

# Compania Maritima (CM)



(Fernandez Hermanos Inc., mgrs)

**Maritime Company of the Philippines (MCP)**

**Maritime Company Overseas Inc.**

**Nasipit Lumber Co.**

## ILLUSTRATED FLEET LIST (Post-1945)

By Stephen Kentwell & Howard Dick

[skentwell@hotmail.com](mailto:skentwell@hotmail.com)

[h.dick@unimelb.edu.au](mailto:h.dick@unimelb.edu.au)

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## INTRODUCTION

Compania Maritima fleet operations were revived after World War II by elements of the firm's prewar management team led by Ramón Julio Estevan Fernández y de Castro. The unpretentious Fernández had served the company well as a Director from 1907 and CEO from 1939 and had held a range of other influential business positions including Mayor of Manila 1920-23, President of the San Miguel Corporation, President of Philippine Air Lines (founded in 1941) and President of the Philippine Chamber of Commerce. In 1923-28 he served as a Philippine Senator, regaining his seat in 1941 and continuing to hold it after the war. He was reportedly related to Manuel Roxas, who was Philippine President from May 1946 until April 1948.



Ramón Fernández (Retrato Photo Archive of the Filipinas Heritage Library/  
<https://www.flickr.com/photos/28098727@N00/32880928485>).

The only substantial prewar Maritima vessel to survive hostilities was the veteran passenger steamer *Mactan* (2067/99), which in late-1945 re-entered interisland service from Manila to Cebu, Iloilo, Negros and other ports with an occasional voyage to Amoy. In 1946-47 the company acquired around ten ex-U.S. Army 560-grt 'FS' (Freight and Supply)-type vessels, both through the government tender and by acquisition from other owners. Although four were soon sold, the others with suitable modifications, primarily to increase their passenger capacity, became the initial backbone of Maritima's interisland routes. In 1947 the company also acquired through purchase and long-term charter, four larger CI-MAV-type cargo ships, which variously were given passenger capacity for interisland services, primarily the long southern Mindanao routes service, and one N3 'Jeep' type, also used for interisland routes. Apart from *Mactan* and two N3s, all the ships in the postwar fleet were motorships, a marked change from the prewar situation which would have required the retraining of engineers.

Maritima became closely associated with the Nasipit Lumber Company, formed in 1946 and listed on the Philippine Stock Exchange in 1973, which had a forest concession in Butuan City and branches in several municipalities, including Nasipit in Agusan del Norte and undertook logging and lumber processing. It owned a few small ships, details of which are incomplete, but by 1951 were managed by Maritima (which had regular sailings to Nasipit) and are included in the list below as far as known.

During this time of nation-wide reconstruction, Maritima lacked capital for further ship acquisitions, so this ex U.S. military surplus tonnage constituted the fleet for the next few years. In appearance these ships were much less impressive than those of the magnificent prewar fleet. Nevertheless, they were all new and the FS vessels in particular, including those of many competitors, proved well

suiting to Philippine operations, being fast, sturdy and able to be lengthened and built up. The company's services remained numerous.

The next acquisition in 1949 was an excellent choice, being the almost new Norwegian vessel *Mui Hock* (2671/47) built with a tween-deck capacity for operating between the China coast and Southeast Asia, but unable to be so employed because of the Communist takeover of China. Acquired with finance from the Reparations Commission, helped by Fernandez's personal links, she was renamed *Jolo* and refitted at Cavite with extra passenger capacity for interisland service as the company's flagship. The next year a slightly larger former Norddeutscher Lloyd cargo ship was also acquired from Norwegian owners, renamed *Cebu* and fitted with passenger accommodation. She appears to have been used intermittently on the interisland service (see below).



JOLO ex MUI LEE at Manila, 24 May 1970, with rebuilt foremast house, superstructure and aft accommodation for increased tween-deck passenger capacity (W. Schell\*).

The veteran *Mactan* (1899) was withdrawn, evidently in the second half of 1950, after her old furnaces had collapsed and some months later *Mui Nan* (1949), a near sister of *Jolo ex Mui Lee*, was bought and renamed *Panay*. The generally similar *Jolo*, *Cebu* and *Panay* were mainly used on longer multi-stop voyages to Davao and Kolambugan, while *Cebu* and *Panay* also undertook sailings to Japan and occasional pilgrim voyages to Jeddah. The Japan via Hong Kong service was commenced in 1956, mainly deploying the C1-MAV ships with a good 6000-dwt freight capacity.

Compania Maritima approximately monthly service to Japan as at mid-1961:

(Manila, Cebu, Iloilo, Davao, Hong Kong (subject to inducement), Yawata, Kobe, Nagoya, Yokohama and return)

*Samar* (ex *Masthead Knot*), *Mactan* (ex *Snug Hitch*) and new *Luzon*

As both domestic and international sailings from Manila were now from North Harbor, international voyages created a particular headache for Manila Customs owing to the difficulty of determining if a Maritima lighter or bunker vessel had been alongside an international ship or perhaps alongside

both. Infringements designed to escape customs duties were detected. This was apparently not a problem emerging with other companies, which did not simultaneously run domestic and international services.

A few more warbuilt ships were acquired up to 1951, after which the fleet was unchanged until 1959. Gorio Belen has pointed out that in the 1950s Maritima had a monopoly of larger passenger-carrying vessels, successively refitted with enhancements to the 'tween deck passenger facilities using "cots", while the other interisland companies were confined to 550 grt 'FS' vessels or similar with primitive accommodation.

Having largely recovered from its wartime destruction, from the end of 1950s Japan expanded its reparations program to supply the Philippine Government Reparations Commission with a number of newly-built cargo liners. *Luzon* (4323/59) and seven vessels in the range 8,200 to 10,000 grt were allocated to Maritima. These were then employed respectively in Maritima's Japan service and under a newly created subsidiary, Maritime Company of the Philippines (MCP) - presumably reflecting the fact that these were Philippines government-owned ships. The five vessels with the naming prefix *Philippine* each were equivalent to the best Japanese liner tonnage of that time, i.e. 12,000 dwt, 18.25 knots fully loaded service speed, and each exceeding 20 knots on trials with 9cyl. 12,000 bhp Sulzers. MCP proceeded to inaugurate services to the U.S. west and east coasts and later to Europe. For the first time in Maritima's long history, the CM funnel and houseflag could be seen regularly in ports around the world. MCP's initial services consisted of:

#### US west coast, monthly

(Manila, Cebu, Iloilo, Davao, Hong Kong, Japan ports, US west coast ports, Vancouver and return via US west coast ports and Japan)

*Zamboanga, Manila, Philippine Corregidor*

#### US east coast, monthly

(Manila, Cebu, Iloilo, Davao Hong Kong, Japanese ports, Los Angeles, New York and other east coast ports, and return via Hong Kong)

*Philippine Jose Abad Santos, Philippine Antonio Luna, Philippine Rizal, Philippine Bataan*

In 1963, the year before Fernandez's death at the age of 86, delivery was taken of Maritima's first newly designed interisland passenger ship, *Visayas*, built by Bremer Vulkan. Up to 1969 a further five larger ships up to 4,500 grt were acquired and/or converted for the interisland passenger trade while the 5,000 grt *Filipinas*, a development of *Visayas*, was delivered in 1968 by Bremer Vulkan. This made ten large passenger carriers in all, but *Filipinas* was the last passenger ship to be acquired.

Fernandez reportedly had two sons, Jose and Carlos, but no children by his wife Felisa Hocson. Maritima's operations passed to new Directors, who continued to emphasise the overseas services and bought refrigerated cargo ships for the burgeoning banana trade, especially to Japan.

Meanwhile the interisland services began to languish in the face of intense competition from emerging operators such as Sulpicio Lines, Sweet Lines and William Lines, all of which tended to operate direct port-to-port lines rather than Maritima's favoured multi-stop services. These firms also introduced new types of ships such as fast second-hand Japanese ferries built for the Honshu-Okinawa routes, then later roll-on/roll-off ferries. Maritima failed to innovate in this way. Its competitive position in the interisland trade was further eroded by the loss of the small second-hand *Mactan* (II) in 1966, *Jolo* in 1971 and *Cebu* in 1973. By then *Luzon* and *Leyte Gulf* had returned to international services followed by *Dadiangas* and even *Visayas*.



Maritima's interisland passenger ship VISAYAS relegated to cargo-only duties on the Japan service, seen here berthing at Yokohama with containers on 29 Nov. 1981 (SK).

Insights into the company's financial dealing were revealed in 1971, when Maritima came under criticism in the Philippine Senate for its dealings with the National Development Corporation (NDC) regarding the five large demise-chartered vessels (those with a *Philippine* prefix to their names) which at the end of six years were to have been bought at cost in 1967. It emerged that the down-payment of 25% had consisted of the charter monies already paid and that the agreement provided for subsequent transfer over an incredibly generous 25 years. Furthermore, when one of these vessels, *Philippine Jose Abad Santos*, had had been lost in 1968 following a collision, NDC's equity in the insurance payout of 6.8 million Philippine Dollars had been turned over to Maritima to purchase a replacement. In fact, no replacement vessel materialised as Maritima sought to consolidate these funds into its operating budget to reduce company debts.

From 1976 a number of heavy-lift breakbulk cargo liners, now being prematurely discarded by European operators, were acquired for MCP's overseas services. They were good vessels and not too expensive but the march of containerization gradually eroded their profitability. Maritima's fortunes suffered as well as its reputation. Under Carlos Fernandez and his brother before that Maritima had boasted an excellent safety record. Between 1968 and 1980, however, Maritima lost nine ships through marine casualty and more after that. The purchase of two capital-intensive, 1600-grt 'Strider' class containerships was not a success and after 1980 no further ships of any type

were added to the diminishing fleet. By 1984 the firm with a history dating back to 1895 had essentially collapsed. A few remaining vessels had often circuitous paths to the breakers.

Nasipit Lumber Company, by the 1990s 51 percent owned by holding firm Martinez Leyba Inc., was delisted and closed in 2002 following six years of "serious financial difficulties", including applying for insolvency and liquidation in 1998. At Nasipit's demise Carlos Fernandez (Jr?) was listed as Chairman and President.



The former Cia Maritima building still standing (2019) at Cebu (Internet).

Note: No official connection is assumed with a company named Chinese Compania Maritima S.A., established in 1983 and which acquired the 7351-grt Greek-flag cargo ship *Notos* (1961), formerly the Nigerian-flag *Pra River*. Renamed *Mayon II* and re-registered under the Panamanian flag, she loaded cement at Las Palmas for Lagos and then, according to Miramar, on 26 July 1983 was wrecked and subsequently scuttled off the coast of Senegal.



Wreck of MAYON II (Rijsdijk.1/shipspotting).

## Sources

Primary sources have been *Lloyd's Register of Shipping* and *The Manila Times*. Issues of the latter have been comprehensively checked at the National Library of Australia from June 1945 until December 1971. More recently we have referred to the authoritative Starke-Schell registers, also reflected in the *Miramar* website, and various articles and illustrations coordinated by Gorio Belen and published by *Philippine Ship Spotters' Society* and on *Flickr*. The demise of Cia Maritima on interisland routes is well analysed by Belen and collaborators at

<https://psssonline.wordpress.com/2016/11/04/the-last-stand-of-compania-maritima/>

and <https://psssonline.wordpress.com/2017/10/16/the-result-of-the-losses-of-the-mv-leyte-mv-guimaras-and-mv-dadiangas-and-the-scraping-of-the-mv-mindanao-of-compania-maritima/>.

Biographical information on Fernandez is sourced from geni.com, Wikipedia and other Internet sites. Information on Nasipit Lumber Co. is taken from

<https://www.philstar.com/business/2002/02/27/152079/nasipit-lumber-close-down>.

Many excellent ship photographs have kindly been supplied by Bill Schell.

## FLEET LIST

**MACTAN** (1928-55) 2067/99 (pass)      see full entry in prewar Cia Maritima (CM) list

**DON ISIDRO** (1946-48) 539/44 (FS) (291 pass)

Built by Higgins Industries Inc., New Orleans (#27) for US Army Transportation Corps as FP-160, later FS-160. 1946 sold to CM r. DON ISIDRO. 21/9/46 first advertised voyage Manila-Capiz/New Washington-Calibo-Estancia-Odiongan, still as such 1/47. By 12/48 disappears from CM sailing schedules. c.1949 sold to Philippine Govt. 1/50 offered for sale by Philippine Shg Commission, tenders closing 4/3/50, apparently sold. 1953 sold to Sweet Lines Inc. r. SWEET NEWS. 29/5/59 complaint that sailed ahead of schedule. 1978 scrapped Philippines [*Reportedly powered by Buda diesels*].



DON ISIDRO was sold out of the fleet in 1948 to become SWEET NEWS, underwent substantial modifications in the 1950s and is depicted here at Cebu in June 1970 (W. Schell).

**DON ESTEBAN** (1946-49) 569/44 (FS)

Built by Higgins Industries Inc., New Orleans (#32) for US Army Transportation Corps as FP-166, later FS-166. 1946 sold to De la Rama S.S Co. r. DON ESTEBAN but resold to CM. 19/9/46 first advertised voyage Manila-Tacloban-Masbate-Surigao, still as such 1/47. But 16/1/47 reported sailing as FS-166. 19/5/49 r. ROMBLON. 9/2/53 grounded on sandy bar in San Juanito Strait, refloated. 8/12/53 grounded near Bagasumabut Island (1956 master suspended after several more groundings of other vessels). 1956 lengthened (755 grt). 10/4/74 capsized and sank following fire and grounding 9/4 off Silonay in 13.26.48N 121.13.02E on passage Manila-Nasipit with passengers and general cargo. [*LR wrongly dates renaming to 1947*].



ROMBLON (Manila Chronicle, 5 Dec. 1959/PSSS/Gorio Belen).



Lengthened ROMBLON with new superstructure forepart at Manila, 3 June 1970 (W. Schell).

**BASILAN** (1947-50) 573/44 (FS)

Built by United Concrete Pipe Corp., Long Beach (#106) for US Army Transportation Corps as FS-393. 3/46 t/f through US Foreign Liquidation Commission to Philippine Shg Commission (Everett S.S. Corp. mgrs). Still as such 12/46, 1/47. 2/47 sold to CM r. BASILAN. 13/2/47 first advertised voyage Manila-



Capiz-New Washington. 15/7/49 sailed Manila with 99 passengers too many. 1950 conv. r. MINDORO. 3/50 chartered for YMCA cruise of Southern islands. 10/2/53 passenger lost overboard. 11/2/53 rammed wharf at Cebu on arrival from Mindoro. 11/53 sailed without radio operator during strike, fined. 18/12/55 1 killed, 12 wounded by amok (who then fatally knifed himself) off SW Bondoc Peninsula. 4/11/67 foundered between Panay and Sibuyan, with the loss of about 130 lives, as a result of a "tidal wave" caused by typhoon 'Emma'/'Welming', while on passage Manila-New Washington. Master had aborted entry to New Washington (unable to negotiate sandbar) and then Culasi because of stormy conditions and had been making for Romblon. Some reports that death toll may have been as high as 350 (153 saved) [*LR incorrectly says r. BASILAN in 1948*].

**BOHOL (1947-88) 560/44 (FS) (111 pass)**

Built by United Concrete Pipe Corp., Long Beach (#111) for US Army Transportation Corps as FS-550. 1947 sold to CM, conv. r. BOHOL. 26/6/49 deck hand stabbed to death during crew fight at Manila. 18/6/60 cited for recently carrying 87 passengers excess over licensed capacity of 111. 1988 scrapped at Manila.



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

**CORREGIDOR (1947-7?) 560/44 (FS) (140 pass)**

Built by United Concrete Pipe Corp., Long Beach (#110) for US Army Transportation Corps as FS-549. 3/46 t/f through US Foreign Liquidation Commission to Philippine Shg Commission (Everett S.S. Corp. mgrs). 1/47 sold to CM. 8/1/47 advertised TBA for Manila-Cebu-Dumaguete-Misamis-Iligan. 2/47 r. CORREGIDOR. 7/1/54 unable to sail because 290 passengers on board whereas licensed for 140. 20/1/54 drydocking in Cavite. 7/64 criticised by Mayor of Aklan for safety problems. Scrapped at Manila 1988 [Note Maritime Co. Overseas Inc., Monrovia CORREGIDOR 1978-80.]

**FS-147 (1947-47) 698/44 (FS, diesels by Buda Co., Harvey, Illinois)**

Built by Higgins Industries Inc., New Orleans (#13) for US Army Transportation Corps as FS-147. 10/46 chartered to General Shg Co., 29/10 maiden voyage Manila-Odiongan-Badajoz-Azagra-Capiz-

Bataan-Looc. 1/47 sold through Philippine Shg Commission to CM. 9/1/47 first advertised voyage Manila-Cagayan-Masbate-Tacloban, but sale evidently rescinded. 5/47 sale tenders called by Philippine Shg Commission, again 19/10/47, then 1/50 and again 3/50 (closing 15/4/50). 1950 sold to B. J. Server, Manila. r. ERNEST S. 1956 sold to Hijos de F. Escano Inc. r. RAJAH SULIMAN. 1984 scrapped [*LR says sold 1947 to New Orleans & C.A. as TARICA, 1950 r. ERNEST S but not as such in the Manila Press and likely to have been another vessel*].

**FS-156** (1947-47) 698/44 (FS, Buda diesels)

Built by Higgins Industries Inc., New Orleans (#23) for US Army Transportation Corps as FS-156. 1/47 sold through Philippine Shg Commission to CM. 11/1/47 first advertised voyage Manila-Odiongan-Capiz-New Washington-Coron. 5/47 sold to J. Castel & Co. r. DON CANDELARIO. 13/5/47 maiden voyage Manila-Zamboanga-Cotabato-Jolo (as 5/48). 1/50 offered for sale by Philippine Shg Commission, tenders closing 4/3/50, apparently sold to Soc. Oriental de Transportes e Armazens Ltda (SOTA), Macau (John Manners & Co. Ltd, Hong Kong) r. SOTA. 1951 reg. at Macau as SAN RAFAEL, lengthened, now 539 grt. 11/51 sold to Lam Hai Shipping Co. Ltd, Singapore r. LAM ANN. 1963 seized by Indonesian Government. 5/68 sold to Koh Bah Bah, Singapore and probably broken up. RLR 1971.

**FS-162** (1947-47) c.550/44 (FS)

Built by Higgins Industries Inc., New Orleans (#28) for US Army Transportation Corps as FS-162. Q1g/47 sold through Philippine Shg Commission to CM. 14/2/47 first advertised voyage Manila-Tacloban. By 8/47 apparently no longer in fleet. Sold to ROK Navy, r. PUSAN. 1958 broken up. [*Inclusion of FS-162 in this fleet based on this vessel's appearance in CM adv. in Manila Times of 12/2/47. No other mention*].

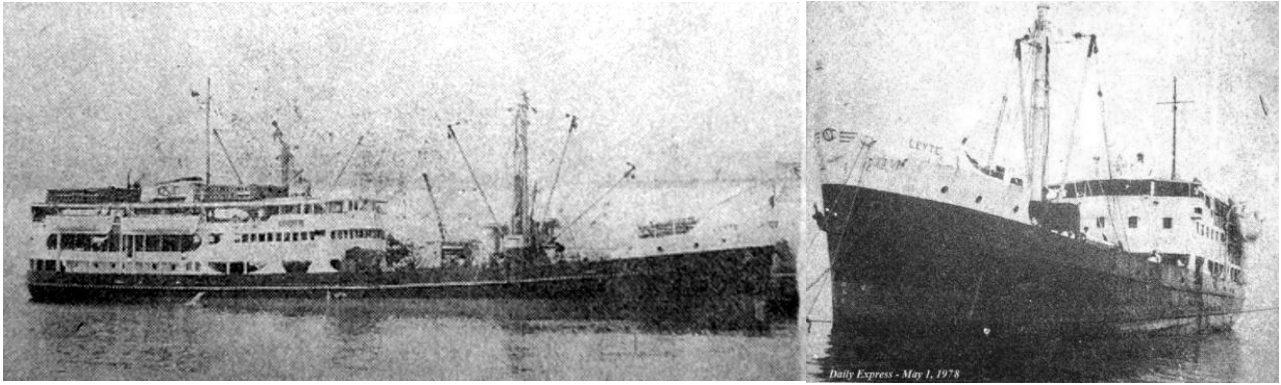
**FS-384** (1947-47) 550/44 (FS)

Built by Ingalls S.B. Corp., Decatur (Ala) (V601) for US Army Transportation Corps as FS-384. 1/47 sold through Philippine Shg Commission to CM. 23/1/47 first advertised voyage Manila-Cebu-Cagayan-Iligan-Misamis. By 8/47 apparently no longer in fleet. 1947 sold to Bisaya Land Transport r. DONA REMEDIOS. 8/49 sailing as DONA REMEDIOS. 2/2/51 one dead, 3 injured in amok attack. 1/59 at Cebu. Still listed L78. RLR 1990.

**FS-549** (1947-47) 560/44 (FS)      see CORREGIDOR (1947-88)

**BUTUAN** (1947-49) 550/44 (FS) c.550/44 (FS)

Built by Ingalls S.B. Corp., Decatur (#603) for US Army Transportation Corps as FS-386. 3/46 t/f through US Foreign Liquidation Commission to Philippine Shg Commission (Everett S.S. Corp. mgrs). Q1/47 sold to Victory Shg Co. r. SEVEN UP. 5/47 sold to North Camarines Lumber Co. r. DAET. 12/47 sold to Philippine Sea Transport Co. r. BUTUAN. 3/49 sold to CM r. LEYTE. 1956 lengthened (730g, later 718g). 11/1/62 cited for overloading passengers (licensed for 300 but carrying 444). 20/4/78 wrecked on Tabao Island (12.30N 122.07E) during typhoon 'Atang' and became total loss en route Manila-Cebu with passengers and general cargo.



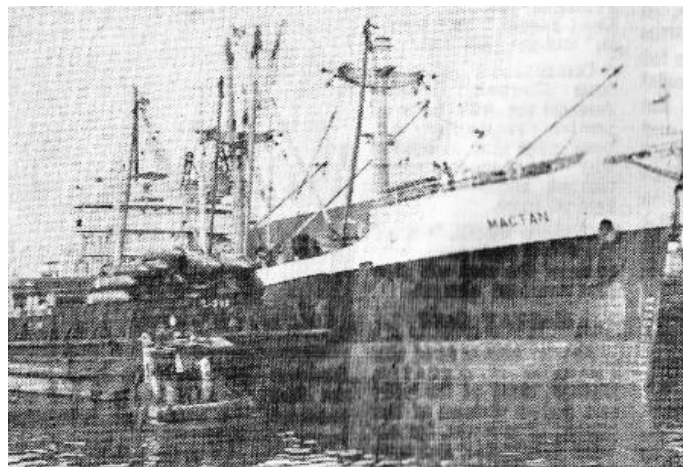
LEYTE after lengthening (Philippine Herald, 28/6/60, Daily Express 1/5/78/PSSS/Gorio Belen).

**GEORGE W. TUCKER** (1947-53) 1884/44 (N3)

Built by Avondale Marine Ways, Westwego, (La) (#47) for USWSA, later USMC, later US Dept of Commerce as GEORGE W. TUCKER. 1945 American President Lines mgrs for Philippine coastal operations, 29/6/47 still operated by APL. 8/47 leased under the Tydings Rehabilitation Act of 1946 to CM, registered in Philippines. 1/11/49 grounded in Cebu harbour during typhoon, refloated 6/11. 19/4/52 collided with and sank sailing vessel off Magdalena, Masbate, 1 dead 10 rescued. 5/52 charter extended to 30/6/53. LR53 still listed for US Dep't of Commerce, Manila. 2/54 in drydock. 1963 scrapped at Tacoma by Zidell Explorations Inc.

**MASTHEAD KNOT** (charter 1947-57) 3805/45 (C1-MAV)

Built by Consolidated Steel Corp., Wilmington (#1311) for USWSA, from 1945 USMC, later US Dept of Commerce as MASTHEAD KNOT. 1945 mgrs American President Lines for Philippine coastal operations. 8/47 leased under the Tydings Rehabilitation Act of 1946 to CM, registered in Philippines. 1949 collided with MINDANAO (3805/45). 5/52 charter extended to 30/6/53. 1954 reported grounded off Cotabato. 14/10/55 prisoner jumped overboard between Zamboanga and Cotabato. 17/12/55 passenger jumped overboard between Zamboanga and Maribijoc. 1/57 sold to CM r. MACTAN. 20/10/57 arrived Manila from Japan. 8/66 sold to General Shg Co. r. GENERAL DEL PILAR. 13/5/69 caught fire while loading cargo at General/Gin Island, Surigao. 16/5 sank after being gutted by fire.



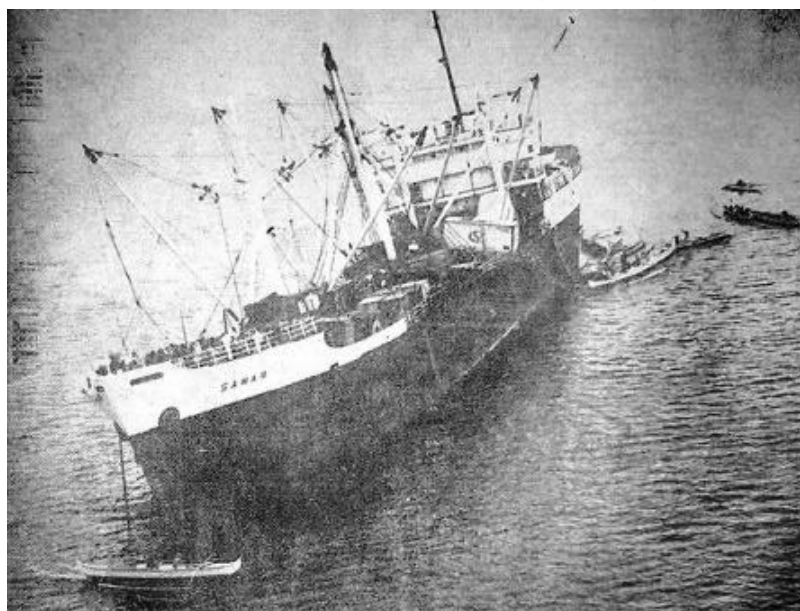
MASTHEAD KNOT as MACTAN (Manila Chronicle 5/11/60/PSSS/Gorio Belen).

**SNUG HITCH** (charter 1947-56) 3805/45 (C1-MAV)

Built by Consolidated Steel Corp., Wilmington (#1227) for USWSA, later USMC, later US Dept of Commerce, Los Angeles as SNUG HITCH. Q1/46 leased to Everett S.S. Corp. (Manila-Cebu-Dumaguete-Zamboanga-Cotabato-Davao-Basilan service). Still Everett 4/47. 8/47 leased under the Tydings Rehabilitation Act (1946) to CM, registered at Manila. 4/11/48 arrived in Manila three days late from Hong Kong after going to assistance of steamship *Mindanao* which had lost tow from tug *HWD Pauline* en route to Hong Kong. 3/9/49 arrived Manila from Hong Kong for interisland service and 9/49 advertised for CM as SAMAR but evidently not renamed at this time. 5/52 charter extended to 30/6/53. 1956 sold to CM and Q2/57 r. SAMAR, placed in service Philippines-Japan. 10/71 grounded off Balayan, Batangas. 16/10/75 reported aground (location unknown), but 18/10 refloated. 1982 scrapped at Navotas, Philippines by Acuario Marketing Corp. Inc.



SAMAR at Manila, 11 June 1970 (W. Schell).



SAMAR aground in October 1971, CM containers visible (Phil. Herald 14/10/71/PSSS/Gorio Belen).

**CARRICK BEND** (charter 1948-5, owned 1956-60) 3807/45 (C1-MAV) (211 pass)

Built by Pennsylvania Shipyards Inc., Beaumont (#333) for USWSA, later USMC, later US Dept of Commerce as CARRICK BEND. 1947 chartered to Everett S.S. Corp. 3/48 charter extended for 1 year

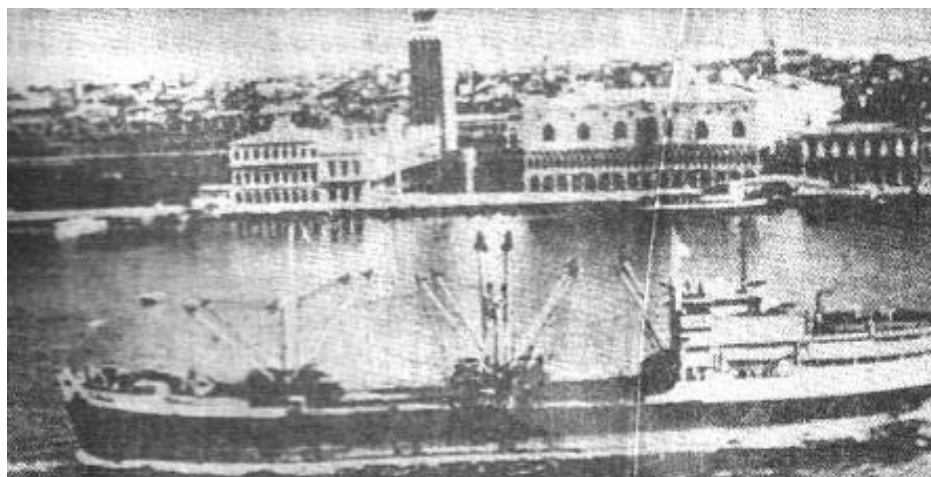
(Everett Orient Line service), 5/48 voyage Manila-Amoy, 9/6/48 voyage Manila-Hong Kong, but 8/48 leased to CM, registered in Philippines. 6/7/49 chartered by USMC to CM. 5/52 charter extended to 30/6/53. 1/11/52 returned Manila from refit in Hong Kong. 18/6/53 fined at Zamboanga for carrying 457 adult passengers in excess of licensed capacity of 211. 19/5/54 damaged in collision with *Tudor* (5418/49) at Bagakay Point off Liloan on voyage Cebu-Manila. 3/56 fined at Cebu for 66 excess passengers. 1956 sold to CM. 1960 r. SIQUIJOR. 4/61 cited for carrying 38 passengers more than licence. 21/7/69 grounded off Dipolog on passage Japan-Iligan. 25/7 refloated. 1970 under demolition at Kaohsiung by Chin Ho Fa Steel & Iron Co., 25/8/70 work began, 25/9/70 completed.



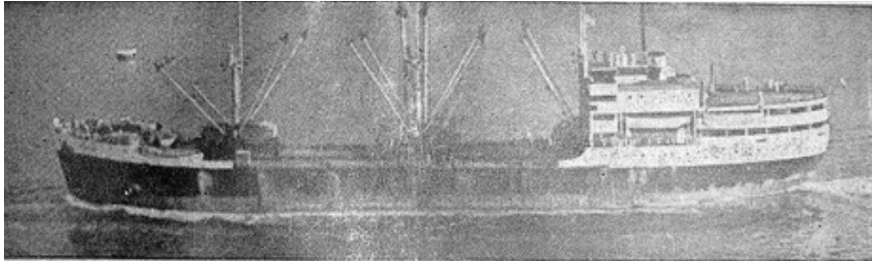
SIQUIJOR at Manila, 3 June 1970 (W. Schell).

**MINDANAO (1948-68) 3805/45 (C1-MAV)**

Built by Consolidated Steel Corp., Wilmington (#1223) for USWSA, later USMC as STAR KNOT. 1948 sold to CM r. MINDANAO (company flagship). 7/4/49 maiden voyage Manila-Cebu-Misamis-Iligan-Davao-Cotabato. 1949 collided with *Masthead Knot* (3805/45), master found negligent. 6/4/50 southern island cruise. 5/53 utilised for YMCA voyage to Japan and other voyages to Japan, Hong Kong, etc. 1/57 arrived Manila from Japan. 1958 on Japan service. 6-8/58, 5-8/59 and 4-7/61 pilgrim voyages to Jeddah. 16/1/67 grounded on Tablas Island in position 12.37.48N, 122.4.30 in heavy weather, 23/1 refloated, 3/67 docked but not repaired and laid up at Manila. 9/68 at Kaohsiung for demolition.



MINDANAO at Venice, June 1959, the first visit by a Philippine vessel (as photoshopped by CM, Manila Times).



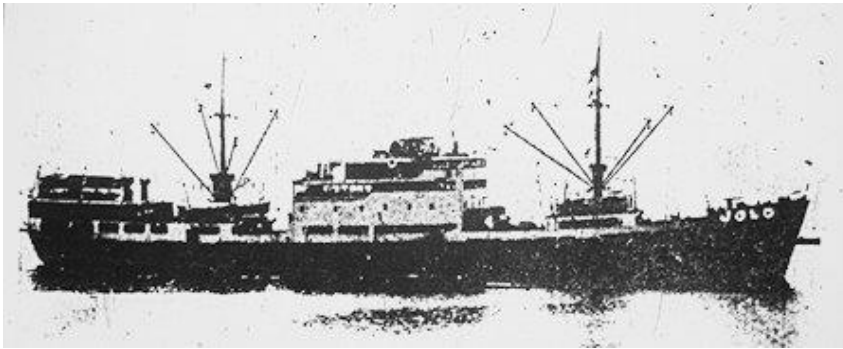
MINDANAO (Evening News 7/3/61/PSSS/Gorio Belen).



MINDANAO showing her built-up superstructure (*Life* magazine).

**JOLO** (1949-72) 2671/47 (pass)

Built by Ekensbergs Varv., Stockholm (#182) for A/S Norfinn (Jorgen Krag mgr), Oslo as MUI LEE. 9/48 grounded in Hoihow Bay in typhoon, 400 passengers rescued by *Mui Hock*. 15/4/49 refloated and repaired. 9/49 sold to CM, later Govt of the Republic of the Philippines Reparations Commission (CM mgrs) r. JOLO. Refitted at Varadero de Manila, Cavite. 12/49 maiden voyage Manila-Cebu-Tagbilaran-Misamis-Iligan-Cotabato-Davao as CM flagship (described by 'Manila Times' as "the most luxurious ship that sails the southern seas"). 17/10/51 disabled off Mindanao with damaged engine bearing, 18/10 resumed voyage. 12/51 refit with improvements. 3/56 drydocking in Cavite. 17/10/56 two convicts jump overboard in Iloilo Strait, one dead, one recaptured. 11/10/71 grounded during storm off Monkey Point, Carabalo Is. at entrance to Manila Bay o/v Mindanao-Manila (passengers and general cargo), 15/1/72 refloated, CTL. 24/12/73 arrived at Kaohsiung for demolition by Chin Ho Fa Steel & Iron Co. Ltd, 5/1/74 work began.



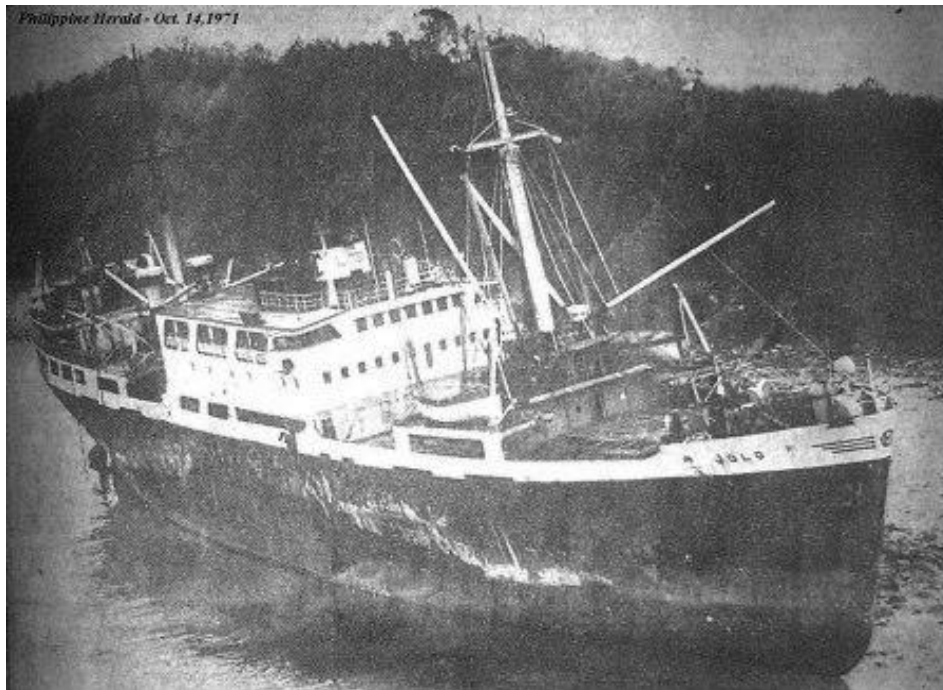
JOLO as shown in 1953 (Manila Times/SK).



At Cotabato (Internet).



JOLO at Manila, 24 May 1970 (W. Schell\*).



JOLO at demise (Philippine Herald, 14/10/71 /PSSS/Gorio Belen).

**LEYTE** (1949-78) 730/44 (FS)

see **BUTUAN** (1947-49)

**NORTHERN WANDERER** (charter 1949-53) 1870/45 (N3)

Built by McCloskey & Co., Tampa (#28) for USWSA for bareboat charter to MOWT as NORTHERN WANDERER but 6/45 on completion t/f to USMC, Tampa r. WARREN BEARSE. Early 1946 reverted to NORTHERN WANDERER and Q2/46 leased to Everett S.S. Corp. 2/47 made available for charter to Philippine ship operators under the Tydings Rehabilitation Act (1946). 1/48 still Everett (domestic service). 8/47 chartered to Philippine S.N. Co. for Manila/Tacloban/Catbalogan/Surigao service. 3/48 charter extended by 1 year. 12/49 charter t/f to CM, still as such 5/50. 5/52 charter extended to 30/6/53. By LR53 registered for US Dep't of Commerce, Tampa. 2/63 scrapped at Tacoma, Wa. by Zidell Explorations, Inc.

**ROMBLON** (1949-74) 569/44

see DON ESTEBAN (1946-49)

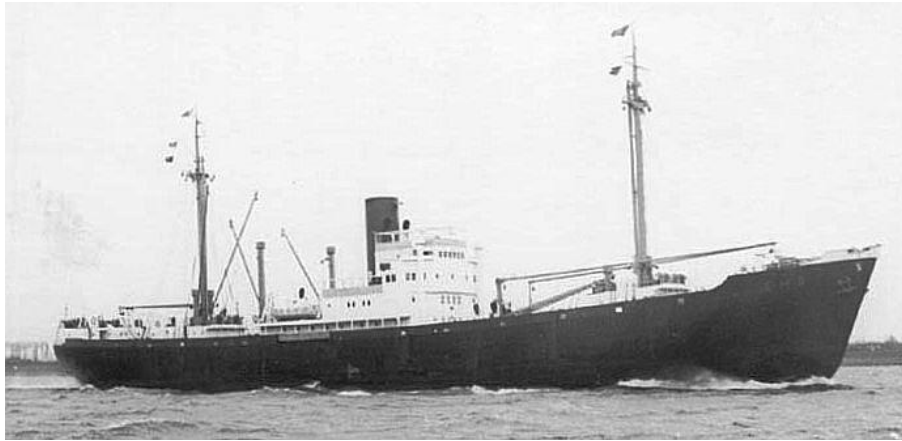
**SAMAR** (1949) 3805/45 (Described both as s.s. and m.s.) see SNUG HITCH (1947-56)

Identity unclear. 3/9/49 as newly acquired arrived Manila from Hong Kong for interisland service but as at 11/49, 2/50, 12/50 still not advertised for CM services out of Manila. Most likely an intended renaming of C1-MAV-type SNUG HITCH (1947-56), later SAMAR.

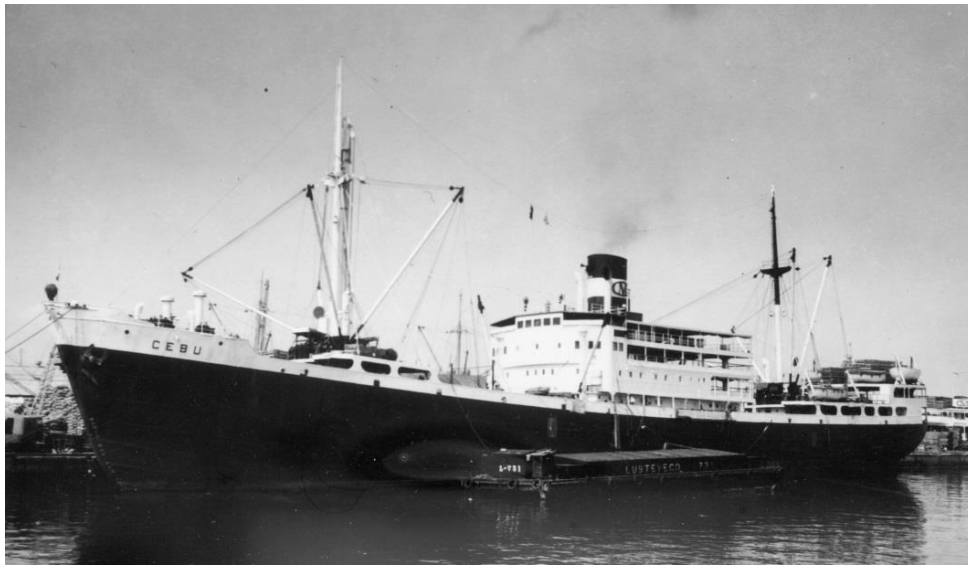
**CEBU** (1950-74) 3326/43 (pass.)

Built by Deutsche Schiff und Maschinenbau (DESCHIMAG) Akt. Weser, Bremen for Norddeutscher Lloyd, Bremen as DRAU (#627 launched 11/40 at Seebeck, Wesermunde, as #929, completed 10/43 at Bremen). 9/44 requisitioned by Kriegsmarine r. SPERRBRECHER 33. 1945 t/f to German Mine Sweeping Administration. 1948 sold to Skips A/S Varp (W. Tynaes), Oslo r. SUNNI. 1949 sold to A/S Rudolf (Olsen & Ugelstad), Oslo r. TINDEFJELL. Q3/50 sold to CM r. CEBU. By 12/52 in Japan service. 7-11/53 pilgrim voyage to Jeddah, then reverted to Japan service. 6/54 six persons injured when cargo hook caught on hatch cover. 3/11/55 arrived Manila from Japan to resume interisland service. 26/8/56 arrived Manila from Japan to resume interisland service, generally Manila-Cebu-Zamboanga-Cotabato-Dadiangas-Davao. 26/9/56 1 dead, 1 injured in amok attack. 1/57 arrived Manila from Japan. As at 1958 alternating with *Panay* on Japan service. 15/3/59 advertised for summer cruises. 1/60 damaged propeller in Cebu harbour. 22/11/67 in collision with *Sun Route* off Zamboanga. 3/4/69 stranded at Zamboanga, to Hong Kong for repair of plate damage. 1-3/70 pilgrim voyage. 27/9/73 grounded off Panganan Island S.E. of Mactan Island, o/v Manila-Davao with general cargo, CTL. 8/7/74 left Cebu in tow for Kaohsiung for demolition, arriving by 2/8, on which date work began. [<https://www.kbismarck.com/mine-barrage-breakers.html> indicates an earlier name for DRAU of *SILVIA*, no record in LR or *Miramar*].





Original appearance as shown by sister EMS ([http://www.bismarck-class.dk/bismarck\\_class/hilfskreuzer/komet.html](http://www.bismarck-class.dk/bismarck_class/hilfskreuzer/komet.html)).



CEBU with built-up foremast house, midships superstructure and aft (CM/W. Schell)

### **CORON (19??-??) (tug)**

CM vessel standing by LUZON during grounding 12/55, offloaded passengers and cargo and transported to Puerto Princesa, but apparently not involved in refloating attempt. 1970 still in service at Manila North Harbour. NFI.



CORON at Manila, 3 June 1970 (W. Schell).

**MARINDUQUE** (1950-51) 512/44 512/44 (FS, diesels by Buda Co., Harvey, Ill.)

Built by Higgins Industries Inc., New Orleans (#26) for US Army Transportation Corps as FP-159, later FS-159. 1946 sold through US Foreign Liquidation Commission to Elizalde. 3/9/46 maiden voyage Manila-Cebu, still as such 2/47. 19/10/47 offered for sale by tender by Philippine Shg Commission. 10/11/47 SOS with engine trouble in Albay Gulf during storm, 17/11 arrived at Legaspi. 1/50 again offered for sale by PSC, tenders closing 4/3/50. 1950 sold to CM r. MARINDUQUE. 1/51 r. LUZON. 18/12/55 grounded on Zambala shoals, Palawan, refloating planned for high tide on 26/11. 1959 r. MASBATE. 1966 t/f to Nasipit Lumber Co. (CM mgrs). 1988 scrapped at Manila. [*LR75 as ex FS-154, by LR78 corrected to FS-159. MT (8/1/47) errs in saying maiden voyage to Cebu yesterday*].

**MASBATE** (1950-58) 512/43 (FS) (291 pass)

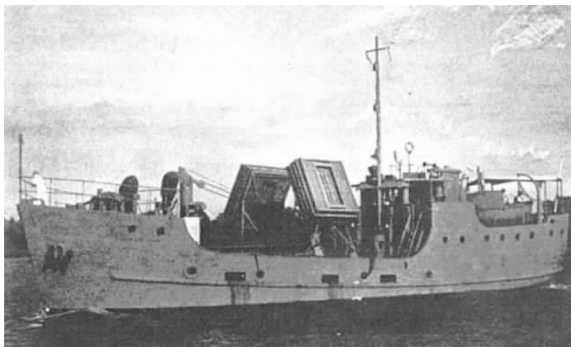
Built by Higgins Industries Inc., New Orleans (#10) for US Army Transportation Corps as FP-144, later FS-144. 1945 American President Lines mgrs, still as such 12/46. 4/47 sold through Philippine Shg Commission to Gregorio Araneta Inc. 5/47 r. DONA JUANA (advertised for Oriental Shg Agency), but reverted to Philippine Shg Commission as FS-144. Subsequently sold for P120,000 to Bisaya Land Transportation Co. Inc. but returned to Philippine Shg Commission when Philippine President insisted on sale price of P150,000. 1/50 offered for sale, tenders closing 4/3/50, purchased by CM, conv. r. MASBATE. 3/5/50 maiden voyage Manila-Coron-Puerto Princesa-Panakan. 1/8/50 SOS off Mindoro withhold, engine room and some accommodation flooded, towed to Pawican by *Crevalle* (233/43), repaired at Cavite drydocks returning to service 22/8. 1958 sold to Sweet Lines Inc. r. SWEET TOWN (573g, 291 pass). 1982 scrapped in Philippines. [*Silverstone errs in saying MASBATE from 1950, subsequently DONA JUANA*].

**MINDORO** (1950-67) 573/44 (FS)

see BASILAN (1947-50)

**BASILAN** (1951-52) 168/44 ('F' type) (pass)

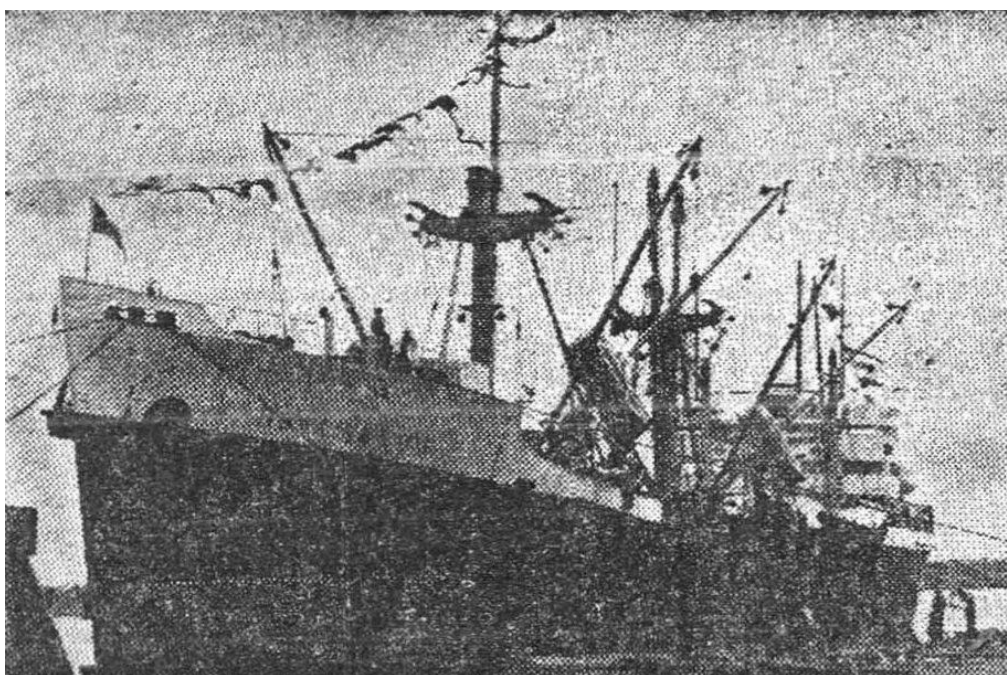
Built by Sturgeon Bay S.B. & D.D. Co., Sturgeon Bay (Wi.) for U.S. Army as F-6. Q2/46 sold through US Foreign Liquidation Commission to Southern Lines r. GOVERNOR FORBES. 1948 conv. 1951 sold to Nasipit Lumber Co. Inc. (CM mgrs) r. BASILAN. 1952 t/f to CM r. BASCO, first advertised sailing 22/3/52 Manila-Basco-Dalupiri-Sabtang-Ithayat. 17/12/53 arrived back at Manila after reported missing in heavy weather since 3/12 on voyage Manila-Basco. 1/8/54 Manila-Aparri-Salomague. Still as such 4/55. 18/8/61 grounded 100 yards off Dongon Point, Mindoro Occidental. 19/11/64 foundered in Cagutsan Bay (9.46N 125.39E) near Surigao in typhoon [*LR says r. 1947. Note new BASILAN 1952. Excellent photo MT 19/8/61 p.24A*].



BASILAN was of the 99' F-Class, illustrated.

**BOWLINE KNOT** (charter, 1951-53) 3805/45 (C1-MAV)

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



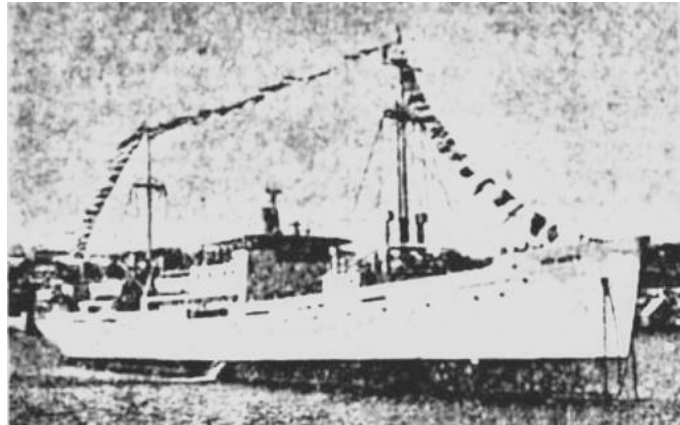
BOWLINE KNOT, still with wartime Carley floats (*Evening News*, 4/3/50/PSSS/Gorio Belen).

**LUZON** (1951-59) 512/44 (FS)

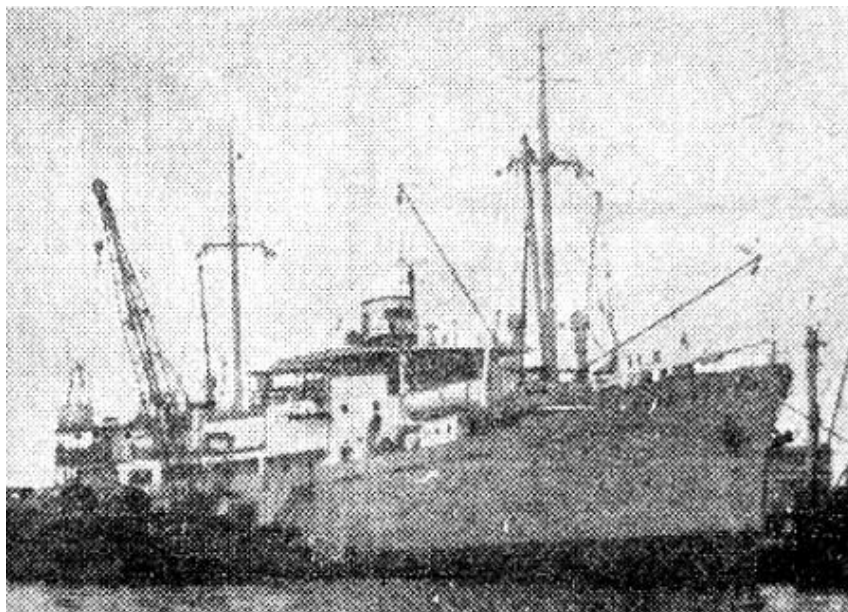
see MARINDUQUE (1950-51)

**PANAY** (1951-78) 2759/49 (339 pass)

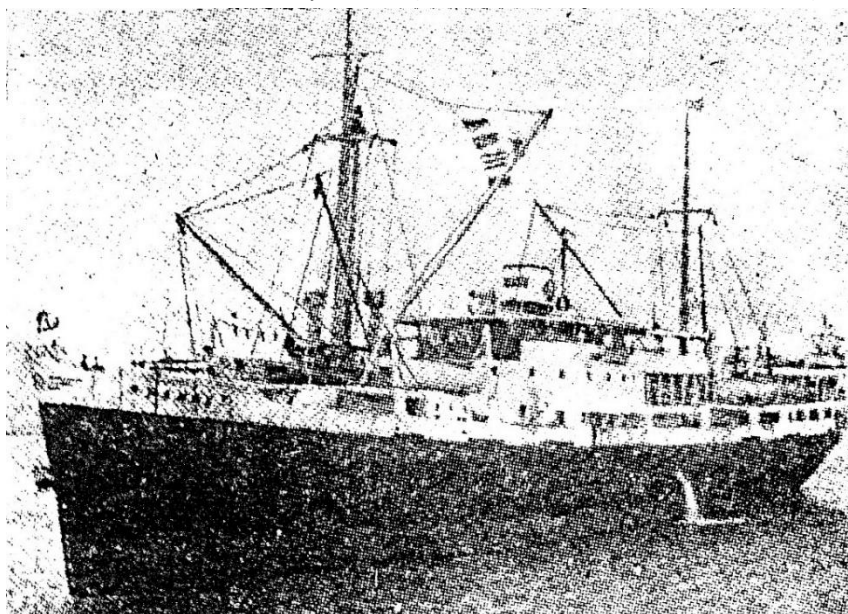
Built by A/S Rosenberg M/V Stavanger (#153A) for A/S Norfinn (Jorgen Krag mgr), Oslo for Hong Kong-Hainan-Straits service as MUI NAN. 7/51 sold to CM r. PANAY. 22/7/51 maiden voyage Manila-Iloilo-Pulupandan-Iligan-Kolambugan. 5/8/51 sailed Manila on pilgrimage to Jeddah via Mindanao and Moro (to 10/51). 12/51 fitted with new deck space. 8-10/52 pilgrim voyage to Jeddah. 10/3/53 customs violation at Cebu for overloading passengers (250 more than permitted 339 plus 75 crew). 17/2/55 grounded at entrance to Masbate Bay, 18/2 refloated. \*7-9/55 pilgrim voyage. By 1958 alternating with Cebu on Japan service. 1/60 aground off berth at Cebu. 18/12/67 damaged in collision with Roswell Victory. 23/3/77 damaged by grounding off Salauan Point, northern Mindanao on voyage Iligan City-Cagayan de Oro. Laid up at Manila until 12/78 broken up at Cavite.



MUI NAN as built already had extensive 'tween deck accommodation (<https://www.sjohistorie.no/en/skip/932798/#&gid=1&pid=1>).



Some variations in early PANAY (from a CM advert., Manila Times).



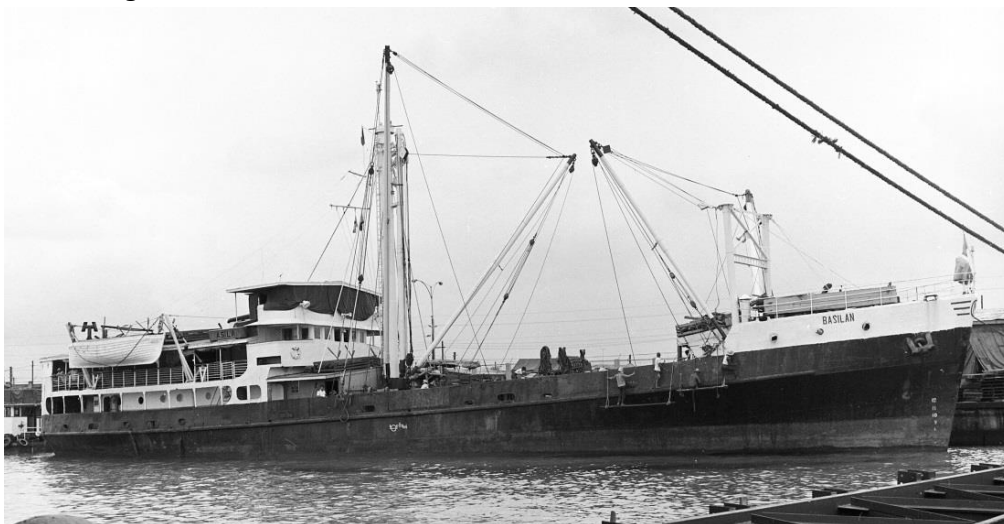
Later PANAY (Sunday Times 13/6/57 /SK).



Final arrangement of PANAY (postcard distributed in 1970 by Lyric Studio/W. Schell).

**SUSANA** (1951-52) 512/44 (FS) (pass)

Built by Higgins Industries Inc., New Orleans (#63) for US Army Transportation Corps as FS-197. 1945 American President Lines mgrs. 2/47 sold through Philippine Shg Commission to Samar-Leyte Shg 7/2/47 first advertised voyage Manila/Masbate/Catbalogan/Tacloban/Cebu. 18/2/47 returned to Manila as SUSANA. 3/47 advertised for Oriental Shg Lines, but a few days later for Samar-Leyte Shg Co. 6/47 described as "the favourite boat of the Samarenos and Leytenos", owner Fernando A. Froilan. 1/48 owners apparently bankrupt. 15/1/48 advertised for North Camarines Lumber Co. Ltd. 4/3/48 advertised for Philippine Sea Transport Co. 29/6/48 detained by Republic of Philippines Shg Administration, not to sail until further notice. 14/7/48 after layup in Manila Bay returned to service for Philippine Sea Transport Co. but by early 1949 this company no longer advertising, other ships in fleet sold. 1949 sold to Pan Oriental Shipping Co. r. CONTINENTAL. By 1/3/51 sailing for CM as SUSANA. Still as such 20/10/51 but not advertised by 1/11/51. 1952 sold to CM r. BASILAN. 1972 t/f to Nasipit Lumber Co. (CM mgrs). 1988 scrapped Manila. [LR suggests r. FROILAN before SUSANA, but not seen in sailing schedules].



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

**BASCO** (1952-64) 168/44

see BASILAN (1951-52)

**BASILAN** (1952-88) 512/44 (FS)

see SUSANA (1951-52)

**NASIPIT (19??-??) (LCT type)**

Owned by CM. 25/2/56 fined at Cebu for overloading.

**NASIPIT III (19??-??)**

Owned by Nasipit Lumber Co. 11/52 Customs violation.

**NASIPIT IV (19??-??)**

14/11/56 reported fined at Cebu for overloading on 16/9/56 and 6/10/56.

**SAMAR (1956-82) 3805/45**

see SNUG HITCH (1948-56)

**MACTAN (1957-66) 3805/45**

see MASTHEAD KNOT (1947-57)

**LUZON (1959-83) 4323/59 (pass)**

Built by Nagoya Zosen, Nagoya (#149) for Philippine Govt Reparations Commission (CM mgrs, later owners) as cargo ship. Used initially on Japan service. Pass. accom. later added (4834 grt). LR70 still CM but by LR73 t/f to MCP. 15/8/83 driven aground in Manila Bay by typhoon 'Vera', 25/7 refloated, CTL. 12/83 demolition commenced off Navotas Fishport by Mrs Ladisla Acquario. [3/3/81 demolition reported commenced at Gadani Beach, Pakistan by Hydere Trading, but evidently different vessel].



LUZON was built to carry only 11 passengers, in cabins, and used on the service between the Philippines and Japan (*Fune no Kagaku*, June 1959).



LUZON at Manila, 24 May 1970 refitted as an interisland passenger ship, built up fore, centre and aft with expanded superstructure and boats at both masts (W. Schell\*).

**MANILA (1959-80) 8246/59**

Built by Mitsubishi Nippon H.I. Ltd., Yokohama (#832) for Philippine Govt Reparations Commission (CM mgrs). Used initially on US West Coast service. 1980 r. MANILA 1. 1981 sold to Dartmouth Nav. Corp., Panama r. MANILA. 1982 sold to Bembridge Shg Corp., Panama r. ARMA. 17/1/83 arrived Karachi for demolition, 22/3/83 work began.



MANILA in Malacca Strait (P. Foxley\*)



(G. Lanuth/M. Piche@Shipspotting).

**MASBATE (1959-88) 512/44**

see MARINDUQUE (1950-51)

**PHILIPPINE ANTONIO LUNA (1960-82) 9904/60**

Built by Mitsubishi Zosen, Nagasaki (#1523) for National Devt Co. (MCP mgrs). Launched as PHILIPPINE LETYE but completed as PHILIPPINE ANTONIO LUNA. 1967 t/f to MCP. 1982 sold to National Devt Co. (mgrs unknown) r. MARANAO. 3/5/84 demolition commenced at Iligan by National Steel Corp.



PHILIPPINE ANTONIO LUNA (Jennifer@shipspotting).

**PHILIPPINE BATAAN (1960-83) 9891/60**

Built by Mitsubishi Zosen, Yokohama (#835) for National Devt Co. (MCP mgrs). 1967 t/f to MCP. 1983 sold to National Devt Co. (mgrs unknown). 26/8/84 arrived in tow at Iligan for demolition by National Steel Corp. [*Offered in Airfoto 155, WSPL 1992*].



PHILIPPINE BATAAN (Joerg Seyler@shipspotting).

**PHILIPPINE CEBU (1960-60) 10015/60**      see PHILIPPINE JOSE ABAD SANTOS (1960-68)

**PHILIPPINE CORREGIDOR (1960-79) 10035/60**

Built by Hitachi Zosen, Innoshima (#3889) for National Devt Co. (MCP mgrs). 1967 t/f to MCP. 2/8/77 caught fire while lying at Houston, sustaining considerable damage. 7/10/79 departed Galveston for demolition in South Korea.





PHILIPPINE CORREGIDOR on trials in NDC colours (builders).



PHILIPPINE CORREGIDOR at Vancouver (Walter E. Frost).

**PHILIPPINE JOSE ABAD SANTOS (1960-68) 10,015/60**

Built by Hitachi Zosen, Innoshima (#3890) for National Devt Co. (MCP mgrs). Laid down as PHILIPPINE CEBU but launched 10/9/60 and completed as PHILIPPINE JOSE ABAD SANTOS. 23/1/67 rescued 15 Cubans on raft near Florida. 1967 t/f to MCP. 7/6/68 sunk in collision with *Kirishima Maru* (57706/64) during fog in 34.42N 139.10E about 12 miles NE of Shimoda on passage Manila-Yokohama with lumber and general cargo. [Although on 25 year demise-charter to CM, full insurance monies were paid to CM and used as operating capital. See *Manila Times* 9/2/71].



PHILIPPINE JOSE ABAD SANTOS at Boston, 11 Feb 1964 (R. Cowen/W. Schell).

**PHILIPPINE LEYTE** (1960-60) 9904/60      see **PHILIPPINE ANTONIO LUNA** (1960-82)

**PHILIPPINE RIZAL** (1960-82) 9912/60

Built by Mitsubishi H.I., Kobe (#906) for National Devt Co. 11/60 MCP mgrs. 1967 t/f to MCP. 1982 sold to National Devt Co. (mgrs unknown) r. BADJAO. 1983 t/f to National Galleon Shg Corp. 15/7/83 driven aground in Manila Bay by typhoon 'Vera'. 11/7/84 arrived at Iligan City for demolition by National Steel Corp.



PHILIPPINE RIZAL (photoship.co.uk).



PHILIPPINE RIZAL at speed in Malacca Strait (P. Foxley\*).

**SIQUIJOR** (1960-70) 3807/45      see **CARRICK BEND** (1960-70)

**ZAMBOANGA** (1960-80) 8971/60

Built by Kawasaki Dockyard Co. Ltd (#1004), Kobe for Philippine Govt Reparations Commission (CM mgrs). 1980 r. ZAMBOANGA 1. 1981 sold to Beagle Shg Corp., Panama r. ZAMBO. 1/4/82 at Karachi for demolition.



ZAMBOANGA (photoships.co.uk).



ZAMBOANGA at Vancouver, 21 March 1971 (S. Klassen/W. Schell).



ZAMBOANGA near Rotterdam on 23 May 1972 (Malcolm Cranfield).

**VISAYAS** (1963-85) 4348/63 (pass)

Built by Bremer Vulkan, Vegesack (#905) for CM. 23/4/63 maiden voyage from Manila to southern ports. 3/12/66 reported awarded Cebu prize for best boats and fire drills. 1975 t/f to Hermanos Cia Nav. S.A. 1977 t/f to CM. 15/7/83 driven aground at Cavite by typhoon 'Vera', 9/8 refloated. 10/2/85 demolition commenced at Kaohsiung by Tien Chen Steel Mfg Co. Ltd.



VISAYAS in her prime from framed photo on wall of CM office (CM/W. Schell).



VISAYAS arriving at Yokohama, late-1981, as freighter on Philippines-Japan service (SK\*).

**DONA NATI** (managed 1963-65) 7356/51

Built by Nishi Nippon Jukogyo, Nagasaki (#1412) for National Devt Co. (De La Rama S.S. Co., mgrs) as DONA NATI. 17/2/55 collided with small Japanese vessel in Yokohama harbour. 2/7/55 sailed Manila for USA with display of Philippine art. 9/56 rudder repairs at Kobe. 8/9/56 mgrs Philippine National Lines. 1961 sold to Liberation S.S. Co. 15/5/62 contract of sale rescinded. 8/62 crew strike at Portland, Oregon for non-payment of wages. 9/62 repossessed at Portland by National Devt Co, by 4/63 sailing for Philippine National Lines (Maritime Co. of the Philippines agents). 1963 MCP mgrs.

15/4/64 serious damage in collision with *Yakushima Maru* (9440/54) in fog off Mie, vessels locked together, not separated until 21/4. 1965 mgrs United Philippine Lines Inc. 1968 t/f to United Philippine Lines Inc. 8/1/70 arr. Kaohsiung for demolition.



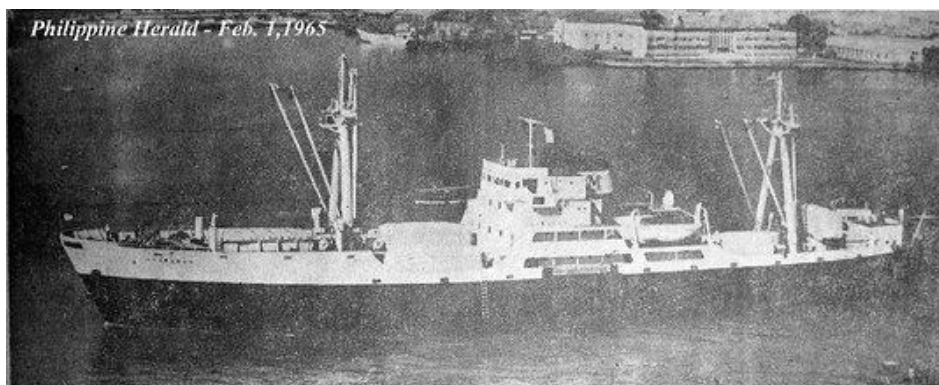
DONA NATI in Philippine National Lines service (photoship.co.uk).

**GUIMARAS (1964-79) 3555/57 (pass)**

Built by At. & Ch. de Bretagne, Nantes for Soc. Générale de Transports Maritimes, Marseille as SIDI-AICH. 10/64 sold to CM, pass. accom. enlarged, r GUIMARAS. 27/6/65 seized for cigarette smuggling. 17/8/71 driven aground at Lantau Island, Hong Kong during typhoon 'Rose', refloated. 6/7/79 grounded on Negros Island in 9.49N 122.22E following engine failure. CTL.



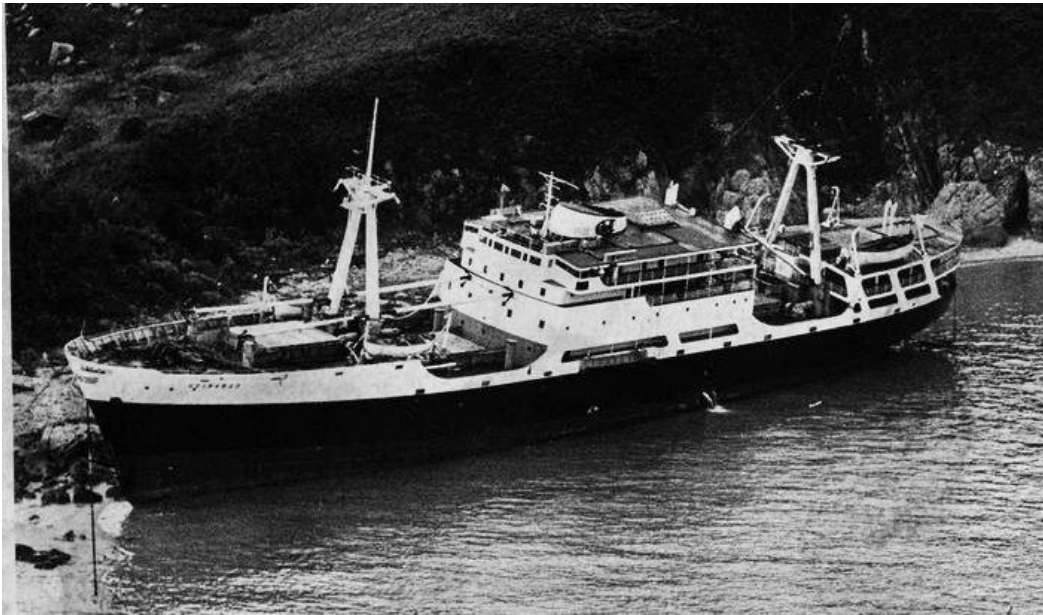
SIDI-AICH built as a cargo ship ([https://ss-panay.com/de de/julien-wreck/](https://ss-panay.com/de_de/julien-wreck/)).



GUIMARAS ex SIDI-AICH in original Maritima layout (Phil. Herald/PSSS/Gorio Belen).



At Cotabato 7 June 1970, showing rebuilt midships/aft superstructure (W. Schell).



Aground on Lantau Is., Hong Kong August 1971 (SMCP Pictures)

**LINGAYEN GULF (1965-73) 7355/50**

Built by Nishi Nippon Jukogyo, Nagasaki (#1410) for National Devt Co. (De La Rama S.S. Co., mgrs) as DONA ALICIA. 7/54 drydocked at Miraveles. 10/8/54 grounded on Ieshima Isl. near Shikoku on voyage Kobe-Hong Kong, 14/8 refloated after cargo offloaded into barges, master suspended for 3 months. 24/10/56 mgrs Philippine National Lines. 8/57 drydocked at Mariveles. 17/6/61 sold to Liberation S.S. Co. 15/5/62 contract of sale rescinded. 7/62 reported to be laid up at Manila, but by 4/63, 8/64 sailing for Philippine National Lines (MCP agents). 1965 sold to CM. 4/65 advertised for MCP. 1965 r. LINGAYEN GULF. 1968 t/f to. 5/4/73 demolition commenced at Kaohsiung by Chin Ho Fa Steel Corp.



LINGAYEN GULF in the Straits of Malacca (Peter Foxley\*).



LINGAYEN GULF at Vancouver (Gerolf Drebes).



LINGAYEN GULF at Manila 26 June 1970 (W. Schell).

**SARANGANI BAY (1965-72) 7355/50**

Built by Nishi Nippon Jukogyo, Nagasaki (#1411) for National Devt Co. (De La Rama S.S. Co., mgrs) as DONA AURORA (then largest and most powerful dry cargo ship constructed in Japan since 1945). 31/1/53 first vessel drydocked by Bataan National Shipyard. 28/9/55 reported aground at Morant Cays, SE Jamaica inwards bound to Kingston, but refloated same day. 10/56 mgrs Philippine National Lines. 1961 sold to Liberation S.S. Co. 15/5/62 contract of sale rescinded. 8/62 crew striking at San Francisco for non-payment of wages. 9/62 repossessed at San Francisco by National Devt Co., by 4/63, 8/64 sailing for Philippine National Lines (Maritime Co. of the Philippines agents). 1965 sold to CM, later (1966-1969) MCP. 4/65 advertised for MCP. 17/3/65-5/65 crew on strike at Kobe seeking continuation of conditions under new management. 18/6/65 r. SARANGANI BAY but 22/6/65 forcibly taken by 30 armed men from Pier 9, Manila, 23/6 arrived Cebu, grounded off South Stream near Talisay. 6/72 sustained bottom damage when departing Manila for the Continent, CTL. 16/10/72 at Kaohsiung for demolition. 20/12 work commenced by Chin Ho Fa S. & I. Co. Ltd.



SARANGANI BAY at Vancouver (Walter E. Frost)



SARANGANI BAY at Manila 26 May 1970 (W. Schell).

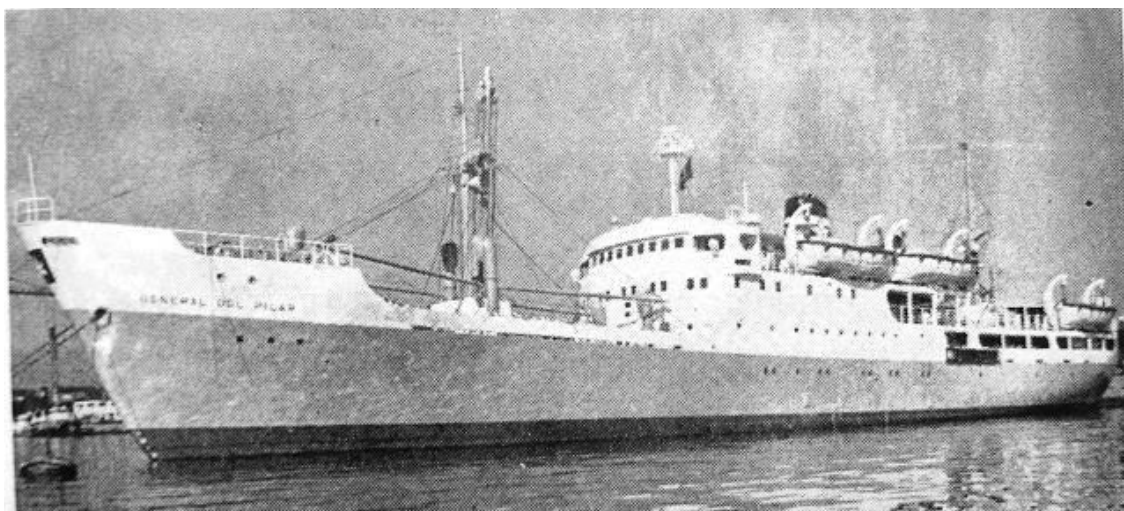


**GENERAL DEL PILAR** (1966-66) 1736/61 (pass.)

Built by Nippon Kokan, Shimizu (#163) for General Shg Co. as GENERAL DEL PILAR. 2/66 sold to CM. 8/66 r. MACTAN. 16/7/73 sank during storm in Tablas Strait off south coast of Mindoro in 12.57N 121.42.30E o/v Mindanao-Manila after developing list the previous day, at least 22 dead [*MT 10/10/63 says financed under reparations*].



GENERAL DEL PILAR on trials (*Sempaku no Shashin* 1961).



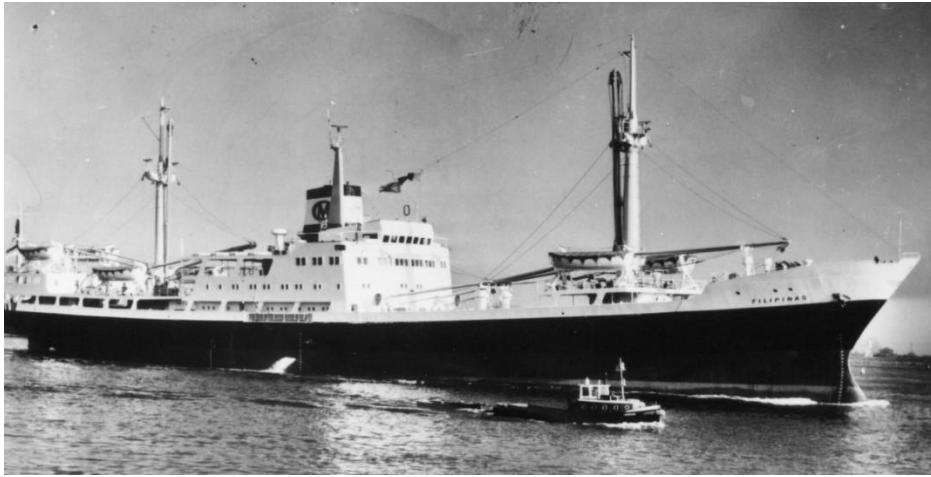
GENERAL DEL PILAR (*Shipping & Trade News* 1961).

**MACTAN** (1966-73) 1736/61

see GENERAL DEL PILAR (1966-66)

**FILIPINAS** (1968-85) 4997/68 (pass)

Built by Bremer Vulkan, Vegesack (#939) for CM. 15/7/83 driven aground in Manila Bay by typhoon 'Vera', 22/7 refloated, but apparently not repaired. 20/3/85 left Manila in tow for shipbreakers at Kaohsiung, where work started 5/4 by Tien Cheng Steel Mfg Co. Ltd.



FILIPINAS (CM/W. Schell).



FILIPINAS (J.L. Shaw\*).

**ISLA VERDE (1969-74) 3992/57 (ref.)**

Built by Soc. des Forge de la Mediterranée, Havre (#357) for Cie des Chargeurs Réunis, Le Havre as KITALA (4143g). 1969 sold to MCP r. ISLA VERDE. 1974 t/f to CM r. DADIANGAS. 23/6/80 grounded off Siargao Island in 10.04N 126.05E on voyage Bilig-Nasipit, 18/7 refloated. 1/4/81 demolition commenced at Kaohsiung by Chih-I Ent. Co. Ltd.



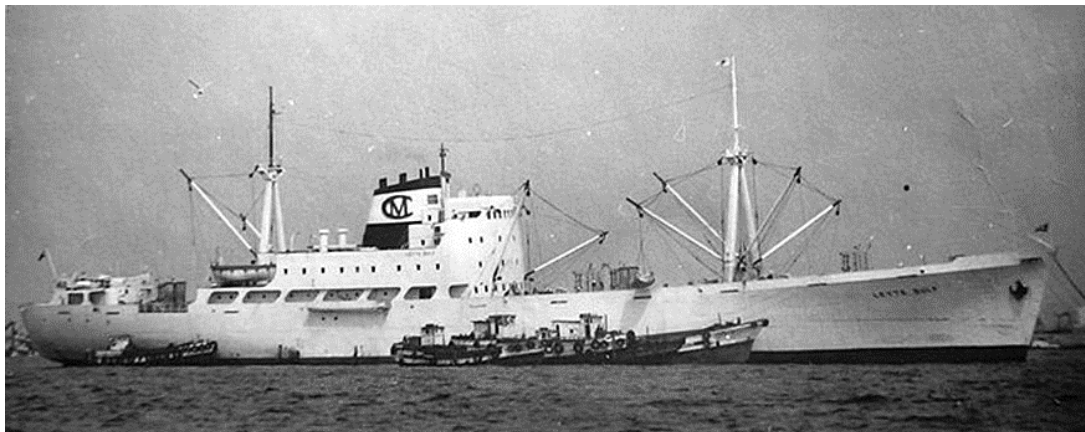
ISLA VERDE as KITALA ([PWR@shipspotting.com](mailto:PWR@shipspotting.com)).



DADIANGAS ex ISLA VERDE ex KITALA with accommodation added aft (J.L. Shaw\*).

**LEYTE GULF (1969-82) 3739/57 (ref.)**

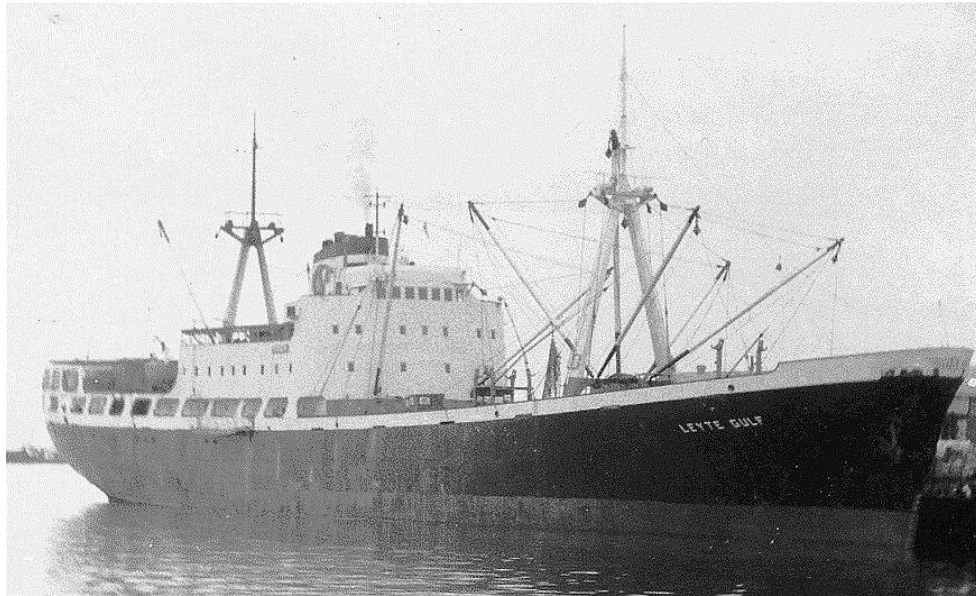
Built by Ch. Reunis Loire-Normandie-Gironde, Quevilly (# H-17) for Cie. de Nav. Fruitière, Nantes as FOULAYA. 1969 sold to MCP r. LEYTE GULF. 1976 t/f to CM. 27/2/78 grounded off Cotabato City in 7.16N 124.12E, 2/3 refloated. 1982 scrapped in Philippines.



LEYTE GULF at Yokohama ca. 1969 (SK\*).



LEYTE GULF (Karsten Petersen).



LEYTE GULF with black hull and accommodation added aft (J.L. Shaw\*).

**MINDANAO (II) (1970-80) 3357/59 (ref.)**

Built by Deutsche Werft A.G., Hamburg (#746) for Horn-Linie, Hamburg as HORNKOOG. 1/70 sold to MCP r. MINDANAO. 28/7/80 demolition commenced at Kaohsiung by Yin Shen Steel Ent. Co. Ltd. [Note new MINDANAO from 1978].



Reefer MINDANAO (S. Kizu\*).



MINDANAO at Rotterdam, July 1970 (M. Cranfield/W. Schell).

**CABO BOJEADOR (1971-83) 2792/58 (ref)**

Built by Valmet O/Y, Abo (#238) for Partenreederei m.s. "Aldenburg" (H.Schuldt mgr), Hamburg as ALDENBURG. 1968 t/f to Partenreederei m.s. "Frigoartico" (H. Schuldt mgr) r. FRIGOARTICO. 1971 sold to Maritime Company Overseas Inc. r. CABO BOJEADOR. 31/8/83 demolition commenced at Kaohsiung by Tien Cheng Mfg. Co. Ltd.



CABO BOJEADOR early in 1979 (SK\*).

**CABO BOLINAO (1971-84) 4810/56 (ref.)**

Built by Eriksbergs M/V A/B, Gothenburg (#492) for Rederi A/B Salenia (Sven Salen mgr), Stockholm as CAYMAN. 1971 sold to Maritime Company Overseas Inc. r. CABO BOLINAO. 1983 t/f to MCP. 28/4/84 laid up in Hong Kong. 9/84 demolition commenced by Fuji Marden & Co. Ltd.



CABO BOLINAO at Yokohama on 21 March 1974 (SK\*).

**CABO SAN AGUSTIN (1972-83) 2514/59 (ref)**

Built by Valmet O/Y, Abo (#252) for Partenreederei m.s. "Artlenburg" (H.Schuldt mgr), Hamburg as ARTLENBURG. 1968 t/f to Partenreederei m.s. "Frigoantartico" (H. Schuldt mgr) r. FRIGOANTARTICO.

1972 sold to Citicorp Maritime Lease (SKO) Inc., Monrovia r. CABO SAN AGUSTIN. 1975 t/f to Maritime Company Overseas Inc. 1983 t/f to MCP. 1983 scrapped at Kaohsiung by Tien Cheng Steel Manufacturing Co., 21/7 work began.



CABO SAN AGUSTIN as German ARTLENBURG ([tom400@shipspotting.com](mailto:tom400@shipspotting.com)).



CABO SAN AGUSTIN at Kobe (A. Duncan/W. Schell).

**SAN BERNARDINO (1972-83) 3098/59 (ref)**

Built by Blohm & Voss, Hamburg (#810) for Partenreederei m.s. "Alsterblick" (Rob. M. Sloman Jr mgr), Hamburg as ALSTERBLICK. 12/70 sold to Cie. de Nav. d'Orbigny, Paris r. HIRSON. 1972 sold to Maritime Co. Overseas Inc. r. SAN BERNARDINO. 1981 t/f to Maritime Co. of the Philippines. Scrapped Manila 1983 by L. Acquario Marketing Corp., work began 6/83, completed 9/83.



SAN BERNARDINO as ALSTERBLICK ([Andreas Hoppe@shipspotting.com](mailto:Andreas.Hoppe@shipspotting.com)).

**PUERTO PRINCESA (1972-78) 6955/54 (ref.)**

Built by Harland & Wolff Ltd., Glasgow (#1482) for Port Line Ltd, London as PORT MONTREAL. 1972 sold to Maritime Co. Overseas Inc., Monrovia. r. PUERTO PRINCESA. 1977 t/f to MCP. 1978 dragged anchor in typhoon at Manila and collided with *Fides Orient*. 27/11/78 arrived at Kaohsiung for demolition by Nan Long S. & I. Co. Ltd, 17/12 work began.



PUERTO PRINCESA (J.L. Shaw; J. Howell@shipspotting.com).

**LINGAYEN (1973-80) 3111/55 (ref.)**

Built by Bremer Vulkan, Vegesack (#849) for Union-Partenreederei m.s. "Bremerhaven" as BREMERHAVEN. 1973 sold to Maritime Company Overseas Inc. r. LINGAYEN. 15/2/76 caught fire while lying at Mariveles, Bataan. 16/2 extinguished with extensive damage. 11/12/79 caught fire on voyage Japan-Cebu, abandoned by crew, beached off Cebu, CTL. Sold to Schuler Shipbreakers who 2/7/80 commenced work at Hong Kong.



LINGAYEN at Naha on 30 September 1975 (SK\*).

**SARANGANI** (1973-83) 3111/55 (ref.)

Built by Bremer Vulkan, Vegesack (#852) for Union-Partenreederei m.s. "Nordenham" (Scipio & Co. mgrs) as NORDENHAM. 1973 sold to Maritime Company Overseas Inc. r. SARANGANI. 1981 t/f to MCP. 30/12/83 arrived at Kaohsiung for demolition by Tien Cheng Steel Manufacturing Co.

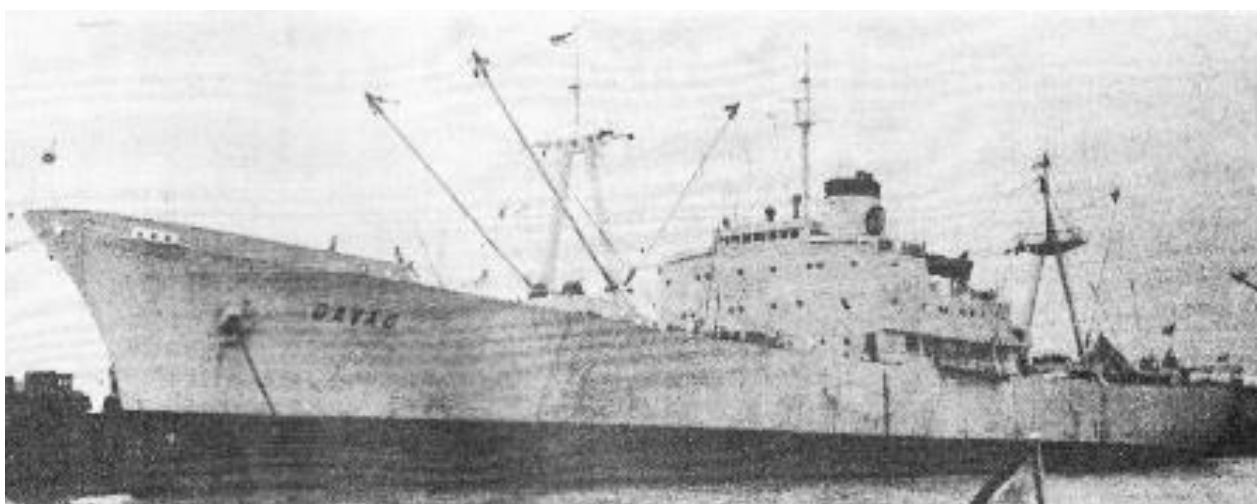


SARANGANI (photoships.co.uk).

**DADIANGAS** (1974-81) 3992/57 see ISLA VERDE (1969-74)

**DAVAO** (1974-84) 5040/64 (ref)

Built by Kawasaki Dockyard Co. Ltd, Kobe (#1045) for Kawasaki Kisen K.K. & Asahi Kisen K.K., Kobe as ECUADOR MARU. 1974 sold to Maritime Company Overseas Inc. r. DAVAO. 1983 t/f to MCP. 14/9/84 left Hong Kong in tow for demolition at Humen.



DAVAO (Philippine Daily Express, 10/12/80/PSSS/Gorio Belen).





DAVAO unloading bananas at Detamachi Pier, Yokohama (*Port of Yokohama* 1984 Edition).

**ISLA VERDE** (1975-84) 7891/64 (ref.)

Built by Nederland Dok. & Schps., Amsterdam (#515) for Geest Industries Ltd. (Capt. I.S. McLean mgr), Boston (UK) as GEESTBAY. 1973 sold to K/S A/S Noja Ltd. (Christian Haaland mgr), Norway r. NORTH STAR. 1975 sold to Maritime Co. Overseas Inc., Monrovia r. ISLA VERDE. 1983 t/f to MCP. 28/4/84 laid up at Hong Kong, 17/8 proceeded to Huangpu for demolition.



ISLA VERDE as GEESTBAY (Rick Cox [sevenseasvessls.com](http://sevenseasvessls.com)).

**PALAWAN** (1976-84) 8838/69

Built by Warnowwerft, Warnemunde (#472) for Cie. Havraise et Nantaise Peninsulaire, Dunkerque as VILLE DE REIMS. 1971 sold to Soc. Francaise de Transport Maritimes, Dunkerque. 1976 sold to Maritime Co. Overseas Inc. r. PALAWAN. 1980 t/f to MCP. 5/9/84 sailed Hong Kong in tow for Humen to be broken up.



PALAWAN at New York (T. Graham/W. Schell).



PALAWAN (coll. SK).

**DADIANGAS** (1976-) 3992/57

see ISLA VERDE (1969-76)

**ANTIPOLO** (1977-80) 9004/69

Built by Lubecker Flender-Werke A.G., Lubeck (#579) for Detjen & Co. K.G. (F.A. Detjen mgr), Hamburg as SAAR. 1977 sold to Maritime Co. Overseas Inc. r. ANTIPOLO. 1980 t/f to MCP. r. ANTIPOLO 1. 1984 sold to Eduard Pommer, Panama r. ELKE P. 1985 sold to Eramco Inc. S.A., Panama r. AFRICAN STAR. 1985 sold to Haltree Enterprises Ltd., Valletta r. N. STAR. Prior to 30/6/86 arr. Shanghai for demolition.



ANTIPOLO at Boston on 1 June 1978 (C. Schell)



ANTIPOLO 1 (Fred Miller@shipspotting.com).



ANTIPOLO I at Philadelphia on 24 July 1981 (W. Schell).

**CORREGIDOR (1978-80) 9160/71**

Built by Warnowwerft, Warnemunde (#373) for Soc. Francaise de Transports Maritimes, Dunkirk as VILLE DE SETE. 1978 sold to Maritime Co. Overseas Inc., Monrovia r. CORREGIDOR. 1980 t/f to MCP r. NASIPIT BAY. 1984 sold to Elm Crown Shg Co., Greece r. SAINT GERASIMOS. 17/1/91 arrived at Alang 1991 for demolition.



NASIPIT BAY ex CORREGIDOR (Malcolm Cranfield).

**MINDANAO (1978-84) 6976/68 (ref)**

Built by Kawasaki Zosen K.K., Kobe (#1097) for Kobe Kisen K.K., Kobe (time chartered to Kawasaki Kisen K.K., Kobe) as COSTA RICA MARU. 1975 sold to Mighty Shg Co., Monrovia r. CAPTAIN COOK. 1978 sold to Maritime Co. Overseas Inc., Monrovia r. MINDANAO. 1983 t/f to MCP. 7/10/84 arrived at Busan for demolition, 26/1/85 work began.



MINDANAO off Osaka in 1983-4 (SK\*).

**PUERTO PRINCESA (1978-84) 10,661/70**

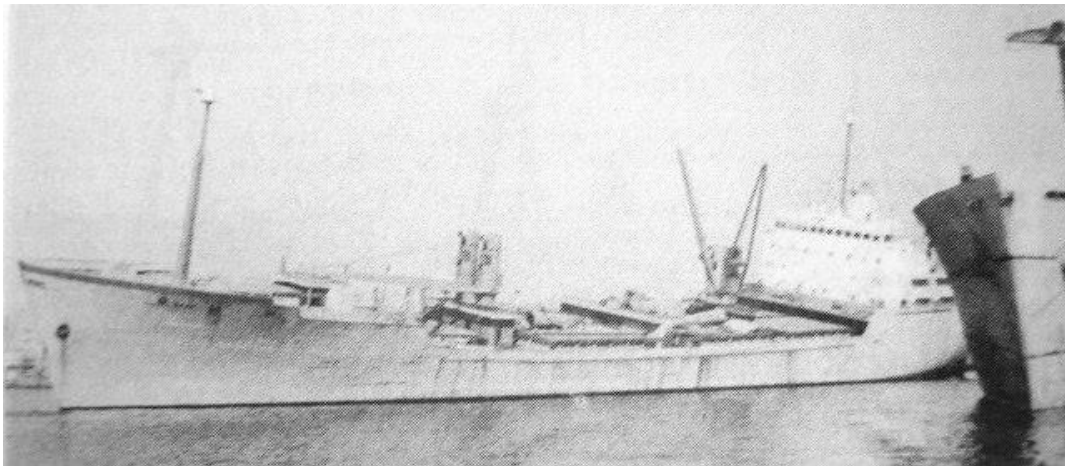
Built by Ch. Nav. de la Ciotat, La Ciotat (#276) for Soc. Francaise de Transports Maritimes, Dunkirk as VILLE DE ROTTERDAM. 1978 sold to Maritime Co. Overseas Inc., Monrovia r. PUERTO PRINCESA. 5/11/84 arrived at Kaohsiung for demolition by Chien Yu Steel Ind. Co. Ltd, 12/11 work began.



PUERTO PRINCESA in the Clyde (Paul [Strathdee@shipspotting.com](mailto:Strathdee@shipspotting.com)).



PUERTO PRINCESA at Rotterdam, 14 August 1881 (R. Kleyn/W. Schell).



PUERTO PRINCESA under demolition at Alang (Marine News, 6/89).

**MAYON** (1979-88) 10,661/71

Built by Ch. Nav. de la Ciotat, La Ciotat (#277) for Soc. Francaise de Transports Maritimes, Dunkirk as VILLE DE HAMBOURG. 1979 sold to Maritime Co. Overseas Inc., Monrovia r. MAYON. 1983 t/f to MCP. 1988 r. PUERTO PRINCESA. 5/88 at Kaohsiung for demolition. "She appears to have sailed illicitly to Taiwan." 12/88 still at Kaohsiung. 1989 sold to Incom Ltd, St. Vincent r. INCO 121. Reported resold by them to Bangladesh shipbreakers but 24/11/89 arrived at Alang, India for demolition.



MAYON as VILLE DE HAMBOURG (Derek Sands/shippingpotting).



MAYON at Hamburg (Joerg Seyler/shippingpotting).

**ANTIPOLO 1** (1980-85) 9004/69 see ANTIPOLO (1977-80)

**BALINTAWAK** (1980-84) 9043/69

Built by Lubecker Flender-Werke A.G., Lubeck (#578) for Partenreederei M/S Oder (F.A. Detjen mgr), Hamburg as ODER. 1980 sold to Maritime Co. Overseas Inc. r. BALINTAWAK. 1980 t/f to MCP. 1984 sold to Eldon Shg Co. Ltd., Malta (Allseas International Management Ltd) r. BELINDA. 20/12/84 arrived at Beilun for demolition during 1985.



ODER (photoships.co.uk).

**DADIANGAS** (1980-87) 1593/72 ('Strider' class c.s.)

Built by Zaanland S.B. Maats., Zaandam (#528) for Sea Containers Chartering Ltd., Nassau as SWIFT ARROW. 1974-75 mgrs Shaw Savill & Albion Co. Ltd. 1976 r. MARZARIO SICILIA. 1979 r. TARROS JUNIPER. 1979 r. ZIM BANGKOK, 1980 mgrs Shall Savill & Albion Co. Ltd r. TARROS JUNIPER. 1980 sold to CM r. DADIANGAS. 3/87 rep. laid up and scrapped 1990.



TARROS CEDAR, identical sister of DADIANGAS (M. Piche).

**MANILA (II)** (1980-84) 10,586/71

Built by Lubecker Flender-Werke, Lubeck (#586) for Deutsche D/S G/S "Hansa", Bremen as STOLZENFELS. 21/10/80 sold to MCP r. MANILA. 1981 t/f to Maritime Co. Overseas Inc. 1983 t/f to MCP. 1984 sold to Euroexpress Shg Co. S.A., Panama r. EUROEXPRESS. 9/85 in collision in Singapore, laid up. 7/8/86 departed as PRIMA/PRIMER for breaking at Anyer, West Java. 31/12/86 sold to P.T. Dunia Alam Semesta, work commencing 8/2.



MANILA (II) in the Elbe, probably on delivery voyage (ddghansa-shipphotos.de).



MANILA at Cardiff (DDGHansa/Shipspotting).



MANILA (DDGHansa/Shipspotting).

**MANILA 1** (1980-81) 8246/59      see MANILA (1959-80)

**NASIPIT BAY** (1980-84) 9160/71      see CORREGIDOR (1978-80)

**PANAY** (1980-86) 1591/71 ('Strider' class c.s.)

Built by Zaanland S.B. Maats., Zaandam (#523) for Sea Containers Chartering Ltd, Nassau, later London. Launched as VENTO DI LIBECCIO but completed as VOORLOPER (Unicorn Lines Pty Ltd mgrs). 1978 r. TARROS ELM. 1979 r. ZIM MANILA. 1979 r. TARROS ELM. 1980 sold to CM r. PANAY. 27/12/86 arrived at Gadani Beach for demolition during 1987.





PANAY as VOOLOPER (Arne [Soggnes@shipspotting.com](mailto:Soggnes@shipspotting.com)).

**ZAMBOANGA (1980-84) 10,644/72**

Built by Lubecker Flender-Werke, Lubeck (#591) for Deutsche D/S G/S "Hansa", Bremen as STRAHLENFELS. 31/12/80 sold to MCP r. ZAMBOANGA. 1984 sold to Patterson Int. Corp. S.A., Manila, r. EASTERN EXPRESS. 1986 reg. Panama. 1986 sold to Pacific International Lines Pte Ltd, Singapore r. KOTA EKSPRES. 1993 sold to the Shipping Corporation of Saudi Arabia Ltd., Jeddah r. FADEL ARAB. 24/3/00 arrived at Mumbai for scrapping.



ZAMBOANGA (Gerhard Feibiger).

**ZAMBOANGA 1 (1980-81) 8971/60**      see ZAMBOANGA (1960-80)

**PUERTO PRINCESA (1988-89) 10661/70**      see MAYON (1979-88)

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