

Upper River Vessels – Smaller Companies

ILLUSTRATED FLEET LIST

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This update posted 27 August 2023

Larger companies covered in separate lists (pls. refer via 'Yangtse' tab):

China Merchants S.N. Co.

Standard Oil Co.

Asiatic Petroleum Co. (North China) Ltd.

China Navigation Co.

Indo-China S.N. Co.

Hoong On S.N. Co. (when later controlled by Yu Ya-ching)

Nisshin Kisen K.K.

Ming Sung Industrial Co. (list not yet published)

PRC Yangtse Shipping Bureaus

Yangtze Rapid S.S. Co.

"In 1929 ten companies were operating a total of 58 vessels between Ichang and Chungking and 28 more upstream of the city." (R. Nield p.80)

The official Nisshin History (pub. 1941) lists that firm's notable Upper River competitors as

US-flag American Chinese S.S. Co. 美華輪船公司 1924

UK-flag Taikoo Hong 太古輪船公司 1923

UK-flag Ewo Hong 怡和洋行 1922

French-flag Yung Shun Hong 永順公司

Japanese-flag Tien Hua Hong 天華洋行, Kobe 1922

Ming Wen Co. 明文公司

Hui Tung Co. 匯通公司

Kiang Yuan Co. 江原公司

+30 new companies in the 5 years 1921 to 1926

Introduction

Steamships came late to the treacherous Upper River. In 1890 the British Consulate General was opened in Chungking and the following year, the city became the first inland commerce port open to foreigners. However, the development of commercial steam navigation was held back by the need for Chinese acquiescence and formidable technical problems: above Ichang and particularly Wanhsien the river was fast flowing through spectacular gorges strewn with hazardous rapids. The ports, and most notably the inland city of Chungking, soon designated as a Treaty Port, continued to be served by the traditional small junks, laboriously pulled upstream through the gorges by teams of 'trackers'. Junks could take 3-4 weeks to be hauled the 500 miles upstream from Ichang, 2-3 months if heavily laden. Despite rapids, the river looked to be navigable to small but powerful steamships and potentially there were enormous profits to be gained by larger scale trading with Szechuan, one of the richest and most populous provinces of China. Advantages could also be gained running small steamers upstream from Chungking to ports such as Suifu and Kiaping.

An English merchant, Archibald John Little (1838-1908) worked with Chinese sources of finance to open commercial steamship services and, after a blocked attempt in 1888 with the 498-ton sternwheeler *Kuling*, succeeded ten years later in sending the 7-ton test vessel, *Lee-Chuan* through to Chungking. Little then ordered the first truly successful Upper River steamer, the 616-ton British-built but locally assembled paddle steamer *Pioneer* which, under the command of Captain Samuel Cornell Plant (1866-1921) who had river experience on the Tigris and Euphrates, reached Chungking unaided in June 1900. Notwithstanding, the outbreak of the Boxer Rebellion and the loss of the 826-ton German-built paddle steamer *Sui Hsiang* on her maiden voyage later that year delayed mercantile steamship efforts for another nine years.

Plant eventually collaborated with Chinese merchants and the government to create the Chinese-flag Szechuan S.N. Co. to provide the first successful regular merchant steam service on the Upper Yangtze. He served as Master of the powerful tug *Shutung* (1909) and its *Flat* (a cargo barge that was lashed alongside). On their first trip, they reached Chungking in 8 days from Ichang with 65 hours steaming or about 8 hours per day, it being necessary to proceed cautiously and moor overnight (NCH, 13/11/09). In 1914 there followed the successful twin-funnelled, Yarrow-built 1000-grt *Shuhun*. In 1915 Plant was appointed by the Chinese Maritime Customs as the first Senior River Inspector on the Upper Yangtze. In this capacity, he installed the river's navigational marks, established signaling systems, wrote a manual for shipmasters, and trained hundreds of foreign and Chinese pilots.

World War I, which resulted in the withdrawal of many gunboats, and domestic conflict in Szechuan Province slowed progress, delaying access to capital and the necessary technology, though vessels continued to be gradually built by both foreign and Chinese yards in Shanghai, where shipbuilding was developing and around ten Upper River vessels were built there each year to 1919. The casualty rate was quite high. By the summer of 1919 the 'North China Herald' (8/11/19) reported that nine steamers were in service between Ichang and Chungking. Thereafter the expansion was spectacular. Dollar, Mackenzie & Co., Jardines and Swires and several new foreign and Chinese companies introduced many new and specially designed screw steamers with shallow draft, many hull compartments and high power. Arrivals at Chungking increased from 5,000 grt in 1913 to 58,000 grt in 1919 and then 440,000 grt in 1925. From 1920 1000 grt ships were constructed by Yarrow in Glasgow, then increasingly by Kiangnan in Shanghai which in 1920-22 built a series of vessels of the

Loong Mow Class (see Appendix 3), for which the prototype was the aforementioned *Shuhun*.

By 1920 the profitability of Upper River steamships had been demonstrated, not least from the carriage of opium which was being grown in increasing quantities in Szechuan. Grover even concludes that the Upper Yangtze had become 'an opium-based economy'. A common pattern was for vessels to be funded by Chinese interests around warlords and government officials but operated under foreign flags by foreign companies which could share in the high carriage profits while providing the necessary officers and engineers and, if needed, calling upon assistance from foreign naval gunboats. Individual deepsea companies operating to Shanghai such as Blue Funnel, Canadian Pacific, Dollar, Glen Line, Lloyd Triestino, Messageries Maritimes, Nippon Yusen and Pacific Mail each appeared to have their own arrangements in the 1920s with various Upper River steamer companies, involving in-house trans-shipment of both cargo and passengers.

Until 1923 strict limits were placed on passages through the Upper River in winter, when the river levels were much lower. Special lower draft ships of around 600 grt were built for low water passages by Kiangnan and emerging Shanghai yards. But following highly successful experiments with new *Tze Sui*, *Dar Var* and *Hsia Kiang* from May 1923 Chinese Maritime Customs changed the permitted river low levels from 6-8 feet to 4 feet or less, in effect allowing Upper River transit all year round.

Given the difficulties of navigating the rapids, accidents were frequent but ships in the salt-free river water could often be recovered and rebuilt, usually under different names which makes them sometimes hard to trace. Sources often report such rebuildings as new ships.

A different type of hazard also emerged involved opposition to the steamships from the traditional boatmen, which lead to attacks, sometimes fatal, on ships' crews. While the steamers were technically free to carry cargo of any kind, it was felt prudent to make concessions to the boatmen to avoid violence, and in 1923 it was informally agreed with them not to carry sugar or salt from Chungking, or wood oil or paper from Wanhsien.

Another, sometimes associated hazard involved piracy, attempts at extortion, and shooting at the vessels, particularly at those on the bridge. This hazard emerged by the 1920s continuing through the 1930s and was dealt with by the usual counter-piracy measures and armoring the bridge. A further major problem which had emerged by 1923 was attack or seizure by rebel Chinese soldiers, in particular the forces of warlord General Yang Sen, who quickly became almost entirely dependent on the river steamers for the transport of troops, ammunition and general stores. These problems necessitated the strengthening of national fleets of gunboats but decreased the enthusiasm of foreign-flag steamship crews and sometimes operators.

Not until Chiang Kai-Shek established his authority in 1927-28 was a degree of political stability achieved, but it remained an uneasy peace punctuated by warlord rebellions and Communist insurgency. In 1929 Chungking was established as a municipality, and the Nationalist government's increased focus on the Upper River area was conducive to the emergence of a strong Chinese flag shipping company, the Ming Sung Industrial Co., based in Chungking. Led by the capable Lu Tso-fu who introduced sound management methods and gained the confidence of other Chinese interests, this firm quickly moved toward a monopoly position, acquiring 36 steamers from the other companies in 1930-35 in addition to building many new ships. Consequentially only a few of the big

discrete firms such as Nisshin, Swire and Jardines appeared to persist with their Upper River fleets. After July 1937 the Japanese invasion of the Lower Yangtze and the sinking of the boom at Kiangyin soon terminated the operations of through services from Shanghai to Ichang and Chungking. Ming Sung, however, gained some benefit from the transfer of the Nationalist capital to Chungking and was able to continue operations into the Communist era and until today. A Ming Sung study is in preparation for eventual publication on oldchinaships.com.

This fleet list is in three main parts – firms with larger ships for which the company names and establishments are well known, companies for which basic information beyond names is lacking, and ships for which the owner is not known, and we sometimes have little more than a ship name. In the latter case many of these ships were small, often in the region of 200 grt or less. We have endeavored to make the listings chronological in each category. River steamships (and diesel vessels) are not usually listed in shipping registers so the information tends to be incomplete. The reported romanization of Chinese names varies; in this period Wade Giles spelling was commonly used, often with variations, and this is reflected in the entries below. As well, there were frequent unreported rearrangements of ownership in the 1920s. For instance, it is difficult to determine where the French ownership companies end and the Italian ones begin. However, on balance we hope that the list and photographs give a reasonable picture of the smaller companies operating on the Upper River. The overall situation can be seen by adding in the Upper River fleets of the major companies named on the first page above and accessed via the ‘Yangtze’ page at oldchinaships.com. We will be updating as new information and photographs come to hand.

Sources

The most comprehensive and well-researched narrative, especially with information on American-flag Upper River operators and ships is David H. Grover, *American Merchant Ships on the Yangtze, 1920-1941* (Praeger, 1992). Other sources include various editions of *The China Yearbook*; through Proquest *North China Herald* and *China Press*; *Lloyd's Register of Shipping*; the *Starke-Schell Index*; the Kiangnan Yard List; Cornell Plant, *Glimpses of the Yangtze Gorges* (1921); G.R.C. Worcester & Doris Worcester, *The Floating Population of China. Accompanied by Some Chungking Types on the Upper Yangtze River* (Vetch & Lee, 1970); Richard N.J. Wright, *The Chinese Steam Navy, 1862-1945* (Chatham, 2000); Kemp Tolley, *Yangtze Patrol* (Naval Institute Press, Annapolis 1971, 1984); Graham Torrible, *Yangtze Reminiscences* (Swire, 1990); G.H. Gompertz, *China in Turmoil* (J.M. Dent, 1967); G.S. Parker, *The Mysterious Yangtze* (privately pub. 1937); the Nisshin Kisen 30 year history 日清汽船株式會社三十年史及追補 (Tokyo, 1941); various issues of *Ships of the World* (Tokyo) and the Wikiswire website as well as past research presented on oldchinaships.com and the authors' earlier published studies *Beancaker to Boxboat* (1987) and *Sold East* (1991).

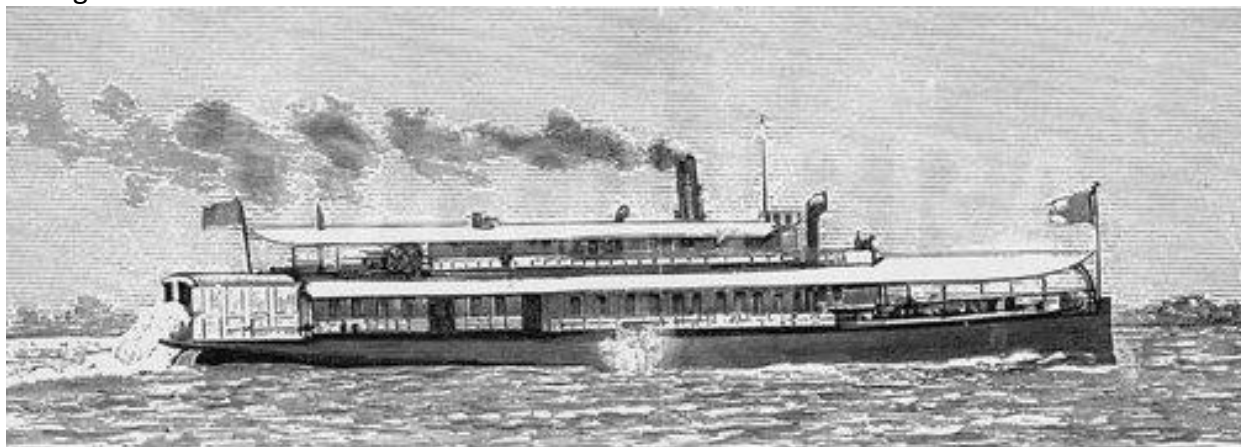
Fleet List

Upper Yangtze Steam Navigation Co., Ltd. (1888-89) & successors (1897-1900) (Archibald John Little)

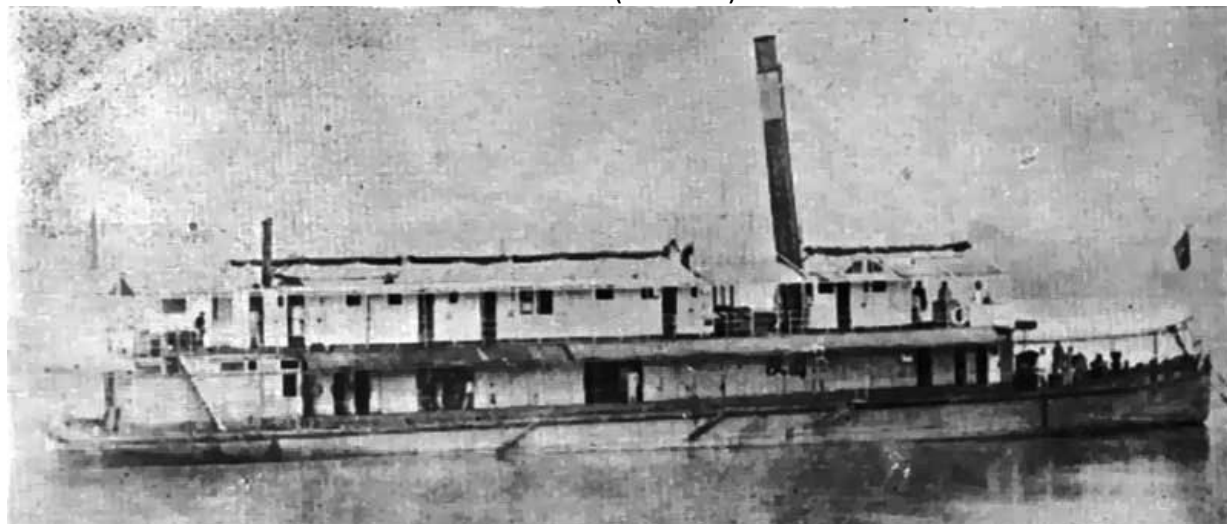
House flag: Blue and white with 'shang -上' on red diamond

KULING 固陵 (1888) 498/88 (s.s.w.) 175'

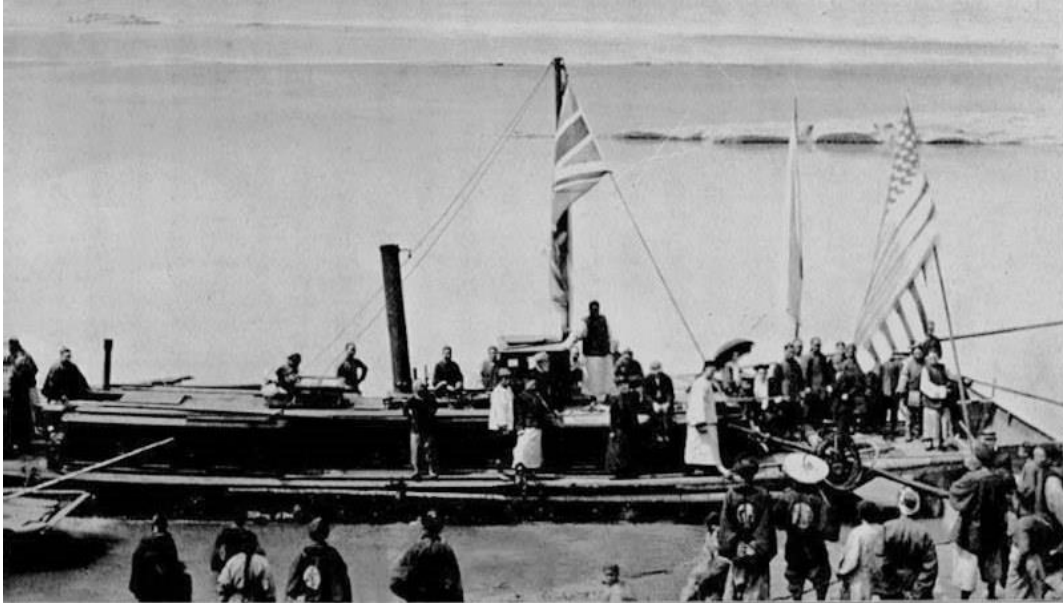
Fabricated by Bow, McLachlan & Co., Paisley for Upper Yangtze S.N. Co. (A.J. Little mgr), Shanghai and erected by Boyd & Co. at Shanghai, 5/12/87 launched. 2/88 arrived at Ichang. Laid up after permission for Navigation on Upper Yangtze refused by Chinese authorities. 12/89 purchased by the Inspector-General of Customs. 4/90 t/f to CMSNC for Hankow-Ichang trade. 1926 hulked at Kiukiang.



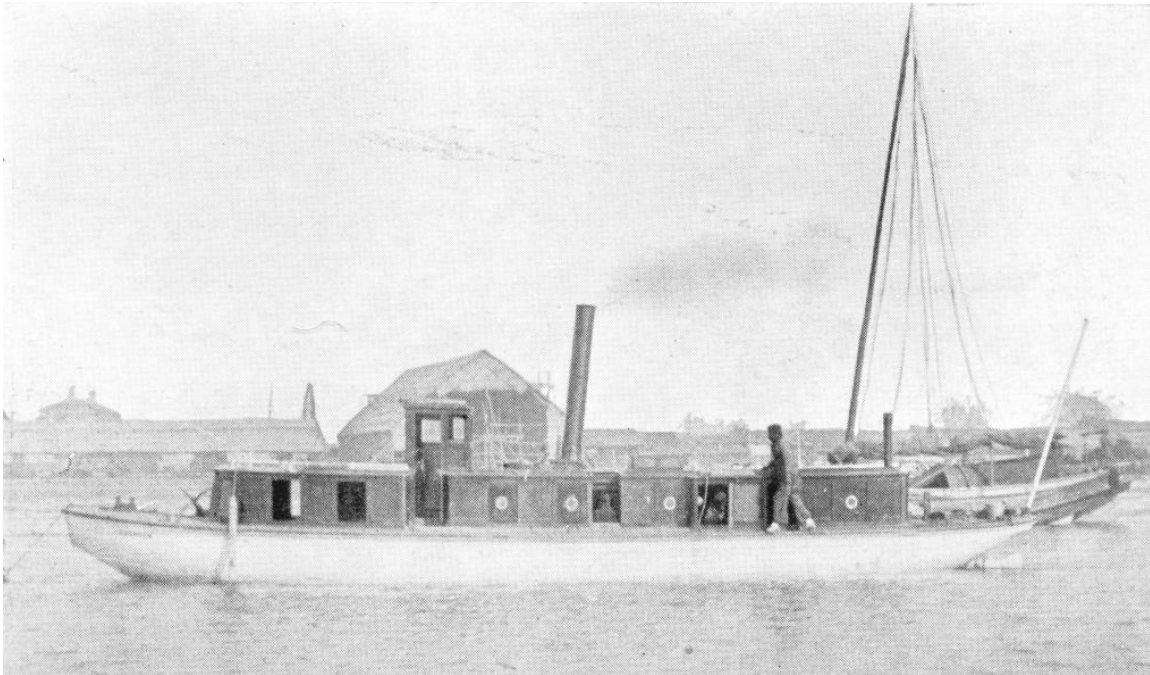
KULING (Internet)



KULING when owned by China Merchants (coll. Yao Kaiyang).

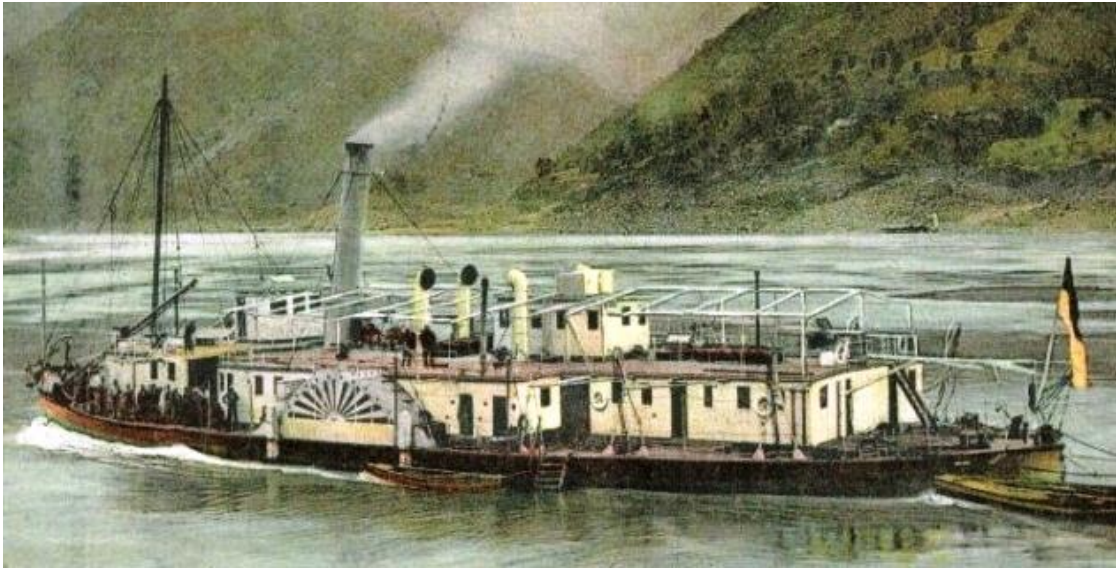


LEE CHUAN 利川 (7-ton test vessel, 18/3/98 successfully reached Chungking (coll. Yao Kaiyang).

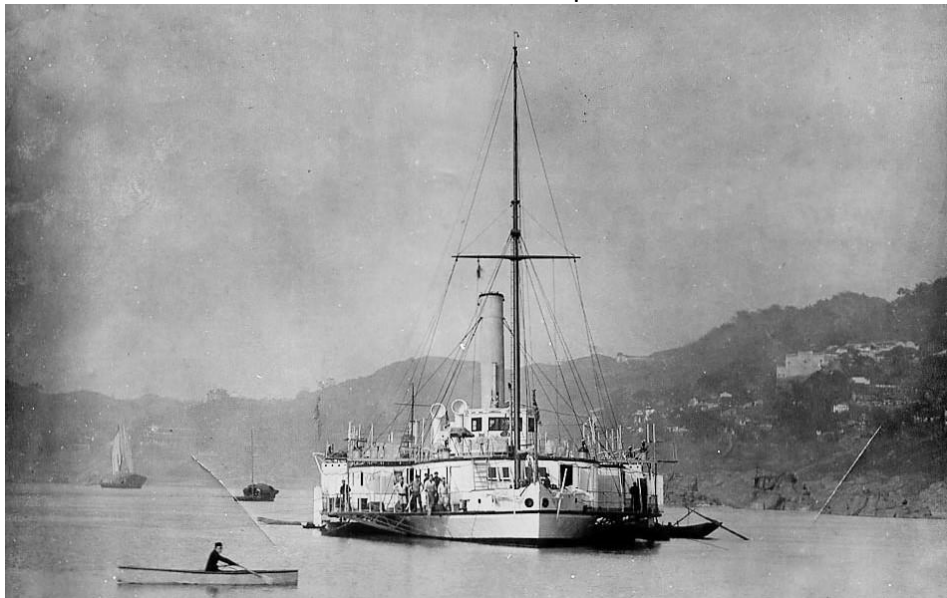


LEE CHUAN (Graham Thompson coll.).

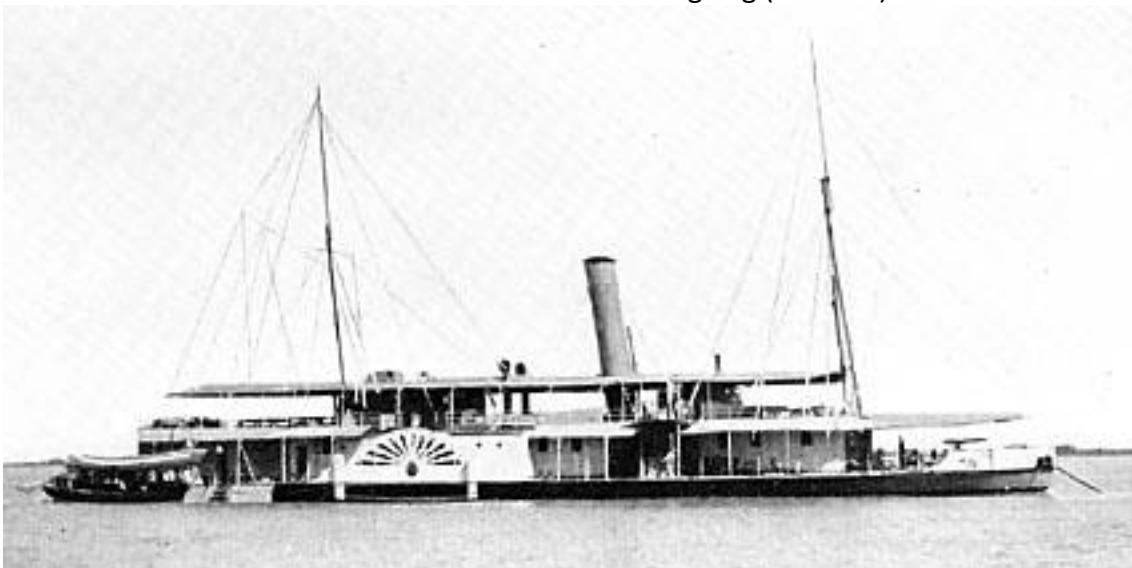
PIONEER 首倡 (1900) 616/00-3 (180' x 30', paddle C2cy 1200 ihp/14k, pass: 14 + 30 + 90). Ordered from W. Denny & Sons, Dumbarton for the 'Yunnan Company' (Captain Samuel Cornell Plant and friends). Hull subcontracted to Blackwood & Gordon, machinery by Denny, erected by Shanghai E. S.B. & D. Co., Shanghai. Initially referred to as SHUKONG 首倡, but launched and registered under the English translation PIONEER for Yangtse Tdg Co. 29/6/00 reached Chungking but return voyage delayed due to the Boxer Uprising and took place with RN crew as a 'gunboat' (reported 24/8/00). 4/00 in service Ichang-Chungking under command of Capt. S.C. Plant. 6/00 requisitioned by and 11/00 sold to RN, 3/01 commissioned as HMS KINSHA, assigned as Yangtse flagship because of spacious accommodation. 19/3/10 recommissioned at Woosung. 3/21 sold to Ping An S.S. Co. for Ningpo-Shanghai service. 30/4/21 decommissioned at Shanghai. 2/24 lost while operating Ningpo-Wenchow via Chusan and Haimen (NCH 22/3/24).



PIONEER from a tinted postcard



HMS KINSHA ex-PIONEER at Chungking (Internet)



HMS KINSHA ex-PIONEER, fitted with mainmast (Internet).

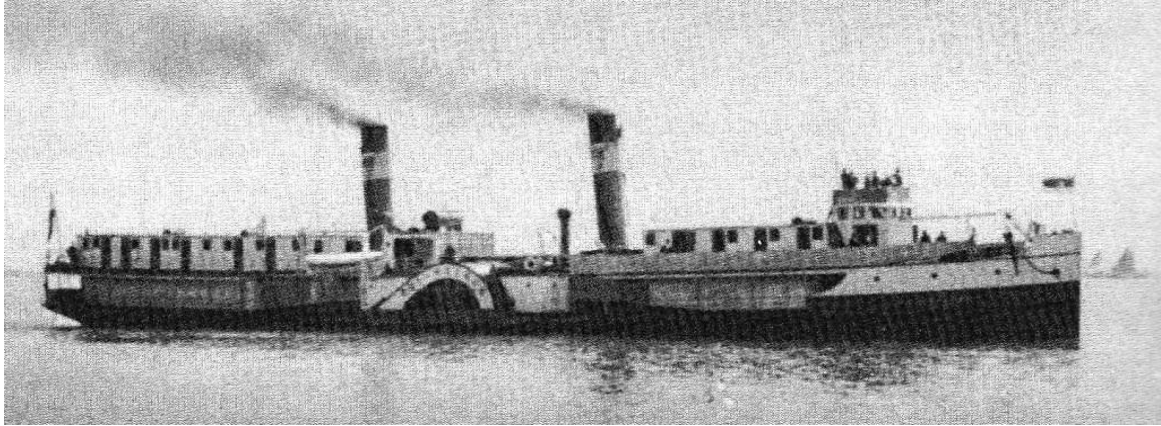
Rickmers Rhed. A.G. & Melchers & Co. 美最時洋行 (1900-00)

SUI HSIANG (1900) 826/00 s.p.s. 210'

Built by Rickmers-Werft, Geestmunde for Rickmers Rhed. A.G. and Melchers & Co., Bremen as SUI HSIANG, 30/10 arr. Shanghai under own power. 12/00 in service (Arnold Karberg & Co. agents), 27/12 sailed Ichang for Chungking but 28/12 struck rock in Tung Ling Fang Rapids c.35 miles above Ichang following disagreement between Master and Chinese pilots, quickly sank and about 15 lost including Capt. Breitig who gave his lifejacket to a passenger (NCH, 2/1/01). [Commanding Officer Metcalfe of HMS Kinsha identifies location of SUI HSIANG loss as Kung Ling Tan, where Kinsha had a narrow escape. His sketch and elaboration follow (NLA coll.).]



“At low season when there is insufficient water over the submerged rocks marked X to allow a vessel pass over them the Kung-Ling is a very dangerous place owing to the narrow and crooked nature of the fairway channel. The current, which is about the same in strength as the Ta-Tong sets straight down the main channel over the submerged rocks and strikes off the great boulder bank – the swirls below the great rock 30 are not vicious – the channel between the lower end of the great rock and the outer 4X rock is only about 120-130 yards in breadth. The safest course to take in ascent is after rounding the great boulder bank to run up at a moderate speed in the wake of the great rock and when close up to it ease over to left shore giving the least possible helm at a time and increasing the speed as required.”



The ill-fated SUI HSIANG (G.R.C. Worcester).



SUI HSIANG at Ichang, mast, lookout, awning frameworks fitted (University of Toronto/SK edit).

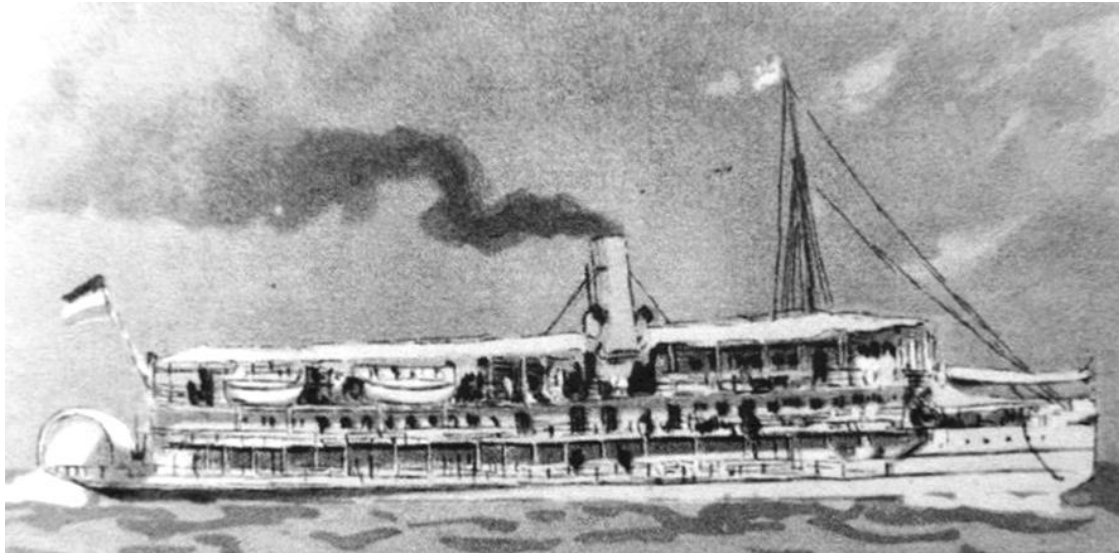
Also Lower River steamers SUI AN and SUI TAI

Melchers & Co., Shanghai 美最時洋行 (1901)

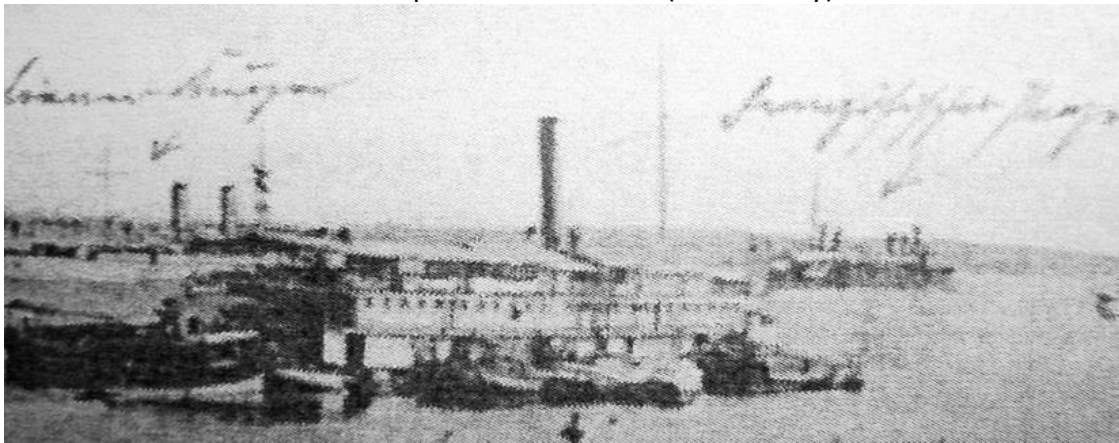
1904-26 various Chinese-flag owners

MEI YU (1901) 1430/01 (C2.s.w.)

Built by S.C. Farnham & Co., Shanghai. Ordered for Melchers & Co., Shanghai for Upper Yangtse service. 3/01 reported due to enter Hankow-Ichang service but 7/5/01 sold to Norddeutscher Lloyd, Bremen for same (Middle Yangtse) service. 1904 rebuilt, 1114gt. 1912 chartered out. 1913 sold to China S.S. Co, Changsha. 1914 RLR. By 1920 sold to Hoong On S.N. Co. Ltd., Shanghai for use on Upper Yangtse r. TSE KIANG. 4/12/26 gutted by fire at anchor in Whangpu off Lunghua Arsenal during overhaul - 16/12 sold to O.S. Lieu, Shanghai for breaking up.



Artist's impression of MEI YU (NDL history).



MEI YU (later TSE KIANG) at Hankow on 11/11/04 (NDL history).



MEI YU (A. Kludas).

Also Lower River steamers MEI LEE, MEI DAH and MEI SHUN

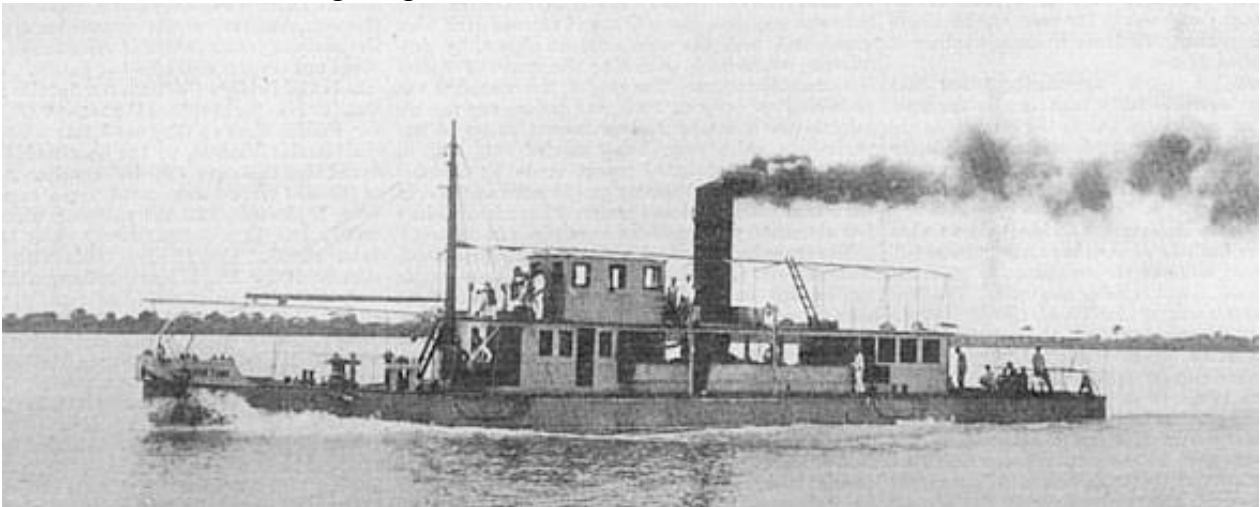
Szechuan S.N. Co. (1909-c.20)

Founded by Szechuan merchants, Szechuan government,
Captain Samuel Cornell Plant (late Inspector of Maritime Customs for Upper Yangtse,
25 Feb. 1921 died at sea homeward bound, NCH 5/3/21)

"The real conquest of the rapids dates from October, 1909, when the indomitable Captain Plant's steamship SHUTUNG made the trip from Ichang to Chungking in eight days, compared with the twenty-five to thirty days taken by light junks tracked through the rapids." (Shipping Wonders of the World)

SHUTUNG 蜀通 (1909-1920) 136 (30n)/09 (tug, 115 x 25', dr 3.3', 2x2cy 2sc.)

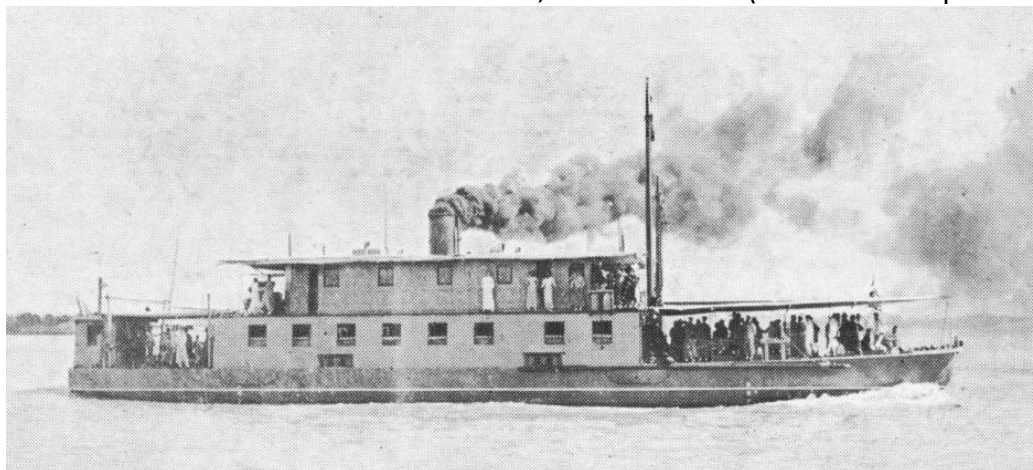
Built by John Thornycroft & Co. Ltd., Southampton/Kiangnan Arsenal (#85) for SSNC, 14/9 trials. From 2/10 regular twice-monthly service Ichang-Chungking. 1911 first experimental commercial voyage Chungking-Lochow-Hsuchow. 8/20 as PRIDE OF CHINA under refit at Kiangnan Dock (NCH, 21/8/20). c.9/20 sold to Mackenzie & Co., Shanghai and 31/10/20 dep. Shanghai for Chungking to trade upstream to Suifu. [this report confused with 1/24]5/23 sold to China Navigation Co. Ltd, London with Chungking interests of Mackenzie & Co. 1/24 stranded above Ching Tan, r/f by B&S salvage team, 21/2/24 arr. Ichang, then to Shanghai for repair. 1928 sold. 18/1/37 at very low water wrecked in the Hsin Tan Rapids c.38 miles above Ichang (then owned by Ming Sung, expected to salvaged, NCH 20/1/37). 2/37 wreck visible at low water. Yao Kaiyang says in 1938 Ming Sung Industrial Co. acquired a vessel of this name from Hsin Hua Co., also a vessel of this name from Liu Wen-cai. Not listed for Ming Sung in official list or LCI. NFI.



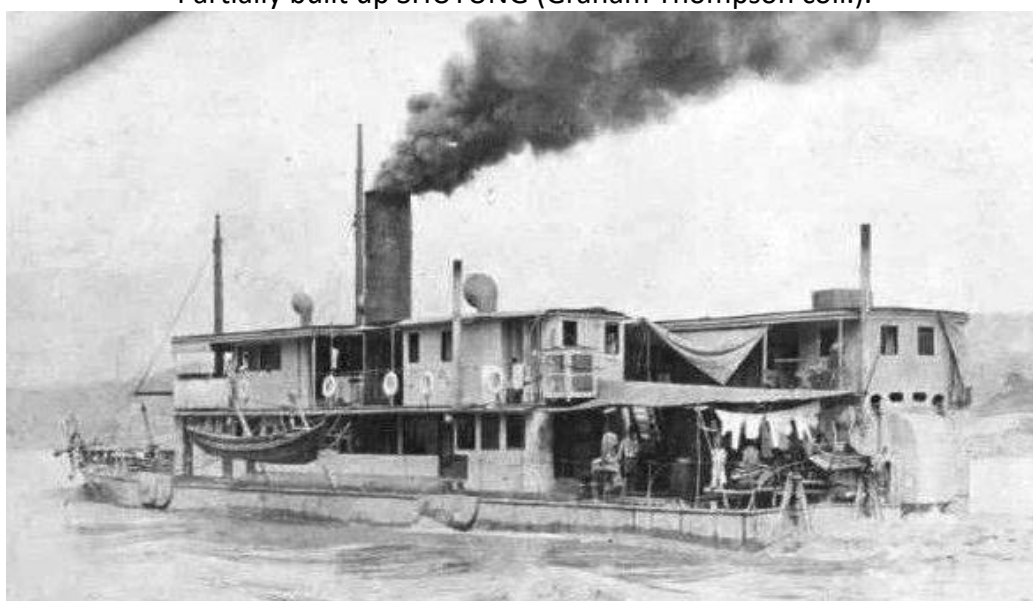
SHUTUNG running trials (Engineering 14/1/10).



SHUTUNG stranded on the Fomiantan Reef, date unknown (Graham Thompson coll.).



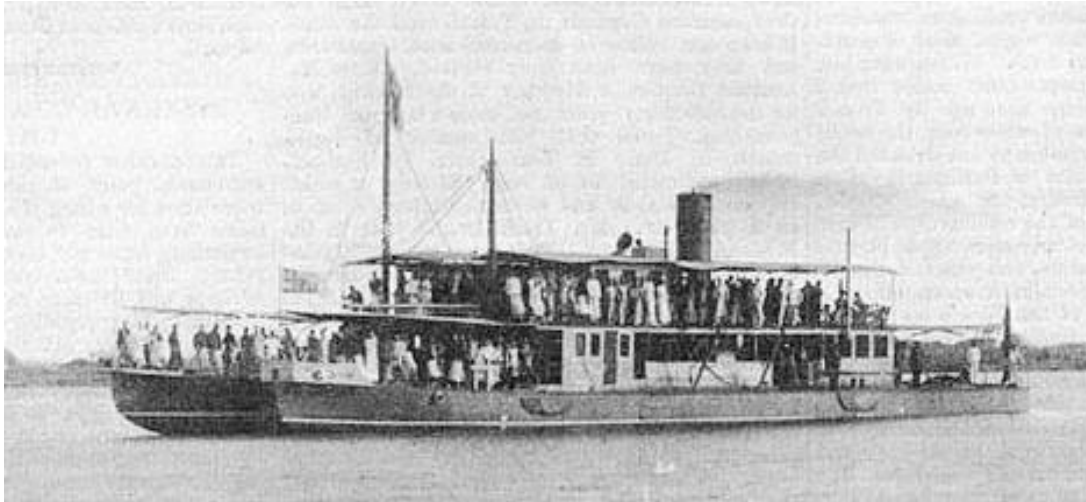
Partially built up SHUTUNG (Graham Thompson coll.).



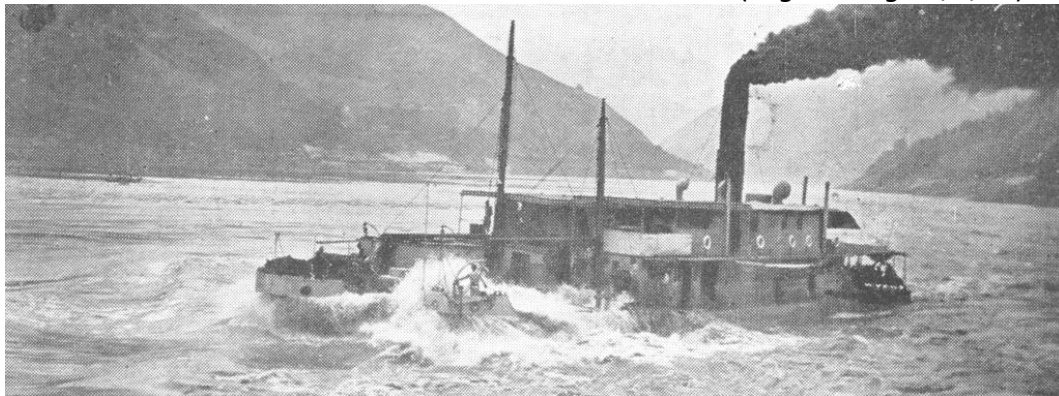
Built-up SHUTUNG about 1915 (Internet).

SHUTUNG FLAT (1909-20) 187n 150 x 15'

Built by John Thornycroft & Co. Ltd., Southampton and assembled by Kiangnan Arsenal (#86) for SSNC. 1920 sold to Mackenzie & Co., Shanghai. 1923 sold to China Navigation Co. Ltd., London when they took over the Chungking interests of Mackenzie & Co. NFI.



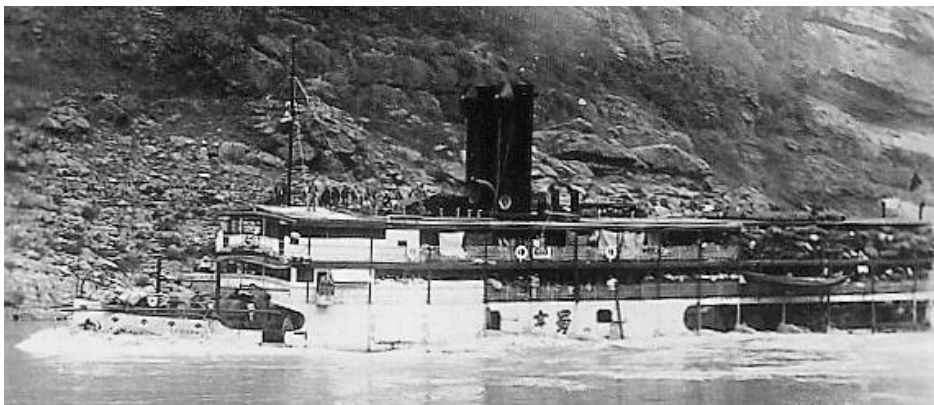
SHUTUNG FLAT visible on the other side of SHUTUNG (*Engineering* 14/1/10).



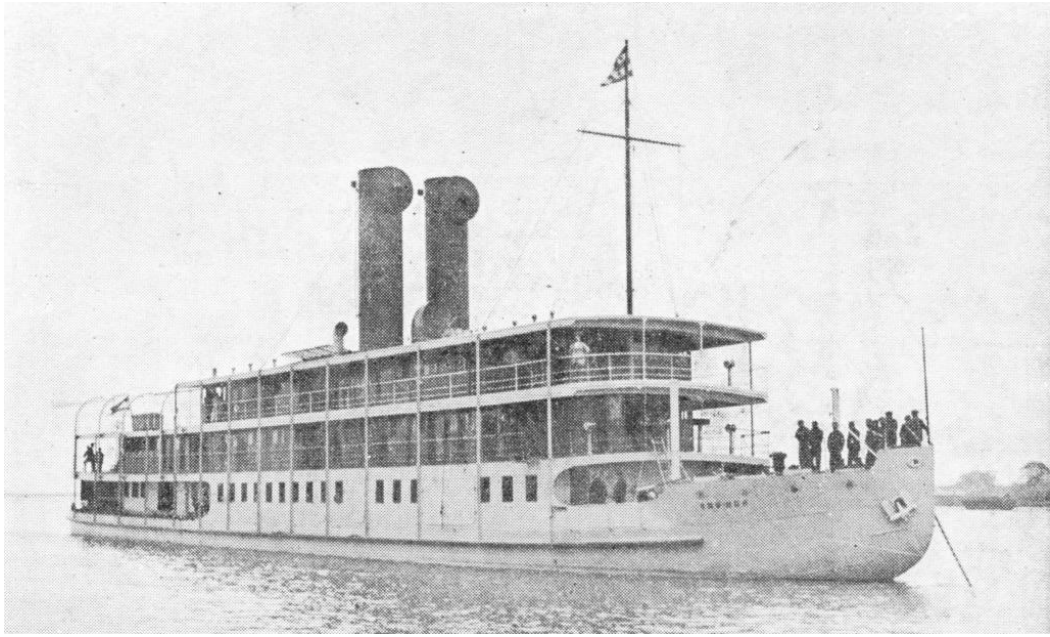
SHUTUNG and FLAT negotiating the Yen Tan rapid (Graham Thompson coll.).

SHUHUN 蜀亨 (1914-2?) 986/14 495n (190.25(184) x 30' 2-sc T6cy 2264shp 13.468k)

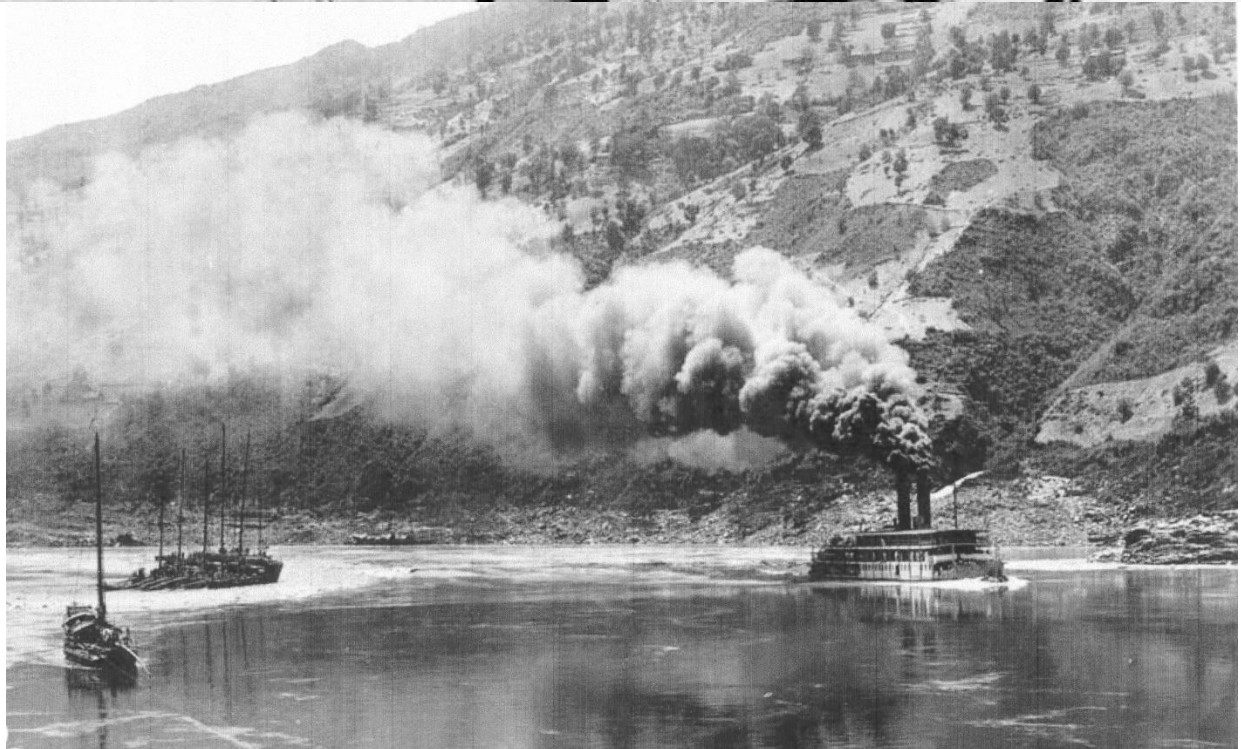
Built by Yarrow & Co. Ltd, Glasgow for SSNC, erected by Kiangnan D. & E. Works, Shanghai (#193), 16/3 launched, 6/00 in service. By 1921 owned by Sino-French Tdg. Corp. (A. Lorderean & Co.), French flag. 8/21 commandeered by local authorities as troop transport, but photographed wrecked c.1922. 5/10/27 rep. collided with *Chu Chuen* (607/23), 3 casualties. 1929 sold to Chuan Kiang S.S. Co. 1932 sold to Ming Sung Industrial Co., Chungking r. MING KWEI 民貴. Still listed LCI 1948, LR 1953. RLR.

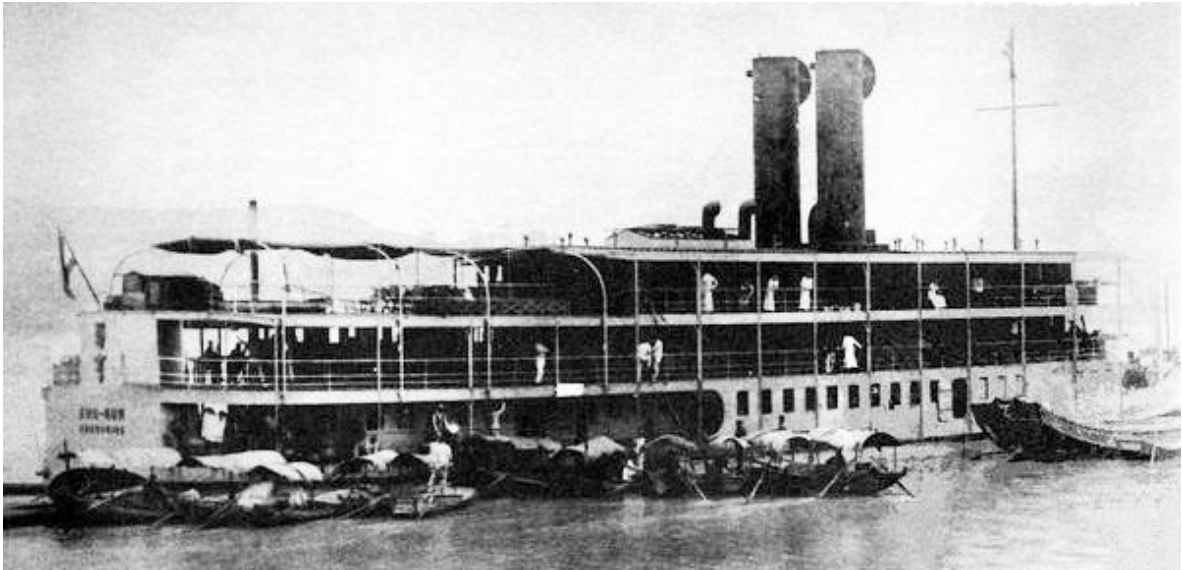


SHUHUN (coll. SK*).

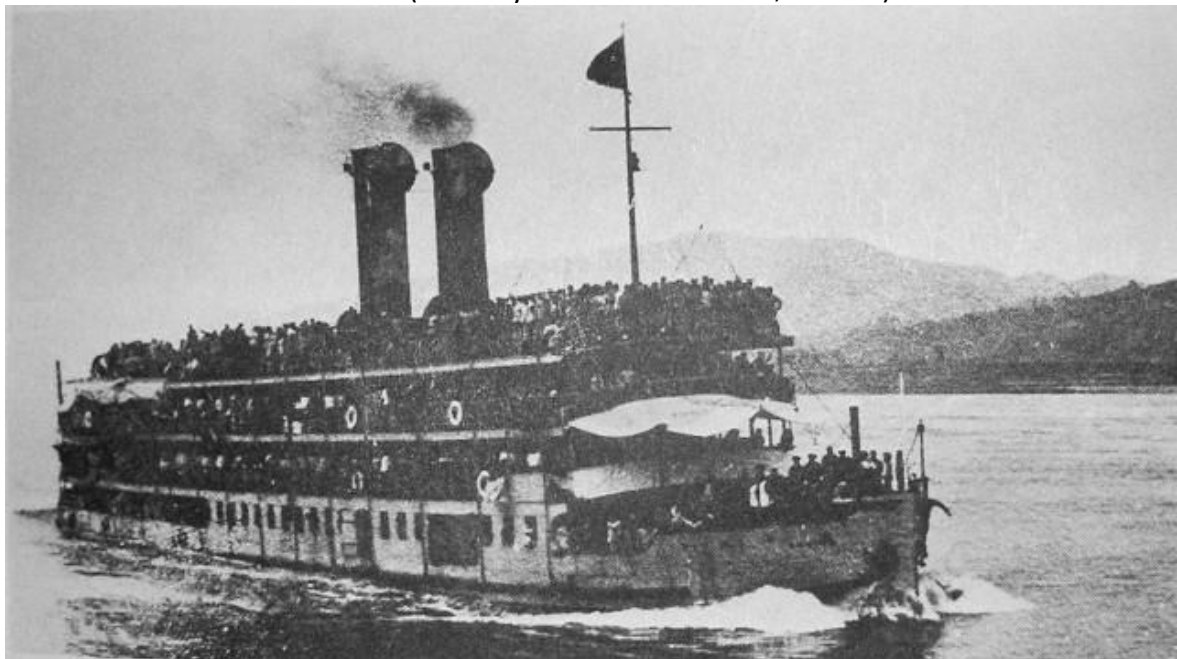


SHUHUN (Graham Thompson coll.).





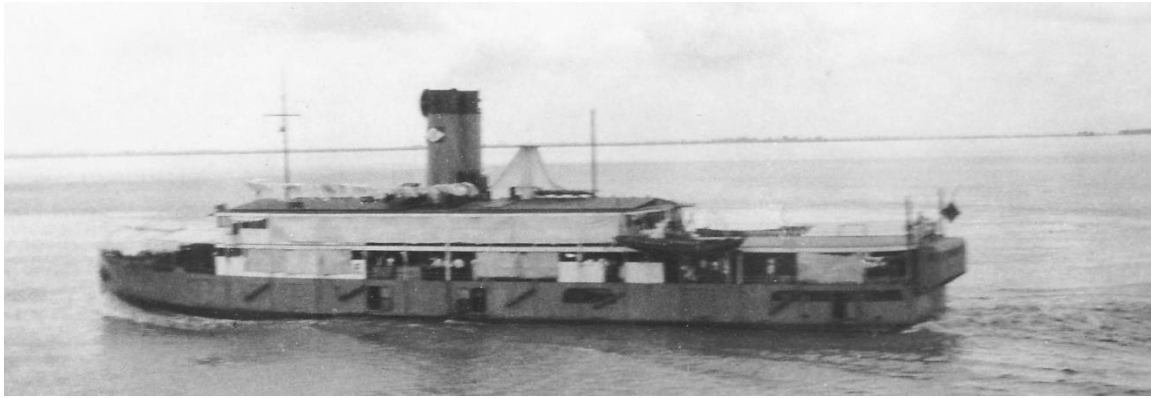
SHUHUN (archwaybooks.com: coll. SK; coll. SK).



Assumed SHUNUN flying Republican flag and carrying troops (Kemp Tolley).



Assumed wrecked SHUHUN, photographed about 1923 (Warren Swire/UoB Sw27-091).



MING KWEI in Ming Sung colours, thought to be about 1932 after reconstruction (coll. SK).

HUNG FOK (HUNGFUK) (1918-22) 403/18 (135 x 21', T6cy)

Built by Sing Fah Yung & Co., Shanghai for Szechuan S.S. Co., Shanghai (Br. Flag). 16/12/21 sailed Ichang for Chungking, next day stranded, passengers put ashore, after repulsing several bandit attacks, 29/3/22 refloated and proceeded to Ichang (NCH, 29/4/22). 1922 sold to Cie. Sino-Francaise de Nav., Shanghai. From LR 1923 listed for no owners, no port, Chinese flag. 1926 RLR but subsequently reconstructed as CHUMING, then by 1928 EKIAN MARU. NFI.

HUNG KIANG (HUNGKIANG) (1919-22) 369/19 (135 x 21', T6cy)

Built by Sing Fah Yung & Co., Shanghai for Szechuan S.S. Co., Shanghai (Br. Flag). 1922 sold to Cie. Sino-Francaise de Nav., Shanghai. Grover states French registry cancelled at Ichang in 1921 because carrying troops. From LR 1923 listed for no owners, no port, Chinese flag. 1926 RLR.

For HSIN SHUTUNG, HSIN SHUNENG and SHUHO, and SHUNAN, possibly ordered by Szechuan S.N. Co., see Sino-French Tdg. Corp. (A. Lorderean & Co.) below.

Szechuan Railway Administration (1914)
Chuan Lu S.S. Co. 川路輪船公司 (c.1915)
Szechuan Railway (1920)

LEE CHUAN (LI CHUAN) 利川 (1914-15)

Built by Nicholas Tsu Eng. & S.B. Works, Shanghai as light-draft str for Szechuan Railway Administration, 30/9/14 sailed Shanghai for Ichang (NCH, 24/10/14). 27/3/15 wrecked in the upper river, 15/4 rep. from Chungking had slid into deep water, only mast showing, expected total loss (NCH, 8/5/15).



Wreck of LEE CHUAN (http://blog.sina.com.cn/blog_a504d6ea0102vk1c.html).



Salvage efforts underway (SK colln).

CHU CHUAN (CHU CHUEN) 巨川 (19??-19) two funnels

Presumed of Chuan Lu S.S. Co. 6/12/19 wrecked on rocks at Fengtu, around 50 drowned. 3/20 wreck blown up by the authorities as an obstruction to navigation. [Wreck report *Shanghai Times* 27/12/ 19]

TA CHUEN Operating 12/19, same company as CHU CHUEN.

(MEI SHUN) see MEI SHUN (America West China Nav. Co.)

(MEI CHUEN) see ROBERT COLLAR II (Robert Dollar Co. Ltd)

America West China Nav. Co. 花旗轮船公司 (1920-27)

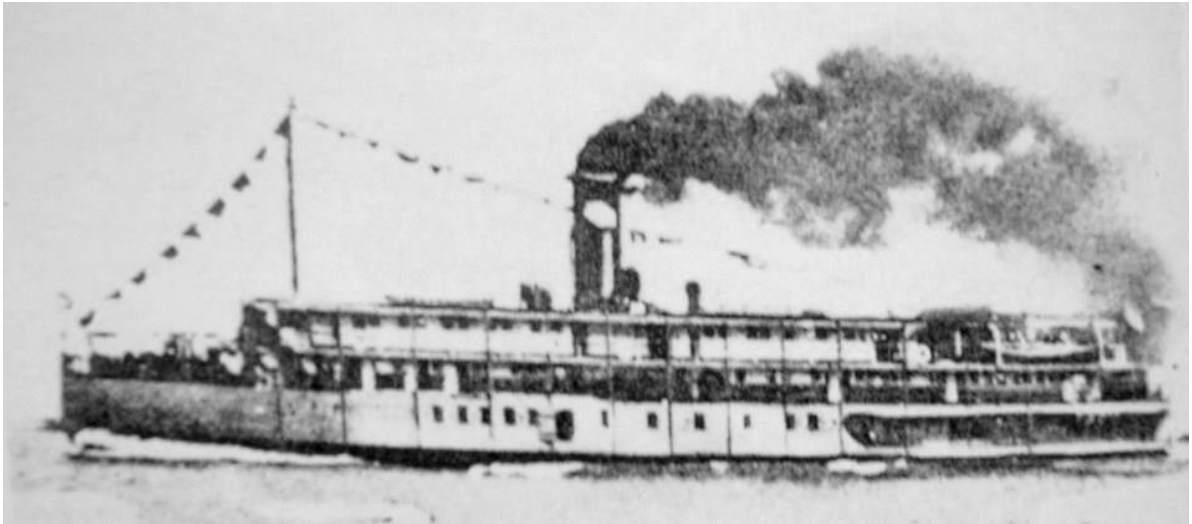
Affiliate of Pacific Mail S.S. Co., San Francisco; agents S.A. & J.T. Gillespie, Shanghai
Outline in Grover pp.106-107

MEI SHUN 美顺 (MEI HSUN) (1920-21)

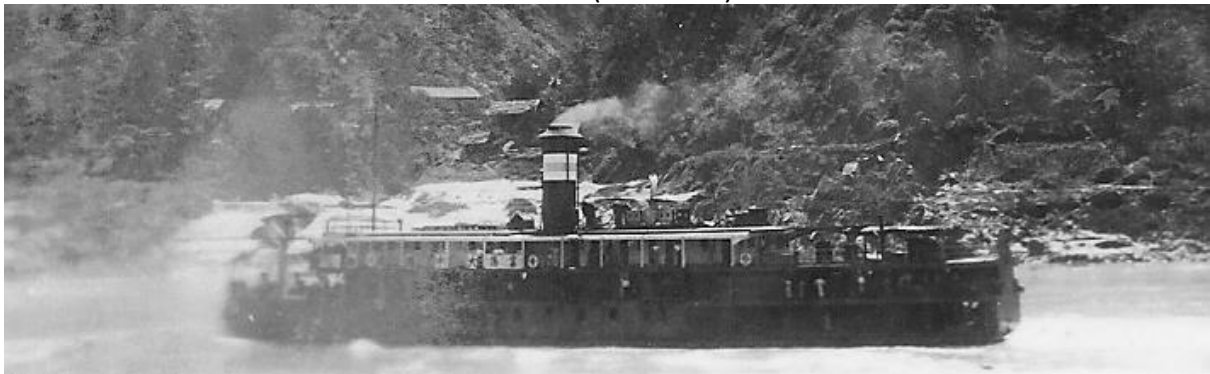
Built for Szechuan Railway S.S. Co. (3rd ship). Sold to American interests r. HOPE OF CHINA. 7/20 sold to AWCNC r. MEI SHUN, 8/20 in service from Ichang, reported to be of poor standard. 30/4/21 struck rock beneath Lun Chai Niu and sank. 6/4/22 successfully salvaged. [Former running mate PRIDE OF CHINA reported as 47n, 97'.]

MEI REN (1922-27) 987/22-3 (350 cargo dwt, 194'x 32', 6' draught, T3cy/14.35k trials)

Built by New Engineering & Shipbuilding Works Ltd, Shanghai for American West China Nav. Co. Ltd as MEI REN for Ichang-Chungking trade (NCH, 25/3/22). 8/24 broke blockade at Wanhsien to carry wood oil, subsequently much harassment including kidnapping of pilots. 11/26 judgement for HKSB against Gillespie for default on Tls 190.000 mortgage plus interest (NCH, 27/11/26). By 4/27 owners in receivership. 5/27 sold by auction to Hoong On S.N. Co. r. FU YANG. 5/28 trooping at Wanhsien. 2/9/36 foundered 30 m. above Ichang – 18/6/37 refloated. NFI. Also see HUNG FU below.]



MEI REN (D. Grover).



FU YANG ex MEI REN in the Upper River (SK*).

Mackenzie & Co. Ltd (1920-23) 隆茂洋行

1906 took over Chungking Trading Co. (Arch. Little)

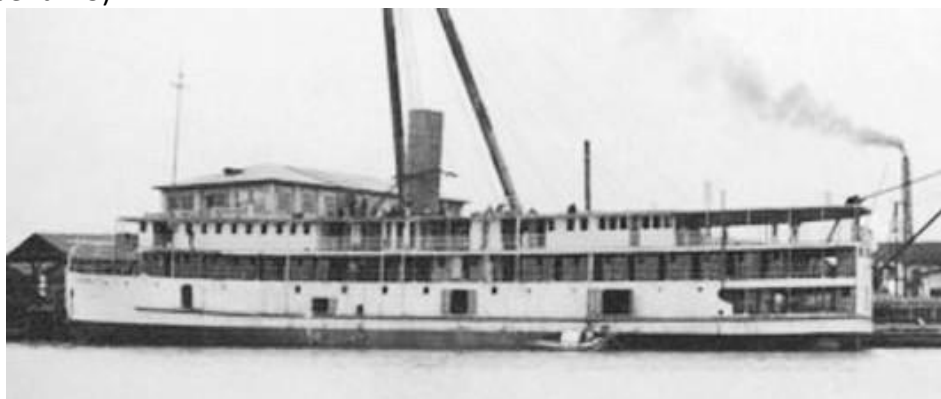
Admiralty agents at Chungking

Shanghai/Chungking through service introduced in mid-1920

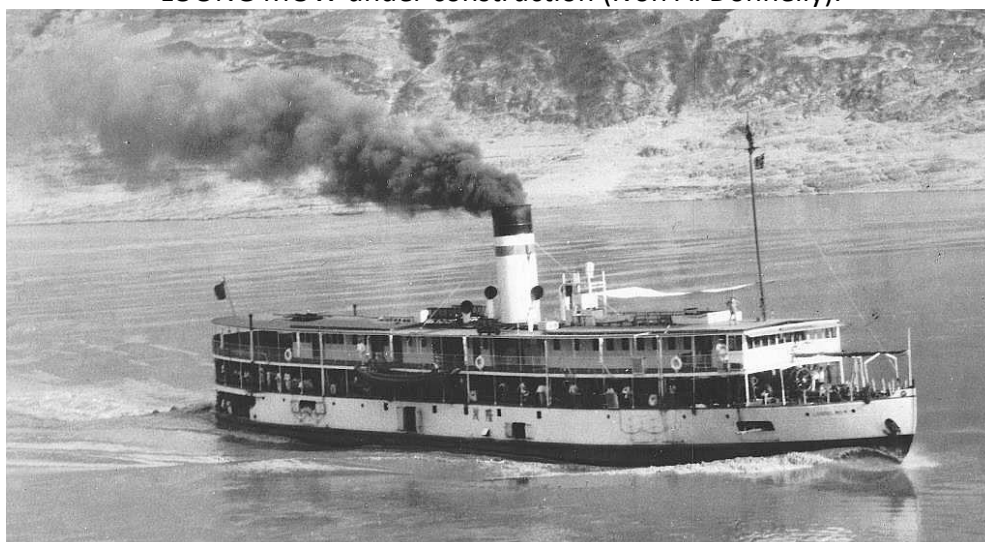
Chungking interests sold to China Nav. Co. in May 1923.

LOONG MOW 隆茂 (1920-21) 1112 (675n)/20 (202', 2-sc. T3cy/3000hp, 18 foreign 1st, 50 Chinese 1st, 100 2nd plus deck pass.)

Laid down by Kiangnan D. & E. Works, Shanghai (#328) for M&C, Shanghai for Ichang-Chungking line as QUEEN OF THE GORGES but 2/3/20 launched as LOONG MOW, 15/6 trials (NCH 6/3/20, 17/3/20). 14/7/20 collided with cliff after steering difficulties two days after leaving Chungking, one dead, alterations made to rudders, steering gear. 11/20 record voyage Ichang-Chungking of 39h 20mins (NCH, 4/12/20). 1921 reg. to to W.A. Argent (Gen. Mgr Mackenzie & Co.), Shanghai. 5/23 sold to China Navigation Co., London r. WANLIU. 29/8/26 attacked by Chinese troops of General Yang Sen. 1930 t/f to Taikoo Chinese Navigation Co., London. 31/5/32 abandoned after stranding 40 m. below Chungking bound for Ichang and breaking back. Refloated in two halves and refitted for Ming Sung Industrial Co. Ltd, Chungking as MING CHUAN (1198g). During Sino-Japanese War (1937-45) seized by Japanese and r. MARI MARU. 8/45 recovered and reverted to Ming Sung as MING CHUAN, 1949 remaining in China. 10/65 operating Shanghai-Chungking for Yangtse Nav. Bureau. 11/66 renamed DONG FANG HONG 63. WikiSwire says b/u 1969. RLR 1971/72. 8/84 seen laid up above Wuhan (photo in Appendix 3).



LOONG MOW under construction (Ivon A. Donnelly).



LOONG MOW (SK*).



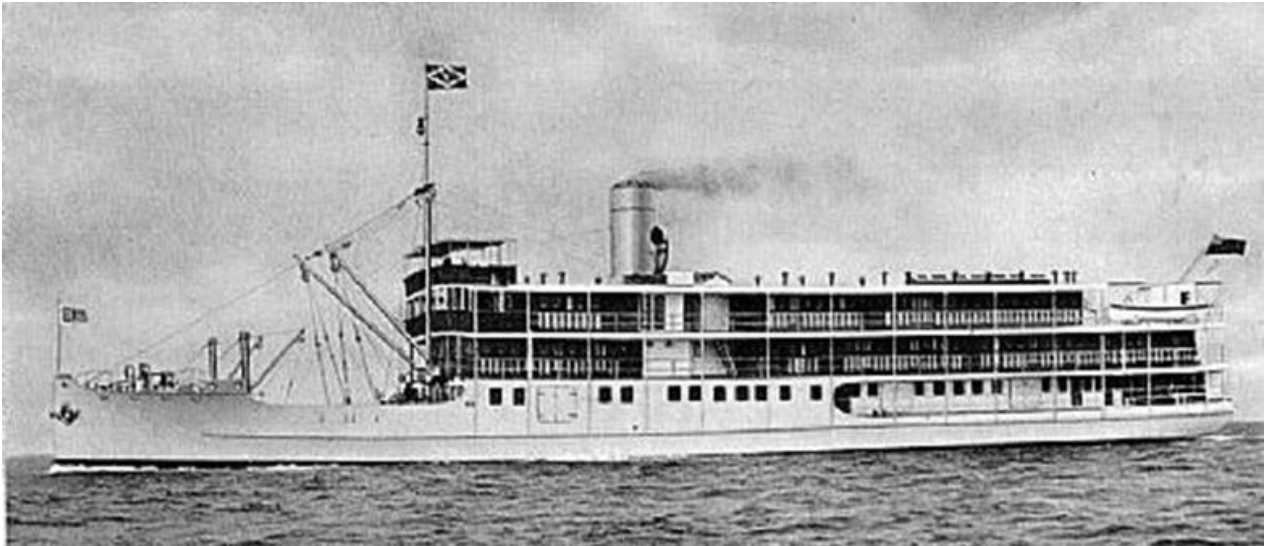
LOONG MOW being refloated in the Gorges with bow damage after colliding with a cliff on 14/7/20 (Capt. John Dewar).



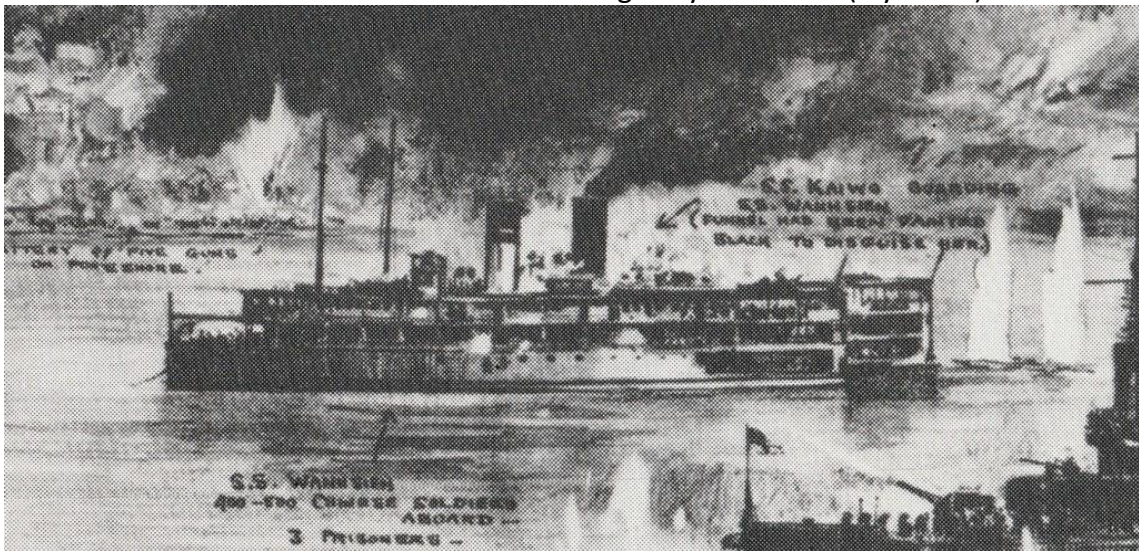
Lengthened and rebuilt MING CHUAN, ex LOONG MOW photographed in the 1930s (Yao Kaiyang).

WANHSIEN 万州 (1922-25) 868/22 473n 203.9x33 T6cy 130nhp

Built by Yarrow & Co. Ltd, Glasgow/Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for M&C, Hong Kong for Upper Yangtse. 1925 sold to China Navigation Co., London. 30/8/26 seized at Wanhsien by Chinese troops of General Yang Sen – 5/9 recovered after attack by British naval party. 1930 t/f to Taikoo Chinese Navigation Co., Hong Kong, superstructure reduced. 2/41 sold to Ming Sung Industrial Co., Chungking r. MING WAN. 12/41 reported sunk at Hong Kong. Raised c.1946, returned to Yangtse and subsequently to Yangtse Shipping Bureau, refitted with larger superstructure. 1966 r. DONG FANG HONG 109. 1976 no longer listed by Shanghai Maritime Bureau. NFI.



Mackenzie & Co.'s WANHSIEN as originally conceived (Clydesite).



WANHSIEN being recovered in the military action at Wansien, September 1926, showing Mackenzie & Co. funnel colours (Bryan de Grineau/ILN).



WANHSIEN with a cut down superstructure at Ichang (Warren Swire colln).



DONG FANG HONG 109 with Maoist decorations (photosanxia.com).

SHUTUNG see SHUTUNG (Szechuan S.N. Co.)



Swire salvage party restoring the damaged SHUTUNG (Capt. John Dewar).

SHUTUNG FLAT see SHUTUNG FLAT (Szechuan S.N. Co.)



Stranded SHUTUNG and SHUTUNG FLAT (Capt. John Dewar).



SHUTUNG and SHUTUNG FLAT (Warren Swire colln).

Robert Dollar Co. Ltd, Shanghai (Upper River 1920-25)

大来洋行 Dalai ('Great Arrival') hong

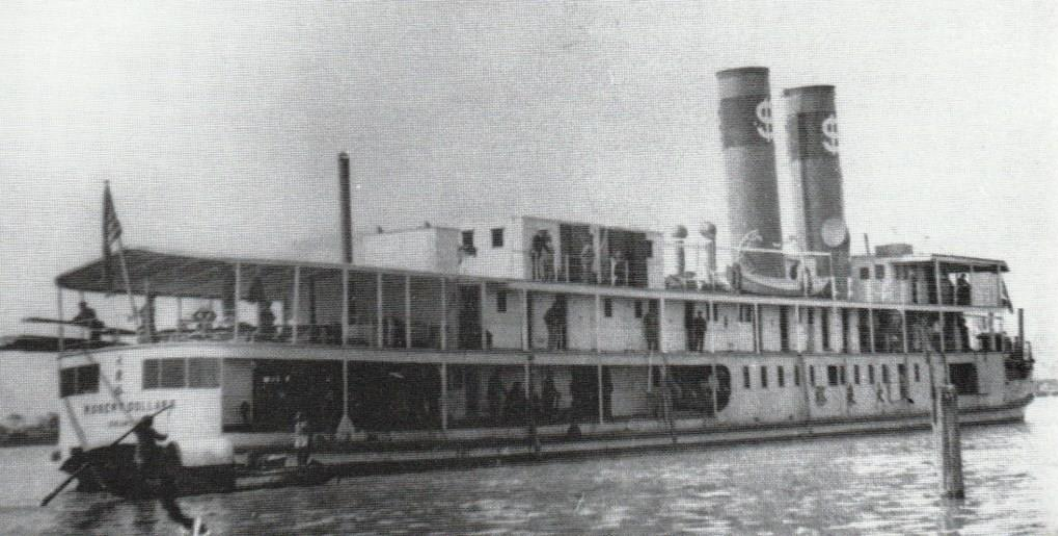
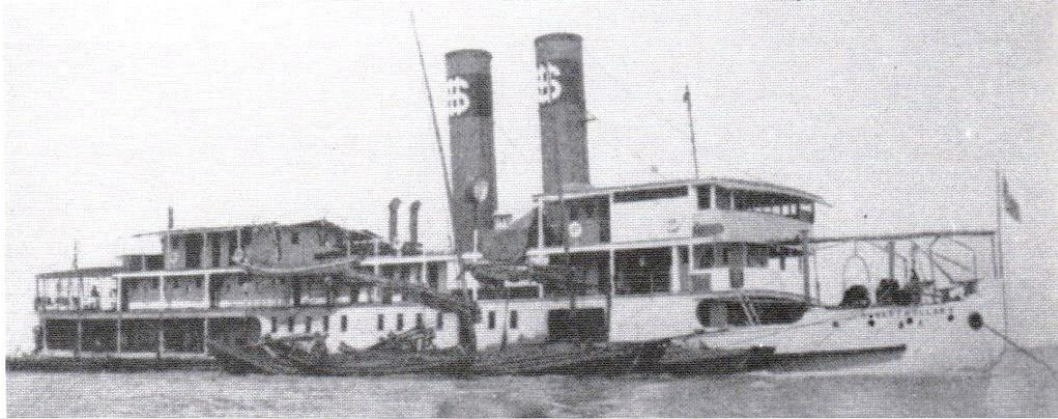
Robert Dollar

Through service Shanghai-Ichang-Chungking from April 1920, said to be first regular line
(Chungking agent H.C. Wei)

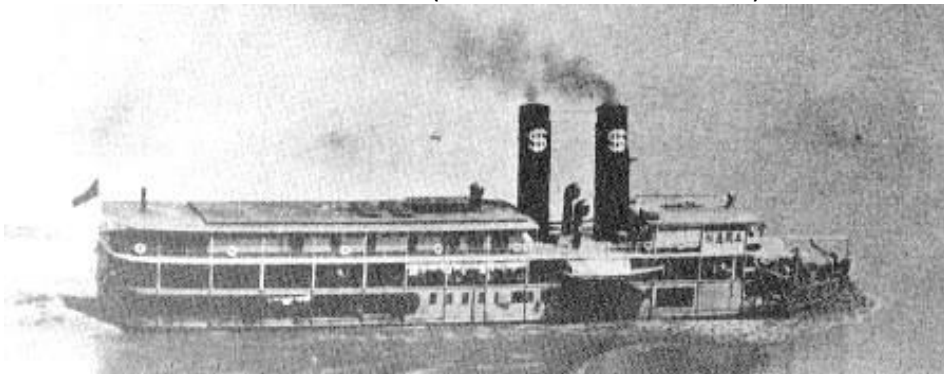
Company Outline in Grover pp.77-83 and by Grover in 'Steamboat Bill', Fall 1990 pp.172-178.

ROBERT DOLLAR II 大来裕 DALAIYU (1920-24) 798/15 (190' x 30', 13½k, 300t cargo at 5'10" draft, 17-42-180 pass.)

Built by Sing Fah Yung, Shanghai for Szechuan Railway S.S. Co. but insufficiently powered to sail through Gorges, promptly sold to Standard Oil Co. of New York as MEI CHUEN. 1920 sold to RDCL r. ROBERT DOLLAR II and refitted for passengers, plus two new boilers. 24/4 first sailing to Ichang. 30/6/20 fired upon, returned fire with machine guns (NCH 10/7/20). After winter overhaul and new boilers, 5/21 in service to Chungking (NCH, 28/5/21). 11/21 beached at Lochi below Chungking, r/f and prior 20/11 arr. Ichang en route to Shanghai for repair. 4/23 minor propellor damage near Wanh sien. 24/4/24 struck rock on descent from Chungking, partially submerged, total loss, with fatalities but boilers, deck fittings and sixty feet of bow later salvaged.



ROBERT DOLLAR II (*Steamboat Bill* Fall 1990).



ROBERT DOLLAR II with extended superstructure (D. Grover, attributed to NHC).



Wreck of ROBERT DOLLAR II (US Naval Historical NH68492).

ALICE DOLLAR 大来喜 **DALAIHSI** (1921-25) 1115 (563n)/21 (205(197.6) x 31' 2sc T6cy 2700shp 14.5k)

Built by Kiangnan D. & E. Works, Shanghai (#363) for Robert Dollar Co. Ltd, Shanghai for Ichang-Chungking line, 23/3 launched by Miss Alice Dollar as ALICE DOLLAR. 31/7/23 Master and others wounded in affray on board at Ichang. 4/25 sold to China Navigation Co., London r. WANTUNG. 30/8/26 seized at Wanhsien by Chinese troops of General Yang Sen - 5/9 recovered after attack by British naval party. 8/30 t/f to Taikoo Chinese Navigation Co., London. Late-summer 1937 grounded in Sha-Sui quicksands off Kweifu damaging rudder, relegated to Lower River service [Terrible]. 8/12/41 seized by Japanese at Shanghai r. HEIZAN MARU 屏山丸 (1061g). 28/12/43 bombed and sunk by US aircraft in Lower Yangtse near Anking, 2 dead.



ALICE DOLLAR (NHC NH68487).

According to Grover, **KWEIMEN** (probably KUEI MIN ex MESSOLINA 689/23), **TZE SUI** (q.v., ex ITALIA c.300/22) and the motorship **HUI T'UNG** (Hui Tung Co. 匯通公司) were operated by Dollar until 1924, after which they were put under the Italian flag.

Also Whangpoo tender DOLLAR (Kiangnan #502) and oceangoing ships

Yangtze Transport & Supply Co., US flag (1920-?)

Founded Shanghai, late 1920

R.S. Haskell 794 shares, R. Lu 367 shares, Lee Han Chin 367 shares

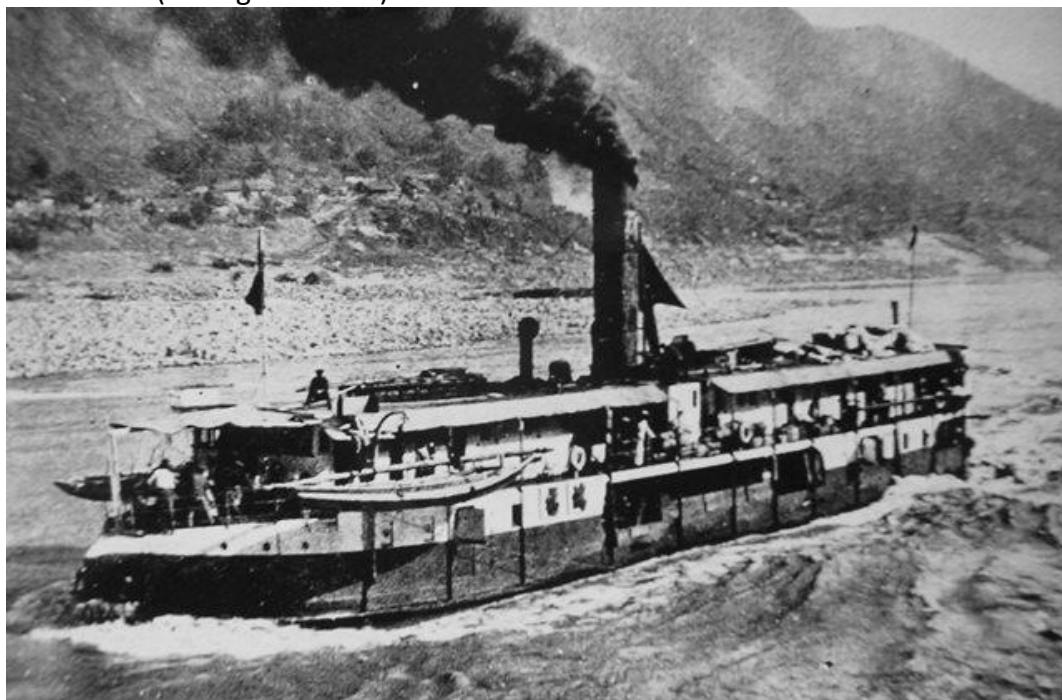
Company Outline in Grover p.111.

HAN HWA 漢華 (ca.1920-20) 136 (30n, also 47n)/09 (115 x 25', 2-sc. x 2cy)

Originally SHUTUNG (q.v.). Formerly US-flag PRIDE OF CHINA. Several years later a 97' HANHUA was under military (warlord) control. *The Weekly Review* 11/22 mentions 'HANKWA' 47n of Mascarello & Co. beached in Ichang on a voyage to Suifu. On 24/1/25, a warlord vessel HAN HWA ran aground on Datong Beach and was washed away by the current.

HUNG FU 鴻富 (19??-21)

18/12/21 stranded at Miaochitze. 29/3/22 successfully refloated. (Could speculatively be connected with the unnamed 1913-built vessel which was said to be rebuilt as MEI REN (987/22, America West N.C.), later FU YANG (Hoong On S.N.C.)



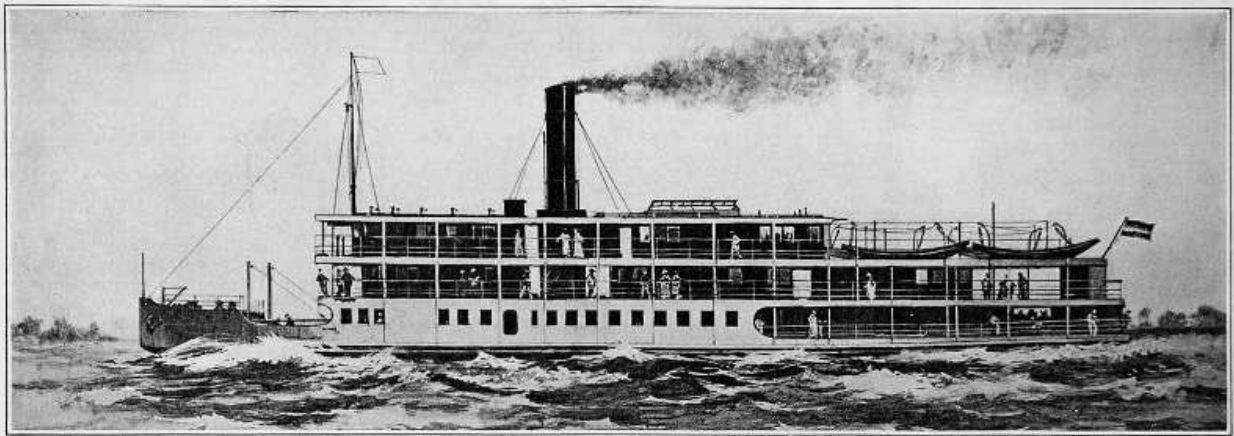
HUNG FU on her second attempt to transit the Ye-Tan Rapids
Photo by Donald Mennie, also used in Fitkin *The Great River* pub. NCH 1922

H.E. Arnhold & Co., Shanghai 安利洋行 (1921-23)

Harry Edward Arnhold (b. H.K.16/1/79), Chairman of Arnhold & Co., was Chairman of the New Engineering and Shipbuilding Works. He was also the chairman of the Shanghai Land Investment Company which owned many enterprises including the Broadway Mansions apartment building. He was a close business associate of Sir Victor Sassoon, often acting on his behalf, and managed various Sassoon enterprises. In 1929-31, and again in 1934-4/37, he chaired the Shanghai Municipal Council, the body that administered the Shanghai International Settlement in Shanghai. He was also at various times, Chairman of the British Chamber of Commerce in Shanghai and Chairman of the British Residents' Association. Also reported to have a shareholding in LOONG MOW (q.v.).

ANNING 安寧 (1921-23) 975 (483n)/21 (184(190) x 30', 13.5k, 300t cargo, 16-12-20 pass.)
Built by Yarrow & Co. Ltd, Glasgow for An Lee S.S. Co. (H.E. Arnhold with Liu Hsiang-shi), Shanghai, shipped out and assembled by New Eng. & S.B. Co. Ltd, 9/5 launched by Mrs H.E. Arnhold (NCH 14/5/21). 1923 sold to Kong Ning S.S. Co., Chinese flag. 'The China Yearbook 1923' says owned by Kong Ning S.S. Co., taken off the commercial run after requisitioned by Gen. Yang Sen for use as troopship. 6/7/23 holed but beached 3 miles S. of Fuchow (Fochow), 2,000 troops saved. 5/25 rep. half of vessel brought down to Ichang by 200 oars (NCH, 30/5/25). 1927 rebuilt by Ta Chung Hua S.B. & E. Works as a single screw steamer of 807g r. CHANG FONG. 1928 sold to Kakuchu Taketa, Kobe r. CHANG FONG MARU. 1932 sold to Yung Nien Co. (Italian flag) r. YUNG NIEN 永年. 1935 sold to Ming Sung Industrial Co., Chungking r. MING HSU 民俗. 22/8/41 sunk in Japanese air attack at Wushan Qinshi, Sichuan on voyage from Padang with injured troops, 250 dead (160 troops, 70 crew,

20 passengers). LCI 12/48 says existence doubtful, but raised and 1948 re-launched by Ta Chung Hua S.B. & E. Works, Shanghai as MING HSU. From 1958 name romanised as MING SHU. NFI. [Note. Yang Sen also operated **ANKONG** (162 net). 6/23 attacked at Chungchow by forces of Yen Teh-gi. 7/23 rep. left on river bank, engines removed NCH, 21/7/23, 4/8/23).



Shallow-draft steamer "Anning," built for use on the upper Yangtse-Kiang River. Length, 190 ft.; beam, 30 ft.; depth, 8 ft.; draft, with 260 tons, 5 ft. Speed, 15 miles per hour.

ANNING as designed (Ebay).



MING HSU (SK*).



MING HSU with flush main deck and mainmast post-1948 (*Shanghai 100 year shipbuilding history*).

Burrey, Dodwell & Co., Shanghai, Hankow & Chungking

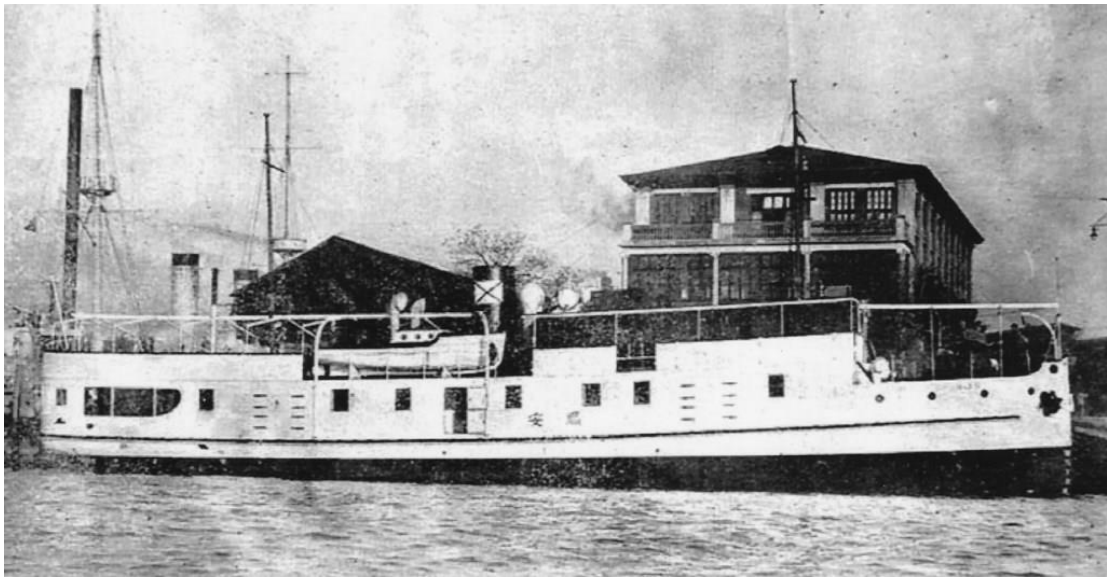
According to the company's centennial history, George Benjamin Dodwell (1851–1925) from Derby went out East in 1872 to join Adamson, Bell & Co. as a clerk in Shanghai and quickly worked his way up. In 1886, when the Canadian Pacific Railway reached Vancouver, Dodwell through Elder & Co. chairman Sir William Pearce pioneered the opening with chartered vessels of the Canadian Pacific Steamship Line and secured the agency. It may be assumed that the Dodwell connection in the Upper River was linked to the Transpacific Canadian Pacific steamers.



白理公司 (1921)

SHUN AN 順安

Details not known. C.f. SHUNAN above?



SHUN AN 順安 (coll. Yao Kaiyang).

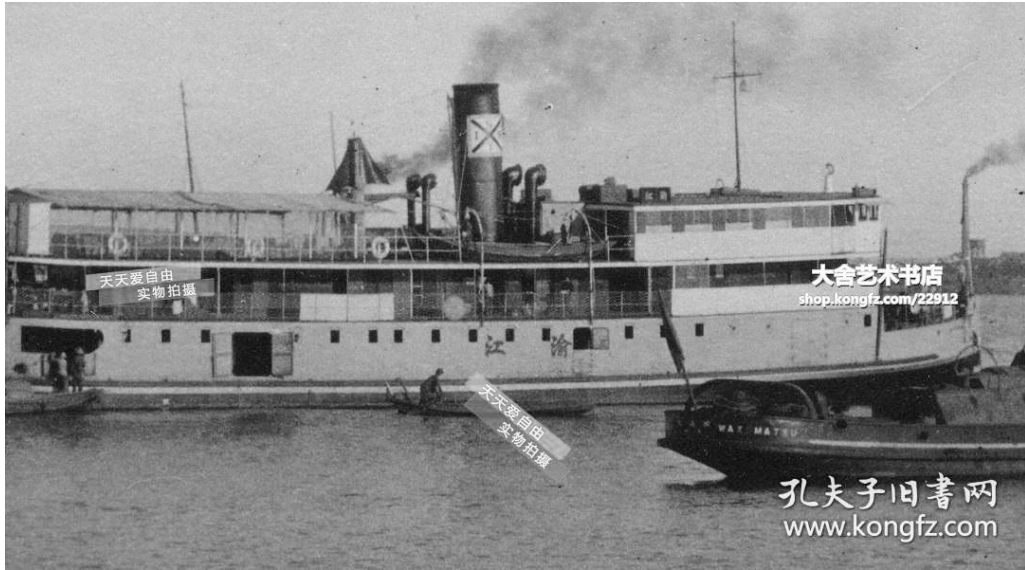
CHWAN NAN 62n m.(kerosene)

By 1922 operating upriver Chungking to Suifu, and in high water to Kiating

YU KIANG c.350/2?

2/28 sold coal to I'PING just below Hsin Tan rapid.

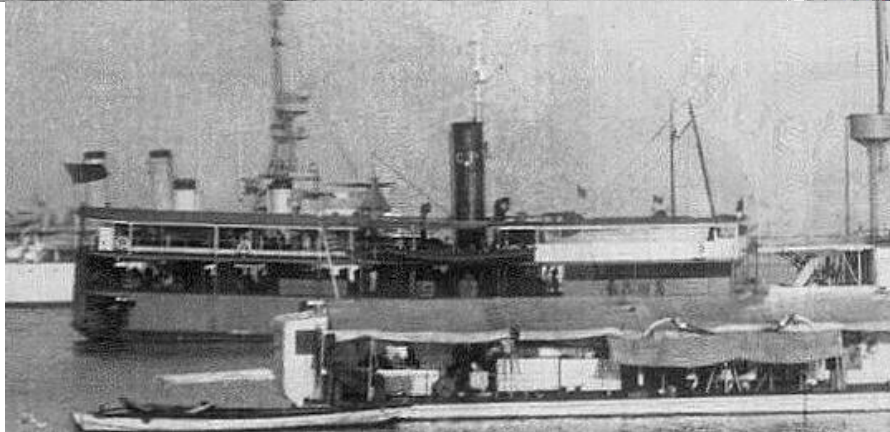
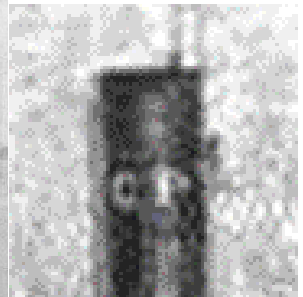
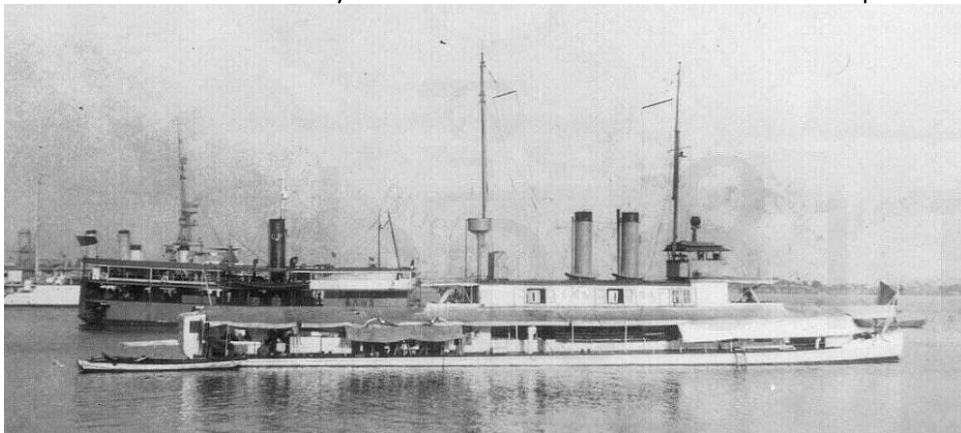




YU KIANG at Hankow, probably built 1920s (<http://book.kongfz.com/22912/2327136950/>)

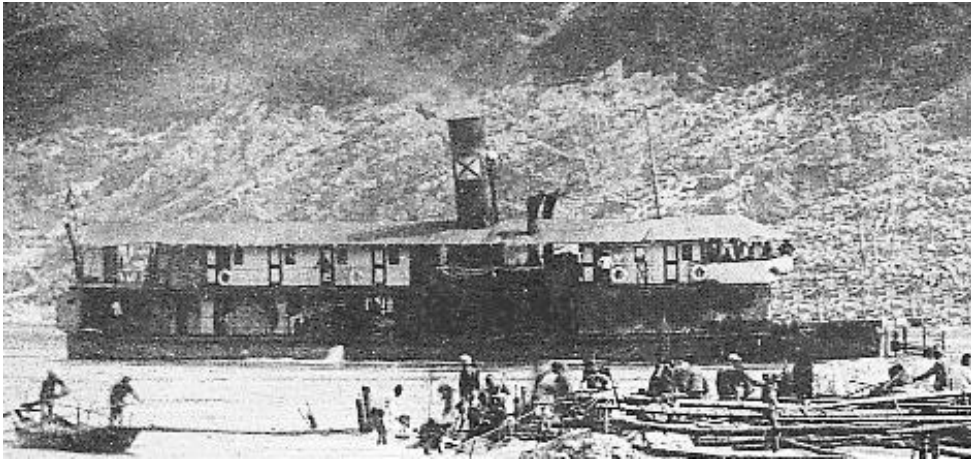


Possibly the same vessel with 'CP' funnel in the 1926 photo below

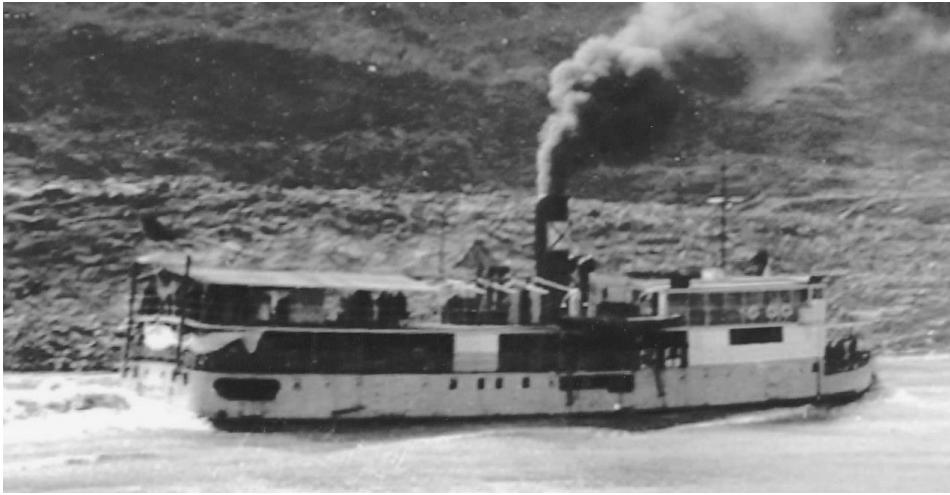


The Upper River steamer appears similar to YU KIANG above, but without hull openings. The characters 船商國英 on the hull reads as "British Merchant Ship". The 'CP' funnel marking may refer to Dodwell's agency for the Canadian Pacific liners (Internet)..

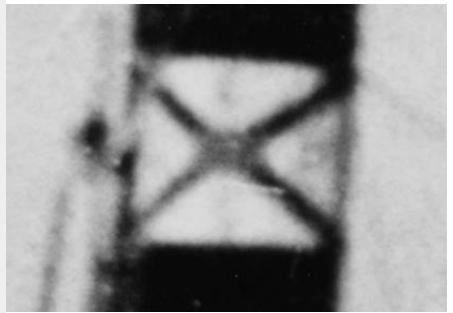
The following vessels possible Burrey, Dodwell & Co., names not known:



Steamer in low water (October) above Ichang (SK coll.)



(http://www.sohu.com/a/211949037_355563).



Tug/tender-like vessel at Nantao barrage 8/37.
Final (right) letter on houseflag is 'D' or 'P' (NHHC77751).

L. C. Gillespie & Co., U.S. flag

(Wood-oil firm, agent and operator for two Chinese-owned steamers)

DAR VAR successfully pioneering low water voyages to Chungking up to 5/23. NFI.

YI HSING (YI SHING) 3/24 preparing to sail Ichang to Upper River. NFI.

MOGUL 207 tons, company tug at Hankow, also used to transport wood oil.

Kiangnan D. & E. Works

KIANGNAN 129 displ/21 steel s.s. 85.19(79.64) x 8.5' 240shp 8k, also rep. as 14.5k
25/12/22 dep. Ichang on first voyage to Chungking. NFI.

Yangtse Gorges S.S. Co. (1922)

Commonly considered as property of Jardine Matheson & Co. Compradore

HSIA KIANG listed *The Weekly Review* (11/22) 185 tons net, successfully pioneering low water voyages to Chungking up to 5/23

French-flag companies

Compagnie Franco-Chinoise de Nav. 亨通公司

Cie. Sino-Francaise de Nav., Shanghai

Sino-French Trading Corp.

The above companies, with some variation in name, are referred to in the 1921 Nisshin official history and The China Yearbook 1923 as well as being reported as taking delivery and operating several vessels under the French flag. A. Lorderean is identified as manager.

Antoine Chiris & Co. (Navigation Dep't) 吉利洋行

Listed in Nisshin Kisen history and The China Yearbook 1923

General Directors of

Union Franco-Chinoise de Navigation (UFCN) 聚福洋行

Listed in LR 1926 (1921-c.28) with Compteurs Coloniaux Chiris (mgs)

Société du Haut Yang-Tze (same mgrs)

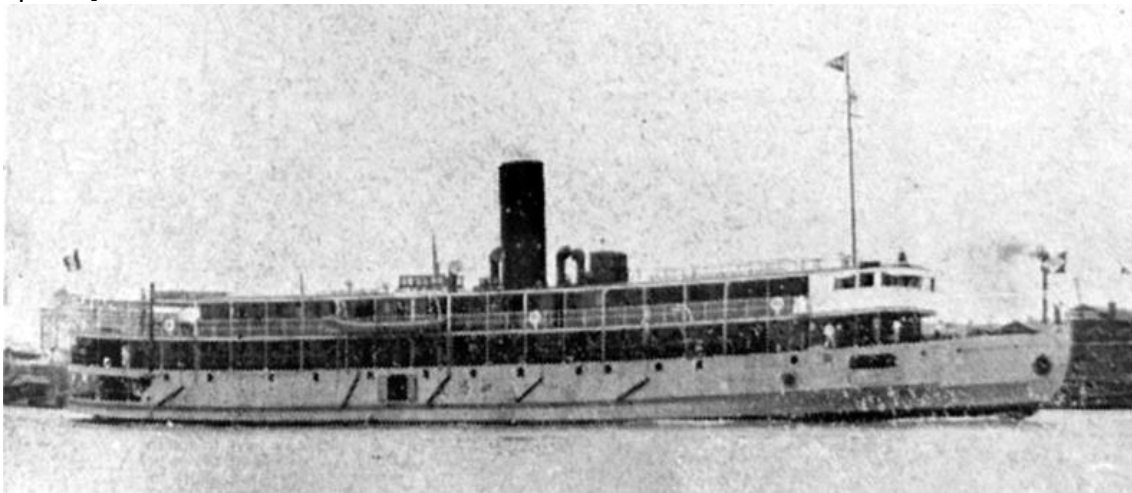
With a history dating back to 1868, Antoine Chiris et Compagnie was the world's leading manufacturer of the ingredients used to make perfumes*. Among its many factories was one in Shanghai that processed materials from China. During the interwar years, it also operated ships on the Yangtse. The steamers FOOK YUEN and FOOK TUNG are identified as trading under the French

flag between Shanghai and Chungking through until August 1937. In the high-water season they both sailed direct, in the low-water season the smaller FOOK TUNG made the connection at Ichang. The two companies operated under the same management. The North China Herald of 7 September 1938 carried a short notice that "In view of existing circumstances the General Director of the Societe Francaise du Haut Yang-Tze (Chiris) has decided to close down his agency in Shanghai. All correspondence should be addressed to Mr. M. Nicole, c/o Union Mobilere, 1 Rue Montauban, Shanghai". *(www.perfumeprojects.com/museum/marketers/Chiris.shtml)

HUNG FOH 1918 lost in rapids on maiden voyage (Grover). NFI.

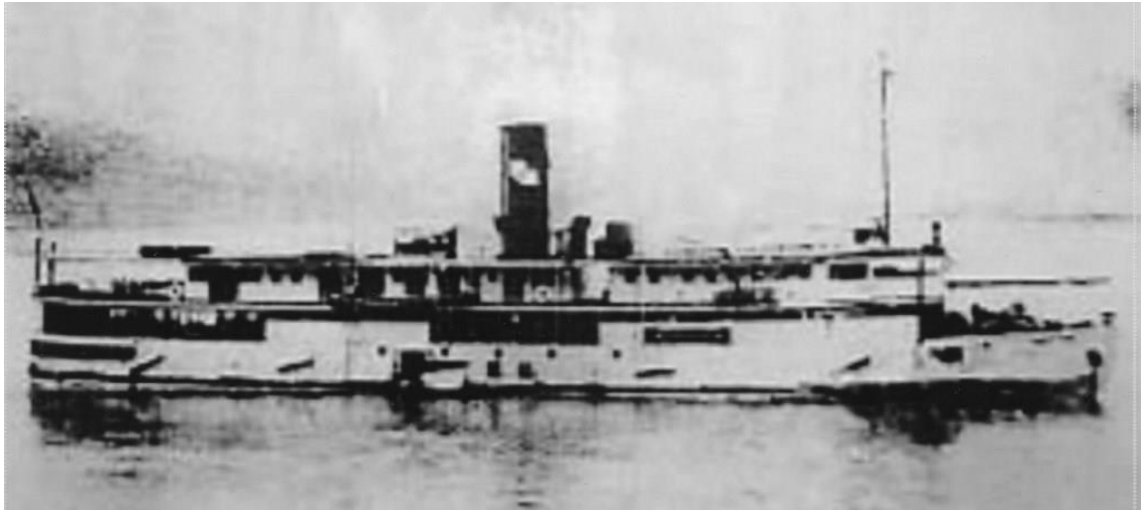
SHUHUN see SHUHUN (Szechuan S.N. Co.)

HSIN SHUTUNG 新蜀通 (1921-28) 975/21 563n 1300 displ. 205(193.6) x 31' 2728bhp 14.5k Built by Kiangnan D. & E. Works, Shanghai (#359). Ordered by Szechuan S.N. Co. but evidently on completion t/f to Sino-French Tdg. Corp. (A. Lorderean & Co.), French flag. 24/8/21 arr. Hankow on maiden voyage (Fr. Flag). 9/21 reported as Chinese-flag. In Ming Sung list as "1923 built (error for 'acquired'?), name MIN TSUNG 民眾". 26/4/25 set on fire amidships at Ichang, 3 dead before extinguished. 14/10/28 sunk in collision near Huangchow 60m. below Hankow) with Hsing-Shih (1949/98, San Peh S.N. Co.), 7 deaths (4 pass, 3 crew). 6/29 rep. salvaged and seized by Bureau of Foreign Affairs on behalf of salvors, presume CTL. 1934 dismantled main engine installed in WANLIU being reconstructed from LOONG MOW. 1935 removed boiler installed in MEI CHUAN [Baidu Encyclopedia].

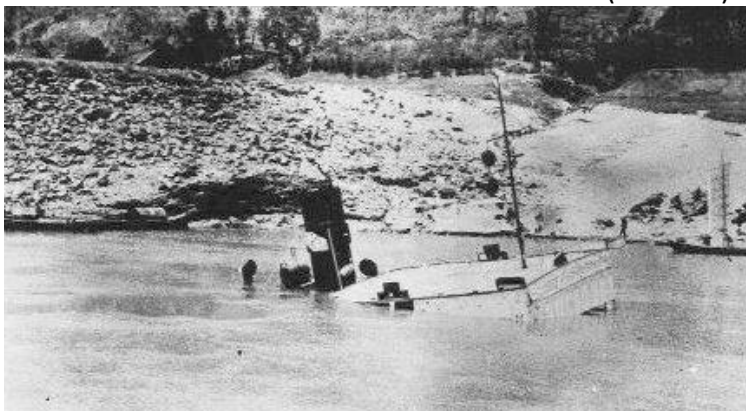


HSIN SHUTUNG flying the French flag (www.quanyuantang.org/article566.html)

FOOK YUEN (FOOK YUAN) 福源 (1921-28) 1000/21 563n 840 displ. 205(192) x 31' 2700shp 14.5k Built by Kiangnan D. & E. Works, Shanghai (#364) for Sino-French Tdg. Corp. (A. Lorderean & Co.), French flag. 3/9/22 rep. upperworks damaged in junkmen riot at Chungking. [Not reported: Wrecked below Kun Lin Tan Rapids in 1928 and described as a total loss] 19/9/28 pirated in Wuchang Gorges en route to Ichang, released after payment and proceeded to Ichang and Shanghai (NCH, 29/9/28) 12/36 in service for UFCN connecting at Ichang with FOOK TUNG, \$250 return to Chungking (CP, 9/12/36, 10/12/36). 18/4, 20/6, 6/8/37 from Mackenzie's Wharf, Pootung direct for Chungking.



FOOK YUEN (Internet).



Wreck of FOOK YUEN (SK colln).

HUNG FOK 403/18 (1922-23)

see HUNG FOK (Szechuan S.S. Co.)

HUNG KIANG 369/19 (1922-23)

see HUNG KIANG (Szechuan S.S. Co.)

CHANGKING 34 tons

Listed in *The Weekly Review*, 11/22, *The China Yearbook* 1923 as 34 tons, owned by Antoine Chiris & Co. Nav. Dep't, operating Chungking-Wanhsien.

FOOK LAI 福来 (1924-28) 509/24 363n (140 x 26.5' T6cy builders 1503shp 14.12k)

Built by Kiangnan D. & E. Works, Shanghai (#462) for UFCN. 19/4/28 wrecked the Kunglingtan Rapid.



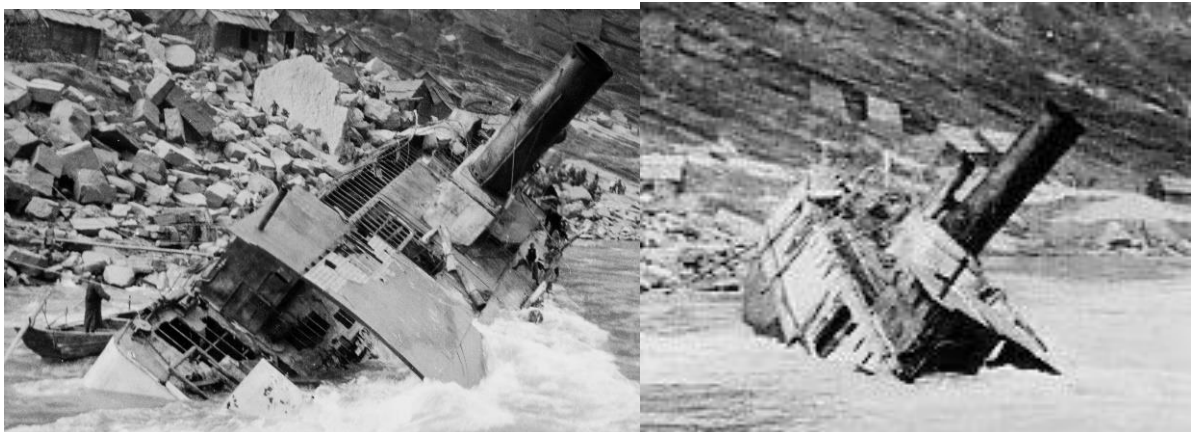
Presumed FOOK LAI (smaller vessel on outside outside) at Ichang in 1924 (UoB Pa01-42).

SHUHO 蜀和 (1924-29) c.1000/24

Builders not known. 17/2/24 maiden voyage Shanghai to Chungking (NCH 8/3/24). 9/21 reported as Chinese-flag. ?Sino-French Tdg. Corp. (A. Lorderean & Co.), French flag? 27/12/29 SHUHO "of Ming Sung Industrial Co." grounded in Hsin Tan Gorge, pirated of fittings and set on fire, many casualties (NCH, 21/1/30). 9/2/37 rep. from Chungking that wreck now showing above very low river (NCH, 24/2/37) [Unlocated LR 1920,1921, 1922]



Wrecked SHUHO ([Yao Kaiyang coll.](#))





Wreck of SHUHO (Don Brotchie HMS Falcon/usmilitariaforum.com).

FOOK TUNG 福同 (1925-??) 654/25 also 554 grt (153(148) x 29' 2-sc. T3cy builders 2100shp 14.12k)

Built by Kiangnan D. & E. Works, Shanghai (#493) for UFCN. Still listed LR 26. 4/3/27 fired upon 199 miles above Ichang, 40 dead. 14/10/32 rescued by HMS *Bee* after going ashore o/v Hankow-Ichang (NCH, 19/10/32). By 10/34 owner Soc. Francais du Haut Yangtze. 12/36 still in service connecting at Ichang with *Fook Yuen* (CP, 10/12/36). 24/6, 14/7/37 sailed Mackenzie's Wharf, Pootung direct for Chungking (UFCN). Unlocated LR41.



Possible FOOK TUNG at Hankow (Internet).

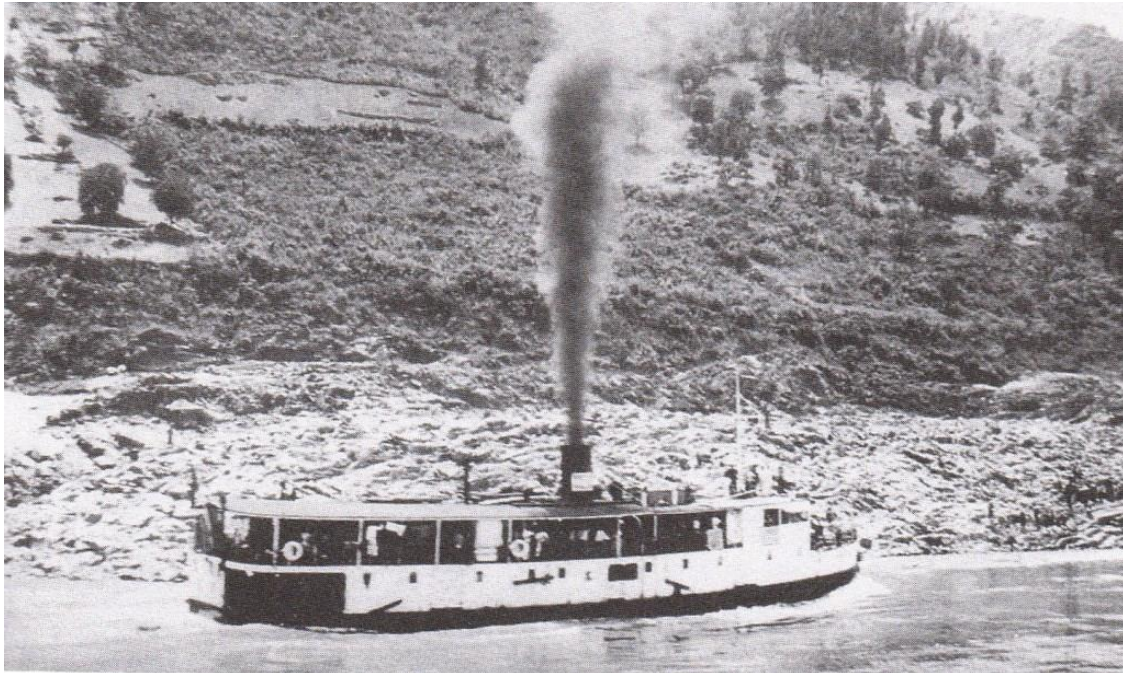
HSIN SHUNENG 新蜀能

French flag. 26/4/25 reported caught fire at Ichang, superstructure burnt.

SHUAN 蜀安 (c.1929-33) 287 displ. 307/24 (120(115) x 22', T3cy 730shp 12.86k)

Built by Kiangnan D. & E. Works, Shanghai (#455) for Upper Yangtze Tdg. Co., later Yangtze Rapid S.S. Co., Shanghai (U.S. flag) as CHI NAN. 1927 evacuated Westerners from Chungking. 31/5/29 damaged by fire spreading from adjacent *Chi Ta*. c.1929 sold to (educated guess) Sino-French

Trading Corp. (A. Lorderean & Cie. mgrs), French flag r. SHU AN 蜀安. 1933 sold to Ming Sung Industrial Co., Chungking r. MING YIH 民意. Still listed LCI 1948. NFI.



CHINAN or sister under Yangtze Rapid S.S. Co. ownership (J. Swire & Sons).



CHINAN or sister under at Ichang in 1924 (UoB Pa01-42).

SHUNAN 蜀南 On 24/2/29 a vessel of this name, no further details, collided with the cliff at Nanchin Pass above Ichang and sank after 15 minutes.

Tien Hua Hong 天華洋行, Kobe (1922-27)

Associated with nationalist Diet Member Bunji Okada
Kiangnan Yard List refers to Tenge & Co. Kaiyosha Co.

The China Yearbook refers to Tego Yoko Co.

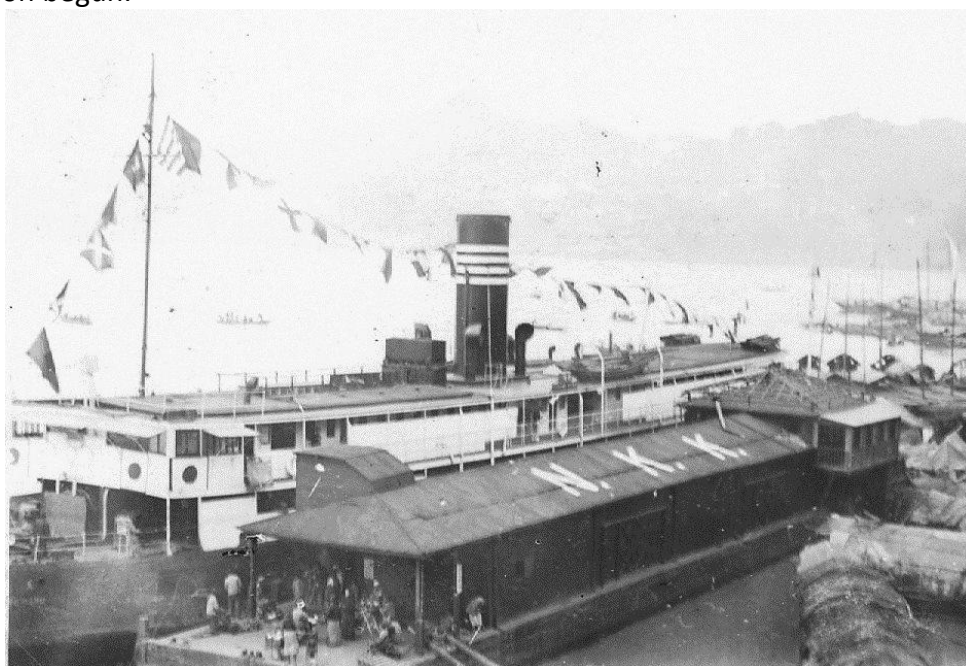
Japan Advertiser 28/9/21 refers to Tenka Yoko Co. as intending to introduce 2 vessels.

CHOTEN MARU 聽天丸 (1921-23) 943/21 515n 205.4(194.75) x 31' T6cy T6cy 2938shp 14.36k
Built by Kiangnan D. & E. Works, Shanghai (#377) for Tien Hua Hong (Bunji Okada), Kobe as CHOTEN MARU 聽天丸 for Ichang-Chungking route. 5/23 as CHO TEN sold by builders to Nisshin Kisen K.K. r. IYANG MARU 宜陽丸, but in the interim may again briefly have borne the name CHOTEN MARU. 7/9/23 while lying at Fouling attacked by local Chinese troops. From 14/8/37 heavily damaged by Chinese bombing at Shanghai. Reconstructed with a split superstructure, cargo hatch, full mast and derricks. 5/8/39 t/f to Toa Kaiun. 10/7/44 sunk by air attack at Siangtan.



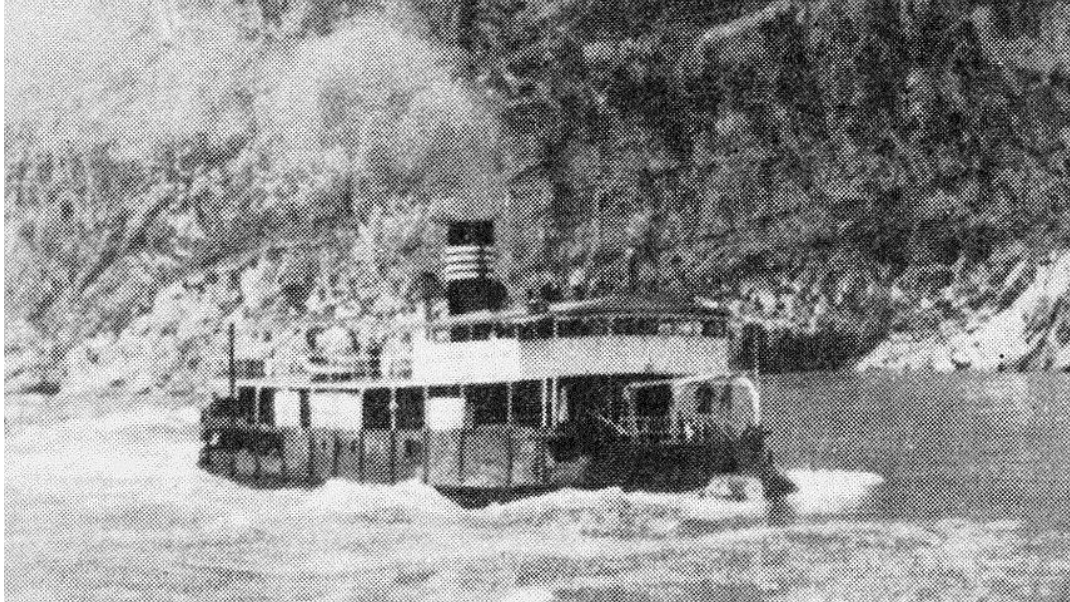
At Ichang: CHOTEN MARU after sale to Nisshin, or a sister (coll. SK*)

GYOCHI MARU 行地丸 (1922-27) 1033/22 570n (205.4(194.75) x 31' T6cy 2830shp 14.99k
Built by Kiangnan D. & E. Works, Shanghai (#378) for Tien Hua hong (Bunji Okada), Kobe as GYOCHI MARU 行地丸 for Ichang-Chungking route. 6/27 sold as GYOCHI to Nisshin Kisen K.K. r. CHANG YANG MARU 長陽丸. c.18/8/37 sunk by Chinese forces in Pootung waterway, Shanghai. 2/11/39 on site demolition begun.



GYOCHI MARU as CHANG YANG MARU, at Chungking (SK*).

TEYANG MARU (TEH YANG MARU) 德陽丸 (1922-23?) 453/22 tw.-sc. (153.75(149.75)x26.5' 14.23k)
Launched 17/10/22 by Kiangnan D. & E. Works, Shanghai (#400) for Tien Hua Hong (Bunji Okada),
Kobe, as but completed on builder's account. 4/23 sold to Nisshin Kisen K.K. as TEYANG MARU, for
Chungking-Hsuechow route. 1/1/26 while on passage Ichang-Chungking struck rock and beached on
left bank near Hsianghsi. Total loss.



TEYANG MARU negotiating Ox Liver Gorge at summer level (J.W. Grant c/- Graham Thompson).

American Chinese S.S. Co. 美華輪船公司 (1924-24)

Dr. J. H. McCartney of Chungking 8/15 of stock (\$79,900)

Information in Grover pp.107-110

TAI JEN (1923-24) 618/24 steamship

Built by Huh Hsing E. & S.B. Wks, Shanghai as TAI JEN. 12/23 acquired new by American Chinese S.S.
Co. Reached Chungking, but cargo of contraband weapons, engines requiring extensive repairs. No
reported activity by these owners after 8/24 when American consular registration cancelled
because of employment carrying opium (NCH, 1/11/24). Later r. FUH HSING. Later r. PEI PING. Later
r. CHI AN. Later r. FU FUNG. 1932 sold to Ming Sung Industrial Co., Chungking r. MING KONG. 8/2/35
struck rock and sank 10 miles above Hankow, total loss.

Roscoe L. Hambleton & Co. (1925-25)

R.L. Hambleton, J.H. MacLean, W.I. Eisler, Dr. Lia Whan Ting

"Single ship company" Information in Grover pp.110-111

FOO CHUAN 福川 (1925-?) 273/25 110' m. 2x Atlas

Built by Huh Hsing Eng. & S.B. Co. Ltd, Shanghai, late 4/25 launched (NCH, 2/5/25) for service
Chungking-Suifu-Chiabin, 11/25 initial trip up river under US flag (NCH). By 1926 under the Swedish
flag, Ruidian (Sweden) Tdg. Co. 19?? sold to Foochuen Co. r. FOO CHUEN 福全. 1930 Sold to Ming
Sung Industrial Co., Chungking r. MING FOO 民福. Still listed LCI 1948.

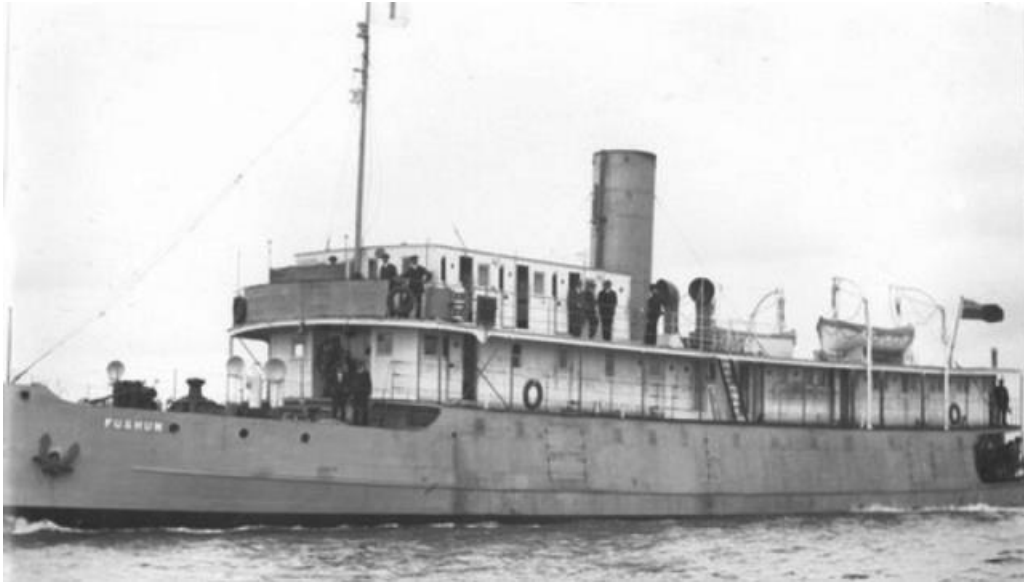


Diesel-powered FOO CHUAN in Ruidan Tdg. Co. colours (SK*).

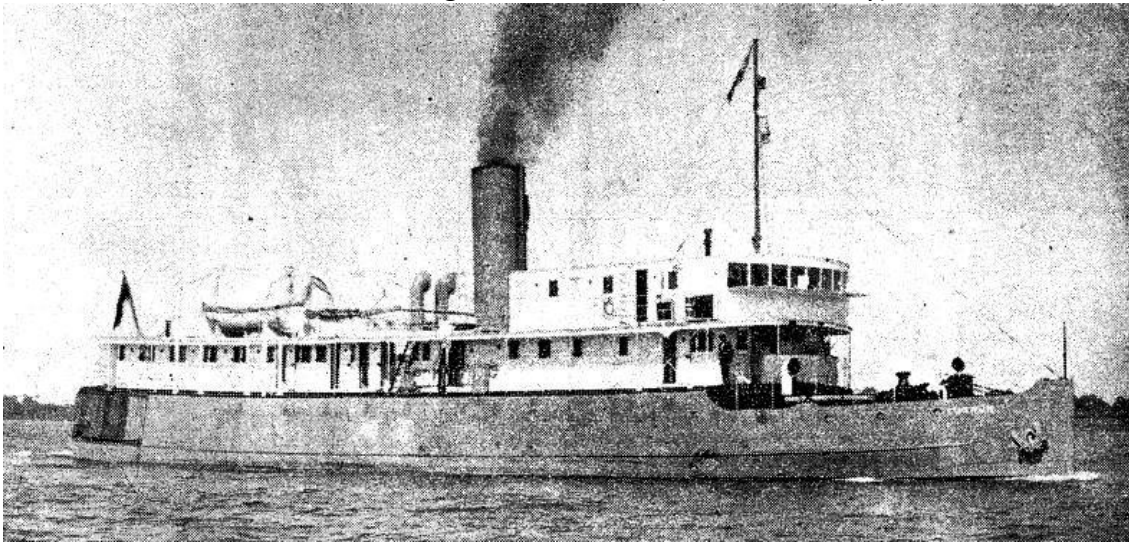
Fung K. Yu (1925)
Fushun S.S. Co., Italian flag, later Bremen (1926-31)
Shu Ping S.N. Co. (Tong Fu Chao, mgr), Shanghai (1931-32)

FUSHUN (FOO SHUN) 福順 (1925-32) 577/25 (147.8 (oa) x 28', 2-sc. T3cy 1750shp/13.5k, 136 pass.)

Built by J.L. Thornycroft, Southampton, 9/25 ran trials (14.87k) and reg. at Southampton to Fung Kang-Yu (Hong Kong) as FUSHUN (dr. 5'/6' at 103/201t dwt). 6/12/25 arr. Hong Kong for delivery trials (NCH 10/10, 19/12/25) LR27 no port or owners, Italian flag. From LR28-29 Fushun S.S. Co. (Koenig Bros. mgrs), Bremen. From LR31-32 Shu Ping S.N. Co. (Tong Fu Chao, mgr), Shanghai, name as FOO SHUN (6/30 as FOOSHUN). 22/4/32 taken over by Ming Sung Industrial Co., Chungking r. MING CHU 民主. 1936 transported Chiang Kai-shek to Sichuan. 1949 name romanised MIN CHU. 3/43 sunk by Japanese bombing near Paotong. Likely raised postwar and incorporated into Yangtse Shipping Corp's DONG FANG HONG (no number) 757/54, used several times to transport Mao Tse-tung [see PRC/Dong Fang Hong series]



FUSHUN running builder's trials (Ivon A. Donnelly).



FUSHUN bridge enclosed (Thornycroft ad NCH 20/3/26).

Societa di Nav. Fluviale Italo-Chinese S.A.I.
(Italo-Chinese River Nav. Co. Ltd)
意商義華公司 (as at 1933)

1938 merged into Cia Italiana di Nav. S.A.I. (Chinese-Italian Nav. Co. Ltd)

The principal was G.F. Righini but company also had substantial Chinese capital. Liú Xiāng, Pān Wénhuá, Táng Shìzūn, Gan Jiyong, etc. are identified as shareholders. Nominal use of the Italian flag banned early-1928 by the Italian Consulate in Hankow, but later reinstated.

By 1927 Giorgio Ferdinando Righini was listed as Manager. By 1934 he was identified as President. He had arrived in China as a young man in 1910 and subsequently set up his own merchant firm S.A. Righini (Righini & Co.). For his contribution to Sino-Italian relations he was appointed Cavaliere by

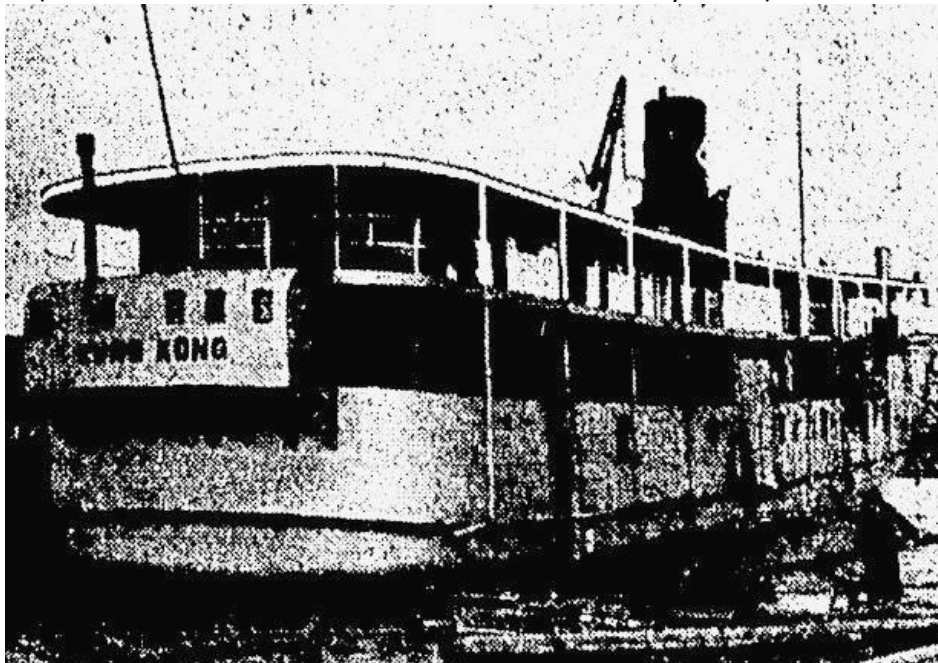
the Italian Government. By 1936 he was a member of the Executive of the Fascio in Shanghai (NCH, 7/10/36). He died of illness on 24 April 1940 at age 47 (also given as 49). At this funeral on 27 April 1940 his coffin was carried by six black-shirted pallbearers who gave the fascist salute (NCH, 1/5/40). After his death, the Italo-Chinese business (incl G.F. Righini & Co.) was carried on by his daughter Miss Maria Pia Righini (NCH, 8/5/40).

By the 1930s Italo-Chinese evidently coordinated transhipment of passengers and cargo with state-owned Lloyd Triestino, which in the second half of 1932 upgraded its Far Eastern service with the liners *Conte Rosso* and *Conte Verde*.

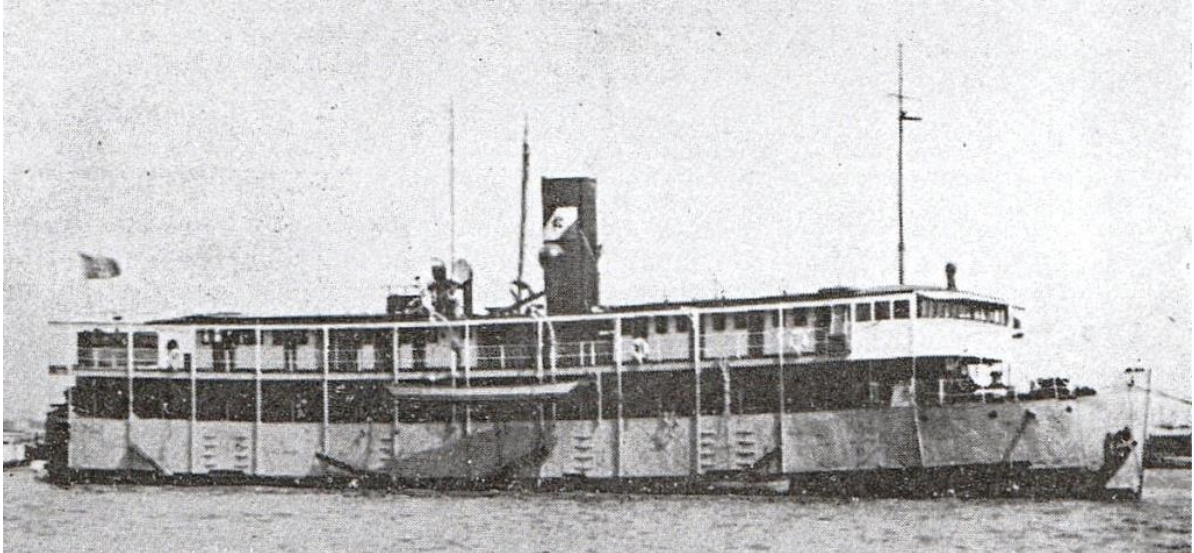
YUNG YEO 永遊 (192?-35) 567/25 Originally TU KIANG. Subsequently under Italian-flag as YUNG YEO. 31/5/35 sold to Ming Sung Industrial Co., Chungking but before renaming 31/5/35 struck submerged rocks at Wushan Gorge, put ashore in King Meng Tze River, 73 miles above Ichang, with military supplies (China Press, 14/6/35).

YUNG LIEN 永年/**YUNG NIEN** 永年 (1932-35) 975/21 see ANNING (H.E. Arnhold & Co., 1921-23) July 1932 also as YUNGLIEN, March 1933 adv. YUNG LIEN with YUNG FUNG, YUNG YEO (?built by Ta Chung Hua). 14/6/35 arr. Shanghai from Chungking (last movement). NCH (30/10/35) rep. YUNGLIEN recently sold to Ming Sung now MINGSHU (sic).

YUNG KONG (1935-38 693/35 (155 (oa) x 29', 2-sc./T3cy/14k trials, 342t cargo, 16-12-200 pass) Laid down 1/3/33 as YUNG KONG by Ta Chung Hua S.B. & E. Co. Ltd, Shanghai, 13/6/34 launched for the Italo-Chinese River Nav. Co. Ltd (7th vessel, \$320,000, 1500 bales cotton and 8 tanks/350t wood oil for alongside discharge, designed for 17-day roundtrip), 24/3/35 maiden voyage to Chungking (China Press, 22/3, 16/6/35). 6/36 record 14-day roundtrip (China Press, 16/6/36). 1/38 r. **SANDRO SANDRI** (after Italian 'La Stampa' journalist killed in *Panay* Incident) and placed in service Shanghai-Tungchow (China Press, 23/1/38). 9/43 seized by Japanese and subsequently lost by unknown cause (mentioned in Italian Official WWII Marine history Vol III).



YUNG KONG prior to maiden voyage (NCH 22/5/35).



Italian-flag SANDRO SANDRI 693/35 in Shanghai c.1940 (*Sekai Shosen Yoran* p.298).

KIANG YUNG of Young Brother Banking Corp. of Shanghai subject of legal dispute 7/36 with contracted operators Sino-Italian Nav. Co. (not YUNG KIANG which was sold Ming Sung 1931).

Also with a 'YUNG' name, therefore possibly fleetmate, c.f. also Cie Messageries Fluviales de Chine

YUNG KIANG (192?-31) 153/24 Built in China as KIANG YANG, subsequent reported names KIANG TU, CHUNGKING, and YUNG KIANG. 1931 sold to Ming Sung Industrial Co., Chungking r. MING SUAN. Rebuilt 1934. NFI.

YUNG CHI ss damaged severely c.10/35 when cargo of saltpetre caught fire o/v Chungking-Hochuan

YUNG HENG 永亨 Yao Kaiyang says (date not specified) sold by Chungking Commerce Bank to Ming Sung Industrial Co., Chungking r. MING LIANG 民良. NFI.

KWANG vessels, Italian flag (c.1930-34)

KWANG HWA 光華 (19??-34)

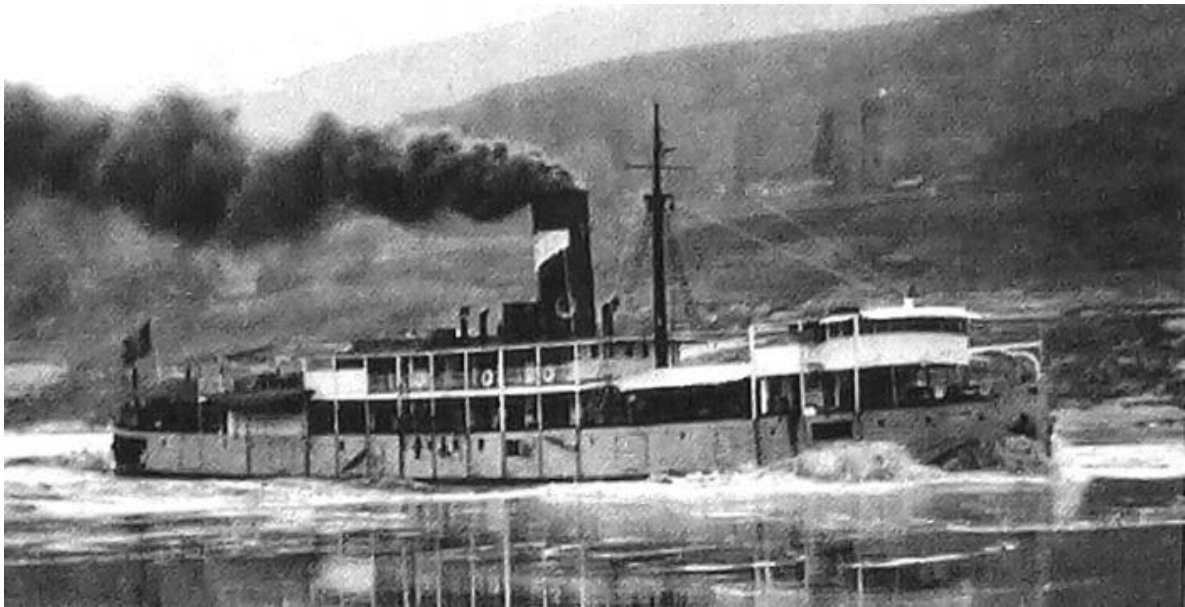
According to Yao Kaiyang, sold in 1934 by Italian Yangtze company along with KWANG YAO and other ships, to Ming Sung Industrial Co., Chungking. No mention of renaming, unlocated in LCI.

KWANG YAO 光耀 (1930-34) 591/30 m.

Built in China. Sept. 1933 Italo-Chinese adv. m.v. KWANG YAO in service Shanghai-Ichang. 19/9/32, 21/2/33 to Ichang for Yangtze Tpt (Nor. Flag). Prev. KWANGYAO MARU? According to Yao Kaiyang, sold in 1934 by Italian Yangtze company along with KWANG HWA and other ships, to Ming Sung Industrial Co., Chungking r. MING TAI 光耀. LCI 12/48 says existence doubtful.

Cie Messageries Fluviales de Chine 永順公司 Ting Yuan Hong 定遠公司 (192?-3?)

YUNG FUNG 永豐 (1925-35) 1020 also 1174/25 (202 x 32' 2-sc. T3cy 3800ihp 15k, 16.143k on trials)
Built by Huh Hsing Eng. & S.B. Works Ltd, Shanghai as 'summer boat' for Cie Messageries Fluviales de Chine, 20/8 ran trials (av. 15k) (NCH, 22/8/25) 192? t/f to Italian flag for Liu, Pan, Tang, Gang and others. 5/28 trooping at Wanhsien. From 1928 reported under Finnish flag. By 1933 Italian flag. 31/5/35 arr. Shanghai from Chungking (last movement). 1935 sold to Ming Sung Industrial Co., Chungking r. MING FUNG 民風 (1311g). 26/4/48 destroyed in explosion at Hsiehtan while loading munitions.



YUNG FUNG (Andrew Dawson)



YUNG FUNG evidently under the Chinese Republican flag (Kongfz.com).



At Shanghai, probably inactive, c.1937 (SK*).

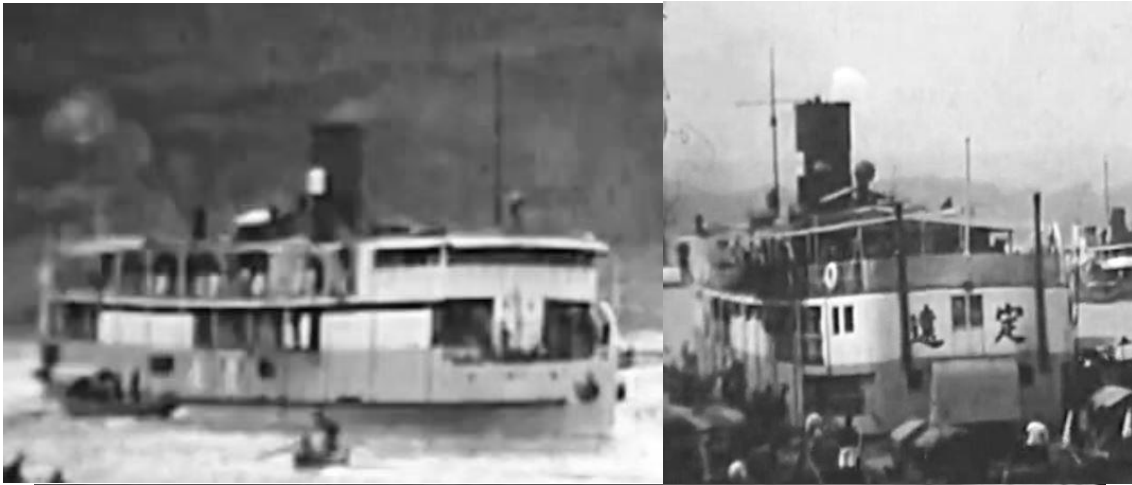


MING FUNG (Yao Kaiyang).



Evidently under warlord or military control (SK*).

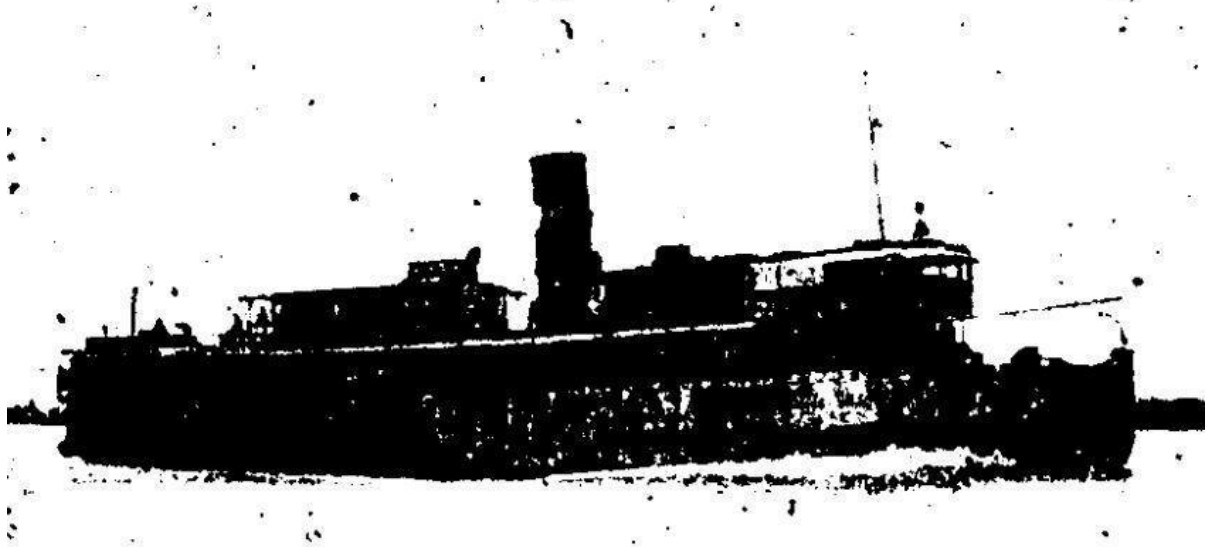
TING YUAN 定遠 (1925-??) 650/25 (153(148) 29' 2-sc. T3cy builders 2100shp 14.18k)
Built by Kiangnan D. & E. Works, Shanghai (#491) for Cie Messageries Fluviales de Chine. Existing
1928. Photographic evidence suggests still existing as such in 1935. 193? Sold to Ming Sung
Industrial Co., Chungking r. MING YUEH 民約. Further details not known.



TING YUAN in 1928 showing funnel marking, houseflag and extended upper deck
John V.A. MacMurray papers (MA094), Princeton

YUNG AN 永安 (1925-2?) 663/25 (153(148) x 29', 2-sc. T3cy builders 2100shp 13.95k)
Built by Kiangnan D.& E. Works, Shanghai (#492) as 'winter steamer' for Cie Messageries Fluviales de Chine as YUNG AN. 10/9/26 (French flag) arr. Ichang with B&S staff from Chungking (*Wanhsien* incident) (NCH, 21/9/26). 12/27 shot at by pirates, returned to Ichang. 1/28 at Ichang under military control, then 5/2/28 arrived Kweifu with over 4000 troops. Subsequently WAN AN 萬安. 1932 sold to Ming Sung Industrial Co., Chungking r. MING HSIEN 民憲. 25/6/35 struck rock and sank 35 miles above Ichang.

Note: NCH (26/2/27) refers to 'pontoon' YUNG AN at Shasi (evidently not this vessel).



YUNG AN from a Kiangnan ad (NCH 20/11/26)

Koenig Bros., German-flag (1928-3?)

mention by A. J. Clements in NCDN article quoted in *The China Yearbook* 1929/30 pp.277 et al.
LR 1928-29 to LR 1931-32 listed as mgrs for Fushun S.S. Co.

FUSHUN (1928-31)

see Fushun S.S. Co. above

HSIANG CHI (1928-?) Built 1928. M.

5/28 trooping at Wanhsien. German-owned by 1928, presumably by Koenig Bros. 30/1/29 struck rocks in Upper Yangtse, beached, r/f and to Ichang for repairs. Seized by General Yang Shen in 1929 for 15 days and used by him for attack on the city of Fowchow, during which vessel riddled with rifle fire, but returned to owners. [Link with HSIANG CHI 939g which became MING TSU, below?] [Note 1/32 *Pitochien* 400t (operated by Capt. W.G. Pitcairn of similarly named Hsiang Chi Co.) o/v I-CK lost in Kunglingtan Rapids, possible total loss. There was a long-running court case.



HSIANG CHI (SK*).

Companies for which Basic Data are Lacking

Hui Tung Co. (19??-??) 匯通公司

HUI TUNG 匯通

Motorship. Grover says until 1924 under agency and operation of Dollar, and subsequently under the Italian flag. NFI.

Mascarello & Co., French flag (19??-c.24)

YUEN CHI 36 tons, Chinese Master. By 11/22 sold to military and taken off run when Second Army was defeated.

HANKWA

see HAN HUA (US-flag Yangtze Transport & Supply Co.)

Li Jia Lu (1923-??)

CHUEN NAM 川南

Yao Kaiyang says originally owned by Li Jia Yu. Sold to Ming Sung Industrial Co., Chungking

CHUEN SZE 川西 216/23 m.

Yao Kaiyang says built in China for Li Jia Yu as CHUEN SZE 川西. Subsequently sold to Kiukiang Nav. Co. r. KIUKIANG. 1932 sold to Ming Sung Industrial Co., Chungking r. MING CHIH 民治. (avoid duplication)

CHUEN TUNG 川東 184/23 m.

Built in China as CHUEN TUNG 川東, presumably for Li Jia Yu. Subsequently r. HOUKIANG. 1932 sold by Kiukiang Nav. to Ming Sung Industrial Co., Chungking r. MING AN 民安.



CHUEN TUNG as MING AN (Internet).

Kiukiang Nav. Co. (19??-32)

HOUKIANG 合江 184/23 m.

see CHIEN TUNG above

KIUKIANG 九江 216/23 m.

see CHIEN SZE above

Hanyang Co. (1924-?)

TZE SUI (TZESUI, TSE SUI) (1922-??) c.300/22 140 x 24' 2x Yarrow watertube boilers 2500shp pass
Built by Soc. Franco-Chinoise de Constructions Metalliques et Mechaniques, Shanghai. ??L. as TZE SUI, reported r. ITALIA, but winter 1922-3 successfully made low water voyages incl. on charter to Nisshin Kisen Ichang-Chungking as TZE SUI. On 3rd voyage to Chungking 9/22 holed on rocks near Fochow, hopeful for return to Shanghai for repairs. Later Dollar line agent and operator. 4/1/24 pirated, British master killed, no mention after 3/24. Grover says subsequently under Italian flag, r. CHANGTAH then KINCHENG. [HD: Agree re. TZE SUI, but note correspondence with Hoong On's TSE KIANG, i.e. Water Tze/River Tse. Possible?]

Yangtse Nav. Co. (1924?-38)

CHEN YI 振益 156/24

Built by Ho-Chang D.Y., Shanghai. Yao Kaiyang says 1938 sold by Yangtse Navigation Co. to Ming Sung Industrial Co., Chungking r. MING CHANG 民昌.



MING CHANG aground in Upper Yangtse (HMS Falcon website).

Chang Co. (19??-c.26)

CHANG KIANG of Chang Co., sold c.1926 to Ming Sung r. MING WAN

Liu Wen-cai (19??-??)

NAN TUNG 南通 178/25. M.

Built in China as HSING LI, Subsequently r. KIA HO. Subsequently NAN TUNG of Liu Wencai. Subsequently sold to Ming Sung Industrial Co., Chungking. LCI 12/48 says existence doubtful

CHO TUNG 昭通

Yao Kaiyang says as CHO TUNG of Liu Wencai sold to Ming Sung Industrial Co., Chungking.

SHU TUNG 蜀通

Yao Kaiyang says as SHU TUNG of Liu Wencai sold to Ming Sung Industrial Co., Chungking. [Another SHUTUNG q.v.]

Tung Kiang Co. (19??-32)

CHINKIANG 青江 288/2? m.

Yao Kaiyang says built in China as KIAYENG. Subsequently r. KIAFOO. Subsequently r. CHINKIANG. 1932 sold by Tung Kiang Co. to Ming Sung Industrial Co., Chungking r. MING HSIANG 民享. 1933 rebuilt.

MIN KIANG 岷江

Yao Kaiyang says 1932 sold to Ming Sung Industrial Co., Chungking r. MING KIANG 民江.

TUNG KIANG 通江 232/25 m.

Built in China. Early name KIA SHING. Subsequently r. TUNG KIANG. 1932 sold by Tung Kiang Co. to Ming Sung Industrial Co., Chungking r. MING YU 民有. LCI 12/48 says existence doubtful.

Mssrs Liu, Pan, Tang, Gang et al, Italian, Finnish flags

YUNG FUNG 永豐 see YUNG FUNG (Cie Messageries Fluviales de Chine)

Kakuchu Taketa, Kobe (1928-32)

CHANG FONG MARU acquired 1927 975/21 see ANNING

Yung Chang Industrial Co., Chungking (19??-38)

YUNG CHANG 永昌 (19??-38) Yao Kaiyang says 1938 sold by Yung Chang Industrial Co., Chungking to Ming Sung Industrial Co., Chungking r. MING LI 民禮. NFI.

Dah Fung Hong (192?-??)

PING FU 17/2/29 o/v S/hai-CK stranded upper Yin Kung Yin(g) Tan Rapids, looted and burned, 15/3/29 wreck blown up (see NCH, 6/2/30, 10/11/31).

Yangtse Transport, Norwegian flag (193?-??)

KWANG YAO 591/30 see KWANG YAO (Italian flag Kwang vessels)

Li Feng Nav. Co. (193?-38)

CHI FENG 植豐 ____/35

Built in China. Yao Kaiyang says 1938 sold by Li Feng Nav Co. plus 3 other ships of this company to Ming Sung Industrial Co., Chungking r. MING CHIAO. 1948 converted to barge.

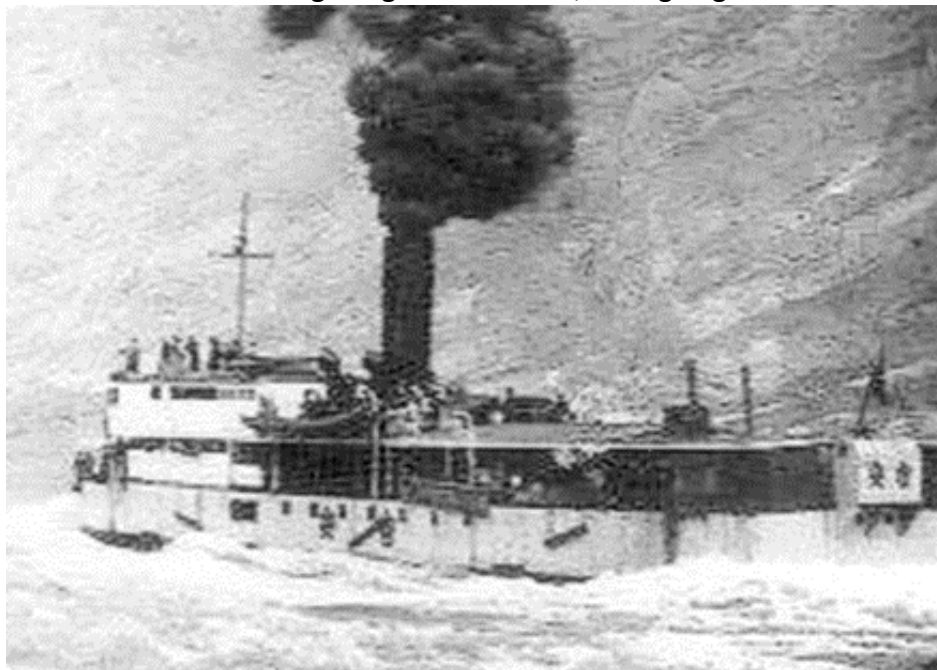
LI FENG 麗豐

Yao Kaiyang says 1938 sold by Li Feng Nav Co. plus 3 other ships of this company to Ming Sung Industrial Co., Chungking r. MING KAI 民楷.

Kuan An Nav. Co. (19??-38)

KUAN AN 廣安 (19??-38)

Of Kuan An Nav. Co. 1938 sold to Ming Sung Industrial Co., Chungking r. MING JEN 民仁. NFI.



Prob. KUAN AN, 1929 (coll. Yao Kaiyang).

KUAN CHI 廣吉

Of Kuan An Nav. Co. 1938 sold to Ming Sung Industrial Co., Chungking r. MING AI 民愛. NFI.

Chi Feng 植豐 Co., Chungking (19??-38)

I FENG 益豐

As at 1938 owned by the Chi Feng 植豐 company of Chungking. Yao Kaiyang says 1938 sold to Ming Sung Industrial Co., Chungking r. MING HSUN 民訓.

YU FENG 豫豐

As at 1938 owned by the Chi Feng 植豐 company of Chungking. Yao Kaiyang says 1938 sold to Ming Sung Industrial Co., Chungking r. MING MO 民模.

I Da Nav. (19??-??)

YUAN FENG 源豐

Yao Kaiyang says sold by I Da Nav. at Ichang to Ming Sung Industrial Co., Chungking r. MING WEI 民偉.

Also, possibly related with YUAN- nomenclature:

YUAN TUNG 226/29

Built by Chow Heng Shun DY. Sold prewar to Ming Sung Industrial Co., Chungking r. MING PU. Still listed LCI 1948, LR 1953 but not LR 1966.

Hsin Hua Co. (19??-38)

NAM TUNG 南通

Yao Kaiyang says 1938 sold by Hsin Hua Co. to Ming Sung Industrial Co., Chungking r. MING BAO 民胞.

CHAO TUNG 昭通

Yao Kaiyang says 1938 sold by Hsin Hua Co. to Ming Sung Industrial Co., Chungking r. MING FAN 民範.

YUAN TUNG 元通

Yao Kaiyang says 1938 sold by Hsin Hua Co. to Ming Sung Industrial Co., Chungking r. MING PU 民樸. Still listed LCI 1948.

SHU TUNG 蜀通

Yao Kaiyang says 1938 sold by Hsin Hua Co. to Ming Sung Industrial Co., Chungking. (ref. SHUTUNG above.)

Carlowitz & Co. for Tung Shing Nav. Co. (19??-??)

KIANG TING 江定 and **KIANG YU** 江渝 (19??-??)

Evidently built as Upper Yangtse vessel, details unknown, likely ex KIATING of CNC (5/37 sold to Chinese interests), built up with an extra deck. KIANG TING seen in YouTube video "1930's Shanghai" by [ian29103](#), taken approx. 1937. By 9/40 owned under German flag by Carlowitz & Co., operating regularly between Shanghai and lower Yangtse districts such as Kaochangmiao on the northern bank in Kiangsue by Tung Shing Nav. Co., rep. previously operated to Ningpo [NCH 11/9/40] Similar vessel KIANG YU reported 5/49 assisting in evacuation of ??U.S. troops from Shanghai. 1950s KIANG YU reported operating in Upper Yangtse between Chungking and Yiping in five days, or eleven days when towing up to up to 16 lighters. Similarities to vessel no. 2028 illustrated below, photographed 8/84 at Wuhan in poor condition. NFI.

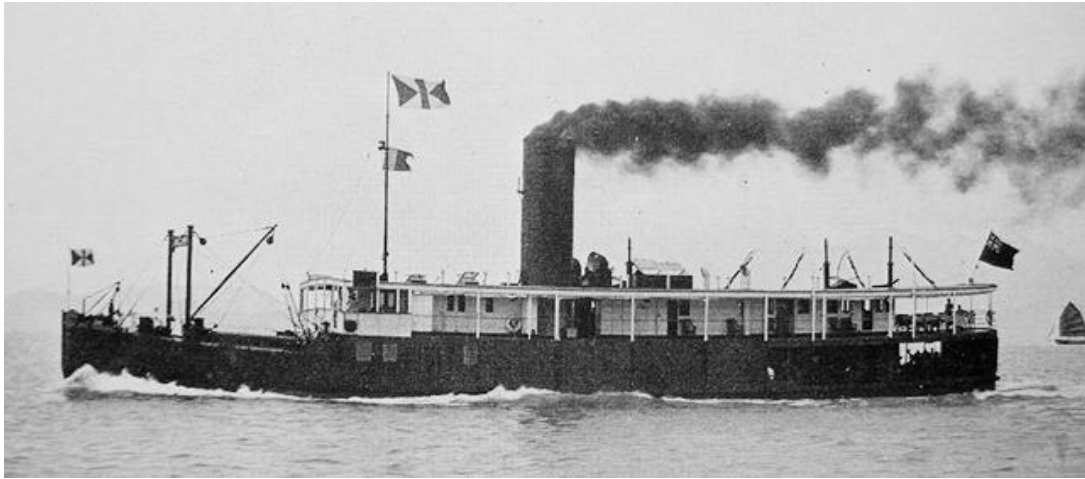




Above four: KIANG TING seen in YouTube video "1930's Shanghai" by ian29103, taken approx. 1937.



Probable refitted KIANG TING at Shanghai 2 May 49 as tender KIANG YU 江渝.
(<http://www.zeit.de/gesellschaft/zeitgeschehen/2009-10/bg-china-historisch-2>).



Comparative: Swire Upper River steamer KIATING, sold to Chinese Government in 1937 (A. Duncan).



Comparative: Similar vessel seen upstream of Wuhan in August 1984 (Donald Anderson).

Individual ships for which owner details are unavailable

HANGJOR 12/19 operating Chungking/Ichang

LIENHUA operating Upper River 1919, Chinese owners but Japanese flag. 11/19 after being held up at Chungking, changed to Chinese flag, same owners r. **CHIALING**.

PRIDE OF CHINA Brief existence 1920. 136/09 U.S. Flag. see SHUTUNG.

HOPE OF CHINA 1920-21 see MEI SHUN

TA FU small steamer. 9/22 on maiden voyage to Chungking

ITALIA c.300/22 name borne in 1922 by TZE SUI (TZESUI)

KIKIN 5/21 on rocks near Chungchou. 11/22 last vessel of season making low level voyages.

ANKONG 162 net, operated by General Yang Sen. 6/23 attacked at Chungchow by forces of Yen Teh-gi. 7/23 rep. left on river bank, engines removed NCH, 21/7/23, 4/8/23).

DAR VAR pioneering low water voyages to Chungking up to 5/23

CHUEN TUNG 川東 184/23 see HOUKIANG 合江.

MESSOLINA (1923-2?) 689/23 Built for unknown owners - presumably Italian-flag - as MESSOLINA, subsequently **KWEI MIN**, **CHANG YUAN**. Ca.1927 sold to San Peh S.N. Co. (q.v.) r. **WU HSING**.



WU HSING at Chungking (coll. SK*)

PA KIANG (Capt. Turner) 2/24 return voyage Ichang-Wanhsien in very low water

YI HSING 3/24 preparing to sail Ichang to Upper River

KIANG YANG 153/24 see YUNG KIANG

KIANG TU 153/24 see YUNG KIANG

HSING LI 178/25 see NAN TUNG 南通

KIA HO 178/25 see NAN TUNG 南通

KIA SHING 232/25 see TUNG KIANG 通江

KIAYENG 1920s 288/2? see CHINKIANG 青江

KIAFOO 1920s 288/2? see CHINKIANG 青江

CHANGTAH c.300/22 Italian flag post-1924, originally TZE SUI (TZESUI)

KINCHENG c.300/22 post-1924, originally TZE SUI (TZESUI)

PEI PING c.1925 618/24 see TA(I) JEN

CHI AN c.1927 618/24 see TA(I) JEN

CHANG FONG 1927 975/21 see ANNING

CHUMING c. 1927 403/18 see HUNG FOK

EKIAN MARU 1927-28 403/18 see HUNG FOK

MIN SAN mentioned in 2/28 I'PING report, active in Upper River (note MINGSHAN below).

TSE FENG trooping in Upper Yangtse in early 1928.

PINGHUO rep. lost 5 May 1928

WAN AN 萬安 post-1/28 to 1932 663/25 see YUNG AN 永安

KIANG FENG (192?-?) 10/28 rep. as **KIANGFENG** ex **MINGSHAN**, **SUIWAH**, **LUNGSHENG**.



Evident KIANG FENG in 1928 at FOOK YUEN wreck below Kun Lin Tan Rapids (NH95402).

CHUNGKING late 1920s 153/24 see YUNG KIANG

FU FUNG c.1929 618/24 see TA(I) JEN

KWANG YAO MARU 591/30 see KWANG YAO

FU YUNG prior to March 1931 total loss in Kunglingtan Rapids. [Possibly referring to FOOK YUEN c.1000/21 lost 1928 at Kun Lin Tan Rapids.][Also note *Meiren* 1927 sold to HOSNC r. *Fu Yang* for Shanghai-Ichang line.]

YET KING (1937-c.43) 571/37 (139 x 25', 2-sc. T6cy)

Built at Chungking as YET KING (owners unknown). c.1943 stranded, sold to CMSNC r. KIANG KING, refitted. 1950 t/f to CPSNC, name romanised CHIANG KING. RLR 1992/3, NFI.



Labeled KIANG KING stranded in the Upper River, possibly as YET KING (Yao Kaiyang coll.).



KIANG KING at Hubei ca.1942 (Harrison Forman, UWM Libraries).

TONG ON

Evidently salvaged or uncompleted hull of an Upper River ferry, some superstructure, seen in photos of Shanghai harbour in 1937. Name on hull appears to be TONG ON. 'No.6' also appears on the hull. ?Link with Swire WAN YUAN and Kiangnan Yard No. 781 (building for Swire in 1937), same dimensions as WAN YUAN.



Hull of TONG ON at Shanghai (Internet).



TONG ON hull seen from high in the bund (Malcolm Rosholt/UoB ro-n0239).



TONG ON visible at extreme left near sunken Nisshin steamers at Nantao barricade (Naval History Heritage Command NH77805).

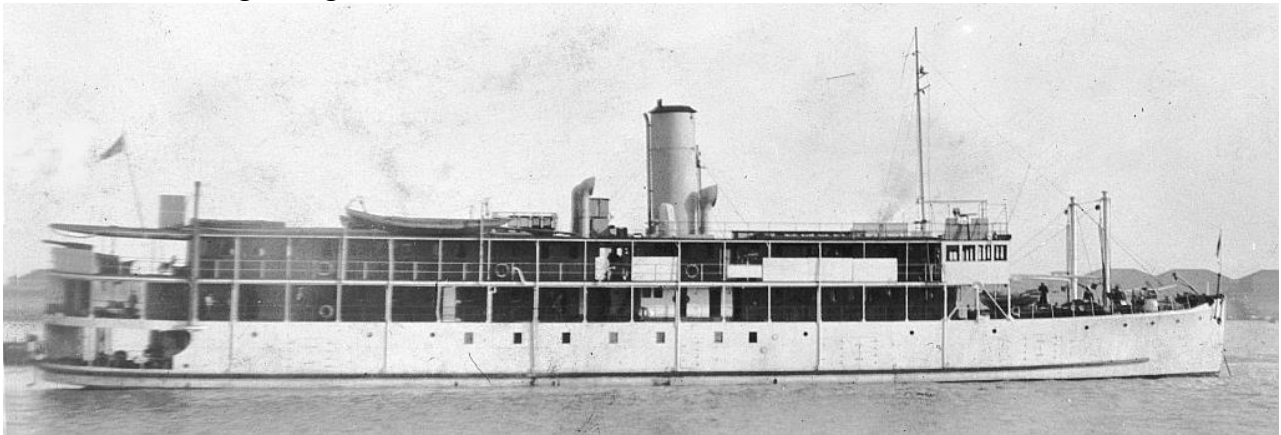
Appendices

APPENDIX 1 - Chungking arrivals (a/c to Nisshin history pp.87-89):

1913 26 vessels, 5,000t
1914 94 vessels 26,000t
1919 222 vessels 58,000t
1921 367 vessels 133,000t
1925 1171 vessels 440,000t

APPENDIX 2 - Largest merchant ships regularly serving Chungking, in historical order:

1909 SHUTUNG 136g, Thornycroft
1914 SHUHUN 986g, Yarrow
1920 LOONG MOW 1112g, Kiangnan
1921 ALICE DOLLAR 1115g Kiangnan
1925 KIA-WO 1310g, Kiangnan



Jardines' KIA-WO (1310/25, Kiangnan #490), R.N. requisition. Still afloat 1980s. (coll. G. Thompson).

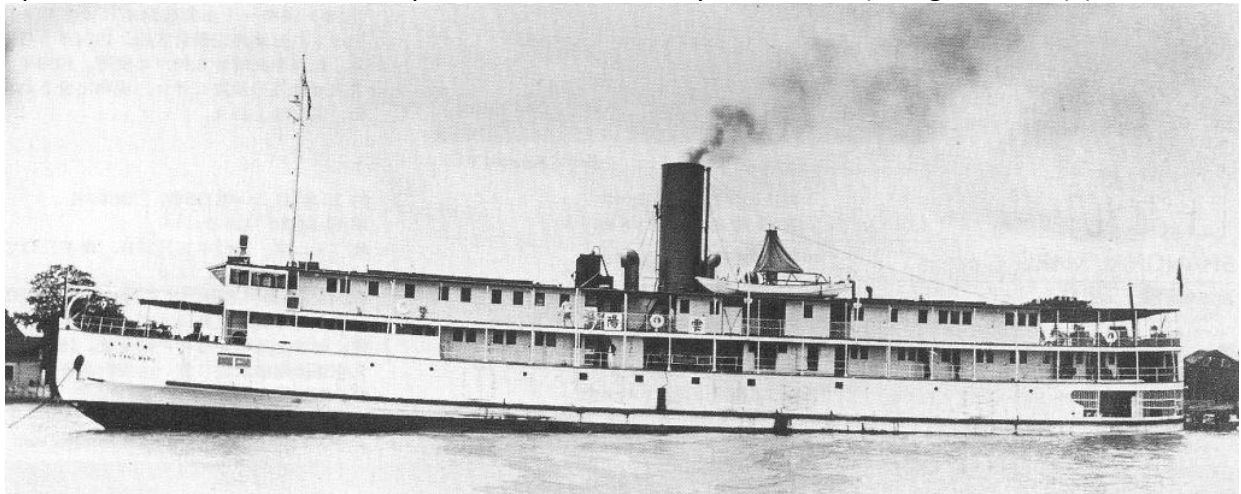
1936 MING BEN, MING YUAN 1434g, Kiangnan
1954 MIN CHUN ca.2000g (later lengthened 2999g), Kiangnan
1958 onwards JIANG RONG class 2314g, Kiangnan
1972 DONG FANG HONG 38 2807g Yangtse Bureau Qingshan Dockyard
1975 onwards DONG FANG HONG 39 class 2940g, various yards
1984 onwards DONG FANG HONG 53 class 3377g, various yards

APPENDIX 3 - 1920-22 Kiangnan "Loong Mow" class 1000grt length 60m b.p. (with reported fate):

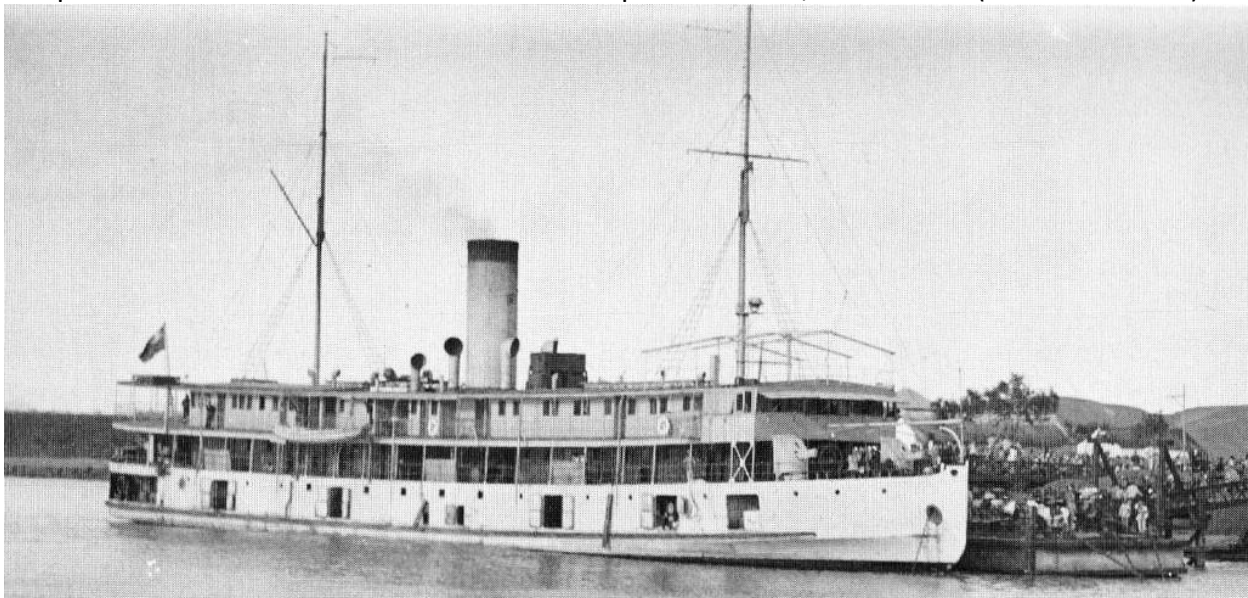
LOONG MOW	1112/20 c.1953 Yangtse Shg Corp., 1984 withdrawn from service.
KIANG KING	1077/20 c.1953 Yangtse Shg Corp., 1966 still existing, 1976 not listed.
ALICE DOLLAR	1115/21 1943 bombed and sunk in Lower Yangtse.
HSIN SHUTUNG	975/21 1928 sunk, raised and dismantled.
FOOK YUEN	1000/21 1928 wrecked below Kun Lin Tan Rapids.
CHOTEN MARU	943/21 1944 sunk by air attack at Siangtan.
GYOCHI MARU	1033/22 1937 sunk Pootung, 1939 b/u in situ.
YUN YANG MARU	1038/22 1943 sunk by air attack above Fengtse.



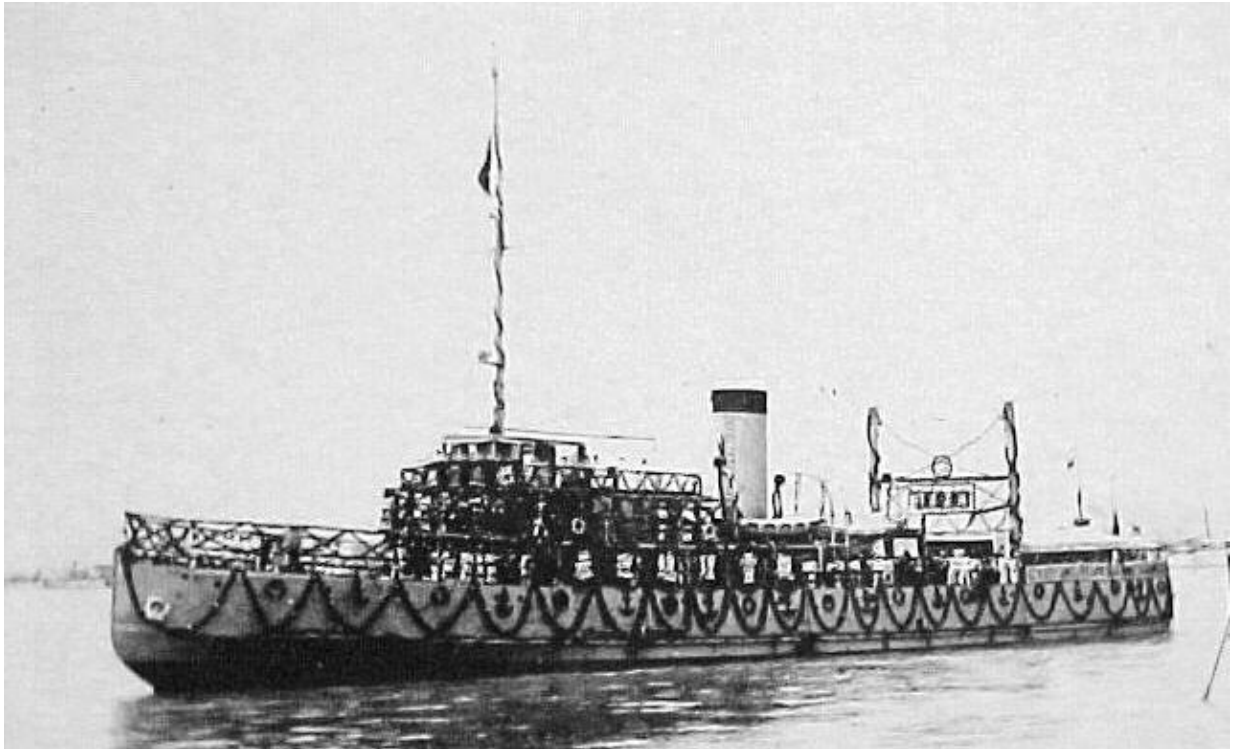
DONG FANG HONG 63 laid up, upstream of Wuhan, August 1984. Identified by Yangtze Shipping Corp. as ex LOONG MOW, first ship of the class built 64 years earlier (Kiangnan #328) (D. Anderson).



YUN YANG MARU on completion by Kiangnan (#379), not yet painted in Nisshin colours. Built "on spec" or for other owners. Last merchant ship in the series, lost in 1943 (coll. M. Yamada).



Two further units, WEI SHENG (Kiangnan #390) and TEH SHENG (#391) built 1922 for Chinese Navy, one depicted here 1926 as a troop carrier. Armed with 4 howitzers (2 bow, 2 stern), later cut down fwd & aft, converted to seaplane carriers, rep. 1937 sunk as blockships (NMM/Wright pp.146, 163).



WEI SHENG, here cut down and elaborately dressed to carry Sun Yat-sen's remains across the Yangtse on 28 May 1925 from Pukow to their final resting place in Nanking (Internet).

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