

COMPANIA GENERAL DE TABACOS

DE FILIPINAS (1881) (Tabacalera S.S. Co.)

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After the Spanish colony of the Philippines was opened to foreign trade in the mid-19th century, merchant capital was primarily British and American. The new trading houses were typically partnerships staffed locally by young men and owned by founding principals who had retired in middle age to the UK and US. Much the same applied to investment in commercial steam shipping between the islands and around the coast of Luzon, though ships had to be registered under the Spanish flag. Spanish capital was concentrated in land and plantations (haciendas).

This situation began to change almost immediately upon abolition in 1880 of the long-standing royal monopoly of tobacco leaf production and sale. In 1881 Compañía General de Tabacos de Filipinas (La Tabacalera) was founded in Barcelona as a private corporation with a large capital of £3million to carry on foreign trade between the Philippines and Spain. The promoter was Antonio López y López, Marqués de Comillas. Wikipedia records that he had been born in 1817 in the town of Comillas, Cantabria in NW Spain, before in 1831 emigrating to Cuba, where in 1850 he founded Compañía de Vapores Correos A. López (from 1881 known as Compañía Trasatlántica Española). In the 1870s he moved to Barcelona, where in 1876 he established Banco Hispano Colonial while also heading the Banco de Crédito Mercantil. In 1878 he was created 1st Marquis de Comillas. Having both great wealth and connections in banking, trade and shipping, he was very well placed to initiate the creation of Tabacalera.

As the name implied, Tabacalera's staple business would be the valuable trade in tobacco leaf. Nevertheless, from the outset it also invested in modern steam shipping. In January 1880 the contract for a private steamship mail service between Spain and the Philippines was awarded to the Marqués de Campo (Singapore Daily Times, 16/1/80). A contemporary of Antonio López, he was born to a

merchant family at Valencia in 1814 as José Campo Pérez. He rose quickly to become Mayor of Valencia at age 29, then a railway entrepreneur, shipowner and banker before being created Marqués de Campo in 1874 by King Alfonso XII in appreciation of his role in restoring the Bourbon monarchy after the short era of constitutional monarchy and the First Republic. The two enabled capitalists, worked together to develop private Spanish enterprise in the Philippines from its late start.

To supplement Campo's own steamers, in the second half of 1882 López purchased four ships of his own, *Isla de Luzon* and *Isla de Panay* while fitting out, the almost new *Isla de Mindanao* (1881) and the slightly older *Isla de Cebu* (1878) both second-hand. One round voyage between Spain and Manila took about four months, so these four ships were enough to maintain a monthly mail service. However, before the service could get into full swing, the Marqués de Comillas died in Barcelona on 16 January 1883 at age 65. Eighteen months later the mail contract was transferred to Compañía Transatlántica Española, which he had founded on 1 June 1881. Tabacalera continued as agents in the Philippines. The ships were officially transferred across in 1888 but, with the exception of *Isla de Cebu*, continued to operate as before. *Isla de Mindanao* was destroyed at Manila in May 1898, *Isla de Luzon* traded to Manila until 1910 and *Isla de Panay*, remarkably, until 1926.

After divesting from deepsea shipping, from 1890 Tabacalera cautiously invested in a small fleet of coasters for trading around the island of Luzon. The 655-ton *Compañía de Filipinas* was delivered by Lobnitz in mid-1890 for service between Manila and the northern Luzon river port of Aparri, outlet for the tobacco of the Cagayan Valley. Possibly the formation of the interisland shipping monopoly of Compañía Marítima at the beginning of 1895 spurred Tabacalera to achieve more self-reliance in its shipping needs because there followed in 1895 the 967-ton *Isidoro Pons*, then in 1897 the secondhand *P. de Sotolongo* (ex Royal Mail's Caribbean feeder *Tyne*) and the little 155-ton *Eduardo Pelayo*. After the American occupation of the Philippines in 1898/99, the Tabacalera ships were transferred to the American flag. In the 1900s they were given white hulls, which made them the prettiest and most distinctive vessels in the crowded Pasig River.



MAUBAN (white hull) is visible at left), *Churruca* (1878) at right in this Pasig scene from a circa 1914 photographic album held by Leiden University (John Tewell)..



Tabacalera's ISIDORO PONS coaling at the usual berth in the Pasig River pre-1923. In background is Jones Bridge, Luneta park and bastion of Intramuros (Leiden University/J. Tewell).

Now that the Maritima contract was had been suspended and interisland shipping become rather disordered, further ships ordered: the 1253-ton *Mauban* (1901), two smaller 368-ton sisters *Borongán* (1901) and *Lal-Loc* (1903), then the 1044-ton *J. Bustamante* (1904). There were also a couple of small river steamers to operate along the Cagayan River. With this now considerable fleet, Tabacalera were independent in regard to both the tobacco trade, the hemp (abaca) trade from southern Luzon and Samar/Leyte and the sugar trade from Iloilo. When the American Government of the Philippines let new interisland contracts from mid-August 1906, Tabacalera secured four of the 13 routes: #2 to southern Luzon, #5 to Samar/Leyte, #12 south to central Luzon and #13 to Iloilo and Capiz (Panay). With these four routes, it now ranked alongside the much-diminished Maritima (also 4 routes) and the now separate Ynchausti (3 routes).



Stern-wheelers ANTONIO LOPEZ and PEDRITO in the Cagayan River with a small towing launch and lighters.

Although Tabacalera now had a good foundation to build its interisland shipping network, it declined to do so. As the network stabilised, shipping became less profitable than other production and trading activities. No more ships were ordered or purchased for interisland service. Nevertheless, in 1916-17, in the midst of World War I when there was an acute scarcity of shipping for neutral trade between Spain and the Philippines, Tabacalera quickly assembled a small fleet of deep-sea steamers. Three were lost almost immediately to enemy action and the rest were sold. The only subsequent deepsea venture was the crude oil tanker *Arnus* (1922-28).

The Philippine interisland fleet gradually declined through sale (*P. de Sotolongo* and *J. Bustamante* in 1916) and marine casualty (*Eduardo Pelayo* in 1913, *Lal-Loc* in 1924 and *Isidoro Pons* in 1936). Although its interisland ships sailed under the U.S. flag, as a 'foreign' (Spanish) firm Tabacalera was not permitted to replace ships in interisland trade. Instead Tabacalera combined with Philippine shipowner Vicente Madrigal to operate a joint service from Manila to Pandan, Currimao and Aparri. In 1923 Madrigal had been appointed Vice-President of the newly created 5-man Board of Trade and was thus very influential. Initially in 1924 Madrigal's *H.S. Everett* (later renamed *Union*) became the third ship in a service run every five days by Tabacalera. With the contribution of two more vessels by Madrigal after purchases from 1927, this became a twice-weekly schedule, using the brand name 'North of Luzon Line'. Madrigal variously contributed *Taurus*, *Regulus*, *Argus*, *Union* and *Lepus*, the first four were refitted with cabin passenger accommodation, while Tabacalera contributed *Compañia de Filipinas*, *Isidoro Pons* and *Mauban*, the latter two also both refitted with extra accommodation. As the mid-1931 'Manila Times' advertisement shows below, only the brand name was used initially, but by 1937 the 'North of Luzon Line' had been reduced to a weekly service using *Lepus* and *Mauban* with Tabacalera as the advertised agents. Madrigal's passenger steamers berthed like those of Tabacalera's downstream of Jones Bridge near the Magellan Monument on the Intramuros side.

NORTH OF LUZON LINE
Freight and Passenger Service
**MANILA-PANDAN, CURRIMAO
AND APARRI**
by the following steamers
**"ARGUS", "YSIDORO PONS", "MAU-
BAN", "TAURUS" and "UNION"**
Leave Manila 1, 4, 7, 10, 13, 16, 19, 21, 24,
27 and 30 of the month.
For full particulars apply
210) Juan Luna Phones (4-96-18
211) (2-19-46

After *Isidoro Pons* was lost of the coast of Luzon in mid-1936, the veteran *Compañia de Filipinas* (1890) carried on with *Mauban* (1900) until the end of 1941. *Mauban* was set on fire and scuttled in the Pasig, later salvaged by the Japanese. *Compañia de Filipinas* seized while running the blockade to

Corregidor. Both were lost off the coast of Japan in mid-1945.

After the end of the war, Tabacalera resumed commercial activities in what from June 1946 was an independent Philippines but never resumed shipowning or operation.

Sources

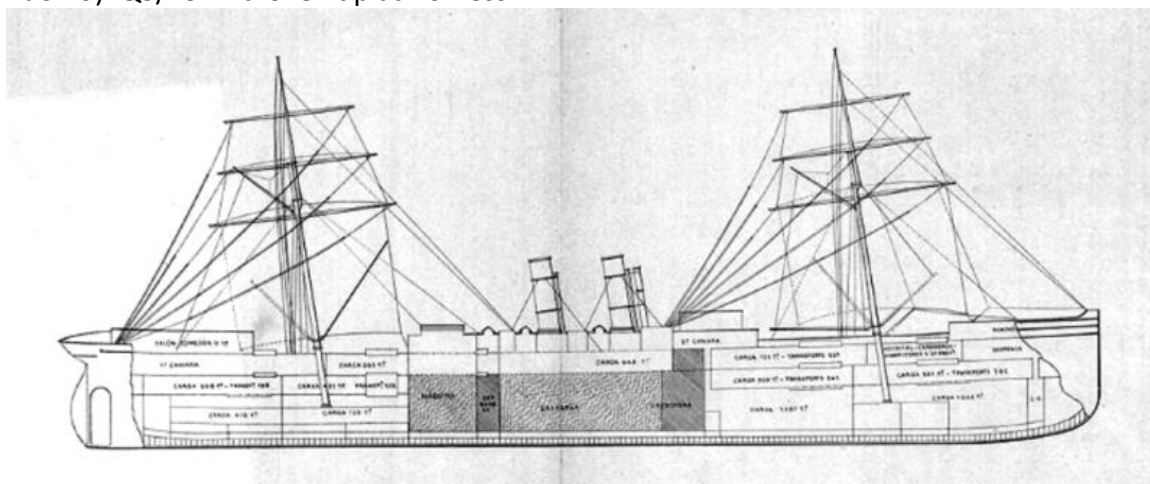
Tabacalera and Trasatlántica (including the interisland vessels) are well covered by the Spanish-language websites <https://vidamaritima.com> and www.buques.org/Navieras/Transatlantica/Transatlantica-1_1.htm. A relevant web source is <https://tabacalera.com.ph/pages/our-history>. Further background on the merchant shipowners Marqués de Campo and Antonio López/ Marqués de Comillas is accessible at Wikipedia. Detail on the Philippines has been drawn from the daily newspapers 'El Comercio', 'Manila Times' and 'Manila Daily Bulletin'. We also acknowledge vessel details from the Schell registers.

Fleet List

1. Deepsea Vessels (1882-1884)

ISLA DE LUZON (1882-84) 4526/82-5 (i.s.2-f.s., 381.9 x 44.2', C2cy/800hp)

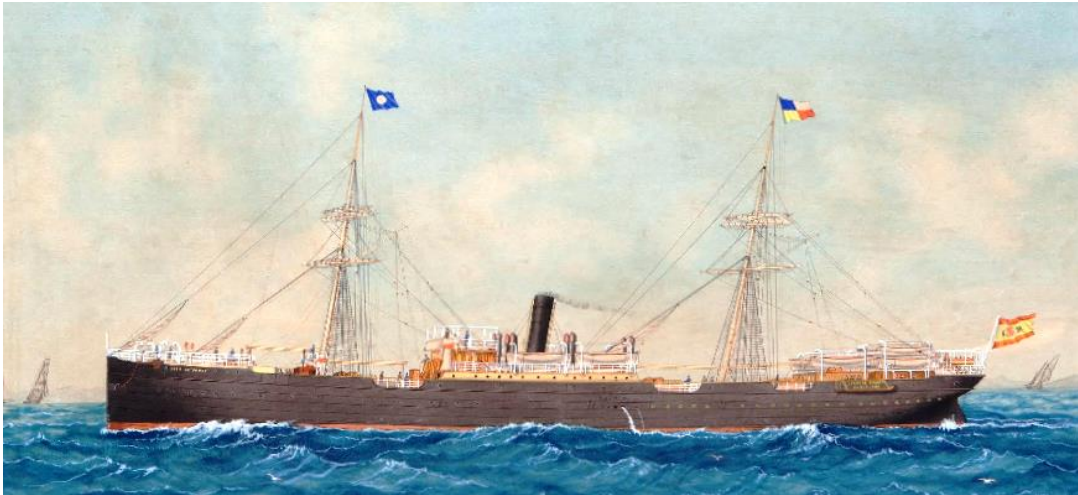
Built by Oswald Mordaunt & Co., Southampton (#189), possibly for another owner but completed for CGTF, Barcelona, 31/5 m.v. Liverpool to Manila. 16/84 mail contract taken over by Cia Trasatlántica. 1888 sold to Cia Trasatlántica. 2/10 last sailing from Manila to Barcelona and Liverpool (replaced by *Fernando Po*). Q3/1911 broken up at Bo'ness.



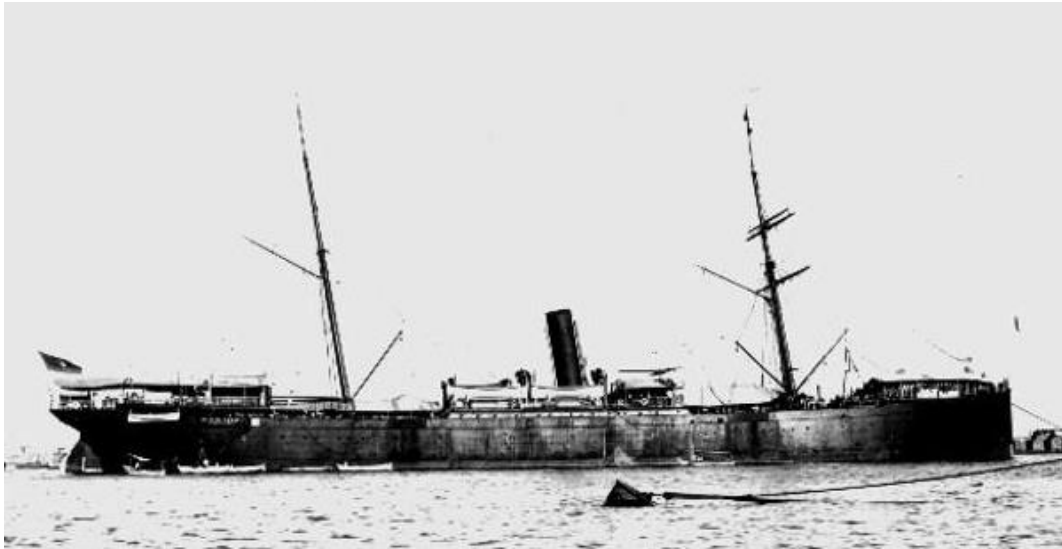
Profile of ISLA DE LUZON (www.buque.org).

ISLA DE PANAY (1882-84) 3545/82-6 (i.s.s., 362.4 x 43.2', C2cy/11.9k (trials) by Greenock Foundry Co., Greenock)

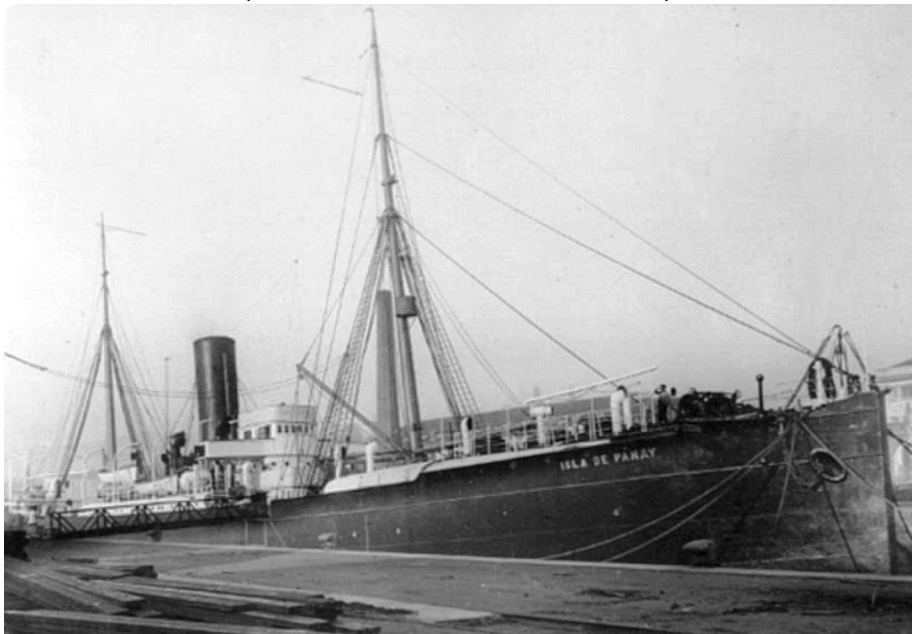
Built by Scott & Co., Greenock (#216), launched 19/6/82 for Cyprien, Fabre & Cie, Marseilles as MASSILIA but sold while fitting out to CGTF, Barcelona and completed as ISLA DE PANAY. Late-1882 m.v. to Manila. 6/84 mail contract taken over by Cia Trasatlántica. 1888 sold to Cia Trasatlántica. 1898-99 req. by Spanish Govt as armed merchant cruiser/transport. 8/26 last sailing from Manila. 7/12/29 o/v Barcelona-Fernando Po wrecked on Los Primos Shoals between San Carlos and Santa Isabel.



ISLA DE PANAY showing the Trasatlántica houseflag (artsandculture.google.com).



ISLA DE PANAY at Port Said, 1898 while serving as armed merchant cruiser (U.S. Naval Historical Center #88616).



ISLA DE PANAY in later years, still with heavy rigging but now stripped of most yards and with high enclosed bridge (www.buques.org).

ISLA DE MINDANAO (1882-84) 4195/81-8 (i.s.3-m.s., 376.5 x 42.3', C2cy450hp)

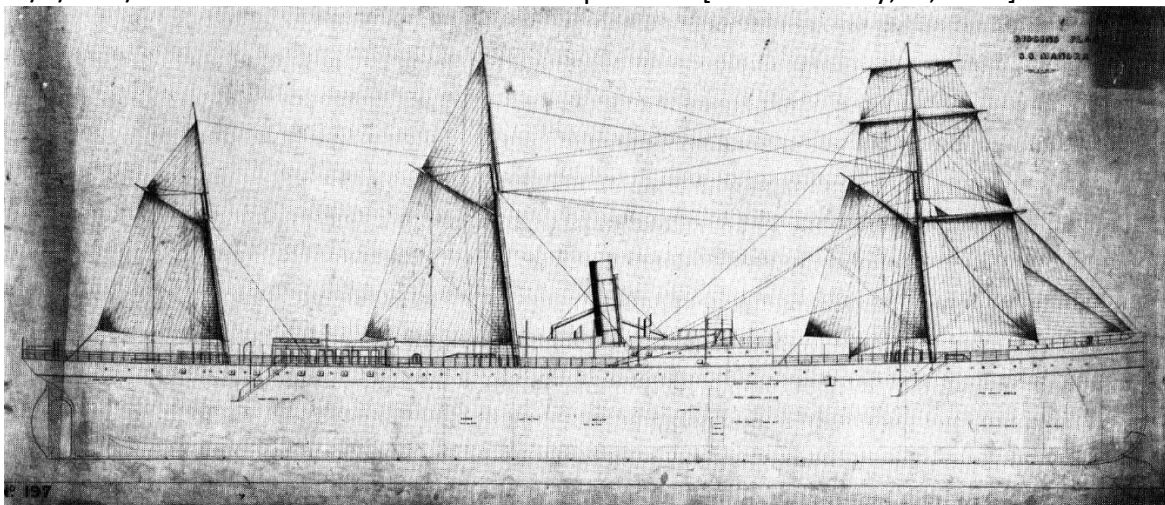
Built by Barrow S.B. Co. Ltd, Barrow (#80) for Lismore S.S. Co. Ltd (Wm Johnston & Co.), Liverpool as LISMORE. Late 1882 sold to CGTF, Barcelona r. ISLA DE MINDANAO, 15/12/82 first sailing from Barcelona to Manila. 16/84 mail contract taken over by Cia Trasatlántica. 1888 sold to Cia Trasatlántica. 1894 re-engined. 27/4/98 dep. Singapore o/v Barcelona-Manila disguised in RVFA colours. 30/4/01 after discharge at Manila ordered alongside Spanish fleet off Cavite. 1/5/98 when naval action began steamed away and beached c.3nm from Cavite and there set on fire by shelling from gunboat USS *Concord*, crew abandoned ship and walked to Manila [Mr McKinley (late C/E) in SFP 26/4/98]



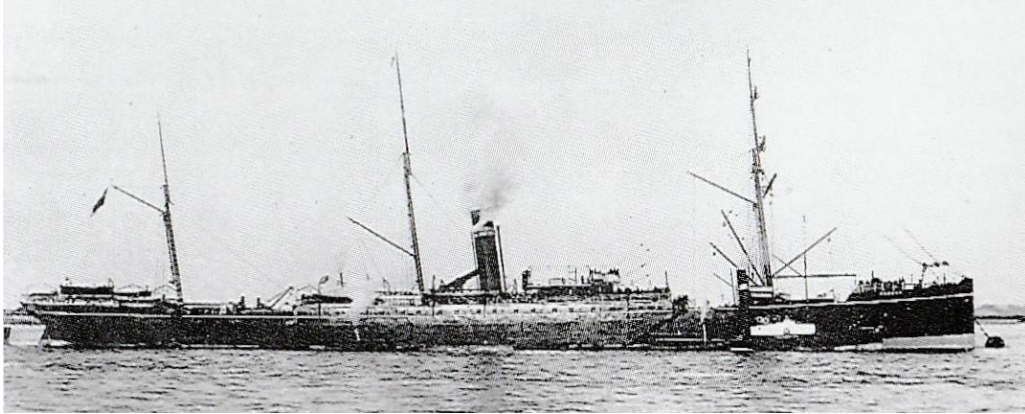
ISLA DE MINDANAO when operated by Cia Trasatlántica (Maritime Museum of Barcelona # 26896F).

ISLA DE CEBU (1883-84) 3242/78-5 (380.3 x 38.4', C2cy/14.88k on trials)

Built by Wm Denny & Bros, Dumbarton (#197) for British India Associated Strs (reg. Glasgow to Duncan Macneil & Peter Denny) for operation by British India S.N. Co., London in London-Calcutta line as MANORA (68/1st, 24/2nd pass.). 1879 trooping voyage to South Africa (Zulu War). Mid-82 one voyage in Queensland Royal Mail Line. 3/83 sold through Olano, Larrinaga & Co., Liverpool to CGTF, Barcelona r. ISLA DE CEBU for Manila mail line. 3/84 last sailing from Manila. 6/84 mail contract taken over by Cia Trasatlántica (first sailing from Barcelona). 1888 sold to Cia Trasatlántica. 1888 t/f to Spain-C. America line. 21/2/89 o/v Santander-Havana wrecked at Cape Vares [Laxon & Perry, *BI*, 1994].



MANORA, builder's general arrangement (Lyon, *The Denny List*).

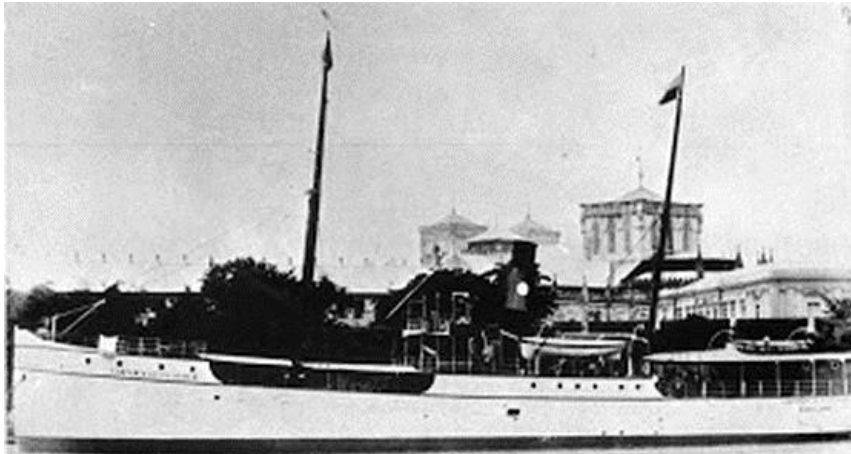


As MANORA (Isherwood coll./WSS/Photo/Laxon & Perry).

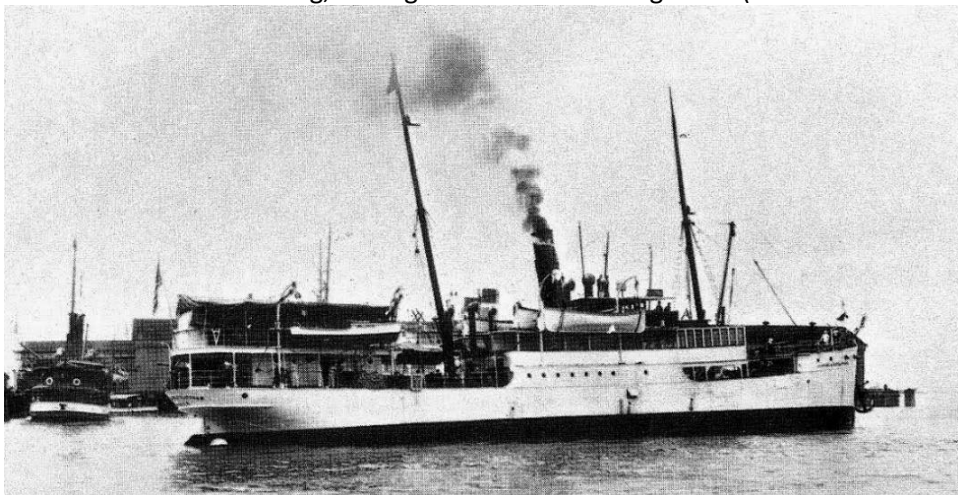
2. Interisland Vessels (1890-41)

COMPAÑIA DE FILIPINAS (1890-1942) 707/90-8 (180.0 x 29.9', T3cy/88nhp)

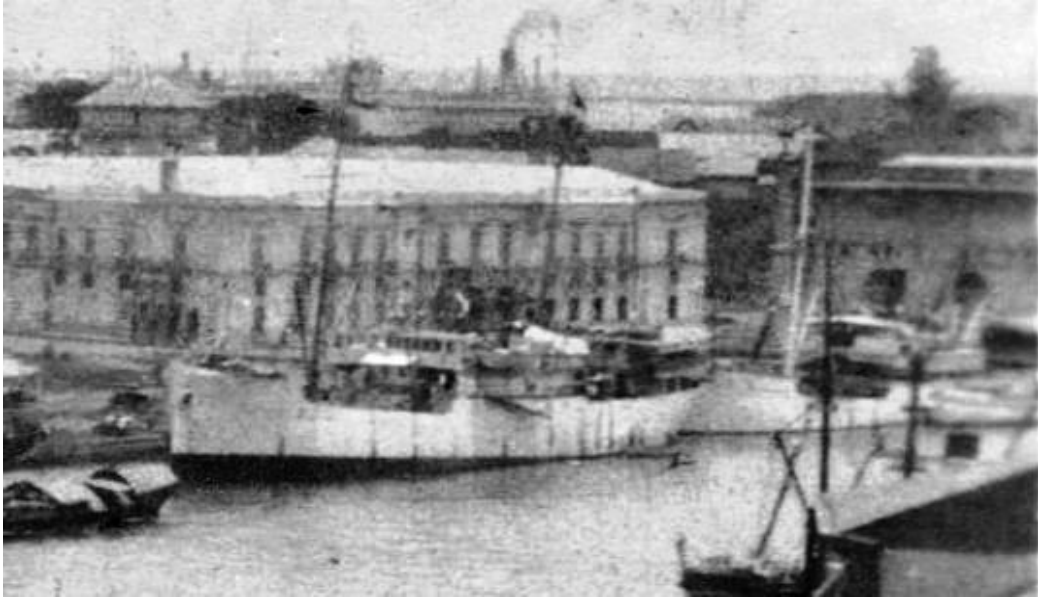
Built by Lobnitz & Co., Renfrew (#342) for CGTF (reg. at Glasgow for delivery voyage). 1899 t/f to U.S. flag. 1906 Route #2/5: Manila-Sorsogon-Legaspi-Daet-Ati-Mauban. Early 1942 used as supply vessel to Corregidor. 28/2/42 seized by Japanese off Fortune Is. and requisitioned as HOEI MARU. 3/7/45 o/v Cheju-Mokpo mined and sunk near Mokpo, Korea in 34.22N/126.52E, 8 crew, 280 pass. lost.



COMPANIA DE FILIPINAS in Pasig, St. Augustin church in background (Vida Maritima website).



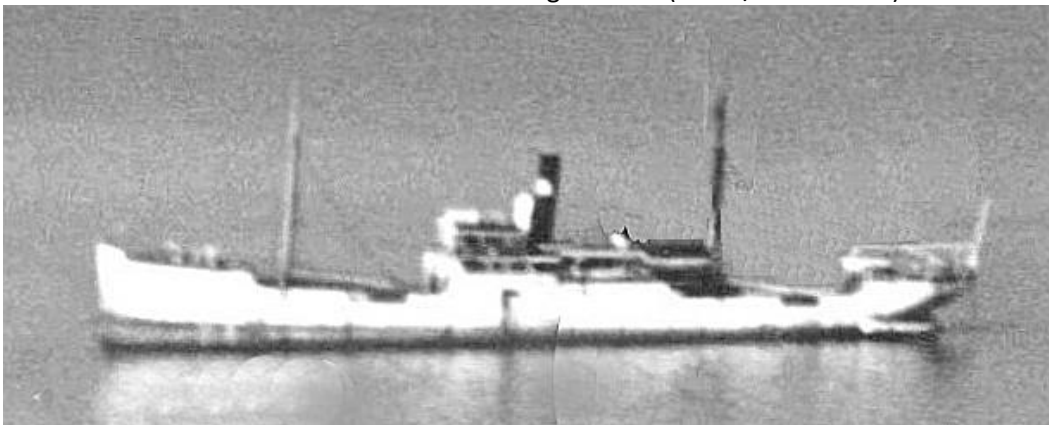
COMPANIA DE FILIPINAS (Vida Maritima website).



Behind MAUBAN at the company berths near Jones Bridge, 1920 (John Tewell).



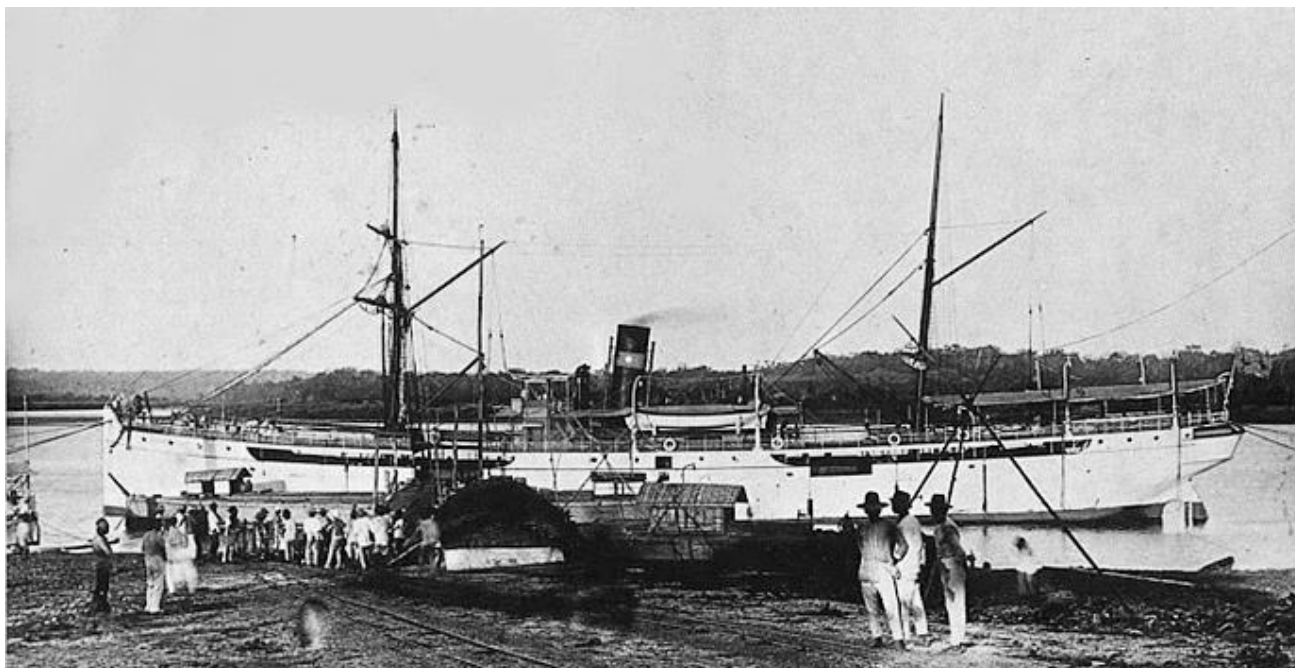
COMPANIA DE FILIPINAS on 15 August 1932 (USNA/John Tewell).



COMPANIA DE FILIPINAS undated (edited to remove other ships, USNA/John Tewell).

ISIDORO PONS (1895-00, 1910-36) 967/95-7 (209.9 x 31.9', T3cy/105nhp by Soc. Arsenal Civil, Barcelona)

Built by Cia Trasatlántica, Cadiz for CGTF as ISIDORO PONS. 1900 t/f to U.S. flag r. TARLAC. 1906 Route #2: Manila-Sorsogon-Legaspi-Daet-Ati-Mauban. By 1908 Route #5: Manila-Samar. 1910 r. ISIDORO PONS (1027 grt). Mid-1931 i/s Manila-Aparri (Madrigal agents). 21/7/36 o/v Manila-Aparri stranded and sank off Zambales.



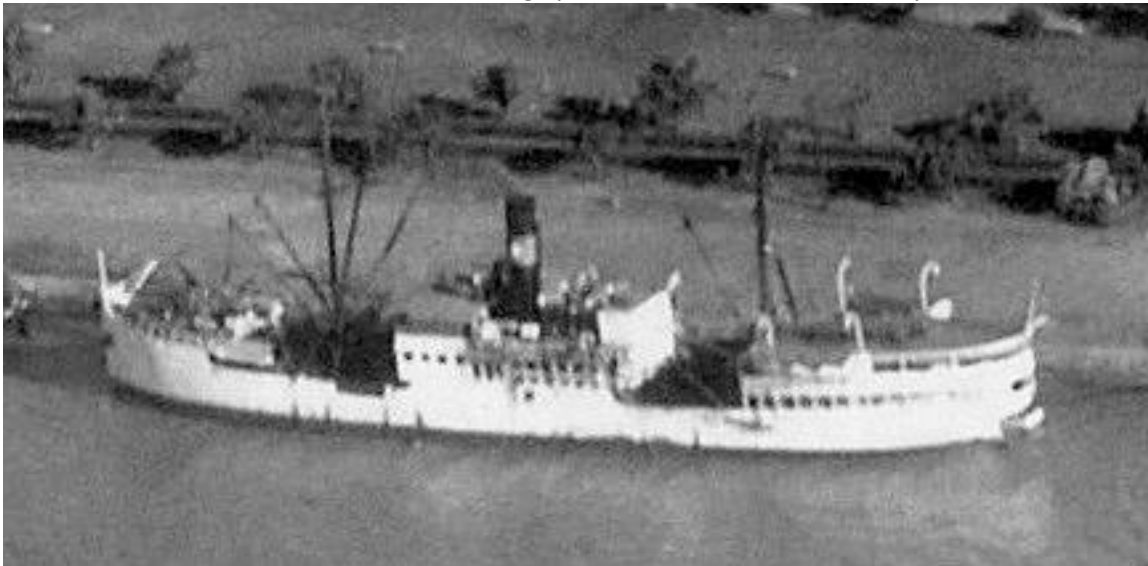
ISIDORO PONS moored in the Cagayan River, rigging suggests 1890s (Vida Maritima website).



ISIDORO PONS (on bows spelt YSIDORO PONS) in the Pasig, colorized image by S. Kentwell based on a partial photograph taken c.1912 by Oswald Lübeck (<https://www.deutschefotothek.de/documents/obj/877198299>).



ISIDORO PONS berthed near Jones Bridge prior to 1923 (Leiden University/John Tewell).



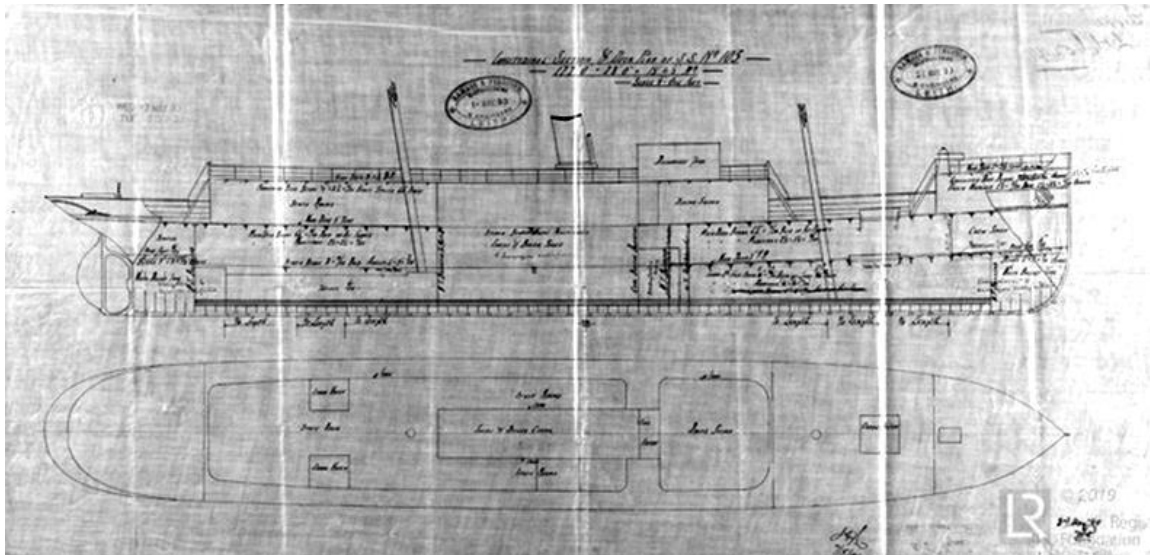
Built up ISIDORO PONS minus awning deck over the wells in Pasig, 29 August 1935, prior to sailing on 31 August for Pandan, Currimao and Aparri (USNA/John Tewell).

TARLAC (1900-10) 967/95 see ISIDORO PONS (1895-1900)

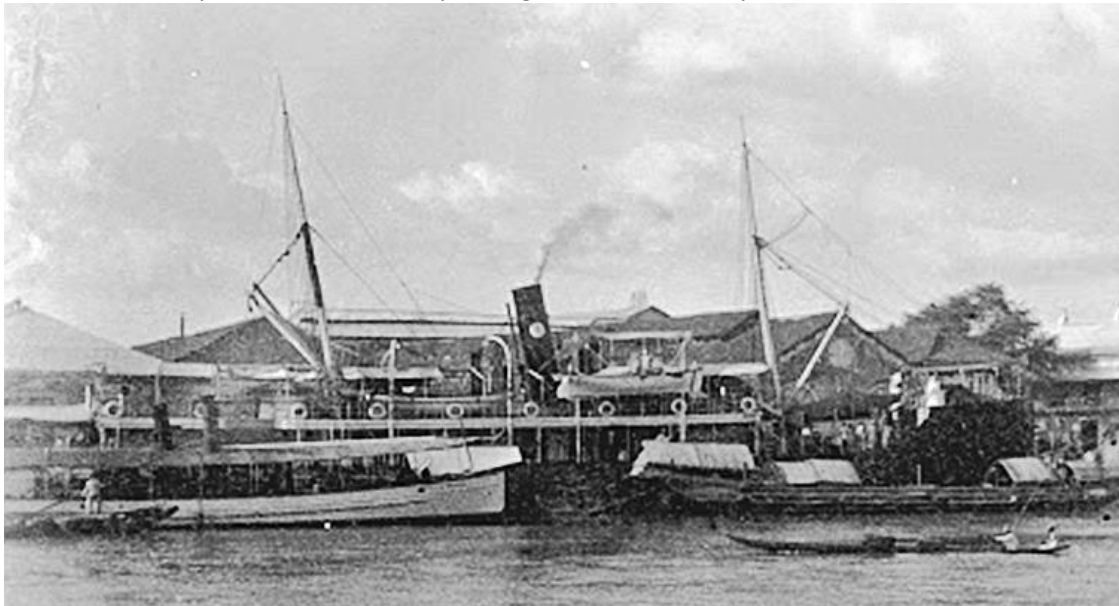
ISIDORO PONS (1910-36) 1027/95 see ISIDORO PONS (1895-1900)

P. DE SOTOLONGO (1897-00, 1910-17) 615/91-2 (204.6 x 28.1', T3cy/121nhp)

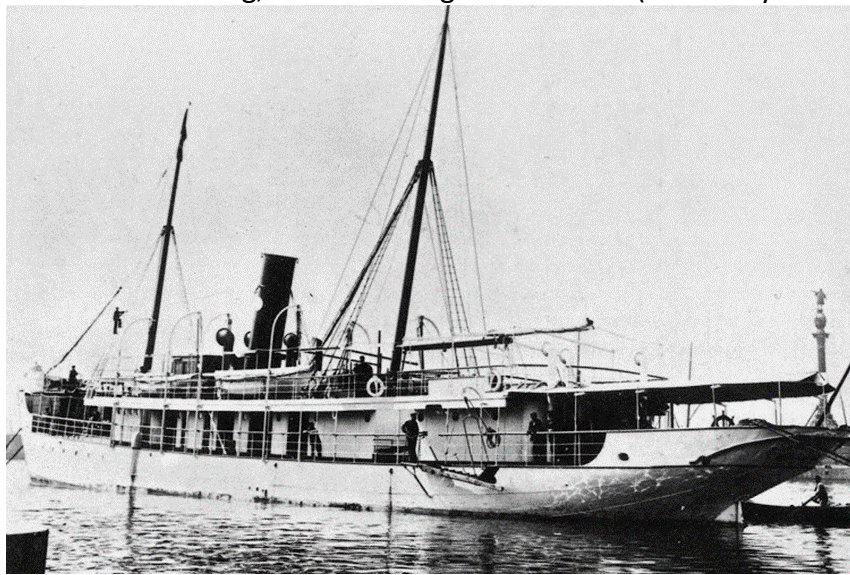
Built by Ramage & Ferguson, Leith (#102) for Royal Mail Stm Packet Co., London for West Indies service as TYNE. 1897 sold to CGTF r. P. de SOTOLONGO, 6/5 cleared Singapore o/v Barcelona-Manila. 1900 t/f to U.S. flag r. UNION. 1906 Route #5: Manila-Samar-Tacloban (Borongan). 1910 lengthened from 177.0' (615 grt) to 204.6' (1050 grt) r. PEDRO DE SOTOLONGO. c.1916 t/f to Tabacalera S.S. Co. 9/16 sold S. en C. Hijos de José Tayá, Barcelona (reg. Bilbao) r. TERESA TAYA. 1921 sold to Jacinto Mitats y Umbert, Bilbao. 1923 reverted to Hijos de José Tayá. 1926 t/f to Africa Occidental S.A., Barcelona. 21/5/32 struck rock and beached in San Nicholas River, Fernando Po on voyage Bata-Santa Isabel, 14/7 wreck further damaged in tornado, CTL.



Profile of Royal Mail's Caribbean passenger/mail steamer *Tyne* as built (LR Foundation).



P. DE SOTOLONGO in Pasig, 1899 with original black hull (University of Michigan).



PEDRO DE SOTOLONGO in 1900s with white hull (Vida Maritima website).



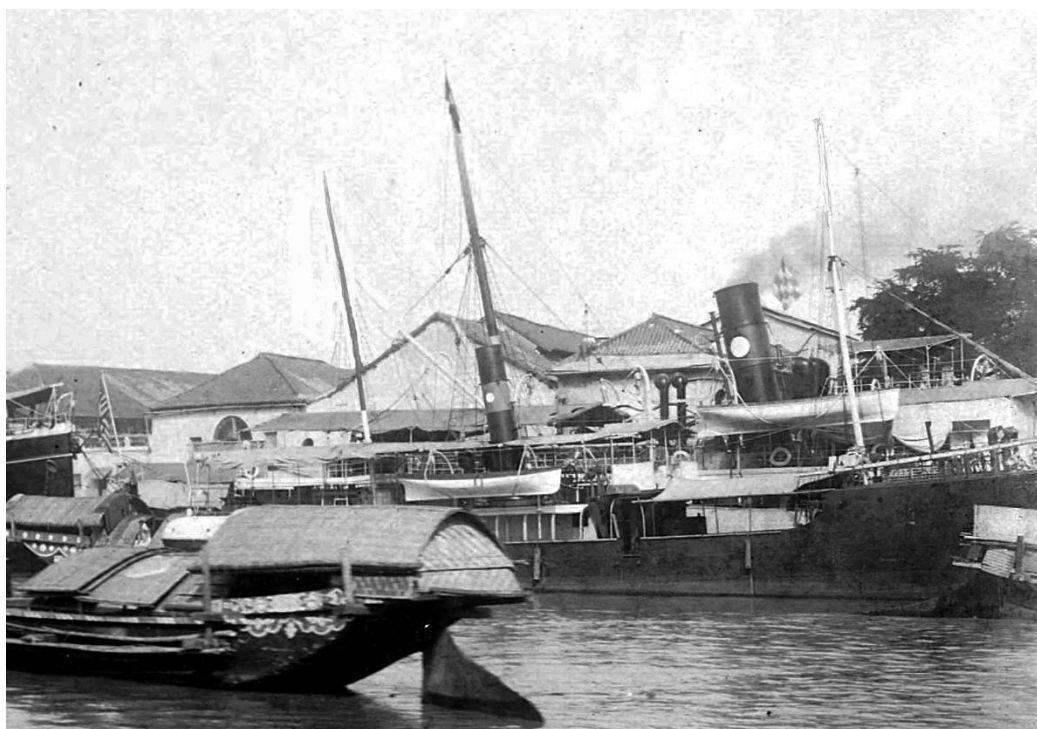
PEDRO DE SOTOLONGO at Taikoo Dockyard 2010 after lengthening and plating in of the well deck but prior to renaming as UNION, CNC's Nanchang on other side (HKMM).



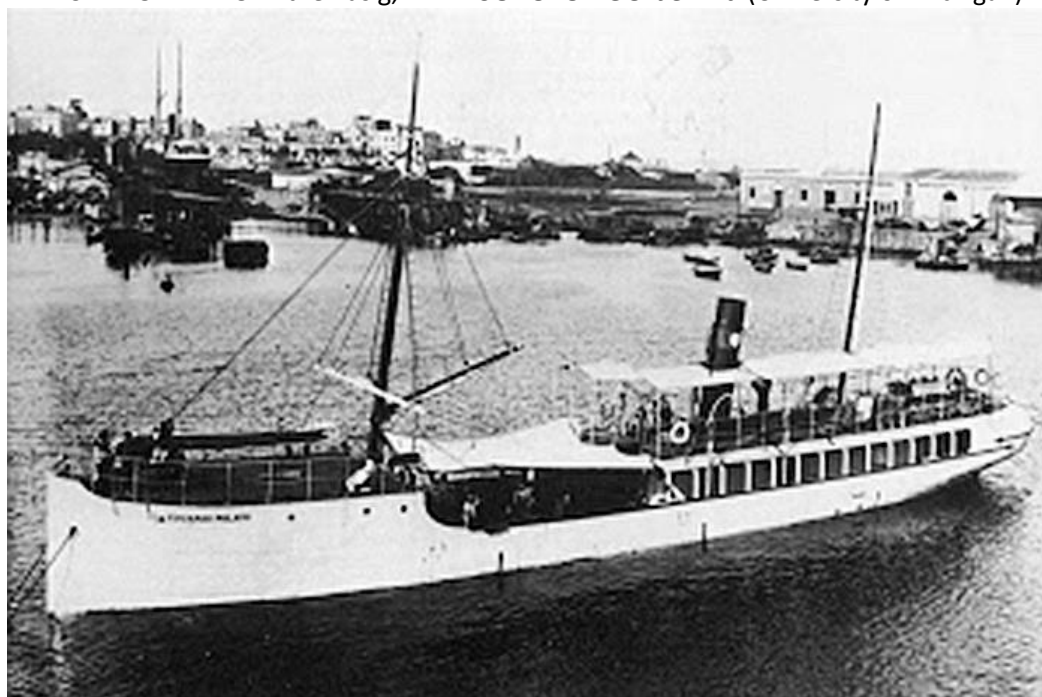
PEDRO DE SOTOLONGO after structural modifications drying awnings during her second period of ownership (ivaniakwatsero.blogspot.com).

UNION (1900-10) 615/91 see PEDRO de SOTOLONGO (1897-1900)
PEDRO DE SOTOLONGO (1910-17) 1050/91 see P. DE SOTOLONGO (1897-00)

EDUARDO PELAYO (1897-00, 1910-14) 155/97 (108.6 x 17.4', C2cy/40nhp)
 Built by Arsenal Civil de Barcelona, Barcelona for CGTF as EDUARDO PELAYO, 23/11/97 cleared Singapore o/v Barcelona-Manila. 1900 t/f to U.S. flag r. ILOCOS. 1910 r. E. PELAYO. 10/11/13 stranded in Katubig River, Samar Is., later salvaged. 1914 sold to Bolinao y Cia, Davao. By 1918 i/s Cebu-Mindanao for Visayan Refining Co. as PELAYO. By 1920 sold to Agusan Coconut Co., Cebu and re-engined. By 1928 owner Eutiquio Uy Godinez, Cebu (127 grt). By 1934 owner Jose Tan Unchuan, Cebu [MVUS 37]. NFI.

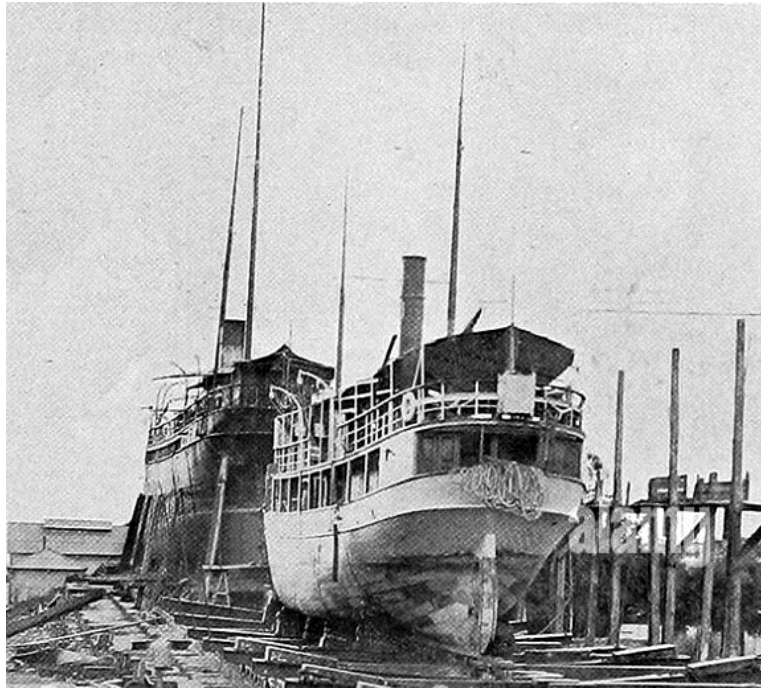


EDUARDO PELAYO in the Pasig, P. DE SOTOLONGO behind (University of Michigan).



EDUARDO PELAYO (Vida Maritima website).

TAYABAS (1899-12) 194/74 (i.s.s., 130.2 x 22.2', C2cy/24nhp by Thompson & Co., Newcastle)
 Built by A. Leslie & Co., Newcastle (#167) for R.P. Wood, Liverpool (reg. owner) Thompson & Co., Newcastle as CAMIGUIN. 7/12/74 sailed Newcastle. 3/75 in service to Cebu-Iloilo for Smith, Bell & Co., Manila. 1876 sold to Pedro Martinez. By 1879 Manila-Dagupan for Joaquin G. Guerrero. 1880s unlisted. c.1890 relisted for P.E. Martinez. By 1895 owner V.G. Palazuelos. 1899 sold to CGTF (reg. Manila) r. TAYABAS. 16/10/12 stranded off Danao (Occ. Negros). Later salvaged and by 1922 (not 1919) recomm. by Agusan Coconut Co., Manila (MVUS 1928) as GIFFORD JONES. By 1928 sold to Insular Nav. Co. (Li Seng Giap), Cebu. By 1934 conv. to m.s. (M6cy/81nhp Deutz) r. KATIPUNAN. 1/42 lost in Philippines.



Probable TAYABAS on the slip adjacent to South Harbour, Manila (Internet).

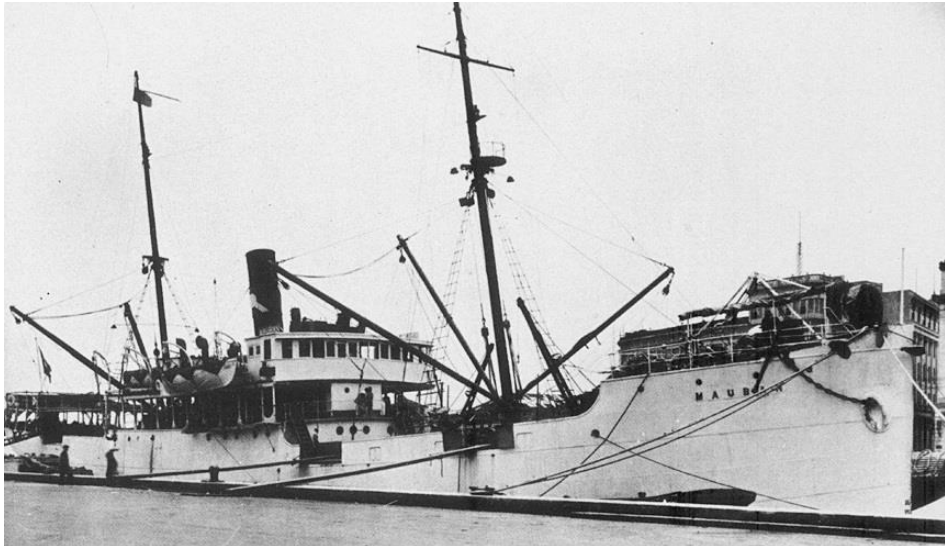
ILOCOS (1900-10) 155/97

see EDUARDO PELAYO (1897-1900)

MAUBAN (1900-42) 1253/00-10 (230.0 x 34.5', T3cy/120nhp by J.G. Kincaid & Co., Greenock)
Built Campbeltown S.B. Co., Cambeltown (#63) for CGTF (reg. owner on delivery J. Samuel & Son, London), 18/1/01 dep. Liverpool. 1901 reg. at Manila (U.S. flag). 10/18-4/19 requisitioned by U.S. Navy for Naval Overseas Transportation Service. 6/19 t/f to Tabacalera S.S. & Commercial Co., Manila. 7/31 i/s Manila-Aparri. 1937 reverted to CGTF. 27/12/41 reportedly scuttled in Pasig River. 2/1/42 seized by Japanese, 15/6/43 refloated and 1943 recomm. (Osaka Shosen K.K. mgrs.) as MANBO MARU. 12/5/45 o/v Osaka-Wakamatsu mined and sunk in Kii Channel off Wadanomisaki (34.30N, 135.10E), 12 lives.



Early MAUBAN in Pasig (Internet).



MAUBAN interwar with enclosed bridge (Vida Maritima website).



Above 2: MAUBAN with accommodation added aft, 5 February 1931 (USNA/John Tewell)



MAUBAN 24 October 1933 (USNA/John Tewell)



Above 2: MAUBAN 13 July 1936. Awning removed at poop (USNA/John Tewell).



MAUBAN sinking in the mud and burning amidships, Pasig River, 27 Dec. 1941 (John Tewell).

BORONGAN (1901-29) 368/01-4 (150.2 x 26.0', T3cy/177nhp)

Built Lobnitz & Co., Renfrew (#529) for CGTF (reg. Manila). 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-Masbate-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.



BORONGAN (offered on Ebay 10/2023).

LAL-LOC (1903-24) 368/01 (150.2 x 26.0, C2cy/17nhp)

Built Lobnitz & Co., Renfrew (#530) for M. Asensi, Manila. 1903 sold to CGTP (reg. Manila). 1906 Route #13: Manila-Calapan-Romblon-Capiz-Iloilo (weekly). 18/5/24 burned out in Iligan Bay, N. Mindanao, CTL, later towed to Cebu, where sold to Visayan Stevedoring Tptn Co., Manila (reg. Iloilo) r. SAN CARLOS II. 1925 r. SAN ISIDORO (now tug) [MVUS 1928]. By 1932 no longer recorded.



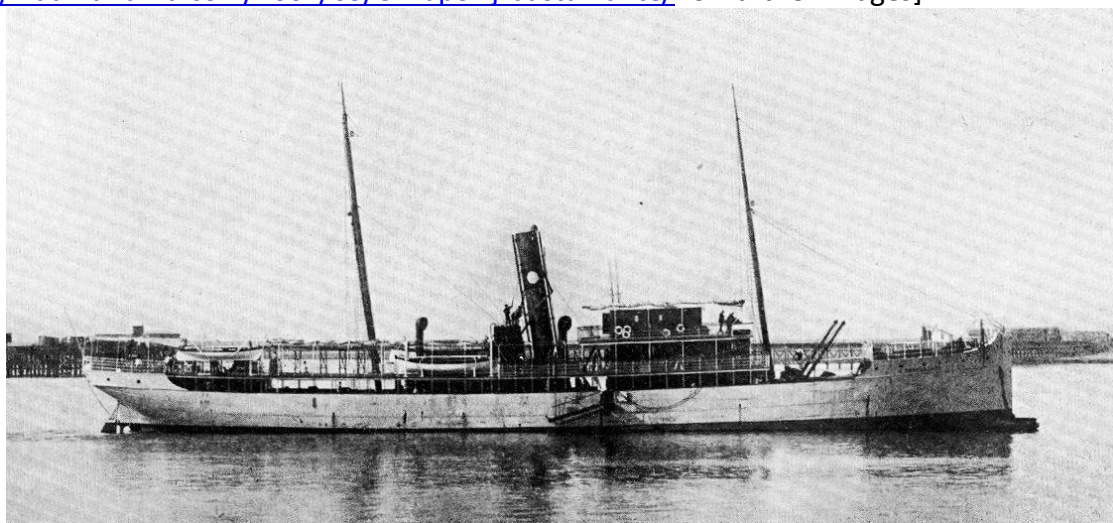
LAL-LOC (Vida Maritima website).

SAN CARLOS II (1924-25) 368/01 see LAL-LOC (1901-24)

SAN ISIDORO (1925-3?) 368/01 see LAL-LOC (1901-24)

J. BUSTAMANTE (1904-15) 1044/04-9 (222.0 x 32.0', T3cy/162nhp by Lobnitz & Co., Renfrew)

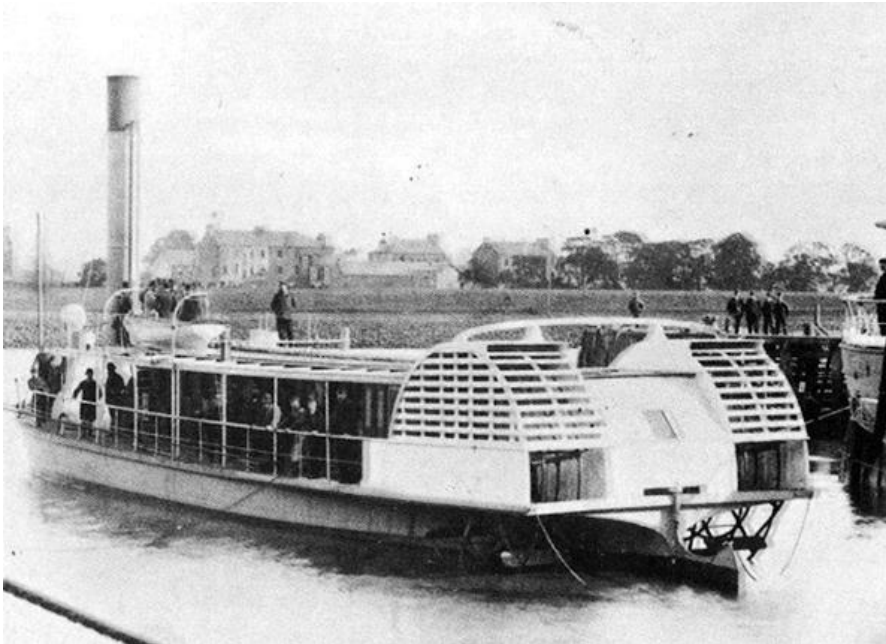
Built Cia Trasatlántica, Cadiz (#20) for CGTF (reg. Manila) for Manila-Aparri line (06). 12/15 sold at P250,000 value to Philippine Govt, Manila to replace and in part exchange for larger cable ship *Rizal* (q.v.). 1936 decommissioned as cable ship, t/f to coastal duties r. APO. 11/4/42 seized by Japanese at Bataan but sunk by U.S. batteries on Corregidor, later salvaged by Japanese. Tentatively identified as 'Georges Wreck' near Tavui Pt, North of Rabaul [Cundall] [see also <https://vidamaritima.com/2007/05/el-vapor-j-bustamante/> for further images].



J. BUSTAMANTE (Vida Maritima website).

Also small vessels on the Cagayan River (still listed LCI II/1938)

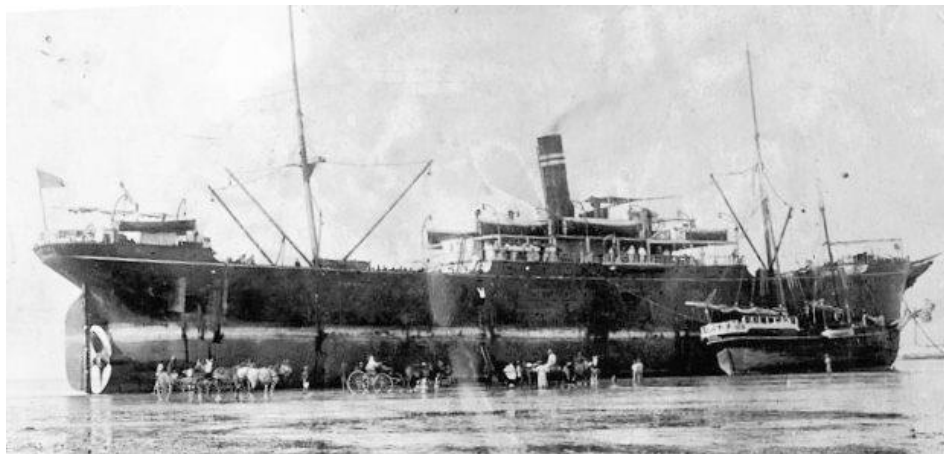
ANTONIO LOPEZ (128/86 San Nicolas). Stern wheel paddle steamer and tug.

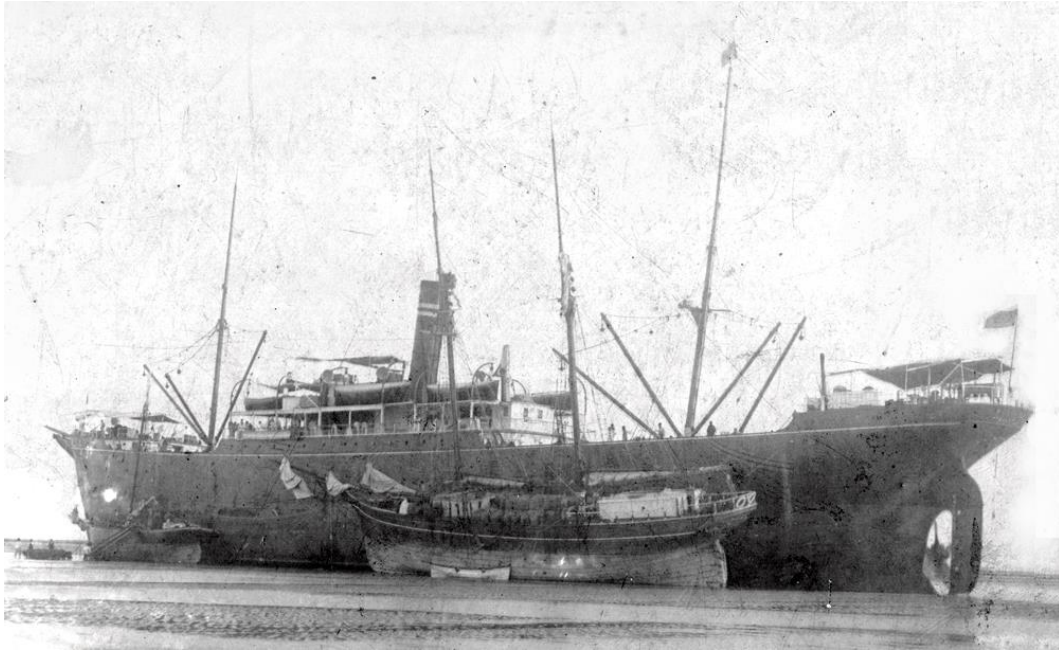


MAGAPIT (135/00 UK) (1925 - given as 1901)

3. Deepsea Vessels (1916-28)

RIZAL (1916-17) 2744/96-8 (313.0 x 43.0', T3cy/266nhp by N.E. Marine Eng. Co., Sunderland)
Built J. Blumer & Co., Sunderland (#135) for (Successors of) J.H. Andressen, Oporto as DONA AMELIA.
7/01 sold to West Australian S.N. Co. Ltd (Bethell, Gwyn & Co. Ltd mgrs), London r. MINILYA. 3/8/01 sailed London and 23/9 arrived Fremantle for WA-Singapore trade (90 pass.). 6/7/09 arrived Singapore and laid up for sale. 2/10 1910 sold for P182,680 to Govt of Philippines (Bureau of Navigation) for use as cable ship and also freight and passengers, 23/2 cleared Singapore as RIZAL. After little used for cable work and expensive to operate, 12/15 sold to CGTF for P210,000 and exchange of *J. Bustamante* (P250,000) to be refitted for liner trade to Spain. 9/11/17 o/v Manila-Barcelona torp. by *U-39* and sunk 9 miles from Cape Cavallo, Sardinia (36.53N, 05.30E).

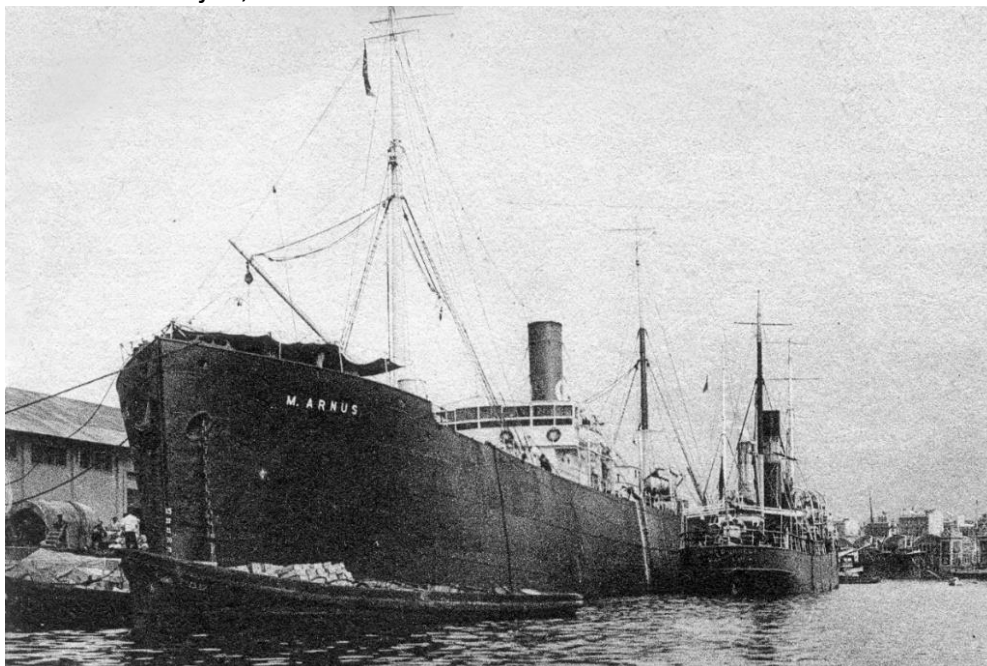




Above 2: RIZAL as WASN's clipper-bowed MINILYA resting on the sand at low tide at Condon, Western Australia, luggers alongside in use as wool lighters (ANU Open Research Library).

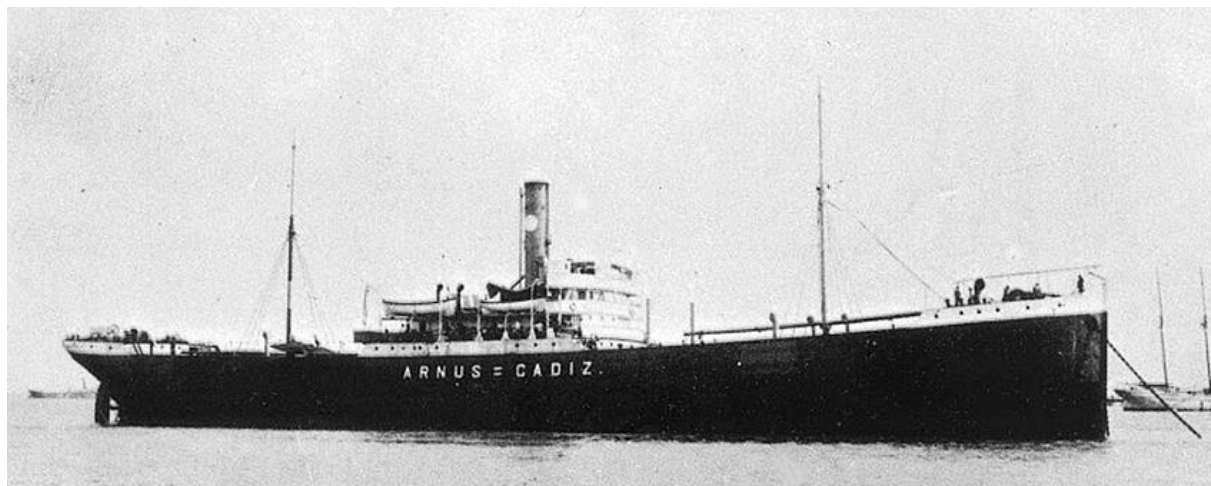
MANUEL ARNUS (1916-17) 2864/94-9 (314.0 x 40.5', T3cy/240nhp8k by T. Richardson & Sons, Hartlepool)

Built by Furness Withy & Co. Ltd, W. Hartlepool (#207) for British & Foreign S.S. Co. Ltd (Rankin, Gilmour & Co. Ltd), Liverpool as SAINT JEROME. 1902 sold to Hokkaido Tanko K.K., Yokohama r. TEMIYA MARU. 1916 sold to CGTF (reg. Barcelona) r. MANUEL ARNUS. 1917 sold to S. de C. Hijos de Jose Taya, Barcelona r. JOSEFA RAICH. 1918 r. M. ARNUS. 1926 sold to Soc. Anon. Africa Occidental, Barcelona. 1929 sold to Domingo Mumbrú, Barcelona r. SUD. 8-9/37 bombed and badly damaged by Nationalist aircraft at Gijón, later towed out and scuttled offshore.



M. ARNUS at Barcelona (from a postcard/Vida Maritima website).

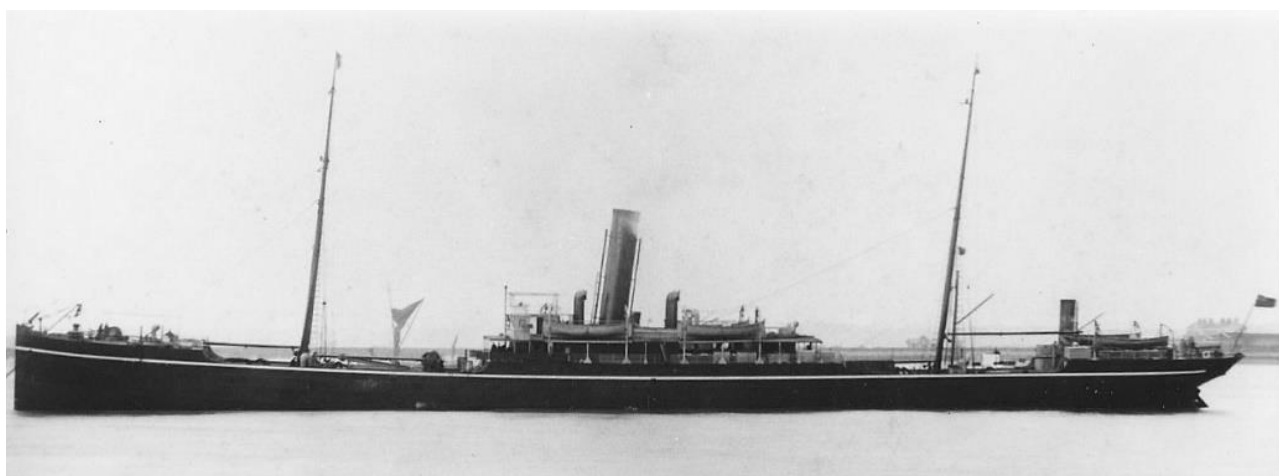
ARNUS (1917-21) 3238/98-7 (340.2 x 45.0', T3cy286nhp by G. Clark Ltd, Sunderland)
Built R. Thompson & Sons, Sunderland (#202) for Liverpool Shg Co. Ltd (H. Fernie & Sons mgrs), Liverpool as ORMAZAN. 1913 sold to Hashimoto Kisen K.K., Dairen r. GOZAN MARU. 1917 sold to CGTF (reg. Barcelona) r. ARNUS. 1921 sold to Cia Naviera Martiartu, Barcelona. 27/4/21 o/v o/v Vivero-Rotterdam (ore) hit object and foundered 50nm off Penmarch, Finisterre.



ARNUS (Vida Maritima website).

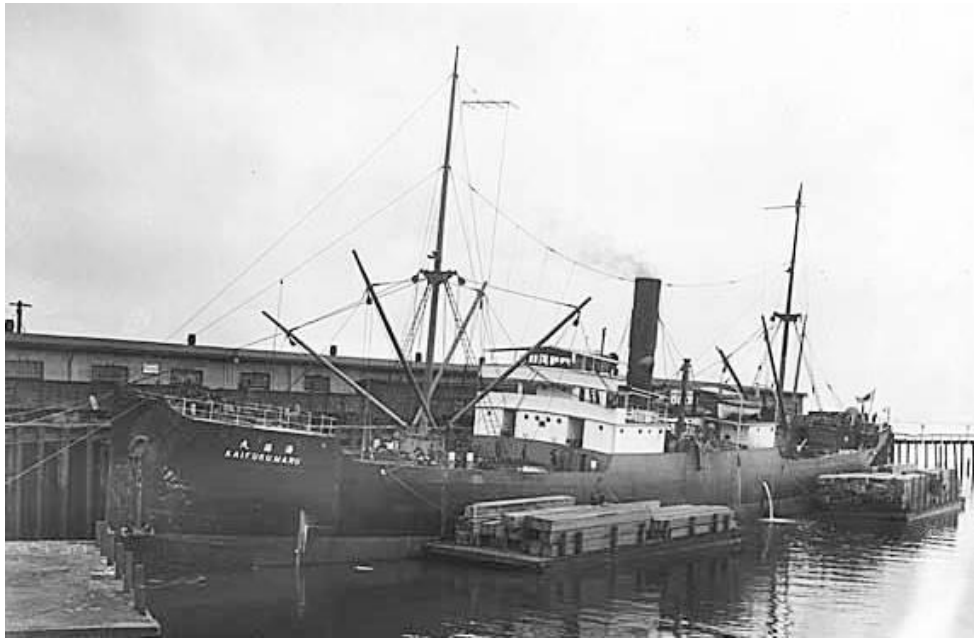
MONCADA (1917-17) 4094/94

Built by Sir Raylton Dixon & Co. Ltd, Low Walker (#355), purchased on stocks by P&O S.N. Co., London and completed as CEYLON. 5/13 sold to Kishimoto Shokai G.K., Dairen r. YAMATO MARU. 1916 sold to Kawachi G.K., Dairen. 1917 sold to CGTF r. MONCADA. 1917 sold to French Govt r. DEPUTÉ PIERRE GOUJON. 12/11/17 torp. and sunk off Belle Ile.



MONCADA as P&O's CEYLON (T. Rayner),

SOTOLONGO (1917-18) 3019/92-10 (315.0 x 41.2', T3cy/266nhp by T. Richardson & Sons, Hartlepool)
Built Sir Raylton Dixon & Co., Middlesbrough (#367) for Powderham S.S. Co. Ltd (J.A. Bellamy & Co. Ltd), Newcastle (Plymouth) as POWDERHAM. 19/2/05 o/v Cardiff-Vladivostok seized by aux. cruiser *Nikko Maru* and subsequently condemned by Japanese prize court, allocated to Dept of Navy. 1907 sold to Tomikura Sempakubu Goshi Shosen Kaisha, Yokohama r. KAIFUKU MARU. 1912 sold to Tatsuuma Kisen Goshi Kaisha, Nishinomiya. 1917 sold to CGTF, Barcelona r. SOTOLONGO. 4/18 requisitioned by Comite Espanol del Trafico Maritima. 27/6/18 o/v Barcelona-Manila torp. and sunk by U-65 W. of Sicily in 38.04N, 11.21E).



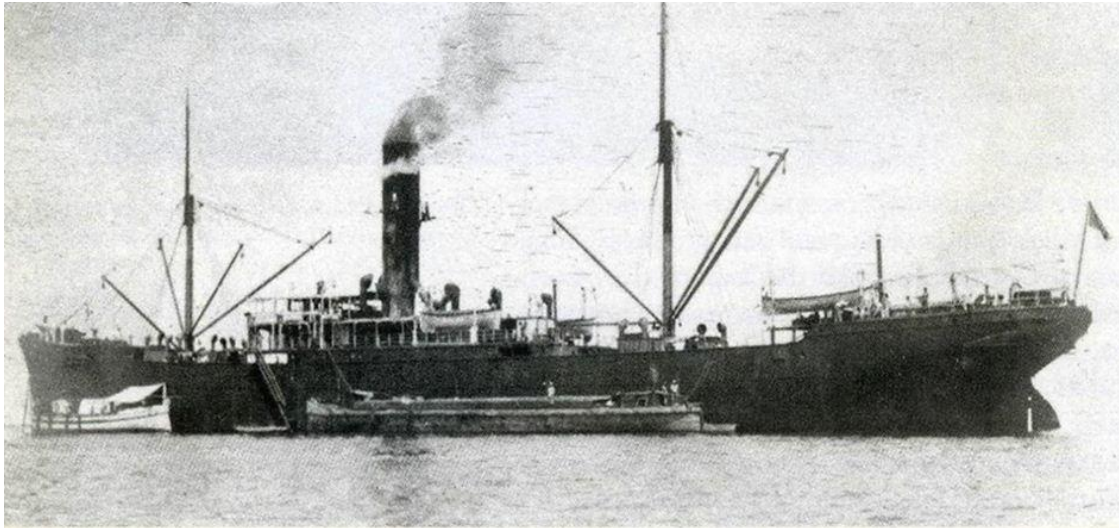
SOTOLONGO as prior KAIFUKU MARU at Seattle (Museum of History & Industry).



SOTOLONGO asserting neutrality in World War I (Vida Maritima website).

VILLEMER (1917-17) 3627/92-10 (354.9 x 42.8', T3cy/282nhp/11k)

Built Scott & Co., Greenock (#302) for Ocean S.S. Co. Ltd (Alfred Holt & Co. mgrs), Liverpool as PYRRHUS. 1906 t/f to Nederlandsche S.M. "Oceaan" (Alfred Holt & Co. mgrs), Amsterdam. 1914 reverted to Ocean S.S. Co. prior to sale to Kishimoto Kisen K.K., Osaka (reg. Nishinomiya) r. SHINGO MARU. 1917 sold to Vicente Madrigal, Manila r. MACARIA. 1917 sold to CGTF (Tabacalera S.S. Co.), Manila r. VILLEMER. 7/11/17 o/v Barcelona-Manila torp. and sunk by UC-38 E. of Crete (2 lives).



VILLEMÉR in wartime colours (Vida Maritima website).



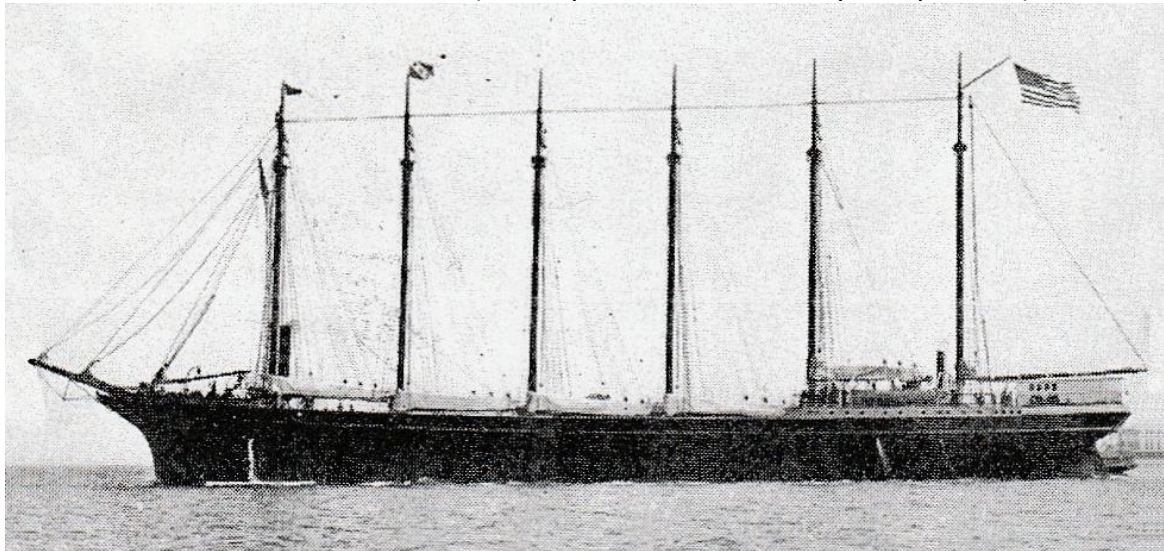
VILLEMÉR after arrival at an unnamed port from Sumatra with rice and tobacco. Painting work underway (<https://www.shipsnostalgia.com/media/pyrrhus-1.419540/>).

KATHERINE (1919-19) 2296/87-5 (iron aux. 5-mst aux. scr, 286.9 x 43.5)

Built by Barclay, Curle & Co. Ltd, Glasgow (#348) for R. & J. Craig, Glasgow as 4-masted sailing ship COUNTY OF LINLITHGOW. 1907 sold to Soc. Nacional de Buques y Maderas, Valparaiso. 1916 sold to Pacific Freighters Co., San Francisco r. KATHERINE. 1918 sold to J.B. Havre, Berkeley (Ca), engined as aux. 5-mast schooner. 1919 sold to CGTF (reg. San Francisco). 1919 sold to Philippine Vegetable Oil Co. Inc., Manila and conv. to aux-2-sc. 6-masted motor tanker. 1923 sold to National Exchange Co., Manila. 1924 sold to Malaysian Nav. Co., Manila. 1924 sold to Gaston O'Farrell, Manila. 1928 sold to J.A. Galani & Y. Behar, Piraeus. 1933 t/f to S.A. Hellenique Maritime & Commerciale "Petrolea", Piraeus r KATERINA. 1937 t/f to S.A.H.M. "Transpetrol" (A. Romano & A.H. Behar mgr), Piraeus. 23/4/41 bombed and sunk at Methana, near Piraeus.



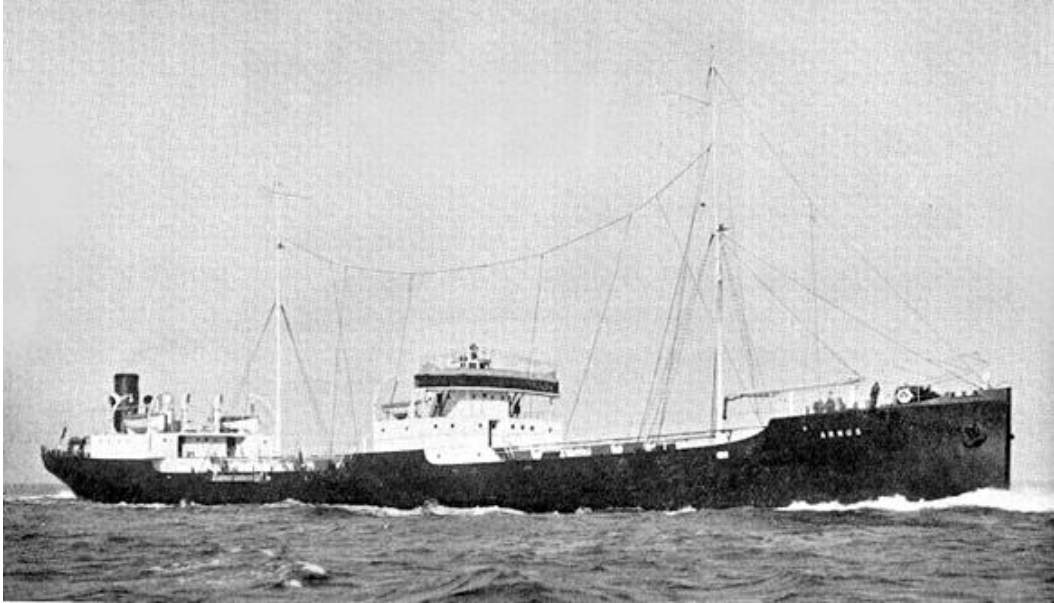
COUNTY OF LINLITHGOW (Old Ship Picture Galleries/clydeships.co.uk).



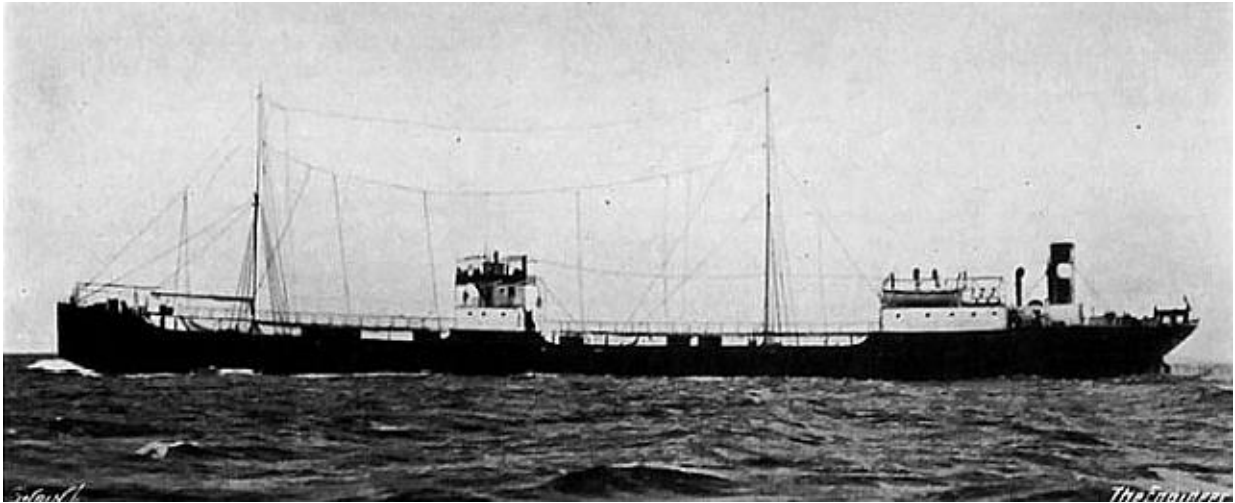
Reconstructed motor tanker KATHERINE (PVOC advert. in *OSK Guide 1925-26*).

ARNUS (1922-28) 4185/22-9 (bulk oil tkr, 365.0 x 49.0, 2-sc. M6cy/600nhp/11k)

Built Swan Hunter & Wigham Richardson, Newcastle (#1122) for CGTF, Barcelona. 29-30/10/27 off Portland Bill steering gear broke in gale, towed into Weymouth by RN. 1928 sold to Cia Arrendataria del Monopolio de Petroleos S.A. (CAMPSA), Madrid (reg. Barcelona) r. BADALONA. 1936-39 under Nationalist Naval requisition as nominally German-flag SIRIUS. 13/12/41 o/v Valencia-Aruba (ballast) sunk by U-453 E. of Gibraltar [www.uboa.net/allies/merchants/ships/1223.html].



ARNUS (internet).



ARNUS (*The Engineer*/tynebuiltships.co.uk).

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