

Ynchausti y Cia (& Co.), Manila

Ynchausti S.S. Co., Manila (1865-1934)
Manila S.S. Co. Inc. (MSSC) (1934-1955)
Elizalde & Co. Inc. (Managers)

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Ynchausti y Compania was founded in Manila in 1854 by Jose Joaquin de Ynchausti, a Basque born on 26 September 1815 to ship master/shipowner Jose Antonio de Ynchausti. In the early years it was a ship chandlery located beside the Pasig River but diversified with a hemp rope factory at Binondo, the Tanduay distillery, a paint factory, haciendas (Bicol, Panay, Negros), sugar milling (La Carlota, Negros) and shipowning. Jose Joaquin also took a substantial interest in the Banco Espanol-Filipino de Isabel II (later Bank of the Philippine Islands) and served as Managing Director from 1868 to 1873 and 1876 to 1884.

The first steamer identified with the company is the 615-ton passenger vessel *Emuy* (1858), which in 1865 was placed in service between Manila and Amoy (Emuy), presumably to bring in Chinese labourers for the company's factories and plantations. Ynchausti also began to acquire small steamers for trading around Manila Bay and Laguna de Bay, then in the 1880s small coasters and ocean-going salvage tugs. When Jose Joaquin died in September 1889 the business was taken over by his son Joaquin Jose, who in January 1895 merged the company's coastal shipping interests into Compania Maritima. The Manila Bay/Laguna de Bay and the towage and salvage interests were retained. In 1899 Ynchausti purchased the 666-ton collier *Vyner ex Moorcock* (1884) and ran her independently as *Sorsogon*, also around this time the 161-ton local steamer *Nuestra Senora de Lourdes* (1891), only to be lost two years later.

Then in 1906 the Maritima combine split apart. The well-established, Spanish-born Ynchausti family were probably uncomfortable partners with the upstart Scottish-born Macleods. With the opportunity of tendering for newly franchised interisland routes, in 1906 Ynchausti withdrew from Maritima, taking the steamers *Escano*, *F. Pleguezuelo* (renamed *Panay*), *Venus* and *Viscaya* to constitute with *Sorsogon* a fleet of five. Two years later *Churruca* and *Antonio Macleod/Sorsogon (II)* were also taken over to replace *Sorsogon (I)* lost to a typhoon while refitting in Hong Kong in September 1906. With a fleet of six ships, Ynchausti thereby became the main competitor to

Maritima. 'South China Morning Post' (18 January 1910) carried a brief news item that Ynchausti & Co. had under construction in England 'a crack 16-knot liner' for the Manila-Iloilo run'. Nothing further was reported so it may be presumed that the contract did not proceed, perhaps for lack of funding. Instead, in February 1912 Ynchausti took delivery at Shanghai of the luxurious, seven-year-old, 12-knot German passenger liner *Admiral von Tirpitz*, diplomatically renamed *Governor Forbes* after Governor General William Cameron Forbes (1909-13). She immediately became the outstanding ship in the otherwise motley interisland fleet.



Loading cargo at Muelle de la Industria, Pasig River (Binondo side), 1900s. Ynchausti steamer, possibly *Sorsogon* (I) in the background (California State Library/John Tewell).

The years just before World War I marked the pinnacle of Ynchausti's shipping business. *Panay* was sold in 1913 to local Chinese owners, then in December 1914 *Elcano* was wrecked. *Governor Forbes* was sold in 1916, probably as too expensive to run in depressed wartime conditions. The only addition, in 1918, was the 247-ton coaster *Bolinao* (1884), which through the 1920s comprised the fleet alongside *Sorsogon*, *Venus* and *Vizcaya* although Maritima's *Euzkadi* was chartered 1924-26.

Ynchausti y Compania appear to have retained its Spanish name until 1920, when Ynchausti S.S. Co. took over title to the ships. Nevertheless, by 1900 the ships had been placed under the U.S. flag and the style Ynchausti & Co. began to be used in the English-language press and advertising. When the company became a subscriber to Lloyd's Register in 1910 the style was Inchausti & Co. ('Y' and 'I' being interchangeable, as 'Ysla' and 'Isla').

After Jose Joaquin died in September 1920, the Ynchausti conglomerate passed to his son Manuel Maria (1900-61), then a young law student at Madrid. His interests were more charitable than commercial and in the early 1930 she began disposing of the company's main Philippine businesses to the Elizalde family [details from M.R. de Borja, *Basques in the Philippines*, 2005].

Joaquin Marcelino Elizalde e Yrrisarry (b. 1833), a cousin of Joaquin de Ynchausti, went out to the Philippines at age 13 to join his uncle J.B. Yrrisarry with Ynchausti y Cia in Manila. By the 1890s he had become the majority shareholder. His grandson Joaquin Miguel Elizalde, born in Manila on 2 August 1896 to Jose Joaquin Elizalde and Maria del Carmen Diaz Moreu, was educated in Spain, Switzerland and London (LSE). In 1918 at age 22 he became Managing Partner. In 1933 he became a citizen of the Philippines and in 1934 was appointed President of the National Development Company of the Philippines. By mid-1934 he had bought out the balance of the Ynchausti family interests in the conglomerate for P5 million and restyled the firm as Elizalde & Co. Inc. By November 1934 Elizalde (formerly Ynchausti) Steamship Co. had become Manila Steamship Co. Inc. (Elizalde & Co. Managing Agents). The following advertisement from the 1935 Osaka Shosen Kaisha's *Official Shippers Guide* dated July 1935 shows the wide range of interests. The distillery, rope factory, chandlery, insurance and sugar mills were well-established businesses, the YCO [Ynchausti Co.] paint and oil factory and the Anakan Lumber Co. in Misamis, North Mindanao more recent investments, the latter dating no further back than the 1920s.

Cable Address "ELIZALDE"	ELIZALDE & CO.	P. O. Box 121 Tel. 2-27-92
(Formerly Ynchausti & Co. Founded 1854)		
Muelle de la Industria, Manila		
GENERAL MERCHANTS and MANUFACTURERS, IMPORTERS and EXPORTERS		
MANILA STEAMSHIP COMPANY		
S/S "Bisayas" S/S "Viscaya" S/S "Venus" S/S "Sorsogon" S/S "Churruca" M. S. "Palawan"		
Trips to all points in the Philippines		
ELIZALDE ROPE FACTORY Manufacturers and exporters of all kinds of ropes	TANDUAY DISTILLERY Creators and manufacturers of quality wines and liquors since 1854	
ANAKAN LUMBER CO. Exporters of Philippine Hardwoods with concessions at Misamis	YCO PAINT & OIL FACTORY Manufacturers of YCO PAINTS WAX	
Metropolitan Insurance Co. All kinds of insurance including fire, theft, motor, typhoon, etc.	ELIZALDE SHIP CHANDLERY & HARDWARE STORE	
La Carlota Sugar Central	General Managers of Pilar Sugar Central	Sara-Ajuy Sugar Central
BRANCHES AND AGENCIES THROUGHOUT THE WORLD		

Under Elizalde's energetic guidance, there was at last renewed investment in the shipping fleet, beginning in 1933 by acquisition of the former U.S. Army transport *Merritt* (1900), renamed *Bisayas*, whose full length, well-ventilated troop-deck made her ideal for the interisland passenger trade. Following self-government in 1935 and President Manuel Quezon's measures to encourage renewal of the interisland passenger fleet, in February 1937 Manila S.S. acquired a second passenger steamer. Their new flagship *Lanao ex Hai Ning* (1896) was four-years older than *Bisayas* but in 1923/4 had been thoroughly refitted in Hong Kong for the South China-Hong Kong coastal trade with very good cabin accommodation as well as extensive tweendeck passenger space. The two ships were a good match as running mates. By January 1938 *Bisayas* was sailing from Manila every Saturday at 10pm for Cebu, returning at 4pm on Wednesday, while *Lanao* was sailing every Sunday at 7am for Iloilo, returning at 8am on Wednesdays. The rebuilt *Venus* sailed weekly to

Panay, *Sorsogon* weekly to Tacloban (Samar) and *Vizcaya* fortnightly as far south as Zamboanga and Jolo. For some reason *Sorsogon* was sold and replaced a year or so later by purchase of the veteran *Churruca* (1878).

The outstanding acquisition, in March 1940, was the express interisland turbine steamer *Mayon*, taken over from the National Development Company. Though expensive to run, her 18-knot speed enabled Manila S.S. to provide a weekly service from Manila via ports to Zamboanga. She immediately became Elizalde's flagship. *Bisayas* and *Lanao* were similarly repainted with white hulls and now displayed a smarter dark buff funnel with a black top. The old steamers – and they were now remarkably very old (*Vizcaya* 50 years, *Venus* 60 years and *Churruca* 62 years) – were carefully maintained with structural additions and modifications in the Philippine way. They retained their black hulls while *Vizcaya* also seems to have retained the traditional Ynchausti black funnel (two narrow white bands with red between).

In September 1938 Joaquin Miguel (Mike) Elizalde was appointed by President Quezon as second Resident Commissioner to the U.S. House of Representatives [Congress] from the Philippine Islands and served until August 1944 [details from Wiki and A. Kowalewski, *Asian and Pacific Island Americans in Congress, 1902-2017*]. During this period Mike served as President and his brother Manuel ('Manolo') as Vice President but from late 1938 the latter effectively ran the company as well as the radio station (Manila Broadcasting Company, est. 1946).

There had never been faster, more frequent, more reliable and more comfortable interisland passenger travel than now provided on the eve of the Pacific War by the three leading firms Manila S.S./Elizalde, Compania Maritima/Fernandez Hermanos and newcomer De la Rama S.S. Co. The berthing arrangements in the Pasig became more formalised with Manila S.S. passenger ships (except *Vizcaya*) berthing conveniently on the Binondo (CBD) side, next downstream from those of Cia Maritima (what is now the short stretch from the San Nicolas Police Station to the Galeria de Binondo Condominium). Befitting the new era of self-government, these more frequent and reliable passenger services exemplified a bright and prosperous future for the Philippines. It was not to be. Within just a few months from the outbreak of the Pacific War in December 1942, the entire fleet had been sunk. By the end of the war Manila had been destroyed, the country was devastated, and the people impoverished.

By the end of 1945 Manila S.S. had been able to retrieve only the little motor coaster *Anakan* (1938), which had been raised and recommissioned by the Japanese. Operations were restored by her and whatever other small vessels were to hand, then in the course of 1946 by six war surplus "Freight and Supply" ('FS')-type two-hatch diesel freighters, the 1,306-grt ex-Alaskan coaster *Bisayas* and the smart Alaskan passenger steamer *North Coast* (1923), renamed *Mayon* and given the same white hull and colour scheme. *Anakan* was sold in 1947 to Madrigal.

The independence of the Philippines in July 1946 took place in a nation blighted by war. Its politics were also blighted by division between those who had left and those who had remained behind and now stood accused of having been collaborators. Joaquin (Mike) Elizalde, who had spent the war years in the United States as a member of Quezon's War Cabinet, was now appointed first Ambassador to the USA. Simultaneously he served as Ambassador to United Nations and from 1946-50 on the board of governors of the IMF and the World Bank. From April 1948 to January 1950 and again from April 1952 he served as Secretary of Foreign Affairs but resigned his government positions when Magsaysay took office as President on 30 December 1953.

By 1951 the shipping interest had become a problematic with many new shipowners competing at cut rates to no regular schedule. In mid-1951 the FS-type freighters Elcano, Lanao, Sorsogon, Venus and Vizcaya were sold together to Philippine S.N. Co. *Bisayas* made her final sailing to Iloilo and Pulupandan on 31 July 1951 and on return was withdrawn for charter, along with *Mayon*, to the new Indonesian Navigation Co. (INACO), which probably intended to purchase when funds allowed. In fact, *Bisayas* was returned a few months later as unsatisfactory, probably because of engine trouble, while *Mayon* was sub-chartered to the Indonesian Army for use as a troopship. After *Bisayas* had sold at Manila in 1953, Elizalde's last ship was therefore, rather appropriately, *Mayon*, which in February 1955 completed her charter to Indonesia. More likely the charter was terminated because of engine trouble for the ship had to be towed back to Manila. It caught fire in the Java Sea and had to be beached, then after salvage arrived at Manila in tow on 3 April only to be declared a constructive total loss. Whether she was broken up in Manila or, more likely, Hong Kong is unknown.

While Mike continued to hold the honorary title of Chairman of Elizalde & Co., Manolo took over as President. Despite the withdrawal from shipping, Elizalde remained a large conglomerate with profitable core business interests inherited from Ynchausti y Cia including the rope factory, the sugar mills Del Pilar (later Capiz Sugar Central, Panay) and La Carlotta (Negros), and Metropolitan Insurance Co. Established in 1946, Manila Broadcasting Corp. (MBC) would become the 'jewel in the crown'. When Manolo's son and Harvard graduate Fred took over the management role in 1962, he diversified MBC into newspapers and magazines, both national and provincial.

Mike Elizalde died in Washington, DC on 9 February 1965 at age 68 and was buried nearby in Maryland. He had married Elena von Kauffman in May 1924 and had two daughters Cecilia and Elenita, then after divorcing in 1957 he remarried Susan Ledesma and had children Maria Theresa and Juan Miguel. Mike had three other brothers: Juan Miguel, Angel M. (b. Barcelona 1903, d. Karachi June 1954) and musician, composer and conductor Federico ('Fred') Diaz (1907-79), also a sister Carmenchu.



L.: (L to R): Manolo, Juan, Angel and Mike Elizalde in polo dress, Los Tamarao, November 1936.
 R.: Mike Elizalde as Resident Commissioner (both Manila Nostalgia, (www.lougopal.com/manila/?p=3000)).

Mike, Manolo, Juan and Angel were all very good polo players. There is a photo taken in November 1936 of the four brothers as members of the polo team of the Los Tamaraos Club. The Elizaldes took the initiative to form the new club in 1936 after one of President Quezon's aides was denied membership of the exclusive, American-dominated Manila Polo Club. In July 1936 Mike visited the Hunter Valley in NSW to buy and ship a consignment of ponies for the new club, which was formally inaugurated in January 1937.

Manolo died in 1985. His children by Mary Cadwallader were Manuel Jr. ('Manda'), Mary Ruth and Fred J. Elizalde, who took over the mantle of the family business.

After negotiating the difficult years of martial law, the Elizalde group and its many subsidiaries remains a powerful force in the Philippines (see <https://philippines.mom-rsf.org/en/owners/individual-owners/detail/owner/owner/show/the-elizalde-family/>).

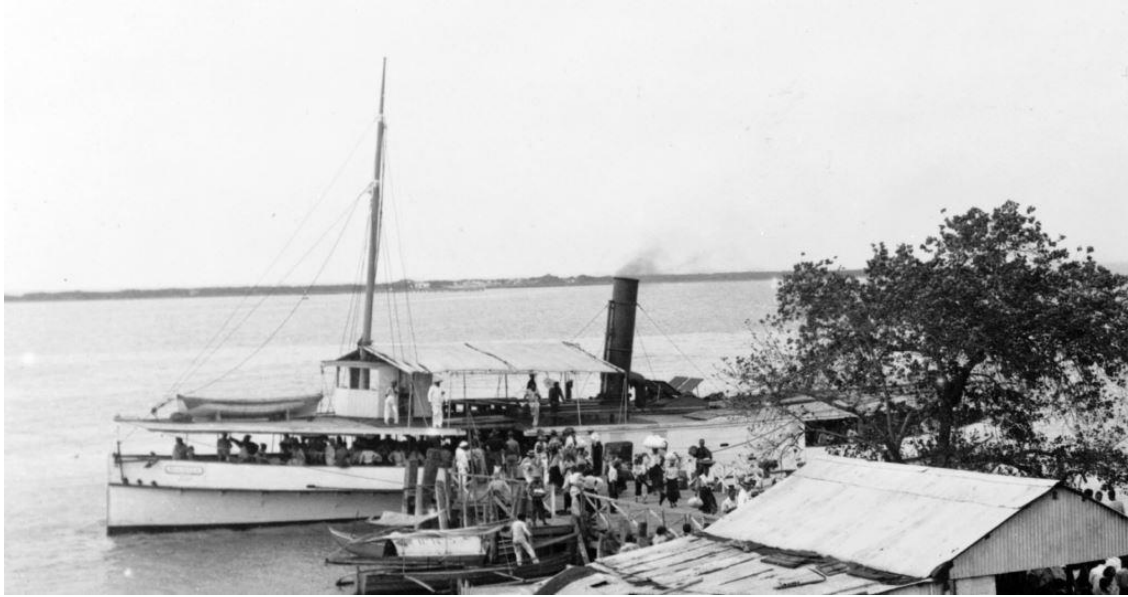
Photographs

There are few good complete and identified photos of Philippine interisland ships in the 19th and early 20th centuries. Several ship portraits exist in the collection of University of Michigan but we have had to rely heavily on often tentative identifications of ships in dated aerial photographs of the lower Pasig River now held in the U.S. National Archives (USNA) and very helpfully presented at maximum quality with other photos by John Tewell on Flickr, and on vessels that appear in postcard scenes. Where tentative we indicate by a question mark. We are particularly grateful to Bill Schell for supplying the clear four postwar photographs of 'FS' ships which he took in Philippine ports in 1970. Advice and further photographic contributions from readers would be welcomed.

Pre-1942 Fleet

EMUY (1865-85) 615/58 (i.s.s.) A.G. Robinson, Cork (2-cy by A. & J. Inglis, Glasgow)
Built for own account as BILBOA and 8/58 reg. at London, maiden voyage London-Newfoundland. 10/58 sold to Amur Co., St Petersburg r. ST. THEODOSIUS. By 4/61 in a service Shanghai-Nanking on Yangtse. 4/62 first commercial vessel to arrive at Hankow (A. Heard & Co.) (now 447 grt). 6/62 to Nicolaievsk. By 1864 owners Hogg & Co., Shanghai as SOOCHOW. 5/64 reg. at Hong Kong (#28/1864) and placed in coastal service Hong Kong-Shanghai. 12/8/64 o/v HK-Shanghai in gale stranded on Namoa Island, later salvaged and rebuilt at Hong Kong (now 170.0 x 24.8'). 1865 to Spanish flag for Philippine service as REYNA (REINA). 12/65 in service Hong Kong-Amoy-Manila for YYC as EMUY. 4/76 req. as transport for attack on Sulu. 30/6/83 arr. Hong Kong for docking at Kowloon. Late 1883 rep. sold to Chinese Imperial Customs Service r. KWANG WAI but 1/84 still at Kowloon as EMUY, then charter to Chinese Govt to carry munitions and bullion Canton-Taiwan during Franco-Chinese War (1884-85). 30/3/85 last sailing Manila-HK. 5/85 reg. at Hong Kong as ex H.M.C.M. KWONG WAI to Chan U Fai as SOOCHOW. 8/86 re-reg. at Hong Kong to Tong (Tang) Pui. 28/2/90 wrecked on Chingmai Point, Hainan Island. [Schell, ASNC, p59, n.331, HK Register]

MANILA (1869-1?) 128/69 (i..p.s., 115 x 20', C2cy/45hp by M. Paul & Co., Dumbarton)
Designed and built by Bewley, Webb & Co., Dublin for YYC, Manila [08/9]. Delivered by the yard to Manila via Cape under sail, rigged as schooner. By LR 1910 T. Yangco, Manila. Unlisted LPV 1914 (LR 1915/16).



MANILA pub.1899 (www.loc.gov/pictures/item/98507006/
Also vidamaritima.com/2012/06/s-s-manila-de-yngausti-co/#comment-18955).

MAYON (c.1884-14) 124(127)/72 (w.s.s.)

Built at Manila. By 1875 in service to Batangas for J.J. de Marcaida (1879). By 1884 YYC, Manila.
26/11/14 wrecked off Negros o/v Iloilo-Cebu.



Yngausti funnel, possibly MAYON in Pasig c.1910 (Postcard).



Same vessel clarifying mast placement (Postcard).

BAUAN (1885-95) 240/85-2 (c.s.s., 140.0 x 21.8', C2cy/60hp/10k)

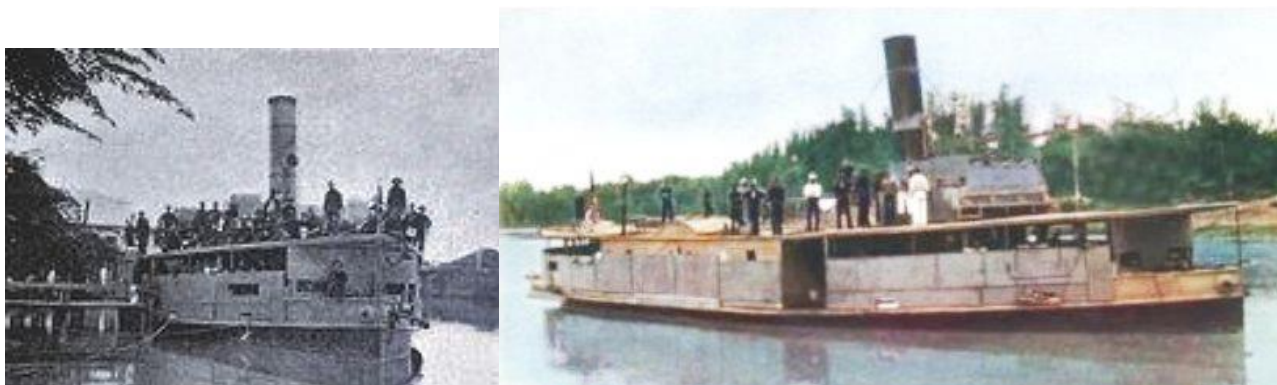
Built in Manila and launched 17/12/85 for Harbour S.S. Co. for service Manila-Batangas [ST 26/1/85]. By 9/87 in service to Batangas for Ynchausti & Co. 1/95 t/f to CM (99/00). 1901 sold to Philippine Trading Co., Manila r. CAMARINES. LR1902 listed to Cie Generale du Philippines pour le Development de Commerce et de l'Industrie, Manila. 1903 sold to Marcaida & Co., Manila [06]. RLR 1907. NFI.



?BAUAN (Internet)

LAGUNA DE BAY (1889-1?) 132/89 (?i.p.s.)

Built at Binondo, Manila for YYC for Manila-Santa Cruz (Laguna de Bay) line. 1899 purchased by U.S. Gov't, armed as a gunboat and 13/3/99 shelled Spanish troops in the Battle of Guadeloupe Church at Makati. By LR 1910 T. Yangco. By 1914 unlisted.



LAGUNA DE BAY left original, right replica? (John Tewell).

MENDEZ NUNEZ (ca.1894-??) 186/68 (wss) at Manila

By 1875 in service to Batangas (R. Dominguez & Co. agents). By 10/79 in service Manila-Bauan. First listed 1892/3 for R. Pozas, Manila. By 1894 YYC. By 1898 R. Pozas. Unlisted LR 1902/3.



Possible MENDEZ NUNEZ at Manila in 1870s (Biblioteca Nacional de Espana).

SORSOGON (1899-06) 666/84-8 (i.s.s., 177.4 x 27.3', C2cy/90nhp)

Built by Kon. Maats. de Schelde, Vlissingen (#42) for R. Thomson, London as MOORCOCK. Late 1888 sold to Sarawak Govt for Muara coal trade, 23/3/89 arr. Singapore from London. 4/89 r. VYNER 4/99 adv. for sale by Paterson, Simons & Co. 9/99 rep. sold for \$45,000 to YYC (U.S. flag) r. SORSOGON. Mid-1906 sent to Hongkong & Whampoa Dock for extensive refit, old boiler lifted out but 18/9/06 without power and unable to be moved before typhoon struck, broke lines and pounded against seawall before sinking alongside sheerlegs wharf, abandoned to underwriters who on-sold for \$6,300 exc. new boilers (not yet fitted) to HWD. 11/06 raised by HWD and moored alongside dockyard. 11/07 rep. sold for P70,000 to Manila firm, not delivered, then 9/08 rep. sold by HWD to P. Roque, Haiphong r. BEN-THUY, refitted with new boilers. 4/1/11 o/v Haiphong-Tourane (coal & petroleum) lost by fire off Cape Lai, Indo China [HKT 6 and 26/11/06, 5/11/07, 4/9/08, 28/1/11; Schell].



?SORSOGON (I) (California State Library

<https://calisphere.org/item/3f3739e374ac4caa7829c0663c173213/>).

NUESTRA SENORA DE LOURDES (ca.1902-03) 161/91 (w.s.s.)

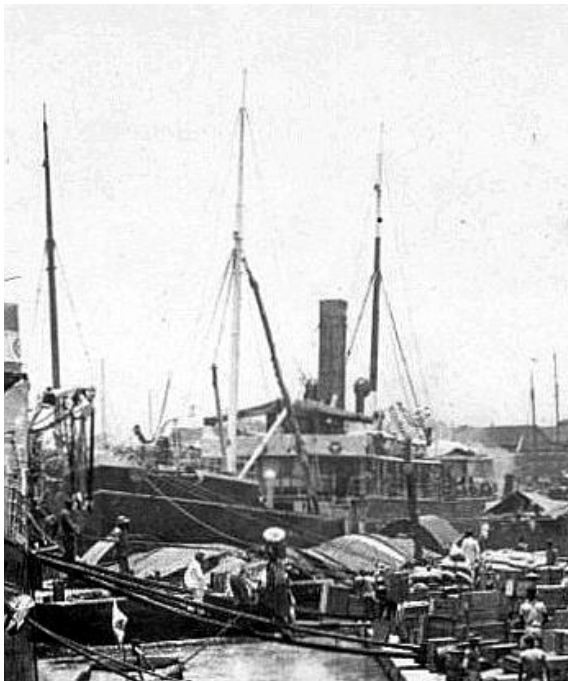
Built by J. Rodriguez, Manila for own account (engines by Geo. Fenwick & Co., Hong Kong) (01/2). By LR 1902 YVC. 10/3/03 lost at Punta Santiago after collision o/v Sorsogon-Manila.

ELCAÑO (1906-14) 819/80-3 (i.s.s., 212.0 x 30.2', C2cy/150hp by D. Rowan, Glasgow)

Built by A. McMillan & Son, Dumbarton (#229) for Olano, Larrinaga & Co. (1885 L&Co.), Liverpool (reg. Bilbao), 30/3 launched, 15/6 arr. Singapore, 7/80 in service Manila-Hong Kong. 7/89 special survey at Liverpool. 1894 reg. t/f to Manila. 3/95 t/f to Cia Maritima. c.1898 i/s 4-weekly Manila-Singapore (mails). 5/99 Manila to Guam and Saipan with loyalist refugees. c.1899 t/f to U.S. flag. 1906 sold to YVC. 31/7/12 o/v Vigan-Manila stranded on Silaqui Is. (W. Coast of Luzon), 7/9 to Hong Kong where repaired and reboilered (905 grt, 12 knots), 25/11 sailed for Manila. 4/12/14 wrecked in Maqueda Channel (W. of Catanduanes).



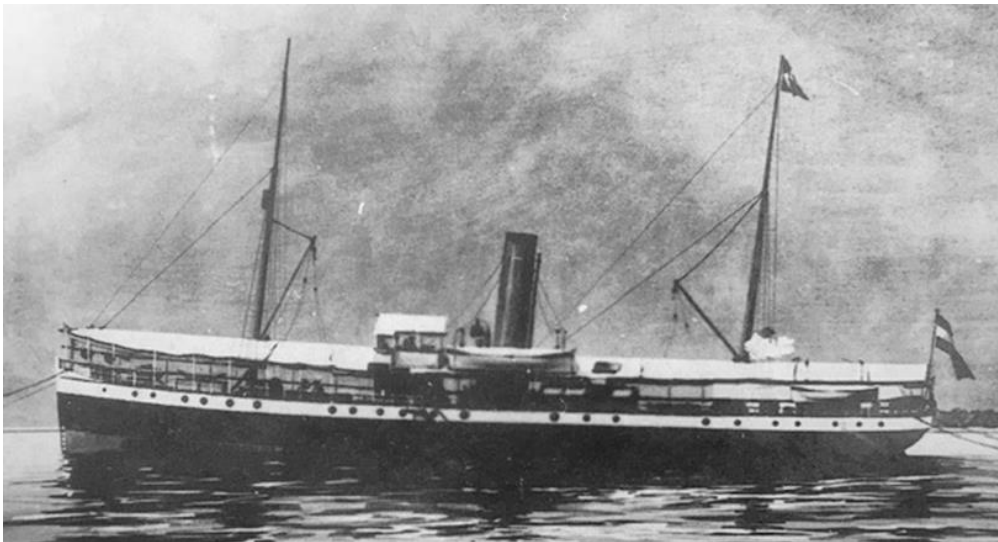
ELCANO in colours of original owners (Larrinaga) (A. Jacobsen).



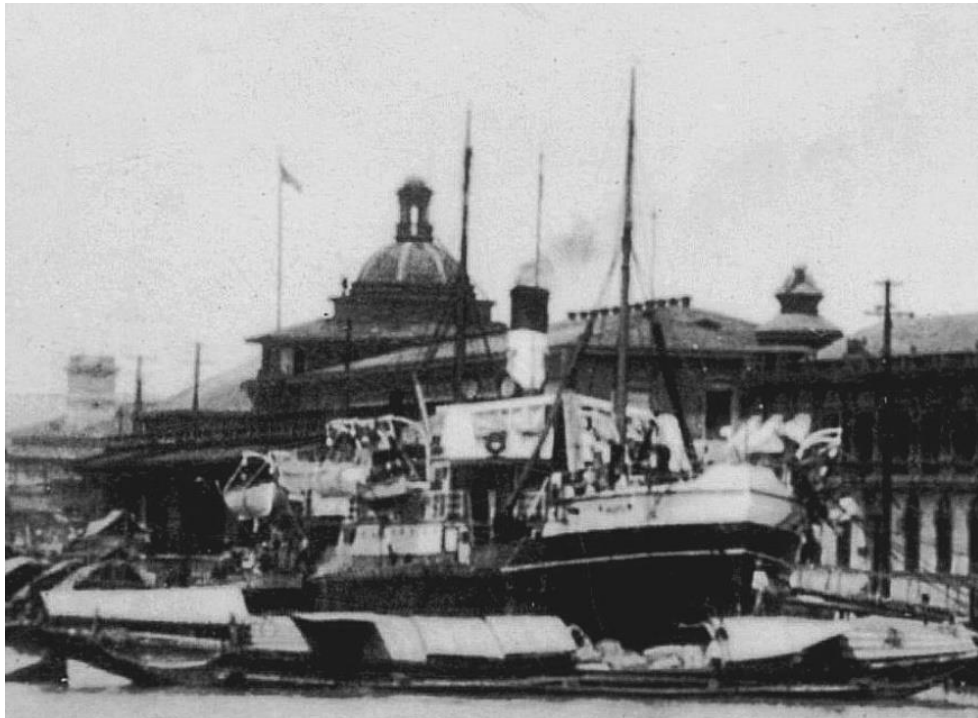
L.: Probable pre-Maritima ELCANO in Pasig, enclosed wheelhouse (*Sepia Lens*, Flickr https://live.staticflickr.com/8527/8531044302_e2eb7003ce_b.jp).

R.: ELCANO in Pasig (University of Michigan).

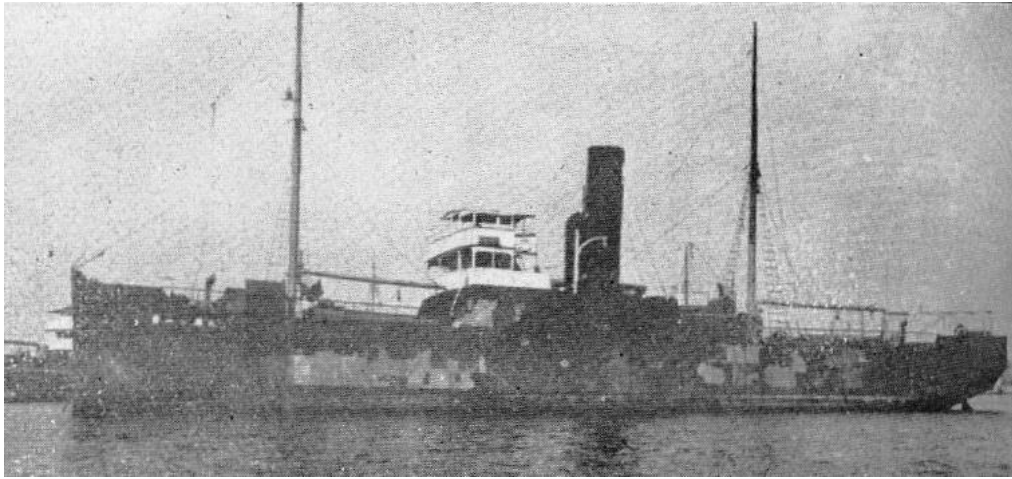
PANAY (1906-13) 664/90-9 (s.s.s, 166.8 x 27.0', T3cy/96nhp by Nederlandsch S.B. Mij, Rotterdam)
Built by J. & K. Smit, Kinderdijk (#431) for Kon. Paketvaart Mij as VAN RIEBEECK. 12/00 sold to Cia Maritima for £12,500 and 1/01 del. at Manila r. FRANCISCO PLEGUEZUELO (abbrev. F. PLEGUEZUELO) for weekly Manila-Cebu line. 1906 sold to YYC for Route #6: Manila-Iloilo (weekly) r. PANAY. 1913 sold to Limpangco, Sons & Co., Manila (14,16/7). 1915 r. YUKOON. 1918 sold to S.M. Ito, Nishinomiya r. SHYORI MARU. 1921 sold to Osaka Kaiun K.K., Nishinomiya r. KAIUN MARU NO. 1. 1923 sold to Fujimoto Kwanzaburo, Nishinomiya r. NISSEI MARU NO. 1. 1926 rep. sold to Chinese but c.1927 broken up in Japan. RLR 1928.



Sketch of VAN RIEBEECK as built with continuous orlop deck (Mulder, KPM)



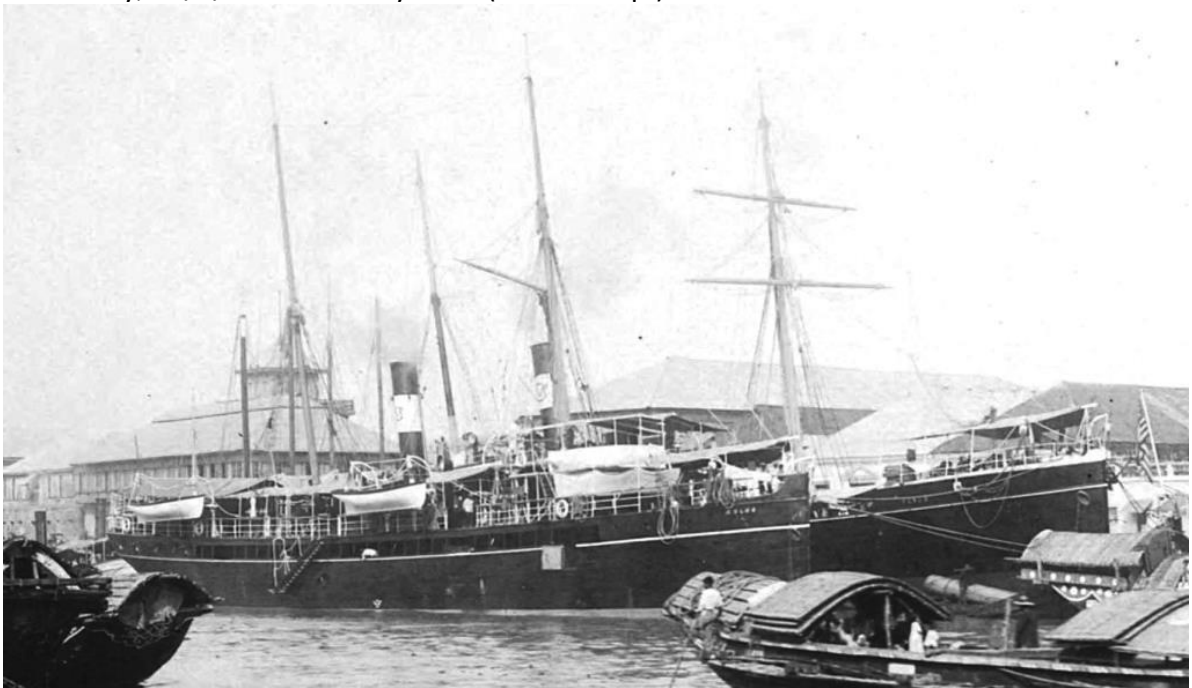
PANAY at Manila, 1900s, forward well deck (University of Michigan).



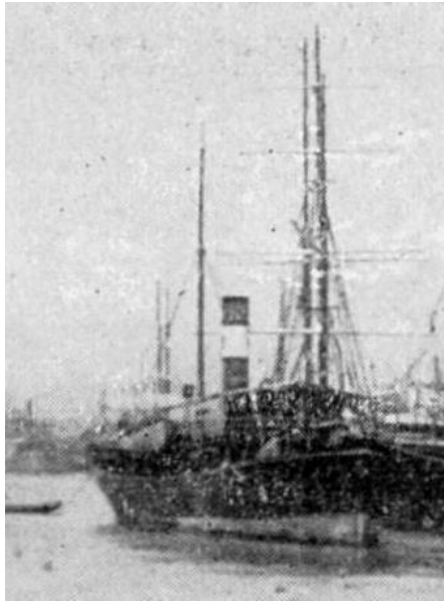
PANAY as NISSEI MARU No.1 (Japan Steamship Register).

VENUS (1906-42) 968/80-2 (i.s.s., 210.0 x 29.8', C2cy/98hp)

Built by Gourlay Bros & Co., Dundee (#100) for A. Leitch, Dundee as LOCH MAREE. 1881 t/f to Dundee Loch Line S.S. Co. Ltd (A. Leitch & Co. mgrs), Dundee. 6/89 sold to J.T. McLeod, mid-8/89 arr. Manila and rereg. to McLeod & Co., Manila as VENUS. 1/95 t/f to Cia Maritima. c.1899 t/f to U.S. flag. 1906 sold to YYC for Route #3: Manila-Sorsogon-Legaspi-Tabaco-Virac. 1920 t/f to Ynchausti S.S. Co. 7/31 7/31 Manila-Pulupandan-Iloilo (weekly). Mid-1934 owners restyled MSSC (Elizalde & Co. Inc.). ?/42 escaped Bataan for Cebu but at anchor off N. Negros boarded by Japanese Navy, 10/4/42 scuttled by crew (Hartendorp.)



Maritima's VENUS inside AEOLUS in Pasig river. Long foscle, hatch behind mainmast (University of Michigan).



VENUS with yards in the Pasig River (John Tewell).



Built-up VENUS at the Manila S.S. Co. terminal in an undated post-1928 photo (Smithsonian/John Tewell).



L: VENUS 5 February 1931 (USNA).



R: VENUS ahead of BISAYAS at the Manila S.S. Co. berths in Pasig on 24 December 1938.
Sailing 28 December for Pulupandan and Iloilo (USNA).



BISAYAS (I.) and VENUS at the Manila S.S. berths 12 October 1939. VENUS was loading for Iloilo and Pulupandan and earlier in the week had been advertised as sailing on 11 October (USNA).

VIZCAYA (1906-41) 1007/90-6 (s.s.s., 217.0 x 29.6', T3cy/87nhp/10k)

Built by Blohm & Voss, Hamburg (#371) for D/S "Swatow", Hamburg as CHUSAN. 1895 sold to Chinesische Küstenfahrt A/G., Hamburg as CHUSAN. 1899 sold to Carlowitz & Co., Hong Kong (Br. flag). 1899 sold to W. Wendt, Manila (U.S. flag). 1899 sold to Mendezona & Cia, Manila r. VIZCAYA. 1901 sold to Cia Maritima. 1906 sold to YYC (1235 grt) for Route #1 Manila-Aparri. 7/31 i/s Manila-Iloilo (weekly). 1935 owners restyled Manila S.S. Co. Inc. (Elizalde & Co., mgrs). 1940 taken over by Madrigal & Co., Manila. 31/12/41 scuttled at Manila. No record of salvage but rep. seen 1943 stranded off Tondo, northern Manila (salved but not repaired?).



L: Early VIZCAYA from an H.C. White stereoscopic slide pub. 1901

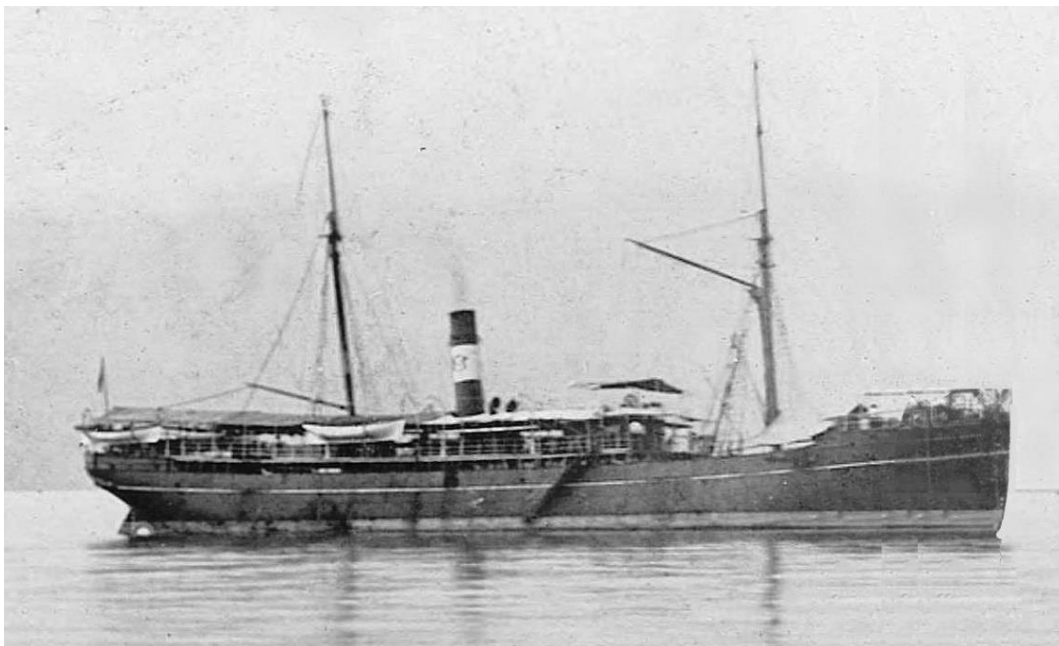
R: VIZCAYA in late-1930s, rounded wheelhouse and lounge (John Tewell).



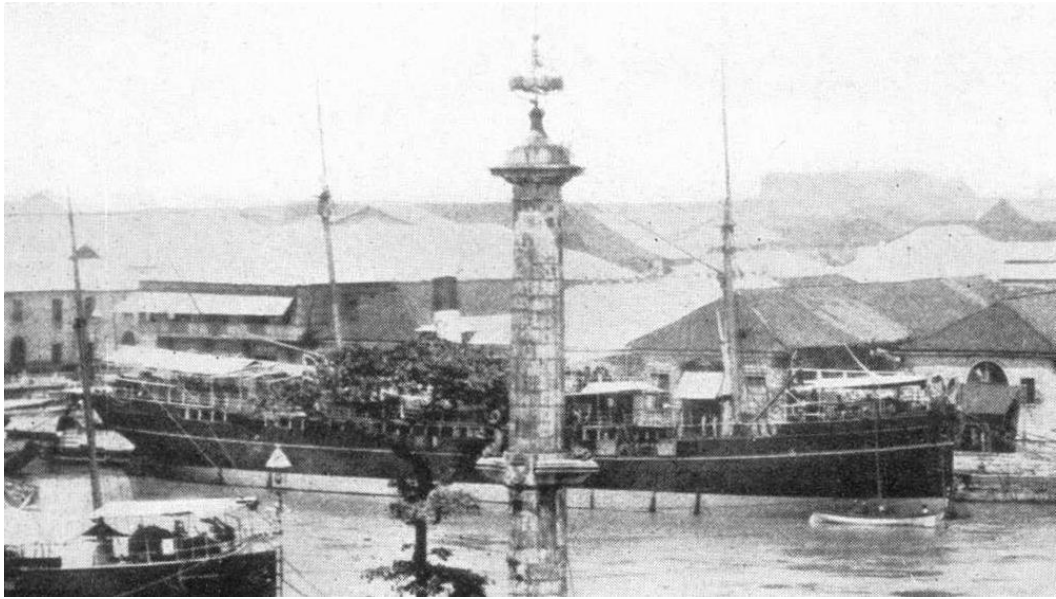
VIZCAYA still with pronounced rake, in Pasig, 12 October 1939 preparing to sail that day for Iloilo, Pulupandan, Sto. Nino and Hinigaran (USNA).

SORSOGON (II) (1908-38) 1236/80-1 (i.s.s., 210.3 x 29.7', C2cy/98hp)

Built by Gourlay Bros & Co., Dundee (#99) for D. Ireland, Dundee as LOCH GARRY [sister *Loch Maree* see *Venus*]. 1881 t/f to Dundee Loch Line S.S. Co. Ltd (A. Leitch & Co. mgrs). Late 1900 sold to Cia Maritima, 15/12 sailed Dunkirk via Singapore (28/1/01) for Manila where r. ANTONIO MACLEOD. 6/5/05 c.2300 hrs o/v Manila-Legaspi struck and sank wooden steamer *Adelante*, all rescued [Pinang Gazette, 6/6/05]. 1906 sold to Ynchausti & Co. r. SORSOGON. 1909 new boilers. 1920 t/f to Ynchausti SS. Co., Manila. Mid-1931 i/s Manila-Legaspi-Tabaco-Virac. 1935 t/f to Manila S.S. Co. (Elizalde y Cia, mgrs), Manila. Early 1938 sold to Jose Garcia Alonso (Gutierrez Hermanos, mgrs), Manila r. MONTANES. 30/12/41 bombed by Japanese aircraft, set on fire and 31/12 scuttled at Manila. Reportedly raised by Japanese and later sunk by U.S. submarine (Hartendorp).



ANTONIO MACLEOD in Maritima colours (University of Michigan/bow drawn in by SK).



ANTONIO MACLEOD in Pasig River behind Magellan monument and tree (alamy.com).

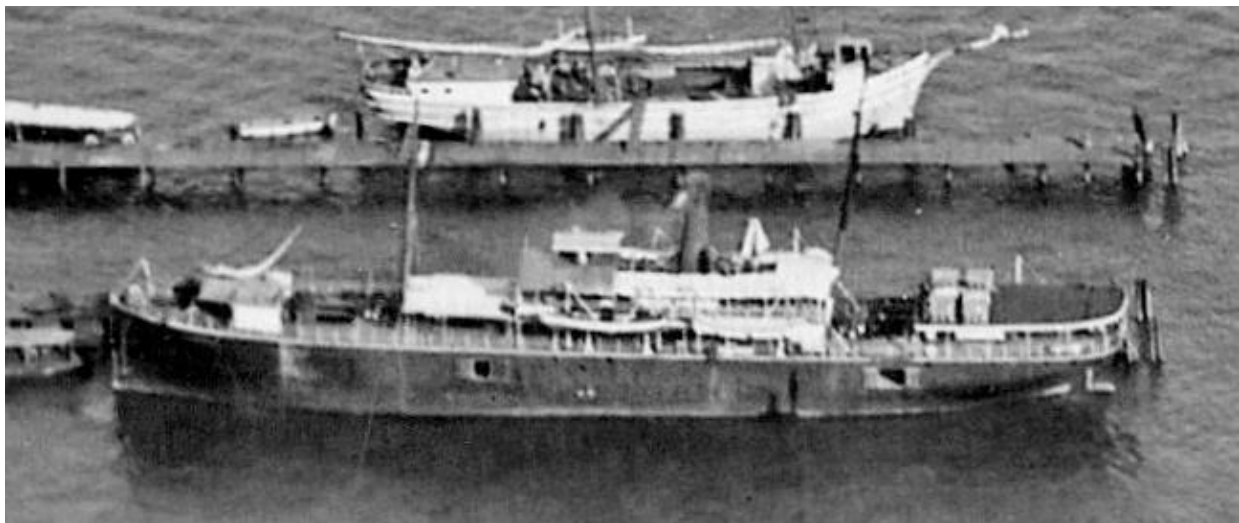


SORSOGON evidently on Maritima charter, 5 Feb. 31 (USNA).

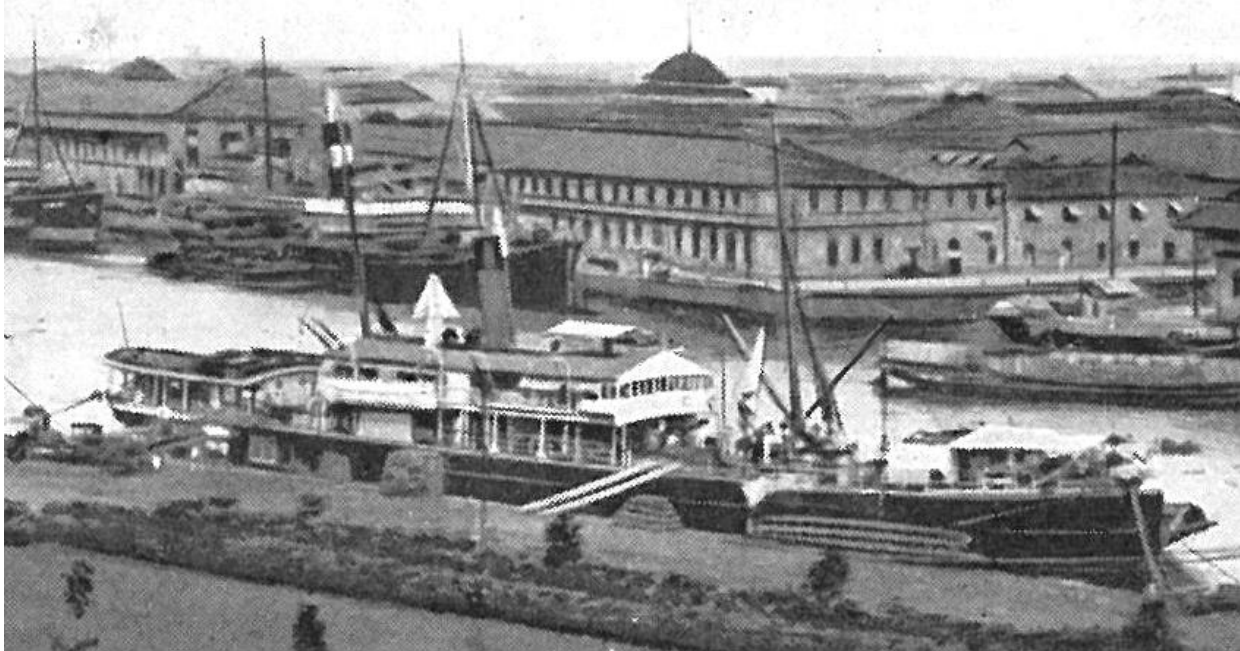


MONTANES with new Alonso funnel marking on 12 October 1939 near Jones Bridge. Mainmast not visible (USNA).

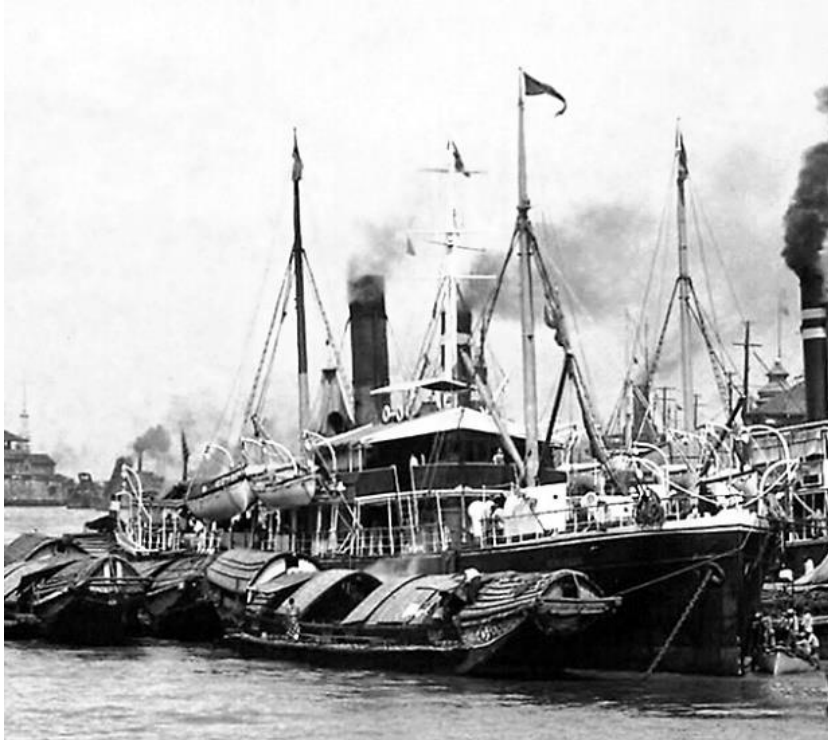
CHURRUCA (c.1908-13, 1939-41) 662/78-11 (i.s.s., 190.0 x 26.2', T3cy/150hp by D. Rollo & Sons, L'pool)
 Built by Andrew Leslie & Co., Newcastle (#193) with C2cy/150hp engines by R. & W. Hawthorn, Newcastle for Olano, Larrinaga & Co., Liverpool (reg. Bilbao), 18/2/79 dep. Newcastle, 3/4 arr. Singapore en route to Manila (12/4). 1881 t/f to Larrinaga y Cia, Bilbao. 3/90 completed re-engining at Liverpool (T3cy). 3/95 t/f to Cia Maritima. c.1899 t/f to U.S. flag. 1906 Manila-Aparri joint with YYC (by 1908 repl. *Vizcaya*). c.1908 sold to YYC. 12/12 on charter to Limpangco, Sons & Co., Manila for Samar line, 1913 purchased (788 grt). 1917 sold to Ty Camco Sobrino, Manila. 19/11/23 blown ashore and holed at Borongan, East Samar during typhoon (3 lives), early 1924 refloated for extensive repairs. 11/30 drydock Manila (8/31). 1934 sold to Santiago Carrion Tong Tek, Manila. 1935 sold to Alfredo Mendoza, Manila. 1937 sold to United Nav. Inc., Manila. 1939 sold to Manila S.S. Co. Inc. (Elizalde & Cia Inc., mgrs), Manila. 3/41 sold to Madrigal & Co., Manila. 12/41 scuttled at Hong Kong (rep. in drydock), subsequently salvaged and 2/44 recomm. by Japanese as TSURUHA MARU. 14/8/44 foundered in storm off Saei, Taiwan.



CHURRUCA 16 February 1921 in Manila dockyard area after arriving the previous day from Tacloban and Guiuan with passengers and cargo (USNA).



CHURRUCA in the Pasig (*Port of Manila* 1922-23).



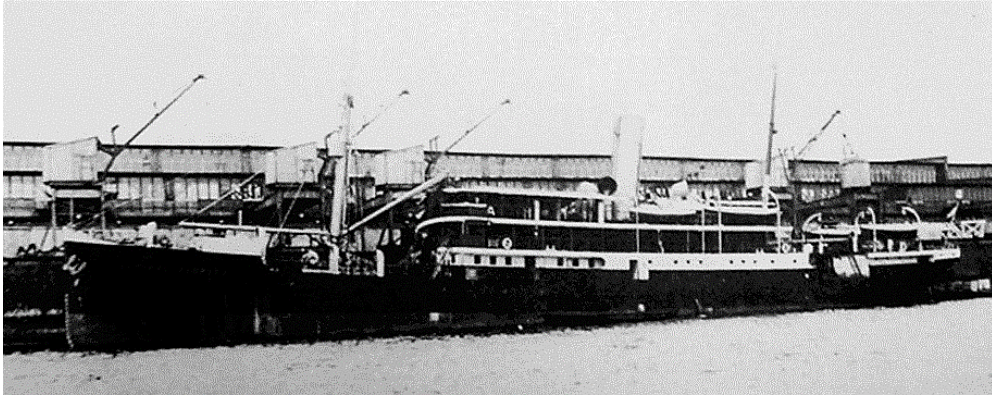
CHURRUCA in Limpangco colours, Pasig, 6 February 1929 (USNA/John Tewell).



CHURRUCA at Manila on 16 August 1935 moored ahead of BISAYAS.
She had arrived on the 15th from Masbate, Tacloban, Catbalogan and Bulan (USNA).

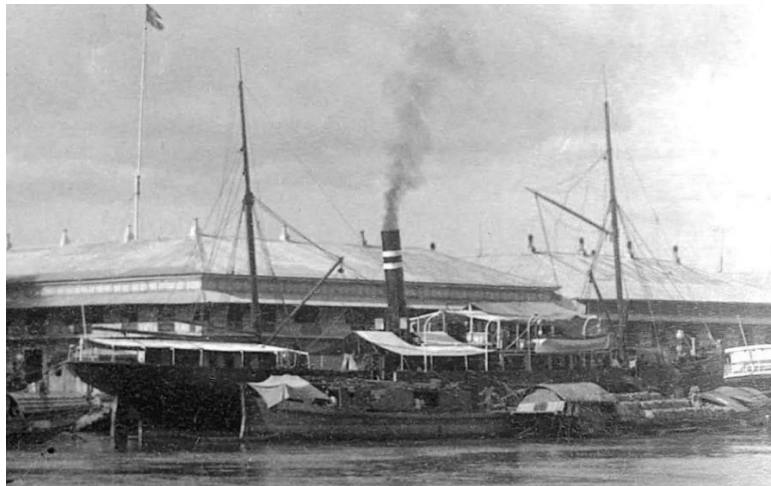
GOVERNOR FORBES (1912-16) 2007/05-6 (261.1 x 40.0', 2-sc. T3cy/148nhp/12k)

Built by Georg Seebeck A.G., Bremerhaven (#220) for Hamburg-Amerika Packetfahrt A.G., Hamburg as ADMIRAL VON TIRPITZ, 9/9/05 arr. Shanghai for Shanghai-Tsingtao-Tientsin trade (32 1st 28 2nd c.300 deck pass.) to connect with trans-Siberian mails to Berlin [see NCH, 15/9/05]. 1/12 sold to YYC, 15/2 arr. Shanghai from Tsingtao and after refit in Shanghai 11/3 arr. Manila as GOVERNOR FORBES. 1916 sold to A/S Baja California (A.O. Lindvig mgr), Oslo. 1919 sold to Caribbean S.S. Co. Ltd, New York and 1920 r. CALDAS. 1922 sold to Pacific Mail S.S. Co. Inc., San Francisco r. CORINTO. 1935 sold to Panama Mail S.S. Co. Inc. (W.R. Grace & Co., mgrs.), San Francisco r. MAYAN. 1939 sold to Felix Benitez Rexach, Ciudad de Trujillo r. SAN RAFAEL. 3/5/42 o/v Rampa-Kingston torpedoed and sunk by U-125 in 18.36N, 79.12W (NW of Montego Bay, Jamaica).



GOVERNOR FORBES as ADMIRAL VON TIRPITZ (A. Kludas).

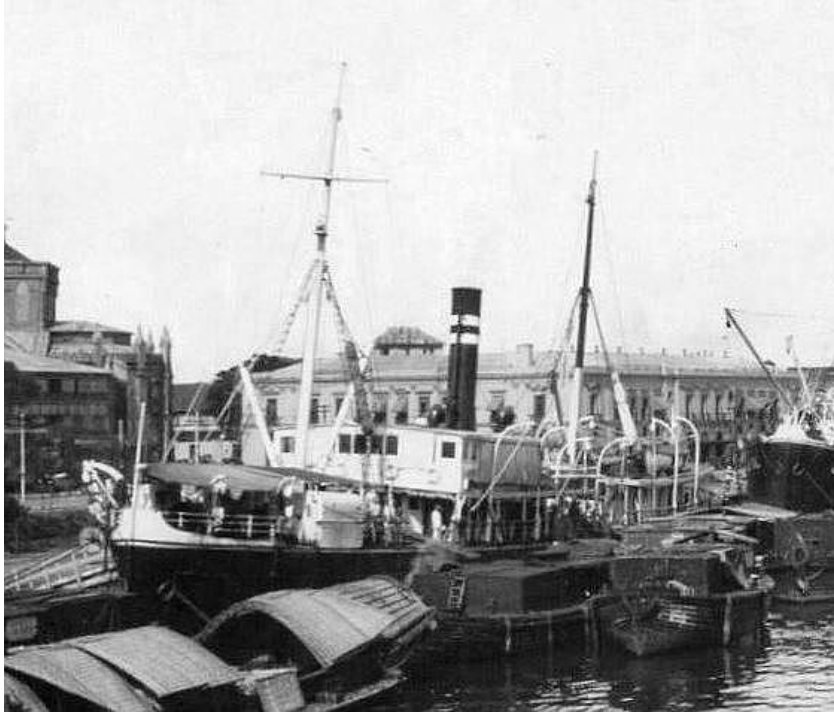
BOLINAO (1918-26) 247/84-2 (i.s.s., 134.0 x 24.1', C2cy/50hp by Hanna, Donald & Wilson, Paisley)
Built by Abercorn S.B. Co., Paisley (#69) for Cia Nav. de Filipinas, Manila, 2/4 dep. Greenock for Manila (17/6). c.1888 sold to F.L. Roxas. 1/95 t/f to Cia Maritima (10/11?). c.1899 t/f to U.S. flag. 190? sold to Simeon Malfodi, Manila (255 grt). c.1918 sold to YYC. 1920 t/f to YSSC (22/3). By 1925 sold to Ossorio S.S. Co., Manila. By 1928 sold to Eusiquio Vy Godinez, Cebu. By 1934 Cebu Nav. Co. Inc., Cebu. 2/42 war loss in Philippine waters.



?BOLINAO in Ynchausti colours dated 1899 (University of Michigan).

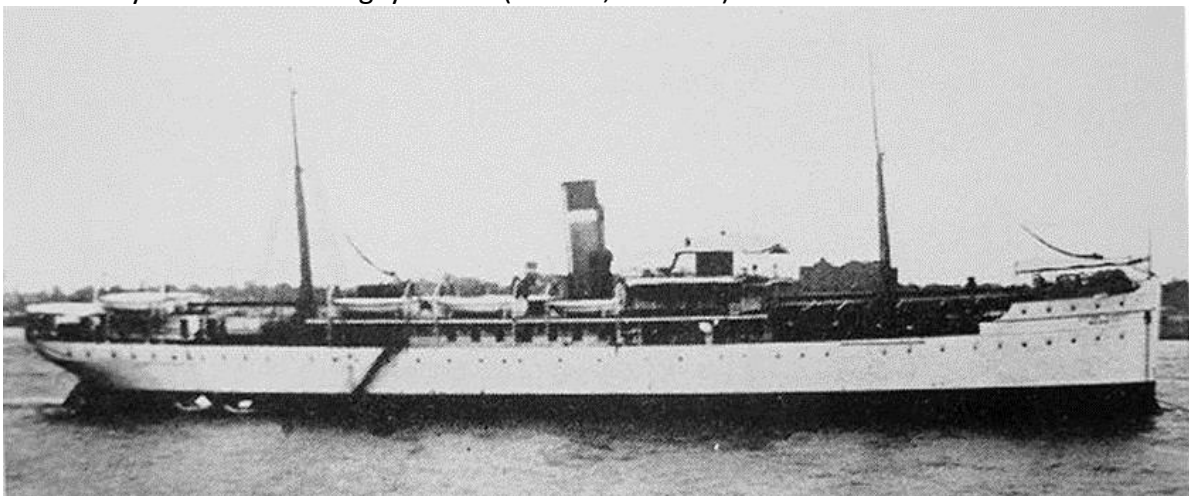


BOLINAO berthed near Jones Bridge, Pasig River (John Tewell).

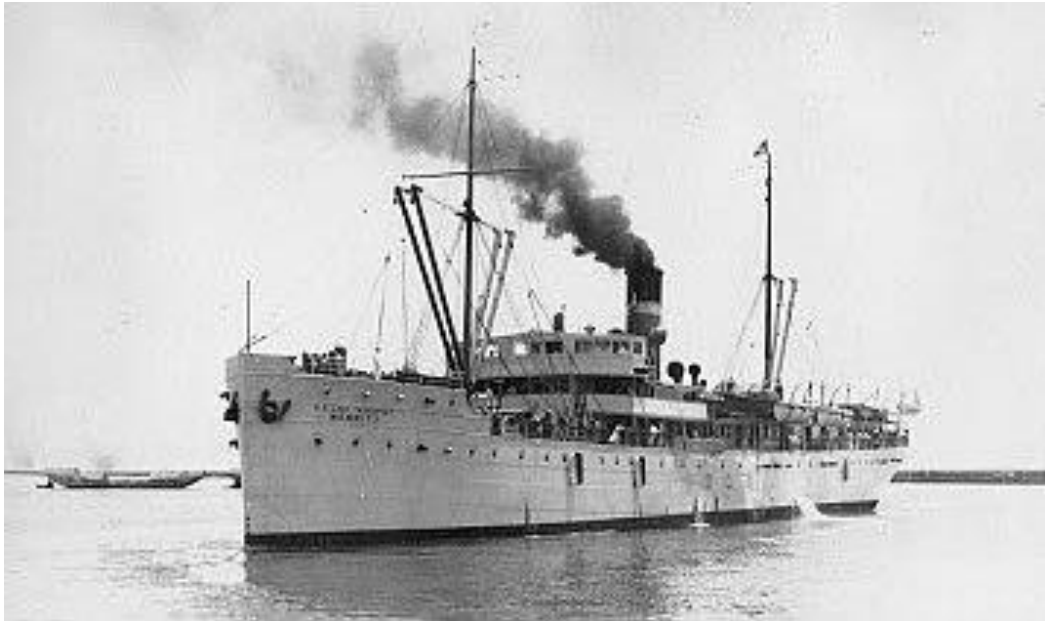


BOLINAO bridge and poop now built up (USNA).

BISAYAS (1933-41) 2832/12 (285.0 x 45.0', 2-sc. T3cy/111nhp/12½k, 48¹, 11², 342 troops @ 1932)
 Built by Shanghai D. & E. Co. Ltd, Shanghai as transport for U.S. Army Quartermaster for service in the Philippines, 7/1 launched as MERRITT, 23/4 trials (13¼k), electric ventilation in troop deck, also hospital on awning deck [NCH, 27/4/12]. 15/8/18 arrived Vladivostok with 27th Infantry. 23/5/23 sailed Manila with 526 White Russian refugees for San Francisco (1/7). 7/32 for disposal. 11/32 while under repair at Manila sold for P40,700 to Vicente Fernandez for service Manila-Amoy [ST, 8/11/32]. 1933 sold to YSSC, Manila r. BISAYAS. Mid-1934 t/f to MSSC (Elizalde & Co. Inc. mgrs), Manila. 3/41 rep. withdrawn from interisland service on sale to Madrigal & Co. [SCMP, 28/3/41]. c.28/12/41 reportedly scuttled in Pasig River. 2/1/42 seized by Japanese, refloated and r. HISHIGATA MARU. 2/1/45 sunk by US aircraft in Lingayen Gulf (16.37N, 120.19E).



BISAYAS as U.S. Army troopship MERRITT (Shanghai D. & E. Co. advert.).



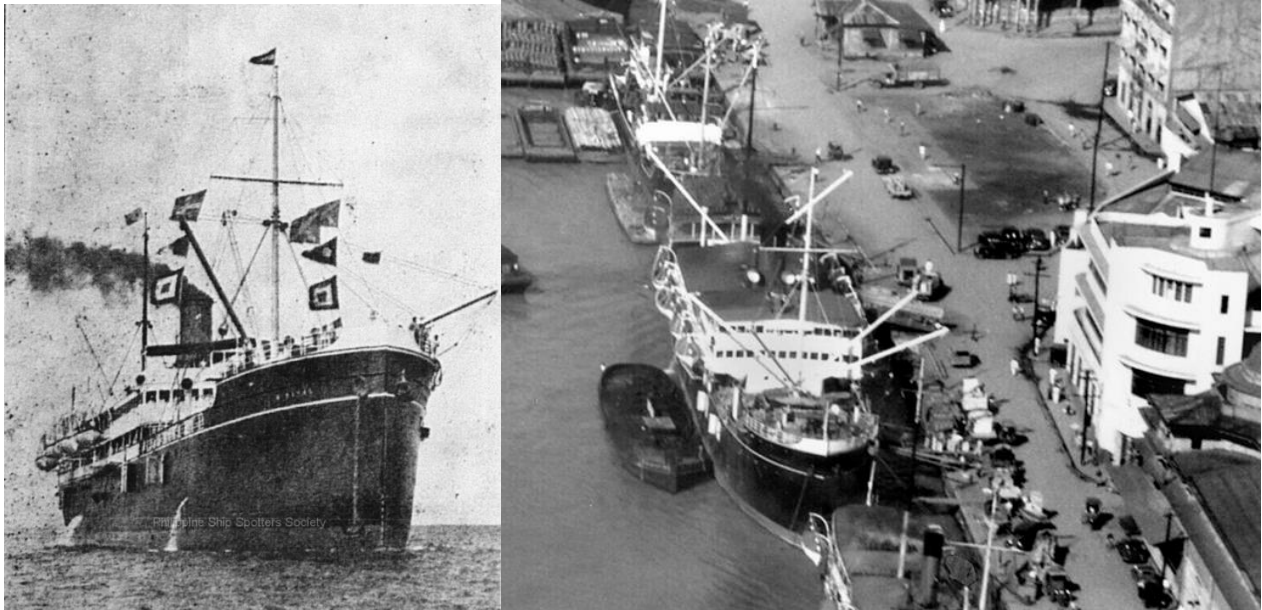
BISAYAS as U.S.A.T. MERRITT (Yves Pix).



BISAYAS 12 October 1939 having arrived that day from Cebu, Zamboanga, Cotabato, Davao, Talomo, Daliao, Malita, Lupon and Kingking (USNA).



BISAYAS on 16 August 1935 after mid-1934 t/f to Manila S.S. and refit, boats now permanently hung over side (USNA).

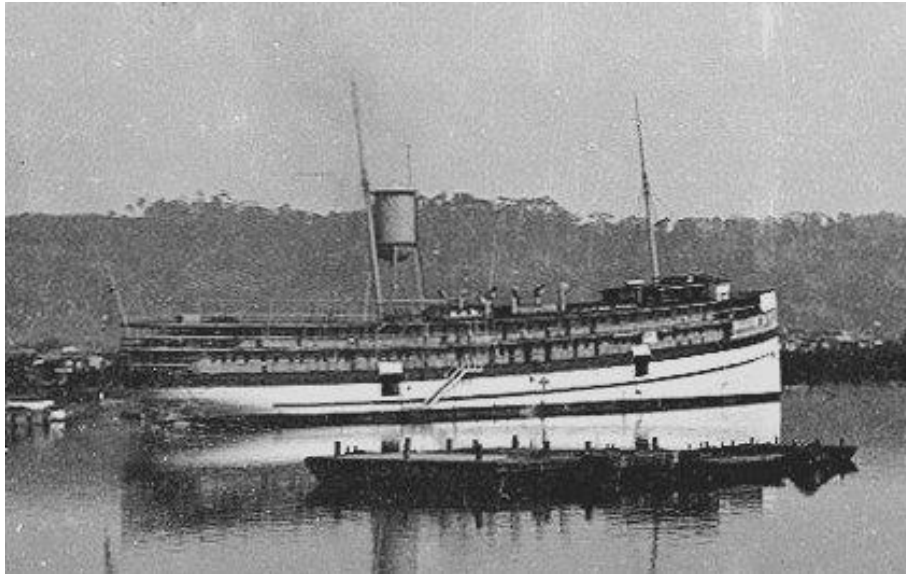


Left: BISAYAS (*Commonwealth* Sept/Oct 1935/*Philippine Shipspotters Society*).

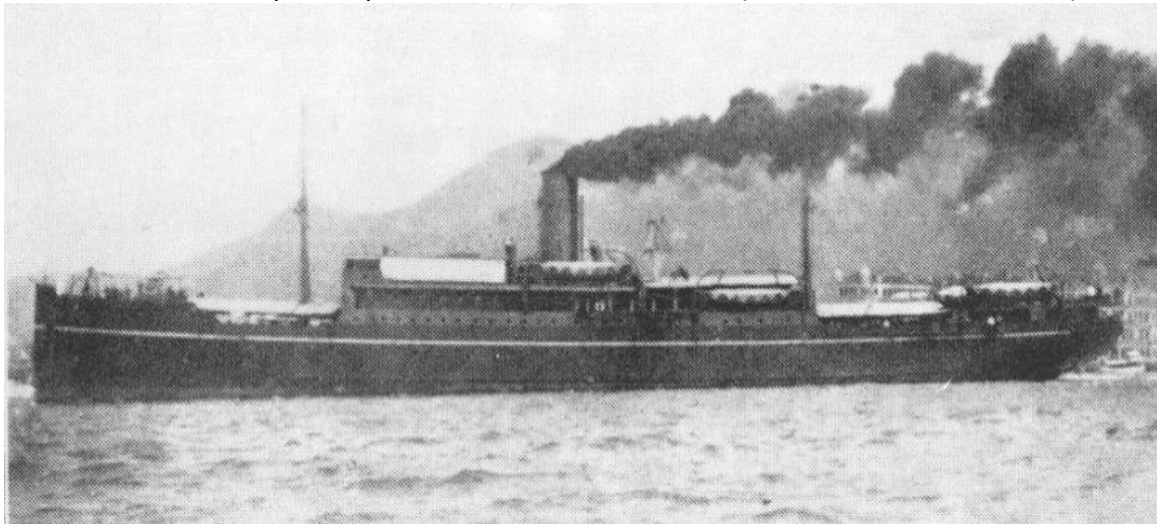
Right: BISAYAS in the Pasig 24 December 1938 (USNA).

LANAO (1937-41) 2104/96-12 (297.3' x 46.1', T3-cy/419nhp/13k; P: 40/32/???)

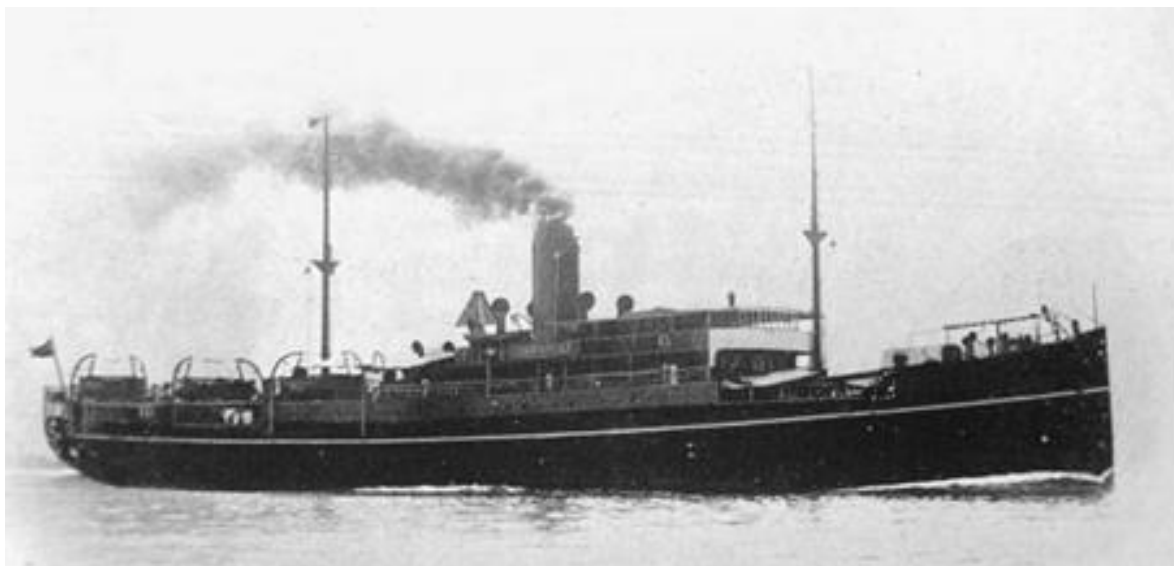
Built by Delaware River Iron S.B. & E. Works, Chester (#290) for Maine S.S. Co., New York (reg. Portland, Maine) for New York-Maine route as JOHN ENGLIS. 5/98 donated by Miss Anna Gould to U.S. Army for use as hospital ship for during Spanish-America War r. RELIEF, early 7/98 despatched New York to Cuba, 3/8 to Puerto Rico. Early 1899 despatched via Suez and Singapore (dep. 8/4) to Philippines, 8/99 returned to New York. 1900-01 during Boxer Rebellion transferred U.S. wounded to Canacao (Cavite), then returned to San Francisco. 11/02 comm. by USN but remained laid up at Mare Is, San Francisco until 6/2/08 comm. to accompany Great White Fleet, 11/08 detached at Olongapo. 14/11 dep. Cavite for San Francisco but after typhoon damage 18-19/11 declared unseaworthy and laid up at Cavite naval yard as floating accommodation. 6/10 decomm. Later moored at Olongapo (Subic Bay) as accommodation vessel. 4/18 r. REPOSE. 5/19 sold at Olongapo to James F. Macleod for commercial service. 3/23 purchased at Manila by Douglas S.S. Co. Ltd, HK and towed to Hong Kong to be rebuilt and refitted by W.S. Bailey & Co. with boilers from *Lama* (2175/05). 19/8/23 in typhoon driven from anchor in Kowloon Bay across harbour to North Point, refloated and towed back to Kowloon Bay but night 21/3 blown ashore near HWD dockyard, 22/3 refloated with little damage. 12/23 r. HAI NING. 30/4/24 trials (av. 15.6k). 6/5/24 maiden voyage to Swatow, Amoy, Foochow (now 46 1st in 1-2-berth, 32 2nd class in 4-berth). 14/2/37 arr. Hong Kong from Swatow on final DSSC voyage under sale to Elizalde & Co., Manila, 6/5/37 SCMP rep. arr. Manila r. LANA O, t/f to MSSC (E& Co. mgrs), Manila for service Manila-Cebu-Mindanao (LR rep. ex MINDANAO but latter name not confirmed). 3/41 rep. sold to Madrigal & Co. 'for foreign service' [SCMP, 28/3/41]. Fate variously reported: 27-28/12/41 bombed and sunk off Malabon, Manila Bay (Hartendorp); 2/1/42 sunk off Cebu by Japanese air attack (wrecksite.eu); 3/42 sunk off Cebu (Schell/Miramar) [see also Douglas S.S. Co., Wikipedia, SCMP, 1/5/24].



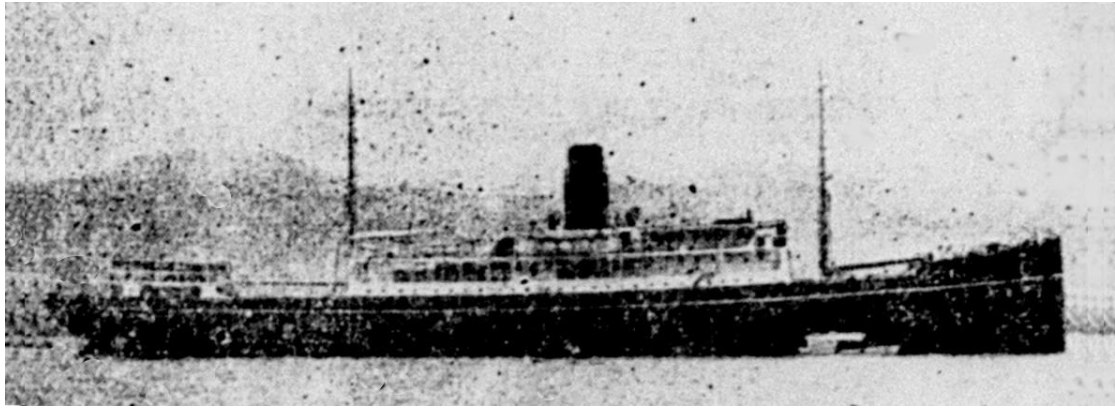
U.S.S. REPOSE as accommodation hulk at Olongapo, Philippines. Tall funnel and boats removed, side-ports open to ventilate tween-deck (U.S. Naval Historical Soc.).



Side profile of HAI NING in Hong Kong harbour from a DSSC advert. (*OSK Guide 1929*).



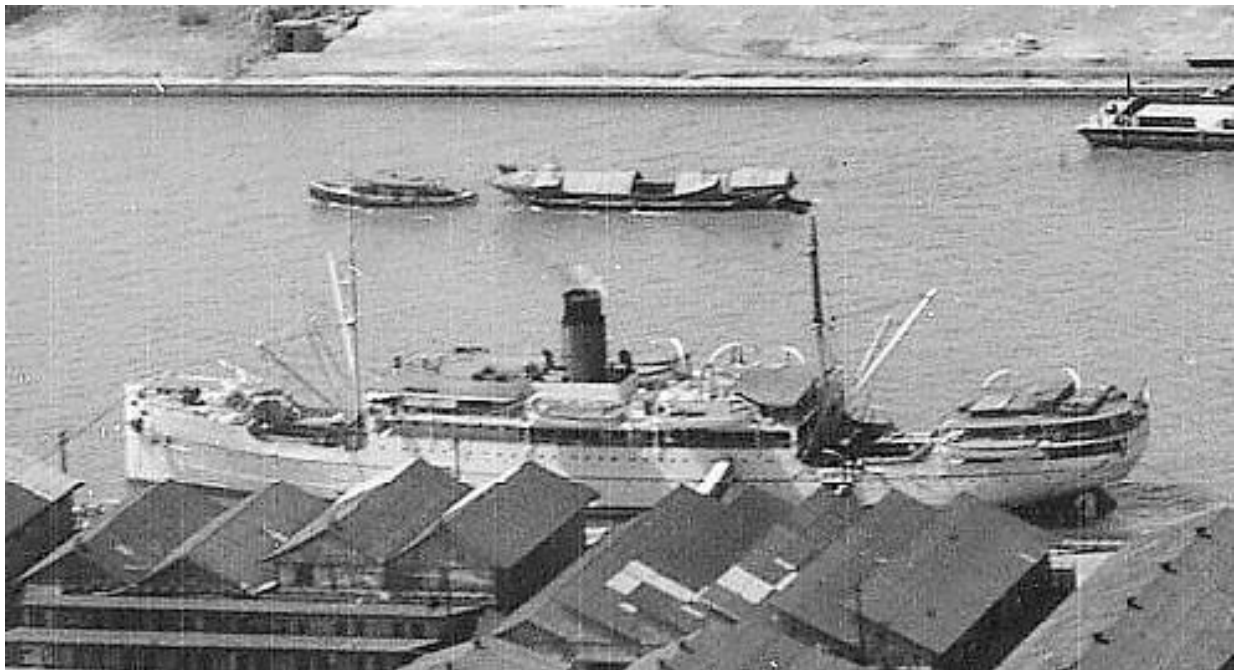
HAI NING at speed from a DSSC advertisement (*NYK Guide 1929*).



LANAO with black hull after refit at Hong Kong, now with white superstructure and cleared of Douglas boats and awnings (Manila S.S. advert. December 1937).



LANAO with white hull working cargo with long derricks at both hatches (*Life Magazine* via <https://i.pinimg.com/originals/2b/03/43/2b0343bb5efb28fbd07b8103258fecb7.jpg>).



LANAO in the Pasig, late-1930s with new yellow funnel (USNA).

MINDANAO (1937-37) 2104/96-12

see LANA O (1937-42)

ANAKAN (1938-47) 795/38-9 (191.9 x 29.1', M6cy by Motoren Werke Mannheim)

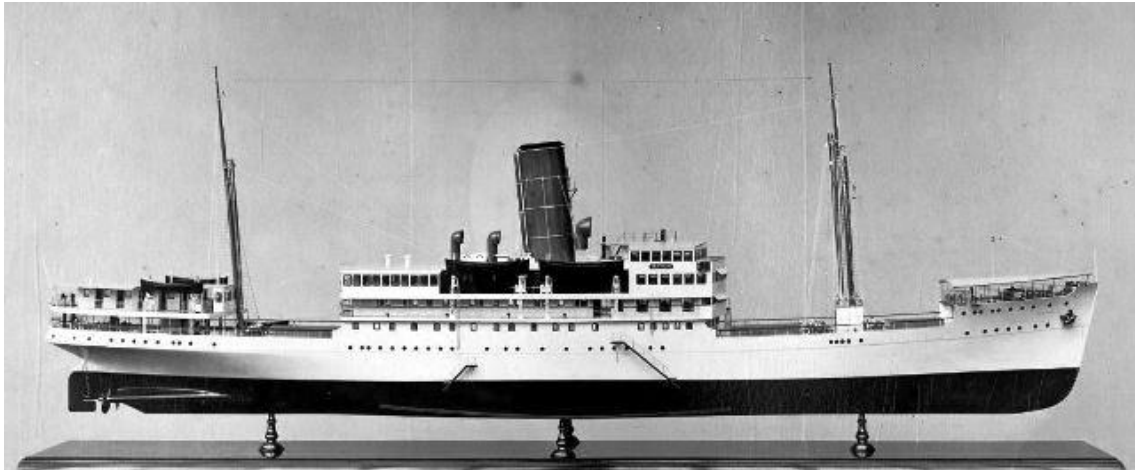
Built by N.V. Schpsw. Gebr. v.d. Werf, Deest (#206) for Woodtown Shg Co. Ltd, London, 31/5 launched and 9/38 completed for Brook Shg Co. Ltd (Comben Longstaff & Co.), London as ENIDTOWN, 10/38 LR class 1080 dwt). 11/38 sold to Manila S.S. Co. Inc. (Elizalde & Co.), Manila r. ANAKAN and placed in service Manila to Misamis Oriental (Anakan/Gingoog, Cagayan de Oro and Bugo). 8/39 slipped for rudder modifications (LR). Between 27/12 and 2/1/42 scuttled in Pasig River, raised and recomm. as ANAN MARU. 1945 recovered and reverted to owners. 1947 sold to M&Co. on stranding of TRISTAN, r. REGULUS. first advertised voyage 11/8/47 Manila-N. Luzon ports. 12/1/49 beached at Hong Kong following fire in cork cargo (insulation?) while refitting. 5/49 switched from Manila-Aparri route to Manila-Iloilo service. 19/6/49 r. REGULUS, reverted to Aparri route. 2/11/49 o/v Zamboanga-Manila (coal) foundered off coast of San Jose, Antique during typhoon, 1 survivor from crew of 33 and 4 reported pass.



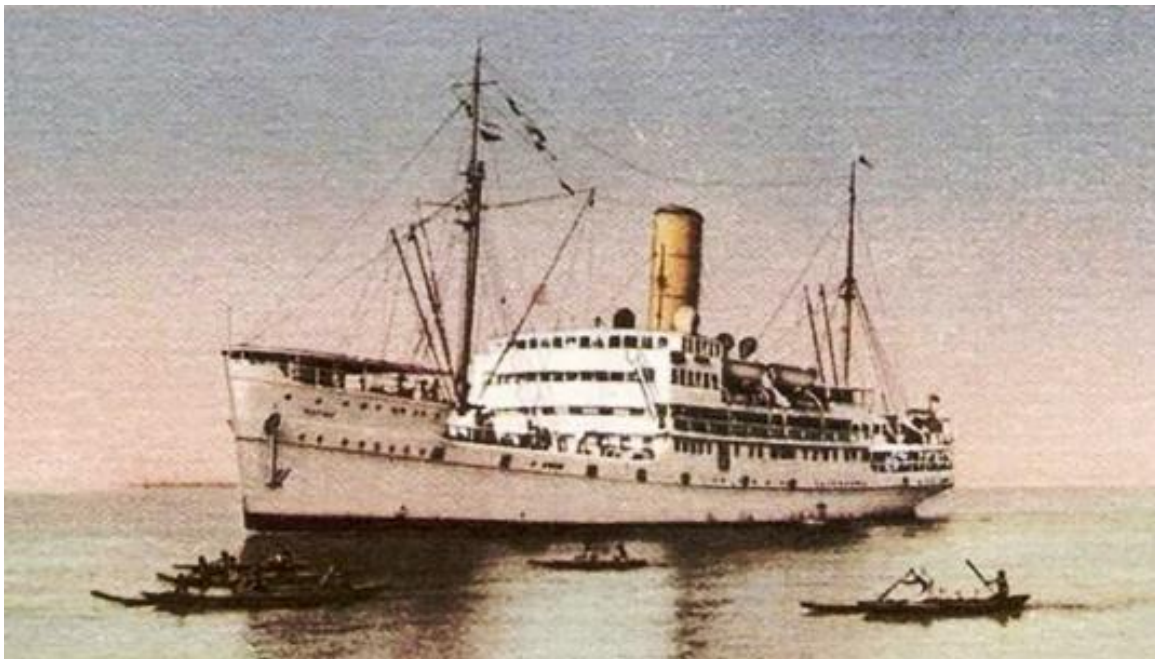
Launch of ENIDTOWN (Peter Cundall colln). R: As Madrigal's REGULUS (Phil. Herald 25/2/49).

MAYON (II) (1940-41) 3371/30-9 (2-sc. 4ST/1287nhp/22k max/18k by Parsons, 74/1st pass.)

Built by Vickers-Armstrong Ltd, Barrow (#662) and 26/6 launched to order of T.L. Duff & Co., Glasgow for Dollar S.S. Co. and reg. to Philippine Inter-Island S.S. Co., Manila under mortgage from National Devt Co. 25/10/30 arr. Manila from Glasgow to commence weekly service Manila-Iloilo-Cebu-Zamboanga (teak decks, 15t heavy lift, stm winches, 6000 cu. ft insulated space in No. 3) [ST 16/8/30]. 9/38 taken over by NDC (Manila Railroad Co. mgrs). 12/38 ownership t/f under mortgage. 5/5/39 ashore on Apo Is. (S. Negros) o/v Zamboanga-Cebu, 1/5 refloated by Luzon Stevedoring Co. and 11/6 arrived at Hong Kong via Manila for repairs by HWD; 10/7 redel. and 18/7 resumed service. 3/40 sold to Elizalde & Co. 1941 taken over by M&Co. 3/5/42 sunk by Japanese at Butuan, Mindanao (13 lives) (Hartendorp).



MAYON (1930), builder's model (Ebay).



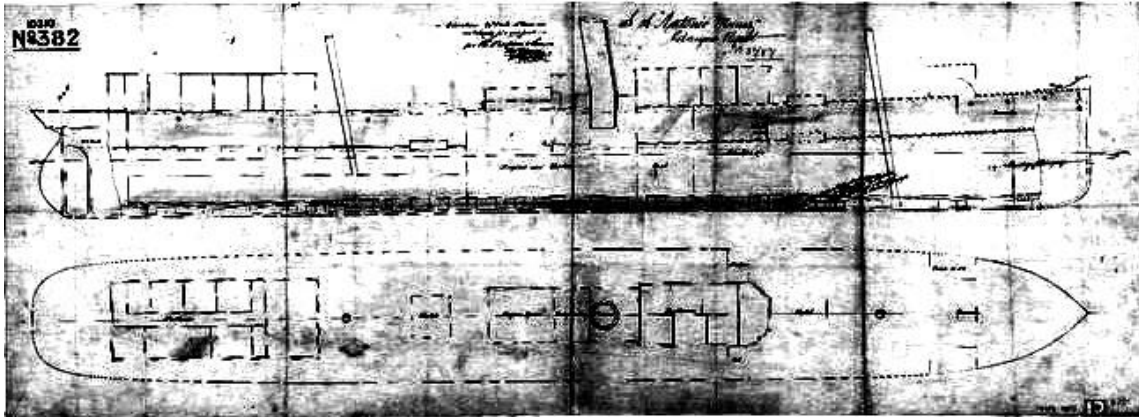
MAYON in Manila S.S. colours (from a postcard).

Gutierrez Hermanos vessels (Ynchausti colours)

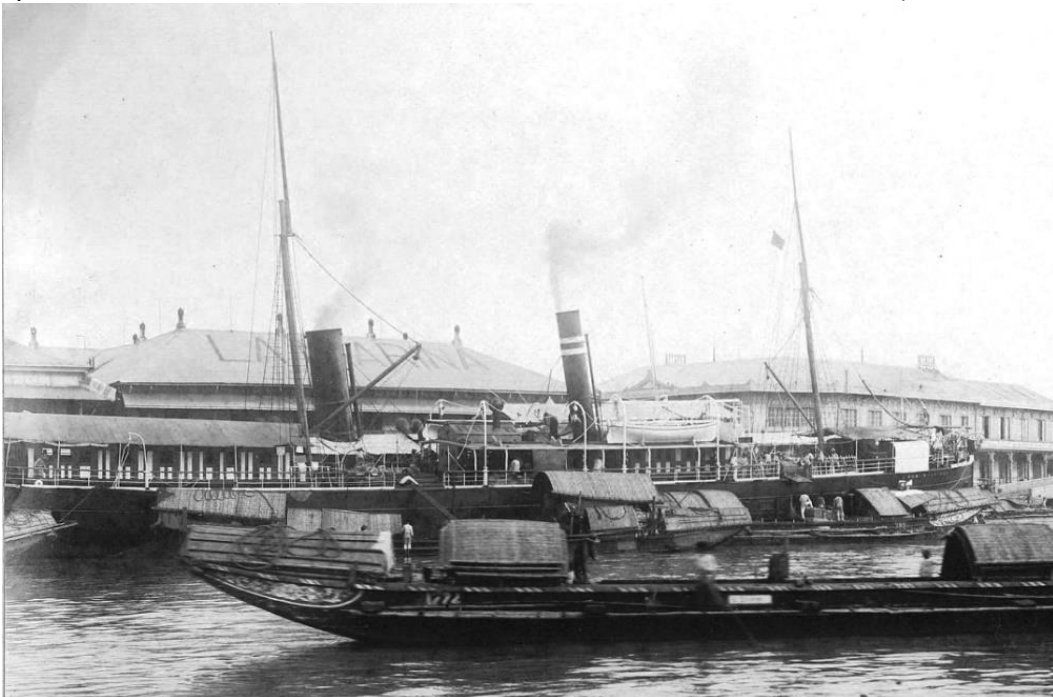
(1920s and 1930s)

ANTONIO MUNOZ (1882-93) 816/82-7 (i.s.s., 204.5 x 26.4', C2cy/100rhp)

Built by Robert Napier & Sons, Glasgow (#382) for Munoz Hermanos, Manila, 20/6 launched, by 10/82 in service to SE Luzon. 1889 owner J. Munoz. 1893 sold to Gutierrez Hermanos r. DOS HERMANOS. 9/00 rep. new boilers tested prior to shipment from Glasgow for fitting in Manila. By 1914 838 grt. 7/31 i/s Manila-Legaspi. 31/12/41 scuttled in Pasig River, 1942 raised by Japanese and recomm. as HIMENO MARU. 5/12/43 torpedoed and sunk by USS *Narwhal* in 9.10N/124.30E.



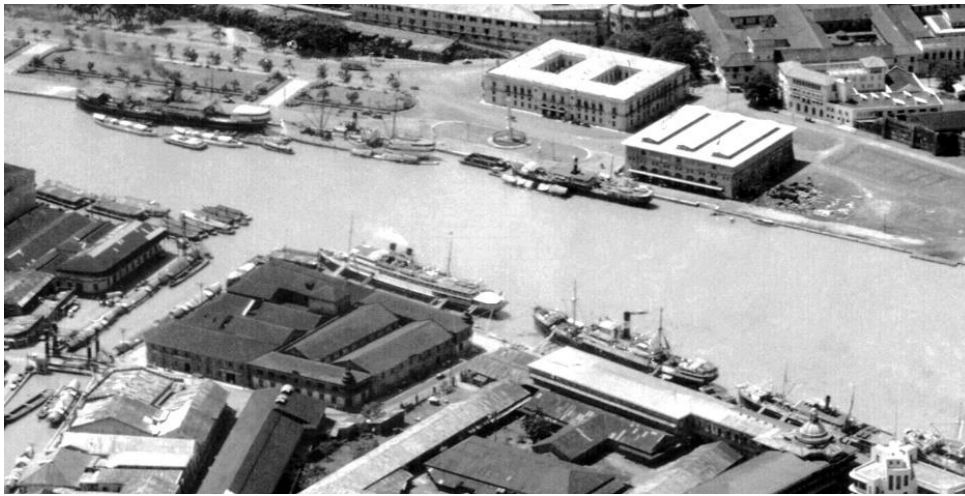
Builder's profile of hull of ANTONIO MUNOZ which became DOS DERMANOS (Irfoundation.co.uk).



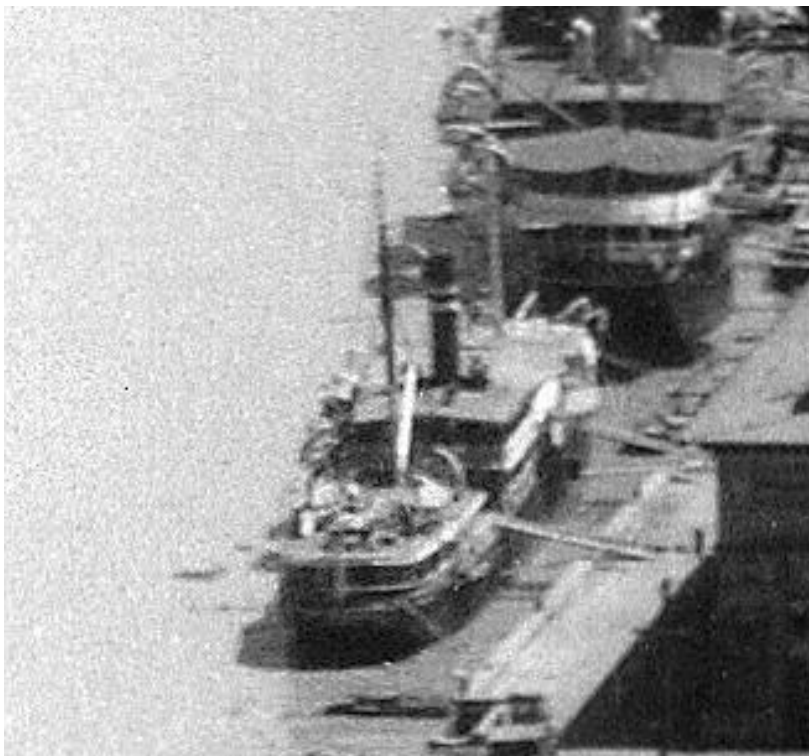
1900 photograph of DOS HERMANOS in the Pasig (University of Michigan).



DOS HERMANOS in YYC colours beside Magellan Monument, 20 February 1934, having arrived on 17 February from Legaspi, Tabaco and Lagonoy (USNA).



16 August 1935 DON HERMANOS, due to sail 17 August for Legaspi, Tabaco, Lagonoy and Nato.



DOS HERMANOS on 1 March 1939, having arrived on Saturday 25 February from Legaspi, Tabaco and Virac and due to sail for the same ports on 1 March (USNA).

MAGALLANES (1899-4?) 1321/80-12 (i.s.s., 244.5 x 33.2', C2cy/157nhp by T. Clark & Co., Newcastle) Built by Schlesinger, Davis & Co., Newcastle (#113) for O.L. Eichmann, Hamburg as LIBELLE. 12/1/83 o/v Bergen-Tyne (ballast) stranded on Cullercoats Rocks, off mouth of Tyne and broke back, CTL, 23/3 sold at auction, 5/4 refloated for rebuilding. 1883 sold to Thos. E. Brigham, So. Shields. 1884 sold to G. Milne & Co., Aberdeen. 1890 sold to Central Borneo Co. Ltd, London, 7/90 arrived Singapore for Labuan-Singapore coal trade. 1893 sold to New Central Borneo Coal Co. Ltd, London. 1898 sold to Labuan & Borneo Ltd, London and service extended through to Visayas. 7/12/99 arr. Singapore from Labuan for docking, 1/00 sold at Singapore to Gutierrez Hermanos, Manila, 2/00 rep. at Manila r. **MAGALLANES**. 1904 new boilers. Mid-1931 Manila-Bulan-Gubat-Albay-Lagonoy. 31/12/41 scuttled in Manila Bay, reported refloated by Japanese salvors, NFI.



MAGALLANES before 1923 (Leiden University Libraries/John Tewell).



MAGALLANES in front of Jones Bridge c.1921. (<http://www.lougopal.com/manila/?p=472> /John Tewell).



?MAGALLANES at Manila 1933 or later with enclosed bridge. Recognisable by unchanged poop structure with five forward-facing windows (source not recorded).



MAGALLANES 24 October 1933 due to sail same day for Legaspi, Tabaco, Logonoy and Nato (USNA).



Same vessel c.1940 (<https://www.flickr.com/photos/johntewell/8069738789>).

Small unidentified craft (prewar)

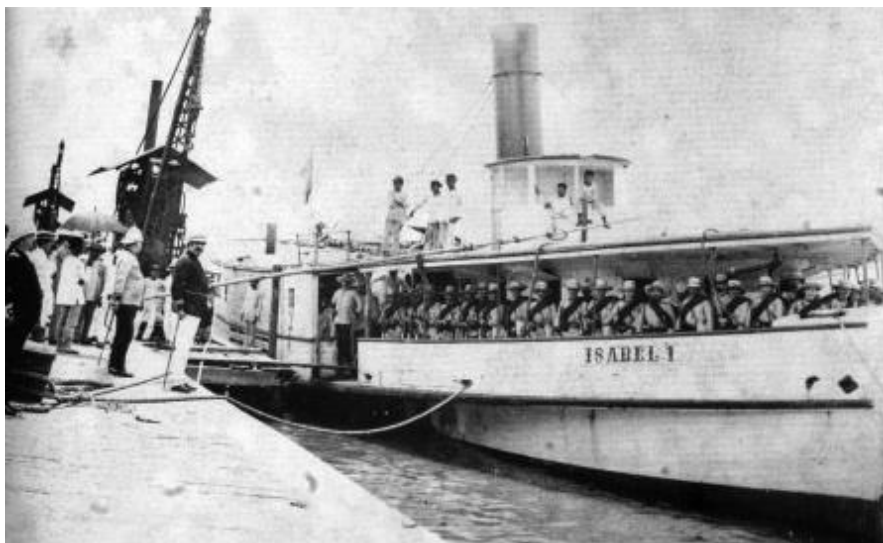
ISABEL II (189?-1?) 132/67 (w.s.s., 100.7 x 20.1', ?/25hp)

Built at Manila. By 1875 in service on Manila Bay (R. Dominguez & Co.). First listed LR 1890/91 for R. Pozas, Manila. By LR 1894 YYC (08/9). By LR 1910 T. Yangco, later Yangco S.S. Co. as ISABELA I (no ex). Unlisted by LR 1922/3.

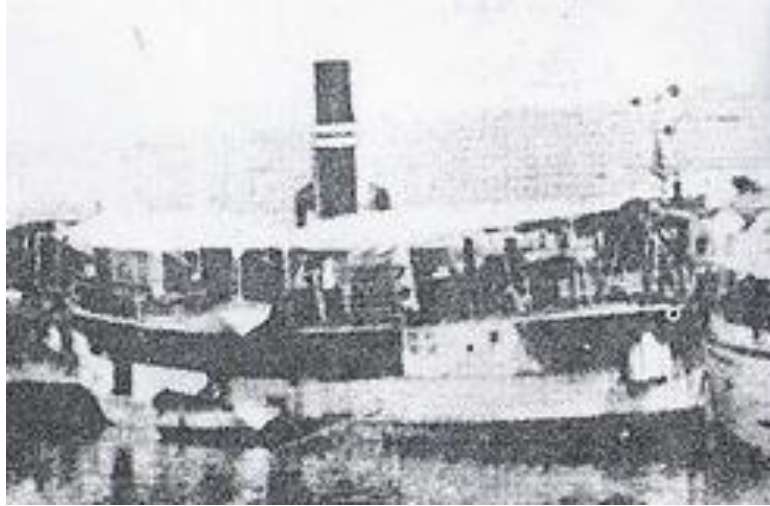
(link to ISABELLA SECUNDA, w. walking beam p.s., assembled Manila for Marcaida 1852?)



Unidentified walking-beam paddle steamer at Manila, possible ISABEL II.



ISABEL I Probable running mate to ISABEL II. In early YYC fleet. No details.



ISABEL 1 as a screw steamer (source unknown).

Launches

BULACAN 1880s R. Pozas. By 1894 YYC. Not listed 1908.

TRUENO Listed to YYC. by early 1900s.

ALABAMA Listed to YYC. by 1908

LIBERTAD Listed to YYC. by 1908

MAY C Listed to YYC. by 1908

TEXAS (launch) Listed to YYC. by 1908

FRITZ Listed to YYC. by 1908

TITO (19??-??) 128/11 (see below)

Tugs

BACOLOD (188?-??) 154/74 (iron paddle tug)

Built by A. & J. Inglis, Glasgow (#112) for J.S. Hodgson, Liverpool (reg. owner). By 1876 for Ramon Pozas. 1879 NEC. 1880s owners blank. LR 1889/90 relisted for YYC, Manila (99/00). Unlisted by LR 1902??

MARIPOSA (tug) (in service originally for Russell, Sturgis & Co. but 1875 for Francisco Reyes, 1876 by master. 22/9/75 towed in Pasig. 24/11/75 for Romblon to salvage stranded *Legaspi*. By 1882 YYC. Still in service 1908.

FELISA (tug). By 1874 Russell, Sturgis & Co. 1875? to YYC (1890s). Unlisted by 1908.

Lighters

PILAR Listed to YYC by 1908

LEGASPI Listed to YYC by 1908

POSTWAR FLEET

TITO (1946-51) 128/11 (w.m.s., 89.5 x 22.5', 2-sc. M3cy)

Built by Geo. Fenwick & Co. Ltd, Hong Kong as steamer for unknown owners. By LR26 listed as built 1914 (no engine details) for Viuda e Hijo de P.P. Roxas, Manila. 1931 fitted with oil engine. By 1935 owners Ayala & Co., Manila. By 1939 owners Calabaton Tptn Co., Manila. 5/46 adv. for Elizalde Manila-Cebu. 7/46 in weekly service Manila/Pasacao. 31/1/51 m.s. TITO reported "recently wrecked near Sibay Isl." (*Manila Times*).

TANDUAY (1946-??) (no details)

Unlisted. 5/46, 7/46 sailing Manila-Cebu. 1/49 while operating for Manila S.S. in the Visayan islands grounded off Santa Fe, Bantayan Is., 27/1 refloated. NFI.

OLD SPECIAL (1946-??) (no details)

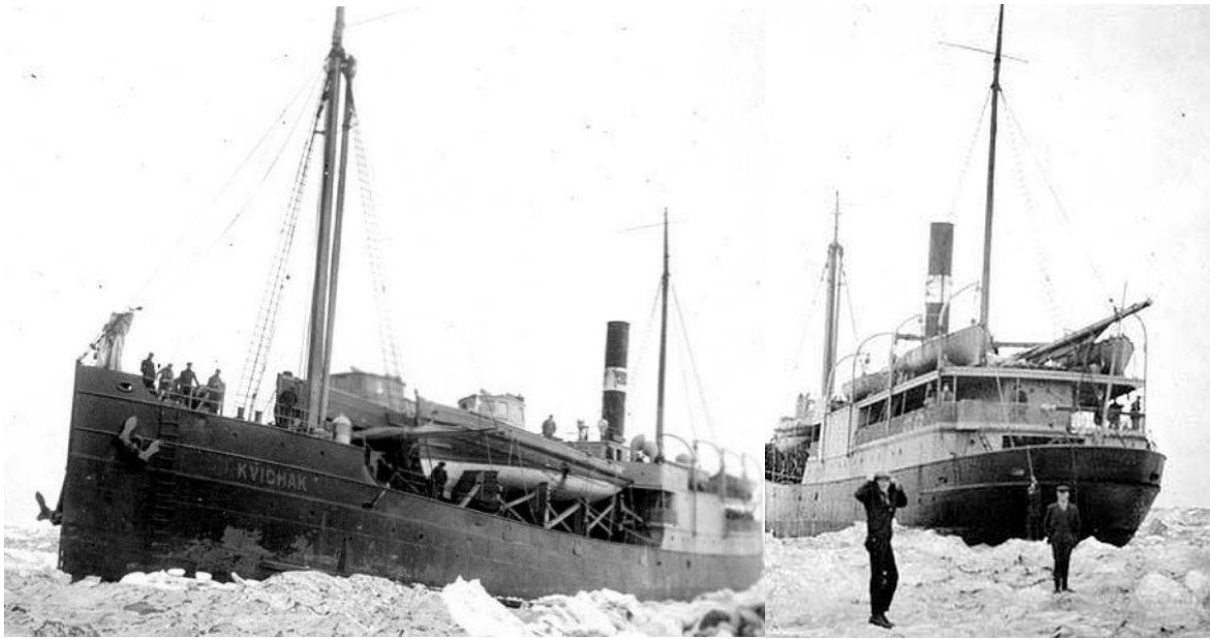
Unlisted. 5/46, 7/46 being advertised Manila/Iloilo/Pulupandan. NFI

ALCO I (1946-??) (no details)

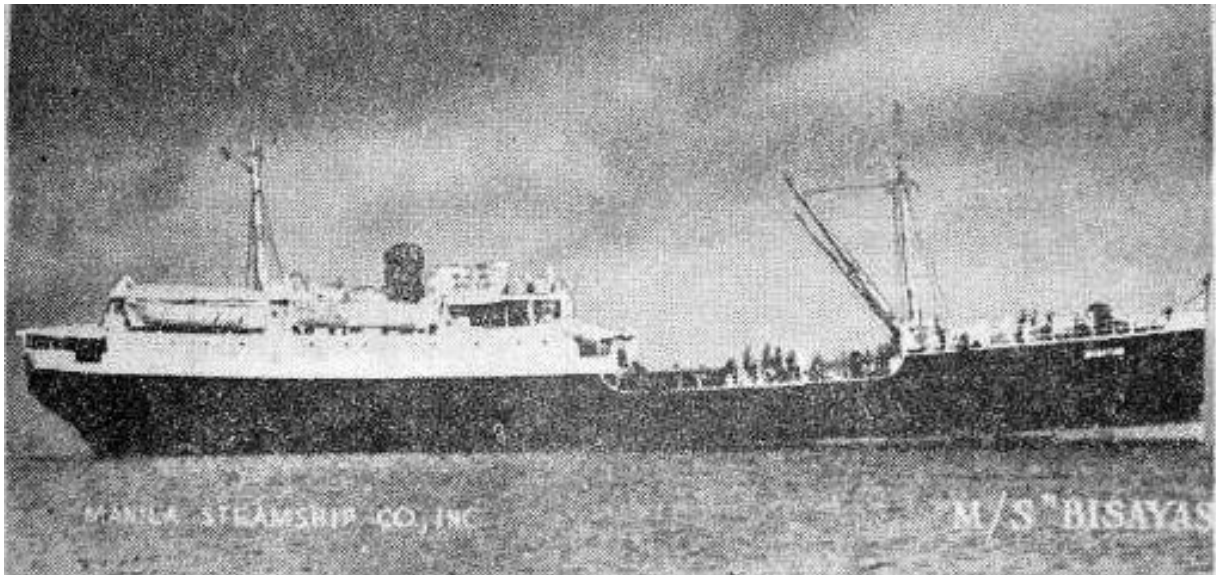
Unlisted. 13/8/46 maiden voyage Manila-Mangarin. NFI

BISAYAS (II) (1946-53) 1306/00-10 (200.0 x 35.2, 2x8cy/264nhp by Atlas-Imperial Diesel Eng. Co., Oakland)

Built by Wolff & Zwicker Iron Works, Portland (#7) as 2-sc. steamer (T3cy/142nhp) for Alaska Packers' Association, San Francisco as KVICHAK. 1930 re-engined with diesel engines. 1940 sold to U.S. Army Transportation Corps and comm. as USAT KVICHAK for service in Alaskan waters. 27/1/41 stranded on Sisters Rock, Finlayson Channel while o/v Ketchikan -Seattle (23 pass., 37 crew rescued rescued by American Can Co. vessel **SS Cancolim** and transferred to USS *Charleston* (PG-51), 3 crew lost, superstructure washed away, then 5/3/41 slipped off ledge and sank in 90', subsequently raised and rebuilt at Winslow (WA) for U.S. Army as small craft repair ship, 3/42 comm. with Coast Guard crew as JAMES B HOUSTON and assigned to SW Pacific. Late 1945 laid up and t/f to WSA for disposal [war history from www.navsource.org/archives/30/21/2104.htm]. 1946 sold to Manila S.S. Co. Inc. (Elizalde & Co. Inc., mgrs) possibly r. DON SANTIAGO then r. BISAYAS. 16/11/46 maiden voyage Manila-Iloilo-Cebu-Cagayan de Misamis. 6/4/48 sailed Manila for Cebu and Cagayan with 56 passengers. 31/7/51 final known sailing Manila-Iloilo-Pulupandan, sailing advertised for 6/8 withdrawn. 9/51 chartered to Indonesian Nav. Co. (INACO), Jakarta, probably with intent to purchase, for Jakarta-Singapore trade but 13/9-2/11 laid up at Tanjung Priok, then one voyage Tanjung Priok-Palembang-Priok-Singapore (3/12), where returned to owners as unsatisfactory. 1953 sold to Royal Lines Inc., Cebu r. MELLEZA. 1954 r. REGINA. 9/56 rep. scrapped Hong Kong by Hong Kong Chiap Hua Manufactory Co (1947) Ltd.



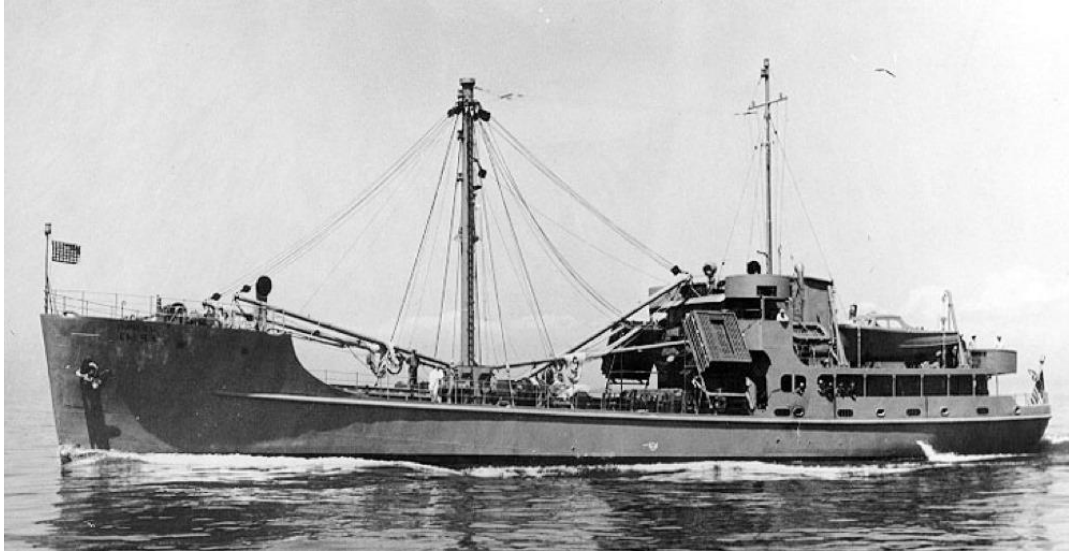
KVICHAK icebound in Bristol Bay, Akaska 1918 (U.S. Naval Historical 30210401, 30210402).



Motor vessel BISAYAS ex steamer KVICHAK

DON SANTIAGO (1946-46) see BISAYAS (1946-54) 1306/00
 (name may have been projected only)

FS-159 (1946-50) 512/44-3 (FS-type, 159.8 x 32.0', 2-sc. M2cy by The Buda Co., Harvey, Ill.)
 Built by Higgins Industries Inc., New Orleans (#26) for US Army Transportation Corps as FP-159,
 later FS-159. 1946 sold through US Foreign Liquidation Commission to Elizalde. 3/9/46 maiden
 voyage Manila-Cebu, still as such 2/47. 19/10/47 offered for sale by tender by Philippine Shg
 Commission. 10/11/47 SOS with engine trouble in Albay Gulf during storm, 17/11 arrived at
 Legaspi. 1/50 offered for sale by Philippine Shg Commission, 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



Sister FS-343 showing the basic 'Freight and Supply'-type design. The variation shown in the photos of individual ships below result from enlargements in the 1950s (image reversed, Naval Historical NH7469).

FS-264 (1946-47) 558/44 (FS-type, 166.3 x 32.0', 2-sc. M2cy by General Motors Corp., Detroit)
 Built by Wheeler S.B. Corp., Whitestone (NY) (Yard. No.78) for US Army Transportation Corps as FS-264. 3/46 t/f through US Foreign Liquidation Commission to Philippine Shg. Commission (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 by availability of flame retardant. 31/5/49 rescued eight survivors from sunken sailboat off Jintolo Island. 1/50 sold to Philippine S.N. Co. By 1966 sold to Cebu-Bohol Ferry Co. Inc., but by early 1970s owners unknown. Night of 4-5/4/82 o/v while Davao-Butuan (general) stranded at Sanco Point, Mindanao, apparently refloated. By 1998 rep. sold to George & Peter Lines r. DON VICTORIANO. NFI.



Converted BAZTAN at North Harbour, Manila on 16 June 1970 in Philippine S.N. Co. colours.
 Heavy lift at No. 2 hatch and three accommodation decks (W. Schell).

FS-405 (1946-46) 560/44-11 (FS-type, 164.9 x 32.0', 2-sc. M2cy by General Motors Corp., Detroit)
 Built by Hickinbotham Bros. Construction Div., Stockton, Ca. for U.S. Army Transportation Corps as FS-405. 1946 sold through US Foreign Liquidation Commission to Elizalde. 5/9/46 maiden voyage Manila/Visayas. c.29/12/46 r. VIZCAYA. By 8/51 owned by Philippine S.N. Co. as VIZCAYA. Later

conv., 736g. 8/56 annual overhaul. 29/6/58 master cited for illegally carrying cigarettes and card decks. 1974 sold to Hijos de F. Escano Inc. r. MALITBOG. 1975 rep. sold to Aboitiz Shg. Corp. r. VIZCAYA, 1981 sold to Escano Lines, reported r. VISCAYA but conflicting information because 3/4/84 as MALITBOG of Escano sold to Atlas Consolidated Mining Corp. and broken up at Sanzi, Toledo City, Cebu.

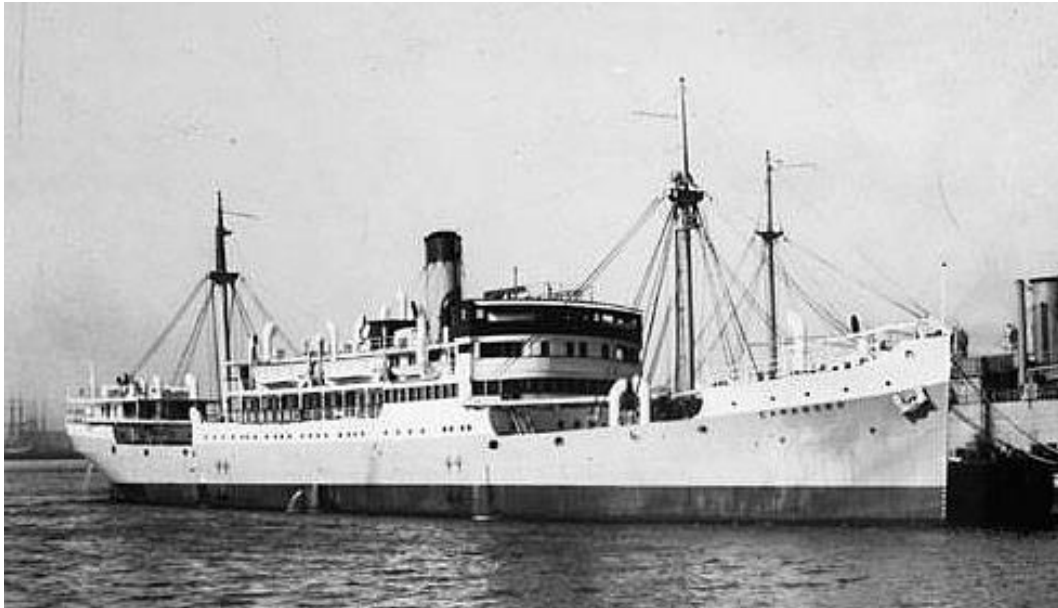


Converted and lengthened FS-405/VIZCAYA under Philippine S.N. Co. ownership at Manila North Harbor, 11 June 1970, kingposts against bridge (W. Schell)

MAYON (III) (1946-55) 2916/23 (305.2 x 48.2', 2-sc. ST/12k by W.& A. Fletcher Co., Hoboken (NJ), pass.)

Built by New York S.B. Corp., Camden (#278) for Atlantic and Caribbean Steam Navigation Co., Wilmington (Red "D" Line, Philadelphia) as CARABOBO for New York-Venezuela service (59 1st, 28 2nd class). 10/37 owners taken over by Grace Line. 12/37 sold to Northland Transportation Co., Ketchikan r. NORTH COAST for service Seattle-Alaska. 25/8/38 collided and sank *Coaster* (579/06) off Point No Point, Washington. 9/11/41 collided with and sank ocean tug *Canada* (155/92) off Marrowstone Isl., Washington. 12/41 bare-boat charter to WSA, sub-charter to War Dept Tptn Corps to supply Alaskan bases. 4/46 reverted to owners. 7/46 sold at Seattle for \$460,000 to Manila S.S. Co., Inc., 11/46 r. MAYON. 14/11/46 maiden voyage Manila-Hong Kong (refit?) after earlier being reported intended for Manila-Visayas service. 12/46 not operating. 18/1/47 12-day voyage Manila-Southern islands, 8 ports. 2/47 voyage Manila-Cebu-Maribojoe-Zamboanga-Cotabato-Davao. 8/3/47 voyage to Amoy, then 19/3 pleasure cruise to the Visayas and Mindanao (postponed to 29/3). 17/4/47, 31/5/47 voyages to Amoy. 14/6/47 voyage to Mindanao. 6/11/47 arr. Manila after drydocking in Hong Kong. Thereafter southern islands voyages (e.g. 8/5/48). 5/49 refitted at Hong Kong. 5/8/49 collided with *Sandviken* (2916/26) while attempting to dock at Zamboanga, light damage to both. 21/8/49 transferred to Manila-Iloilo-Pulupandan service. 15/3/51 arrived Manila after extensive repairs, overhaul in Kobe. 8/7/51 final advertised sailing Manila-Iloilo-Pulupandan. 8/51 chartered to Indonesian Nav. Co. (INACO), Jakarta, probably with intent to purchase. 9/51 sub-chartered to Indonesian Army (TNI) for trooping. Mid-1953 INACO pilgrim voyage to Jeddah (257 pilgrims). By 1954 a few trooping voyages but mostly idle or under repair at Tanjung Priok. 2/55 following conclusion of INACO charter, dep. Jakarta for Manila in tow of *Tiburón* (394/43) but 18/2 caught fire in Karimata Strait off SW Borneo, heavily damaged

amidships and starboard side, beached, 3 crew injured, fire extinguished by 20/2. 15/3 refloating operations commenced by *Albacore* (394/43), 3/4 arrived in tow at Manila, declared CTL, broken up locally. [F.E. Emmons, *American Pass. Ships*, NavSource.com; 1985; *Manila Times*, Alg. Rijksarchief/KPM annual reports].



MAYON as CARABOBO in New York-Venezuela service (University of Alaska).



MAYON as pre-war NORTH POINT in Seattle-Alaska service (University of Alaska).



MAYON as NORTH POINT as supply ship during WWII (Canadian Armed Forces/WSSPL).

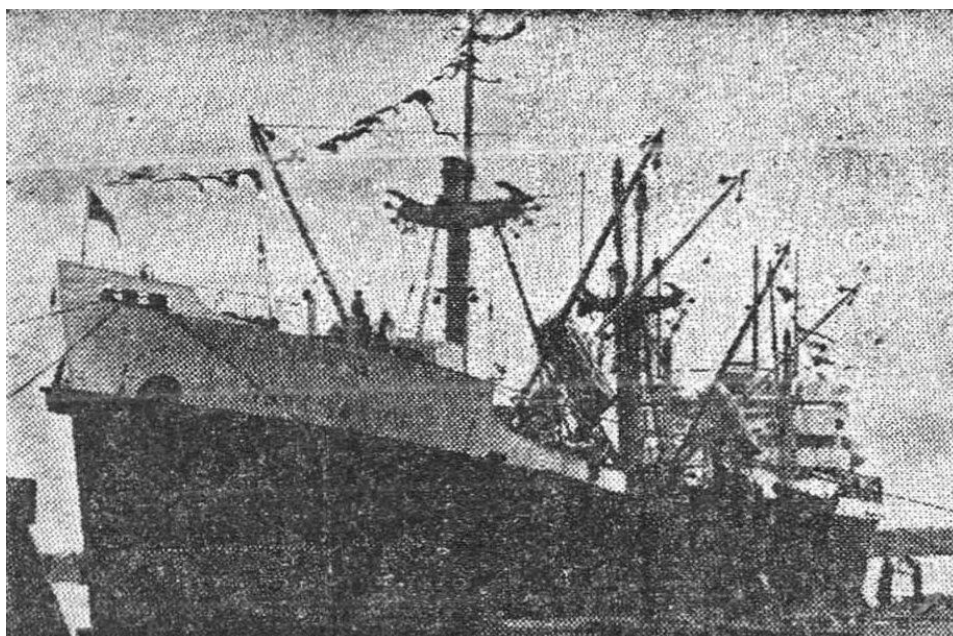
VIZCAYA (II) (1946-51) 560/44

see FS-405 (1946-46)

BAZTAN (1947-50) 558/44

see FS-264 (1946-47)

BOWLINE KNOT (1947-51) 3805/45 (323.9 x 50.1', M6cy/12k by Nordberg Mfg. Co., Milwaukee)
Built by Consolidated Steel Corp., Long Beach (#1232) for USWSA, from 12/47 USMC, later US Dept of Commerce as BOWLINE KNOT. Late 1945 American President Lines mgrs for Philippine coastal operations. 2/47 made available for charter to Philippine operators under Tydings Rehabilitation Act (1946) but 6/47 still APL. 12/47 Manila S.S. Co. mgrs. 10/1/48 maiden voyage. 4/48 carrying passengers on coastal services. 4/5/48 collided with and sank motor launch *Consuelo* off coast of Labuan, 9 dead. 1/4/50 undertook Philippine Travel Bureau's first 1950 cruise of the southern islands. 13/5/50 sailed Manila on J.M. Rodas' Ninth Southern Islands Pleasure Cruise. 1/8/51 CM mgrs. 2/8/51 maiden voyage Manila-Cebu-Maribojoc-Iligan-Cotabato-Davao. 18/9/51 grounded off Tapian Point, Moro Gulf, 1/10 refloated. 5/52 charter extended to 30/6/53. LR53 listed for unknown Philippine owners. LR66 still listed for USDOC. 2/71 sold while laid up at Olympia and scrapped at Portland (Or.) by American Ship Dismantlers.



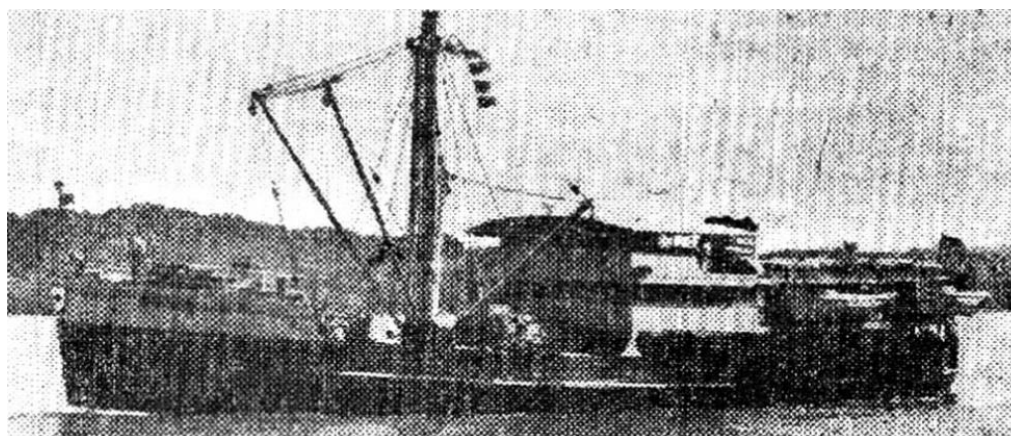
BOWLINE KNOT (*Evening News*, 4/3/50/PSSS-Gorio Belen).

ELCANO (II) (1947-51) 560/44-10 (FS-type, 166.3 x 32.0', 2-sc. M2cy General Motors Corp., Detroit)
Built by John H. Mathis & Co., Camden, NJ (#157) for US Army Transportation Corps as FS-319.
12/47 sold through Philippine Shg Commission to Manila S.S. Co. Inc. r. ELCANO. 15/1/48 maiden voyage Manila-Iloilo-Pulupandan. 5/51 sold to Philippine S.N. Co. 9/55 lengthened (736g, 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. 1977 sold to Aboitiz Shg. Corp. 12/2/78 damaged by stranding on Semirara Island, Mindoro. 1981 sold to Metropolitan Insurance, Cebu (as CTL?). RLR 1988.



ELCANO was sold in 1955 to Philippine S.N. Co. and in 1955 lengthened and renamed BAIS. Here loading passengers at Cotabato on 14 June 1970 (W. Schell).

FS-349 (1947-47) 558/44-5 (FS-type, 166.3 x 32.0', 2-sc. M2cy by General Motors Corp., Detroit) Built by J.K. Welding Co. Inc., Yonkers, NY (#6) for US Army Transportation Corps as FP-349, later FS-349. 1947 sold through Philippines Shg Commission to Manila S.S. Co. (Elizalde & Co. mgrs). Q3/47 r. LANA O. 1948 conv. for 292 pass. 5/51 sold to Philippine S.N. Co. Later 736g. 3/1/60 grounded at Anahan Point, Pola Bay, Mindoro while seeking shelter from typhoon 'Harriet'. 1975 sold to Aboitiz Shg. Corp. 1986 sold to Pectano Precision Systems Corp. RLR 1990.



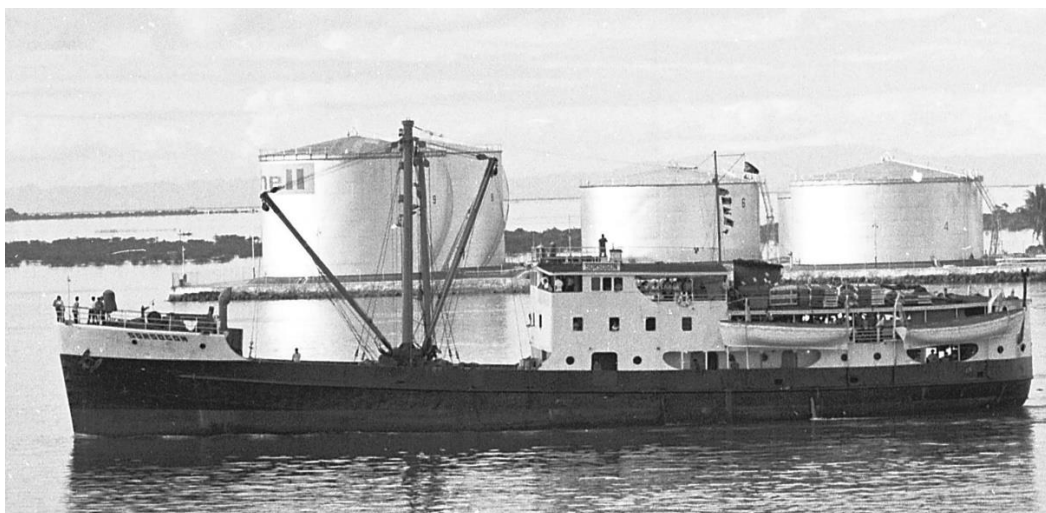
LANA O ex FS-349 of PSNC in *Manila Chronicle* (6/2/52, PSSS) departing that day from Pier 8, North Harbour for Iloilo, Pulupandan, Cebu and Estancia (Ship name alteration in the caption).

FS-404 (1947-47) 560/44-10 (FS-type, 164.9 x 32.0', 2-sc. M2cy by General Motors Corp., Detroit) Built by Hickinbotham Bros. Construction Div., Stockton, Ca. for U.S. Army Transportation Corps as FS-404. 1/47 sold through Philippines Shg Commission to Elizalde & Co., 11/1/47 maiden voyage Manila-Iloilo-Pulupandan. 4/47 r. VENUS by Manila S.S. Co. 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 (736g, 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. 1971 sold to Aboitiz Shipping Corp. Likely sold or scrapped around 1975-76. RLR 1990.

LANA O (II) (1947-51) 558/44 see FS-349 (1947-47)

SORSOGON (III) (1947-51) 560/44 (FS-type, 166.4 x 32.0', 2-sc. M2cy by General Motors, Detroit, 145 pass.)

Built by Sturgeon Bay S.B. & D.D. Co., Sturgeon Bay (#175) for US Army Transportation Corps as FS-366. 12/47 sold through Philippine Shg. Commission to Manila S.S. Co. Inc. r. SORSOGON. 5/51 sold to Philippine S.N. Co., still as such 8/52. 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 Transport Co. (N.&S. Lines agents). 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. RLR 1990.



Converted SOSORGON in a later ownership at Cebu, 5 June 1970 (W. Schell).

VENUS (II) (1947-51) 560/44 see FS-404 (1947-47)

MARINDUQUE (1950-51) 512/44 see FS-159 (1946-50)

ADDENDUM - **Manuel Elizalde**

PANAMIN (Presidential Assistant on National Minorities), also known as Panamin Foundation was established in 1968 as a non-stock, non-profit organization created to protect the interests of Philippine cultural minorities. By the it was 1960s headed by Manuel Elizalde, Jr. but on 17 July 1970 it was reported that he was facing graft charges for having used his position to acquire valuable mining lands. Panamin Foundation was dissolved in 1983 when Elizalde fled the Philippines, to return five years later after the end of the Marcos era.

PANAMIN II (1975-82) 1459/65 (409 pass., 240.8 x 37.5' M6cy by Niigata Eng. Co., Niigata)
Built by Kure Zosenho, Kure (#101) for Kagoshima Yusen K.K. Kagoshima as TERUKUNI MARU.
1969 t/f to Terukuni Yusen, Kagoshima. 27/5/75 sold to Manuel Elizalde r. PANAMIN II. 1982 r. CORAL ISLAND (same owner). 29/7/82 o/v Batangas-Manila sank about 40 miles from Manila in 14.10N 120.30E after engine room explosion and fire, 21 crew lost.



TERUKUNI MARU (R. Ikeda).

CORAL ISLAND (1982-82) 1450/65

see PANAMIN II (1975-82)

Martes 4 de Febrero de 1913 - 2.^o

Ynchausti y C.a

Servicio regular de vapores á todos los Puertos del Archipiélago.

El vapor SORSOGON, saldrá para San Fernando, Vigan, Currimao y Aparri el 6 de Febrero á las 12 del día.

NOTA:—La carga y pasaje para Vigan y Currimao, se dejará en Salomague cuando el tiempo no permita hacer aquellas escalas.

El vapor VIZCAYA, saldrá para Gubat, Legaspi y Tabaco, el día 13 de Febrero á las 4 de la tarde.

El vapor ELCANO, saldrá para Calbayog, Carigara, Tacloban y Surigao el día 5 de Febrero á las 9 de la mañana.

El vapor PANAY, saldrá para Pasacao, Balan, Magallanes y Sorsogon, el día 11 de Febrero á las 6 de la mañana. El despacho de fletes y pasajes quedará cerrado el día 10 de Febrero á las 4 de la tarde.

El vapor correo VENUS, saldrá para Sorsogon, Gubat, Legaspi, Tabaco y Virac, el 6 de Febrero á las 10 de la mañana. El despacho de fletes y pasajes quedará cerrado á las 8 en punto de la mañana.

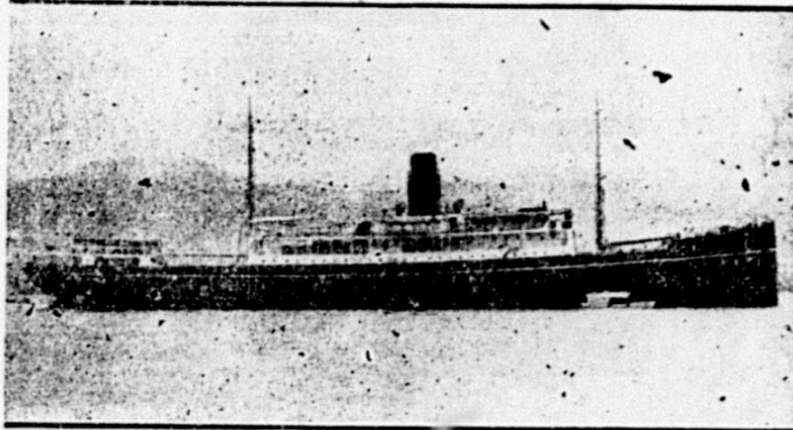
El vapor GOVERNOR FORBES saldrá para Iloilo (viaje semanal) el día 8 de Febrero á las 4 de la tarde. El despacho de fletes y pasajes quedará cerrado á las 12 del día.

Para carga y pasaje, acúdase á

Ynchausti y C.a
845, Muelle de la Industria—P. O. Box 121.—Tel. 193.

Manila sailings advertised 4 February 1913 (PSSS-Gorio Belen)

S/S "BISAYAS" ————— S/S LANAO
 One of these boats leaves Cebu every: Monday
 —at 5:00 P.M for Zamboanga, Cotabato, Davao—
 and every Tuesday — at 8:00 A.M. for Manila.



S/S LANAO
MANILA STEAMSHIP COMPANY

	ARRIVAL	DEPARTURE
Cebu	Monday 6:00 A.M.	5:00 P.M.
Zamboanga	Tuesday 12:00 Noon	6:00 P.M.
Cotabato	Wednesday 5:00 A.M.	10:00 A.M.
Davao	Thursday 6:00 A.M.	Friday—12:00 midnight
Zamboanga	Sunday 6:00 A.M.	10:00 A.M.
Cebu	Monday 7:00 A.M.	Tuesday—8:00 A.M.
Manila	Wednesday 4:00 P.M.	Saturday—10:00 P.M.

"S/S SORSOGON"

Arrives Cebu every Thursday morning. Leaves same day for Tacloban and Manila.

ELIZALDE & CO. INC.

Tel. 424

23 Martires

Cebu

The Advertiser - December 11, 1937

Advertiser, 11 December 1937 (PSSS/Gorio Belen).

MANILA STEAMSHIP CO.
Pioneers of Philippine Inter-Island Shipping

SAILING SCHEDULE

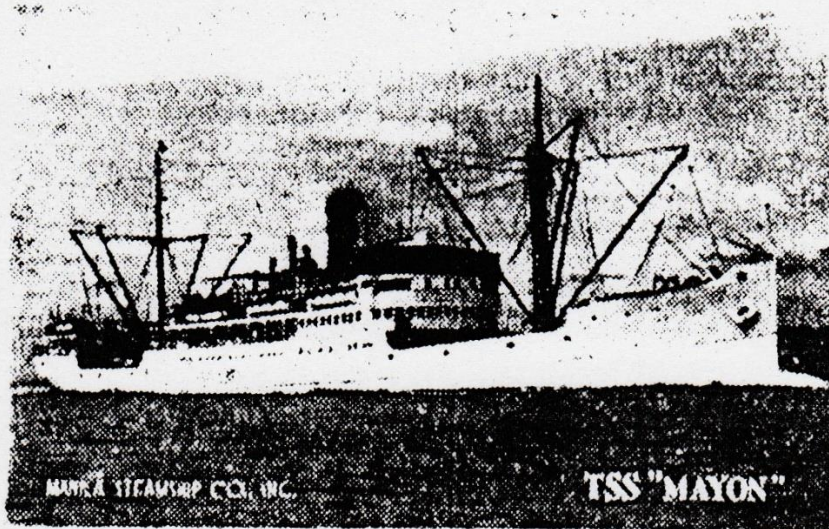
S.S. "BISAYAS" S.S. "LANAO" Alternating Sailing every Saturday, at 10 p.m., for Cebu, Maribojoc, Zamboanga, Cotabato, Davao, Mati, Talomo, Davao, Malita, Lupen and Kinkiking.	S.S. "VIZCAYA" Sails every Saturday, at 6 p.m., for Iloilo and Pulupandan.
M.S. "ANAKAN" Sails for Borongan, Pambuhan, Gingoog and Bugo.	S.S. "VENUS" Sails for Pulupandan and Iloilo every Wednesday, at 6 p.m.
M.S. "PALAWAN" Sails for Cebu, Tacloban, Catbalogan and Mangarin.	

APPLY TO

605 Muelle de la Industria, Manila **ELIZALDE & CO., INC.** Tel. 2-27-92
 Tel. 2-27-94

Tribune, 16 December 1938. Ossorio's PALAWAN is presumably chartered while CHURRUCA is under maintenance (PSSS/Gorio Belen).

VACATION time is here.
Travel via the Elizalde vessels...



- TSS MAYON** — Sails for Iloilo & Pulupandan—every Sunday at 8:30 a.m.
- MS BISAYAS** — Sails for Iloilo, Pulupandan and Estancia—every Tuesday.
- MS BAZTAN** — Sails for Cebu and Cagayan de Misamis—every Tuesday.
- MS ELCANO & MS VENUS** — Sails for Cebu, Dumaguete, Dipolog, Zamboanga, Jolo, Cotabato, and Pagadian—every Wednesday.
(Alternating)
- MS VIZCAYA** — Sails for Iloilo and Estancia—every Thursday.
- MS LANAO** — Sails for Pulupandan—every Thursday.
- MS SORSOGON** — Sails for Bulan, Legaspi, Tabaco and Virac—every ten days.
- MS BOWLINE KNOT** — Sails for Cebu, Maribojoc, Zamboanga, Cotabato and Davao—every 15 days.

STUDENTS ARE GIVEN SPECIAL FARES

Apply to:

MANILA STEAMSHIP CO. INC.

Elizalde & Co., Inc., General Managers
Elizalde Bldg.

Muelle de la Industria

Tel. 249-31

(Manila Times, 17 March 1950/SK).