

Philippine Inter-Island Passenger Ships Acquired 1945-70

**Excluding most vessels under 500 grt, vessels already listed in our
separately published FS list and in our published company fleet lists:**

Elizalde S.S. Co./Manila S.S. Co. Inc.

De la Rama S.S. Co.

Compania Maritima

Madrigal

Northern Lines Inc.

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Drawing on historical research by Bill Schell and Peter Cundall

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May be cited with acknowledgement to www.oldchinaships.com

Initially compiled 1997-2001 directly from the annual register books of Lloyd's Register of Shipping and a day-by-day examination of *The Manila Times* 10 June 1945 to 12 December 1971 producing many notes covering the operations and transfers of the individual ships. However, I do wish to acknowledge and express deep appreciation for the work of others which is reflected in this revised study.

Since 2021 I have had access to Bill Schell's detailed index of world shipping based on *Lloyd's Register* and *Lloyd's Confidential Index* (and its 1963 FS updates), also reflected in the Miramar database. My compilation has been amplified and corrected by Peter Cundall with reference, inter alia, to the Schell index and edited by Howard Dick for which I am most appreciative.

In recent months the study has drawn upon the considerable work done over a long period by Gorio Belen of the Philippine Ship Spotters Society (PSSS). On the Internet Belen has published valuable research on and analysis of company histories and has collected illustrations of ships published in Philippine newspapers (generally excluding *The Manila Times*).

Sources of illustrations are stated in their captions. We are most grateful for the illustrations collected by Belen and for photographs kindly supplied by Bill Schell (taken May-June 1970), Karsten Petersen (Feb. 1972), Jim Shaw (Aug.-Sept. 1978), Johan van Delden (c.1993) and Howard Dick (late-1990s).

Introduction

While the FS class of ships (see separate list) and numerous small vessels, including the fewer and smaller F-class and many wooden-hulled ships, were by number the mainstay of Philippine inter-island passenger shipping from 1945 until the 1960s, gradually second-hand and sometimes new vessels were introduced. Here we list chronologically and comprehensively those above 500-grt plus a few notable smaller passenger vessels but omitting those covered in our FS, Compania Maritima, De la Rama, and other lists already accessible on the Philippine page at oldchinaships.com.

Owners in the 1950s and 1960s were seldom able to afford to build new ships but some were built. Most notably, in 1955 Everett S.S. Co. had the three impressive inter-island passenger ships *Cagayan*, *Elcano* and *Legazpi* constructed in Japan. The company is thought to have been able to rely on its management by U.S. citizens and the revenue of its established cargo line to Japan to qualify for the necessary Japan Import-Export Bank loans. Philippine government support was behind construction of the sister ships *General Roxas* and *Governor P. Lopez* at NASSCO, Mariveles, Bataan in 1960-61. Japanese government war reparations financed the building of *General de Pilar* in Japan in 1961. With the exception of the 2000-grt, centre-island *Elcano* and *Legazpi*, these and later ships are notable in their similarities in layout to the wartime FS type.

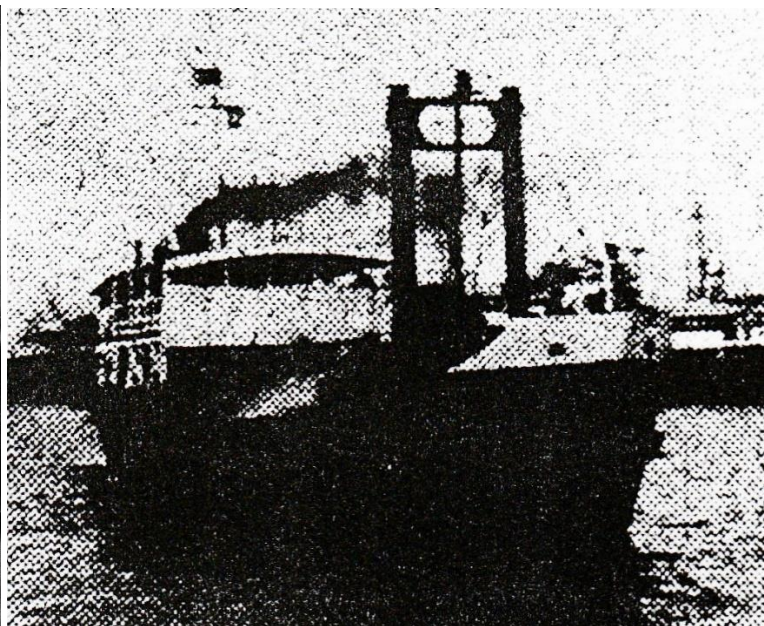
By the second half of the 1960s, additions of larger passenger ships were becoming more frequent, some second-hand already with substantial passenger accommodation but many others being conversions, particularly of European cargo ships. Towards the end of the period under study, more ships were built new and able to be designed specifically for Philippine inter-island service. Most of the new ships were constructed in Japan, but examples include three vessels built in smaller (West) German yards with financing under the German aid program.

A further list covers the period 1971 to 2000 but not including the roll-on roll-off type ferries that have predominated in acquisitions since 1990.

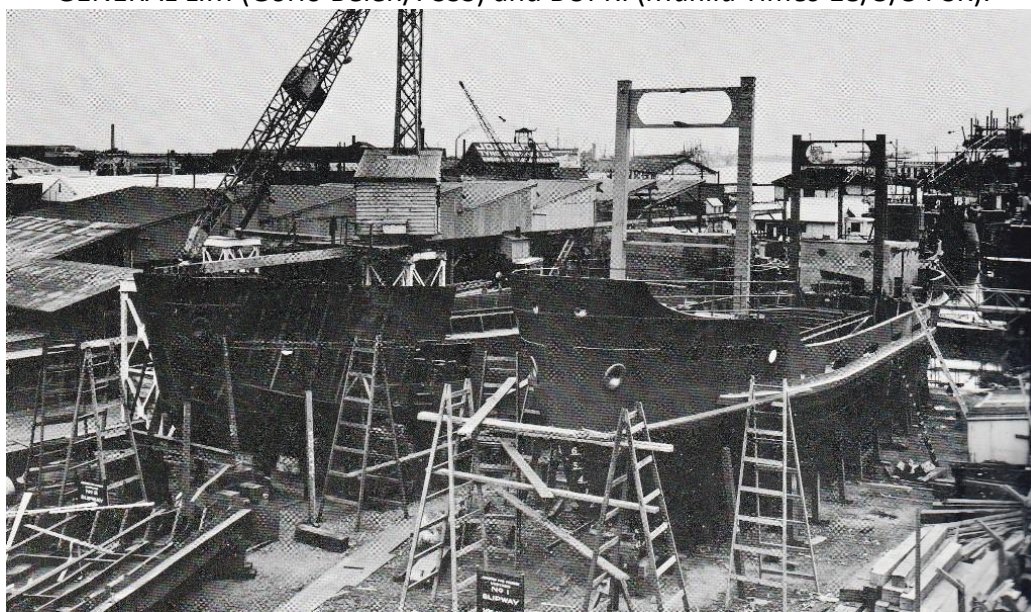
Ships listed chronologically

GENERAL LIM (1946-4?) c.200/4?

Probable Australian war-built 200 grt powered lighter. 3/46 acquired by General Shg. Co. Inc., r. GENERAL LIM. 5/4/46 maiden passenger voyage Manila-Lubang-Batangas-Pinamalayan-Boac-Gasan. Soon t/f to sailings to southern ports. May have become Bureau of Prisons transport steamer BUPRI in service from 1947, S.E. 1954. NFI. *[In 1980 a 480 grt RPS BUPRI, probably a different vessel, which had been laid up at Manila for some time was replaced in Bureau of Prisons service. BUPRI was then placed on a slipway for indeterminate work.]*



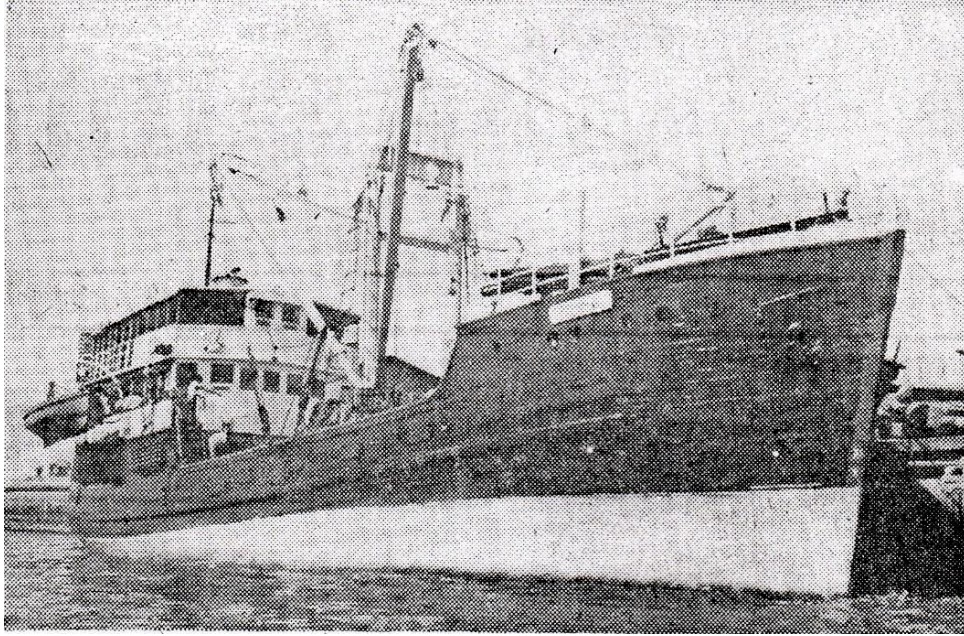
GENERAL LIM (Gorio Belen/PSSS) and BUPRI (*Manila Times* 18/5/54 SK).



Production of similar vessels at Nos 1 and 2 slipways, Johnson's Tyne Foundry, Melbourne 1943 (Williams & Serle).

PILAR II (1947-59) 280/44 wooden-hulled motor vessel

Constructed in New Zealand as a motor ocean lighter. 1947 sold to Rio y Cia., Manila and conv. to carry pass. (licensed for 58 pass. and 25 crew) r. PILAR II for Manila-Palawan route. 1957 fitted with new engine. 20/8/59 foundered off northern tip of Palawan after unscheduled call at Bacuit on voyage Liminangcong-Manila, no insurance. More than 100 on board, 11 rescued by fishing boat *Antonia XII*. [Owner's fleet of 3 vessels included *Fortuna II* and *Sta. Clara*.]



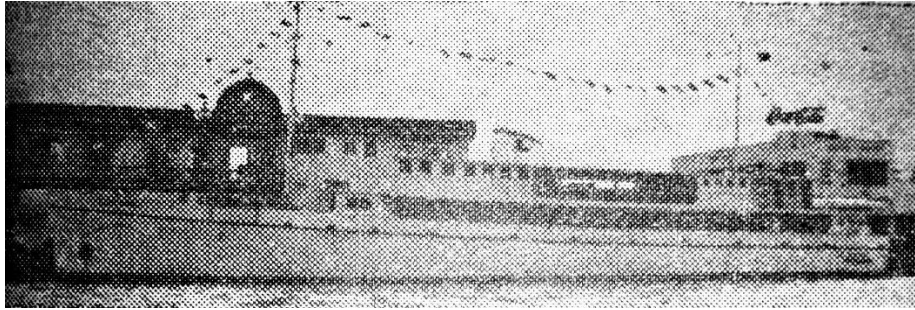
PILAR II under refit at Cavite, May 1959 (*Manila Times* 23/8/59 SK).

FLORENTINA (1949-5) 295displ/4? 52.7x6.1m, 2M/2880bhp/20k General Motors

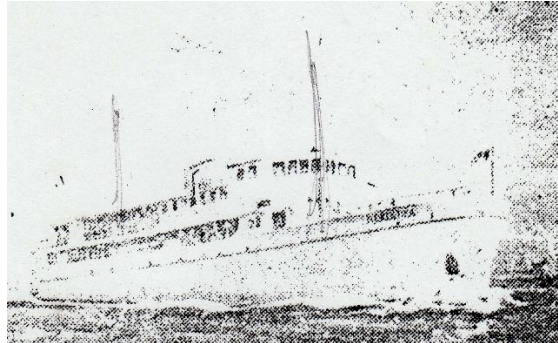
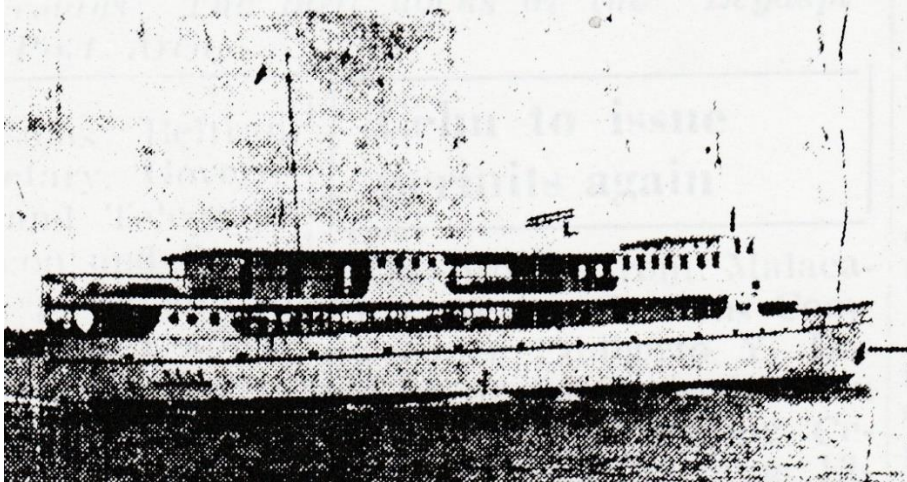
Described as converted submarine chaser, possibly one of 14 PS-class submarine chasers t/f from USN to Nationalist Chinese Govt 1946-49 of which only fate of PC-598 is unrecorded. 1949 sold to Ledesma Shg. Lines, conv. to carry 450 pass. 20/12/49 maiden voyage Iloilo-Manila. By 1954 t/f to Negros Nav. 8/54 transferred to Iloilo-Bacolod-Pulupandan-Iloilo route. 5/2/55 advertised Manila-Cavite-Corregidor-Mariveles-Balanga. 12/2/55 advertising weekend excursions Manila-Corregidor-Bataan. NFI.



USS PC-598 (https://en.wikipedia.org/wiki/USS_PC-598)



FLORENTINA (Evening News 12/12/49 Gorio Belen/PSSS).



FLORENTINA as depicted in *Manila Times* 17/1/50, artists impression *Manila Times* 5/2/55 (SK).

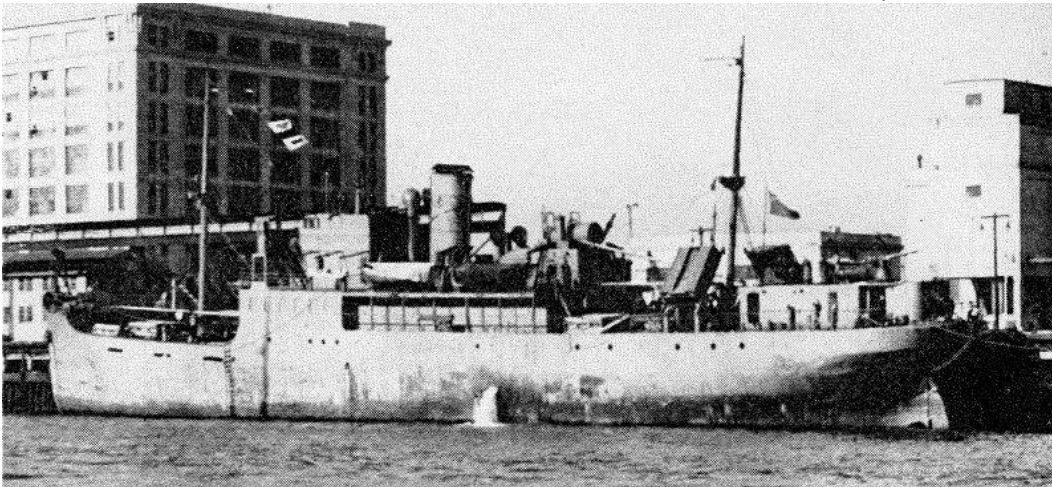
SAN ANTONIO (1949-49) 1959/32 73.6(o.a.)x11.5m, T3cy/9k

Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle-on-Tyne (#1475) for Newfoundland Steamships Ltd (E.C. Phinney, mgr), Halifax as BELLE ISLE, 9/6 in service Montreal-Nova Scotia-Newfoundland (inc. under subsidy French St Pierre & Miquelon), winter from Halifax only (65 first, 20 second class, 14k) (<https://clarkesteamship.files.wordpress.com/2014/03/chapter-6.pdf>). 3/9/42 del. at Halifax to USWSA (later USMC) (reg. Portland) and comm. by U.S. Army as troop and supply ship U.S.A.T. BELLE ISLE. Voyaged to Greenland returning 1/43 to Halifax and Boston. 4/43 voyaged to Canadian sub-Arctic areas returning 12/43 to Boston, extensive repairs by Bethlehem Steel Co. 1/44 sailed New York for Caribbean ports returning 5/44 to Boston, then 6/44-11/45 to Nova Scotia, Narsarssuak, Greenland and Iceland with periodic visits to Boston. 29/1/46 at New York returned to USWSA. 4/46 further Army service until 12/47 laid up at James River (Va.). Mid-1948 sold for \$154,000 to China Industrial Corp. Ltd. (W.C.T. Hwang mgr), Shanghai, 3/8 del. and r. CHINA LEADER. 2/49 sold to

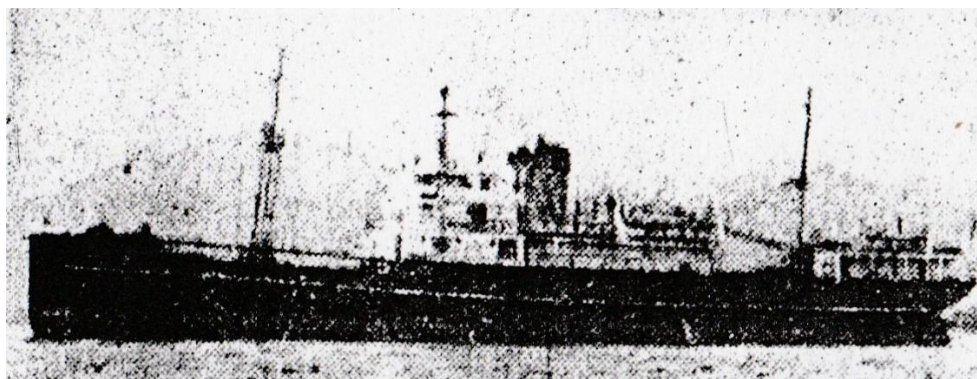
Everett S.S. Corp. r. SAN ANTONIO. 23/2/49 maiden voyage Manila-Salomague-Currimao-Aparri (N. Luzon) with pass. 4/49 sold to A. Magsaysay Inc., same service, initial sailing 23/4. 11/6/49 t/f to Manila-Cebu-Tagbilaran-Zamboanga-Davao-Cotabato service. 16/11/49 Manila-Hong Kong. 24/7/50 on voy. Hong Kong to Shanghai (general cargo) mined and sank midstream in Yangtse near Shanghai, 2 crew dead, 8 injured. 7/6/56 salvage commenced 15/11 raised, subsequently rebuilt as training ship (grt 1950 later 2057, 100 students) by Shanghai S.Y. 11/57 rep. allocated to Dalian Maritime University, r. HONG ZHUAN. 14/6/60 maiden voyage Shanghai-Dalian. 1969 t/f to Shanghai Maritime Bureau r. GONG NONG BING 21. 1979 broken up [Dalian S.S. Corp. official history, p.70, also <https://www.navsource.org/archives/30/13/13002.htm>].



GONG NONG BING 21 was built as BELLE ISLE, seen here at New York (coll. W. Schell).



U.S.A.T. BELLE ISLE (U.S. Army Signal Corps).



SAN ANTONIO (*Manila Times* 26/7/50 SK).

A. MAGSAYSAY, INC.

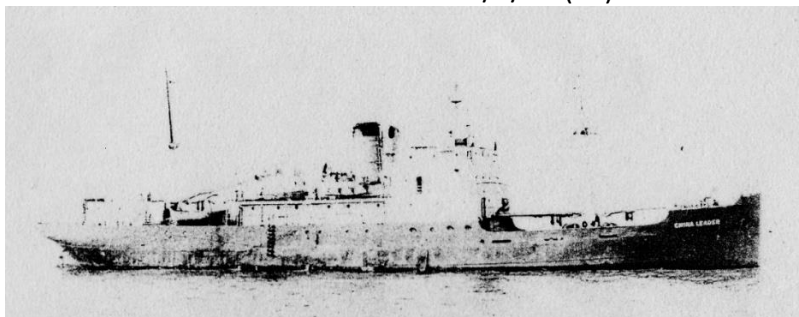
Sailing 5 p.m.
Saturday,
June 11
for



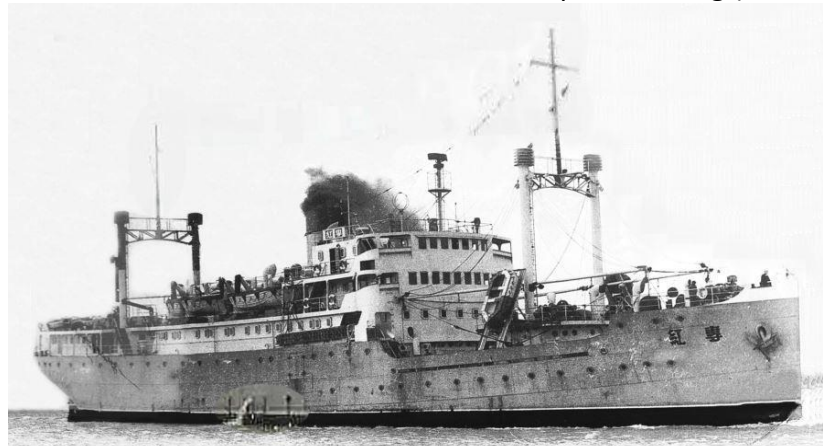
S/S SAN ANTONIO
CEBU, TAGBILARAN, ZAMBOANGA, DAVAO and COTABATO.
140-13th St., Port Area from Pier 8 525 Juan Luna
Tel. 2-76-31 North Harbor Tel. 2-72-76

Accepting passengers and cargo

Ad in *Manila Times* 10/6/49 (SK).



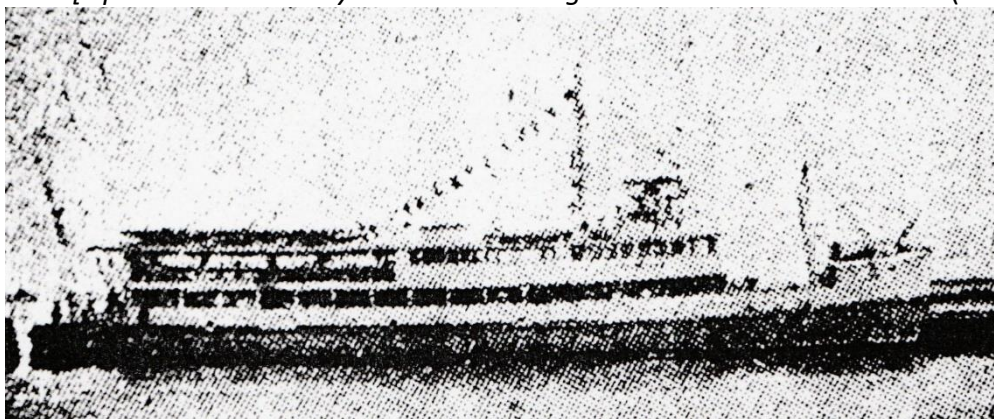
CHINA LEADER earlier under the Chinese Republican flag (SK coll.).



Extensively rebuilt as HONG ZHUAN (Dalian Maritime University).

CINDERELLA (1951-?) c.300 grt, M/12k ?wooden hull

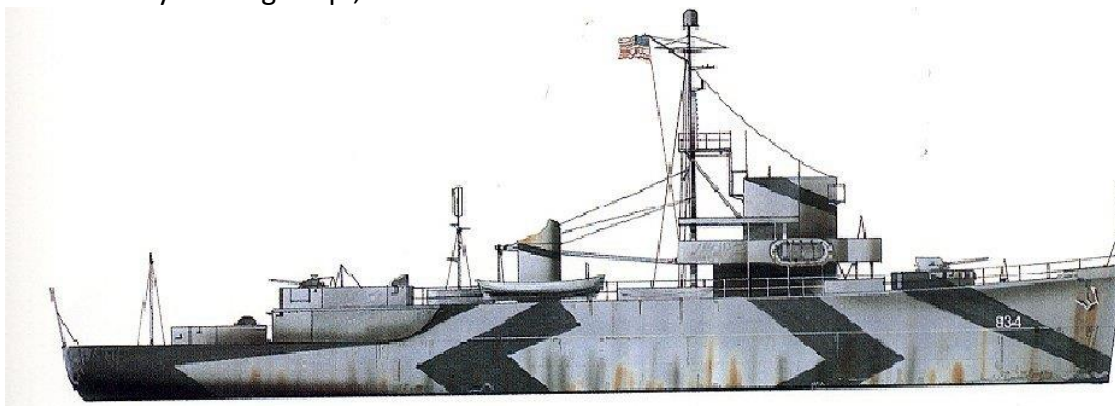
Origins unknown, but probably U.S. military. 5/51 apparently acquired by M.E. Cruz & Co., blessed 20/5. 6/53 following refit with improvements at NASSCO, Mariveles, placed on new M.E. Cruz Shg Lines service Manila-Tilik-Calapan-Roxas-Odiongan-Looc-Azagra. From 17/6 sailing Wednesdays Manila-Mindoro ports and Mondays Manila-Tilik-Mamburao. 6/7/53 sailing Manila-Boac-Gasan-Pinamalayan. NFI. *[Operators later restyled Cinderella Shg. Co. Also see DOÑA PURITA (1963).]*



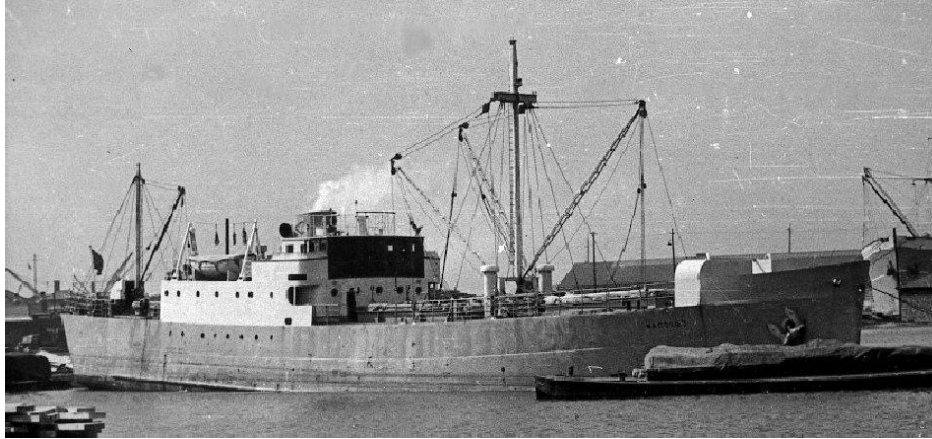
CINDERELLA (*Manila Times* 6/7/53 SK).

GOVERNOR WRIGHT (1952-66) 732/43 ('PCE' conversion) 53.8 (56.2)x10.1m, 2M/16k

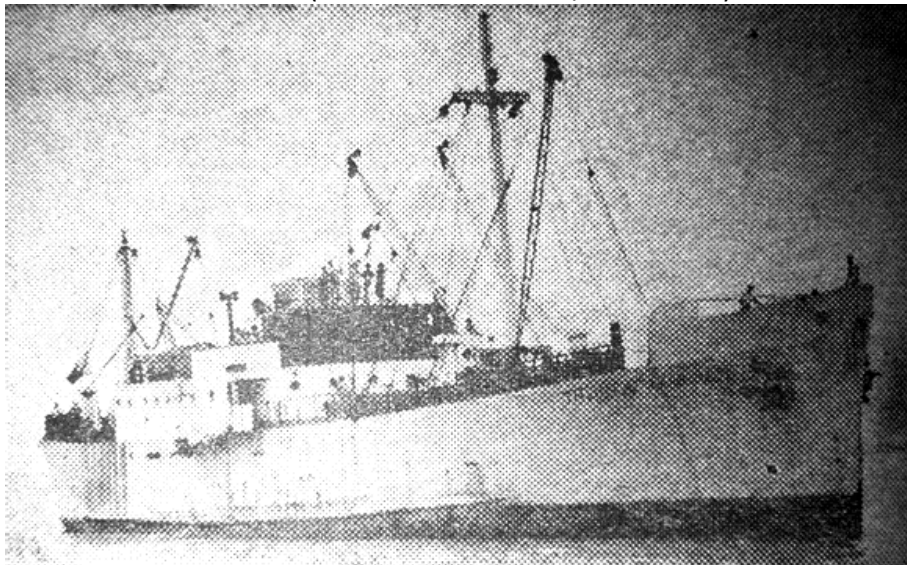
Built by Pullman Standard Car Mfg Co., Chicago for USN as coastal escort U.S.S. PC-834, later PCE-834. 1943 t/f under lend/lease to RN r H.M.S. BEC-8, then H.M.S. KILKENZIE. 1947 sold mercantile as KILKENZIE. 1948 sold to Giertsen & Co., Bergen, conv. to cargo ship r. NADODD. 11/4/50 collided with pass. ship *Midnatsol* (2098/49). 1952 sold for Stg 60,000 to Southern Lines Ltd. r. GOVERNOR WRIGHT. 10/4/52 departed Hamburg for Manila via Suez. 11/6/52 maiden voyage Manila-Iloilo-Bacolod. 18/9/52 to Iloilo for remodelling, accom. for 367 pass., back in service 8/10. 6-7/53 major refit at Cebu D.D., re-entering service 25/7/53. Also rep. rebuilt as passenger ship by National Shipyards & Steel Corp. 1961 rep. as 1100 grt, 476 pass [M.T. 13/12/61]. 25/4/66 sold to Sweet Lines r. SWEET SAIL. 25/4/78 sold to Pray Trading Corp., Manila for demolition.



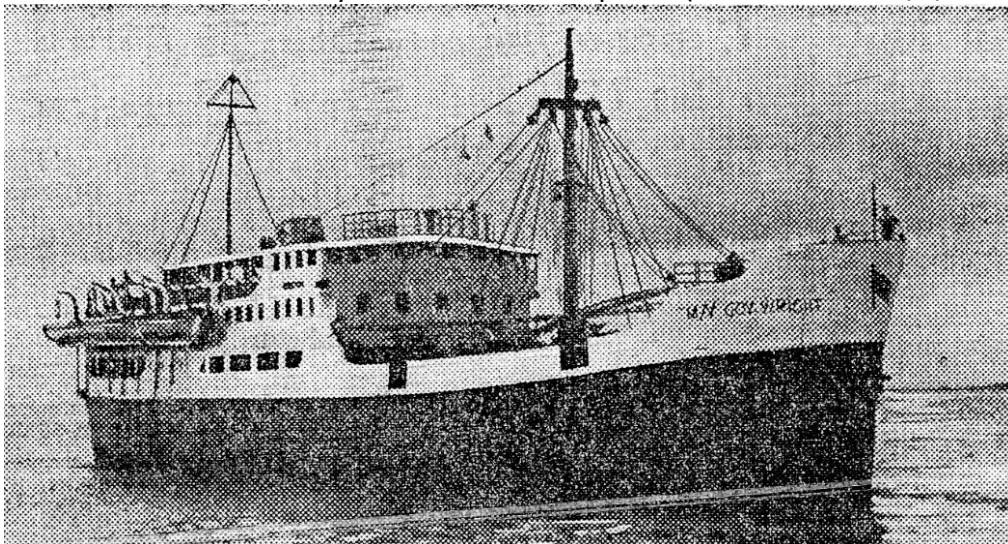
PCE-834 (Navsource).



NADODD (coll. A.J. Kristiansen/Navsource).



'GOVERNOR WRIGHT', likely edit of a NADODD photo (*Manila Times* 11/6/52 SK).



GOVERNOR WRIGHT after reconstruction along FS lines (*Manila Times* 28/5/59 SK).

CAGAYAN (1955-56) 1458/55 70.0(77.2)x10.8m, 2M8cy/1950bhp/16k Hitachi-B&W
 Built by Hitachi Zosen, Osaka (#3746) and rep. ordered 11/54 for Consolidated S.S. Co. but completed for Everett S.S. Corp. as CAGAYAN with accom. for 440 pass. 31/12/55 first arrival at Manila. 1/56 r. CAGAYAN DE ORO prior to first weekly sailing 10/1 Manila-Butuan-Cagayan. 28/2/71 closure of PSNC announced, t/f to Aboitiz Shg Corp. 1977 reverted to Everett S.S. Corp. 1979 sold to Aboitiz Shg Corp., Manila [M.N.79 P.544 characterises change as a restyling of owner's name]. 10/80 rep. laid up awaiting demolition. 7/83 demolished by Navotas Yard, NW Manila.



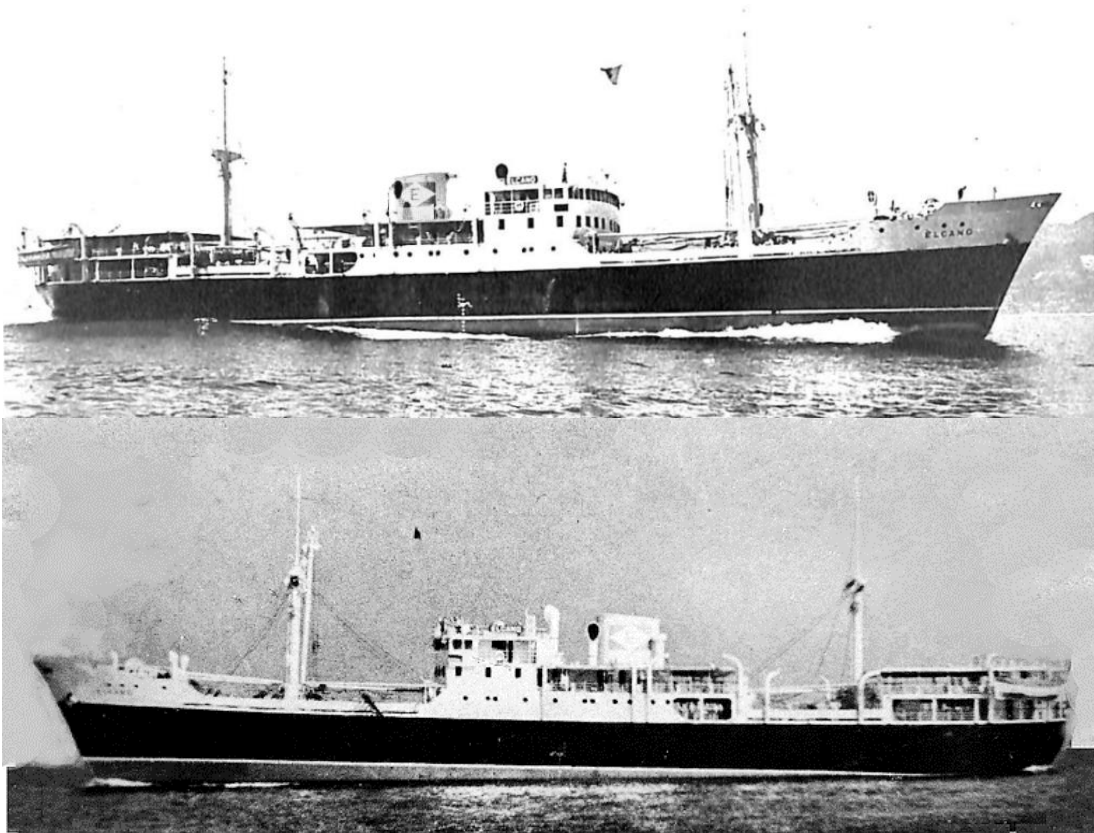
CAGAYAN on trials, Everett funnel. Pair of forward lifeboat davits later moved aft (builders).



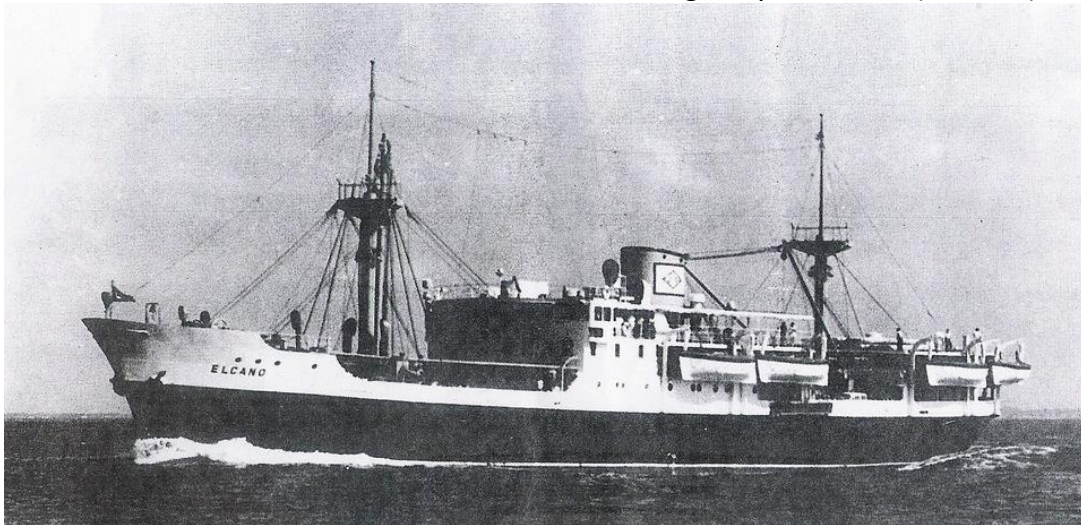
CAGAYAN de ORO in 1970 with PSNC funnel, upper deck structural addition (W. Schell).

ELCANO (1955-2000) 2047/55 80(87.8)x12.5m, M?cy/2870bhp/15.5k Hitachi B&W
 Built by Hitachi Zosen, Osaka (#3744) reportedly ordered 11/54 for Consolidated S.S. Co. but completed for Everett S.S. Corp. as ELCANO with accom. for 20 1st, 430 deck pass. 28/2/71 closure of PSNC announced, t/f to Aboitiz Shg Corp. (pass capacity enlarged to 562). 1977 reverted to Everett S.S.

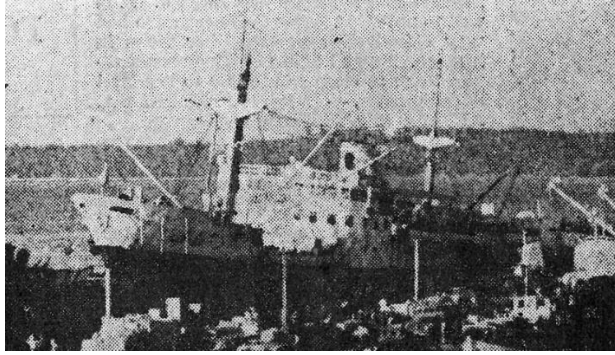
Corp. 1979 sold to Aboitiz Shg Corp. (Manila). 9/2/84 grounded on Calangaman Island, 12/2 refloated. 12/95 still in service for Aboitiz. From LR 1998 listed without owners. 3/7/00 arrived in China for demolition. *[Trials maximum 16.199k. Initial service alternating with LEGAZPI Manila-Iloilo-Pulupandan-Zamboanga-Pagadian-Cotabato-Dadiangas-Davao-DadiangasCotabato-Zamboanga-Tagbilaran-Cebu-Iloilo-Pulupandan-Manila in 12½ days.]*



Above 2: ELCANO on trials, Everett funnel marking, only two boats (builders).



Early ELCANO with PSNC funnel markings (<https://psssonline.wordpress.com/2016/04/28/when-aboitiz-shipping-company-stopped-acquiring-passenger-ships/>).



ELCANO at Davao (*Manila Times* 11/9/70 SK).



Modified Aboitiz ELCANO touching up bottom paint (coll. J. van Delden).

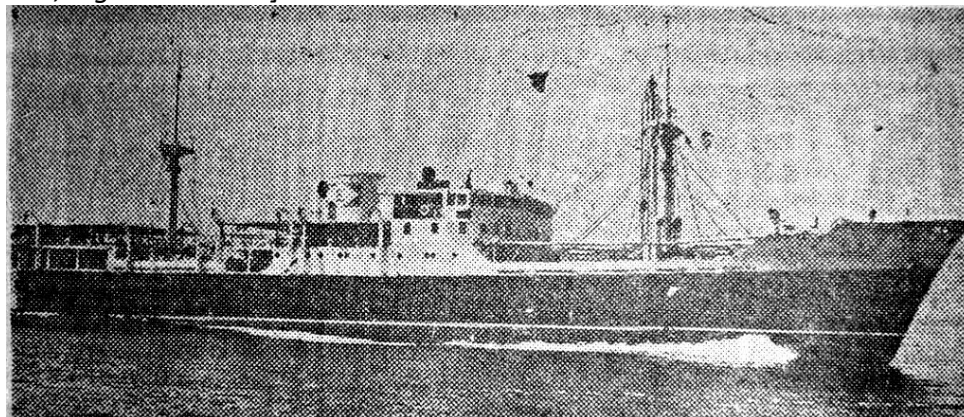


ELCANO at Manila c.1993 (coll. J. van Delden).

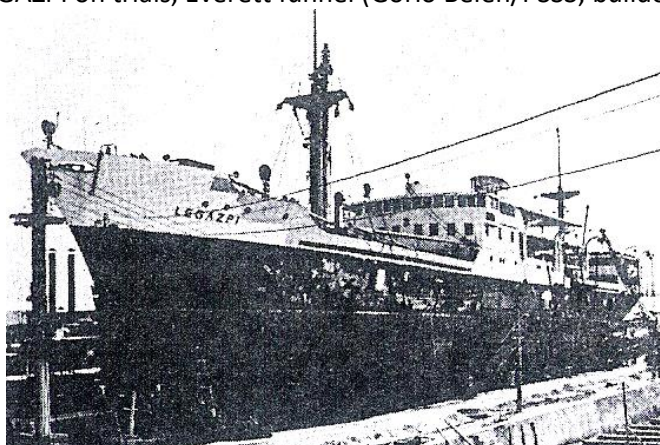


Updated Aboitiz ELCANO at Cebu, December 1993 or January 1994 (suro yan/flickr).

LEGAZPI (1955-95) 2048/55 80.0(87.8)x12.5m, Hitachi B&W 7cy/2870bhp/15.5k
Built by Hitachi Zosen, Osaka (#3745), rep. ordered 11/54 for Consolidated S.S. Co. but completed for Everett S.S. Corp. as LEGAZPI with accom for 20 1st, 430 deck pass. 27/10/55 arr. Manila from Kobe. 5/9/76 grounded Donagutayan Island in 09.51N 122.23E o/v Iloilo-Davao but refloated. 28/2/71 closure of PSNC announced, t/f to Aboitiz Shg Corp. 5/4/79 while berthed at Manila, explosion and gutted by fire which started in cargo on adjacent pier. Repaired. MN81 p.125 seems to err in stating that name recently changed from LEGASPI to LEGAZPI. 1995 sold to SKT Shg. Corp., Philippines r. SULU. 1996 r. LABANGAN. NFI, 18/8/10 removed from Lloyd's Register 'existence in doubt' [*Sometimes known as LEGASPI, e.g. LR 1978-79*].



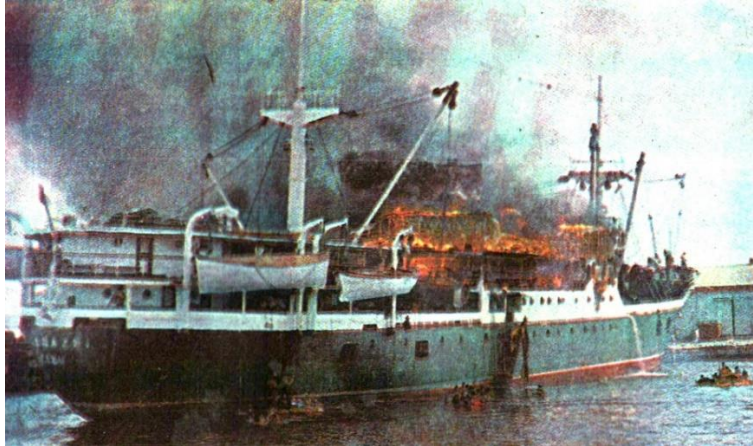
LEGAZPI on trials, Everett funnel (Gorio Belen/PSSS; builders).



LEGAZPI still in PSNC colours commencing Aboitiz refit (Aboitiz company files).



LEGAZPI presenting well in Aboitiz colours (coll. J. van Delden).



LEGAZPI on fire at Manila 5 April 1979 (*Philippine Daily Express* 6/4/79 Gorio Belen/PSSS).



LEGAZPI as rebuilt, Manila Horth Harbor, Dec. 1987 (edisonsy/flickr).

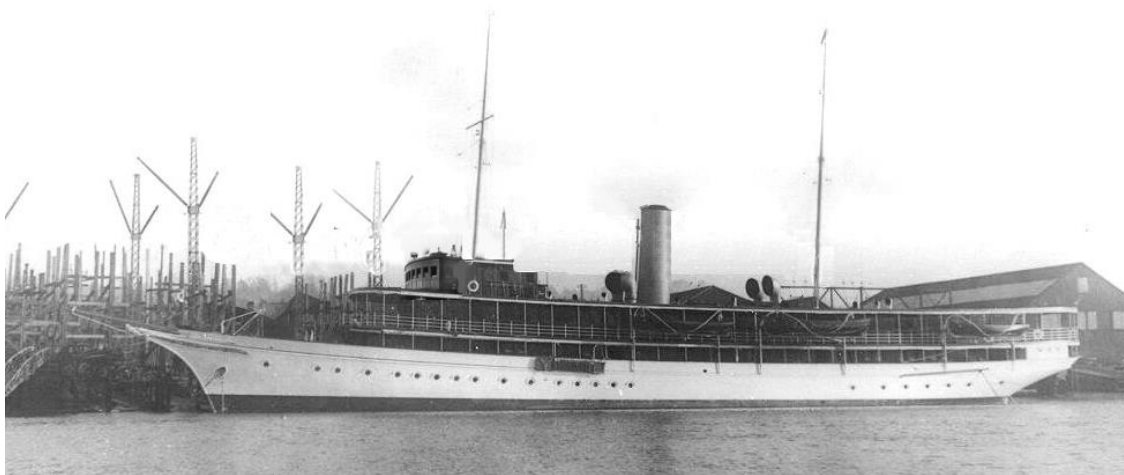


LEGAZPI in revised Aboitiz paint scheme c.1993 (J. van Delden*).

CAGAYAN DE ORO (1956-83) 1458/55 (440 pass)

see CAGAYAN (1955-56)

PRINCESA (1957-66) 844/28 71.0x10.2m, 2Vee GMC diesels 16cy/3680 bhp/11.5k (trials 13.3k)
Built by J. Samuel White, East Cowes (#1647) for £78,000 for Royal Crown Colony of the Straits Settlements, Singapore as Governor's yacht, 13/10/27 launched as SEA BELLE II, 1/28 completed, 8/3 arr. Singapore (Malaya Tribune, 8/3/28). 14/8/29 carried guests to opening ceremony of Singapore Naval Base's new floating dock and cut rope with bow to enter dock. 1/9/33 paid off and put up for sale. 5/34 t/f to Royal Navy Volunteer Reserve for sea training. 4/35 replaced by HMS *Laburnum*. 5/35 refitted for 6-week charter by American J.H.R. Cromwell and Doris Duke for honeymoon cruise around Asia. 6/8/35 resumed official duties for Straits Settlements. 3/36 lent to Charles Spencer Chaplin and leading lady Paulette Goddard for a short regional cruise. 9/39 requisitioned by Admiralty, commissioned as aux. patrol vessel. 1942 t/f to Royal Indian Navy as base ship, subsequently anti-submarine yacht. 5/46 decomm. and laid up in Inner Roads, Singapore (still in wartime grey). 12/46 docking and survey prior to advert. for sale. 7/47 re-advert. for sale. 10/47 sold for US\$50,000 to Mr Robert Morrison, Cebu, 26/12 docked for refit (20 cabin, 100 deck pass. 200t cargo), repainted white, 11/3 dep. for Cebu (ST, 21/12/47, SFP, 11/3/48). 1948 reg. t/f to P.M.P. Nav. Co. (R. Morrison dir, J.J. Peyton mgr), Cebu. By 5/50 on loan to Philippine Merchant Marine School, for stationary use inside breakwater Manila South Harbour as TSY SEA BELLE II. 1954 sold to Royal Line (J. Gotianuy mgr), Cebu r. SEABELLE for refit as motor passenger vessel by NASSCO, 3/57 completed (863 grt, 386 deck pass) r. PRINCESA. 22/3/57 first sailing, then each Friday Manila-Cebu-Catbalogan-Tacloban. 10/7/65 fined for overloading. From 2/9/65 listed for Liuson Shg Co. (Lim Po, later Pablo Casas mgrs), Cebu r. SWEET PEACE. Conv. to RoRo ferry, bow doors fitted. 11/11/66 first sailing for Sweet Lines. 6/67 fined for overloading by 126 pass. 5/7/73 stranded off Bohol Island, 7/7 refloated. 1974 broken up in the Philippines.



SEA BELLE II fitting out at Cowes in 1928 (from a Cowes Maritime Museum postcard).



All rights reserved, Celia Mary Ferguson and National Library Board, Singapore 2008

SEA BELLE II in new Singapore floating dock 14/8/29 (coll. Edwin A. Brown/C.M. Ferguson/Nat. Library Board, Singapore/ <https://eresources.nlb.gov.sg/pictures/Details/0433b70e-8004-4616-a903-b0c3e9af741c>).

Capt. N. Y. Riego, Master Mariner, Superintendent.

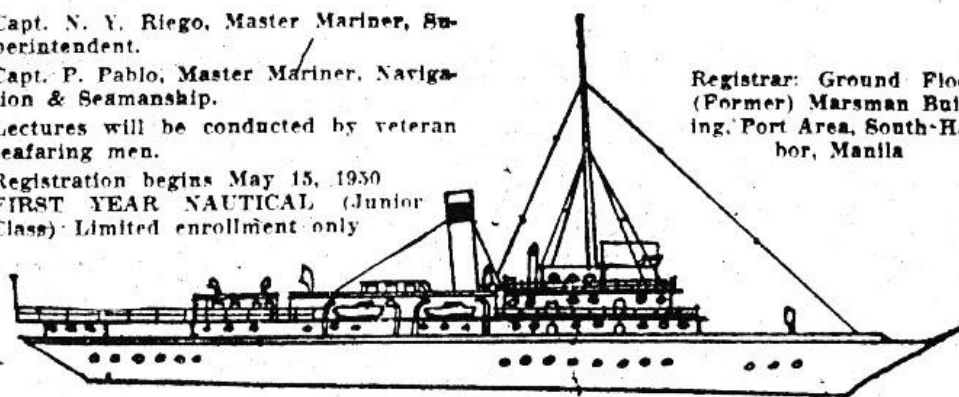
Capt. P. Pablo, Master Mariner, Navigation & Seamanship.

Lectures will be conducted by veteran seafaring men.

Registration begins May 15, 1950

FIRST YEAR NAUTICAL (Junior Class) Limited enrollment only

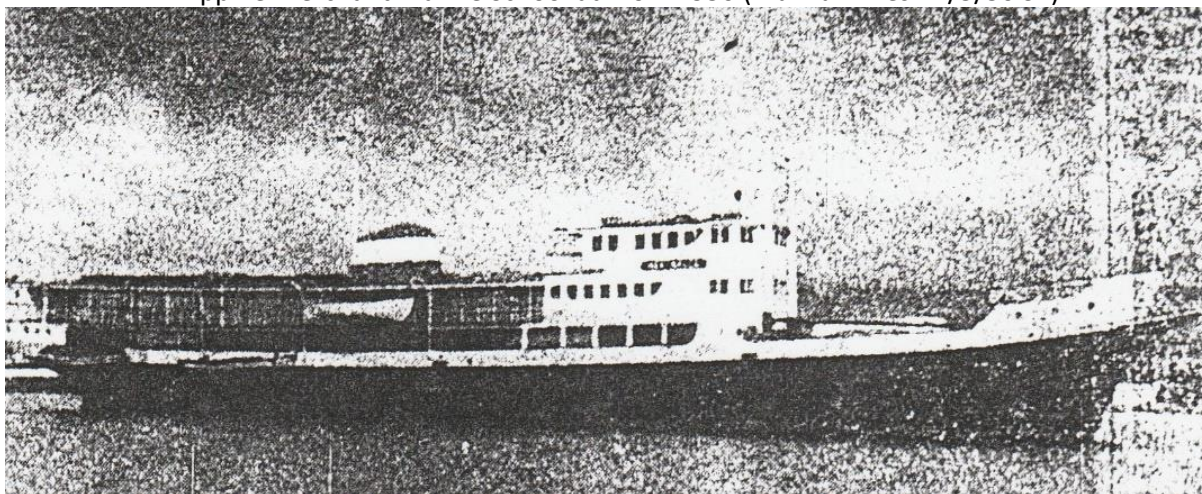
Registrar: Ground Floor,
(Former) Marsman Building,
Port Area, South Harbor,
Manila



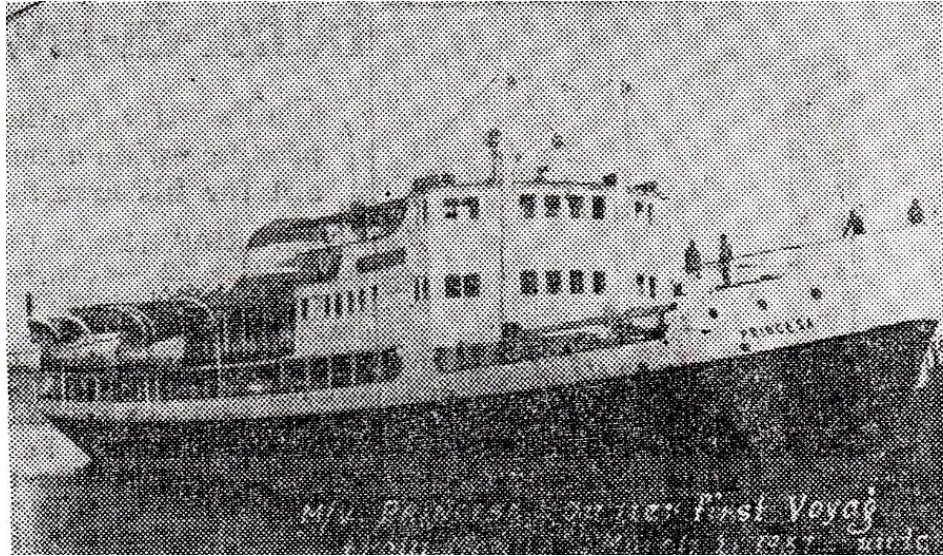
TSY "Sea Belle II"

(Anchored inside break water, South Harbor)

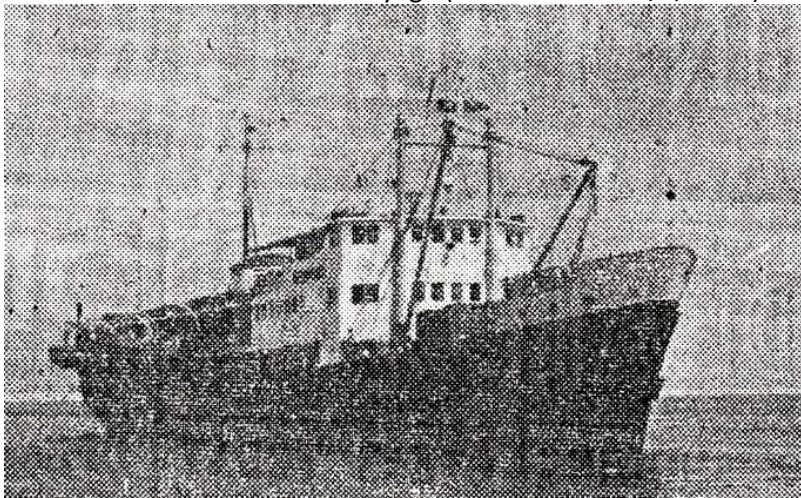
Philippine Merchant Marine School ad from 1950 (*Manila Times* 14/5/50 SK).



PRINCESA March 1957 on completion of extensive NASSCO conversion (*Manila Times* 25/3/57 SK).



PRINCESA on her maiden voyage (*Manila Times* 25/3/58 SK).



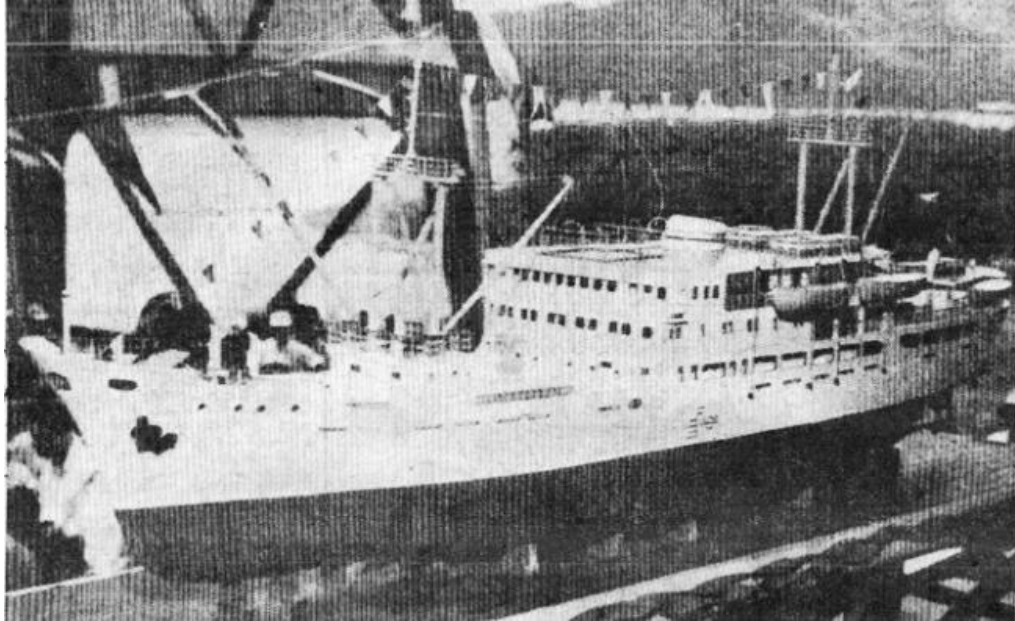
PRINCESA was advertised as sailing Manila-Catbalogan in 22 hours (*Manila Times* 23/5/58 SK).



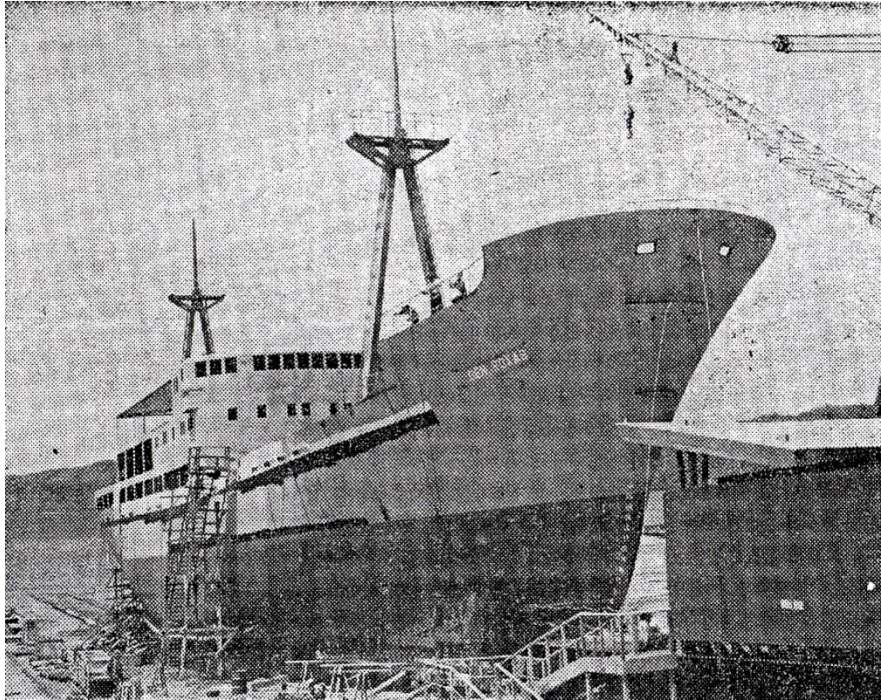
SWEET PEACE ex PRINCESA still looking smart in 1970 with updates incl. new bow doors (W. Schell).

GENERAL ROXAS (1960-65) 1730/60 76.4(84.7)x12.3m,M6cy/2250bhp/13.75k by Uraga Diesel Kogyo, Tamashima

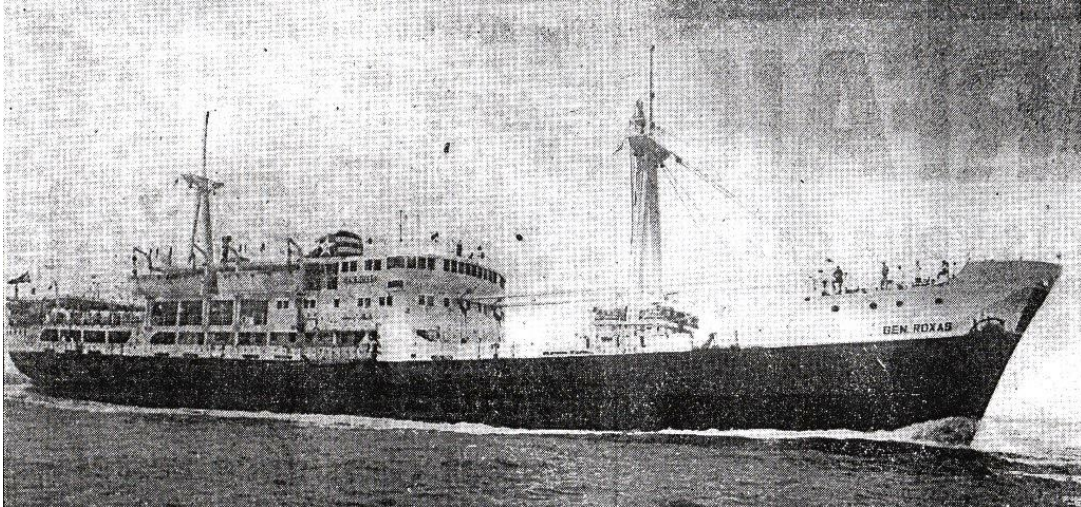
Built by National Shipyards & Steel Corp., Mariveles, Bataan (#1) for General Shg Co. Inc. as GENERAL ROXAS (pass. accom. 406). 3/65 sold to Sweet Lines Inc. 9/65 r. SWEET ROSE, pass. capacity now reported at 444. 6/67 fined at Manila for 236 excess passengers. 10/80 rep. laid up to conserve fuel. 1984 scrapped at Caloocan City by L. Acquario Marketing Corp.



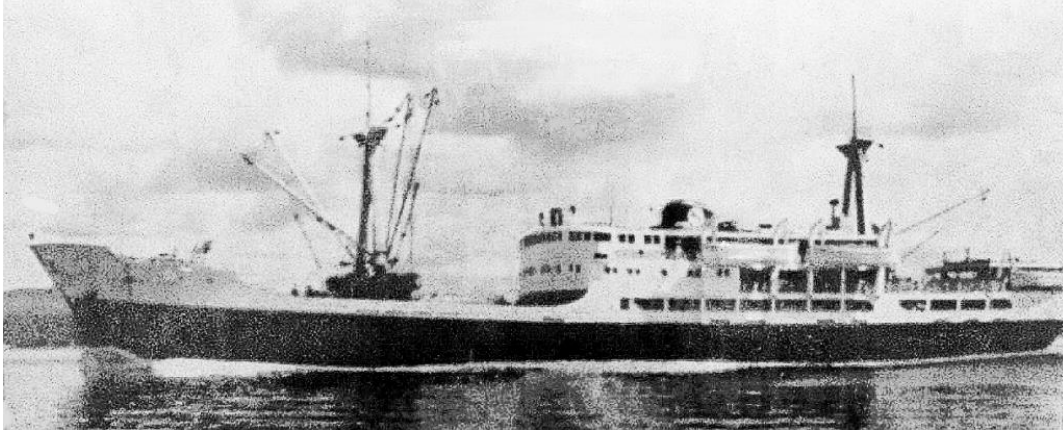
Early version of design for GENERAL ROXAS and GOVERNOR B. LOPEZ (Gorio Belen/PSSS).



Slipway view of GENERAL ROXAS published on launch day (*Manila Times* 10/6/59 SK).



GENERAL ROXAS, NASSCO Yard No.1. Hatch aft. (*Manila Times* GSC supplement 30/5/60 SK).

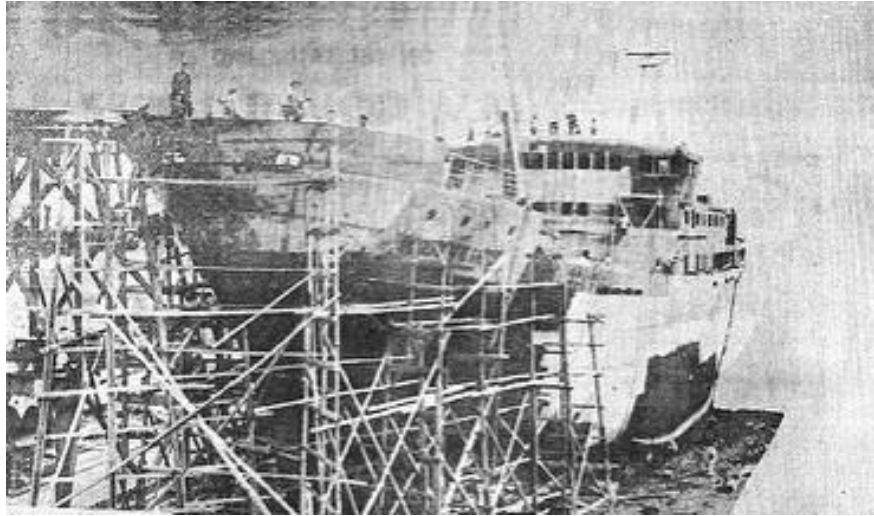


As SWEET ROSE, foredeck evidently built up (Conrado Gajudo/Sweet Lines coll./

<https://www.facebook.com/p/Lisa-Lim-Frekings-Page-of-Sweet-Lines-Inc-Philippines-100063761177481/>).

GOVERNOR B. LOPEZ (1961-66) 1730/61 76.4(84.7)x12.2m M6cy/2250bhp/13.75k by Uraga Diesel Kogyo, Tamashima

Built by National Shipyards & Steel Corp., Mariveles, Bataan (#2) for Southern Lines Inc. as GOVERNOR B. LOPEZ (accom. for 486 pass). 4/66 commenced two direct weekly trips each week Manila-Pulupandan only. 2/10/66 sold to Carlos A. Gothong & Co. r. DOÑA ANA. 1976 t/f to Lorenzo Shg Corp. r. DOÑA ANITA. 10/80 rep. laid up to conserve fuel. 1981 scrapped at Navotas, NW Manila, 1/81 work began, completed 4/81 [At time of keel laying, name reported as GOVERNOR BENITO LOPEZ JR. Shipyard ad. below reports as GOV BENITO LOPEZ.]



GOVERNOR B. LOPEZ pub. on launch day (NASSCO ad, *Manila Chronicle* 11/6/60 Gorio Belen/PSSS).



NASSCO ad in *Manila Times* of 13/12/61 commemorating the completion of GOVERNOR B. LOPEZ (SK).



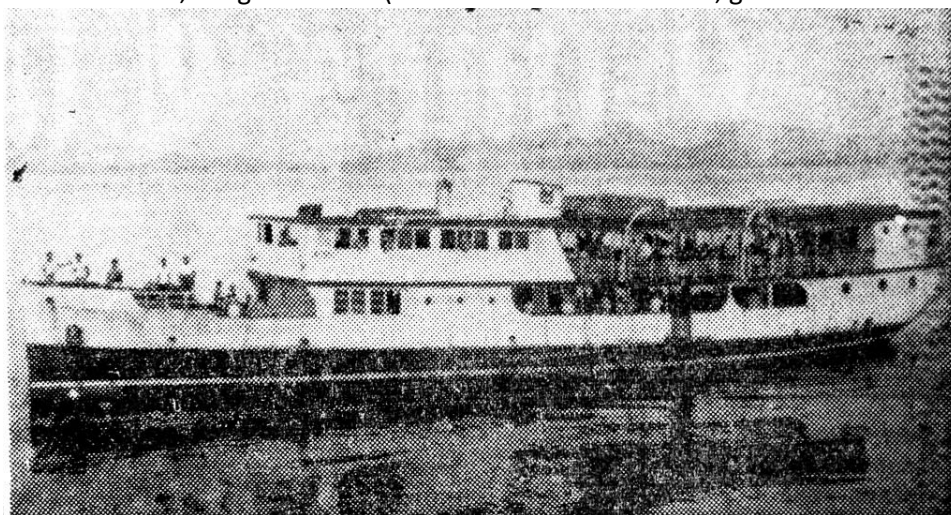
GOVERNOR B. LOPEZ as Go Thong's DOÑA ANA (W. Schell).

DOÑA PURITA (1963-?) 170/87 M [Specs as per 1920 *List of Merchant Vessels of the United States*: 180/87 35.17x6.1m, C2cy by R. Wetherill, Chester, Pa. 500shp.] [From 1924 T3cy (built or altered), Geo. Lawley & Son Corp., Dorchester, Mass.]

Built by Houston & Woodbridge, Marcus Hook, Pa as steam yacht NEAIRA, evidently for F. Lovejoy, New York (MVUS 1888), then S. H. Austin, New York (MVUS 1892) and Chas. A. Gould, New York (MVUS 1893) and apparently owned by him until sold c. 1907 to T. Coleman DuPont, Wilmington, Delaware (of E. I. DuPont de Nemours – the gunpowder and later chemicals firm) r. TECH, still as such 1922. Removed from U.S. documentation (MVUS 1931) following transfer to the Government of the State of Maryland (use not known), but re-sold and back in documentation (MVUS 1933), owned by Woodruff Warren of Annapolis, Maryland. Re-sold to Robert B. Kellogg, Annapolis and re-engined with a 350 hp diesel (MVUS 1937), then to John Paul Gensemer, Washington D.C. (reg. Annapolis) (MVUS 1941) and to Vincent J. Benbennick, Washington, D.C. (reg. Annapolis) (MVUS 1947). Deleted from MVUS 1948 as “out of documentation” but 1963 sold to Cinderella Shg Co. [formerly M. Cruz & Co.] r. DOÑA PURITA, pass. capacity of 300. 8/63 introduced to Batangas-Mindoro Oriental route. NFI. [Detailed research W. Schell]



Yacht TECH in Nov. 1922, image reversed (LOC call no. LC-F8- 19251, gift Herbert A. French, 1947).

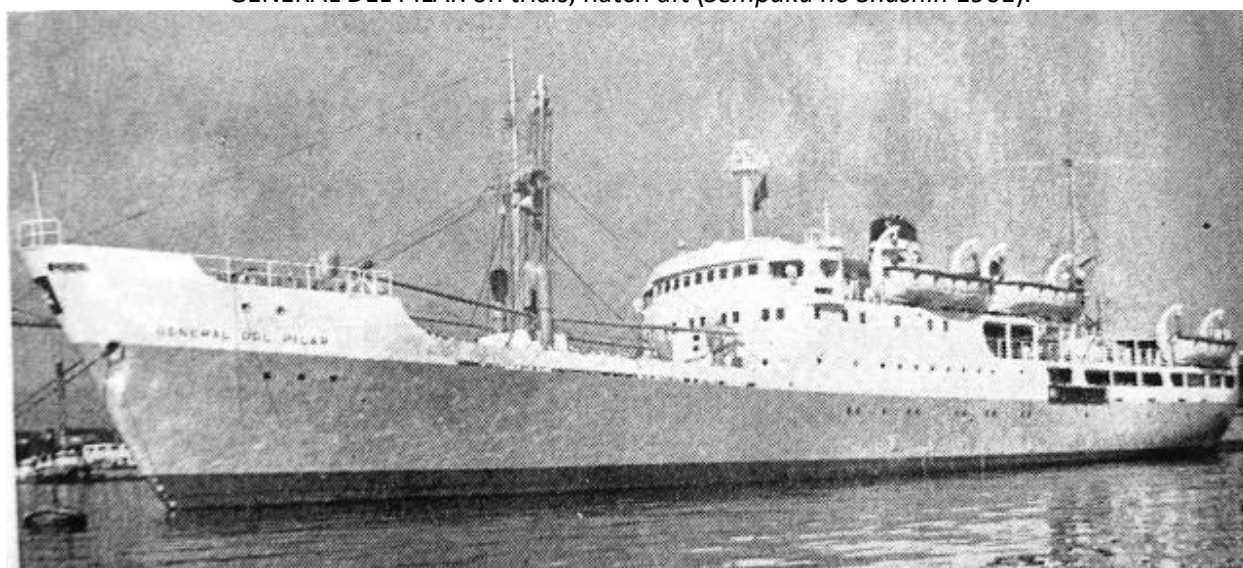


Bow abbreviated, decks enclosed as DOÑA PURITA (*Manila Times* 26/8/63 P.21A).

GENERAL DEL PILAR (1961-66) 1736/61 75.5(83.8)x12.0m M/2760bhp/16/17.4k Mitsui-B&W
 Built by Nippon Kokan, Shimizu (#163) for General Shg Co. Inc. as GENERAL DEL PILAR (pass. accom.
 8x1st 582 deck). 30/1/62 maiden voyage Manila-Iloilo-Cotabato & return. 2/66 sold to CM. 8/66 r.
 MACTAN. 16/7/73 o/v Mindanao-Manila sank during storm in Tablas Strait off south coast of Mindoro
 in 12.57N 121.42.30E after developing list the previous day, at least 22 dead [*MT 10/10/63 says
 financed under reparations*].



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



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

PRINCESS OF NEGROS (1962-94) 543/62 55.1(61.7)x9.7m, 2M8cy/1920bhp/13k B&W Alpha Diesel,
 Frederickshavn
 Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#1013) for Negros Nav. Co. Inc., Iloilo as
 PRINCESS OF NEGROS (832 pass.). 7/64 Lloyd's class suspended in absence of supervised drydocking.
 1994 r. PRINCESS OF PANAY. c.1996 sold to F.J. Palacio Shg Inc. for further service r. DON MARTIN 5.
 1996 being dismantled at Cebu, NFI. 1997 removed from LR.



PRINCESS OF NEGROS (<https://i.pinimg.com/736x/d6/75/40/d675403a0033f3140423e1913bfa635d.jpg>).



PRINCESS OF NEGROS at Iloilo in 1980 (Gorio Belen/ <https://www.flickr.com/photos/29421855@N07/3633256590/>).



DON MARTIN 5 at Cebu mid-1996, equipment being removed (Howard Dick).

GOTHONG (1963-78) 1390/50 88.8(o.a.)x12.4,M7cy/14k Atlas, Stockholm

Built by Solvesborgs Varvs, Solvesborg (#33) for Soc. Anon. de Gerance et d'Armement, Dunkirk as CAP GRIS NEZ. 1956 r. CAP SPARTEL. 1963 sold to Carlos A. Go Thong & Co., Cebu r. GOTHONG, advertised as GO THONG. By 1967 Thursday sailings Manila-Cebu-Dumaguete-Davao-Dadiangas-Cotabato in tandem with passenger conversion TAYABAS BAY (no confirmation of similar treatment for GOTHONG). 1978 r. DOÑA PAMELA. 1985 sold to Sulpicio Lines Inc. (same name). 9/89 demolition began at Navotas, NW Manila by L. Acuario Marketing Corp., 2/90 completed.



GOTHONG/DOÑA PAMELA as CAP GRIS NEZ.

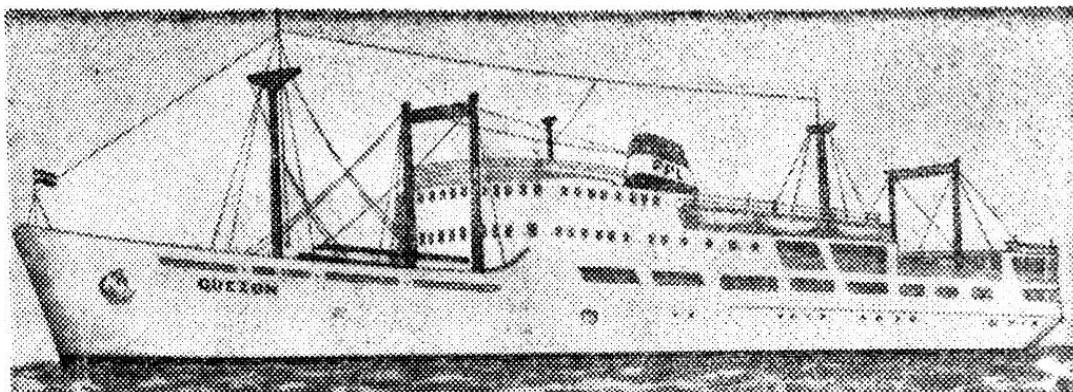
(<https://www.marine-marchande.net/Perchoc/Perchoc-07/cap%20gris%20net.jpg>).

QUEZON (1963-65) 2136/43 91.4(94.7)x12.5m, 2DE/6000hp/18k

Built by Lake Washington Shipyards Ltd, Washington for USN as seaplane tender USS ONSLOW (AVP-48). 1947 decommissioned. 1951 recommissioned for Korean War. 1960 discarded. 1961 acquired by Philippine President Lines, 1962 r. PRESIDENT QUEZON, taken to Japan for conv. to pass. ship. 1963 t/f to Philippine Pioneer Lines, r. QUEZON. 16/4/63 maiden voyage Manila-Iloilo-Pulupandan-Cebu-Cagayan de Oro. 17/3/64 commenced Manila-Iloilo express service (19 hours). 1/1/65 owners restyled Filipinas Pioneer Lines r. PIONEER ILOILO. 12/66 sold to Galaxy Lines Inc. r. GALAXY. 19/10/71 whilst laid up grounded at Cebu during heavy weather and sank [MN72 P.271].



USS ONSLOW at Saipan in June 1944 (Navsource NH97672).



QUEZON (*Manila Times* 8/4/63 SK).



GALAXY ex QUEZON (*Philippine Herald* 7/3/69 Gorio Belen).

DON SULPICIO (1964-69) 1689/47 79.4(85.9)x11.6m, M7cy/2050bhp/13k Polar, Atlas, Stockholm Built by Ekenbergs Varft, Stockholm (#188) for Elliot Shg & Land Co. Inc., Panama as COLOMBIA but completed for to Cia. Colombiana de Nav. Maritima S.A. ("Coldemar"), Buenaventura. 1961 t/f to Rederi A/B Samba, Gothenburg. 1964 sold to Carlos A. Gothong & Co. r. DON SULPICIO. 1967 sailing Manila every Tuesday for Iloilo, Pulupandan, Cotabato, Davao and Cebu, pairing with passenger-carrying F.S. DON JOSE (no confirmation of DON SULPICIO's conversion to a pass. ship). 1969 r. DOÑA GLORIA. 1973 sold to Sulpicio Lines Inc. 6/84 sold to L. Acuario Marketing Corp., Caloocan City, NW Manila for demolition.

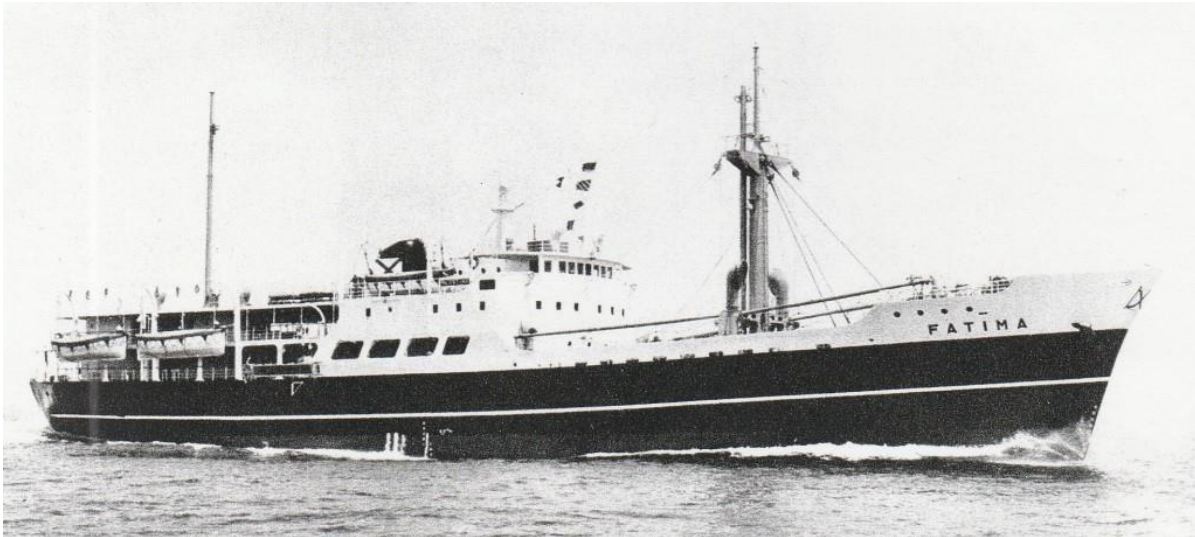


COLOMBIA (Panama flag) at New York in 1948 (Roger Scozzafava/coll. W. Schell).



COLOMBIA (now Swedish flag) at Gibraltar in 1962 (coll. W. Schell).

FATIMA (1964-91) 1870/64 78.0(85.8)x12.8,M7cy/2450bhp/14/16.85k Ito Tekkosho
Built by Taiyo Zosen, Nagasaki (#376) for Philippine Gov't (Escaño Lines mgrs), Manila as FATIMA with
accom. for 468 pass (8 Special 1st, 140 1st, 320 2nd. 1971 t/f to Hijos de F. Escaño Inc., Cebu. 1991
scrapped in Philippines.



FATIMA on trials (*Ships of the World*).



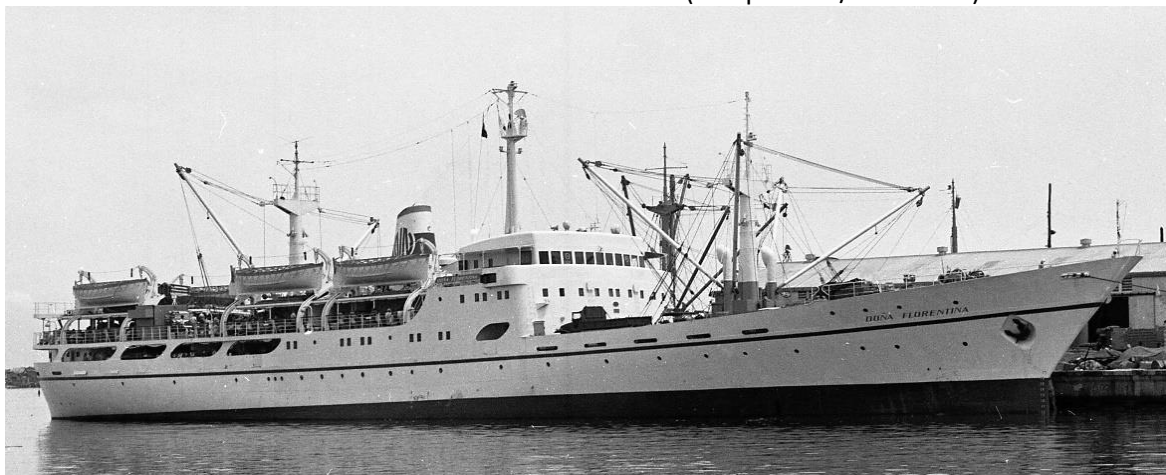
FATIMA in Manila in mid-1970, more enclosed aft of funnel (W. Schell/Ian Schiffman).

BATANES (1965-69) 541/65-9 (52.4)x9.1m, 2M/6cy/640bhp/10k Hanshin Nainenki, Kobe
 Built by Fukuoka Zosen, Fukuoka (#766) for Japanese Government, Tokyo as cargo ship BINAMARDA.
 Subsequently t/f to Philippine Gov't Reparations Commission reg. for Republic of the Philippines,
 Manila as BATANES, pass. accom. added and placed under local government management for Manila-
 Batanes route. 11/66 after funding controversy mgt t/f to Ministry of Public Works to operate Manila-
 Malay-Odiongan-Looc-Azagra with pass. 6/67 mgrs Galaxy Lines, operating Manila-Cebu-Ozamis-Iligan.
 17/11/67 grounded N. Luzon during heavy weather o/v to Manila. 1969 r. IRAYA. 1981 r. BATANES.
 19/4/07 deleted from LR, existence in doubt.

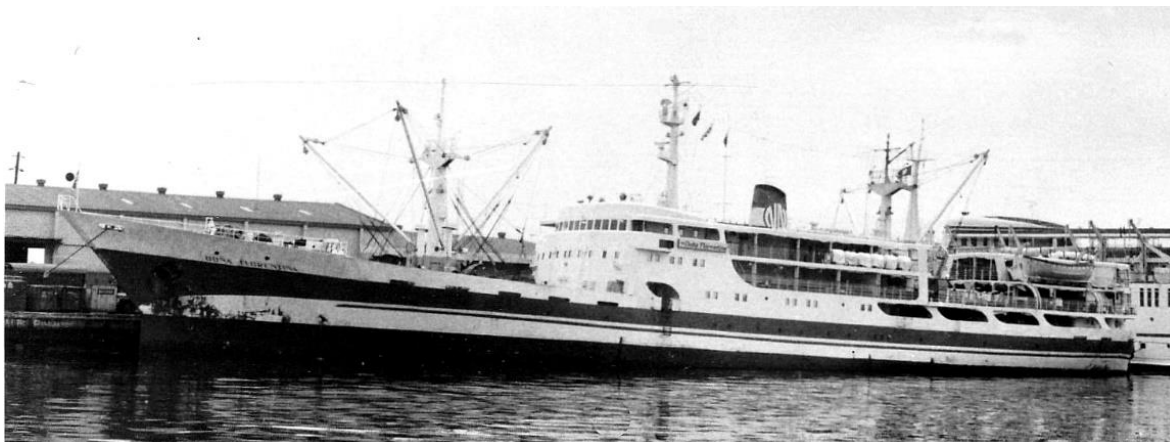
DOÑA FLORENTINA (1965-85) 2095/65 85.7(95.7)x13.9m,8cy M/4400bhp/17.5k Hitachi-B&W
 Built by Hitachi Zosen, Osaka (#4076) to Japanese ferry design for Negros Nav. Co. Inc. as DOÑA
 FLORENTINA (703 pass.). 10/9/65 maiden voyage Manila-Bacolod-Iloilo. 1970 used as floating hotel in
 Manila during visit of Pope Paul VI. 22/5/78 superstructure damaged by fire off Sulawan Point on
 voyage Cagayan de Oro to Manila with 840 passengers, no casualties. 18/5/83 beached on Batbatan
 Island after fire broke out on voyage Manila-Iloilo with pass. and gen. cargo, CTL, but sold back to
 Negros Nav. 3/85 sold to Engineering Equipment Inc., Quezon City, Batangas for demolition.



DOÑA FLORENTINA had a small hatch aft (Sempaku 10/65 edition).



DOÑA FLORENTINA at Manila, 16 June 1970 (W. Schell).



DOÑA FLORENTINA at Manila, updated red colours, 4 boats gone, superstructure awnings (coll. J. van Delden).

PIONEER ILOILO (1965-66) 2136/43

see QUEZON 1963-65)

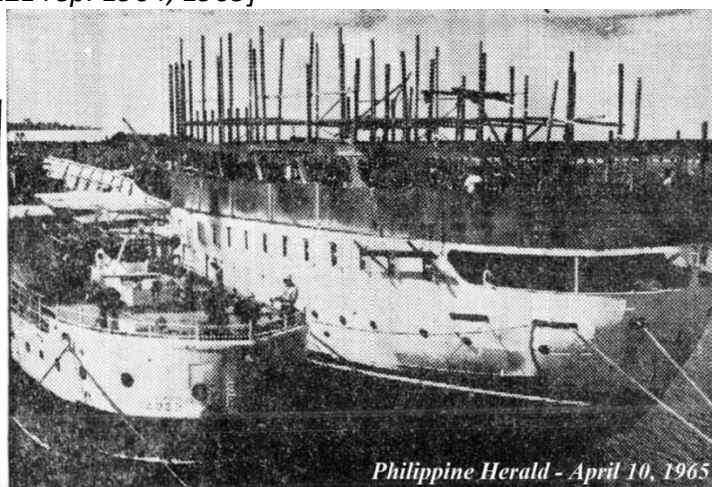
SOUTHERN BELLE (1965-c.67) c.500 (700dwt)/65 54.54x8.79m,M/550bhp/10-12k Dorman
Built by Southern Industrial Projects (SIP) Shipyards, Cortes, Bohol for Southern Star S.S. Co. (Oscar H. Manuel mgr) [MT 21/4/64]. MT 1/6/64: "to be completed late-July". 11/11/64 launched by Pres. Macapagal, assisted by Mrs Esteban Bernido, wife of Bohol Governor [MT 14/11/64]. 8/3/65 service announced from 5/65 Manila-Cebu-Tagbilaran with 160 pass. on 2 decks, stewardesses, 14 cabins for crew [MT 8/3/65]. Not seen subsequently in sailing schedules from Manila but 11/66 owners evidently insolvent. 1976 sold to Newport Shg. Corp., Manila r. QUEEN OF SAMAR, sailing from 4/76 Sundays Manila-Allen-San Jose-Laoang & return, Thursdays Manila-Calbayog-Masbate & return. NFI. [*Southern Star Fleet described 3/65 as 4 oceangoing (Pa flag, Bacong Co. S.A., all sold by 1968-69), 4 coasters, tugs, several barges. Other coasters rep. SOUTHERN LADY built Cortes, completed 12/63; SOUTHERN TRADER rep. 1964, 1965; SOUTHERN BREEZE rep. 1964, 1965]*



SOUTHERN BELLE CHRISTENING

President Macapagal is flanked by (from left) Bohol Gov. Esteban Bernido, SIP Executive Vice President Gregorio A. Concon, Ambassador

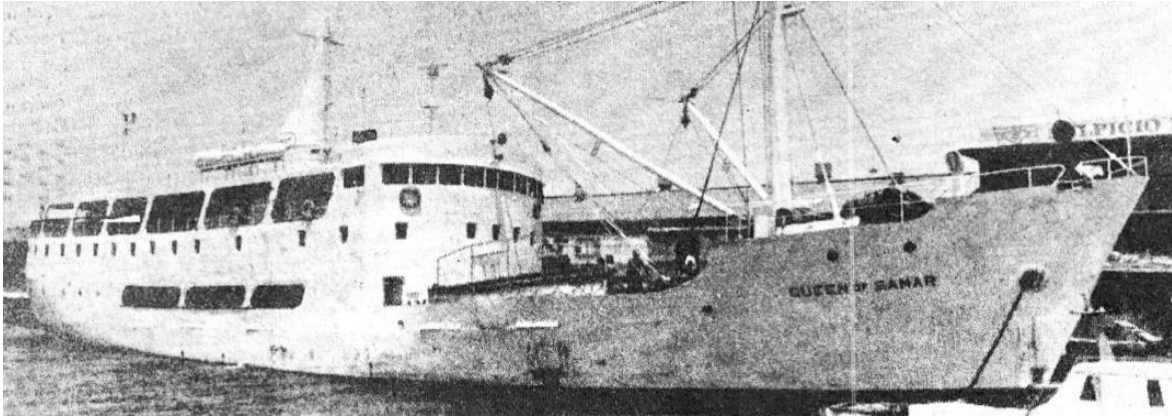
Jacinto C. Borja and Eric Bidle, vice president of Childs Securities Corporation at christening rites of the mv Southern Belle in Cortes, Bohol.



Philippine Herald - April 10, 1965

(l.) Report on christening/launching, ship in background with black hull (*Manila Times* 14/11/64 SK).

(r.) SOUTHERN BELLE fitting out w/ex-LST? SOUTHERN TRADER (*Philippine Herald*, 10/4/65 Gorio Belen/PSSS).



Believed subsequently QUEEN OF SAMAR (*Times Journal* 7/4/76 Gorio Belen/PSSS).

SWEET ROSE (1965-84) 1730/60 (444 pass) see GENERAL ROXAS (1960-65)

TAYABAS BAY (1965-79) 2199/41-45 103.2(110.0)x14.0m, M9cy 3200bhp/14.5k B&W
Built by Helsingors Jernsk. & Msk., Elsinore (#264). Launched 1941, completed 1945 for D/STorm A/S (A. Schmiegelow & A. Kampen mgrs), Copenhagen as TEKLA. 1951 r. TEKLA TORM. 1964 sold to Liberian Nav. Co. S.A., Monrovia r. TEKLA. 1965 sold to Carlos A. Gothong & Co. r. TAYABAS BAY, conv. to passenger vessel (rep. 200 pass.). 1979 r. DON ARSENIO. 1980 scrapped at Manila.



TAYABAS BAY as Danish TEKLA TORM (<https://picryl.com/topics/tekla+torm+1945>).



TAYABAS BAY, North Harbour, Manila 3 June 1970, conv. to carry 200 pass., new housing at stern (W. Schell).

ATHENA (1966-75) 1461/50 75.82(82.76)x12.02m, 2M6cy/1500bhp/12.5k MAN, Augsburg
 Built by A.G. "Weser" Werk Seebeck, Bremerhaven (#683) for Argo-Reederei (Richard Adler & Sohne mngs), Bremen as cargo-pass. ADLER. 1966 sold to Dacema Lines Inc., Philippines r. ATHENA, fitted with extra passenger accom. 1975 sold to Solid Shg Lines Corp. r. MALIGAYA. 29/6/79 delivered to Ladisla Acuario, Caloocan City, NW Manila for demolition.



ATHENA before acquisition as ADLER, pass. crowded near bridge (Holder Jaschob /Shipspotting).



ATHENA, Manila North Harbor, 3 June 1970, new awnings, rafts replacing boats (W. Schell).

| | |
|---|---------------------------------|
| DOÑA ANA (1966-76) 730/61 | see GOVERNOR B. LOPEZ (1961-66) |
| GALAXY (1966-71) 2136/43 | see QUEZON 1963-65) |
| MACTAN (1966-73) 1736/61 | see GENERAL DEL PILAR (1961-66) |
| MISAMIS OCCIDENTAL (1966-69) 2164/48 | see WILLIAM (1966-66) |
| SWEET PEACE (1966-74) 844/28 | see PRINCESA (1957-66) |
| SWEET SAIL (1966-78) 732/43 | see GOVERNOR WRIGHT (1952-66) |

VIRGINIA (1966-66) 1990/45 96.93(102.39)x13.59m, M9cy/2440bhp/14k B&W
 Built by Eriksbergs M.V. Aktieb, Gothenburg (#324), 1942 launched, 7/45 completed for Stockholms

Rederi A/B Svea (Eman Hogberg, mgr), Stockholm as FYLGIA (2042g). 1966 sold to William Lines Inc., Manila r. VIRGINIA then VIRGINIA VI, fitted with accom. for 243 pass. 1967 r. DOÑA VIRGINIA. 1970 r. DUMAGUETE CITY, appearance presumably similar to ZAMBOANGA CITY (depicted below). 5/8/71 sank in shallow water at Mariveles after springing a leak and abandoned to insurance underwriters. Raised, repaired and restored to William Lines service as a cargo-only ship. 1975 r. DUMAGUETE. 1981 r. WILCON VI. 19/4/07 deleted from LR, existence in doubt, rep. sold 1996/99.



VIRGINIA as FYLGIA. Later fitted to carry 243 pass. (Hans-Wilhem Delfs/shippingpotting).



WILCON VI rebuilt as a container carrier, Manila North Harbour c.1993 (J. Van Delden*/SK).

VIRGINIA VI (1966-67) 1990/45

see VIRGINIA (1966-66)

WILLIAM (1966-66) 2164/48 96.9(103.3)x13.6m, M9cy/2600bhp/14k B&W

Built by Eriksbergs M/V Aktieb, Gothenburg (#379) for Rederi A/B Fredrika (Erik Hoberg mgr), Stockholm as RAGUNDA, ref., 2 pass. 1962 sold to Varda Shipping Co. Ltd (Victor Sloutkis mgr), Eilat. r. VARDA. 1964 sold to Astrofiel Cia. Naviera S.A., Panama. 1966 sold to William Lines Inc., Manila r. WILLIAM. 1966 r. MISAMIS OCCIDENTAL. 1969 r. MISAMIS. 1970 r. ZAMBOANGA CITY. 7/11/74 capsized and sank off Makar Wharf, General Santos City, Mindanao Island with livestock, lumber and general cargo.



RAGUNDA (Rui Amaro/Ships Nostalgia /<https://www.shipsnostalgia.com/media/ragunda-1.423973/>).



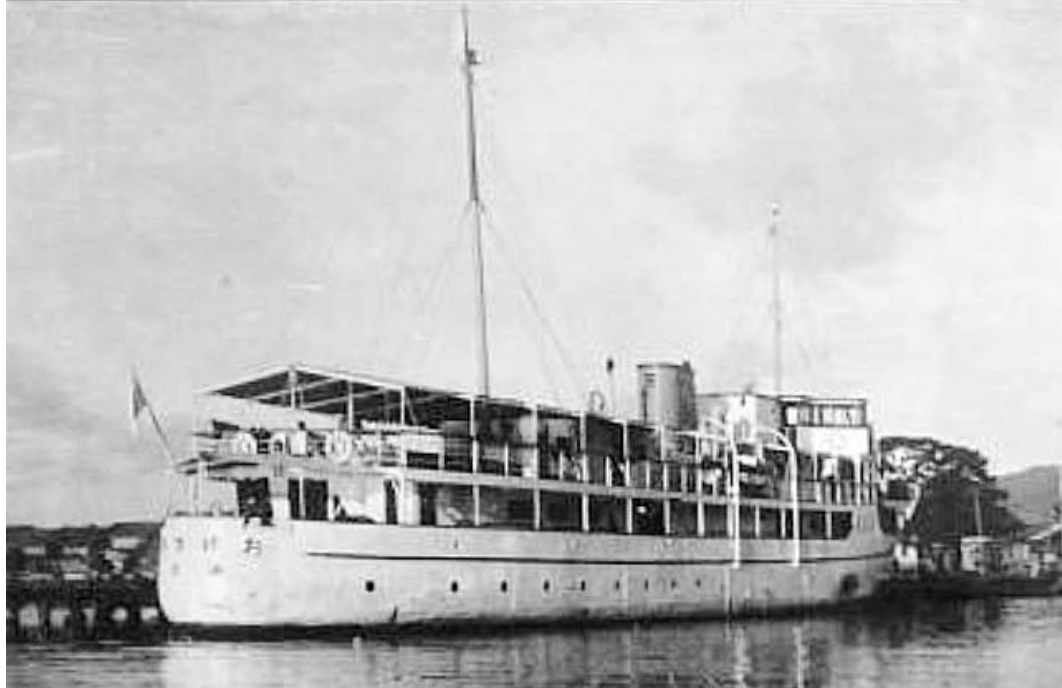
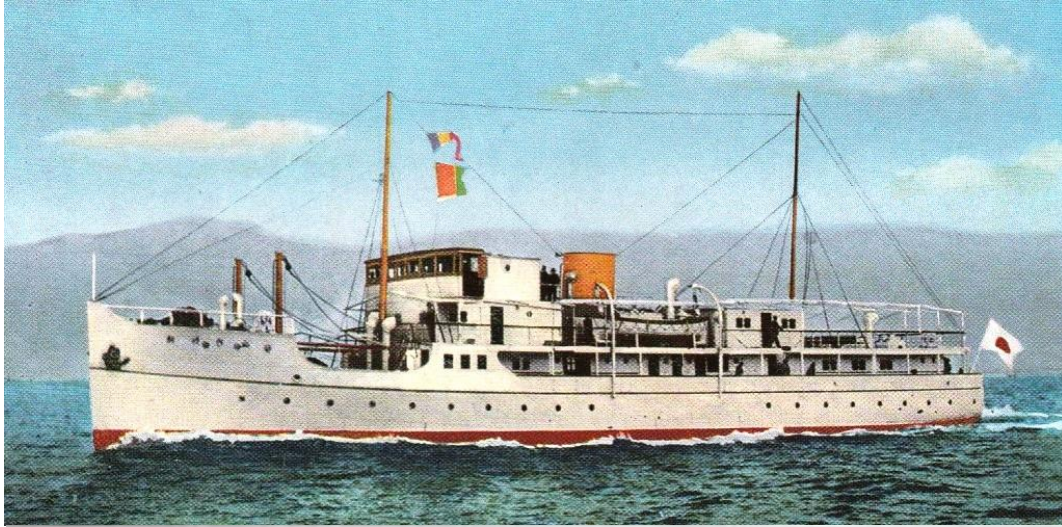
MISAMIS OCCIDENTAL, 4 lifeboats plus inflatables beside funnel (*Manila Times* 16/12/66 P.29A SK).



Later as ZAMBOANGA CITY at Manila, 11 June 1970. New structure at poop, six boats, extra inflatables at base of mainmast (W. Schell).

Ex-ISOJI MARU (1965-?) 488/32 48.77x8.23, M6cy/700bhp/14k

Built by Mitsubishi Zosen, Kobe (#253) for Sado Kisen K.K., Ryotsu for service Ryotsu-Niigata as OKESA MARU. 5/45 damaged by mine outside Niigata. 10/8/45 while moving slowly upstream of Central Pier, Niigata hit by over 100 rounds from a US Grumman fighter, 14 dead 19 injured. 1/64 r. ISOJI MARU to free name for new OKESA MARU. 11/65 sold to Eisaku Sato, Niigata, same year resold to Philippines, NFI. 1979 removed from LR, no info. *[First known example of a Japanese pass. ship being sold to the Philippines for inter-island use, but NFI. 33 years old but believed in usable condition, dormitory accommodation for overnight pass.]*

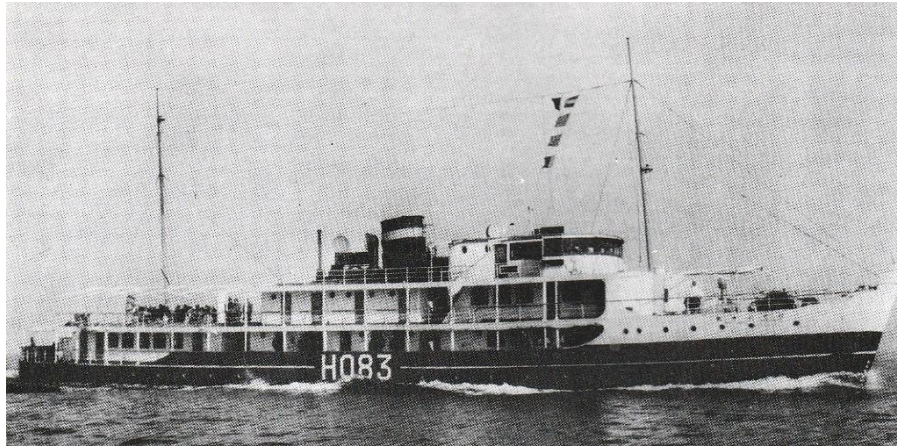


As OKESA MARU (from postcards).

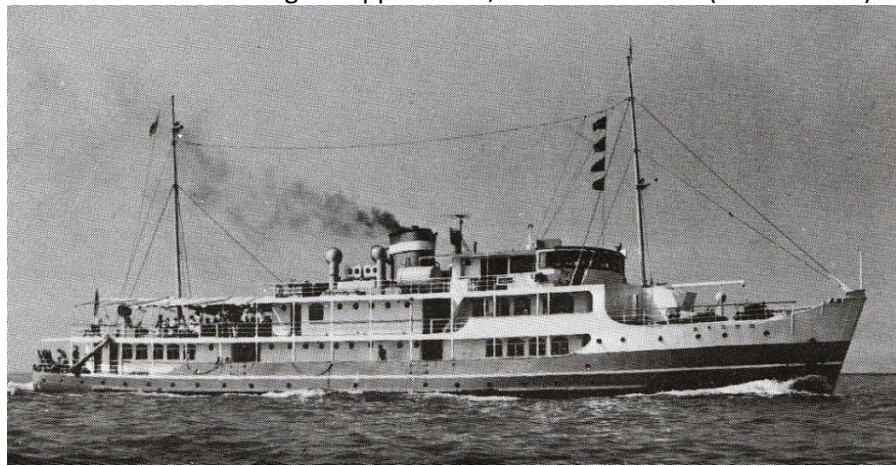
DOÑA VIRGINIA (1967-70) 1990/45

see VIRGINIA (1966-66)

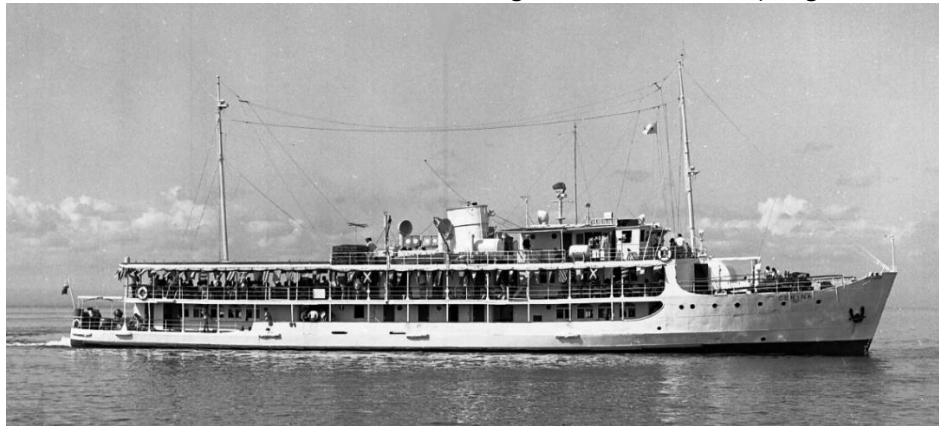
CERINA (1967-7?) 391/47 47.00(48.34)x7.7m, M5cy/500bhp/12K Kobe Hatsudoki, Kobe
 Built by Sanoyasu Dock Co. Ltd., Osaka (#101) for Kansai Kisen K.K., Osaka for Osaka-Kobe-Sumoto
 route (2 hours) as HAYABUSA MARU(405 pass.). 1967 sold to Philippine interests, intended for shuttle
 Manila-Corrigidor-Cavite-Bataan r. CERINA (now 600 pass.). End-12/67 due in Manila [*Manila Chronicle*
 13/12/67]. 5/70 operating day cruises to Corregidor etc. from seaward end of Rizal Park, south of the
 South Harbor wharves. NFI, 1979 deleted from L.R.. [By end-73 name 'SERINA' in use by another vessel
 at same location.]



HAYABUSA MARU original appearance, SCAJAP No.H083 (Kansai Kisen).

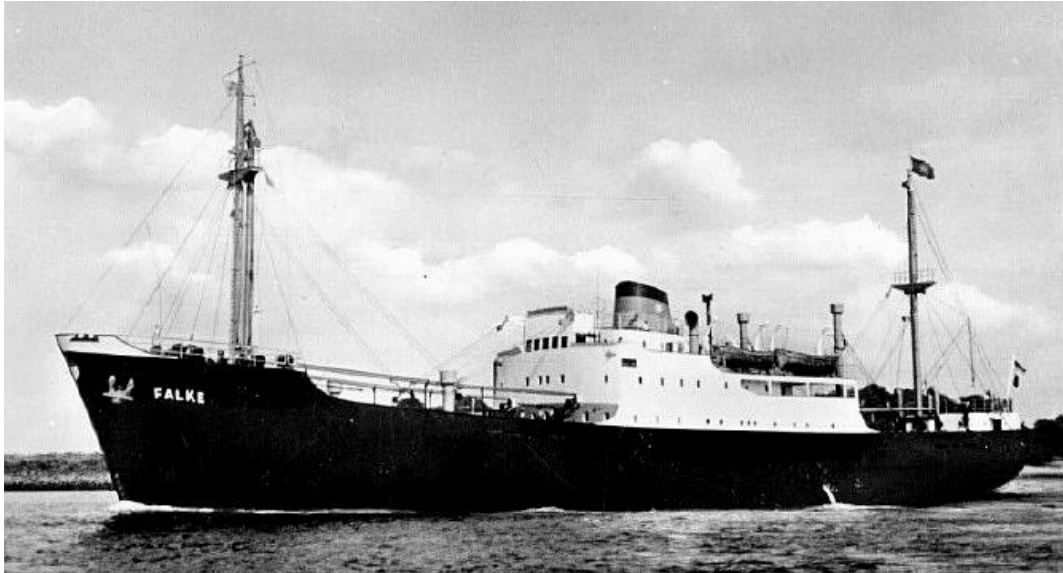


HAYABUSA MARU with a few refinements in owner's later green colour scheme (image reversed) (Kansai Kisen)



CERINA at Manila 24 May 1970 (W. Schell)

DEMETER (1967-73) 1247/50 75.82(82.76)x12.02m, M6cy/1500bhp/12.5k 2xMAN, Augsburg Built by A.G. Weser Werk Seebeck, Bremerhaven (#684) for Argo-Reed. (Richard Adler & Sohne mgrs), Bremen as cargo-pass. FALKE (1461g). 2/67 sold to Dacema Lines Inc. for conversion to inter-island passenger vessel r. DEMETER. 1973 sold to Cebu-Ormoc Ferry Inc. r. EMILIA. 9/11/74 caught fire off Dumali Point, Mindoro Island o/v Manila-Ormoc with passengers, vessel beached, 10/11 fire extinguished, towed to port but CTL.



DEMETER previously was German-flag FALKE (<https://www.coasters-remembered.net/showthread.php?t=7809>).



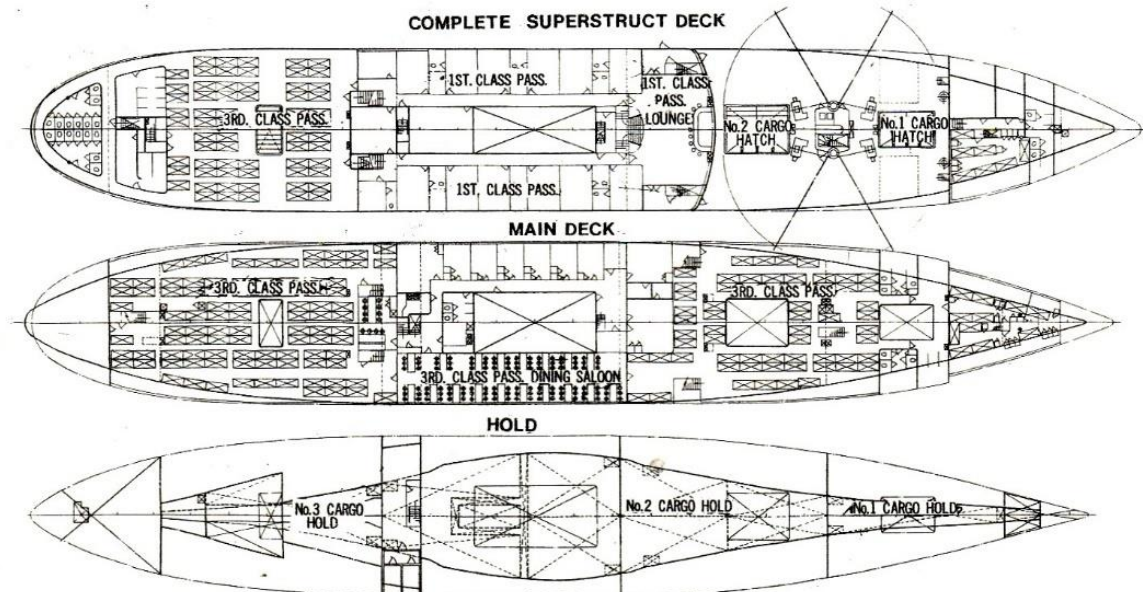
Dacema Line's DEMETER in Manila North Harbor, 16 June 1970, superstructure and stern built up (W. Schell).

DON JULIO (1967-2009) 2116/67 85.71(95.66)x13.85m, M8cy/4400bhp/17.5K Hitachi-B&W, Osaka Built, hull by Maizuru Jukogyo K.K., Maizuru (#110), completed by Hitachi Zosen (#4189), location unstated, to Japanese ferry design for Negros Nav. Co., Iloilo as DON JULIO (829 pass.). 1970 used as floating hotel in Manila during visit of Pope Paul VI. 2005 sold to Jensen Shg Corp., Iloilo, deployed Iloilo-Cebu etc. 2009 rep. laid up, NFI. Still listed LR 2016 but removed by 2021 edition.



"DON JULIO"
 Launching: 16th September, 1967
 MAIZURU JUKOGYO, LTD.

DON JULIO (builder's launch commemorative postcard).



Passengers could be also accommodated in the forward 'tween deck. Small hatch aft.



DON JULIO at Manila, 24 May 1970 (W. Schell).



Above 2: DON JULIO top deck awning, no boats, Iloilo 6 Oct. 1994 (John Ward <https://www.flickr.com/photos/25653307@N03/4059857799/>).



NeNaCo red funnel colours indicating employment in cargo-only trade (Toshihiko Mikami/jon_saulog/ https://www.flickr.com/photos/tm_brochures_2010/5088768364/in/photostream/

DOÑA RITA (1967-76) 2456/49 87.48(95.33)x14.03m, M6cy/3000bhp/13k Sulzer, Winterthur (mfd. 43) Built by Arsenal de la Marine Nationale Francaise, Lorient (#2605) for Cie. de Nav. Mixte, Marseilles as TAFNA (2063g), although launched as CHIEK. 2/64 sold to Cie des Messageries Maritimes, Marseilles r. MARANIA for service in Polynesia but 1965 t/f to Madagascar/Indian Ocean [messageries-maritimes.org/marania]. 1967 sold to Carlos A. Gothong & Co. r. DOÑA RITA, fitted with pass. accom. 1976 t/f to Lorenzo Shg Corp. 22/10/79 stranded in Sarangani Bay, Mindanao, 4/12 refloated. Subsequently sold for scrapping at Mariveles.

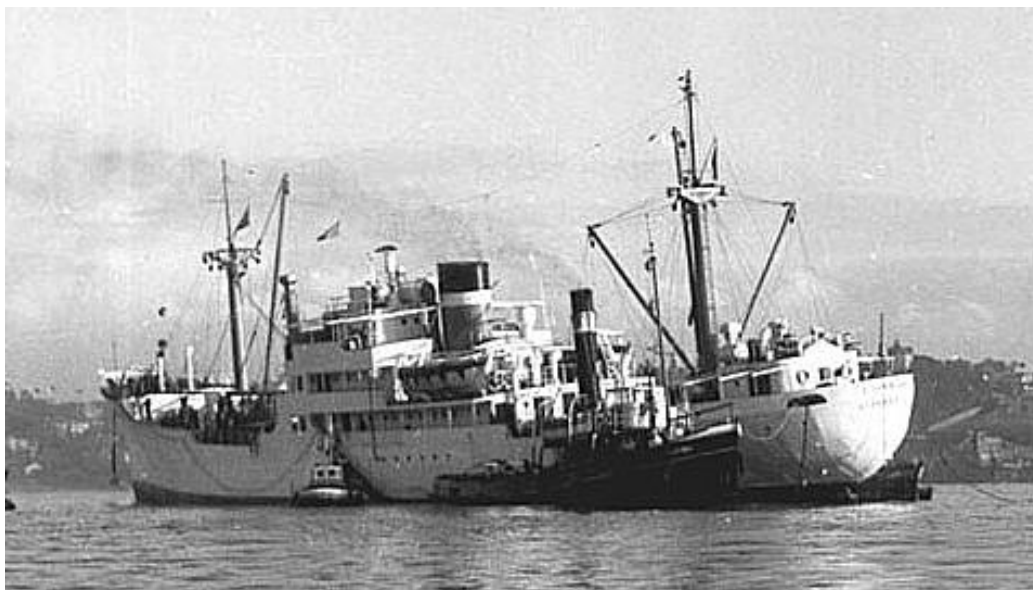


As MARANIA of Cie. des Messageries Maritimes (image reversed)
(<https://www.marine-marchande.net/Perchoc/Perchoc-24/Marania.jpg>).



DOÑA RITA built up for passengers, Cotabato, 7 June 1970 (W. Schell).

MABUHAY (1967-78) 1516/47 68.59(82.91)x12.86m, M6cy/1920bhp/12k 2xBritish Polar Eng., Glasgow Built by W. Gray & Co. Ltd., Hartlepool (#1195) for Ellerman Lines Ltd (Ellerman & Papayanni Lines Ltd mgrs), Liverpool for fortnightly service Liverpool-Oporto as CROSBIAN. 1963 t/f to the Mossiel Steamship Co. Ltd (John Bruce Shipping Co. Ltd, mgrs). 8/67 sold to Davao Redwood Corp., Philippines r. MABUHAY, 26/1/68 arr. Manila where fitted with pass, accom. 1978 sold to Solid Shg Corp., Cebu (LR78 listed for Solid Shg Co.. 11/10/80 delivered at Manila for demolition by Mascor Marketing Corp..

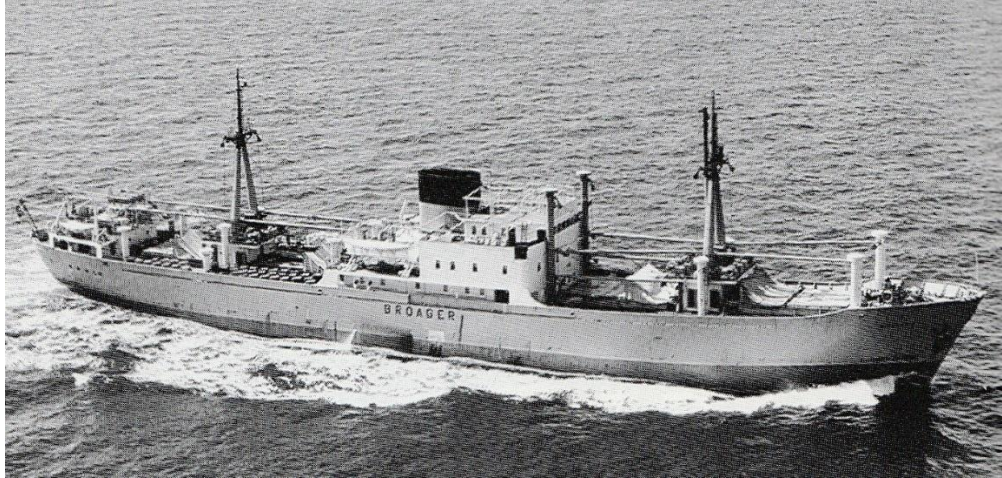


CROSBIAN stranded on sandbank, October 1956, in River Douro, Oporto (Rui Amaro/Ships Nostalgia <https://www.shipsnostalgia.com/media/crosbian.283643/>).

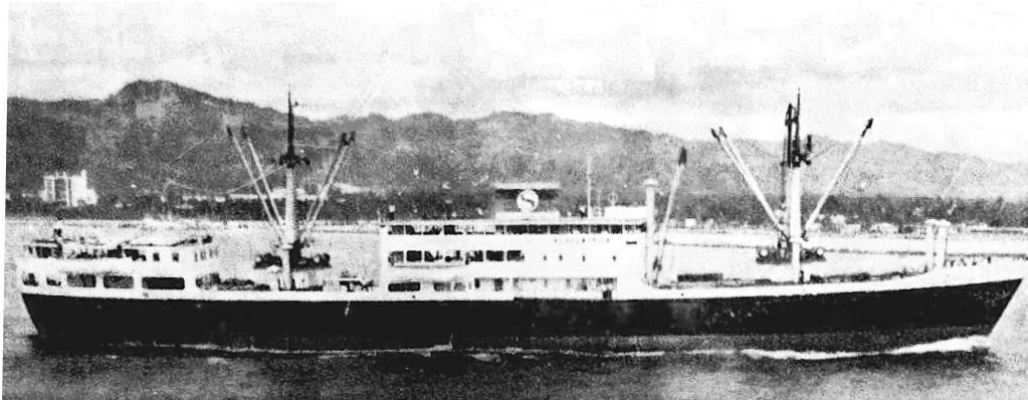


Above 2: MABUHAY outbound at the entrance to Cebu, 5 June 1970 (W. Schell).

SWEET BLISS (1967-84) 1875/53 84.0(92.46)x13.29m,M 6cy/2000bhp/13k B&W
Built by Helsingør Skibs. & Msk. A/S, Elsinore (#314) for Det Fornede D/S A/S, Aarhus as BROAGER.
7/11/64 collided with and sank *Kyholm* (1166/61) off entrance to Copenhagen. 24/11/67 sold to Sweet
Lines Inc., Cebu r. SWEET BLISS,3/1/68 dep. Hamburg for Taiwan, where rebuilt with accom. for 330
pass. 1984 demolition commenced at Manila by Phil-Asia Shipbreaking, Quezon City.



SWEET BLISS ass BROAGER (DFDS history).



SWEET BLISS (Conrado Gajudo/Sweet Lines coll./

<https://www.facebook.com/p/Lisa-Lim-Frekins-Page-of-Sweet-Lines-Inc-Philippines-100063761177481/>).



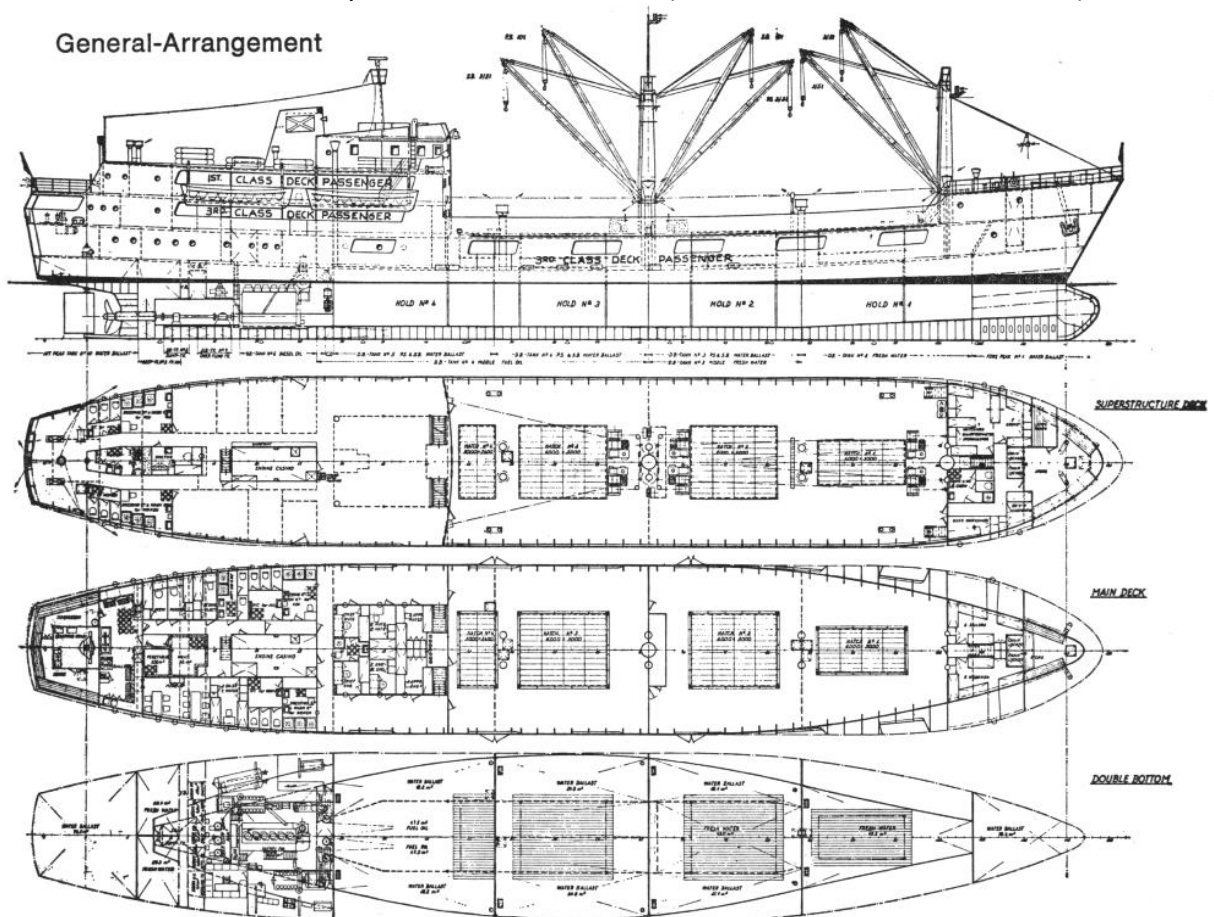
SWEET BLISS alongside at Cebu, February 1972 (Karsten Petersen).

AGUSTINA II (1968-80) 1129/68 68.99(77.5bb)x12.04m, M6cy/ 2000bhp/14.5k Klockner-Humboldt-Deutz, Cologne

Built by Rickmers Werft, Bremerhaven (#348) for Hijos de F. Escaño as AGUSTINA II, with deck accom. for about 120 first class and 280 third class passengers. 1980 r. AGUSTINA. 1991 scrapped in the Philippines.

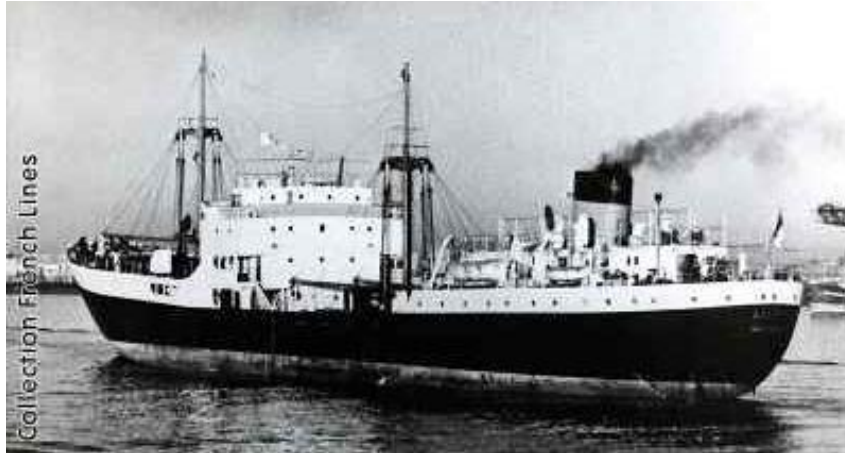


Detailed artist's impression of AGUSTINA II (Rickmers Werft launch booklet).



AGUSTINA II general arrangement, all passengers accommodated aft (Rickmers Werft).

DON ALBERTO (1968-73) 2042/50 (95.41)x14.03m, M6cy/3000bhp/13k Sulzer C&A de la Loire, S. Denis
 Built by Ch. & At. de Provence, Port de Bouc (#252) for Cie. Générale Transatlantique, Marseille as
 ATLAS. 1/69 del. to Carlos A. Gothong & Co. r. DON ALBERTO, 5/2/69 dep. Rotterdam for Davao, 8/4 at
 Cebu. 1973 sold to Sulpicio Lines Inc. 1977 r. DOÑA HELENE. 1987 scrapped in Philippines.

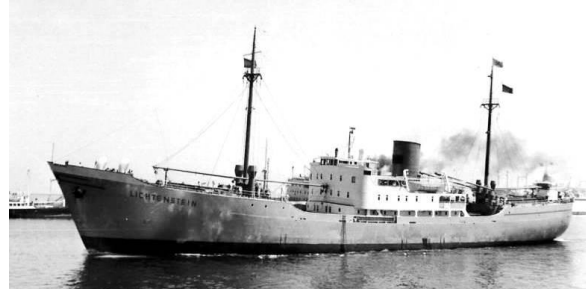


DON ALBERTO as built for CGT as ATLAS and presumably was converted like sister DOÑA RITA
<http://andre.barbaroux.free.fr/eamrecco.html>.

DON CAMILO (1968-88) 2353/51-10 105.11x14.20m m 6cy 3900bhp 16k M.A.N.
 Built by Bremer Vulkan, Vegesack (#806) for Roland-Linie Schiffahrts GmbH, Bremen as ref.
 LICHTENSTEIN (12 pass.), chartered to Yeoward Line for liverpool-Canaries service. 1959 t/f to
 Norddeutscher Lloyd, Bremen. 3/68 del. to Carlos A. Gothong & Co. r DON CAMILO, 29/3 dep. Bremen
 for Manila, 27/4 engine trouble, 2/6 Singapore Roads, thence Manila where conv. to passenger ship.
 1973 sold to Sulpicio Lines Inc. 25/11/75 grounded at entrance to Cebu harbour. 1976 t/f to Universal
 Shg. Lines Inc. 1985 t/f to Sulpicio Lines Inc. IV/88 demolition commenced at Manila by Boy Acuario.



LICHTENSTEIN in Roland-Linie colours (Drechsel).



NDL's LICHTENSTEIN (Trenor/Ships Nostalgia / <https://www.shipsnostalgia.com/media/lichtenstein.38655/full>).



Gothong DON CAMILO at Manila 3 June 1970 (W. Schell).



Above 2: Sulpicio DON CAMILO (Jim Shaw).

DON LORENZO (1968-76) 2407/51 105.11x14.20m m 6cy 3900bhp 16k M.A.N.

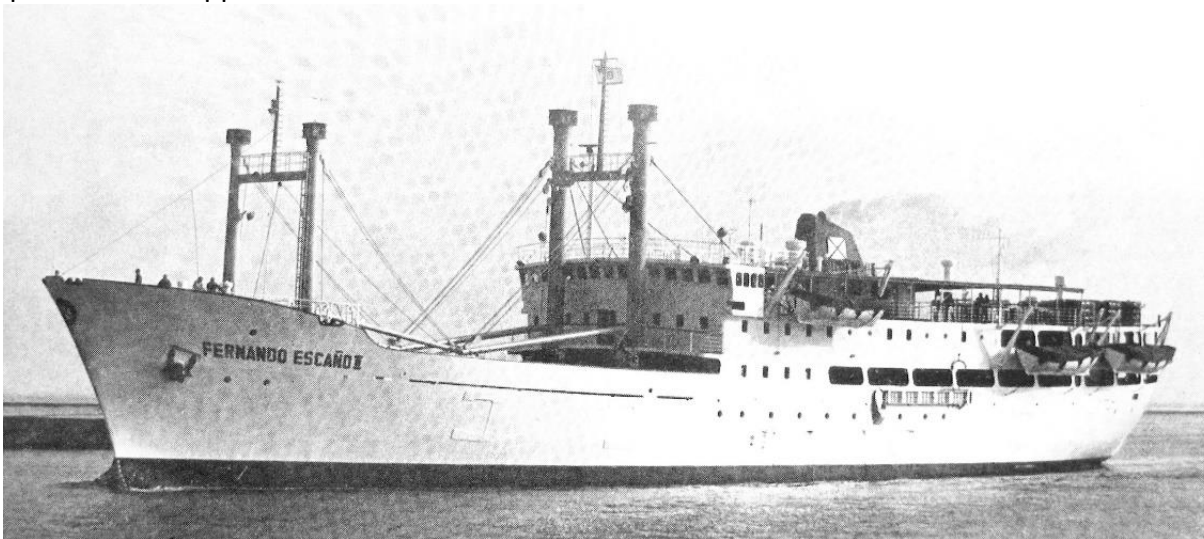
Built by Bremer Vulkan, Vegesack (#807) for Roland-Linie Schiffahrts GmbH, Bremen as LIEBENSTEIN (12 pass.). 1959 t/f to Norddeutscher Lloyd. 5/68 del. to Carlos A. Gothong & Co., ?? r. DON LORENZO, 9/5 dep. Bremen for Manila. 1973 sold to Sulpicio Lines Inc. 1976 t/f to Universal Shg Lines Inc. r. DOÑA JULIETA. 30/6/77 while lying at Manila, gutted by fire, settled on bottom, CTL. 1977 sold by underwriters to Sulpicio Lines Inc. but laid up unrepaired until 6/84 sold to L. Acuario Marketing Corp., Caloocan for demolition at Navotas.



LIEBENSTEIN, presumably converted to a passenger ship in a similar way to sister DON CAMILO (Shipspotting).

FERNANDO ESCAÑO II (1968-80) 1817/68 81.01(89.41bb)x13.61m, M12cy/3400bhp/16k Vee, Klockner-Humboldt-Deutz, Cologne

Built by Martin Jansen, Leer (#86) for Hijos de F. Escaño as cargo-pass. vessel, 29/2/68 launched and 7/68 completed as FERNANDO ESCAÑO II. 16/7/69 sustained heavy damage forward when collided with fortified island in Manila Bay when outbound to Cebu. 1980 r. FERNANDO ESCAÑO. 1991 scrapped in the Philippines.



FERNANDO ESCAÑO II (https://www.naviearmatori.net/albums/userpics/10711/IMG_4036.JPG).



FERNANDO ESCAÑO II, larger houseflag on funnel (W. Schell).



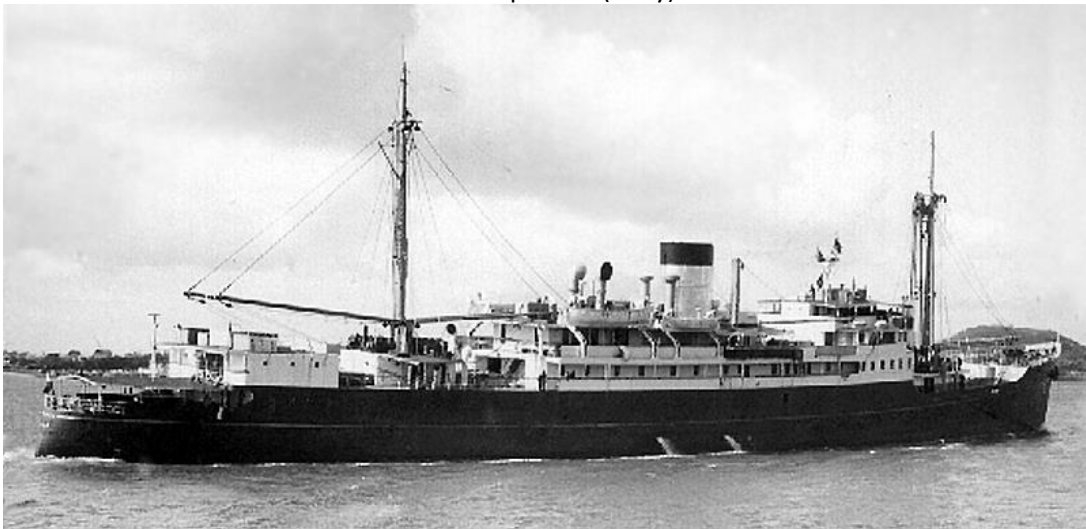
FERNANDO ESCAÑO alongside at Cebu, January 1987 (P. Meyers).

SULTAN KL (1968-69) 4350/36 (pass) 108.3x15.4m, 2M/6cy /5160bhp/14.75k Sulzer, Armstrong Whitworth, Newcastle

Built by R. & W. Hawthorn Leslie & Co. Ltd., Hebburn-on-Tyne (#600) for Union S.S. Co. of New Zealand Ltd, Auckland for NZ-Pacific Islands service as MATUA(refrigerated cargo & pass.). 13/8/68 arr. Auckland on final voyage and laid up for sale. 17/10/68 del. to "K" Shipping Corp. (E.K. Litonjua & Co. mgrs) r. SULTAN KL, 24/8 dep. for Manila, where dormitories added for 2200 pass. 7/69 grounded in Manila Bay during Super Typhoon Elang, later salvaged by Taiwan shipbreakers and Q2/1970 broken up at Kaohsiung.



MATUA prewar (Ebay).

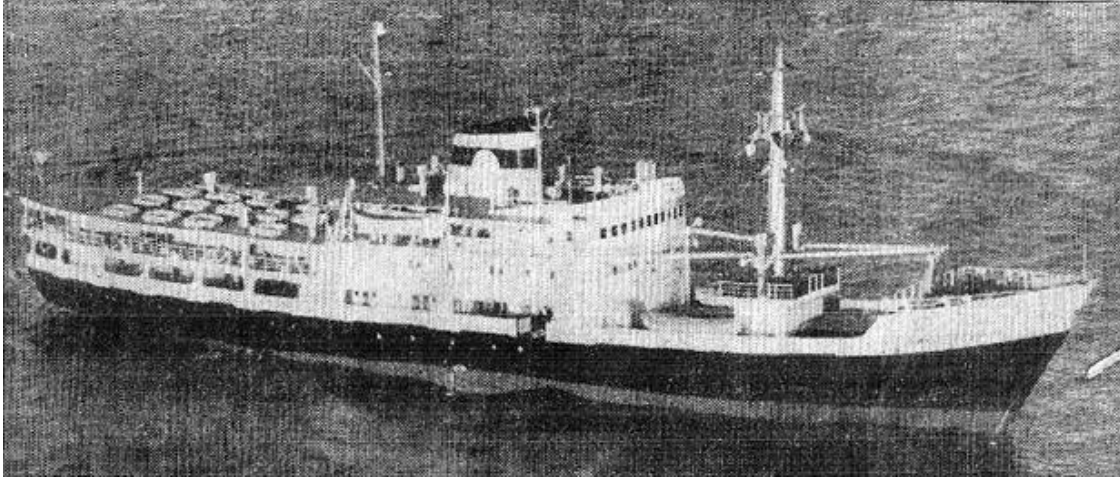


SULTAN KL departing Auckland for Manila, 24 Aug. 1968 (<http://ssmaritime.com/matua.htm>).



SULTAN KL before dormitories added for 2,200 pass (P. Herald 19/11/68 Gorio Belen/PSSS).

SWEET GRACE (1968-83) 1489/68 78.01(88.02)x12.83m, M8cy/3000bhp/15.75k Atlas-Mak, Kiel
 Built by Weser Seebeck, Bremerhaven (#930) for Sweet Lines Inc., Manila as SWEET GRACE for Manila-Catbalogan-Tacloban-Cebu-Manila service (accom. 941 pass.) 1983 sold to Lorenzo Shg Corp., Manila r. DON JOLLY. 1984 r. SOL (same owners, presume under conversion to container ship). 1987 r. LORENZO CONTAINER XII. Subsequently r. LORCON 12. 2006 DLR, 'continued existence in doubt'.



SWEET GRACE (*Philippine Herald* 29/4/68 Gorio Belen/PSSS).



SWEET GRACE in mid-1970 (W. Schell/Ian Schiffman*).

WEST LEYTE (1968-88) 1197/54 (pass) 73.16(78.09)x11.84m, M6cy/2100bhp/12.5k Kincaid, Greenock
 Built by Hall, Russell & Co. Ltd, Aberdeen (#838) for British Transport Commission, London (reg. Hull)
 for North Sea service as WHITBY ABBEY (6 deluxe cabins/12 pass.). 1957 t/f to Associated Humber
 Lines Ltd. 2/68 laid up at Hull. 1968 sold to Cebu-Bohol Ferry Co. Inc., Cebu r. WEST LEYTE and conv. to
 passenger vessel for Manila-Ormoc-Baybay-Cabaliar-Surigao route. 30/7/74 heeled over and sank
 alongside quay at Manila while discharging cargo, 24/5/75 refloated. Repaired. Still listed L78. 1988
 sold to F. Uy, Manila. DLR 1990. [Miramar gives 1974 to Aboitiz Shg Corp.]



Above 2: WHITBY ABBEY in original form (Charlie Hill 9/67; AHL postcard).



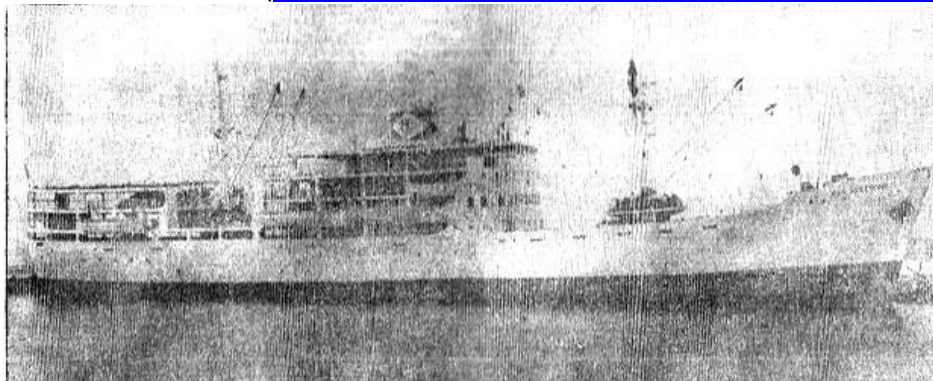
Above 2: Two stages of rebuilding as WEST LEYTE (Aboitiz archives; coll. J. van Delden).

DON SULPICIO (1969-75) 2918/49 ???

Built by Burmeister & Wain, Copenhagen (#690) for H/f Eimskipafelag Islands, Reykjavik as DETTIFOSS. 1969 sold to Carlos A. Gothong & Co., later Carlos A. Gothong Lines Inc. r. DON SULPICIO, 19/4 dep. Rotterdam via Cape Town (9/5) for Manila, where conv. to carry passengers and 27/11 placed in service between Manila and southern Philippines. 1975 r. DON CARLOS GOTHONG. 12/10/78 capsized and sank in shallow water at Cebu, abandoned as CTL.



Original form as DETTIFOSS (<https://www.shipsnostalgia.com/media/dettifoss.373097/>).



DON SULPICIO after 1969 conversion (*Philippine Herald* 27/11/69, Gorio Belen/PSSS).



DON SULPICIO at Manila North Harbor, 3 June 1970 (W. Schell).

DON VICENTE (1969-2002) 1070/69 (1665 pass) 69.98(77.35)x12.04m, M8cy/4000bhp/17k Niigata Eng. Built by Niigata Eng. Co., Niigata (#818) for Negros Nav. Co. Inc. as DON VICENTE. 2002 sold to Masindra Shg Sdn Bhd, Port Kelang r. MAS INDRA KAYANGAN. 3/8/06 delivered for scrapping in Bangladesh.



DON VICENTE at Manila, 11 June 1970 (W. Schell).



DON VICENTE, only starboard boat but plenty of inflatables c,1993 (J. van Delden)



DON VICENTE (R.) at Iloilo, December 1979 with consorts CONNIE (Centre) and DON JULIO (L.) (R. Wakely/Ships Nostalgia <https://www.shipsnostalgia.com/media/navigation-inc-vessels-at-iloilo.332203/>).

DOÑA GLORIA (1969-84) 1689/47 see DON SULPICIO (1964-69)

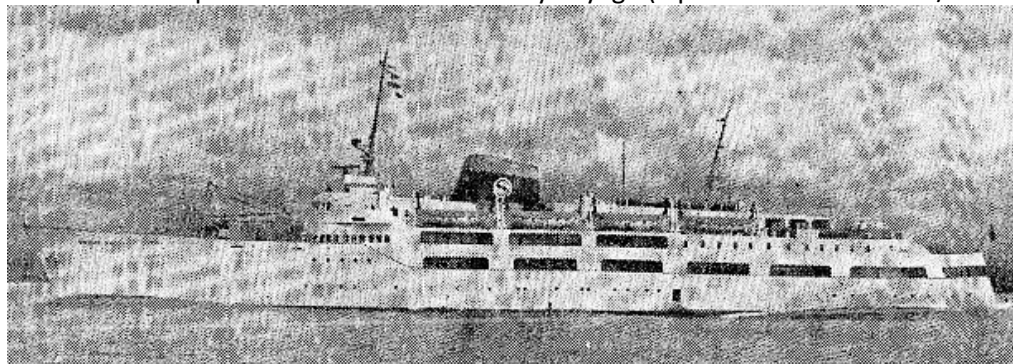
IRAYA (1969-81) 541/65-9 see BATANES (1965-69).

MISAMIS (1969-70) 2164/48 see WILLIAM (1966-66)

SWEET FAITH (1970-80) 3277/50 (793 pass.) 94.49(103.99)x14.91m, 2M9cy/7770bhp/20k B&W
Built by Helsingör Skibs & Msk, Elsinore (#298) for Det Forenede D/S A/S, Aalborg as H.P. PRIOR. 1-2/56
minor conversion of accom. 24/11/61 o/v Copenhagen-Aalborg collided in fog with *Kristina Thorden*
(3605/45). 28/10/70 sold to Cia. Nav. Lanena Ltda, Panama but on delivery 10/11/70 resold to Sweet
Lines r. SWEET FAITH. 20/9/80 delivered to Mario R. Cruel and Julito Macapagal at Quezon City for
demolition during 1981.



SWEET FAITH at Cape Town on her 1970 delivery voyage (2 photos: Ian Schiffman/coll. SK).



SWEET FAITH (Philippine Herald 1/4/71 Gorio Belen/PSSS).



SWEET FAITH at Cebu, February 1972 (Karsten Petersen).

SWEET DREAM (1970-84) 1774/50 84.0(92.41)x13.39m,M6cy/2000bh/13k B&W

Built by Helsingør Skibs. & Msk., Elsinore (#300) for Det Forenede D/S A/S, Copenhagen as BIRKHOLM. 17/10/67 laid up for sale at Copenhagen. 4/68 sold to Litton & Co. Inc., Manila r. SULU SEA, 18/5 dep. Salerno (cargo) via Las Palmas (31/5) and Cape for Manila. 1969 sold to Sweet Lines Inc., Cebu r. SWEET LIFE. 1970 r. SWEET DREAM, rebuilt with accom. for 415 pass. 1984 broken up by Acuario Marketing, Caloocan City.



SWEET DREAM as built for the Danish DFDS company as BIRKHOLM (AndiDandi/Ships Nostalgia <https://www.shipsnostalgia.com/media/birkholm.475289/>).

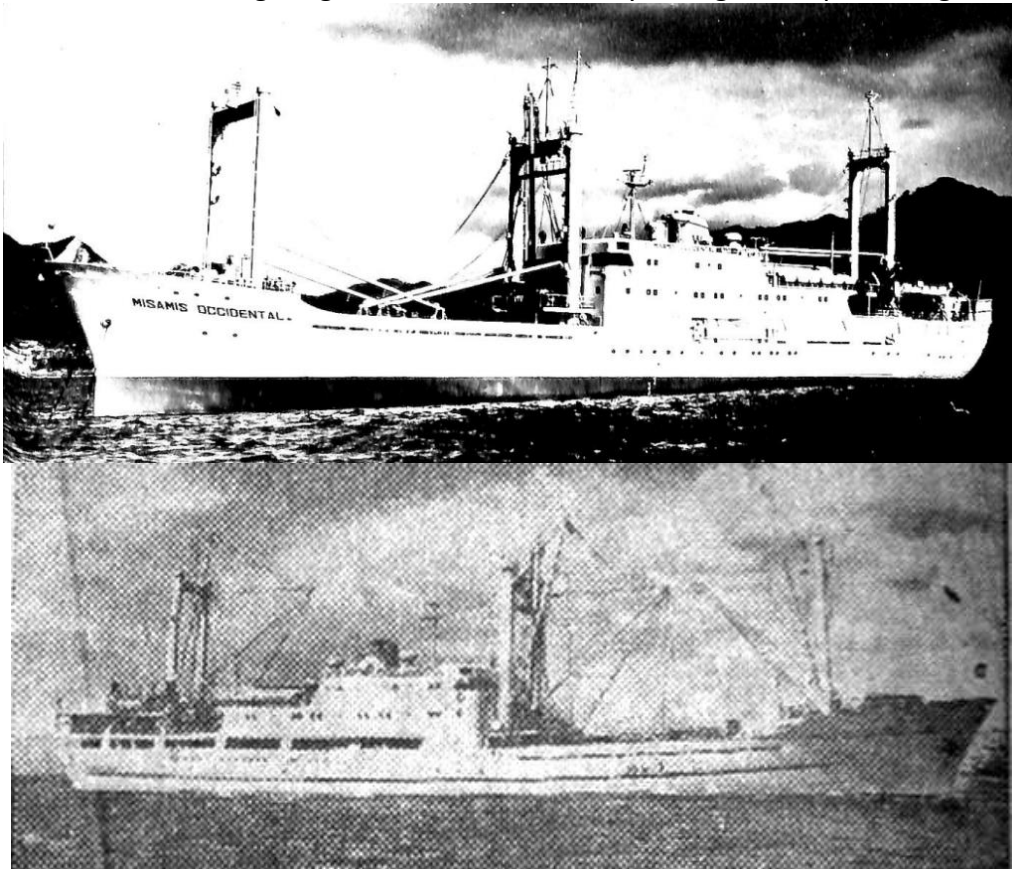


Above 3: SWEET DREAM, ex SWEET LIFE after conversion to a passenger ship (Jim Shaw).

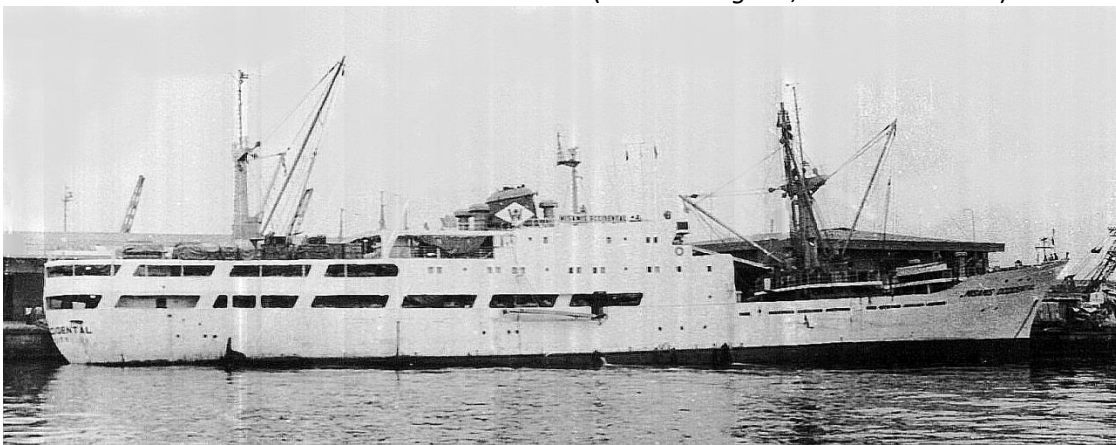
DUMAGUETE CITY (1970-75) 1990/45 see VIRGINIA (1966-66)

MISAMIS OCCIDENTAL (1970-98) 1945/70 80.02(88.91)x13.47m, M 6cy/ 4100bhp/18k Hitachi-B&W, Innoshima

Built by Hayashikane Zosen, Nagasaki for William Lines Inc. as MISAMIS OCCIDENTAL (487 pass.). 11/10/89 driven aground at Batangas by typhoon 'Dan', 18/10refloated. III/96 under major reconstruction at Cebu. 1998 t/f to W.G. & A. Philippines Inc., Cebu r. OUR LADY OF MONTSERRAT, grt 1998. 15/6/00 arr. Xinhui, Guangdong Prov. for demolition by Zhong Xin Shipbreaking & Steel.



Above 2: MISAMIS OCCIDENTAL as built (*Fune no Kagaku*; Williams Line ad).



Reconstructed MISAMIS OCCIDENTAL (coll. J. van Delden/SK).



Undergoing a further extensive refit at Cebu, mid-1996 (Howard Dick).



As OUR LADY OF MONSERRAT of Cebu Ferries at Cebu (Toshihiko Mikami/jon_saulog/
https://www.flickr.com/photos/tm_brochures_2010/5084295186/in/photostream/).

ZAMBOANGA CITY (1970-74) 2164/48 see WILLIAM (1966-66)

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