Yubin Kisen Mitsubishi Kaisha (Mitsu Bishi Mail Steam Ship Co.)

Nov 1871-Jan 1872 Tsukumo Shokai
Jan 1872-Mar 1873 Mitsukawa Shokai
Mar 1873-1874 Mitsubishi Shokai
1874-9/75 Mitsubishi Kisen Kaisha (sometimes unofficially written Mitsubishi Jokisen Kaisha;
in contemporary English language press as Mitzu Bishi & Co.)
9/75--85 Yubin Kisen Mitsubishi Kaisha
(In English publications given as Mitsu Bishi Mail Steam Ship Co.)

ILLUSTRATED FLEET LIST

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*May be cited with acknowledgement to the author at **www.oldchinaships.com***

This update posted 16 March 2021 (incorporating update of September 1975
and substantial comments on the manuscript by the late T.M. Milne)

Entry Format
Vessel's name, duration in fleet, gross tonnage, year of build builder, place of build, description, length, breadth, horsepower, type of engines, speed, number of guns, history.

Note-It is common for a yessel's tonnage and dimensions to vary somewhat according to the manner of measurement and because of alterations made to a vessel during its lifetime. The figures given here are as far as possible taken from Lloyd's Register (reg. length between perpendicular posts rather than overall length, date of launch rather than date of completion) selected from register books as close as possible to the dates a vessel was in the Mitsubishi fleet. |

Japanese Names
The only complete and unmistakeable way to write a Japanese name is in the indigenous kanji characters, and therefore these have been used where possible, in the form of the character used at the time (non-simplified). Transliterations in Roman lettering are also given, but these have the disadvantage in being but one way in which the characters could be read, or written. As a rule the

transliterations given are the ones that have appeared in register books and company schedules. Where these have not been according to the Hepburn system which is generally used today, Hepburn transliterations have also been given. The surname is given first, as is common in Japan and was made official in 2019.

Abbreviations | -
cy. -engine cylinders
f. - funnel(s)
Han - Japanese feudal clan. "Kaga Han" was sometimes written "Kaga Clan" or "Prince of Kaga". The activities of clans were circumscribed somewhat during the Tokugawa period, and they were abolished on establishment of the Meiji government in 1868 and replaced by Prefectures.

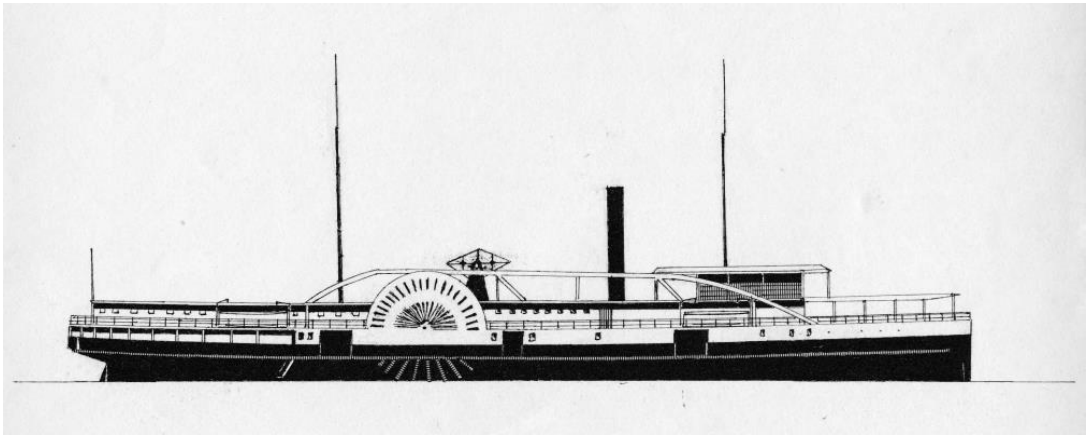
Hepburn-system of Romanisation, refer to section "Japanese Names"
Iwasaki Den – The Iwasaki Yataro Den by Hazama et al., supported by the Mitsubishi Corporation. Refer Japanese Bibliography
JR. - Japanese Register, refer Bibliography
Katsu - refer Japanese Bibliography. Katsu Kaishu is regarded as the “Father of the Japanese Navy”.
K.K. Kabushiki Kaisha
kt. - knots
LR. - Lloyd's Register of Shipping, London, refer English Bibliography
m. masts
Milne - T.M. Milne, British researcher, former Chairman of I.C.I. Japan. Corresponded with S.A. Kentwell.
net. - net tons
o.a. - overall length
Parker & Bowen - refer English Bibliography
Pitman - British engineer who surveyed Mitsubishi fleet 1877. He wrote in English but some mistaken characters for ship names were used when his report was translated into Japanese. This Japanese report is quoted in the Iwasaki Den.
ryo - Japanese unit of currency approximating one Mexican Dollar
Smith - refer English Bibliography
S.N.K. - Sekai no Kansen, Japanese journal
T.R. - The Record of American & Foreign Shipping 1883
U.R. - The Underwriter's List of Iron Vessels 1883
Yamataka - refer Japanese Bibliography. Corresponded with S.A. Kentwell.

Passenger and Cargo Vessels

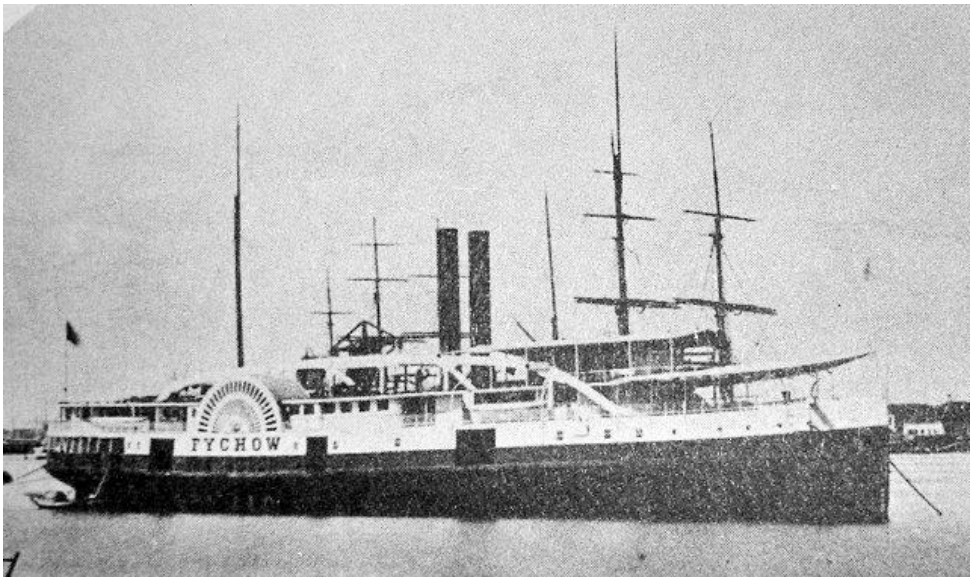
紅葉ノ賀 **KOYONOGA or MOMIJINOGA** (1871-72)

1633/66 Jeremiah Simonson & Co., New York. (w.p.s.) schooner rig 2m twin f. 245.2'(262o.a.)x40'(69'extreme) 250h.p. 1cy. 12kt.

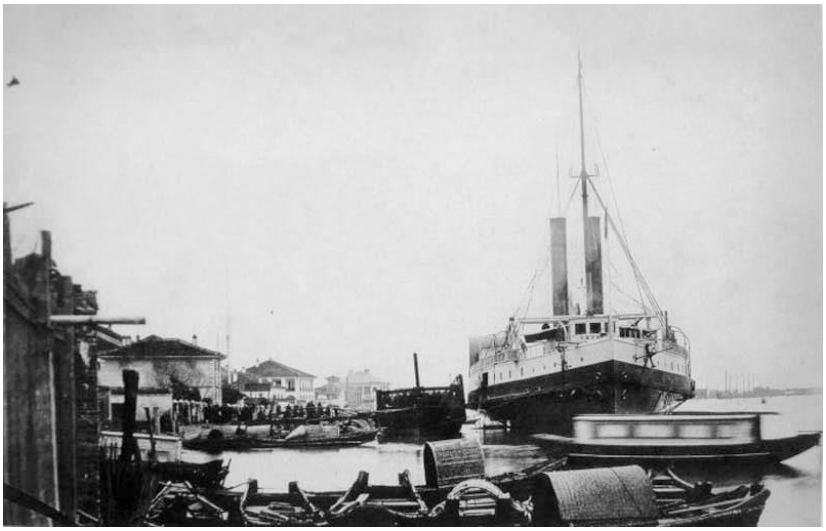
Built for New York & Philadelphia S.B. Co., U.S. as NAUTILUS, one of four sisters adapted for either river or sea work but laid up on completion. 1868 sold by William P. Williams to Russell & Co, Shanghai (U.S. flag) but same year resold to Alt & Co, Japan (British flag). 12/69 struck by French barque *AURELIE*. 1870 sold to Tosa han for $200,000 and r. KOYONOGA, hoisting Japanese and Tosa flags at Kobe on 16/2/70. 10/70 under operation of Tsukumo Shokai with foreign officers. 1871 in collision at Nagasaki. 11/71 t/f to Mitsubishi, but in settling of han accounts presented by Tosa han to Meiji government. 27/4/72 sold by auction at Kobe to Shanghai S.N. Co. (Russell & Co. mgrs) for $85,000, hoisted U.S. flag. 8/5/72 sailed from Kobe for Shanghai as NAUTILUS. R. FYCHOW on arrival in China, used on Yangtse. 1877 sold to China Merchants S.N. Co., Shanghai and r. KIANG PIAU. 1891 sold to Shun Chang, Shanghai. Broken up 1893 (WSS/Somner) 1894 (Milne).



Tsukumo Kyokai's MOMIJINOGA (Line drawing by Stephen Kentwell)



FYCHOW, formerly KOYONOGA/MOMIJINOGA (SK colln).



FYCHOW's identical sister ship CHUSAN at Ningpo, showing the extent of beam
(http://60.250.180.26/theme/theme-43/43-index.htm)

鶴 TSZ'RU / 千年丸 CHITOSE MARU/SENNEN MARU (1871-85)

431/69 A. Stephens & Sons, Kelvinhaugh. (c.s.s.) 2m brigantine rig. 160.4'x23.1' 70h.p. 2cy. Figurehead of stork (tsuru).

Built for E.M. De Bussche, London for service in the China and Japan trade as STORK but r. TSZ'RU almost immediately. 1870 arrived in Far East via Suez Canal, used by Walsh & Co. China/Japan. 7/10/70 sold through Alt & Co. to Tosa han, operated by Tsukumo Shokai. Nov 1871 t/f to Mitsubishi, together with YUGAO for 40,000 ryo, later r. CHITOSE MARU. 20/2/77 req. as -transport during Satsuma Rebellion. 1881 ashore on Yego Island, but refloated. 1882 req. for trooping during Korean Incident. 1883 collided with and sank junk SEIHO MARU in fog out of Yokohama, 7 dead. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 1887 used on Tokyo/Ogasawara route. 26/4/01 sold to T. Noto, Hakodate. 28/2/05 lost in collision with Sapporo Maru (1585/72) in Aomori Harbour during snow storm.

Hepburn TSURU. U.R. misspelling CHITOSI MARU.

CHITOSE MARU or a sister at Nagasaki 1870 (Bauduin colln).

夕顔 **YUGAO /** 太平丸 **TAIHEI MARU** (1871-81)

659/63 Gourlay Bros., Dundee. (i.s.s.) 216.0'x27.8' 155h.p.

Built for George Duncan & Co., London as SHOOEY LEEN. 1/67 (Lloyd's give date as 3/66) sold through Alt & Co. to Tosa han, Japan for $155,000, r. YUGAO. 9/67 transported Sir Ernest Satow Kochi-Nagasaki in 9/67, boilers described as old, speed 2 knots. 8/70 under operation of Tsukumo Shokai. 1870 in collision with NARUTO (ex COROMONDEL). 11/71 t/f to Mitsubishi, together with TSZ'RU for 40,000 ryo, later r. TAIHEI MARU. 22/12/76 left Yokohama on Mitsubishi's inaugural voyage. 12/2/77 seized at Kagoshim**a** by Satsuma rebel forces but released one week later. 21/2/77 req. as government transport. 1878 reported relegated to: storeship owing to inadequacy of boilers but wrecked 1881 as sailing vessel.

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

安全丸 **ANZEN MARU** (1872-7?)

300/67 Steamer. 9Oh.p.

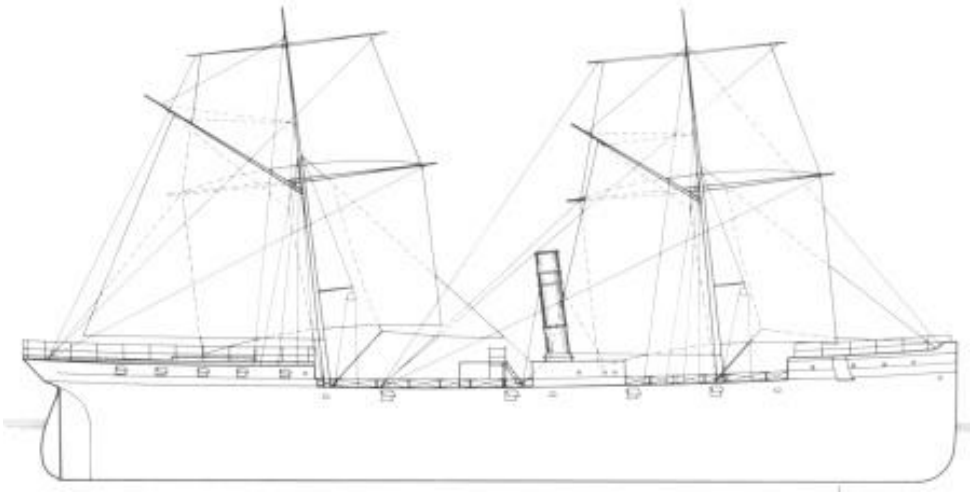
Built Shanghai, traded China/Japan. 1868 offered for sale at Yokohama, sold to Walsh, Hall & Co. U.S. flag r. AUGUSTA. 9/72 sold to Mitsubishi and r. ANZEN MARU. Further details not known.

快順丸 **KWAIJUN MARU** / 浦門丸 **URATO MARU** (1872-85)

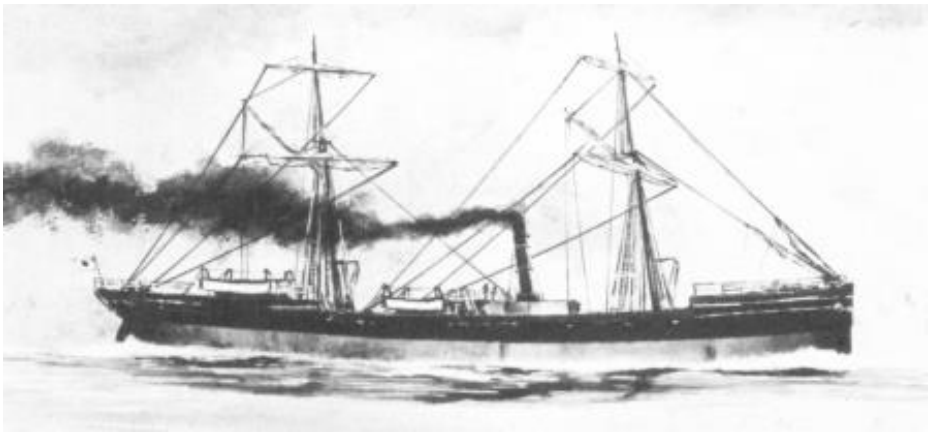
517/63 (320 net) W. Denny & Bros, Dumbarton. (i.s.s.) brig rig. 158.3x22.2' 80h.p. 2cy.

Built 1863 for British India S.N. Co coastal trades (153.2x23.1’ 385h.p 2cy) as ORISSA. 1866 sold to Peter Denny, Dumbarton and refitted for sale in the Far East. 1868 sold to Kroes (Adrian's agent) at Shanghai and operated on Japan/Shanghai route for Adrian & Co, U.K. flag. 1869 sold to J.S. Burdis, Hong Kong. 2/70 t/f to Newchang service, Adrian & Co. having given up Shanghai line. 4/70 towed

BENGAL off ground at Akashi Straits and to Kobe. 11/70 sale negotiated to Tosa han for $45,000, also reported as $65,000. 12/70 resold to Kii Han for $75,000. 21/1/71 hoisted Japanese flag at Kobe, r. KWAIJUN MARU. However Kii han only able to provide $2,000 cash so 5/71 payment completed by supplying Tosa shipping with Kii coal. 1871 taken over by Japanese government following abolition of Han. Winter 1872 sold to Mitsubishi. 25/2/77 req. as transport during Satsuma Rebellion. 1877 r. URATO MARU. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 11/88 sold to Nakano Daikichi, Osaka. 1891 sold to Toyei Kogyo K.K., Osaka. 1895 sold to Hamada Kii, Sakade, name read as URADO MARU. 1896 sold to Shimatani Tokusaburo, Osaka. 5/1/07 sunk in collision with TAIYU MARU off Shinomoseki.



ORISSA from the builders plan (Peter Watson).



URADO MARU (Fumio Nagasawa).

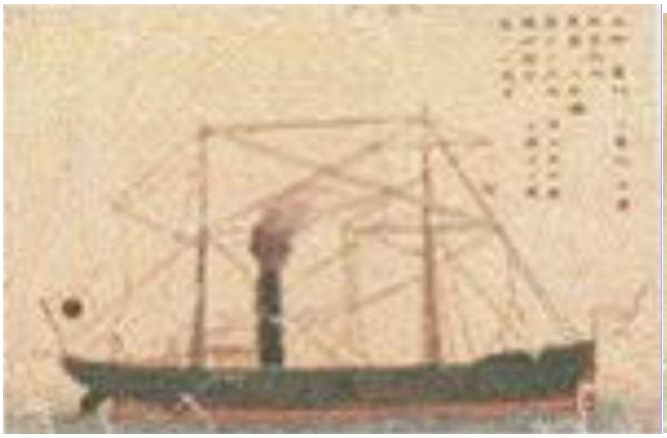
平安丸 **HEIAN MARU** (1873- 7?)

450/62 (also 379 tons, previously 182 tons) (w.s.s.) Thos. Collier, New York (mchy by McCready, Mott & Co.) (w.s.s.) 150x24' (also 149.5x20.6' 84h.p. also early figures 144x21', 70h.p.)

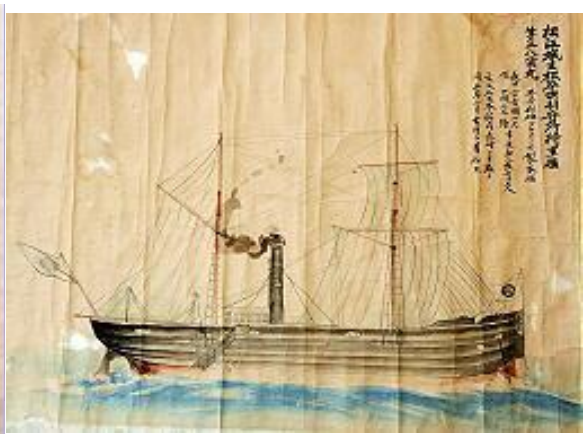
Built for N.L. McCready, U.S. 12/3/62 registered in New York as TOUITIA, departed 4/4, arriving Singapore on 22/9 and Shanghai 21/10. Traded on China coast as TAOUTAI but 10/1/63 sold at

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. 1869 reported resold to Japan, 1870 sold to Nambu, Japan for $85,000 (British Consular Reports). By 8/70 flying Tsusho flag. Another report says 1870 sold to Hishiya Ubei 菱谷宇兵衛, operated by Tsusho as 通商丸 (TSUSHO MARU). 2/73 sold to Mitsubishi by Hishiya Uhyoe r. HEIAN MARU. 2/77 described as difficult to use owing to damaged boilers. 10/6/77 req. as transport during Satsuma Rebellion. Last listed 1878.

Note: The joining together of the careers of TAOUTAI (N.Y. Times 23/6/62, Haviland ASNC) and KATHLEEN (Japanese sources) follows a suggestion from Milne matching the vessel's size and dimensions, the Alt ownership in each case, Izumo's dealings with Alt, and the 1869/70 reports of sale to Japan.



YAKUMO MARU No.2 (MOMS)



YAKUMO MARU No.2 (Matsue Museum).

(Both views before presumed refit in Shanghai 1868-69.)

https://www.sanin-chuo.co.jp/www/contents/1493240687470/index.html

http://www.sanin-chuo.co.jp/www/contents/1493240680100/index.html

蓬莱丸 **HORAI MARU** (1873-85)

663/70 W. Simons & Co, Renfrew. (i.s.s.), schooner rig. 184.6 x 25' 90h.p. 2cy.

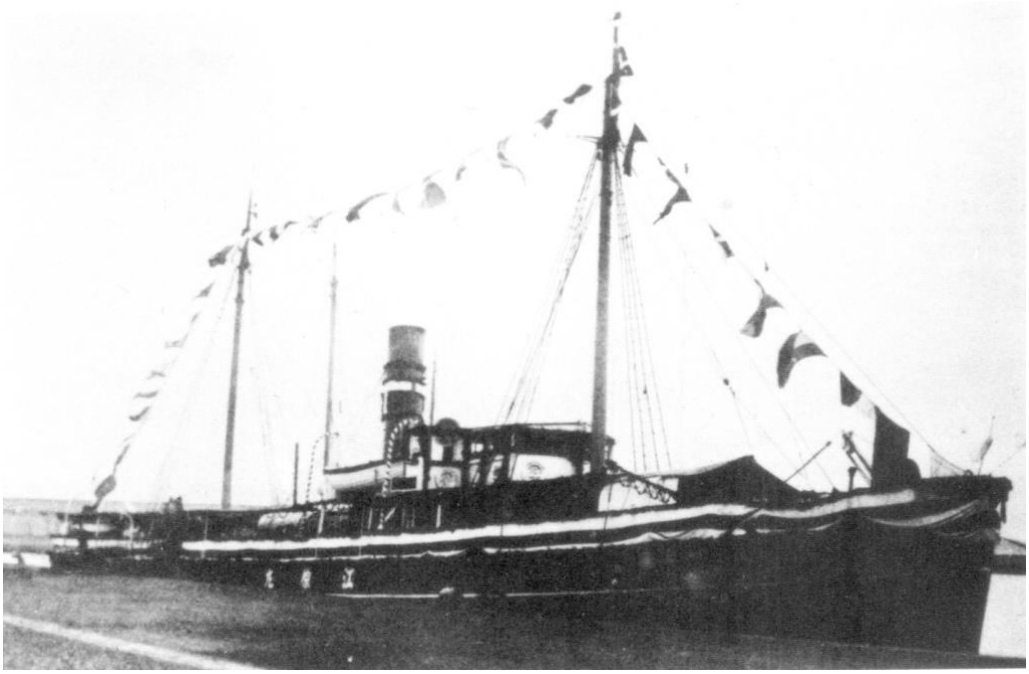
Built for D. Hunter, Ayr as MIGOTO. 1870 sold to Konoike, Osaka. 4/71 arrived Yokohama from London via Suez Canal, same month sold through Hughes & Co.to Higo han for $85,000. 2/73 sold by creditors of Higo han to Mitsubishi, r. HORAI MARU. 13/ 2/77 req. as transport during Satsuma Rebellion. 1878 machinery and boilers described as inadequate. 9/1/79 in collision at Kobe with *LOTHAIR*. 18/2/85 wrecked on beach at Sai (佐井), Aomori Pref. on passage Sai to Otaru (Mainichi 24/2/85)

扶桑丸 **FUSO MARU /** 田子ノ浦丸 **TAGONOURA MARU** (1873--85)

673/69 J. Laing, Sunderland. (c.s.s.) 195.2x24.3' 100h.p. 2cy.

Built for Textor & Co., London as C.J. TEXTOR. sailed for Japan. 1870 t/f to North German flag. 1 11/70 sold to Walsh, Hall & Co., U.S. flag and r. MOWTAN. Nov 1873 as FUSO MARU, sold by 三重県産物会社 (Mie-Ken Sanbutsu Kaisha) to Mitsubishi. 20/2/77 req. as transport during Satsuma

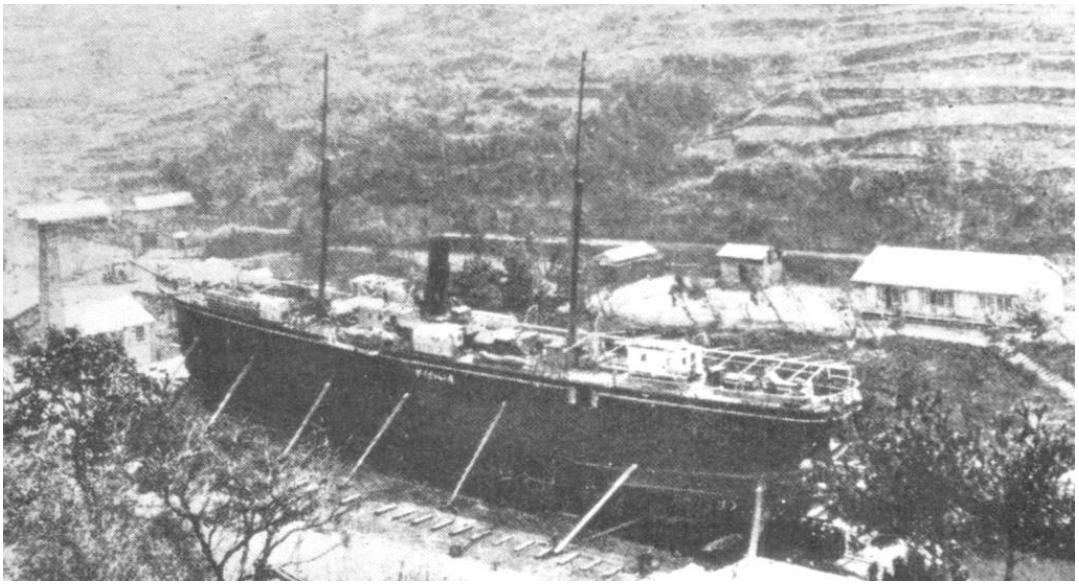
Rebellion. By 1st half 1878 r. TAGONOURA MARU. 16/1/79 completed extensive refit. 31 Jan 1885 grounded in Ise Bay on passage Yokkaichi to Handa (Mainichi 4/2/85). 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 4 June 1909 sold to H. Yoshida, Gensen. 1913 sold to Chosen Yusen K.K., Keijio and r. KOGEN MARU. 1925 broken up (WSS/Somner).



TAGONOURA MARU as KOGEN MARU (Y.M.S.M.).

駿河丸 **SURUGA MARU** (1874-?)
360/ Steamer. 98h.p.
Summer 1874 acquired from Walsh & Co. Further details not known.

東海丸 **TOKAI MARU** (1875--85) (managed from July 1874)
986/68 J.G. Lawrie, Glasgow. (i.s.s.) brig rig.
256x28.2' 180h.p. 2cy.
Built on builder's account (Lawrie & Co, London) as ACANTHA. By 1873 owned by Union Steam Nav. Co., Shanghai. July 1874 purchased by Japanese Gov't (Mitsubishi, mgrs) for $118,500 as transport for Taiwan expedition, r. TOKAI MARU. 15/9/75 presented to Mitsubishi, payment arranged Sept 1887. 2/77 described as in need of new boilers. 15 2/77 req. as transport during Satsuma Rebellion. 1882 major refit of machinery and boilers. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 29 Nov 1903 sunk in collision by Russian steamer *PROGRESS* (1214/82) when on passage Hakodate/Aomori, 46 lost.



TOKAI MARU (Kosuge Dock)

神奈川丸 **KANAGAWA MARU** (1875-8?) (managed from Aug 1874)

1185/52 Tod & McGregor, Glasgow. (i.s.s.), 45m 1f barque rig. 232.9x31.6' 275h.p. 11kt.

Built for P.&0. S.N. Co., London as MADRAS, described as world's first screw ocean mail steamer. Deployed Southampton/Istanbul, then Singapore/Sydney, then Far East. 1/9/73 severely damaged on reef near Namoa Island, refloated and reached Swatow where repaired. 8/74 purchased by Japanese Gov't (Mitsubishi mgrs) for $90,000 as transport for Taiwan expedition, r. KANAGAWA MARU. 1875 used by Mitsubishi on Japan/Shanghai service. 15/9/75 presented to Mitsubishi, payment arranged 9/77. 6 Aug 1876 struck by *KWANGSI* at Yokohama during storm. 9 2/77 req. as transport during Satsuma Rebellion. 1878 machinery unusable, relegated to storeship but later converted to sailing vessel. Sold to other Japanese owners by 1885. 1/87 sold to Indo-China S.N. Co., Shanghai r. MADRAS and reduced to a hulk at Wuhu. 9/30 reported sold to Chinese buyers. NFI.

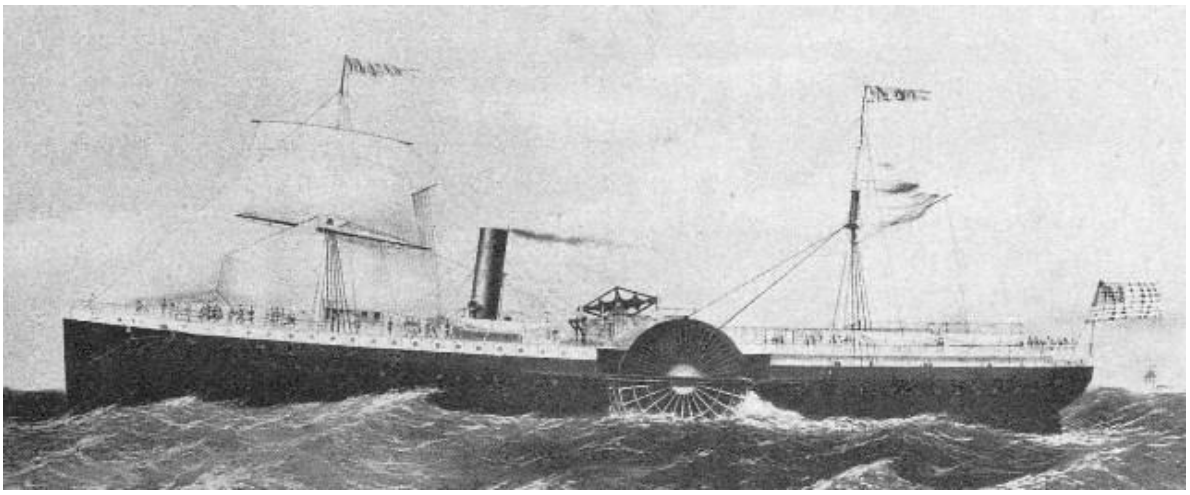
KANAGAWA MARU as P&O's MADRAS (SLV).

MADRAS hulk ex KANAGAWA MARU at Hankow (SK*).

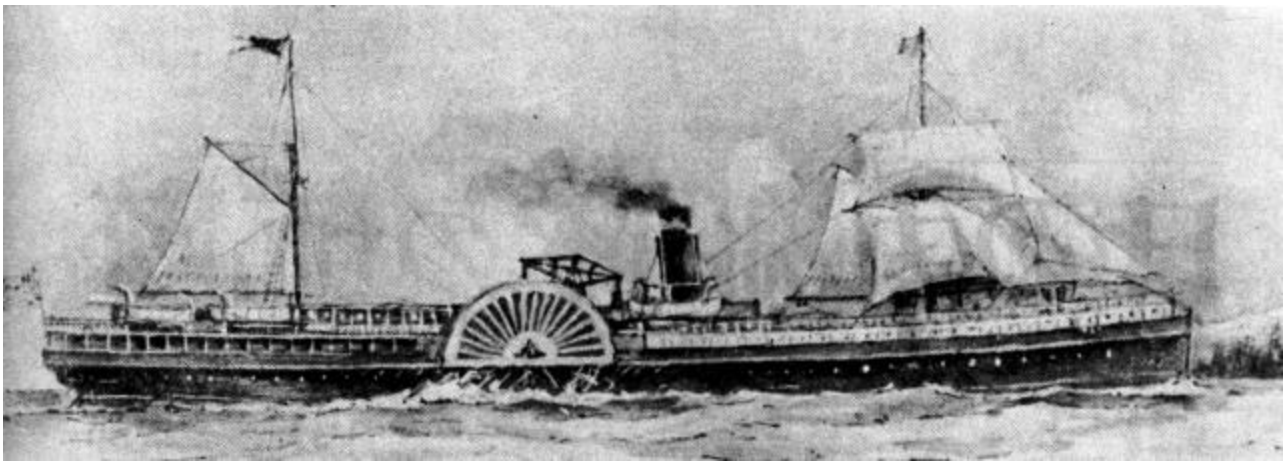
東京丸 **TOKIO MARU** (1875--85) (managed from Aug 1874)

2117/64 Jeremiah Simonson & Co., New York. (w.p.s.) brigantine rig 2m. 1f. 292.6x41.7’ 350 h.p.

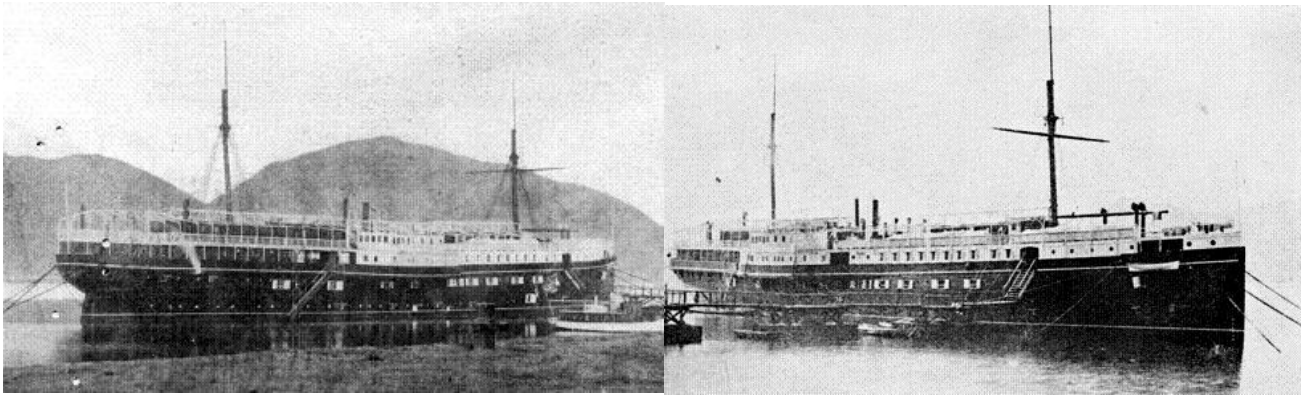
Built for Corneitus Vanderbilt, U.S. as NEW YORK. 1865 so1d to Atlantic & Pacific Mail S.S. Co. U.S. but reso1d same year to Atlantic Mail S.S. Co., U.S. Reso1d again same year to Pacific Mail S.S. Co., U.S. and used on trans-Pacific and Far Eastern services. 1/6/69 in collision wi1th Britsh steamer *OCEAN QUEEN* in Japan Inland Sea. 19/3/70 in collision with Russian Schooner *VIKENTY* off Kobe but little damage. 1874 chartered by Japanese Gov't for Taiwan expedition, arrived Nagasaki with troops and stores but charter cancelled on intervention of U.S. Gov’t. However, 8/74 purchased by Japanese gov't (Mitsubishi mgrs) for $250,000 for use as transport, r. TOKIO MARU. From 2/75 used by Mitsubishi on Japan/Shanghai service. 15/9/75 presented to Mitsubishi, payment arranged 9/77. 10/3/77 req. as transport during Satsuma Rebellion. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 17/5/86 sold to IJN for use as a temporary barracks hulk by the Tokyo Military Academy. 1893 disposed of by sale.



NEW YORK (Mariners Museum).



NEW YORK as TOKIO MARU (Goro Yamataka).

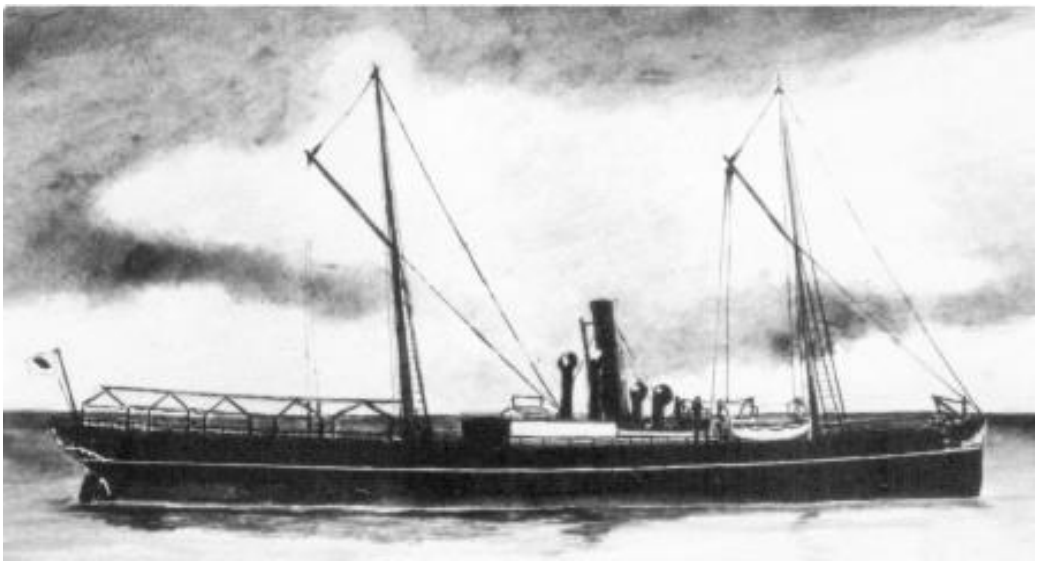


The former TOKIO MARU as a barracks (Naval Gunnery Academy).

九州丸 **KIUSHIU MARU** (1875--85) (managed from 10/74)
839/62 George Robinson, Cork. (i.s.s.) 199.9x27.8' 112h.p.
Completed on builder's account (A.G. Robinson, Cork) but 1862 purchased by Jardine Matheson & Co. U.K. for use on China coast as VIOLA. 1865 sold to Netherands Trading Co. and resold 13/7/65 at Nagasaki to Satsuma Han for $95,000 and r. 開文丸 (KAIBUN MARU). From April 1866 jointly operated by Satsuma and Glover as KIUSIU (Milne). Apri1 1667 so1d to Glover & Co. U.K. 1/69 so1d to Jardine Matheson & Co. U.K., and March 1869 introduced on Shanghai/Tientsin service. 11/70 t/f to Shanghai/Foochow service. 1871 so1d to 0lyphant & Co., U.S. 10/74 sold to Japanese Gov't (Mitsubishi mgrs) for $60.000 as transport for Taiwan expedition, r. KIUSHIU MARU. 15/9/75 presented to Mitsubishi, payment arranged 9/77. 19/2/77 req. as transport during Satsuma Rebellion, 30/9/79 grounded and damaged at Oroshihama (下石浜), Miyagi Prefecture (Mainichi 17/10/79). 1882 req. for trooping during Korean Incident. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 8/4/86 sold to Takahama Chujo, Tokyo and r. TOYOKUNI MARU. 1891 lost (WSS/Somner). 1892 lost (Milne).

品川丸 **SHINAGAWA MARU** (Sept 1975--85) (managed from 10/74)
1338/72 J. Blumer & Co., Sunder1and. (i.s.s.), schooner rig. 231.2x29.3’ 120h.p. 2cy.
0ct 1874 arrived Yokohama under French flag for Walsh. Hall & Co. as CHARLES ALBERT. Same month purchased by Japanese Gov’t (Mitsubishi mgrs) for $120.000 as transport for Taiwan expedition, r. SHINAGAWA MARU. 15/9/75 presented to Mitsubishi, payment arranged 9/77. Used on Tokyo/Hakodate route. 20/2/77 req. as transport during Satsuma Rebellion. 1877 training voyage to San Francisco. 1882 req. for trooping during Korean Incident. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 20/12/03 stranded off 御前崎海岸 Omaezaki Kaigan, Shizuoka Pref. on passage Yokohama/Yokkaichi, Nos 1, 2 & 3 holds flooded, abandoned 28 Dec. (Asahi 22-29/12/03)

瓊浦丸 **TAMAURA MARU** (1875--85) (managed from 10/74)
578/18 J. Laing, Sunderland. (i.s.s.), schooner rig. 222.1x26.2' 118h.p. 2cy.
Built on builder's account (J. Laing, London) as MURIEL. 10/74 purchased by Japanese Gov't (Mitsubishi mgrs) for $119,000 as transport for Taiwan expedition, r. TAMAURA MARU. 15/9/75 presented to Mitsubishi, payment arranged 9/77. 5/3/77 req. as transport during Satsuma Rebellion. 1882 req. for trooping during Korean Incident. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 24/7/88 foundered in A.M. off Hegoharikuji, while on passage Hokkaido/Yokohama (Asahi 26/7/88). Also reported as 22 July.



TAMAURA MARU (Fumio Nagasawa).

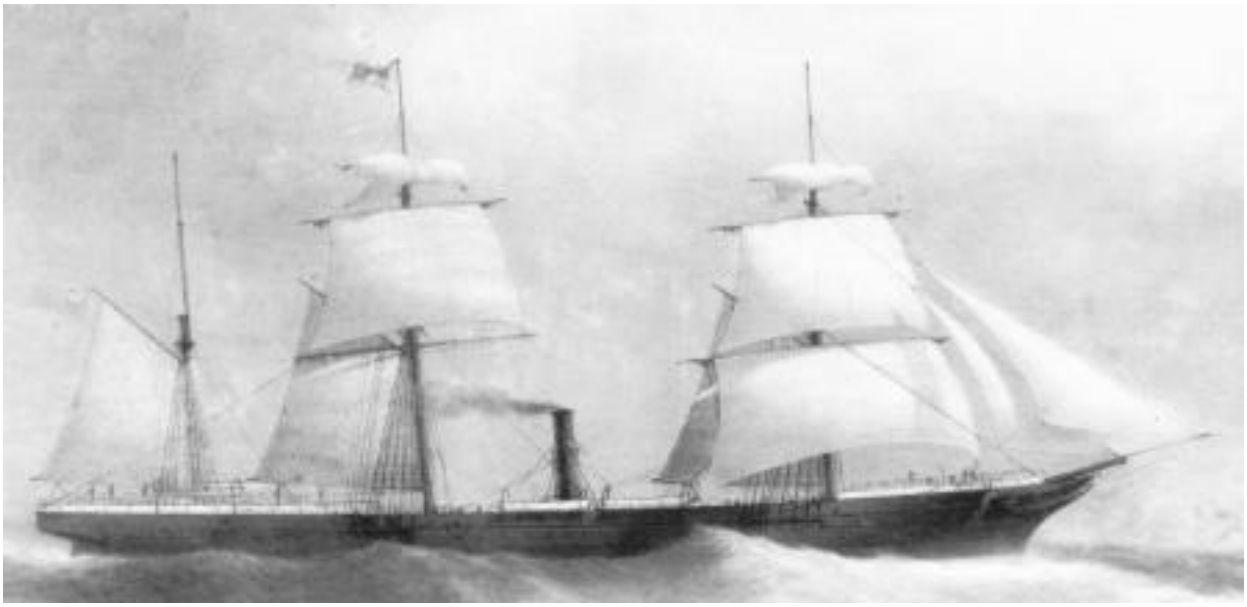
豊島丸 **TOYOSHIMA MARU** (1875--85) (managed from 10/74)
947/73 W. Doxford & Sons, Sunderland. (i.s.s.), schooner rig. 221.1x28.8' 150h.p. 2cy.
Built for E.M. De Bussche, London for service in the China and Japan trade as YEN-TAI. 1874 arrived in Far East. 10/74 purchased by Japanese Gov't (Mitsubishi mgrs) for $116,800 as transport for Taiwan expedition, r. TOYOSHIMA MARU. 15/9/75 presented to Mitsubishi, payment arranged 9/77. Used on Hakodate service. 21/2/77 req. as transport during Satsuma Rebellion. 1/10/85 t/f to

Nippon Yusen K.K., Tokyo. 10/4/98 struck by *TAIKO MARU (太湖)丸*) while entering Moji, and sank in 30 minutes (Mainichi 13/4/98)

新潟丸 **NIIGATA MAR**U (1875--85) (managed from Nov 1874)

1910/1855 J. Laird, Birkenhead. (i.s.s.), schooner rig. 3m. 1f. 270.3x36.3' 300h.p. 2cy.

Built for Spanish owners as BARCELONE. Same year resold to Compagnie France-Americaine for Crimean trooping. 1858 sold to P.&.O.S.N. Co., London r. BEHAR. Used East of Suez. 17/11/74 purchased by Japanese Gov't (Mitsubishi mgrs) for $100,000 as transport for Taiwan expedition, r. NIIGATA MARU. 1875 used by Mitsubishi on Japan/Shanghai service, in later years on Hong Kong service. 15/9/75 presented to Mitsubishi, payment arranged 9/77. 2/77 conversion to Sail recommended. 1877/1878 training and trial voyage to London. Refitted, re-boilered and re-engined (236h.p. 2cy.) while in U.K. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 11/4/93 sold to K. Owaki, Shinagawa. 1897 sold to S. Yagi, Kobe. 1897/8 broken up (WSS/Somner)



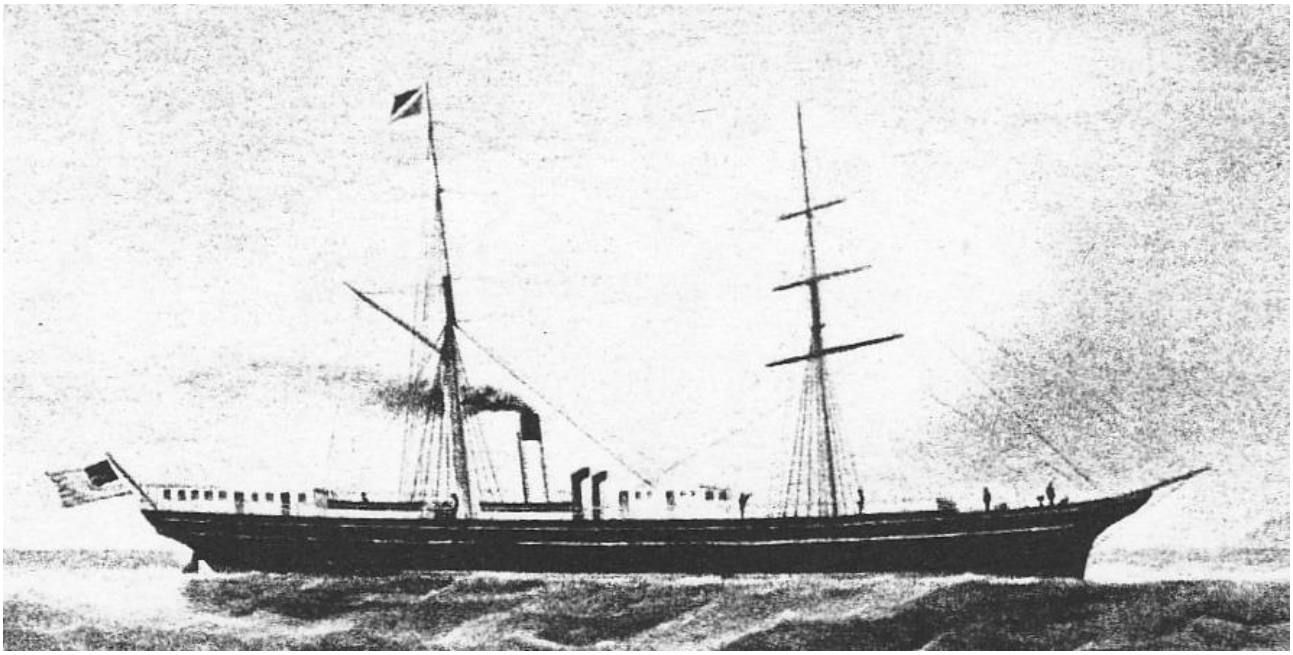
NIIGATA MARU's identical sister ORISSA (P&O History).

社寮丸 **SHARIO MARU** (1875--85) (managed from Dec 1874)

1031/62 Oswald & Co, Sunderland. (i.s.s.), schooner rig 3m. 203.1x28.0' 110h.p. 2cy (T. Richardson & Sons, Newcastle).

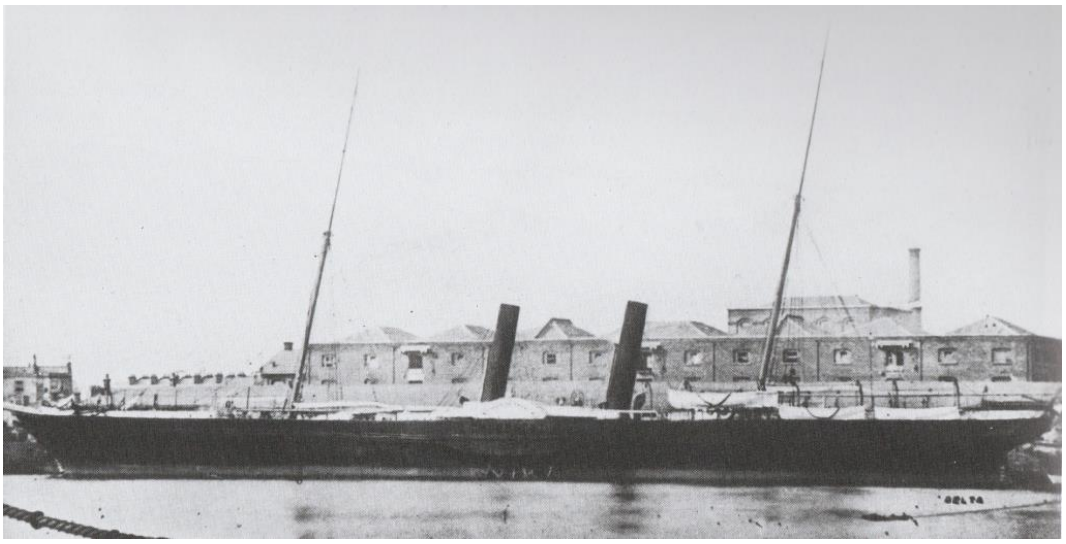
Built for Wakefield & Co, Liverpool as SHAFTESBURY. 1865 sailed for Singapore and Far East. By 1870 operating China/Japan for Lucas & Waters, Russian flag. 1871 t/f to Hankow/Shanghai route shipping brick tea for Russian merchants, managed by Morris, Lewis & Co. 12/72 sold to Farnham & Co., Shanghai and fitted with hurricane deck. 1874 purchased by Japanese Gov't (Mitsubishi mgrs from Dec 1874) for $60,000 as transport for Taiwan expedition, r. SHARIO MARU. Carried General Saigo Takamori to Amoy for negotiations with China. 15/9/75 presented to Mitsubishi, payment arranged 9/77. Used on Yokkaichi and other routes. 15/2/77 req. as transport during Satsuma

Rebellion. 2/79 returned to Japan. 1882 req. for trooping during Korean Incident. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 1/89 sold to Baba Daijiro, Fushiki. 1895 overprinted in L.R. as "wrecked".
Note-When reappeared in L.R. in later years, builders erroneously listed as T. Richardson & sons, Newcastle, apparently on assumption that builders were same as manufacturers of engines.
Hepburn SHARYO MARU. U.R. misspelling SHALIO MARU.

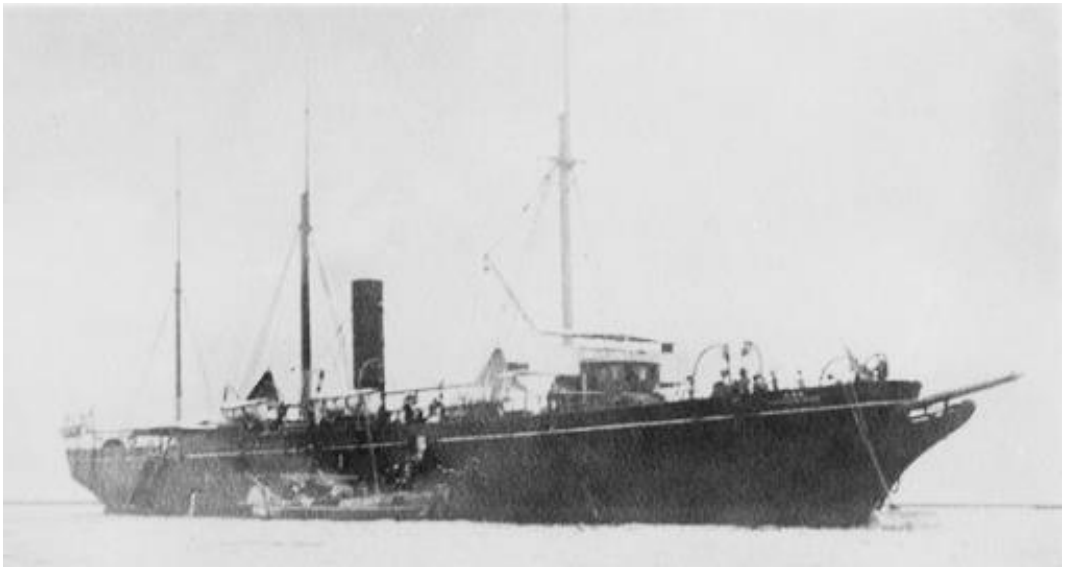


SHARIO MARU as SHAFTESBURY, US ensign evidently in error (Peabody Museum).

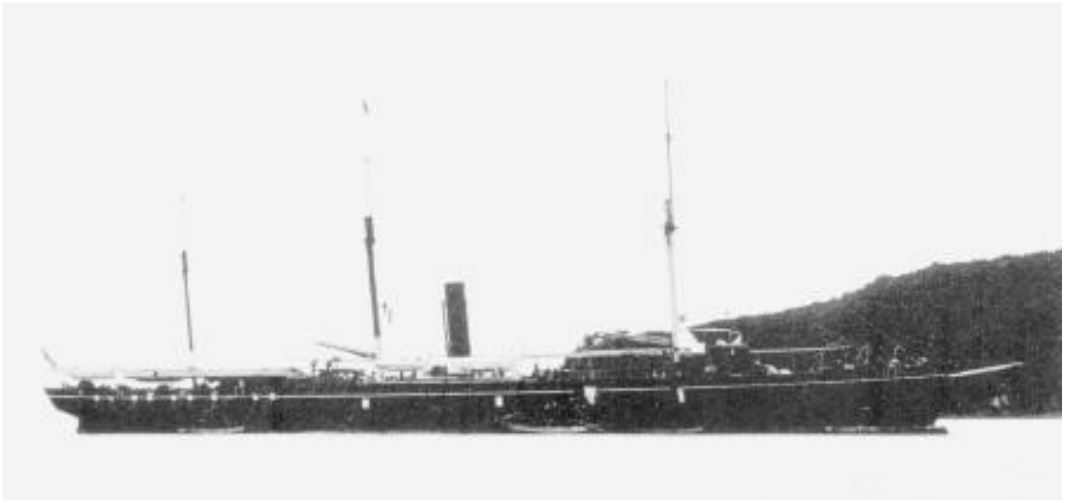
高砂丸 **TAKASAGO MAR**U (1875--85) (managed from Dec 1871)
1618/59 Thames Iron Works & Shipbuilding Co., Blackwall, London. (i.p.s.), schooner rig 2m 2f. 324.3x35.3' 400h.p. 2cy. 12.5kt.
Built for P.&.O.S.N.. Co., London as DELTA, used Southampton/Alexandria. 11/69 carried guests Marseilles/Suez for opening of Suez Canal, first British ship through canal, thereafter used Far East. 1874 purchased by Japanese Gov't (Mitsubishi mgrs from 12/74) for $100,000 as transport for Taiwan expedition, r. TAKASAGO MARU. 1875 used by Mitsubishi on Japan/Shanghai route, later on Niigata service. 15/9/75 presented to Mitsubishi, payment arranged 9/77. 2/77 conversion to sail recommended. 1877/1878 training and trial voyage to London. Refitted, re-boilered, re-engined and converted to screw steamer while in U.K. (2075gt. (i.s.s.), schooner rig 3m 1f 250h.p. 2cy). 1882 req. for trooping during Korean Incident. 1/10/85 t/f to Nippon Yusen K.K, Tokyo. 1894 req. as transport during Sino-Japanese War. 1897 condemned for scrapping but 28 Jan 1898 sold to Centennial Alaska Transport Co, Seattle, r. CENTENNIAL and used as passenger vessel during Klondyke gold rush. Later laid up in California, but resold to other U.S. owners to run blockade to Vladivostok during Russo-Japanese War. 13/10/95 captured by Japanese Navy but soon after released at Muroran. Sailed for San Francisco but Mar 1906 posted as missing. 1913 discovered deserted in ice north of Sakhalin, no trace of crew. Abandoned as unsalvable.



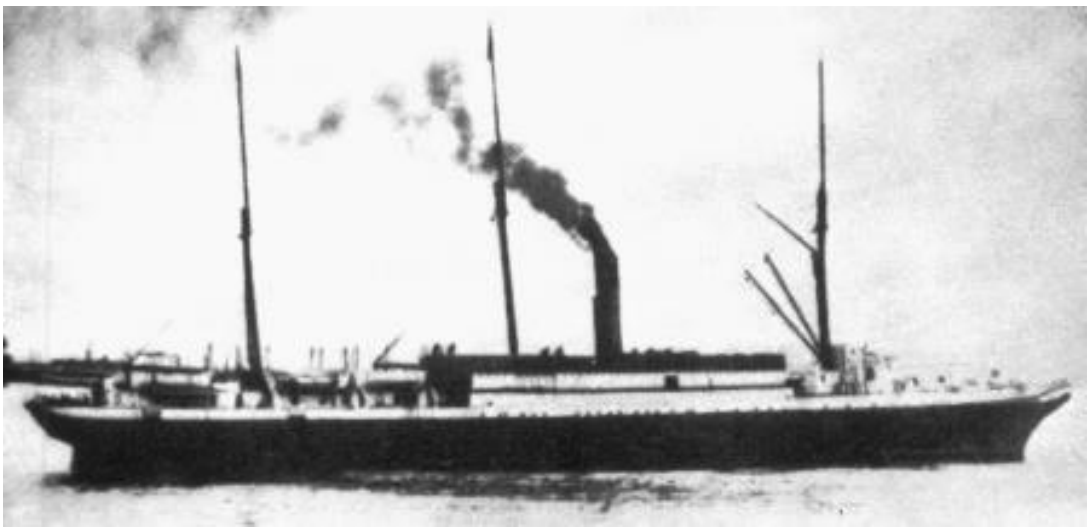
DELTA as built. This was the initial appearance as TAKASAGO MARU (P&O History).



TAKASAGO MARU after 1878 refit in UK (Nautical Photo Agency, London in SLNSW).



At Ogihama, c. 1887 (Yuichi Morita→NYK).

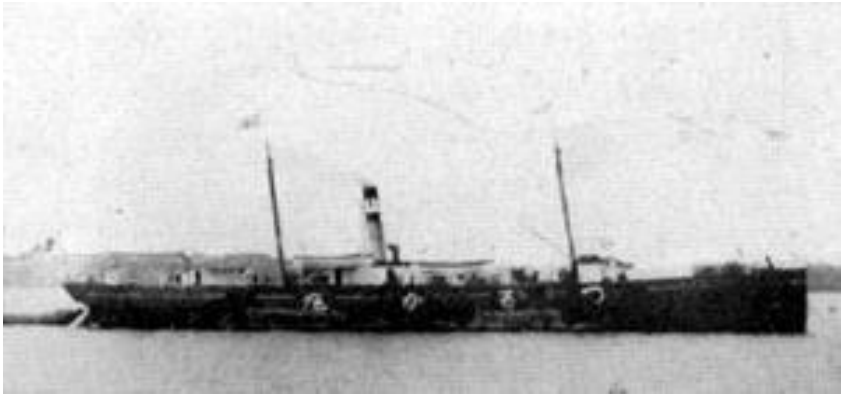


TAKASAGO MARU rebuilt as CENTENNIAL (Newell & Williamson).

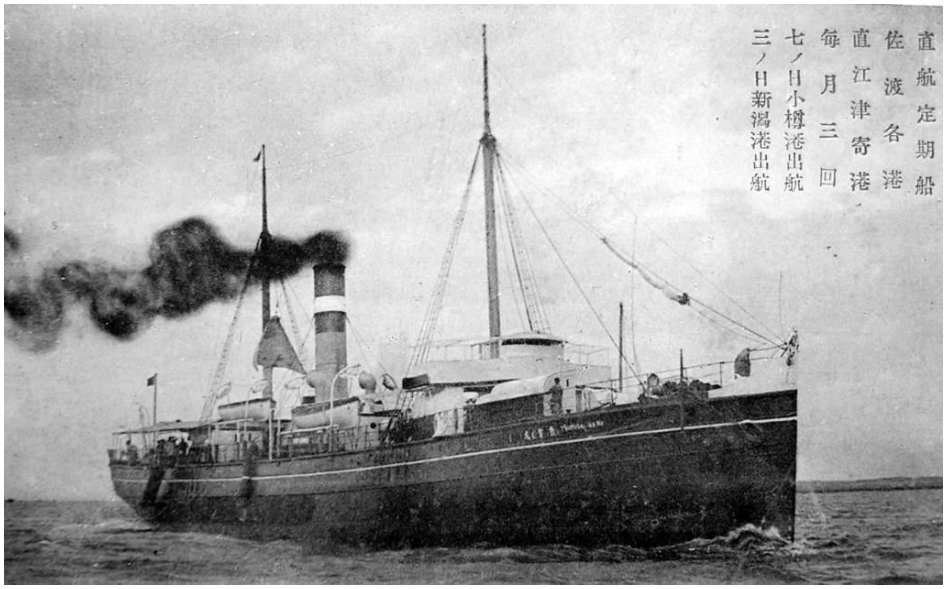
敦賀丸 **TSURUGA MARU** (1875--85) (managed from Mar 1875)

669/186 Blackwood & Gordon, Port Glasgow. (i.s.s.) 2m. 1f. 219.9x28.2' 150h.p. 2cy.

Built as TA PANG NYO for Shanghai/Tientsin service with accommodation for '200 Chinese passengers'. Built for N.E. Robinson (Trautman's agent), London. (Milne). 26/5/64 reg. for agent Meinhard Ernst Robinow (Robinow & Marjoribanks), then Trautmann & Co., Glasgow. Ca 2/6/64 sailed Swansea via Mauritius for Shanghai, where re-reg. II/65 voyages Shanghai-Hong Kong. 8/66 sold to Tokugawa Shogunate for $165,000 (13/12/67 reg. closed) r. 大鵬丸 (OHTORI MARU), 19/11 r. 奇捷丸(KISHO MARU). 4/68 sold to Shizuoka-han. By 4/69 sold to Textor & Co. (Ger. flag) r. TA PANG NYO for service China-Japan. 10/69 in service HK-Southeast Asia. 9/70 sold to Thomas Walsh et al (Walsh, Hall & Co. mgrs) (US flag) for HK-Amoy-Manila line r. LUZON. 1870 resold to Walsh, Hall & Co (Milne). 10/74 voyage China-Japan for Pacific Mail S.S. Co. 1874 sold to Japanese Gov't for Taiwan expedition r. TSURUGA MARU. 9/75 sold to Mitsubishi. 1882 req. as transport during Korean Incident. 1/10/85 t/f to NYK. 11/01 sold to Yamamoto Sayemon, Hakodate, Aomori-Hakodate service. 1915 sold to Hokuyo Kisen K.K. Nanao for Nanao-Tsuruga-Otaru service. 1918 owners became Hokuyo Shosen K.K. 1927 sold to Miki Yuzo, Dairen. 192? sold to Hokusen Tanko K.K. (Korea). 22/12/31 sold to Tsai Hua Ting (Hai Lien Co.), Weihaiwei r. YUNG WEI. 1936? sold to Hsin Tung Hong, Weihaiwei, but NFI. 1959 RLR.



1916 J. Steamships Register



Postcard bearing the Japanese caption “The Otaru-Niigata regular ship TSURUGA MARU calling at ports in Sado and at Naoetsu. 3 voyages per month sailing Otaru on the ‘7’ days and Niigata on the ‘3’ days.” (SK colln).

兵庫丸 **HIOGO MARU** (Sept 1875--85) (managed from May 1875)
1411/74 R. Thompson, Jr., Sunderland. (i.s.s.), schooner rig 3m 1f. 268x32.1' 200h.p. 2cy.
Ordered by A.R. Brown (agent for Japanese Gov’t), London, on completion as MIN paid for by Japanese Gov't (Mitsubishi mgrs from 5/75) through Matheson & Co. for $166,250 and r. HIOGO MARU on arrival in Japan early 1875. 1875 voyage to San Francisco with Japanese government goods for Centennial Exhibition at Philadelphia. 15/9/75 presented to Mitsubishi, payment arranged 9/77. 13/2/77 req. as transport during Satsuma Rebellion. By 1880 on Hong Kong route. 1/10/85 t/f to Nippon Yusen K.K., Fushiki. 1897 operating monthly service Kobe-Shimonoseki-Nagasaki-Foochow-Amoy-Manila. 1899 to 1910 on Ogasawara route (Nanamaru). 1/3/10 sold to Goshi Shosen Kaisha Harada Shoko, Tennoji. 28/4/13 (WSS/Somner) 26/4/13 (Nanamaru) sunk in collision with KASAMA MARU in Inland Sea when on passage Kobe/Tsingtao. Kizu says 9/13 overwhelmed by storm at Suonada in Inland Sea. [Hepburn HYOGO MARU.]

(Niigata Prefectural Library).

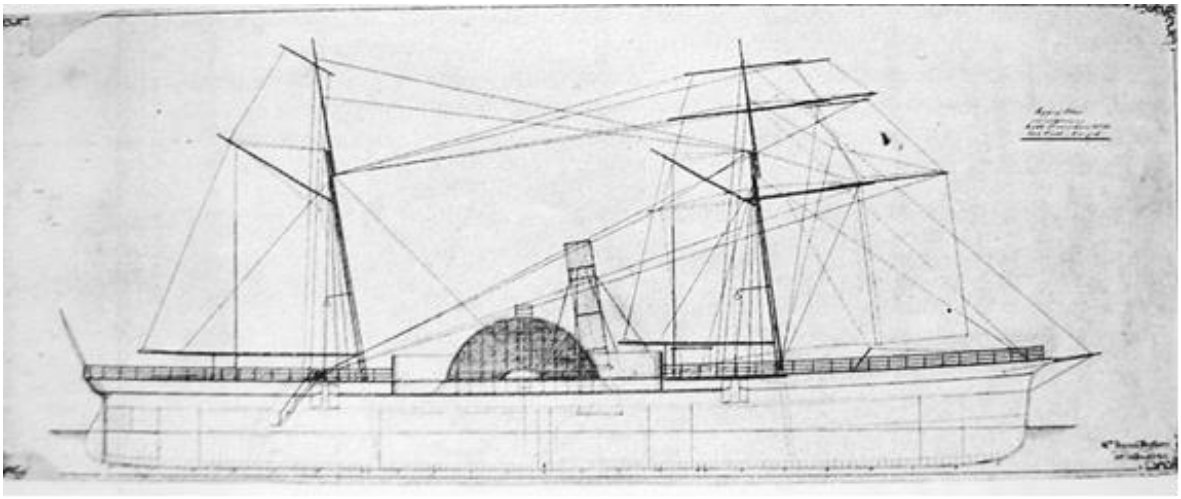
HIOGO MARU at Nagasaki late 1890s. Differed from near-sisters SUMIDA MARU and KOSUGE MARU in being completed with a schooner rig, as shown (SK colln).

At Ogasawara early 20th century, yards removed (Nanamaru).

隅田丸 **SUMIDA MARU** (1875-84) (managed from May 1875)
1401/74 R. Thompson Jr., Sunderland. (i.s.s.), barque rig 3m 1f. 266.7x42.1' 200h.p.
Ordered by A.R. Brown (agent for Japanese Gov't), London, on completion as SUMIDA paid for by Japanese Gov't (Mitsubishi mgrs from May 1875) through Matheson & Co. for $166,250 and r. SUMIDA MARU on arrival in Japan early 1875. 1875 voyage to San Francisco with Japanese government goods for Centennial Exhibition at Philadelphia. 15/9/75 presented to Mitsubishi, payment arranged 9/77. 19/2/77 req. as transport during Satsuma Rebellion. By 1880 deployed on Hong Kong route. 16/6/83 wrecked on Genkai Fudamasoi Jima on passage Hong Kong/Japan, no casualties (Mainichi 18 June 1883).

萬里丸 **BANRI MARU** (1875-78)
1461/64 W. Denny & Bros., Dumbarton. (i.p.s.) 250x35.5' 260h.p. 13.5k.
Built for T.A. Gibb & Co. on behalf of Far Eastern interests as DUMBARTON for a price of £45,000,

completing trials 28/6/65. 12/8/66 sold at Yokohama to Tokugawa gov't through Gibb, Livingstone & Co. for $200,000 r. 長鯨丸 (CHOGEI MARU). 11 April 1868 presented to Tokugawa (Shizuoka Han). 19 Aug 1868 joined Enomoto's fleet and escaped Shinagawa for Hakodate. May 1869 captured by Government forces after grounding on Boshu Peninsula, 1870 t/f to Finance Ministry. 1870 t/f to Kaiso Kaisha, used on Tokyo/Osaka route, but on failure of this company t/f 1871 to Kaiso Toriatsukaisho. 1871/72 owners re-styled Dai Nippon Teikoku Yubin Jokisen Kaisha, r. BANRI MARU. 6/75 sold to Japanese gov't but 9/75 resold to Mitsubishi. 2/77 described as unusable as a steamer, should be converted to sail. 15/6/77 req. as transport during Satsuma Rebellion. By 1878 relegated to storeship.



DUMBARTON was basically a repeat of Jardines' RONA but with bigger engines (*Denny Collection*, NMM).

DUMBARTON in 1864 (William Clark).

BANRI MARU (Fumio Nagasawa).

玄龍丸 **GENRIO MARU** (1875-78)
810/68 Connell, Glasgow. (c.s.s.) 193.3 x 29.1' 100h.p.
Built for E.M. De Bussche, London as NYMPH, arrived Japan 1868 and traded on coast. 1870 sold through Alt & Co to Japanese owners. Early 1870s in fleet of Dai Nippon Teikoku Yubin Jokisen Kaisha as GENRYU MARU. 6/75 sold to Japanese gov't but 9/75 resold to Mitsubishi. 2/77 re-engining recommended. 16 May 1877 req. as transport during Satsuma Rebellion. 1878 machinery and boilers described as inadequate. 2/12/78 damaged during gale at Nemuro, 8/12taken in tow by Mitsubishi's SHINAGAWA MARU for Hakodate but 11/12 foundered in stormy conditions, 15 dead. (Mainichi 18/12/78)

千里丸 **CHIRI MARU** (1875-82)
772/67 R. Napier & Sons, Glasgow. (i.s.s.) 246x34.6’ 200h.p.
Built for Jardine Matheson & Co, U.K. flag as LAMONT and used on China coast. 1867 sold to Shanghai S.N. Co (Russell & Co mgrs), U.S. flag and r. CHIH-LI, placed on Shanghai/Tientsin route. 1869/1870 operating China/Japan. 1871 sold to Kaiso Toriatsukaisho, Tokyo and r. CHIRI MARU. 1871/72 owners re-styled Dai Nippon Teikoku Yubin Jokisen Kaisha. 6/75 sold to Japanese gov't but 9/75 resold to Mitsubishi. Out of sailing schedules by early 1876, 6/76 reported laid up. 2/77 re-engining recommended. 2/6/77 req. as transport during Satsuma Rebellion but 11/6 damaged in collision with *H.M.S. AUDACIOUS* in gale. 1878 boilers and machinery described as unusable, in use as storeship. 1882 discarded.

延年丸 **ENNEN MARU** (1875-7?)
124 net (w.2sc.s.), topsail schooner rig. 138x27' 100h.p. 7kt. 4guns (also quoted as 8guns).

Built at Hong Kong as CALEDONIA, a steam lighter for J. Riach, Hong Kong but resold to D. Lapraik & Co. 1868 sold through Alt & Co to Saga (Hizen) han, conv. to gunboat r. ENNEN. 20/6/69 participated in Battle of Hakodate Bay as an Imperial Navy gunboat. 1871 offered by Saga-han to the government, refused as in poor condition, but apparently later accepted after being hulked, and served the Government and Dai Nippon Yubin Jokisen Kaisha as a storeship. 1875 passed to Yubin Kisen Mitsubishi Kaisha r. FUYO MARU (芙蓉丸) and used as a hulk at Yokohama. NFI.

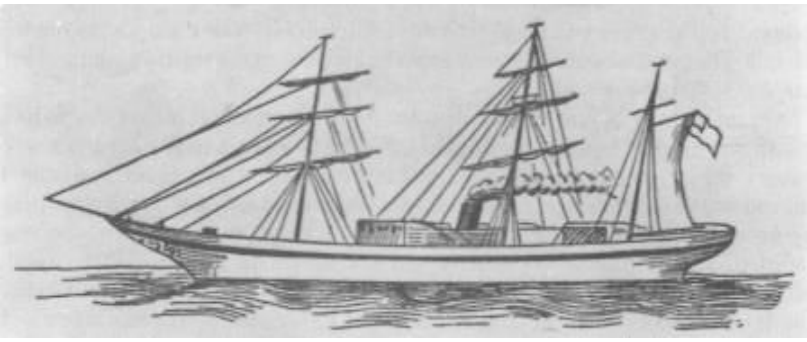
快鷹 **KWAIWO MARU** (1875--85)
65/69 Hamburg, North Germany. (i.s. river steamer) 75x15' 530h.p. 150 pass (short trip).
Shipped out in sections from Germany and assembled at Osaka for Lehmann, Hartmann & Co. as ADLER. Launched 3 Jan 1870 and claimed as the first iron steamer launched at Osaka. March 1870 sold to Bingo Han for 18,000 ryo in silver bu, placed on Osaka/Kobe route. Described as "one of the soundest and best managed of the steamers at present plying between Kobe and Osaka" (Hiogo News 10 Sept 1870). 26 Jan 1871 holed by sunken anchor in Ajikawa, Osaka. 5 June 1871 aground on bar at Osaka. End-1871/Jan 1872 boiler repairs at Vulcan Iron Works. 1871/72 sold to Kisen Kaiso Kaisha, used Osaka/Tadotsu (Milne) 1871/1872 with abolition of han taken over by Japanese Gov't but t/f to Dai Nippon Teikoku Yubin Jokisen Kaisha. June 1875 sold to Japanese gov't but 9/75 resold to Mitsubishi. 15/7/77 req. as transport during Satsuma Rebellion. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 8 Oct 1883 stranded at Yokkaichi during storm (Osaka Asahi Oct 1883). June 1888 sold. Out of Japanese register by 1896.
Hepburn KAIO MARU.

YUKO MARU (有功丸 (1875-c.78) **/** 紀伊国丸 **KIINOKUNI MARU** (c.1878-82)
796/58 Thames Iron Works, Blackwall, London. (i.s.s.), barque rig 3m 1f 233.5x29.5' 200h.p. 2cy.
Built for P.&.O.S.N. Co., London as NEPAUL, used on Mauritius and later Far Eastern services, described as a ship which "rolled atrociously" (P.&0.History). 1865 struck rock 20 miles from Yokohama, new bow fabricated and fitted at Hong Kong. 1867 sold to Gibb, Livingstone & Co., U.K. flag, resold 26/4/67 (Katsu) 1868 (Milne) through Alt & Co at Nagasaki to Kii Han for $150,000, r. YUKO. 6/69 t/f to British flag, operated Nagasaki/Kobe by Adrian & Co. 1869/70 laid up in Kobe subject to litigation. 22/10/70 reverted to Japanese flag, Kii ownership as YUKO. With abolition of han 1871, taken over by Kisen Kaiso Kaisha, operated Tokyo/Osaka as YUKO MARU. 1871/72 owners re-styled Dai Nippon Taikoku Yubin Jokisen Kaisha. 1874 used as transport for Taiwan expedition. June 1875 sold to Japanese gov't but 9/75 resold to Mitsubishi. 2/77 described as "unusable as a steamer, must be converted to sail". Circa 1878 engines removed, r. KIINOKUNI MARU, but no further mention until August 1882 wrecked.

黄龍丸 **KWORIO MARU** (1875-83)
811/68 C. Connell & Co., Glasgow. (c.s.s.). 191.3x29.1' 100h.p.

Built for E.M. De Bussche, London as COLUMBINE. 1868 sailed for India. 1868 sold to Japanese owners, possibly Aki (Geishu) Han, for $170,000, delivered 1869 (Milne). 1870 sold to Alt & Co., Hong Kong, used China/Japan (Milne). Operated by Kisen Kaiso Kaisha and its successor Dai Nippon Teikoku Yubin Jokisen Kaisha as OORYO MARU, then KAISO MARU, then KWORIO MARU (Milne). 1874 damaged (Milne). June 1875 sold to Japanese Gov't but 9/75 sold to Mitsubishi. Used on Yokkaichi route. 2/77 re-engining recommended. 12/2/77 req. as transport during Satsuma Rebellion. 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.

明光丸 **MEIKO MARU /** 須磨浦丸 **SUMANOURA MARU** (1875-1884)
888, later 715/62 Pearse & Lockwood, Stockton. (i.s.s.) barque rig 226x29.2' 135h.p.
Ordered by and built for Fraser, Trenholm & Co. (registration for FT&C's cotton broker Edwin Haigh, later Frederick Chapman, Liverpool) as BAHAMA. 2/62 chartered to convey arms for Confederate raider *FLORID*A, arriving Nassau 25/5. 4/8 arrived back at Liverpool. 13/8/62 carrying crew, arms and munitions to equip Confederate cruiser *ALABAMA*, departed Liverpool, arriving 20/8 at rendezvous Praya Bay, Terceira. 1/9/62 arrived back at Liverpool and laid up, subsequently lay-up at London. 21/2/63 departed Thames for Hong Kong with instructions to sell for not less than £23,000. 11/64 sold at Nagasaki through Glover & Co. to Kii Han for $138,500. 12/12/64 bought by Glover & Co., resold 20 Dec to Kii Han r. MEIKO MARU. (Milne). 26/5/67 collided with and sank *IROHA MAR*U (160/62) in Inland Sea. 8/68 sold to Adrian & Co, U.K. flag and operated China/Japan. 9/7/70 after laid up at Hiogo for three months, reverted to Kii Han as MEIKO MARU, chartered to Tsusho Company (Milne). 1870/1871 collided with barque *PETER ROLAND* which was detained by Franco-Prussian War. By 1871 operating Tokyo/Osaka for Kaiso Kaisha and later Kaiso Toriatsukaisho as MEIKO MARU. 6/6/71 collided with barque *ENGELBERT* off Murotosaki, towed *ENGELBERT* to Kobe. 1871/1872 owners restyled Dai Nippon Teikoku Yubin Jokisen Kaisha. 6/75 sold to Japanese gov't but 9/75 resold to Mitsubishi. 2/77 noted as "cannot be used as steamer, must be converted to sail". 1877 engines removed, r. SUMANOURA MARU 715 g.. 2/79 dismasted in gale. 21/10/84 sunk when run down by *YAMASHIRO MARU* of Kiodo Unyu while racing off Kannonzaki and written off, crew rescued by *YAMASHIRO MARU*, damages of yen 20,000 awarded to Mitsubishi.



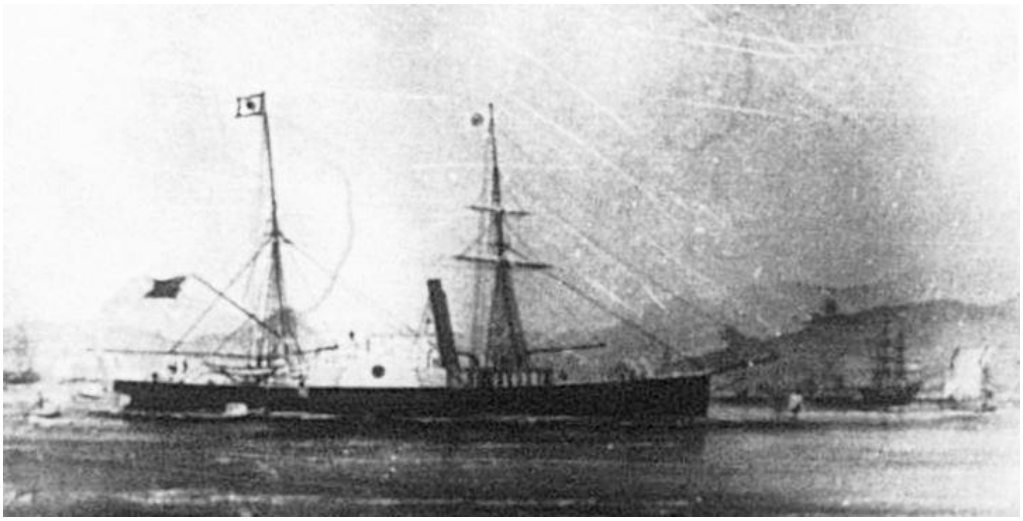
BAHAMA – U.S. diplomat's impression (*Mariner's Mirror* 81 Feb 1995 (81-1), includes blocade runner history.).

Colliding with IROHA MARU (K. Tanii).

浪花丸 **NANIWA MARU** (1875--85)

364/63 Laurence Hill & Co., Port Glasgow. (i.p.s.) 142.9x21.9' 90 h.p.

Built for China & Japan S.N. Co, London as tug VULCAN (198egt.) and sailed for China. 1868 sold to Awa Han, laid up at Yokohama for most of 1869 before being moved to Osaka (Milne) By 1869 sold to the "Mikado", Japan, said to be first steamer owned by same. 5/69 coaling Mikado's fleet. Approx Jan 1870 laid up in Ajikawa, Osaka. 2/71 being prepared for re-commissioning. 1871 operating Osaka/Nagasaki for Kisen Kaiso Kaisha as NANIWA MARU (Milne). 27/4/72 sold by auction at Kobe to Dai Nippon Teikoku Yubin Jokisen Kaisha, r. NANIWA MARU (may have used this name as early as 1869) and used as passenger/cargo vessel. 6/75 sold to Japanese gov't but 9/75 sold to Mitsubishi. 2/77 engine removal recommended. 26/3/77 req. as transport during Satsuma Rebellion. 1878 repairs scheduled. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 4/88 sold to Kyoei Kisen K.K., Osaka. 1891 rebuilt, lengthened, and re-engined by Mori Sensaku (439gt. i.s.s. 156.8x21.8' 20h.p. 2cy.) and r. RIYO MARU. By 1899 sold to Teikoku Shosen K.K., Osaka. Jan 1900 struck submerged wreck off Omai Cape and foundered (WSS/Somner)._

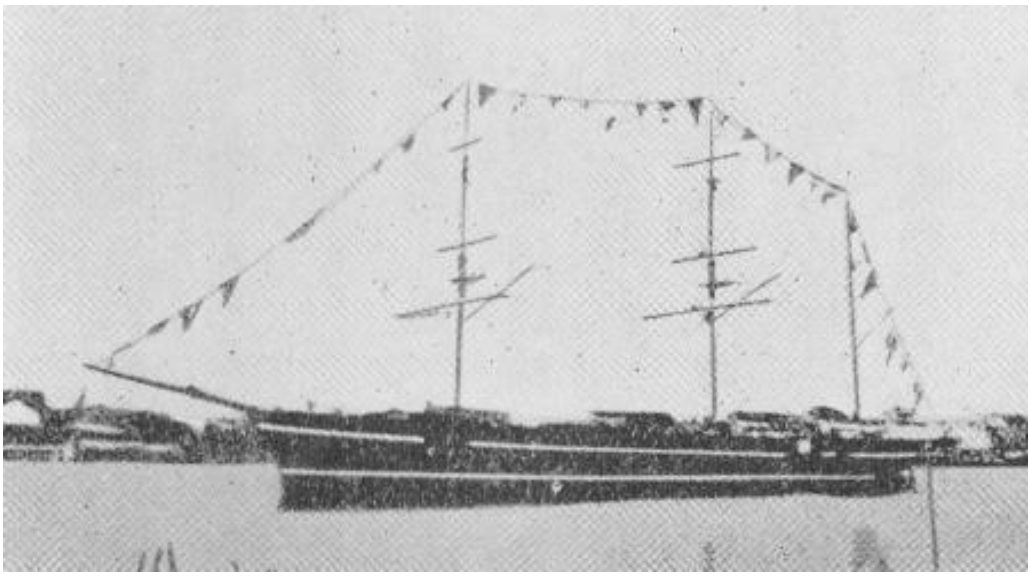


VULCAN (NMM→T.S. Milne→Harry S. Williams→NLA).

成妙丸 **SEIMYO MARU** (1875-81)

294/58 Hartlepool. (i.s.s.), schooner rig 3m. 150x22' 70h.p. 8kt.

Built for J. Schutt, Amsterdam as ATTALANTE and immediately sailed for Japan. 7/60 bought in Hong Kong by Royal Navy, com. as H.M.S. MANILA. 1869 paid off at Yokohama and used as powder hulk. 2/70 sold to E.C. Kirby, re-engined and r. ATTALANTE (Milne). By 5/70 on Japan coast for E.C. Kirby & Co, U.K. flag. 9/70 damaged during typhoon at Yokohama. Early 1870s sold to Dai Nippon Teikoku Yubin Jokisen Kaisha r. SEIMYO MARU. 6/75 sold to Japanese gov't but 9/75 sold to Mitsubishi. Allocated as training ship for Mitsubishi Shosen Gakko and 11/75 moored in Sumida River, securely chained in position. 24/1/76 tuition commenced. 4/76 removal of engines and conversion to barque rig taken in hand, completed 9/76. 6/81 discarded on resituating of Shosen Gakko.



SEIMYO MARU after 1876 removal of engines (NYK).

青龍丸 **SEIRIO MAR**U (1875--85)

591/67 Henderson, Coulborn & Co., Renfrew. (c.s.s.). 160.9x26.1' 90h.p. 4cy. 8½kt. 6Guns.

Built for E.M. De Bussche, London-as COQUETTE, sailed for Japan. 12/67 sold at Nagasaki to Kurume Han for $85,000, r. 千歳丸 SENSAI MARU or SENZAI MARU (Nanamaru). 26/3/68 participated in first Japanese naval review at Tempozan, Osaka. 1871 chartered to Hokko Shosha and used on Kyushu/Honshu/Hokkaido route. Early 1870s sold to Dai Nippon Teikoku Yubin Jokisen Kaisha and r. SEIRIO MARU. 6/75 sold to Japanese gov't but 9/75 sold to Mitsubishi. 23/2/77 req. as transport during Satsuma Rebellion. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 29/3/01 sold to Tsuruga Boeki K.K.K., Tsuruga. By 1912 sold to Hoden Sekiyu K.K., Niigata. Later sold to Shiotani Gomei Kaisha. 1913 foundered.

SENZAI MARU-labelled photograph found in Kumamoto (Nanamaru).

https://blog.goo.ne.jp/mc53000/e/7c13a203f930d0298079555337194c7f

SEIRIO MARU (森田裕一 Kashiwazaki City Library via

http://tsukushigata.webcrow.jp/works27.html).

錫懐丸 SEKKAI MARU / 吉野丸 **YOSHINO MARU** (1875--85)

324/61 Robert Steele & Co., Greenock. (i.s.s.). 168.2x23.4' 75h.p. 2cy. .

Built for Duncan & Co., London as CITY OF HANKOW and 1862 sailed for China. 26 Dec 1862 sold at Yokohama to Kaga Han for $100,000 and r. 發機丸 HATSUKI MARU), then SEKKAI MARU. 3-4/65 refitted at Shanghai after serious engine trouble as GINGATSIMAN (Milne). With abolition of han

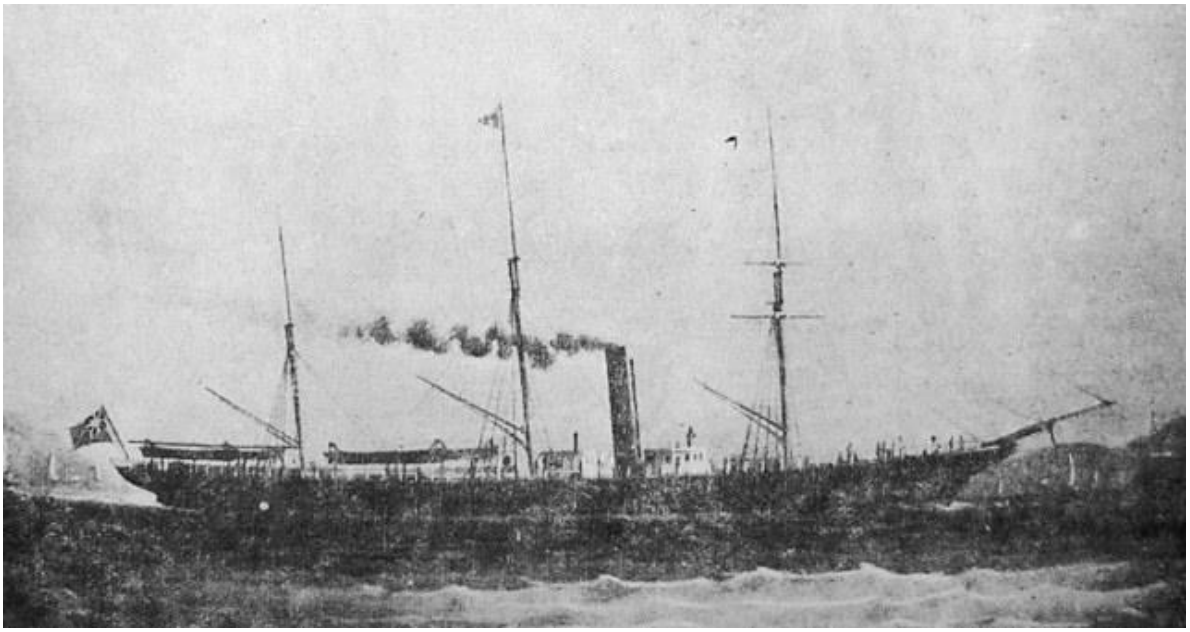
1871, taken over by Japanese gov't and t/f to Dai Nippon Teikoku Yubin Jokisen Kaisha. June 1875 sold to Japanese gov't but 9/75 resold to Mitsubishi. 1878 repairs scheduled Ist half 1878 r. YOSHINO MARU and placed on Yokkaichi route. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 12/88 sold to Fujino Shirobei, Tokyo. 1901 sold for breaking, but resold to N.Mess & Co., Port Arthur r. MINNA (WSS/Somner). 24/12/02 lost by collision about 30 miles north of Chefoo (WSS/Somner).

赤龍丸 **SEKIRIO MARU** (1875-85)
533/66 (435 net) Isle of Man S.B.Co., Ramsey. (i.s.s.) 180.3x26.2' 80h.p.
Built for D. Hunter, Ayr as COILA, sailed for China on completion 3/67. 1869 sold to Higo Han r. SHINUN MARU. (Milne). With abolition 1871 of han, passed to Kisen Kaiso Kaisha, later Kaiso Toriatsukaisho as SEKIRIO MARU. 1871/72 owners re-styled Dai Nippon Teikoku Yubin Jokisen Kaisha. 6/75 sold to Japanese gov't but 9/75 resold to Mitsubishi. Used on Yokkaichi route. 13/2/77 req. as transport during Satsuma Rebellion. 1878 repairs scheduled. Ca. 17/6/85 wrecked at Taneichi (種市), Iwate Pref, on voyage Yokohama/Hachinohe/Yamada/Miyako (Mainichi 23/6/85).

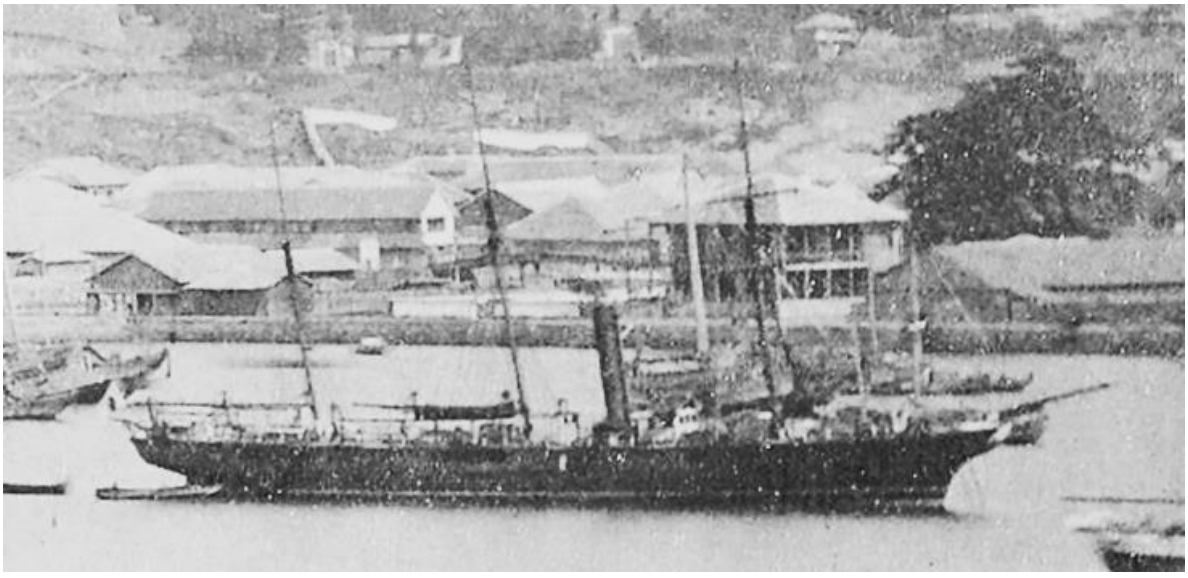
駿相丸 **SHUNSO MAR**U (1875-75)
158/55 Cowes, Isle of Wight. (w. s.), schooner rig 107.4x22.9'
Built for W. Dent, London as WILD DAYRELL. 8/5/67 sold at Nagasaki to Kaga Han for $10,000 and r. 俊明 (SHUNMEI). With abolition of han 1871, taken over by Japanese gov't and t/f to Dai Nippon Teikoku Yubin Jokisen Kaisha r. SHUNSO MARU. 6/75 sold to Japanese gov't. 9/75 resold to Mitsubishi but being broken up at time of takeover, not used in Mitsubishi fleet. Note-Renaming SHUNMEI above according to Katsu but Yamataka says this is error for 'SHUNSO MARU'.

蔦丸 **TSUTA MARU** (1875)
Said to be among vessels acquired from Dai Nippon Teikoku Yubin Jokisen Kaisha, probably in list under another name. (Osaka Asahi 11/2/85)

猶龍丸 **YURYU MARU** (1875-76) **/** 淡路島丸 **AWAJISHIMA MARU** (1876--85)
660/61 (386net) Thos. Wingate & Sons, Glasgow. (i.s.s.). 200x24.2' 100h.p. Later schooner rig 3m.
Built for T. Lane, U.K. flag as UNDINE. 1862 reg. at Hong Kong for Douglas Lapraik & Co. Ltd and used Hong Kong/Swatow/Amoy/Foochow. 3/9/68 sailed Hong Kong for coast ports and thence Nagasaki where 9/68 sold to Kaga Han r. SORYO, then YURYU MARU. With abolition of han 1871, taken over by Japanese gov't and t/f to Dai Nippon Teikoku Yubin Jokisen Kaisha. 1874 boiler explosion (Milne). 6/75 sold to Japanese gov't but 9/75 resold to Mitsubishi. 1876 converted to sail after boiler explosion and r. AWAJISHIMA MARU. 2/12/78 damaged by fire at Nagasaki (Mainichi 13/12/78). 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 1888/89 sold to Inouye Jinbei, Osaka and r. YEIRAKU MARU. By 1895 owned by Kishimoto Keiki. Osaka, 1899 condemned at Osaka (WSS/Somner).



Chinese school painting of UNDINE (Chater colln)..

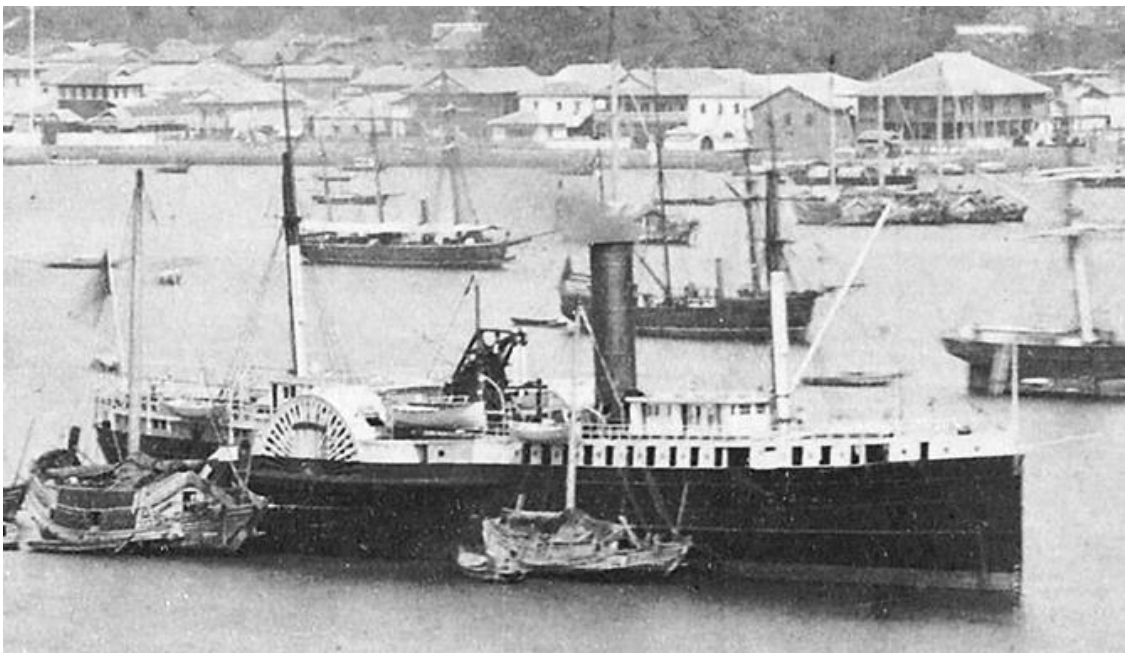


Probable YURYU MARU ex-UNDINE in a 1871 Beato albumen at Nagasaki.

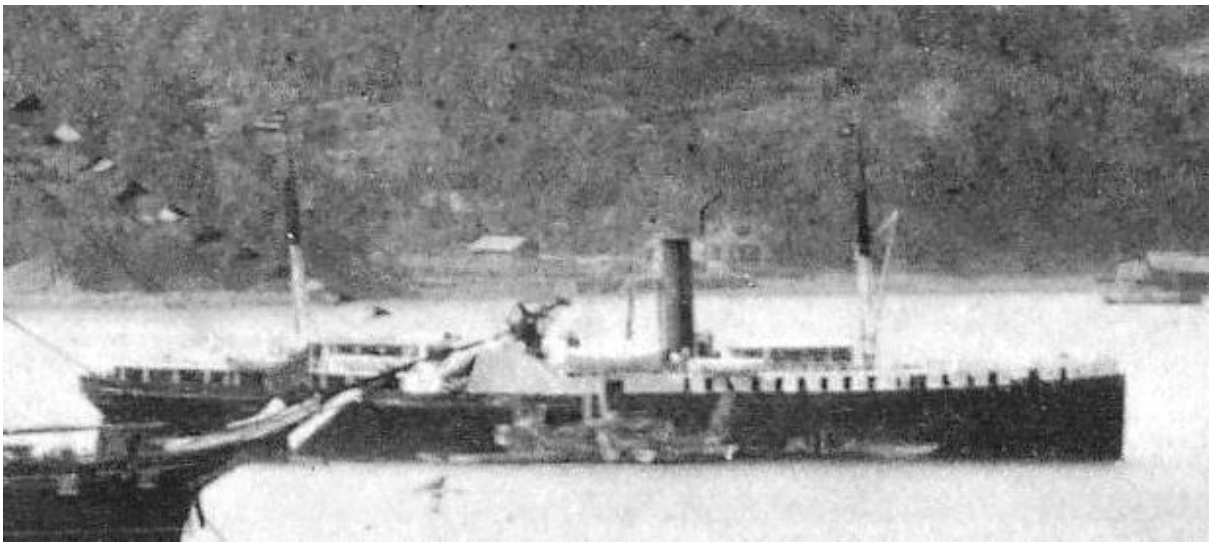
玄海丸 **GENKAI MARU** (1875--85)

2494/63 W.H. Webb, New York (w.p.s.) 261.5x36.8' 500h.p. 1cy.

Built for Cornelius Vanderbilt, U.S. as COSTA RICA. 1863 sold to Atlantic & Pacific Mail S.S. Co., U.S. From 1/64 until the summer 865 on New York to Aspinwall service. 1864 sold to Atlantic Mail S.S. Co., U.S. 1865 t/f to PMSSC, but used on the same service until spring 1866. On 1/4/67 sailed from New York for Yokohama via the Cape of Good Hope, then used Yokohama/Nagasaki/Shanghai. 16/10/75 sold to Mitsubishi for $160,000 r. GENKAI MARU, same route. 2/77 needing repairs. 20/2/77 req. as transport during Satsuma Rebellion. 2/12/78 damaged by fire at Nagasaki (Mainichi 13/12/78). 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 4/88 sold to Okuda, Tokyo. 1890 condemned.



COSTA RICA at Nagasaki 1871 (F. Beato).



COSTA RICA at Nagasaki ca.1872 (attrib. F. Beato, SK colln*).

廣島丸 **HIROSHIMA MARU** (1875--85)

2453/53 W.H. Brown, New York. (w.p.s.) 268.6x 38.2' 320h.p. 1cy. 12kt.

Laid down for Collins Line, U.S. as ADRIATIC, but completed for New York & Australian Navigation Co., U.S. as GOLDEN AGE. 25 Sept 1853 sailed New York for Liverpool, thence to Australia arriving Melbourne 20/2/54. 11/5/54 sailed from Sydney for Panama via Tahiti, arriving about one month later. 1854 sold to Pacific Mail S.S. Co, used Panama then Far Eastern services. 10/69 light hurricane deck forward cut away during typhoon out of Yokohama. By early 1870s operating Yokohama/Nagasaki/Shanghai. 16/10/75 sold to Mitsubishi for $160,000, r. HIROSHIMA MARU, used on same route. 30/4/77 req. as transport during Satsuma Rebellion. 28/7/77 carried Emperor

from Kobe to Tokyo. 3/84 in collision. 1/10/85 t/f to Nippon Yusen K.K., Yokohama. 19/8/90 sold to Oshino Tsunematsu for demolition at Yokohama.

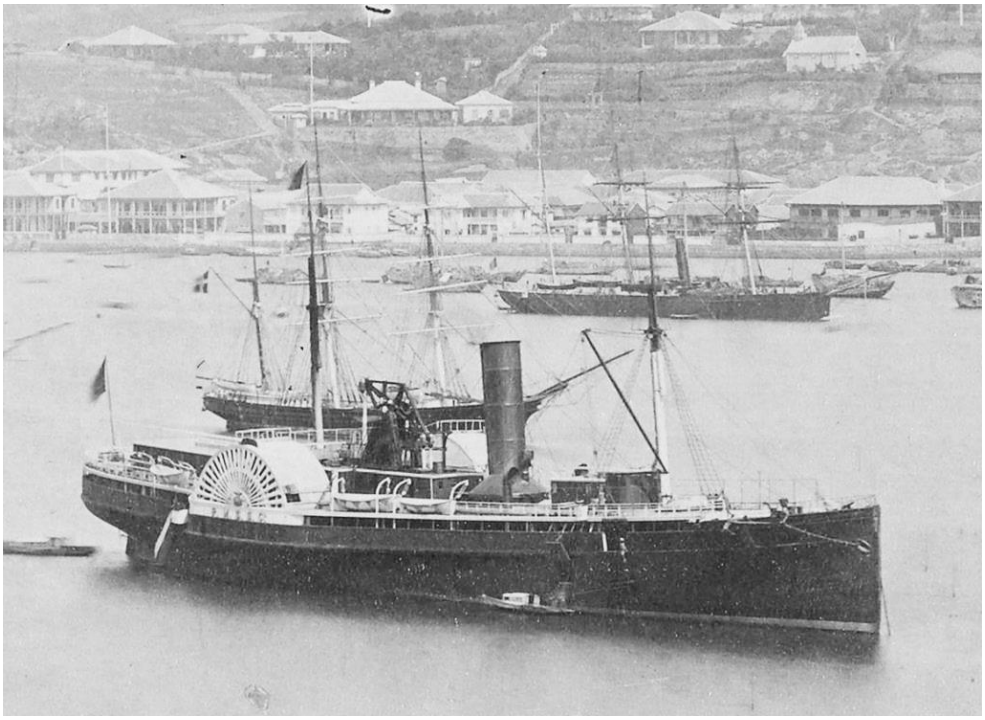
HIROSHIMA MARU at Shanghai for Mitsubishi in 1881 or 1882 (Peabody_ID 34170).

Flying N.Y.K. houseflag post-1885 (Hayao Inoue).

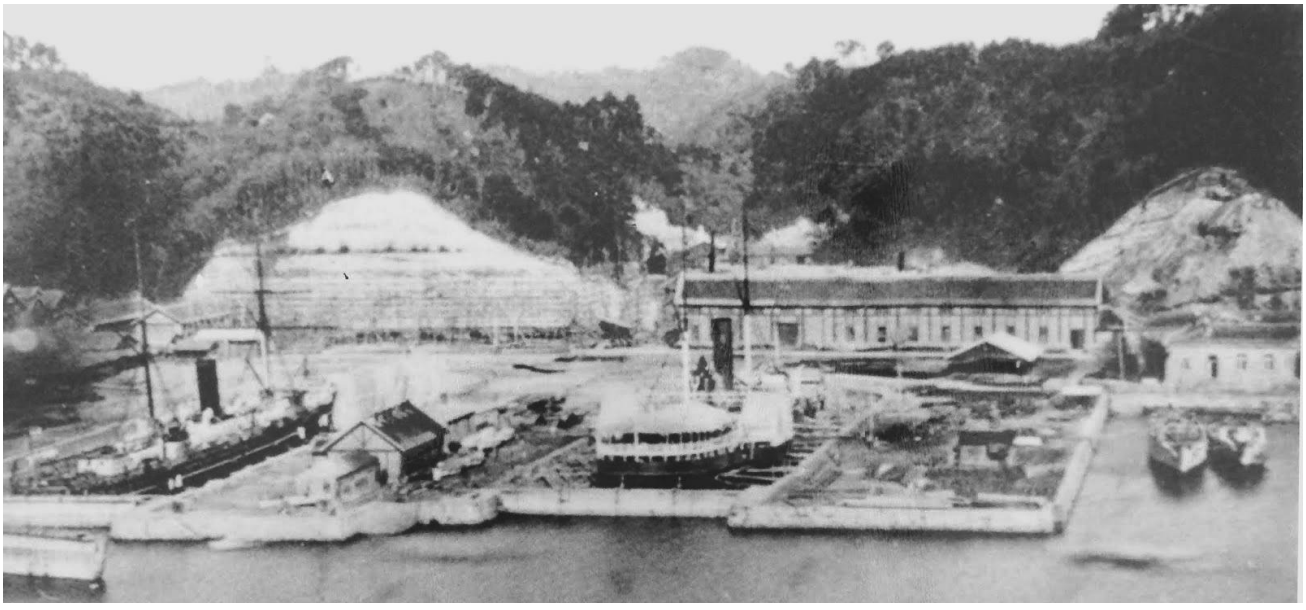
名古屋丸 **NAGOYA MARU** (1875--85)

2574/66 Laurence & Faulks, Greenpoint, New York (w.p.s.) 272.5x40.6' 410h.p. 1cy.

Built for Oregon S.S. Co., U.S. as OREGONIAN. 1867 sold to North American S.S. Co., U.S. 1868 sold to Pacific Mail S.S. Co., U.S., sent westward across the Pacific to take up station on branch service, meeting *AMERICA* arriving eastward via Cape. By early 1870s operating Yokohama/Nagasaki/Shanghai. 16/10/75 sold to Mitsubishi for $160,000 and r. NAGOYA MARU, continued on same route. 24 2/77 req. as transport during Satsuma Rebellion. 1877 given ¥60,000 refit. 2/85 in collision. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 4/11/90 sold to Oshino Tsunematsu, Yokohama for demolition.



OREGONIAN, later NAGOYA MARU at Nagasaki 1871 (F. Beato).



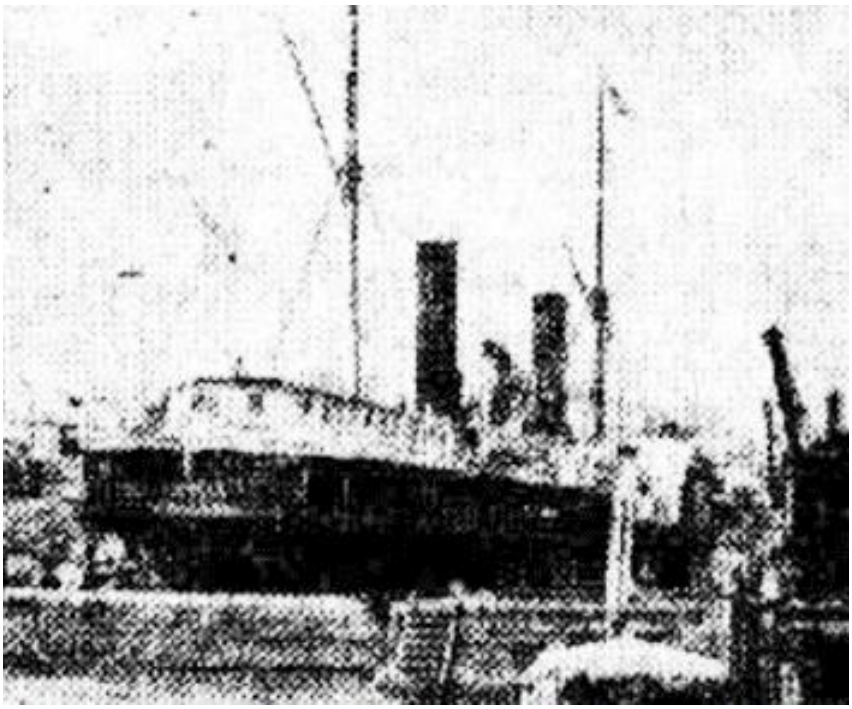
NAGOYA MARU in graving dock at Yokosuka
(https://yokosuka-promenade.blogspot.com/2018/09/blog-post_29.html).

西京丸 **SAIKIO MARU** (1875--85)

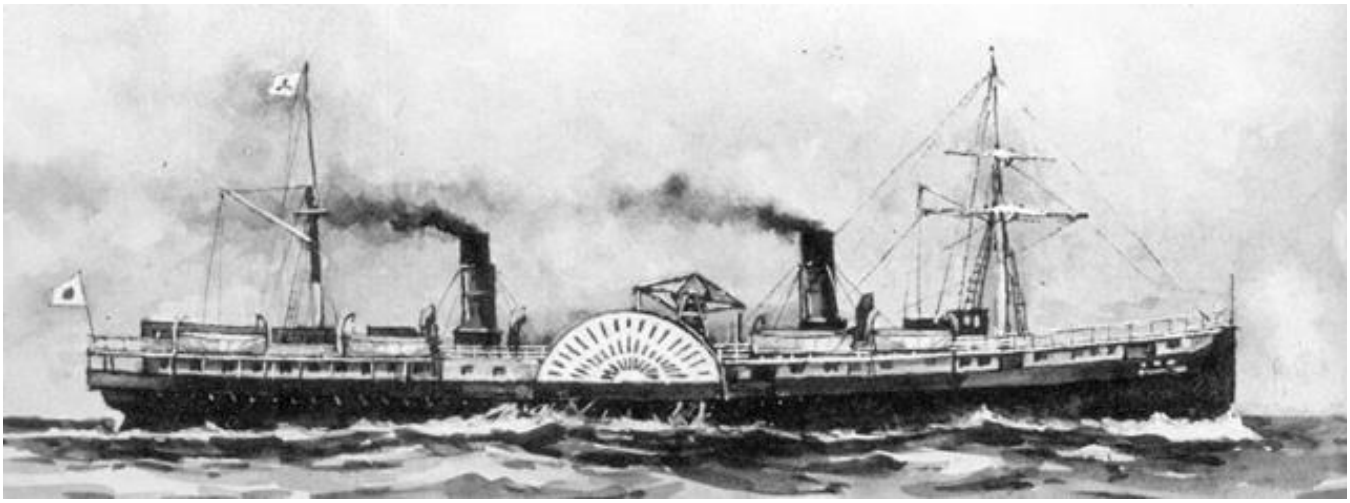
2143/66-67 Jeremiah Simonson, Brooklyn (w.p.s.) 2m 2f. 286x41' 420h.p. 12½kt.

Laid down for Thomas W. Dayerburn, U.S. 7/10/65 reg. as PAOU SHUN (PAU ZUNG, 1691g) for Dent & Co. but owners under financial stress, laid up. 9/10/66 sold to North American S.S. Co., rebuilt with larger superstructure (2143g) r. NEVADA. 10/68 to W.H. Webb, New York. 1871-73 operating for associated United States, New Zealand & Australia Mail S.S. Co. 16/10/71 collided with barque

A.H. BADGER (337/58) in Tasman Sea 34.5S 165.30E, did not stop and found to blame. Barque believed sunk next day, hull repairs to NEVADA in Sydney. 1873 sold to Pacific Mail S.S. CO., U.S., not r., operated Yokohama/Nagasaki/Shanghai. 16/10/75 chartered to Mitsubishi (as against sale of other three steamers) (North China Herald 11/11/75). Sold to Mitsubishi 12/75 or later for $200,000 r. SAIKIO MARU after handing over at a later date (Dec or later). 20/2/77 req. as transport during Satsuma Rebellion. 1/10/85 t/f to N.Y.K. 10/10/85 grounded in Tokyo Bay while coasting (WSS/Somner) and sank. NFI. [Note- Reading according to T.B. Later N.Y.K. vessel. Hepburn SAIKYO MARU. Smith says SEIKYO MARU.]



NEVADA under repair in Mort's Dock, Sydney 10/71. Yards no longer apparent (Daily Telegraph 13/2/35).



NEVADA as SAIKIO MARU (Goro Yamataka).

和歌の浦丸 **WAKANOURA MARU** (1877--85)

2125/54 C.J. Mare & Co., Blackwall, London. (i.s.s.), barque rig 3m 1f. 317.4x40.5' 300h.p. 2cy. (original length 281', original engines 450 h.p.)

Built for P.&.O.S.N. Co., London as CANDIA. Made one voyage to Alexandria, then trooping in Black Sea, damaged in collision with Sardinian frigate. 1/56 arrived Malta with broken shaft, repaired U.K. and lengthened at same time, thereafter on Suez and Calcutta routes. 1875 sold to J. Howden, London and fitted with new engines built by this owner. Chartered to Japanese and r. 天草丸 (TENSHO MARU). 22/2/77 sold to Mitsubishi for $160,000 r. WAKANOURA MARU. 19/7/77 req. as transport during Satsuma Rebellion. Later used on Tokyo/Kobe route. 1882 req. as troopship during Korean incident. 29/10/83 developed hull fault after leaving Yokohama for Kobe, necessitating return to port (Mainichi 31/10/83). 1/10/85 t/f to N.Y.K., Tokyo. 18/4/93 sold for demolition.

WAKANOURA MARU as CANDIA (P&O History).

鹿児島丸 **KAGOSHIMA MARU** (1877-8?)

699/59 (also 455/1859) Bordeaux. (w.s.s.), barque rig. 222x30' 120h.p. 4guns. .

Originally named COSMOPOLITE, presumably for French owners. 20/12/60 reg. at Singapore for J.A. Guthrie, London (Milne). 1862 sold to partners of Dent & Co., and used on China coast (Milne). 1863 introduced to China/Japan route by Dent & Co. Sept 1864 sold at Nagasaki to Higo Han for $125,000 and r. 万里丸(BANRI MARU). 26/3/68 participated in first Japanese naval review at Tempozan, Osaka. 6/68 t/f to Ministry of Home Affairs (Interior) (Milne). 4/77 sold to Mitsubishi and r. KAGOSHIMA MARU. 29/5/77 req. as transport during Satsuma Rebellion. By early 1880s relegated to storeship.

BANRI (MOMS).

貴効丸 **KWANKO MARU** (1877--85)

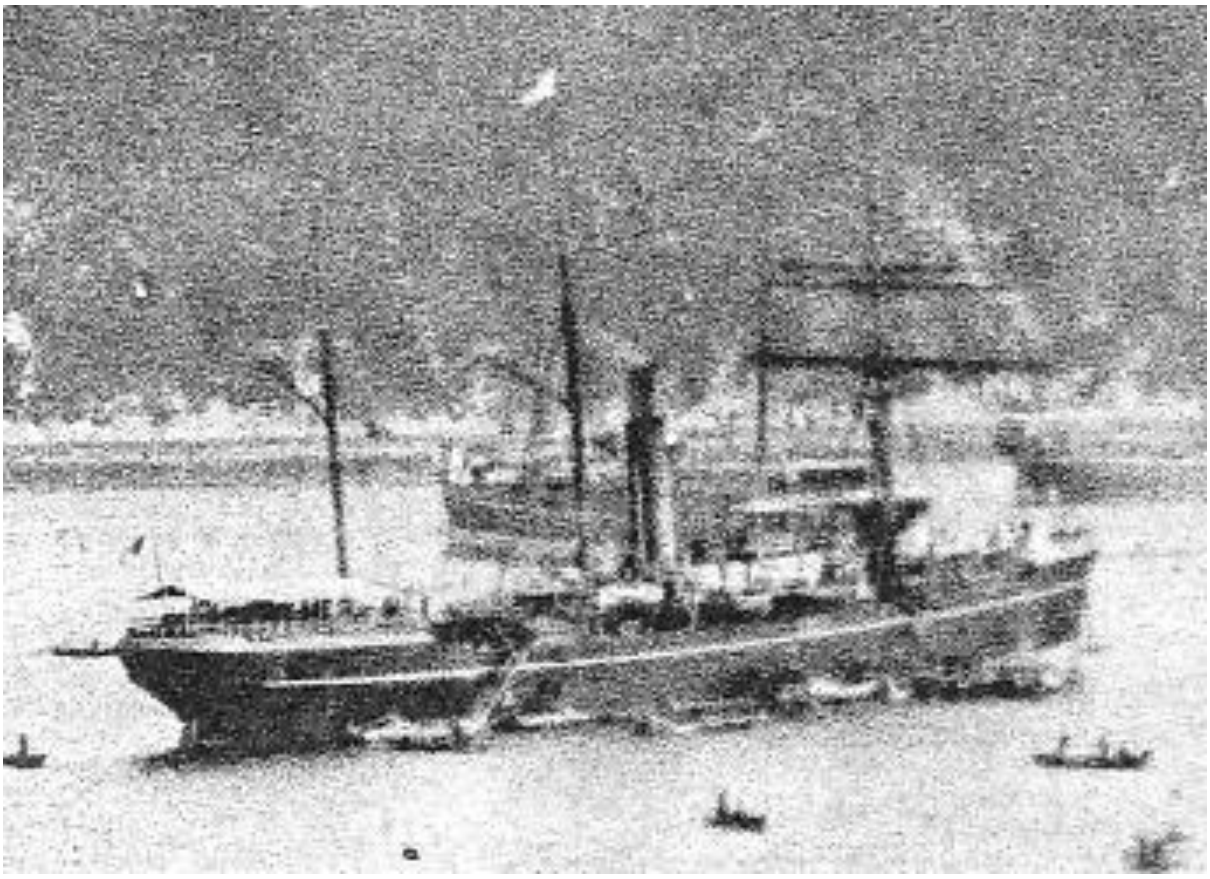
298/69 Henderson, Coulborn & Co., Renfrew. (c.s.s.) 131.7x20.5' 70h.p. 2cy. Fish (sakana) decorations.

Built for E.M. De Bussche, London as SAKANA for service in the China and Japan trade. 4/70 arrived in Japan via Suez. Sold to Tsushima Han for $70,000, but with abolition of han 1871, passed to other ownership. 4/77 as KWANKO MARU sold by Tokyo Kaiso Kaisha to Mitsubishi for $23,000. 6/4/77 req. as transport during Satsuma Rebellion. 1878 repairs scheduled. 1/10/85 t/f to N.Y.K. Tokyo. 12/9/99 sold to Sasakawa Kishitaro, Hakodate. By 1908 sold to Soma Ichisaku, Hakodate. By 1912 sold to S. Sanuki, Hakodate. 1921 deleted from L.R. Hepburn KANKO MARU.]

熊本丸 **KUMAMOTO MARU** (1877--85)

1913/1875 C. Mitchell & Co., Newcastle. (i.s.s.), schooner rig. 3m 200h.p. 2cy.

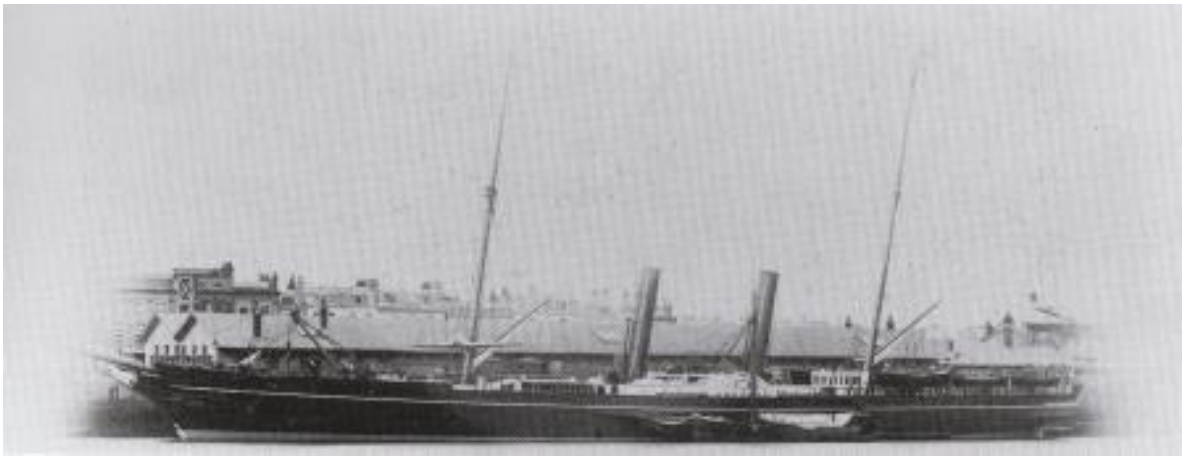
Built for G. Bell, London as GADSHILL. After surveys London Dec 1876, sailed for Far East. 13 June 1877 sold to Mitsubishi for $180,000 and r. KUMAMOTO MARU. 5/7/77 req. as transport during Satsuma Rebellion. Later used on Niigata and other routes. 1882 req. as troopship during Korean Incident. Oct 1883 in collision. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 4/10/07 sold to J. Nakamura, Osaka. 1909 sold to T.Hashimoto, Nagasaki. 17/11/10 wrecked at Sadoshima on passage Muroran to Tsingtao with sleepers (WSS/Somner) |



Possible KUMAMOTO MARU at Ujina, turtle back, schooner rig. (Postcard SK colln).

住ノ江丸 **SUMINOYE MARU** (1877--85)
1320/1871 Aitken & Mansel, Glasgow. (i.s.s.), brig rig. 260.7x30.7' 160h.p. 2cy.
Built for D.R. McGregor, Leith as DUNA, made at least two return voyages to Far East. 30 March 1877 chartered to Japanese gov't for use as transport during Satsuma Rebellion. 26 June 1877 sold to Mitsubishi for $130,000 and r. SUMINOYE MARU. Later used on Hakodate and other routes. 1878 boilers reported defective. 1882 req. as troopship during Korean Incident. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. June 1908 refitted with new engines by Yokohama Dock Co. 12 July 1908 sunk in collision with *NISSHIN MARU* (2725gt) off Miyako Port, Iwate Pref when on passage Yokohama/Hakodate on charter to Yokohama Gyoyu Kaisha with 520 tons empty fish oil casks.
(Asahi 14 July 1908) Hepburn SUMINOE MARU. Also denoted 住率江丸

愛宕丸 **ATAGO MARU** (1877--85)
1640/1860 Samuda Bros., London. (i.p.s.), barque rig 2m 2f. 309.9x36.1' 400h.p. 2cy, 14kt. (trials.) (engines built 1853)
Built for P.&.O.S.N..Co., London as MASSILIA, used U.K./Alexandria, then 1870s East of Suez. 1860 broke cylinder necessitating return to Alexandria. 2/5/77 chartered to Japanese gov't for use as transport during Satsuma Rebellion. 26/7/77 sold to Mitsubishi for $40,000 and r. ATAGO MARU. By early 1880s in use as storeship. 1/10/85 t/f to N.Y.K., Tokyo. 1890 overprinted in L.R. as "hulk". 1896 sold to Butterfield & Swire for use as a hulk.



MASSILIA (P.&O. history).

高千穂丸 **TAKACHIHO MARU** (1877--85)
2152/73 C. Mitchell & Co., Newcastle. (i.s.s.), schooner rig Sm. 323.1x35.1' 200h.p. 2cy.
Built for H.F. Swan, London as LOTUS. By 1877 owned by Milbourn Watts, presumed chartered to Japanese gov't for use as transport during Satsuma Rebellion. 28/7/77 sold to Mitsubishi for $180,000 and r. TAKACHIHO MARU. 1882 req. as troopship during Korean Incident. 1/10/85 t/f to N.Y.K., Tokyo. 11/5/91 wrecked off Tsutsu Mura, near 嚴原 Izuhara, Tsushima Islands (Mainichi 13/5/91).

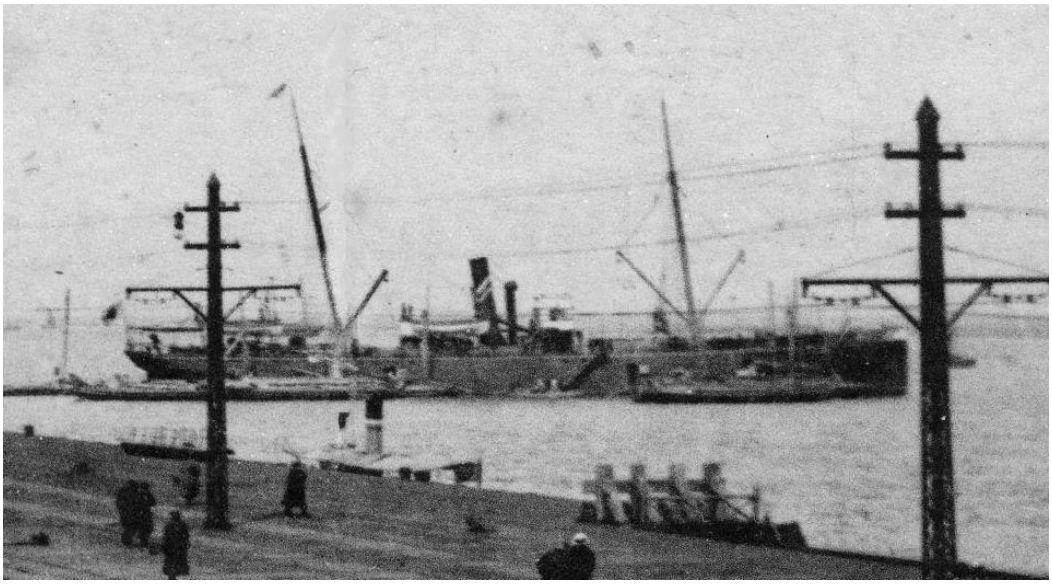
秋津洲丸 **AKITSUSHU MARU** (1877-8?)
1751/73 London & Glasgow E.& I.S.5.B.Co., Glasgow. (i.s.s.), brig rig. 308x32.9' 200h.p. 2cy.
Built for D.J. Jenkins, later Jenkins & Co., London as MONTGOMERYSHIRE. 1875 return voyage to Far East. 3/8/77 sold for $200,000 to Mitsubishi r. AKITSUSHU MARU. Used on Hakodate and Niigata route. 1882 req. as troopship during Korean Incident. 10/83 wrecked 14 miles south of 尻屋崎 Shiriyazaki, Aomori Pref, on passage Yokohama/Otaru. By 17/10 hull breaking up. (Mainichi 18/10/83)

九重丸 **KOKONOYE MARU** (1877-82)
1825/75 J.Readhead & Co., South Shields. (i.s.s.), brig rig. 261.1x33.8' 190h.p. 2 cy. |
Built for J. Carlton, Liverpool as KING RICHARD, 1877 sailed to Far East. 8/9/77 sold to Mitsubishi for $150,000 and r. KOKONOYE MARU. Used on Hakodate and Niigata route. 21/7/82 wrecked at 豊間 Toyoma, Fukushima Pref, on passage Yokohama/Hakodate (Mainichi 29/7/82)
Hepburn KOKONOE MARU. U.R. misspelling KOHONOYE MARU.

長崎丸 **NAGASAKI MARU** (Nov 1877-Winter 1879)
401/ Sailing vessel.
11/77 acquired from Department of Army as NAGASAKI MARU. Winter 1879 wrecked. Further details not known.

櫻島丸 **SAKURAJIMA MARU** (Nov 1877-8?)
581/59 (also 577, 558 tons) Jouvin, Marseilles (w.s.s.) barque rig 135x30'
12/74 surveyed at Shanghai for unknown owners, Capt. Barry as UNION, fit for only short sea voyages (L.R. 1876). Nov 1877 sold as SAKURAJIMA MARU from Department of Army to Mitsubishi for $20,000 (Iwasaki Den). Ca.1882 converted to storeship.
Note – This corrects the erroneous entry in the earlier version of our list, quoted in Shigeto Kizu's N.Y.K. fleet list, linking to the London-built UNION of 1854 which became Satsuma's SAKURAJIMA MARU.

廻平丸 **KAIHEI MARU** (1878-?)
314/65 Pile, Hay & Co., Sunderland. (i.s.s.), schooner rig 3m. 157.6x22.7' 70h.p.
By 1870s owned by E. Estienne & Co., Havre as GEORGES MARIE. 2/78 as KAIHEI MARU sold by Murai and others to Mitsubishi. Used as a storeship but no further details until 1890s re-reg. for Amagasaki Isaburo, Osaka as SOKEI MARU No.2 (512gt. twin screw, schooner, later brigantine rig 67h.p. 4cy.) 3/3/08 foundered near Uya, Chikuzen Province (WSS/Somner).



KAIHEI MARU as SOKEI MARU No.2 at Osaka (postcard SK colln).

松前丸 **MATSUMAYE MARU** (1880--85)

608/67 Henderson, Coulborn & Co., Renfrew. (i.s.s.), schooner rig. 162x25.3' 90h.p. 2cy.

Built for E.M. De Bussche, Glasgow for service in Far Eastern waters as DRAGON. 15/3/67 sailed Glasgow for Shanghai. 2-3/68 operating Shanghai/Tientsin for Borntraeger & Co. 2/69 sold for $85,000 to a group of Chinese merchants in Chefoo and Tientsin (nominal owner J. Holmes & Co.) and placed under management of Jardine Matheson & Co. for Shanghai-North China trade. 16/8/72 t/f to China Coast S.N.Co., U.K. flag. 11/75 sold to M.C. Adams, Shanghai. 5/8/76 stranded inbound to Shanghai, 13/8 refloated. 8/77 in serious collision with gunboat *H.M.S. FROLIC* off Woosung. 1/80 sold to Mitsubishi and r. MATSUMAYE MARU. 1/10/85 t/f to N.Y.K., Tokyo. 20/5/99 sold to Yoshida Saburoyemon, Hakodate. Prior to 26/4/05 destroyed by fire at Hegurijima.

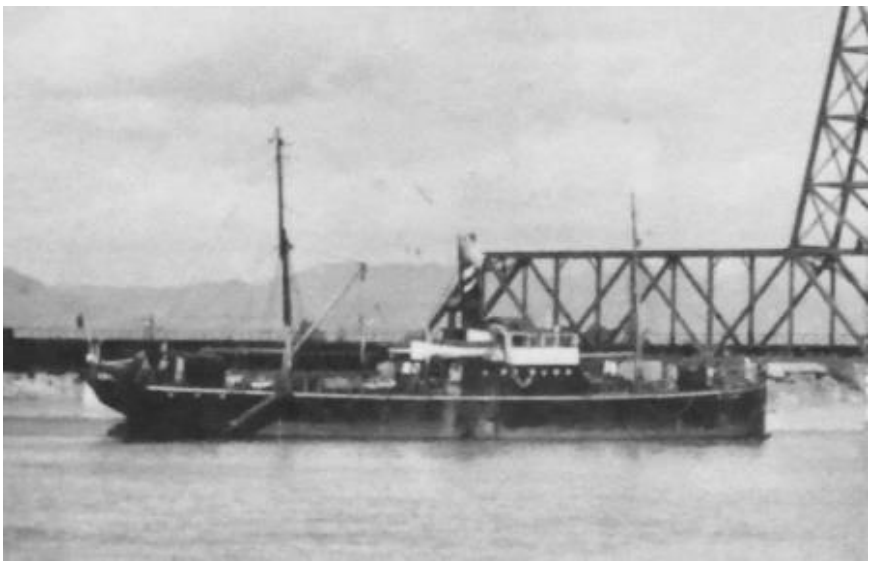
Hepburn MATSUMAE MARU.

DRAGON'S composite sister COQUETTE (1867) at Nagasaki as SENSAI MARU (https://blog.goo.ne.jp/mc53000/e/7c13a203f930d0298079555337194c7f).

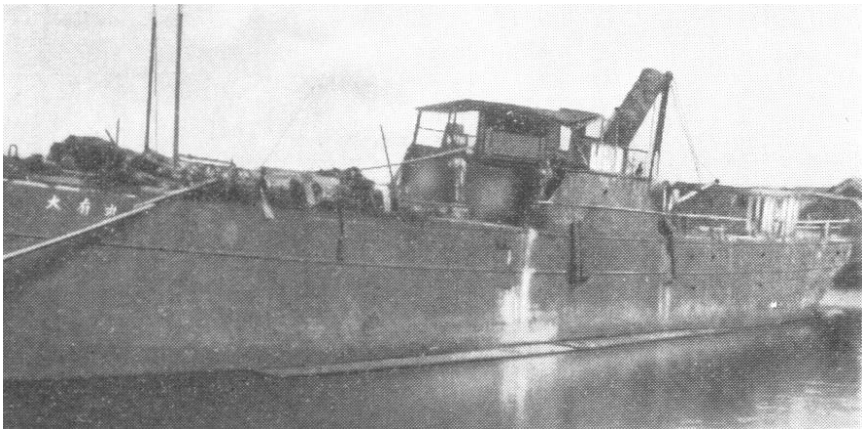
大有丸 **DAIYU MARU** (1880-Mar 1885)

581/1869 T. Wingate & Co., Glasgow. (c.s.s.) 178.7x24.8' 99h.p. 2cy.

Built for Miller Bros., Glasgow as WILHELMINE EMMA and sailed for Japan, arrived Kobe by June 1870. 1872 sold to Japanese government (J.Weekly Mail 22 June 1872 - Milne) and presented to Dai Nippon Teikoku Yubin Jokisen Kaisha, r. DAIYU MARU. Initially used Tokyo/Osaka, but t/f to Okinawa route, inaugurating service from Tokyo 18 Jan 1874. 7 May 1875 presented by Japanese gov't to Ryukyu local gov't for use on same route. July 1880 t/f to Mitsubishi, same route. August 1882 req. for service during Korean crisis, carried supplies to Inchon (Mainichi 27 July 1882). By 1885 in need of hull and boiler repairs estimated at $27,000, but owing to payment dispute Mar 1885 t/f to Okinawa Kaiun Kaisha, Naha. 1898 sold to Amagasaki Isaburo, Osaka, later Amagasaki Kisenbu Gomei Kaisha, Osaka and name read as TAIYU MARU. 6 Jan 1925 sunk by collision at entrance to Shimonoseki Straits (WSS/G. Somner), subsequently raised intact for scrapping, RLR 1934.



Passing through the JNR Bridge on the Echigo River in Amagasaki colours (postcard Nanamaru colln/JR Museum, Omiya).

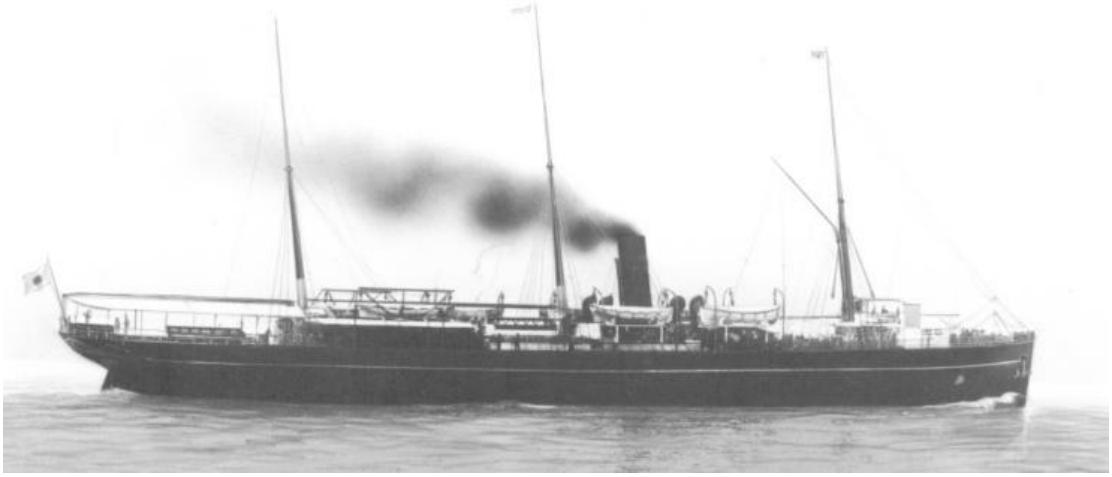


Under demolition (Kawasaki Kisen 50 year history).

横浜丸 **YOKOHAMA MARU** (1884--85)

2238/84 London & Glasgow E.&I.S.B. Co., Glasgow. (s.s.s.) 3m 1f 300x36.1' 300h.p. 2cy.

Built for Mitsubishi as YOKOHAMA MARU, arrived Japan 8/84. 7/85 carried Emperor from Tokyo to Southern Honshu. 1/10/85 t/f to N.Y.K., Tokyo. 1894 req. as transport during Sino-Japanese War. 1/9/10 sold for demolition in Osaka.

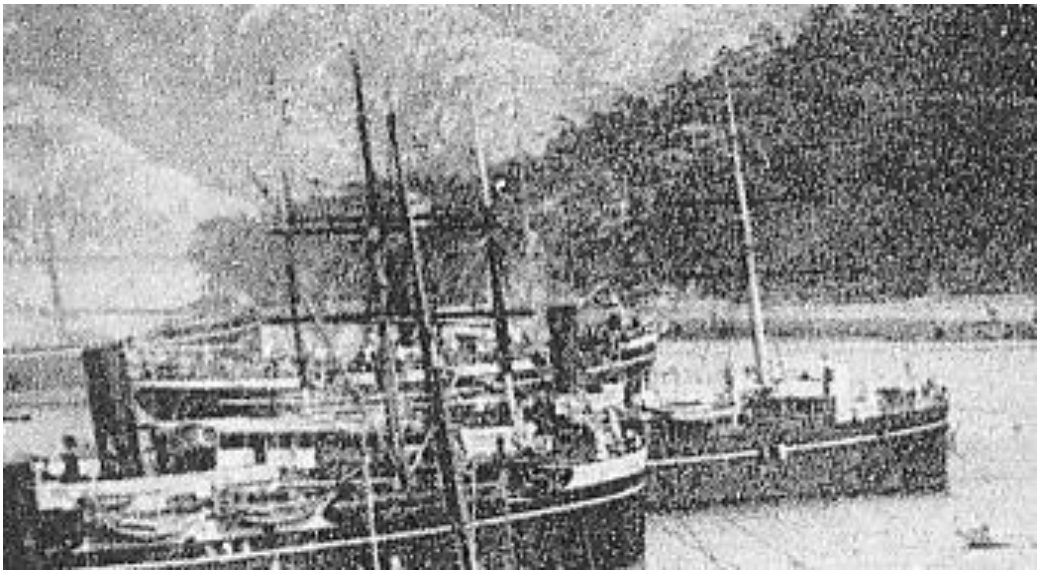


YOKOHAMA MARU was ordered from the U.K. (upper: G. Yamataka/lower: NYK).

東京丸 **TOKIO MARU** (1885--85)

2130/84 Napier, Shanks & Bell, Glasgow. (i.s.s.) schooner rig 3m 1f. 285x35' 280h.p. 2cy.

Built for Mitsubishi as TOKIO MARU. 21/5/85 fired at twice by Russian warship off Kii (Mainichi 21/5/85). 1/10/85 t/f to N.Y.K., Tokyo. 1/4/00 wrecked on Miao Island in Chihli Straits while on passage Kobe/Newchang, 4 dead. [Hepburn TOKYO MARU.]



Possible TOKIO MARU at Ujina, split superstructure, heavy masts and schooner rig (postcard SK colln).

Tugs, Lighters, Hulks and Other Vessels

(Details as far as available. Names according to Hepburn Romanisation)

豊榮丸 **HOEI MARU** (acquired 1872)

Steamer

Acquired 11/72 from 豊崎屋 (Hozakiya) by Iwasaki in partnership with 小野義真 Ono Yoshiaki) and 岡本健三郎(Okamoto Kenzaburo). Purchase date alternatively given as 10/73.

繁榮丸 **HANYEI MARU** (1873--85)

71/62 (also 60/1860) Mitchell, Newcastle (i.s. cutter) 81.5x14.7' 35h.p. (also 20h.p.)

As SPUNKIE used by Mitchell at Nagasaki, 1866 sold to Alt & Co (Milne). 25/11/66 sold at Nagasaki through Alt & Co. to Tosa Han for $20,000, payment over five years (Milne), delivered 5/67 and r. 箒木 (HOKI or HAHAKIGI). Later r. 蜻蛉 (TOMBO or SEIREI or KAGERO). 4/73 sold by 大西惣二郎. (Onishi Sojiro) to Mitsubishi and r. HANEI MARU. 1/10/85 t/f to Nippon Yusen Kaisha, Tokyo. Still listed 1896.

成徳丸 **SEITOKU MARU** (1873)
Sailing ship.
July 1873 sold by 中村徳兵衛 (Nakamura Tokubei) to Mitsubishi.

二月丸 **FUTATSUKI MARU/NIGATSU MARU** (1875)
Barge or hulk.
2/75 sold by Holme, Ringer & Co. to Mitsubishi.

早鳥丸 **HAYADORI MARU** (1875)
58gt Wooden sailing ship.
Probably former han vessel, early 1870s in fleet of Dai Nippon Teikoku Yubin Jokisen Kaisha as HAYADORI MARU.6/75 sold to Japanese gov't but 9/75 resold to Mitsubishi. Sold by early 1880s.
Note-A HAYADORI MARU, wooden schooner of 28.5 tons capacity 90x18', was-built at Himeji June 1858 for Himeji Han, fate unknown.

海運丸 **KAIUN MARU** (1875)
40gt. (alternatively 115 net) (i.s.s.). 20h.p.
Likely to have been HABICHT 60/1870 (i.s.s.) 57' x 13', assembled at Osaka from parts built at Hamburg, for Lehmann & Hartmann, launched 4/5/70, operated Osaka/Kobe, sold 9/70 to Tsusho Company for $14,000. (Milne). Early 1870s in fleet of Dai Nippon Teikoku Yubin Jokisen Kaisha as KAIUN MARU. 6/75 sold to Japanese gov't but 9/75 resold to Mitsubishi. By early 1880s converted to hulk.

向陽丸 **KOYO MARU** (1875)
No specifications available.
Early 1870s in fleet of Dai Nippon Teikoku Yubin Jokisen Kaisha as KOYO MARU. June 1875 sold to Japanese gov't but 9/75 sold to Mitsubishi. Sold by early 1880s.
Note -A KOYO MARU (later KIYOKAWA MARU) 148gt 113.3'x13.4' 16h.p.
2cy. was built by Boyd & Co. at Nagasaki in 1869 while another KOYO MARU of 70 reg. tons was built at Nagasaki Seitetsujo in Sept 1872. Satsuma Han is also listed as having a ship of this name.

天祥丸 **TENSHO MARU** (1875)
78.6gt. (w.p.s.). 4Oh.p.
Early 1870s in fleet of Dai Nippon Teikoku Yubin Jokisen Kaisha as TENSHO MARU. 6/75 sold to Japanese gov't but 9/75 sold to Mitsubishi.

芙蓉丸 **FUYO MARU** (1875)
1012gt. Hulk.|

12/75 sold by Brent to Mitsubishi.
Note - A 90' passenger steamer of this name was operating Osaka/Kobe in 1872.

江の島丸 **ENOSHIMA MARU** (1876)
76gt. (42 net) (w.p.s.) tug ex-cargo ship.
Built 1867 at Dutch East Indies, probably at Probolingo, for a Chinese owner at Samarang. 1868 sold to Peter Landberg & Son, sent to Japan. 1868 sold to Takamatsu Han by Glover on behalf of Netherlands Trading Company, but 9/68 returned to N.T.C., used on Japan coast. Late-1869 sold to Maeda Shozo (Dai Nippon Teikoku Yubin Jokisen Kaisha) r. TENSHO MARU, delivered 1870. Used on Kobe/Osaka ferry route. 6/7/71 damaged in Kobe typhoon. 20/5/76 advertised for sale in Nagasaki Express. Subsequently t/f to Mitsubishi, used as a tug and presumably also occasionally operated as a tender between Yokohama and Enoshima, r. ENOSHIMA MARU. Still listed in early 1880s, but not recorded as passing to NYK at the time of the merger on 1/10/85.

神崎丸 **KANZAKI MARU** or **KAMISAKI MARU** (1876)
400 reg. tons Barge.
As SHAMROCK, in use by Pacific Mail 8.S. Co., U.S. flag as a loading barge, probably at Nagasaki by early 1870s. 6/76 sold for $10,000 to Mitsubishi and renamed. Still listed early 1880s.

生田丸 **IKUTA MARU** (1876)
400 reg. tons Barge. |
As ROSE, in use by Pacific Mail S.S. Co., U.S. flag as a loading barge at Kobe by early 1870s. Dec 1876 sold for $10,000 to Mitsubishi and r. IKUTA MARU. Still listed early 1880s.

玉川丸 **TAMAGAWA MARU** (1877)
56/71 (i.s.s.), suitable for use as tug or cargo lighter. 110h.p. (alternatively 24h.p.) 9kt.
By 1/75 advertised for hire at Yokohama as SUWONADA MARU. 1877 purchased by Mitsubishi for $4,500 and r. TAMAGAWA MARU. Still listed early 1860s. 1896 Japanese register says iron sloop, 86.35x15.5' 22.4h.p. By 1896 owned by Yokohama Custom House, Shinagawa

彌彦丸 **YAHIKO MARU** (1880)
45/80 Mitsubishi.Seitetsusho, Yokohama. Composite tug, 20h.p.
Acquired as a new vessel by Mitsubishi in 1880. Remained with Mitsubishi interests until 1887/8 when sold to N.Y.K. 14/4/00 sank in Fushiki harbour, Toyama Pref., 3 dead (Mainichi 14 April 1900).

明津丸 **AKITSU MARU** (June 1881)
65.9 reg. tons. Steamer. 5Oh.p.
June 1881 sold by 平山勝二 (Hirayama Katsuji) to Mitsubishi, reportedly used as barge or hulk.

高輪丸 **TAKANAWA MARU** (Oct 1884-?))
54/84 Built at Yokohama, Composite steam cutter 75.15x14.75' 19h.p.
Acquired as a new vessel by Mitsubishi in 10/84. 1/10/85 t/f to Nippon Yusen Kaisha, Tokyo. Still listed 1896.

高島丸 **TAKASHIMA MARU** (?)
90 reg. tons. Sailing vessel.
Reportedly used as barge or hulk.

Small sloop and schooner rigged wooden sailing vessels, built for Mitsubishi, probably used as loading barges. In 1896 Japanese register listed for Nippon Yusen Kaisha, Yechizenbori, Tokyo:

NAME	RIG	GT.	LENGTH	BREADTH	BUILT	AT
A Go	Slp	34.52'	54.90'	14.25'	8/80	Tsukiji, Tokyo
Chi Go	"	36.16	58.80	14.15	10/78	Fukagawa, Tokyo
Fu Go	"	34.65	55.30	14.20	10/80	Kanagawa, Musashi
Ha Go	"	30.83	53.20	12.80	5/78	" "
Hi Go	Sch	33.87	54.45	14.20	9/82	" "
Ho Go	"	33.78	54.60	14.25	9/82	" "
I Go	"	34.28	54.85	14.30	9/82	" "
Ke Go	Slp	34.03	55.15	14.40	10/80	" "
Ki Go	Sch	33.39	54.35	14.20	8/82	" "
Ko Go	Slp	35.27	54.00	14.25	8/80	Tsukiji, Tokyo
Ku Go	Sch	34.54	55.00	14.20	10/80	Kanagawa, Musashi
Ma Go	Slp	34.53	53.55	14.15	10/80	" "
Me Go	Sch	34.08	54.30	14.20	10/78	" "
Mi Go	"	33.67	54.45	14.20	9/82	" "
Mo Go	"	33.47	54.55	14.25	9/82	" "
Mu Go	"	36.17	56.50	14.50	10/79	Yokohama, Musashi
Na Go	"	33.46	54.90	14.25	1/80	Kanagawa, Musashi
Ne Go	"	33.97	54.80	14.35	1/80	" "
Ni Go	"	33.67	54.45	14.20	9/82	" "
No Go	"	33.63	54.70	13.10	10/79	Yokohama, Musashi
O Go	Slp	35.13	58.45	13.10	10/78	Kanagawa, Musashi
Ra Go	Sch	34.16	55.10	44.25	1/80	" "
Re Go	"	33.29	53.20	14.L0	1/80	" "

Ri Go	Slp	34.47	58.80	12.90	10/78	"	"
Ru Go	"	35.11.	58.25	13.05	10/78	"	"
sa Go	"	54.19	55.75	14.40	8/80	Tsukiji, Tokyo	
Se Go	"	33.65	54.50	14.25	9/82	Kanagawa, Musashi	
Shi Go	Sch	33.69	53.75	14.15	9/82	"	"
So Go	"	35.20	54.30	14.30	1/80	"	"
Ta Go	"	34.02	54.45	14.40	1/80	"	"
Te Go	Slp	35.48	55.45	14.35	§/80	Tsukiji, Tokyo	
To Go	"	35.56	58.35	13.00	10/78	Fukagawa, Tokyo —	
Tsu Go	Sch	35.59	55.50	14.00	1/80	Kanagawa, Musashi |	
U Go	"	35.15	54.80	14.50	10/79	Yokohama, Musashi	
Wa Go	Slp	35.63	57.50	13.15	10/78	Kanagawa, Musashi	
Ya Go	"	33.14	55.20	14.15	10/80	"	"
Ye Go	"	34.74	54.60	14.55	6/80	Tsukiji, Tokyo	
Yu Go	Sch	33.68	54.80	14.20	8/82	Kanagawa, Musashi	
Zu Go	"	33.95	54.80	14.30	9/82	"	"

Timeline

1869 Nov.	Iwasaki Yataro becomes Osaka manager of Tosa Han business
1870	Kaiso Kaisha est.
1871	Kaiso Kaisha becomes Yubin Kisen, Tsukumo Shokai est. by Tosa interests
1873	Iwasaki gains total control of Tsukumo Shokai which becomes Mitsubishi
1874	Severe competition between Mitsubishi and Yubin Kisen
1874 April	Taiwan expedition
1875 Feb.	Mitsubishi commences service to Shanghai
1875 July	Yubin Kisen dissolved
1875 Sept.	Mitsubishi receives Gov't contract
1875 Oct.	Mitsubishi purchases Pacific Mail's Shanghai branch service and ships
1876	Severe competition between Mitsubishi and P. & O. on Shanghai service
1877	Satsuma Rebellion breaks out
1881	Government turns against Mitsubishi
1882	Kyodo Unyu est., severe competition with Mitsubishi
1882 Feb.	Mitsubishi receives revised Gov't contract
1882	Korean problem
1885 Feb.	Death of Iwasaki Yataro, replaced by brother Yanosuke who develops zaibatsu
1885 Oct. 1	Mitsubishi shipping interests and Kyodo merge to become N.Y.K.

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