

MOLLERS' TOWAGES LTD (MTL) (est. 31/8/35) (9/1/52 restyled HONG KONG SALVAGE & TOWAGE CO. LTD)

SHORT HISTORY & ILLUSTRATED FLEET LIST

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Howard Dick & Stephen Kentwell

h.dick@unimelb.edu.au

skentwel@hotmail.com

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The notation 'UoB' indicates a photograph has been sourced from Historical Photographs of China, University of Bristol (www.hpcbristol.net).

Mollers' (毛拿) involvement in towage can be traced back to about 1881, when Nils Moller became beneficial owner of the sea-going, twin-screw tug *Heron* (141/72) (registered owners J. Sharp & P.V. Grant), which was probably intended to service his large fleet of sailing vessels. He seems to have been active in the management of the Shanghai Tug Boat Association and, after its incorporation in 1887, shareholder and director of the Shanghai Tug Boat Co. Ltd, but he retired as director in 1897 and played no role in the subsequent formation of the Shanghai Tug & Lighter Co. Ltd.

In the mid-1930s Moller & Co., which operated a large fleet of ships and a small dockyard at Pootung formerly owned by the New Engineering & S.B. Works, re-entered the field of towage and salvage in a big way. The first tugs may have been the little dockyard tugs *Annette Moller* and *Muriel Moller*. In 1934 Moller & Co. bought three much larger tugs in the Philippines. *Christine Moller* and *Margaret Moller* were icebreaker/tugs built in Shanghai for the Russian Government and based at Vladivostok but after the collapse of the White Government they had ended up in the Philippines and been converted for commercial work. Mollers refitted them both as salvage tugs. Of 800 tons and for that time a remarkable 3,000 ihp, *Christine Moller* was still one of the largest and most powerful salvage tugs in the world. During the cold North China winters, her icebreaking capacity also came in useful in icebound ports such as Tientsin. The harbour tug *Diana Moller* (as *Salvador II*) was towed from the Philippines by the *Christine Moller* and arrived in Shanghai early in July 1935 after being detained for a fortnight by the Japanese at Takao (Taiwan), where they had to put in to replenish bunkers after encountering heavy weather.

While Mollers' immediate aim may have been to serve its own substantial fleet, the obvious intention was to break the Shanghai Tug & Lighter Co. monopoly on towage in Shanghai, as well as to gain a share of lucrative salvage work on the China coast. The vehicle was Mollers' Towages Ltd (MTL), registered at Shanghai on 31 August 1935 as a joint venture between Eric and Chris Moller. MTL took over the five

Moller & Co. tugs plus the collier *Ethel Moller* - as built she had been fitted to tow sailing vessels between Sydney and Newcastle (NSW). Outbreak of the Sino-Japanese War in July 1937 was a golden opportunity and MTL immediately scoured the world East of Suez for tugs and small vessels suitable for conversion to salvage work. The 'Saint'-class *Pauline Moller* was purchased in Durban and sailed on 4 March 1938 for Karachi, where under former Shanghai pilot Capt. Norris Asquith she took five 800-ton hopper barges in tow for Shanghai. The tow broke about 600 miles west of the northern tip of Sumatra but on 20 July all craft reached Hong Kong, where *Pauline Moller* dropped off two of the barges. Meanwhile, MTL had taken delivery there of two local salvage tugs. *Kau Sing* ('Rescue Star') had been built as a rescue tug and lighthouse vessel for the Hong Kong Government for use during and after the typhoons that frequently struck the colony. She turned out to be an extravagant luxury. When the big typhoon struck on 2 September 1937, she went ashore and had to be abandoned as a constructive total loss. Mollers may well have been the salvors. Mollers also bought the older salvage tug *Taikoo I* (1911) that Taikoo Dockyard had just replaced by a new salvage tug. *Taikoo I* was to have towed *Kau Sing* to Shanghai in convoy with *Pauline Moller* and the three remaining hoppers but this had to be deferred until September while *Kau Sing* completed repairs. *Pauline Moller* proceeded on 2 August and, despite a typhoon off the mouth of the Yangtse, arrived safely on 11 August after a 7,840-mile tow over 118 days and an even longer delivery voyage of 11,491 miles from Durban (China Press, 12/8/38). *Taikoo* and *Kau Sing* were duly refitted and in 1938/39 became *Carmen Moller* and *Henriette Moller* respectively.



CHRISTINE MOLLER at Shanghai. with Mollers' yellow 'M' on funnel. In the 1930s she was the most powerful salvage tug in Chinese waters (coll. Hans Hoffman).

Before the end of the 1938 MTL had taken delivery of another three vessels from Hong Kong. *Henriette Moller* (ex *Kau Sing* or 'Rescue Star') had been built as a rescue tug and lighthouse vessel for the Hong Kong Government, with a view to use in the typhoons which frequently struck the colony. She turned out to be an extravagant luxury. When the big typhoon struck on 2 September 1937, she went ashore

and had to be abandoned as a constructive total loss. Mollers may well have been the salvors for by September 1938 she was reported as having completed repairs and being about to sail for Shanghai in the company of the Taikoo I (*Carmen Moller*), which the Taikoo Dockyard had replaced by a new salvage tug, and the two hoppers dropped off in Hong Kong in July by *Pauline Moller*. The third vessel acquired at this time, *Edith Moller*, had a most curious history. Built for Smits in 1898 as Zwarte Zee, one of the company's first two-funnelled deepsea salvage tugs, she was sold to the Russians in 1904, managed to survive the Japanese onslaught at Tsushima in the following year, was involved in the evacuation of Vladivostok in October 1922 and ended up in the Philippines as an inter-island ferry. Mollers bought her in Hong Kong, where she had reportedly been laid up for some time. As confirmed by an early postwar sketch by Fukui, she had been built up with extra passenger superstructure. Mollers may have intended to use her as a tender in Shanghai. In the event her conversion was delayed by a fire which broke out while loading lubricating oil for Shanghai. In 1939 the company was able to buy the passenger tender Dollar (*Merry Moller*) which had long served in that role at Shanghai for the Dollar Line.

Although all Mollers' Towages vessels except *Edith Moller* were listed as either tugs or salvage vessels, only part of the fleet was employed in harbour towage at Shanghai while profitable salvage and deepsea towage, not least for the expanding Moller fleet, was intermittent. The challenge was therefore to keep the fleet regularly employed instead of lying alongside on stand-by. In March 1935 the Chinese Chamber of Commerce in Shanghai had sent a telegram of complaint to the Ministry of Communications on behalf of the Shanghai Navigation Association that Moller & Co. were running vessels from Shanghai to Fukien outports (Fuching, Hsing Hua, etc.) in violation of treaty provisions. The original complainant, Cheng An Navigation Co., had objected to the competition for their *Fu An* and *Fu Ping* (China Press, 9/3/35) and the foreshadowed introduction of *Christine Moller* and *Margaret Moller* to that trade. This timing suggests a link with formation of MTL just one month later. Photographs of MTL vessels (as below) show no signs of structural alterations that would point to their conversion for salvage work. On both grounds it seems likely that the designation of 'salvage vessel' was simply a tactical ploy by Mollers to gain access to loading places along the China coast and Yangtse that otherwise would have been inaccessible for British-flag shipping. Small Chinese shipowners were clearly annoyed but the consignors/consignees would all have been Chinese merchants.

After outbreak of the Sino-Japanese War in July 1937, the carriage of freight became all the more important because Chinese-flag shipping was shut down by the Japanese blockade. By late 1937 many Chinese-owned vessels had or were being transferred to foreign flags of convenience for what was, in effect, blockade running. Moreover, the sinking of booms to block the river at Shanghai (Nantao) and at Kiangyin on the Lower Yangtse meant that river traffic was diverted into the delta's many creeks and tributaries. For this purpose, Mollers' fleet of tugs and lighters was ideal. MTL's 'salvage vessels', some of which could carry as much as a thousand tons of cargo, were small enough to hug the coast and put into small settlements. Some of the outward cargo from Shanghai comprised supplies for Republican forces but the return trade was almost entirely provisions for the markets supplying the city's rapidly swelling population through the influx of refugees. Apart from grain, the staples were vegetables, eggs, poultry, fish, sometimes wine below, live cargo (pigs and cattle) on top. Mollers found a niche in carrying pigs, a premium trade and, remarkably, it was the big icebreaker-tug-salvage vessel *Christine Moller* that proved best suited with a licence to carry 1,200 pigs, a couple of hundred passengers and assorted cargo along with two laden barges or junks in tow. The Japanese tolerated the trade but by April/May 1938

were forcefully seeking to impose a tax of \$1/pig. Detention of vessels for inspection and sometimes seizure of cargo by the Japanese became a common occurrence, not infrequently leading to a lot of dead pigs that had been held too long in cramped spaces.

Apart from seizure by the Japanese, another risk was attack by pirates. In November 1938 Christine Moller (Capt. M.L. Zolotuhin) was set upon by three pirate junks inbound to Shanghai (CP, 21/11/38). Four months earlier *Margaret Moller* had been similarly attacked off Woosung while towing two lighters and two junks, of which the latter were seized. It was a risky game that demanded enterprise and courage of the master and comradore, but the profits must have been great. By April 1939, however, the Japanese were preventing *Christine Moller* and also Swire's *Whangpu* from loading pigs at Hsinking (for Chinking) and that same month opened a new cattle market at Hongkew in the Japanese concession. Merchants were now expected to send their livestock by Japanese steamer and pay a tax of \$2/head (CP, 14/4/39, NCH, 19/4/39).

Only some MTL vessels were so employed. Mollers were always opportunistic and took on any profitable business that was on offer. Board of Trade records (BT 389 series) reveal that during 1939-40 *Elsie Moller* was sailing from Shanghai alternately north to Tongku and southwards beyond Foochow to Hsinhua Bay (Sound). Both *Jessie Moller* and *Marie Moller* were in service between Shanghai and the southern outport of Wenchow but the latter also voyaged as far as Penang in the last quarter of 1939 and to Rangoon in mid-1940. *Kathleen Moller* was used mainly on the Yangtse. By 1941, however, the Japanese had imposed a virtual stranglehold, the permit system was suspended, and all but Japanese shipping and trade came to a virtual standstill.

Outbreak of the Pacific War found most of the fleet still on the China Coast. Of the 19 tugs and salvage vessels, 11 were seized by the Japanese and 5 were scuttled in Hong Kong. *Caroline Moller*, which had been requisitioned in January 1940, was torpedoed in the North Sea in 1942; *Henriette Moller*, requisitioned at Hong Kong in September 1941, escaped from Hong Kong and survived the war in home waters, only to strand with her tow at the outset of her redelivery voyage in October 1946. At the end of the War only the 'Saint'-class *Pauline Moller* remained under Mollers' control, having been engaged in war duties in the relative safety of the Indian Ocean. Another twelve vessels were eventually located afloat: *Christine* in Singapore, *Margaret*, *Carmen*, *Edith*, *Jessie*, *Josephine* and *Ready* in Japan, and *Diana*, *Merry*, *Gertrude*, *Annette* and *Muriel Moller* in Shanghai. *Ready Moller* was broken up almost immediately. *Carmen Moller*, *Christine Moller*, *Diana Moller* and *Edith Moller* reverted to Mollers in 1947 on release from requisition but were immediately disposed of. *Jessie Moller* and *Josephine Moller* were reconditioned but not for service with MTL. Apart from the three small dockyard tugs in Shanghai, only the tender *Merry Moller* reverted to the operational MTL fleet, though from early 1947 to 1949 she was chartered to King Tai Hong for use as a ferry between Hong Kong and Macao.

Eric Moller (snr) survived internment in Shanghai. On regaining his freedom, now aged seventy, he set about restoring activities in Shanghai with his son Lindsay while his other sons managed operations in London and South Africa. Shanghai was no longer a treaty port with extra-territorial legal rights, so attention turned to Hong Kong as a postwar base of operations. In May 1946, Mollers and S.T. Williamson jointly acquired a controlling interest in the Hong Kong & Whampoa Dock, to which *Pauline Moller* and the small harbour tug *Gertrude Moller* were transferred in mid-1947. Two years later the steam tug

Allegiance II was bareboat chartered from The Admiralty and managed by MTL on behalf of the Dock Company.

MTL itself was re-registered in Hong Kong on 1 October 1947. With wartime wreckage strewn all through Southeast Asia, China and Japan, there was any amount of potential salvage work with towage and scrapping as ancillary operations. Nothing could be done, however, without a salvage fleet. Rather than wait on the return and reconditioning of its elderly and underpowered prewar vessels, Mollers took advantage of the availability of modern warbuilt tonnage now surplus to military needs. In mid-1947, MTL staked its claim in the salvage and towage field by bringing on station in Hong Kong the 3,200-bhp, 16-knot salvage tug *Caroline Moller*, a 'Bustler' class vessel bareboat chartered from The Admiralty. One of her first jobs in September 1947 was to assist in the refloating of the Shell cased-oil tanker Cyrena from a reef in the Trobriand Islands off New Guinea. She was joined in 1947 by the U.S.-built 143' diesel-electric tug *Margaret Moller* and then in January 1948 by two sister tugs purchased as war surplus at Subic Bay and duly commissioned as *Frosty Moller* and *Patricia Moller*. The only tugs still permanently stationed in Shanghai were the small dockyard tugs *Annette Moller* and *Muriel Moller*, which in August 1952 were nationalised by the Chinese government along with the Moller dockyard and scrapyards.

The former salvage vessels *Jessie Moller* and *Josephine Moller* were transferred to the Anglo-Chinese Shipping Co. Ltd and refitted to carry cargo on the China Coast.

Reflecting the company's new base of operations and to highlight its salvage expertise, on 9 January 1952 MTL was restyled Hong Kong Salvage & Towage Co. Ltd (HKST). It hired as its salvage director the experienced W.A. (Sandy) Doust, who had just finished directing the clearance of Hong Kong harbour. From this base in Hong Kong and salvage stations in Singapore and Penang, Mollers' carried out work not just in the China Sea but as far afield as India, Australia and Japan. The biggest operation involving the clearance of wrecks from Okinawa seems to have wound down after the return of *Prince Salvor* to Hong Kong in June 1951, after which salvage plant was moved into Southeast Asia for similar work. Besides the tugs listed below, MTL/HKST also deployed large and small dumb barges, two crane barges, a small sheerlegs pontoon and, from 1951 to 1959, the 4614-ton concrete-built floating repair shop *Autumnlight*.

Salvage and towage combined to feed Mollers' shipbreaking yards. In Shanghai, where Mollers had gone into shipbreaking in the 1930s under the style of Mollers' Sui Dah, scrapping was carried on even after the Communist takeover, with the 'Liberty' Cecil G. Sellers (7216/44) being broken up there as late as November 1950. Henry L. Abbott (7176/43), which had been salvaged in Hong Kong after a typhoon and was intercepted by Nationalist forces under tow of *Christine Moller* to Shanghai, on release in August 1951 was towed from Keelung back to Hong Kong for demolition. From the early 1950s Mollers' was one of the colony's main shipbreakers. Some examples of long tows to Hong Kong for demolition were Admiral Chase (3286/20) from Colombo by *Caroline Moller* in January 1952, the Munqana (3351/20) from Sydney by *Christine Moller* in February/April 1952, the double tow of Dilga (3308/20) and Dundula (3344/20) from Sydney by *Castle Peak* (ex *Caroline Moller*) on 6 April 1953 and the failed winter tow of Arkaba (4211/24) by *Allegiance II* from Port Lincoln to Hong Kong in July-August 1953. A few of these salvage and/or towage jobs appeared in Lloyd's Register under Mollers' ownership: Cecil G. Sellers, which was towed from Fremantle in February 1949 and, as mentioned, was broken up in Shanghai at the end

of 1950, and Anhui (3494/25), refloated from the Swatow Bar in August 1950 and towed back to Hong Kong. Though some of these vessels were briefly registered to HKST, they are not included in the subsequent list.



CASTLE PEAK rigging tow to Dilga and Dundula, Sydney, 6 April 1953 (Coll. I. Edwards).

During the 1950s the HKST fleet was gradually scaled back. After sale of *Christine Moller* (ex *Frosty Moller*) and *Margaret Moller* in 1951, *Golden Cape* (ex *Patricia Moller*) became the tug on regular station in Hong Kong. In 1954 *Allegiance II* was taken over by the Dockyard and in 1958 Growler (ex *Castle Peak*, ex *Caroline Moller*) was taken back by the Admiralty after Mollers had balked at the charter hire asked for renewal. *Golden Cape* carried on alone until 1971 when, in the face of stiff Japanese competition and the decline of local shipbreaking, Mollers pulled out of salvage, selling the tug to Luzon Stevedoring and the salvage plant to SELCO of Singapore. HKST, which since December 1961 been owned by Mollers' Trusts with one management share in the hands of Mollers' Ltd and then, from June 1967, by Banco Nominees with the one other share in the hands of the Bank of Bermuda, was sold in February 1972 to Hong Kong & Whampoa Dock Co. Ltd.

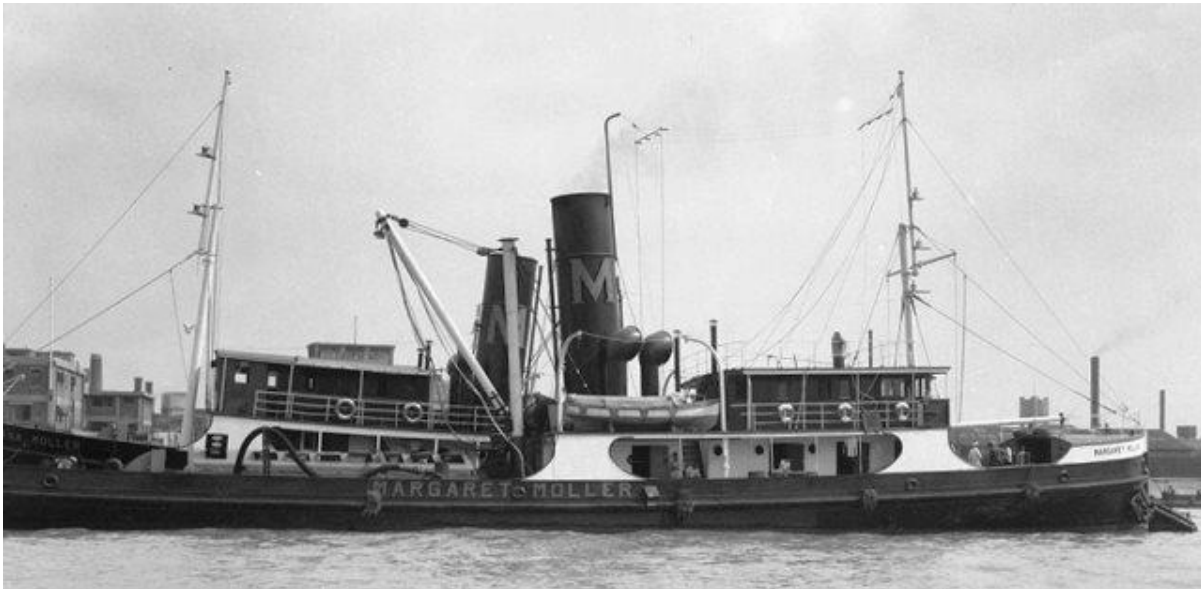
Sources

The original text drew mainly on contemporary reports in the North China Herald, Hong Kong Weekly Press and South China Morning Post, the company file in the Hong Kong Registry of Companies, the Hong Kong Shipping Register and company advertisements plus advice from David Hancox and Buster Browne. It has been updated with further material from *The China Press*. The fleet list has been updated with the assistance of Peter Cundall on vessels that came under the Japanese flag during World War II and some further details from the Board of Trade BT-389 series (national archives.gov.uk).

FLEET LIST

MARGARET MOLLER (1935-41) 468/16 (tug)

Built by Shanghai D. & E. Co. Ltd, Shanghai as icebreaker/tug for Russian Govt, Vladivostok as ILIA MUROMETS. 22/10/22 evacuated White troops from Vladivostok - 31/1/23 arrived at Manila via Shanghai and laid up. 1923 sold to Visayan Stevedoring Co., Iloilo r. CAMPEADOR. 1934 sold to M& 7/7/35 refloated *Hopecrag* off Woosung o/v Chinwangtao-Hankow (coal). 9/35 t/f to MTL. 34/3/37 with *Christine Moller* refloated *Changteh* (Lee Ping S.S.) after 20/3 grounded at Shaweishan o/v from Tsingtao (coal). 21/7/38 attacked by pirate junks above Woosung, two loaded lighters seized (CP, 23/7/38). 9/35 t/f to MTL. 23/7/38 attacked by pirate junks near Woosung. 2/40 requisitioned by R.N. 12/12/41 at Hong Kong scuttled by gunfire in R.N. drydock (with *HMS Moth*) and 25/12/41 captured there by Japanese. 2/42 repairs completed r. MAGANE MARU (真金丸). 19/3/43 listed as miscellaneous captured vessel No. 1560, temporarily assigned to Yokosuka naval port. 8/44 participated in salvage of tanker *Hakuei Maru* off Kita Shiretoko Misaki, Karafuto (Sahkalien). 8/45 recovered but remained under Japanese control. 2/12/48 stranded in Hirado Seto, Nagasaki Ken - 17/12 refloated and taken to Sasebo for repairs. 1/4/49 assigned to Maritime Safety Agency as salvage vessel and tug STR 01/MAGANE MARU stationed at Nagasaki, later at Kochi. 24/12/49 ownership t/f from MSA to Ministry of Finance. 1/9/50 discarded by MSA and presumably sold for breaking up in Japan.



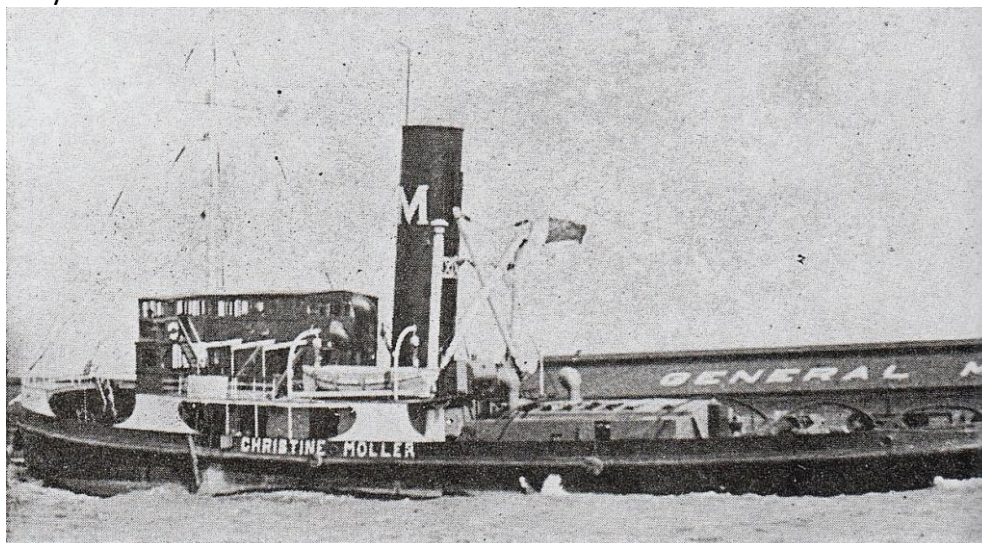
MARGARET MOLLER alongside DIANA MOLLER (M. Rosholt, UoB).



MARGARET MOLLER alongside ROSALIE MOLLER at Shanghai (Harrison Forman, UWM Libraries).

CHRISTINE MOLLER (1935-47) 800/17 (salvage tug)

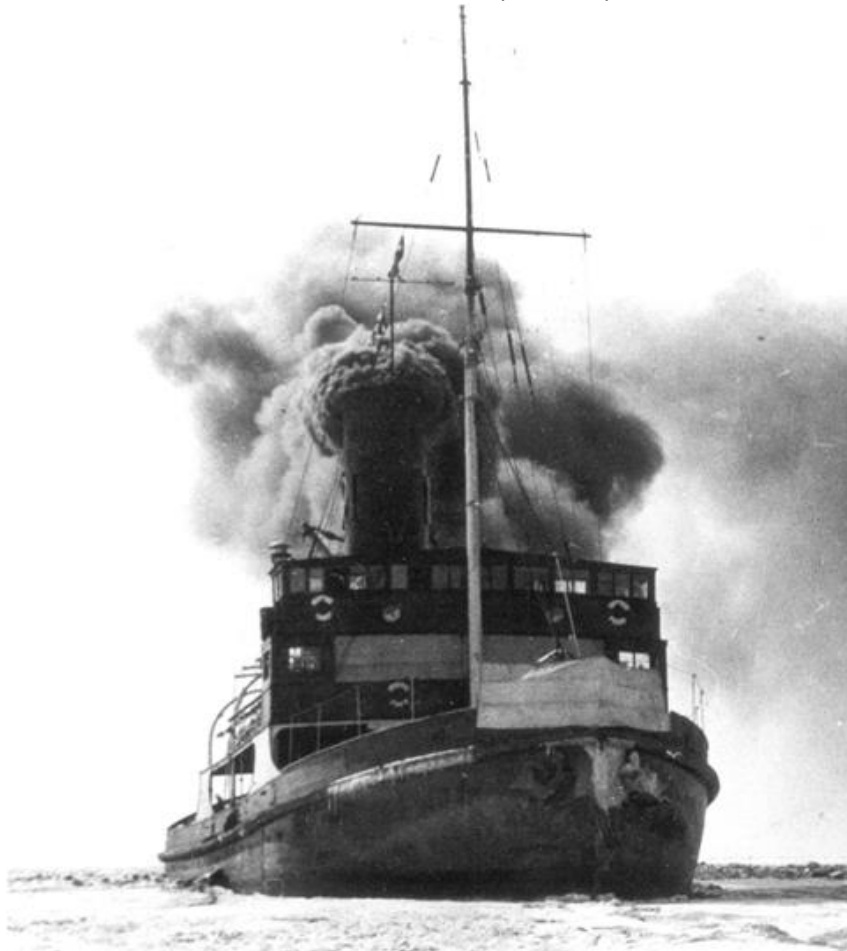
Built by Shanghai D. & E. Co. Ltd, Shanghai as icebreaker/tug for Russian Govt, Vladivostok as BAIKAL. 22/10/22 evacuated White troops from Vladivostok - 31/1/23 arrived at Manila via Shanghai and laid up. 1925 sold to Madrigal & Co., Manila r. TITANIA. 1934 sold to M&Co., conv. to salvage tug r. CHRISTINE MOLLER. Mid-6/35 interned for fortnight at Takao after put into Kaikow-Ko for bunkers after heavy weather tow of *Salvador II* (252/04). 9/35 t/f to MTL. 2/36 in use as icebreaker at Taku but contract cancelled after stem damage; 27/3 began work at Newchwang on charter to Manchukuo Govt. 25/12/36 refloated *USAT Chaumont* ashore at Chinwangtao (16/12). 34/3/37 with *Margaret Moller* refloated *Changteh* (Lee Ping S.S.) after 20/3 grounded at Shaweishan o/v from Tsingtao (coal), towed to Shanghai. 20/11/38 attacked by pirate junks off Woosung inbound from Tingkiang. 8/12/41 seized by Japanese at Shanghai. 6/5/42 comm. as IJN armed salvage ship KURUSHIMA (栗島) stationed at Singapore. 8/45 surrendered at Singapore. 1945-47 under MOT control. 8/47 rereg. at Hong Kong but 10/47 resold to Chinese, evidently for local demolition.



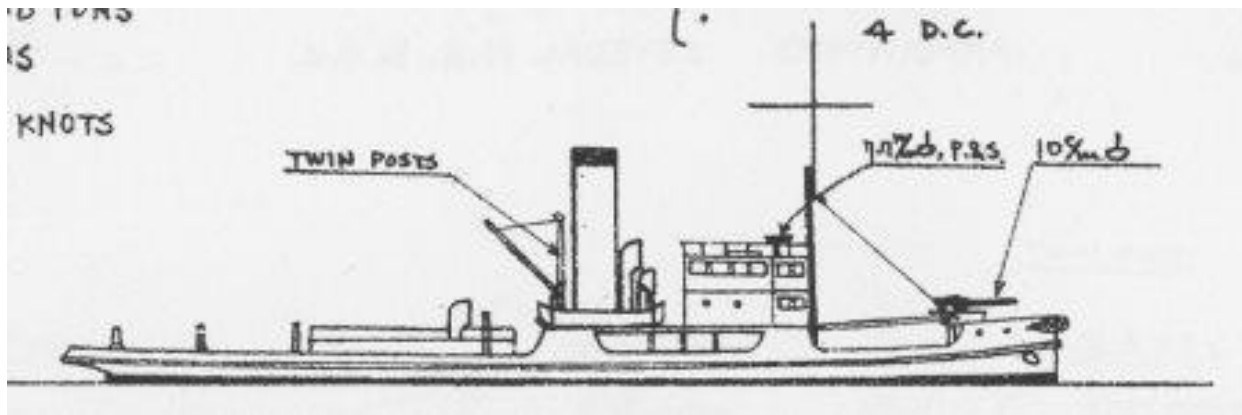
CHRISTINE MOLLER at Shanghai (*Sekai Shosen Yoran* p.297).



CHRISTINE MOLLER (M. Hori).



CHRISTINE MOLLER in ice (M. Hori).



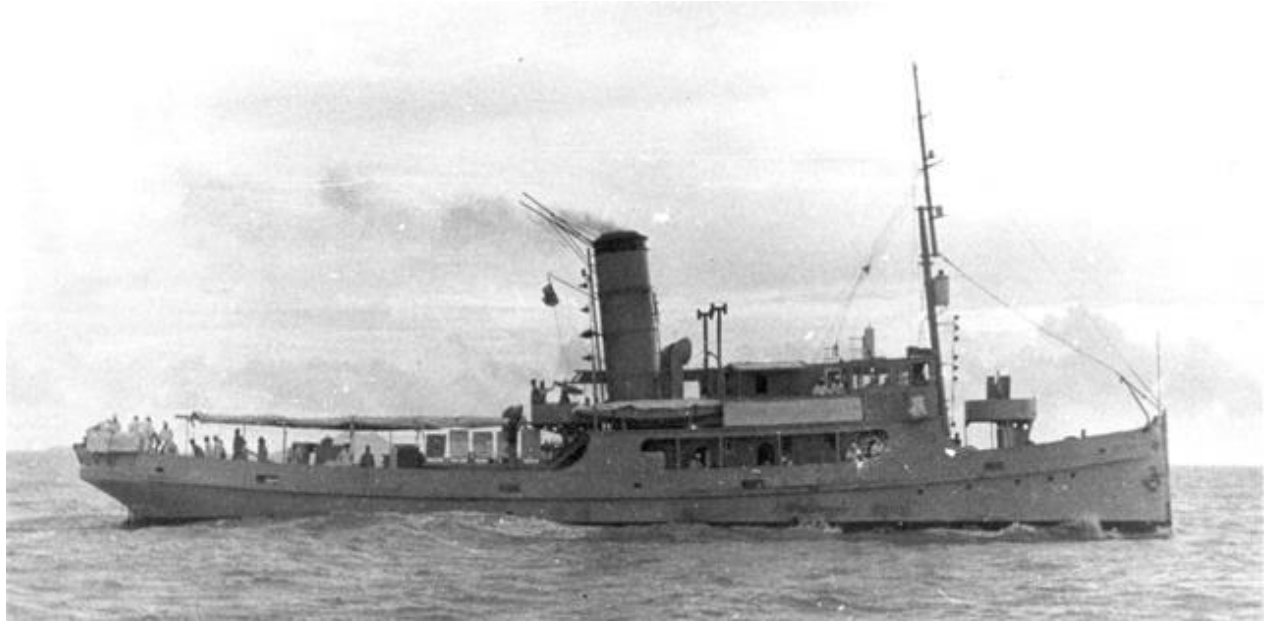
IJNS KURUSHIMA (Lt. Cmdr. Shizuo Fukui).

DIANA MOLLER (1935-41) 252/04 (tug)

Built by Osaka Iron Works, Osaka for Atlantic Gulf & Pacific Coast Co., Manila as ROBERT K. 1912 sold to Insular Lumber Co., Manila r. W.P. CLARK. 1923 sold to Visayan Stevedoring Co., Iloilo r. SALVADOR. 1932 r. SALVADOR II. 1934 sold to M&Co. Mid-1935 interned 2 weeks at Takao during tow Iloilo/Shanghai by *Christine Moller*. 7/35 arrived at Shanghai r. DIANA MOLLER. 9/35 t/f to MTL. 8/12/41 seized by Japanese at Shanghai and conv. to minesweeper r. KOHO MARU No.2 GO (第二號黄浦丸). 11/4/45 mined and sunk about 11km downstream from Woosung. Raised and post 9/45 reverted to DIANA MOLLER operated by Ministry of Transport. 1947 returned to MTL (Mollers' Ltd). 10/47 sold to Chinese Shipbreakers. RLR 1951.



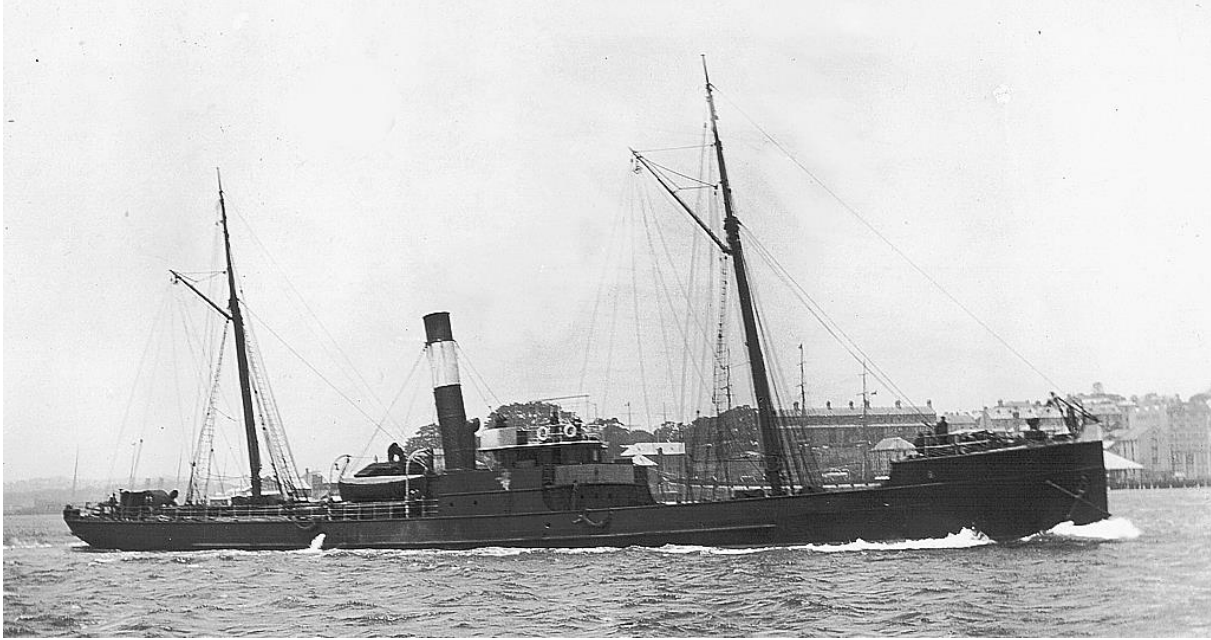
DIANA MOLLER at Shanghai during Sept. 1937 bombings (Internet).



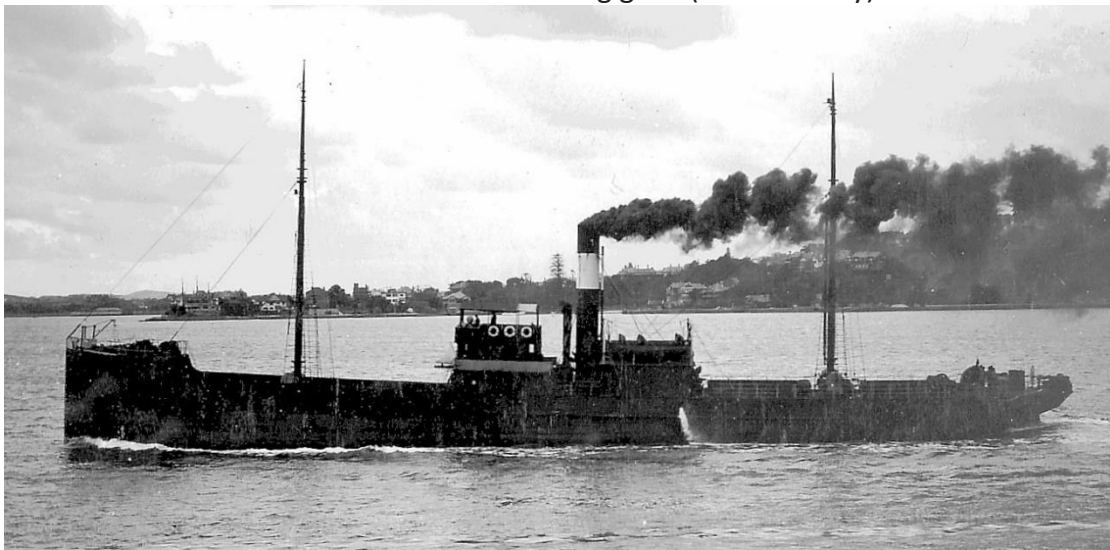
KOHO MARU No.2 ex DIANA MOLLER at the Yangtse mouth on trials as IJN minesweeper (M. Hori).

ETHEL MOLLER (1933-41) 912 (1110) /90-6 (Q4cy/170 nhp/10k)

Built by Fleming & Ferguson, Paisley as coastal collier (with towing gear) for J. & A. Brown, Newcastle (NSW) as DUCKENFIELD, 19/9/90 arrived Sydney. 28/8/02 two men killed, three injured in steam pipe explosion during overhaul at Hexham. 7/3/03 towed dismantled barque Samuel Plimsoll (1491/73) from Port Chalmers to Sydney, then 15/5 from Newcastle with coal for Albany for use as hulk. 11/27 withdrawn for special survey and major refit at Sydney, 16/3/28 towed to Hexham for completion but laid up as reserve vessel. 1931 t/f in lay-up to J. & A. Brown & Abermain Seaham Collieries Ltd. 5/33 sold to M&Co. r. ETHEL MOLLER (reg. at Auckland). 2/7/33 sailed Newcastle for Shanghai, where chartered to Kailan Mng Admin. for Chinwangtao-Shanghai coal trade. 7/7/35 assisted Christine/Margaret Moller in refloating Hopecrag off Woosung o/v Chinwangtao-Hankow (coal). 9/35 t/f to MTL and conv. to salvage vessel. 5/36-4/37 o/c China Import & Export Lumber Co. for Yangtse trade. 9/37 o/c to Kung Chi S.S. Co. for Tsingtao-Shanghai Power Co. coal contract. 25/12/41 scuttled at Hong Kong. 9/42 salvaged by Japanese r. GYOUN MARU (曉雲丸), operated as Army transport Shanghai-Takao (Kaohsiung)/Hong Kong. 17/3/43 awarded to Japanese Govt by Sasebo Prize Court. 4/7/44 escaped damage in convoy Takao-Hong Kong when attacked by submarine USS Seahorse but Gyoyu Maru (ex Joan Moller) sunk. 12/10/44 bombed and sunk when anchored off Seitsu Wan (Hsitzu Bay), Takao during large air raid by U.S. carrier-based aircraft [Cundall].



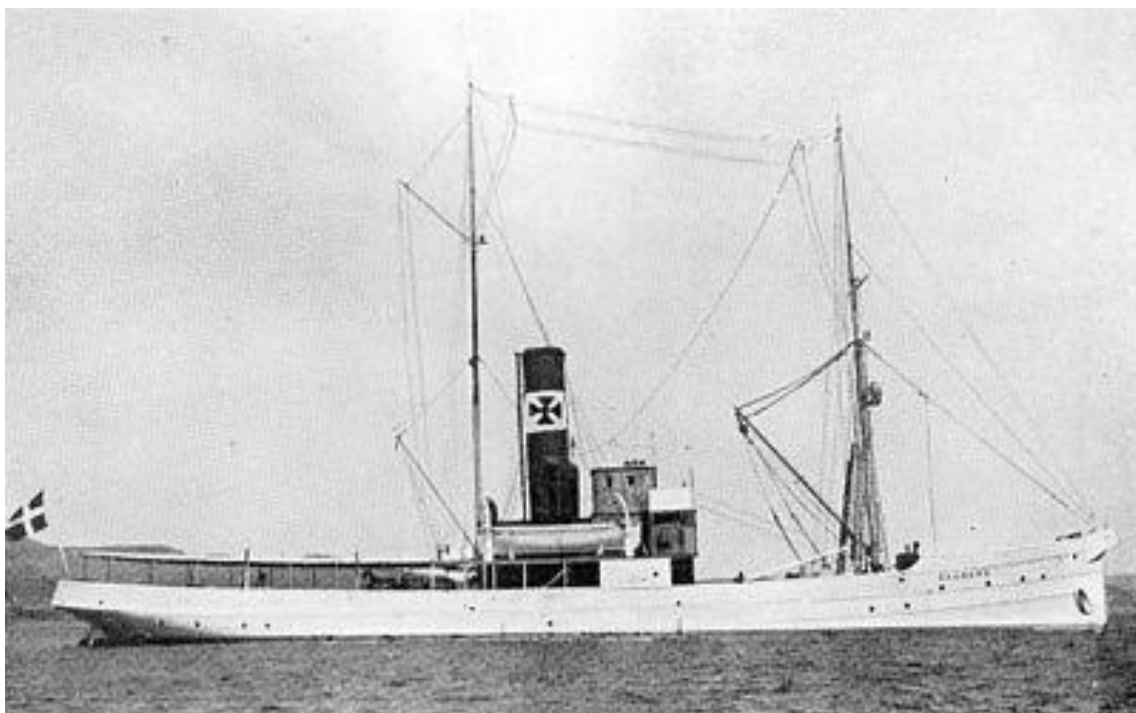
J. & A. Brown's '60-miler' DUCKENFIELD arriving Sydney from Newcastle (NSW), as built with raked masts and coaling gaffs (A.W.B. Dufty).



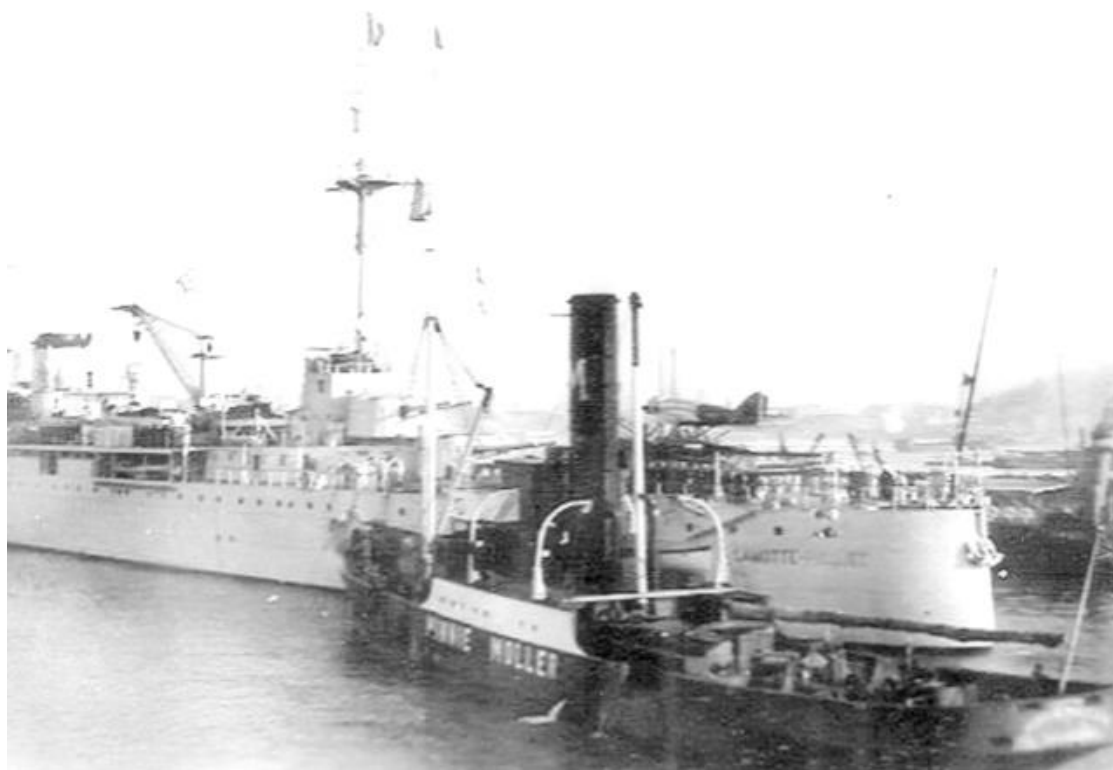
DUCKENFIELD as rebuilt in 1920s for grab discharge with upright funnel, bare pole masts, enlarged bridge and raised boat (?Dufty/NAA collection).

MINNIE MOLLER (1937-40) 377/09 (salvage tug)

Built by Trondheims Mek. V/S, Trondheim for A/S Det Nordenfjeldske Dykker Selskab, Trondheim as NIDAROS. 1912 sold to Det Norsk Bjergnings Komp., Trondheim. 1923 sold to Em. Z. Svitzers Bjergnings Ent., Copenhagen r. DANMARK. 2/37 sold at Copenhagen to MTL and c.17/4 as MINNIE MOLLER (Capt. B.I.J. Johanssen) sailed for Shanghai (29/6/37). 6/7/37 refloated Wan Tai (719/10) from Tungsha Sands. 5/8/38 on charter to Chinese detained by Chekiang authorities at Tinghai, 30/8 released. 1939 on charter to Kailan Mining Admin. 2/40 req. by RN for use at Hong Kong as auxiliary minesweeper. 25/12/41 lost at Hong Kong.



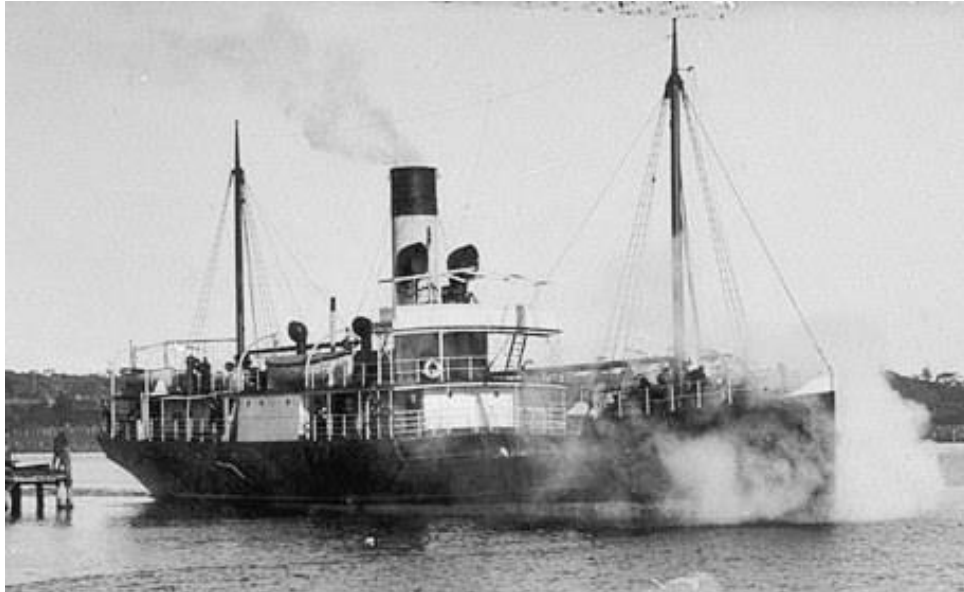
DANMARK in Danish guise (HDM Billedarkiv).



MINNIE MOLLER assisting the French cruiser LAMOTTE-PIQUET (SK coll*).

MARIE MOLLER (1937-41) 593/09 (salvage vessel)

Built by Earle's S.B. Co. Ltd., Hull for N. Cain's Coastal Co-op. S.S. Co. Ltd, Sydney for Sydney/Port Macquarie trade as MACQUARIE. 1925 laid up at Sydney. 4/29 sold to A.G. Palser (ben. owner On Chong & Co. Ltd), Sydney (reg. Wellington) for Gilbert Is. trade. 8/35 reg. owners On Chong & Co. Ltd (W.R. Carpenter & Co. Ltd, Sydney mgrs). 5/37 sold at Hong Kong to MTL. 7/37 at Shanghai r. MARIE MOLLER. 20/9/40 at Haimen struck by Japanese shell, no injuries. 8/12/41 seized off Ningpo by Japanese auxiliary gunboat *Shinko Maru* while towing lighter *Autumnlight*, r. KYOKKO MARU (旭興丸). Allocated to Chuka Rinsen (puppet Chinese Government) for use as cargo ship. 1/1/45 sunk in collision with *Niigata Maru* in 33.44N 132.10E off Yashima, Yamaguchi Ken (not off Mergui, Burma).



MACQUARIE (Rickerby).



MARIE MOLLER (Harrison Forman, UWM Libraries).



With CAROLINE MOLLER (near) and MINNIE MOLLER (far) (Ebay).

CAROLINE MOLLER (1937-40) 444/19 (tug)

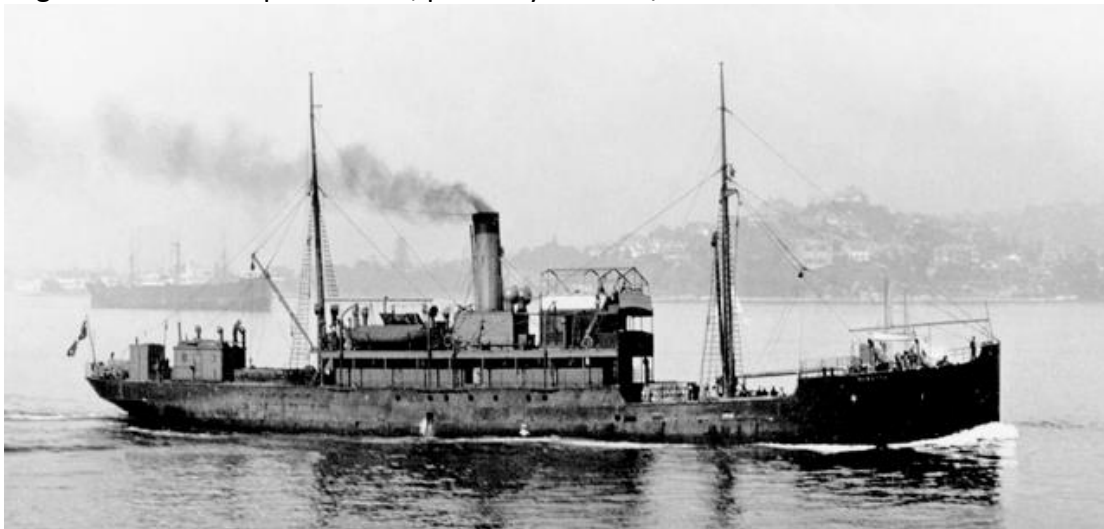
Built by Livingston & Cooper Ltd, Hessle for RN as ST. MABYN. 1920 laid up. 5/26 sold to John Brown, Newcastle (NSW) - 1/8 arrived at Newcastle and laid up at Hexham (NSW). 4/27 half-share to Stephen Brown. 5/31 sold by executors of John Brown (died 5/3/30) to Waratah Tug & Salvage Co. Ltd, Sydney but laid up at Balmain. 5/37 sold to MTL and 11/6 left Newcastle towing *Coombar* (581/12) for Rabaul, thence Shanghai (14/7) where 28/7 r. CAROLINE MOLLER. 12/37 towed disabled *Vigeo* into Yokohama. 17/1/38 arrived Shanghai towing *Isabel Moller* (7/1 broke propeller shaft o/v Yokohama-Dairen for DKK) (CP 19/1/38). 25/6-8/7/38 (Cordy) towed *Theresa Moller* 1,620nm. from Sovvetska to Shanghai. 6-9/9/38 towed *Hilda Moller* from Ariake Bay to Shanghai after holed by grounding o/v Nagoya-Taku Bar (CP, 10/9/38). 10/2/39 while alongside bridge damaged in contact with *Athos II* berthing at Shanghai. 5/5/39 took off crew from NYK's *Malacca Maru* stranded and broken in two on Wood Island, 130m from Shanghai. 31/12/39 left Gibraltar in convoy HG-13 for UK. 1/40 req. by RN as rescue tug. 7/10/42 torp. and sunk by E-boats of 2nd and 4th S. Flotilla in North Sea.



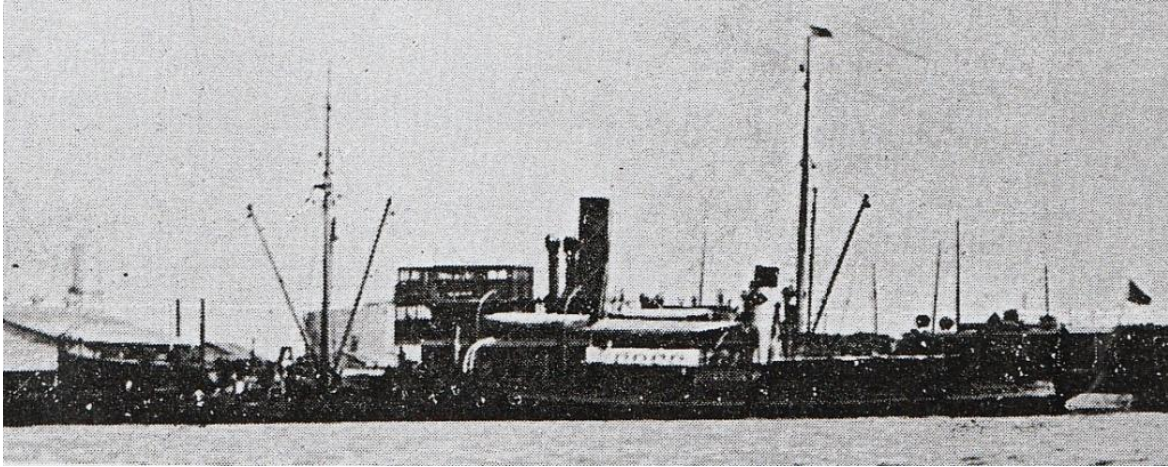
CAROLINE MOLLER (lower funnel) (M. Rosholt, UoB).

ELSIE MOLLER (1938-41) 1136/04 (salvage vessel)

Built by Fred. Krupp A.G., Kiel for Jaluit G/S, Hamburg for Marshall Is. trade as GERMANIA. 5/8/14 seized at Sydney. 1915 reg. at London for The Admiralty as MAWATTA and chartered by Commonwealth Govt to Burns Philp & Co. Ltd, Sydney for island trade. 9/20 chartered to Patrick S.S. Co. Ltd, Melbourne for coastal trade. 1923 sold to charterers. 8/25 owners restyled James Patrick & Co. Ltd. 7/28 sold to Soc. du Tour de Noumea. 29/12/35 laid up at Noumea. c.6/37 sold to MTL and sailed Noumea-Shanghai. By 2/38 as ELSIE MOLLER deployed in pig trade to Shanghai. 3/12/41 req. in Shanghai by MOWT, ordered to Hong Kong but 8/12 captured by Japanese S. of Amoy, taken to Hiechiuchin Wan where formally seized 10/12/41 - became naval salvage vessel ESASHI MARU (江差丸) (Minami Nippon Kisen, mgrs). 29/3/45 declared CTL at Takao with damage from air raids on 2/12/44, 23/1 and 8/2/45. 8/45 recovered badly damaged and broken up in Taiwan, probably after 12/45.



MAWATTA, later ELSIE MOLLER at Sydney in Patrick colours (R. Dufty).



ELSIE MOLLER (*Sekai Shosen Yoran* p. 120).

FROSTY MOLLER (1938-41) 555/27 (tug)

Built by Dublin D.Y. Co. (Vickers Ireland) Ltd, Dublin for Bluff Harbour Board, Invercargill as tug/tender SOUTHLAND but much time laid up with engine trouble. 11/34 sold to H.L. Tapley & Co., Dunedin, laid up and some fittings sold. 12/37 sold to MTL - 3/38 r. FROSTY MOLLER. 5/5/38 sailed Melbourne towing *J.A. Boyd* (390/15), 21/5 ex Sydney towing *J.A. Boyd* and *Moruya* (530/06) and 14/6 ex Brisbane with *Moruya* only - 18/7 arrived via Hong Kong at Shanghai where re-engined as steamer with engines from former RN gunboat. 20/11/41 comm. by RN as aux. patrol vessel. 12/41 scuttled and wreck captured by Japanese at Hong Kong. Salvaged and 11/11/42 comm. as auxiliary minesweeper HARACHI (HARAJI or GENCHI, 原地丸) MARU. 26/11/43 sunk by USAAF aircraft in Chianghai Bay, SW of Macao (21.33N, 112.00E) while acting as a guardship (also rep. sunk 24/1/44 in same position).



FROSTY MOLLER off Sydney towing *J.A. Boyd* and *Moruya* (I. Farquahar coll.).

PAULINE MOLLER (1938-47) 422/18 (tug)

Built by Harland & Wolff Ltd, Glasgow for RN as ST. BEES. 7/22 sold to South African Railways & Harbours Admin., Durban r. HENRY BURTON. 2/38 sold to MTL - 4/3/38 as PAULINE MOLLER sailed Durban for Karachi where 5 hoppers in tow for Shanghai (arr. 11/8). 1942 req. by R.N. for use in Indian waters. 7/46 returned to Shanghai. 8/47 rereg. at Hong Kong for Hong Kong & Whampoa Dock Co. Ltd - 11/47 r. HWD PAULINE. 2/55 sold to Metal Ind. Corp. for breaking up at Hong Kong.



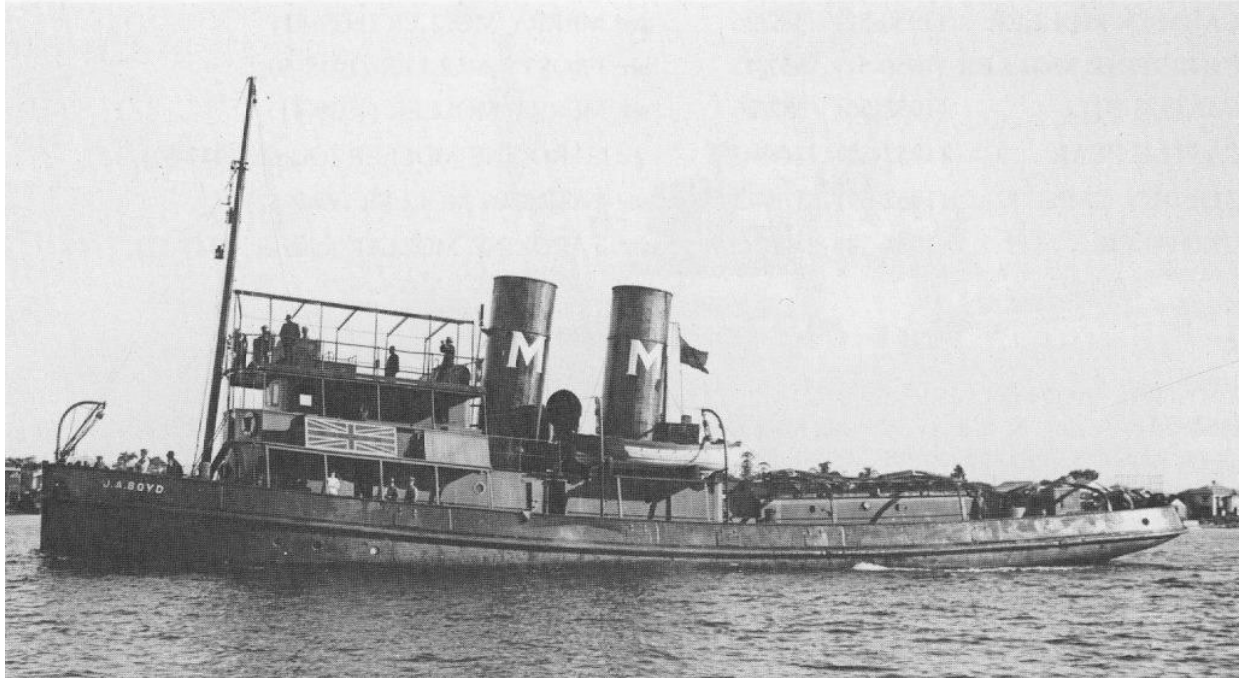
PAULINE MOLLER in the Whangpoo, May 1939 (D. Gammon*)

PATRICIA MOLLER (1938-41) 390/15 (tug)

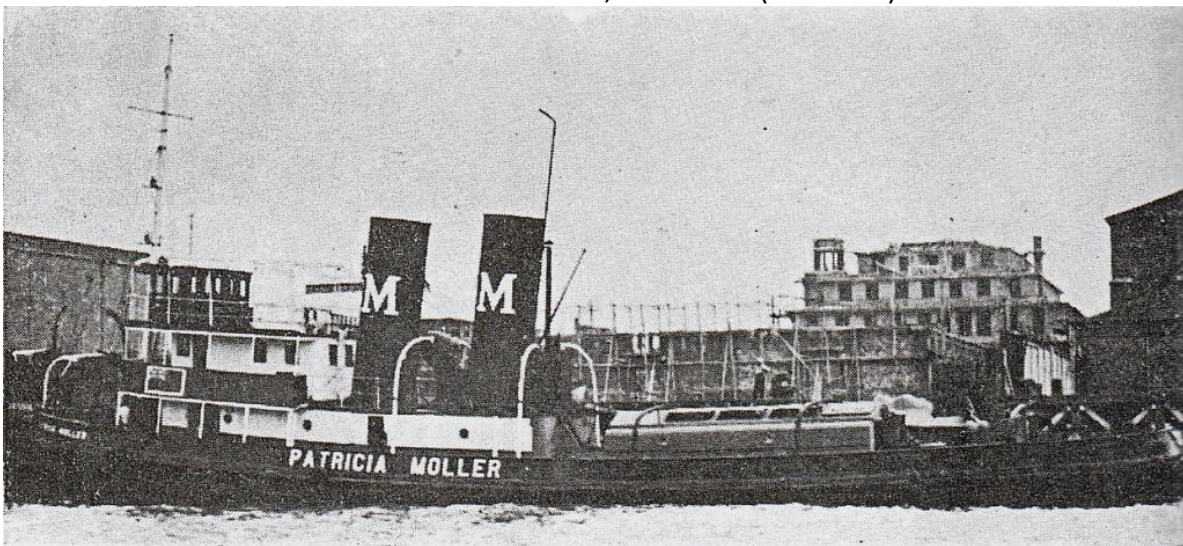
Built by State S.B. Yard, Williamstown (Vic.) for Melbourne Harbour Trust Commissioners as J.A. BOYD. 1919 laid up in Melbourne. 12/5/27 assisted *HMS Renown*, then again laid up. 1/12/37 sold through J.A. Ellerker to N.E.A. Moller - 5/5 sailed Melbourne in tow of *Frosty Moller*, 19/6 left Brisbane towing *Ready* and 11/10 arrived at Shanghai where t/f to MTL r. PATRICIA MOLLER. 25/12/41 scuttled at Hong Kong - rep. salvaged by Japanese but became war loss (NFI).



J.A. BOYD at Melbourne when new (Alan Green/SLV).



As J.A. BOYD at Brisbane, June 1938 (W. Foote).



PATRICIA MOLLER at Shanghai c. 1941, Union flag replaced by ?HK flag, funnel mark in new font (*Sekai Shosen Yoran* p. 297).

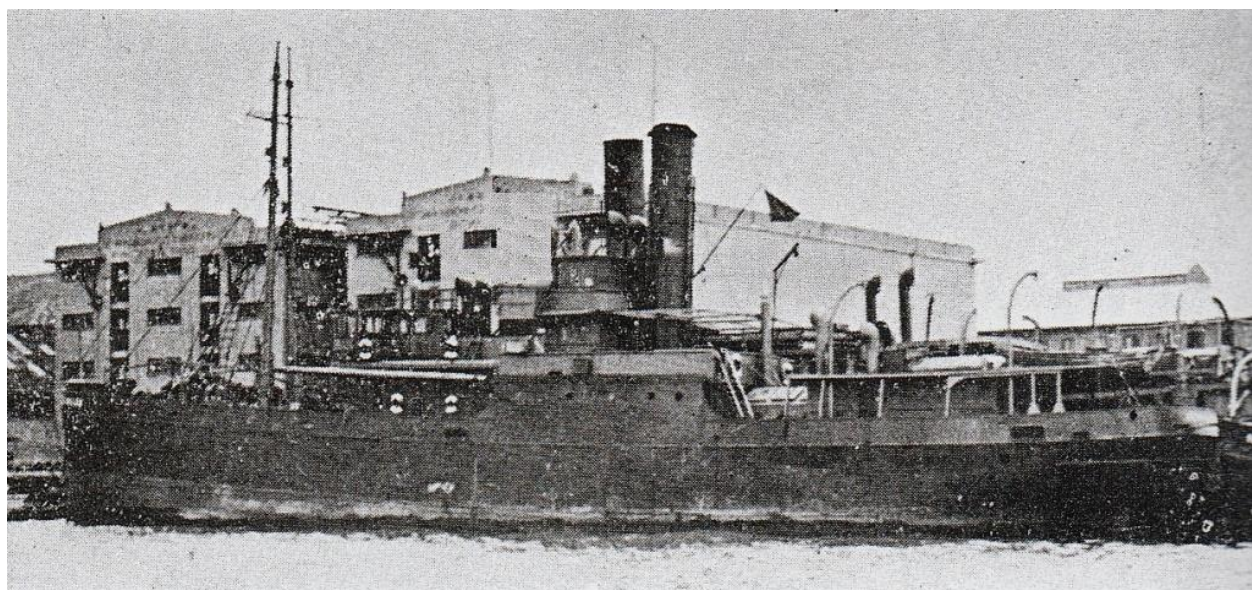
JESSIE MOLLER (1938-49) 530/06-1 (salvage vessel)

Built by Caledonian Eng. & S.B. Co., Preston for Illawarra & South Coast S.N. Co. Ltd, Sydney as MORUYA. 24/11/06 sailed Liverpool and 2/07 arrived at Sydney. 9/12 sold to Commonwealth of Australia for use as government and mail steamer in Northern Territory r. STUART. 4/13 arrived at Darwin from Sydney after refit by Mort's Dock. 5/14 sold at Townsville to Australian S.S. Pty Ltd (Howard Smith Ltd), Melbourne r. MORUYA for service between Brisbane, Maryborough and Gladstone 11/36 sold to Cam & Sons Ltd, Sydney. 3/38 sold to MTL. 21/5 sailed Sydney in tow of *Frosty Moller* - 2/10 arrived at Shanghai, r. JESSIE MOLLER and conv. to salvage vessel. 28/9/40 rep. detained by Japanese - 11/10 released.

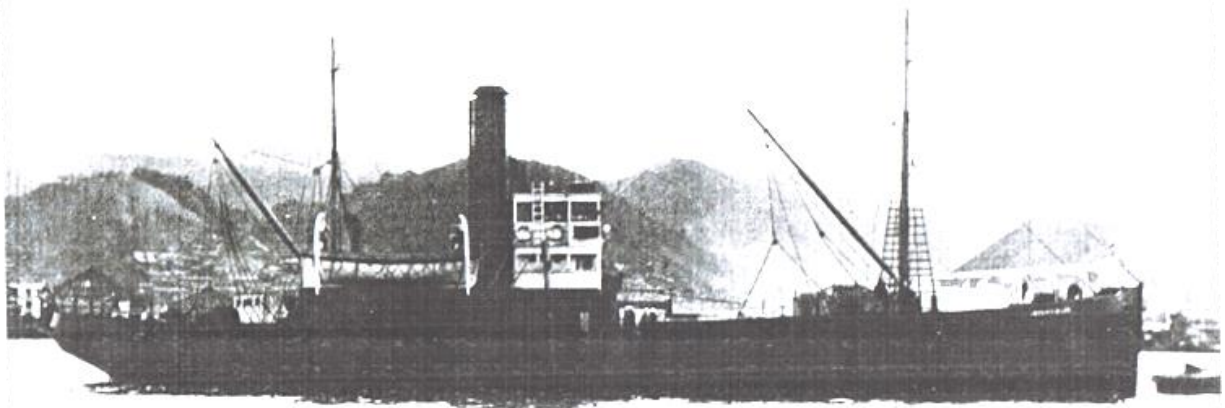
8/12/41 seized by Japanese at Shanghai - 10/42 r. ZENSHU MARU (全州丸) (Chosen Yusen, mgrs). 8/45 surrendered but remained under CMMC control in Kyushu coal trade (SCAJAP Z003). 11/46 under refit by Mitsubishi S.Y., Shimonoseki pending reversion. 8/47 re-reg. at Hong Kong for N.E.A. Moller as JESSIE MOLLER. 11/47 t/f to Anglo-Chinese Shg Co. Ltd. 1/49 redel. in Shanghai on completion of refit. 24/5/49 sunk by artillery fire at Shanghai - r/f and abandoned to underwriters (presume broken up).



MORUYA off Sydney Heads, rigging the tow to J.A. Boyd (I.Farquhar coll.).

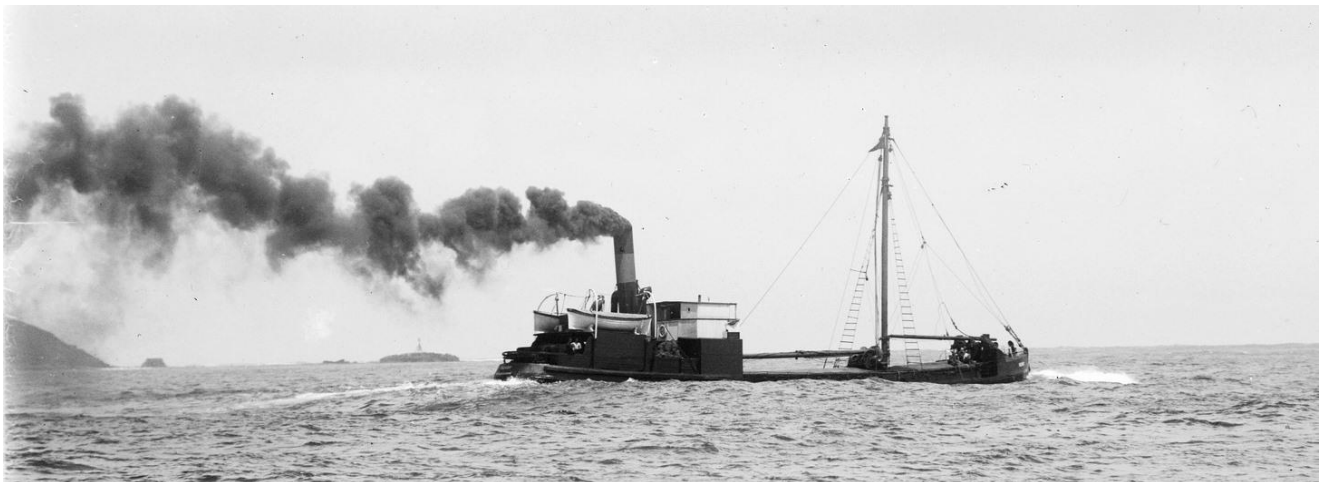


JESSIE MOLLER at Shanghai 1940-41 (*Sekai Shosen Yoran* p. 265).

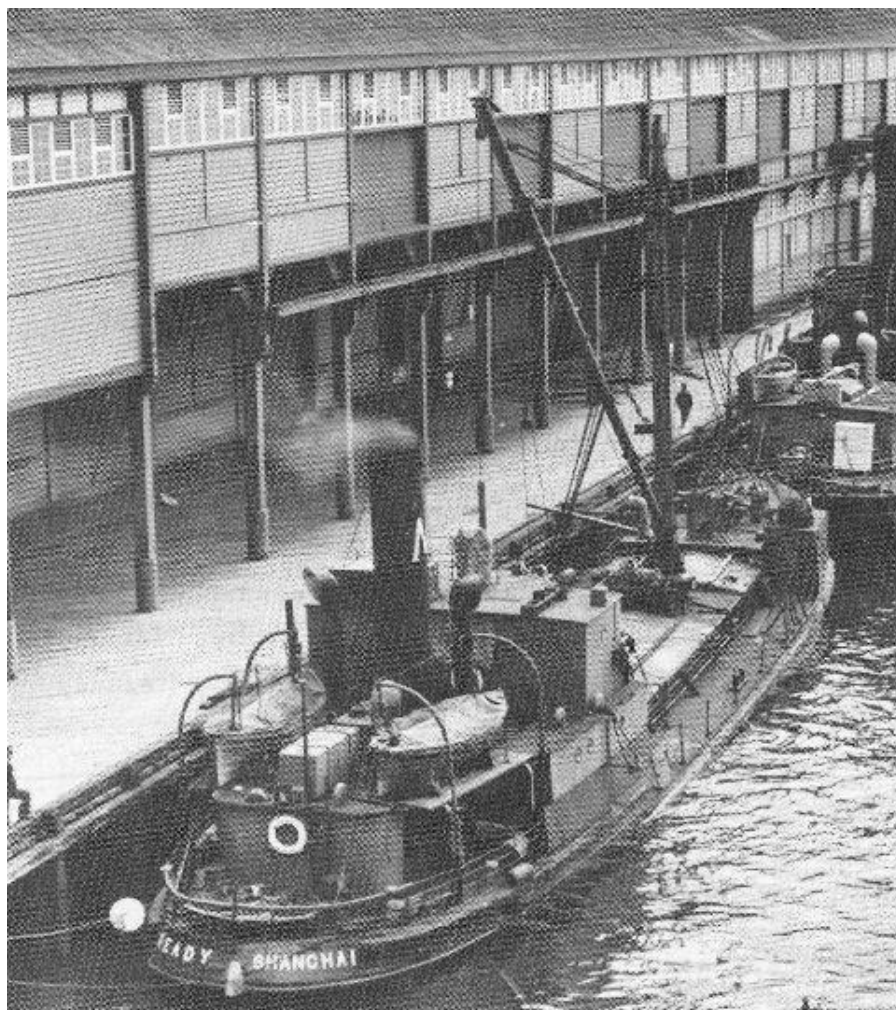


JESSIE MOLLER early postwar as ZENSHU MARU (U.S. National Archives).

READY MOLLER (1938-41) 268/96-12 (salvage vessel) 119.6 x 25.1' 2cy, 65 rhp, 7½k
Built by R. Craggs & Sons, Middlesbrough (#121) with engines by R. Stewart & Sons, London for J. Constant, London as READY. 1896 sold to Hawthorn Bros. & Co., London. 1901 sold to Bucknall S.S. Lines Ltd, London for use as feeder vessel at Cape Town. 6/07 sold to George T. Wills, Adelaide and 24/8/07 arrived at Port Adelaide for overhaul, then 10/07 in service to S.A. Gulf ports. 1909 sold to C.F. Rischbeith, Adelaide. 11/12 sold to Australian S.S. Ltd (Howard Smith Ltd), Melbourne and by mid-1913 in weekly service Brisbane-Maryborough-Gladstone trade. Early 1919 reg. at Sydney for Newcastle-Sydney coal trade. 7/31 sold to H.P. Stacey & J. Williams, Sydney and conv. to salvage vessel. 4/34 t/f to Penguin Ltd. 31/12/36 laid up at Sydney. 3/38 sold to MTL - 21/5 sailed Sydney, 19/6 ex Brisbane in tow of *J.A. Boyd* and 2/10/38 arrived at Shanghai where r. READY MOLLER. 3/12/41 req. in Shanghai by MOWT and 5/12 ordered to Hong Kong but 8/12/41 captured by Japanese S. of Amoy. 6/4/42 comm. as AMOY MARU No.2 (第二厦門丸). Later t/f to Dept of Naval Tptn at Maizuru r. EISEN (曳船) No. 1448. 8/45 surrendered at Maizuru and taken over by CMMC. 1947 rereg. at Hong Kong for Mollers but not repossessed and broken up in Japan (reg. not closed until 1965).



READY when owned in Australia (Alan Green/SLV).



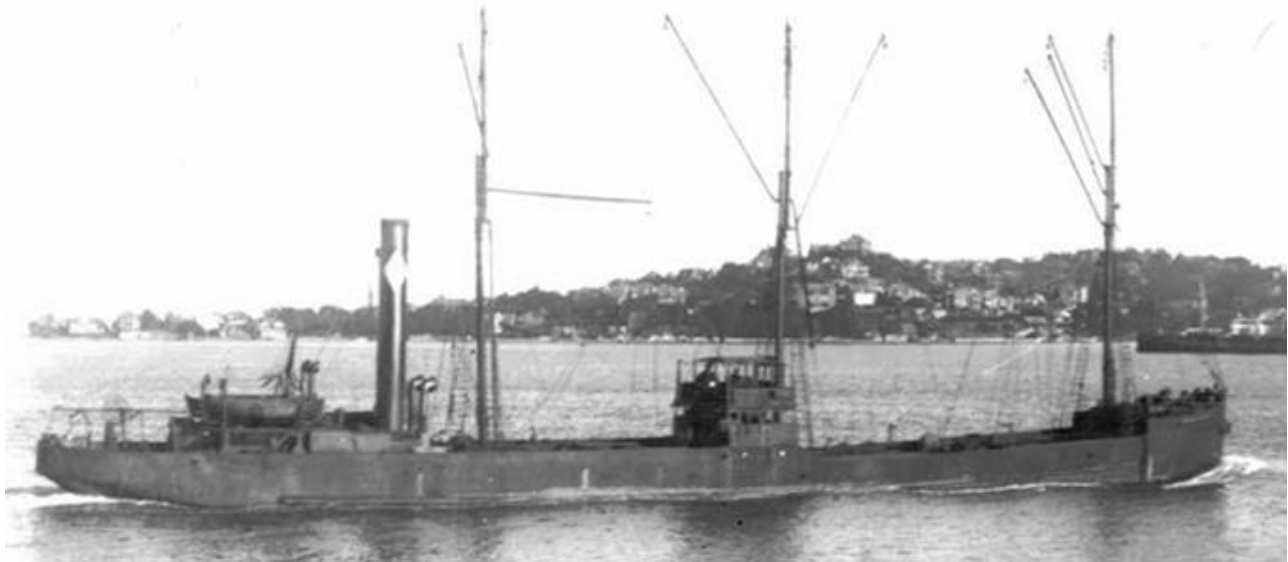
READY at Sydney, still lacking 'MOLLER' suffix (NLA/Humphrey coll.).



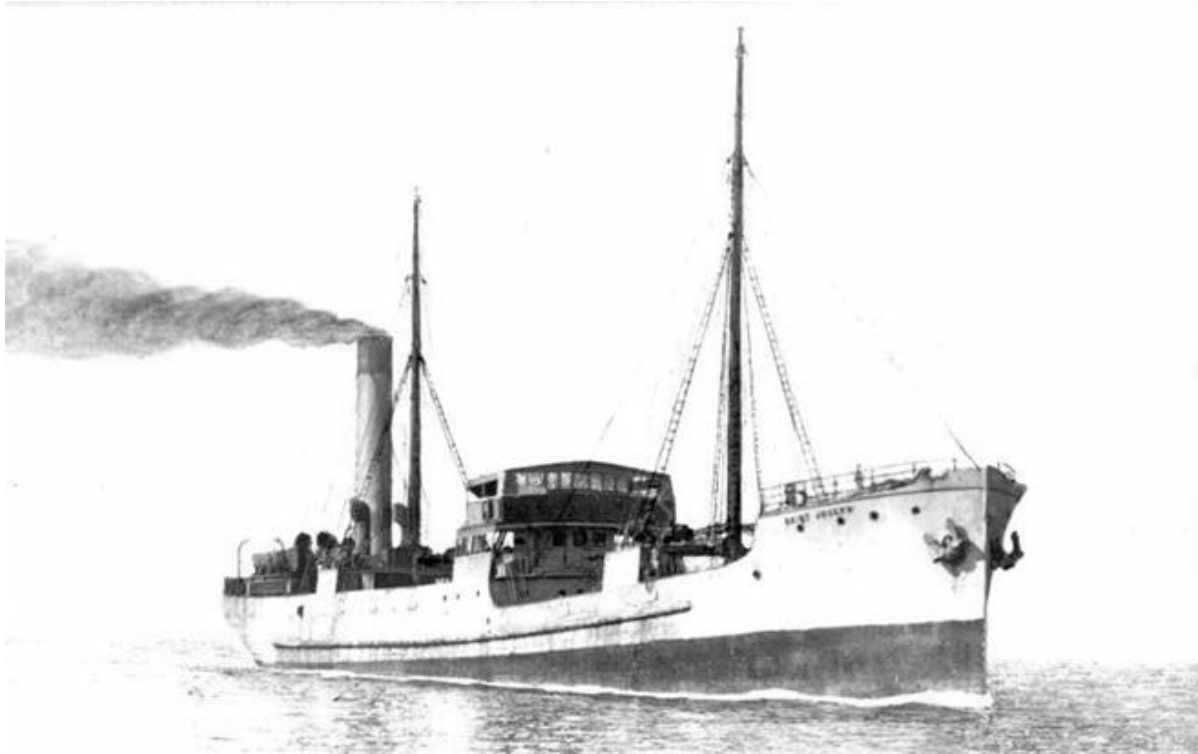
READY MOLLER at Taku Bar 4 June 1939 with evident built-up fo'c'sle (Ivon A. Donnelly).

JOSEPHINE MOLLER (1938-51) 1274/08-8 (salvage vessel)

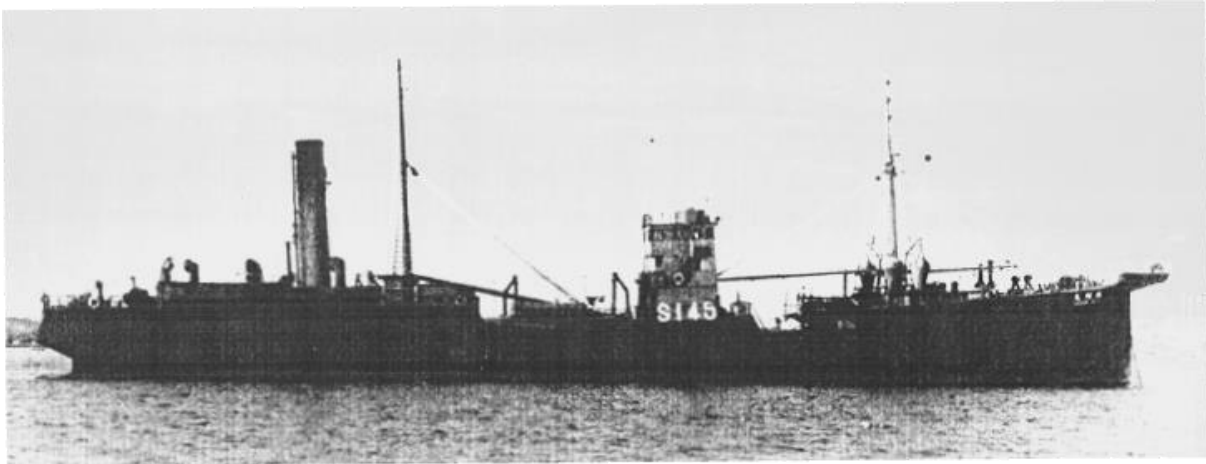
Built by Clyde S.B. Co. Ltd, Port Glasgow for Bellambi Coal Co. Ltd, Sydney as BELLAMBI and 28/10/08 entered bunker coal trade between South Coast (Bellambi) and Sydney. 2/16 chartered to Nelson & Robertson P/L, Sydney for Sydney-Brisbane-Maryborough trade. 10/16 sold to Ballande & Fils, Noumea and refitted for Noumea-Sydney trade. 15/9/18 arrived at Sydney for repairs with severe bottom damage after some months stranded on St. Vincent Reef on W. coast of Caledonia. 2/19 re-entered service. 1919 r. SAINT JOSEPH. 7/19-2/20 Noumea-Suez-Bordeaux-Panama-Noumea. 1921 t/f to Cie Navale de l'Océanie. 1923 t/f to Hauts Fourneaux de Nouméa S.A., Noumea. 1928 owners taken over by S.A. 'Caledonia'. 1931 owners merged with Soc. Le Nickel to form Soc. 'Caledonickel'. 5/38 sold to MTL – 21/7/38 arrived at Shanghai via Manila and 8/38 r. JOSEPHINE MOLLER. 10/38 on charter to Tai Chong Cheang. 24/12/41 scuttled at Hong Kong. 8/43 raised by Japanese and conv. to cable layer SAGAMI MARU (相模丸) for operation by Imperial Japanese Army. 8/45 taken over by Civilian Merchant Marine Ctee (CMMC). 12/46 owners advised of pending return but retained under SCAP control for cable laying and repair until 3/50. Meanwhile, 8/47 rereg. at Hong Kong for N.E.A. Moller as JOSEPHINE MOLLER and 11/47 t/f to Anglo-Chinese Shg Co. Ltd, to whom del. 16/8/50 after recon. by Ishikawajima D.Y. 18/2 attacked by armed junks off Chusan Is. on voyage Shanghai-Chuanchow. 7/51 sold to Great Northern Shg Co. Ltd, Hong Kong r. PLYMOUTH STAR (change of ownership not registered). 19-23/7/51 detained by Nationalist forces at White Dog Is. off Swatow. 6/7/52 stranded at Wenchow outbound for Ningpo - 10/7 refloated with severe bottom damage and beached for repairs. 30/8/52 arrived at Hong Kong in tow of *Salvalour* (1117/45). CTL. 10/52 sold to local breakers.



BELLAMBI as built with three masts and coaling gaffs (R. Dufty).



Two-masted SAINT JOSEPH with enclosed bridge (R. Dufty).



SAGAMI MARU ex JOSEPHINE MOLLER postwar as cable vessel (U.S. National Archives/Peter Cundall).

KATHLEEN MOLLER (1938-41) 1487/13 (general cargo & bulk liquids)

Built by Mackay Bros., Alloa (Scotland) for Tres Ltd (Houlder, Middleton & Co. Ltd, mgrs), London as ROCHELIE for carrying general and bulk molasses Barbados-New Orleans. 6/23 sold to H.W. Sullivan Estate, New Jersey. 2/24 sold to Kingsley Nav. Co. Ltd, Vancouver. 1925 t/f to Pacific Lime Co. Ltd (KNC, mgrs), Vancouver for carrying bulk oil fuel between California and British Columbia. 5/38 sold to MTL, and 3/6 sailed Vancouver (Capt. O.C. Dalziel) for Shanghai where r. KATHLEEN MOLLER. By 8/38 in service Chinwangtao-Shanghai (coal) for Union S.S. Agency. 25/12/41 scuttled at in Kowloon Bay, Hong Kong. Raised by Japanese, refitted r. KASUMI MARU (香澄丸)(Kawasaki Kisen, mgrs). 30/5/45 mined and sunk 900 metres off Hesaki Lighthouse near Shimonoseki, 7 crew dead.



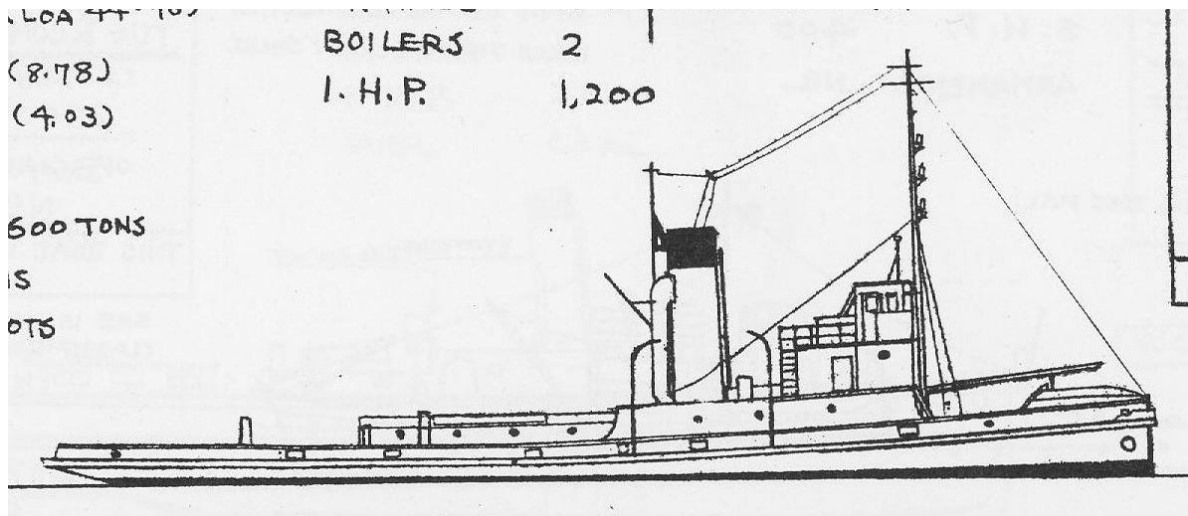
Although refitted for use as a 'salvage vessel', KATHLEEN MOLLER was also used to carry cargo (SK*).

CARMEN MOLLER (1938-41, 1947-47) 366/11 (salvage tug)

Delivered 26/8/11 by Taikoo Dock & Eng. Co., Hong Kong for own account as salvage tug TAI KOO. 12/37 for disposal r. TAI KOO I. 7/38 sold to E.B. & R.B. Moller for MTL, Shanghai. 9/38 towed *Kau Sing* to Shanghai where r. CARMEN MOLLER. 3/12/41 req. in Shanghai by MOWT and 5/12 despatched for Hongkong but 8/12 seized by Japanese S. of Amoy. 23/6/42 comm. as AMOY MARU No.1 (第一廈門丸), later to IJN as EISEN (曳船) No.1447 for use at Maizuru. 8/45 recovered at Ominato and placed under CMMC control, from 11/1946 at Yokohama. 8/47 rereg. at Hong Kong to N.E.A. Moller as CARMEN MOLLER. 10/47 sold to MOT. 4/48 sold to Hong Kong Shipyard Ltd for breaking up.



TAI KOO (Warren Swire coll. UoB).



AMOY MARU No.1 (Lt. Comdr Shizuo Fukui).

HENRIETTE MOLLER (1939-46) 478/26 (tug)

Built by Taikoo D. & E. Co. Ltd, Hong Kong for Govt of Hong Kong (Harbour Master's Dept) as rescue tug/lighthouse tender KAU SING. 8/3/26 trials. 2/9/37 blown ashore on Tsing Yi Island, Hong Kong by typhoon - 18/1/38 refloated and sold to M&Co. (without wireless telegraph). After repairs 9/38 sailed for Shanghai where completed refit and 1939 in service for MTL as HENRIETTE MOLLER. 1/9/41 comm. by RN at Hong Kong as aux. patrol vessel. Early 1942 based at Alexandria-Marsa Matruh as fleet rescue tug for Tobruk supply route. 1943 re-reg. at London. Later based in UK. 7/10/46 returned to owners but 17/10 stranded on reef and sank in Eriskay Sound (Hebrides) on re-delivery voyage from Barrow to Hong Kong towing Mulberry dock section (also lost).



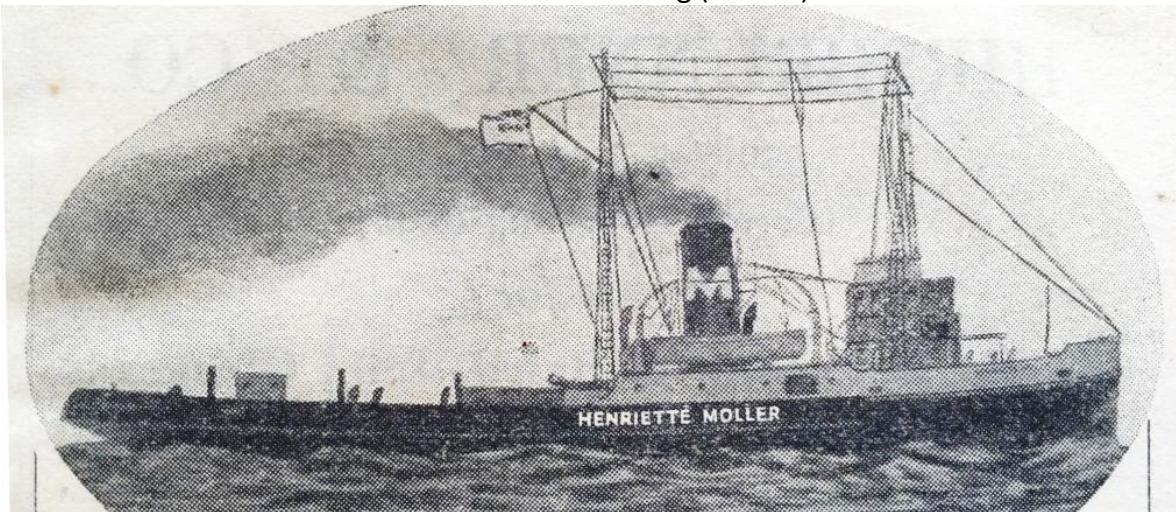
KAU SING on station off Victoria, Hong Kong (H. Dick*).



KAU SING blown ashore on Tsing Yi Island (Michael Jones coll.).



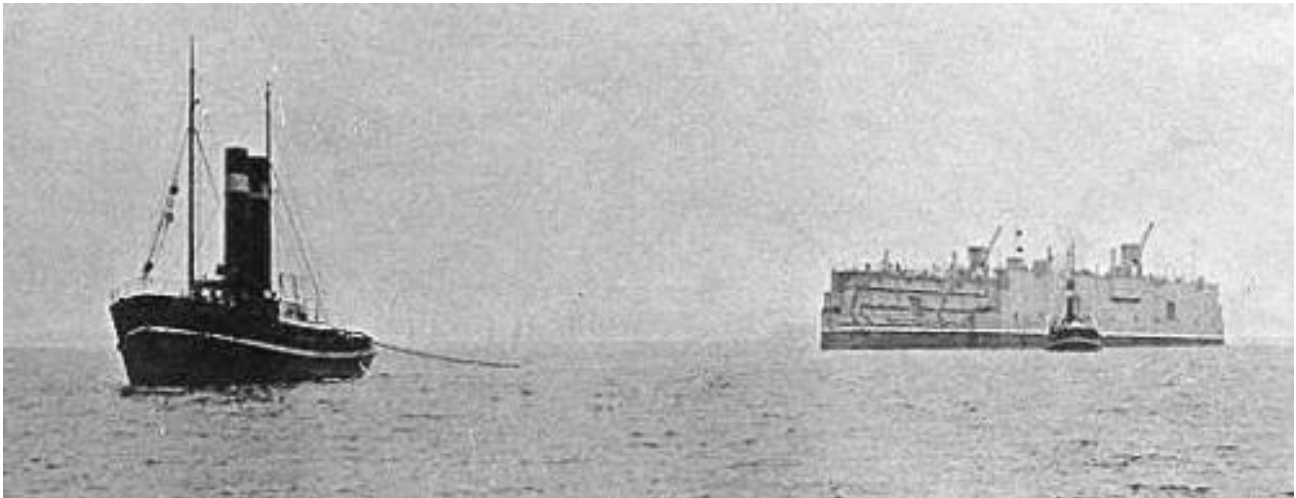
KAU SING after refloating (HKMM).



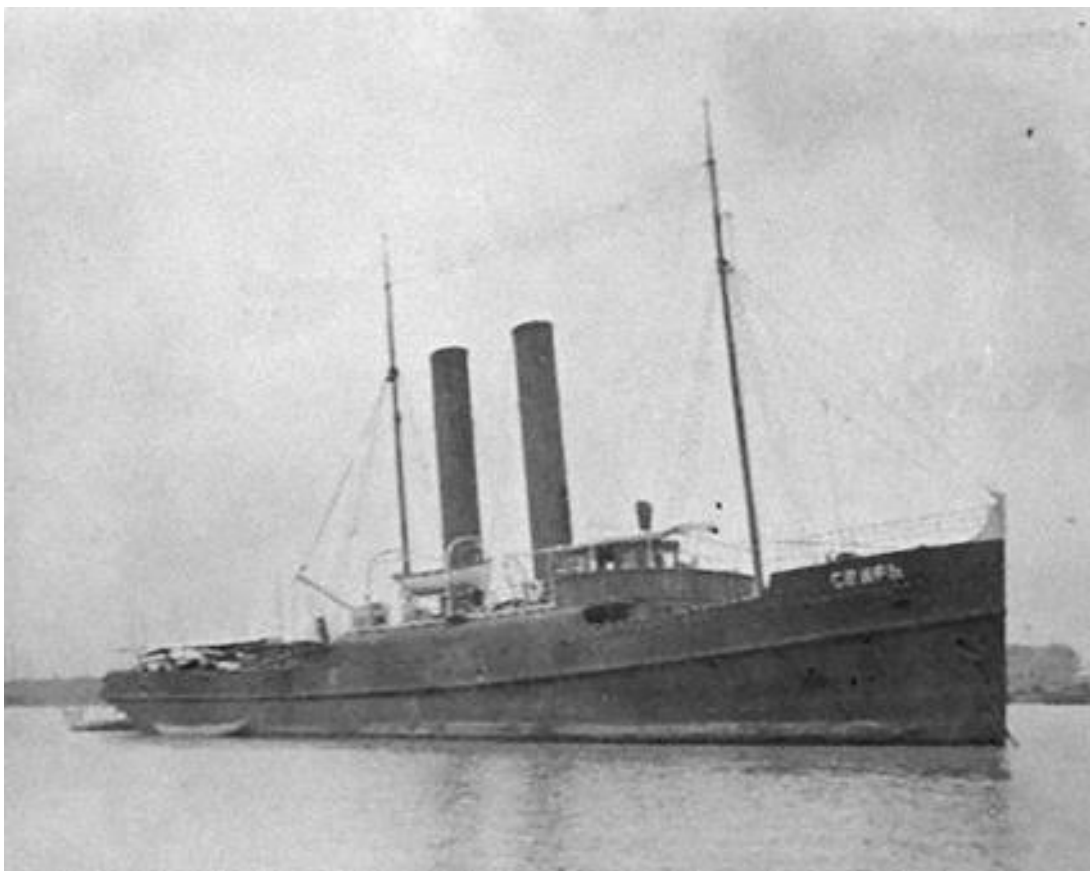
HENRIETTE MOLLER (*China Coaster's Tide Book 1940*).

EDITH MOLLER (1939-47) 645/98 (2-funnels)

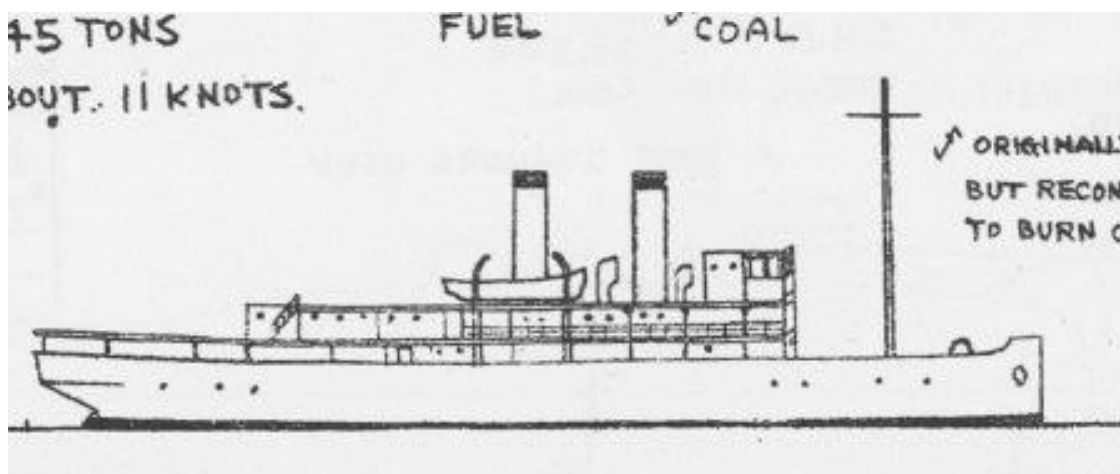
Built by J. & K. Smit, Kinderdijk for L. Smit & Co., Rotterdam as ZWARTE ZEE. 1903 sold to Diderichsen, Kiel. 1904 sold to Russian Volunteer Fleet Assocn, Libati to accompany the 3rd Pacific Squadron to the Far East, r. SVIR (СВІРЬ). 16/2/05 sailed from Libau with Russian fleet for Far East - escaped at Tsushima (30/3/05 arr. Shanghai) and 3/06 incorporated into Russian Navy. 11/06 with 10 soldiers and 2 non-commissioned officers participated in an unsuccessful expedition against the Hunhuz near Kholuvai Bay. 28/10/22 evacuated White troops from Vladivostok for Shanghai, thence Manila. 192? sold to Vicente Madrigal r. SUGBO. Sold 1928 to Hijos de La Rama (later De La Rama S.S Co.), Iloilo r. ILOILO, operating Manila-Cebu-Tacloban-Cebu-Manila on a weekly schedule. Early-9/38 sold laid up at Hong Kong to Mollers Ltd. 11-12/9/38 caught fire in Kowloon Bay while loading lubricating oil for Shanghai, 12/38 on buoys at Shanghai (no flag). 1939 t/f to MTL r. EDITH MOLLER. 28/9/40 rep. detained by Japanese. 3/12/41 req. by MOWT and 5/12 ordered to Hong Kong but 8/12 captured by Japanese auxiliary gunboat SHOSEI MARU S. of Amoy r. AMOY MARU No. 4 (第四厦門丸). 28/9/42 comm. as TSUKUMO (津久茂) for use as training ship by Etajima College (Kure). 8/45 surrendered and taken over by CMMC for use as collier, then 1/46 allocated to repatriation service but probably out of commission. 12/46 under refit at Hiroshima. 4/47 returned at Kure to Mollers' Ltd and taken to Hong Kong and laid up until 10/47 sold to S.S. Lee & Co. 17/10 sailed for Canton as YUE KWOK. NFI.



ZWARTE ZEE and OCEAAN towing a 17,000-ton dock to Bermuda, 1902 (<https://en.topwar.ru/172127-korabli-obespechenija-v-cusimskom-srazhenii-oshibka-ili-neobhodimost.html>).



SVIR ex ZWARTE ZEE, later EDITH MOLLER (<https://lot1959.livejournal.com/24766.html>).



IJNS TSUKUMO indicating interim rebuild as Philippine ferry (Lt. Cmdr. Shizuo Fukui).

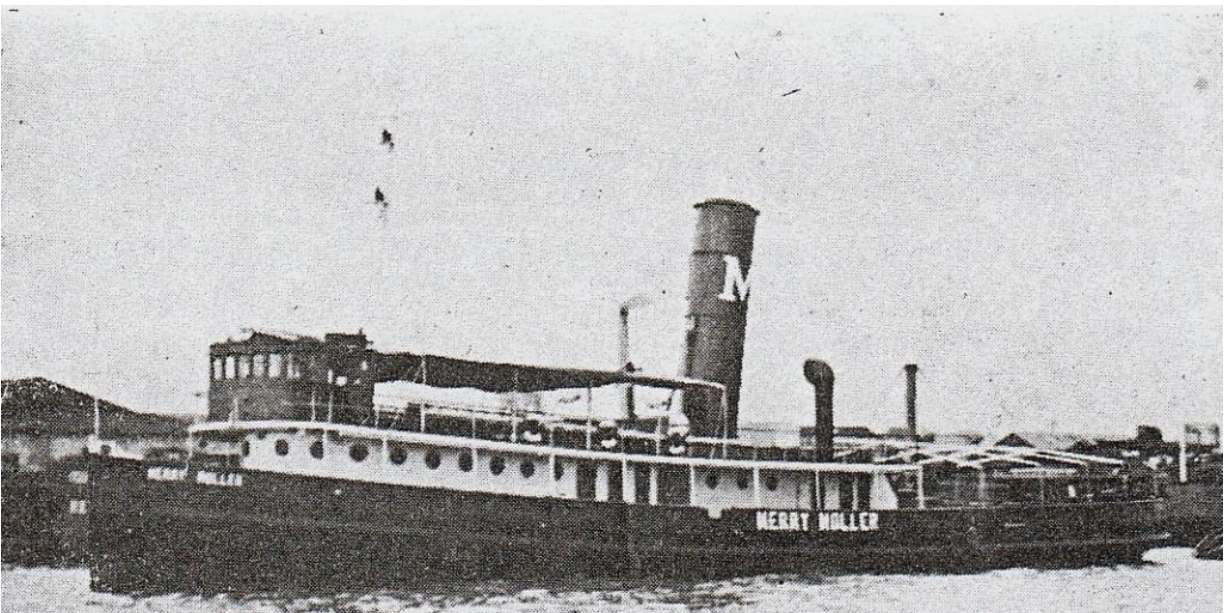
MERRY MOLLER (1939-50) 382/26 (tug/tender)

Built by Kiangnan D. & E. Works, Shanghai as tug/tender for Robert Dollar Co. Inc. (later Dollar S.S. Lines Inc.), San Francisco as DOLLAR (Chinese DAHLAY?). c.5/38 chartered to Parsons & Co. and re-chartered to Tung Hsing S.S. Co. for Yangtse trade below Kiangyin. 31/5/38 15m. above Woosung seized by pirates from among passengers and cargo (1,000 bags rice) looted before release. 26/8/38 grounded with propeller damage off Hsupukou (50m. above Woosung). 24/10/38 on voyage Hsupukou-Woosung with

lighter attacked by pirate junks, 1 Chinese passenger killed by machine-gun fire (CP, 8/6, 27/7, 27/8, 25/10/38). 1939 sold to MTL r. MERRY MOLLER. 8/12/41 seized by Japanese at Shanghai r. KAI (海) 1. 2/47 rereg. at Hong Kong for E.B. Moller and 12/47 placed in ferry service Hong Kong-Macao. 5/49 t/f to MTL. 7/50 r. CARMEN MOLLER. 6/52 r. CASTLE HILL. End-2/56 sold to Hong Kong Rolling Mills Ltd for breaking up.



DOLLAR evacuating US civilians, Shanghai 1937 (SK coll.*).



MERRY MOLLER at Shanghai 1940 or 1941 (*Sekai Shosen Yorán* P.297).



MERRY MOLLER loading the US 4th Marine Battalion at Shanghai on 28 November 1941
(<http://60.250.180.26/ss/6516-1.html>).

MARGARET MOLLER (1947-51) 549/44-5 (tug) (143' class)

Built by Livingston S.B. Co., Orange (Tx) (#338) for U.S. Army as LT-538, later LTD-538. 1947 sold to MTL r. MARGARET MOLLER. 8/5/50 arrived at Hong Kong in tow of Caroline Moller after striking Pratas Reef during salvage operation. 14/3/51 del. at Marseilles to Soc. de Remorquage & de Sauvetage 'Les Abeilles', Le Havre r. ABEILLE No. 10. 1972 rebuilt and re-engined r. ABEILLE No. 30. 1983 sold to Biscay Towing Inc., Gijon (Pan. flag) r. BISCAY 30. 14/1/85 sank in Mississippi River when struck by tow, Master Petros (22391/69).



U.S. Army Tug LT-454 (#313) was an identical sister to LT-538 which became MARGARET MOLLER
(<http://nafts.com/features/ships-gallery/army/>).



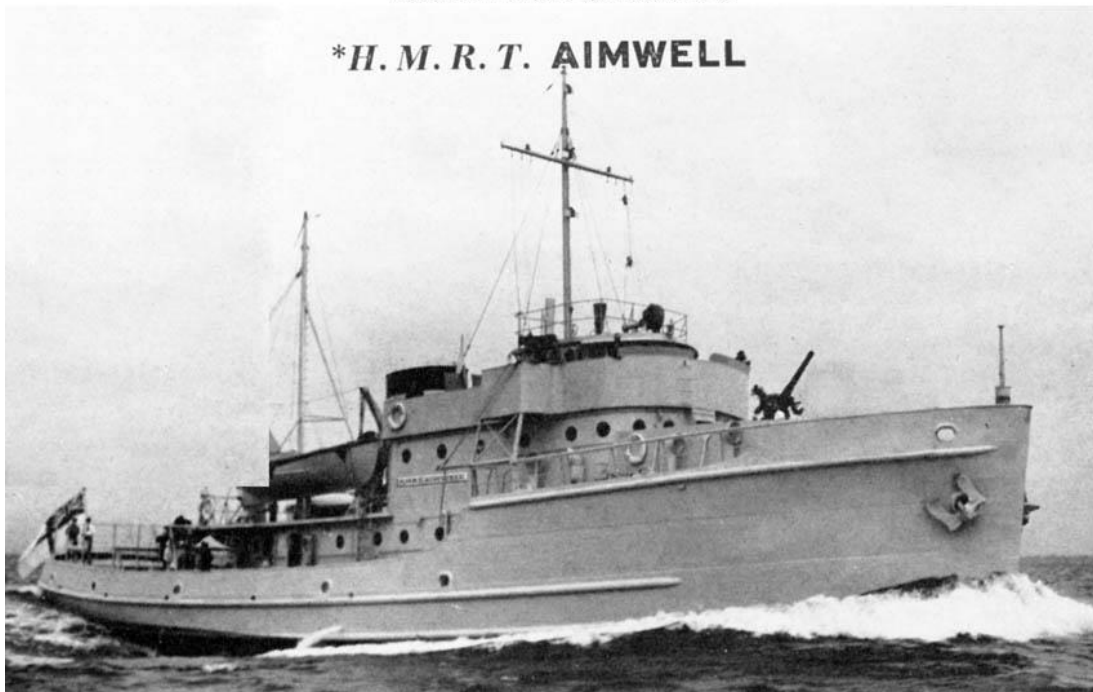
The former MARGARET MOLLER after major late-life rebuild .

<http://tugfaxblogspotcom.blogspot.com/2015/03/french-tugs-part-1.html>

PATRICIA MOLLER (1947-52) 525/42-6 (tug)

Built by Defoe Boat & Motor Works, Bay City (Mich.) (#195) for USN as rescue tug BAT-7. 6/42 on completion t/f to RN on Lend-Lease as fleet tug HMS AIMWELL (W-113). 3/46 reverted to USN at Subic Bay. 5/46 stricken. 1/48 sold to MTL r. PATRICIA MOLLER. 3/52 t/f to Alpha Shg Co. Ltd, Hong Kong r. GOLDEN CAPE. 1954 t/f to HKST. 12/68 t/f to Harbour Line Ltd, London. 1971 sold to Luzon Stevedoring Corp., Manila r. HAWKEYE. 2/2/75 sunk by mine in Mekong River.

HMRT Aimwell (BAT-7) circa June 1942



[https://en.wikipedia.org/wiki/HMS_Aimwell_\(W_113\)](https://en.wikipedia.org/wiki/HMS_Aimwell_(W_113))



GOLDEN CAPE at Hong Kong, c.1970 (W.G. Volum/H. Dick*).

FROSTY MOLLER (1948-50) 557/42 (tug)

Built by Defoe Boat & Motor Works, Bay City (Mi.) (#197) for USN as rescue tug BAT-9. 7/42 on completion t/f on Lend-Lease to R.N. as HMS DESTINY (W-115). 6/46 reverted to USN at Subic Bay. 1/48 sold to MTL. 10/48 reg. at Hong Kong as FROSTY MOLLER. 7/50 r. CHRISTINE MOLLER. 23/5/51 del. at Hong Kong to N.V. "Holland" Mij tot het Uitvoeren van Scheepstpt en Bergingswerken, Haarlem r. OCEANUS. 1953 sold to L. Smit & Co.'s Sleepdienst Mij, Rotterdam r. GELE ZEE - rebuilt. 1964 sold to Loucas Matsas & Sons, Piraeus r. ATLAS. 1975 sold to K.M. Corp. (Sachinis Shg & Ag. Co. Ltd, Piraeus), Panama r. ATLAS II. 1977 t/f to Guilan Production Co., Panama. 8/2010 RLR.



HMS DESTINY (W-115) (<http://www.navsource.org/archives/09/40/0940b0903.jpg>).



CHRISTINE MOLLER in Sydney (AWM 303105).

CAROLINE MOLLER (1947-52) 1110/43	see Chartered Tugs etc.
CARMEN MOLLER (1950-52) 382/26	see MERRY MOLLER (1939-41)
CHRISTINE MOLLER (1950-51) 557/42	see FROSTY MOLLER (1948-50)
CASTLE HILL (1952-56) 382/26	see MERRY MOLLER (1939-41)
CASTLE PEAK (1952-54) 1100/43	see CAROLINE MOLLER (charter, 1947-52)
GOLDEN CAPE (1952-69) 578/42	see PATRICIA MOLLER (1947-52)
GROWLER (1954-58) 1100/43	see CAROLINE MOLLER (charter, 1947-52).

Tugs under 100 grt

ANNETTE MOLLER (1935-52) 67/21

Built by New Eng. & S.B. Works Ltd, Shanghai for unknown owners as motor tug W.I. EISLER. 1925 sold to China Import & Export Lumber Co. Ltd, Shanghai, conv. to steam r. HSIN CIELCO. c.1934 sold to M&Co. r. ANNETTE MOLLER. 9/35 t/f to MTL. 8/12/41 seized by Japanese at Shanghai. 17/5/42 condemned by Sasebo Prize Court (Japanese name unknown). 1944 sunk in S China Sea but salvaged. 8/45 recovered. 11/48 re-reg. at Hong Kong for MTL. 1952 sold with Dockyard to People's Republic of China (6/55 register closed).

MURIEL MOLLER (1935-52) 69/21

Built by New Eng. & S.B. Works Ltd, Shanghai for unknown owners as motor tug C.L. SEITZ. 1930 reg. at Shanghai as steam tug for China Import & Export Lumber Co. Ltd. c.1934 sold to M&Co. r. MURIEL

MOLLER. 9/35 t/f to MM. 8/12/41 seized by Japanese at Shanghai. 17/5/42 condemned by Sasebo Prize Court (Japanese name unknown). 8/45 recovered. 11/48 rereg. at Hong Kong for MTL. 1952 sold with Dockyard to People's Republic of China (6/55 register closed).

GERTRUDE MOLLER (1938-47) 92/27

Built by New Eng. & S.B. Works Ltd, Shanghai as HOI CHONG (owners unknown). 1938 sold to MTL r. GERTRUDE MOLLER. 25/12/41 scuttled at Hong Kong - raised by Japanese (name unknown). 8/45 recovered at Hong Kong. 5/47 rereg. at Hong Kong for N.E.A. Moller and resold to Hong Kong & Whampoa Dock Co. Ltd, Hong Kong -11/47 r. HWD GERTRUDE. 1960 conv. to diesel using secondhand marine generator. 5/72 r. KWAI CHUNG. 9/72 t/f to HST. 1973 r. TAT HONG. 1973 t/f to HUD. 3/82 sold to Wing Fat Motor Launch Co. Ltd, Hong Kong. 11/89 still in service in Hong Kong.



GERTRUDE MOLLER at Shanghai prewar (US Navy Heritage Command NH77806).

ALICIA MOLLER (1938-41) 81/23 (2-sc.)

Completed 3/23 by Taikoo D. & E. Co. Ltd, Hong Kong as YUNGLING for use at Antung. 10/34 laid up at Shanghai. 6/36 t/f to Chefoo. 4/38 sold to N.E.A. Moller r. ALICIA MOLLER. Presume seized 12/41 and became war loss.



Swire's YUNGLING at Antung (Warren Swire coll./UoB).

ALICIA MOLLER (1948-52) 79/45

Built by Johnson's Tyne Foundry Ltd, Melbourne for Allied Forces (no. unknown). 5/48 reg. at Hong Kong for MTL as ALICIA MOLLER. 5/52 r. CASTLE MOUNT. 10/56 sold to Pacific & Eastern Stev. Co. Ltd, Hong Kong r. SRI PAHANG. 12/61 sold to Marine Tptn Ltd r. SRI SURA - 1/62 reg. t/f to Malaya. NFI.

MINNIE MOLLER (1948-53) 79/c.46

Built by Steel Ship Ltd, Auckland for Allied Forces (no. unknown). 8/48 reg. at Hong Kong for MTL as MINNIE MOLLER. 11/53 r. CASTLE POINT. 3/56 del. in Okinawa to foreign buyers. NFI.

CASTLE MOUNT (1952-56) 79/45

see ALICIA MOLLER (1948-52)

CASTLE POINT (1953-56) 79/c.46

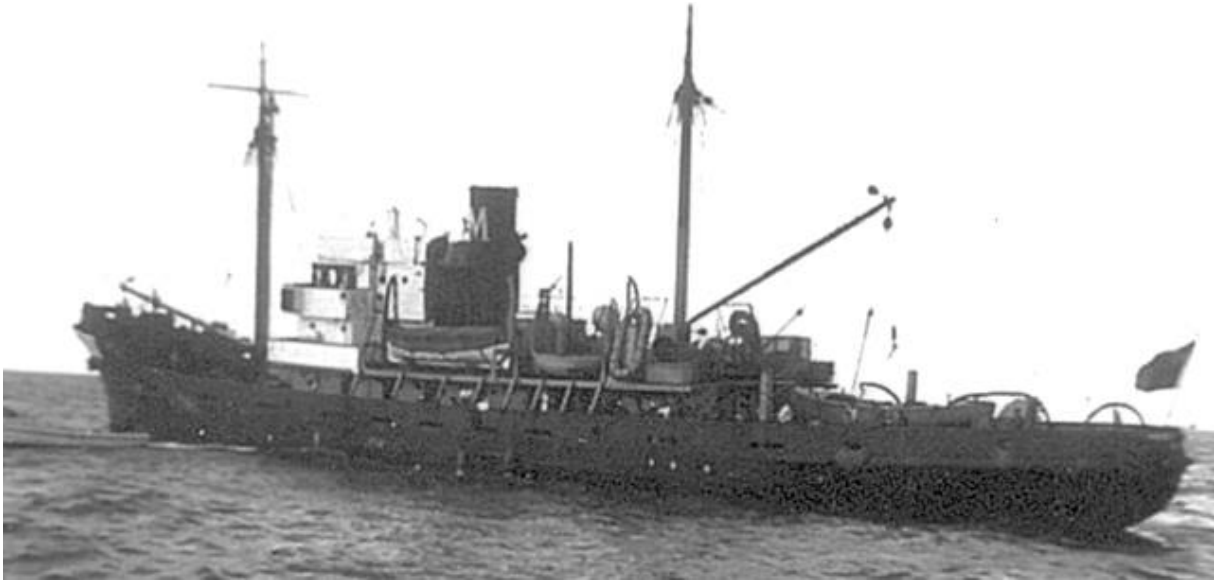
see MINNIE MOLLER (1948-53)

also launches and floating salvage plant (see below)

Chartered tugs and salvage vessels

PRINCE SALVOR (1946-52) 1114/43-9 (salvage vessel)

Built by Goole S.B. & R. Co. Ltd, Goole for RN (W-05). 1945-46 in service in Far East. 1946-52 bareboat chartered to MTL. 1952-56 laid up at Hong Kong. 1957-59 bareboat chartered to Maritime Salvage Ltd (Mollers Ltd). 1961 docked at Aden, then towed to Devonport where laid up. 1966 sold to Vamvounakis Bros, Piraeus but remained laid up until October 1967 broken up at Plymouth by Davies & Cam Ltd.



PRINCE SALVOR (SK coll*).

CAROLINE MOLLER (1947-52) 1110/43-3 (salvage tug)

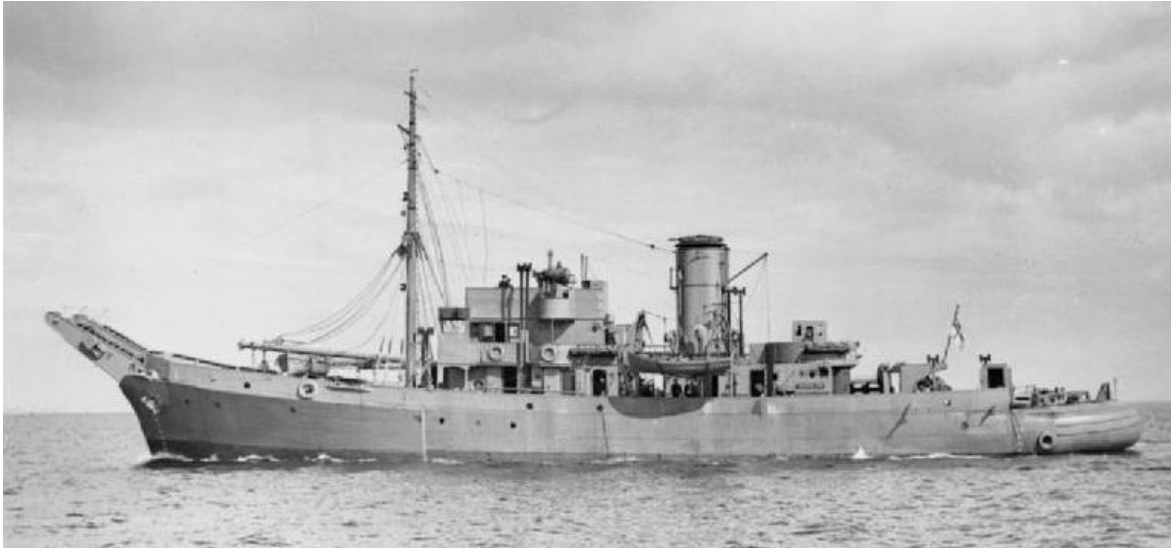
Built by Henry Robb Ltd, Leith for RN as ocean salvage tug HMS GROWLER (W-105). 4/47 bareboat chartered to MTL, refitted at Glasgow r. CAROLINE MOLLER. 5/52 r. CASTLE PEAK. 1954 r. GROWLER. 1958 reverted to Admiralty and 3/58 chartered to United Towing Co. Ltd, Hull r. WELSHMAN. 1963 reverted to Admiralty r. CYCLONE. 1983 sold to Eagle Tugs Ltd, Cayman Is. r. MARTIAL. Late-1/85 arrived Karachi for breaking up - 9/2 under demolition by Adam Steel Ltd.



HMS GROWLER (IWM).

BARTIZAN (1948-5?) 626/43 (salvage vessel)

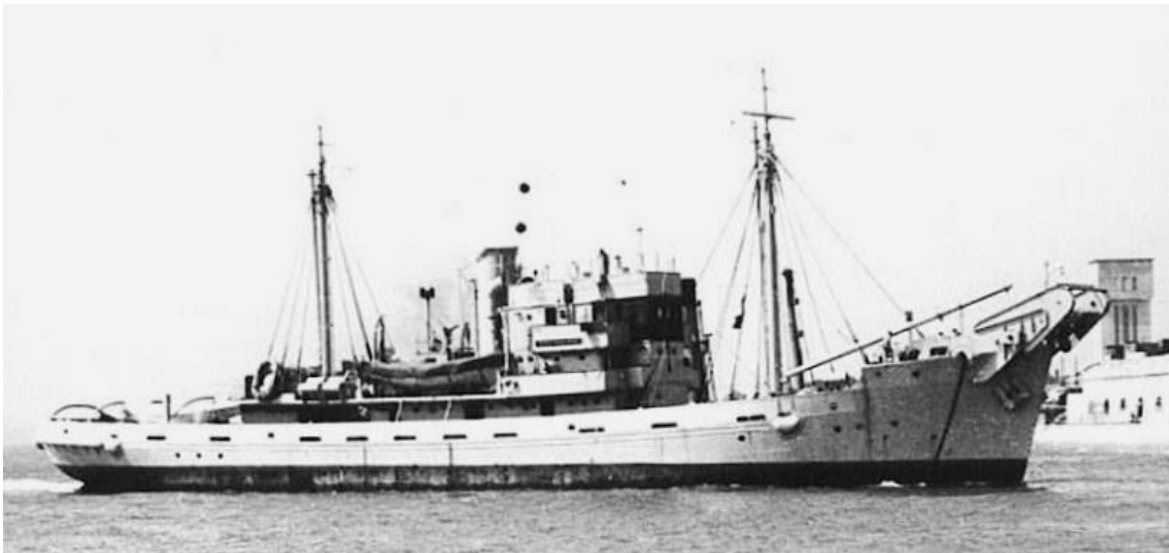
Built by Ardrossan D.D. & S.B. Co. Ltd, Ardrossan for RN as 'Bar' class boom defence vessel (Z-261). 1948-5? bareboat chartered to MTL. 2/59 t/f to Singapore. 4/67 sold to Hong Huat for breaking up at Jurong, Singapore [details from Woody, 20/5/11 at clydemaritime.co.uk].



HMS BARGLOW, a sister of BARTIZAN (wikiwand.com).

KING SALVOR (1948-51) 1111/42-6 (salvage vessel)

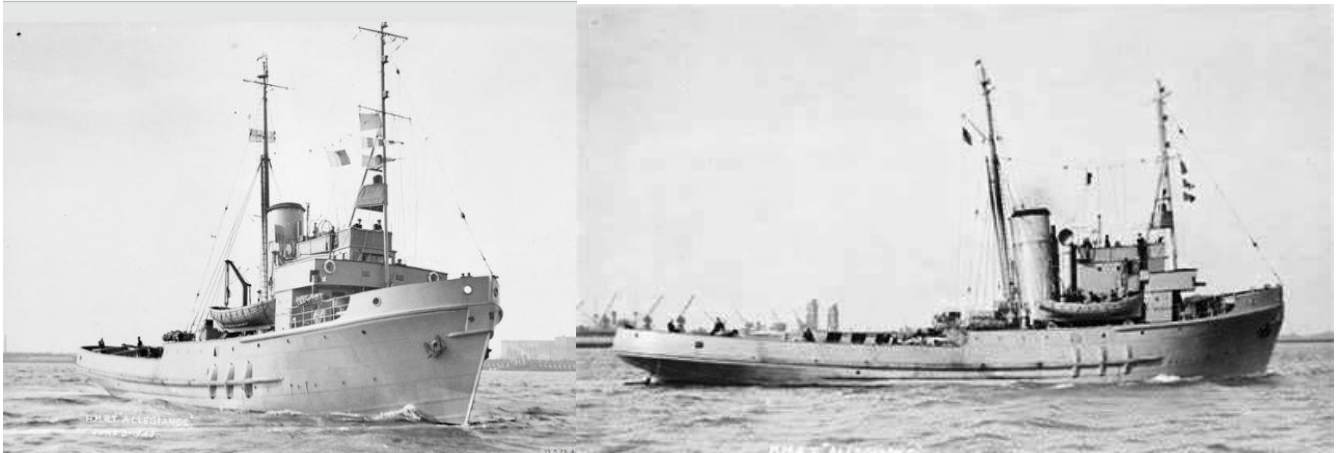
Laid down by Wm Simons & Co. Ltd, Renfrew for RN as HMS ALLEGIANCE but launched 5/42 as HMS KING SALVOR (W-191). 1948-51 bareboat chartered to MTL. 1954 conv. to submarine bell rescue ship - 6/54 ran trials as HMS KINGFISHER. 1960 decomm. 4/61 del. to Argentine Navy r. TEHUELICHE. 4/63 r. GUARDIAMARINA ZICARI. 1974 disposal. NFI.



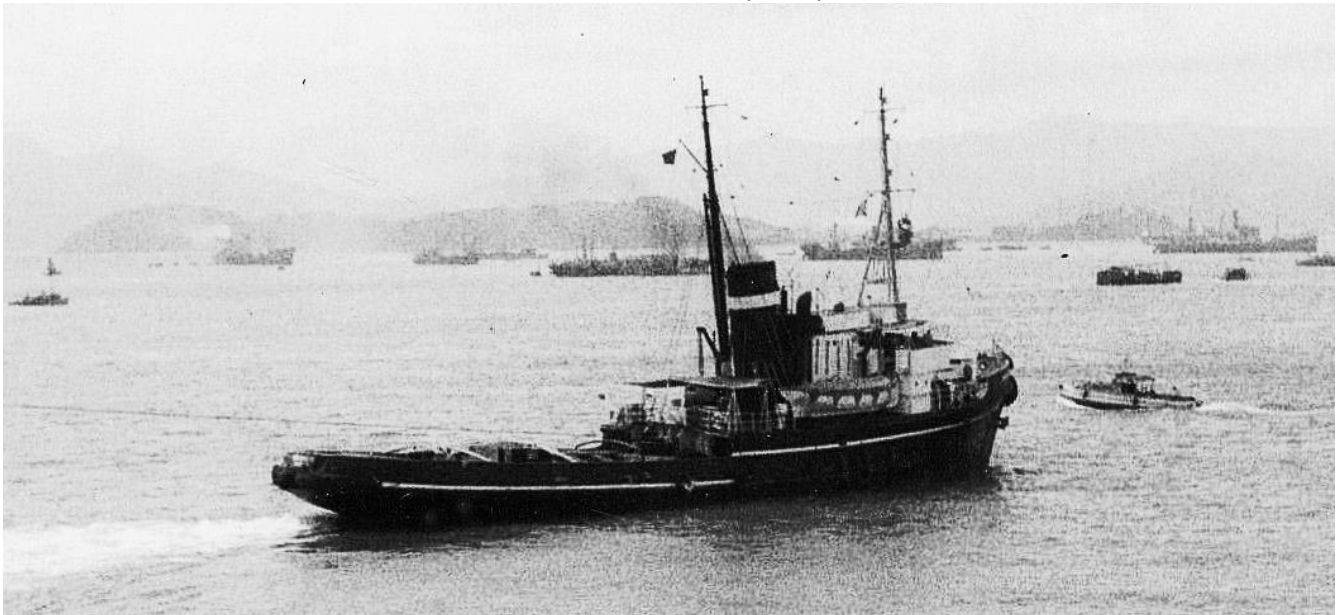
<http://www.rfanostalgia.org/gallery3/var/albums/RFA-TUGS-SALVAGE/NEW-SALVAGE-VESSELS/Kingsalvor.jpg?m=1399885548>

ALLEGIANCE II (1949-54) 597/43

Built by Cochrane & Sons Ltd, Selby for R.N. as ALLEGIANCE. 6/49 reg. at Hongkong for H.M. Dockyard as ALLEGIANCE II. 7/54 bareboat chartered to Hong Kong & Whampoa Dockyard Co. Ltd. (Mollers' Tows/Hong Kong Salvage & Towage Ltd. mgrs), Hong Kong. 9/54 r. KOWLOONDOCKS. 30/8/62 in heavy weather cast off tow of *Sletholm* (ex *Olau Bjarke*, 3576/50) bound Shanghai-Hong Kong - early 1/9 foundered c.100 m. from Hongkong in typhoon 'Wanda' (1 survivor).



HMS ALLEGIANCE (IWM).



KOWLOONDOCKS (Internet).

SALVALOUR (1951-57) 1117/45 (salvage vessel)

Built by Goole S.B. & R. Co. Ltd, Goole for RN. 1951-57 bareboat chartered to MTL. By 1957 laid up in reserve at Singapore. 11/71 sold to Robin S.Y. Pte Ltd, Singapore. Later t/f to Cia de Transporte Edna S.A., Panama. 2/78 arrived at Gadani Beach for breaking up.



HMS SALVALOUR (IWM)

CASTLE PEAK (1952-54) 1110/43

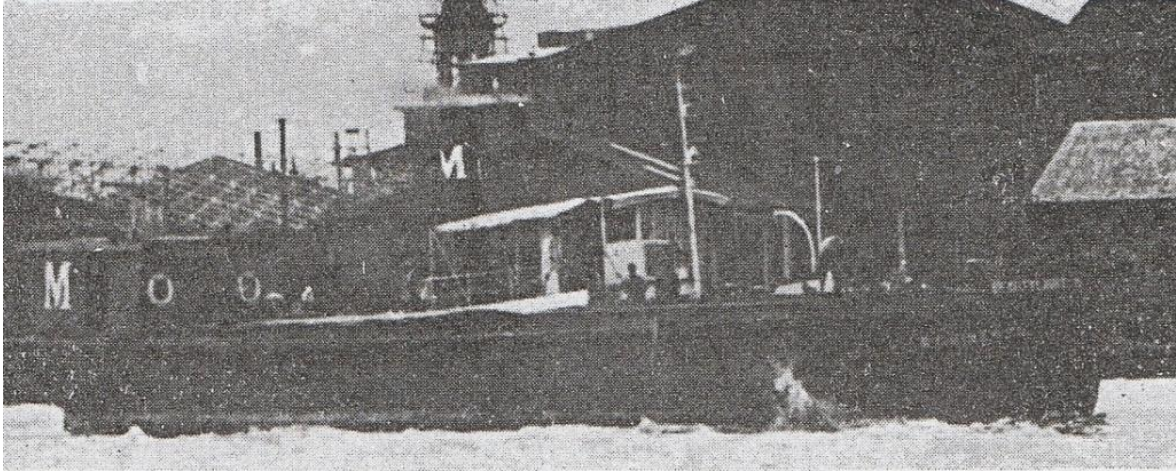
see CAROLINE MOLLER (1947-52)

PRINCE SALVOR (1957-59) 1114/43

see PRINCE SALVOR (charter, 1945-52)

Barges and Lighters (as seized by Japanese 12/41)

Autumnligh	457 (or 800)
Runninglight	457 recovered postwar, CTL (hull condition)
Cottonlight	457
Prettylight	450/27 Shanghai (ex Jane Moller ex Chong Fah No.1)
Silkyligh	450/28 Shanghai (ex Grace Moller ex Chong Fah No.2)
Mightyligh	425/19 Hankow (ex Mabel Moller ex OBB 68)
Fancyligh	275
Beautyligh	225 (or 118)



BEAUTYLIGHT at Shanghai in 1940 or 1941 (*Sekai Shosen Yoran* P.298).

Fairylight	225
Stonylight	150/26 Shanghai
Flyinglight	80
Gaylight	80
Joylight	80
Luckylight	80
Sootylight	65/38 Shanghai (ex Lois Moller)
Cherrylight	55 (or 39)
Mistylight	55
Libertylight	30
Starrylight	30
Snappylight	??

Motorboats

Ruth Moller	22 Recovered postwar
Dorothy Moller	12 (stores boat)
Moller Line No.2	4/31 Shanghai recovered postwar
Merrylight	?? (river launch)

Welding Vessel

Anne Moller	20 (net)
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Note: 3/57 floating plant in Hong Kong inc. dumb barges sold to Wang Kee & Co. Ltd.

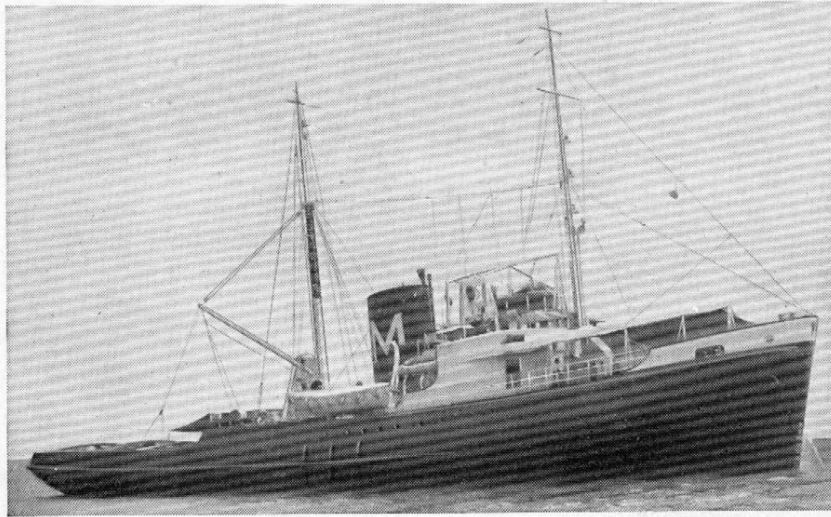
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Mollers Hong Kong

Registered Office:
204-5 Queens Building, Hong Kong

THE HONG KONG SALVAGE & TOWAGE COMPANY LTD.

OCEAN TOWAGE UNDERTAKEN
THROUGHOUT THE EAST BY POWERFUL TUGS

FLEET INCLUDES:—



4,000 H.P. Motor Rescue Tug "CASTLE PEAK" (above)
S.T. "ALLEGIANCE II" M.T. "CASTLE HILL"
M.T. "CASTLE MOUNT" M.T. "CASTLE POINT"

RECENT SUCCESSES IN TOWING INCLUDE:

S.S. "ADMIRAL CHASE" 3,550 tons.	Colombo to Hong Kong.
S.S. "ANHUI" 5,600 tons.	Sunk at Swatow, towed to Hong Kong after refloating by the Company.
S.S. "WM. B. ALLISON" 10,500 tons.	Sunk at Okinawa, towed to Japan after refloating by the Company.

U.K. AGENTS:—

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