

## Japan & The Maritime Silk Roads, 700s – 1900s

### Background

My name is Alexander Uryga and I was one of the 2025 Teacher Fellows. “Keizai Koho Center (KKC), in cooperation with the National Association of Japan-America Societies (NAJAS), will offer the 'KKC Study Tour to Japan 2025' for U.S. and Canadian social studies teachers.” In partaking in the Keizai Koho Center Teacher Fellowship, a part of the requirements is to “Submit a lesson plan on contemporary Japan for their classroom to KKC.” The following is such a resource, specifically focusing on Japan and the Maritime Silk Roads.

Source: <https://us-japan.org/kkc>

### Acknowledgements

To NAJAS and KKC, thank you so much for accepting me into this fellowship program!

To the most hospitable people of Japan, thank you all for welcoming me into your country.

To the KKC staff below, thank you for an experience of a lifetime – your meticulous planning, organizational skills, and impeccable coordination made our study tour possible (and a success).



Source: Photo taken of Alexander Uryga with KKC staff in Tokyo, Japan on July 1, 2025.

## **Japan & The Maritime Silk Roads, 700s – 1900s**

### **Introduction**

This is geared toward AP® World History: Modern teachers and students, but can be of use to any educator teaching and student learning about the topic of global trading routes. “Japan & The Maritime Silk Roads, 700s – 1900s” deals with the AP® History Reasoning Process of Continuity and Change Over Time (CCOT) and can be used as an entry into or extension of the following unit and topics (additional applicable units and topics not listed) for this AP® course.

AP® World History: Modern  
COURSE AND EXAM DESCRIPTION

Effective  
Fall 2023

UNIT 2  
Networks of Exchange  
*c. 1200 to c. 1450*

TOPIC 2.1  
The Silk Roads

TOPIC 2.3  
Exchange in the  
Indian Ocean

Source:  
<https://apcentral.collegeboard.org/media/pdf/ap-world-history-modern-course-and-exam-description.pdf>

### **Learning Objectives (Goals)**

Students Will Be Able To (SWBAT)...

Evaluate the significance of trade to Japan.  
Evaluate the importance of the Maritime Silk Roads to Japan.  
Evaluate the extent to which the Maritime Silk Roads influenced Japan.  
Evaluate the extent to which Japan changed the Maritime Silk Roads.  
Evaluate the extent to which silk impacted Japan.

## Japan & The Maritime Silk Roads, 700s – 1900s

### Interactive Map of the cities along the Silk Road



Source: <https://en.unesco.org/silkroad/silkroad-interactive-map>

Webpage Capture:

<https://web.archive.org/web/20251031174156/https://en.unesco.org/silkroad/silkroad-interactive-map>

### Questions

What do you see?

What do you think?

What do you wonder?

## **Japan & The Maritime Silk Roads, 700s – 1900s**

### **About The Silk Roads (Short Version)**

Human beings have always moved from place to place and traded with their neighbours, exchanging goods, skills and ideas. Throughout history, Eurasia was criss-crossed with communication routes and paths of trade, which gradually linked up to form what are known today as the Silk Roads; routes across both land and sea, along which silk and many other goods were exchanged between people from across the world. Maritime routes were an important part of this network, linking East and West by sea, and were used for the trade of spices in particular, thus becoming known as the Spice Routes.

These vast networks carried more than just merchandise and precious commodities however: the constant movement and mixing of populations also brought about the transmission of knowledge, ideas, cultures and beliefs, which had a profound impact on the history and civilizations of the Eurasian peoples. Travellers along the Silk Roads were attracted not only by trade but also by the intellectual and cultural exchange that was taking place in cities along the Silk Roads, many of which developed into hubs of culture and learning. Science, arts and literature, as well as crafts and technologies were thus shared and disseminated into societies along the lengths of these routes, and in this way, languages, religions and cultures developed and influenced each other.

'Silk Road' is in fact a relatively recent term, and for the majority of their long history, these ancient roads had no particular name. In the mid-nineteenth century, the German geologist, Baron Ferdinand von Richthofen, named the trade and communication network Die Seidenstrasse (the Silk Road), and the term, also used in the plural, continues to stir imaginations with its evocative mystery.

Source: <https://en.unesco.org/silkroad/silkroad-interactive-map>

Webpage Capture:

<https://web.archive.org/web/20251031174156/https://en.unesco.org/silkroad/silkroad-interactive-map>

## **Japan & The Maritime Silk Roads, 700s – 1900s**

### **Countries along the Silk Roads**

Japan is one of the major countries in the eastern terminus of the historical Silk Roads that is well-known throughout the ages for its traditions, wealth and stunning art while it was far from the foreign visitors' access.

However, goods and travelers from the Silk Roads certainly made their way there and Buddhism was perhaps one of the most influential imports brought to Japan along these old trade routes. For instance, the city of Nara, the ancient capital of Japan that is considered as a significant center of Japanese culture, is abundant in Shinto shrines and Buddhist temples. Many valuable pieces from the Silk Roads period are housed in Nara's Shosoin Treasure Repository of the Emperor.

With all these Silk Roads connections, it is appropriate that Nara contains all the country's primary Silk Road sites and has also been the home of the acclaimed Research Centre for Silk Road Studies.

Source: <https://en.unesco.org/silkroad/countries-alongside-silk-road-routes/japan>

Webpage Capture:

<https://web.archive.org/web/20251031175914/https://en.unesco.org/silkroad/countries-alongside-silk-road-routes/japan>

### **Optional Extension Activity:**

Conduct research on a topic of your choice under the “Related themes” section.

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### Cities along the Silk Roads

Cities grew up along the Silk Roads as essential hubs of trade and exchange, here merchants and travellers came to stop and rest their animals and begin the process of trading their goods. From Xi'an in China to Bukhara in Uzbekistan, from Jeddah in Saudi Arabia to Venice in Italy, cities supplied the ports and markets that punctuated the trade routes and gave them momentum. After travelling for weeks on end across inhospitable deserts and dangerous oceans, cities provided an opportunity for merchants to rest, to sell and buy, and moreover, to meet with other travellers, exchanging not only material goods but also skills, customs, languages and ideas. In this way, over time, many Silk Roads cities attracted scholars, teachers, theologians and philosophers, and thus became great centres for intellectual and cultural exchange forming the building blocks of the development of civilizations throughout history.

The Silk Roads online platform provides an inventory of the major cities along these routes and a brief description of their history and importance in the development of the Silk Roads.



Source: <https://en.unesco.org/silkroad/silk-road-themes/cities-silk-roads>

Webpage Capture:

<https://web.archive.org/web/20251031180203/https://en.unesco.org/silkroad/silk-road-themes/cities-silk-roads>

### Question

How many cities were/are located along the Silk Roads?



## Japan & The Maritime Silk Roads, 700s – 1900s



Source: <https://en.unesco.org/silkroad/silk-road-themes/cities-silk-roads>

Webpage Capture:

<https://web.archive.org/web/20251031180203/https://en.unesco.org/silkroad/silk-road-themes/cities-silk-roads>

### Question

Where is Nara located along the Silk Roads?

## **Japan & The Maritime Silk Roads, 700s – 1900s**

### **Nara**

The city of Nara lies in southern Honshu, Japan, on the edge of the Nara Basin, and was the ancient capital of Japan in the Nara period, from 710 until 794 AD, when it was known by the name of Heijo-kyo. Linked to the maritime Silk Roads through the city of Osaka, which lies on the coast just 40 km (25 miles) to the west, Nara developed as a cultural hub where Japanese, Chinese and Korean influences came together, as well as a religious centre of significance both for Buddhists and Shintoists. Nara's ancient monuments and architecture, as well as a collection of 8th century goods in the Shoso repository, all bear witness to the cultural diversity and vibrancy that characterised this city at the far east of the Silk Roads.

Nara had a role as a Buddhist centre before it rose to political and social prominence in the 8th century. Buddhism was one of the many religions that spread along the lengths of the Silk Roads, and was often transmitted by pilgrims, monks and indeed merchants themselves. A number of Buddhist monuments and temples were constructed in Nara from around the year 600 AD, commissioned by the prince Shotoku (imperial regent from 593 until 622). The Horyu Temple, to the south-west of the city, is the oldest extant temple compound in Japan, consisting of some 45 buildings, and was built between 601 and 607 (although fire damage has caused parts of it to be subsequently rebuilt). It is the centre of the Shotoku Buddhist sect, and the original buildings in the compound are some of the oldest wooden structures in the world, including the five-storey pagoda and the main hall (or kondo).

In 710 AD, Nara became the imperial capital of Japan, and would remain at the heart of the Japanese empire until the end of the Nara period in 794. Its development across the 8th century reflects the variety of influences that contributed to shaping the city's culture and even its topographical design, as new ideas arrived along the paths of the maritime Silk Roads. Originally known as Heijo-Kyo in 710, the city was enlarged according to Chinese methods of urban planning, as displayed in the construction of historic Chang'an (today known as Xi'an). Nara was likewise planned in the form of an orthogonal grid, consisting of Buddhist temples, Shinto shrines, public buildings, and an imperial palace for the emperor.

The city also developed as a religious centre from which Buddhism was promoted as the imperial religion of Japan, and the Emperor Shomu (who reigned between 724 and 749) ordered temples and other religious buildings to be constructed on a wide scale. Many of the remarkable Buddhist temples that distinguish Nara today date from this period, and are crucial not only in our understanding of Japanese temple architecture, but also in illustrating the growth of Buddhism throughout Japan, as well as the external influences that played a part in Nara's development. The city's main temple complex, the Todai (or Great Eastern) Temple, built between 745 and 752, was the largest and most powerful monastery in the Nara period and the



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centre of the Kegon Buddhist sect. It contains a monumental bronze statue of the seated Great Buddha (the Daibutsu) that reaches some 15 metres high within the Great Buddha Hall, one of the largest wooden buildings in the world.

The influence of Chinese Buddhism played an important role in shaping the emerging Buddhist culture of Nara, as is reflected, for example, in the Toshodai Temple, built in 759 by the Chinese High Priest Jian Zhen and designed specifically for religious scholars. Other Buddhist temples were moved to Nara when it became the imperial capital, such as the Kofuku Temple, rebuilt there in 710, and the Gango Temple, rebuilt in 718. Nara is also an important centre for Shintoists, and is home to the Kasuga Great Shrine, which was founded in 768 at the foot of two holy mountains, Kasugayama and Mikasayama. As such, pilgrims from both the Buddhist and Shinto traditions travelled to Nara, and many would have journeyed via maritime trade routes across the East China Sea and the Sea of Japan.

In addition to the circulation of religious cultures, Nara's connection with the Silk Roads also shaped the goods produced in and around the city. One of the surviving structures of the main Todai Temple in Nara is the Shoso Repository, a timber building which houses more than 600 of the personal treasures of the Emperor Shomu (who died in 756). These include Buddhist devotional objects, jewellery, masks, furniture, musical instruments, paintings, sculpture, brocade, embroidery, batik, stencil work, tie-dyed cloths, metalwork, glassware, pottery, maps, samples of calligraphy, and cloisonné objects. The goods in the collection reflect a clear influence from Chinese culture, and many display styles and decorations that were typical of the Chinese Tang Dynasty (618-907 AD). Although the majority of these objects were most likely to have been produced locally, their design highlights the close links between Chinese Tang culture and the society of Nara in the mid-8th century, and illustrates the ongoing exchange of cultures and ideas along the maritime Silk Roads.

Crafts and skills were also passed on as merchants and travellers interacted with each other, and techniques such as the cloisonné decorations found in the Shoso Repository, which were practised across Asia over the course of the Middle Ages, bear witness to this active process of exchange. Other wares have been added to the repository since the mid-8th century, and it now contains over 9,000 objects and works of art, representing the cultural diversity and vibrancy of early medieval Nara.

The imperial capital moved again in 784, and Nara's role along the maritime Silk Roads diminished. It remained a centre of Buddhist learning however, and the city's religious monuments continued to receive patronage. The Todai and Kofuku Temples were destroyed and rebuilt in the 12th century, with the Kofuku Temple being reconstructed in the traditional Japanese Wayo style, and the Todai Temple designed in the Great Buddha (or Daibutsuyo) style

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introduced from Sung Dynasty China. These and the many other historic temples and monuments found in Nara today are among the finest examples of the cultural and religious exchanges that took place at the eastern edge of the Silk Roads.

Source: <https://en.unesco.org/silkroad/content/nara>

Webpage Capture:

<https://web.archive.org/web/20251031180419/https://en.unesco.org/silkroad/content/nara>

#### **Questions**

What countries influenced Nara, Japan?

When did Nara become the ancient capital of Japan?

How did Nara become a center for Buddhism?

When did Nara cease being the ancient capital of Japan?

What Emperor ordered temples and other religious buildings to be constructed on a wide scale?

What two religions dominated the religious scene of Nara?

What is housed in the Shoso Repository?

What temples were destroyed and rebuilt in the 1100s?

## **Japan & The Maritime Silk Roads, 700s – 1900s**

Source: [https://www.mlit.go.jp/en/kowan/kowan\\_fr4\\_000004.html](https://www.mlit.go.jp/en/kowan/kowan_fr4_000004.html)

Webpage Capture:

[https://web.archive.org/web/20251030164858/https://www.mlit.go.jp/en/kowan/kowan\\_fr4\\_000004.html](https://web.archive.org/web/20251030164858/https://www.mlit.go.jp/en/kowan/kowan_fr4_000004.html)

### **Questions**

What is an International Container Hub?

How many International Container Hubs are there in total in Japan?

What is a Major International Port?

How many Major International Ports are there in total in Japan?

What is a Major Port?

How many Major Ports are there in total in Japan?

What is Tokyo designated as?

What is Yokohama designated as?

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### Hikawa Maru served through a turbulent time



## 激動の時代を生きた氷川丸

### *Hikawa Maru served through a turbulent time*

氷川丸は1930(昭和5)年の誕生から1960(昭和35)年の引退までの30年間に、合計127回太平洋を横断しました。

また、日本とアメリカを結ぶ貨客船として活躍したのはもちろんのこと、

戦争中は傷病兵を治療し運ぶ病院船として、

戦後は復員軍人や一般邦人の引揚げ輸送にも大きな役割を果たし、30年間を通して約9万人もの人々を運んだのです。

日本郵船も太平洋戦争で大打撃を受け、戦争を終えた時、

外航船として使える船は、氷川丸を含めて37隻しかありませんでした。

大きく揺れ動く時代の流れを乗り越えた氷川丸の半生を、

その変遷を追いながら、感じ取ってください。

*Hikawa Maru made 127 voyages during its 30 years of active service in the transpacific route from 1930 until 1960, not only as a passenger/cargo liner linking Japan and America but also as a hospital ship carrying wounded or sick soldiers during World War II. After the war, it played a major role in bringing home repatriating Japanese soldiers and civilians. In total, the ship carried some 90,000. At the end of the Pacific War, in which, of course, Japan suffered devastating defeat, NYK Line had only 37 vessels, including Hikawa Maru. Perhaps you can sense the early life of Hikawa Maru, which rode out the turbulent age, while looking back on the vicissitudes of its fate.*

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Sources: Photos taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

### Questions

What do you see?

What do you think?

What do you wonder?



## Japan & The Maritime Silk Roads, 700s – 1900s

### Comparison between Silk Roads Map & *Hikawa Maru* Map



## **Japan & The Maritime Silk Roads, 700s – 1900s**

### **Questions**

Compare the two maps. What is similar?

Contrast the two maps. What is different?



## **Japan & The Maritime Silk Roads, 700s – 1900s**

### ***Hikawa Maru* Gallery Walk**

Look at the curated photos taken on the *Hikawa Maru* and read the corresponding information.

Sources: Photos taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### The trip of raw silk from Yokohama to New York

In 1896, NYK Line launched its Seattle service, 34 years before *Hikawa Maru* was built. The main purpose was to carry raw silk, a major export item in those days, to the eastern states of the U.S. and above all to New York City, the center of economic activities. Through a tie-up with the Great Northern Railway, the route linking Yokohama and New York was established. The silk road via Seattle was important because the transit time on this route was one day shorter than via San Francisco, which was then the biggest port city on the North American West Coast.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

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### Important job to protect cargoes

*Hikawa Maru* was not a pure passenger ship, but a “passenger/cargo liner” with six cargo holds. The most important cargo item in the prewar days was raw silk, a main export item to the U.S. The ship’s cargo holds included dedicated silk rooms for expensive raw silk, surrounded by wooden boards to protect the cargo from humidity. Also, if the cargo slid to either side, the ship might lose its balance and risk having a major accident. One of the contrivances to prevent this was to partition the interior of the cargo holds with thick wooden boards. Navigating *Hikawa Maru* safely through the stormy Seattle route required the support of many crewmembers, who worked unseen by passengers.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Import & Export Items

Import	Export
<p><b>Main items:</b> Wheat, zinc, copper, lumber, pulp, and cowhide</p> <p><b>Unique items:</b> Salted salmon, herring, gold, and live rabbits for fur</p>	<p><b>Main items:</b> Raw silk, silk cloth, ceramic ware, tea, and sundries</p> <p><b>Unique items:</b> Live goldfish and seed oysters</p>

輸入	輸出
<p>主な貨物</p> <p>小麦、亜鉛、銅、木材、 パルプ、牛皮</p> <p>特徴的な貨物</p> <p>塩物の鮭、ニシン、 毛皮用の生きたウサギ、金</p>	<p>主な貨物</p> <p>生糸、絹織物、陶磁器、 茶、雑貨類</p> <p>特徴的な貨物</p> <p>金魚、種牡蠣</p>
Import	Export
<p>Main items:</p> <p>Wheat, zinc, copper, lumber, pulp, and cowhide</p> <p>Unique items:</p> <p>Salted salmon, herring, gold, and live rabbits for fur</p>	<p>Main items:</p> <p>Raw silk, silk cloth, ceramic ware, tea, and sundries</p> <p>Unique items:</p> <p>Live goldfish and seed oysters</p>

Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Packed raw silk (Replica)

As raw silk is very sensitive to humidity changes, it was elaborately packed. The usual practice was to first wrap it with a special kind of paper known as *bunkoshi*, and then put it into an unbleached cotton bag called a *kanakinbukuro*, which was then sealed with lead and further wrapped with waterproof paper and, over it, with an *ampela* mat.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### *Ampela mat*

This is a mat woven of ampela (a plant of the *Cyperus microiria* family). Light and breathing well, it was a favorite wrapping material. Since it is rarely used today, any remaining ampela mat is a treasure.



Sources: Photos taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Raw silk being loaded



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### “Never put herring over salmon.”

*Hikawa Maru* carried very diverse cargo items, and there were elaborate rules regarding the handling of each. Rabbits for fur were loaded alive, and directions for feeding them were written in the Deck Department Records. When salted salmon was first carried, it was loaded under herring and absorbed the smell of the herring. The consignee was angry, complaining, “Like thighs, the salmon has no commercial value!” After that, it was decided, “Never put herring over salmon.”



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### *Hikawa Maru*, the luxury passenger/cargo ship Voyage to Seattle

In and around 1930, when *Hikawa Maru* was built, luxury passenger liners were being completed in Japan one after another. It was an age when ships provided the only means of transport to other countries, and they served as a way of introducing a country's culture overseas. For this reason, every nation built passenger ships to the highest standards of its technology and artistry. *Hikawa Maru* made its debut as one of these cultural showcases. From the scenes of the vessel's voyage from Yokohama to Seattle, one can sense the glamour of prewar shipping.

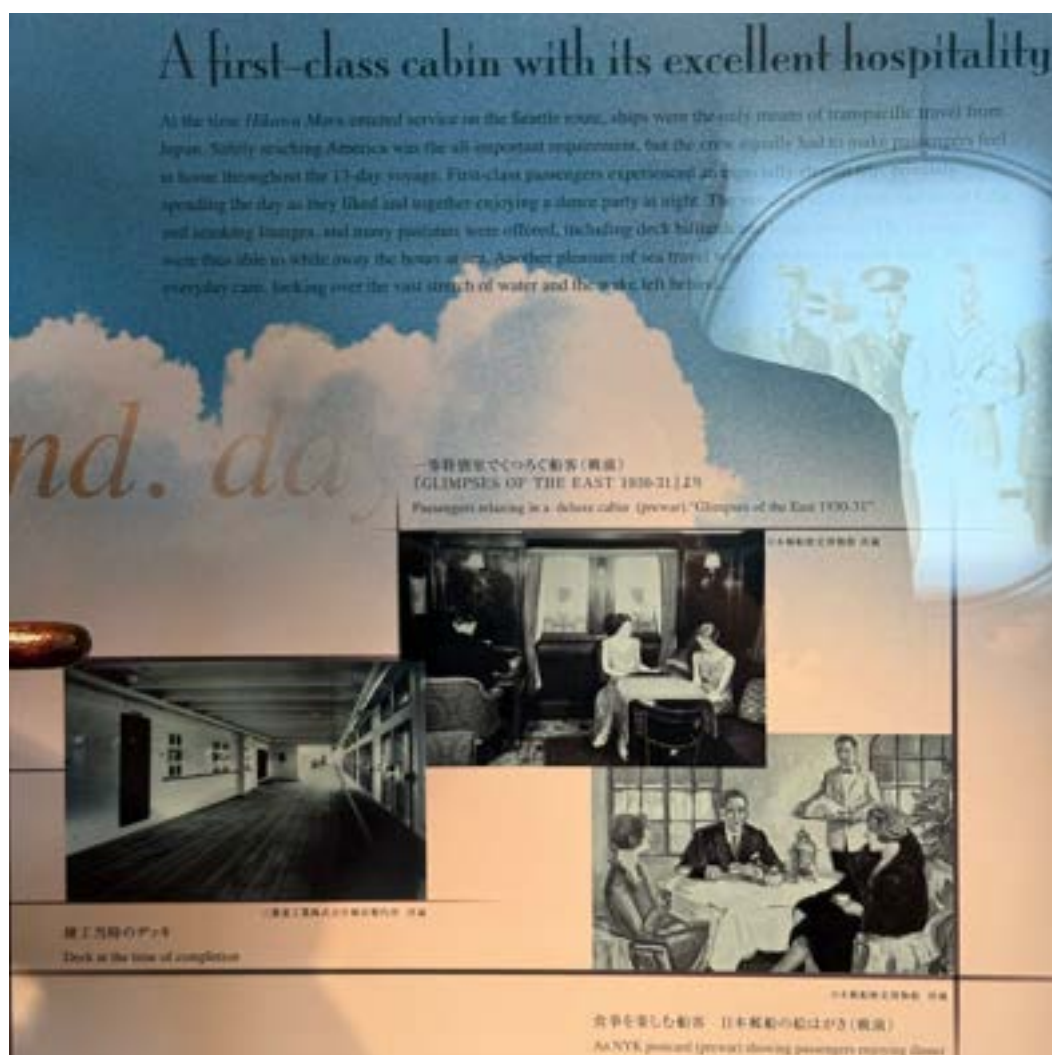


Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### A first-class cabin with its excellent hospitality

At the time *Hikawa Maru* entered service on the Seattle route, ships were the only means of transpacific travel from Japan. Safety reaching America was the all-important requirement, but the crew equally had to make passengers feel at home throughout the 13-day voyage. First-class passengers experienced an especially elegant trip, privately spending the day as they liked and together enjoying a dance party at night. The vessel's public space had social halls and smoking lounges, and many pastimes were offered, including deck billiards and bingo parties. The passengers were thus able to while away the hours at sea. Another pleasure of sea travel was the ability to simply relax, free from everyday care, looking over the vast stretch of water and the wake left behind.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



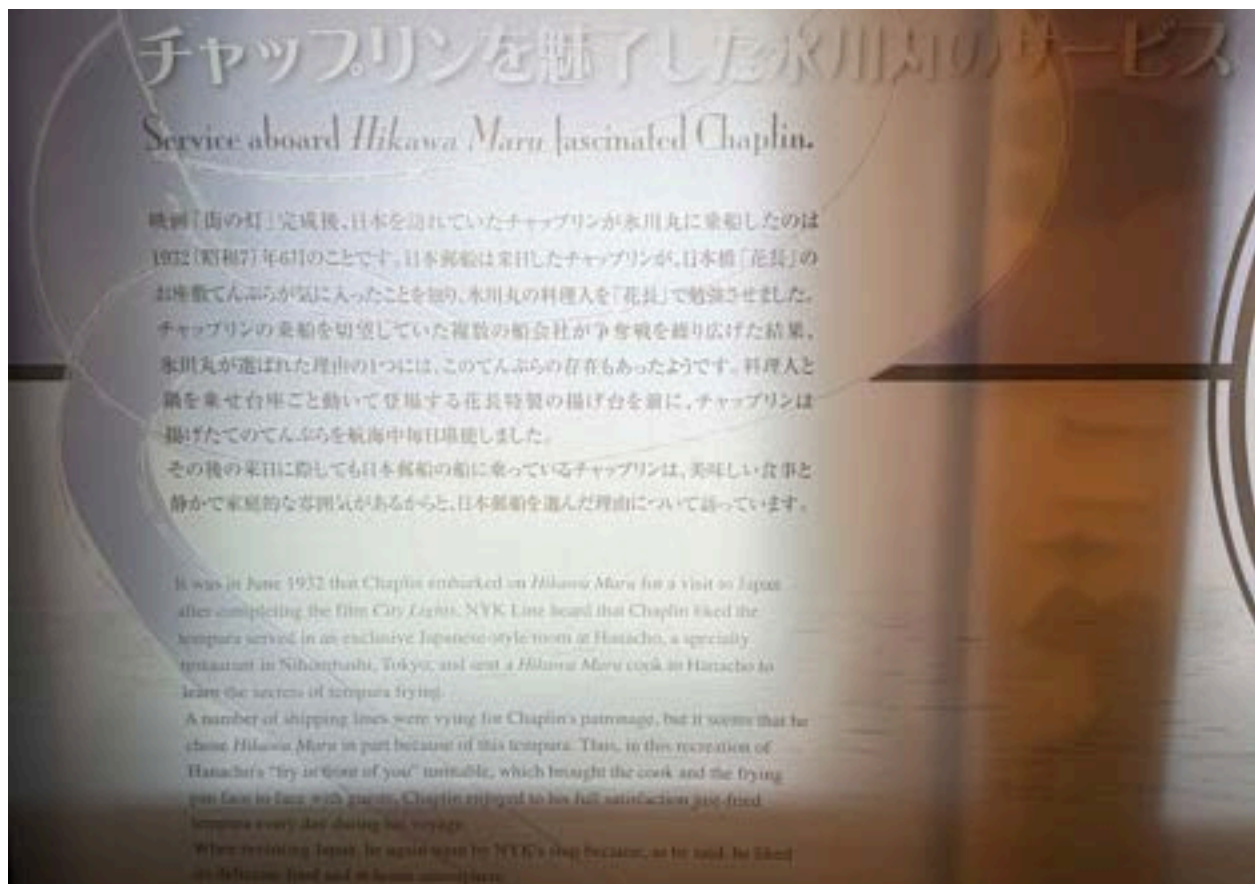
## Japan & The Maritime Silk Roads, 700s – 1900s

### Service aboard *Hikawa Maru* fascinated Chaplin.

It was in June 1932 that Chaplin embarked on *Hikawa Maru* for a visit to Japan after completing the film *City Lights*. NYK Line heard that Chaplin liked the tempura served in an exclusive Japanese-style room at Hanacho, a specialty restaurant in Nihombashi, Tokyo, and sent a *Hikawa Maru* cook to Hanacho to learn the secrets of tempura frying.

A number of shipping lines were vying for Chaplin's patronage, but it seems that he chose *Hikawa Maru* in part because of this tempura. Thus, in this recreation of Hanacho's "fry in front of you" turntable, which brought the cook and the frying pan face to face with guests, Chaplin enjoyed to his full satisfaction just-fried tempura every day during his voyage.

When revisiting Japan, he again went by NYK's ship because, as he said, he liked its delicious food and at-home atmosphere.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Boarding of Jigoro Kano, father of Japanese judo

Jigoro Kano, founder of Kodokan judo, attended the 1936 general meeting of the International Olympic Committee (IOC) in Berlin as the first Japanese member of the IOC and succeeded in attracting the 12th Olympic Games (1940) to Japan. Although the later intensification of warfare prevented Japan from actually hosting the Olympiad, the success in winning the IOC's choice anyway was a significant achievement, especially as international public opinion was generally against Japan for having walked out of the League of Nations.

In March 1938, Kano attended the IOC general meeting held in Cairo and, after promotional activities for judo in Italy, France, and the U.S., he returned to Japan, boarding *Hikawa Maru* at Vancouver on April 22.

But he fell sick aboard *Hikawa Maru* and passed away on May 4, two days before the ship arrived in Yokohama. “Any news about the Olympic games?” were his last words. He had no way to know Japan would two months later abandon the honor of hosting the Games.



Jigoro Kano waiting on *Hikawa Maru*'s deck for departure.

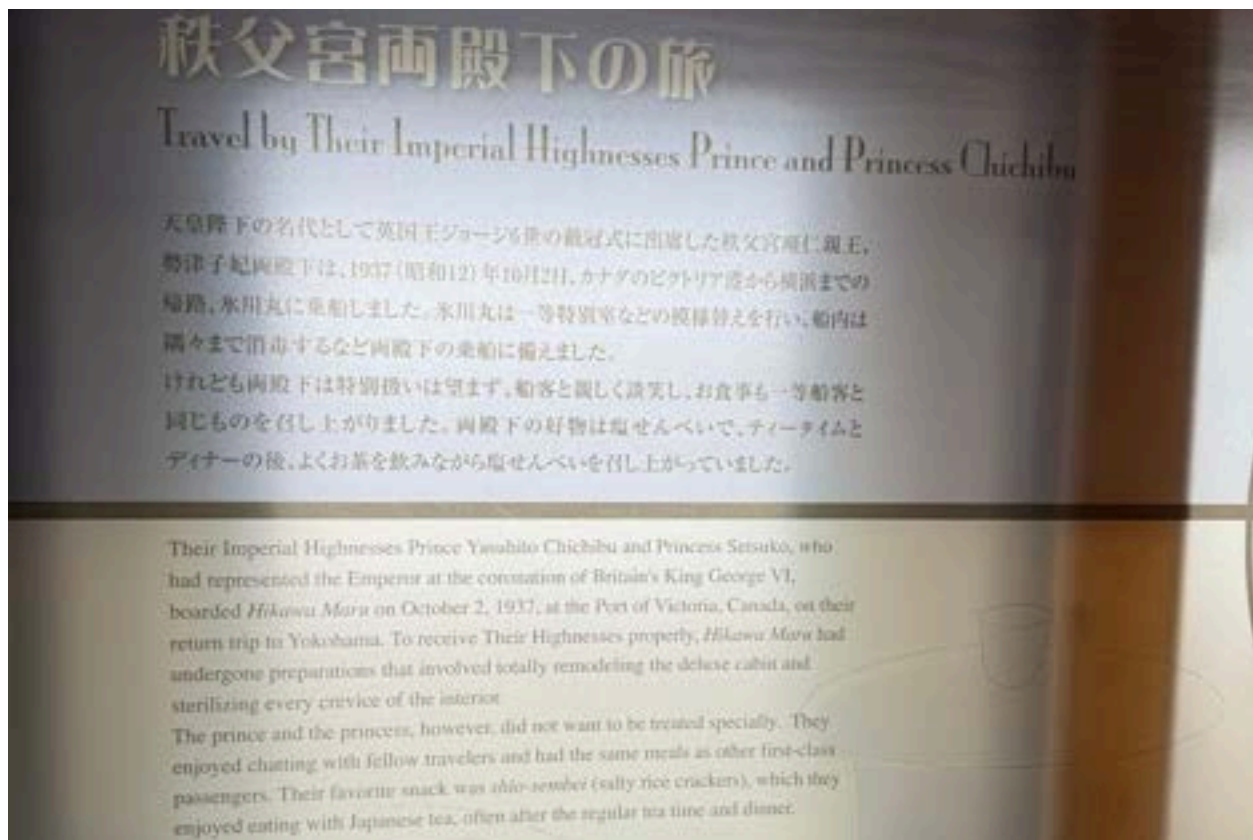
Sources: Photos taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Travel by Their Imperial Highnesses Prince and Princess Chichibu

Their Imperial Highnesses Prince Yasuhito Chichibu and Princess Setsuko, who had represented the Emperor at the coronation of Britain's King George VI, boarded *Hikawa Maru* on October 2, 1937, at the Port of Victoria, Canada, on their return trip to Yokohama. To receive Their Highnesses properly, *Hikawa Maru* had undergone preparations that involved totally remodeling the deluxe cabin and sterilizing every crevice of the interior.

The prince and the princess, however, did not want to be treated specially. They enjoyed chatting with fellow travelers and had the same meals as other first-class passengers. Their favorite snack was *shio-sembei* (salty rice crackers), which they enjoyed eating with Japanese tea, often after the regular tea time and dinner.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### A day of relaxation for first-class passengers

The day aboard Hikawa Maru followed a regular schedule set around meal times.



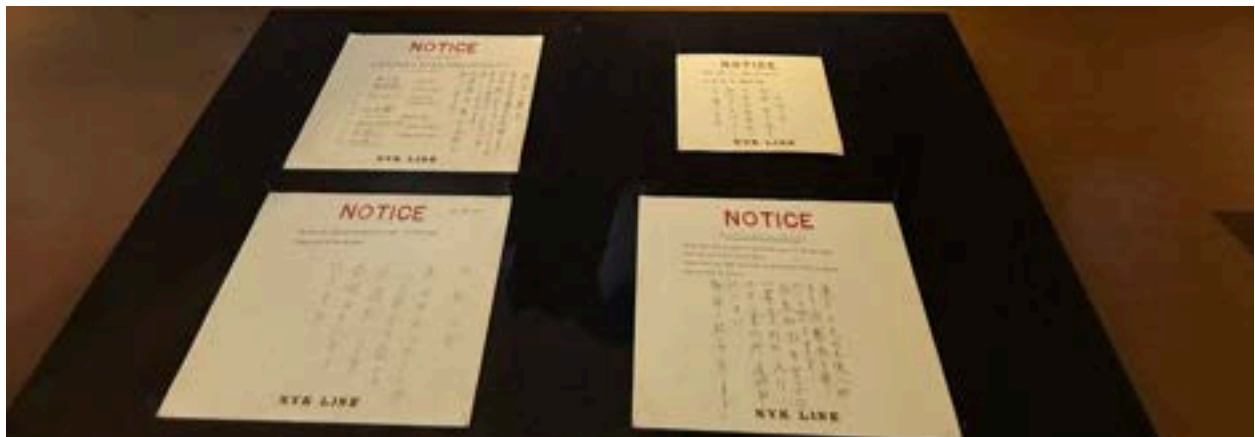
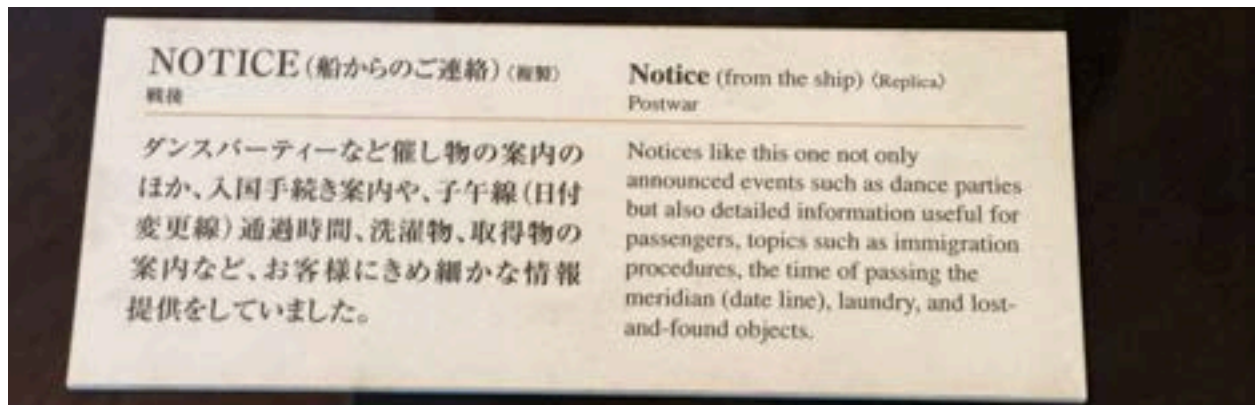
Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### NOTICES

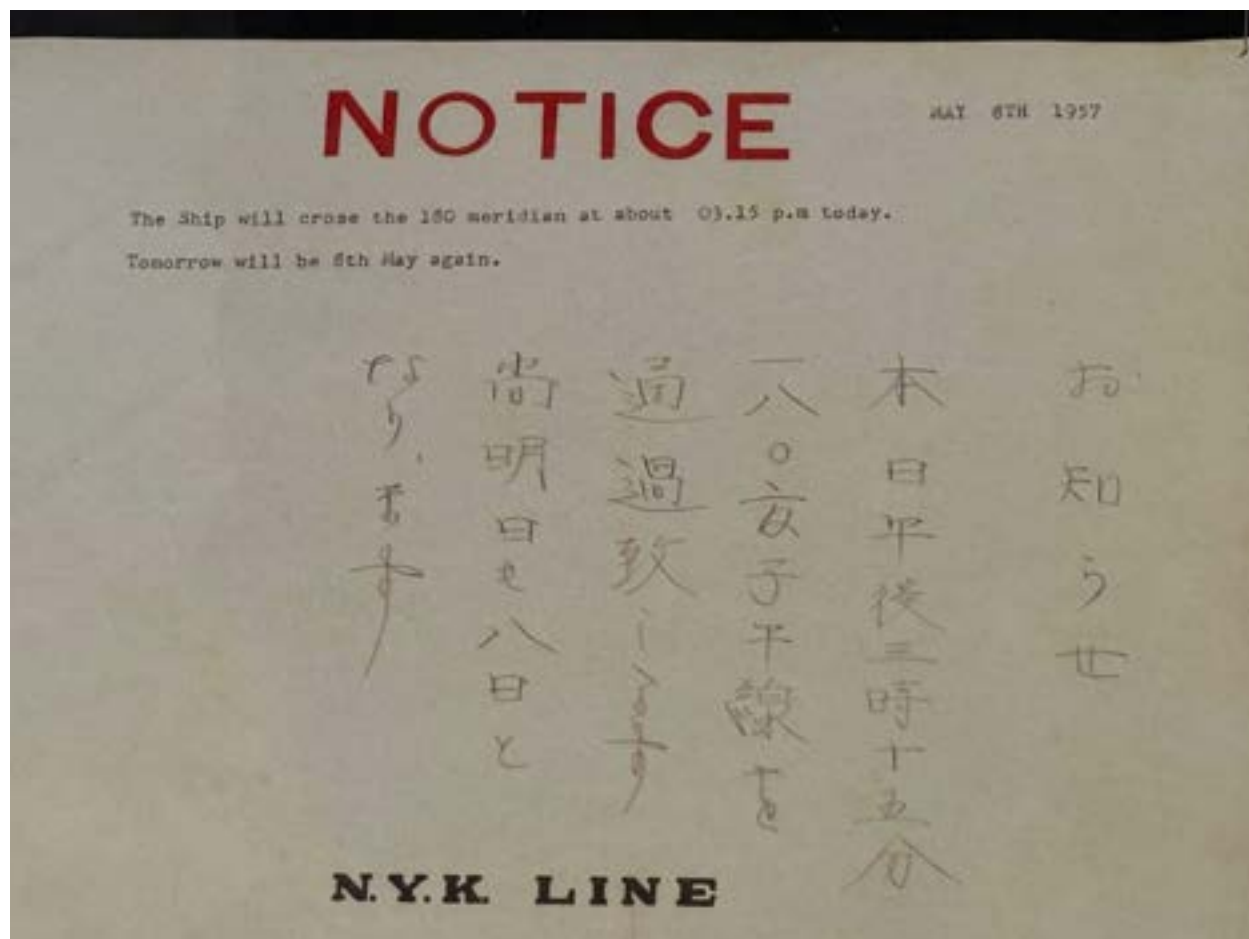
Notices like this one not only announced events such as dance parties but also detailed information useful for passengers, topics such as immigration procedures, the time of passing the meridian (date line), laundry, and lost-and-found objects.



Sources: Photos taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### NOTICE: Passing the Meridian



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan &amp; The Maritime Silk Roads, 700s – 1900s

## NOTICE: Sports

**NOTICE**

SPORT MEETING

A pastime sport meeting for 3rd class passengers is scheduled at 1.00 p.m. on July 10th Tuesday at after "B" deck. (passengers are invited.)

PROGRAMMES

1.	豚ウ目	( Pig's Eye )
2.	提燈競走	( Lantern Race )
3.	スプーンレース	( Spoon Race )
4.	" "	( Children Only )
5.	ハンカチ競走	
6.	" "	(Children Only )
7.	Japanese Chopstick Race	( Except Japanese )
8.	玉押し	( Pushing Block Game )
9.	Music Seat	

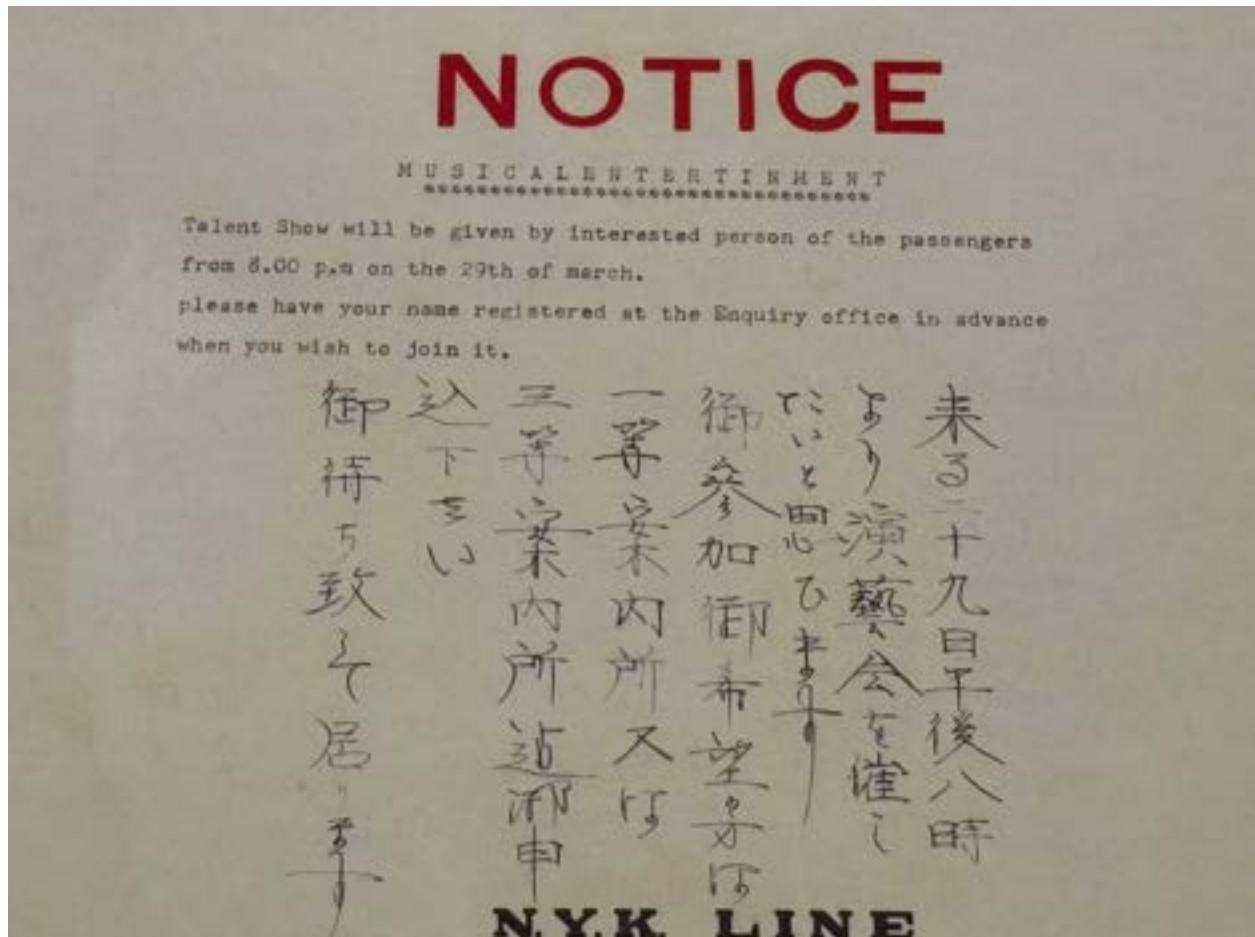
**N.Y.K. LINE**

慰安ヲ求ム  
来る十日(火曜)午後一時より  
B甲板に於てとる  
出来る面白ゲームをして楽しむ  
過いと思ひます  
皆様来場をお待ち  
致して下さる

Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

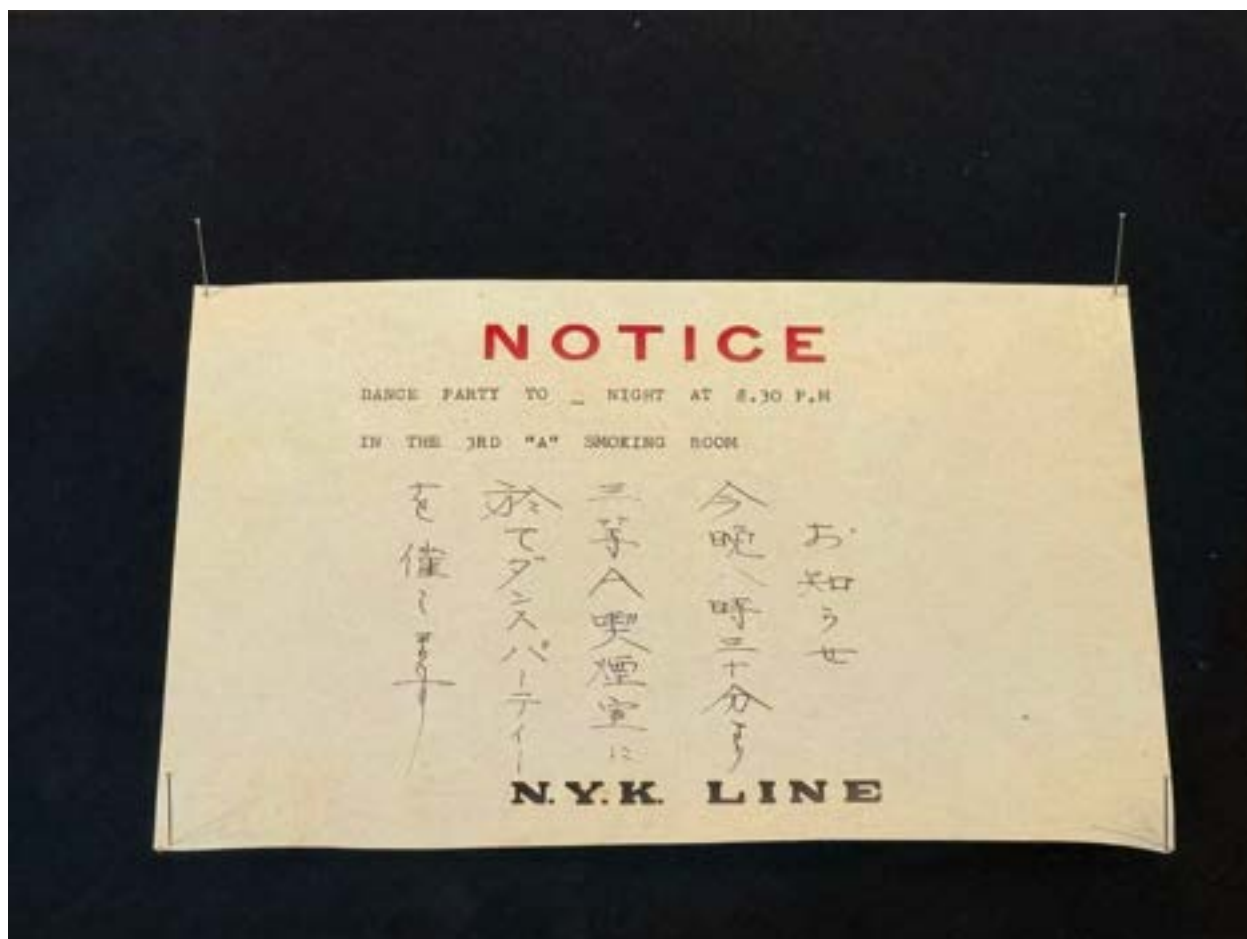
### NOTICE: Talent Show



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

**Japan & The Maritime Silk Roads, 700s – 1900s**

**NOTICE: Dance Party**



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Jubilant dance party

Dinnertime was followed by a dance party almost every evening. The party, at which elegantly dressed ladies and gentlemen danced, was exclusively for first-class passengers. It was a good chance for the crew to show off for the amusement of passengers over the long voyage to Seattle. They offered a variety of entertaining programs including films and stage shows written and performed by crewmembers themselves.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Parties



デッキで開催したティーパーティー（戦後）  
A tea party on deck (postwar)



船長主催のティーパーティー（戦後）  
A captain-hosted tea party (postwar)

個人蔵



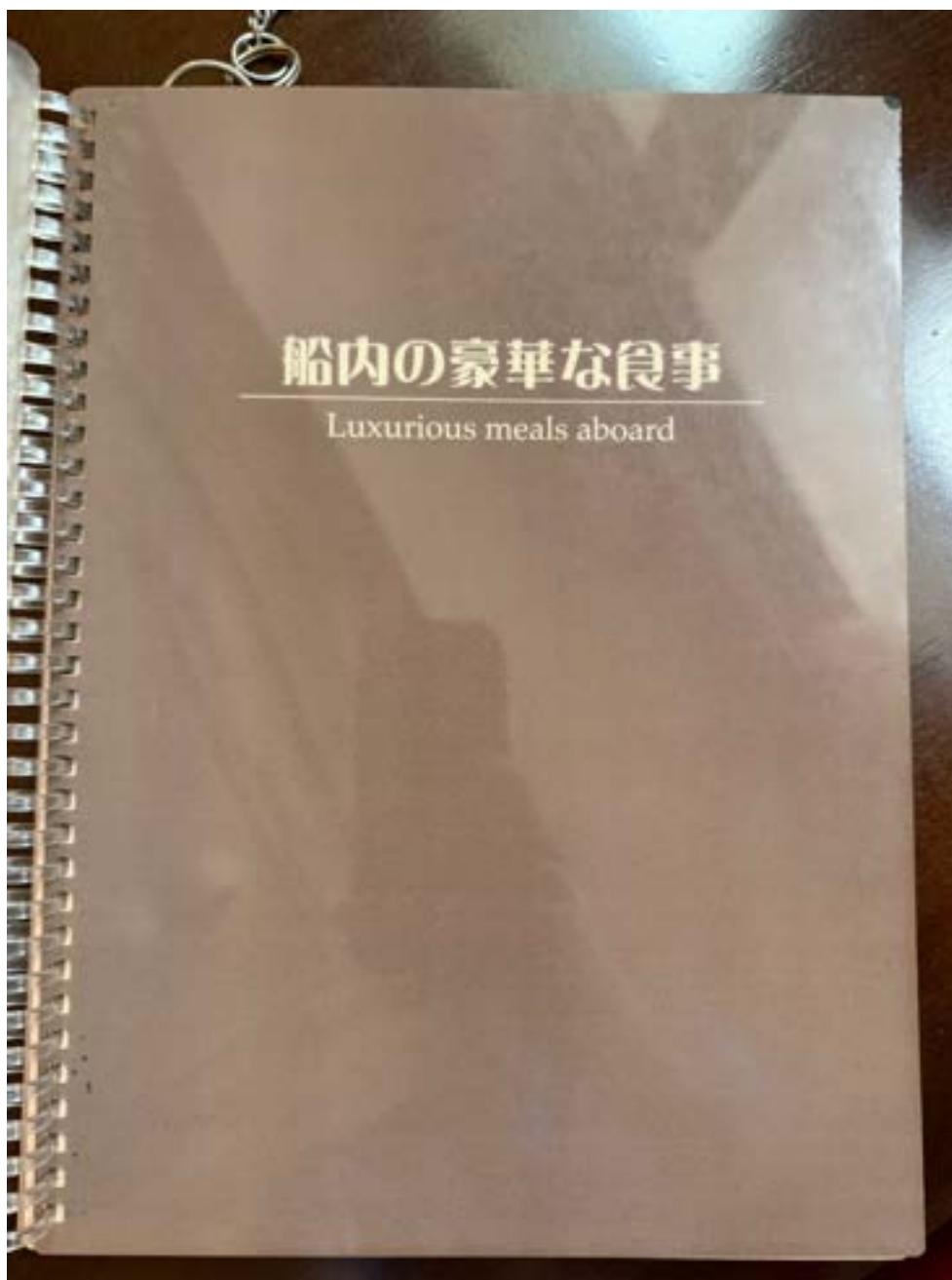
お正月用のもちつき大会（戦前）  
A New Year's *mochitsuki* (rice-cake pounding) party (prewar)

Sources: Photos taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Luxurious meals aboard



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Dinner scene

From a prewar pamphlet featuring the deliciousness of NYK's meals and a dinner scene.  
*Chichibu Maru* and *Terukuni Maru* were completed about at the same time as *Hikawa Maru*.

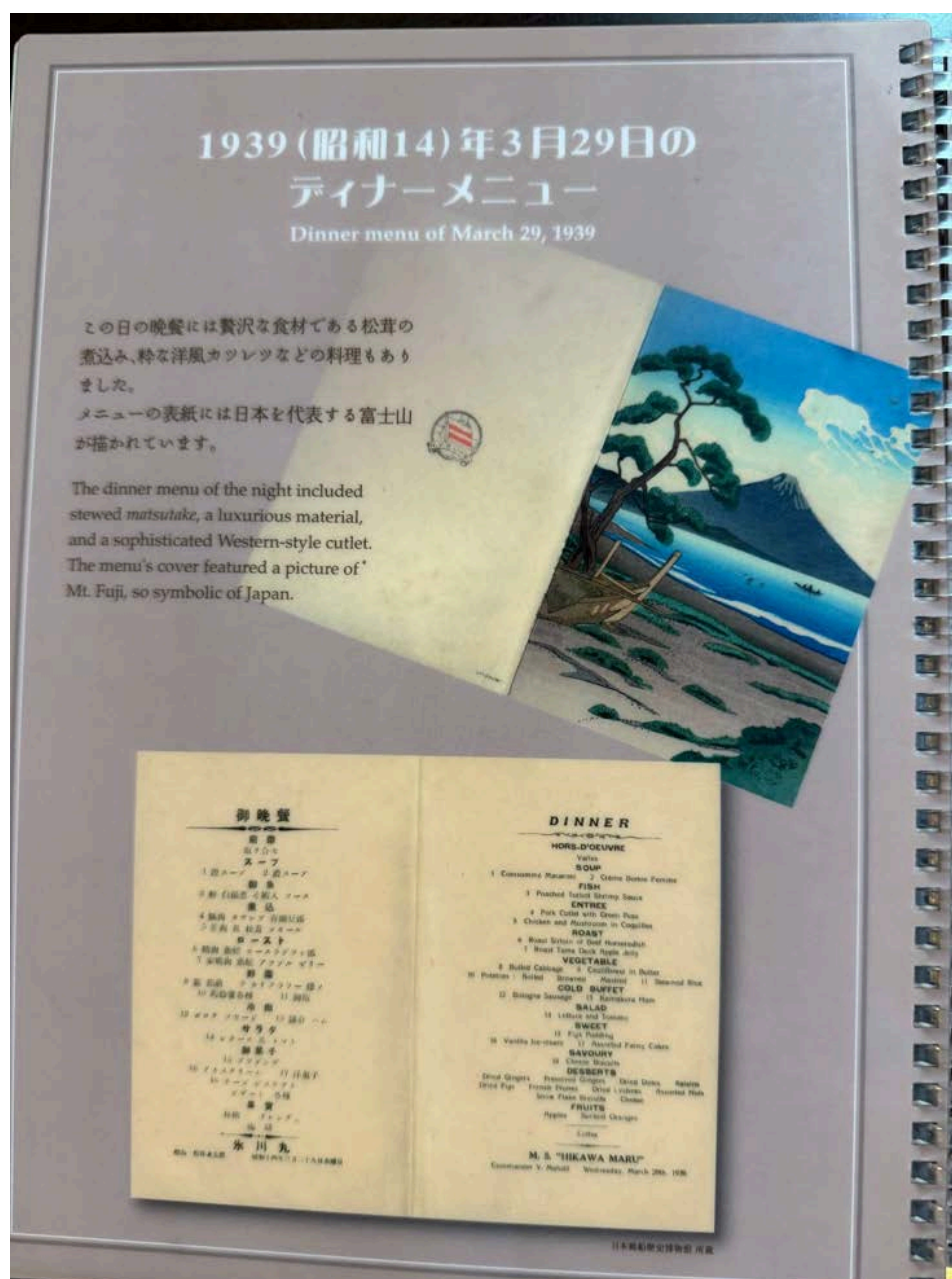


Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Dinner menu of March 29, 1939

The dinner menu of the night included stewed *matsutake*, a luxurious material, and a sophisticated Western-style cutlet. The menu's cover featured a picture of Mt. Fuji, so symbolic of Japan.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan &amp; The Maritime Silk Roads, 700s – 1900s

## Dinner menu of March 29, 1939 (Continued)



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Luxurious meals aboard

One of the greatest pleasures of a sea trip is meals. As the passengers' level of satisfaction with meals forms a big part of a ship's reputation, utmost attention was paid to not only the taste of meals but also the variety of options and the way of service. Let us introduce some of the luxurious first-class menus and related episodes.



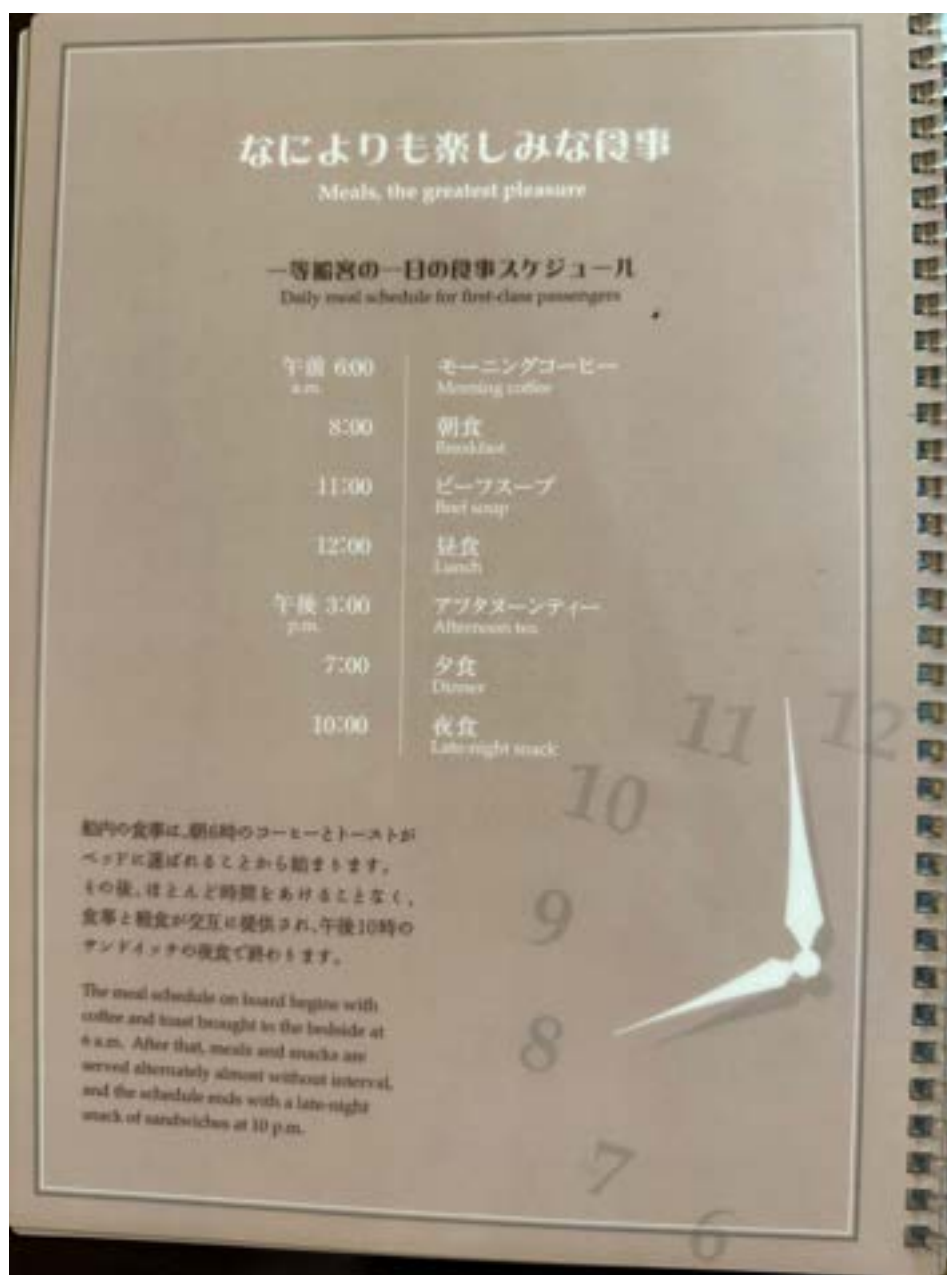
Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Meals, the greatest pleasure

The meal schedule on board begins with coffee and toast brought to the bedside at 6 a.m. After that, meals and snacks are served alternatively almost without interval, and the schedule ends with a late-night snack of sandwiches at 10 p.m.

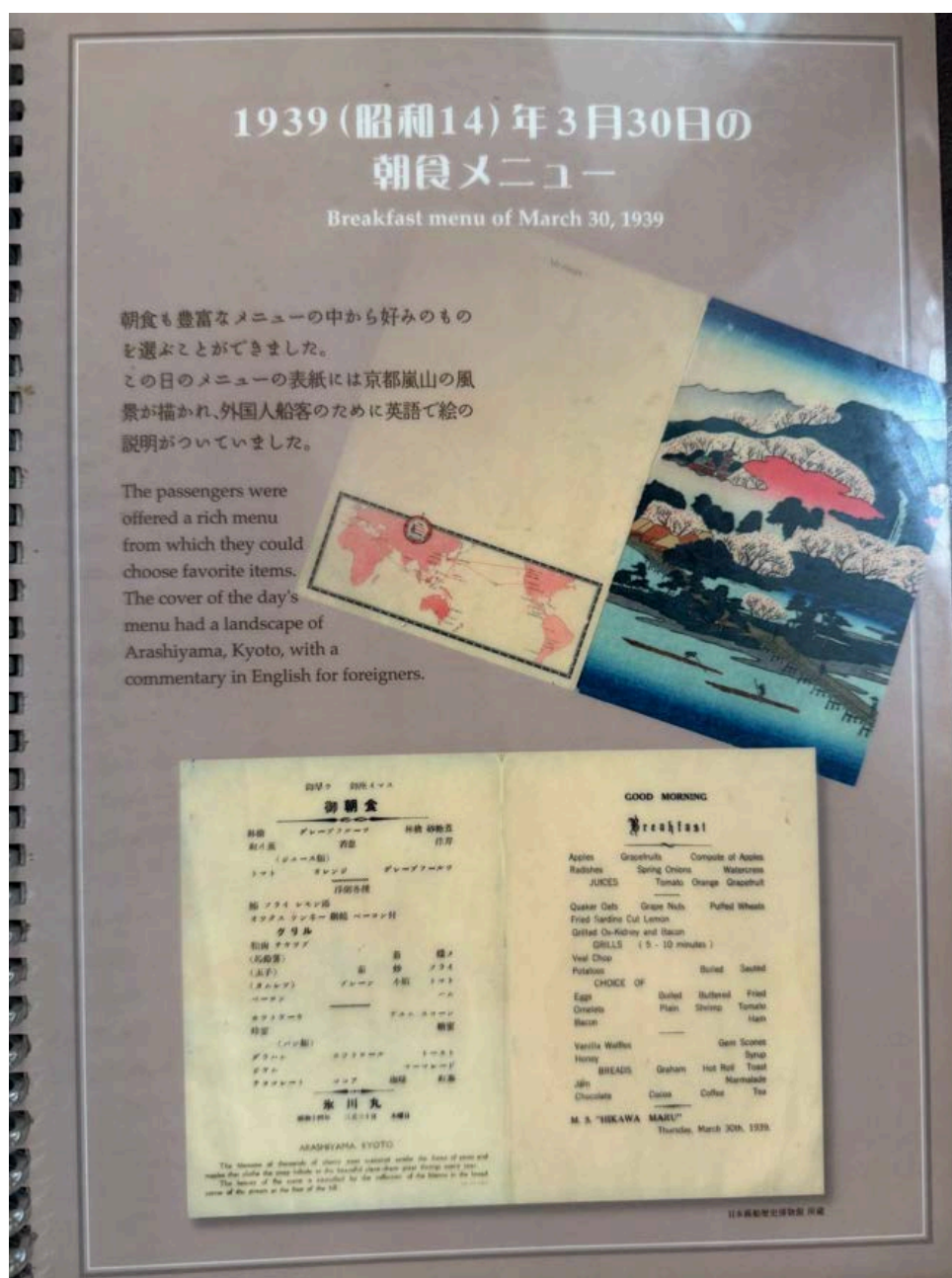


Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Breakfast menu of March 30, 1939

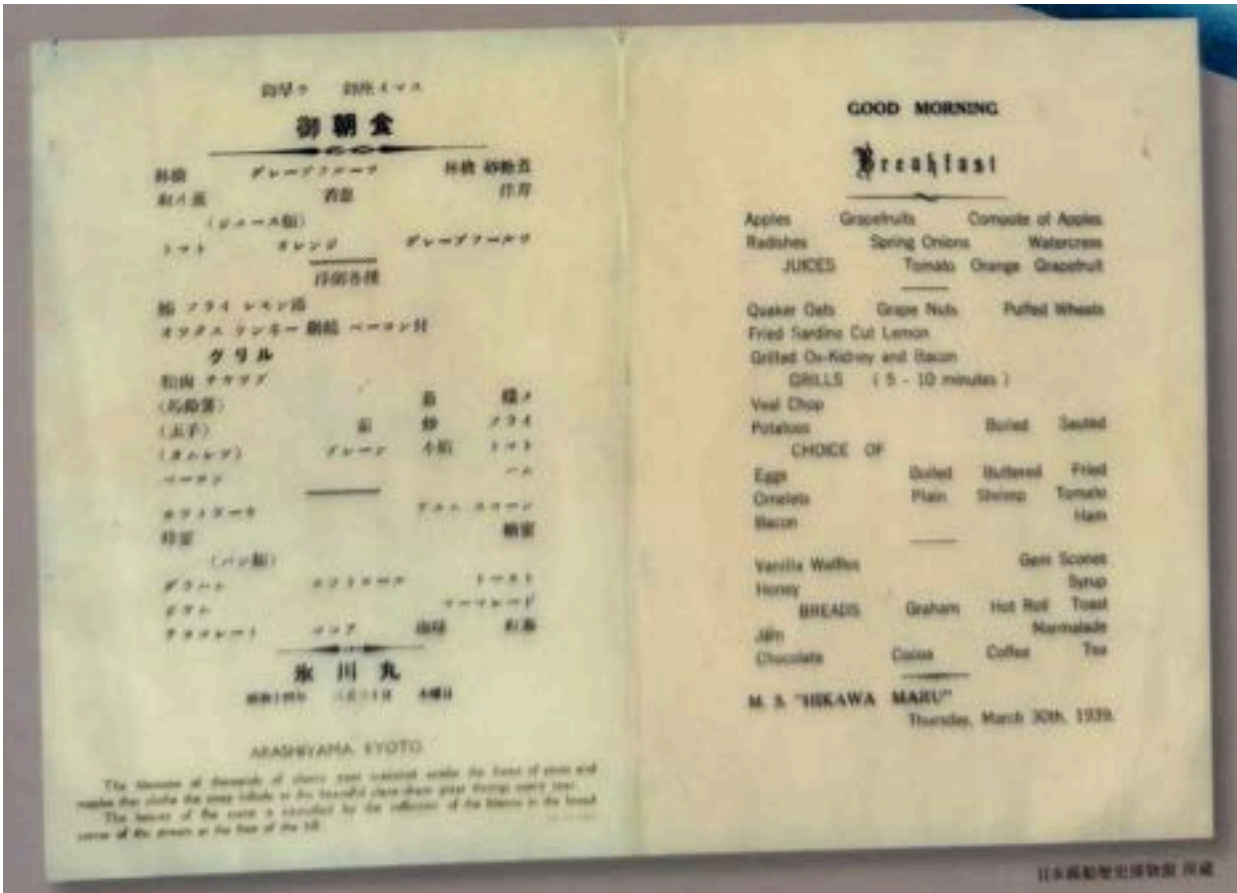
The passengers were offered a rich menu from which they could choose favorite items. The cover of the day's menu had a landscape of Arashiyama, Kyoto, with a commentary in English for foreigners.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

Japan & The Maritime Silk Roads, 700s – 1900s

Breakfast menu of March 30, 1939 (Continued)

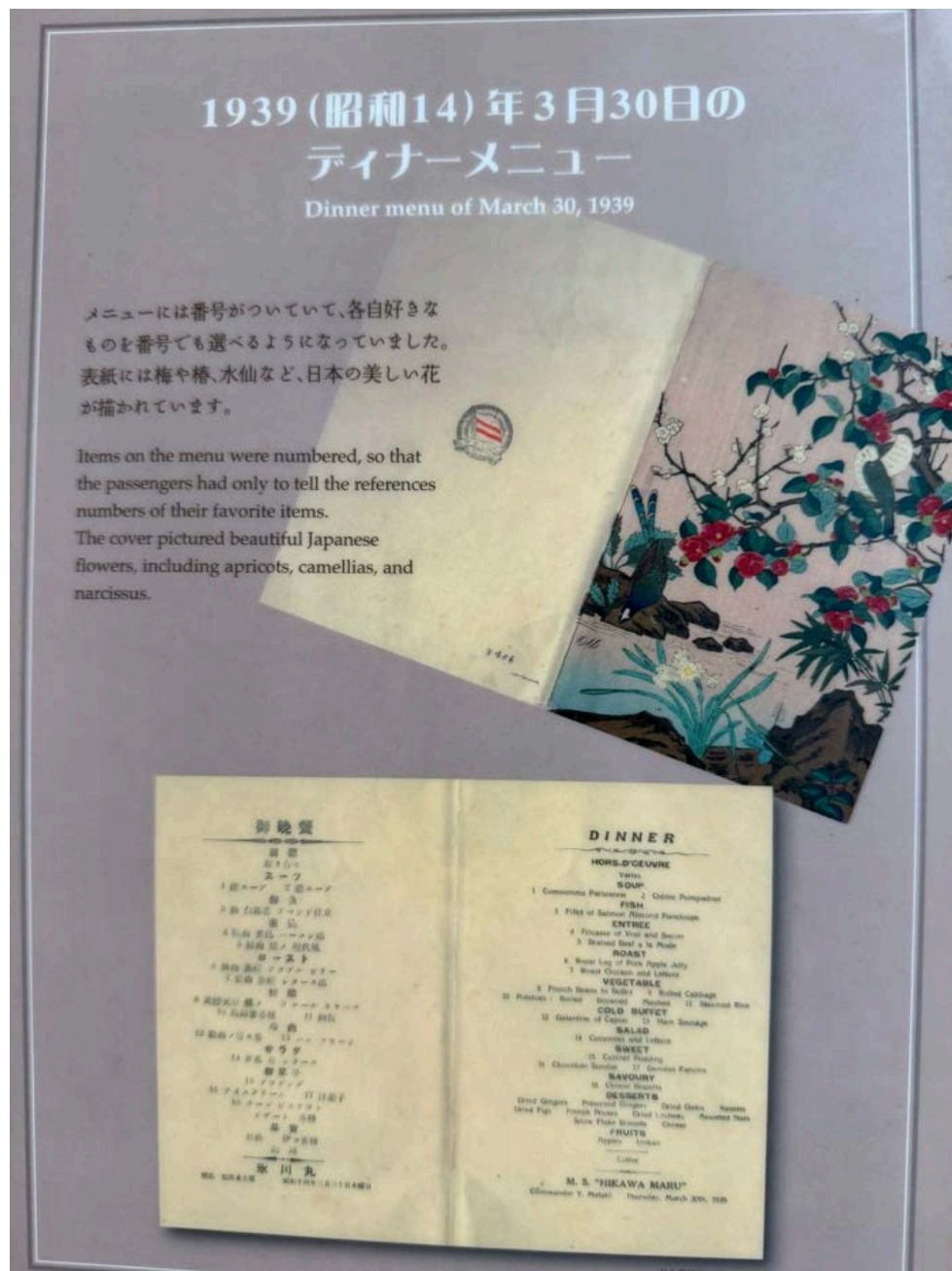


Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Dinner menu of March 30, 1939

Items on the menu were numbered, so that the passengers had only to tell the references numbers of their favorite items. The cover pictured beautiful Japanese flowers, including apricots, camellias, and narcissus.

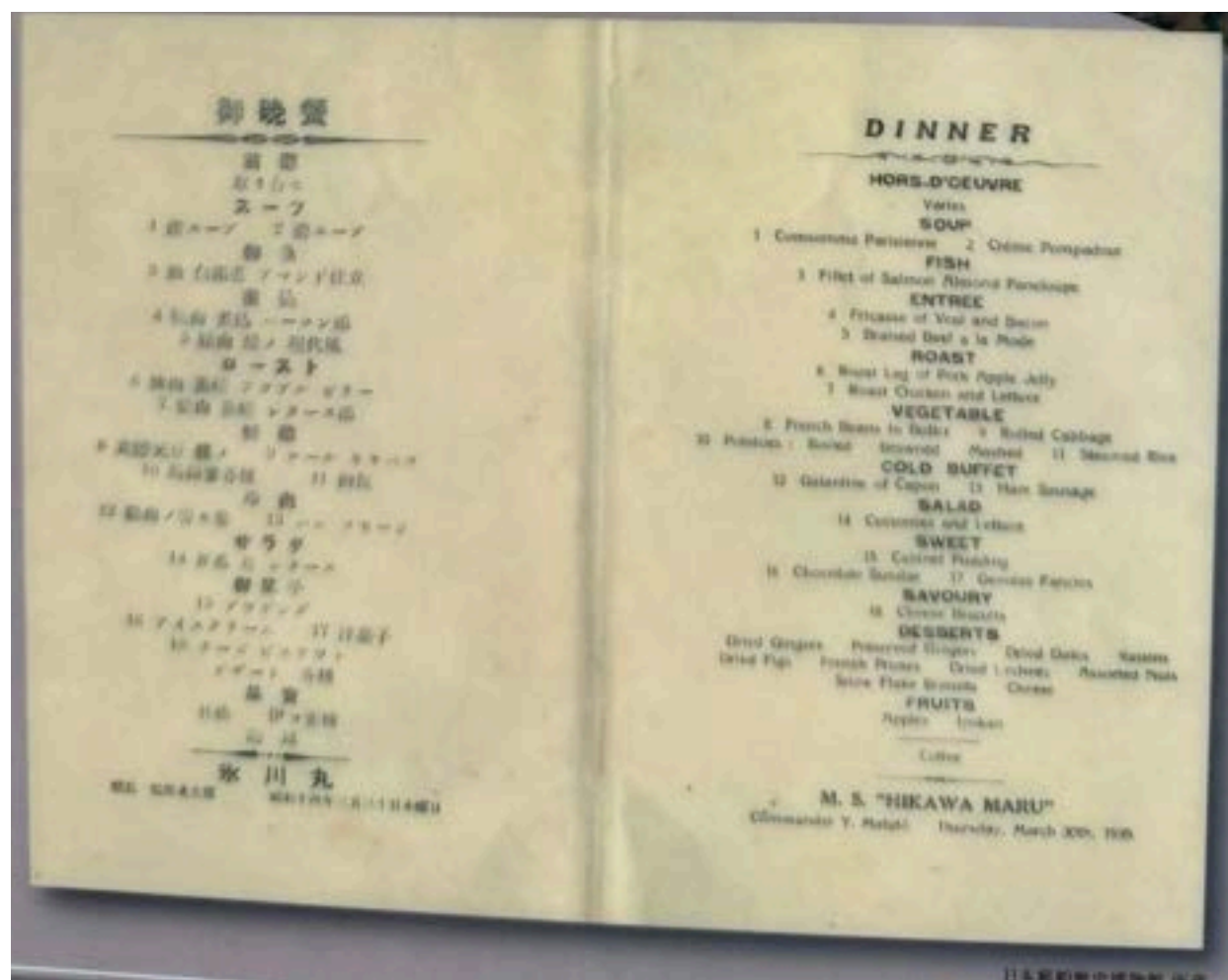


Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan &amp; The Maritime Silk Roads, 700s – 1900s

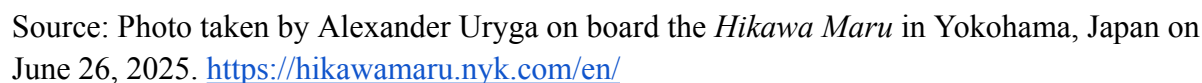
## Dinner menu of March 30, 1939 (Continued)



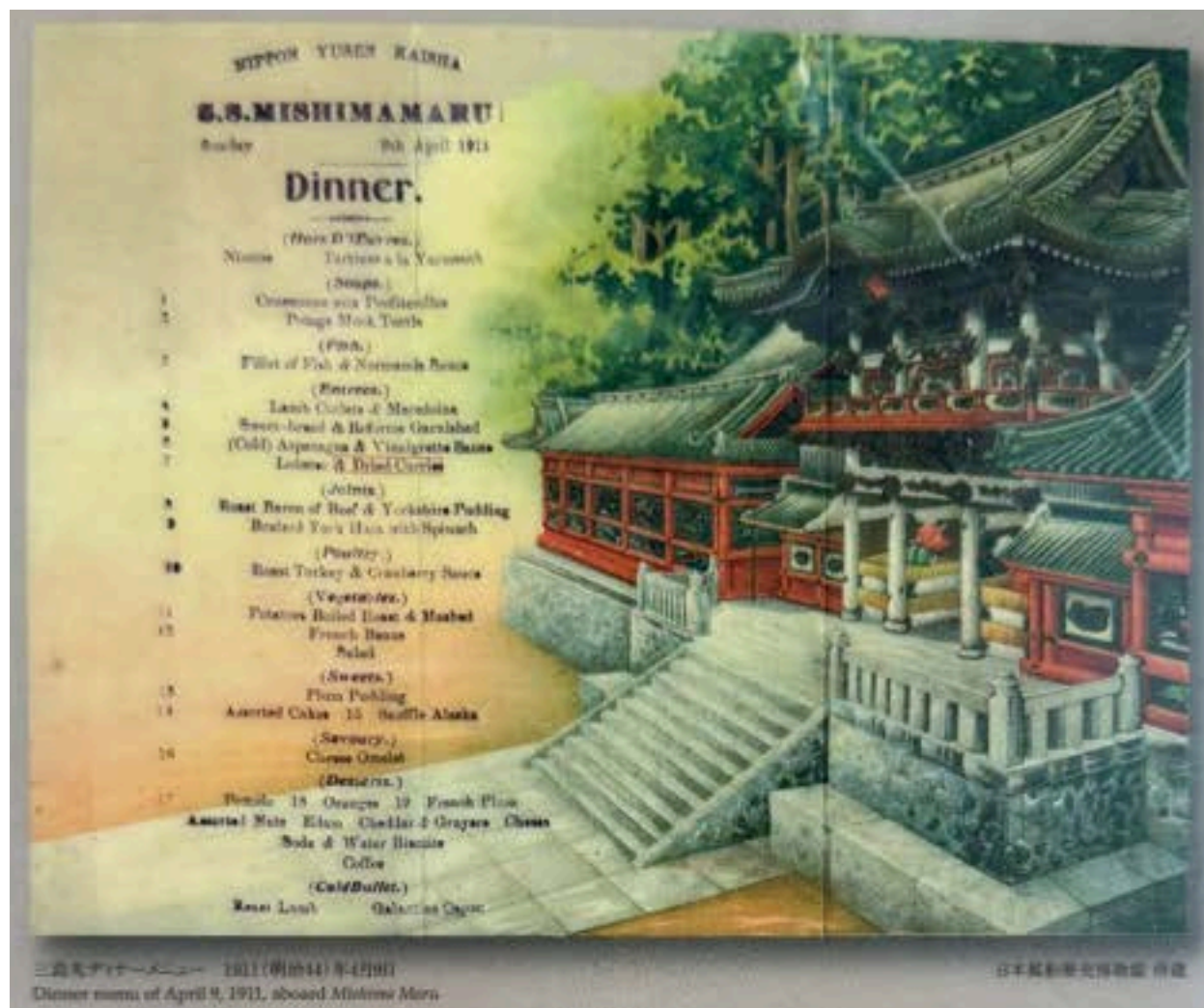
Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



Curry was one of the standard menu items for NYK's passenger ships. Back on *Mishima Maru's* menu, we find "Dry curry." NYK's ships were reportedly the first to serve *fukujinzuke* as a relish accompanying curry. Western-style pickles were found too sour for the Japanese taste and were replaced by *fukujinzuke*, which was well accepted and gradually established itself as a standard relish to go with curry. This is also endorsed by the record that NYK bought a considerable volume of *fukujinzuke* in 1916. NYK-type dry curry, which consisted of minced meat and finely cut vegetables together boiled dry and served over cooked rice, is said to have been devised in the Meiji era (1868-1912) aboard an NYK ship serving the Europe route.



## Japan &amp; The Maritime Silk Roads, 700s – 1900s

Dry curry and *fukujinzuke* (Continued)

Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Dining Room and Table Food

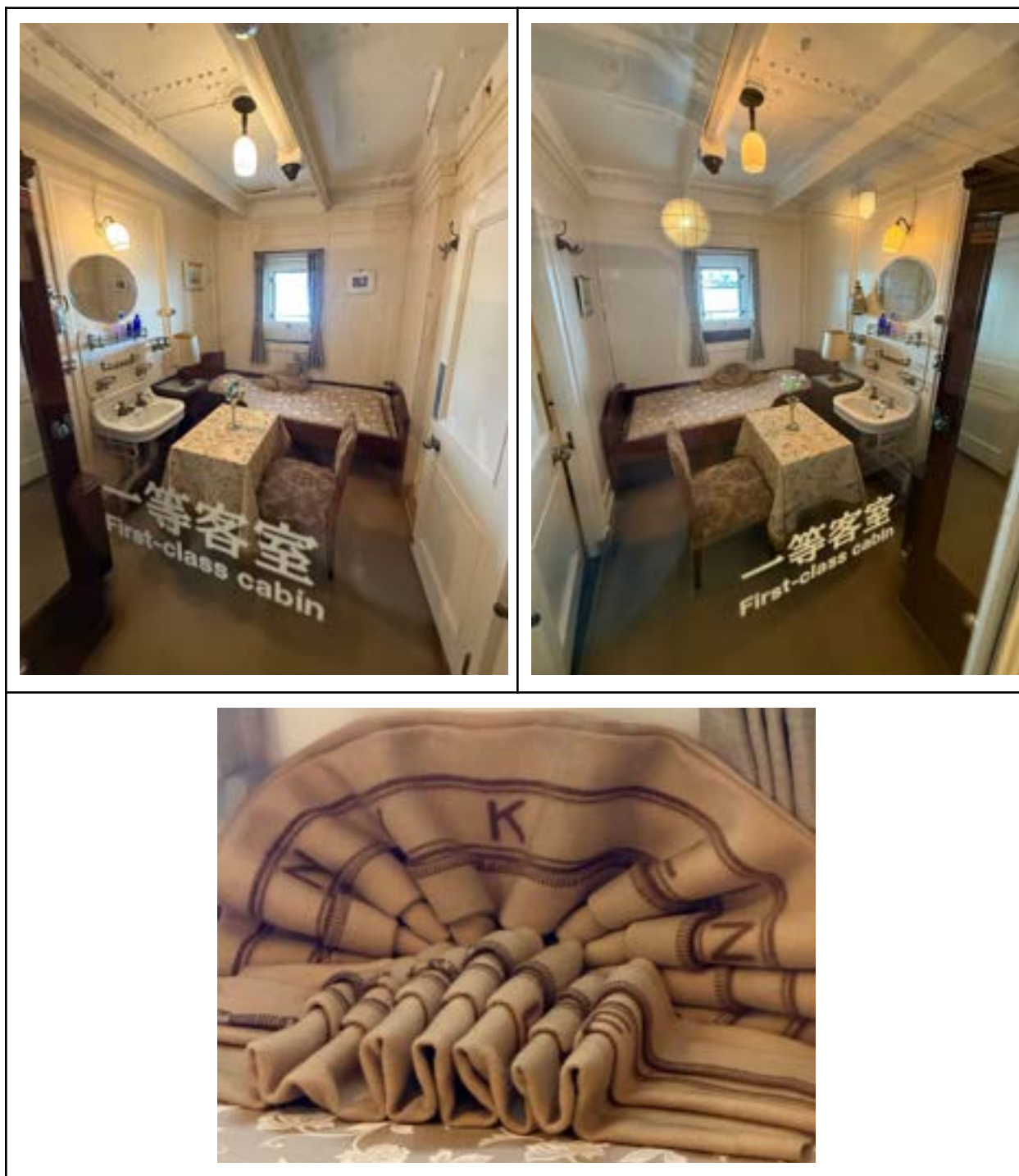


Sources: Photos taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### First-class cabin



Sources: Photos taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Decorative blankets

Ornamentally folded blankets, called “decorative blankets (Kazari-mofu)”, were common during the age of passenger ships. The blankets were folded by stewards and placed with care on passengers’ beds. Designs included flowers (Hana-mofu), a sunrise, and even the helmet of a samurai warrior, generating anticipation among many passengers about the day’s creation. The designs of flowers were originally called “floral blankets (Hana-mofu)” but as stewards became more creative with their designs, the name changed to ‘decorative blankets (Kazari-mofu)’ to better reflect their creations.

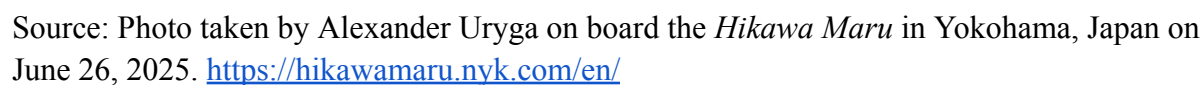


Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Trunk

The greater the number of labels stuck to a trunk, the more sophisticated in travel its bearer was deemed to be, and the better the treatment that bearer received at foreign hotels, it is believed.



## Japan & The Maritime Silk Roads, 700s – 1900s

### Crew supporting passengers in their travel

The prewar *Hikawa Maru* had a crew of some 168 who worked 24 hours a day in shifts to ensure the safe navigation of the vessel and provide excellent services to passengers. Above all, confirming the current position of the ship was a crucially important requirement of the operation. In those days, with neither radar nor a satellite navigation system available, positioning was carried out by astronomical observation with a sextant. At night or during an ocean storm, with no markers or signs to rely on, day-to-day training with experience were indispensable.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan &amp; The Maritime Silk Roads, 700s – 1900s

## Crew's duties

The crew's duties were diverse, and it was the captain's responsibility to see that all these duties were performed properly. The chief officer, chief engineer, first engineer, purser, doctor, and chief radio officer were called "salon officers," whose duties included being hospitable to passengers.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

**Japan & The Maritime Silk Roads, 700s – 1900s**

**Entertaining passengers**



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Entertaining passengers

Passenger ships had service crew responsible for satisfying their guests with all kinds of services. First-class cabin stewards especially, the quality of whose service directly affected the ship's reputation, were required to speak English well, be sensitive to passengers' needs, and behave according to good Western manners. Let us see how these service crew worked and how they had been trained.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Diverse duties of service crew

Cabin boys got up early every morning and shined many pairs of shoes. The laundry men ironed the linens used on board and even took orders for passengers' personal laundry. There were also stewardesses who took care of children.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### How NYK's service crew were trained

Cabin boys got up early every morning and shined many pairs of shoes. The laundry men ironed the linens used on board and even took orders for passengers' personal laundry. There were also stewardesses who took care of children.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Rules for Service Crew

The “Rules for Service Crew” were set forth by NYK to specifically tell the service crew the spirit of service and the way it should be put into practice. The rules covered a wide range of subjects such as the service crew basic mental preparedness to service, personal appearance, manners when serving food, speaking in English to foreign passengers, and taking care of passengers feeling unwell. From the next page, let us pick up some of the characteristic rules.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Personal appearance

Be particularly careful about the neck, ears, hands, and nails. Use scentless hairdressing. Keep your teeth clean. Don't smoke until you finish food and service. Keep all your clothes tidy.  
**Check every part of the body and be careful about smell.**



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Respect cuisine as works of art

Always respect cooks and bakers, and handle their products as works of art. **Serve cold food cold**, and hot food hot. This constitutes good service to guests and shows appreciation for the art of the cooks and bakers.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Sharpen the eye to sense each passenger's preferences

Table stewards should become aware of each passenger's preferences within that person's first few days aboard. Many Westerners tend to have fixed patterns for breakfast, such as a favorite cereal and ways of toasting bread, cooking eggs, and so on. **Remember each passenger's preferences.**



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Hints on Service

Table stewards should be indifferent to conversations between guests. If asked a question, say little more than “Yes, sir.” or “No, madam.” **Don’t chat with passengers.**



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### First captain Shichiro Akiyoshi

*Hikawa Maru*'s first captain, Shichiro Akiyoshi, was well known for his strictness about the performance of duties and about general discipline and manners. This spirit established by Akiyoshi became a tradition on *Hikawa Maru*, which was sometimes called Warship Hikawa Maru for the strict discipline observed on board. Captain Akiyoshi's direction did not overlook a wrinkle on uniform slacks or even the placement of a pencil. He would scold a crewmember for wearing worn-out socks, yet was considerate enough to secretly leave a pair of new socks at the seafarer's post later on.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### First captain Shichiro Akiyoshi



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Steering wheel (when in service)

This wheel, hydraulically connected to the steering gear, turns the rudder.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Azimuth mirror (the first half of the 20th century)

This is an auxiliary tool placed on the compass when it is to be used. It enlarges numerals written on the compass.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Azimuth circle (the first half of the 20th century)

This is an auxiliary tool placed on the compass when it is to be used. An azimuth circle measures the bearings of the sun, stars, and targets on the shore.

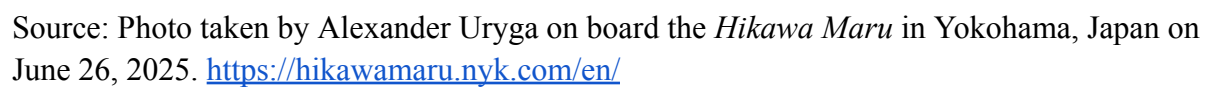


Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en>



### Chronometer clock for use aboard (the end of the 19th century)

This is a precision watch for determining the ship's position.



## Japan & The Maritime Silk Roads, 700s – 1900s

### Sextant (1942)

This is an indispensable tool for determining the ship's position. A sextant measures the altitudes of the sun, moon, and star.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Signal mirror (1959)

This is a communication tool utilizing the reflection of light. It was mainly used for communication between ships.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Nautical instruments



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Barometer (1956)

This is an instrument for measuring the atmospheric pressure on board.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Side lights (1930)

There are two kinds of sidelights, the red port sidelight and the green starboard sidelight.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Navigation lights (1930)

Law requires prescribed ship lights to be on from sunset to sunrise. The watch officer can know the directions in which other ships are sailing and their positional relationship to his own ship from the look of their navigation lights, sidelights, and stern lights.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Foghorn (1949)

When a dense fog obstructs the field of view, this simple-structured horn is blown to prevent collision between ships.

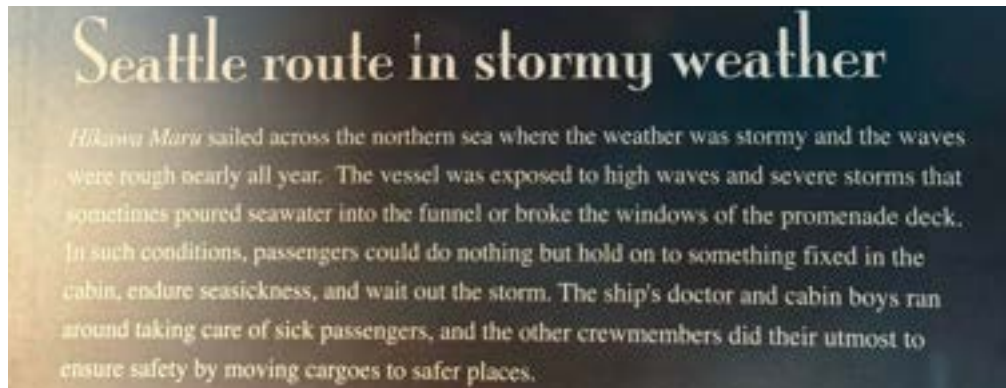


Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

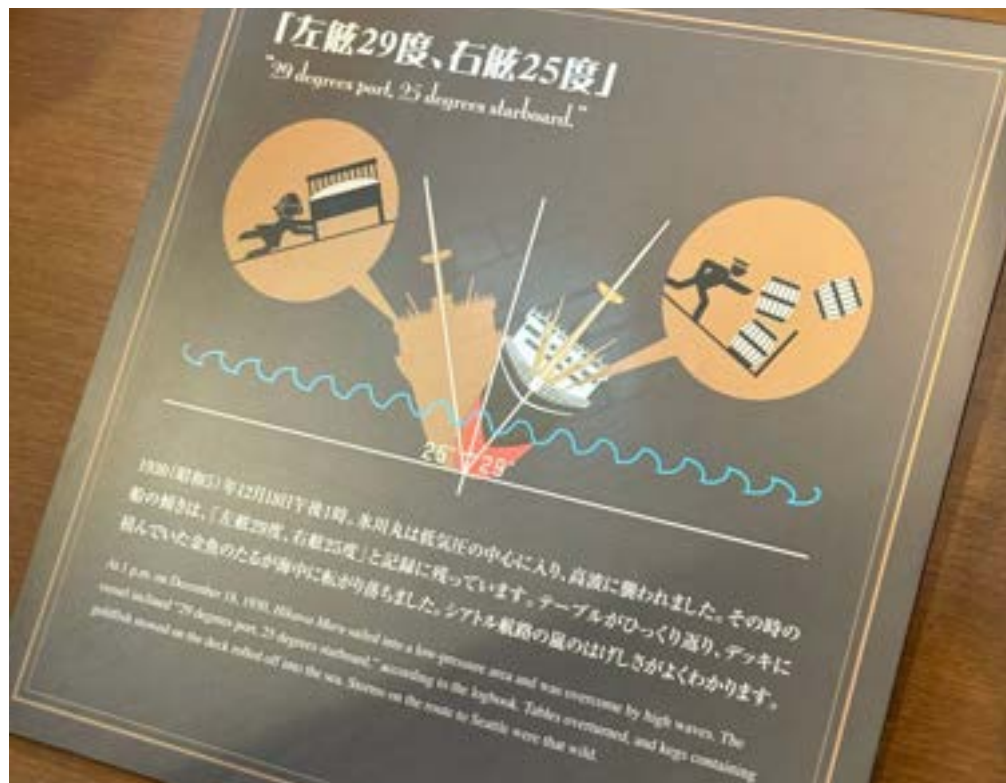


## Japan & The Maritime Silk Roads, 700s – 1900s

### Seattle route in stormy weather



At 1 p.m. on December 18, 1930, Hikawa Maru sailed into a low-pressure area and was overcome by high waves. The vessel inclined “29 degrees port, 25 degrees starboard,” according to the logbook. Tables overturned, and kegs containing goldfish stowed on the deck rolled off into the sea. Storms on the route to Seattle were that wild.



Sources: Photos taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Sailing against a winter storm



Sources: Photos taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### At the end of voyages...

*Hikawa Maru* provided the service of taking and presenting souvenir photographs of passengers together with senior officers such as the captain, chief officer, and chief engineer, all formally dressed. These photos were welcomed as good mementos of the voyages. On the eve of the arrival in Seattle, the Sayonara Dinner was held, during which passengers and crewmembers talked about the enjoyable moments of the trip in a fond farewell. The day of entering the Port of Seattle passed very quickly as passengers had to go through immigration and say goodbye to one another. Finally, they landed in Seattle.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Souvenir Photo of Crewmembers and First-Class Passengers

A souvenir photo of crewmembers and first-class passengers together on the deck of *Hikawa Maru*.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>



## Japan & The Maritime Silk Roads, 700s – 1900s

### Transcontinental Great Northern Railway

The Great Northern Railway was laid as one of the railways crossing the North American continent. When *Hikawa Maru* called at the Port of Seattle, the railway was served by the typical transcontinental train known as *Empire Builder*, which also carried Hikawa Maru passengers going to the other side of the continent.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Arriving in Seattle

**Her father is the Great Northern Railway.**

**Her mother is NYK Line.**

As the ship neared the Port of Seattle, Smith Tower welcomed *Hikawa Maru*. Seattle had been a small port town with a population of only 6,000, but after the Great Northern Railway was laid in 1892 and NYK Line launched its linear service to Seattle in 1896, the city developed quickly as a major relay point between the Far East and New York. A former mayor of Seattle is said to have remarked that Seattle's prosperity was due to its father, the Great Northern Railway, and its mother, NYK Line. The day of *Hikawa Maru*'s first entrance into the Port of Seattle was celebrated with a magnificent welcome parade during which fire engines sent up clouds of spray and a Japanese national flag descended from a fireworks blast shot sky high. Since the radio announcer who reported the event pronounced the ship's name "High-kawa Maru," "High-kawa Maru" became a familiar sound to the citizens of Seattle.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Route Map of the Great Northern Railway Replica (About 1896)

The train ran eastward along the northernmost route from Seattle, crossed the Rocky Mountains, and arrived in Chicago via Minneapolis. In 1932, this train trip from Seattle to Chicago took about 70 hours.



Source: Photo taken by Alexander Uryga on board the *Hikawa Maru* in Yokohama, Japan on June 26, 2025. <https://hikawamaru.nyk.com/en/>

## Japan & The Maritime Silk Roads, 700s – 1900s

### Extension on the *Hikawa Maru*

Directions: Browse the following webpages to extend your learning about the *Hikawa Maru*.

*Hikawa Maru* Webpages:

<https://hikawamaru.nyk.com/en/>  
<https://hikawamaru.nyk.com/en/history.html>  
<https://hikawamaru.nyk.com/en/guide.html>  
[https://hikawamaru.nyk.com/en/cultural\\_property.html](https://hikawamaru.nyk.com/en/cultural_property.html)

Webpage Captures on October 30, 2025:

<https://web.archive.org/web/20251030162242/https://hikawamaru.nyk.com/en/index.asp>  
<https://web.archive.org/web/20251030162532/https://hikawamaru.nyk.com/en/history.html>  
<https://web.archive.org/web/20251030162746/https://hikawamaru.nyk.com/en/guide.html>  
[https://web.archive.org/web/20251030162906/https://hikawamaru.nyk.com/en/cultural\\_property.html](https://web.archive.org/web/20251030162906/https://hikawamaru.nyk.com/en/cultural_property.html)

### Questions

Evaluate the extent to which the use of the *Hikawa Maru* changed over time.

Questions continued on next page...



### **Japan & The Maritime Silk Roads, 700s – 1900s**

What are some of the major parts of the ship?

How did the *Hikawa Maru* become designated as a National Important Cultural Property?

Conduct internet research on other National Important Cultural Properties of Japan. List them.

## Japan & The Maritime Silk Roads, 700s – 1900s

### Optional Extension DBQ (2010 AP® Exam)

**Using the following documents, analyze similarities and differences in the mechanization of the cotton industry in Japan and India in the period from the 1880s to the 1930s. Identify an additional type of document and explain how it would help your analysis of the mechanization of the cotton industry.**

Sources:

[AP ® World History 2010 Free-Response Questions](#)

[AP World History Exam Information](#)

[Student Performance Q&A: 2010 AP® World History Free-Response Questions](#)

[AP® WORLD HISTORY 2010 SCORING GUIDELINES](#)

[DBQ Walkthrough: Cotton Industrialization in India & Japan](#)

Captured Webpages:

[https://web.archive.org/web/20251031192323/https://secure-media.collegeboard.org/apc/ap10\\_fr\\_q\\_world\\_history.pdf](https://web.archive.org/web/20251031192323/https://secure-media.collegeboard.org/apc/ap10_fr_q_world_history.pdf)

<https://web.archive.org/web/20251031192424/https://www.lew-port.com/cms/lib/NY19000328/Centricity/Domain/135/essay%20rubrics.pdf>

[https://web.archive.org/web/20251031192523/https://secure-media.collegeboard.org/apc/ap10\\_world\\_history\\_qa.pdf](https://web.archive.org/web/20251031192523/https://secure-media.collegeboard.org/apc/ap10_world_history_qa.pdf)

[https://web.archive.org/web/20251031192559/https://secure-media.collegeboard.org/apc/ap10\\_world\\_history\\_q1.pdf](https://web.archive.org/web/20251031192559/https://secure-media.collegeboard.org/apc/ap10_world_history_q1.pdf)

<https://web.archive.org/web/20251031192736/https://www.youtube.com/watch?v=eNPiT9iMpY>

## **Japan & The Maritime Silk Roads, 700s – 1900s**

### **Optional Extension DBQ (2024 AP® Exam)**

**Evaluate the extent to which economic motives were the leading cause of Japanese imperialism in the period circa 1900–1945.**

Sources:

[Free-Response Questions - Set 2](#)

[Scoring Guidelines Set - 2](#)

[Chief Reader Report – Set 2](#)

[Scoring Statistics – Set 2](#)

[Score Distributions](#)

[Sample Responses - DBQ - Set 2](#)

Captured Webpages:

<https://web.archive.org/web/20251031190942/https://apcentral.collegeboard.org/media/pdf/ap24-frq-world-history-set-2.pdf>

<https://web.archive.org/web/20251031190952/https://apcentral.collegeboard.org/media/pdf/ap24-sg-world-history-modern-set-2.pdf>

<https://web.archive.org/web/20251031191001/https://apcentral.collegeboard.org/media/pdf/ap24-cr-report-world-history-modern-set-2.pdf>

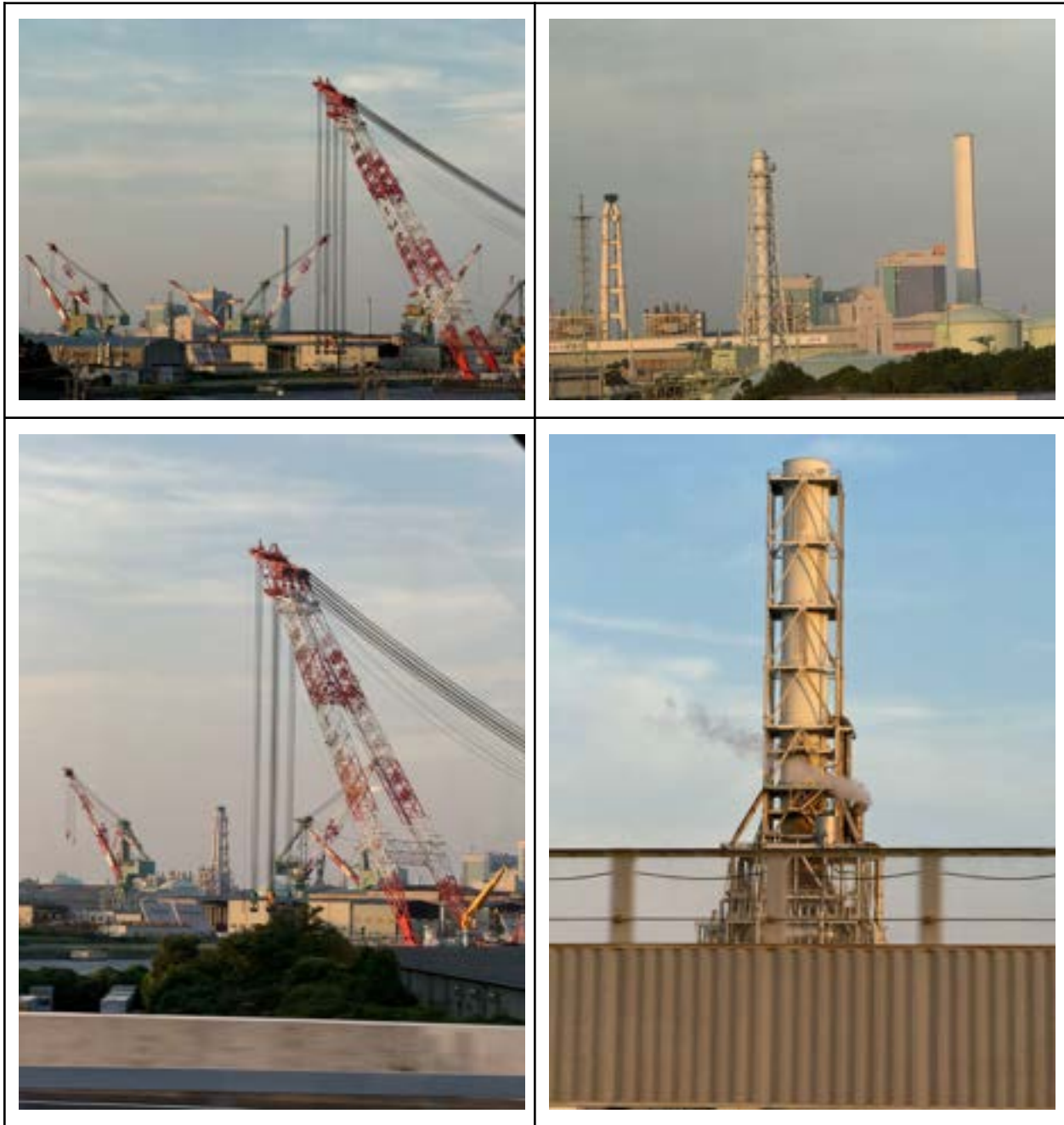
<https://web.archive.org/web/20251031191011/https://apcentral.collegeboard.org/media/pdf/ap24-world-history-modern-scoring-statistics-set-2.pdf>

<https://web.archive.org/web/20251031191137/https://apcentral.collegeboard.org/media/pdf/ap24-world-history-modern-score-distributions.pdf>

<https://web.archive.org/web/20251031191139/https://apcentral.collegeboard.org/media/pdf/ap24-apc-world-history-dbq-set-2.pdf>

**Japan & The Maritime Silk Roads, 700s – 1900s**

**Contemporary Observations of Industrialization from the Roads of Japan**



Sources: Photos taken by Alexander Uryga as a tour bus passenger in Japan on June 30, 2025.



## **Japan & The Maritime Silk Roads, 700s – 1900s**

### **Contemporary Observations of Industrialization from the Roads of Japan (Continued)**



Sources: Photos taken by Alexander Uryga as a tour bus passenger in Japan on June 30, 2025.

## **Japan & The Maritime Silk Roads, 700s – 1900s**

### **Questions**

What do you see?

What do you think?

What do you wonder?

**Japan & The Maritime Silk Roads, 700s – 1900s**

**Short-Answer Question (SAQ), Document-Based Question (DBQ),  
and Long Essay Question (LEQ) Prompts**

Evaluate the significance of trade to Japan.

Evaluate the importance of the Maritime Silk Roads to Japan.

Evaluate the extent to which the Maritime Silk Roads influenced Japan.

Evaluate the extent to which Japan changed the Maritime Silk Roads.

Evaluate the extent to which silk impacted Japan.