultural organizations, entrepreneurs and innovators from The Netherlands and Japan are invited to join in and contribute. For more information, please visit <http://hollandkyushu.com> (available in Dutch, English and Japanese).

## 7.2 Built heritage

### 7.2.1 Hachirogata lake

<b>Object name</b>	Hachirogata lake (figure 59)
<b>Construction date</b>	1954-1964
<b>Legal status</b>	Unknown
<b>Current location</b>	Hachirogata, Akita-ken, Nagasaki-ken
<b>Remarks</b>	Phone: (+81) 0185-45-2111 E-mail: ogata_mura@ogata.or.jp Website: <a href="https://www.ogata.or.jp/english/">https://www.ogata.or.jp/english/</a>

After World War II, the Japanese government was determined to become increasingly self-sufficient in food production. The reclamation of Hachirogata lake was to create space for 'a prosperous, comfortable and modern farming community'. In 1954, the Japanese government asked Dutch hydraulic engineer Adriaan Volker (1917-2000) and Professor Pieter Jansen (1902-1982) of Delft University of Technology to study the feasibility of reclaiming Hachirogata lake. After the project was finished in 1964, the government allowed a selection of farmers to settle the new land at Ogata village, which soon prospered (De Graaf & Hooimeijer, 2008; Ogata-mura Office, 2008).

### 7.2.2 Dutch modern architectural designs in Japan

#### OMA

Modern Dutch architectural designs can be found throughout Japan. The Office for Metropolitan Architecture (OMA), a Rotterdam-based international partnership practicing architecture, urbanism and cultural analysis, led by six partners including Rem Koolhaas and Shohei Shigematsu, has designed a number of buildings in Japan. They include the Nexus World Housing project in Fukuoka, built in 1991 (OMA, n.d.).

#### Oranda-jima

A recent project initiated after the earthquake that hit Japan in March 2011 involves Dutch architect Martin van der Linden, who is designing a community centre for children and elderly residents of the earthquake-ravaged city of Yamada. The community centre will be built on an island lying off the city harbour and has been named Oranda Jima House, after the Dutch sailors who came ashore this island in 1643 to replenish their supplies of food and water (see p.35) (Hesselink, 2002; Maruko, 2011; Oranda-jima, 2013).

#### MVRDV

MVRDV is a Dutch architectural firm consisting of Winy Maas, Jacob van Rijs and Nathalie de Vries and has been responsible for designing two structures in Japan. The first is the seven-storey Gyre Building in *Omotesando*, an upscale shopping area in Tokyo. The second is Matsudai Center in the city of Matsudai, Niigata prefecture, which is styled as an art gallery, with a large exhibition space, but also has an auditorium and classrooms. (MVRDV, 2014).

## 7.3 Maritime heritage

### 7.3.1 Willem Barendsz II

<b>Object name</b>	<i>Willem Barendsz II</i> (figure 60)
<b>Other names</b>	Yue Sin (1973), Gae Cheog No I (1978), Gae Chog (1981), Ocean Pioneer (1988), Gae Chog (1996)
<b>Ship type</b>	Whaling factory ship ( <i>walvisfabrieksschip</i> )
<b>Construction date</b>	1954
<b>Shipwright</b>	NV Dok en Werf Maatschappij Wilton-Fijenoord, Schiedam, the Netherlands
<b>Shipwreck date</b>	1868
<b>Location</b>	Esashi, Hokkaido (Japanese: 〒106-0047, 南麻布 4-1 1-2 5)
<b>Line</b>	Nederlandsche Maatschappij voor de Walvischvaart (Netherlands Society for Whaling; 1955-1964)
<b>Dimensions</b>	206.49m x 27.50m x 11.30m
<b>Propulsion</b>	Screw-driven, with 2 diesel engines
<b>Tonnage</b>	26,830 tonnes
<b>Armament</b>	18 cannons with 16cm guns, 8 30-pound cannons, later 5 additional cannons
<b>Status</b>	Scrapped in 2001, Xinhui, China
<b>Remarks</b>	Involved in a controversial sale of whaling quotas between the Netherlands and Japan in 1964



Figure 60 The *Willem Barendsz II* (Wikimedia, n.d.)

Known as the last Dutch whaling ship, the *Willem Barendsz II* has a controversial history. In the decade after World War II, a growing number of countries were active in the

whaling industry, even as both whale stocks and overall demand for whale products were on a decline. In 1949, the International Whaling Commission (IWC) was founded to regulate the industry (Basberg, 2011, p.6). The Commission allocated annual whaling quotas to all whaling countries. Countries could compete for the yearly quotas, with each country's quota fixed according to the number of factory ships it owned (Basberg, 2011, p.11). During the 1950s, the Netherlands was still among the countries with an active whaling industry. In 1955, despite the industry's rapid economic decline and increasing public criticism, the Netherlands Society for Whaling launched a new factory ship: the *Willem Barendsz II* (Basberg, 2011, p.12).

Eventually, the whaling business became such an expensive proposition that many countries withdrew from the business altogether. Japan, however, still saw a future in whaling, and took advantage of the situation buying up factory ships from other whaling countries to obtain a higher quota (Basberg, 2011, p.12). Once a ship and its whaling quota were in Japanese hands, Japan then often resold the ship to the original country while keeping the quota, which was Japan's main concern (Basberg, 2011, p.13). This was also to be the fate of the *Willem Barendsz II*. In 1964, Japan bought the vessel for its whaling quota and then resold the ship to a South African company which used it as a fish factory (Basberg, 2011, p.16). The selling of the *Willem Barendsz II* marked the end of the Dutch whaling industry.

The *Willem Barendsz II* was subsequently sold several more times before finally ending up at a Chinese shipbreaking company in Xinhui in 2001 (Wikipedia).

### 7.3.2 Replica ships

In the recent history of relations between Japan and the Netherlands, various long-lost Dutch vessels have been replicated. The Netherlands has built several replicas destined for Japanese waters, including the *Prins Willem*, built in 1985, the *Kanko Maru*, built in 1987, and the *Liefde*, built in 1991 and granted to Huis Ten Bosch in Nagasaki. Although the *Prins Willem* returned to Holland in 2003 and was destroyed by fire in 2005, the replicas of both the *Liefde* and the *Kanko Maru* are still in Nagasaki. Other replicas are the *Kanrin Maru* and the *Kaiyo Maru* (Schäuffelen, 2005, pp.183, 186, 190).

The main purpose of these replicas has been to bring these historical means of transport to life in a way that appeals to all the senses. At the same time, these vessels have become tangible representatives of new cultural ties between Japan

and the Netherlands, as their transfer from Dutch to Japanese waters has always gone hand-in-hand with festivities to celebrate the ships' arrival and to commemorate the long history of relations. Built with the utmost care and scientific veracity, these replicas today form an important, contemporary product of a centuries-old shipbuilding tradition that has helped shape the Netherlands as it is today. In this sense, the replica vessels are also an important form of mobile, shared cultural heritage.

## 7.4 Museum collections

### Contemporary art projects

During the celebration of 400 years of relations between Japan and the Netherlands in 2000, an intercultural exchange project called 12xHolland<sup>17</sup> was launched by citizens of Hirado with the support of the Nagasaki Holland Year Association. In that year, a twelve-person Dutch delegation stayed in Hirado and a total of 182 workshops, concerts, expositions and other activities were organized, ranging across the artistic spectrum and including painting, sculpture, percussion, photography and children's books. Thanks to its success, 12xHolland became a yearly event to which four Dutch guests are now invited each time. Over the years, a myriad of subjects have been highlighted: ballet in 2003, flower arrangement in 2005, graphic design in 2008 and hip-hop dance and boxing in 2009 (Studio E, 2011).

## 7.5 Experts

Name	Profession	Organization
<b>Willem Rummelink</b>	Expert on Japanese history, co-editor of <i>Bridging the Divide. 400 Years The Netherlands-Japan</i>	None
<b>AKAGAWA Natsuko</b> (赤川 夏子)	Assistant Professor of Asian Studies, expert on cultural heritage conservation	University of Western Australia
<b>Willem Willems</b>	Co-President	International Scientific Committee on Archaeological Heritage Management (ICAHM)
<b>GOTO Kazuko</b> (後藤 和子)	Professor of Economics and Cultural Heritage	Saitama University
<b>Julien Rikkoert</b>	Former Policy Officer for Press and Cultural Affairs	Consulate General in Osaka-Kobe
<b>KASAHARA Kazuto</b> (笠原 一人)	Assistant Professor	Kyoto Institute of Technology, Dept. of Architecture and Design

<sup>17</sup> <http://www.12xholland.com/>

# 8 Japanese collections in Dutch museums

This chapter discusses Japanese collections in Dutch museums. It presents ten tables listing the size of each museum's collection, the types of objects included, the main time period from which the objects date and the location of each collection.

It should be noted here that the Sieboldhuis in Leiden does not exhibit its own collection but borrows objects from museums including Museum Volkenkunde (see below) for its exhibitions and events. For more information, see the Sieboldhuis website (<http://www.sieboldhuis.org/>; English and Japanese versions also available). Besides being a museum that exhibits Japanese objects, the Sieboldhuis is also the first official "Japan centre" in the Netherlands. Lectures on varying facets of Japanese culture are hosted regularly, and the museum also has strong ties with Leiden University because of the study program 'Languages and Cultures of Japan'. Moreover, the University of Nagasaki holds a liaison office there since 2009 (Sieboldhuis, 2015).

## 1. Museum Volkenkunde (Ethnology museum)

<b>Collection size</b>	728 objects from Nagasaki prefecture out of a total of 752 objects from Kyushu island  Almost 13,000 objects from Honshu (Japan's main island); mainly from Tokyo but also from the cities of Osaka and Kyoto
<b>Collection period</b>	Primarily Edo period (1600-1868)
<b>Object types</b>	Nagasaki prefecture: porcelain, many scroll paintings, books and images Honshu: <i>surimono</i> (woodblock prints), scroll paintings, drawings and books
<b>Current location</b>	Steenstraat 1, 2312 BS Leiden
<b>Remarks</b>	Website: <a href="http://www.volkenkunde.nl">http://www.volkenkunde.nl</a> E-mail: <a href="mailto:info@volkenkunde.nl">info@volkenkunde.nl</a>

## 2. Naturalis Biodiversity Center

<b>Collection size</b>	More than 20,000 natural history objects collected by Von Siebold
<b>Collection period</b>	19 <sup>th</sup> century
<b>Object types</b>	Mammals, birds, fish, reptiles, plants, herbarium specimens and drawings
<b>Current location</b>	Darwinweg 2, 2333 CR Leiden
<b>Remarks</b>	Website: <a href="http://www.naturalis.nl/nl/kennis/collectie/siebold-de-collectie/">http://www.naturalis.nl/nl/kennis/collectie/siebold-de-collectie/</a> (no English version available)

## 3. Combined ceramic collections of the Rijksmuseum Amsterdam, Gemeentemuseum Den Haag, Prinsessehof Leeuwarden and Groninger Museum

<b>Collection size</b>	Approx. 325 objects with geographic origins in Japan
<b>Collection period</b>	Edo period
<b>Object types</b>	Mainly ceramic tableware such as plates, bowls and jugs; includes <i>Arita</i> (1670-1735) and <i>Imari</i> (1681-1730) porcelain at the Groninger Museum
<b>Current location</b>	Gemeentemuseum: Stadhouderslaan 41, 2517 HV Den Haag Rijksmuseum: see below Prinsessehof: Grote Kerkstraat 11, 8911 DZ Leeuwarden Groninger Museum: Museumeland 1, 9711 ME Groningen
<b>Remarks</b>	Most of these objects are at the Groninger Museum. Website: <a href="http://www.aziatischekeramiek.nl/">http://www.aziatischekeramiek.nl/</a>

## 4. Tropenmuseum (Tropics museum)

<b>Collection size</b>	Approx. 1,200 objects
<b>Collection period</b>	1670-1938
<b>Object types</b>	Porcelain tableware, furniture, iron stirrups, lacquer and clothing
<b>Current location</b>	Linnaeusstraat 2, 1092 CK Amsterdam
<b>Remarks</b>	Website: <a href="http://tropenmuseum.nl/">http://tropenmuseum.nl/</a> E-mail: <a href="mailto:info@tropenmuseum.nl">info@tropenmuseum.nl</a>

## 5. Wereldmuseum (World art museum)

<b>Collection size</b>	3,500 objects with geographic origins in Japan
<b>Collection period</b>	17 <sup>th</sup> -18 <sup>th</sup> century
<b>Object types</b>	Mainly Japanese paintings, vases, sandals, masks and statues
<b>Current location</b>	Willemskade 25, 3016 DM Rotterdam
<b>Remarks</b>	Website: <a href="http://www.wereldmuseum.nl">http://www.wereldmuseum.nl</a> E-mail: <a href="mailto:communicatie@wereldmuseum.nl">communicatie@wereldmuseum.nl</a>

## 6. Rijksmuseum Amsterdam

<b>Collection size</b>	5,100 objects
<b>Collection period</b>	Spans the 12 <sup>th</sup> through the 20 <sup>th</sup> century, with around 80% from the Edo period; many paintings date from the late 19 <sup>th</sup> and 20 <sup>th</sup> centuries; kimonos from the 20 <sup>th</sup> century
<b>Object types</b>	3,100 images and books, 300 photographs; the remaining 1,700 objects comprise ceramics, porcelain, paintings, <i>netsuke</i> (miniature sculptures used as toggles), kimonos, textile fragments and sword mountings ( <i>tsuba</i> )
<b>Current location</b>	Museumstraat 1, 1071 XX Amsterdam
<b>Remarks</b>	Contact: Menno Fitski, Curator of Asian Art Email: m.fitski@rijksmuseum.nl Website: <a href="http://www.rijksmuseum.nl/">http://www.rijksmuseum.nl/</a>

## 7. Van Gogh Museum

<b>Collection size</b>	Approx. 500 Japanese woodblock prints
<b>Collection period</b>	19 <sup>th</sup> century
<b>Object types</b>	Woodblock prints by major Japanese artists (Kunisada, Kuniyoshi, Hiroshige), most collected by Vincent van Gogh and his brother Theo
<b>Current location</b>	Stadhouderskade 55, 1072 AB Amsterdam
<b>Remarks</b>	Website: <a href="http://www.vangoghmuseum.nl/en/">http://www.vangoghmuseum.nl/en/</a>

## 8. Maritime Museum Rotterdam

<b>Collection size</b>	Approx. 240 objects connected with Japan
<b>Collection period</b>	16 <sup>th</sup> century-present
<b>Object types</b>	Books, articles, maps and pamphlets
<b>Current location</b>	Leuvehaven 1, 3011 EA Rotterdam
<b>Remarks</b>	Website: <a href="http://www.maritiemmuseum.nl/">http://www.maritiemmuseum.nl/</a> website/index.cfm?fuseaction=frontpage.show& Database: <a href="http://www.maritiemdigitaal.nl">http://www.maritiemdigitaal.nl</a> E-mail: r.brand@maritiemmuseum.nl (Ron Brand, Curator)

### Items in the collection:

Title & author	Period
<b>Dirck Gerritsz Pomp alias Dirck Gerritsz China: de eerste Nederlander die China en Japan bezocht</b> ( <i>Dirck Gerritsz Pomp, a.k.a. Dirck Gerritsz China: the first Dutchman to visit China and Japan</i> )	1544-1604
<b>Kaart van Japan door Adriaan Reland en Joachim Ottens</b> ( <i>Map of Japan by Adriaan Reland and Joachim Ottens</i> )	1700-1719
<b>De hofreis naar de shogun van Japan: naar een persoonlijk verslag van Jan Cock Blomhoff</b> ( <i>The court journey to the shogun of Japan: a personal account by Jan Cock Blomhoff</i> )	1800-1850

## 9. Nederlands Instituut voor Militaire Historie (Dutch military history institute)

<b>Collection size</b>	Approx. 240 objects connected with Japan
<b>Collection period</b>	16 <sup>th</sup> century-present
<b>Object types</b>	Photographs, prints and documents
<b>Current location</b>	Frederikkazerne, Building 35 Tower H Van Alkemadeaan 786, 2597 BC The Hague
<b>Remarks</b>	Website: <a href="http://www.defensie.nl/organisatie/cdc/inhoud/eenheden/nimh">http://www.defensie.nl/organisatie/cdc/inhoud/eenheden/nimh</a> Database: <a href="http://www.maritiemdigitaal.nl">http://www.maritiemdigitaal.nl</a>

### Items in the collection:

Title/content	Period
<b>Photographs of the Kanko-Maru replica, Soembing, headed for Japan</b>	1988
<b>A Dutch residence in Yokohama, Japan</b>	1869
<b>Drawing of Dejima</b>	1849
<b>ZM stoomschip Medusa forceert de doorgang door de Straat van Simonoseki tussen Kioe-Sjioe en Hondo (Japan), september 1864.</b> ( <i>The steamship the Medusa forcing passage through the Shimonoseki Strait between Kyushu and Hondo (Japan), September 1864</i> )	1864 Painted by Jacob Eduard van Heemskerck van Beest

## 10. National Maritime Museum

<b>Collection size</b>	Approx. 520 objects connected with Japan
<b>Collection period</b>	17 <sup>th</sup> -20 <sup>th</sup> century
<b>Object types</b>	Articles, books and maps
<b>Current location</b>	Kattenburgerplein 1, 1018 KK Amsterdam
<b>Remarks</b>	Website: <a href="http://www.hetscheepvaartmuseum.nl/">http://www.hetscheepvaartmuseum.nl/</a> Database: <a href="http://www.maritiemdigitaal.nl">http://www.maritiemdigitaal.nl</a>

### Items in the collection:

Title/content	Period
<b>Koning Willem II schrijft een brief aan de Japane shogun (article)</b> ( <i>King William II writing a letter to the shogun of Japan</i> )	2004 (the letter itself dates from 1844)
<b>Naval maps and other maps of Japan Shimonoseki Strait, route from Java to Japan, etc.</b>	20 <sup>th</sup> century
<b>Het bombarderen van Japanse kustbatterijen langs de Straat van Shimonoseki, 1864</b> ( <i>The bombardment of Japanese coastal artillery batteries along the Shimonoseki Strait, 1864</i> )	1864

# 9 Japanese families involved in Dutch language interpretation and Dutch studies

The Dutch presence in Japan – which was Japan's first contact with the West and spanned several centuries – triggered vast interest in Dutch language, medicine, weapons, shipbuilding techniques, and much more. This study of Dutch, or literally 'Dutch learning' (*Rangaku*), as it was known, proved very beneficial for Japan's development in a range of fields. From the early 18<sup>th</sup> century, various Japanese individuals and families began studying the Dutch language and translating books, the most famous being *Ontleedkundige Tafelen* ('Anatomical tables'), translated by Sugita Genpaku. Most of these scholars have (small) museums dedicated to them all over Japan, where Dutch books and artefacts can be found among their private collections. This section presents an overview of individuals and families who dedicated much of their lives to being scholars of Dutch learning, or *Rangakusha*.

## Individuals (National Diet Library, 2009)

- **Aoki Kon'yo** (青木 昆陽, 1698-1769)  
A Confucian scholar and the first person to gain government permission to speak to the Dutch trading post chief during the Dutch visit to Edo (now Tokyo) in 1740. From then until 1758, Kon'yo was often present at these annual interrogations. Having learned Dutch only from translators who were part of the entourage, and lacking dictionaries and grammar books, his knowledge was fairly rudimentary (Goodman, 2000, p.67).
- **Maeno Ryotaku** (前野 良沢, 1723-1803)  
Ryotaku learned Dutch from Aoki Kon'yo in 1769 and in the following year went to study Dutch in Nagasaki under Dutch interpreters. Thanks to his superior Dutch language skills, he played a leading role in the translation of the *Ontleedkundige Tafelen* (or *Tafel Anatomie*, as it is more widely known in Japan), but refused to have his name included as a translator when the work was published.
- **Fukuzawa Yukichi** (福沢 諭吉, 1834-1901)  
Yukichi studied Dutch in Nagasaki and later at the *Tekijuku* (適塾) *Rangaku* school in Osaka for three years. He was appointed an official Dutch teacher in 1858.
- **Otsuki Gentaku** (大槻 玄沢, 1757-1827)  
Having learned Dutch from Sugita Genpaku and Maeno Ryotaku, Gentaku opened the private *Shirando* (芝蘭堂) Dutch studies school in Edo while working as a physician. In 1811 he worked as a translator at Tenmonkata (Astronomy Bureau).

## Families (National Diet Library, 2009)

- **Sugita family**  
Sugita Genpaku (杉田 玄白, 1733-1817) translated the *Anatomische Tabellen*, published in 1774, together with Maeno Ryotaku and Nakagawa Jun'an (1739-1786). As a teacher at the *Tenshinro* (天真楼) private school, his pupils included Otsuki Gentaku. Later, the Sugita family produced many notable Dutch studies scholars, including Sugita Hakugen and Sugita Seikei.
- **Udagawa family**
  - Udagawa Genzui (宇田川 玄瑞, 1755-1797)  
Started out studying Chinese medicine but switched to Dutch studies. He studied under Sugita Genpaku and Maeno Ryotaku.
  - Udagawa Genshin (宇田川 玄真, 1769-1834)  
Studied Dutch under Udagawa Genzui and Otsuki Gentaku.
  - Udagawa Yoan (宇田川 榕菴, 1798-1846)  
Studied Dutch with and was adopted by Udagawa Genshin. Began working as a translator of foreign books at Tenmonkata (Astronomy Bureau) in 1826.
- **Takahashi family**
  - Takahashi Kageyasu (高橋 景保, 1785-1829)  
A good friend of Von Siebold, Kageyasu was implicated in the Siebold Incident after giving him several detailed maps of Japan – which was strictly prohibited by the government. Kageyasu was arrested and eventually died in prison.
- **Motoki family**
  - Motoki Shoudayu (本木 庄太夫, 1628-1697)  
The first of a long line of Dutch interpreters.
  - Motoki Ryoei (本木 良永, 1735-1794, descendant of Shoudayu)  
Translated several books on astronomy and introduced Copernicus' heliocentric system in Japan.

# 10 Heritage in written sources

## 10.1 Introduction

This chapter presents written sources, both primary and secondary, in archives, books, articles and papers connected or concerned with Dutch-Japanese heritage. It includes tables listing source titles, author names, publishing dates and descriptions of the topics of individual works, their relationship to one or more of the chronological themes of this report, which of the three heritage types are represented in the source and the digital or physical source location.

## 10.2 Archives

### 1. National Archives of Japan (JACAR: Japan Center for Asian Historical Records)

**Location:** Sumitomo Fudosan Hongo Building 10F  
3-22-5 Hongo, Bunkyo-ku, Tokyo 〒113-0033

Japanese: 〒113-0033 東京都文京区本郷3-22-5 住友不動産本郷ビル10階

**Description:** JACAR is an institution within the National Archives of Japan and maintains a digital database illustrating Japan's historical ties in Asia and elsewhere. The JACAR website provides access to official documents of the Japanese cabinet, the Ministry of Foreign Affairs, army and navy. The archives house the original records and offer digital images of the documents.

#### Number of materials

A search on Dutch materials within the time span of 1600 to 1970 in Japanese, English and Dutch, retrieves a total of 2,249 files. However, as there are also double files in the results, the actual number of sources is likely closer to 1,500 (Japan Center for Asian Historical Records, n.d.).

#### Items in the collection:

Title/content	Date of origin
Original script signed by the Emperor. Treaty of 15 September, Treaty of Commerce and Navigation between the Netherlands and the Empire of Japan.	1896
Script signed by the Emperor / Treaty No. 8 / Treaty on Trade and Voyage between Japan and the Netherlands.	1913
Ratification of a treaty on Judiciary Solution, International Arbitration and Mediation between Japan and Netherlands.	1935
Record of International Military Tribunal for the Far East on Class A War Crimes (English) (No. 43) Document 6912 Opening statement. Subject: Aggression against the Netherlands. Presented by: Maj. Gen. W.G.F. Bergerhoff Mulder, Associate Counsel for the Netherlands.	1941
Commentary on state organization of Dutch Indochina – Treaties between Holland and powerful nations concerning the Dutch Indochina territory.	1942

### 2. NIOD Institute for War, Holocaust and Genocide Studies

**Location:** Herengracht 380, 1016 CJ Amsterdam.

**Description:** The NIOD manages around 2,500 metres of archive material related to WWII, including the run-up and aftermath. This includes descriptions of aspects such as the German occupation, ministries in The Hague and London and prison camps in Europe and Asia.

#### Items in the collection:

Title	Description
<b>Collectie Voorwerpen Nederlands-Indië</b> (English: <i>Collection of Dutch East-Indies objects</i> )	More than 700 objects related to the Dutch East Indies (with images), including sleeve bands, matchboxes, camp numbers, medals, banknotes and tableware (NIOD, 2013).
<b>Stichting Nederlandse Slachtoffers Japanse Vrouwenkampen</b> (English: <i>Foundation for Dutch victims of Japanese women's camps</i> )	Correspondence belonging to the Foundation for 400 Years of Japanese-Dutch Relations regarding the Foundation for Dutch Victims of Japanese Women's Camps, also concerned with former prisoners of war and survivors (1990-1997) (NIOD, n.d.).
<b>Dossier – Japan</b> (English: <i>Japan file</i> )	Article written in 1943 by an employee of the Economic Research Department, part of the Department of Economic Affairs, discussing the position of the Japanese emperor and army and the increasing government influence in all areas of society (NIOD, 2013).

### 3. National Archives

**Location:** Prins Willem Alexanderhof 20, 2595 BE The Hague.

**Description:** Almost one thousand years of Dutch history are preserved at the National Archives, in 125 kilometres of archive material. The collection consists of printed, pressed and handwritten documents, around 300,000 maps, drawings and approximately 14 million photographs (National Archives, 2014).

#### Number of materials

A keyword search on 'Japan' retrieved 489 results; 'Dejima', 'Hirado' and 'Nagasaki' retrieved around 55 results. As there is some overlap between these sets of results, the total number of sources is approximately 500 (National Archives, 2014). The National Archive also holds over 27,000 identity cards of Dutch prisoners of war in Japanese camps during WWII (National Archives, 2014).

Much of the archive material concerns political matters, with documents from the consulates in Nagasaki and Kobe (ranging from the 17<sup>th</sup> to the 20<sup>th</sup> centuries) and historical documents discussing the Dutch trading post. Below is a selection from the results:

Title	Contents
<b>Nederlandse Factorij Japan</b> (English: <i>Dutch trading post Japan</i> )	First period (1609-1842): various materials connected to the trading post chief and council and warehouse master, amongst others. Second period (1843-1860): same as above; also the archives of J.H. Donker Curtius, former trading post chief.
<b>Gezantschap Japan tot 1890</b> (English: <i>Embassy in Japan up to 1890</i> )	Correspondence between Dutch consulates in Japan and the minister of Foreign Affairs in the Netherlands between 1864 and 1887 regarding the opening and closing of Japanese harbours to foreigners, amongst other subjects.
<b>Vertegenwoordiging Japan, 1946-1954</b> (English: <i>Representation in Japan, 1946-1954</i> )	Documents on political affairs in Japan, including reports on conversations between the Dutch military chief and the American general McArthur and a report by a Dutch ambassador on Japan's political and economic position in Asia.
<b>Doeff</b>	Documents concerning Hendrik Doeff's public duties and activities whilst in Japan from 1777 until 1835. Doeff was chief of the Dutch trading and wrote a memoir about Japan and a Dutch-Japanese dictionary.
<b>Consulaat Nagasaki</b> (English: <i>Consulate in Nagasaki</i> )	Includes registers of Dutch citizens residing in Japan in 1882-1915 and files concerning the gravesites of foreigners in Nagasaki.

### 4. Historiographical Institute

**Location:** 3-1, Hongo 7-chome, Bunkyo-ku, Tokyo, 113-0033  
Japanese: 〒113-0033 東京都文京区本郷7-3-1

**Description:** The Historiographical Institute in Tokyo possesses 191,000 books, 195,000 historical materials, 3,000 journals and 67,000 films and makes historical sources available through its library, publications and databases (Historiographical Institute, 2014). This collection is the largest in Japan, composed mostly of historical documents concerning the US and European countries, as well as the ministries of foreign affairs of various countries and the East India Company (Historiographical Institute, 2014). Since 1950s, the Institute has also been conducting research on historical documents relating to Japan in foreign countries.

#### Number of materials

The Historiographical Institute has two main catalogues relevant to this heritage mapping project: the 'Catalogue Database of the Batavia's Uitgaand Briefboek, 1621-1792' and the 'Catalogue database of holding materials'. A search in the first catalogue retrieved approximately 900 letters sent to Japan in this time period. In the second catalogue, a keyword search on 'oranda' (Japanese for 'the Netherlands') retrieved 247 results (Historiographical Institute, 2014), including historical as well as quite recent books and documents:

Title	Date	Request/catalogue number
<b>Woordenboek der Nederduitsche en Fransche taalen</b> (English: <i>Dictionary of the Low German and French languages</i> )	1710	Request no.: 0735-4 Catalogue no.: 00083965
<b>Japanese Christians and the Netherlands</b> (Original title: 日本キリシタンとオランダ)	1982	Request no.: 1019-140 Catalogue no.: 00134637
<b>The Dutch view on Japan at the time of the Bakumatsu and Meiji era: collected letters from the chemist Wolter*</b> (Original title: オランダ人の見た幕末・明治の日本: 化学者ハラタマ書簡集)	1993	Catalogue no.: 00128925 Request no.: 1040.6-357
<b>Japan and the Netherlands: diplomacy, trade and study in modern times</b> (Original title: 日本歴史新書: 日本とオランダ: 近世の外交・貿易・学問)	1955	Request no.: 1040.9-68 Catalogue no.: 00126820
<b>Dutch medicine in the Edo period</b> (Original title: 三省堂選書: 江戸のオランダ医)	1988	Request no.: 1065-115 Catalogue no.: 00144782

## 10.3 Dutch literature

### 1. Shizuoka Prefectural Central Library

<b>Collection size</b>	284 documents and books in the Aoi Collection (葵文庫) ( <i>aoi</i> is the Japanese name for the mallow plant family)
<b>Collection period</b>	18 <sup>th</sup> -19 <sup>th</sup> century
<b>Object types</b>	Dictionaries, books on chemistry, geography, law, shipbuilding/navigation, etc.
<b>Current location</b>	〒422-8002 静岡市駿河区谷田53-1 (〒422-8002 Shizuoka-shi, Suruga-ku, Yada 53-1)
<b>Remarks</b>	Website: <a href="http://multi.tosyokan.pref.shizuoka.jp/digital-library/wiki.view_file.form?file=%2F%E8%91%B5%E6%96%87%E5%BA%AB">http://multi.tosyokan.pref.shizuoka.jp/digital-library/wiki.view_file.form?file=%2F%E8%91%B5%E6%96%87%E5%BA%AB</a>

#### Items in the collection:

Title & author	Publ. year and request code
<b>Het Nederlandsch burgerlijk wetboek, vergeleken met het wetboek Napoleon</b> (English: <i>The Dutch Civil Code compared to the Napoleonic Code</i> ) Author: Carel Asser	1838, ANo3
<b>Leerboek der Scheikunde</b> (English: <i>Textbook on chemistry</i> ) Author: J.J. Berzelius	1834-1842, ANo11
<b>Sterre-en zeevaartkundige tafelen</b> (English: <i>Astronomical and nautical tables</i> ) Author: D.J. Brouwer	1862, ANo33
<b>Nieuwe hand-atlas der aarde, in haren tegenwoordigen toestand</b> (English: <i>New pocket atlas of the globe, in its current state</i> ) Author: H. Frijlink	1855, ANo61
<b>Handleiding tot de beoefening der Nederlandsche taal en letterkunde</b> (English: <i>Guide to the practice of the Dutch language and literature</i> ) Author: G. Kuijper	1855, AN128
<b>De Nipponvaarders of het wedergeopende Japan</b> (English: <i>The Nippon sailors, or the re-opened Japan</i> ) Author: Friedrich Steger	1861, AN200
<b>Woordenboek van scheepsbouw</b> (English: <i>Dictionary of shipbuilding</i> ) Author: B.J. Tideman	1861, AN214

### 2. Leiden University Library

<b>Collection size</b>	Total of 50,000 books, 28,000 text resources and 1,200 journals on Japan (mostly in English, but also in Japanese, Chinese, German, etc.)
<b>Collection period</b>	Before 1956 through the present
<b>Object types</b>	Books, journals, newspaper and other articles, text resources, reviews, images and more
<b>Current location</b>	East Asian Library WSD-Complex, Het Arsenaal Arsenaalstraat 1 2311 CT Leiden
<b>Remarks</b>	Website: <a href="http://library.leiden.edu/">http://library.leiden.edu/</a> E-mail: <a href="mailto:eal@library.leidenuniv.nl">eal@library.leidenuniv.nl</a>

#### Items in the collection on Dutch-Japanese relations (Leiden University Libraries Catalogue, n.d.):

Title	Author & date
<b>The study of the Dutch language in Japan during its period of national isolation (c. 1641-1868)</b>	H.W.K. de Groot (2005)
<b>Van hier tot Tokio: 400 jaar handel met Japan</b> (English: <i>From here to Tokyo: 400 years of trade relations with Japan</i> )	K. Delen, P. Brood (2009)
<b>Vijf jaren in Japan (1857-1863): bijdragen tot de kennis van het Japansche keizerrijk en zijne bevolking</b> (English: <i>Five years in Japan (1857-1863): contributions to the knowledge of the Japanese empire and its people</i> )	Johan Pompe van Meerdervoort
<b>Nederland en Japan: bijzondere betrekkingen 1600-1868</b> (English: <i>The Netherlands and Japan: special relations 1600-1868</i> )	Alan Lemmers, Graddy Boven, Harry de Bles (2000)
<b>De hofreis naar de shogun van Japan</b> (English: <i>Court journey to the shogun of Japan</i> )	Jan Cock Blomhoff (1779-1853)
<b>Mijn verblijf in Japan</b> (English: <i>My stay in Japan</i> )	C.T. van Assendelft de Coningh (1856)

### 3. Saga Prefectural Library and Digital Museum

<b>Collection size</b>	Approx. 50 objects
<b>Collection period</b>	Edo period (1600-1868) and Shouwa period (1926-1989)
<b>Object types</b>	Paintings, books, documents and porcelain
<b>Current location</b>	〒840-0041 佐賀県 佐賀市 城内 二丁目1-41 (〒840-0041 Saga-ken, Saga-shi, Jonai ni-choumei 1-41)
<b>Remarks</b>	Website of the Saga Digital Museum: <a href="http://www.pref.saga.lg.jp/sy-contents/bunka/index.htm">http://www.pref.saga.lg.jp/sy-contents/bunka/index.htm</a> E-mail: <a href="mailto:hashiguchi-yasushi@pref.saga.lg.jp">hashiguchi-yasushi@pref.saga.lg.jp</a> (Mr Yasushi Hashiguchi of the Saga Prefectural Government Office)

#### Items in the collection:

Name/description	Time period
Painting with blueprints of Dutch weapons	Late Edo period
Arita porcelain plate and pot	1640-1710
Dutch constitution (revised)	1848
Model of the <i>Soembing</i>	Shouwa period (1926-1989)
Painting of the Nagasaki Naval Training Center	Early Shouwa period
Ceramic Delft vase and plate	1660-1700 (vase), 1700-1740 (plate)

### 10.4 Japanese literature

#### Leiden University, East Asian Library

<b>Collection size</b>	6 titles
<b>Collection period</b>	20 <sup>th</sup> century
<b>Object types</b>	Books on Dutch-related subjects including botany, the Dutch Golden Age (17 <sup>th</sup> century) and the shared history between Japan and the Netherlands
<b>Current location</b>	Arsenaalstraat 1 2311 CT Leiden
<b>Remarks</b>	Website: <a href="http://catalogue.leidenuniv.nl/primo_library/libweb/action/search.do?vid=UBL_V1">http://catalogue.leidenuniv.nl/primo_library/libweb/action/search.do?vid=UBL_V1</a>

# 11 Recommendations and summary

This chapter provides recommendations for the Cultural Heritage Agency as regards opportunities for future cooperation between Japan and the Netherlands. These recommendations are based in part on the heritage mapping project, as well as on responses to a survey conducted among Dutch and Japanese cultural heritage experts. This chapter also includes a discussion of the current approaches towards WWII, as this may prove a difficult topic in bilateral relations.

The chapter concludes with brief summaries of the survey and of the heritage mapped in and recommendations for each of the five heritage categories (built heritage, museum collections, maritime heritage, archives and intangible heritage).

---

## 11.1 Survey

---

To furnish the Cultural Heritage Agency (RCE) with an effective recommendation, it was decided to conduct a survey among a number of Japanese and Dutch experts in various heritage fields to learn their opinions on possibilities for cooperation between the two nations. The survey comprised five questions, which are presented and elaborated below, highlighting key issues and subsequently offering recommendations.

### 1. Are you familiar with shared cultural heritage objects and/or sites of Japan and the Netherlands?

- a. If so, can you name an example from Japan?
- b. Can you name an example from the Netherlands?

Most Japanese respondents were familiar with the term 'shared cultural heritage', and noted the Sieboldhuis and Delft pottery as well as other examples in the Netherlands. In Japan, examples cited were Dejima, porcelain and the VOC presence.

### 2. What are current topics and questions within Japanese heritage conservation and management?

Two respondents noted insufficient budgets for organizing activities. There is also felt to be lack of cultural heritage experts capable of managing heritage properties, as well as of technical experts who can restore objects such as folding screens and historic documents. Budget shortages may make cooperation difficult, but exchanges of experts are certainly a possibility.

One respondent mentioned trouble communicating in English. The language barrier still proves to be a thorn in

Japan's side, as few Japanese master the English language enough to communicate at a high level, employing translators for this purpose. This problem cannot be changed overnight. Using translators is recommended as trying to communicate with each other in English without one is likely to slow down and complicate the cooperation process.

Another respondent noted a further problem in communication relating to archaeological sites and the degree to which reconstruction is deemed appropriate. This respondent also thinks there is a lack of willingness to take measures to safeguard cultural heritage properties on the part of either the organizations in charge and/or the national government.

It was also noted that the use of paper and wood as building materials has been a tradition in Japan for hundreds of years, making continuous repairs necessary. This respondent stressed that preserving these traditional techniques and passing them on is very important.

### 3. What areas in Japanese heritage conservation and management may benefit from international cooperation, for instance with the Netherlands?

As was expected, several respondents mentioned archaeological heritage management and underwater archaeology. Whereas Japan is very familiar with and active in archaeology on land, underwater archaeology still seems to be in its infancy. For opportunities, see question 5.

Another respondent suggested knowledge exchange in the fields of history and art history, for example on porcelain. As there are several experts on and large collections of porcelain (and ceramics) in both countries, especially from the VOC period, this could be a fruitful area for future cooperation.

Others noted that Japan could benefit from cooperation in research and communication in English. As regards the first point (the latter is discussed above), partners for research cooperation can be found at organizations such as the National Research Institute for Cultural Properties in Tokyo (National Research Institute for Cultural Properties, 2009) and at individual museums such as the Nagasaki Museum for History and Culture and the Kyushu National Museum. Several meetings between RCE representatives and members of the Kyushu National Museum have already taken place since February 2014.

Another respondent, a university professor specialized in modern architecture and architectural preservation who

has also spent time in the Netherlands, talked about issues surrounding architectural preservation. According to him, Japan's greatest problem in this area concerns the registration of buildings as cultural heritage properties. Whereas this requires the building owner's approval in Japan, that is not the case anywhere in Europe. Due to this deficiency in the system, the respondent said that a building will not be left standing if urgent preservation measures are not taken, and even then it will nonetheless be demolished in most cases. Protection is not legally enforceable and owners have the right to decide. Often, owners are not aware of the cultural value of their property or disregard that value in favour of economic factors, such that the property is destroyed. This would not happen in the Netherlands, he points out, as buildings that represent valuable cultural heritage can be designated as a cultural heritage property even without the owner's permission. This means they can be protected by law.

This respondent further noted that issues connected with buildings' practicality (such as repairs, renovation and conversion) also pose a problem. He said that Japan's cultural heritage loathes practical use. The Agency for Cultural Affairs and the national administration treat cultural heritage properties as antiques. A building that is classed as a cultural heritage property cannot be tampered with and the Agency's stringent investigations mean owners cannot freely decide to tear buildings down or make repairs. As a consequence, owners do not want their buildings to become cultural heritage properties, which ultimately results in them being destroyed.

Based on this explanation of the current situation in Japan, the Japanese may benefit from seeing how the Netherlands and/or other European countries deal with architectural preservation. The Urban Heritage Strategies course held in the Netherlands in August 2014 (Institute for Housing and Urban Development Studies, 2014) could have been a good opportunity for this, but there was only one suitable Japanese candidate. However, knowledge and expert exchanges can always be organized in the future if Japan is interested, the necessary resources are available and an interpreter can be provided.

**4. What do you think Japan has to offer the Netherlands in terms of knowledge and expertise on heritage conservation and management? In other words, what are Japan's strengths?**

Risk management and intangible heritage were noted as strengths by two respondents. Intangible heritage, as explained above in the report, refers to crafts techniques

and customs. One respondent particularly noted crafts, possibly on account of the support this type of heritage receives in Japan in the form of subsidies for practical training and documentation programmes, which foster preservation and further development.

Risk management is also highly developed in Japan, mainly owing to the regular occurrence of earthquakes and, to a lesser extent, other natural hazards such as floods and typhoons. This has led to the development of risk identification and reduction measures, earthquake resistant structures and financial protection measures (insurance), among other things. Because Japan has to deal with these risk events on a regular basis, it has extensive knowledge and experience that it can pass on to other countries.

Another respondent mentioned Japan's capability to set up a broad collective network in east Asia. Japan is very active in international heritage projects and exchanges but focuses most of its energy on the east Asian region. This has resulted in many contacts and much experience in these countries that Japan can offer to other countries just starting out. Distances and language barriers may be problematic factors for Japan when it comes to cooperation with European and other Western countries, but such cooperation could be valuable in terms of knowledge exchange, research cooperation, etc.

One respondent noted that Japan has unparalleled knowledge of the construction of wooden buildings and wood preservation techniques. As the Netherlands also has many wooden structures, Japan could make a vital contribution in this field.

**5. Considering the shared cultural heritage of Japan and the Netherlands, where do you see possibilities for cooperation?**

Possibilities certainly exist in the field of maritime heritage, including for research into shipwrecks and historical studies on the VOC era. Whereas Japan generally possesses high-grade technological knowledge (for instance to perform object reparations), it often lacks funds and/or experts to undertake certain projects. In July 2014, Martijn Manders of the RCE was invited by the Japanese Commission for Underwater Archaeology to visit Japan for a meeting on underwater archaeology. This meeting resulted in the identification of some ten possible projects, including to research the current location of the *Liefde* and the in situ management of the Mongol Fleet Site on Takashima (an island south of Nagasaki).

Other respondents mentioned knowledge exchange on history and art history via English publications and the exchange of specialists as avenues for cooperation, alongside exchanges focused on resources for heritage protection. Such exchanges could be very profitable for both Japan and the Netherlands, with areas with good potential in the cultural heritage field including underwater archaeology, historical documents, ceramics and lacquerware, as mentioned above.

## 11.2 Japan's position on World War II

In an interview to discuss Japanese attitudes towards WWII, Willem Rummelink, co-editor of the book *Bridging the Divide. 400 Years The Netherlands-Japan* (2000) explained the country's current position on its actions during the war, whether the subject can be brought up in conversation, and how it should be handled. Rummelink: 'The war is still very controversial in Japan and people cannot even agree on what it should be called. Those who refer to it as the "Pacific War" tend to be leftists who like to shout "shame on us"; those who call it the "Great East Asia War" tend to be rightwingers who believe Japan did nothing wrong and that the war was forced upon the country. That's not to say the war can't be mentioned, but what you can say depends strongly on whom you are talking to. The average Japanese person definitely prefers to avoid the subject. They generally feel that Japan is not understood in its own right, because westerners tend to judge Japan on par with Nazi Germany, and China keeps cynically, if not hypocritically, exploiting the war issue and the perceived lack of 'sincere' apologies for its own political purposes. To many Japanese the horrendous fire-bombings of their cities, topped with two atomic bombs, represent sufficient atonement for whatever crimes their armies may have committed. That these troops had committed atrocities and even war crimes was for a long time difficult to accept, just like in the Netherlands it took until now to recognize that atrocities committed in Indonesia after the war were more than just incidents. But even then, many Japanese feel that whatever mistaken policies had sent their troops into war, these troops should be honoured for their loyalty and service.' Rummelink also mentioned that he is currently translating the 'official' Japanese history of the attack on the Dutch East Indies. If these kinds of sources are not made available, Rummelink said, people's positions in the WWII debate will never change. The translation *The Invasion of the Dutch East Indies* is now (2015) available from Leiden University Press.

## 11.3 Recommendations

As this heritage mapping project demonstrates, shared cultural heritage properties linking Japan and the Netherlands can be found in varying categories and ranging from the year 1600 to the present.

They include:

- Museum collections of art, ceramics, books, documents, clothing, tools and other objects;
- Intangible heritage in the form of festivals;
- Maritime heritage including shipwrecks, anchors and cannons;
- Built heritage including canals, harbours, etc.;
- Archives documenting historic events, political matters and literature.

	Built heritage sites	Maritime heritage sites	Museum collections in Japan
Theme 1	-	2	1
Theme 2	6	7	2
Theme 3	2	6	5
Theme 4	-	2	3
Theme 5	17	1	-
Theme 6	-	-	-
Theme 7	2	6	1
<b>Total</b>	<b>27</b>	<b>24</b>	<b>12</b>

### Maritime heritage

The results of this inventory show that, out of all heritage categories, maritime heritage includes a significant number of objects with the greatest distribution across the research themes. Most of this heritage is related to the presence of the VOC in the 17<sup>th</sup> and 18<sup>th</sup> centuries. Over the years, this particular part of our shared history has garnered wide interest in Japan and there is an impressive level of Japanese expertise in this field. The fact that most of the maritime heritage described in this report relates to the VOC, combined with the popularity of VOC-related topics in Japan, underlines the importance of and potential for continued cooperation in this particular area of maritime heritage.

As the survey has shown, the overall Japanese policy on maritime heritage is still in development and has to be further refined, both in practical and legislative terms. This could be an opportunity for the Netherlands to aid in the implementation of a maritime heritage care system in Japan, drawing on its own practical experience and theoretical knowledge. At the same time, it presents a

chance for the Netherlands to prove itself a devoted partner in pursuing maritime heritage projects connected with this shared history.

A few examples of potential cooperative maritime heritage projects have already been given in this report, such as a research project to search for the wrecked ship the *Liefde* (see **Theme 1**). Mutual interest in this vessel was recently emphasized once more during a meeting between an RCE representative and the National Committee for Underwater Archaeology in Fukuoka, Japan, in July 2014, at which both parties expressed their interest in retrieving historic information on the fate of the *Liefde* and its possible preservation on the sea floor (Manders, 2014).

Other cooperative opportunities were also discussed during this meeting (Manders, 2014). They include a cooperative study on Hizen porcelain<sup>18</sup> for which Dr Takenori Nogami is seeking Dutch research partners, research on iron found at Yokoshima near Hirado that may relate to Dutch activities on Yokoshima, prospective research on the Dutch loading stairs in Hirado, typological and historical research on two 17<sup>th</sup>-century stern ornaments (presumably of Dutch origin) in the Matsuura Museum in Hirado, historical DNA research on Japanese of Dutch-Japanese descent (Dejima), archival research on the letter 'N' on plates ordered by the VOC and, most importantly, the in situ management of the Takashima underwater Mongol fleet site connected with the 13<sup>th</sup>-century Mongol invasion fleet, which currently has top priority in the Japanese research field. The RCE is highly experienced in In Situ management of underwater shipwreck sites.

#### **Built heritage**

Japan is highly committed to the care of shared built heritage. No direct threats were detected.

A large number of the built heritage sites surveyed in Japan were designed and constructed by Dutch hydraulic engineers in the 19<sup>th</sup> century (see Theme 5). Both the structures themselves and the myriad of statues and monuments erected in memory of these men and their achievements in Japan support the impression that the Dutch made a substantial impact on Japanese civil engineering. Japan has moreover designated numerous such structures as important cultural heritage objects over the years, and as most still remain functional to this day, these structures have generally been maintained with care. This attests to the value that Japan continues

to place on this part of our shared history, both pragmatically and out of historical interest. In the Netherlands however, this period in Dutch-Japanese affairs is frequently overlooked, possibly having been overshadowed by the more romantic history of the preceding periods. Given this subject's underexposure in the Netherlands, on the one hand, and the Japanese interest, on the other, this could be a fruitful field for joint academic historical research, thus also paving the way for cooperation between Dutch and Japanese universities. Furthermore, as the Netherlands and Japan share a mutual concern in water management and civil engineering issues, especially in the light of recent problems, there are also opportunities for cooperation in the form of sharing knowledge on water management and civil engineering. By learning from our shared past, both countries can explore new ideas for the future.

#### **Museum collections**

Eight museums in the Netherlands have collections containing artefacts of Dutch-Japanese provenance, in most cases distributed across several periods. In Japan, there are thirteen museum collections containing shared cultural heritage. Both this heritage mapping survey and visits by conservation experts to and from Japan and the Netherlands have made it clear that several museums in Japan use state-of-the-art technology to care for their museum collections. At this point, Dutch museums and curators could learn from conservation specialists in Japan, though there will always be new and experimental methods that both countries can share knowledge about.

#### **Archives**

Both Dutch and Japanese archives harbour vast collections of records on our shared history. Future cooperative historical research projects should start by collaborating with the Dutch National Archives in The Hague and the Japanese National Archives and researchers in Japan.

#### **Experts**

Following the assessment of shared cultural heritage properties, experts in the relevant fields from both Japan and the Netherlands have been listed in this report for possible future reference.

#### **Japanese cultural heritage policy**

This report also includes an overview of the Japanese policy on cultural heritage in order to provide some insight into how Japan handles cultural heritage and of several of the international exchanges, frameworks and programmes in which it is active.

<sup>18</sup> An important trade product that the VOC exported from Japan during the 17<sup>th</sup> and 18<sup>th</sup> centuries.

## Survey

The final part of this heritage mapping project comprised a survey conducted among Dutch and Japanese experts in different cultural heritage fields, who were asked about possible areas for future cooperation. The results of this survey show that both countries have valuable knowledge and expertise to offer, with opportunities for setting up (or expanding) a network in East Asia, collaboration on maritime heritage projects and research, exchanging expertise in various cultural heritage fields such as porcelain and architecture, and much more.

With these results as a foundation to build upon, the centuries-long relationship between Japan and the Netherlands will surely continue to grow and prosper.

## 11.4 Experts

### 11.4.1 Japanese experts

**Name:** AKAGAWA Natsuko (赤川 夏子)

Country: Australia

Organization: University of Western Australia

Profession: Assistant Professor of Asian Studies

Expertise: Heritage conservation

E-mail address: akagawa.n@gmail.com

**Name:** GOTO Kazuko (後藤 和子)

Country: Japan

Organization: Saitama University

Profession: Professor

Expertise: Economics, cultural heritage

E-mail address:

**Name:** HAGIWARA Hirofumi (萩原 博文)

Country: Japan

Organization: Hirado Board of Cultural Education

Profession: Researcher, archaeologist

Expertise: Archaeology

Theme(s): 2

E-mail address:

**Name:** HAYASHIDA Kenzo (林田 憲三)

Country: Japan

Organization: Asian Research Institute for Underwater Archaeology

Profession: Director, maritime archaeologist

Expertise: Maritime archaeology, contact for locating the *Liefde*

Theme(s): 1

E-mail address: kosuwa@f4.dion.ne.jp

**Name:** Hirado Dutch Trading Post

Country: Japan

Address: Okubo 2477, Hirado, Nagasaki  
859-5102, Japan

Expertise: VOC heritage

Website: <http://heritagenetwork.wix.com/dutchtradingpost>

E-mail address: dutchtradingpostnetwork@gmail.com

Telephone number: +81 (0)950-26-0636

**Name:** HORIKAWA Mikio (堀川 幹夫)

Country: Japan

Organization:

Profession: Historian

Expertise: Architectural history

Theme(s): 2

E-mail address:

**Name:** IKEDA Yoshifumi

Country: Japan

Organisation: University of the Ryukyus Faculty of Law and Letters

Profession: Professor

Expertise: Archaeology and Museology, East Asia Cultural Exchange, Underwater Archaeology, Conflict Archaeology, Ceramic Studies

Theme(s): 1, 2, 3

E-mail address: y-ikeda@ll.u-ryukyu.ac.jp

**Name:** IWABUCHI Akifumi

Country: Japan

Organisation: Tokyo University of Marine Science and Technology, ICUCH (International Committee on the Underwater Cultural Heritage)

Profession: Professor

Expertise: Maritime archaeology

Theme(s): 5

---

**Name: KASAHARA Kazuto** (笠原 一人)

---

Country: Japan

---

Organization: Kyoto Institute of Technology

---

Profession: Assistant Professor

---

Expertise: Architecture and design

---

E-mail address: kasahara@kit.ac.jp

---



---

**Name: KATO Arishige** (加藤 有重)

---

Country: Japan

---

Organization: Hirado Board of Cultural Education

---

Profession: Researcher, archaeologist

---

Expertise: Archaeology

---

Theme(s): 2

---

E-mail address: kato\_arishige@city.hirado.lg.jp

---



---

**Name: KIMURA Jun**

---

Country: Japan

---

Organisation: Dept. of Maritime Civilizations, School of Marine Science and Technology, Tokai University

---

Profession: Junior Associate Professor

---

Expertise: Maritime archaeology

---

Theme(s): 5

---

E-mail address: jkimura@tsc.u-tokai.ac.jp

---

Phone number: +81-54-334-0411

---



---

**Name: KUGA Takashi** (久家 孝史)

---

Country: Japan

---

Organization: Matsuura Historical Museum

---

Profession: Conservator

---

Expertise: Expositions, artefacts on display

---

Theme(s): 1, 2

---

E-mail address: kuga@matsura.or.jp

---



---

**Name: MAEDA Hideto** (前田 秀人)

---

Country: Japan

---

Organization: Hirado Board of Cultural Education

---

Profession: Coordinator

---

Expertise: Archaeology

---

Theme(s): 2

---

E-mail address: maeda\_hideto@city.hirado.lg.jp

---



---

**Name: MAMITSUKA Junji** (馬見塚 純治)

---

Country: Japan

---

Organization: Dejima Restoration Office

---

Profession: Director

---

Expertise: Museum business, commerce and relations

---

Theme(s): 3

---

E-mail address: mamitsuka\_junji@city.nagasaki.lg.jp

---



---

**Name: MATSUKATA Fuyuko** (松方 冬子)

---

Country: Japan

---

Organization: Historiographical Institute, University of Tokyo

---

Profession: Associate Professor

---

Expertise: Dutch-Japanese history

---

Theme(s): 2

---

E-mail address: matsukata@hi.u-tokyo.ac.jp

---



---

**Name: NISHIDA Ami**

---

Country: Japan

---

Organization: Tobacco and Salt Museum

---

Profession: Curator

---

Expertise: History of tobacco and salt, Dutch pipes at Yokoshima

---

Theme(s): 2

---

E-mail address: nishida@tsmuseum.jp

---



---

**Name: OKAHASHI Junko** (岡橋 純子)

---

Country: Japan

---

Organization: University of Tsukuba

---

Profession: Associate Professor

---

Expertise: World heritage studies

---

E-mail address: junko\_okahashi@heritage.tsukuba.ac.jp

---



---

**Name: OKAYAMA Yoshiharu** (岡山 芳治)

---

Country: Japan

---

Organization: Matsuura Historical Museum

---

Profession: Director

---

Expertise: Museum business, commerce and relations

---

Theme(s): 1, 2

---

E-mail address: okayama@matsura.or.jp

---

**Name: SASAKI Randy**

Country: Japan

Organization: Kyushu National Museum

Profession: Research Fellow

Expertise: Nautical archaeology

E-mail address: shipwreckarchaeology@gmail.com

**Name: YADA Junko (矢田 純子)**

Country: Japan

Organization: Nagasaki Museum of History and Culture

Profession: Researcher

Expertise:

E-mail address: j.yada@nmhc.jp

**Name: YAMAGUCHI Miyuki (山口 美由紀)**

Country: Japan

Organization: Dejima Restoration Office

Profession: Director

Expertise: Dejima-related archaeological excavations, artefacts and buildings

Theme(s): 3

E-mail address: takada\_miyuki@city.nagasaki.lg.jp

**11.4.2 Dutch experts****Name: Leonard Blussé**

Country: Netherlands

Organization: Leiden University

Profession: Professor of Asian History

Expertise: Dutch-Japanese history

Theme(s): 1, 2, 3

E-mail address: J.L.Blusse@hum.leidenuniv.nl

**Name: Isabel van Daalen**

Country: Japan

Organization: Nagasaki University

Profession: Researcher, lecturer

Expertise: Dutch heritage properties in Japan

Theme(s): 3

E-mail address: isabelvandaalen@gmail.com

**Name: Menno Fitski**

Country: Netherlands

Organization: Rijksmuseum Amsterdam

Theme(s): 3

Profession: Curator

Expertise: Japanese and Chinese art

E-mail address: m.fitski@rijksmuseum.nl

**Name: Willem Rimmelink**

Country: Netherlands

Organization: None

Profession: Co-editor of *Bridging the Divide. 400 Years The Netherlands-Japan*, former director of the Japan-Netherlands Institute

Expertise: Japanese history

Theme(s): 4, 5, 6, 7

E-mail address:

**Name: Julien Rikkoert**

Country: The Netherlands

Organisation: Sôgo International (intercultural intermediary)

Profession: Executive partner

Expertise: Dutch-Japanese affairs

Theme(s): 3

E-mail address: julien.rikkoert@sogo-international.com

**Name: Bas Valckx**

Country: Japan

Organisation: Embassy of the Kingdom of the Netherlands

Profession: Public Diplomacy, Political, Cultural Affairs

Expertise: Dutch-Japanese affairs

Theme(s): 3

E-mail address: bas.valckx@minbuza.nl

**Name: Cynthia Viallé**

Country: Japan

Organization: Former employee of the Institute for the History of European Expansion, Leiden University

Profession: Researcher, editor of *The Deshima Dagregisters* (official diaries of the Dutch chiefs in Japan)

Expertise: Japanese VOC-era export lacquerware

Theme(s): 3

E-mail address: vial.crmk@gmail.com

---

**Name: Remco Vrolijk**

---

Country: Netherlands (Resides in Hirado, Japan)

---

Organization: Hirado Municipality / Hirado Dutch Trading Post

---

Profession: Coordinator of International Relations, Hirado City Hall

---

Expertise: Networking, people, Dutch cultural heritage in Hirado

---

E-mail address: emailremco@gmail.com

---

---

**Name: YAMASHITA Noboru (formerly Jeroen Veldhuijzen)**

---

Country: Netherlands (Resides in Nagasaki, Japan)

---

Organization: Nagasaki University

---

Profession: University lecturer

---

Expertise: University archives (e.g. photos of Dejima)

---

E-mail address: noboruy@nagasaki-u.ac.jp

---

# References

The following sources were used in writing this report.

---

## Electronic sources

---

**Agency for Cultural Affairs.** (1996). *Designation standards for National Treasures and Important Cultural Heritage Properties.*

Retrieved from [http://www.bunka.go.jp/bunkazai/shoukai/pdf/yukei\\_kenzoubutsu\\_kijun.pdf](http://www.bunka.go.jp/bunkazai/shoukai/pdf/yukei_kenzoubutsu_kijun.pdf)

**Agency for Cultural Affairs.** (2013). *Policy of Cultural Affairs in Japan.* pp. 13, 39-42, 47, 49, 50, 61, 69, 70.

Retrieved from [http://www.bunka.go.jp/english/pdf/2013\\_policy.pdf](http://www.bunka.go.jp/english/pdf/2013_policy.pdf)

**Agency for Cultural Affairs.** (2014). *National Designated Cultural Heritage Properties.*

Retrieved from [http://kunishitei.bunka.go.jp/bsys/index\\_pc.asp](http://kunishitei.bunka.go.jp/bsys/index_pc.asp)

**Araki, S.** (1985). *Ruins on the Ocean Floor (Salvaging the Kaiyo Maru).* American Academy of Underwater Sciences.

Retrieved from <http://archive.rubicon-foundation.org/xmlui/handle/123456789/9825>

**Aziatische Keramiek.** (2011). *Gathered ceramics collections of the Gemeentemuseum Den Haag, Prinsessehof Leeuwarden, Rijksmuseum Amsterdam and Groninger Museum.*

Retrieved from <http://www.aziatischekeramiek.nl>

**Basberg, B.L.** (2011). A Crisis that Never Came. The Decline of the European Antarctic Whaling Industry in the 1950s and 60s. In SAM 9 2011. Bergen, Norway: Norwegian School of Economics.

Retrieved from <http://www.nhh.no/Admin/Public/Download.aspx?file=Files%2FFiler%2FInstitutter%2FSam%2FDiscussion+papers%2F2011%2Fo9.pdf>

**Beekhuis, H.** (2013). *Japane Krijgsgevangenkampen.*

Retrieved from <http://www.japansekrijgsgevangenkampen.nl/>

**Bureau Kiso River.** (2013). 木曾川と長良川を結ぶ「船頭平閘門」.

Retrieved from <http://www.cbr.mlit.go.jp/kisokaryu/sisetu/bunko-detail-1.html>

**City of Kanazawa.** (n.d.). *Oyama Shrine.*

Retrieved from [http://www.city.kanazawa.ishikawa.jp/meisyo\\_e/cyusin/oyama/oyamaE.html](http://www.city.kanazawa.ishikawa.jp/meisyo_e/cyusin/oyama/oyamaE.html)

**Coaldrake, W.H.** (1996). *Architecture and Authority in Japan.* p. 248.

Retrieved from [http://vpdfcn.diemviet.com.vn/Upload/english/File/Architecture/Architecture\\_and\\_Authority\\_in\\_Japan.pdf](http://vpdfcn.diemviet.com.vn/Upload/english/File/Architecture/Architecture_and_Authority_in_Japan.pdf)

**Cultural Heritage Connections.** (2014). *Shared Cultural Heritage Factsheet.*

Retrieved from [http://www.culturalheritageconnections.org/wiki/Shared\\_Cultural\\_Heritage\\_Factsheet](http://www.culturalheritageconnections.org/wiki/Shared_Cultural_Heritage_Factsheet)

**Cultural Heritage Connections,** (2015). *'Hollandsche Begraafplaats' in Nagasaki.*

Retrieved from [http://www.culturalheritageconnections.org/wiki/%E2%80%98Hollandsche\\_Begraafplaats%E2%80%99\\_in\\_Nagasaki](http://www.culturalheritageconnections.org/wiki/%E2%80%98Hollandsche_Begraafplaats%E2%80%99_in_Nagasaki)

**De Graaf, R., Hooimeijer, F.** (eds). (2008). *Urban Water in Japan.* CRC Press, pp.177-179

Retrieved from Google Books

**Dejima Restoration Office.** (2014). *Past Events.*

Retrieved from <http://nagasakidejima.jp/archives/1930>

**Derksen, L.F.** (2013). All images contributed by one of the authors were made in 2013.

**Derksen, L.F.** (2014). *Tracing remnants of Dutch-Japanese affairs in the maritime cultural landscape of Japan* [MA thesis]. Groningen, Netherlands: University of Groningen.

Retrieved from [http://scripties.let.eldoc.ub.rug.nl/root/Master/DoorstroomMasters/Archeologie/2014/Derksen\\_L.F/](http://scripties.let.eldoc.ub.rug.nl/root/Master/DoorstroomMasters/Archeologie/2014/Derksen_L.F/)

**Dordrecht.net** (November 2, 2015). *'Tentoonstelling 'Kaiyo-Maru' onder grote Japanse belangstelling geopend'*. Retrieved and translated from <http://www.dordrecht.net/nieuws/2015-11-02-16897-tentoonstelling-kaiyo-maru-onder-grote-japanse-belangstelling-geopend.html>

**DutchCulture** (2015). *Holland en Kyushu in de schijnwerpers.*

Retrieved from <http://dutchculture.nl/en/node/241692>

- Dutch Embassy in Japan.** (n.d.). *Commemoration of 400 years of relations, 2000*. Retrieved from <http://japan.nlembassy.org/you-and-netherlands/dutch-japanese-relations.html#anchor-XIIICOMMEMORATIONOF400YEARSOFRELATIONS-2000>
- Dutch Embassy in Japan.** (n.d.). *Present day relations between Japan and the Netherlands*. Retrieved from <http://japan.nlembassy.org/you-and-netherlands/dutch-japanese-relations.html#anchor-XIIPRESENTDAYRELATIONSBETWEENJAPANANDTHENETHERLANDS-1945tothepre>
- Dutch Embassy in Japan.** (2012). *Preservation of the Dutch East-India Company cemetery in Nagasaki*. Retrieved from <http://japan.nlembassy.org/news/2012/12/dutch-cemetery.html>
- ESRI Maps,** (2012). ArcGIS version 10.1.
- Fg2.** (2007). Main gate [image]. Retrieved from [http://en.wikipedia.org/wiki/Oyama\\_Shrine\\_\(Ishikawa\)#mediaviewer/File:Kanazawa-C-2852.jpg](http://en.wikipedia.org/wiki/Oyama_Shrine_(Ishikawa)#mediaviewer/File:Kanazawa-C-2852.jpg)
- Fraxinus2.** (2014). Gravestone of H. Heusken at Korin-ji, Tokyo. Retrieved from [http://commons.wikimedia.org/wiki/File:Heusken\\_Grab.jpg](http://commons.wikimedia.org/wiki/File:Heusken_Grab.jpg)
- Geheugen van Nederland.** (n.d.). *Fabriek voor het Stoomwezen*. Retrieved from [http://www.geheugenvannederland.nl/?/indonesie\\_onafhankelijk\\_-\\_fotos\\_1947-1953/items/KONB11:UBLWGW-447-D-9-VIJF-JAREN-IN-JAPAN/&st=Hendrik%20Harden%20&sc=\(subject%20all%20\(Hendrik%20%20AND%20Harden\)\)&singleitem=true](http://www.geheugenvannederland.nl/?/indonesie_onafhankelijk_-_fotos_1947-1953/items/KONB11:UBLWGW-447-D-9-VIJF-JAREN-IN-JAPAN/&st=Hendrik%20Harden%20&sc=(subject%20all%20(Hendrik%20%20AND%20Harden))&singleitem=true)
- Geheugen van Nederland.** (n.d.). *Soembing/Kanko Maru*. Retrieved from <http://www.geheugenvannederland.nl/?/nl/items/KONB11:F9400/&p=1&i=5&st=soembing&sc=%28soembing%29/&wst=soembing>
- Gifu Prefecture.** (n.d.). 揖斐川周辺地域の歴史的土木構造物. Retrieved from <http://www.pref.gifu.lg.jp/kendo/rekishiteki-doboku-ibigawa.html>
- Hamaguchi, T.** (1996). Flood Control and Environmental Considerations of the Nagara river. *International Workshop on Floodplain Risk Management*, 11, 1996, pp.271-287. Retrieved from <http://cidbimena.desastres.hn/docum/crid/Febrero2005/pdf/eng/doc10144/doc10144-a.pdf>
- Hesselink, R.H.** (2002). *Prisoners from Nambu*. University of Hawaii Press, E-book.
- Hirado City Public Relations.** (2011). Retrieved from <http://www.city.hirado.nagasaki.jp/city/file/temp/829392.pdf>
- Hirado Dutch Trading Post.** (2014). Retrieved from <http://hirado-shoukan.jp>
- Historiographical Institute.** (2014). *Library*. Retrieved from <https://www.hi.u-tokyo.ac.jp/english/library-collection/library-e.html>
- Historiographical Institute.** (2014). *International Exchange*. Retrieved from <https://www.hi.u-tokyo.ac.jp/english/international/international-e.html>
- Historiographical Institute.** (2014). *Database*. Retrieved from <http://wwwap.hi.u-tokyo.ac.jp/ships/db-e.html>
- Hotei, A.** (2009). [map] Reconstruction of the towns of Nagasaki. Original title: 長崎惣町復元図, 1:2500. Nagasaki: Nagasaki Bunkensha.
- Huisman, P., Cramer, W., Van Ee, G., Hooghart, J.C., Salz, H. & Zuidema F.C.** (1998). *Water in the Netherlands*. Delft, Netherlands: Netherlands Hydrological Society. Retrieved from [http://bigfiles.nhv.nu/files/Water%20in%20the%20Netherlands\\_versie1998.pdf](http://bigfiles.nhv.nu/files/Water%20in%20the%20Netherlands_versie1998.pdf)
- ICOMOS Japan.** (2007.) 憲章・宣言等 Retrieved from <http://www.japan-icomos.org/documents.html>
- Institute for Housing and Urban Development Studies. Erasmus University.** (2014). Retrieved from <http://www.ihs.nl/uhs/>
- ISOM Nagasaki. Nagasaki Minami High School.** (2008). *Nagasaki Kunchi*. Retrieved from [http://www.isom.jp/PDF/kunchi\\_guide.pdf](http://www.isom.jp/PDF/kunchi_guide.pdf)

**Issarathumnoon, W. University of Tokyo.** (2004). *The Machizukuri Bottom-Up Approach To Conservation of Historic Communities: Lessons for Thailand* (Report). Retrieved from [http://utud.sakura.ne.jp/research/publications/\\_docs/2005aij/wio41112.pdf](http://utud.sakura.ne.jp/research/publications/_docs/2005aij/wio41112.pdf)

**Japan Center for Asian Historical Records.** (n.d.). Retrieved from [http://www.jacar.go.jp/DAS/meta/MetaOutServlet?GRP\\_ID=G0000101&DB\\_ID=G0000101EXTERNAL&IS\\_STYLE=eng&XSLT\\_NAME=MetaTop.xml&RIGHT\\_XSLT\\_NAME=MetaSearchDetail.xml](http://www.jacar.go.jp/DAS/meta/MetaOutServlet?GRP_ID=G0000101&DB_ID=G0000101EXTERNAL&IS_STYLE=eng&XSLT_NAME=MetaTop.xml&RIGHT_XSLT_NAME=MetaSearchDetail.xml)

**Japan Festival Foundation.** (2014). Retrieved from <http://www.japanfestival.nl/en/>

**Japan Institute of Country-ology and Engineering.** (2007). 三国港（エッセル堤）. Retrieved from <http://www.jice.or.jp/jishu/kokudo/20080616o/product/002.html>

**JapanVisitor.** (2011). *Henry Heusken & Korinji Temple* [image]. Retrieved from <http://japanvisitor.blogspot.nl/2011/05/henry-heusken-korinji-temple.html>

**Jun Kimura** (December 8, 2015). Remains recovered during the excavation of the Kaiyo Maru.

**Kaiyo Maru Youth Center.** (2010). 開陽丸. Retrieved from <http://www.kaiyou-maru.com/>

**Kaizu City.** (n.d.). *Oranda dam* [image]. Retrieved from [http://www3.city.kaizu.lg.jp/~nishie-sho/waju/Q&A/q&a\\_history/a\\_sabouentei.html](http://www3.city.kaizu.lg.jp/~nishie-sho/waju/Q&A/q&a_history/a_sabouentei.html)

**Kamibayashi, Y.** (2009). Two Dutch Engineers and Improvements of Public Works in Japan. *Proceedings of the Third International Congress on Construction History, Cottbus, May 2009*. Retrieved from [http://www.bma.arch.unige.it/pdf/CONSTRUCTION\\_HISTORY\\_2009/VOL2/KAMIBAYASHI\\_VW\\_Paper-revised-3\\_layouted.pdf](http://www.bma.arch.unige.it/pdf/CONSTRUCTION_HISTORY_2009/VOL2/KAMIBAYASHI_VW_Paper-revised-3_layouted.pdf)

**Karan, P.P.** (2005). *Japan in the 21st Century: Environment, Economy, and Society*. University Press of Kentucky, 2005, p.46. Retrieved from Google Books.

**Kikonai-cho Tourism Association.** (n.d.). *Sarakimisasi project Kanrin Maru*. Retrieved from <http://kikonai-kankou.net/sarakimokuteki.html>

**Kobe City Museum.** (2002). Retrieved from <http://www.city.kobe.lg.jp/culture/culture/institution/museum/main.html>

**Kobe City Museum.** (2002). 海外との文化交流 [image]. Retrieved from <http://www.city.kobe.lg.jp/culture/culture/institution/museum/joten/j4.html>

**KU Leuven Mediawiki (2015).** *Titia Bergsma (1786-1821): eerste westerse vrouw op Dejima te Nagasaki*. Retrieved and translated from [http://mediawiki.arts.kuleuven.be/geschiedenisjapan/index.php/Titia\\_Bergsma\\_\(1786-1821\):\\_eerste\\_westerse\\_vrouw\\_op\\_Dejima\\_te\\_Nagasaki](http://mediawiki.arts.kuleuven.be/geschiedenisjapan/index.php/Titia_Bergsma_(1786-1821):_eerste_westerse_vrouw_op_Dejima_te_Nagasaki)

**Leiden University Catalogue.** (n.d.). Retrieved from [http://catalogue.leidenuniv.nl/primolibrary/libweb/action/search.do?dscnt=1&dstmp=1405685472076&vid=UBL\\_V1&fromLogin=true](http://catalogue.leidenuniv.nl/primolibrary/libweb/action/search.do?dscnt=1&dstmp=1405685472076&vid=UBL_V1&fromLogin=true)

**Manders, M.** (2014). *Rapport Missie Japan*. Rijksdienst voor het Cultureel Erfgoed.

**Manders, M.** (2014). *Figures 17, 20, 31, 34, 35 and 56* were made by Martijn Manders during the *Japan Mission* of the RCE in July 2014.

**Matsuura Historical Museum.** (2010). Retrieved from <http://www.matsura.or.jp/>

**Maritiem Digitaal.** (n.d.). Retrieved from <http://www.maritiemdigitaal.nl>

**Maritiem Museum Rotterdam.** (n.d.). Retrieved from <http://www.maritiemmuseum.nl/website/index.cfm?fuseaction=frontpage.show&>

**Maruko, M.** (2011). Dutch Architect Making a Difference. *Japan Times*, 17 May 2011. Retrieved from [http://www.japantimes.co.jp/community/2011/05/17/general/dutch-architect-making-a-difference/#.Ugeabfl\\_uPZ](http://www.japantimes.co.jp/community/2011/05/17/general/dutch-architect-making-a-difference/#.Ugeabfl_uPZ)

**Mima City.** (2005). デ・レイケの堰堤. Retrieved from <http://www.city.mima.lg.jp/q/64/000278.html>

**Minato City.** (n.d.). *Heuskens' grave, Korinji (Temple)*. Retrieved from <http://www.minato-ala.net/details/guide2/e/0121.html>

**Ministry of Education, Culture and Science & Ministry of Foreign Affairs, the Netherlands.** (2012).

*Beleidskader Gedeeld Cultureel Erfgoed 2013-2016.*  
Retrieved from [http://www.nationaalarchief.nl/sites/default/files/docs/gce\\_beleidskader\\_2013-2016\\_definitief\\_\\_2\\_a.pdf](http://www.nationaalarchief.nl/sites/default/files/docs/gce_beleidskader_2013-2016_definitief__2_a.pdf)

**Ministry of Agriculture, Forestry and Fisheries, Japan.**

(2007). 内務省技術顧問 ヨハネス・デ・レーケ.  
Retrieved from [http://www.maff.go.jp/j/nousin/sekkei/museum/m\\_izin/toyama\\_02/](http://www.maff.go.jp/j/nousin/sekkei/museum/m_izin/toyama_02/)

**Ministry of Education, Culture, Sports, Science and Technology, Japan.** (n.d.)

*History of UNESCO and JNCU Activities.*  
Retrieved from <http://www.mext.go.jp/english/unesco/1304505.htm>

**Mitsubishi Heavy Industries.** *Nagasaki Shipyard Archives.*

Retrieved from [http://www.mhi.co.jp/company/facilities/history/corner\\_02.html](http://www.mhi.co.jp/company/facilities/history/corner_02.html)

**Miyanaga, T. & Stetson, J.** (1996). ウィリアム・アダムの埋葬地は平戸か (*The final resting place of William Adams*)

Retrieved from <http://repo.lib.hosei.ac.jp/bitstream/10114/6098/1/43-3-4miyanaga.pdf>

**Mizumaki Town Website** (2015). *The Memorial Cross.*

Retrieved from <https://www.town.mizumaki.lg.jp/eng/exc.html>

**MVRDV.** (2014). *Gyre.*

Retrieved from <http://www.mvrdv.nl/projects/gyre/>

**MVRDV.** (2014). *Matsudai Center.*

Retrieved from <http://www.mvrdv.nl/projects/matsudai/>

**Nagasaki City Tourism Guide.** (n.d.). *Nagasaki Kunchi.*

Retrieved from <http://www.at-nagasaki.jp/foreign/english/kunchi/>

**Nakamura, K., Tockner, K. & K. Amano.** (2006). River and Wetland Restoration. Lessons from Japan.

In *BioScience* vol.56, no.5, May 2006.  
Retrieved from <http://bioscience.oxfordjournals.org/content/56/5/419.short>

**National Archives of the Netherlands.** (2012). *Shared Cultural Heritage Policy Framework 2013-2016.*

Retrieved from [http://en.nationaalarchief.nl/sites/default/files/docs/gce\\_beleidskader\\_2013-2016\\_definitief\\_-\\_eng\\_doca.pdf](http://en.nationaalarchief.nl/sites/default/files/docs/gce_beleidskader_2013-2016_definitief_-_eng_doca.pdf)

**National Archives of the Netherlands.** (2014). *Archives.*

Retrieved from <http://gahetna.nl/collectie/archief>

**National Archives of the Netherlands.** (2014). *Collection.*

Retrieved from <http://www.gahetna.nl/collectie>

**National Archives of the Netherlands.** (2014). *Japanese Interneringskaarten KNIL en Marine.*

Retrieved from <http://www.gahetna.nl/collectie/index/ntoo425>

**National Archives of Japan.** (2010). *Digital Archives: Canal from Lake Inawashiro, Fukushima Prefecture.*

Retrieved from <http://www.digital.archives.go.jp/gallery/view/category/categoryArchivesEn/0000002033/0312000000>

**Nagasaki City.** (n.d.). *Siebold's pistol* [image].

Retrieved from <http://www.city.nagasaki.lg.jp/kanko/820000/828000/p009216.html>

**National Diet Library.** (2009). *Activities of Dutch Studies.*

Retrieved from [http://www.ndl.go.jp/nichiran/e/s2/s2\\_2.html](http://www.ndl.go.jp/nichiran/e/s2/s2_2.html)

**Nagasaki Museum of History and Culture.** (2012).

Retrieved from <http://www.nmhc.jp/>

**Nagasaki Museum of History and Culture.** (2012). 蘭館図 (蘭船入港図) [image].

Retrieved from <http://www.nmhc.jp/collection.html>

**National Museum of Western Art, Tokyo.** (2014).

Retrieved from <http://www.nmwa.go.jp/en/index.html>

**National Museum of Western Art, Tokyo.** (2014). *Collection search.*

Retrieved from [http://collection.nmwa.go.jp/artizewebeng/search\\_1\\_top.do](http://collection.nmwa.go.jp/artizewebeng/search_1_top.do)

**National Research Institute for Cultural Properties, Tokyo.** (2009).

Retrieved from [http://www.tobunken.go.jp/index\\_e.html](http://www.tobunken.go.jp/index_e.html)

**Nagasaki Tourist Information.** (2013). *Siebold Memorial Museum.*

Retrieved from <http://www.city.nagasaki.lg.jp/kanko/820000/828000/p023328.html>

**Nagasaki Prefectural Government.** (n.d.). *Ruins dictionary.*

Retrieved from <http://www.pref.nagasaki.jp/jiten/index.html>

**Naturalis Biodiversity Center Leiden.** (2014). *De Siebold Collectie.*

Retrieved from <http://www.naturalis.nl/nl/kennis/collectie/siebold-de-collectie/>

**Nederlands Instituut voor Militaire Historie.** (n.d.).

Retrieved from <http://www.defensie.nl/organisatie/cdc/inhoud/eenheden/nimh>

**NIOD.** (2013). *Collectie Voorwerpen Nederlands-Indië.*

Retrieved from <http://www.archieven.nl/nl/search-modonly?mivast=298&mizig=210&miadt=298&miaet=1&micode=417&minr=1503033&miview=inv3&milang=nl&mialg=>

**NIOD.** (2012). *Stichting Nederlandse Slachtoffers Japanse Vrouwenkampen.*

Retrieved from [http://www.archieven.nl/nl/search-modonly?mivast=298&mizig=210&miadt=298&micode=830&milang=nl&mizk\\_alle=japan&miview=inv2](http://www.archieven.nl/nl/search-modonly?mivast=298&mizig=210&miadt=298&micode=830&milang=nl&mizk_alle=japan&miview=inv2)

**NIOD.** (2013). *Dossier - Japan.*

Retrieved from [http://www.archieven.nl/nl/search-modonly?mivast=298&mizig=210&miadt=298&micode=249-1408&milang=nl&mizk\\_alle=japan&miview=inv2#inv3t2](http://www.archieven.nl/nl/search-modonly?mivast=298&mizig=210&miadt=298&micode=249-1408&milang=nl&mizk_alle=japan&miview=inv2#inv3t2)

**Ogata-mura Office.** (2008). *The History of Ogata-Mura.*

Retrieved from <https://www.ogata.or.jp/english/history.html>

**Okamoto, M.** (2010). *The Transition of Sabo Works for Disaster Mitigation in Japan.*

Retrieved from [http://www.interpraevent.at/palm-cms/upload\\_files/Publikationen/Tagungsbeitraege/2010\\_\\_41.pdf](http://www.interpraevent.at/palm-cms/upload_files/Publikationen/Tagungsbeitraege/2010__41.pdf)

**OMA.** (n.d.).

Retrieved from <http://www.oma.eu/oma>

**Oranda-jima.** (2013).

Retrieved from <http://oranda-jima.org/home/>

**Rijksdienst voor het Cultureel Erfgoed.** (2014). *Shared heritage, joint future.*

Retrieved from <http://cultureelerfgoed.nl/publicaties/shared-heritage-joint-future/>

**Rijksmuseum Amsterdam.** (n.d.).

Retrieved from <http://www.rijksmuseum.nl>

**Rijksmuseum Volkenkunde Leiden.** (n.d.).

Retrieved from [www.volkenkunde.nl](http://www.volkenkunde.nl)

**Saga Digital Museum.** (n.d.).

Retrieved from <http://www.pref.saga.lg.jp/sy-contents/bunka/index.htm>

**Sakura City.** (2014). *Sakura Tulip Festa.*

Retrieved from <http://www.city.sakura.lg.jp.e.dj.hp.transer.com/0000000042.html>

**Schäuffelen, O.** (2005). *Chapman Greatest Sailing Ships of the World.*

Retrieved from <http://books.google.nl/books?id=QgMRudqoLQGQC&lpg=PA186&dq=kanrinmaru&pg=PA186#v=onepage&q&f=false>

**Scheepvaartmuseum Amsterdam.** (n.d.).

Retrieved from <http://www.hetscheepvaartmuseum.nl>

**Screech, S.** (2000). *Shogun's painted culture: fear and creativity in the Japanese States, 1760-1829.* Reaktion Books.

Retrieved from [books.google.com](http://books.google.com)

**Shigabunka.** (2010). オランダ壱塚・大津市上田上.

Retrieved from <http://mizutakara.shigabunka.net/e750777.html>

**Sieboldhuis** (2015). *Over het Sieboldhuis.*

Retrieved from [http://www.sieboldhuis.org/hetsieboldhuis/over\\_het\\_sieboldhuis](http://www.sieboldhuis.org/hetsieboldhuis/over_het_sieboldhuis)

**Sieboldhuis.** (2014). *Japanmarkt 2014.*

[http://www.sieboldhuis.org/actueel/detail/japanmarkt\\_2014](http://www.sieboldhuis.org/actueel/detail/japanmarkt_2014)

**Sites of Japan's Meiji Industrial Revolution: Kyushu-Yamaguchi and Related Areas.** (2009).

Retrieved from [http://www.kyuyama.jp/e/kyushuyamaguchi/ky\\_miike\\_05.html](http://www.kyuyama.jp/e/kyushuyamaguchi/ky_miike_05.html)

**Society of the Kanrin-Maru Crew Descendants.** (2014). *Leaflet frame.*

Retrieved from <http://kanrin-maru.org/>

**Sompo Japan Museum of Art.** (2007).

Retrieved from <http://www.sompo-japan.co.jp/museum/english/info/index.html>

STA3816. (2012). *Misumi West Port* [image].

Retrieved from [http://upload.wikimedia.org/wikipedia/commons/4/43/Misumi\\_West\\_Port\\_o8.jpg](http://upload.wikimedia.org/wikipedia/commons/4/43/Misumi_West_Port_o8.jpg)

**Stalpers, J.** (2006). Hollands graf in Japan gerestaureerd. In *Historisch Nieuwsblad* no. 4 (2006).

Retrieved from <http://www.historischnieuwsblad.nl/nl/artikel/25723/hollands-graf-in-japan-gerestaureerd.html>

**Studio E.** (2011). *12xHolland*.

Retrieved from <http://www.12xholland.com/>

**Tawashi.** (n.d.). 船頭平開門 [image].

Retrieved from <http://ja.wikipedia.org/>

**The Kaiyo maru.** (1865) [image].

Retrieved from [http://en.wikipedia.org/wiki/Japanese\\_frigate\\_Kaiyo%25%8D\\_Maru#mediaviewer/File:Launch\\_of\\_Kayo\\_Maru\\_in\\_Dordrech\\_1865.jpg](http://en.wikipedia.org/wiki/Japanese_frigate_Kaiyo%25%8D_Maru#mediaviewer/File:Launch_of_Kayo_Maru_in_Dordrech_1865.jpg)

**Tokyo National Museum.** (2014).

Retrieved from <http://www.tnm.jp>

**Tomocchi.** (2013). 三菱史料館 [image].

Retrieved from <http://dejima-network.pref.nagasaki.jp/zh-hans/tomocchi/page/5/>

**Tropenmuseum Amsterdam.** (2014).

Retrieved from <http://www.tropenmuseum.nl>

**Van Gogh Museum.** (2014).

Retrieved from <http://www.vangoghmuseum.nl/vgm/index.jsp?lang=nl>

**Westerman, W.M.** (1869). *Bato. Een boek voor het jonge Nederland*. Amsterdam: Gebroeders Kraay.

Retrieved from [books.google.com](http://books.google.com)

**Wereldmuseum Rotterdam.** (n.d.).

Retrieved from <http://www.wereldmuseum.nl>

**Wiii.** (n.d.). *Japan Vertical Datum* [image].

Retrieved from [http://commons.wikimedia.org/wiki/File:Japan\\_Vertical\\_Datum\\_201001.jpg#mediaviewer/File:Japan\\_Vertical\\_Datum\\_201001.jpg](http://commons.wikimedia.org/wiki/File:Japan_Vertical_Datum_201001.jpg#mediaviewer/File:Japan_Vertical_Datum_201001.jpg)

**Wikimedia.** (n.d.). *HiradoVOCfactory(montanus-1669)* [image].

Retrieved from [http://commons.wikimedia.org/wiki/File:HiradoVOCfactory\(montanus-1669\).jpg#mediaviewer/File:HiradoVOCfactory\(montanus-1669\).jpg](http://commons.wikimedia.org/wiki/File:HiradoVOCfactory(montanus-1669).jpg#mediaviewer/File:HiradoVOCfactory(montanus-1669).jpg)

**Wikimedia.** (n.d.). *LiefdeShip* [image].

Retrieved from <http://commons.wikimedia.org/wiki/File:LiefdeShip.jpg#mediaviewer/File:LiefdeShip.jpg>

**Wikimedia.** (n.d.). *NikkoRotatingLantern4994* [image].

Retrieved from <http://commons.wikimedia.org/wiki/File:NikkoRotatingLantern4994.jpg#mediaviewer/File:NikkoRotatingLantern4994.jpg>

**Wikimedia.** (n.d.). *Plattegrond van Deshima* [image].

Retrieved from [http://commons.wikimedia.org/wiki/File:Plattegrond\\_van\\_Deshima.jpg#mediaviewer/File:Plattegrond\\_van\\_Deshima.jpg](http://commons.wikimedia.org/wiki/File:Plattegrond_van_Deshima.jpg#mediaviewer/File:Plattegrond_van_Deshima.jpg)

**Wikimedia.** (2006). *Heem Still Life with a Basket of Fruit* [image].

Retrieved from [http://commons.wikimedia.org/wiki/File:Heem\\_Still\\_Life\\_with\\_a\\_Basket\\_of\\_Fruit.jpg](http://commons.wikimedia.org/wiki/File:Heem_Still_Life_with_a_Basket_of_Fruit.jpg)

**Wikipedia.** (2007). *Regions and Prefectures of Japan*

[image]. Retrieved from [http://commons.wikimedia.org/wiki/File:Regions\\_and\\_Prefectures\\_of\\_Japan.png](http://commons.wikimedia.org/wiki/File:Regions_and_Prefectures_of_Japan.png)

**Wikipedia.** (2008). *Japanese Islands* [image].

Retrieved from [http://en.wikipedia.org/?title=Portal:Japan/Geography#mediaviewer/File:Japanese\\_Islands.png](http://en.wikipedia.org/?title=Portal:Japan/Geography#mediaviewer/File:Japanese_Islands.png)

**Wikimedia.** (2012). *Wood figure of Desiderius Erasmus*

[image]. Retrieved from [http://commons.wikimedia.org/wiki/File:Wood\\_figure\\_of\\_Desiderius\\_Erasmus.JPG](http://commons.wikimedia.org/wiki/File:Wood_figure_of_Desiderius_Erasmus.JPG)

**Wikimedia.** (2011). *Dutch trader watching an incoming VOC ship at Dejima by Kawahara Keiga* [image].

Retrieved from [http://commons.wikimedia.org/wiki/File:Dutch\\_trader\\_watching\\_an\\_incoming\\_VOC\\_ship\\_at\\_Dejima\\_by\\_Kawahara\\_Keiga.jpg](http://commons.wikimedia.org/wiki/File:Dutch_trader_watching_an_incoming_VOC_ship_at_Dejima_by_Kawahara_Keiga.jpg)

**Wikimedia.** (2014). *Ine Kusumoto* [image].

Retrieved from [http://commons.wikimedia.org/wiki/File:Ine\\_Kusumoto.jpg](http://commons.wikimedia.org/wiki/File:Ine_Kusumoto.jpg)

**Wisselkoersen.** (2014).

Retrieved from <http://www.wisselkoersen.nl>

枳の香り. (n.d.). 三国港 エッセル堤.

Retrieved from <http://www.lococom.jp/mt/metib109/>

---

## Printed & written sources

---

**Blussé, L., Rimmelink, W., & Smits, I.** (eds). (2000). *Bewogen Betrekkingen: 400 jaar Nederland-Japan*. Teleac/N.o.t. pp. 213, 227, 228, 234, 235, 236, 239, 247, 248, 251.

**De Lange, W.** (2006). *Pars Japonica*. Warren, USA: Floating World Editions.

**De Vries, J.** (2000). De Geboorte van de Japanse Marine. In L. Blussé, R. Rimmelink & I. Smits (eds), *Bewogen betrekkingen: 400 jaar Nederland-Japan*, Teleac/N.o.t., p.183.

**Goodman, G.K.** (2000). *Japan and the Dutch 1600-1853*. London, England: RoutledgeCurzon.

**Hagiwara, H. & Kato, A.** (2002). The foundation deposits of a 1639 storehouse at the Dutch factory site in Hirado. In *NIHON KOKOGAKU*, 14, pp.145-156.

**Hirado Board of Education.** (n.d.). *Monumental signs and tourist information boards*.

**Jansen, M.B.** (2002). The Meiji Restoration. In M.B. Jansen (ed.), *The Making of Modern Japan*. Cambridge, USA: Harvard University Press.

**Kato, A.** (2012). Hirado Oranda shokan to VOC no shima (Phonetic title). 平戸オランダ商館とVOCの島(横島)の発掘. In *たばこと塩の博物館研究紀要* (10), 2012. Tokyo: Tobacco and Salt Museum Bulletin, pp.150-158.

**Kazuhiro, Y.** (2000). François Caron en de Sloop van de Factorij in Hirado. In L. Blussé, R. Rimmelink & I. Smits (eds), *Bewogen betrekkingen: 400 jaar Nederland-Japan*, Teleac/N.o.t., p.27.

**Mulder, W.Z.** (1985). *Hollanders in Hirado 1597-1641*. Haarlem, Netherlands: Fibula-Van Dishoeck.

**Rimmelink, W.** (6 June 2014). Translated e-mail excerpt.

**Rimmelink, W.** (2000). De Reis van de Liefde. In L. Blussé, R. Rimmelink & I. Smits (eds), *Bewogen betrekkingen: 400 jaar Nederland-Japan*, Teleac/N.o.t., p.16.

**Sasaki, R.** (December 10, 2015). Modified e-mail excerpt.

**Van Gasteren, L.** (2001). East meets West: Lake Biwa Canal, Kyoto, Japan. In M.R. Cohen (ed.) *Terre et Aqua* (84), 2001. The Hague, Netherlands: International Association of Dredging Companies, pp.3-7.

**Van Gasteren, L.A., Moeshart, H.J., Toussaint, H.C. & De Wilde, P.A.** (eds). (2000). *In een Japanse stroomversnelling*. Euro Book Productions. pp. 15, 27-41, 121, 173.

**Vande Walle, W.** (2007). *Een geschiedenis van Japan: van samurai tot soft power*. Acco. pp. 263, 267, 279, 281, 284, 296, 297, 320, 321, 328, 329, 349, 352, 353.

Figure 1	Japan and its main islands (Wikimedia, 2008)	8
Figure 2	Regions and prefectures of Japan (Wikimedia, 2007)	9
Figure 3	The fleet of Mahu and De Cordes, including the <i>Liefde</i> and four other vessels, as pictured in a late 16 <sup>th</sup> -century engraving (Wikimedia)	10
Figure 4	The Dutch lodge as depicted in a 17 <sup>th</sup> -century book by Montanus titled <i>Gedenkwaardige Gesantschappen</i> , first printed in 1669 (Wikimedia)	11
Figure 5	Dejima as drawn by VOC chief Isaac Titsingh (1745-1812) in his book <i>Bijzonderheden over Japan</i> , printed in 1824 and now in the collection of national library of the Netherlands in The Hague (Wikimedia)	12
Figure 6	Plaquette of Jan-Joosten van Lodensteyn in Yaesu, Tokyo (Butch, 2007)	16
Figure 7-a	The orange dot represents the location of William Adams' burial site (ESRI, 2012)	17
Figure 7-b	The orange dot represents the site where the <i>Liefde</i> is suspected to have sunk in Uraga bay near Tokyo (ESRI, 2012)	19
Figure 8	Statue of Erasmus, stern figure from the galleon the <i>Liefde</i> . Oak with polychrome (Wikimedia, 2012)	20
Figure 9	A memorial marker designated to William Adams on the suspected burial site of William Adams in Hirado City (Derksen, 2013)	21
Figure 10	A 17 <sup>th</sup> century Western anchor most likely of Dutch origin as found in 1782 and now on display in the Oranda Shokan, Hirado City (Derksen, 2013)	22
Figure 11	Built heritage sites related to theme 2 are represented by the orange dot (ESRI, 2012)	23
Figure 12	Part of the Dutch wall running up on the hill adjacent to the former Dutch site in Hirado city (Derksen, 2013)	24
Figure 13	One of two water wells made by the Dutch in the first half of the 17 <sup>th</sup> century (Derksen, 2013)	25
Figure 14	The Dutch landing steps and part of the quay in Hirado city (Derksen, 2013)	26
Figure 15	The 'Dutch bridge' in Hirado city (Derksen, 2013)	27
Figure 16	Maritime heritage sites related to theme 2 (ESRI, 2012)	29
Figure 17	The Dutch Trading Post (Manders, 2014)	30
Figure 18	Dutch anchors and a Chinese anchor on display in front of the Hirado Municipal Building (Derksen, 2013)	31
Figure 19	Shipwreck sites related to theme 2 (ESRI, 2012)	32
Figure 20	Dutch translations of English translations of the Book of Exodus, printed in 1748 and now on display in the Matsuura Historical Museum (Manders, 2014)	33
Figure 21	A keystone inscribed with the VOC mark on display at the Oranda Shoukan (Derksen, 2013)	34
Figure 22	Rotating lantern at Toshog-ku, Nikko, Tochigi Prefecture, Japan, a UNESCO World Heritage Site (Fg2, 2005)	36
Figure 23	Overview of built heritage sites related to theme 3 (ESRI, 2012)	37
Figure 24	On the left, Dejima as it was in the 19 <sup>th</sup> century, illustration from a recent Nagasaki city map (Hotei, 2009). On the right, a recent satellite image of Nagasaki city showing Dejima outlined in orange (Google Earth, 2014)	38
Figure 25	Japanese press and conservation experts leaving the graveyard after an inspection in 2012. Though the sign calls it a Dutch graveyard, not all the graves are Dutch; there are also five Russians and three Englishmen buried at the site (Dutch Embassy in Japan, 2012)	39
Figure 26	Overview of maritime heritage sites related to theme 3 (ESRI, 2012)	40
Figure 27	One of two VOC cannons dredged up from the bay of Nagasaki as displayed at the Dejima Museum (Derksen, 2013)	40
Figure 28	Candelabrum as displayed in the Nikko temple (Wikimedia, n.d.)	42
Figure 29	Museum collections related to theme 3 (ESRI, 2012)	43
Figure 30	VOC chief and his second-in-command on the lookout on Dejima as a Dutch ship is towed into Nagasaki bay, from a painting by Kawahara Keiga (Wikimedia, 2011)	43
Figure 31	A 31cm revolver dating from the 19 <sup>th</sup> century, excavated in 2001 at the site of the VOC chief's residence, as displayed at the Dejima Museum (Manders, 2014)	44
Figure 32	Photograph of Siebold's daughter Ine, also called Oine (Wikimedia, 2014)	44
Figure 33	<i>Still Life with a Basket of Fruit</i> by Cornelis de Heem (Wikimedia, 2006)	45
Figure 34	The reconstructed main street of Dejima (Manders, 2014)	46

Figure 35	Hendrik Duurkoop's grave. The oldest Dutch grave on the Inasa foreign cemetery, on the Goshinje Temple grounds in Nagasaki (Manders, 2014)	47
Figure 36	The original diving bell used by the Dutch marine officers to build the wharf near the steam engineering factory in Nagasaki, on display in the Mitsubishi Museum in Nagasaki (Derksen, 2013)	48
Figure 37	Overview of maritime heritage sites related to theme 4 (ESRI, 2012)	49
Figure 38	Photo of <i>Het fabriek voor het stoomwezen</i> in 1861 (Geheugen van Nederland, n.d.)	50
Figure 39	Henry Heusken's grave (JapanVisitor, 2011)	50
Figure 40	The <i>Kaiyo Maru</i> (Wikimedia, n.d.)	51
Figure 41	Remains recovered during the excavation of the <i>Kaiyo Maru</i> , such as a cannon (Jun Kimura, 2015).	52
Figure 42	Shipwreck sites related to theme 4 (ESRI, 2012)	53
Figure 43	The <i>Kanko Maru</i> (Geheugen van Nederland, n.d.)	53
Figure 44	Museum collections related to theme 4 (ESRI, 2012)	55
Figure 45	Mitsubishi Museum, Nagasaki (Tomocchi, 2013)	55
Figure 46	A statue of Johannis de Rijke at Sendohira River Park in Asai City, Aichi prefecture. This statue was erected in his name in October 1987 (Tawashi2006, 2006)	56
Figure 47	Overview 1 of built heritage sites related to theme 5 (ESRI, 2012)	57
Figure 48	Overview 2 of built heritage sites related to theme 5 (ESRI, 2012)	58
Figure 49	The Japan Standard building in Tokyo (Wiiii, n.d.)	60
Figure 50	The Ishii lock as seen from the inside (Agency for Cultural Affairs, 2014)	61
Figure 51	The Escher embankment (柄の香り, n.d.)	61
Figure 52	The Oyama shrine gate (Fg2, 2007)	62
Figure 53	The Kiso river lock gate (Tawashi, n.d.)	63
Figure 54	Misumi West Port (Sites of Japan's Meiji Industrial Revolution: Kyushu-Yamaguchi and Related Areas, 2009)	64
Figure 55	Holland dam, Otsu-shi (Shigabunka, 2010)	65
Figure 56	Holland dam in Kaizu-shi (Kaizu City, n.d.)	66
Figure 57	Replica of the <i>Kanko Maru</i> , the former <i>Soembing</i> anchored in front of Nagasaki City (Manders, 2014)	70
Figure 58	Overview of built heritage sites related to theme 7 (ESRI, 2012)	71
Figure 59	Hachirogata lake in a satellite image from Google Earth (Google Earth, 2012)	72
Figure 60	The <i>Willem Barendsz II</i> . The original photograph is held by the State Library of Queensland, Australia (Wikimedia, n.d.)	73

## 1 Cultural heritage policy in Japan

This appendix first provides some general information regarding Japan’s commitment to ratifying cultural heritage conventions, such as UNESCO conventions. This is followed by a broad outline of Japanese cultural affairs policy, including aspects such as the different designated categories of heritage properties and international programmes that Japan takes part in and organizes.

### 1.1 UNESCO conventions

UNESCO is a specialized agency of the United Nations dedicated to the promotion of education, culture and science through standard-setting conventions. The UNESCO World Heritage Committee, which is responsible for the implementation of the World Heritage Convention, is supported by three advisory bodies:

1. ICCROM (International Centre for the Study of the Preservation and Restoration of Cultural Property)
2. ICOMOS (International Council on Monuments and Sites)
3. IUCN (International Union for the Conservation of Nature)

Japan is a member state of all three advisory bodies. As a UNESCO member state, Japan has adopted various UNESCO conventions. The timeline below includes those relevant in the present context (Ministry of Education, Culture, Sports, Science and Technology, n.d.).

Year	Activity
1951	Japan admitted to UNESCO.
1952	Proclamation of the Japanese law concerning UNESCO activities. Creation of Japanese National Commission for UNESCO.
1992	Ratification of the Convention for the Protection of World Cultural and Natural Heritage.
2002	Ratification of the Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Cultural Property.
2004	Ratification of the Convention for the Safeguarding of the Intangible Cultural Heritage.

### 1.2 ICOMOS charters

Where UNESCO has conventions, ICOMOS works with charters. The organization was founded in 1965 pursuant to the Venice Charter of 1964 (drawn up by the International Congress of Architects and Technicians of Historical Monuments). Over the course of 50 years, Japan has ratified nine charters on varying cultural heritage subjects (ICOMOS Japan, 2007).

Year	Charter
1964	International Charter for the Conservation and Restoration of Monuments and Sites (The Venice Charter).
1976	Historic Gardens (The Florence Charter).
1987	Charter on the Conservation of Historic Towns and Urban Areas (The Washington Charter).
1990	Charter for the Protection and Management of the Archaeological Heritage.
1996	Charter for the Protection and Management of the Underwater Cultural Heritage.
1999	International Cultural Tourism Charter / Principles for the Preservation of Historic Timber Structures / Charter on the Built Vernacular Heritage.
2003	ICOMOS Principles for the Analysis, Conservation and Structural Restoration of Architectural Heritage / ICOMOS Principles for the Preservation and Conservation-Restoration of Wall Paintings.
2008	ICOMOS Charter on Cultural Routes / ICOMOS Charter on the Interpretation and Presentation of Cultural Heritage Sites.

### 1.3 Japanese policy on cultural properties

The section that follows presents a broad outline of Japanese policy on cultural heritage. A chart showing the annual budget of the Agency for Cultural Affairs (2013 allocations) is also provided in the Appendices.

Though Japan’s principal law on the protection of cultural properties was first effected in 1950, efforts in this direct began as early as 1871, under the ‘Plan for the Preservation of Ancient Artefacts’. In that year, the Japanese Department of State ordered temples and shrines to aid in the compilation of a national register of important buildings and art treasures (Coaldrake, 1996, p.248). Shortly thereafter, shrines and temples began receiving subsidies for repairs and reconstruction (Issarathumnoon, 2004, p.1), and a law for the preservation of these structures was passed at the end of the 19<sup>th</sup> century.

### 1.3.1 Preservation and utilization of cultural properties

Under the Law for the Protection of Cultural Properties, Japan's national government designates and selects the most important cultural properties and imposes restrictions on activities such as the alteration of their existing state, repairs and exports. It also implements various measures necessary for the preservation and utilization of cultural properties. Those pertaining to tangible cultural properties (such as buildings, fine arts and crafts, and tangible folk cultural properties) relate to, amongst other things, preservation, disaster protection and acquisitions. Measures for intangible cultural properties (such as performing arts, craft techniques, manners and customs), include subsidies for practical training and documentation programmes (Agency for Cultural Affairs, 2013, p.39).

Aside from the national designation system, there is also a registration system that provides more moderate protective measures for tangible cultural properties, tangible folk cultural properties and monuments primarily from the modern period (after 1989), needed due to land development and lifestyle changes in recent years. Under this registration system, cultural properties that are in special need of preservation are registered with the national government as Important Cultural Properties. Using notification, guidance and advice, this system seeks the voluntary protection of properties by their owners (cultural properties other than those designated by the national and local governments), thereby complementing the designation system (Agency for Cultural Affairs, 2013, p.39).

Protective measures are also provided for cultural properties buried underground, including certain restrictions on excavation. The designation, selection and registration of cultural properties are carried out by the minister of Education, Culture, Sports, Science and Technology on the basis of reports submitted by the Council for Cultural Affairs in response to ministerial inquiries (Agency for Cultural Affairs, 2013, p.39).

As at 1 April 2013, Japan has a total of almost 13,000 Important Cultural Properties (including National Treasures), 10,000 designated fine arts and crafts, 2,400 designated buildings and other structures, and around 1,700 Historic Sites. It also has more than 9,000 registered tangible cultural properties (buildings) (Agency for Cultural Affairs, 2013, p.39).

For an Important Cultural Heritage property to be designated a National Treasure it must be of exceptional

worth and its significance to cultural heritage particularly deep (Agency for Cultural Affairs, 1996). There are many different categories to which cultural properties can be assigned; see Appendix 2 to this report for an overview of these categories (Agency for Cultural Affairs, 2013, p.40).

### 1.3.2 Responsibility for cultural heritage properties

Under the Law for the Protection of Cultural Properties, national and local authorities, owners and administrative organizations each have their own responsibilities and duties, as outlined below (Agency for Cultural Affairs, 2013, p.41).

#### National government

- Legislation for the protection of cultural properties;
- Designation and selection of important cultural properties, registration of cultural properties that require preservation and utilization;
- Instructions and recommendations on the management, restoration and public display of designated cultural properties for owners and others;
- Regulations on the alteration of the existing state of designated cultural properties, export restrictions and injunctions to restore their original form;
- Assistance to owners and others in the management, restoration, public display, etc. of designated cultural properties;
- Assistance for local authorities to effect the transfer of cultural properties to public ownership;
- Establishment of special tax measures for designated cultural properties and related matters;
- Establishment and operation of public facilities (such as museums and theatres) and of research institutes for cultural properties.

#### Local governments

- Regulations on the protection of cultural properties;
- Designation, selection and preservation of important cultural properties (excluding those designated by the national government);
- Instructions and recommendations on the management, restoration and public display of designated cultural properties and restrictions on the alteration of the existing state of designated cultural properties for owners;
- Assistance to owners and administrative organizations in the administration, restoration, public display, etc. of designated cultural properties;
- Establishment and operation of facilities for the conservation and public display of cultural properties;

- Assistance in local activities to promote the protection of cultural properties, including education and research;
- Organization of the administration, restoration, etc. of cultural properties designated by the national government.

#### Owners and administrative organizations

- Notification of transfers of ownership, loss, destruction, damage, changes in location, etc. of cultural properties designated by the national or local government;
- Administration and restoration of cultural properties;
- Public display of cultural properties;
- Notification of transfers of ownership of Important Cultural Properties and other cultural properties to the national government.

### 1.3.3 Tangible cultural properties

The term ‘tangible cultural properties’ refers to tangible cultural products that possess high historic, artistic and academic value for Japan, such as structures, paintings, sculptures, classical books and archaeological artefacts. In this category, all objects except structures are termed ‘fine arts and crafts’ (Agency for Cultural Affairs, 2013, p.42).

In 1996, the Law for the Protection of Cultural Properties was amended and a cultural property registration system introduced in addition to the existing designation system. Under the new system, the minister of Education, Culture, Sports, Science and Technology can register architectural and other structural properties (other than those designated by the national or local governments) that are in particular need of measures for protection and utilization as Registered Tangible Cultural Properties. A variety of structures are registered, including houses and civil engineering structures such as bridges, dykes and towers. As at 1 April 2013, 9,124 properties located in 787 municipalities across all 47 prefectures were registered. Of this total, approximately 60% are classed as Shinto shrines and Buddhist temples (Agency for Cultural Affairs, 2013, p.42).

The administration and restoration of a National Treasure or Important Cultural Property has to be conducted by its owner or the appropriate administrative organization. This is the local government or a corporate entity recognized by the Commissioner for Cultural Affairs. Any formal change or addition to these designated cultural properties that would affect their preservation requires approval from the Commissioner for Cultural Affairs (Agency for Cultural Affairs, 2013, p.42).

Exportation of designated cultural properties from Japan is prohibited, except when deemed necessary and approved for the purpose of an overseas exhibition, for example. The national government provides subsidies to support the conservation and restoration of tangible cultural properties, and the Commissioner for Cultural Affairs is authorized to issue instructions on their administration, restoration, public display and related activities (Agency for Cultural Affairs, 2013, p.42).

### 1.3.4 Monuments

‘Monuments’ is the collective term used to refer to the following types of cultural properties:

- a. Shell mounds<sup>19</sup>, ancient tombs, sites of palaces, forts and castles, monumental dwellings and other sites of major historical or scientific value for Japan.
- b. Gardens, bridges, gorges, seashores, mountains and other places of scenic beauty of major artistic or aesthetic value for Japan.
- c. Animals, plants, minerals and geological features of major scientific value for Japan (Agency for Cultural Affairs, 2013, p.49).

The cultural properties chart in Appendix 2 shows the three different categories in which monuments can be designated. As in the case of other cultural properties, any alterations to the existing state of a historic site or any other activity that would affect its preservation require authorization from the Commissioner for Cultural Affairs. Local authorities arrange for the use of state subsidies to compensate land owners for the purchase and conservation of land designated as historic sites (Agency for Cultural Affairs, 2013, p.49).

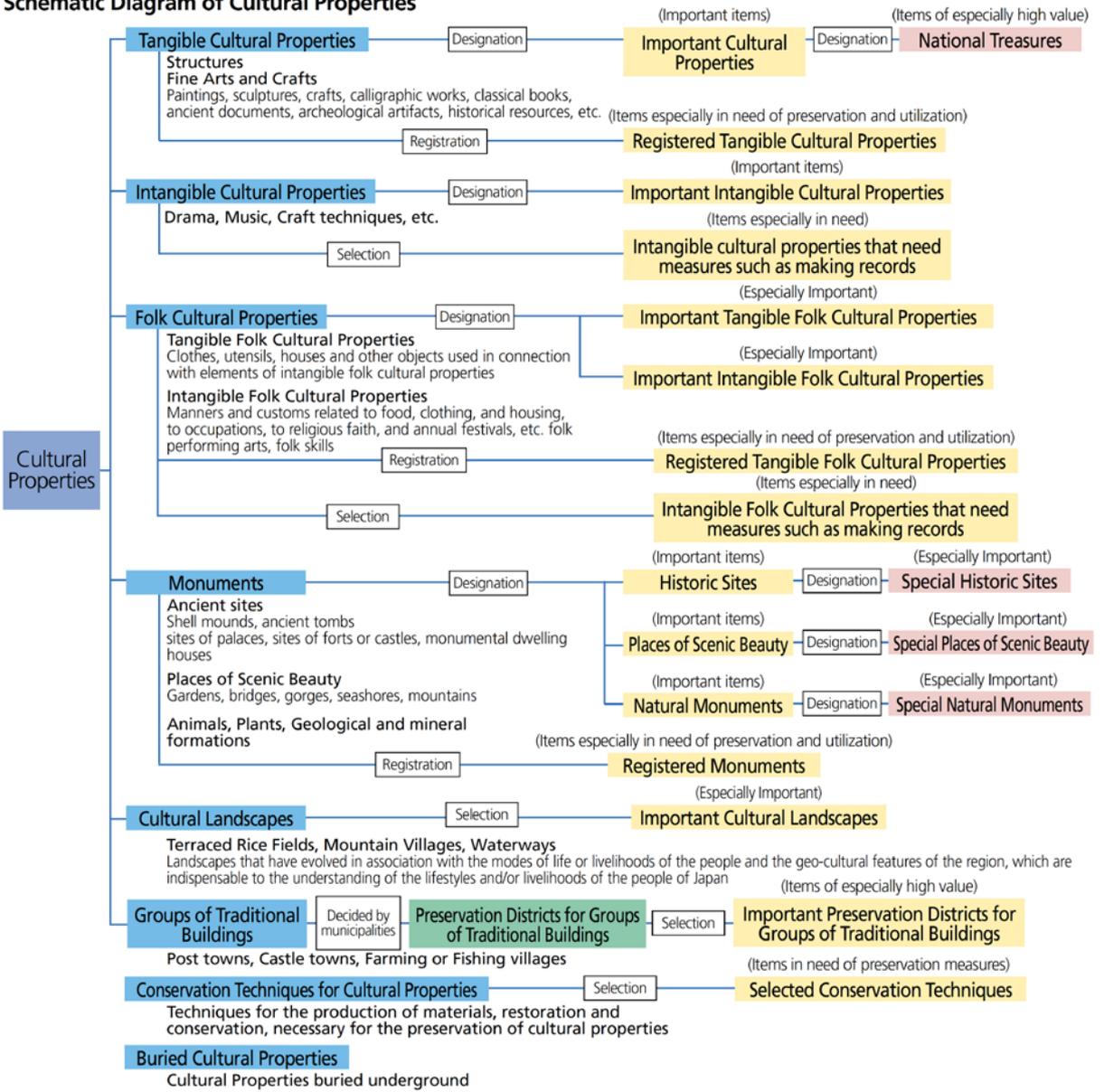
### 1.3.5 Preservation Districts for Groups of Traditional Buildings

In 1975, an amendment to the Law for the Protection of Cultural Properties introduced a system of ‘Preservation Districts for Groups of Traditional Buildings’ designed to protect historic cities, towns and villages in Japan. This system enables municipalities to designate preservation districts, develop a preservation plan and conduct the necessary preservation projects according to that plan (Agency for Cultural Affairs, 2013, p.49).

<sup>19</sup> Shell mounds, or shell middens, are piles of waste from processed shellfish dating mainly from the prehistoric Jomon period (14,000-500 BC), when subsistence was based to a substantial extent on the exploitation of aquatic resources. The presence of such mounds can be indicative of prehistoric villages (nearby).

## 2. Schematic Diagram of Cultural Properties

**Schematic Diagram of Cultural Properties**



**Process of Designation, Registration, and Selection of Cultural Properties**



The Agency for Cultural Affairs provides funding to support municipal restoration, façade enhancement, disaster prevention and other projects connected with the preservation of these districts, while also providing guidance and advice. As at 1 April 2013, 102 districts in 82 municipalities across 41 prefectures were designated as Preservation Districts, encompassing around 21,000 traditional buildings designated as Traditional Buildings (Agency for Cultural Affairs, 2013, p.49).

### 1.3.6 Buried cultural properties

At present, there are approximately 465,000 known ancient sites in Japan. As manifest evidence of Japan's history and culture, they are valuable historical properties. To safeguard their preservation, a notification must always be submitted when conducting excavations or starting construction work in an area known to have buried cultural property. Where it is impossible to preserve a site in its existing state, developers are asked to cover the expenses of carrying out an excavation or, if it is not appropriate to ask the owner to cover the costs, local public organizations conduct the survey and the expenses are paid out of the National Treasury (Agency for Cultural Affairs, 2013, p.50).

When objects are unearthed during excavations, the finder must turn them over to the chief of police, except if the owner is known. If the object is identified as a potential cultural property, the chief of police submits it to prefectural boards of education or designated cities. They investigate whether or not an object is a cultural property. Objects identified as cultural property that have no known owner are assigned to the prefecture that manages the land (Agency for Cultural Affairs, 2013, p.50).

### 1.3.7 International cooperation through cultural exchange

In accordance with the Law for the Promotion of Culture and the Arts, the Agency for Cultural Affairs has implemented several measures to facilitate international cultural and artistic exchanges, and protect cultural heritage overseas. Several of these measures are described below (Agency for Cultural Affairs, 2013, p.61).

#### 1. Participation in international forums on culture Forums include:

- The *Japan-China-Republic of Korea Forum for Ministers of Culture* (2003-present);
- The *ASEAN+3 Meeting of the Ministers of Culture* (2003-present): consists of the ministers of Culture of the ASEAN countries and the ministers of Culture of Japan, China and the Republic of Korea;

- *ASEM Culture Ministers Meeting* (2007-present): brings together the ministers of Culture of the ASEM (Asia-Europe Meeting), consisting of 49 countries and two organizations in Asia and Europe.

#### 2. International exchange of artists and specialists

#### 3. Promotion of international exchange and cooperation in culture and arts

#### 4. Promotion of and cooperation in international exchange on cultural properties

This includes programmes such as:

- *Specialist Training in the Preservation and Restoration of Foreign Cultural Properties*, in cooperation with the city of Nara, the Cultural Heritage Protection Cooperation Office and the Asia/Pacific Cultural Centre for UNESCO (ACCU).
- *Promotion of Cooperation with International Organizations*, in collaboration with ICCROM (International Centre for the Study of the Preservation of Cultural Property).

### 1.3.8 Promotion of international heritage exchange and cooperation

In June 2006, Japan enacted the Law on the Promotion of International Cooperation for the Protection of Cultural Heritage Abroad. This law stipulates the responsibilities of the Japanese government and of education and research institutions with regard to international cooperation for the protection of Japanese cultural heritage abroad, the establishment of a policy for such cooperation and the measures to be taken (Agency for Cultural Affairs, 2013, p.69).

In this same month, the Japan Consortium for International Cooperation in Cultural Heritage was created, made up of the Agency for Cultural Affairs, the Ministry of Foreign Affairs, education and research institutions, and several independent administrative institutions. This consortium aims to let all participants fully exercise their abilities in their respective areas of expertise as well as to promote effective international cooperation in cultural heritage (Agency for Cultural Affairs, 2013, p.69).

### 1.3.9 International Contribution Project for Cultural Heritage

To protect cultural properties that have suffered from wars and disasters, Japan dispatches and invites specialists under its International Contribution Project of

Cultural Heritage, set up to address urgent problems. Since 2007, Japan has been taking part in exchange and cooperation projects with key overseas organizations to achieve the preservation and protection of cultural

heritage (such as historic sites and documents) in countries including Cambodia, Myanmar, Indonesia and Bhutan (Agency for Cultural Affairs, 2013, p.70).

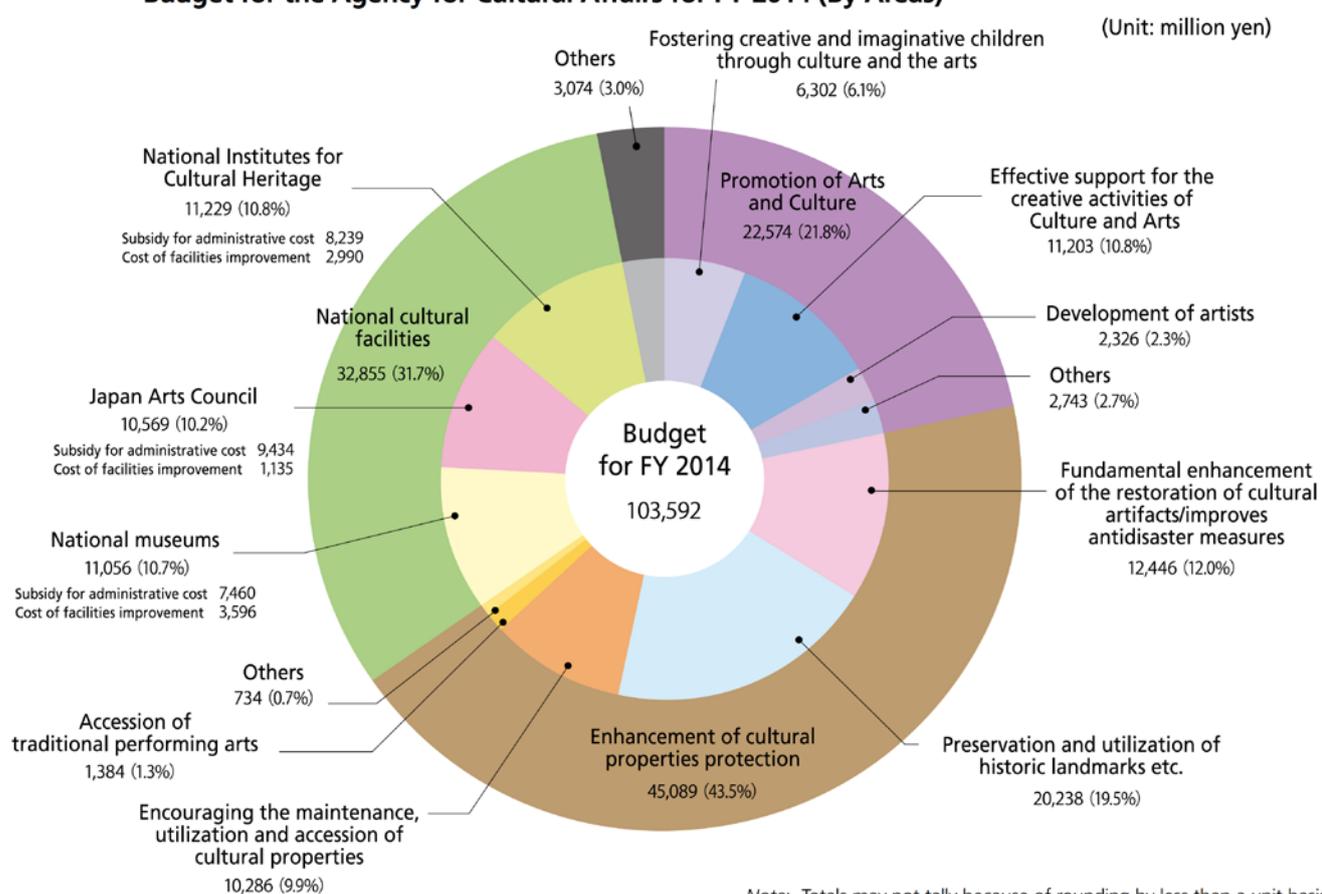
## 2 Dutch ships wrecked in Japan

YEAR SUNK	SHIP NAME	SHIP TYPE	LOCATION	REMARKS
1600-1603	<i>Liefde</i>	Dutch galleon	Uruga bay, Tokyo	Preserved underwater or demolished ashore(?)
1613	<i>Enckhuijssen</i>	Ship	Kawachi bay, Hirado (?)	Demolished ashore
1613	<i>Rode Leeuw</i>		Japan	
1617	<i>Hollantsche Leeuw or Rode Leeuw</i>	Ship	Kawachi bay, Hirado	Demolished ashore
1620	<i>Expeditie</i> , formerly <i>Expedition</i> (East India Company)	English East Indiaman	Hirado bay, Hirado	Salvaged in 1621 (including 9 cannon)
1622	<i>Maen</i>		Kawachi bay, Hirado	Scrapped ashore
1622	<i>Hondt</i>		Kawachi bay, Hirado	Scrapped ashore
1622	<i>St. Cruys, St. Kruis</i>		In Japanese waters en route to Batavia	Part of the 'Fleet of Defence'
1631	<i>Erasmus, Kleine Erasmus</i>		Nagasaki, Japan	Demolished and sold for scrap
1633	<i>Vrede, Vreede</i>	Ship	Kawachi bay, Hirado	Demolished ashore
1637	<i>Galiasse</i>	Fluyt	Kawachi bay, Hirado	Demolished ashore
1663	<i>Peperbaal, Peperbael</i>	Fluyt	Meshima, Danjo Gunto islands	
1663	<i>Vollenhoven</i>	Fluyt	Meshima, Danjo Gunto islands	
1665	<i>Rode Hert</i>	Fluyt	Nagasaki, Japan	Burned in the harbour
1772	<i>Burg</i>		Goto isles	Demolished and sold for scrap in Nagasaki
1857	<i>Van Bosse</i>	Three masted barque (merchant ship)	Takada beach in Taramason Village, Okinawa	Destroyed by a storm between Singapore and Shanghai in 1857. An iron anchor, porcelain shards and a complete bottle were salvaged.
1858	<i>Cadsandria</i>	Merchant ship	Takabokojima, Nagasaki bay	Captain Gerlach, see newspaper items on <a href="http://kranten.delpher.nl">kranten.delpher.nl</a>
1868	<i>Kaiyo Maru</i>	Corvette	Esashi, Hokkaido	Located and salvaged between 1985-1990
1871	<i>Kanrin Maru</i> , formerly <i>Japan</i>	Corvette (screw-driven steamer)	Misaki cape, Hokkaido	Anchor found
1876	<i>Kanko Maru</i> , formerly <i>Soembing</i>	Paddle steamer		Scrapped in Tsukiji, Tokyo

### 3 Agency for Cultural Affairs' budget for 2013 (Agency For Cultural Affairs, 2013)

As at 1 September 2014, JPY 1 equals EUR 0.01 and USD 0.01 (Wisselkoersen, 2014).

#### Budget for the Agency for Cultural Affairs for FY 2014 (By Areas)



---

#### 4 Pointers on Japanese business etiquette

---

Japan and the Netherlands may enjoy a long-standing relationship, but comparison of the two countries makes it quite clear that they are vastly different in many ways. Although Japan is gradually Westernizing, traditions of respect, harmony and hierarchy still permeate the Japanese business scene.

The Japanese are generally indirect, formal and punctual and they value long relationships. They do not tend to make important decisions or seal a deal during an initial meeting, but require several meetings to build trust first. Saving face is also crucial in business, as the Japanese will do anything in their power to prevent confrontation or humiliation in front of others. They often prefer to say 'that might be difficult', or 'I have to think about it' instead of a flat-out 'no'.

Going on a business trip to Japan can be very tricky for foreigners, as there are many rules to take into account – not to mention the two different kinds of *keigo* (business Japanese) that are used, though this only applies to the Japanese themselves and foreigners who speak the language. Where the Japanese party is not very skilled in English, an interpreter will always be present to ensure communication goes smoothly. Yet, the Japanese are also quite forgiving of minor errors in etiquette.

When the roles are reversed and a Japanese delegation visits your country, showing them that you are familiar with their rules and are willing to respect them gives a positive impression. This chapter provides assistance for such situations, with a number of pointers on Japanese business etiquette.

##### **Business cards (*meishi*):**

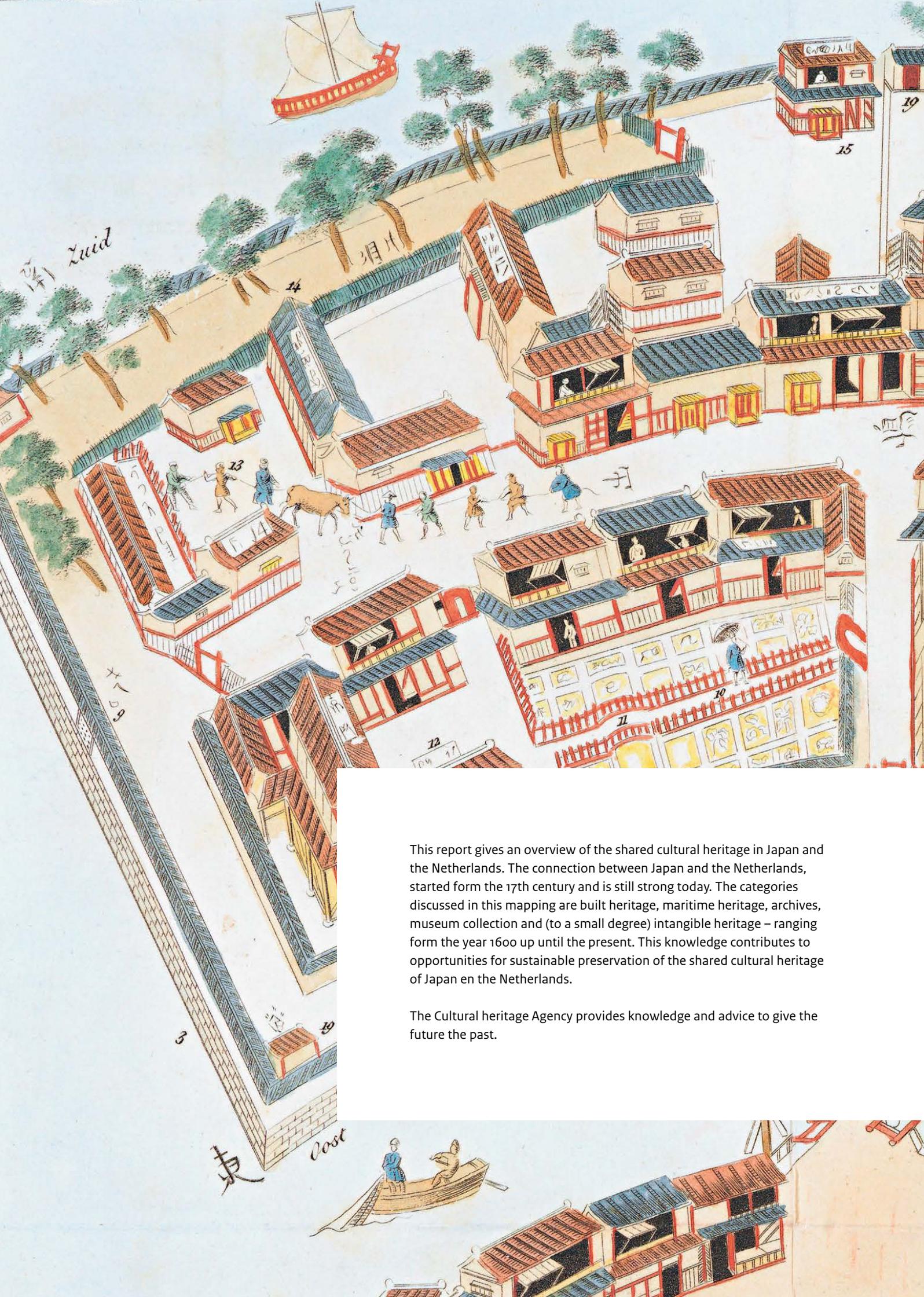
1. Never throw or shove your business card across the table. Present the card with both hands to the eldest person present – bowing your head slightly – and then continue to the person next in rank. When the differences in age and/or status are unclear to you and the Japanese know you have no experience in such situations, the order in which you hand out your business card will not be held against you as the fact that you are a foreigner often leads the Japanese to be more forgiving.
2. Always take someone else's business card with both hands and thank them.

3. Never write on someone's business card. If you want to take notes, you should do this on a notepad, etc.
4. Never fiddle with someone's business card. After receiving a card, also do not put it in the pocket of your jacket or trousers straight away as this is considered very rude. It is polite to study the card for a few seconds and possibly ask a question or make a positive comment about it. You should then lay the card in front of you on the table and leave it there until the end of the meeting. At that point, you can put it in a special holder.

##### **Other pointers:**

- Taking notes during a meeting and regularly nodding your head shows that you are interested in what is being said.
- Do not point your finger at anyone.
- Depending on how familiar the Japanese party is with Western customs, you might impress them by making a slight bow (with your head and body) when meeting for the first time, instead of shaking hands. If the other party immediately offers a hand, follow their lead. Do not attempt to do both at the same time, as this will look awkward.
- Try to not to be too direct or pushy, which is a Western tendency (albeit one the Japanese may anticipate). Deliberation and decision-making in Japan are slow and time-consuming processes; everyone has to be up-to-date and reach a consensus in order to make progress. This is connected to the Japanese ideal of maintaining harmony within the group.

At meetings or events with both foreigners and Japanese there will generally be an interpreter present who will translate your questions and remarks into polite Japanese. Should you be somewhat impolite or overly direct, the interpreter will soften this in their translation.



This report gives an overview of the shared cultural heritage in Japan and the Netherlands. The connection between Japan and the Netherlands, started from the 17th century and is still strong today. The categories discussed in this mapping are built heritage, maritime heritage, archives, museum collection and (to a small degree) intangible heritage – ranging from the year 1600 up until the present. This knowledge contributes to opportunities for sustainable preservation of the shared cultural heritage of Japan en the Netherlands.

The Cultural heritage Agency provides knowledge and advice to give the future the past.