

Freight & Supply ('FS'-class) Ships in the Philippines Postwar

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Stephen Kentwell

Drawing on historical research by Bill Schell and Peter Cundall

skentwell@hotmail.com

May be cited with acknowledgement to www.oldchinaships.com

A first draft of this document was compiled 1997-2001 directly from the annual register books of Lloyd's Register and a day-by-day examination of *The Manila Times* 10/6/45-12/12/71, which produced many notes covering the operations and transfers of the individual ships and 40+ newspaper illustrations of various Philippine FS-type merchant ships. However, I wish to acknowledge and express deep appreciation for assistance from the work of others reflected in this updated study.

In particular, since 2021 I have had access to Bill Schell's detailed index of world shipping based on *Lloyd's Register* and *Lloyd's Confidential Index* (and its 1963 FS updates), also reflected in the Miramar database, and which, in the case of the FS-type, builds on the original work of Paul Silverstone. My compilation has been updated and corrected by Peter Cundall with reference, inter alia, to the Schell index for which I am most grateful, and I have also carefully re-checked the FS data against Bill's. I have become aware of Bill's visit to the Philippines in 1970 when he took superb dated photographs of over thirty FS-type ships and these provide the backbone for the illustrations presented in this list.

In recent months the study has drawn upon considerable research done over a long period by Gorio Belen of the Philippine Ship Spotters Society (PSSS) which has involved amongst other things, carefully collecting and publishing photographs of FS and other ships published in Philippine newspapers (by fortunate coincidence generally excluding *The Manila Times*) and websites. Through the Belen PSSS sites I have also accessed details regarding some individual FS ship histories beyond those provided in the Miramar data as well as Belen's extensive research on and analysis of company histories.

Sources of illustrations are acknowledged in their captions. I am most grateful for the many illustrations collected by Belen and for photographs kindly supplied directly by Bill Schell (taken in May-June 1970), Jim Shaw (Aug.-Sept. 1978), Howard Dick (1990s) and Johan van Delden.

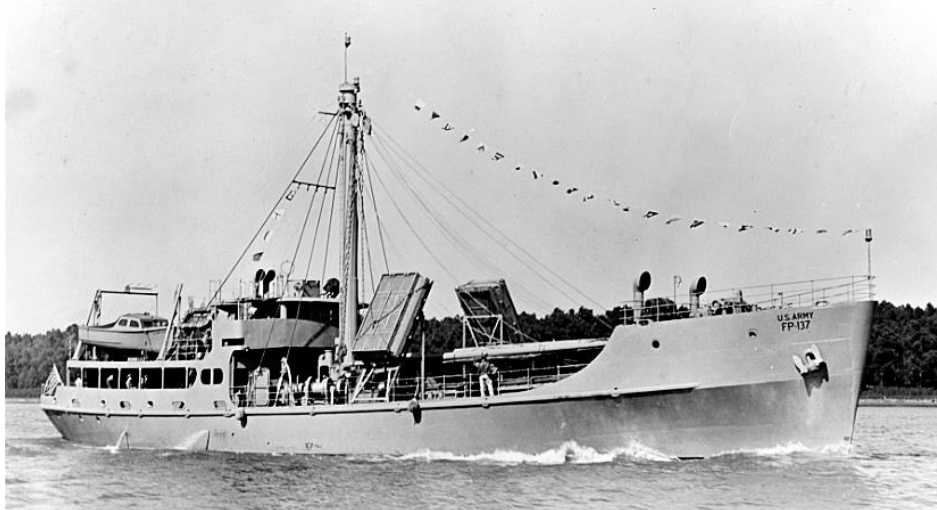
This introductory text has been edited and contributed to by Howard Dick.

Stephen Kentwell
Canberra, November 2023

FS Ships and their Significance

During World War II the U.S. Army operated around 500 small coastal and inter-island freighters of various types, early acquisitions being a variety of commercial hulls, mainly second-hand. These were first designated 'FP' for "freight and passenger" and later changed at an indeterminate date to 'FS' "freight and supply". Early in the Pacific War, new designs were inaugurated, of which the best known became a 550-grt, 177' (o.a.) cargo vessel with an all-welded, flat-bottomed steel hull, twin-screw diesels and a simple arrangement of one or more usually two hatches and a mast with two or four cargo derricks. The class were very beamy, i.e. length b.p. was only just over 5x beam, which would help to explain their ability to carry extra superstructure. However, with a depth of only 11 ft they would have been uncomfortable in a rough sea.

A number of sub-variations emerged such as Design 330 (e.g. FS-172, FS-197), Design 381 (e.g. FS-396) and Design 427 (e.g. FS-220). The name 'FS' is now used generally as designating this broad class of ships.



An early example of the basic type is FS-137, shown as FP-137 upon completion in 1943 (U.S. Army).

As with all the smaller Army ships, these were simply named "U.S. Army FP- (number)" and later "U.S. Army FS- (number)". They were operated by the Army Quartermaster Corps and were crewed by the U.S. Coast Guard.

These vessels made their maiden voyages from the shipbuilder's yard directly to the Southwest Pacific, where they provided valuable support for the Allied military and especially island campaigns, particularly in the Philippines but also as far as Okinawa. They were sturdily built with fenders and appropriate armament and could take considerable punishment. Their engines of 800 to 1000 bhp were reliable and could deliver up to a good 12 knots. Their size and flat bottoms meant they could work small ports and inlets and even sit on the bottom at low tide.

The vessels were mostly all decommissioned and laid up in reserve or for disposal by the end of 1945. Few returned to the United States. Purchased by governments, multinational entities and private firms

they proved easy to adapt to a variety of roles, but nowhere more so than in the Philippines, where population was widely dispersed across thousands of large and small islands served by a wide range of ports, jetties and anchorages.

Quite a large number of FS-type were also transferred around 1946 to UNRRA/CNRRRA and the Republic of China. According to Yao Kaiyang, seventeen of this class were allocated to China in 1946. These appear to have been operated in the first instance by CNRRA Waterways Transport with 'Flower' names. Four, WAN SHOU HUA 萬壽花 (MARIGOLD – ex FS-150), TSU LO LAN 紫羅藍 (VIOLET – ex FS-155), TING HSIANG 丁香 (CLOVER – ex FS-146) and CHIN HSIANG HUA 金香花 (TULIP – FS number not known) were subsequently allocated to CMSNC and renamed TENG CHOU 登州, CHING CHOU 青州, HANG CHOU 杭州 and SU CHOU 蘇州. Two of the four, HAIYUN 300 (originally FS-146) and HAIYUN 301 (originally FS-155), were listed in 1987 for the PLA Navy.

Probably only 3 of the class found their way to Indonesia (1 via Manners). Mollers bought 4 (1 lost), of which 3 went to Shun Cheong and later found their way to Singapore. In 1946 the Netherlands East Indies operator KPM took delivery of 12 slightly modernized (inc. more streamlined) Sitsen class.

FS-type vessels had not been designed to carry passengers. The all-aft accommodation was austere and the steel well deck was suited even less for deck passengers. Yet because almost the entire interisland passenger fleet had been lost during the Pacific War and few second-hand replacements were available, the FS-type were modified in ingenious ways to fill the gap. The first stage was to extend the accommodation block forward and aft, then to add another one or two upper passenger decks. The third and most drastic step was to insert a new midship section, thereby enlarging both passenger and freight capacity. The robust design and construction allowed such alterations without impairing seaworthiness and indeed lengthening would have improved sea-keeping.

With such modifications, sometimes in a succession of stages, the FS type became something like the maritime equivalent of Manila's jeepney and was to predominate in Philippine inter-island transportation for the next twenty or more years. Furthermore, the modified FS design significantly influenced the 'combo' design of new vessels built for the Philippines in ensuing years. This study and especially the list is an attempt to quantify and record the remarkable Philippine FS story.

As a footnote, we have not attempted to list the 200 grt ex-U.S. Army 'F' class, the 'Y' or 'YO' class tankers or wooden classes. Although a number of these ships also passed to the Philippines and were used as interisland passenger and cargo ships, their smaller size and the lack of official reporting makes it impractical to track them in any systematic way.

Post-June 1945 Interisland Use in the Philippines

Once decommissioned by the U.S. Army, most FS ships passed in the latter half of 1945 to the U.S. Foreign Liquidation Commission (USFLC) 'as lies' in various ports but mainly Manila and Subic Bay. A Philippines Shipping Commission (PSC) was set up by the U.S. Administration and numbers of vessels

were soon transferred across, sometimes being directly handed over to a Philippine crew on the day of decommissioning. The PSC in turn passed these vessels for management in roughly equal numbers to two U.S. operators having historical presences in the Philippines and able to commence services almost immediately. One was American President Lines, which had recommenced international services into the Philippines and from the end of July 1945 was operating N3 and CI-M-AV vessels carrying up to 500 passengers on Philippine Interisland routes [*Manila Times* 22/7/45]. In December 1945 APL reported it was placing 13 ships on Philippine inter-island services to 38 ports, with a further 15 vessels soon to be placed on Manila-Mindanao routes [*Manila Times* 10/12/45]. The other company was Everett S.S. Corp., whose immediate pre-war President Norris Everett had emerged from prison camp and from October 1945 was in Manila reactivating his firm. From February 1946 USFLC was transferring batches of FS ships and a range of other types of surplus vessels to PSC which then entrusted them to the management of these two companies.

From March 1946 Philippine operators were also given control of a few of these ships. Most notably early in March 1946 a group of discharged Philippine Army officers formed General Shipping Co. Inc. and acquired GENERAL LIM (evidently a smaller Australian-built ship), and two apparent FS types, GENERAL SECUNDO and GENERAL DE JESUS with sailings commencing in April after refits. On 31 March Everett announced interisland sailings for the first time including a number of FS vessels. A prewar operator Southern Lines commenced advertising sailings in May, though initially with six of the smaller F-type vessels.

The ships of course remained under the U.S. flag and in most cases continued to use their FS names, but a few had Philippines-type renamings, which may or may not have been officially registered during this inter-regnum period.

After Philippines Independence on 4 July 1946

The various processes and changes required time to implement following independence. The PSC was only officially transformed into a Philippine entity by Executive Order No. 31 of 28 November 1946. The new constitutional arrangements allowed some continued operations by U.S. companies (the 'Parity Provisions') which allowed the American-run Everett S.S. Corp. to operate Philippine domestic shipping services in a major way for another ten or so years and in a revised way until 1974. By contrast, American President Lines did not follow this example and withdrew completely from domestic Philippine shipping in the first quarter of 1947.

In January 1947 the Philippine government set aside P6 million under the Tydings Rehabilitation Act of 1946 to acquire more FS ships, of which some had already been sold to local operators. By the end of that month agreement had been reached to acquire another 43 FS and five of the smaller F type, while on 7 February a further eleven ships (of unspecified types) were made available. In principle, these vessels were to be sold to prewar operators (who were compensated by the U.S. in cash for war losses), current operators and responsible individuals, in that order, but criticism was made that the policy unfairly favoured Compania Maritima and Philippine Steam Nav. Co. (PSNC, now closely

affiliated with Everett).

By mid-1947 companies such as General Shg Co., Everett, PSNC, Cia Maritima, William Lines, and Elizalde were able to offer full weekly schedules of inter-island passenger sailings from Manila, mainly by FS ships, which were plentiful but also in high demand and sometimes changed hands frequently. A few Philippine FS ships were sold for use abroad, and a few were acquired from overseas shipowners and navies and possibly even in 1959-61 from the US Reserve Fleet (FS-175, FS-223, FS-270).

As mentioned, superstructures were often extended forward and the hulls lengthened, the work being done at first by Cebu Shipyard & Engine Works, Opon and Hong Kong & Whampoa Dockyard, in the mid-1950s by Mitsubishi's Shimonoseki yard and by Sasebo Sempaku Kogyo, and by NASSCO at Mariveles. *The Manila Times* of 11/6/60 reported that since 1953, about 31 FS ships had been lengthened and remodelled at this yard. Belen describes the resulting passenger accommodation in third class with the cargo in the hot and noisy lowermost deck as "spartan and meager", with the alternative of folded cots in second class located the deck above. Passengers do not appear to have been allowed to travel on the open foredeck. There was one exceptional renovation in the extravagantly converted DON JULIO (FS-286), which was given air-conditioned cabins, lounges and other passenger spaces, but such a full rebuilding was not repeated for FS vessels.

While in some respects the size and layouts of the FS ships was comparable with Philippine coastal passenger-carrying ships dating back to the Spanish era in the 19th century, they were much smaller and more basic than the more substantial passenger steamers sailing out of Manila just prior to World War II. This became something of a dilemma for the traditional shipowners, de la Rama and Elizalde, which invested less successfully in a couple of larger second-hand steamers before withdrawing completely from the interisland passenger trade at the start of the 1950s. Maritima persevered with a combination of FS and larger sized vessels. FS-only fleets seem to have allowed more flexible options for their owners, but increasing pressure on passenger and cargo capacity eventually became a limiting issue.

All up, the FS ships were profitably and intensively used and survived well, lasting into the 1970s and beyond when their hulls and engines began to wear out. Eventually larger vessels became available as European and Japanese operators started to sell their post-World War II ships which, with extra passenger accommodation added, were far more suited to the increasing numbers of passengers and larger cargoes.

FS ships today

In the 2020s, almost incredibly, two FS vessels have remained active in the Philippines: CAPE BOJEADOR (ex FS-203) of the Philippine Coastguard and MANGYAN (ex FS-408) of the Philippines Navy are still listed (2023) as in commission. Notably FS-203 has been run and maintained in the Philippines since March 1946. This eighty-year-old ship can be seen in a colour video <https://fb.watch/h6nvLMInkJ/>, both handling cargo (with newly fitted gear) and getting under way.

Technical details of FS ships

Electric welded steel hulls and superstructure, cruiser stern, foc'stle of 26' and fitted with a direction finder.

All fitted with diesel engines geared to 2 shafts by one of:

- The Buda Co., Harvey II c.800 bhp (FS-141 to at least FS-160)
- Enterprise Engine & Foundry Co. San Francisco, 800 bhp (FS-165 to at least FS-178)
- General Motors Corp, Detroit, Mich. or Cleveland, Ohio, 1000 bhp [from at least FS-194]

Tonnages, dimensions and as mentioned above, engines varied notably. Details are not available for most of the ships in this list, but the following are known examples:

FS-144 Higgins 512 grt 244n 159.8 x 32.0 x 14' 2xBuda each 12cy 6 3/4"-8 1/2" 4SCA

FS-149 Higgins 552 grt 255n 159.5 x 32.0 x 12.0' 4xBuda each 6cy 6 1/2" x 8" 4SCSA

FS-160 Higgins 513 grt 244n 159.8 (167.6') x 32.0 x 14.6' 4xBuda each 6cy 6 3/4"-8 1/2" 4SCSA chain SR

FS-166 Higgins 569 grt 270n 168.0 x 32.5 x 12.3' 2xEnterprise each 6cy 12"-15" 4SCSA

FS-201 Higgins 573 grt 270n 168.0 x 32.3 x 12.3' 2xGM each 6cy 8 3/4"-10 1/2" SR

FS-260 Wheeler 558 grt 248n 166.3 x 32.0 x 11.8' 2xGM ditto

FS-272 Wheeler 558 grt 248n 166.3 x 32.0 x 11.8' 2xGM ditto

FS-318 Mathias 560 grt 432n 166.3 x 32.0 x 11.8' 2xGM ditto

FS-350 J.K. Welding 558 grt 242n 166.3 x 32.0 x 11.8' 2xGM (Cleveland) ditto

FS-365 Sturgeon 532 grt 260n 166.4 x 32.0 x 11.5' 2xGM each 6cy 8 3/4"-10 1/2" 2SCSA

FS-386 Ingalls 550grt 216n 166.4 x 32.0 x 11.5' 2xGM ditto

FS-405 Hickinbotham 560 grt 262n 164.9 x 32.0 x 14'.3 2xGM ditto

FS-549 United Concrete Pipe 560 grt 262n 166.4 x 32.0 x 11.5' 2xGM ditto

In the list grt increased by enlargements beyond 560 are highlighted in **yellow** (being an indicator of appearance and identification).

Maximum speed 12 knots on 1000 bhp.

Sources

Lloyd's Register of Shipping 1945-present

The Manila Times 10/6/45-31/12/57, 13/5/58-31/12/60, 4/61, 1/6/61-30/4/66, 1/6/66-30/4/67, 1/6/67-23/11/67, 28/5/70-5/8/70, 26/8/70-31/9/70, 9/10/70-14/10/70, 1/1/71-12/12/71

W. Schell Lists 1944-1970 based on *Lloyd's Register* (LR) and *Lloyd's Confidential Index* (LCI). This data, related to the Starke-Schell List, forms the basis of the Miramar database.

Marine News

http://www.flickrriver.com/photos/gorio_b/sets/72157612972491546/

The Passenger-Cargo ex-“FS” Ships of the Philippines

<https://psssonline.wordpress.com/2016/08/13/the-passenger-cargo-ex-fs-ships-of-the-philippines/>

<http://shipbuildinghistory.com/smallships/armyfreighters.htm>

World War II Coast Guard-Manned U.S. Army Freight and Supply Ship Histories at

[https://media.defense.gov/2017/Aug/08/2001789794/-1/-](https://media.defense.gov/2017/Aug/08/2001789794/-1/-1/0/FS%20VESSELS_WORLD%20WAR%20II%20COAST%20GUARD.PDF)

[1/0/FS%20VESSELS_WORLD%20WAR%20II%20COAST%20GUARD.PDF](https://media.defense.gov/2017/Aug/08/2001789794/-1/-1/0/FS%20VESSELS_WORLD%20WAR%20II%20COAST%20GUARD.PDF)

NavSource - US Army Photo Archives: Freight and Supply Vessels Index at

<http://www.navsource.org/archives/30/07/07idx.htm>

<http://shipbuildinghistory.com/smallships/armyfreighters.htm>

https://en.wikipedia.org/wiki/USCGC_Nettle

Paul Silverstone list of FS vessels.

Note regarding accuracy

The relatively small size of the FS ships and their remote location in the Philippines has made them difficult to track, even with the range of studies and lists mentioned above. In particular the vessels owned by General Nav. Corp. featured frequent exchanges of names, perhaps as the ships switched routes, and there has been much missing and conflicting information. Our list too has many shortcomings and doubtless a quite few inaccuracies although I have carefully sought to avoid these. I have found the 1963 LCI attribution of names and original FS numbers (which does not match previous often conflicting issues of LR and ABS) as reflected in the W. Schell List and Miramar does better match the information researched on a day by day basis in *The Manila Times* which occasionally reported the dates and even hour of renamings. Where difficult-to-reconcile differences still exist between our newspaper-based records and the Lloyd's updates, I have also included the latter in the form of excerpts from the Schell List. If readers have further information or corrections, this would be much appreciated.

List of FS Vessels (Illustrated Where Available – Contributions Welcome!)

FS-141

Built by Higgins Industries Inc., New Orleans (#7) for US Army Transportation Corps. 10/44 comm. 1945 American President Lines mgrs, still as such 12/46. 6/47 chartered by PSC to General Shg. Co. 16/7/47 maiden voyage Manila/Araceli/Puerto Princesa/Brooks Point. 19/10/47 offered for sale by tender by PSC. 11/47 no longer listed for GSC. 1/50 offered for sale by PSC, tenders closing 4/3/50, apparently sold. NFI. *Buda diesels*.

FS-144

Built by Higgins Industries Inc., New Orleans (#10) for US Army Transportation Corps. 27/10/44 comm. 13/10/45 decomm. 1945 American President Lines mgrs, still as such 12/46. 4/47 sold through PSC to Gregorio Araneta Inc. 5/47 r. DOÑA JUANA (advertised for Oriental Shg Agency) but reverted to PSC as FS-144. Prior to 11/44 in General Shg Co. timetables. Subsequently sold for P120,000 to Bisaya Land Transportation Co. Inc. but returned to PSC when Philippine President insisted on sale price of P150,000. 1/50 offered for sale, tenders closing 4/3/50, purchased by CM, conv. (291 pass) r. MASBATE. 3/5/50 maiden voyage Manila-Coron-Puerto Princesa-Panakan. 1/8/50 SOS off Mindoro withheld, engine room and some accommodation flooded, towed to Pawican by *Crevalle* (233/43), repaired at Cavite drydocks returning to service 22/8. 1958 sold to Sweet Lines Inc. r. SWEET TOWN. 1982 scrapped in Philippines.

FS-147

Built by Higgins Industries Inc., New Orleans (#13) for US Army Transportation Corps. 1944 comm. 10/46 chartered by PSC to General Shg Co., 29/10 maiden voyage Manila-Odiongan-Badajoz-Azagra-Capiz-Bataan-Looc. 1/47 sold through PSC to Cia. Maritima. 9/1/47 first advertised voyage Manila-Cagayan-Masbate-Tacloban, but sale evidently rescinded. 5/47 sale tenders called by PSC, again 19/10/47, then 1/50 and again 3/50 (closing 15/4/50). 1950 sold to B. J. Server, Manila. r. ERNEST S. 1956 sold to Hijos de F. Escaño Inc. r. RAJAH SULIMAN (also spelt RAJA SOLIMAN). Rebuilt in 1950s (698 grt). 25/5/57 introduced to Escaño service. 22/9/57 grounded in vicinity of Tres Reyes Island, W. coast of Marinduque, refloated 23/9 with water in forward hold and peak tank. 12/59 reintroduced to Escaño service, presumably on completion of repairs. 20/10/61 reported cited for cigarette smuggling. 1984 scrapped. *Buda diesels*.



Rebuilt superstructure of (readable) RAJAH SULIMAN (*Manila Times* 28/6/67 SK).

FS-148

Built by Higgins Industries Inc., New Orleans (#14) for US Army Transportation Corps. 24/4/44 comm. 7/10/45 decomm., 8/10 taken over by Philippines crew. Offered for sale by PSC tender and sold 1950 to Carlos A Go Thong & Co, Cebu r. DON CARLOS. 1950 lengthened to 219.5', grt 707. 7/8/57 2 dead, 1 injured in amok attack. 9/57 tied at Cebu during Go Thong strike. 1973 sold to Sulpicio Lines, Inc., Cebu. Sank 29/7/77 off Gango near Ozamis.



Above 2: Go Thong's DON CARLOS at Cebu on 4 June 1970 (W. Schell).



DON CARLOS later in Sulpicio colours (*Daily Express* undated Gorio Belen/PSSS).

FS-149

Built by Higgins Industries Inc., New Orleans (#15) for US Army Transportation Corps. 21/4/44 comm. at Los Angeles. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 2/47 sold to General Shg. Co. Initially advertised as GENERAL MACABULOS (M.T. 27/2) and subsequently as GENERAL TRIAS (M.T. 28/2). 3/3/47 maiden voyage Manila/Cebu/Iligan/Butuan. 22/8/48 while off Marinduque on voyage Tacloban/Manila amok shot to death by crew after occupying bridge in heavy seas, killing 2nd officer and seriously injuring master. 12/48 disappeared from company sailing schedules. 1/50 offered for sale by PSC, tenders closing 4/3/50, sold to G.A. Calafatis, Pireaus (reg. Hong Kong) r. ORMOS. 1951 sold to Teoh Jit Poon, Hong Kong r. HORSEPOWER. 1951 resold to Tai Ping Steam Navigation Co., Ltd., Hong Kong r. JULIANA. 12/56 sold to Neo Kim Jock (New Rubber Co.), Singapore and 1/57 reg. Singapore, then placed on HP to P.T. Kidang Mas, Jambi r. SELAT SIBERUT. 11/59 registry t/f to Indonesia. 1961 owners restyled P.T. Wasesa Line, Jakarta. 1967 r. TELANAI PURA. 9/77 laid up at Tanjung Priok (Jakarta). 4/79 delivered to shipbreakers P.T. Arafura and mid-1979 broken up at Tanjung Priok. *Buda diesels, later replaced by Davey, Paxman & Co., Colchester diesels. [W. Schell photo 1970 as TELANAI PURA]*

FS-152

Built by Higgins Industries Inc., New Orleans (#18) for US Army Transportation Corps. 28/4/44 comm. 19/10/45 decomm. 3/46 t/f through US Foreign Liquidation Commission, new service advertised *Manila Times*, first on 28/10/46 as FS-152 to Romblon, Capiz & New Washington, secondly on 30/10 as MADIA-AS sailing 1/11 for Bulan, Masbate, New Washington, thirdly as MADIA-AS on 1/11 sailing 2/11 for Capiz, Zamboanga and Cotabato. 13/2/47 sailing Manila/Bulan/Gubat/Legaspi. 7/3/47 owners listed for first time as M Concepcion, Manila, listed explicitly as MADIA-AS ex FS-152. Still as such 5/47. 1/50 offered for sale by PSC, tenders closing 4/3/50. 3/50 again offered for sale by PSC, tenders closing 15/4/50. NFI. *Buda diesels.*

FS-153

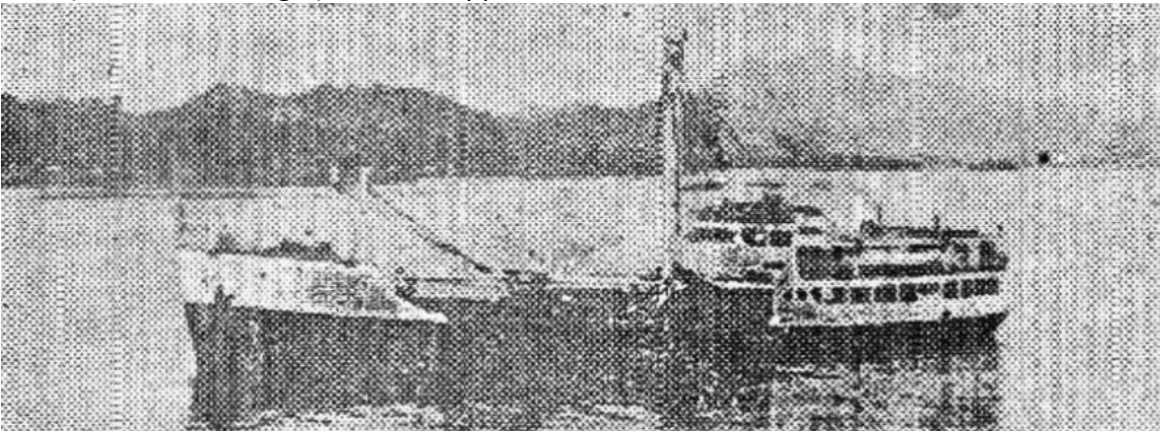
Built by Higgins Industries Inc., New Orleans (#19) for US Army Transportation Corps. 28/4/44 comm. 31/10/45 decomm. 5/48 sold to Mabuhay Shg. Co., conv. into pass ship r. MABUHAY II (said to be registered as MABUHAY), maiden voy. 16/6/48 Manila-Odiongan-Masbate-Catbalogan-Tacloban. "One of the most beautiful passenger ships to sail the Philippine inter-island briny deep...like her sister MABUHAY I has excellent First Class passenger accommodation" (*Manila Times* 12/6/48). 12/9/48 arrived Manila with 15 rescued Formosan fishermen. 17/9/48 towed disabled *Mabuhay I* to Pola Bay, Concepcion, Mindoro. Out of sailing schedules by 8/49, 24/3/50 en route Salomague-Hong Kong. 1950 converted. By early 1950's owned by Oversea Chinese S.S. Co. Inc., Manila - company mail address HK - as MABUHAY A.A. II. II/51 detained by Nationalist partisans at White Dog Island off Fukien while trying to run Nationalist blockade. Reportedly then used as floating godown and occasionally to intercept blockade runners. 10/51 released following Philippine government negotiations, and payment of "maintenance charges" of HK\$30 million. 12/10/51 arrived at Hong Kong in tow by *Prince Salvor* (1114/43). 1953 sold to Great Southern SS Co. Ltd., Panama r. HANSON. Q2/1956 converted to a lighter. *Buda diesels.*

FS-156

Built by Higgins Industries Inc., New Orleans (#23) for US Army Transportation Corps. 6/5/44 comm. at Los Angeles. 14/9/45 decomm. at Manila. 1/47 sold through PSC to CM. 11/1/47 first advertised voyage Manila-Odiongan-Capiz-New Washington-Coron. 5/47 sold to J. Castel & Co. r. DON CANDELARIO. 13/5/47 maiden voyage Manila-Zamboanga-Cotabato-Jolo (as 5/48). 1/50 offered for sale by PSC, tenders closing 4/3/50, apparently sold to Soc. Oriental de Transportes e Armazens Ltda (SOTA), Macau (John Manners & Co. Ltd, Hong Kong) r. SOTA. 1951 reg. at Macau as SAN RAFAEL, rep. lengthened (no details). 11/51 sold to Lam Hai Shipping Co. Ltd, Singapore r. LAM ANN. 1963 seized by Indonesian Government. 5/68 sold to Koh Bah Bah, Singapore. RLR 1971. *Buda diesels, later by Davey, Paxman & Co., Colchester.*

FS-159

Built by Higgins Industries Inc., New Orleans (#26) for US Army Transportation Corps. 17/5/44 comm. at Los Angeles. 2/9/44 comm. in USN. 3/9/46 maiden voyage for Elizalde Manila-Cebu, still as such 2/47. 19/10/47 offered for sale by tender by PSC. 10/11/47 SOS with engine trouble in Albay Gulf during storm, 17/11 arrived at Legaspi. 1/50 offered for sale by PSC, tenders closing 4/3/50. 1950 sold to Cia. Maritima, r. MARINDUQUE. 1/51 r. LUZON (same owners). 18/12/55 grounded on Zambala shoals, Palawan, refloating planned for high tide on 26/11. 1959 r. MASBATE. 1966 t/f to Nasipit Lumber Co. (Cia Maritima mgrs). 1988 scrapped at Manila. *Buda diesels.*



LUZON (*Manila Chronicle* 19/12/51 Gorio Belen/PSSS).

FS-160

Built by Higgins Industries Inc., New Orleans (#27) for US Army Transportation Corps. 17/5/44 comm. at Los Angeles. 1946 sold to De la Rama S.S. Co., r. DON ISIDRO but laid up in Pasig. 1946 resold to Cia Maritima, 21/9/46 first advertised voyage Manila/Capiz/New Washington/Calibo/Estancia/Odiongan, still as such 1/47. By 12/48 disappears from CM sailing schedules. c.1949 sold to Philippine Govt. 1/50 offered for sale by PSC, tenders closing 4/3/50, apparently sold. 1953 sold to Sweet Lines Inc. r. SWEET NEWS, reg. to carry 291 pass. 29/5/59 complaint that sailed ahead of schedule. 1978 scrapped Philippines. [New SWEET NEWS from 1979.] *Buda diesels.*



FS-160 underwent substantial modifications and is depicted here as SWEET NEWS, photographed at Cebu 4 June 1970 (W. Schell)

FS-162

Built by Higgins Industries Inc., New Orleans (#28) for US Army Transportation Corps. 17/4/44 comm. Q1/47 allocated through PSC to Cia Maritima. 14/2/47 first advertised voyage Manila-Tacloban. By 8/47 apparently no longer in fleet. Sold to Republic of Korea r. CITY OF NAMWON. T/f to ROK Navy, r. PUSAN. 1958 broken up. [*Inclusion of FS-162 in this list based on this vessel's appearance in Cia Maritima adv. in Manila Times of 12/2/47. No other mention*].

FS-165

Built by Higgins Industries Inc., New Orleans (#31) for US Army Transportation Corps. 1944 comm. 21/9/45 decomm. Sold 1948 to Philippine S.N. Co. and chartered out to Aboitiz & Co. Listed in 7/49 directory of Aboitiz & Co. services as sailing Cebu 10 pm Saturdays for Dumaguete, Palawan, Zamboanga, Cotabato, Dadiangas, Lebak, Kling, Gian, Klamba, Davao and Mati. 11/3/51 at Tango. 6/53 at Lebak. Still as such 10/66 but by 4/67 operated by Aboitiz Shg. Corp. r. MANUEL, reg. to carry 228 pass. 1977 sold to Aboitiz Shg. Corp., who removed engines. Resold to Co To for use as barge. *Enterprise engines*

FS-166

Built by Higgins Industries Inc., New Orleans (#32) for US Army Transportation Corps. 26/4/44 comm. 9/10/45 decomm. 1946 sold to De la Rama S.S. Co., r. DON ESTEBAN but laid up in Pasig. 1946 sold to Cia Maritima, 19/9/46 first advertised voyage Manila/Tacloban/Masbate/Surigao, still as such 1/47. But 16/1/47 reported sailing as FS-166. 19/5/49 r. ROMBLON. 9/2/53 grounded on sandy bar in San Juanito Strait, refloated. 8/12/53 grounded near Bagasumabut Island. (1956 master suspended after several more groundings of other vessels). 1956 lengthened to 219.8', **grt 755**. 10/4/74 capsized and sank following fire and grounding 9/4 off Silonay in 13.26.48N 121.13.02E on passage Manila-Nasipit with passengers and general cargo. *Enterprise engines*.



Newly named DON ESTEBAN (centre) and DON ISIDRO (left, ex FS-160) laid up in the Pasig River in 1946 (Ebay).



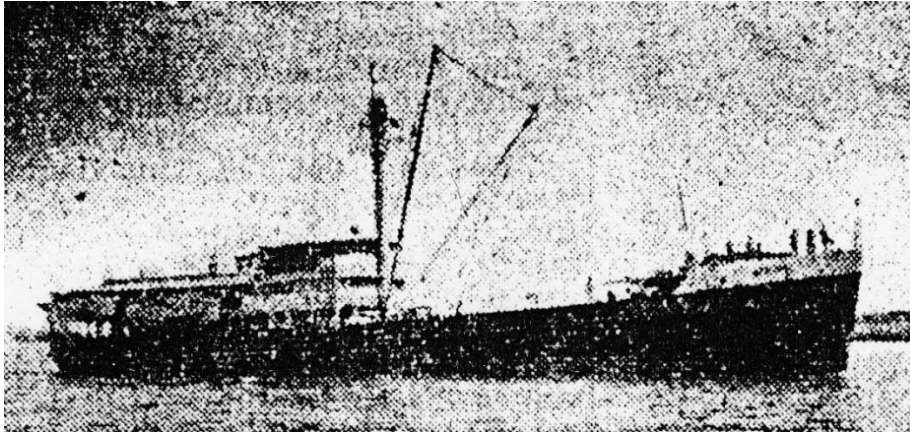
Pre-lengthening ROMBLON, outdated for a 1959-publ. image (*Manila Chronicle* 5/12/59 Gorio Belen/PSSS).



Lengthened and modernised ROMBLON at Manila 3 June 1970 (W. Schell).

FS-167

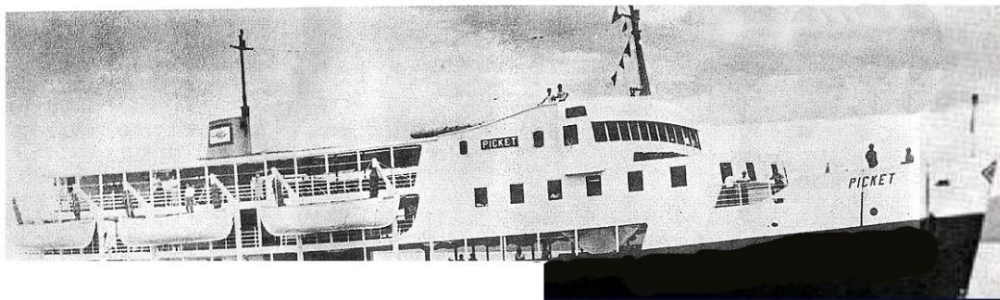
Built by Higgins Industries Inc., New Orleans (#33) for US Army Transportation Corps. 1/5/44 comm. 5/50 sold to Everett S.S. Corp. From 1950 mgrs Philippine S.N. Co. 9/5/50 maiden voyage Manila-Iloilo-San Carlos-Dumaguete-Dipolog-Cotabato-Padagian-Jolo. 3/53, 5/53, 6/53 chartered to Southern Lines. 6/53 sailing Tinaan-Pulupandan and Manila/Iloilo/Cebu. 8/10/53 female passenger lost overboard off Limbones Isl. By 1958 owned by Philippine S.N. Co. 1/63 still in PSNC timetables. 1967 unlocated in PSNC timetables. 1973 r. PICKET for Aboitiz. 1977 sold to Aboitiz Shg. Corp. 12/86 rep. laid up. DLR 1990. *Enterprise engines.*



FS-167 (*Manila Times* 9/5/50 SK).



PICKET was converted to carry 500 passengers (J. Van Delden).



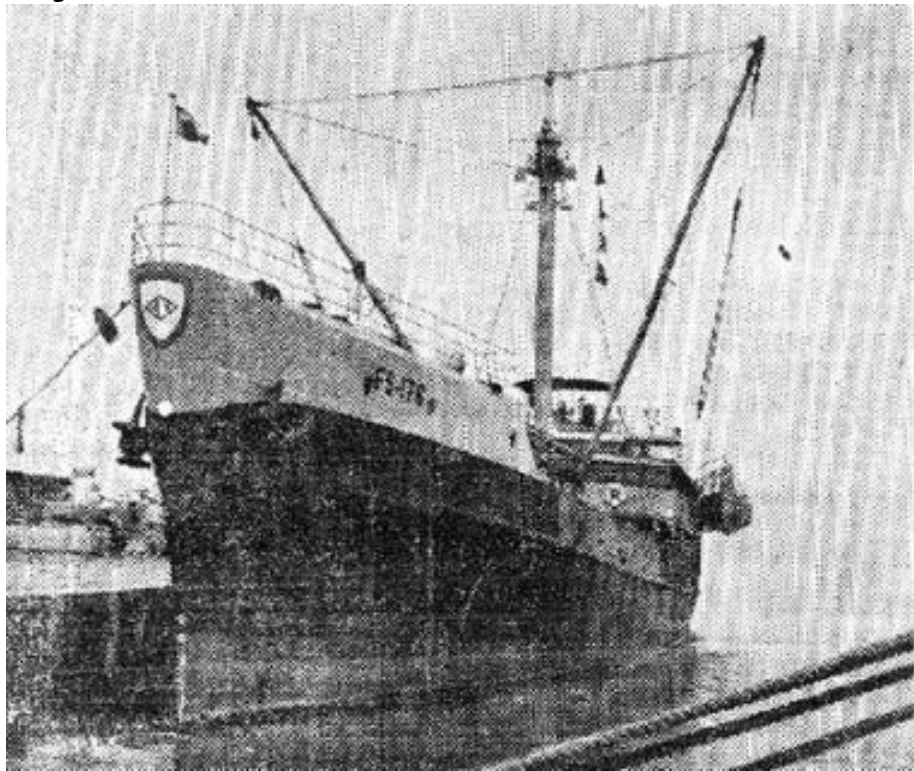
Incomplete photo of extensively converted PICKET from Aboitiz company files

FS-175

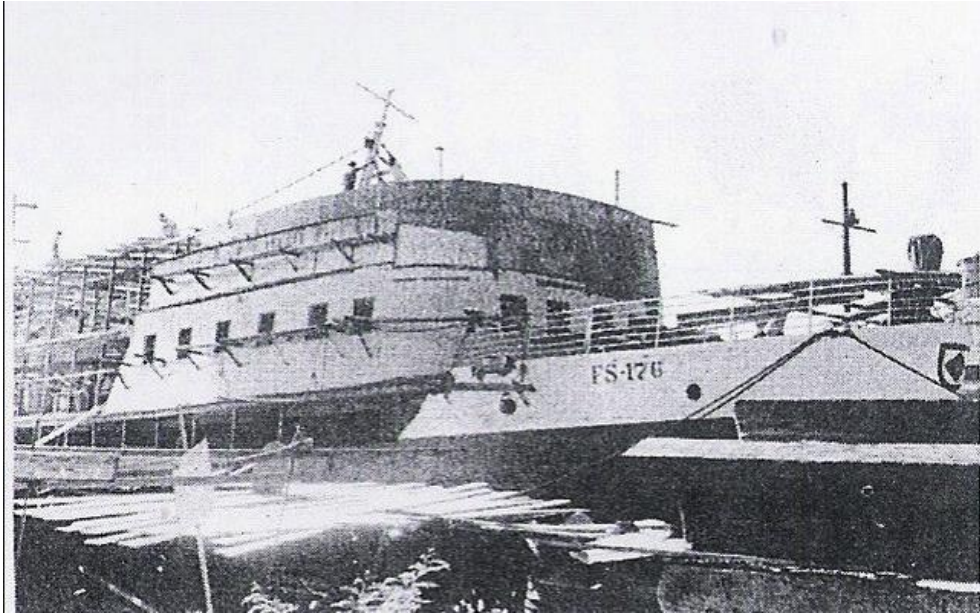
Built by Higgins Industries Inc., New Orleans (#41) for US Army Transportation Corps. 19/5/44 comm. 1950 transferred briefly to US Navy as AKL-19 but apparently reverted to FS-175 soon after. 12/5/50 sailing Cotabato/Dumaguete as FS-175. 1959 struck from USN and evidently laid up in U.S. reserve fleet. 1961 first listed for Philippine President Lines as PRESIDENT LAUREL. 2/63 r. LAUREL. 1963 t/f to Philippine Pioneer Lines. 1/1/65 owners restyled Filipinas Pioneer Lines r. PIONEER BUTUAN, 612 grt. 6/6/65 collided with motor launch *Marli II* (97t) off Luis Ledge, Talisay, 3 dead. 12/66 sold to Galaxy Lines Inc. VIRGO. 6/67 to 10/67 listed as being in drydock. 1980 removed from LCI.

FS-176

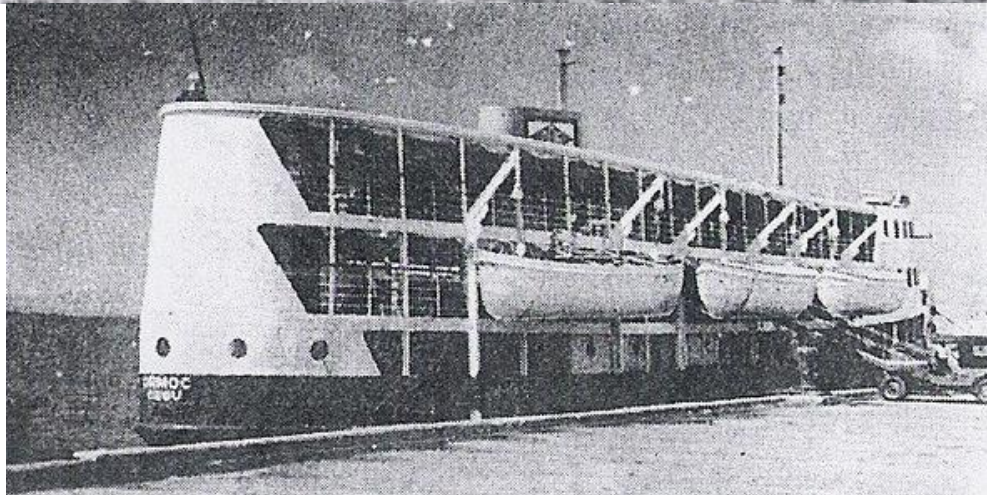
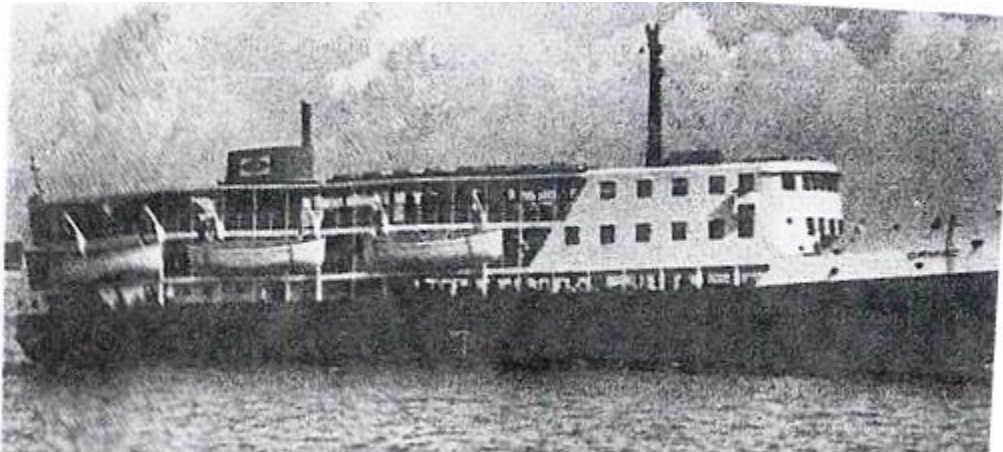
Built by Higgins Industries Inc., New Orleans (#42) for US Army Transportation Corps. 21/5/44 comm. 3/49 sold to Everett S.S.Co., converted by Cebu Shipyard & Engine Works, Opon, Cebu, superstructure enlarged (560 pass). 12/4/49 maiden voyage Manila-San Carlos-Dumaguete-Cotabato-Dadiangas-Jolo. 19/11/52 sailing Cotabato-Cebu. 17/11/56 passenger jumped overboard 2 m. w. of Lanao Point, Cebu. 12/4/49 maiden voyage Manila-San Carlos-Dumaguete-Cotabato-Dadiangas-Jolo. 6/50 described as newly converted, following acquisition of FS-167, changed to fortnightly service Manila-Pulupandan-Iloilo-Jolo-Dadiangas-Cotabato (M.T. 5/6/50, *Philippine Herald* 5/7/50). 19/11/52 sailing Cotabato-Cebu. 17/11/56 passenger jumped overboard 2 miles n.w. of Lanao Point, Cebu. By 1958 owned by Philippine S.N. Co. 1/63 still in PSNC timetables. 1968 sold to Aboitiz Shipping Corp., Cebu 1973 r. ORMOC. 1977 sold to Aboitiz Shg. Corp., which acquired a new ORMOC in 1987. 1988 broken up at Cebu. *Enterprise engines.*



FS-176 (*Philippine Herald* 5/7/50 Gorio Belen/PSSS).



Major conversion job on FS-176 (Aboitiz company files).



Above two: ORMOC ex-FS-176 (Aboitiz company files).

FS-177

Built by Higgins Industries Inc., New Orleans (#43) for US Army Transportation Corps. 26/5/44 comm. 19/8/45 decomm. 1948 sold to Philippine S.N. Co., Cebu Listed in 7/49 directory of Aboitiz & Co. services as sailing Cebu 10 pm Saturdays for Dumaguete, Polawan, Zamboanga, Cotabato, Dadiangas, Lebak, Kling, Gian, Klamba, Davao and Mati, still as such 9/49. 11/3/51 at Dumaguete. 6/11/58 cited for safety concerns at Cebu. 1971 sold to Aboitiz Shg. Corp. 17/7/72 after catching fire, sank off W. coast of Mindanao in 06.39N 123.52E. *Enterprise engines.*

FS-178

Built by Higgins Industries Inc., New Orleans (#44) for US Army Transportation Corps. 27/5/44 comm. 16/10/45 decomm. 7/47 sold to Juliano Bros. & Co. r. ZAMBOANGA J. 5/8/47 advertising maiden voyage Manila-Dumaguete-Zamboanga-Cotabato via Cebu as ZAMBOANGA (ex FS-178). By 8/49 owners no longer advertising. 12/49 sold to Hijos de F. Escaña r. FERNANDO ESCAÑO. 1/50 maiden voyage Butuan-Cebu-Manila. 4/53 drydocking at Cebu. 1/2/55 two convicts escape by jumping overboard between Corregidor and Manila. 31/7/67 aground off Leyte but refloated. 30/5/68 partially sunk in shallow water in Manila Bay after collision with *LSCO Cavite*, all 176 persons on board (passengers and crew) rescued. 24/6/68 raised and repaired. 1968 sold to Liuson Shg. Co. 1969 sold to De Oro Shg. Lines Inc. r. INSULAR DE CEBU. 30/6/78 stranded off Pasuquin, Luzon, and abandoned as CTL. *Enterprise engines.*



Kingpost-equipped FERNANDO ESCAÑO (*Manila Times* 9/12/54 SK).



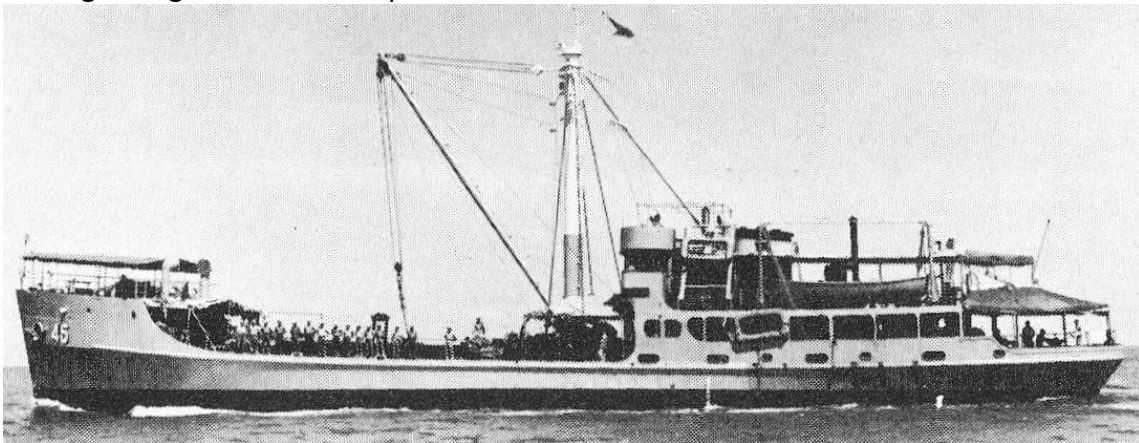
FERNANO ESCAÑO, Manila Bay 30/5/68 (Ebay September 2023).



INSULAR DE CEBU at Cebu 4 June 1970 (W. Schell).

FS-185

Built by Higgins Industries Inc., New Orleans (#51) for US Army Transportation Corps. 21/7/44 comm. 194? sold to Philippines Navy comm. as buoy tender LAUIS LEDGE (TK-45). 9/48 engaged in rescue work following Camiguin volcanic eruption. 1988 "retired".



LAUIS LEDGE (Philippine Navy 1979).

FS-190

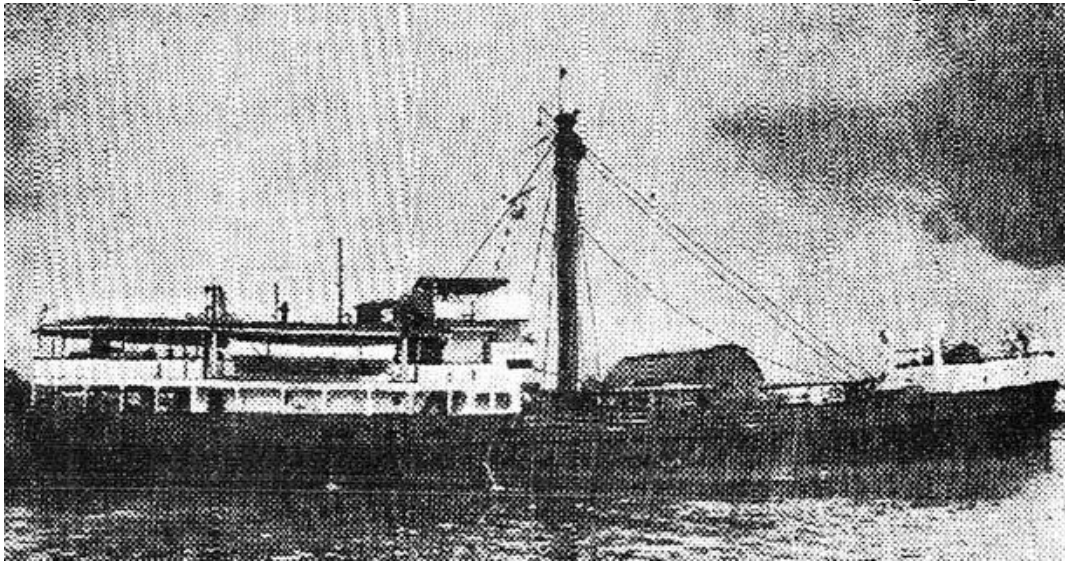
Built by Higgins Industries Inc., New Orleans (#56) for US Army Transportation Corps. 9/7/44 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 14/2/47 advertised for Amadeo Matute Line (no dates) but 2/47 sold to William Lines Inc. 2/3/47 first advertised voyage Manila/Cebu/Misamis/Iligan. 2/4/48 sunk in collision with *General Del Pilar* (c.550/44) in mid-stream of South Verde Island Passage (13.33N 121E) on voyage Manila/Romblon. All passengers and crew rescued by *Mactan* (2067/99) and *Occidental* (558/44).

FS-192

Built by Higgins Industries Inc., New Orleans (#58) for US Army Transportation Corps. 21/8/44 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). Still as such 12/46, 1/47. NFI. Sold to Korea r. CITY OF WONGJU. NFI. (Out of LCI 12/52, no explanation).

FS-194

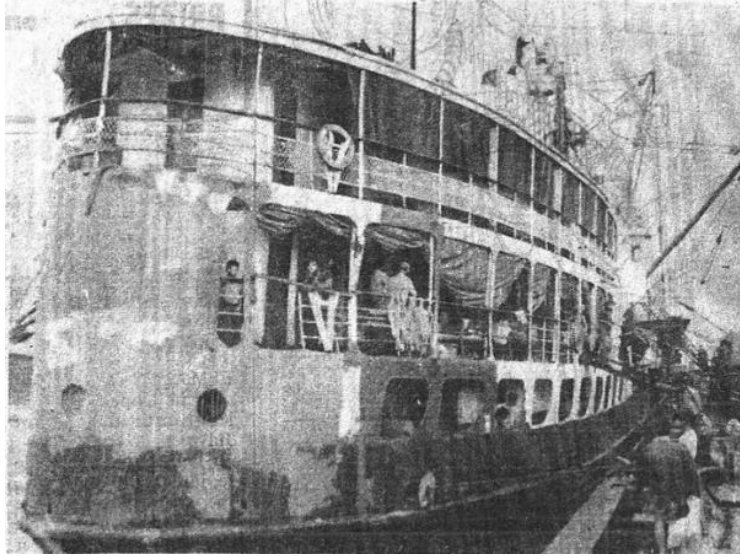
Built by Higgins Industries Inc., New Orleans (#60) for US Army Transportation Corps. 30/8/44 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). Still as such 1/47. By 3/47 sold to Philippine Transport Co., later Philippine Sea Transport Co. Inc., Manila first advertised sailing 13/3. 7/47 sold to Southern Lines Inc., Manila, r. GOVERNOR GILBERT. 1/12/51 sold to Philippine S.N. Co., 1952 r. KOLAMBUGAN. First advertised 10/4/52. 3/61 sold to William Lines Inc., Cebu r. MISAMIS ORIENTAL. 10/62 dropped from William sailing schedules. 12/62 sold to Escaño Lines, later Hijos de F. Escaño r. KOLAMBUGAN. 29/9/87 sank 50 miles SE of Manila following engine room fire.



GOVERNOR GILBERT (*Philippine Herald* 1/11/51 Gorio Belen/PSSS).



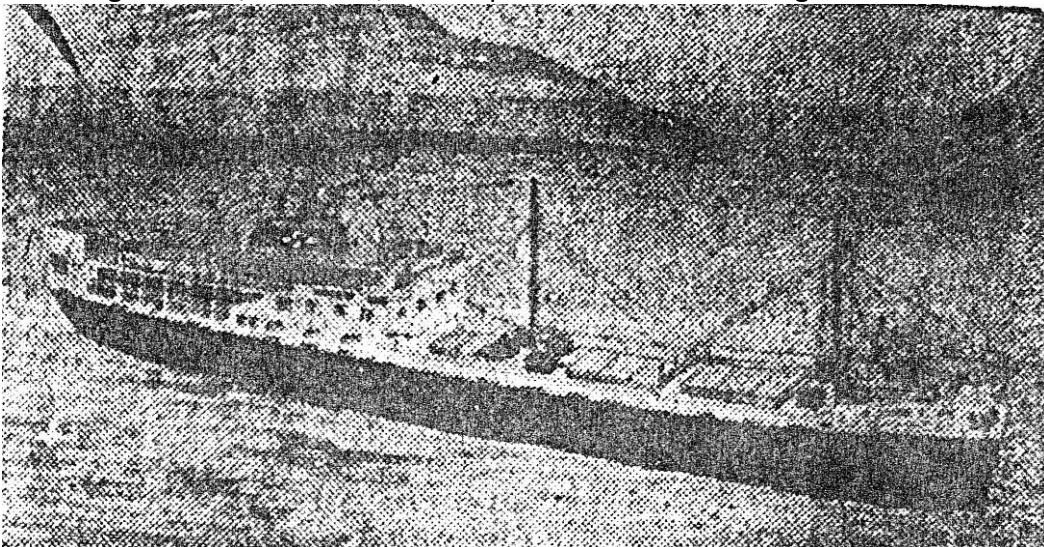
Lengthened KOLAMBUGAN in Escaño colours, Cebu 4 June 1970 (W. Schell).



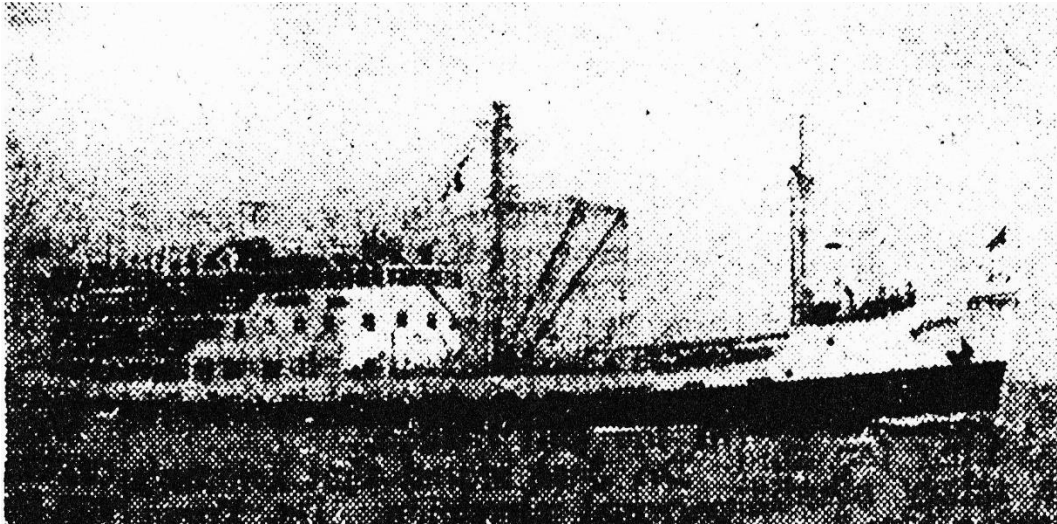
KOLAMBUGAN or MALITBOG still operating Manila to the south in 1980 (*Times Journal* 21/7/80).

FS-196

Built by Higgins Industries Inc., New Orleans (#62) for US Army Transportation Corps. 29/8/44 comm. 22/8/45 decomm. 1945 American President Lines mgrs, still as such 12/46. 1/47 sold through PSC to Philippine Transport Co., later Philippine Sea Transport Co. Inc., Manila. 29/1/47 first advertised voyage Manila/Masbate/Catbalogan/Tacloban/Surigao/Butuan. 10/50 sold to William Lines Inc., Cebu, 12/50 r. HENRY I. IV/51 rebuilt at Hong Kong, lengthened (219.8', grt 648, 304 pass), arrived Manila 1/12. 18/12/55 passenger jumped overboard. 16-17/4/79 driven ashore on Masbate Island during typhoon 'Cecil', 30/4 refloated. 10/80 rep. laid up awaiting demolition. 1982 sold to Bisayan Land Transport Inc., Cebu r. DON MARIANO. Still as such LR1986 but subsequently sold to Alma Shg. Linesamboanga r. DON ALMA. 26/12/93 holed on starboard side during typhoon 'Nell' when off Zaboanguita Point, Negros Oriental. Towed to Bacong and Cebu, laid up without repair. Still notated as 12/93 in port damaged in L98, but MN 7/2000 reported sold to Roble Shg. r. STAR MINDANAO. NFI.



HENRY I early artist's impression clearly showing three hatches (*Manila Times* 13/11/51 SK).



HENRY I immediately after reconstruction (*Manila Times* 6/2/52 SK).



HENRY I at Manila 25 May 1970 (W. Schell).

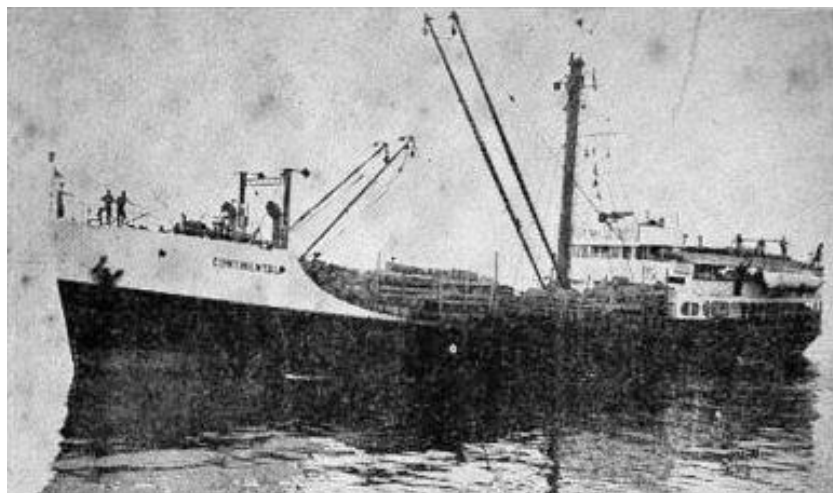




Above 2: FS-196 as Alma Shipping Lines' DON ALMA, superstructure modernised, at Singapore February 1987 before and after mast changes (photographer unknown).

FS-197

Built by Higgins Industries Inc., New Orleans (#63) for US Army Transportation Corps. 2/9/44 comm. 1945 mgrs American President Lines. 2/47 sold through PSC to Samar-Leyte Shg. 7/2/47 first advertised voyage Manila/Masbate/Catbalogan/Tacloban/Cebu. 18/2/47 returned to Manila as SUSANA. 3/47 advertised for Oriental Shg Lines, but a few days later for Samar-Leyte Shg Co. 6/47 described as "the favourite boat of the Samarenos and Leytenos", owner Fernando A. Froilan, intended names stated to be FROILAN and PRINCESS OF SAMAR. 1/48 owners apparently bankrupt, subsequent court case. 15/1/48 advertised for North Camarines Lumber Co. Ltd. 4/3/48 advertised for Philippine Sea Transport Co. 29/6/48 detained by Republic of Philippines Shg Administration, not to sail until further notice. 14/7/48 after layup in Manila Bay returned to service for Philippine Sea Transport Co. but by early 1949 this company no longer advertising, other ships in fleet sold. 1949 sold to Pan Oriental Shipping Co. r. CONTINENTAL. By 1/3/51 sailing for Cia Maritima as SUSANA. Still as such 20/10/51 but not advertised by 1/11/51. 1952 sold to Cia Maritima r. BASILAN. 1972 t/f to Nasipit Lumber Co. (Cia Maritima mgrs). 1988 scrapped Manila. [LR suggests r. FROILAN before SUSANA, but not seen in sailing schedules].



CONTINENTAL (*Philippine Herald* 1/10/49 Gorio Belen/PSSS).



Compania Maritima's BASILAN ex SUSANA at Manila, 11 June 1970 (W. Schell).

FS-199

Built by Higgins Industries Inc., New Orleans (#65) for US Army Transportation Corps. 18/9/44 comm. 1945 American President Lines mgrs, 12/46 still as such. 27/3 arrived Legaspi from Naga, owners unknown. 4/47 sold through PSC to De la Rama S.S. Co. and then to Vicente Villanueva, 14/5/47 first advertised voyage Manila-Zamboanga-Cotabato-Dadiangas-Davao. 8/47 sold to Samar-Leyte Shg. Co. r. DON VICENTE, 20/8 first advertised voyage Manila-Bulan-Legaspi-Tacloban. Still as such 10/47 but 1/48 sold to General Shg. Co. 4/3/48 in General Shg. Co. timetable. 21/5/48 r. GENERAL SEGUNDO (M.T. 22/5/48). 5/49 sailing Manila-Masbate. 17/5/50 rep. returned to service after several weeks' painting and overhauling (M.T. 17/5/51). 2/10/51 sailed to Hong Kong for general reconditioning and conversion. (M.T. 30/9/51). 17/12/51 returned from Hong Kong, at 5pm r. GENERAL LIM (M.T. 17/12/51). Still as such 7/1/52 but new GENERAL LIM on 12/1/53. 1953 r. GENERAL ROXAS. 28/12/53 grounded off Maestre de Campo Island with 300 pass, who were transferred to Corregidor (560/44), refloated 29/12. 1960 r. GENERAL CAPINPIN (239 pass), still operating for GSC 8/64. 1967 sold to Sweet Lines, Inc., Manila r. SWEET HOPE. 1980 r. SWEET SOUND. Refitted with bow doors. Rep. stranded prior 3/9/84 off Cebu during a typhoon, later refloated, broken up at Mandaue City.

FS-199 as indicated in Lloyds updates:

Higgins Industries, Inc., New Orleans, La. (9/44) #65

48 - DON VICENTE Philippine Gov't. (?)

48 - GENERAL LIM General Shipping Co., Inc., Manila

PH

48 - GENERAL ROXAS s/o

558 C 166.4 x 32.0 2M (aft)

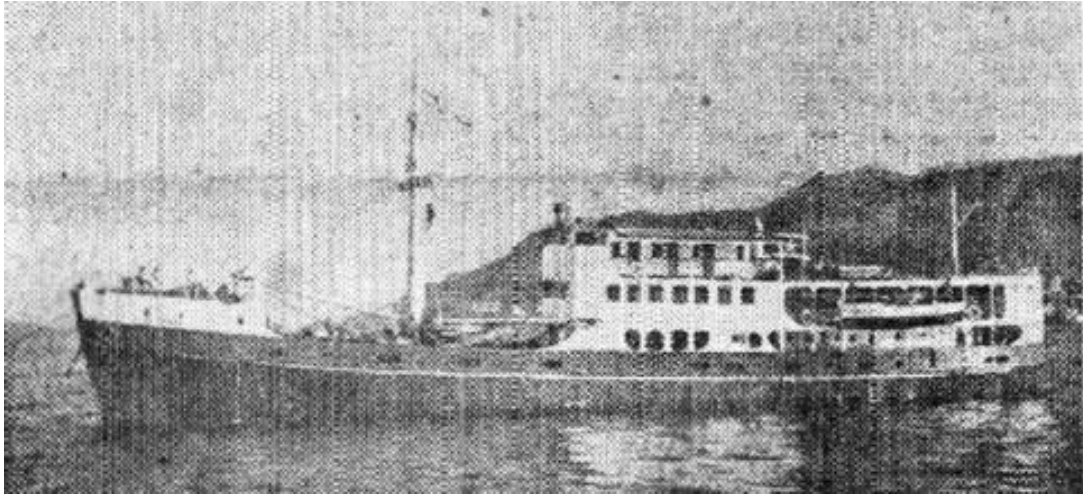
62 - GENERAL CAPININ s/o

202810

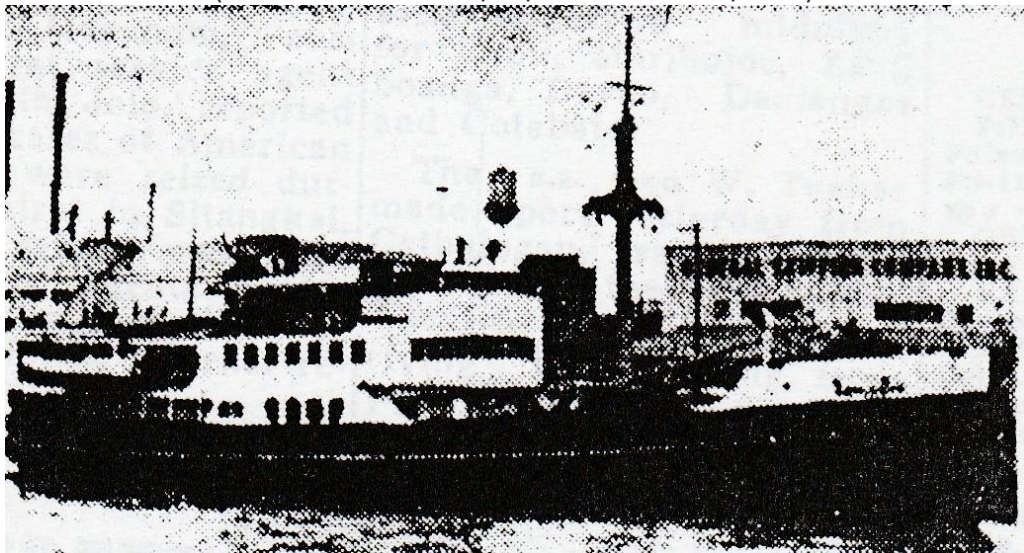
67 - SWEET HOPE Sweet Lines, Inc., Manila

80 - SWEET SOUND s/o refitted with bow doors

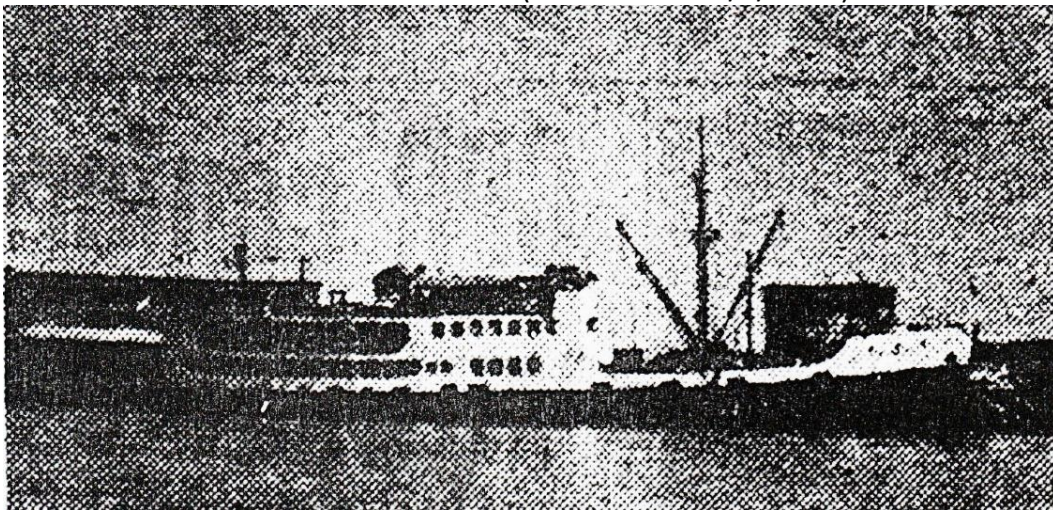
Rep. stranded prior 3 Sep 1984 off Cebu during a typhoon, later refloated, broken up at Mandaue City.



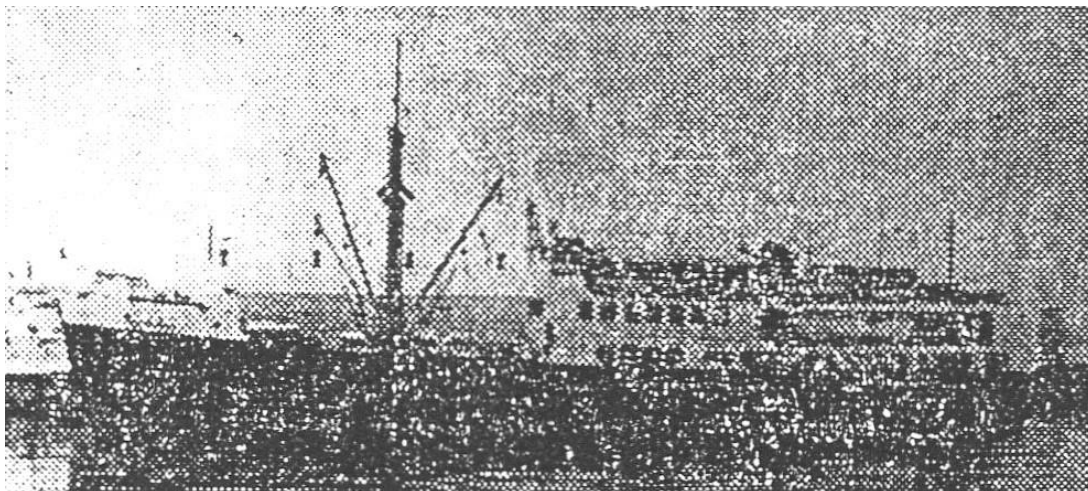
GENERAL SEGUNDO after rebuild at Hong Kong, to be renamed GENERAL LIM
(*Manila Chronicle* 17/12/51 Gorio Belen/PSSS).



GENERAL LIM ex FS-199 (*Manila Times* 7/1/52 SK).



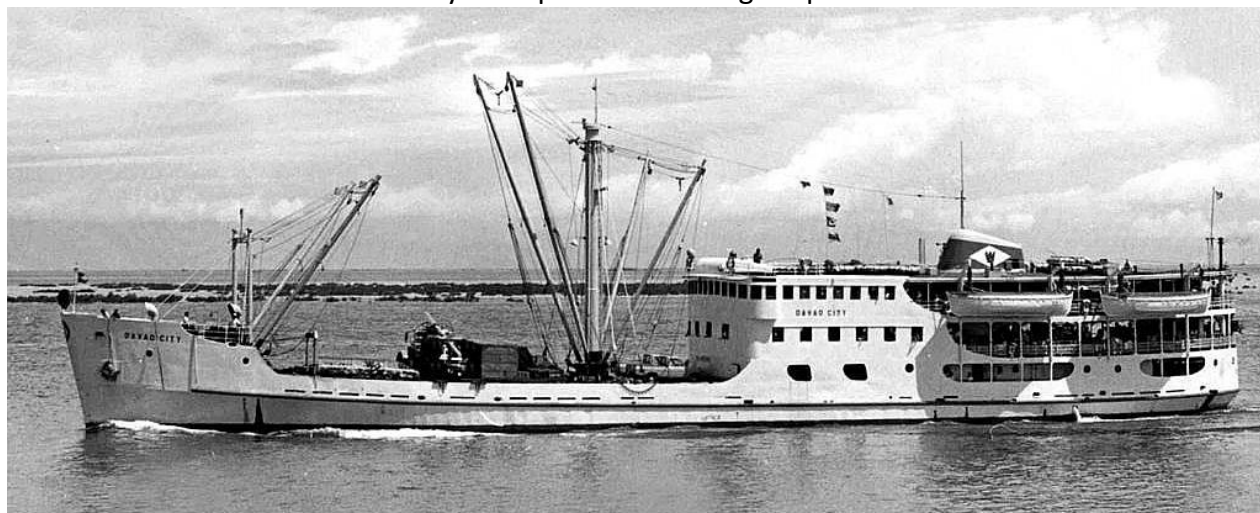
GENERAL ROXAS (*Manila Times* 5/5/54 SK).



GENERAL CAPINPIN (*Manila Times* 30/5/60 SK).

FS-200

Built by Higgins Industries Inc., New Orleans (#66) for US Army Transportation Corps. 19/9/44 comm. 29/10/45 decomm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 1947 sold to Amadeo Matute Line, Manila (M.T. 7/6/47) r. DAVAO. 18/2/47 maiden voyage Manila/Davao. 5/7/47 picked up 3 shipwrecked sailors W. of Negros Isl. Sold late 1951 (to Philippine S.N. Co. Still as such 1958. 1/60 rammed wharf at Cebu. 3/61 sold to William Lines Inc., lengthened **grt 691**. 1970 r. DAVAO CITY. 1972 r. TAGBILARAN CITY. 2/12/76 stranded on Panglao Island. 26/10/83 demolition commenced at Navotas by L. Acquario Marketing Corp.



DAVAO CITY, Cebu 4 June 1970 (W. Schell).

FS-201

Built by Higgins Industries Inc., New Orleans (#67) for US Army Transportation Corps. 19/9/44 comm. At New Orleans. 1947 sold to Bisaya Land Transport Co. Inc., Cebu r. DOÑA FILOMENA. 3/4/60 ep. Propellor and anchor damaged after hitting bottom of Agusan River. 1990 RLR, 'broken up' (Gorio Belen).

FS-202

Built by Higgins Industries Inc., New Orleans (#68) for US Army Transportation Corps. 7/10/44 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 23/12/46 sold by PSC to Visayan Transportation. 2/47 reported aground off Maasin, Leyte but refloated with damage by 8/2, repaired at Cebu. 18/5 reported at Laoang. 15/6/48 reported sailing Allen/Legaspi, 27/12/48 reported sailing Cebu-Legaspi. 1949 sold to Visayan Transportation Co. Inc. 29/8/49 at Calbayog. 28/5/50 sailing Laoang-Carangian. 19/11/52 sailing Allen-Calbayog. 16/6/53 at Calbayog. 27/11/55 grounded at Tinaan and developed leak, engines disabled. 29/11 sank in bad weather while under tow to port.

FS-203

Built by Higgins Industries Inc., New Orleans (#69) for US Army Transportation Corps. 17/10/44 comm. 31/10/45 decomm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 1/47 sold to Philippine Coastwise Service (Everett S.S. Corp. agents). 24/4/48 reported sailing Legaspi-Catbalogan. 1950 sold to Philippines Navy, comm. as buoy tender BOJEADOR (TK-46), later known as Philippine Coastguard CAPE BOJEADOR. Still active 2022.



CAPE BOJEADOR in Coastguard colours (Ray Smith/shippingpotting).



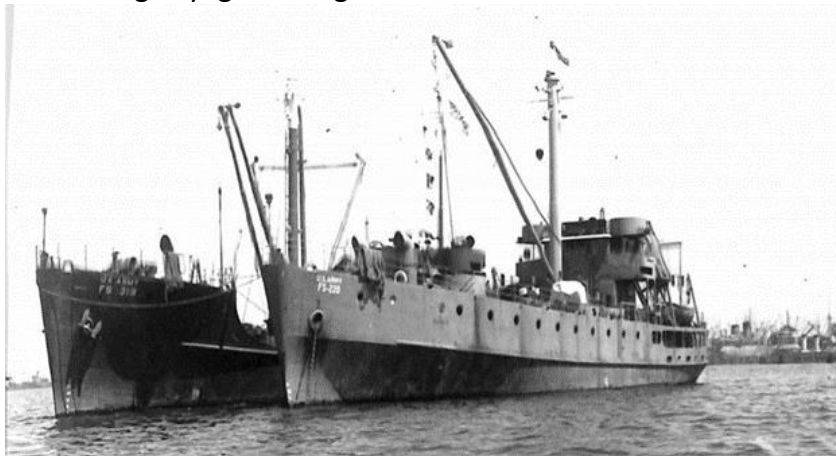
CAPE BOJEADOR updated colour scheme (metrocco.com).



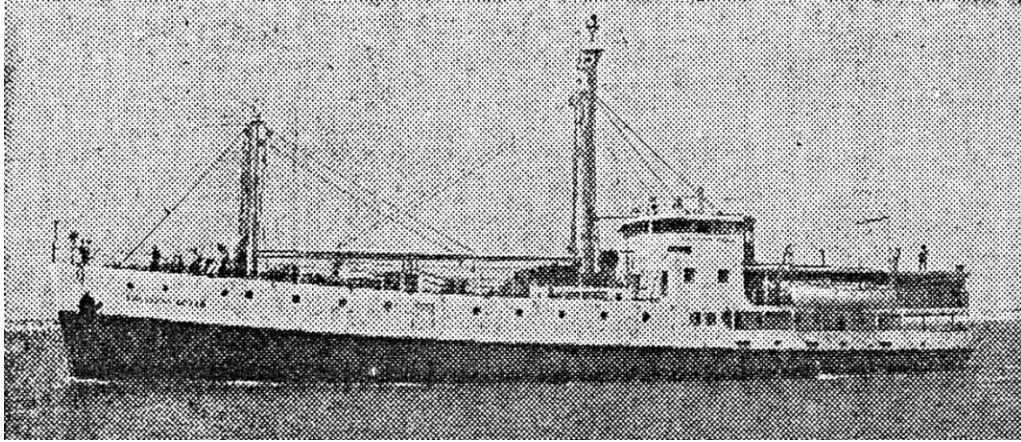
Ca.2022 CAPE BOJEADOR from Facebook video <https://fb.watch/h6nvLMInkJ/>

FS-220

Built by Higgins Industries Inc., New Orleans (#86) for US Army Transportation Corps. Delivered between October 1944 and January 1945 to the US Army Quartermaster Corps. Conv. at Mobile Air Tactical Command Brookley Field, Mobile, AL and comm. as US Army Auxiliary Aircraft Repair Ship USAV COL. HAROLD B. WRIGHT. 1960 sold to Philippine President Lines Inc., Manila r. PRESIDENT ROXAS, 747 grt, 199 pas). 7/63 sold to N. & S. Lines Inc. r. VENUS. 1/65 integrated into fleet of Filpinas Pioneer Lines, but from 1/67 readvertised as N.&S., operating Manila-Allen-Carangian (now known as San Jose)-Legaspi (now spelled as Legazpi)-Laoang. 11/67 reported for dynamite smuggling. 13/3/79 stranded on Bantayan Island. 1980 r. ODEON (same owners). 198? r. VENUS (same owners). 28/10/84 sank off Tayabas Bay Marinduque Island with heavy loss of life after encountering high seas caused by tropical storm 'Warren' during voyage Laoang-Manila.



Shown anchored at Manila 13/5/46 and 21/5/46, FS-220 had been converted to an Auxiliary Aircraft Repair Ship (navsource.org 300772001-2).



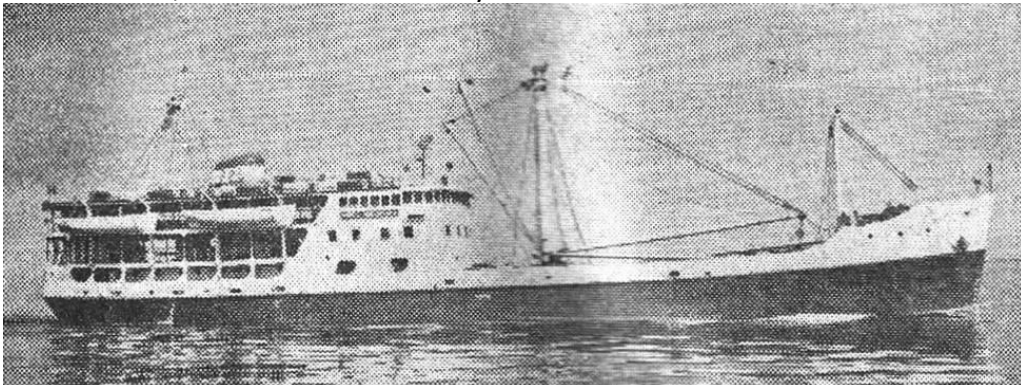
Newly acquired PRESIDENT ROXAS. Gorio Belen mentions three passenger decks including lowermost where cargo was also stowed. (*Manila Times* 16/3/60 SK).

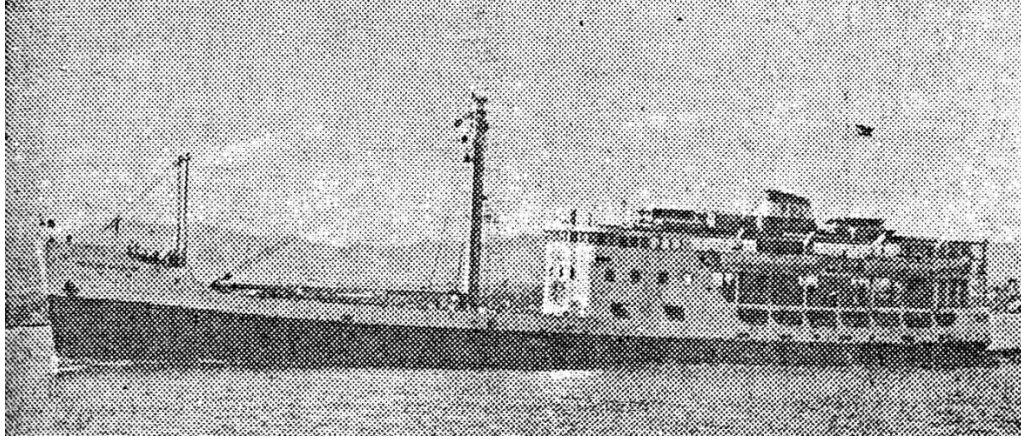


VENUS with new masts, Manila 16 June 1970 (W. Schell).

FS-223 PRESIDENT MAGSAYSAY

Built by Higgins Industries Inc., New Orleans (#89) for US Army Transportation Corps. 6/2/45 comm. Lengthened and modernised. 1959 sold to Philippine President Lines Inc., Manila, lengthened and modernised **grt 720**, entering service 9/4/60 as PRESIDENT MAGSAYSAY. 1963 t/f to Philippine Pioneer Lines. 1/64 r. MAGSAYSAY. 1/1/65 owners restyled Filipinas Pioneer Lines Inc., Manila r. PIONEER CEBU. 16/5/66 wrecked off Malapascua Island, Cebu during typhoon on passage Manila/Cebu with passengers, about 20 lost, vessel sank several days later

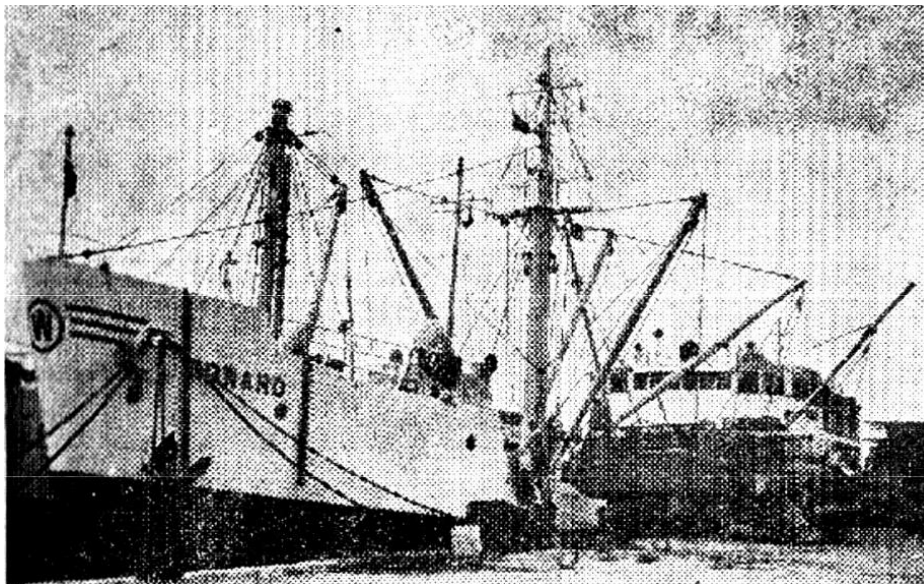




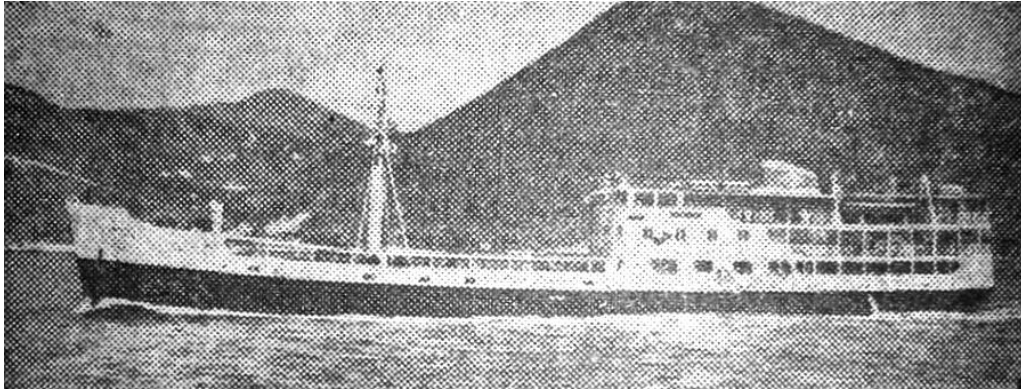
PRESIDENT MAGSAYSAY (*Philippine Herald* 8/6/60 Gorio Belen/PSSS), *Manila Times* 6/4/60 SK).

FS-224

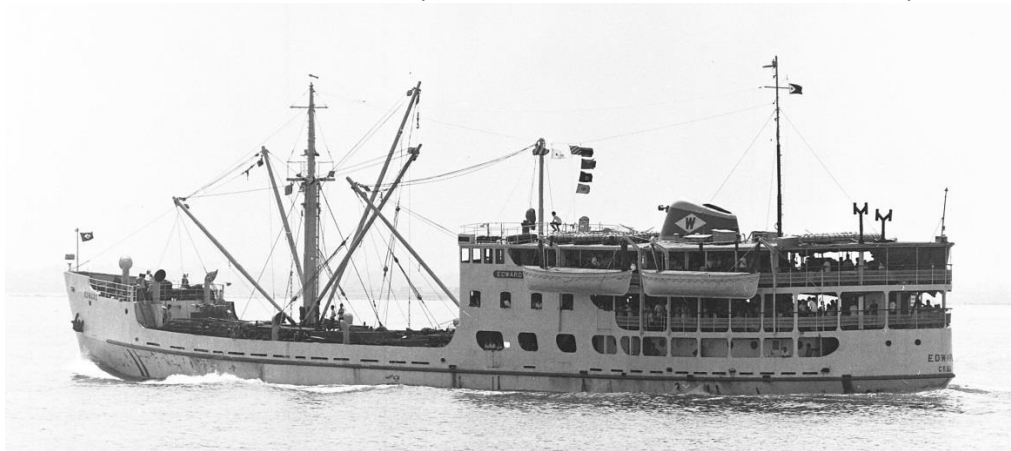
Built by Higgins Industries Inc., New Orleans (#90) for US Army Transportation Corps. 2/45 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 2/47 sold to Philippine Transport Co., later Philippine Sea Transport Co. Inc. 9/9/47 advertised by Oriental Shg. Agency sailing Manila-Cebu-Iligan-Misamis. 20/4/48 advertised for Philippine Sea Transport Co. and also for Royal Shg. Agency. 9/48 sold to Mabuhay Shg. Co. r. MABUHAY III, maiden voyage 18/9 Manila/Bulan. 1/49 disappears from Mabuhay Shg. Co. sailing schedules. 2/49, 6/49 sailing as FS-224 (owners unknown) eg Calbayog/Manila. [ABS 1951 records FS-224 ownership as Butuan Sawmill, Inc., Manila.] 10/50 sold to William Lines Inc. 19/10/50 maiden voyage Manila-Cebu-Tagbilaran-Dumaguete-Zamboanga-Davao. 12/50 r. EDWARD. 12/51 to Hong Kong for refit by Hongkong & Whampoa Co. Ltd., returning to Manila 27/1, lengthened to 220.75', grt 652. 8/2/52 returned to same service. 2/7/57 grounded off Simara Isl. near Cebu en route Cebu-Manila. As at 1989 last surviving 'FS' type sailing out of Manila's North Harbour. 2000 RLR.



EDWARD immediately after lengthening in Hong Kong (*Manila Chronicle* 29/2/52).



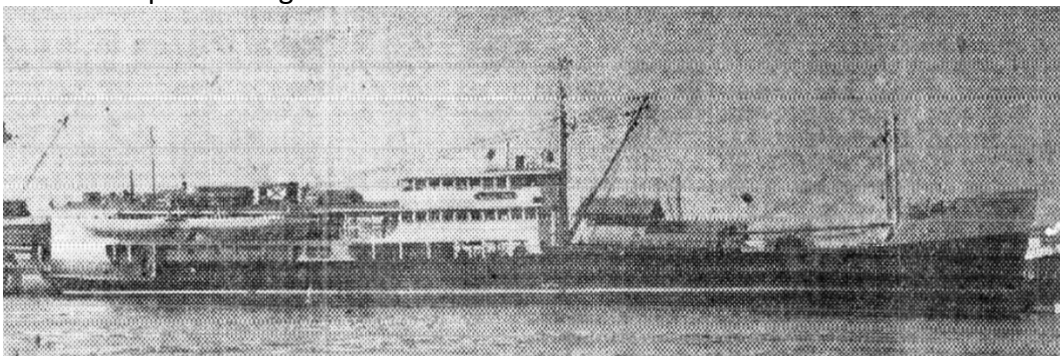
EDWARD in Williams ad (*Manila Times* 12/3/52 and 1/4/52 SK).



EDWARD in Manila Bay, 3 June 1970 (W. Schell).

FS-225

Built by Higgins Industries Inc., New Orleans (#91) for US Army Transportation Corps. 14/2/45 comm. 14/2/48 sailing Manila/Cebu for PSC. 1948 sold to Hijos de F. Escaño, Inc., Cebu r. AGUSTINA. In service by 12/49 operating Cebu-Maasin-Jagna-Mambajao-Balingoan-Cabadbaran. 11/53 sailed without radio operator during strike, fined. 2/54 in drydock for 2 weeks. 12/1/57 sailed Manila for Cebu, apparently replaced in Manila timetables by RAJAH SULIMAN. Ca.1968 renamed SURIGAO, illustration shows top deck built up. 15/6/80 damaged in collision with *Don Manuel* off Cavite. 1989 rep. broken up by Gorio Belen who without explanation gives name as 'AGUSTINA'.



AGUSTINA (*Philippines Herald* 17/2/56 Gorio Belen/PSSS).



SURIGAO, Cebu 9 June 1970, updated with extra deck and extra hatch (W. Schell).



SURIGAO offloading cargo after collision 15/6/80 (*Times Journal* 18/6/80 Gorio Belen/PSSS).

FS-226

Built by Higgins Industries Inc., New Orleans (#92) for US Army Transportation Corps. 17/2/45 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 2/47 sold to General Shg. Co. r. GENERAL MALVAR (M.T. 18/2). 22/2/47 maiden voyage Manila-Culien-Cuyo-Puerto Princesa. From 10/49 in service as "FS-type GENERAL LIM" (as distinct from the earlier Australian-built GENERAL LIM) after renaming and renovations increasing 1st and 3rd class accom., opening new service linking Manila with NE Samar (M.T. 8/10/49). 18/10/49 maiden voyage Manila-Mangarin-Coron-Culion-Cuyo-Puerto Princesa, heavy cargo loadings (M.T. 18/10/49). By 17/12/51 no longer in operation as GENERAL LIM (M.T. 17/12/51). By 17/12/51 evidently sold overseas, M.T. 29/2/52 "GSC clarified that the GENERAL LIM involved in smuggling charges against Chua Limco (?) is in fact ex-GENERAL LIM, now named KIAN THONG. Cleared Manila for H.K. under that name". Assumed reverted to General Shg. Co., r. GENERAL SEGUNDO. 30/10/52 departed Manila for Nagasaki and Kobe. Late 1952 as GENERAL SEGUNDO lengthened and remodelled by Mitsubishi S.B. & E.W., second such

remodelling for the company, grt 756. 9/1/53 arrived Manila. 12/1 r. GENERAL LIM. (M.T. 13/1/53). 17/1 sailing Manila-Masbate-Tacloban-Catbalogan-Calbayog. 1956 used for Sunday summer day cruises out of Manila. 9/59 owners advertise GENERAL LIM's 12 years - 578 voyages of mishap-free service. 8/60 still in service as GENERAL LIM. 9/60 r. GENERAL DE JESUS, operating by 1/10, advertised (e.g. M.T. 15/10/60, 31/8/63) as formerly GENERAL LIM. 20/1/65 grounded off Mayorga, Leyte, refloated 3/2. 3/65 operated by Philippine S.N. Co. 1966 sold to Cebu-Bohol Ferry Co. Inc. r. CARMEN, leng. 756 grt, 217' 0" (l.o.a.). 1967 t/f to Aboitiz Shg. Corp. 1975 sold to Sulpicio Lines Inc. Reported lost prior to 8/87, NFI but see second Lloyd's update reproduced below.

FS-226 as indicated in Lloyd's updates:

Higgins Industries, Inc., New Orleans (2/45) #92

48 - GENERAL MALVAR General Shipping Co., Inc., Manila PH

573 C 168.0 x 32.5 2M (aft)

- GENERAL LIM

62 - GENERAL DE JESUS s/o

68 - Cebu-Bohol Ferry Co., Inc., Manila

68 - CARMEN Aboitiz Shipping Corp., Manila leng. 756 grt, 217' 0" (l.o.a.)

77 - Sulpicio Lines, Inc., Manila

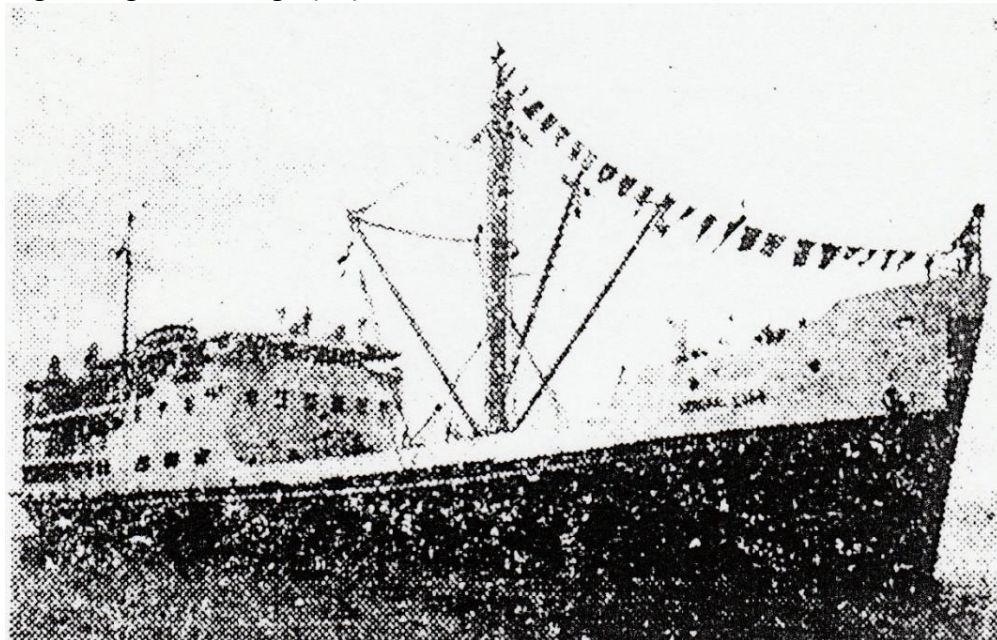
Reported foundered prior August 1987 (no details)

Would logically link with following vessel in Lloyd's updates:

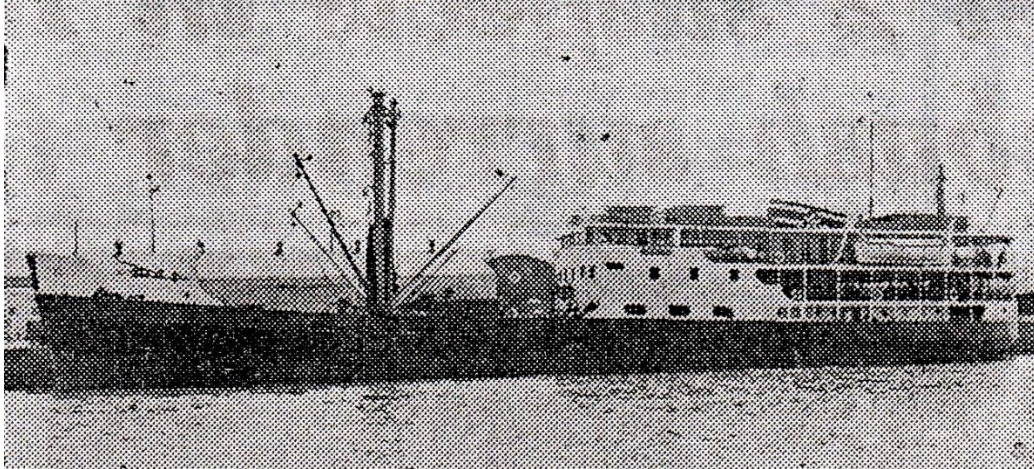
- DONA PAZ Sulpicio Lines, Inc., Cebu

756 C 2M (aft) (listed only in LCI after her loss)

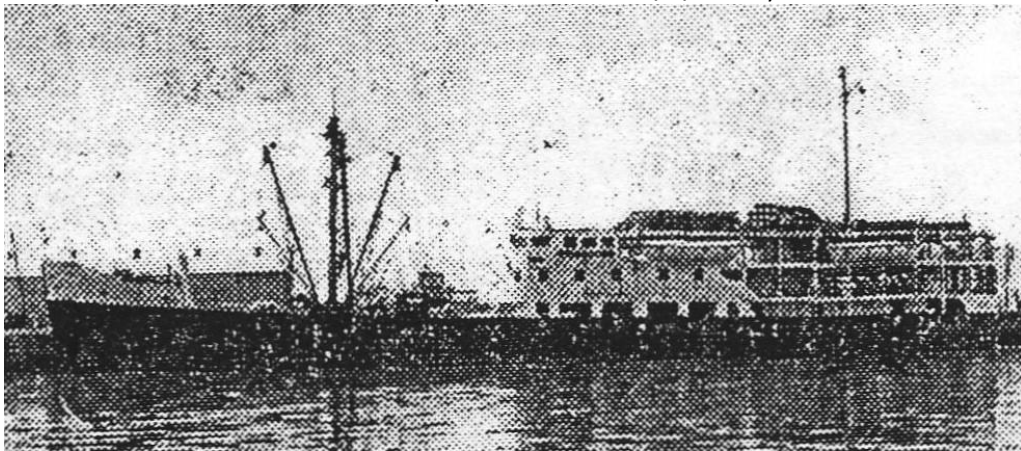
Capsized and sank in bad weather, 5 March 1977, 3 miles off Lagiundinan, voy. Cagayan de Oro - Ozamis, passengers & general cargo (30)



GENERAL SEGUNDO arr. at Manila 9/1/53, renamed GENERAL LIM on 12/1 (Manila Times 13/1/53 SK).



GENERAL LIM (*Manila Times* 28/9/59 SK).



GENERAL LIM with evident further enhancements by NASSCO (*Manila Times* 30/5/60 SK).



As CARMEN of Aboitiz at Manila, 16 June 1970 (W. Schell).

FS-253

Built by Wheeler S.B. Corp., Whitestone (NY) (#93) for US Army Transportation Corp. 7/5/44 comm. 23/10/45 decomm. 1945 American President Lines mgrs, still as such 12/46. 1/47 sold through PSC to General Shg. Co. r. GENERAL DEL PILAR. 20/1/47 maiden voyage Manila/Gasan/Romblon/Capiz/New Washington. 3/6/47 rescued marooned seaman off Verde Island. 31/3/47 GSC celebrates 1st anniversary with all day cruise around Manila Bay in flagship GENERAL DEL PILAR (M.T.). 2/4/48 sank

FS-190 (c.550/44) in South Verde Island Passage on voyage Romblon/Manila, moderate damage to bow and towed to San Augustin by *Occidental* (558/44) and then to Manila by *Tamban*. 8-9/49 undergoing drydocking. Late 1952 as GENERAL DEL PILAR lengthened and remodelled by Mitsubishi S.B. & E.W., Shimonoseki, first such remodelling. 20/11/52 arrived Manila, same day r. GENERAL LUKBAN. (M.T. 22/11/52). 22/11 sailing Manila-Masbate-Tacloban-Catbalogan. Presume subsequently r. GENERAL MOJICA as 3/56 GENERAL MOJICA to undergo remodelling by NASSCO, Mariveles, then be renamed (presume as GENERAL LUKBAN). 5/60 evidently still existing as GENERAL LUKBAN. 12/64 sold to Cebu-Bohol Ferry Co. Inc. 1966 r. P. ABOITIZ. 1974 t/f to Aboitiz Shg. Corp. r. BAYBAY (742 grt). Presume name subsequently reverted to P. ABOITIZ. '1981' sold to La Suerte Shg. but 1980 rep. foundered. DLR 1990. [P. ABOITIZ sank on 31/10/80, voy. Hong Kong-Manila. "The cause was the flooding of the holds brought about by the vessel's questionable seaworthiness."
https://lawlibrary.chanrobles.com/index.php?option=com_content&view=article&id=48065:gr-156978-2006&catid=1479&Itemid=566.]

FS-253 as indicated in Lloyds updates:

Wheeler SB. Corp., Whitestone, N.Y. (4/44) #67

47 - GENERAL DEL PILAR *General Shipping Co., Inc., Manila* PH
 202938

558 C 166.3 x 32.0 2M (aft)

48 - GENERAL LUKBAN *General Shipping Co., Inc., Manila*

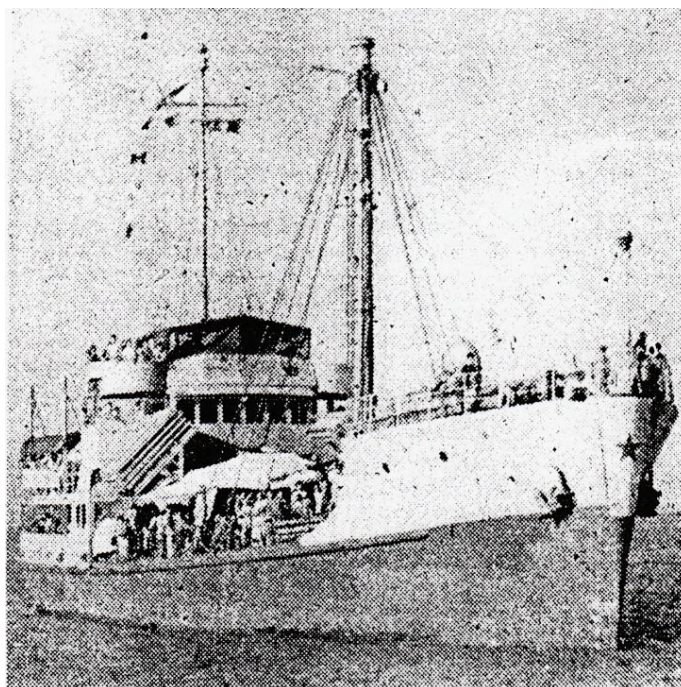
66 - P. ABOITIZ *Cebu-Bohol Ferry Co., Inc., Manila* leng. 742 grt 217' 0" (l.o.a.)

74 - *Aboitiz Shipping Corp., Cebu*

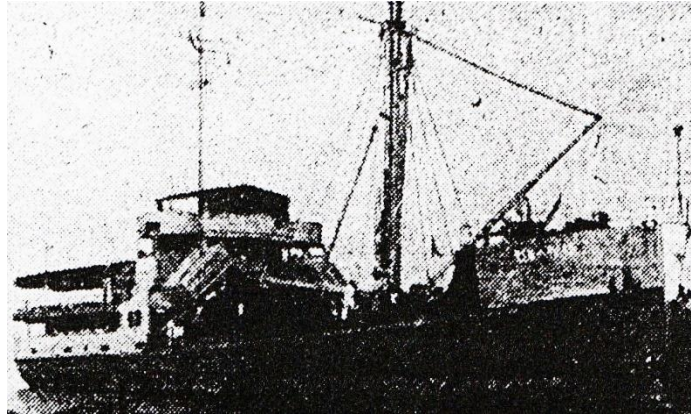
75c - *BAYBAY s/o*

82 - *La Suerte Shipping, Manila*

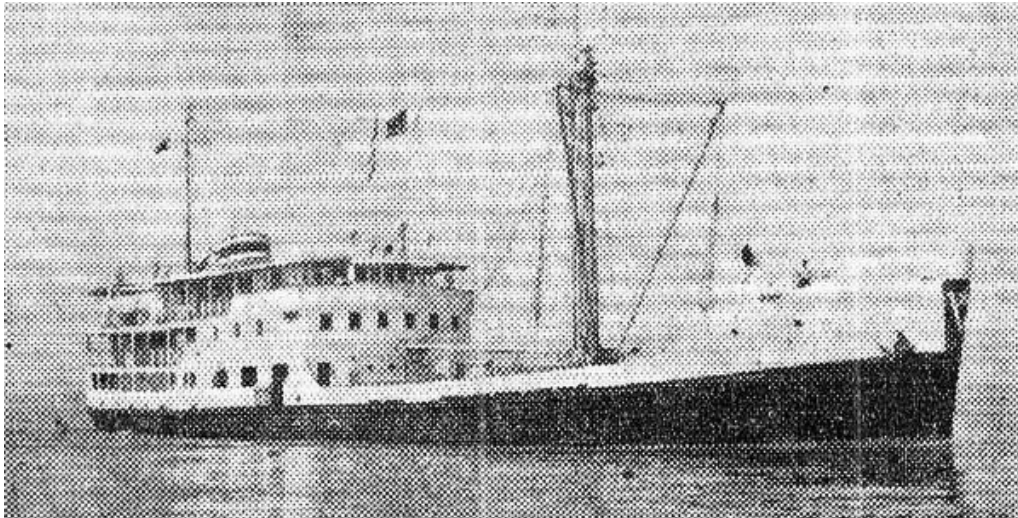
DLR 1990



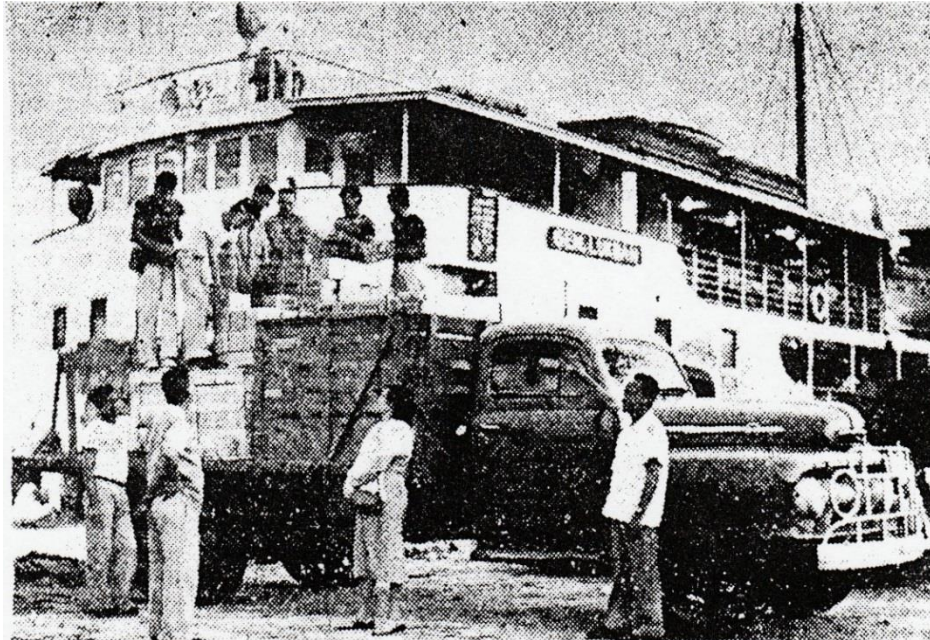
GENERAL DEL PILAR with life rafts (*Manila Times* 3/4/48 SK).



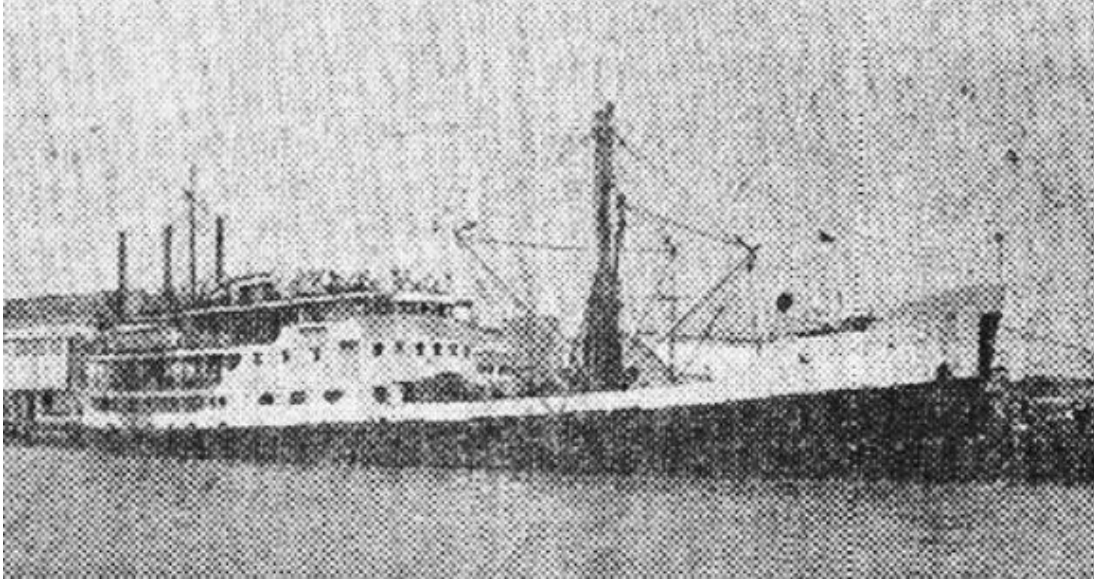
GENERAL DEL PILAR (*Manila Times* 22/9/51 SK).



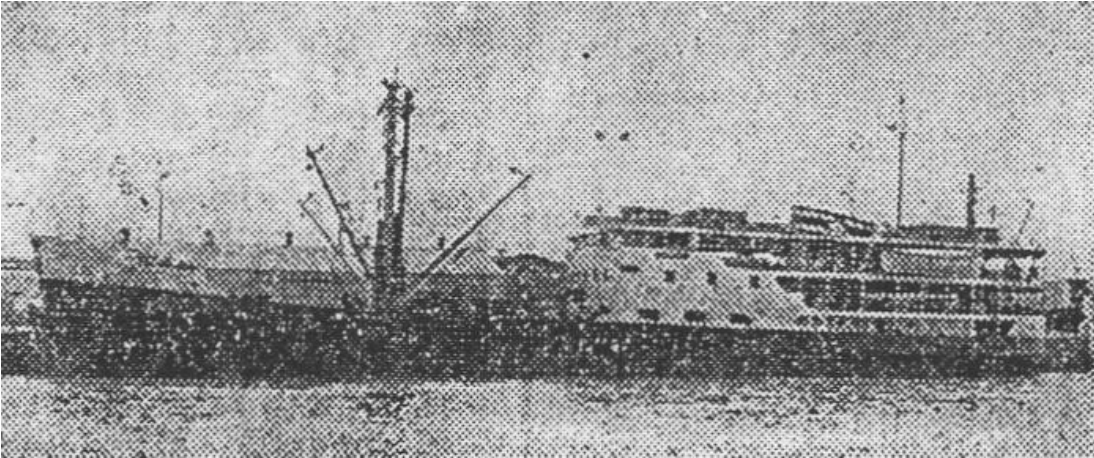
GENERAL DEL PILAR arriving Manila 20/11/52 after lengthening in Japan. She was renamed GENERAL LUKBAN at 5 pm that day. (*Manila Times* 21/11/52 SK).



GENERAL LUKBAN (*Manila Times* 15/4/57 SK).



1958 published photo labelled GENERAL MOJICA (*Philippine Herald* 11/10/58 Gorio Belen)



1960 published photo labelled GENERAL LUKBAN (*Manila Times GSC* supplement 30/5/60 SK).



BAYBAY as seen in 1970s and 1980s with NASSCO-type enhancements (Aboitiz company files).

FS-260

Built by Wheeler S.B. Corp., Whitestone (NY) (#74) for US Army Transportation Corps. 6/7/44 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). Still as such 12/46. 2/47 sold to unknown owners (Oriental Shg. Agency agents). 3/47 sold to Bisaya Land Transport (same owners?) r. DON MARIANO, also simultaneously (1947) under old name. 1990 RLR, rep. broken up. [Manila Times 23/9/70: Bisayas Land Transport (Chu Cheng Chong Shg Agency) announce maiden voyage of DON MARIANO Manila-Cebu-Butuan-Gingoog on 26/9 and each Saturday thereafter.]



DON MARIANO at Cebu, 6 June 1970 (W. Schell).

FS-264

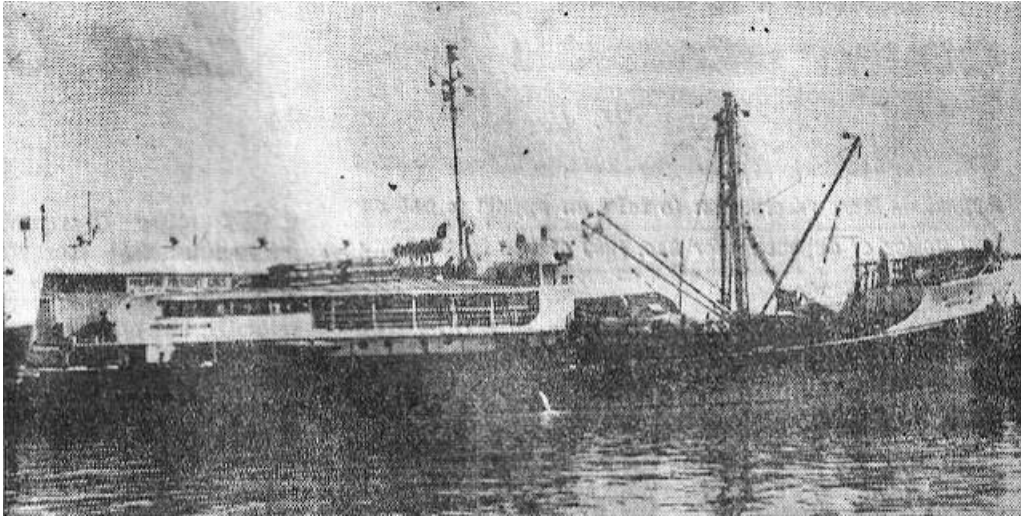
Built by Wheeler S.B. Corp., Whitestone (NY) (#78) for US Army Transportation Corps. 24/8/44 comm. 24/9/45 decomm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 1/47 sold to Manila S.S. Co. (Elizalde & Co. mgrs). 4/47 r. BAZTAN. 27/1/49 severe damage when cargo of gasoline drums caught fire at Cebu, saved only by availability of flame retardant. 31/5/49 rescued eight survivors from sunken sailboat off Jintolo Island. Q1/50 sold to Philippine S.N. Co., Manila. 1962 sold to Cebu-Bohol Ferry Co. Inc., Cebu. Ca.1974 sold to George & Peter Lines r. DON VICTORIANO. 4-5/4/82 stranded at Sanco Point, Mindanao while on a voyage from Davao to Butuan with general cargo- apparently refloated. Sill listed LR 2006 but by LR 1998 NFI.



Converted BAZTAN at North Harbour, Manila 16 June 1970 in Philippine S.N. Co. colours (W. Schell).

FS-265

Built by Wheeler S.B. Corp., Whitestone (NY) (#79) for US Army Transportation Corps. 1/9/44 comm. at New York. 22/10/44 damaged when destroying a mine by gunfire. 1945 decomm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 12/47 sold to North Camarines Lumber Co. r. SIRIUS, maiden voyage 10/12 Manila/Legaspi/Mercedes. 29/3/48 SOS following engine failure S. of Gubat, Sorsogon. 30/3 continued with voyage after battery recharged. 19/3/50 explosion in No.1 hold while leading cargo at Tabaco Pier, 2 dead. 25/1/51 arriving Manila from Legaspi. 11/55 sailing for North Camarines Lumber Co. direct Manila/Odiongan. 1/60 sold to Philippine President Lines r. PRESIDENT QUEZON. 7/61 sold to William Lines Inc. r. DOÑA MARIA and renovated at Cebu. IV/62 sold to Escaño Lines r. TACLOBAN. 5/10/71 foundered off Dumali Point, Mindoro during typhoon 'Elaine'/'Barang' on voyage Siquijor/Dumaguete City, 4 lost.



PRESIDENT QUEZON (*Manila Times* 11/7/61/SK).



TACLOBAN at Manila, 12 June 1970. Foundered in typhoon 16 months later (W. Schell).

FS-268

Built by Wheeler's Shipyard, Whitestone (NY) (#82) for US Army Transportation Corps. 22/9/44 comm. 22/10 dep. New York for southwest Pacific. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs), New York. 2/47 sold to William Lines Inc. 24/2/47 first advertised voyage Cebu/Dumaguete/Zamboanga/Cotabato/Jolo. 9/48 engaged in rescue work following Camiguin volcanic eruption. 9/48 r. ELENA. 7/11/49 grounded off Laus Ledge, entrance to Cebu harbour but refloated next day. 2/10/51 passenger missing after jumping overboard near Compostela, Cebu. 5/4 caught fire in forward hold on voyage Maribojoc/Loon, soon extinguished. 1955 lengthened. 12/62 r. VIRGINIA VI. c.1966 r. DON JOSE I. 22/8/85 beached near San Jose, Mindoro after suffering fire while on passage from Manila. Towed to Cebu and offered for sale "as lies". 1988 scrapped at Cebu.



DON JOSE I at Cebu, 5 June 1970 (W. Schell).

FS-269

Built by Wheeler S.B. Corp., Whitestone (NY) (#83) for US Army Transportation Corps as FS-269. 2/10/44 comm. 22/10 dep. New York for southwest Pacific. 1945 American President Lines mgrs, still as such 12/46, 1/47. 9/47 in service for General Shg Co. as FS-269. Rep. 1948 sold to General Shg Co. Inc., Manila r. GENERAL MASCARDO then GENERAL LUKBAN then GENERAL LIM then GENERAL SEGUNDO then 1954 GENERAL LIM. 1956 RLR.

FS-269 as indicated in Lloyds updates:

Wheeler SB. Corp., Whitestone, N.Y. (9/44) #83
48 - GENERAL MASCARDO General Shipping Co., Inc., Manila
558 C 166.3 x 32.0 2M (aft)
- GENERAL LUKBAN s/o
- GENERAL LIM s/o (LR-50)
573 C 168.0 x 32.5 2M (aft)
49 - GENERAL SEGUNDO General Shipping Co., Inc., Manila
54 - GENERAL LIM s/o
DLR 1956

W. Schell note:— FS-269 is reported owned by General Shipping Co. — but cannot be traced in 1963 LCI when attribution of names and original FS numbers is completely revised — does not match previous issues of LR and ABS.

FS-270

Built by Wheeler Shipbuilding Corp, Whitestone (NY) (#84) for US Army Transportation Corps. 6/10/44 comm., 26/10 dep. New York for Southwest Pacific. 10/10/45 decomm. Retained in USA. But Q3/59 commenced operating in Philippines as SUBIC BAY. 5/9/59 damaged after hitting sunken Japanese vessel off Opon Island. 3/60 operating Manila-Iloilo-Pulupandan-Cotabato-Davao for Universal Shg. Lines, evidently new service. Still as such 12/12/61, subset of Go Thong timetable. 19/12/61 DON ENRIQUE and SUBIC BAY swap positions in Go Thong timetable. Both sail 2/1/62. 1/62 cited for smuggling cigarettes. 1962 lengthened to 210.96' o.a., **grt 768**, r. DON ENRIQUE. 22/9/64 caught fire between Tanguingui Lighthouse and Gigantes Is. while on a voyage from Cebu with passengers and general cargo. Wreck burnt out and beached 24/9/64 off Maya, Daan Bantayan. By 1973 sold to Sulpicio Lines. Still listed L78, c.1979 r. DON VICTORIANO. 4-5/4/82 wrecked at Sanco Point, Mindanao, voy. Davao - Butuan, general cargo.

SK note 1: There had been an earlier, unidentified DON ENRIQUE:

3/54 advertised as DON ENRIQUE by Carlos A. Go Thong & Co., Cebu tba, but seems not to materialise in Manila, based in Cebu. By 1957 in regular service Mindoro/Marinduque. 14/3/57 caught fire in superstructure off Pula Bay, 18 dead, reached Cebu 18/3 under own power. 9/57 tied at Cebu during Go Thong strike. 1958. 1958, 1961 still in service for Go Thong. NFI.

SK note 2: From 12/61 extending to at least 1/65 both SUBIC BAY and DON ENRIQUE appear together in the Go Thong Manila sailing schedules indicating that more than one ship was involved. If SUBIC BAY was r. DON ENRIQUE in 1962 as indicated by Lloyd's, then the existing DON ENRIQUE would have been renamed.

SK note 3: By 10/66 the name SUBIC BAY had been allocated to the Universal Shg. Lines C1 vessel and disappeared from Go Thong timetables.

SK note 4: There seems to be a later unidentified DON ENRIQUE as well:

Schell note: Vessel of this name listed LR 1984-1987 o/n 209984. NFI.

[Belen: For an unknown period named DON DOMINADOR.]

FS-270 as indicated in Lloyds updates:

Wheeler SB. Corp., Whitestone, N.Y. (9/44) #84

- SUBIC BAY

62 - DON ENRIQUE Carlos A. Go Thong & Co., Cebu
768 C 210' 11 x 32' 0 2M (aft)

73 - Sulpicio Lines, Inc., Cebu

79c - DON VICTORIANO s/o

Stranded 4-5 April 1982, at Sanco Point, Mindanao, voy. Davao - Butuan, general cargo



DON ENRIQUE (undated, coll. Gorio Belen).



Sulpicio's DON ENRIQUE, ex-name FS-270 more-or-less readable (J. Van Delden/SK).



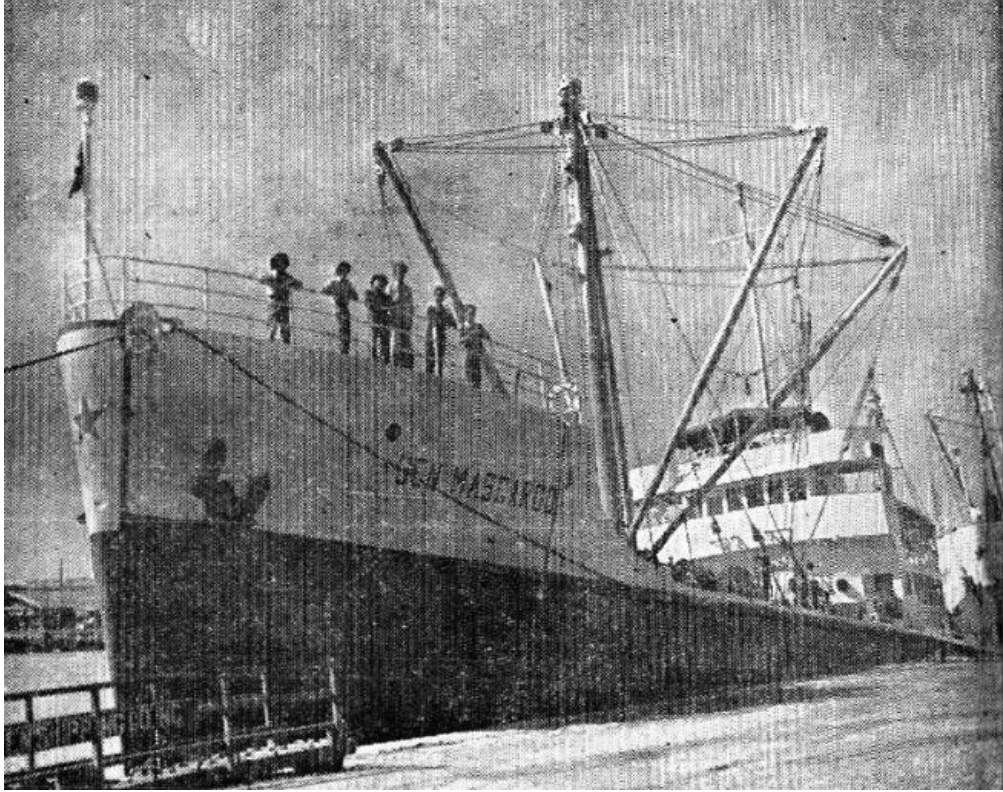
Closeup of superstructure, generally matching lengthened vessel in top photo.

FS-271

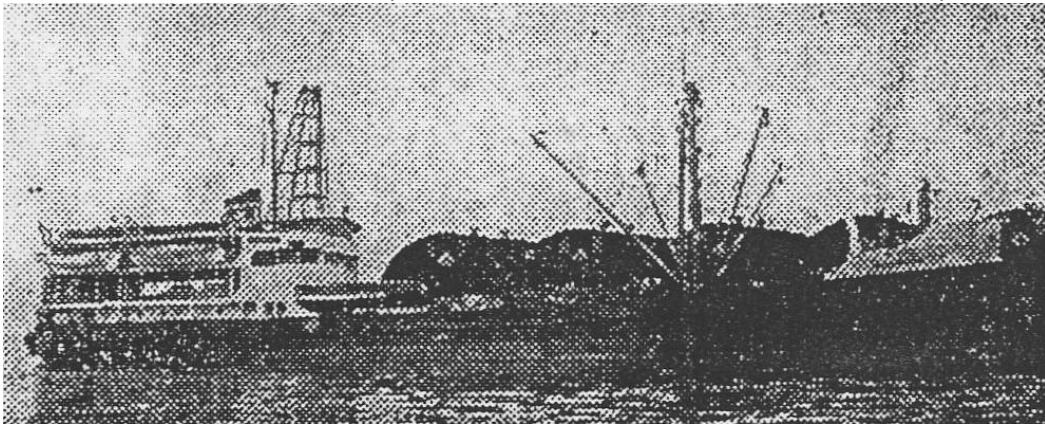
Built by Wheeler S.B. Corp., Whitestone (NY) (#85) for US Army Transportation Corps. 13/10/44 comm., 2/11 dep. New York for Southwest Pacific. 27/9/45 decomm. 1945 American President Lines mgrs, still as such 12/46. 4/47 sold through PSC to Vicente Villanueva, 4/5/47 maiden voyage Manila/Zamboanga/Cotabato/Dadiangas/Davao. Likely to have been r. DOÑA PRIMITERA but 1947 sold to General Shipping Co. Inc., Manila 1948 r. GENERAL MARCARDO. By 1958 r. GENERAL MOJICA (same owners). Prior to 1960 hull only lengthened (734 grt). 1966 sold to Cebu-Bohol Ferry Co. Inc. 5/66 r. MARCELINO. Also rep. owners Aboitiz Shg. Corp. 1975 sold to Sulpicio Lines Inc., likely r. DON MANUEL. 5/6/80 DON MANUEL damaged in collision with *Surigao* (FS-225) off Cavite. Press clipping mentions grt 730, photo shows bow emblem of Sulpicio Lines Inc., markings on hull reading 'U.S. ARMY FS-27_'. Rep. r. DON VICTORIANO I. 1992 broken up in Philippines.

FS-271 as indicated in Lloyds updates:

Wheeler SB. Corp., Whitestone, N.Y. (9/44) #85
 48 - GENERAL MASCARDO General Shipping Co., Inc., Manila
 558 C 166.3 x 32.0 2M (aft)
 - GENERAL MOJICA s/o
 66 - MARCELINO Cebu-Bohol Ferry Co., Inc., Manila
 75 - Sulpicio Lines, Inc., Manila
 Broken up in the Philippines (rep. 1992)



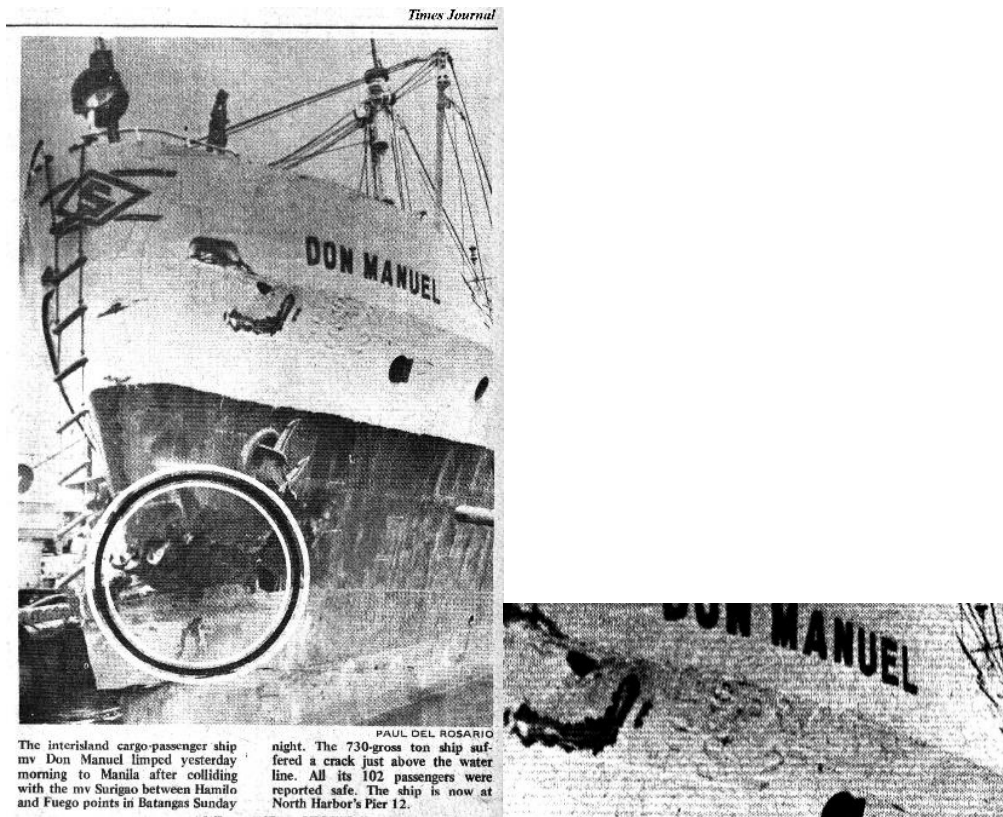
GENERAL MASCARDO (*Manila Bulletin* 28/3/49 Gorio Belen/PSSS).



Lengthened GENERAL MOJICA, anchor position probably lowered (*Manila Times* 30/5/60 SK).



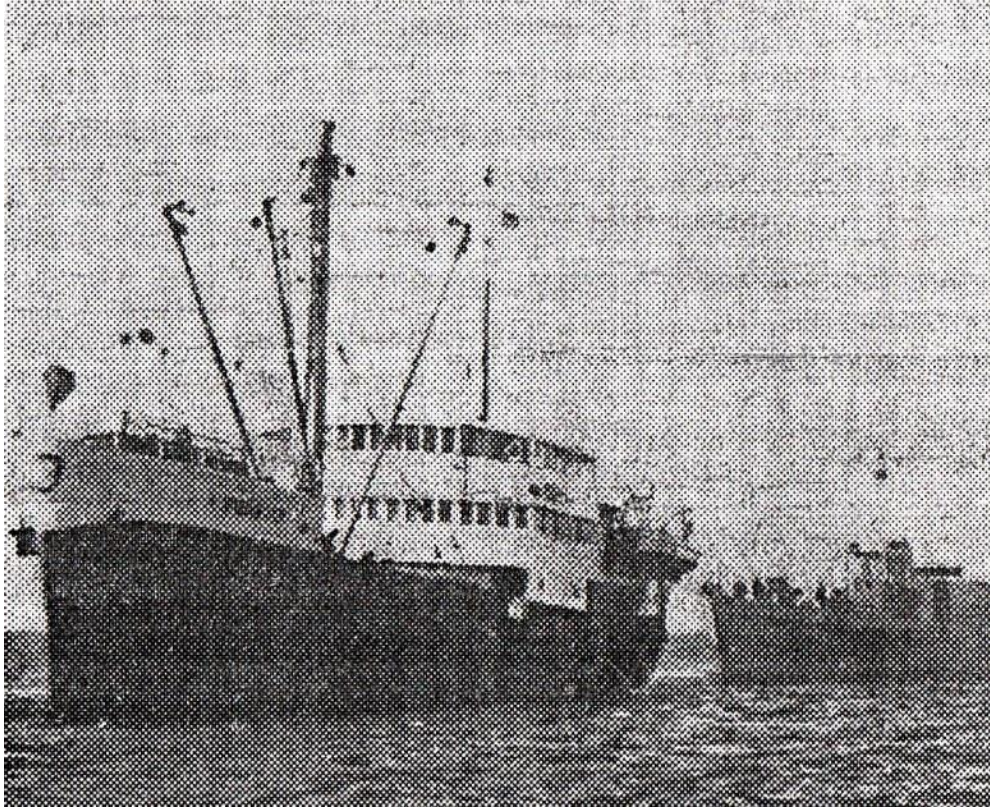
MARCELINO Manila, 11 June 1970 with CBF marking on funnel (W. Schell).



DON MANUEL (FS-27?) after the 1980 collision (*Times Journal* 6/80 Gorio Belen/PSSS).

FS-272

Built by Wheeler S.B. Corp, Whitestone (NY) (#86) for US Army Transportation Corps. 22/10/44 comm. 15/11 dep. New York for Southwest Pacific. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). NFI until 10/49 reported acquired by Everett S.S. Corp. Rebuilt with accom. for 174 3rd class pass. 11/10/49 maiden voyage Manila-Iloilo-San Carlos-Dumaguete-Dipolog-Jolo-Cotabato-Pagadian. By 3/50 mgrs Philippine S.N. Co. 31/7/52 sailing San Carlos-Davao. 6/53 sailing Jolo-Pagadian. 8/4/59 commenced weekly service Manila-Sabluyan-Mangarin. 6/8/60 passenger clubbed to death by 15 passengers and crew after running amok with knife. 3/61 sold to William Lines Inc., Cebu r. DON JOSE. 9/62 disappears from William sailing schedules. 1962 lengthened to 211.2', tonnage to 699g (280 pass). 1963 r. DOÑA MARIA. 11/67 reported for dynamite smuggling. 1988 scrapped at Navotas.



"FS-278" being checked by Navy in Manila Bay (FS-272?) (*Manila Times* 19/4/60 SK).

FS-273

Built by Wheeler S.B. Corp., Whitestone (NY) (#87) for US Army Transportation Corps. 6/11/44 comm. 3/12 dep. New York for Southwest Pacific. 30/10/45 decomm. Ca.1946 sold through US Foreign Liquidation Commission and PSC to General Shg. Co., r. GENERAL SEGUNDO, operating out of Manila by 7/11/46. By 12/5/48 no longer known as GENERAL SEGUNDO (see FS-199). By 1958 r. GENERAL DEL PILAR, lengthened. 1/62 r. GENERAL DE LOS REYES for General Shg. Co. 7/64 criticised by Mayor of Aklan for safety problems. 7/64 drops from GSC schedules. By 2/66 sold to Sweet Lines Inc. r. SWEET TRIP. 1978 rep. stranded. 1980 r. SWEET RIDE. refitted with bow doors. 1987 broken up at Quezon City

FS-273 as indicated in Lloyds updates:

Wheeler SB. Corp., Whitestone, N.Y. (10/44) #87

48 - GENERAL SEGUNDO General Shipping Co., Inc., Manila

- GENERAL DEL PILAR

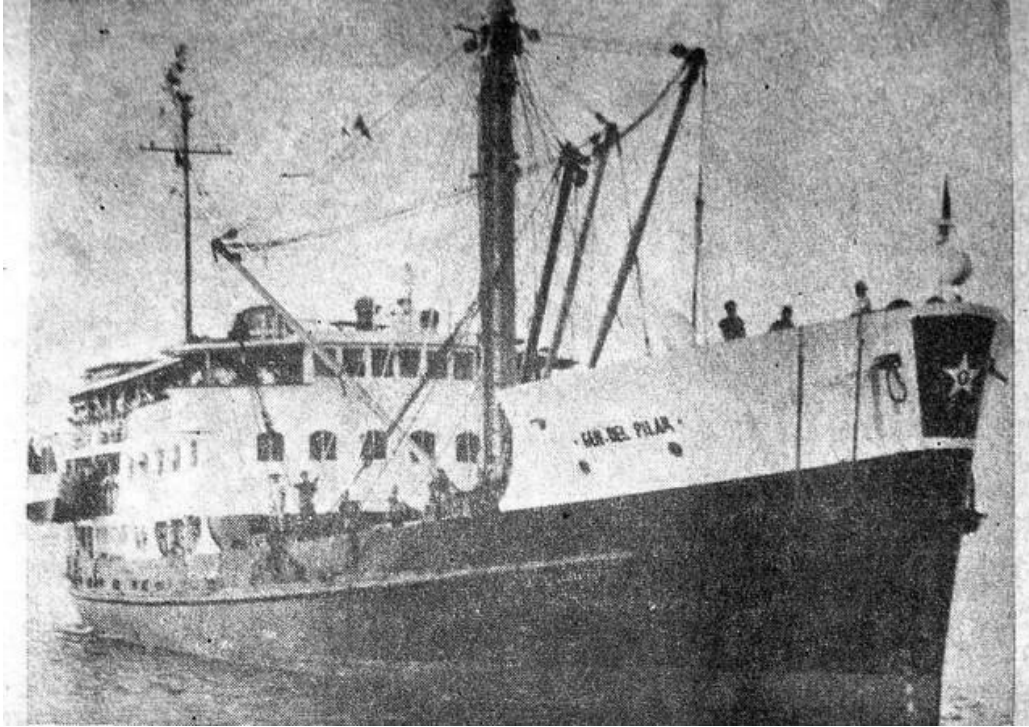
558 C 166.3 x 32.0 2M (aft)

62 - GENERAL DE LOS REYES

67 - SWEET TRIP Sweet Lines, Inc., Manila

80 - SWEET RIDE refitted with bow doors

Broken up at Quezon City 1987



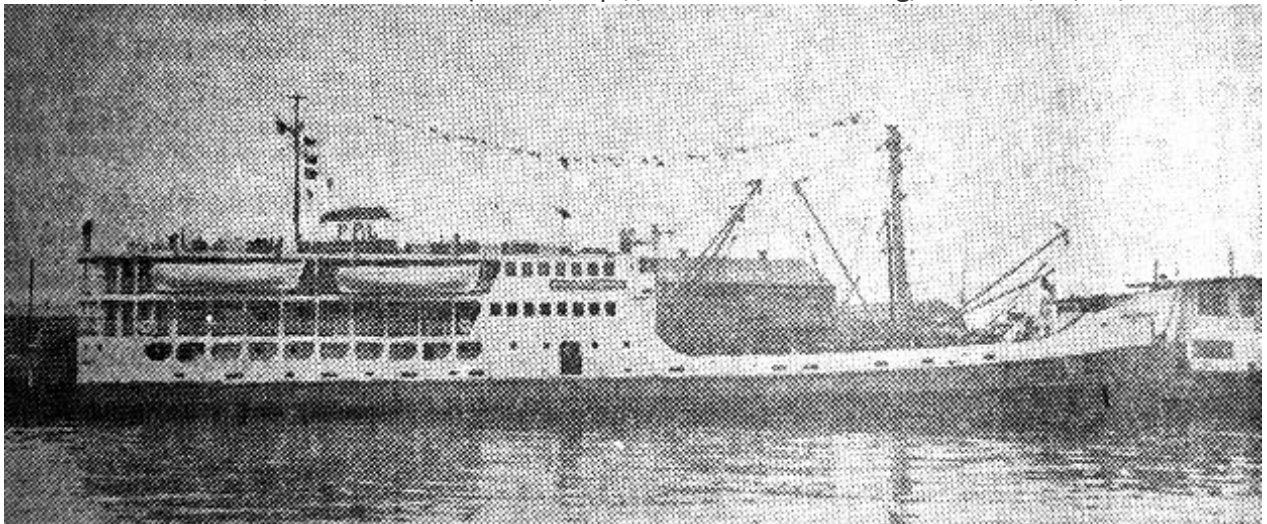
Lengthened GENERAL DEL PILAR (*Manila Times* 30/5/60 SK).

FS-275

Built by Wheeler S.B. Corp., Whitestone (NY) (#89) for US Army Transportation Corps. 6/11/44 comm. 3/12 dep. New York for Southwest Pacific. 1948 t/f to US Navy as ESTERO (later AKL-5), serving in Korea, Taiwan and Vietnam. 22/1/60 decomm. 1961 sold to Philippine President Lines. 1962 rebuilt by National Shipyards & Steel Corp., lengthened to 220 ft overall, **grt 744**, 300 pass. 10/2/62 maiden voyage Manila/Catbalogan/Tacloban as PRESIDENT QUIRINO. 1963 t/f to Philippine Pioneer Lines, 6/63 r. QUIRINO. 1/1/65 owners restyled Filipinas Pioneer Lines r. PIONEER TACLOBAN. 10/7/65 fined for overloading. 12/66 sold to Galaxy Shg. Inc. r. ODEON. Still as such 8/67. 9/3/74 "maiden voyage" Manila-Calbayog-Tacloban-Cebu for N&S Lines. 1976 sold to Lorenzo Shipping Corp., Cebu r. DON JOLLY. Pre-1983 withdrawn as new larger DON JOLLY delivered at this time, but NFI. 9/94 rep. sold to shipbreakers (LCI).



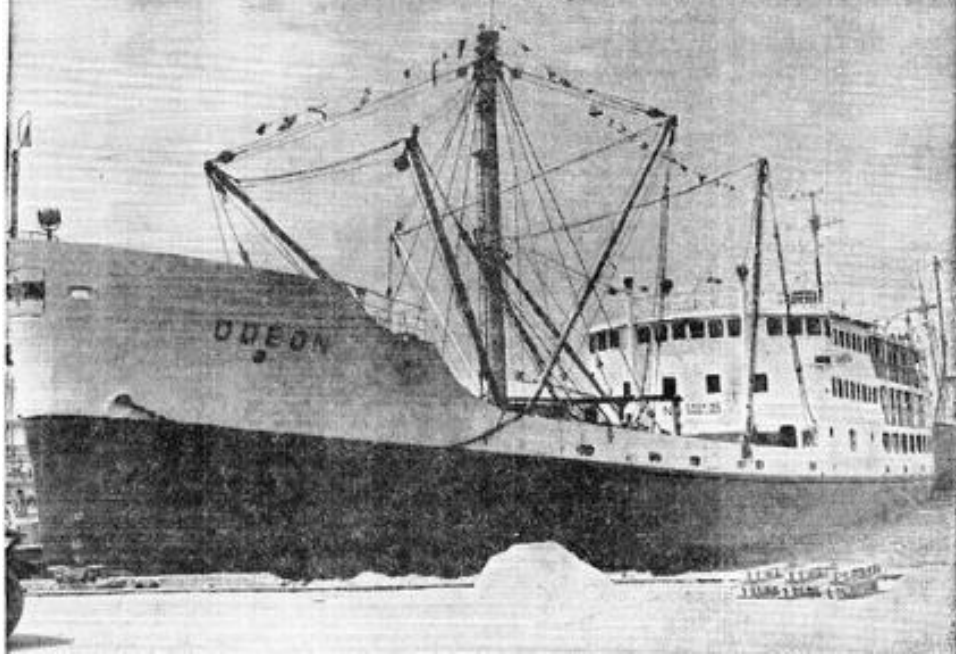
USS ESTERO at Sasebo, October 1953 (USNA/<http://www.navy.mil/navsource.org/archives/09/49/49134.htm>).



PRESIDENT QUIRINO, maiden voyage February 1962 (*Manila Chronicle* 6/3/62 Gorio Belen/PSSS).



ODEON Manila, 24 May 1970 (W. Schell).



ODEON (*Bulletin Today* 9/3/74 Gorio Belen/PSSS).



DON JOLLY in August-September 1978 (Jim Shaw).

FS-277

Built by Wheeler S.B. Corp., Whitestone (NY) (#91) for US Army Transportation Corps. 20/11/44 comm. 14/12 dep. New York for Southwest Pacific. 1945 American President Lines mgrs. 1/47 sold to Philippine Transport Co., later Philippine Sea Transport Co., Manila, fleet flagship. 4/2/47 first advertised voyage Manila/Catbalogan/Tacloban/Butuan/Cebu. 30/10/47 wrecked on rocks off Mt. Tubay in Butuan Bay during typhoon, 1 passenger dead.



Wreck of FS-277 (*Sunday Times* 9/11/47 SK).

FS-279

Built by Wheeler S.B. Corp., Whitestone (NY) (#93) for US Army Transportation Corps. 2/12/44 comm. 30/12 dep New York for Southwest Pacific. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 2/47 to Tan Liong Kee & Co., 1/3/47 first voyage Manila-Masbate-Catbalogan-Tacloban advertised for 5/3/47 (M.T. 28/2) but 2/47 rep. sold through PSC to Juliano Bros, later Juliano & Co. r. COTABATO. 5/3/47 first advertised voyage Manila-Cebu-Zamboanga-Cotabato (M.T. 4/3). 17/3 advertised for Panay Shg. Lines Inc. 3/47 updated to Veloso Bros Ltd. r. SAN JOSE, 2/4/47 first advertised voyage Manila-Masbate-Catbalogan-Butuan (M.T. 2/4). 15/4/47, 3/5/47 advertised voyages as COTABATO for Juliano Bros. 15/4 advertised (M.T. 25/4). 19/4/47 advertised for first time as COTABATO J (for Juliano & Co.). 5/8/47 advertised for Juliano Bros. as COTABATO J ex-FS-279, Manila-Dumaguete-Zamboanga-Cebu-Cotabato, new service. 5/47 sold to General Shg. Co. first advertised voyage as FS-279 Manila-Masbate-Tacloban-Catbalogan sailing 31/5 (M.T. 28/5). 30/5 name republished as GENERAL MOJICA, "newly acquired", same departure date & itinerary. 1/3/48 passenger lost overboard. 3/49 undergoing repairs and general overhaul at Opon, Cebu, but by 8/49 owners no longer advertising out of Manila. Rep. c.1950 sold to General Shipping Co., Inc., Manila, post 12/1/53 (see FS-269) r. GENERAL SEGUNDO, superstructure extended. 196? r. GENERAL CAPINPIN. 9/8/62 rescued 14 survivors from wrecked m.s. *Alert 3* off Libucan Isl. 10/63 sold to Sweet Lines Inc. r. SWEET HOPE. 1980 r. SWEET SOUND. 1966 sold to Aboitiz Shipping Corp., Cebu r. MANGARIN. 9/7/74 stranded and sank off Limbones Island, entrance to Manila Bay, voy. to Manila with passengers & packages.

FS-279 as indicated in Lloyds updates:

Wheeler SB. Corp., Whitestone, N.Y. (11/44) #93

48 - COTABATO J. Juliano & Co., Inc., Manila

PH

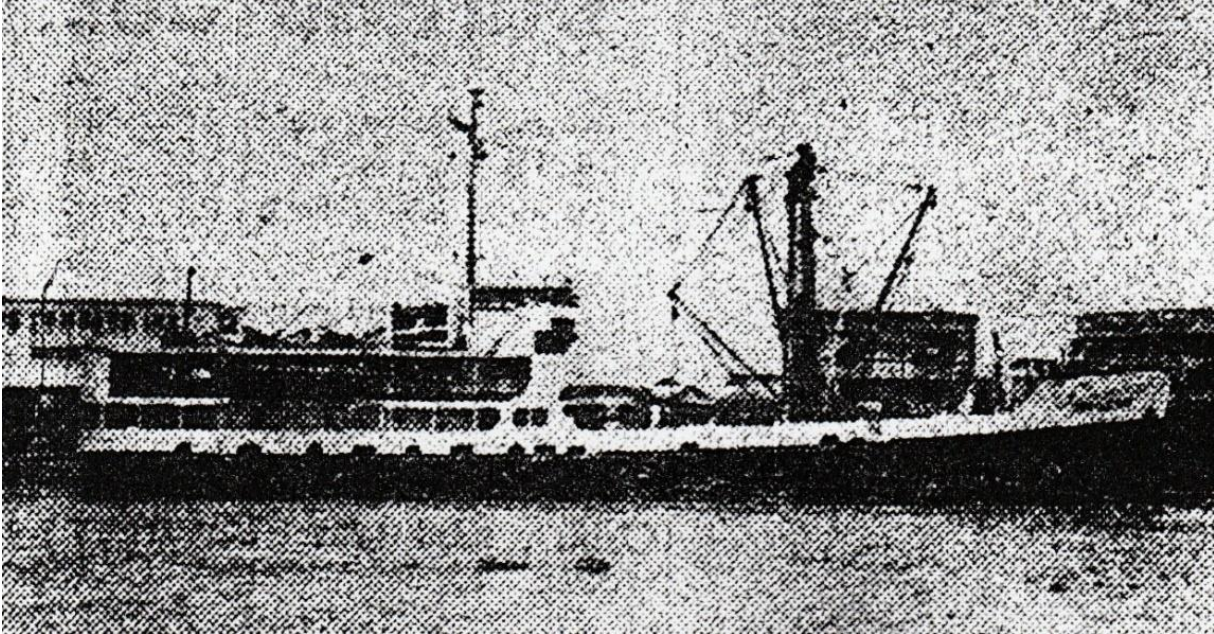
558 C 166.3 x 32.0 2M (aft)

50c - GENERAL SEGUNDO General Shipping Co., Inc., Manila
202666

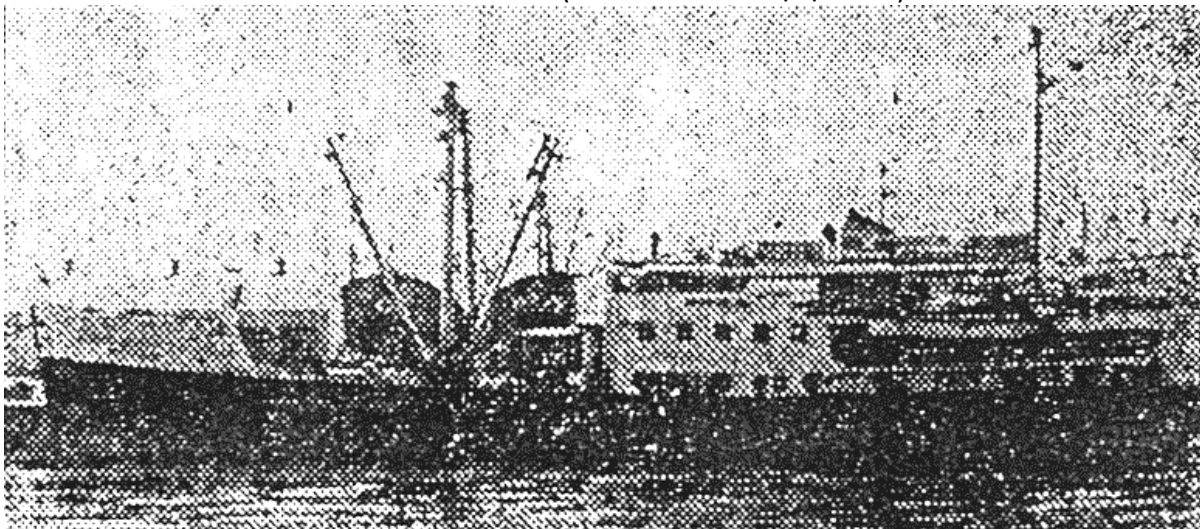
6 - GENERAL CAPINPIN s/o

66 - MANGARIN Aboitiz Shipping Corp., Cebu

Stranded and sank 9 July 1974, off Limbones Island, entrance to Manila Bay, voy. --- Manila,
passengers & packages.



GENERAL SEGUNDO (Manila Times 11/5/54 SK).



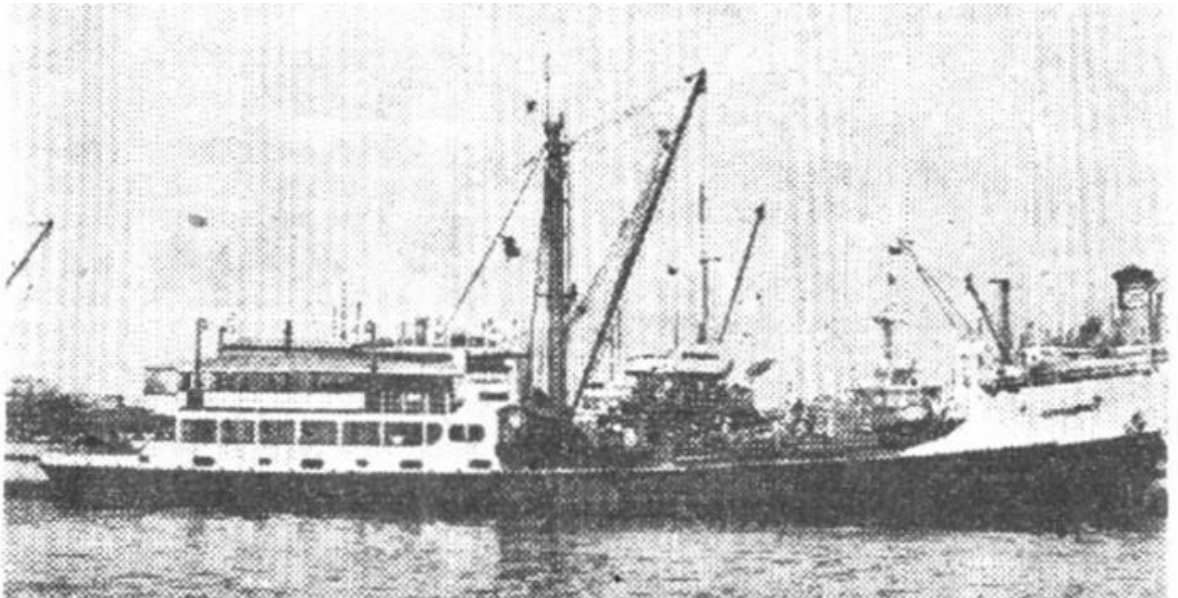
GENERAL SEGUNDO with superstructure extended forward (Manila Times 30/5/60 SK).

FS-280

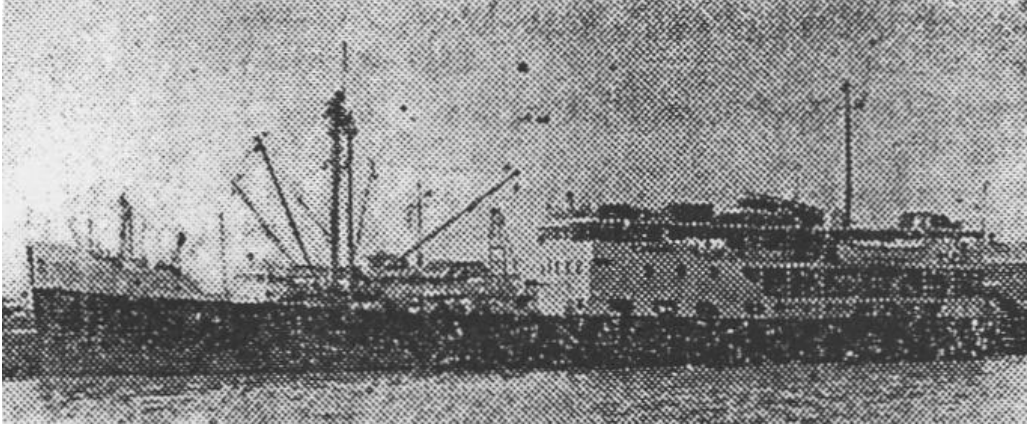
Built by Wheeler S.B. Corp., Whitestone (NY) (#94) for US Army Transportation Corps. 9/12/44 comm. 2/1/45 dep. New York for Southwest Pacific. 10/7/45 attended major fire at Zamboanga fuel dock 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 12/2/47 sold to Samar-Leyte Shg. Co. 2/47 r. LADY OF LOURDES. 6/47 r. CAPITAN PANDROY (same owners). 31/10/47 reported aground during typhoon, soon refloated, sold to Panay Shg. Lines Inc., first reported voyage 29/11/47 Manila/Tacloban/Butuan. 1/48 sold to General Shg Co. 4/3/48 in General Shg Co. timetable. 3/48 r. GENERAL LUKBAN (M.T. 30/3). By 11/52 renamed as 20/11/52 GENERAL DEL PILAR (FS-253) r. GENERAL LUKBAN. 3/56 completion of remodelling and lengthening by NACCSO, Mariveles r. GENERAL MALVAR (M.T. 21/3/56). 742 grt. 7/64 criticised by Mayor of Aklan for safety problems. 2/65 in operation by Philippine S.N. Co. 1966 sold to Cebu-Bohol Ferry Co. Inc (MN74 P.26). 5/66 r. ANTONIA. 7/1/67 (rep. as GENERAL MALVAR) grounded near Panay in bad weather but refloated. 1967 t/f to Aboitiz Shg. Corp. as ANTONIA. 1981 sold to Anco Enterprises, Philippines, probably for breaking. 1990 RLR.

FS-280 as indicated in Lloyds updates:

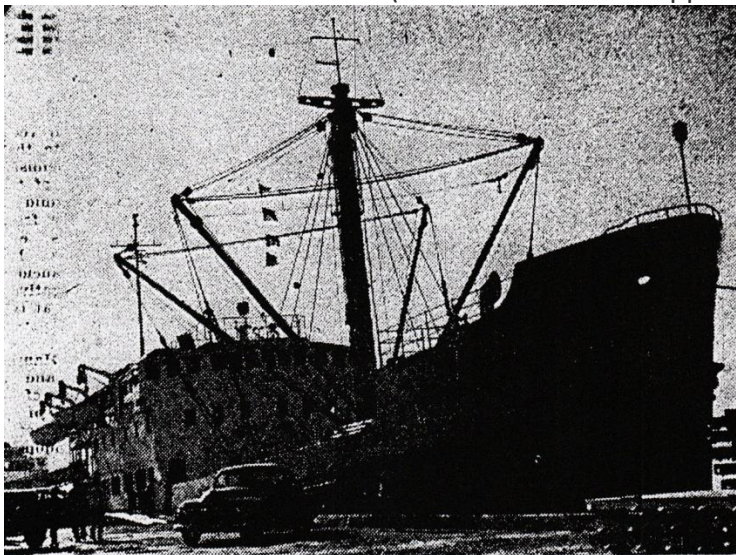
- Wheeler SB. Corp., Whitestone, N.Y. (11/44) #94
- 48 - GENERAL LUKBAN General Shipping Co., Inc., Manila
580 C 166.4 x 32.0 2M (aft)
- GENERAL MALVAR s/o
- 68 - Cebu-Bohol Ferry Co., Inc., Manila
- 68 - ANTONIA Aboitiz Shipping Corp., Manila
- 82 - Anco Enterprises, Manila
- DLR 1990



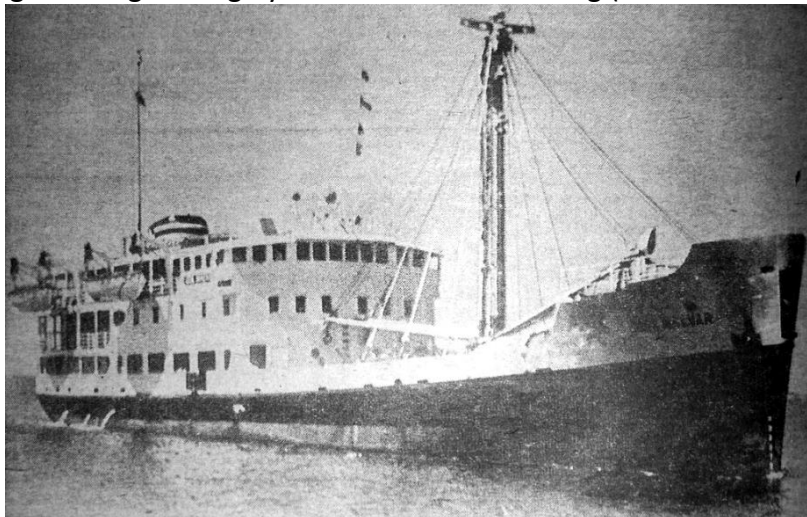
GENERAL LUKBAN (Manila Chronicle 12/1/52 Gorio Belen/PSSS).



1960 published photo labelled GENERAL MALVAR which shows appearance as per GENERAL LUKBAN before 1956 enhancements (*Manila Times* GSC supplement 30/5/60 SK).



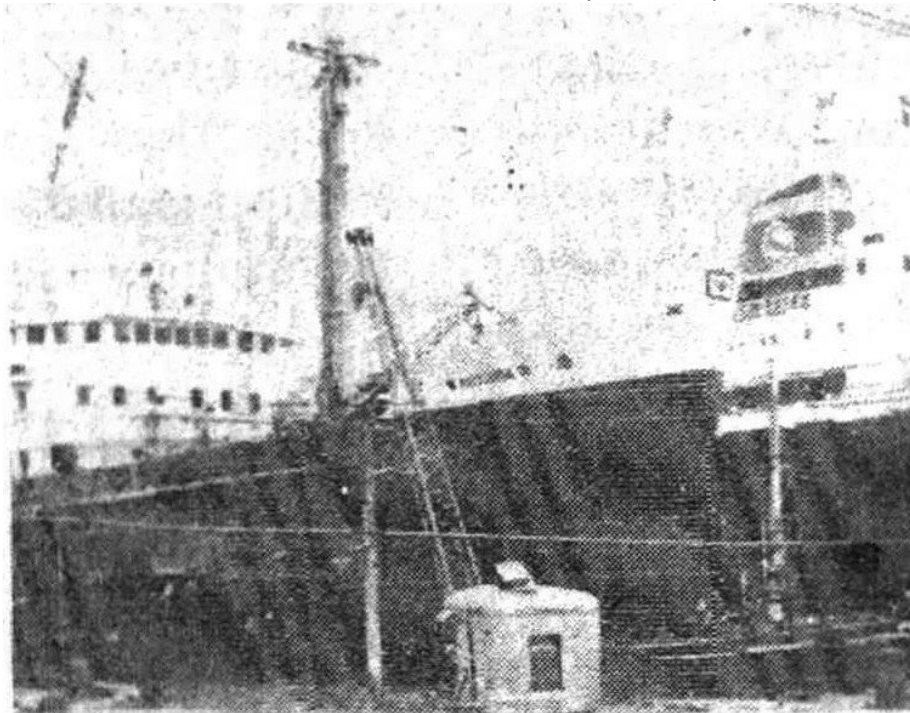
GENERAL MALVAR ex GENERAL LUKBAN, name readable, a few days after completion of re-modelling and lengthening by NASSCO and christening (*Manila Times* 21/3/56 SK).



After 1956 remodelling at NASSCO, GENERAL MALVAR is said to have had the largest passenger capacity among the owner's FS ships (*Evening News* 22/8/56 Gorio Belen/PSSS).



ANTONIA Manila 3 June 1970 (W. Schell).



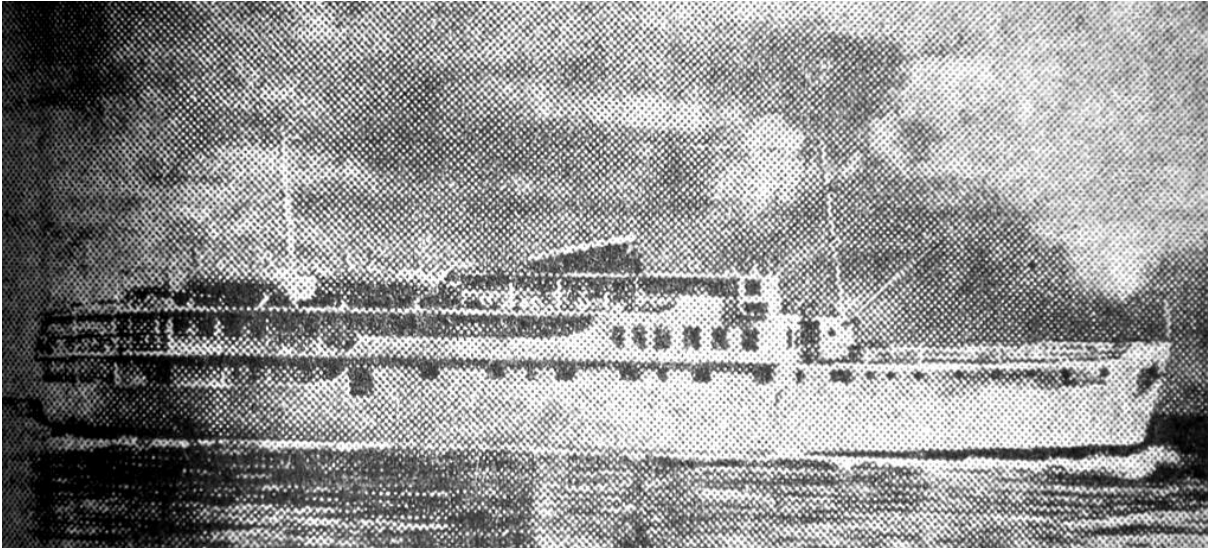
Bow section of ANTONIA at Cebu Shipyard for annual docking, pub. 1970
(image: *Times Journal* 9/7/78, detailed caption in *Philippine Herald* 8/10/70 Gorio Belen/PSSS).

FS-284

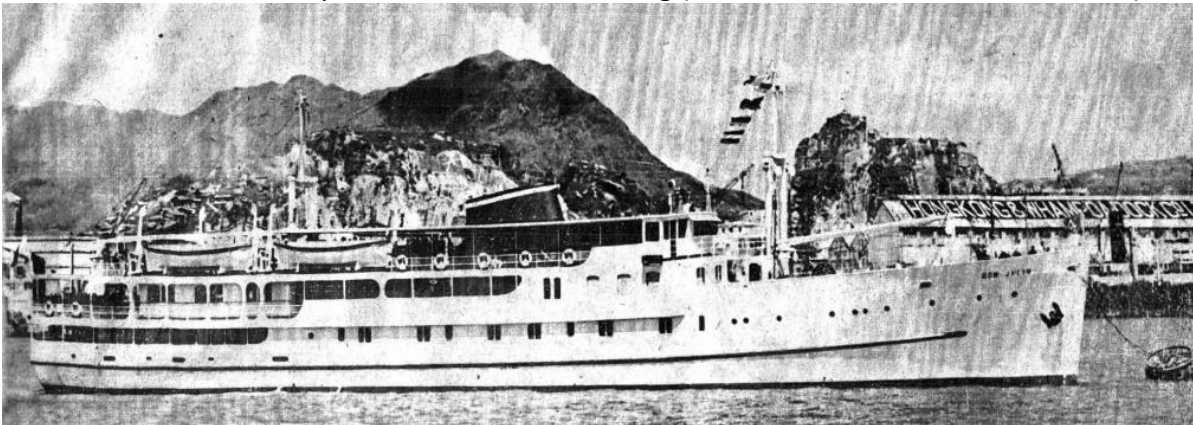
Built by Wheeler S.B. Corp., Whitestone (NY) (#98) for US Army Transportation Corps. 12/1/45 comm. 22/8/45 decomm. 1945 American President Lines mgrs. 28/12/46 sailing Manila/Tacloban for "unknown owners" (similar listing to FS-346 of APL) 19/7/47 sank sailboat SIMUSA I in Philippine waters. 12/1/48 master reported suspended. 1948 (or sooner) sold to O.B Ferry Service Co., Cebu r. TAYPE. By 6/49 sold to Soon Bee S.S. Co. (Singapore) Ltd. (Heap Eng Moh S.S. Co. Ltd. mgrs), Singapore. 1960 sold to Infeats Ltd (Malayan Ocean Navigation), Singapore. 1961 sold to Winston Ltd., Singapore. Still as such L78. 1986 RLR.

FS-286

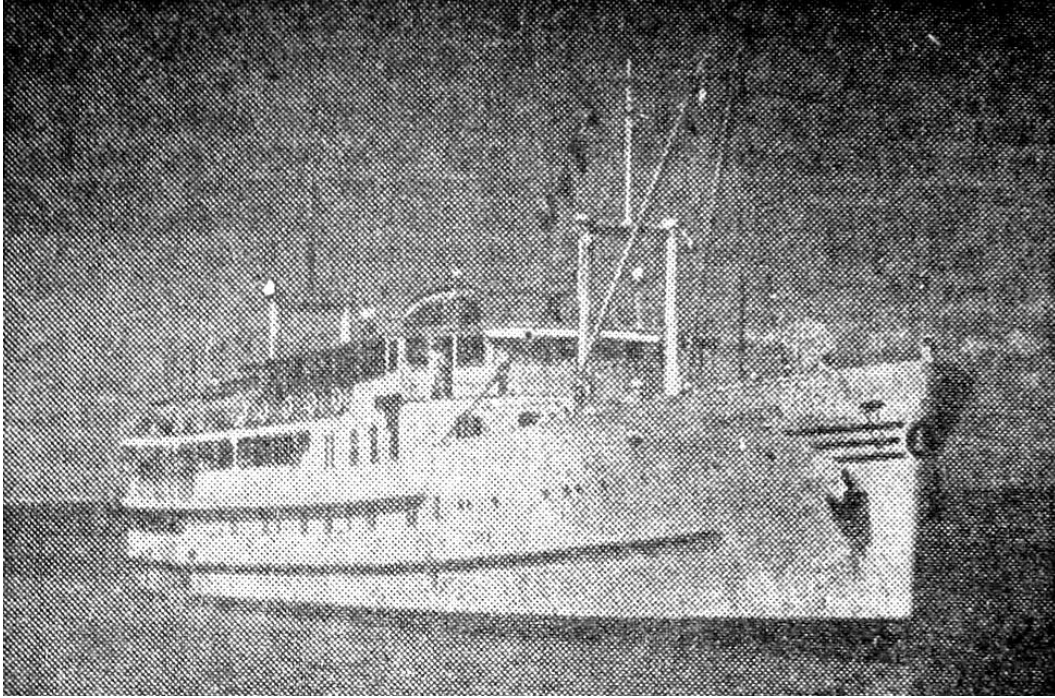
Built by Wheeler S.B. Corp., Whitestone (NY) (#100) for US Army Transportation Corps. 10/2/45 comm. 1/10/45 decomm. 1945 American President Lines mgrs. Q1/47 sold through PSC to Amadeo Matute Line, 3/47 first advertised. 19/10/47 offered for sale by tender by PSC. By end of 1947 no longer advertised for Amadeo Matute. 1950 sold to Ledesma Shg. Lines Inc., extensively reconstructed by Hongkong & Whampoa Dock Co. Ltd., Hong Kong, fitted with two Fairbanks-Morse 10cy opposed piston diesel engines (grt 780, also rep. as 1051, 300 pass, 17k, air conditioning of lounge, dining room, all cabins, 3rd class) r. DON JULIO. 10/10/50 maiden voyage Manila-Iloilo-Cebu, still as such 6/53. 1/9/53 resumed service after refit. 3/54 to be fitted with Pullman-type berths in 3rd class. 19/8/54 t/f to Negros Nav. Corp. 8/5/56 Southern Lines Inc. appointed Manila agents. 6/56 re-engined with more powerful machinery. 13/10/57 crew member killed in accident. 6/59 operating Southern Lines' Bacolod & Iloilo service. From 11/59 advertised under heading Negros Nav. (Southern Shg. agents), Bacolod & Iloilo service. 12/61, 1/63 still described as Southern Lines (and Negros Nav.). 8/63 (and before) advertised for Negros Nav. 3/66 sold to Philippine Pioneer Lines, renovated r. PIONEER LEYTE. 23/10/66 sank 4 miles W. of Manila following collision with *Golden State* (7598/44), 89 lost. [FS-286 seems to not have been listed at any time in the Lloyd's Register book under any of her 3 names.]



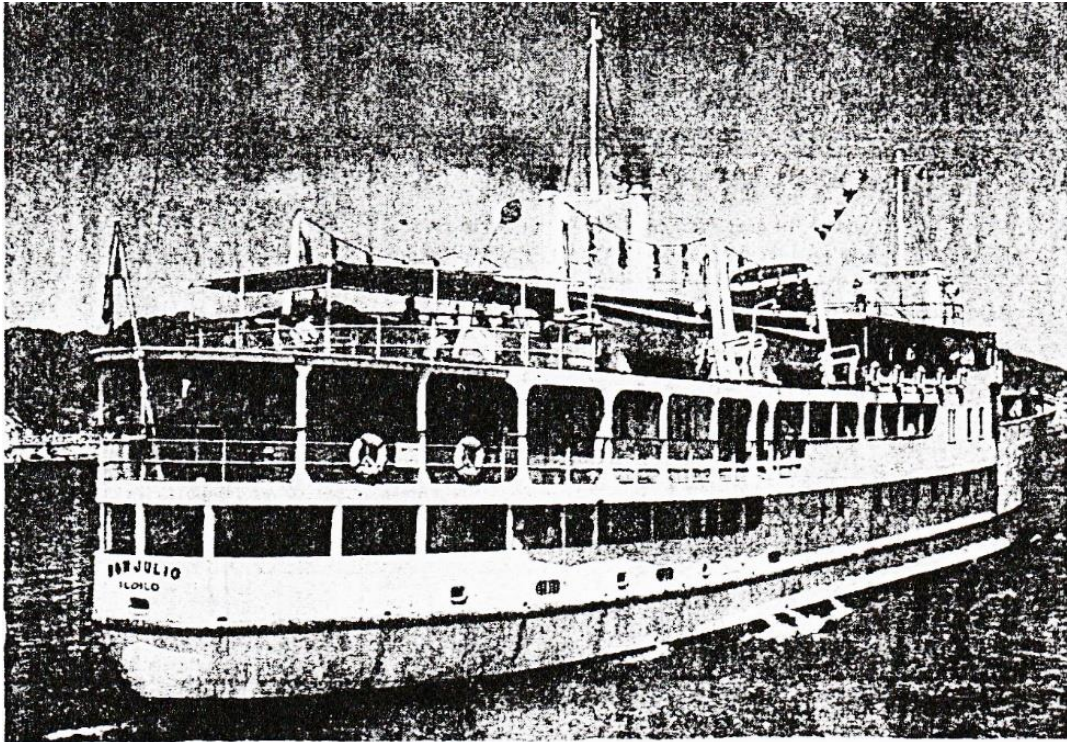
Artist's conception of FS-286's planned conversion by Hong Kong and Whampoa into DON JULIO with pole masts. Fender missing (source unstated Gorio Belen/PSSS).

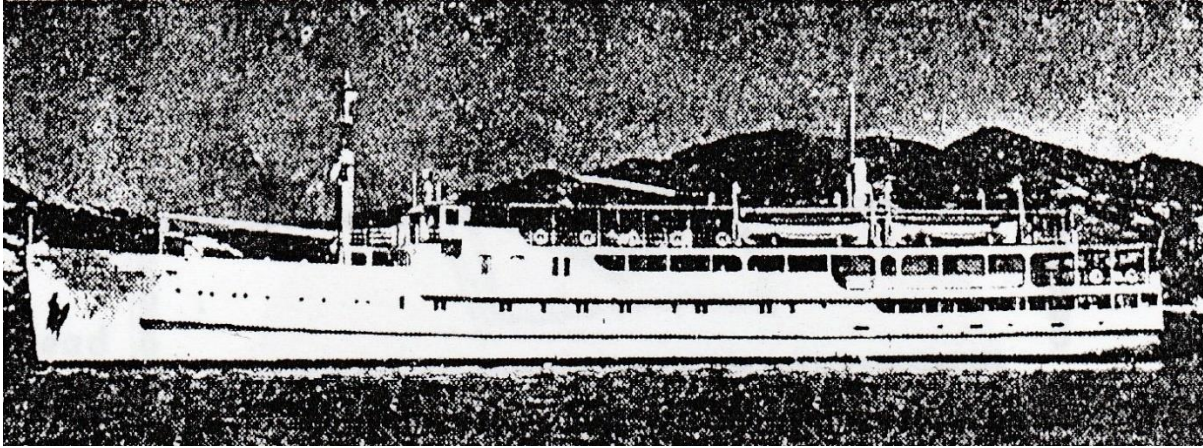


DON JULIO at Hong Kong 1950 on completion (*Graphic Report* 31/3/51 Gorio Belen/PSSS).

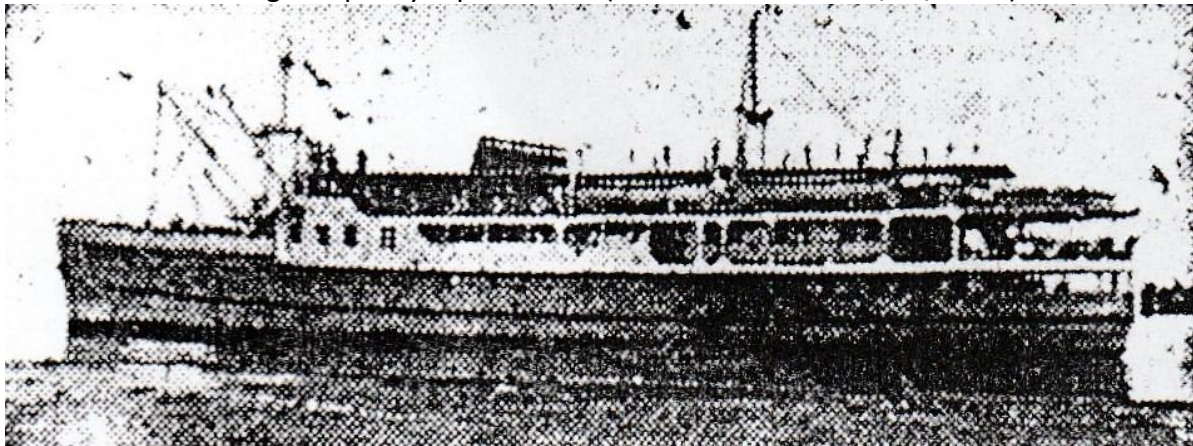


FS-286's early conversion was the most extensive of any FS vessel in the Philippines and probably worldwide as well (*Manila Chronicle* 27/9/51 Gorio Belen/PSSS).





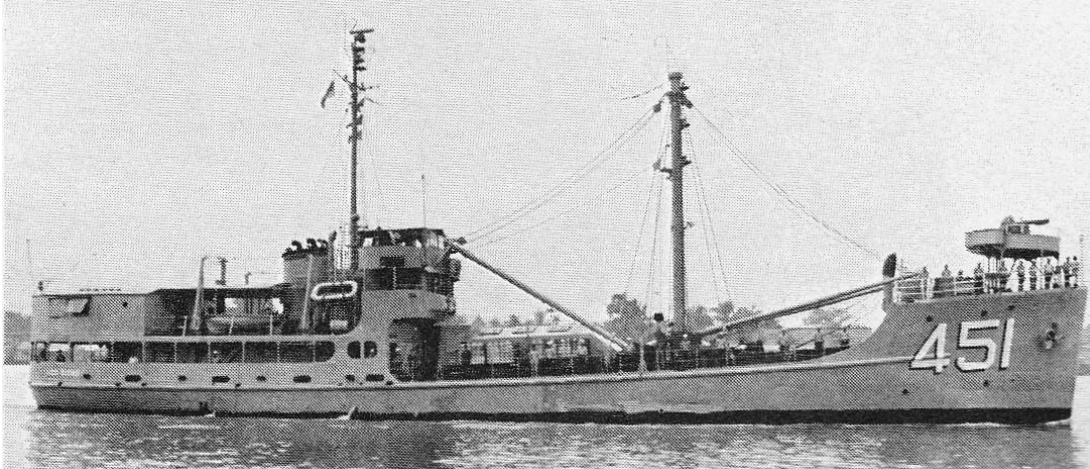
Uptake for new engines can be seen about two thirds along the ship.
Passenger capacity rep. as 1051. (both *Manila Times* 1/10/50 SK).



1952 newspaper ad shows darker hull (*Manila Times* 2/3/52 SK).

FS-287

Built by Wheeler S.B. Corp., Whitestone (NY) (#101) for US Army Transportation Corps. 1/2/45 comm. 23/8/45 decomm. 1945 American President Lines mgrs, still as such 1/47. 1/47 sold to Southern Lines. 26/1/47 first advertised voyage Manila/Iloilo/Surigao/Butuan/Cagayan/Bugo. 3/47 r. GOVERNOR W. WRIGHT. 1947 sold (Southern Lines history). 31/5/48 grounded near lighted buoy, N. Harbour, Manila. 6/48 sold to Haut Commissariat de France pour l'Indochine (Ministere de la Marine Marchande mgrs), Saigon r. INGÉNIER EN CHEF GIROD. 12/55 t/f to Gov't of South Vietnam, Saigon. By 1964 comm. in South Vietnamese Navy as DINH AN, then 1966 adapted and reclassified as Training Ship HOA GIANG. Still listed in Jane's 1975 but not in subsequent editions among ships known to have remained in Vietnam.



HOA GIANG ex-GOVERNOR W. WRIGHT (Vietnamese Navy 1971).

FS-309

Built by John H Mathis Co., Camden, NJ (#147) for US Army Transportation Corps. 10/4/44 comm. 5/44 damaged by collision with destroyer while en route Los Angeles-Honolulu. 28//44 "concentrated attacks from enemy kamikazes" while steaming through Surigao Straits, Mindanao Sea, Sulu Sea and Mindoro Straits. 31/1/45 moored at partially wrecked Wawa River Wharf at Nasugbu Bay, 5/2 survived attack by enemy "Q" boat. 1950 transferred to the US Navy as T-AKL-24. 1959 struck from Naval Register. 10/61 t/f to the Philippine Government for Philippine President Lines as PRESIDENT OSMENA, conv. grt 748. 9/63 t/f to Philippine Pioneer Lines, Inc., Manila r. OSMENA. 1/1/65 owners restyled Filipinas Pioneer Lines r. PIONEER ILIGAN. 12/66 sold to Galaxy Shg. Inc. r. GEMINI, still as such 8/67. NFI, 1981 RLR.

FS-310

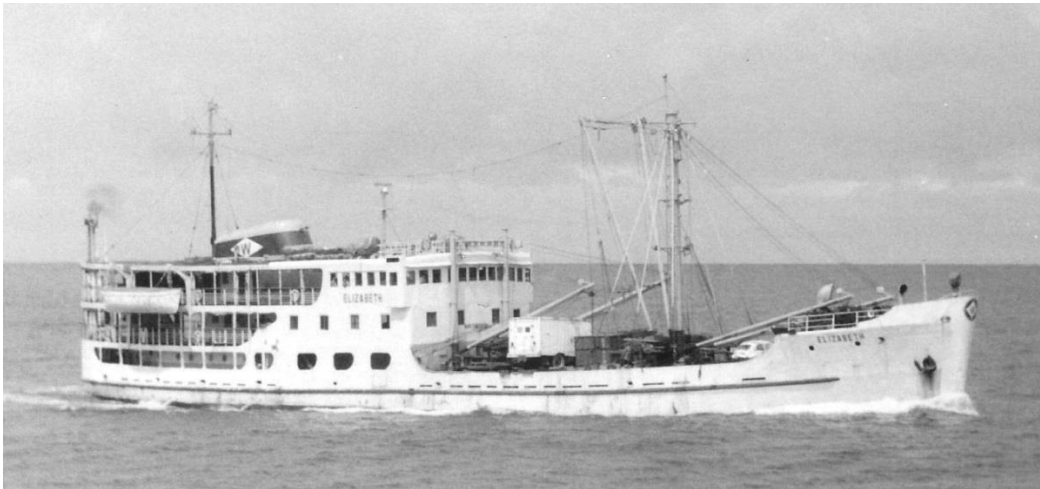
Built by J.H. Mathis Co., Camden (N.J.) (#148) for US Army Transportation Corps. 11/4/44 comm. at Camden. 8/6/44 dep. New York for Southwest Pacific. 1948 sold to Southern Lines Inc. r. GOVERNOR DAVIS. 1953 sold to Royal Line, Inc., Cebu (J. Gotianuy), Cebu r. DON MANUEL (listed LCI 1955-1956 as ex-GOVERNOR DAVIS ex-FS-310). 11/53 commenced service Manila-Cebu-Surigao-Rassin-Davao. Still as such 4/55, 2/56. 7-21/7/56 drydocked. By 1958 operating every Sat Manila-Cebu-Maasin-Butuan. 8/6/58 minor electrical fire while lying at North Harbour, Manila. 1959 sold to Carlos A. Go Thong & Co., Cebu r. DON ALFREDO grt 633. 1973 sold to Sulpicio Lines. 1980 rep. scuttled (LCI). Also rep. Sulpicio MV DON ALFREDO (FS-310) broken up 1983.

FS-311

Built by John H. Mathis Co., Camden (#149) for US Army Transportation Corps. 13/6 /44 comm. at Camden. 17/7/44 dep. New York for Southwest Pacific. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 2/47 sold to William Lines Inc. 3/47 r. ELIZABETH. 5/7/52 departed Manila for Nagasaki, lengthened 217.0', grt 656 by Sasebo Sempaku Kogyo K.K., 20/9/52 arrived Manila from Kobe, first voyage 23/9/52 Manila-Cebu-Tagbilaran-Dumaguete-Zamboanga-Davao. 1988 scrapped at Chittagong.



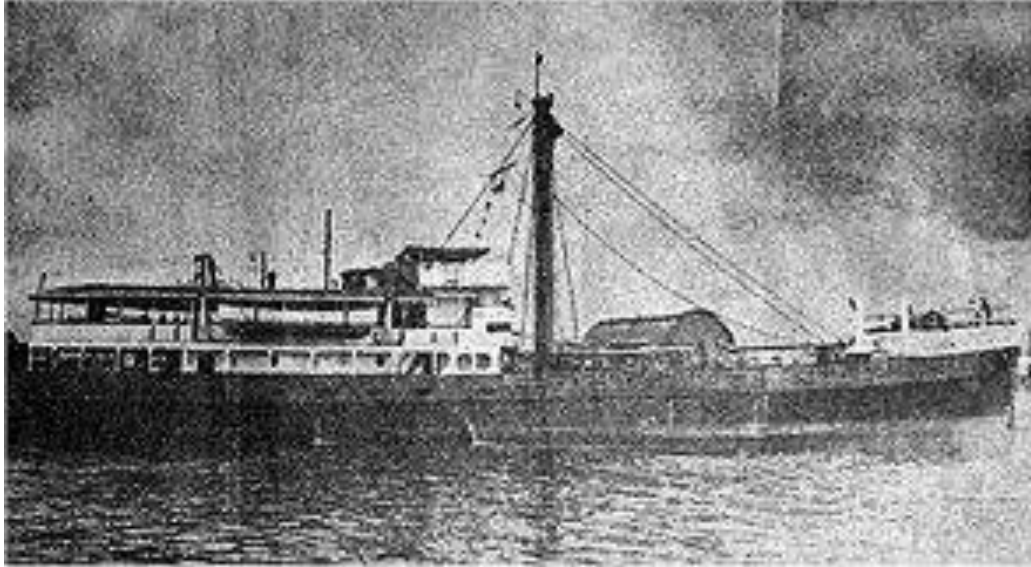
ELIZABETH at sea off SE Negros 5 June 1970 (W. Schell).



ELIZABETH in August-September 1978 (Jim Shaw).

FS-314

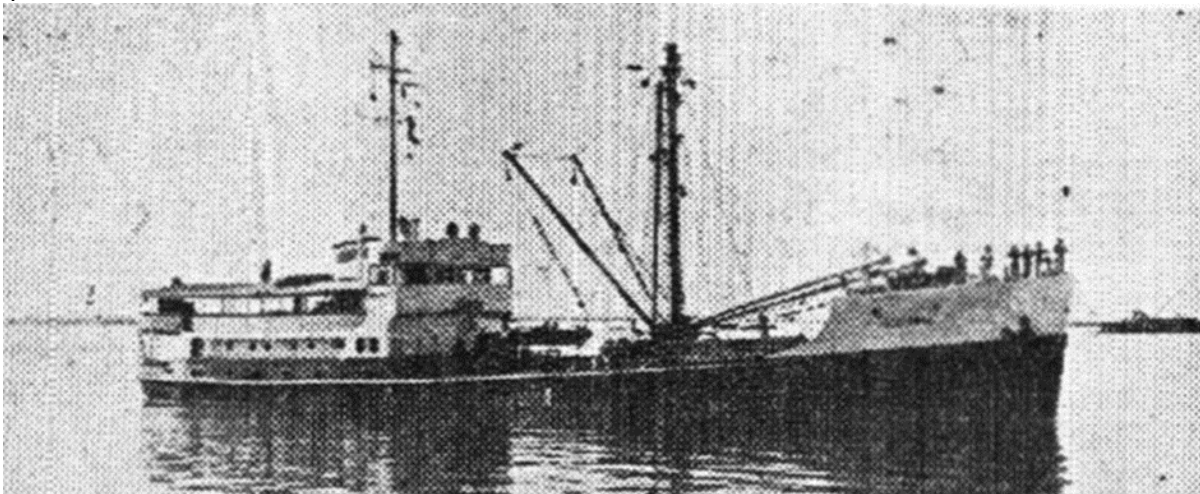
Built by John H. Mathias Co., Camden (#152) for US Army Transportation Corps. 22/7/44 comm. at Camden. 4/9/44 dep. New York for Southwest Pacific. 1945 American President Lines mgrs, still as such 12/46. 1/47 sold to Southern Lines, 23/1 first advertised voyage Manila-Masbate-Iloilo. 3/47 r. GOVERNOR SMITH, deployed Manila-Iloilo-Pulupandan. 11/5/53 sailing Cebu-Davao. 1954 rep. sold to Visayan Transportation Co. Inc., (6/58 detained at Cebu during maritime strike) but 7/59 advertised for Southern Lines. Not prominent in Manila-based advertisements until 20/3/63 advertised for Visayan Transportation (N&S Lines mgrs) in new service out of Manila to New Washington, Roxas City and Cebu City. 7/63 operators advertise as N&S Lines. 8/63 place taken in sailing schedule by SORSOGON. 1990 RLR. Belen lists fate as "sold".



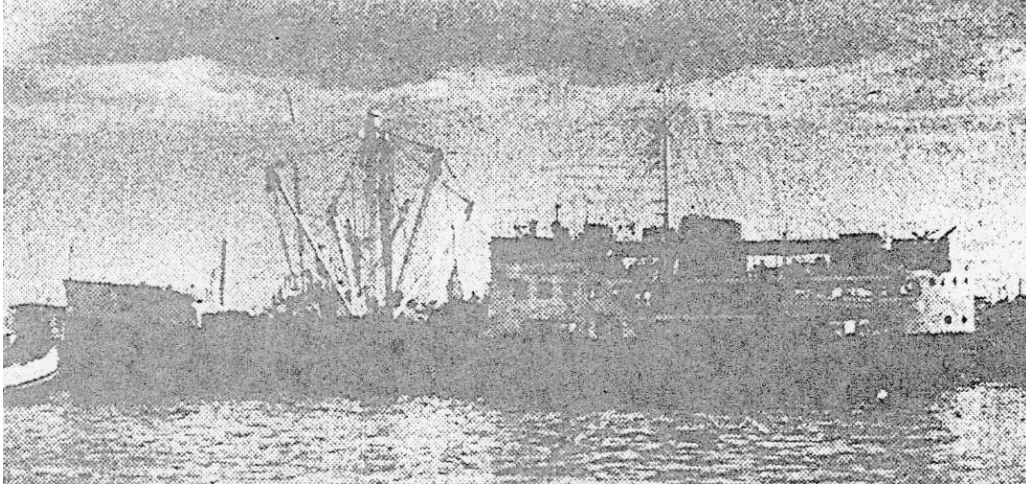
GOVERNOR SMITH (*Manila Chronicle* 13/1/52/navsource.org).

FS-318

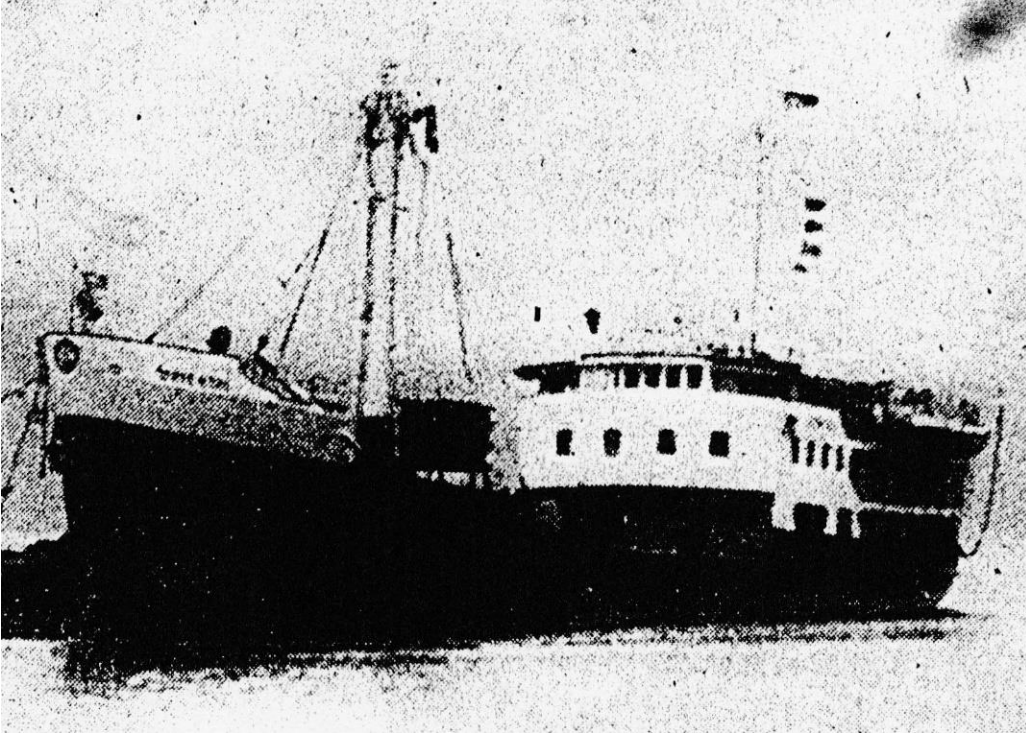
Built by John H. Mathis Co., Camden (N.J.) (#156) for US Army Transportation Corps. 6/10/44 comm. at Camden. 21/11/44 dep. New York for Southwest Pacific. 14/10/45 decomm. 1945 American President Lines mgrs. 1/47 sold through PSC to Pan Oriental Shg. Co., Cebu r. ORIENTAL. 29/1/47 first advertised voyage Manila/Cebu. 5/48 drydocked at Cebu. 11/52 customs violation: load line submerged by 1'. 2/4/54 still sailing for Pan Oriental Shg. Co. 6/54 resumed service following 2 week drydocking. 8/54 Philippine Express Agency appointed agents. By 11/54 operated by Carlos A. Go Thong & Co. 2/55 major refit By Cebu Drydock to 10/3, accommodation for 200 pass, new public spaces. 12/3/55 resumed service Manila/Cebu/Dumaguete/Dipolog/Malangas/Cotabato/Davao. QII/56 lengthened by 44' by NASSCO grt 777, 12/5/56 returned to same route. 26/11/56 hit rocks/coral while manoeuvring out of Dumaguete, rudder, propellor damaged, towed to Cebu. 9/57 tied at Cebu during Go Thong strike. 7/63 rep. sold to Sulpicio Lines Inc., r. DON JOSE. Still listed LCI77 but rep. sank 167.



3 stages of ORIENTAL (*Manila Chronicle* 13/1/52 Gorio Belen).



ORIENTAL on completion of 1956 remodelling by Cebu D.D. (*Manila Times* 12/3/55 SK).



ORIENTAL on completion of 1956 lengthening by NASSCO (*Manila Times* 11/5/56 SK).

FS-319

Built by John H. Mathis & Co., Camden, NJ (#157) for US Army Transportation Corps. 27/10/44 comm. at Camden. 11/12/44 dep. New York for Southwest Pacific. 12/47 sold through PSC to Manila S.S. Co. Inc. (Elizalde & Co., Inc.), Manila. r. ELCANO. 15/1/48 maiden voyage Manila-Iloilo-Pulupandan. 5/51 sold to Philippine S.N. Co. 9/55 lengthened to 216.4' (736 grt, 292 pass.) r. BAIS. 8/12/55 fire in cargo of cosmetics while off Leyte, extinguished in 2 hours. 12/60 grounded 3 miles S. of Cebu harbour entrance. 1/67 detained at Cebu for excess passengers. 28/2/71 closure of PSNC announced, t/f to Aboitiz Shg. Corp., Cebu. 12/2/78 damaged by stranding on Semirara Island, Mindoro. 1981 sold to Metropolitan Insurance, Cebu (as CTL?). 1988 RLR.



FS-319/ELCANO was converted in 1955. Here as BAIS loading passengers at Cotabato in June 1970 (W. Schell).

FS-346

Built by Kewaunee S.B. & Engineering Corp, Kewaunee (#68) for US Army Transportation Corps as FS-346. 23/8/44 comm. at Kewaunee. 30/8/45 decomm. 1947 American President Lines mgrs. 2/1/47 first advertised voyage Manila-Legaspi-Tabaco-Virac. 2/3/47 adv. In M.T. as FS-346 (SEVEN UP) Victory Shg Co. for Legaspi & Tabaco. 4/47 as FS-346 sold to Vicente Villanueva, 14/5/47 first advertised voyage Manila-Cebu-Dumaguete-Bais-San Carlos-Dipolog-Misamis-Iligan-Butuan. 4/9/47 advertised as AKLAN, sailing 4/9 Manila-Iloilo-Pulupandan, but r. DOÑA BEBANG by Villanueva, sailing 9/9 (and every Tuesday thereafter) Manila/Iloilo/Pulupandan. 25/12/47 collided with *William Nott* (1870/45) at Legaspi during typhoon "Jean". 4/48 sold to General Shg. Co. Inc., maiden voyage 5/4 Manila-Romblon-Capiz-New Washington. 12/5/48 r. GENERAL LUNA (230 pass). 16/1/54 detained for carrying 130 passengers whereas licensed for 74. In service as such 1960. 7/64 drops from GSC schedules, never to return. 9/65 advertised for Sweet Lines Inc. as SWEET RIDE. 12/8/78 grounded off Canigao Island, CTL.

FS-346 as indicated in Lloyds updates:

Kewaunee SB. & Engineering Corp., Kewaunee, Wisc. (8/44) #68

48 - DOÑA BEBANG

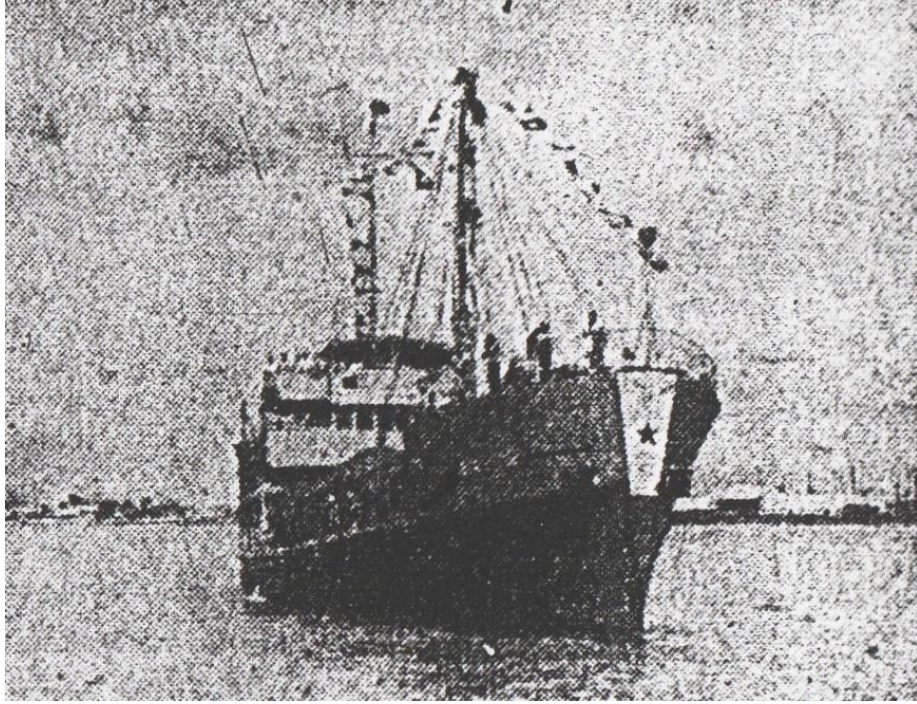
560 C 166.4 x 32.0 2M (aft)

48 - GENERAL LUNA General Shipping Co., Inc., Manila

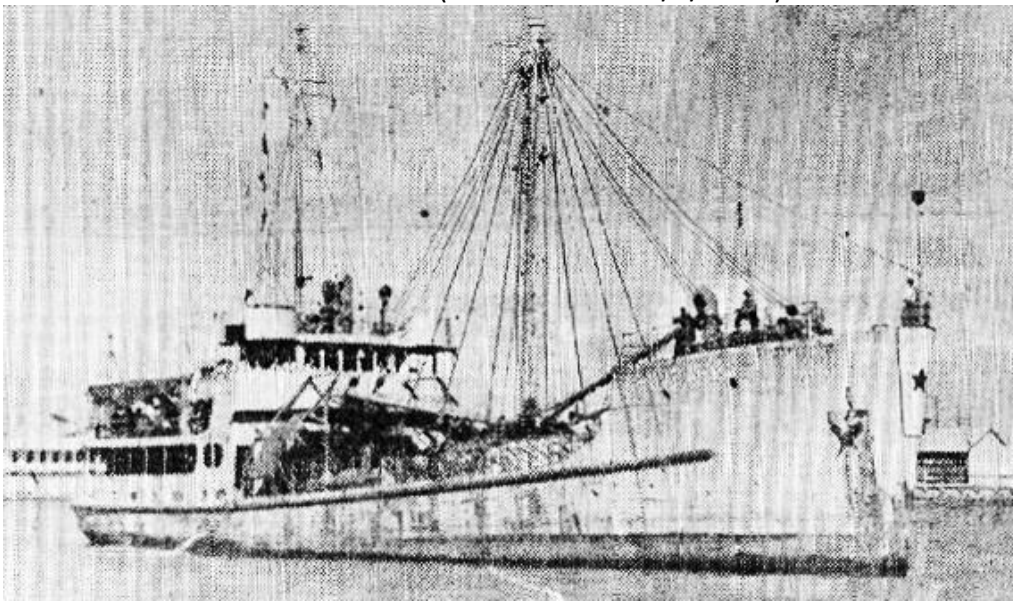
202622

67 - SWEET RIDE Sweet Lines, Inc., Manila

Wrecked 12 Aug 1978 off Canigao Island



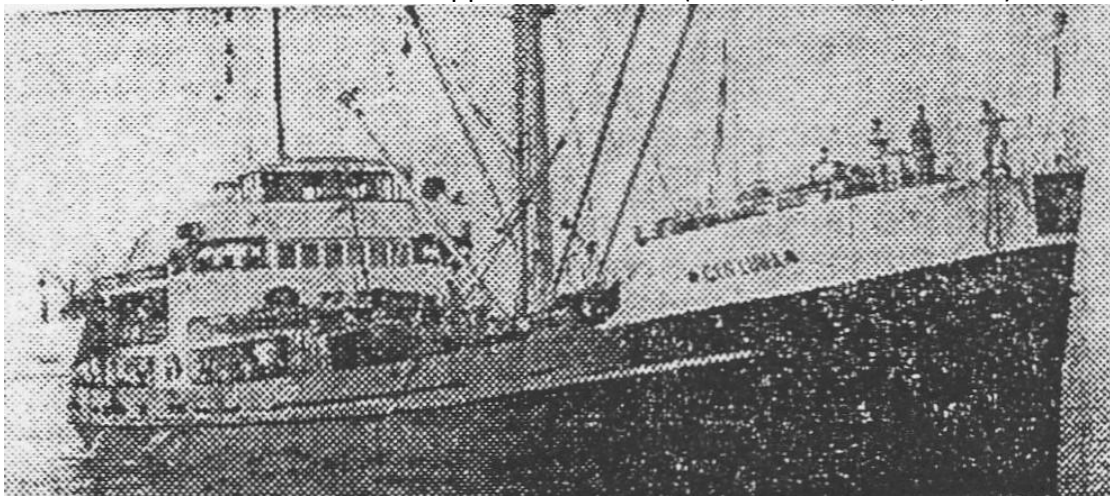
GENERAL LUNA (*Manila Times* 13/4/50 SK).



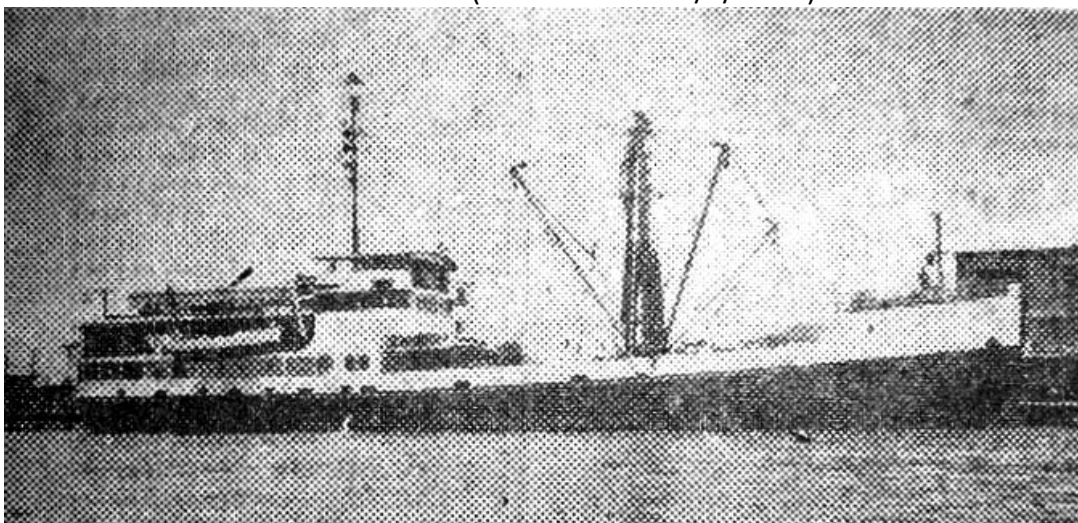
GENERAL LUNA (*Philippine Herald* 24/6/50 Gorio Belen/PSSS).



GENERAL LUNA with new upper wheelhouse (*Manila Times* 1/5/54 SK).



GENERAL LUNA (*Manila Times* 30/5/60 SK).



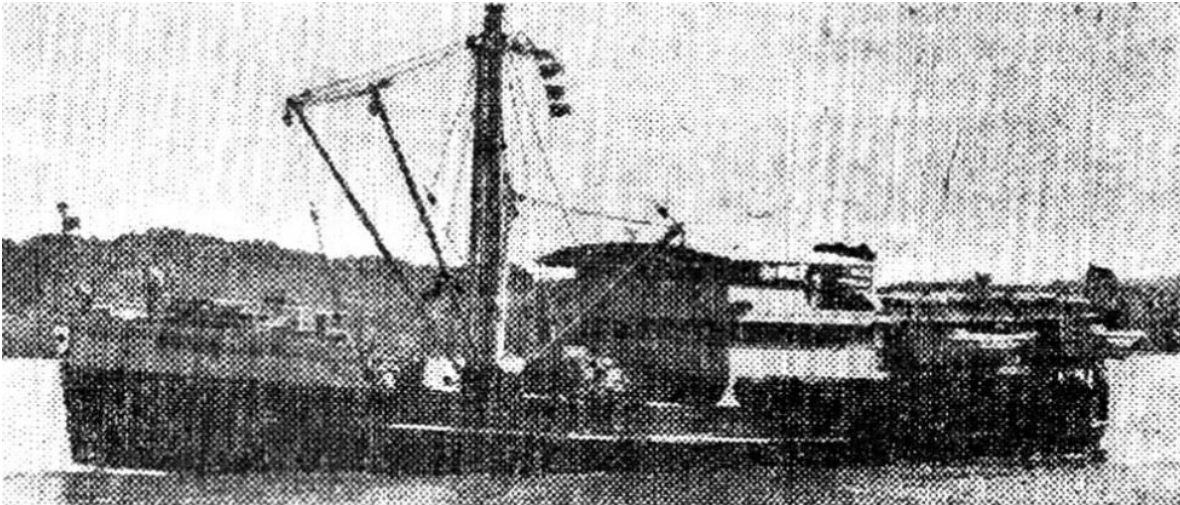
GENERAL LUNA (*Philippine Herald* 29/6/60 Gorio Belen/PSSS).



SWEET RIDE Cebu, 5 June 1970 (W. Schell).

FS-349

Built by J.K. Welding Co. Inc., Yonkers, NY (#6) for US Army Transportation Corps. 16/4/44 comm. 21/6 departed New York for Southwest Pacific. 29/12/44 while in convoy supplying Mindoro force shot down one enemy aircraft. 1947 sold through Philippines Shg Commission to Manila S.S. Co. (Elizalde & Co. mgrs). Q3/47 r. LANA O. 1948 conv. for 292 pass, later 733.5 grt. 5/51 sold to Philippine S.N. Co. 3/1/60 grounded at Anahan Point, Pola Bay, Mindoro while seeking shelter from typhoon 'Harriet'. 28/2/71 closure of PSNC announced, t/f to Aboitiz Shg. Corp. 1986 sold to Pectano Precision Systems Corp., presumably for demolition. 1990 RLR.



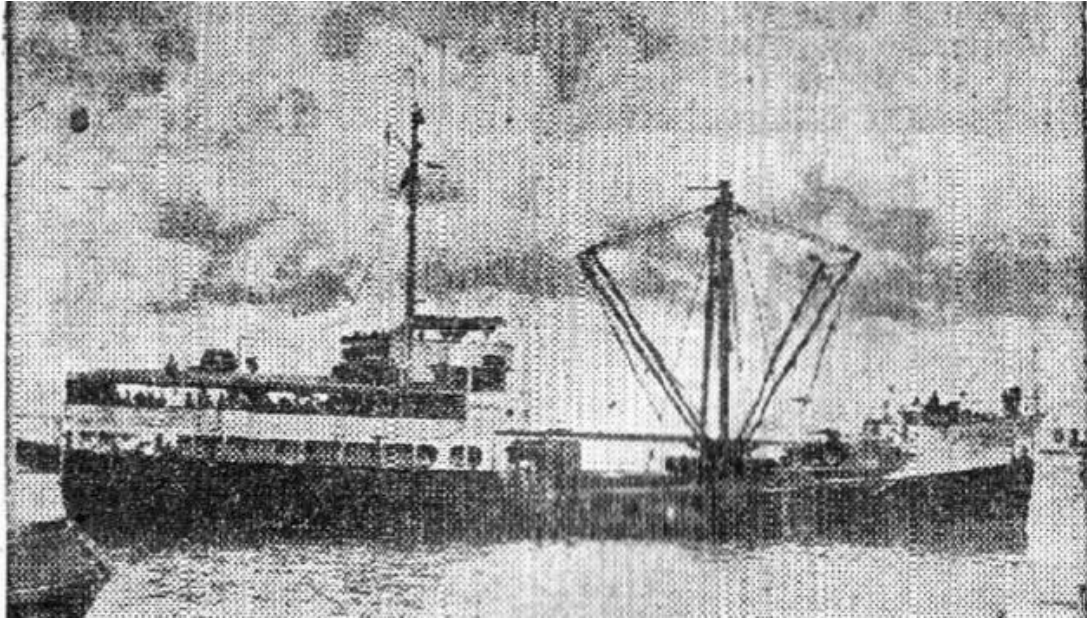
Already lengthened, LANA O of PSNC as appearing in *Manila Chronicle* 6/2/52, departing that day from Pier 8, Manila North Harbour for Iloilo, Pulupandan, Cebu and Estancia. (Gorio Belen/PSNS).



LANAO in 1973 (*Times Journal* 9/5/73 Gorio Belen/PSSS).

FS-350

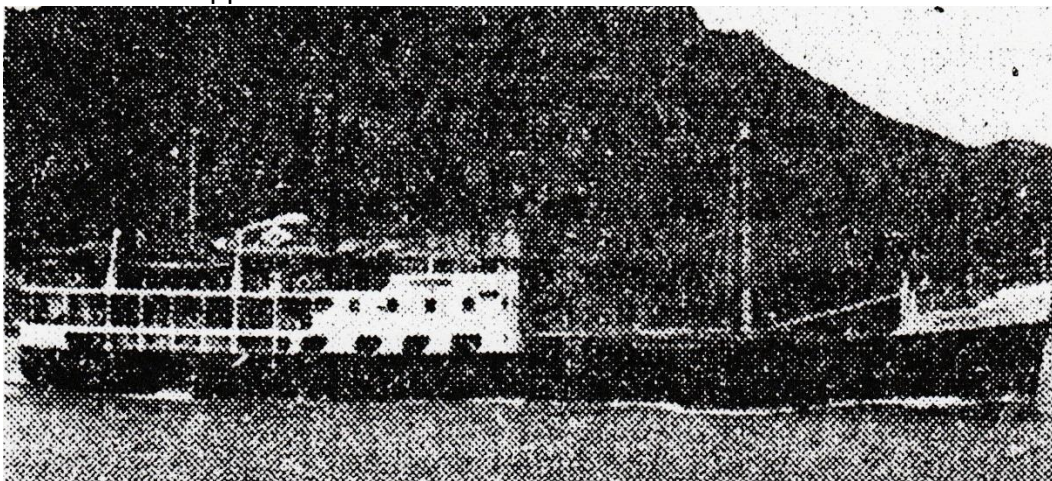
Built by J.K. Welding Co. Inc., Yonkers (N.Y.) (#7) for US Army Transportation Corps. 5/7/44 comm. at New York. 8/8 departed for Southwest Pacific, 25/9/45 decomm. 19/10/47 offered for sale by tender by PSC. 12/47 sold to Pan Oriental Shg. Co., Cebu r. OCCIDENTAL, 20/12 maiden voyage Manila/Cebu. 2/4/48 rescued occupants from sinking FS-190 (c.550/44) in South Verde Island Passage. 8/6/51 arrived Manila from refit in Hong Kong. 1/4/54 still sailing for Pan Oriental Shg. Co. 8/54 Philippine Express Agency appointed agents. 9/54 Tan Chong Pin Shg. Agency appointed agents. By 11/54 operated by Carlos A. Go Thong & Co. 7/63 r. DON FRANCISCO (M.T. 16/7 still advertised as OCCIDENTAL, 27/7 as DON FRANCISCO, formerly OCCIDENTAL). 1976 t/f to Lorenzo Shg. Corp. 21/4/78 stranded off Banton Island during typhoon 'Olive' voy. Manila–Davao, general cargo. Declared CTL and abandoned.

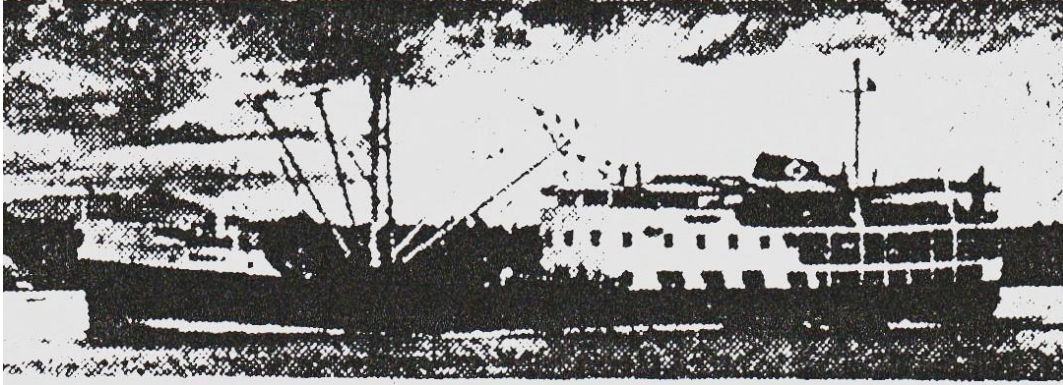


OCCIDENTAL of Pan Oriental Shg Co., "loading for Cebu and will clear Manila about 8pm on Saturday"
(*Manila Chronicle* 14/10/51, also noted as 3/12/53 Gorio Belen PSSS).

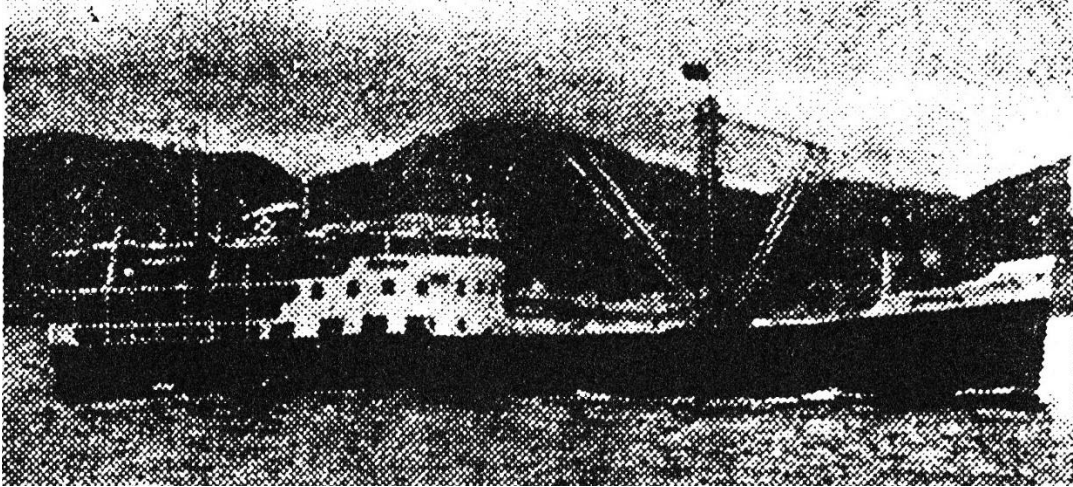
FS-362

Built by Sturgeon Bay S.B. & D.D. Co., Sturgeon Bay (#171) for US Army Transportation Corps. 10/4/44 comm. 10/10/45 decomm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). Still as such 12/46, 1/47. 3/47 sold to Philippine Transport Co., later Philippine Sea Transport Co. This firm no longer advertising by mid-1949, but 10/5/49 sailing Surigao/Manila, 9/49 sailing Palawan/Butuan. 10/50 sold to William Lines Inc. 1/51 refit completed at Cebu, r. GRACE I. 20/1/51 maiden voyage Manila-Cebu-Tagbilaran-Iligan-Misamis-Zamboanga-Davao. 5/5/52 re-entered service following reconstruction and lengthening to 217.6' grt 648 at Hongkong & Whampoa Dock Co. Ltd., Hong Kong. 4/9/56 rescued 4 fishermen off Tintolo Island, Masbate. Still as such L75 but r. MANILA CITY and by 1976 again renamed GRACE I. 16/4/79 driven ashore off Odiongan during typhoon 'Cecil'. 28/4 refloated. Scrapped at Navotas 1988.

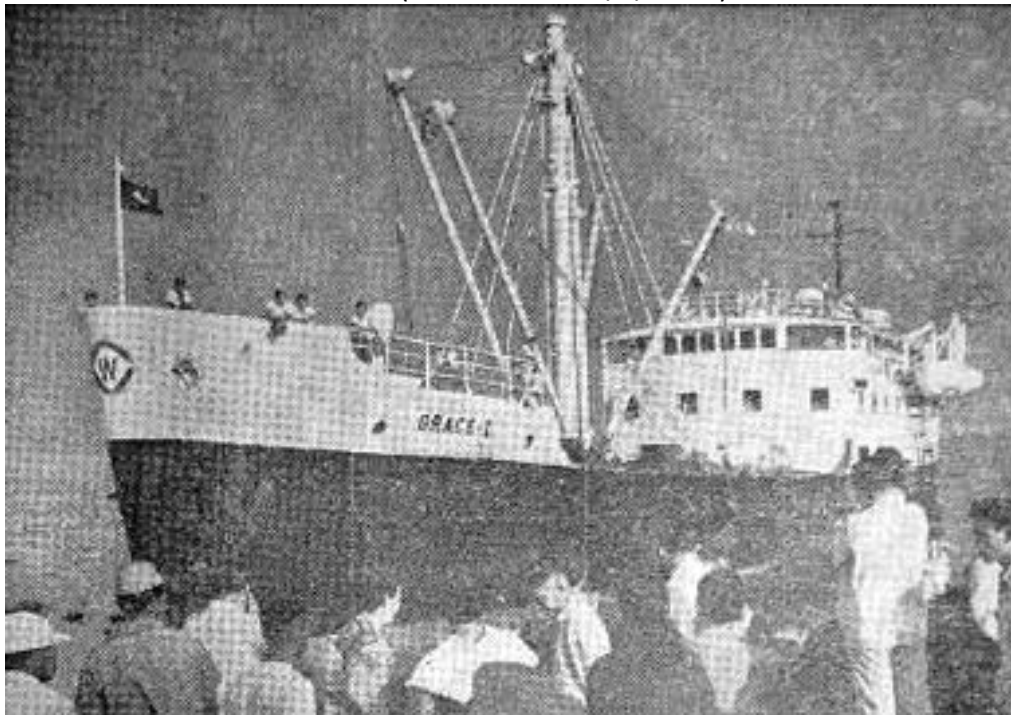




Above 2: GRACE I following Hongkong & Whampoa rebuild (*Manila Times* 17/5/52 and 20/8/52 SK).



GRACE I (*Manila Times* 3/9/53 SK).



GRACE I (*Manila Chronicle* 1/9/56 Gorio Belen/PSSS).

FS-364

Built by Sturgeon Bay S.B. & D.D. Co., Sturgeon Bay (#173) for US Army Transportation Corps. 14/4/44 comm. 1958 sold to Jones & Guerrero (Panama) S.A., Panama [Jones & Guerrero Co., Inc., Agana, Guam] r. SIRENA. 1/61 lengthened by Kasado Dockyard Co., Kudamatsu to 202.4' grt 677. 1963 in regular Pacific Nav. System service between Manila and Guam. 1968 sold to M.D. Shg Corp., Manila r. ROSARIO, later PHILSIN. 1990 RLR.



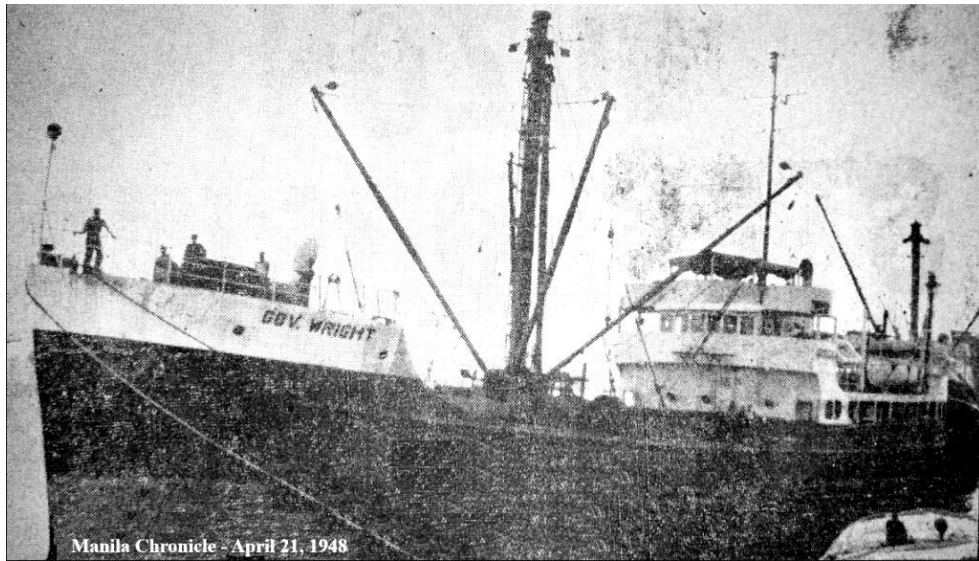
Ocean freighter ROSARIO off Cape Santiago, Luzon, 3 June 1970 (W. Schell).



ROSARIO in 1971-75 at Guam, new derricks, stern enclosure for extra cabin area (Bob Tomkins).

FS-365

Built for Sturgeon Bay S.B. & D.D. Co., Sturgeon Bay (#174) for US Army Transportation Corps. 4/44 comm. 2/48 sold to Southern Lines/Visayan Transport, Iloilo r. GOVERNOR WRIGHT. 2/11/49 engine failure S. of Panay. 1951 sold to Philippine S.N. Co, advertised for PSNC as GOVERNOR WRIGHT for the last time on 8/4/52 after which r. KINAU, owners reported by Belen as Aboitiz Shg. Corp. 30/6/52 first advertised voyage Manila-Boac-Cebu-Pulupandan-Iloilo. 6/53 on charter to Southern Lines, sailing Manila-Pulupandan. By 11/53 reverted to PSNC. 7/8/54 rescued crew of drifting ml *Lazy Grayee* 10m w. off Cavit Bay, Zamboanga. 22/7/55 crew strike over master's assault of cabin boy. 15/9/60 cited for unmanifested cargo. Later 736 grt. 28/2/71 closure of PSNC announced, sold to North Camarines Lumber/NCL/NorCamCo r. TAURUS. By 1978 sold to Carlos A. Go Thong Lines Inc. r. DON BENJAMIN. 1980 scrapped Philippines. [W. Schell photo 1970 as KINAU]



Manila Chronicle - April 21, 1948

GOVERNOR WRIGHT (Manila Chronicle 21/4/48 Gorio Belen).



KINAU, Manila North Harbour 24 May 1970 (W. Schell).



DON BENJAMIN in August-September 1978 (Jim Shaw).

FS-366 560/44

Built by Sturgeon Bay S.B. & D.D. Co., Sturgeon Bay (#175) for US Army Transportation Corps. 20/4/44 comm. at New Orleans. 22/9/45 decomm. at Manila, taken over by Philippines crew. 12/47 sold through PSC to Manila S.S. Co. Inc. r. SORSOGON. 5/51 sold to Philippine S.N. Co., still as such 8/52. Lengthened, 145 pass. 6/53 on charter to Southern Lines. 26/11/54 cabin boy reported stabbed. By 6/58 sold to Visayan Transportation Co. Inc. 6/58 detained at Cebu during maritime strike. 24/5/60 grounded at North shoals between Canigao and Tood Islands off Calbayog Bay, 2 holds leaking, propellor damaged. 6/63 still advertised for Visayan Transportation Co. (N.&S. Lines agents), Cebu. 8/63 advertised for N.&S. Lines. 1/65 integrated into fleet of Filipinas Pioneer Lines but from 1/67 readvertised for N.&S. Still listed L78. Subsequently listed by Belen for Rodriguez Shipping. 1990 RLR.

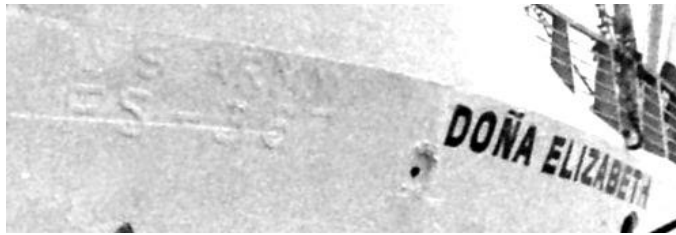


Converted SOSORGON in N&S ownership at Cebu, 5 June 1970 (W. Schell).

FS-367

Built by Sturgeon Bay S.B. & D.D. Co., Sturgeon Bay (#176) for US Army Transportation Corps. 29/4/44 comm. 30/12/44 during military action near San Jose, Mindoro towed damaged destroyer *USS Ganesvoort* to safe anchorage. 24/9/45 decomm. <http://shipbuildinghistory.com/> says retained by USA. 1962 sold to Carlos A. Go Thong & Co., Cebu, lengthened r. DON JOSE. Ca.1978 r. DOÑA ELIZABETH. 1980 broken up (rptd. 1983). *Note 23/1/62 William operating DON JOSE.*





DOÑA ELIZABETH in August-September 1978 showing painted over former name FS-367 (Jim Shaw).

FS-372

Built by Sturgeon Bay S.B. & D.D. Co., Sturgeon Bay (#181) for US Army Transportation Corps. 8/44 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 30/3/46 inaugurated Everett's postwar services sailing Manila for Masbate, Tacloban and Catbalogan. 2/47 sold to William Lines Inc., Cebu 3/47 r. VICTOR. 19/8/48 rescued 15 fishing boat survivors on raft off Opon, Cebu, on arrival at Iligan caught fire, bodega damaged, 12 injured. 1955 lengthened to 205.5', grt 699. 3/56 fined at Cebu for overloading. 10/62 apparently disappears from William Manila sailing schedules. 1969 r. ALBERT. 1983 demolition commenced at Navotas, Rizal by L. Acquario Marketing Corp.

FS-373

Built by Sturgeon Bay S.B. & D.D. Co., Sturgeon Bay (#182) for US Army Transportation Corps. 9/44 comm. <http://shipbuildinghistory.com/shipyards/large/bay.htm> lists as having become GOVERNOR WRIGHT. NFI.

FS-384

Built by Ingalls S.B. Corp., Decatur (Ala) (#601) for US Army Transportation Corps. 9/44 comm. 1/47 sold through PSC to Cia Maritima. 23/1/47 first advertised voyage Manila-Cebu-Cagayan-Iligan-Misamis. By 8/47 apparently no longer in fleet. 1947 sold to Bisaya Land Transport Co. Inc., Cebu r. DOÑA REMEDIOS. 2/2/51 one dead, 3 injured in amok attack. 1/59 at Cebu. 1990 removed from L.R., Belen reports as broken up (no date)

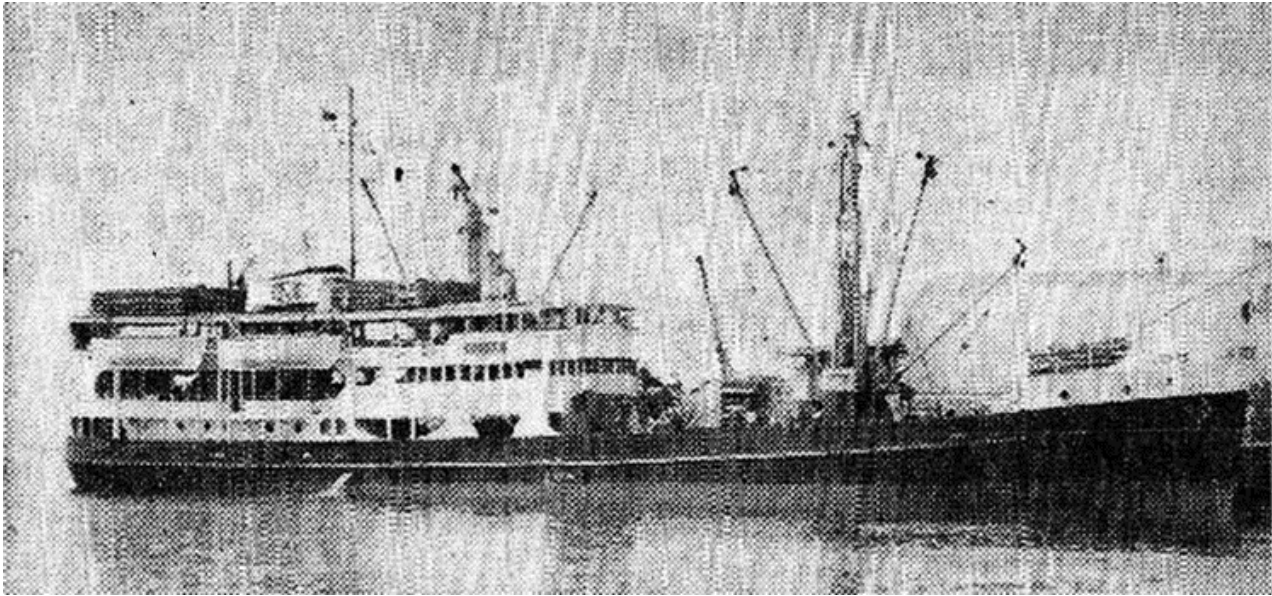


DOÑA REMEDIOS Cebu, 4 June 1970, operating as such since 1947 (W. Schell).

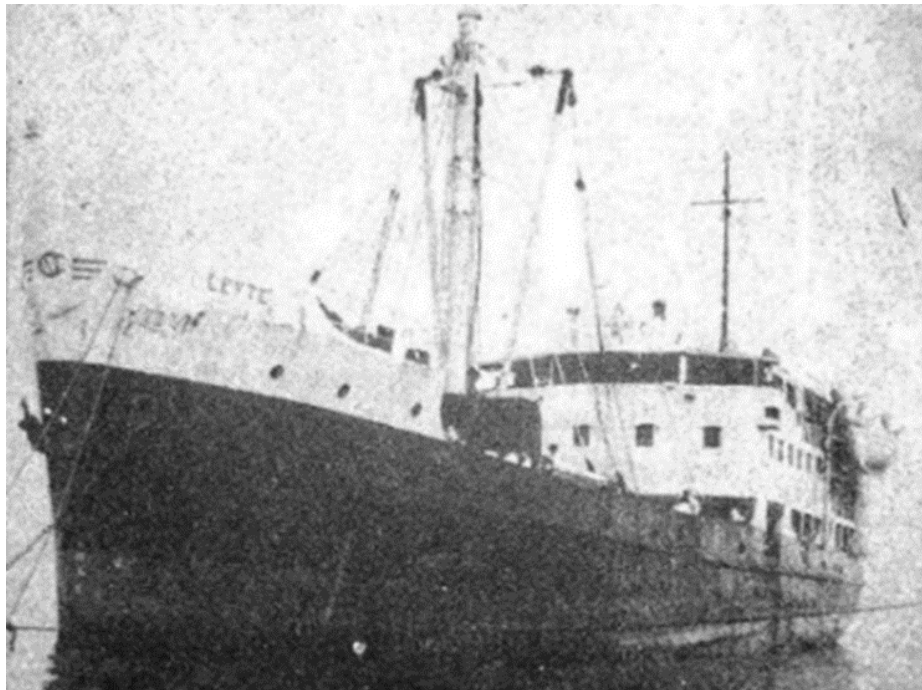
FS-386

Built by Ingalls S.B. Corp., Decatur (Ala) (#603) for US Army Transportation Corps. 11/44 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 1947 "conv". M.T. 12/4/47 advertised for Victory Shg. Co. as FS-386. 5/47 sold to North Camarines Lumber Co. r. DAET. 12/47 sold to Philippine Sea Transport Co. r. BUTUAN. 3/49 sold to Cia Maritima r. LEYTE. 1956 lengthened to 217.25', grt 730, later 718). 11/1/62 cited for overloading passengers (licensed for 300 but carrying 444). 20/4/78 wrecked on Tabao Island (12.30N 122.07E) after breaking moorings during typhoon 'Atang' and became total loss en route Manila-Cebu with passengers and general cargo.

LEYTE after lengthening (*Philippine Herald* 28/6/60 Gorio Belen/P



SSS).



LEYTE in later years (*Daily Express* 1/5/78 Gorio Belen/PSSS).

FS-387

Built by United Concrete Pipe Corp., Long Beach (#100) for US Army Transportation Corps. 4/44 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs), still as such 1/47. 3/47 sold to North Camarines Lumber Co., 31/3/47 first advertised voyage Manila-Tabaco direct. 6/47 r. NAGA. Still as such 9/47, 8/49. 30/11/54 grounded off Oot Point, Bintayan Island, North Samar during typhoon 'Tilda'. 3/12 still aground, LSCO attempting salvage, tba in schedules until deleted 2/55.

FS-389

Built by United Concrete Pipe Corp., Long Beach (#102) for US Army Transportation Corps. 6/44 comm. 1945 American President Lines mgrs, still as such 12/46, 1/47. 31/1/47 arr. Manila, owners unstated. 4/3/47 first advertised for South Sea Shg. Line. 5/47 owner stated to be Adriano Chua Joy. By 3/49 r. NEPTUNO, sailing Bulan/Manila. 24/6/55 grounded off Elefante Island near Marinduque, 186 passengers taken off by *Steel Admiral* (8070/44). Refloated, returned to service 21/7 following repairs at Cavite D.D. 16/12/55 in distress after taking on 16' of water during typhoon 'Ruth' on voyage Cabugao/Allen. Advertised for South Sea Shg. Line 5/53, 2/55, 6/59, 7/61, 1/62, 1/63, 7/63, 4/65, 1/66, 6/66, 12/66, 1/67, 7/67, 11/67 (Allen, Caranglan, Laoang, Virai). 11/67 reported for dynamite smuggling. 1972 sold to Rodriguez Shg. Corp., Manila. 1990 RLR.

FS-393

Built by United Concrete Pipe Corp., Long Beach (#.106) for US Army Transportation Corps. 8/44 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). Still as such 12/46, 1/47. 2/47 sold to Cia. Maritima r. BASILAN. 13/2/47 first advertised voyage Manila/Capiz/New Washington. 15/7/49 sailed Manila with 99 passengers too many. 1950 conv. r. MINDORO. 3/50 chartered for YMCA cruise of Southern islands. 10/2/53 passenger lost overboard. 11/2/53 rammed wharf at Cebu on arrival from Mindoro. 11/53 sailed without radio operator during strike, fined. 18/12/55 1 killed, 12 wounded by amok (who then fatally knifed himself) off SW Bondoc Peninsula. 4/11/67 foundered between Panay and Sibuyan, with the loss of about 130 lives, as a result of a "tidal wave" caused by typhoon 'Emma' /'Welming', while on passage Manila/New Washington. Master had aborted entry to New Washington (unable to negotiate sandbar) and then Culasi because of stormy conditions and had been making for Romblon. Some reports that death toll may have been as high as 350 (153 saved).

FS-396

Built by Ingalls Shipbuilding Corp., Decatur, Ala (#606) for US Army Transportation Corps. 18/1/45 com. 18/1/46 decomm. 1/10/47 comm. by U.S. Coastguard as USCGC NETTLE (WAK-169) after being refitted for use as an aids to navigation tender. 1947-52 servicing Kwajalein, Marshall Islands. 1952 homeported at Guam. 8/53 homeported at Cavite. 1/9/58 assisted capsized junk *Low Kow Wong How*. 31/8/68 t/f to Philippines Navy comm. as BRP LIMASAWA (AE-79), Philippines Coastguard. 8/19 tenders invited for disposal.



LIMASAWA Manila South Harbour, May 1970 (W. Schell).





LIMASAWA (3 photos <https://www.facebook.com/MaxDefense/posts/the-philippine-coast-guard-released-a-tender-to-dispose-3-unserviceable-retired-/1010919352412055/>)

FS-404

Built by Hickinbotham Bros. Construction Div., Stockton, Ca. for U.S. Army Transportation Corps. 10/44 comm. 1/47 sold through Philippines Shg Commission to Manila S.S. Co. Inc. (Elizalde & Co. Inc. 11/1/47 maiden voyage Manila-Iloilo-Pulupandan. 4/47 r. VENUS. 2/49 sailing in Philippine waters. 5/51 sold to Philippine S.N. Co. as VENUS. Q3/52 r. LEGAZPI/LEGASPI, 13/9/52 first voyage Manila-Iloilo-Pulupandan-Cotabato-Dadiangas-Davao. 3/12/53 five cases of fireworks seized on board while at Cebu. 9/55 lengthened to 217.0', grt 736, 292 pass) r. COTABATO. 25/12/56 grounded off Copton Point o/v San Carlos-Cebu, refloated without aid. 23/5/58 sailed Manila as floating exhibition ship to 25 ports in Visayas and Mindanao. 28/2/71 closure of PSNC announced, t/f to Aboitiz Shipping Corp. Likely sold or scrapped around 1975-76. 1990 RLR.

FS-405

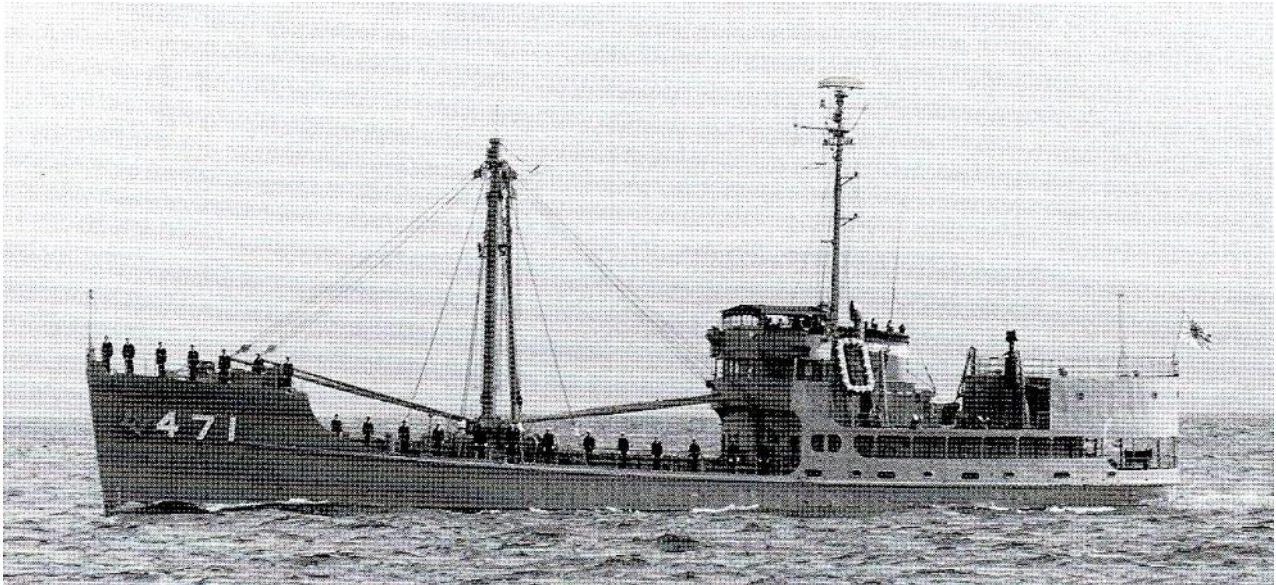
Built by Hickinbotham Bros. Construction Div., Stockton, Ca. for U.S. Army Transportation Corps. 11/44 comm. 1946 sold through US Foreign Liquidation Commission to Manila SS. Co., Inc. (Elizalde & Co., Inc.), Manila.-5/9/46 maiden voyage for Elizalde Manila/Visayas. c.29/12/46 r. VIZCAYA. By 8/51 owned by Philippine S.N. Co. as VIZCAYA. Lengthened to 217', grt 736. 29/6/58 master cited for illegally carrying cigarettes and card decks. 28/2/71 closure of PSNC announced, presume t/f to Aboitiz Shg. Corp. 1974 sold to Hijos de F. Escaño Inc. r. MALITBOG. 1975 rep. sold to Aboitiz Shg. Corp. r. VIZCAYA, 1981 sold to Escaño Lines, reported as VISCAYA but conflicting information because 3/4/84 as MALITBOG of Escaño sold to Atlas Consolidated Mining Corp. and broken up at Sanzi, Toledo City, Cebu.



Converted FS-405/VIZCAYA under Philippine S.N. Co. ownership
at Manila North Harbor, 11 June 1970 (W. Schell)

FS-408

Built by Hickenbotham Bros. Construction Div., Stockton, Ca. for U.S. Army Transportation Corps as FS-408. 10/5/45 comm. 31/3/55 t/f to Japan Maritime Self Defense Force, comm. as minesweeper tender NASAMI (MST-471). 31/3/71 redesignated as special duties vessel (YAS-51). 31/3/76 stricken, returned to USN. 24/9/76 purchased by Philippines Navy. 1979 refitted and comm. as buoy tender MANGYAN (AS-71). 8/23 still listed by Wikipedia as a unit of the Philippines Navy.



MANGYAN as JMSDF's NASAMI at a review in 1969 (*Ships of the World*).



NASAMI at Yokosuka in 1970 (*Ships of the World*).



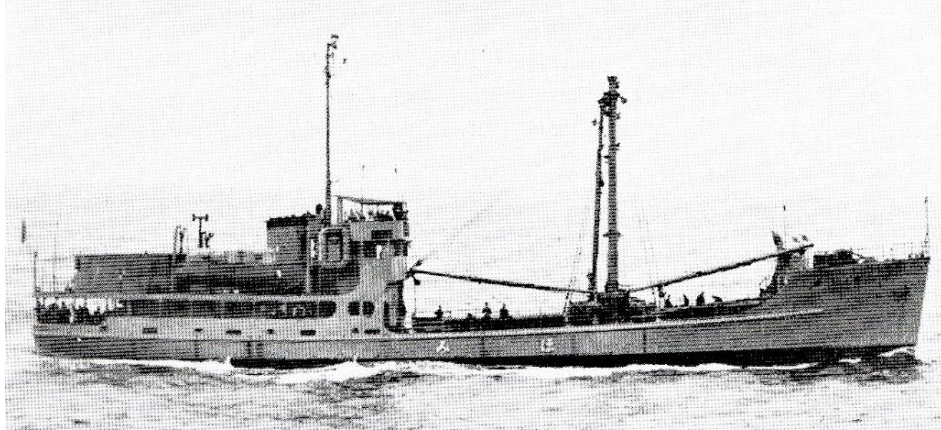
MANGYAN (AS71) at Lapu Lapu late-1990s (Howard Dick).



MANGYAN, foremast removed, both photos on 29 October 2014
(NavalForcesWest Phil Navy/metrocdo.com).

FS-524

Built by Calumet Shipyard & D.D. Co., Chicago (#174) for US Army Transportation Corps as FS-524. 1/7/44 comm. 11/10/45 t/f to USN for layup. 31/3/55 t/f to Japan Maritime Self-Defense Force, comm. JDS special duties vessel MIHO. 10/5/59 reallocated as minesweeper tender (MST-472). 31/3/72 redesignated special duties ship (YAS-59). 30/9/74 stricken. 1975 returned to USN custody. 1978 FMS sale to Philippine government, 27/3/79 accepted by Philippines Navy, comm. as buoy tender BADJAO (AS-59). 1996 stricken.



BADJAO was formerly JMSDF's MIHO. Appearance in period 1955-59 (JMSDF/*Ships of the World*).



MIHO in 1959 after being converted for minesweeping duties (JMSDF/*Ships of the World*).



Philippines Navy BADJAO with banner reading "Coast Guard" (Brian Fisher/*Shipspotting*).

FS-526

Built by Calumet Shipyard & D.D. Co., Chicago (#173) for US Army Transportation Corps. 16/8/44 comm. at New Orleans. 2/49 sold to William Lines Inc. r. DON VICTORIANO, company flagship. 17/2/49 maiden voyage Manila-Cebu-Iligan-Misamis. 8/51 extensive refit completed by Hongkong & Whampoa Dockyard, Hong Kong, lengthened to 176.8'. 19/4/54 TNT confiscated on board. 1956 lengthened to 204.9' by National Shipyard Steel Corp., Bataan r. VIRGINIA VI grt 694. 1959 r. ELENA. 1963 r. VIRGINIA VI. 1966 r. ELENA. 9/7/82 damaged by fire at San Jose, Minidoro Island, towed to Cebu, subsequently sold and broken up. [W. Schell photo 1970 as ELENA] [1963 and 1966 renamings reported by Belen at <https://www.flickr.com/groups/922345@N25/discuss/72157612662371887/page2>]

FS-526 as indicated in Lloyds updates:

Calumet Shipyard & DD. Co., Chicago, Ill. (9/44) #173

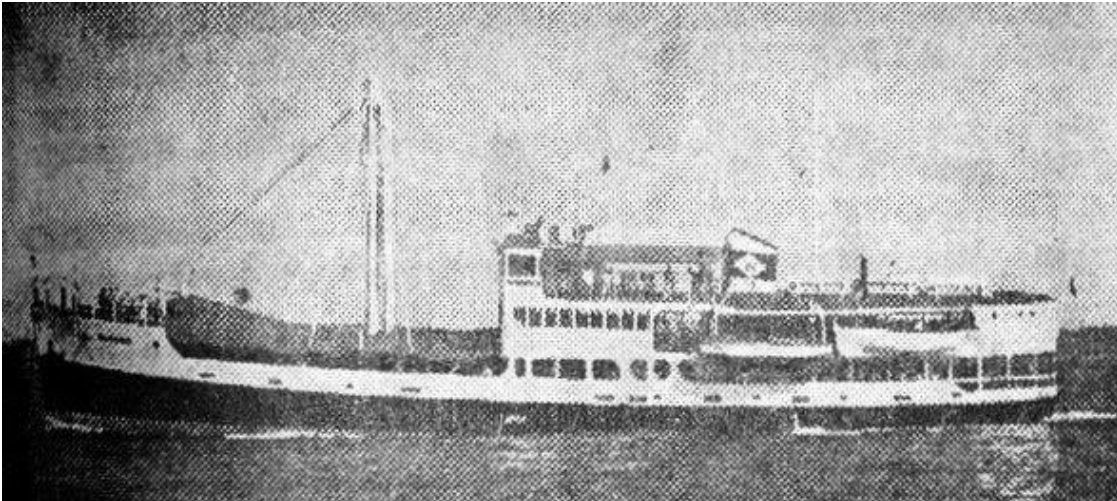
51 - DON VICTORIANO Williams Lines, Inc., Cebu

567 C 166.4 (176' 10) x 32.0 2M (aft)

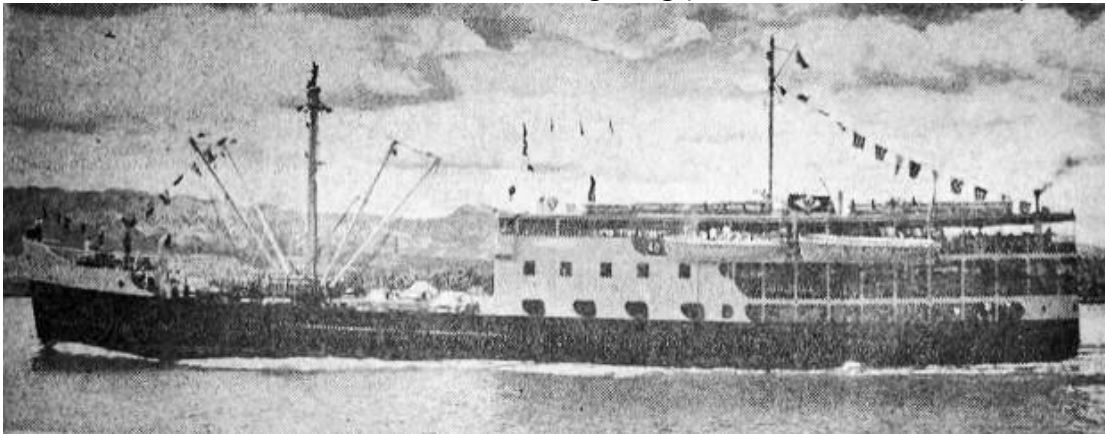
57 - lengthened 694 grt, 204.9 ' by National Shipyard Steel Corp., Bataan
- VIRGINIA VI

60c - ELENA s/o (out of LR, re-instated 1966)

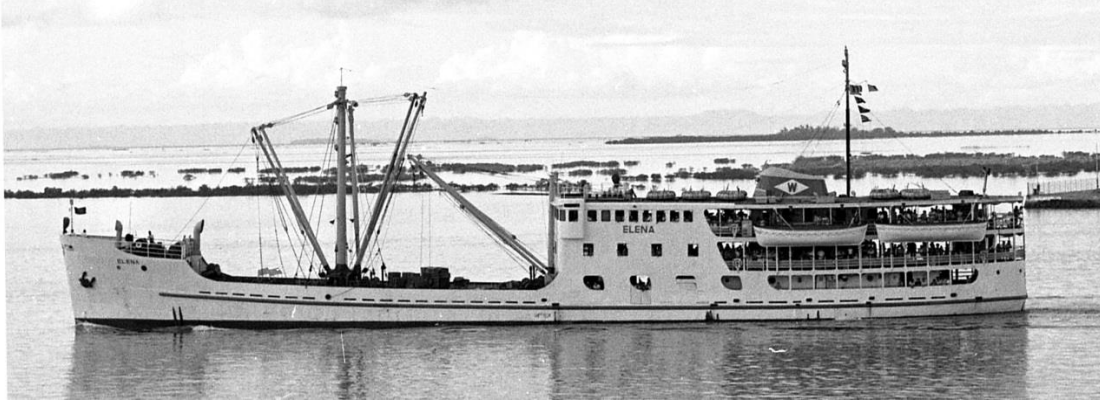
Damaged by fire 29 July 1982 at San Jose, Minidoro Island, towed to Cebu, subsequently sold and broken up



DON VICTORIANO after her refit in Hong Kong (*Manila Times* 30/8/51 SK).



Twice lengthened ELENA (*Philippines Herald* undated Gorio Belen/PSSS).



Further updated ELENA, Cebu 5 June 1970 (W. Schell).

FS-527

Built by Calumet Shipyard & D.D. Co., Chicago (#174) for US Army Transportation Corps. 14/10/44 comm. at New Orleans. 1945 American President Lines mgrs, still as such 12/46. 2/47 sold through PSC to William Lines. 3/47 r. ALBERT (although simultaneously listed under previous name, still as such 10/4/47). 1/50 annual refit. 11/53 sailed without radio operator during strike, fined. 7/1956 lengthened to 220.2' by NASSCO, grt 648. Still apparently as such 1/62, but out of William schedule 10/62. By 1966 r. VICTOR. 1978 r. ILOILO CITY. 20/6/82 grounded on Manabay Island, Mindoro. 22/7 refloated, towed to Batangas, later to Cebu, CTL. 26/10/83 demolition commenced at Navotas by Acquario Marketing Corp.



Lengthened ALBERT of William Lines (*Philippines Herald* 21/9/56 Gorio Belen/PSSS).



VICTOR Cebu, 5 June 1970 (W. Schell).



Above 2: ILOILO CITY Cebu 1979 (Richard Wakeley/Ships Nostalgia/
<https://www.shipsnostalgia.com/media/ferries-at-cebu-1979.328200/>).

FS-547

Built by United Concrete Pipe Corp., Long Beach (#108) for US Army Transportation Corps. 1944 comm. 11/4/45 sent from Manila to San Jose, Mindoro on loan by USASOS for indefinite period to supply Philippine Army, usual itinerary Mangarin Bay-Romblon-Balanacan-Calapan-Lubang. 12/12/51 t/f to U.S. Navy, comm. as RENATE (AKL 42). 1951 to Korea, 1960 scrapped.



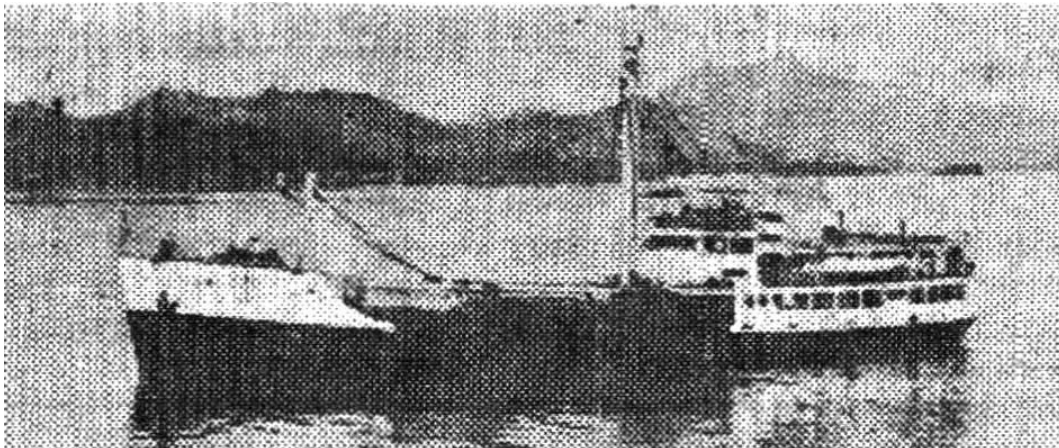
FS-547 (ulongbeach.com).

FS-549

Built by United Concrete Pipe Corp., Long Beach (#110) for US Army Transportation Corps. 11/44 comm. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 1/47 sold to Cia. Maritima, Manila. 8/1/47 advertised TBA for Manila-Cebu-Dumaguete-Misamis-Iligan. 2/47 r. CORREGIDOR. 7/1/54 unable to sail because 290 passengers on board whereas licensed for 140. 20/1/54 drydocking in Cavite, lengthened to 176.5'. 7/64 criticised by Mayor of Aklan for safety problems. Still listed L78, but note new CORREGIDOR from 1978. 1988 scrapped at Manila.

FS-550

Built by United Concrete Pipe Corp., Long Beach (#111) for US Army Transportation Corps. 12/44 comm. 1947 sold to Cia Maritima, Manila r. BOHOL. 26/6/49 deck hand stabbed to death during crew fight at Manila. Lengthened to 176.5'. 18/6/60 cited for recently carrying 87 passengers excess over licensed capacity of 111. 1971 wrecked (Belen). Also rep. 1988 broken up at Manila.



BOHOL (*Manila Chronicle* 5/1/52 Gorio Belen/PSSS).



Lengthened BOHOL at Manila, 16 June 1970 (W. Schell).

FS-NUMBER NOT KNOWN, CHRONOLOGICAL

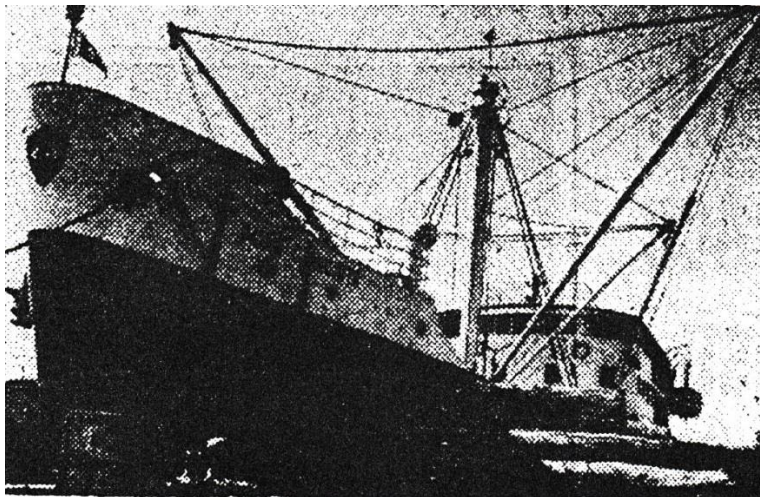
(Data from newspaper reporting, not reflected in Lloyds incl. 1963 LCI updates)

FS-???

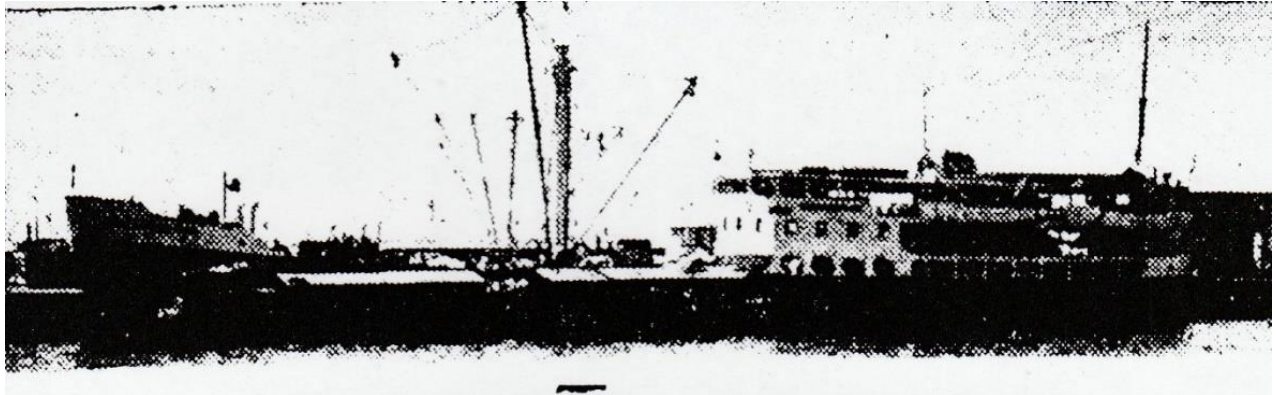
DOÑA CONCHITA (1946-72)

Builder not known, 1944 comm. as FS- type. As DOÑA CONCHITA in service for Carlos A. Go Thong & Co., Cebu. 4/56 lengthened by 50' to 219' by NASSCO at Mariveles, first such lengthening done in the Philippines. 1/8/72 stranded on Fortune Island, near Nasugbu, Batangas, voy. Butuan - Manila, passengers, plywood & general cargo, broke in two.

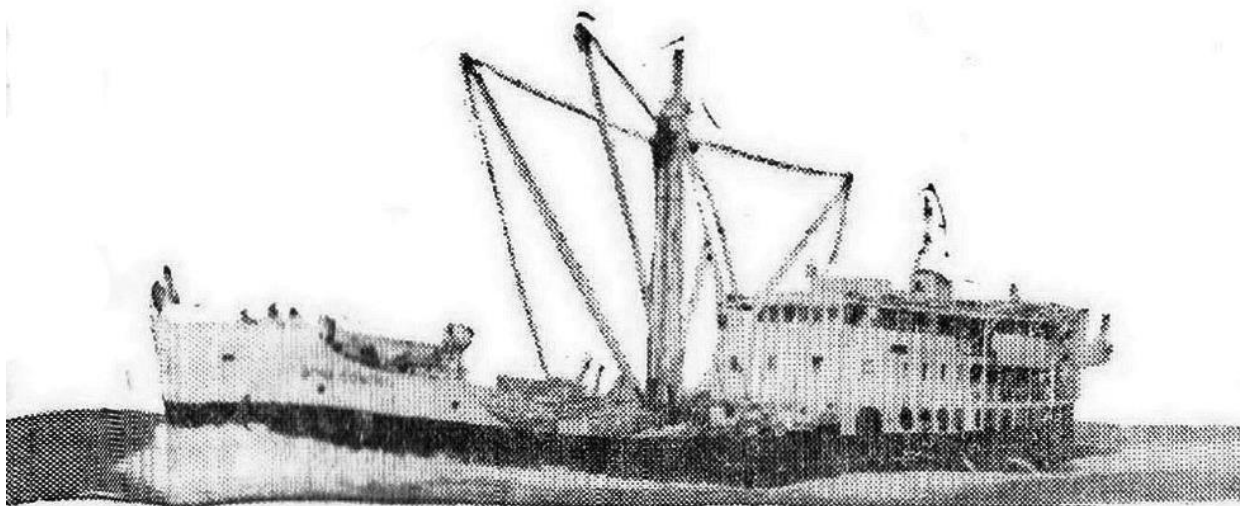
*Belen: "Like Go Thong, the style of the other smaller passenger liner shipping company was to lengthen the hull of the former "F" ships so these will be "FS" ships equivalent. **That was the origin of the first flagship of Go Thong, the DOÑA CONCHITA.** However, some other small liner shipping companies which did not have enough capital or were just sailing minor routes simply sailed straight their small ex-"F" ships."*



Lengthened FS-type DOÑA CONCHITA (*Manila Times* 13/4/56 SK).



DOÑA CONCHITA of FS- rather than F- type. (*Manila Times* 19/3/55 SK).



DOÑA CONCHITA at speed (*Philippine Herald* 29/4/63 Gorio Belen/PSSS).
MANILA BULLETIN, MON., MARCH 29, 1964



DOÑA CONCHITA (*Manila Bulletin* 23/9/64 Gorio Belen/PSSS).

FS-???

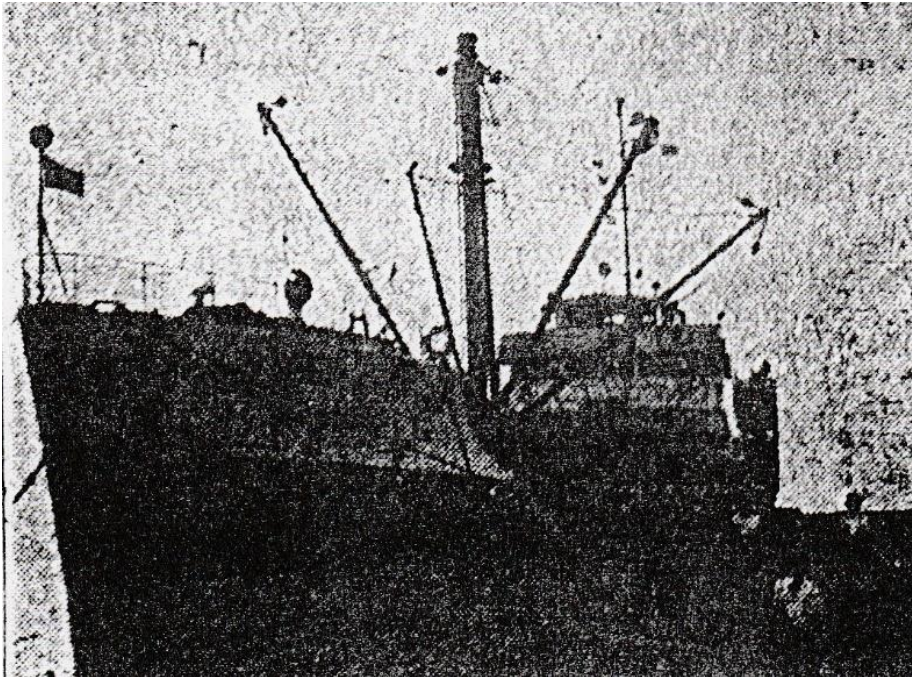
CAPTAIN VERANO (1947-49)

Builder not known. 1944 comm. Built for US Army as FS-type. 3/46 t/f through US Foreign Liquidation Commission to PSC (Everett S.S. Corp. mgrs). 1947 sold to Captain Felisberto M. Verano, r. CAPTAIN VERANO. 28/7/47 birth on board off Surigao coast. 3/10/48 anchored at Cateel, Davao. 18/2/49 guns found on board, vessel allegedly chartered by Chinese Communists. Owner claimed guns aboard when operated by Everett for a year. Still sailing 9/49.

FS-???

GENERAL LUNA (1947), GENERAL ROXAS (1948)

Builder not known. Presume 12/46 offered for sale by PSC, sold to General Shg. Co. 10/1/47 as GENERAL LUNA maiden voyage Manila-Calapan-Odiongan-Capiz-New Washington (earlier advertised for 2/1). 6/47 remodelled, fitted with first- and second-class passenger accommodation. 12/5/48 r. GENERAL ROXAS but by 1953 no longer under this name.



GENERAL ROXAS indicating some superstructure enhancements (*Manila Times* 1/8/51 SK).

FS-???

P. ABOITIZ (1950)

Builder not known. 3/50 sold to Everett S.S. Corp., r. P. ABOITIZ. 5/4/50 maiden voyage Manila/Cebu, but not seen in subsequent schedules or listings. Likely name projected for FS-165, FS-167, FS-176, FS-177, FS-272 or FS-365 but not registered owing to technicalities between Everett and Aboitiz.

FS-???

FILIPINAS (1950-56)

Builder not known. 1950 sold to Philippine S.N. Co., r. FILIPINAS, converted for cargo and passenger service. 20/6/50 maiden voyage Manila-Tilik-Calapan-Mangarin-Palawan. This route every Tuesday.

Every Friday sailing Manila-Boac-Santa Cruz-Catanawan-Languimanoc. 14/11/55 chartered to General Shipping Co., for Antipolo service. 13/11/56 deleted from GSC sailing schedules. NFI. See previous entry regarding Everett/Aboitiz vessels using numbers in preference to names.

FS-???

DOÑA HELENE (1950-80), DOÑA EVELYN (1980-94)

Builder not known, 1944 comm. as FS- type. 1950 after acquisition by Carlos A. Go Thong & Co., Cebu r. DOÑA HELENE. 1973 sold to Lorenzo Shipping Corp., Cebu. 10/80 rep. laid up awaiting demolition but c.1980 r. DOÑA EVELYN. LCI 9/94 rep. sold to shipbreakers.

FS-???

GENERAL MALVAR (1953, 1953)

Builder not known. 8/52, 9/52. 12/52, 11/53 in service for General Shg. Co. as GENERAL MALVAR. By 3/56 no longer under this name.

FS-???

DON ENRIQUE (c.1954-62)

See FS-270 SK notes 1 and 2:

SK note 1: There had been an earlier, unidentified DON ENRIQUE:

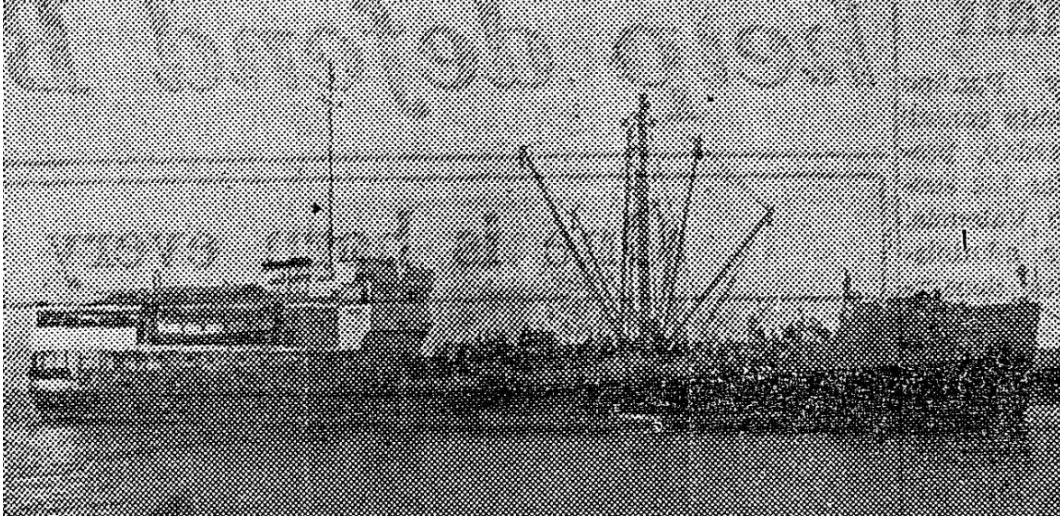
3/54 advertised as DON ENRIQUE by Carlos A. Go Thong & Co., Cebu tba, but seems not to materialise in Manila, based in Cebu. By 1957 in regular service Mindoro/Marinduque. 14/3/57 caught fire in superstructure off Pula Bay, 18 dead, reached Cebu 18/3 under own power. 9/57 tied at Cebu during Go Thong strike. 1958, 1961 still in service for Go Thong. NFI.

SK note 2: From 12/61 extending to at least 1/65 both SUBIC BAY and DON ENRIQUE appear together in the Go Thong Manila sailing schedules indicting that more than one ship was involved. If SUBIC BAY was r. DON ENRIQUE in 1962 as indicated by Lloyd's, then the existing DON ENRIQUE would have been renamed.

FS-???

VEGA (1955-60), PRESIDENT QUIRINO (1960-61), VEGA (1961-62), PRESIDENT AGUINALDO (1962-63), AGUINALDO (1963), VEGA (1963-78)

Built by Higgins Industries Inc., New Orleans for US Army as 'Freight & Supply' type (FS number not greater than FS-232). Converted for carrying 225 passengers. 30/1/54 reported sailing for North Camaria Shg. Co. (sic) as VEGA. In service 1955, 1958 for North Camarines Lumber Co. 1/60 sold to Philippine President Lines r. PRESIDENT QUIRINO. 31/7/61 while outward bound for Manila collided with *Aboitiz* (213g) off N. entrance to Cebu, 1 dead. Repaired and r. VEGA. 22/1/62 reappears in PPL schedules as VEGA. 7/62 r. PRESIDENT AGUINALDO (substituting for VEGA on the Manila-Cebu-Butuan route). 6/63 r. AGUINALDO. 7/63 sold to N.& S. Lines r. VEGA (579g). 1/65 integrated into fleet of Filipinas Pioneer Lines, but 1/67 readvertised as N.&S, in LR as such from 1959. 11/67 reported for dynamite smuggling. 17/6/78 settled on the bottom at Calbayog, Samar after putting back following loss of propellor and tailshaft. Abandoned as CTL. *Note new PRESIDENT QUIRINOs in 1962 and 1963.*

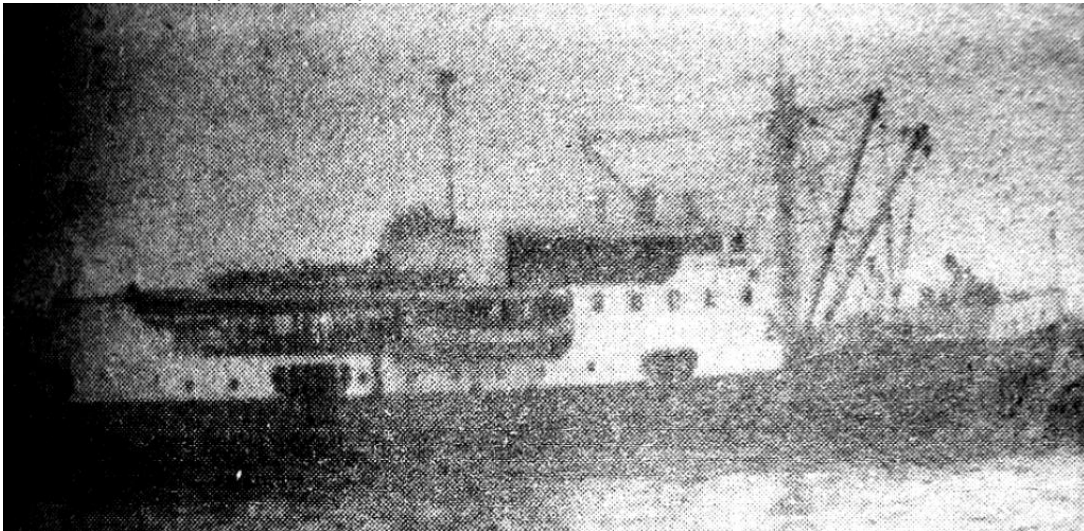


VEGA showing enhancements (*Manila Times* 18/7/58 SK).

FS-???

SAN JOSE (1958)

Operating mid-1958 for Veloso Bros Manila-Catbalogan-Tacloban-Butuan. Possible link with earlier Veloso Bros Ltd SAN JOSE (i.e. FS-279)?

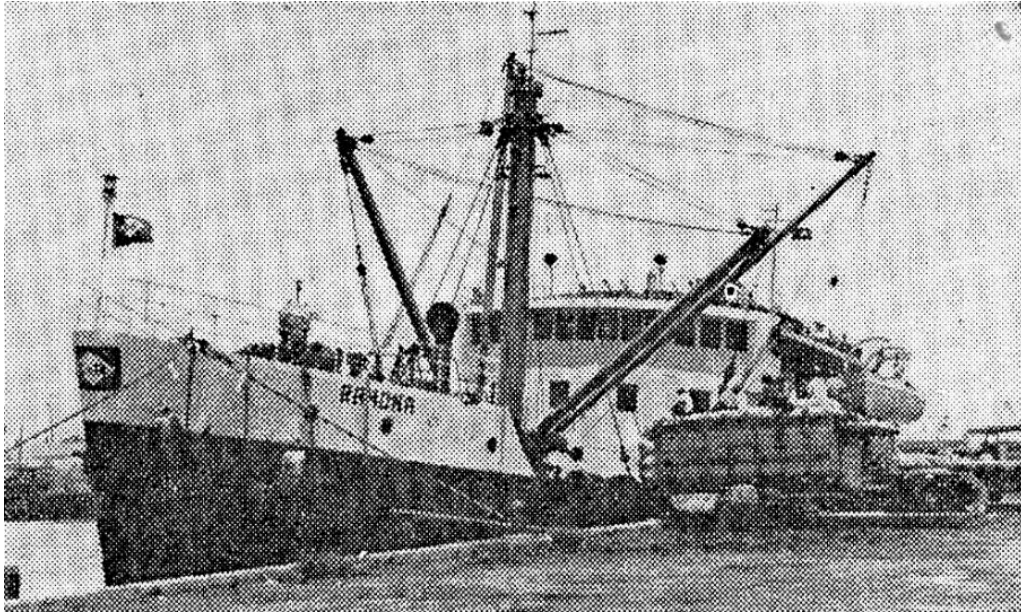


SAN JOSE (*Evening News* 7/6/58 Gorio Belen/PSSS).

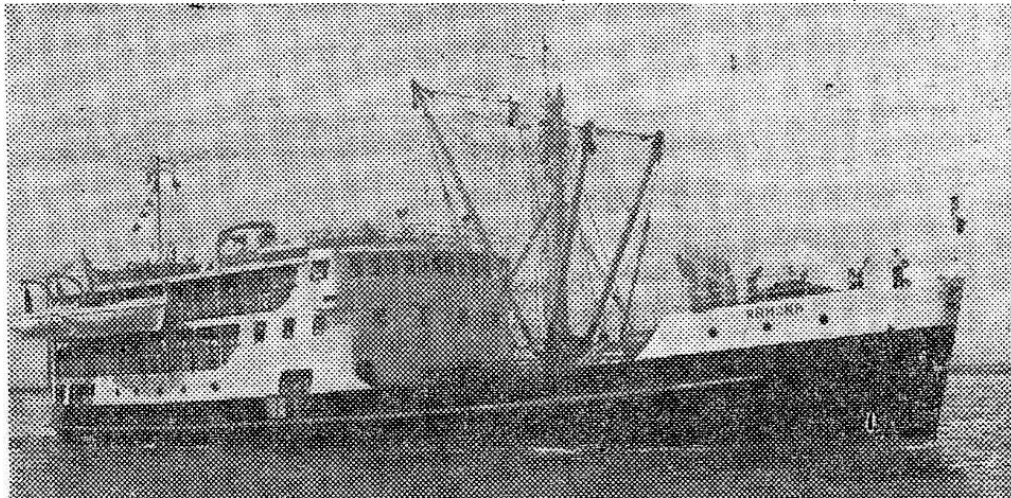
FS-???

RAMONA (1959-61)

Builder not known. 9/59 as RAMONA entered service for Corominas, Richards Nav. Co. Inc. on route Manila/Catbalogan/Tacloban/Cebu. 20/4/61 completed extensive refit, appears to drop out soon after.



RAMONA at Manila North Harbour (*Manila Times* 15/9/59 SK).



RAMONA (*Manila Times* 3/10/59 SK).

FS-???

MANILA BAY (1960-61)

Builder not known. 3/60 operating Manila-Iloilo-Pulupandan-Cotabato-Davao for Universal Shg. Lines as MANILA BAY, apparently new service. Still as such 12/12/61, subset of Go Thong timetable. By 11/62 incorporated into full Go Thong timetable but by 10/65 name no longer appearing in Go Thong timetables, name allocated to Universal Shg. Lines C1 vessel. *Note parallels with career of SUBIC BAY ex FS-270, possibly t/f from U.S. in 1959-60.*

FS-??? (logical link with FS-226)

DOÑA PAZ (1977)

Builder not known, 1944 comm. as FS- type. Lengthened **grt 756**. 5/3/77 as DOÑA PAZ of Sulpicio Lines, Inc., Cebu capsized and sank in bad weather, 3 miles off Lagiundinan, voy. Cagayan de Oro - Ozamis, passengers & general cargo. (listed only in LCI after her loss).

FS-???

DON EUSEBIO (1961, 1970)

DONA LILI (1978)

Builder not known. 1944 comm. From 10/61 operated by Go Thong as DON EUSEBIO, 744 grt. Ca.1978 r. DOÑA LILI. 1980 broken up (rep. 1983).



Go Thong DON EUSEBIO Manila North Harbour 16 June 1970 (W, Schell).



Go Thong & Co. DOÑA LILI ex DON EUSEBIO in August-September 1978 (Jim Shaw).

FS-???

DOÑA PACITA (1965)

Go Thong lengthened FS vessel of this name 30/5/65 pirated off Cebu.



DOÑA PACITA on front page of Manila Times 31/5/65 following piracy the day before

FS-???

SWEET LIFE, SWEET NAME (1983)

Builder not known, 1944 comm. as FS- type. Owned by Sweet Lines, Inc., Cebu as SWEET LIFE and subsequently as SWEET NAME. 8/3/83 collided with m/s *Cadiz City*, off Cebu, heavily damaged by ensuing fire and explosions, voy. Cebu-Tagbilaran, Bohol, sank next day.

FS-???

DOÑA CASANDRA (1984)

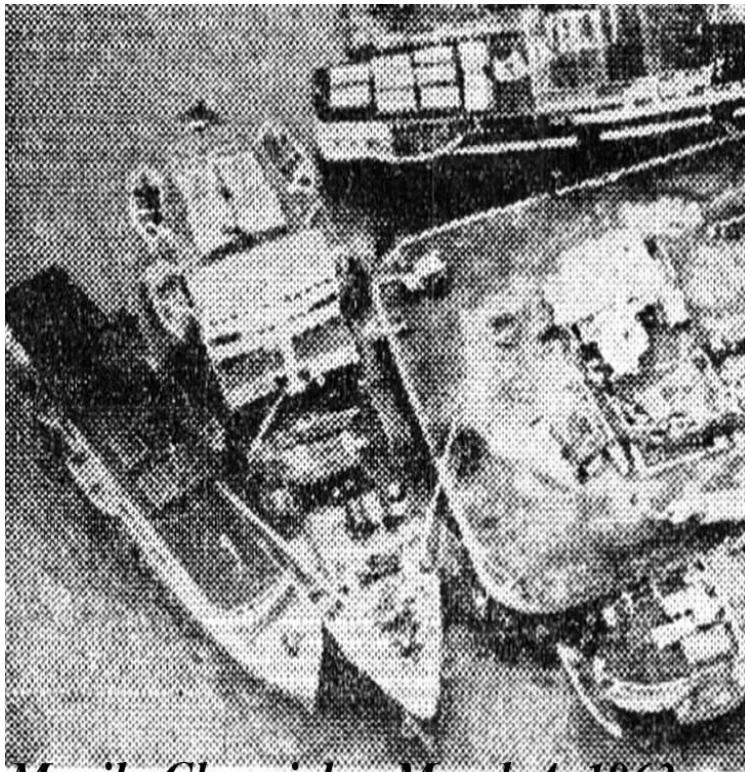
Go Thong FS vessel of this name mentioned by Jim Shaw in MN 8/84 p.436. NFI.

FS-???

DON ENRIQUE (c.1984-c.86)

Schell note: Vessel of this name listed LR 1984-1987 o/n 209984. NFI.

UNIDENTIFIED FS VESSEL IN PHOTO (1963)



Manila Chronicle - March 4, 1963

FS vessel at Cebu with four boats, enclosed full-width bridge, partially open 2nd deck of superstructure, 3rd deck extended forward to mast, kingposts/derricks for'd. Does not exactly match a ship in any other photo (Gorio Belen/PSSS).