

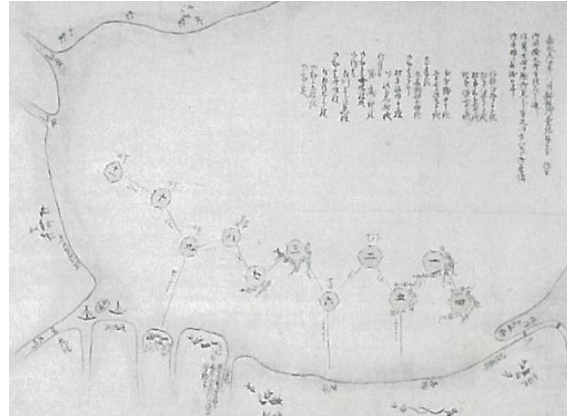
Shinagawa Historical Museum Commentary Sheet

Shinagawa Odaiba

Arrival of the Black Ships and Construction of Shinagawa Odaiba

On June 3, 1853, Commodore Matthew C. Perry arrived in Edo Bay with a fleet of ships, effectively forcing the Tokugawa shogunate to end its long-standing policy of seclusion. After Perry's fleet set sail from Japan, the government immediately began to examine ways to fortify its maritime defenses in Edo Bay. Following a tour of the bay by Wakadoshiyori (a shogunate officer in charge of government administration) Honda Tadanori and Kanjoginmiyaku (a shogunate officer in charge of the government's finances) Egawa Hidetatsu the government decided to construct Odaiba, or batteries, on reclaimed land in Edo Bay.

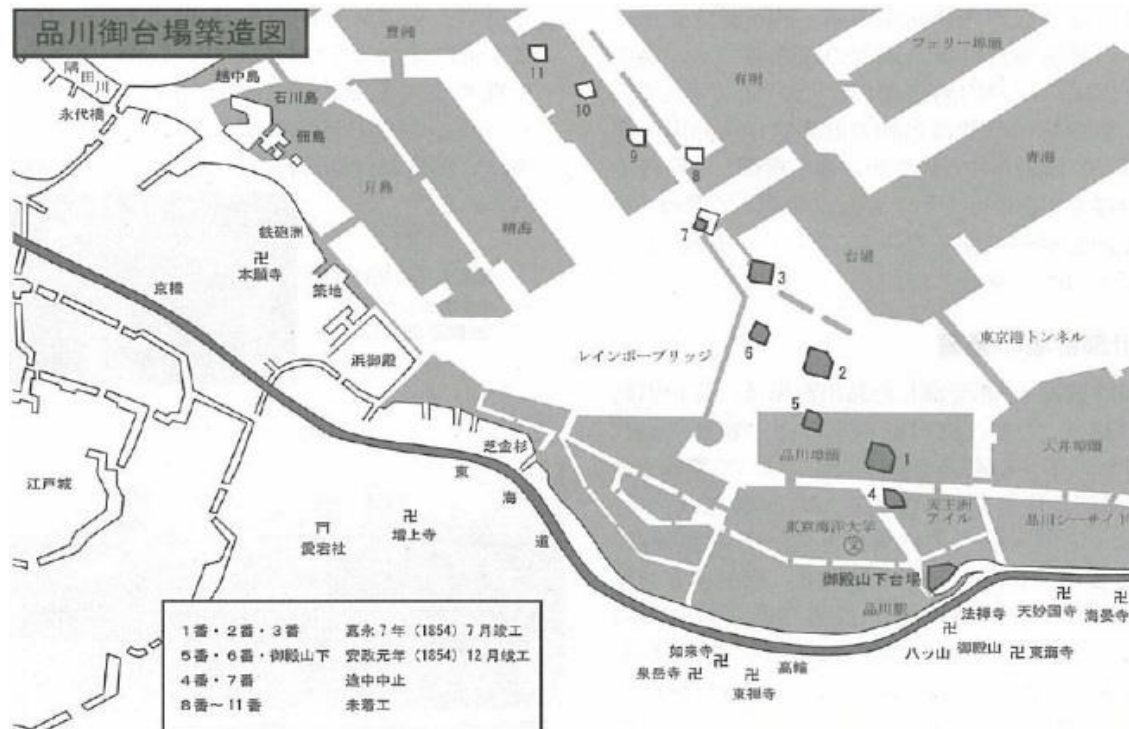
The construction plan was drafted based on Western castle designs and batteries and was supposed to construct a total of 11 batteries spanning from Minami Shinagawa Ryoshimachi (Shinagawa Susaki) to Fukagawa Susaki. Construction work began at the end of August 1853 and was carried out both night and day. Wooden piles (pine and cedar) were procured from the shogunate's forest in the Kanto region, while stones were transported from Sagami, Izu, and Suruga by sea. Sand and soil was taken from Shinagawa Gotenyama, the Imabari Clan's samurai residence in Takanawa, and the hill at Senkakuji Temple. During the



Construction draft of Shinagawa Odaiba

construction there were days when 2,000 boat loads of materials were transported to the sites. There were upwards of 5,000 diggers and other workers for the first, second, and third batteries and total construction costs were said to have been astronomical.

The first, second, and third batteries were completed in July 1854, while the fifth and sixth as well as the Gotenyama battery, which was partially on land, were completed in December that same year. The fourth and seventh batteries were started, but construction was terminated midway through, while construction on batteries eight to eleven were never started.





Cannons being test-fired



Egawa Tannan

Egawa Tarozaemon Hidetatsu (Tannan)

Egawa Tarozaemon Hidetatsu (Tannan 1801 - 1855) was born in Izu Nirayama and successively inherited the post of local governor and given the moniker Tannan. He mastered martial arts during his youth, and learned calligraphy from Tani Buncho. Egawa was taught Western learning by Dutch scholars Hatasaki Kanae and Watanabe Kazan and mastered Western artillery techniques from Takashima Shuhan. With this knowledge, Egawa opened an artillery school in Nirayama. Students of this school included lords of various domains and many retainers. The maritime defense theory taught at the school established Izu as an important area for maritime defense and advocated for the creation of a navy, construction of a reverberating furnace and use of conscripted farmers.

Egawa considered the first line of defense for Edo Bay as Uruga area and on his construction position paper immediately prior to the building of the Shinagawa batteries, he considered the waters off Shinagawa to be one of the ideas for the defense of the larger Edo Bay. The location of the batteries, however, were pushed back all the way to the Shinagawa and Fukagawa line from the initial plan. Egawa would go on to command a team by himself that completed six batteries. However, Egawa passed away from illness in January 1855 before he could see the completion of the reverberating furnace that he had been building parallel to the batteries.

Security for the Shinagawa Batteries

In the end, a total of six batteries were completed offshore from Shinagawa. As hubs for the defense of Edo Bay, these batteries were guarded by collateral daimyo, hereditary daimyo and similar daimyo with a family rank close the Tokugawa shogunate. The first six domains ordered to guard the batteries were Kawagoe, Aizu, Oshi, Tottori, Shonai and Matsushiro. This security took on a full-scale format in 1855 and included joint exercises and continual improvements to the security detail, gradually reinforcing

the security presence. The daimyo placed in charge were changed over the years, but this security was provided up until the fall of the Tokugawa shogunate in 1868.

The Shinagawa Batteries in the Modern Era

Following the Meiji Restoration, the batteries were controlled by the Ministry of the Army up until 1914. During this time the Shinagawa Lighthouse began operations on the western tip of the second battery in 1870 (the lighthouse was decommissioned in 1957, relocated to Meiji-mura in 1964, and designated a national important cultural property in 1968).

The fourth battery (the so-called crumbling battery) was leased by Oaki Kikusaburo from the Ministry of the Army at the time of the Meiji Restoration, and in 1883, he constructed a shipbuilding facility called Oaki Shipyard, but later this was sold. The third and sixth batteries were sold to the city of Tokyo in 1915, and in 1924, the Governor of Tokyo provisionally designated the two locations as historical sites. In 1926, the national government declared the two batteries as officially-designated historical sites. Later, the four remaining batteries not designated as historical sites were removed and replaced with reclaimed land, and can no longer be seen today. The third battery maintains its original appearance from when it was first built and is enjoyed by residents and visitors alike as part of the Tokyo Odaiba Marine Park.



A stone used in the wall for daiba



Current state of the third battery