

Compania Maritima (CM)



Fernandez Hermanos Inc. (General Managers from 1912)

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INTRODUCTION

Compania Maritima (1895-1988) has good claim to have been in its time the most important shipping firm in the Philippines. When formed in 1895 as a combination of various Spanish and British (Scottish) shipping interests, it held a near-monopoly of Philippine interisland shipping. After struggling from 1898 during the early years of the American occupation, its fortunes were restored from the late 1920s under the management of Fernandez Hermanos. That second fine fleet was destroyed by the Japanese invasion of 1941/42. From 1946 and Philippine independence, a fleet was reconstituted and gradually modernized, latterly with the focus on deepsea lines. In the late 1980s, just short of its centenary, Maritima succumbed to the container revolution and competition from the shrinking number of aggressive and well-capitalised firms. Its name along with that of Fernandez Hermanos may still be seen engraved in the stonework of its former head office in Binondo at 109 Juan Luna Street (on the corner with Dasmariñas Street) in what used to be Manila's CBD. In Cebu the shell of the neoclassical Maritima building still stands on the waterfront as a striking monument.

Maritima's origins may be traced back to 1860 when the young Scotsman Neil Macleod (b. 26 May 1838 at Tarbert on the Hebridean isle of Harris) arrived in Manila to take up appointment as clerk in the British merchant house of Smith, Bell & Co. His younger brother Alexander Stewart Macleod followed in 1864 – a third brother would have joined them in 1865 but he died of heat stroke in the Red Sea. Turnover was high among foreign business firms in Manila because young men went out to seek their fortune and, if they survived the tropical rigours and had enough ability and energy to succeed, then returned home to marry and invest their fortune in a more comfortable life. Thus in 1868 at the age of just thirty Neil became local manager of Smith Bell. Two years later he resigned

and with colleague Cornelius Robert Blair Pickford formed the partnership of Macleod, Pickford & Co. [nigelgooding.co.uk]. Macleod resided in Manila, Pickford in Cebu. Alexander soon became a third party. When Pickford returned to Smith Bell around 1878, Macleod, Pickford & Co. became the family business of Macleod & Co. first cousins Anthony Murray, James Fleming and John T. were then brought in, joined in 1889 by William Stewart ('Under Four Flags', c.1971). Macleod & Co. became the leading interisland shipowner while trading in hemp and buying extensive landed and urban property. By 1913 W.S. (b. 1869, London) was the sole surviving partner and the company had become a local subsidiary of International Harvester of Chicago. In October 1919 he and his family emigrated to the United States where he died in April 1935.

In 1890 Macleod & Co. split. Alexander, now Don Alejandro, with his Spanish wife Mercedes Martinez took half the shipping fleet and joined with Spanish-born Basque Don Zoilo Ybañez de Aldecoa (1834-95) in the commission and agency house of Aldecoa y Cia, which thereby became substantial shipowners. Around the same time, in July 1890, Don Neil, who remained in charge of Macleod & Co., renounced his British citizenship to become a Spanish citizen – he had married Scottish-born Harriet but had no sons. These manoeuvres made both firms eligible under Spanish law to bid for forthcoming mail interisland contracts with the colonial government.



Excerpt of Pasig panorama from Intramuros towards Binondo, period 1890-94 (pre-Maritima). Anti-clockwise from left: Larrinaga's white-hulled CHURRUCA/GRAVINA (1878), (outer) Aldecoa-Macleod (unknown), ?TAAL (Roxas, 1887), (outside) unknown funnel, ?ESPANA (Roxas-Reyes, 1881), (outer) small Ynchausti steamer (?BAUAN, 1885), (opp.) large URANUS (Aldecoa-Macleod, 1889) and (distant) small local Roxas-Reyes steamer (Calif. State Library/John Tewell).

Under deeds signed in April 1894, with effect from 23 January 1895 the main interisland shipping interests consolidated a virtual monopoly under the style of Compania Maritima (Maritime Company) with registration in Manila. In the first instance it reunited the Macleod interests with Aldecoa but it also brought in the interisland and coastal interests (excluding Manila Bay and Laguna de Bay) of Ynchausti y Cia and the mingled Roxas-Reyes families along with Genato, Goyonechea, Munoz, Tambunting, and Tuason. The companies themselves did not merge but the principals brought in their ships along with other parties who were shareholders in those vessels. The value of the 23 vessels was assessed as P1.5 million but in all P2.5 million was subscribed in 5,000 transferable P500 shares. The statutes were to have effect for twenty years. The board as managing agents consisted of Z.Y. de Aldecoa, Alejandro (sic) Macleod, F.L. Roxas, Rafael Reyes and Francisco

Reyes for an initial term of eight years (to 1903). They were to receive 2.5% of gross revenue divided equally among them. John (Juan) T. Macleod was added on 10 Sept. 1895 as general administrator and Don Zoilo died the following month.

Operations commenced in the first week of February 1895 with vessels at first continuing in their usual trade but advertised under the more impressive banner of 'Vapores de la Compania Maritima, Sociedad Anónima'. In March 1895 the interisland feeders of Larrinaga were also brought in, represented by Echeita & Portuondo, being the ships *Churruca* and *Gravina* (both 1878) and the somewhat larger *Elcano* (1881). Only the fleet of venerable Cia General de Tabacos de Filipinas (Tabacalera) remained outside the monopoly along with a few Chinese merchants with one or two ships.

The rearrangement of interests was accommodated on 22 February 1897 when the board was spilled by a 4:2 vote and a new board was appointed of Messrs Aldecoa & Co., Macleod & Co. (for Neil Macleod), Echeita & Portuondo, Ynchausti & Co. and Don Juan Macleod as Manager. F.L. Roxas, Rafael Reyes and Francisco Reyes were thereby sidelined to the benefit of the Macleod, Echeita & Portuondo and Ynchausti interests. In 1904 the claim of the Roxas and Reyes families for compensation for lost revenue (0.5% each 1897-1902) would be rejected by the Supreme Court (GR #1133, 29/3/04).



Four CM steamers (exc. foreground) moored both sides of Pasig, looking upstream c.1900 (coll. John Tewell).

The main incentive for the amalgamation of interests into Compania Maritima had been to win the subsidised mail contracts from the colonial government, which purpose was achieved. From 1 January 1897, CM's fleet of 21 vessels served the following lines according to the official Guia ('Guide') 1898:

Contract Mail Lines (fortnightly from Manila on Saturdays)

Interisland

North Luzon: Subic, Olongapo, Bolinao, San Fernando, Salomague, Aparri

South Luzon: Batangas, Calapan, Boac, Laguimanoc, Pasacao, S. Pascual, Palanoc, Donsol, Sorsogon, Legaspi, Virac, Tabaco

Southeast: Romblon, Capiz, Iloilo, Dapitan, Lindagan, Dapitan, Dumaguete, Cebu (alt. Romblon, Cebu, Ormoc, Catbalogan, Tacloban, Cabalian, Surigao, Camiguin, Misamis, Iligan)

South: Culion, Cuyo, Puerto Princesa, Punta Separacion, Marangas, Balabac, Jolo, Basilan, Zamboanga, Tukuran, Cotabato (alt. Iloilo, Santa Maria, Zamboanga, Basilan, Jolo, Siassi, Tataan, Bongao, Jolo, Parang, Cotabato, Lebak, Glan, Matti, Davao)

External

(4-weekly): Singapore (connection with French mail, Messageries Maritimes)

(bi-monthly): Yap (W. Carolinas), San Luis de Apra (Marianas), Ponape (E. Carolinas)

No sooner had the interisland shipping monopoly been consolidated than it fell apart. The first blow came in November 1897 when a severe typhoon caused the loss of the small steamers *Chispa* and *Taal* and the stranding of the larger *Aeolus*. Accordingly, the dividend declared in March 1898 for the preceding year had to be reduced to 4% (SFP, 26/3/98). Meanwhile, nationalist leaders had declared independence from Spain, leading to prompt efforts at suppression. Before the armed conflict had been determined either way, in May 1898 came the American occupation and more determined efforts to suppress the nationalist uprising. The newest ship, *Saturnus* (1893), was lost on the NW coast of Luzon during the fighting, then in September 1899 *Espana* became a casualty at the entrance to Manila Bay while trying to refloat the American cable ship *Hooker*. All these events disrupted scheduled sailings. Even though the ships were transferred to the American flag, the new American administration did not look kindly upon the perceived 'foreign' monopoly and suspended the contractual network. U.S. Army transports were deployed to maintain trunk services, supplemented by chartered steamers, including CM's *Elcano* and *Romulus*. New competitors also brought in ships and sailings became *ad hoc*.

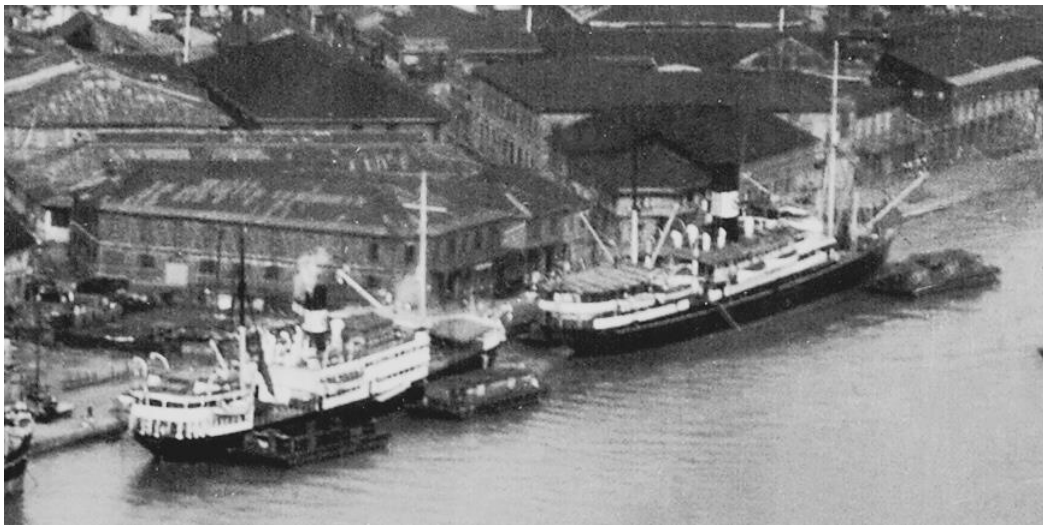


CM berths on the Pasig, Binondo side c.1902. From left, vessels are believed to be BUTUAN, BOLINAO, SALVADORA and SORSOGON (University of Michigan).

Internal board politics were also disruptive. The once vigorous Macleods were now elderly and had financial troubles. Alejandro Macleod's firm Aldecoa & Co. went into liquidation at the end of 1906 and in July 1907 he himself took refuge in Macao from his creditors, most notably the Hongkong & Shanghai Bank. The question arose as to who would manage Maritima in the longer term. In 1904 Manuel M. Rincon took over as Managing Director from John T. Macleod, who moved to Munoz & Cia and then set up on his own account as 'exchange, share and real estate broker'. Then about 1907 the British merchant house Smith, Bell & Co. took over as General Managers (they were also agents for China-Manila S.S. Co. Ltd and Jardine's Indo-China S.N. Co. Ltd).

Meanwhile, in March 1905 the American Government of the Philippines had passed Act 1310 to encourage the coastwise trade and, specifically, to secure the carriage of mails, passengers and government freight at 'reasonable uniform rates' and with good safety standard. Unlike the situation in 1895 when the Spanish colonial government had, like the Dutch colonial government in the then Netherlands Indies, called tenders for an entire scheduled network, the American government called tenders by route, with the result that in August 1906 contracts were awarded for eleven common carriers routes distributed among various firms. This process had given incentive for the Ynchausti (later Elizalde) interest to split off from Maritima and secure routes #1 (*Vizcaya*), #3 (*Venus*), #6 (*Panay ex F. Pleguezuelo*) along with the steamers *Sorsogon* (ex *Antonio Macleod*) and *Elcano*, in effect halving the size of the Maritima fleet. Maritima secured routes #5 (*Brutus*), #7 (*Francisco Reyes*) and #9 (*Romulus*, later *Neil Macleod*) and #11 (*N.S. del Carmen*). After Smith, Bell & Co. had proceeded in 1910/11 to sell *Aeolus*, *Bolinao*, *Butuan* and *Francisco Reyes*, the once large Maritima fleet was reduced to a motley one of just five ships: *Belgika*, *Brutus* (lost June 1912), *N.S. del Carmen*, *Neil Macleod* and *Romulus* plus the steam tender *Carmen*.

Matters came to a head at the annual shareholders' meeting in late February 1912 (MT, 1/3/12). New directors were appointed: Rafael Reyes, William MacLeod, Mariano Veloso and del Rosario. A dividend was foregone in order to acquire a new steamer. Smith Bell resigned as General Managers and Fernandez Hermanos, who had consolidated a significant holding, replaced them from early March. The brothers Jose, Ramon and Vicente, Fernandez were three of the eleven children of a Manila industrialist and had learned the shipping business. Jose had worked for Maritima as chief shipping clerk and Ramon (b. 1878 at Manila), a British-trained electrical engineer, as Superintendent Engineer. Along with other mercantile activities, from 1905 they had operated a small fleet of their own, *Fernandez Hermanos* and *Islas Filipinas*, between Manila and Davao. In June 1913 in their own name they acquired NDL's smart *Nuen Tung* (1900) to become Maritima's flagship *Cebu* and gradually restored Maritima to a sound footing. During the 1920s by astute secondhand purchases and thorough refits of the better ships they re-established Maritima as the premier interisland shipping company. Jose served as President while Vice President Ramon pursued a political career as Mayor of Manila (1920-23) and then Senator (1923-25). Thereafter he returned to business as Chairman of San Miguel Brewery and Philippine Iron Mines, Vice President of Philippine Long Distance Telephone and El Hogar, and Director of Manila Yellow Taxi Cab, the Chamber of Commerce and the Chamber of Mines among others (Cornejo's CW Directory of the Philippines).



Maritima ships near the mouth of the Pasig: CEBU and SORSOGON in 1931, PANAY and NEGROS in 1932, updated PANAY with MACTAN in 1939 (USNA).

After Jose died in 1939, Ramon took full control of Fernandez Hermanos and Cia Maritima. By 1941 on the eve of the Pacific War, Fernandez Hermanos on behalf of Cia Maritima and themselves operated a fleet of fourteen vessels, together almost 23,900 gross tons. Except for the 5,236-grt tanker *Mindanao*, the vessels were all interisland passenger/cargo vessels. Average size was around 1,700 grt (inc. *Mindanao*) and average age almost 40 years, the oldest vessels being *Leyte* (1879), *Islas Filipinas* (1886), *Romblon* (1889), *Masbate* (1895), *Samal* (1897) and *Mactan* (1899). Only *Leyte ex Romulus*, however, had been a unit of the original Maritima fleet.

Yet despite the age of the fleet, the ships had been well maintained, most rebuilt or refitted, and were well suited to their various roles, even if other owners had newer, faster and more luxurious vessels, though Maritima's triple-screw former cross-Channel steamer *Corregidor ex Engadine* (1911) was exceptional with a 4½-day roundtrip between Manila, Iloilo, Cebu and Surigao and *Negros ex Friuli ex Prinz Hohenlohe* (1908) was also a fine 16-knot vessel. A year later it hardly mattered because with very few exceptions the entire Philippines fleet was lost during or after the Japanese invasion. Of Maritima's 13 vessels, only *Mactan* survived, being the only one to escape to Australia and spending the rest of the war on a buoy in Sydney Harbour.

Notable is that no less than six ships in this list, one new and five purchased over the years, had been constructed by Gourlay Bros. & Co. of Dundee, a yard with an excellent reputation but which built only 230 vessels before succumbing to bankruptcy in 1908. On the death of engineer Gershom Gourlay in 1902, it was said that 'the town's status in shipbuilding owed more to him than any other individual'.

The Cia Maritima fleet was revived after the war by Ramon Fernandez (see adjacent postwar fleet list by Stephen Kentwell). He had no children by his wife Felisa Hocson and died in Manila on 10 November 1964. The company acquired no ships after 1980 and ceased operations by 1985. (Retrato Photo Archive of the Filipinas Heritage Library).

Appendix: Original shareholders of Cia Maritima

- *Aldecoa y Cia (Don Zoilo Ybane de Aldecoa) contributed (5) FRANCISCO REYES, SATURNUS, HERMINIA, SERANTES and BILBAO to the joint value of P301,350 plus 50/50 ownership with Neil Macleod of the vessels URANUS (P171,800), VENUS (96,300), BRUTUS (85,600) and TAURUS (53,500), also with Neil Macleod and as a minor party Melchor Veloso 80% of ROMULUS (90,950), 73% of AEOLUS (50,290) and BUTUAN (42,800), 27% of the little CHISPA (26,750) and 8.6% in Ynchausti's ESPANA (73,000).*
- *Ynchausti y Cia 86.5% of the little BAUAN (30,800) [also Tuason 5.5%, Jose Rocha 5.6%] and 14.4% of ESPANA (73,000).*
- *R. Reyes LUZON and SALVADORA (jointly 138,410), 5.9% of ESPANA (Mathilde Reyes 3.75%, Conc. Reyes & Luisa Reyes 1.7%) ESPANA and 2.2% in BOLINAO and TAAL (jointly)*

- *Francisco Reyes 45% CASTELLANO (38,100), 33% NS de LORETO, 23% NS del ROSARIO, 6.7% NS del CARMEN and 17% ESPANA and Jose Reyes 30% of CASTELLANO and 13.4% of ESPANA.*
- *Gonzalo Tuasan y Patino 16.5% of ESPANA, 7.2% of NS de ROSARIO (78,900), 5.5% of BAUAN and 4.4% of NS de LORETO (58,850) and his widow Josepha Patino 4.3% of ESPANA.*
- *Albino Gyonechea 60% NS de CARMEN, 33% NS de LORETO, 22% NS de ROSARIO,*
- *Manuel Genato 27% BOLINAO and TAAL (jointly).*
- *Ydelfonso Tambunting 24% NS de ROSARIO, 4.4% NS de LORETO, 1% BOLINAO and TAAL (jointly).*
- *Jose Munoz 16.7% NS de CARMEN.*
- *Florentina Nagueira 22% NS del ROSARIO, 6.7% NS de LORETO.*
- *Fr. L. Roxas 20% in BOLINAO and TAAL (jointly)*

And minor parties

- *Jose G. Rocha 4.3% of ESPANA and 5.6% of BAUAN.*
- *Carmen Ayala y Roxas (husband Don Pedro) 8.6% of ESPANA and 14% in BOLINAO and TAAL.*
- *Don Pedro Roxas 3.6% BOLINAO and TAAL (jointly).*
- *Francisco Rodriguez 3.6% in BOLINAO and TAAL (jointly).*
- *Severino Alberto 1.4% BOLINAO and TAAL (jointly).*
- *Pedro J. Rodriguez 0.7% BOLINAO and TAAL (jointly).*
- *Manuel de los Reyes 2% BOLINAO and TAAL (jointly).*
- *Vicente Cuyugan 2% BOLINAO and TAAL (jointly).*
- *Vicente D. Fernandez 1.8% BOLINAO and TAAL (jointly)*
- *Joaquin V. Fernandez 3.6% BOLINAO and TAAL (jointly).*
- *Petrona Vizmanos 1.4% BOLINAO and TAAL (jointly).*
- *Lopez family 0.6% BOLINAO and TAAL (jointly).*
- *Francisca Castro 3.6% BOLINAO and TAAL (jointly).*
- *Matias Garcia 11% of CASTELLANO, 2% of NS de LORETO*
- *Domingo Perabella 13% of NS de LORETO, 2.6% of NS del CARMEN*
- *Jose Lerra 2.6% of NS del CARMEN.*
- *Ramon Mortera 1.3% of NS del CARMEN.*
- *Adolfo Quetcuti 2% of NS de CARMEN.*
- *Jose G. Moron 2.2% NS de LORETO, 1.3% NS de CARMEN*
- *Maria de la Concepcion Ruiz Delgado (widow of Andres Ortiz) 2.7% of NS del CARMEN.*

Note. These holdings total 98.5% of the value of ESPANA, 89% BOLINAO/TAAL, 98% NS d CARMEN, 98% NS d

ROSARIO, 90% NS d LORETO and 86% CASTELLANO. There may be some errors of transcription and arithmetic but it is also possible not all minor shareholders were represented in the official documents.

Sources

Howard has written the text and compiled the prewar fleet list. Stephen has brought in and edited the illustrations. We are grateful to Bill Schell and Peter Cundall for assistance with historical details of the ships. Apart from shipping registers, including the annual listing Merchant Vessels of the United States (MVUS), the prime source has been the daily press, notably *El Comercio* and *Manila Times*, supplemented by *Straits Times* and *Singapore Free Press*. *El Comercio* and *Manila Times* were accessed at the Library of Congress and the National Library of Australia, the latter two online at <https://eresources.nlb.gov.sg/newspapers>. Background on Maritima and interisland shipping in the colonial and post-colonial eras can be found in Dick & Rimmer, *Cities, Transport and Communications: The Integration of Southeast Asia since 1850* (Palgrave, 2003), pp. 100-06.

FLEET LIST

This Maritima/Fernandez list is extracted and enhanced from a larger database that was begun some thirty years ago with assistance from Bill Schell and materials in the USNA, Library of Congress and the Peabody Museum at Salem. The entries have been cross-checked against the Schell registers but in many cases include further detail. Many gaps remain, especially losses in 1941/42. Corrections and additional information from readers would be welcomed.

Photos. *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 sensibly presented at maximum quality with other photos by John Tewell on Flickr, and on vessels that appear in postcard scenes. Many identifications of early vessels are therefore by deduction and where tentative are indicated by a question mark. Advice and photographic contributions from readers would be welcomed.*

Original 1895 fleet in order of year of build

NUESTRA SENORA DEL ROSARIO (1895-06) 715/69-8 (iss, 180.1 x 27.0', C2cy/90hp)

Built by Wm Denny & Bros, Dumbarton (#144) for Jardine, Matheson & Co. as APPIN. 1873 t/f to China Coast S.N. Co. 1876 re-engined by builders. 8/81 roundtrip to Vladivostok. 12/82 sold to O. Ortiz, Manila r. VISAYAS, 1/83 arr. Manila from Hong Kong. 1882 sold to O. Ortiz, Manila r. VISAYAS. 1885 sold to Cia Nav. Filipinas. 1887 sold to I. Tambunting, Manila. 11/89 stranded near Manila. 1890 r. NUESTRA SENORA DEL ROSARIO. 7/93 stranded on coast of Negros, refloated. c.1894 to widow of Tan-Auco. 1895 t/f to CM. 18/9/06 lying at Hong Kong for breaking up when blown ashore at Yaumati

by typhoon and broke back, 20/9 by instruction of Shewan, Tomes & Co. auctioned 'as lies' but no sale, then 27/9 auctioned for \$3900 to Luen Tai for breaking up [SCMP , 20/9, 28/9/06].



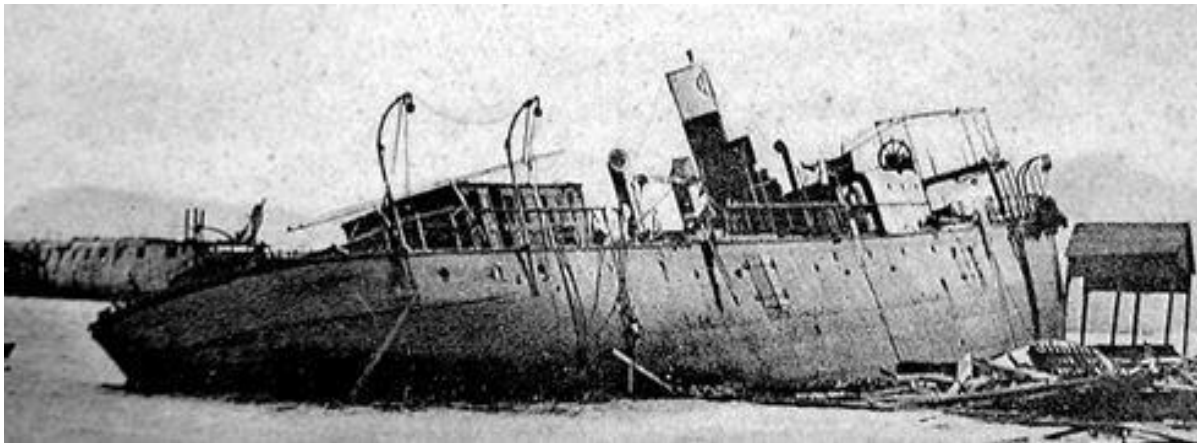
NUESTRA SENORA DEL ROSARIO as APPIN at Shanghai, 1882 (Kung Tai/Peabody Museum).



Name readable NUESTRA SENORA DEL ROSARIO in the Pasig (Underwood & Underwood stereo slide pub. 1899).



NUESTRA SENORA DEL ROSARIO blown ashore at Yaumati (A.W. Purnell/State Library of Victoria).



NUESTRA SENORA DEL ROSARIO wrecked at Hong Kong, 1906 (Postcard SK*).

BILBAO (1895-98) 112/76 (iron stm lighter, 92 x 19', C2cy/24 hp)

Built by Caleb Smith Jnr & Co. (engines by Wilson & Co.), Liverpool for Olano & Co., Bilbao, 26/4 launched, 7/76 completed as single-deck, 1-hold, engine aft SCREW BARGE No. 2 for delivery to Bilbao where reg. as BILBAO NUMERO 2. 12/83 owners Larrinaga & Co., placed in service Manila-Subic. 1886 reg. at Manila [check]. LR 1890 for H. MacDonald, Manila as BILBAO No.2. 1890 sold to Aldecoa & Cia. 1/95 t/f to CM r. BILBAO. 1898 t/f to Aldecoa & Co. r. SURIGAO. 2/5/04 wrecked at Numancia inbound from Surigao with hemp. No casualties.

BUTUAN (1895-08) 534/73-8 (i.s.s., 160.0 x 24.1', C2cy/90hp)

Built by Gourlay Bros & Co., Dundee (#61) as awning deck str for Macleod, Pickford & Co. (Pickford & Co. reg. owner), Manila. 1883 to Macleod & Co., Manila. 1/95 t/f to CM. 1898 new boiler/9½k. 1899 t/f to US-flag. 4/08 advert. for auction at Hong Kong, 6/08 sold to Chu Chun Ting, 30/7 in service to Macao and Kwang Chow Wan [SCMP, 30/6/08]. 8/09 sold to Hoi Lee S.S. Co. (Yuen Hung Lee & Co.), Canton r. HOI LEE. 7/16 sold by auction at Kwong Tak Cheong yard (buyer not identified) [SCMP, 14/7/16]. By 1919 possibly sailing as WING HOI LEE. RLR 1927.



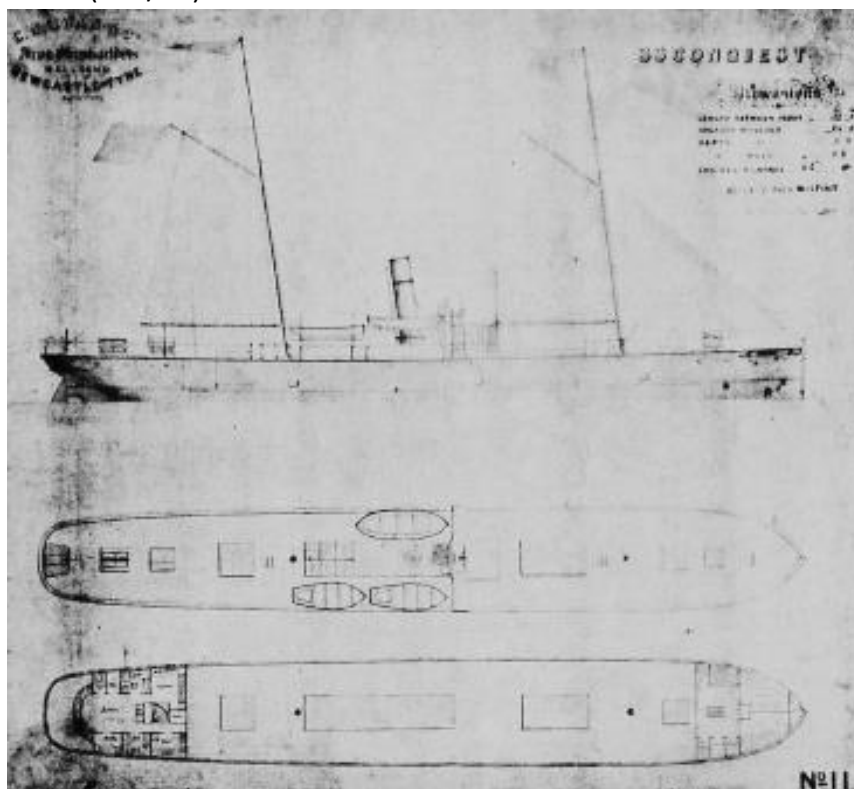
?BUTUAN (University of Michigan).

HERMINIA (1895-06) 206/73 (i.s.s., 141.4 x 19.1', C2cy/40hp by Smith Bros. & Co., Glasgow)
Built by A. Simey & Co., Sunderland (#44) (original owners unknown). By 1882 listed BV to A. Ysasi, Bilbao as HERMINIA. 18/2/85 arr. Singapore en route to Manila. 4/85 in interisland service Manila-Bulan-Nueva Caceres for Aldecoa & Co. LR 1890 listed for Aldecoa & Co. (reg. Bilbao). 1/95 t/f to CM. 21/8/99 sank in mud in Pasig River after stern struck by *Salvadora*, refloated. 26/9/05 while laid up blown ashore at Cavite, later refloated and 5/6/06 arr. Hong Kong under tow by Tean, 18/9/06 during typhoon severely damaged in collision and blown ashore. LPV 1914 still listed to S. Policarpio, Canacao (laid up) but existence doubtful.

NUESTRA SENORA DE LORETO (1895-95) 840/73-9 (i.s.s., 221.5 x 26.2', C2cy/99hp by J. Key, Kirkcaldy)
Built by J. Laing, Sunderland (#180) for Porteous & Senier, London as DAFILA. 19/2/82 while descending Thames collided with and sank 50 ton sailing barge Mary Ann proceeding upstream with bricks, latter's master lost. 1882 new boilers. 12/5/86 o/v Bangkok-Hong Kong with insufficient coal and burning wood fittings stranded on South Bank at entrance to Hainan Strait, refloated after lightening, 19/5 towed into Hoihow by *HMS Albatross*, thence 29/5 arr. Hong Kong, CTL [STW 25/10/86]. After \$26,000 refit by Hongkong & Whampoa Dock and new deck, 10/2/87 ran trials, now sold to K(h)aw Hong Take (Ta Kee), Penang (reg. Hong Kong). 11/87 sold to Albino Goyenechea, Manila r. NUESTRA SEÑORA DE LORETO. 1891 reg. owner F. Reyes. 1/95 t/f to CM. 1895 sold to Iwata Yeizo, Tokyo r. FUSO MARU. 1897 sold to Miyasaki Kohei, Osaka. 1899 r. DAIKOKU MARU. 1901 sold to Naigai Kisen K.K., Amagasaki. 26/10/01 wrecked near Pusan o/v Vladivostok-Chefoo with Chinese labourers, wreck sold for ¥3,000.

LUZON (1895-96) 509/74-12 (i.s.s., 154.7 x 24.2', C2cy, Christie, Gutch, Newcastle)

Built by C.S. Swan & Co., Newcastle (#11) for J. Pile, London as CONQUEST but 1/75 sold after trials and reg. at London to F.B. Johnson for China Coast S.N. Co. Ltd, Shanghai, 2/4/75 arr. Shanghai. 10/77 sold on HP to Kwong Li Yuen, Hong Kong and placed in service to Haiphong, c.1881 paid off. 10/82 in service Manila- Aparri for F.L. Roxas, Manila. Late 1882 sold to O. Ortiz, Manila. 1885 sold to Cia Nav. de Filipinas, Manila r. LUZON. 1886 sold to Jose Reyes. By 1890 R. Reyes. 1/95 t/f to CM. 30/10/96 inbound from Leyte wrecked near Manila after collision with *Santander* (816/91).



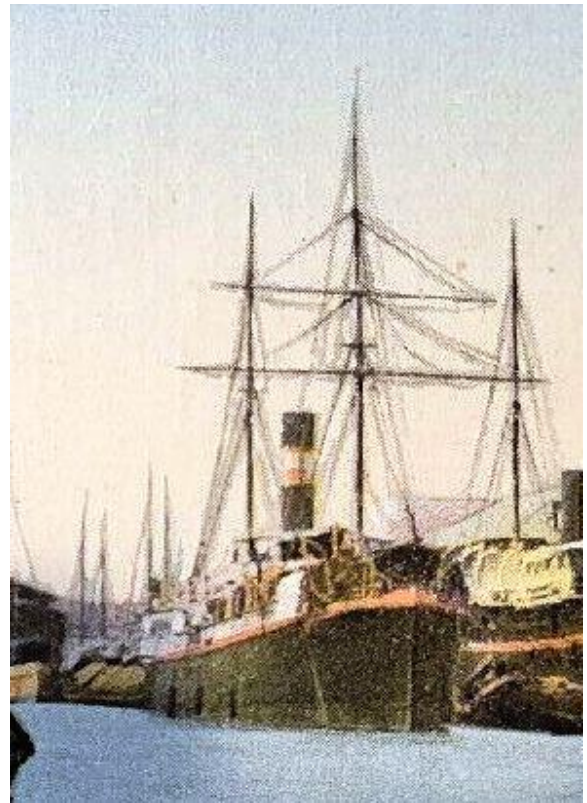
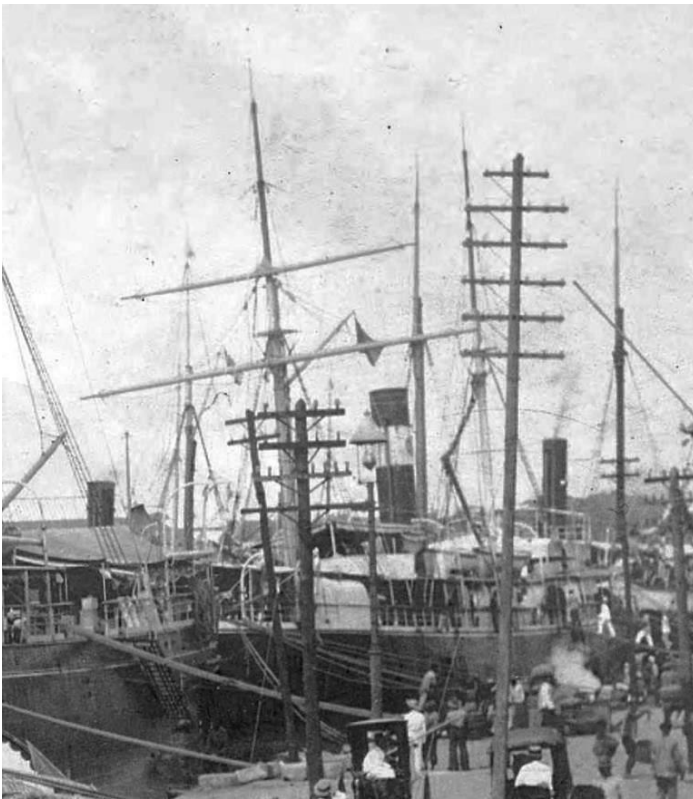
CONQUEST line drawings (Ian Rae colln).



Possible LUZON ex CONQUEST

(<http://nostalgiafilipinas.blogspot.com/search/label/Magellan%20Monument>).

SALVADORA (1895-06) 901/75-7 (i.s.s., 210.4 x 31.0', C2cy/65hp by G. Clark, Sunderland)
 Built by Wm Doxford & Sons, Sunderland (#74) for Cuculla y Cia, Manila, 22/11/75 arrived Manila.
 1876 for Ramon Mortera. 1879 sold to Reyes & Co., Manila, by 9/79 in service Manila-Singapore
 (monthly). By 1890 sold to F.L. Roxas, Manila. 1890 to Jose Reyes. 12/93 sold at auction for \$32,200
 to Rafael Reyes (F. Reyes & Co.). 1/95 t/f to CM. 1899 t/f to U.S. flag. 15/6/06 left Manila for Hong
 Kong in tow of *Yuen Sang* for major repairs, during which r. NEIL MACLEOD. 20/10/06 auctioned as
 lies at Yaumati but turned in at \$18,000, instead completely refitted with new boilers, masts,
 hatches and accommodation, 3/5/08 ran trials in Manila Bay (11k), then replaced *Romulus* in Route
 #9: Manila-Cebu-Dumaguete-Zamboanga-Jolo-Masbate-Pulupandan-Cotobato-Davao-Mati
 (monthly). 1908 t/f to Smith, Bell & Co. 1913 reverted to CM. 7/29 i/s Manila-Cebu- Zamboanga-
 Mindanao. c.1931 laid up at Varadero de Manila, Canacao. Late 1936 sold to Chong Soon Co. for
 demolition at Hong Kong, 29/12 to have left in tow with *Albay* but delayed by failed efforts to retain
 as historic relic, then after some running repairs 2/37 towed *Yusingco* to Hong Kong, Q2/1937
 broken up [SCMP, 25/2/37].



SALVADORA (from postcards) with original larger funnel (from postcards).



Left: Flush deck and housing suggest SALVADORA during American landing at San Fabian, November 1899.
(<http://historyboomers.blogspot.com/2019/01/may-22-23-1899-filipinos-negotiate-with.html>).

Right: SALVADORA in Pasig missing forward topmast (Ebay 2024).



SALVADORA in 1901 (www.filipinoamericanwar.com)



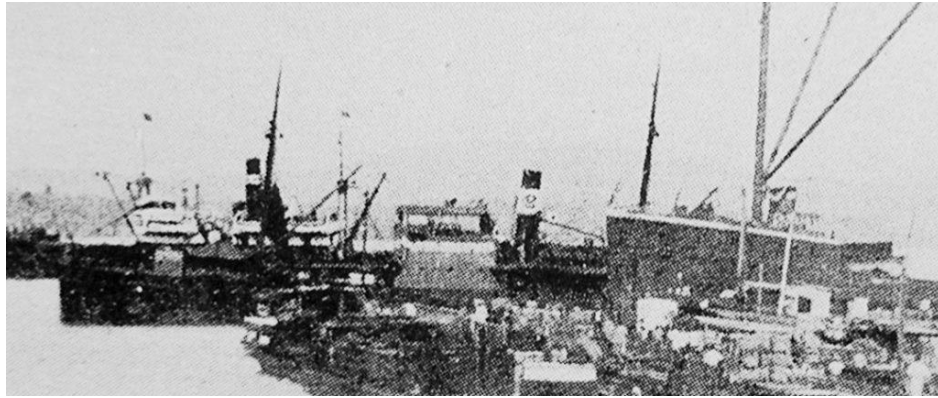
Left: ?SALVADORA in 1902 (University of Michigan). Right: NEIL MACLEOD ex SALVADORA in Pasig (*Sepia* Lens, Flickr https://live.staticflickr.com/8527/8531044302_e2eb7003ce_b.jp)



NEIL MACLEOD on far berth (Keystone).



NEIL MACLEOOD (<https://i.pinimg.com/originals/b0/a2/04/b0a204bca8d309520e5e73cc285e03f8.jpg>).

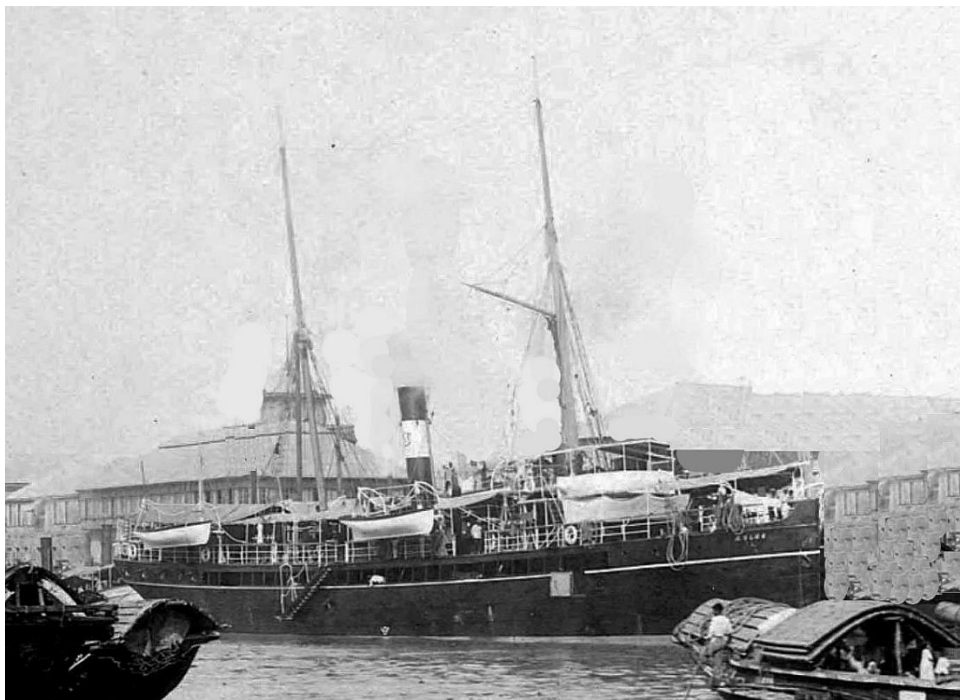


NEIL MACLEOD best match in 'a recent' (presumably late-1930s) view of Davao (Pub. in *Kaiun* in 1942).

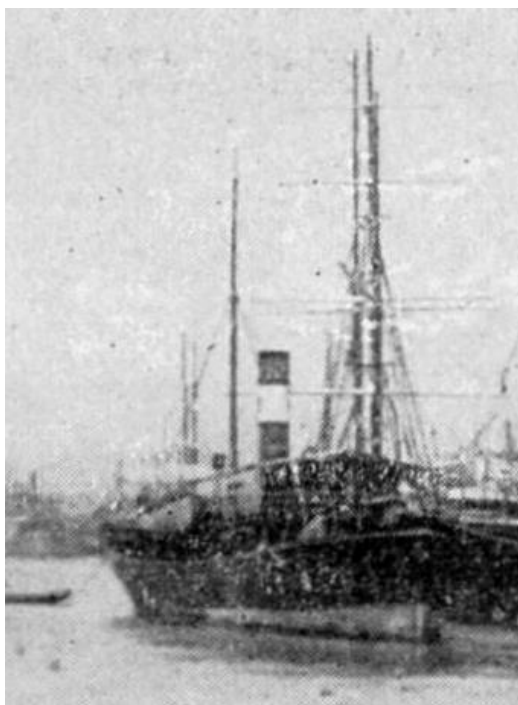
AEOLUS (1895-08) 511/80-1 (iss, 166.8 x 25.0', C2cy/75nhp by Barclay Curle & Co.)

Built by Ramage & Ferguson, Leith (#14) for own account, 15/11/79 launched, 1/80 reg. Glasgow to John Ferguson for outward voyage to China but en route sold to McLeod & Co., Manila (Sp. flag).

31/12/82 o/Iloilo-Cebu caught in typhoon, lost 3 boats and deck cargo. 1/95 t/f to CM. 12/10/97 stranded on Mindoro during typhoon, refloated. 4/08 advert. for sale at Hong Kong, 6/08 sold to Li Yan [SCMP, 11/6/08]. By 4/09 in service to Macao and Kwang Chow Wan for Yuen Hung Lee & Co., Canton as HOI FOOK. 1911 sold to Chan Sung Mai, Macao for same trade r. KWONG CHOW WAN. 1917 r. TAISZEMA. 1920 sold to Yuen Fat S.N. Co. Ltd, Macao. 10/26 \$10,000 opium seizure on arrival from KCW. 20/7/28 holed in collision with lighter on West River, 16/8/28 failed survey (collision damage and not compliant with new load-line regulations), certificates cancelled, laid up at anchor off Shamshuipo, NW Kowloon [SCMP, 18/8/28]. No further reported movements. Mid-1933 Yuen Fat Hong bankrupt. RLR 1933 but probably broken up several years prior.



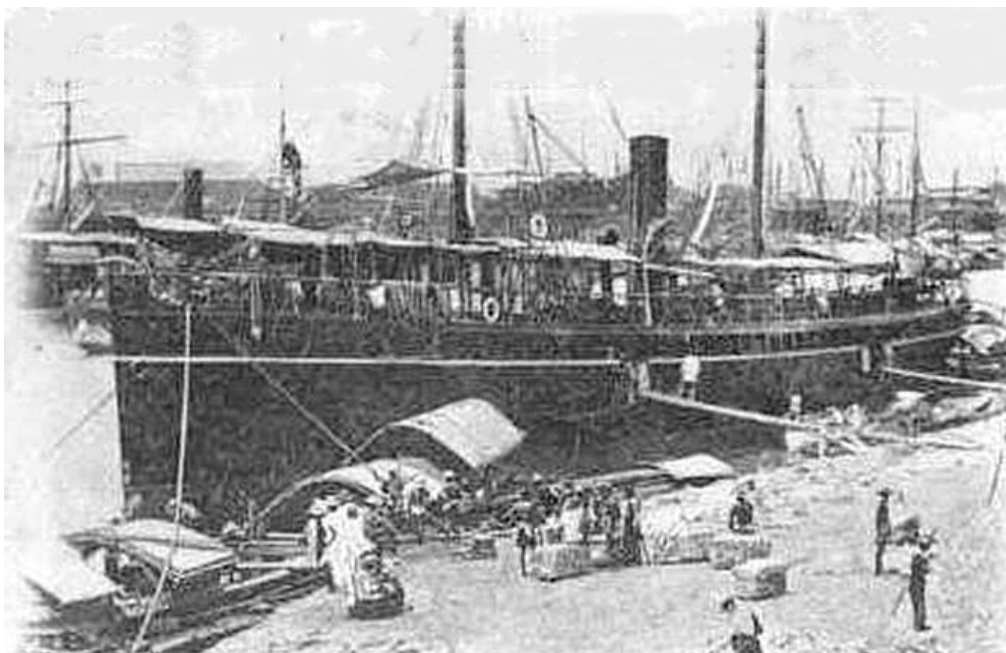
AEOLUS in the Pasig river in 1900. This is a retouched version of the photo shown below at VENUS, eliminating the latter vessel (University of Michigan/SK edit).



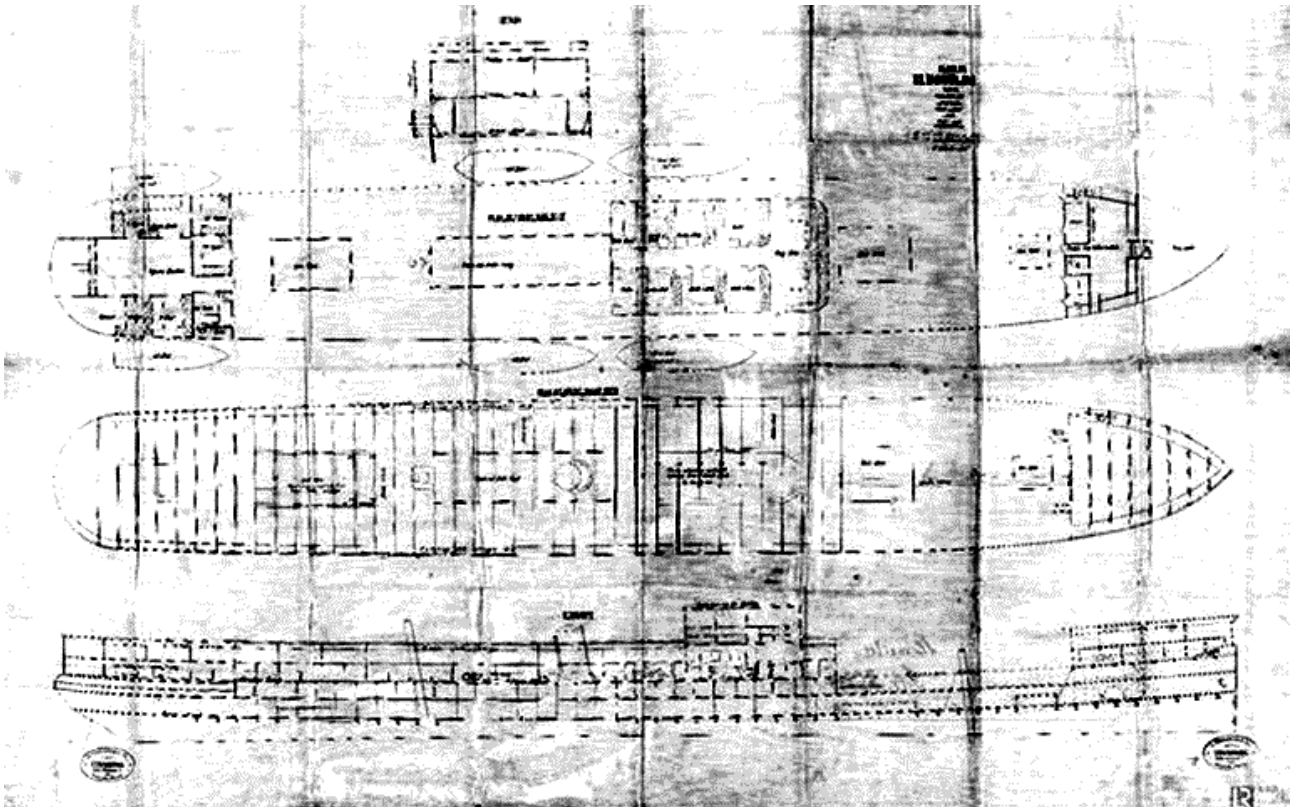
Left: ?AEOLUS with yards in the Pasig river (John Tewell).

Right: ?AEOLUS (mast behind bridge) about 1901 (Keystone).

ROMULUS (1895-25) 830/79-6 (i.s.s., 210.0 x 29.2', C2cy/120hp by Hutson & Corbett, Glasgow)
 Built by H. McIntyre & Co., Paisley (#36) for McLeod & Co., Manila, 10/9 dep. Greenock for Manila
 via Singapore (29/10) and Hong Kong. 21/4/90 sank *Ordonez* (1889-90). 1/95 t/f to CM (25/6). 4/00
 req. by US Armed Forces to lay cable Leyte-Cebu after salvage from wrecked *Hooker*, 1901 returned
 to CM. 1906 Route #9: Manila-Cebu-Dumaguete-Zamboanga-Jolo/Masbate-Pulupandan-Cotobato-
 Davao-Mati (vv) (monthly). 1925 r. LEYTE. 7/29 i/s Manila-Tacloban-Cat. (weekly) (7/31). 1/42
 bombed and sunk at Cebu [Hartendorp rep. 27-28 bombed and sunk at Manila].

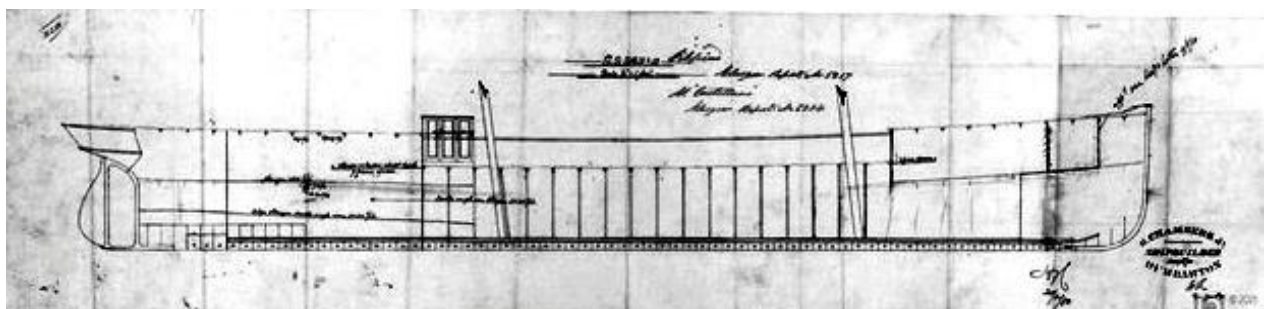


ROMULUS in Pasig discharging hemp (en.todocoleccion.net).



Builder's plans of ROMULUS (Irfoundation.co.uk).

CASTELLANO (1895-06) 287/80-10 (i.s.s, 139.8 x 23.2', C2cy/60hp by M Paul & Co., Dumbarton)
 Built by R. Chambers Jr, Dumbarton (#13) for Olano, Larrinaga & Co., Liverpool (reg. Bilbao), 2/12/80
 dep. Glasgow for Manila via Singapore (6/2/81). 1885 owners Larrinaga & Co. 1887 sold to ?J. Reyes
 (90/91 o/p F. Reyes). 1/95 t/f to CM. 190? sold to S. Policarpio, Cavite, rep. 'laid up' and probably
 stripped of fittings. 18/9/06 as hulk laid up awaiting demolition blown ashore at Shamshuipo, NW
 Kowloon in typhoon, presume subsequently broken up though 1914 still listed.



Builder's profile of hull of CASTELLANO (Irfoundation.co.uk).



Above 2* CASTELLANO ashore and part dismantled at Kowloon, late 1906.

FILIPINO (1880-84) was a sister (from postcards, presumed Ah-Fung).

BRUTUS (1895-12) 1105/80-2 (i.s.s., 220.3 x 32.4', C2cy/145hp by M. Paul & Co., Dumbarton)
 Built by A. McMillan & Son, Dumbarton (#225) for E. Piaggio, Genoa as COREBO III (TERZO). 1/82
 rep. lying at Buenos Aires for sale. 1883 owners restyled Soc. Rocco Piaggio & Figli, Genoa. 1883 reg.
 owners Banco di Sconto e di Sate, Genoa r. CARMELA. 7/85 t/f to Nav. Generale Italiana, Genoa r.
 PARANA for emigrant line Italy-South America. 1889 sold to Z.I. de Aldecoa, Manila r. BRUTUS. By
 1890 Aldecoa & Co. 1/95 t/f to CM. 7/98 at Labuan crew deserted in refusal to take Spanish
 despatches to Iloilo. 1899 t/f to U.S. flag. 10/4/99 towed into Sandakan with broken tailshaft
 repaired by Sandakan Eng. Co. 1908 Route #5: Manila-Romblon-Samar-Tacloban. 2/6/12 foundered
 off Basilan Is. o/v Iloilo-Dumaguete with a cargo of hemp, copra and lumber, C/O drowned.



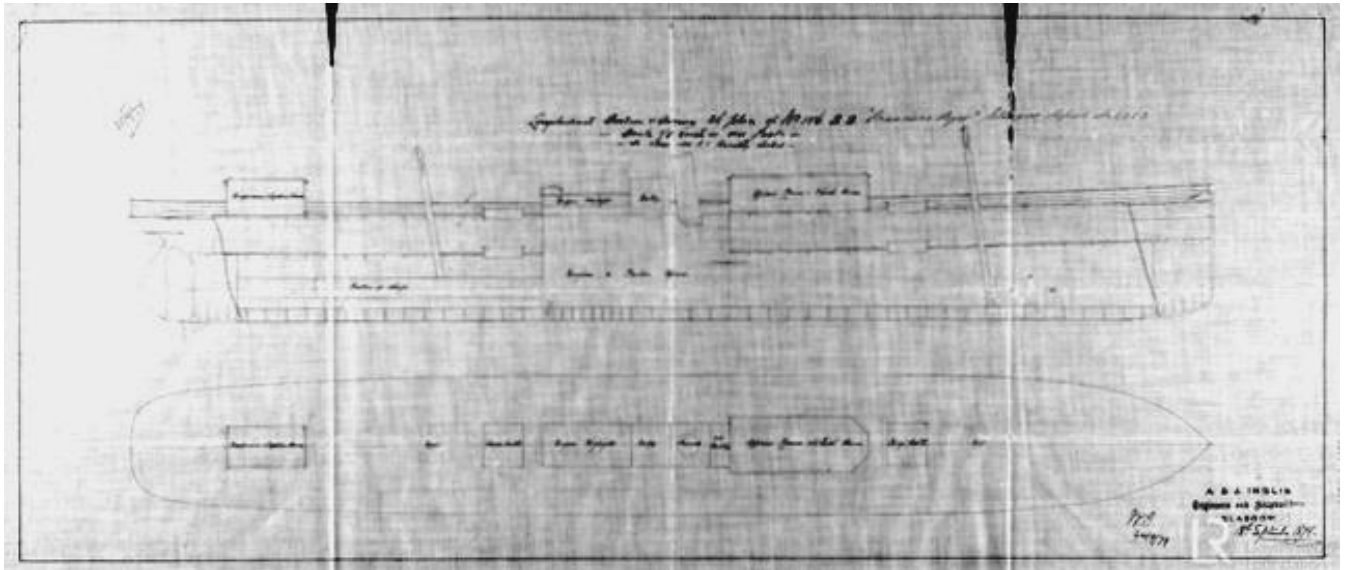
Possible BRUTUS in the Pasig (Ebay 2014)

CHISPA (1889-97) 172/80-3 (i.s.s., 120.2 x 19.1', C2cy/60hp by Wm King & Co., Glasgow)

Built by H.M. M'Intyre & Co., Paisley (#52) for W.M. McLachlan & Co., Glasgow as IVANHOE. 11/89 sold to John T. Macleod (reg. Glasgow) and t/f to McLeod & Co., Manila r. CHISPA ['Spark']. 1/95 t/f to CM. c.12/11/97 in typhoon wrecked on rocks at northern end of Samar. RLR 1902.

FRANCISCO REYES (1895-11) 795/80-4 (i.s.s., 194.7 x 27.3', C2cy/110hp)

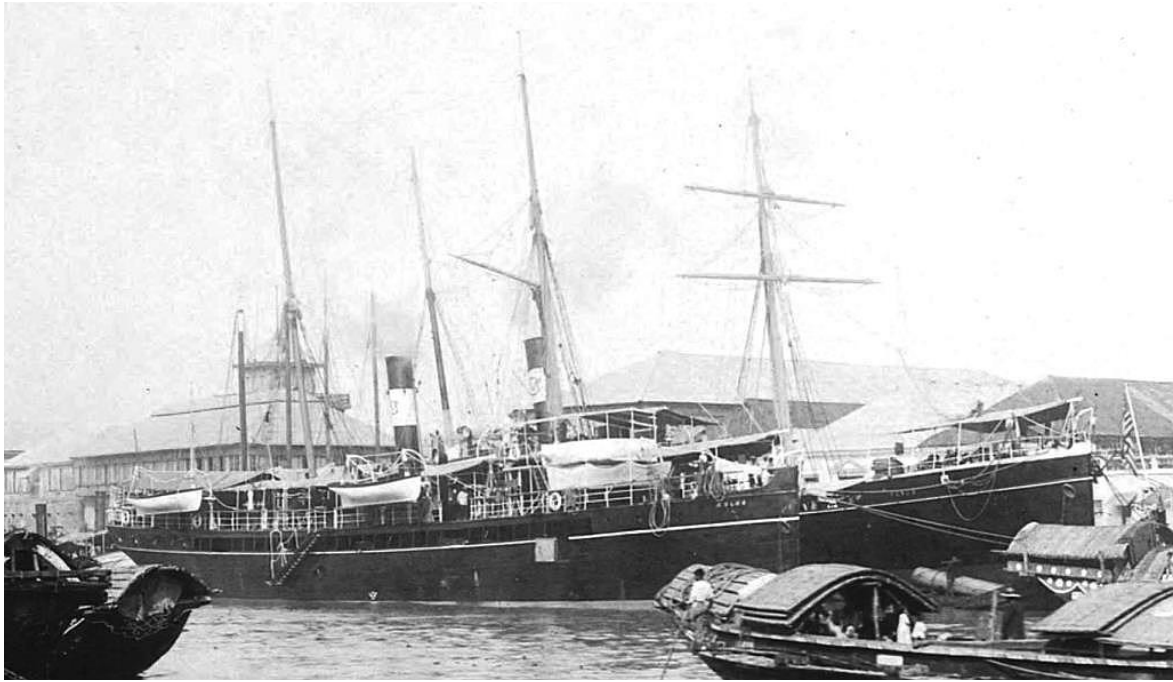
Built by J. Inglis, Glasgow (#156) for Jose Reyes, Manila, 21/5 dep. Glasgow to Manila via Singapore (5/7). c.1889 F.L. Roxas mgr. 12/93 sold at auction for \$25,250 to Aldecoa & Co. 1/95 t/f to CM. 7//99 arr. Singapore (U.S. flag) for refit by Tanjong Pagar Dock Co., Singapore, 7/99 resumed service. 1906 Route #7: Manila-Cebu (weekly). 9/7/11 arr. Hong Kong from Manila. 8/11 sold to Wo Yick S.S. Co. (J. da Roza Braga, Master/Mgr), Macao r. AMERICAN. 26/10/13 o/v Kwang Chow Wan via Macao to HK pirated off Macao and c.\$60,000 stolen. By 1914 reg. at Kwang Chow Wan (Fr. flag). 27/9/16 caught fire, put ashore and submerged to topmasts at Castle Peak Bay, Hong Kong, salvaged by Hongkong & Whampoa Dock and presumably broken up at Hong Kong [LPV 1914 still listed as 'laid up'].



Unidentified Maritima steamer in Pasig River. ?FRANCISCO REYES (from a postcard).

VENUS (1895-06) 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 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 r. VENUS. 1890 t/f to McLeod & Co., Manila. 1/95 t/f to CM. 1906 sold to Ynchausti & Co. for Route #3: Manila-Sorsogon-Legaspi-Tabaco-Virac. 1920 t/f to Ynchausti S.S. Co. 7/31 i/s Manila-Pulupandan-Iloilo (weekly). 1935 owners restyled Manila S.S. Co. Inc. (Elizalde & Co. Inc.). ?/42 escaped Bataan for Cebu but at anchor off N. Negros boarded by Japanese navy, and 10/4/42 scuttled by crew (Hartendorp).

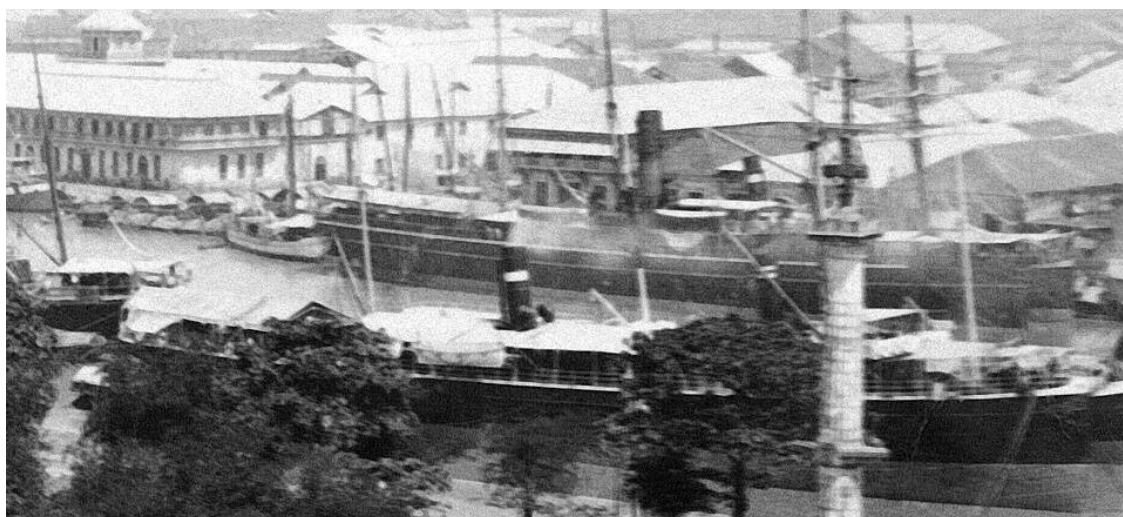


VENUS (inside AEOLUS) in the Pasig river. Long foscle, hatch located behind mainmast. (University of Michigan).



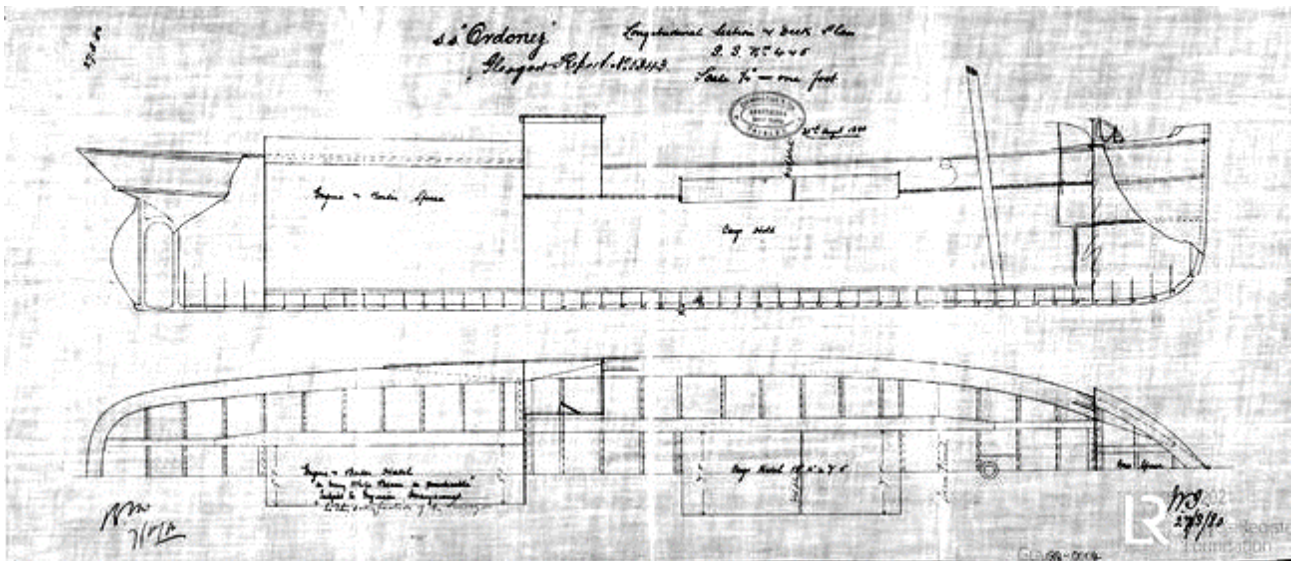
Later VENUS in Manila S.S. colours December 1938 (USNA).

ESPAÑA (1895-99) 929/81-1 (i.s.s., 200.0 x 29.2', C2cy/150hp by Westry, Copeland & Co., Barrow)
 Built by Caird & Purdie, Barrow (#5) for (Jose) Reyes et al., Manila (88/9). LR 1885 Reyes & Co.,
 Manila. c.1889 reg. to F.L. Roxas. 12/93 sold at auction for \$32,250 to Francisco Reyes. 1/95 t/f to
 CM. 13/8/99 sent from Manila with *Romulus* to tow U.S. Army cable ship *Hooker* (2085/76) from
 rocks to south of Corregidor Is. at entrance to Manila Bay but during attempted refloating also went
 ashore and wrecked with \$120,000 of undischarged cargo.



No identified image has been found of ESPAÑA, but the Roxas-Reyes steamer in the foreground
 of this Pasig view pre-dating Cia Maritima is a plausible candidate (Calif. State Library/John Tewell).

SERANTES (1895-c.02) 138/81-2 (i.s.s., 90.2 x 20.2', C2cy/28hp by Hutson & Corbett, Glasgow)
 Built by Campbell & Co., Paisley (#5) for Marques de Campo, Barcelona for delivery to Manila for
 Luzon coast. c.1889 to Aldecoa & Co., Manila 1/95 t/f to CM. c.1902 sold to Gutierrez Hermanos,
 Manila (152 grt). By 1909 sold to Casimiro Oria (Oria Hermanos), Manila. 6/10 Oria Hermanos in
 liquidation. 10/10 via Sheriff sold back to Gutierrez Hermanos. 1919 sold to Yu Biao Sontua Bros &
 Co., Manila. 1920 sold to S. Go Binsing, Manila. 1924 lengthened and rebuilt at Manila (198 grt). By
 1925 sold to Cirilo C.T. Chuanunlai, Manila. 1928 sold to Antonio Prieto, Manila r. MARIA TERESA.
 1930 sold to E Uy Godeniz, Cebu r. PACIFIC. 1932 sold to Jose Tan Unchuan, Cebu. 6/35 deleted
 MVUS (1955 RLR).



Builder's plan of SERANTES' identical sister ORDONEZ (1881) showing engines-aft, one-deck, single-hold steam lighter (2 pole masts, mainmast to be removed at Manila) (LR Foundation).



?SERANTES alongside URANUS (Keystone). (Possible if mainmast not removed.)

TAURUS (1895-97) 731/82-8 (i.s.s., 182.5 x 30.1', C2cy/80hp

Built by Wm Doxford & Sons, Sunderland (#138) for Cie Nantaise de Nav. à Vapeur, Nantes as SARTHE. 12/83 req. by French Govt as transport, 29/2/84 arr. Singapore o/v Toulon-Tonkin with 300 troops/300 mules, 22/4 dep. from Toulon. 1/86 special survey at Hong Kong, now in use on coast of Indochina. 6/89 sold to Aldecoa & Co., Manila. Early 1890 sold to McLeod & Co., Manila r. TAURUS. 1/95 t/f to CM. c.1897 sold to Nagoshi Aisuke, Osaka r. JINBU MARU. 1899 condemned and broken up.

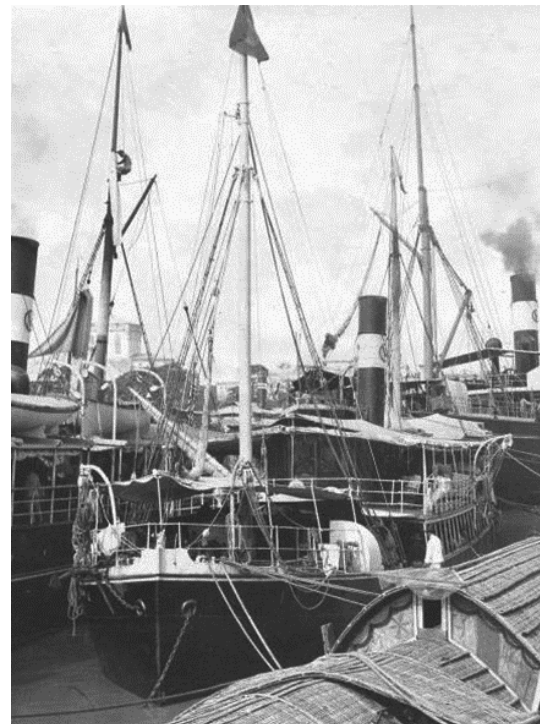


?TAURUS (far side). Conventional layout, well-formed bridge. Cabins at poop
<http://nostalgiafilipinas.blogspot.com/2012/05/lost-legacy-magellan-monument.html>).

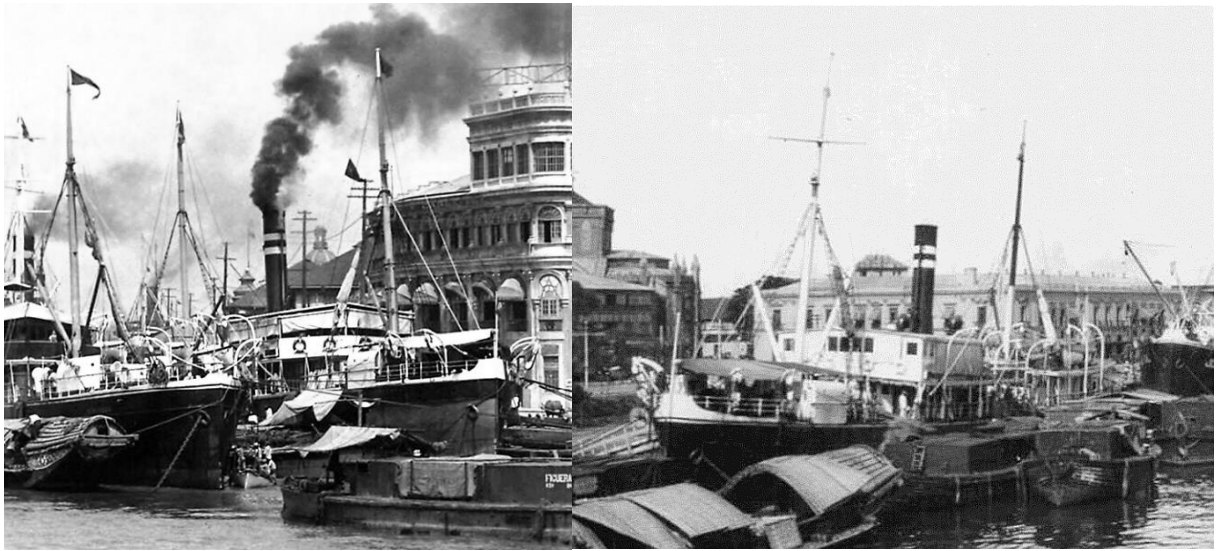
BOLINAO (1895-0?) 247/84-2 (i.s.s., 134.0 x 24.1', C2cy/50hp by Hanna, Donald & Wilson, Paisley)
 Built by Abercorn S.B. Co., Paisley (#69) for Cia Nav. de Filipinas, Manila, 2/4 dep. Greenock for
 Manila (17/6). c.1888 sold to F.L. Roxas. 1/95 t/f to CM (10/11?). 190? sold to Simeon Malfodi,
 Manila (255 grt) (14,18/19). c.1918 Ynchausti S.S. Co. (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.



Left: BOLINAO loading prisoners for Guam in 1901 (www.filipinoamericanwar.com).



Right: Refitted BOLINAO in 1902 (University of Michigan).



Likely successive developments of BOLINAO in Ynchausti livery (John Tewell).

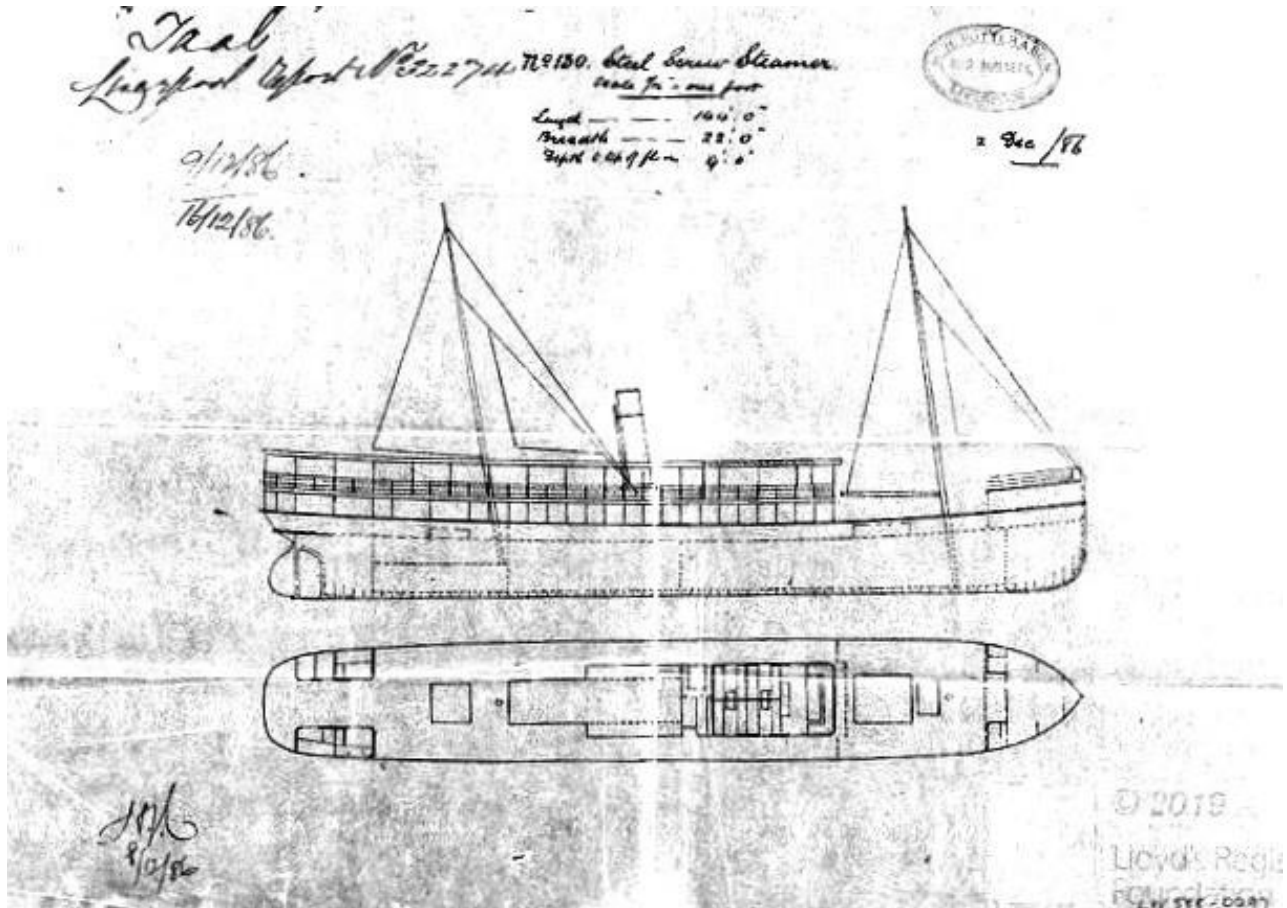


BOLINAO berthed near Jones Bridge, Pasig River

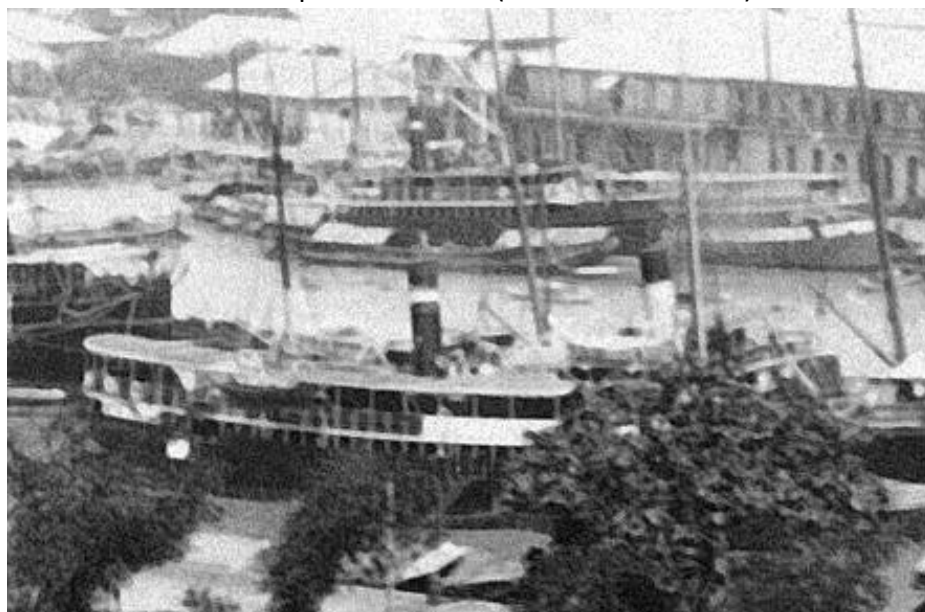


Final view in Maritima colours, Pasig, 24 Dec. 1938 (John Tewell/USNA).

TAAL (1895-97) 252/87-6 (s.s.s, 144.1 x 22.1', T3cy/72hp by D. Rollo & Sons, Liverpool)
 Built by W.H. Potter & Sons, Liverpool (#130) for Don Francisco L. Roxas. 1/95 t/f to CM. 15/9/97 in heavy seas with full cargo below and 56 head cattle on deck, struck SB by large wave, listed 45 degrees and foundered in heavy SW seas off Corregidor outside entrance to Manila Bay, 5 out of 35 passengers drowned [SFP 5/10/97].



Builder's profile of TAAL (Irfoundation.co.uk).



1890-95 Pasig view featuring vessel in foreground resembling TAAL (Calif. State Library/John Tewell).

BAUAN (1895-0?) 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.

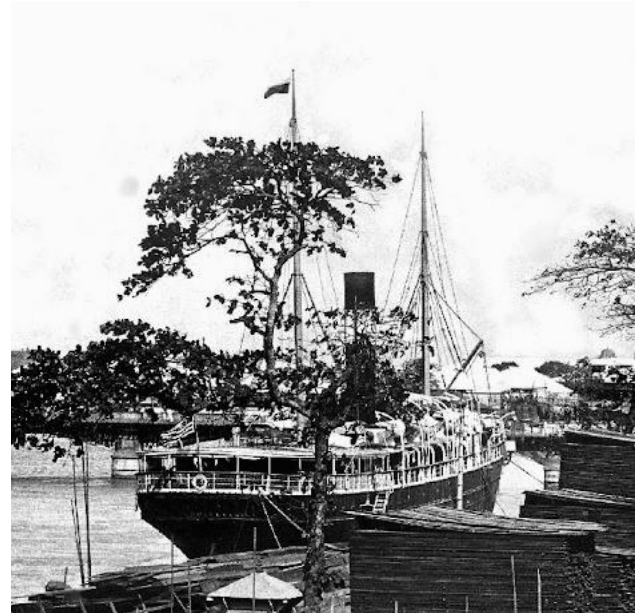


?BAUAN (Internet).

URANUS (1895-01) 1260/89-9 (222.7 x 32.7', T3cy/180hp/11k by Muir & Houston, Glasgow) Built by Workman, Clark & Co. Ltd, Belfast (#65), 14½k on trials, for McLeod & Co. but 1889 t/f to Z.I. de Aldecoa, Manila. 1/95 t/f to CM. 3/95 inaug. fortnightly Manila-Singapore line [ST 19/3/95]. 27/12/97 sailed Sual for Hong Kong with Gen. Aguinaldo and 34 revolutionary leaders for peace negotiations [SFP 11/1/98]. 1901 r. Z.V. DE ALDECOA. By 1/04 apparently laid up (Cavite), probably with damage. 12/5/06 laid up at Yaumati, Hong Kong. 10/06 rep. sold for Mex \$35,000 to Hong Kong Govt. 1/07 t/f to Fumigating & Disinfecting Bureau Ltd, converted to disinfecting hulk to replace Stanfield (18/9/06 sunk in typhoon) and stationed at Yaumati as ALDECOA. 1934 Fumigation Bureau abolished, hulk refitted by HK Government. 1941 after further repairs still in service, presumably war loss. NFI.

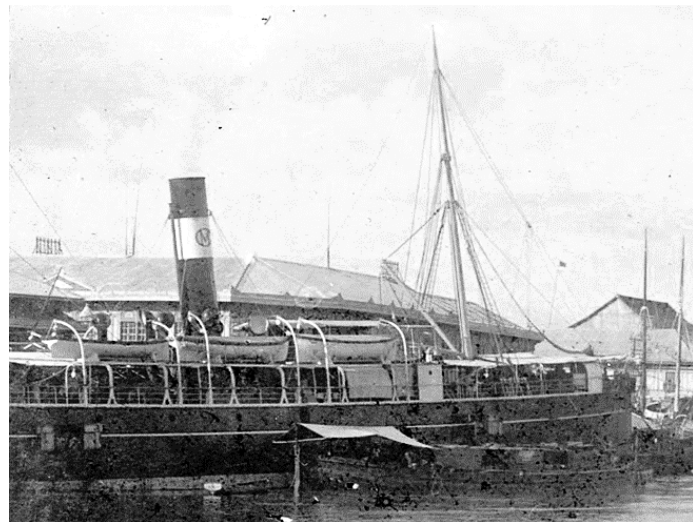
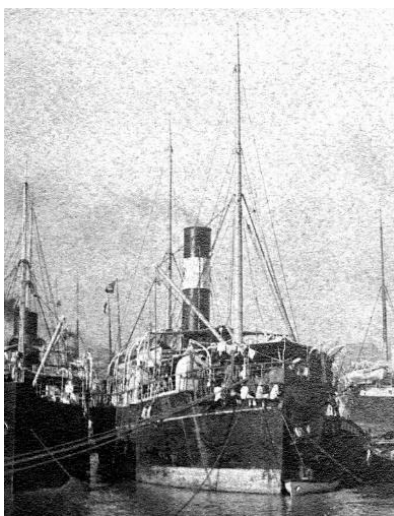


Pre-Cia Maritima URANUS in Pasig River with yards on foremast (Calif. State Library/John Tewell).



Left: URANUS still with shorter funnel and two-part masts (Keystone)

Right: <http://nostalgiafilipinas.blogspot.com/search/label/Magellan%20Monument>

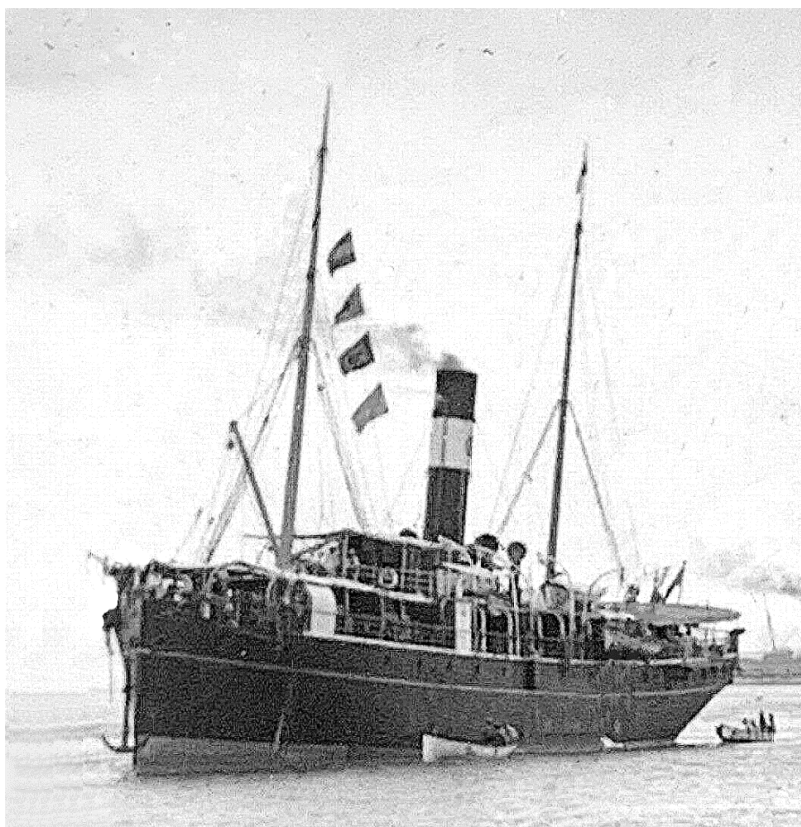


URANUS (both University of Michigan).



URANUS (at right, outside) opposite Magellan Monument

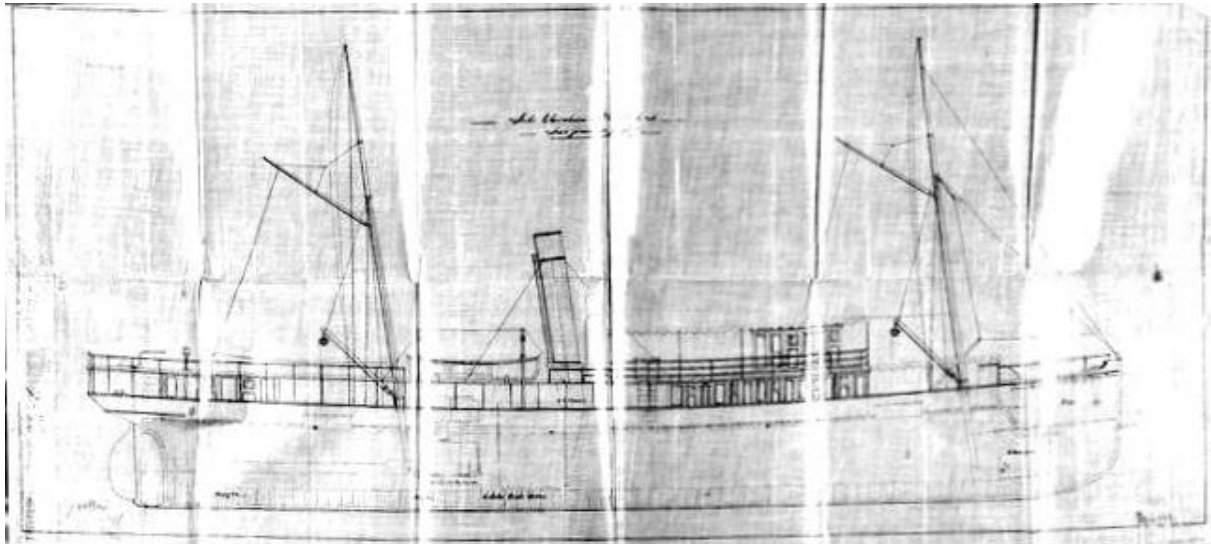
(<https://i.pinimg.com/originals/ff/dd/f6/ffddf62d21b4f4cc0e8b767708c34e36.jpg>).



URANUS (from an H.C. White stereoscopic slide pub. 1901).

NUESTRA SENORA DEL CARMEN (1895-30) 317/90-2 (i.s.s., 147.8 x 24.6', C2cy/70hp by Muir & Houston, Glasgow)

Built by W. Clark & Co. Ltd, Belfast (#69) for Albino Goyenechea, Manila. 1/95 t/f to CM. 1906 Route #11: Manila-Masbate-Sorsogon-Daet-Nueva Caceres. 7/29 i/s Manila-Romblon-New Washington-Capiz. 22/7/30 wrecked on Alasasin Point N. of Mariveles inside entrance to Manila Bay when outbound to Romblon with general cargo.



NUESTRA SENORA DEL CARMEN builder's profile (lrfoundation.co.uk).



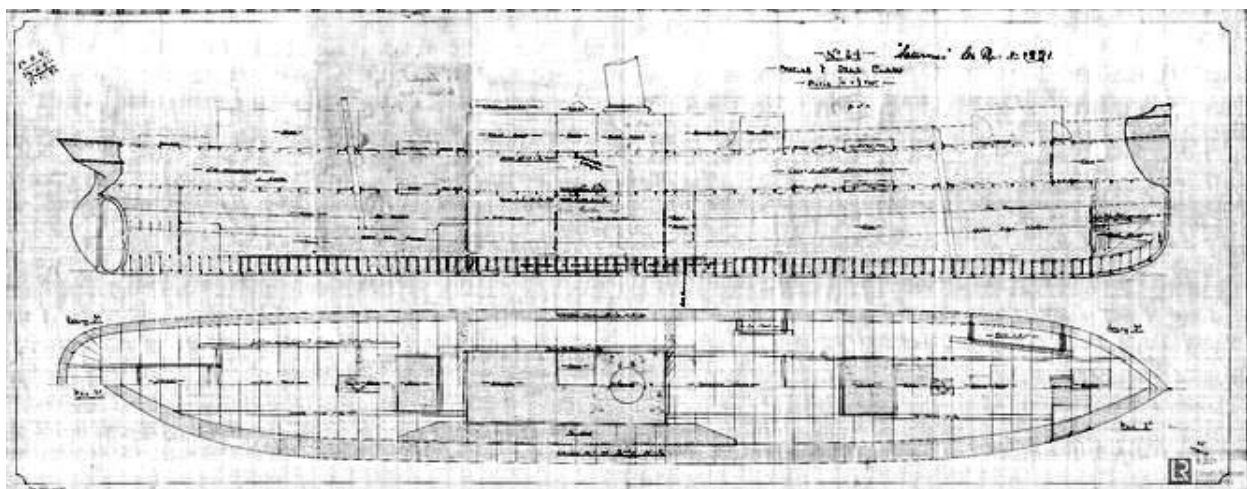
NUESTRA SENORA DEL CARMEN (American Stereoscopic Co. slide pub. 1899).



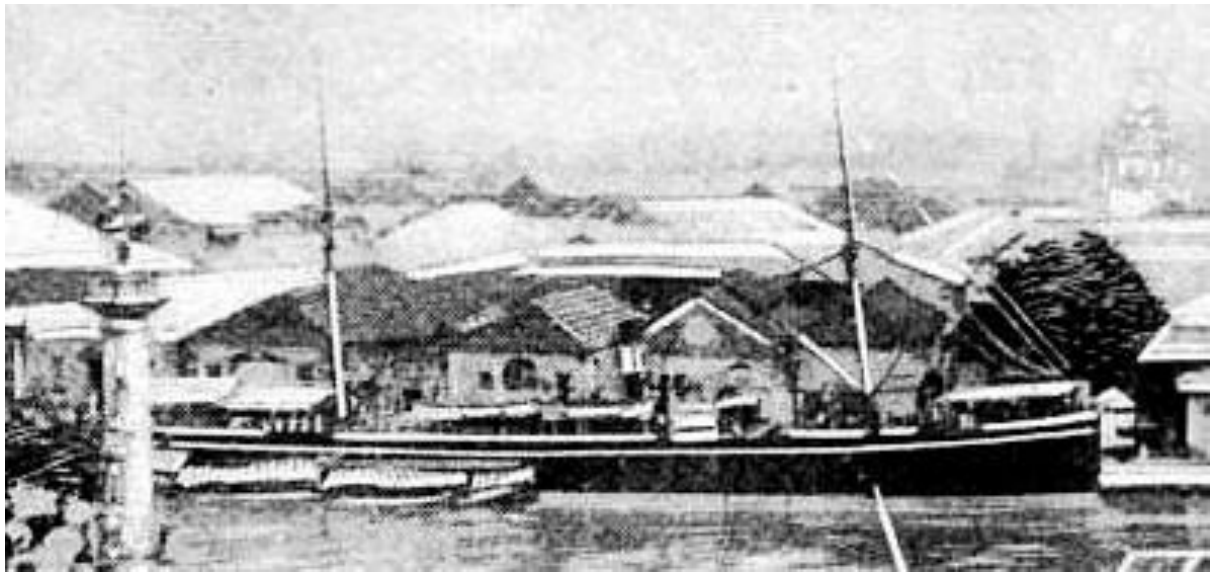
?NUESTRA SENORA DEL CARMEN in Pasig, 16 Feb. 1921 (no mainmast).

SATURNUS (1894-99) 913/93-6 (198.0 x 29.2', T3cy/180nhp)

Built by J. Scott & Co., Kinghorn (#84) for McLeod & Co., Manila, 14/6 launched, 3/7 reg. at Leith for Macleod & Co. for delivery voyage, at Manila t/f to Spanish flag, 9/93 in service. 1/95 t/f to CM. By 1899 t/f to US flag. 1/2/99 dep. Manila for N. Luzon where crew deserted, rep. seized by Philippine 'insurgents' but mid-3/99 returned to Manila towing Gloria, then chartered by Smith, Bell & Co. with British naval officer in command to evacuate Spanish civil prisoners and British from Dagupan. 5/8/99 at San Fernando (La Union) seized by nationalists, beached and looted; after refloating attempt by gunboat Pampanga thwarted, boarded and set on fire, CTL. 9/99 officers and crew allowed returned to Manila (MT, 9/8/99, SFP 5/10/99).



Builder's profile showing flush deck, raked funnel and masts, schooner-rigged (Irfoundation.co.uk).

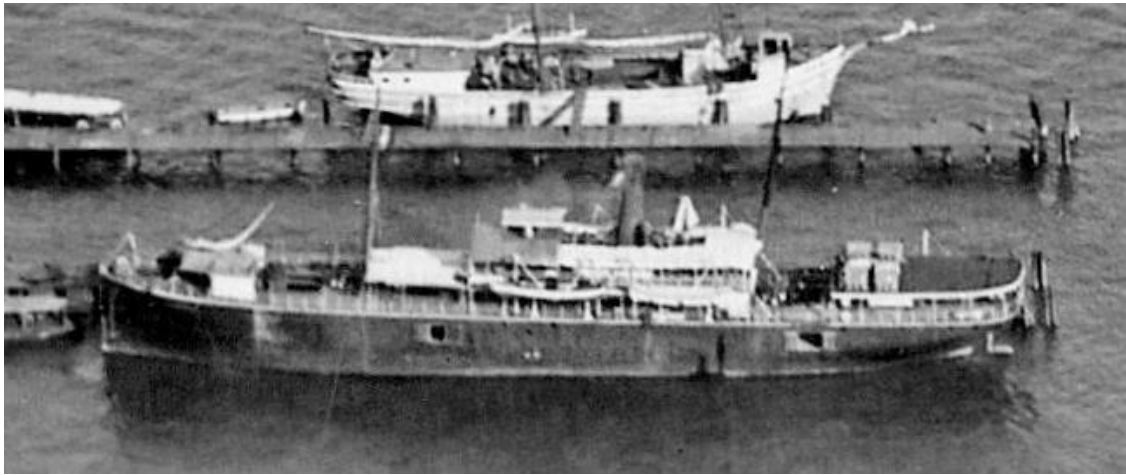


?SATURNUS loading in Pasig (portion of lithographic print

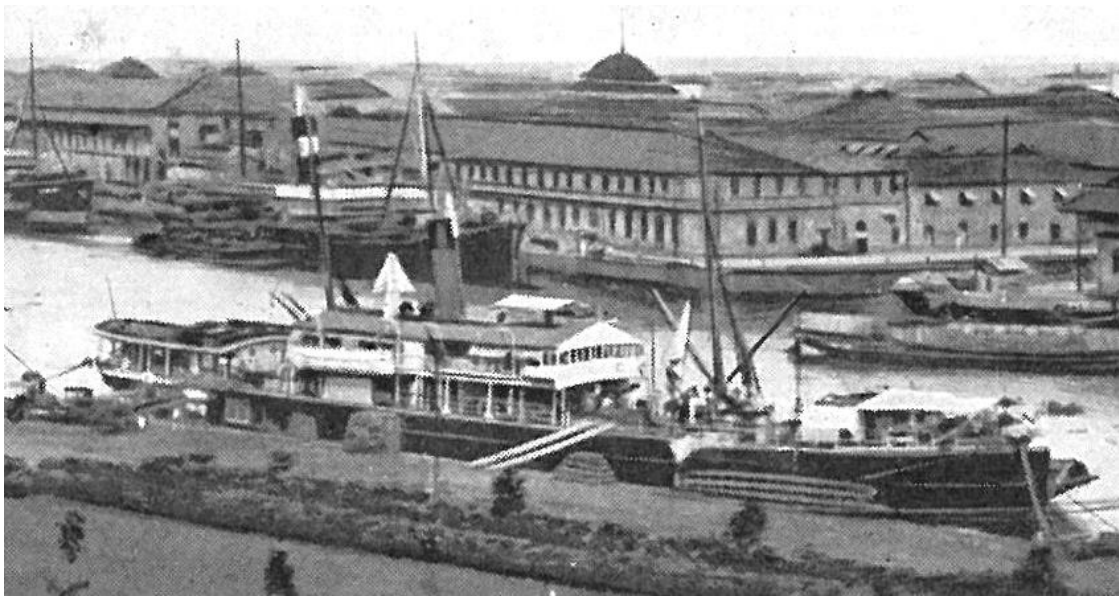
<http://nostalgiafilipinas.blogspot.com/search/label/Magellan%20Monument>).

Additions to fleet after January 1895

CHURRUCA (1895-c.08) 662/78-11 (i.s.s., 190.0 x 26.2', T3cy/150hp by D. Rollo & Sons, Liverpool)
 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 CM. 1899 t/f to U.S. flag. 1906 Manila-Aparri joint with Y&Co. (by 1908 repl. *Vizcaya*). c.1908 sold to Ynchausti y Cia. 12/12 on charter to Limpangco, Sons & Co., Manila for Samar line, 1913 purchased (788 grt). 1917 sold to Ty Camco Sobrino, Manila. c.25/11/23 blown ashore on rocks and holed at Borongan, E. Samar during typhoon, 3 drowned, early 1924 refloated, est. 3 months repairs [SCMP, 23/12/23]. 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 while docking in Hong Kong sold to Madrigal & Co. [SCMP, 28/3/41]. 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. (USNA).

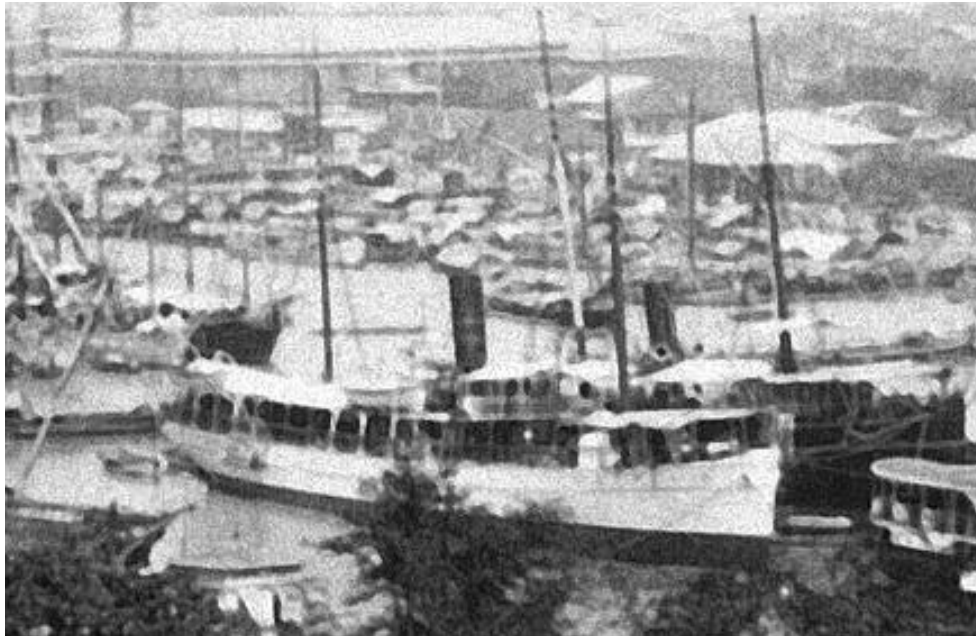


CHURRUCA in the Pasig (*Port of Manila* 1922-23).



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

GRAVINA (1895-95) 618/78-12 (i.s.s., 190.0x 26.1', C2cy/150hp by R. & W. Hawthorn, Newcastle)
 Built by A. Leslie & Co., Newcastle (#194) for Olano, Larrinaga & Co., Liverpool (reg. Bilbao), 19/2/79
 dep. Shields, 3/4 arr. Singapore en route to Manila (12/4). 1881 Larrinaga & Co., Bilbao. 3/95 sold to
 CM. 12/5/95 capsized in typhoon near Selanguin just north of entrance to Manila Bay o/v from
 Aparri, 3 survivors of 171 listed pass. and 40 crew.

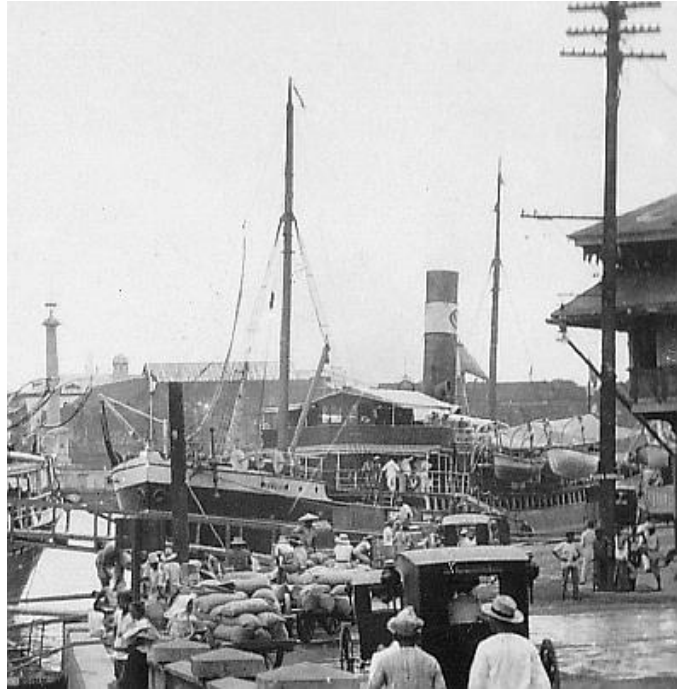
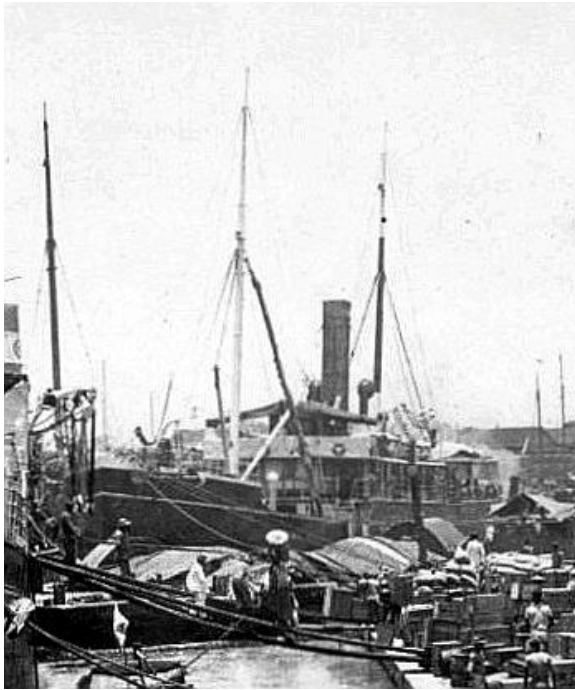


Likely GRAVINA or CHURRICA pre-April 1895 in Larrinaga colours (University of California/John Tewell).

ELCAÑO (1895-06) 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 CM. c.1898 i/s 4-weekly Manila-Singapore
 (mails). 5/99 Manila to Guam and Saipan with loyalist refugees. 1906 sold to YYC. 31/7/12 stranded
 on Silaqui Is. (W. Coast of Luzon) o/v Vigan-Manila, 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 her original Larrinaga colours (A. Jacobsen)

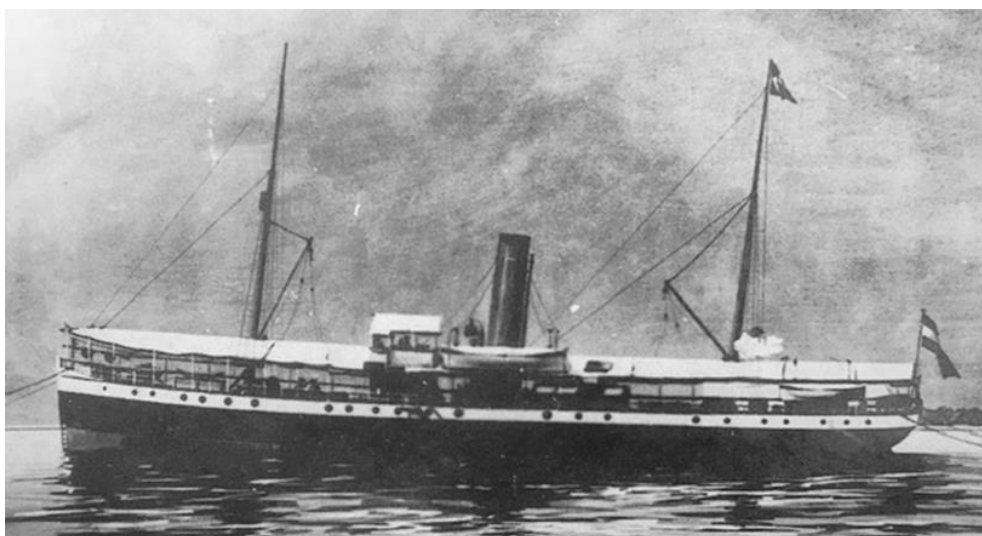


ELCANO in Pasig pre-CM, enclosed wheelhouse (*Sepia Lens*, Flickr

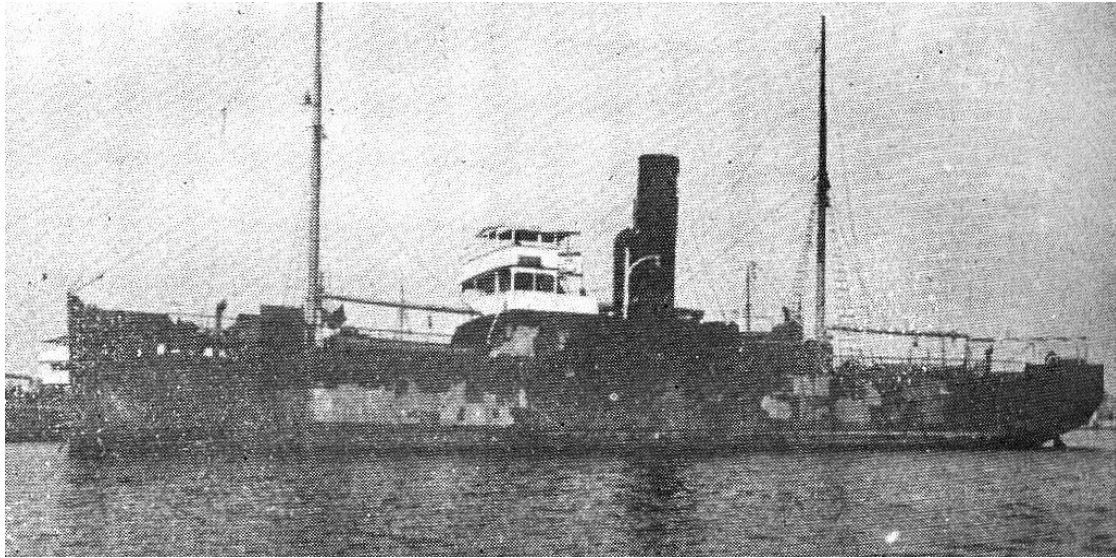
https://live.staticflickr.com/8527/8531044302_e2eb7003ce_b.jp) and in CM colours (University of Michigan).

F. PLEGUEZUELO (1900-06) 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 CM for £12,500 and 1/01 del. at Manila r. FRANCISCO PLEGUEZUELO (abbrev. F. PLEGUEZUELO) for weekly Manila-Cebu line. 1906 sold to Ynchausti & Co. 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. By 1928 broken up in Japan. RLR 1928.



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

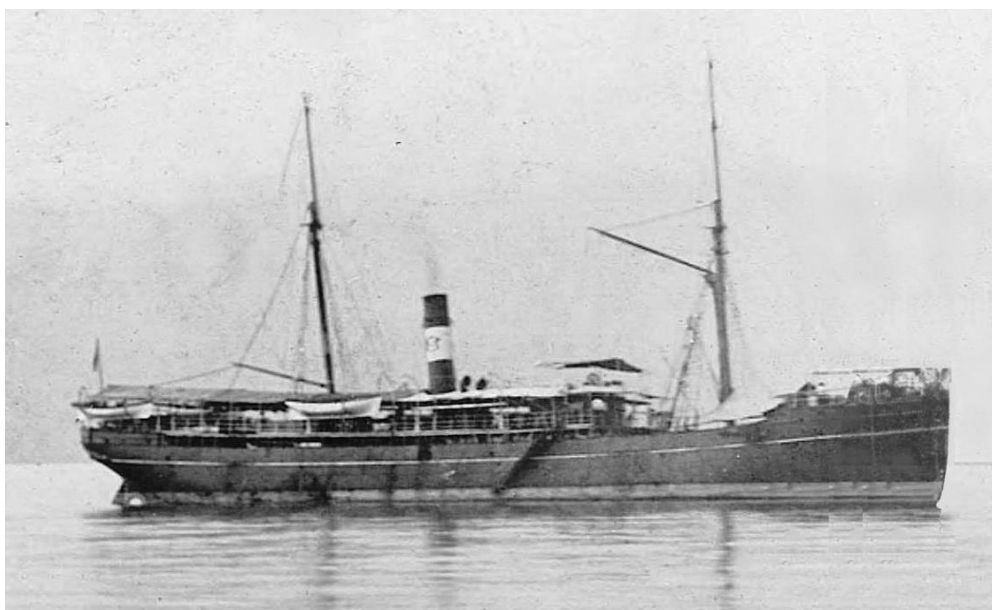


F. PLEGUEZUELO as NISSEI MARU No.1 (Japan S.S. Register 1924)

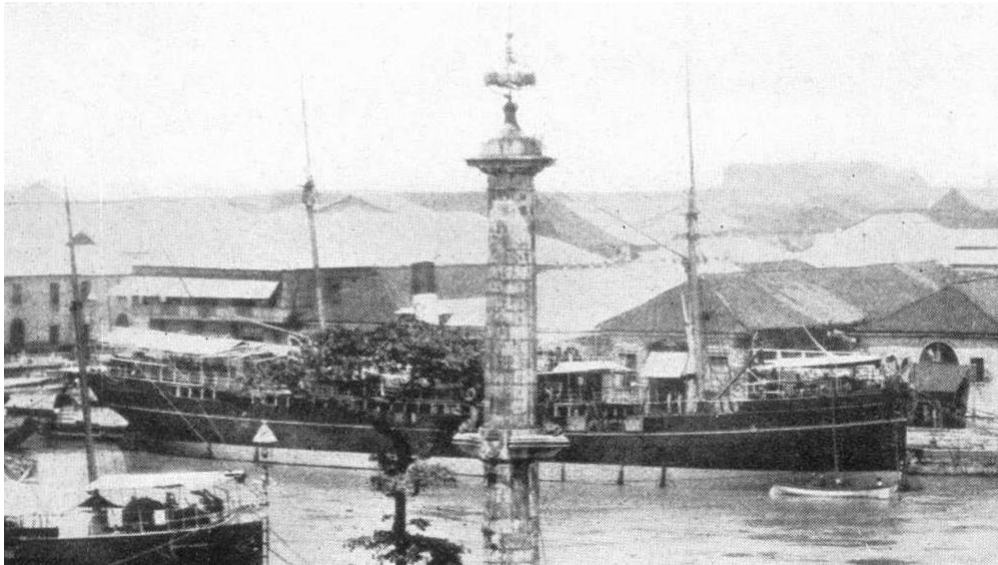
SURIGAO (c.1900-04) 118/7? see BILBAO (NUMERO 1) (1875-c.00)

ANTONIO MACLEOD (1901-06) 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 CM, 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 phone number? (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 US submarine (Hartendorp).



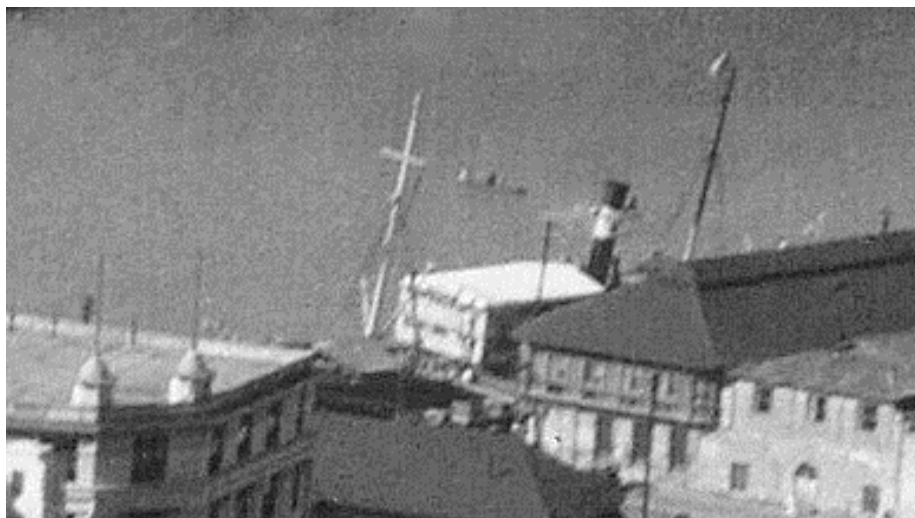
ANTONIO MACLEOD (University of Michigan/bow drawn in by SK).



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



Probable rebuilt SORSOGON on CM charter, 5 Feb. 31, boats hung over side (USNA).



Same day, same berth, from a different angle (USNA).



MONTANES with new Alonso funnel marking on 12 October 1939 near Jones Bridge, having arrived 11/10 from Legaspi and Mambulao. Agency phone number at 10/10/39 commences with 211, a prefix shared concurrently only with DOS HERMANOS and MAGALLANES, all three vessels in regular service from Manila to Legaspi and adjacent ports (USNA).

VIZCAYA (c.1901-06) 1007/90-6 (s.s.s., 217.0 x 29.6', T3cy/87nhp/10k)

Built by Blohm & Voss, Hamburg (#71) 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 (US flag). 1899 sold to Mendezona & Cia, Manila r. VIZCAYA. 1901 sold to CM. 1906 sold to Ynchausti & Co. (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

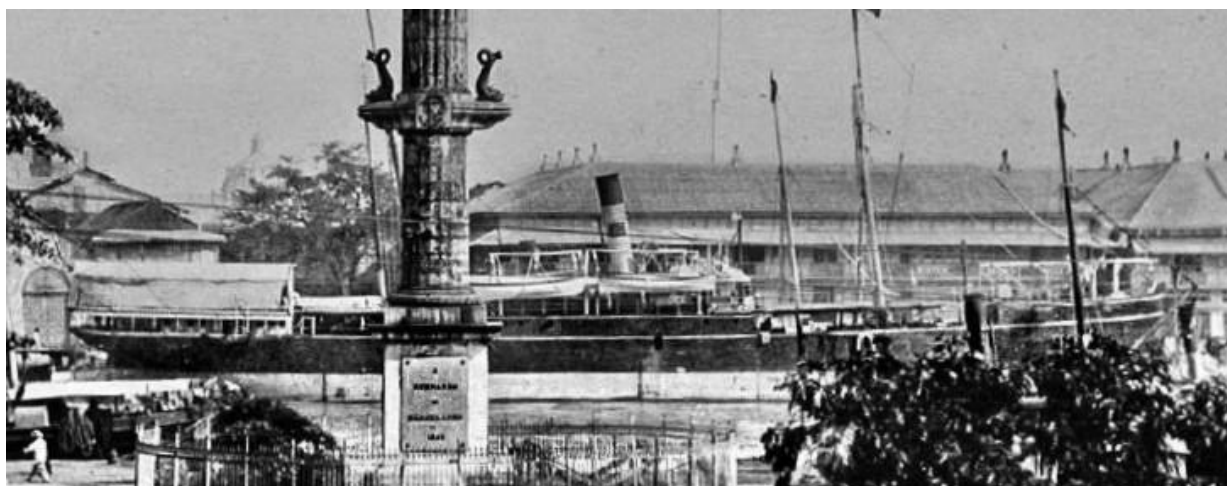
R: With subsequently enclosed bridge at her usual berth near the Magellan Monument (Getty).

CARMEN (1903-06) 392/74-10 (i.s.s., 150.7 x 23.2', C2cy/66nhp by Kemp & Hume, Glasgow)
 Laid down by MacFadyen & Co., Glasgow (#13) but after bankruptcy completed by Henry Murray & Co., Port Glasgow (#70) for J. & L. Fraser, London (reg. Glasgow #144/1874) as ROSA. Early 1875 arr. Singapore and reg. to Galaston Edgar (Edgar & Co.), 3/75 in Java trade. 5/75 t/f to Lim Tiong Wah, Singapore, still in Java trade. 5/86 after LTW adjudged bankrupt t/f to J.M. Lyon & Khoo Tek Pye as trustees. 6/86 sold to Chua Yu Kay, Penang. 7/86 sold 48/64 to Lee Pee Yeow (Chong Moh & Co.), Penang. 3/91 CYK (16/64) sold to LPY (now 64/64). 10/93 sold under mortgage to Lim Leng Cheak (32/64) & Henry Ross (32/64) and reg. t/f to Penang. 1898 sold to Quah Beng Kee, Penang. 7/00 struck uncharted rock at entrance to Perak River but continued voyage, 25/7 arr. Singapore for repairs. 30/8/00 rep. sold and 9/00 del. at Manila to G. Urrutia & Co. r. CARMEN. c.1903 sold to CM for use as steam tender. 1906 Route #8: Cebu-Leyte-Sorsogon-Butuan for Manila Shg & Tptn Co. (Smith Bell & Co. mgrs), Manila r. CARMEN. 1910 sold to Pasig Str & Lighter Co. (Warner Barnes & Co. Ltd mgrs), Manila r. FLORENCIO. 1913 sold to Ortiga Hermanos & Co., Manila r. ORTIGA HERMANOS. 1925 sold to Severo Eugenio Co., Cebu r. SAN CARLOS III. 1931 sold to Tañon Navigation Co., Inc., Cebu. 1933 Philippine register closed, NFI. RLR 1937.

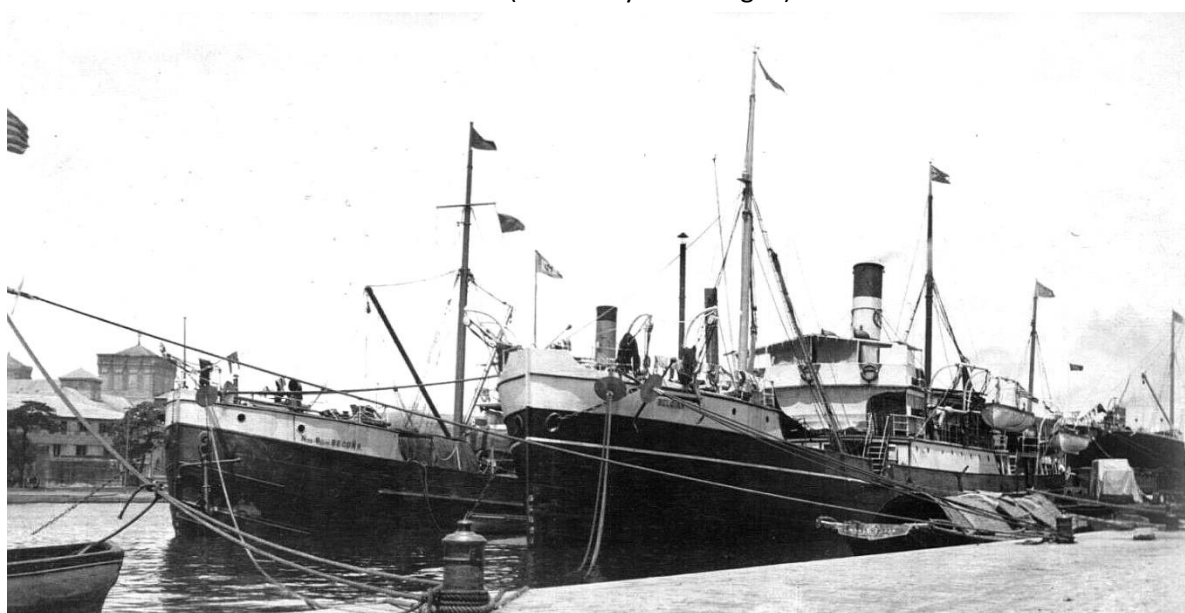
BELGIKA (1904-25) 743/82-1 (i.s.s., 200.7x30.1, C2cy/97nhp)
 Built by Blackwood & Gordon, Port Glasgow for Camberlege C.N. Glass & partners, Singapore as MACALISTER. 1886 sold to Wee Bin & Co., Singapore. 1900 sold to Cie Generale des Philippines pour le Development du Commerce et de l'Industrie, Manila r. BELGIKA. 1904 sold to CM (895 grt). 1925 r. BOHOL. 9/3/29 wrecked off Matabao Light, Masbate on voyage Calbayog/ Manila. CTL. 9/3/29 wrecked on Argos Point, Matabao Island while sailing from Calbayog to Manila with cement and general cargo.



BELGIKA (M. Lindenborn).



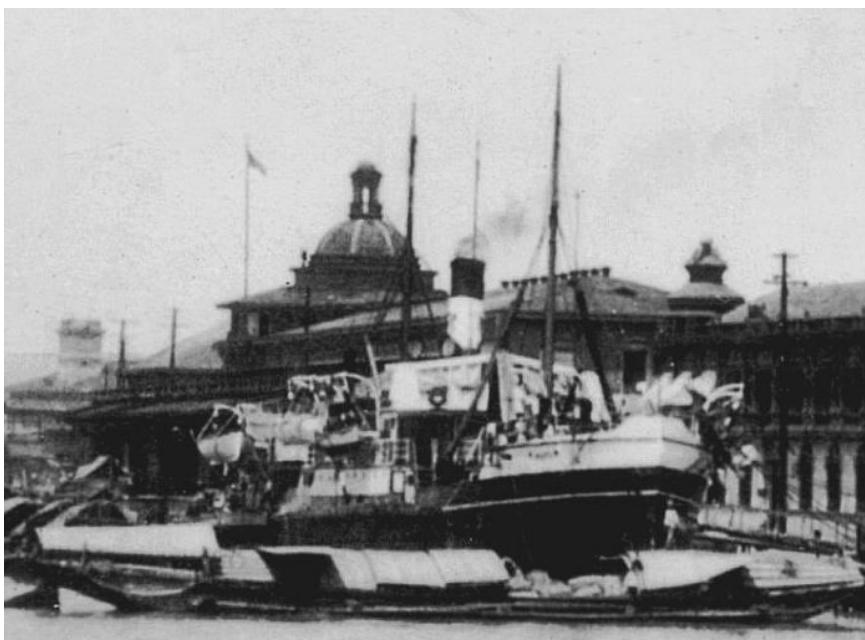
BELGIKA (University of Michigan).



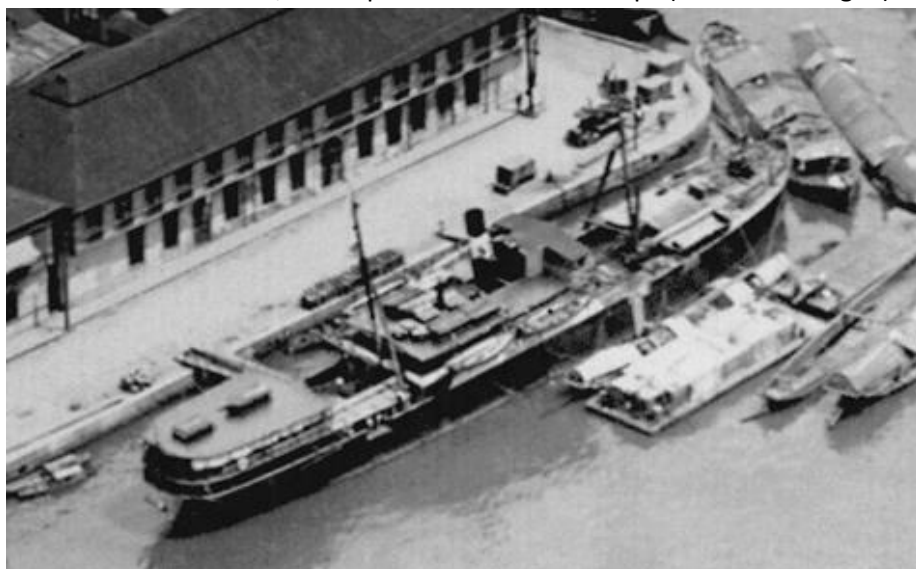
Name readable BELGIKA in the Pasig, NUESTRA SENORA DE BEGONA moored alongside (coll. S. Kentwell).



Similar content dated 1911-3 (Oswald Lübeck/Deutsche Fotothek, Dresden).



BELGIKA at Manila, built up forward and amidships (Univ. of Michigan).



?BELGIKA/BOHOL 24/8/25 (USNA).



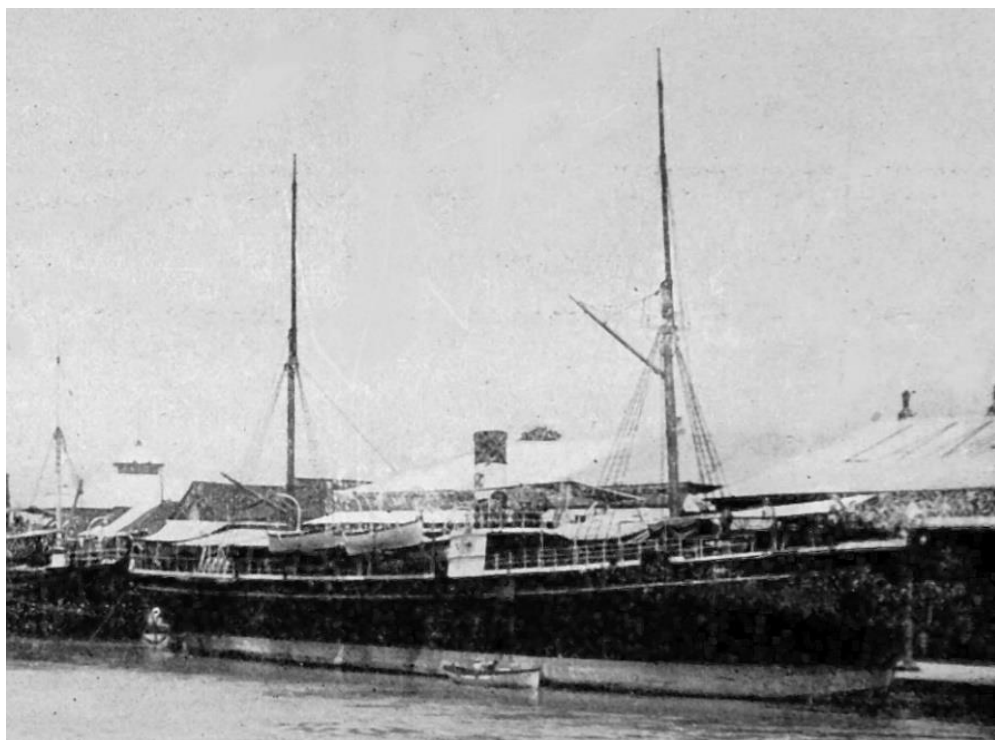
?BOHOL ex BELGIKA in same position 15/1/26 (USNA).

FERNANDEZ HERMANOS (1905-35) 767/95-6 (s.s.s., 180.0 x 28.0', T3cy/67nhp)

Built by Gourlay Bros & Co., Dundee (#162) for Straits S.S. Co. Ltd (reg. to Wm Milne Robertson, Aberdeen) as JUNO. 8/95 reg. at Singapore to Straits S.S. 5/99 sold to Manila Shg & Tpt Co. (Smith, Bell & Co. mgrs.), Manila. 1905 sold to Fernandez Hermanos (later mgrs CM) r. FERNANDEZ HERMANOS. By 1914 742 grt. 1928 t/f to CM. 7/31 i/s Manila-Cagayan-Surigao-Tacloban-Borongan. 1935 r. MASBATE. 1941 sold to Wallem & Company, Panama (beneficial owner: South China SS Co., Hong Kong). 1948 sold to Wah San Shipping Company Ltd., Macau. 3/1/49 sunk 18 miles NE of Tung Yung Lighthouse near Foochow in 26.35N 120.46E after collision with *Hsiang Hsing* (2825/03) on voyage from Hong Kong to Chefoo with general cargo.



JUNO as built in Straits S.S. colours (Dundee Art Galleries and Museums)



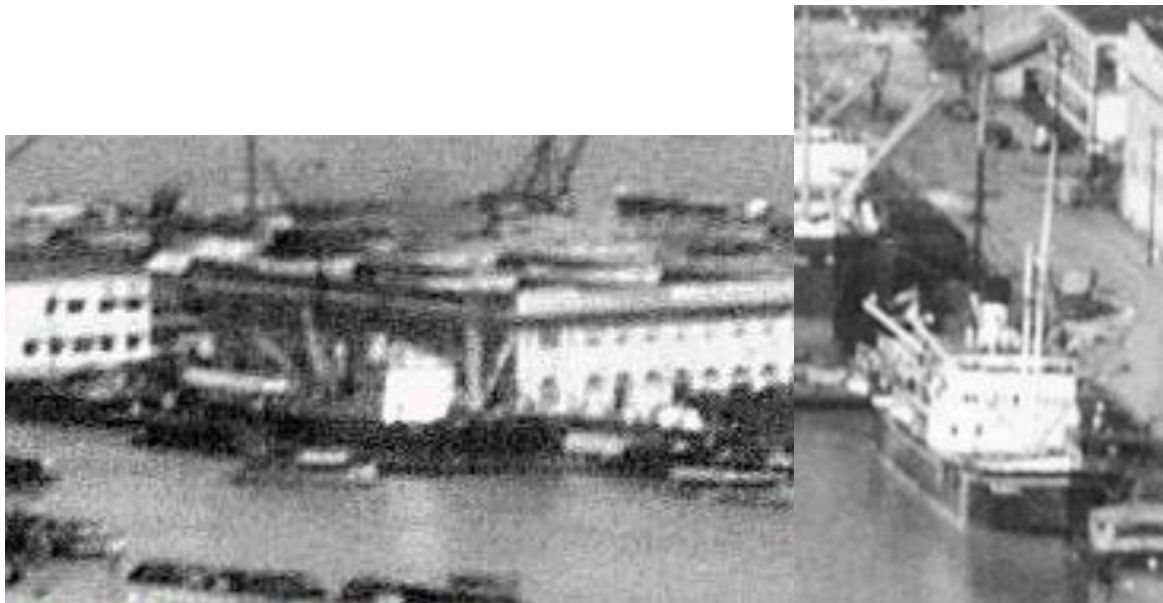
?FERNANDEZ HERMANOS – Wells plated up? (John Tewell).



Unidentified Fernandez steamer at Jolo in 1920s, ?FERNANDEZ HERMANOS



Probably FERNANDEZ HERMANOS (outer) at Binondo c.1920 (Comm. Handbook of Phil. Islands, 1924).



Recently rebuilt MASBATE at Manila, 18 July 1936 just arrived from Bulan, Caisiguran, Sorsogon, Laoang and catarman; and 24 Dec. 1938 (both USNA).

ISLAS FILIPINAS (1906-42) 935/86-1 (s.s.s, 210.0 x 30.5, T3cy/150nhp by G. Clark, Sunderland)
 Built by J. Laing, Sunderland (#307) for Nederlandsch Indische Stoomvaart Mij, Batavia as BAWEAN.
 2/91 sold to KPM for £15,500. 6/01 sold for \$90,000 to I. Tambunting, Manila, 7/01 del. at Singapore
 r. BUNUAN. 12/7/06 del. to Fernandez Hermanos r. ISLAS FILIPINAS (1068 grt). 1928 t/f to CM. 7/29
 i/s Manila-Cebu-Dumaguete-Zamboanga-Cotobato-Jolo (7/31). 1/42 war loss. NFI.



ISLAS FILIPINAS in Fernandez colours at Cebu. Sturdy mainmast cut off (from a postcard).



ISLAS FILIPINAS at Cebu late 1930s with extra top deck at poop (R.L. Pendleton/UWM Libraries).

NEIL MACLEOD (1906-08) 1076/75

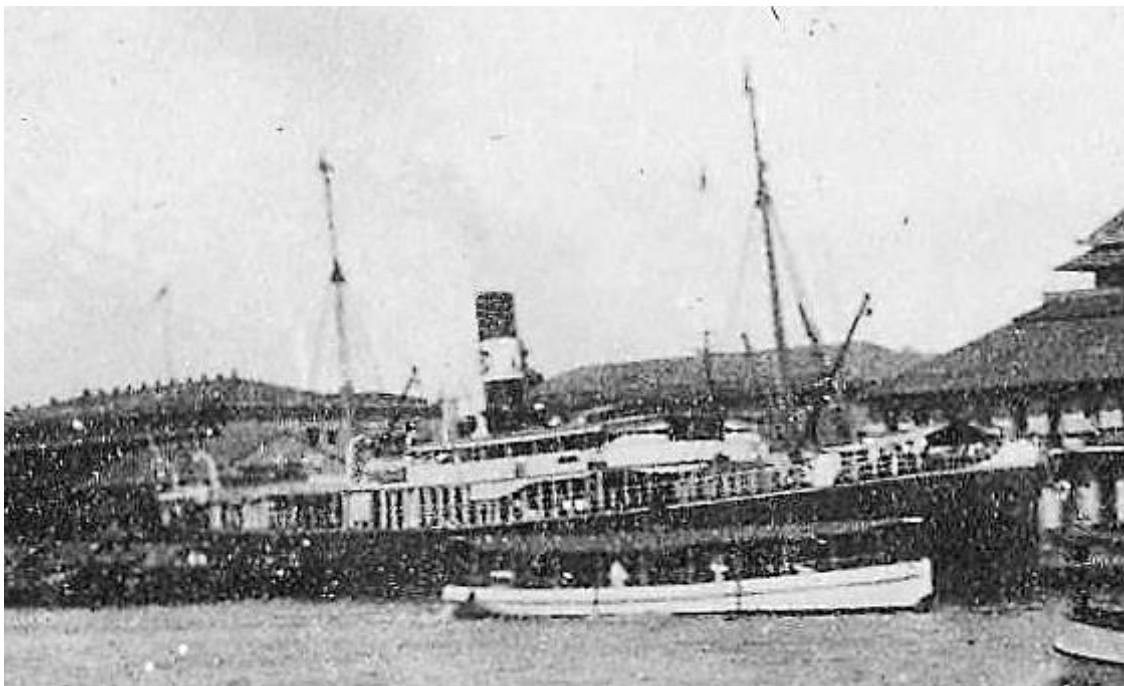
see **SALVADORA** (1895-06)

CEBU (1915-42) 1341/00-7 (s.s.s., 250.8 x 34.1', 2-sc. T3cy/94nhp)

Built by Georg Seebeck A.G., Bremerhaven (#147) for Norddeutscher Lloyd, Bremen as **NUEN TUNG**. 6/1913 sold to Fernandez Hermanos for weekly service Manila-Cebu r. **CEBU**. 1915 t/f to CM. 7/29 i/s Manila-Cebu (weekly) (7/31). 1/1/42 torpedoed and sunk (accidentally by USS S-36) off Calapan, Mindoro while under US Army requisition.



CEBU as **NUEN TUNG** (Hapag Lloyd AG).



CEBU, early appearance (University of Michigan).



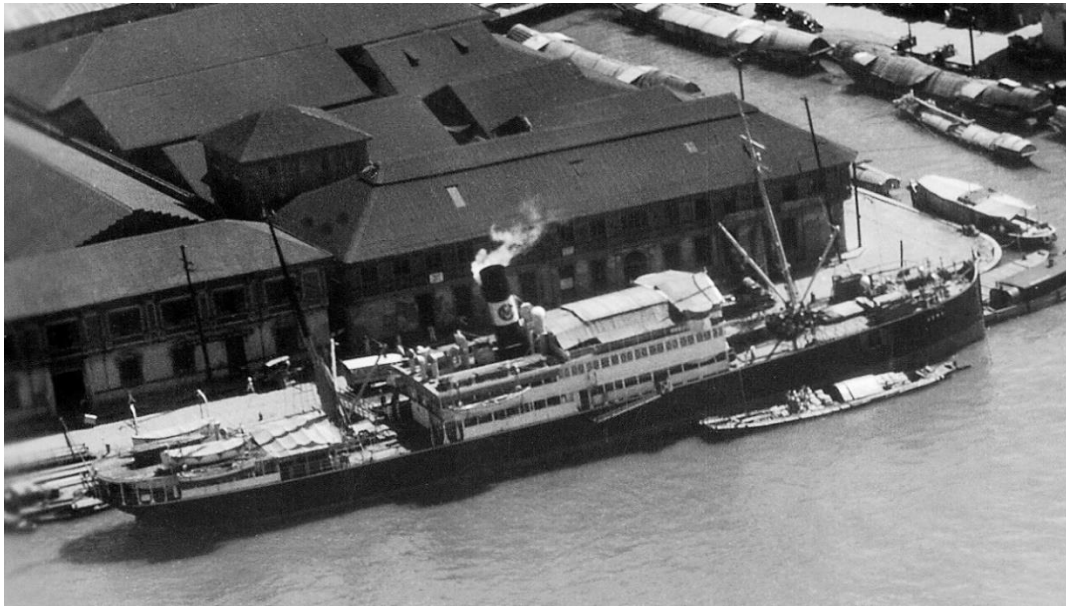
Rebuilt CEBU (USNA).



(l) CEBU 1930 (USNA); (r) CEBU 5 February 1931 (USNA)



CEBU 1 July 1936 (USNA)



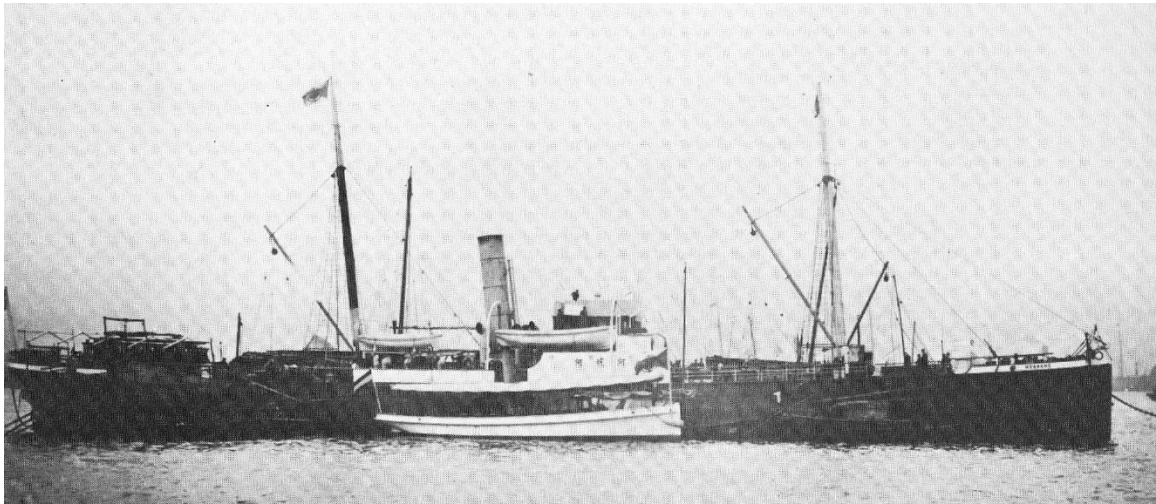
CEBU 13 July 1936 (USNA).



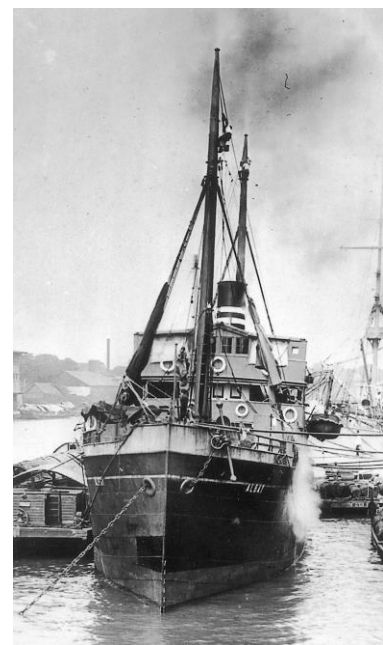
CEBU and PANAY in 1941 (<https://www.youtube.com/watch?v=tpVJB1XWWLg&t=243s>).

ALBAY (1919-36) 1118/83 (i.&s.s.s, 223.4 x 28.1', C2cy/170hp)

Built by Motala & Co., Norrköping (#334) for Rederi A/B Svea A/B (E.R. Boman mgr), Stockholm as SVEA. 1890 sold to Nya Rederi A/B "Svea" (K. Ahlborg), Stockholm 1899 sold to Continentale Rhed. A.G., Hamburg r. JENFELD. 1904 sold to Schönfeld & Wolfers, Hamburg. 1906 sold to Hamburg-Amerika Packetf. A.G., Hamburg r. HOANG HO. 1910 sold to G. Urrutia & Co., Manila r. ALBAY. 1919 sold to Fernandez Hermanos, Manila. 1926 t/f to CM. Mid-1931 i/s Manila-Pulupandan-Cebu-Mindanao. End 1936 sold to Chong Soon & Co. for breaking up in Hong Kong, 29/12 dep. Manila in tow, 6/1/37 arr. Hong Kong and demolished Q1/1937 [SCMP, 7/1/37].



ALBAY as Hapag's China coaster HOANG HO (A. Kludas).



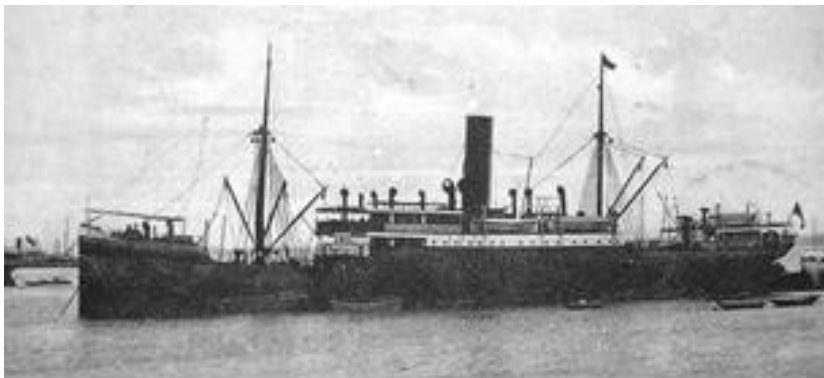
ALBAY in Pasig, at right in Fernandez colours (University of Michigan/USNA).



ALBAY in 1929, modernized (USNA).

LUZON (1920-42) 1679/05-7

Built by Schiffsw. Henry Koch, Lubeck (#160) for Norddeutscher Lloyd, Bremen as MARUDU. 8/14 interned at Zamboanga. 6/4/17 seized by US Navy r. YAZOO. 1919 t/f to USSB, Manila. 1920 sold to Fernandez Hermanos r. LUZON. 1928 t/f to CM. 7/29 i/s Manila-Ceby-Zamboanga-Davao. 1931 t/f to CM. 7/31 i/s Samar-Leyte. 18/1/42 beached at Cebu after Japanese air attack, seized by Japanese, 4/42 refloated, then repaired and recomm. as LUZON MARU (Osaka Shosen Kaisha, mgrs). 1/3/45 sunk by US aircraft in 28.24N, 129.30E in Naze Hbr, Amami Oshima, Ryukyu Islands.



As built, NDL's MARUDU (1905-07) was identical to DARVEL (1905-9) (depicted) (A. Kludas).



LUZON, built up superstructure front and bridge, in Pasig, 5 Feb. 1931 (USNA)



LUZON in Pasig, 16 Aug. 1935 (USNA).



LUZON alongside in Pasig (Getty).



LUZON in Pasig, 12 Dec. 1938 (USNA)

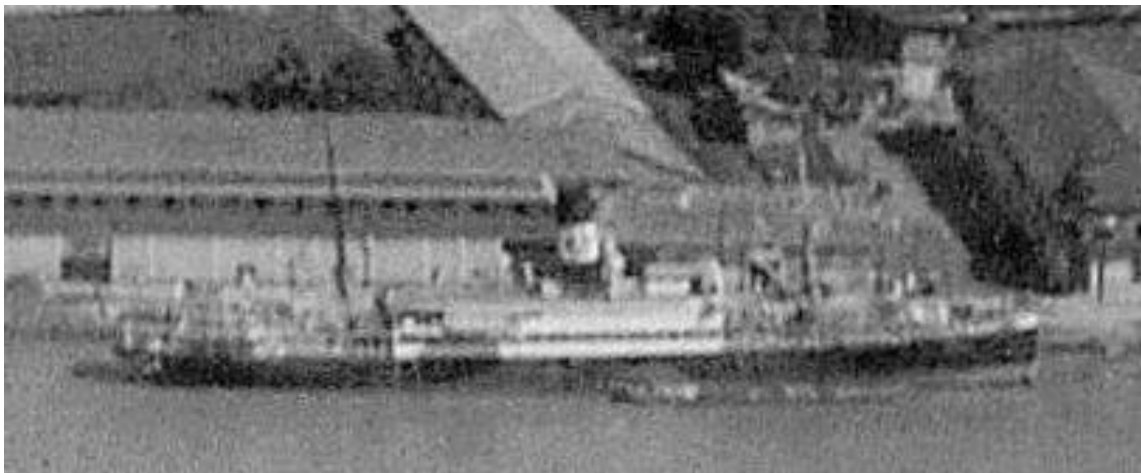
PANAY (1924-41) 1871/12-4 (275.2 x 38.2', 2-sc. Q4cy/438nhp/trials 18k/service 15k)
 Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#880) for Great Western Railway Co., London as WATERFORD for cargo, horse and cattle trade between Waterford (Ireland) and Fishguard (Wales), basic accommodation for 30 pass. 11/24 sold to CM r. PANAY and refitted with extra deck and enlarged pass. accommodation. 7/29 i/s Manila-Cebu (weekly) (7/31). 30/12/41 o/v Corregidor-Mindanao (arms & ammunition) bombed and badly damaged by Japanese planes in Campomanes Bay off Negros Oriental, later scuttled, wreck now dive site.



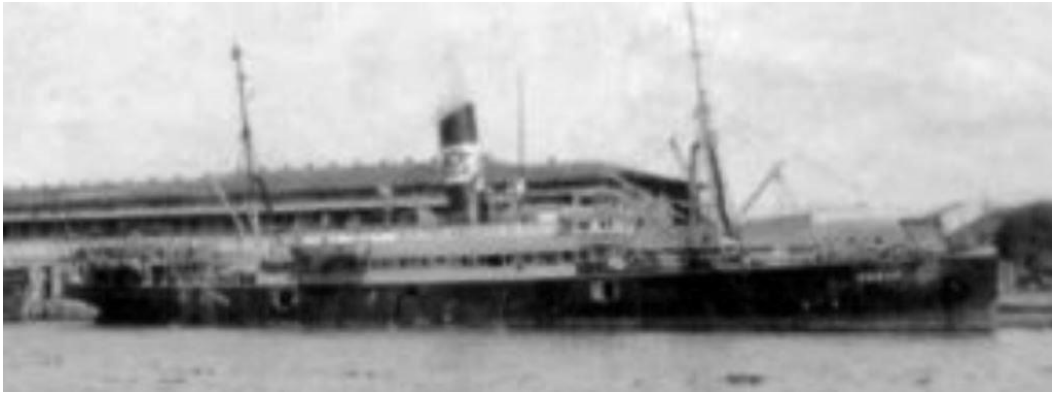
PANAY as ferry steamer WATERFORD (<http://english.ss-panay.com/geschichte/>)



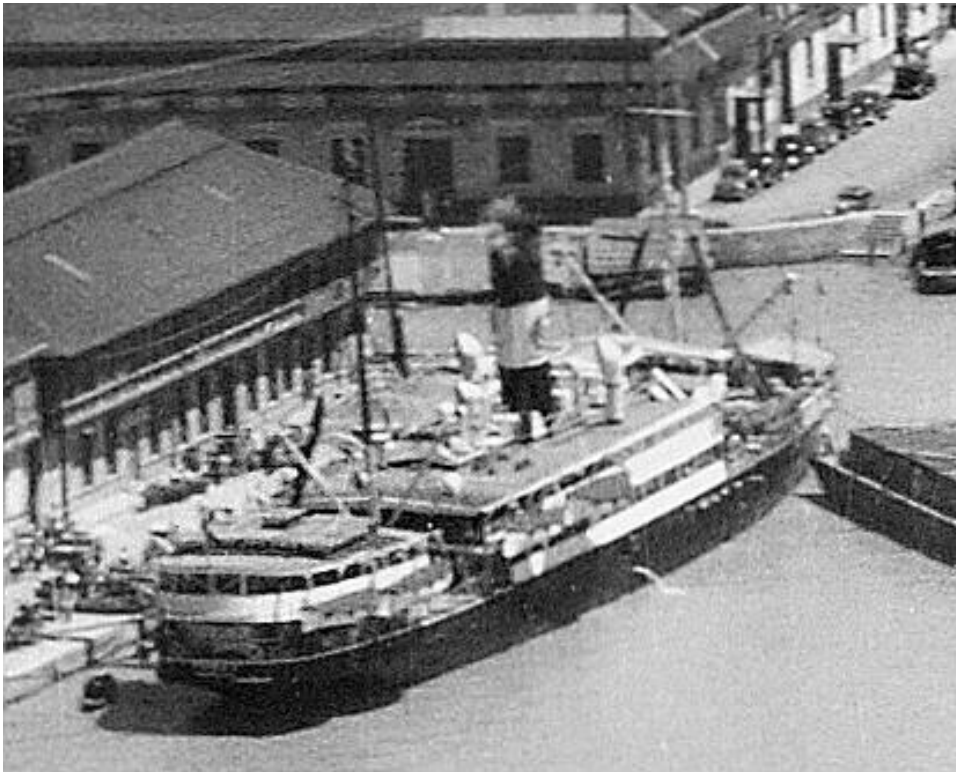
PANAY in Pasig, 16/8/32 (USNA).



PANAY at Manila, 24 Oct. 1933 (USNA).



PANAY in 1933 (Corregidor Historical Society/Shawn Welch colln).

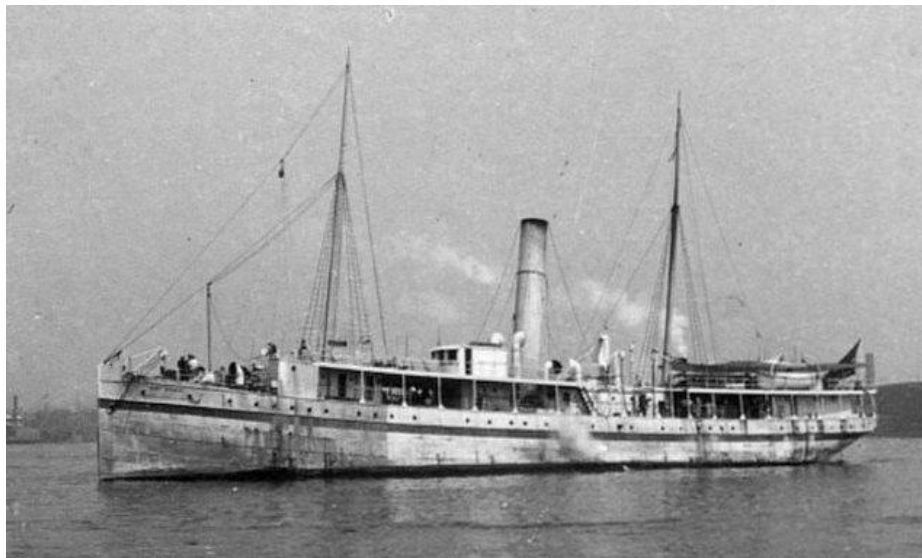


PANAY 1 March 1939, poop built up (USNA).

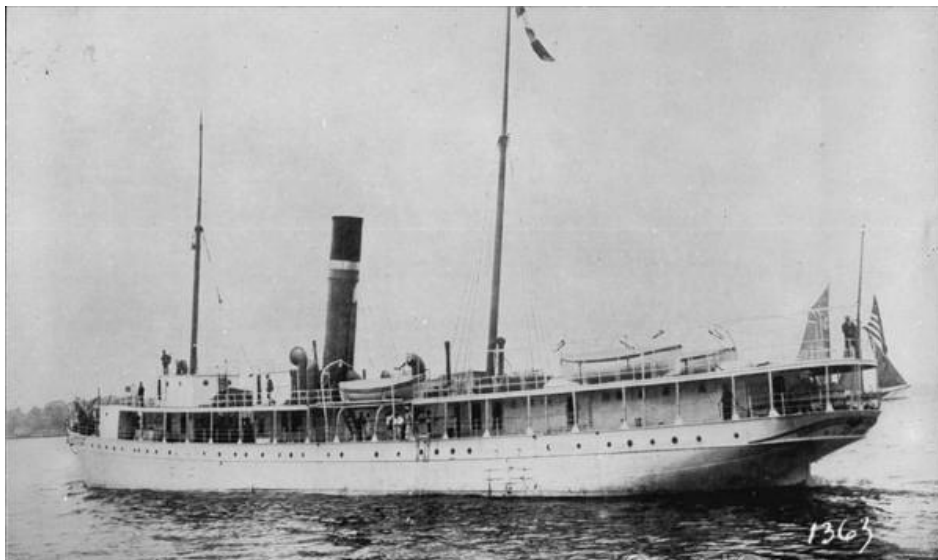


PANAY 12 October 1939 (USNA).

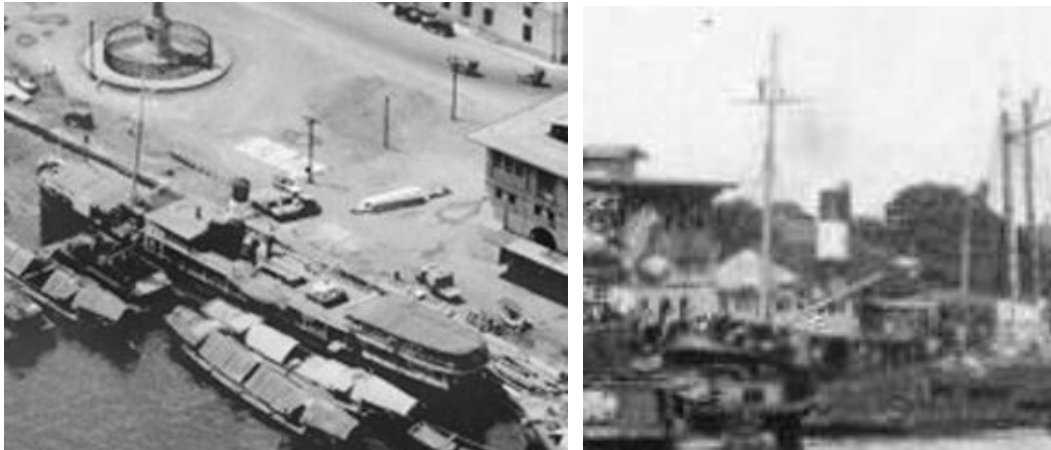
JOLO (I) (1925-33) 825/86-12 (i.s.s., 200.0 x 27.1', T3cy/140hp by J. & T. Young, Ayr)
 Built by Scott & Co., Bowling (#64) for W. Watt, Glasgow as MARMION. By mid-1888 on charter to Boston Fruit Co. for banana trade from Jamaica. 1889 sold to Wm.D.B. Janes, New York (reg. Glasgow). 8/90 sold to Boston Fruit Co., Boston (US flag) r. BOWDEN. 1898 sold to G.E.D. Astwood, Kingston (Jamaica). 6/98 acquired by Massachusetts Volunteer Aid Assoc. and refitted as hospital ship for service in Cuba and Puerto Rico r. BAY STATE. c.11/98 sold to US Army r. THE AID [check]. 1899 refitted as U.S. Army Transport for service in Puerto Rico r. WRIGHT. 1900 laid up at New York. Late 1900 refitted by Atlantic Basin Iron Works, Brooklyn and 22/1/01 sailed New York for Manila (2/5). 11/01 stranded at San Jacinto, salvaged. 1914 sold to J.M. Poizat, Manila r. GABRIELLE POIZAT. 1925 sold to CM r. JOLO. 7/31 i/s Manila-Cebu-Dumaguete-Zamboanga-Jolo. 22/10/33 o/v Cebu-Manila stranded at Malapascua Is. (off N. tip of Cebu). CTL.



JOLO as hospital ship BAY STATE in 1898 (Boston Public Library).



JOLO as U.S. Army Transport WRIGHT (from a postcard).



Two 1930 views of a small, single master with flush deck, tall funnel, high poop (USNA).

BOHOL (1925-29) 745/82

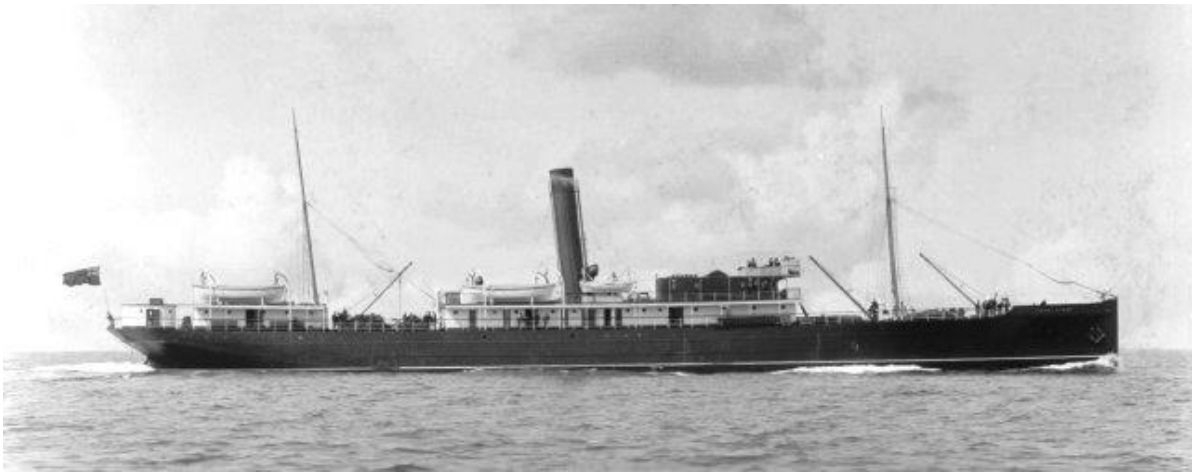
see BELGIKA (1904-25)

LEYTE (1925-1942) 854/79

see ROMULUS (1894-25)

MACTAN (1928-55) 2067/99 (300.0 x 40.6', 2-sc. T3cy/210nhp by Wigham Richardson & Co.)

Built by Sir W.G. Armstrong, Whitworth & Co. Ltd, Newcastle (#688) as NORTH LYELL for North Mount Lyell Copper Co. Ltd, Melbourne as shallow-draft (10') steamer for Melbourne-Strahan trade (supplies/copper ore; pass. accomm.), 29/4 dep. Glasgow via Bristol (6/5) for Melbourne (22/6), thence Strahan (26/6) to discharge rails and mine machinery. During maiden voyage sold to Union S.S. Co. of New Zealand Ltd, Dunedin, 1/7/99 del. at Melbourne, 8/99 placed in Sydney-Hobart trade, 11/99 r. MOURA. 6/02 special voyage Auckland-Fiji as flagship for coronation ceremonies, thereafter often deployed in NZ-Fiji line. 7/11/06 while laid up at Wellington dragged anchors and almost stranded during gale. 12/12 trials off Port Chalmers on behalf of prospective French buyers at Saigon but sale did not proceed. 28/1/15 laid up at Auckland. 10/15 sold to Douglas S.S. Co. Ltd, Hong Kong r. HAI HONG, 8/10 sailed Auckland for Newcastle, 25/10 cleared for Cebu (coal), thence Hong Kong where early 12/15 under extensive refit to extend pass. accommodation, 1/16 in service Hong Kong to S. China ports. 4/18 under requisition by Hong Kong Govt. 10/18 after fire returned to owners for repair. 8/28 sold to CM r. MACTAN, refitted with extra passenger deck amidships and aft. c.26/12/41 req. in Manila by U.S. Army. 30/12 taken over as hospital ship, 31/12 dep. Malabon Bay for Darwin with wounded, thence Sydney (27/1/42). 25/5/42 req. by RAN on behalf of British Admiralty for use as ammunition storage vessel at Sydney. 11/12/42 reverted to U.S. Army, conv. to canteen and recreation ship, 9/8/43 dep. to New Guinea. 29/11/44 dep. Hollandia for Leyte. 13/3/45 arr. off Manila. 22/6/45 returned to owners, placed in service Manila-Visayas. By 11/45 sailing Manila-Cebu-Iloilo-Negros and other ports. 10/46 sailing Manila-Amoy. 11/46 Manila-Cebu-Maribojoc-Zamboanga-Cotobato- Dadiangas-Davao. 26/11/47 to Hong Kong for annual refit, arriving back 26/1/48. 2/4/48 rescued occupants from sinking FS-190 (c.550/44) in South Verde Island Passage. 10/9/48 re-entered service following drydocking and repairs. 16/7/49 transferred to Manila-Tacloban-Catbalogan service. By 12/50 no longer listed in sailing schedules. c.1954 (earlier?) furnaces collapsed at Manila. Mid-1955 towed to Hong Kong where Q1/56 broken up by Chiap Hua Shipbreaking Co. (1947) Ltd.

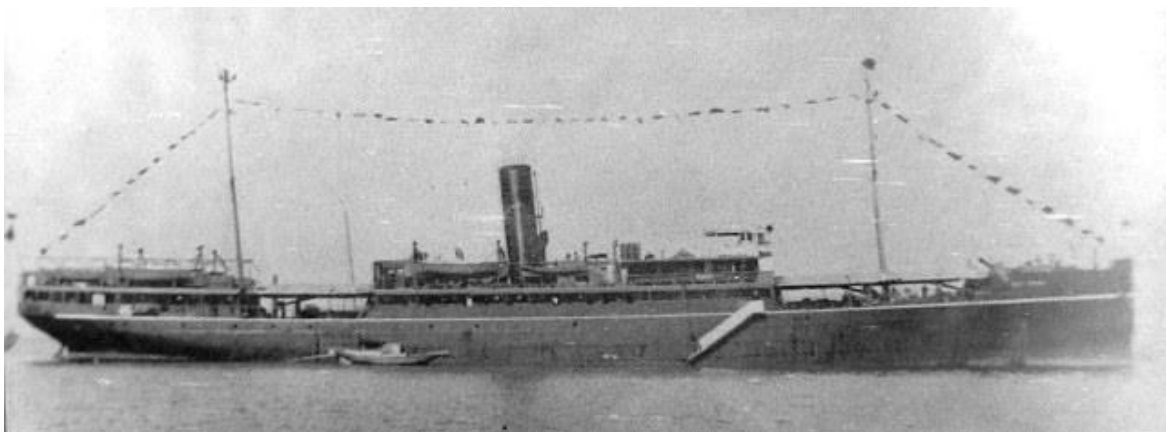


NORTH LYELL on trials (Builders image reversed for comparison purposes).

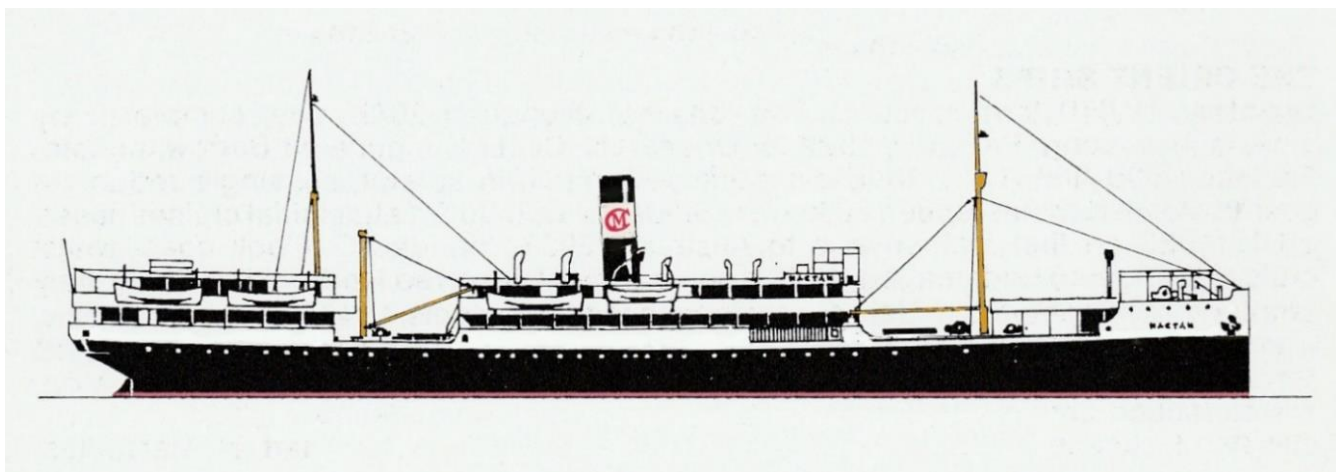


MOURA ex NORTH LYELL, probably at Hobart, snowy hill in background

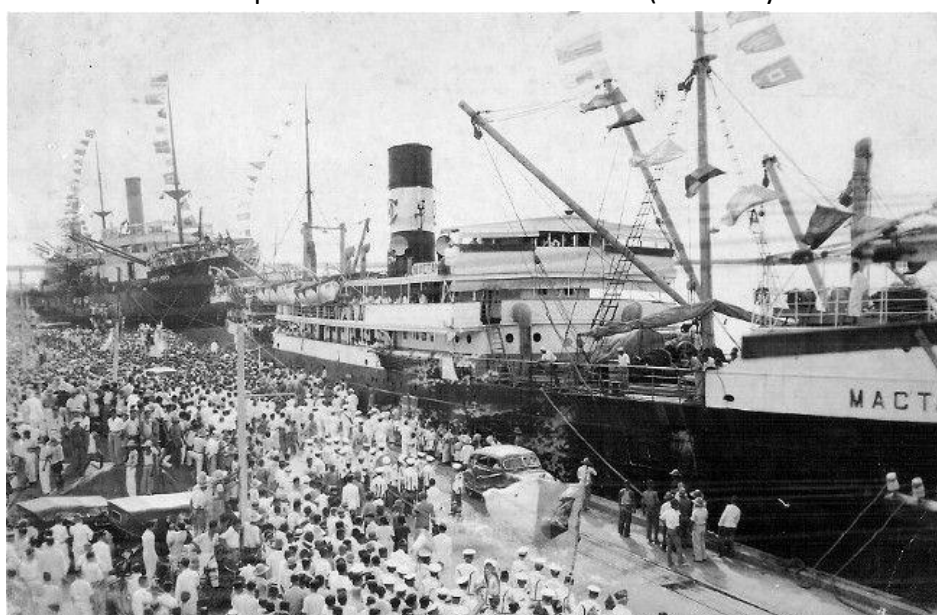
(https://www.facebook.com/100300981863767/photos/a.100318138528718/148559587037906/?type=3&paipv=0&eav=AfZNF08oNap-l8YJ4nC9TvBwsdOWHqqIKZptAk5DokvWBhFYtoJDxXYvCOqppqIn6_o&rdr).



HAI HONG ex MOURA, evidently on completion of refit in 1916 (SK*).



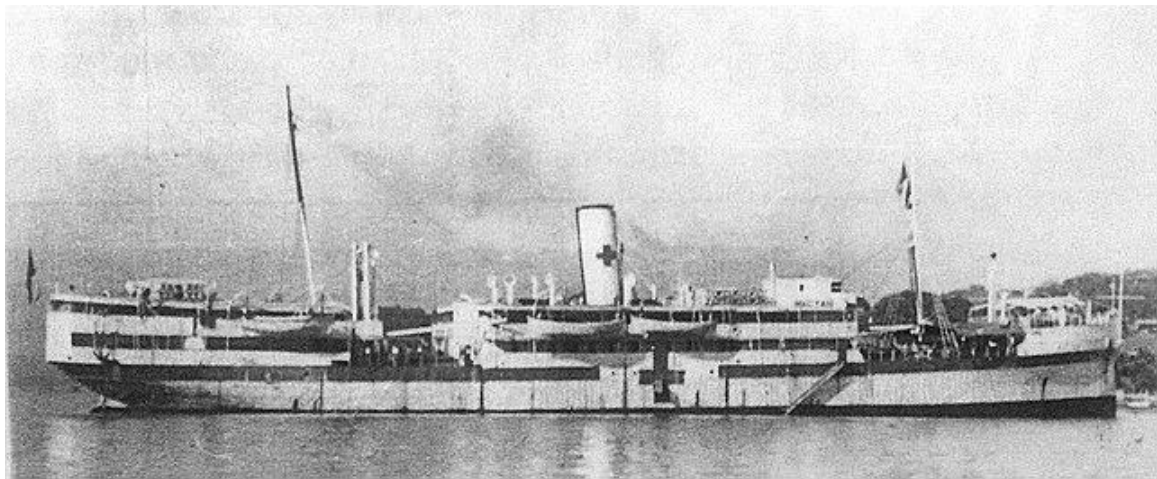
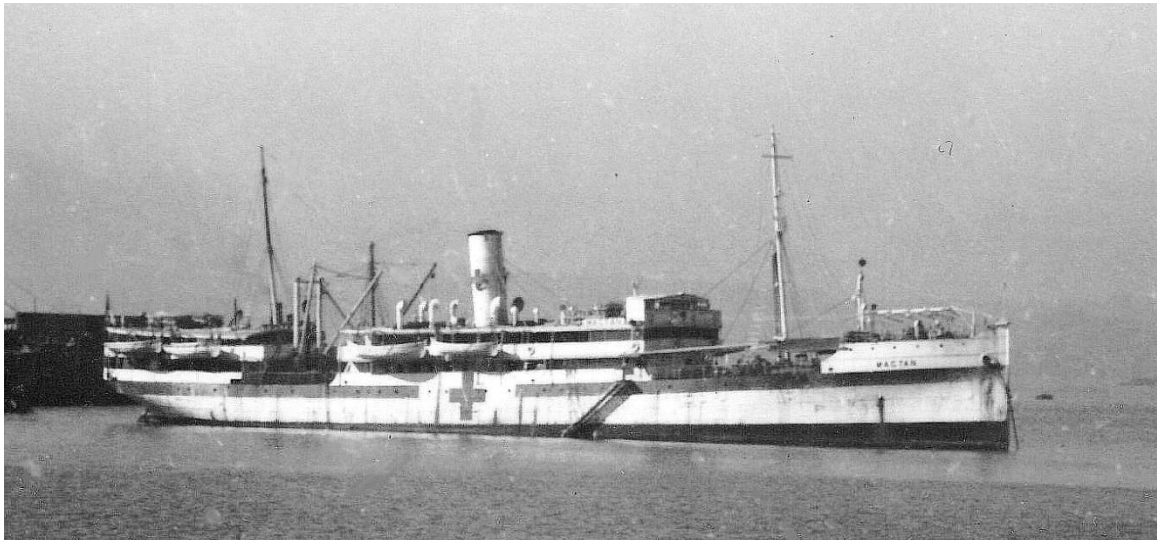
MACTAN ex HAI HONG pre-WWII in Maritima colours (sketch by W.P.S. Nicolson).



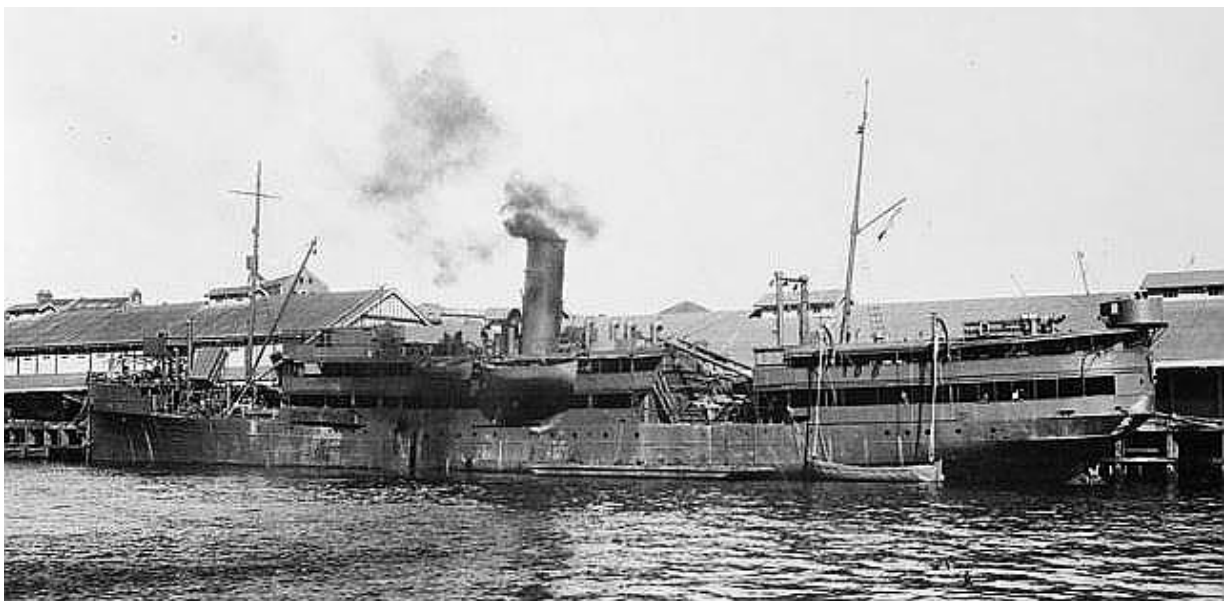
MACTAN in period 1937-39 (BisayaBulletin.com).



MACTAN in Pasig in 1938-39 with dark-painted foscle (SK*).



MACTAN at Sydney during the first part of WWII (Humphery Colln, NLA/Frank Finch).



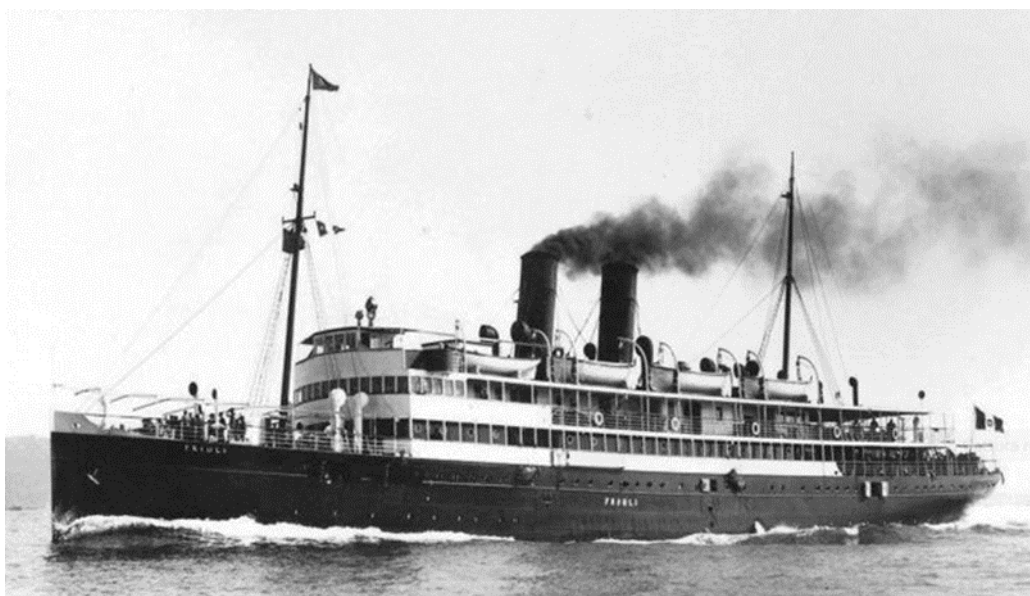
MACTAN in military employment (AWM P04853.071).

NEGROS (1928-39) 1967/08-10 (270.0 x 39.1', 16k)

Built by Gourlay Bros & Co. (Dundee) Ltd, Dundee (#230) for Lloyd Austriaco, Trieste for Trieste-Adriatic line as PRINZ HOHENLOHE. 1919 owners restyled as Lloyd Triestino (Italian flag). 5/21 r. FRIULI (83-36-50 pass.). 1928 sold to CM r. NEGROS. 4/29 superstructure gutted after engine-room fire while anchored off Manila, P100,000 damage to ship and cargo, covered by insurance [ST 18/4/29]. 7/29 i/s weekly Manila-Iloilo (7/31). 16/8/39 o/v Iligan-San Carlos (general) stranded W. of Siquijor Island, CTL.



NEGROS as Austro-Hungarian PRINZ HOHENLOHE (from a postcard)



NEGROS as Lloyd Triestino's FRIULI (postcard at www.aTrieste.au).



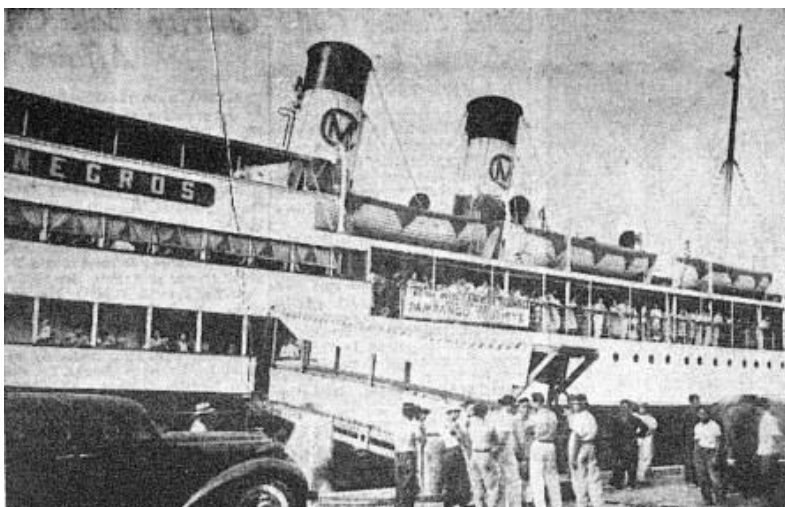
NEGROS in Pasig, 24 Oct. 1933 (USNA).



16 August 1932 (USNA).



29 August 1935 (USNA).



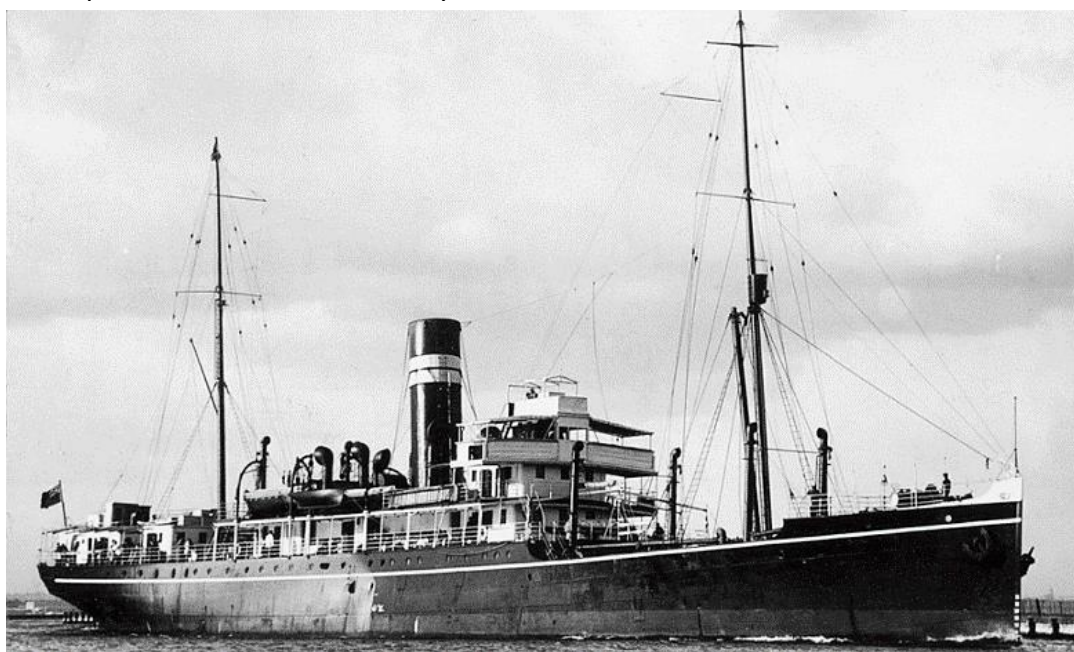
NEGROS (*The Tribune* 19/4/38).



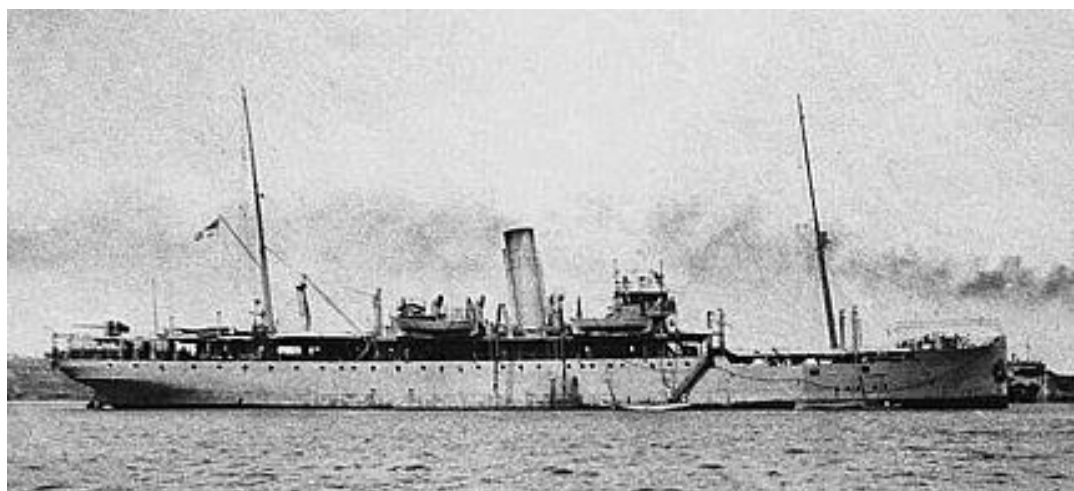
24 Dec. 1938 (USNA).

BOHOL (1929-42) 2126/06-3 (300.3 x 41.1', T3cy/414nhp/14k)

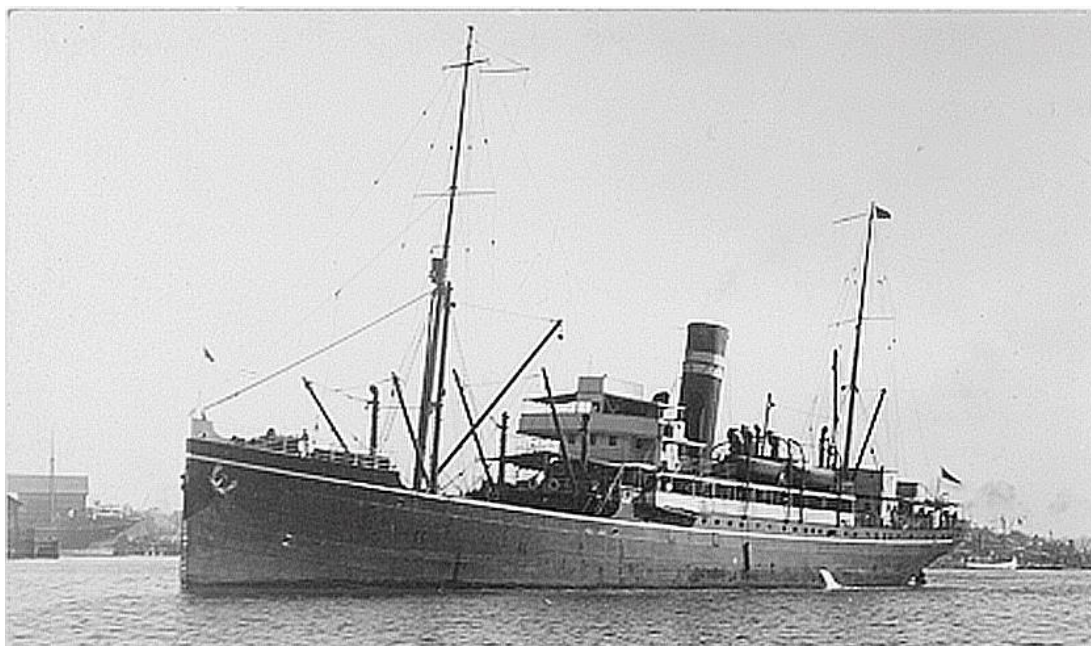
Built by Workman Clark & Co. Ltd, Belfast for Australasian United SN Co. Ltd, Sydney as SUVA, 4/4 sailed Belfast via Suez to Brisbane (25/5). 13/6/1906 commenced Sydney-Fiji banana and passenger trade. 4/1911 t/f to coastal trade. 7/1915 requisitioned by RN and refitted at Garden Island, Sydney and Bombay as Armed Boarding Ship (three 4.7" guns), deployed in Middle East. 6/1919 at Sydney req. by RAN for use by Lord Jellicoe. 8/19 t/f to The Shipping Controller. 4/1920 reverted to AUSN, under refit until 7/1921 restored to Fiji line. 7/12/1925 bow stove in by collision at Sydney with *Chillagoe*, 14/1/1926 resumed service. 17/7/1928 arr. Sydney at end of final voyage after sale to Madrigal & Co., Manila, 21/7 del. and 29/7 sailed Newcastle in tow of *Don Jose* for Manila, where r. SIRIUS for interisland service to Mindanao. 7/29 i/s Manila-Cebu-Zamboanga-Jolo-Davao. 12/29 sold to CM r. BOHOL. 8/31 i/s Manila-Cebu-Zamboanga-Davao-Daliao. 27-28/12/41 bombed and sunk at Manila [also rep. 16/4/42 scuttled at Panay].



BOHOL as SUVA (Nicholls coll./State Library NSW).



HMS SUVA (<https://www.navy.gov.au/hmas-suva>)



BOHOL as SUVA, decking enclosed (R. Dufty/State Library NSW).



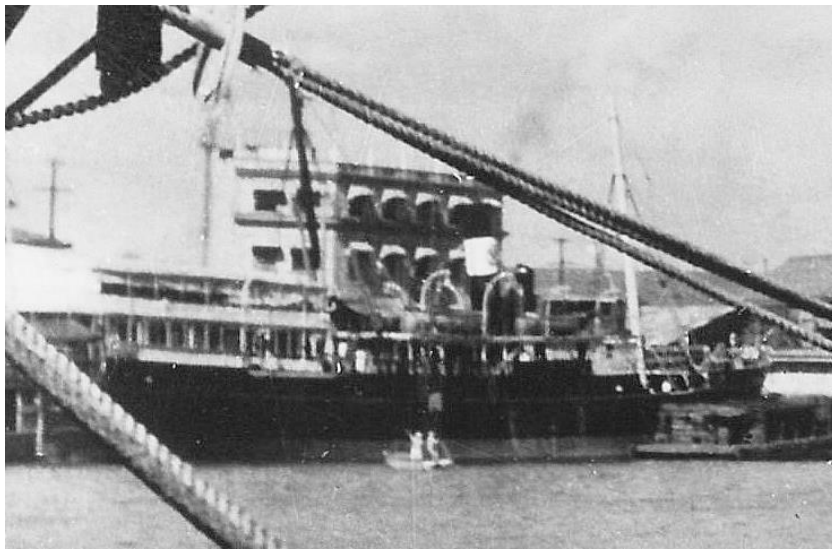
?BOHOL in the Pasig c.1938 ahead of black-hulled ?LANAO (Periscope Films 46904, <https://www.youtube.com/watch?v=8IB6wj0aTq4&t=231s>).

SAMAL (1931-41) 1303/97-10 (235.2 x 34.3', T3cy/161nhp/10k by J. Dickinson & Sons Ltd, Sunderland)

Built by S.P. Austin & Son Ltd, Sunderland (#194) for J.& C. Harrison, London as HARLECH. 4/98 sold to US Govt for use as collier r. POMPEY. 18/1/99 decomm. in Philippines. 6/7/11 recomm. at Cavite as torpedo-boat tender. 5/7/21 decomm. at Olongapo. 12/7/22 t/f to U.S. Army Quartermaster Corps as transport. 1923 t/f to National Coal Co., Manila. 1928 t/f to National Devt Co., Manila. 7/29 i/s Manila-Cebu-Zamboanga. 1931 sold to CM r. SAMAL. Mid-1931 i/s Manila-Iloilo-Pulupandan-Cebu/Mindanao. 21/12/41 bombed and damaged at Pier 1, Manila, shifted outside breakwater but later back to Pier 7 where 29/12 bombed and sunk alongside while loading US Army cargo for Bataan. Unconfirmed rep. salvaged by the Japanese r. SANRYU MARU. NFI.



USS POMPEY, 22 Feb. 1915 (history.navy.mil, NH88564).



SAMAL posted 1931, funnel and foremast replaced (www.flickr.com/photos/johntewell/4542558681/).



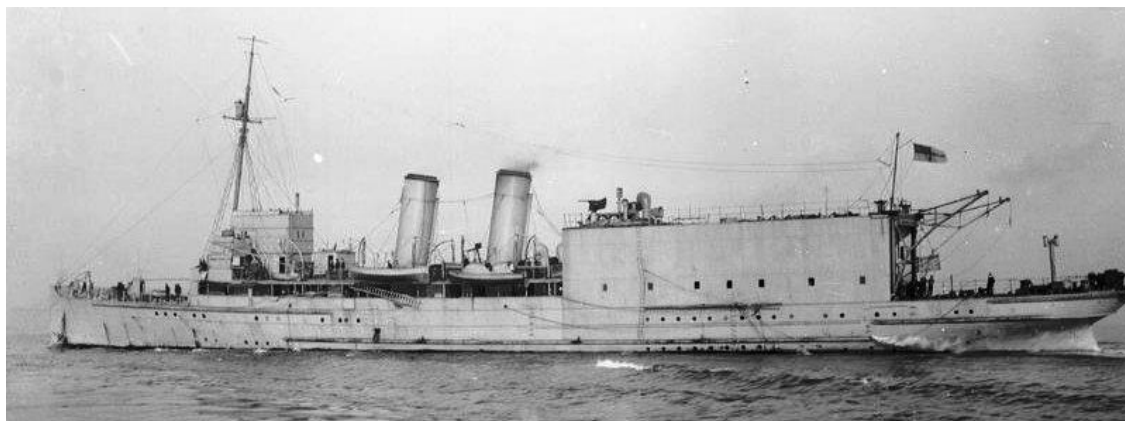
?SAMAL, 24 December 1938 (USNA).

NEIL MACLEOD (1932-36) 1076/75

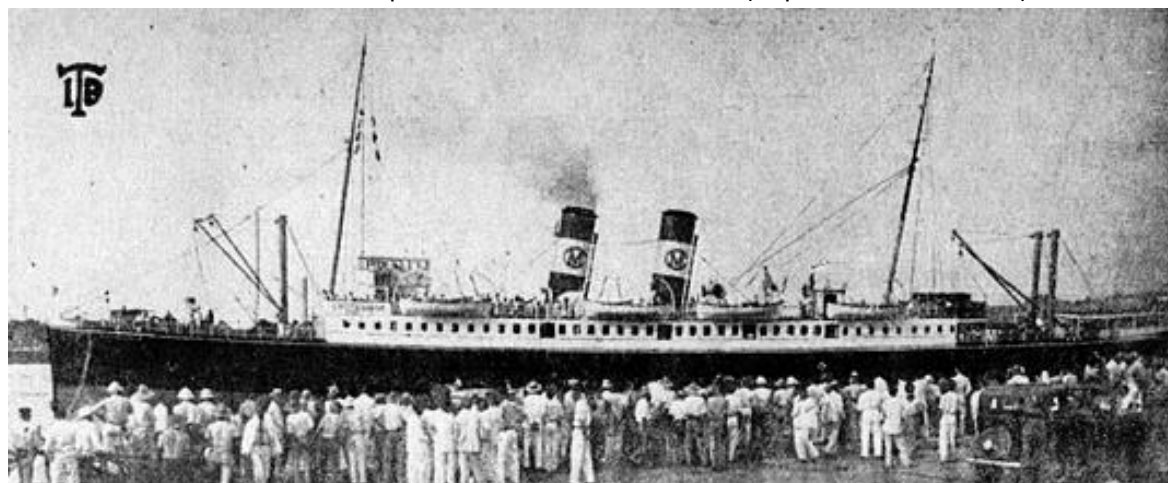
see **SALVADORA** (1895-06)

CORREGIDOR (1933-41) 1881/11-9 (316.0 x 41.1', 3-sc. ST-6 blrs/21½k)

Built by Wm Denny & Bros, Dumbarton (#955) for South Eastern & Chatham Railway Co., London for Dover-Calais service as **ENGADINE**. 8/14 req. by The Admiralty and converted to seaplane carrier **HMS ENGADINE**. 2/15 sold to The Admiralty and conv. at Liverpool with hangar for 4 seaplanes. 31/5/16 sighted German fleet before Battle of Jutland. 12/19 sold back to previous owners and reconv. for mercantile use. 1923 t/f to Southern Railway Co., London. c.9/32 (end summer) laid up. 12/33 sold for £12,000 to CM r. **CORREGIDOR**, 5/1/34 under U.S. flag sailed Southampton via Suez for Hong Kong for refit (inc. conv. to oil fuel) for Manila-Cebu-Iloilo express service. c.0100 on 17/12/41 outbound for Cebu struck mine and sank in approx. 5 minutes in Manila Bay (280 rescued, more than 1000 lost). Cullen says 17/12/41 mined and sunk in Manila Bay off Corregidor when crowded with 1200 refugees leaving Manila for Cebu and Mindanao and U.S. Army stores - 282 survivors rescued by US Navy MTB's. Unclear whether other survivors were rescued or whether the mine was US Army minefield or laid 8/12/41 by I-124 [wiki].



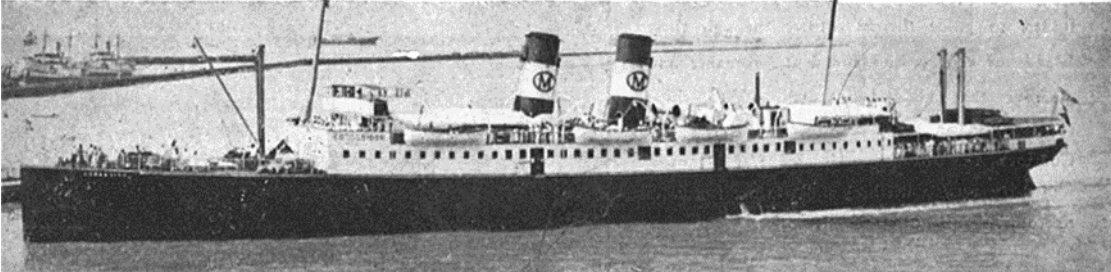
CORREGIDOR as seaplane carrier **HMS ENGADINE** (Imperial War Museum).



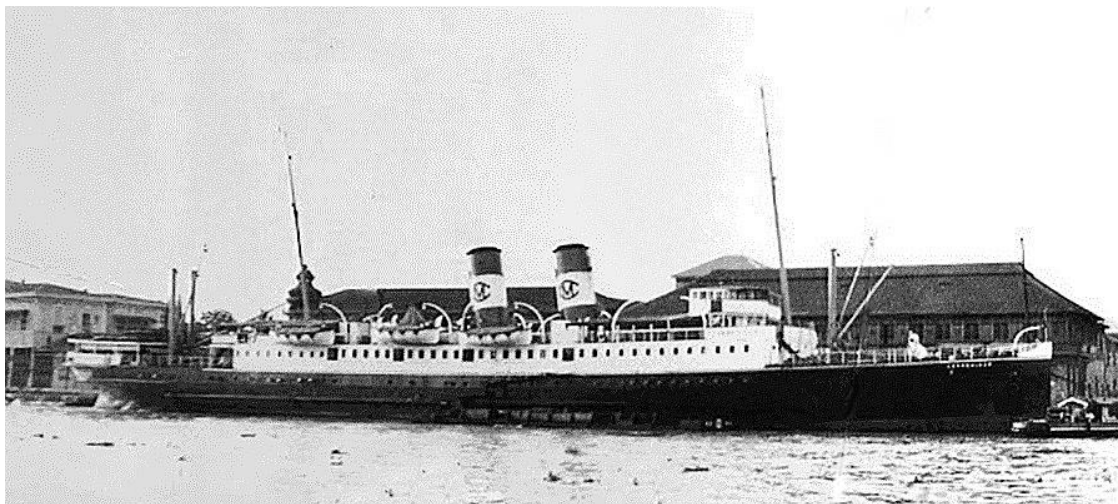
CORREGIDOR (The Commonwealth, April 1935).

S.S. CORREGIDOR

PORTS	ARRIVALS	DEPARTURES
Manila	Wednesday .. 9:30 a.m.	Tuesday 3:00 p.m.
Iloilo	Thursday ... 7:30 a.m.	Wednesday .. 6:30 p.m.
Cebu	Thursday ... 5:00 p.m.	Thursday ... 10:00 a.m.
Surigao	Friday 7:00 a.m.	Thursday ... 10:00 p.m.
Cebu	Saturday ... 7:30 a.m.	Friday 6:30 p.m.
Iloilo	Sunday 8:30 a.m.	Saturday ... 2:00 p.m.
Manila		



CORREGIDOR from a CM advertisement showing 3pm Tuesday departure from Manila, returning 8.30am Sunday from Iloilo, Cebu and Surigao.



CORREGIDOR (<https://www.collectorsweekly.com/stories/185368-s-s-corregidor>).



Late photo suggests installation of new railing protection and prominent awning above superstructure (Robert Pendleton/UWM).

ROMBLON (1933-41) 396/89-5 (s.s.s.,149.5 x 25.0', T3cy/70nhp)

Built by J. Jones & Co., Liverpool (#58) for Gutierrez Hermanos, Manila as MONTAÑES. 1899 t/f to U.S. flag. 1926 sold to Teodoro R. Yangco, Manila. 8/31 i/s Manila-Masbate-Sorsogon. 1932 r. DOÑA RAMONA. 1933 sold to CM r. ROMBLON (1938). 12/41 lost during Japanese invasion of the Philippines, NFI.



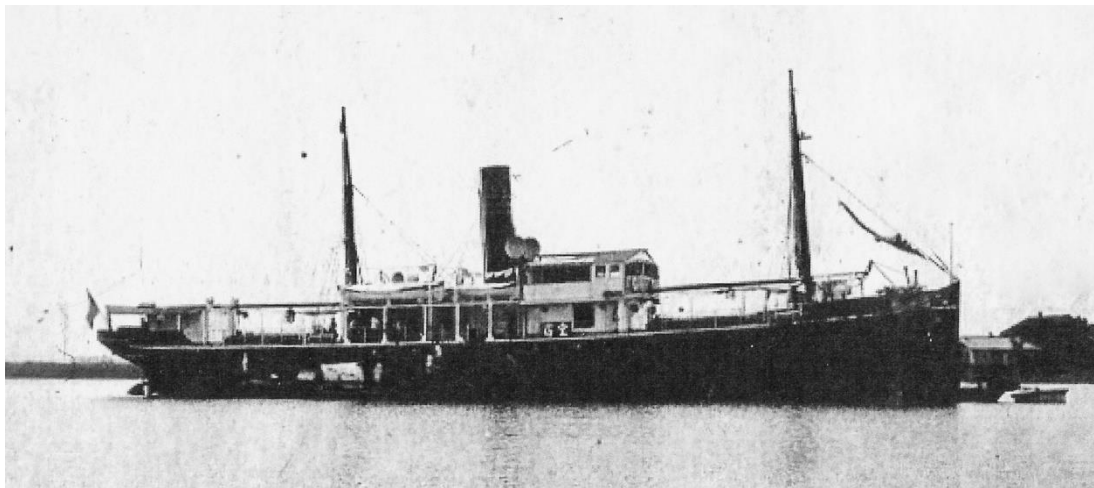
?ROMBLON ex MONTAÑES, 24 Dec. 1938 (USNA).



Likely same vessel, undated (USNA)

MASBATE (1934-35) 598/13-12 (158.0 x 27.3', T3cy/67nhp)

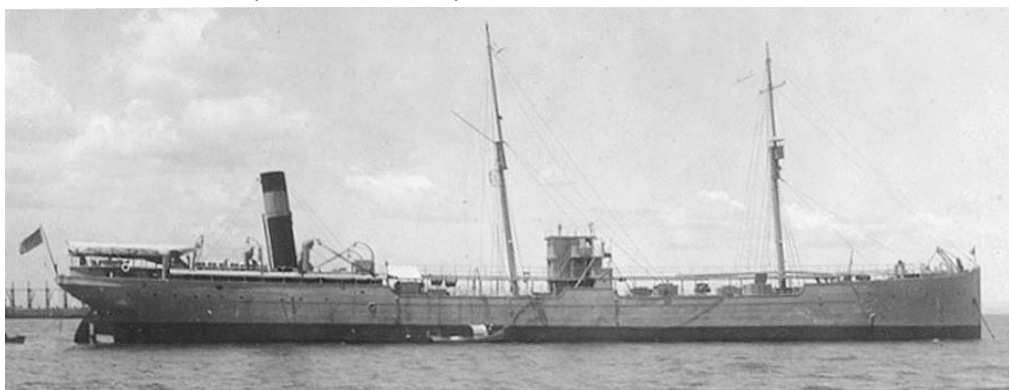
Built by H.K. & Whampoa Dock Co. Ltd., Hong Kong (#525) for J. Roque, Haiphong as JADE. 3/16 t/f to Saigon-Bangkok line. 1920 sold to Soc. des Ragages de Cochinchine, Saigon. 1922 sold to Nguyeh huu-Thu, Haiphong. 1927 to T.R. Yangco r. CAPITAN LUIS. 8/31 i/s Manila-Masbate-Bulan-Sorsogon (Yangco S.S. Co.). 1934 sold to CM r. MASBATE. 12/2/35 stranded on Cajayagan Is. (12.40N, 124.58.30E), north of Samar, CTL.



MASBATE (1934-35) as French JADE. Later as Yangco's CAPITAN LUIS probably built up aft with more accommodation (coll. J-Y. Brouchard).

SARANGANI (1934-42) 2691/88 (storage tanker, 310.0 x 40.2', no engines)

Built by Armstrong, Mitchell & Co., Newcastle (#522) with T3cy/220nhp engines by Wallsend Slipway & Eng. Co. Ltd, Newcastle for W. A. Reidemann and A. N. Schutte & Sohn, Geestemunde as GUT HEIL. 1890 company restyled Deutsch-Amerika Petroleum Ges., Geestermunde (later Hamburg). 28/4/13, o/v Tampico-Baton Rouge (crude oil) dragged anchor and broke adrift in river flood, holed in collision with tanker *Bulysses*, sank in 70' of water off Standard Oil docks at Baton Rouge (La). 1917 wreck sold, c.6/12/17 refloated. After repair, 1918 sold to J.W. Thompson Co., New Orleans r. SARA THOMPSON (unregistered). 8/18 req. by U. S. Government. 12/21 floating storage at Cavite. 8/34 sold to Alberto Barrette, Manila. 1934 sold to CM r. SARANGANI (storage service). 1/41 seized by Japanese at or near Manila r. SANRAKU MARU, refitted as ocean going tanker. 15/6/43 sunk by USS *Trout*, in 05.09N-119.38E (near Tawi-Tawi).



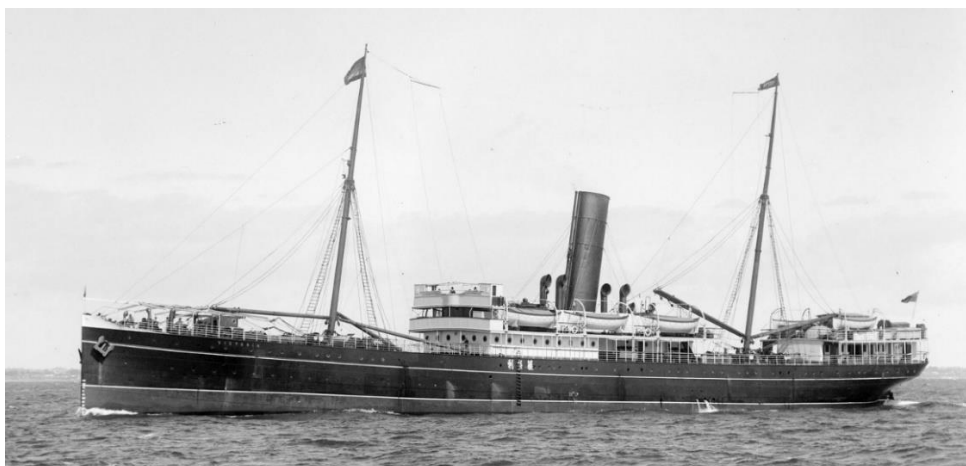
USS SARA THOMPSON (AO8) (Wiki).

MASBATE (1935-41) 742/95

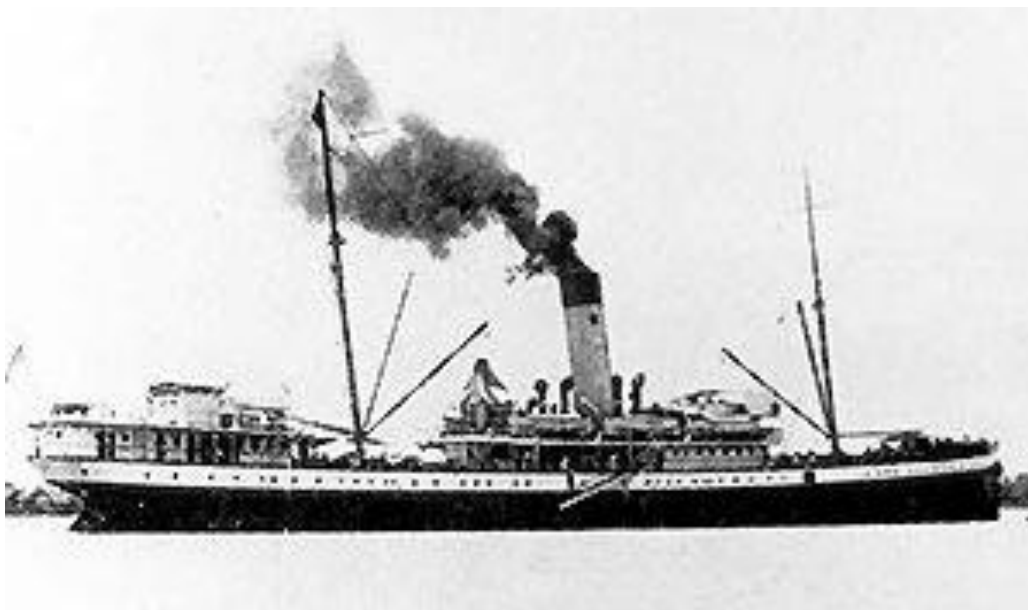
see FERNANDEZ HERMANOS (1905-35)

BASILAN (1936-42) 2969/02 3085/02-9 (335.0 x 43.2', T3cy/521nhp/10k)

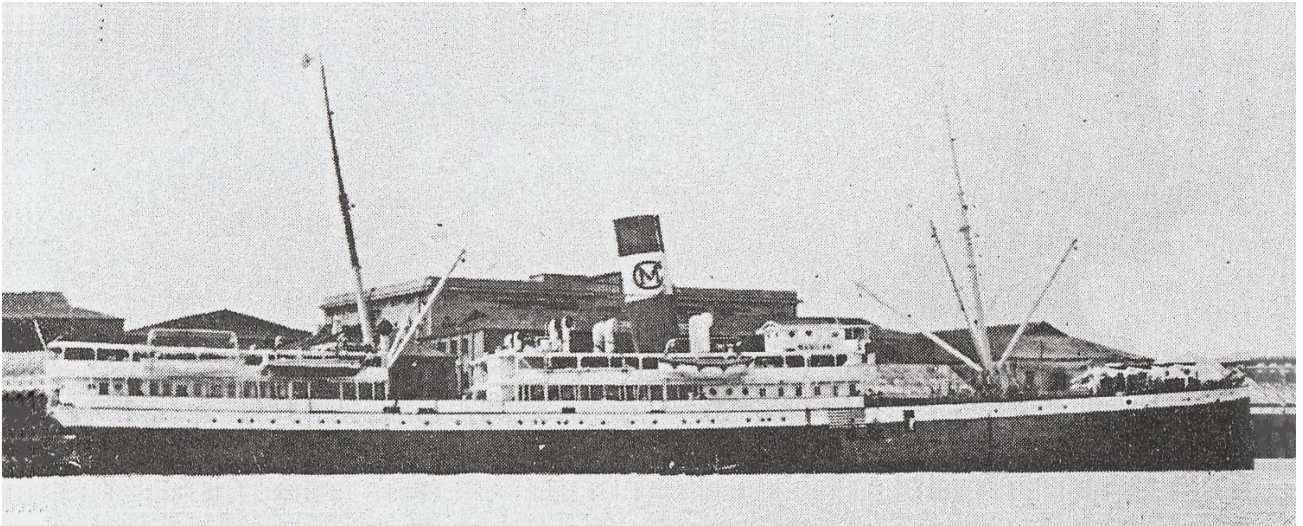
Built by Gourlay Bros & Co., Dundee (#203) for Huddart, Parker & Co. Pty Ltd, Melbourne for trans-Tasman service as VICTORIA (162/1st/102/2nd pass.), 21/6 launched but broke sternpost, 3/10 sailed London via Cape for Melbourne (25/11). 1/18 sold to W.J. Lumb Liu trading as China-Australia Mail S.S. Co. Ltd, Sydney. 7/18-10/19 req. by The Shipping Controller. 12/20 reg. t/f to Hong Kong. 1922 t/f to China Australia S.S. Co. Ltd, Hong Kong (now 126/1st, 97/2nd class). 9/24 laid up at Hong Kong after company failed. 3/25 sold to Soc. des Affréteurs Indochinois, Haiphong (reg. Saigon) r. GOUVERNEUR-GÉNÉRAL ROUME. 10/25 placed in fortnightly for Saigon-Singapore mail line. 10/31 withdrawn, 12/33 reinstated. 5/36 sold to CM r. BASILAN and refitted with enlarged accommodation for Manila-Mindanao line (inc. transmigrants). 10/4/42 scuttled at Cebu, salvaged r. HASHIRASHIMA MARU. Fate unknown, probably sunk by air attack late 1944/early 1945 in Manila Bay, postwar broken up in situ or raised for scrap [also rep. 1/42 seized in Philippine waters] in Manila Bay] [W.A. Laxon et al., *Huddart Parker*, NAA 2008, also SMH 2/4/25, ST].



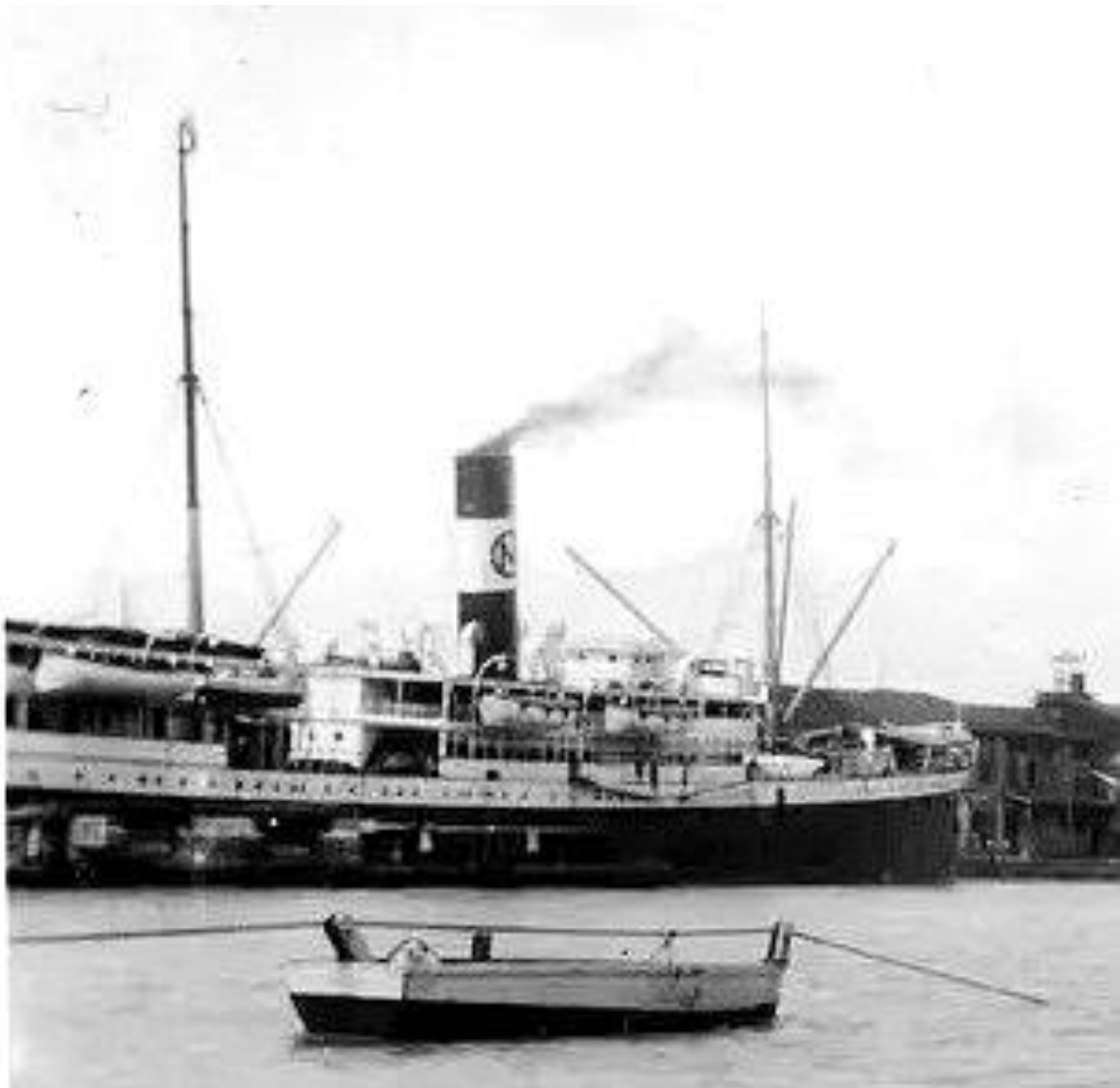
BASILAN as China-Australia Mail's VICTORIA. Name on hull as 利多维: *Wei Duo Li* (A.C. Green/SLV).



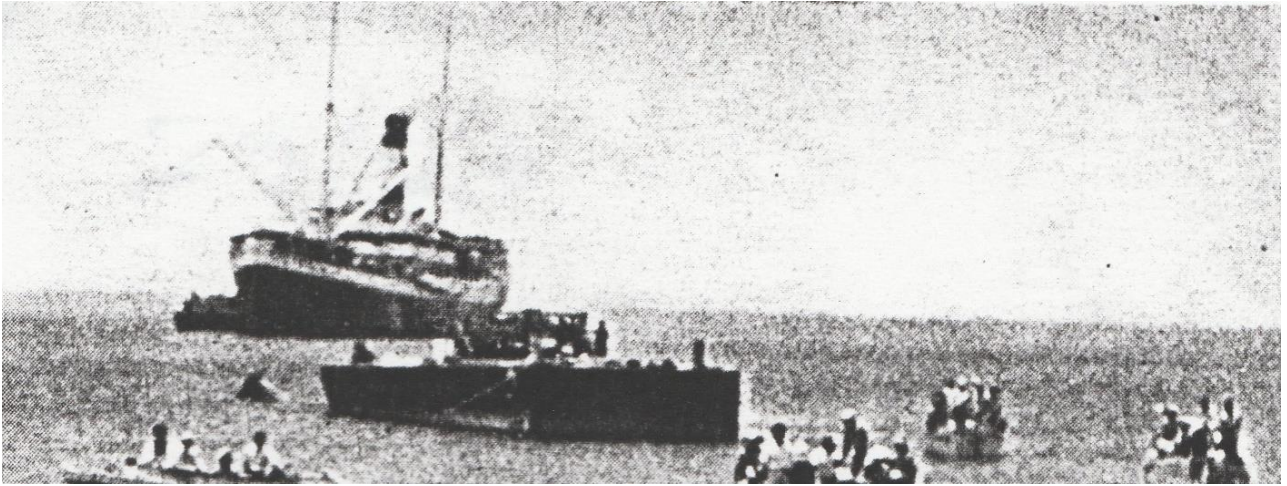
BASILAN as GOUVERNOUR-GENERAL ROUM (<https://www.marine-marchande.net/Perchoc/Perchoc-16/16-Perchoc.htm>)



BASILAN, by tonnage CM's largest passenger ship. Accommodation added on former boat deck and aft of mainmast. Original caption says in service Rangoon-Shanghai, suggesting photo taken in Shanghai on delivery voyage with rice (*Sekai Shosen Yoran* p.69)



BASILAN, similar detail, working after hatch cargo at Manila (Internet).



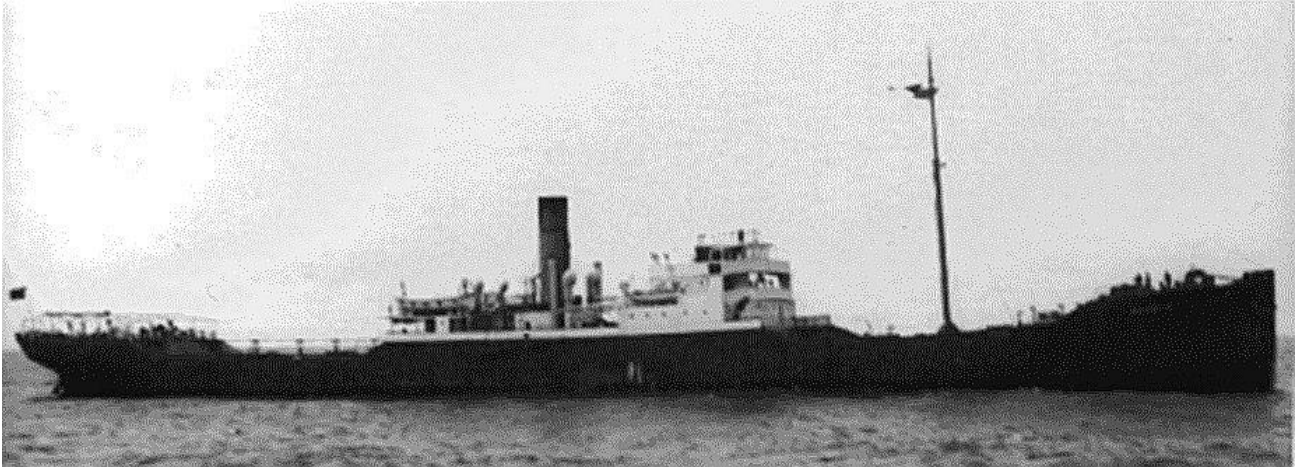
Likely early view of BASILAN landing transmigrants at Mindanao (pub. 1939).



c.1940, BASILAN repainted, superstructure top deck enclosed forward, upper bridge added
(USNA, John Tewell & many other sites).

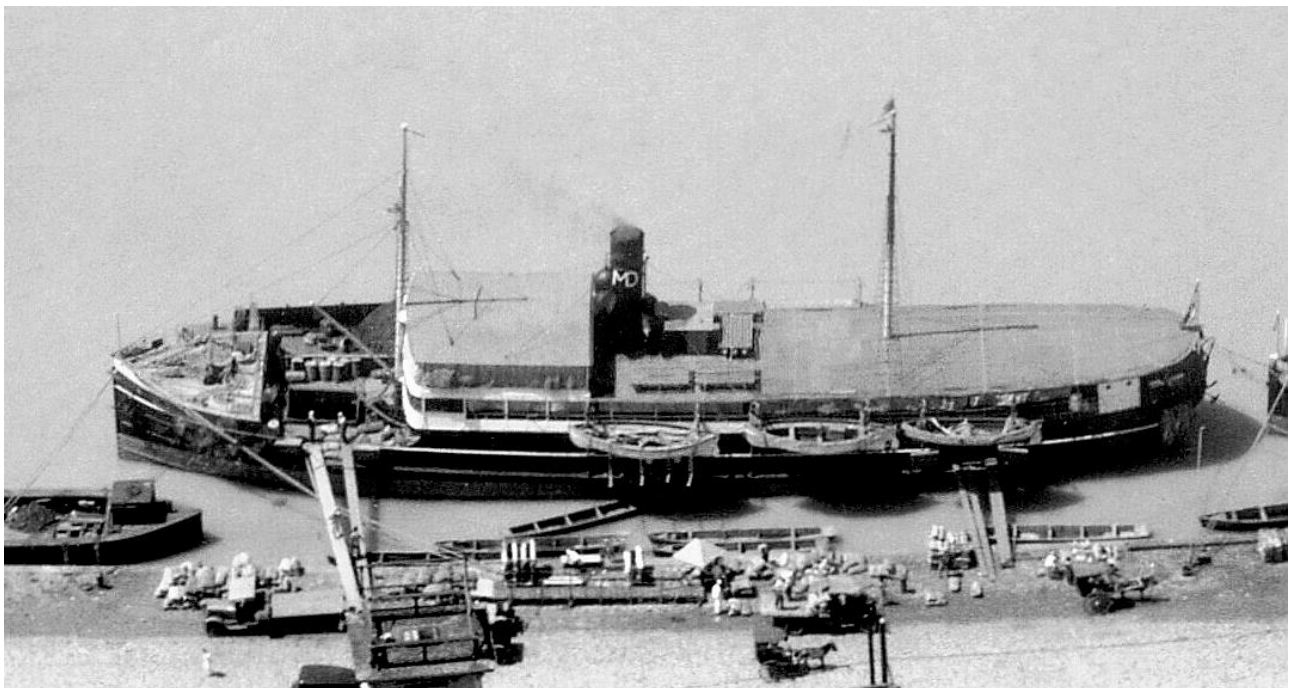
MINDANAO (1938-42) 5236/18-4 (tkr, 400.7 x 52.3', T3cy/489nhp by Fullerton, Hodgart & Barclay Ltd, Paisley)

Built by J. Brown & Co. Ltd, Clydebank (#469) for The Shipping Controller (Anglo-Saxon Petroleum Co. Ltd, mgrs) as WAR HERMIT. 1919 sold to Anglo-Saxon Petroleum Co. Ltd, London. 1921 r. ANATINA. 1927 sold to Skibs A/S Anatina (M.C. Stray mgr), Kristiansand. 30/1/30 engine room fire on voyage Fremantle-Balikpapan, towed into Surabaya for repairs. 1938 sold to CM and r. MINDANAO. 27-28/12/41 [10/2?] damaged by Japanese bombing while under repair at Cavite [Hartendorp]. 2/1/42 seized by Japanese. 10/2/42 sunk by air attack at Manila r. PALEMBANG MARU [Reported salvaged as *Palembang Maru* not substantiated].



Appearance of MINDANAO shown by identical sister ACASTA (helderline.nl).

JOLO (1938-41) 167/21-10 (91.5 x 22.1', 2-sc. M4cy by Niigata Tekkosha Eng. Wks Ltd, Kamata)
 Built by W.S. Bailey & Co. Ltd, Hong Kong for North Negros Sugar Co. (M.J. Ossorio, mgr), Iloilo as
 PAZ. 1938 sold to CM r. JOLO. 1/42 war loss (no details).



Presumed PAZ later JOLO in the Pasig, 18 August 1935, funnel ?'MD' (USNA/John Tewell).

Non-listed vessel operating at least 1/36 to 12/38 under CM agency (Tel 498 numbers)

BOHOL II (1935-42) 249/30-3 (134.6 x 27.2' M6cy/70nhp Moterenfaht "Deutz" A.G., Koln)
 Built by Hongkong & Whampoa Dock Co. Ltd, Hong Kong (#671) for Cebu-Bohol Ferry Co. Inc., Cebu
 as BOHOL. 1932 r. BOHOL II to avoid confusion with Manila-based *Bohol* of CM. By 1/33, 1/35 sailing
 for unknown operator from Manila to Mangarin, Romblon, Capiz, New Washington and Ibahay. By 1/36
 operating for CM from Manila to Calapan, Bome, Gasan, Pinamalayan, Romblon, Capiz and New

Washington. 12/38 operating for CM from Manila to Calapan, Boac, Gasan, Pinamalayan, Romblon, Capiz and New Washington. 10/41 operating for CM from Manila to Boac, Gasan, Badajos, Azagra and Odiongan. 9/4/42 anchored off Bataan (Hartendorp), NFI. [LR 1941-42 still listed for Cebu-Bohol Ferry Co. Inc., Cebu].

Unidentified Images



Early small CM vessel loading in Pasig, no date (www.philippine-history.org).



Undated photo of CM vessel with very tall masts, built up poop, evidently side plated superstructure and several boats (John Tewell).



CM vessel in the dredged Pasig about 1940 (Getty). Possibly CORREGIDOR (see wooden bridge and lower white strake in last photo. Angle makes comparison difficult.)

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