

The Harada Fleets

Short History and Fleet Lists

Harada Jujiro CEO, succeeded by Harada Rokuro

Harada Shokai (Harada Trading Co., est. April 1894)

Harada Shoko Goshi Shosen Kaisha (Harada Trading Joint Capital Merchant Ship Company,
est. December 1909)

Nanyo Yusen Kumi (one third participation, est. October 1912)

Nanyo Yusen K.K. (one third participation, est. October 1914)

Harada Kisen K.K. (est. April 1916)

and minority participations in successor companies - fleet lists not included,
any remaining Harada links end with OSK takeover in November 1943:

Chosen Yusen K.K. (est. January 1912)

Nanyo Kaiun K.K. (est. July 1935)

Toa Kaiun K.K. (est. August 1938)

By Stephen Kentwell

Fleet lists translated and edited from

Sempaku Shiko authored by **Sempaku Bukai "Yokohama"**.

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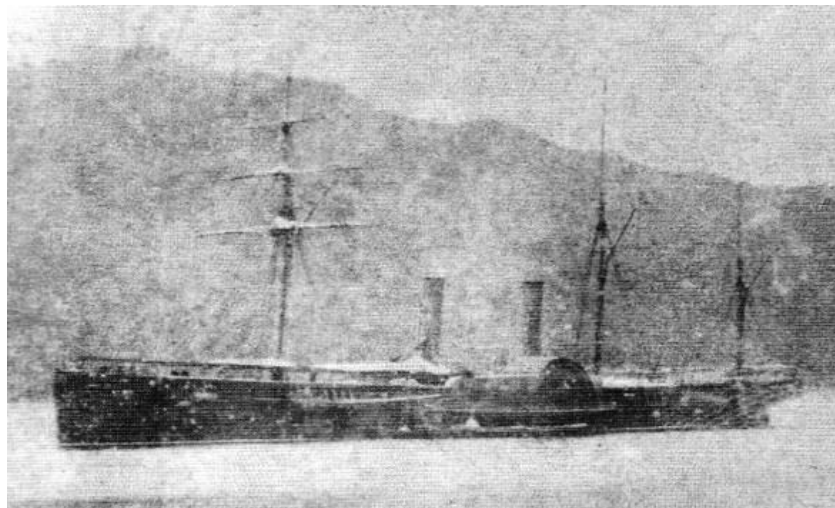
Japanese names are presented in the text and lists with family name first.

The Harada steamship company, once the sixth-largest in Japan and operator of a large shipyard is now almost totally forgotten, except perhaps to collectors of old Harada-published ship postcards. Searching for it and "Harada Zosen" on the internet produces few results apart from newer unrelated namesakes. It is recorded as a minor early entry among scores of other companies in the *Sempaku Shoko*, a compendium of brief shipping company histories and illustrated fleet lists, put together by Japanese shipping history enthusiasts late in the 20th century and available for viewing at Kaiji Shiryo Library in Tokyo and the library adjacent to the preserved *Nippon Maru* in Yokohama. We have drawn from this fleetlist, other works of research and press extracts to assemble this short history which is sourced below.

The founder of this business, Harada Jujiro, was born in 1848 in Kagoshima of the Satsuma Han and is said

by Yasuzumi Katsuomi to have been a samurai. This feudal domain controlled by the Shimadzu family became a leading force in the movement to replace the Tokugawa Shogunate which was struggling to manage Japan's external posture after the United States demanded in 1853 that it abandon its policy of national seclusion. Although we do not have available a detailed life history or photograph, Harada seems first to have come to prominence as an engineer of the Satsuma 3-masted armed paddle packet boat of 1015 gross registered tons *Kasuga*, acquired by the han in 1867 and ceded to the new national government in 1870 (https://en.wikipedia.org/wiki/Japanese_corvette_Kasuga). In 1868, together with Inoue Shintemon, Master of the *Kasuga*, and others, his efforts in an engagement against the Shogunate's warship *Kaiyo* and two other ships off the coast of Aogashima in Awa, led to his promotion as Chief Engineer of *Kasuga*. *Kasuga* later participated in the Battle of Miyako Bay (March 1869) and the Battle of Hakodate (May 1869).

The formerly British vessel, originally named *Kiangsu* (sometimes spelt *Keeangsu* or *Keangsoo*) had been built of wood at Cowes in 1863. With dimensions of 242' x 29', she had been registered in Bombay and then in 1867 in Hong Kong and is recorded in Katsu's IJN history of 1889 as having six canons, horsepower of 300 and delivering a speed of 16 knots making her a strategically valuable vessel in the 1860s on the Chinese and subsequently Japanese coasts. Details of the other Satsuma steamships may be found by doing a search for 'Satsuma' in the Milne list found on the 'Foreign' page of oldchinaships.com.



Shimadzu family collection photo of KASUGA at Nagasaki



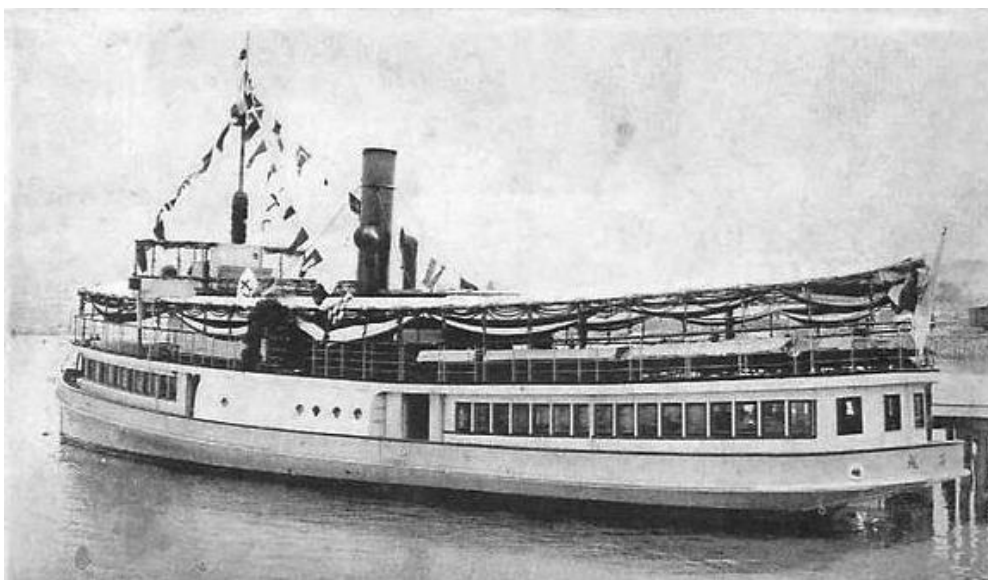
IJMS KASUGA (*Umi to Sora* 6/58).

Although the new national government was established in 1868 with the strong support of the Satsuma han, Satsuma interests subsequently became severely dissatisfied with certain policies. This gave rise in 1877 to the Satsuma Rebellion led by General Saigo Takamori and which Harada is reported to have actively supported on several battlefields. There were intense military clashes in much of southern Kyushu as Japanese government forces slowly suppressed the insurrection. Harada survived the onslaught and, after Satsuma was militarily defeated that year, adjusted to the political realities and moved to the Osaka-Kyoto area, where he was to develop commercial interests.

Harada's undoubted talents as a marine engineer led to his working for the Taiko Kisen company, which operated both freshwater steamships on Lake Biwa north of Kyoto and also seagoing steamers registered in Osaka. As there were no major shipyards on Lake Biwa, the company was also responsible for building and maintaining ships there, activities that would not have been unfamiliar to a *han* steamship engineer. So Harada evidently was able to develop further skills in shipyard maintenance and even shipbuilding, though with limited capital he also needed to devise ways of making a profit. Without a natural son to whom he could pass on his learning, he formally adopted the promising second son Rokuro, born December 1888, of his employer Asami Matazo, President of Taiko Kisen, founder of the 21st National Bank and President of the 64th National Bank, amongst other activities.

The 1890s and early 1900s, with the Sino-Japanese and Russo-Japanese wars and the demands of World War I featured a rapid expansion in the industrial importance of Osaka and also nearby Kobe at the head of the Inland Sea, notably in shipping and shipbuilding. Kobe quickly attained importance as an international port. These cities represented huge employment opportunities for the growing populations of Kyushu, Shikoku and southern Honshu, and maritime connections including especially with Korea were maintained by established companies such as the well-funded Osaka Shosen Kaisha (OSK, founded by diverse Osaka interests in 1884) and the smaller-scale Amagasaki Kisen Kaisha (founded in 1880). Osaka and the treaty port Kobe were also the logical destination ports for ships voyaging from China, rather quickly replacing Nagasaki which had been relied upon previously.

According to the Hitachi Zosen 75 year history, in February 1893 Harada purchased the Miyakawa shipyard on the bank of the Kizu River in Kizugawa 3-chome, Osaka and commenced work there as the Harada Zosen Tekkosho, especially focusing on ship repair and maintenance. Lloyds Register lists at least 32 vessels newly built at Kizugawa and delivered to directly to Harada or to other owners, mostly under 1000 grt but up to 2000 grt, even after the business's takeover by Osaka Iron Works in 1920. Two of these delivered in 1929 had yard numbers 149 and 151, indicating the volume of construction of smaller ships, trawlers and barges.



Freshwater combined transportation and excursion steamer SHIRAIISHI MARU 178/13 (not in L.R.) built by Harada Shoko at Osaka and assembled at Otsu on Lake Biwa for Taiko Kisen was still in use after World War II (S. Kentwell coll.).

The first of Harada's shipowning initiatives was from at least 1894 although the first verifiable purchase, of *Neisei* ('Calm and Normal') *Maru* (320/61) a name he came to favour, was in January 1896. The identity of this vessel, said to have been built in the Netherlands and at one time owned by Kerr, Newton & Co., Glasgow as "*Belter*" is something of a mystery. Research by Martin Lindenborn has failed to find any Netherland connection, and our attention has turned to the Sunderland-built wooden barque *Veleda* (380/61) owned by Kerr, Newton & Co. as a possible candidate although this remains just a suggestion. She disappeared from the British register about 1891 which is the same year the similarly-sized *Neisei Maru*

was entered in the Japanese register for a Kagoshima owner. *Neisei Maru* was subsequently entered into Lloyd's Register as an iron-hulled steamship.

Harada's first three known purchased steamers from 1896, vessels of under 400 grt, were employed on a route linking Osaka via the inland sea with his island of origin, Kyushu, via ports in the inland sea, a service which may not have been fully addressed by the bigger companies. Harada continued to purchase small wooden steamers, probably including vessels in needy condition, which using his shipyard expertise he refitted and often quickly sold to other owners, but a clear interest also emerged in acquiring, building and operating larger iron and steel-hulled vessels, commencing in 1898 and 1899 with two such vessels which were only owned briefly. It is unclear for what purpose the large ships *Jintsu Maru* and *Kinai Maru* were purchased but from casualty reports, it can be confirmed that both ships were in service on routes mainly to Hokkaido.

During the Russo-Japanese War of 1904-05 Harada Shokai provided its ships to the government as military transport vessels (Matsuura). By 1906 Harada, who easily fostered personal connections, was making use of joint capital arrangements, while ports of registry, initially just Osaka, now varied to include Tennoji, Amagasaki and Nishinomiya, all within the Osaka prefecture or the adjacent Hyogo prefecture. Nevertheless, in early Lloyd's Register Lists of Shipowners of his oceangoing vessels, Harada's address is still listed far from the sea in Omi Province on the shore of freshwater Lake Biwa.

Harada's first steamship venture beyond Japanese coastal waters was as early as 1901 with his third large steamer, the 1186 grt Glasgow-built *Hokushin Maru* of 1878 which sailed to Korea. He developed this trade on a long-term basis, focussing particularly on northern Korean ports. In 1911, the Harada Shoko Limited Partnership opened an expanded route between Shimonoseki, Busan, Wonsan, Seongsu, Kagamijo, Chongjin, and Yuki but in January 1912 three years after the signing of the Japan-Korea Annexation Treaty the combine Chosen Yusen was established with a capital of 3 million yen, consolidating the activities of a number of Japanese shipping companies. The Japanese Governor-General of Korea issued the first navigation assistance order on 28 March 1912 with an average annual subsidy of 261,991 yen. In preparation for the start of operations on April 1st, the company acquired ships from each of the shipping companies that had participated in its founding - 11 ships from Busan Kisen, 3 from Yoshida Shipping Department, 2 from OSK, 1 from Mokpo Shipping, and 2 from individual shipowners, reaching a total of 26 during the first half of the first phase. Harada's *Seiun Maru No.10* was transferred on 6 April and renamed *Chusei Maru*. In 1920 the 1317 grt *Seishin Maru* was newly built by Harada Zosen for Chosen Yusen and a further Harada owned vessel *Sakurajima Maru* was transferred in April 1922, retaining her name.



SAKURAJIMA MARU in Chosen Yusen colours. High superstructure side plating was a characteristic of 1920s Harada-built steamers (from a postcard).

Hokushin Maru was also used in 1906 to inaugurate a regular liner service from Osaka and Kobe to Tsingtao (Qingdao) which at that point was not being serviced regularly by the ships of other Japanese companies. To operate this line, which developed into a mainstay as explained below, the shipowning company, lately operating as Harada Shokai ('Harada Trading Association'), was formalized together with the shipbuilding operations under the title Harada Shoko Goshi Shosen Kaisha which translates as 'Harada trading joint capital merchant ship company'.

There was a subsequent ship purchasing spree. Yasuzumi's narrative notes:

"Around 1908, the Japanese shipping industry was hit by an unprecedented depression, and many ships were laid up in moorings. Even Nippon Yusen Kaisha (NYK), which had prided itself on its sound management, decided to lay up its ships. It was a time when the majority of shipowners were struggling in the terrible recession.

"The four ships that NYK had moored outside Kobe Port - *Riojun Maru*, *Kagoshima Maru*, *Hyogo Maru*, and *Satsuma Maru* - were sure to catch the eye of Harada Jujiro, who regularly travelled between Hanshin and Kobe, and he thought that he could expand his business and provide relief to the unemployed depending on how these ships were operated.

"Harada, hearing the opinions of his friends Matsukata Kojiro of Kawasaki Shipyard and Nomoto Takashi, president of Naniwa Bank, decided to purchase all the ships and began negotiations through Yamamoto Gonbei, a big shot from his hometown. The negotiations went smoothly and all four ships were handed over to Harada, but the impact on the shipping industry was enormous, with rumours ranging from stunned to shocked, bad to good.

"As a token of his gratitude, Harada sent two live carp fish from Lake Biwa to Yamamoto. This gives us a glimpse of Harada Jujiro's character, who lived in the good graces of the time when it was said that warriors could not love money.

"In addition to these four ships, three more ships, the *Matsu Maru*, *Take Maru* and *Ume Maru* (our comment: names respectively 'pine', 'bamboo' and 'plum' after the Chinese traditional 'Friends of Winter') were purchased from overseas, and the seven ships were used to expand the Tsingtao route and other overseas routes."

Population pressures in Japan led to the government commencing emigration to South America in 1908, and looking for areas to develop further services, Harada took the opportunity in 1910 to employ *Riojun Maru* ex-*Port Albert* on the second emigrant sailing, safely delivering all 909 emigrants westbound to Santos in Brazil on 28 June 1910 after a voyage of 56 days. One child was born on board, in the seas south of India to a family named Harada from Kagoshima, perhaps a relative of the ship's owner. Harada Jujiro was hopeful of securing subsequent contracts for this business, at first run through private Japanese companies, but this was the only known voyage to South America by a Harada steamer and eventually the service was contracted to NYK, OSK, and in the 1950s additionally the Netherlands-flag Royal InterOcean Lines.

Harada's next initiative was developing a north China connection, with the acquisition in 1910 of Chinese Engineering & Mining Co.'s *Hsiping* (2140/97) which was renamed *Matsu Maru* and placed in the Osaka/Kobe-North China trade, with occasional voyages Tsingtao-Japan via Newchwang to load beancake. Further development of this service is outlined below. As at the end of 1912 Harada had 15 ships of 32,800 grt and was described as Japan's sixth largest shipowner, but expansion did not stop there.

Harada's next initiative was the establishment of a Japan-Dutch East Indies route. The Nanyo Yusen Kumi (South Seas Mailship Association) was formed in 1912 in association with two other substantial shipping

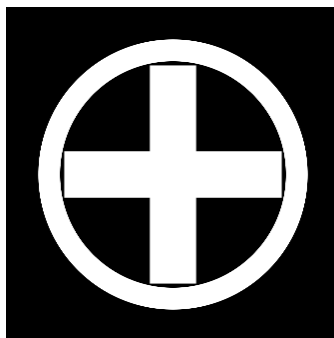
enterprises, those of Tokyo based Oaki Keizo (operator of Oaki Goshi Kaisha) and Osaka and Kobe-based Itaya Miyakichi (operator of Itaya Shosen K.K.), with sailings to Batavia from 1912 using three ships commencing with the *Riojun Maru* (Harada) in October followed by *Hokuto Maru* (Itaya) and *Banri Maru* (Oaki). Again, financial limitations had made the coordination with others necessary, along with active lobbying for the award of a postal subsidy which was awarded from September 1914. The capital was then increased from 1.5 million to 5 million yen, enabling the registration of a 3-way owned limited liability company Nanyo Yusen Kaisha K.K. with Harada as President. The French steamer *Cambodge* 3960/02 was acquired by Nanyo Yusen that year and renamed *Borneo Maru*. By the end of 1915 eighteen sailings were being made per year.

Upon the outbreak of the first World War in August 1914, Tsingtao became much more important with the German territory of Kiatschou falling under Japanese and British control late in 1914 following a two-month military siege that included military landings from Harada's *Satsuma Maru*. OSK, the major operator of Japanese shipping routes to China, then commenced on the route in late 1914 with *Daishin Maru* (1304/05).

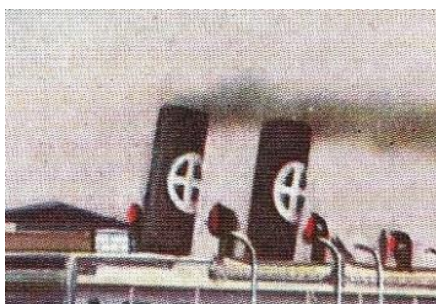
In April 1916 the shipping company, now competing with other companies on the Tsingtao and north China routes, was consolidated as listed company Harada Kisen K.K. with a capital of 500,000 yen and a house flag and funnel marking came into use. Perhaps surprisingly, Harada used as his shipping logo the original Satsuma crest, as previously used by *Kasuga* and numerous other Satsuma vessels, the houseflag being a black circle encompassing a black cross on a white ground: This could also be seen as a stylization of the *kanji* da 田 of the Harada ('original field') name, a character commonly used in Japanese surnames but rare among the names of major steamship companies.



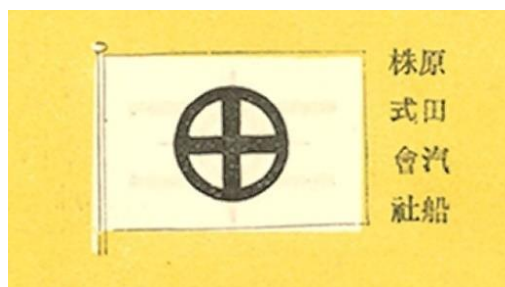
Rebel general Saigo Takamori



Satsuma han (Shimadzu family) crest



Harada Kisen funnel marking



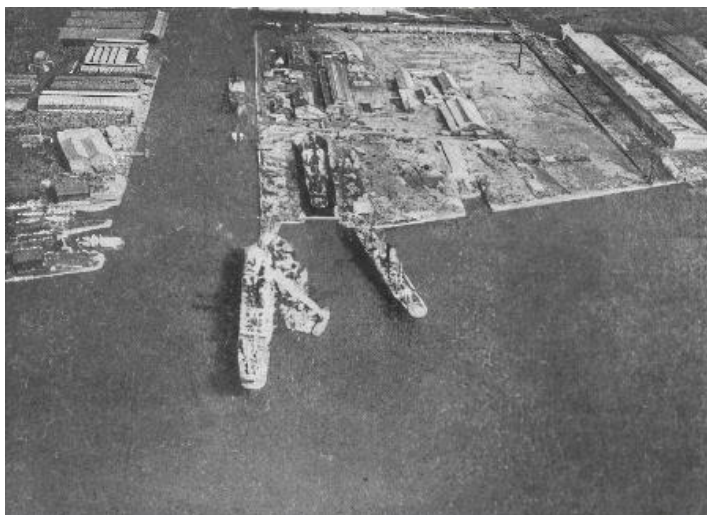
Harada Kisen houseflag

Harada Jujiro died in September 1916 at the age of 69 and was posthumously awarded Order of the Fifth Class, his anti-government actions in 1868 and 1877 notwithstanding. In the nomination, submitted a few days before his death, he was praised as having supplied ships to the military at the time of the 1894-95 Sino-Japanese conflict and the 1904-05 Russo-Japanese War, having developed the Japan-Tsingtao route and successfully undertaken the mail service thereon, and having developed the northern Korea route and the south seas route, the latter for which he had established Nanyo Yusen Kaisha. The nomination also noted he had profitably developed trade with northern Korea and the South Seas and had for a number of years made considerable contributions with a shipbuilding business. We can comment that he was indeed

the quintessential Satsuma patriot and achiever, throwing himself into both the military revolts against the Tokugawa and Tokyo-led establishments and subsequently, despite limited financial resources, recognising and capably building upon the business opportunities presented by the industrial revolution as it enhanced Japan and through the rapid expansion of international exchange stimulated by the Russo-Japanese and First World Wars.

Jujiro's adopted 28 year old son Rokuro thereupon inherited the Presidencies (CEO positions) of Harada Kisen K.K., Nanyo Yusen K.K. and the shipbuilder Harada Shoko. Shipbuilding in Japan, including for the British and US governments, had become a very profitable activity during the war and in November 1917 Harada Shoko was reconstituted as the shareholding company Harada Zosen K.K. with Harada Rokuro as President. The firm started developing a reclaimed seaside property at Chikkou in Nishi-ku, Osaka on which Rokuro commenced construction of one of two slipways. From 1920, however, shipbuilding in Japan took a notable downturn, a reported 53 yards in 1918 falling in number to 34 in 1922, with only eight of these having newbuildings on the stocks, of which three were at K.K. Osaka Iron Works (OIW) and one at Harada Zosen. Acute financial difficulties led Rokuro to transfer both the Kizugawa and Chikkou yards of Harada Zosen to OIW in December 1920. The new Chikkou yard became the Chikkou Annex of OIW's Sakurajima Yard and the first ship *Koshu Maru*, under construction for Harada Kisen was completed by OIW Sakurajima Chikkou Branch Factory as yard No.1015. A new OIW subsidiary Harada Zosen K.K. was formed on 10 January 1921 to take over the old Kizugawa works which thus continued to build ships under the Harada Zosen name until 31 August 1943 when Harada Zosen K.K. was merged into Mukaijima Dock K.K.

In July 1922 Rokuro joined the senior executive of OIW as an Auditor, and his performance and influence was such that he was appointed President (CEO) and Director on 29 October 1932 and then re-appointed on 29 May 1934. The company was still facing difficulties and in July 1934 Rokuro merged the venerable K.K. Osaka Iron Works, originally founded in 1881 by British national Edward H. Hunter (<https://www.kanadevia.com/english/company/story/dialogue.html>) with Nippon Sangyo K.K. of the Nissan Zaibatsu (which until then had no connection with shipbuilding), forming a shortlived company K.K. Nippon Sangyo Osaka Iron Works, which delivered one or two ships but was almost immediately reconstituted under the previous name as a new K.K. Osaka Iron Works.



New Chikkou shipyard

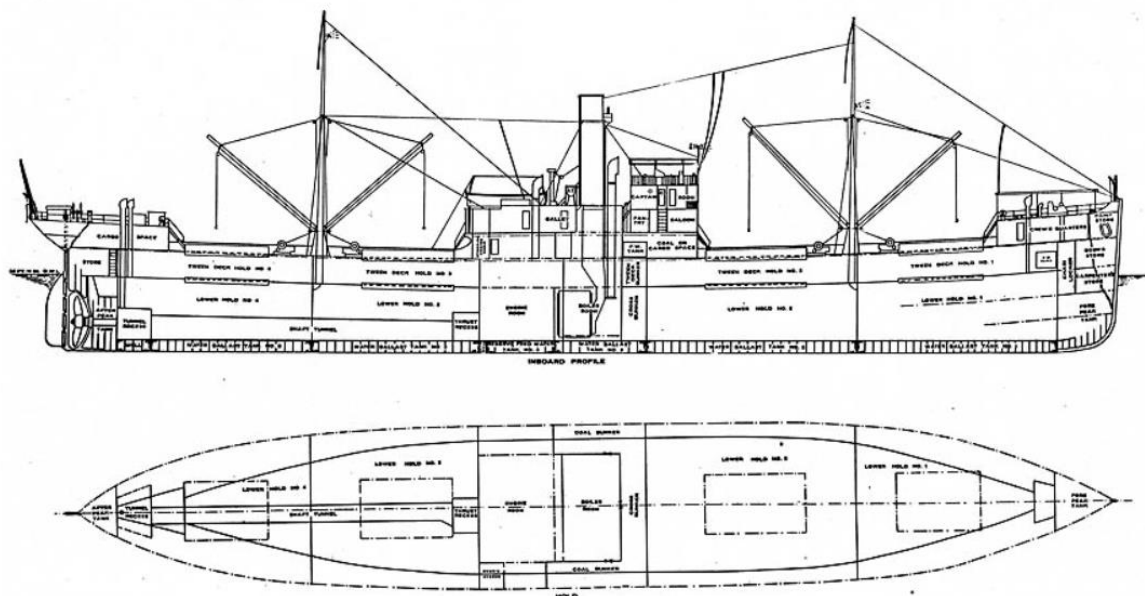
Harada Rokuro

(Both Hitachi Zosen 75 year history).

Rokuro had continued as President of Harada Kisen which in July 1918 raised its capital to 2 million yen, received a Directorship of the Kobe Shipping Exchange K.K. and took on the additional executive positions of Auditor of OSK and of the Osaka Chamber of Commerce K.K. In January 1919 Harada Kisen's newly built *Sakurajima Maru* was deployed in the service Osaka-Kobe-Chefoo-Newchwang-Dairen.

Nanyo Yusen was making good headway on developing trade to and from the Dutch East Indies and to renew the existing fleet three vessels of similar size built basically to the United States Shipping Board's Emergency Fleet Corporation design 1119, distinctive and solid four-hatch ships, additionally each with accommodation for about 50 passengers in three classes, were ordered from the Mitsubishi Kobe yard being delivered as *Makassar Maru* 3981/20, *Samarang Maru* 3909/20, and *Tjirebon* (or *Cheribon*) *Maru* 4041/21. A fourth sister built by the Yokohama Dock Co., *Bandoeng Maru* 3826/20, was acquired from other Japanese owners in 1922 and given expanded accommodation, allowing *Borneo Maru* to be sold in 1924. Fleet list details follow the Harada list below.

EFC Design 1119: 6300 D.W.T. Steel Cargo Ship, Japanese Design (Yokohama and Fujinigata)

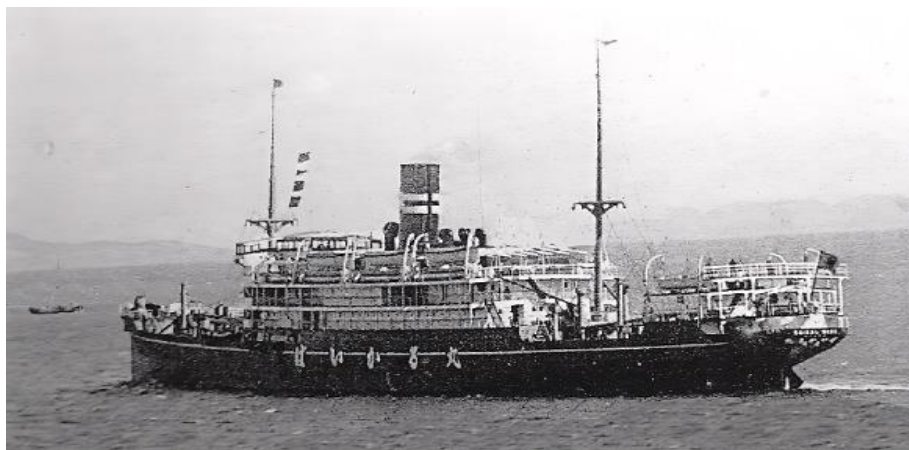


By the end of 1922 the remaining Harada Kisen-operated ships were *Tsuru Maru*, *Neisei Maru* and *Koshu Maru* on the Tsingtao route and *Harada Maru No.7* on the Pohai Gulf route. At the Versailles Peace Conference 1919-20, Japan had secured total control of areas in Shantung, including Tsingtao, so in 1923 the Ministry of Communications designated Japan-Tsingtao as a subsidised route: Harada Kisen, OSK and NYK were commissioned to operate it as a three-ship mailship service, each vessel to make two voyages per month. Harada Kisen ran *Neisei Maru* (2533/89), OSK assigned *Kagi Maru* (2509/07) and NYK the former Australia route ship *Nikko Maru* (5539/03).

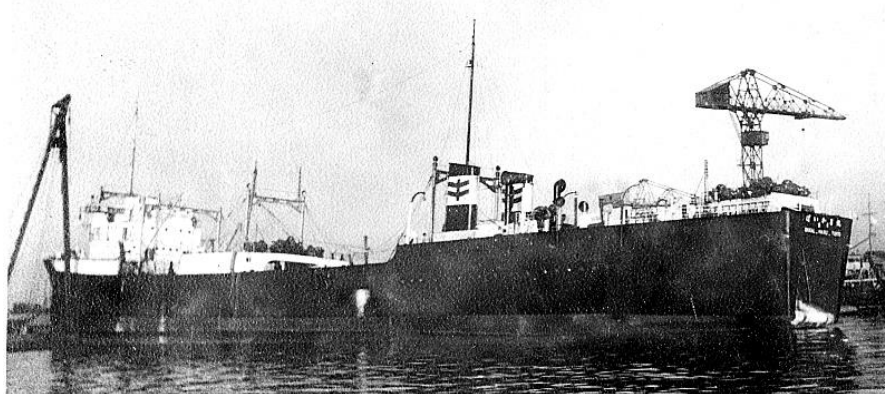
With increasing movement of Japanese nationals to Chinese ports Rokuro then acquired the British India mainline passenger steamer *Bharata* (4054/03) which was then improved in condition through a major refit by the now affiliated OIW and renamed *Harada Maru*, coincidentally similar to her former name. A commodity newly shipped from Tsingtao was beef, which had increased in popularity in Japan following the 1923 Kanto earthquake: *Harada Maru* was fitted in No.3 hold with cooled space which was essential for transporting beef on summer voyages. OSK's *Kagi Maru* was in 1924 replaced by *Harada Maru*'s sister *Taizan Maru* (ex B.I. *Bangala*), also refitted and advertised in the firm's English-language guide as a first-rate vessel. Additionally, Eastern and Australian S.S. Co.'s 14.5 knot liner *Eastern* (3588/99) with accommodation for 12 first class and 86 third class was acquired in 1924, renamed *Terukuni Maru* (terukuni=shining country) and used on the Tsingtao route. (Somewhat confusingly, this name was also adopted for a larger NYK Europe-service passenger motorship built in 1930.)

Harada Maru's arrival freed up the *Neisei Maru* (II) to be the second ship on the Pohai run, enabling a passenger service to Dairen where the Southern Manchurian Railway trains came alongside the ships and thus was the entry point for Manchuria, increasingly populated by Japanese. In April 1929 *Terukuni Maru* was transferred to this service which included ports in the Seto Inland Sea to embark Japanese inhabitants for Manchuria, and in return welcomed deliveries of beancake, such a route not being covered by the OSK Dairen route express passenger ships.

In 1938, OSK added the larger *Seattle Maru* to the Tsingtao service bringing the total number of ships in the mailship operation to four. In 1939 *Seattle Maru* was replaced by the more suitable former Dairen-route *Baikal Maru* (5243/21) and these four ships were then contributed in kind in August that year to the new government-sponsored China area combine Toa Kaiun, which continued to operate them into the 1940s. *Harada Maru* and *Baikal Maru* survived the war and had post-war careers as fish factories; *Harada Maru* was broken up in Osaka in 1949 while *Baikal Maru*, extensively rebuilt twice, finally as a whaling mothership, lasted until 1968.



OSK running mate BAIKAL MARU had a notable poop structure three decks high (from postcard, SK edit).



BAIKAL MARU rebuilt postwar (Iinuma coll.).

Rokuro's final ship purchase in 1926, also from British India S.N. Co. was the former horse carrier *Hymettus* (4782/06), was renamed *Seiun Maru* and was outfitted initially for Harada Kisen services, but for lack of good passenger accommodation proved better suited for charter work as a collier. She spent her final years operated by Mitsui Bussan, though was still owned by Harada Kisen when sunk in a collision with Ben Lines' *Benmohr* in 1937.

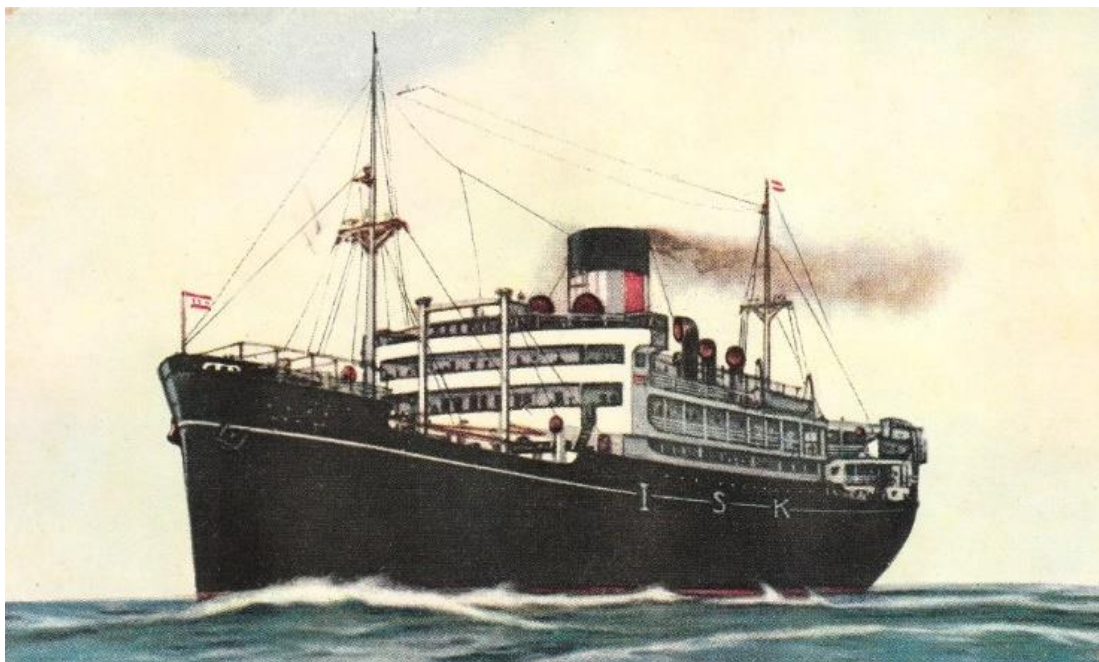
Harada Rokuro was a golf and art enthusiast and enjoyed driving around the country, something extremely rare at the time. He discovered a notable late Edo period house in Enzan City, Yamanashi Prefecture and had it reconstructed using ship parts and old lumber as a vacation home next to a golf course in Karuizawa, a summer hill resort located north of Tokyo. The reconstruction was completed in 1935 and the house, now named Sanganso, remained with the Harada family throughout the war and postwar period. Many famous people including Prime Ministers Konoe Fumimaro and Hatoyama Ichiro visited the mansion during this time and even the Heisei Emperor, when he was still Crown Prince. The second owner, who took over from the Harada family, was CEO of the Tokyu railway and department store empire Goto Keita. (It is worth mentioning that the author was a facilitator and interpreter when Goto hosted Australian Prime Minister Malcolm Fraser in 1982, but on that occasion the venue was one of Goto's other golf courses having a clubhouse lounge decorated with the taxidermized heads of moose Goto said he had shot on a hunting trip.) Probably as a bequest of Goto, Sanganso is now in the hands of the Chuo Technical School which operates it as a museum, named Minamigaoka Club. The museum's collection encompasses a wide range

of domestic and international works of art from ancient and modern to contemporary works of art and culture. An illustrated web link is at <https://tami2520.blog.fc2.com/blog-entry-83.html>.

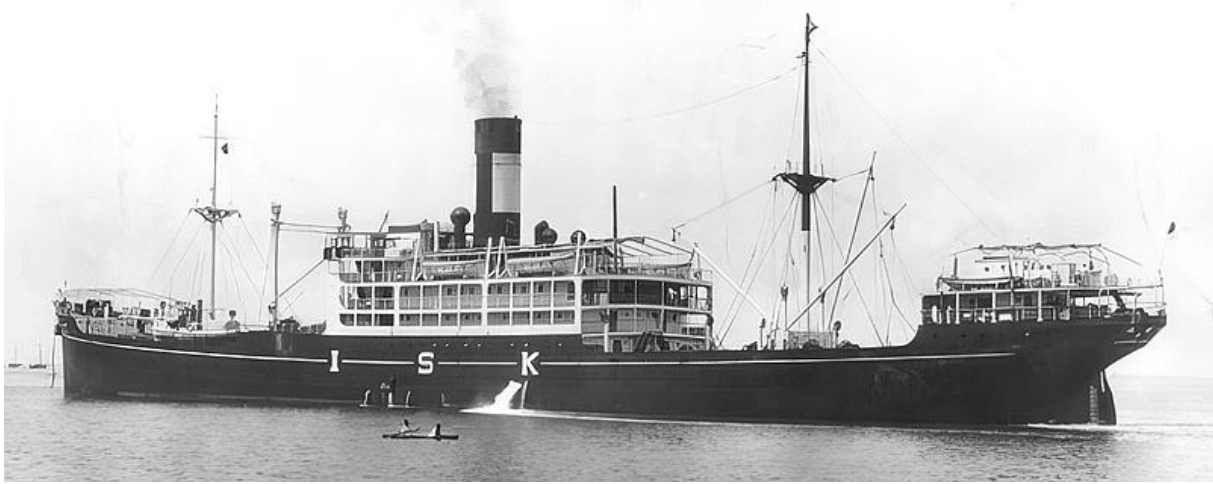


Sanganso resort (<https://tami2520.blog.fc2.com/blog-entry-83.html>).

In the early 1930s conditions surrounding the Dutch East Indies route began to change profoundly and a well-resourced company Ishihara Sangyo K.K. (ISK) which had contracts for strategic materials such as bauxite commenced parallel services to Nanyo Yusen including with two new fast five-hatch passenger-equipped vessels *Nagoya Maru* (6049/32) and *Johore Maru* (6181/32), with NYK and OSK also commencing services. To provide a single counterpart to deal with the Dutch authorities and the substantial Java China Japan Line (JCJL) the Ministry of Communications guided the founding of a new combine Nanyo Kaiun Kaisha (South Seas Shipping) which was established on 6 July 1935 to take over the assets of Nanyo Yusen and the Japan-Netherlands East Indies services of ISK, OSK and NYK and commence operations on 1 September. In connection with this formation in which he endorsed the agreement as CEO of Nanyo Yusen, Rokuro Harada accepted the executive appointment as Auditor of Nanyo Kaiun.



ISK's five-hatch cargo-passenger steamer NAGOYA MARU (postcard S. Kentwell coll.)

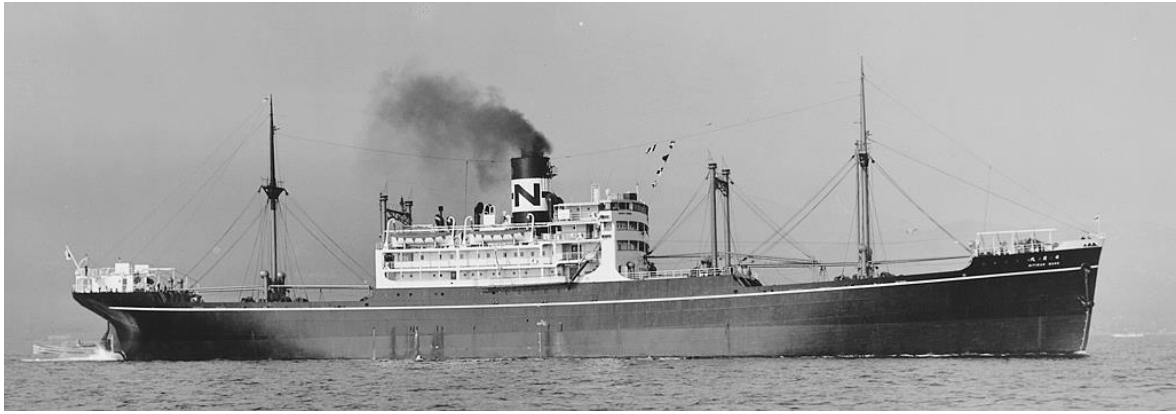


ISK's similar five hatch steamer JOHORE MARU of 1932 (Australian War Memorial).

But Nanyo Yusen shareholders in three factions (Harada, positive; Oaki, nuanced; Itaya negative) then twice rejected the deal on 18 and 21 July, and on 25 July Nanyo Yusen Auditor Itaya Junsuke advised the Ministry of his wish that Nanyo Yusen withdraw from the merger and operate on the route independently without a subsidy, placing Rokuro in a very difficult position. An unseemly public brawl followed with press releases in strong language accusing the Ministry of reneging on undertakings, of under-representing Nanyo Yusen with only one board member in the new company versus three from ISK and two from the Ministry and similarly with employees, of undervaluing the Nanyo Yusen ships at yen 60 per dwt whereas they were worth yen 70, and Nanyo Yusen shareholders now facing the unwelcome possibility of loss of dividends for a sustained period. It was also claimed that the sacrifices made by Nanyo Yusen since 1910 to develop trade with the Dutch East Indies and maintain navigation rights in the South Seas had been completely ignored, and that the merger, centering on the interests of Ishihara Sangyo, had led to the breakdown of the Japan-Holland Merchants Association.

A solution was devised by the Ministry toward the end of August 1935 whereby NYK, OSK and Nanyo Yusen would purchase all of the Itaya shares in cash. ISK did not participate in this purchase, but as the largest shareholder in Nanyo Kaiun with a 48.7% stake, was unhappy with limitations on representation in the combine's management, and the failure to negotiate better loading deals with the Dutch. This led to growing dissatisfaction, and the company similarly tried to withdraw from Nanyo Kaiun and suppress that company's government subsidy of 400,000 yen per year, but this was blocked, although ISK did set up an alternative shipowning subsidiary. ISK then repeatedly pressured NYK and OSK to buy out its Nanyo Kaiun shares which then gradually occurred, the ownership ratios in 1945 being NYK 71.55%, OSK 23.54%, and ISK 4.91%. By the end of 1939 the Nanyo Kaiun fleet, still with a small legacy Harada Kisen share, encompassed no less than 16 ships including two newly built five-hatch fast cargo-passenger steamers *Nitiran Maru* (6504/39) and *Nissyo Maru* (6527/39).





Nanyo Kaiun's NITIRAN MARU. Harada had a small shareholding in Nanyo Kaiun until 1943 (postcard; Kaijinsha).



Sister NISSYO MARU (NISSHO MARU) remained on this service until 1965, apart from repatriation work after the war, a voyage to Jeddah in 1952 as an Indonesia-chartered pilgrim ship and a voyage as trade fair ship as shown (Kaijinsha).

At this juncture, Harada Rokuro died unexpectedly at his Tokyo lodgings in Akasaka, adjacent to the government central bureaucratic district of Kasumigaseki on 9 February 1936 at the early age of 47. In recent months he had been working under enormous personal pressure as shown by the difficult issues associated with the OIW merger as well as the formation of Nanyo Kaiun. The Hitachi Zosen 75-year history states that he had suddenly taken ill and notes that in his time as CEO he had worked strenuously to overcome serious difficulties which OIW had been facing for five years and was just at the point when it was starting to revive. The 75-year history sums up with the wording 通恨まことに限りないことがあった which might be translated as there was a truly limitless dismay in OIW at Rokuro's untimely death. As stated elliptically in the Hitachi Zosen history, principally because of Rokuro's death but also because of issues on the partner Nippon Sangyo's side, all of OIW's shares were six weeks later transferred to Hitachi Seisakusho K.K. but the name OIW continued until 1942-43 when the components were renamed Hitachi Zosen.

Harada Kisen's Korea (1912), Dutch East Indies (1936) and eventually Tsingtao (1938) routes thus became totally owned and operated by respective Japanese government-assisted combines into which the Harada shareholdings had been incorporated, so that by 1939 virtually all that remained of Harada own operations, presumably confined to the Inland Sea-Pohai Gulf route, were the 1920-grt cargo carrying sisters *Keiun Maru* and *Harada Maru No.7* and the now aged *Terukuni Maru* ex-*Eastern*. There had been no logical family member to succeed Rokuro, his offspring still being teenage, so close links were established with OSK. To help with the company's finances 'many executives from OSK were brought in to work together to improve the company's business' (Yasuzumi), and on 1 October 1940 Harada Kisen moved its head office to the OSK headquarters building. OSK arranged for Harada Kisen to become registered owners from 1937 of eventually five ships operated under charter in the OSK fleet. Three of these were first rate fast diesel cargo ships employed on the service to New York, including the newest, appropriately named *Kyushu Maru* (8666/38), described by the Mitsui-OSK historian Noma (p.190) as "the best freighter of contemporary days".

The war years 1942 and 1943 brought many losses such that by 16 November 1943 the surviving Harada Kisen-registered ships *Keiun Maru*, *Terukuni Maru* and *Syoei Maru* plus company assets, including the Harada holdings in the three regional combines, were merged into OSK and the respective OSK holdings as part of a government-sponsored consolidation, along with the ships and assets of Kokusai Kisen, Kitanihon Kisen and Settsu Shosen. The three combines with the names of Chosen Yusen ('Korea Mailship'), Toa Kaiun ('East Asia Shipping') and Nanyo Kaiun ('South Seas Shipping') were each abolished after the end of World War II. Yet, exceptionally, Nanyo Kaiun which had three surviving ships was re-established the same day with the decidedly non-imperialistic-sounding name of Tokyo Sempaku Kaisha (TSK, 'Tokyo Shipping Co.'). TSK was in effect still a combine with shares mainly held by NYK and later equally by OSK, focusing on Japan-Indonesia trade and still acting as a counterpart to JCJL.

The merger with OSK thus marked the end of Harada-registered and -owned shipping activity. Ships are no longer built on the Kizugawa site and the Harada Chikkou shipyard has become a manufacturing location for the Hitachi Zosen non-shipbuilding successor Kanadevia. Harada Jujiro and the Harada Zosen entities continued to be mentioned historically as shipbuilders in the Lloyd's Register books until the mid-1990s, when the 1911 Harada Shoko-built 232-ton side-trawler *Koryo Maru No.5*, last known as the Egyptian-flag *Chark*, was finally deleted. The last public relics seem to consist of Rokuro's house and art collection next to the golf course in Karuizawa and the diving site at Guadalcanal on the wreck of Harada Kisen's finest ship.

5068277	CHARK	223	1911	Harada Shoko Goshi S.K.—Osaka	TM Fishing
	ex La Gemma-52 ex San Giuseppe-47	177	37,07	6,79	Side Trawler
	ex Giuseppina ex G 47	—	34,60	6,74	3,61
	Fouad Mohsen				
	Egypt				

Entry in 1993-94 Register Book for CHARK built by Harada Shoko Goshi Shosen Kaisha at Osaka in 1911 (LR Foundation).

Sources:

Edited fleet list sourced mainly from Sempaku Shiko by Sempaku Bukai "Yokohama". Short history by Stephen Kentwell with particular reference to the fleet list, Matsuura Akira's well-sourced study 'Harada Kisen and the Tientsin Route' in *Wakumon* No.26 (2014) pp.1-22; Yasuzumi Katsuomi's short history of Harada Kisen in *Sempaku Shiko*; the Hitachi Zosen 25 Year History; Komimiya Manaro's Japanese shipping war loss history; Noma Hisashi's *Fleet History of MOL, 1884-2009*; Lloyd's Register of Shipping; the Miramar Database and the Starke-Schell lists; www.marhisdata.nl and Martin Lindenborn; *OSK Guide 1929*; S. Rabson & K. O'Donoghue, *P&O Fleet History*; W.A. Laxon & F.W. Perry, *The British India SN Co. Ltd*; W.A. Laxon, *The Currie Line of Melbourne*; H.P. Spong & J. Dobson, *Port Line*; press reports accessed through the Kobe University digital archives <https://lib.kobe-u.ac.jp/da/about/>, in particular the *Osaka Mainichi Shimbun* of 1917-09-23, 1935-07-26, 1935-08-06, 1935-08-21, 1935-12-21, 1936-01-15, the *Kobe Matashin Nippou* of 1935-12-22, 1936-02-26, the *Kobe Shimbun* of 1936-02-26, *Osaka Jiji* of 1936-03-23, the *Taiwan Nichi Nichi Shimbun* of 1936-04-03 and *Jiji Shinpou* of 1936-04-28. The whole project has been assisted by information and photographs generously provided by Kizu Shigetoshi, including particularly the updated *Sempaku Shiko* histories, his large photographic database, his own informative short history of Nanyo Kaiun/Tokyo Sempaku, his own *NYK Fleet History* and two of his ship sketches.

Fleet Lists

Harada Jujiro, G.S.K. Harada Shoko, Harada Kisen K.K.

NEISEI MARU 寧静丸 (1896-04) 320.48 later 380/61 (i.s.bn., 45.93 x 6.17 x 5.36m, 2cy/41.6 nhp/ 8k)
 1881 listed as ironclad NEISEI MARU ex-BELTER of Kerr, Newton & Co., Glasgow registered (#514) to Nagasaki Toyojiro, Kagoshima as ironclad NEISEI MARU. By 1886 sold to Nakano Torazaburo, Osaka. By 1887 sold to Yamada Kaizo, Osaka. 15/1/96 sold to Harada Jujiro, Osaka 2/96 inaugurated Osaka-Kyushu route via ports in the Inland Sea. 1903 sold to Nomura Kamezaburo, Osaka, 1904 deleted from register.
 [Possible link is wooden barque VELEDA 362/61 built by Thomas Stonehouse, Sunderland for Walton & Co., later (1870) John Walton, both of Sunderland, dimensions 34.59 x 8.08 x 5.18m. By 1872 sold to Kerr, Newton & Co., Glasgow, by 1876 t/f to G. Munro Kerr, Glassgow. By late 1880 sold to Herman Thiele, Gourock. 19/1/81 rep. put into St Michael's leaking badly (Greenock Advertiser, 1/2/81). Rep. broken up 1882 but no details.]

ATSU MARU 阿津丸 (1896-01) 144/87 w.s.s. 33.99 x 4.60 x 3.84m C2cy 27.5 nhp/175 ihp 8/9k
 Built by Yoshitaro Sayama (Osaka Iron Works) ,Settsu and Rokkenya Shinden for Awakuni Kyodo Kisen, Tokushima. 12/9/84 sold to Kitagawa Shichibei, Osaka. 5/95 sold to Kayagi Setsuo, Osaka. 15/1/96 sold to Harada Jujiro, Osaka. 2/96 inaugurated Osaka-Kyushu route via ports in Inland Sea. 1/01 sold to Toyo Kisen, Imabari. 1/07 sold to Tanaka Nihei, Osaka but resold 6/07 to Urakami Mizuei, Togitsu. 4/08 sold to Miyama Kinroku, Togitsu. 16/3/11 t/f to Kyushu Kisen, Nagasaki upon the establishment of the company, entered service on Hirado-Sasebo-Nagasaki route. 16/6/16 aground atSasebo.21/5/17 sold to Setsyo Shosen, Sumoto later Osaka. 19/6/17 registration was changed to a motor sailing ship but 14/3/18 sunk, removed from register.

SETAGAWA MARU 瀬田川丸 (1897-02) 308/97 w.s.s. 41.94 x 5.67 x 4.48m R (not stated) 40.76 nhp/253 ihp 8/9k
 Built by Ushio Nakamura, Nishinari, for Harada Jujiro, Osaka, operated Osaka-Takamatsu-Tadotsu-Sanyo-Shimonoseki-Hakata-Kitakyushu ports and Nagasaki. 1902 sold to Nagano Yahei, Hakodate. 22/11/06 o/v Shamanbe in Betbi Bay, Sefu Island-Hakodate, ran aground off the coast of Suisho Island due to heavy fog, later freeing itself and running aground on Shibo Island, where abandoned but 1908 sold to Fujiyama Yokichi, Otaru and repaired. 8/6/24 o/v Aomori-Otaru, ran aground and sank off the coast of Chiuchi.

JINTSU MARU 神通丸 (1898-98) 2200/71 i.s.s. 99.73 x 9.91 x 7.67m C2cy 153 nhp/700 ihp Robert Stephenson & Co., Newcastle 9/10k
 Built by Hawthorn Leslie & Co. Ltd, Newcastle (#141) for Ocean Steam Ship Co., Liverpool as GLAUCUS. 11/91 t/f to Nederlandsche Stoomvaart Maats. "Ocean", Amsterdam. 1895 t/f to East Indian Ocean S.S. Co. Ltd, Singapore. 10/95 sold to Aisuke Nagoshi, Osaka r. JINTSU MARU. 5/98 sold to Harada Jujiro, Osaka. 28/6/98 o/v Otaru-Handa wrecked on the northeast coast of Chichigasaki, Izu Oshima in heavy fog.



Short-lived JINTSU MARU as GLAUCUS in Suez Canal (coll. M. Lindenborn).

BANZAI MARU 萬歳丸 (1898-99) 433/98 w.s.s. 46.79 x 6.42 x 5.26m C2cy 52 nhp

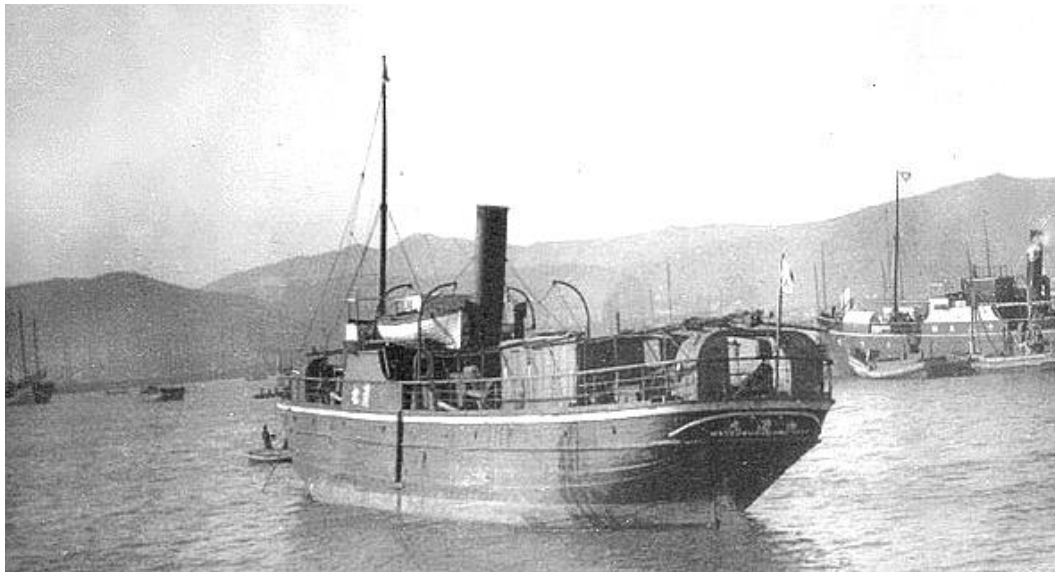
Built by Tomekichi Maekawa, Osaka for Harada Jujiro, Nakamura Ushitaro, and others, Osaka. 1899 t/f to Nakamura Ushitarou and one other person, Osaka. 1903 t/f to sole ownership of Nakamura Ushitarou, Osaka. 1905 sold to Yatouji Naokichi, Osaka. 1908 sold to Heijiro Matsuo, Osaka. 1911 sold to Komaru Kurinosuke, Hakodate. 24/9/12 o/v Hakodate-Fushiki via Naoetsu, took on water and sank two nautical miles west-northwest of Ajigasawa, Mutsu Province, in rough weather.

KINAI MARU 畿内丸 (1899-99, 1902-07) 2096/78 i.s.s. 87.08 x 10.91 x 7.68m C2cy 164.43 nhp 9k

Built by James Laing & Sons Ltd.Ö Sunderland (#232) for Dixon & Wilson, Sunderland as RIVERSDALE. 1882 sold to L.H. Macintyre & Co., Liverpool. 1884 sold to P.H. Laing, Sunderland. 1890 t/f to A. Laing, Sunderland. 1896 sold to Masuda Mataichiro, Osaka r. KINAI MARU. 2/99 sold to Harada Jujiro, Osaka but resold same month to Tomijiro Kata, Osaka. 8/02 sold again to Harada Jujiro, Osaka. 10/9/07 while anchored about one mile west of the mouth of Amashiro Port, forced to evacuate due to rough weather, but damage to hull was so severe that the ship was forced to retreat to the coast of Horonobe Village, about three nautical miles north of the mouth of the river where capsized, total loss.

MATSUURA MARU 松浦丸 (1899-1900) 245/90 w.s.s. 38.89 x 5.38 x 4.45m 2cy 17 nhp 9k

Built by Masajiro Niikuma, Iwasaki Shinden for Imari Transport Company, Imari. 1890 sold to Okusa Gitaro, Osaka. 6/99 sold to Harada Jujiro, Osaka, assigned to the Seto Inland Sea route. 1900 sold to Chozo Asami, Osaka. 3/11 sold to Nakatani Ukichi, Osaka. 11/9/12 wrecked in bad weather at Horodomari, Airo Bay, Sakhalin.



MATSUURA MARU at Chefoo with a Chosen Yusen ship in background (Warren Swire University of Bristol sw01-044).

SEIKO MARU 盛行丸 (1899-1900) 184/81 w.s.s. 34.54 x 4.55 x 3.94 m 2cy 16 nhp/120 ihp 8/8.5k

Built by Eijiro Sengen (Settsu, Hyogo Prefecture, Nishide Machihama). Early history unknown. By 1882 registered to Shibuya Toranosuke, Osaka as MORIYUKI MARU. 1/5/84 on establishment of Osaka Shosen Kaisha t/f from Shibuya Shozaburo, Osaka to Osaka Shosen Kaisha, Osaka as SEIKO MARU. 2/4/97 sold to Matsuyama Kisen Co., Ltd., Osaka. 1899 sold to Harada Jujiro, Osaka. 1900 sold to Aoyama Shinzaburo, Osaka. 1901 sold overseas, NFI.

SAKURAI MARU 櫻井丸 (1900-01) 205/97 w.s.s. 35.27 x 5.03 x 4.15m R (not stated) 32.20 nhp

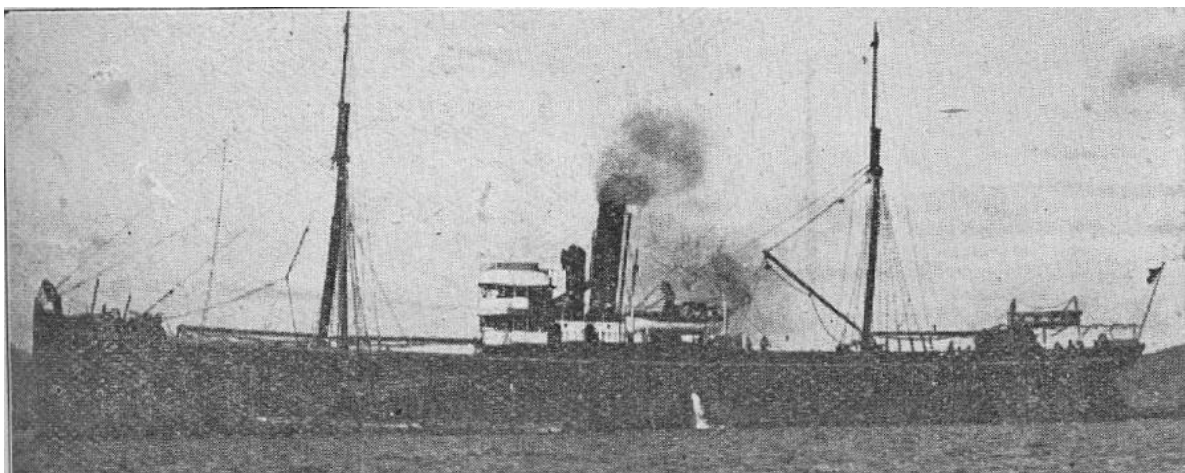
Built by Nagata Sanjuro, Nishinari, Osaka) for Iyo Transport, Sakurai. 1900 sold to Harada Jujiro, Osaka. 1901 sold to Kakuzo Shono, Osaka. 1903 deleted from register.

HOKUSHIN MARU 北辰丸 (1901-08) 1186/78 i.s.s. 73.79 x 9.17 x 5.61m C2cy 107 nhp 8k

Built by Alexander Stephen & Sons, Govan, Glasgow (#221) for C. Andersen, Hamburg as AUGUSTUS. 1891 sold to PCEA Nöbel, Hamburg. 1892 sold to Oka Shinjiro, Hyogo r. HOKUSHIN MARU. 1896 sold to Hokuetsu Kisen, Uozu. 1899 sold to Iyo Kisen, Shinagawa. 1901 sold to Harada Jujiro, Osaka, used on Korea route. 4/06 first ship on Osaka/Kobe/Tsingtao route. 29/9/08 o/v Yokohama-Kobe wrecked in rough weather on the coast of Miwazaki-cho, Higashimuro-gun, Kii Province.

FUYO MARU 芙蓉丸 (1902-15) 1273/78 i.s.s. 74.02 x 10.39 x 4.75m C2cy 140.3 nhp/694 ihp J. Dickinson, Sunderland 9.5/10.75k

Built by Short Bros., Sunderland (#88) for Dampfs. Ges. Anglia A.G., Hamburg as PRINZ HEINRICH. 1886 sold to Mitsubishi Company r. FUYO MARU. 1887 t/f to Iwasaki Hisaya, Nagasaki. 15/12/93 t/f to Mitsubishi Limited Partnership Company, Tokyo. 2/02 sold to Harada Jujiro, Osaka. 12/09 t/f to Harada Shoko, Osaka. 10/15 sold to Shioda Susumu, Amagasaki. 1918 sold to Toyo Shosen Unyu, Amagasaki. 10/12/19 ran aground and sank at Innoshima with a cargo of coal.



FUYO MARU (1918 Japan Steamships Register).

TAISEI MARU 泰盛丸 (1903-04) 164/03 w.s.s. 31.39 x 4.88 x 3.69m R (not stated) 22 nhp

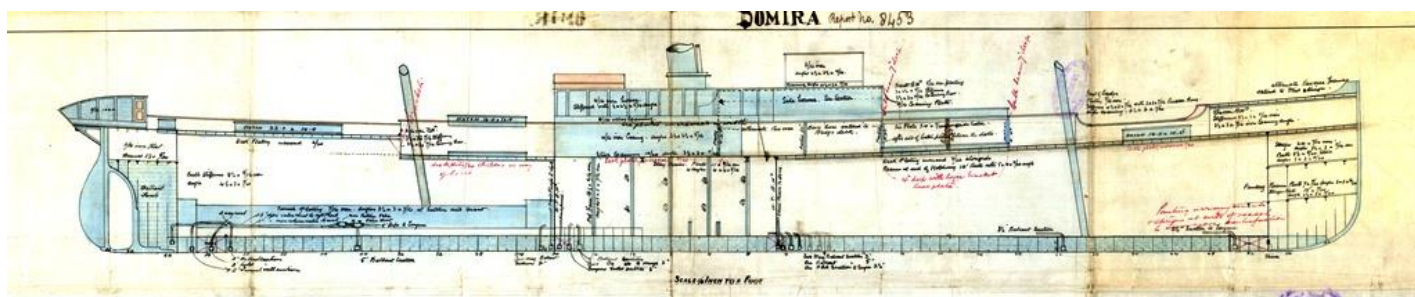
Built by Nakamura Ushio, Osaka for Harada Jujiro, Osaka. 1904 sold to Matsumoto Yonejiro, Osaka. 1912 sold to Maruyama Yoji, Osaka. 1913 sold to Kitamura Kyusuke, Osaka. 1914 sold to Maruyama Yoji, Osaka. 1918 deleted.

KOSHU MARU 江州丸 (1904-04) 235/87 w.s.s. 39.01 x 5.18 x 3.96m R (not stated) 12 nhp 8 k.

Built by Hosoya Ushimatsu (Matsushima-cho, Osaka) for Wakamori Yosaburo, Osaka. 1894 sold to Tosa Yusen, Ushioe. 1896 sold to Teikoku Shosen Ushioe. 1900 sold to Chugoku Kisen, Osaka. 1902 sold to Fukuda Hideo, Osaka. 1903 sold to Okuda Nobutoshi, Osaka. 2/04 sold to Harada Jujiro, Osaka. 12/04 sold to Okamoto Kisaburo, Osaka. 1905 sold to Haruta Fuyuki, Osaka. 1906 sold to Nakata Hisashi, Osaka. 2/9/11 caught fire and lost off Esaki Lighthouse.

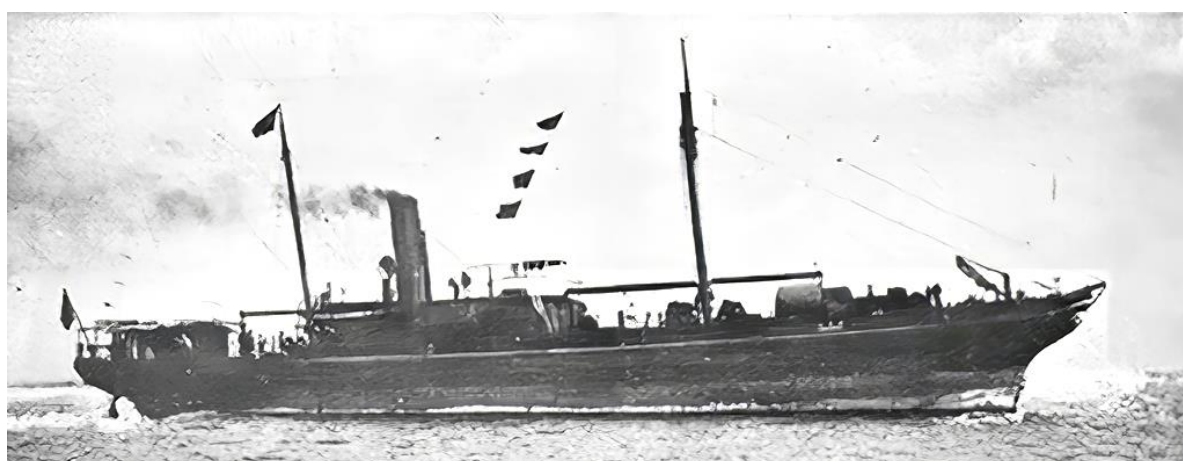
SEIUN MARU 盛運丸 (1904-12) 1885/88 79.25 x 10.82 x 5.04m T3cy 110 nhp

Built by Alexander Stephen & Sons, Glasgow (#310) for S.S. Domira Co. Ltd., Glasgow as DOMIRA. 1901 sold to A. Tate & Co., Glasgow, resold same year to Plessy S. S. Co. Ltd, Blyth r. FIRTH OF BEAULY. 1904 sold to Harada Jujiro, Osaka r. SEIUN MARU. 1910 t/f to Harada Shoko, Osaka. 1912 sold to Mori Heizo, Amagasaki. 8/8/13 o/v Funagawa-Akkeschi grounded near Cape Erimo Lighthouse. 24/2/16 o/v Hokkaido-Osaka wrecked near Ishinomaki.



Plan for DOMIRA, later SEIUN MARU (LR Foundation).

MASAYOSHI MARU 正義丸 (1905-12) 600/64 i.s.s. 55.78 x 7.13 x 6.13m C2cy J.&T. Young, Ayr 372 ihp
 Built by Blackwood & Gordon, Port Glasgow (#67) for Glasgow, Cork & Waterford S.N. Co., Glasgow as SALTEE (353gt 52.30 x 7.50 x 4.18m R 96.26 nhp/ 373.47 ihp 8.5/10k). 1871 sold to John Bell, Prestwick. 1872 hull extension (409gt 55.32 x 7.50 x 4.18 m) and main engine replacement work (R 252 ihp), 22/7/72 reg. to T.W. Meates, London. 10/7/75 sold, no further details until 1887 sold to Fukunaga Shoshichi, Osaka r. MASAYOSHI MARU. 1889 reconstructed (new dimensions and ihp in top line). 1896 sold to Talada Yoshimaru, Osaka. 2/05 sold to Harada Jujiro, Osaka, entered service on Osaka-Seto Inland Sea-Kyushu route. 12/09 t/f to Harada Shoko, Osaka. 1912 sold to Hirano Iyemon, Fushiki for service Fushiki-Sea of Japan-Hakodate-Otaru. 1916 sold to Hamaguchi Kisen, Sakai. 1917 sold to Chu Keijin, Amagasaki. 1918 sold to Iwasaki Shoten, Kobe. Rep. dismantled in 1919 but registration not cancelled until 15/9/21.



MASAYOSHI MARU (1916 Japan Steamship Register).

IKUTA MARU 生田丸 (1905-c.10) 691/03 i.s.s. 54.16 x 7.77 x 4.94m C4cy 59/ 70 nhp Mitsubishi D. & E., Nagasaki

Built by Nagata Sanjuro, Osaka for Ikuta Shokai (Kobe) as barge IKUTA MARU. 1905 sold to Harada Jujiro, Osaka. 4/09 t/f to Harada Shoko, Osaka. 1910 deleted from register, NFI.

UTSUBO MARU 鞆丸 (1906-08) 40/87 w.s.s. 20.30 x 3.11 x 1.88m R (not stated) 14 nhp 8k

Built by Maeda Uenosuke, Osaka for Osaka Shosen Kaisha, Osaka. 1906 sold to Harada Jujiro, Osaka. 1908 sold to Shimadzu Yoshimatsu, Osaka. 1915 deleted from register.

SEIUN MARU No.3 第三盛運丸 (1906-07) 1850/73 i.s.bg. 87.36 x 9.80 x 7.32m C2cy 109/150/200 nhp T. Richardson & Sons, Hartlepool

Built by John Blumer & Co., Sunderland (#26) for Commercial Steamship Co. Ltd, London as HAMPTON (1567grt, length b.p. 77.48 m). 1878 lengthened to 86.47 m. 1881 sold to Stoomvaart Maatschappij "Rotterdam" (Wm Ruys & Zonen), Rotterdam r. LIMBURG. 1884 sold to N.V. Rotterdamsche Lloyd, Rotterdam. 1887 sold to C. Michelsen & Co., Bergen r. FREJA. 1902 t/f to Dampskibet Freja's Rederi (C. Michelsen & Co. mgr), Bergen. 1903 t/f to I.S. Trovik (C. Michelsen & Co. mgr), Bergen. 1906 sold to Harada Jujiro, Osaka r. SEIUN MARU No.3. 1907 sold to Nakamura Ushitarou and one other person, Osaka. 1908 t/f

to Nakamura Junsaku and one other person, Osaka. 1912 t/f to Nakamura Ushitarou and one other person, Osaka. 26/1/13 o/v Chinwangtao-Sasebo sank off Chinwangtao after heavy damage due to ice drift.



FREJA ex LIMBURG (coll. Martin Lindenborn).

KOTOBUKI MARU 壽丸 (1906-06) 375/87 w.s.s. 43.89 x 6.40 x 4.69m C2cy 20/ 47 nhp

Built by Tomokichi Mayegawa, Matsushima-machi, Osaka) for Aisuke Nagoshi, Osaka. 1899 sold to Okazaki Unbei, Osaka. 1902 sold to Seiichi Matsuda, Osaka. 1905 sold to Zensaku Kishikawa, Nagasaki. 1906 sold to Kato Iwakichi, Nagasaki, 12/06 sold to Harada Jujiro, Osaka, but same month, resold to Tamitaro Kambara, Nagasaki. 20/7/14 o/v Seongjin-Busan, swept away by the currents on dark night, ran aground on a rock one mile off the mouth of the Songjeong River in South Gyeongsang Province and sank.

SEIUN MARU No.5 第五盛運丸 (1906-12) 491/06 51.21 x 6.25 x 5.04m C2cy 41 nhp/240 ihp 9/10k

Built by Harada Zosensho, Osaka for Harada Jujiro, Osaka, 6/07 first ship to enter service when Shimonoseki-North Korea route was established. 1912 sold to Maruyama Yoji, Osaka, same year, resold to Chishima Kisen (Hakodate). 7/5/21 in severe snowstorm wrecked in Tokotan Bay, Etorofu Island, Kuril Islands.

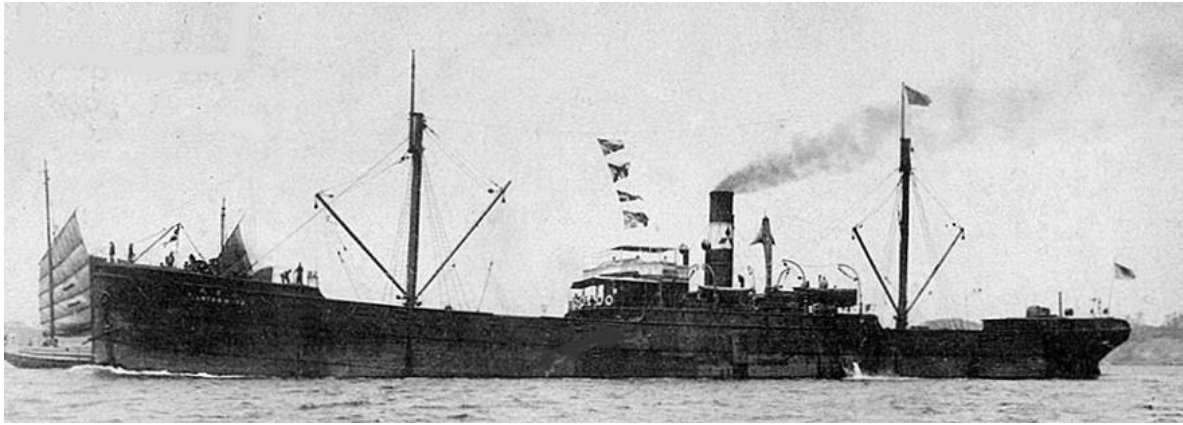
FUKUYAMA MARU No.4 第四福山丸 (1907-09) 159/04 31.94 x 4.75 x 3.69m C2cy 24 nhp/110 ihp

7.75/8.5k

Built by Iwakichi Shioaki, Osaka for Shozo Tanaka, Osaka. 1907 sold to Harada Jujiro, Osaka. 1909 resold to Shozo Tanaka, Osaka. 1911 sold to Nanyo Transportation, Osaka, later Ehime. 1924 sold to Kariyawan Kisen, Saga. 1926 sold to Fukuda Kozenta, Saga. 1933 deleted from register.

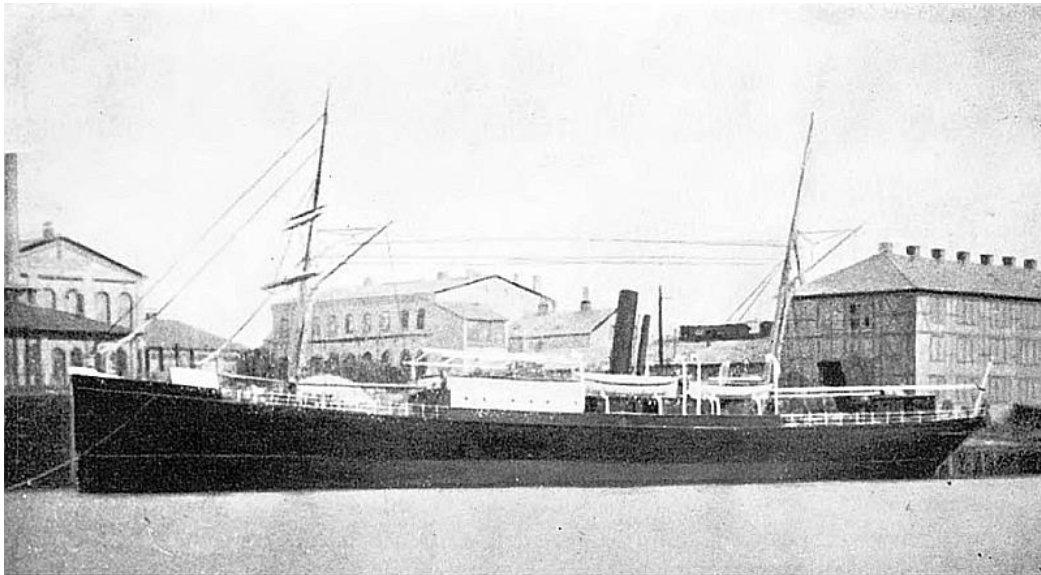
CANTON MARU 廣東丸 (1907-15) 2566/83 i.s.s. 91.05 x 11.87 x 8.40m C2cy 168 nhp/850.83 ihp 8/9.3k

Built by Laird Bros. & Co., Birkenhead (#514) for Albany Steamship Co. Ltd, Liverpool as ALBANY. 1895 sold to Laird Bros., Birkenhead (reg. Newcastle) r. WILLOWDENE. 1896 sold to J.T. Lunn & Co., Newcastle. 1899 sold to G.T. Monsen, Stavanger, Norway r. VERDANDE. 1901 sold to Actieselsk. Verdande, Stavanger. 1905 sold to Jian Zhaonan, Kobe r. CANTON MARU. 1907 sold to Harada Jujiro, Tennoji. 4/14 t/f to Harada Shoko G.K., Tennoji. 1915 sold to Tanimichi Eitachi, Amagasaki. 1916 t/f to Tanimichi Kotaro, Amagasaki. 20/6/17 sold to Yamashita Kisen, Amagasaki. 1923 t/f to Yamashita Kisen Mining, Amagasaki. 1925 t/f to Yamashita Kisen, Amagasaki. 30/12/26 sold to Karafuto Sangyo, port unknown, Sakhalin. 1927 sold to Nippon Kosen Fisheries Co., Ltd., Fuchu. 15/4/32 t/f to Japan Joint Shipbuilding Company, Fuchu. 25/1/34 sold for scrapping and dismantled as counterpart ship for Kokusai Kisen's KONGO MARU. 2/5 demolition completed.

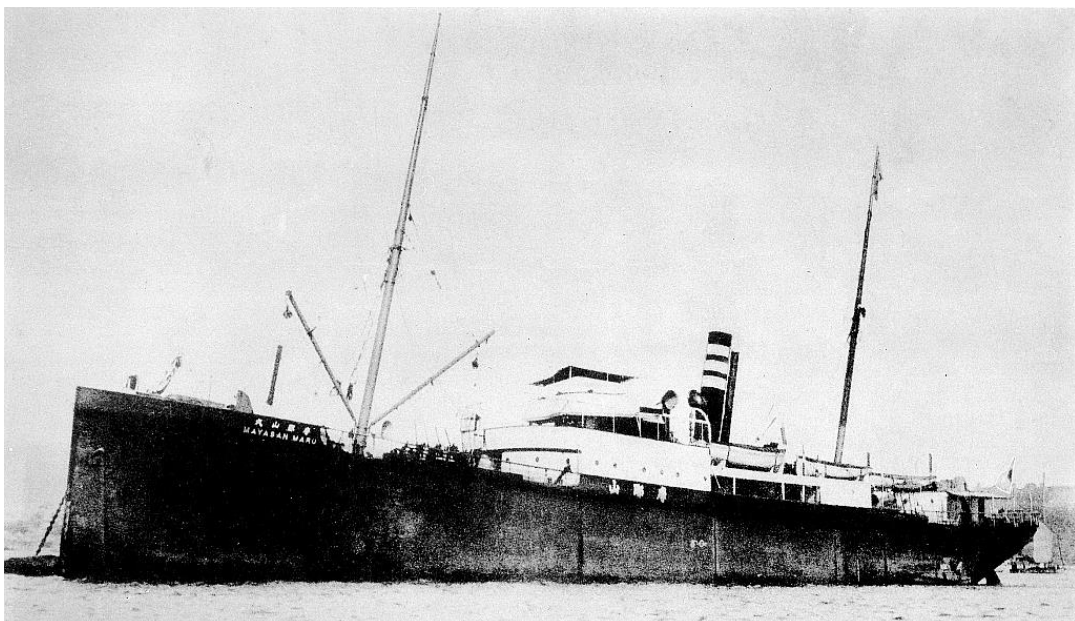


CANTON MARU (S. Kizu coll.).

MAYASAN MARU 摩耶山丸 (1908-11) 980/89-8 64.89 x 8.98 x 5.39m T3cy 77 nhp/ 570 ihp 9.5/11k
 Built by Howaldtswerke, Kiel (#193) for M. Jebsen, Apenrade as MICHAEL JEBSEN. 4/04 sold to Mitsui & Co., Kobe r. MAYASAN MARU. 18/9/04 sold to Kawabe Kurosaburo, Kobe. 4/08 sold to Harada Jujiro, Osaka. 4/10 t/f to Harada Shoko, Osaka. 1911 sold to Oya Zentaro, Oshima. 1915 sold to Tokusaburo Shimatani, Nishinomiya. 5/17 t/f to Shimaya Kisen, Yamaguchi. 1926 sold to Yamazaki Kisen, Hakodate) 1929 sold to Seki Mika, Hakodate. 25/9/30 wrecked at Airomisaki, Sakhalin.



MICHAEL JEBSEN when new (Jebsen archives).

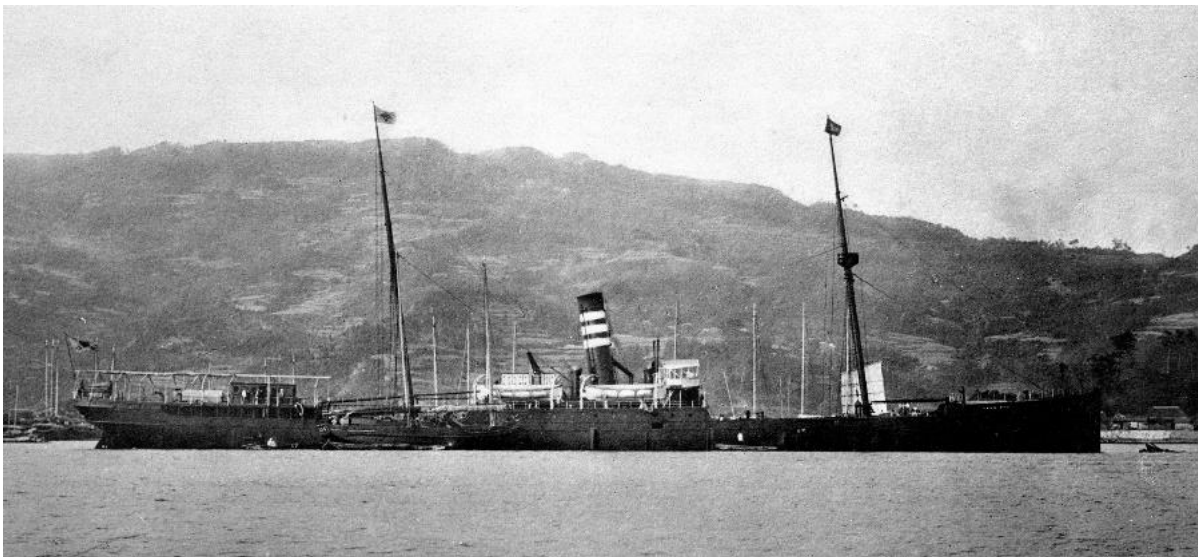


Modernised MAYASAN MARU in Mitsui colours (Mitsui coll.).



Later MAYASAN MARU at Newchwang (from a postcard).

KACHIDATE MARU 勝立丸 (1909-13) 3248/88-5 105.55 x 12.58 x 8.32m T3cy 263.4 nhp/ 2,005 ihp 8/12k
 Built by Sir Raylton Dixon & Co. Ltd, Middlesbrough (#282) for Star Navigation Co. Ltd, Liverpool as PALLAS.
 1889 sold to Charente S.S. Co. Ltd, Liverpool. 4/94 sold through J. Prentice, Shanghai to Mitsui & Co., Tokyo,
 later Nagasaki r. KACHIDATE MARU. 31/8/03 sold to Korean Government, Gensan and commissioned as
 warship YANG MOO. 7/09 sold to Harada Shoko G.S.K., Tennoji r. KACHIDATE MARU. 1913 sold to Hachiuma
 Eizo, Nishinomiya. 13/9/16 o/v Shanghai-Osaka grounded on coast of Jeju Island (32.40N, 124.30E), 24/9
 foundered.

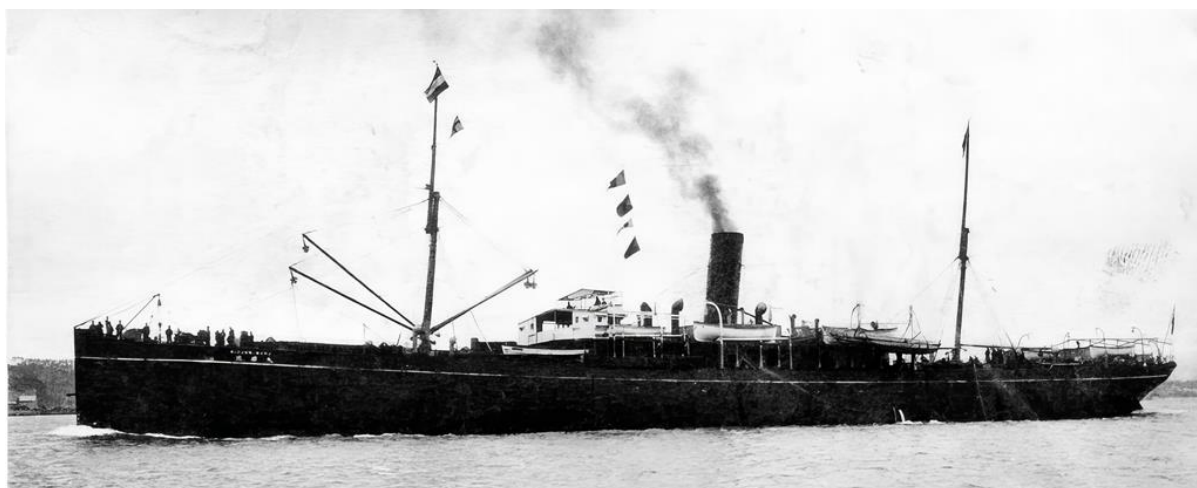


KACHIDATE MARU (MOL).

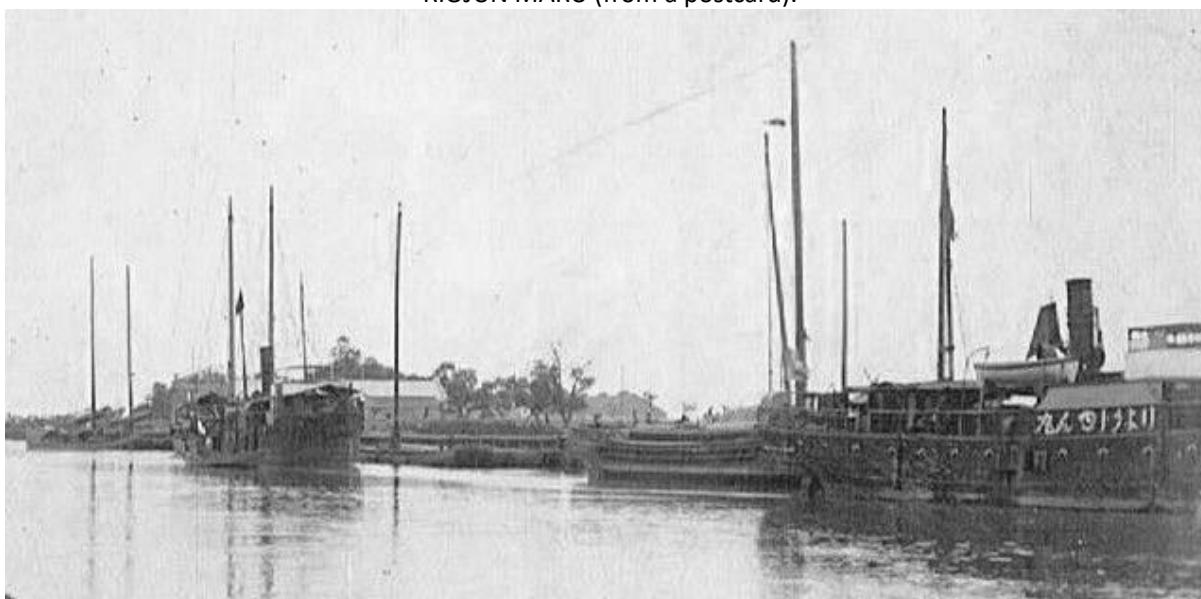
SEIUN MARU No.8 第八盛運丸 (1909-12) 572/09 53.00 x 6.80 x 2.12m T3cy 50 nhp
 Built by Harada Jujiro, Osaka on own account. 1912 sold to Ichiro Sato, Osaka. 3/15 wrecked on coast of
 Hokkaido.

RIOJUN MARU 旅順丸 RYOJUN MARU (1910-21) 4794/92-12 109.74 x 14.36 x 7.77m T3cy 309.6 nhp/ 1,600 ihp 9.5/11k 10 1st 45 3rd

Built by R.W. Hawthorn, Leslie & Co., Newcastle (#313) for Anglo-Australasian S.N. Co. Ltd, London for UK-Australia trade as PORT HUNTER. 1894 sold to Japanese Government (Ministry of the Navy) r. RIOJUN MARU. 1/1/96 sold to Nippon Yusen Kaisha, Tokyo. 4/2/10 sold to Harada Shoko, Osaka. 5/10 voyage transporting emigrants to Brazil for the Takemura Colonial Trading Company. 10/12 inaugurated on the government-ordered Kobe-Surabaya route. 4/14 t/f to Harada Kisen, Osaka. 28/5/21 o/v Dalian-Batavia with coal, wrecked in rough weather north of Gaspar Strait (3.00S, 107.00E).



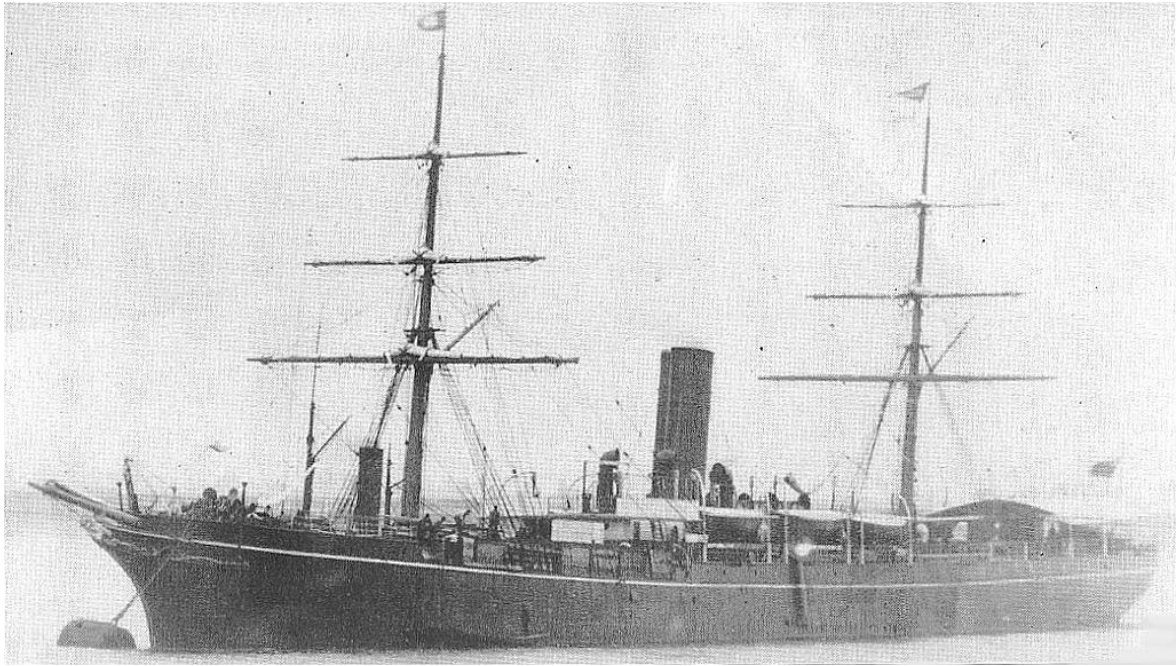
RIOJUN MARU (from a postcard).



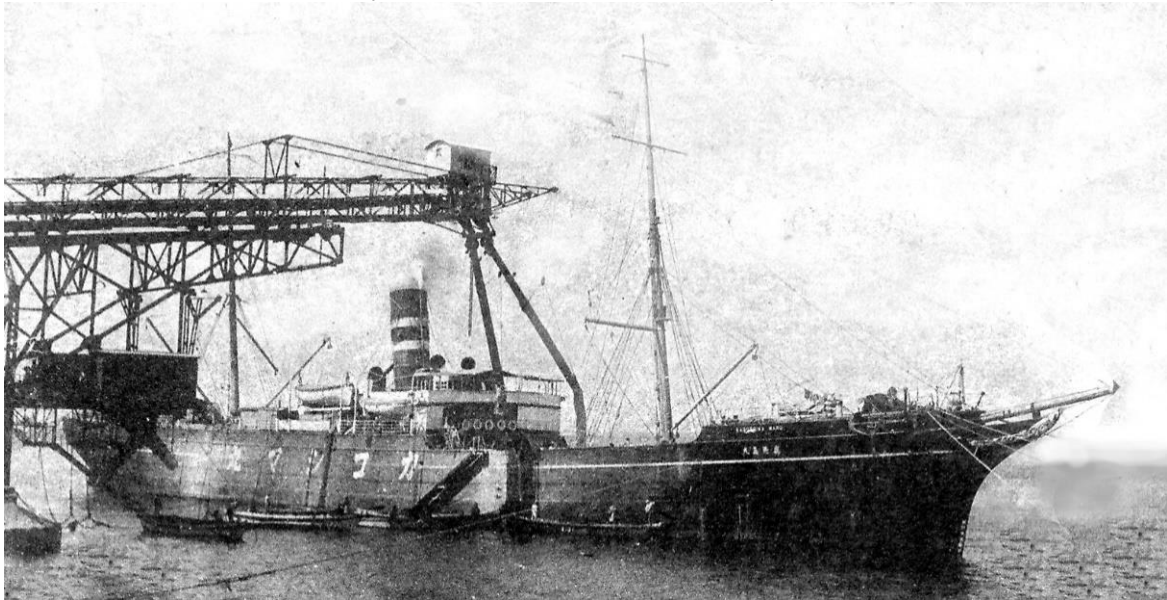
RIOJUN MARU (r.) evidently at Tientsin (coll. S. Kentwell).

KAGOSHIMA MARU 鹿児島丸 (1910-18) 4370/91 114.21 x 13.81 x 8.397m T3cy 309 nhp/ 2,150 ihp Wallsend Shipway Co. Ltd, Newcastle 9/12.3k

Built by William Dobson & Co., Newcastle (#45) for Anglo-Australian S.N. Co. (W. Milburn & Co.), London for UK-Australia trade as PORT ALBERT. 1894 sold to Japanese Government (Ministry of the Navy) and r. KAGOSHIMA MARU. 1/11/96 sold to Nippon Yusen Kaisha, Tokyo. 4/2/10 sold to Harada Shoko, Osaka. 4/16 t/f to Harada Kisen, Osaka. 1/18 o/v Saigon-Port Said missing in rough weather off the coast of Shantan Island in Anavanse (Anambas?) Archipelago in South China Sea (2.50N, 106.00E).



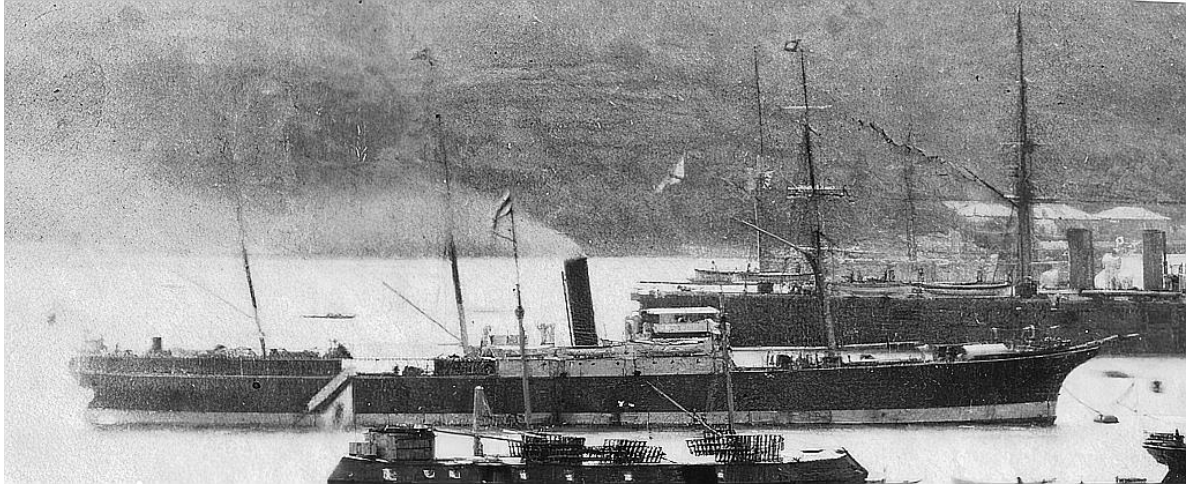
Early PORT ALBERT (Ambrose Greenway coll.).



PORT ALBERT rebuilt as KAGOSHIMA MARU (from a Harada Shoko postcard).

HIOGO MARU 兵庫丸 (1910-13) 705/74 i.s.s. schooner rig, 81.03 x 9.04 x 5.76m C2cy 162 nhp/ 1,050 ihp
G. Clark, Sunderland 10.5k

Built by Robert Thompson, Junior, Sunderland (#69) for A.R. Brown, London as MIN. On completion paid for by Japanese Gov't (Mitsubishi mgrs from 5/75) through Matheson & Co. for \$166,250 r. HIOGO MARU on arrival in Japan early 1875, for use on Taiwan military expedition. 1875 voyage to San Francisco with Japanese government goods for Centennial Exhibition at Philadelphia. 15/9/75 sold to Mitsubishi Steamship Company, Tokyo. 18/9 t/f to Mitsubishi Mail Steamship Company, Tokyo), following the change of company name, payment arranged 9/77. 13/2/77 req. as transport during Satsuma Rebellion. By 1880 on Hong Kong route. 1/10/85 t/f to Nippon Yusen K.K., Fushiki. 1897 operating monthly service Kobe-Shimonoseki-Nagasaki-Foochow-Amoy-Manila. 1899 to 1910 on Ogasawara route. 1/3/10 sold to Goshi Shosen Kaisha Harada Shoko, Tennoji. 28/4/13 o/v Kobe-Tsingtao, collided with KASAMA MARU in Suwonada, Inland Sea and sank but apparently partly salvaged. 9/13 overwhelmed by storm at same location.

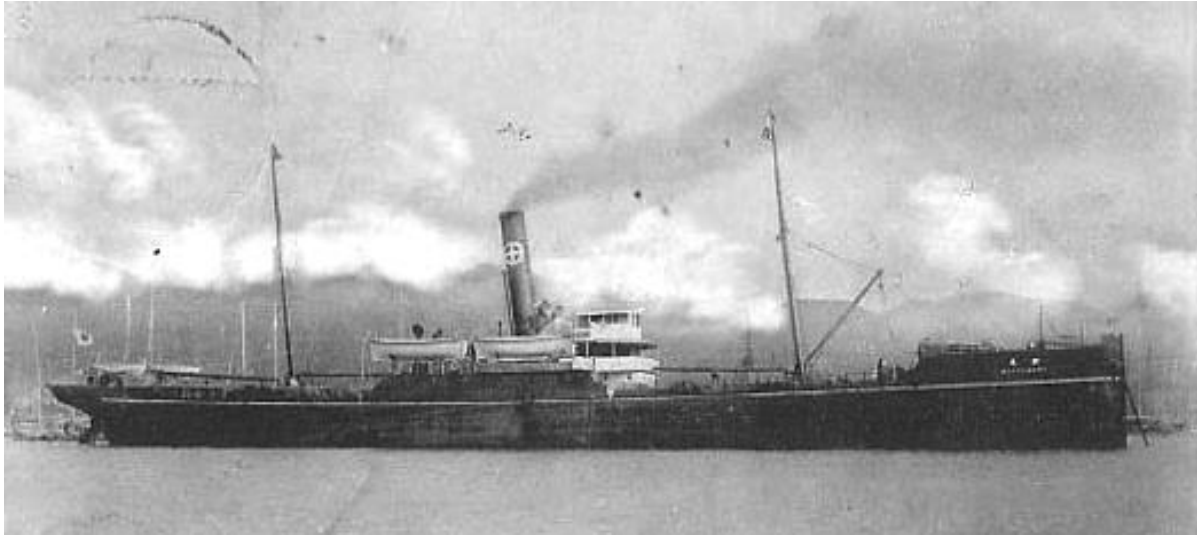


Possible HIOGO MARU at Nagasaki late 1890s. Differed from near-sisters SUMIDA MARU and KOSUGE MARU in being completed with a schooner rig, as shown (SK colln).



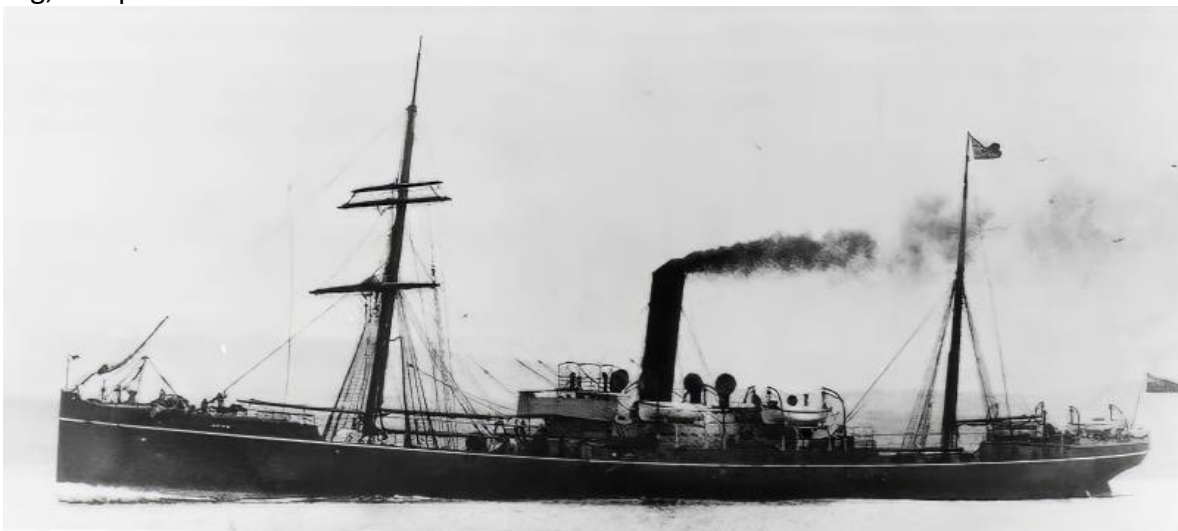
HIOGO MARU at Ogasawara early 20th century, yards removed (Nanamaru).

MATSU MARU 松丸 (1910-17) 2140/97-9 83.67 x 12.59 x 6.43m T3cy 133 nhp/ 936 ihp 9/9.5 k
 Built by Howaldtswerke, Kiel (#300) for Chinese Engineering & Mining Co. Ltd, Tientsin as HSI-PING, by 1910 re-anglicised as HSIPING. 1910 sold to Harada Shoko G.K., Osaka r. MATSU MARU and 5/10 placed in Osaka/Kobe-North China trade. 29/3/11 grounded in snowstorm on northern tip of Chang Hsing Island o/v Tsingtao-Newchwang. 1916 t/f to Harada Kisen K.K., Osaka. 21/1/17 wrecked in snowstorm on Nebuta coast, Fukuyama-machi, Matsumae-gun, Oshima Kuni, Hokkaido o/v Otaru-Kobe with timber.



MATSU MARU (postcard S.Kentwell colln).

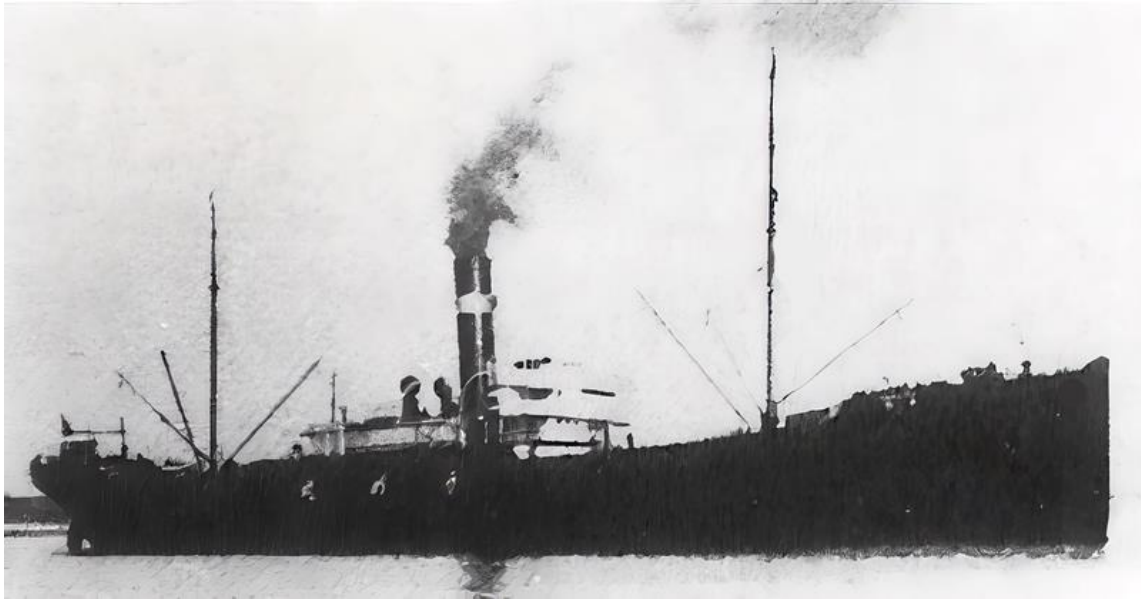
UME MARU 梅丸 (1910-15) 4233/92-9 89.40 x 13.41 x 8.53m T3cy 294.7 nhp/ 1,600 ihp 10/12.5k
Built by Caird & Co. Ltd, Greenock (#270) for P & O S.N. Co., Greenock as JAVA. 1910 sold to Harada Shoko, Osaka r. UME MARU. 1915 sold to Nakamura Seishiro, Tarumi. 1916 sold to Kentaro Kawachi, Tarumi. 24/6/18 sold to Taiyo Kaiun, Wakayama, later Kobe. 1923 sold to Kozo Takahashi, Kobe. 27/3/26 sold for dismantling, in Japan.



JAVA as built (P&O coll.).

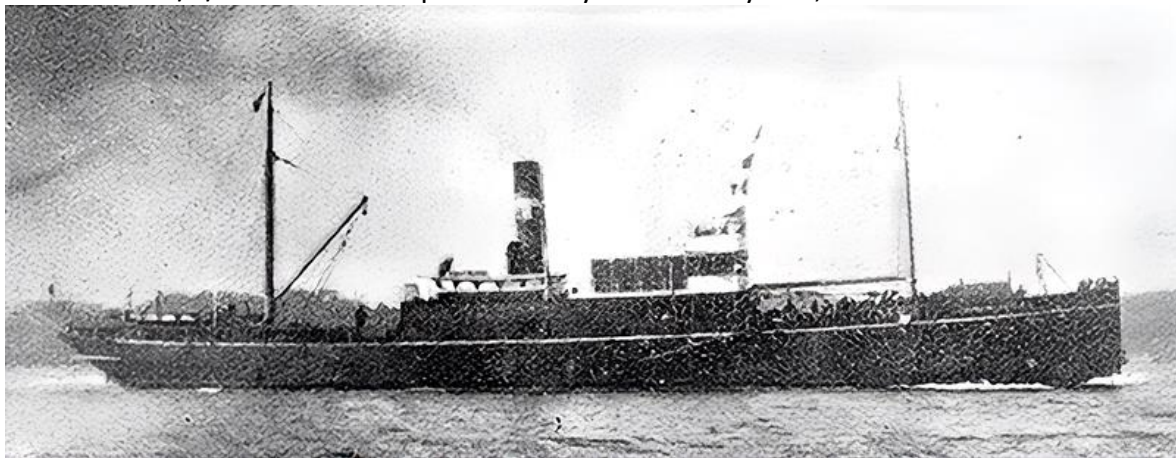


Updated UME MARU (from an Army postcard).



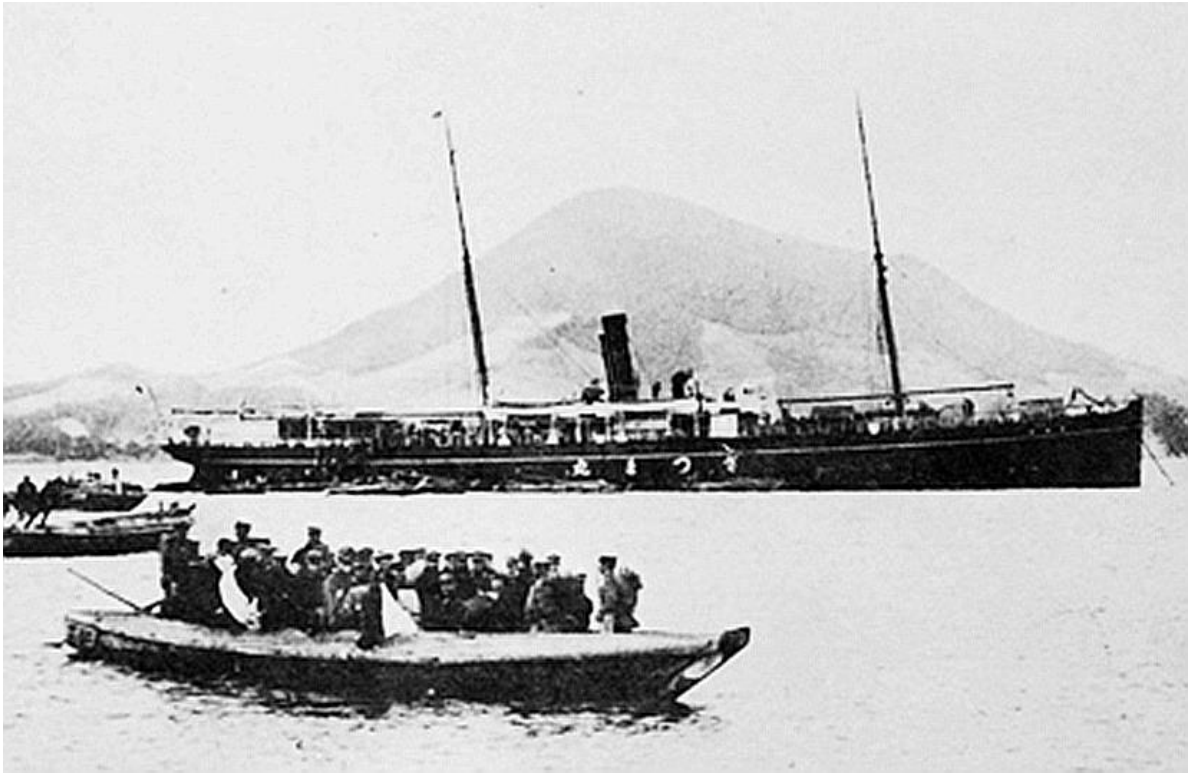
UME MARU with new funnel (*Fune no Kagaku*, 4/90)

SEIUN MARU No.10 第十盛運丸 (1910-12) 762/10 55.63 x 7.56 x 5.39m T3cy 65 nhp/ 390 ihp 9.5/10k
 Built by G.S.K. Harada Shoko, Osaka for Harada Shoko, Tennoji as SEIUN MARU No.10. 6/4/12 t/f to Chosen Yusen, Incheon r. CHUSEI MARU 忠清丸. 4/33 sold to Shaw Hsing SS. Co. Ltd, Lungkow r. WAN TAI. 7/33 t/f to Shaw Hsing S.S. Co. Ltd, Shanghai r. FUHSING 福星, by 12/34 running out of Newchwang (Yingkow) to other northern ports, reported as FUSHING-GO 福星号, presumably Manchukuo flag. 12/41 under Japanese control as FUKUSEI MARU 福星丸, operated by IJN. 6/42 as FUKKO GO compulsorily acquired by Manshu Kaiun K.K. 31/8/45 at Dairen requisitioned by Soviet Army. NFI, DLR 1955

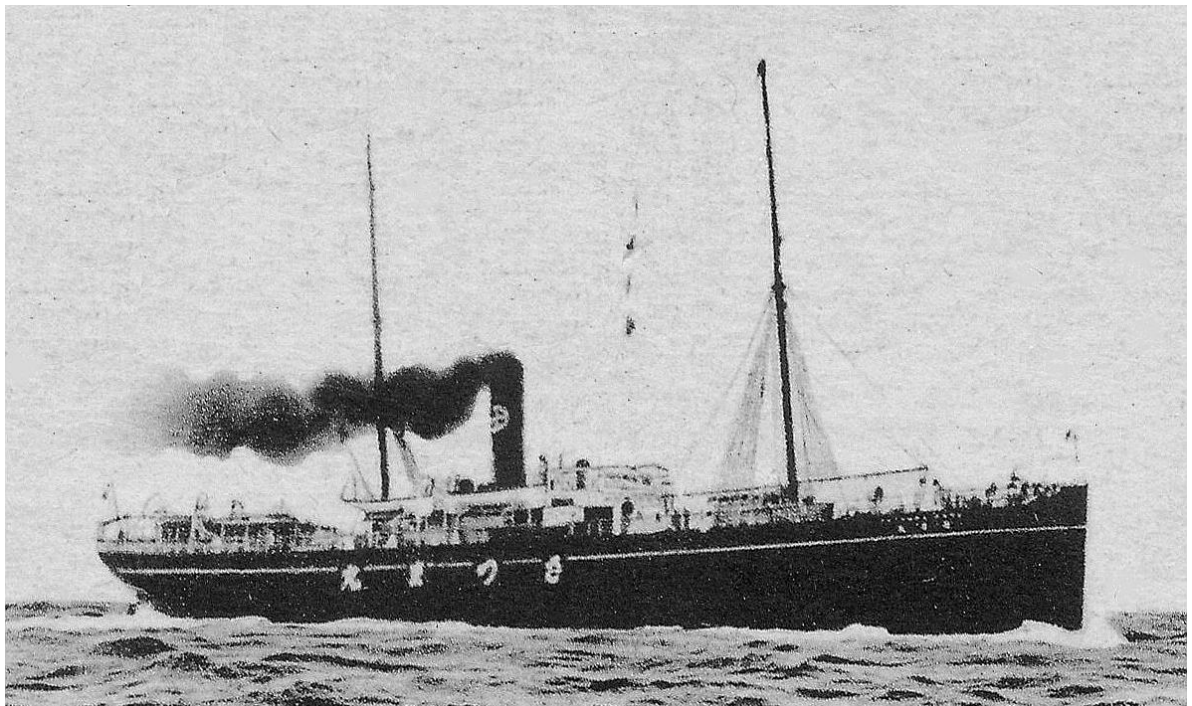


Harada Shoko-built and engined two-hatch SEIUN MARU No.10 as combine Chosen Yusen's CHUSEI MARU.
 Taken by Soviets after surrender in 1945, fate unknown (*1916 Japan Steamship Register*).

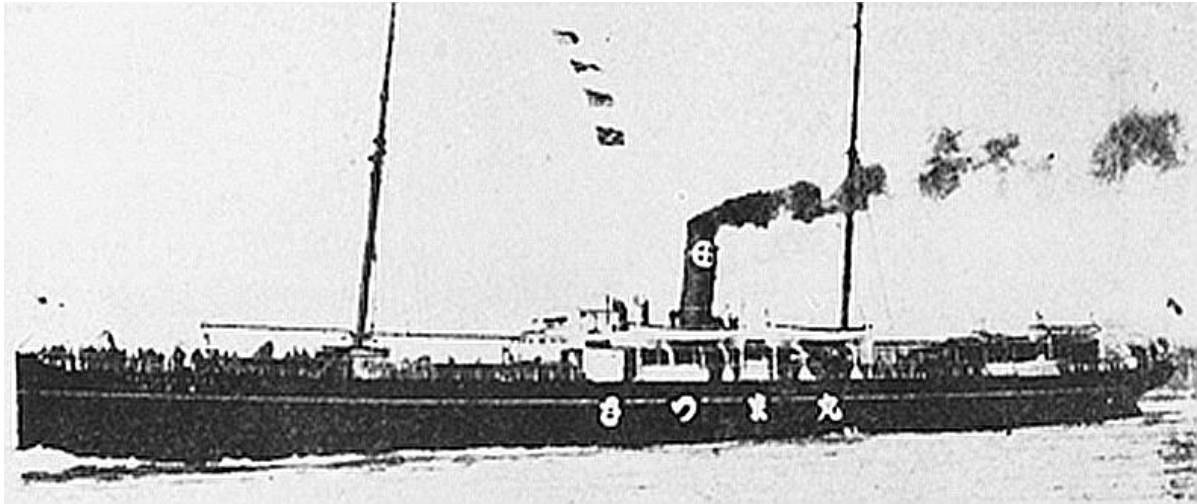
SATSUMA MARU 薩摩丸 (1911-22) 1866/84-8 79.70 x 10.55 x 5.53m C2cy J. Howden & Co., Glasgow 250 nhp/1,440 ihp 13.5k 1st 26, 2nd 20, 3rd 169
 Built by Napier, Shanks & Bell, Glasgow (#27) for Kiodo Kisen K.K., Tokyo. 1/10/85 t/f by merger to Nippon Yusen Kaisha, Tokyo. 27/5/11 sold to Harada Shoko, Osaka. 6/15 to 3/22 on Hanshin-Tsingtao route. 1916 t/f to Harada Kisen, Osaka. 5/22 sold for 85,000 yen to Tsai Ping Hong, Tsingtao, soon resold to Leetung S.S. Co., Chefoo r. LEETUNG. By LR30 owners Leetung S.S. Co., Chefoo, evidently operating Chefoo/Shanghai. By 1936 managed by Hwei Tung S.S. Co., Chefoo, 1937 became owners. From late-1930s operated by Japan as RITSU GO, which is Japanese reading of LEETUNG kanji. 8/4/45 while operated by "Leetung S.S. Co." under army control, sunk by torpedo off Korean coast (37.27N,125.00E) by *USS Spadefish*, 5 crew lost. US sources say sunk 9/4, position 37.21N,125.08E.



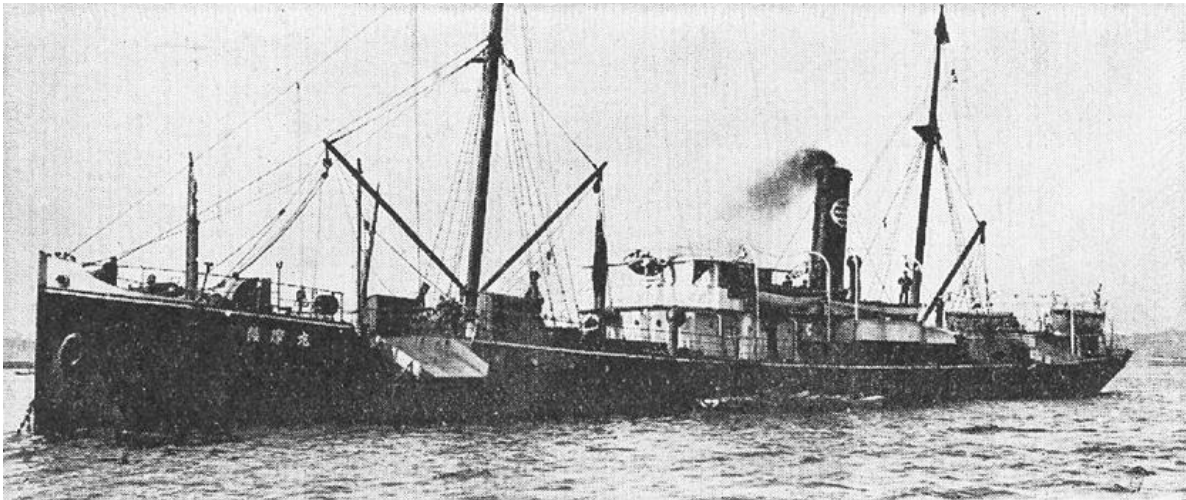
Harada Shoko SATSUMA MARU with flush deck, landing troops at Tsingtao assumed 9/14 (K. Nakamura via S. Kizu).



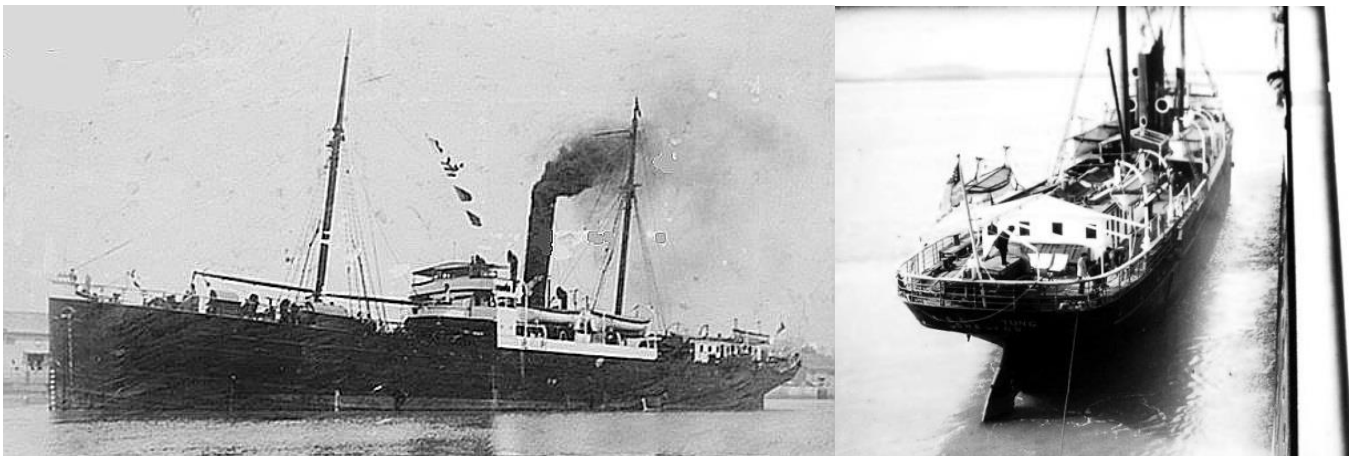
SATSUMA MARU in 1916 Harada Kisen colours (postcard).



SATSUMA MARU in 1916 Harada Kisen colours (Azumi coll. in Kizu database).



SATSUMA MARU with plated centre island (1918 Japan Steamships Register).



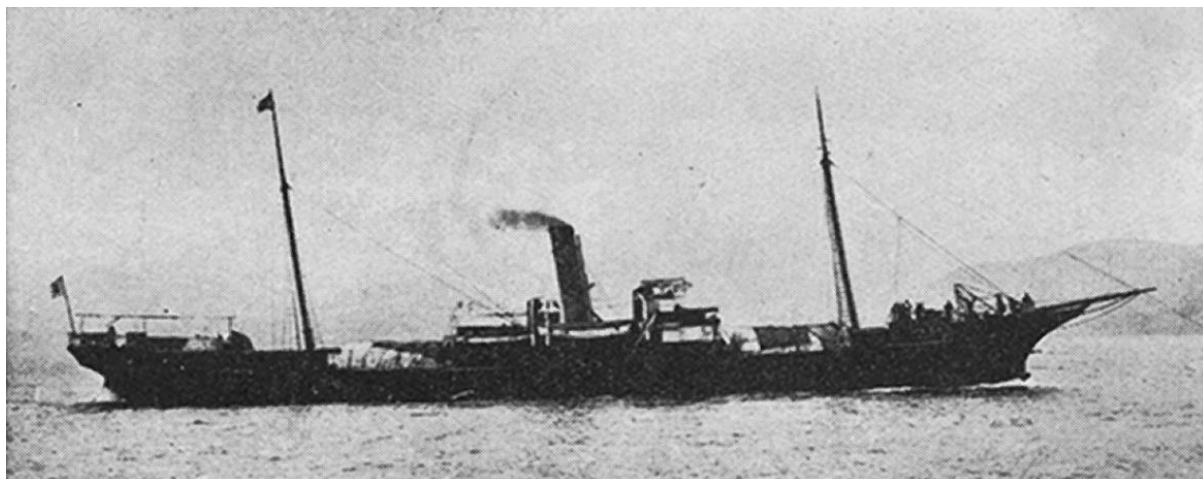
Modernised LEETUNG (7788.com, Ebay).

TAKE MARU 竹丸 (1911-15) 1266/84-4 69.07 x 9.51 x 6.25m C2cy 115 nhp 9k

Built by Blohm & Voss, Hamburg (#32) for M. Jebsen Apenrade as AMIGO. 1911 sold to Harada Shoko, Osaka r. TAKE MARU. 5/11 began service on the Osaka-Kobe-Tsingtao route. 2/15 withdrawn when *Neisei Maru* (2) entered service on this route. 9/15 sold to Kanazawa Kisen, Amagasaki. 1916 sold to Tomoe Gumi Co. Ltd, Amagasaki. 21/9/16 lost at sea o/v Imari-Shanghai.

BANSEIGEN MARU 萬成源丸 (1911-16) 887/86 i.s.s. 65.27 x 8.88 x 4.68m C2cy 124 nhp/650 ihp 12/14k 1st 8, 2nd 4, 3rd 92

Built by Ramage & Ferguson Ltd, Leith (#73) for Tan Yong Siack, Singapore as BAN SENG GUAN. 17/7/05 sold to Matsukata Kojiro (Kobe) r. BANSEIGEN MARU. 18/11/11 sold to Harada Shoko, Tennoji. 30/7/14-31/3/16 chartered for Aomori-Hakodate service. 1916 sold to Mannari Goshi Kaisha, Sakai. 1/17 sold to Zentaro Tanaka, Sakai. 1/4/17-31/3/19 chartered for Aomori-Hakodate service. 1921 sold to Kudo Shinji (port not known). 1922 sold to Yuji Masutani, Hakodate. 1923 t/f to Masutani Kisen, Hakodate. 8/5/24 sailed Horumushiro for Hakodate but lost with all hands. 15/6 lifeboat found. Also rep. wrecked on Paramushir Island.



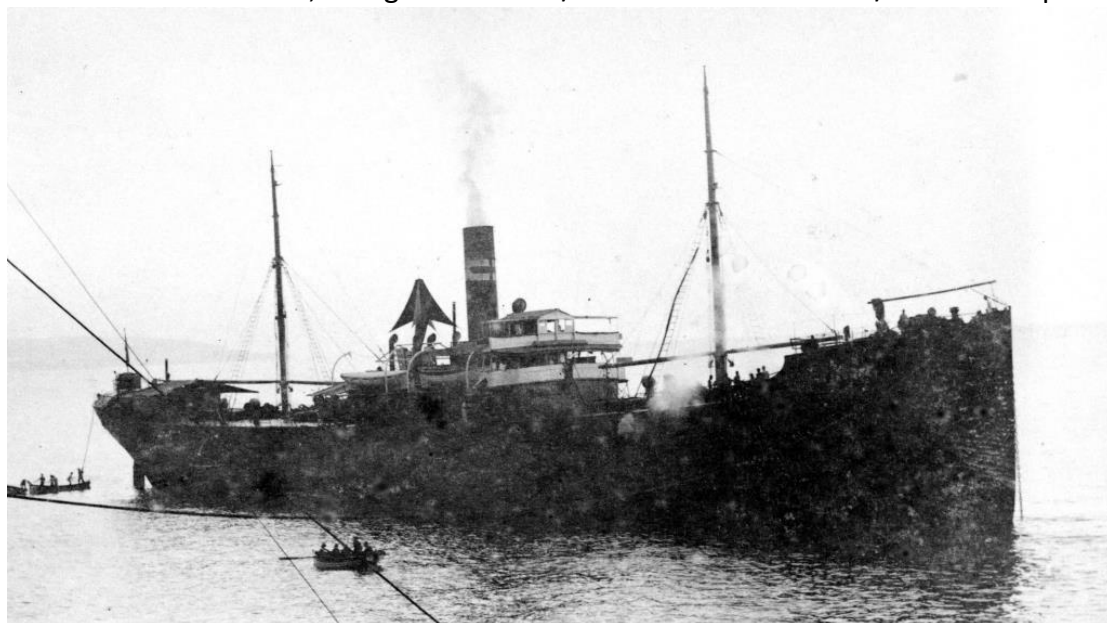
BANSEIGEN MARU probably approaching Akashi Strait (1916 Japan Steamships Register).

HARADA MARU 原田丸 (1912-1?) 233/12 35.66x6.49x3.44m trawler T3cy 48nhp

Built by Harada Shoko, Osaka on owner's account. By 1915 sold to M. Iwanaka, Osaka, not renamed (LR 1915). NFI. [New HARADA MARU in 1923].

TSURU MARU 鶴丸 (1914-32) 2807/92 94.98 x 12.19 x 7.99 T3cy 190nhp Central Marine East Works, West Hartlepool 10k

Built by Wm Gray & Co. Ltd, West Hartlepool (#429) for Taikoo Sugar Refining Co. Ltd (Butterfield & Swire mgrs.), London as SHANTUNG. 1912 sold to Suda Amikan, also rep. as S. Sakai, Dairen r. TSURU MARU. 5/14 sold to Goshi Kaisha Harada Shoko, Amagasaki. 1916 t/f to Harada Kisen K.K. 4/32 broken up in Japan.



TSURU MARU 1891 berthing at Christmas Island March 1920 to load phosphate (National Archives of Australia).

HARADA MARU No.2 第二原田丸 (1914-17) 548/14 51.08 x 6.52 x 5.03m T3cy 36 nhp

Built by Harada Shoko, Osaka on own a/c. 15/1/15 o/v Qingdao-Dalian in heavy fog grounded on reef near west entrance to Weihaiwei. 1917 sold to Ching-Kee S.N. Co., Ltd., Chefoo r. KUNG LEE, chartered to Shawhsing S.S. Co. Ltd but charter terminated after shaft trouble. 4/3/39 o/v Dairen-Tsingtao in ballast struck rock off outer island of Weihaiwei and sank.

HARADA MARU No.3 第三原田丸(1914-17) 631/14 52.79 x 7.47 x 5.30 T3cy 53 nhp

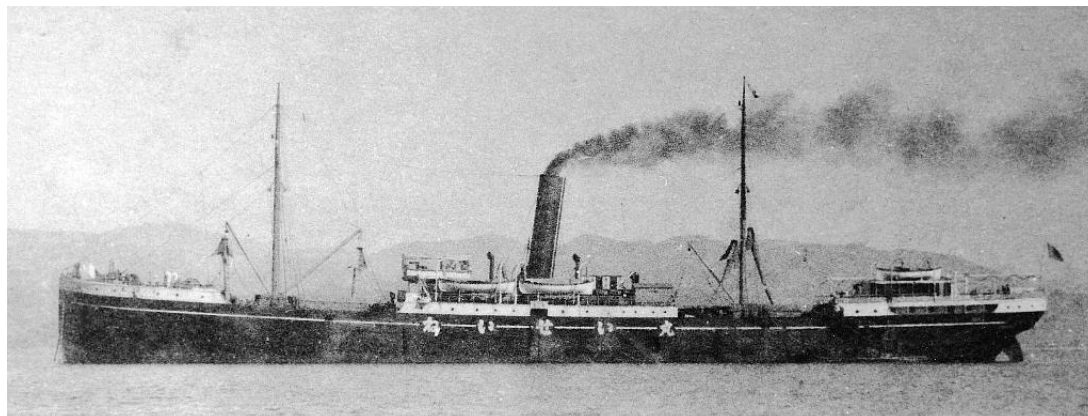
Built by Harada Shoko, Osaka on own a/c. 1917 sold to Ching-Kee Steam Navigation Co., Ltd., Chefoo r. SANGLEE (SUNG LEE). 12/28 missing from LCI, NFI. 1932 RLR. [not in Miramar database.]

NEISEI MARU (II) 寧靜丸 (1915-24) 2533/89-11 100.34 x 10.97 x 7.83m Q4cy 248.64 nhp/ 1,266 ihp
9.5/11.5k 1st 24, 3rd 150

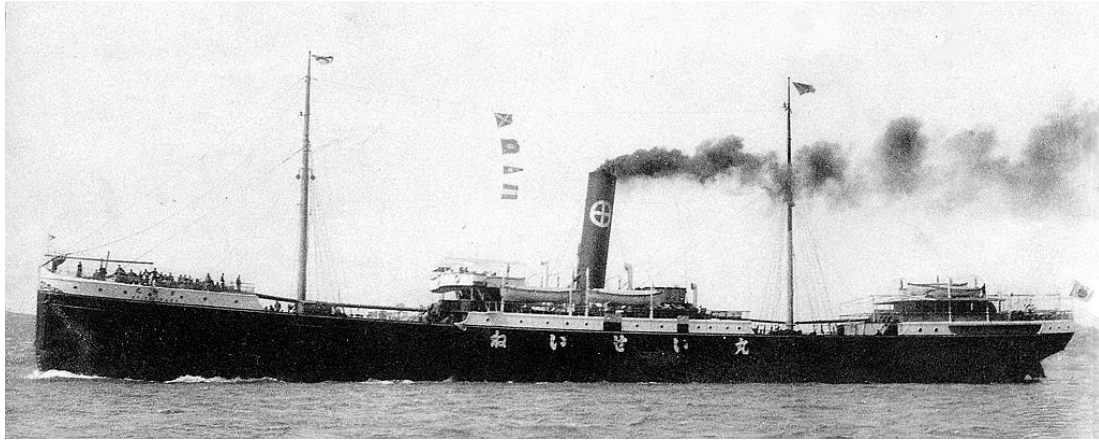
Built by N.V. Kon. Maats. 'de Schelde', Vlissingen (#67) for N.V. Rotterdamsche Lloyd (Wm Ruys & Zonen), Rotterdam for Rotterdam-Java line as MERAPI. 10/05 sold to N.V. Handels Maats. Kian Gwan, Samarang. 11/05 del. at Samarang and reg. as #157 to N.V. Samarang Stoomvaart Maats., sent to Hong Kong & Whampoa Dock for refit (c.1,000 unberthed pass.), 1/06 entered service S. China-Singapore-Java-Hong Kong-Shanghai. c.12/10 reg. at Singapore (#18/1910) to Choo Joon Hiang & Co. (chop Heap Eng Moh) under m/g 6/12/10 to NVHM Kian Gwan. 18/12/1912 m/g paid off, t/f to Heap Eng Moh S.S. Co. Ltd, Singapore. 15/4/13 rep. sold for £6,000 through Kishimoto Shokai to F. Suda, Dairen, c.6/13 del. and r. NEISEI MARU. 1915 sold to Harada Kisen K.K., Osaka, 3/15-12/15 operating Osaka and Kobe-Tsingtao. 1916 reg. Kobe. 24/11/22 at Shimonoseki badly damaged in bows by fouling *Awaji Maru*. 1923 replaced on Tsingtao route by HARADA MARU. 3/12/23 at Shimonoseki sprung leaks after collision with *Asaka Maru* (1689/84), beached for temporary repairs prior to docking. 23/5/24 o/v Antung-Hakata (beancake) stranded in 'Korean archipelago', refloated and beached but 15/7 broke up in gale, salvage abandoned. Other report says refloated, same month laid up outside Kobe, then scrapped. [marhisdata.nl; Schell; Liverpool Journal of Commerce].



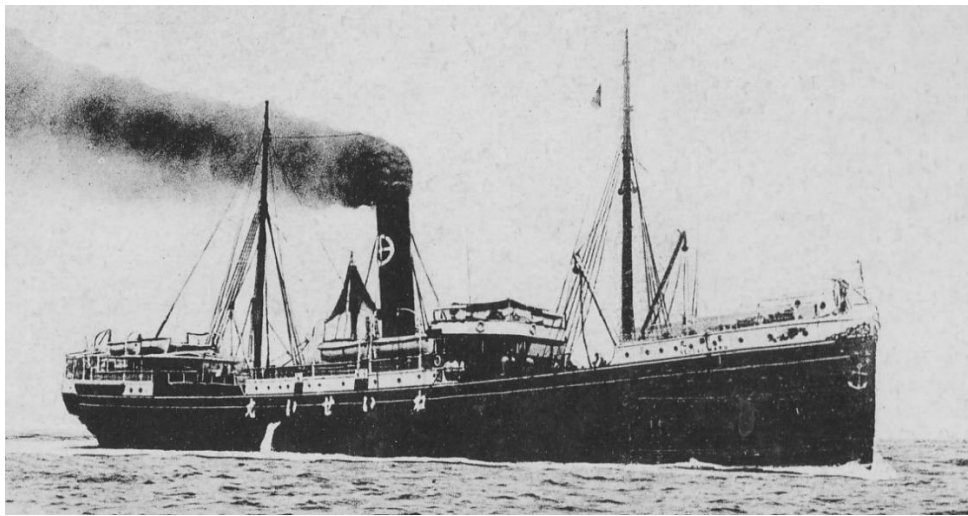
Early NEISEI MARU (from a postcard).



NEISEI MARU (coll. Nakamura/S. Kizu).



NEISEI MARU in Harada Kisen colours (coll. Nakamura/S. Kizu).



NEISEI MARU from a Harada Kisen postcard (coll. S. Kentwell)

HARADA MARU No.5 第五原田丸 (1918-??) 78/18-3 w.s.s. 22.71 x 5.39 x 2.9m R (not stated) 36

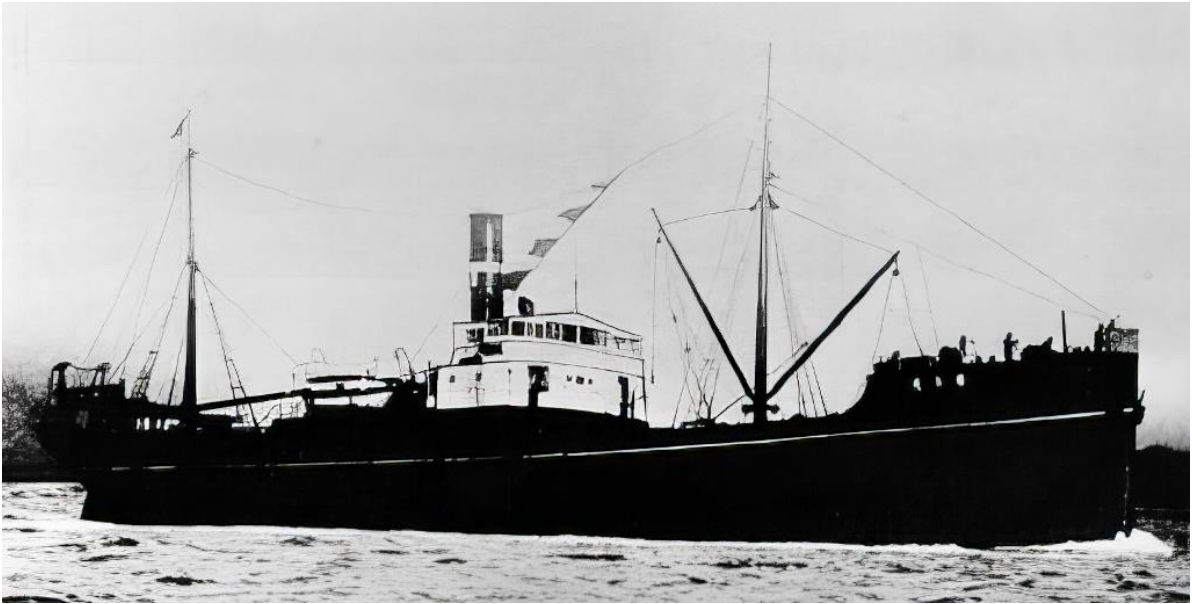
nhp/300 ihp 10k

Built by Harada Zosensho K.K., Osaka on own a/c. 1921 t/f to Harada Kisen, Osaka, NFI.

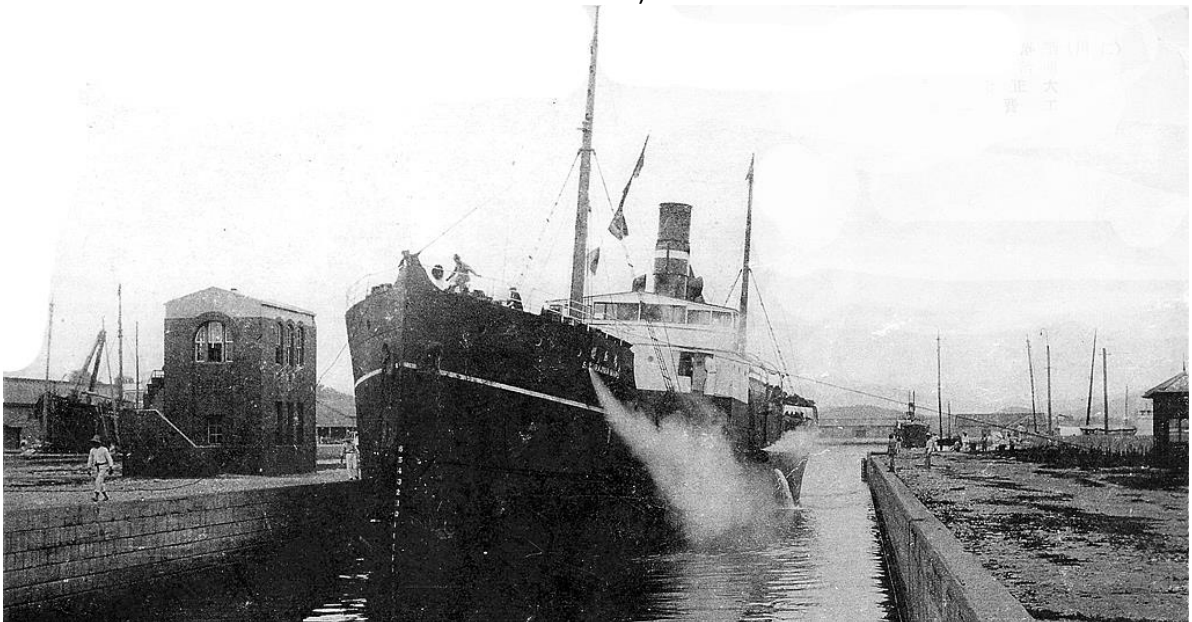
SAKURAJIMA MARU 櫻島丸 SAKURASHIMA MARU (1918-22) 1281/18-11 68.55 x 9.60 x 5.79m T3cy 77

nhp/659 ihp 8.5/10.5k 1st 6

Built by Harada Zosen Co, Osaka for Harada Kisen, Amagasaki. 1/19 deployed Osaka-Kobe-Chefoo-Newchwang-Dairen. 4/22 deployed Osaka-Kobe-west Korean ports-Jinsen and t/f same month to Chosen Yusen, Jinsen, refurbished to carry 12 1st class passengers, 50 3rd class passengers. 1946 r. AING DO by owners, now Korea S.S. Co. Ltd, Incheon. 1948 t/f to Tokyo Yusen, Tokyo. Also rep. 11/48 captured by North Korea. NFI, 1953 RLR. [LR registrations SAKURASHIMA MARU, SAKURAZIMA MARU]



Harada Zosen-built SAKURAJIMA MARU named after the large volcano opposite Kagoshima, in Chosen Yusen colours (S. Kizu coll.).



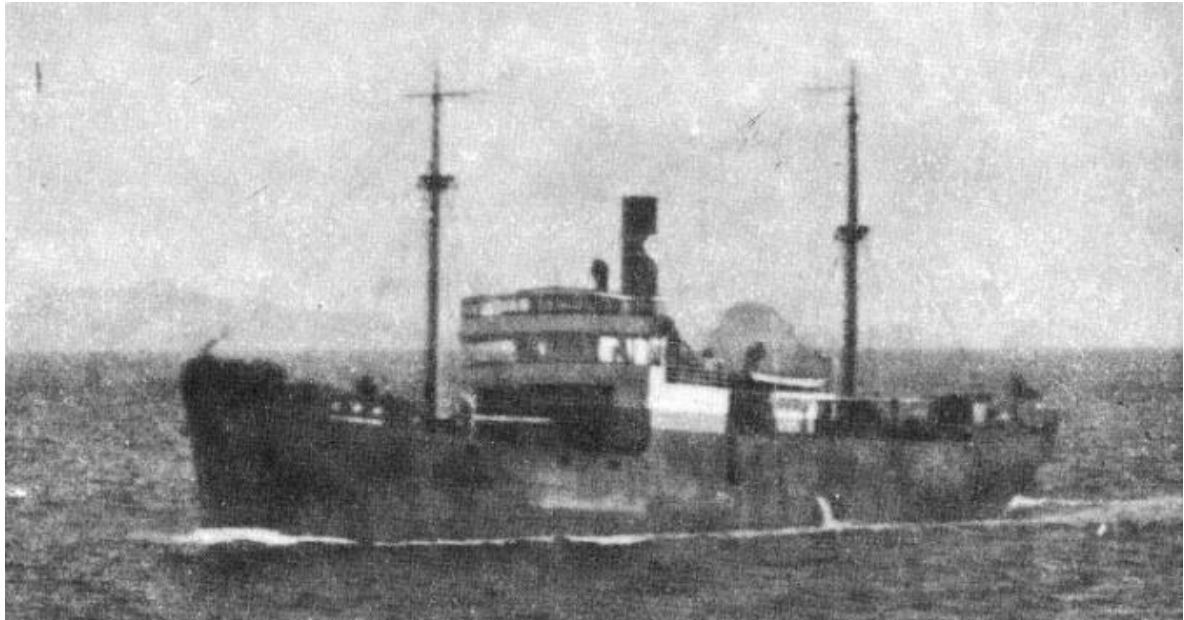
SAKURAJIMA MARU in lock at Jinsen (Incheon) (from a postcard).

HARADA MARU No.6 第六原田丸 (1919-21) 357/19 w.s.s. 42.61 x 7.19 x 4.11m R (not stated) 36 nhp/268.14 ihp 8/9.2k

Built by Harada Zosensho K.K., Osaka on own a/c, reg. Amagasaki. 1921 t/f to Harada Kisen, Osaka. 17/12/21 o/v Hakodate-Funakawa, lost at Funakawa Port in typhoon.

KOSHU MARU 膠州丸 (1921-25) 1921/21-9 78.03 x 11.89 x 6.86m T3cy Osaka Iron Works, Osaka 130 nhp/ 1,373 ihp 11/12.5k 1st 12, 2nd 24, 3rd 98.

Laid down by Harada Zosen, Osaka but completed by Osaka Iron Works Ltd., Sakurajima Chikkou Branch Factory, Osaka (#1015) for Harada Kisen, Amagasaki. 9/21 inaugurated service on Osaka-Kobe-Tsingtao route. 14/5/22 aground o/v Moji-Tsingtao. 1925 r. KEIUN MARU. 20/12/30 inaugurated Shimonoseki-Yosui railway ferry link operated by Kawasaki Kisen Kaisha, continuing to 11/31. 16/11/43 t/f to Osaka Shosen Kaisha, Osaka. 15/5/45 o/v Pusan-Karatsu, sunk by air attack midway between Iki and Oron Islands (33.57N, 129.51E).

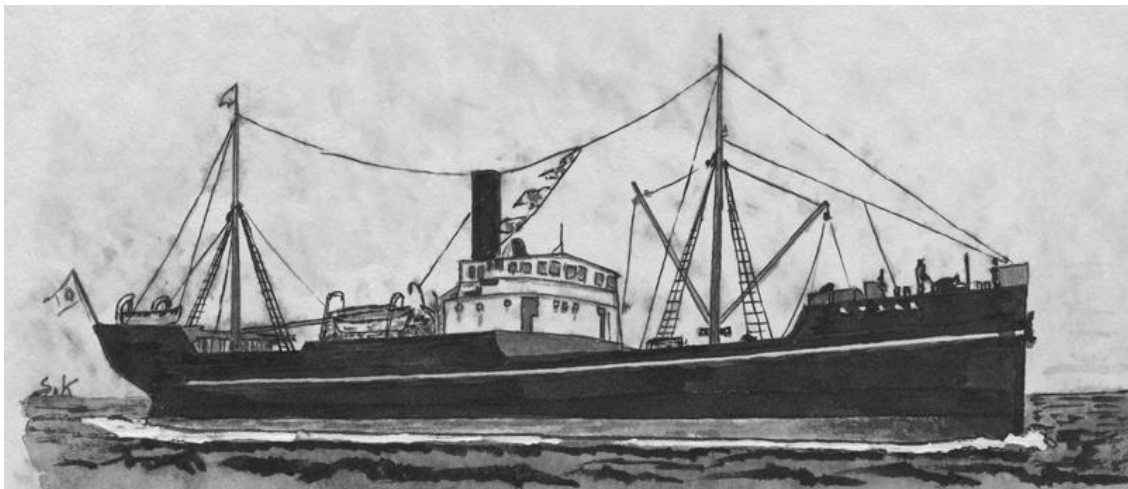


Near sister NICHIMAN MARU 1921/17 built by Harada Zosen for Okazaki Kisen (S. Kizu coll.)

KEIUN MARU 慶運丸 (1925-43) see KOSHU MARU (1921-25)

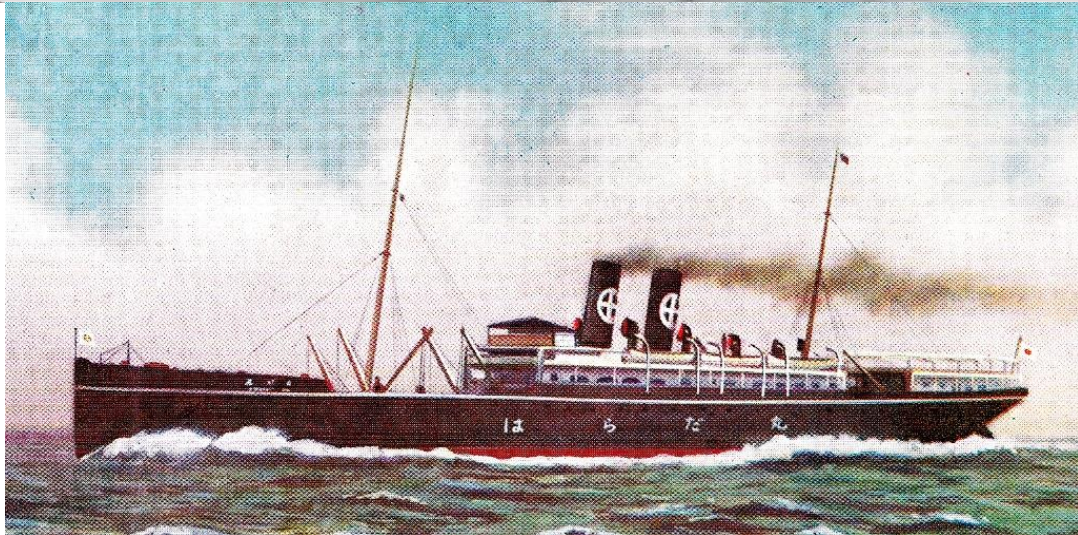
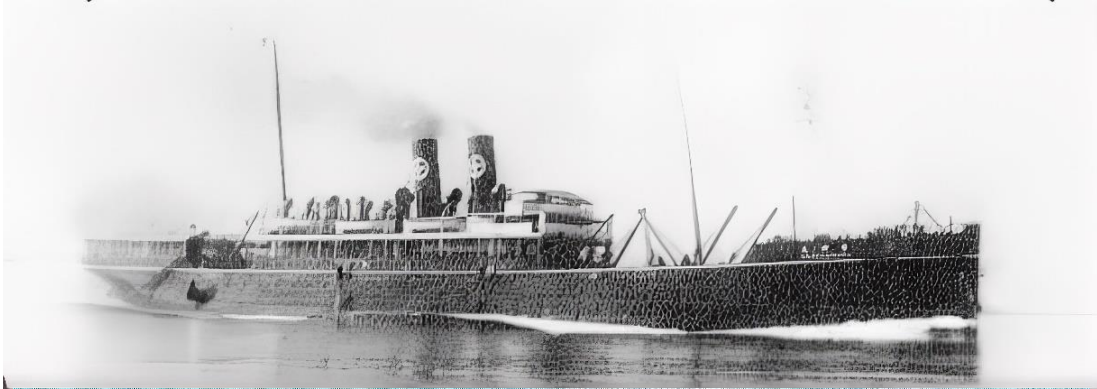
HARADA MARU No.7 第七原田丸 (1919-40) 1269/19 68.52 x 9.60 x 5.79m T3cy 75 nhp/710 ihp
9.5/10.26k 1st 8

Built by Harada Zosensho K.K., Osaka on own a/c, reg. Amagasaki for Osaka-Kobe-Tsingtao route. 4/21 t/f to Harada Kisen, Osaka, moved to Osaka-Newchwang service. 5/1/27 collided with and sank *Yawata Maru* No.2 (623/15) in Shimonoseki Strait. 15/2/29 while approaching Jinnanpo early morning pushed aground by drifting ice at mouth of the Taedong River early in the morning. Refloated but steering gear damaged, at 3:40pm grounded on Mishima Island at mouth of the Taedong River. 6/38 first voyage on Osaka-Kobe-Newchwang-Dairen route. 4/40 sold for demolition.

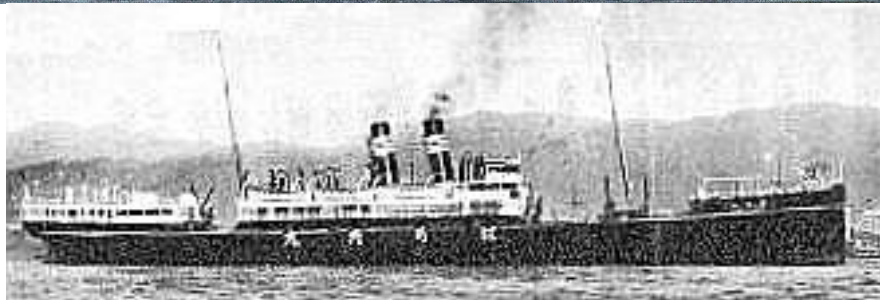
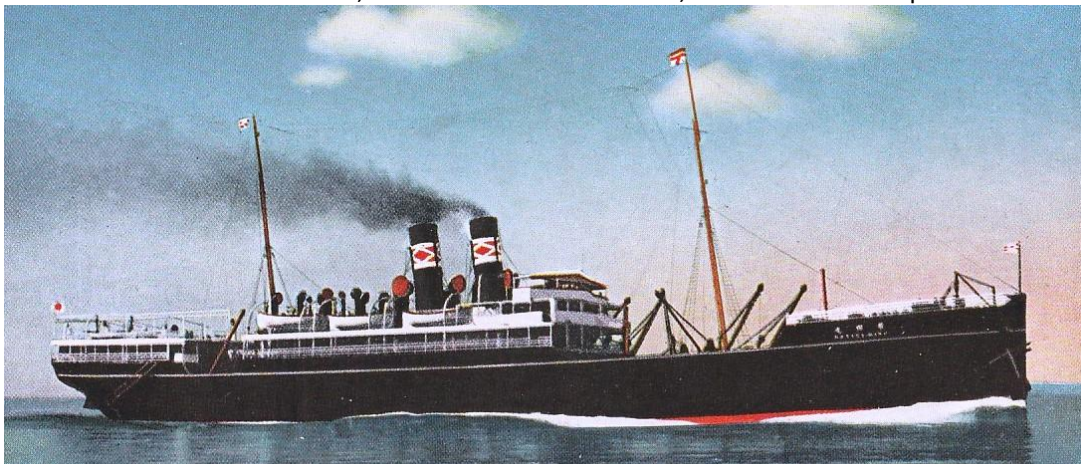


HARADA MARU No.7 (S. Kizu).

HARADA MARU 原田丸 (1923-39) 4114/03-1 113.69 x 13.72 x 8.99m T3cy, Scott & Co. Ltd, Greenock 395 nhp/4,725 ihp 13/15k 1st 36, 2nd 32m 3rd 162
 Built by Scott & Co. Ltd, Greenock (#377) for British India S.N. Co. Ltd., Glasgow as BHARATA for Calcutta-Rangoon service. 12/23 sold to Harada Kisen, Osaka r. HARADA MARU, renovated by Osaka Iron Works. 1924-41 in service Osaka-Kobe-Tsingtao. 10/8/39 t/f to Toa Kaiun, Tokyo. 10/8/45 damaged by mine. 8/5/47 t/f to Nippon Suisan, Osaka, conv. to fish processing vessel. Also rep. reg for Toho Sangyo, Tokyo and Taiyo Kisen. 3/48 laid up in Shirinashi River, Osaka. 3/49 dismantled at Osaka.



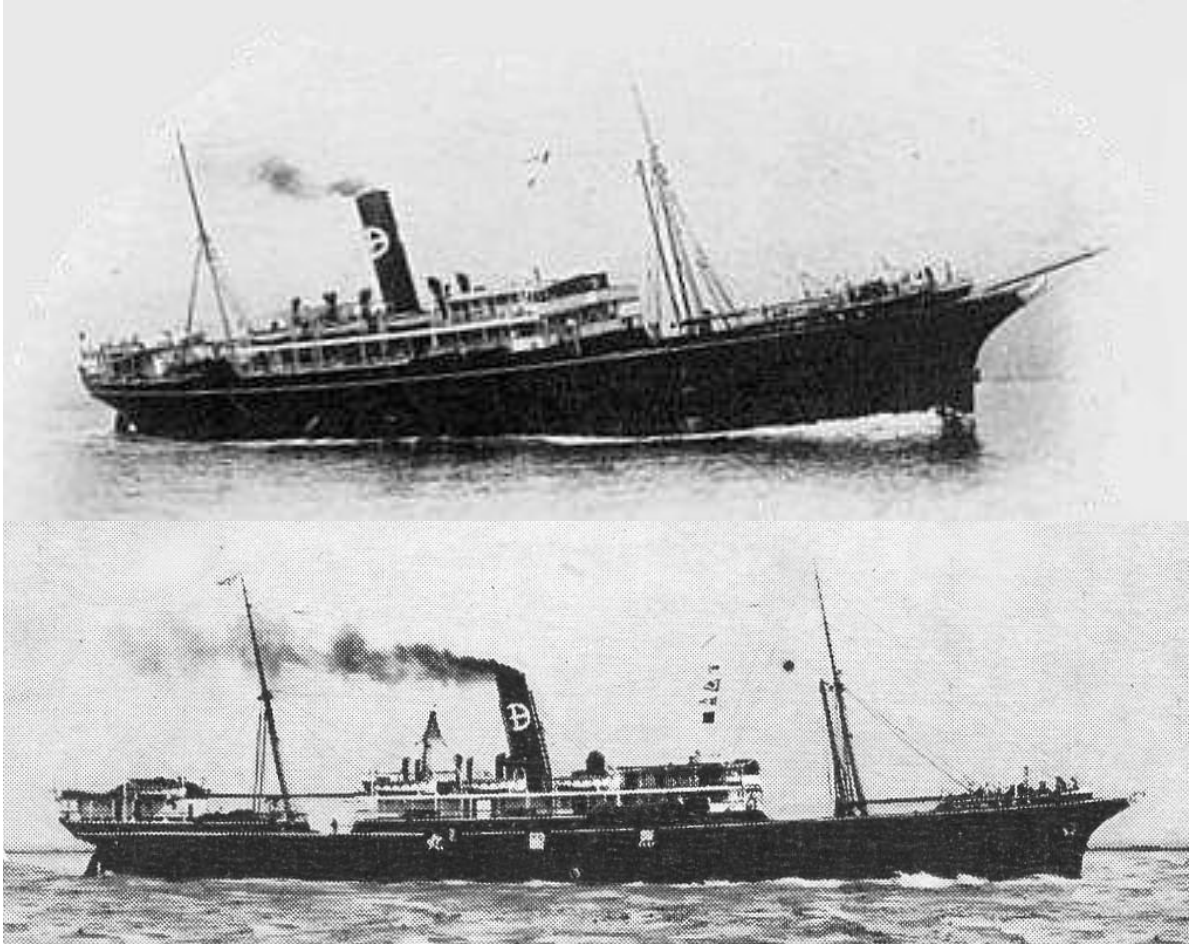
Above 2: HARADA MARU, still with B.I. electric cranes, from Harada Kisen postcards



Above 2: HARADA MARU as a Toa Kaiun mailship from August 1939

TERUKUNI MARU 照國丸 (1924-43) 3588/99-4 103.63 x 12.83 x 9.17m T3cy 271 nhp 2,660 ihp 12/14.5k 1st 12, 3rd 86

Built by Robert Napier & Sons, Glasgow (#465) for Eastern & Australian Steamship Co. Ltd, London for East Australia-Far East trade as EASTERN. 1924 sold to Harada Kisen, Osaka r. TERUKUNI MARU, bowsprit later removed leaving figurehead only. Used on Tsingtao route, 4/29 first voyage Seto Inland Sea-Dalian route. 6/11/43 t/f to Osaka Shosen Kaisha, Osaka. 10/10/44 set sail from San Fernando to Kaohsiung with 236 military personnel and 630 Japanese repatriates but ordered to anchor near Camiguin Island north of Luzon, 18/10 sunk by an air attack while still anchored (8.35N, 124.00E), 7 repatriates and 3 crew lost (Komamiya).



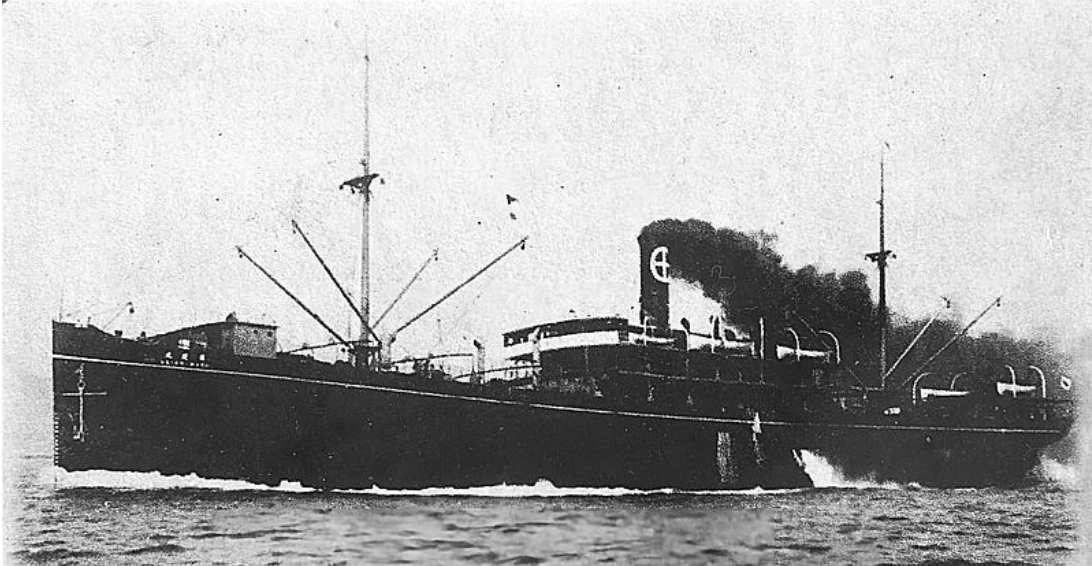
TERUKUNI MARU (from Harada Kisen postcards).



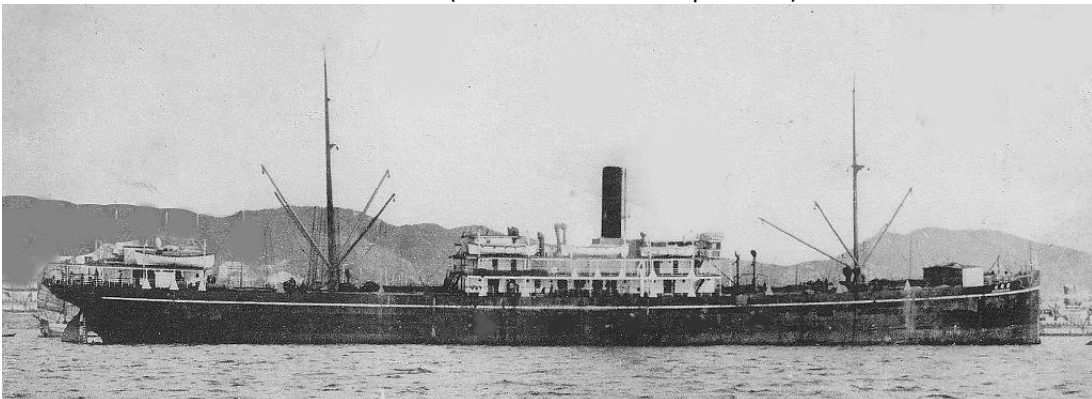
TERUKUNI MARU (Kamei coll.).

SEIUN MARU 盛運丸 (1926-37) 4782/06 121.92 x 15.85 x 8.38m T3cy 580 nhp 2,990 ihp 10/13.5k 1st 22
2nd 26

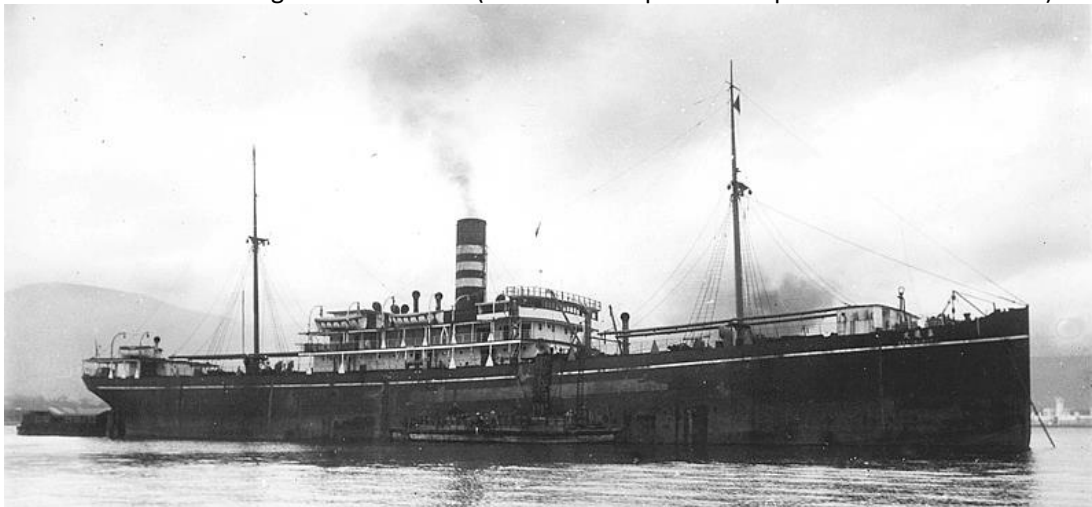
Built by Palmer's S.B. & Iron Co. Ltd, Newcastle (#785) for A. Currie & Co., Melbourne as HYMETTUS for Australia-India trade (capacity about 500 horses). 1913 taken over by British India S.N. Co. Ltd., Glasgow. 1926 sold to Harada Kisen, Osaka r. SEIUN MARU. 28/7/37 o/v Yokohama-Otaru, also rep. Aubetsu, Sakhalin-Kawasaki with coal, in collision off Choshi with s.s. *Benmohr* (5920/28), foundered following day in 36.16N 141.17E.



SEIUN MARU (from a Harada Kisen postcard).



SEIUN MARU with eight boats at Kobe (edited from a postcard captioned 'Mitsui charter').



SEIUN MARU provisioning at Otaru on Mitsui charter (Uhachi Kinoshita/OCM).

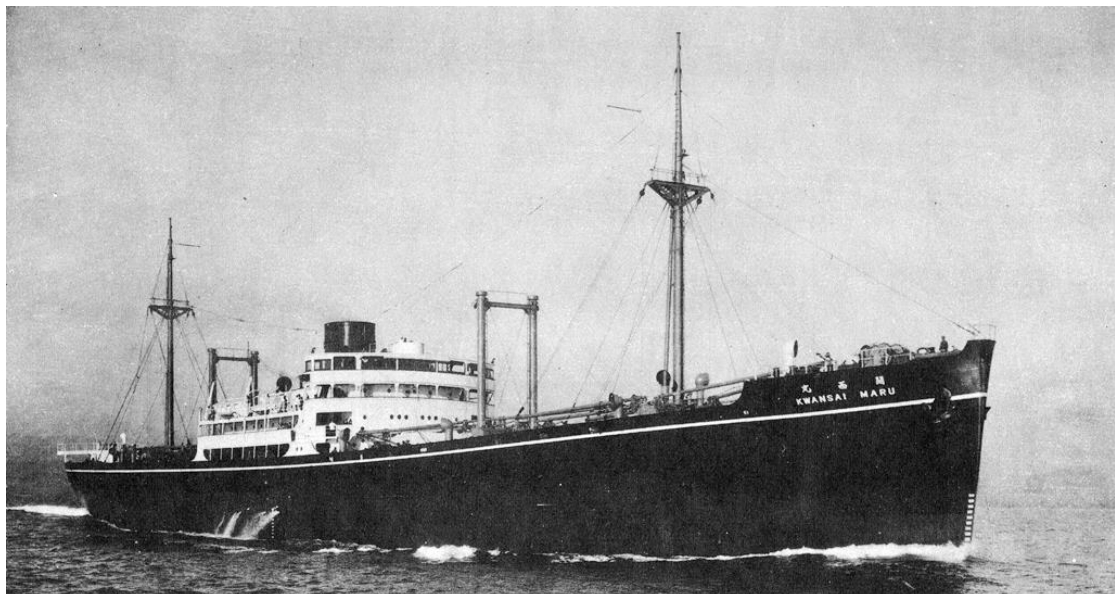
**The subsequent 5 ships were registered to Harada Kisen but always operated as integral units of the
Osaka Shosen Kaisha fleet**

KWANTO MARU 関東丸 KANTO MARU (1937-42) 8606/30-9 140.21 x 18.75 x 12.12m M12cy M.A.N.,
Augburg 3,750 x 2/ 9,141 BHP 16/18.336k 1st 5
Built by Yokohama Dockyard (#179) for Kishimoto Kisen, Osaka for charter to Osaka Shosen Kaisha.
14/10/30 dep. Yokohama on maiden voyage for New York. 16/2/37 sold to Harada Kisen, Osaka, continuing
charter. 19/6/38 dep. Kobe for South American ports via Cape Town. 12/11/38 dep. Kobe for Bombay.
31/3/39 dep. Kobe for South Africa. 11/11/39 dep. Kobe for New York. 22/4/40 to 8/41 three voyages to
South Africa. 9/8/41 req. by IJN as aircraft transport. 11/9/42 torpedoed and sunk by *USS Saury* in 3.16S,
118.29E (55km northwest of Cape Mandal on west coast of Celebes).



KWANTO MARU of Harada Kisen, Panama Canal 20 May 1937 (S. Kizu coll.).

KWANSAI MARU 関西丸 KANSAI MARU (1937-43) 8614/30-12 140.21 x 18.75 x 12.12m M12cy M.A.N.,
Augburg 7,500/ 9,469 BHP 16/19.02k 1st 5
Built by Yokohama Dockyard (#180) for Kishimoto Kisen, Osaka for charter to Osaka Shosen Kaisha.
30/12/30 dep. Yokohama on maiden voyage for New York. 18/2/37 sold to Harada Kisen, Osaka, continuing
charter. 24/12/31 o/v Tianjin-Kobe, collided with and sank *Yaeyama Maru* of Osaka Shosen in Kurushima
Strait. 16/2/32 cargo fire o/v New York-Japan in Caribbean Sea (22.33N, 74.26W), extinguished two hours
later. 27/9/41 req. as army transport. 18/9/43 torpedoed and sunk by *USS Scamp* in 0.25N-146.21E
(approx. 150 north of Manus, Admiralty Islands). 16/11/43 paper t/f of asset to Osaka Shosen Kaisha,
Osaka.



KWANSAI MARU on trials in Kishimoto colours (IJN).

KYUSYU MARU 九州丸 KYUSHU MARU (1938-1942) 8666/38-5 140.12 x 19.00 x 12.50m M14cy 6,700/9,600 BHP 16/19.5k

Built by Mitsubishi Jukogyo K.K., Nagasaki (#711) for Harada Kisen, Osaka for charter to Osaka Shosen Kaisha. 9/7/38 dep. Yokohama for New York on maiden voyage. 16/11/41 req. by army as transport. 15/10/42 bombed, on fire, run aground and partially sunk in 9.25S, 159.55E (ca. 1 km northwest of the mouth of the Umazani River, Tassafaronga, Guadalcanal). Later completely under water; well-known as a dive site.



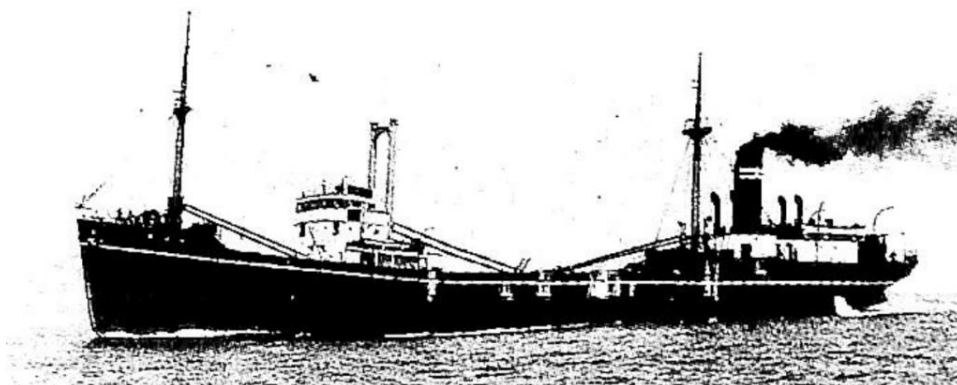
Harada Kisen's KYUSYU MARU 5 March 1941 showing neutrality markings (H. Noma coll.). Longer and more powerful than OSK *London Maru* class of 1953-54, but overtaken in both respects by *Philippine Maru* of 1955.



Wreck of KYUSYU MARU at Guadalcanal (pacificwrecks.com).

TEKKAI MARU 鐵海丸 (1939-42) 1926/39-9 82.30 x 12.20 x 6.20m T3cy Kawaminami Kogyo K.K., Nagasaki 1,700 ihp/150 nhp 11/13.684k

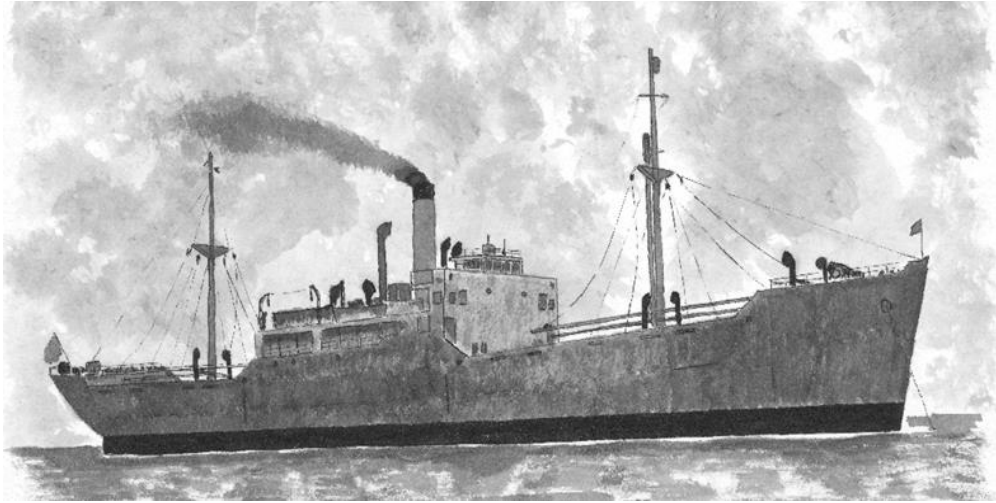
Built by Kawaminami Kogyo Co., Ltd. Koyagishima Shipyard (#121), Nagasaki for Osaka Shosen Kaisha, Osaka. 9/39 sold to Harada Kisen, Osaka. 15/10/41 req. by Army as transport: 4/11/42 sunk by a torpedo attack by USS HADDOCK (SS-231) south of Jeju Island in the East China Sea (32.18N, 126.52E).



TEKKAI MARU (*Fune no Kagaku*).

SYOEI MARU 昭永丸 SHOEI MARU/ SHOWEI MARU (1942-43) 2764/42-12 93.00 x 13.70 x 7.60m T3cy 1,300/ 2,222 ihp 12/14.506k

Built by Harima Shipbuilding Co., Ltd, Aioi (#309) for Harada Kisen, Osaka, C-type war standard ship. On completion 20/12/42 req. for conversion to oil tanker at Harima shipyard, 5/1/43 work completed. 1/9/43 req. by IJN. 16/11/43 owners absorbed into Osaka Shosen Kaisha, Osaka. 12/1/45 o/v Singapore-mainland sunk by an air attack 30 km north of Quinones, French Indochina (14.14N, 109.10E).



SYOEI MARU (S. Kizu).

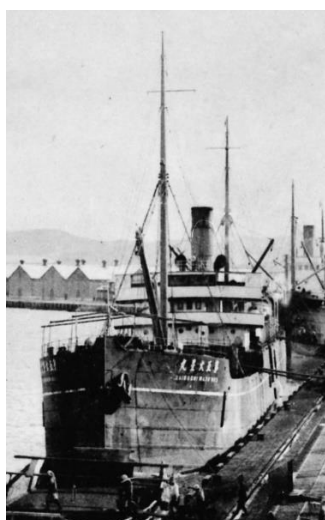
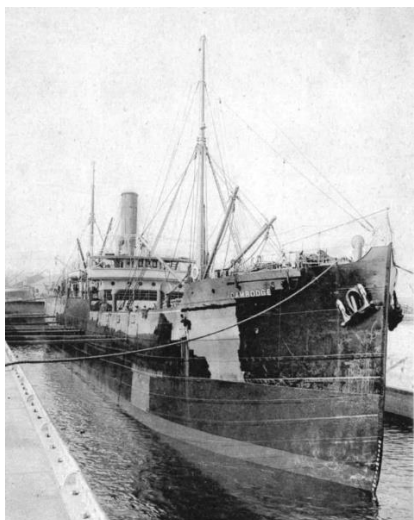
Nanyo Yusen K.K.

(At least one-third shareholding by Harada interests. First CEO Harada Jujiro, succeeded by Harada Rokuro.)



BORNEO MARU ポルネオ丸 (1915-24) 3916/02 104.36 x 13.41 x 8.38m T3cy 205 nhp/ 1,760 ihp 9.5/12k

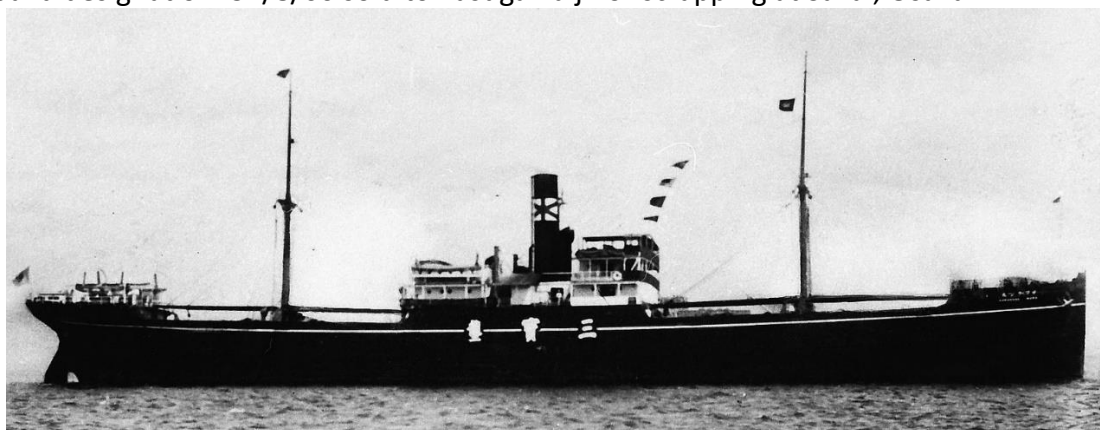
Built by Chant. & Atel. de Provence, Port de Bouc, France (#2), launched for Cie. des Vapeurs de Charge Français as MIRA but completed for East Asiatique Français, Marseilles as CAMBODGE. 1914 sold to Oaki Limited Partnership Company, Dairen r. BORNEO MARU. 1915 t/f to Nanyo Yusen, Tokyo. 1924 sold to Hashitani Kisen, Kobe, later Ishikawa, Hashidate r. DAIBOSHI MARU No.5 第五大星丸 (DAIGO DAIHOSHI MARU). 4/9/33 wrecked on east coast of Kamchatka, 1935 deleted from register. [No photo available as BORNEO MARU]]



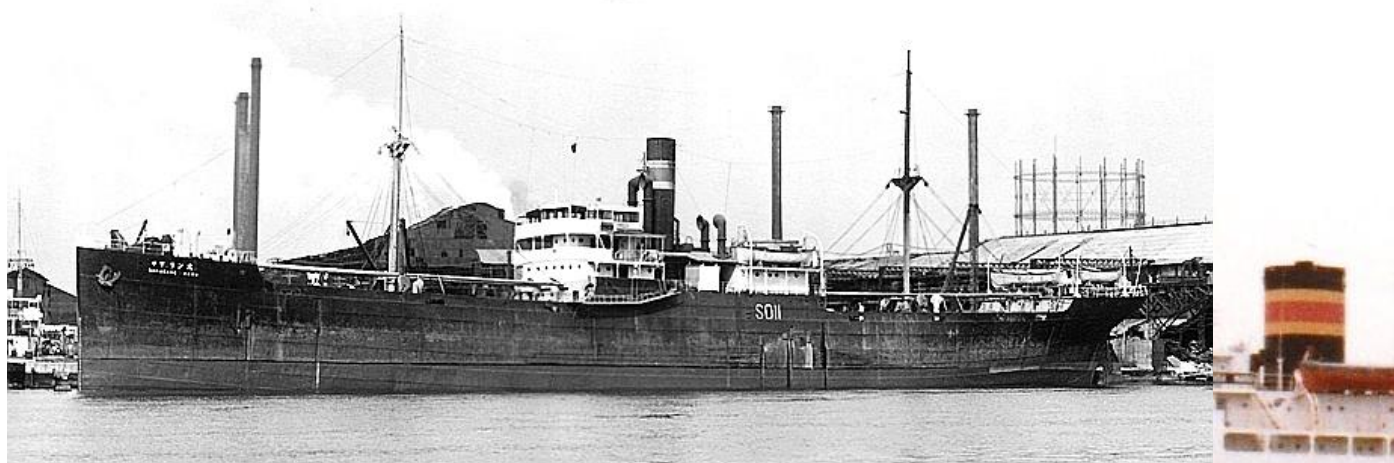
CAMBODGE at Dunkirk, probably in 1914; DAIBOSHI MARU No.5 at Rumoi; DAIBOSHI MARU No.5 berthing at Christmas Island 17 March 1924 (left and centre from postcards, right National Archives of Australia),

SAMARANG MARU サマラン丸 (1920-35) 4013 and 3909/20-3 105.16 x 15.24 x 8.86m T3cy 196 nhp/ 1,900/ 3,400 ihp 10/14.251k 1st 20 2nd, 3rd 50

Built by Mitsubishi Zosen, Kobe (#82) for Nanyo Yusen, Tokyo. 13/9/35 contributed to newly established Nanyo Kaiun, Tokyo. 17/8/41 req. by Army as transport. 16/7/49 t/f to Tokyo Sempaku Kaisha, Tokyo. 28/3/50 updated by Fujinagata Zosensho, Osaka to LR classification. 7/59 sold to Taiheiyo Kisen, Tokyo for scrap and build designation. 31/8/60 sold to Kasuga Kaiji for scrapping at Sakai, Osaka.

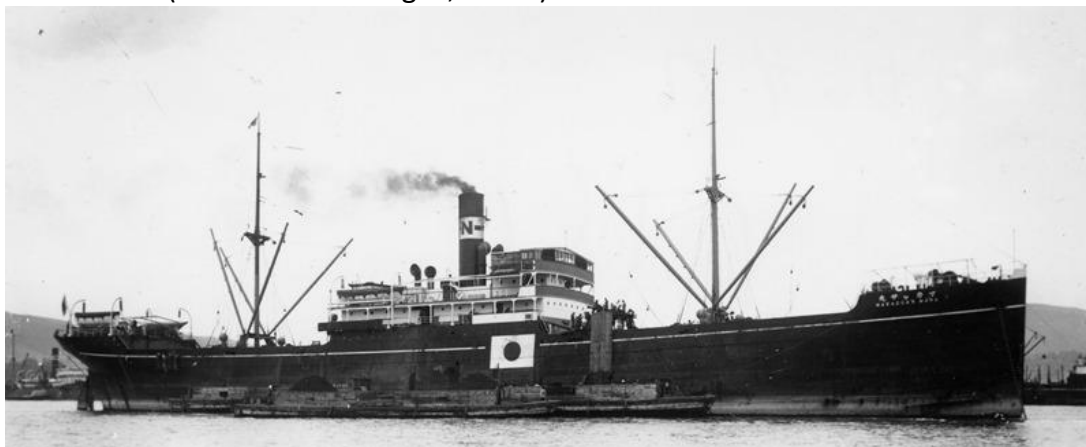


SAMARANG MARU in Nanyo Yusen colours. Kanji 三寶壟 reads SAMARANG although ship's official name is written in phonetic katakana lettering. (Imai coll.).



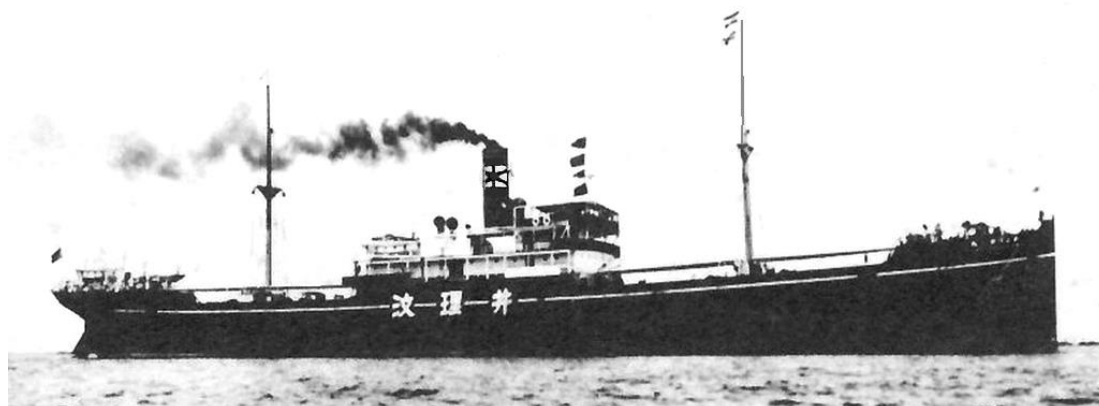
Postwar SAMARANG MARU, 5 boats, SCAP number; successor owner TSK's funnel colours scarlet band between two mustard yellow bands (Kaijinsha/S. Kentwell).

MACASSAR MARU マカッサ丸 (1920-35) 4014 also 3981/20-8 105.16 x 15.24 x 8.86m T3cy 203 nhp/ 1,900/ 3,300 ihp 10/13.601k 1st 26 2nd, 3rd 35
 Built by Mitsubishi Zosen, Kobe (#85) for Nanyo Yusen, Tokyo. 2/9/35 contributed to newly established Nanyo Kaiun, Tokyo. 11/10/41 req. by Army as transport. 7/10/44 torpedoed and sunk by *USS Aspro* (SS-309) in 17.54N-119.57E (50 miles SW of Vigan, Luzon).



MACASSAR MARU at Otaru in later Nanyo Kaiun colours in neutrality period 9/39 to 12/41 (Uhachi Kinoshita/OCM).

CHERIBON MARU チェリボン丸 (TJIREBON MARU) (1921-35) 4041/21-7 105.16 x 15.24 x 8.86m T3cy 203 nhp/ 1,900/ 3,500 ihp 10/14.281k 1st 26 2nd, 3rd 37
 Built by Mitsubishi Zosen, Kobe (#83) on builders account as YORO MARU, same year sold to Nanyo Yusen, Yesumi then Kobe r. CHERIBON MARU. 11/10/35 contributed to newly established Nanyo Kaiun, Tokyo. 11/11/41 req. by Army as transport. 27/11/42 bombed and sunk in 52.45N-173.15E (off Attu Island).



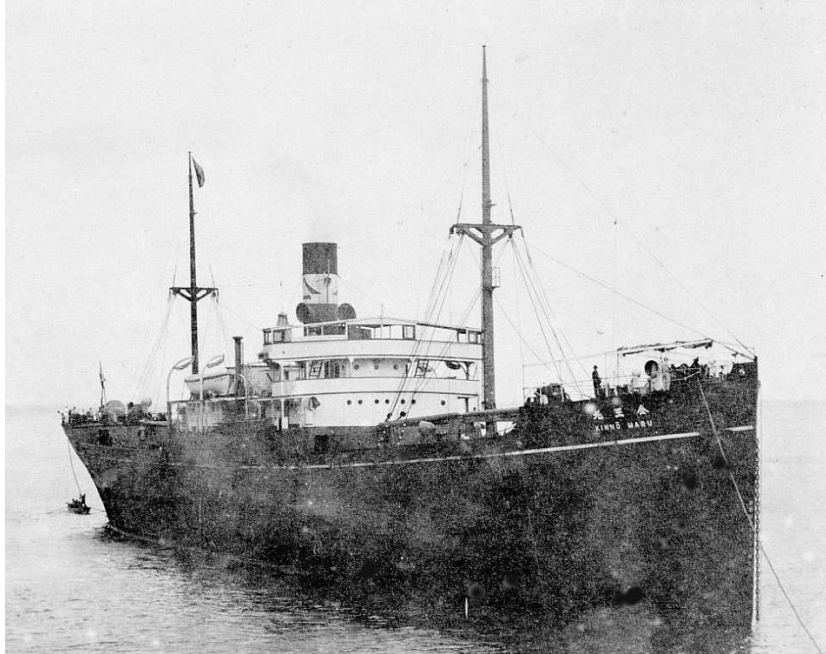
CHERIBON MARU in Nanyo Yusen colours. Kanji 井理汶 reads TJIREBON although ship's official name is written in phonetic katakana lettering. (postcard, SK edit).



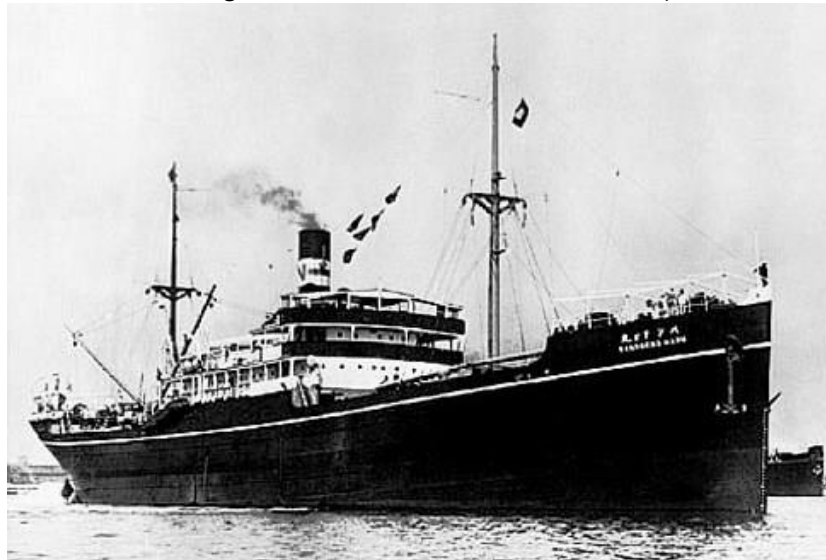
CHERIBON MARU in Nanyo Kaiun colours with a Dutch tug at Batavia in period 9/39 to 12/41 (Australian War Memorial).

BANDOENG MARU バンドン丸 BANDUNG MARU (1922-35) 3826/20-5 105.16 x 15.24 x 8.87m T3cy 202 nhp/ 1,900/ 2,332 ihp 10/13.14k 1st 24 3rd 36

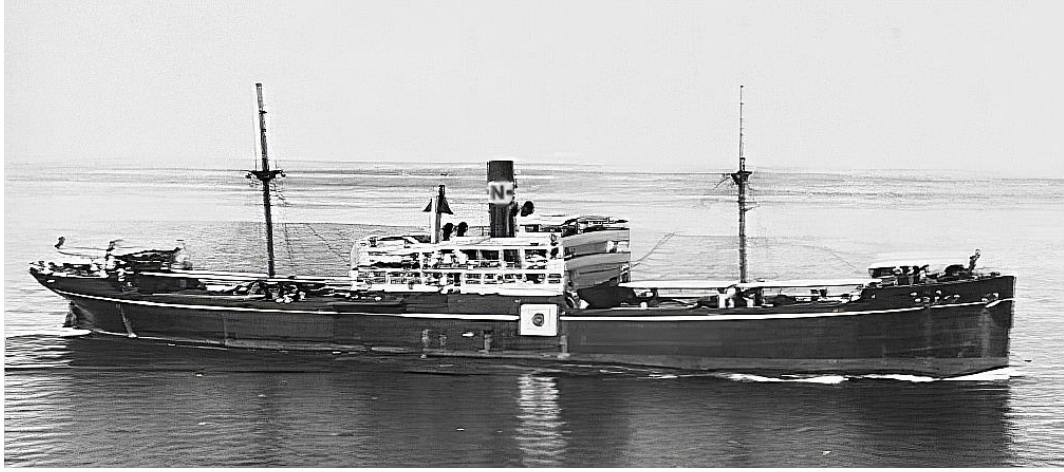
Built by Yokohama Dock Co., Yokohama (#68) for Koga Shoji, Kobe as KINNO MARU 金王丸. 1921 t/f to Koga Shogyo, Kobe. 1922 sold to Nanyo Yusen, Tokyo. 2/23 r. BANDOENG MARU. 11/10/35 contributed to newly established Nanyo Kaiun, Tokyo. 1/11/41 req. by Army as transport. 17/12/42 o/v Rabaul-Shortland torpedoed and sunk by *USS Grouper* (SS-214) in 4.54S-154.17E (Japanese coordinates 4.55S-154.25E) (between New Ireland and Bougainville).



Virtually new KINNO MARU berthing at Christmas Island 25 October 1920 (National Archives of Australia).



BANDOENG MARU in Nanyo Kaiun colours, improvements to superstructure (http://www.combinedfleet.com/Bandoeng_t.htm).



BANDOENG MARU underway (Australian War Memorial).

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