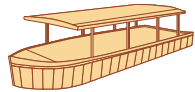
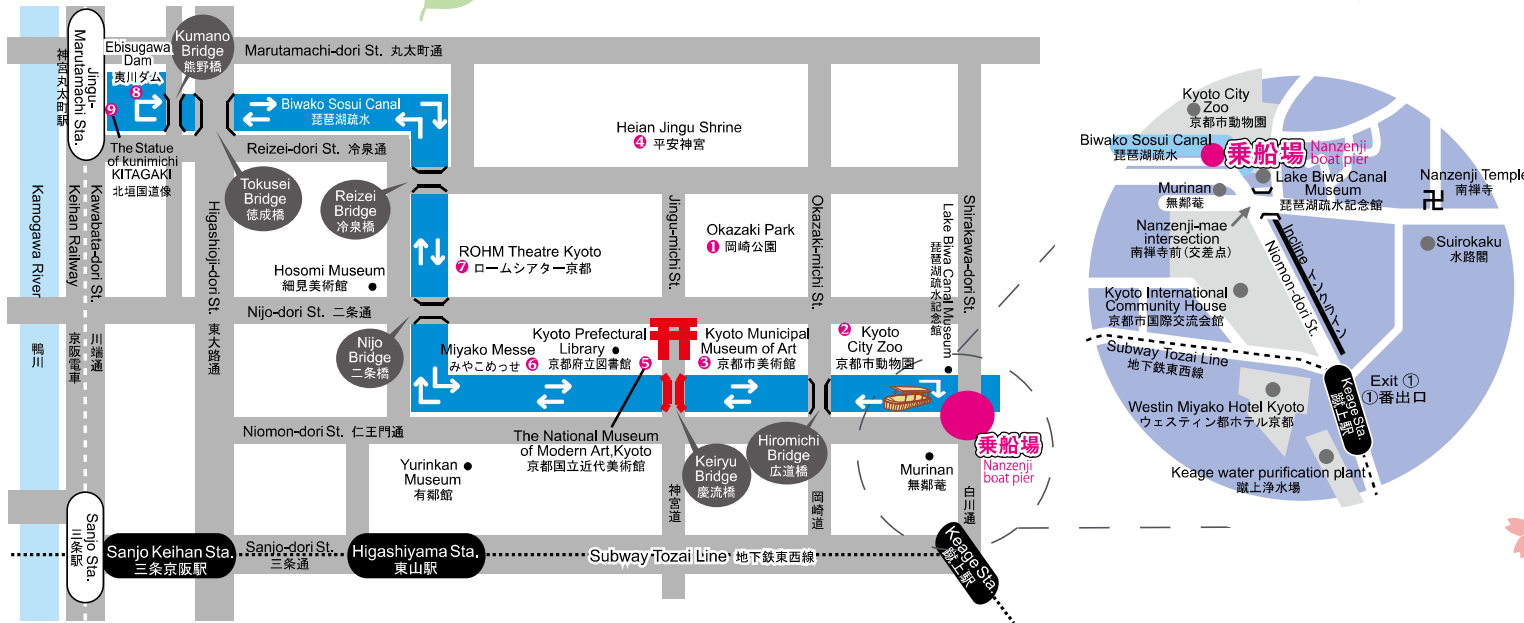


Jikkokubune Boat Ride

ROUTE MAP



Welcome aboard today on our 'Jukkoku-bune' ship, literally, a ten-koku ship, which was an old Japanese commercial ship with the loading capacity of a ten-koku (about 1.8 cubic meters) cargo to cruise in Cherry Blossom Corridor in here, Okazaki district. This canal cruise started operation in 2003 to commemorate the 3rd World Water Forum held in Kyoto and its full-scale operation commenced in 2004. Eventually, new ships 'Heian', literally, peace, which is part of Kyoto's old name 'Heian-kyo', and 'Miyabi', literally, elegance, were both built in 2008 and as a result, more people are able to enjoy the Cherry Blossom Corridor. Please enjoy constantly changing sceneries even a short ride of about 25 minutes.



warning

To enjoy the cruise safely, you are required to wear a life-jacket while on board, which will automatically inflate when in the water. In addition, the route passes under 12 bridges in total, so please mind your head as a roof of our ship is designed to electrically lower its roof when it passes under lower bridges. For your safety, please remain seated during the cruise.

We are proud to announce the commencement of evening operation to entertain our guests with this superb spring scenery of cherry blossoms along the cruise route, which is brilliantly lit up at night. This lighting of the Okazaki area is a special program for visitors in this season, which the Kyoto Okazaki District Council for Beautification started in 2012. Please enjoy a priceless spring evening viewing the cherry-blossoms from our ships.



'Incline'and 'Lake Biwa Canal'

Lake Biwa Canal is a waterway threading in the outskirts of the Higashiyama Mountains. In the past, Kyoto had often suffered from an acute shortage of water and had struggled for hundreds of years to irrigate the city from water-rich Lake Biwa. It was this canal that accomplished this feat at long last.

As you may be aware, there is roughly a 36 meter difference in height between the Keage area and the natural port at Nanzenji temple. This posed a dilemma for shipping because without solving this problem, ships from Otsu city on Lake Biwa were prevented from traveling to places with a large difference in height.

As a solution, ships were placed on floating platforms which were pulled up this slope for a distance of 600 meters by a cable-railway affectionately known by the name, 'Incline'.

This 'Incline', is the first slope railway in Japan. It was in operation all of the way up to 1948 and at presents, it is designated as a National Historic Site.

The construction of The Lake Biwa Canal, which spanned more than a hundred years, began in 1885 and was completed in 1890. It was constructed as a symbol of the rehabilitation of Kyoto, which became virtually deserted after the relocation of the capital to Tokyo at the beginning of the Meiji period, and had many uses including cargo transportation, power generation, and irrigation.

1.25 million yen was allocated to the construction of the canal. This amount was more than ten-times the city's annual budget at the time, The canal runs a distance of 11.1km in total from Miho in Otu City to Kamogawa-Ochiai in Kyoto.

At the time of its construction, it mainly designed to make traffic and transportation more convenient, and as such, it was called 'Water-transport Line Connecting Kyoto to Otu'. However during construction, the plan was altered to include hydroelectric power generation, and the first hydroelectric plant in Japan was built in Keage.

As a result, it ensured a power source for not only the world-longest cable-pull railway, the Incline, but also electric lights throughout the city of Kyoto along with the first municipal electric tramway which triggered Kyoto's modernization.

About 'Incline' and 'Lake Biwa Canal' both, more detailed information is on display at the Lake Biwa Canal Museum located next to the anchorage. Please visit it by all means. ※On Mondays, the museum is closed.

1 Okazaki Park

We are approaching the area known as Okazaki Park. The area is a large cultural district composed of a variety of cultural facilities such as The Kyoto Municipal Museum of Art, The National Museum of Modern Art, Kyoto, The Kyoto Concert Hall, The Kyoto International Exhibition Hall, also known as Miyako-messe Exhibition Hall, Heian Jingu shrine, and The Kyoto City Zoo.

2 Kyoto City Zoo

To the north of the anchorage, you will find Kyoto City Zoo. This is the oldest zoo in Japan after Tokyo's Ueno Zoological Gardens. It opened in April, 1902 to commemorate the royal wedding of Emperor Taisho. Since its opening, the number of animals contained here today has nearly tripled, compared with its original 228 animals of 61 species.

3 Kyoto Municipal Museum of Art

The brick building over there is The Kyoto Municipal Museum of Art. Kyoto has long played a leading role in the arts as the center of culture and art since the Heian period. Kyoto has continued to create contemporary works of art in a similar fashion. The museum is a national one and is the second oldest in Japan, after The Tokyo Metropolitan Art Museum.

4 Heian Jingu Shrine

On the right hand side, you will see a 24 meters high huge shrine gate in orange of the Heian Jingu shrine. It's called 'Ootorii', literally, huge shrine gate. It was built in 1894 as a key element of The 1100th anniversary of the transfer of the capital to Heian-kyo (today's Kyoto).

5 The National Museum of Modern Art, Kyoto

Then you will see a modern building. That is The National Museum of Modern Art, Kyoto. The building itself is considered a architectural work of art because of the subtle change in the hue of the building depending on the angle at which the sun's rays strike it.

6 Miyako Messe

On the right hand side, you may find a building of Kyoto International Exhibition Hall nicknamed 'Miyako-messe'. It is a facility to exhibit all sorts of industrial products inclusive of those of Kyoto's traditional industries and to also serves as an event.

7 ROHM Theatre Kyoto (formerly the Kyoto Kaikan Hall) ※January 2016 reopened

The building on the right is The Kyoto Concert Hall. It was built in 1959 and has 3 stories above ground and a one-story basement. It can accommodate 2,400 guests in its main hall. It has long been used as a concert hall, but it is currently under construction for renovations. It will open January in 2016 as named the ROHM Theatre Kyoto.

8 Ebisugawa Dam

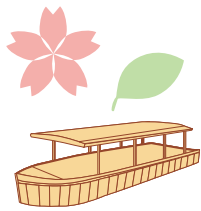
We are now entering a natural port in the Ebisu-gawa area. The brick building over there is the Ebisu-gawa Hydroelectric Plant. Since its construction in 1914, it has generated electricity for the city over many years. Following the construction of Keage Power Plant in 1891, which is the Japan's first plant constructed for commercial purposes, this plant was built around the same time as the Sumizome Power Plant as part of the second Lake Biwa Canal Development Plan.

9 The Statue of Kunimichi KITAGAKI

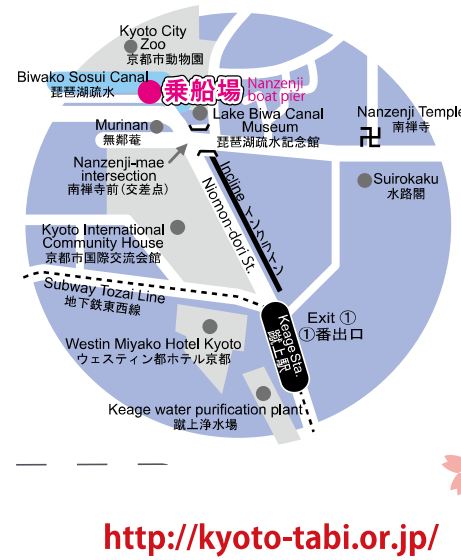
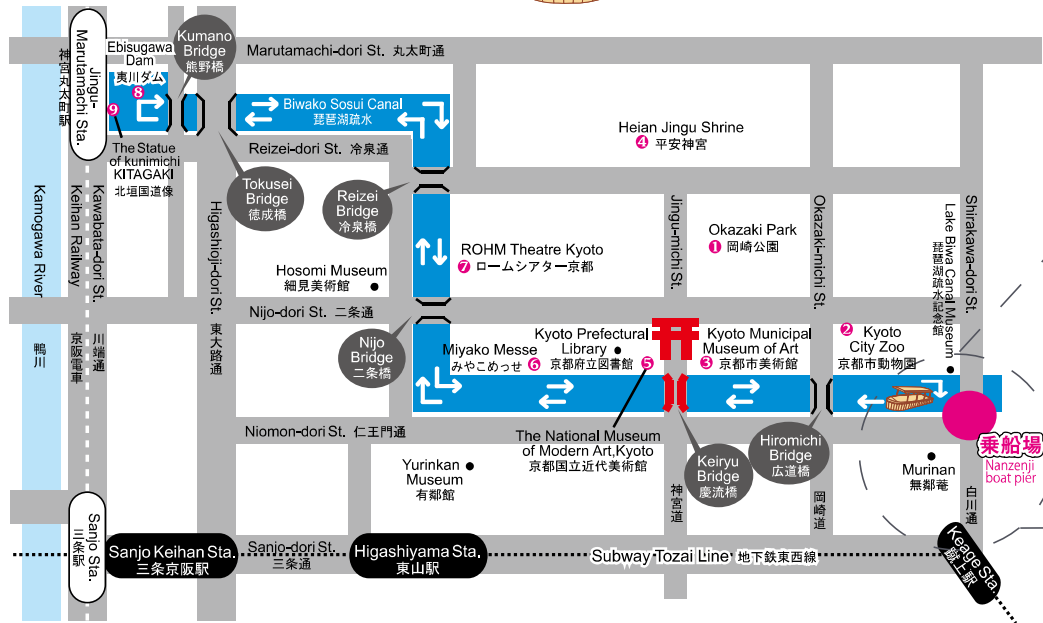
The statue over there is that of Kunimichi KITAGAKI, the third governor of Kyoto Prefecture. It was erected in 1902 to commemorate his distinguished achievements in The Lake Biwa Canal Development Project. However, It was once removed due to the need for metal during World War II. It was eventually re-erected after the war on the centennial anniversary of the completion of the project.

岡崎櫻花若葉迴廊

十石舟遊河 路線圖



感謝今天各位乘坐「岡崎櫻花迴廊十石舟遊覽船」。
這十石舟遊覽船是平成15年(2003年)為了紀念第三屆世界水論壇而開始運行的。平成16年(2004年)正式營業運航。
平成20年(2008年)新建了「平安·雅」號後，能讓更多的遊客乘船遊覽。
我們出港後，大約乘坐25分鐘，請您盡情欣賞兩岸的風景變化。



<http://kyoto-tabi.or.jp/>

請注意

此外，在乘船時，必須穿戴救生衣，當救生衣遇到水時會自動感應而膨脹，並在水中浮起，請各位安心乘坐。
在遊覽中我們會穿過12條橋，當經過矮橋的時候，船頂會自動降下，請小心您的頭部。此外，為了您的安全在船上請勿擅自移動位子，或站立。

從2012年，在京都岡崎魅力推廣協議會上，為了以十石舟的運航來推動岡崎地區的新魅力為契機，在岡崎地區琵琶湖疏水一帶實施夜間點燈，我們十石舟也參加運航。在這個春宵一刻千金的花花季節，希望能與您在短暫的時刻裡一同欣賞夜間燈火和享受十石舟的夜櫻遊覽。



「傾斜鐵道」和「琵琶湖疏水」的歷史

穿梭在東山山腳下的水路就是琵琶湖疏水道。常因缺水而煩惱的京都，想怎麼利用琵琶湖的豐富水源來治水，這就是「疏水」的誕生。

這個時期，因為蹴上和南禪寺泊地之間疏水道落差高度大約有36公尺的差距，所以從大津的船在蹴上就進不來。

因此，在這距離600公尺的之間，將船載上軌道上的平台車上後，如鋼索纜車般，將船運上去運下來，這條鐵軌就是「傾斜鐵道」。

這是我國最早的傾斜鐵路軌道，一直使用到昭和23年(1948年)，現在被指定為國家遺址。

此外，琵琶湖疏水在明治18年(1885年)動工，23年(1890年)竣工至今已超過100年。明治時代時首都遷到東京後為了想讓蕭條的京都復興，以引取琵琶湖的湖水來搬運物資、發電、灌溉用水等多目的疏水工程計畫。

市政府花了超過年度預算10幾倍的資金，花費了相當於當年125萬莫大的費用，才完成了從大津市的三保崎導水到鴨川匯流點，總長11.1公里的疏水道。

建設當時，原本的主要目的是讓京都和大津之間通船，使交通運輸上更為便利。可是在工程途中變更為水力發電事業，因此，在蹴上建造了我國第一座水力發電廠。

因為這個世界最長的傾斜鐵道的動力源確保了水力發電，也點亮了京都的燈火，並使日本最初的市內路面電車行駛，是推動了京都近代化的大功臣。

關於「傾斜鐵道」和「琵琶湖疏水」的介紹，在搭船處旁的「琵琶湖疏水紀念館」有展示詳細的資料，歡迎您前往參觀索取。*星期一休館

1 岡崎公園

這一帶我們稱作為岡崎公園，在這裡有京都市美術館、國立近代美術館、羅姆劇場京都、都messe展覽會館、平安神宮、動物園，此區也稱做一大文化區。

2 京都市立動物園

位於搭船口北側的京都市動物園，是僅次於東京上野動物園的第二座古老的動物園。為了紀念大正天皇成婚，在明治35年(1902年)4月開幕了這所動物園。當時，只飼養了61種、228隻動物，但現在規模已能觀賞到當年3倍以上的動物。

3 京都市美術館

紅磚瓦建造的京都市美術館，在平安時代以前就是文化·藝術中心的京都，明治時代以後也是承擔著創造現代文化的重要腳色。京都市美術館僅次於東京都美術館，是日本第二大規模的國立美術館。

4 平安神宮

位於右手邊，您可以看到高24公尺漆著朱紅色大鳥居的是平安神宮。平安神宮在明治28年(1895)，慶祝平安遷都1100年祭時所建造的。

5 京都市國立近代美術館

您所看到的是，近代化的建築物是京都市國立近代美術館，據說這座建築依陽光照射的角度不同而設計，建築物的色調也會隨之變幻，所以可以說這座建築本身就是藝術品。

6 都messe展覽會館

右側的建築物是京都市勤業館「暱稱」都messe展覽會館，是展示、銷售傳統產業或舉辦各種產業界的展覽活動的設施。

7 羅姆劇場京都(以前的京都會館) *2016年1月重新開放

右側的建築是京都會館。昭和33年(1958年)時完成的。是地下1樓、地上3樓的建築物，在這裡有能容納2400名的大廳，以前經常舉辦音樂演唱會等活動。今年起開始改建。

8 夷川泊地

我們的船進了夷川泊地，這座磚瓦的建築物就是夷川水力發電廠。大正3年(1914年)時建築以來，長期不斷的供應京都市的電力。這座發電廠在明治24年(1891年)，是繼我國最初的事業用發電廠，蹴上發電廠後的第二疏水計畫和墨染發電廠同期建設完成的。

9 北垣國道像

您現在所看到的銅像是第三代京都府知事北垣國道先生。為了紀念他致力於琵琶湖疏水建設所做的貢獻，而在明治35年(1902年)建立的銅像。但在第二次世界大戰中因捐出金屬而撤走，之後在紀念琵琶湖疏水竣工100周年時才又復原重建這座銅像。