

Madrigal & Co., Manila (1913-41)

(Vicente Madrigal, 1880-1972)

By Howard Dick & Stephen Kentwell

skentwell@hotmail.com

h.dick@unimelb.edu.au

All Rights Reserved 2023

May be cited with acknowledgement to www.oldchinaships.com

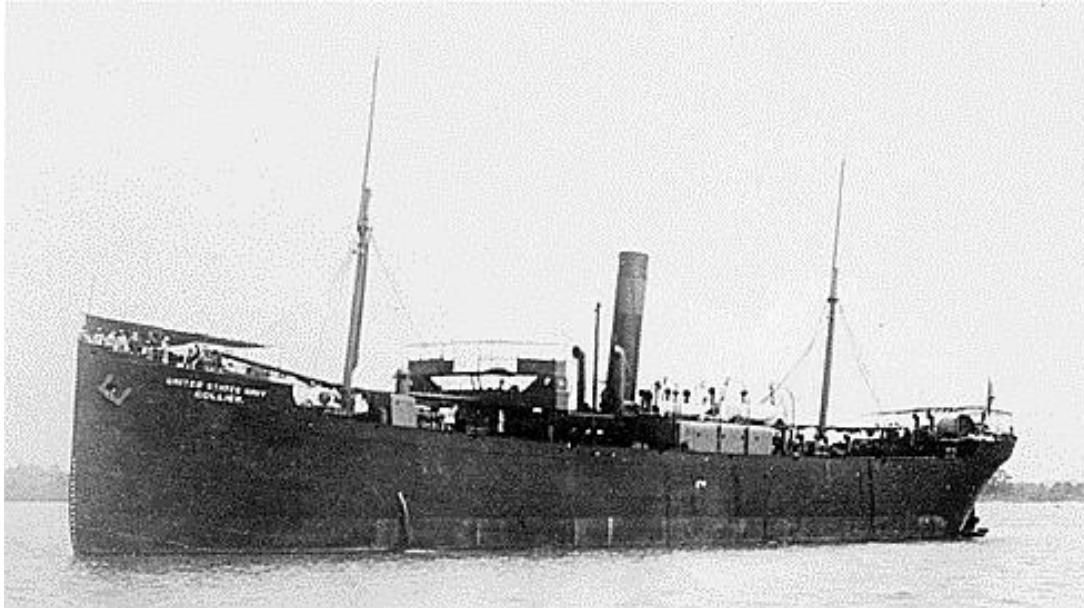
We gratefully acknowledge assistance, from Bill Schell who has furnished many photographs from his collection and assisted with ship histories, from Peter Cundall and from the Miramar site. U.S. National Archives (USNA)-held photographs are from John Tewell's Flickr website.

This update 7 September 2024

Fleet List (1913-1941)

RIO PASIG (1913-16) 3384/94 (330.0 x 43.0', T3cy/267nhp).

Built by Richardson Duck & Co., Stockton (#44) for New Blue Star Line of Steamers Ltd (Carlisle & Co. mgrs), London as ATALA. 25/4/98 sold to USN for use as fleet collier, 2/8 comm. as USS ALEXANDER on Atlantic station. 1903 assigned to Pacific Fleet, decom. 8/13 stricken at Cavite on sale to M&Co. r. RIO PASIG. 7/8/14 dep. Manila with coal via Guam to Yap to bunker German fleet, 9/10 rep. seized by RN off Sandakan, later returned as neutral vessel. 23/12/14 left Manila on first transpacific voyage for Seattle. 3/1/16 sailed Seattle for Vladivostok with war materials, 21/6 posted missing.



USS ALEXANDER at Norfolk in 1900 (navsource.org).

SUSANA (1916-17) 3613/97-10 (turret, 350.1 x 46.0', T3cy/10k)

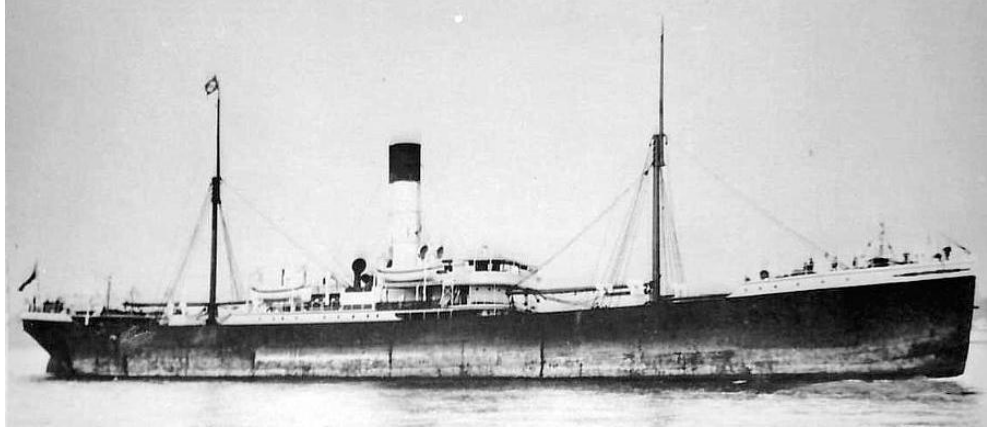
Built by Wm Doxford & Co., Sunderland (#256) for A/S Titania (Wilh. Wilhelmsen mgr), Oslo as TITANIA. 1916 sold to M&Co. r. SUSANA. 9/16 o/v Chinwangtao-Manila typhoon damage in S. China Sea. 1/17 sold to Fiat Corp. (Norwegian principals), New York. 1922 sold to Marine & Commerce Corp., New York. 1923 sold to Soc. Mar. e Commerciale Italiana, Genoa. By 1926 laid up at Genoa, sold for breaking up in Italy.



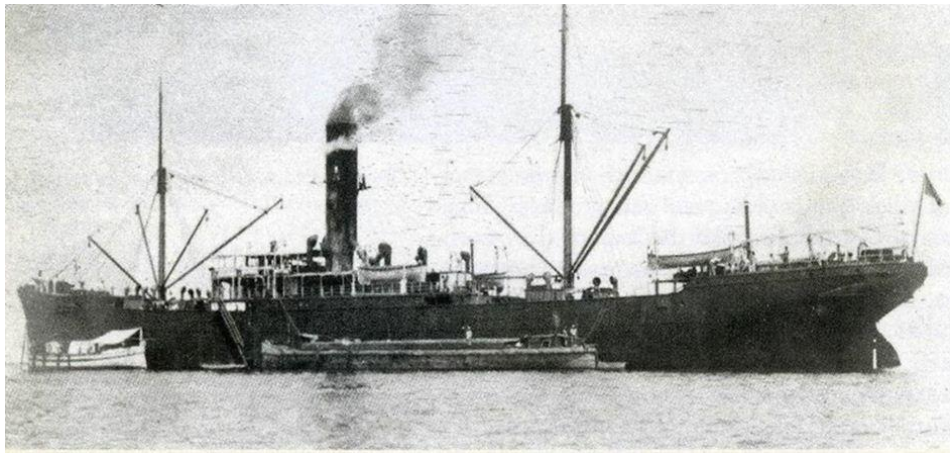
SUSANA as Norwegian TITANIA (lardex.net).

MACARIA (1916-17) 3627/92-10 (354.9 x 42.8', T3cy/282nhp/11k)

Built by Scott & Co., Greenock (#302) for Ocean S.S. Co. Ltd (Alfred Holt & Co. mgrs), Liverpool as PYRRHUS. 1906 t/f to NSMO, Amsterdam. 1914 reverted to Ocean S.S. Co. prior to sale to Kishimoto Shokai, Dairen r. SHINGO MARU 神護丸. 1916 sold to M&Co. r. MACARIA. 1917 sold to Cia Gen. de Tabacos (Tabacalera S.S. Co.), Manila r. VILLEMER, requisitioned by U.S. Gov't. 7/11/17 torp. and sunk by UC-38 E. of Crete on voyage Barcelona-Manila (2 lives).



MACARIA as PYRRHUS (photoship.co.uk).



VILLEMÉR in wartime colours (Vida Maritima website).



As VILLEMÉR, having arrived at an unnamed port from Sumatra with rice and tobacco. Painting work underway (<https://www.shipsnostalgia.com/media/pyrrhus-1.419540/>).

PANAY (1916-20) 2256/95-5 (284.4 x 40.1', T3cy/156nhp/9k)

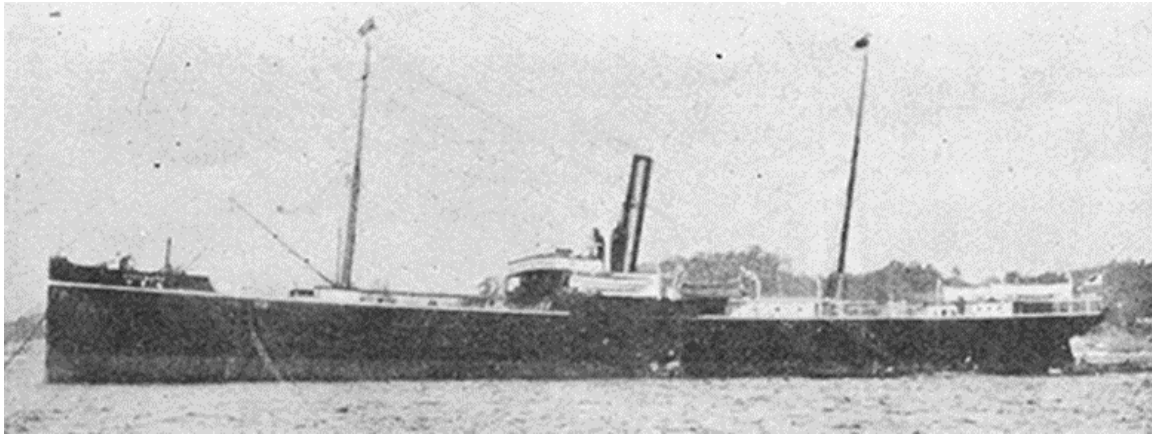
Built by Howaldtswerke A.G., Kiel (#294) for Michael Jebsen, Apenrade (reg. Hamburg) as GERMANIA.

6/13 sold to Wm Katz, Manila (reg. Shanghai under U.S. flag) for trading Shanghai-Vladivostok r.

HANAMETAL. 5/8/14 seized at Tsingtao by German authorities and British officers replaced by Germans.

21/8 seized off Tsingtao by HMS *Triumph* and taken by prize crew to Hong Kong via Weihaiwei, 16/12 by adjudication released back to owner, now as W. Katz & Co., then sold for Y320,000 to Mr Iwaki, Chefoo

but 1/16 sold for £38,000 (P380,000) to M&Co. r. PANAY. c.1920 sold to Eastern Peninsular Nav. Co. Ltd, Calcutta. Q4/1923 broken up.



MARIE JEBSEN 2309/94 (as KAGA MARU), 5' longer than GERMANIA, built by same yard (#288) for same owners (1916 Japan Steamships Register).

DON ZOILO (1917-19) 1372/06 T3cy-3 (230,8 x 34.1', T3cy/94nhp/9k)

Built by Howaldtswerke A.G., Kiel (#439) for M. Jebsen, Apenrade as MATHILDE. 8/14 interned in

Philippines. By 1916 operated by Don S.S. Co. Inc., Manila as DON ZOILO. 4/17 seized by US Gov't. 6/17 sold on HP to Madrigal & Co., Manila, reg. to Manila S.S. Co. 1919 paid off r. PAZ. 7/23 sold to Yik Tai S.S.

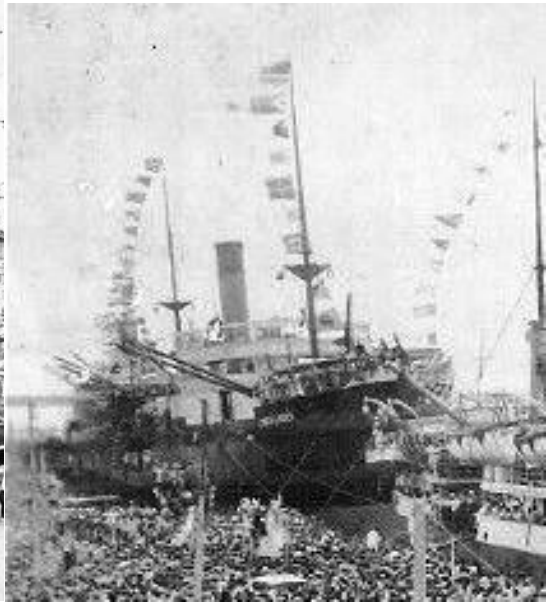
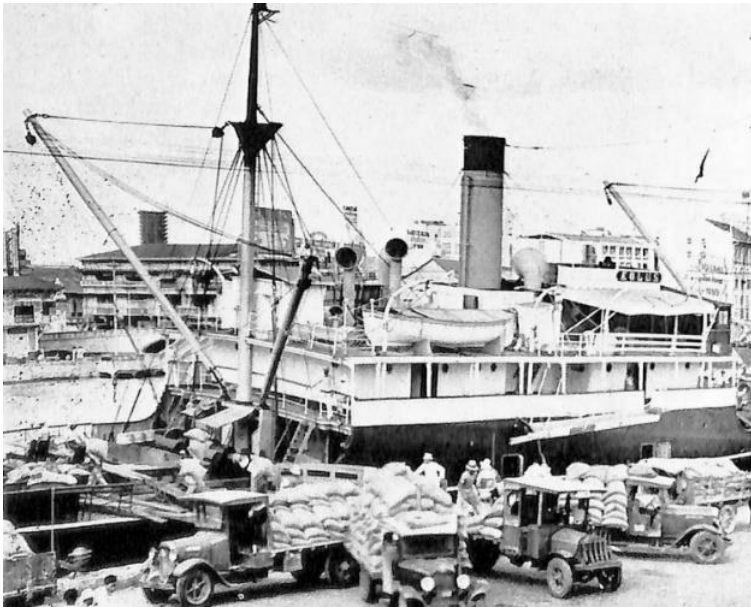
Co., Hong Kong r. NEW MATHILDE. 7/36 reverted to M&Co. r. AEOLUS. 22/9/37 ex Newcastle (1765t

coal) in tow of PAZ for Manila. 4/39 sold to Pang Kwok Sui, Hong Kong r. NEW MATHILDE. 21/10/39

wrecked 3 nm S. of entrance to Kwang Chow Wan inbound from Fort Bayard with cattle, swine and poultry.



Probable DON ZOLIO (I.) in the Pasig (John Tewell).

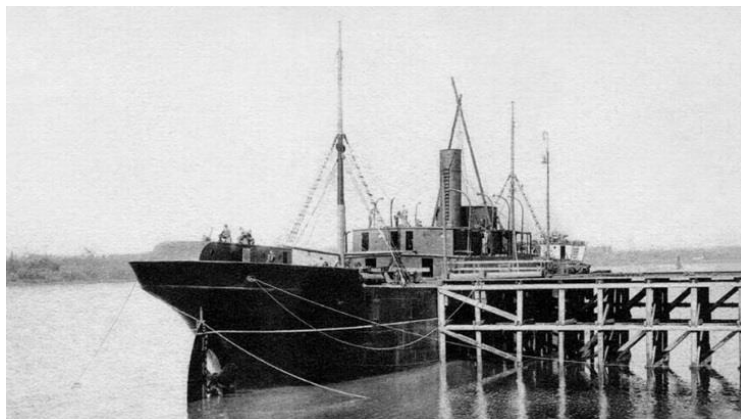


PAZ as AEOLUS (Philippines Magazine, 12/40/BisayaBulletin.com).



AEOLUS being prepared for tow by the new PAZ (Newcastle Herald).

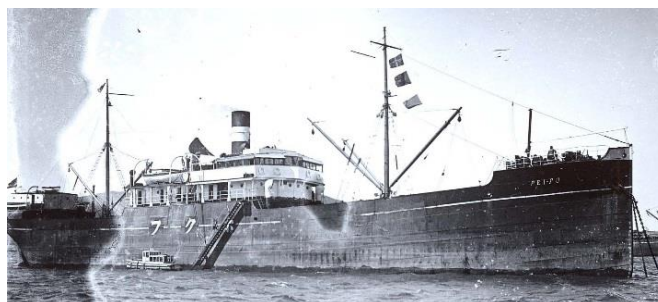
TIOGA (1917-19) 1735/02 (259.6 x 36.6', T3cy/156nhp/9k by N.E. Marine Eng. Co., Sunderland)
 Built by Chantiers Navals Anversois, Antwerp (#16) for M. Jebsen, Apenrade as **CLARA JEBSEN**, 25/10
 dep. Hamburg for Bangkok. 4/09-4/13 chartered for Hong Kong-Amoy-Straits labour trade. 2/8/14
 evacuated German citizens from Hong Kong to Tsingtao, thence to refuge at Manila. 1916 sold to Don
 S.S. Co., Manila r. DON NEIL. 4/17 seized by U.S. Govt and t/f to by USSB, New York (reg. Manila) r.
TIOGA. 6/17 sold on HP to M&Co., Manila. 1919 paid off r. MACARIA. 1926 sold to North China S.S. Co.,
 Tientsin r. PEI FU. 1930s operating Tientsin-Dairen-Shanghai. Operated by Japan as **HOKUFU-GO**.
 16/7/40 o/v Syako (Korea)-Wakamatsu (iron ore) stranded on Tsunoshima, Yamaguchi Pref., total loss.



Believed to be **CLARA JEBSEN**, fitting out at Hoboken on Schelde,
 Antwerp (from postcard owned by Karsten Petersen).



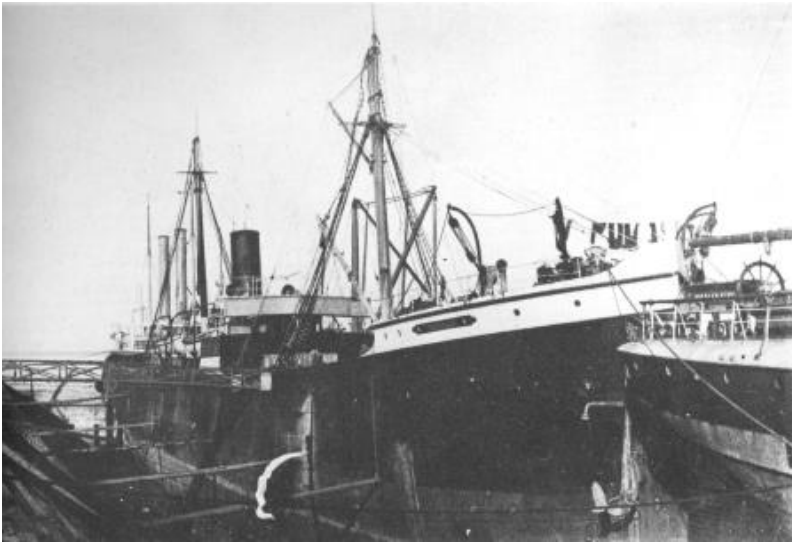
CLARA JEBSEN (Museum Sønderjyllands).



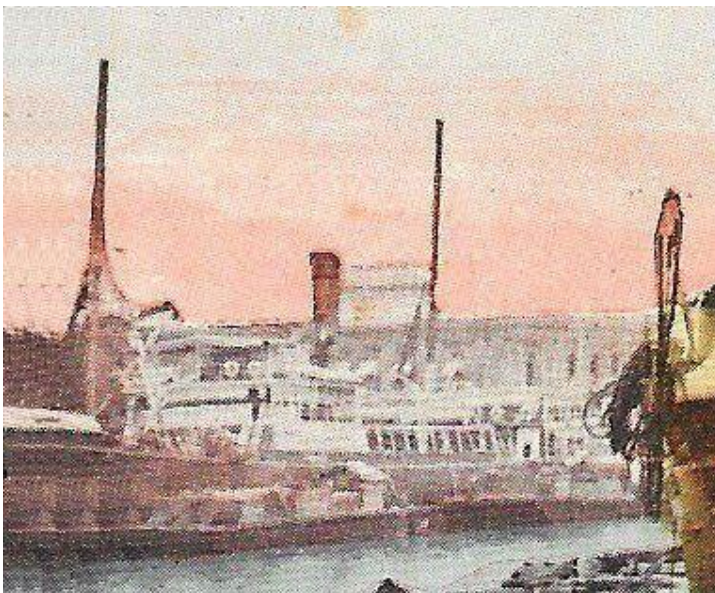
PEI-FU ex-**TIOGA** at Otaru under the Chinese flag (but with name written in Japanese
 katakana script as **HOKUFU**) in the period 1937-40 (Uhachi Kinoshita/OCM).

DON JOSE (1918-25) 1758/79-1 (i.s.s., 269.3 x 33.8', C2cy/208ngp)

Built by Caird & Co., Greenock (#212) for Hamburg-Amerika Packetfahrt A.G., Hamburg and delivered 1/79 as SAXONIA. 1897 sold to Adolf Deppe, Antwerp r. ADOLF DEPPE. 1901 sold to Cie. Gén. des Philippines pour le develop. du Commerce et de l'Industrie, Antwerp (reg. Manila) r. PAX. 1903 sold to Minas de Carbon de Bataan (G. Urrutia & Co. mgrs), Manila r. MINAS DE BATAAN. 1908 sold to Pujalte & Co., Manila r. RIGEL. 6/12 sold to Manila Nav. & Tptn Co. (Manila Railroad Co.), Manila for Manila-S. Luzon line r. HONDAGUA (1845 grt), 11/12 sailed Hong Kong after extensive refit. 1918 sold to M&Co. r. DON JOSE. 17/11/25 o/v Keelung-Manila (2600t coal) wrecked 15n m. E. of Keelung near Bitukaku Lighthouse.



SAXONIA's sister THURINGIA (A. Kludas). HONDAGUA on Earnshaw's slipway (*Port of Manila 1922-23*)



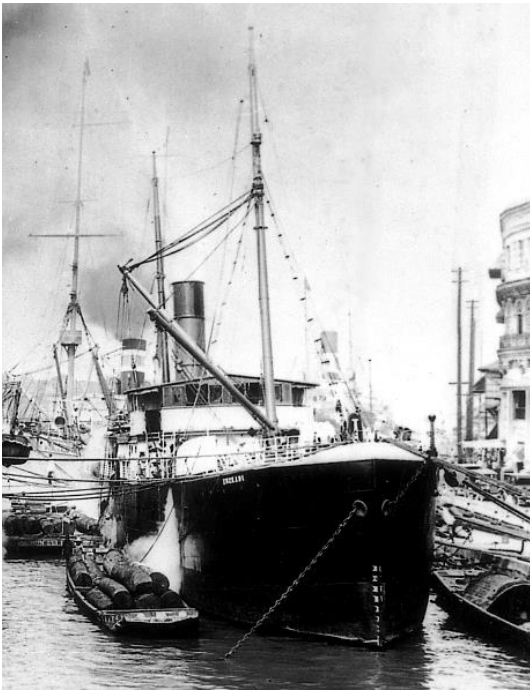
DON JOSE (from a postcard).



DON JOSE (from a postcard).

MACARIA (II) (1919-26) 1735/02 see TIOGA (1917-19)
PAZ (1919-23) 1372/06 T3cy-3 see DON ZOILO (1917-19)

EUZKADI (1919-26) 844/84-8 (i.s.s., 190.6 x 27.2', C2cy/53nhp by Gute Hoffnungshütte, Sterkrade)
Built by Bremer Schiffsb. Ges., Vegesack (#110) for J.H. Vogemann, Bremen as RHEINGOLD. c.1891 to J.D. Bischoff, Bremen. 1893 new boilers. 1899 sold to Smith, Bell & Co., Manila. 1900 t/f to Manila Shg & Tpt Co. r. CEBU. 1/13 sold to Jose M.I. de Aldecoa & Co., Manila r. EUZKADI (still to Samar). 1919 sold to M&Co. but 1924 to 1926 on charter to Ynchausti S.S. Co. 1926 sold to J. Sandoval Go Juanco, Manila r. BORONGAN. 15/6/28 stranded on Simara Is., Sibuyan Sea, refloated and sold to Hoa Hin Co. Inc., Cebu. 1931 sold to Cia Nav. Cebuana, Cebu. 1931 Sold to La Naviera Filipina, Cebu r. COTABATO. 8/31 in service Manila-Cebu (weekly) for Dy Chiao Cham Sons, Manila. 29/1/32 wrecked at Borongan, Samar Is. 29/1/32 wrecked at entrance to Borongan, Samar Island.

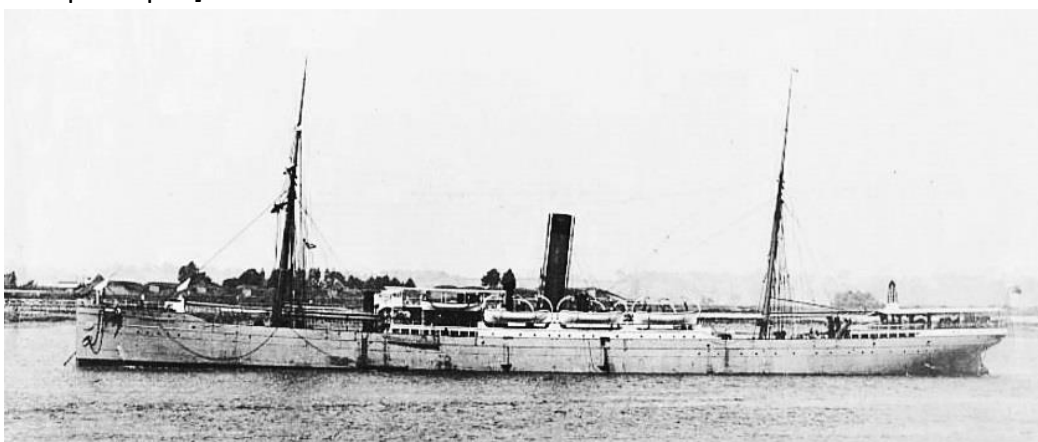


EUZKADI L: (John Tewell), R: presumed EUZKADI on Ynchausti charter August 1925 (USNA).

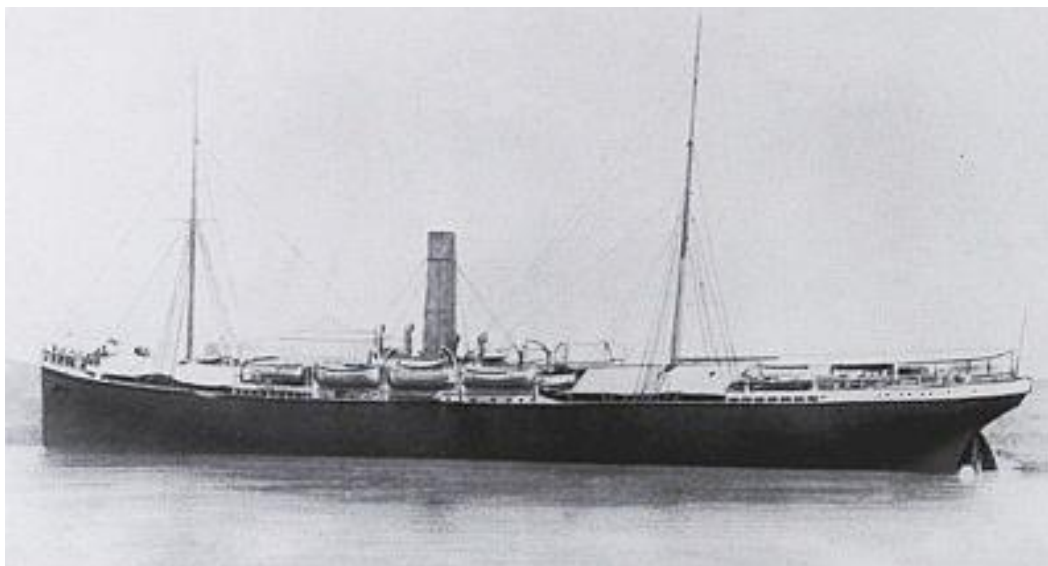
PAZ (1919-23) 1372/06 see DON ZOILO (1917-19)
MACARIA (II) (1919-26) 1735/02 see TIOGA ex DON NEIL (1917-19)

SUSANA II (1919-27) 4007/90-12 (396.0 x 43.2', T3cy/479nhp/14k-12k)
Built by Barclay, Curle & Co., Glasgow (#362) for Castle Mail Packet Co. Ltd, London for 'intermediate' service as DOUNE CASTLE. 3/00 t/f to Union-Castle Mail Steamship Co. Ltd. 8/04 returned to builders in part payment for new *Dover Castle* (1904) r. BELLMOUNT but did not put to sea before 10/04 sold to A/S Det Østasiatiske Kompagni, Copenhagen for West Indies line r. ST. DOMINGO. 2/05 t/f to Russian East Asiatic Co. for service Baltic-Vladivostok and reg. at Libau as CURONIA. 5/13 sold for £12,500 to Goshi

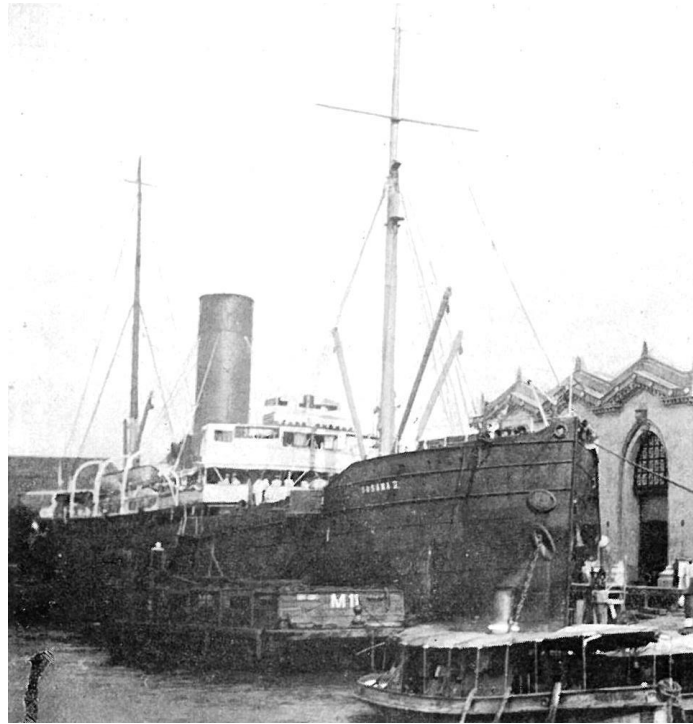
Kaisha Kishimoto Shokai, Dairen r. KAIJO MARU. 1918 sold for £65,000 to M&Co. r. SUSANA II. 10/25 Amoy-Manila (610 pass.). 3/27 Amoy-Manila (454 pass.). 11/27 sold to Kim Chuan Ho, Manila r. SUSANA. 12/27 o/v Manila-Amoy (600 pass.) broke down in bad weather, assisted by USS *Bittern*. By 7/29 sold to An Kee S.S. Co. (Fernando Go Chioco), Amoy for same trade (8/31). 1932 sold to Chit Soon On Co. (later Asiatic S.N. Co.), Amoy r. ASIA. 6/32 arr. Amoy from Hong Kong for orders but owners failed, laid up with 72 crew unpaid, stripped ship of saleable fittings and deserted except for British Master, C/E and 2 crew [MT, 11/7/34]. 12/32 seized by court order at Amoy. 6/33 sold at public auction to Yukuo Mining Co., Taiwan but court ruled payment was in discharge of prior mortgage. Japanese consul vetoed new auction. 12/34 released by court, sold to Japanese breakers and placed under Japanese flag as TOA MARU [SFP, 25/12/34]. Early 1935 broke adrift under tow and foundered on delivery voyage [also rep. II/1935 broken up in Japan].



SUSANA II in original guise as DOUNE CASTLE (Old Ships Photo Gallery).

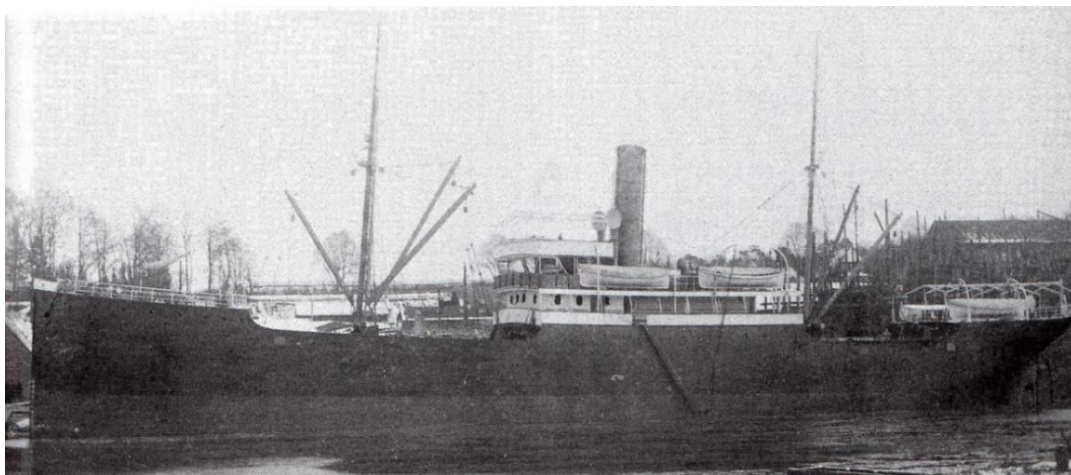


In Europe-West Indies service as ST. DOMINGO (<http://snesejler.dk/bill80.htm>).

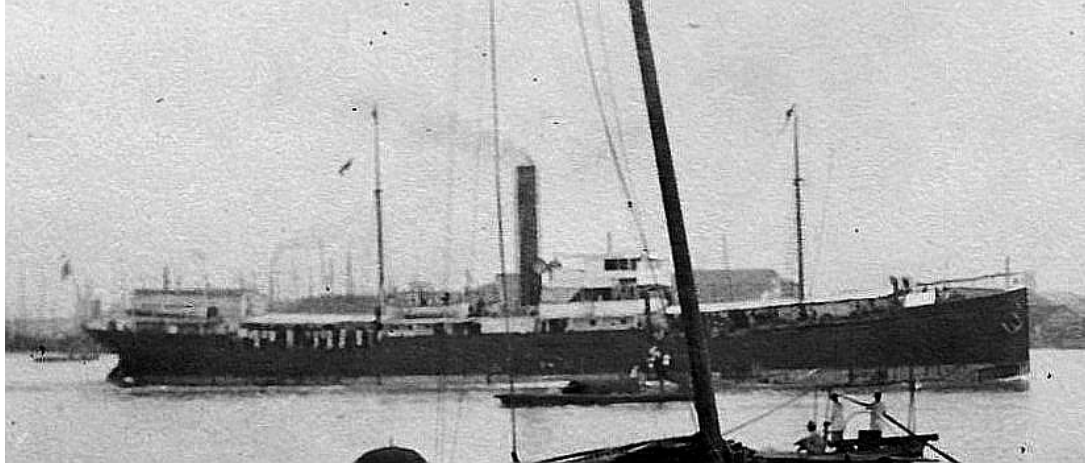


SUSANA II with new Madrigal funnel at Manila Bulkhead Wharf B (*Port of Manila*).

NIPSIC (1920-24) 2168/02-12 (295.0 x 39.2' T3cy/167nhp/11k by Ottenser Maschf., Altona)
Built by Henry Koch A.G., Lubeck (#141) for Norddeutscher Lloyd, Bremen as BORNEO. 8/14 interned at Zamboanga, 6/4/17 taken over by USSB, Manila r. NIPSIC. c.5/20 sold to M&Co., Manila. 1924 sold to Shun Tai S.S. Co., Hong Kong r. BORNEO. 6/34 sold to Yau Ye Hing, Canton. 1936 sold to Tai Seun Hong, Fort Bayard, Kwang Chow Wan (Fr.), r. TAI SEUN HONG. 1937 owners Kwong Lee S.S. Co, Fort Bayard, Kwang Chow Wan (Fr., later Vichy Fr.). 4/42 chartered by Teikoku Sempaku K.K., r. TEISHUN MARU and contracted to Toa Kaiun K.K. for operation. 26/8/42 torpedoed and sunk by USS *Haddock* in 26.53N 121.33E, about 50nm SE of Wenchow [A. Kludas NDL List; combinedfleet.com].



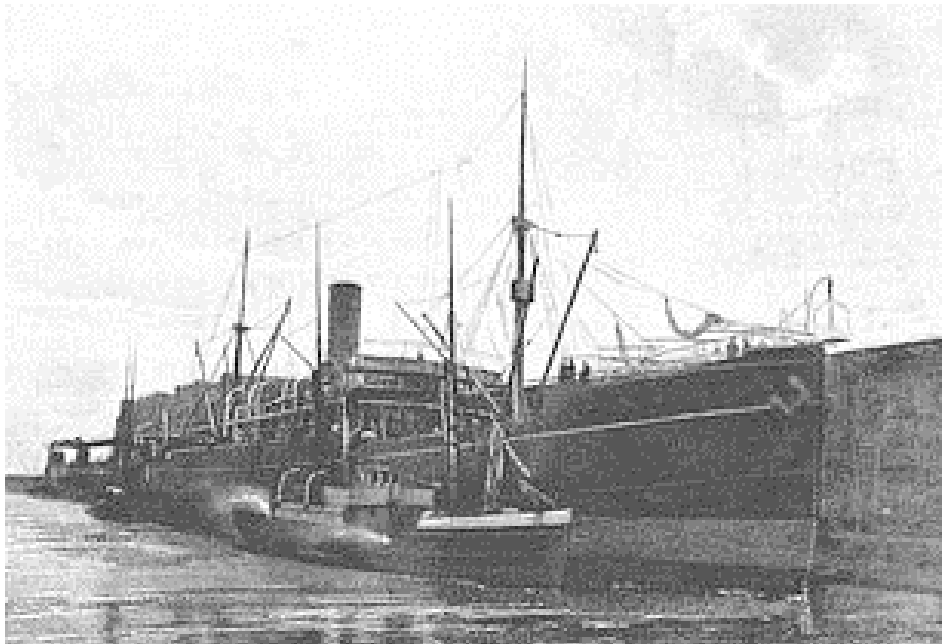
NIPSIC as BORNEO (Hapag-Lloyd A.G.).



Likely BORNEO or TAI SEUN HONG with new funnel, upright masts, enclosed bridge and warm weather enhancements, easing into anchorage in front of Shameen, Canton (coll. SK).

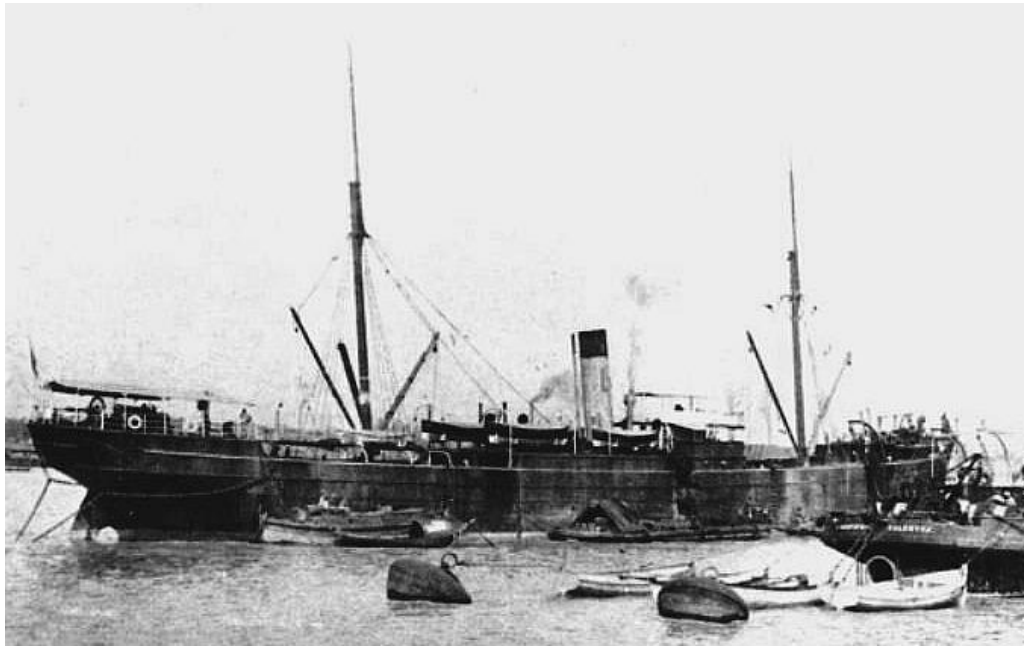
ANTONIO (1919-22) 4190/98-2 (373.0 x 44.7', T3cy/369nhp/11k)

Built by Flensburger Schiffsb. Ges., Flensburg (#175) for A/S Det Øst Asiatiske Kompani, Copenhagen for Bangkok line as SIAM. 8/12 sold through T. Yoshida to Kishimoto Shokai Goshi Kaisha, Dairen r. DAIREN MARU. 1916 sold to Zensaburo Kishimoto Goshi Kaisha, Dairen. 11/19 sold to M&Co., Manila r. ANTONIO. 15/6/20 o/v Manila-Newcastle stranded on Pipon Reef near Cape Melville, N Qld, 2/7 refloated with assistance of *Somedono Maru* (5155/17) and proceeded to Sydney for docking and repair before 14/8 sailing Newcastle with coal for Manila. 1922 sold to S.T. Williamson r. WING HONG, 4/23 reg. at Hong Kong for Wing Hong Co. Ltd. 9/26-3/27 under mortgage to Hong Kong & Whampoa Dock. Co. Ltd. 5/29 delivered at Osaka for breaking up.



SIAM (<http://snesejler.dk/bill80.htm>).

JOSEFINA (I) (1919-26) 1917/77 (i.s.s., 286.4 x 34.8', C2cy/191nhp by N.E. Marine Eng. Co., Sunderland)
Built by Raylton Dixon & Co., Middlesbrough (#135) for Hall Bros., London as VINDOLANA. 10/11/77
collided with sailing ship *Brothers* 35m SE of Tuscar Rock. 1893 sold to W. Runciman & Co, London. 1895
r. JERSEYMOOR. 1900 sold to E. Erichsen & O. Lohne, Mandal r. MANDAL. 1901 sold to O. Lohne, Mandal.
12/04 arr. China for Asian trade. 9/10 sold to E.C. Daniels, Manila r. CONSUELO. 11/13 sold to Green
Island Cement Co. Ltd., Hong Kong r. CHINGCHOW. 7/19 sold to M&Co. r. JOSEFINA. Q3/1926 scrapped.



MANDAL (Coll. H. Larsson-Feddes/sjohistorie.no).



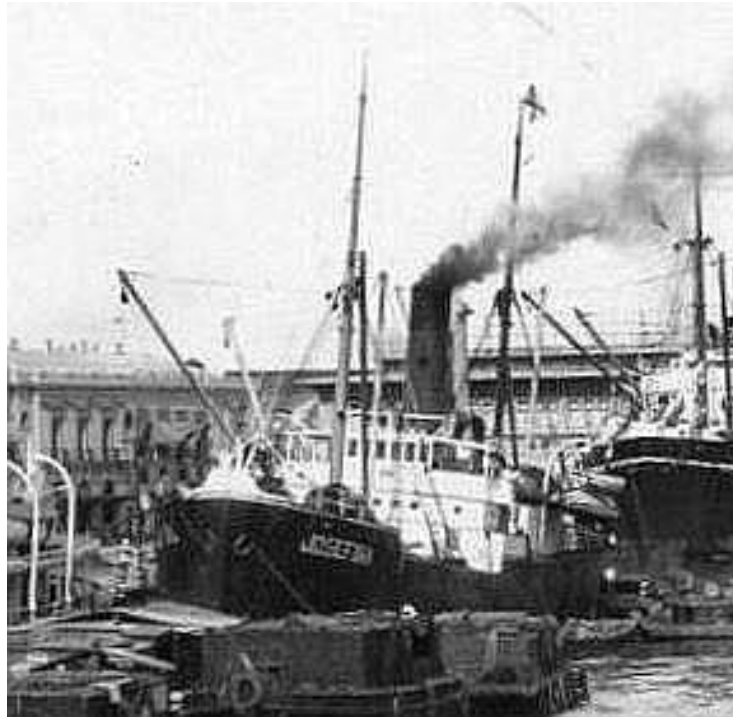
JOSEFINA (I) without topmasts, in the Pasig c.1920 (Ebay 9/24).



JOSEFINA (I) with new upright masts (J. Tewell).



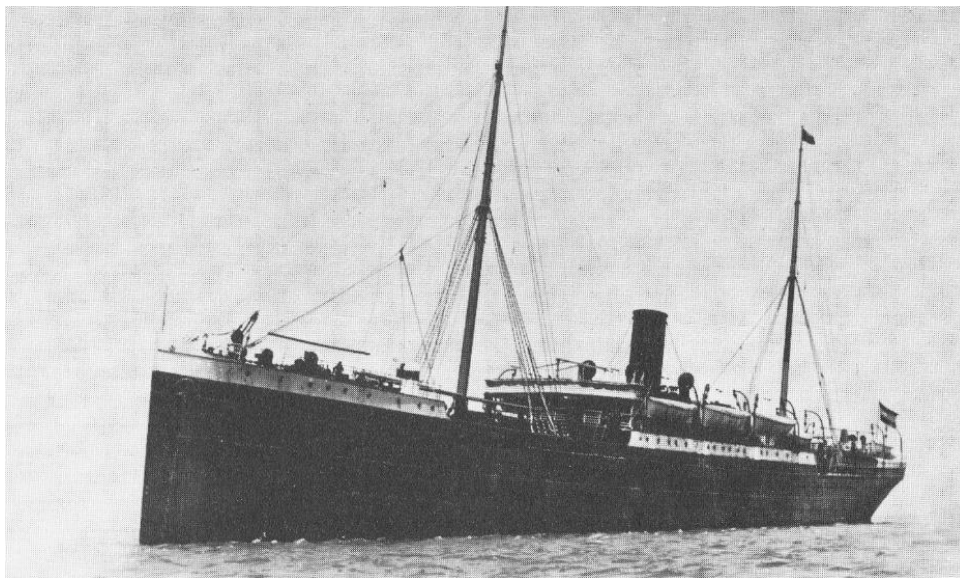
Updated JOSEFINA (I), bridge more substantial and one deck higher (l. John Tewell; r. postcard).



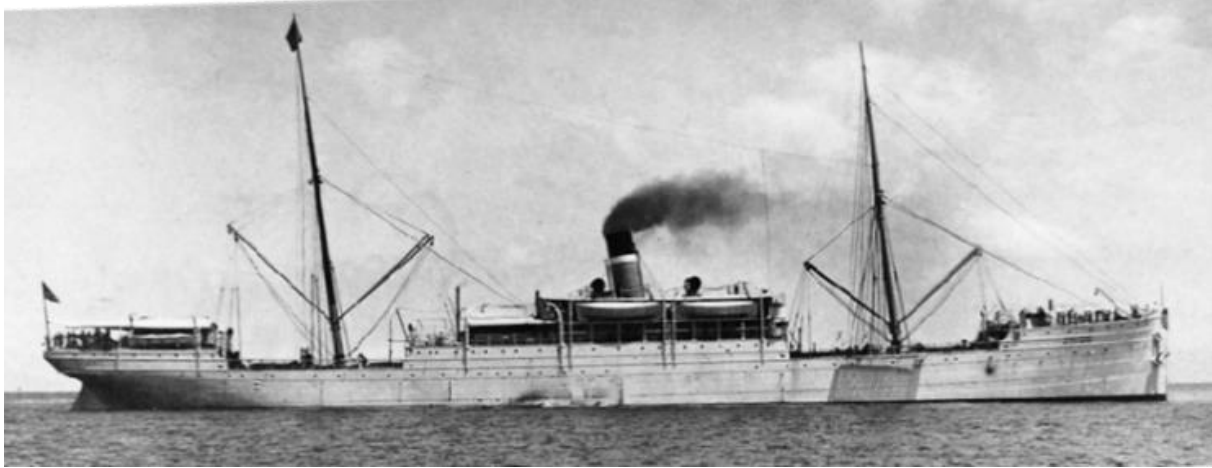
JOSEPHINA (I), final appearance, superstructure alterations, focsle fully built up (Pinterest Batang Blumentritt).

WARREN (1923-24) 4243/89-10 (370.7 x 44.3', T3cy/14k)

Built by A.G. Vulcan, Stettin (#190) for Hamburg-Amerika Packetfahrt A.G., Hamburg as SCANDIA. 7/98 sold to U.S. Quartermaster Dept and 3/99 comm. as USAT WARREN. By 1913 based at Manila. 12/22 sold to Li Seng Giap & Co. (Philippine Chinese S.S. Corp.), Manila. End-1923 sold to M&Co. 19-20/3/24 at Shanghai timber cargo caught fire, capsized alongside dock, raised, 3/25 wreck removal completed.



WARREN as SCANDIA (A. Kludas).



USAT WARREN in Philippine service (US Army Order of Battle, 1919-1941, Vol. 4).



Transport WARREN at Vladivostok, August 1918 (Wiki).

CONSUELO (1925-29) 4535/90-7 (375.6 x 46.1', T3cy/310nhp)

Built by D. & W. Henderson Ltd, Glasgow (#347) for Anchor Line Ltd (Henderson Bros mgrs), Glasgow as SCINDIA. 5/98 sold to USN and comm. as collier USS SCINDIA. 1/01 r. USS AJAX. 8/25 sold to M&Co. r. CONSUELO. 4/8/27 on arrival HK fined \$3500 for violation US Nav. Act carrying 826 Filipinos to Honolulu without American crew. 11/27 in ballast v.2 (600 pass.). 1/7/29 arrived Manila from Karatsu. 1929 sold to Fernando Go Chioco (Ankee S.S. Co.), Amoy for Manila-Amoy line r. HUA TONG (8/31). 11/33 broken up in China.



U.S.S. SCINDIA off the Mare Island Navy Yard ca.1899 (Wiki).

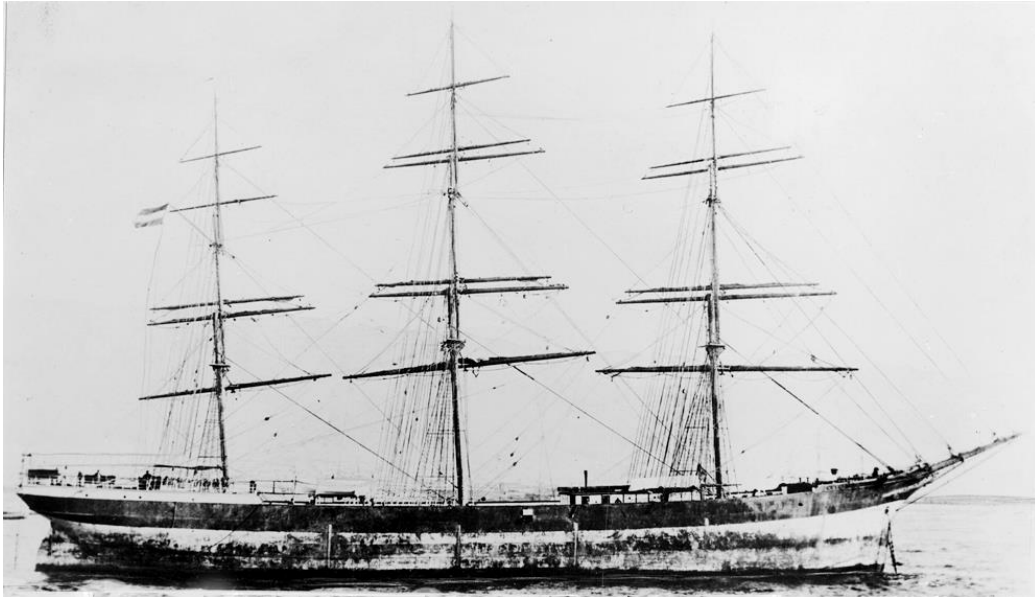


CONSUELO with extended superstructure, new funnel, awning aft at Kulangsu, Amoy (Ebay).

UNION (1928-32) 1833/90 (246.0 x 39.5', T3cy/121nhp by Ono Iron Works, Osaka)

Built by J. Lange, Vegesack (Yard No.331) for Sidenberg, Wendt & Co., Bremen as sailing ship J.W. WENDT (1806 grt). 1906 sold to Norddeutscher Lloyd, Bremen, 13/8 dep. Shields (2727t coal) for Singapore, arr. 27/1/07, then laid up in Roads where 7/2 rep. being dismantled prior to being towed to Bangkok (dep. 30/6) to Bangkok for use as a coal hulk at Koh Sichang. 10/17 seized by authority of Siamese Prize Court. 10/18 rep. under sold as lies to W.D. Latimer, Manila and being refitted for chartered to T.L. Jackson for voyage to San Francisco (Malaya Tribune 8/10/18). 1921 sold to Philippine Vegetable Oil Co., Manila r. H.S. EVERETT and fitted in Japan with a single-screw triple-expansion engine, machinery aft. 1923 sold to

National Exchange Co. Inc., Manila. 1924 sold to Malaysian Nav. Co. Inc., Manila (in liquidation). 1925 sold to M&Co., Manila. 1928 r. UNION. 7/31 in service Manila-Aparri. 1932 sold to Yi Sung S.S. Co. (Yili S.S. Co. agents), Shanghai r. YI SUNG. 6/32 arrived Shanghai from Dairen. By 6/33 in service to Canton. 9/35 laid up off Lunghwa, Shanghai (as of end 3/36). 5/36 sold to Chung Hsing Mining Co., Shanghai and recommissioned for Pukow-Shanghai coal trade. 9/7/37 arrived Shanghai from Wuhu. 9/37 sunk as blockship at Lianyungang (Haichow).



Fully rigged J.W. WENDT, Adelaide December 1896 (Arthur Diedrich Edwards/SLSA PRG 1374/54/26).



Refitted as screw steamer H.S. EVERETT before becoming UNION (postcard W. Schell coll.).



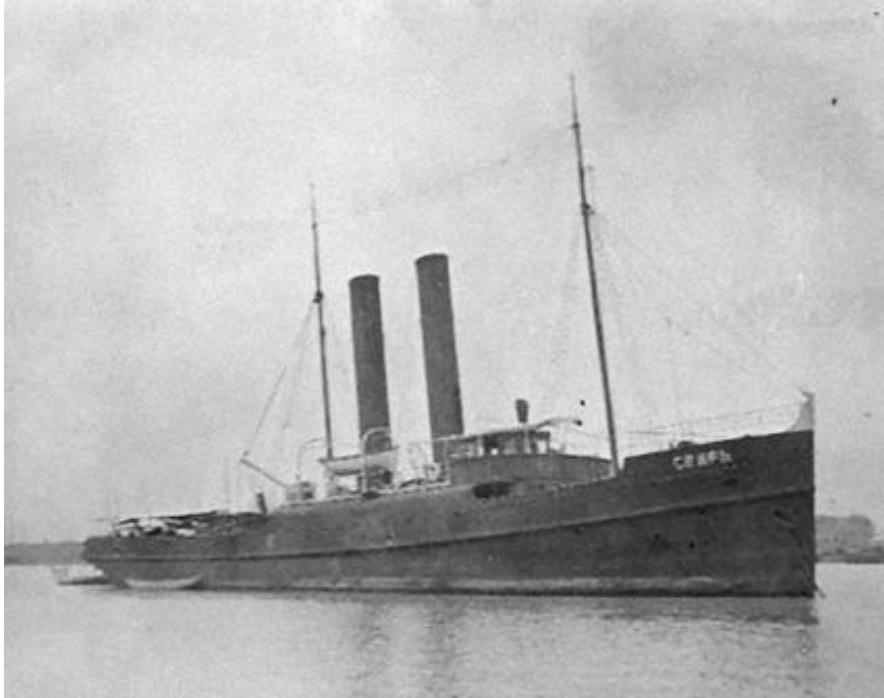
YI SUNG ex UNION laid up in Whangpu, March 1936 (*The China Press*, 27/3/36: A1).

SUGBO (1925-28) 560/98-5 (165.0 x 29.0', T3cy/127nhp)

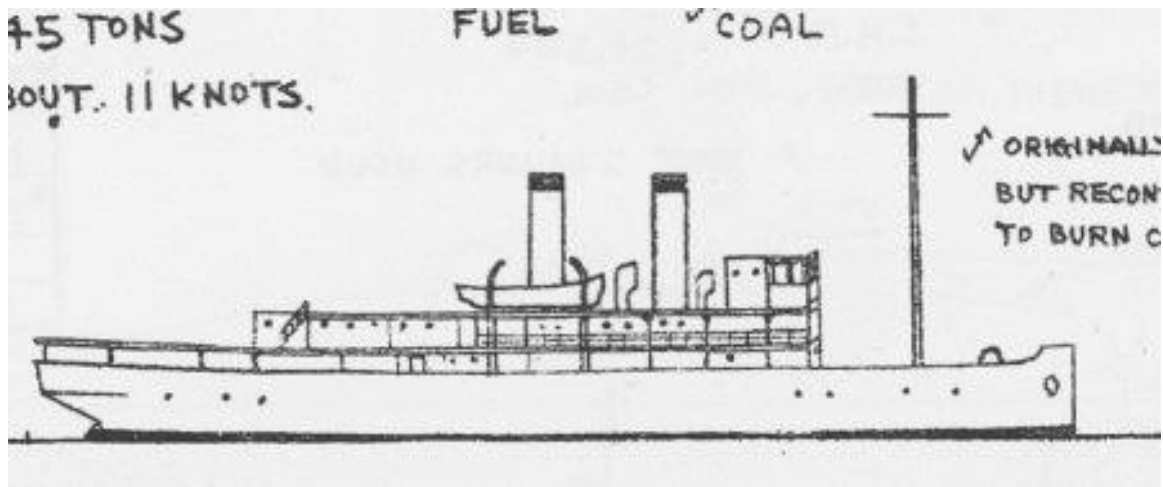
Built by J. & K. Smit, Kinderdijk (#495) for J. Smit & Co., Rotterdam as salvage tug ZWARTE ZEE. 1904 sold to Russian Volunteer Fleet Assoc., Libau r. SVIR. 3/06 comm. into Russian Navy. 28/10/22 evacuated troops from Vladivostok for Shanghai, thence Manila. Ca.1925 sold to V. Madrigal, Manila r. SUGBO. 1928 sold to Hijos De La Rama (later De La Rama S.S. Co.), Iloilo r. ILOILO. 9/38 sold while laid up at Hong Kong to Mollers Ltd. 11-12/9/38 caught fire in Kowloon Bay while loading lubricating oil for Shanghai, where repaired, t/f to Mollers' Towages Ltd, Shanghai 1939 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 r. AMOY MARU No.4. 28/9/42 comm.as TSUKUMO for use as training ship by Etajima College (Kure), converted to coal burner. 8/45 surrendered and taken over by CMMC for use as collier. 4/47 returned at Kure to Mollers' Ltd., taken to Hong Kong and laid up until 10/47 sold to S.S. Lee & Co. 17/10 sailed for Canton as YUE KWOK, NFI.



SUGBO as SVIR (zeesleepvaart.com).

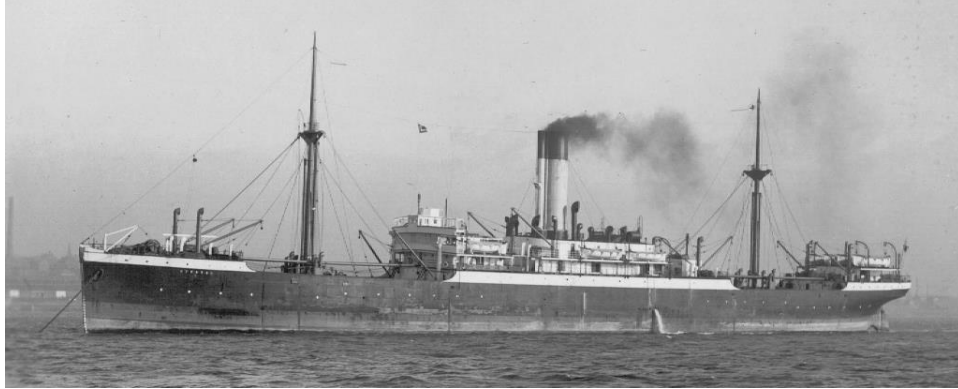


SVIR ex ZWARTE ZEE, later EDITH MOLLER (<https://lot1959.livejournal.com/24766.html>).

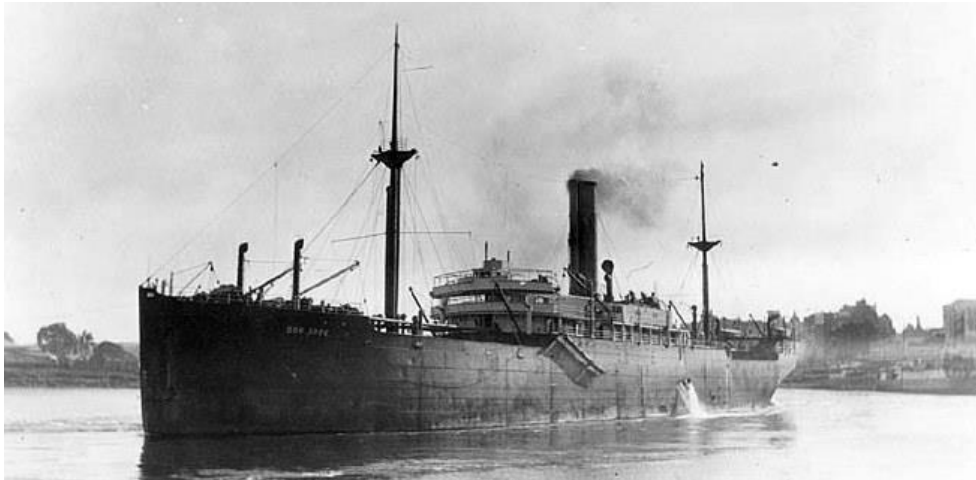


Sketch of IJNS TSUKUMO (Lt. Cmdr. Shizuo Fukui).

DON JOSE (1926-29) 6483/99-5 (442.4 x 52.8', T3cy/521nhp/13k by D. Rollo & Sons, Liverpool)
 Built by Workman Clark & Co. Ltd, Belfast (#154) for Ocean S.S. Co. Ltd (Alfred Holt & Co. mgr), Liverpool
 as STENTOR. 1922 t/f to Nederlandsch Stoomvaart Mij 'Oceaan', Amsterdam. 1/26 sold to M&Co. r. DON
 JOSE. 29/7/28 sailed Newcastle towing *Suva* for Manila. 27/6/29 arrived Manila from Dairen. 27/8/29
 arr. Osaka for breaking up.



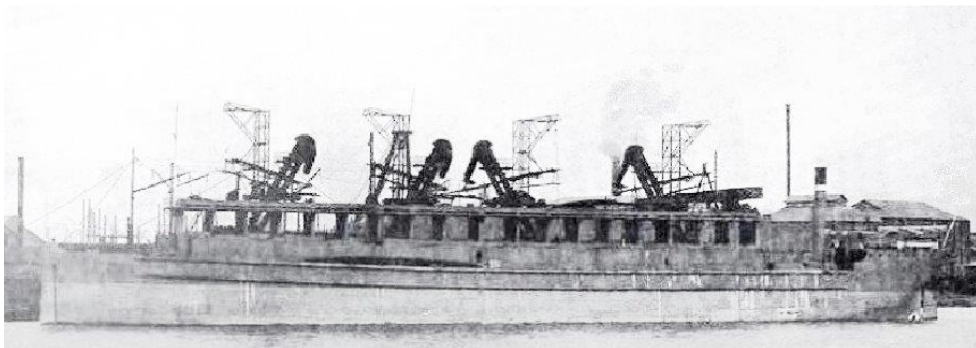
STENTOR at Liverpool (M. Cooper/coll. S. Welch-H. Dick).



DON JOSE (photoship.co.uk).

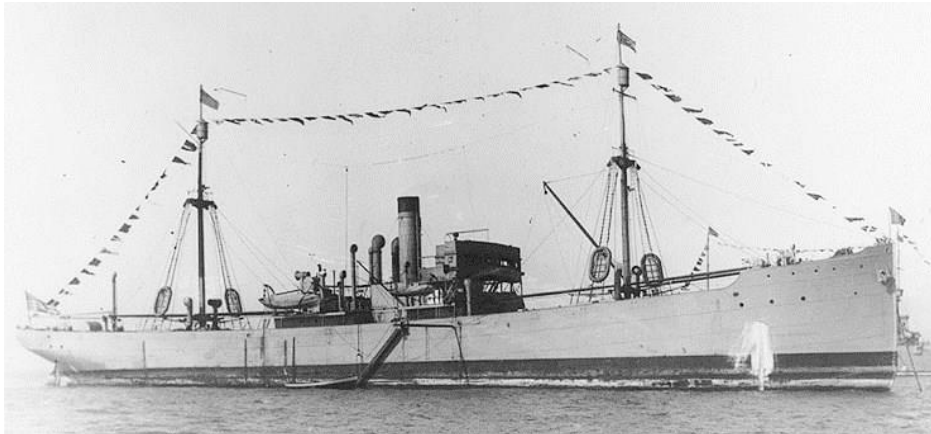
MAJ. HUBERT J. WIGMORE (1926-33) c.3500/18 (350.0 x 50.0', C2cy/62nhp)

Built by Shanghai D. & E. Co. Ltd, Shanghai under \$371,000 contract dd. 2/13 with US Army Quartermaster Corps, Manila for delivery 6/14 as USAT COLLIER No. 1 [Congress Record, House 5/8/16] but material and design issues delayed completion until 1918 as MAJ. HUBERT J. WIGMORE as bunker ship for US Army Port Quartermaster at Cavite. 1926 sold to M&Co. [unlisted MVUS]. Q2/1933 broken up.

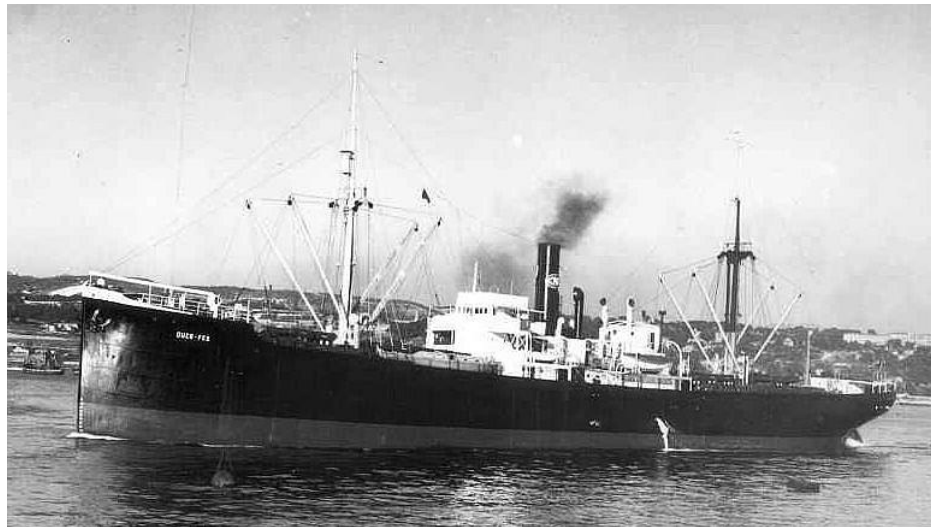


MAJ. HUBERT J. WIGMORE at US Army Quartermaster Depot, Manila
(<http://www.navsource.org/archives/30/24/2401.htm>).

PAZ (II) (1926-28) 2554/13-12 (330.2 x 46.2', T3cy/261nhp/11½k)
Built by Stettiner Oderwerke A.G., Stettin (#643) for Dampfs. Ges. "Argo", Bremen as ANDROMEDA. 8/14 laid up at New Orleans. 6/4/17 seized by U.S. Government r. BATH and 7/17 comm. as USS BATH (AK-4). 7/21 assigned to Asiatic Fleet. 1/22 arrived at Cavite. 1/26 sold to M&Co., Manila r. PAZ. 1928 sold to Cie. de Nav. Paquet, Marseille r. OUED FES. 1952 sold to Francesco Longobardo, Naples r. ROSALINDA. 31/10/55 o/v Trieste-Buenos Aires (cement) stranded in Abrolhos Archipelago (17.58S 38.39W), sank next day.

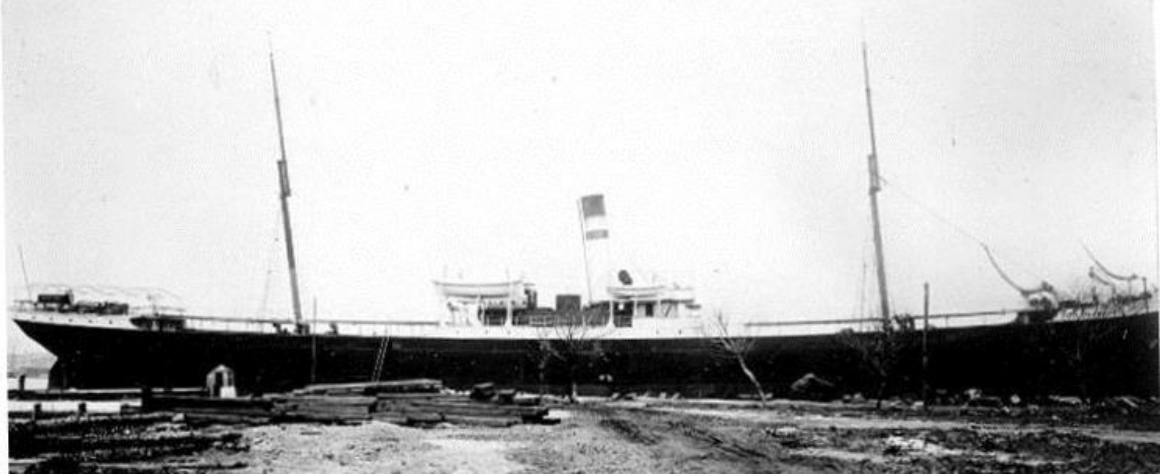


USS BATH about 1920 (U.S. Naval History & Heritage Command 68729).



PAZ later as OUED FES (<https://www.marine-marchande.net/Perchoc/Perchoc-29/Oued-Fes.jpg>).

ANTONIO (II) (1926-34) 3123/92-10 (314.0 x 42.0', T3cy/9k)
Built by Edwards SB. Co. Ltd, Newcastle (#61) for Graham SS Co. Ltd. (J. Graham & Co.), Newcastle as ABARENDA. 5/98 sold to U.S. Navy and commissioned at New York as fleet collier USS ABARENDA (AC-13). 8/99-5/02 on station at Pago Pago, Samoa. 4/04-6/09 Atlantic Fleet. 20/9/10 arrived at Cavite. 7/20 re-designated AC-13. 9/23 relief supplies to Yokohama. 1/21 receiving ship at Cavite. 7/24 re-designated AG-14. 1/26 decomm. and 2/26 sold to S.R. Paterno (M&Co.) r. ANTONIO. 7/34 broken up in the Philippines.



ANTONIO as USS ABARENDA, probably in May 1898 (U.S. Naval History & Heritage Command 19-N-13745).



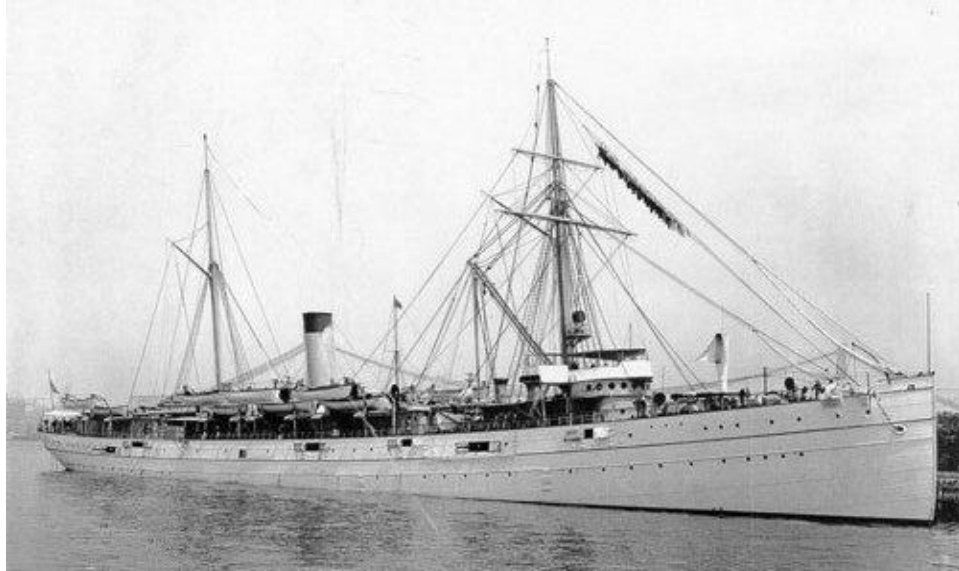
USS ABARENDA off Goat Island in Pago Pago harbour, with extensive deck awnings (U.S. Naval History & Heritage Command NH63095).



ANTONIO off Manila on 3 February 1931 (USNA).

BUFFALO (1927-30) 4659/93-8 (380.5 x 48.0', T3cy/14½k)

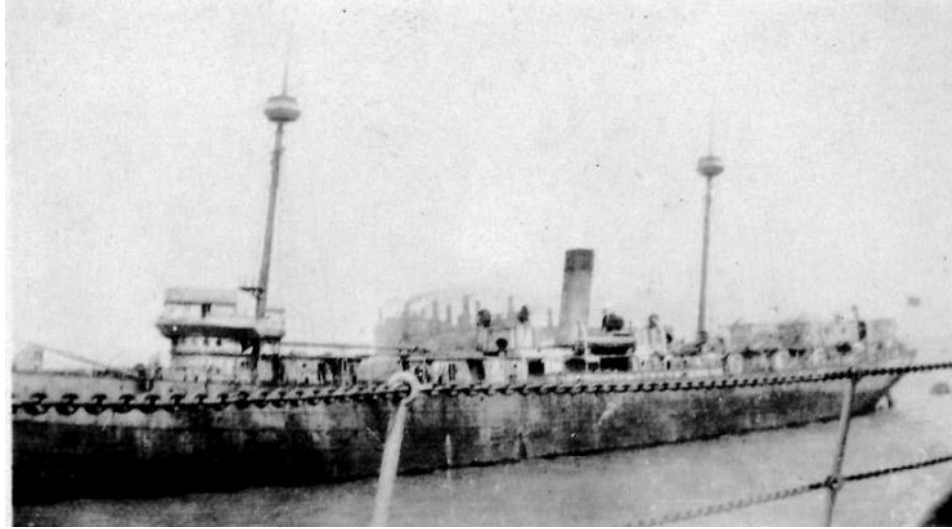
Built by Newport News S.B. & D.D. Co., Newport News (#6) for Southern Pacific Co. Inc. (Morgan Line) New York as EL CID but 10/93 sold to Brazilian Navy and converted to aux. cruiser NICTHEROY. 7/98 sold to USN, com. as USS BUFFALO, refitted by New York Navy Yard recom. 9/98 as aux. cruiser for use in the Spanish-American War. 4/00 recom. as training vessel. 11/06 recom. as a transport. 1917-6/18 under conversion to destroyer tender at Philadelphia Navy Yard, then based at Gibraltar, Ponta Delgada, San Diego and Manila. 11/22 decom. at San Diego, used as barracks ship. 5/27 stricken and 27/10 del. at San Diego to M&Co. (\$31,000). 1930 r. SIRIUS. 4/33 sold to Chinese breakers.



USS BUFFALO as training ship in 1902 (U.S. Naval History & Heritage Command NH56644).



USS BUFFALO at Villefranche as a destroyer tender c. 1918-19
(Vallejo Naval and Historical Museum M-46 AD-8 01).



Derelict SIRIUS at Shanghai for scrapping, 1933 (coll. SK).

EUZKADI (II) (1927-28) 2638/19-9 ('Laker', 251.0 x 43.6', T3cy/352nhp)

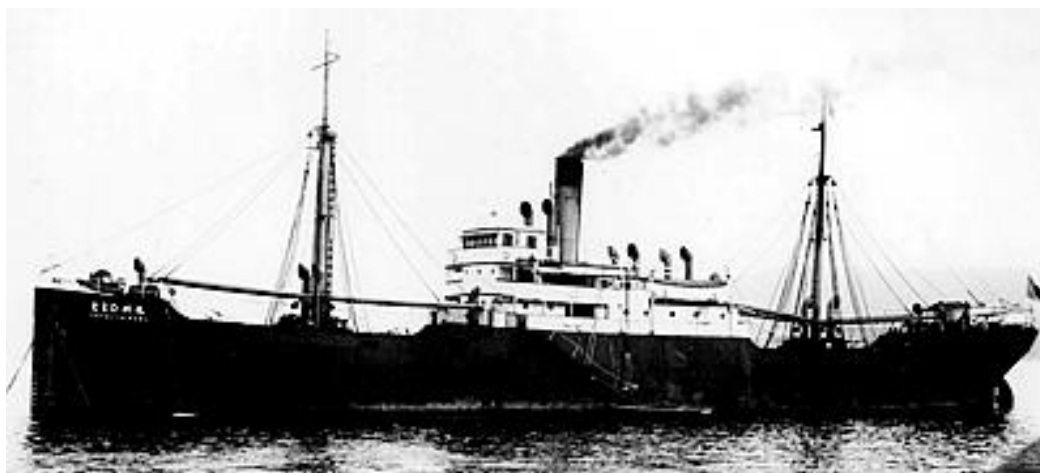
Built by American S.B. Co., Lorain (Oh.) (#764) for USSB as LAKE FAULK. By 6/20 assigned to Pacific Mail S.S. Co for San Francisco-Hong Kong-Calcutta service. 11/20 stranded in Paracel Islands – refloated. 1925 sold to Cadwallader-Gibson Lumber Co., Manila r. HELEN C. 1927 sold to M&Co., Manila r. EUZKADI. 1928 sold to Southern Tpt & Tdg Co., Manila r. SOUTHERN TRADER. 1930 sold to Atlantic Gulf & Pacific Co., Manila r. ATLANTIC GULF. 1941 sold to Jomanzee Syndicate (reg. owner Wallem & Co.), Panama. 5/6/42 o/v Durban-Dar-es-Salaam (coal) torp. and sunk in Mozambique Channel in 21.03S-37.36E by Japanese submarine I-10.



ATLANTIC GULF ex-EUZKADI aground near Manila in 1934 after a typhoon (coll. SK).

JOSEFINA (II) (1927-27) 2606/19-9 ('Laker', 251.0 x 43.6', T3cy/352nhp)

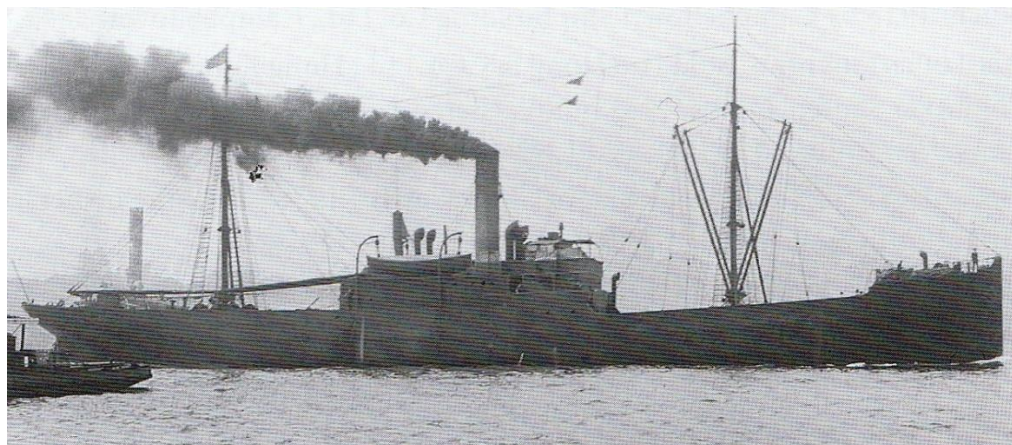
Built by Detroit Shipbuilding Co., Wyandotte, Michigan (#261) for U. S Shipping Board, San Francisco as LAKE GITANO. 1925 sold to Dollar SS Line Inc., San Francisco. 1926 sold to Dee C. Chuan & Co., Manila r. SING BEE. 1927 sold to M&Co., Manila r. JOSEFINA. 1927 sold to Hamane Shoten K.K., Takasago r. TOYOHIME MARU. 3/7/33 sunk in collision with *Ryutoh Maru* off Todozaki, Rikuchi district, Iwate Ken o/v Sakhalin-Yokohama with lumber and general cargo.



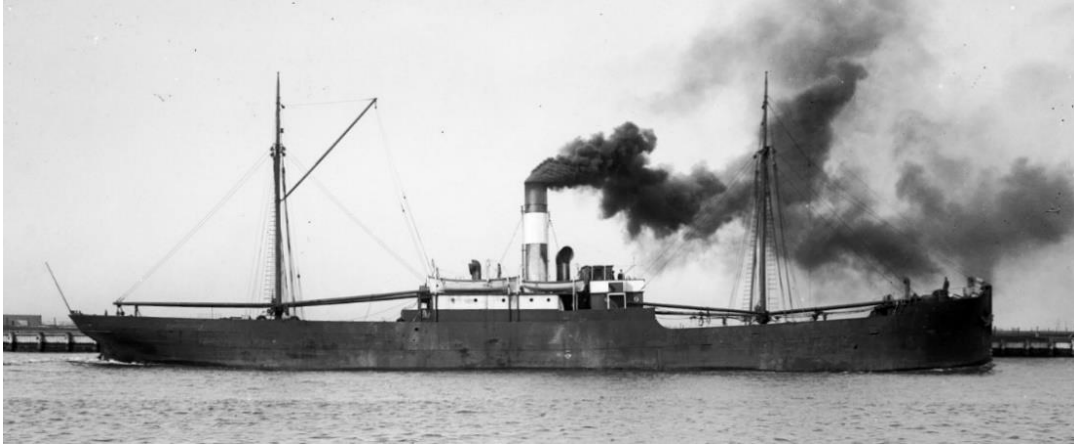
JOSEFINA (II) as TOYOHIME MARU (Uhachi Kinoshita/OCM).

JOSEFINA (III) (1927-28) 1251/11 (229.3 x 35.8', T3cy/135nhp by D. Rowan & Co., Glasgow)

Built by Campeltown S.B. Co., Cambeltown (#88) for Maoriland S.S. Co., Wellington as LAUDERDALE. 5/15 sold with owners to Union S.S. Co. of NZ Ltd, Wellington r. KOKIRI. 9/21 in service Sydney-Tasmania produce trade. 9/27 sold at Sydney to M&Co. and 30/9 sailed Newcastle in tow of tug *San Jose* for Manila. 24/10/27 dep. Newcastle (1900t coal) for Manila, where 11/27 r. JOSEFINA. 1928 sold to Ty Camco Sobrino (reg. owner for Juan Sandoval Go Juanco) r. VISAYAS II. 7/29 in service Manila-Cebu-Dumaguete-Zamboanga. By 7/31 in service Manila-Aparri for M&Co. as TAURUS. Early 1941 i/s to Borongan and Pambuhan Sur. 12/41 scuttled off Luzon, refloated by Japanese and 2/45 sunk off Manila Bay during Liberation.



JOSEFINA (III)/TAURUS was built as the New Zealand collier LAUDERDALE (*Union Fleet*).



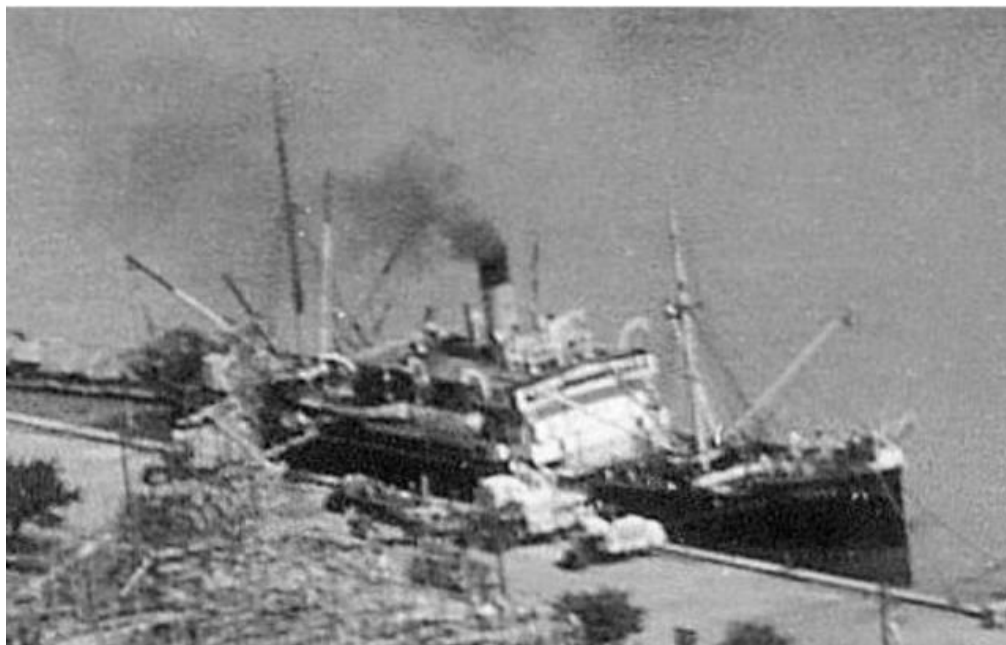
JOSEFINA (III) as KOKIRI on J.& A. Brown charter (A.C. Green/State Library of Victoria 1648696).



TAURUS ex JOSEFINA on 5 February 1931 berthed near Jones Bridge, superstructures much built up compared with KOKIRI days (USNA).



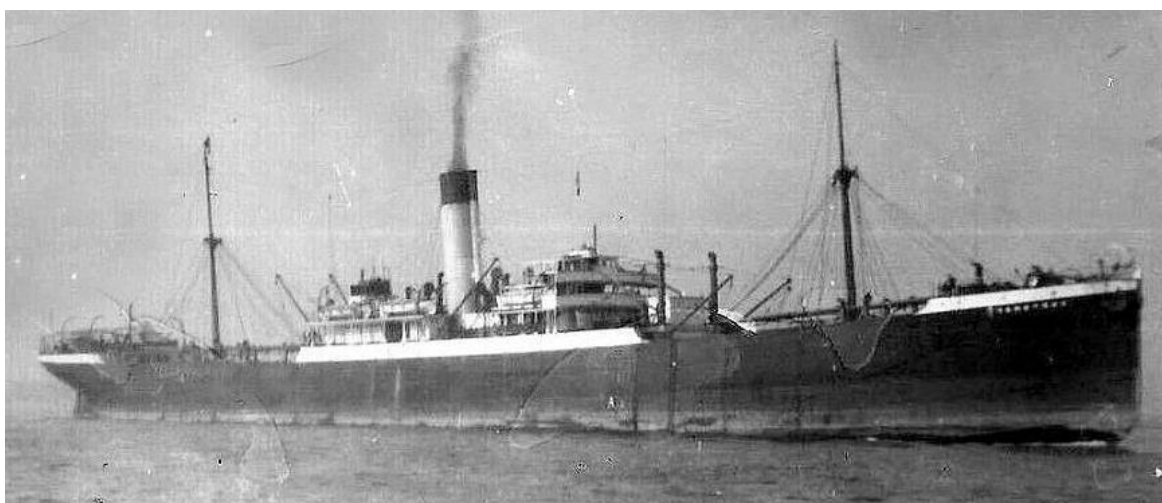
TAURUS still at same location six days later 11 February 1931 (USNA).



TAURUS on 1 July 1936 (USNA).

MACARIA (1927-33) 6580/99-3 (450.0 x 53.2', T3cy/620nhp/13k)

Built by Workman, Clark & Co. Ltd, Belfast (#155) for China Mutual S.N. Co. Ltd (A. Holt & Co. Ltd, mgrs), London as YANGTSE. 1902 t/f to Ocean S.S. Co. Ltd, Liverpool. Mid-1927 sold to M&Co. r. MACARIA. 26/3/33 arr. Osaka for breaking up after sale sold through Kobe Kaiun K.K..



MACARIA as YANGTSE (photoship.co.uk).

TITANIA (1927-35) 779/17 (icebreaker tug, 160.0 x 36.1', T3cy/379nhp)

Built by Shanghai Dock & Eng. Co. Ltd. (#1442) for Russian Navy, Vladivostok as BAIKAL (БАЙКАЛ). Left Vladivostok with White troops, laid up in Manila from 1923. 1927 sold to M&Co. r. TITANIA. 1935 sold to Mollers' Towsages Ltd, Shanghai r. CHRISTINE MOLLER. 8/12/41 seized at Shanghai, comm. into IJN as

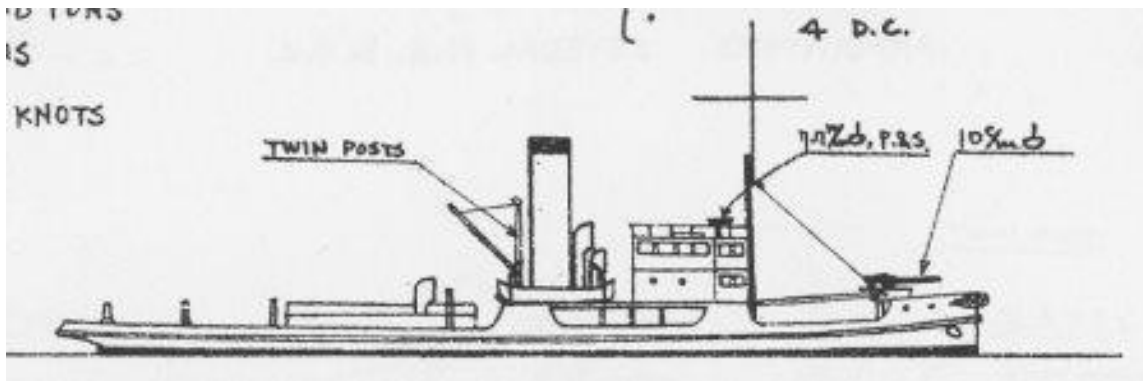
salvage tug KURUSHIMA, enlisted 6/5/42, used at Singapore where 8/45 recovered and reverted to CHRISTINE MOLLER operated by Ministry of Transport. 1947 returned to Mollers' Towages Ltd (Mollers' Ltd). 10/47 sold to Chinese Shipbreakers. 1951 RLR.



TITANIA at Manila 1931 (USNA).



CHRISTINE MOLLER (M. Hori/coll. SK).

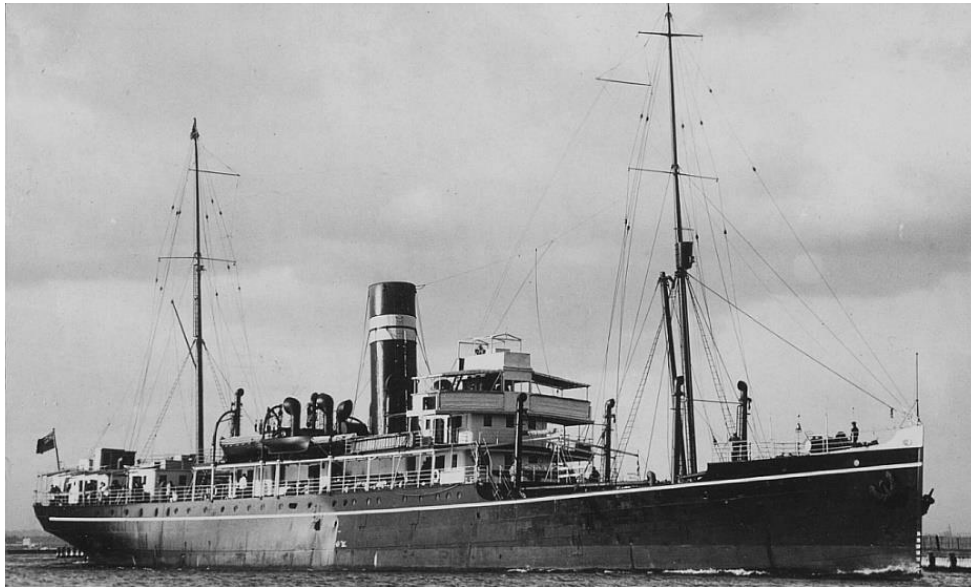


IJNS KURUSHIMA (Lt. Cmdr. Shizuo Fukui).

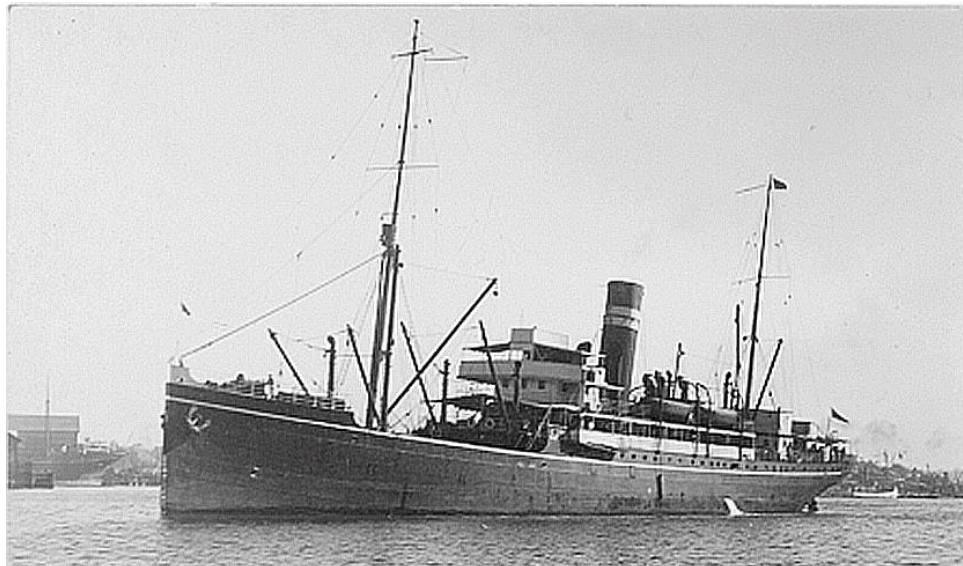
EUZKADI (III) (1928-28) 1143/00-7 (210.8 x 31.1', T3cy/9k by H. Pauksch A.G., Landsberg)
 Built by Schiffsw. v. H. Koch, Lubeck (#115) for Oldenburg-Portugiesische D/S Rhed. A.G., Oldenburg as FARO. 8/14 laid up at Huelva. 1919 allocated to French Govt. 1920 purchased by former owners. 1928 sold to Nordische Schiffahrts AG, Hamburg r. RICHARD. 1928 sold to Philippine owners r. SURIGAO Y. 1928 sold to M&Co. r. EUZKADI. 23/11/28 o/v Legaspi-Manila (hemp & copra) foundered in typhoon off N. coast of Samar Is.

SIRIUS (1928-29) 2126/06-3 (300.3 x 41.1', T3cy/414nhp/14k)
 Built by Workman Clark & Co. Ltd, Belfast (#229) for Australasian United SN Co. Ltd, Sydney as SUVA, 4/4 sailed Belfast via Suez to Brisbane (25/5). 13/6/1906 commenced Sydney-Fiji banana and

passenger trade. 4/1911 t/f to coastal trade. 7/1915 requisitioned by RN and refitted at Garden Island, Sydney and Bombay as Armed Boarding Ship (three 4.7" guns), deployed in Middle East. 6/1919 at Sydney req. by RAN for use by Lord Jellicoe. 8/19 t/f to The Shipping Controller. 4/1920 reverted to AUSN, under refit until 7/1921 restored to Fiji line. 7/12/1925 bow stove in by collision at Sydney with *Chillagoe*, 14/1/1926 resumed service. 17/7/1928 arr. Sydney at end of final voyage after sale to Madrigal & Co., Manila, 21/7 del. and 29/7 sailed Newcastle in tow of *Don Jose* for Manila, where r. *Sirius* for interisland service to Mindanao. 7/29 i/s Manila-Cebu-Zamboanga-Jolo-Davao. 12/29 sold to CM r. BOHOL. 8/31 i/s Manila-Cebu-Zamboanga-Davao-Daliao. 27-28/12/41 bombed and sunk at Manila [also rep. 16/4/42 scuttled at Panay] [additional details from Plowman, 1981].



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



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

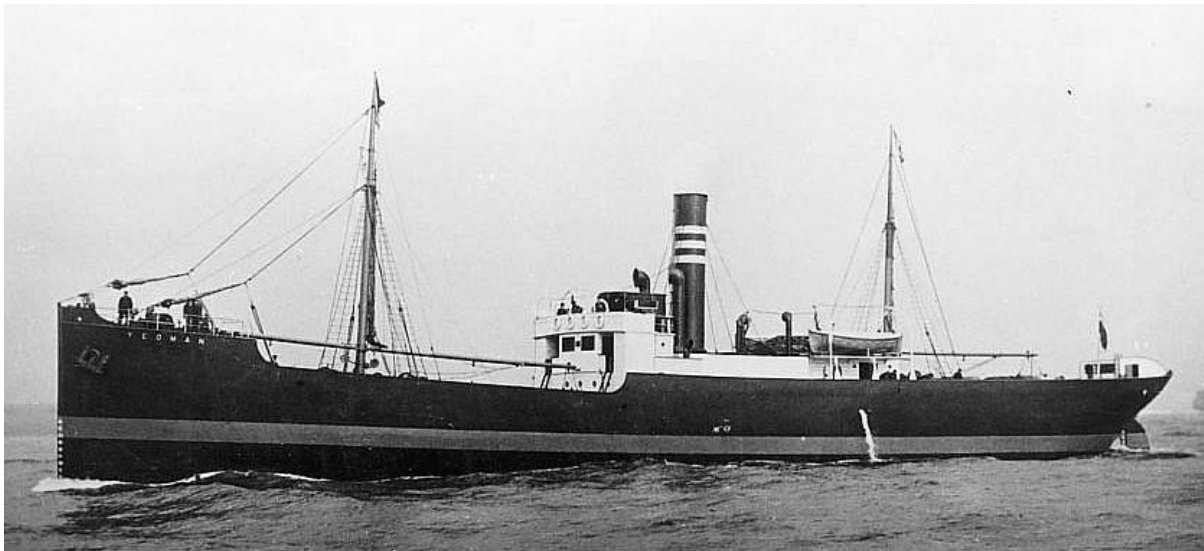


?BOHOL c.1938 ahead of black-hulled ?LANAO (Periscope Films 46904,
<https://www.youtube.com/watch?v=8IB6wjoaTq4&t=231s>).

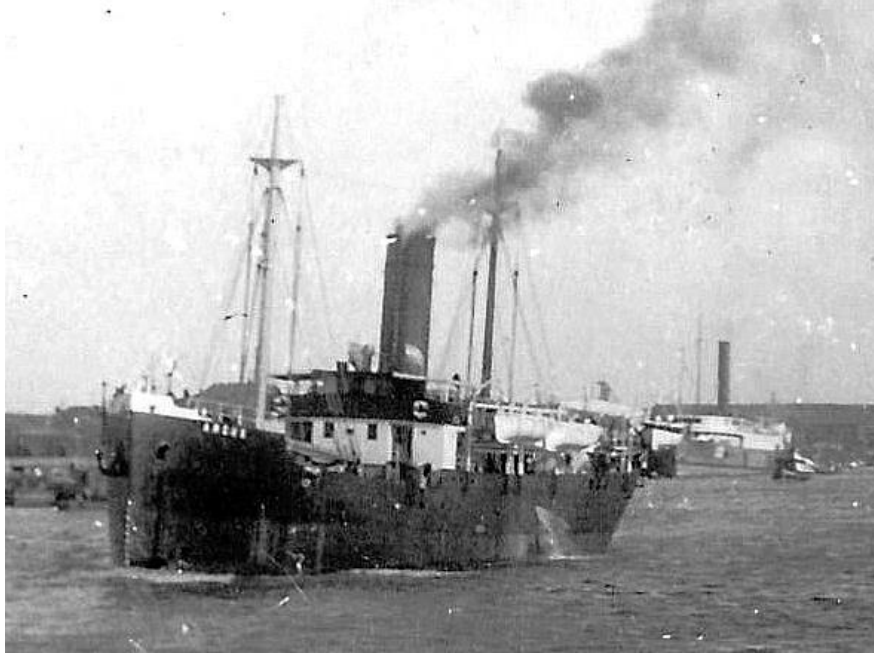
UNION (1928-32) 1833/90

see H.S. EVERETT (1925-28)

ARGUS (1929-41) 1029/01-2 (220.0 x 31.7', T3cy/135nhp by N.E. Marine Eng. Co. Ltd, Newcastle)
Built by Wood, Skinner & Co. Ltd (#98) for Fisher Renwick & Co. Ltd, Newcastle as YEOMAN. 1903 t/f to
Fisher Renwick Manchester-London Strs. Ltd, Manchester. 1929 sold to M&Co. r. ARGUS. mid-1931 in
service Manila-Aparri. By early 1941 i/s Manila-Masbate-Leyte-Samar. 25/12/41 captured by Japanese at
Hong Kong r. SHINNAN MARU. 13/5/45 torp. by USS *Cero* E. of northern Honshu (39.06N, 14.15E), 35
crew lost. 1949 salvaged and broken up [Tyneships].



YEOMAN (Builders/W.S.S./George Robinson/tynebuiltships.co.uk).



Madrigal's ARGUS ex-YEOMAN at Shanghai, enhancement to passenger carrier, new funnel, poop structure built up, 3 boats on port side. Presence of Swire river steamer NGAN-KIN dates scene to 1929-33 (coll. SK).



ARGUS in the Pasig on 24 October 1933, having arrived that day from Masbate, Calbayog, Tacloban and Catbalogan (USNA).

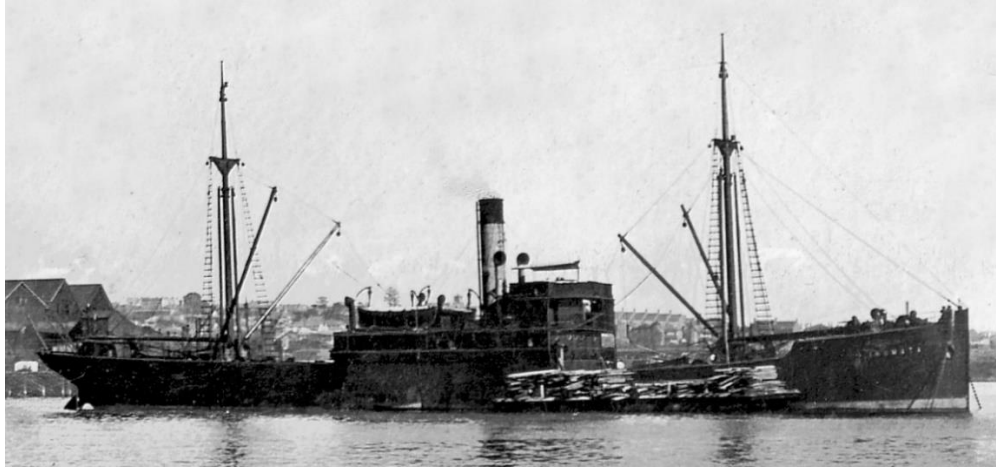


ARGUS 3 October 1936 (USNA).

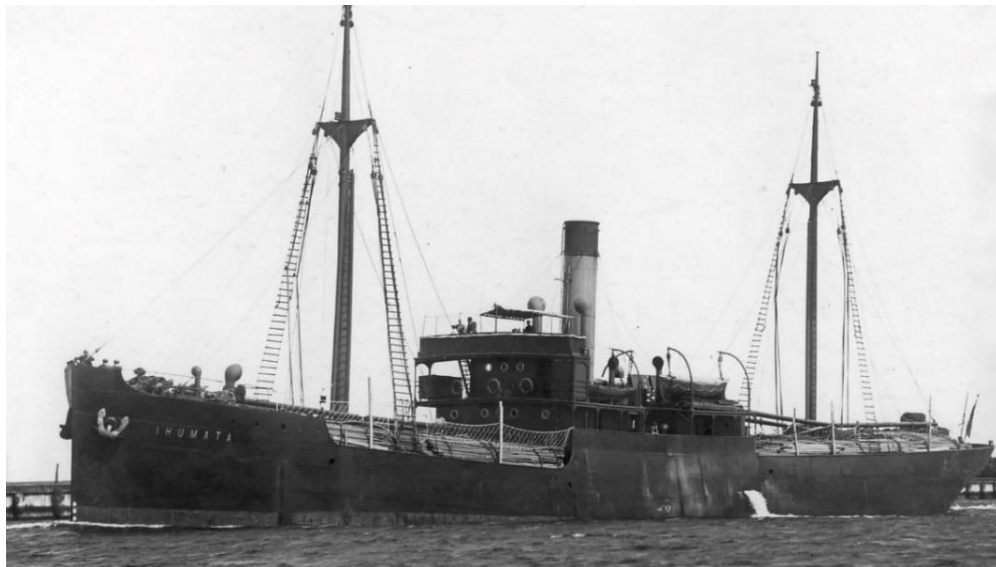


RGUS 1 March 1939, when arrived 27 February from Masbate, Tacloban, Catbalogan, and Calbayog (USNA).

REGULUS (1929-42) 1173/11-3 (229.3 x 35.8', T3cy/142nhp by N.E. Marine Eng. Co. Ltd, Newcastle)
Built by Antwerp Eng. Co. Ltd, Hoboken (#47) for R.S. Lamb & Co., Sydney for trans-Tasman coal/timber trade as IHUMATA. 15/3/11 sailed Fredrikstad for Melbourne. 3/29 sold to M&Co. and 13/3 sailed Newcastle for Manila, where r. REGULUS. Mid-1929 in service Manila-Aparri (CGT). Mid-1931 in service Manila-Bulan-Gubat-Albay-Lagonoy. c.2/3/42 o/v Cebu-Corregidor under U.S. Army requisition captured by Japanese off San Jose, SW Mindoro. 1942 comm. by Japanese Govt (Towa Kisen K.K., later Senpaku Uneikai mgr) r. SHOTAI MARU. 30/7/45 damaged by USAF air attack at Maizuru, sailed for Niigata but 3/8 mined and sunk off Fushiki.



REGULUS was formerly IHUMATA, seen here at Sydney (Nautical Association of Australia).



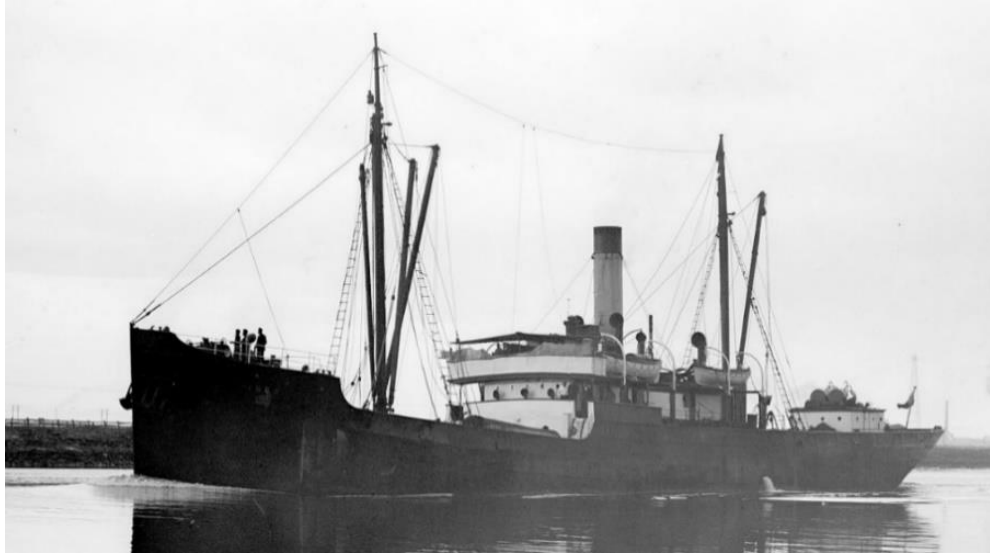
IHUMATA with a timber cargo (Nautical Association of Australia).

SIRIUS (1930-33) 4659/92

see BUFFALO (1927-30)

CETUS (1930-41) 948/04-4 (215.3 x 31.5', T3cy/160nhp by G.T. Grey & Co., S. Shields)

Built by A. Vuijk, Capelle a/d Ysel (#251) for A/S D/S Inga (D.S. Meier mgrs), Christiana as INGA. 3/07 on charter to J.J. Craig and R.S. Lamb for trans-Tasman coal/timber trade. 5/10 sold to Inga S.S. Co. Pty Ltd (R.S. Lamb & Co. Pty Ltd mgrs), Sydney (Australian flag). 8/26 sold to James Patrick & Co. Ltd, Sydney for Sydney-Melbourne trade. 12/27 sold to W.R. Carpenter & Co. Ltd, Sydney (reg. Tulagi). 11/30 sold to M&Co. r. CETUS. Early 1941 i/s Manila-Currimao-Aparri. 10/12/41 scuttled in Cagayan River. Salvaged by Japanese r. HOKUHI MARU. 28/2/45 at 1810 dep. Mako to Tsoying (5km N of Takao). 1/3/45 attacked by USAF B-25 in 23.35N-119.35E while off S. Pescadores and after part directly hit by bombs with fire breaking out. One hour later the fires had been quelled but the ship had developed a list, by 0320 was in the shallows and then grounded, 16 crew lost.



INGA (A.G. Green/SLV).



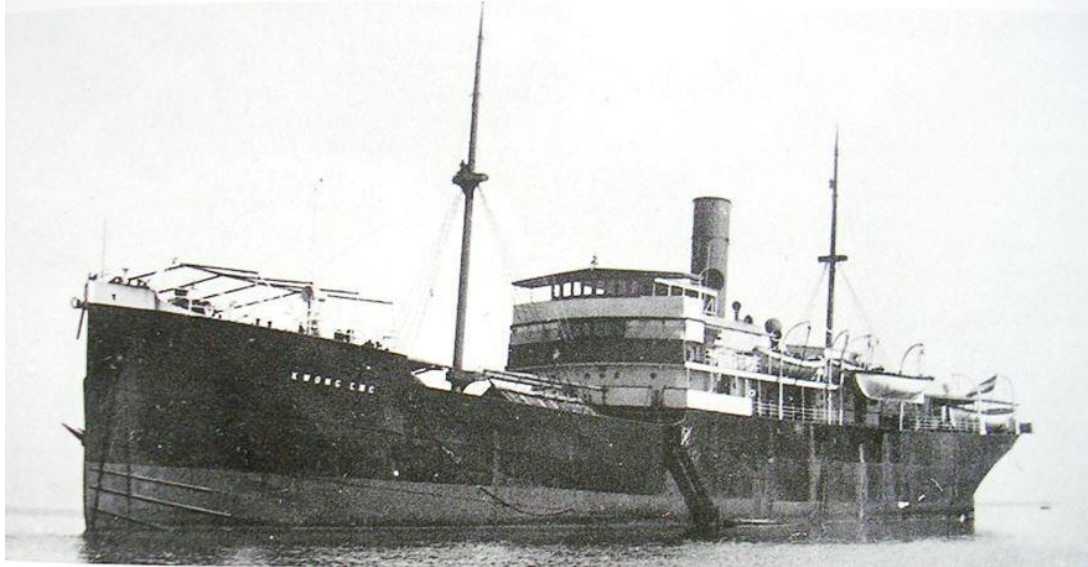
Rebuilt CETUS at Manila (Robert Pendleton/UWM).



CETUS d 24 December 1938 (USNA).

LEPUS (1930-42) 1650/06-12 (265.7 x 37.8, T3cy/162nhp by J.F. Ahrens, Altona)

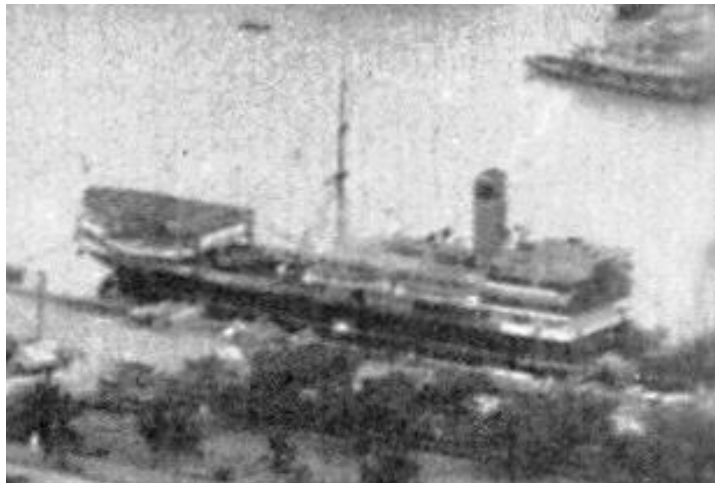
Built by Schiffsw. von H. Koch, Lubeck (#172) for Norddeutscher Lloyd, Bremen as KWONG ENG for use as feeder vessel Singapore-Celebes. 8/14 laid up at Makassar. 1917 taken over by British Shg Controller (BISN mgrs). 1/21 sold to Indo-China S.N.C., London r. MING SANG. 9/30 sold to M&Co., Manila r. LEPUS. 7/31 in service Manila-Aparri. Early 1941 i/s to Cebu, Maribojoc, Zamboanga, Cotabato, Davao and outports. 1/3/42 as army supply vessel Mindanao to Corregidor seized by Japanese minelayer *Yaeyama*. 7/42 comm. by Japanese Govt (Daido Kaiun K.K., later Tatsuuma Kisen K.K. mgr) as REIAN MARU. 28/6/45 struck mine and sank 5nm NW of Shimonoseki in 33.59N-130.52E.



LEPUS as KWONG ENG (A. Kludas).



Rebuilt LEPUS in Pasig, 15 August 1932 (USNA).



LEPUS in Pasig: 20 Feb. 1934 (USNA); undated (Deutsche Photothek).



LEPUS in the Pasig 16 August 1935 (USNA).



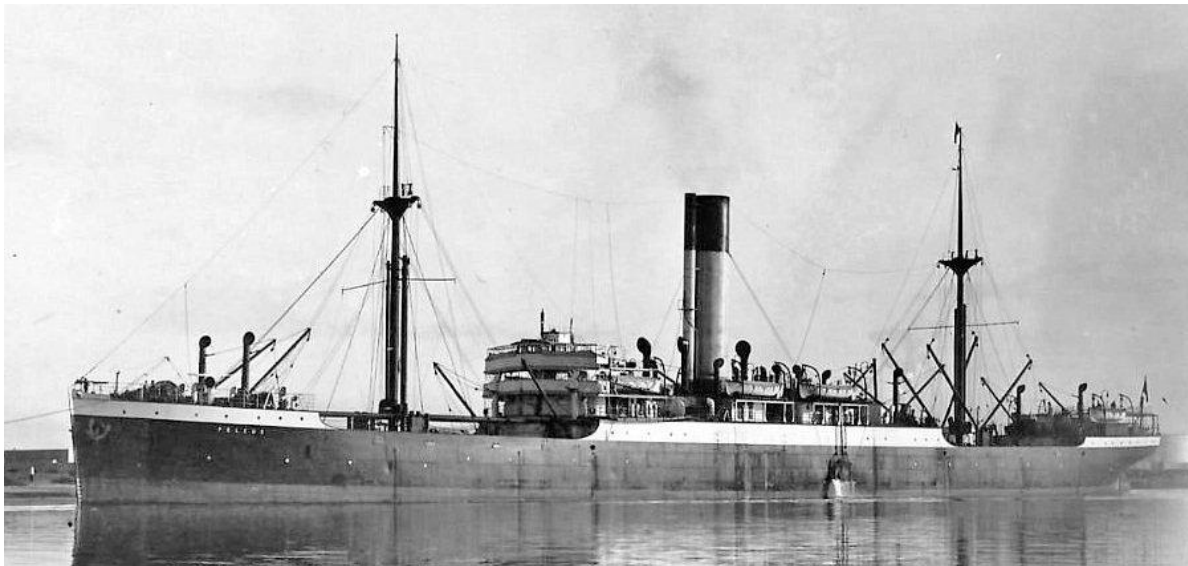
LEPUS with bridge fully enclosed (PeriscopeFilm 46904/
<https://www.youtube.com/watch?v=8IB6wjoaTq4&t=116s>).



LEPUS, believed c.1939, possibly at Iloilo. (coll. W. Schell).

PERSEUS (1931-33) 7441/01-5 (454.7 x 54.1', T3cy/533nhp/13k)

Built by Workman, Clark & Co. Ltd, Belfast (#172) for Ocean S.S. Co. Ltd (A. Holt & Co.), Liverpool as PELEUS. 4/31 sold to M&Co. r. PERSEUS. 28/6/31 dep. Manila for Newcastle, NSW; 23/7/31 dep. Newcastle (coal) towing *Chillagoe* (q.v.) for Manila. 14/3/33 arr. Osaka 3/33 and sold through Kobe Kaiun K.K. for breaking up at Osaka.



PERSEUS as PELEUS (photoship.co.uk).

VISAYAS II 1214/11 (1931-31)

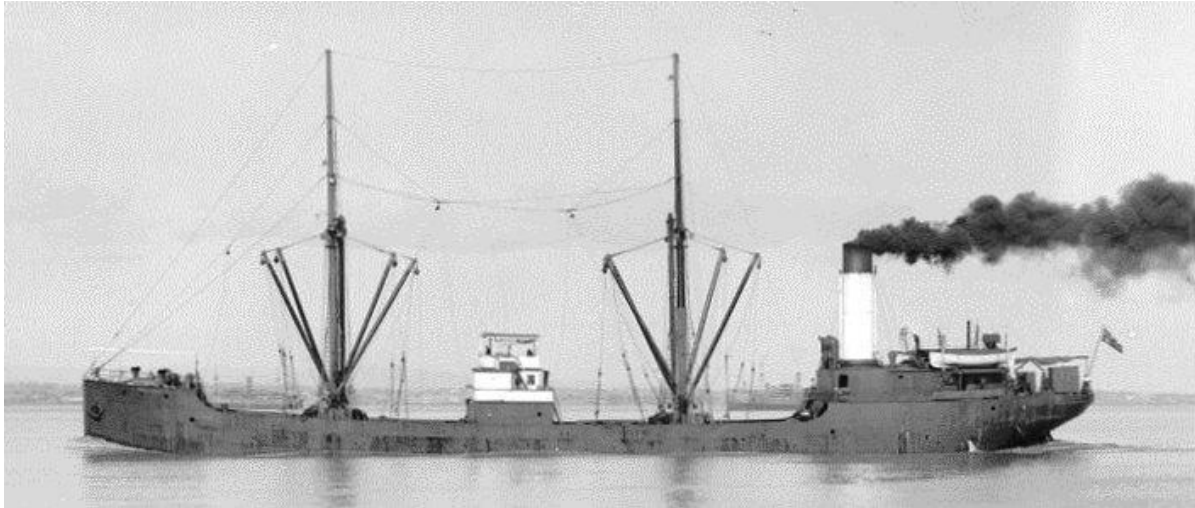
see JOSEFINA (III)

TAURUS (I) 1214/11 (1931-41)

see JOSEFINA (III)

CHILLAGOE (1931-34) 1494/0-010 (239.8 x 38.1', T3cy/155nhp by J.G. Kincaid & Co., Greenock)

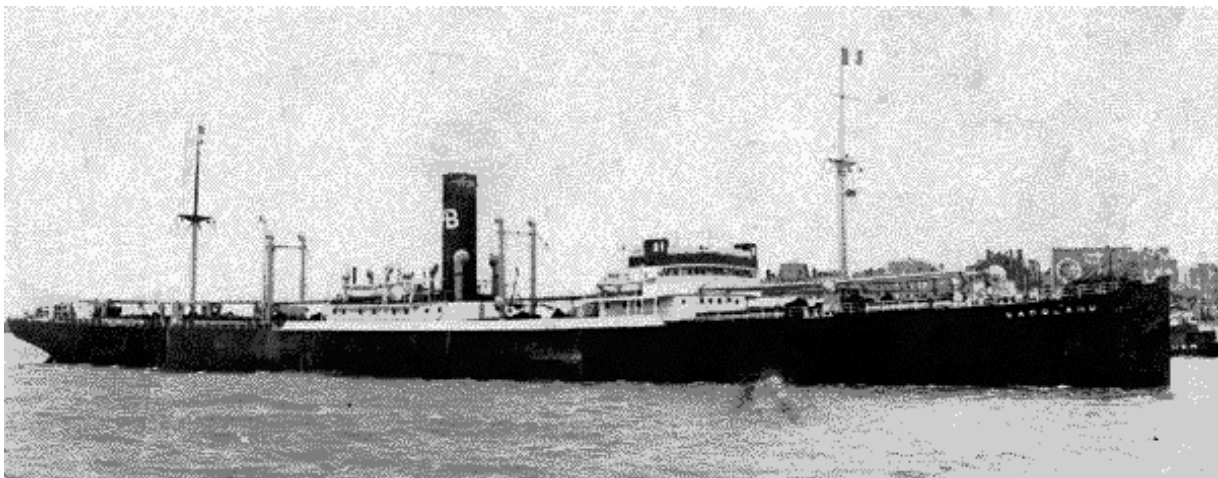
Built by Londonderry S.B. & E. Co. Ltd, Londonderry (#46) for Maltese Cross S.S. Co. Ltd (Houlder Bros & Co., Ltd), London as MALTESE CROSS. 4/01 sold to Howard Smith Co. Ltd, Melbourne and 8/5 sailed Glasgow via Cape for Australia. 2/02 r. CHILLAGOE. 1/13 t/f to Australian S.S. Pty Ltd, Sydney. 7/12/25 at 22.00 hours rammed in No. 1 hatch by *Suva* off Sydney Heads, beached off Vaucluse, 2/26 resumed service. 20/1/31 laid up at Sydney. 6/31 sold to M&Co. and 23/7/31 sailed Newcastle in tow of *Perseus* for Manila. Q2/1934 broken up in China.



CHILLAGOE in Howard Smith colours (A.C. Green/State Library of Victoria).

SAGOLAND (1935-41) 5334/13-6 (430.2 x 54.2', T3cy/534nhp/12k)

Built by Earle's S.B. & Eng. Co. Ltd, Hull for Ångfartygs A/B Tirfing (Axel Broström & Son mgrs), Gothenburg. 3/35 sold to M&Co. 10/12/41 bombed and 11/12 sank off Cavite, Manila Bay with cargo of flour (7 lives). 14/3/44 refloated by Japanese salvors r. SANGO MARU but before repairs completed late 1944/early 1945 sunk or scuttled in Manila Bay. 8/55 wreck salvaged for scrap.



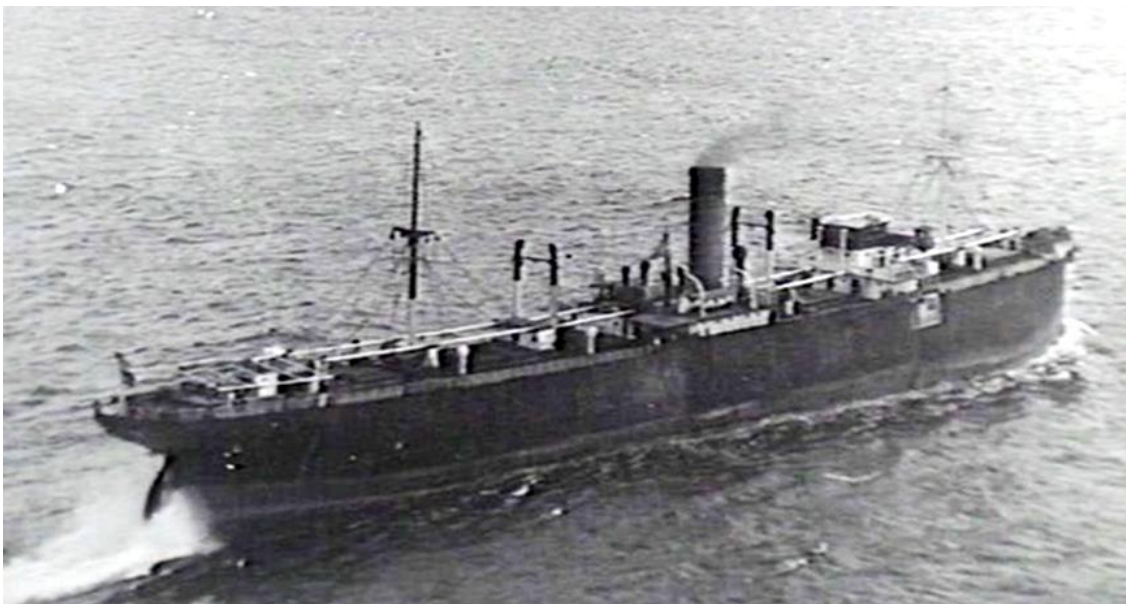
SAGOLAND under Broström ownership (www.kommandobryggan.se/brostrom/sago.htm)



SAGOLAND at Cape Town (no date) in Brostrom ownership (R.M. Scott/W. Schell).



Madrigal 's SAGOLAND entering Newcastle, NSW to load coal (Internet).



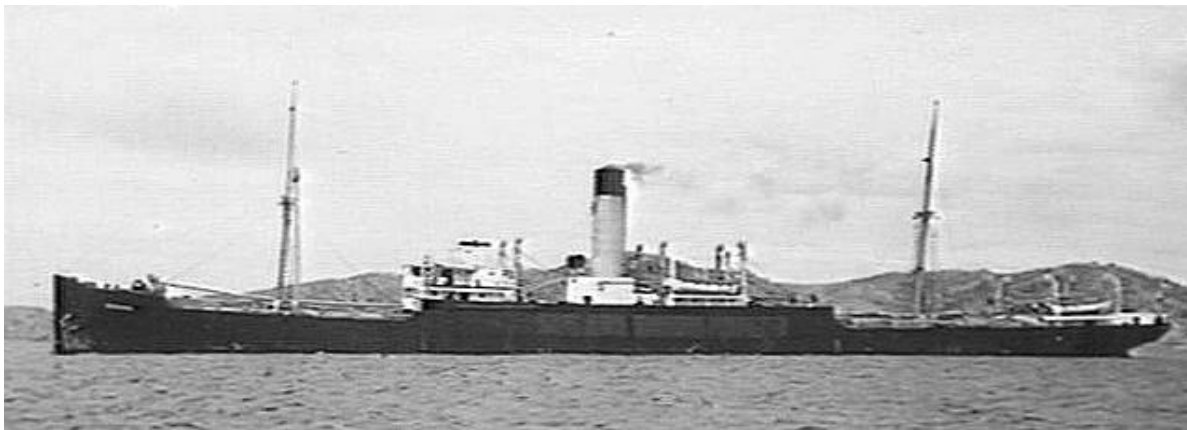
SAGOLAND in Australian waters 1939-41, red Madrigal funnel, US flag on hull (AWM 303876).

AEOLUS (1936-39) 1372/06

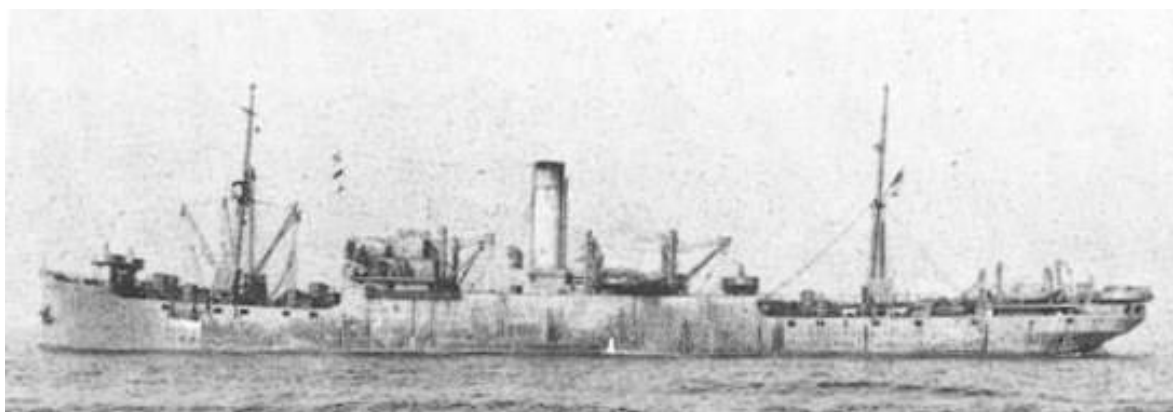
see **DON ZOILO** (1917-19)

SUSANA (III) (1936-42) 5929/14-4 (401.4 x 51.8', T3cy/520nhp by J.G. kibnvcaid & Co., Greenock)

Built by Cantiere Navale Triestino, Monfalcone (#46) for Unione Austriaca di Nav. S.A., Trieste as ERNY. 8/14 interned at Boston. 4/17 req. by USSB. 1920 sold to Polish American Nav. Corp., New York. 1922 reverted to USSB. 1923 sold to Dollar S.S. Line Inc., San Francisco r. STANLEY DOLLAR. 1935 t/f to Dollar Terminal S.S. Inc. 1/36 sold to M&Co. r. SUSANA. 13/10/42 under US req. torpedoed and sunk E. of Belle Is. Strait on voyage New York-Cardiff (38 lives).



SUSANA (AWM 303987).

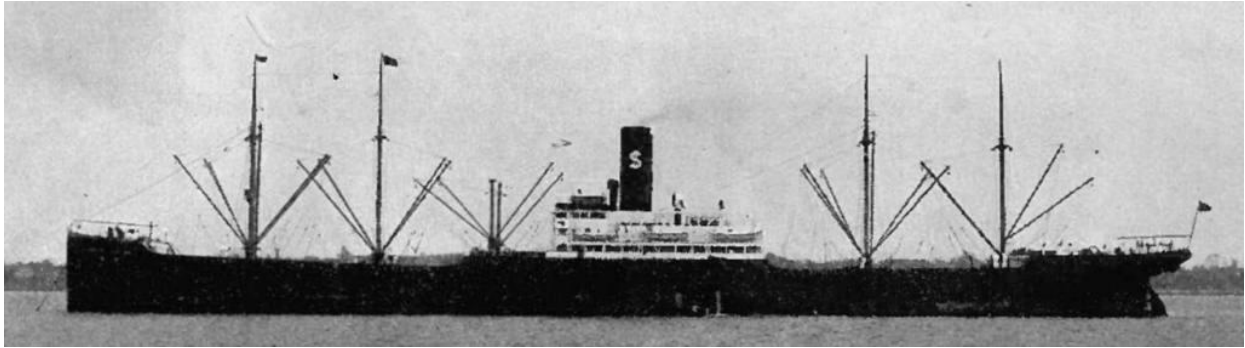


SUSANA (Mariners Museum).

DON JOSE (1937-42) 10893/20-11 (523.5 x 65.7', 2-sc. T3cy/1020nhp)

Built by Joh. C. Tecklenborg A.G. Schiffswerft & Maschinefabrik, Wesermunde (#272). Laid down for HAPAG as KURLAND but before completion seized by British Government. 1921 sold to Dollar S.S. Lines Inc., Vancouver r. ROBERT DOLLAR. 2/28 reg. at Hong Kong. 9/28 sold to Canadian-American Nav. Co. (Melville Dollar mgr), Hong Kong r. CHIEF CAPILANO. 1932 sold to Buckeye S.S. Co. (T. Hutchinson mgr), Delaware but did not proceed. 1/33 sold through bailiff for \$226,000 back to Dollar S.S. Lines Ltd, Hong Kong. 7/33 t/f to Capilano S.S. Co. Ltd, Hong Kong. c.1935 laid up in Kowloon Bay, Hong Kong. 17/8/36 broke moorings in typhoon, after repair of minor damage returned to lay-up [SFP, 28/1/37]. 1/37 sold for

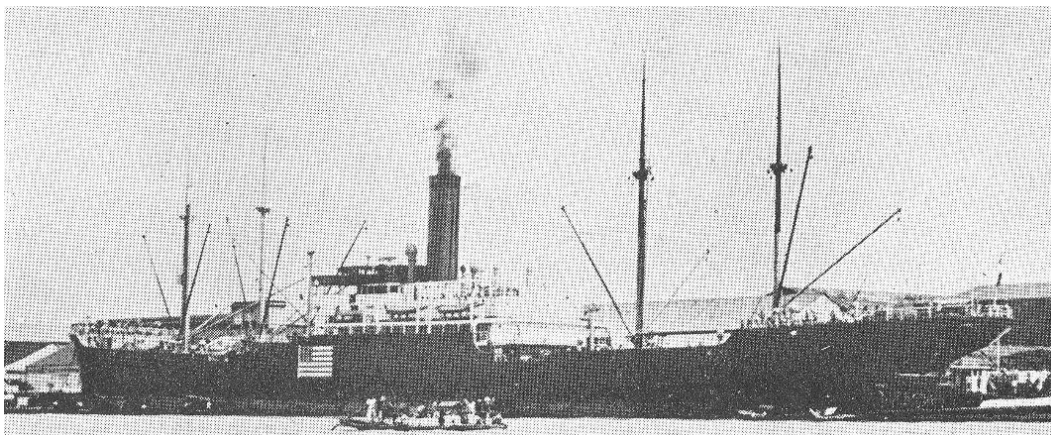
c.\$500,000 to M&Co. r. DON JOSE. c.24/12/41 arrived Manila from Vancouver with ammunition cargo. 28-29/12 troops to Corregidor. 29/12 bombed and set on fire at Corregidor, towed onto nearby reef and fuel oil pumped out (Hartendorp), later refloated by Japanese and towed to Hong Kong where repaired and recommissioned as DOSEI MARU. 18/1/45 bombed and sunk in Hong Kong harbour by U.S. Navy aircraft. 1946 raised and broken up in Taikoo graving dock [photo in *China Navigation Co Limited: A Pictorial History 1872-1992*] [cf Don Jose (1948-53) 6245/16 broken up at Hong Kong Q3/1953].



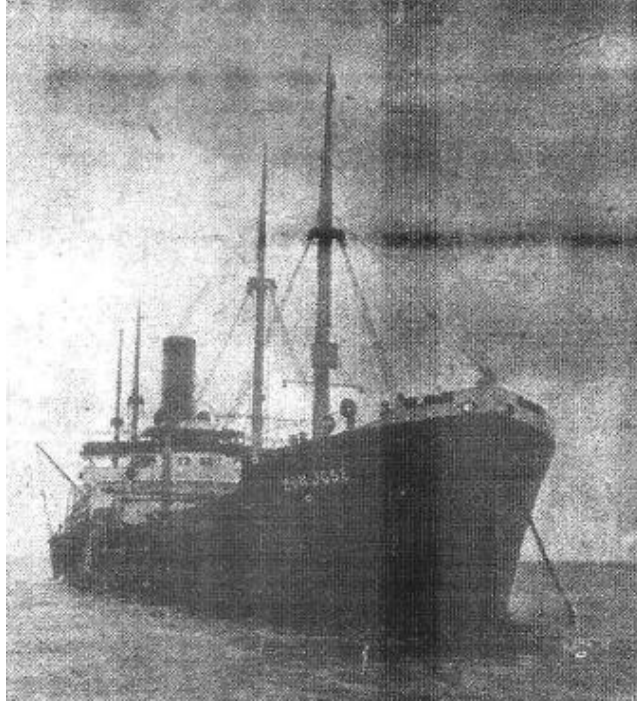
DON JOSE as ROBERT DOLLAR (Dollar memoirs).



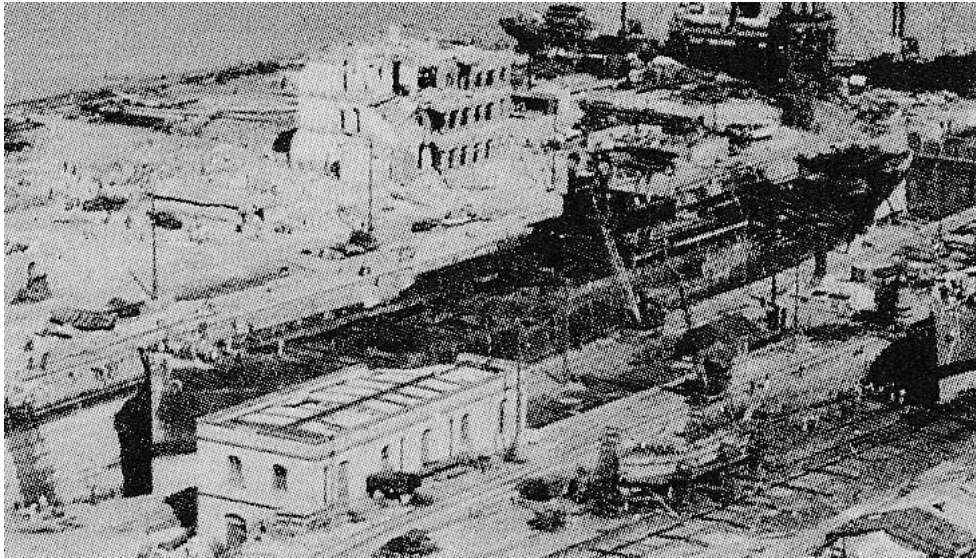
ROBERT DOLLAR at Vancouver (Walter E. Frost/Vancouver City Library).



DON JOSE in the period October 1937-December 1941 (*Sekai Shosen Yoran* p.70).



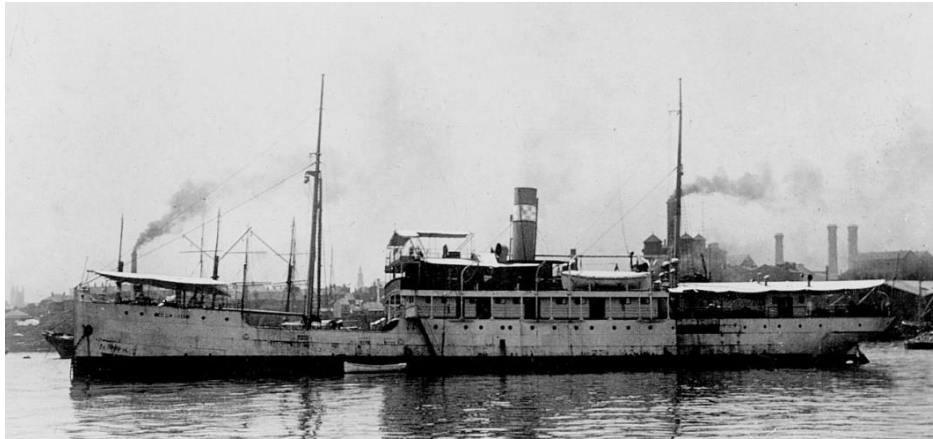
DON JOSE, Madrigal flagship, sailing for the USA with full load of sugar (*The Tribune* 1/4/41).



DON JOSE being broken up in 1946 (*China Navigation Co Limited: A Pictorial History 1872-1992*).

MAWATTA (1937-37) 1136/04-8 (210.8 x 33.0', T3cy/155nhp/9k)

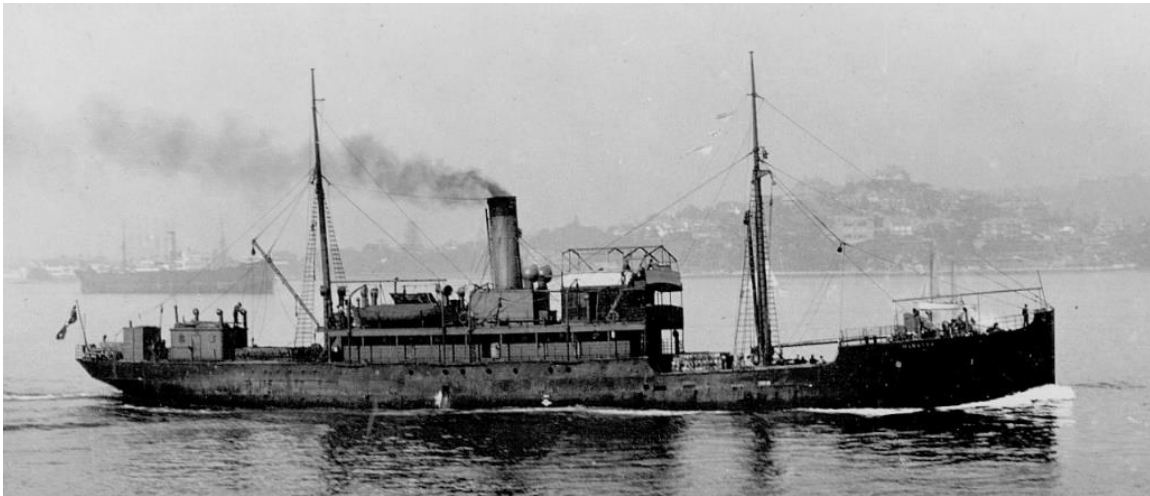
Built by Germaniawerft Fried. Krupp A.G., Kiel (#104) for A.G. Jaluit G/S, Hamburg with some passenger accomm. for Marshall Is. trade as GERMANIA. 5/8/14 seized at Sydney. 1915 reg. at London for The Admiralty as MAWATTA and chartered by Commonwealth Govt to Burns, Philp & Co. Ltd, Sydney for island trade. 9/20 chartered to Patrick S.S. Co. Ltd, Melbourne for coastal trade. 1923 sold to charterers. 8/25 owners restyled James Patrick & Co. Ltd. 7/28 del. at Sydney to Soc. du Tour de Côtes, Noumea for coastal trade. 29/12/35 laid up at Noumea. 7/37 sold to M&Co., 10/37 arr. at Manila. Late-1937 resold to Moller Line Ltd, Shanghai, c.1/38 del. to Shanghai where by 2/38 in service as ELSIE MOLLER. 1938 t/f to Mollers' Towages Ltd and conv. to salvage vessel. 3/12/41 req. in Shanghai by MOWT, ordered to Hong Kong but 8/12 captured by Japanese S. of Amoy, taken to Hiechiuchin Wan where formally seized 10/12/41, then became naval salvage vessel ESASHI MARU (Minami Nippon Kisen K.K., mgrs). 29/3/45 declared CTL at Takao with damage from air raids on 2/12/44, 23/1 and 8/2/45. 8/45 recovered at Takao badly damaged and broken up, probably after 12/45.



MAWATTA on Burns Philp charter (SLNSW FL1157842).

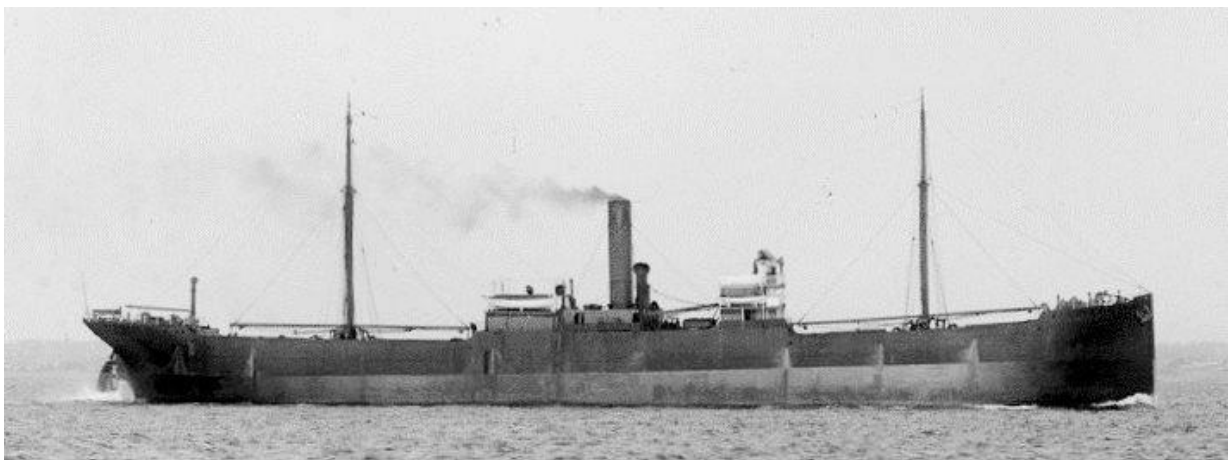


MAWATTA (A.C. Green/SLV).



MAWATTA in 1920s Patrick colours (R. Dufty/SLNSW FL1157841).

PAZ (III) (1937-42) 4216/14-2 (364.0 x 50.7, T3cy/344nhp by N.E. Marine Eng. Co., Sunderland)
Built by Sunderland S.B. Co. Ltd, Sunderland (#280) for McIlwraith McEacharn Line Pty Ltd, Melbourne as KOOLONGA. 10/17 sold to Broken Hill Proprietary Co. Ltd (nominee) 53/64 & William Scott Fell 11/64 and rereg. at Sydney. 7/18 r. IRON MONARCH. 1920 t/f under mortgage to Interstate Steamships Ltd, Sydney (Scott Fell & Co. Ltd mgrs). 11/28 reg. to ISL on discharge of mortgage. 9/37 sold to M&Co. (reg. Honduras) r. PAZ and 22/9 sailed Newcastle with 5800t towing *Aeolus* (ex *Paz*, 1919-23) for Manila. 26/12/41 bombed by Japanese aircraft at Manila, on fire. 2/1/42 captured by Japanese forces at Manila, r HATSU MARU (Japanese Government, operated by Osaka Shosen). 13/11/44 bombed and sunk off Cavite, Manila by U.S. carrier-based aircraft. 2 of the crew were killed.]



KOOLONGA in McIlwraith colours (A.C. Green/State Library of Victoria).



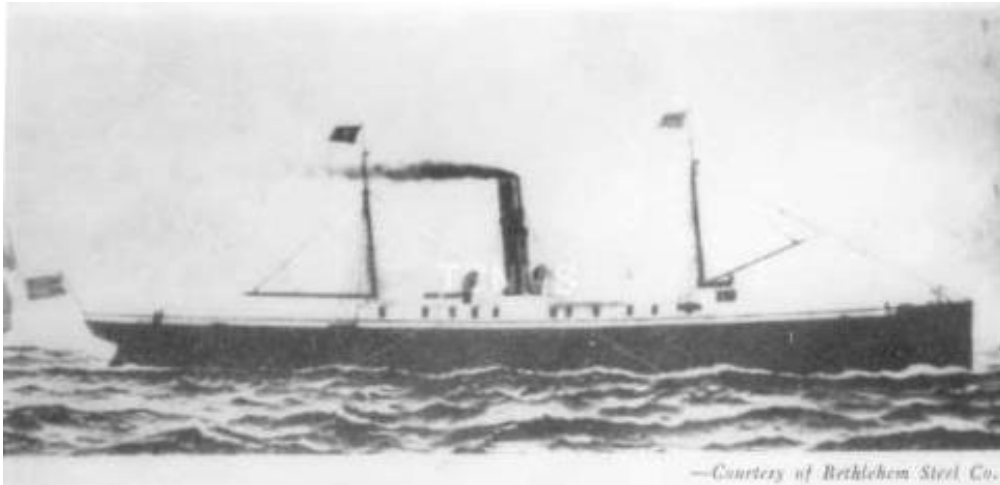
Madrigal's PAZ in Sydney Harbour (coll. SK).

PERLA (1938-42) 346/03 (125.5 x26.2', C2cy/36nhp)

Built by S.C. Farnham Boyd & Co., Shanghai for ?? as PLUTO. 8/14 presume interned. c.1917 to ?? r. DOÑA RAMONA. By 1919 sold to Verzosa & Rementeria, Manila r. PERLA. Mid-1931 i/s Manila-Daet-Naga for Ruiz, Rementeria & Co. 1935 sold to Bicol Nav. Co. 1938 sold to M&Co. 3/41 i/s Manila-Bulan-Daet. 1/42 scuttled at Larut Bay, later salvaged by Japanese and recaptured 1945. NFI.

MARION (1938-40) 1185/06-7 (222.0 x 33.0', T3cy/166nhp)

Built by Maryland Steel Co., Sparrows Point, Maryland (#74) as RALEIGH for Baltimore Steam Packet Company ('Old Bay Line'), Baltimore. 1923 sold to Saginaw- Bay City S.S. Co., Saginaw. 1927 sold to Walter C. Hill, Port Huron (Mi.). 1928 sold to Raleigh Holding Co., Port Huron. 1928 sold to Colonial Nav. Co., Jacksonville (Fa.) for New York-Providence freight r. MARION. 1936 sold to Texas Refrigerator S.S. Lines, New York. Mid-1938 sold to M&Co., Panama. 1940 sold to Wheelock & Co. (ben. owner Eastern Asia Nav. Co. Ltd, Wallem & Co., mgrs), Panama. 12/12/41 scuttled at Hong Kong, later raised by Japanese salvors r. MANRYO (or MANRYU) MARU, 11/10/44 at 1959 o/v Belawan-Singapore (tobacco, hemp and resin) in position 02.46N 101.06E (25km WSW of Tandjong Rhu, W coast of Malaya) torpedoed in stern by HMS *Strongbow*, took in water and at 2005 hrs sank with loss of 7 crew and 15 others.



RALEIGH (both *Great Lakes Maritime Database*, <https://greatlakeships.org/2906493/data?n=11>)



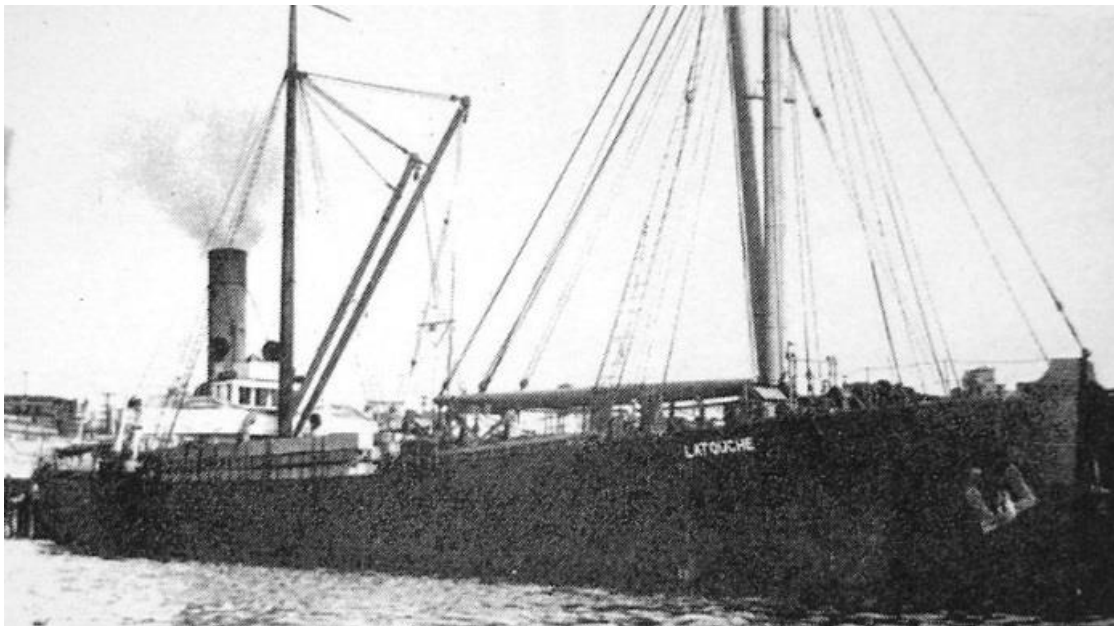
RALEIGH (*Great Lakes Maritime Database*, <https://greatlakeships.org/2906493/data?n=11>)

LATOUCHE (1940-42) 2156/10-9 (240.0 x 41.0', T3cy/135nhp)

Built by Moran & Co., Seattle, Washington (#50) as LATOUCHE for Alaska S.S. Co., Seattle. 9/38 laid up at Seattle. Early 1940 sold to M&Co. Early 1941 i/s to Gubat, Legaspi, Tabaco, Virac (Catanduanes) and Mambulao (Camarines). 2/1/42 seized by the Japanese at Manila r. AZUCHI MARU. 1943 r. RYOCHI MARU 21/10/44 in position 11.11N 127.39E about 7 km WNW of Bantayan, Bantayan Island, Visayan Sea bombed and sunk by U.S. Navy air attack. One crewman killed.



LATOUCHE at Seattle (Univ. of Washington).

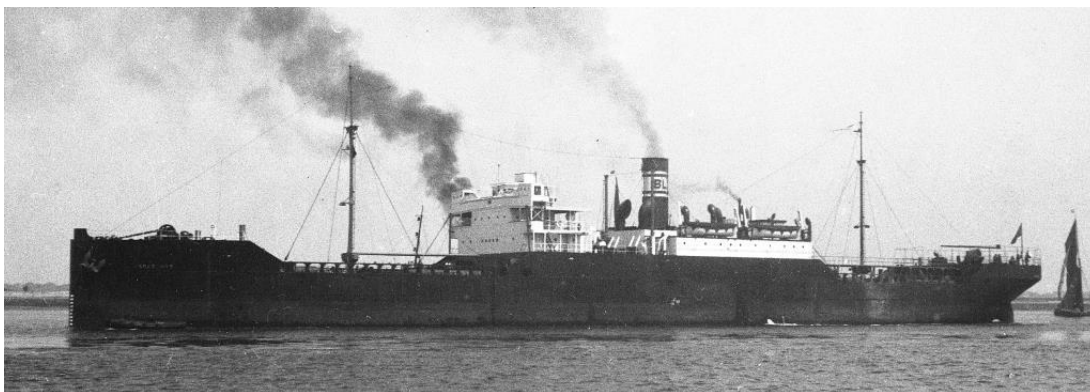


LATOUCHE (Newell & Williamson).



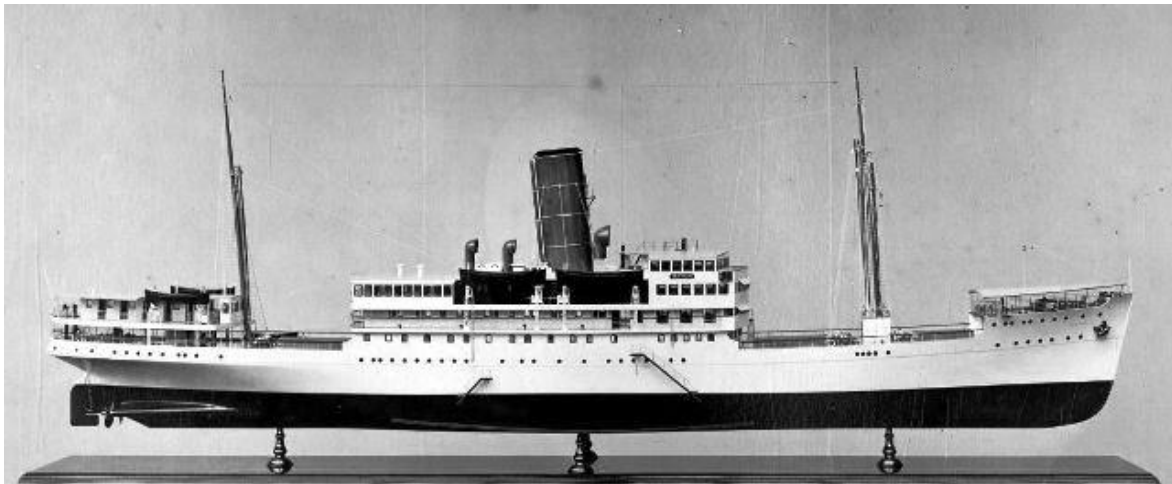
AZUCHI MARU (coll. Fujii/S. Kizu).

MANATAWNY (1940-42) 5030/20-9 (390.0 x 54.0', DR geared ST/11½k by Gen. Electric, Schenectady, NY) Built by American Int. S.B. Corp., Hog Island (Pa.) (#1533) for USSB. 1920 sold to American Fuel Oil & Transportation Co., Philadelphia and conv. to tanker. 1923 sold to U.S. Shipping Board, Philadelphia. 1925 sold to B.L. Shg. Co. Inc., Wilmington, Delaware, t/f to SS Manatawny, Inc., Baltimore. 1926 t/f to Tankers Corp., New York. 1927 transferred to Steamer Hadnot Corp. (U S Tank Ship Corp.), New York. 1927 t/f to Manatawny SS Corp. 1936 sold to Deep Sea Fisheries Inc., San Francisco, employed as sardine factory. 1941 sold to Madrigal & Co. 13/12/41 damaged AB Manila. 13/1/42 sunk off Paracale by bombing. Hit by single Japanese bomber at about 1730. At 2130 while 1km offshore and 4km from Paracale (14.17N 122.47E) blew up in huge explosion. [P. Cundall]



MANATAWNY in Thames, early 1930s, on Bernuth, Lembcke Co. Inc. charter (W. Schell).

MAYON (1940-41) 3371/30-9 (2-sc. 4ST/1287nhp/22k max/18k by Parsons, 74/1st pass.)
Built by Vickers-Armstrong Ltd, Barrow (#662) and 26/6 launched to order of T.L. Duff & Co., Glasgow for Dollar S.S. Co. and reg. to Philippine Inter-Island S.S. Co., Manila under mortgage from National Devt Co. 25/10/30 arr. Manila from Glasgow to commence weekly service Manila-Iloilo-Cebu-Zamboanga (teak decks, 15t heavy lift, stm winches, 6000 cu. ft insulated space in No. 3) [ST 16/8/30]. 9/38 taken over by National Devt Corp. (Manila Railroad Co. mgrs). 12/38 ownership t/f under mortgage. 5/5/39 ashore on Apo Is. (S. Negros) o/v Zamboanga-Cebu, 1/5 refloated by Luzon Stevedoring Co. and 11/6 arrived at Hong Kong via Manila for repairs by HWD; 10/7 revel. and 18/7 resumed service. 3/40 sold to Manila S.S. Co. Inc. (Elizalde & Co. mgrs), Manila. 1941 taken over by M&Co. 3/5/42 sunk by Japanese at Butuan, Mindanao (13 lives) (Hartendorp).



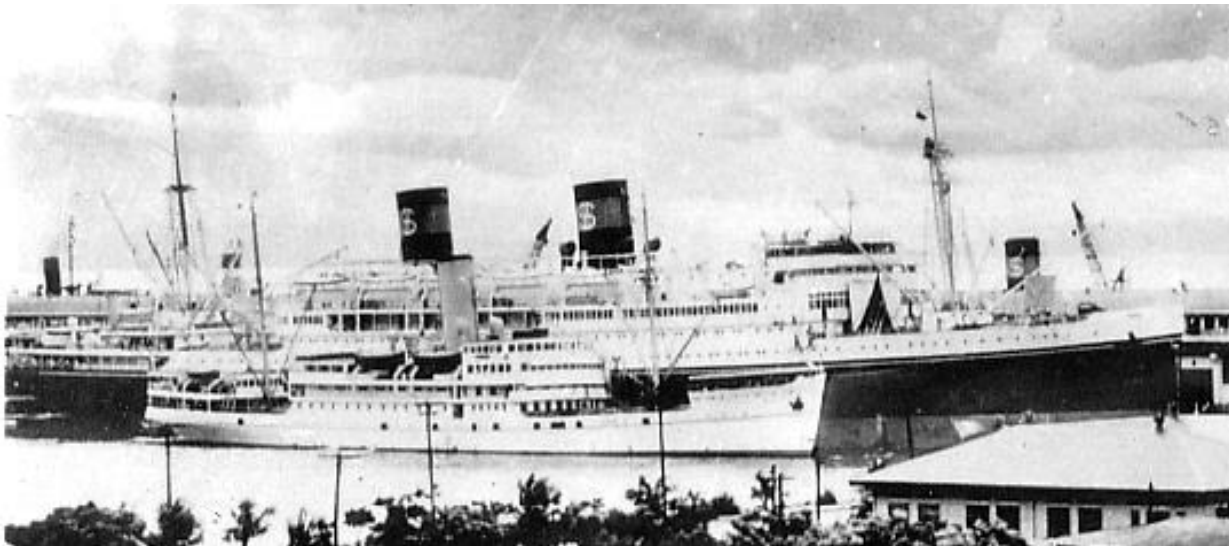
MAYON builder's model (Ebay).



MAYON (from a postcard).



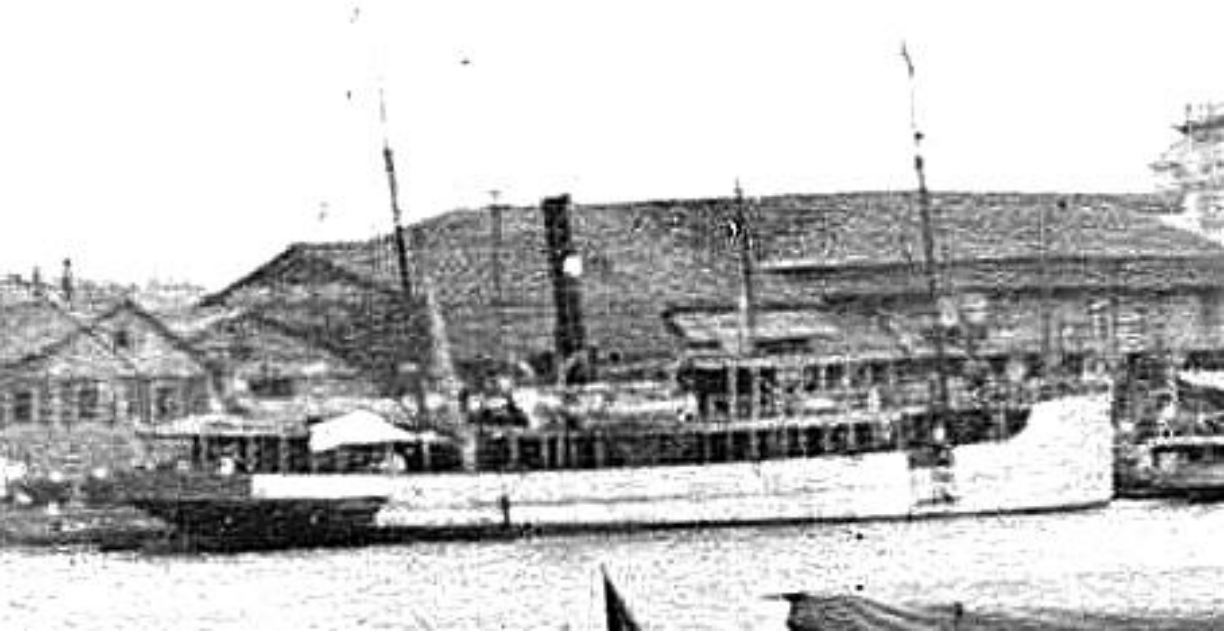
MAYON (Real Photographs/Coll. SK).



MAYON at Ocean Pier, Manila with PRESIDENT HOOVER or PRESIDENT COOLIDGE (coll. SK*).

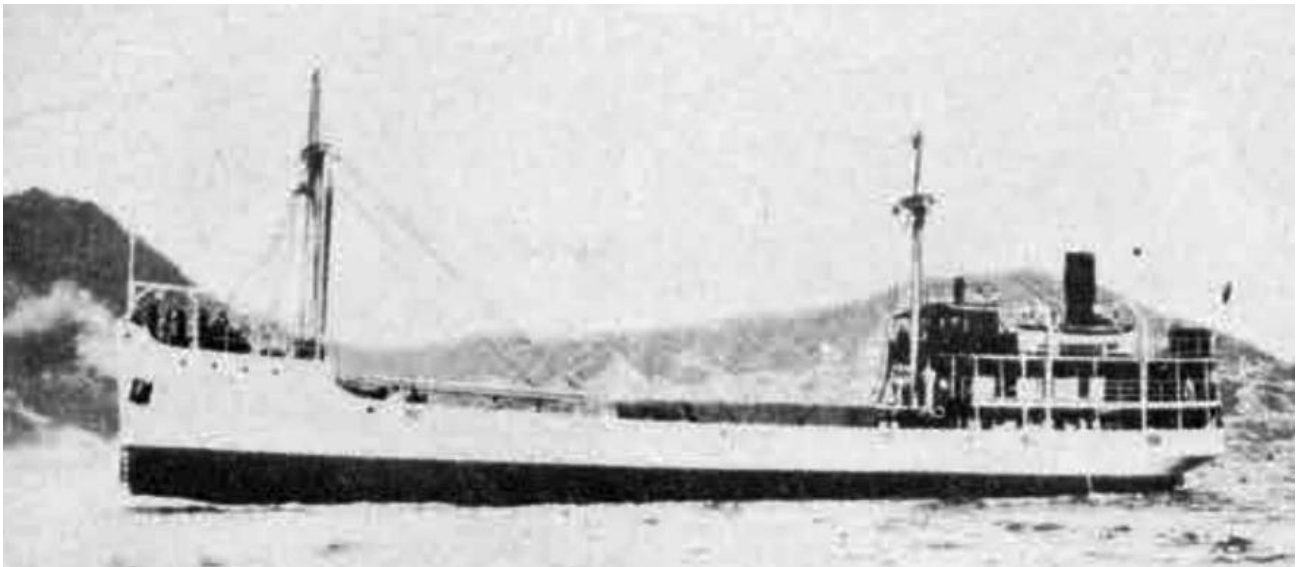
BICOL (1940-41) 368/01-4 (150.2 x 26.0', T3cy/177nhp)

Built Lobnitz & Co., Renfrew (#529) for Cia General de Tabacos de Filipinas, Manila as BORONGAN. 1906 Route #12: Manila-Batangas-Calapan-Lucena-Boac (weekly). By 1914 laid up. 1918 sold to N. Alegre, Manila. 1929 sold to Manila Railroad Co. Inc., Manila. 1930 r. BICOL for Manato-Port Ragay ferry 1/38 t/f to Manato--Sorsogon-Tacloban. 12/38 t/f to Zamboanga-Cotobato line as feeder to *Mayon*. 1940 sold to Madrigal & Co., Manila. 28/12/41 scuttled in Pasig River by U.S. Army Engineers. Hartendorp reports later salvaged by Japanese. NFI.



BICOL as BORONGAN (Ebay 10/2023).

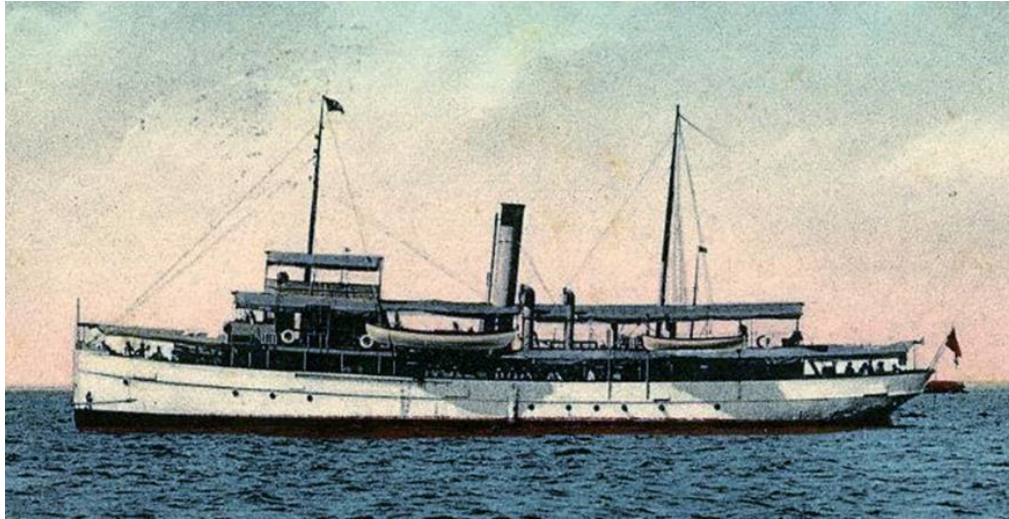
PALAWAN (1940-41) 562/27-12 (171.3 x 29.2', M10cy/169nhp by A.B. Atlas-Diesel, Stockholm)
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#636) for M.J. Ossorio, Manila. 7/31 in service to Balabac. 1940 sold to M&Co. Early 1941 i/s to Sabang, Mambulao, Dahican, Raparapa and Lalawigan. 29/12/41 scuttled at Manila (Hartendorp rep. 1/1/42 at anchor off Manila), 24/3/42 refloated by Japan comm. by IJN as **PARAN MARU**. 31/1/44 sunk by USS *Harrison* and USN aircraft near northern tip of Bigej Island, Kwajalein Atoll.



PALAWAN (*FE Small Craft Handbook*).

ROMBLON (c.1940-41?) 322/02 (css) Uruga Dock Co. Ltd, Yokosuka (#14)

Built for Philippine Coastguard. 19/1/03 arrived Manila. 1925 sold to VSTC, Iloilo and rebuilt as SAN JACINTO. 193? sold to Cesar Barrios Shg Co., Iloilo. By 1937 sold to United Nav. Inc., Zamboanga r. ISLA DE MINDORO. 6/40 listed for Vicente Madrigal. Presume war loss.



ROMBLON's identical sister MARINDUQUE, as built (from postcard).

VIZCAYA (1940-41) 1007/90-6 (s.s.s., 217.0 x 29.6', T3cy/87nhp/10k)

Built by Blohm & Voss, Hamburg (#71) for D/S "Swatow", Hamburg as CHUSAN. 1895 sold to Chinesische Küstenfahrt A/G., Hamburg as CHUSAN. 1899 sold to Carlowitz & Co., Hong Kong (Br. flag). 1899 sold to W. Wendt, Manila (US flag). 1899 sold to Mendezona & Cia, Manila r. VIZCAYA. 1901 sold to CM. 1906 sold to Ynchausti & Co. (1235 grt) for Route #1 Manila-Aparri. 7/31 i/s Manila-Iloilo (weekly). 1935 owners restyled Manila S.S. Co. Inc. (Elizalde & Co., mgrs). 1940 taken over by Madrigal & Co., Manila. Early 1941 i/s to Samar, Surigao. 31/12/41 scuttled at Manila. No record of salvage but rep. seen 1943 stranded off Tondo, northern Manila (salved but not repaired?).



VIZCAYA under previous ownership c.1939-40 (Getty).



VIZCAYA still with pronounced rake, in Pasig, 12 October 1939 (USNA).

FLORENCE D. (1941-42) 2638/19-7 ('Laker', 251.0 x 43.7', T3cy/352nhp by Detroit S.B. Co., Detroit))
Built by Superior S.B. Co., W. Superior (Wi.) (#545) for USSB as LAKE FARMINGDALE. By 6/20 assigned to Pacific Mail S.S. Co for San Francisco-Hong Kong-Calcutta service. 1924 sold to Cadwallader-Gibson Lumber Co., Manila r. FLORENCE D. By 8/31 in service Manila-Legaspi for La Naviera Filipina Inc. 5/41 sold to M&Co. 19/2/42 bombed and sunk off Bathurst Island near Darwin.



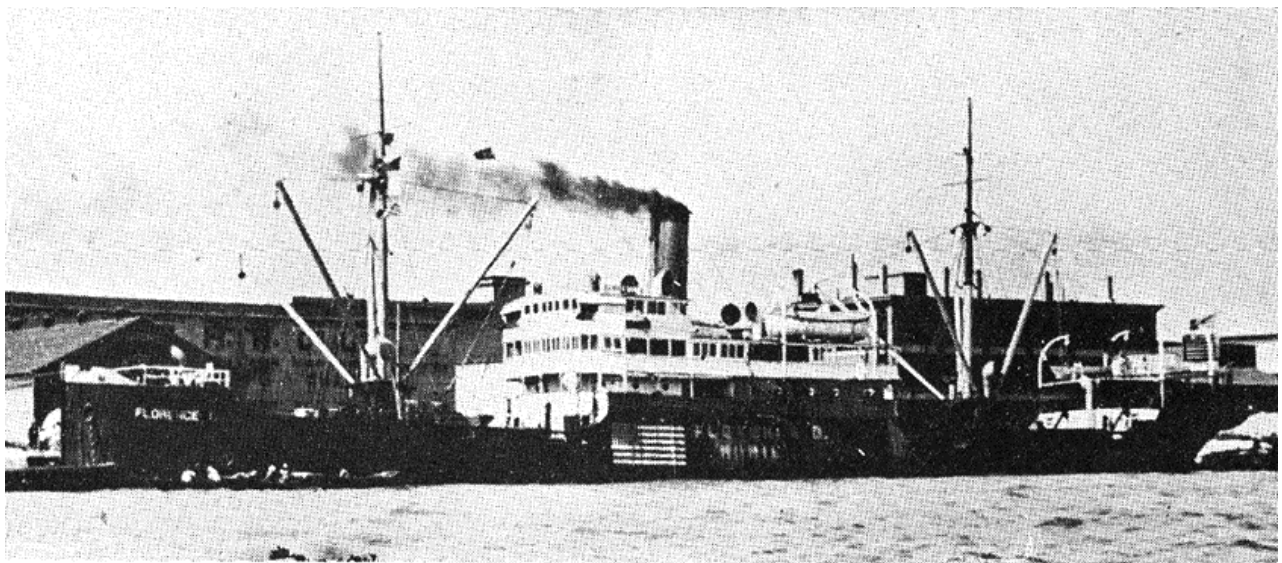
Possible FLORENCE D. in original form at Manila, 12 July 1934 (U.S. National Archives).



Built up FLORENCE D. (L.) and CETUS in the Pasig 10 August 1940 (USNA).



FLORENCE D near Jones Bridge. Manila Central Post Office in distance (Getty/Life/SK combining edit).



FLORENCE D. pub. 1941 (*Sekai Shoren Yoran* p.70).

TRISTAN (1941-49) 2294/11 (253.0 x 43.7', T3cy/291nhp)

Built by Great Lakes Eng. Works, Ecorse (#84) for Harper Transp. Co., Philadelphia as PENOBSCOT. c.1916 sold to Shawmut S.S. Co., Philadelphia. 1916 sold to Oriental Navigation Co., Montevideo, and immediately onsold to circumvent neutrality laws to Soc. Nationale d'Affretements, Le Havre r. P.L.M.2. 11/25 sold to Mrs L.L. Mackay (A.B. Mackay mgr), Swansea r. LAIRG. 1927 sold to L.A. Forsyth, Montreal, unofficially renamed BULKO and seized 14/9/27 at Philadelphia with illegal liquor cargo. 14/9/27 sold at auction to Charles E. Gremmels, New York. 1928 sold to Morecraft Transportation Corp., New York r. PENOBSCOT. 1928 sold to Hammermill Paper Co., Erie r. TRISTAN. 1933 sold to Buckeye S.S. Co. (J.T. Hutchinson mgr), Wilmington. 1941 sold to M&Co. (4-9/41 reg. to nominee Carl Bunje, New York). 6/47 grounded in typhoon on coral reef off San Vicente Point, Luzon. By 8/47 refloated by tug BARACUDA. 1949 t/f to Madrigal Shg. Co. Inc. r. LEPUS. 8/49 voyage Rangoon-Manila with rice. 1/50 returned to interisland service. 18/4/50 detained by Philippine authorities en route Tacloban-China under charter to a Hong Kong Chinese company for carrying war material consisting of contents of the former US air depot at Leyte. 7/50 Madrigal seeking to reclaim 400t of cargo as war material legislation came into effect after vessel had sailed. 19/4/51 arrived Manila with rice from Bangkok. 5/51, 6/51 sailing Kongsichang-Manila with rice. 12/53 sailing Tacloban/Cebu-Japan with scrap. 31/8/54 lost tow of barge KAIULANI (q.v.) six miles N. of Maniguin Lighthouse in storm. 13/11/54 standing by stranded ANTIMAR (300t) at San Vicente, Cagayan. 20/10/56 foundered off Aparri in 19.15N 126.15E after losing rudder during typhoon 'Jean' on voyage Legaspi-Hirohata with scrap iron (25 lives lost).



PENOBSCOT (Bowling Green State University).

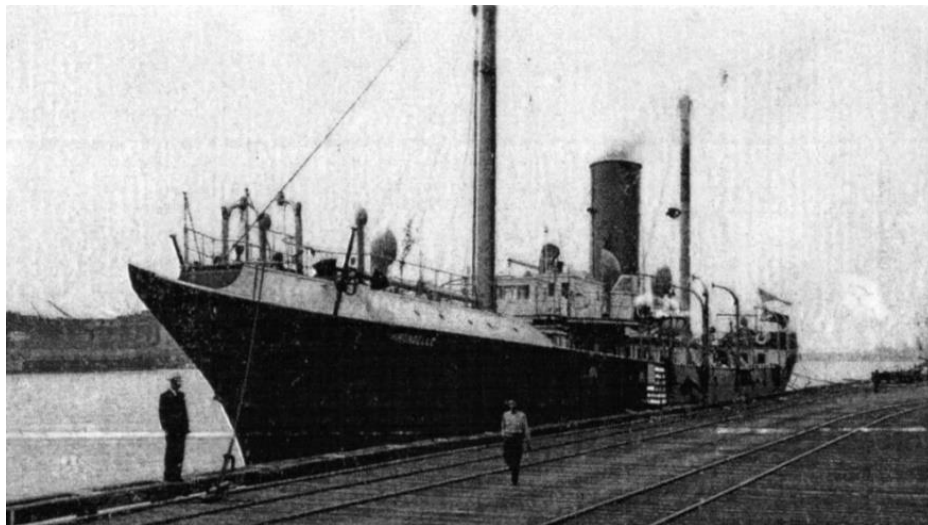
HIRONDELLE (1941-48)/**ARGUS** (1948-53) 1243/11 (pass., 291.7 x 36.2', T3cy/116nhp)

Built by Forges & Chantiers de La Méditerranée S.A., La Seyne for Principality of Monaco as royal yacht HIRONDELLE, fitted out for oceanographic research. 1923 sold to Wm Randolph Hearst, New York. 1925 sold to International Film Service Co. of New York, Monaco. 1931 sold to James J. Murray, New York. 1932 sold to Frank H. Finucane, Providence, Rhode Island. Mid-1937 sold to Rhode Island Navigation Co., Boston and fitted out for banana trade Puerto Rico-Providence (RI). 1938 sold to Viking Maritime Corp. Inc., Miami. 1941 sold to M&Co., delivered at Mobile, Alabama. 12/41 seized by Japanese forces in Hong Kong, where vessel was being converted to a passenger-cargo ship, r. GYONAN MARU, refitted as training

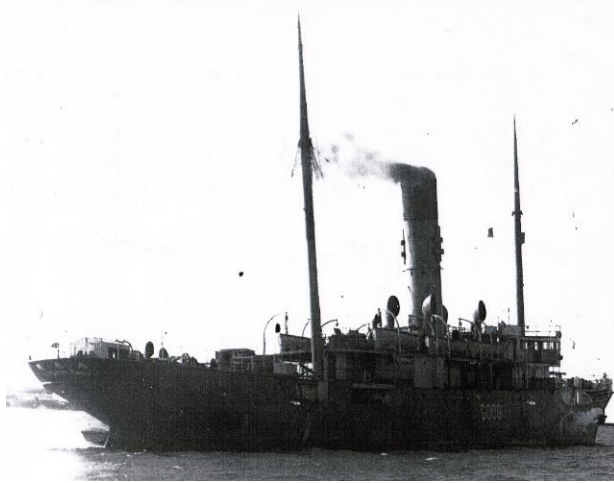
ship by Mitsubishi, Yokohama, mgrs. Toa Kaiun. 30/1/45 assigned to Aomori-Hakodate route. 8/45 recovered by SCAJAP. 21/8/45-28/11/46 operated by Senpaku Uneikai as ferry on Aomori-Hakodate route. 1948 as HIRONDELLE reconditioned by Mitsubishi, Yokohama with P100,000 worth of improvements over prewar condition. 9/8/48 redelivered at Manila and 9/48 r. ARGUS. 8/9/48 first voyage Manila-Iloilo-Tacloban, postponed from 7/9. 15/9/48 to be used by President Quirino for inspection of damage from Camiguin eruption but 15/9 arrived at Olongapo for urgent drydocking, resumed service 28/9. 22/11-4/12/48 chartered for President Quirino's cruise of Southern Islands. 2/49 fitted with new propellor enabling Manila-Iloilo in 22 hours. 22-24/9/49 transported President Quirino from Dumaguete to Manila. 12/49 master fined for overloading passengers. 12/49 refitted at Sasebo. 3/12/51 reported sailing from Keelung. 1/53 drydocking at Cavite. 11/10/53 partially sank alongside Pier 10, North Harbour, Manila after developing leak. 25/10 refloated by LSCO. Still as such LR 1953. Later rep. reconv. to yacht, laid up and as such 1961 still afloat in Manila. 1965 scrapped in Philippines [Schell].



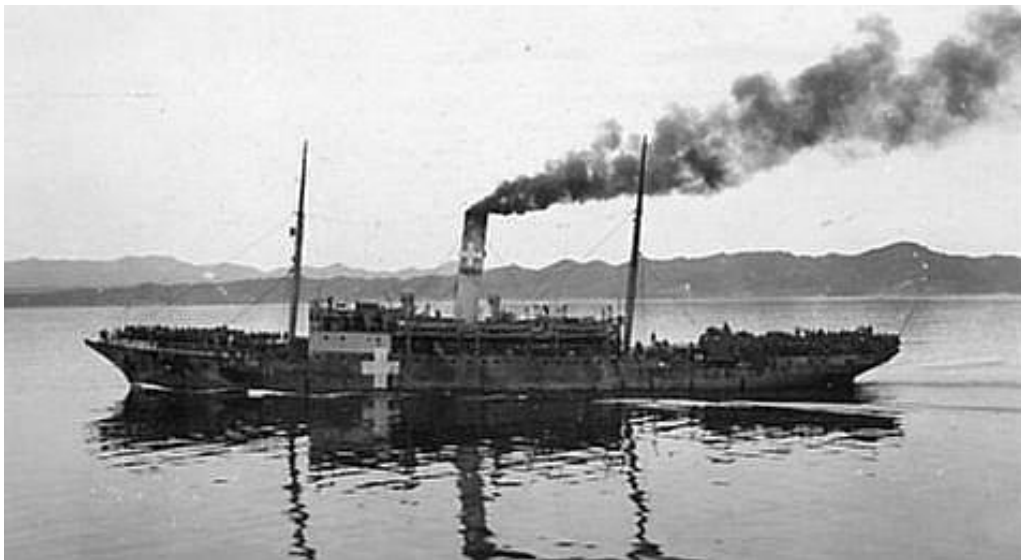
HIRONDELLE as a yacht (Wikipedia)



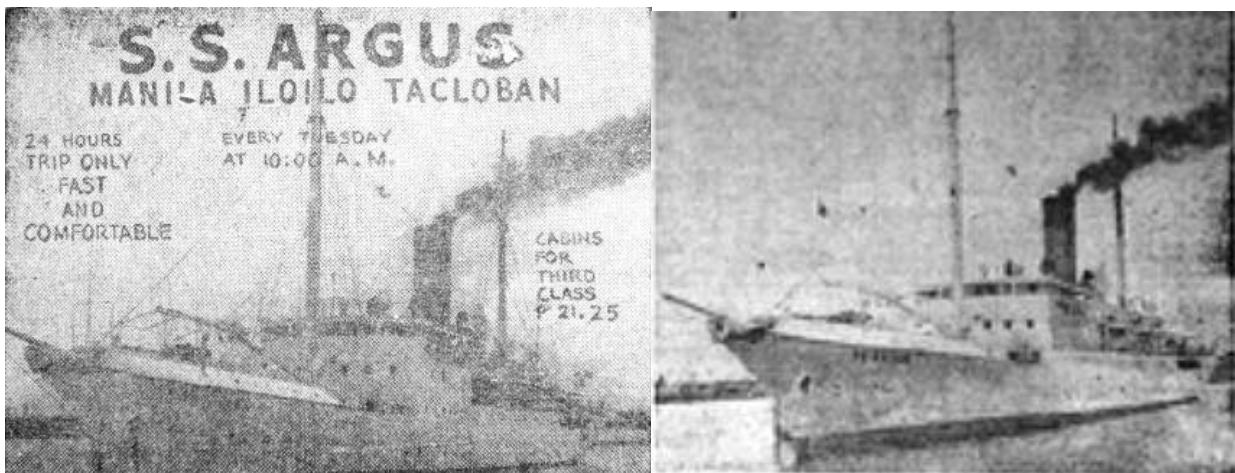
HIRONDELLE in 1941 prior to conversion (V. Madrigal/U.S. National Archives/Peter Cundall).



GYONAN MARU late-1940s in Japanese coastal service, SCAJAP No.G009 (U.S. National Archives/Peter Cundall).



GYONAN MARU as an Aomori-Hakodate ferry in the Tsugaru Strait (USN/P. Cundall)



ARGUS (from postwar Madrigal & Co. ads, Manila Times).



50 year-old ARGUS laid up at Manila, April 1961 (Dr. George Wilson).

----o00000o----