

# SPANISH PHILIPPINES

## Interisland and Near Seas

### Steamers, 1850-1898

(more than c.250 grt)

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## ILLUSTRATED FLEET LIST

The Philippines is one of the world's great archipelagos and in recent decades has become one of the world's leading merchant shipping flags, as well as being a source of officers and crew to many other fleets. In the Spanish colonial era (to 1898), however, the Philippines lagged well behind other parts of Asia in the adoption of steam shipping. In mid-1845 P&O had inaugurated a steamer mail connection from Galle (Ceylon) to Penang, Singapore and Hong Kong, then in that 1850 extended it through to Shanghai. From 1852 the Cores de Vries syndicate provided subsidised steamer mails to main ports in the Dutch Netherlands Indies (now Indonesia). After the end of the second Opium War in 1860, steamship services flourished on the China Coast and Yangtse River. Meanwhile, not much happened in the Philippines. From 1846 the Spanish government sought to maintain a connection with the P&O mails at Hong Kong by deployment of naval auxiliaries (gunboats or transports) while from 1858 to 1861 P&O provided its own connection between Hong Kong and Manila (see China & Manila S.S. Co. post). Without subsidy, there was little scope for private initiative.

The private sector was indeed quite small in a stagnant economy that was dominated by an indifferent Spanish state. Manila had not been opened to private foreign trade until 1834, then in 1855 Sual (northern Luzon), Iloilo and Zamboanga and in 1860 Cebu. Foreign merchant houses, the main ones being British and American, began to open up in Manila and to establish branches in some of those outports. From 1855 British trader Nicholas Loney played an independent role in opening up a sugar export trade from Iloilo. He is said to have introduced the small steamer *Iloilo* (or *Yloilo*) to provide a connection with Manila but no corroborating details have yet been found. Other early initiatives were

spasmodic and prone to bad luck. From 1851 the Spanish Government sought to use the wooden steamship *Juno*, built for the Irish Sea, for a link to Sydney but the ship was wrecked on the coast of NSW in October 1853. American merchant Henry Sturgis ordered the screw steamer *Fernando de Norzagaray* (1858) but declined to take delivery and the vessel was sold instead to the French Government for naval support in Indochina.

The first interisland and near seas steamship that can firmly be identified as a private merchant initiative was the 591-grt screw steamer *Luzon* (1864), ordered by the British house Ker, Bolton & Co. of Manila from the Clyde yard of Alexander Stephen. She arrived at Manila in November 1864 but in the following month was lost on the coast of Luzon on the return leg of her first commercial voyage from the treaty port of Amoy (now Xiamen). Nevertheless, the Amoy trade continued to have some appeal because there was a longstanding trade connection with Manila and a steady stream of Hokkien emigrants. Vessels could load northbound for Hong Kong and return with a good complement of cabin and deck passengers. From 1865 the Spanish-flag *Emuy* [Amoy] (1858) was so employed by Ynchausti y Compania, then in 1866-67 the British-flag *Mona* (693/63) by Russell, Sturgis & Co., and in 1868 the bigger *Fung Shuey* (1004/64) by Augustine, Heard & Co. until lost the following year. Early in 1867 the new 515-grt composite-screw steamer *Filipino* was sent out to Manila by Peter Denny in expectation of a sale to the Spanish Government but when that fell through, she was transferred to the China Coast and then sold to Japan.

The first private steamer ordered specifically for interisland trade was the 246-grt *Pasig*, completed in mid-1868 by the Clyde yard of Thos. Wingate & Co. and delivered at Manila at the end of the year. Just half the size of the ill-fated *Luzon*, she also had been ordered by Ker, Bolton & Co. but registered under the Spanish flag to Francisco Reyes. In 1900 in evidence to the Philippine Commission, Neil McLeod, one of the founders of Compania Maritima, claimed that she had paid for herself in first year (Neil McLeod in *Philcom*, v2, 1900: 40). Rival trading houses such as Smith, Bell & Co. and McLeod, Pickford & Co. soon ordered their own steamers. In October 1868 the Spanish Government called for tenders for a regular steamer mail connection between Manila and Singapore.

The pace of change was accelerated by the opening of the Suez Canal in December 1869, which cut weeks from the former passage around the Cape of Good Hope and was also much safer for small vessels. Simultaneously, in 1870 the overseas cable from Europe was extended to Hong Kong, thereby expediting the exchange of commercial information, even though it was not until 1880 that the link was made with Manila. By the mid-1870s it could be said that interisland trade was flourishing with connections as far south as the Spanish outpost of Zamboanga, though the Moro region of the southern Philippines continued to resist Spanish rule. The busiest trade was around the coast of Luzon, especially the abaca (Manila hemp) trade from the southern peninsula, which was the preserve of foreign trading houses, and with the central Philippine (Visayan) islands of Samar, Leyte, Cebu and Panay (Iloilo). Many steamers were lost in poorly charted waters but replacements soon followed, some newly built, some secondhand. Movements in and out of Manila were well reported in the daily 'El Comercio'.

A cabotage law required steamers in interisland trade to be registered under the Spanish flag. Typically vessels were first registered in UK to home partners or agents for the delivery voyage, then at Manila transferred to Spanish associates or nominees. The brothers Neil and Alexander (Alejandro) McLeod

married Filipinas and took on Spanish nationality, as did nephew Anthony (Antonio), which allowed them to own title. By the 1880s local Spanish merchants were emerging as shipowners in their own right. From 1880 the Spanish shipowner Marques de Campo and the Anglo-Spanish firm of Olano, Larrinaga & Co. sent out small steamers to serve as feeders to the steamers of their monthly homeward lines.

Maintenance was an ongoing issue. New ships sailed out with a stock of spare parts. The larger houses employed their own marine superintendents and engineers while relying on local shipyards such as San Nicolas Ironworks and Earnshaw Brothers for docking and slipping. For major surveys or repair of damage after strandings, typhoons or collisions, steamers were often sent to Hong Kong, where the Hongkong & Whampoa Dock, Cosmopolitan Dock and smaller yards such as Geo. Fenwick & Co. had more sophisticated capabilities. The same applied to the Tanjong Pagar Dock Co. in Singapore.

*The following fleet list to the end of the Spanish era in 1898 excludes regular Manila-Hong Kong steamers (see China & Manila S.S. Co. Ltd and precursors) while steamers that passed in 1895 to Compania Maritima or subsequently to Madrigal & Co. are cross-referenced to those lists in this Southeast Asia section of the website.*

## **Sources**

Research on this list began around 1990 as part of the background material for Dick & Rimmer, *Cities, Transport and Communications: The Integration of Southeast Asia since 1850* (Palgrave, 2003). Spanish sources were consulted in the National Library of Australia and in the United States the Newberry Library (Chicago), Yale University, Library of Congress, the U.S. National Archive and the Peabody Museum (Salem). The daily Spanish-language newspaper *El Comercio* (on microfilm) has been invaluable. The Singapore Press (notably *Straits Times* and *Singapore Free Press*) available online through the National Library of Singapore at <[eresources.nlb.gov.sg/newspapers](http://eresources.nlb.gov.sg/newspapers)>, the Hong Kong daily press and the National Library of Australia's Trove website have been corroborating sources and helped to fill gaps. Lloyd's Register is, of course, an essential source for technical details, though not always reliable in regard to ownership in the Philippines. Likewise the excellent <[www.clydeships.co.uk](http://www.clydeships.co.uk)> for Clyde-built ships. On the personal side, Bill Schell has taken an interest in the project from the outset, kindly accompanied me to Salem and has provided much subsequent assistance and support. I have cross-checked the following entries with his annual registers of newly built steamers but elaborated and/or diverged where sources provide more specific information on dates, ownership or casualties. I also thank Stephen Kentwell, who has worked in parallel on the post-WWII Philippine lists, much of it still unpublished.

## Fleet List

**JUNO** (1850-53) 621/37 (w.p.s., 170 x 23', engines 2 x 250hp; 52 first, 200 steerage)

Built Robert Duncan & Co., Greenock (engines by Caird & Co.) for Saint George Steam Packet Co., Dublin. 1841 reg. as #220/1841 at London to J.W. Sutherland & J. Mitchell. 26/6/41 sailed London for Sydney (21/3/42), where reg. as #3/1847 to G.C. Forbes. 6/47 Benjamin Boyd. 8/48 t/f to W.S. Boyd. 8/49 t/f to W. Dawes. 10/49 sold at auction and 11/49 reg. to H. Moore. 21/2/50 sailed Sydney for Labuan in ballast (passengers). 28/11/50 arrived Manila from Amoy and Hong Kong with 200 Chinese [SFP, 6/1/51]. 6/51 sold to Spanish Government, Manila for service Manila-Sydney. 15/2/53 passed Lloyd's survey at Manila after £10,000 repairs. c.10/3/53 dep. Manila for Sydney and Melbourne. 7/53 adv. for auction at Hobsons Bay, Melbourne but evidently no sale. 20/10 dep. Sydney on return voyage, 22/10 in rough seas sprang leaks, pumps kept working but 24/10/53 at 0300 fires extinguished by rising water, 0700 put ashore 1 mile N of entrance to Manning River, NSW and quickly broke up (6 lives), 11/53 wreck adv. in Sydney for sale by auction [Greenwood & Hawks, 1995; Sydney register; Flotilla Australia; Colonial Times, 7/7/53; SMH, 10/11/53; Hobart Courier, 18/11/53].

**FERNANDO DE NORZAGARAY** (1858-59) 349/58 (w.s.s., 50nhp)

Built by Samuel Sneden, Greenport (Long Is.) for H.P. Sturgis (reg. owner) for Manila-Iloilo line. 1/3/58 sailed New York but not delivered to buyers [Loney]. 28/12 arrived Shanghai ex Manila. 17/1/59 to Japan, 2/59 at Nagasaki, 28/2 returned to Shanghai, then 16/3/59 for Amoy, Manila where c.4/59 sold to French Govt for conversion to lightly armed despatch vessel NORZAGARAY. 25/6/59 assisted joint naval assault on Taku (Peiho) forts. By 4/60 part of naval defence of Saigon (2/59 occupied by French). 30/1/61 arr. Singapore from Saigon, 18/2 dep. for Saigon. 1/3/64 decomm. and laid up. 6/8/66 sold, probably in Indochina or Hong Kong. NFI.

[ASNC, dokumen.pub/french-warships-in-the-age-of-sail-1786-1861].

**LUZON** (I) (1864-64) 591/64 (i.s.s.)

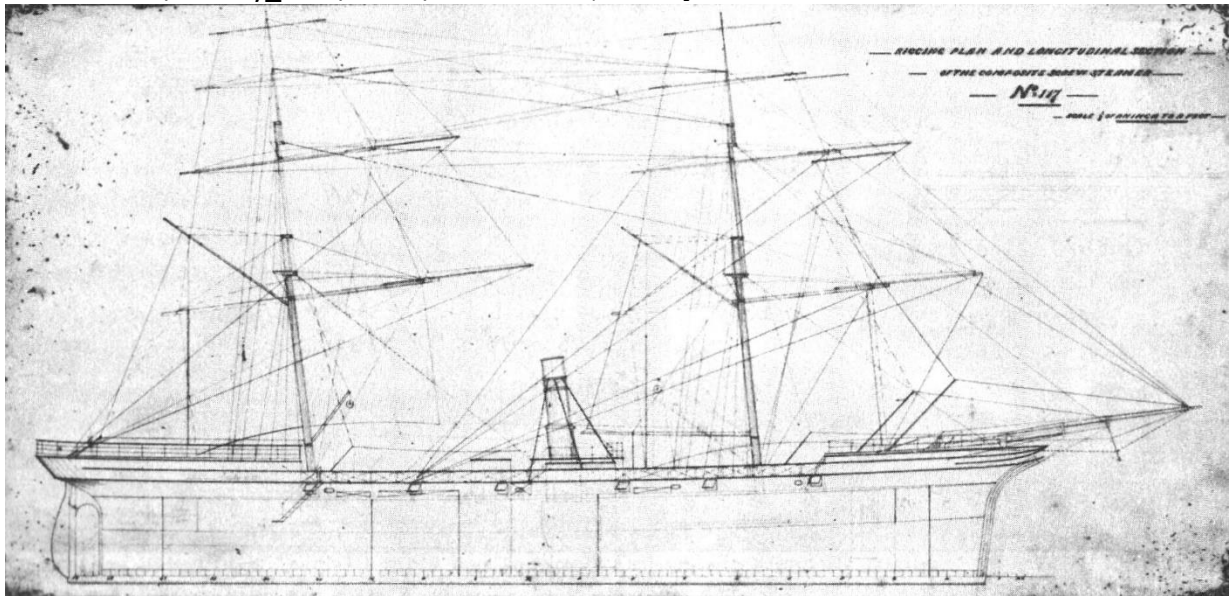
Built by A. Stephen, Glasgow (#55) for Ker, Bolton & Co. (Br. flag, London). 8/64 sailed Glasgow, 11/64 arrived Manila. 2/12 maiden voy. to Amoy, 20/12 dep. on return voyage to Manila (75 pass.) but 23/12/64 at 0100 hrs struck Palagui Reef off coast of Luzon 100 m. N. of Manila, 24/12 abandoned, by 27/12 broke back [ST, 4/2/65].

**EMUY** (1865-85) 615/58 (i.s.s., 170.0 x 24.8' C2-cy/95hp by A. & J. Inglis, Glasgow)

Built by A.G. Robinson, Cork for own account as BILBOA and 8/58 reg. at London. 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 Ynchausti & Cia 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]

**FILIPINO** (1867-68) 515/66-12 (c.s.s., 185 x 26', 2cy surface-cond./106nhp/10½k, 23 saloon)  
Laid down by Denny, Dumbarton (#117) for Jefferson Davis (Confederacy) but 30/12/65 sold through Thomas Begbie to P&O S.N. Co., London, 19/1/66 launched without name, after P&O withdrew from the sale 12/66 completed 'on spec' for Peter Denny as FILIPINO for sale to Spanish Govt for Manila-Hong Kong service, 2/1/67 sailed for Manila, 9/1 towed into Holyhead with storm damage, 19/4/67 arr. Singapore from Batavia with malaria among crew, by 23/8/67 at Manila, where Spanish Govt declined purchase as below 12k speed, instead placed in service to Amoy. 8/2/68 arr. Shanghai for Glover & Co. (T.B. Glover), Nagasaki (Br. flag), thence Tientsin and Nagasaki. 23/4 Shanghai for Nagasaki and Hyogo. 7/5/68 arr. Yokohama under U.S. flag. By end 6/68 in coastal service. 4/10/68 sold for rios. 68,600 (?98,600) to Awa-han r. BOSHIN MARU, lightly armed for transport service in Imperial Fleet against Enomoto. 14/12/70 British registry closed. 1871 sold to Inouye of Komatsushima. 1874 sank off Sumoto, Awaji Island [most likely reconciliation of Lyon, Denny list; clydeships.co.uk; B. Burke-Gaffney, 'On the Jagged Shores of Japan: The Story of the Walker Brothers' at [www.uwosh.edu/faculty\\_staff/earns/walker.html](http://www.uwosh.edu/faculty_staff/earns/walker.html); Milne].



Profile of steamship FILIPINO (Lyon, *The Denny List*).

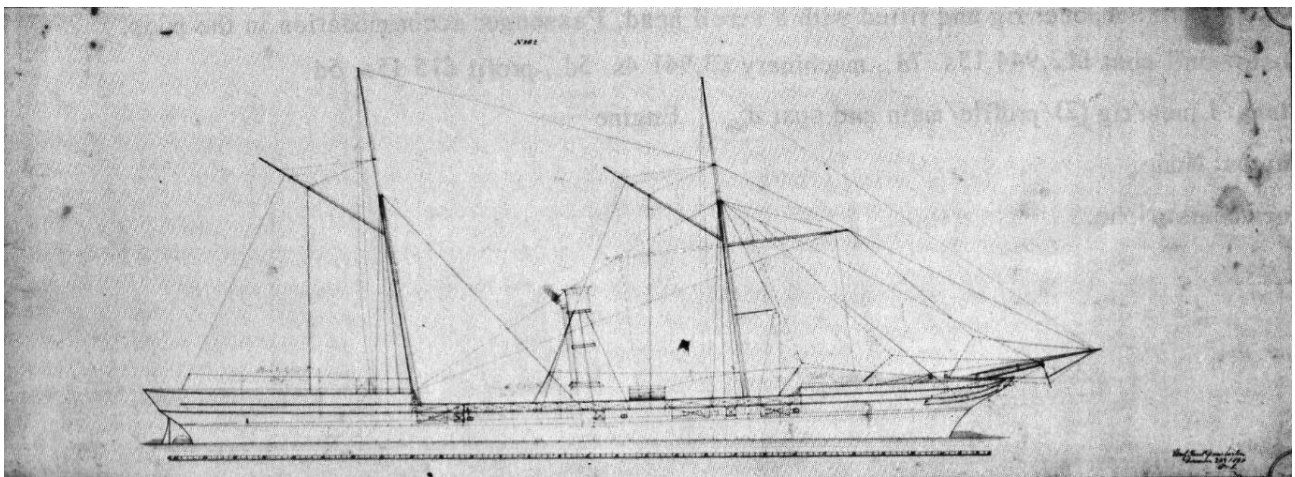
**PASIG** (1867-86) 246/67-8 (i.s.s., 162.0 x 20.35', 43 nhp)  
Built by Thos Wingate & Co., Glasgow (#104) to order of Ker, Bolton & Co., 22/7 launched, 8/67 reg. at Glasgow for delivery voyage. 12/67 t/f to Reyes & Co. (Fr. Reyes, mgr), Manila (Sp. Flag). 2-4/76 chartered as troopship for Sulu expedition. 6/86 reg. at Hongkong for Kwok (Kwong) Tak and licensed for Hong Kong-Canton service. 9-11/88 under refit by Kip Me Loong, Wanchai inc. new boilers and engines and new teak deck. 22/11/88 river pass. licence renewed for one year but subsequently detained after objection by HCMSC and Butterfield & Swire, 16/2/89 found unseaworthy by Marine Court (China Mail, 6/2 and 16/2/89) but 2/89 resumed service as cargo str. 23/2/89 en route to Macao with salt grounded in fog at Chunchow, refloated and 25/2 docked at Hong Kong. 4/4/91 pass. licence renewed. 4/91 on

death of Kwong Tak passed to Kwok Chih as executor. 4/92 sold to Tsang Sam-yung, Hongkong. 26/5/98 sprang leaks after striking stone end of ferry wharf in HK and taken to Kowloon for repairs. 6/98 sold to Joseph Henry Grimes (Louis Spitzel & Co., Shanghai), Hong Kong r. ABBEY. 8/6/98 seizure of arms in HK. 8/98 'sold' at Canton to W.F. Sylvester (Spitzel & Co.) and t/f to U.S. flag with clearance of guns and ammunition for Singapore but 26/9/98 detained by U.S. Navy off coast of Luzon, then laid up at Cavite. By 1900 sold to Carlos Palanca Jr, Manila r. DON ENGRACIO. 25/6/00 stranded in Iloilo Strait, refloated. 6/05 reboilered by San Nicolas Ironworks, in service to Zamboanga. 4/06 sold to Ramon del Rosario, Manila. 8/06 under arrest. 9/06 boilers condemned. 11/06 resumed service after refit. 7/07 ownership under legal dispute restraining despatch to China for sale (Manila Times, 12/7/07). RLR 1910.

**[EL GENERAL] PRIM** (c.1869-7?) ???/?? (no details)

Rep. hulk found at sea off Luzon and fitted with engine from another shipwrecked steamer (unknown). By 1869 in service Manila-Cagayan for Ignacio Roca, Manila. 10/69 rep. providing Manila-Hong Kong mail connection with Messageries Maritimes. NFI. [El General Prim was Spanish PM 1869-70]

**LUZON (II)** (1871-72) 450/57 (i.s.s, 180 x 28' D.A.2cy-inv./117nhp/10k, orig. 70 pass, 120 cattle)  
Built by Wm Denny & Bros, Dumbarton (#62) for Aberdeen Steam Navigation Company, Aberdeen and completed 3/57 as DUKE OF ROTHESAY. 7/59 sold to the Government of Spain (Ministerio de Ultramar) for use as a transport r. ESCAÑO, 7/59 arrived at Cadiz. 19/9/69 as LUZON passed Anjer from Cardiff en route to Manila. 1871 sold to commercial owners. From 10/71 regular service Manila-Singapore. 24/1/72 put back to Singapore for repair of damaged cylinder, sailed 26/1 for Manila but engines condemned at Labuan, 25/4 returned Singapore on one cylinder and listed for sale. 6/72 sold for \$8400 to Tan Kim Tian & Sons, Singapore. 8/72 r. PENANG for Singapore-Penang service. 2-10/73 Singapore-Ceylon service. 11-12/73 Singapore-Swato (vv). 12/73 to Bangkok trade. 9/75 t/f to Java trade. 1/5/80 last arrival at Singapore. 6/80 broken up.

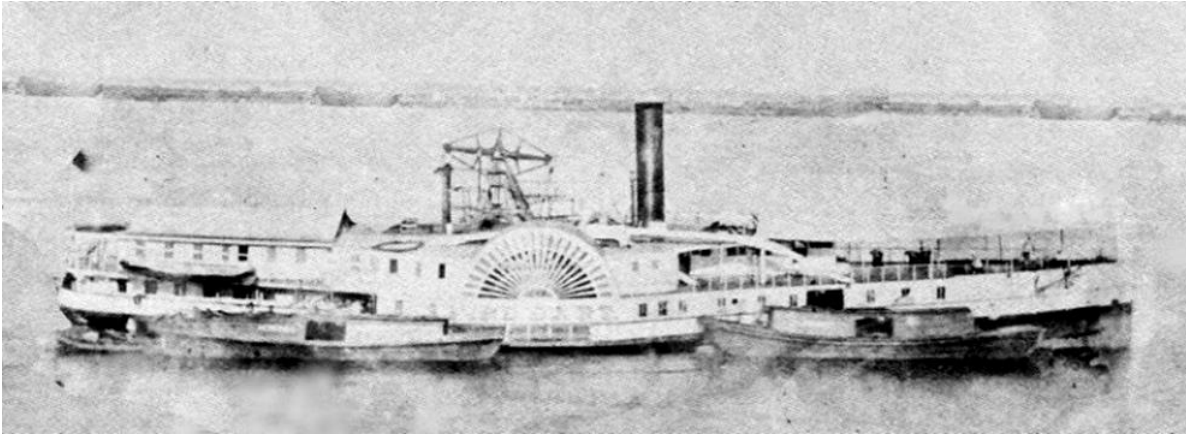


Profile of DUKE OF ROTHESAY (*The Denny List*).

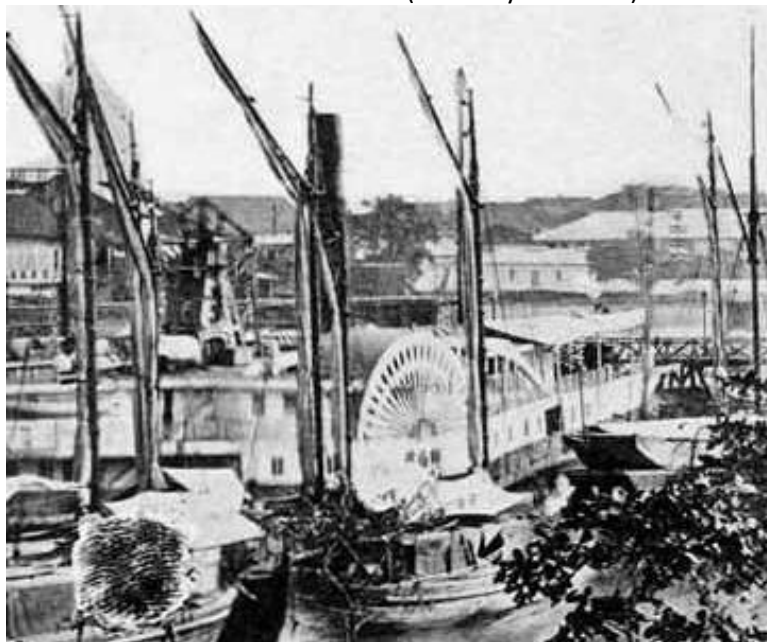
**MINDORO** (1870-73) 515/70-8 (i.s.s., 162 x 24')

Built by T. Wingate & Co., Glasgow for Reyes & Co. (reg. owner Wm. Ker) for Manila-Singapore line. 14/9/70 dep. Glasgow, 11/70 arrived Manila. 1/71 in service Manila-Singapore. 10/73 foundered off Masbate after striking sunken rock.

**VISAYAS** (1871-74) 678/60-11 (w.p.s., 200.9 x 30.6', vertical beam/1cy by Neptune I.W., New York)  
 Built by Thomas Collyer, New York for Capt. H.W. Johnson for Hongkong-Canton line as FIRE DART.  
 11/60 Augustine Heard & Co. reg. owners (13/20 shares, HWJ 2/20). 10/12/60 dep. New York, 20/3/61  
 arr. Hong Kong but t/f to Yangtse, 16/4 dep. Shanghai for Hankow. 4/7/64 collided with and sank  
 barque Moosmie near Kiutoan Beacon, Shanghai. 9/65 sold for \$65,000, 30/9/65 arr. Hong Kong and  
 t/f to Hongkong, Canton & Macao S.B. Co. Ltd, Hong Kong. 8/70 sold for \$60,000 to McLeod, Pickford &  
 Co. and refitted at Hong Kong. 24/1/71 arr. Manila, t/f to Spanish flag r. VISAYAS. 28/4/74 arr. Hong  
 Kong for refit, 19/9 dep. for Manila and went missing, presume lost in typhoon, c.22/9 wreckage  
 sighted off coast of Luzon [Haviland, ASNC: 58].



VISAYAS as FIRE DART (Peabody Museum).

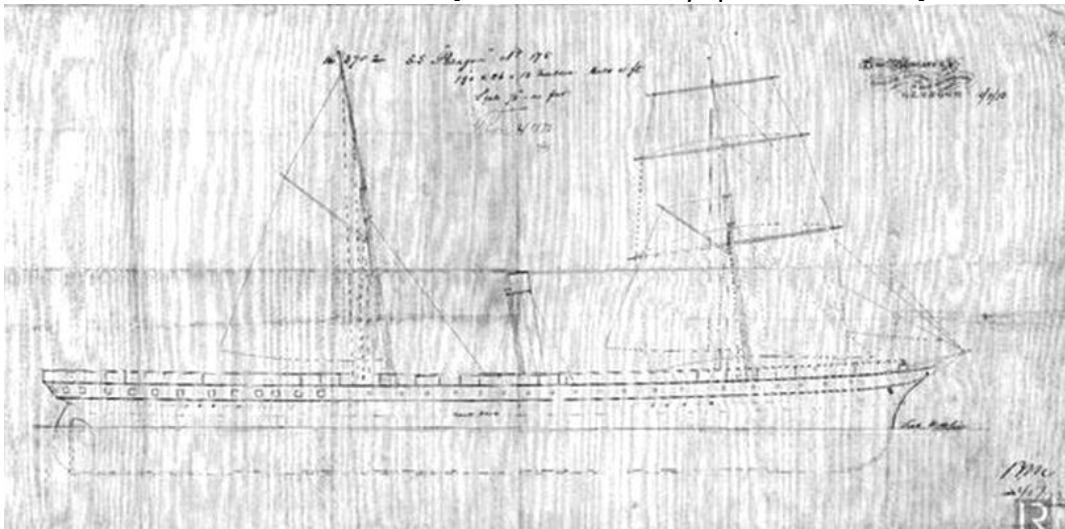


VISAYAS in the Pasig River (John Tewell).

**MARIVELES** (1872-81) 565/71-10 (i.s.s., 174.3 x 25.0', C-inv.2cy/80hp)  
 Built by Hall, Russell & Co., Aberdeen (#180) for E.M. de Bussche (reg. owner A. Thomson, London) as  
 LOTUS, 23/12 ex London, 18/3/71 arr. Singapore. 4/72 reg. to Francisco Reyes & Co., Manila r.  
 MARIVELES for service Manila-Singapore. 1879 in service Iloilo-Zamboanga. 27/6/81 during typhoon  
 wrecked on Praya at Legaspi, S. Luzon.

**PANAY** (1873-84) 883/71-11 (i.s.s., 209.5 x 27.2', C-inv.2cy/150hp)  
 Built by Henderson, Coulborn & Co., Renfrew (#124) for W.W. Ker (reg. owner) as TANAH MERAH (Br. flag). 11/1/72 ex Glasgow, 2/3/72 arr. Singapore and chartered 12 months to Cheng Tee, Wat Seng & Co., Singapore for local rice trade. 11/72 sold \$90,000 to McLeod & Co. (reg. owner Joseph McLeod, Hongkong) Manila. 3/73 t/f to Spanish flag for (F.) Reyes & Co. r. PANAY for Manila-Singapore line. 2-4/76 chartered as troopship for Sulu expedition. 19/2/84 sailed Singapore for Manila and 26/2 wrecked on Dumarang Shoal in Calamianes Passage off Palawan. CTL.

**PARAQUA** (1873-79) 657/73-8 (i.s.s., 196.0 x 26.2', C-inv.2cy/163hp)  
 Built by T. Wingate & Co., Glasgow for Reyes & Co. for Singapore line, ?11/73 arr. Manila. 12/73-8/79 in service Manila-Singapore (monthly, Capt. Elizalde to mid-1876). c.9/79 stranded in Arimosa Bay, 7/10 wreck sold at auction to Don Manuel Alvarez. [Name occasionally spelt 'PARAGUA']



Profile of PARAQUA (Lloyd's Register Foundation).

**BUTUAN** (1873-10) 534/73 (i.s.s.)                      see BUTUAN (Cia Maritima, 1895-10)

**CORREGIDOR** (1873-75) 431/73-10 (2-m i.s.s.)  
 Built by A. & J. Inglis, Glasgow (#106) for Russell, Sturgis & Co. (G.L. Norman, Glasgow reg. owner), 20/2/74 arr. Manila from Glasgow. c.17/8/75 stranded in Montufar Bay o/v Legaspi-Manila (abaca), hull and engines sold to R. Pozas but not salvageable.



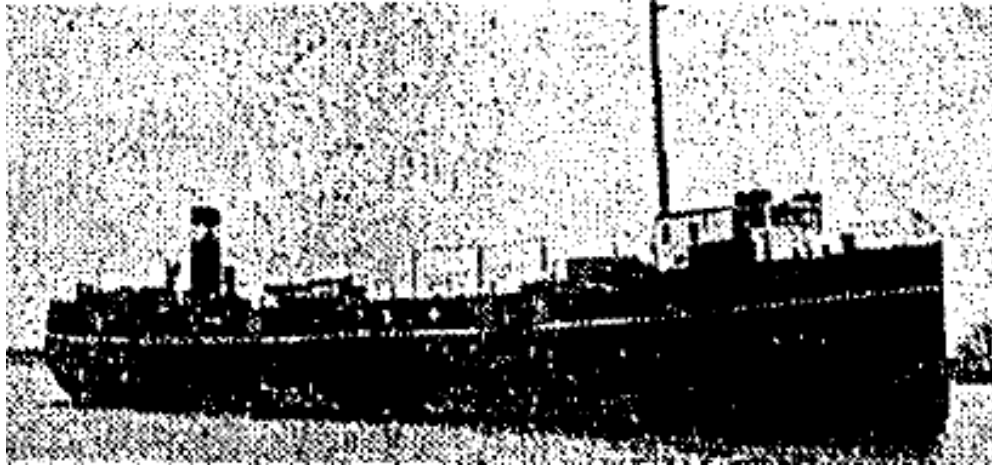
Builder's basic layout for CORREGIDOR  
 (<https://hec.lrfoundation.org.uk/archive-library/documents/lrf-pun-iron508-0060-p>).



**SUAL** (1873-75) 456/73-3 (\*i.s.s., 156.2 x 27.5', C2cy/90 nhp, Gourlay Bros, Dundee)  
 Built by J. Riach (Inglis & Co.), Hong Kong and 14/1/73 reg. at Hong Kong to J. Riach as SUAL. Mid-3/73 trials. 21/3/73 certificate of sale to Alexander Macleod and 22/4/73 reg. t/f to Manila for interisland trade. 30/10/75 sailed Shanghai for Manila (after rebuilding) for McLeod, Pickford & Co., Manila as CEBU - 9/11 in interisland service Manila-Cebu-Iloilo. LUR 1879 owner as Jose Cembrano, Manila. 1879 in service Manila-Bicol for Aldecoa & Co. Mid-1881 sank in Pasig River, Manila. 9/81 raised and rep. sold to American owners to be r. *Emblem* (U.S. flag) but 22/11/81 as CEBU arr. Hong Kong in ballast for repair and refit. 2/5/82 reg. at Hong Kong to George Parker (MM), Hong Kong as SUAL. 10/82 sold to Robert Cooke of Hongkong & Whampoa Dock. 11/82 mortgaged to John S. Nazer, Hong Kong with new dimensions and compound engine by Gourlay (1874, 28" + 48"). 17/10/83 re-reg. at Hong Kong (now 761 grt). 11/83 mortgage discharged. 1/6/86 re-reg. at Hong Kong for J.S. Nazer, Shanghai under mortgage to George McBain & Co., Shanghai (now 1037 grt, 211.0' x 27.5', 60 nhp). 1891 taken over by McBain & Co. as SUAL/SUILEE. c.20/5/02 beached with 3'6" water in hold after collision with Hsin-Yu (1629/89) 10m above Kiangyin, lookout missing. 6/03 sold to Nippon Yusen Kaisha, Tokyo but registry unchanged. 13/2/04 death of McBain at Shanghai. 18/4/04 t/f to Yangtsze Shipping Co. Ltd (Nippon Yusen Kaisha, Tokyo mgrs), Shanghai (British flag). 5/07 in operation under agency of Osaka Kisen Kaisha, Osaka as SUILEE MARU. 7/07 t/f to Nisshin Kisen K.K., Tokyo. 21/3/08 laid up at Shanghai. 4/10 sold to Yueshung Nav. Co., Shanghai, still listed as SUILEE MARU but probably sailing as SUILEE. 1934 RLR. Possibly became FOOSI, laid up on buoy just outside Shanghai harbor from 1934 until at least March 1936. [\*may have been completed as composite]



Likely SUAL/SUILEE at McBain's Wharf, Hankow (SK coll.).



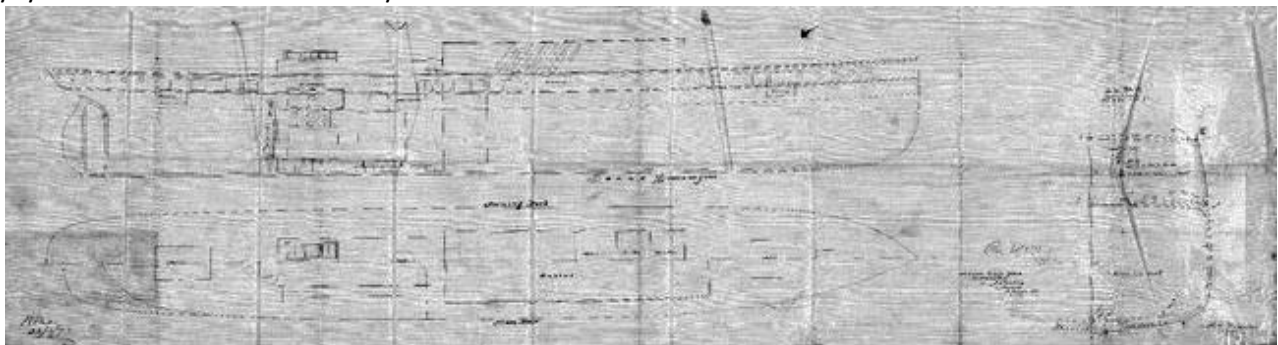
FOOSI outside Shanghai in March 1936 (The China Press 27/3/36).

**LEGASPI** (1874-75) 498/74-2 (i.s.s., 170.6 x 25.25', C-inv.2cy/100hp)

Built by A. & J. Inglis, Glasgow (#108) for Munoz Bros. (Ker, Bolton & Co. mgrs), Manila, 17/12/74 arr. Singapore ex Glasgow (30/10). Mid-31/10/75 o/v Manila-Iloilo broke moorings in typhoon, stranded at Corcuera Bay on S. of Simara Is. (Romblon) and sank (9 lives), 24/11 tug *Mariposa* sailed Manila to assist but presume CTL. 1879 NEC.


**MACTAN** (1874-79) 634/74-5 (i.s.s., 175.1 x 35.1', C-inv.2cy/98hp)

Built by John Key, Kinghorn (#21) for McLeod, Pickford & Co., Manila, 3/6 dep. Leith to Manila via Singapore (15-22/7). 2-4/76 chartered as troopship for Sulu expedition. 17/12/77 dep. Manila o/c Findlay, Richardson & Co. to assist *Flintshire* (1243/75) which stranded 10/12 in 115.45E, 150.10N (Scarborough Bank) o/v Singapore-Hong Kong, 20/12 refloated. 1878 t/f to Macleod & Co., Manila. 17/1/79 wrecked at Talunanan o/v Manila-Iloilo.



Profile of MACTAN (LR Foundation).



MACTAN  in the Pasig River (Biblioteca Nacional de Espana).

**FORMOSA** (1874-75) 1024/74-8 (i.s.s., 233.0 x 29.3')

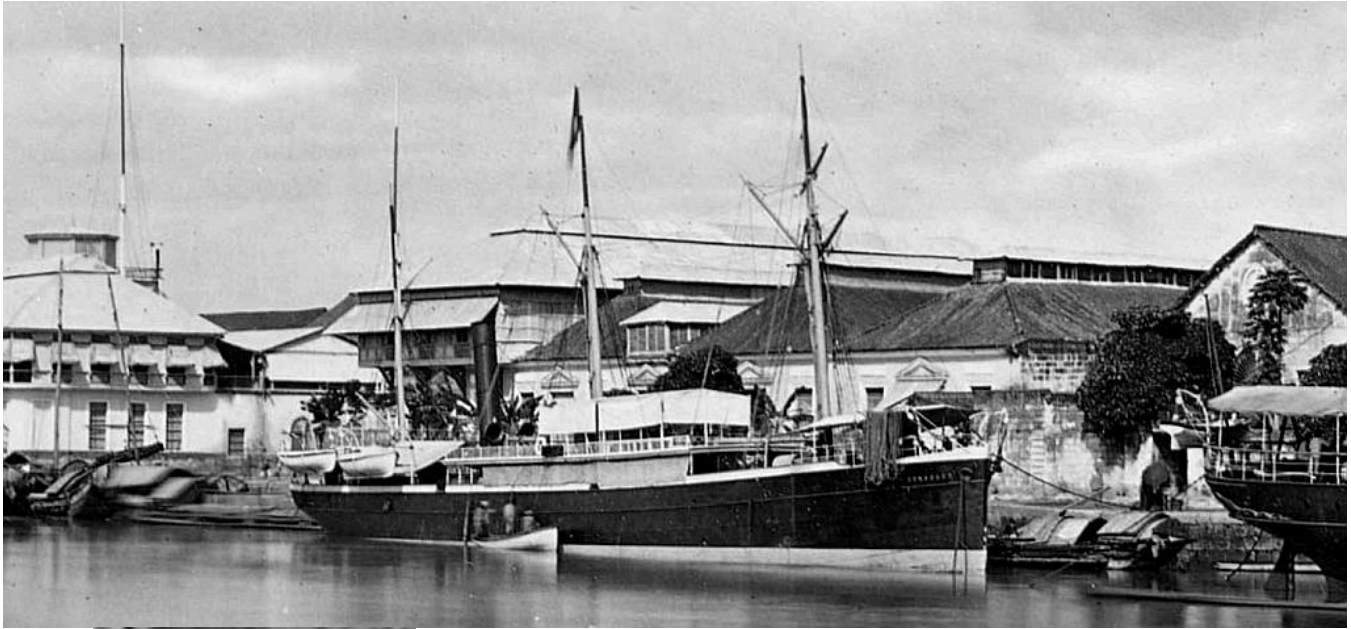
Built by J. Laing, Sunderland (#201) for S.N. Carvalho (reg. owner J. Pile & Co.), London, 3/6 launched, 9/74 dep. To Japan. By 1/75 Spanish flag in service HK-Amoy-Manila (Smith, Bell & Co. agents). 1875 sold to Joaquin Malcampo Quioga, Manila r. ZAMBOANGA. 2-4/76 req. as transport for attack on Sulu. 1880 sold to Spanish Govt for use as transport r. LEGAZPI (LEGASPI), later attached to Cuban squadron during Spanish-America War (1898-99). 13/11/98 o/v Havana-Cienfuegos wrecked off Cape Gavilan, Cuba.

**LEYTE** (1874-79) 530/74-8 (i.s.s., 160.6 x 24.2', C-inv.2cy/90hp)

Built by A. & J. Inglis, Glasgow (#113) for Francisco de Paulo Cembrano, Manila (PH&Co. mgrs). 30/12/74 Singapore for Manila. 2-4/76 chartered as troopship for Sulu expedition. 1876-78 in service Manila-Singapore. ?/79 to Hong Kong for repairs after collision with *Butuan*, 6/79 survey. 10/79 in service Manila-Iloilo-Legaspi-Tabaco (PH&Co.). c.12/11/79 in typhoon blown against seawall at San Isidoro, Sual, N. Luzon and sank (no loss of life).

**SORSOGON** (1874-86) 334/74-7 (3-masted i.s.s., 158.5 x 22.6', C-inv.2cy/50hp by Thompson, Boyd & Co., Newcastle)

Built by A. Leslie, Newcastle (#166) for Smith, Bell & Co. and reg. to partner G.B. Cadell, Liverpool. 2-4/76 chartered as troopship for Sulu expedition. 1879 in service Manila-Iloilo-Gubat (Smith, Bell & Co.). 8-9/83 at Singapore for repairs. 2/85 rep. sold to D.J.M. Tuason, Manila. 29/11/86 wrecked on Alabat Island.



SORSOGON c.1874 moored in front of Russell, Sturgis & Co. office and warehouse on Pasig River, Manila (Biblioteca Nacional de Espana).

**ORMOC** (c.1874-79) 278nt/??

Builders, original owner and name unknown. 10/8/74 despatched Shanghai to Manila by Boyd & Co., presumably after refit or repairs (278 nt). 9/75 MP&Co. 2-4/76 chartered as troopship for Sulu expedition. 10/79 McLeod & Co./Aldecoa & Co.). 19/11/79 o/v Cebu-Manila caught in a typhoon, blown ashore near Dupuy Point, Leyte, vessel broke up, two crew drowned (*Shipping & Mercantile Gazette*, 16/1/80, dd Cebu 4 Dec 1879).

**CEBU** (1875-8?) 456/73 (c.s.s.)

see SUAL (1873-75)

**SALVADORA** (1875-06) 901/75 (i.s.s.)

see SALVADORA (Cia Maritima, 1895-06)

**ZAMBOANGA** (1875-80) 1024/74 (i.s.s.)

see FORMOSA (1874-75)

**CHURRUCA** (1878-41) 662/78 (i.s.s.)

see CHURRUCA (Cia Maritima, 1895-c.08)

**GRAVINA** (1878-95) 618/79 (i.s.s.)

see GRAVINA (Cia Maritima, 1895-95)

**AEOLUS** (1879-10) 511/79 (i.s.s.)

see AEOLUS (Cia Maritima, 1895-c.10)

**ROMULUS** (1879-27) 763/79 (i.s.s.)

see ROMULUS (Cia Maritima, 1895-?27)

**JOLOANO** (1880-1883) 1015/72 (i.s.s., 217.0 x 27.8', C2cy/150hp by J. Watt & Co., London)

Built by Lewis & Stockwell, Greenwich for Singapore-Bangkok trade as KROMAHTAH (sometimes as KROMATAH) (#A116), 12/72 completed and 1/73 survey and reg. at London (14/1873) to Wm B. Haffenden (MM) (987 grt). 28/1/73 sailed London for Singapore via Suez. 26/3/73 after losing propeller 700m SE Malta assisted by HMS *Serapis* and 31/3 towed into Malta [*Shg & Merc. Gazette*]. 29/6/73 arrived Singapore. 9/73 in service. 12/73 reg. at Singapore (41/1873) to J.C. Mitchell, Surabaya. 6/74 sold to Bomanjee Hormusjee Mistree. 4/75 Haffenden retires as Master. 27/9/76 arrived Singapore and laid up. 28/3/77 ordered by Vice-Admiralty Court at Singapore to be sold by auction and 4/77 sold for

\$35,000 to Syed Allowee bin Ally al Junied (re-reg. 10/1877). 28/7/77 towed into Malacca by *Phya Pehket* after short of fuel o/v Nagore-Singapore (423 coolies). 12/77 resumed Bangkok trade. 3/78 sold to Chee Pek Loh, Singapore under \$30,000 mortgage @15% to Syed, payable by 9/4/78. 4/78 Khoo Boon Wah 8/64ths under mortgage. 5/78 F.S. Clarke empowered to sell at Bangkok. 6/78 sold at Bangkok for \$30,577.50 to George Thompson Hopkins (MM) of Hong Kong. 7/78 mortgage discharged. 1/79 t/f to Siamese flag. 7/5/80 arrived Singapore and laid up until 1/6/80 for Manila as JOLOANO (Roxas, Reyes & Co.). 7/80-7/81 monthly service Manila-Singapore-Sulu-Zamboanga-Iloilo-Manila (Singapore agent A. de Elizalde). 12/81 laid up at Hong Kong for refit including new boilers (1882) and C2cy engine by T. Wingate, Glasgow (1873) (now 780 grt). 7/83 placed in Manila-Hong Kong-Amoy line as DON JUAN (F.L. Roxas). 11/83 classed 90A1. 29/6/93 sailed Hong Kong for Amoy and Manila with 2,000 cases of kerosene, embarked c.225 pass. at Amoy, 3/7 at 7pm off San Fernando, Luzon on fire and burst into flames, 41 took to boats leaving passengers on board, 4/7 *San Antonio* rescued 101 survivors and 5/7 took burning hulk in tow, 7/7 into Manila where beached still on fire, 100+ lives lost. Contraband silver bullion later subject to salvage claim. 26/10/93 hulk sold at auction for \$2820 for breaking up but evidently later acquired and refitted for Warner, Barnes & Co. for harbour duties at Manila (1909). NFI. [SFP 18/7 and NCH 21/7 and 31/10/93].

**JORGE JUAN** (1880-83) 819/80 (i.s.s.)            see AMATISTA (China & Manila, 1883-86)  
**ELCANO** (1880-14) 819/80 (i.s.s.)            see ELCANO (Cia Maritima, 1895-14)

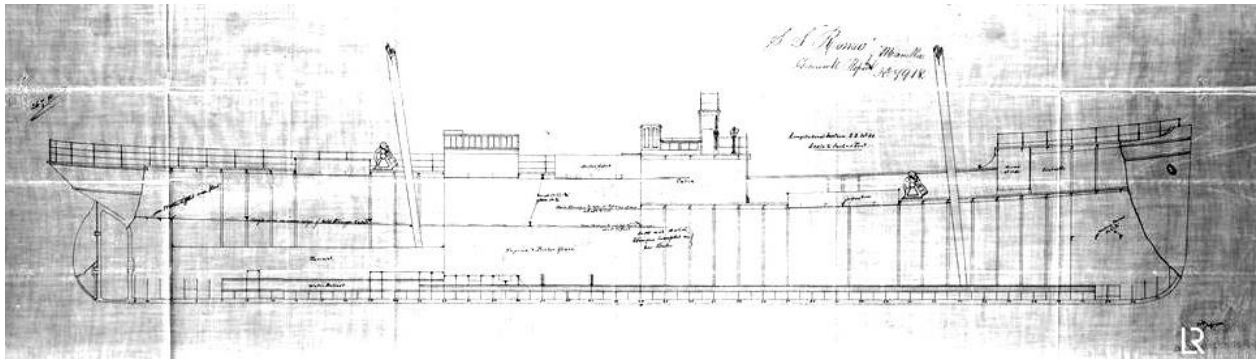
**FILIPINO** (1880-84) 287/80-9 (i.s.s., 139.8 x 23.25', C2cy/60rhp by Mathew Paul & Co.)  
Built by R. Chambers Jr, Dumbarton (#12) for Olano, Larrinaga & Co., Manila. 10/1/81 dep. Singapore with *Castellano* for Manila. 15/11/84 wrecked on Rapu Rapu Island, Albay.

**CASTELLANO** (1880-06) 287/80-10 (i.s.s.)    see CASTELLANO (Cia Maritima, 1895-06)

**JULIETA** (1880-87) 498/80-5 (i.s.s.)  
Built by Dobie & Co., Glasgow (#108) for Marques de Campo, Cadiz (83/4). 12/12/80 dep. Glasgow via Singapore (arr. 14/2/81) for Manila. 1887 sold to Spanish Navy, Manila r. CEBU. c.1899 sold to Warner, Barnes & Co., Manila r. SAN JUAN. 1902 t/f to Pasig Str & Lighter Co., Manila. By 1914 owners Ruiz y Remeteria, Manila (575 grt) (laid up) [same ship]. RLR 1913.

**FRANCISCO REYES** (1880-c.11) 795/80        see FRANCISCO REYES (Cia Maritima, 1895-c.11)

**ROMEO** (1880-95) 401/81 (i.s.s., 155.35 x 22.15', C2cy/65rhp by Muir & Houston)  
Built by Murdoch & Murray, Port Glasgow (#53) for Marques de Campo, Madrid (reg. Manila) for interisland trade 4/12 launched, 1/81 completed trials. RLR 1892. By 1895 Spanish Navy as lightly armed (single 3½" gun) survey vessel ARGOS. 1/5/98 scuttled alongside Cavite arsenal, wreck later hauled off by U.S. Navy and broken up.

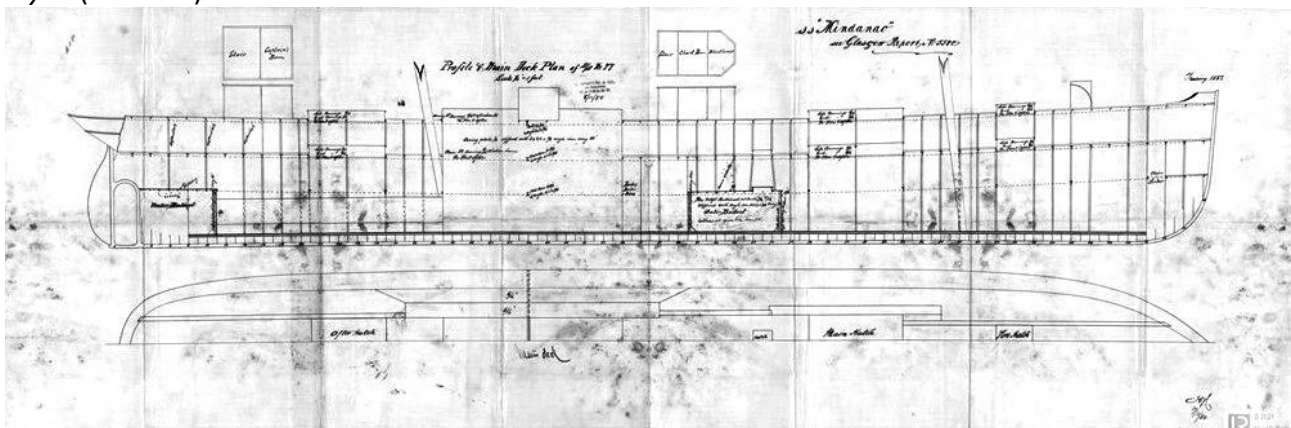


Profile of 3-hatch steamer ROMEO (LR Foundation).

**ESPAÑA** (1881-99) 929/81

see ESPAÑA (Cia Maritima, 1895-99)

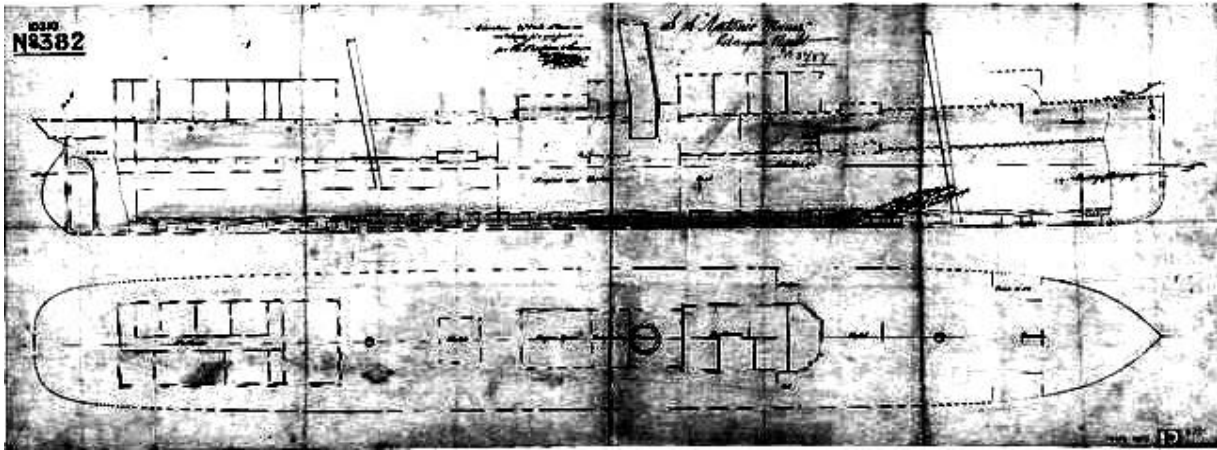
**MINDANAO** (1881-89) 1012/81-8 (i.s.s., 214.4 x 29.2', C2cy/120rhp by Hutson & Corbett)  
 Built by H. McIntyre & Co., Paisley (#77) for McLeod & Co. (orig. reg. owner Wm. Watt, Glasgow), 1/10 dep. Glasgow. 22/9/74 blown ashore at Hong Kong by typhoon, refloated. 3/89 lost in collision with *Visayas* (1882-90).



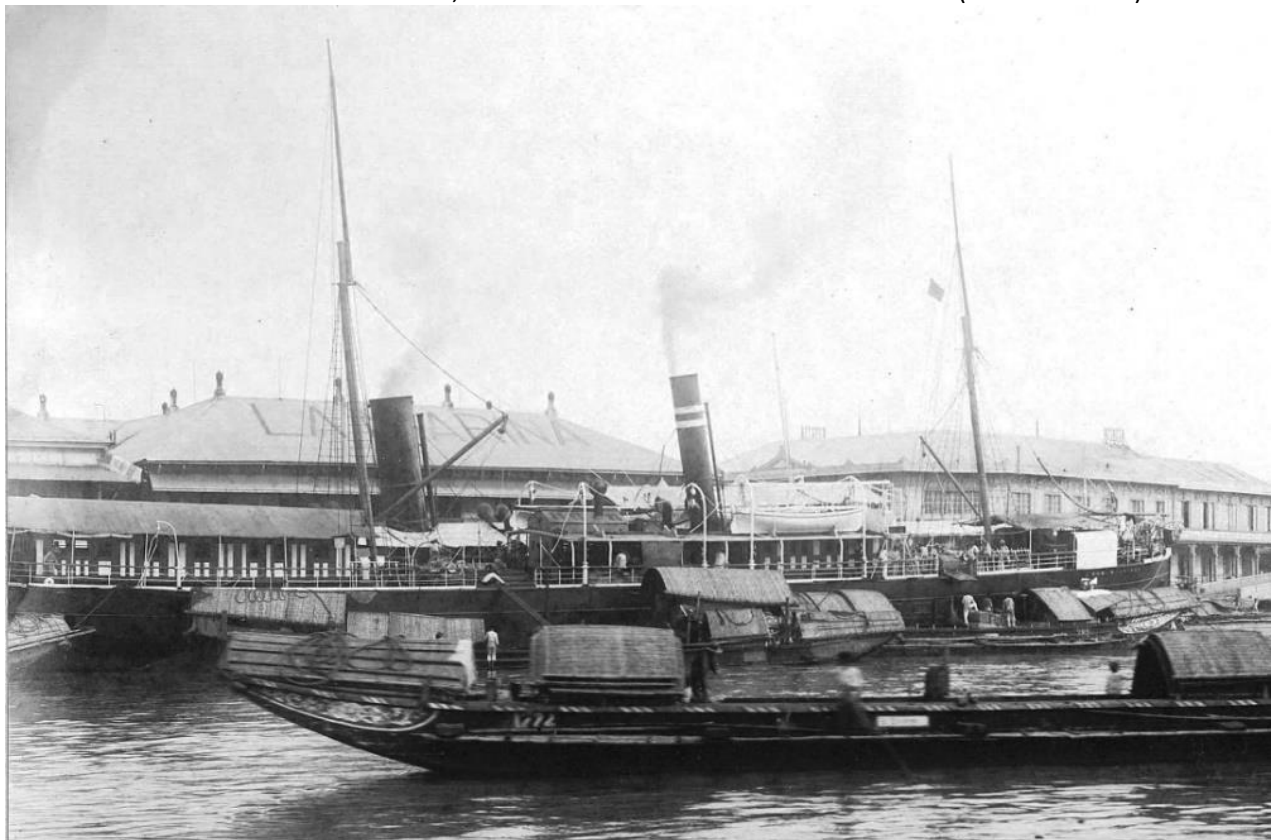
Profile of 3-hatch steamer MINDANAO (LR Foundation).

**REMUS** (1881-89) 1015/82-1 (i.s.s., 214.4 x 29.2', C2cy/120rhp by Hutson & Corbett)  
 Built by H. McIntyre, Paisley (#80) for McLeod & Co. (orig. reg. owner Wm. Watt, Glasgow), 15/2 dep. Glasgow, cracked HP cy. repaired at Falmouth, thence via Singapore (9/4) for Manila. 30/1/89 foundered after striking rock off Bolivian Is. (between Bilirun [Beliran] and Maripipa) on voyage from Manila (42 lives).

**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 Rive, 1942 raised by Japanese and recomm. as HIMENO MARU. 5/12/43 torpedoed and sunk by USS *Narwhal* in 9.10N/124.30E.



Profile of ANTONIO MUNOZ, 3-hatch steamer with accommodation aft (LR Foundation).



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

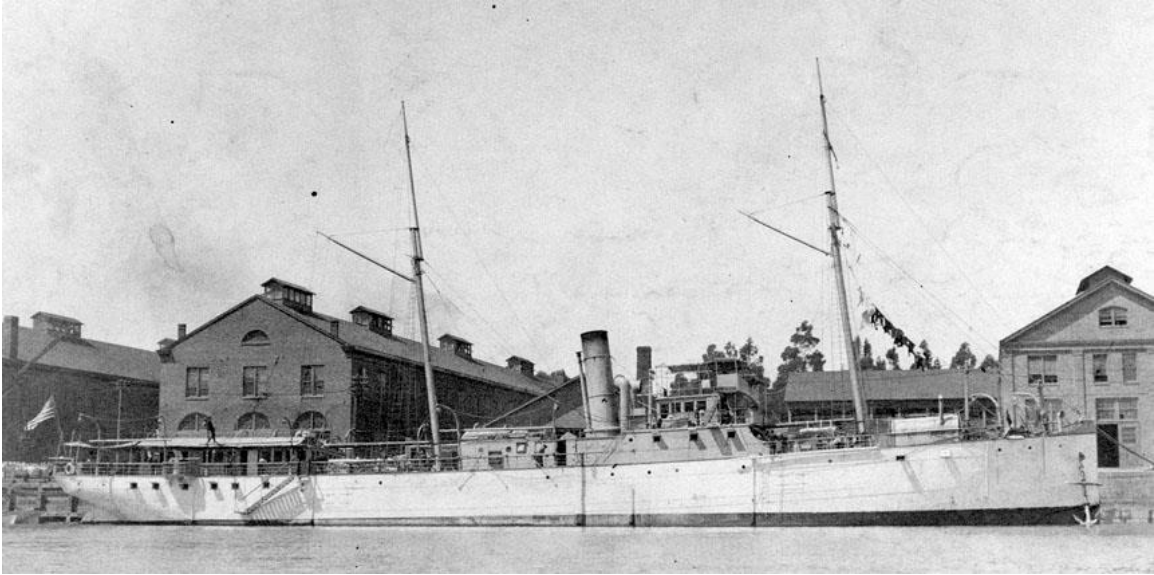
**LUZON** (III) (1882-96) 509/74 (i.s.s.) see LUZON (Cia Maritima, 1895-96)

**VISAYAS** (II) (1882-90) 715/69 (i.s.s.) see NUESTRA SENORA DEL ROSARIO (Cia Maritima, 1895-06)

**CARRIEDO** (1883-86) 1057/83-8 (i.s.s., 209.2 x 31.1', C-inv.2cy 175nhp)

Built by Ramage & Ferguson, Leith (#47) for Jose Reyes, Manila as CARRIEDO for Manila-Singapore passenger/mail connection with Messageries Maritimes, 15/10 dep. Glasgow via Singapore (19-26/11) for Manila, in service 1/84-2/85 in regular service, then MM began direct calls at Manila. Early 1886 sold to Spanish Govt as transport r. MANILA. 4/86 with warship *Duero* arr. Yap, Caroline Islands, where 29/4

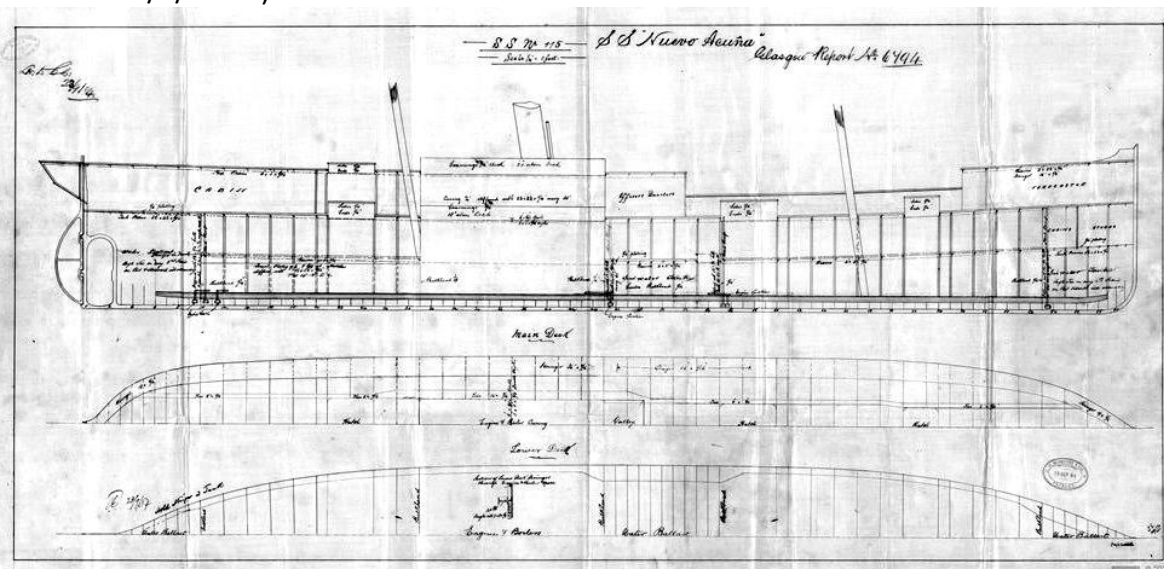
hoisted Spanish flag (STW, 3/6/86). 1/5/98 seized at Manila by U.S. Navy. 20/7/98 comm. as transport/gunboat USS MANILA. 10/00 receiving ship at Cavite. 15/4/02 sailed for Bremerton (Wa.). 1/7/03 placed in reserve at Mare Island, San Francisco Bay. 1907 prison ship at Mare Island. 5/14 sold to J. W. Strong, San Francisco and refitted by Union Iron Works as MANILA. 1920 sold to Toong Yue, Liang Kee & Co., Shanghai r. WANLI. 21/5/23 sunk in collision with *Teli* at Tsin Shan Tei, Shantung Promontory o/v Dairen-Shanghai.



USS MANILA ex CARRIEDO moored at Mare Island, San Francisco in 1903 (NH 76108).

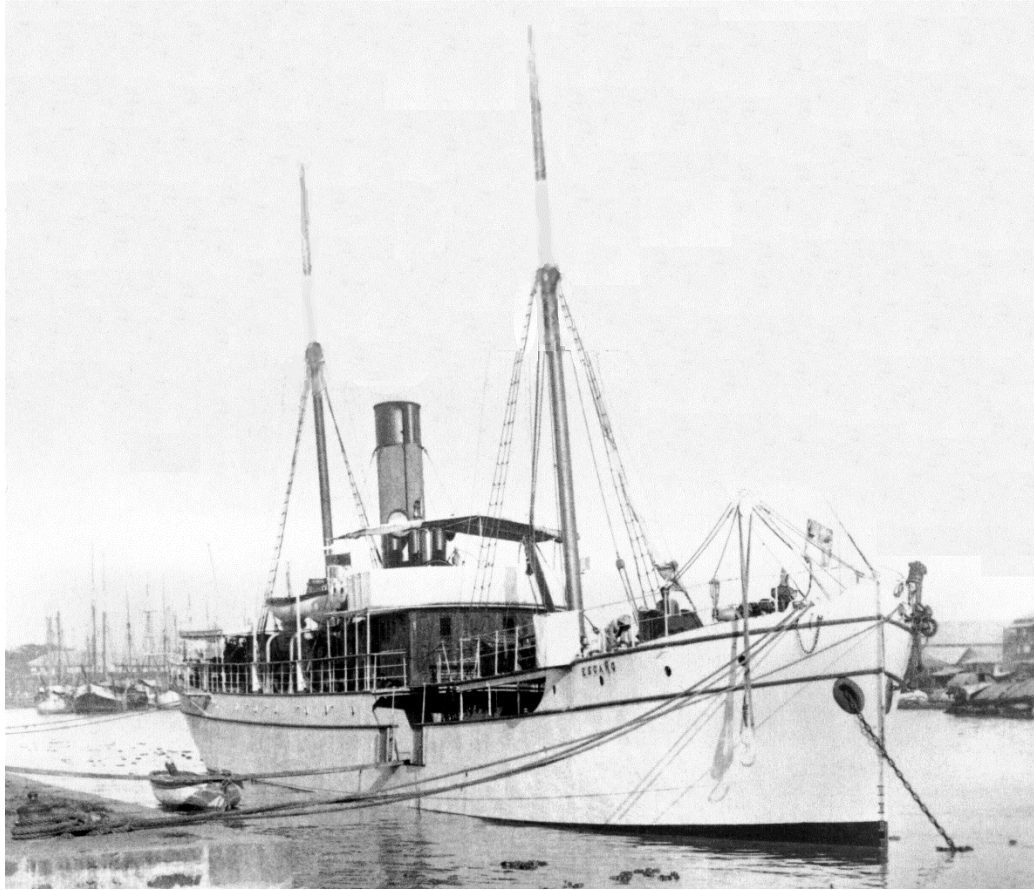
**DON JUAN** (c.1883-93) 780/72 (i.s.s.)      see **JOLOANO** (c.1879-c.1883)

**NUEVO ACUÑA** (1884-00) 382/84-12 (i.s.s., 159.8 x 22.1', C2cy/79nhp, Hutson & Corbett, Glasgow)  
 Built by Hugh McIntyre & Co., Paisley (#115) for Acuña & Son (reg. Almeria), 5/1/85 reg. at Glasgow for delivery. c.1892 sold to F. Escano r. ESCAÑO. 27/4/00 scuttled off Coast of Leyte o/v Malitbog-Pintuyan (rice) (ref. Times 4/5/00-7e).



Plan of ANTONIO MUNOZ, 3-hatch steamer with accommodation midships to aft (LR Foundation).





ESCAÑO in the Pasig (J. Tewell; American Stereoscopic Co. slide pub. 1899).

**NUESTRA SENORA DEL LORETO** (1888-95) 840/73 (i.s.s) see NUESTRA SENORA DEL LORETO (Cia Maritima, 1895-95)

**TAURUS** (1889-97) 731/82 (i.s.s.)

see TAURUS (Cia Maritima, 1895-99)

**BRUTUS** (1889-12) 1105/80 (i.s.s.)

see BRUTUS (Cia Maritima, 1895-12)

**MONTANES** (1889-32) 396/89 (i.s.s.)

see ROMBLON (Cia Maritima, 1933-41)

**URANUS** (1889-01) 1260/89

see URANUS (Cia Maritima, 1889-01)

**VENUS** (1889-42) 968/80 (i.s.s.)

see VENUS (Cia Maritima, 1895-06)

**COMPANIA DE FILIPINAS** (1890-42) 707/90 see COMPANIA DE FILIPINAS (CGTP, 1890-1942)

**NUESTRA SENORA DEL CARMEN** (1890-30) 389/90 (i.s.s.) see NUESTRA SENORA DEL CARMEN (Cia Maritima, 1895-30)

**SAN ANTONIO** (1891-93) 522/91-4 (w.s.s., 159.0 x 24.7', T3cy/74nhp by G. Clark Ltd, Sunderland)

Built by Edwards S.B. Co. Ltd, Newcastle (#54) for A.V. Barretto, Manila. 4/7/93 stood by burning *Don Juan* off San Fernando, NW Luzon, took off survivors and towed hulk to Manila. c.20/7/93 in typhoon stranded at Salomague, S. Ilocos, NW Luzon, early 9/93 refloated and towed to Manila by *Gloria*. While lying at Cavite, further damage (est. \$35,000) by collisions during typhoon (SFP, 18/10/93). 10/93 sold to Sy Giang, Manila and tenders called by new hull, refit r. SAN JOAQUIN. 1899 t/f to U.S. flag. 1903 Sy Giang mgrs for F. Legaspi (12/04). 1905 sold to L.P. Sy Juiliong, Manila. By 3/06 sold to Siy Cong Beng, Manila r. BAN YEK. 1920 owners restyled Siy Cong Beng & Co. By 1923 trading from Hong Kong as REIMS (Fr. flag).

18/8/23 blown ashore on N of Stonecutters Is., 11/9 refloated and docked at Kowloon. By 1/32 trading HK-Kwangchow Wan as SUNKONG. 193? sold to Tai Fung S.S. Co. Ltd (Wong Tze Shang), Hong Kong r. OUCHAO (澳洲). 10/4/35 o/v KCW-HK stranded in fog at Tai Ngan Shan, c.40 miles from Hong Kong, total loss (HKDP, 16/4/35).

<b>ESCAÑO</b> (c.1892-00) 382/84 (i.s.s)	see NUEVO ACUNA (1884-92)
<b>DOS HERMANOS</b> (1893-41) 816/82	see ANTONIO MUNOZ (1882-93)
<b>SAN JOAQUIN</b> (1893-06) 522/91	see SAN ANTONIO (1891-93)
<b>SATURNUS</b> (1893-99) 913/93	see SATURNUS (Cia Maritima, 1895-99)

**SANTANDER** (1893-c.04) 816/91-10 (w.s.s., 171.1' x 84.1', C2cy/43nhp by A. Roncallo, Sampierdarena) Built by L. Durante, Varazze for G. Gaggino fu G (principal G. Gaggino, Singapore), Genoa (Ital. flag) as GUNONG. 8/93 sold for \$70,000 to Gutierrez Hermanos Manila, end 9/93 dep. Singapore via Saigon for Manila where r. SANTANDER. 30/10/96 sank *Luzon* in collision. By 1904 conv. to lighter. By 1911 lost.

