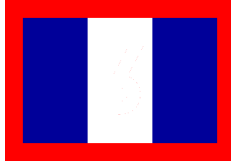


The De La Rama S.S. Co.

Hijos de La Rama
De La Rama S.S Co. Inc.



SHORT HISTORY & ILLUSTRATED FLEET LIST

By Howard Dick & Stephen Kentwell with additions by Peter Cundall

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This edition published 26 July 2023

Don Isidro de la Rama (1844-97)

son Don Esteban de la Rama (1868) deceased 30/11/47 aged 81, 6 daughters

son-in-law Don Enrico Huber Pirovano (b. Italy Dec. 1907) dec. August 1944

Don Esteban de la Rama, Jr. dec. 12 August 1947

Doña Leonor de la Rama (wife of former Justice Claro M. Recto) President as at 7/48
Sergio (Serging) Osmena, Jr (husband of Doña Lourdes Aguilar de la Rama) President as
at 12/48, resigned as General Manager 20/8/51 on election as Governor of Cebu.

Family details from geni.com, ancestors.familysearch.com and myheritage.com

INTRODUCTION

By 1897 mestizo Don Isidro Madrid de la Rama (b. 1844) with 1525 hectares was one of the six biggest sugar plantation owners on the fourth largest Philippine island of Negros (McCloy & de Jesus, *Philippine Social History*, p. 315). Don Isidro died in June of that year but his second son Esteban Militante (b. Molo, Iloilo, Dec. 1868 by Doña Ambrocía Aniceta (née Aguilar, 1885-1951) carried on the business. In February 1904 Don Esteban ran for the governorship of the province of Negros Occidental but was defeated by Jayne Ledesma. In 1906 a divorce petition by Esteban's wife Agueda reached the U.S. Supreme Court, which then reversed a Philippine Supreme Court decision, which previously had reversed a Philippine

Court of First Instance Judgement allowing Agueda to divorce Esteban and be awarded equal rights to their property according to the still prevailing Spanish law [NYT, 18/4/06]. Nevertheless, despite these setbacks, Don Esteban continued to develop his enterprises and by World War I had diversified into sugar trading and export to China (McCoy & de Jesus, p. 316).

The first mention of a shipping interest is in mid-1889 when I. de la Rama advertised in the daily 'El Comercio' for sailings from Manila to Iloilo by the small steamers *Taculin* (1883) and *Cabanbanan* (not identified), which had probably been built for him. In the 1890s the latter was replaced by the 250-grt *Cosmopolita* (1891), also built in Hong Kong. Presumably de la Rama also operated small launches between Iloilo and Negros, where he owned sugar estates.

In 1902, not long after the establishment of American rule, de la Rama bought the thirty-year-old, 1164-grt French mail steamer *La Corse*, which in August of that year as *I. de la Rama* inaugurated a passenger service between Hong Kong and the Philippines. As reported by the 'Hongkong Telegraph' (21 August), this was launched with a lavish on-board banquet hosted by Senor E. [Esteban] de la Rama before ship sailed next day (21st) 'with a full cargo and first- and second-class saloon passengers' for Cebu and Iloilo. The quality of the accommodation was commended. Two months later, however, the 'Telegraph' (17 October) noted that "THE S.S. IDRO [sic] DE LA RAMA...is now undergoing repairs at Manila. She recently had a "breakdown" between Iloilo and Cebu and another steamer towed her into port in distress". No further movements were reported at Hong Kong and by 1904 the record is silent, as also at Manila. The ship's fate is as yet unknown. For the next twenty years or so, de la Rama seems to have confined his shipping business to small local vessels plying out of Iloilo.

In 1928 de la Rama reinvested in interisland shipping with the acquisition from Vincente Madrigal of the 645-grt *Iloilo*, one of the remnants of the White Russian Admiral Starke fleet that had ended up in Manila. Built in 1898 as *Zwarte Zee*, then one of the world's largest tugs, the vessel was converted for use as an inter-island ferry, operating on a regular schedule between Manila, Cebu and other ports and successfully competing against the larger fleets of Cia. Maritima and other Philippine owners.

In the early 1930s there were three notable new shipping acquisitions, all with substantial passenger capacity. The 300-grt *Pulupandan* was newly built in Hong Kong for ferry service across the strait between Iloilo and the adjacent port of Pulupandan on the sugar-growing island of Negros. To what extent these significant acquisitions were self-financed is not known, but the U.S. colonial government was supporting modernization of the inter-island fleet. Esteban himself was financially well endowed and had developed close relations with Senator Manuel Quezon, who in November 1935 became President of the self-governing Commonwealth of the Philippines. As will be seen below, Esteban would provide political funding for Quezon and his allies, the Osmeñas, in return for Commonwealth funding (drawing on U.S. aid funds) for development of his shipping fleet. In 1936 a much larger and faster inter-island passenger motorship *Don Esteban* (1616-grt) was delivered from the yard of Fred. Krupp in Germany. From the beginning of 1937 her 17-knot speed allowed twice-weekly sailings departing Manila at 3pm on Monday for Iloilo, returning 4pm Wednesday, then sailing at 4pm on Thursdays for Cebu, returning 11am on Sunday.



DON ESTEBAN (I) alongside at Binondo, Pasig River, working cargo on both sides. The wharf was adjacent to the Company office but some wanted larger vessels to berth at the Ocean Pier (Univ. of Wisconsin-Milwaukee).

Around the mid-1930s Don Esteban, who by his subsequent wife had six legitimate daughters but no such sons, delegated management of the De La Rama Steamship Lines to the young Italian-born Enrico Huber Pirovano (1907), who had married his daughter Estefania (c.1906). In 1939-40 four impressive new ships were delivered, following the provision of Commonwealth loans of US\$3.5 million, a very large amount for a still rather modest private shipping company. Foremost among these new ships was the 20-knot interisland passenger steamer motorship *Don Isidro* (3,300 grt), also built at the Krupp yard. President Quezon sailed on the maiden interisland voyage of *Don Isidro* and on 7 October 1939 made a congratulatory speech in which he described Don Esteban, then 71 years old, as the 'Grand Old Man of the South'. *Don Isidro* took up an express weekly schedule from Manila on Monday at 6pm to Cebu (Tuesday 2-8pm), Zamboanga (Wed. 9am-noon), Davao (Thursday 6am-9pm), Zamboanga (Friday 2-6pm), Iloilo (Sat. 7am-noon) and Manila (Sunday 6am).

The other three vessels were ocean-going cargo liners, each with a capacity for 12 passengers. In September 1938 De La Rama formed a joint venture with Ivarans Rederi of Oslo to operate a direct monthly line from the Philippines, Hong Kong and Shanghai to Los Angeles via Panama to New York (Dag Bakka, *Linjer Rundt Jorden*, 2008: 30-1, 215). De la Rama had requested four C1 type U.S. Maritime Commission ships but, when it became clear that these could not be made available, on 16 March 1938 Pirovano signed a contract for three 17-knot, 8500-dwt motorships with Cantieri Riuniti Dell'Adriatico of Trieste – his Italian background probably influenced the choice of yard. After admission to the Far East Conference, the line was inaugurated from New York at the end of March 1939 with Ivaran's Swedish-built motorships *Besholt* (4997/36) and *Ivaran* (4955/38), soon to be joined by the 4801-grt *Sørholt* (del. March 1939) and 4799-grt *Reinholt* (June 1939) followed by the Italian-built motorships *Dona Aurora* (Oct. 1939), *Dona Nati* (Nov. 1939) and *Dona Aniceta* (Jan. 1940). The schedule was 20 days from Manila to Los Angeles and 39 days to New York, where Macleod & Co. Inc. acted as agents. Sugar (from Negros) and copra oil were loaded as bottom cargo from the Philippines (NY Herald Tribune, 13/1, 5/2/39; China Weekly Review, 6/1/40).



DONA AURORA (I) (pictured), DONA NATI (I) and DONA ANICETA were built in Italy for the New York service (<https://www.shipsnostalgia.com/media/dona-aurora.136293/>).



The four Ivaran ships were comparable in size and speed but had a split superstructure. SORHOLT (1939) was third of the class (<https://skipshistorie.net/Skipsmodeller/Sorholt/S%C3%98RHOLT.htm>).

The outbreak of World War II in September 1939 did not at first affect the Transpacific and New York line though the German invasion of Norway in April 1940 placed the Ivaran vessels at risk. The Swedish East Asiatic Company became a third party with the flag advantage of Swedish neutrality but Ivaran declared this to be in contravention of the agreement and withdrew to operate independently. To replace the Norwegian ships and maintain supplies to the Philippines, in mid-August 1942 Pirovano announced that the United States was allocating the Panamanian-flagged *Carreta* (5555/19 ex *West Inskip* '40), *Cardina* (5586/19 ex *Deuel* '40), *Carmona* (5937/19 ex *West Kasson* '40) and, remarkably, *Carbella* (4154/91 ex *Glacier* '41 ex *Delmonico* '98 ex *Port Chalmers* '98) to the Philippines-United States line but whether any of these vessels actually took up service before Pearl Harbour is unknown.

After the attack on Pearl Harbour in December 1941 and the Japanese invasion of the Philippines at the end of that month, the transpacific line had to be suspended. All three 'Dona' ships were requisitioned by the UWSA. *Dona Nati* at first ran the Japanese blockade to the Visayas, then escaped to Australia and served in Australian waters from March to August 1942, when she departed for San Francisco. *Dona Aurora* was lost in the Atlantic on Christmas Day 1942. Also under requisition as blockade runners, *Don*

Esteban and *Don Isidro* had already been lost in early 1942 along with the entire small-ship fleet. As an Italian national, Pirovano at first retained his freedom but after the fall of Mussolini was imprisoned for assisting the resistance movement and at the end of August 1944, probably as a result of torture by the Kempeitai, died in the hell-hole of Fort Santiago.

Although he had survived the war and outlived his nominated successor, Don Esteban died on 30 November 1947 at age 78. This sparked a succession struggle. His sister Doña Leonor, wife of former Justice Claro M. Recto, took over as President of the Steamship Line while the claims of nephew Don Pepito were denied. Then on 12 August 1948 a family member Don Esteban Jr, probably an illegitimate son, was stabbed to death by a hired killer. By the end of that year the company Presidency passed to another sister, Doña Lourdes Aguilar de la Rama (b. Iloilo, March 1913), who in July 1948 had married the Cebuano political ally of Quezon, Sergio Chiong Veloso Osmeña, Jr, who would serve as General Manager of the company until his election as Governor of Cebu in August 1951.

The postwar fleet was renewed by second-hand purchases from the US Maritime Commission. The interisland fleet gained three war-built 'Ottawa'-type freighters and two fine prewar Hawaiian interisland passenger steamers, *Haleakala* (1923) and *Waialeale* (1928, renamed *Moleño*), in effect replacing *San Esteban* and *San Isidro*. It is variously reported that that in 1946 De la Rama acquired three 750-grt former US Army Transportation Corps Freight & Supply 'FS' motorships. Gorio Belen has identified these as *Don Esteban* (II) (FS-166), *Don Isidro* (II) (FS-160) and *Don Vicente* (FS-199) which were soon resold to Compania Maritima, Sweet Lines and General Shipping respectively with no evidence of operation by De la Rama. Full details of their careers will be available in the soon to be published Philippine 'FS' list. De la Rama is also reported to have acquired three 166-grt former U.S. Army 'F' class around this time, but these are not identified and presumably were also soon resold to other operators.



Newly named DON ESTEBAN (II) (centre) and DON ISIDRO (II) (left) laid up in the Pasig River in 1946 (Ebay).

In September 1946 the smart passenger steamer *Haleakala* was introduced to the China trade with voyages to Hong Kong and Amoy but bans on immigration from China showed the limited prospects for

passenger transportation on this route. The ship then made a pilgrim cruise intended to Naples and Barcelona (reached in April 1947) but the voyage became difficult when the ship was denied entry to Singapore and then Italian ports. There ensued a voyage to Australia with displaced persons and another voyage or two to Hong Kong and Amoy before the vessel was sold to Panamanian owners in late 1948. In 1946 the ocean line was restored with the surviving *Dona Nati* and *Dona Aniceta* while Swedish East Asiatic brought in new warbuilt tonnage (including the Philippine-named *Mindoro* (1941) and *Bataan* (1946), but Ivaran resumed as a competitor, as did British-flag Dodwell-Castle line (Lancashire Shipping, now owned by Mollers Ltd) and, for a few years, Silver Line. To boost its contribution, De la Rama bought the 9750-dwt freighter *Escalante* (1920) and two C1-type from the Maritime Commission. *Dona Trinidad* was lost in June 1947 on her delivery voyage while uninsured; the other became *Dona Aurora* (II).

To replace the two prewar and the C1 vessels, a slightly larger trio of 9350-dwt ships was ordered in Japan with funds from the National Development Company (NDC) and on delivery in 1950/51 as *Dona Alicia*, *Dona Aurora* (III) and *Dona Nati* (II) allocated to De la Rama Lines for operation. Meanwhile, at the beginning of 1950 Alfred Holt's Blue Funnel Line joined Swedish Orient and De La Rama to tonnage what became a round-the-world service. With the Communist takeover of China in 1949, Holts had lost their mainstay of the China trade and were looking to consolidate the rest of their East Asia business. This included buying three new ships from Silver Line, which terminated its New York-Asia service. Holts' agents Butterfield & Swire took over the agency in Hong Kong and Shanghai and in January 1950 De la Rama closed those offices, which had been opened four years previously, in part to handle a new South China-Philippines line that had been opened in September 1946 by the chartered *Haleakala* (see below). It was suggested that the British- and Swedish-flag ships would more easily trade with now Communist China but De la Rama cited 'insufficiency of business' (China Mail, 10/1/50).

In the second half of 1948 the decision had been made to withdraw from interisland and near-sea shipping. That business had become very competitive since some eighty surplus U.S. military vessels including at least 50 surplus diesel-powered, 560-grt ships of the 'Freight and Supply' ('FS') type had been made available cheaply to Philippine operators. The 'FS' vessels in particular, with their sturdy hulls and shallow drafts, proved to be enduring and well suited to Philippine coastal waters, and many were lengthened and rebuilt with large passenger accommodation and some were still in service forty years later. In these circumstances it was difficult for De la Rama to compete with ships like the *Moleño* and even the 900-grt 'B'-type Ottawa-class.

The family's fortunes were supported during the Presidencies of Sergio Osmeña, Sr (1944-46) and Elpidio Quirino (1948-53). However, after the reformist Magsaysay had been elected in December 1953, its political connections attenuated, not least because of the rival political ambitions of Sergio Osmeña, Jr. Especially devastating were allegations in March 1953 by Cuenco, Economic Coordinator of the NDC (NDC), that the contract for the three Japanese-built cargo-liners, financed by the NDC at a cost of P15.2 million, had been awarded without tender to De la Rama just before the 1949 Presidential election and, furthermore, that company President Osmeña had then contributed P100,000 to the Quirino campaign, with the public pledge of another million pesos in political contributions [*Manila Times*, 29/3/53].



DONA AURORA (II), second of the Japanese-built postwar cargo liners, at New York in 1951 to 1956 (coll. M. Cranfield).

As detailed by Cuenco, the terms of the contract appeared to be nothing short of outrageous. De La Rama, as NDC's General Agent in the operation of the vessels, collected a commission of 10% gross on freight revenues, plus a loading commission of 5% gross and a discharging commission of 2.5% gross, plus a further 10% gross on passenger revenues, meaning that in all De la Rama received an estimated one-quarter of the gross revenues of the vessels. The outbreak of the Korean War in 1950 resulted in a world-wide shortage of ships, and heavy profits in the operation of the three ships. From October 26, 1949—the date when the NDC paid the full building cost of three ocean-going vessels—to November 20, 1952, De La Rama received a total commission of P2,222,194 while the NDC sustained losses amounting to P418,456.

A further surprising provision under the contract was that De la Rama could buy and take title to the vessels after five years at less than their cost price, being bound to pay only what the NDC paid the Japanese less the net profits received by the NDC from the operation of the vessels, yet they were allowed 20 years to pay off even this unconscionably low price. The interest of 4% paid on the 15 million peso loan for the three vessels amounted to P603,070 yearly, or a total of around three million pesos over five years. It was estimated that upon the expiry of the five-year period, De La Rama would realize a total commission of not less than seven million pesos, while NDC would suffer losses of at least six million. A further touch was that in 1953 Sergio Osmeña Jr was named to become the Economic Coordinator of NDC to replace Cuenco.

Revelation of these details empowered the Magsaysay government to revoke the contract and order that the ships pass to the management of other Philippine owners. On 30 January 1955 De la Rama attempted to block their prospective transfer but on 18 February their application for an injunction was rejected by court. In 1956 the ships were transferred to the newly formed Philippine National Lines, which then carried on a joint service with Ivaran. The ships eventually passed to the management of Compania Maritima. Nevertheless, De La Rama retained goodwill in De La Rama Lines, serving a similar route (fortnightly) but henceforth tonnaged jointly by Blue Funnel Line and Swedish East Asia Line with De la Rama acting as agents in the Philippines. In May 1965, however, De La Rama Lines was restyled Blue Sea Line to represent Blue (Funnel Line) and S(wedish) E(ast) A(sia), then from the end of 1974,

bringing in Norwegian-flag Wilh. Wilhelmsen, Fernley & Eger and Klaveness, Barber Blue Sea Line (see M. Cranfield, 'A History of Barber Lines A/S' and 'Barber Lines Pictorial', *Ships in Focus*. 1970).

Blue Sea Line marked the end of the once thriving De la Rama S.S. Co. business. Its former President and General Manager Sergio Osmeña, Jr ran as the main candidate against incumbent candidate Ferdinand Marcos in the 1969 presidential election but was defeated amidst massive vote-buying on both sides. He remained active in the Liberal Party but was injured when two hand grenades were thrown on stage during a rally in 1971, killing nine others. He then retired with Doña Lourdes to Beverly Hills, California, where he died in 1984.

Notwithstanding the tragedies that befell leading male members of the De la Rama family, the matriarchs survived to a good age. Pirovano's widow Estefania died in 2000 at age 94. The De la Rama family retained landholdings in Negros and Doña Lourdes returned from California and died in Bacolod, the capital of Negros Occidental, in 2012 at age 99.



Esteban De La Rama



Enrico Pirovano



Doña Lourdes and husband Sergio Osmeña, Jr

FLEET LIST

TACULIN (1883-27) 99/83 (w.s.s.)

Built by Geo. Fenwick & Co., Hongkong for I. de la Rama, Iloilo (reg. Manila). By 6/89 advert. Manila-Iloilo. By LR 1914 owner E. de la Rama, Iloilo. By LR 1919 unlisted, apparently conv. to motor vessel. 4/10/27 sank in typhoon off Banton Islands (Romblon), 3 of 24 crew survived on liferaft and days later made shore near Aroroy, Masbate [SCMP, 19/10/27].

MOLEÑO (I) (1884-c.19) 99/84 (w.s.s.)

Built by ?Geo. Fenwick & Co., at Hongkong for I. de la Rama. By LR 1910 reg. Manila for I. de la Rama. By 1914 E. de la Rama, Iloilo. c.1919 lost or broken up (sole entry in MVUS 1919).

COSMOPOLITA (1891-0?) 250/91 (w.s.s., 124.6 x23.6, T3cy/47nhp)

Built by Geo. Fenwick & Co. Ltd, Hongkong. First listed LR 1896/7 for I. de la Rama, Iloilo in passenger trade with Manila. By 1902/3 r. ISLA [YSLA] DE NEGROS. 1903 o/c to American Govt. 11/04 ran trials (11k) after overhaul by Fenwick & Co. By 1910 sold to Florencio Tarnate, Manila r. DOÑA PAULA (17/18/19). 1925-26 MVUS owner J.& M. Tuason (now 198/93) but no mention 1927 MVUS.

ISLA DE NEGROS (190?-2?) see COSMOPOLITA (1891-0?)

HERMINA M. DE LA RAMA (c.1902) ('launch', no details)

19/1/03 *Laertes* f o/v Amoy-Swatow-Singapore found 'launch' broken down and adrift, master J.Cannon dead and provisions short, towed 728 nm to Singapore. NFI.

I. DE LA RAMA (1902-10) 1164/72-7 (pass.)

Built by Scott & Co., Greenock (#141) for Valery, Freres & Fils, Marseille for mail contract Marseilles-North Africa. as LA CORSE. 1881 sold with mail contract to Cie. Generale Transatlantique, Marseilles. 1896 t/f to Bordeaux-St Nazaire-London route. 3/97 beached off Brest after struck by rogue wave, refloated and repaired at Penhoët. 1902 sold to De la Rama, Iloilo r. I. DE LA RAMA. 21/8/02 inaugurated Hong Kong-Philippine service. RLR 1910 reported lost [French service from archives-maritimes, 3/1/2016]

LUZON (I) (1918-3?) 223/02 (c.s.s.)

Built S.C. Farnham, Boyd & Co., Shanghai as revenue cutter for Philippine Coastguard, 20/9/02 arrived Manila. By 1918 Hijos de la Rama, Cebu as H.I.R. i/s ?Cebu-Zb-Davao. By 1934 De la Rama S.S. Co. By 1937 listed for Irineo Facundo, Iloilo as SOLIMON [MVUS 37]. Unlisted by 1940.

FERMINA (192?-3?) 300 (234)/19 (m.s.)

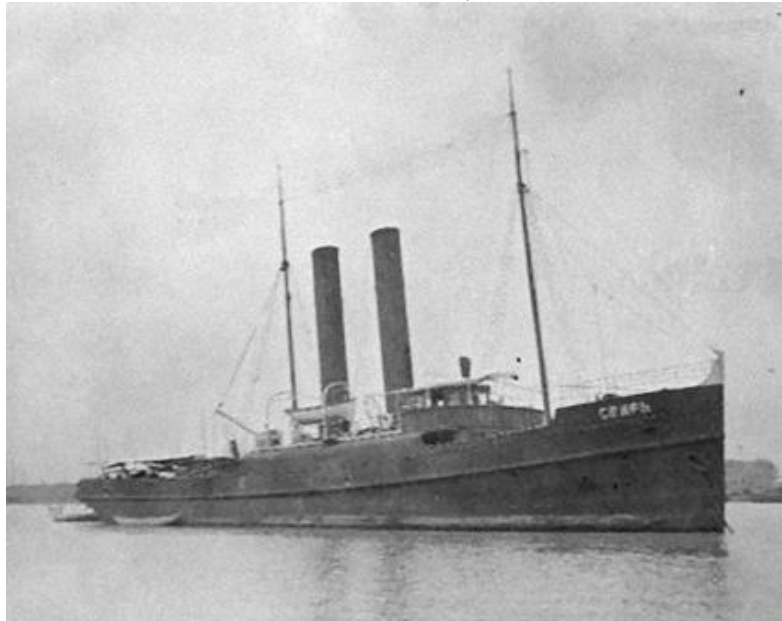
Built in Philippines for ?? By 1925 Jose Maria Arroyo, Iloilo. By 1928 Hijos de I. de la Rama, Iloilo. By 1934 to Tanon Nav. Inc., Cebu r. TANON. Unlisted by 1940.

ILOILO (also **YLOILO**) (c.1928-38) 645/98-5 (165.0 x 29.0', T3cy/127nhp)

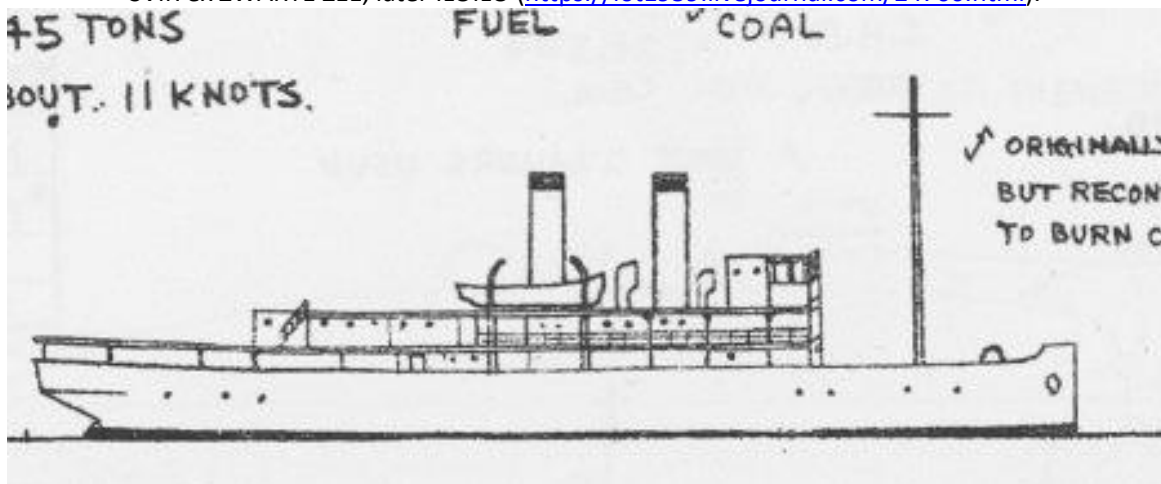
Built for J. & K. Smit, Kinterdijk for L. Smit & Co., Rotterdam (#495) as ZWARTE ZEE. 1904 sold to Russian Volunteer Fleet Assocn, Libau r. SVIR (СВІРЬ). 16/2/05 sailed from Libau with Russian Fleet for Far East – escaped at Tsushima (30/3/05 arr. Shanghai) and 3/06 incorporated into Russian Navy. 28/10/22 evacuated White troops from Vladivostok for Shanghai, thence Manila. Sold to Vicente Madrigal r. SUGBO. By 1928 owners Hijos de La Rama (later De La Rama S.S Co.), Iloilo r. ILOILO, operating as Iloilo-Pulupandan (Negros) ferry, mid-1930s t/f to Manila-Cebu-Tacloban-Cebu-Manila (weekly). Early 9/38 sold laid up at Hong Kong, sold to Mollers Ltd. 11-12/9/38 caught fire in Kowloon Bay while loading lubricating oil for Shanghai, 12/38 on buoys at Shanghai (no flag). 1939 t/f to Mollers' Towages Ltd r. EDITH MOLLER. 3/12/41 req. by MOWT and 5/12 ordered to Hong Kong but 8/12 captured by Japanese S of Amoy while towing lighters Taikoo 24 and Lien Shui and taken to Amoy where tow was left and then to Japanese port r. AMOY MARU NO.4 (30/7/42 adjudicated at Sasebo Prize Court (S347) and declared war prize). 28/9/42 comm. as TSUKUMO for use as training ship by Etajima Academy (Kure). 8/45 surrendered and taken over by CMMC for use as collier. 4/47 returned at Kure to Mollers' Ltd and taken to Hong Kong and laid up until 10/47 sold to S.S. Lee & Co., Canton 17/10 sailed to Canton as YUE KWOK. NFI.



ILOILO as SVIR (zeesleepvaart.com)



SVIR ex ZWARTE ZEE, later ILOILO (<https://lot1959.livejournal.com/24766.html>).



IJNS TSUKUMO indicating interim rebuild as De la Rama ferry (Lt. Cmdr. Shizuo Fukui).

PULUPANDAN (1933-34) 235(301)/33-7 (2xM6cy Deutz/13-14k)

Built by South China Motorship Building & repairing Wks Ltd, Kowloon and launched 6/6/33 By Mrs Pirovano for De La Rama S.S. Co. Inc., Iloilo for service Iloilo-Pulupandan. 29/11/34 sank 7 m. off Panay between Lipota and Pandan in typhoon.



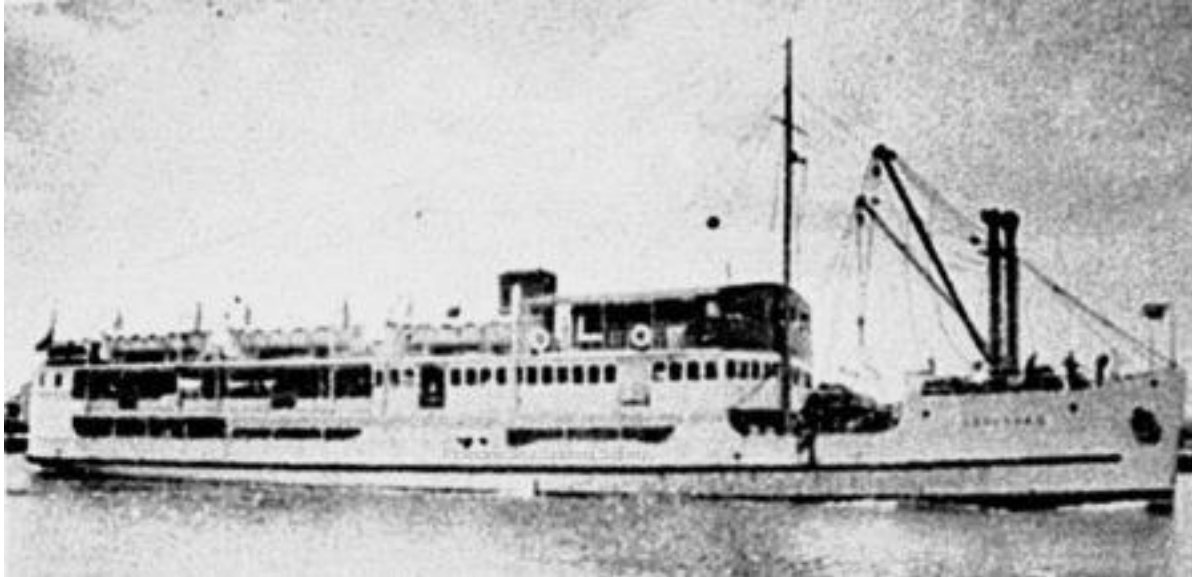
Small modern passenger vessel at Pulupandan Pier in 1930s, thought to be PULUPANDAN. Early in the 20th century Pulupandan was the main port for Negros Occidental, but it has since languished (NENACO Anniversary Book).

KANLAON II (1934-42) 477/31-3 (176.2 x 30.2', 2xM6cy by Atlas-Diesel A/B)

Built by Hong Kong & Whampoa Dock Co. Ltd., Hong Kong (#687) for Eugenio Lopez, Iloilo 25/3 dep. Hong Kong for Iloilo. From 1934 operated by Hijos de I. de La Rama y Cia as Iloilo-Pulupandan ferry replacing lost *Pulupandan*. 10/4/42 scuttled at Cebu off Pier 3. 5/65 removal of wreck completed by Calixto Enterprises (MT, 2/6/65).



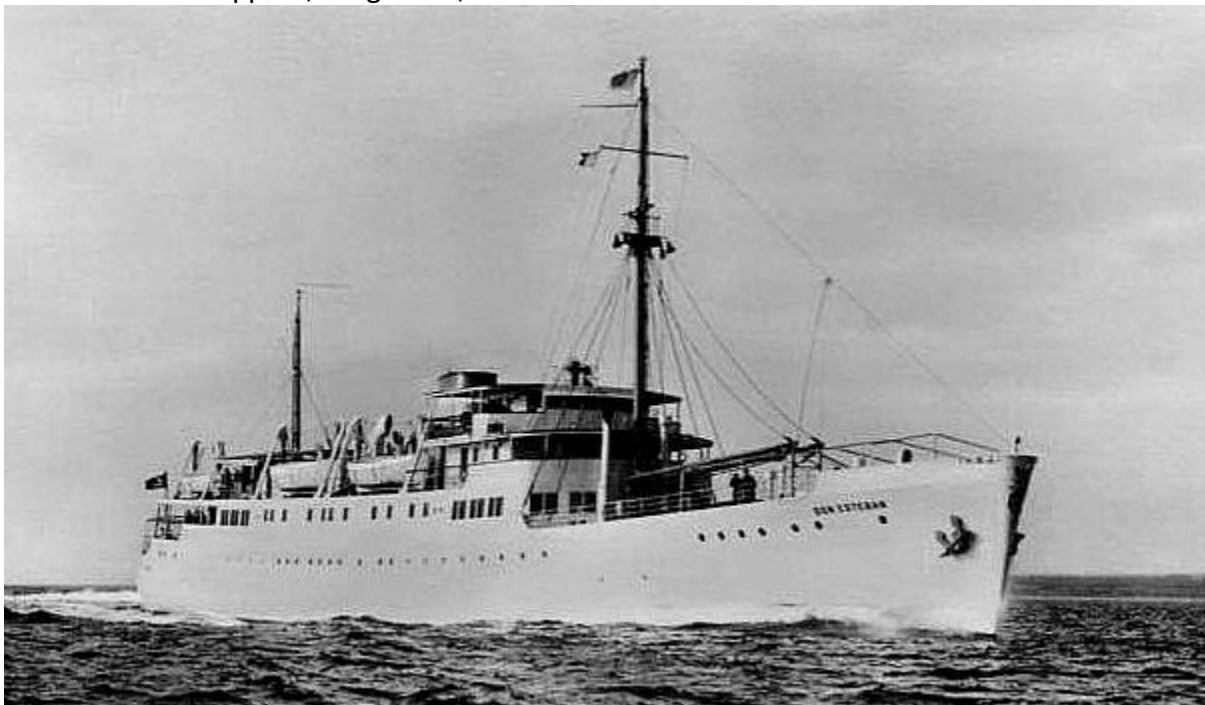
KANLAON II (*The Syren & Shipping*).



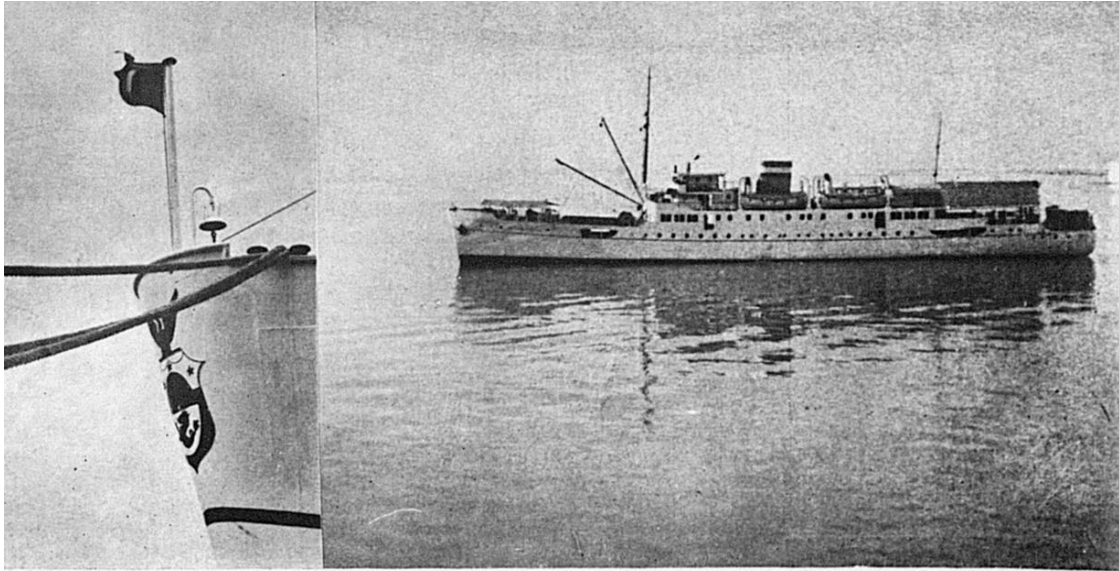
KANLAON II with kingposts added (*The Commonwealth* 12/40).

DON ESTEBAN (I) (1936-41) 1616/36-12 (267.1 x 37.4', 2xM8cy, pass.)

Built by Frederik Krupp Germaniawerft A.G, Kiel (#560) as DON ESTEBAN for De La Rama Steamship Co, Inc. (E. H. Pirovano, mgr), Iloilo, 11/36 trials 19k, 1/12 dep. Kiel for Iloilo (arr. 26/1/37). 30/10/41 bareboat chartered by U.S. Army. 2/42 transported Justice J.A. Santos to Iloilo. 1/3/42 (or 28/2/42) attacked by 3 Japanese aircraft off Paluan Bay, Mindoro en route Panay-Corregidor Cebu via Antique with full load of foodstuff supplies, caught fire, abandoned and sunk.

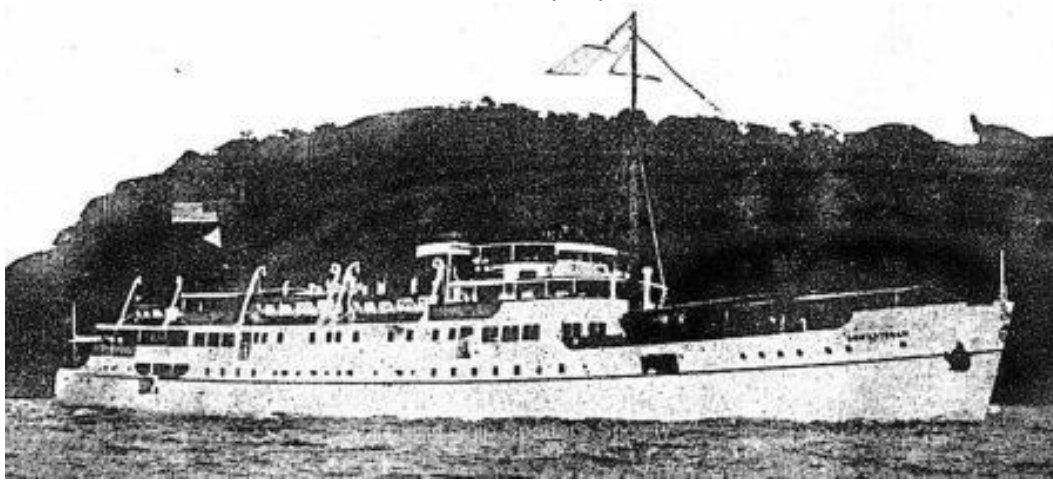


DON ESTEBAN (I) (from a postcard).



Every passenger is king on the floating palace white, the majestic Don Esteban

(From a company ad.)



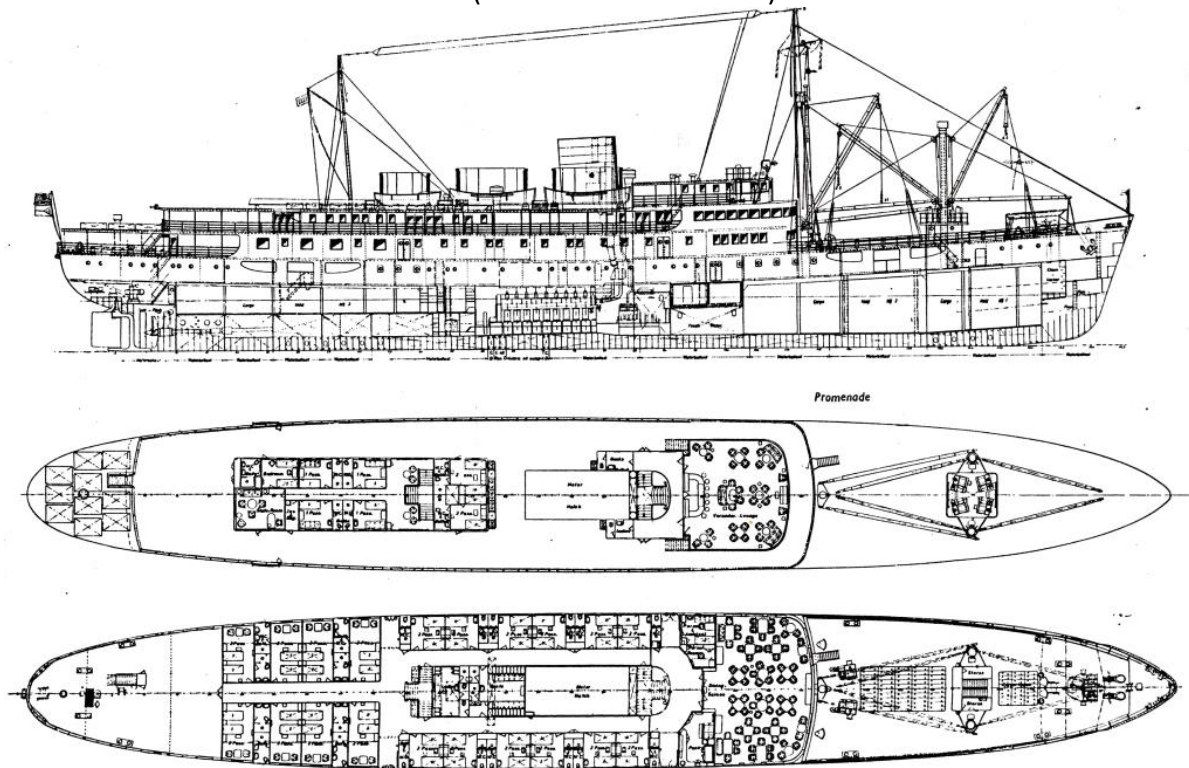
DON ESTEBAN (I) (from an ad.).



DON ESTEBAN (I) with a black hull in late-1930s (AWM 303203).

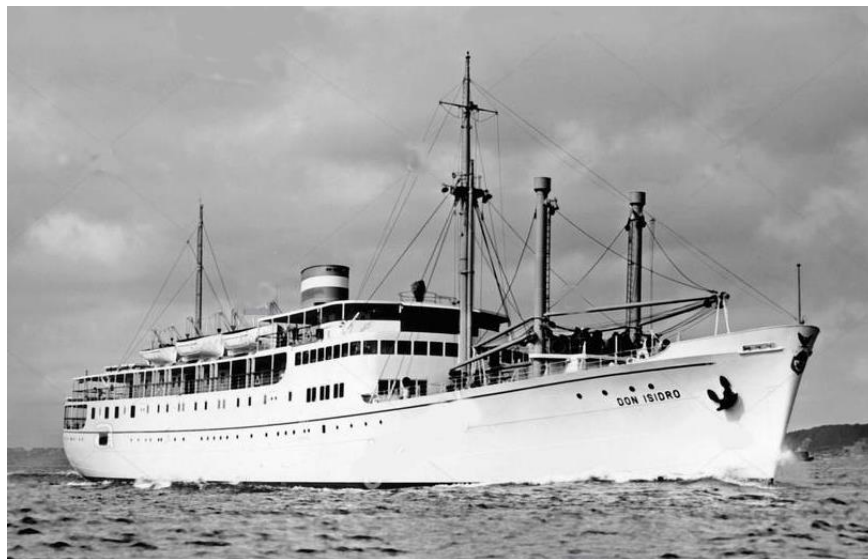
DON ISIDRO (I) (1939-42) 3261/39 (pass)

Built by Frederik Krupp Germaniawerft A.G, Kiel (#592) as DON ISIDRO for De La Rama Steamship Co, Inc. (E. H. Pirovano, mgr), Iloilo. Requisitioned by U.S. Army. Sunk 19/2/42 by Japanese aircraft N. of Bathurst Island near Darwin receiving 5 direct bomb hits, Australia en route from Darwin-Corregidor. 11 crew and 1 US Army soldier were killed in the attack and a further 2 crew died of wounds in Darwin hospital later. HMAS Warrnambool rescued 73 survivors (2 later died of wounds).



GENERAL ARRANGEMENT PLANS OF THE 19½-KNOT MOTOR PASSENGER SHIP "DON ISIDRO."
(For description see previous page.) 1939 3261 De La Rama S.S. Co.

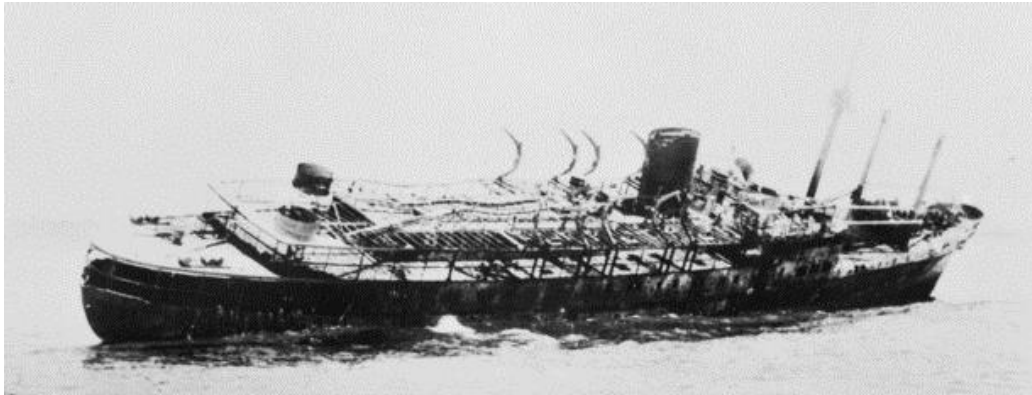
DON ISIDRO's general arrangements show only First Class accommodation (*Motorship Vol 20/Cundall*).



DON ISIDRO (*Motorship Vol 20/Cundall*).



DON ISIDRO in wartime colours (AWM 303204).



DON ISIDRO in her final hours (AWM 134964).

MAMBUKAL (c.1939-41) 191/25-6 (133.7 x 27.3', 2xM8cy)

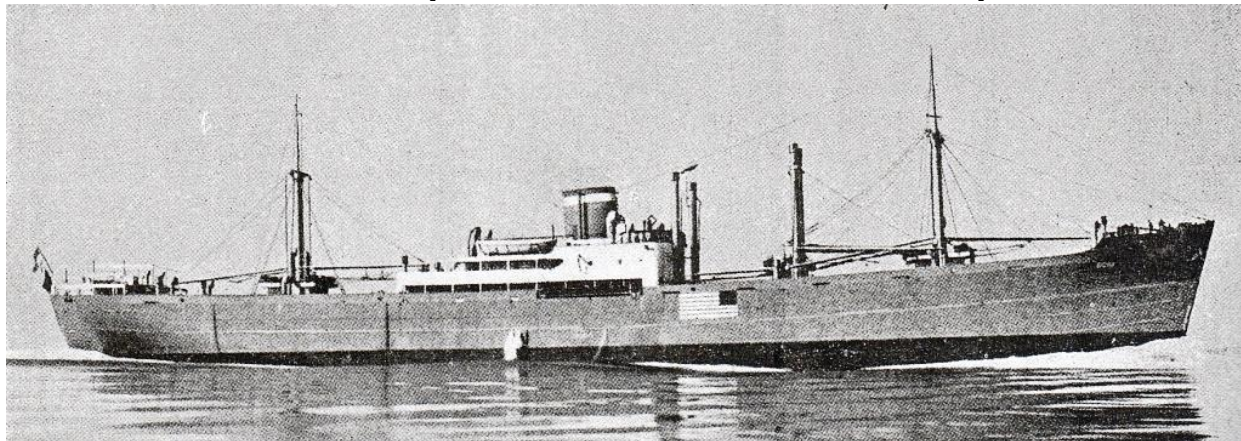
Built by W.S. Bailey & Co. Ltd, Hong Kong for T.R. Yanco as steam ferry BATAAN. 192? r. CAYETANO ARELLANO (29/30). c.1932 r. ZAMBALEÑO [34]. c.1939 sold to De la Rama S.S. Co., Iloilo, fitted with oil engines r. MAMBUKAL. 24/12/41 sunk in collision in Manila Bay with US minelayer NEPTUNE.



BATAAN as built (industrialhistoryhk.org).

DONA AURORA (I) 1939-42) 5011/39-10 (439.4 x 55.7', M8cy/trials 17.1k)

Built by Cantieri Riuniti Dell'Adriatico, Trieste (#1226) for De La Rama S.S. Co. (E.H. Pirovano, mgrs) as DONA AURORA, 10/11/39 maiden voy. from New York. 14/9/40 stopped by British warship off San Francisco and Italian engineer removed. 19/5/42 req. by USWSA. 25/12/42 o/v Beira- Baltimore via Table Bay sunk by Italian submarine *Enrico Tazzoli* 02.02S 35.17W, 3 crew lost; survivors were rescued by *Testbank* (54) and *USS Humboldt* (10) and 4 others by unknown source; 2 prisoners taken on board *Enrico Tazzoli* later landed in France. [Named after the wife of President Quezon]



DONA AURORA (I) showing original low bridge (*Sekai Shosen Yoran* p.157).



DONA AURORA (I) at Fremantle on 22 December 1941 (AWM 303207).

DONA NATI (I) 1939-51) 5011/39-12 (439.4 x 55.7', M8cy/17k)

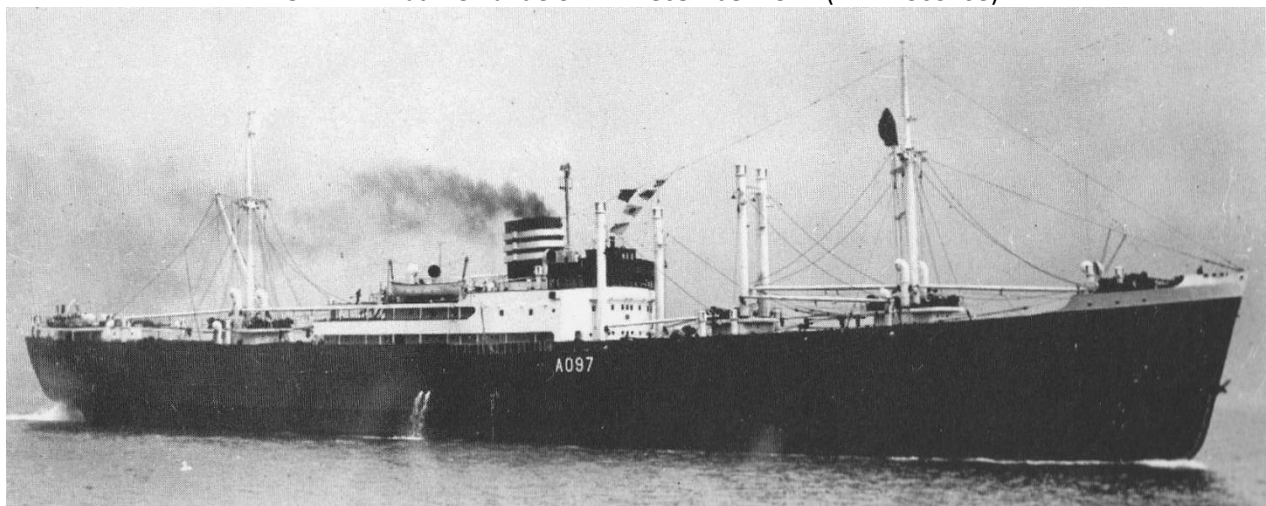
Built by Cantieri Riuniti Dell'Adriatico, Trieste (#1227) for De La Rama S.S. Co. (E.H. Pirovano, mgrs) as DONA NATI, 4/12/39 dep. Trieste via Cyprus for Miri and Osaka, thence Manila. 12/41 escaped to Australia, 1/42 commandeered at Fremantle by US Army, 2/42 ran blockade to Corregidor, 30/3 returned to Australia. Also participated in Solomons, Guadalcanal, Tulagi campaigns. 6/46 released to owners. 18/9/46 awarded Distinguished Unit Citation for WWII service. 25/3/51 sold for P2.2 million to Mitsui Sempaku K.K., Tokyo r. ASAHISAN MARU. 8/54 seriously damaged by fire while loading cotton at Karachi, towed to Japan for repairs 3-8/55. 1/56 r. AKAKURASAN MARU. 1964 sold to Global Nav. Co. Inc. (Wah Kwong & Co [Hong Kong] Ltd, mgrs), Monrovia r. UNION VENTURE. 1968 sold to Union Transportation (Liberia) Inc., later Gesuri Lloyd (Liberia) Inc., Monrovia r. GELORA. 9/11/71 arrived at Kaohsiung for demolition by Nan Kwang Iron & Steel Co. Ltd., work began 20/11/71. [Named after Esteban's wife Doña Natividad (1885-1951).]



DONA NATI (Ebay).



DONA NATI at Fremantle on 22 December 1941 (AWM 303208).



Ex-DONA NATI in 1951 as ASAHISAN MARU (Mitsui Sempaku).



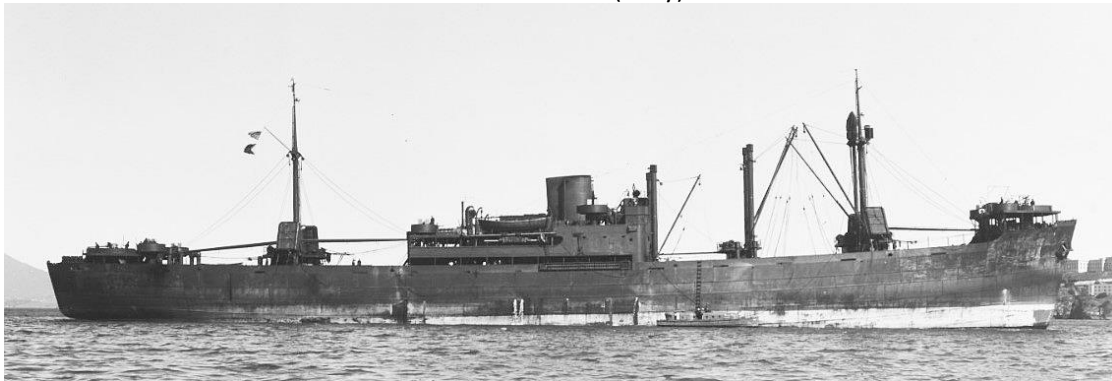
As Wah Kwong's UNION VENTURE, superstructure rebuilt after 1954 fire, 1960s (Dr George Wilson/Malcolm Cranfield).

DONA ANICETA (1940-50) 5011/40-1 (439.4 x 55.7', M8cy/17k)

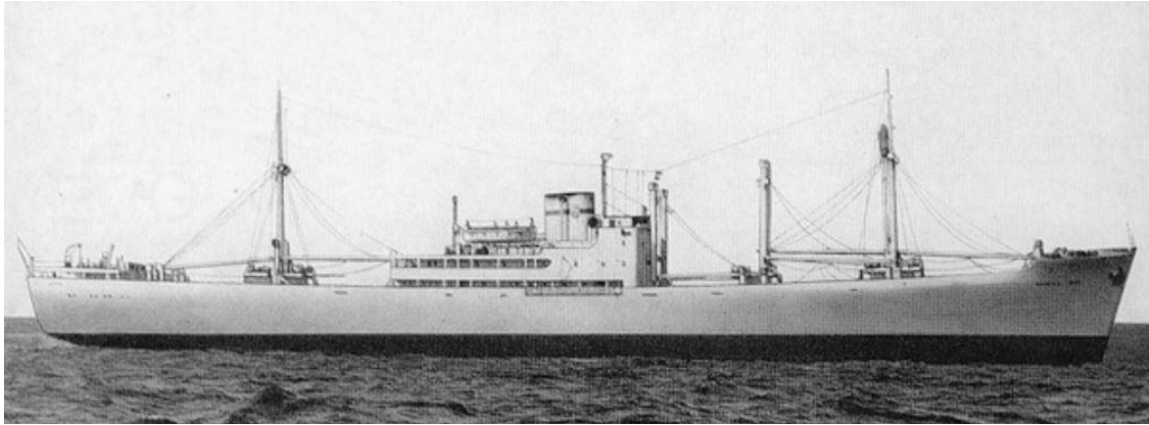
Built by Cantieri Riuniti Dell'Adriatico, Trieste (#1228) for De La Rama S.S. Co. (E.H. Pirovano, mgrs) as DONA ANICETA, 13/1/40 dep. via Huelva to Baltimore and New York (17/2). 13/11/47 aground 200m NW of Jolo Wharf in storm, soon refloated. 11/50 sold through state broker Centromor to Gdynia-America Lines for trading to China r. GENERAL BEM. 1/51 t/absorbed into new entity Polish Ocean Lines, Gdynia. 11/70 sold to Maco Prosperity Shg Co. S.A., Greece r. MACO PROSPERITY. 25/7/72 left Piraeus in tow for Turkey and 29/7 delivered at Istanbul to Elektroffer Celik Sanayii A.S. 8/72 under demolition in the Gulf of Izmit. [Named after Ambrocia Aniceta Melliza de la Rama (Militante) (1944-91), mother of Esteban.]



DONA ANICETA (Ebay).

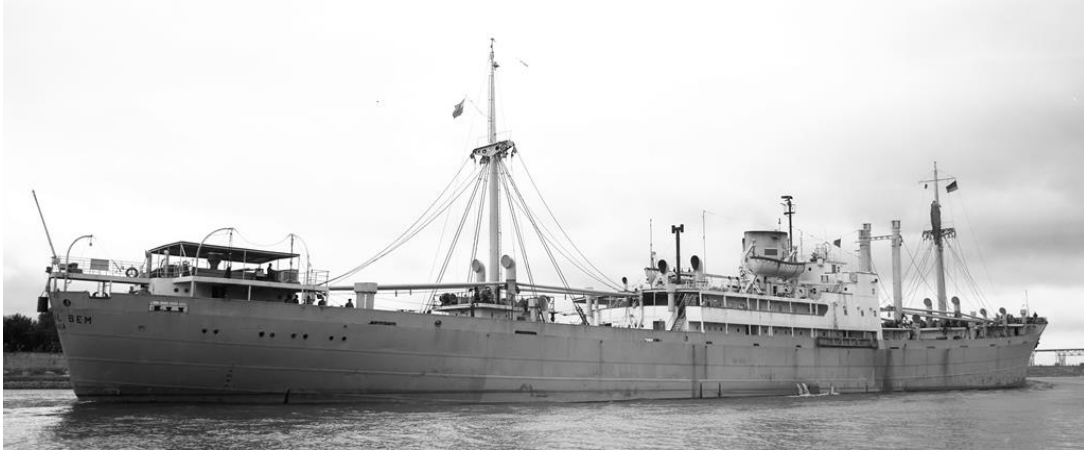


DONA ANICETA at San Francisco c. 1943 with defensive guns and rafts (U.S. Naval Historical NH89902).



DONA ANICETA as Polish Ocean Lines GENERAL BEM (plo.com.pl).



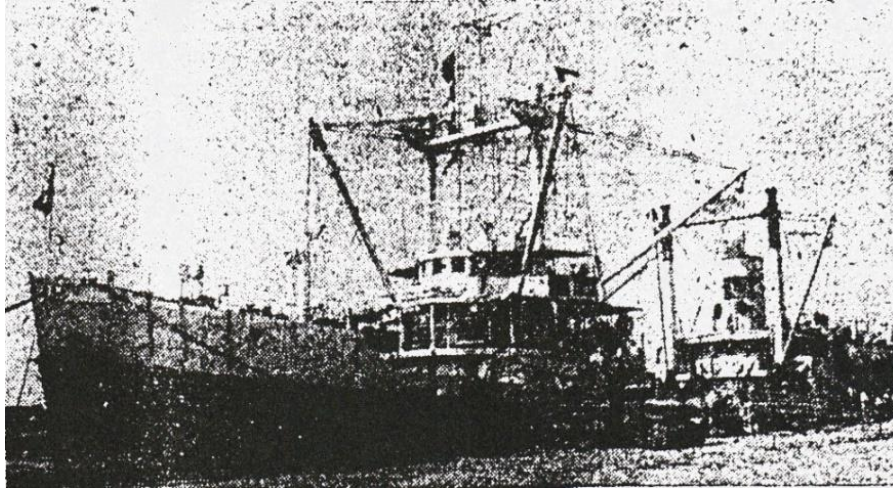


Above 3: GENERAL BEM westbound in the Kiel Canal passing Hochdonn on 13th July 1969 during a voyage from Gdynia to Khorramshahr (Malcolm Cranfield).



DONA ANICETA as MACO PROSPERITY in Greek waters 1971.
Broken up in Turkey the next year (coll. Malcolm Cranfield).

CEBU (1946-49) 909/46-5 ('B'- type coaster, 224.2 x 36.7', T3cy by Canadian Allis-Chalmers Ltd, Montreal) Launched by Burrard D.D. Co., Vancouver (#255) for Canadian Govt as OTTAWA PAGEANT but 4/46 completed for De La Rama S.S. Co., as CEBU. 8/7/46 maiden voyage from Manila. 8/46 voyage to Amoy with passengers. 10/48 drydocking in Hong Kong. 4/5/49 sold to William Lines. 10/49-1/50 refit at Cebu, 3rd class expanded. 1951 r. ISLAND OF CEBU. 5/51 sold to Pemilikan Pusat Kapal-Kapal/PEPUSKA (Central Shipowning Authority), Jakarta for interisland service r. MENDUT. 4/52 t/f to P.T. Pelayaran Nasional Indonesia (PELNI), Jakarta. 28/4/55 lost by fire at Lho Seumahwe, Aceh o/v Belawan-Padang (cased kero).

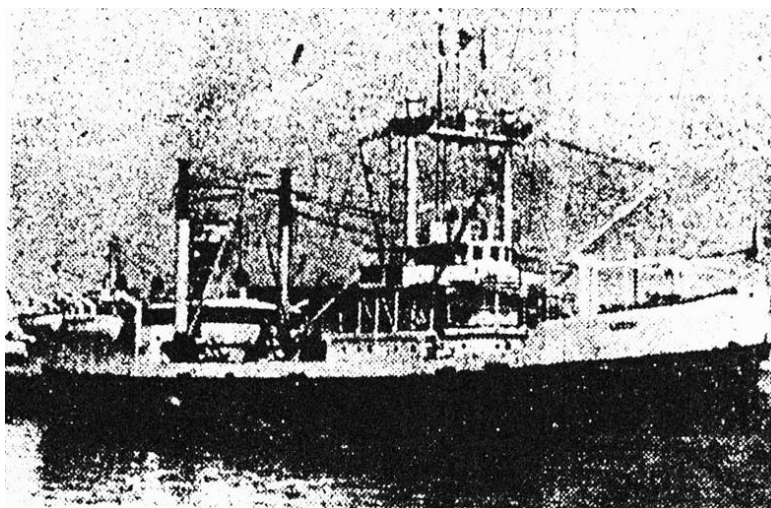


CEBU in William Lines colours (*Manila Times* 23 February 1950)

DON ESTEBAN (II) (1946-46) 569/44 see FS-166 in separate 'FS List'
DON ISIDRO (II) (1946-46) 539/44 see FS-160 in separate 'FS List'
DON VICENTE (1946-46) c.550/44 see FS-199 in separate 'FS List'

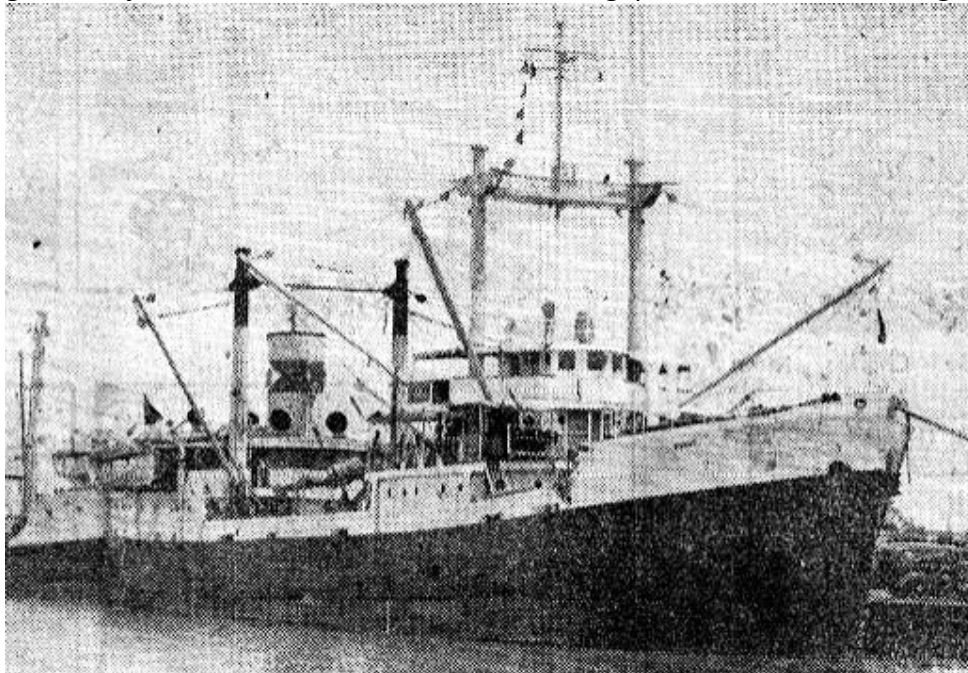
LUZON (II) 1946-49) 909/46-5 ('B'- type coaster, 224.2 x 36.8', T3cy Canadian Allis-Chalmers Ltd, Montreal)

Launched by Burrard D.D. Co., Vancouver (#251) for Canadian Govt as OTTAWA PANGIS but 4/46 completed for De La Rama S.S. Co., as LUZON. 24/6/46 maiden voyage from Manila. 18/12/47 reported on fire a few miles W. of Capa Calavite, Mindoro on passage Manila-Cebu, resumed voyage 22/12. 19/1/49 sailed Manila for Hong Kong arriving 23/1. 4/5/49 sold to William Lines. 1/50-22/3/50 refit at Cebu, increasing 3rd class accommodation. 12/5/51 sold and as ISLAND OF LUZON arrived Manila from Hong Kong for William Lines and promptly sold to Pemilikan Pusat Kapal-Kapal/PEPUSKA (Central Shipowning Authority), Jakarta r. BOROBUDUR, 8/51 began interisland service. 4/52 t/f to P.T. Pelayaran Nasional Indonesia (PELNI), Jakarta. 1956 r. WAYLA. 1961 sold to P.T. Maskapai Pelajaran 'Sang Saka', Djakarta r. SANG KOMERING. 196? r. PURNAMA (same owners). c.1970 broken up, probably at Singapore. RLR 1993



LUZON when operated by William Lines (*Manila Times* 28/3/50).

PANAY (1946-49) 909/46-4 ('B'- type coaster, 224.2 x 36.8', T3cy Canadian Allis-Chalmers Ltd, Montreal) Launched by Burrard D.D. Co., Vancouver (Yard No.249) for Canadian Govt as OTTAWA PATIENCE but 4/46 completed for De La Rama S.S. Co., as PANAY. 10/6/46 maiden voyage from Manila. 1/46 special voyage to Hong Kong. 10/48 to Hong Kong for dry-docking. 4/5/49 sold to William Lines. 10/10/49 collided with wharf at Cebu. 1950 sold to unspecified owners, 1951 r. ISLAND OF PANAY. 5/51 sold to Pemilikan Pusat Kapal-Kapal/PEPUSKA (Central Shipowning Authority), Jakarta for interisland service r. PRAMBANAN. 4/52 t/f to P.T. Pelayaran Nasional Indonesia (PELNI), Jakarta. 1962 sold to P.T. Maskapai Pelayaran 'Sang Saka', Djakarta r. SANG SERAWAI. 1970 at Singapore converted to a barge. RLR by 1973.



PANAY when operated by William Lines (*Philippine Herald* 25/3/50).

SURIGAO (1946-47) 851/24-10 (190.0 x 36.2', T3cy, pass.)

Built by Bethlehem S.B. Corp. Ltd (Union Plant), San Francisco (#5322) for Hawaii Meat Co., Honolulu as HAWAII. 1926 sold to Inter-Island S.N. Co. Ltd, Honolulu. IV/46 sold to De La Rama S.S. Co. r. SURIGAO. 1/2/47 wrecked in bad weather off Cape Espiritu Santo, NE Samar in 12.17N, 135.28E on delivery voyage from Honolulu with general cargo, mail and passengers, master found to be at fault.

ESCALANTE (1946-48) 6157/20-7 (395.5 x 55.0', T3cy by Hooven, Owen, Rentschler Co.)

Built by Chickasaw S.B. & Car Co., Chickasaw (#4) for United States Steel Products Co. Inc., New York as ENSLEY CITY. 1931 sold to Isthmian Steamship Co. Inc., New York 1946 sold to De La Rama S.S. Co. Inc. r. ESCALANTE. 3/48 special survey at Hong Kong. 5/48 arrived Manila with large cargo of Siam rice. 1948 sold to Madrigal Shg Co. Inc. r. SUSANA. 1/8/48 arriving Manila from Bangkok with large rice cargo. Subsequently chartered to US Army to supply US troops in Okinawa. 5/49 sailed Nagasaki/Bangkok and thereafter voyages Bangkok-Philippines with rice. 9/49 Rangoon/Manila with rice. 12/49 at Inchon. 4/1/50 arrived at Manila from Osaka. 5/3/50 arrived Manila from Sasebo with NDC cargo (repairs machinery?), still there 24/3. 7/50 sailing Sabang/Suez. 23/9/50 sailing Djibouti/Colombo. 10/50 sailing Cebu/Osaka. 27/2/51 arrived Manila from Sasebo. 4/4/51 arrived at Manila from Bangkok with rice. 2/6/51 arrived Manila from Japan. 7/51 en route Bulan-Los Angeles. 17/11/51 arrived Manila from Japan.

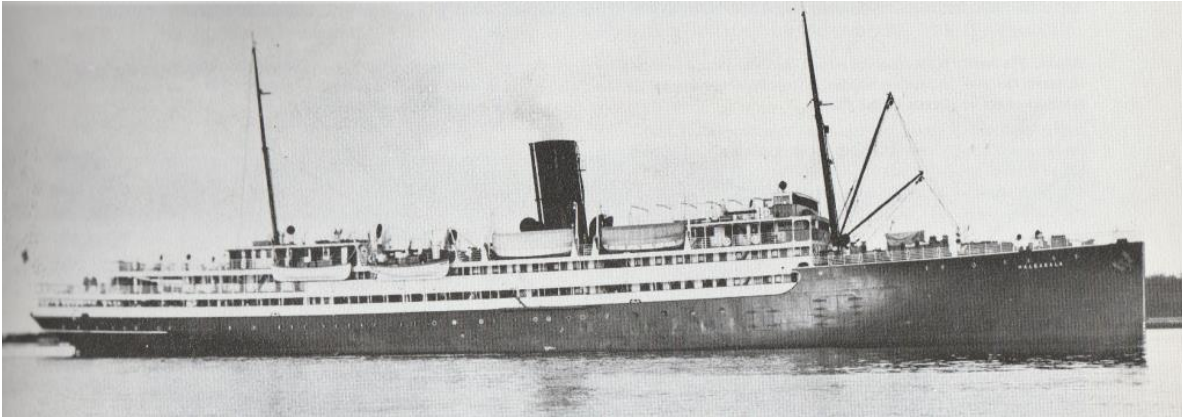
10/53 loading scrap at Tacloban for Japan. 13/11/53 loading at Guian for Japan. 8/1/54 arrived Manila from Japan. 4/54 loading scrap at Tacloban and Guian for Japan. 11/56 first Philippine-flag vessel to visit Hamburg. 8/58 Panamanian-flag Madrigal SUSANA arrived Manila with rice from Burma. 8/1/60 Philippine SUSANA (849 tons – sic) in collision with CITY OF ELY (7282g) at Suez, light damage to both. 11/12/63 at Hirao for demolition work began 22/2/64.



SUSANA ex ESCALANTE at Victoria, BC, 1952 (W. Schell colln).

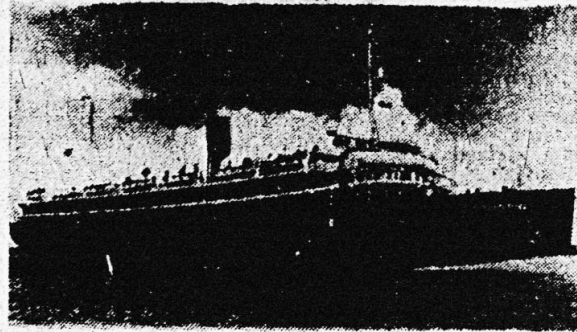
HALEAKALA (charter, 1946-47) 3679/23-1 (345.2 x 46.2', T4cy/16k, pass)
 Built by Sun S.B. Co., Chester, Pa. (#53) for Inter-Island S.N. Co., Honolulu as HALEAKALA. 18/2/23 delivery voyage Philadelphia/Los Angeles/Honolulu. 10/41 sold to U.S. Maritime Commission. 10/41-7/46 chartered by U.S. Army as transport. 7/8/46 bare-boat chartered to De La Rama S.S. Co. for Manila-China service. 2/9/46 maiden voyage to Amoy, returned with 200 illegal Chinese immigrants, still under detention 30/9. 21/9/46 seven-day cruise to Hong Kong, subsequent voyages to Amoy. 1/3/47 voyage planned Manila/Barcelona via Singapore, Colombo, Port Said and possibly Naples, by 2/47 departure postponed to 5/3 for repainting, finally sailed 12/3 with 200 first class passengers and 68 repatriates. 20/3 departed Singapore after being denied entry, Colombo c. 26/3. 12/4/47 arrived Barcelona, departed 28/4 with 260 passengers, subsequently Port Said 3/5, Suez 5/5, Aden 9/5, Colombo 16/5, Singapore 22/5 arriving Manila 27/5, 81 passengers without valid entry papers. 6/6/47 to Hong Kong, although initially advertised to Amoy. 29/6/47 arrived Manila from Shanghai 30/6 sailed for Thursday Is., Brisbane and Sydney, returning 8/8, then 10/8 to Hong Kong. 22/8/47 arrived Manila from Hong Kong and Amoy. No further sailings, charter terminated, laid up at Manila. 1948 sold to Cia Panamente de Navegacion Extreme Oriente (Far East Panamanian Nav. Co.; Capt. G. Calafatis, Shanghai), Panama r. CRISTOBAL (sometimes spelled CHRISTOBAL). 8/48 sailed Manila for Hong Kong. 1/49 chartered to International Refugee Organisation to evacuate refugees from Shanghai. 2/49, 3/49 refugee voyages Shanghai/Manila/Samar. 12/2/49 returned to Manila with engine trouble after sailing for Samar previous day. 1949 sold to George Ho, Hong Kong. 27/8/49 departed Cotabato on Haj pilgrimage to Jeddah via Singapore, Colombo and Aden but fuel and food shortages, 10/49 detained at Jeddah by Saudi authorities for non-payment of bills. Over 200 passengers subsequently reported dead of malnutrition and disease, including smallpox. 2/50 return voyage Jeddah/Port Sudan for refitting and reprovisioning. 11/50 voyage Jeddah-Zamboanga where laid up with debts, crew unpaid. 4/50 advertised as SUDANE for a pilgrim voyage to Rome and Barcelona, but not realised. 5/50 advertised by Gabriel Travel Agency as

PHILIPPINES for 4-month world cruise departing Manila 4/6/50 but not realised. 1950 sold to Juan Ysmael & Co., Panama, 24/9 arrived Balikpapan from Zamboanga. Subsequently r. TASIKMALAJA. 4/12/50 drydocked at Surabaya. 30/12/50 sailed Surabaya for Tanjung Priok. 1/51 on charter to Indonesian Armed Forces (TNI) as troopship. 11/3/51 at Bula from Cerambanda Island. 16/5/51 arrived Ambon from Makassar. 12/6/51 due Jakarta from Palembang. 20/1/52 sailed Port Makassar for Bonjan. 24/1/51 due at Makassar from Ambon. 23/4/52 death of Juan Ysmael. Subsequently sold through Frank Starr to Indonesian Government for \$400,000, but 28/7/52 while under refit at Taikoo Dockyard, Hong Kong (\$300,000) ownership writ issued by Juan Ysmael & Co. 24/10/52 possession awarded to Juan Ysmael & Co. 14/12/52 Indonesian Government wins appeal. 1/53 Privy council hearing of appeal by Juan Ysmael & Co. 3/3/53 sold by Juan Ysmael & Co. to Hong Kong Chiap Hua Manufactory Co. (1947) Ltd, 3/55 demolition began at Hong Kong.



HALEAKALA (F.A. Stindt, *Matson's Century of Ships*).

Sudane Definitely Sailing For Rome



The s.s. *Sudane* (above) which has been chartered by the Philippine Pilgrimage for a pilgrimage trip to the Holy City arrived in Manila at 8:30 a.m. yesterday, and is now riding at anchor inside the breakwater off Legaspi Landing.

Prominent people belonging to different Catholic organizations in the city and members of the clergy and society matrons and those who have already booked passage on this boat visited the ship in the harbor. They were shown around the ship, affording them an opportunity to appreciate the ex-

cellent accommodations.

The management announced yesterday that the *Sudane* will definitely sail for Rome by way of Singapore Colombo, Eden, Suez, and Naples and thence to Barcelona, Spain.

To avoid over-crowding, the management has limited the bookings to 600 passengers. There are still 100 berths available.

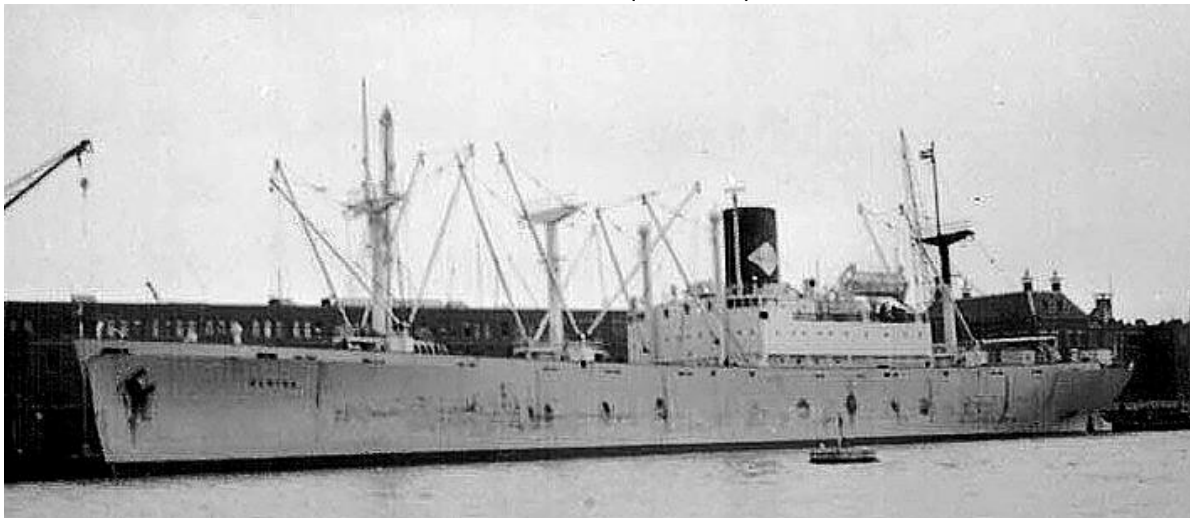
Including among the prominent passengers scheduled to make the trip to Rome are Mrs. Nini Quezon Buenacamino, III, and Nonong Quezon, two lone survivors of the Quezon family.

After sale, hopeful advertising for an abortive cruise to Rome and Barcelona (Manila Times 13/4/50).

DONA AURORA (II) (1947-50) 6711/43 ('C1', 417.11 x 60.3', 2ST by Joshua Hendy Ironworks)
Built by Consolidated Steel Corp., Long Beach (#277) for USWSA, later USMC as CAPE SANDY. 1947 sold to De La Rama S.S. Co. r. DONA AURORA. 1/4/50 following inspection in Hong Kong sold for \$1.1 million to N.V. Stoomv. Maats. Nederland, Amsterdam, on delivery 11/6 r. CUANZA (before 4/50 outbreak of Ambon rebellion to have been r. AMBON). 1950 r. ELMINA. 7/55 r. NIAS. 13/3/63 sold to Pacific & Caribbean Shg Corp., Monrovia r. TORRES. 1966 sold to Amerasia Nav. Corp., Monrovia r. AMASIA. 1967 r. MACASSAR SKY (same owners). 14/3/70 arrived Kaohsiung for demolition by Li Chong Iron & Steel Works Ltd, work completed 25/5/70.



DONA AURORA (W. Schell).



DONA AURORA at Rotterdam, 5 May 1951, as ELMINA (Tom Stevens/H. Dick).

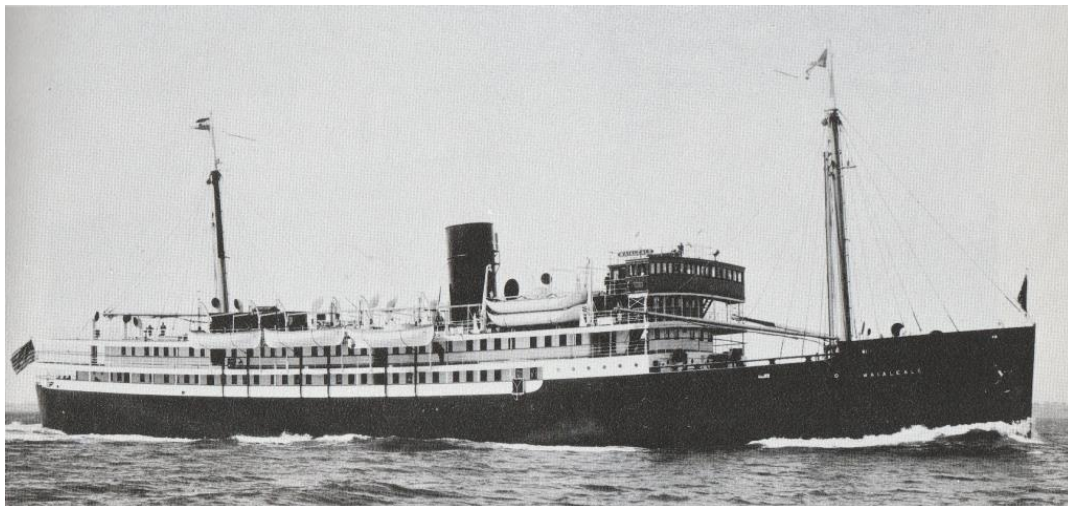
DONA TRINIDAD (1947-47) 6711/43 ('C1', 417.11 x 60.3', 2ST by Joshua Hendy Ironworks)
Built by Consolidated Steel Corp., Wilmington (Yard No.340) for USWSA, later USMC as CAPE CONSTANCE. 4/11/44 hit by a *kamikaze* plane near the Philippines. 1945 chartered to Oceanic S.S. Co. for

US-Australia service, 13/11/45-2/46 San Francisco via NZ to Australia. 1947 sold to De La Rama S.S. Co. r. DONA TRINIDAD. 24/6/47 on delivery voyage wrecked about 25 miles off Hokkaido coast, near Nijoen Lighthouse on passage Shanghai-Sakhalin in ballast, broke in two, uninsured. Russian sources state rice cargo caused hull plates to break apart, *Tobol* (2278/40) standing by. [Named after Philippine First Lady, Trinidad Roxas]

MARLINGSPIKE HITCH (charter, 1947-48) 3812 (5036)/45-8 (C1-MAV, 323.9 x 50.1', M6cy by Nordberg Mfg Co., Milwaukee)

Built by Kaiser Cargo Inc., Richmond (#78) for USWSA, later USMC, later US Dep't of Commerce, Philippines as MARLINGSPIKE HITCH. 1/46 leased to Everett S.S. Corp. 2/47 made available for charter to Philippine ship operators under the Tydings Rehabilitation Act (1946). 9/47 chartered to De la Rama S.S. Co., 1/10 maiden voyage Manila-Iloilo-Zamboanga-Davao. 4/48 carrying passengers on coastal services partnering MOLENO. 30/6/48 sailed Manila for annual refit in Hong Kong. 9/48 withdrawal foreshadowed, to Hong Kong for drydocking arriving Manila 5/10, thereafter charter terminated. 1951 laid up at Marad Reserve, Suisun Bay. 4/73 sold to Union Minerals & Alloys Corp., New York. 1974 scrapped at Terminal Island, California by National Metal & Steel Corp.

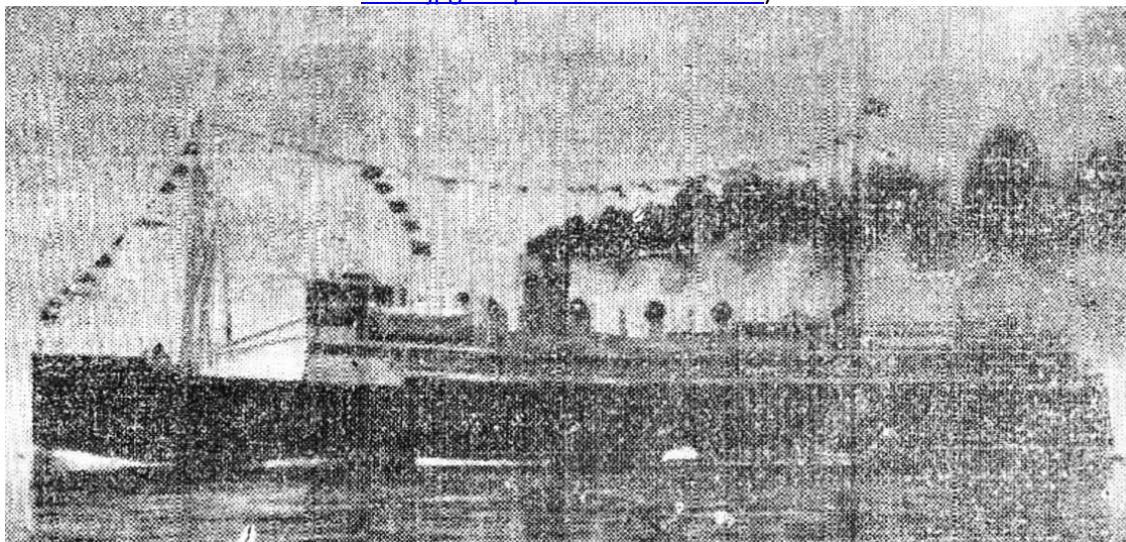
MOLEÑO (II) (charter, 1947-48) 3088/28 (309.5 x 48.0', 2ST/14k by Westinghouse Elect. & Mfg Co., pass) Built by Bethlehem S.B. Corp., San Francisco (#5335) for Inter-Island S.N. Co. Ltd, Honolulu as WAIALEALE. 4/6/28 delivery voyage San Francisco/Honolulu. 12/41-6/47 requisitioned by USWSA. 6/47 chartered to De La Rama S.S. Co. for inter-island service, 7/8/47 arrived Manila 8/8 r. MOLEÑO. 27/8/47 maiden voyage Manila-Iloilo-Tagbilaran-Zamboanga-Parang-Davao. Following disabling of Presidential yacht, 10/9/47 sailed Manila-Iloilo-Dipolog-Zamboanga-Parang-Davao with President Roxas aboard. 1947-48 interisland voyages. 21/7/48 first voyage to Hong Kong. 9/48 withdrawn from interisland service. 26/10/48 sailed from Manila for Guam and Honolulu. 11/48 returned to owners, laid up at Honolulu. 1951 moved to San Francisco. 1951 reported sold to Overseas Terminal Ltd, Manila. 1955 sold to Oahu Railway & Land Co., Honolulu. 14/10/56 arr. Yokohama where 11/56 Amakasu Sangyo K.K. began demolition [Named MOLEÑO in honour of Molo, Iloilo, hometown of Don Esteban de la Rama]



MOLEÑO as WAIALEALE (F.A. Stindt, *Matson's Century of Ships*).



WAIALEALE in 1942 (<https://i2.wp.com/imagesofoldhawaii.com/wp-content/uploads/SS-Waialeale-in-1942.jpg?strip=info&w=750&ssl=1>).



MOLEÑO (from a De la Rama newspaper ad).

DONA ALICIA (charter, 1950-56) 7355/50-10 (504.3 x 64.4', 2M7cy/17k)

Built by Nishi Nippon Jukogyo, Nagasaki (#1410) for National Devt Co. Inc. (De La Rama S.S. Co., mgrs), Manila as DONA ALICIA. 7/54 dry-docked 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., Manila. 15/5/62 contract of sale rescinded. 7/62 reported to be laid up at Manila. 8/62 repossessed by NDC. By 4/63, 8/64 sailing for Philippine National Lines (Maritime Co. of the Philippines agents). 1963 sold to Cia Maritima. 4/65 advertised for Maritime Co. of the Philippines. 1965 r. LINGAYEN GULF. 1968 t/f to Maritime Co. of the Philippines. 12/3/73 arr. Kaohsiung, 5/4/73 demolition commenced by Chin Ho Fa Steel Corp.



Twin-screw post-WWII DONA ALICIA <https://www.shipsnostalgia.com/media/donna-alicia.291461/>).



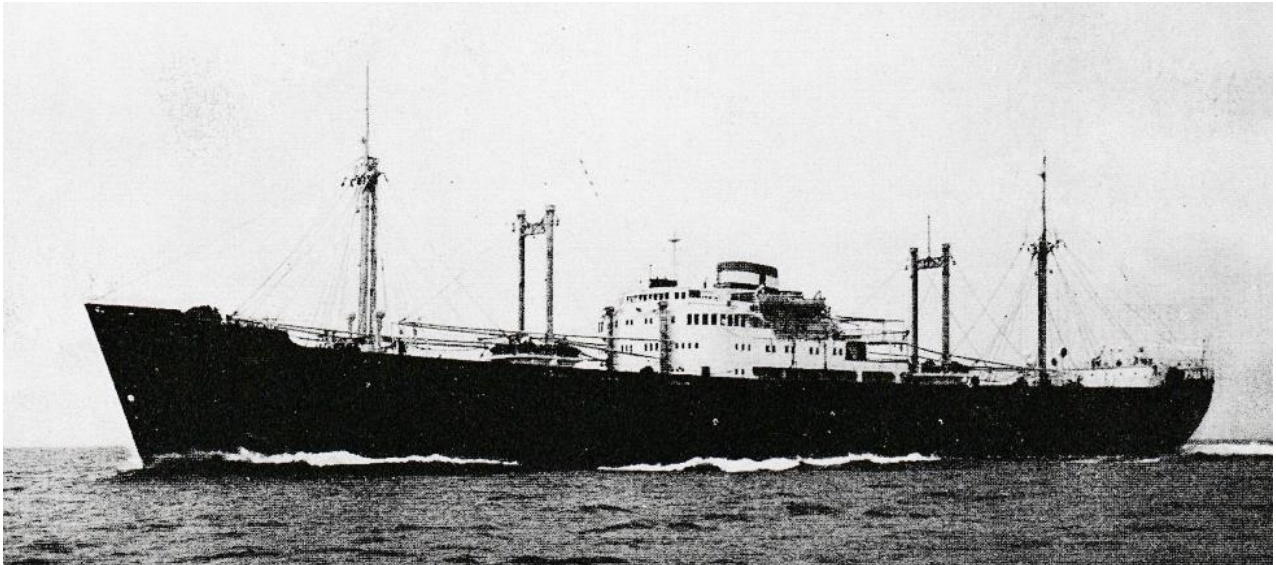
DONA ALICIA at Vancouver September 1963 in PNL colours (Walter E. Frost/Vancouver City Library).



Later as Compania Maritima's LINGAYEN GULF in the Straits of Malacca (P. Foxley*).

DONA AURORA (III) (charter, 1950-56) 7355/50-12 (504.3 x 64.4', 2M7cy/17k)

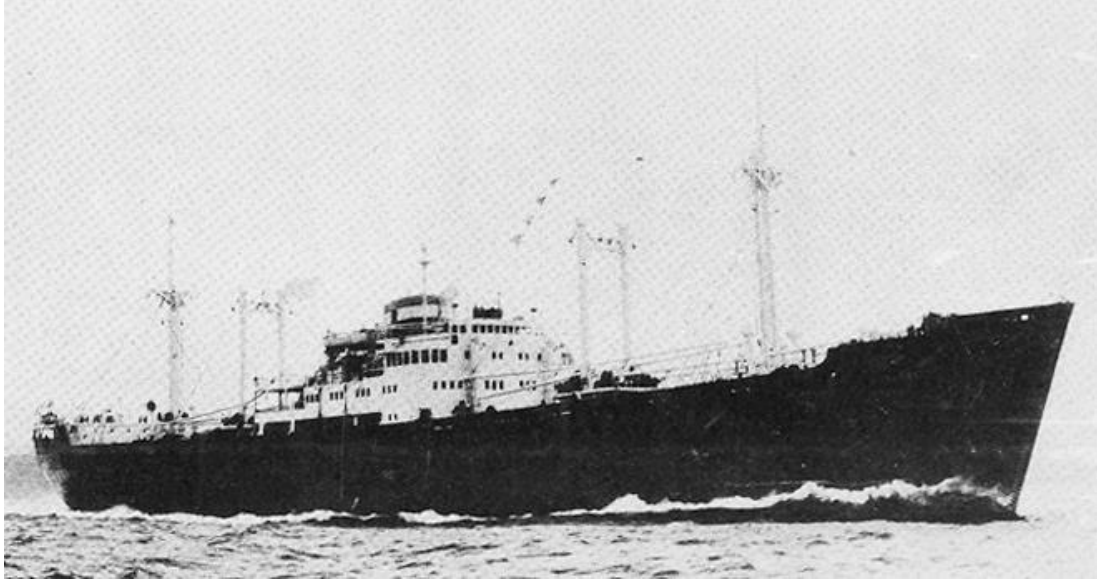
Built by Nishi Nippon Jukogyo, Nagasaki (#1411) for National Dev. Co. Inc. (De La Rama S.S. Co., mgrs), Manila as DONA AURORA (at the time largest and most powerful dry cargo ship constructed in Japan since the war). 31/1/53 first vessel drydocked by Bataan National Shipyard. 28/9/55 reported aground at Morant Cays, SE Jamaica inwards bound to Kingston, but refloated same day. 10/56 mgrs Philippine National Lines. 12/61 sold by Reparations Commission under writ of execution to Liberation S.S. Co., Manila. 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 NDC. By 4/63, 8/64 sailing for Philippine National Lines (Maritime Co. of the Philippines agents). 1965 sold to Cia Maritima, later (from between 1966 and 1969) Maritime Co. of the Philippines. 4/65 advertised for Maritime Co. of the Philippines. 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.



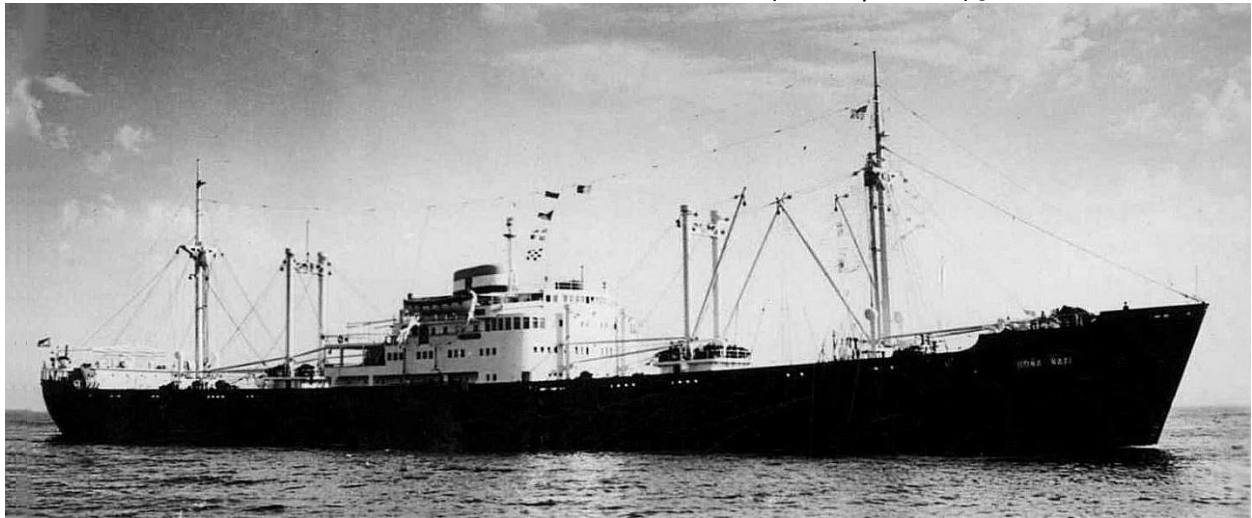
DONA AURORA on trials (*Sempaku no Shashin* 1951).

DONA NATI (II) (charter, 1951-56) 7356/51-6 (504.3 x 64.4', 2M7cy/17k)

Built by Nishi Nippon Jukogyo, Nagasaki (#1412) for National Dev. Co. Inc. (De La Rama S.S. Co., mgrs) as DONA NATI. 17/2/55 collided with small Japanese vessel at Yokohama. 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. 12/61 sold by Reparations Commission under writ of execution to Liberation S.S. Co., Manila. 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 Dev. Co, by 4/63 sailing for Philippine National Lines (Maritime Co. of the Philippines agents). 1963 mgrs Maritime Co. of the Philippines. 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. Q4/1969 broken up at Kaohsiung.



DONA NATI reached 19.127 knots on trials (from a postcard.)



DONA NATI in De la Rama service (from a postcard)

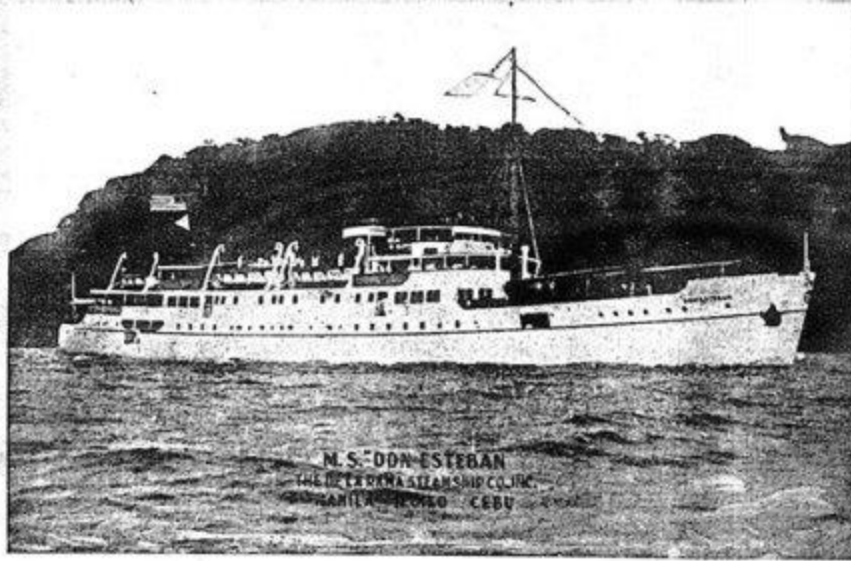


DONA NATI in a U.S. port August 1951 (coll. Malcolm Cranfield).

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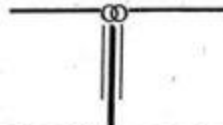


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Leave ILOILO - <i>TUESDAY</i> 8:00 P. M.	Leave CEBU - <i>SATURDAY</i> 12:00 Noon
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