

CHINA & MANILA S.S. CO. LTD (1883) and precursors



Russell & Co., Shewan, Tomes & Co., and
China & Manila S.S. Co. Ltd shared the same houseflag

ILLUSTRATED FLEET LIST

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Early initiatives

Inauguration of the P&O mail line from Galle (Ceylon) via Singapore through to Hong Kong in mid-1845 and then via coast ports to Shanghai in 1850 gave opportunity for a mail connection from Hong Kong to Manila. The Spanish colonial government of the Philippines did not hasten to make an onward connection to Manila but after some months the desirability was recognised. In November 1845 the Ministerio de Marina, Comercio y Ultramar contracted with Thames shipbuilders Ditchburn & Mare for three iron paddle steamers, identified as gunboats, to be sent out to the Philippines as fast despatch vessels to make connection with the P&O mails, but also to be used against pirate fleets to supplement British and Dutch naval operations. There was some subterfuge. *Niles' Weekly Register* (19/1/47) reported their departure from London in January 1847 as follows in: "Mexican Privateers at Sea,

London, Jan. 19, 1847: Three privateers sailed from the port of London on 9 Jan. 1847. They are British ships but have been named according to Spanish regulations, and they carry letters of marque. The names are *Reina de Castilla* (Capt. Moody), 214t, 20 men; *Sebastian del Cano* (Capt. Smith), 153t, 30 men and *Magellanes* (Capt Lash), 153t, 20 men. The three vessels cleared out of the port of London for Manilla but are really for privateering in the broad Atlantic". They sailed in convoy from The Downs on 15 January, evidently for the Spanish naval base of Cadiz. After their arrival at Table Bay on 9 April, the *Cape of Good Hope Shipping and Mercantile Gazette* (13/4/47) made no mention of privateering: "The three Spanish Government steamers *Magellanes*, *Reina de Castilla*, and *Sebastian del Cano* now in Table Bay are bound to Manila for the purpose of forming a new branch to connect the Philippine Islands with the grand route of the Peninsular and Oriental Steam Company's line. They are intended to act also on the piratical vessels which infest those seas". A similar brief report along with details of the engines was carried in 'The South Australian Register' (29/9/47). These vessels transferred the P&O mails at Singapore.

In August 1856 P&O reported in London that it was in negotiation with the Spanish Government to run a 'branch steamer' to carry the mails from Singapore on to Manila (NCH, 20/12/56). Matters proceeded slowly but in May 1857 the auxiliary steam collier *Rajah* commenced the first of two experimental voyages. It was then determined that the line would run the shorter distance from Hong Kong. On 5 December 1857, the 'North China Herald' reported from Hong Kong that the branch steamer *Chusan* was to leave Bombay on 8 November for China to open the mail line with *Rajah* as a consort. In fact it was *Rajah* that on 30 December 1857 took the first sailing from Hong Kong.

Just two years later the P&O branch line was suspended following a breakdown in negotiations over the amount of subsidy for a new contract. The Spanish Government then reverted to using naval auxiliary transports, now from Hong Kong instead of Singapore. *Malaspina* was lost to a typhoon in September 1867 on voyage Hong Kong to Manila.

Russell, Sturgis & Co., Peele, Hubble & Co., Augustine Heard & co. (1868-75)

In January 1867 the American-flag Pacific Mail S.S. Co. [q.v.] opened a trans-Pacific route from San Francisco to Yokohama and Hong Kong. Like P&O, Pacific Mail would rely on private firms to provide the extension from Hong Kong to Manila, where British and American firms were coming to dominate foreign trade, especially in manufactures and the export of sugar and abaca (Manila hemp), though not in tobacco leaf, which was by royal favour and shipped direct to Spain. To cater to the growing transshipment traffic with Hong Kong in passengers as well as cargo and mails, the American firms of Russell, Sturgis & Co. (China) and Peele, Hubble & Co. (Philippines) and Augustine Heard & Co. (AH&Co.) jointly reached agreement in 1868 with the Spanish Government in Manila to carry the fortnightly Spanish mails to/from Singapore at \$9,000/trip and to/from Hong Kong at \$5,000/trip (Haviland, ASNC: 70 ref. GFH 14/9, 18/9/68 HC), thereby replacing the naval transports. The ships so deployed are listed below.

One ship was sufficient to maintain the connection with the fortnightly P&O mails. From early 1871 that vessel was the newly built, British-registered *Emerald* (556 grt). After she was wrecked just north of the

entrance to Manila Bay when outbound to Hong Kong in July 1873, a slightly larger 638-grt replacement *Esmeralda* was ordered from the same Scottish builders in Aberdeen and registered to F.C. Parker, partner with C.I. Barnes in Peele, Hubble & Co. at Manila.

In the early 1870s the Hong Kong firm of Douglas, Lapraik & Co. (q.v.) also dabbled in the Manila trade, first with the ex P&O feeder *Azof* (700/55), then in 1871 with the small chartered *Sunshine* (281/66) and finally in 1872 with the 1199-ton *Thales* (1864).

Although not mail steamers, some Spanish-flag vessels also operated between Hong Kong and Manila, but usually via Amoy to embark Chinese emigrants. The most notable such vessel was *Emuy* [Amoy, Spanish] ex *St. Theodosius* ex *Bilboa* (1858), which Ynchausti y Cia of Manila so operated from around 1870 to 1882. From 1875 there was also the larger newly built *Zamboanga* ex *Formosa* (1874). Details of these two vessels are provided in the separate list 'Spanish Philippines Interisland and Near Seas Steamers, 1850-1898'.

In April 1875 Augustine Heard & Co. failed, followed in November 1875 by Peele, Hubble & Co. and Russell, Sturgis & Coy. Peele Hubble were granted a three-year extension by creditors. Russell Sturgis, however, were placed in liquidation but in mid-December 1876 to be supervised by a committee of Jose Joaquin de Inchausti (president), Francisco Godinez, Francisco Reyes, Joaquin Elizalde, Juan Munoz, Simon de Vara, Andre Ortez de Zarate, J.J. Marcaida, F. Toribio Varas, Valentin Teuo and Joaquin M. Elizalde (NCH, 1/2/77). Russell Sturgis, an American, went on to become a partner in the Baring Brothers of London - on his death in December 1887 he would leave a fortune of £2 million (NCH, 14/12/87).

Notwithstanding legal wrangles and turnover in partners, the business carried on. In 1877 C.I. Barnes ordered a second vessel from Hall, Russell & Co. of Aberdeen, the 782-grt *Diamante* (Diamond), which was completed in September 1878 and arrived in Hong Kong two months later. The Aberdeen Journal reported that on trials she had attained a mean speed of 11¾ knots. In December 1879 after her first annual docking she was reported as having made a the 650 nautical mile crossing of the South China Sea in a record time of 56 hours 20 minutes, being an average of 11½ knots. At 10½-knots it was a comfortable 2½-day trip in fine conditions so *Esmeralda* and *Diamante* could now maintain a weekly schedule on a fortnightly rotation.

China & Manila S.S. Co. Ltd (1883)

Until the 1870s, shipping companies operating in Chinese and adjacent waters were for the most part Merchants, Commission and General Agents such as Jardine, Matheson & Co. and Douglas, Lapraik & Co. whose fleets were partly owned by themselves and related parties and partly consigned by others on a commission basis. Formation of the Shanghai S.N. Co. [q.v.] by Russell & Co. in 1862 consolidated the latter firm's agency fleet into an incorporated entity for which Russell & Co. in effect appointed themselves as General Managers. A decade later that model was followed by Jardines by incorporation of the China Coast S.N. Co. Ltd, which in 1881 was merged with the associated Yangtze S.N. Co. Ltd into the London-registered Indo-China S.N. Co. Ltd. Lapraiks followed suite in mid-1883 with incorporation of the Douglas S.S. Co. Ltd with registration in Hong Kong.

Likewise, in late 1882 China & Manila Steamship Company Limited (CMSSC) was incorporated by Russell & Co. in Hong Kong with its main assets being the passenger-cargo steamers *Esmeralda* (1874) and *Diamante* (1878). Both were hitherto registered in Hong Kong to partner C.I. Barnes. Russell & Co. became General Managers and Peele, Hubble & Co. continued as Agents in Manila. The first advertisement appeared in 'El Comercio' on 9 January 1883 and a month later the first statutory meeting ratified the company and its interim arrangements. 'North China Herald' (21 February) reported those attending as C.V. (Vincent) Smith [Russell & Co.], F.D. Sassoon, H.L. Dalrymple, Luk Sau Theeng, Ng Chow Fong and R. Shewan, revealing that it was, in effect, a syndicate of American, British and Chinese capital. Sassoon and Dalrymple along with Smith were prominent members of the business community in Hong, the latter being Chairman of the Hongkong & Shanghai Banking Corporation and all being involved with the Union Insurance Society of Canton. Robert Gordon Shewan (b. November 1860 in London), who had joined Russell & Co. in 1881, was then still a junior member of Russell & Co. working in the shipping department.

The new company promptly acquired a third and slightly larger vessel in the form of the Spanish-flag interisland steamer *Jorge Juan*, appropriately renamed *Amatista* (Amethyst), while a new and larger 1062-grt steamer was ordered from the yard of Hall, Russell & Co. in Aberdeen with delivery in January 1884 as *Zafiro* (Sapphire). Nevertheless, the business did not flourish as well as expected. *Amatista* was sold towards the end of 1886 and in September 1887 the nominal capital was halved, from \$350,000 to \$175,000, by cutting the share value from \$100 to \$50, but thereby boosting the rate of dividend. By this time W.H. Forbes was Chairman and there was an honorary Consulting Committee of F.D. Sassoon, C.P. Chater and J.S. Moses, presumably to safeguard the interests of the minority shareholders. Manila agents had now become Peele Hubble's successors Warner, Blodgett & Co. (who in 1896 would evolve into Warner, Barnes & Co.). These new arrangements evidently turned things around because the year ending 31 December 1888 saw a net profit of \$90,844 and a subsequent dividend of 30%. In the following year, however, net profit fell to \$40,465 and the dividend was reduced to 16%.

At the beginning of June 1891 Russell & Co. failed, with ripple effects throughout China and the Philippines. The partners were then W.H. Forbes, J.M. Forbes, C.V. Smith, S.W. Pomeroy, F.D. Bush, E.H.M. Huntingdon and C.A. Tomes. Apparently the failure was the result of exchange losses in Shanghai and an aggressive foreclosure by the Hongkong & Shanghai Bank. The business in Hong Kong and South China, however, was assessed to have remained sound. Robert Shewan, not a partner but a 'senior assistant' in Russell & Co., was promptly appointed as Creditors' Assignee and, in conjunction with former partner Charles Alexander Tomes, formed Shewan & Co. to take over the Hong Kong business as a going concern, while Amoy manager Francis Cass took over the business at Amoy and Taiwan. At an extraordinary meeting of CMSSC on 24 June 1891, Shewan & Co. were approved to succeed Russell & Co. as General Managers, in effect maintaining the status quo because Shewan had previously been running the business. That August it was reported that Russell & Co. owed CMSSC some \$56,000, of which perhaps only \$15,000 could be recovered (NCH, 7/8/91).

According to Wikipedia, Tomes had been born in New York in October 1854 of English and Scottish descent and on graduation from Harvard had joined his family's import business Francis Tomes & Co. in New York, but after that firm had gone bankrupt, he went out East, joined Russell & Co. in 1879 and was admitted as partner in 1885. After the failure of Russell & Co. he served as Shewan's deputy until in 1895 becoming the junior partner in Shewan, Tomes & Co. In January 1896 at the age of 35, Robert Shewan's elevation to the

distinguished circle of Hong Kong taipans was confirmed when he was invited onto the Board of the Hongkong & Shanghai Bank alongside D.R. Sassoon, Jas. J. Bell Irving (Jardines), G.B. Dodwell, etc.

Despite the new 1495-grt *Esmeralda* CMSSC entering service in mid-1891, CMSSC made a net loss of \$31,363 in 1892 which, after sale of *Diamante* (1878), turned into a profit of \$35,974 the following year, allowing a 10% dividend to be declared.

The end of the century proved to be another difficult time. Since 1896 the rebellion in the Philippines against Spanish rule had steadily worsened. Then in consequence of the Spanish-American War, U.S. naval forces took control of Manila Bay in May 1898 and an American Army followed in June. After the breakdown of negotiations with independence leader General Aguinaldo, U.S. forces seized the city of Manila and by the Treaty of Paris formalized colonial rule, though it would be several years before peace was reached with revolutionary forces in Luzon. All this dampened trade, so it was awkward timing that the 2075-grt *Diamante* was completed at the beginning of 1899 to replace the much smaller 1062-ton *Zafiro* sold the previous April to the U.S. Government for use as a naval collier in the occupation of the Philippines. Although CMSSC recorded a profit of \$55,407 for 1898, as a prudent measure the 20% dividend (some \$50,000) was paid 'in scrip'.

Nevertheless, American rule soon quickened the pace of economic activity, including the passenger traffic between Manila and Hong Kong for transfer to/from the trans-Pacific lines. Accordingly, in January 1900 the elderly 1788-ton E&A liner *Menmuir* (1878) was purchased 'at a very reasonable price' to boost the line's cabin accommodation and brought into service as *Perla* (Pearl). The full year delivered a profit of 1900 \$143,819, allowing a 10% dividend. CMSSC were now confident enough to place an order with D.J. Dunlop of Port Glasgow for two 2,550-ton steamers with ample comfortable cabin accommodation. Delivered in UK towards the end of 1901 as *Zafiro* and *Rubi*, they were the first true cabin-class liners that CMSSC had deployed. To finance their building, in December 1901 the capital was increased from \$1m to \$1.5 million but for the balance of payment each ship was mortgaged to the British Steamship Investment Trust Ltd of London.

At the same time Shewan Tomes invested in a freight line to run from Japan, China and the Philippines via Suez to New York. On 22 December 1900 the Pan-American Steamship Company was incorporated in Trenton, NJ with a capital of \$5 million and shareholders including General Edward C. O'Brien, Henry W.O. Edye (Funch, Edye & Co.), Herbert Barber (Barber & Co.), C.A. Tomes (Shewan, Tomes & Co.) and George B. Hopkins. Ambitious plans were announced for ten twin-screw steamers to provide a weekly service with a roundtrip of 100 days (NCH, 27/2/01). In the event the venture seems to have been stillborn and Barber went on to set up his own line. Instead, in September 1902 Shewan Tomes became Managers in New York and Agents in the East in the American Asiatic Steamship Company, which was registered in New York in September 1902 (NCH,18/9/02). Other parties were Kountze Brothers, Vermilye & Co., Brown Brothers & Co., A. Belmont & Co., and Cornelius Vanderbilt, a consortium of firms interested in the Canton-Hankow Railway and looking to economise on freight by carry the material in their own chartered steamers. The houseflag was as Shewan Tomes with the letter 'A' in the blue quadrants and 'S' above and 'C' in the upper and lower white quadrants.

It soon transpired that Shewan Tomes had over-reached with CMSSC. As a specialist operator with just four ships, it was competing on the Hong Kong-Manila route with the Asia-wide fleets of Jardine's Indo-China S.N. Co. (fortnightly by *Loong Sang* (1738 grt/1896)) and Swire's China Navigation Co. (fortnightly by *Kaifong* and *Sungkiang*, both 1622/1888, extending through to Cebu and Iloilo), plus fortnightly calls by the quartette of *Changsha*, *Chingtu*, *Taiyuan* and *Tsinan* (all 2270/1886) on the China-Australia run. The rival Eastern & Australian Steamship Company (E&A) did likewise. CMSSC's two China Coast rivals now sought to consolidate their position. At the beginning of 1902 Jardine's Manila agents, Smith, Bell & Co. declared a 10% loyalty rebate for the first half-year, rising to 20% for the full year (NCH, 19/2/02). Swires would build *Taming* (2207/03) and *Tean* (2202/04) to replace *Kaifong* and *Sungkiang* in the Manila-Cebu-Iloilo line.


By the March 1902 agm, CMSSC's minority shareholders were already grumbling that their new ships were too expensive and running at a loss. The competition and over-tonnaging of the route soon got much worse. In May 1902 Toyo Kisen deployed the former P&O mail steamer *Rosetta Maru* (ex *Rosetta*) in a fortnightly feeder service for their fast trans-Pacific liners, then in November added the sistership *Rohilla Maru* (ex *Rohilla*) to provide weekly sailings. At 3,500 grt and with a speed of 13½ knots, this pair became the biggest and fastest ships on the route. Despite their age (1880), they also had much better saloon accommodation than any of the existing ships. Agents Mitsui Bussan advertised "Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. A Doctor and Stewardess" and highlighted the 48-hour voyage – in March 1903 *Rosetta Maru* reached Hong Kong in just 44½ hours. An indication of the Toyo Kisen line's popularity among Americans was that in December 1903 *Rosetta Maru* arrived in Manila with the new Commissioner Worcester and sailed for Hong Kong with Governor Taft en route to San Francisco by Pacific Mail's *Korea*.



ROSETTA MARU under the Japanese flag (from a postcard)

For the year 1902 CMSSC incurred an operational loss 'on working account' was \$72,451, partly offset by the sale of *Esmeralda*. In 1903 the loss on the working account doubled to \$149,776, largely offset by \$142,748 profit on sale of the four-year-old *Diamante* but necessitating reserves to be drawn down to

meet mortgage payments on the new steamers, interest and depreciation (NCH 18/3/04). Withdrawal of the two Toyo Kisen ships at the outbreak of the Russo-Japanese War in February 1904 should have brought some relief but losses continued, notwithstanding the sale of the elderly *Perla* and restoration of end-of-week Saturday 10am departures. In October 1904 the capital was halved from \$1.5 m. to \$0.75 million. At the next agm in February 1905, accumulated losses on the two remaining ships were reported to be \$606,000 (NCH, 2/5/05). For the year 1906 it was reported that passengers and cargo revenue were both 'heavily falling off' and necessitating 'strictest economy' to return some surplus (NCH, 15/3/07). The dividend was now a mere \$1 per share. The year 1908 saw a small working loss of \$12,045 and a net loss carried forward of \$21,539.



HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between
 Hongkong and Manila. Saloon amidships. Electric Light. Perfect
 Cuisine. Surgeon carried. All the most up-to-date arrangements for
 comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN.	FOR	SAILING DATE.
RUBI.....	2540	R. W. Almond	Manila direct.	Sat., 3rd Oct., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 10th Oct., 10 A.M.

For Freight, or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 28th September, 1903. 117

CMSSC advertisement, 30 September 1903 (Hongkong Daily Press).

Rubi and *Zafiro* were definitely the two best ships on the Hong Kong-Manila route, at least as far as saloon passengers were concerned, but they were not the most economic. Moreover, Jardines and Swires, whose ships were primarily cargo carriers, had the further advantage of being assured of staple cargoes of sugar from Iloilo to their sugar refineries in Hong Kong. Both firms could therefore discount third-party freight. CMSSC could not make good the disadvantage from cabin passengers, which incurred significant costs. Something had to be done to redress the situation before the firm's capital was exhausted. Eventually, in August 1910 an extraordinary meeting of CMSSC shareholders agreed to transfer the two ships to the American flag and, like Jardines and Swires, to extend the line to Iloilo and Cebu. This process was ratified in October after approval by the main creditor, the Hongkong & Shanghai Bank, and changes to the Articles of Association, whereby the company became the Philippines Steamship Company (NCH, 25/11/10). British officers were replaced by American officers and on 1 November 1910 the British registers were closed. The schedule was altered to Wednesday 4pm departures each week for Manila, Cebu and Iloilo, these last two ports in alternating order of call. Jardines now provided noon Saturday sailings each week to Manila with the regular *Loong Sang* (1896) plus *Yuen Sang* (1889), an old but economical consort.

These changes helped to stabilise the situation, but then came another hammer blow. On 24 July 1913 a special meeting of shareholders was advised that there had been 'defalcations' of \$90,000 by Shewan Tomes compradore Fung Wah-chun, of which \$75,234 on freight (excluding \$14,880 on passengers) was sought to be written off by shareholders. Notwithstanding the strongly expressed view that the losses should be borne in full by the General Managers, the meeting approved the motion by 12,497 to 5266. Shewan Tomes pointed out that as owner of around half the shares, they would bear half that loss. The background to the debacle gave a good insight into the complications on running a foreign business in China. In effect, Philippine Steamship, as CMSSC previously, had been a tripartite venture. Shareholders provided capital and ships, the General Managers (latterly Shewan, Tomes & Co.) provided the overall management, but the day-to-day management of freight, (deck) passengers and Chinese labour (on-board and ashore) was in the hands of the Chinese business manager of 'compradore', in this case Fung Wah-chun, who in turn sub-contracted to multiple parties. Fung would collect freight and passage monies from his shroffs (money-changers) and agents, but the system allowed everyone three to four months credit. Thus between the time Fung could claim payment and the time he was expected (or pressured) to remit to Shewan Tomes, he had a floating fund that he could invest on his own behalf. Just why Fung's business failed was not explained, but what the Chairman C.A. Tomes did acknowledge was that Shewan Tomes actually had no idea how much revenue Fung did collect, only how much he remitted with the appropriate formal receipts. In short, it was a system that ran entirely on trust. As the Chairman said, "I made it my business constantly to inquire if this system of receipts was strictly acted up to and was always assured that it was", which is hardly surprising (NCH, 9/8/13). So although the compradore was appointed by the company and was the 'Company's servant', it was a classic case of 'asymmetric information', in this case heavily skewed in favour of the long-serving and well-trusted compradore. Ultimately it was the shareholders who lost out because they received the residual from what the compradore remitted after the General Managers had taken their commission.

Meanwhile the very rationale of the Hong Kong-Manila line had come under threat. A priority project for the American government of the Philippines had been construction of a deepwater ocean pier on Manila Bay to replace the chaotic lighterage in the anchorage at the mouth of the Pasig River. By early 1913 it was at last possible for lines to terminate efficiently at Manila instead of Hong Kong. Pacific Mail was the first passenger line to do so, followed by its rival and Toyo Kisen by the end of the year. American passengers could now voyage through to San Francisco. British-flag Canadian Pacific continued to terminate at Hong Kong for the time being. With trans-Pacific passengers being attracted to the direct main-line steamers, stiff British and German competition from liners on the Hong Kong-Manila-Australia route, and with Swires and Jardines both providing a weekly Hong Kong-Manila shuttle, Philippine Steamship/CMSSC no longer held much of a competitive advantage.

Exactly one year later, in July 1914, a month before the outbreak of the Great War, Shewan Tomes admitted defeat and suspended operations. The ships were laid up in Hong Kong until March 1915, when they were sold to Andrew Weir & Co. of Glasgow, perhaps acting as broker, because a few months later they were delivered to a French operator for service from Marseille – *Rubi* would be lost to U-boat attack in November 1915 but *Zafiro* survived under the French and then Turkish flags until 1963. CMSSC is now barely a footnote to the maritime history of Hong Kong and the Philippines but it is nonetheless an interesting one.

After the embarrassment of the 1913 'defalcations' and the accumulating losses, Shewan Tomes was probably relieved to withdraw from CMSSC/PSSC, which barely dented its impressive and rapidly expanding portfolio. Its entry in 'Twentieth Century Impressions of Hongkong, Shanghai, and Other Treaty Ports' (1908) lists branches in Canton, Shanghai, Tientsin, Kobe, London and New York but its main interests were already in the rising industries of Hong Kong itself, most notably as General Managers of the Green Island Cement Co. Ltd, Hongkong Rope Manufacturing Co. Ltd, and China Light & Power Co. Ltd, also China Provident Loan & Mortgage Co. Ltd. Apart from steamship lines (American-Asiatic S.S. Co. Ltd and Shire Line) and insurance, it also held agencies for Chinese Mining & Engineering Co. Ltd (coal) and the Electric Tramway Co. Ltd. Robert Shewan died in Hong Kong in February 1934 at age 74. His older partner Tomes had predeceased him at Lossiemouth, Scotland in July 1933.



Head Office of Shewan, Tomes & Co., mid-1900s
(Wright & Cartwright, 1908).

Sources

China Mail, Hongkong Daily Press, Hongkong Telegraph, Manila Times, North China Herald and Straits Times, also Schell registers, Hong Kong register, www.aberdeenships.com, A. Wright & H.A. Cartwright, *Twentieth Century Impressions of Hongkong, Shanghai, and Other Treaty Ports* (Lloyds, London, 1908).

Fleet Lists

Spanish Naval Vessels used on Mail Service (1846-68)

REINA DE CASTILLA (1846-68) 425/46 (wps, 2 x 80 hp gunboat, 2 canon) Ditchburn & Mare, Blackwall 11/45 contracted by Spanish Govt, Madrid and built with two 80-hp engines by Maudsley, Field, & Co. London. 1/47 reg. at London to P. de Zulueta and 9/1/47 sailed for Cadiz under British flag, thence Manila (Spanish flag). Mid-1847 arrived in Philippines. From 9/48 intermittently carrying P&O mails Singapore-Manila but mainly in operations against Sulu pirates. 1868 stricken and disarmed. NFI.



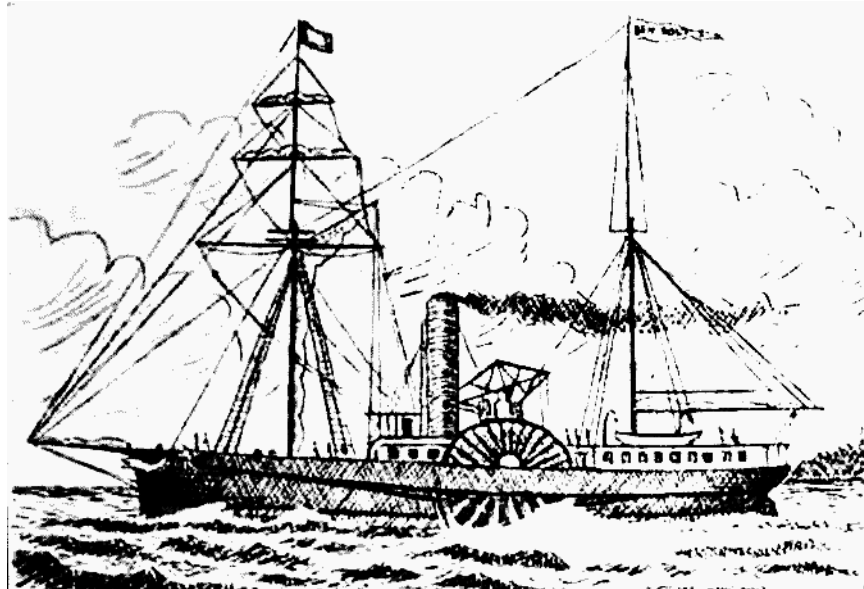
REINA DE CASTILLA (<https://ednoray.files.wordpress.com/2015/09/castillalow.jpg>)

SEBASTIAN DE ELCANO (1846-68) c.300/46 (ips, 100 hp gunboat) Ditchburn & Mare, Blackwall. 11/45 contracted by Spanish Govt, Madrid and built with 2 x 50 hp oscillating engines by J. Penn & Sons, Greenwich. 1/47 reg. at London as SEBASTIAN DEL CANO to P. de Zulueta and 9/1/47 sailed for Cadiz under British flag, thence Manila (Spanish flag). Mid-1847 arrived in Philippines. 8-11/48 Manila-Singapore mail. By 1/49 listed as ELCANO. 10-11/56 i/s Manila-Singapore with P&O mails [ST]. 1868 decommissioned. NFI. [todoavante.es]

MAGELLANES (1846-68) c.300/46 (ips, 100 hp gunboat) Ditchburn & Mare, Blackwall. 11/45 contracted by Spanish Govt, Madrid and built with 2 x 50 hp oscillating engines by J. Penn & Sons, Greenwich. 1/47 reg. at London to P. de Zulueta and 9/1/47 sailed for Cadiz under British flag, thence Manila (Spanish flag). Mid-1847 arrived in Philippines. 10/47, 6/49 Manila-Singapore mails. By 1857 i/s Manila-Singapore connecting with P&O mails. 1868 decommissioned. NFI [todoavante.es].

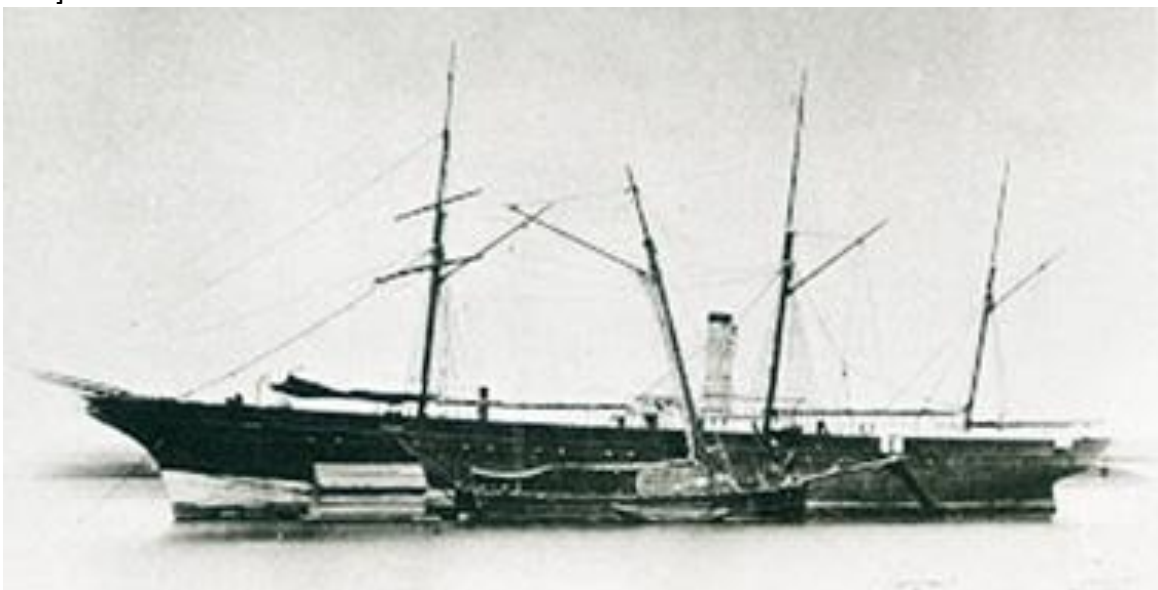
GENERAL URBIZTONDO (1852-54) 184/52 (wps) hull & mchy fabr. New York, assembled Manila Built for Spanish-flag interests (Marcaida), several voyages Manila-Hong Kong. Sent to Australia for sale, dep. Manila 2/1/54 arr. Sydney 23/3. 5/54 sold to Capt. R.L. Pattison r. BEN BOLT, 6/54 reg. for H.H. Hall, Sydney, operated by Capt. Pattison in Sydney/Morpeth trade, 13/7 first arrival Morpeth. 11/54 sold to Australasian S.N. Co. for Hunter River trade and as drogher (Capt. Pattison). 13/8 towed barque *Sydney Griffith* out of breakers at Newcastle. Early-9/55 sank to main deck after grounding on rocks near Clarence

Town, raised by 26/9, repaired. 10/12/56 last reported arrival at Sydney, then laid up. 12/57 engines removed and sold to Petrie's Bight sawmill (Qld.). Hull sold to Robinson's Bath's Sydney Domain for use as outer wall and dressing rooms. Reported sunk in situ 4/64. [Parsons states used occasionally by ASN Sydney-Melbourne.]



Rough ink sketch by E.J. Hill of BEN BOLT (*Illustrated Sydney News*, 29/7/54).

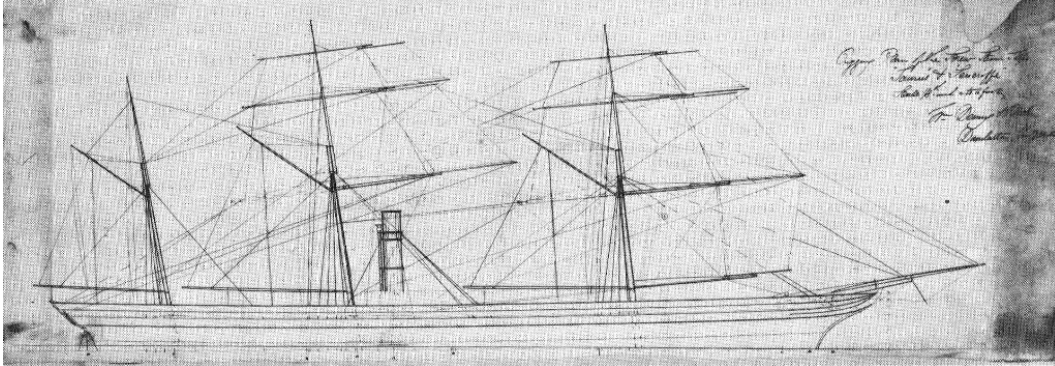
MARQUES DE LA VICTORIA (1859-81) 1,127(as built)/53 (i.s.s) Wm Denny & Bros, Dumbarton (#37)
Built with 2-cy engine by Tulloch & Denny for The British & Foreign S.N. Co. (Burns & Maclver), Glasgow for Liverpool-Malta-Constantinople service as TAURUS. 4/53 in service. 3/54 chartered to British Govt as Crimean War Transport No. 23. 5/59 sold to Spanish Govt (Ministerio de Ultramar) r. MARQUES DE LA VICTORIA for conv. to troopship. 2/81 advertised for auction 24/3/81 at Manila. 1881 decomm. for use as accommodation hulk at Subic Bay until 5/94. NFI. [Lyon, Newall-Cunard; vidamaritima.com; Singapore Daily Times]



MARQUES DE LA VICTORIA. PATIÑO was identical (Wiki/Col. del Museo Naval, Madrid).

PATIÑO (1859-85) 1,127(as built)/53 (i.s.s.) Wm Denny & Bros, Dumbarton (#38)

Built with 2-cy engine by Tulloch & Denny for The British & Foreign S.N. Co. (Burns & MacIver), Glasgow as TENERIFE. 5/53 in service Liverpool-Malta-Alexandria. 5/59 sold to Spanish Govt, conv. to transport, r. PATIÑO. 1866 allocated to Manila-HK/Singapore mail. 1870s naval operations in southern Philippines. 2/81 advertised for auction 24/3/81 at Manila. 1885 sold. NFI. [Newall, Cunard; Singapore Daily Times]



Builder's profile and rig plan for MARQUES DE LA VICTORIA and PATINO (Lyon, *The Denny List*).

MALASPINA (1859-67) 576/56 (iss, 150 nhp) A.G. Robinson, Cork

Built for Waterford S.S. Co. (Malcolmson Bros), Waterford as LUNA. 7/59 sold to Spanish Govt (Ministerio de Ultramar), conv. to transport r. MALASPINA [BNRS, May 1957; *vidamaritima.com*]. 1866 allocated to Manila-HK mail run. c.22/9/67 in typhoon lost without trace o/v Hongkong-Manila with mails.

P&O Branch Line (1858-60)

RAJAH (1857-59) 537/53-6 (aux. i.s.s., 163.6 x 24.0', 2cy/11½k by J. Watt, Birmingham)

Built by C.J. Mare & Co., Blackwall as aux. steam collier for P&O S.N. Co., London. 3/8 /53 maiden voyage from Southampton via Cardiff, Malta to Smyrna and return, then from 10/53 Southampton-Cardiff v.v. (coal). 5/54-6/56 under naval requisition for transport service, from 10/54 in Black Sea. 6/10/56 from Southampton to Bombay (24/12). 18/5/57 inaugurated monthly Singapore-Manila sailings until 24/11 to Manila, thence Hong Kong. 30/12/57 inaugurated Hong Kong-Manila mail line. 22/12/59 withdrawn and t/f to China coast services. 5/61 sold to D. Sassoon, Sons & Co. for China coast trade. 21/1/62 reg. at Hong Kong to J. Ruben Sassoon. By 5/63 in service Shanghai-Japan for Hogg Brothers. 2/64 sold to James Hogg, Shanghai (re-reg. as 2/1864 at Hong Kong). 4/65 sold to George Elliott, London. 6/1/75 sunk in collision with *Hugh Streatfield* (806/71) off Newarp lightvessel o/v London-Shields. [P&O Heritage, HK register, NCH].

CHUSAN (1858-60) 700/52-3 (i.s.s., 190.0 x 29.5', 2cy/9½k)

Laid down by Miller, Ravenhill & Co., Newcastle for unknown owners, sold on stocks to P&O S.N. Co., London, 25/10/51 launched and 3/52 reg. at London as CHUSAN. 15/5/52 sailed Southampton for Sydney (3/8). 31/8/52 inaugurated mail line Sydney-Melbourne-Adelaide-Swan River-Batavia-Singapore (13/10), then 5 voyages. 5/54 t/f to Calcutta-China line. 10/11/57 sailed Bombay via Galle, Singapore to Hong Kong to open Manila branch line (1/58). 6/61 sold to D. Sassoon, Sons & Co. for China coast trade. 21/1/62 reg. at Hong Kong to J. Ruben Sassoon. 1865 sold to J. Gilfillan, Shanghai and delivered to Glover & Co. for sale

at Nagasaki for \$30,000 but offer of \$80,000 allegedly refused by Glover, returned to Shanghai. 1866 sold to Adrian & Co. 1867 sold for £8000 to Matsuyama-han, Matsuyama r. KOFUYO. 1868 seized by Chosen-han r. KAYO, armed for naval service. 1871 reported stranded, taken over by Japanese Government. 1872 sold to S.C. Farnham, Shanghai and converted to hulk. NFI [P&O Heritage, NCH, Milne].



CHUSAN flying P&O houseflag (Boyd Cable)

Russell, Sturgis & Co., Peele, Hubble & Co., Augustine Heard & Co., Walsh, Hall & Co. (1868-75)

MONA (1866-67) 693/63-7 (iron screw steamer)

Built by Backhouse & Dixon, Middlebro' for China and Japan (Coast & River) S.N. Co. Ltd (W.R. Adamson & Co. mgrs.), London, 23/7/63 dep. Middlesbro' via Portsmouth, Cape and Singapore (6-12/11) for Shanghai. Early 1864 chartered to Jardine, Matheson & Co. and 8/2/64 arr. Singapore from Hong Kong, 3/3 dep. to Hong Kong. Mid-1864 in service HK-Foochow-Shanghai (Gibb Livingstone agents). 2/66 t/f to China S.S. & Labuan Coal Co. Ltd, 3/66 in service Hong Kong-Amoy-Manila-Labuan-Singapore. 27/2/67 at Singapore from Labuan damaged in collision with *Agamemnon*. 7/68 sold to Hugh Pritchard, Shanghai for Japan trade (Adrian & Co. mgrs.). 5/69 to 11/69 chartered to Walsh, Hall & Co. 12/69 at Hiogo sold via Adrian & Co. to Akita-han. 6/71 British reg. closed, 'wrecked'. NFI.

FUNG SHUEY (1868-69) 1004/64 (wood screw steamer) direct acting 44"x42' Delamater I.W., N.Y.

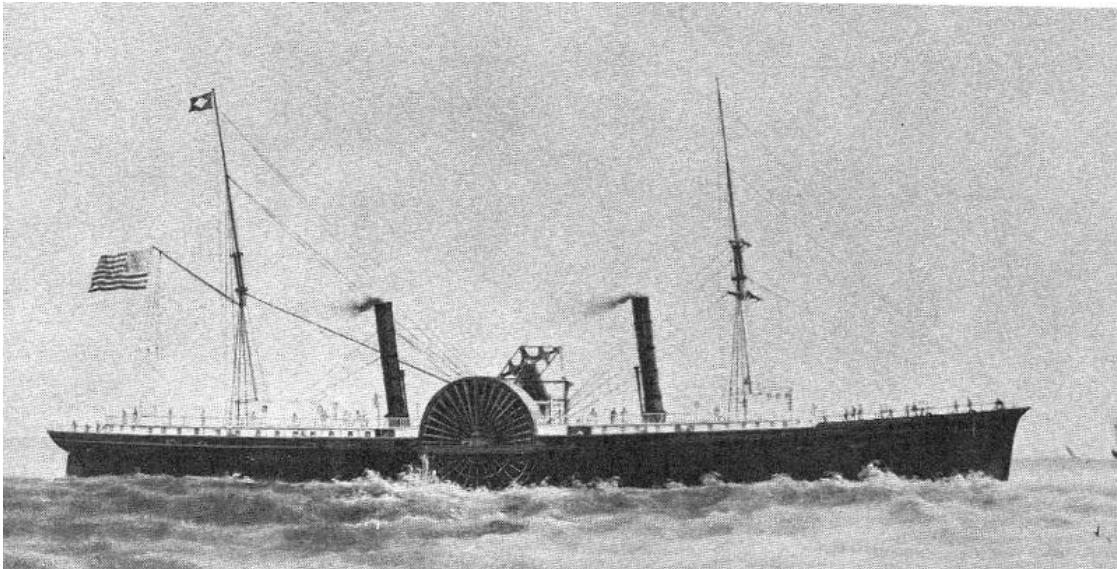
Built Elisha P. Whitlock, Brooklyn (NY) and 7/64 reg. at New York to for Henry W. Hubbell and chartered successively to W.H. Robson, H.B. Cromwell and Black Star Line, all for New York-New Orleans service. 18/5/67 dep. New York for Rio, Cape Town and Mauritius, 11/8 at Singapore en route 15/8 to Hong Kong for HK-Shanghai line. 8/68 sold to AH&Co. for HK-Amoy-Manila line. 25/8/69 struck rocks and wrecked at Amoy after towline broke while shifting berth. CTL.

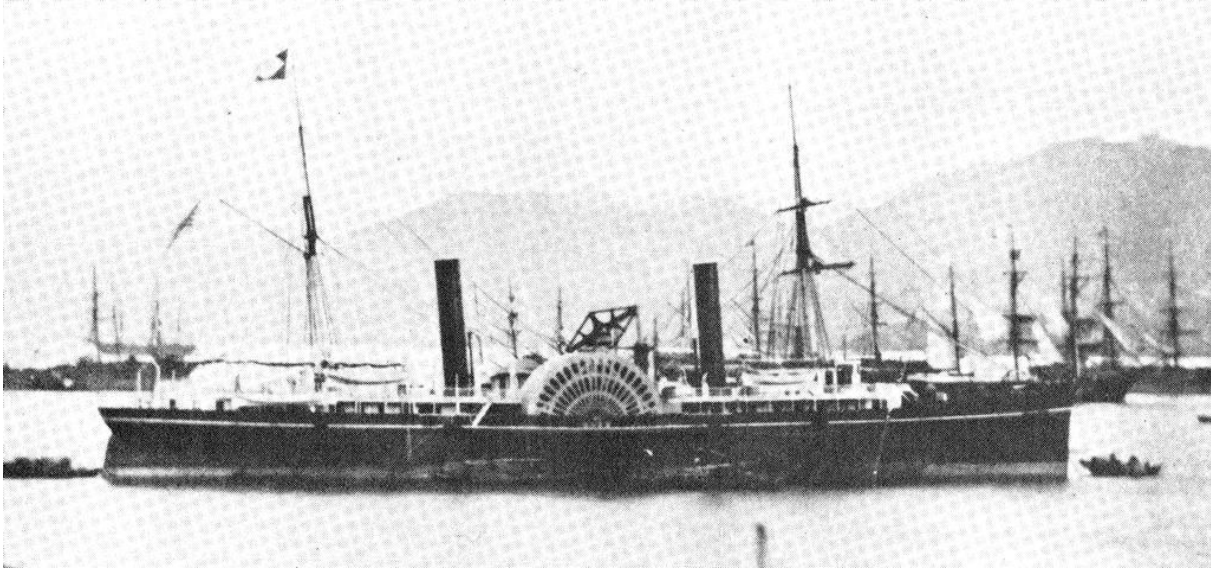


Wreck of FUNG SHUEY (Nagasaki Univ.).

SUWONADA (SUWO NADA) (1870-71) 1802/64 (wood paddle steamer) Vert. beam 76"-12" by Neptune I.W., New York 13k

Built by John Englis & Son, New York for A. Heard & Co. (various shareholders) but used as a despatch vessel in the U.S. Civil War chartered to New York Mail S.S. Co. for three voyages New York-New Orleans, then 1-4/65 to U.S. Quartermaster Corps as transport, then to Star Line for New York-New Orleans voyages until *Guiding Star* was completed. 23/5/65 departed New York for via Rio, Mauritius and Singapore arriving Hong Kong 27/8. 14/9/65 commenced regular service Hong Kong/Shanghai. 25/6/69 holed near Hong Kong, 26/6 sunk in Union Dock, master praised by underwriters and Chinese shareholders. 3-4/70 voyage Hong Kong-Manila, aground off Luzon. Subsequently chartered to China Sea, Saigon & Straits S.S. Co., then voyages Hong Kong-Manila. 4/71 refitted at Hong Kong, 5/71 reintroduced to Hong Kong-Shanghai route but 27/1/72 struck rock in Haitan Straits, beached and attacked by pirates, but rising tide caused vessel to slip off and founder, all hands rescued, aided by *Yesso*, *Pingon* and USS *Ashuelot*.





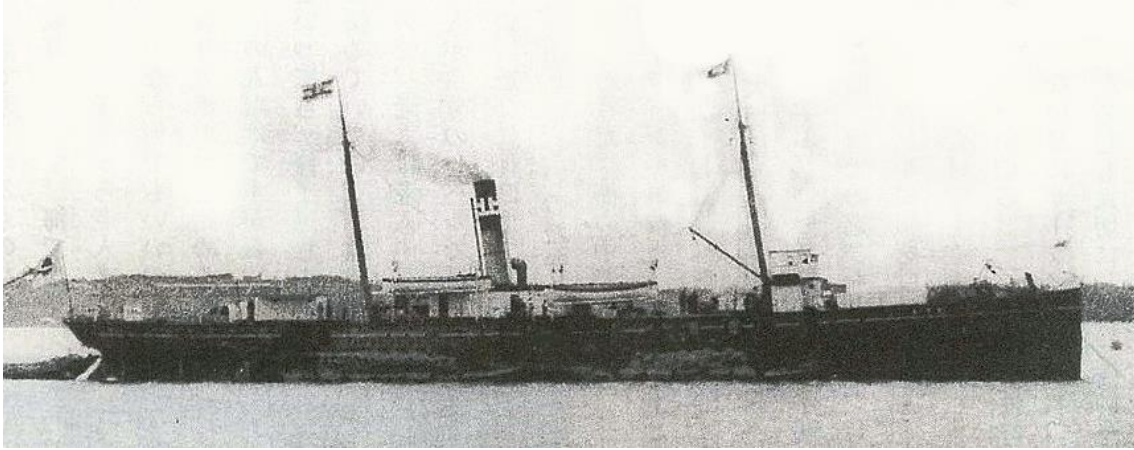
SUWONADA painting and photo at Hong Kong (Peabody Museum).

MARS (1870-71) 1000/62 (iron screw steamer)

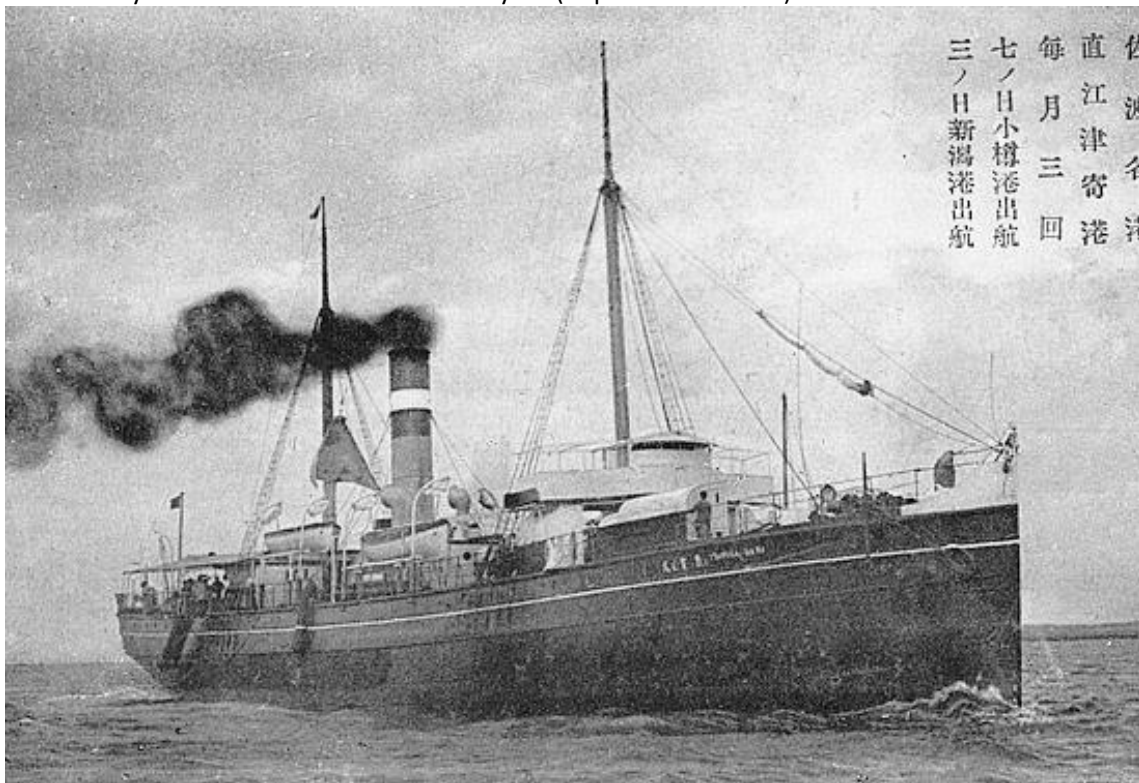
Built by C.J. Mare & Co., Millwall (London) for China Merchants S.N. Co., Bombay (reg. owner Framjee Dadabhoy Lalcala, Hongkong) as *INDORE*. 10/68 sold to A. Heard & Co. r. *MARS* and placed in HK-Shanghai-Nagasaki line, then late 1869 replaced *Fung Shuey* in HK-Amoy-Manila line. 15/6/71 wrecked on Cupchi Pt on voyage HK-Amoy (5 lives).

LUZON (1870-74) 669/64 (iron screw steamer) C2 27", 50.625"x26"

Built by Blackwood & Gordon, Port Glasgow for Trautmann & Co. (Br. flag) as *TA PANG NYO* for North China trade. 8/66 sold to Tokugawa Shogunate (12/67 reg. closed) r. *OHTORI MARU*. 11/66 r. *KISHO MARU*. 4/68 sold to Shizuoka Han. By 4/69 sold to Textor & Co. (Ger. flag) r. *TA PANG NYO* for service on China Coast. 10/69 in service HK/Southeast Asia. 9/70 sold to Thomas Walsh et al. (Walsh, Hall & Co. mgrs) (US flag) for HK-Amoy-Manila line r. *LUZON*, probably reconstructed to American design. 9/74 on charter to Pacific Mail S.S. Co. for Yokohama-Shanghai line. 1874 chartered to Japanese Govt for Taiwan expedition r. *TSURUGA MARU* (1006 gt). 12/3/75 as *LUZON* trials at Nagasaki after repairs and docking. 9/75 sold to Yubin Kisen Mitsubishi Kaisha, Tokyo. 10/85 t/f to NYK. 11/01 sold to Yamamoto Sayemon, Hakodate. 1915 sold to Hokuyo Kisen K.K. Nanao. 1918 owners become Hokuyo Shosen K.K. 1927 sold to Miki Yuzo, Dairen. 192? sold to Hokusen Tanko K.K. (Korea). 12/31 sold to Chai Hua Ting (Hei Lien Co.), Weihaiwei r. *YUNG WEI*. 1936 ?sold to Hsin Tung Hong, Weihaiwei. May have survived WWII and passed to PRC. 1959 RLR. [Milne, Haviland, Nagasawa]



LUZON in the colours of Hokuyo Kisen as TSURUGA MARU (from a postcard, Y. Kobayashi coll.).
Likely refitted 1869-70 to American layout (as per FUNG SHUEY) with round wheelhouse.



TSURUGA MARU ex LUZON when operating Otaru-Niigata for Hokuyo Shosen (SK coll.).

ALBAY (1871-74) 541/71 (iron screw steamer)

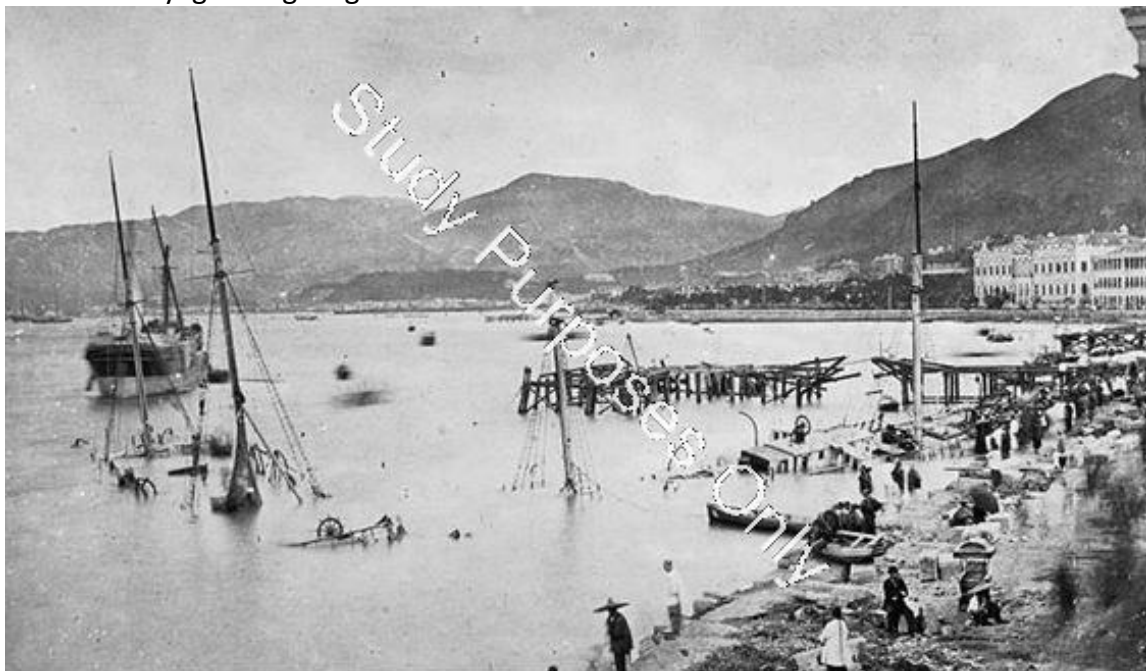
Built by Dobie & Co., Glasgow for E.M. de Bussche & Geo. Brown (reg. owners - RS&Co. mgrs), Newcastle. 17/8/71 ex Glasgow - 23/10/71 arr. HK (30/10 for Manila). 3/72 sold to RS&Co. 22/9/74 sank at Hong Kong in typhoon – raised and rebuilt for A.T. Manger (partner in D. Lapraik & Co.). 11/75 seized at HK after failure of RS&Co. By 1876 Z.I. Aldecoa agent. Mid-77 class suspended with hull and frame damage but repaired and reclassified 31/7. 8/77 rereg. at Hongkong for J.S. Lapraik. 11/83 t/f to Douglas S.S. Co. 24/12/83 wrecked near Swatow when anchors dragged in heavy weather after engine failure.



Partially raised ALBAY alongside Praya in Sept. 1874 (Lai Ah Fong/East India Office Library T00020-37).

LEONOR (1874-75) 640/74 (iron screw steamer)

Built by Hall, Russell & Co., Aberdeen for RS&Co. 29/3/74 arrived at Manila. Mid-1874 placed in Manila-HK-Amoy line. 22/9/74 sank at Hongkong in typhoon, 1/75 raised and beached for repair and docking. 8/75 resumed service (J.M. Tuason, agent). 12/11 under Barretto y Cia last sailing for HK, where arrested on failure of RS&Co. 6/76 rereg. at Hongkong to J.S. Lapraik. 2/77 r. TAIWAN. 14/2/79 wrecked on reef in Pescadores Is. on voyage Hongkong-Taiwanfu.



Sunken LEONOR (L) and ALBAY (R) near the Praya wall 9/74 (Lai Ah Fong/East India Office Library T00020-3).

Peele, Hubble & Co. (agents)

(various reg. owners incl. F.C. Parker, C.I. Barnes as partners)

*By 1881 F.C. Parker, E.H. Warner and W.E. Blodgett were all assistants in the Manila merchant house of Peele, Hubble & Co. Around 1887 the latter two had become principals of Warner, Blodgett & Co., which succeeded to the business of Peele Hubble and then in 1896 morphed into the British firm of **Warner, Barnes & Co.** with C.I. Barnes, former assistant in Warner Blodgett, replacing Blodgett as co-principal. Through these three legal manifestations the partnership continued to be principals and Manila agents for the Hong Kong-Manila line that in 1882 was incorporated as the China & Manila S.S. Co. Ltd.*

EMERALD (1870-73) 556/70-11 (i.s.s., 170.5 x 24.1', engine details not recorded)

Built by Hall, Russell & Co., Aberdeen (#174) for E.M. de Bussche, London. 1873 sold to F. de Cembrano, Manila (Sp. flag) r. **ESMERALDA**. 22/7/73 o/v Manila-HK (hemp, sugar + 18 cabin, 175 deck pass.) wrecked on Farellon Rock, Pt Salanguin, Luzon (43m N. of Corregidor, 2/8 wreck sold for \$5025 plus \$471 (cargo) [NCH, 23/8/73].

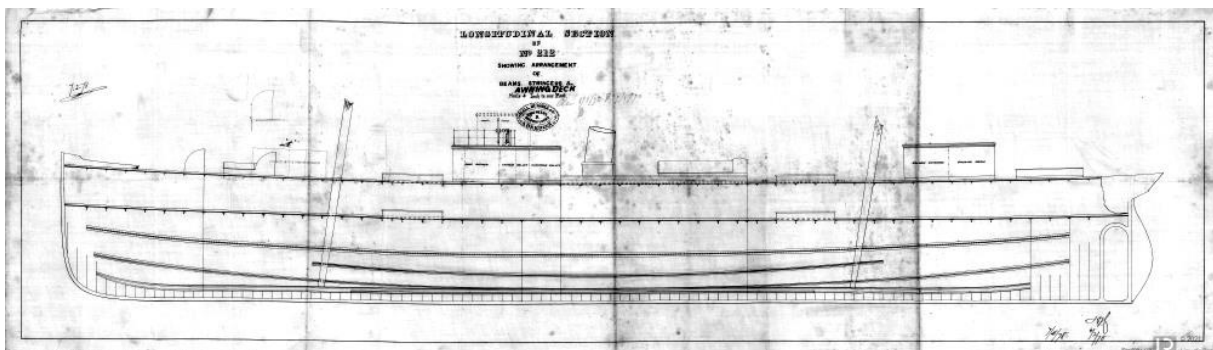
ESMERALDA (I) (1873-73) 556/70 see **EMERALD** (1870-73)

ESMERALDA (II) (1874-87) 638/74-11 (i.s.s., 185.0 x 26.2, C2cy/100nhp)

Built by Hall, Russell & Co., Aberdeen (#194) for F.C. Parker (reg. owner). 4/76 reg. at Hong Kong. Later C.I. Barnes reg. owner. 1883 t/f to CMSSC. 8/87 sold to H.E. Reynell. 5/88 sold to Hiroumi Nisaburo, Osaka (reg. Yokohama) for Kobe-Yokohama service r. **HOKURIKU MARU**. 8/92 wrecked and 1/9 sank near Rock Island, Izu o/v Tokyo-Kobe [Miramar].

DIAMANTE (I) (1878-91) 782/78-9 (i.s.s., 200.6 x 28.2', C2cy/120nhp)

Built by Hall, Russell & Co., Aberdeen (#212) for Peele, Hubble & Co., Manila (to order C.I. Barnes, reg. owner Wm Nicholls, London). 13/11/78 arrived HK. 5/79 reg. at HK to C.I. Barnes & J.C. Warslaw, Amoy. 1883 t/f to CMSSC. c.1891 sold to Hamanaka Hachisaburo, Osaka r. **NIKKO MARU**. Prior 15/2/93 wrecked near Plymouth Reef, Inland Sea [Miramar].



Builder's profile for **DIAMANTE** (I) (<https://hec.lrfoundation.org.uk/archive-library/documents/lrf-pun-iron529-0136-p>).

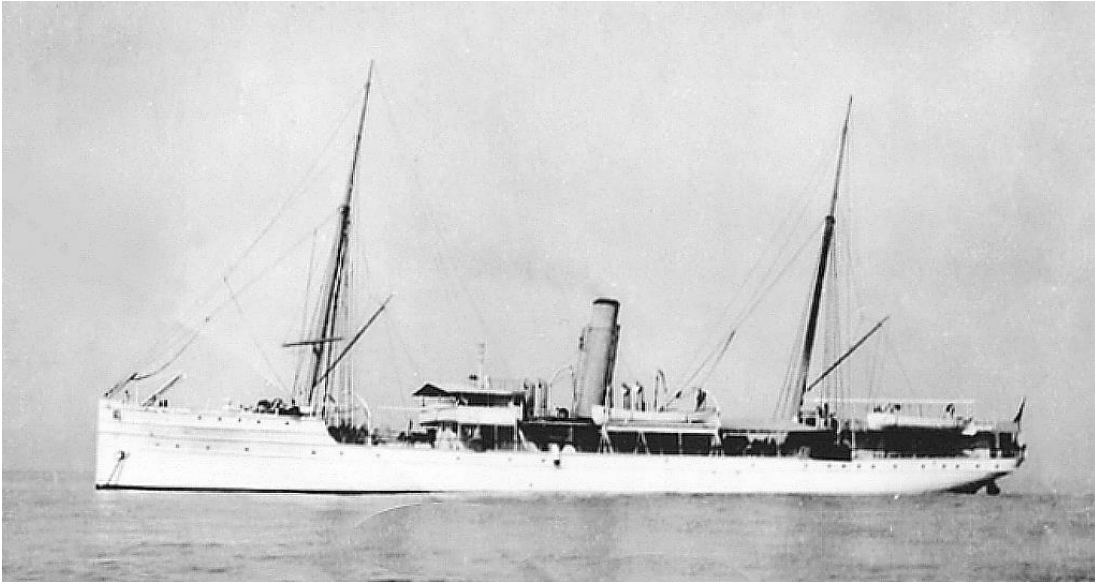
China & Manila S.S. Co. Ltd (1883)

ESMERALDA (II) (1883-87) see **ESMERALDA** (1874-87 above)

DIAMANTE (I) 1883-91) see **DIAMANTE** (1878-91 above)

AMATISTA (1883-86) 819/80-4 (212 x 30'; C2cy/140nhp/13½k)

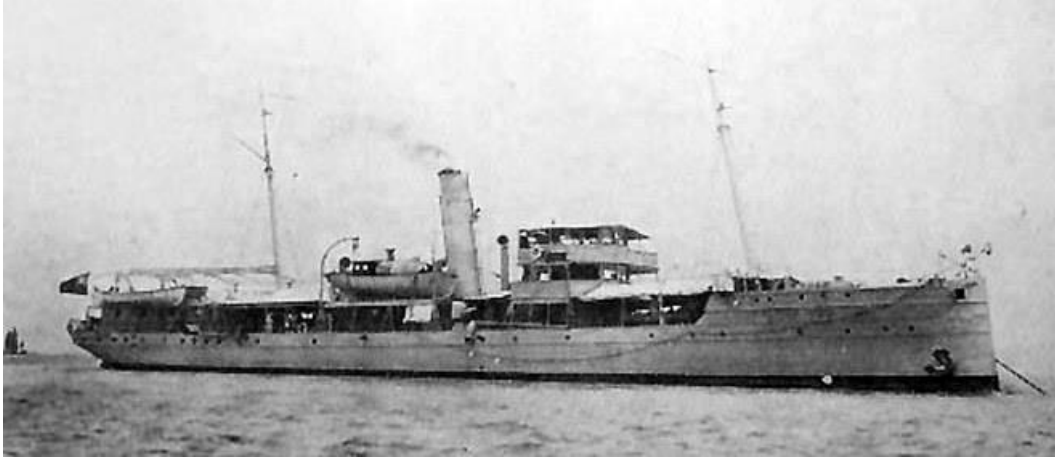
Built by A. McMillan & Sons, Dumbarton (#224) for Olano, Larrinaga & Co., Liverpool (reg. Bilbao) as JORGE JUAN. 4/83 sold to CMSSC r. AMATISTA. Late 1886 sold for \$55,000 to Chinese Govt for use by Chinese Maritime Customs, \$32,000 expended on conversion to lightly armed revenue cruiser, inspection vessel and lighthouse tender r. PING CHING. By 1934 in use as lighthouse tender based at Amoy. Rep. 18/12/37 scuttled at Tsingtao but 20/10/38 still in service as lighthouse tender, 2nd officer killed, 5 crew wounded when mistaken for Japanese vessel and fired upon from shore at Goodhope Lighthouse near Swatow. Impounded by Japan and returned to service as HEICHO MARU. 20/10/44 bombed and sunk off Amoy.



Early AMATISTA as Customs cruiser PING CHING (CMC colln, Univ. of Bristol ID 22951).



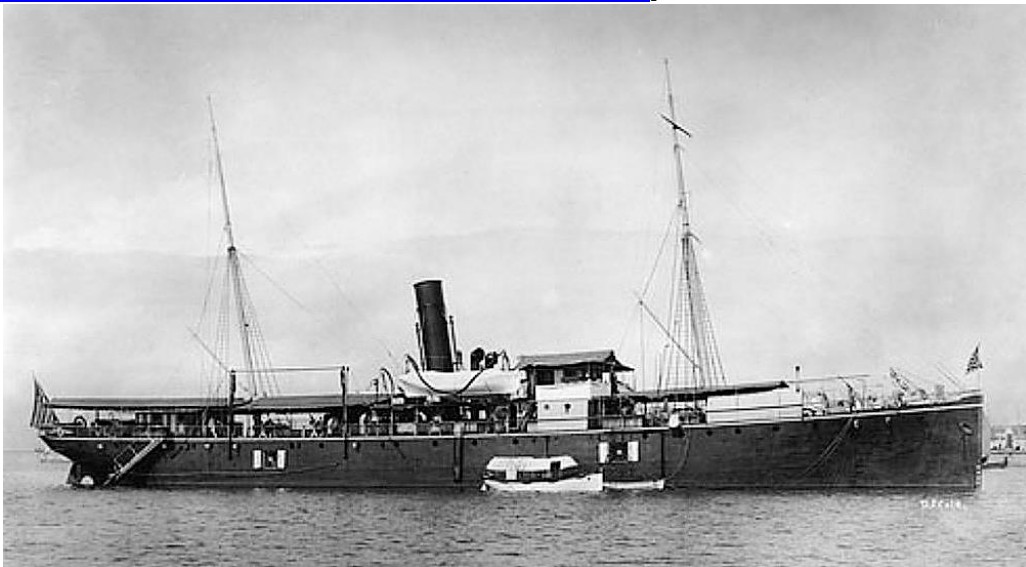
PING CHING at Amoy with an extra bridge deck (Ebay).



PING CHING post-1927 flying the Republican flag (Yao Kaiyang).

ZAFIRO (I) (1884-98) 1062/84-1 (s.s.s., 213.7 x 32.6'; C2cy/200nhp)

Built by Hall, Russell & Co., Aberdeen (#236) for CMSSC. 9/5/84 reg. at HK. 5/4/85 struck Rees Is. o/v HK-Amoy, promptly refloated and beached, later salvaged and repaired. 4/98 sold to US Govt for use as collier, later despatch vessel. 6/04 decomm. at Cavite - 1/06 stricken and t/f to War Dept. 10/10 sold to J.W. Zeeve, Seattle, resold to Govt of Mexico. Later conv. to aux. sailing vessel. c.1917 sold to C.A. Godson, Vancouver, sheathed in wood and re-engined (6cy Atlas Imperial, Oakland) r. BOWLER. 1919 sold to Panamanian Ship Corp. (Browne Willis mgrs), Panama r. BELÉN QUEZADA and used to smuggle alcohol into U.S. 1924 t/f to Belen Quezada Motor Ship Co., Panama. 1925 dismantled at Guayaquil (RLR 1931) [fate from www.nautilusint.org/en/news-insight/ships-of-the-past/zafiro/].



The first ZAFIRO as USS at Cavite on 8 October 1903 (US Naval Historical Society).

ESMERALDA (III) 1891-02) 1495/91-4 (238.7 x 35.1', T3cy/198 nhp by Hutson & Corbett, Glasgow)

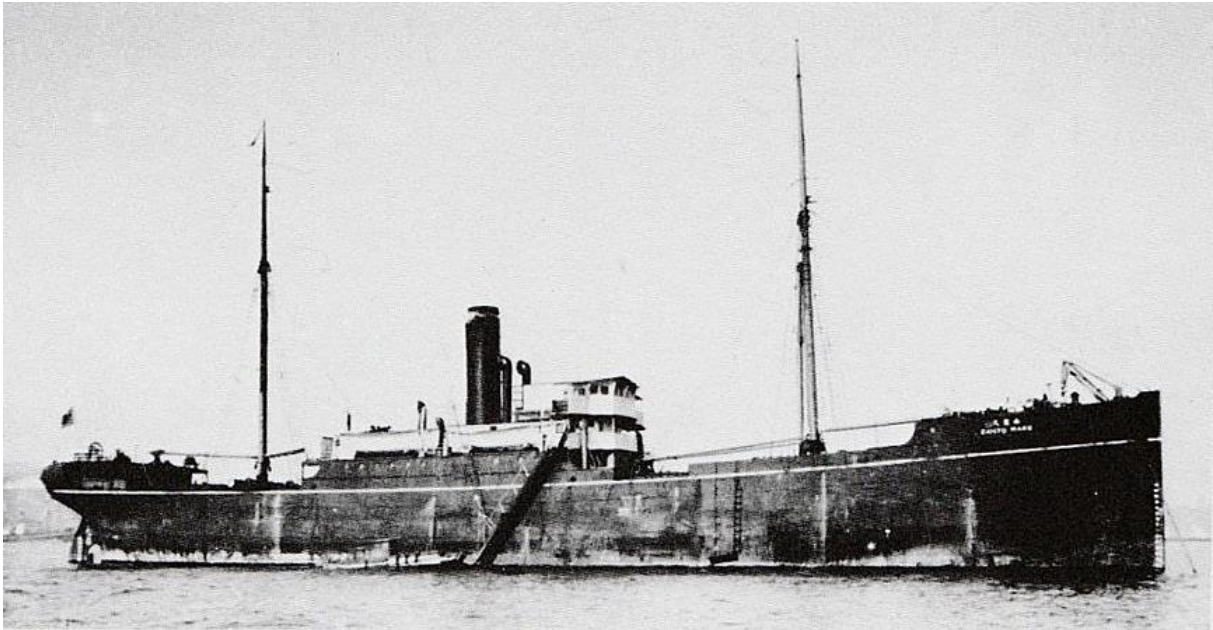
Built by Wm Hamilton & Co., Port Glasgow (#73) for CMSSC. 6/91 reg. at HK. 6/93 m/g \$90,000 to HSB, 4/94 discharged. 6/02 sold for £14,500 to Ghe Ban An S.S. Co., Hong Kong r. AN PHO. 2/05 sold through Dodwell & Co. to Osaka Shosen K.K., Osaka r. SHOSHU MARU. 8/8/21 stranded and 11/8 sank at Zampamisaki, N.E. Okinawa o/v Keelung-Japan.



ESMERALDA (III) on trials (James Adamson/University of Glasgow, UGSP01720).

DIAMANTE (II) (1899-03) 2071/99-1 (260.3 x 37.2', T3cy/257nhp)

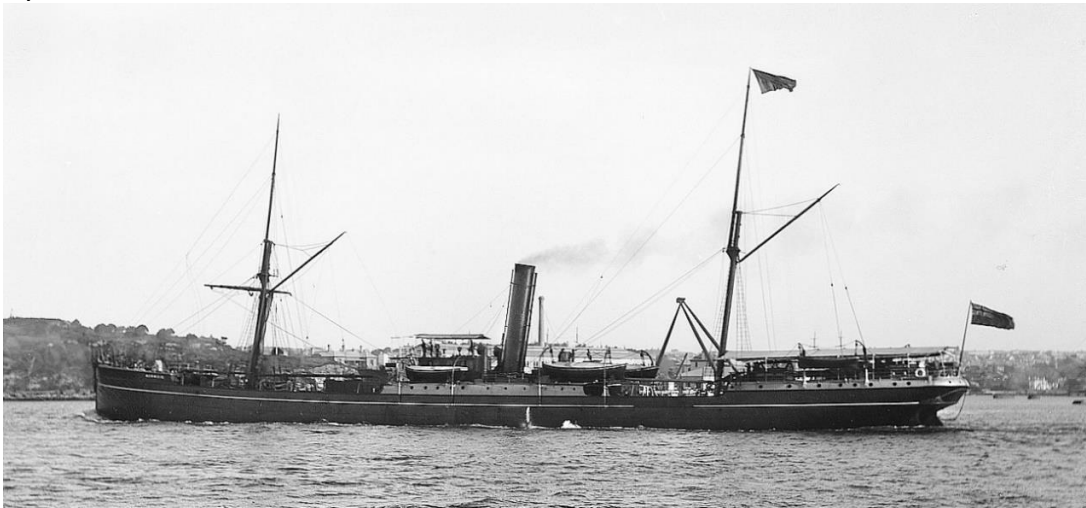
Built by Hall, Russell & Co., Aberdeen (#290) for CMSSC (15½k on trials). 4/99 reg. at HK. 6/3/03 sold for £23,750 to Nippon Yusen Kaisha, Tokyo for North China route r. SANTO MARU. 31/3/23 t/f to Kinkai Yusen K.K., Tokyo. 1926 sold to Ozaki Kisen K.K., Nishinomiya. 1938 sold to Sakai Kisen K.K., Nishinomiya. 1944 sold to Sugaya Kisen K.K., Kobe. 2/8/45 hit mine and sank 1.18km off Niigata.



DIAMANTE (II) as SANTO MARU (Uhachi Kinoshita/Otaru City Museum).

PERLA (1900-04) 1788/78-6

Built by Wm Doxford & Sons, Sunderland (#102) for J. Guthrie & W. McTaggart as reg. owners for Eastern & Australian S.S. Co. Ltd, London as MENMUIR. 5/7/78 dep. Dartmouth, UK for Hong Kong. 7/9/78 maiden sailing from Hong Kong. 9/3/89 trials after compound (10k/25tpd) engine replaced by QE (11k/18tpd) by Mort's Dock, Sydney. 1892 t/f to Eastern & Australian S.S. Co. Ltd. 1/00 sold to CMSSC r. PERLA. 28/9/03 at HK foremast collapsed when lifting a steam launch. 8/04 sold to Onishi Tamesuke, Kobe r. OYAMA MARU. 4/05 reg. t/f to Kobe. c.1908 sold to K. Hachiuma, Nishinomiya. 16/2/16 wrecked in storm at Furubira Bay, Shakotan Peninsula near Otaru outbound to Yokohama with coal.



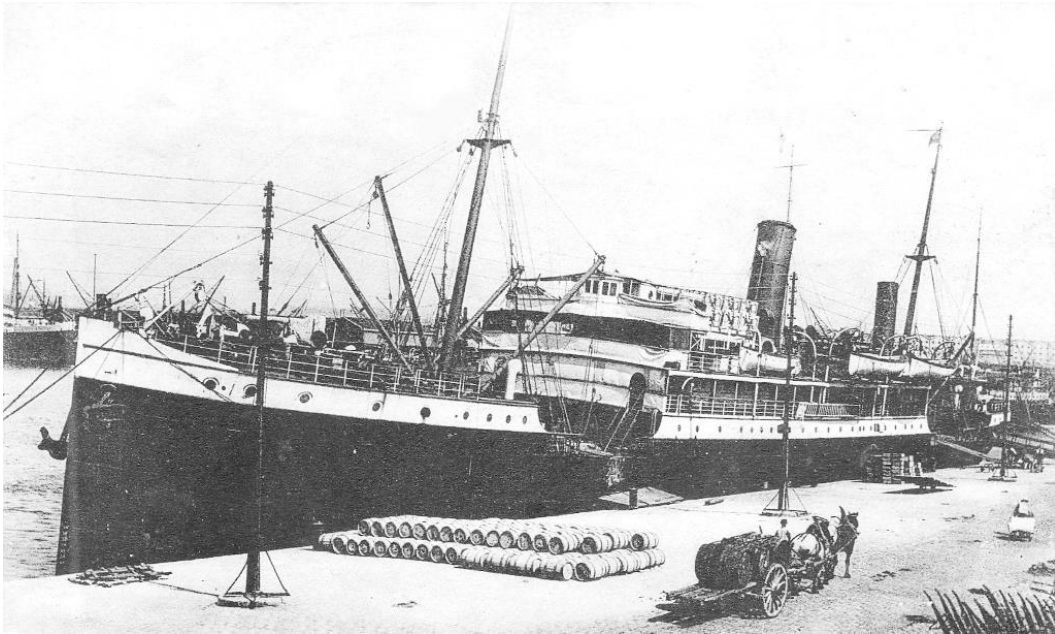
PERLA before acquisition at Sydney as E&A's MENMUIR (Henry King #1214/sunderlandships.com).

ZAFIRO (II) 1901-15) 2547/01-9 (294.6 x 40.8', T3cy/340nhp)

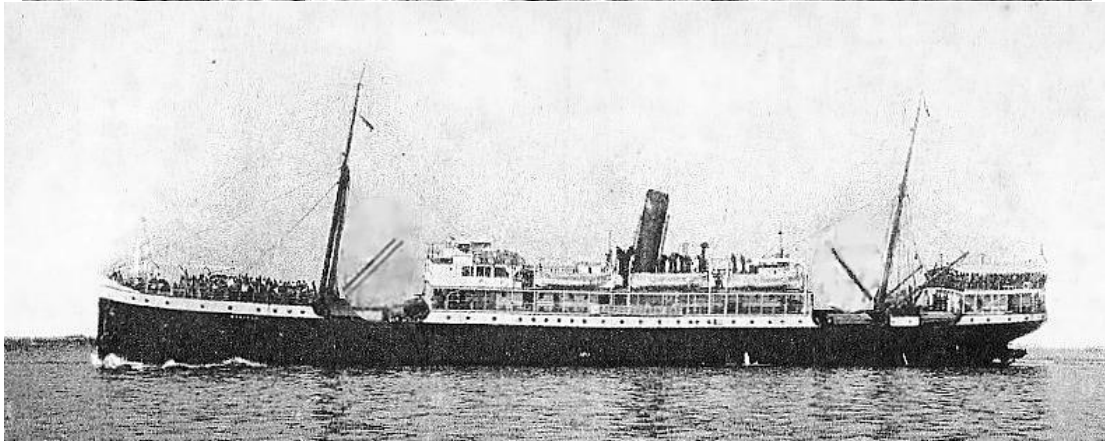
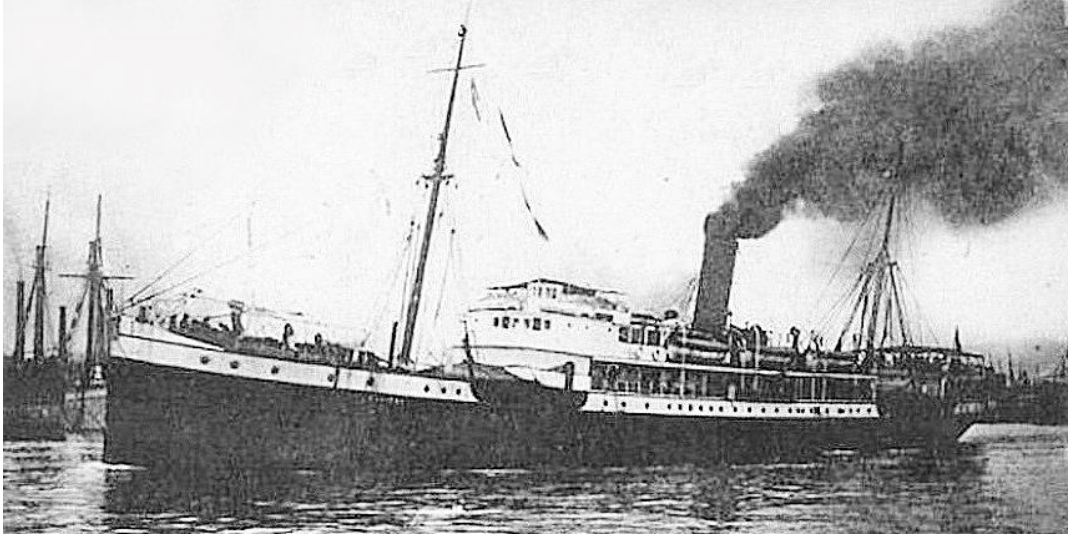
Built by D.J. Dunlop & Co., Port Glasgow (#248) for CMSSC. 8/01 m/g to British S.S. Inv. Trust (London). 16/11/01 reg. under m/g at HK. 1/11/10 t/f t/f to Philippines S.S. Co. (US flag). 7/14 laid up at Hong Kong. 3/15 sold to A. Weir & Co. 11/5/15 sold at Hong Kong Cie. de Nav. Paquet for STG 31,250. 5/15 t/f to British flag - 19/7/15 arrived at Marseilles, where del. to Cie de Nav. Paquet, Marseilles r. SOUIRAH. 1931 sold to Yelkenci Zade ve Mahdumu, Istanbul r. ERZURUM. 1935 sold to Denizbank Denizyollari Idaresi, Istanbul. 1940 sold to Munakalat Vekaleti Devlet Denizyollari Isletma U.M., Istanbul 1952 t/f to Denizcilik Bankasi TAO. By 5/63 awaiting demolition by O. Karasular at Kalafatyeri, Istanbul.



The second ZAFIRO or sister RUBI at Hong Kong (Warren Swire/UoB sw14-015)



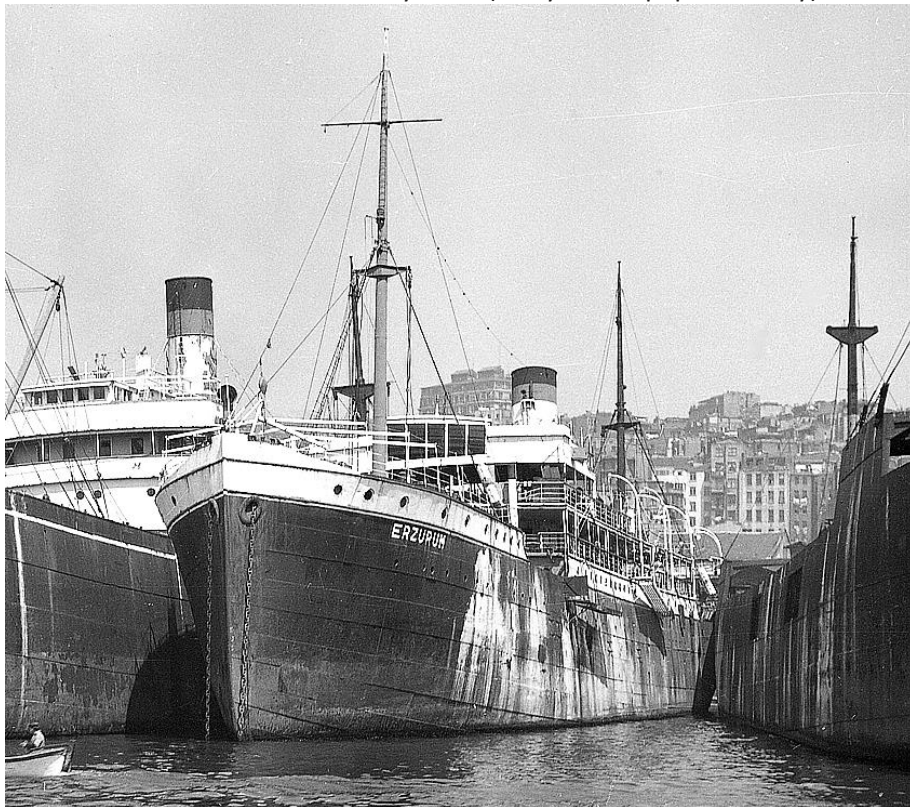
ZAFIRO (II) as SOUIRAH from Nav. Paquet postcard (<https://forum.pages14-18.com>)



ZAFIRO (II) as SOUIRAH from Nav. Paquet postcards (<https://forum.pages14-18.com>)



ERZURUM ex ZAFIRO (II) grounded without damage on a sandbank in front of Anatolian Castle in central Istanbul on 10 May 1952 (Dünya Newspaper 11 May).



ERZURUM awaiting demolition at Istanbul on 3 May 1963 with DEMIR (1925) on starboard side (R. Maya/W. Schell).

RUBI (1901-15) 2549/01-10 (294.8 x 40.8', T3cy/340nhp)

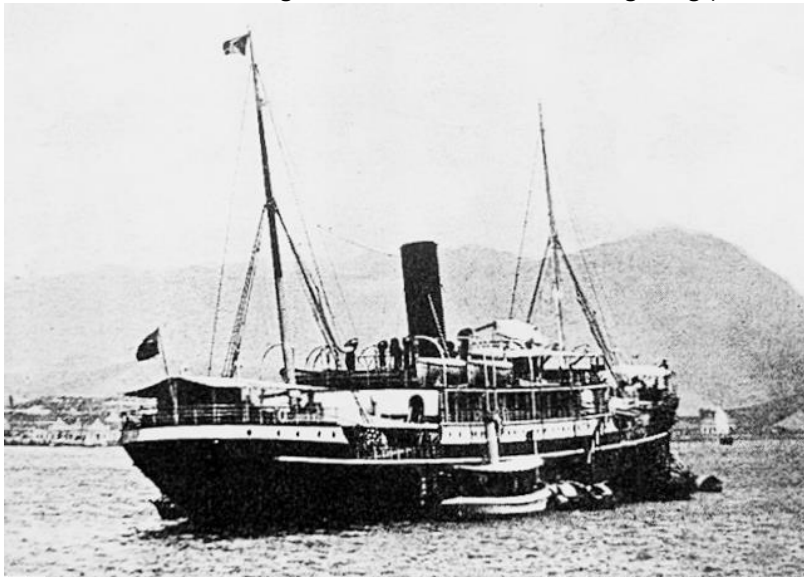
Built by D.J. Dunlop & Co., Port Glasgow (#249) for CMSSC. 10/01 m/g to British S.S. Inv. Trust (London). 9/12/01 reg. under m/g at HK. 1/11/10 t/f to Philippines S.S. Co. (US flag). 7/14 laid up at Hong Kong. 3/15 sold to A. Weir & Co. 5/15 t/f to British flag. 11/5/15 sold at Hong Kong to Cie. de Nav. Paquet for STG 31,250. 8/15 arrived Marseilles. 31/8/15 resold for FF 721,000 to Soc. Gen. des Transports Maritimes à Vapeur, Marseilles, 16/9 hoisted French flag r. SIDI FERRUCH, placed on regular service to Algeria. 5/11/15 stopped by U-38 30 m. N. of Algiers and after evacuation sunk by shelling.



RUBI by a Chinese school artist (Internet).



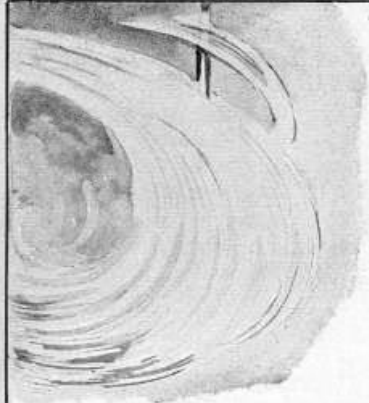
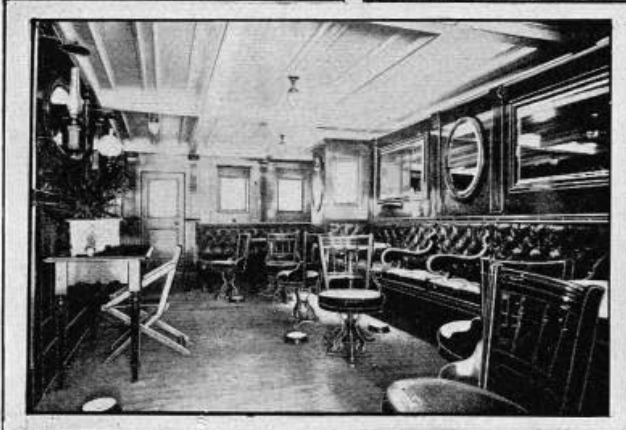
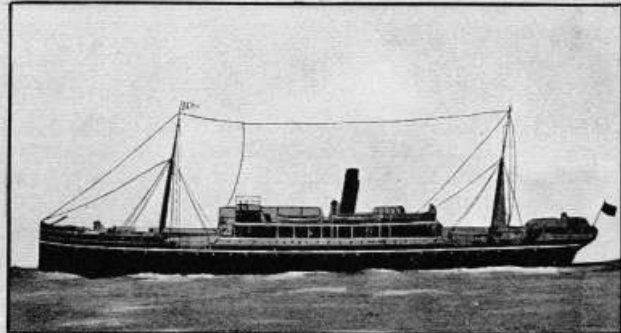
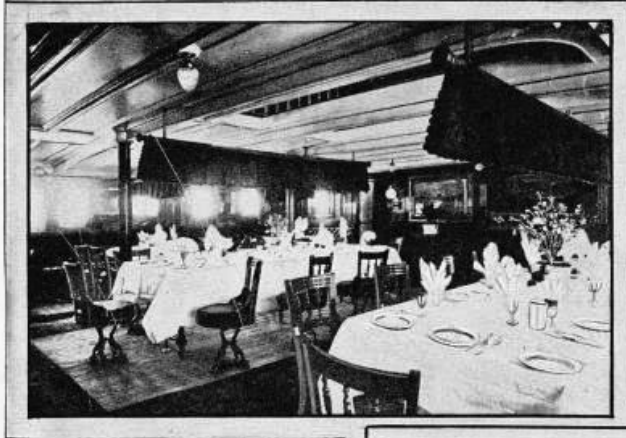
ZAFIRO (II) or RUBI with summer awnings and attendant boats at Hong Kong (HK Maritime Museum).



ZAFIRO (II)/RUBI (20th Century Views)

China - Manila Steamship Co., Ltd.

Hongkong to Manila



Company's Steamers
"ZAFIRO" "RUBI"
Warner Barns & Co., Ltd.
Agents, Manila

Shewan Tomes & Co.,
General Managers, Hongkong, China
Tait & Co., Agents
Amoy

THE ABOVE STEAMERS WERE BUILT IN 1901, HAVING ALL THE LATEST IMPROVEMENTS FOR THE COMFORT OF PASSENGERS, ETC., ETC. ACCOMMODATION AMIDSHIP. ELECTRIC LIGHT, STEWARDESS AND SURGEON CARRIED

Typical ad from a travel publication (SK colln).