

Kiodo Unyu K.K. 共同運輸株式会社

ILLUSTRATED FLEET LIST

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Stephen Kentwell

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Kiodo Unyu K.K. has its direct origins in the setting up of the Tokyo Fuhansen Kaisha (Tokyo Sailing Ships Company) in 1880 as a means of providing an alternative to the Mitsubishi company which was seen to have been unreliable when its ships were diverted during the Satsuma Rebellion (1877) and equipment had generally become old. It was set up by leading merchants (including the Mitsui group) in Tokyo, Fushiki, Niigata and Ise, with a modest capital of 300,000 yen and soon came to seek collaboration with two companies, Hokkaido Unyu Kaisha and Etchu Fuhansen Kaisha, which were located in other regions, as well as government support. In July 1882 a plan was formulated, supported by leading figures in the government, as well as Mitsui Bussan and Mitsui Bank, for a steamship company to be set up using the combined three fleets as the initial basis.

Accordingly, Kiodo Unyu was established on 1 January 1883 with navy Rear Admiral Shunkichi Ito as President and Tokyo Fuhansen Kaisha President Hideyuki Totake, a naval Captain, as Vice-President. It was organised as a partially privatized government company with a large capital of 6 million yen, some 2.6 million of which was provided by the government which required an annual dividend of only 2%. Strategic reasons, including the potential for conflict with Korea, were an important part of government thinking. But there were also Mitsui and other business interests as well as, importantly, small shareholders.

The fleet initially was relatively small – a reported 12 ships gradually contributed by the government, 1 steamer plus 15 sail ships contributed by Tokyo Fuhansen Kaisha, 4 steamers plus 7 sail ships from Hokkaido Unyu Kaisha and 1 steamer and an unknown number of sail ships from Etchu Fuhansen Kaisha. However, Ito, accompanied by British and American advisors left for Europe on 27 January and by 12 March had purchased 11 steamers under construction in the U.K, as well as ordered the 2500 gt *Omi Maru* and *Yamashiro Maru*. Three more were subsequently purchased or ordered in Britain.

The company also took over the *Kosuge Maru*, a wooden version of Mitsubishi's *Hiogo Maru* and

Sumida Maru, which was undergoing a prolonged construction in a dock at Nagasaki.

The new vessels gradually arrived in 1883 and 1884 from the U.K. enabling the company to open one new route after another, including a regular service from Kobe to Shanghai. From early in 1884 the competition with Mitsubishi became very severe with rate cutting and even 100% rebates, placing severe financial pressure on both firms. Vessels of the two companies raced each other and the new *Yamashiro Maru* even ran down and sank the *Sumaura Maru* of Mitsubishi. In January 1885 the government, urged secretly by the Kido leadership who were feeling the financial pressure, stepped in ordering an agreement between both firms restraining rates, scheduling and ship speed, though this had little effect, if anything, intensifying the struggle.

By July 1885 the government was promoting a merger of both firms, which was agreed in September, and Nippon Yusen Kaisha (N.Y.K.) was established on 1 October. Each company contributed 29 steamers to the merged firm. Ten sailing ships were contributed from Kido Unyu, and one from Mitsubishi and, for harbor work, wood schooners 35-40 tons nos 1-36. For the purposes of the merger, Kido Unyu valued its assets at yen 6,526,340 and Mitsubishi its shipping company assets at yen 6,521,668, although the latter decided to allow a 15% discount (yen 978,250) as an expression of good will.

Sources:

Principal sources for the above brief history include S. Kentwell Mitsubishi thesis (1972), Nippon Kinyo Zosen Shi (1911), and the NYK 70 year history (1956). A more recent and thorough account in English may be found in W. D. Wray, "Mitsubishi and the NYK" (1984).

Individual ship histories generally are drawn from the comprehensive databases kindly provided by Shigetoshi Kizu, and accessed from the website of Fumio Nagasawa, as well as Lloyd's Register and Japanese register books.

Sources of photographs and other images are provided in parentheses after each image.

Fleet List of Steamships

SUKUNE MARU 宿禰丸 (1883-85) 537/78 58.13 x 7.83 x 4.33 (m) C2cy 90 nhp (i.s.s.)

Built by Henry Murray & Co., Port Glasgow (Yard No.89) for McLaren, Crum & Co., Glasgow as ARDANTIENE. Chartered to Mitsubishi as a collier Nagasaki-Shanghai-Hong Kong. 1882 sold to Etchu Fuhansen Kaisha r. SUKUNE MARU. 1/1/83 t/f to Kiodo Unyu. 1/10/85 t/f to NYK. 29/6/86 foundered (no details).

HAKODATE MARU 函館丸 (1883-85) 453/75 55.9 x 6.58 x 5.58 (m) 56.6 nhp (w.s.s.)

Built by Yokosuka Shipyard, Yokosuka for Japanese Government as KWANYO MARU 函容丸, presumably operated by Hokkaido Unyu Kaisha. 1/1/83 t/f to Kiodo Unyu r. HAKODATE MARU. 1/10/85 t/f to NYK. 28/2/87 sold to Kakubei Suwara, Hakodate but resold same day to Mitsui Bussan, Tokyo. 1888 sold to Kakubei Suwara, Tokyo. 1889 sold to Kushiro Tokachi Kyodo Kisen, Hakodate. 1891 sold to Sokichi Maeha. 1892 sold to Zenkichi Noto, Hakodate. 27/8/05 wrecked at Umonnosawa, Otame-gun, Rikuchukuni on voyage Kushiro-Miyako.

KOSUGE MARU 小菅丸 (1883-85) 1416/83-3 73.08 x 10.18 x 6.86 (m) 175 hp (w.s.s.)

Built by Government Nagasaki Directorate Dockyard, Kosuge, Nagasaki. Ordered by Department of Mines, commenced in 1876, but eventually 3/83 completed for Kiodo Unyu. 1/10/85 t/f to NYK. 13/7/86 sold to Yetchiu Kisen, Fushiki. 1889 t/f to Chuetsu Kisen, Fushiki. 1893 sold to Yeizo Iwata, Fukuyama. 12/94 stranded near Tamajima in Jeolla, Korea refloated and towed to Osaka where b/u 7/96.



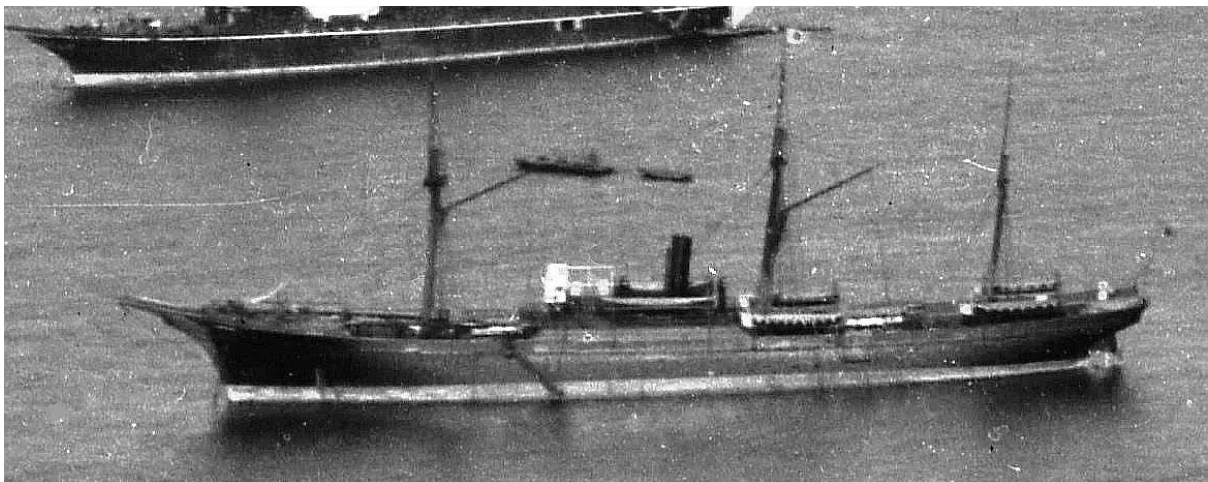
KOSUGE MARU under construction in 1881 (Kosuge Slip Dock).



KOSUGE MARU model (Goro Yamataka)



KOSUGE MARU (Kawasaki History).



Evident KOSUGE MARU at Hakodate 6 November 1892, identification by Nagasawa (<http://archives.c.fun.ac.jp/fronts/detail/id/58066a7c1a5572ad460004e7>).

AOMORI MARU 青森丸 (1883-85) 147/82 36.88 x 4.91 x 4.36 (m) 15 nhp (w.s.s.)

Built by Edward Charles Kirby & Co., Onohama, Kobe as HOKUYO MARU No.2 Presumably operated by Hokkaido Unyu Kaisha and 1883 t/f to Kido Unyu r. AOMORI MARU. 1/10/85 t/f to NYK. 1887 sold to Kano Kisen K.K., Kaga. 1896 sold to Denji Sawatari, Higashi Iwase. 1901 sold to Shigekatsu Suzuki, Hakodate. 1902 sold to Shoki Suzuki, Niigata. 1903 sold to Hanzayemon Hattori, Hakodate. 1906 sold to Yakei Nagano, Hakodate. 1907 Ryou Kisen K.K., Hakodate. 27/5/10 wrecked in heavy fog off SW point of Uchimura on Shiri Kishi, Hakodate.

MURORAN MARU 室蘭丸 (1883-85) 87/76-3 28.64 x 4.18 x 2.23 (m) 22 hp (w.s.s.)

Built by Sadayoshi Yasui, Ishikawajima, Tokyo as OKITAKA MARU 沖鷹丸. 1883 sold to Kido Unyu r. MURORAN MARU. 1/10/85 t/f to NYK. 12/12/95 sold to Eizo Iwata, Fukuyama. 1906 sold to Jisaburo Jyuji, Fukuyama. 1908 deleted from register.

SHIMA MARU 志摩丸 (1883-85) 335/83-9 43.2 x 6.34 x 4.34 (m) 60 nhp (w.s.s.)

Built by Government Hiogo Directorate Dockyard, Kobe for Japanese Government as SHIMA MARU. 1883 t/f to Kido Unyu. 1/10/85 t/f to NYK. 16/7/86 sold, 1888 removed from register. NFI.

RYOFU MARU 凌風丸 (1883-85) 291/81 41.15 x 5.79 x 3.35 (m) 50 nhp (w.s.s.)

Built at Nagasaki, presumably owned by the Japanese Government. 1883 t/f to Kido Unyu. 1/10/85 t/f to NYK. 29/4/87 sold to Sayemon Tanaka, Fukuyama, Oshimanokuni. 1888 sold to Rihei Hachiya, Oshimanokuni. 1889 sold to Kitami Shokai, Oshimanokuni. 1892 removed from register.

GENBU MARU 玄武丸 (1883-85) 644/72 59.33 x 8.55 x 4.89 (m) c2cy 78 nhp (w.s.s.) Passengers: 12 1st class, 16 2nd class

Built by C. & R. Pouillon, Brooklyn, New York for Japanese Government (Hokkaido Kaitakushi) as KURODA. 21/12/72 sailed New York, arriving Gibraltar 6/1, Port Said 27/1, Singapore 24/3 and Yokohama 27/4 where delivered to Hokkaido Unyu Kaisha r. GENBU MARU. 1883 t/f to Kido Unyu. 1/10/85 t/f to NYK. 28/6/97 sold to Yuzaburo Yamagata, Hakodate. 4/01 sold to Tsuruga Kisen, Tsuruga. 17/2/07 wrecked on Sarunomori coast, Mutsu on voyage Miyako to Hakodate. [Koyotaka Kuroda was the Vice Minister for the Hokkaido Kaitakushi.]



GENBU MARU (Niigata Prefectural Library)

IKI MARU 壹岐丸 (1883-85) 228/83-9 36.15 x 5.82 x 3.51 (m) 80 nhp (w.s.s.)

Built by Government Shipbuilding Bureau, Nagasaki for Japanese Government. 1883 t/f to Kido Unyu. 1/10/85 t/f to NYK. 13/4/86 sold to Kano Kisen K.K., Kanaiwa r. KANO MARU. 1893 sold to Chujiro Wakamatsu, Hakodate r. IKI MARU. 1899 sold Akita Kisen Kaisha, Tsuchizaki r. SEITOKU MARU. 1905 deleted from register.

KYORYU MARU 矯龍丸 (1883-85) 374/72 41.2 x 6.89 x 5.07 (m) 1cy 100 nhp 250 ihp (w.s.s.)

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

YECU MARU (ECCHU MARU) 越中丸 (1883-85) 954/81 67.36 x 8.84 x 4.27 (m) 98 nhp (i.s.s.)

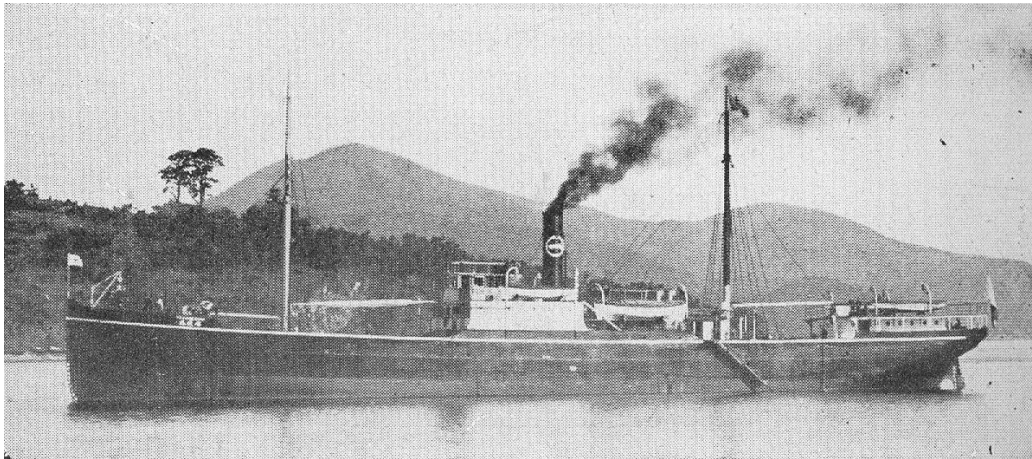
Built by Short Bros, Sunderland (#121) for G. W. Wood, London as REGINALD HANSON. 1883 sold to Mitsui Bussan Kaisha, Tokyo r. USHIWAKA MARU. Same year t/f to Kido Unyu r. YECU MARU. 3/3/90 stranded on Rattler Shoal, abt 8 cables off Shiriyasaki on voyage Hakodate – Yokohama, 7/92 wreck sold [NCH of 24.3.90 - item dated Yokohama 10.3.90].

YECHIGO MARU 越後丸 (1883-85) 1419/82-12 73.84 x 9.42 x 5.23 (m) C2cy 111 nhp (i.s.s.)
Passengers: 12 1st, 18 2nd, 79 3rd.

Built by London & Glasgow E. & I. Shipbuilding Co., Glasgow (Yard No.235) for Brazil S. S. Co. (Mgrs Le Bianch & Co.), Liverpool as PATRIO. 1883 sold to Kiodo Unyu r. YECHIGO MARU. 29/9/85 t/f to NYK. 5/6/94 requisitioned as army transport in Sino-Japanese War. 1897 placed on Osaka-Kobe-Shimonoseki-Inchon route. 1/10/04-10/11/05 requisitioned as IJN transport in Russo-Japanese War. 18/3/09 sold to Keizo Shoaki, Yokohama. 1913 sold to Maruichi Honma Gomei Kaisha, Mashike, Hokkaido. 1916 reg. Nishinomiya. 1919 reg. Otaru. 1926 sold to Chuzo Matsutani, Otaru for Yen 65,000. 1930 sold to Sawaguchi Kisen Kogyo K.K., Nishinomiya. 27/3/34 reverted to Chuzo Matsutani, Otaru. 9/12/35 grounded and sank in gale in Niigata harbor. [Goro Yamataka]



Modernised ECHIGO MARU with a Shoaki Keizo funnel marking (Uhachi Kinoshita OCM38-3A4).

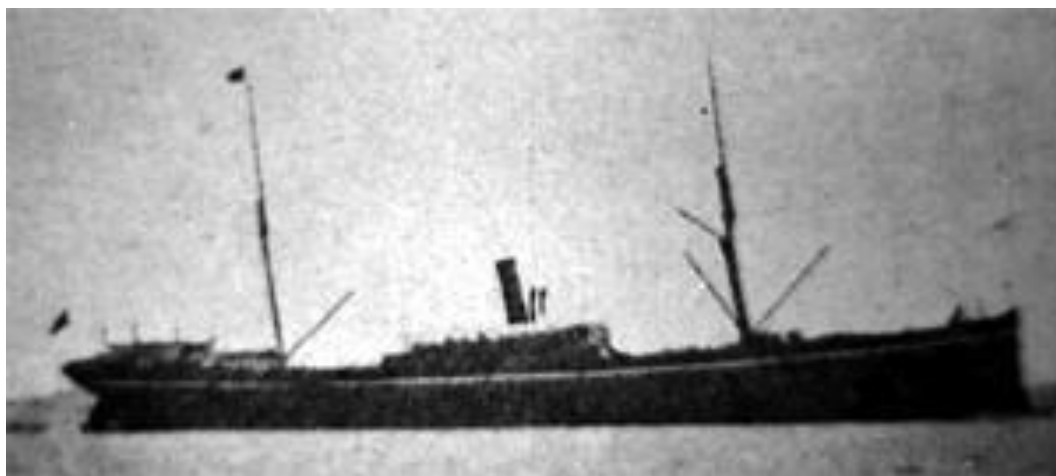


Further updated ECHIGO MARU in Maruichi Honma colours (1924 J. Steamships Register).

ISE MARU 伊勢丸 (1883-85) 1244/83-4 70.49 x 9.51 x 6.46 (m) C2cy 116nhp (i.s.s.) Pass
Built by H. McIntyre & Co., Paisley, Scotland (Yard No.95). Laid down as CRAIGMOUNT but sold under construction to Kiodo Unyu, completed as ISE MARU. 1/10/85 t/f to NYK. 28/5/21 grounded in dense fog off Nemuro on voyage Kushiro/Nemuro, sank 29/5.

TOTOMI MARU 遠江丸 (1883-85) 2473/83-5 81.05 x 10.77 x 7.09 (m) C2cy 180 nhp (i.s.s.)

Built by Robert Thompson & Sons, Sunderland (Yard No.130) for Kido Unyu, Tokyo. 1/10/85 t/f to NYK. 3/5/04 scuttled as blockship at entrance to Port Arthur (present day Lushun).



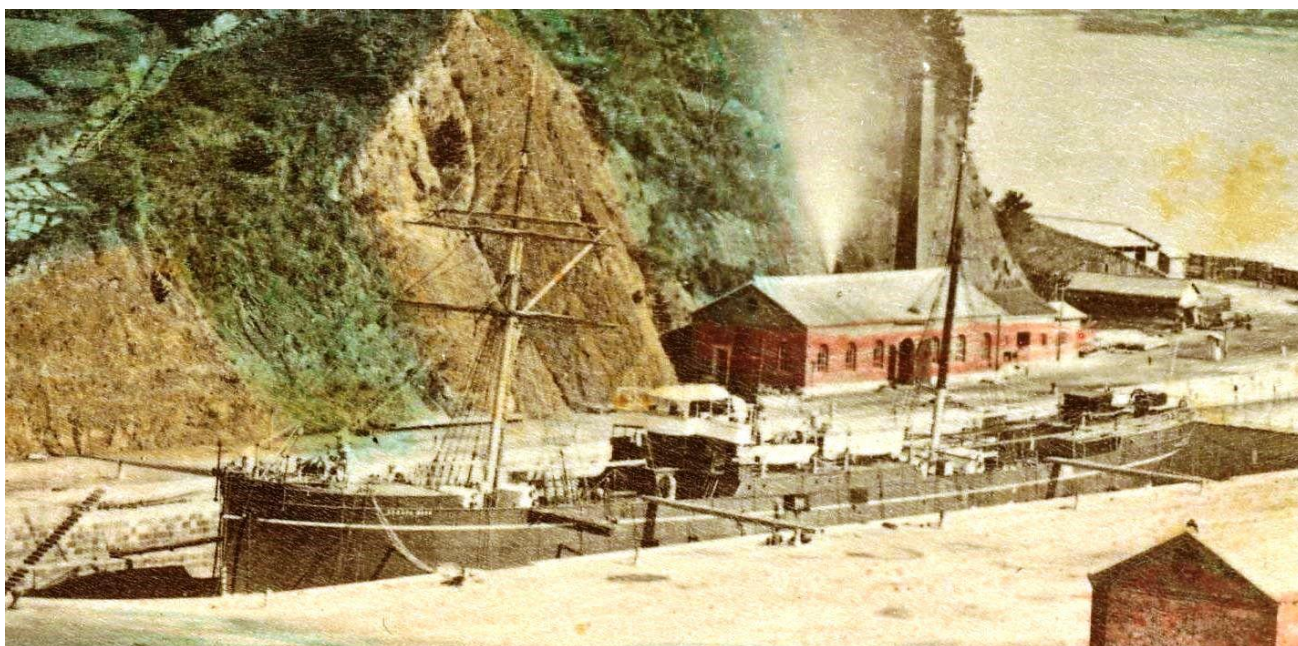
TOTOMI MARU (F. Nagasawa).



Scuttled blockships at Port Arthur (SK colln).

OWARI MARU 尾張丸 (1883-85) 1058/83-8 67.65 x 9.16 x 6.04 (m) C2cy 123 nhp (i.s.s.) pass
Built by H. Murray & Co., Dumbarton (Yard No.117) for Kido Unyu. 1/10/85 t/f to NYK. 17/6/05 grounded and sank in heavy fog off Esanmisaki on voyage Muroran-Hakodate.

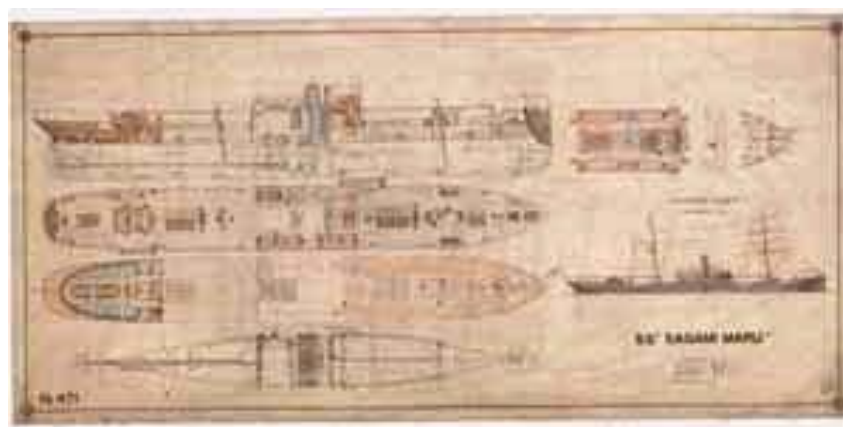
SAGAMI MARU 相模丸 (1884-85) 1885/84-11 84.48 x 11.06 x 6.8 (m) C2cy 184 nhp (i.s.s.)
Built by Armstrong, Mitchell & Co., Newcastle, England (Yard No.471) for Kido Unyu, Tokyo. 1/10/85 t/f to NYK. 22/6/93 arrived Sydney on inaugural regular Japanese steamship voyage to Australia. 3/5/04 scuttled as blockship at entrance to Port Arthur (present day Lushun).



Probable SAGAMI MARU at Tategami No.1 Dock, Nagasaki (SK*).



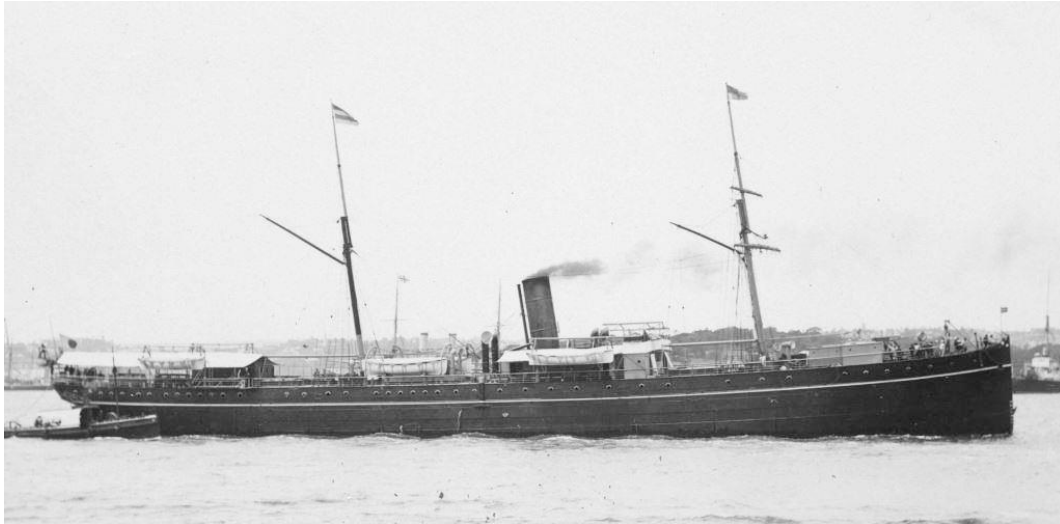
SAGAMI MARU (F. Nagasawa).



SAGAMI MARU plans

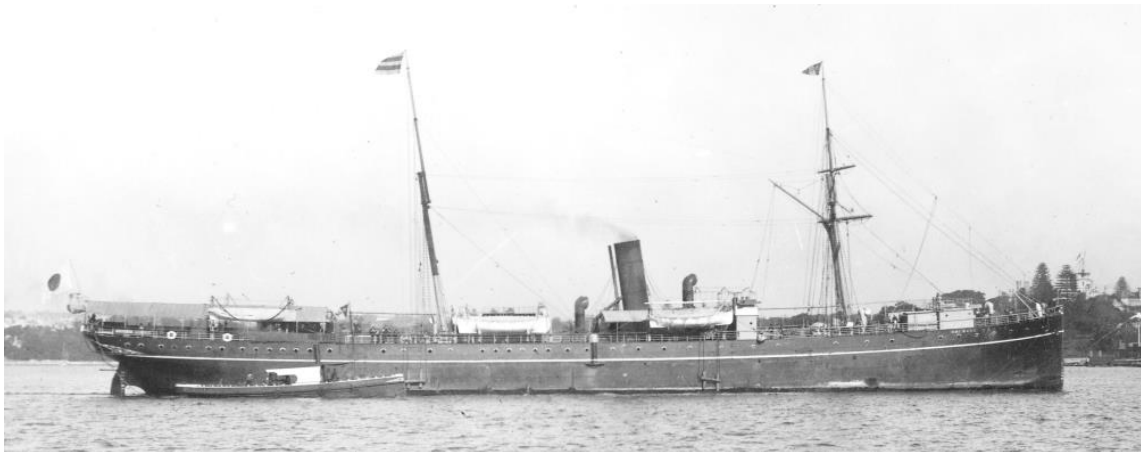
<http://www.tyneandweararchives.org.uk/Dserve2/dserve.exe?dsqIni=Dserve.ini&dsqApp=Archive&dsqCmd=Image.tcl&dsqDb=Catalog&dsqImage=DS-VA-4/PL/2/5583.jpg>

YAMASHIRO MARU 山城丸 (1884-85) 2528/84-1 92.03 x 11.48 x 9.36(m) 350 C2cy nhp (i.s.s.)
 Built by Armstrong, Mitchell & Co., Newcastle, England (Yard No.467) for Kiodo Unyu, Tokyo.
 21/10/84 ran down and sank rival Mkitsubishi vessel *SUMANOURA MARU* (715/62, originally
 blockade runner *BAHAMA*) off Miura Peninsula, subsequently indemnity of yen 20,000 paid.
 1/10/85 t/f to NYK. 1/9/10 sold for breaking at Osaka.



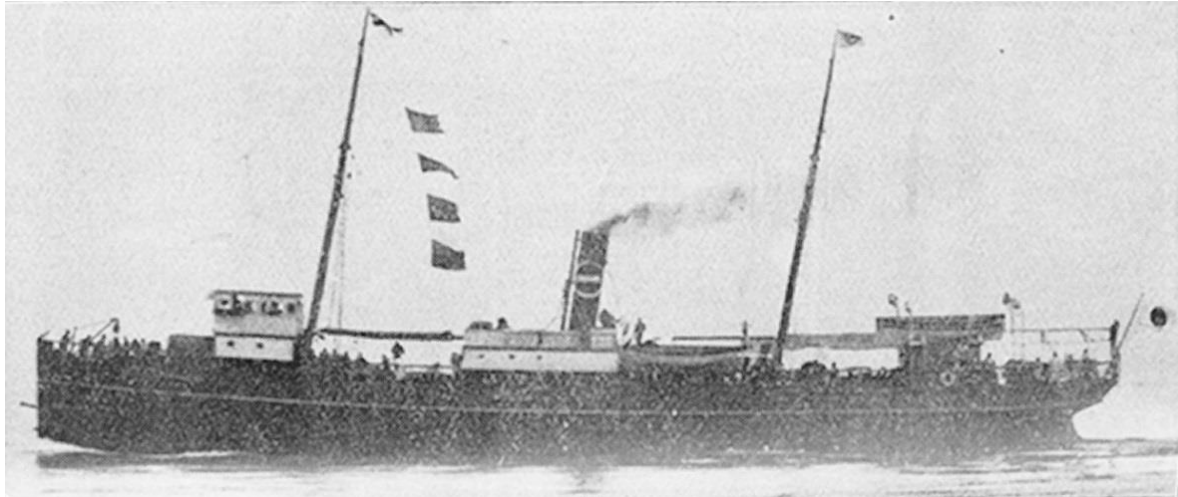
YAMASHIRO MARU in Sydney 1896-98 (Alfred Dufty).

OMI MARU 近江丸 (1884-85) 2473/84-4 92.03 x 11.48 x 9.36 (m) C2cy 350 nhp (i.s.s.)
 Built by Armstrong, Mitchell & Co., Newcastle, England (Yard No.468) for Kiodo Unyu, Tokyo. 12/84
 on charter to the Japanese Government for use as a troop transport to Korea. 1/10/85 t/f to NYK.
 26/5/10 sold to 山科 礼三(大阪) for demolition]



OMI MARU at Sydney 1896-98 (Alfred Dufty).

SURUGA MARU 駿河丸 (1884-85) 721/84-4 54.39 x 7.77 x 6.05 (m) C2cy 72 nhp (i.s.s.)
 Built by H. McIntyre & Co., Paisley (Yard No.108) for Kiodo Unyu. 1/10/85 t/f to NYK. 17/4/08 sold to
 Shikazo Shinada, Hakodate. 1910 sold to Maruichi Honma Gomei Kaisha, Hakodate. 12/1/17
 wrecked at Awa Shirahama on the southern coast of Chiba Prefecture.



SURUGA MARU in Maruichi Honma colours. (1916 J. Steamships Register).

HARIMA MARU and IDZUMO MARU were identical sisters.

IDZUMO MARU 出雲丸 (1884-85) 720/84-5 54.39 x 7.77 x 6.05 (m)) C2cy 72 nhp (i.s.s.)

Built by H. McIntyre & Co., Paisley (Yard No.110) for Kiodo Unyu. 9/85 chartered for government survey of Senkaku Islands. 1/10/85 t/f to NYK. 5/4/92 grounded on Anto Shoal on voyage Inchon-Pusan and sank.

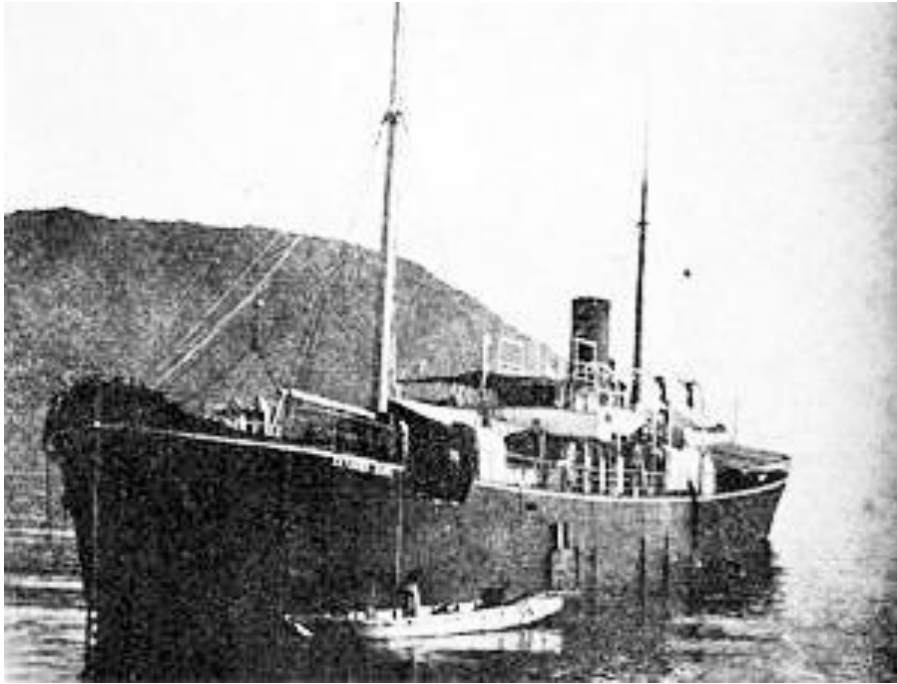
KII MARU 紀伊丸 (1884-85) 1355/84-5 71.6 x 9.45 x 6.93 (m) C2cy 150 nhp (i.s.s.)

Built by London & Glasgow E. & I. Shipbuilding Co. Ltd., Glasgow (Yard No.242) for Kiodo Unyu. 1/10/85 t/f to NYK. 12/2/91 sunk off Omisaki. 1892 sold in sunken state but 1893 removed from register books.

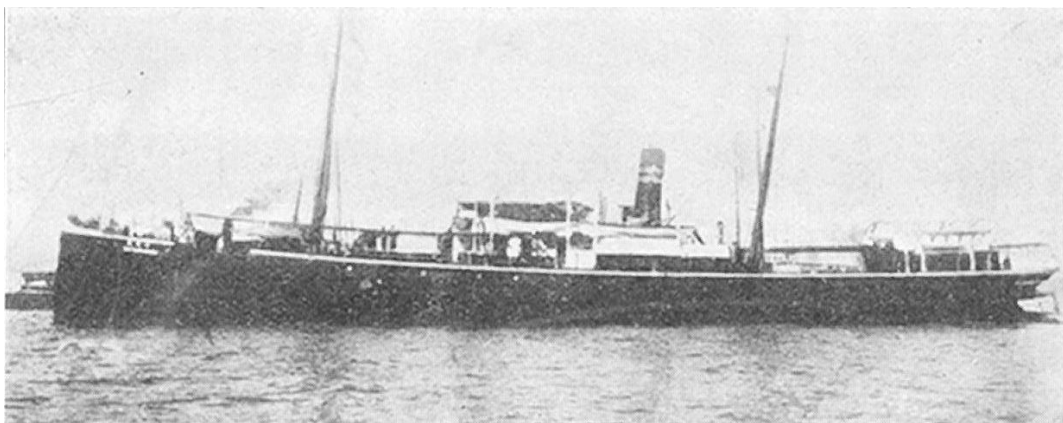
SATSUMA MARU 薩摩丸 (1884-85) 1866/84-5 79.70 x 10.55 x 5.53 (m) C2cy 250 nhp (s.s.s.)

Built by Napier, Shanks & Bell, Glasgow (Yard No.27) for Kiodo Unyu, Tokyo. 1/10/85 t/f to NYK.

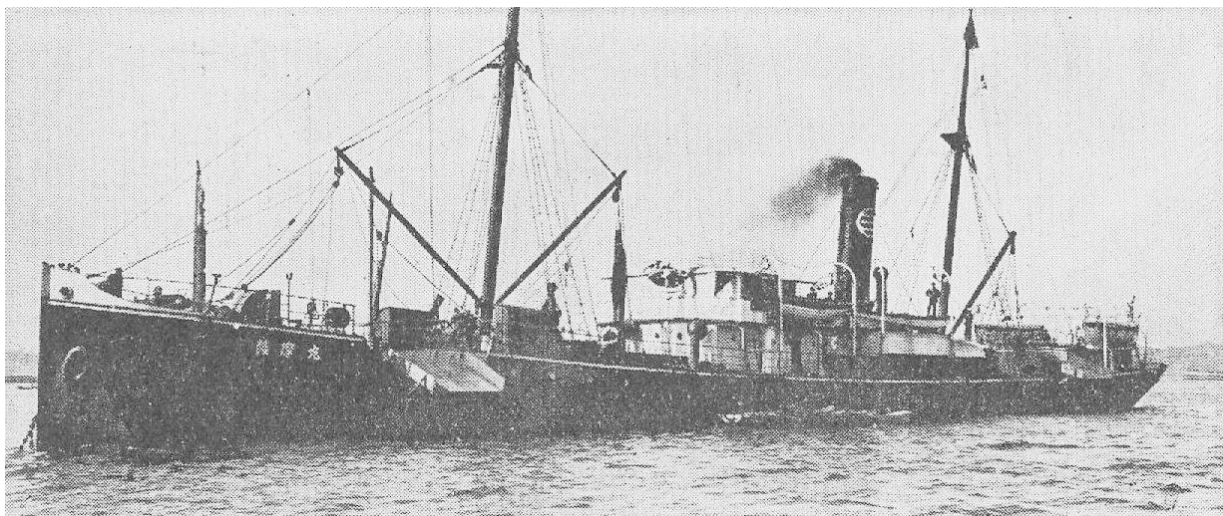
27/4/08 to 31/3/11 on charter to Ministry of Railways for Shimonoseki/Pusan service. 27/5/11 sold to Harada Shoko, Osaka, operated Osaka/Tsingtao. 5/22 sold for 85,000 yen to Tsai Ping hong, Tsingtao, soon resold to Leetung S.S. Co., Chefoo r. LEETUNG 利通. By LR30 owners Leetung S.S. Co., Chefoo, evidently operating Chefoo/Shanghai. By 1936 managed by Hwei Tung S.S. Co., Chefoo, 1937 became owners. From late-1930s operated by Japan as RITSU 利通 GO. 8/4/45 while operated by "Leetung S.S. Co." under army control, sunk by torpedo off Korean coast (37.27N,125.00E) by *USS Spadefish*, 5 crew lost. US sources say sunk 9/4, position 37.21N,125.08E.



SATSUMA MARU (F. Nagasawa).



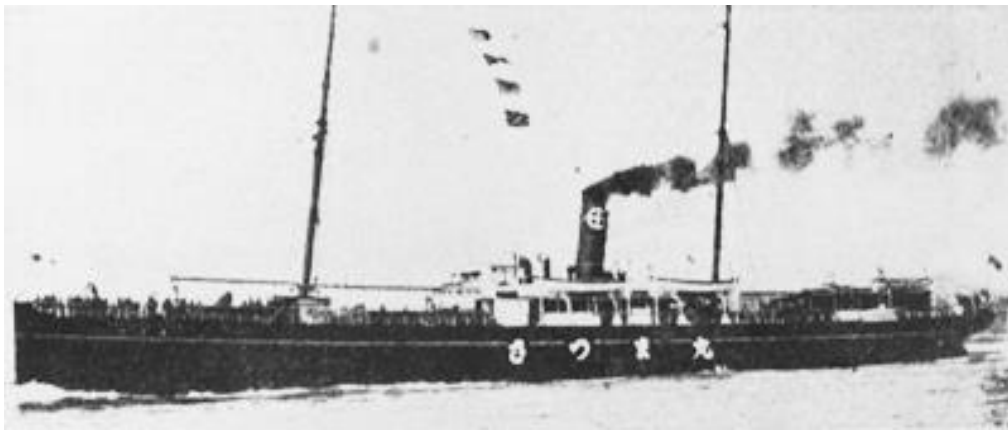
SATSUMA MARU evidently in OSK colours (1916 J. Steamships Register).



SATSUMA MARU (1918 J. Steamships Register).



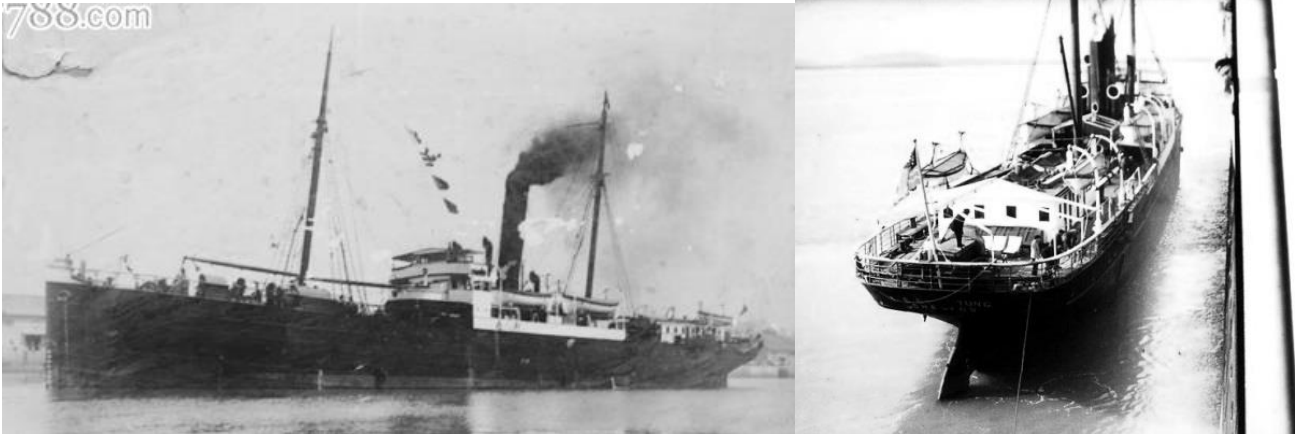
With flush deck, landing troops at Tsingtao 9/14? (K. Nakamura via S. Kizu).



Early view in Harada Kisen colours (Azumi in Kizu database).



Evidently at Tsingtao for Harada Kisen. Superstructure has been built up (H. Nakamura).



LEETUNG (8/2015 in 7788.com and 2014 in Ebay).

MINO MARU 美濃丸 (1884-85) 897/84-6 60.05 x 8.53 x 5.79 (m) C2cy 95 nhp (i.s.s.)

Built by H. Murray & Co., Dumbarton (Yard No.122) for Kiodo Unyu. 1/10/85 t/f to NYK. 30/5/93 grounded in Tsugaru Strait, 8/6 sunk.

MUTSU MARU 陸奥丸 (1884-85) 911/84-7 59.54 x 8.99 x 5.88 (m) C2cy 98 nhp (i.s.s.)

Built by H. Murray & Co., Dumbarton (Yard No.121) for Kiodo Unyu. 1/10/85 t/f to NYK.

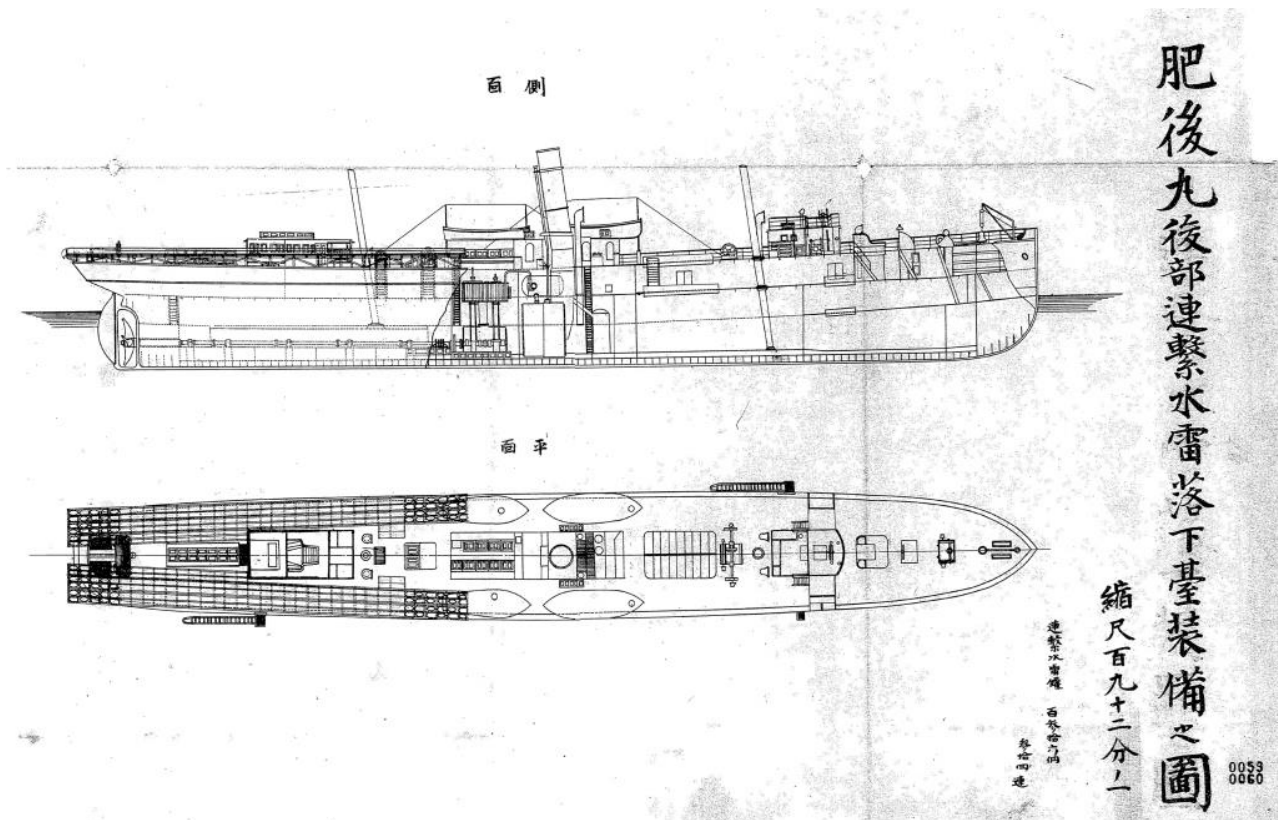
23/3/08 sunk in collision with *Hideyoshi Maru* (729/77) off Todohokke, Oshima, Hokkaido on passage Aomori-Muroran.

HARIMA MARU 播磨丸 (1884-85) 721/84-8 54.39 x 7.77 x 6.05 (m) C2cy 72 nhp (i.s.s.)

Built by H. McIntyre & Co., Paisley (Yard No.111) for Kiodo Unyu. 1/10/85 t/f to NYK. 18/7/98 grounded in Goyomai Channel, east Hokkaido in heavy fog on voyage Hakodate-Mororan. 6/8 sunk.

HIGO MARU 肥後丸 (1884-85) 1354/84-9 74.46 x 9.78 x 6.51 (m) C2cy 150 nhp (s.s.s.)

Built by London & Glasgow E. & I. Shipbuilding Co. Ltd., Glasgow (Yard No.243) for Kiodo Unyu. 1/10/85 t/f to NYK. 11/7/21 sold to Chutaro Nakano, Nishinomiya. 1922 sold to Seisuke Ishizaki, Niigata. 5/23 converted to crab cannery ship. 1926 sold to Mifune Kanzume Goshi K., Niigata. 1927 sold to Kyodo Gyogyo, Tokyo but resold same year to Showa Kosen Gyogyo K.K., Tokyo. 1932 t/f to Nippon Godo Kosen K.K., Tokyo. 2/5/42 sold for demolition, completed 31/5.



Blueprint for conversion of HIGO MARU to minelayer in Russo-Japanese War

(https://www.iacar.go.jp/nichiro2/topic/topic02_04.html).

SAKAYE MARU (SAKAE MARU) 榮丸 (1884-85) 258/84-3 34.5 x 5.56 x 3.55 (m) 42 nhp (w.s.s.)

Built by Ishikawajima Zosen, Tokyo (Yard No.54) for Fuji Hirano, Tokyo. 1884 sold to Kiodo Unyu. 1/10/85 t/f to NYK. 22/1/86 sunk. 29/4 wreck sold (no details).

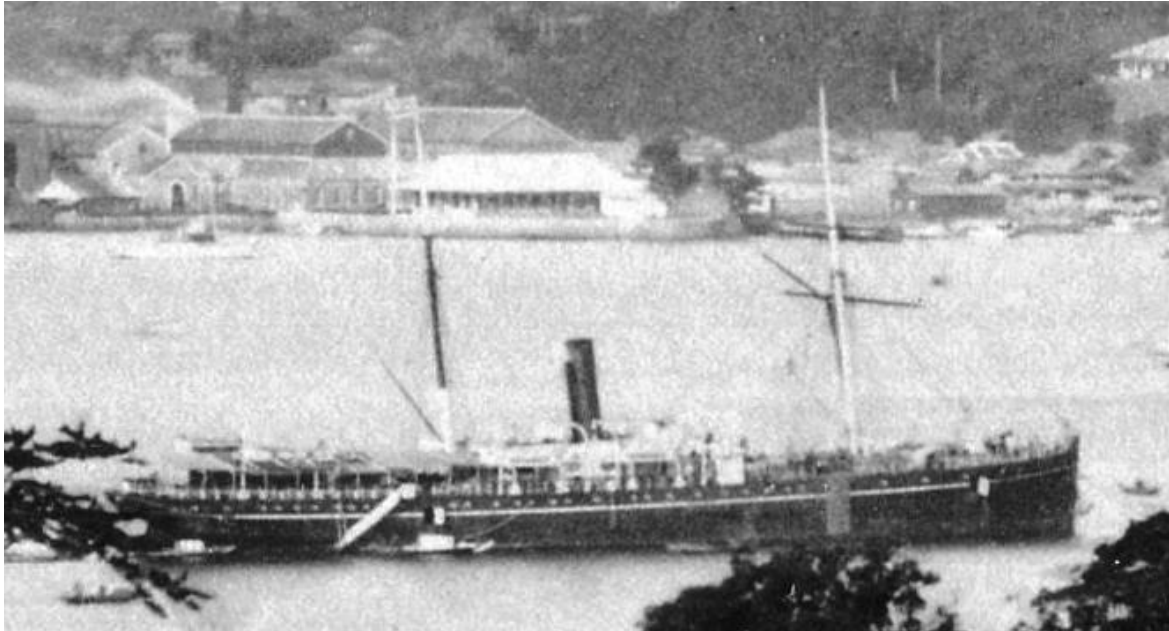
FUKAGAWA MARU 深川丸 (1884-85) 68/84-11 24.38 x 4.57 x 1.98 (m) m 22hp (w.s.tug)

Built by Hirano Shipyard, Ishikawajima for Kiodo Unyu. 1/10/85 t/f to NYK. NFI.

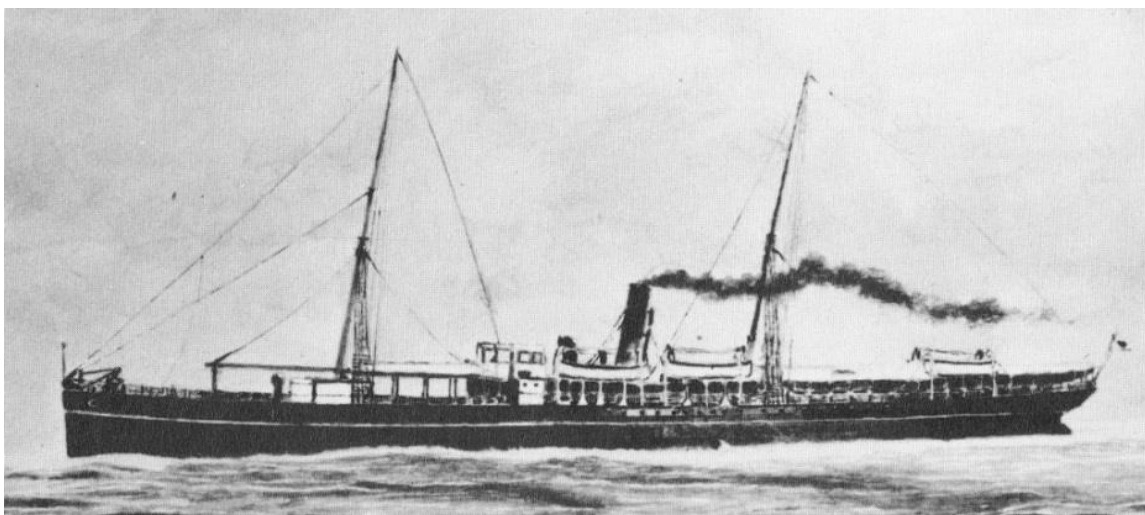


FUKAGAWA MARU (IHI History).

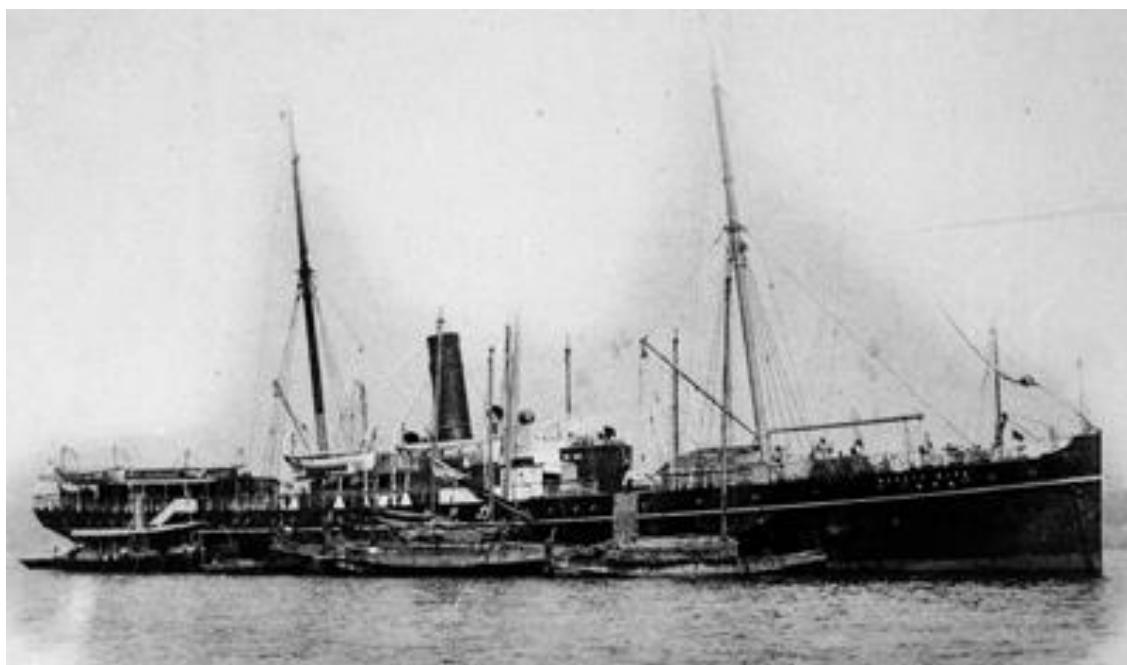
NAGATO MARU 長門丸 (1884-85) 1854/84-11 80.4 x 10.5 x 5.58 (m) C2cy 250 nhp (s.s.s.)
 Built by Napier, Shanks & Bell, Glasgow (Yard No.28) for Kiodo Unyu, Tokyo. 1/10/85 t/f to NYK.
 22/3/10 demolition in Osaka.



Probable SATSUMA MARU or NAGATO MARU, schooner rig, at Nagasaki 1889-93
 (I. Ogawa@Nagasaki Univ. 2879).



(F. Nagasawa)



NAGATO MARU (from a postcard).

NEMURO MARU 根室丸 (1885-85) 195/85-1 34.14 x 5.49 x 3.35 (m) 55 nhp (w.s.s.)
Built at Shinagawa, Tokyo for Kido Unyu. 1/10/85 t/f to NYK. 30/6/89 wrecked.
