

Pacific Mail Steamship Company – Japan and China Services

ILLUSTRATED FLEET LIST

By Stephen Kentwell

skentwell@hotmail.com

All Rights Reserved October 2019, 2023

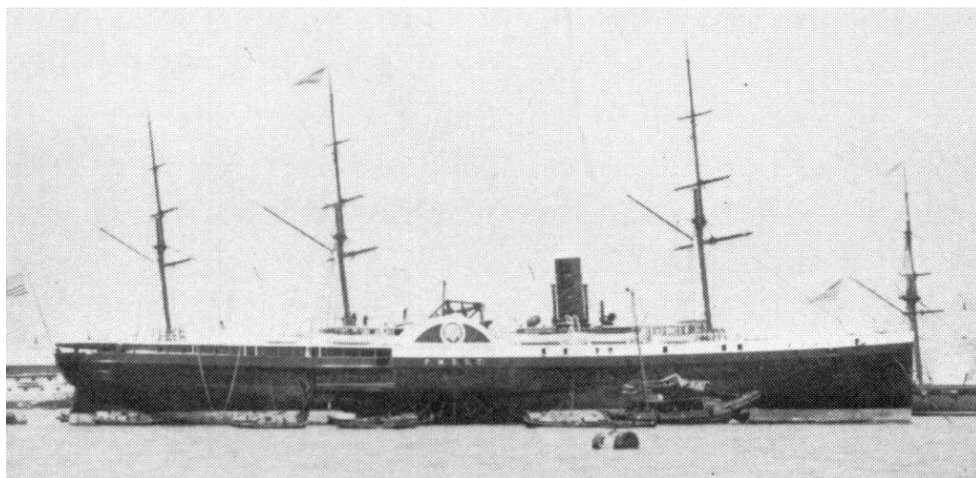
May be cited with acknowledgement to the author at www.oldchinaships.com

This update posted 30 June 2025

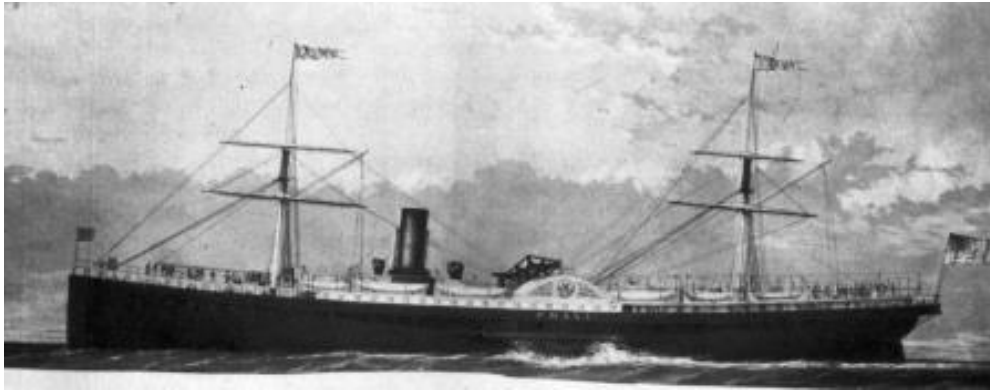
This is a chronological illustrated list of steamships that operated for the Pacific Mail Steamship Company (hereinafter PMSSC) on its services to Japan and China from 1867. It is intended as a reference for researchers, and especially as an aide for identifying vessels which appear in photographs. The ship histories draw upon works such as E. Mowbray Tate's *Transpacific Steam* (Cornwall, 1986), Fred Emmons' *American Passenger Ships* (A.U.P. 1985) and the usual sources such as Lloyd's Register, but they are not necessarily given in full detail. The heading dates in each case refer to the years in Japan and China services. Ships that PMSSC did not operate to China and/or Japan are not included, although a few which had other connections and might appear in photographs are listed in the supplementary section.

COLORADO (1867–1867) 3728/65 (w.p.s.)

Built by W.H. Webb, NY for PMSSC, launched on May 21, 1864 and sailed from New York for San Francisco on April 1, 1865 with calls at Rio de Janeiro, Callao and Panama City. Used on the San Francisco to Panama City service from summer 1865 to June 1869 with the exception of some occasional voyages on the China route. 1/1/67 first voyage San Francisco-Yokohama-Hong Kong and return. Sold in 1878 and scrapped 1879, also reported as 1881.



COLORADO at Hong Kong 1/67 (Peabody Museum).



COLORADO (Peabody Museum).



COLORADO in the California Drydock, San Francisco (Wikipedia).

COSTA RICA (1867–75) 2492/63 (w.p.s). branch line ship

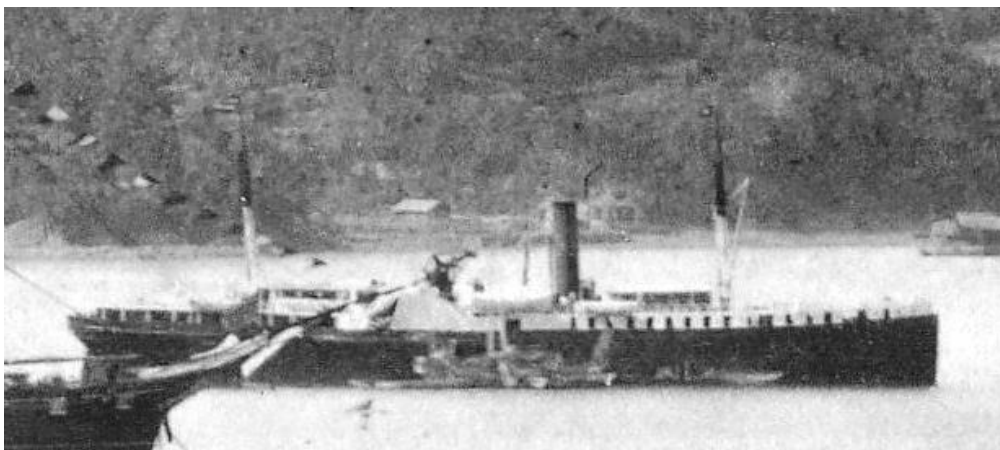
Built by William H. Webb, New York for Cornelius Vanderbilt. From July 1864 until the summer 1865 on New York to Aspinwall service. 1864 sold to Atlantic & Pacific Mail S.S. Co., 1865 t/f to PMSSC, but used on the same service until spring 1866. On April 1, 1867 sailed from New York for Yokohama via the Cape of Good Hope and was then used on PMSSC's Yokohama to Shanghai service. 16/10/75 sold to Mitsubishi Mail Steamship Company for \$160,000 r. GENKAI MARU. 1/10/85 t/f to N.Y.K. 20/2/77 requisitioned as transport during Satsuma Rebellion. 4/88 sold to Okada Kakubei, Tokyo. 1890 condemned.



Identified as COSTA RICA at Nagasaki, 1868-72 (Nagasaki Univ. 1007).



Identified as COSTA RICA at Nagasaki, 1871 (F. Beato).



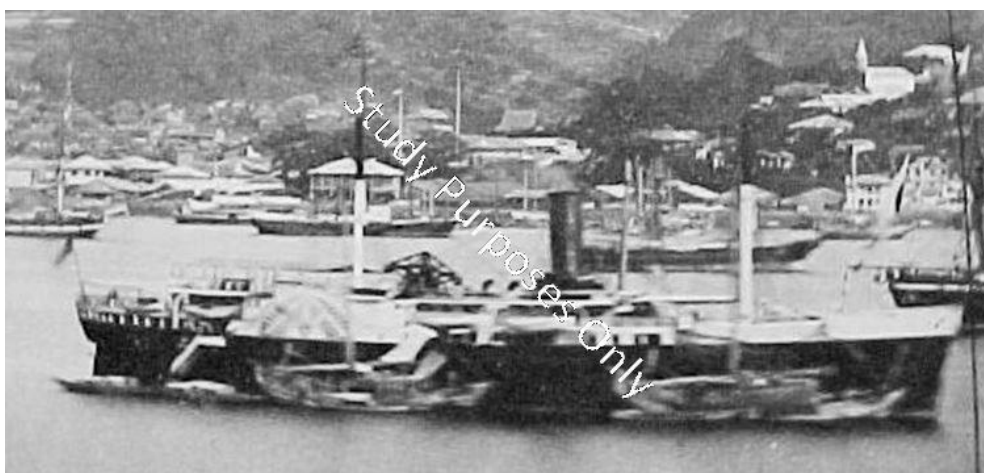
COSTA RICA at Nagasaki ca.1872 (attrib. F. Beato/ coll. SK*)

GOLDEN AGE (1867–75) 2181/52 (w.p.s). branch line ship

Built by W.H. Brown, New York. Laid down as SAN FRANCISCO, but completed for New York & Australian Navigation Company in 1853 as GOLDEN AGE. 25/9/53 sailed New York for Liverpool, thence to Australia, arriving Melbourne 20/2/54, operated in Australian coastal services until 12/5/54 when sailed from Sydney for Tahiti and Panama City, arriving 17/6. 8/54 purchased by PMSSC, entered the San Francisco to Panama City service in October 1854 and continued until 1869. Later transferred to the Yokohama to Shanghai service, 16/10/75 sold to Mitsubishi Mail Steamship Company for \$160,000 r. HIROSHIMA MARU, used on same route. 30/4/77 requisitioned as transport during Satsuma Rebellion. 28/7/77 carried Emperor from Kobe to Tokyo. 1/10/85 t/f to N.Y.K. 19/8/90 sold to Oshino Tsunematsu for demolition at Yokohama.



GOLDEN AGE (Endicott Lithograph, NLA)



Identified as GOLDEN AGE, at Nagasaki 1872 (Uchida, Nagasaki Univ.3239).



After sale as HIROSHIMA MARU, at Shanghai 1881-2 (Peabody_ID_34170).



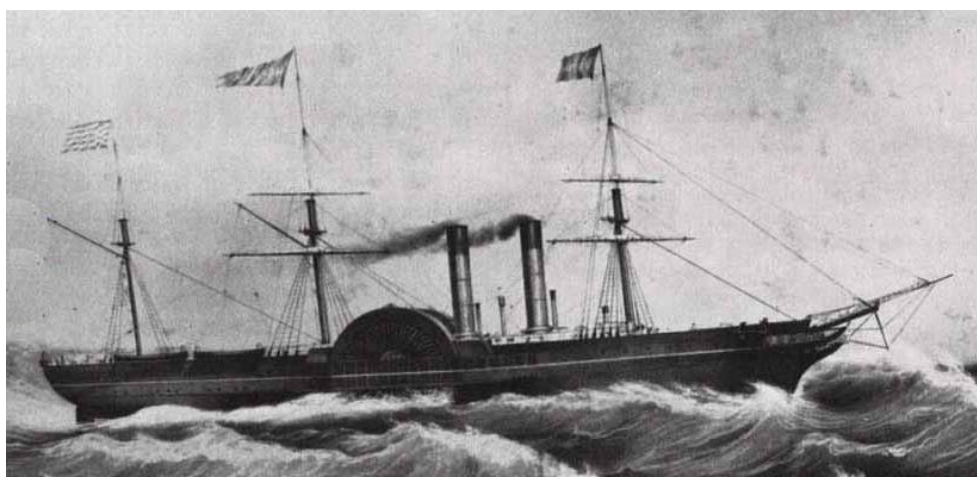
as HIROSHIMA MARU (Hayao Inoue).

HERMANN (1867-69) 1734/47 (w.p.s.) store ship + Boshin War trooping

Built by Westervelt & MacKay, NY for Ocean S.N. Co, US (Transatlantic service). Sold in 1858 operated on the west coast of North America on various routes until the winter of 1862–1863 when made one San Francisco to Panama City voyage for People's Line and was auctioned in 1866. Sold to PMSSC, refitted and sent to Yokohama for use as a store ship on March 1, 1867. In Boshin War wrecked 13/3/69 on rocks at Katsuura, Chiba en route to Hokkaido with Satsuma soldiers, 330 lives lost.



HERMANN (captnumata.wordpress.com/maritimequest.com).



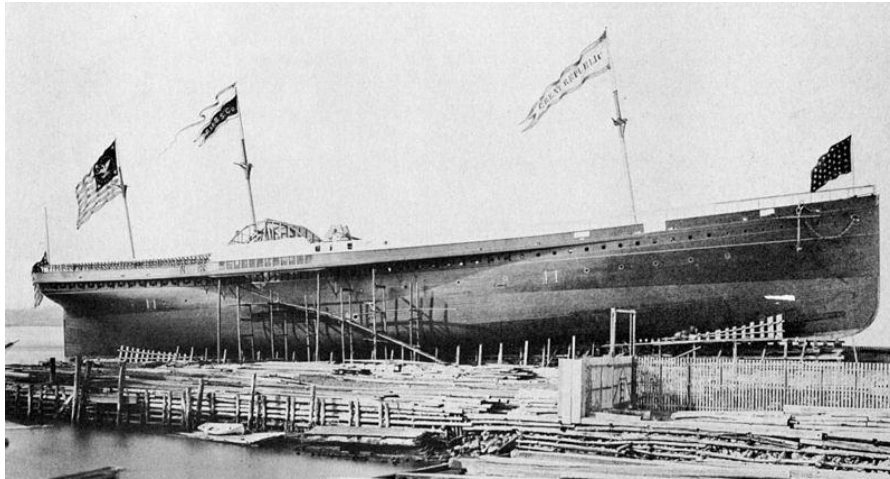
HERMANN with twin funnels (https://captnumata.files.wordpress.com/2012/07/hermann_01_01e381aee382b3e38394e383bc.jpg).



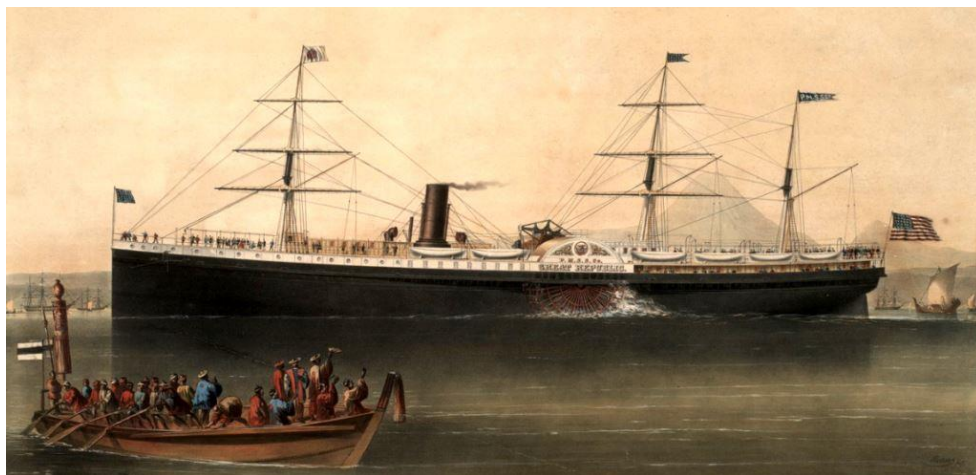
HERMANN at San Francisco about 1865 (Morton-Waters Co./ Kemble).

GREAT REPUBLIC (1867–1878) 3881/67 (w.p.s)

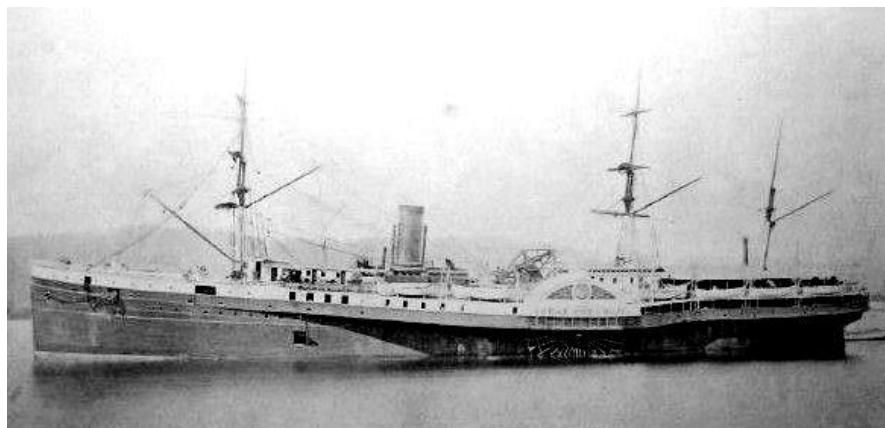
Built for PMSSC in 1867. Sailed from New York on May 18, 1867 for Panama City, San Francisco and Japan and arrived in Panama City on July 16. Made one Panama to San Francisco voyage on July 2, arriving August 2, 1867 and then entered the San Francisco to Hong Kong service. Sold to P. B. Cornwall in 1878 for the San Francisco to Portland route until 19/4/79 wrecked on Sand Island, Columbia River.



(Wikipedia Commons).



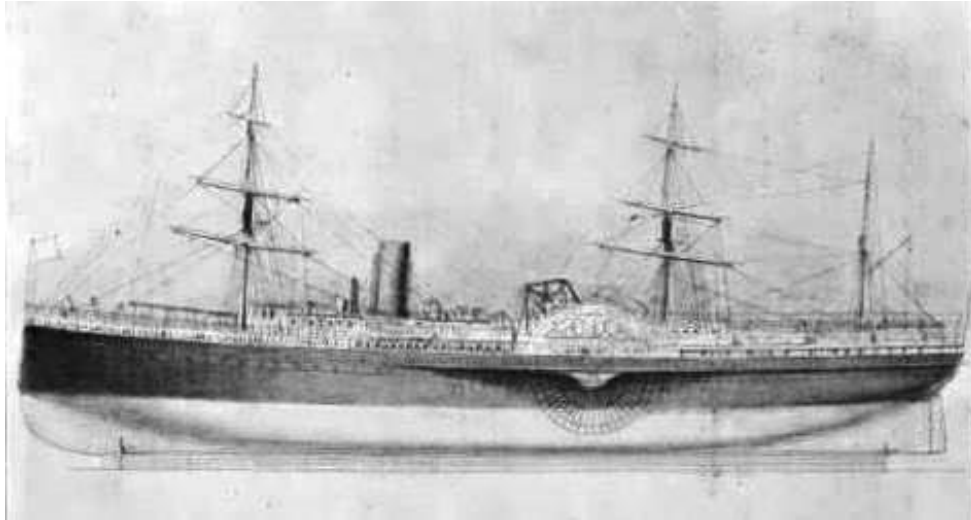
(Robert B. Honeyman Jr. Collection).



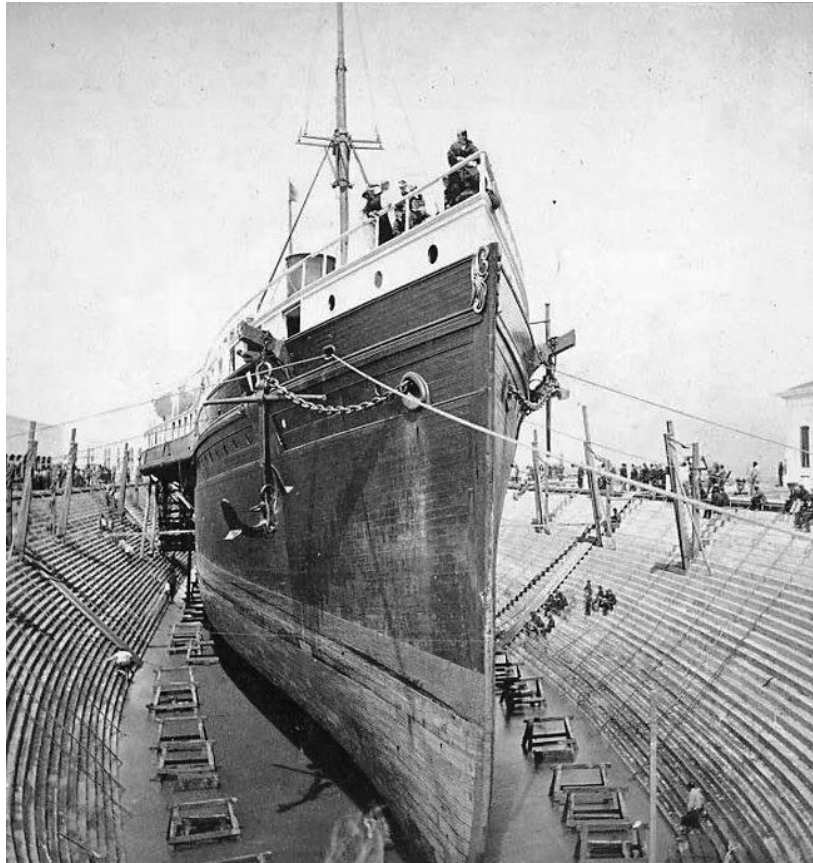
GREAT REPUBLIC (Internet).

CHINA (1867–1879) 3836/67 (w.p.s.)

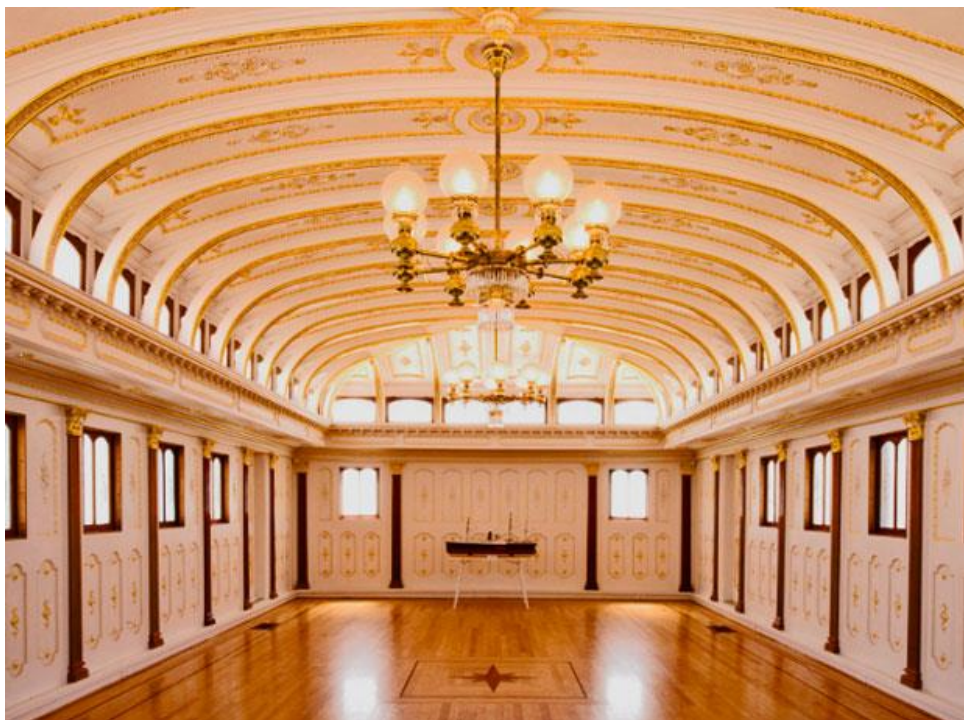
Built for PMSSC's transpacific service and launched on December 8, 1866. Left New York for San Francisco on July 1, 1867 and arrived in San Francisco on September 20, picking up passengers at Panama City on the way. Then entered the transpacific service until 1879. 1883 sold to Henry Villard, used as a floating hospital but 1886 broken up. Upper deck saloon preserved at San Francisco.



CHINA (Internet images).



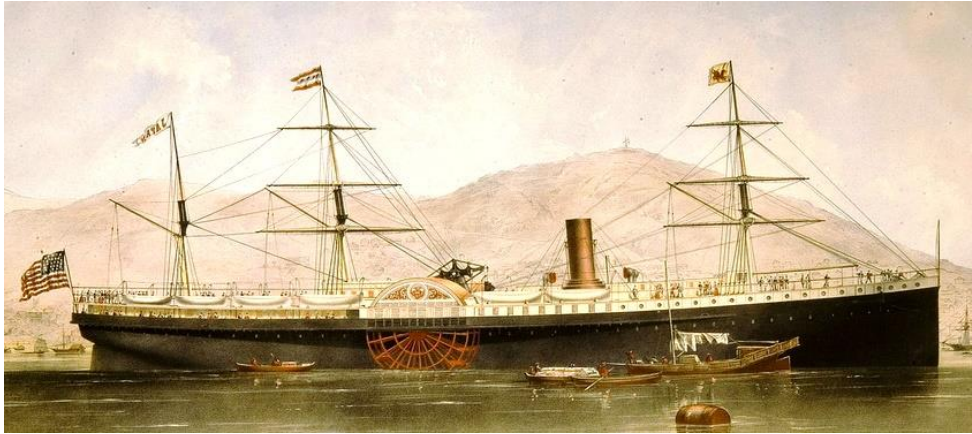
CHINA in Hunter's Point Drydock, San Francisco (from Taber stereo slide 1719).



Restored upper deck cabin of CHINA, San Francisco
(<https://forkandspoonproductions.com/venues/>)

JAPAN (1868–1874) 4351/67 (w.p.s.)

Launched on December 17, 1867 for PMSSC sailed from New York on April 11, 1868 for Panama, San Francisco and Yokohama. Arrived in San Francisco on July 3, 1868 and entered the San Francisco to Hong Kong service. Destroyed by fire at sea on 18 December 1874 between Hong Kong and Yokohama, 400 lost.



JAPAN (L.R. Menger/ coll.Robert B. Honeyman Jr.)

AMERICA (1869–1872) 4454/68 (w.p.s.)

Launched in 1869, travelled around the Cape of Good Hope without passengers and used sail for a large part of the trip. At Singapore AMERICA began to pick up Chinese for steerage passage and eventually arrived in San Francisco on 20 October 1869 with 730 immigrants. 24/8/72 lost by fire in Yokohama harbor with about 70 lives.



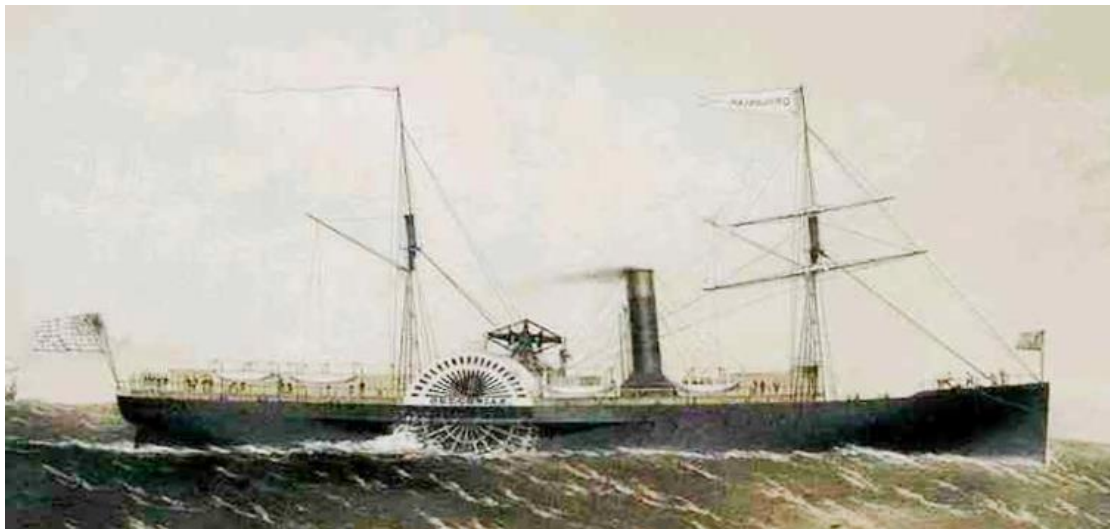
One of the four sisters at Hong Kong, fewer cross-yards, superstructure layout and paddle box design suggest this might be the AMERICA (HKMOH).



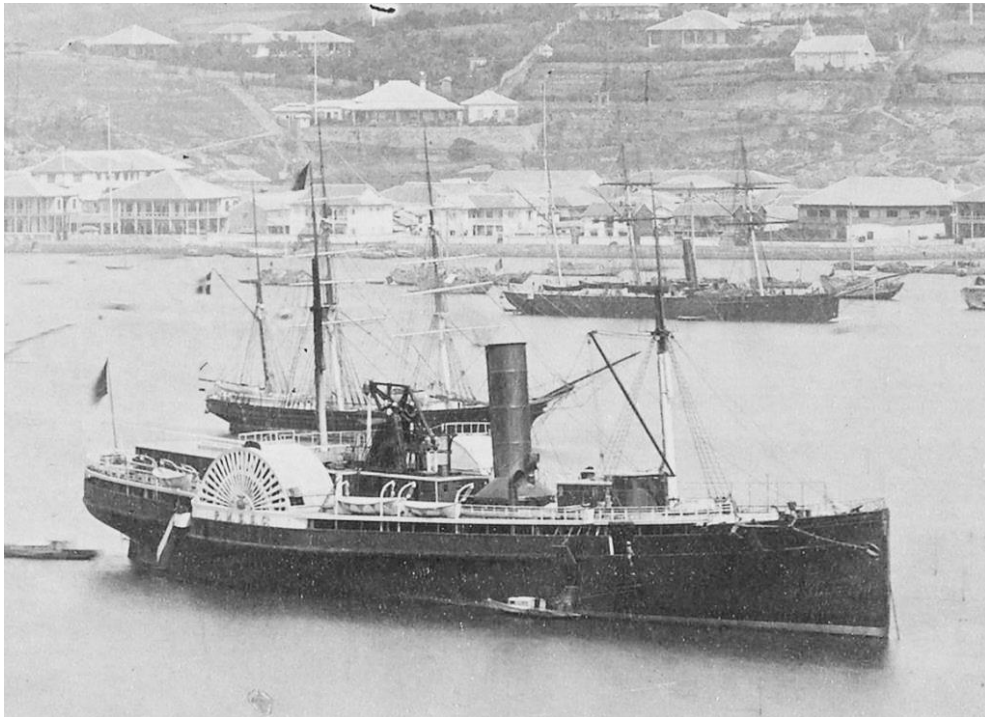
Burning of the AMERICA at Yokohama

OREGONIAN (1869-75) 2574/66 (w.p.s.) branch line ship

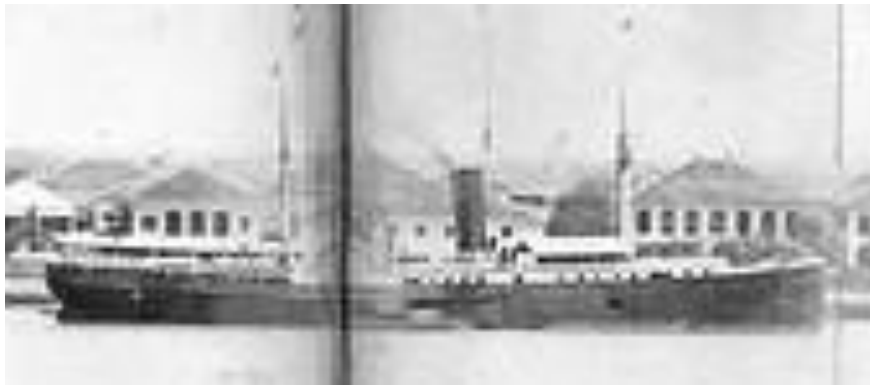
Built by Laurence & Faulkes, Greenpoint, New York for Oregon S.S. Co. as OREGONIAN. 1867 sold to North American S.S. Co. 1868 sold to Pacific Mail S.S. Co., sent westward across the Pacific to take up station on branch service, meeting AMERICA arriving eastward via Cape. 1875 sold for \$160,000 to Mitsubishi Mail S.S. Co. r. NAGOYA MARU. 1/10/85 t/f to N.Y.K. 4/11/90 sold to Oshino Tsunematsu, Yokohama for demolition.



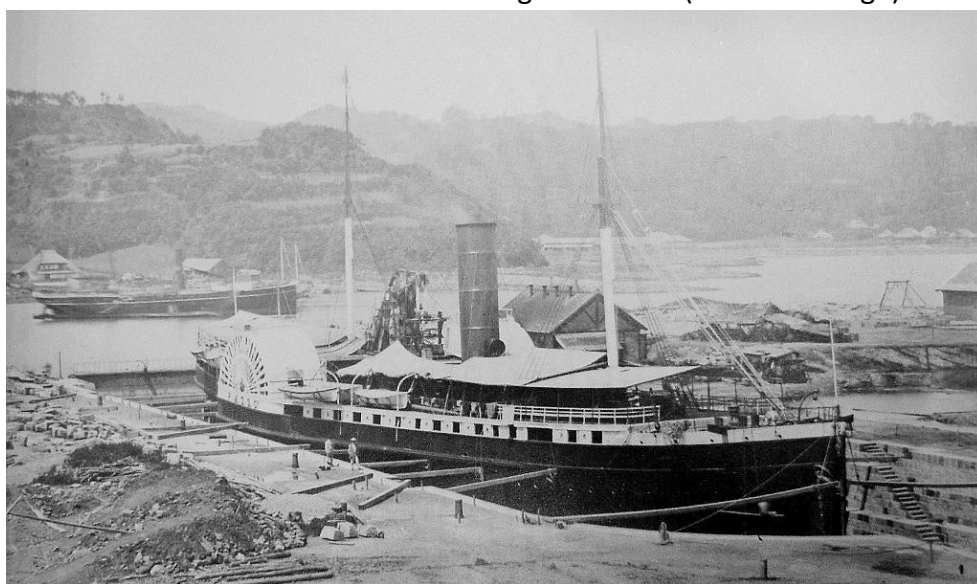
OREGONIAN (Robert B. Honeyman Jr. Collection).



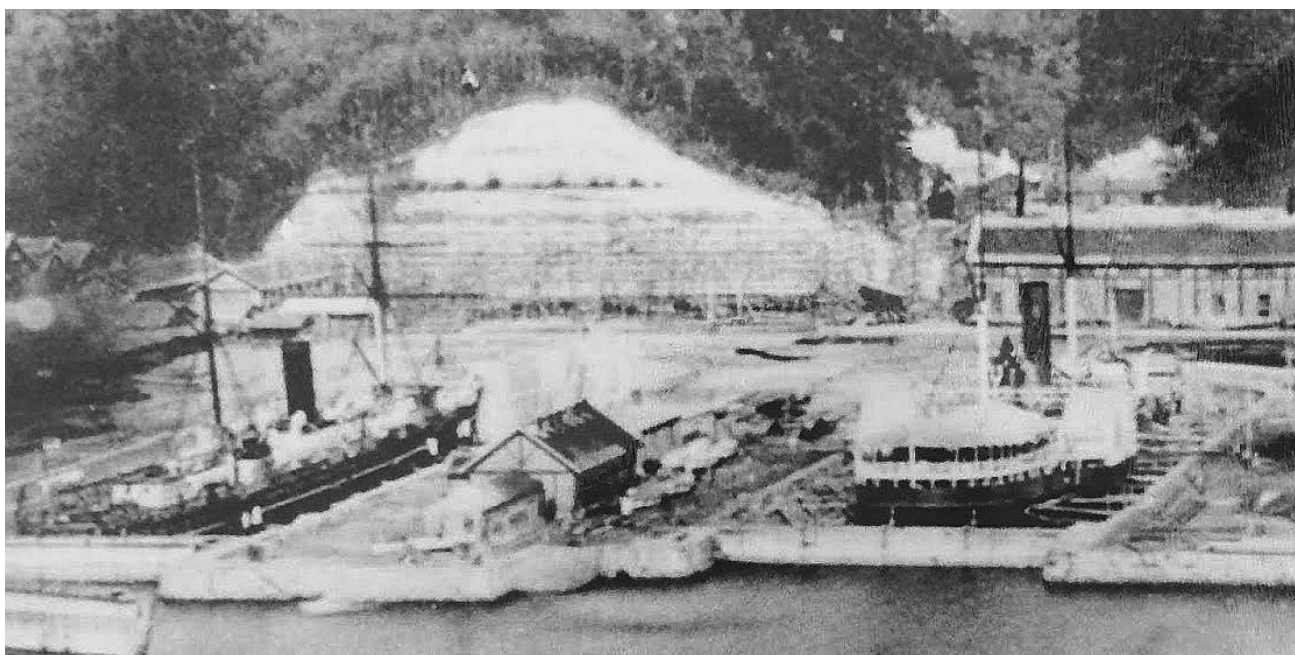
Identified as OREGONIAN, at Nagasaki 1871, Messageries in background (F. Beato).



Identified as OREGONIAN at Shanghai in 1873 (H.C. Cammidge).



NAGOYA MARU in Yokosuka No.1 drydock (Verny coll.).



Likely NAGOYA MARU in Yokosuka No.1 drydock
 ((https://yokosuka-promenade.blogspot.com/2018/09/blog-post_29.html)).

ALASKA (1872–1879) 4011/67 (w.p.s.)

Built by Henry Steers, Greenpoint, Long Island. Launched November 27, 1867 for PMSSC service between New York and Aspinwall. 9/74 stranded at Hong Kong in typhoon. 1879/1882 rebuilt as a coal hulk and store ship at Acapulco (until 1885).



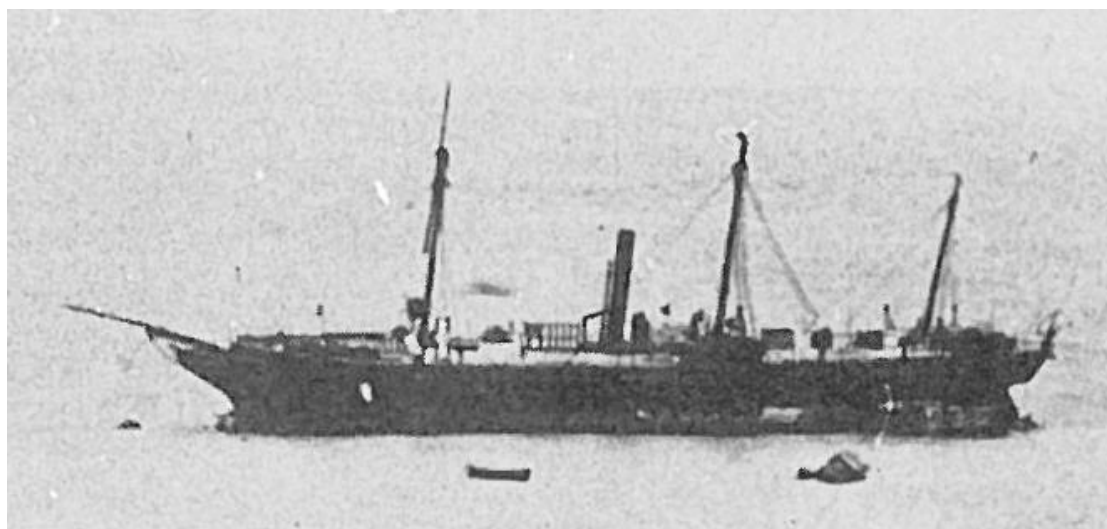
ALASKA stranded at Hong Kong in September 1874 (Lai Fong.

RELIEF (1872-74) 546/51 (i.s.s.) branch line ship

Built by Miller, Ravenhill & Salkeld for P&O as SHANGHAI. 5/63 sold to Tosa-han r. NANKAI MARU. End-1866 sold to G. Burdis, Hong Kong r. OSAKA. 1/70 resold to Tosa-han r. OSAKA MARU. 8/71 stranded near Yokohama. 7/72 sold to Pacific Mail for Japan-Shanghai service r. RELIEF. 19/1/74 wrecked on Doshima in Obree Channel on voyage Kobe-Shanghai, passengers, crew, mails, treasure and non-perishable cargo saved. 21/1 broke in two.



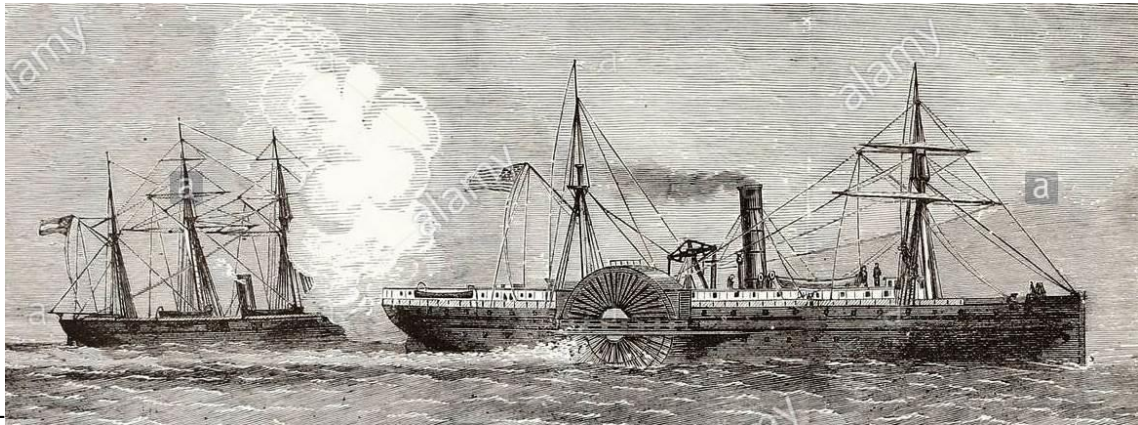
SHANGHAI (P&O History).



OSAKA MARU ex SHANGHAI under repair on a sandbank at Noge and supported by cassettes on both sides following stranding 8/71 near Yokohama (*The Far East* 1/11/71).

ARIEL (1873) 1736/55 branch line ship Yokohama-Hakodate (w.p.s.) 2m.

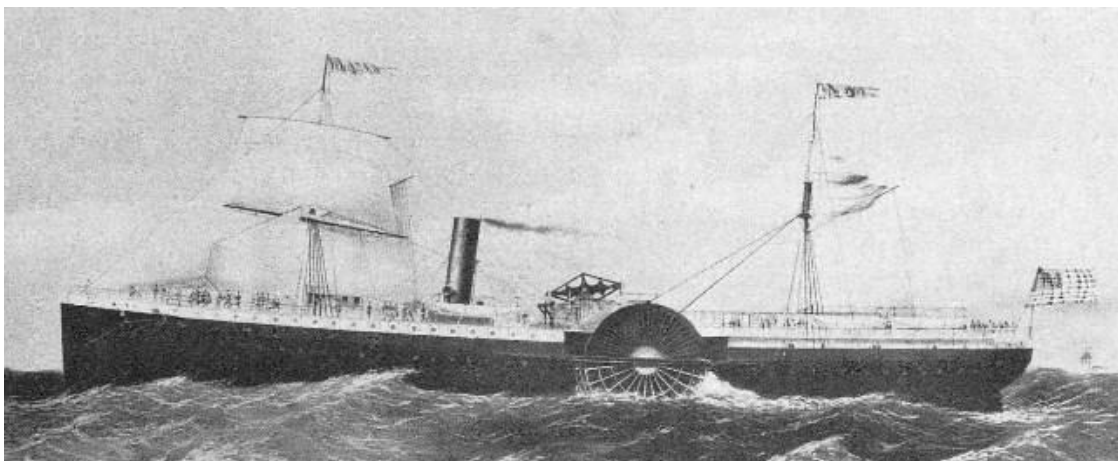
Built by Jeremiah Simonson, NY for Vanderbilt Line, New York – Aspinwall and Transatlantic voyages until Summer 1865 but chartered to the War Department in 1861, 1862, 1864 and 1865. After the Civil War was used for transatlantic service but by 1870 was running between Hakodate and Yokohama for PMSSC. 27/10/73 struck a sunken reef 110 miles off Yokohama and sank.



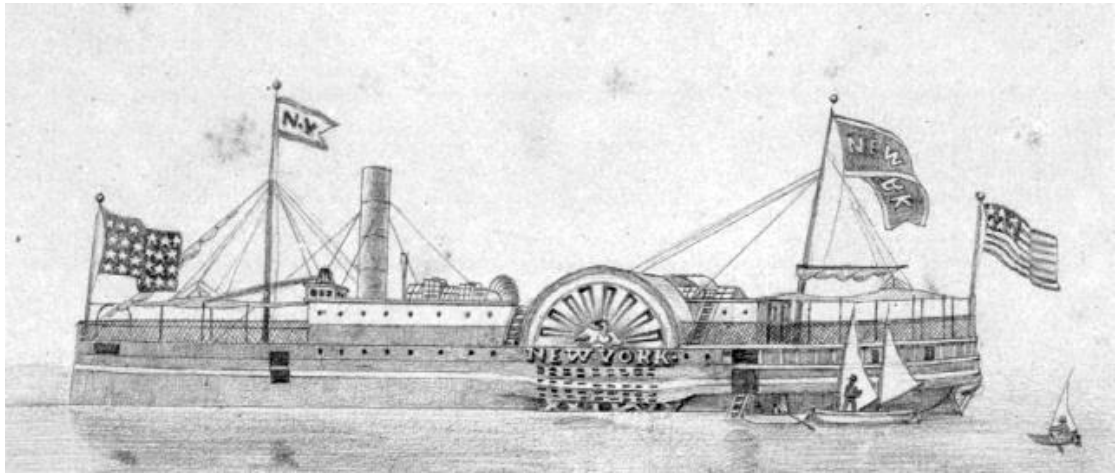
Capture of the United States Mail Steamer ARIEL, Captain Jones, off the east end of Cuba, by the pirate ALABAMA, Captain Semmes, December 7, 1862.

NEW YORK (1873-75) 2217/64 (w.p.s.) branch line ship

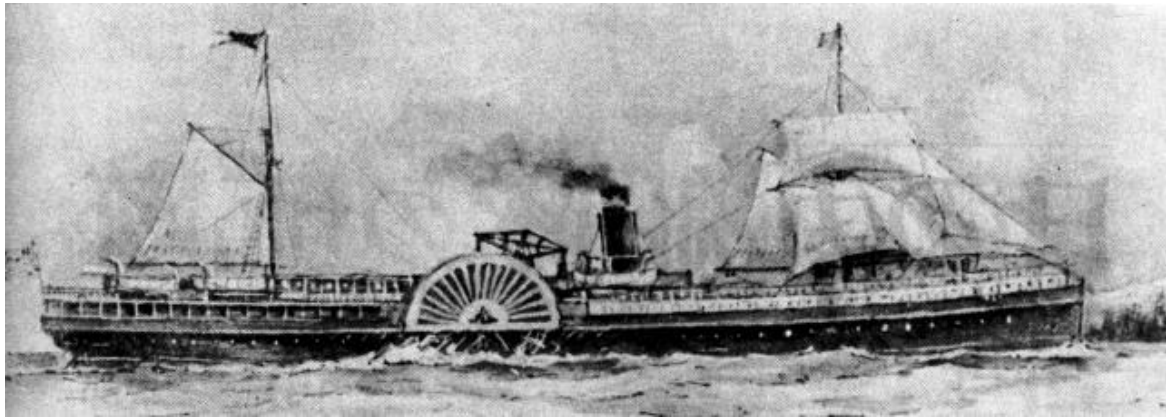
Built by Jeremiah Simonson & Co., New York for Cornelius Vanderbilt, U.S. as NEW YORK. 1865 sold to Atlantic & Pacific Mail S.S. Co., U.S. but resold same year to Atlantic Mail S.S. Co., U.S. Resold again same year to Pacific Mail S.S. Co., U.S. 1 June 1869 in collision with British steamer *OCEAN QUEEN* in Japan Inland Sea. 19 March 1870 in collision with Russian Schooner *VIKENTY* off Kobe but little damage. 1874 chartered by Japanese Gov't for Taiwan expedition. arrived Nagasaki with troops and stores but charter cancelled on intervention of U.S. Gov't. However August 1874 purchased by Japanese gov't (Mitsubishi mgrs) for \$250,000 for use as transport, renamed TOKYO MARU. From 2/75 used by Mitsubishi on Japan/Shanghai service. 15/9/75 presented to Mitsubishi, payment arranged 9/77. 10/3/77 requisitioned as transport during Satsuma Rebellion. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 17/5/86 sold to IJN for use as a temporary barracks hulk by the Tokyo Military Academy. 1893 disposed of by sale.



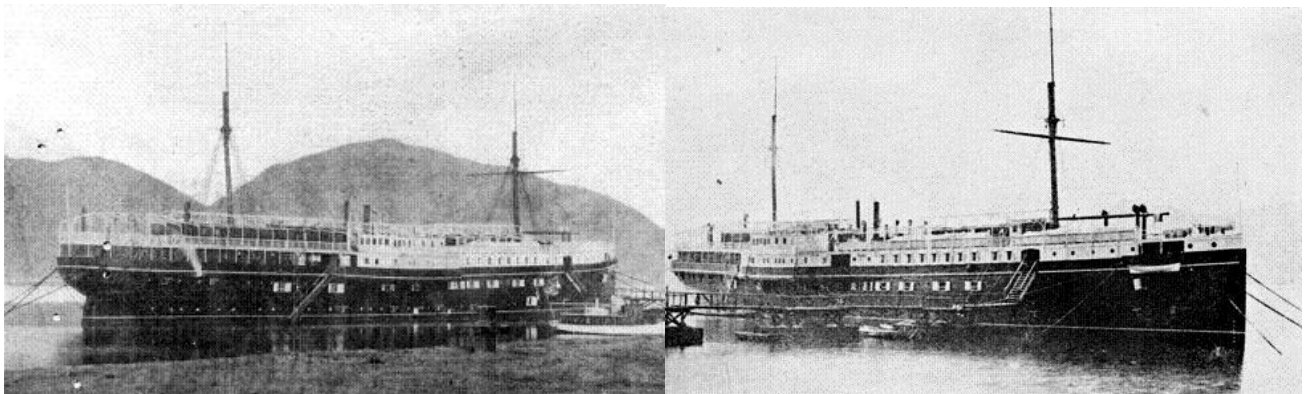
NEW YORK (Internet).



NEW YORK at anchor, Bermuda Islands
(Fritz Wickersheim, active ca. 1847-1851) (Robert B. Honeyman Jr. Collection)



NEW YORK as TOKIO MARU (Goro Yamataka).



The former TOKIO MARU as a barracks (IJN Naval Gunnery Academy).

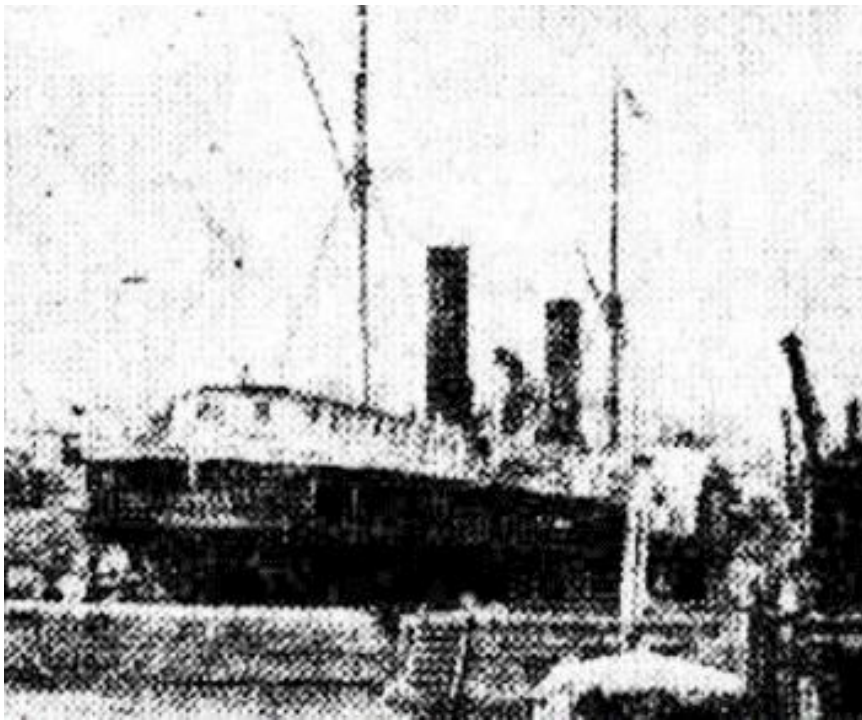
NEVADA (1873-75) 2143/66-67 (w.p.s.) branch line ship 281x40 12.5k

Built by J. Simonson, Brooklyn. Laid down for Thomas W. Dayerburn, U.S. 7/10/65 reg. as PAOU SHUN (PAU ZUNG, 1691g) for Dent & Co. but owners under financial stress, laid up. 9/10/66 sold to North American S.S. Co., rebuilt with larger superstructure (2143g) r. NEVADA. 10/68 to W.H. Webb, New York. 1871-73 operating for associated United States, New Zealand & Australia Mail S.S. Co.

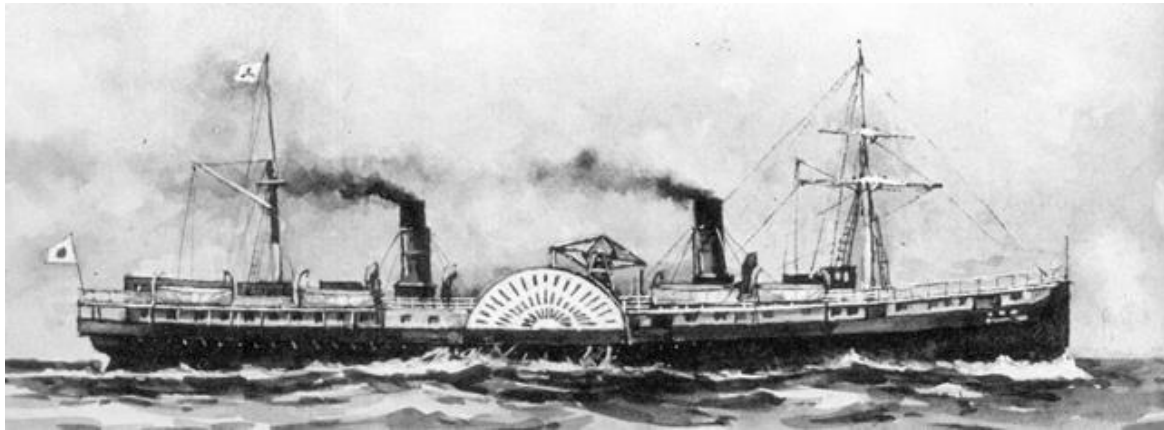
16/10/71 collided with barque A.H. BADGER (337/58) in Tasman Sea 34.5S 165.30E, did not stop and found to blame. Barque believed sunk next day, hull repairs to NEVADA in Sydney. 1873 sold to PMSSC, not renamed, operated Yokohama/Nagasaki/Shanghai. 16/10/75 chartered to Mitsubishi (as against sale of other three steamers) (North China Herald 11 Nov 1875). Sold to Mitsubishi Dec 1875 or later for \$200,000 r. SAIKIO MARU after handing over at a later date (Dec or later). 20/2/77 requisitioned as transport during Satsuma Rebellion. 1/10/85 t/f to N.Y.K. 10/10/85 grounded in Tokyo Bay while coasting and sank. NFI.



NEVADA under repair in Mort's Dock, Sydney 10/71 (ANMS0031[052]).



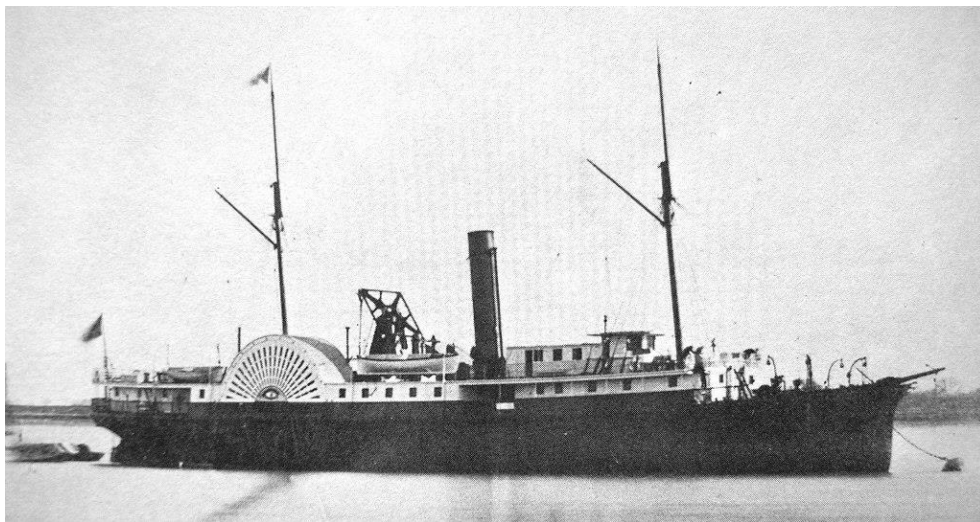
NEVADA under repair in Mort's Dock, Sydney 10/71 (Daily Telegraph 13/2/35).



NEVADA as SAIKIO MARU (Goro Yamataka).

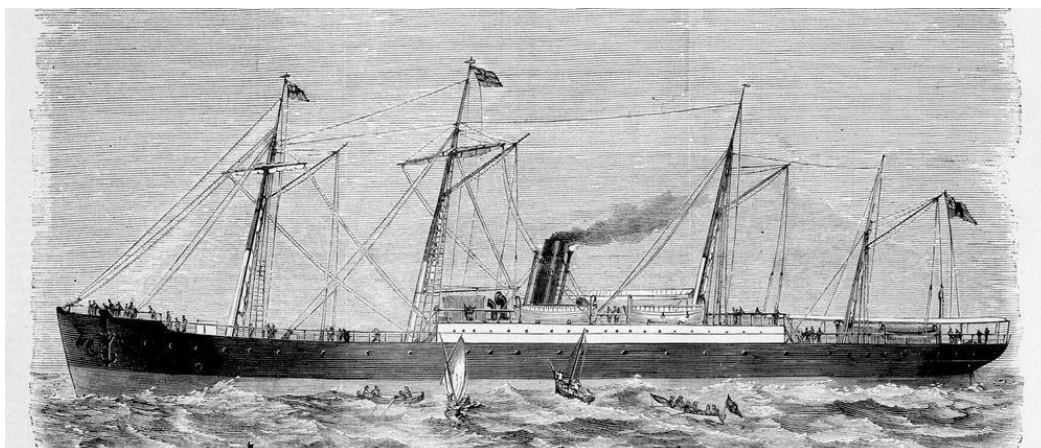
KIANGSE (QUANG SE) (1873-73 charter) 1086/61 (w.p.s.)

Built by Lawrence & Foulkes, Brooklyn (N.Y.) for Paul S. Forbes as Kiangse. 4/6/62 arrived at Shanghai and placed in service on Yangtse for Shanghai S.N. Co. 6/64 t/f to Ningpo trade. 1867 reboilered. 28/8/71 in collision with *Kiushu* (839/62). 1873 chartered to Pacific Mail for two voyages to Japan. 16/6/74 arrived Nagasaki from Shanghai, chartered to China Trans-Pacific S.S. Co. for their Shanghai-Kobe-Yokohama service pending *Ly-ee-moon's* return following conversion to screw propulsion. Following insolvency of operators, c.9/74 returned to Ningpo service. 1/3/77 sold to China Merchants Steam Nav. Co. r. HAESAN. 2/4/82 arrived Shanghai - laid up and conv. to hulk.



KIANGSE (Peabody Museum).

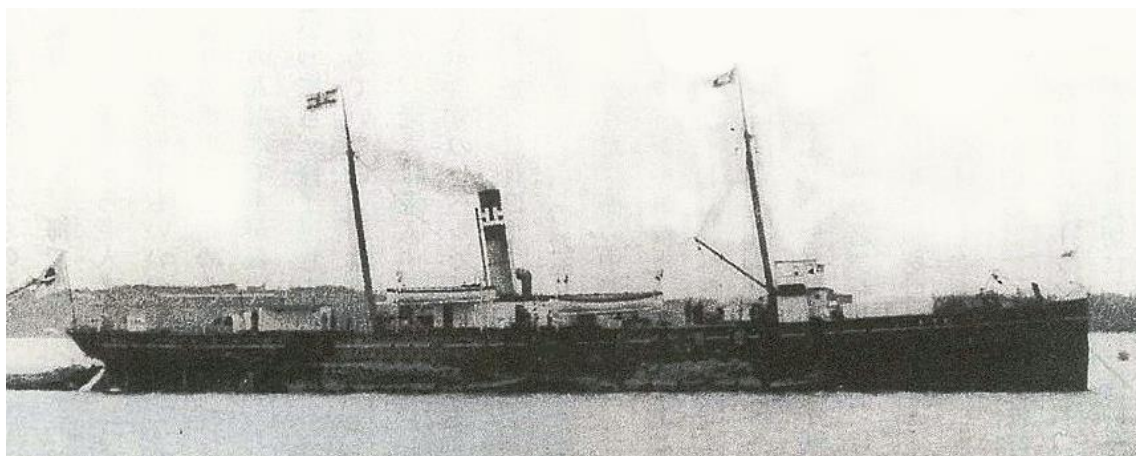
MACGREGOR (1873-73 charter) 2167/72 (i.s.s.) 4m. Built by John Key & Kirkcaldy, Kinghorn for Australian and American Mail S.S. Co. (Donald R MacGregor & Co.), Leith. 1873 chartered to PMSSC for one North Pacific Transpacific voyage. 26/2/74 struck shoal when leaving Kandavu, Fiji under pilot, not refloated until 7/4. 1878 sold to James M Wood Jr, Liverpool. 14/01/81 wrecked at Kumpari, Ceylon on passage Calcutta/Genoa & Marseilles.



MACGREGOR (SLV/Illustrated Australian News 31/12/73).

LUZON (1874-74 charter) 669/64 (i.s.s.) C2cy single screw 109hp 219.2x28.2

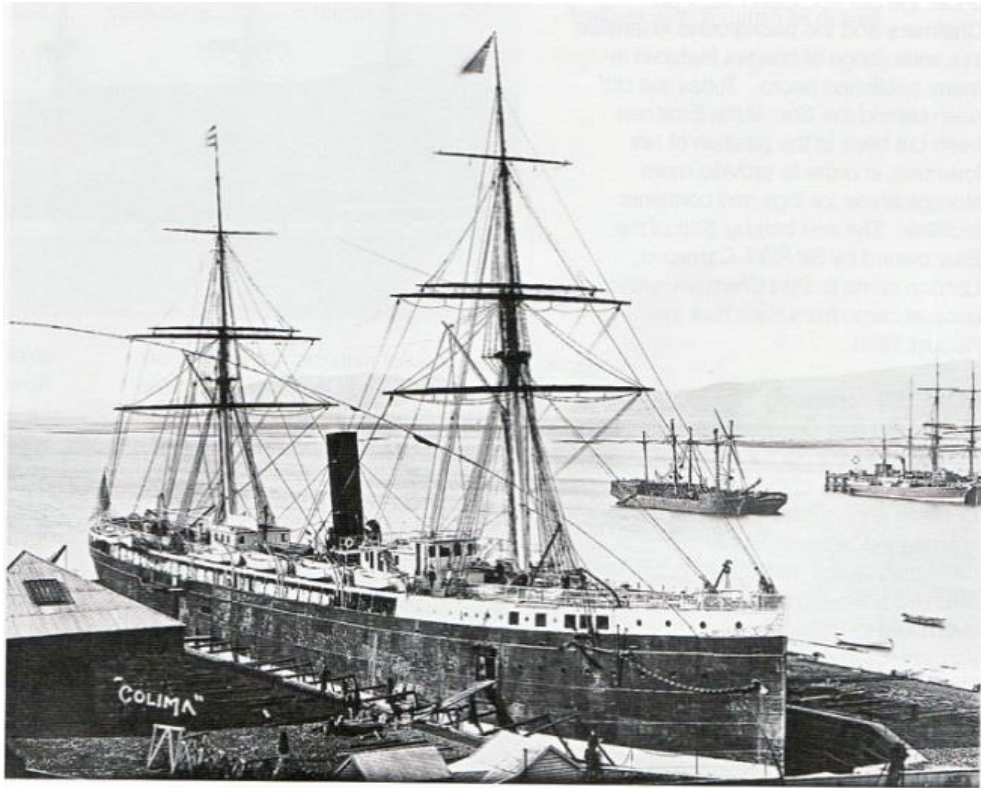
Built by Blackwood & Gordon, Port Glasgow as TA PANG NYO for Shanghai/Tientsin service with accommodation for '200 Chinese passengers'. 26/5/64 reg. for agent Meinhard Ernst Robinow (Robinow & Marjoribanks), then Trautmann & Co., Glasgow. 11/65 voyages Shanghai-Hong Kong. 8/66 sold to Tokugawa Shogunate (13/12/67 reg. closed) r. OHTORI MARU. 11/66 r. KISHO MARU. 4/68 sold to Shizuoka-han. By 4/69 sold to Textor & Co. (Ger. flag) r. TA PANG NYO for service China-Japan. 10/69 in service HK-Southeast Asia. 9/70 sold to Thomas Walsh et al (Walsh, Hall & Co. mgrs) (US flag) for HK-Amoy-Manila line r. LUZON. 10/74 voyage China-Japan for Pacific Mail S.S. Co. 1874 sold to Japanese Gov't for Taiwan expedition r. TSURUGA MARU. 9/75 sold to Yubin Kisen Mitsubishi Kaisha, Tokyo. 7/85 transported H.M. the Emperor from Okayama to Tokyo. 10/85 t/f to NYK. 11/01 sold to Yamamoto Sayemon, Hakodate, Aomori-Hakodate service. 1915 sold to Hokuyo Kisen K.K. Nanao for Nanao-Tsuruga-Otaru service. 1918 owners became Hokuyo Shosen K.K. 1927 sold to Miki Yuzo, Dairen. 192? sold to Hokusen Tanko K.K. (Korea). 12/31 sold to Chai Hua Ting (Hai Lien Co.), Weihaiwei r. YUNG WEI. 1936? sold to Hsin Tung Hong, Weihaiwei, but NFI. 1959 RLR.



LUZON in the colours of Hokuyo Kisen as TSURUGA MARU (from a postcard, Y. Kobayashi coll.).

COLIMA (1874-74) 2905/73 (i.s.s.) 2m. 1f.

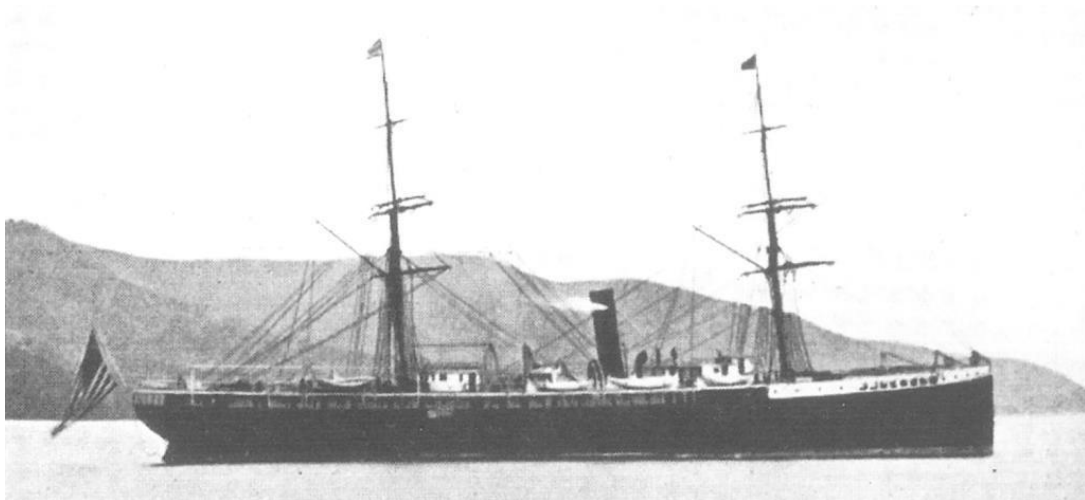
Built by John Roach, Philadelphia. Made only one North Pacific Transpacific trip, mid-1874. 27/5/89
foundered off Manzanillo, Mexico.



COLIMA (NMM).

GRENADA (1874-74) 2572/73 i.s.s.

Built by Harlan & Hollingworth, Wilmington. Made only one North Pacific Transpacific trip, mid-1874.
22/6/89 wrecked on Point Tejipan, Mexico.



GRENADA (Alexander de Maus).

VASCO DE GAMA (1874-75 charter) 2912/73 i.s.s.

Built Henderson, Coulbourn, Renfrew for China Trans-Pacific S.S. Co. (E.M. de Bussche). 9/2/74 arrived at San Francisco on first voyage from China. End-1874 chartered to PMSSC. End-75 reverted to owners. 1878 sold to Royal Mail Steam Packet Co. r. TRENT, 1897 scrapped.



VASCO DE GAMA (NMM).

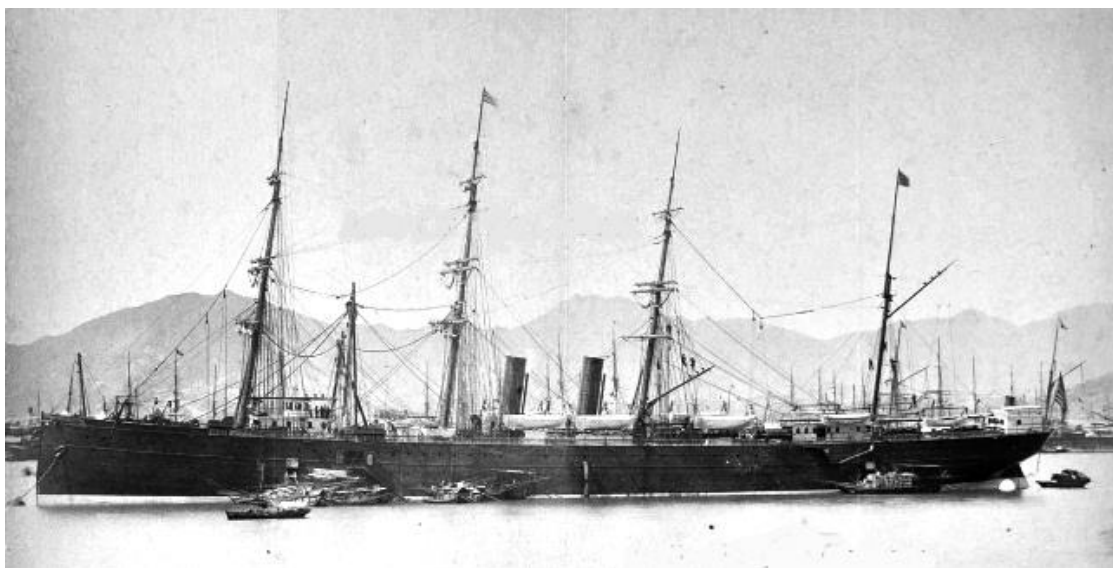
VANCOUVER (1874-75 charter) 2923/73 i.s.s.

Built Henderson, Coulbourn, Renfrew for China Trans-Pacific S.S. Co. (E.M. de Bussche). 18/6/74 arrived San Francisco on first voyage from China. End-1874 chartered to PMSSC. End-75 reverted to owners. 1878 sold to Royal Mail Steam Packet Co. r. TAMAR. 1898 scrapped.

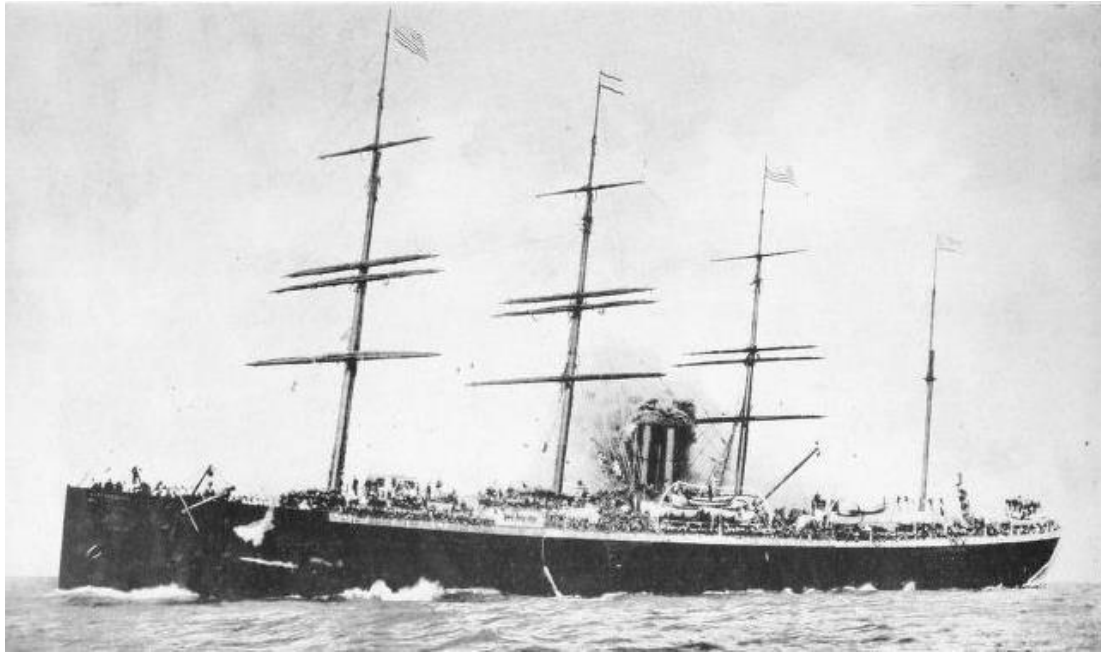
[No illustration available but believed identical to VASCO DA GAMA above]

CITY OF PEKING (1875-03) 5080/74 i.s.s.

Built by J. Roach & Son, Chester, Pa. 1/5/98 to 30/8/98 on charter to U.S. Gov't, trooping. 1910 b/u.



CITY OF PEKING at Hong Kong in 1876



Trooping in 1898 (*Pacific Marine Review* 7/1920).



CITY OF PEKING in Hunter's Point drydock, San Francisco (Internet).

CITY OF TOKIO (1875-85) 5079/75 i.s.s.

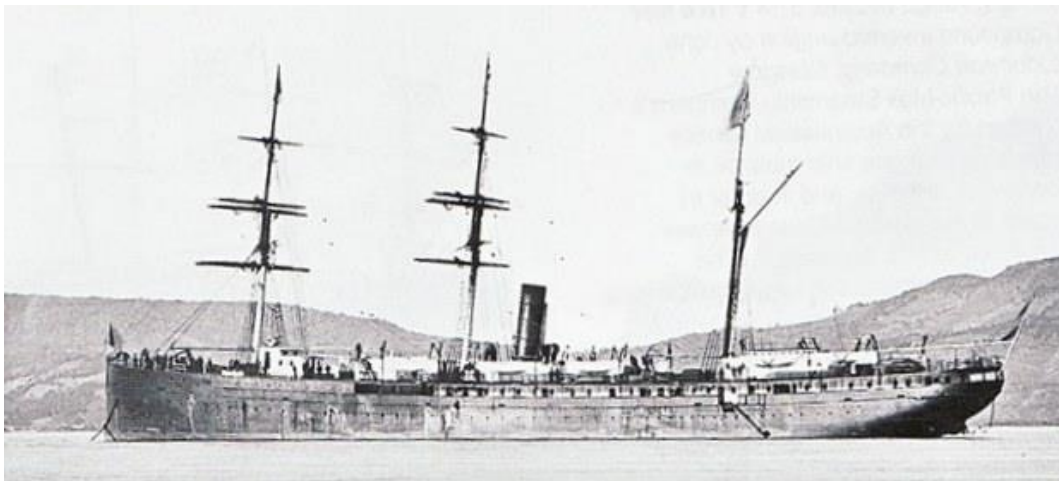
Built by J. Roach & Son, Chester, Pa. 24/6/85 wrecked Tokyo Bay.



CITY OF TOKIO (coll. E. Mowbray Tate).

CITY OF NEW YORK (1881-83) 3019/75 i.s.s.

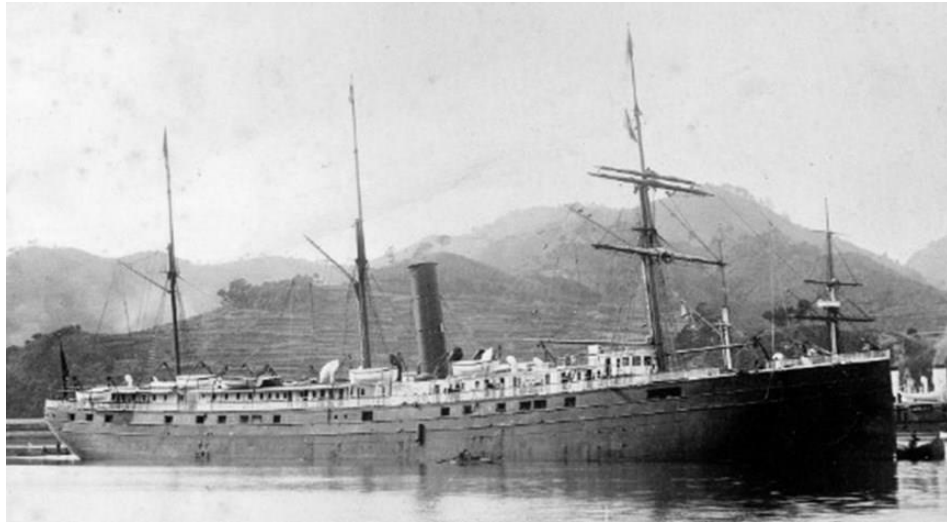
Built by J. Roach & Son, Chester, Pa. 26/10/83 wrecked in San Francisco Bay on departure for Yokohama.



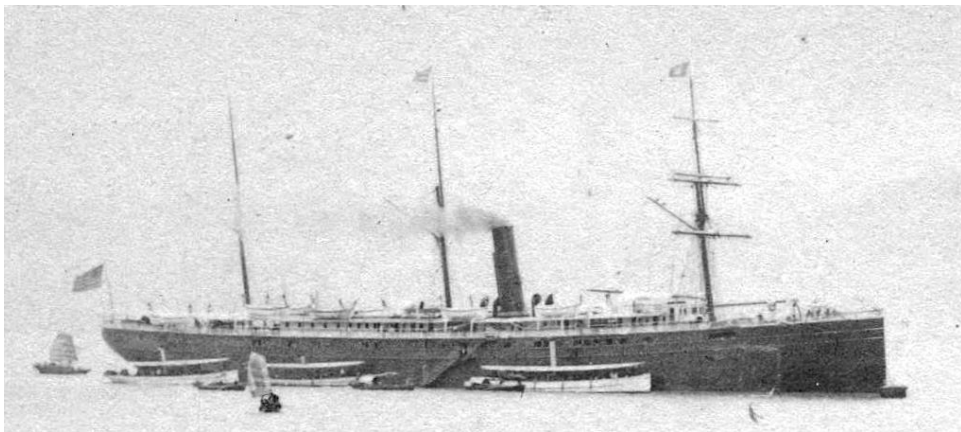
CITY OF NEW YORK in New Zealand waters (Alexander de Maus).

CITY OF RIO DE JANEIRO (1881-1901) 3548/78 i.s.s.

Built by J. Roach & Son, Chester, Pa. for the United States & Brazil Mail S.S. Co. 1881 sold to PMSSC. 22/2/01, sank after striking a submerged reef at the entry to San Francisco Bay while inward bound from Hong Kong. Of the approximately 220 passengers and crew, fewer than 85 survived.



CITY OF RIO DE JANEIRO (Internet).



CITY OF RIO DE JANEIRO preparing to sail from Hong Kong (Strohmeyer & Wyman/Underwood & Underwood slide pub.1896).

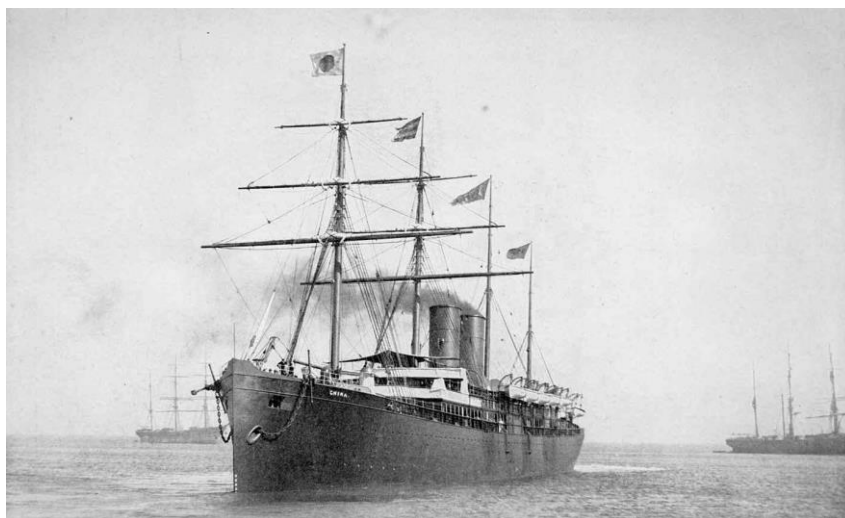
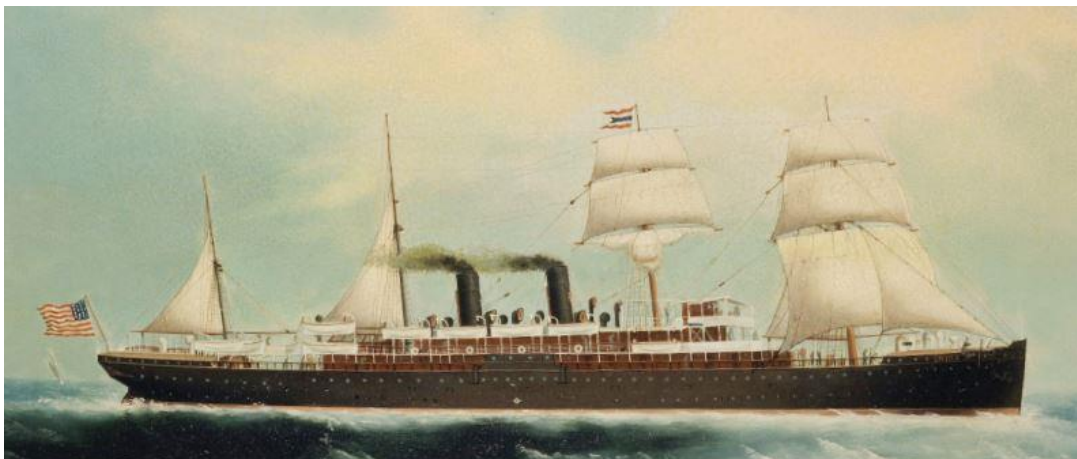


CHINA (1889-15) 5060/89, also 5480 tons, 10,200 tons s.s.s.

Built by Fairfield Shipbuilding & Engineering Co. Ltd., Govan. 6/9/89 registered for Donald R. Macgregor, Glasgow. 1890 China Steam Ship Co Ltd - mgr Harry E Robson, London. 1897 Pacific Mail Steamship Co, Honolulu & New York - Hawaii flag. Ca.1899 USA flag. 1917 China Mail Steamship Corporation, San Francisco. 1925 Chiu On Steam Ship Co Ltd, Hong Kong. 8/1925 broken up at Kowloon, Hong Kong.



CHINA on builder's trial (James Adamson (UoG)).





CHINA at Yokohama about to sail (Internet).

PERU (1911-15) 3528/92 s.s.s.

Built by Union I.W., San Francisco for Pacific Mail. 1919 sold to Cie. des Vapeurs Francais, Le Havre r. LUX. 15/3/20 sailed Marseilles for Oran with general cargo and went missing.



PERU was a handy intermediate liner.

KOREA (1902-15) 11276/02

Built by Newport News S.B. & D.D. Co. 1916 sold to Toyo Kisen Kaisha, Yokohama and renamed KOREA MARU, 1930 laid up, 1934 scrapped.



KOREA (from a postcard).



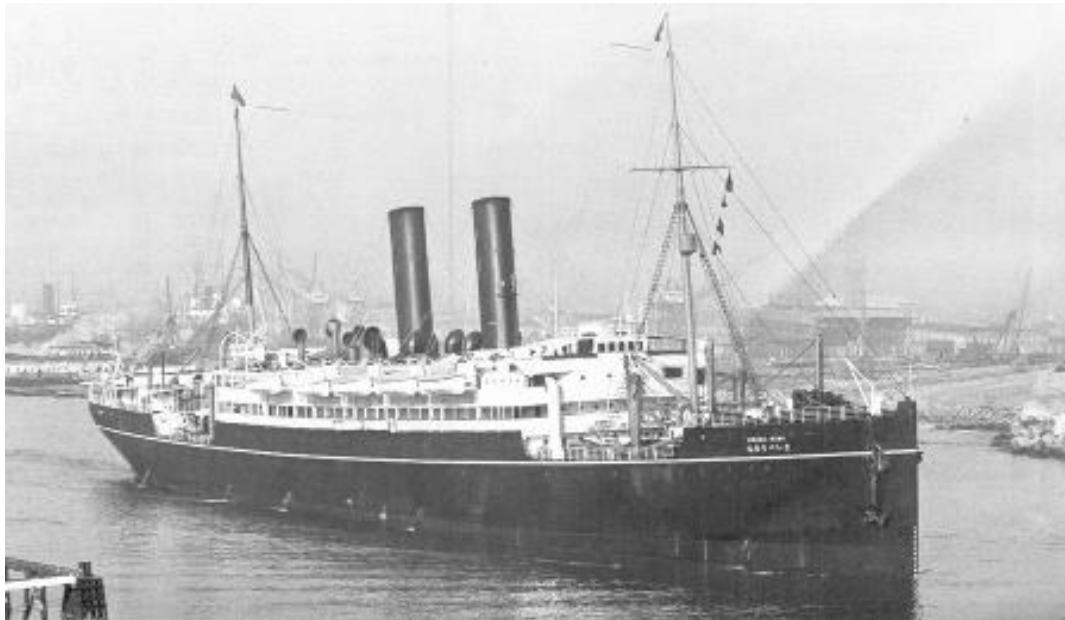
KOREA as T.K.K.'s KOREA MARU showing open plating on port side of main deck (Noma & Yamada).

SIBERIA (1903-15) 11785/02

Built by Newport News S.B. & D.D. Co. 1916 sold to Toyo Kisen Kaisha, Yokohama and renamed SIBERIA MARU, 1930 laid up, 1934 scrapped.



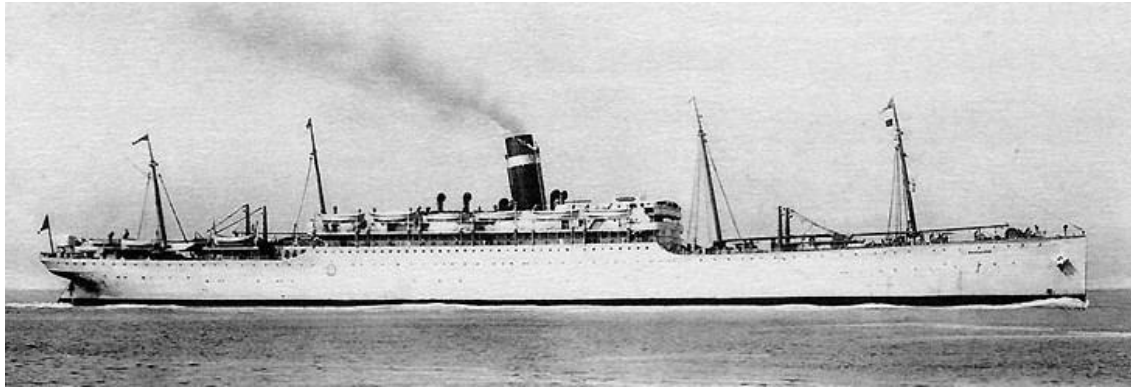
SIBERIA (SFMM).



SIBERIA MARU under NYK ownership (Noma & Yamada).

MANCHURIA (1904-1915) 13638/04

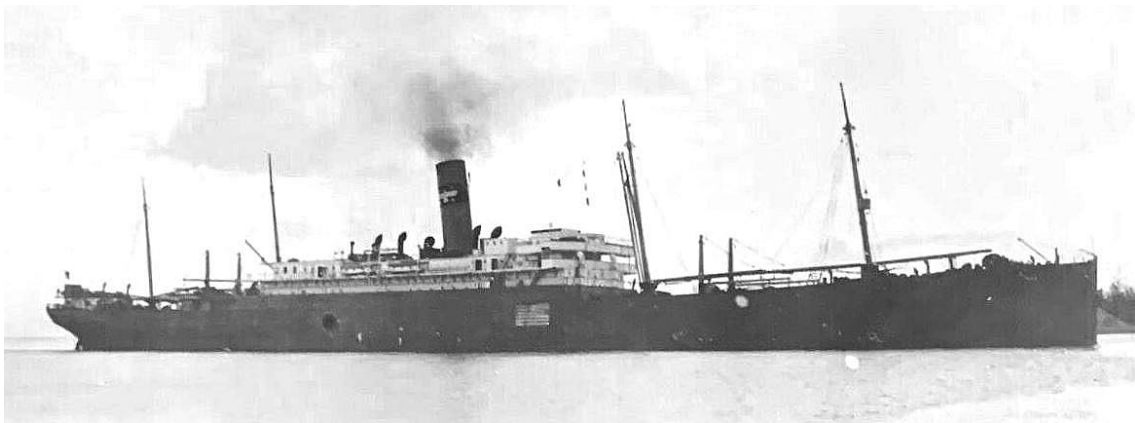
Laid down as MINNE_____ for A.T.C. but completed for PMSS as MANCHURIA. 1915 USSB. 1918 USN. 1919 American Line. 1929 r. PRESIDENT JOHNSON for Dollar Line, 1938 t/f to American President Line. 1947 sold to Transmar Navigation Co., Portugal renamed SANTA CRUZ, 1952 b/u Italy.



MANCHURIA (Internet)



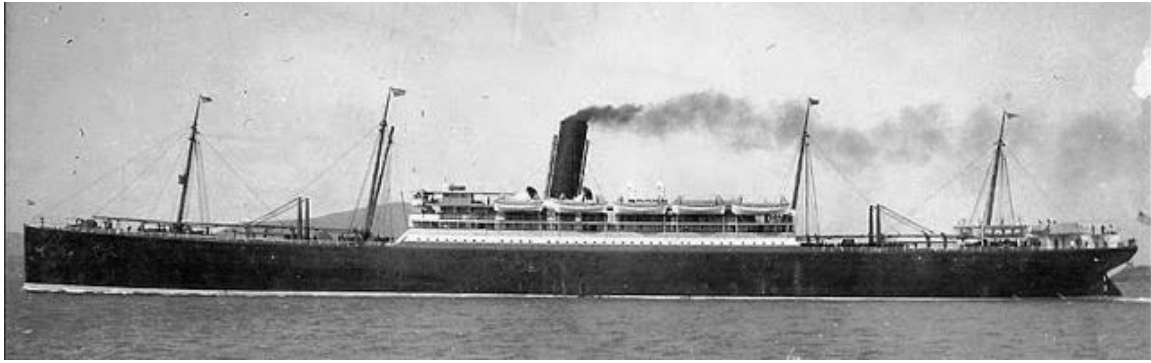
PRESIDENT JOHNSON at Shanghai for Dollar Line (Real Photographs)



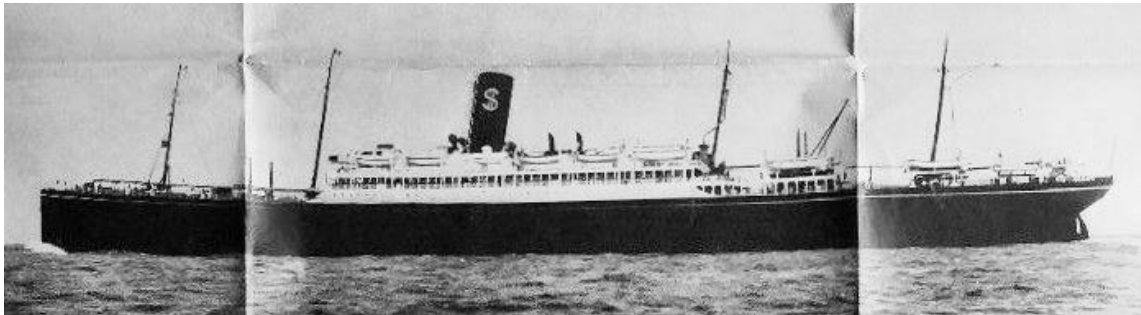
PRESIDENT JOHNSON in APL service (SSHA).

MONGOLIA (1904-1915) 163635/04

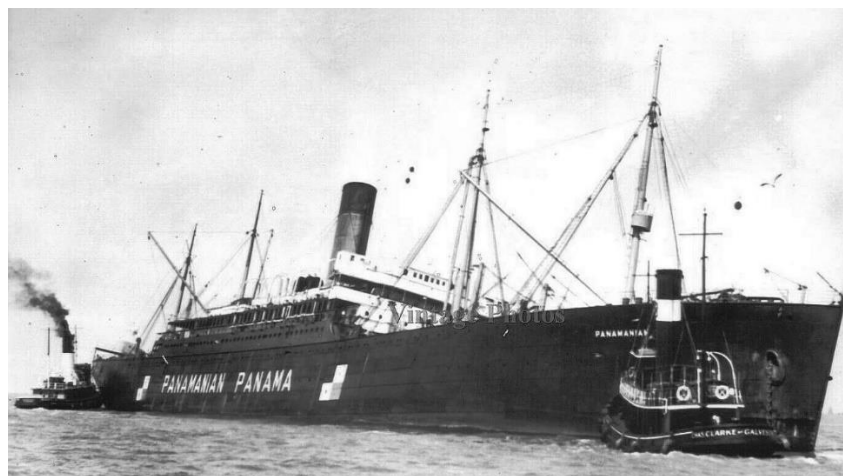
Laid down as MINNELORA for A.T.C. but completed for PMSS as MONGOLIA. 1915 USSB. 1918 USN. 1919 American Line. 1929 r. PRESIDENT FILLMORE for Dollar Line, 1938 t/f to American President Line. 1940 sold to Wallem & Co., Panama renamed PANAMANIAN. 4/10/40 flooded in engine and boiler rooms following break in intake pipe while in Bolivar Roads, Galveston awaiting permission to sail for Japan with gasoline and other cargo, repaired. 11/49 scrapped at Hong Kong



MONGOLIA (Fred Pansing (Robert B. Honeyman Jr. Collection).



PRESIDENT FILLMORE from a Dollar Line brochure.



PANAMANIAN ex MONGOLIA listing in Bolivar Roads, Galveston 4/10/40 after engine room flooding (Ebay).

ASIA (1907-1911) 4784/83

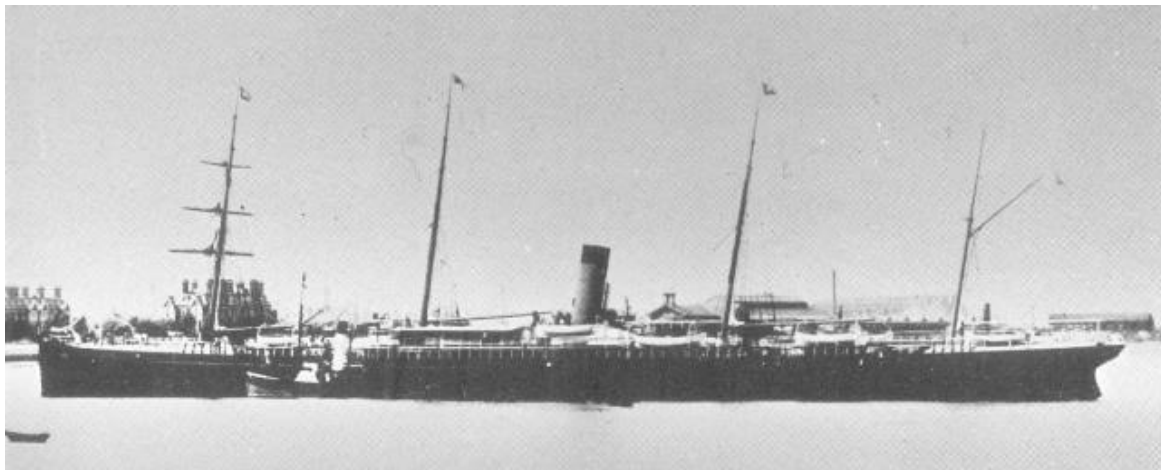
Built by Harland & Wolff, Belfast for White Star Line as DORIC, chartered to Occidental & Oriental S.S. Co. 1906 sold to PMSSC, transfer effected 1907 r. ASIA. 23/4/11 wrecked on Finger Rock, Taichow Islands, off Wenchow.



ASIA (SK*).

PERSIA (1907-1915) 4356/81

Built by Harland & Wolff as White Star Line's COPTIC, by 1898 chartered to Occidental & Oriental S.S. Co. 1906 sold to PMSSC, transfer effected 1907 r. PERSIA. 1915 sold to Toyo Kisen K.K. r. PERSIA MARU. 4/25 sold for breaking in Japan.

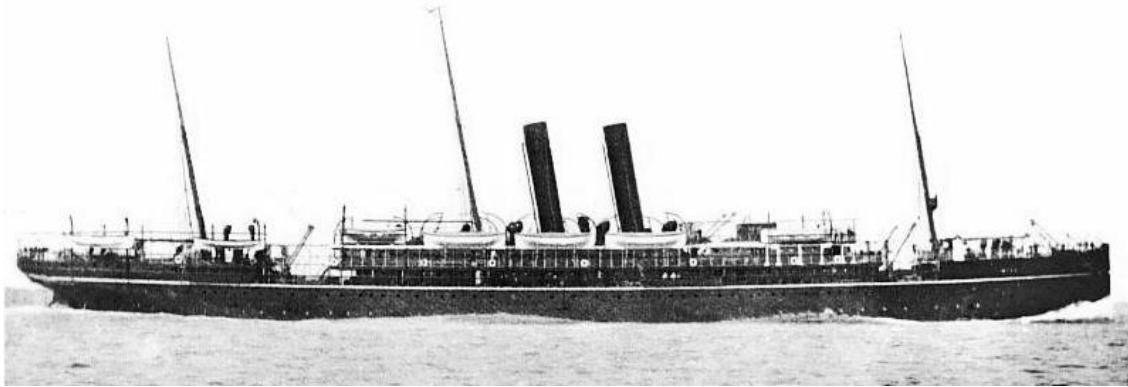


PERSIA (Mariners Museum).

NILE (1911-15) 5946/93 also 5888 tons

Built by James & George Thomson, Clydebank for Royal Mail Steam Packet Co Ltd, London. 1/00 requisitioned as Boer War Transport NO.82. Returned 4/00. 1901 refrigeration machinery installed to carry meat. 1907 collided with *LYNEFIELD* (3023g/1905) at Santos, Brazil. 1911-1922 operated

San Francisco-Hong Kong. 1911 Hugh F Carmichael, Hong Kong - mng Pacific Mail Steamship Co - reg Hong Kong. 1912 Nile Steamship Co Ltd, Hong Kong. 1916 The China Pacific Steamship Co Ltd, Hong Kong. 1917-1918 on US Navy service as a transport. 1922 The China Mail Steamship Co Ltd, San Francisco CA - [still British flag], laid up. Ca.1923 reg. USA. 1925 broken up at Oakland, California by General Metal Supply Co.



The secondhand NILE was a replacement for the lost ASIA (Clydeships.uk).

ECUADOR (1916-21) 5544/15

Completed for Koninklijke West Indische Maatschappij, 1915 sold to Pacific Mail, not renamed. 1921 t/f to San Francisco-Baltimore service. 1931 t/f to Grace Line r. SANTA OLIVIA, 1936 sold to Libby, McNeill & Libby r. DAVID W. BRANCH, 1947 sold to Panama renamed LUXOR, 1948 sold to Israel renamed NEGBAH, 1956 scrapped.





EQUADOR postcard and brochure

VENEZUELA (1916-21) 5641/15

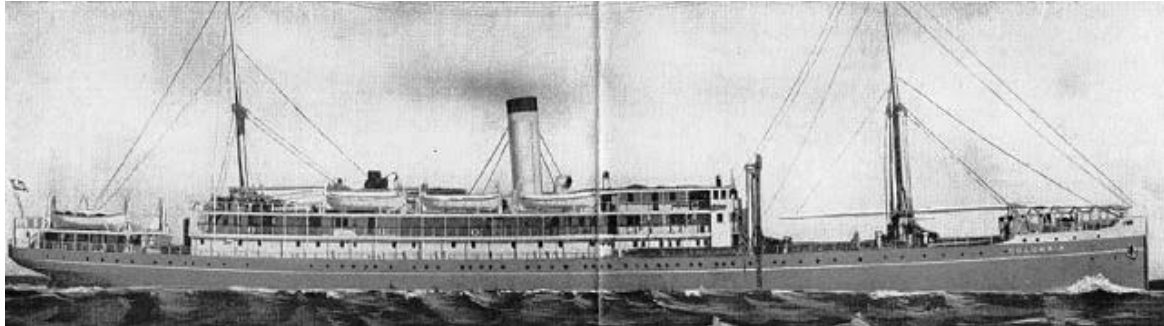
Completed for Koninklijke West Indische Maildienst, 1915 sold to Pacific Mail, not renamed. 1921 t/f to San Francisco-Baltimore service. 1931 transferred to Grace Line renamed SANTA ISABEL, 1939 scrapped.



VENEZUELA postcard and brochure

COLOMBIA (1916-21) 5644/15

Completed for Koninklijke West Indische Maildienst, 1915 sold to Pacific Mail, not renamed. 1921 t/f to San Francisco-Baltimore service. 1925 to Panama Mail SS Co., 1931 stranded on Margarita Island, Baja California and lost.

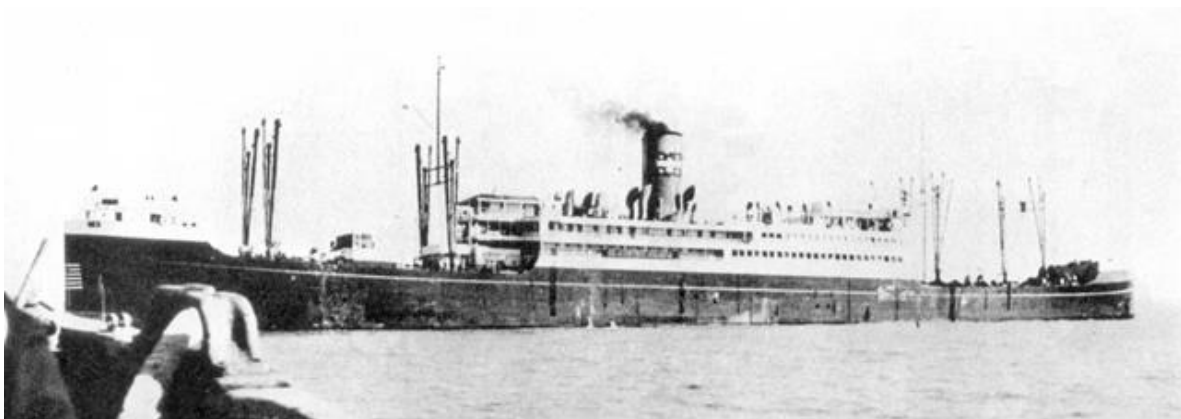


COLUMBIA from an advertising pamphlet

Plus 10 owned cargo only, plus 1920 four cargo Laker charters (see Philippine list) for San Francisco-Hong Kong-Calcutta service, then owned from 1921

CREOLE STATE (1921-22)→**PRESIDENT HAYES** (1922-23) 10533/20

WOLVERINE STATE (1921-22)→**PRESIDENT HARRISON** (1922-23) 10533/21



Japanese salvage party approaches surrendered but grounded **PRESIDENT HARRISON** on 8/12/41 for a successful capture (*Ships of the World* 12/69).

GRANITE STATE (1921-22) 10533/21

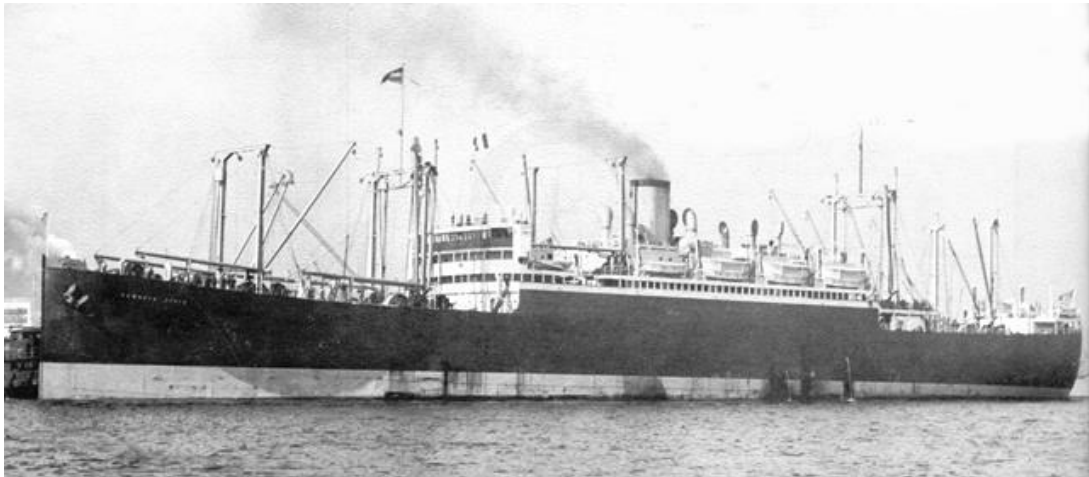
GOLDEN STATE (1921-22)→**PRESIDENT CLEVELAND** (1922-25) 14123/20

EMPIRE STATE (1921-22)→**PRESIDENT WILSON** (1922-25) 14127/21

HOOSIER STATE (1921-22)→**PRESIDENT LINCOLN** (1921-25) 14187/21

PRESIDENT TAFT (1922-25) 14123/20

PRESIDENT PIERCE (1922-25) 14123/20

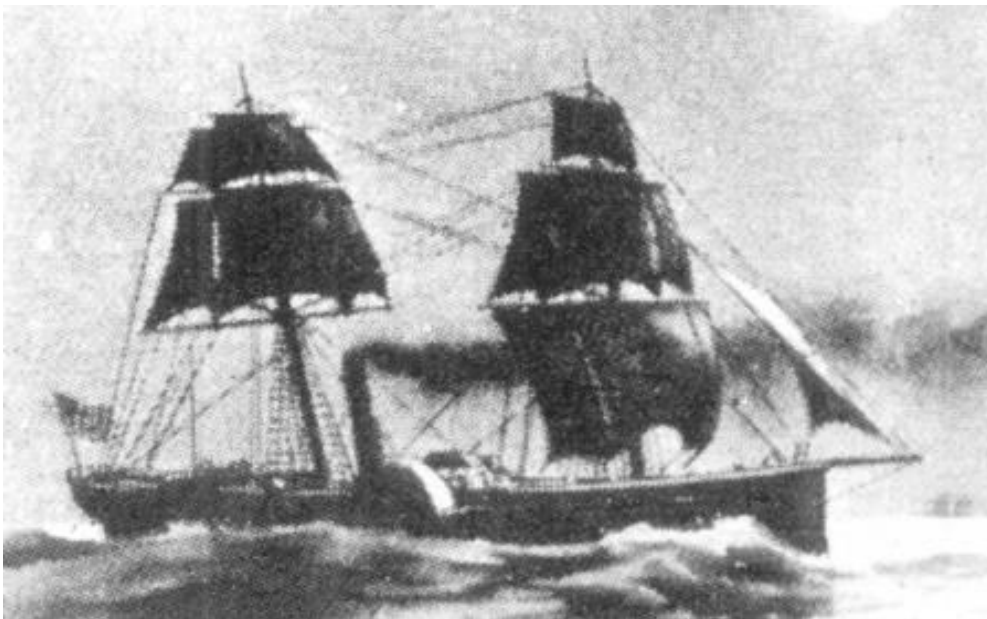


PRESIDENT PIERCE (see here as HAWKEYE STATE) was PMSS' last acquisition (Matson colln).

Other Pacific Mail with Japan or China Connections

COLUMBIA 777/50 w.p.s. 193x29

Built by Westervelt & Mackay, for PMSS. Intended for mail service between San Francisco and Astoria, Oregon, but paucity of business between San Francisco and Panama City caused her to be used in that service only occasionally between 1851 and 1854. 3/62 sold to David Reid, Shanghai. 18/4/62 left San Francisco under UK flag), arriving Shanghai 1/6. Operating on Yangtse through July, then voyages to Newchwang and Nagasaki. 10/62 sold at Nagasaki to Chikuzen-han r. OTORI/ TAIHO MARU. 1868 chartered to Imperial Government as collier during Boshin War, believed by Milne probably to be the TAI O MARU wrecked near Akita 6/74.



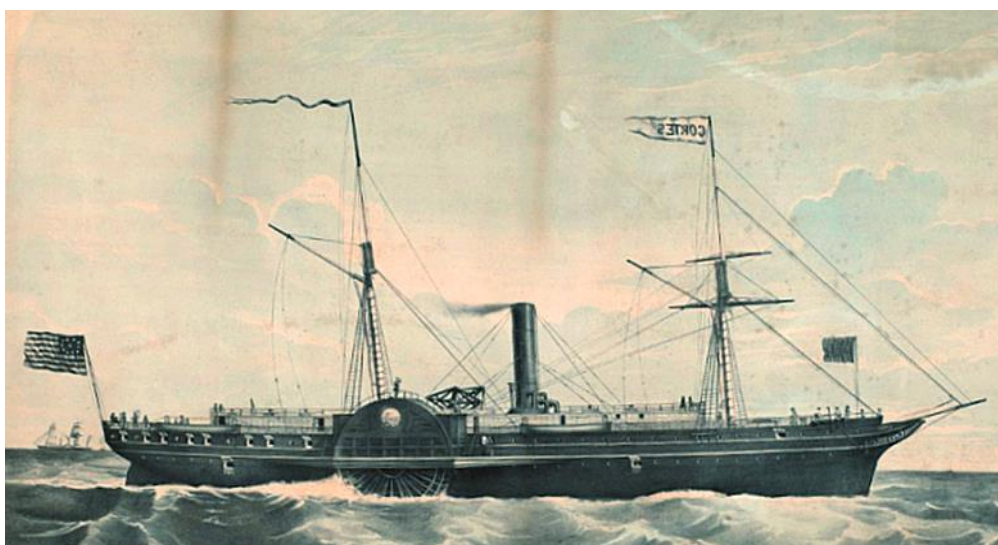
COLUMBIA (Newell & Williamson).



TAIHO MARU sketch in authoritative 日本近世造船史 but different paddle/funnel positioning, counter stern.

CORTES 1117/52 (w.p.s.)

Built New York, in 1858–1859 sailing between San Francisco and Panama City for the New York & California Steamship Company and in 1860 on the same route for the Atlantic & Pacific Steamship Company. 12/60 sold to PMSSC, entered its Panama service and 2/61 sold to Flint & Holladay who chartered her to Augustine Heard & Co. for service in China. 14/4/62 sailed San Francisco for Shanghai. After one return trip Shanghai/Hankow and loading for second trip, caught fire 17/6/62, total loss.



CORTES (G.F. Nesbitt & Co. (Robert B. Honeyman Jr. Collection)).

UNCLE SAM 1443/52 (w.p.s.) Mch: Allaire I.W.

Built by Perrine, Patterson & Stack, Williamsburgh, New York for Edward Mills, New York, New York. 1853 sold to New York & San Francisco SS Co. 1853 sold to Cornelius Vanderbilt (Independent Opposition Line). 1954 sold to Nicaragua S.S. Co. 1854. 1856 sold to U.S. Mail S.S. Co. 1859 sold to Atlantic & Pacific S.S. Co. 1860 sold to PMSSC. 2/66 sold to James S. Hermann & Co., Panama flag. 1868 reported sailing San Francisco for Panama and Hong Kong, where had been sold to local interests. However sailed to Papeete, reported sold to local John Brander, r. TITANIA (Tahitian flag). 4/68 proceeded under U.S. flag, presumably for James S. Hermann & Co. to Hong Kong to find a buyer. 4/68 under repair at Hong Kong, owner unable to pay for repairs, title t/f to A. Heard & Co. r. ORLOFF. 2/70 abortive sale to China Sea, Saigon & Straits S.S Co. (vessel defective and returned after several voyages HK-Saigon-Singapore), British registry cancelled. Early 1871 r. TOKEI MARU or TOKEI. 30/1/71 sold to Joseph M. Batchelder, made several voyages Shanghai-Japanese ports. By 6/71 trooping for Japanese government, 9/71 sold to Japanese government for \$80,000 (including payment by t/f to Batchelder of the old government ships *Kosoku Maru*, *Hijun* and *Hiryu Maru*), continued sailing to northern Japan. 9/4/72 wrecked near Hakodate.

CITY OF SYDNEY 3016/75 i.s.s.

Built by J. Roach & Son, Chester, Pa. 1882 coaled at Nagasaki on return from a trooping voyage to the Philippine Islands, returned to San Francisco without passengers. 1915 sold and converted into a 6 masted barquentine, 1930 burned for metal.



CITY OF SYDNEY/ CITY OF SAN FRANCISCO

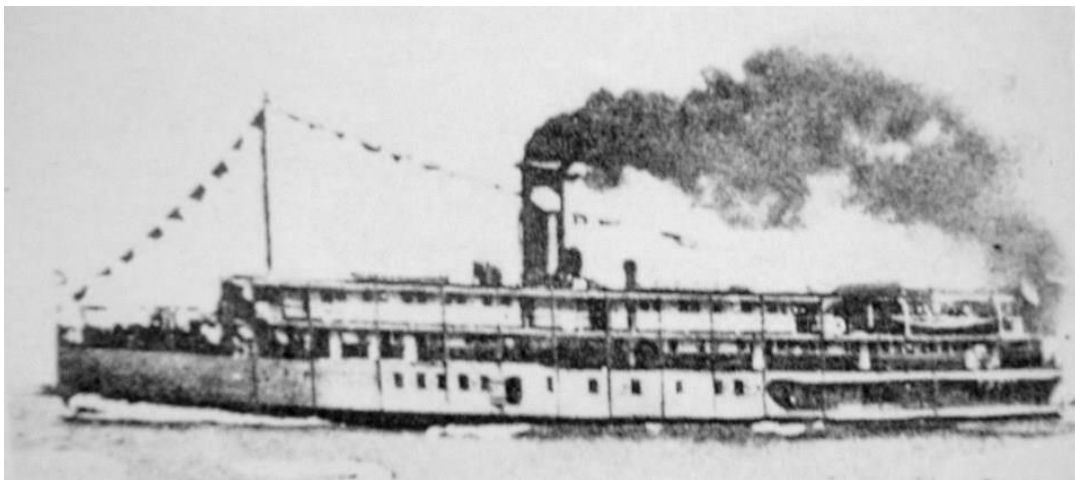
SUBSIDIARY

America West China Nav. Co. 花旗輪船公司 (1920-27)

Company outline in Grover pp.106-107

MEI REN (1922-27) 987/22-3 (350 cargo dwt, 194'x 32', 6' draught, T3cy/14.35k trials)

Built by New Engineering & Shipbuilding Works Ltd, Shanghai for American West China Nav. Co. Ltd (principal Pacific Mail S.S. Co., San Francisco, agents S.A. & J.T. Gillespie), Shanghai as MEI REN for Ichang-Chungking trade (NCH, 25/3/22). 11/26 judgement for HKSB against Gillespie for default on Tls 190.000 mortgage plus interest (NCH, 27/11/26). By 4/27 owners in receivership. 5/27 sold by auction to Hoong On S.N. Co., r. FU YANG. 2/9/36 foundered 30 m. above Ichang - 18/6/37 refloated, but NFI.



MEI REN (D. Grover).

-o00000000-

Early Transpacific Steam Voyages

1845.9 dep. China-1846.1.20 arr. NZ-

1847.1.28 dep. NZ- Cape Horn -1847.5.14 arr. Portsmouth HMS DRIVER 1055/41

1851.12.6-1852.2.14 SF/Syd CONSIDER 368/48 (steam on 16 days)

1853.2.17-1853.4.23 SF/Syd MONUMENTAL CITY 737/50

1853.3.11-1853.5.14 SF/Bris/Syd NEW ORLEANS 761/48, 1861 to HK arr. 3.17

1854.5.12-1854.6.17 Syd/Pan GOLDEN AGE 2181/53

1854.10.1-1854.11.21 Shimoda/Honolulu/SF USS MISSISSIPPI, USS SUSQUEHANNA

1855.6.16-1855.8.27 SF/HK WILLAMETTE 370/49 (entire voyage under sail)

1856.2.17-1856.4.25 SF/HK UNDERWRITER 433/54

1856-1858 first Peruvian circumnavigation screw frigate AMAZONAS

1857-1859 first Austrian circumnavigation SMS NOVARA

1860.2.9-1860.3.18	Yhma/SF KANRIN MARU 700/56
1860.2.13-1860.3	Yhma/Honolulu/SF USS POWHATAN 2415/50
1860.3.29-1860.5.5	SF/Uraga KANRIN MARU 700/56
1862.3.18-1862.5.12	SF/Shang MARTIN WHITE 189/54
1862.4-1862.6.6	SF/Shang engined schooner UNION STAR 163/61
1862.4.14-1862	SF/Shang CORTES 1117/52
1862.4.17-1862.6.1	SF/Shang COLUMBIA 777/50
1862-1862.6.8 (Yhma)	SF/Yhma/Shang JOHN T. WRIGHT 370/??
1862-1862.12.26	SF/Shang ENTERPRISE 231/61
1864-65	only Confederate circumnavigation CSS SHENANDOAH
1865.12-1866	HK/Yhma/SF ORIFLAMME 1205/63
1865-1868	first ironclad warship circumnavigation Spanish NUMANCIA
1866.6.15	Commencement of regular Panama, NZ & Aus. Royal Mail service
Sydney/Wellington/Panama & return by KAIKORA 1501/65	
1867.1.1	Commencement of regular Pacific Mail Service SF/Yokohama/HK & return by COLORADO 3728/65.

-----o000o-----