

Little Pohai Gulf Steamship Companies

Small steamship companies based in Pohai Gulf ports ranging from Tsingtao (Qingdao) to Newchwang (Yingkou)

(Also see Ching Kee, Shawhsing and “Pei” Ships lists.)

[We follow Nagasawa’s convention that vessels indicated in the ownership of Manshu Kaiun (Manchukuo flag) were sold to that company in 1941.]

ILLUSTRATED FLEET LISTS

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May be cited with acknowledgement to the authors at www.oldchinaships.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).

Bandinel & Co. (F.D. Farmer), Shanghai 旗昌洋行
F.D. Farmer, Shanghai
Hai Chang S.N. Co. (F.D. Farmer & Co., mgr), Newchwang
Haichang S.S. Co. Ltd, Shanghai (from 1935)
Hai Chang S.N. Co., Newchwang (Nei Hong Hing mgrs)
Hai Cheng Steamship Co. Ltd, Newchwang (Nei Hong Hing, mgrs)
 c/- F.D. Farmer & Co., The Bund, Newchwang
 and 15 Siking Road, Shanghai
 Capital \$250,000



Hai Chang S.N. Co houseflag

F.D. Farmer appears in the early 1900s as Manager at Newchwang (Yingkow) of Bandinel & Company, agents for Hamburg-Amerika Line, NDL and Japanese-flag NYK. In 1907 the firm was restyled as F.D. Farmer & Co. Agencies for the two German lines lapsed in 1914 after the outbreak of World War I. By the time of The North China Hong List of 1919 the firm was being managed by George F. and P. Farmer, probably sons, with steamship agencies for Dodwell, Java-China-Japan Line and NYK plus and eight insurance companies. Other agencies at Yingkow were held by Butterfield & Swire, A. van Ess & Co. (Pacific Mail, Scandinavian lines and Toyo Kisen), Jardine, Matheson & Co. (Canadian-Pacific, Glen Line, P&O).

Farmer & Co., F. D.
旗昌 *Ch'i-chang*
The Bund
 Phone 415
 Tel. Address: "Farmer"
Steamship Owners, General Merchants
 Farmer, Geo. F.
 Farmer, P.
 Rama, L.
 Yamani-hi, M.
 Lu, H. C.
 Chang, T. S.
Agents for:
 Nippon Yusen Kaisha
 Dodwell & Co's Steamers
 Continental Insurance Co.
 Sun Fire Office
 Standard Life Assurance Co
 Tokyo Marine Insurance Co., Ltd.
 Yorkshire Insurance Co.
 Java-China-Japan Iijui
 The East India Sea & Fire Insurance Co.
 The Yangtze Insur. Association, Ltd.
 The Sun Life Assurance Co. of Canada
Branches at:
 Lungko ani Teng-chow-foo, Shantung.

Extract from North China Hong List 1919

Along with Butterfield & Swire, Jardine Matheson and the Newchwang Wharf & Godown Co. Ltd (Irvin Thomson, mgr), Farmer & Co. were also wharf owners, having both the 375' Eastern (NYK) Wharf and the shorter 230' Western/Town Wharf. Under the Hong listing they were described as 'Steamship Owners and General Merchants'.

F.D. Farmer first appeared as a registered steamship owner in 1904/5 with purchase of China Navigation's 1,087-grt beancaker *Chefoo* (1876), which in 1914 passed to Chinese owners at Chefoo. No further connection has yet been established until October 1925, when the 1010-grt French-flag coaster *Gouverneur General Maurice Long* (ex KPM's Speelman) was acquired by the Hai Chang S.S. Co. c/- F.D. Farmer & Co. and renamed *Haichang* (or *Hai-Chang*). Given that Farmer & Co. traded as 'Ch'i Chang' (which for an unknown reason was exactly the same hong name as used by the former Russell & Co. which closed in 1891) there is a clear association with 'Hai [=Sea] Chang'.

Farmer & Co. also had branches at Lungkow (Lungkou) and Teng-chow-foo on the north coast of Shantung (Shandong) province. It may therefore be inferred that *Haichang* was acquired to carry seasonal migrants and workers across the Gulf of Pohai (Bohai), probably as the similarly sized *Chefoo* had done previously – Chinese sources confirm that this was indeed the case by the early 1930s.

Meanwhile, by the end of the 1920s the somewhat larger 1,676-grt *Hai Shun* (1897) and 1,944-grt *Hai Ping* (1897) had been brought into regular service between Yingkow and Shanghai. These two ships are listed separately in Lloyd's Register to Hai Chang S.N. Co. under the syndicate Nei Hong Hing of Custom Street (presumably The Bund), Newchwang but their agency at Shanghai was Hai Chang Steamship. It may therefore be assumed that all three ships were part of the same operation, that is owned and operated by Chinese principals and registered at Newchwang (later Shanghai) under the Chinese flag but taking advantage of the Farmer connection to enjoy wharfage and other facilities in the foreign concession at Newchwang. This interpretation is consistent with background on the longstanding importance of the merchant guilds in Yingkow.

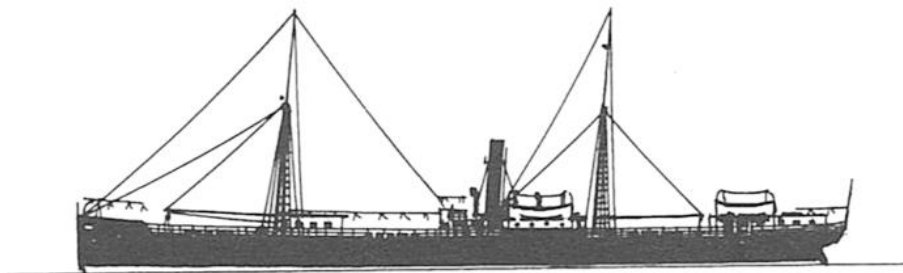
There was also a Japanese connection, and not only through NYK, whose local agency was still listed as Farmer & Co. until the late 1930s. When *Haichang* was arrested by Chinese Customs off Tangku in April 1936 on grounds of smuggling, Japanese authorities intervened to reduce the fine from Tls 10,000 to Tls 5,000 and secure the ship's release after several weeks' detention. 'The North China Herald' (6/5 and 16/6/36) reported that the ship was sailing on both Chinese and Manchukuo papers, perhaps not surprising in view of the Japanese occupation of Manchuria some five years previously.

Fleet List

CHEFOO (1904-13) 1087/76-2 (iron, C2cy.)

Built by Scott & Co., Greenock (#169) for China Nav. Co. Ltd, London as CHEFOO. 5/6/76 arrived Shanghai. 19/8/79 o/v Amoy-Shanghai struck Ockseu Island in fog, holed, but refloated and 21/8 made Amoy, where docked and repaired to c.1/10. 3/04 o/c to 'The Daily Mail', London for use as press dispatch vessel during Russo-Japanese War. 8-9/04 salvaged cargo from wreck (12/8) of Norwegian str *Unison* in Pechili Strait. 12/04 sold for £6,000 to Bandinel & Co. (F.D. Farmer), Shanghai on behalf of

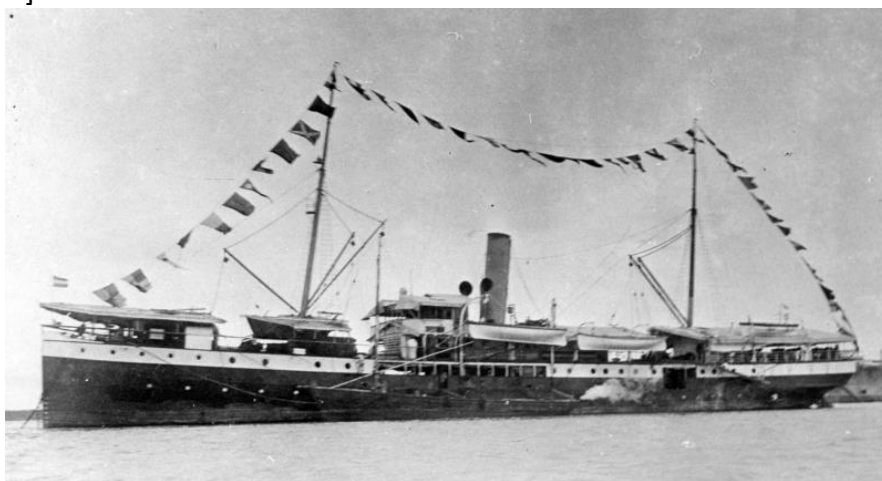
Chinese interests. 1907 reg. owner F.D. Farmer. c.1913 sold to Chang Tze-yang, Chefoo. 4/11/16 rep. put back to Vungro Bay, Indo-China after disabled o/v to Hong Kong, Kowloon Dock tug sent to assist and tow to Hong Kong. 8/20 brought stranded crew of Russian str *Patrokal* from Vladivostok to Shanghai after latter seized and sailed to Japan. 1921 sold to Den Ting Kee, Shanghai. c.1925 sold to Yan Woo S.S. Co. (Yin Tsze Chun), Hong Kong r. YAN ON for service Hong Kong-Kwang Chow Wan. 7/27 arrived Hong Kong under jury rig after rudder damage, then resold for \$24,000 to Chow Chung Pang. c.6/28 laid up at Shamshuipo, Hong Kong. 11/28 towed from Hong Kong to Canton for use as a hulk [Schell 1876; NCH 2/9/79, 18/3/04, 4/11/16, 19/8/20, 17/11/28].



Sketch of CHEFOO (Duncan Haws).

HAI-CHANG 海昌(1925-49) 1010/90 T3cy

Built by Koninklijke Fabriek van Stoom- en andere Werktuigen, Amsterdam for Koninklijke Paketvaart Maatschappij, Batavia and delivered 10/10/90 as SPEELMAN. 7/23 sold to Soc. Des Affreteurs Indochinois, Saigon r. GOUVERNOR GENERAL MAURICE LONG. 1926 Sold to Hai Chang S.N. Co. (F.D. Farmer & Co., mgr), Newchwang r. HAICHANG/HAI-CHANG, By early 1930s operating Lungkow/Dairen/Tientsin/Newchwang. c.1934 t/f to Shanghai registry. 1937 probably t/f to Manchukuo flag. 1940 requisitioned by Japanese Government as KAISHO GO (海昌号). 18/2/44 ran aground and sank off Laotieh Shan Lighthouse (Rotestsusan Lighthouse), 10 nm W. of Lushun, China and finally sank 5/3. [1959 RLR as HAI-CHANG after no report for ten years.][Possibly (though unconfirmed) may have been raised, r. HAICHENG then MIN SHU 2 then GONG NONG BING 3. See separate post "KPM's Speelman (1890) and Her Afterlife in China" on Chinese page of oldchinaships.com.]



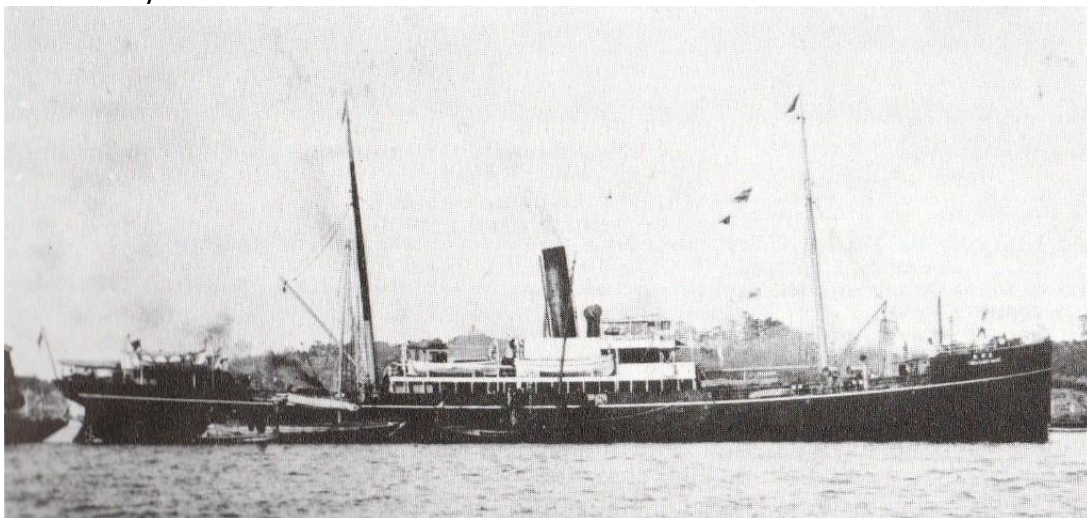
HAI-CHANG in original form as SPEELMAN (M. Lindenborn coll.).



HAI-CHANG at Newchwang (Postcard SK colln).

HAI SHUN 海順 (1927-41) 1676/97 T3cy pass

Built by Akt. Ges. "Neptun", Rostok for Asiatic Kustenfahrt Ges., Hamburg as TAI-YICK for China coastal service. 1899 sold to M. G. Shevelyov, Vladivostok r. VOSTOK. 1901 sold to Nippon Yusen Kaisha K.K., Tokyo r. TAKASAGO MARU. 1923 t/f to Kinkai Yusen K.K., Tokyo. 1927 Sold to Hai Chang S.N. Co. (Nei Hong Hing mgr), Newchwang r. HAI SHUN, operated Shanghai/Dairen/Newchwang. Owners later Haichang S.S. Co. Ltd., Shanghai. From late-1930s operated by Japan as KAIZYUN (KAIJUN) GO, 1941 sold to Manshu Kaiun, Dairen. 10/8/1945 mined and sunk at the entrance to Rajin harbor, Korea while under Japanese Army control.



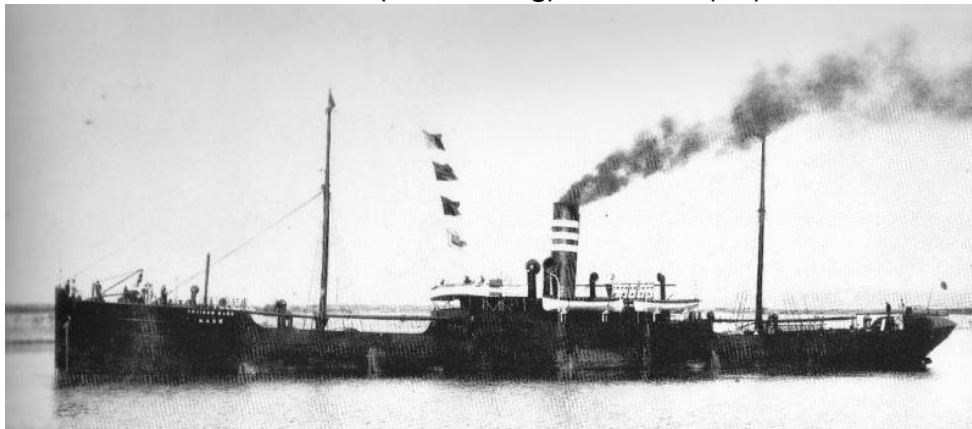
HAI SHUN as TAKASAGO MARU (Y. Yokoi coll.).



Possible HAI SHUN or sister YUNG YUAN (Yung Yuan S.S. Co.) at Shanghai (from a postcard).

HAI PING (1929-34) 1944/97 T3cy

Built by A. McMillan & Son Ltd., Dumbarton for Mitsui Busan K.K. as FUJISAN MARU. 24/12/28 sold through Kobe broker Shigematsu to Hai Chang S.N. Co. (Nei Hong Hing mgr), Newchwang, 1929 r. HAI PING, operated Shanghai/Dairen/Newchwang. Owners later Haichang S.S. Co. Ltd., Newchwang. 31/10/34 sunk in collision in the Liao River (Newchwang) with *Solen* (Br.).



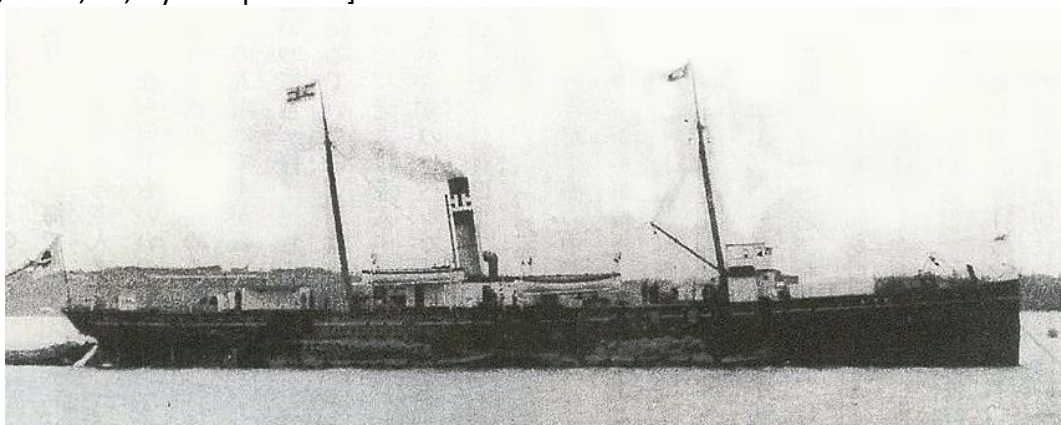
FUJISAN MARU (MOL Fleetlist).

Chai Hua Ting (Hei Lien Co.), Weihaiwei
Hsin Tung Hong, Weihaiwei

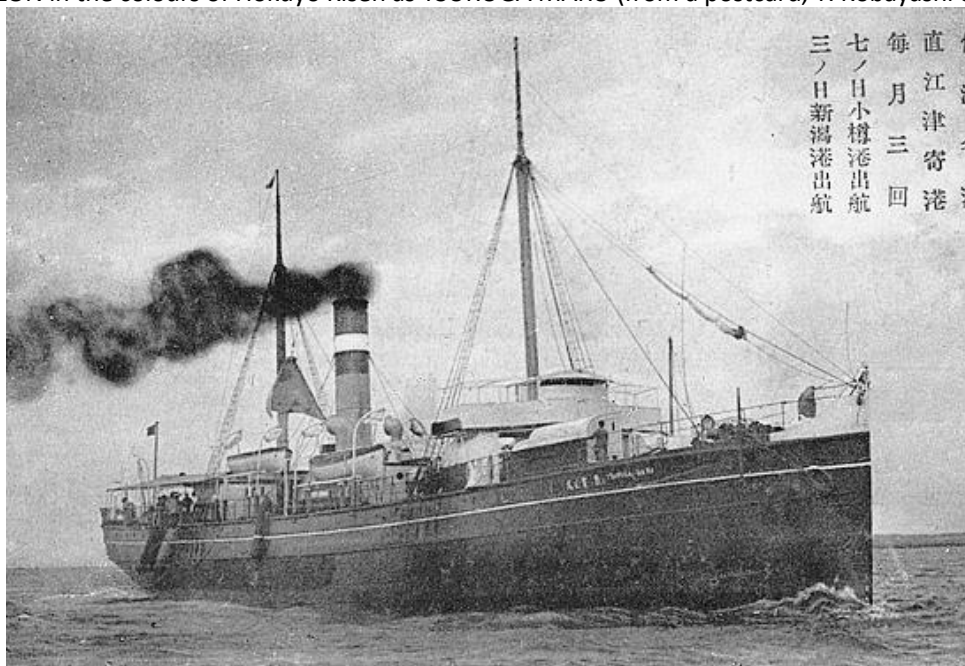
TA PANG NYO/YUNG WEI (1931-?) 669/64 (i.s.s.) C2cy single screw 109hp 219.2x28.2

Built by Blackwood & Gordon, Port Glasgow for Trautmann & Co. (Br. flag), Shanghai as TA PANG NYO for Shanghai/Tientsin service with accommodation for '200 Chinese passengers'. 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-registered. 11/65 voyages Shanghai-Hong Kong. 8/66 sold to Tokugawa Shogunate (13/12/67 reg. closed) r. OHTORI MARU. 11/66 r. 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. 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 Yubin Kisen Mitsubishi Kaisha, Tokyo. 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). 12/31 sold to Chai Hua Ting (Hai Lien Co.), Weihaiwei r. YUNG WEI. 1936? sold to Hsin Tung Hong, Weihaiwei, but NFI. 1959 RLR. [Milne, Haviland, Nagasawa, HWD, SK, clydeships.co.uk]



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

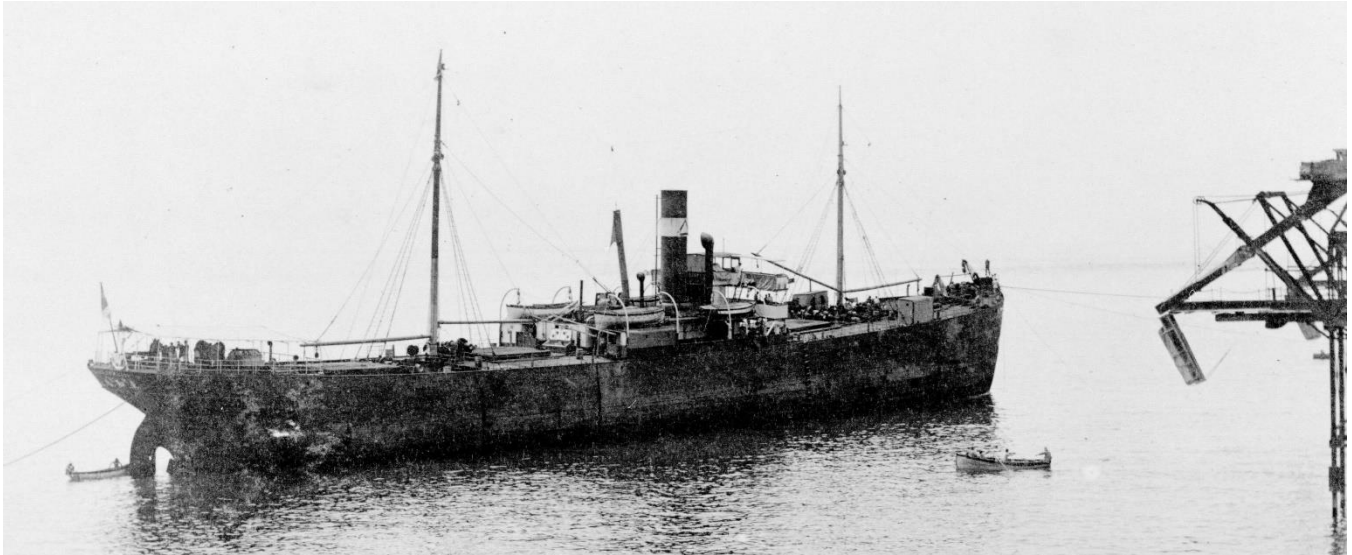


TSURUGA MARU ex LUZON when operating Otaru-Niigata for Hokuyo Shosen (SK coll.).

Chi Yuang S.S. Co., Newchwang

TSIEH FA (1932-32) 2857/94 T3cy

Built by R. Thompson, Sunderland for Liverpool Sg Co Ltd, Liverpool as RAMAZAN. 1905 sold to Heyne & Hessenmuller, Hamburg r. ROBERT HEYNE. 1908 sold to Aug. Bolten, Wm. Miller's Nachfolger, Hamburg r. HAAKE. Sold to Towa Koshi G.K., Dairen r. TOWA MARU. 1917 t/f to Dairen Towa Kisen K.K., Dairen. 1932 sold to Chi Yuang S.S. Co., Newchwang r. TSIEH FA. 13/4/32 wrecked near Lunkow, 24/4 destroyed by fire [voy. Shanghai-Lunkow, petrol, fuel oil, flour].



TOWA MARU berthing at Christmas Island on 16 March 1920 to load phosphate (National Archives Australia).

China Sea S.N. Co., Tientsin

SHENG AN (1932-37) 1344/03 T3cy

Built by Fevigs Jernskibsbyggeri, Fevig (# 43) for D/S A/S Opland (Hans Fredriksen mgrs), Sandefjord, later Christiania as OPLAND. 6/16 sold to D/S A/S Donstad (Johs. S. Andreassen), Arendal. 1917 sold to Sjur Lothe & Johs. S. Andreassen, Haugesund. Resold to Johan C. Martens & Co., Bergen. 1918 Taken over by The Shipping Controller (W. A. Young & Co.), London. 1919 returned to owner and sold to Skibs-A/S Loddings Rederi I (later III) (Trygve Lodding), Christiania. 1924 sold to Uyeno Kisen Goshi Kaisha, Amagasaki later Fuchu r. RYUKO MARU. 1932 sold to China Sea S.N. Co., Tientsin r. SHENG AN. 1937 sold to Ta Tung S.N. Co., Tientsin r. YING HSIANG. 1938 sold to Luso S.S. Line, Macao r. LUSO. 1941 (?) captured by Japan r. MAKO MARU (Yamashita Kisen K.K., Kobe mgrs.). 15/5/45 bombed and wrecked on SW Korean coast (34.16 N, 126.44E), 8 crew and 2 military personnel lost.

T.A. Chow, Newchwang

YUNG SHUN (1934-39) 1072/78 (iss) C2cy (engines R&WE Hawthorn & Co.)

Built by C. Mitchell & Co., Newcastle for Hermann Katz, Singapore. 2/79 reg. at Singapore. 1/83 reg. t/f to London for Atjeh S.S. Co., Singapore. 1884 sold to NISM, Batavia. 1/91 sold to T.C. Bogaardt, Singapore. 12/9/91 t/f to Ocean S.S. Co. Ltd (34), G.J. Mansfield (10/64), A. Compton (8/64) and T.C. Bogaardt 12/64). 9/91 reg. t/f to Liverpool (East India Ocean S.S. Co. Ltd, Singapore mgrs). 1892 t/f to NSMO, Amsterdam. Mid-1895 reverted to T.C. Bogaardt, Singapore. 3/98 sold to TKT S.S. Co. Ltd, Singapore. 1/99 W.H. Frigall (Chartered Bank) empowered to sell at Manila where sold to Warner, Barnes & Co. 1901 sold to US Army for use as transport r. LISCUM. 1905 fitted out as cable repair ship. 27/8/13 sank alongside wharf at Shanghai while under repair – salvaged and refitted. 1922 sold to Tuason & Sampedro, Manila r. NUESTRA SENORA DE ALBA. c.1925 sold to Hercules Lumber Co. Inc., Manila. 7/31 i/s Mla/Cb/Zb/Jolo (Madrigal). 1934 sold to Yung Shun S.S. Co. (T.A. Chow mgr), Newchwang r. YUNG SHUN. De Boer (1997) rep. 1939 broken up Shanghai [doubtful]. LR 1950/51 still listed.

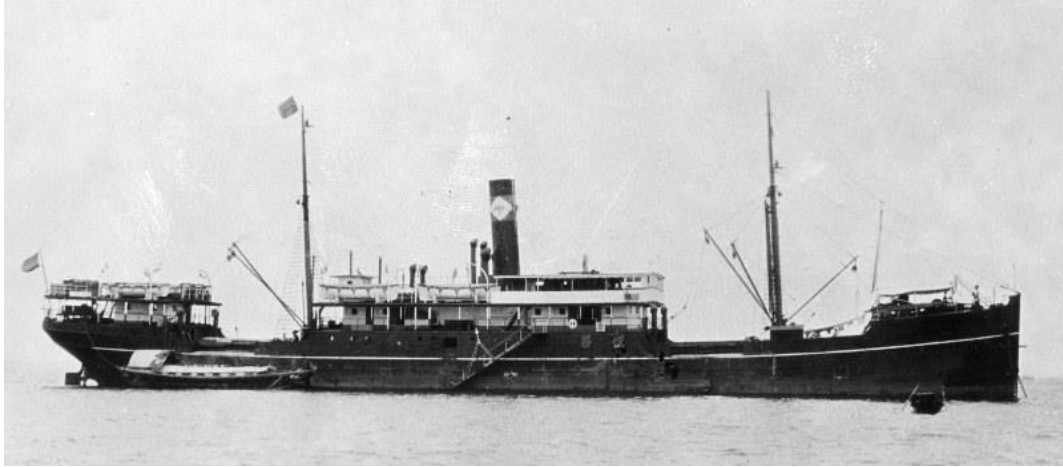


YUNG SHUN as KONGSEE (Martin Lindenborn/SK edit).

Heng Chong Steamship Co., Chefoo

HENG CHONG (1928-29) 1973/04 T3cy pass

Built by Rickmers Werft, Bremerhaven (#129) for Norddeutscher Lloyd, Bremen as SANDAKAN. 8/14 seized at Labuan, condemned in prize and managed for the Crown by Straits Steamship Co. Ltd., Singapore. 1921 sold to Yah Kee & Co., Shanghai. 1923 sold to Jensien Tpt. Co., Shanghai r. YUAN HENG. 1928 sold to Heng Chong S.S. Co., Chefoo r. HENG CHONG. 21/11/29 foundered off Shan Wei Shan Island off the mouth of the Yangtse on voyage Tsingtao/Shanghai with coal.



HENG CHONG at Singapore (KPM archive - Alg. Rijksarchief).

Hsing Hwa S.S. Co., Newchwang & Chefoo

see Yung Yuan S.S. Co.

Hwei Hai S.S. Co., Chefoo

HWEI AN (1931-37) 1377/96 T3cy

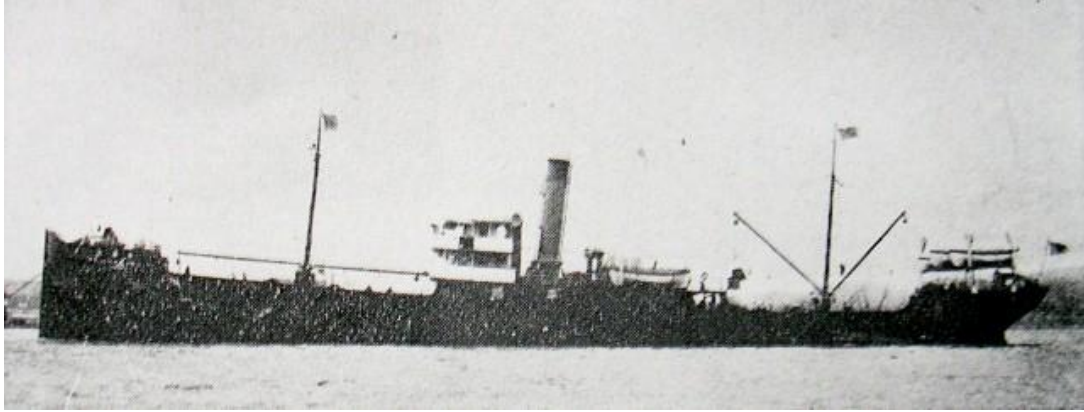
Built by Helsingors Jernsk. & Msk., Elsinore for Acties. Pronto A/S (Hans Hiaer & Co. mgrs.), later Pronto A/S D/S, Drammen as PRONTO. 1911 sold in Japan to Russian Steam Nav. & Tdg. Co., Odessa r. OLEG. Later sold to Steam Nav. of Count H.H. Keyserling, Vladivostok. 1916 sold to Russian Volunteer Fleet Assoc., Vladivostok. 16/11-30/11/22 commissioned in Soviet Far East Navy, later t/f to Sovtorgflot. 2/26 departed Vladivostok for Tientsin with timber and lamaria, on arrival Taku 26/3 detained and confiscated by Mukden Navy, allegedly for carrying cargo of Japanese weapons, master imprisoned, crew repatriated. 1927 r. CHENGHAI for Chinese government. 1931 sold to Hwei Hai S.S. Co., Chefoo r. HWEI AN. 7/37 foundered in the Yangtse. [LR37 overprinted Sunk 7/37.]

Hwei Tung S.S. Co., Chefoo (later Shanghai)

also Dong An S.S. Co. (Hwei Tung S.S. Co. mgrs.), Chefoo

HWEI KONG (1931-?) 1599/02 T3cy

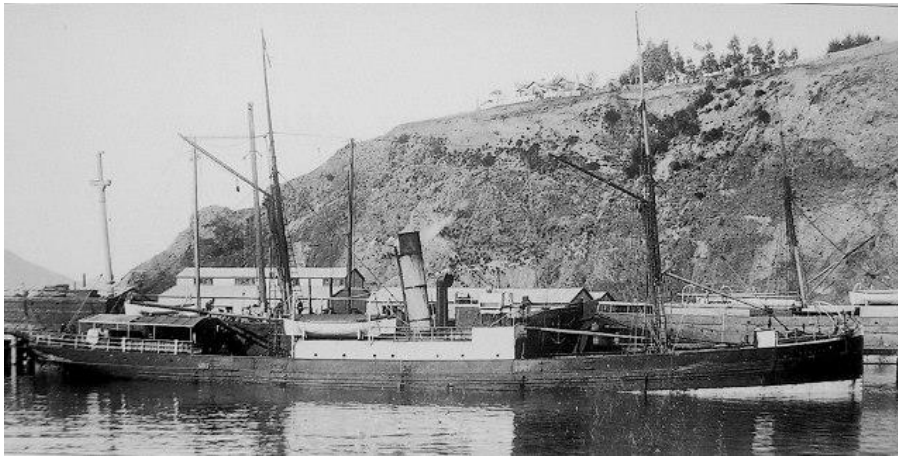
Built by N. Odero & Co., Genoa (#198) for Cie. Francaise de Cabotage des Mers de Chine, Saigon as BINH THUAN. 1909 sold to Cie. de Commerce et de Nav d'Extreme Orient, Saigon. 1914 sold to Minami Manshu Tetsudo K.K. (South Manchuria Railway Co. Ltd), Dairen r. HEIJUN MARU. 1/15 merged into to Dairen Kisen, Dairen on establishment, for a book value of 140,216 yen. 2/16 sold to Matsukiku Gomei Kaisha, later Matsumoto Kisen K.K., Nagasaki. 1922 sold to Yamato Kisen K.K., Hashidate. 1926 sold to Yamamoto Heizaburo, Kobe. 1931 sold to Hwei Tung S.S. Co., Chefoo r. HWEI KONG. 1942 taken over by Japanese government r. KEIOKO GO. 1950 RLR.



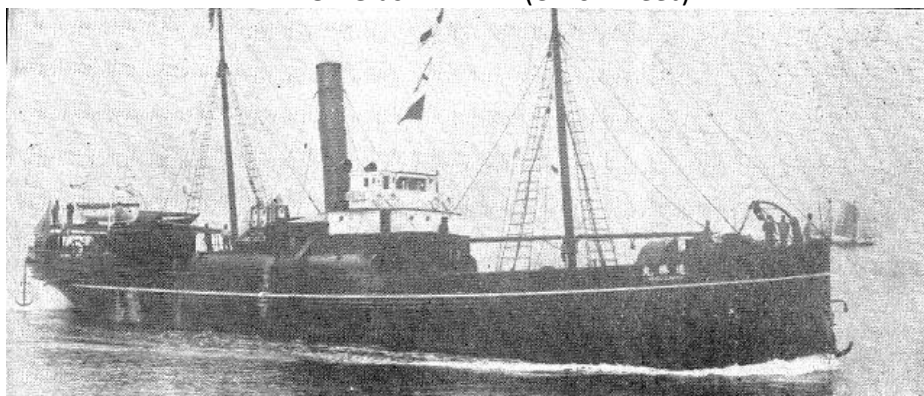
HWEI KONG as HEIJUN MARU (*1926 Japan Steamships register*)

TAI KONG (1933-35) 592/84-7 C2cy

Built by Pearce Bros., Dundee for Stone Bros (J. Stone mgr), later C.B. Stone & Partners, Auckland as HERALD. Special survey Dunedin 4/89, 1900 sold to Union S.S. Co. of New Zealand, Auckland. 1905 sold to S. Yamashita, Hakodate later Fujita Tomizo, Fuchu r. RENSHO MARU. 1907 sold to Kanamori Gomei Kaisha, Hakodate. 1912 sold to C. Nishimura, Nanao. 1922 sold to Kyukichi Fujita, Amagasaki. 1924 sold to Zoga Shigematsu, Amagasaki. 1927 sold to Tomizo Fujita, Fuchu. 1930 sold to Shizuo Matsuura, Fuchu, 1932 r. MATSU MARU. 1933 sold to Tai Kong S.S. Co. (Hwei Tung S.S. co. mgrs.), Chefoo r. TAI KONG. 10/35 foundered near Chinwangtao.



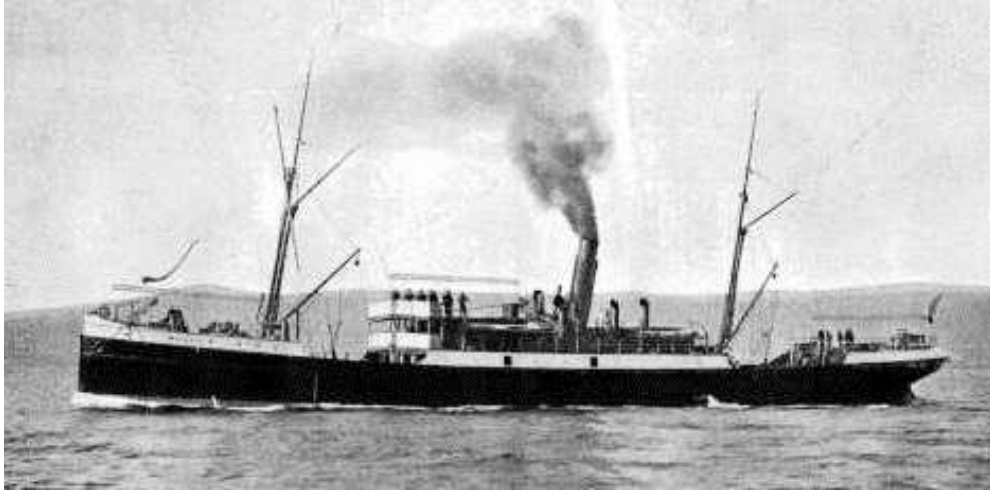
TAI KONG as HERALD (*Union Fleet*).



as RENSHO MARU with built up bridge and funnel extension (*1924 Japan Steamships Register*).

HWEI PING (1933-45) 760/95 T3cy pass

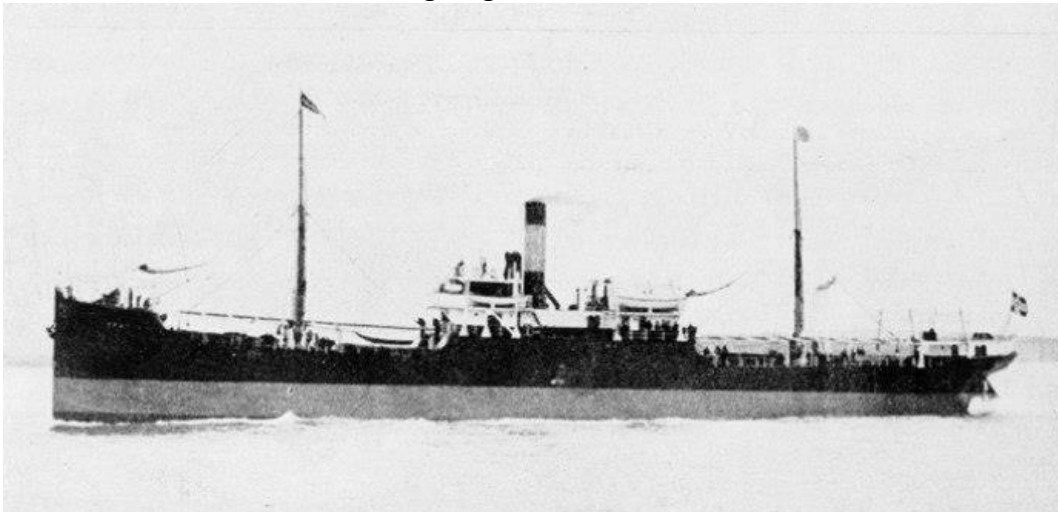
Built by R. Napier & Sons Ltd., Glasgow for Messageries Fluviales de Cochinchine, Saigon as DONAI. 1926 t/f to Soc. Havraise Indochinoise, Havre. 1928 sold to Soc. Thong Hap, Swatow. 1929 sold to Dairen Takahashi Goshi Kaisha, Dairen later Nikka Kisen K.K., Dairen r. FUKUJU MARU. 1933 sold to Hwei Tung S.S. Co., Chefoo r. HWEI PING. From late-1930s operated by Japan as KAKO GO. 14/4/45 torpedoed and sunk by the *USS Gabilan* in 05.19S 117.06E off Kangean Island, Java Sea.



HWEI PING as DONAI (wrecksite.eu).

HWEI CHONG (1934-42) 1907/02 T3cy pass

Built by John Priestman & Co., Sunderland, for D/S A/S Halvard (Bruusgaard, Kiøsterud & Co. mgrs), Drammen as HALVARD. Building costs NOK 470.000. 1909 Transferred to Bruusgaard, Kiøsterud D/S A/S (Bruusgaard, Kiøsterud & Co. mgrs), Drammen. 1922 Sold for NOK 410.000 to Lai Hing Steamship Co. Ltd (Wo Fat Sing Ltd), Hong Kong. 1923 Sold to Hop Hing Steamship Co. Ltd (Li Koon Chun), Hong Kong. 1934 Sold to Hwei Tung Steamship Co., Chefoo, r. HWEI CHONG. From late-1930s operated on charter to Matsuura Kisen (in Japanese as KEISHO GO). After 12/41 under Japanese flag (Toa Kaiun mgrs.) as RYOKUSEI MARU, bombed and sunk 27/11/42 by US aircraft off while anchored off Huangpu (Whampoa) anchorage, Pearl River below Canton, Kwangtung Province.



HWEI CHONG as HALVARD (<http://www.skipshistorie.net/Drammen>).

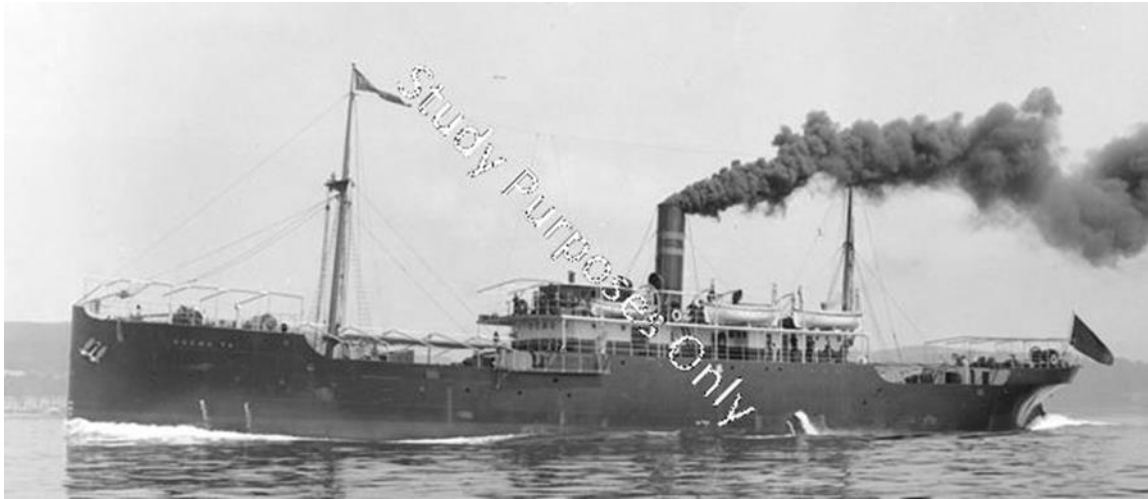
PEI HAI (ca.1934-4?) 783/90-9
LEETUNG (1937-38) 1866/84

see **PEI HAI** (Lu Yee Shun)
see **LEETUNG** (Leetung S.S. Co.)

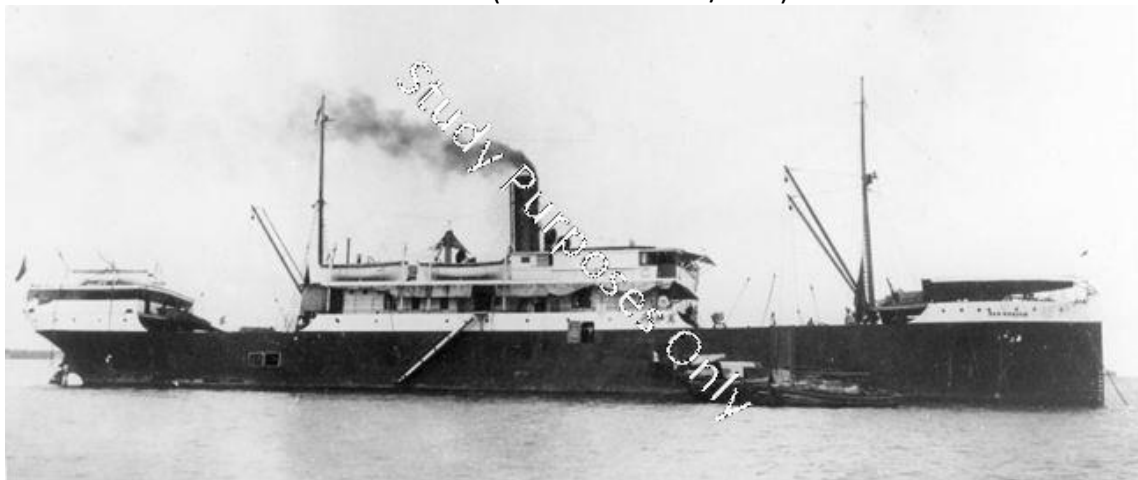
Imperial Railways of North China (1911-13)
Chinese Government Railways (1913-16)

SHENG TA 盛大 (1911-16) 1625/11 pass

Built by Napier & Miller Ltd., Glasgow for Imperial Railways of North China, Tientsin as SHENG TA. 1913 t/f to Chinese Government Railways, Tientsin. 1916 sold to A/S D/AS Dovre (Bruusgaard, Kiosterud & Co. mgrs.), Drammen r. DIVA. 1920 sold to Too Wan Kie, Surabaya r. BAN HO GUAN 万和元 for Singapore/Bangkok service. Later sold to Thio Soen Lo., Banjarmasin for Banjarmasin/Bangkok service. 21/11/35 stranded at Keelung on voyage Java/Japan for breaking. CTL. Refloated and del. to shipbreakers at Kobe.



SHENG TA (James Adamson/UoG).



SHENG TA as BAN HO GUAN (KPM archive - Alg. Rijksarchief).

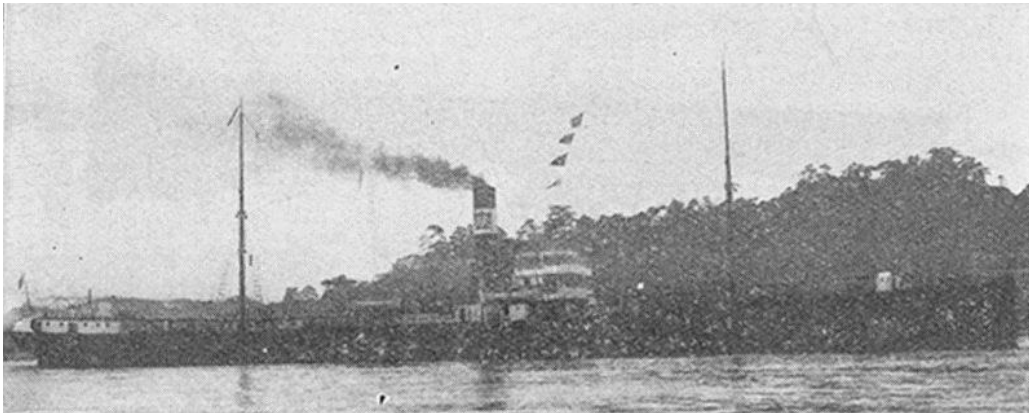
Lee Shun S.S. Co., Dairen
Mgrs. An Kwea Feng, Tientsin

LEE CHENG (1934-37) 1491/89-6 T3cy steel & iron

Built by Sunderland S.B. Co., Sunderland (#151) for Grampian S.S. Co. (G. Adam & Co. mgrs.), Greenock as BLAIRMOUNT. 1898 sold to Chinese Eastern Railway, Newchwang and Dalny r. GIRIN (吉林, JILIN). 18/10/04 sunk in inner harbor, Port Arthur by gunfire based at 203 Metre Hill. 20/8/05 raised by Japanese Government 30/8 r. KICHIRIN MARU 吉林丸, refitted for Ministry of Agriculture & Commerce, Tokyo. 1934 sold to Lee Shun S.S. Co., Dairen r. LEE CHENG, operating all northern ports. 1937 sold to Sun Te Hsun (mgrs. Nitto Yoko, Dairen mgrs), Tientsin 1941 t/f to Taiyo Kogyo r. NISSEI MARU. 25/9/44 torpedoed and sunk in the Yellow Sea 37.22N 124.33E by *USS Thresher*. [Russian language explanation: <http://wap.tsushima.borda.ru/?1-2-0-00000263-000-0-0-1212867182>]

LEE SHUN 利順(1934- 41) 3187/93 T3cy

Built by W. Gray & Co. Ltd, West Hartlepool for S.A. Ungherese d'Armamento Maritt. Oriente, Fiume (Aust.-Hung. Flag) as BURMA. 1905 sold to Takahashi Rikichi, Yawata r. YESAN MARU. 24/4/12 collided with lorch in Iloilo River while moving downstream lightship after discharging a cargo of coal, crew not obeying orders of pilot. 1934 sold to Lee Shun S.S. Co., An Kwea Feng mgrs.), Chefoo, later Shanghai r. LEE SHUN, operated Shanghai/Dairen. From late-1930s operated by Japan as RIZYUN (RIIJUN) GO. 1941 sold to Manshu Kaiun, Dairen. 17/1/45 under civilian control, foundered in heavy winds off Shigashima, Hakata Bay.



LEE SHUN as YESAN MARU (1916 *Japan Steamships Register*).

LEE AN (1935-41) 2407/09 T3cy

Built by Flensburger Schiffsbau Gesellschaft Works, Flensburg for H. W. Heidmann, Hamburg as JOHN HEIDMANN. 1918 owners merged into Hugo Stinnes, Mulheim. 1919 taken over by The Shipping Controller (J. Cormack & Co, managers), London. 1920 sold to Union Steam Ship Company of New Zealand, Wellington r. KAIMANAWA. 10/10/24 suffered damage to machinery at Newcastle, NSW. 17/2/26 struck wharf at Auckland. 1/7/31 laid up at Auckland. 1933 sold to Miyachi Kisen K.K., Kobe, for breaking up, 12/1/34 towed to Kobe by *Komata* but 1935 resold to An Kwea Hung, Chefoo r LEE AN. 1941 sold to Nitto Kogyo KK, Tokyo r. NITTO MARU. 7/3/43 sunk in a collision with Japanese destroyer *Namikaze* near Omaezaki (34°33'N-138°44'E). [poheritage.com]



JOHN HEIDMANN sailing from Swansea with goal gaffs on all masts (Gerd Fiebiger).

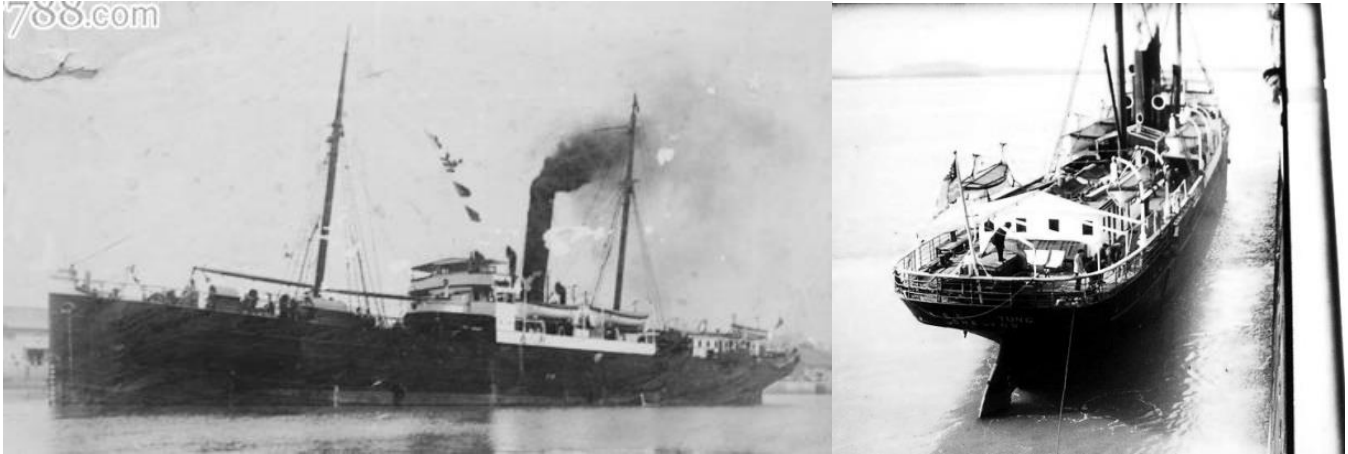


LEE AN as KAIMANAWA (Ian Farquhar).

Leetung S.S. Co., Chefoo
Later Hwei Tung S.S. Co., Chefoo & Shanghai

LEETUNG 利通 (1922-37) 1866/84-8 C2cy pass

Built by Napier Shanks & Bell, Glasgow for Kyodo Unyu K.K., Tokyo as SATSUMA MARU. 1/10/85 owners merged into Nippon Yusen Kaisha, Tokyo. 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. 5/22 sold for 85,000 yen to Tsai Ping hong, Tsingtao, soon resold to Leetung S.S. Co., Chefoo r. LEETUNG. By LR30 owners Leetung S.S. Co., Chefoo, evidently operating Chefoo/Shanghai. By 1936 managed by Hwei Tung S.S. Co., Chefoo, 1937 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.

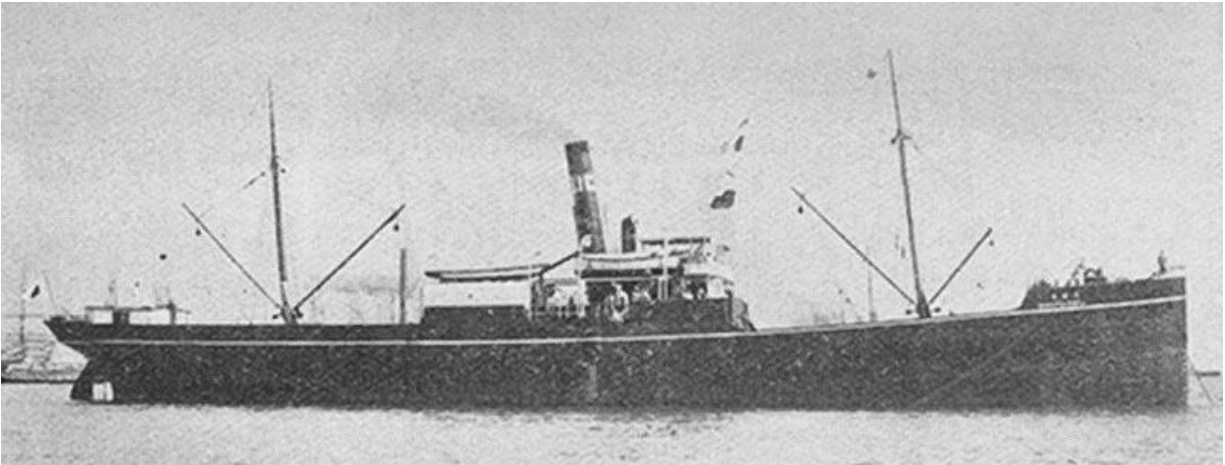


LEETUNG (7788.com (2019); Internet).

Lu Yee Shun, Chefoo

PEI HAI (1921-34) 783/90-9 T3cy well deck

Built by R. Dixon & Co (#327), Middlesborough for Bristol S.N. Co. Ltd., as HERO. 1901 sold to Southgrove S.S. Co. (S.H. Furneaux mgr), London r. SOUTHGROVE. 1906 sold to Y. Fujiyama, Osaka r. CHUYU MARU. 1921 sold to Lu Yee Shun, Chefoo, r. PEI HAI. Ca. 1934 sold to Dong An S.S. Co. (Hwei Tung S.S. Co. mgrs.), Chefoo. 1950 RLR.



PEI HAI as CHUYU MARU (1916 Japan Steamships Register).

North China Steamship Co. (北清輪船公司, 1911-13)

Matsushige Hong (Kawabe Sho), Dairen

Tanaka Shokai (Tanaka Sueo), Dairen, Ryojun (Port Arthur), Yantai (Chefoo), Lungkow, Shitaokow

The Japanese-managed North China Steamship Co. (NCSS) operating from Dairen across the Pohai and to Kobe was a short-lived predecessor of Dairen Gomei Kisen and its successor Dairen Kisen which became the most important steamship company based in North China before World War II and forerunner of the Dairen Steamship Co. of the 1950s to 1970s.

Following the Russo-Japanese War, in 1905 Japan was awarded the Russian military port of Dalny which was renamed Dairen, administering it as part of its Kwantung Leased Territory and later the larger vassal state of Manchukuo. With its new civilian status the city underwent major commercial development from this period, and the need soon arose to develop Japanese-controlled steamship services out of Dairen across the Pohai to ports in Shantung, and to other ports in Manchuria.



The Russian military port of Dalny around 1900 (SK colln).

NCSS was established* in Dairen in June 1911 as a *Gongsi* with a capital of 20,000 yen to undertake maritime operations and warehousing. The Tanaka Shokai interest had by February 1911 been manifested in shipping as the chartered *Nagata Maru No. 20* from Dairen to Yantai and Lungkow, and the owned *Ryuhei Maru* from Dairen to Ryojun (Port Arthur), Tengchowfu, Lungkow and Shitaokow, south of Weihaiwei, but to improve operations and profitability, the partnership was then established with the Matsushige Hong which itself advertised as an unspecified transport company.

Headquartered at 24 Togo-cho, Dairen, NCSS is known to have operated four steamships, three of which were leased rather than owned. Initial services were with *Ryuhei Maru* which continued on its same weekly route as hitherto and *Fukusei Maru* from Dairen to Chefoo, Tientsin, Dandong and other ports, twice monthly. The ships immediately were awarded annual Kwantung Leased Territory subsidies of 17,700 yen and 16,000 yen respectively. In February 1912 the larger *Tencho Maru*, newly delivered by Taikoo to the South Manchurian Railway, was being advertised for NCSS on sailings to Kobe, and *Saitsu Maru*, newly built for the same owner in Osaka, had replaced *Fukusei Maru* on the run from Dairen to Chefoo, Tientsin, Dandong and other ports, sailing during iced up winter periods to Inchon. The new ships were each awarded subsidies of 20,000 yen

Owing to what was seen as an acute need for more and better ships to compete with British and German operators and the Chinese Shaw Hsing S.S. of Yantai, specifically mentioned in the official

Dairen Kisen 20 Year History, a company renewal was undertaken - Dairen Kisen Gomei Kaisha was formed in February 1913 with a capital of 100,000 yen, ('Gomei' meaning 'joint names'). From 5 February 1913 the ships were advertised for the newly created Dairen Kisen Gomei (C/- Matsushige hong) while NCSS (C/- Tanaka Shokai)'s status was reduced to that of an agent, but soon thereafter NCSS was reported dissolved and Tanaka joined Matsushige as a Director of Dairen Kisen Gomei, along with two more Directors, Takujiro Tsukamoto and the incumbent Head of the Dairen office of Mitsui Bussan.

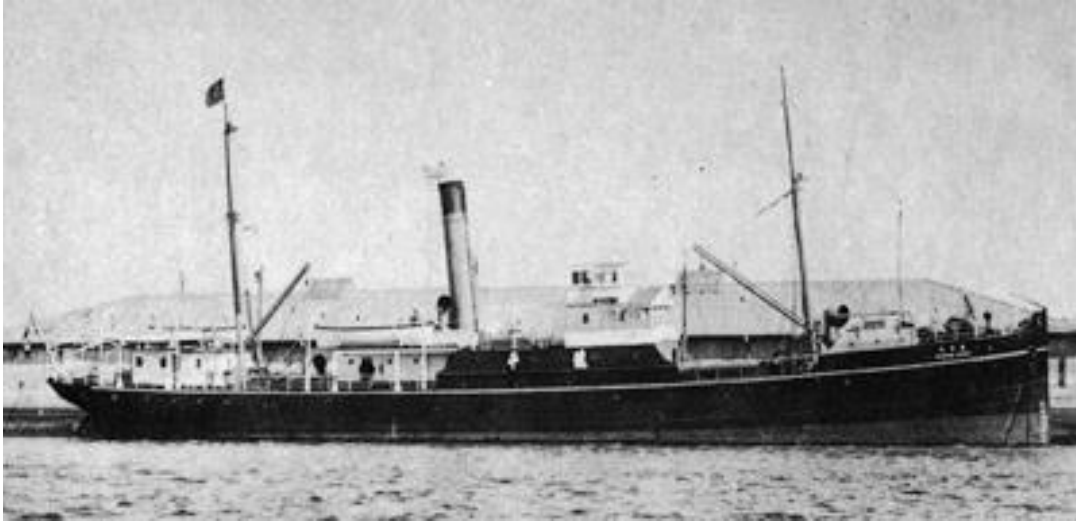
Only two years later in February 1915 Dairen Kisen Gomei was re-constituted in Dairen as Dairen Kisen K.K., again with a five-fold capital increase to 500,000 yen. 10,000 shares were issued with Kawabe and Tanaka each holding 900. Tanaka and Tanaka Gomei Kaisha later registered other ships in Dairen including in 1912 CHEIAN MARU/SAIAN MARU, formerly *Woosung* of China Navigation Co., in 1914 the YEI MARU No.2, formerly *Ouraka* of Adelaide S.S. Co. and in 1916 the passenger ship RYOYU MARU/RUYUYU MARU, formerly *Stettin* of NDL and McBain. Tanaka was also subsequently associated with Towa Kisen, a significant Japanese company operating in north China.


[The above outline draws on the Dairen Kisen 20 year History (1935) as well as research by Matsuura Sho in *Bohai Navigation by the Ships of North China S.S. Co.* (in Japanese) in *Wakumon* No.21 (2011) pp 19-34. The fleet list draws on the Shigetoshi Kizu and Miramar databases.]

*The North China Steamer Co. (also known as 北清輪船公司) was floated in Shanghai in August 1868 with about one-third Chinese ownership, which came to be led by Tong King-sing (see Trautman & Co. history). In February 1871 agreement was reached for Jardines to take over the company's two steamers and wharves, but the Chinese shareholders resisted a full takeover, so the firm evidently maintained a continued existence in some form; until 1897 the Qing dynasty did not allow firms, apart from China Merchants S.N. Co., to register Chinese-flag steamships. By 1906 the Newchwang-based F.D. Farmer (see Hai Chang S.S. entry above) was listed as General Manager of the 北清輪船公司 (translated as North China Steamship Coy) but when he started acquiring ships in 1912 they were not registered under this name. By then the name was in use for the Japanese-sponsored Gongsi set up in Dairen in June 1911 but this gave way in 1913 to a more fully-fledged Japanese-joint ownership structure Dairen Kisen Gomei Kaisha. The name was next used (under a different houseflag) for a more significant Tientsin-based shipping operation that started by 1922 (covered in our Pei Ships list) but we have no firm evidence of continued activity after the last two ships known to be still operating were sunk in 1945.

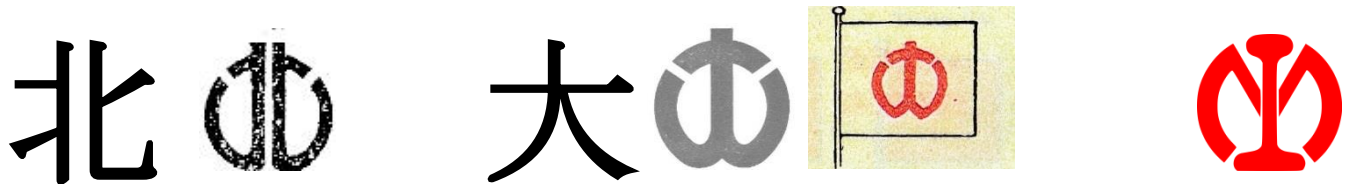
Fleet List

RYUHEI MARU 龍平丸 (1911-13) 757/10-8 54.8x8.23m T3cy 64nhp 550ihp 9.5k 8 1st, 135 2nd
Built by Osaka I.W., Sakurajima (#603) for Tanaka Sueo et al., Osaka as RYUHEI MARU. 1/6/11 t/f to North China S.S. Co., Dairen. 4/1/13 t/f to Dairen Kisen Gomei Kaisha, Dairen, for a book value of 121,754 yen. 1/2/15 t/f to Dairen Kisen K.K., Dairen. 1/4/49 sold to Toho Kaiun, Tokyo. 10/49 passenger accommodation removed by builders. 25/2/52 sold to Kasuga Kaiji Kogyo for demolition.




北清輪船公司
 奉准關東都督府命令由大連開往各埠
 日期廣告
 龍平丸 華初十日正午開往旅順 登州府 龍口
 福星丸 華初八日正午開往天津 安東
 代理 旅順 大連 加爾各答 田中 鐵房 電話 (二七五)

RYUHEI MARU (*Kaigun Shashin Chocho* via Shigetoshi Kizu) – one of the earliest (1910) steel steamships built specifically for intra-Pohai operations; NCSS ad (*Taito Nippo* 26/1/12) with houseflag based on a stylised kanji for ‘north’).



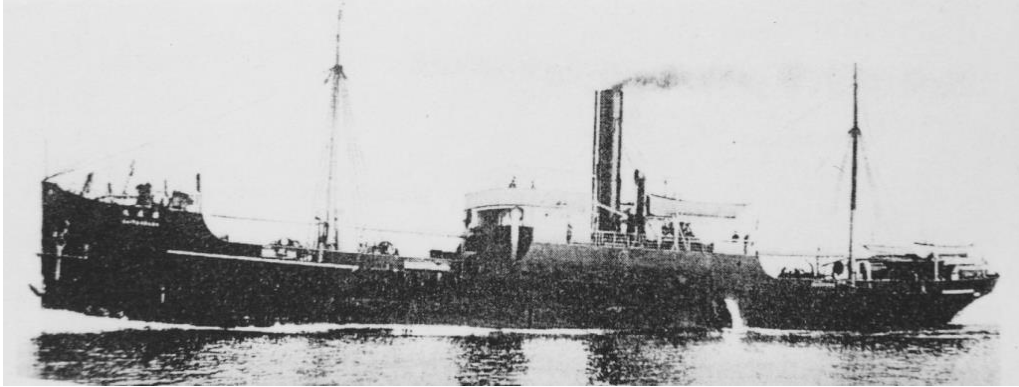
The marquee/houseflag design was then ingeniously adapted (centre) for use by Dairen Kisen Gomei and Dairen Kisen K.K. to resemble the kanji ‘Dai’. There was also a similarity with the marquee/houseflag of the affiliated South Manchuria Railway (right), which in turn had a common feature with the rail cross-section marquee of the Japan National Railway.

FUKUSEI MARU 福星丸 (charter 1911-12) 789/08 57.9x8.1m C2cy

Built by U. Nakamura, Osaka on own account, Kishiwadahama as FUKUSEI MARU. 6/11 chartered to NCSS, Dairen. 1912 sold to Chosen Yusen K.K., Jinsen r. KOKAI MARU. 22/5/17 wrecked near Chumanshin, Korea on voyage Yuki-Moji with general cargo.

SAITSU MARU 濟通丸 (charter 1911-13) 1032/11-11 67.06x10.21m T3cy 72nhp 807ihp 10k 12 1st 136 2nd

Built by Osaka I.W., Sakurajima (#678) for Minami Manshu Tetsudo K.K. (South Manchurian Railway Co. Ltd), Dairen and immediately chartered to NCSS. 4/1/13 charter t/f to Dairen Kisen Gomei Kaisha. 4/16 t/f to Dairen Kisen K.K., Dairen. 1924 t/f to Minami Manshu Tetsudo K.K., Dairen. 1927 t/f to Dairen Kisen K.K., Dairen. 8/7/45 s/t by *USS Tirante* (SS-420) off Shoheijima, east of Ryojun in 38.48N 121.25E.



SAITSU MARU from an advertisement in *Present Day Impressions of Japan*, pub. 1919

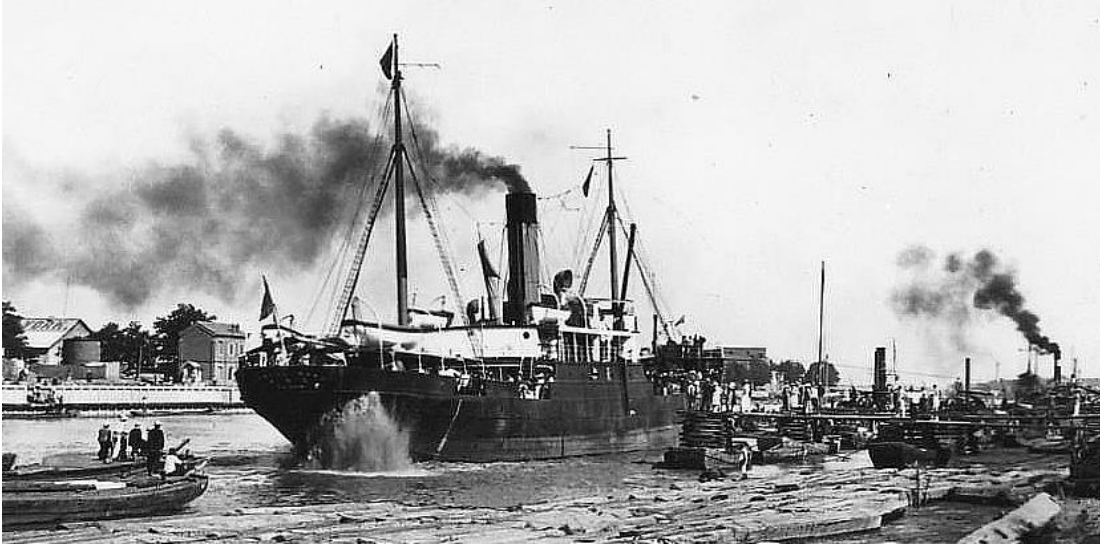


SAITSU MARU from an official Dairen Kisen postcard (SK*)

TENCHO MARU 天潮丸 (charter 1912-13) 1261/12-2 74.7x10.98m T3cy 98nhp 1000ihp 10k 18 1st 40 3rd
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for Minami Manshu Tetsudo K.K. (South Manchuria Railway Co. Ltd), Dairen and immediately chartered to NCSS. 4/1/13 charter t/f to Dairen Kisen Gomei Kaisha. 4/16 t/f to Dairen Kisen K.K., Dairen. 21/6/36 stranded at the entrance to Dairen harbour and 22/6 sunk.



TENCHO MARU fitting out at Taikoo Dockyard (UoB Warren Swire collection sw07-153).

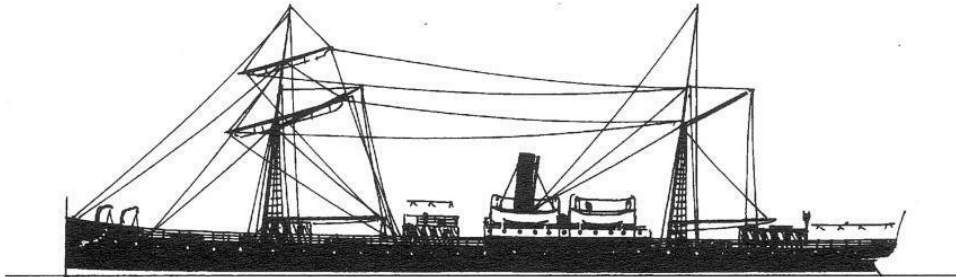


TENCHO MARU with a rebuilt superstructure and straightened masts and funnel, at Dairen
(Colln L.R. White, *USS Canopus**).

Po Hai S.S. Co., Chefoo

CHEI AN (1910-12) 1782/82 84,23x10.83m T3cy 151nhp 12k

Built by Scott's SB. & Eng. Co. Ltd., Greenock (#220) for China Navigation Co., London as WOOSUNG. 1905 sold to Diederichsen, Jebsen & Co., Hamburg r. EUTIN. 1909 t/f to Diederichsen, Hamburg. 1910 sold to Po Hai SS Co., Chefoo r. CHEI AN. 1912 sold to Sueo Tanaka, Dairen r. CHEIAN MARU. 1917 sold to Shosho Kisen G.K., Dairen. 1922 sold to Nitto Shokai K.K., Nishinomiya r. SAIAN MARU. 8/8/23 sailed Keelung for Osaka with coal but went missing.



Sketch of WOOSUNG (Duncan Haws).

Ta-Tung-Hsing Steamship Co. Ltd

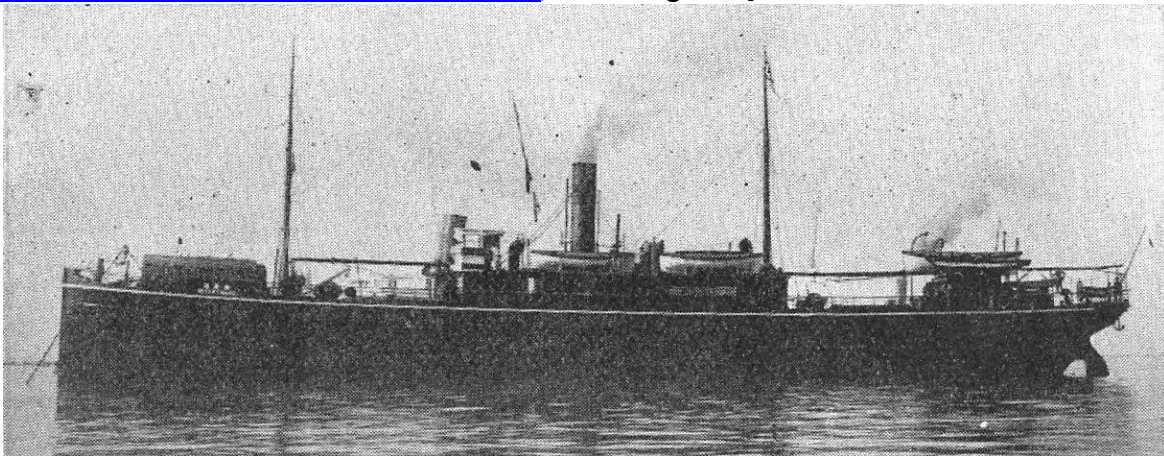
(1934 in China Yearbook as **Dah Tung Shing S.S. Co.**)

First known as **Yingkow Ta-Tung-Hsing Steamship Co. Ltd**

From LR 1935 as **Ta Tung S.S. Co., Swatow & Shanghai**

Later (YI CHANG) **Ta Tung S.N. Co., Tientsin**

LUNG (LONG) SHUN (1922-39) 890/90 (200' x 29') T3cy, pass. (as built 1st 32, 2nd 24, deck 1000) Built by Ailsa S.B. Co., Troon (#20) with engines by Dunsmuir & Jackson, Glasgow for British India S.N. Ltd., Glasgow for Ceylon and south India coastal service as VITA. 9/01 to Chittagong-Akyab line. 12/02 to Mozambique for feeder service. 4/05 sold through F. J. Bardens, Kobe to U. Nakamura, Kishiwadahama r. MITAKE MARU. 1908 sold to Naoyetsu Shosen K. K., Naoyetsu. 1917 sold to K. Kusakabe, Amagasaki. 1921 sold to Towa Kisen. K.K., Kobe. 1921 sold to Tah Tung Co., Newchwang r. LUNG SHUN, operating Lungkow-Newchwang. 8/21 stranded on reef near Fujin Pao Island. 1935 t/f to Ta Tung Hsing S.S. Co. rep. 1939 broken up at Shanghai but late-1930s rep. as RYUJUN GO, 6/42 compulsorily acquired by Manshu Kaiun K.K., 1945 reverted to Chinese owners and 14/7/47 rep. arrived at Shanghai. May have passed to PRC. 1955 RLR. [Ref: <http://www.clydeships.co.uk/view.php?ref=141>; Schell register.]



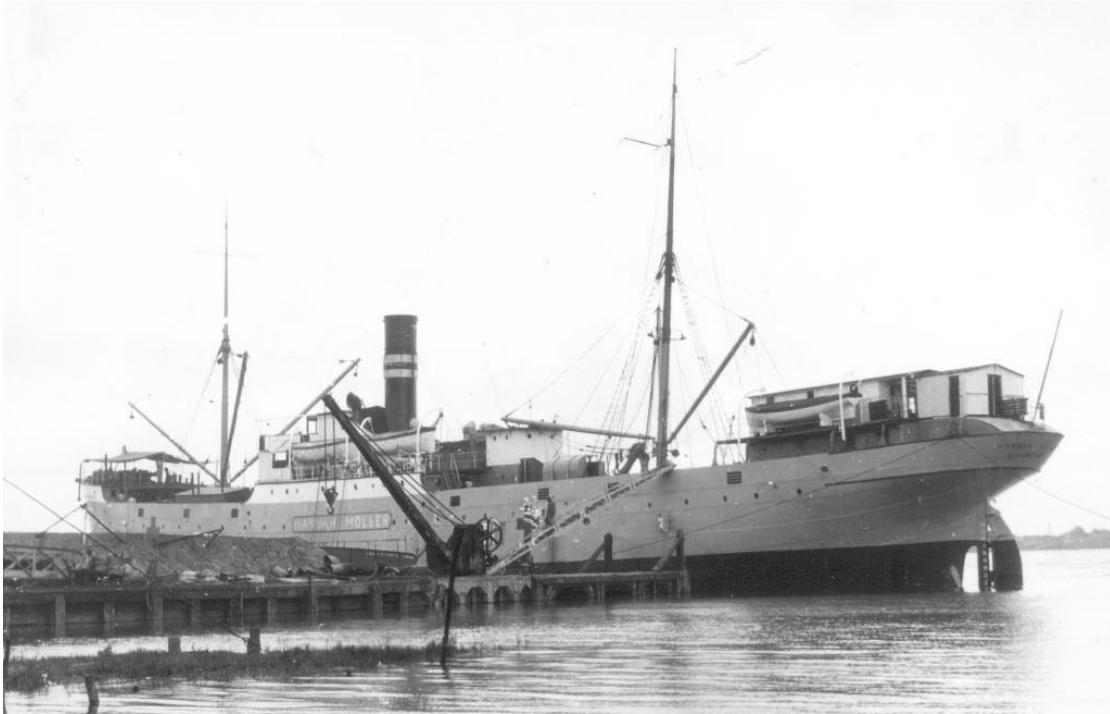
LUNG SHUN as MITAKE MARU (1918 *Japan Steamships Register*).

YUEN (YUAN) SHUN (1931-34) 1631/03 T3cy

Built by C.S. Swan & Hunter Ltd., Newcastle for Roed & Co., Tonsberg as UNDINE. 1907 sold to Meyer H.A., Tonsberg r. ANNA. 1922 sold to Footay S.S. Co. Ltd., Shanghai. Still as ANNA in LR1930 but at some point r. FUH TAI. 1931 sold to Yingkow Ta-Tung-Hsing Steamship Co. Ltd., Shanghai r. YUEN SHUN, operating Shanghai/Dairen/Newchwang. 7/4/34 foundered off Ningpo with a cargo of bean oil and foodstuffs.

TUNG SHUN (1932-36) 2218/96-3 T3cy— North Eastern Marine Eng.

Built by Sir Raylton Dixon & Co., Middlesbrough for Indo-China S.N. Co., London as CHUN SANG. 5/25 sold to E. Moller, W.R. McBain & E. Basil, Shanghai. 9/25 sold to Lui Ching Fong (Moller & Co.), Shanghai r. KWONG (KWANG) FOH. 1930 t/f to Moller & Co. r. HANNAH MOLLER. 8/32 sold to Ta Tung Hsing S.S. Co., Shanghai r. TUNG SHUN, early 1930s in service Shanghai/Dairen/Newchwang. 8/2/36 wrecked 3 m. S of Mofu Point (NE coast of Hainan Is.) on voyage Foochow/Haiphong.



HANNAH MOLLER, Sept. 1931, with red crosses on hull after refit for flood relief at Hankow (H. Dick*).

PING SHUN (1934-37) 1581/08 T3cy

Built by Frederikstad M.V., Frederikstad for A/S Antung (Danielsen & Borge) Tønsberg as ANTUNG. 1911 sold to Bryner, Kousnetzoff & Co., Vladivostock r. BOYARIN. 1/16 sold to D/S A/S Neptun (Alex Bruusgaard mgr), Drammen r. NEVIS. 1918 sold to Ørvigs D/S A/S (Olaf Ørvig, mgr), Bergen. 1919 sold to Skibs A/S Liff (P. Edw. Arnesen mgr), Christiania. 7/22 sold to A/S Neptun (Bernhard Hanssen mgr), Christiania. 11/22 sold to Rob. M. Sloman Jr., Hamburg, r. TARRAGONA. 1926 sold to J. Riecken, Hamburg and Hong Kong, r. DORRY. 1931 sold to Chau Manchi, Canton. 1934 sold to Lau Kap Sam (Ta Tung Hsing S.S. Co), Swatow, r. PING SHUN. 1937 t/f to Ta Tung Hsing S.S. Co., Shanghai r. HUNG SHUN. 1937 requisitioned by Chinese gov't and scuttled at Matang.



PING SHUN/HUNG SHUN as ANTUNG (sjohistoire.no).

HO SHUN (1935-?) 875/01 T3cy

Built by Boyd & Co., Shanghai for Chinese Eastern Railway Co, Vladivostok as ZEYA. 1905 captured by IJN, commissioned as NIKOGAWA. 1935 sold to Ta Tung Hsing S.S. Co., Shanghai r. HO SHUN, operating Lungkow/Newchwang. 1942 taken over by Japanese government r. WAJUN GO. 1945 t/f to Manshu Kaiun reverted to HO SHUEN (new spelling). NFI, 1955 RLR. [National Archives, Kew has records of a HO SHUN, O.N. 142188 built 1920 records closed 1928, not in Miramar.]

HUNG SHUN (1937-37)

see PING SHUN (1934-37)

YING HSIANG (1937-38)

see SHENG AN, China Sea S.N. Co., Tientsin (1932-37)

Tientsin Navigation Co. Ltd, Tianjin

c/- Tung Cheng Company Ltd

also Tung Cheng Warehousing Company Ltd

No.33, No.3 Road Jiguan District, Tianjin

212 Kiangse Road, Shanghai

Established on 1 September 1929 with a capital of \$25,000 as a subsidiary of Tung Cheng Co. Ltd, which in turn was a subsidiary of the Kinchong Banking Corporation with its head office in Tientsin. Directors: Chou Tso-Min, Yeh Hsu-Keng, Chu Pao-Jen, Sung Cheng-Hi, Yang Chi; Supervisors: Fan Hsu-Tung, Yang Tzu-an; General Manager: Yeh Hsu-Keng; Deputy GM: Wang Keng-San [Timeline, Cheng Hwei-Sing]. Head office transferred to Shanghai in 1936.

TNC's main activities were agency, broking, chartering and stevedoring. For operation on the Haiho (Haihe) between Take and Tientsin, in 1931 it took delivery from the Ta Chung Hua Shipbuilding & Engineering Company of Shanghai of a fleet of four lighters named *Tien Yung I-IV*. Then in mid-1932 it took delivery of the 30-year-old collier *Tung Cheng* and two years later a second vessel of similar size and age, *Tung Lee*. Finally in 1935 it took delivery from Ta Chung Hua of the 300-hp icebreaker-tug *Tien Hsing*. During the big freeze of February 1936 it provided valuable service in the Gulf of Pohai.

A month after outbreak of the Sino-Japanese war, *Tung Lee* was scuttled in the Lower Yangtse barrage at Kiangyin. *Tung Cheng* escaped up river but reportedly was scuttled at Ichang in late 1941. The fate of *Tien Hsing* is unknown.

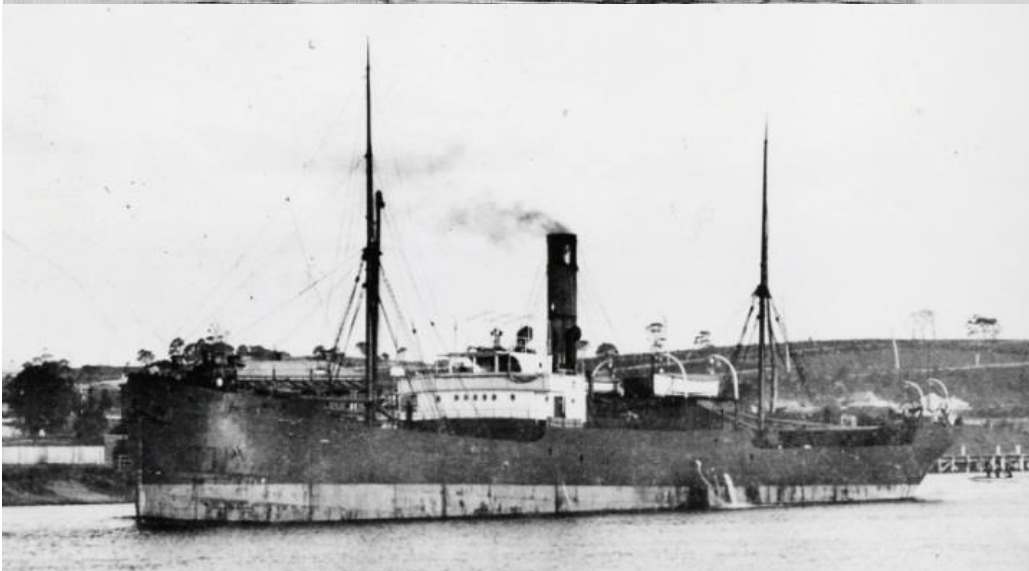
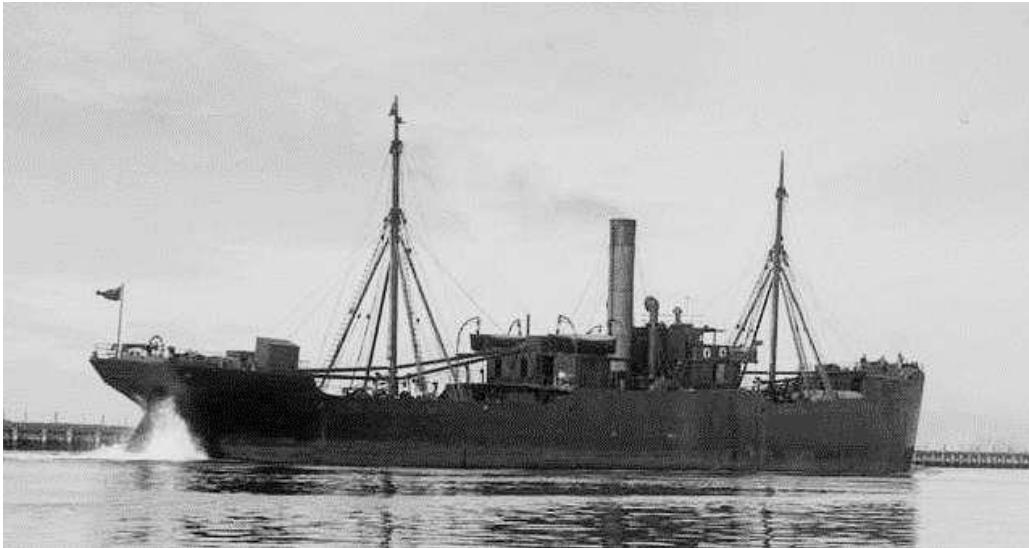
At some point around 1945 the shell company TNC, whose goodwill consisted primarily of war claims, was taken over by the Chinese Maritime Trust controlled by C.Y. Tung, who had begun working for the company in Tianjin in November 1931 before being recalled to Shanghai in December 1936 to work for the parent company Tung Cheng. Imposition of cabotage on China's coastal trade gave TNC opportunity in November 1947 to buy Jardine's China coaster and Calcutta trader *Ting Sang* which was renamed *Tien Hsiang* the Shanghai-Tientsin cargo/passenger line. After the Communist takeover of China in 1949, *Tien Hsiang* was chartered out and eventually sold. TNC struggled to continue some local operations in Tianjin and pay staff wages until the assets and operations were taken over by the state. [Details from the unpublished manuscript by the authors, 'C.Y. Tung and the Rise of Modern Chinese Shipping, 1912-1982']

Fleet List
Fleet in early 1930s

TIEN YUNG I (lighter) Built 1931 by Ta Chung Hua S.B. & Eng. Co., Shanghai
TIEN LEE II (lighter) ditto
TIEN PING III (lighter) ditto
TIEN PAO IV (lighter) ditto

TUNG CHENG (1932-37) 1863/02

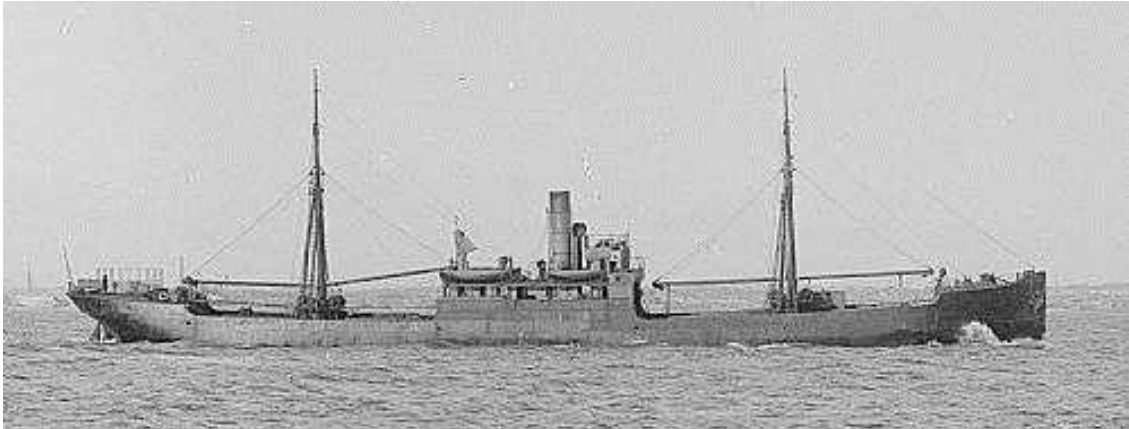
Built by Craig, Taylor & Co. Ltd, Stockton for Soc. Espanola de Minas (R. de Madriaga mgr), Bilbao as MINAS. 1903 sold to Union S.S. Co. of New Zealand Ltd, Dunedin r. *Karori*. 8/27 laid up at Wellington. 25/9/28 delivered to Chun Young Zan (Moller & Co. mgrs), Shanghai r. SHANGHAI. 1930 t/f to Moller & Co. r. KATIE MOLLER. 7/32 sold to TNC (Tung Cheng S.N. Co., agents) r. TUNG CHENG. 8/37 taken up the Yangtse to Ichang, where late-1941 rep. scuttled [Wang Bin, pp 268-70]. NFI.



TUNG CHENG as KARORI (SLV; I. Farquhar).

TUNG LEE (1934-37) 1919/01

Built by Campbeltown S.B. Co. Ltd, Campbeltown (#65) for Union S.S. Co. of New Zealand Ltd, Dunedin as WAIPORI. 1928 sold to Kaitsu Goshi Kaisha, Dairen (later Kaitsukosi & Co., Shanghai) r. WAIPORI MARU. 14/8/28 sailed Auckland for Newcastle to load coal for Manila but 17/8 returned to port for bunkers after heavy weather, 18/8 sailed, 22/8 returned again after pump failure, 30/8 sailed for Newcastle (9/9), thence via Sydney (19/10) for San Francisco. [SMH, 23/8/28, DCN]. By 7/29 sold to Zee Yu Kun, Shanghai (Hai Tung Co., agents) r. CHINGSHUN. 3/34 sold to TNC (Tung Cheng S.N. Co., agents) r. TUNG LEE. 8/37 requisitioned by Chinese Govt and scuttled as blockship at Kiangyin.



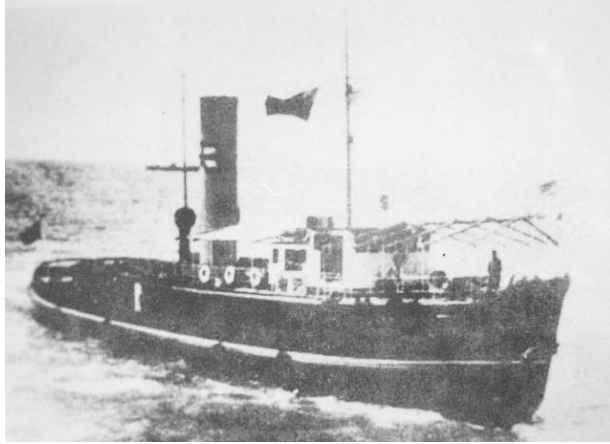
TUNG LEE as WAIPORI (wrecksite.eu).



TUNG LEE (nearside) under refit in 1934 at the Shanghai Dock & Engineering Co. in Pootung, (From a Shanghai panorama).

TIEN HSING (1935-47) 268/35 icebreaker-tug T3cy

Built by Ta Chung Hua S.B & E. Works, Shanghai for TNC. 20/1/42 and 31/12/45 in service at Tientsin, consumption 6 tons of coal per day. 1947 sold to other Chinese owners, renamed, post-1949 under PRC control, 1993 RLR. *[Tentative references by J.J. Colledge and others to this vessel as having sunk in the Red Sea 26/10/43 are incorrect. The vessel sunk in the Red Sea was the Tientsin-based TUG 1 179/04 of Tientsin Tug & Lighter Co., registered Shanghai, which was requisitioned by the R.N. around 1941, and taken to Singapore toward the end of that year.]*



Shanghai-built TIEN HSING (*Shanghai Shipbuilding History*).

Fleet at 20/1/42:

4 Tugs:

TIEN HSING
TIEN CHIU
TIEN TUNG
TIEN YUAN

7 Lighters:

TIEN SHUI
TIEN LEE
TIEN PING
TIEN PAO
TIEN AN
TIENTSIN
TIEN YI



Postwar view of (from left) tug TIEN CHIU, stern of lighter TIEN AN, tug TIEN PAO, and lighter TIEN PAO No.10 (unknown photographer, coll. SK*).

Subsequent to buy-out by Chinese Maritime Trust (C.Y. Tung):

TIEN HSIANG (1947-50) 2256/22

Built by Dunlop, Bremner & Co. Ltd, Port Glasgow for Indo-China S.N. Co. Ltd, London as TING SANG. 11/47 sold jointly to Chinese Maritime Trust Ltd/TNC, Shanghai r. TIEN HSIANG for Shanghai-Tientsin line. 1/50 t/f to Pacifico Union Marina Corp., Panama r. ORIENTAL PHOENIX and chartered for 12 months to Yee Tai Hong for Hong Kong-Kaohsiung line. 2/51 chartered for 18 months to KPM for service in Indonesia. Early 1954 sold to P.C. Ray & Co. (India) Ltd, Calcutta r. RAYANDAMAN. 1957 t/f to Bengal Line Ltd. 9/65 sank at Calcutta in cyclonic weather while undergoing repairs. 1971 sold to Khanbhai Esoofbhai. 8/11/72 refloated for breaking up.



Heavily laden TIEN HSIANG showing the regular TNC funnel at Shanghai in the late-1940s (Ebay).

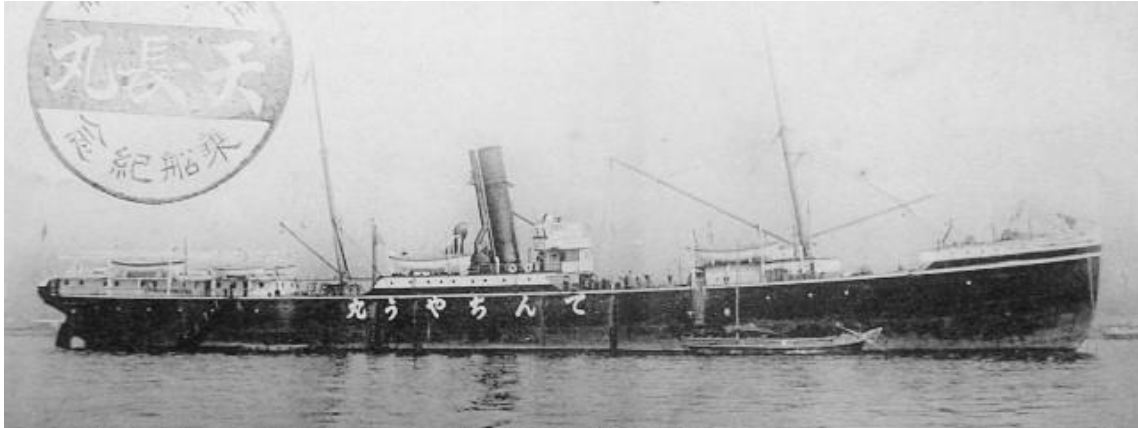


TIEN HSIANG as ORIENTAL PHOENIX in the Hooghly in the early-1950s (Robert Gabriel*).

Tsui Ching Chen 崔敬臣 (C.C. Tsui), Chefoo

HAI TIEN/HO PING (1921-29) 3138/90 C2cy

Built by Scott & Co., Greenock for A. Holt & Co., Liverpool as MYRMIDON. 1899 t/f to N.S.M. "Oceaan", Netherlands. 1904 sold to Settsu Kogyo, Yokohama r. TATSU MARU. 1905 t/f to Tatsuuma Skokai K.K., Osaka. 19/1/11 t/f to Tatsuuma Kisen Goshi Kaisha, Nishinomiya r. TENCHO MARU. During WWI under Army control. 1/2/18 t/f to Tatsuuma Kisen, Nishinomiya. 8/10/21 sold to Tsui Ching Chen (C.C. Tsui), Chefoo r. HAI TIEN. 1927 r. HO PING. 1929 b/u at Hong Kong.



TENCHO MARU (from a postcard).

Tung Shun S.S. Co. Ltd., Tientsin

11 Va Principe di Undine, Tientsin

HSIN TAI (1928-??) 481/70 (LR says 481/40) iron C2cy

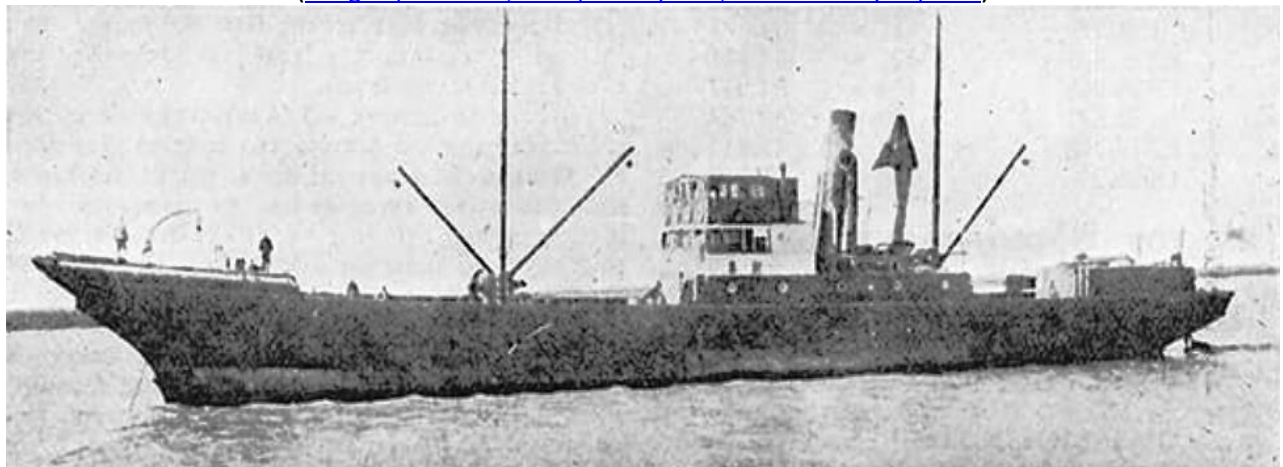
Built 1870 by Nevsky S.B. & Mch. Works (Nevskij Zavod, mgrs. Poletika & Semjannikov), Leningrad for Siberian Military Flotilla of the Imperial Russian Navy as schooner TUNGUS. 6/8/72 arrived at Nikolaevsk. 21/1/12 decommissioned, 5/12/12 deleted from Navy List. Subsequently used as lightship at Vladivostok but ca.1916-17 sold to Denbigh & Co. (G.A. Stavrakov mgr), Vladivostok, reconstructed as a merchant ship, 1918 fitted with Crichton engine made in 1903. 1928 sold to Tung Shun S.S. Co. Ltd., Tientsin r. HSIN TAI. 19/3/44 collided with and sank YUNG HSING (832/15) at Chinwangtao, escaping undamaged. Postwar operating Tientsin-Chefoo-Lungkow, but subsequently taken over by Communist forces, 9/47 returned to Nationalist-controlled Tientsin and then operating from Tientsin on coast, as far as Shanghai. NFI, RLR 1955.

[Ref Andreas von Mach in warsailors.com. C.Y. Tung, writing in 12/47, quoted in "The World of C.Y. Tung" p.58: states "Currently, the oldest ship in the world is owned by our country. This ship was built with steel in 1840 and weighs over 1,000 tons. It was firstly named *Tungus* and now it is called *Hsin Tai*. It has a graceful appearance like a yacht, built in St. Petersburg during the rule of the tsars...Hsin Tai was once chartered by China Import & Export Lumber Co. Ltd. to sail between Fujian and Shanghai. The ship is still in good condition for carriage and it is said that it now cruises around North China." Comment: Although writing in Chinese, Tung wrote the name *Hsin Tai* in English, suggesting that he was not familiar with the characters of the name, and may have been quoting from an article in *The Times*.]



RUSSIAN MAN OF WAR
SCHOONER "TOUNGOUSS."

[\(Tungus \(schooner, 1870\) - Wikipedia, the free encyclopedia\)](#)



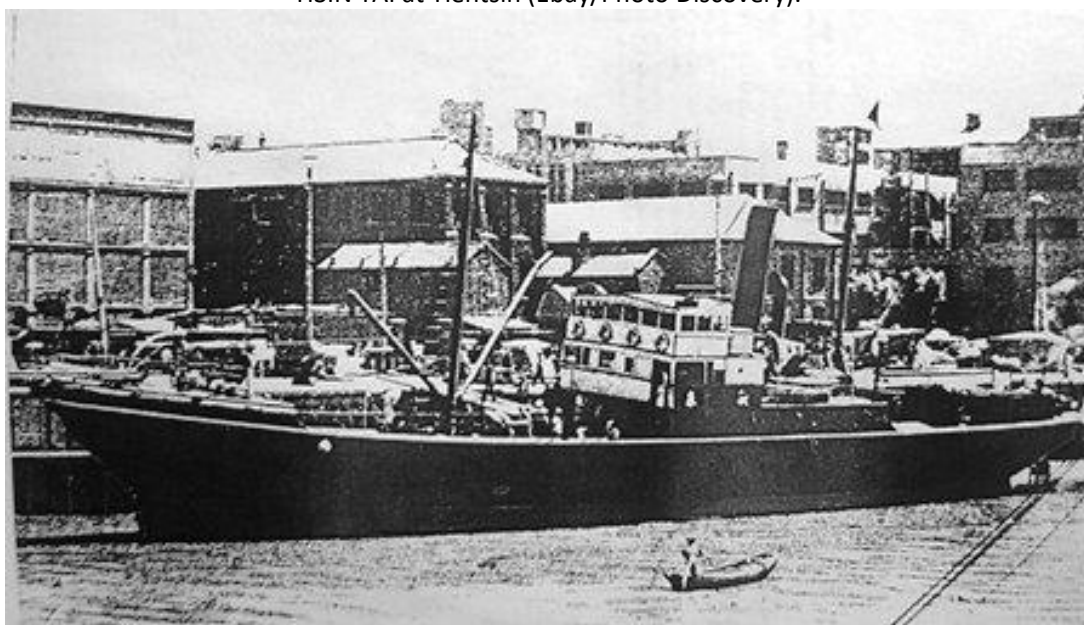
HSIN TAI prewar (coll. Aris Bilalus).



HSIN TAI (U.S. National Archives via Peter Cundall).



HSIN TAI at Tientsin (Ebay/Photo Discovery).



HSIN TAI, probably in late-1940s (*Mariner's Museum*).

Yi Chang S.S. Co., Newchwang

YI CHANG 日昌 (1928-41) 1329/91 T3cy pass

Built by Napier, Shanks & Bell, Glasgow. Laid down for unknown owners, probably for China coast, but purchased during construction by Nippon Yusen Kaisha, Tokyo and completed as GENKAI MARU. 5/4/15 sold to Kita Nihon Kisen K.K., Otaru. 21/6/16 sold to Hotta Zenichiro, Fushiki. 1917 sold to Nanyo Boeki K.K., Amagasaki. 3/23 sold to Kasahara Shoji Kaisha, Osaka, converted to cargo ship 1276g. 1928 sold to Nissho Rinsen Konsu (Murakami mgr), Dairen r. NISSHO. Resold same year to Yi Chang S.S. Co., Newchwang r. YI CHANG. Late 1930s known as NISSHO-GO. 1941 sold to Manshu Kaiun, Dairen r. NISSHO MARU. 18/6/45 sunk by mine in Tsushima Strait, 34.00N, 130.50E. [Ref. Nagasawa. NISSHO and YI CHANG are the same characters.]



YI CHANG as GENKAI MARU (NYK Fleetlist).

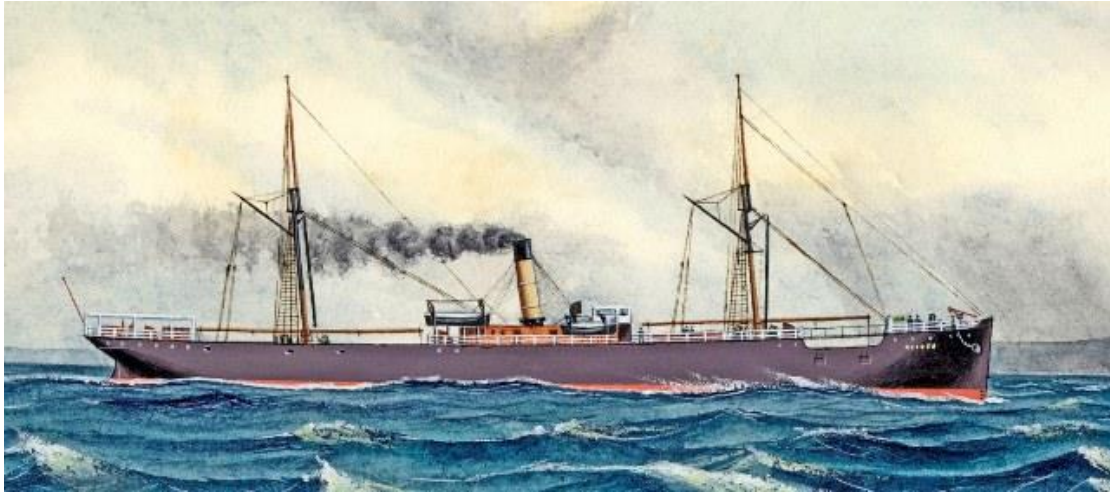
Ying Ping S.S. Co. Ltd., Shanghai

Townford S.S. Co. Ltd., Shanghai

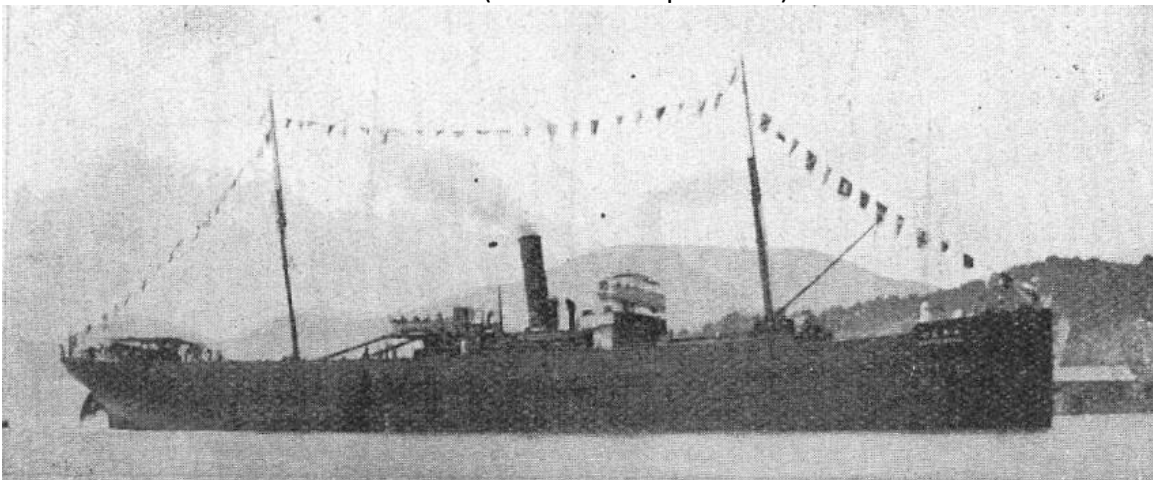
(vessels used on Shanghai/Newchwang (Yingkou) trade)

YING PING (1930-41) 2637/90-12

Built by Russell & Co., Greenock as collier for Adelaide S.S. Co., Adelaide as OURAKA. 11/1/91 sailed Liverpool for Australia. 1/6/99 sustained bottom damage near Fremantle. 1/14 sold to H.C. Sleight Ltd, Melbourne and 2/3/14 sailed Newcastle, NSW with coal for Hong Kong. (26/3) 1914 sold to Tanaka Gomei K., Dairen r. YEI MARU No.2 1914 sold to Asahi Shokai K.K., Dairen. 1919 sold to Murao Kisen Goshi K., Dairen. By early 1920s name romanised as EI MARU No.2. 1930 sold to Ying Ping S.S. Co. Ltd, Shanghai r. YING PING. 12/41 seized by Japan off Chinese coast, r. EIHEI MARU, NFI, vessel presumably discarded because of age. [Reported loss off New Guinea 9/3/44 as HASSHU MARU (2655g) is discredited as HASSHU MARU was built as such by Uruga in 1943.]



OURAKA (Adelaide S.S. postcard).



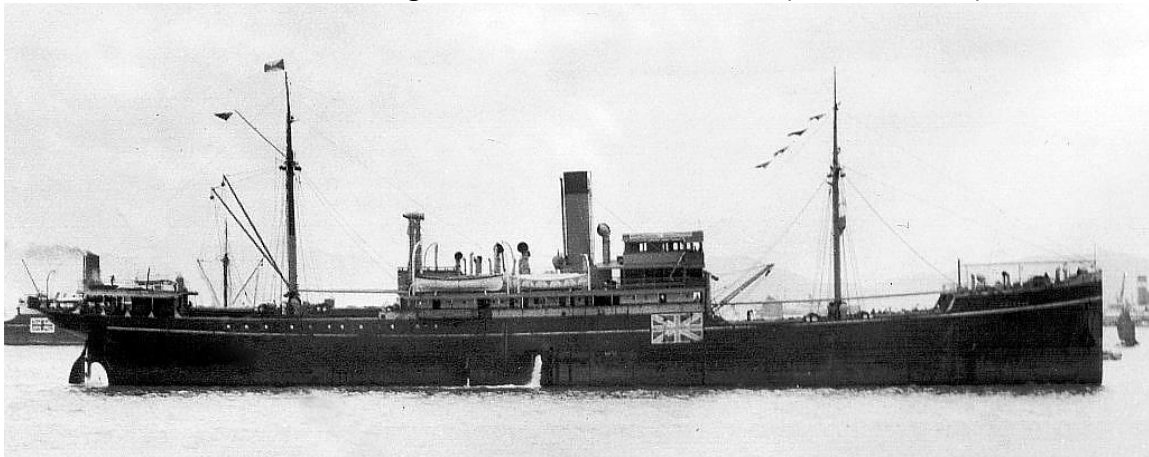
YEI MARU No.2 (1918 *Japan Steamships Register*).

HSIN YING PING (1947-47) 3619 (4450 dwt)/11 (Q4cy/7k)

Built by Reiherstieg Schiffswerfte & Maschinenfabrik A. G., Hamburg (#432) for Woermann Linie K.G., Hamburg as LULU BOHLEN. 8/14 laid up at Las Palmas. 1919 taken over by French Government, Paris. 1921 sold to Cie Francaise de Nav. à Vapeur (Cyprien Fabre), La Ciotat r. KOURUSSA. 1933 t/f to Cie Générale de Navigation à Vapeur (Fabre Line), Marseille. 1933 sold to Bata a.s., Prague r. MORAVA. 1934 sold to Winfred Young (Peters & Co.) and 6/34 reg. at Hong Kong to Changan S.S. Co. Ltd (Peters & Co. Ltd, mgrs), Hong Kong r. CHANGON (on hull as CHANG ON). 1935 t/f to 1936-37 on charter to Kailan Mining Administration. c.3-6/38 on charter to Indo-China S.N. Co. 1940-41 trading Shanghai-HK-SE Asia-Calcutta range. 8/12/41 at Lahad Datu (BNB) ex HK, thence Singapore and Calcutta (30/12), where 3/42 under mgt of Asiatic S.N. Co. Ltd. 1942-43 Indian coast and Red Sea, including 5/42 likely pilgrim voyage Port Sudan-Jeddah. 26/2/44 from Persian Gulf arrived Bombay for repairs, where 14/4/44 damaged in Fort Stikine explosion, 1/6 resumed service to Gulf to 7/44, then coastal to 29/1/46 at Madras (record ends). 7/46 sold to Townford S.S. Co. Ltd, Shanghai 1947 r. HSIN YING PING. 9/5/47 on passage Shanghai-Newchwang with passengers struck rocks and beached in the Yellow Sea (36.45N, 121.42E), CTL. [addit. details from W.A. Schell and BT 389/6/241]



CHANGON at Shanghai around the end of 1936 (UoB ro-n1091).



CHANGON at Hong Kong on 11 July 1938, in unknown livery but flying a Swire houseflag. (D. Gammon/R. Priest edit/H.Dick*). The vessel has undergone visible upgrading and refitting with passenger accommodation built into the aft well and an extra deck of superstructure.

Yu Ta & Co. Ltd., Newchwang
 LR 1924: **Yu-Ta S.S. Co. (Pao Yu Tzai mgrs.)**
 LR 1928: **Yen Ta Hong, Newchwang**
 LR 1931: **Yu Ta Hong, Newchwang**
 Capital \$300,000

YUTA (1923-37) 1723/89-7 T3cyl

Built by Hall, Russell & Co. Ltd, Aberdeen for Indo-China S.N. Co., London as YUEN SANG. 10/23 sold to Pao Yu Tzai, Newchwang r. YUTA. 9/6/31 collided with and sank submarine *HMS Poseidon* 20 miles N. of Weihaiwei, 21 dead. 1934 t/f to Yu Ta Hong, Newchwang, operated Shanghai/Dairen/Newchwang. 3/37 sold to breakers.



YUTA ex-YUEN SANG at Newchwang in 1931 (unknown photographer, coll. SK*).



YUTA at Dairen (from a postcard).

YU-CHI (ca. 1927-4?) 1280/01 T3cy

Built by Nylands Vaerksted, Oslo for A/S Ganger Rolf (Fred Olsen mgrs.), Christiania, as GANGER ROLF for Christiania/Rouen service. Ca. 7/27 sold to D/S A/S Rollon (H.B. Jaeger mgrs), Oslo r. ROLLON. 1928 sold to Yen Ta Hong, Newchwang, r. YU-CHI, operating Shanghai/Dairen/Newchwang. 18/12/33 stranded near Waichow. From late-1930s operated by Japan as IKUSAI GO, later TAMAE MARU then SHUKO MARU 珠江丸. 11/5/45 as captured ship under IJN control sunk by mine off Futaoijima Lighthouse NW of Shimonoseki Strait.



YU-CHI as GANGER ROLF (sjohisorie.no).

YU-TUNG 毓通 (ca.1929-41) 1405/04 T3cy

Built by Nylands Vaerksted, Oslo for Acties Uto (C. Eitzen & Co. mgrs), Christiania as EIGER. Still as such L14 but L27, L28, L29 owners E.A. Ashby, Oslo. Ca.1929 sold to Yu Ta Hong, Newchwang, r. YU-TUNG, operating Shanghai/Dairen/Newchwang. From late-1930s operated by Japan as RYUTU MARU (RYUTSU MARU) 毓通丸, 1941 sold to Manshu Kaiun, Dairen. 9/8/1945 sunk by shelling in Rajin harbor, Korea while under Army control.

Yung Yuan S.S. Co., Chefoo

incl. 3 vessels acquired from **Hsing Hwa S.S. Co., Hong Kong, Newchwang & Chefoo**

LR 1923: 200 Yamagata Dori, Dairen

LEE SHUN (Shanghai-Dairen)

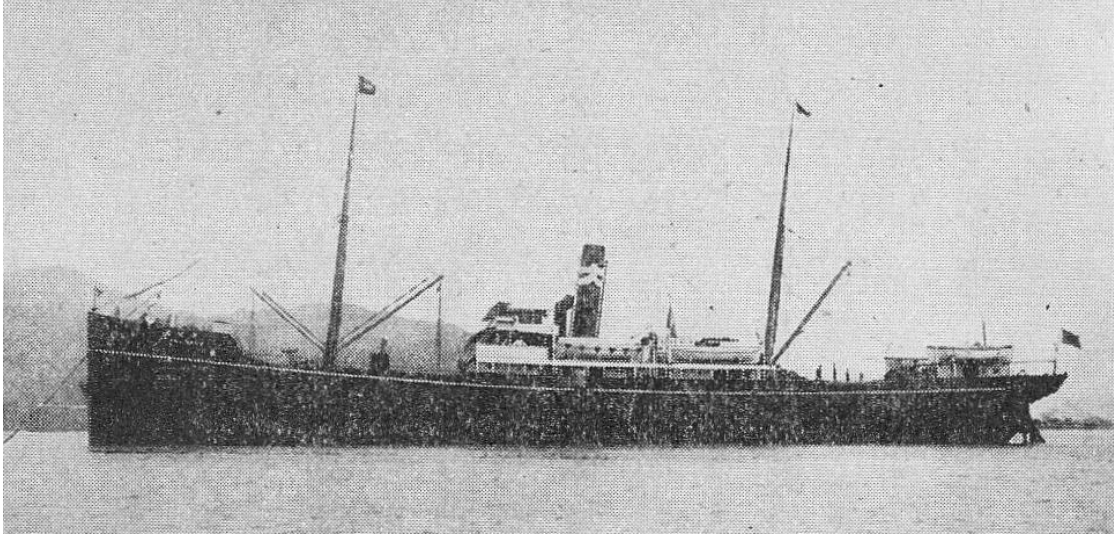
see LEE SHUN of Lee Shun S.S. Co.

LEE CHEN (all Northern Ports)

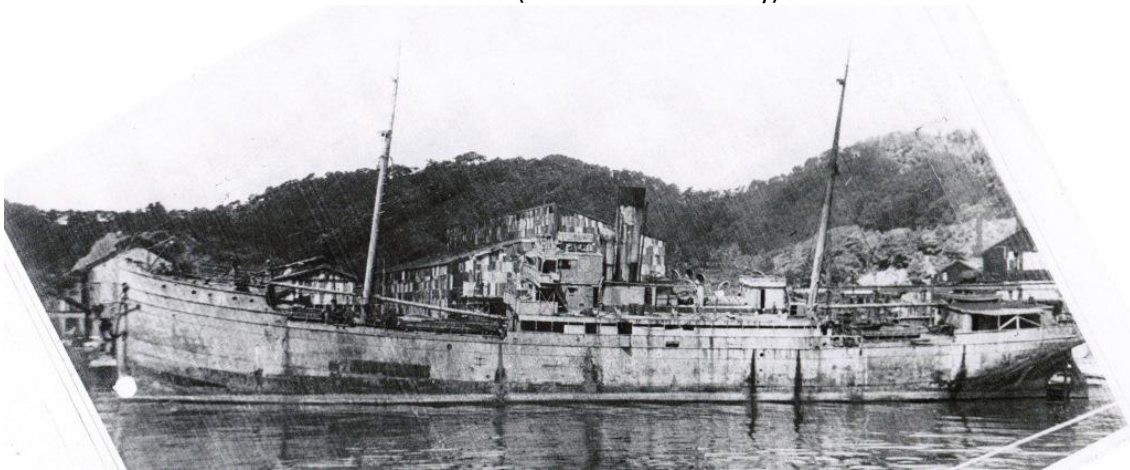
see LEE CHENG of Lee Shun S.S. Co.

YUNG YUAN (1931-48) 1653/97 T3cy pass

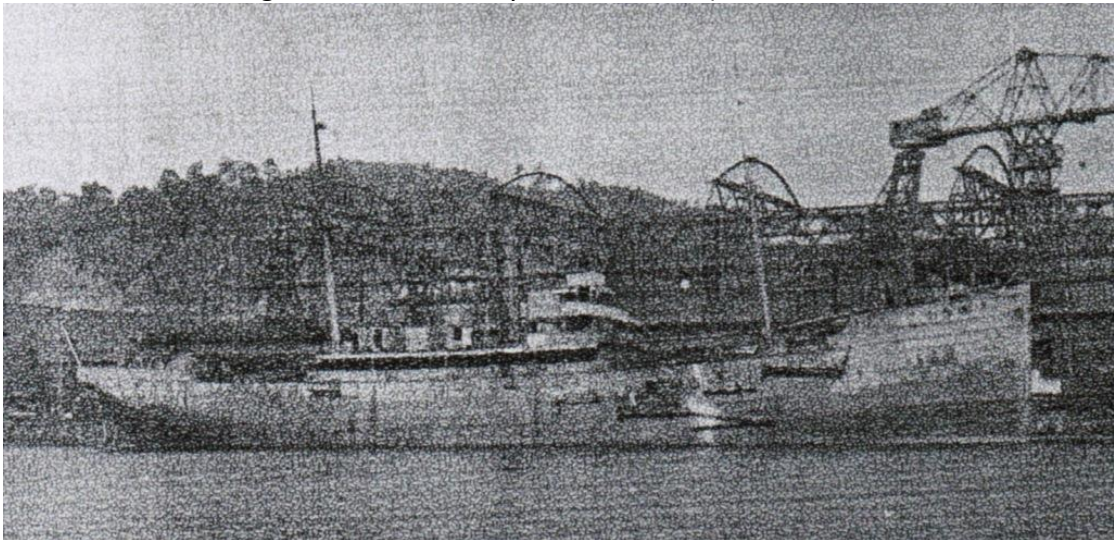
Built by Akt. Ges. "Neptun", Rostok for Asiatic Kustenfahrt Ges., Hamburg for China coastal service as TAI-FU. Later sold to Hanseatische Dampfer Co. (Menzeil & Co. mgrs.), Hamburg. 1906 sold to Osaka Shosen Kaisha, Osaka r. SOSHU MARU, used on Kaohsiung/Amoy/Hong Kong/Canton service. 1931 sold to Yung Yuan S.S. Co., Chefoo r. YUNG YUAN. Subsequently EIGEN-GO, 1/42 sold to Manshu Kaiun r. EIGEN MARU. Postwar returned to Chinese owners, still existing 1948 laid up in Japan, but NFI. 1955 RLR as YUNG YUAN.



SOSHU MARU (O.S.K. 50 Year History).



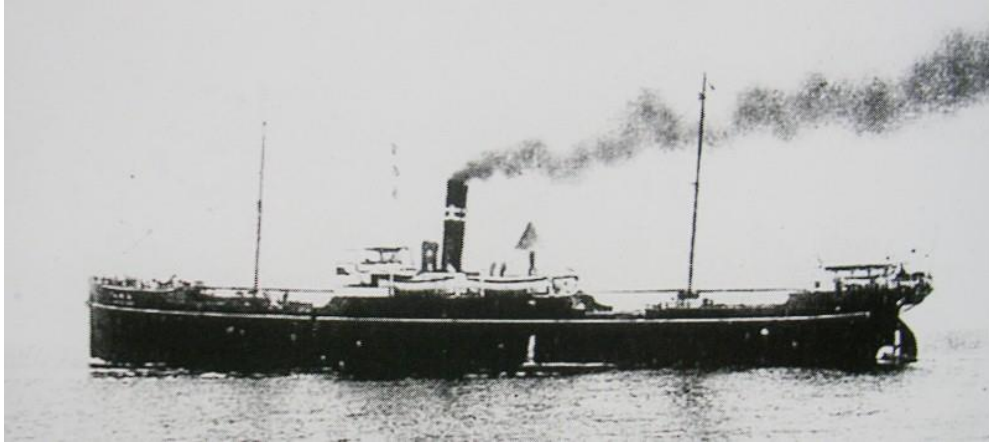
EIGEN MARU on 29 August 1947, evidently at Innoshima (U.S. Nat. Archives/Peter Cundall).



EIGEN MARU on 28 January 1948, evidently at Innoshima (U.S. Nat. Archives/Peter Cundall).

SHUN YUAN 順源 (1932-41) 1610/96 T3cy

Built by J.L. Thompson & Sons Ltd., Sunderland for Osaka Shosen Kaisha, Osaka as KEELUNG MARU. 1932 sold to Yung Yuan S.S. Co., Chefoo r. SHUN YUAN. From late-1930s operated by Japan as JUNG EN 順源 GO (same characters), 1941 sold to Manshu Kaiun, Dairen. 22/9/44 under army control sunk by USS LAPON off San Fernando, Luzon 15.22N, 119.17E, Japanese sources say 15.28N, 118.48E, 20 crew lost.



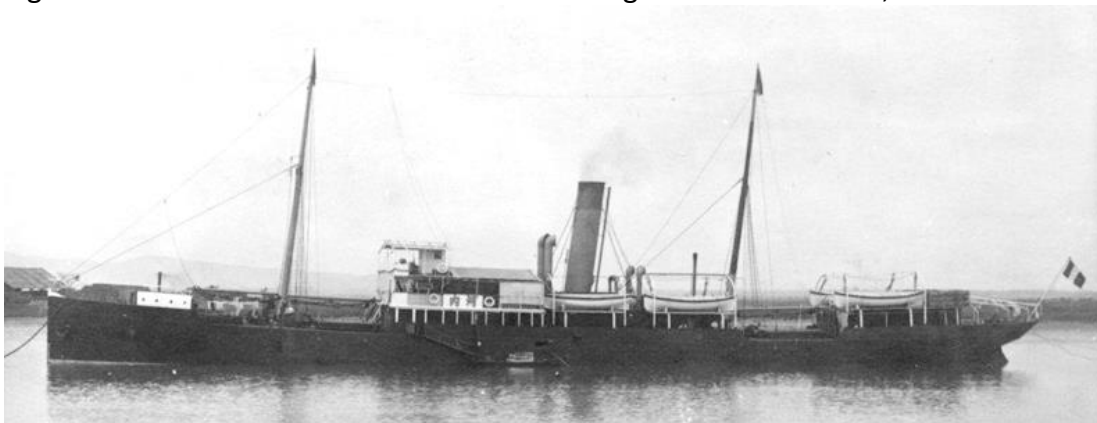
SHUN YUAN as KEELUNG MARU (MOL Fleetlist).

HSING YUAN (1936-4?) 2223/98 T3cy

Built by Blohm & Voss, Hamburg for Woermann Linie, Hamburg as LOTHAR BOHLEN. 1926 sold to Soc. Siculo Carboni, Catania r. FRANCESCO VAZZANA. 1934 sold to Hsing Hwa S.S. Co., Chefoo, r. CHUN HWA. 1936 sold to Yung Yuan S.S. Co., Chefoo r. HSING YUAN. Wrecksite.eu says operated by Japan as JUNPU MARU. 18/3/42 foundered near Tsushima Island.

CHEN YUAN (1937-?) 1057/93 T3cy

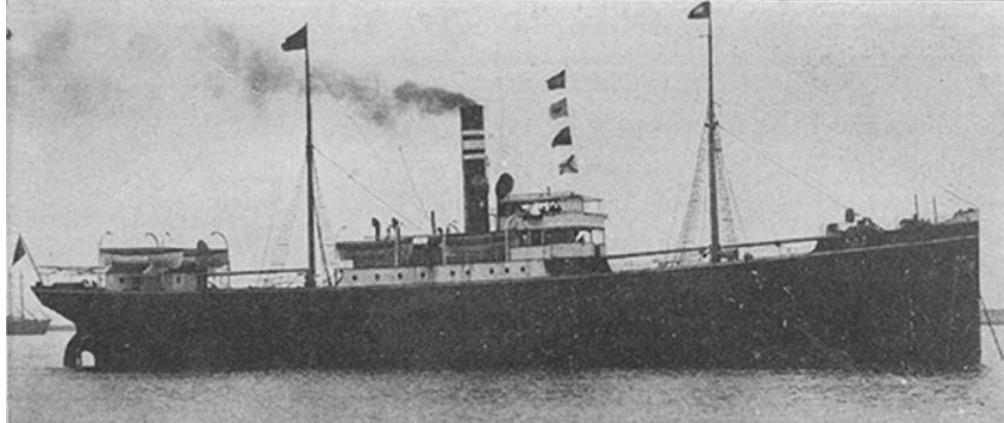
Built by Sunderland S.B. Co., Sunderland for La Societe Service Subventionne des Correspondences Fluviales au Tonkin, Haiphong as HANOI for Haiphong/Hong Kong service. Owners later Marty & d'Abbadie, Marseilles, then Cie. Indo-Chinoise de Nav, Haiphong. 1931 sold to Central S.N. Co., Shanghai r. HUA TUNG. 1932 sold to Tung Ning Co. (Wang Yung Shanghai mgrs.), Shanghai r. TUNG NING. 1935 sold to Hsing Hwa S.S. Co., Newchwang r. TUNG HWA. 1937 sold to Yung Yuan S.S. Co., Newchwang r. CHEN YUAN. Late 1930s to Manchukou flag as JINGEN GO. NFI, 1955 RLR.



CHEN YUAN as HANOI (W. Schell).

TSENG YUAN 增源 (1937-41) 1428/96 T3cy

Built by G. Howaldt, Kiel for M. Jebsen, Apenrade as ELSE. 1905 sold to S. Oguma, Kobe r. KIYO MARU. 1934 sold to Hsing Hwa S.S. Co., Hong Kong r. HSING HWA. 1937 sold to Yung Yuan S.S. Co., Chefoo r. TSENG YUAN. 1941 sold to Manshu Kaiun, Newchwang r. ZOGEN MARU 增源丸. 19/3/43 sunk by torpedo 38.29N, 112.19E (Japanese records say 38.12N, 123.00E) while under owner's control.



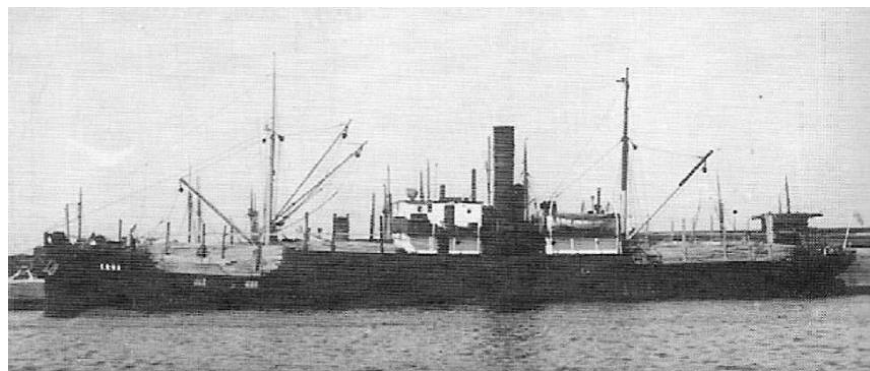
TSENG YUAN as KIYO MARU (1916 Japan Steamships Register).



HSING HWA encountering HMS SANDWICH at Newchwang, fouling both anchors and cables (Ebay).

KWANG YUAN (1937-40) 2244/12 T3cy

Built by Harlan & Hollingsworth Corp., Wilmington (#416) for Sudden & Christenson, San Francisco as "3-masted engines aft steam schooner" JOHN A HOOPER. 1917 sold to W. Grace & Co., later Grace Steamship Co. Inc. New York r. SANTA ALICIA. 1922 sold to Western Mercantile Marine Corp, San Francisco r. EDNA CHRISTENSON. 1925 owners Sudden & Christenson. San Francisco. Mid-1937 sold at San Francisco to Yuan Yuan S.S. Co., Chefoo r. KWANG YUAN, loaded scrap iron for Japanese charterers under Japanese master but crew refused to sail, supported by Chinese consul and after Japanese takeover of North China, U.S. Circuit Court of Appeals awarded vessel to Chinese gov't. Laid up off Hunter's Point, San Francisco until 12/40 sold to W. R. Carpenter Overseas Shipping Co Ltd. (Sir Walter Carpenter, Sydney), Panama r. EDNA, scrap cargo offloaded, and placed in service US West Coast/South Pacific. 1943 sold to C. S. T. Ltd, Suva. 1946 sold to Shanghai Development Co Ltd, Shanghai r. HU KIANG. 24/1/47 wrecked in 39.45N, 123.02E, on the south Manchurian coast, about 150km NE of Dairen. [<https://news.google.com/newspapers?nid=1964&dat=19401229&id=D1YyAAAAIBAJ&sjid=TrYFAAAAIBAJ&pg=1408,6431563&hl=ja>]



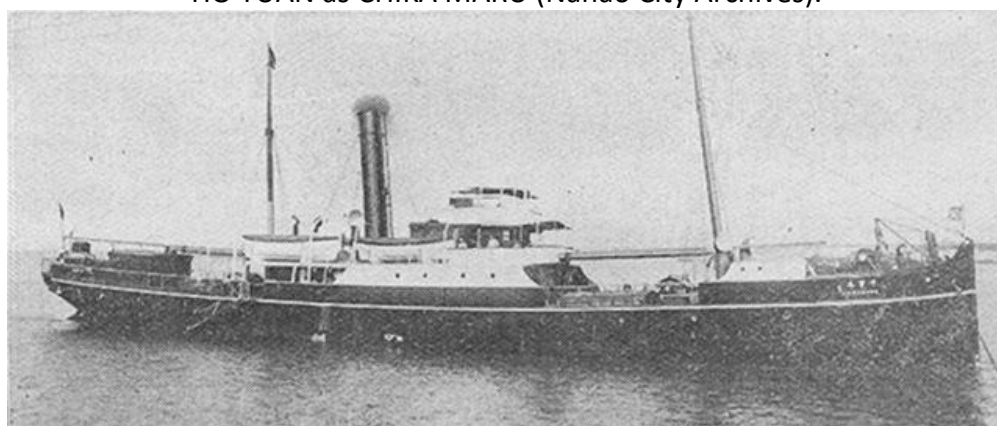
EDNA (*Flotilla Australia*).

HO YUAN (1939-?) 711/05-01 T3cy pass

Built by Osaka I.W., Osaka for Takesaburo Higashi, Osaka as CHIKA MARU 千賀丸, sometimes transcribed CHIGA MARU or SENGAMARU. 1907 sold to Hokuyo Kisen K.K., Nanao (est. 3/07). From 1909 used on a new subsidised Nanao/Fushiki/Sakhalin service but following 12/13 loss of owners' GEIHO MARU ex RINGAROOMA sold to Toyo Bussan K.K. for 95,000 yen for use on a service to Kamchatka. By LR 1925 sold to Chosen Yusen K.K. r. YUKI MARU. 1934 sold to North China S.S. Co., Tientsin r. PEI PING. 1939 sold to Yung Yuan S.S. Co., Chefoo r. HO YUAN. RLR 1955.



HO YUAN as CHIKA MARU (Nanao City Archives).



CHIKA MARU (1916 *Japan Steamships Register*).