

Northern Lines Inc. (1960-1986)

Molave Bulk Carriers Inc. (1972)

Petrophil Corp. (1974)

Aklan Bulk Carriers Inc. (1976)

Coron Bulk Carriers Inc. (1976)

Ecija Bulk Carriers Inc. (1976)

Fuga Bulk Carriers Inc. (1976)

Company outline by Howard Dick with Bill Schell

h.dick@unimelb.edu.au

Fleet list by Stephen Kentwell and Peter Cundall

skentwell@hotmail.com

Illustrations arranged by Stephen Kentwell

May be cited with acknowledgement to the authors at www.oldchinaships.com

All Rights Reserved 2023

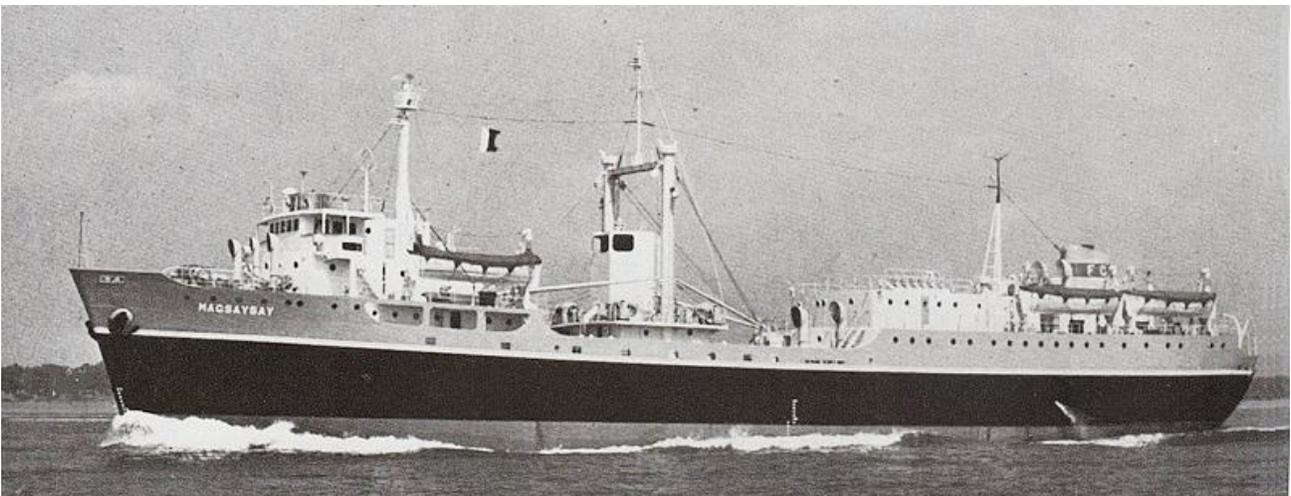
First Published 16 July 2023

Northern Lines Inc. was formed in Manila in early 1960 by Roberto Benedicto, who had been born in April 1917 in the sugar town of La Carlota in the province of Negros Occidental to a prominent sugar mill-owning family. According to Al McCoy, 'A Queen Slowly Dies' (1981), Roberto's great grandfather, Teodoro (b. 1835), had been a 'petty cloth merchant' who from 1871 began acquiring estates on Negros for sugar cultivation. In 1890 and now a wealthy man he became mayor of the newly established municipality of Jaro (Iloilo). He died about 1896. Roberto studied Law at the University of the Philippines where he became classmate and fraternity brother of future President Ferdinand Marcos. Their careers would flourish in tandem, Benedicto managing the business and Marcos providing the political connections. Benedicto was said to have held power-of-attorney for Marcos. There was precedent for such an arrangement. In the 1930s Don Esteban de la Rama's alliance with Senator and then President Manuel Quezon paved the way for delivery to De la Rama Steamship Co. of two fine new interisland liners and in 1939-40 of a trio of deepsea cargoliners. That mutually beneficial relationship was perpetuated postwar with presidents Sergio Osmena and Elpidio Quirino [See short history and fleetlist in PDF file on S.E.A. page at oldchinaships.com].

In 1949 Marcos followed his father as Congressman for Ilocos Norte, duly gaining election to the powerful chairmanship of the Committee for Commerce & Industry while also serving as a member of the Special Committee for War Reparations. Then in 1959 he became a Senator, four years later President of the Senate and in November 1965 was elected President of the Philippines, taking office

on 30 December 1965. Benedicto's early trajectory was more modest and not in business. Through the 1950s he was said to have worked as an attorney for the Lopez family.

The formation of Northern Lines in 1960 followed upon Marcos' election to the Senate and it may be assumed that 'Northern' was in recognition of the Marcos family's fiefdom in the province of Ilocos Norte, Northwest Luzon. The family may have been at least sleeping partners. There was not much start-up capital. The first two ships, *Don Salvador* (named after Roberto's father) and *Don Amando* were just two years old but actually capital-intensive fish freezer and cannery ships that had been reallocated by the Reparations Commission after a rather complex venture with the Estancia Farmers' Cooperative Marketing Assoc. Inc., involving a further four additional new fishing ships built in Japan had failed. Presumably there was some nudging by Marcos in favour of Benedicto, who had no experience in shipping.



Trials view of fish factory ship MAGSAYSAY (Miho Zosensho/*Sempaku Shashin* 1960).

The ships were to have been paid off in pesos from 1963 to 1972 in ten equal instalments but the liability was challenged just before the first payment fell due. Hearings and appeals would last until 1970, by which time inflation had greatly exceeded the 3% interest rate. In such a way, the new company was able to secure two ships at minimal capital cost and convert the redundant machinery space and dormitory-type accommodation for 153 workers for passenger use. There was also had a modest 350 tons of cargo space in two midshipholds. In September 1960 *Don Salvador* inaugurated a monthly interisland service from Manila to Cebu, Iloilo, Pulupandan (Negros Occidental) and Mindanao. The four months between delivery 25 April/26 May and commissioning (3 September/7/October) suggest that substantial work was involved in the conversion, presumably stripping out the now redundant freezing and canning equipment and adding awnings between the bridge and aft accommodation blocks to increase passenger capacity to possibly around a thousand. It would all been improvisation but the result would have been two newer, bigger and faster ships than the many conversions of wartime FS-type freighters to passenger use. With the benefit of a steady stream of revenue, from 1963 to 1966 Northern Lines was able to add a ship each year to the fleet, all secondhand purchases from Japan and in March 1964 enabling a cargo line to be opened between the Philippines and Japan, probably loading sugar as the main northbound cargo, as well as inter-island

cargo routes such as Manila-Pulupandan-Cebu-Dadiangas-Davao. The funnel scheme was buff with a blue band of varying width bearing a large white triangle with markings dominated by the letters 'N' and 'L' in red.

In August 1966 Northern Lines made a leap into international bulk shipping with delivery of its a large bulk carrier, the 18,745-dwt, 14.5-knot *Dona Corazon*, to carry sugar from the Philippines to the United States. One of the conditions of Philippine independence in 1946 and tracing back to the Jones-Costigan Act of 1934 was a quota of 980,000 short tons for the import of Philippine sugar to the United States, though Charng-Yeong Ku notes that because of the need for postwar rehabilitation, not until 1955 was the Philippines able to fulfill that quota. After the suspension of U.S. imports from Cuba in 1960, all quotas were redistributed. The Philippine base quota was raised to 1,050,000 tons with pro-rata allowance for additional shipments. These imports were delivered to both West and East Coast ports. Historically sugar had been carried as bottom cargo by scheduled cargoliners but by the 1960s those ships were able to loaded more valuable import cargo from Hong Kong, Taiwan and Japan, so that sugar became primarily a tramp cargo in bulk consignments. Bulk shipment was preferred for fast discharge in U.S. ports, which required better loading facilities in Luzon and Negros.

Dona Corazon was therefore a well-timed investment that offered not only bulk shipment but also economies of scale. She was a 18,745-dwt single-decker with large 34-foot square hatches and six sets of 5-ton derricks. Service speed was 14.5 knots. The builders, Namura Zosen in Osaka, had in the previous year built the 11,000-dwt, 18-knot Mitsui-OSK cargoliner *Rio De Janiero Maru*, and were now embarking upon a building program that would soon turn out half a dozen 30,000 dwt Handysize bulk carriers annually, so for reputational reasons, great care would have been taken with this first vessel. As a bulk sugar carrier she would have needed heavy scantlings and according to LR was indeed built to handle heavy cargoes and strengthened athwartships with bulkheads providing six hatches. Her two ensuing sisters, of identical overall dimensions, with the same deadweight capacity and the same Burmeister & Wain engines made by Mitsui Zosen at Tamano and probably benefitting from improved computer-aided design had a lighter arrangement of only five hatches.

Named after Benedicto's parents, the subsequent *Don Salvador* was delivered in July 1969 and *Dona Hortencia* in January 1970. This time the builders were Hakodate Dock at Muroran, who since the Greek-owned *Panaghia Theoskepasti* (1958) had specialized in this type of modern trampship and built a considerable number for Greek (including 15 for Stavros Livanos), Hong Kong and, in one case, Taiwanese owners. All three ships were registered to the subsidiary Molave Bulk carriers Inc. ('Molave' is a genus of Philippine tree). In November 1972 Molave took delivery from Hakodate of the larger 29,218-dwt *Dona Corazon II*. She was still a similar 6-hold design but with more powerful Sulzer engines made by IHI and a bulbous bow for a service speed of 15.5 knots. Lloyd's Register notes her as strengthened for heavy cargoes. A sistership, *Don Salvador II*, followed in July 1974. These two larger ships replaced their three bulk carrier predecessors.

Meanwhile, in September 1972 President Marcos had declared martial law with the full powers of a dictator. Benedicto's star now waxed. In 1971 Marcos appointed him to replace Jose S. Laurel III as Ambassador to Japan. Benedicto facilitated ratification in December 1973 of the long-stalled Philippines-Japan Treaty of Amity, Commerce and Navigation, signed in December 1960, to give Japan

'most-favored nation' status in the Philippines, and helped to arrange the visit to the Philippines of Japanese Prime Minister Kakuei Tanaka that followed almost immediately afterwards from 7-9 January 1974.

In June 1974 Marcos set up the Philippine Exchange Corporation (Philex) to monopolize the buying and selling of sugar, including export sugar, the aim being partly to reduce the mill earnings of his political rivals and partly to gain control of the middleman revenues with scope for siphoning off. After this ill-conceived venture had quickly been dragged down by mismanagement and deficits, in mid-1977 Marcos empowered the Philippine Sugar Commission (Philsucom) to take over from Philex with the monopoly power of a 'single buying and selling agency'. Benedicto was recalled from Japan to become its head. He had recently become the owner of three newly commissioned sugar mills: United Sugar Milling in Negros Occidental, Bukidnon Sugar Mill (North-Central Mindanao) and North Cotabato Sugar (also Mindanao).

Sugar, however, was only one part of Benedicto's sprawling business empire. Under martial law, newspapers, radio, television and telecommunications became the core. According to Wikipedia, 'At the prime of his career, Benedicto's business empire consisted of 85 corporations, 106 sugar farms, 14 haciendas, other agricultural lands, 17 radio stations, 16 television stations, 2 telecommunications networks, 7 buildings, 10 vessels and 5 aircraft. He also owned 14 hectares of real estate in Bacolod City, 13.5 billion shares in Oriental Petroleum, and membership shares in golf and country clubs estimated at almost half a million US dollars. Overseas, he owned a sugar mill in Venezuela, a trading company in Madrid, bank deposits, mansions, and limousines in California'. Mention might also have been made of casinos. Marcos's executive secretary is reported to have estimated that in 1983 Benedicto's net worth was \$800 million.

Such was the background to the order by Northern Lines about March 1974 for four 26,000-dwt, 15-knot 'Cardiff'-class bulk carriers from Govan Shipbuilders of Glasgow, a big order for the struggling Clyde yard, actually the old Fairfield yard. Slightly smaller in deadweight than the latter Hakodate pair, they had 5 holds and 5 hatches, each served by a 15-ton crane. They were strengthened for heavy cargoes such that the short Nos 1 and 3 holds or Nos 1 and 4 might be empty. Practical 6-cylinder Burmeister & Wain engines built by J.G. Kincaid & Co. at Greenock gave a speed of 15 knots. With a combined cargo capacity of around 100,000 tonnes for the Clyde-built quartette and another 58,000 dwt for the newer Hakodate pair, and assuming an average of five voyages a year (four to East Coast or perhaps six to the West Coast), notionally the Northern Lines' bulk carriers could carry around half of the annual Philippine shipment to the U.S. (1.45 million tons in 1973). It would have been a good business with guaranteed northbound loadings; return voyages were often with scrap to Japan, then bulk imports back to the Philippines.

Photographs show these vessels introduced an imaginative new and easily recognisable funnel colour scheme, a plain green background with a capital letter in white:

A - DONA HORTENCIA II

D - DON SALVADOR III

E - DONA MAGDALENA

F - DONA PAZ

Presumably the letters B and C were allocated to DON CORAZON II and DON SALVADOR II/LA CARLOTA. These six ships would constitute the core of the fleet for the next decade. Only two further

6,000-dwt shortsea freighters would be added in 1980-81 before the downfall of President Marcos brought Northern's operations to a halt.

After Marcos fled to Hawaii in February 1986, efforts were made by the Presidential Commission on Good Government to uncover his wealth of him and that of his cronies. On 7 May 1986 twenty of Benedicto's companies were sequestered. The writ was served at the head office in the FEMII Building on Aduana [Customs House] Street in Intramuros and applied to Northern Shipping Lines, its affiliates Molave, Aklan, Coron, Ecija, Fuga and also Marapara Shipping, Peninsula Tourist & Shipping Corp., Negros Stevedoring, Belgor Investments, Agrid Ford Inc., Agro-Industrial & Commercial Security Agency, Association of Integrated Millers, Lapay Development Corp., Maranao Oil Resources, Mindanao Nickel Mining and Universal Equity Corp. ('Business Day', 8 May 1986). A claim for forfeiture was lodged on 31 July 1987. Eleven ships were also sequestered, though it transpired that only seven remained in the fleet, and were then sold of one by one, some for further trading, some for scrap. The four 'Cardiff'-class bulk carriers resumed trading under new owners, two subsequently being lost at sea, the other two being broken up in 1999 and 2001.

'Washington Post' (18 Sept. 1978) reported that Benedicto 'appears to be active in the foundation that holds a substantial portion of the president's personal assets'. It was a tangled web and the Commission was never able to establish where Benedicto's wealth ended and that of the Marcos family began. For example, Benedicto's associates denied knowledge of Lapay, Maranao and Mindanao Nickel. Peninsula Tourist & Shipping Corp. appeared to be no more than a nominee shipowner on behalf of Marcos-Romualdez family casino interests. In 1990, in return for immunity from prosecution, Benedicto agreed to surrender 'US\$16 million of Swiss banks deposits, shares in 32 corporations (including 100% of California Overseas Bank, cash dividends in his firms, and 51 percent of his agricultural land holdings'. Marcos died in Hawaii in September 1989, Benedicto in Bacolod City on 15 May 2000 at age 83.

Addendum: Sugar cargoes at Boston (Bill Schell, 27 July 2022)

After WW II raw sugar imports were subject to a quota system intended to protect domestic producers, that is cane sugar producers in Hawaii, Puerto Rico, Florida and Louisiana and northwestern growers of sugar beets. These quotas were allocated by country of origin and soon became a foreign policy tool for dealing with Caribbean Islands, the Dominican Republic in particular – Cuba's very big quota vanished once Fidel Castro came to power. The quotas were distributed widely around the world to include India (white crystal after most of the molasses had been removed), Australia, Fiji, Brazil, and of course the Philippines. On several occasions I observed one of the 'DOÑA's having to wait two or three weeks at anchor outside the three mile limit until the start of the next quota year.

In Boston there were two refineries in Boston. American Sugar had a refinery on the Fort Point Channel in South Boston dating back to the 19th century but since much expanded. Because of draw bridges in the approaches, the size of vessel was restricted to not much larger than a C1-MAV. Much of their imports came from Cuba and later the Dominican Republic. In 1960 they built a new refinery in Charlestown on the Mystic River with a pier and gantry crane for grab discharge onto an enclosed conveyor to the storage facility. Their own Danish-built, 9500-dwt bulker *Domino Crystal* (1960) shuttled back and forth between Boston (also a refinery in Brooklyn, New York) and the Dominican Republic.

The other refinery belonged to Revere Sugar, a United Fruit affiliate that historically processed sugar from Cuban plantations owned by U.F. affiliates and after WW II was carried in a fleet of five C1-MAVs on Honduran registry. At some point in the early 1960s, they rebuilt their facility with gantry cranes (grabs) on the end. Around 1966 they sold off their own ships and chartered in tramps.

When regular cargo-liners carried sugar it was as either full cargoes or as parcels (lower holds) on voyage charters. The U.S. sugar industry had its own charter party with very carefully constructed terms. There were clauses specifying the minimum length of mooring lines (to accommodate piers in Philadelphia where the ships had to shift under fixed unloaders), and elaborate hold fitting clauses to shield the refineries from damage claims and to set up a deduction from freight payment for awkward spaces in cargo holds. As an agent, I sometimes got the task of explaining to shipowners what some of these clauses meant because their chartering brokers had not explained the 'ins and outs' when they made the fixture.

By the 1960s the eastbound transpacific trade was such that liner operators would no longer have been looking for bottom cargo because they could fill every inch with high-rated general from Hong Kong and Japan, though not so the other way with Japanese liners regularly loading coal in the lower holds in Hampton Roads.

Northern Lines was always full cargoes of raw sugar and to the best of my recollection always a one-port discharge. In the late 1970s both their Japanese-built and the Upper Clyde-built bulkers were geared.

Sources

Fune no Kagaku

Ku, Charng-Yeong, 'The Political Economy of the Philippine Sugar Industry', PhD, Ohio State (1989).

McCoy, A.W., 'A Queen Dies Slowly: The Rise and Decline of Iloilo City' in A.W. McCoy & Ed. C. de Jesus (eds), *Philippine Social History*, Ateneo de Manila UP (1989).

Schell registers (annual)

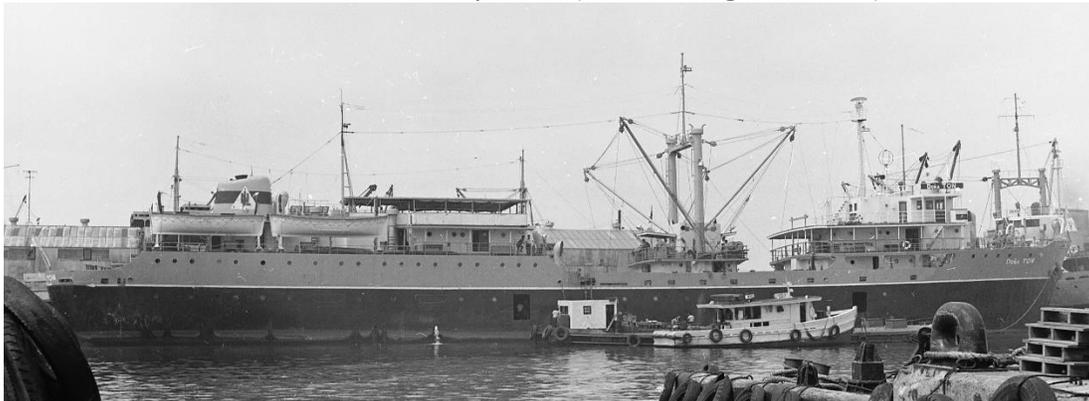
Wikipedia

Fleet List

DON SALVADOR (1960-69) 2530/58-9 (261.8 x 39.5', M6cy/11½k Akasaka Tekkosho)
Built by Miho Zosenso, Shimizu (#230) and 30/6 launched for Philippine Gov't Reparations Commission (Estancia Farmers' Cooperative Marketing Assoc. Inc., mgrs) as fish freezer/cannery ship MAGSAYSAY (350mt hold capacity, 35 crew/153 workers) to be based at Iloilo. On trials found to be top heavy, 1 00kt of gravel and concrete installed as fixed ballast in double bottom. 10/9/58 delivered to Philippine Reparations Commission but laid up at Shimizu. 25/12/58 sent SOS with engine problems, flooding off Shikoku in rough weather on delivery voyage, but reached Kobe. 25/4/60 del. to Northern Lines Inc. under long-term contract of payment (to 1972) r. DON SALVADOR and conv. for passenger service, 3/9/60 inaugurated Manila-Iloilo-Pulupandan-Zamboanga-Cotabato-Davao-Cebu service. 1968 conv. to general cargo vessel. 1969 r. DONA TON. 23/3/73 o/v Manila-Pulupandan damaged by fire in engine room fire off Panay, gutted, CTL. 1975 broken up by National Steel Corp. at Iligan [*Commercial Fisheries Review*, Oct. 1958; photo as MAGSAYSAY in *Sempaku Shashin* 1960, similar in *Manila Times* 7/10/61].

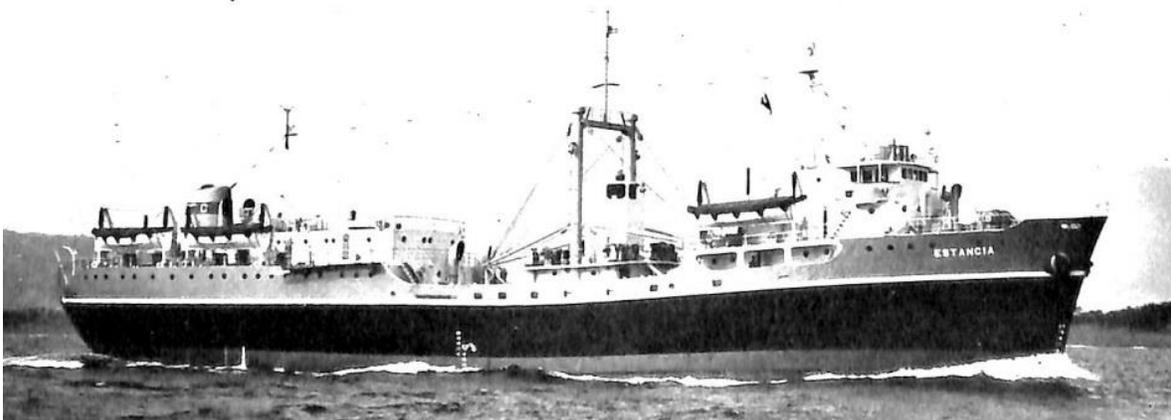


MAGSAYSAY on completion (*Fune no Kagaku* 10/58).



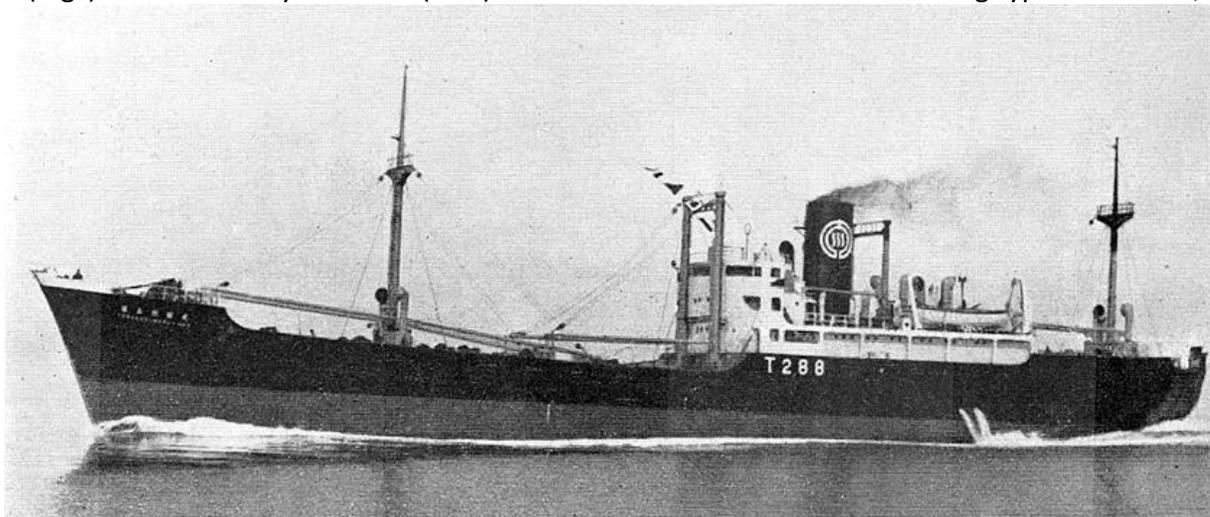
DONA TON after conversion to a cargo vessel, Manila North Harbor 16 June 1970. Awning decks can still be seen behind the bridge (without boat) and forward of the two aft boats (W. Schell)

DON AMANDO (1960-77) 2530/58-11 (261.8 x 39.5', M6cy /11½k Akasaka Tekkosho)
 Built by Miho Zosen, Shimizu (#231) and launched end 8/58 for Philippine Gov't Reparations Commission as fish freezer/cannery ship ESTANCIA (350mt hold capacity, 24 crew/153 workers) to be based at Iloilo. 26/5/60 del. to Northern Lines Inc. under long-term contract of payment (to 1972) r. DON AMANDO and conv. for passenger service, 7/10/60 in service Manilla-Iloilo-Pulupandan-Zamboanga-Cotabato-Davao-Cebu. 1968 conv. to general cargo vessel. 1977 after prior default finally sold to Northern Lines Inc. r. PIMECO. 1981 r. PIMECO I. 8/82 demolition commenced at Navotas, Metro Manila by L. Acquario Junk Dealer.



DON AMANDO as fish freezer/factory ESTANCIA (*Fune no Kagaku* 12/58).

DON HERNAN (1963-67) 2254/49-1 (298.6 x 42.7', 11½k M6cy/12½k by Akasaka Tekkosho, Yaizu) Built by Harima Zosensho, Aioi (#442) for Terukuni Kaiun K.K., Tokyo with double reduced steam turbines (1928 shp max. 14.488k) by Ishikawajima Zosensho as TERUKUNI MARU No.5 [described as 'one of the finest ships of its type built in Japan in 1949']. 9/57 refitted with diesel engines. 1963 sold to Northern Lines Inc. r. DON HERNAN. 13/4/63 sailed Manila on first voyage for Pulpandan, Cebu, Dadiangas, Davao, Iloilo (passengers and cargo). 5/64 t/f to Japan run. 17/11/67 o/v Philippines to Japan (logs) wrecked on Ryukan Sho (reef) off Okinawa in 26.06N 127.32E during typhoon 'Gilda', CTL.



TERUKUNI MARU No. 5 running trials (*Sempaku Shashin* 1951).

DON JACINTO (1964-70) 2304 (3152)/48-12 (298.1 x 42.9, M6cy/12½k by Akasaka Tekkosho) Built by Harima Zosensho, Aioi (#440) for Terukuni Kaiun K.K., Tokyo with T3cy engines (2093 ihp, 11.5k) as TERUKUNI MARU No. 2. 11/58 fitted with diesel engines. 1964 sold to Northern Lines r. DON JACINTO. 13/3/64 maiden sailing Manila-Japan. 1970 sold to A. San Pedro Shg Lines Inc. r. LEONILA. 1973 sold to Vlasons Shg Inc. r. VLASONS-I. 3/12/77 o/v Port Irene to Manila (logs) foundered off Aparri, Luzon with loss of 9 crew.

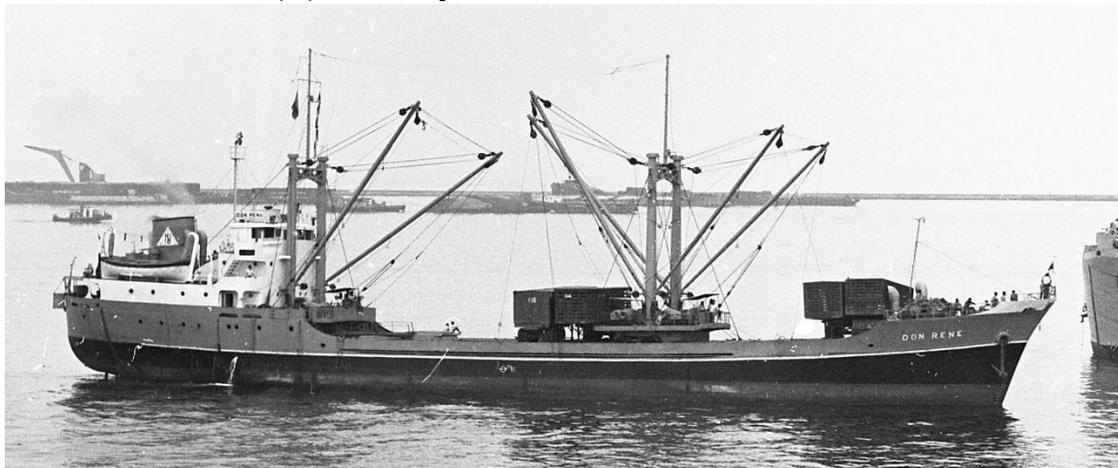


TERUKUNI MARU No. 2 at Otaru as built with SCAJAP No. T281 (Uhachi Kinoshita/Imai).



LEONILA at Manila South Harbor, 24 May 1970 (W. Schell).

DON RENE (1965-77) 1210 (1881)/59-8 (225.5 x 36.11', M6cy/9½k by Kinoshita Tekkosho)
 Built by Nakamura Zosen Tekkosho, Matsue (#161) for Kondo Kaiun K.K., Imabari as TAIRA MARU. 1965 sold to Northern Lines Inc. r. DON RENE. 9/2/65 entered weekly cargo-only interisland service Manila-Pulupandan-Cebu-Dadiangas-Davao. 1976 t/f to Molave Bulk Carriers. 11/1/77 o/v Manila-Hong Kong (cement) stranded on Pratas Reef and abandoned by crew, prior 1/6 refloated by Man On Shg Co., towed to Hong Kong. 7/77 demolition commenced at Hong Kong by Loy Kee Shipbreaker & Tptn Co. Ltd [*Photo in Manila Times 22/2/65 P.23A*].



DON RENE at Manila South Harbor, 17 June 1970 (W. Schell).

DONA HORTENCIA (1966-70) 3157 (4376)/49-3 (323.6 x 46.2', M6cy/10½k by Ito Tekkosho)
Built by Kawasaki Jukogyo K.K., Tanakawa (#865) for Kawasaki Kisen K.K., Kobe as TOMOKAWA MARU.
By L66 sold to Kobe Sanbashi K.K., Kobe. 1966 sold to Northern Lines r. DONA HORTENCIA. 1970 r.
DONA PAZ. 1974 r. J.R. ONE. 1983 sold to JVR Shg Co. Inc., Philippines r. DON AMANDO. DLR 1990.

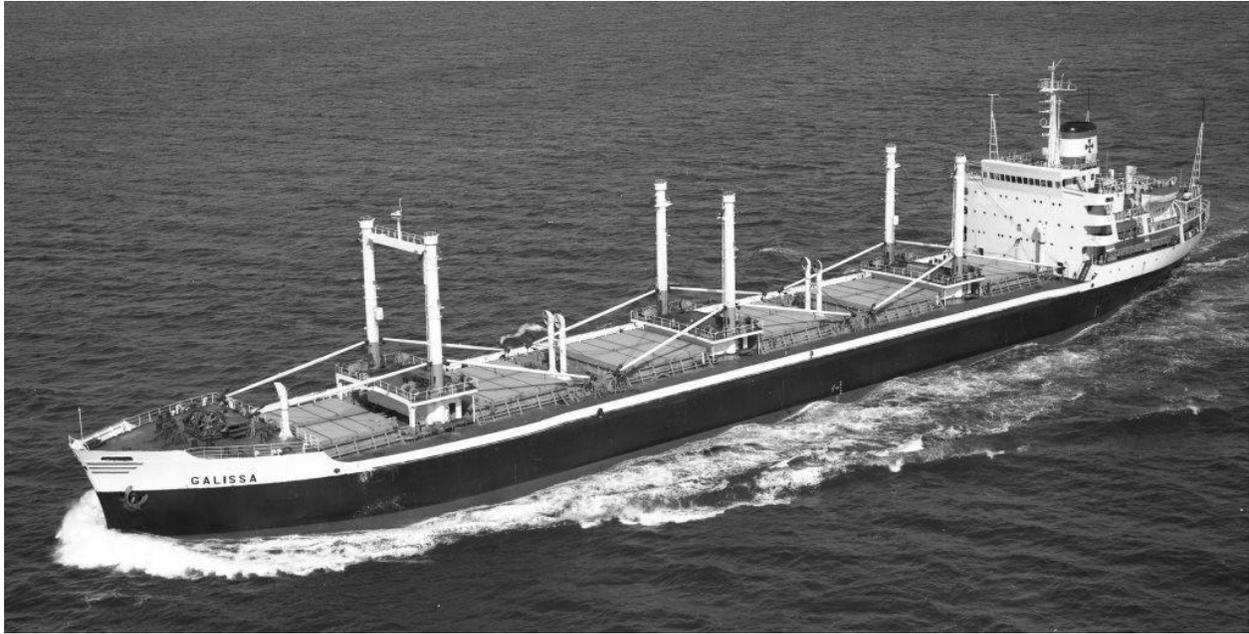


DONA PAZ at Manila South Harbor, 1 June 1970 (W. Schell).

DONA CORAZON (1966-72) 12,171 (18,745)/66-8 (b.c., 508.6 x 74.3', M7cy/14½k B&W by Mitsui Zosen, Tamano)
Built by Namura Zosen, Osaka (#356) for Northern Lines as DONA CORAZON (strengthened for heavy cargoes). 1972 sold to Syra Cia. Maritima S.A (John Theo & A.T. Vatis), Greece r. SYRA. 1976 t/f to Galissa Cia Maritima S.A., Syros r. GALISSA. 1980 sold to Tinalina Shg. Co. Inc. (S. Stravelakis Cia Nav. S.A.), Piraeus r. PEGASUS. 29/5/86 arr. Kaohsiung for demolition by Chi Hsiang Steel Ent. Co. Ltd., 3/10 work began.



DONA CORAZON at Manila 4 July 1970 (W. Schell).



6-hatch DONA CORAZON well maintained as Greek-flag GALISSA (P. Foxley/W. Schell).

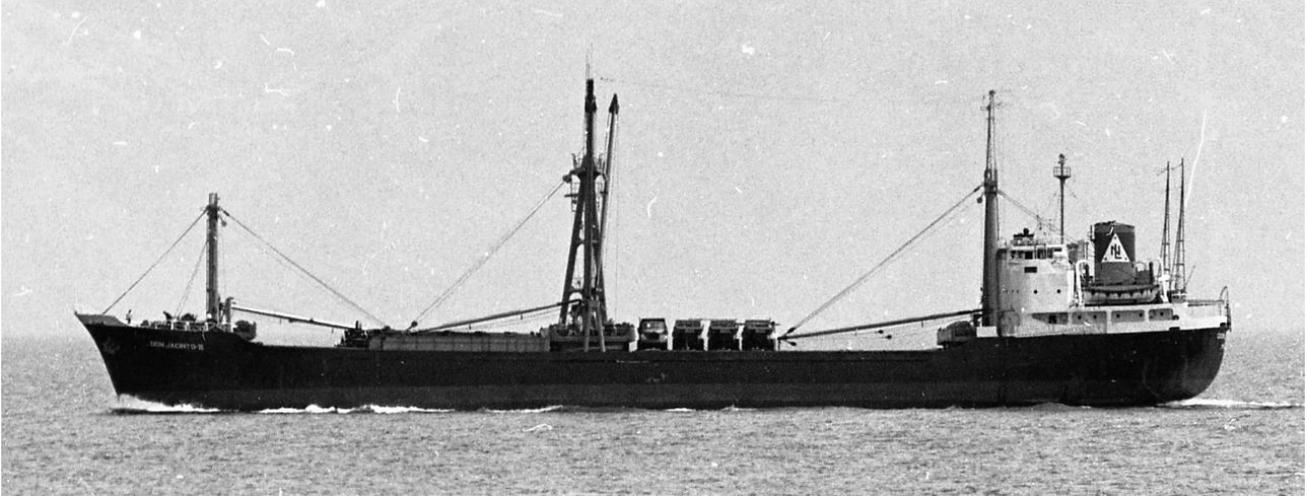
DONA PACITA (1967-75) 2700 (4279)/62-10 (319.2 x 45.2', M6cy/8½k by Hanshin Nainenki, Kobe)
Built by Hashihama Zosen, Imabari (#133) for Nippi Boeki K.K. & Shonan Kisen K.K., Imabari as NIPPI MARU. 1967 sold to Northern Lines Inc. r. DONA PACITA. 22/2/75 o/v Tomakomai-Kinoura in ballast grounded off Onagawa in 38.24N 141.36E, broke in three and sank with loss of 11 out of 38 crew [NO IDENTIFIED PHOTO]

DON HERNAN II (1968-83) 3294 (5065)/61-3 (335.10 x 49.5', M7cy/13k by Kobe Hatsudoki)
Built by Sanoyasu Dockyard, Osaka (#184) for Kansai Kisen K.K., Osaka as NANYO MARU. 1968 sold to Northern Lines Inc. r. DON HERNAN II. 1983 sold to Panapino Marit. S.A., Panama r. PANAPINO. 7/83 demolition commenced at Hong Kong by Hing Fat Metal Co.



DON HERNAN II as NANYO MARU (Kansai Kisen history).

DON JACINTO II (1968-81) 2413 (4276)/65-4 (316.5 x 44.5', M8cy/12k by Hanshin Neinenki)
Built by Imabari Zosen, Imabari (#136) for Biko Kisen, Namikata as BIKO MARU. 1968 sold to Northern Lines Inc. r DON JACINTO II. 1981 sold to Ursa Tradeship Ltd., Limassol r. LILA. 1983 sold to Green Sh. Lines (later Greenland Shg Co.), Dubai r. SEA BIRD. 1988 r. APPLE (same owner). 18/10/88 arr. Gadani Beach for demolition by Muzaffar Ahmed & Co., work began same day.



DON JACINTO II off Cape Santiago, Luzon 3 June 1970 (W. Schell).



DON JACINTO II in front of the WTC Building, Tokyo 2 September 1973 (SK*).

DON SALVADOR (1969-73) 10,964 (18,733)/69-7 (b.c., 508.6 x 74.4', M7cy/14½k B&W by Mitsui Zosen, Tamano)

Built by Hakodate Dock Co. Ltd, Hakodate (#429) for Northern Lines as DON SALVADOR. 1973 sold to Cia Fletera Cajotamil S.A. (John Theo & A.T. Vatis), Syros r. YDRA. 1979 sold to Tourloti Cia Nav. S.A. (G. & N. Angelakis Shg Co. mgrs), Piraeus r. KALLIOPI A. 25/11/84 o/v New Orleans-Pohang sprang a leak in hold and sank in 08.00N 88.00W.



DON SALVADOR (*Fune no Kagaku* 7/69).

DONA TON (1969-75) 2530/58

see DON SALVADOR (1960-69)

DONA HORTENCIA (1970-73) 10,964 (18,733)/70-1 (b.c., 508.6 x 74.3', M7cy/14½k B&W by Mitsui Zosen, Tamano)

Built by Hakodate Dock Co. Ltd, Hakodate (#431) for Northern Lines as DONA HORTENCIA. 1973 sold to Efotini Comp. Nav. S.A., Piraeus r. FOTINI D.E. 23/7/85 o/v La Guaira to US Gulf (ballast) stranded on reef in Caribbean in 15.53N 78.34W, 3/7 abandoned, CTL.



DONA HORTENCIA at New Orleans, July 1971 (Eric Johnson/W. Schell).

DONA MARCELINA (1970-74) 3118/70-3 (326.4 x 49.9', M6cy/12½k by Hanshin Nainenki)

Built by Shikoku Dock Ind. Co. Ltd, Takamatsu (#733) for Northern Lines as DONA MARCELINA. 1974 sold to Yick Fung Shg & Ent. Co. Ltd., Mogadishu r. SHEN SHAN. 1976 t/f to China Ocean Shg Co., PRC (Bureau of Maritime Transport Administration Shanghai Branch) r. ZHAN DOU 20. 1985 r. LIN HAI 20. 1999 t/f to China Shipping Group Co., Shanghai. 6/2012 RLR.



DONA MARCELINA at Manila South Harbor, 1 June 1970 (W. Schell).

DON RUFINO (1970-74) 3118/70-7 (326.4 x 49.9', M6cy/12½k by Hanshin Nainenki)
Built by Shikoku Dock. Ind. Co. Ltd, Takamatsu (#735) for Northern Lines as DON RUFINO. 1974 sold to Yick Fung Shg & Ent. Co. Ltd., Mogadishu r. LIN SHAN. 1976 t/f to China Ocean Shg. Co., PRC (Bureau of Maritime Transport Administration Shanghai Branch) r. ZHAN DOU 16. 1985 r. LIN HAI 16. 1999 t/f to China Shipping Group Co., Shanghai. 6/2012 RLR.



DON RUFINO later as ZHANDOU 16 (coll. Markus Berger).

DON ISIDORO (1970-76) 3118 (5109)/70-6 (326.4 x 49.9', M6cy/12½k by Hanshin Nainenki)
Built by Shikoku Dock Ind. Co. Ltd., Takamatsu (#734) for Northern Lines as DON ISIDORO. 1976 sold to Eastern Shg Lines Inc. r. EASTERN SATURN. 1984 sold to Philippine Commercial & Industrial Bank (Eastern Shg. Lines mgrs). 1986 sold to Seven Bros. Shg Corp., Manila r. DIAMOND RABBIT. Still listed LR 2006. NFI.

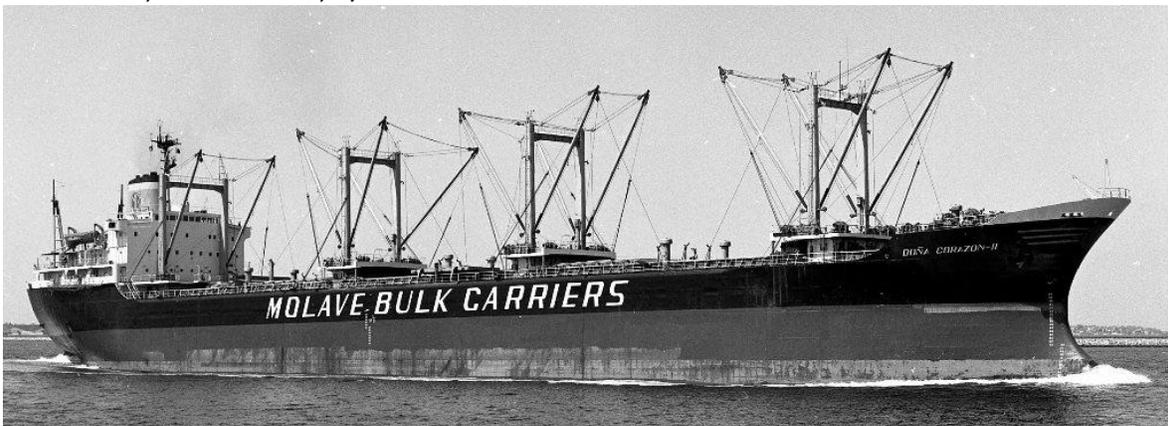


DON ISIDORO later as EASTERN SATURN at Kobe (SK*).

DONA PAZ (1970-74) 3157/49 see DONA HORTENCIA (1966-70)

DONA CORAZON II (1972-89) 15,892 (29,218)/72-11 (b.c., 180.80bb x 23.14m, M6cy15.5k Sulzer by IHI)

Built by Hakodate Dock Co. Ltd., Hakodate (#573) for Molave Bulk Carriers Inc. (Northern Lines Inc. mgrs) as DONA CORAZON II. 6/7/86 laid up at Manila. 24-25/10/88 blown aground by typhoon 'Ruby', but refloated 9/11 with slight damage. 1989 sold to Good Faith Shg Co., Malta r. CORAZON. 1/8/90 abandoned by crew after forward section had broken off in Hurricane 'Bertha' off Cape Cod o/v Chalkis-New York, six crew lost, 2/8 sank in 40.32N 62.47W.



DON CORAZON II at Boston, 2 May 1979 (W. Schell).

DON SALVADOR II (1974-77) 15894 (29,218)/74-7 (b.c., 180.83bb x 23.17m, M6cy17.5k Sulzer by IHI)

Built by Hakodate Dock Co. Ltd., Hakodate (#574) for Molave Bulk Carriers Inc. (Northern Lines Inc. mgrs) as DON SALVADOR II. 1977 r. LA CARLOTA (same owners). 1986 repossessed by Philippine Government, 26/4/86 laid up in Manila Bay. 10/1/87 gutted by fire while still laid up. 2/90 reported sold to Santa Ana Marketing Corp. for demolition at Bataan.



DON SALVADOR II approaching the refinery at Boston, 29 September 1975 (W. Schell).

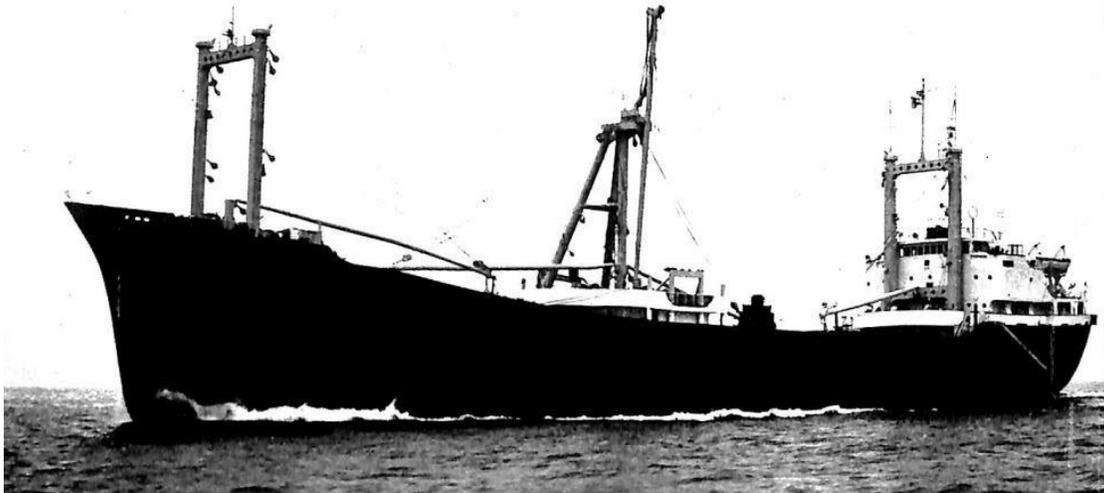


LA CARLOTTA at Boston, 5 May 1977 (W. Schell).

J.R. ONE (1974-83) 3157/49 see DONA HORTENCIA (1966-70)

PETRON I (1974-7?) 3485 (6489)/74 (tkr, 103.28 x 15.02m, M6cy/12k by Akasaka Tekkosho)
 Built by Taihei Kogyo, Akitsu (#311), launched for Konan Kaisho K.K., Tokyo as FUJIAKI MARU but
 completed for Petrophil Corp. (Northern Lines Inc. mgrs), Manila as PETRON I. 197? sold to
 (presumed) Philippine National Oil Corp. later PNOC Shg. & Tpt. Corp. 1999 r. RAHA SIKATUNA. 2000
 sold to Al; Batool Shg Co. Ltd, Phnom Penh r. SALMAN. 3/4/12 deleted from LR. [NO IDENTIFIED
 PHOTO]

DONA PACITA II (1975-86) 2996/ (5078)/66-7 (334.4 x 49.4', M7cy/15.293k/12½k by Ito Tekkosho)
 Built by Tsuneishi Zosensho, Numakuma (#152) for Yamada Kaiun K.K., Anan as YAMAMAT(S)U MARU.
 1972 t/f to Mount Shg Co. S.A., Panama r. SUN PINE. 1975 sold to Northern Lines Inc. r. DONA PACITA
 II. 8/2/86 demolition commenced at Utsumi-cho, Kagawa Prefecture, Japan by Sanoyasu Shoji K.K.



DONA PACITA II as YAMAMATSU MARU (*Fune no Kagaku* 9/66).

PIMECO I (1976-78) 1936 (3015)/63-2 (285.9 x 42.2', M6cy/14.225k/12k by Ito Tekkosho)
Built by Kurushima Dock Co. Ltd., Imabari (#147) for Uwajima Shosen K.K. Uwajima as SHINKO MARU.
1976 sold to Northern Lines Inc. r. PIMECO I. 1978 r. DON AMANDO. 1981 sold to JVR Shg. Co. Inc.,
Philippines r. LADY LIEZEL. Likely sold, sunk or scrapped before 9/91 as owners out of business from
this date, 5/2005 RLR.



PIMECO I as SHINKO MARU, running trials (*Fune no Kagaku* 4/64).

DONA HORTENCIA II (1976-85) 16,244 (26,587)/76-9 ('Cardiff' class b.c., 175.14bb x 25.53m, M6cy/15k
B&W by J.G. Kincaid & Co., Greenock)
Built by Govan Shipbuilders, Govan (#222) for Aklan Bulk Carriers Inc. (Northern Lines Inc. mgrs) as
DONA HORTENCIA II. 1985 sold to Golden Empire S.S. Inc., Greece r. GOLDEN EMPIRE. 1998 sold to
Well Speeder Mar. Inc., St. Vincent r. WELL SPEEDER. 6/9/99 sank in 20.24S 56.26E after taking in
water in holds Nos 1 and 2 in heavy weather on passage Port Louis-Nigeria with 24,000 tonnes of
cement.



DONA HORTENCIA II nearing completion (Paul Strathdee/shipspotting.com).



DONA HORTENCIA II outbound from Boston, 29 March 1979 (W. Schell).

DON SALVADOR III (1976-86) 16,244 (26,587)/76-11 ('Cardiff' class b.c., 175.14bb x 25.53m, M6cy/15k B&W by J.G. Kincaid & Co., Greenock)

Built by Govan Shipbuilders, Govan (#223) for Coron Bulk Carriers Inc. (Northern Lines Inc. mgrs) as DON SALVADOR III. 1986 repossessed by Development Bank of the Philippines, laid up in Manila Bay. 1986 reported r. DRILCA but sold 1987 as DON SALVADOR III to Singa Ship Holdings Ltd., Monrovia r. SINGA SUN. 1995 sold to Star Glory Co. Ltd, Kingstown (VCT) r. STAR GLORY. 19/12/01 broken up at Chittagong [*Photo laid up 10/1/87 in MN 10/88*].



DON SALVADOR III fitting out (Paul Strathdee/shipping.com).



DON SALVADOR III outbound at Boston on 26 October 1977 (Albert Guerra/W. Schell).

DONA MAGDALENA (1976-86) 16,244 (26,586)/76-12 ('Cardiff' class b.c., 175.14bb x 25.53m, M6cy/15k B&W by J.G. Kincaid & Co., Greenock)

Built by Govan Shipbuilders, Govan (#224) for Ecija Bulk Carriers Inc. (Northern Lines Inc. mgrs) as DONA MAGDALENA. 1986 repossessed by Development Bank of the Philippines, laid up in Manila Bay. 10/6/87 sold to Singa Ship Holdings Ltd., Philippines r. SINGA SEA. 4/7/88 o/v on voyage Bunbury-Rotterdam broke in two and sank in heavy weather 2 days out, 19 crew lost, 6 survivors rescued after 29 days in a lifeboat.



DONA MAGDALENA at Camden, New Jersey, 19 July 1978 (coll. SK*).



DONA MAGDALENA outbound from Boston, 1 July 1979 (Rodney Cowan/W. Schell).

DONA PAZ (1977-81) 16,244 (26,586)/77-3 ('Cardiff' class b.c., 175.14bb x 25.53m, M6cy/15k B&W by J.G. Kincaid & Co., Greenock)

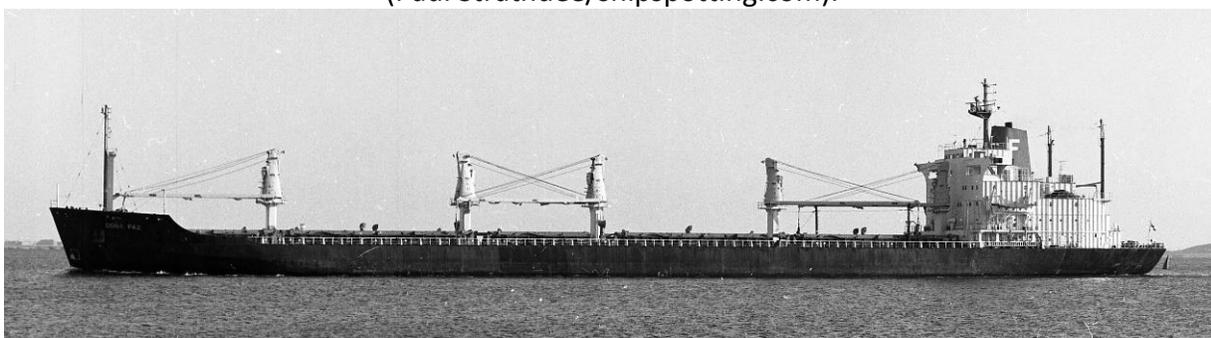
Built by Govan Shipbuilders, Govan (#226) for Fuga Bulk Carriers Inc. (Northern Lines Inc. mgrs) as DONA PAZ. 1981 r. DONA PAZ II. 1986 repossessed by Development Bank of the Philippines, laid up in Manila Bay. 1987 sold to Dona Corp. (Singa Shipmanagement Pte Ltd, mgrs), Monrovia r. SINGA SAGA. 25/6/98 arrived at Gadani Beach for demolition by Tariq Sultan & Co.



Launch of DONA PAZ on Clyde, 18 January 1977 (Paul Strathdee/shipping.com).



DONA PAZ returning from trials, March 1977, led by tug FLYING DEMON.
(Paul Strathdee/shipping.com).



DONA PAZ inbound at Boston, 9 January 1979 (W. Schell).

LA CARLOTA (1977-86) 15894/74

see DON SALVADOR II (1974-77)

PIMECO (1977-81) 2530/58

see DON AMANDO (1963-78)

DON AMANDO (1978-81) 1936/63

see PIMECO I (1976-78)

DON PABLO (1980-88) 2997 (5974)/70 (101.12 x 15.65m, M6cy/12½k by Akasaka Tekkosho)

Built by Kurushima Dockard, Kochi (#497) for Doun Kisen, Namikata as DOUN MARU. 1976 r. OCEAN BETELGUESE (same owners). 1978 r. BONANZA (same owners). 1980 sold to Northern Lines r. DON PABLO. 1988 sold to Philippine Gov't r. BIYAYANG GINTO. 16/8/91 following SOS lost with all hands in 20.08N 109.45E during typhoon 'Fred' on voyage Beihai/Hong Kong with a cargo of kaolin clay [*No identified photo*].

DONA ISABEL (1981-88) 2991 (6037)/71-12 (101.43 x 16.36m, M6cy/12¾k by Akasaka Tekkosho)

Built by Imai Zosen, Kochi (#308) for Kashima Kisen K.K., Hojo as RYOYO MARU. 1973 sold to Farallon Marinera S.A., Panama r. FARALLON GLORY. 1980 r. SUN PETREL (same owners). 1981 sold to Northern Lines r. DONA ISABEL. 1988 sold to United Salvage & Towage (Philippines) Ltd., Philippines r. DON JAMIE. 1990 sold to P.T. Swadaya Lestari Lines, Jakarta r. SWAKARSA. 6/12 reported broken up [*No identified photo*].

DONA PAZ II (1981-86) 16244/77 see DONA PAZ (1976-81)

PIMECO I (1981-82) 2530/58 see DON AMANDO (1963-78)

also

VISAYAN QUEEN (1964-80) 339/55 (42.59 x 7.50m, M6cy by Niigata Tekkosho)

Built by Miho Zosensho, Shimizu as fishing vessel CHOSEI MARU, 1962 r. ITO MARU No. 15. 1964 sold to Northern Lines r. VISAYAN QUEEN, purpose unknown but probably rebuilt as passenger ferry.

11/5/80 capsized on voyage Bacolod-Iloilo, refloated and brought to Iloilo but not yet repaired [MN 1981, p335]. NFI [*No identified photo*].

---o00000o---