

Philippine Inter-Island Passenger Ships Acquired 1971-2000

Excluding most vessels under 500 grt, twin-funnelled/stern opening ro-ros, and ships already listed in our separately published FS and 1945-70 lists as well as in our published company fleet lists:

Elizalde S.S. Co./Manila S.S. Co. Inc.
De la Rama S.S. Co.
Compania Maritima
Madrigal
Northern Lines Inc.

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Drawing on historical research by Bill Schell and Peter Cundall

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May be cited with acknowledgement to www.oldchinaships.com

Initially compiled 1997-2001 directly from the annual register books of Lloyd's Register of Shipping and a day-by-day examination of *The Manila Times* 10 June 1945 to 12 December 1971 and *Marine News* to 2000 producing many notes covering the operations and transfers of the individual ships. However, I do wish to acknowledge and express deep appreciation for the work of others which is reflected in this revised study.

Since 2021 I have had access to Bill Schell's detailed index of world shipping based on *Lloyd's Register* and *Lloyd's Confidential Index*, also reflected in the Miramar database and most entries below have been cross-checked. My compilation has been amplified and corrected by Peter Cundall with reference, inter alia, to the Schell index and carefully edited by Howard Dick for which I am most grateful.

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

Sources of illustrations are stated in their captions. We are indebted to Gorio Belen for the multitude of illustrations collected and more recently photographs taken by him and to Jim Shaw, Johan van Delden, Peter Meyers, Howard Dick and Ray Smith for their photography.

Introduction

This our third list of post-world War II Philippine inter-island passenger ships following our list of warbult FS-type vessels and our list of other inter-island passenger ship acquired 1945-70.

Whereas some new passenger vessels were built for the Philippines in the 1950s and especially 1960s, newbuildings ended with two final ships built in Japan probably with some aid funding in 1971-2. The emphasis changed to the purchase of European cargo ships in the range up to about 4000 grt, which were then fitted with passenger decks, and the purchase of a few already completed passenger ships. However by the mid-70s many passenger-carrying vessels were becoming available secondhand from Japan, another country with a large population combined having a multitude of interisland shipping routes. Such purchases included both vessels designed to undertake short day crossings of an hour or two, and those designed for longer routes which required overnight accomodation.

Full deregulation of interisland services was not formally approved until 2004, but availabilty of these Japanese ships and the Philippine skill in reconfiguring and rebuilding combined with a lack of real regulation in remote areas meant that open competition was already effectively taking place. From about the 1990s emphasis came to be placed on larger vehicle deck ferries on the mainline routes, and often spectacularly and opaquely rebuilt small ships on the remote routes.

Issues with safety should be highlighted. As the entries in this list show, the Philippine record has remained notably poor. It may be contrasted with the situation in Indonesia where tight government control of longer routes with new large new German-built roro ferries has led to a close to perfect safety record. In the early postwar years Japan too had suffered from a difficult safety record during rapid increases in the population and in numbers of ships combined with violent typhoons but careful training and regulation long ago brought fatalities to close to zero. The Philippines situation has been getting some improved government attention. From the late-1980s traditional wooden vessels were curtailed by MARINA, the maritime regulatory agency. In the period after 2020 there was also a notable crack down on older ferries leading to many, including roros, going to the breakers en mass.

This list draws various lines and does not include the multiplying large rear-opening roro type ferries or fast ferries such as the Incat Crowther designed catamarans constructed at the Austal Philippines shipyard in Balamban, Cebu. Towards the end of the list I have included a few vessels up to about 6000 grt that had vehicle decks but with were without large stern openings which made them appear as being of the non-ro-ro type.

We have not gone into detail about the company operations and routes. Such material has been amply covered by Gorio Belen of the PSSS and should be referred to in conjunction with our individual ship history-focussed lists. He explains how traditional operators such as the once dominant Aboitiz concern have withdrawn completely from the business, while the increasingly dominant Negros Navigation on major routes is now reportedly controlled by a Netherlands-based private equity company wholly owned by the government of the People's Republic of China.

As well as our exclusion of ships acquired after 2000, many vessels under 500 grt have not been included, in part as we have had difficulty in obtaining information, often having nothing beyond a name or photograph. A dividing line has been whether or not data was included in Lloyd's Register (= data in the Miramar index) and this has often resulted in the exclusion of small Philippine-built ships. In the age of digital photography, illustrations of the many smaller listed ships are now generously covered on the Gorio Belen/PSSS *Flickr* sites,

index at <[mbb8356's albums | Flickr](#)>. However, we would very much appreciate contributions of rarer pre-2000 photographs which would contribute to updates of this list (to skentwell@hotmail.com) and of course would be credited on publication.

Note:

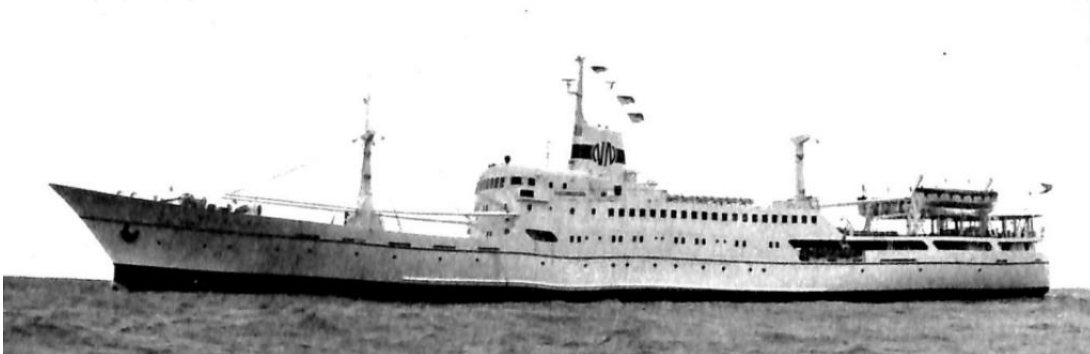
The following are not given full entries here as they are covered in our 1947-70 acquisition list:

EMILIA (1973-74) 1247/50	see DEMETER (1967-73)
DON CARLOS GOTHONG (1975-78) 2918/49	see DON SULPICIO (1969-75)
DUMAGUETE (1975-81) 1990/45	see VIRGINIA (1966-66)
MALIGAYA (1975-79) 1461/50	see ATHENA (1966-75)
DOÑA ANITA (1976-81) 1730/61	see GOVERNOR B. LOPEZ (1961-66)
QUEEN OF SAMAR (1976-?) c.500/75	see SOUTHERN BELLE (1965-c.67)
DOÑA JULIETA (1976-84) 2407/51	see DON LORENZO (1968-76)
DOÑA HELENE (1977-87) 2042/50	see DON ALBERTO (1968-73)
DOÑA PAMELA (1978-89) 1390/30	see GOTHONG (1963-78)
DON ARSENIO (1979-80) 2199/41-45	see TAYABAS BAY (1965-79)
DON ERVIN (1979-80) 1038/55	see QUEEN LEILANI (1968-79)
DOÑA JULIANA (1979-79) 1038/55	see QUEEN LEILANI (1968-79)
ZAMBOANGA (1979-79) 2130/66	see LUZON TRANSPORT (1973-75)
AGUSTINA (1980-91) 1129/68	see AGUSTINA II (1968-80)
FERNANDO ESCAÑO (1980-91) 1817/68	see FERNANDO ESCAÑO II (1968-80)
BATANES (1981-?) 541/65-9	see BATANES (1965-69).
DON JOLLY (1983-84) 1489/68	see SWEET GRACE (1968-83)
PRINCESS OF PANAY (1994-c.96) 543/62)	see PRINCESS OF NEGROS (1962-94)
SULU (1995-96) 2048/55	see LEGAZPI (1955-95)
DON MARTIN 5 (c.1996-?) 543/62	see PRINCESS OF NEGROS (1962-94)
LANANGAN (1996-?) 2048/55	see LEGAZPI (1955-95)
OUR LADY OF MONTSERRAT (1998-00) 1998/70	see MISAMIS OCCIDENTAL (1970-98)

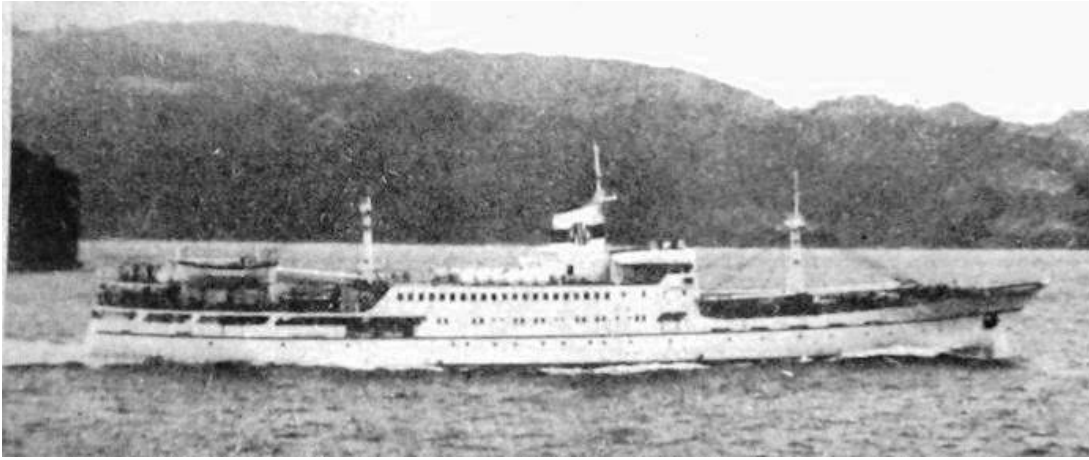
Ships, listed chronologically

We do not include the hyphen sometimes seen in names such as 'MAY-NILAD' and 'ASIA-JAPAN'.

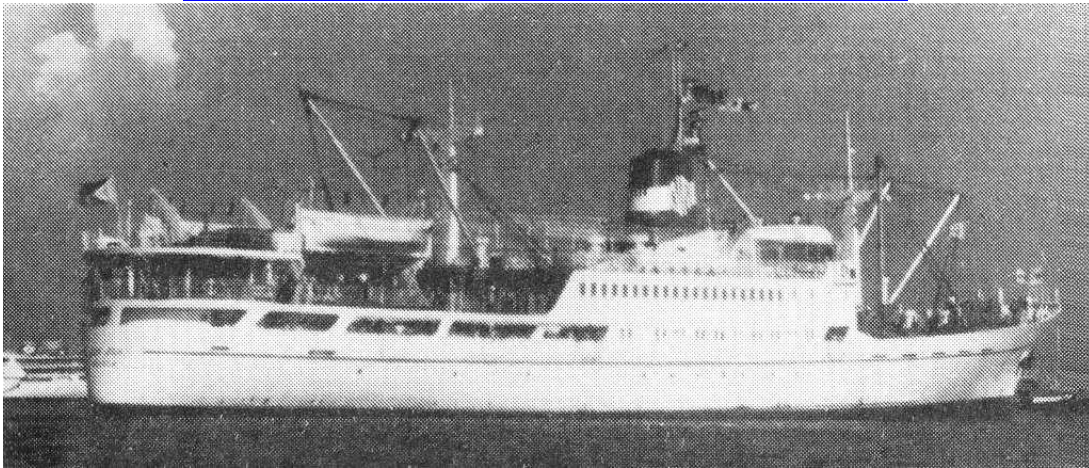
DON JUAN (1971-80) 2311/71 (736 pass) M/5000PSx227rpm/18.5/19.71k Hitachi B&W
Built by Niigata Eng. Co., Niigata for Negros Nav. Co. Inc. as DON JUAN. 16/10/71 maiden voyage Manila/Bacolod/Iloilo. 22/4/80 sank off Mindoro Island in 12.51N 121.54E after having been in collision with tank barge *Tacloban City* (1242/76). Of an estimated 1004 persons on board, at least 121 were lost.



DON JUAN (*Fune no Kagaku*).



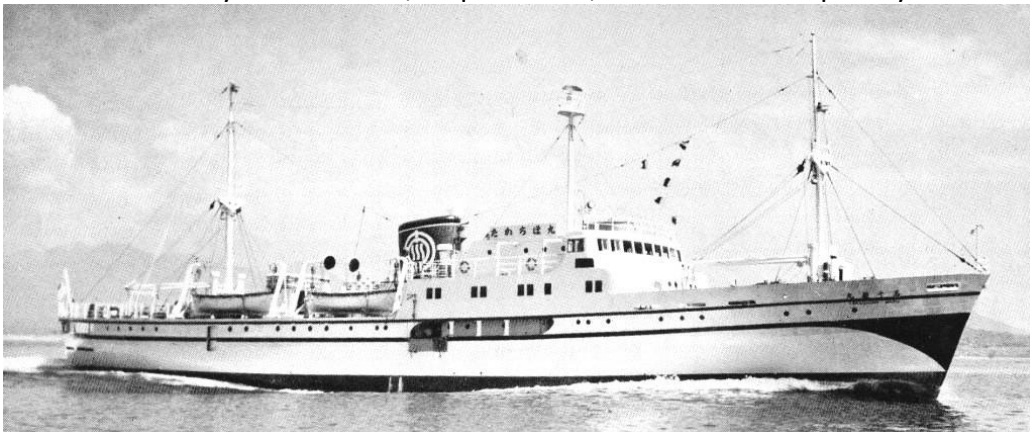
(<https://www.experiencenegros.com/don-juan-tragedy/>).



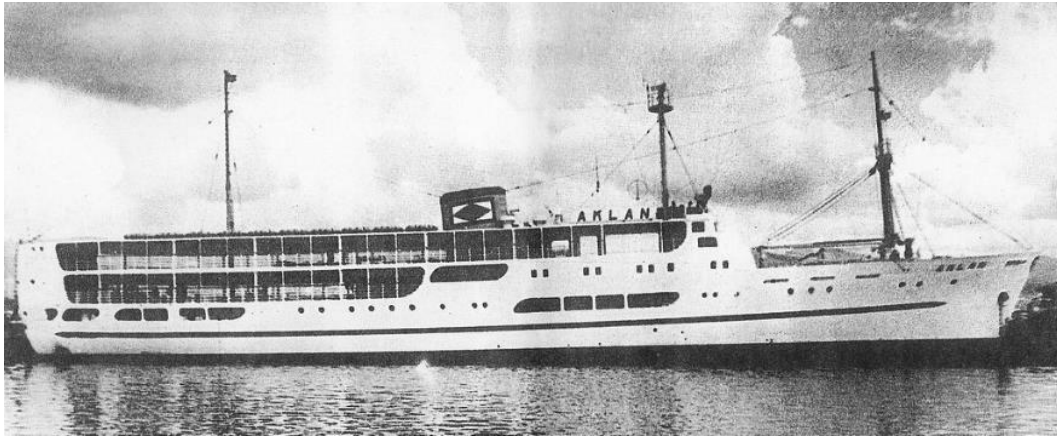
DON JUAN wearing the new NeNaCo funnel colours (G. Peditt).

AKLAN (1971-74) 1038/55-8 (pass)

Built by Mitsubishi Zosen, Shimonoseki (Yard No.503) for Terukuni Kaiun K.K., Tokyo as TAKACHIHO MARU (1970g). 1960 t/f to Kagoshima Yusen K.K., Kagoshima. 1971 sold to Aboitiz Shg. Corp. r. AKLAN. 1974 r. RAMON ABOITIZ. 12/11/90 very badly damaged and sank at Cebu port during typhoon 'Mike'. 13/1/91 demolition commenced *in situ* by William Chin, Shipbreakers, stern half subsequently refloated.



TAKACHIHO MARU running 17.08k on trials (*Senpaku Shashin Shu* 1956).



AKLAN after Aboitiz rebuild (Aboitiz company files).



Demise of RAMON ABOITIZ (*Manila Times* 16/11/90 Gorio Belen/PSSS).

GUILLERMO (1971-?) 207/57 (pass)

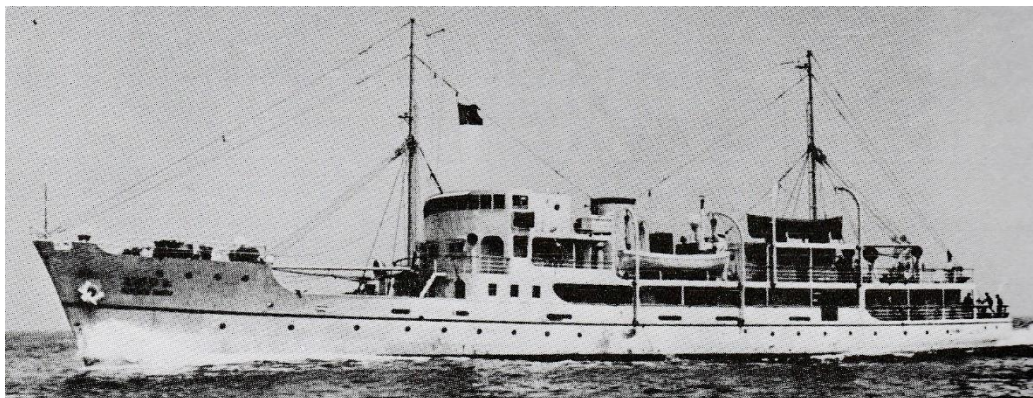
Built by Hashihama Zosen, Imabari for Ishizaki Kisen K.K., Matsuyama as AIOI MARU No.18 (335g). (unlocated in LR66 or various Lists of Shipowners). In year to 30/6/71 sold to overseas owners. Aboitiz says acquired 1979 (presume error for 1971) r. GUILLERMO, used Cebu-Bohol-Cebu. By L75 (Lloyd's don't know) sold to Cebu-Bohol Ferry Co. Inc. 1993 removed from L.R.



GUILLERMO (Aboitiz company files).

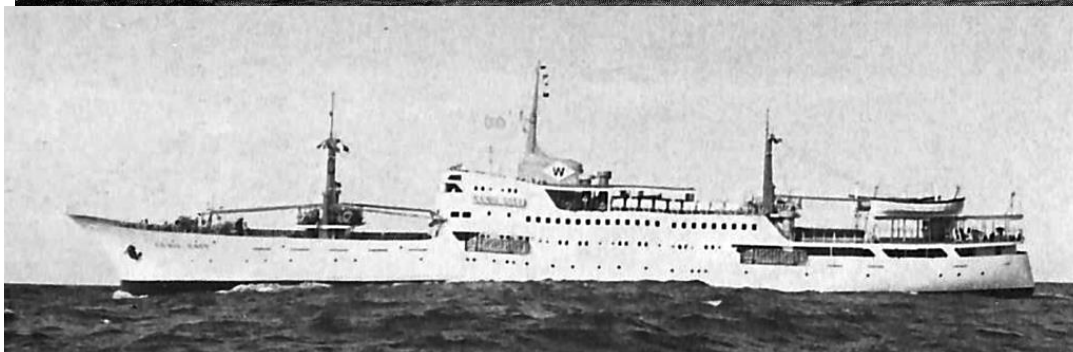
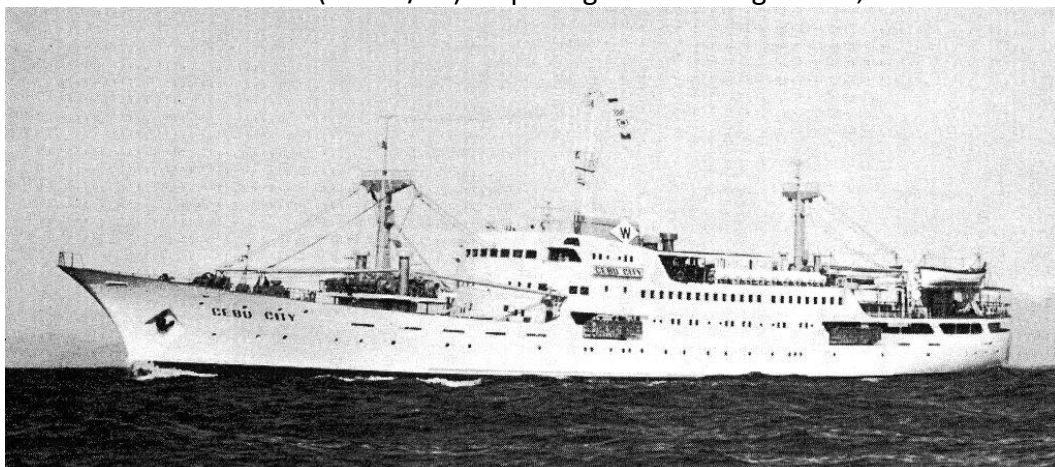
Ex-**KOGANE MARU** (1971-?) 563/48 (pass)

Built by Higashi Nippon H.I., Yokohama (Yard No.733) for Sado Kisen K.K., Ryotsu for Niigata-Ryotsu route as KOGANE MARU. 10/71 sold to Philippine Elevation Steam, new name not reported. 1990 DLR.



KOGANE MARU on trials (builders). As with earlier Sado Kisen OKESA MARU/ISOJI MARU, Philippine name and details of operations are not known. Notably three later Sado Kisen fleet-mates were each sold to George & Peter Lines who retained them for substantial periods.

CEBU CITY (1972-94) 2452/72-9 (714 pass) M/5250PSx220rpm/18k Hitachi B&W
Built by Niigata Eng. Co., Niigata for William Lines Inc. as CEBU CITY. 1/12/94 sunk in Manila Bay in 14.33N 120.41E after collision with *Kota Suria* (12549/76) on passage Manila-Tagbilaran, about 145 lost.



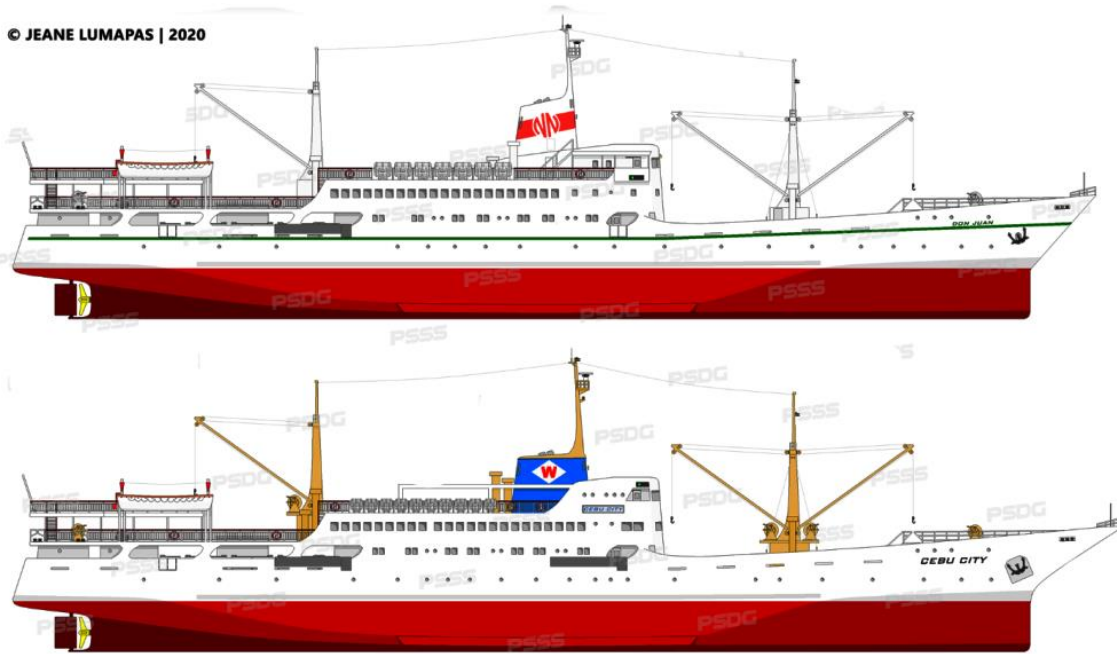
Profile of CEBU CITY when new (builders).



CEBU CITY, top and aft decks built up. August-September 1978 (Jim Shaw*).



CEBU CITY in Manila North Harbour c.1993 (Johan van Delden*).



Jeane Lumapas's line drawings show CEBU CITY was essentially a repeat of NeNaCo's DON JUAN, built at the same yard. The vessels were sunk in tragic collisions fourteen years apart. Well-designed then but still (as at 2023) the last new-built Philippine pass. ships over 1000 grt (PSSS/PSOG).

DAVAO CITY (1972-84) 1482/56

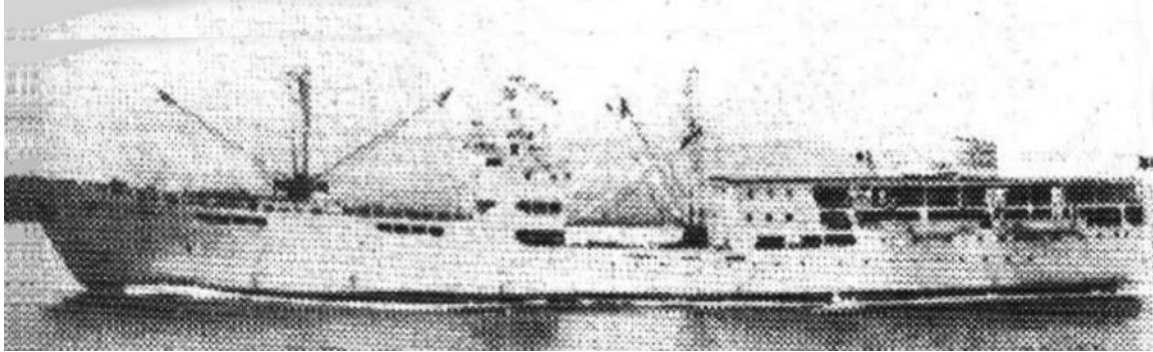
see TAGBILARAN CITY (1972-72)

DOÑA ANGELINA (1972-87) 3638/50

Built by Ch. & At. de Provence, Port de Bouc (Yard No.253) for Cie. de Nav. Mixte, Marseilles as TOUGGOURT (2060g). 1969 sold to S.A. Monegasque d'Armement et de Nav., Monaco r. VALDOR. 1972 sold to Sulpicio Lines r. DOÑA ANGELINA (3638g), 28/11 dep. Antwerp for Manila (18/1/73). 31/8/80 grounded off Ozamiz City. 4/9 refloated. 1987 scrapped Philippines.



French cargo ship TOUGGOURT (<https://www.marine-marchande.net/Perchoc/Perchoc-38/toggourt-v.JPG>).



Rebuilt as DOÑA ANGELINA (from a Sulpicio ad Gorio Belen/PSSS).

GENERAL SANTOS CITY (1972-) 1481/56 (pass)

Built by Frederikshavn V. & F. A/S, Frederikshavn (Yard No.223) for Det Forenede D/S A/S, Odense as ref. cargo ship BLENDA. 17/3/72 sold to William Lines Inc. r. GENERAL SANTOS CITY, 18/4 dep. Fowey, UK via Singapore (20/6) for Manila, where conv. passenger vessel. 24/12/76 explosion while undergoing repairs off San Nicholas Shoals in Manila Bay, followed by fire, on voyage Manila-Zamboanga with 46 pass., 54 crew, all rescued. 27/12 sank 7 miles NE of San Nicolas Shoals. 3/77 abandoned as a total loss.



BLENDA as built (Bob Scott/Shipspotting).



Burning GENERAL SANTOS CITY attended by Philippine Navy ships. Additions to mid and aft superstructures (*Philippine Daily Express* 26/12/76 Gorio Belen/PSSS).

SWEET LORD (1972-74) 1811/51 (377 pass)

Built by Helsingor Skibs. og Msk. A/S, Elsinore (Yard No.305) for Det Forenede D/S A/S, Esbjerg as FICARIA. 26/1/71 laid up at Copenhagen. 4/72 sold to Sweet Lines Inc. r. SWEET LORD, reconstructed as passenger ship. 1974 after further extension of superstructure r. SWEET LAND. 20/7/76 grounded on S.E. Mindanao, 1/8 refloated. 16/4/79 grounded near Romblon during typhoon 'Cecil'. 5/7/81 grounded off Sepoc Point, Maricaban Island, and abandoned as CTL.

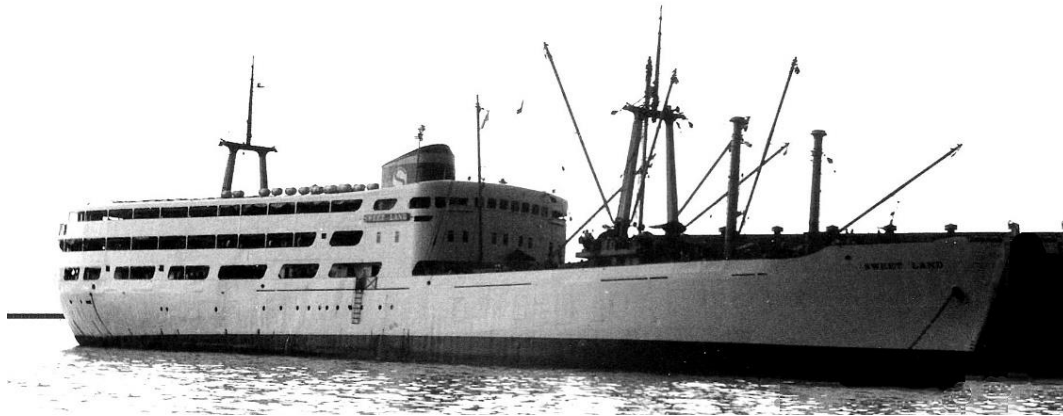


FICARIA at Gravesend beneath London (Bob Scott/Shippotting).



SWEET LORD from an ad, revised funnel with superstructure built up/extended (*Times Journal* 9/7/77 Gorio Belen/PSSS).





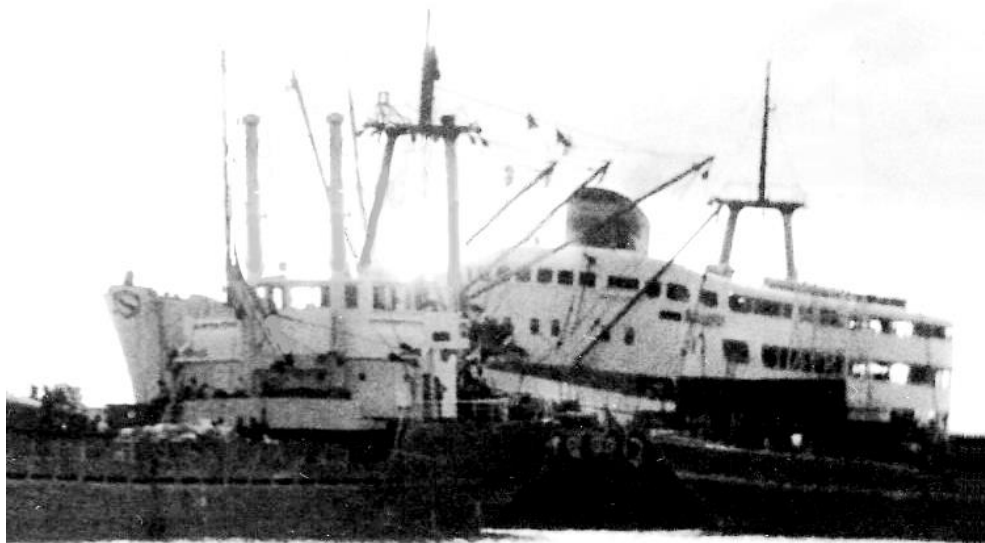
Above 2: SWEET LAND ex SWEET LORD at Zamboanga August-September 1978 (Jim Shaw*).

SWEET LOVE (1972-85) 1812/52 (377 pass)

Built by Helsingor Skibs. og Msk. A/S, Elsinore (Yard No.309) for Det Forenede Dampskibs-Selskab A/S, Esbjerg as PRIMULA. 24/5/71 laid up at Copenhagen. 1972 sold to Sweet Lines Inc. r. SWEET LOVE, reconstructed as passenger ship. 1974, 1974/75, 1975/76 used for pilgrim voyages (H. Dick). 3/85 demolition commenced at Batangas by Phil-Asia Shipbreaking, completed 5/85.



PRIMULA at Copenhagen (<https://www.shipsnostalgia.com/media/primula.398041/>).



No known photo of SWEET LOVE but likely appearance shown by this view of sister SWEET LAND (Jim Shaw*)

TAGBILARAN CITY (1972-72) 1482/56 (300 pass)

Built by Frederikshavn V. & F. A/S, Frederikshavn (Yard No.222) for Det Forenede D/S A/S, Aalborg as BELLONA. 12/4/72 del. to William Lines Inc. r. TAGBILARAN CITY, 21/4 dep. Frederikshavn via Singapore (20/6) for Cebu, where conv. passenger vessel, same year r. DAVAO CITY. 1984 r. WILCON IX. 18/5/86 beached 2 miles off Tulungin Point in 7.35N 122.07E after engine room flooded, 7/6 refloated and towed to Cebu, CTL. 10/87 sold to L. Acquario Marketing Corp., Manila for demolition.



As BELLONA, prior to conversion. See photo above of sister GENERAL SANTOS CITY (<https://www.shipsnostalgia.com/media/bellona.166468/>).

CAVITENA (1973-7?) 102/55

Built by Sanoyasu Dockyard, Osaka (#124) for Bantan Renraku Kisen K.K. for 30 minute crossing Akashi-Iwaya as ORANGE MARU. In year to 30/6/74 sold to Manila interests for use as Manila Bay-Bataan cruise ship r. CAVITENA. 12/76 still in use but apparently no longer at 9/80. NFI. [By 1976 removed from LR as ORANGE MARU.]



ORANGE MARU in the Akashi Strait 5 August 1973 (SK*).



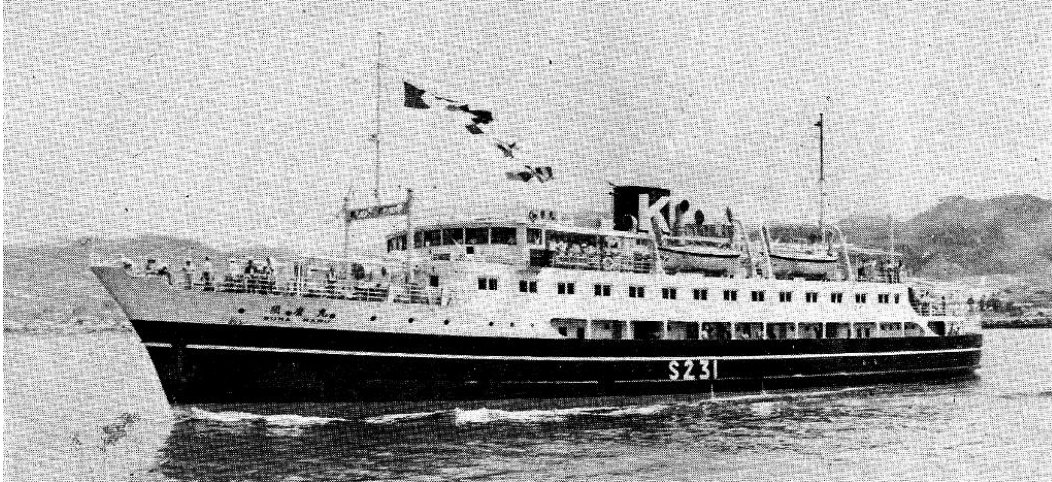
CAVITENA at Manila off Rizal Park 12/76 with SERINA (Y. Ikeda).

GREEN LEAF (1973-75) 1207/48

see GREEN LEAVES (1973-73)

GREEN LEAVES (1973-73) 1207/48 (688 pass)

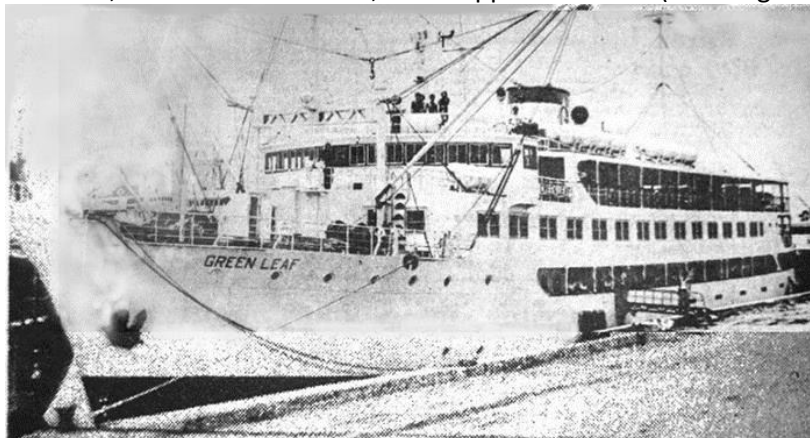
Built by Kawasaki H.I., Kobe (Yard No.856) for Kawasaki Kisen K.K., Kobe as SUMA MARU. 4/53 bareboat chartered to Kansai Kisen K.K. 3/57 sold to Uwajima Unyu K.K., Uwajima. 1958 sold to Nankai Kisen K.K., Wakayama. 11/73 sold to Kuronel Fishing Corp., Philippines r. GREEN LEAVES, then GREEN LEAF. 1975 sold to Sulpicio Lines r. DON RICARDO for N&S Lines Cebu-Cagayan de Oro route. 1987 scrapped Philippines.



SUMA MARU. In 1948 Kawasaki Kisen ('K Line') was not allowed to build cargo ships so it ordered small passenger ships instead. SCAJAP identification number S231 (Kawasaki Kisen).



GREEN LEAVES, Nagasaki Nov. 1973 preparing for delivery voyage.
This name, welded onto the hull, never appeared in L.R. (K. Nishiguchi).



GREEN LEAF at the May 1975 commencement of a N&S Lines service Manila-Roxas City twice per week
(*Times Journal* 29/4/75 and 7/5/75 Gorio Belen/PSSS).

MARTINA (1973-79) 1369/57

Built by Norrkopings Varv. & Verk., Norrkoping (Yard No. 4) for Finska Angfartygs A/B, Helsinki as VEGA. Late-1973 sold to Cebu-Bohol Ferry Co. Inc. (Aboitiz & Co. Inc., mgrs) r. MARTINA, 8/2/74 dep. Helsinki via Cape Town (23/6) for Singapore 1976 t/f to Aboitiz Shg. Corp., later Aboitiz Shg. Corp. (Cebu). 1979 r. ABOITIZ CONCARRIER III. 1988 r. ABOITIZ CONCARRIER XII. 1997 removed from Lloyd's Register.



VEGA (PWR/Shipspotting).



MARTINA in August-September 1978 with 3-deck aft structure (Jim Shaw*).

SERINA (1973-c87) 506/57 (414 pass)

Built by Hitachi Zosen, Mukaishima for Nankai Kisen K.K., Wakayama as WAKA MARU. 4/6/73 sold to Manila Interocean Lines r. SERINA, used for cruises in Manila Bay. As at 9/80 laid up at Manila off Rizal Park with name painted out (Y. Ikeda). Ca.1987 sold to Roble Shg Lines Inc., Cebu r. HILONGOS DIAMOND for Cebu-Hilongos service (Belen). 2001 deleted from Lloyd's Register but surmise by 1996 sold to Rose Shg. Line Inc. (mgr Vicente Atilano, Margosatubig) r. PINK ROSE. Subsequently moved to Margosatubig, 1/11 still existing in poor condition, bridge equipment in warehouse for safekeeping, said to be for sale for P10 million. NFI.



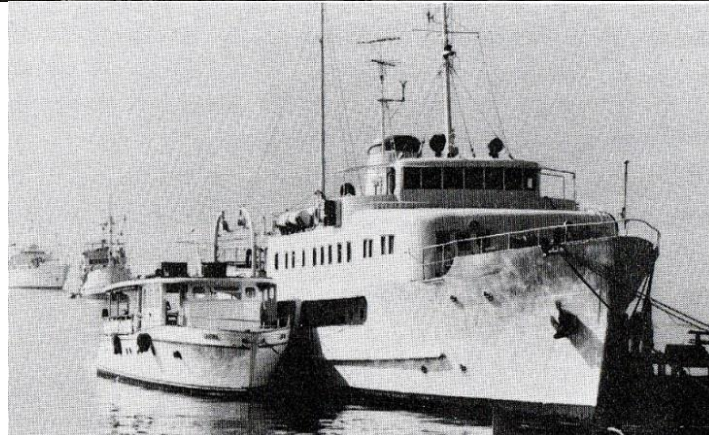
Nankai Kisen colour painting of NANKAI MARU/WAKA MARU as built (edited from a postcard).



WAKA MARU, stern deck enclosed following NANKAI MARU disaster (image reversed, M. Miyazaki).



Later WAKA MARU, image reversed (from a postcard).



Above 2: SERINA central Manila, September 1980, aft deck stripped clear (Y. Ikeda).



Plating matching ex-WAKA MARU (but not sister after 1964 refit)



Above 2: PINK ROSE of Rose Shg, at Cebu mid-1996 (Howard Dick*)





Above 2: PINK ROSE at Margosatubig 16 January 2011 (Gorio Belen/PSSS).
Further photos at <https://www.flickr.com/photos/29421855@N07/5532548264/>).

SWEET HOME (1973-78) 5486/57 (pass)

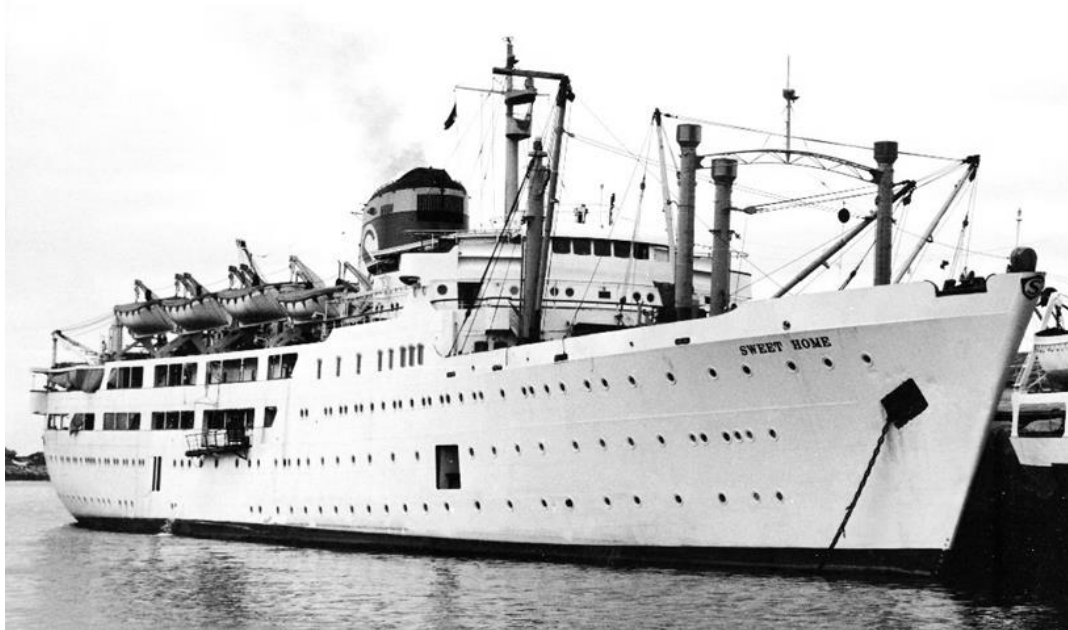
Built by "Navalmecanica" Cant. Nav., Castellammare (Yard No. 8) for "Tirrenia S.p.A." di Nav., Naples as CCARALIS (trials 20k) for service Civitavecchia (Rome)-Olbia (Sardinia). 21/8/71 laid up at Naples. 11/73 sold to Sweet Lines Inc. r. SWEET HOME, 7/1/74 at Colombo en route to Cebu. 1974-76 three pilgrim voyages to Jeddah. 1978 sold to Sea Tours Inc., Philippines r. SAMPAGUITA. 1978 sold to Philippine Cruising Venture, Philippines r. REYNA FILIPINAS. While laid up at Manila 9/7/80 dragged anchors in bad weather and grounded. Refloated 18/7. 1980 resold to Sea Tours Inc., Philippines r. REYNA FILIPINA. 24/11/81 while still laid up capsized and sank in Manila Bay during typhoon 'Irma'. 26/2/82 sold at auction to H.M.Ocampo, Quezon City. Refloated and sold for demolition during 1982.



SWEET HOME, white masts and remnants of Tirrenia hull markings, probably Cape Town on delivery voyage (attrib. Ian Schiffman).



SWEET HOME in normal Sweet Lines colours (Sweet Lines coll./
<https://www.facebook.com/p/Lisa-Lim-Frekins-Page-of-Sweet-Lines-Inc-Philippines-100063761177481/>).



SWEET HOME, Manila December 1976 (R. Ikeda*).



SAMPAGUITA anchored in Manila Bay August-September 1978 (Jim Shaw*).

AKLAN (1974-87) 1441/60 (417 pass)

Built by Kure Zosen Co., Kure (Yard No.52) for Terukuni Kaiun, K.K., Kagoshima as YASAKA MARU. By L66 t/f to Kagoshima Yusen K.K., Kagoshima. Still as such L69, but 1971 t/f to Terukuni Yusen K.K., Kagoshima. 1974 sold to Aboitiz Shg. Corp. r. AKLAN. 1987 r. ORMOC (1385g). 12/11/90 driven aground at Cebu by typhoon 'Mike'. Refloated and returned to service. By 1996 sold to Roble Shg. Inc. r. LEYTE DIAMOND. Subsequently sold to Cokalong Lines Inc. r. FILIPINAS MAASIN. NFI. 1997 deleted from L.R. as ORMOC, existence in doubt.



AKLAN in August-September 1978 (Jim Shaw*).



Above 2: LEYTE DIAMOND at Cebu, 26 June 1996 (Howard Dick*).



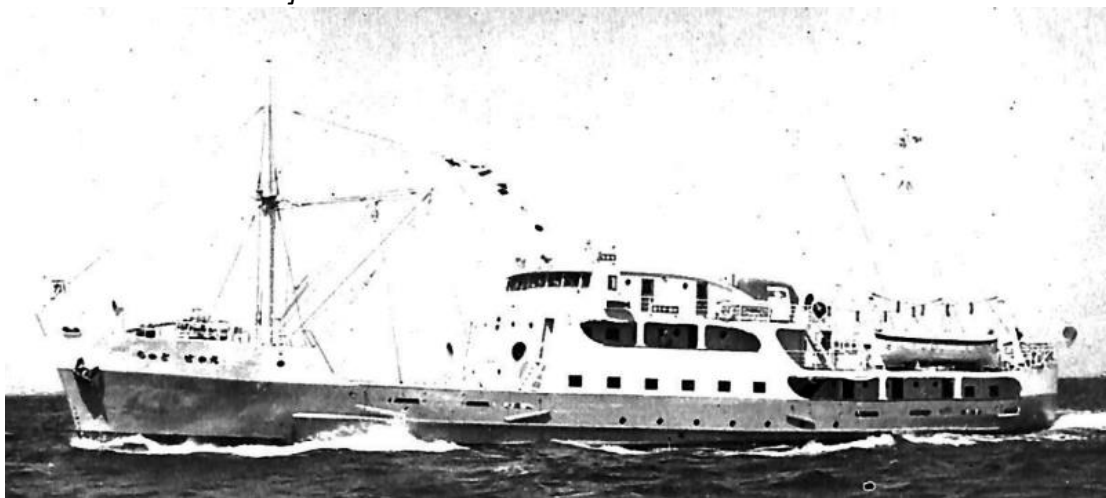
Reconditioned as FILIPINAS MAASIN from a company framed photo (Gorio Belen/PSSS).



FILIPINAS MAASIN model showing mast and other variations (Cokaliong Lines/Gorio Belen/PSSS).

ASIA CHINA (1974-80) 504/57-3 (603 pass)

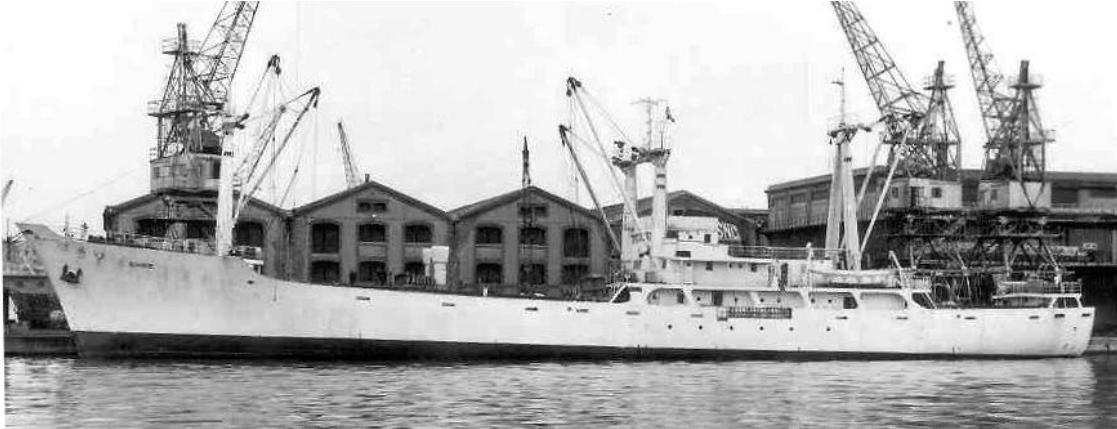
Built by Sanoyasu Dockyard Co., Osaka (#152) for Kato Kisen K.K., Kobe as CHITOSE MARU. 1974 sold to George L. Neri r. ASIA CHINA. 1980 r. ASIA CHINA II. 1980 t/f to Trans Asia Shg. Lines Inc., Cebu r. ASIA INDONESIA. 31/7/84 grounded off Cebu, but refloated 4/8. Later sold to White Horse Shipping Lines, Zamboanga r. NEW YORK CITY. 2005 Deleted from L.R.]*Note 1: Another ASIA CHINA II existing in 1980, q.v. Note 2: new ASIA INDONESIA 1992*]



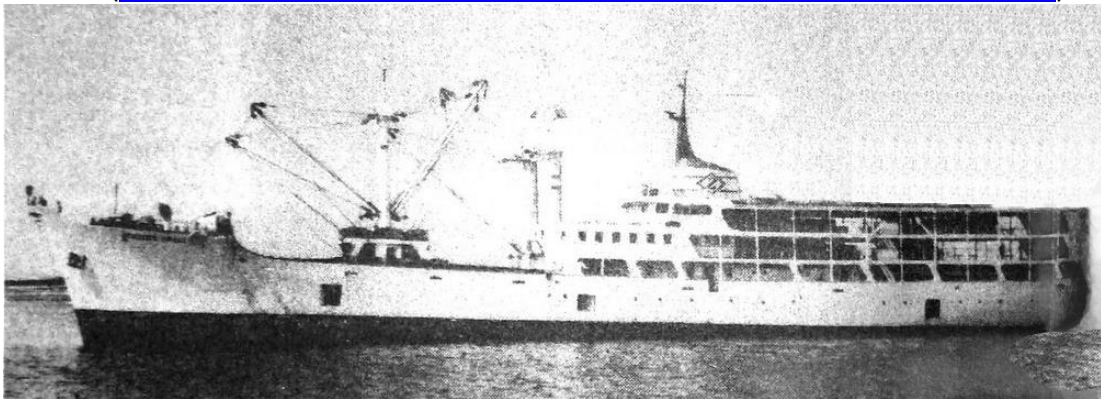
CHITOSE MARU running trials (*Fune no Kagaku* 5/57).

DOÑA VICENTA (1974-80) 1232/56

Built by S.A. des Anc. Ch. Dubigeon, Nantes (Yard No.758) for Soc. Navale Caennaise (Anct. G. Lamy & Cie. mgrs), Caen as ENEE. 1967 sold to Cie Meridionale de Nav., France r. ATLANTA. 1973 r. CAPITAINE NEMO (same owners). 1974 r. CAPITAINE KERMADEC (same owners). 1974 sold to Sulpicio Lines r. DOÑA VICENTA. 19/10/74 grounded off Cagayan de Oro. 28/10 refloated. 1980 r. DOÑA SUSANA. 7/9/80 grounded at Kalatagan, Batangas. 21/9 refloated. 1981 during repairs conv. at Cebu to passenger vessel. 1989 r. PALAWAN PRINCESS. 10/4/90 beached leaking near Pasig Shoal, Palawan on passage Iloilo/Palawan, CTL. Returned to service. 1/10 sold for scrap.



ENEE (<https://www.marine-marchande.net/Perchoc/Navires-Perchoc.html#16>).



Sulpicio DOÑA VINCETA, image reversed (*Times Journal* 26/9/74 Gorio Belen/PSSS).



PALAWAN PRINCESS in April 1993, pole foremast (Chris Howell/Shipspotting).



PALAWAN PRINCESS, Manila North Harbour mid-1996 (Howard Dick*).

KATIPUNAN (1974-88) 1053/48 (1048 pass)

Built by Mitsui Zosen, Tamano (Yard No.526) for Kansai Kisen K.K., Osaka as HIKARI MARU. 1974 sold to Hijos de F. Escaño Inc. r. KATIPUNAN. 10/80 rep. laid up to conserve fuel. 1988 sold to Metropolitan Shg. Co. Inc., Philippines r. LEGASPI I, under renovation. NFI, DLR 2005/06.



Newly repainted KATIPUNAN prior to delivery voyage (K. Miyazaki).



LEGASPI I ex KATIPUNAN under refit (Internet).

JUAN (1974-81) 1375/63

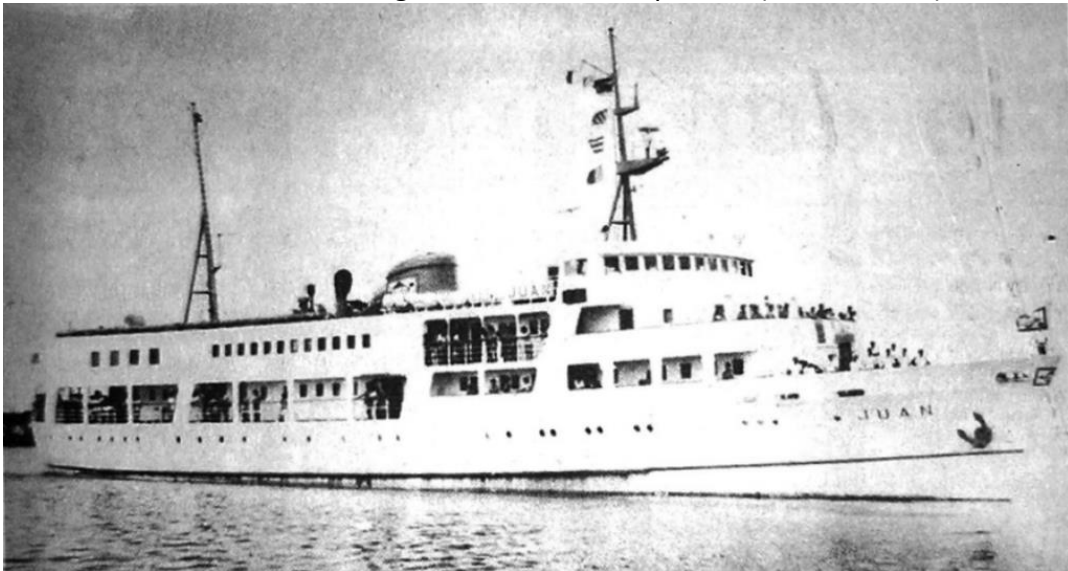
see RAMON ABOITIZ (1974-74)

RAMON ABOITIZ (1974-74) 1375/63 (716 pass)

Built by Hitachi Zosen, Osaka (Yard No.3967) for Nankai Kisen K.K., Wakayama as YOSHINO MARU. 1974 sold to Aboitiz Shg. Corp. r. RAMON ABOITIZ, then JUAN. 17/7/81 gutted by fire after explosion in Manila Bay on passage Manila/Roxas, at least 57 lost. 19/7 sank at moorings off Manila.



YOSHINO MARU, image reversed for comparison (Nankai Kisen)..



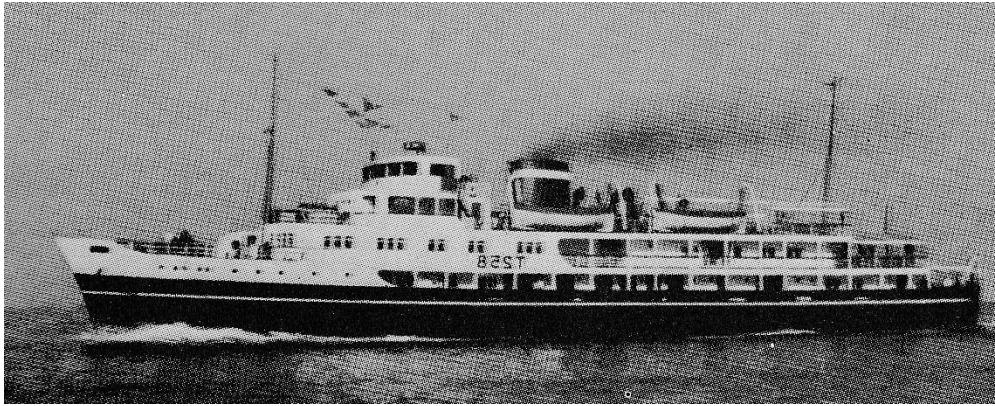
JUAN after Aboitiz renovations (*Daily Express* 21/7/81 Gorio Belen/PSSS).

RAMON ABOITIZ (1974-90) 1070/55

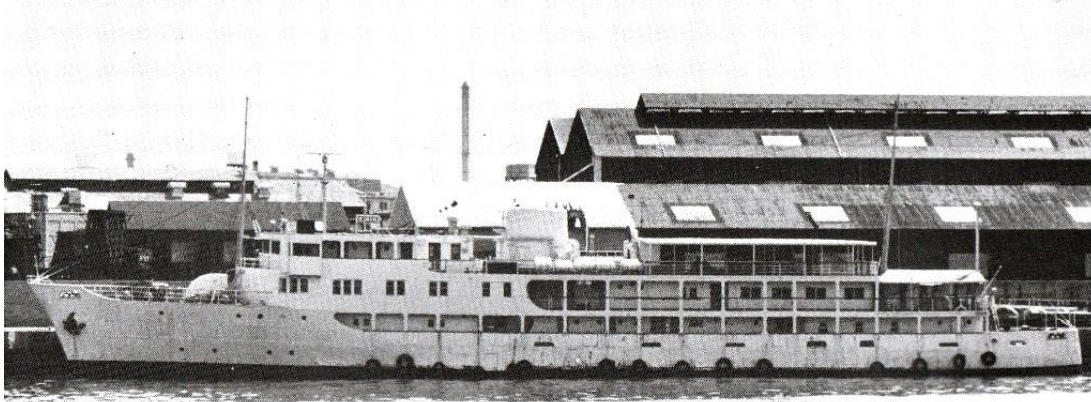
see AKLAN (1971-74)

SANDREANA (1974-7?) 999/48 (975 pass)

Built by Nishi Nippon H.I., Hiroshima for Kansai Kisen K.K., Osaka as TAIHEI MARU. 3/9/50 overturned at berth in Osaka during typhoon 'Jane'. Raised and repaired. 1960 re-engined. 1961 lengthened, bridge rebuilt one deck lower. 1974 sold to Filipinas Inter-Shipping Co. Inc. r. SANDAREANA. By 5/78 r. CITY OF OZAMIZ for Iligan-Ozamiz-Cebu service. NFI. 1990 del. from LR.



TAIHEI MARU as built, image reversed (Kansai Kisen).



SANDREANA at Osaka Zosencho 24 July 1974, being refitted for Philippine service (M. Miyazaki).

SCORPIUS (1974-75) 970/59 (288 pass)

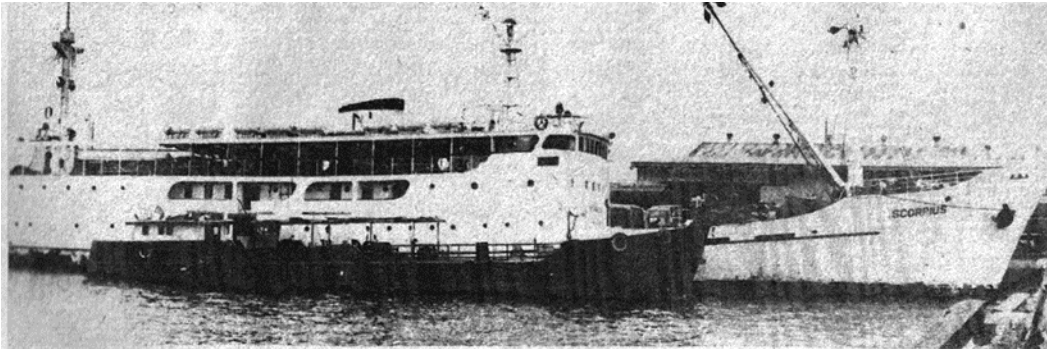
Built by Onomichi Zosen, Onomichi (#58) for Ryukyu Kaiun K.K. as MIYAKO MARU. 1974 sold to North Camarines Lumber Co. r. SCORPIUS. 1975 t/f to Norcamo Lines Inc., r. DON BONIFACIO. 1980 sold to Carlos A. Go Thong Lines Inc. 1986 sold to Roble Shipping Corp., Cebu. NFI. 1997 Deleted from Lloyd's Register.



MIYAKO MARU on trials (*Senpaku no Shashin* 1960).



MIYAKO MARU boats gone, stern built up (<https://www.okinawatimes.co.jp/articles/-/977345>).



SCORPIUS on the NoCamCo service Manila-Tacloban (*Times Journal* 1/4/75 Gorio Belen).

SOLAR (1974-7?) 532/56 (451 pass)

Built by Hitachi Zosen, Mukaishima (Yard No.3787) for Nankai Kanko Kisen K.K., later Nankai Kisen K.K., Wakayama as NANKAI MARU. 26/1/58 overwhelmed off southern tip of Awaji Island during typhoon with loss of all 153 passengers and crew. 1958 raised, repaired 6/58 by builders r. NARUTO MARU. 1964 sold to Uwajima Unyu K.K., Uwajima r. WAKAKUSA MARU superstructure extended. 1974 sold to Solar Shg. r. SOLAR. 198? r. ASIA JAPAN (L.R.), presumably Trans Asia Shg Lines Inc., Cebu. 1988 sold to Roble Shg Lines Inc., Cebu. r. GUADA CRISTY but 1989 replaced by another vessel taking over name (Belen). NFI. 2008 removed from L.R.



NANKAI MARU as built. Nice profile but open deck at stern allowed tragic ingress of water in typhoon (builders).



Raised and renovated as NARUTO MARU with tightly enclosed stern (builders).



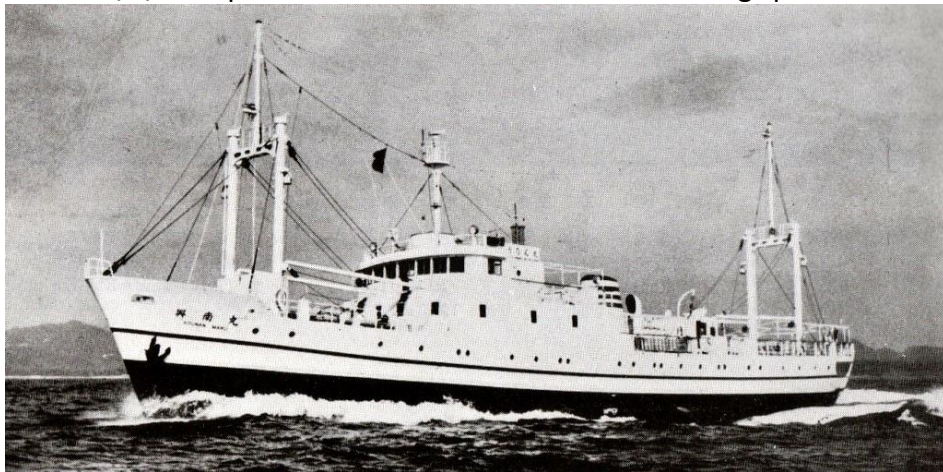
Superstructure extended as WAKAKUSA MARU, Kobe 1970 (SK*)

SWEET LAND (1974-81) 1811/51

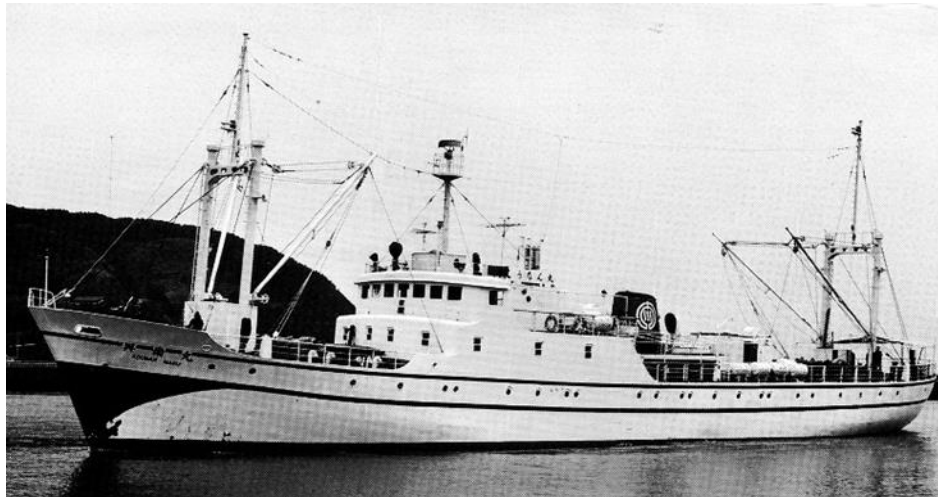
see SWEET LORD (1972-74)

ARMA NILAD (1975-83) 719/59-9 (180 pass)

Built by Mitsubishi H.I., Shimonoseki (Yard No.534) for Mishima Village, Oshima-gun, Kagoshima Prefecture as KONAN MARU (KOUNAN MARU on hull). 1964 sold to Kagoshima Yusen K.K., Kagoshima. 1970 t/f to Terukuni Yusen K.K., Kagoshima. 1975 sold to May Nilad Shg. r. ARMA NILAD. 1983 sold to Trans-Asia Shipping Lines Inc., Cebu r. ASIA SINGAPORE. 6/1/85 capsized and sank at Butuan after moorings parted in bad weather.



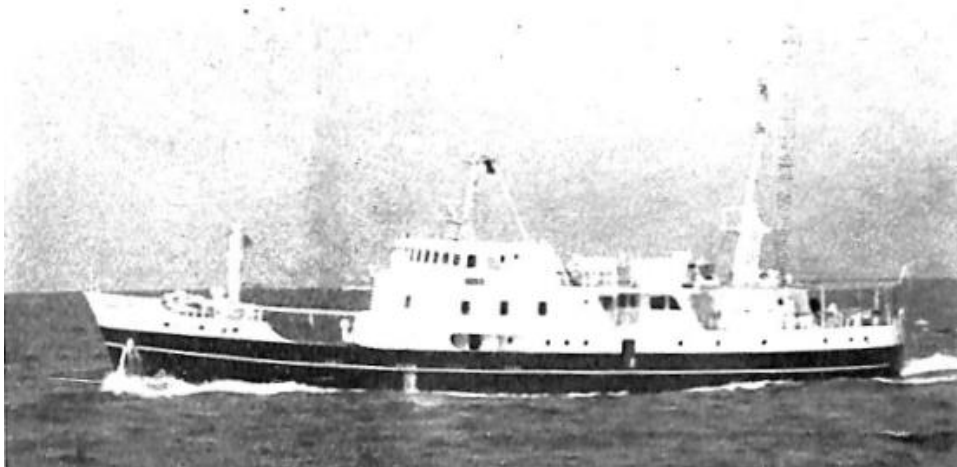
KONAN MARU running trials (*Senpaku Shashin Shu* 1960).



KONAN MARU in Terukuni Yusen colours post-1970 (Noma & Yamada).

ASIA CHINA II (1975-90) 467/61-12 (288 pass)

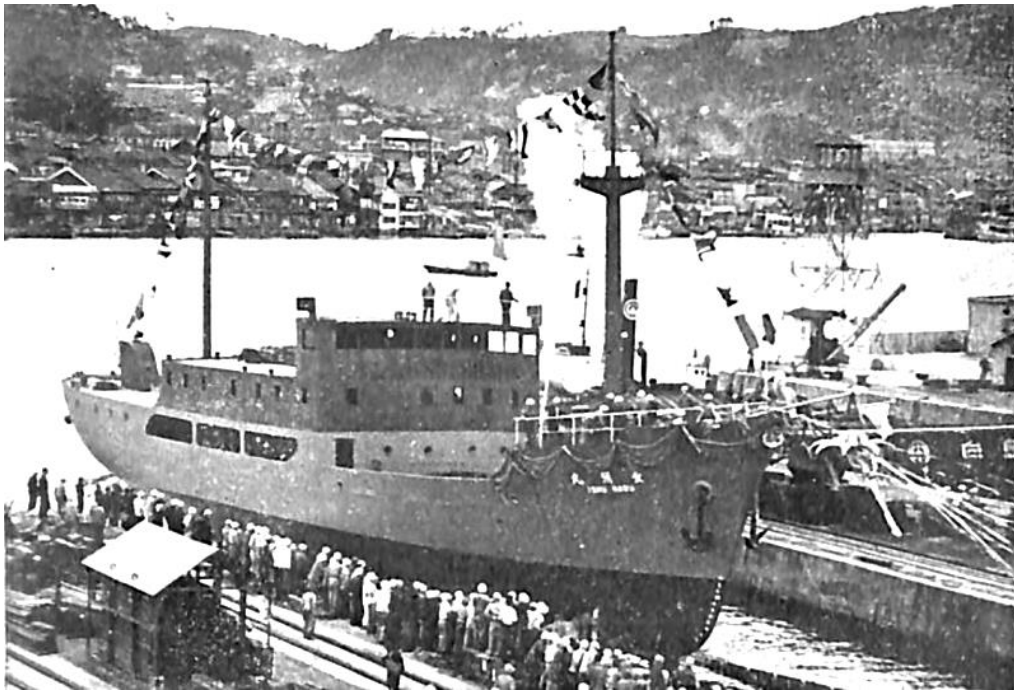
Built by Sanoyasu Dock, Osaka (Yard No.197) for Awanokuni Kyodo Kisen K.K., Tokushima as URARA MARU. 1969 t/f to Kyodo Kisen K.K., Tokushima. 1971 sold to Kyushu Yusen K.K., Fukuoka r. SEKISHU MARU. 1975 sold to Trans-Asia Shg Lines Inc/George L. Neri, Cebu r. ASIA CHINA II. 1990 sold to Roble Shipping Inc., Cebu r. QUEEN BELINDA, then HILONGOS DIAMOND, second of name, for Cebu-Hilongos service (Belen). NFI. 2006 deleted from LR. [Reverted LR 80 and subsequently as SEKISHU MARU, probable reporting error].



URARA MARU on trials (*Fune no Kagaku* 1/62).

ASIA JAPAN (1975-8?) 560/57 (354 pass)

Built by Hitachi Zosen, Mukaishima (Yard No.3800) for Kyushu Yusen K.K., Fukuoka as ISHU MARU. 1975 sold to Trans Asia Shg Lines Inc., Cebu r. ASIA JAPAN. [New ASIA JAPAN in 1980s.] 1990 deleted from L.R. but 2000 re-listed as ISHU MARU (Philippine flag). 22/7/91 grounded at entrance to Hilongos River, Leyte, refloated same day undamaged. NFI. 2004 re-deleted from LR.



Launch of ISHU MARU (*Senpaku 1/57*).



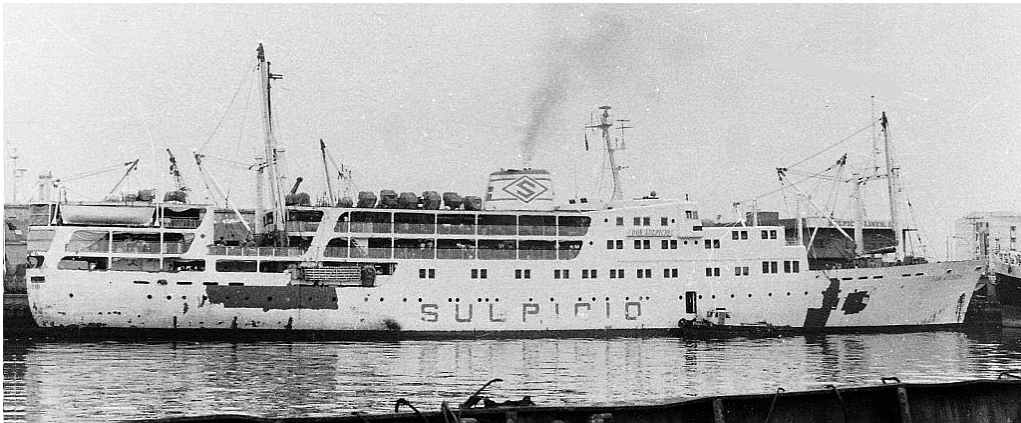
ISHU MARU (https://www.kacchell-tsushima.net/old_pictures/html/pages/02-picts-053.htm).

DON RICARDO (1975-78) 1207/48

see GREEN LEAVES (1973-73)

DON SULPICIO (1975-82) 2602/63 (608 pass)

Built by Onomichi Dockyard Co. Ltd., Onomichi (Yard No.118) for Ryukyu Kaiun K.K., Naha as HIMEYURI MARU. 1975 sold to Sulpicio Lines r. DON SULPICIO. 5/6/79 caught fire on voyage Manila/Cebu, beached at Batangas, CTL. 6/79 refloated and towed to Cebu City. Rebuilt incl. modifications to forward superstructure, 1982 r. DOÑA PAZ. 20/12/87 burnt and sank following collision at 2230 with tanker *Vector* (629/80) near Marinduque Island on voyage Tacloban/Manila. 26 survivors out of 13 crew on tanker and 59 crew and 3099 passengers aboard ferry. World's largest peacetime shipping disaster.



DON SULPICIO (Coll. Johan van Delden*).



DON SULPICIO with extra deck at stern (Sulpicio Lines).



Rebuilt DOÑA PAZ at Tacloban. The only known photo (Wikipedia).



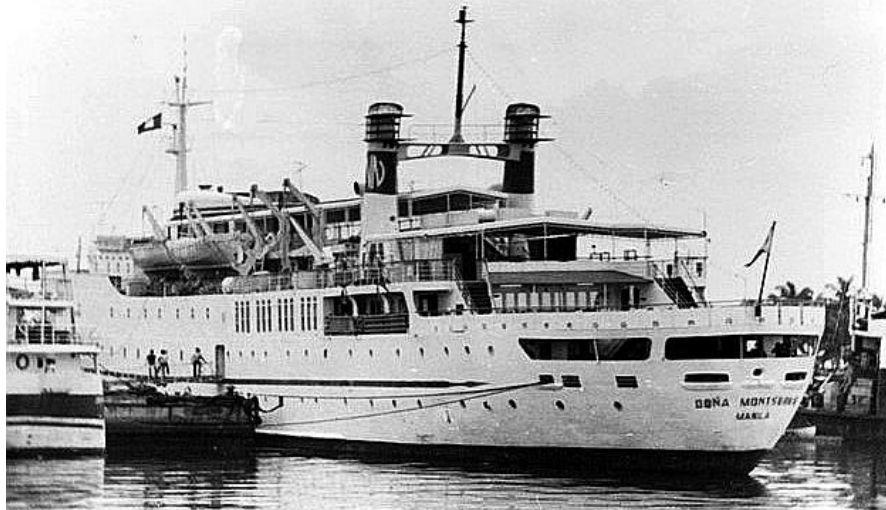
Modelling by Ken Ledesma (PSSS-PSDG-VIVP).



Modelling by Ken Ledesma showing lighting on night of collision (PSSS-PSDG-VIVP).

DOÑA MONTSEERAT (1975-79) 3658/67 (268 pass)

Built by Soc. Espanola de Const. Nav., Matagorda (Yard No.120) for Naviera de Cruceros S.A, (Ybarra y Cia.) Bilbao as CABO IZARRA. By 1968 Caribbean cruises ex Miami. By mid-1970 sold to West Line Inc. (Westours Inc., Seattle), Monrovia r. WEST STAR for summer cruising Seattle/Vancouver-Alaska, winter cruising in Pacific Islands. 5/75 sold to Negros Nav, r. DOÑA MONTSEERAT. 1979 sold to PRC Gov't, Guangzhou r. XING HU. 1984 transferred to Guangzhou Province Hong Kong and Macau Navigation Co., Guangzhou. 2001 broken up in China. (More photos in Guangzhou pass. ships list).



Above 2: DOÑA MONTSEERAT (coll. Johan van Delden*).



XING HU at Hong Kong (coll. SK*).

DOÑA PAULINA (1975-80) 676/58 (202 pass)

Built by Nakamura Zosen Tekkosho, Matsue (Yard No.151) for Arimura Sangyo Soko K.K. (ASS Line), later Arimura Sangyo K.K. (AS Line), Naha as YASHIO MARU. 1975 sold to Sulpicio Lines r. DOÑA PAULINA. 21/5/80 grounded in Canigao Channel. Refloated 22/5 but CTL, laid up Cebu, 1984 sold by insurers for scrapping.



YASHIO MARU departing on first voyage to U.S.-occupied Okinawa (*Senpaku Shashin Shu* 1960).

GEORICH (1975-21) 760/61 (1218 pass)

Built by Niigata Eng. Co. Ltd., Niigata (Yard No.318) for Sado Kisen K.K., Ryotsu for Ryotsu-Niigata service as NAMIJI MARU. 6/74 sold to Sanshin Kisen, Tokyo. 1975 sold to George & Peter Lines r. GEORICH. 12/21 broken up in Philippines.



NAMIJI MARU in service for Sado Kisen (postcard, coll. SK).



GEORICH at Singapore 6 September 1986 (Chris Gee).



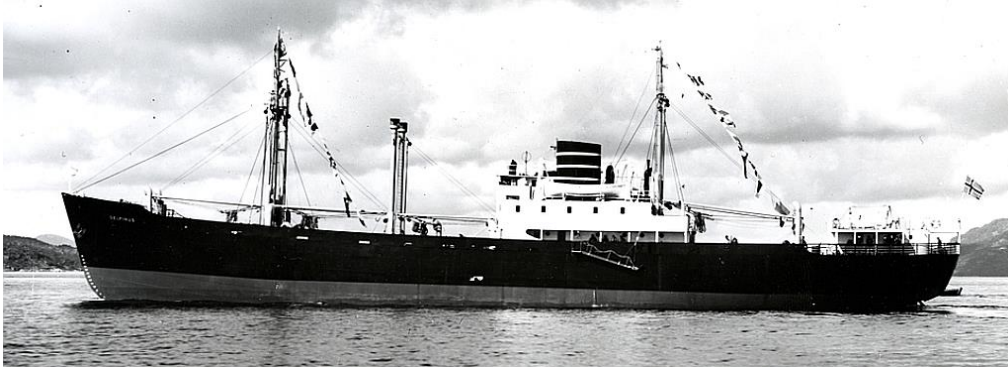
GEORICH mid-1996. Similar in 1999 but masts painted white (Howard Dick*).



Later era GEORICH, superstructure alterations (Gorio Belen/PSSS).

LEON (1975-?) 1730/48

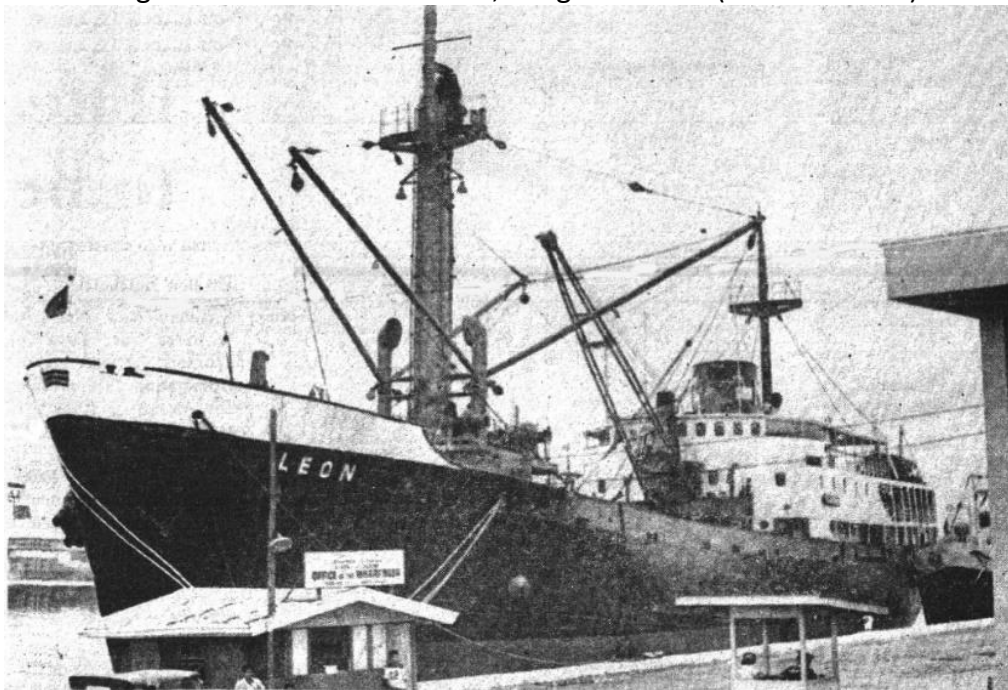
Built by Bergens M/V, Bergen (Yard No.379) for Det Bergenske Dampskibsselskab, Bergen as DELFINIUS (1335 grt). 1962 lengthened by 4.2m o.a. and crane fitted, grt 1466. 1970 sold to K/S A/S Ocean Transport & Co. (Christen Dale), Bergen r. FANAFJORD. 1971 sold to Balboa Nav. Lines S.A., Panama for Manila-Guam service r. SAN JOSE. 1975 t/f to M.D. Shg. Corp., conv. pass. r. LEON for new route Manila-Puerto Princesa-Cuyo-Palawan. 1990 removed from Lloyd's Register.



DELFINIUS as built (<https://digitaltmuseum.no/011014239950/m-s-delfinus-b-1948-a-s-bergens-mek-verksteder-solheimsviken-bergen/media?slide=0>).



Lengthened SAN JOSE at Guam, image reversed (Bob Tomkins*).



LEON at Manila, superstructure built up aft (*Times Journal* 29/12/75 Gorio Belen/PSS).

MAY NILAD (1975-) 351/61 (730 pass)

Built by Sanoyasu Dockyard Co. Ltd., Osaka (Yard No.195) for Kansai Kisen K.K., Osaka as Wakayama-Sumoto crossing ferry PHOENIX MARU. 30/6/72 t/f to Shodoshima Kyuko Ferry K.K. 1975 sold to May Nilad Shg. r. MAY NILAD. By mid-1996 believed owned by Roly Shg. Corp. as TAGBILARAN FERRY. Ca.2007 deleted from LR but early 2010 photographed re-painted. 2013 rep. as in near-wreck situation inside Star Marine shipyard in Tayud after cannibalized by thieves when guards withdrew after not being paid, subsequently broken up (Belen).



PHOENIX MARU, image reversed for comparison (Kansai Kisen).



TAGBILARAN FERRY mid-1996, many changes, old anchor opening still visible (Howard Dick*).



Decorated for Sinulog festival 3 Feb 2011 (<https://www.flickr.com/photos/29421855@N07/5412321527/>).

PANAMIN II (1975-82) 1459/65 (409 pass., 240.8 x 37.5' M6cy by Niigata Eng. Co., Niigata)
 Built by Kure Zosen Co., Kure (#101) for Kagoshima Yusen K.K. Kagoshima as TERUKUNI MARU. 1969 t/f to Terukuni Yusen, Kagoshima. 27/5/75 sold to Manuel Elizalde r. PANAMIN II. 1982 r. CORAL ISLAND (same owner). 29/7/82 o/v Batangas-Manila sank about 40 miles from Manila in 14.10N 120.30E after engine room explosion and fire, 21 crew lost.



TERUKUNI MARU (Noma & Yamada).

TACLOBAN CITY (1975-85) 2244/62 (591 pass)
 Built by Sanoyasu Dockyard Co. Ltd., Osaka (Yard No.194) for Oshima Unyu K.K., Naze as NAMINOUE MARU. 1975 sold to William Lines Inc. r. TACLOBAN CITY, grt 1995. 1985 r. DAVAO CITY. By 1997 sold to Sampaguita Shg. Corp. r. SAMPAGUITA FERRY I. 2003 broken up.



TACLOBAN CITY August-September 1978 (Jim Shaw*).



SAMPAGUITA FERRY with changes incl. mast repositioning/replacement (from an ad).



SAMPAGUITA FERRY I at Zamboanga January 1997 (Johan van Delden*).

ZAMBOANGA CITY (1975-79) 2130/66

see LUZON TRANSPORT (Sea Transport Co. 1973-75)

DON CLAUDIO (1976-200?) 2721/66 (890 pass)

Built by Sanoyasu Dockyard Co. Ltd., Osaka (Yard No.237) for Kansai Kisen K.K., Osaka for Osaka-Kobe-Okinawa service as OKINOSHIMA MARU. 1976 sold to Negros Nav. r. DON CLAUDIO (Manila-Bacolod service). 2005 sold to Jensen Shg Corp, Iloilo grt 2863. 2009 rep. laid up. NFI. Removed from LR between 2019 and 2023.



OKINOSHIMA MARU in Osaka Bay on trials, original short superstructure forward (builders).



OKINOSHIMA MARU, Kobe 1970, superstructure now extended forward (SK*).



DON CLAUDIO 1976 appearance similar to 1970, still with crane aft (Gorio Belen/PSSS).



Updated DON CLAUDIO stern view, Manila North Harbour, 1999 (Ray Smith/Shipspotting).



DON CLAUDIO Manila North Harbour, 30 July 1999 (SK*).



DON CLAUDIO undated (Ian Schiffman).

DOÑA ANA (1976-80) 2991/66 (807 pass)

Built by Onomichi Dockyard Co. Ltd., Onomichi (Yard No.175) for Ryukyu Kaiun K.K., Naha as OTOHIME MARU. 1976 sold to Eusebio Shg. Lines r. DOÑA ANA. 6/10/78 sank in shallow water at Cebu after fire had broken out. 12/10 refloated. 1980 t/f to Sulpicio Lines r. DOÑA MARILYN. 24/10/88 sank off NW tip of Leyte during typhoon 'Ruby' on voyage Manila/Tacloban, about 300 passengers and crew lost.



DOÑA ANA (possible edit from a Ryukyu Kaiun photo, stern may be inaccurate).



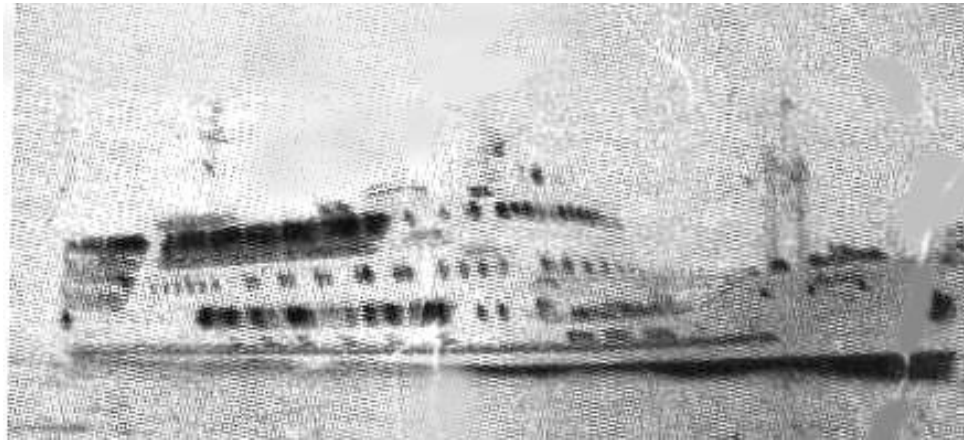
DOÑA MARILYN at Manila North Harbour, 1980, stern decks built up (Y. Ikeda).

JHUFEL (1976-90) 780/56 (1013 pass)

Built by Niigata Tekkoshu, Niigata (Yard No.247) for Sado Kisen K.K., Niigata YUMEJI MARU for Niigata-Ryotsu route. 1972 sold to Osaka Yusen K.K. 1976 sold to George & Peter Lines r. JHUFEL. 12/11/90 sank at Cebu during typhoon 'Mike', total loss.



YUMEJI MARU in Sado Kisen colours (<https://corporate.sadokisen.co.jp/about/history/>).



JHUFEL built up aft, fender (Gorio Belen/PSSS).



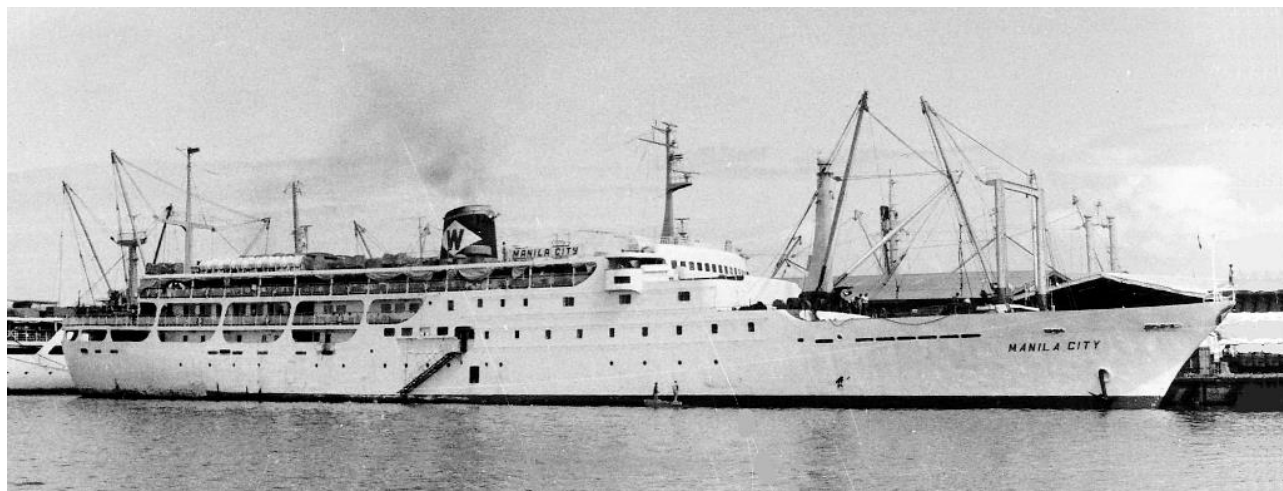
JHUFEL at Dumaguete, 25 January 1987 (Peter Meyers*).

MANILA CITY (1976-91) 2998/70 (1895 pass)

Built by Mitsubishi H.I., Shimonoseki (Yard No.677) for Oshima Unyu, Tokyo, later Harumi Kisen K.K. as NIHON MARU. 1976 sold to William Lines Inc. r. MANILA CITY. 16/2/91 capsized at Cebu City after catching fire. 22/7/91 raised by owners but sold to Cebu Metal Inc. for demolition, work underway 1/92.



NIHON MARU (from a postcard).



MANILA CITY August-September 1978, extra deck (Jim Shaw*).



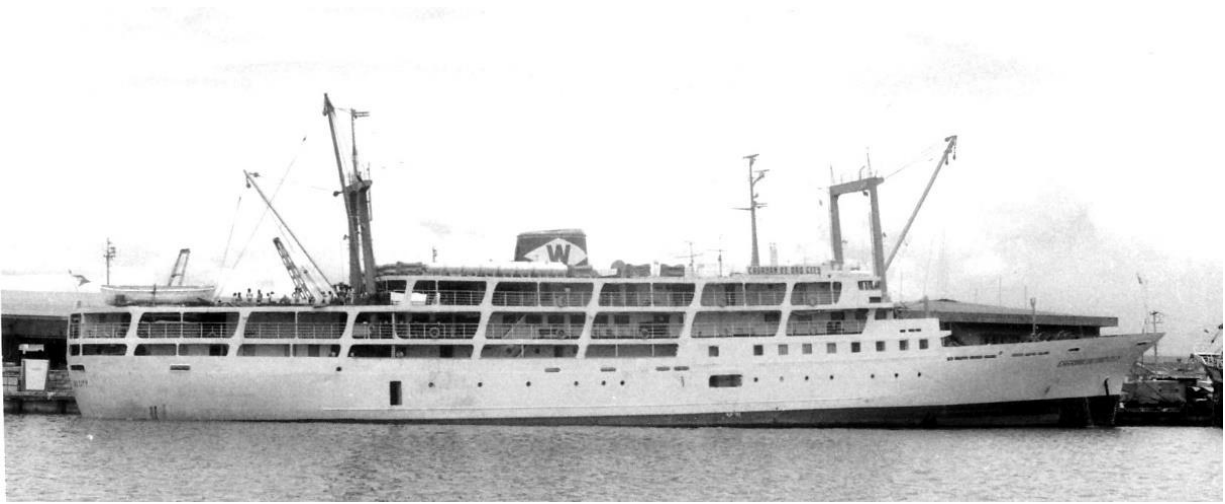
MANILA CITY August 1987, many alterations (Peter Meyers*).

CAGAYAN DE ORO CITY (1977-85) 2052/70 (628 pass)

Built by Mitsubishi H.I., Shimonoseki (Yard No.667) for Terukuni Yusen K.K., Kagoshima as HIBISCUS. 1977 sold to William Lines Inc. r. CAGAYAN DE ORO CITY. 22/6/85 sank following fire off Ozamiz City, CTL. 15/3/86 refloated by Vlasons Enterprises. 9/86 lying at Cebu awaiting demolition.



HIBISCUS as built (coll. H. Noma).



CAGAYAN DE ORO CITY with extra decks, August-September 1978 (Jim Shaw*).

DOÑA CONCHITA (1977-84) 642/63 (490 pass)

Built by Mitsubishi H.I., Shimonoseki (#594) for Kyushu Yusen K.K., Fukuoka as TAISHU MARU. 1977 sold to Carlos A. Go Thong Lines Inc. r. DOÑA CONCHITA. 1984 t/f to A. Go Thong Ent. Co. Ltd. r. ALESON ZAMBOANGA. 1988 sold to Aleson Shg. Lines, Philippines r. ALESON III. 1994 believed sank at Cebu while anchored during a typhoon. [Note new DOÑA CONCHITA from 1983]



TAISHU MARU at Hakata, December 1975 (K. Sato).

GEOPIETER (1977-87) 919/64 (1310 pass)

Built by Niigata Eng. Co. Ltd., Niigata (#568) for Sado Kisen K.K., Ryotsu as OKESA MARU for Ryotsu-Niigata route. 1977 sold to George & Peter Lines r. GEOPIETER (795g). 8/3/87 considerable damage by fire near Silino Island on voyage Dumaguete/Dapitan. 13/3 sank off Silino island after beaching attempts failed.



OKESA MARU (R. Ikeda).



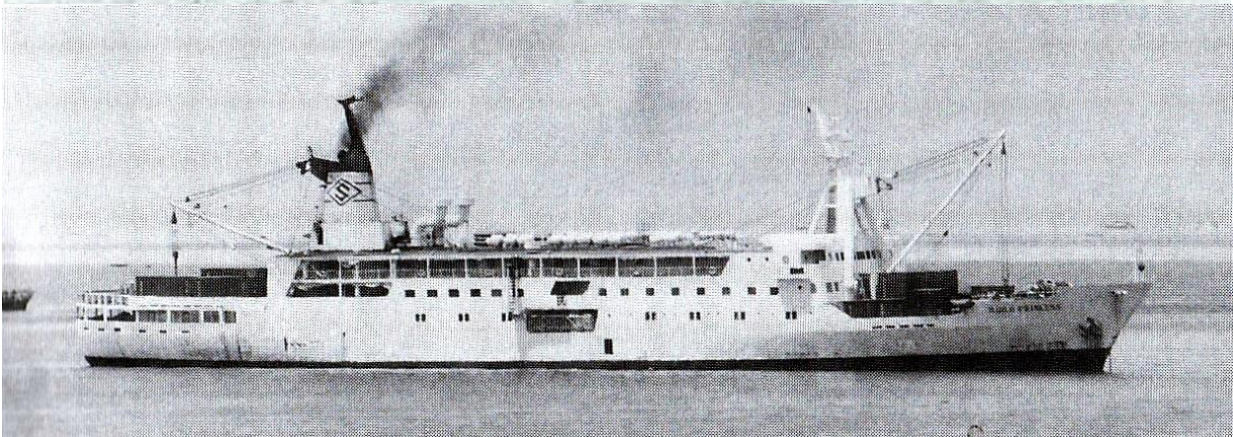
GEOPETER August 1987 (Peter Meyers*).

DON ENRIQUE (1978-87) 3785/73 (1031 pass)

Built by Onomichi Dockyard Co. Ltd., Onomichi for Ryukyu Kaiun, Naha as OKINAWA MARU for Naha-Naze-Kagoshima service. 1978 sold to Sulpicio Lines r. DON ENRIQUE. 1987 r. DAVAO PRINCESS. 1994 r. ILOILO PRINCESS. 4/7/03 caught fire at Cebu and sank. NFI.



DON ENRIQUE loading by stern at Cebu, 1979. Boys jumping into the water (Richard Wakeley <https://www.shipsnostalgia.com/media/don-enrique-cebu.328244/>).



Above 3: ILOILO PRINCESS. Apart from upper deck awning, unchanged from Okinawa days (T. Mikami).

DON EUSEBIO (1978-89) 3645/69 (976 pass)

Built by Onomichi Dockyard Co. Ltd., Onomichi (Yard No.210) for Ryukyu Kaiun, Naha as TOKYO MARU for Naha-Tokyo service. 1978 sold to Sulpicio Lines Inc., Cebu r. DON EUSEBIO. 30/10/84 grounded on Maniguin Island in 11.37.30N 121.41E on voyage Manila/Iloilo. 7/11 refloated. 1989 t/f to Philippine Span Asia Carrier Inc., Manila r. DIPOLOG PRINCESS. Ca.2022 owing to a Maritime Industry Authority (MARINA) ban, sold for demolition (Belen).



TOKYO MARU was built anticipating the return of Okinawa to Japan but traffic from Tokyo did not develop and she was re-deployed to the Kagoshima route. Photographed 30 September 1975 after sailing from Naha (SK*).



DON EUSEBIO unloading containers August 1987 (Peter Meyers*).



DIPOLOG PRINCESS mid-1996. Poop structure cleared away (Howard Dick*).



DIPOLOG PRINCESS at Iligan City, Mindanao April 1999 (Ray Smith/Shipspotting).



DIPOLOG PRINCESS in new colours initiated mid-2008 (Gorio Belen/PSSS).

DON FRANCISCO (1978-??) 495/67

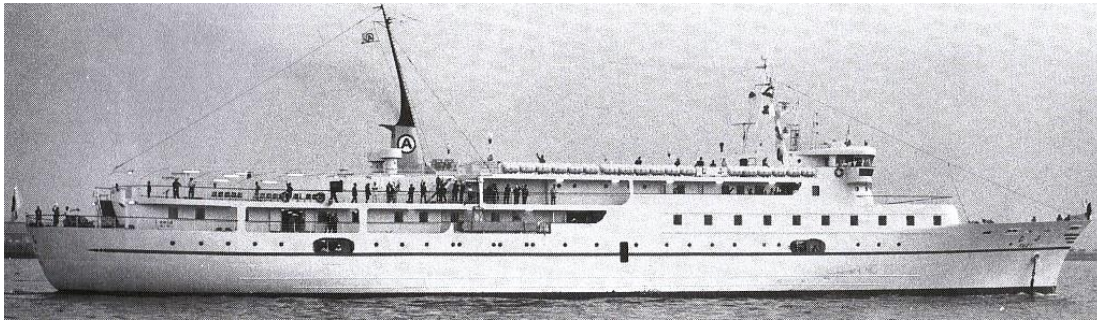
Built by Higaki Sangyo, Imabari (#32) for Marujutoko Unyu, Yokohama as cargo ship ZENSHO MARU. In year to 1978 sold to Lorenzo Shg. Corp., Manila, conv. to carry pass. r. DON FRANCISCO. Removed from L.R. between 2010 and 2015.

DOÑA LILIAN (1978-82) 752/67

Built by Imabari Zosen, Imabari (#166) for Tsurumi Kisen K.K., Hakata (Ehime) as cargo ship SEIUN MARU No.5. 1978 sold to Lorenzo Shg. Corp., Manila, conv. to carry pass. r. DOÑA LILIAN. 6/12/82 sank off Tandag, NE Mindanao on voyage Bislig/Surigao.

ILIGAN CITY (1978-80) 2865/65

Built by Mitsubishi H.I., Shimonoseki (Yard No.617) for Mitsubishi Shoji Kaisha, Tokyo as FUJI (1346 pass). 1968 owner restyled Mitsubishi Shintaku Ginko K.K., Tokyo. 1969 t/f to Harumi Unyu K.K., Tokyo. 1977 t/f to Oshima Unyu K.K., Tokyo., 1978 sold to William Lines Inc. r. ILIGAN CITY. 1980 r. OZAMIS CITY. 22/10/90 grounded off Siquijor, refloated and arrived in tow at Cebu 5/11/90. 12/11/90 driven aground during typhoon 'Mike' at Cebu, CTL. Refloated by 2/91, but unrepaired by 5/91. Sold for scrapping to F. Amolo, 11/91 at Navotas, Metro Manila awaiting demolition.



FUJI (Noma & Yamada).



OZAMIS CITY in William Line colours (*Bulletin Today* 21/2/78 Gorio Belen/PSSS).

REYNA FILIPINAS (1978-80) 5486/57

see SWEET HOME (1973-78)

SAMPAGUITA (1978-78) 5486/57

see SWEET HOME (1973-78)

STA. CATALINA (1979-88) 1117/61-12 (655 pass)

Built by Mitsubishi Zosen, Shimonoseki (Yard No.551) for Kagoshima Shosen K.K., Kagoshima as YAKUSHIMA MARU for service Kagoshima-Yamakawa-Tanegashima-Yakushima. 11/79 sold to Visayan Transportation r. STA. CATALINA. 1988 sold to SKT Shg. Corp., Philippines r. LADY HELEN. 14/6/91 caught fire off Sanga Sanga, Bongao, gutted, beached at Burut Lapis Point, CTL.



YAKUSHIMA MARU as built (*Fune no Kagaku* 1/62).



STA. CATALINA 1980, stern built up (Y. Ikeda).

CITY OF OZAMIZ (197?-?) 999/48

see SANDREANA (1974-7?)

PRINCESS ALMALYN (197?-?) c.750/7?

Owned by Almalyn Shg Lines Inc., Philippines as PRINCESS ALMALYN when photographed at Singapore 10/82. NFI.



PRINCESS ALMALYN at Singapore 8 October 1982 (Chris Gee).

ROSALIA 2 (197?-99)

Built in Philippines, owned by Lapu Lapu Shg. 1999 engine room explosion and fire 30 minutes prior to arrival at Cataingan, engine room burnt out, towed to Catainngan. 2000 sold to Korean merchant, towed to Tayud and broken up (Belen).



ROSALIA 2 at Cebu, mid-1996 (Howard Dick).

DON BONIFACIO (1980-?) 970/59

see SCORPIUS (1974-75)

ASIA PHILIPPINES (1980-91) 783/63

Built by Niigata Eng. Co. Ltd., Niigata (Yard No.513) for Oki Kisen K.K., Saigo as OKIJI MARU (650 pass). 17/12/80 sold to Trans Asia Shg Lines Inc., Cebu r. ASIA PHILIPPINES. In LR 82 and subsequently as OKIJI MARU. By 1990 sold to Edgar Cokaliong Shg Lines Inc., Philippines r. TANDAG. 12/12/91 caught fire in Mactan Channel on voyage Cebu/Surigao, 17 lost, CTL. Sold to Rogelio Go Cabochan, Manila for scrapping.



OKIJI MARU in service (Oki Kisen).



ASIA PHILIPPINES in August 1987 (Peter Meyers*).

DOÑA MARILYN (1980-88) 2991/66

see DOÑA ANA (Eusebio, 1976-80)

DOÑA SUSANA (1980-89) 1232/56

see DOÑA VICENTA (1974-81)

GINGOOG CITY (1980-91) 338/67

Built by Kanasashi Zosen, Shimizu (#787) for K. Okumua, Iwsase as fishing trawler FUKUJU MARU No.7 (338 grt). 1973 t/f to Okumura Kigyoo, K.K. 1974 sold to new owners, Japan r. NADAYOSHI MARU No.2. 1978 sold to Taipan Nav. Co. S.A., Panama r. MAGNOLIA. 1980 sold to Neptune Shg & Mgt Co. Inc., Manila r. GINGOOG CITY, rebuilt as pass. and cargo ship, grt 326. 11/3/91 sold to Cokaliong Shg Lines Inc., Cebu r. FILIPINAS SIARGAO. 5/7/97 sold to Ting Guan Tdg Corp at scrap value.



FILIPINAS SIARGAO at Cebu, mid-1996 (Howard Dick*).



FILIPINAS SIARGAO (framed company photo Gorio Belen/PSSS).

OZAMIS CITY (1980-91) 2865/65

see **ILIGAN CITY** (1978-80)

PHILIPPINE PRINCESS (1980-99) 4957/72 (1367 pass)

Built by Onomichi Dockyard Co. Ltd., Onomichi for Ryukyu Kaiun, Naha as NAHA MARU. 1980 sold to Sulpicio Lines r. PHILIPPINE PRINCESS. 5/12/97 gutted by fire while under repair at owner's dockyard in Cebu, reported 11/99 to be broken up unrepaired.



NAHA MARU (Ryukyu Kaiun brochure).



Times Journal - Dec. 30, 1983.

Retouched NAHA MARU photo as PHILIPPINE PRINCESS (*Times Journal* 30/12/83 Gorio Belen/PSSS).



PHILIPPINE PRINCESS at Cebu piling cargo onto rear deck, 28 January 1987 (Peter Meyers*).



PHILIPPINE PRINCESS off Bohol 6 June 1996 (Howard Dick*).

REYNA FILIPINA (1980-82) 5486/57

see SWEET HOME (1973-78)

SEA PALACE (1980-92) 649/64 (397 pass) catamaran

Built by Nippon Kokan, Shimizu (#216) for Setonaikai Kisen K.K., Hiroshima as SEA PALACE (460 grt). 1980 sold to Nasangana Shg., Manila, not renamed. 1992 sold to Tristar Sea Ventures Corp., Philippines r. TRISTAR B. NFI, 19/4/07 del. from L.R., existence in doubt.



SEA PALACE in Japanese waters (Noma & Yamada).

CORAL ISLAND (1982-82) 1450/65 see PANAMIN II (1975-82)

DOÑA CASANDRA (1982-83) 683/67 (600 pass)

Built by Hashihama Zosen, Imabari (#229) for Takehara-Namikata-Kan Jidosha Kososen Kumiai, Takehara as MISHIMA. 1982 sold to Vela Naviera S.A., Panama, later Carlos A. Go Thong Lines Inc. r. DOÑA CASANDRA. 21/11/83 foundered during typhoon in Surigao Strait on voyage Butuan-Cebu City when lumber cargo shifted, at least 168 lost.



Newspaper photo of ill-fated DOÑA CASANDRA (*Times Journal* 26/11/83 Gorio Belen/PSSS).

DOÑA PAZ (1982-87) 2602/63 see DON SULPICIO (1975-82)

ASIA SINGAPORE (1983-85) 719/59 see ARMA NILAD (1975-83)

DOÑA VIRGINIA (1980-2001) 4767/73 (1288 pass)

Built by Mitsubishi H.I., Shimonoseki (Yard No.726) for Oshima Unyu, Naha as SHIN SAKURA MARU (4997g). 1980 sold to William Lines Inc.. Cebu r. DOÑA VIRGINIA (Manila-Cebu service). 1/2001 scrapped in China.



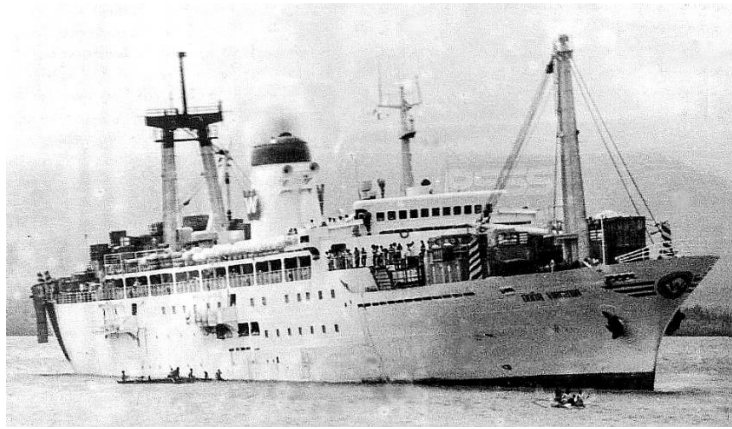
Above 2: DOÑA VIRGINIA in August 1987 (Peter Meyers*).



DOÑA VIRGINIA in new colours at Manila North Harbour c.1993 (Johan van Delden*).



DOÑA VIRGINIA (Migu2009).



DOÑA VIRGINIA (Palawan Wildlife Rescue & Conservation Center via Manu Sarmiento/PSSS).

DAVAO CITY (1985-98) 2244/62

see TACLOBAN CITY (1975-85)

HILONGOS DIAMOND (c.1987-199?) 506/57

see SERINA (1973-c.87)

ILIGAN CITY (1987-9) 1512/68 (513 pass)

Built by Mitsubishi H.I., Shimonoseki (Yard No. 658) for Oshima Unyu K.K., Naze as AMAMI MARU. 1979 t/f to Asami Kaiun, Naze. 1987 sold through Lotus Investment Inc., Cebu to William Lines Inc., Cebu r. ILIGAN CITY. 1996 t/f to W., G. & A. Inc. (mgrs Cebu Ferries Corp.), Cebu. 2011 owners re-styled 2GO Group Inc., Cebu. Removed from L.R. between 2019 and 2023.



AMAMI MARU originally had quite a different layout (Noma & Yamada).



As ILIGAN CITY in Cebu Ferries colours with new masts and modified superstructure, mid-1996 (Howard Dick*).

ORMOC (1987-199?) 1551/60

see AKLAN (1974-87)

DON OKAI (1988-92) 1173/67

Built by Asakawa Zosen, Imabari for Kashima Kisen K.K., Hojo as cargo ship RYOHO MARU (999 grt). 1970 sold to Ebisu Kisen, Ogaki. 1971 converted to chemical tanker. 1973 reconverted to general cargo (1110 grt) and sold to Daiei Kaiun K.K., Osaka. 1980 sold to Santiago Lighterage Corp., Philippines r. DOÑA OKA I. 1988 sold to Lorenzo Shg. Corp., conv. to carry pass. r. DON OKAI. 1992 sold to Roberto Tan, Philippines r. ROBERTO T. 19/4/07 del. From L.R., existence in doubt.

GUADA CRISTY (1988-89) 532/56

see SOLAR (1974-?)

LADY HELEN (1988-91) 1117/61

see STA. CATALINA (1979-88)

LEGASPI I (1988-?) 1053/48

see KATIPUNAN (1974-88)

MAGNOLIA GRANDIFLORA (1988-?) 300/69

Built by Kanasahi Zosen, Shimizu (#903) for Izumi Gyogyo K.K. Muroto as trawler SHINNAN MARU No.18 (344 grt). 1977 sold to Ricsan Development corp., Manila r. RICSAN 3. 1988 sold to Magnolia Shg. Corp., Zamboanga, conv. to pass. ship r. MAGNOLIA GRANDIFLORA. NFI.



Converted MAGNOLIA GRANDIFLORA (Gorio Belen/PSSS).

ASIA BRUNEI (1989-10) 778/69

Built by Narasaki Zosen, Muroran for Higashi Nippon Ferry K.K., Hakodate as TAIKAN MARU No.5. 1989 sold to Trans-Asia Shg. Lines Inc., Cebu r. ASIA BRUNEI (428 later 518 deck pass). 2010 r. BLUE WATER PRINCESS 2, grt 1084. 2011 r. GRAND UNITY, grt 492. 2017 broken up in the Philippines.



ASIA BRUNEI as TAIKAN MARU No.5, using bow door (<https://asakazono5.seesaa.net/upload/detail/00664405N000000000/160681108266784422867-thumbnail2.jpg.html>).

PALAWAN PRINCESS (1989-2010) 1232/56

see DOÑA VICENTA (1974-80)

TRANS ASIA (1989-90) 955/68

Built by Niigata Eng. Co. Ltd., Niigata (Yard No.777) for Oki Kisen, Saigo, Shimane as SHIMAJI MARU. 1981 sold to Trans-Asia Shg Lines Inc., Cebu r. TRANS ASIA, 805 pass. (961 grt). 12/11/90 sunk and very badly damaged in Cebu harbour by typhoon 'Mike', 'total loss'. Vessel uninsured, as at 5/91 being refloated by Cebu Salvage Corp. for repair, but difficulties encountered because other vessels resting upon stern section. 9/91 refloated and undergoing repair. 1992 sold to Edgar Cokaliong Shg Lines Inc., Cebu r. FILIPINAS TANDAG. 1994 r. FILIPINAS MAASIN. 1998 r. CEBU DIAMOND, 2007 owners Roble Shg Lines Inc, Cebu. Removed from L.R.by 2010.



SHIMAJI MARU September 1975 (K. Sato).



Above 2: TRANS ASIA from framed company photos, extra deck (Gorio Belen/PSSS).

ZAMBOANGA (1989-00) 3186/75 (pass roro)

Built by Niigata Eng. Co. Ltd., Niigata for Oshima Unyu K.K., Nase as EMERALD AMAMI. 1987 r. FERRY AMAMI. 1989 sold to William Lines Inc, Cebu r. ZAMBOANGA. 1996 t/f to WG & A Philippines Inc., Cebu, 15/6/00 delivered in China for demolition.



ZAMBOANGA at Manila North Harbour c.1993 (Johan van Delden*).



ZAMBOANGA in mid-1996 (Howard Dick*).

ISHU MARU (198?-91) 560/57

see ASIA JAPAN (1975-8?)

HILONGOS DIAMOND (1990-?) 467/61-12

see ASIA CHINA II (1975-90)

JADESTAR NUEVE (1990-202?) 226/74 2M

Built by Nagasaki Zosen, Nagasaki (#378) for own account as YAMABUKI (253 grt). Between 1/7/89 and 30/6/90 removed from Japanese register and sold to Jadestar Shg Lines Inc., Cebu r. JADESTAR NUEVE. NFI. Removed from L.R. between 2019 and 2023.



JADESTAR NUEVE at Cebu, mid-1996 (Howard Dick*).

QUEEN BELINDA (1990-90) 467/61-12
FILIPINAS SIARGAO (1991-97) 326/67
FILIPINAS TANDAG (1992-94) 961/68
TRISTAR B (1992-0?) 649/64
ROBERTO T (1992-0?) 1173/67

see ASIA CHINA II (1975-90)
see GINGOOG CITY (1980-91)
see TRANS ASIA (1889-90)
see SEA PALACE (1980-92)
see DON OKAI (1988-92)

ROMBLON BAY (1993-05) 981/71-1 2D/19.5k

Built by Hayashikane Zosen, Nagasaki (#770) for Orita Kisen K.K., Kagoshima as FERRY YAKUSHIMA. 1993 sold to MBRS Lines Inc., Philippines r. ROMBLON BAY. 2005 sold to Bismark Shg Co. Pty Ltd. (Hamish Sharp, mgr), Papua New Guinea r. SEALARK, grt 940). 7/4/06 engine room fire at Lae severely burning 2 Philippine crew before sinking 4 n.m. south of the port causing oil spill, wreck marked with buoy, renewed 2010.



FERRY YAKUSHIMA entering Miyanoura port, Yakushima 25 March 1993 (Senba/Shipspotting).



ROMBLON BAY at Manila c.1993 (Johan van Delden*).



Built up ROMBLON BAY Manila North Harbour 30 July 1999 (SK*).



Inset SEALARK arriving at Port Moresby on maiden voyage and alongside photo at Lae during the early stages of the engine room fire (*Post-Courier*).

FILIPINAS MAASIN (1994-98) 961/68

see TRANS ASIA (1889-90)

OUR LADY OF NAJU (1994-96) 4607/72 (1119 pass)

Built by Mitsubishi H.I. Ltd., Shimonoseki (Yard No.716) for Oshima Unyu K.K., Nase as HIKARI (3857grt). 1987 sold to Toyono Sangyo K.K. (Luminous Kanko K.K. mgrs), Kobe r. LUMINOUS KOBE, maiden day cruise out of Kobe 19/7. 2/94 withdrawn from service. 1994 sold to Carlos A. Go Thong Lines Inc. r. OUR LADY OF NAJU. 1996 t/f to W. G. & A. Philippines Inc. 8/2003 broken up in China.



HIKARI passing the Expo '75 site on 30 September that year (SK*).



As Kobe day cruise ship LUMINOUS KOBE late 1989 (SK*).



OUR LADY OF NAJU in WG&A colours, and with forward crane, mid-1996 (Howard Dick*).



OUR LADY OF NAJU near the end of her career in June 2002 (greenshipbreaking.com).

PAGADIAN CITY (1994-?) 1992/71 (620 pass)

Built by Hayashikane Zosen, Nagasaki (Yard No.808) for Taiwan Nav. Co. Ltd., Kaohsiung as TAI PENG. 1990 sold to Cortes Shg Co. Ltd. (Reyes & Lim mgrs.), Panama r. MADRIGAL MASBATE for Manila/Catbalogan/Tacloban route. 1994 sold to SKT Shipping, Zamboanga r. PAGADIAN CITY for Zamboanga/Pagadian route. Owners later Kong San Teo (KST) Shipping Line. Still listed for SKT in LR 2022/23. [LR/Miramar says sold to SKT Shg in 2004 when renamed, but 1994 date is stated in <https://psssonline.wordpress.com/tag/compania-maritima/> reinforced by photographic evidence below.]



MADRIGAL MASBATE/PAGADIAN CITY as TAI PENG (builders).



Above 2: Subsequently as PAGADIAN CITY, Zamboanga January 1997 (Johan van Delden*).

SEÑOR SAN JOSE (1994-) 497/67 (1002 pass)

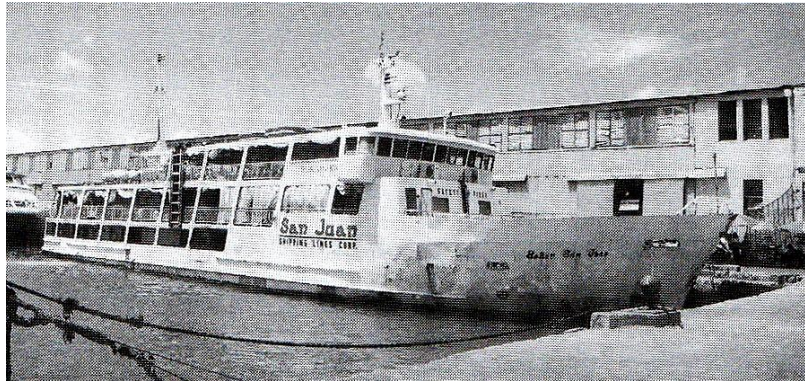
Built by Hoshihama Zosen K.K., Imabari for Kansai Kisen K.K., Osaka as TANSHU MARU for Wakayama-Sumoto route. 31/8/72 sold to Fuke Kaiun K.K., Misaki, later Osaka. 1994 sold to San Juan Shg Lines Corp., Cebu r. SEÑOR SAN JOSE. Still listed L.R. 2023-24.



TANSHU MARU (Kansai Kisen).



SEÑOR SAN JOSE at Cebu mid-1996 (Howard Dick*).



SEÑOR SAN JOSE (T. Mikami).



SEÑOR SAN JOSE (coll. S. Kizu).

LADY MARY JOY (1995-20??) 2286/71 (pass)

Built by Taguma Zosen, Innoshima for Tokai Kisen K.K., Tokyo as FREESIA MARU. 4/86 sold to Kato Kisen, Kobe r. HAPPINESS 2. 2/93 rep. sold to Chinese owners but 1995 sold to Aleson Shg. Lines, Zamboanga r. LADY MARY JOY. 5/97 overseas voyaging sailing Zamboanga/Sandakan. NFI. Removed from L.R. between 2010 and 2015.



FREESIA MARU, unusual fender and vertical blocks (from a Tokai Kisen postcard).



LADY MARY JOY at Zamboanga January 1997 (Johan van Delden*).



LADY MARY JOY at Cebu, 31 July 1999, fender and blocks painted black (SK*).



LADY MARY JOY. Manila North Harbour 1999 (Ray Smith/Shipspotting).

OUR LADY OF AKITA 2 (1995-96) 4929/74 (1160 pass)

Built by Mitsubishi H.I. Ltd., Shimonoseki for Oshima Unyu K.K., Naha as KOBE MARU for Kobe/Naha service. 1980 r. GREEN EMERALD for short charter to Hiroshima Green Ferry. Reported sold to Komodo Marine, Panama for Indonesian Navy, but then laid up in Inland Sea, 1980 r. KOBE MARU (as late as LR83 listed for Komodo Marine as GREEN EMERALD). 4/85 sold to PRC, Shanghai r. HAI YING for Shanghai/Hong Kong/Xiamen service (as late as LR87 listed as KOBE MARU). 1995 sold through Rio Grande Shg O'seas Corp. S.A., Panama to Carlos A. Go Thong Lines Inc. r. OUR LADY OF AKITA 2. 1996 t/f to W., G. & A. Philippines Inc. r. SUPERFERRY 11, built up with extra decks. 1999 t/f to Cebu Ferries r. OUR LADY OF BANNEUX. 2003 sold for breaking.



OUR LADY OF AKITA 2 as HAI YING at Hong Kong Ferry Terminal in April 1989 (Donald Anderson).



Built up as SUPERFERRY 11 at Cebu, mid-1996 (Howard Dick*).



OUR LADY OF BANNEUX, Cebu 31 July 1999 loading through starboard stern ramp (SK*).

ST. FRANCIS OF ASSISI (1995-99) 5873/75 (1080 pass)

Built by Hayashikane Zosen, Nagasaki for Terukuni Kaiun K.K., Kagoshima as QUEEN CORAL 2 for service Kagoshima-Amami Islands-Naha (6801 grt). 6/83 t/f to Kurushima Dockyard (Kansai Kisen K.K. mgrs), Osaka r. QUEEN FLOWER 2, grt 6815 in service Osaka-Kobe-Matsuyama-Beppu. 1/10/87 t/f to Kurushima Kosan, Osaka. 15/11/90 t/f to Kansai Kisen K.K., Osaka. 8/8/91 collided with *Ferry Muroto* off Rokko Island. 1995 sold to Negros Nav. r. ST. FRANCIS OF ASSISI. 26/1/99 caught fire alongside Nasipit Pier, Butuan, gutted but engine room undamaged, declared CTL and broken up at Cebu. [J.T.Sy] [MN9/96 P.557 and 4/99 P.240 say SAINT FRANCIS OF ASSISI.]



QUEEN CORAL in original colours (Terukuni Yusen).



ST. FRANCIS OF ASSISI at Manila mid-1996 (Howard Dick*).

YELLOW ROSE (c.1995-07) 197/80-11

Built by Matsuura Tekko, Higashino (#82) as PEGASUS KANSAI No.2. In year to 30/6/94 sold and r. PEGASUS (not listed in LR, flag unknown). By 1996 sold to Rose Shg. Inc. r. YELLOW ROSE. 2007 sold to Medalion Transport Corp., Cebu r. LADY OF NATIVITY. By 9/11 laid up, NFI but still listed L.R. 2023-24.





Above 2: YELLOW ROSE, Cebu Pier 3 Mid-1996 (Howard Dick*).



LADY OF NATIVITY shouldering ORMOC STAR and a barge at Cebu (Gorio Belen/PSSS).



Reconfigured LADY OF NATIVITY laid up at Cebu 15 September 2011 (Gorio Belen/PSSS).

MABUHAY (1996-96) 7263/83 (1211 pass)

Built by Mitsubishi H.I., Shimonoseki for Oshima Unyu K.K., Japan as SUNSHINE FUJI. 1996 sold to W., G. & A. Philippines Inc., Manila r. MABUHAY. 1996 t/f to W., G. & A. Philippines Inc. (Jebesen Ship Mgt. Inc. mgrs.), Cebu r. MABUHAY SUNSHINE. 1997 sold to Mabuhay Holiday Cruises International Inc., Cebu. 1998 laid up. 30/12/15 foundered at Lapu Lapu City, 2016 broken up.



MABUHAY idle at Cebu mid-1996, still in Oshima colours but funnel symbol painted over (Howard Dick*).



MABUHAY SUNSHINE, Cebu 31 July 1999 (SK*).



Derelict MABUHAY SUNSHINE (Bob Scott/Shipspotting).

MABUHAY SUNSHINE (1996-15) 7263/83
SUPERFERRY 11 (1996-99) 4929/74
FILIPINAS MAASIN (199?-200?) 1551/60
LEYTE DIAMOND (199?-199?) 1551/60
PINK ROSE (199?-201?) 506/57

see MABUHAY (1996-96)
see OUR LADY OF AKITA 2 (1995-96)
see AKLAN (1974-87)
see AKLAN (1974-87)
see SERINA (1973-c.87)

QUEEN OF PROSPERITY (199?-?) 498/78 M

Built by Sasaki Zosen, Kinoh (#326) for Toto Kaiun K.K., Tokyo as cargo ship KENSEI MARU No.2. between 1/7/89 and 30/6/89 sold to East China Shg Soc. de Responsabilidad Ltda, Honduras r. TAIYO No.7, grt 1177. 199? sold to unknown Philippine owners r. **QUEEN OF PROSPERITY**. 1997 sold to Multiflex Inc., Belize city r. FLEX II. 1998 r. FORTE 3. 1998 sold to Duplex Corp., Belize City r. LEVIN 2. 1999 sold to Hari Shg Soc. de Responsabilidad Ltda, Phnom Penh r. HARI. 2003 sold to PKS Shg. Co. Inc., Cagayan de Oro r. QUEEN OF PROSPERITY, grt 498. 2004 sold to Penta Marine Corp., Cagayan de Oro. 2013 t/f to Penta Maritime Corp, Cagayan de Oro. NFI.



Vessel understood to be QUEEN OF PROSPERITY, Cebu mid-1996 but does not fit above LR ship history timeline so we have suggested a further ownership episode in **yellow highlight** (Howard Dick*).

CEBU DIAMOND (1998-20??) 961/68

see TRANS ASIA (1889-90)

PRINCESS OF THE CARIBBEAN (1998-11) 3767/79 (1041 pass)

Built by Mitsubishi H.I., Shimonoseki for Ogasawara Kaiun K.K., Tokyo as OGASAWARA MARU (3553 grt) for Tokyo-Ogasawara (Bonin Islands) route. 1998 sold through Rio Grande Shg. Overseas Corp. S.A. to Sulpicio Lines Inc. r. PRINCESS OF THE CARIBBEAN. 22/1/11 arrived at Xinhui for demolition by Jiangmen Yinhu Ship Breaking Co.



OGASAWARA MARU on trials (from a postcard).



PRINCESS OF THE CARIBBEAN handling containers at Cebu, 31 July 1999 (SK*).



PRINCESS OF THE CARIBBEAN at Cebu in the new 2008 colour scheme (Gorio Belen/PSSS).

OUR LADY OF BANNEUX (1999-03) 4929/74
NEW YORK CITY (199?-199? or 200?) 504/57-3
TAGBILARAN FERRY (199?-?) 351/61

see **OUR LADY OF AKITA 2** (1995-96)
 see **ASIA CHINA** (1974-80)
 see **MAY NILAD** (1975-?)

ORMOC STAR (c.2000-20??) 496/71

Built by Usuki Tekkosho, Usuki (#803) for Toshima-Mura, Oshima-Gun, Kagoshima as cargo ship TOSHIMA MARU No.3. 1987 sold to Port Service K.K., Japan r. NANYO MARU. 1991 sold to Kokusai Kosoku Ferry K.K., Japan, conv. to pass ferry r. HAKUBA. Between 1/7/00 and 30/6/01 sold to Roble Shg Inc., Cebu r. ORMOC STAR. NFI.



Above 2: ORMOC STAR at Cebu (Gorio Belen/PSSS).

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