

STEAM VESSELS SOLD TO OR REPORTEDLY SOLD TO JAPAN UP TO 1870

COMPILED BY T. M. MILNE, TOKYO, 1964 (original text in black)

Additions and corrections by T.M. Milne, Ste. Maxime, France 1974 (in blue)

Updated comments of 26 November 2022 by S.A. Kentwell (in red).

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- Collection of semi-colour historical drawings of the Shogunate ships 明治維新当時諸藩艦船図 made at the time of the Meiji Restoration held at the Komaba Library, University of Tokyo is fully downloadable at:
<https://iiif.dl.itc.u-tokyo.ac.jp/repo/s/kaishi/document/05b7e3bf-4986-7e82-0294-24ae217e437a#?c=0&m=0&s=0&cv=1&xywh=2664%2C873%2C1710%2C1020>.
- Further colour drawings of Tokugawa Shogunate-owned ships by Yogozaemon Tamaoki (b.1844) who participated in the ensuing Enomoto-led rebellion. These drawings are listed at the end of this document and may be accessed at the Hakodate Central Library's website in two parts:
<http://archives.c.fun.ac.jp/fronts/detail/reservoir/516fb2041a55724270001ae0>
and
<http://archives.c.fun.ac.jp/fronts/detail/reservoir/516fb10d1a55724270001abe>.

Original Introduction

As it is likely I will leave Japan before the end of the year and thus will not have at hand certain sources of information, I thought I would correct my previous list compiled two years ago to include everything I have learned to date.

As before I must express my gratitude firstly to Mr. E.K. Haviland and to Mr. R.G. Watts, the late Mr. K. Taira, Mr. S. Fukui, Mr. T. Tashiro, Mr. G. Yamagata (*sic, doubtless referring to Goro Yamataka*), the late Mr. A.L. Bland, Mayors of several old feudal towns and to numerous correspondents for their help in compiling this list.

Comments by Stephen Kentwell

With the arrival of Admiral Perry's Black ships and the opening of Japan in 1858, the purchase of foreign steam vessels by the Tokugawa Shogunate and by individual Japanese Han was a major development revolutionising the country, politically, economically and culturally. From 1858 until

the 1870s ships for prospective sale arrived in Nagasaki from Chinese ports, and others were ordered from the U.K. or even built “on spec” for Japanese owners.

Many if not most of these ships were modestly armed, as was usual for European and American steamers visiting China and Japan in the 1850s and 1860s. For the Shogunate and for daimyos, the steamers had a dual importance both as strategic assets and, as time went by, increasingly as a reliable means of transport.

The “Maru” suffix which gradually came to be used in this period probably derives from a concept of fortress-like strength and political power (“Maru” meaning a fortress rampart, and used formally in naming these ramparts such as “Hon Maru” meaning (‘Main Rampart’). Along with the significance of the ships, it evolved to indicate peaceful mercantile shipping, and in the Meiji period the “Maru” naming system for merchant ships was written into legislation, and still existed as such post-World War II.

This list in effect covers all major Japanese steamships of the period, as Japanese builders did not start to construct steamers of significant size until the 1870s and the Imperial Japanese Navy was not commenced until 1868.

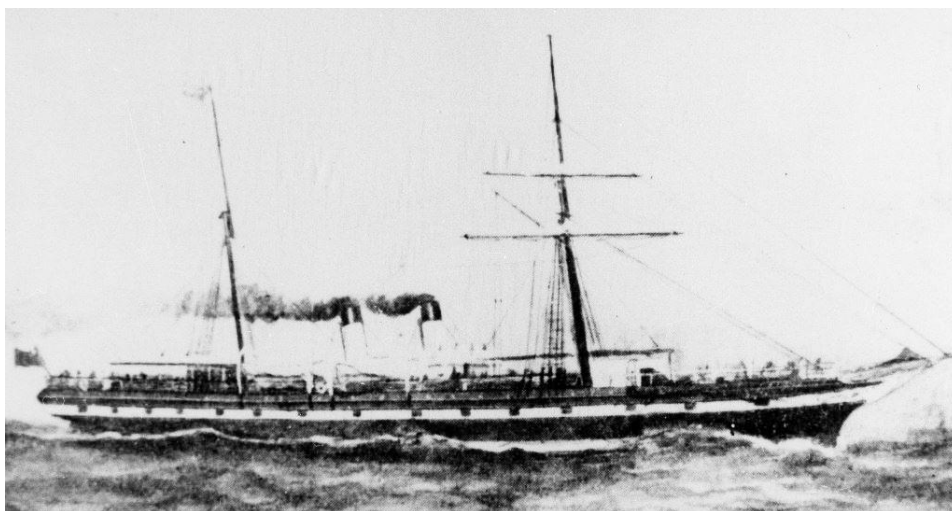
1. **ADLER** (N. Ger.)

Built in Hamburg but shipped to Osaka in parts 1869. Assembled there and launched broadside in January 1870. The second steamer (and first iron steamer) launched in Osaka. 75' x 15', 30 h.p. screw, 80 gross, 30 net tons. Operated by her owners Lehmann & Hartmann on the Osaka/Hiogo (Kobe) route until March 1870 when she was bought for \$18,000 by the Bingo-han who continued her on that route. By 1872 she was on the Osaka/Tadotsu service for the Kaiso Kaisha as the **KAIO MARU** eventually in the Mitsubishi fleet. To the N.Y.K. in 1885 and sold by them in 1889.

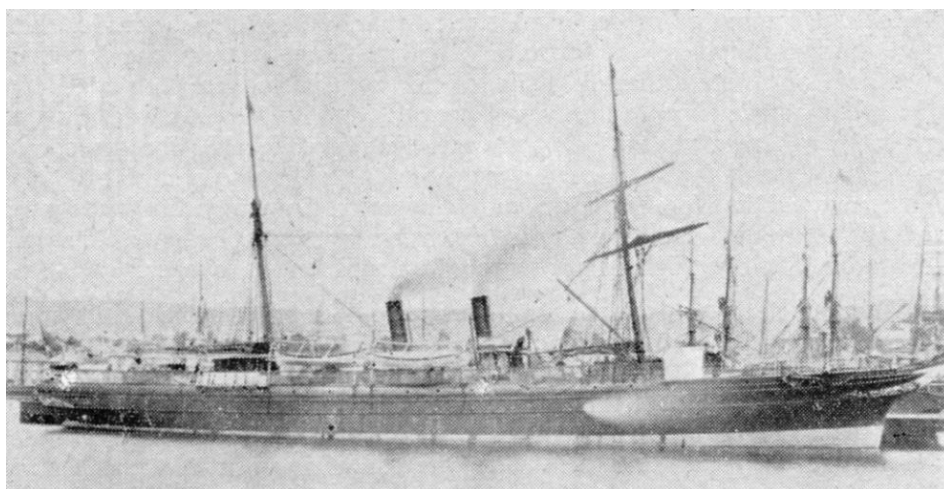
2. **ALBION** (Br.) O/No. 47,848

Built by Scotts of Greenock 1863 for the Otago S. S. Co., 218' x 27', 806 gross tons. Operated between New Zealand and Australia. Acquired by C. Hoyt and brought to Japan as a speculation and offered for sale June 1868. During July and August she was chartered to a firm of Italians buying silk worm eggs on the north coast of Japan. For the remainder of 1868 and early 1869 she was operated coastal around Japan by Aspinall, Cornes & Co. April 1869 she was chartered by the Japanese Government who used her to evacuate foreigners from Hokkaido because of the unrest there. In July 1869 went to China and served on a Shanghai/Manila/Formosa service with occasional calls at Japanese ports. She returned to Australia in 1870, and was bought by McMekan, Blackwood & Co. Changed hands, and under the name CENTENNIAL was sunk by collision in Sydney Harbour 1888.

After layup of several months sold 3/68 at Port Chalmers for £12,400 to Hoyt, Chaplin & Co. (also reported as C.J. Hoyt, U.S. citizen and Capt. McKinnon) for voyage to Japan via Fiji and Sydney (sailed 12/5) with gold prospectors and a fleet of Cobb & Co. stagecoaches, arriving Yokohama 16/6. 11/69 placed in hands of Jardine Matheson, Yokohama for sale, £ 8,300 deposit received but vessel then sailed to Gladstone by Hoyt who attempted to re-register it before Jardines could do so. Hoyt subsequently reported insolvent after 2 year court case (Harry S. Williams Archives, NLA, Canberra). [Cornes & Co. Ltd still exists as a company in Japan <https://www.cornes.co.jp/en/company.>]



ALBION (Queensland State Library).



ALBION in the 1870s (W. Laxon).

3. ALLIGATOR (Br.)

According to British Consular records, this ship of 369 tons which had been Japanese, was sold to the Satsuma-han in October 1867 by Glover & Co. Her tonnage and this date appear to identify with the GERRARD, No. 49, which please see. The Choshu-han report chartering the ALLIGATOR for the period Oct. 1867-Feb. 1868 and calling her **KIKUSEI MARU**.

4. ANTELOPE

It is possible that a vessel that had borne this name became the KOUN MARU. Built in Hong Kong 1863, 357 gross, 263 net tons, 169' x 24'.

5. ARGUS (Br.) O/No. 18,971

Built by Henry Fletcher & Son and Fearnall, Limehouse, 1840 for the Corporation of Trinity House. 158 tons register. She traded around China and Japan from about 1864 owned by Shaw Brothers, Shaw Cull & Co. were her Japan agents. Her tonnage was then given as 161. According to press reports she lay in Yokohama from August 21st, 1864 until the end of 1866. It is probable that in this period a sale to the Shogunate was negotiated but fell through. Japanese records state that the Shogunate bought a vessel of 161 tons at this time but no Japanese name was given to her. In December 1866 she was bought by Glover & Co. Officers were brought from Shanghai and the ship started coasting again in May 1867. In September her master, Captain Wright, died. In January 1870 Glover tried to sell her to the Saga-han (Isahaya) but she sale fell through. She lay in Nagasaki during the rest of 1870 undergoing a refit that raised her tonnage to 277 tons. On Glover's bankruptcy in the summer of 1870, the control of the vessel passed to his liquidators, the Netherlands Trading Society. She was chartered to Mitchell who used her as a tug and collier from 1872. In 1876 she was sold to H. J. Hunt of Nagasaki who in turn sold her to Japan, her British registry being closed in June. Renamed **NIPPON MARU**, she was sunk on 14th October, 1878 after collision with a junk in the Hirata Strait.

1871: In order to retain British registry the Netherlands Trading Society, who were liquidating Glover & Co., transferred the ownership of the ship to H. J. Hunt. But owing to irregularities in the Bill of Sale of December 1866, the transfer was not completed until 1876 shortly before the ship was officially sold to Japan. However it is reported that she was flying the Japanese flag as early as 1874.

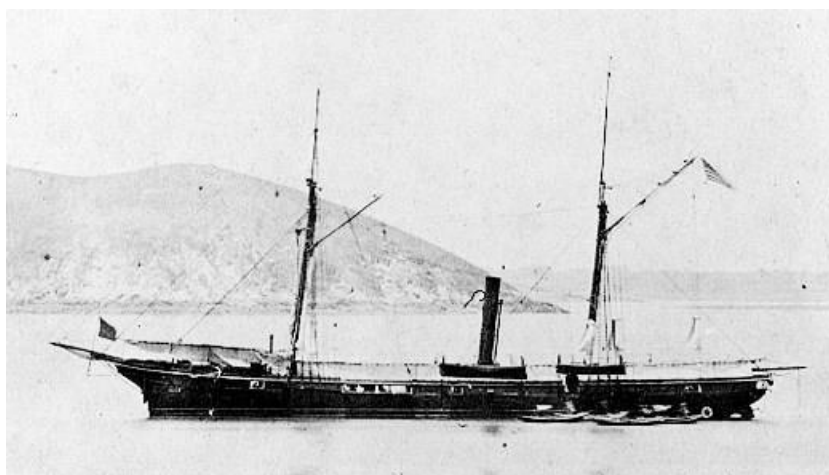


Paddle steamer ARGUS, Capt. Chatham, at Takashima, Nagasaki in 1873 (Potter colln).

5a. insert:

AROOSTOCK: (U.S.)

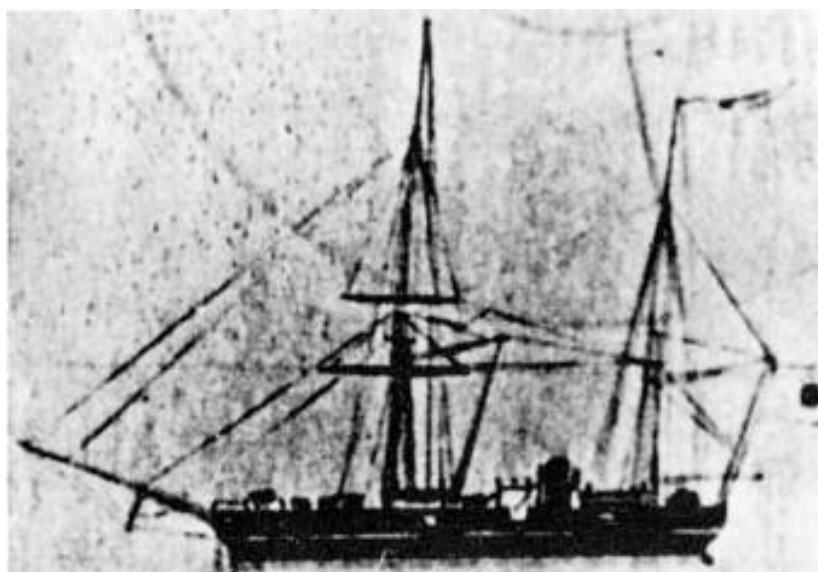
Built in 1862 by Thompson of Kinnebeck Maine for the U. S. Navy, a wooden, screw, gunboat of 507 tons, 158 x 28. Served in the Asiatic Squadron being de-commissioned in Hong Kong in 1869. In October that year sold to J. O. P. Stearns, an American citizen of Yokohama for \$12,000. In 1870 Stearns sold the ship to Japan, No Japanese name found.



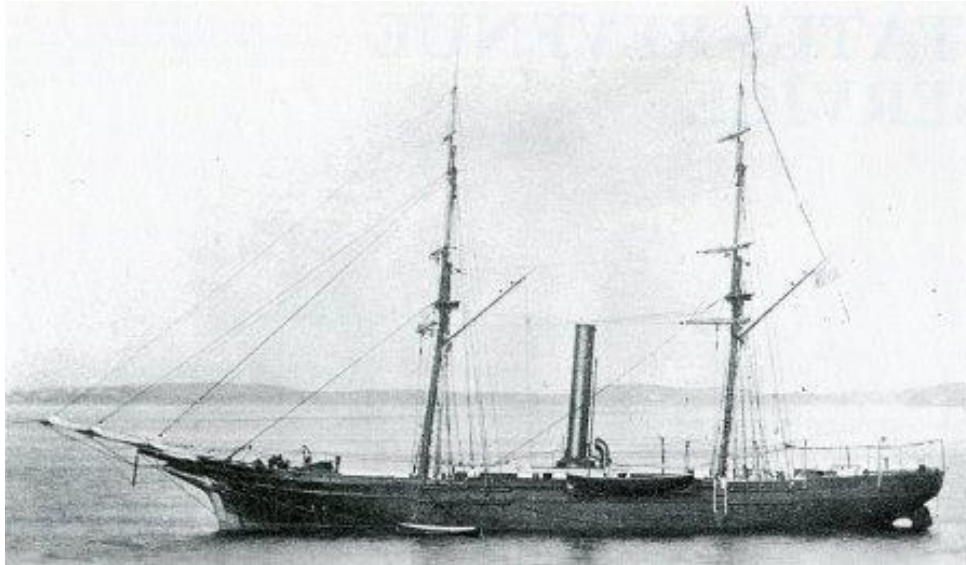
USS AROOSTOCK in China ([https://en.wikipedia.org/wiki/USS_Aroostock_\(1861\)](https://en.wikipedia.org/wiki/USS_Aroostock_(1861))).

6. ASHUELOT (U.S.)

A U.S. **Pawtuxet Class** Revenue cutter built in New York 1863, 138' x 29.2', 323 gross tons, wood screw. Sold to Japan in March 1868 by Blake for \$70,000, although American officers were in command up to October (Hiogo News 10.12. 68.). As the **TAKAO** of the Akita-han was captured at Hakodate by Enomoto and used by him in conjunction with the KAITEN and was probably renamed **No.2 KAITEN**, as she appears as such in the Shizuoka-han list. In 1869 she was driven ashore by Imperial ships and after some 30 days ashore was burnt.



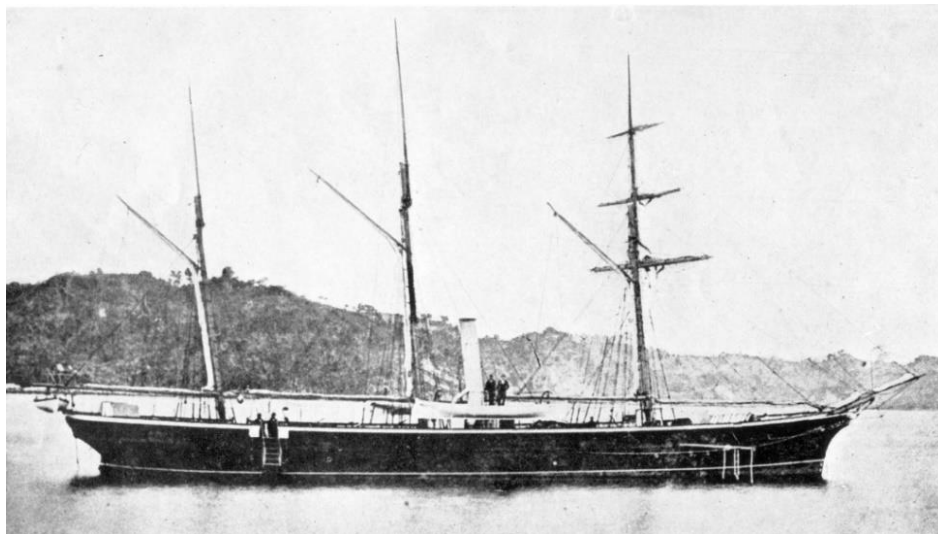
TAKAO/ No.2 KAITEN (<http://www.asahi-net.or.jp/~ub2s-yky/shinsengumi/gunkan02.html>).



Sister ship LEVI WOODBURY (https://en.wikipedia.org/wiki/Pawtuxet-class_cutter).

7. ASSUNTA (Br.)

A screw vessel of 125 tons launched in the U.K. 1866, armed, sold by Glover to Choshu, renamed **No.2 TEIBO MARU**, 1868. Taken over by the Imperial Navy 1870. Wrecked 1885 Pt. Anori, Shima Prefecture.



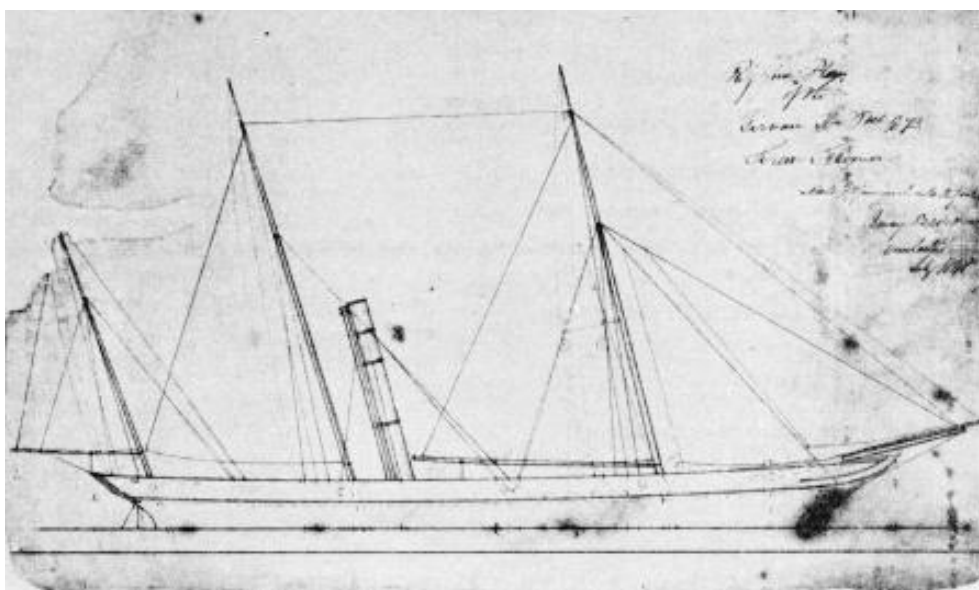
TEIBO MARU No.2 (*Umi to Sora* 6/58).

8. AUGUSTA (U.S.)

Built in Shanghai in 1867. Traded between China and Japan. Offered for sale in Yokohama 1868. In 1869 she was chartered by the Japanese Navy for operations against Enomoto. Towards the end of 1869 she was bought by her agents in Japan, Walsh, Hall & Co. and was probably sold by them to the Tosa-Han in 1870, ~~renamed MOMIJGA, and used by Iwasaki prior to the formation of the Mitsubishi Yubin.~~ (confusion with #97) She was probably lost-about 1873.

9. **AYRSHIRE LASS** (Br.) O/No.15,117

Schooner rigged steamer 88' x 19', 83 gross and 58 net tons, launched 1848 by Denny of Dumbarton for the Girvan S.P. Co. 1861 sold to T. Steele and others of Ayr. Sent to China, operated by Fletcher & Co. on the Shanghai/Ningpo route, carried 2 guns December 1865, sold through Glover & Co. to the Chikuzen-han for \$25,000. British certificate cancelled May 1866. In the Shogun's fleet. Without a Japanese name and subsequently in the Uwajima and Izuhara fleets as the **SHOZUI**
Was sold to Echizen not Chikuzen.



AYRSHIRE LASS (Dennys).

10. **BAHAMA** (Br.) O/No. 44,199

Built by Pierce & Lockwood, Stockton-on-Tees. Launched by torchlight 24 January 1862. 135 h.p. engines by Fossick & Hackworth. 888 tons gross, 226' x 29'. Registered in name of Edwin Haigh and later Frederick Chapman of London. Cleared for Nassau August 1862, acted as supply vessel for Confederate raiders ALABAMA and OTEGO. Arrived in Japan consigned to Dent & Co. 10 May 1864. Bought by Glover & Co. 12 December 1864 and sold by them to the Kishu-han 20 Dec. 1864, renamed **MEIKO MARU**. 1867 collided and sank IROHA MARU ex SARAH (q.v.) in Inland Sea. In 1868 she was acquired by Adrian & Co., reverting to her old name and British flag. After extensive repairs in Whampoa, she was registered in Hong Kong by Hugh Pritchard of Adrian & Co. as No.4 of 1869 and was operated between Japan and China. In April 1870 she arrived at Hiogo from Newchwang and Chefoo and lay there until sold to the Kishu-han in July. She regained her old Japanese name of MEIKO MARU and was chartered to the Tsusho. She was acquired by the Yubin Jyokisen and in 1875 passed to the Mitsubishi Yubin. Her engines were removed in 1877 and she was renamed **SUMANOURA MARU**. Used as a barque, she sank after collision with YAMASHIRO MARU in 1884.

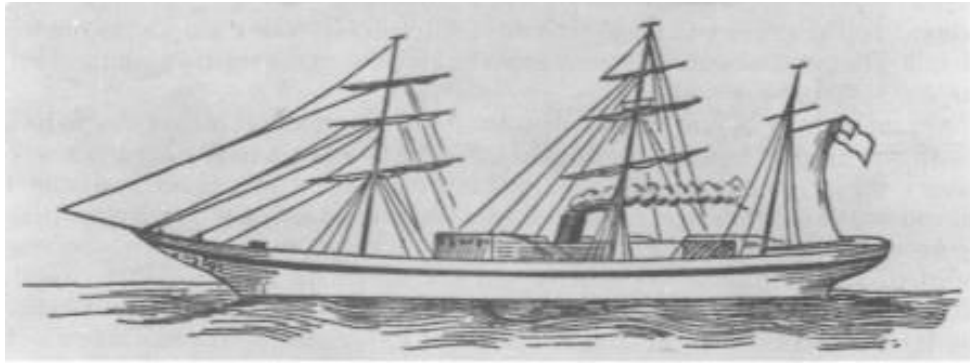


Fig. 4. The *Babama*. This rather crude sketch was forwarded to Washington by the U.S. Minister at Brussels. Together with a description of the vessel it was then sent to blockading squadron commanders to help identify the suspected blockade runner.

(Mariner's Mirror 81)



Depicted sinking the IROHA MARU (K. Tanii).

11. **BERTHA** (Br.) O/No. 50,686

A Glasgow-built iron screw vessel of 288 gross and 226 net tons. Registered by Geo. Burdis of Shanghai in Hong Kong 1869 with only these particulars. Sold to the Satsuma-han for \$40,000 in 1870, her British registry was closed in November. Her trail ends there.

Had been German; bought by Adrian & Co. in Japan and sent to Hong Kong under temporary British papers in February 1869. She was overhauled and registered there as No. 50,686.

12. **CALEDONIA** (Br.) O/No. 50,677

Built in Hong Kong 1867, 139' x 24'; 227 gross, 124 net tons, She was apparently a barge-type vessel originally owned by J. Riach who soon sold her to Lapraik. She was sold to the Saga-han in 1868, carrying 4 guns she was used as a gun boat, renamed **ENNEN**. In 1871, presumably after damage, she was hulked and served the Government and the Yubin Jyoki as a storeship. In 1876, she passed to Mitsubishi and was apparently renamed **FUYO MARU** and used as a hulk in Yokohama.

Wooden, screw, sold to the Saga-han by Alt & Co. used as a Gun--boat by the Imperial Navy in the Enomoto rising. In 1871 Saga offered her to the Government but as she was in such a bad condition she was refused. She was then hulked.

12a. Insert:

CAPRON:

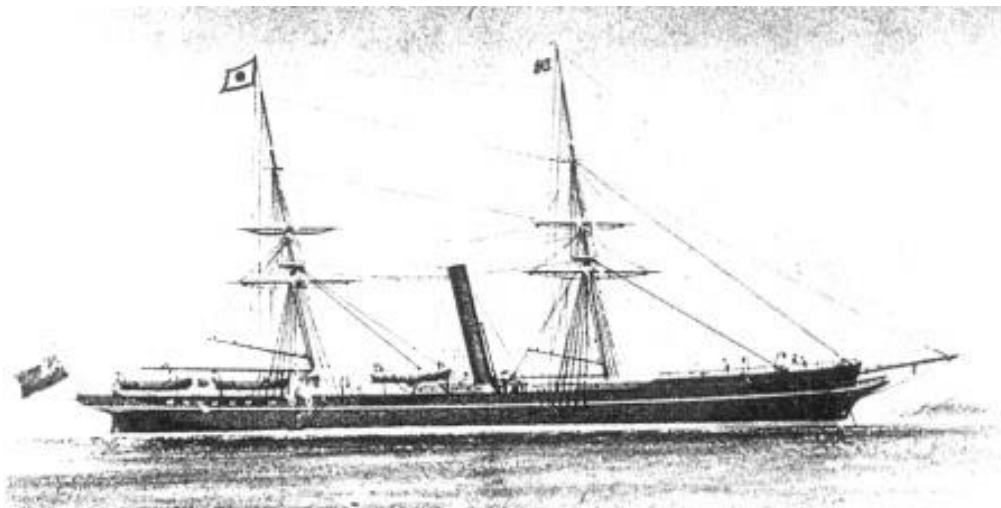
Japanese records state that this ship was bought on 9th June 1870. This must have been the date she was ordered as she was not completed until 1872 by Poillon, New York, 136 net tons. After bearing several names KIORIO MARU, KEPURON MARU, for example, she foundered in 1912.

Entry from SK's Kiodo Unyu list:

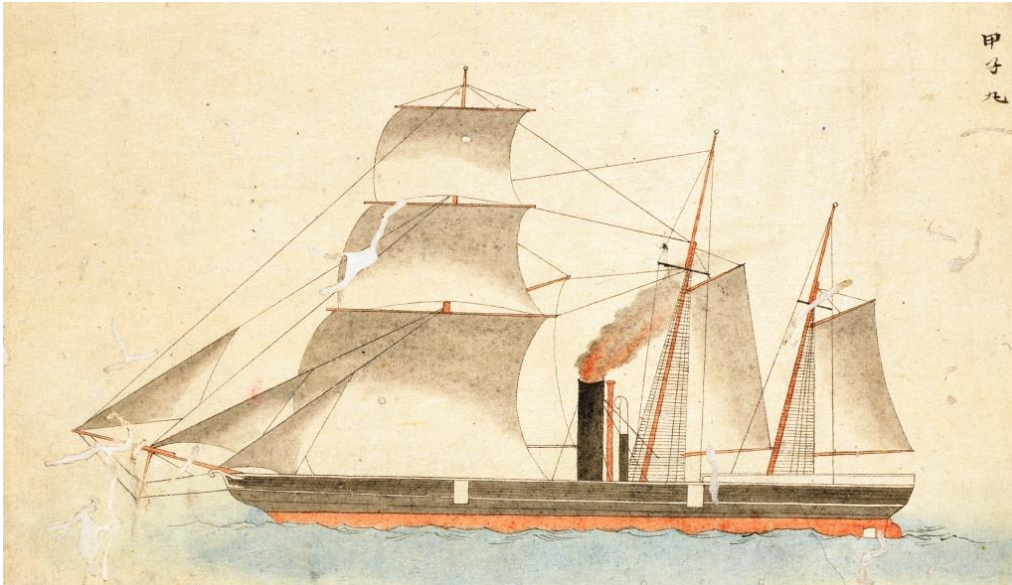
KYORYU MARU 矯龍丸 (1883-85) 374/72 41.2 x 6.89 x 5.07 (m) 1cy 100 nhp 250 ihp (w.s.s.)
Built by C. & R. Pouillon, Brooklyn, New York for Japanese Government (Hokkaido Kaitakushi) as CAPRON. 4/4/73 sailed New York, arriving Bermuda 17/4, Gibraltar 17/5, Port Said 19/6, Hong Kong by 9/8. Delivered to Hokkaido Unyu Kaisha r. KARAFUTO MARU. 11/83 t/f t/f to Kiodo Unyu r. KIORIU MARU. 1/10/85 t/f to NYK. 15/4/97 sold to Kumataro Ishigaki, Hakodate r. KEPURON MARU. 1/12/12 wrecked and 14/12 sank off Esatsu Kamome Lighthouse on voyage Hakodate-Esatsu. [Horace Capron was a former U.S. Secretary for Agriculture who advised the Hokkaido Kaitakushi.]

13. CARTHAGE (Br.) O/No. 17,185

Built by Denny of Dumbarton in 1856. She was owned by Peter Denny and others until 1861 during which time she traded for Dent & Co. She was on their Japan/China service in 1859. Of 500 register tons this screw vessel was 217' x 30' with 150 h.p. engines. In 1861 she was bought by A. Perceval of Jardines and traded for them. Sold through Alt & Co. to the Hizen-han (=Saga-han) in October 1864 and ~~renamed KOSHI/KINOYENE~~ used the Japanese rendition of 'Carthage' **KARUTAGO** 甲子. Alt & Co. reacquired her for a few months in 1867, her provisional British papers being cancelled in August when she was resold to the Hizen-han and reverting to her Japanese name. She was wrecked August 1868 at Akita while trooping.



Painting of CARTHAGE based on original line plans, showing Japanese colours (NMM, reproduced in Haviland ESNC).



KARUTAGO MARU (sic.) shown in barquentine rig under Japanese ownership in 1868
(Komaba Library, University of Tokyo Image 20).

14. **CHINA** (Br.)

This British-built ship of 146 net tons launched in 1862. Traded on the China coast. Was under U.S. flag for a short period in 1866, but was under British flag again by October when she was sold to the Tosa-han. Tosa, who renamed her **UTSUSEMI/KEIGAKA**, states she was 130' x 24'.

A paddle steamer, she was delivered to the Tosa-han by Adrian & Co. in October 1866 in exchange for the SHANGHAI (No.119) which was in poor condition.

1863-65 trading on the China coast for Trautmann & Co.

15. **CHINA**

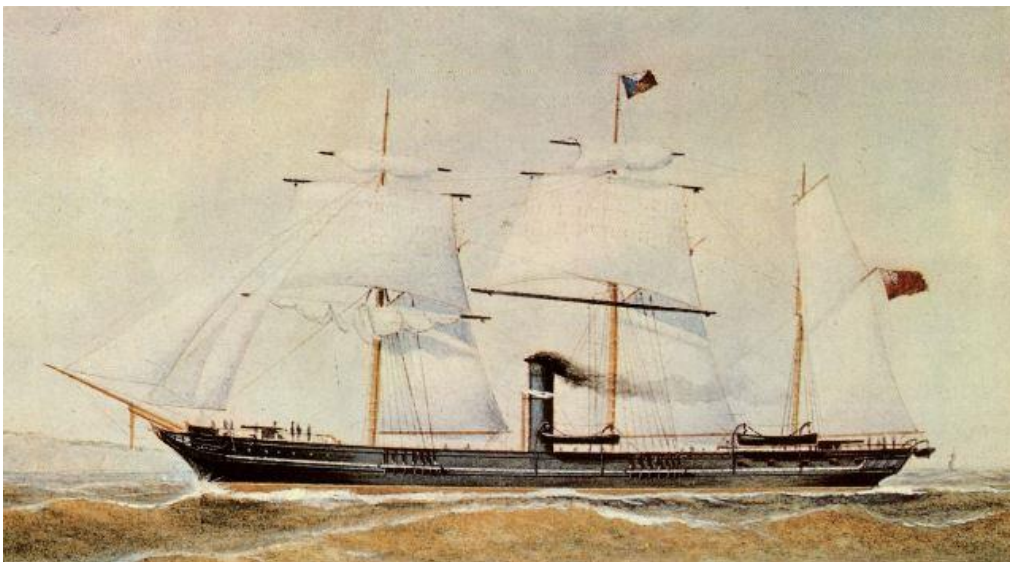
Japanese records state that this small Shanghai-built vessel, iron screw, 45' x 7', 8 tons, was acquired by the Kurume-han in 1866 and re-named **SHINJAKU MARU**.

Was possibly the small CHINA of 85 tons laid up in Shanghai 1865-66.

16. **CHUSAN** (Br.) O/No. 30,713

Built on the Tyne by Low Walker 1852 for the P & O, iron screw, 190' x 30', 699 gross, 529 net tons. Sold by P & O 1861. Registered 1862 by David Sassoon in Hong Kong, sold to Reynolds. She traded in the Far 'East. Sold in 1866 to Adrian & Co. who in turn sold her to the Matsuyama-han for \$80,000.

She was renamed KOFUYO. In 1868 she was captured by Choshu-han who renamed her **KAYO** and as such was a unit of the Imperial fleet at the Naval Review in 1868. During the Enomoto affair she went ashore and suffered some damage. Taken Over by the Government in 1871, she was sold the following year to Farnham of Shanghai, an American who hulked her almost immediately.



CHUSAN (Upper: Boyd Cable Lower: <https://www.magellanstamps.com/the-first-mailsteamer-po-ss-chusan-5516-p.asp>).

17. **CITY OF HANGKOW** (Br.) O/No. 43,997 Japanese O/No. 503

British iron screw vessel of 380 gross tons, 241 net, built 1861 by Steele of Greenock, 168' x 23' for Duncan & Co., London. Sold to Kaga-han February 1863 and renamed **HAKKI MARU**. Had serious engine trouble and about 1866 went to Shanghai for repairs after which she was renamed **SHAKKAI MARU**. To the Yubin Jyoki and to Mitsubishi, renamed **YOSHINO MARU**, to N.Y.K. 1885. Sold to Fujino Shorobei. Broken up in Japan 1901.

The serious engine trouble was in 1865 not 1866. While in Shanghai undergoing repairs she is listed in March and April in the shipping lists as GINGATSIMAN.

Detailed study of HAKKI MARU's purchase and operations at

http://www.seiryu-u.ac.jp/u/education/gakkai/e_ronsyu_pdf/No105/p013_030_tabata.pdf.

18. **CITY OF NANTES** (Br.) O/No. 17,495

Built at Sunderland 1856, iron, 158'x23', 301 gross, 204 net tons.

Originally owned by Lapraik and registered in London. Sold to James Dow of Hong Kong 1862 and registered there. Sold through Alt & Co. to the Tatsuno-han in 1867. Renamed **SHINRYU**.

Originally owned by Langton & Co., sold to Lapraik. 1862: sold by Lapraik to James Dow of Dow & Co. 1864: re-registered in Lapraik's name but Dow & Co. continued to run the ship until it was sold to Japan in 1867.

301/56 iron 3-m s.s., barque-rig (60 hp) [17495]

Built by James Laing, Sunderland (#12, also stated as #222) and launched 2/8/56 at Deptford yard for London & Nantes S.S. Co. (Langton & Co.), London. 2/61 sold to Alexander Stewart and Douglas Lapraik for Australian S.N. Co. 27/3/61 at Singapore. 2/62 reg. at HK to James Dow (Dow & Co.), Shanghai for operation on the Yangtze. 12/67 registry closed on sale to Tatsuno-han r. SHINRYU. 6/9/68 wrecked off Choshi in gale after sailing from Shinagawa. Putative salvaged figurehead at <http://www.chibanippo.co.jp/news/local/86836/>.

19. **COILA** (Br.) O/No. 55,063 Japanese O/No. 494

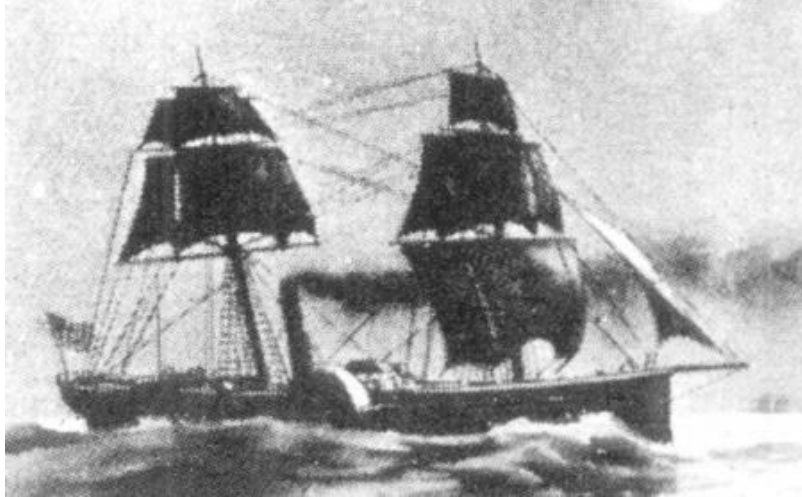
Iron screw vessel built by Isle of Man S.B. Co. Ramsey I.O.M. 1867,

680 gross, 435 net tons, 80 h.p. 180' x 26' and was soon acquired by David Hunter and others of Ayr. Operated on coast of Japan during 1869, by Alt & Co. Diers Hughes & Co. arranged a sale to the Higo-han towards 'the end of the year. Renamed **SHINUN MARU**, later **SEKIRIO MARU**, she was in the Mitsubishi fleet in 1882.

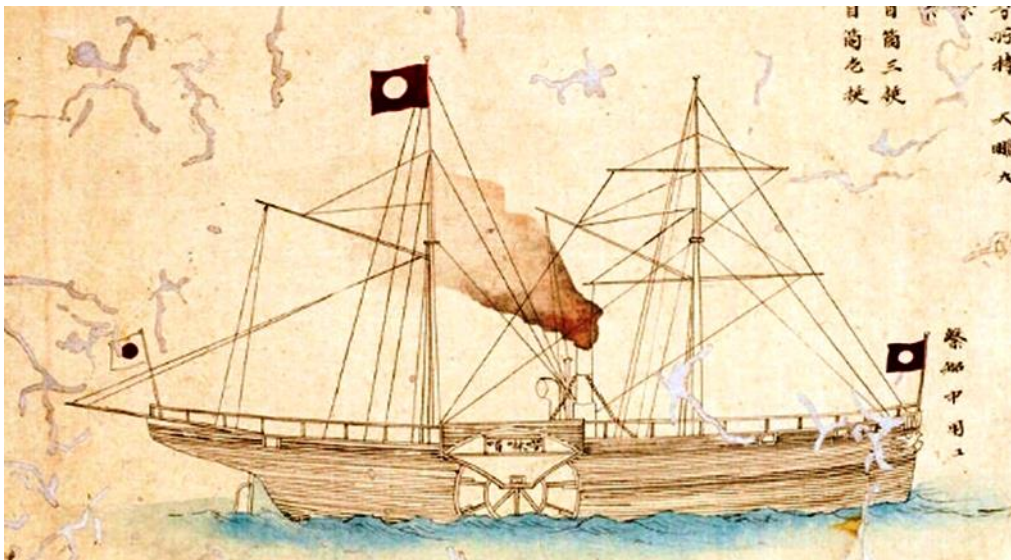
20. **COLUMBIA** (U.S. - later Br.)

Built in New York, 1850, wooden paddle, 193' x 29', 280 h.p., 777 tons' gross, for Pacific Mail. 1851 inaugurated scheduled San Francisco-Portland service. In April 1862 she became British and crossed from San Francisco to Shanghai the first steam vessel to do the voyage under the Red Ensign. On arrival she traded for her owner David Reid of Shanghai who in October sold her to Irikiya Jubei of the Chikuzen-han for \$80,000. She was the first steamer owned by a Japanese individual. He renamed her **OTORI/TAIHO MARU** and later sold her to the Bizen-han under the same name. She was used as a collier by the Imperial Government in the Enomoto affair. She appears in no list after 1868 and was probably lost in the fighting.

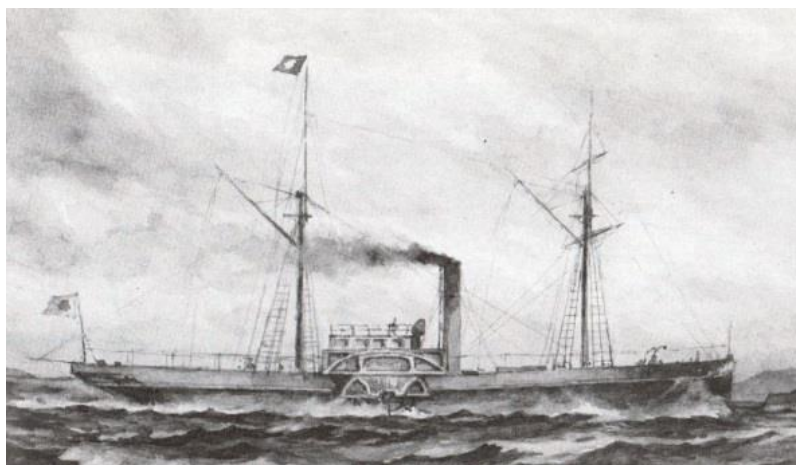
Was under British flag again from May to September 1866 when she was brought to Shanghai by Glover & Co. for overhaul. She was probably the TAI O MARU (sic) wrecked near Akita in June 1874 And was not lost in the Enomoto campaign.



COLUMBIA (Newell & Williamson).



TAIHO MARU (Komaba Library, University of Tokyo Image 7).



TAIHO MARU, drawn by Goro Yamataka from the authoritative above sketch in Komaba Library but different paddle position from Newell & Williamson. Following advice from S.S.H.A. on questionable, British-type stern, eventually seen as doubtful by Yamataka.

21. **COLUMBINE** (Br.) O/No. 56,912

Iron screw, 191' x 29', 811 gross, 641 net tons, built by C. Connell & Co., Glasgow, 1867 for E.M. de Bussche, First appears in Japanese waters 1868. Sold by Alt & Co. in 1869 (to the Geishu-han?) for \$170,00q. Alt reacquired the ship in 1870 and registered her in Hong Kong as No.7 of 1870.

China/Japan coastal trade. Sold in the early '70's she appears in the Yubin Jyoki fleet as **OORYO MARU**, renamed **KAISO MARU**. She was damaged in 1874 and was again renamed **KORIO MARU**. In the Mitsubishi Yubin fleet from 1875, Taken out of register 1888 - no reason given.

13/10/83 wrecked at Muro-Gun, Mie Pref. during storm while on passage Yokohama/Kobe, 2 dead. (Mainichi 23/10/83). Hepburn **KORYU MARU**.

22. **CONTEST** (U.S.)

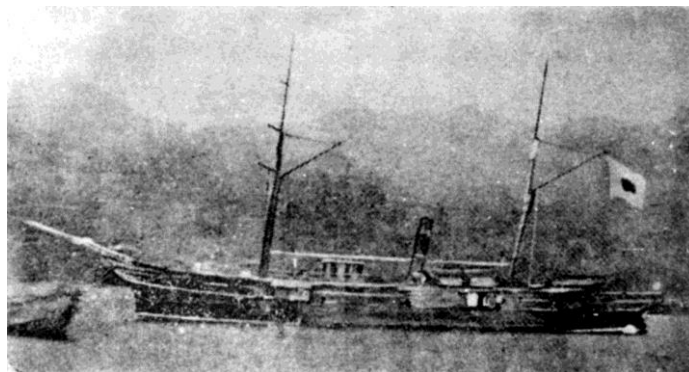
Built in South Boston 1859. This American iron screw steamer, 523 gross tons, 146' x 25'11" traded on the China coast until bought by Satsuma in April 1863 for \$95,000. Renamed **HAKUHO MARU**, she was sunk at the bombardment of Kagoshima.

23. **COQUETTE** (Br.) Japanese O/No. 488

Built by Henderson & Coulbourn Renfrew 1867 for E.M. de Bussche. Composite screw, 168' x 24', 620 gross, 459 net tons (591 gross some time)

sailed from Glasgow April 1867, arrived Yokohama 16th July, Walsh, Hall & Co. agents. Sailed for Nagasaki in August and in December was sold to the Kurume-han for \$85,000. Renamed **CHITOSE MARU**, she was used coastal, present at the Naval Review of 1868. In the Mitsubishi fleet as **SEIRIO MARU** (**SEIRYO MARU**, **SEIRYU MARU**) 1873, to the N.Y.K. 1885, sold by them 1901. Lost in 1913 when owned by Shiotani Kisen.

16/3/13 wrecked half a kilometre off Kashiwazaki, Niigata at the end of a voyage from Shimonoseki. Wreck sold for ¥1500, scrap for ¥8000. Nanamaru's blog (link below) gives 1867 sale date as 20 November, argues that the first Japanese name was read **SENZAI MARU**. Note that **TS'URU** became **CHITOSE MARU** (different character) and also two sailing vessels, **ARMISTICE** and **OWARI** bore the name **CHITOSE MARU**.



1868 view at Taira-machi, Nagasaki (鶴久二郎・古賀幸雄編 1970)

(<http://tsukushigata.webcrow.jp/works73.html>).



Another version of same photo found by Nanamaru in Kumamoto
<https://blog.goo.ne.jp/mc53000/e/7c13a203f930d0298079555337194c7f>



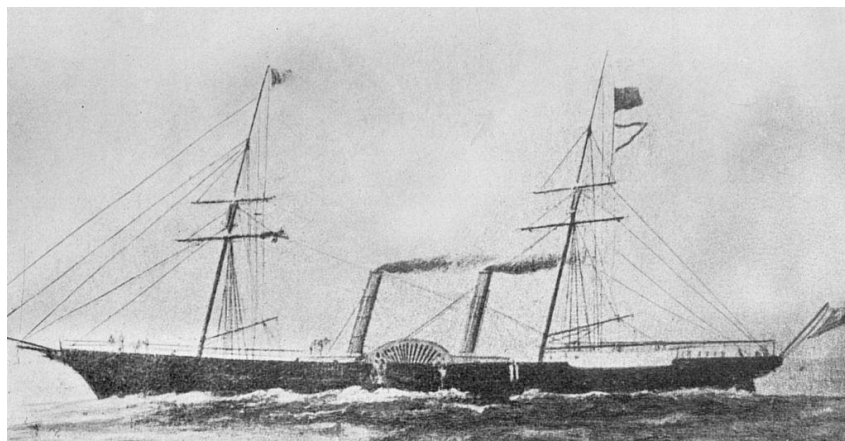
SEIRIO MARU (Kashiwazaki City Library via <http://tsukushigata.webcrow.jp/works27.html>).

24. **COROMANDEL** (Br.) O/No. 50,663

Built as TARTAR for the P & O Hong Kong/Canton service by White of Cowes, 1853. Wooden paddle, 303 gross, 196 net tons, 173' x 25'.

1855 - acquired by the Admiralty and name altered to COROMANDEL. 1866 - sold out of Navy and registered No.15 of 1866 by Byrne in Hong Kong. 1867 - delivered to Kishu-han. British registry closed 1867. Renamed **NARUTO**. 1868 - acquired by Glover & Co. and registered in Hong Kong in May as NARUTO in 1869. 1870 - September. On Glover's bankruptcy, acquired by Wright of Nagasaki, sold to Iwatani Shozo, an Osaka merchant, and purchase is recorded in the Osaka Customs House but the sale must have been of short duration as it does not appear in her British papers. 1871 - vessel acquired by Hunt of Nagasaki who appointed the Netherlands Trading Society agents to sell the ship. Extensive repairs were carried out. The way they were done was the subject of litigation. After a few coastal voyages, the ship was laid up in Yokohama, where she was broken up in 1876, riddled with white ants.

1866: after being thoroughly surveyed in Hong Kong she was bought by Glover & Co. from Byrne with money borrowed from the Netherlands Trading Society. This loan being one of the largest debts when Glover went bankrupt in 1870. 1867: Kishu who had bought the ship from Glover found it unsuitable and returned it to Glover in July 1868. Glover could not find another buyer. 1871: On Glovers bankruptcy the N. T. S., who because of of the debt mentioned above, had taken over the ship, put it in the name of H. J. Hunt to keep British registry.



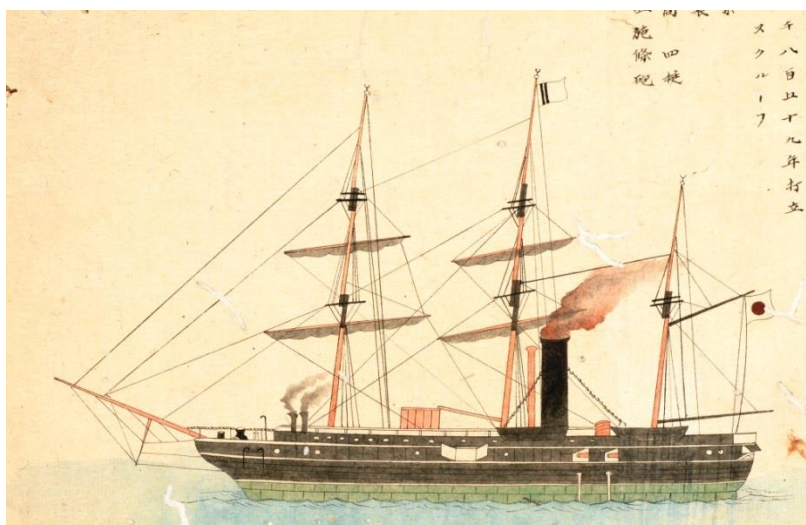
HMS COROMANDEL, 1855 in 1860 (Wikipedia).

25. COSMOPOLITE (Br.)

Built in Bordeaux 1859, 699 tons gross, screw. Composite, 222' x 35', 120 h.p.

After being owned by J.A. Guthrie of London and Singapore owners she was bought by partners of Dent & Co. and used by them on the China coast in 1862. Acquired by Higo-an in October 1864, renamed **BANRI**. At Naval Review 1868. From June 1868 operated by the Home Affairs Department as BANRI MARU. To Yubin Fleet and taken over by Mitsubishi, renamed **KAGOSHIMA MARU**. Hulked between 1878-1882.

Official No. 28074



COSMOPOLITE in 1868 (Komaba Library, University of Tokyo Image 23).

26. **COWPER H.M.S.**

See FEI SEEN, No.41

27. **CROWN**

A steamer that had borne this name was on the Osaka/Hyogo service under Japanese flag in 1871..

Delete as it was a sailing vessel.

28. **CUYAHOGA (U.S.)**

This American ex-Revenue cutter formerly called SANTA ANNA or GENERAL SANTA ANNA was a wooden screw vessel of 306 gross tons built in 1854. According to the "Hiogo News" of 6 August 1868, she was acquired in July '68 by Kichu Kanzu Shiemon, a merchant of Hyogo, for Rios. 73,000 and renamed **SETSU** or **SETZEN**. Operated by the Okayama-han 1869-1872. Became a training ship. *Umi to Sora (6/58) says 4/71 transferred from Kagoshima-han to the I.J.N., renamed ICHIBAN CHOCHIKUSEN (ACCUMULATION SHIP No.1). 7/72 engines removed. 7/74 again renamed SETTSU, 1/80 became static training ship, 17/2/86 discarded.*



SETTSU (Umi to Sora 6/58).

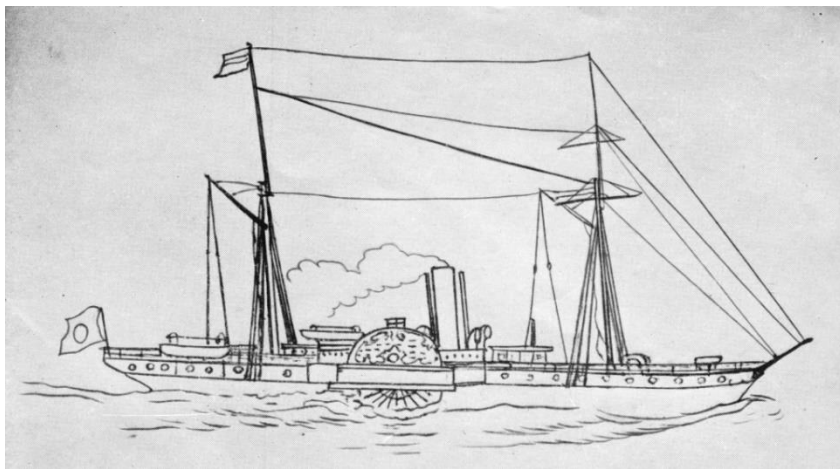
29. **DUMBARTON (Br.) O/No. 48,730**

Built by Denny, Dumbarton #95 in ~~Glasgow~~ in 1864 as a larger version of Jardines' RONA, this iron paddle steamer, 1462 gross, 996 net tons, 250'x35.5', 300 h.p., was acquired by the Shogunate in September 1866, from her owners Gibb, Livingstone & Co. She was renamed **CHOGEI MARU**. She was taken by Enomoto and after grounding on Boshu Peninsula, was captured by Imperial Forces (May 1869). She was renamed **BANRI MARU**? 1875 - transferred to the Mitsubishi fleet. Her engines were removed about 1880 and she was hulked.

Built in Dumbarton not Glasgow.



DUMBARTON (William Clark).



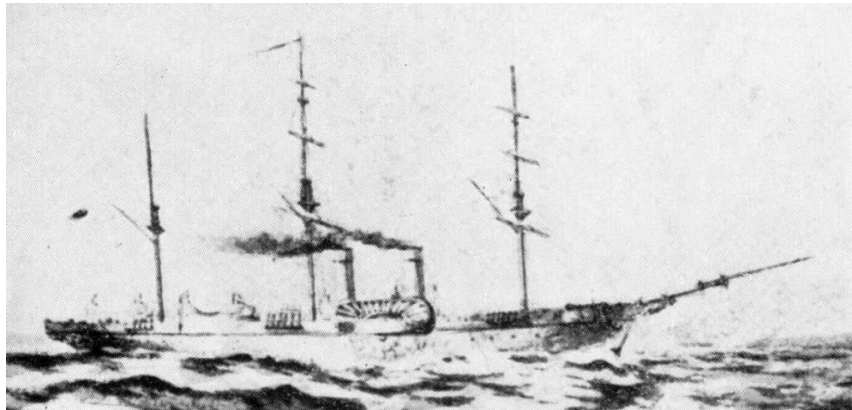
CHOGEI (*Umi to Sora* 6/58).

30. **EAGLE** (U.S.)

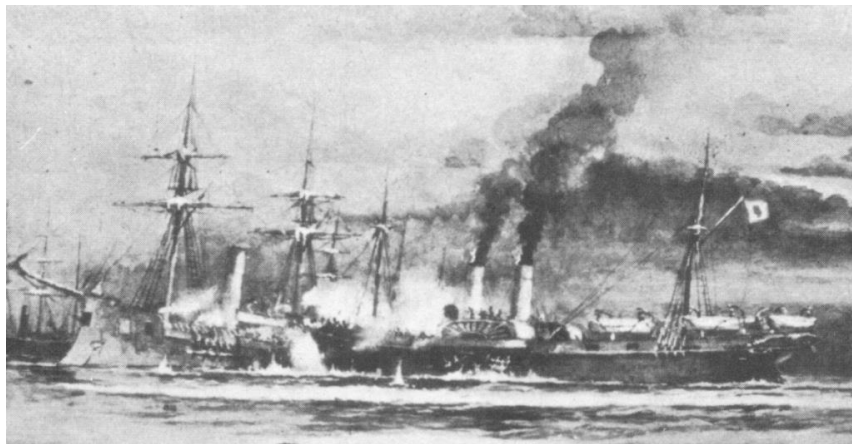
According to Japanese records this ship was built in Danzig 1855 to British design, said to be a wooden paddle 217' x 39', served in the Prussian Navy as the DANZIG. In the early sixties was sold to the U.K. and renamed the EAGLE. By 1866 she was in the Far East under British flag and that year was acquired as American by the Shogunate for \$185,000 from Walsh & Co. who had just purchased her. (Her British papers were received in London for cancellation in December.) She became the **KAITEN** in the Shizuoka-han fleet and formed part of Enomoto's force, becoming his flagship when the KAIYO was lost. With the BANRYU she attacked the Imperial Forces using false colours. She was driven ashore and burnt May 1869. A Press Report indicates efforts were made to salvage her in 1871, presumably for scrap.

According to the Bayrische Armeemuseum, Ingolstadt, the EAGLE then called the DANZIG was built in 1851 by the Konigliche Werft Danzig to the design of J. Scott Russell, engines by Robinson and Russell. She was a paddle corvette of 1280 builders tons, 237 x 34. However, Banbury in his "Shipbuilders of the Thames and Medway" says the ship was built in Russell's yard. Probably the ship

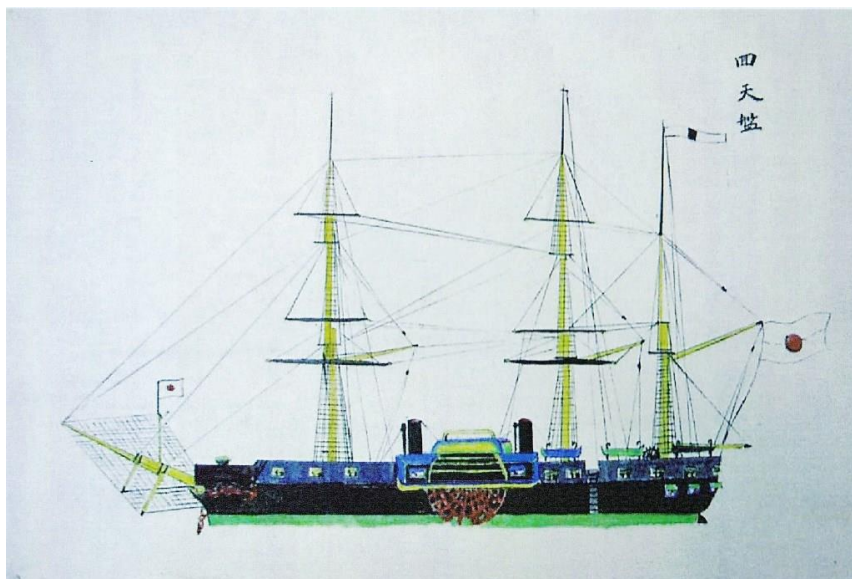
was completed in Danzig. In 1868 the DANZIG was laid up and sold in 1863 as a merchant ship to English owners and renamed EAGLE.



KAITEN (*Umi to Sora* 6/58).



KAITEN in battle (G. Yamataka).



KAITEN (<https://hirano-tomiji.jp/archives/tag/%E9%95%B7%E5%B4%8E%E8%A3%BD%E9%89%84%E6%89%80>).

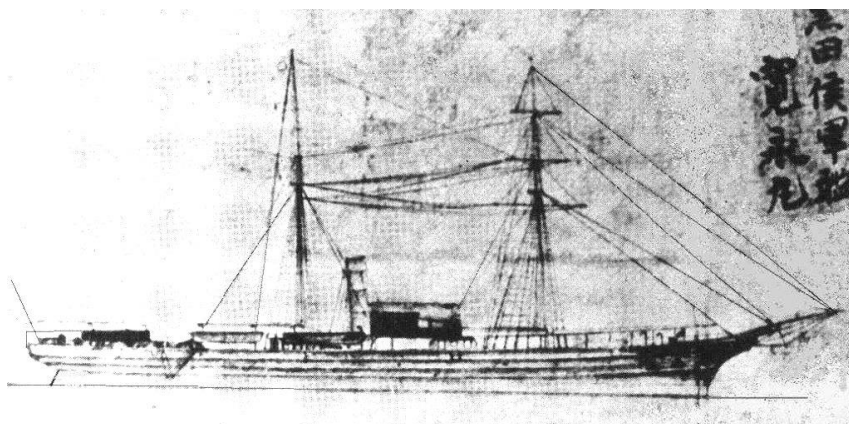
31. **ELGIN** (Br.) O/No. 45,028

Screw, iron, 396 net tons, built in Birkenhead 1862 for the China & Japan (River & Coast) S.N. Co. 208' x 26', 120 h.p.

She was sold through Glover & Co. to the Chikuzen-han for \$125,000 in December 1865, but her British registry was not closed until 1867. She was renamed **KANYEI MARU** and the last reference I find of her was in 1874.

Was sold to Echizen, not Chikuzen.

<https://fis-legend.online/archives/477> states during the Boshin War, she was hired by the Meiji government to transport soldiers and ammunition between Osaka and Ou/Echigo, contributing to the victory of the government army. Kainai Kido had been on board since 1873, and in 1876 he was on board the **KANYEI MARU**, which was then owned by a merchant, as an engineer.



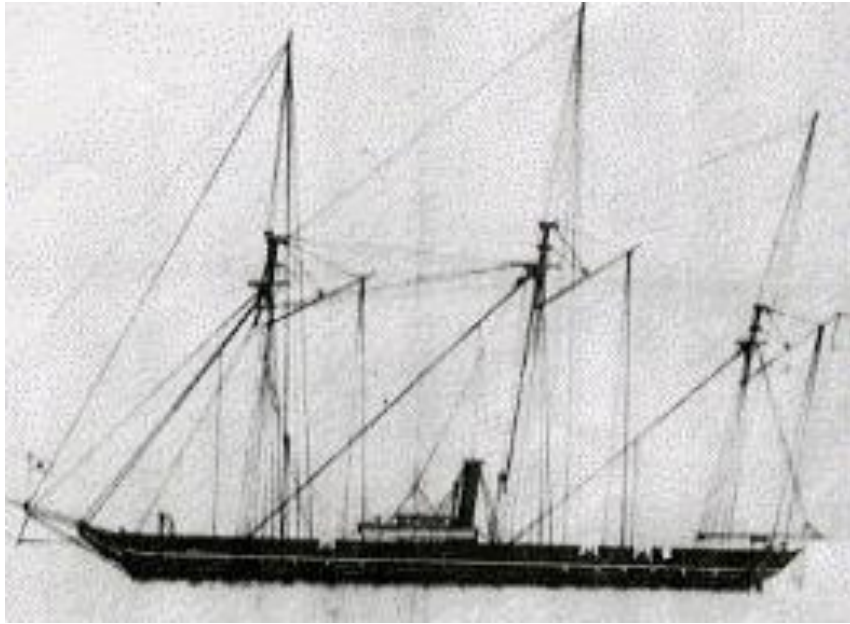
KANYEI MARU (<https://fis-legend.online/archives/477>).

32. **EMPEROR** (Br.)

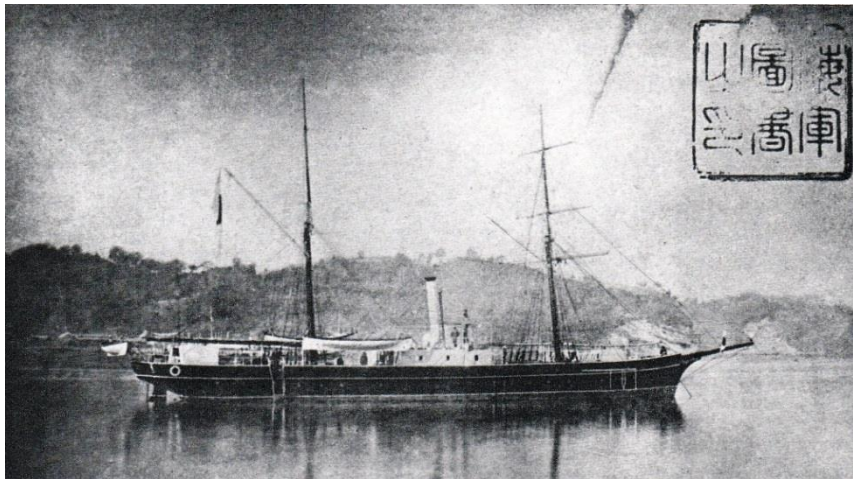
This armed yacht of 4 guns was presented to the Shogun by Queen Victoria. Built at Blackwall in 1856, she was 370 gross tons, 135' x 22', iron paddle.

Arriving in Japan (Shinagawa) in July 1858, she was renamed **BANRYU**. She joined Enomoto and was set on fire in the final Naval engagement of the campaign. Bought and repaired by an American company, she was operated in Far Eastern waters as the **EMPEROR** until 1872 when she was reacquired by the Japanese Government. She was renamed **BANRYU** and shortly afterwards, **RAIDEN MARU**. From 1877 to 1888 served in the Japanese Navy as the **RAIDEN**. Later she became a whaler as **RAIDEN MARU** and when broken up in Osaka in the late 1890's was owned by the Atsuta Kisen.

Was a screw vessel, not paddle.



BANRYU in 1868 (Wikipedia).



BANRYU as refitted (*Sekai no Fune* '76 P.18).

33. **EMPEROR** (Br.) O/No. 28,621

Built in South Shields 1860, paddle, iron, 134' x 22', 208 gross tons, 106 net, 90 h.p. Owned by the Jolliffe Brothers of Liverpool she was sent to Japan for sale consigned to Glover & Co. and her sale to the Chikuzen-han is reported in December 1865. However payment must have been delayed as Glover continued to operate the ship through 1866 and early 1867. She was delivered to her Japanese buyers in the middle of the year and they renamed her **SOJUN MARU**. By the end of 1867 she was back in Glover's hands. Jolliffe's were no doubt getting anxious and in 1868 Glover's friends Jardine Matheson bought the ship from Jolliffe, transferring her registry to Hong Kong. They soon sold the ship to Glover & Co. who finally on 27.11.68 delivered her to Chikuzen. Her British registry being closed on 26.1.69. I have not traced her after her final delivery to Chikuzen except that she was afloat in 1875 (HSL).

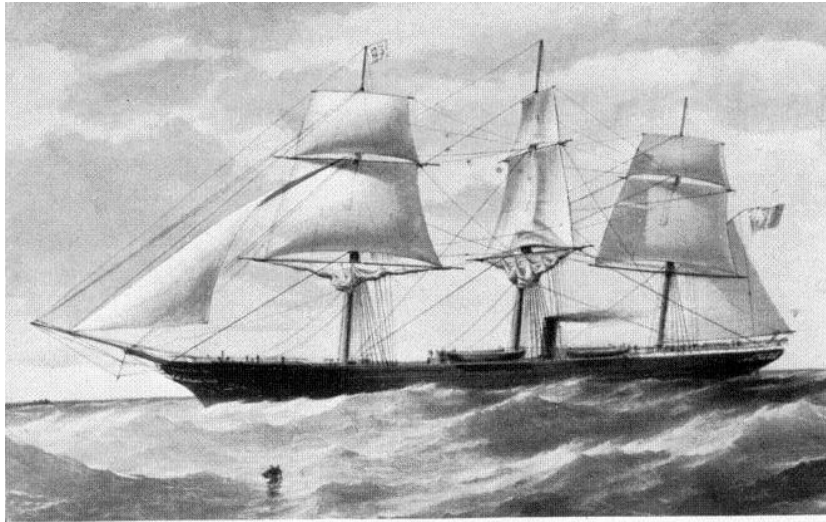
34. **ENAKAWA** or **INAKAWA** (U.S.)

Said to have been built in London, this 70-ton screw vessel of very shallow draft owned by her master, L. Dunn, arrived in Japan, June 1867. Lay in Yokohama from August 1867 until sold to Japanese in January 1868 for service between Yokohama and Yedo. She was taken over by the Japanese Government shortly afterwards.

[INAKAWA is the more likely name.](#)

35. **ENGLAND** (Br.) O/No. 16,393

This iron screw vessel of 746 net tons was built for Lindsays Cape Line in 1856. After being taken up for trooping, she traded on the China coast for Lindsay & Co. from about 1858. Bought by the Satsuma-han in 1861 for \$128,000, the first purchase by a clan. Renamed **TENYU MARU**, she was sunk at the bombardment of Kagoshima in 1863. **Sister of SCOTLAND/HEIUN MARU.**



PIONEER OF THE SECOND MAIL STEAMSHIP LINE TO
THE CAPE: W. S. LINDSAY'S R.M.S. *ENGLAND*

[\(histarmar.com.ar\)](http://histarmar.com.ar)

36 **EUGENIE**

A composite screw gunboat built in the U.K. in 1867, bought by the Hizen-han (=Saga-han) in February 1868 for \$100,000. They state she was 131' x 22', 120 h.p. 357 tons. She was renamed **MOSHU MARU**. Taken over by the Imperial Navy, she became the **MOSHUN-KAN**, being hulked about 1887.

Also spelt MOUSYUN. Wikipedia says 8/10/87 t/f to the Ministry of Commerce for use as a training ship at the Nautical College, 7/96 sold to Kanagawa Prefecture Harbours Bureau.



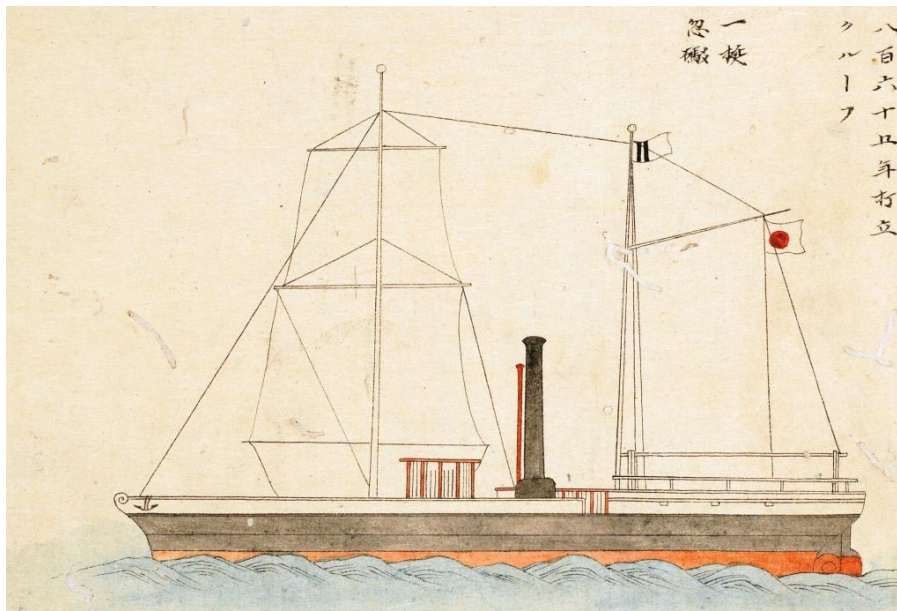
MOUSYUN (Wikipedia).

37. FAIRY (Br.)

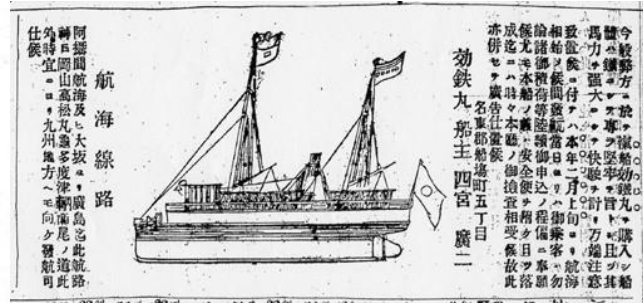
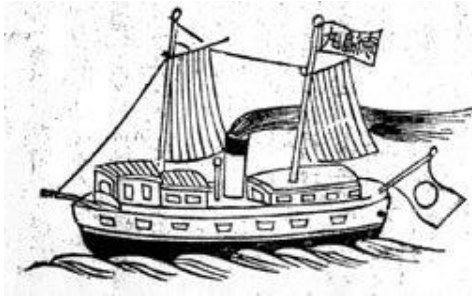
The Higo-han bought this ship of 70 net tons in August 1866 for \$30,000. Renamed **SOJIN**, it is reported that she was built in the U.K. in 1865, iron screw, 83 tons gross, 95' x 13', 60 h.p. In 1877 she was owned by Katayama, a merchant, and was involved in a law suit with Gribble of Nagasaki.

Built by Glover, Liverpool in 1865; 70 x 15; 45 tons; 240 hp;

Nanamaru says: 1865 FAIRY → 1866 奮迅丸 (SOJIN MARU) → 1875 徳島丸 (TOKUSHIMA MARU) → 1878 第二徳島丸 (TOKUSHIMA MARU No.2) → 1879 末廣丸 (SUEHIRO MARU) 1880 (廢船 -discarded) (船殼再生 re-registered) 1881 効鑛丸 (KOTETUSU MARU) 1889 (廢船 -discarded) .Appears as D010 in Noma's MOSK list. Vessel was deleted in 1880 and re-registered. Duplicate entries as SUEHIRO MARU in J. 1882 register book (O.N.s 136 and 385).



SOJIN MARU in 1868 (Komaba Library, University of Tokyo Image 25).



As TOKUSHIMA MARU (<https://blog.goo.ne.jp/mc53000/m/201712>) as KOTETSU MARU (Nanamaru)

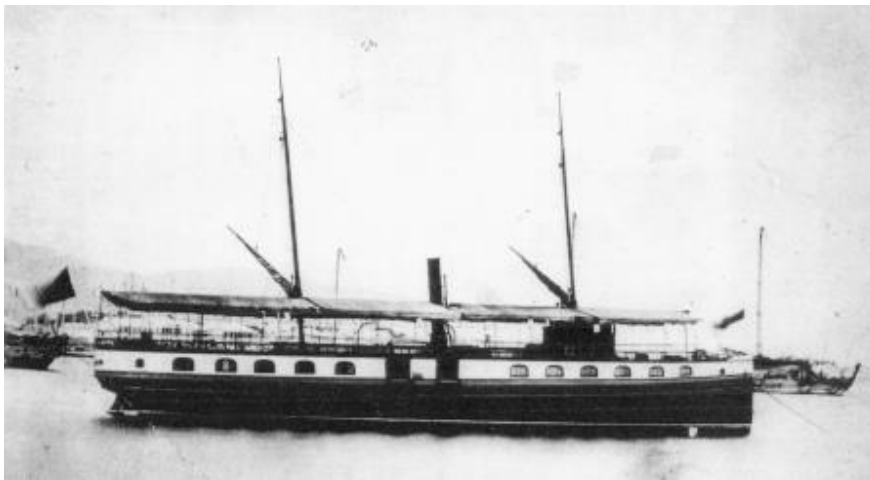
38. FANQUI

See FE LOONG

39. FAUST

A vessel which had borne this name was on the Osaka/Kobe service in 1871 under Japanese flag. Was not sold until 1871; was probably the British steamer of this name, 30 tons, laid up in Shanghai in 1866.

Michiyo Yamada reports that in 1872 Sayemon Sumitomo purchased a small screw steamer named KOBE MARU 54g, 25hp origins unknown, from a British national and registered it in Osaka as HAKUSUI MARU for Osaka-Kobe service, later extending to Niihama and then to other Inland Sea ports and Shimonoseki. Trooping during Satsuma Rebellion. 1880 sunk with loss of life after boiler exploded at Shodoshima. Also see TAKU, FLYING CLOUD..



HAKUSUI MARU at Kobe (Sumitomo Museum).

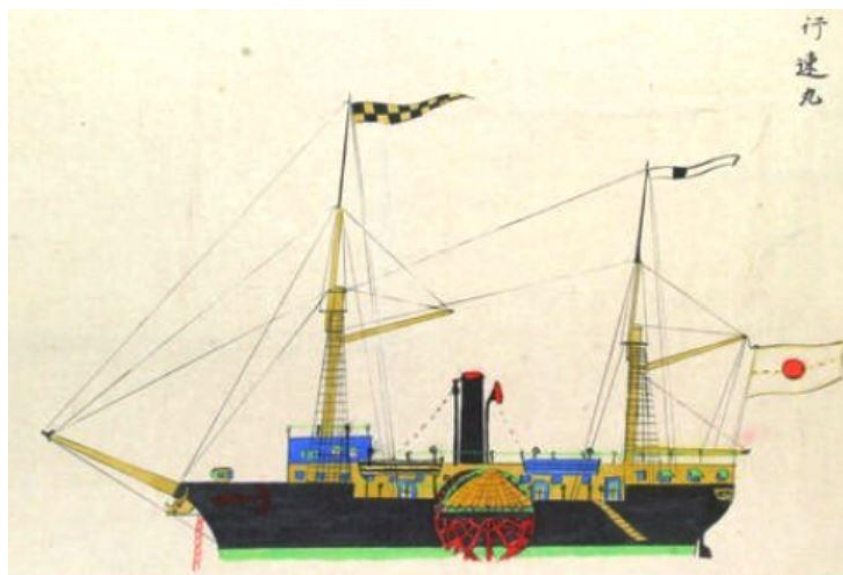
40. FE LOONG (Br.) O/No. 41,190

Built as FANQUI by Wingate, Whiteinch 1860, registered in Glasgow, 189' x 23', 383 gross, 261 net tons, iron. Acquired by Lapraik and renamed FE LOONG 1860. 1867 - sold to Hugh Pritchard of Hong Kong; sold through Adrian & Co. (with whom Pritchard was connected) to Shimabara, February 1869 for \$70,000 HON 20.2.69. 1870 - Adrian & Co. reacquired this ship from Shimabara. In Japanese records the purchase is listed without a Japanese name.

1870: Adrian re-acquired this ship, probably after grounding, and repaired her in Nagasaki. After running her for a few months, perhaps to earn back the cost of repairs, she was returned to Shimabara. The Japanese called her by their reading of the Chinese characters FE LOONG.

41. **FEI SEEN** O/No. 41,218

Built 1860 by Cowper, Whampoa for Lyall, Still & Co. Wooden paddle, 342 gross, 256 net tons, 178' x 27'. On launching taken over by the Royal Navy for the China War, renamed COWPER. Sold out of Navy 1861, bought by Lapraik, registered in Hong Kong 1862 as FEI SEEN. Sold September 1862 to Rustonjee Dinshaw of Hong Kong and operated around Hong Kong. She was acquired by the Hong Kong, Canton and Macao S. B. Co. who in September 1866 sold her to Boyd & Co. for \$50,000. She was sold to the Shogunate in Nagasaki in April 1867 through the Netherlands Trading Society. Renamed **KOSOKU MARU** she was sold to J. Batchelder (U.S. flag) in 1871 in part payment of "UNCLE SAM".



KOSOKU MARU (Y. Tamaoki).

42. **FIERY CROSS** (Br.) O/No. 723

Built 1855, iron screw 256' x 31', 614 gross, 443 net tons. Owned by Jardine Matheson & Co., she spent a number of years in the Far East. Arrived Yokohama 15 August 1862 and was offered for sale. Bought by the Satsuma-han the next month for \$130,000. Renamed **EIHEI MARU**, she was wrecked in the Akashi Straits later in the same year 1863.

Almost all records show that she was wrecked in the Akashi. Straits in 1862; but there is a possibility that she was salvaged and returned Satsuma some time later.

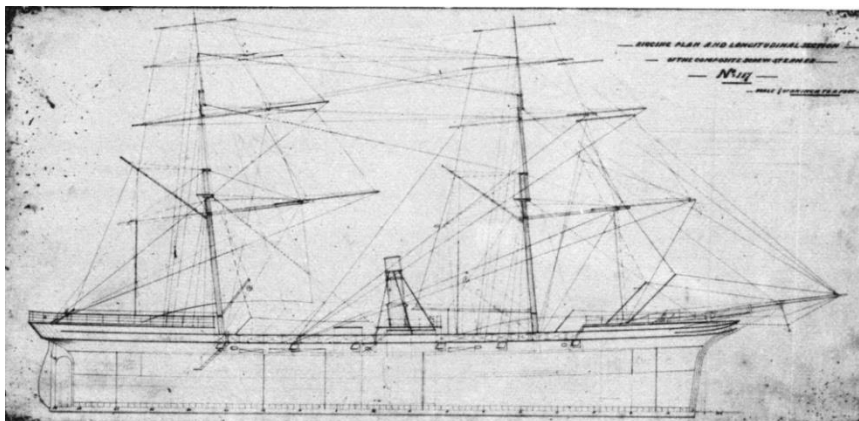
43. **FILIPINO**

The Awa-han who bought this ship state she was wooden, screw 120 h.p., 194' x 27', 2 masts, built in the U.K., but these details are likely to be wrong. Of 316 or 518 tons, she arrived in Yokohama 7

May 1868 under U.S. flag. By the end of June she was flying the British flag and owned by Glover & Co. She did a few coastal voyages before being sold to the Awa-han later that year. Renamed **BOSHIN MARU**, she served in the Imperial Fleet against Enomoto; she came under fire. In 1871 Awa sold her to Inouye of Komatsushima, and in 1874, she sank off Sumoto, Awaji Island.

Was O.No. 56167; built by Denny in 1866 and owned by Peter Denny. wood, 195 x 27, 316 tons.

That she arrived under U. S. flag was an incorrect press report, it was the British. She was sold to Awa for rios. 68,600.



Blueprint is of FILIPINO 515/66 composite, screw 106nhp, 185' x 26', 2 masts, built by Denny, Dumbarton #117 as speculation, sold to P & O but did not sail under P & O flag, 19/4/66 sailed for Singapore.

In 2019 the Tokushima Museum website <http://www.museum.tokushima-ec.ed.jp/cc/48.htm> states that subsequent to the sale to Inoue the ship was renamed HOSHO MARU 鵬翔丸 and engaged in carrying Hokkaido Cargo, but in 1881 was wrecked off Aomori in bad weather.

44. **FLYING CLOUD** (U.S.)

Built Amoy 1867, 28 tons, originally British, became American 1868, ran between Hyogo and Osaka, August 1868 to April 1869, laid up in Nagasaki or used as tug there until July 1870, when she was sold to the Hizen-han (=Saga-han) by her owner, Capt. G.W. Lake. According to press reports at the time of her sale to Hizen, her tonnage was 66. [Also see FAUST, TAKU]

45. **FOHKIEN** (Br.) O/No. 45,781

Iron paddle steamer built 1863, 142' x 26', 274 gross, 146 net tons owned by H.J. Dring of Glasgow. She was being operated between China and Japan and was advertised to sail from Yokohama to Hong Kong but the sailing was cancelled as her agent, Rainbow, Lewis & Co., sold her to the Satsuma-han for \$75,000 March 1864. Renamed **KOCHO**. Her British registry was not closed until 1867. She was sold by Satsuma to Pritchard, who renamed her **HYOGO** in early 1866. Later that year she was flying the Dutch flag. In December 1866 bought by Glover & Co. who resold her to the Tosa-han for \$70,000. She reverted to her old name, **KOCHO MARU**. In September 1870 her boiler

blew up in Osaka Harbour and she sank at her moorings with some loss of life. Her wreck was raised by E. C. Kirby & Co. (H.N. 2.8.71) but she was apparently dismantled then.

[It was in August 1870 that her boiler blew up.](#)

46. **FOH KIEN** (U.S.)

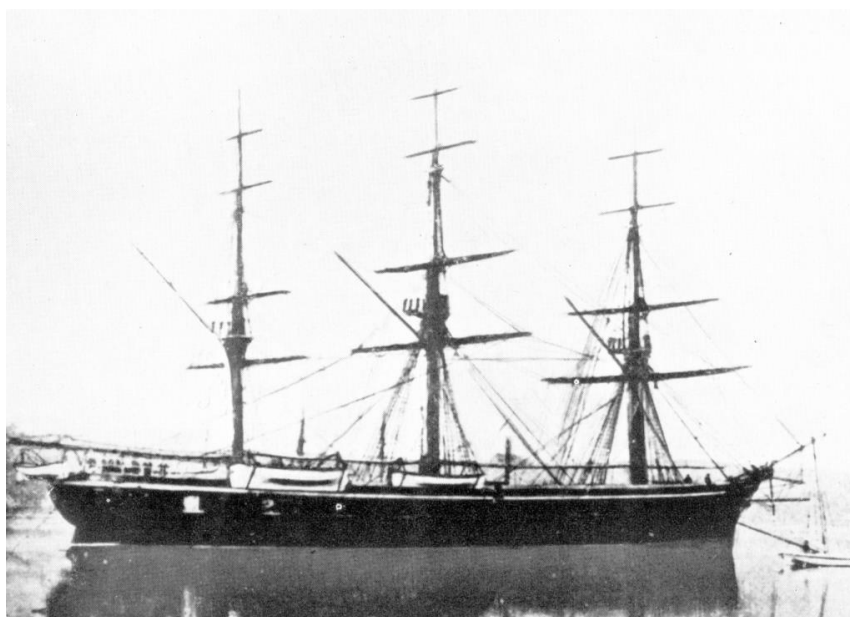
A wooden paddle vessel of 1447 gross tons, built in New York in 1863 and operated by the Shanghai S.N. Co. She came across to Japan in January 1864, Walsh, Hall & Co. being her agents, in an unsuccessful effort to interest Japanese in her. She sailed from Yokohama to Hong Kong on 7th February. The vessel was wrecked in 1865.

47. **FUJISAN** (U.S.)

A ship rigged wooden screw warship, 224' x 33', 180 h.p. engine, built in the U.S. for the Shogunate, came to Japan under U.S. flag 1864. Engines removed 1876, used as a sailing vessel for a short period, then hulked and used as a training vessel.

[Also called FUJIYAMA \(same characters\) came to Japan in 1866, not 1864.](#)

[Wikipedia says built New York 1864, 1016t.](#)



FUJIYAMA US-built 224'x33' (Umi to Sora 6/58).

48. **GAZELLE** (Br.)

Built by Pile of Sunderland in 1862 of iron, this vessel was ordered by Killick Martin for sale in the Far East. 180' x 26.3', 442 gross, 337 net tons, fitted with auxiliary 80 h.p. engine. Sailed for China mid 1862, she arrived in Nagasaki early 1863 and was bought by the Izumi-han. Her British registry was closed that year. ~~Renamed No.1 YAKUMO MARU, she sank in Hyogo Harbour (some time after April 1868) and newspaper advertisements in September 1870 inserted by the Harbour Master~~

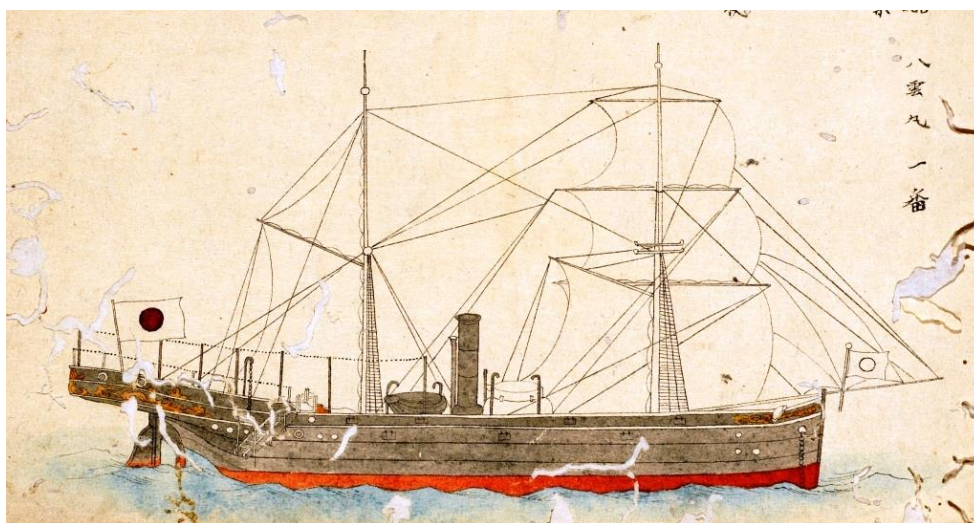
requested the owners of the GAZELLE to remove her remains as they were obstructing the building of the breakwater.—

Was bought by Izumo not Izumi. Cancel all after “her British registry was closed that year.”

Renamed No. 2 YAKUMO MARU she sank in August 1868 after striking rocks off Shiozu Echigo.

Milne indicates uncertainty as to which YAKUMO MARU was No.1 and which was No.2. Careful local research reported in Sanin Chuo Shimpo indicates No. 1 YAKUMO MARU ex GAZELLE was U.K.-built 329/62, i.s.s. 192x27', 80h.p. bought by Izumo (Matsue) Han for \$100,000. Defeated Satsuma's SARAH in a race off Shinagawa as requested by Tokugawa Ieshige. 7/68 stranded and lost while carrying ore off Noto (Niigata) (off Shiozu Echigo).

<http://www.sanin-chuo.co.jp/www/contents/1493240687470/index.html>



British-built YAKUMO MARU (Labeled as No.1) (Komaba Library, University of Tokyo Image 2).

49. GERARD (Br.) O/No. 44,717 (later Dutch)

Built in Dumbarton 1862, iron screw, registered in Liverpool, 410 net tons.

She was acquired by the Netherlands Trading Society in 1865 and was thus under the Dutch flag when sold to the Satsuma-han for \$80,000 in Dec.

Built by Denny, Dumbarton, #84 as river screw tug for Gerard & Lockett, Liverpool 526/62, 411n. 250 tons of cargo on 10' draft at 10½k. Brig rig for voyage east.

Renamed **MIKUNI MARU**, she was present at the Naval Review in 1868. Lloyds Register in 1888 lists the MIKUNI MARU owned by Seikisha 663 gross, 369 net tons, built in Dumbarton 1862, 185' x 24', and gives her previous name as GEROLAD. This is an obvious transliteration into English of GERARD written in Japanese. GERARD and GEROLAD are written practically the same way in that language. The net tonnage given in the Register, 369 tons, agrees with that given by the British Consulate for the ALLIGATOR, which had previously been Japanese. As I can find no other ship with this tonnage, I assume that Glover & Co. got the MIKUNI MARU from the Satsuma-han after the Naval Review for repairs and maintenance and consequent tonnage reduction to 369, and with Satsuma's permission, chartered the ship to the Choshu-han in October 1868 under the name

ALLIGATOR under temporary British papers. The Choshu-han report that they chartered the ALLIGATOR, 369 tons, from Glover.

The British Consulate state that the ALLIGATOR was sold to Satsuma in October 1868. Satsuma, whose records are the most complete of the clans, does not record this purchase. The Consulate therefore are most likely confusing the charter to Choshu under Satsuma auspices with a sale to Satsuma. In February 1869, the ship was returned to Glover and presumably to Satsuma, who considered the ship their own and did not record its return.

50. **GOVERNOR HIGGINSON** (Br.) O/No. 30,499

Built in 1856 by Thompson of Clydebank, 208' x 27', 599 gross, 365 net tons, iron screw, for Augustus Sillem of London.

1857 - Ownership transferred to G.A. Odier of Port Louis, Mauritius. 1860 - Vessel was in the fleet of Bay of Bengal S. S. Co. when it was absorbed by the Calcutta & Burma S.N. Co. 1862 - In B.I. fleet, on the amalgamation. 1868 - Sold out of B.I. 1869 - Sold by Diers Hughes & Co. to the Geishu-han, import registered at the Osaka Customs House. No Japanese name found. 1870 - January. Her anchor chain parted off Hirado and she struck a reef and sank.

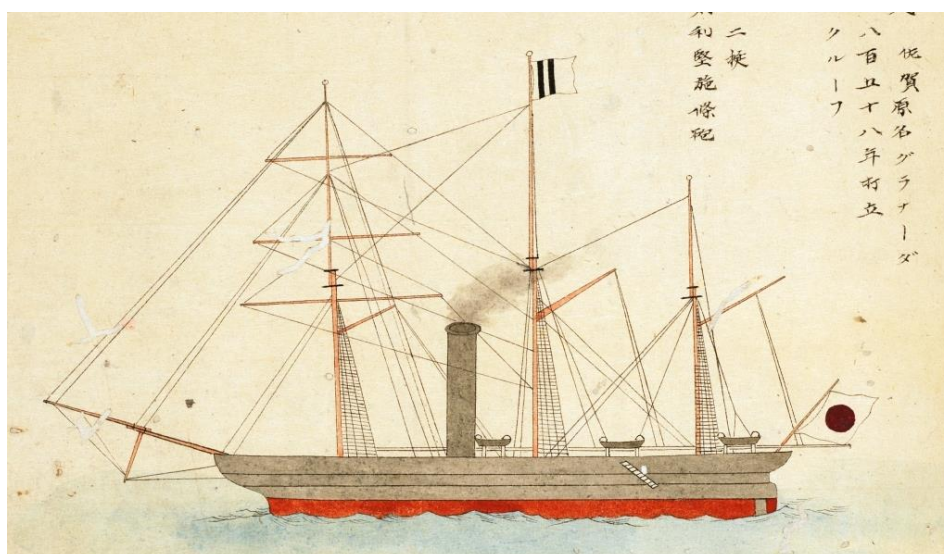
51. **GRANADA** (Br.)

Built for P & O by Summers & Co., Southampton 1857, iron screw, 571 gross, 186' x 27'.

1860 - Chartered by the Chinese Government. 1861 - Chartered by the French Government.

1866 - Sold through Alt & Co. to the Higo-han, renamed **RYOUN MARU**. 1870 - In collision with British steamer FUJIYAMA. Later history not traced.

1860: chartered by H. M. Government for the China War, not the Chinese government. She was sold by Glover & Co. not Alt & Co.



RYOUN MARU in 1868 (Komaba Library, University of Tokyo Image 24).

52. **GRETE** (North Ger.)

A 60-ton vessel that 'had been used in North China arrived in Japan in November 1869 and was sold by S. Schmidt & Co. to Tosa who used her in the Hiogo Osaka service.

[Was probably the 30 ton Prussian ship laid up in Shanghai in 1866.](#)

53. **GUARD**

The Hiogo and Osaka Herald 13.6.68 reports a Satsuma steamer that had borne this name, she had sprung a leak. I have seen no other references of her.

[Was perhaps the FIERY CROSS whose Japanese name can be translated GUARD, see No. 42.](#)

54. **HABICHT** (North Ger.)

Built in Hamburg and shipped in parts to Osaka, assembled and launched April 1870.

Iron screw vessel 57' x 13', 60 tons, run by owners Lehmann & Hartmann on the Osaka/Hyogo service. Chartered August and sold September 1870 to Tsusho for \$14,000.

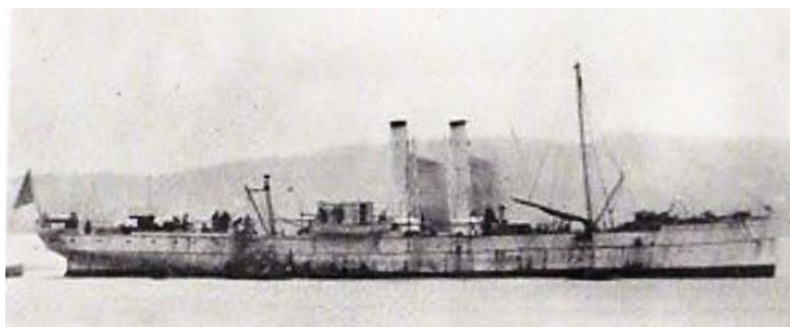
[54. HABICHT: Was launched on the 4th May.](#)

55. **HAYA MARO** (Br.)

Built 1864 at **Milwall** as ATALANTA. 418 tons gross, 202.3' x 23.6', iron screw. Renamed TALLNASSEE - **TALLAHASSEE**, became a Confederate raider. Subsequently renamed CHAMELION (Br. 1865), AMELIA (U.S.), ATLANTA (Br.), HAYA MARO (Br. 1867). By this time her tonnage is given as 588 gross and 334 net tons.

Operated in Japanese waters 1864-1869. British register closed in February 1869. Newspapers in May 1869 report she was flying the North German flag and was owned by Textor & Co., who had been her agents earlier. In June 1869 struck a rock between Kobe and Yokohama and sank. Japanese records state she sailed for the Sendai-han as the **YUKO MARU**. It is possible that she was chartered for a period. She was one of the first steamers to call at Osaka and Kobe when those ports were opened in 1868.

[Article on history as a Confederate raider: https://magicmastsandsturdyships.weebly.com/the-css-tallahassee---terror-of-the-eastern-seaboard.html](https://magicmastsandsturdyships.weebly.com/the-css-tallahassee---terror-of-the-eastern-seaboard.html)



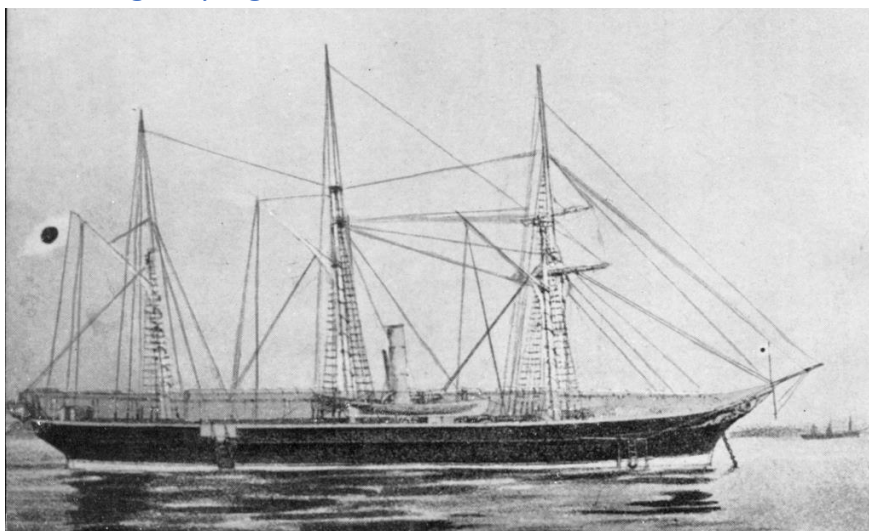
HAYA MARO as TALLAHASSEE

<https://www.pinterest.com.au/larry2344/confederate-commerce-raiders/?lp=true>

56. **HINDA** (Br.)

Sister ship to ASSUNTA. 126' x 21'. Built 1867 in London, screw, 125 tons. Sold by Glover to Choshu 1868 for \$110,000 renamed **No.1 TEIBO MARU**. To the Imperial Navy 1870, became a survey vessel 1873. Wrecked on Kurile Islands 1875.

56. HENDA not HINDA: originally registered in the name of T.B. Glover, Aberdeen.



TEIBO MARU No.1 (Umi to Sora 6/58).

57. **HERCULES** (Br.)

Steamer, 150 tons net. Acquired by Mori of Chofu, a Choshu adherent, in November 1866 and renamed **MANSHU MARU**. Choshu records state she was of wood, 110'; other records say 114' x 26', U.K. built. Sank in the Harima Nada, Inland Sea, shortly after being sold to Toyonaga of Chofu, a merchant, in 1872.

Built in Shanghai by Collyer and Lambert in 1864, 150 tons, originally British she became Chinese. In 1866 she was bought by a group of British business men as a speculation in the hope of selling her to Japan. Sold by Glover to Mori in November 1866.

58. **HONQUE** (U.S.)

A wooden paddle vessel of 665 tons, 155' x 26'. Built at Hongkew March 1868 by J.P. Robert, traded in Far Eastern waters and around the Japanese coast for Adrian & Co. According to Hiogo News of 3.9.70, she was flying the Japanese flag when wrecked near Onegasaki, North Japan on 25.8.70. This possible sale is not recorded in the usual sources.

59. **HO SHO** (Br.)

Built 1868 by A. Hall & Co., Aberdeen, composite screw, 120' x 24', probably imported by Glover & Co. Became **HOSHOKAN** of the Imperial Navy.

60. **HUQUANG** (Br.)

243 tons net. This vessel which had previously been Japanese had provisional British papers until November 1867 - was then resold to Japanese. No records available at the Registrar of Shipping, Hong Kong and she was probably granted temporary registration by the British Consul in Nagasaki or Shanghai.

[Was quite possibly the LEE MIN see no. 82 below.](#)

61. **HYOGO**

See FOHKIEN

62. **HYOGO** (HIOGO)

Although Registers continue to list this ship as British until 1873, she had been wrecked on Eddystone on 7th October 1867 on her first voyage to the Far East. Built in 1867 and owned by Laing of Sunderland screw, iron 737 tons gross, 221' x 25', 150 h.p. She is recorded in British Consulate records as having been sold to Japan. She probably had been sold but was lost in the way out.

[Official no. was 53083](#)

62a: insert: **IRON FRINCE:**

[built by Hodgson, Liverpool in 1845. O.No. -, registered in Liverpool as 194 of 1845; 131 gross tons, 135 net; 120 x 17; Professor Haviland points out the Hong Kong 'Daily Press' of 16th. June 1864 advertises her sailing to Japan and that it is reported she was sold there and shortly broken up. Japanese records show that an iron steamer was bought in 1865 and renamed SENTO MARU and shortly broken up. The identity of the SENTO MARU has puzzled me for a long time, I could find no ship that would tie up. It would seem that the SENTO MARU was the IRON PRINCE.](#)



IRON PRINCE at Canton (Dutton & Michaels 1863).

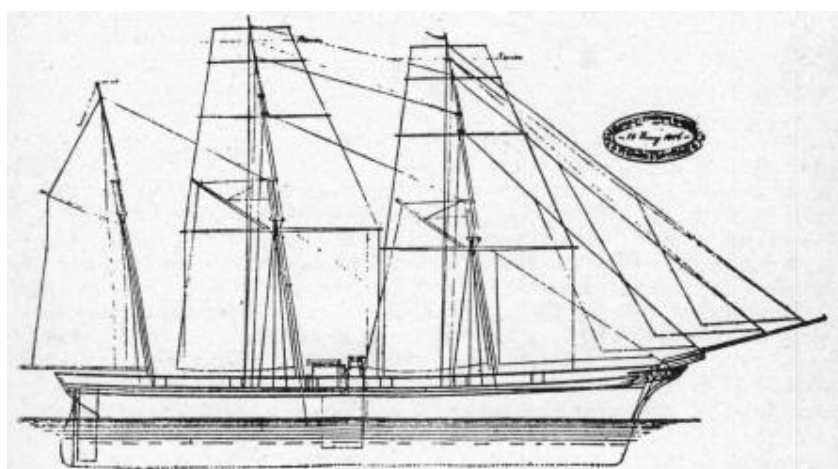
63. JAPAN (Dutch) (1857)

One of the first three steam vessels ordered by Japan. Built at Kinderdijk near Dordrecht, Holland for the Shogunate, 163' x 24', 100 h.p. screw, 250 tons, Dutch measurement, 12 guns, schooner rigged, 1857. Arrived in Japan same year, renamed **KANRIN**, currently generally known as **KANRIN MARU**. In 1860 made the first trans-Pacific crossing by a Japanese ship to San Francisco. On arrival 17/3/60 at Vallejo Street Wharf, US crew member Lt. John Mercer Brooke spelled the name of the ship as **CANDINMARRUH**. Engines removed about 1866. Seized by Enomoto 1868. Captured by Imperial Forces and allocated to the Ministry of Civil Affairs. Wrecked in Hokkaido 1872.

Built by Fop Smit at Kinderdijk. 5/71 under management of a commercial operator Manpei Kimura, 19/9/72 sailed Hakodate for Otaru with 400 former Sendai han samurai but wrecked in bad weather off Sarakimisasi (Izumisawa township of Kami-iso county). There is argument about the identity of the anchor that has been retrieved (<http://kikonai-kankou.net/kanrinikari001.html>).



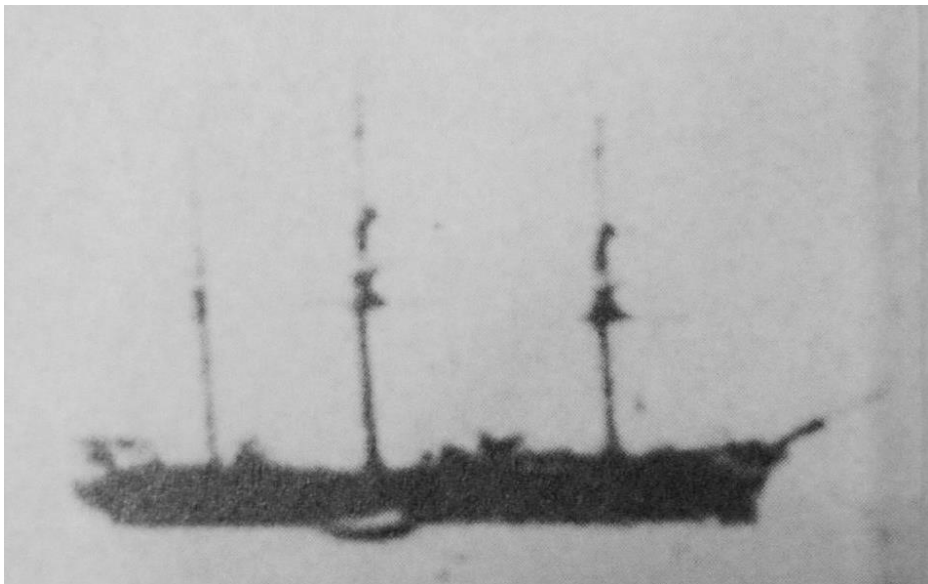
as sketched by KANRIN MARU crew member Seitaro Ishikawa



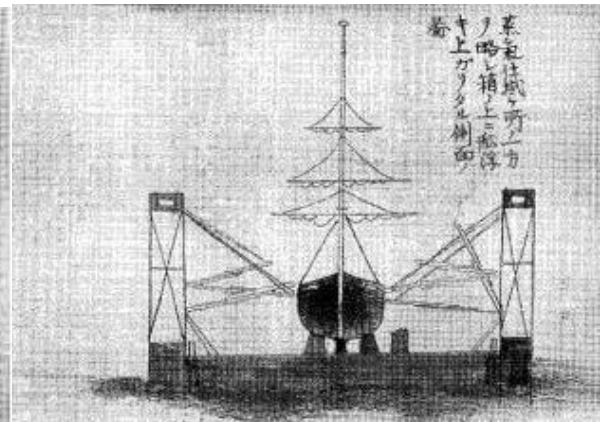
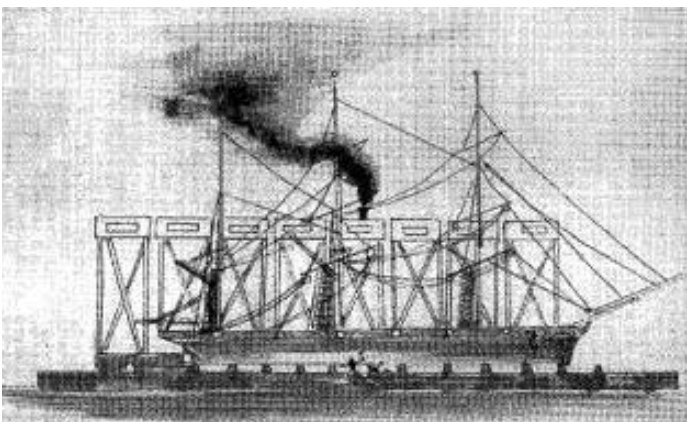
Original Netherlands rigging plan for JAPAN (*Ships of the World* 188)



G. Yamataka's revised KANRIN MARU based on sail plan (SK colln).



At Shinagawa before sailing 4 Oct 68? (https://hananomichi.at.webry.info/201510/article_1.html).



Sketches of KANRIN MARU made while under maintenance at San Francisco in 1860
https://www.jstage.jst.go.jp/pub/pdfpreview/kanrin/12/0_12_KJ00004620097.jpg

64. **JAPAN** (Br.) O/No. 52747

The sale of this vessel to the Geishu-han for \$110,000 in August 1866 is listed by F.A. Groom of Glover & Co., but the sale must have fallen through. Built 1865 by Hedderwick of Glasgow, iron screw, 180' x 26', 473 gross 350 net tons. Originally owned in London by J. B. Cumming and H. R. Beaver, was sold in 1866 to G. W. Campbell of London and in 1869 to Colin Campbell. In 1870 she was sold to Chinese ownership in Malacca and in 1855 Registry was closed, the vessel having been broken up.

[O/No. 52747 was not sold to Japan.](#)

65. **JAPAN**

Groom may have confused the previous JAPAN with this one -- a paddle vessel of 368 tons gross, 255 net, 90 h.p. (Japanese records and press reports). Acquired by the Geishu (Aki)-han in 1866 (May) she was renamed **HOAN-GO** and used in operations against Enomoto, March 1869. Did four voyages to Hokkaido from Osaka during the second half of 1869. It is possible she went ashore at Kasowasaki in October 1868 (Hiogo News 19.11.68.). Offered for sale in Yokohama April 1874 and apparently bought by A.O. Gay who operated her under the American flag as the HOAN MARU. Later became SOOCHOW (U.S.), NANGKIN (U.S.) and in 1878 became Chinese KIANGPING. Became a pontoon about 1894. Lloyds also confuse these two JAPANS.

[Details of this ship that was sold to Japan are: O/No. 52603, built as IPOJUCA by Wingate in 1864, 178 x 25, 256 tons net, paddle. Sold by Alt & Co. to the Geishu-han in 1866 for \\$110,000.](#)

[A new, larger IPOJUCA was launched in 8/66 at Preston, for Companhia Pernbucana, Pernambuco who presumably were the same original owners.](#)

66. **JHOSHO MARU** (Br.) [wooden screw corvette](#)

Name sometimes given as **IHOSHO MARU**. Built by A. Hall & Co., Aberdeen, 1869, registered there. 207.7' x 38.5', 1459 gross tons, screw, 280 h.p., iron cased, barque rigged, 10 guns. Arrived Nagasaki January 1870. Sold by Glover to Higo-han May 1870. Became ~~RYUO-KAN~~ **RYUJO-KAN** of the Imperial Navy.

[Commissioned 8/5/70. Carried Emperor Meiji on his 1872 tour to Western Japan, used during the Saga disturbances, Taiwan Expedition and Satsuma Rebellion. 1879 refitted at Yokosuka. 1887 training cruise to Singapore, Batavia and Australia. 2/12/93 deleted but continued to be used by navy as training and miscellaneous vessel, 1908 sold.](#)



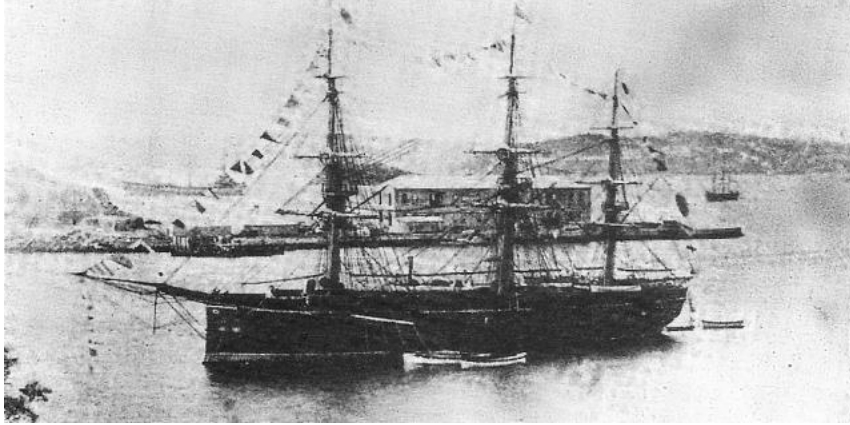
JHOSHO MARU (aberdeenships.com).



JHOSHO MARU (aberdeenships.com).



Probable JHOSHO MARU at Nagasaki (Uchida (Nagasaki Univ. 3238)).



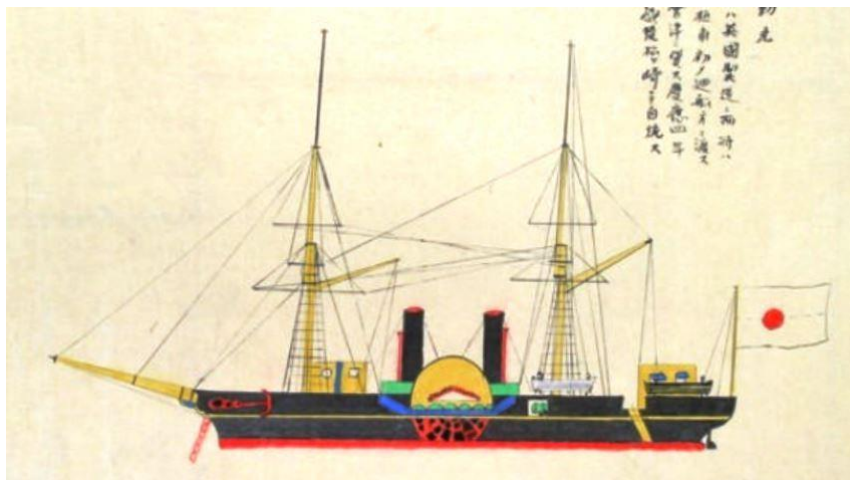
RYUJO (Wikipedia).

67. **JINKEE** (Br.)

Built in Deptford 1861 for H. B. Gibb of Gibb Livingstone & Co., 229' x 27', paddle, iron, 601 gross, 405 net tons. Sold to the Shogunate December 1862. Renamed **JUNDO MARU**, was used as a transport. She was driven ashore and set on fire by the KANYO (ex STORK) in an engagement in April 1868.

O/No. 43978

Tamaoki print carries note saying she was set on fire by her own crew after being driven ashore.

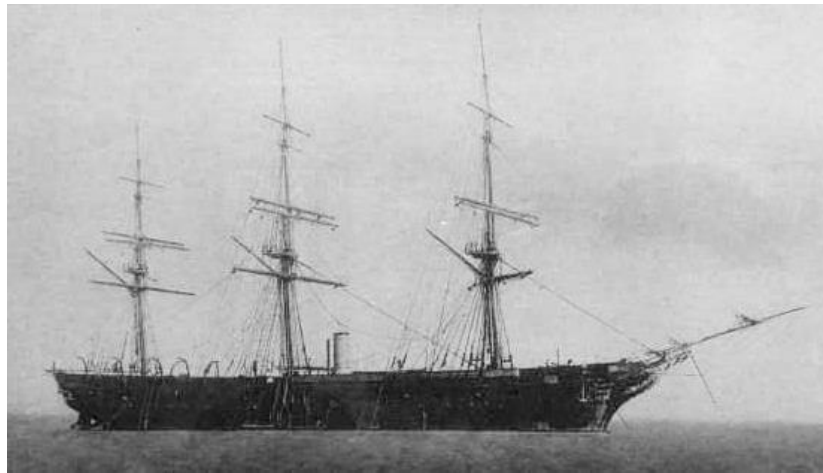
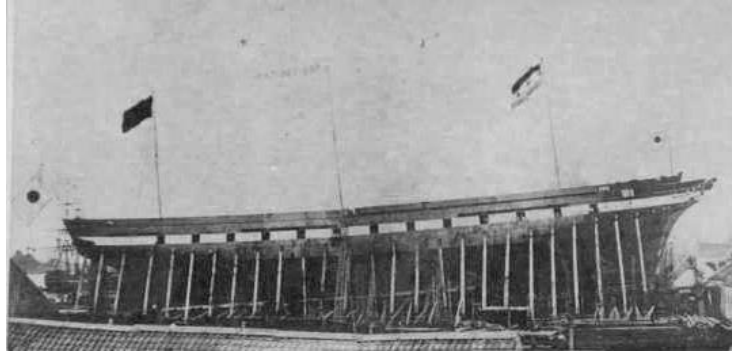


JUNDO MARU (Y. Tamaoki).

68. **KAIYO** (Du.)

A screw vessel 240' x 39', ship rigged, built in Holland 1866 for the Shizuoka-han. Joined Enomoto and was wrecked 1868.

Japanese sources say 3000displ (2600 at launch) 240x39, 400hp 9.5k 26 Krupp guns Launched 2/11/65 at C. Gips & Zonen yard at Dordrecht, 29/4/67 arrived Yokohama. Largest and fastest gunship in Japan, largest ship built in the Netherlands until that time. Joined Enomoto as his flagship KAIYO MARU, 15/11/68 wrecked in a storm at Esashi. Relics now on display, see <http://mukur.blog66.fc2.com/blog-entry-87.html>

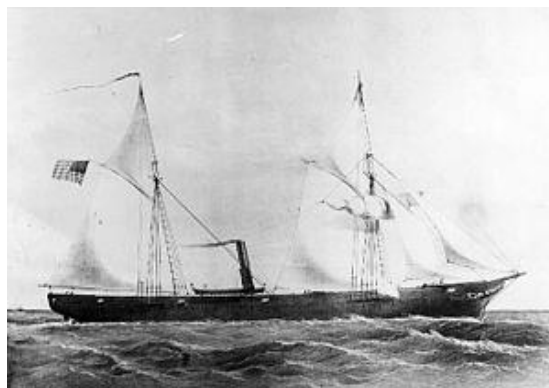


KAIYO MARU - top photo while under construction (Martin Lindenborn).

69. KAGA NO KAMI (U.S.)

Built in Massachusetts 1861 as U.S.S. SAGAMORE, wooden screw, 388 tons. Sold out of Navy 1865. In Japanese waters 1867-68 as KAGA NO KAMI and sold in the latter year by Walsh Hall & Co. to the Akita-han for \$115,000. One report indicates she flew the British flag for a period. Renamed **HIJUN/YOSHUN**, saw action in the Enomoto affair sailing with the Imperial Supply Fleet. Taken over by the Ministry of Defence and in Oct. 1870 was transferred to J.M. Batchelder in part payment for the "UNCLE SAM". Renamed DAIMYO (U.S. flag) she was sold shortly afterwards to Chinese registry.

U.S.S. SAGAMORE (1861) was a UNADILLA class gunboat.



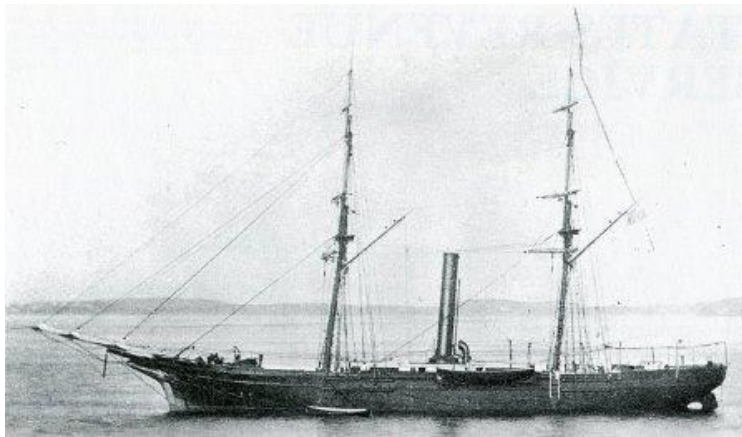
UNADILLA class gunboat c.1861 (Wikipedia).

70. **KAGOSHIMA** (Br.) O/No. 53,255

Although this ship is listed as a steamer sold to Japan she was a sailing vessel.

71. **KANKAKEE** (U.S.)

This ex-U.S. **Pawtuxet Class** Revenue cutter built of wood in 1863, screw, 314 gross, was sold by Blake to merchants in Hyogo acting on behalf of the Imperial Government in February 1869 for \$70,000 (HN 18.2.69); renamed **KAWACHI**. Transferred to the Okayama-han in August 1869. Returned to the Imperial Government 1890 and presumably broken up. During the period she was on loan, she was probably used by the Provincial Government after the abolition of the clans.



Identical sister ship **LEVI WOODBURY** (https://en.wikipedia.org/wiki/Pawtuxet-class_cutter).

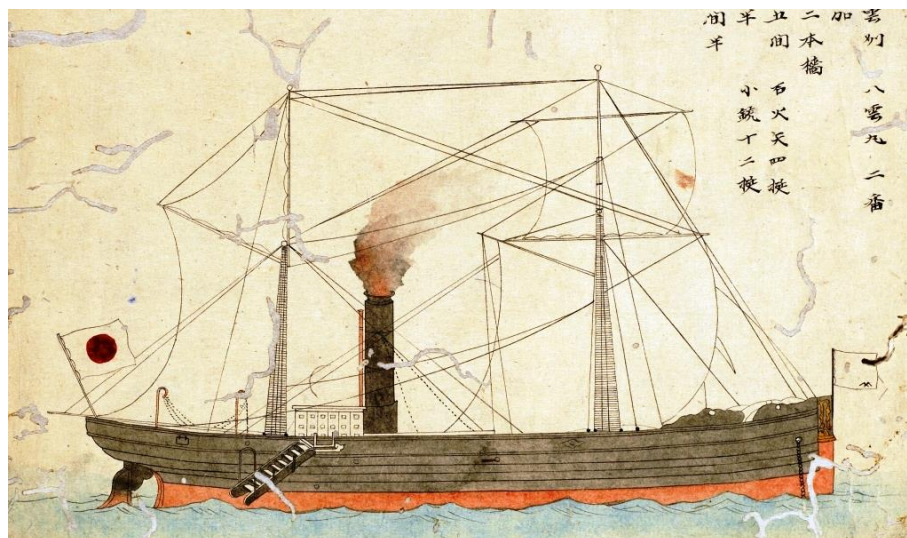
72. **KATHLEEN** (Br.)

An American-built wooden screw steamer, built in New York, no date recorded, 150' x 24', 450 gross, 300 net tons, acquired by W.J. Alt and registered as No.9 of 1869 in Hong Kong. Sold to Japan 1870, imported by Hishiya Ube, operated by Tsusho, became **HEIAN MARU** of the Mitsubishi Fleet.

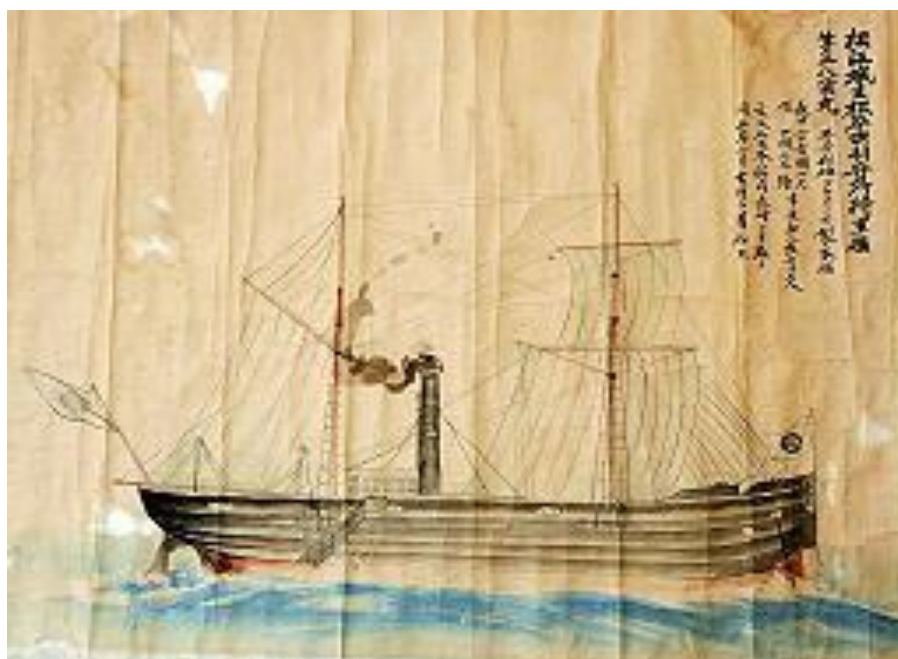
O/N. 50688; Alt & Co. registered this ship in Hong Kong as No. 9 of 1869, a wooden screw steamer built in New York (no date) 150 x 24 450 gross 300 net tons. **KATHLEEN** had arrived in Shanghai from Nagasaki, on 3rd. September 1868 and remained there undergoing repairs until February 1869. It is more than likely she was the No.1 **YAKUMO MARU** ex **TAOUTAI** No. 139, which disappears from Japanese lists about that time. The dimensions are very similar and the **TAOUTAI** is one of the few American ships whose end is not known. Alt operated the **KATHLEEN** until she was sold to tile Tsusho for \$85,000 in 1870. She became the **HEIAN MARU** of the Mitsubishi Yubin fleet. There is a report that the No.1 **YAKUMO MARU** went ashore about that time.

Milne indicates uncertainty as to which **YAKUMO MARU** was No.1 and which was No.2. Careful local research reported in Sanin Chuo Shimpo shows No. 2 **YAKUMO MARU** ex **TAOUTAI** was U.S.-built, 182gt, w.s.s., 144x21', 70h.p., bought by Izumo Han for \$70,000 at Nagasaki in 1862. Voyage recorded departing Izumo 27/6/67 arriving Nagasaki 7/8 carrying 3 Okinawans who had been wrecked at Iki to Nagasaki and clan officials for negotiations with Alt & Co. The Okinawans were

handed to Satsuma officials on 12/8 and the No.2 YAKUMO MARU returned to Izumo carrying what is the oldest surviving music box in Japan. Sold 6/68 due to unreliability.



U.S.-built YAKUMO MARU No.2 (Komaba Library, University of Tokyo Image 31).



YAKUMO MARU No.2 (<https://www.jp-history.info/wp/wp-content/uploads/2016/07/yagumo2.jpg>).

73. **KEBON DALEM** (Du.)

A small Dutch paddle vessel of 78 tons (?) gross, 42 tons net (?), 55 h. p., was acquired by the Kaga-han (?) in 1869 from the Netherlands Trading Society. Import registered at the Osaka Custom House February 1870 by Maeda Shozo of Osaka. As the **TENSHO MARU** she was used on the Kobe/Osaka route and was damaged in the typhoon of 6th July 1871. She became **YENOSHIMA** or **ENOSHIMA MARU** of the Yubin Jyoki and Mitsubishi leets and by 1882 was being used as a tug.

Was a small paddle steamer of 31 old tons, built in the Dutch East Indies, probably at Probolinggo for Peter Landberg. He sold her in 1867 but reacquired her the next year and sent her to Japan for sale. Glover sold her on behalf of the Netherlands Trading Society to the Takamatsu-han in September 1868 but she was returned shortly and remained Dutch until the end of 1869 when she was bought and imported through Osaka in 1870 by Maeda Shozo. As the ENOSHIMA MARU she was in the Yubin Jyoki and Mitsubishi Yubin fleets. She was used as a tug in 1882 when her tonnage is reported as 78 gross and 42 net.

(Also typed note sent to Martin Lindenborn):

Operated around the coast of Japan by Glover & Co, probably trying to find a buyer. In May 1869, it is reported in by Will in his book "Trading Under Sail Off Japan" during the fighting between the Japanese government and the rebel Enomoto in Hakodate harbour: "While at anchor the next day a small paddle steamer called the KABON DALEM (sic) under the Dutch flag came around the head and seeing all the men-of-war lying anchored outside, dropped anchor alongside of us. He was bound from Yokohama to Niigata and was short of coal. I told him no foreign vessels were allowed in the harbour. He said he was going in anyway."

Her sale to Japan at the end of 1869 is confirmed by the Osaka Custom House registers for January-February 1870. She became the TENSHO MARU of the Post Office Fleet and was offered for sale in the 'Nagasaki Express' of 20th May 1876 as "paddle steamer TENSHO MARU formerly KEBON DALEM" but apparently was not sold and was transferred to the Mitsubishi Yubin by the Government when the Mitsubishi amalgamated with the Post Office fleet.

In a report, published in the 'Japan Weekly Mail' of 2nd December 1882 listing vessels transferred from the Post Office to Mitsubishi Yubin in 1876 she is mentioned as the ENOSHIMA MARU ex KEEON DALEM. Under this name she was being used by Mitsubishi as a tug. I have not been able to trace her after this.

The Mitsubishi historian notes Yubin Kisen Mitsubishi Kaisha had a tug TENSHO MARU 78gt 40hp ex KEBON DALEM and subsequently in the early 1880s had a tug ENOSHIMA MARU 78gt 55hp, and makes the comment that it can be supposed this was the same ship. Enoshima is a small resort island south of Yokohama and in the 1880s a tug or tender type of vessel would have provided appropriate transportation at weekends etc.

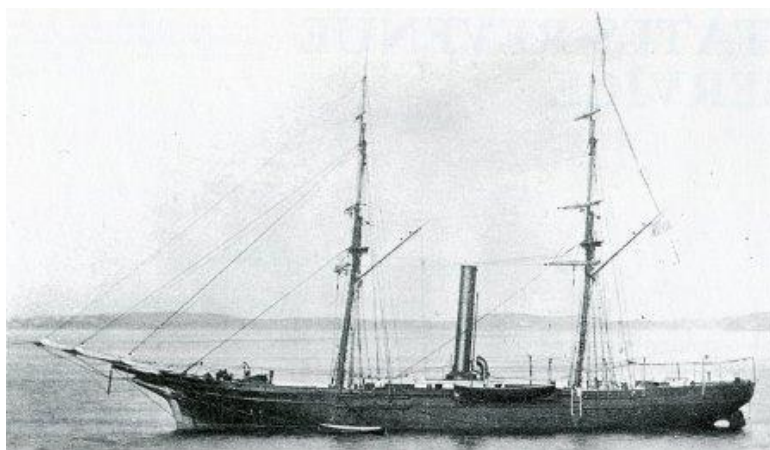
74. **KESTREL** (Br.)

Ex-H.M.S., built in Liverpool 1856, 110'2" x 21'11", 40 h.p., wood screw, 238 tons. Sold to Glover 1866 and sold by him to the Shogun, September 1866. She appears in the Shogunate fleet list without a Japanese name.

75. **KEWANEE** (U.S.)

An ex U.S. **Pawtuxet Class** Revenue cutter, wood screw, 237 tons gross, built in 1861 at Baltimore, was acquired by Japan towards the end of 1868. She blew up in Yokohama Harbour April 1869 while

loading powder -- 26 persons killed and injured. Salvaged, repaired, she was operated by the Ministry of Finance as the **MUSHASHI (MUSASHI)**.



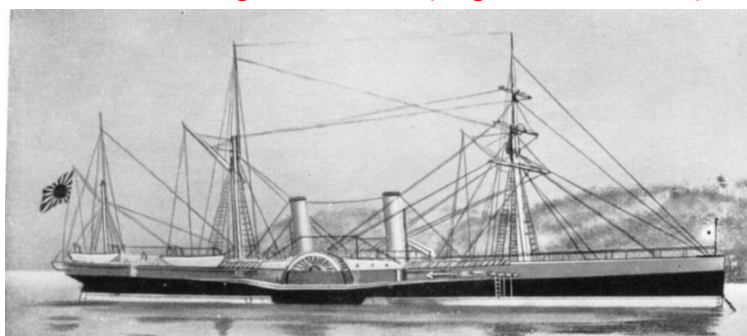
Sister ship **LEVI WOODBURY** (https://en.wikipedia.org/wiki/Pawtuxet-class_cutter).

76. **KIANGSU (KEEANGSU) (KEANGSOO)** (Br.) O/No.53,501

Formerly an Anglo-Chinese paddle packet boat of 448 net tons, she was acquired by the Satsuma-han in 1867 from Chapman. She was built of wood at Cowes in 1863, 242' x 29', and her gross tonnage was 1015. She had been registered in Bombay and in 1867 in Hong Kong. Renamed **KASUGA**, she was captured by Enomoto in Hakodate and used by him. Recovered by the Imperial Forces, she became the **KASUGA** of the Imperial Navy, being on the list as a despatch vessel until 1894. She was scrapped in 1898.



KASUGA at Nagasaki in 1875 (Nagasaki Univ. 5301).



KASUGA (Umi to Sora 6/58).

77. **KINLIN** (Br.) O/No. 49,602

This British iron screw vessel of 270 tons net 159' x 22' registered in Ayr, owned by T. Steele and others was acquired" by the Satsuma-han in October 1865. Built in Rutherglen in 1864, she carried 4 guns when sold by Glover for \$75,000. British registry closed 1866. Satsuma, who called her **MANNEN MARU**, state she was 168' x 31' 80 h.p. They sold her to the Geishu-han in May 1866 who retained the same name. She traded coastal and sank off Kashiwazaki in a storm in the winter of 1868 while operating against Enomoto.

[Her loss was in September 1868.](#)

78. **KIOTO** (Br.)

Built in Shanghai probably in 1864" 81' x 16', 60 tons, this screw vessel had provisional British papers when sold by Alt to Uwajima in May 1867, although her papers were not surrendered until November. I have not been able to trace her further except that she was offered at auction in Kobe April 1872.

[Was built in Shanghai in 1861 for the Peiho River trade](#)

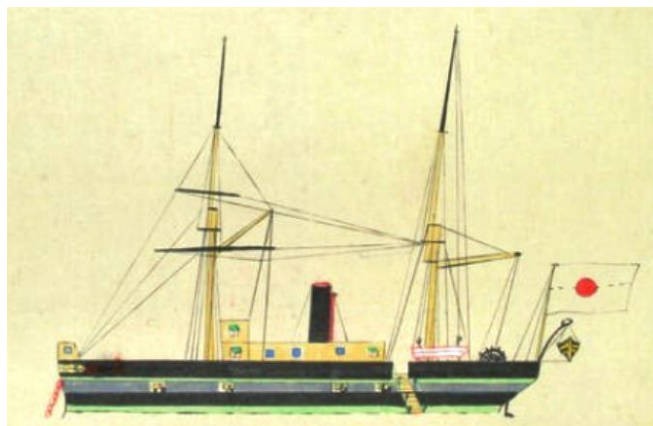
79. **KUISUI** (Du.)

Newspaper reports concerning the sale of this vessel all indicate she was pure sail but one report states she was a screw steamer. The price, \$30,000, at which she was sold indicates a sailing ship as it seems low for a new steamer. Perhaps she had an auxiliary engine. She was built for Satsuma merchants by the N.T.S., 300 tons schooner rigged, delivered in 1870.

[Was a sailing vessel.](#)

80. **KUMSING** (U.S.)

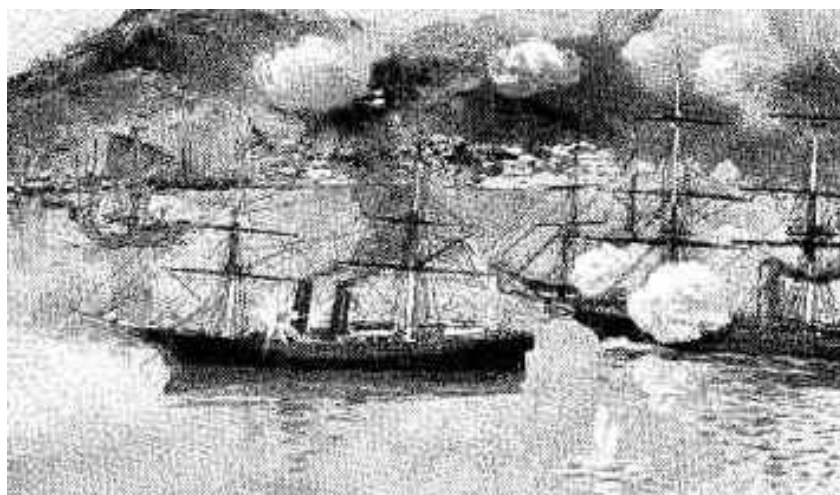
This 467 gross ton screw wooden vessel built at Whampoa in 1862 was sold to the Fukui (Echizen)-han in June 1863, for \$125,000. Japanese records state she was 172' x 26', 100 h.p. Renamed **KOKURYU MARU**, she was sold to the Shogunate in August 1864. Renamed **KINSU** or **KINSEI**, she served as a training ship at the Kobe Naval Training Center. Eventually scrapped.



KOKURYU MARU (Y. Tamaoki).

81. **LANCEFIELD** (Br.) O/No. 68,481

Built for Jardine Matheson by Napiers of Glasgow in 1855, this ship was of iron, screw, 605 gross, 449 net tons, 235.4 t X 30.8'. She was sold to the Choshu-han in November 1862 and became the **NIMBO/JINJU**. Sunk by USS WYOMING in Shimonoseki Strait 1863. Salvaged, she was sold to American flag, renamed LANCEFIELD. 1868 became YUNG HAIAN and MANILA, converted to sail, later hulked. 1880 acquired by China Navigation Co. as a hulk and renamed LANCEFIELD and sold to Chinese in 1912.



NIMBO/JINJU under attack from USS Wyoming, as depicted in an 1864 American engraving.
navyandmarine.org

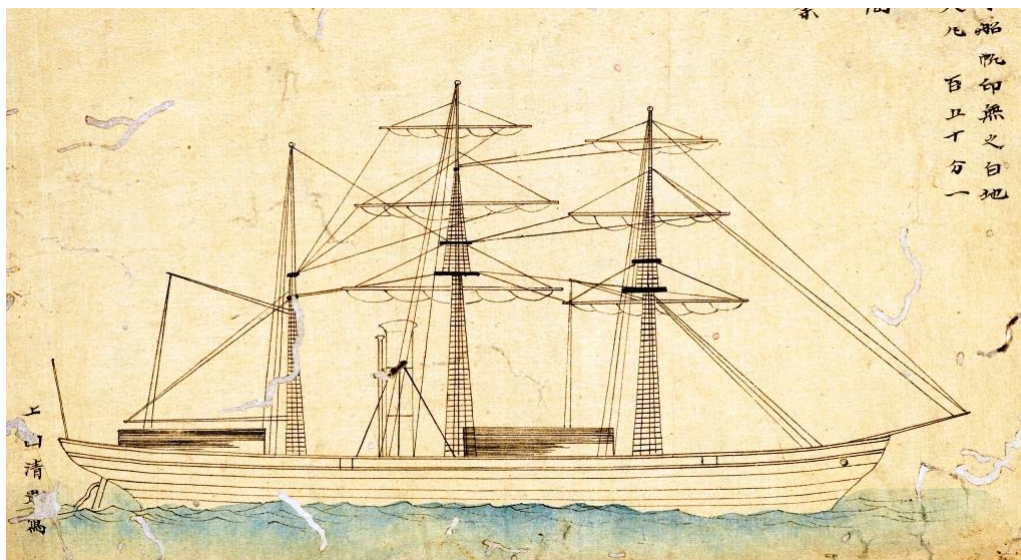


LANCEFIELD hulk at Changsha (*Warren Swire Collection ID15874*).

82. **LEE MIN** (Br.) O/No. 43,622

Built in Rutherglen 1862 owned by James Paton and others of Ayr, iron screw 235 gross, 181 net tons, 146' x 21' this ship was operated by Fletcher & Co. of Shanghai until she was sold through Alt & Co. to the Aki-han in April 1863. She was renamed **SHINTEN**.

It is reported that she was sold back to foreigners by her original buyers, the Aki-han. Admiral Saito states in "Japan by the Japanese" (London, 1904) Chapter 10 that the Chikuzen bought the LEE MIN in 1867. This must have been a second sale. It is thus possible that the LEE MIN was the HUQUANG, see No. 60, the dates agree.



SHINTEN MARU (sic). (Komaba Library, University of Tokyo No.33).

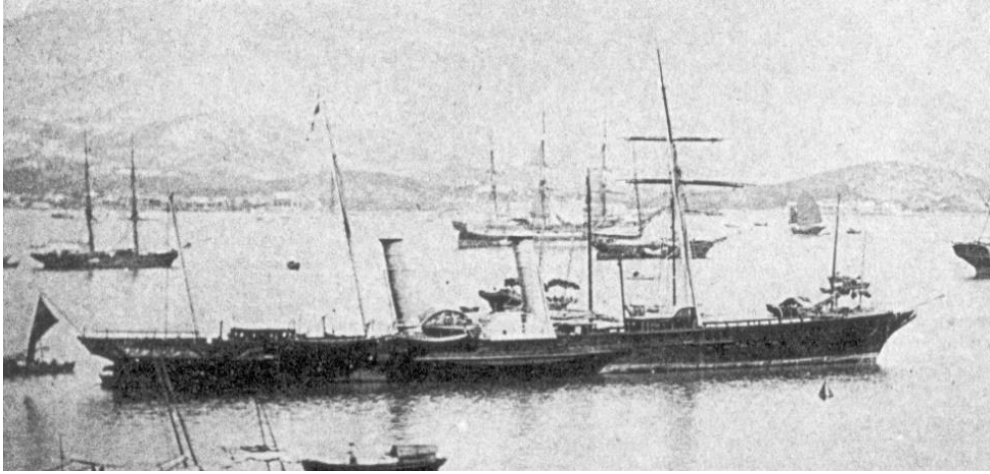
83. **LOTUS** (Br.) O/No. 44,850

Of 595 gross and 461 net tons, this iron screw vessel was built for E.M. de Bussche in 1861 in Renfrew, 202' x 27', 135 h.p. Operated on the China coast by Hogg Brothers. In May 1864 she was sold to the Satsuma-han for \$120,000. Renamed **SHOHO MARU**. She was lost in an interclan engagement off Shikoku in January 1868.

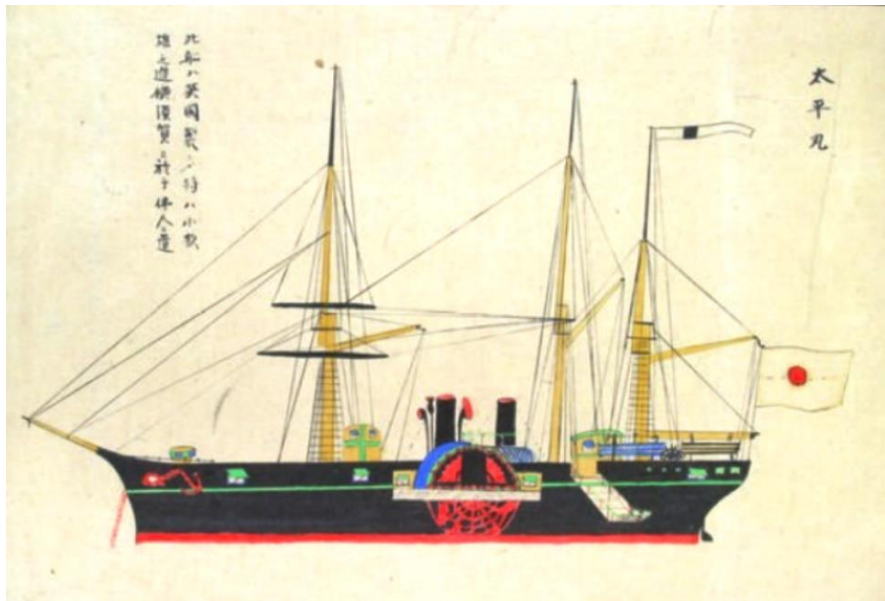
84. **LY-EE-MOON** (Br.) O/No. 28,737

Built for Dents by Thames Ironworks, Blackwall 1859. 753 gross tons, 370 net tons, iron paddle, 280' x 27', 350 h.p. Sold to the Shogunate in April 1863 for \$180,000. Renamed **TAIHEI MARU**. Flew the British flag for a few months in 1868. 1872 - Sold back to British registry for \$30,000 converted to screw in the U.K. for the China Trans-Pacific Co. but did not run for them. Traded between China, Japan and Formosa. 1877 - Sold to Australia. 1886 - Sunk off Australian coast.

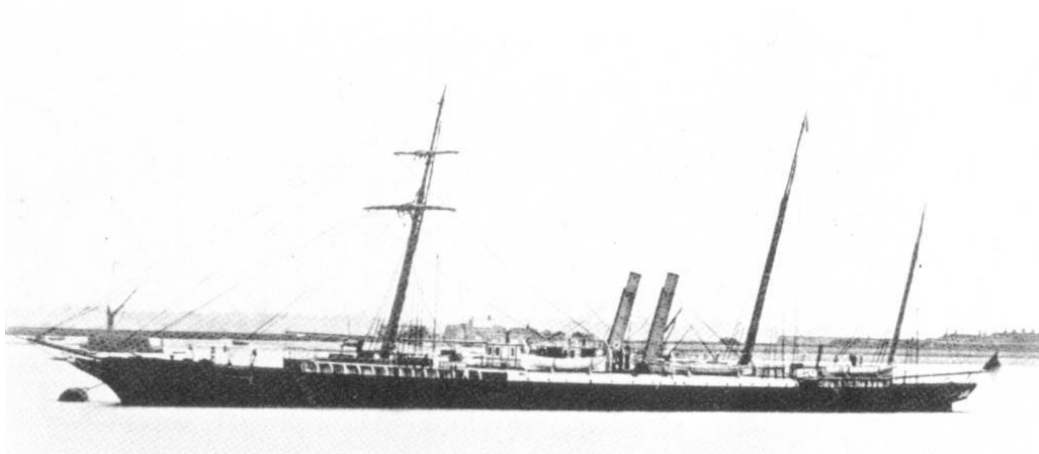
sold back to British registry in 1873 not 1872. She returned to the U. K. under sail, her engines being removed in Japan.



LY-EE-MOON prior to 1872 (Peabody Museum)



TAIHEI MARU in Shogunate ownership (Yogozaemon Tamaoki).



LY-EE-MOON as a screw steamer (G. Yamataka).

85. MAIKOMA

Paske-Smith mentions this ship as sold to Japan. I cannot trace her.

86. **MARIA** (Br.) O/No. 32,709

Built as "ANN" in Littlehampton 1839, a two masted schooner, later lengthened and given 3 masts. By '1864 was a Brigantine 119' x 22', with a 60 h.p. engine, 230 gross, 154 net tons. About 1853 was in Australian waters and about 1854 came to Hong Kong and operated around there. She was still named ANN. By 1864 she was owned as MARIA by W. Davidson of Ningpo. Registered in Hong Kong as No.40 of 1864. She was put up for sale in Nagasaki, and was bought by F.H.B. Jenkins and became YU NUEN (U.S.flag).

87. **MARTIN WHITE** (U.S.)

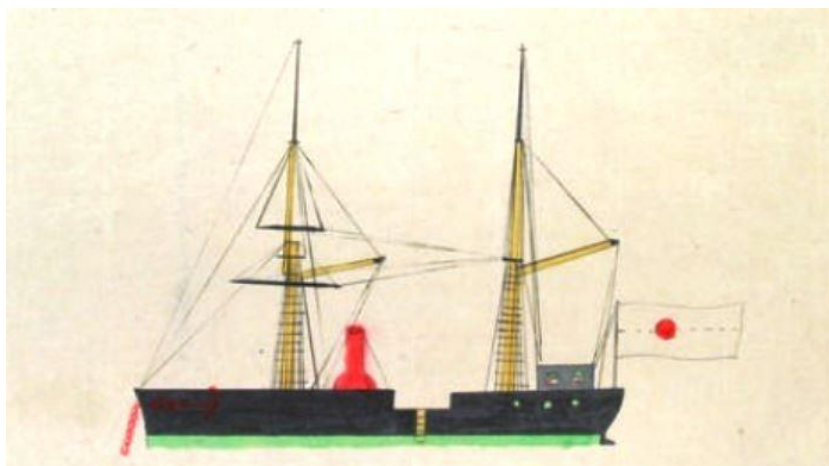
A wooden screw vessel of 189 gross tons, 92' x 23', built in Philadelphia in 1854. Traded originally on the Pacific Coast of America but by the early 60's was on the China coast. Acted as a tug in Shanghai. Sold to the Kurume-han in October 1866, she was renamed **SHINPU MARU** and served in the Imperial Fleet against Enomoto.

HWD says: Built by Birely & Son, Philadelphia (DA engine by Reanie, Neafie & Co., Philadelphia) for Charles W. Brooks & Co., San Francisco. 18/3/62 sailed for China and 15/5/62 arrived Shanghai for H. Fogg & Co. 6/62 sold for Tls 41,000 to (General) F.T. Ward and Yang Taikee (jointly). 6/62 adv. for hire (Ward & Co.). 9/62 Ward died in action near Ningpo. 1/63 adv. by Albert L. Freeman (executor). 8/64 after repairs adv. to Frazar & Co. (still Capt. Parkes). By 7/65 sold to Hiram Fogg & Co. By 12/65 laid up. 26/9/66 Shanghai for Nagasaki where 10/66 sold to Kurume-han.

88. **MERCURY** (Br.) O/No. 41,244

Built in Glasgow 1861, 93' x 16', 73 gross, 64 net tons, iron screw. Registered in Hong Kong No.2 of 1863 with Lapraik as owner. Sold to the Shogunate 1866 but it is possible she was chartered earlier. Renamed **RYUSHO MARU**.

O/No. 41244: Having been sold by Glover to the Shogunate in about August 1866 for \$30,000 she was returned to Glover in October, apparently as security for a part payment for the KESTREL. She was returned to the Shogunate a few months later.



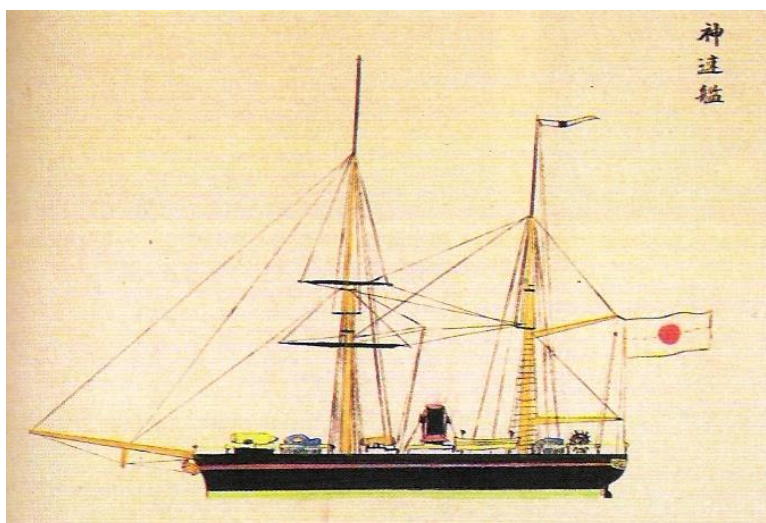
RYUSHO MARU (Y. Tamaoki).

89. METEOR (U.S.)

Built in Bangkok 1859 of teak, iron fastened, screw, 163 gross tons, 86 net. Japanese sources give conflicting dimensions 130' x 16' and 106' x 17'. Became American in 1862, owned by Conklin of H.K. Drake & Co. Acquired by the Shogunate at Hakodate for \$47,000; March 1864 was renamed **SHINSOKU** or **JUNSOKU MARU**. Served in Enomoto's fleet and was stranded and wrecked Ezashi, November 1868.

This ship had been built on the Clyde in 1850, O/No 32597; 136 gross tons, paddle, 106 x 18, went to Australia in 1856 and was registered there. Sent up to China that year she spent the next 8 years on the China coast going south to Australia, Singapore and Bangkok where she underwent some rebuilding before being sold to Japan in 1864.

According to various Australian sources, METEOR 136/49 was built by Caird & Co., Greenock as a tug for the Old Clyde Shipping Co. 128x18, also reported as 105x18, paddle steamer with two side lever engines totalling 75hp. The first Australian mention appears to be when she was sent from Melbourne in 12/54 to assist the stranded *Pride of the Seas* at Port Nepean. Sold at Sydney 5/56 to private owners. Captain Burns extensively refitted for the China coast. 27/12/56 sailed Sydney for Shanghai in ballast. Also see Clydeships.



SHINSOKU MARU as screw steamer (Y. Tamaoki).

90. MIGOTO (Br.)

Built 1870 by W. Simons, Renfrew. 663 gross, 407 net tons, 185' x 25', 90 h.p. Bought by Konoike, a banker of Osaka, 1870 and imported early 1871. In the Mitsubishi original fleet as **HORAI MARU**. Wrecked 1888 or 1889.

Built for David Hunter of Ayr, D/No. 58569.

91. MONA (Br.) O/No. 47,391

Built Middlesboro 1863 by Backhouse & Dixon, 693 tons gross, 542 net. 188.7' x 28.3', iron screw. Owned by the China & Japan (C&R) S.N. Co. Traded on China coast and to Japan. 1866 - Sold to

China S.S. & Labuan Coal Co. and in 1868 - to Hugh Pritchard of Shanghai. During 1868 and 1869 made many calls at Japanese ports operated by Adrian & Co., Walsh Hall & Co. being agents for a period. Sold by Adrian & Co. to the Akita-han in December 1869, but British registry not closed until 1871 about which time the vessel was wrecked.

92. **MONEKA** (U.S.)

Built Philadelphia 1865, wood, screw, 550 tons. Sale to Yoshida is reported in several newspapers Dec. 1869/Jan. 1870, but apparently fell through as she retained American flag -- later renamed PINGON - broken up circa 1890, **likely converted to the Ping On pontoon wharf on Hong Kong island.** At one time the vessel was registered in Hong Kong, British O/No. 73,447. 806 gross, 574 net tons, 220' x 27'.

93. **NAGASAKI** (Du.)

Built in Rotterdam 1858, for the Shogunate and operated by the Saga-han. Japanese records say 300 tons Dutch measurement, 150' x 26', 21 guns. On arrival in Japan 1858, was renamed **DENRYU**. Flagship at the Imperial Review 1868. Taken over from the Saga-han, who were operating her, by the Imperial Government in 1871 and almost immediately broken up.



DENRYU (Saga Prefectural Gov't).



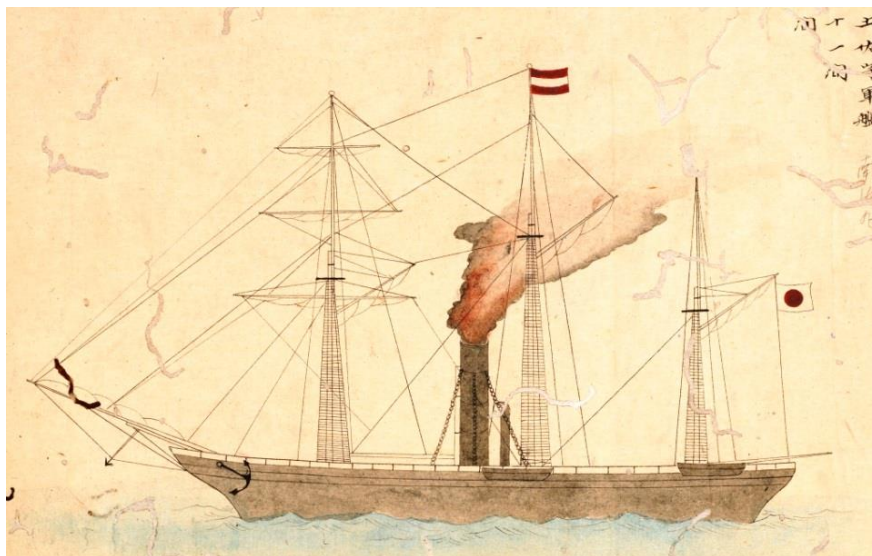
DENRYU (Komaba Library, University of Tokyo Image 16).

94. **NANCAI** or NANKAI (Br.)

Originally American, this Shanghai-built vessel of 195 gross, 130 net tons, built in 1866, was sold British in February 1867 and sold to Yamanouchi Yodo of the Tosa-han by Glover later the same year at Yokohama for \$75,000. The Tosa-han lists her as a gun boat with four gun ports, paddle, 84' x 20', and she was called **WAKAMURASAKI**. Another Japanese source says she was screw-propelled.

NANCAI is the correct spelling.

Haviland says built by S.C. Farnham & Co., Shanghai, apparently on own account. 8/67 referred to as **NANKAI** by Sir Ernest Satow in dealings with Tosa, Satsuma and the Shogunate.

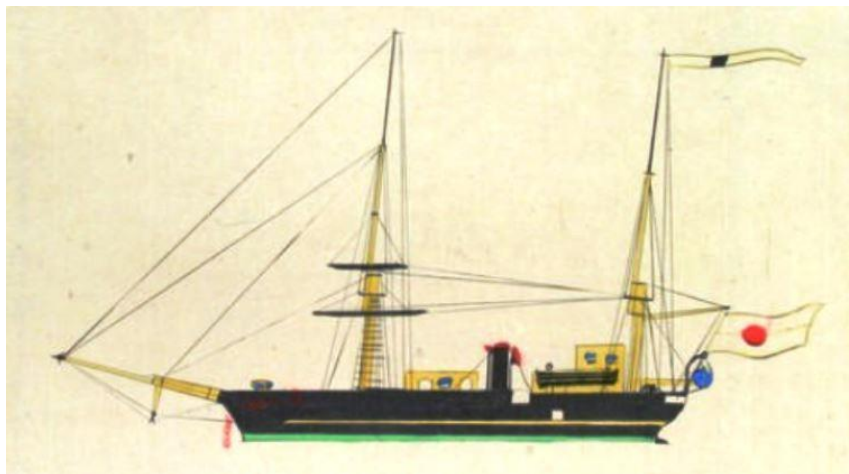


NANCAI (name only pencilled in), stated to be a Matsudaira warship (Komaba Library, University of Tokyo Image 30).

95. **NANKIN** (Br.) O/No. 26,157

A screw iron vessel 119 tons gross, 80 tons net, 122' x 17' 50 h.p , owned by J. Paton and others of Ayr., built at Rutherglen 1861, operated on China coast. Sold to the Shogunate in February 1863, she became **SHOKO MARU** and was wrecked in a typhoon near Shizuoka July 1863.

Reports differ as to where she was lost, some say on Tsushima others, near Shizuoka.



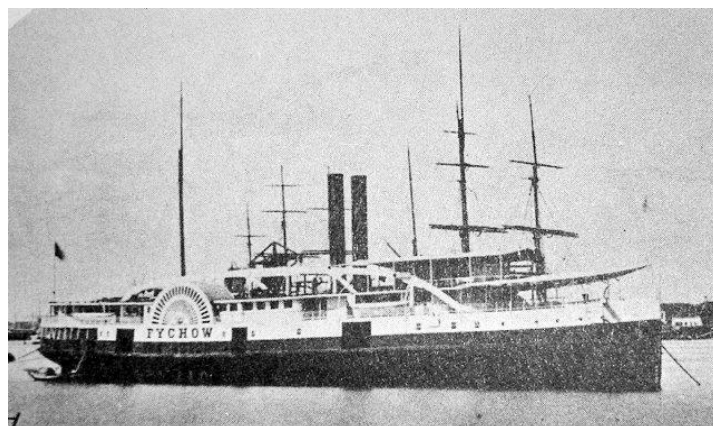
SHOKO MARU (Y. Tamaoki).

96. **NARUTO**

See COROMANDEL

97. **NAUTILUS** (Br.)

Built in New York in 1864, this wooden paddle vessel of 1633 gross tons, 262' x 40', came to the Far East in 1868 as American. In 1869 she became British and was sold to Tosa by Alt & Co. for \$200,000. **The characters of her Tosa name can be read KOYONOGA or MOMIJINO**, but she remained throughout with British officers and was known in the foreign community as **NAUTILUS**. She was involved in a collision in Nagasaki in 1871. She was sold by auction in Hiogo 1872, being bought by the Shanghai S.N. Co., U.S. flag. She became **FYCHOW**, later **KIANGPIAU** (Chinese) and was broken up in 1894.



KOYONOGA as Shanghai S.N. Co.'s FYCHOW (Peabody Museum).

98. **NEGAPATAM** (Br.) O/No. 52,695

Built in 1865 for the Madras & Colombo S.N. Co. by Hedderwick of Glasgow. Iron screw 150' x 22', 255 gross, 184 net tons. Sold by Diers Hughes & Co. to the Bizen-han in 1869. Renamed **SHOZAN**, she went ashore and got damaged two months later. She appears in Lloyds Register as owned by the Madras & Colombo S.N. Co. well into the '80's. Her British Registry was not closed until 1887 when it was recorded "no account of the vessel available".

99. **NEPAUL** (Br.) O/No. 27,250

Built for the P & O 1859. 796 gross tons, 541 net, iron screw, 244' x 30'. Sold by Alt, on behalf of Gibb, Livingstone & Co. who then owned her to the Shogunate for \$150,000 in 1868. Transferred to the Kii-han. In July 1869 she became British again, being operated under her original name by Adrian & Co. for a few voyages. She then lay in Kobe for a year subject to litigation. In October 1870, became Japanese once more. She appears in the Yubin Fleet in 1872 as **YUKO MARU** and was transferred to Mitsubishi. Engines taken out about 1878 and her name changed to **KII NO KUNI MARU**. Used as a sailing vessel.

100. **NITSIN** (Du.)

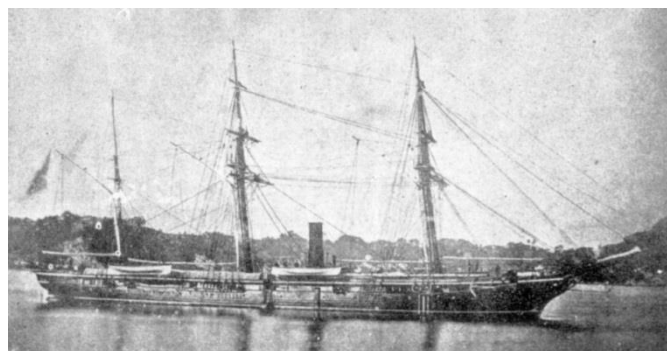
A sloop-of-war built at Dordrecht 1869. 780 reg. tons, 250

h.p., screw. Sold to Hizen-han (=Saga-han) May 1870 for M\$300,000. Became **NISSIN-KAN** of the Imperial Navy, sold for scrapping 1893.

Built by C. Gips & Zonen at Dordrecht in 1869 (launched 10/1/68). 780 reg tons, 1468displ. 250hp, 203.25x31.83 9kt. 10 guns screw. 22/6/70 taken over by Imperial Government Ministry of War, 2/72 to IJN. 1883 re-rated as a cruiser, Fukui lists as the first cruiser of the IJN. 30/5/92 decommissioned.



NISSIN (Umi to Sora 6/58).



NISSIN (Umi to Sora 6/58).

101. **NOMO** (Br.)

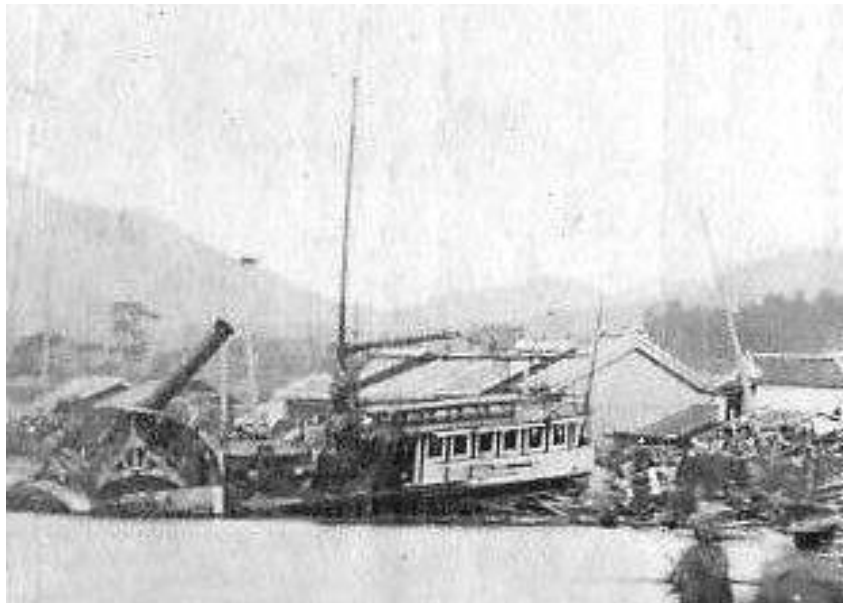
A screw steamer of 110 (or 172) net tons, sold by Boyd & Co. to Higo for \$23,000 in February 1870. Destroyed by fire when operating for the Satsuma-han in their rebellion February 1877. One report indicates she was a paddle vessel.

Was a screw steamer of 172 net tons.

102. **NOVELTY** (U.S.)

Built in Shanghai this 31-ton ship was probably British until she was sold American 1866. In July 1867 she was sold to the Geishu-han for \$15,081. No Japanese name found although it was probably **OHEN MARU** under which she traded when she reacquired the American flag in 1868. Bought by the China & Japan Trading Co. she was used in their coastal and Hiogo/Osaka services until she was wrecked by typhoon in Kobe Harbour July 1871.

Reporting on typhoon damage, the Japan Weekly Mail of 15/7/71 states: "The China & Japan Trading Co. have seen heavy losses in 5 steamers running between Osaka and Kobe...KINSATZ, OHEN MARU and PAHLOONG of C&JTC are jumbled into one confused mass of wreck."



Wreckage of steamer(s) destroyed at Kobe in the typhoon of 7/71 JWM, attrib. to August Gordes

103. **NUMBER ONE** (Br.) Japanese O/No. 76 Built in 1858 or 1862 in the U.K. of iron, 189' x 28', 771 gross, 478 net tons (in her later years) this vessel reportedly of 300 tons at the time was sold to the Satsuma-han in 1864. Renamed **HOZUI MARU**, was operated by the Kaisho Kaisha between Yokohama and Osaka in 1871- 1872. In 1874, her boiler blew up while between Nagasaki and Hyogo but she made port. In 1889 she was owned by Shimadzu Tadayoshi. Lloyds register gives the previous name of the HOZUI MARU as NOMBERRON, an obvious mistake in transliteration.

Was built by Palmers of Newcastle in 1863 as an iron, srew barque of 730 gross tons 567 net. She was bought from the Dutch government by Satsuma.

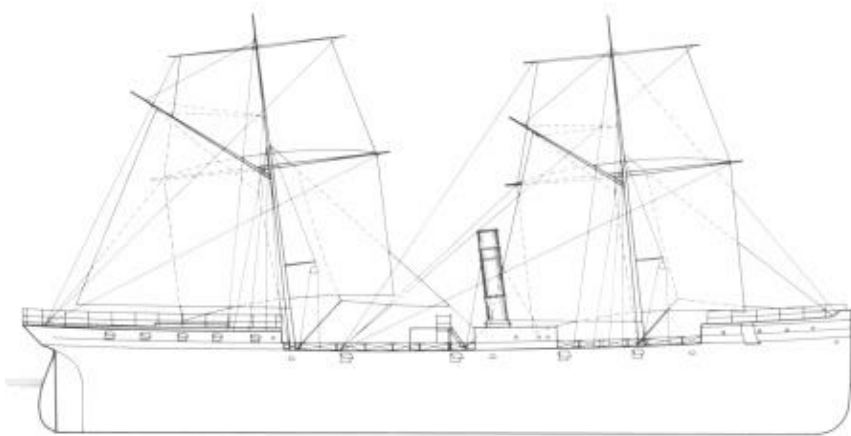
104. **NYMPH** (Br.)

810 tons gross, composite screw, built by Connell of Whiteinch 1868 for E.M. de Bussche. Arrived in Japan the same year and traded coastal, Aspinall, Cornes & Co. and Gilman & Co. acting as agents until sold by Alt & Co. to Japan in 1870. Became **GENRYO MARU** of the Yubin Jyoki and Mitsubishi fleets. She sank in December 1878.

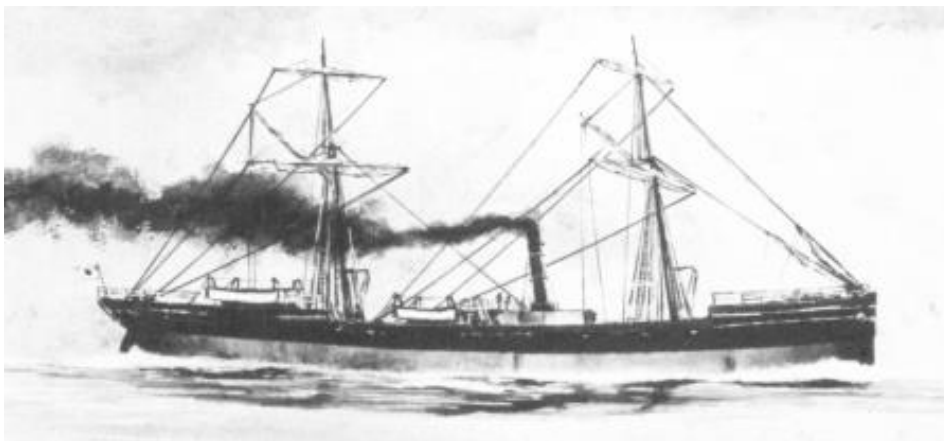
[O/No. 60328.](#)

105. **ORISSA** (Br.) O/No. 45,993

Built 1863 by Denny Dumbarton, 153' x 23', 360 gross, 271 net tons, iron, screw, for B.I.S.N. Company. 1866 - Sold by B.I. to Peter Denny of Dumbarton who refitted her and sent her to the Far East where she was bought by J.S. Burdis and registered in Hong Kong as No.1S of 1869. Traded coastal. Sold by Adrian & Company to the Tosa-han end of 1870 for \$45,000. She hoisted Tosa colours 21 January 1871. In Iwasaki's original fleet 1872 - to Mitsubishi Yubin on formation 1875 as **URADO MARU**. To N.Y.K. 1885.



ORISSA from the builders plan (Peter Watson)



URADO MARU (F. Nagasawa).

106. **ORPHAN** (U.S.)

This 150-ton vessel was the first steamship bought by the Imperial Government in April 1868. The "Hiogo News" of 7.5.68 says, "...the ORPHAN came into port with some seven small junks in tow filled with bags of copper which is to be applied to the payment of the last installment of her purchase." She had been sold for \$15,000 in cash and \$35,000 worth of copper. In September 1870 she was acquired by Boyd & Company and traded under the British flag as ORPHAN. She was lost by fire 11th January 1872 between Hyogo and Nagasaki , Her wreck was sold for \$1.00 but was resold the next day for \$50.00.

It is possible that this ship had been built in the U.S.A. in 1862. Press reports give her tonnage as 145.

In his Addenda and Corrigenda to ASNC, Haviland provides evidence that ORPHAN was ex LITTLE ORPHAN ex JOHN S. WILLIAMS, 161 tons, registered with a Heard partner at New York in 1862, arrived Woosung 1863. Owned as of May 1867 by T.F. Benning, later by Boyd & Co.

107. **OSACA** (Br.) O/No.56,804

Built by Alexander Stephen & Son, Ke1vinhaugh, 1866 for E.M. de Bussche. 482 gross, 328 net tons, 181' x 27.4'. Sold to Japan September 1869, became **OSAKA MARU**, a Naval transport. Sunk after collision with NAGOYA MARU 25.12.75 in the Inland Sea.

108. **OSAKA** (1851) O/No.50,669 See SHANGHAI.

109. **OTENTOSAMA**

This vessel was in Japanese waters in 1865 and was sold by Glover & Co. to the Choshu-han in 1866. She was renamed **HEIN MARU**. (or HEIKO) , was present at the Naval Review in 1868. Japanese records say the ship was iron, screw, built in the U.K. 1865, 94 tons, 123' x 15', 30 h.p.

O/No. 52353; built by Randolph Elder, Glasgow in 1864. 71 tons register, twin screw, owned by J. and C. Fraser of London, she was sent to Japan for sale. Ross, Barber & Co were her original agents and could not sell her, Glover took her over in January 1865 ran her for a year selling her to the Choshu-han.

12/66 as OTENTOSAMA carried Kido Koin to Satsuma to negotiate Satsuma-Choshu alliance.



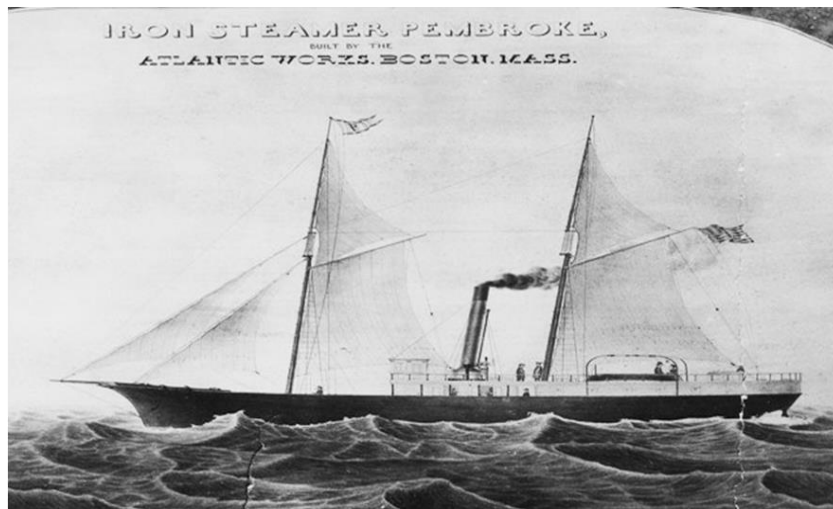
HEIN MARU marked OTENTO MARU

<https://www.jp-history.info/wp/wp-content/uploads/2016/07/heiinmaru-320x189.jpg>

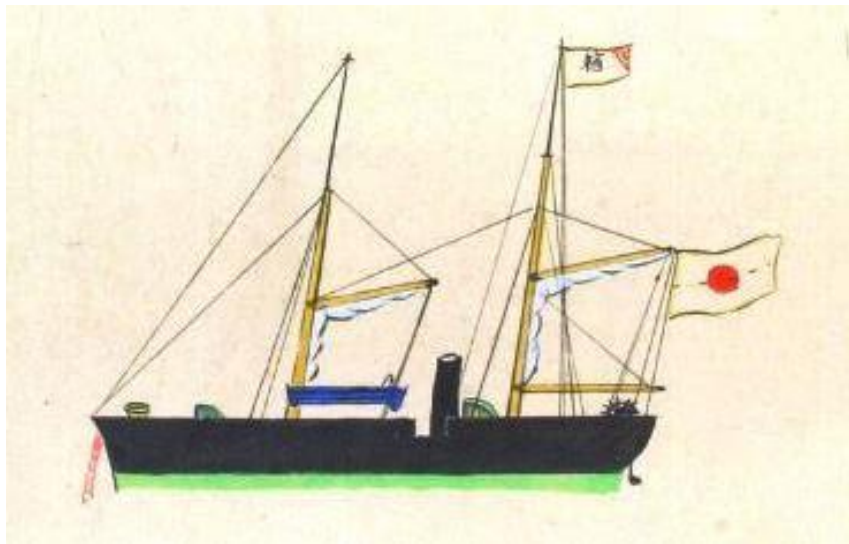
110. PEMBROKE (U.S.)

Built in East Boston 1860, this iron screw steamer of 241 gross tons, 113'6" x 24'8", came to China in 1862 for Russell & Co. and the Shanghai S.N. Co. Carrying 3 guns, she was sold by Wa1sh in Nagasaki to the Satsuma-han on 6 December 1865 for \$25,000. Satsuma immediately sold her to a Portuguese subject who retained ownership until May 1867, when she was sold to Uwajima-han and possibly was renamed **HAKODATE** (HAKODADI) MARU. In 1872 she was sold to Spedding (U.S. flag) and renamed TUNG TING. Sold Chinese in 1874, she was broken up in 1882.

Uwajima-han name is reported by Yamataka as TEMPOROKU. Tamaoki's contemporary drawing of HAKODATE MARU, "owned by a merchant" seems a reasonable match, suggesting that this name was indeed used at some point.



PEMBROKE (Mariners Museum).



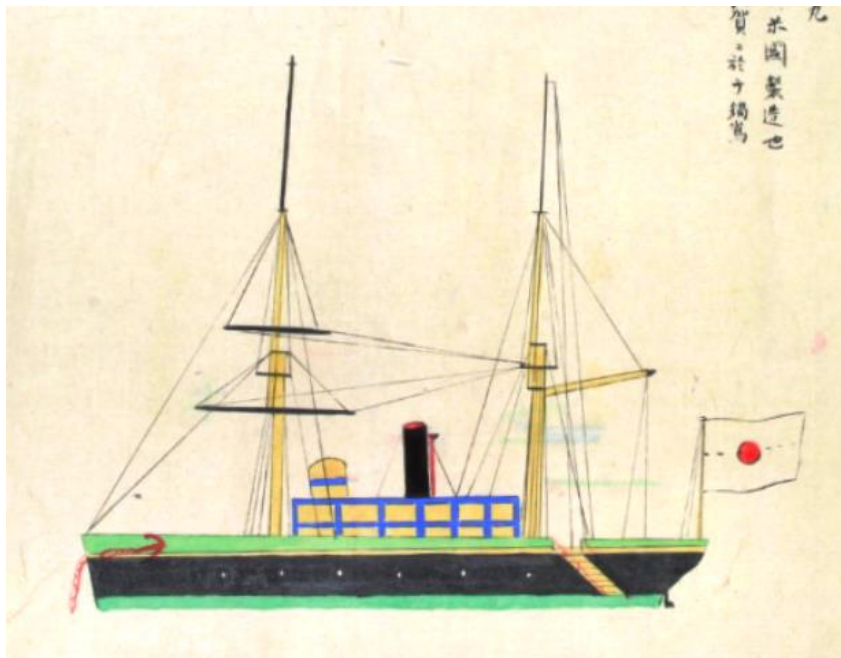
HAKODATE MARU (Y. Tamaoki).

111. **PETER LANDBERG** (Du.)

A Dutch vessel of 243 net tons, sold to the Tsu-han in 1867. According to Japanese records, was 158' x 22' (or 23'), 3 masts, 80 h.p. In 1869 she went ashore on Oshima Island and after being salvaged she was bought by Adrian & Co. in January 1870. Renamed **TODO**, she went to Nagasaki and was laid up undergoing repairs. She was sold to Dutch ownership towards the end of 1870 for \$40,000. A Dutch screw vessel of 295 net tons, 158 x 22, had been built in Liverpool as a sailing ship. She went out to Batavia, where 80 hp. English engines were installed. Owned by P. Landberg and Son and S. van Hulstein she was sent to the Netherlands Trading Society for sale, the Tsu-han bought her in July 1867 for \$63,000. To many Japanese at that time all foreigners were called Dutch. The sale of this ship in 1870 was to Adrian & Co. and not to a Dutch subject. I have not traced what Adrian did with her.

112. **PROMISE** (Br.)

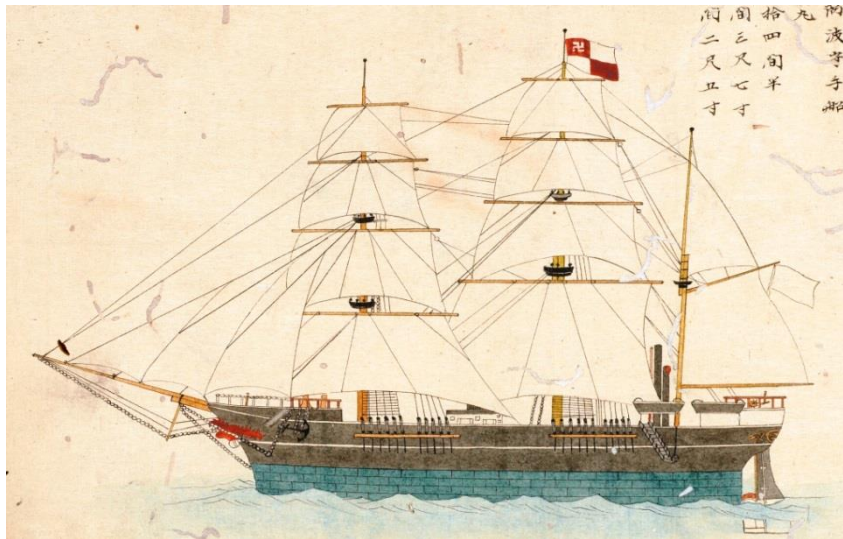
Built in New York in 1863 of wood, this screw vessel was owned by Lindsay & Co. of Shanghai and registered in London, 590 gross tons, 156' 6" x 24'. Traded on the China coast for Lindsay and later for the Shanghai & Tientsin Navigation Co. Occasional voyage to Japan. Sold to the Kokura-han in 1865 by Alt & Co. Kokura were unable to complete payment and the vessel was transferred to the Shogunate as the **HIRYU MARU** in 1866. In 1868 taken over by the Imperial Government and in 1871 was given in part payment for the "UNCLE SAM" to J .M. Batchelder who renamed her **YOKOHAMA MARU** (U.S. flag). In 1873 she was resold to Japan.



HIRYU MARU (Y. Tamaoki).

113. **ST. LOUIS** (U.S.)

Built in Nantes, France in 1856, this iron screw vessel of 480 gross tons was damaged by fire in 1858, while on a voyage between Calcutta and China for her owners the Bazin's. Bought in Singapore by an American company, Williams, Anthony & Co. Repaired and renovated her tonnage finally rose to 700 tons gross. She operated up and down the Far East under the American flag being bought by Walsh Hall & Co. In 1863 she was sold to the Awa-han by Glover & Co. for \$90,000 and renamed **KANGEN MARU**. She proved too big for their needs and maintenance was probably a problem. They resold her to Glover in 1866 for \$70,000. British consular records in Nagasaki indicate she was then registered in Hong Kong, but the Registrar of Shipping there cannot trace her. Glover owned her for a few months only before selling her again.



KANGEN MARU in 1868 (Komaba Library, University of Tokyo Image 28).

114. **SAKANA** (Br.)

Built by Henderson & Coulbourn at Renfrew 1860, 298 gross, 196 net tons, screw, 132' x 21'. Sold by Alt & Co. to Izuhara-han (Tsushima) 1870 for \$70,000. Imported through Osaka Customs July 1870. In the Mitsubishi fleet by 1878 as the **KANKO MARU (KWANKO MARU)**, to the N.Y.K. Sold by them in 1899.

O/No. 63538; built in 1869 of wood.

115. **SAKURA** (Br.) O/No. 56,919

Built by Henderson and Coulbourn, Renfrew for E.M. de Bussche. Composite, compound engine screw 193' x 21', 817 gross, 626 net, 120 h.p. later 866 gross, 501 net. In 1869 on coast of Japan, Walsh Hall & Co. agents. In 1870 British registry was closed on sale to foreigners (probably Japanese) although E. H. Hunter & Co. continued to operate the ship under British colours until 1874 around the coast of Japan. In 1880 she was owned by Unsosha as the **TSUSAI MARU** Japanese

official No. 601. She had various owners and names and by 1924 was the **SEKKAI MARU** owned by Setsubu Goshi Kaisha, Kobe.

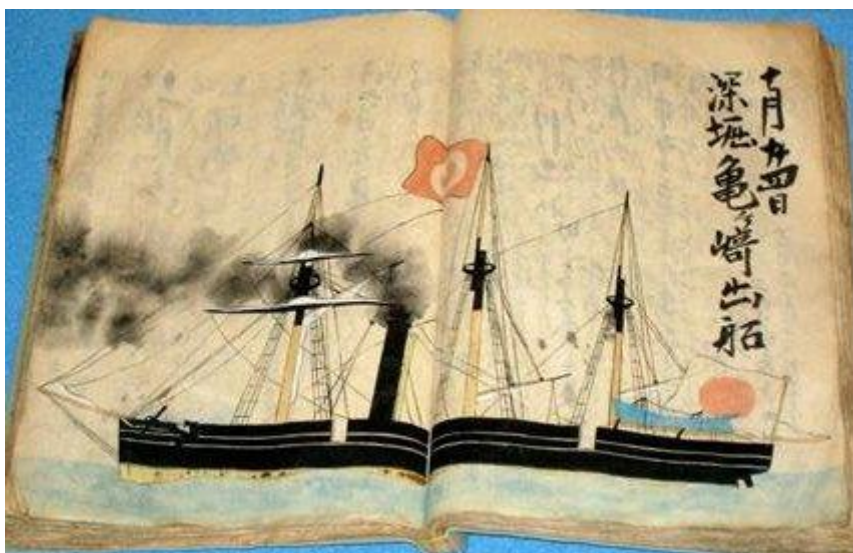
O/No. 56919.

Noma states owned by Mitsui 1887-88 as **TSUSAI MARU**, hauling coal from Miike to Kuchinotsu. Final owner Amagasaki Kisen until register closed 1928.

116. **SARAH** (Br.) O/No. 44,862

Built in Greenock 1862 for A. Bremner, screw iron 160' x 19' 207 gross, 160 net tons, 50 h.p. This ship was sold to the Satsuma-han in 1863. They renamed her **ANKO MARU**. In 1865 Satsuma sold her to a Dutch merchant in Nagasaki but reacquired her in 1866 when she was renamed the **IROHA MARU**. She was sunk in a collision with "MEIKO MARU" (ex "BAHAMA") in the Inland Sea 1867.

1865: the ship was handed back to Alt & Co. not to a Dutch subject (see no. III above) probably for upkeep and repair. Alt ran her for a few months, no doubt to recover expenses, and handed her back to Satsuma early in 1866.



Contemporary drawing said to be of IROHA MARU (Wikipedia).

117. **SATZUMA** (Br.) O/No. 48,852

This 281 ton net vessel built in 1864 in Aberdeen for sale to the Satsuma-han but lost on passage between Shanghai and Nagasaki May/June 1865 before delivery was effected.

118. **SCOTLAND** (Br.) O/No. 17,494 Later American.

Built in 1856, iron auxiliary screw steamer, 750 tons. Intended for Lindsay's Cape Line but taken for trooping. Was trading between India and China in 1857. In 1862 became American, owned by Russell & Co., traded around China and to Japan. Sold to the Satsuma-han in March 1864, she was renamed **HEIAN MARU**. One report says she was wrecked on Awaji Island 3 January 1868 another and probably more accurate says 1871.

Was wrecked in 1868 on Awaji Island on the 3rd. January.

According to Japanese sources Satsuma name is HEIUN MARU 平運丸. Sister of ENGLAND/TENYU MARU (q.v. for illustration).

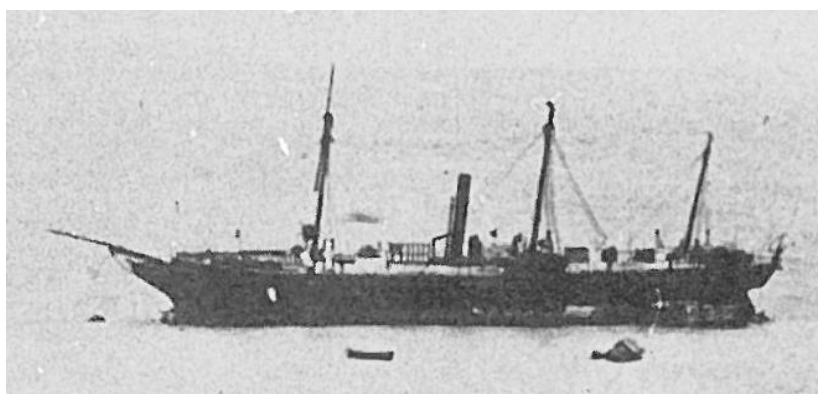
119. **SHANGHAI** (Br.) O/No. 30,712

Built for the P & O in 1851 by Miller, Ravenhill & Salkeld, Blackwall. Iron, screw, 546 gross, 413 net tons, 183' x 26', first screw vessel in P & O Fleet. 1862 - Sold to William Dickinson of London, came out to China and traded on the coast and to Japan. 1863 May - Acquired by the Tosa-han in Yokohama for \$115,000. Renamed **NANKAI MARU**. British register closed. At the end of 1866, Tosa sold the ship to a British merchant who called her OSAKA. She acquired provisional British papers and sailed from Nagasaki for Hong Kong 14.2.67. Under-went overhaul in Hong Kong and was registered there, being given O/No. 50,669. G. Burdis, owner. As OSAKA, traded on China and Japan services. 1870, January - Sold by Adrian & Co. to the Tsu-han for \$60,000 and called **OSAKA MARU**. Sold by Tsu towards the end of the year (?). 1871, August – Ship went ashore **during typhoon at Yokohama (21/871)**. 1872, July - Acquired by Pacific Mail S. S. Co. and renamed RELIEF. Used in their Japan/Shanghai service. 1874 January - Wrecked between Hiogo and Nagasaki.

At the end of 1866, Tosa did not sell the ship. They gave her to Aidrian & Co. in exchange for the CHINA (No. 14). G. Burdis, in whose name the ship was registered as the OSAKA was on Adrian's staff. Tsu did not sell the ship at the end of 1870 and owned her when she went ashore



SHANGHAI (P&O History).



OSAKA MARU under repair on a sandbank at Noge and supported by cussions on both sides following stranding 8/71 near Yokohama (*The Far East* 1/11/71).

120. **SHANTUNG** (U.S.)

Built in New York in 1861, this wooden paddle vessel, 361 tons gross, 150' x 25', traded around Shanghai until sold by A. Heard & Co. to the Shogunate for \$135,000 in April 1863. Renamed **KYORIN MARU**, she was wrecked at Matsushima near Nagasaki May 1863.

12. **SHOOEY LEEN** (Br.) O/No. 47,384

Built in 1863 by Gourlay Brothers, Dundee, 659 tons gross, 473 net, 216' x 28', owned by George Duncan of London. She was a fairly frequent visitor to Japanese ports when Alt & Co., her agents, sold her to Tosa in August 1867 for \$155,000. Called **YUGAO MARU**, she was operated by a Tosa adherent, Takachi. She was in collision with NARUTO (Ex-COROMANDEL) in 1870. She appeared in the Yubin Jyoki Fleet and was transferred to Mitsubishi Yubin as the **TAIHEI MARU**.

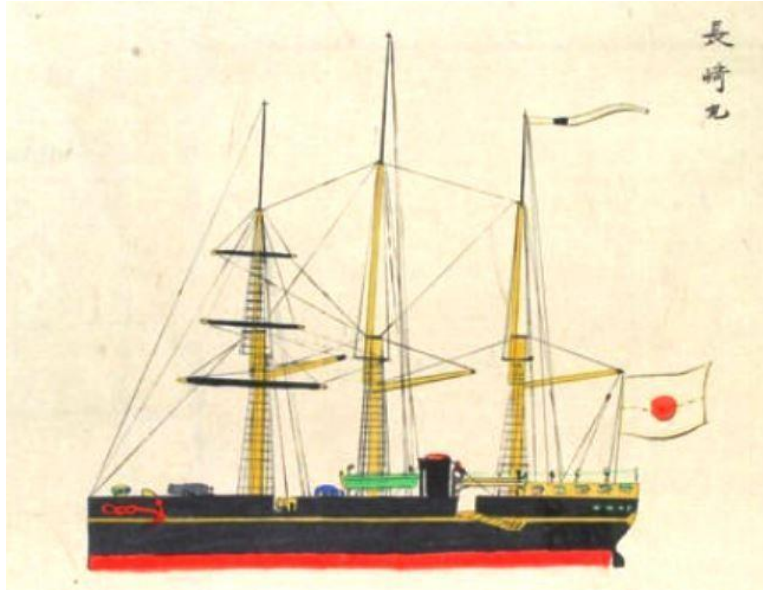
Also known as YUGAO. Transported Sir Ernest Satow Kochi-Nagasaki in 9/67. Boilers described as old, speed 2 knots.



Painting said to be of YUGAO (Kochi City via S. Kizu).

122. **SHUN LEE** (Br.) O/No. 44,782

Built 1862 in Glasgow iron screw, 341 tons net, 187' x 26' was acquired by the Shogunate in November 1863 from Harkort & Co. and renamed **NAGASAKI MARU No.2**. Wrecked while serving with Enomoto 1868.



NAGASAKI MARU (No.2) (Y. Tamaoki).

123. SIR CHARLES FORBES (Br.) O/No. 41,208

Wooden paddle vessel built in Bombay 1846. 130' x 18' originally, 214 gross, 211 gross later, 138 net tons, 60 h.p. Served around Hong Kong from 1851. In 1862 Norman Hill of Hong Kong sold her to Gibb Livingstone & Co. who sold her in March to the Shogunate for \$58,000. Renamed **NAGASAKI MARU No.3**, she was destroyed by the Choshu-han in an interclan engagement near Shimonoseki in 1864.

124. SIR GEORGE GREY (Br.)

Built in Hamburg in 1859, iron screw, 506 net tons. Had provisional British papers when sold to Satsuma in May 1863 for \$85,000. Renamed **AOTAKA/SEI-O MARU**, she was sunk at the bombardment of Kagoshima July 1863.

125. SIR HARRY PARKES (Br.) O/No. 45,893

Screw steamer built by Pile of Sunderland 1862, 541 net tons, for Charles Shaw of London, Killick Martin agents. On completion, despatched to China. Carried 6 guns. Acquired by Kaga-han from Shaw, Cull & Co., November 1865, for \$112,000, renamed **RIHAKURI MARU**. Wrecked winter 1868 when her anchor chain parted in a heavy snow storm at Matsugasaki while the ship was serving as a trooper. Japanese records say 204' x 30'.

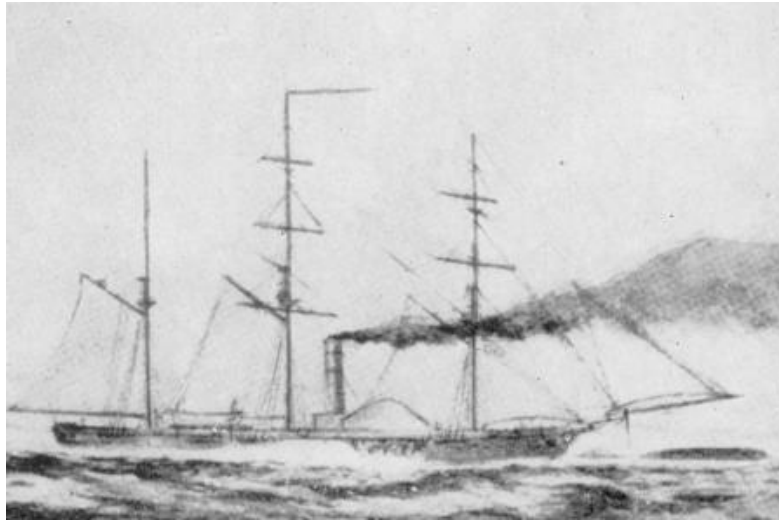
126. SNAP (Br.)

A screw gunboat of 234 tons built at Northfleet in 1855. In Far Eastern Squadron, paid off in Yokohama 1868 as unseaworthy. Sold in Hong Kong in the same year for £1,540.12.6d. After repairs was sold to the Bizen-han in 1869 and renamed **KAKU-TEN-KAN**, probably through Alt & Co.

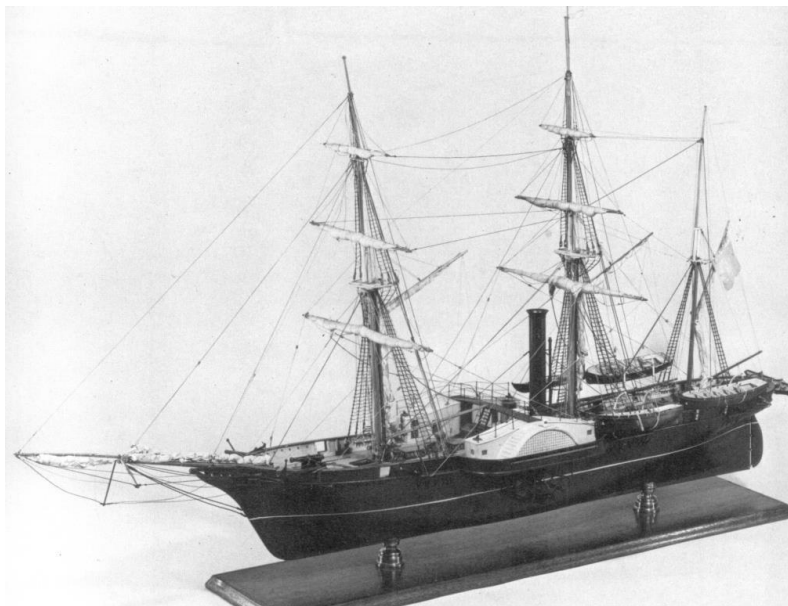
In 1872 she was bought by Alt & Co. and reverted to the name SNAP. Sent to Shanghai, where she underwent further repairs and was sold in 1873.

127. **SOEMBING** (Du.)

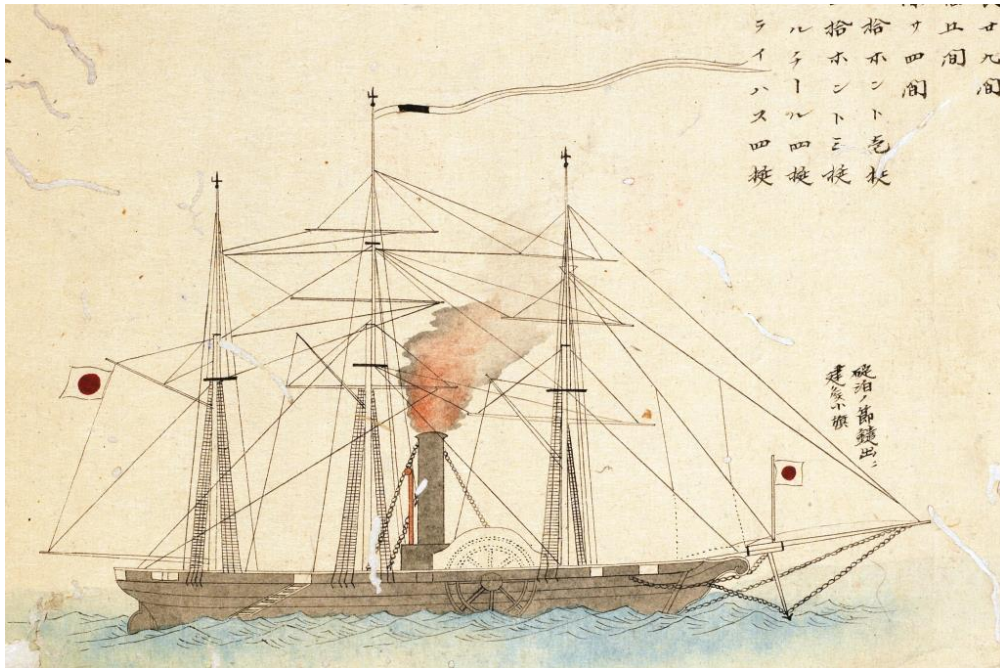
A wooden paddle vessel built in 1850 in Vlissingen Holland, 170' x 30', 6 guns. Presented to the Shogun by the King of the Netherlands, arrived Japan 1855, renamed **KANKO**, operated by the Saga-han from 1860. Later used as a training ship and broken up in 1876.



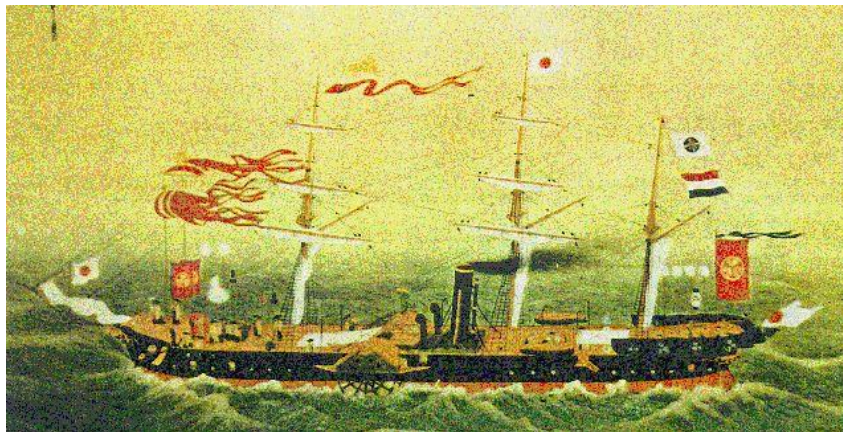
KANKO (Umi to Sora 6/58).



1939 Netherlands model of KANKO (G. Yamataka).



KANKO MARU (Komaba Library, University of Tokyo Image 17).



Contemporary Japanese print of KANKO



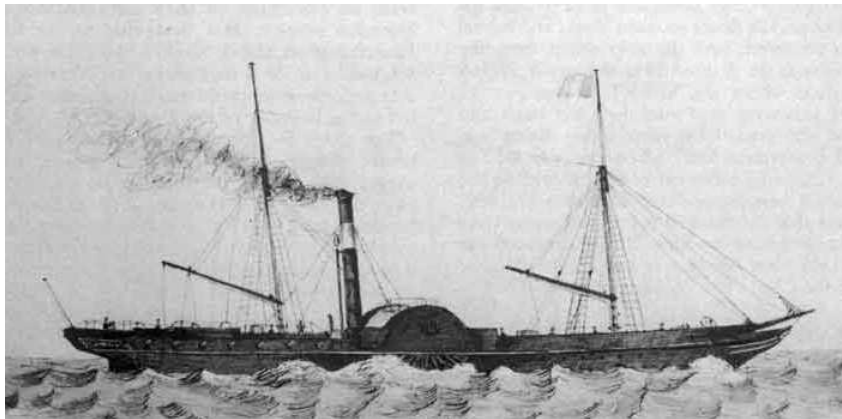
KANKO MARU (K. Tani).



KANKO MARU at Kobe (K. Tanii).

128. SOUTH WESTERN (Br.)

Built 1843 by Ditchburn & Mare on the Thames, iron paddle, 105 net tons. First iron ship on the U.K./Channel Islands run. According to consular records arrived in Yokohama December 1864 and according to several authorities was sold to Japanese, but she was not. She actually was in Japanese waters only until July 1865 when she sailed for Shanghai, still British, and in 1866 was running between Hong Kong and Manila. She was probably sold there.



SOUTH WESTERN as she appeared in 1850, having been built with 3 masts

[https://www.theislandwiki.org/index.php/Ships operating to and from the Channel Islands - S](https://www.theislandwiki.org/index.php/Ships_operating_to_and_from_the_Channel_Islands_-_S)

129. SPUNKIE (Br.)

An iron screw vessel of 80 tons, 84' x 16' (Tosa details), used as a tug by Mitchell in Nagasaki and sold to Alt & Co. in 1866, earlier history not traced. Perhaps at one time called TOMBOY. Alt & Co. sold her to the Tosa-han at the end of 1866 for \$20,000, payment over five years. She bore several

names, **HAHAKIGI**, **SEIREI/KAGERO**, perhaps **HOKI** before becoming the **HANYEI MARU**, a tug in the Mitsubishi Yubin Fleet. Mitsubishi report her dimensions as 72' x 13'.

A **SPUNKIE**, p.s. was built by Todd & McGregor in 1860, engine by Dennys.

O/No. 17197

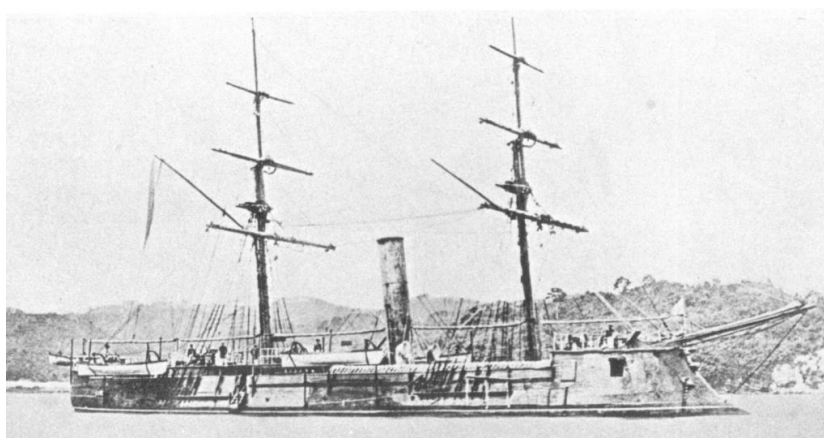
130. **STONEWALL** (U.S.)

Built 1864 at Bordeaux for the Confederate Navy, armoured, wood, twin screw, 150' x 31'. Sold by U.S. Government to Shogunate in 1867 but delivery delayed until 1869 when she was taken over by the Imperial Government. Renamed **KOTETSU**. Took part in the final action against Enomoto. In 1871 renamed **AZUMA**, used as coastal patrol vessel until broken up in 1888.

Launched as **SPHINX** and was delivered to the Confederates through Danish hands having had several names in an effort to disguise her.



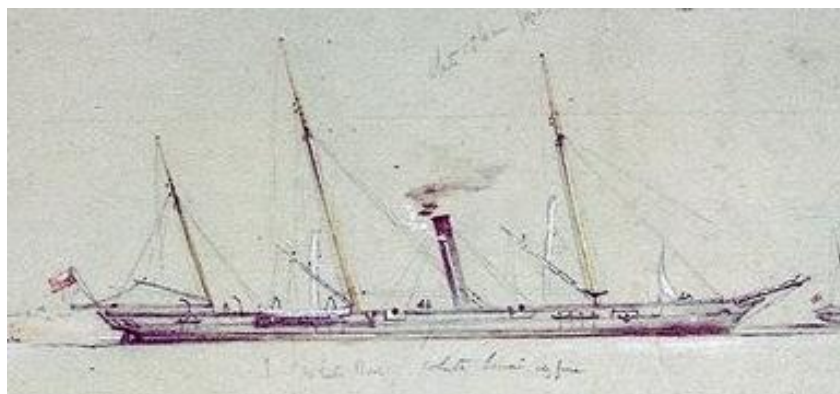
STONEWALL (Internet).



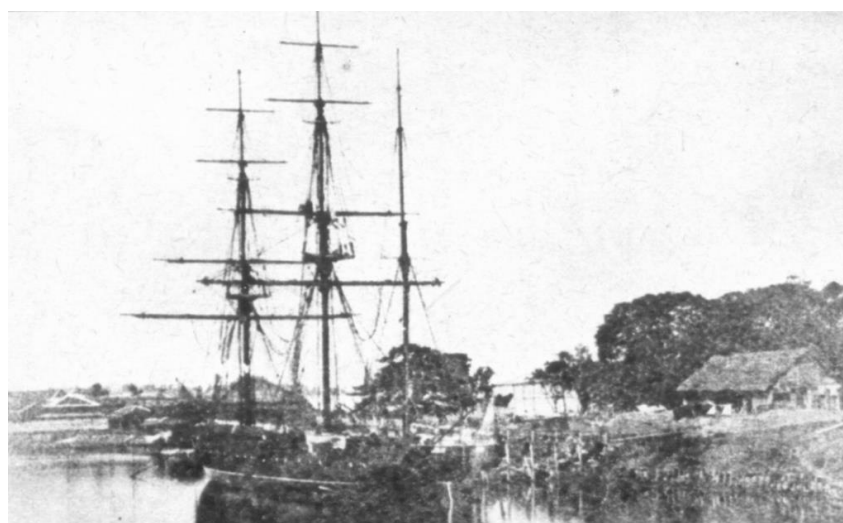
KOTETSU (G. Yamataka).

131. **STORK** (Br.) O/No. 41,248

Built 1855 at Blackwall, Thames for 'the Royal Navy as **H.M.S. BEAGLE**, 477 tons gross, 164 net. 160' x 25.4', screw, 160 h.p., wood. In 1862 sold by the Admiralty to Pestonjii of Hong Kong for \$26,000. Registered in Hong Kong with N. Hill of Hong Kong as owner. 1864 - sold to T.B. Glover, who in turn sold her to the Satsuma-han for \$75,000. Renamed **KANKO KENKO**. 1870 - taken over by the Imperial Government and used as a training ship. 1881 - Hulked. 1889 - Scrapped at Shinagawa.



HMS BEAGLE 1855 (Wikipedia).



KENKO MARU (Bungei Shunju Supplement 1/74).



(unattributed).

132. **STORK** (1869)

See TSZ'RU

133. **SUNRISE** (Br.) O/No. 45,661

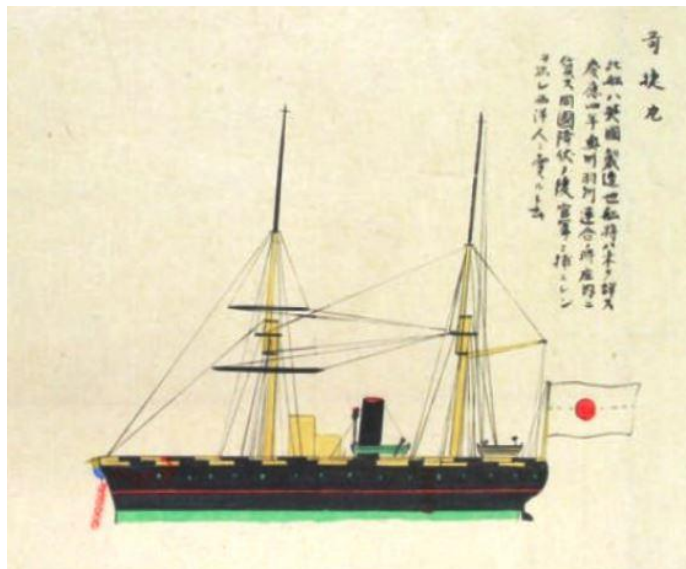
Built at Port Glasgow 1866 for L. Hill and others 142' x 21', 223 gross, 151 net tons, iron screw, 55 h.p. L. Hill was a shipbuilder and the ship was probably built as a speculation. Trading between Japan and China. After an extensive refit in Shanghai, was sold to the Japanese Government for \$55,000 (HOH 10.2.69) for use as a lighthouse tender in 1869. Renamed **TOMYO MARU**. Sold foreign not long afterwards.

134. **SWATOW** (Br.) O/No. 41,205

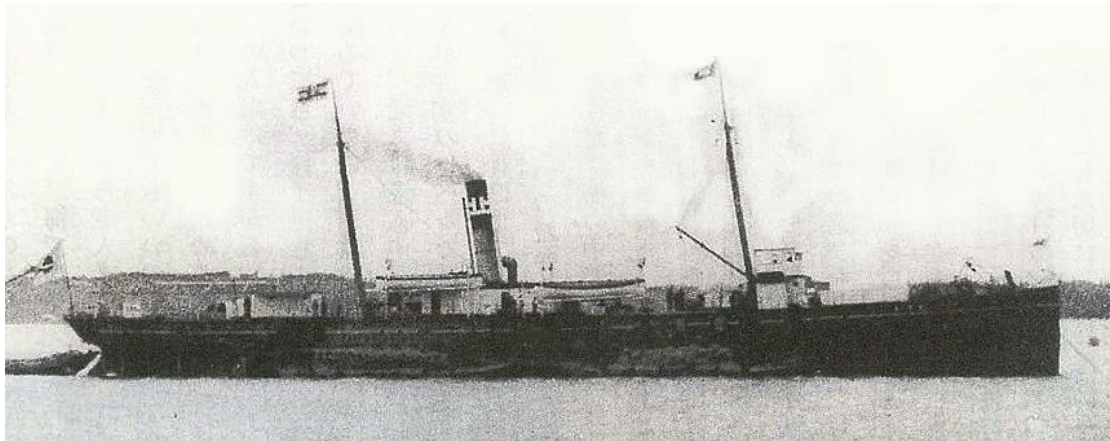
Built Glasgow 1859, screw, 143' x 20', 225 gross, 145 net, registered in Hong Kong, owned by D. Lapraik. 1862 - Ran from Hong Kong to Shanghai. Bought by the Kurume-han in 1864, renamed **YUHI MARU**. Foundered in winter 1868/69 off Hokkaido when operating against Enomoto.
[Bought by Kurume in February 1864 for \\$80,000.](#)

135. **TA PANG NYO** (Br.) O/No. 48,929

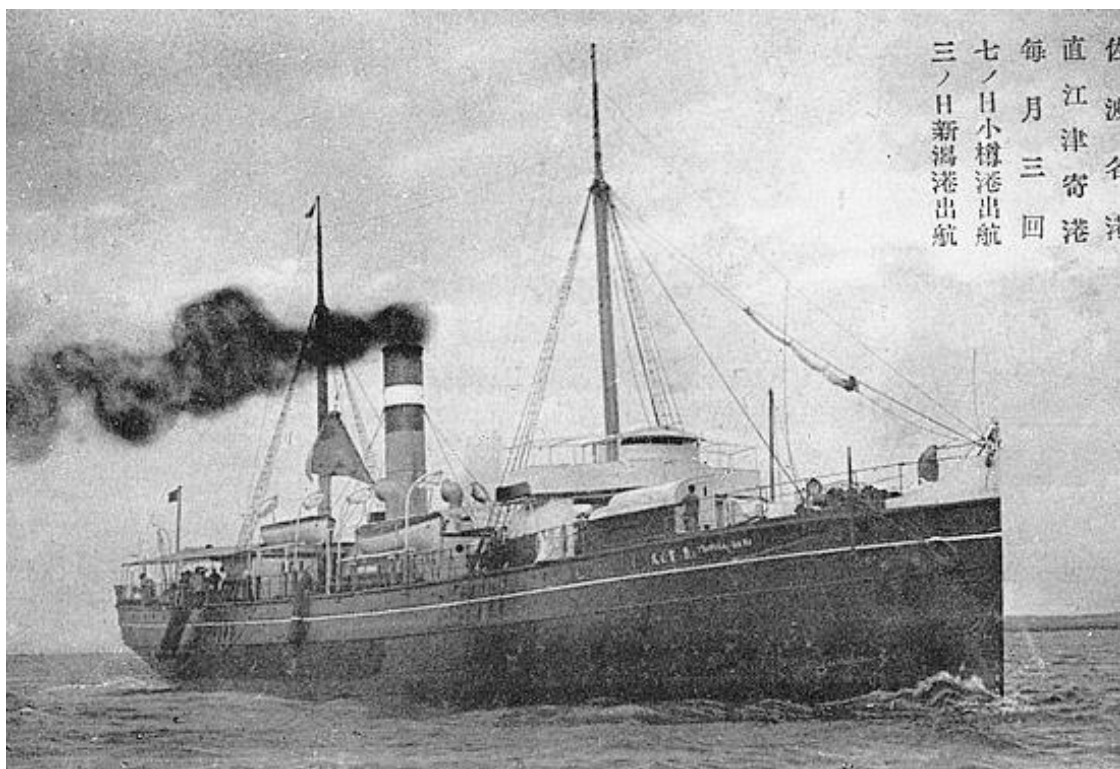
Built in 1864 by Blackwood & Gordon, Port Glasgow, 669 gross, 517 net tons, 221' x 30', iron screw vessel, 150 h.p. Traded on China coast, acquired by the Shogunate August 1866 and renamed **OTORI MARU**. (British registry closed 1867). November 1866 renamed **KISHO MARU**. 奇捷丸 First Japanese ship on a regular run, Osaka to Yedo. 1869 - Bought by Textor & Company, North German flag, put on Nagasaki/Shanghai run. 1870 - Bought by Walsh & Co. and renamed LUZON, U.S. flag. 1874 - Reacquired by Japan, became **TSURUGA MARU**, Mitsubishi fleet. 1885 - To N.Y.K., same name. 1901 - Sold by N.Y.K. and became **KOSUGA MARU No.1**. ?? 1932 - Sold to China and became YUNGWEI. 1957 - Still afloat. Out of register 1960.



Contemporary drawing of OHTORI MARU ex TA PANG NYO by Y. Tamaoki



LUZON in the colours of Hokuyo Kisen as TSURUGA MARU (from a postcard, Y. Kobayashi coll.).



TSURUGA MARU ex LUZON when operating Otaru-Niigata for Hokuyo Shosen (SK coll.).

136. **TAIWAN** (Br.) 0/No.53,260

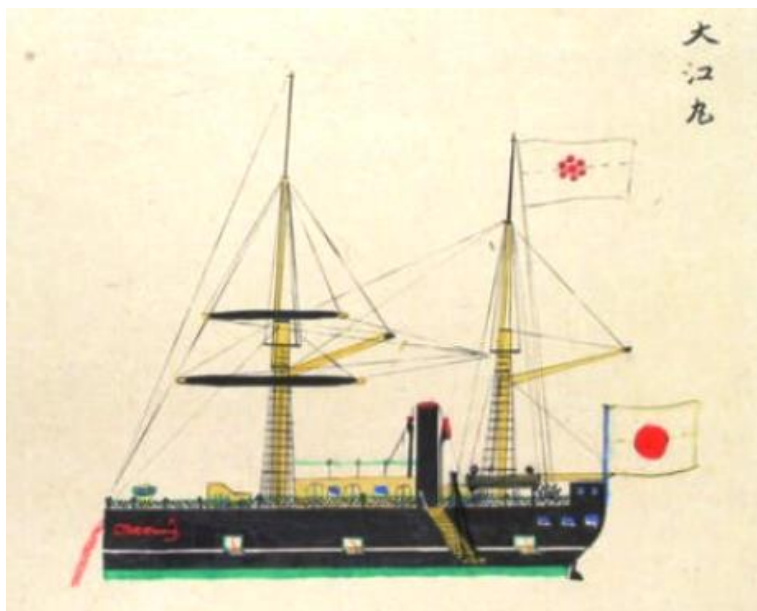
Built in Aberdeen 1866, 217 tons net, 175' x 24' owned by J. C. Couper. Sold to the Yanagawa in February 1868 through the N.T.S. Renamed **SENBETSU**. Served on North coast of Japan until wrecked in September 1868.

137. **TAKIANG** (U.S.)

A wooden screw vessel of 609 gross tons, built 1862. Armed for the occasion, she represented America at the Bombardment of Shimonoseki 1863. Sold in 1864 to the Shogunate and renamed **TAIKO/OOE MARU**, said to be 160' x 26', 120 h.p. In Enomoto's fleet and sold by him to an

American, J.M. Batchelder, and renamed PEIHO. She was almost immediately wrecked in North Japan (1869).

Haviland says subsequently seized by Imperial government while lying at Aomori, eventually released after vigorous protests by Batchelder. On voyage to Yokohama prior to going to Shanghai for repairs, wrecked at Cape Inaboye. Batchelder and crew travelled overland to Yedo arriving 12/11.



TAIKO MARU (Y. Tamaoki).

138. TAKU

A small steamer sold by Alt & Co. to Hizen in 1869. Became **SHUHO MARU** on the Hiogo/Osaka run. Damaged by typhoon 1871.

Was British

(Also see **FAUST, FLYING CLOUD.**)

139. TAOUTAI (U.S.)

Wooden screw vessel of 380 tons built in New York 1862, came to the China coast at the end of the year. Sold in January 1863 at Nagasaki to the Izumo-han who renamed her **No.2 YAKUMO MARU**. Sunk off Niigata coast August 1868.

It is likely that this vessel was salvaged and became **KATHLEEN** (no. 72).

379/62 (originally quoted as 182 tons) 150x24' 70h.p. Built by Thos. Collier, New York (mchy by McCready, Mott & Co.) for N.L. McCready, U.S. 12/3/62 registered in New York as **TOUITIA**, departed 4/4, arriving Singapore on 22/9 and Shanghai 21/10. Traded on China coast as **TAOUTAI** but 10/1/63 sold at Nagasaki for \$70,000 to Izumo-han, r. **YAKUMO MARU** No.2. 6/68 sold due to unreliability, 1869 acquired by W.D. Alt, Shanghai r. **KATHLEEN**. Further details and illustrations are now listed under **KATHLEEN** (q.v.).

140 **TARTAR** (P & O)

See COROMANDEL

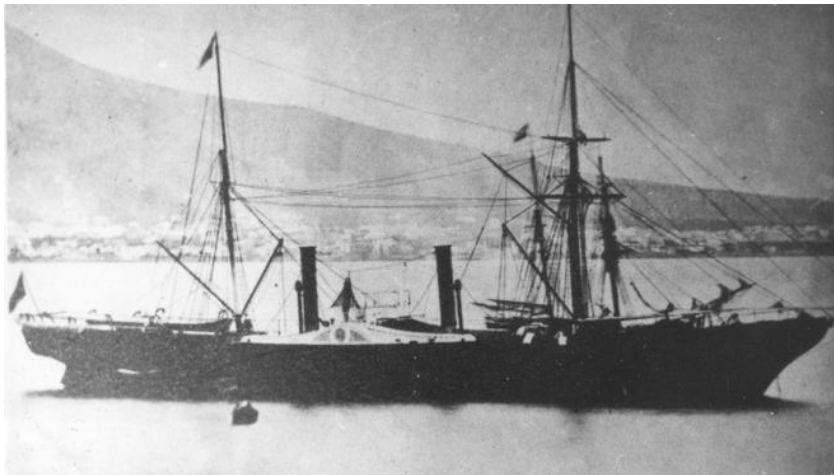
141. **TA YUNG** (Br.) O/No. 27,234

Built 1858 by Tod, McGregor, Glasgow, iron, 125 tons gross, 109' x 19'. Came to China in 1869 and traded on the coast for Shaw Bros. She was bought by Russell & Co. who kept her under British flag. She was sold to James Hardie who sent her to Alt & Co. Nagasaki for sale to Japanese at not less than \$20,000 in 1868 (December) she was sold in Nagasaki. I have not traced her while under Japanese ownership. In June 1870 she was bought by the China Japan Trading Co. and hoisted American colours.

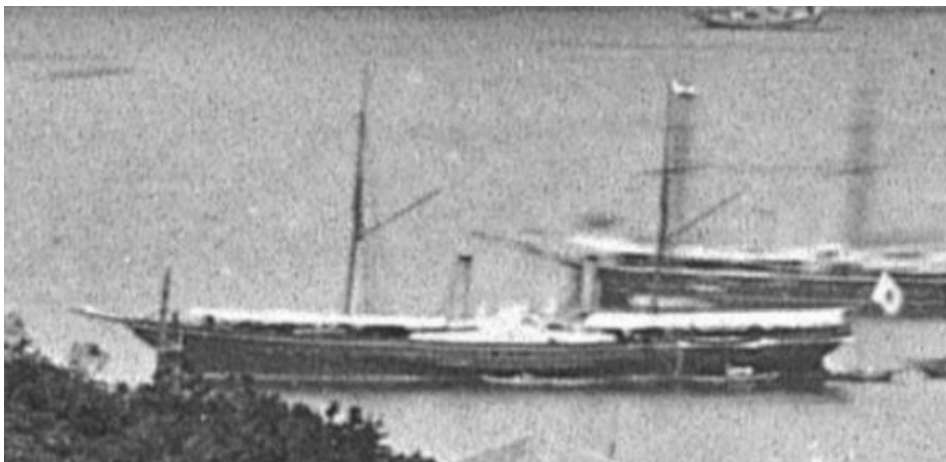
[TAI YUNG came to China in 1859](#)

142. **THABOR** (Fr.)

Built at La Ciotat 1853 for Messageries Imperial, 791 tons gross, 489 net, paddle. Took part in opening ceremony Suez Canal. After extensive repairs in Shanghai was acquired by the Japanese Government May 1870 as a lighthouse tender as **THABOR MARU** or THABOR. Sold by Japanese Government 1879 to Yashii Kaiso of Kobe. Wrecked near Nagasaki 1880.



THABOR (Wrecksite.eu).



Identified THABOR MARU at Nagasaki late-1874 (UoN 5299).

143. **THAMES**

See VIBORG

144. **TODD**

See PETER LANDBERG

145. **TSZ'RU** Japanese O/No. 486

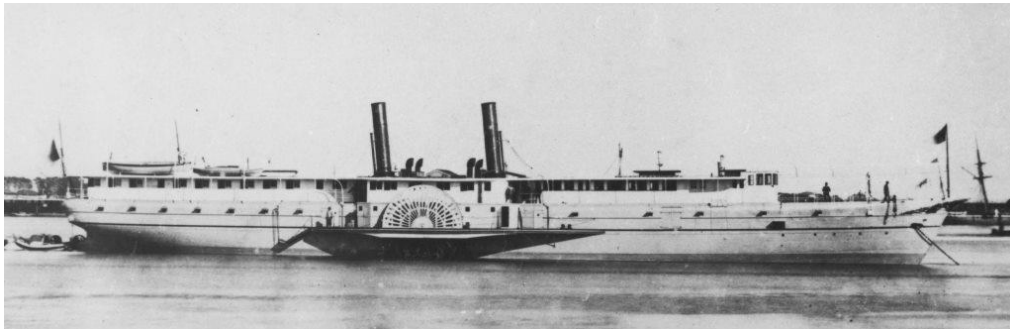
Ex-STORK, screw composite, built 1869 by Stephens of Glasgow for de Bussche, 431 gross - later 456 gross! 293 net tons. 160' x 31', 70 h.p. Renamed almost at once. Sold by Alt to Tosa 1870, imported through Osaka November 1870, became **CHITOSE MARU** of the Mitsubishi and N.Y.K. fleets. Sold by N.Y.K. 1901.

According to Kizu, also known as **SENNEN MARU**. 28/2/05 lost in collision with [Sapporo Maru \(1585/72\)](#) in Aomori Harbour during snow storm.

O/No. 63558

146. **TUNSIN** O/No. 48,646

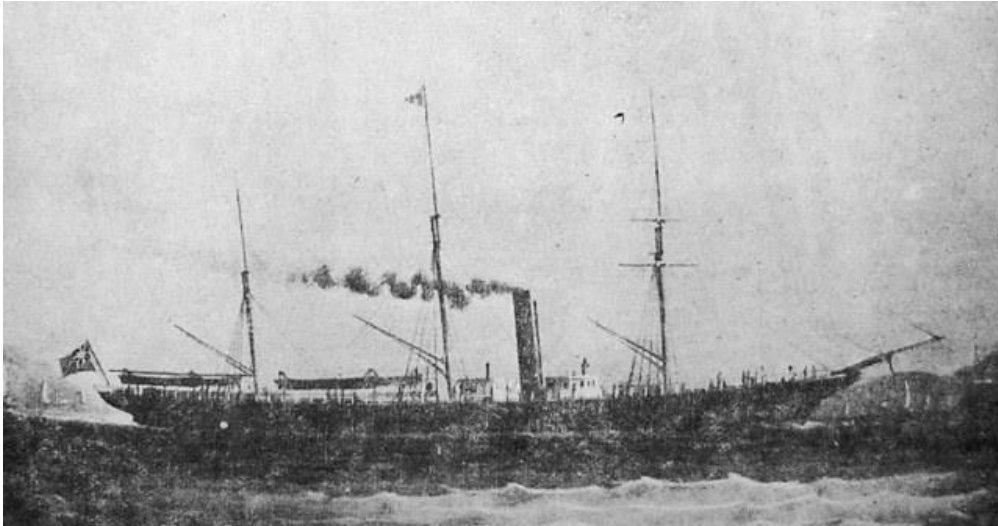
Built 1863 by Samuda, Thames. Iron paddle, 774 gross, 611 net, 241' x 26'. Owned by Elias & Barnet of Shanghai, came to Japan August 1866 and remained until October while her -agents, Geo, Barnet & Co. tried to sell her. In 1867 vessel bought by F.A. Groom of Glover & Co., Shanghai, In 1873 sold to China Navigation Co.



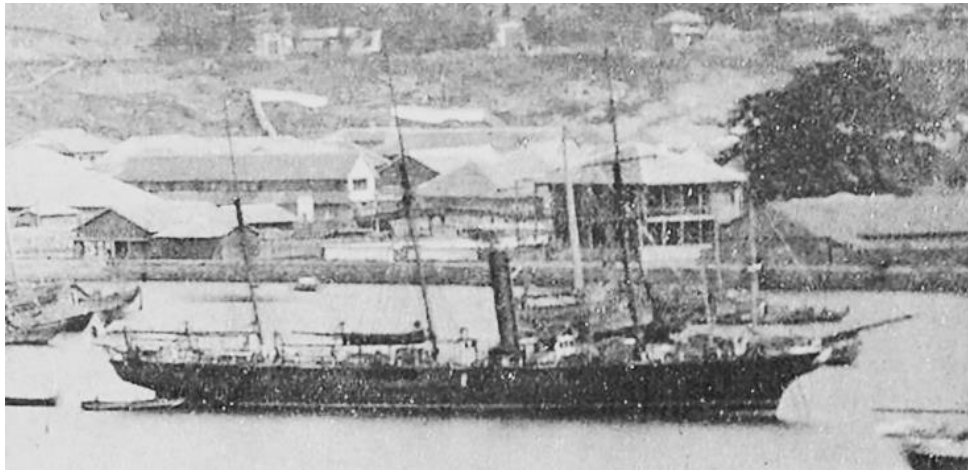
TUNSIN (NMM)

147. **UNDINE** (Br.)

Built 1861 by T. Wingate & Son of Whiteinch for Lapraik. 368 net tons, 195' x 26' (571 gross?), iron screw. Acquired by the Kaga-han in September 1868 and was renamed originally **SORYO**, then **YURYU MARU**. In the Yubin Jyokisen fleet, transferred to Mitsubishi Yubin. In 1874 her boiler blew up and subsequently her engines were removed and she was renamed **AWAJISHIMA MARU** and used as a sailing vessel.



Chinese school painting of UNDINE (Chater coll.).



Probable UNDINE in a 1871 Beato albumen at Nagasaki

148. **UNION** (Br.) O/No. 25,117

Built for the Union Steam Collier Co. in 1854 by Samuda, Thames, 336 tons gross, 205 net, composite, 70 h.p., 164' x 22'. Was acquired by the P & O and used in connection with the building of the Red Sea lighthouses. Sold to Dents in 1863. Registered in Hong Kong, No.8 of 1863 (307 gross, 207 net tons). December 1865 acquired by the Choshu-han through Glover and renamed **OTSUCHO MARU**. Resold within two months to the Satsuma-han for \$60,000. Renamed **SAKURAJIMA MARU**. July 1871, sold by Satsuma to Odaya, a merchant of Bakan. 1872 sold to Spedding of Shanghai (U.S. flag) for \$16,000 and before being hulked in 1895 passed through other owners' hands. Became YUNGNING and HAECHANG of China Merchants S.S. Co., Chinese.



Candidate for SAKURAJIMA MARU at Nagasaki (Nagasaki Univ. 5384).



Probable YUNGNING at Shanghai in 1882 (Peabody Museum (Kung Tai)).

149. **VARUNA** (U.S.) later British O/No. 50,670

Built at Mystic Conn. in 1863, a wooden screw vessel of 867 tons gross, 188.5' x 33'. Came as American to China coast in 1866 but acquired provisional British papers prior to being sold to the Choshu-han in October 1866 and was renamed **GENKAI MARU**. She was sold to Glover & Co. about April 1867 in part payment for two new ships, the ASSUNTA and HENDA. Registered in Hong Kong as No.11 of 1867, British O/No. 50,670, as the GENKAI by Glover, her tonnage was given as 764 gross, 606 net. Foundered 70 miles from Hong Kong in a typhoon September 1867, her crew being saved by the TAIWAN.

After buying her in 1866 for \$115,000, Choshu called her No. 2 HEIN MARU. She was called GENKAI (near Nagasaki) by Glover.

150. **VIBORG** (U.S.)

This Lubeck-built vessel of 238 gross tons was flying the British flag when purchased by Walsh Hall & Co. in December 1868, and became American. She had apparently been called THAMES at one time for newspapers at the time of her sale to the Choshu-han in January 1869, refer to her as VIBORG (THAMES). Under the Japanese flag she was called **GENKO MARU** and she was wrecked in 1873.

This wooden, screw vessel of 238 reg. tons had been built in Lubeck in 1847. In 1861 she became British as THAMES, O/No. 43953 and registered in London as No. 259 of 1861. She was acquired by 'Walsh, Hall & Co, (American) in August 1868 and renamed VIBORG. In January 1869 she was sold to the Choshu-han and renamed GENKO MARU. She went ashore in 1870 but was salvaged. She was finally wrecked in 1873.

151. **VICTORIA** (Br.) O/No. 32,516

A British paddle vessel built in 1858 in Australia, 94 net tons, was acquired by the Shogunate in March 1863 for \$22,000. Renamed **NAGASAKI MARU No.1**, she was wrecked or sank off Hachiojojima in 1864. Japanese records say she was built of iron, 60 h.p.

She was a paddle vessel assembled in Australia from parts sent out by Wingate of Whiteinch, in 1851. Lloyds Reg. 1853 gives her voyage as Clyde/Australia. Originally 124 x 15 she was lengthened in Sydney in 1861 to 154 x 16. She arrived in Japan in 1862, being bought by the Shogunate the next year for \$22,000. Renamed **NAGASAKI MARU No. 1**, she was wrecked at Hachiojima in 1863.

152. **VIOLA** (Du.) (Earlier British)

Built 1862 in Cork, 839 tons gross, 684 net, iron screw, O/No. 44,999, British, 200' x 28', her tonnage later was 1216 gross. 1862 - acquired by Jardine Matheson & Co., traded on China coast and to Japan. Registered in Hong Kong No. 36 of 1862. 1862 - acquired by the Netherlands Trading Society and the Dutch flag in Shanghai. Came to Nagasaki where she was sold to Satsuma-han for \$95,000. Renamed **KAIMON MARU**. 1866 - April, sold by Satsuma to Glover & Co., operated coastal around Japan and to China as KIUSHU. 1869 - reacquired by Jardine Matheson & Co., same name. **1871 in collision with s.s. KIANGSE, latter found to be at fault.** 1871 - sold to Olyphant & Co. - American flag, same name. 1874 - sold to Mitsubishi Yubin, became **KIUSHU MARU**, Japanese flag. 1886 - became **TOYOHASHI MARU**. 1892 - lost.

1866: registered British by Glover as KIUSHU and operated by him on a joint account with Satsuma , On Glover' s bankruptcy Satsuma had overdrawn this joint account by \$15,725 which proved difficult to collect.

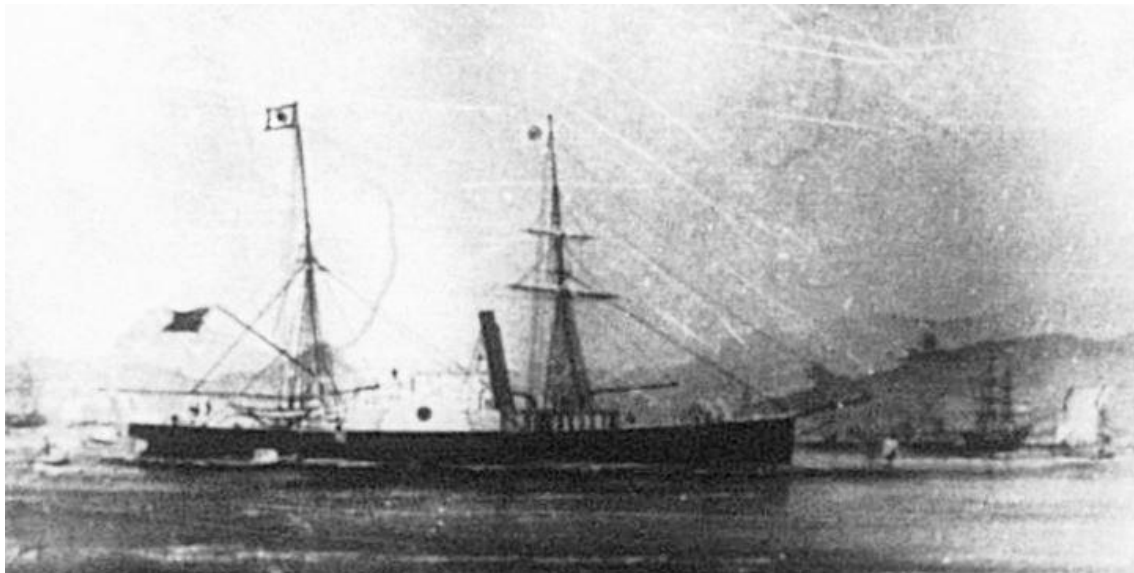
153. **VULCAN** (Br.) Japanese O/No. 490

British iron vessel, 250 tons gross, 130 net, built in 1863 on the Clyde for China & Japan (River & Coast) S.N. Co., 130' x 22', 90 h.p., paddle. Acquired by the Shogunate in early 1868 but served in the Imperial Fleet against Enomoto, then laid up in Yokohama for twelve months, went to Osaka and

lay there for another year (H.N. 8.1. 71). She was overhauled and operated as the **NANIWA MARU** on the Osaka/Nagasaki run from early 1871 by the Kaiso Kaisha. Sold by auction 1872, bought by Yubin Jyoki, transferred to the Mitsubishi and thence to N.Y.K. in 1886. Sold in 1888 to Kyoisha, Osaka. In 1891 the vessel was rebuilt and finally broken up in 1901, as the **RIYO MARU**.

O/No. 48747

In 1896 register for Kiyoei Kisen K.K. as **RIYO MARU**.



VULCAN (NMM/Milne).

154. **WHAMPOA** (Br.) O/No. 41,437

Wooden paddle vessel built at Whampoa 1863, 159' x 18', 178 gross, 115 net tons. Originally owned by Lapraik, she was soon sold to D. Sassoon & Co., being operated out of Shanghai by them. In 1867 transferred to J. E. Sassoon & Co. The ship was sent to Japan for sale in 1867 and except for occasional voyages lay in Nagasaki until she was bought by Ryle Holme for Glover & Co. in August 1868. At the end of 1868 she was sold to Shimabara and renamed **UNSEN**. She was reacquired by Glover & Co. about October 1869 and again offered for sale. In February 1870 while laid up in Nagasaki, the Captain was accused of raping a woman on board and caused some flurry. The ship is listed "in port" in newspapers until shortly after Glover's bankruptcy (September 1870) when she drops from "all lists without explanation. It is possible she was broken up.

O/N. 41237: built in Whampoa in 1862 not 1863. Sent to Japan for sale in 1867 she was bought by Glover & Co. (who still owed Sassoons \$3,500 on their bankruptcy) and registered her by Ryle Holme, a Glover partner in January (not August) 1868. She had originally been sent to Japan from Shanghai in November 1866 but met very heavy weather and made water through her deck (on to her boilers) and through her hull. She returned to Shanghai and spent some months being repaired. Glover and Co, sold her to Shimabara in August 1868 and she was renamed UNSEN. (British Consular records and press reports differ on dates. The above are from newspapers. The Consular dates are no doubt those on which reports were made to them.) Shimabara returned the ship to

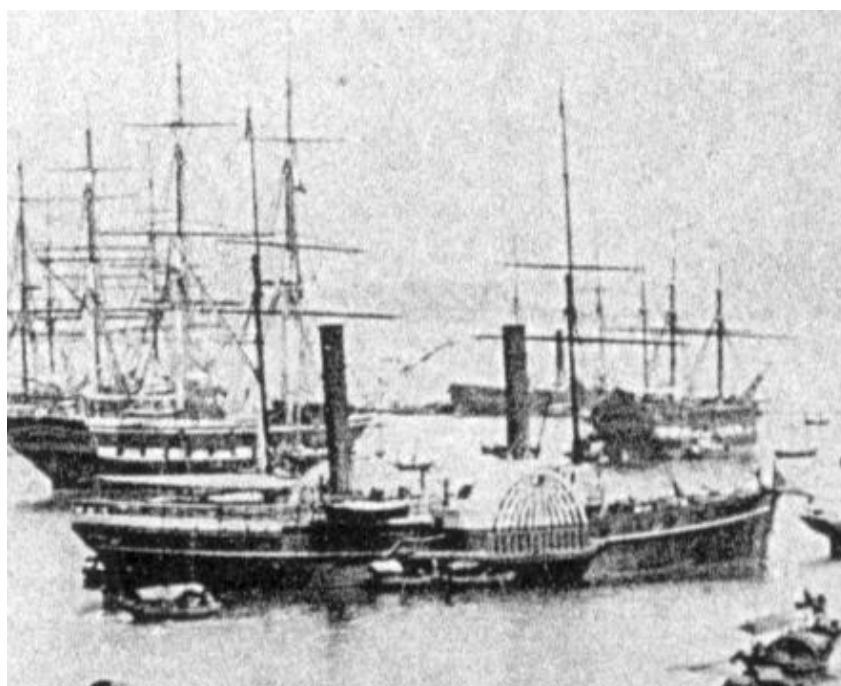
Glover in October 1869, probably on account of her poor condition. This no doubt accounts for her disappearance from shipping lists on Glover's bankruptcy. She was probably broken up.

155. **WUNYA MARU** (Br.)

Built in Aberdeen for the Choshu-han 1870, ordered through Glover & Co. Screw, 162 tons net, 126' x 24', composite. Delivered to the Choshu-han in July 1870. Became **UNYO KAN** of the Imperial Navy. Wrecked on Oshima Kishu in 1876.

156. **YANGTSE** (Br.) O/No. 41,206 (Earlier U.S.)

A wooden paddle vessel built in New York 1857, 1003 gross, 350 net tons, 204' x 32'. Operated under U.S. flag until 1861 when her owners, Dent & Co., registered her in Hong Kong (No.16 of 1861). Her dimensions are then given as 200' x 31', 643 gross, 345 net tons. She traded for Dents in Chinese waters with an occasional voyage to Japan. Sold to Shogunate in December 1863 for \$145,000, she was renamed **SHOKAKU MARU**. In 1868 she was taken over by the Imperial Government. While being used against Enomoto was wrecked near Ajiro (Izu) in November 1868.



YANGTSE (Peabody Museum).

157. **YANGTSE** (U. S.)

Built in Shanghai 1868, 232' x 30', wooden paddle, 1187 tons gross, engines taken from an earlier ship, owned by J. M. Batchelder. Was offered for sale in Japan by Walsh Hall & Co. November 1868 without success. Traded between China and Japan. Wrecked near Nagasaki March 1871.

Haviland says engines taken from GOVERNOR GENERAL, boilers from the old YANGTSE. Launched 7/4/68 and ran trials 23/10 and was first large steamer actually built at Shanghai. Apparently built

as speculation for sale to the Japanese, plied regularly between Shanghai and Japanese ports. 21/3/71 struck a reef near Iki-shima, 20 miles from Nagasaki, had to be run ashore at Oho-saki, eight miles from her destination where she became a total loss. Wreck sold at auction to a Captain Nye for \$1,700.

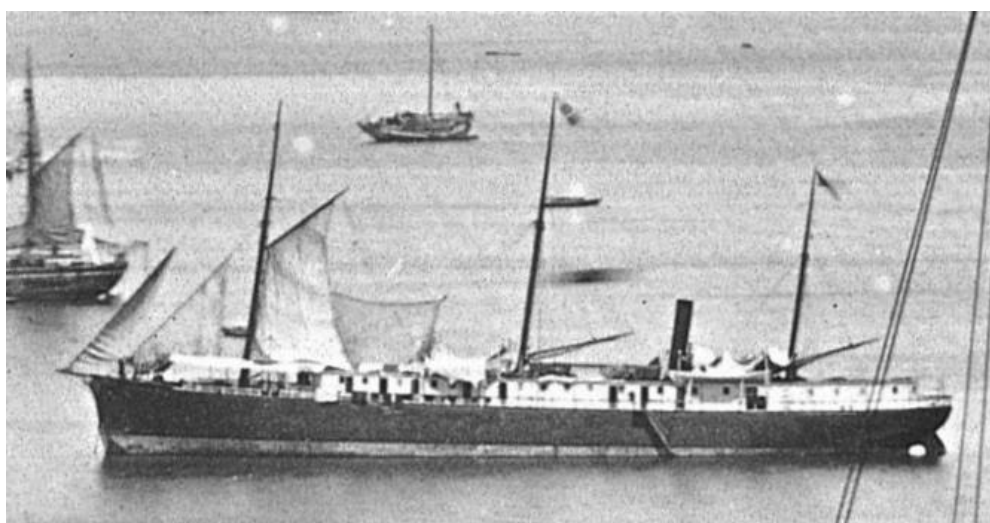
158. **YEDDO** (Br.) O/No. 47,374

Built in Renfrew 1863, 371 gross, 295 net tons, 172' x 25' screw, 85 h.p. for E.M. de Bussche.

Acquired by the Hizen-han (=Saga-han) in July 1866, she was renamed **SAIGETSU**. In 1871 she went ashore near Nagasaki and was bought by Holme, Ringer & Co. and repaired by Boyd & Co., Nagasaki. She reacquired British registry and her old name. Registered in Hong Kong as No.17 of 1872 by P. V. Grant of Jardines, tonnage up to 565/449. She was wrecked near Foochow on 5.10.1872.



Image of YEDDO held in NMM, this copy taken from an imaget by Milne to Harry S. Williams on 4 November 1969 (Harry S. Williams Archives, NLA, Canberra).



Extract from Nagasaki Univ. 5301, tentatively dated to 1875. Identity of vessel not confirmed, bow and stern look American.

159. **YEDO** (Du.)

Built to the order of the Shogun near Dordrecht, Netherlands, wooden, paddle, 3-masted schooner, 250 tons, Dutch measurement 163' x 24', 6 knots, 100 h.p., 12 guns (Japanese records).

Arrived in Japan October 1858, renamed **CHOYO**. 1867 - Boiler burst. 1868 - Taken over by the Imperial Government and seized by Enomoto. 1869 - May 11th, blew up while serving with Enomoto's fleet.

1868 taken over as **CHOYO** by IJN as a training ship, one of the initial nine ships of the IJN, seized by Enomoto. 11/5/69 blew up after a hit from **BANRYU** in the Battle of Hakodate.



CHOYO (Wikipedia)

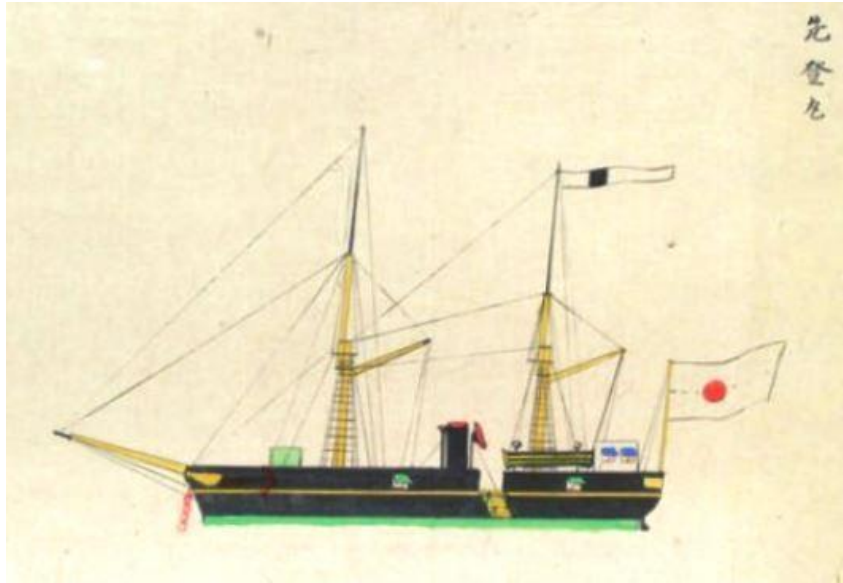
0 0 0 0 0 0 0 0 0 0 0 0

There are two ships listed in Japanese records for which no foreign name is given and against which I cannot allocate a foreign-built ship the sale of which is known to me.

SENTO

A wooden screw steamer broken up in 1865 in Nagasaki. Owned by the Shogunate.

[SENTO was likely the IRON PRINCE, No. 62a above](#)



Tamaoki's drawing of SENTO MARU



IRON PRINCE at Canton in 1863 (Sylvester Dutton and Vince Michaels).

KO-SA-SHI

A British ship said to have borne a name transliterated as this is said to have been imported at the Osaka Customs House 1870 by Harima Ube.

I have still not placed the KO-SA-SHI.

Nanamaru identifies a further vessel 37gt, 55.11×14.38×4.78 40NHP, imported by the Yokosuka shipyard from a U.S. national in 6/66 and used for transport Yokosuka/Yokohama, first as JUBARIKISEN ("the 10 horsepower ship"), by 1874 as NITTAI MARU, still listed for the shipyard 1893, then passing to Tokyowan Kisen as such, dropping from the register in 1895.



<https://blog.goo.ne.jp/mc53000/s/%E6%97%A5%E6%B3%B0%E4%B8%B8>

Yogozaemon Tamaoki's illustrations

Tamaoki (b.1844) was a samurai of the Okazaki-han (and later mayor of Okazaki city) who supported Enomoto in the Boshin War and drew pictures of many of the Tokugawa Shogunate's ships. A facsimile edition of his pictures was published in 1953, and is viewable at the Hakodate Central Library's website as indicated below. While the pictures are not drawn to scale, they appear to give a good idea of the layouts and perhaps the colour schemes of individual ships. We have included a Tamaoki sketch in the list above in cases where no photograph or line drawing is available.

<http://archives.c.fun.ac.jp/fronts/detail/reservoir/516fb2041a55724270001ae0>

1810665016-004 national flags

1810665016-005 CHOYO-kan

1810665016-006 KAIYO-kan

1810665016-007 STONEWALL

1810665016-008 FUJIYAMA-kan

1810665016-009 KAITEN-kan

1810665016-010 BANRYU-kan

1810665016-011 SHINSOKU-kan

1810665016-012 KANKO-han

1810665016-013 CHIYODA-kei (built in Japan)

1810665016-014 SHOKAKU-kan

1810665016-015 KAITEN-kan No.2

1810665016-016 NAGASAKI MARU (SHUN LEE)

1810665016-017 CHOGEI MARU (DUMBARTON)

1810665016-018 KOKURYU MARU (KUMSING)
1810665016-019 TAIHEI MARU (LY-EE-MOON)
1810665016-020 HIRYU MARU (PROMISE)
1810665016-021 KISHO MARU (TA PANG NYO)
1810665016-022 KOSOKU MARU (FEI-SEEN)
1810665016-023 SHOKO MARU (written 正光丸 instead of 昌光丸) (NANKIN)

<http://archives.c.fun.ac.jp/fronts/detail/reservoir/516fb10d1a55724270001abe>

1810665008-004 RYUSHO MARU (MERCURY)
1810665008-005 TAIKO MARU (TAKIANG)
1810665008-006 SENTO MARU (wooden, screw, imported through Nagasaki IRON PRINCE?)
1810665008-007 JUNDO MARU (JINKEE)
1810665008-008 鯉魚門 (LY-EE-MOON)
1810665008-009 river steam launch
1810665008-010 Royal Navy warships
1810665008-011 MIKAHO MARU* (barque, ex-BRANDENBURG)
1810665008-012 ASAHI MARU (sail)
1810665008-013 SHOHEI MARU (sail)
1810665008-014 KANRIN MARU (JAPAN)
1810665008-015 DAIGEN MARU (sail)
1810665008-016 ex TOYOSHIMA-kei (sail)
1810665008-017 TOYOSHIMA-kei (sail)
1810665008-018 KIMISAWA-kei (sail)
1810665008-019 CHIAKI MARU (barque, ex-DANIEL WEBSTER)
1810665008-020 HAKODATE MARU (merchant's ship)
1810665008-021 KAIYO-kan (Enomoto's flagship)

*figurehead preserved at Choshi, see Yamataka p.40.
