

# **MOLLER & CO. (later MOLLERS' LTD)**

## **(Part I: Pre-1945)**

### **SHORT HISTORY & ILLUSTRATED FLEET LIST**

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#### **Main shipowning companies**

Nils Moller & Sons, Shanghai (1894-03)

Moller Brothers, Shanghai (1903-10)

Moller & Co. (M&Co.), Shanghai (1910)

Chun Young Zan, Shanghai (1921-35)

Moller & Co. (Shanghai) Ltd (c.1919-23)

Moller Line Ltd (MLL), Shanghai (1935)

\*Mollers' Towages Ltd (MTL) (1935)

Mollers' Ltd, Shanghai (1936) (re-reg. 1947)

Anglo-Chinese Shipping Co. Ltd (1937) (re-reg. 1947)

Moller Line (UK) Ltd, London (1943)

Moller Line (South Africa) Pty Ltd, Durban (1946)

Mollers' (Hongkong) Ltd (1946)

#### **Main subsidiaries**

Too Chang S.N. Co., Shanghai (1910)

Dorothy S.S. Co. Ltd, London (1913)

British China S.S. Co. Ltd, Shanghai (1917)

London China S.S. Co. Ltd, Shanghai (1917)

Overseas Syndicate Ltd, London (1917)

Zodiac Shg Co. Ltd, London (1917)

Lancashire Shg Co. Ltd (acq. 1944)

Arden Hall S.S. Co. Pty Ltd (1946-49)  
Alpha South African S.S. Co. Pty Ltd (1946-49)  
Delta Shg Co. Ltd, Hongkong (1951)  
Haig Shg Co. Ltd, Hongkong (1951)  
Mount Line Ltd, Hongkong (1951)  
Omega Shg Co. Ltd, Hongkong (1951)  
\*Hongkong Salvage & Towage Ltd (1952)  
Theta Shg Co. Ltd, Hongkong (est. 1952)  
Blyth Dry Docks & S.B. Co. Ltd (c.1946) (1953)  
Grosvenor Shg Co. Ltd, London (1953)  
Zeta Shg Co. Ltd, Hongkong (1953)  
Harbour Line Ltd, London (1954)  
River Line Ltd, London (1954)  
Trader Line Ltd, London (1955)  
Pacific Trading Co. Ltd, Bermuda (1962)  
Searidge Ltd, Bermuda (1964)  
Pan Asiatic Lines Inc., Panama (1966)  
Eastmead Shg Co. Ltd (1967)  
OBC Shipping Lines S.A., Panama (1974)  
Castle Line Ltd, Bermuda (1977)  
associated companies  
+Red Anchor Line Ltd (1958)

*\* see separate photolist*

## The Company

Founder of this family business was Capt. Nils Moller, a Swedish national who arrived in Shanghai in 1855 as owner/master of a sailing ship. In 1861, by then remarried with Alatheia Appleby, he set himself up in business in Shanghai and in 1866 began to invest in shipping with purchase of the brig *Annie Muriel* (named after his young daughter), which he employed mainly in the coal trade from Nagasaki and Keelung to Shanghai. Since Swedish subjects domiciled overseas were not permitted to fly the Swedish flag, he registered the ship under the British flag in the name of John Sharp, shipping clerk of Gibb, Livingston & Co. By 1868 he was acting as agent for various sailing vessels and by 1873 was in business at 4 Foochow Road with Rehr Moller (evidently his eldest son by his first wife) as ship, freight and general broker, commission agent and auctioneer. Reflecting its Scandinavian origins, the family name was still spelt with an umlaut. In October 1877, however, Nils Moller expatriated himself from the jurisdiction of the Swedish and Norwegian consul and declared himself a 'citizen of Shanghai'. The action was precipitated by his being called to appear before the Swedish consulate-general to defend a charge of liability for heavy weather damage a year earlier to a seaweed cargo on the British barque *Oscar Vidal*, registered at Shanghai in the name of John Hoole of Sheffield but of which Nils Moller was evidently part-owner as well as agent - the charterer was Chinese.

By the mid-1870s Nils Moller had become the leading agent in Shanghai for western-rigged sailing vessels on the China Coast. On 6 March 1878 his *Hedvig* (393/70) attracted attention by berthing at the northern port of Tientsin ahead of the steamers after the breaking of the winter ice: over the next three days she was followed by other of his vessels, *Lulu*, *Hilda* (306/65) and *Charley* (368/64). He was also agent for *Hebe*, *Presto* and *Oscar Vidal* and probably part-owner as well. However, in order that the ships could be registered under the British flag, they were all registered in the name of British nominees such as P.V. Grant (Boyd & Co.), George Lewis (Morris, Lewis & Co.), P. Maclean (Maclean & Co.), John Sharp (Gibb, Livingston & Co.) or ship's masters. Apart from the China Coast, the main trade seems to have been coal from Nagasaki and Keelung, although on occasions his ships also brought seaweed from Hokkaido, Japan.

In July 1882 the Shanghai Shipping Company was formed with a paid-up capital of Tls 150,000 to take over the fleet of 11 sailing vessels and the tug *Heron* for which Nils Moller had acted as manager and agent. Although quoted on the Shanghai stock exchange, the shares were all privately subscribed. Apart from Nils Moller, who continued as agent for the company, other shareholders included P.V. Grant, G. Lewis and J. Sharp and several of the masters. The ships were never registered in the company's name but apart from *Charley*, *Hedwig* and *Hilda* probably included *Empress* (391/65 - lost in collision at Shanghai in August 1882 inbound from Japan with seaweed), *G.H. Wappaus* (563/71), *Perle* (401n/64), *Sin Kolga* (567/80), *Tetuan* (438/60 - stranded in the Ryukyu Islands in April 1890 on voyage from Singapore to Shanghai with timber) and *Walter Siegfried* (426/71). All were wooden hulled, most barque-rigged.

In the late-1880s Nils Moller tried to disentangle himself from the complications of having to deal through nominee owners and the necessity of having to pay out a share of the profits. The Anglo-Indian (444/58) had already been registered in the name of his daughter, *Annie Muriel*. In 1889 the newly purchased barque *Valkyrien* (529/68) was registered at Hongkong in the name of his teenage son, N.E.A.

(Nils Eric Amelon - Eric) Moller, a British citizen by his common-law wife. However, when in 1890 he tried in Shanghai to register the barque *Contest* (486/67) in the name of his son, the Consul-General politely refused on the grounds that his son was still a minor. Nils Moller then registered the ship in the name of his common-law wife, Hannah Clappison, and a year later did likewise with the barque *Lucia* (658/68). While she appears to have taken no part in management of the ships, she knew and was greatly respected by the shipmasters, who were welcome guests in the family home. Her early death in May 1891 at the age of only 42 left her four young children by Nils Moller, namely Nils Eric (then 16), John Arthur (then 11) and the daughters Margaret Ethel (Daisy) and Hannah Marion (Minnie). The following month Eric left school in Shanghai and joined his father in the family business. With effect from the beginning of 1894, this was re-constituted as Nils Moller & Sons, the two sons being admitted as junior partners and the ships *Contest*, *Lucia*, *Osaka* (546/69), *Valkyrien* and *Walter Siegfried* being reregistered in this name. In December 1900, by which time both sons had achieved their majority, the shipping side of the business, including the remaining ships *Contest*, *Lucia* and *Osaka* (the last two former tea clippers of Killick Martin), was handed over to them, though Nils Moller remained Senior Partner.

In 1901 the family suddenly split apart and Shanghai witnessed the extraordinary spectacle of the children taking legal action in the Swedish and Norwegian Consular Court against their father over the will of their mother. Miss Clappison had arrived in Shanghai about 1870 as companion to Nils Moller's second wife, Alatheia Appleby, by whom he had four children, Christopher, Warden, Hilda and Anna Muriel. After his wife had returned to England, Nils Moller had lived with Miss Clappison and had four children by her. They being natural children, he could not under Swedish law nominate them as his heirs. The problem was overcome by transferring two of the ships and several properties to their mother, who in her will left them in trust to Nils Moller to divide equally among the children on attaining their majority. The will was not, however, shown to the children, who over the next ten years transferred back to their father legal title to various assets. When early in 1901 it transpired that their father had, despite his original denials, sold Shanghai Tug Boat Co. shares given several years before to Daisy and Minnie, the seeds of distrust were sown, and flourished amidst signs that their father was 'likely to get himself into further matrimonial difficulties'. It then occurred to the sons to check on the content and validity of their mother's will, which they found to be a concise and valid document. The outcome was a tragic confrontation.

From the legal proceedings it appears that Nils Moller had by his own lights acted scrupulously in the interests of his natural children. They, being aware of how precariously their future depended upon the goodwill of their father and, it may be surmised, wary of the claims of any new wife and of the children by his previous wife, saw foul play. In April 1902 judgement was made in favour of the children. The court affirmed that the will was valid and declared null and void the subsequent transfer to the father of ownership of any of the assets nominated in that will. The proclaimed good intentions of their father did not matter in law. The division of property was settled by the court in January 1903.

As far as can be judged, the family business was now divided. Nils Moller and his sons by his second marriage carried on the commission business while N.E.A. (Eric) Moller and his brother carried on the shipping side, which in January 1903 was reorganised as Moller Brothers. The driving force in the latter was Eric, born in Hull in August 1875 and now in his late twenties, who had inherited all his father's energy and business acumen. The fleet of three sailing ships was at first employed mainly in the coal

trade from Japan, probably earning only modest profits. His first big opportunity came with the outbreak of the Russo-Japanese War. In the latter half of 1904, Moller Bros acted as agents for the Norwegian steamer *Nigretia* (2368/88), which ran the Japanese blockade to Vladivostok. *Osaka* also attempted to run the blockade with a cargo of ammunition but on 26 September 1904 had the bad luck to run ashore on Etorofu Island in the Kuriles - the crew were seized by the Japanese and taken to Hakodate. Three weeks earlier on 9 September *Lucia* had struck a mine and sunk off Port Arthur, officially en route from Shanghai to Newchwang with general cargo – just one man survived out of the 16-man crew. Only after taking the matter to court did Mollers recover from the charterers the full insured value of the ship.

Another unsuccessful venture by Eric Moller was to act as shipbroker and agent for the Russian Government. In November 1904 Mr Peter Fedorovich Varawa, a representative in Shanghai for the Russian Railways, was empowered to acquire fast ships with a speed of at least 17 knots for use as blockade runners. Because of a British restriction on the sale of vessels to belligerents, Varawa approached Moller to act as his agent and Moller in turn by telegram approached Captain E.T. Miles, then resident in Manila, to purchase on his behalf. On 1 December Miles offered Howard Smith Ltd a generous price of £26,000 plus £2,000 secret commission for himself for the fast coastal passenger steamer *Peregrine*. Moller and Varawa travelled first to Singapore and then on to Melbourne and Sydney to accept delivery. Understanding Varawa to be the ultimate principal and about to leave Sydney, on 21 January 1905 Howard Smith acted to have him detained as a debtor in Darlinghurst prison for 11 days (*Argus*, 17/5/10). No legal contract had been signed and the sale did not proceed. Five years later Varawa sued Howard Smith for wrongful imprisonment.

After the destruction of their fleet in the battle of Tsushima in May 1905, the Russians sued for peace and business returned to normal. Moller Bros now focused on steamship agency. Just before the family rupture, Nils Moller had set aside funds for the purchase of one or two steamers. A good line of business was now developed in agency of mainly Japanese-flag vessels engaged in the coal trade from Japan. In December 1905 Mollers arranged to charter the Norwegian steamer *Falk* (1379/04) to the Eastern Java Trading Company and, after the charterers had defaulted on hire, ran her on the China coast for the benefit of the owners. Having learned something of the business of managing steamships, in March 1907 the brothers sold for dismantling their last sailing ship (*Contest*) and bought from the Indo-China S.N. Co. the 1783-ton steamer *Canton* (1880).

Meanwhile, in December 1905 Eric Moller had married Isabel Elizabeth Blechynden, daughter of the founder and manager of the New Engineering & Shipbuilding Company, marine engineer John Blechynden (1846-1924). John and his wife Isabella both hailed from Northumbria but around 1880, via Egypt and Japan, he had moved to New Zealand and opened a small shipyard at Coromandel near Auckland. In June 1882 Isabel was therefore born in New Zealand before her father resumed his peregrinations. After his wife Isabella died in Victoria, British Columbia in mid-1888, John remarried in Shanghai in October 1889 and had another five children. Isabel grew up with her half-siblings in Kobe, Japan and then from around 1902 back in Shanghai. Thus by the age of 23 she had travelled widely and become familiar with the exotic, privileged and rough-and-tumble world of the Asian treaty ports, as well as absorbing a good deal of knowledge of the shipping industry. The new couple were well matched. She would provide 30-year-old Eric with the emotional grounding that he had been missing since the death of his mother fourteen years previously. Family soon followed: Eric (jnr) (9 October 1906), John

Lindsay (20 April 1908), Ralph (23 June 1910), Chris(topher) (6 February 1912), Isabel Erica (30 October 1914) and Nancy Rosalie (26 September 1916). All would carry the middle name Blechynden after Isabel's father but also as a sign of respect and fondness by Eric, for whom he had probably become a surrogate father. The sons would often be referred to as EB, LB, RB and CB but Isabel became 'Dido'. John Blechynden and second wife Jane emigrated in 1906 to a small farm in Nelson, New Zealand but for the next ten years he continued under contract to make regular visits back to the Dockyard in Shanghai and also spend time with the growing Moller family. His proper retirement was marred in 1917 by a stroke which paralysed him until his death at Nelson in ?? 1924 at the age of 78.



Eric Moller (Snr), wife Isabel and sons Eric, Lindsay and baby Ralph, late 1910 (*Racing Memories of Hong Kong*).

The partnership of Moller Bros was dissolved by mutual agreement on 30 May 1910. This came just three days after the firm had lost a case for breach of contract over a shipment of Mongolian mules from Shanghai to Manila and been ordered to pay out Tls 4000 in settlement and costs, funds which the brothers were forced to borrow. This evidently brought to a head other differences between them. Eric Moller now took over the business as sole proprietor under the style of Moller & Co., though termination of the partnership was not announced in the Shanghai press until 30 June - in 1911 this led to a further legal wrangle as to who was liable for the funds borrowed in the interim to settle the court case. Perhaps because of lack of capital, *Canton* was broken up in the second half of 1910 and for the next couple of years Moller & Co. seems to have handled little agency work. However, it seems to have become

managers of the Too Chang S.N. Co. (probably a joint venture with Chinese interests), which acquired two steamers.

By 1913 Eric had accumulated enough capital and experience to approach the Yangtze Insurance Co. to borrow funds to buy two steamers. Some nine years earlier that firm's manager, Jackson, having heard that Eric had turned down a Japanese offer of a 20 per cent bonus on ship and cargo to advise the movements of the blockade runner *Nigretia*, had pledged to assist him if the opportunity arose. With these funds Eric purchased the Cardiff tramps *Dingwall* and *Millwall*. On arrival at Shanghai on 21 September 1913, the former was renamed *Gemini* (after a racehorse which Eric Moller, a keen jockey, had ridden in two consecutive championships) and chartered to Mitsui Bussan Kaisha for the coal trade from Hongay (Vietnam) to Shanghai; the latter was renamed *Sagittarius* (after another racehorse) and chartered to the Kailan Mining Administration for the coal trade from Chinwangtao (N. China). In the same year Eric acquired in his own name the smaller and older steamer *Si-Kiang*. In April 1914 she was resold for £8500 to the Foh-Shing S.S. Co. Ltd, a syndicate whose manager was also a clerk in Moller & Co.'s Shanghai office. After the syndicate had been some months in default, Moller & Co., with the manager's assent sold the steamer to Japanese interests, whereupon the syndicate disputed their manager's right to bind them and applied for an injunction to prevent the transfer. While recognizing the conflict of interest, the court ruled that the syndicate had not a leg to stand on, and the sale proceeded. This was one of many cases in which Mollers seems to have acted on behalf of Chinese principals, probably as an extension of the shipbroking side of the business.

World War I stimulated Eric Moller's enthusiasm to invest in shipping and by 1916 he had assembled a fleet of nine steamers, several by unlikely means. *Moresby* was to have been purchased on behalf of the same Chinese syndicate which defaulted on payment for *Si-Kiang*. Another ex-Australian ship, *Shinten Maru* (ex *Adelaide*) which had been laid up in Shanghai for several months, was reportedly won on a bet and renamed *Castlefield* after a prize local racehorse. The most remarkable acquisition was the veteran iron-hulled steamer *Jinju* (*Ninju*) *Maru*, latterly employed as a fish carrier on the Japanese coast. Moller & Co. bought her in December 1915 with a certificate of survey carried out in Moji in September and valid for one year. Arriving in Shanghai on the last day of the year, on 22 January, still under her Japanese name and with a Japanese master, she was despatched to Vladivostok. Two days later, in a heavy gale and rough seas, she suffered engine failure and went adrift, leaking badly. Fortunately, she was picked up by an American steamer and on the 27th arrived in tow at Woosung. Moller & Co. was then sued by one of the consignors, who alleged that the ship had been sent to sea in an unseaworthy condition, a charge which the court sustained. Mollers must have been embarrassed into carrying out some proper hull repairs, however, because as Shanghai she lasted in the fleet for another four years and then served other owners for another five years before being wrecked at the respectable age of 52. By 1915 Eric Moller was also a director with Yu Ya-Ching (see Ch. 7) of the Hoong On S.S. Co. Ltd, an Anglo-Chinese syndicate registered at Hong Kong in 1910 and which ran *Chang On* (1661/90) and *Tehhsing* (1642/90) in the Yangtse River trade.

Despite high freight rates, requisitioning and submarine warfare upset Moller's calculations. In 1916 *Gemini* and *Sagittarius* were both requisitioned and ordered to load rice for France. *Moresby*, *Peregrine* and *Aquarius* followed. First casualty was *Moresby*, sunk in November 1916 in the Eastern Mediterranean en route to Dunkirk from Saigon with rice and Chinese coolies -33 lives were lost; in June

1917 *Peregrine* stranded in the Channel and a year later *Gemini* was torpedoed. In March 1918 the Hong Kong Government requisitioned *Castlefield*, *Manapouri* and *Wollowra* – and kept all the earnings. Without a single ship, Moller then contracted for a million dollars with the Kiangnan Dockyard in Shanghai for two composite auxiliary schooners. Perhaps because the yard lacked experience in building wooden vessels, neither was satisfactory. *Shanghai No.2* had to be beached before she had even reached the Yangtze and was eventually accepted back by the builders; *Nancy Moller* had a fatal boiler explosion outside Hongkong on her maiden voyage and had to return to Shanghai. Both charters had to be terminated. Then the freight market collapsed.

Eric Moller was no more fortunate with his interests in England. During the War, this side of the business had been entrusted to Christopher Moller. Several years older than his half-brother, he had been born in China in 1862, taken back to England at the age of one, and then been educated in England and France before returning to China to enter the family firm. Subsequently he set up and became manager of the London office, whose business was principally that of an issuing house. From 1915, however, he began to manage and invest in ships. The full extent of his shipowning interests, however, is difficult to determine. Apart from known Moller & Co. subsidiaries, he was also reported to have acquired a controlling interest in the Anglo-Baltic Shg Co. Ltd (former owners of *Ethelhilda*), Evandale S.S. Co. Ltd (not listed in Lloyd's Register), and the Whitby Steam Shipping Co. Ltd (owners of *Fairhaven*, 3125/13), which according to Lloyd's Register was not managed by Moller & Co. Other companies with which Christopher Moller was involved were the British Ever Ready Co. Ltd and Rennie Forrestt S.B., Eng. & D.D. Co. Ltd, which built small vessels at a yard at Wyvenhoe (Essex). Before the war Christopher had been a keen yachtsman and was owner of the steam yacht *Sorceress* (ex *Enchantress*, *Senta*, *Fleur-de-Lys*, *Malikah*), which in 1916 was registered in the name of the Overseas Syndicate Ltd and placed at disposal of The Admiralty for use as a salvage vessel - on 21 November 1919 she left Malta for Rotterdam and went missing. The steam trawlers *Eider* (257/56) and *Filey* (226/14) which Moller & Co. owned briefly towards the end of the War may also have been used for this purpose.

Most of the larger ships managed by the London office were lost during the War and the last two, the *Aquarius* and *Ethelhilda*, were sold a few months before the Armistice. The London office then ceased to have any further involvement in shipping. The Rennie Forrestt shipyard was also sold and became Rennie, Ritchie & Newport Shipbuilding Ltd. However, the funds were not invested wisely and heavy losses were suffered in the postwar recession. Eric Moller left Shanghai in mid-1920 to sort out his affairs in the United Kingdom, eventually reaching a settlement (presumably with his half-brother) that halved the value of his assets and involved payment in promissory notes.

The depths had yet to be plumbed. Returning to Shanghai in the autumn of 1920 after a 16-month absence, Eric Moller found that, despite quieter trading, the company been able to discharge all debts except Tls 120,000 owed to the Yangtze Insurance Association for purchase of *Lindsay Moller* (ex *Manapouri*). Although the fall in ship prices required him to pledge *Ralph Moller* (ex *Castlefield*) as additional security, reckoning on assets of Tls 1.6 million (including charter monies owed by the Hong Kong Government - almost \$0.5 million for 1918 alone), he was not unduly concerned. Passage of the Indemnity Act, however, nullified his claim against the Hong Kong Government: then in 1921 the shipping market collapsed. To repay the loan, ships had to be sold at a fraction of their inflated wartime purchase prices: *Lindsay Moller* (cost \$250,000) fetched just \$32,000, *Ralph Moller* (cost Tls 475,000) was handed



over to the Yangtze Insurance Association and sold for Tls 50,000, *Nancy Moller* (cost \$475,000 in cash) had to be repossessed in Java from failed charterers and was sold in Hong Kong for \$26,000 and the auxiliary schooner *Chris Moller* (cost \$213,000) realised Tls 12,200 on sale (to a syndicate of Moller & Co. officers who used her to ship whisky from Shanghai to the offshore limits of the United States, then under Prohibition). The only funds retained by Eric Moller himself were Tls 21,650 realised from the sale of *Ka Ho* (cost Tls 97,000). He put \$50,000 into Moller & Co. (Shanghai) Ltd, which had to be wound up in August 1923 after losing its capital, and another \$50,000 into the Hong Kong office, most of which was "embezzled" by a trusted manager. forcing the suspension of operations.

So it came to pass that in June 1924 Eric Moller found himself in bankruptcy proceedings before the Supreme Court in Shanghai. In response to petitions from the Yangtze Insurance Association, the Shanghai Dock and the Kailan Mining Administration, he declared liabilities of Tls 255,607 versus assets of a mere Tls 1616. In October 1924 a settlement was able to be announced which returned 75% to his creditors. All that remained to the family was in his wife's name, including the fantastical family mansion 'Fairylane' in the French Concession on Avenue Roi Albert – Moller evidently had an obsession that for as long as he continued to carry out extensions the family would be secure. It became a matter of legend on the China Coast that he had so quickly both made and lost a fortune. Moller & Co. nevertheless retained an indirect involvement in shipowning through compradore Chun Y(o)ung Zan, who may formerly have been a partner in the Too Chang S.N. Co. In 1921 he took over *Nancy Moller* and in 1925/26 purchased another six ships, four of them from Australia and New Zealand. All were registered in Shanghai under the Chinese flag but with Moller & Co. acting as agents (Eric Moller may or may not have held equity in them). Especially during the anti-British boycott of 1925/26, they would have traded very profitably.

By 1928 the creditors must have been paid off because Moller & Co. resumed shipowning under its own name. Apart from another two ships for Chun Young Zan, three ships were bought that year and another three ships were transferred from Chun Young Zan over the next two years. Russian (now Soviet) contacts were renewed. In October 1928 the recently purchased American freighter *Erica Moller* made a voyage from the Far East to London with a cargo of salmon, while the collier *Nancy Moller* (ex *Moorabool*) was rebuilt as a mother ship for a Soviet fishing fleet.

The onset of the Great Depression from late 1929 gave Eric Moller the opportunity for a remarkable burst of expansion. Whereas during World War I he had bought ships at inflated wartime prices and then been trapped by the postwar recession, now he backed his experience and went completely against the market. Once a significant part of the world's merchant fleet had been laid up and secondhand ship prices been driven down to minimal levels, he moved into the market. Between 1930 and 1934 Moller & Co. purchased no fewer than 22 ships at rock-bottom prices, typically paying between £3000 and £4000. Of two ships purchased in Europe, it was said that they cost more to send through the Suez Canal en route to the East than to buy them in the first place. Some ships, however, were bought in the East, notably several colliers from Norwegian owners, and others from Australia and New Zealand.

This gamble would have ended in disaster had the ships not been able to be kept in steady employment. In this regard Mollers were fortunate that, in the early years of the Depression, China's silver standard insulated the country from its worst rigours and trade remained fairly buoyant. The aim was to keep the

ships moving as long as there was even minimal profit and thereby to be ready to seize the next opportunity. Although ships were employed in the 'spot' market in world-wide tramping, the strategy was as far as possible to secure long-term charters. Quite a few ships were placed on long-term charter to the Kailan Mining Administration, which operated large coal mines at Chinwangtao in North China but had only one ship of its own to serve the big Shanghai market. Through Chun Young Zan, Mollers had been involved in this trade since the mid-1920s and in the early 1930s supplanted the Norwegians, notably A/S Norasiatic Coal Transports Ltd, as the main charterer and actually took over several of the latter company's ships.

These new ships needed officers and crews. To take delivery overseas of a newly acquired vessel, Moller would usually dispatch a trusted Master and Chief Engineer along with a Chinese crew, then hire unemployed local officers in UK, Australia or New Zealand to make up the complement. At Shanghai the Master and Chief would report on their conduct and Moller would offer a continuing berth to those who measured up. A case in point was my uncle W.H. (Bill) Finch, who had been Master of Austral-China's *Calulu* and then the chartered collier *Age* but, after the latter was sold from under him in January 1930, found himself unemployed for five months. The best he could do was rejoin Huddart Parker on the Australian coast as Third Mate and two years later he was still Third Mate. Then in July 1932 came opportunity to sign on as Second Mate for delivery of the collier *Hannah Moller* (ex *Hexham*) from Newcastle via Iloilo to Shanghai. Moller kept him on. By early 1933 he was First Mate of *Lilian Moller*, then in April was appointed Master of *Mary Moller* (ex *Dilkera*), then in July of *Rosalie Moller* (ex *Francis*) and in February 1935 of the collier *Ethel Moller* ex *Duckenfield*). After having to return to Australia for family reasons in mid-1935, he had to settle for Fourth Officer of the liner *Wangenella*. In short, Mollers of Shanghai, like Manners postwar in Hong Kong, offered enterprising young officers and some older masters – my uncle had just turned 39 when he signed on – a rapid path to promotion along with the challenge of something more than routine trading and the sights and delights of what was then known as the Far East. Because Moller ships sailed under the British flag, officers were mostly British, Australians and New Zealanders, but there were also local White Russians, Scandinavians and probably a few Americans and Canadians, each new acquisition enriching the mix.

Bill Finch's simple, 1½-page typed letter of first appointment as Master, which he kept to the end of his life, revealed Eric Moller's personal and direct approach to managing his fleet. He concluded: "I would appreciate it if you would be very careful in all you do, whilst in command of any of our steamers, and try to uphold the good name of our fleet in every respect". He added, "I take this opportunity of wishing you all success and the best of luck, and I hope that your appointment will be a mutual pleasure and satisfaction to both of us. Yours faithfully....". Eric Moller signed across the stamp 'Moller & Co. (Manager)' and attached his card 'Mr. Eric Moller' with the hand-written words 'with/Congratulations & Best Wishes'.

Despite the firm's ability to keep its ships employed, it was still essential to pare costs to a minimum. Officers' wages were modest but in Asia went a long way in terms of purchasing power. Yet whenever cash ran short, officers and crew were just not paid. When pay was overdue, the officers from those ships in port in Shanghai formed a sort of social club outside the Moller office on the Bund, which lasted until the arrears were paid. Mollers' shrewdness was legendary but by the mid-1930s the firm had built up probably the largest tramp and charter fleet in the Far East.

In mid-1935 the firm was restructured on a more formal basis. Hitherto the business of shipowning, shipping and insurance agency, and ship and charter broking had been carried on through the unincorporated firm of Moller & Co. Limited liability status had been tried in the early 1920s under the style of Moller & Co. (Shanghai) Ltd but, whether out of conservatism or a concern to minimise the need for disclosure, had not been maintained. The timing of the restructuring was probably influenced by two considerations. First, Eric (Snr) had just turned 60 and was probably thinking in terms of semi-retirement. Secondly, his eldest son, Eric (Jnr) (born 1906), already experienced in management, was married in Shanghai on 22 June 1935 to Miss Jeanne-Marie (Nennette) Barraud (whom he divorced in 1940). At any rate, on 1 July 1935 it was announced in Shanghai that the shipping business had been transferred to Moller Line Ltd incorporated in Shanghai under the Hong Kong Companies Ordinance (SFP, 12/7/35). In fact on 31 August three new companies were registered: Moller Line Ltd to take over ownership and operation of the deepsea fleet, Mollers' Towses Ltd to own and operate the towage and salvage fleet, and Mollers' Engineering Works Ltd (in 1941 restyled as Mollers' Shipbuilding & Engineering Works Ltd) to own and operate the Shanghai dockyard. Moller & Co. was appointed as managing agents.



*Mary Moller, Norah Moller and Nils Moller laid up in Whangpu River, Shanghai awaiting docking, probably late 1938 (Harrison Forman/UWM Libraries).*

The shareholding of each of the three companies was divided between Eric (Jnr) and Chris Moller, while all four brothers (Eric, Chris, Ralph and Lindsay) became directors. An unusual clause in the articles of association specified that, until he resigned or died, N.E.A. Moller would act as governing director with powers to appoint other directors and to define, limit and restrict the powers of directors. This construction was evidently needed to maintain some cohesion in a family business whose head office in Shanghai was described to me as a 'menagerie'. Other companies subsequently incorporated were

Mollers' Wharves Ltd (May 1938), Mollers' Stores Ltd, Mollers' Underwriters Ltd and, in March 1940, Mollers' Land Ltd - Mollers' Suidah Shipbreakers Ltd was probably also incorporated in the late 1930s as forerunner of Mollers postwar shipbreaking activities in Hong Kong. The group also owned Hall & Holtz Ltd, which managed large department stores in Shanghai and Tientsin.

On 23 May 1936 the general managers Moller & Co. were incorporated as Mollers' Ltd with Eric Moller (Jnr) holding 100 shares and Chris and Lindsay 10 each. Whereas in the old firm their father had served as managing director, Eric (Jnr) as general manager and the other three brothers as assistant managers, now all four brothers became directors with their father assuming the title of governing director (with the same overriding powers that he held over the boards of the subsidiary companies). On 15 May 1940, Eric (Snr) founded Mollers' Trusts Ltd as the holding company and transferred to it all his rights in the group under the joint management of the four sons: at extraordinary general meetings held in Shanghai in August 1940, all but a single joint share in Mollers' Ltd and in the subsidiary companies were transferred to the Trust.



The Moller family in the garden of 'Fairyland', probably c.1939.

L-R: Ralph, Isabel, Eric, Elizabeth, Eric (Snr), Nancy, Lindsay, Chris  
(Racing Memories of Hong Kong).

World War II, and especially the Japanese onslaught, brought massive disruption. Eric (Snr) was interned in the Haiphong Road Camp in Shanghai. After the occupation of Shanghai on 8 December 1941 and the simultaneous attack on Hong Kong, the surviving ships were withdrawn via Singapore to India, where management was taken over temporarily by Mollers' (India) Ltd in Calcutta, then in 1943 transferred to England, where. Moller Line (UK) Ltd was formed to take over management of the fleet from longtime London agents Galbraith, Pembroke & Coy. At the same time, Mollers' Trusts Ltd was reregistered in February 1943 under Eric (Jnr) as chairman as a holding company for all the Moller interests.

As the fleet entries show from Board of Trade records, the Moller fleet rendered valuable war service around the Indian Ocean, most working as colliers out of Calcutta and sometimes Durban to supply

British forces in the Middle East and North Africa. From 1943 *Alice Moller*, *Helen Moller* and *Helga Moller* were sub-chartered by the Ministry of War transport to the Commonwealth of Australia for use mainly in coastal bulk trades. The loss of tonnage was severe. Few of the ships could now do better than 9 knots, so they were easy targets. Of the 25 Moller Line ships in late-1940, 12 were lost by enemy action, 2 seized at Shanghai in December 1941 (and lost under the Japanese flag) and 2 wrecked (*Gladys Moller* at Trincomalee, *Jenny Moller* at Benghazi), often with heavy loss of life. None was more tragic than *Norah Moller*, bombed off Bangka Island in February 1942 while fleeing Singapore with refugees. Heroic efforts by the crews of the cruiser HMAS *Hobart* and destroyer HMS *Tenedos* rescued 70 passengers and crew but several more died of their wounds before reaching Batavia.



HMAS *Hobart* taking off survivors from *Norah Moller*, smoke issuing from bridge ventilator (AWM305178).



Medicos and crew of HMAS *Hobart* tending the wounded in a lifeboat (AWM305612).

Next to the ever-present threat of enemy action, there was the challenge of maintenance. Before December 1941 Mollers' Shipbuilding & Engineering Co. Ltd in Shanghai could be relied upon to keep the large fleet of elderly ships in service. Dockyard engineers knew the ships, their engines and their susceptibilities and necessary spares were kept on hand for when ingenuity failed. It also helped that Shanghai had a substantial marine engineering industry – and from the mid-1930s a shipbreaking industry – that could supply parts more quickly than from Europe. By 1942 all this support base had been lost. Instead Moller ships had to wait on the availability of hard-pressed yards in Calcutta, Bombay and Durban where they were low priority after warships, troopships and cargoliners. The situation got worse as the war ground on and regular docking, surveys and proper repairs were postponed. As a result, some ships spent a lot of time out of commission, engine or boiler trouble often recurred, and slow speeds dropped even more. On board, men did their best on board despite the ongoing stress and, especially in the case of Chinese crews, total separation from their families back in Japanese-controlled China.

Eric (Snr) survived internment in the Haiphong Road Camp in Shanghai and after the end of the war resumed an active life trying to restore the business in Shanghai as well as finding time to revive the Shanghai Golf Club. Meanwhile, his sons sought to develop business in London, Hong Kong, Singapore/Malaya and South Africa. Because of the end of extraterritoriality, however, all the businesses had to be re-registered in Hong Kong, where in 1947 Eric (Snr) bought from Jardine Matheson & Co. a quiet Tudoresque villa that originally had been the Ladies Club House of Fanling golf course – in 1957 it would be bought by shipowner Hui Oi-chow (1881-1966) of Shun Cheong S.N. Co. and become Oi Yuen Villa, now heritage listed ([gwulo.com/node/23931](http://gwulo.com/node/23931)). Nevertheless, he continued to reside primarily in Shanghai looking after the business until 1950, by which time it had become apparent that foreign-owned activity was no longer viable under Communist rule. He chose to retire not to Hong Kong but to Sydney's North Shore suburb of Chatswood, from where air travel allowed him to continue to visit his family in the various branches of his far-flung family empire. On 12 March 1954 he flew from Sydney to visit his daughter Nancy and husband, F.W. Hamilton, in Singapore. Next day after the usual overnight stopover in Darwin and a short call at Jakarta, the BOAC Constellation was about to touch down at Singapore's Kallang airport just before 3pm when its lowered wheels touched the seawall, causing it to crash and burn, killing Eric and 32 others. He was 79 years old, having survived reportedly two previous air crashes as well as years of horse racing and incarceration by the Japanese. His family witnessed the crash from the terminal building and then, in a further gruesome twist, his body was mistakenly identified as that of a fellow passenger, Indian banker Chettiar Chidambaram, and prematurely flown for cremation to India, where it had to be exhumed and retrieved for proper burial (Straits Times, 25/4/54).

After sale of the unseaworthy *Elizabeth Moller* to the MOWT, by the end of the War only 8 ships remained, none less than 24 years old and hardly worth the expense of rehabilitation. Mollers took advantage of high secondhand prices to sell them 'as is', one to Egyptian buyers and the other seven to C.Y. Tung's Chinese Maritime Trust of Shanghai. By early 1947 the Moller Line fleet therefore consisted of just a few vessels managed on behalf of the Ministry of Transport. The group nevertheless had large reserves of capital.

Mollers' first postwar shipping investments seem to have been made in the new sphere of South Africa. In mid-1946, Moller Line (South Africa) Pty Ltd bought a substantial shareholding and became managers of the Arden Hall S.S. Co. Pty Ltd, formed at the beginning of 1946 under the management of the

Capetown firm of Dent & Goodwin. Its first ship was the small coaster *Laeveld* (ex *Homeford*), originally a `Kir-class patrol vessel. Mollers provided the funds to acquire the coasters *Bokkeveld* and *Hoeveld*, which worked around East Africa as far as Madagascar, and the much larger *Empire Indus*, which was used in the Mediterranean. This motley fleet did not trade profitably and Mollers withdrew in the first half of 1949. Management reverted briefly to Dent & Goodwin until in October 1949 the company was placed in liquidation.

Mollers also bought into the Alpha South African S.S. Co. Ltd, founded in 1946 by the `Alpha' group to ship coal from the group's own mines. Of the initial capital of £1 million, the public subscription of about £150,000 was heavily oversubscribed. In August 1946 the managing director Thos. Boydell flew to London to arrange the purchase of ships and there seems to have come to some agreement whereby Moller Line (SA) Pty Ltd took over as managers. First ship to arrive in South Africa was *Alpha Oranje* in mid-December 1946, being then despatched for South America. She was followed early in 1947 by the converted escort carrier *Alpha Zambesi* and two Liberties, *Alpha Mooi* and *Alpha Vaal*, while the T2-tanker *Alpha Limpopo* joined the fleet at the beginning of 1948. Once again, however, expectations were not realised. The two Liberties and the tanker were sold in 1948 and a year later Mollers withdrew, taking back *Alpha Oranje* and *Alpha Zambesi*. The firm never resumed shipowning under the South African flag but the South African subsidiary remained active. When Eric (Stir) died in 1954, Lindsay Moller, his married sister Isabel and his mother were all resident in Durban.

Meanwhile, Moller Line (UK) Ltd had been trying to diversify into deepsea liner shipping. The origins of this could be traced back to October 1944, when it was reported that Mollers' Trusts Ltd had purchased from the former managers, James Chambers & Co., the controlling interest in the Lancashire Shipping Co. Ltd, which before the war had operated the Dodwell-Castle around-the-world service from New York to the Far East and back to New York. The company was taken over without ships, but Mollers looked to revive the service and benefit from the goodwill. Mollers also became involved in the Pacific Orient Express Line from the West Coast of the United States to the Far East. As tonnage, Mollers provided four of the six `Liberties' allocated to them by the MOT in April 1947, purchased two escort carriers from the USMC for conversion to cargo liners, and ordered three fast, modern cargo liners from the Blyth D.D. & S.B. Co. Ltd, which Mollers' Trusts had taken over about 1946. Conversion of the escort carriers being delayed by shortage of steel, Mollers bought from the USMC two damaged Liberties, the Ignace Paderewski and James Rumsay and transferred their superstructure and deck housings. In the event, by the time of completion in August and September 1948 as *Muncaster Castle* and *Greystoke Castle*, the four Liberties had already been sold. Completion of *Penrith Castle*, first of the new buildings, was also delayed until October 1949. By then the weakness of the Japanese economy and the Communist conquest of China made for bleak prospects and her two sisterships were sold on the stocks. Despite the recovery in trade during the Korean War, *Penrith Castle* was sold in 1952 and the other two 'Castles' were put out for charter, eventually being sold in 1957.

Despite this international diversification, the Far East soon again became the firm's base of operations. The abolition of extra-territorial rights in China under the international agreement of 1943 having made Shanghai no longer a safe haven for foreign capital, the head office was moved to Hong Kong, where the branch office had been reopened immediately after the reoccupation. In May 1947 with S.T. Williamson (see Ch. 4), Mollers acquired a joint controlling interest in the Hongkong & Whampoa Dock (Ch. 10). In

August 1946 Mollers' S.B. & E. Works Ltd and Mollers' Wharves Ltd, were reregistered in Hong Kong, as were Mollers' Ltd and Mollers' Towages Ltd in October 1947. After mid-1947 ships recovered from the Japanese were reregistered in Hong Kong, as also was any new tonnage. The Shanghai office continued to be active in chartering and managing ex-Moller ships sold to Chinese, while the Dockyard was kept busy with ship repair and ship breaking. After the Communist occupation of Shanghai in May 1949, Mollers lost managerial control, so that nationalisation of the Dockyard in August 1952 in Shanghai was really a formality. Most movable plant and equipment of any value had already been withdrawn to Hong Kong, where Mollers' S.B. & E. Works continued activities with the small American-built *Floating Dry Dock No. 1* (1033/43), sold in July 1953 to the Philippines and replaced by the somewhat larger *Floating Dock No. 2* (1988/43), broken up in Hong Kong in mid-1956.

Mollers' fleet in the Far East was not restored to anything like its prewar strength. Until March 1946 British shipping had remained formally under the control of the Far Eastern Shipping Association on behalf of the MOWT. The first ship to be managed by Mollers was the *Empire Park* in May 1946 but for some time the only ships of even moderate size were those bareboat chartered from the MOT or the Admiralty, namely *Empire Bermuda* (placed on charter to the KPM in Indonesia), the colliers *Empire Dirk* and *Empire Mountain* and the former fleet oiler *Rapidol*, which in 1948 became *Louise Moller*. Apart from *Empire Park*, the China Coast fleet was built up entirely of small secondhand U.S. Armed Forces vessels, the largest being the 560-ton (grt) 'FS' class. Several of these were acquired in 1947 in the Philippines, two being lost in tow for Hongkong, while others were reportedly salvaged from Okinawa. In Hongkong they were converted for mercantile use at the company's establishment at Tsuen Wan and then registered in the name of the Anglo-Chinese Shipping Co. Ltd, as also were *Jessie Moller* and *Josephine Moller* (Mollers' Towages units recovered in Japan). In May 1949 the 3 'E's were advertised for sale in Singapore but no buyer emerged. Later that month the Communists occupied Shanghai. At the beginning of August 1949 *Edith Moller* became the first ship to run the Nationalist blockade of Shanghai and was then joined by *Elsie Moller* and *Ethel Moller*. This dangerous but lucrative game of hide-and-seek was one in which Mollers had gained a wealth of experience in dealing with the Japanese after 1937. Searches, seizures and rescues by the Royal Navy again became routine.

But the company could identify no real niche in Chinese waters under the new political regime, and by the early 1950s it appeared, like some other existing China Coast firms, to be drifting. The nationalisation of 1952 had delivered the coup de grace to the Shanghai side of the business. Although a few small vessels continued to be chartered to Chinese to run the Nationalist blockade, the risks were such that four of these had already been sold during 1951, including the three 'E's, while *Joan Moller* had been lost in Shanghai. Although the loss of this business had been foreseen, the attempt to diversify to South Africa had proved a flop, as also the much-heralded attempt to diversify into liner shipping. Mollers also seemed to be half-hearted in attempts to diversify into shipping into Southeast Asia, being left behind by more aggressive firms such as John Manners, Wallem's and Wheelock Marden. In May 1951 it was announced that the Malayan agency business, mainly Castle Line, would be taken over by Barretto Shipping & Trading Co. Ltd. It was therefore ironic that redevelopment of the fleet after 1953 should be concentrated upon secondhand tramp shipping, in effect a return to the business of Moller Line before the War but based upon Hong Kong instead of Shanghai and without the China Coast trade. Most of these ships were nevertheless registered in London, either through the Blyth Dry Docks (managed by Moller Line [UK] Ltd) or through subsidiaries such as Harbour Line Ltd, River Line Ltd and Trader Line Ltd.



The main innovation was the diversification into oil tankers with delivery by Blyth Dry Docks of *Blyth Adventurer* (1958) and *Hamilton Trader* (1959).

During the 1960s Mollers switched from owning a large fleet of secondhand tramps to a small fleet of modern specialist tonnage. Last of the older ships, *Elys Harbour*, was sold in 1967. By then Mollers had taken delivery from Blyth Dry Docks of the bulk carriers *Chapel River* and *Pacific Princess*. The yard went on to deliver to local owners the colliers *Corchester* (4820/65) and *Pulborough* (4995/65) in March and April 1965 and then withdrew from shipbuilding. Mollers' next initiative was to take over two bitumen tankers under construction by the Verolme group: they were completed as *Horama* and *Urshalim* (both named after Moller blood mares) and chartered to the Shell group. Over the next decade, however, the only ships added to the fleet were a motley assortment of secondhand cargo liners, tankers and timber carriers, most of which were resold after a very short time. The two bulk carriers were sold in 1970 and the two bitumen tankers were sold to the charterers in 1973/74.

This virtual withdrawal from shipping can perhaps be understood against the background of changing ownership and management of the company. In this large family, not one of the four brothers seems to have had a son who could take over as the next generation of management. This presented a serious problem for what remained, through Mollers' Trust Ltd, a very tightly controlled family business. In June 1967 the Mollers' Trust shares had been made over to Banco Nominees Ltd of Bermuda but this was evidently only a transfer on tax grounds - the group had been making use of Bermuda registered subsidiaries since the mid-1950s. Then, in August 1974, half the shares of Banco Nominees were sold to Hutchison International Ltd (HIL), which in 1969 had already bought out the Moller interest in the Hongkong & Whampoa Dock. Mollers thereby became part of the conglomerate HIL group under the control of Sir Douglas Clague. Eric and Ralph Moller, Allan Hutchinson and H.H. Holgate were joined on the board by four HIL directors with Clague as chairman. After his brother's death in March 1980, Eric (then 74 and resident in Hong Kong) remained the sole family director.

The takeover did not work out as intended. HIL had expanded rapidly though high gearing but collapse of the Indonesian timber subsidiary Alltrak aggravated problems of cash flow and in August 1975 the group had to admit bankruptcy. Control passed to the Hongkong & Shanghai Bank, which took up a third of an increased share capital and in April 1976 appointed Bill Wyllie as chief executive in place of Sir Douglas Clague. The rescue was successful and led in June 1977 to merger with Hongkong & Whampoa Dock Co. Ltd to form the new conglomerate Hutchison Whampoa Ltd. In September 1979 the Hongkong & Shanghai Bank divested its now 22% stake in Hutchison Whampoa to property magnate Li Ka-shing.

HIL had been involved most heavily in property and engineering and had only a marginal interest in shipping. Purchase by Mollers in the mid-1970s of three timber carriers was associated with the HIL group's timber ventures. By contrast, the attempt in 1977 to break back into liner shipping suggested an initiative from the Mollers' side. Hongkong International Container Line was set up as a joint venture with Ocean Shipping & Enterprises Ltd (Tao Bros principals) of Hong Kong to operate four self-sustaining container ships ordered from Mitsubishi Heavy Industries. With nomenclature reminiscent of the old Castle Line round-the-world service, Mollers contributed *Muncaster Castle* and, through the Red Anchor Line (see below), *Merry Viking*, while their partners through their Thai associates Thai Marine Co. Ltd contributed *Chai Varee* (13060/77) and *Thana Varee* (13060/77). These four ships were placed in a 10-

daily service between the West Coast of North America, Hong Kong, Singapore, Jeddah and the Mediterranean' (Port Said, Limassol, Venice) with transshipment to most European destinations. The venture does not seem to have been any marked success. The two Moller ships were sold in 1981, marking the end of Mollers as a shipowning concern after many vicissitudes through three generations.

The most notable surviving heritage of the Moller family is Fairyland villa in Shanghai. Wang Zhiyong at china.org.cn recorded in May 2009 that after 1950 it served as headquarters of the Shanghai Branch of the Communist Youth League. After it had been listed in 1989 as a heritage building that could not be demolished, in 2001, the Hengshan Group took it over for restoration, added some more wings at the back, and reopened it as a Hengshan-Moller Villa hotel in May 2002. Wang adds that a former office employee of the Youth League told him that Moller's daughter (presumably Nancy Hamilton) visited the house twice after China's opening up, on the first occasion being allowed only able to walk in the garden, but on the second being admitted into the house, where she was said to have gone up to her old bedroom and wept, finding it to have been preserved as she remembered. She did not return again before her death in Ireland on 24 December 2009 at age 93, the youngest child and last surviving sibling. Ralph (1910) had died in London on 13 March 1983 at age 72, Lindsay (1908) at Durban in July 1984 at age 76, Eric (1906) at London on 11 July 1988 at age 81, Isabel (1914) at London on 13 April 1997 at age 82, and Chris (1912) at Durban on 27 May 2006 at age 94.



'Fairyland' today as Moller Villa hotel, an oasis in the heart of modern Shanghai (Shanghai Govt).

## Sources

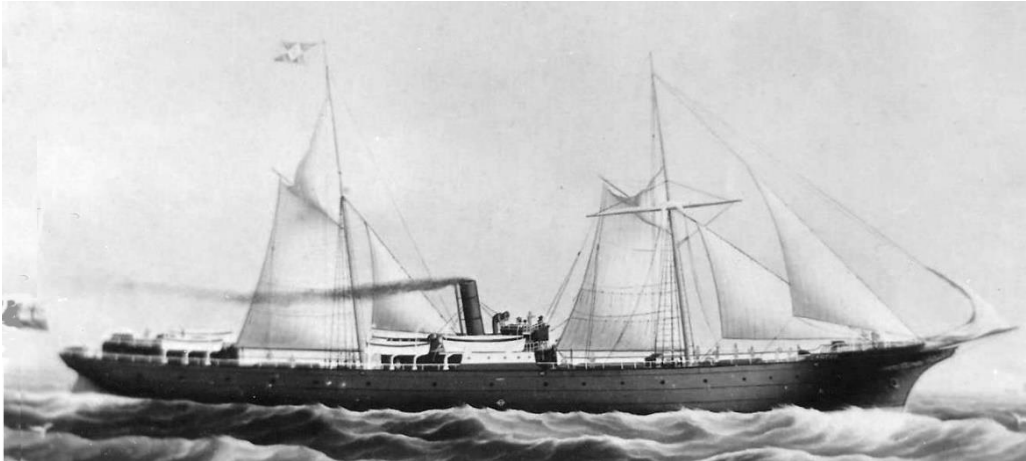
I have had a personal interest in Mollers and been accumulating material since the 1960s because, as mentioned, my uncle sailed with the company in the 1930s. For the original text, *The North China Herald*, especially the law case (NCH, 19-26/3/02), was the main source for the nineteenth century. The careers of *Lucia* and *Osaka* were recorded by D.R. MacGregor, *The China Bird* (1961). A long obituary for Eric Moller appeared in the *South China Morning Post* (16/3/54). The rise and fall of his first shipping business is reported by the *Hongkong Weekly Press* (June-Oct. 1924) and complemented by some biographical notes on Charles Moller in *British Sports & Sportsmen*, 'The Story of Shipping' (c.1920). From the 1930s many of the companies can be traced through files in the Registry of Companies in Hong Kong. B.D. Ingpen, *South African Merchant Ships* (1979) gives some details on the South African subsidiaries in the late-1940s; *Sea Breezes* (Aug. 1973) includes a history of the Lancashire Shipping Co. Other sources were directories, the *Far Eastern Economic Review* and the memories of former company personnel.

This text and fleet list have been extensively revised with the considerable assistance of Ian Rae and the annual Schell registers. Much new material has become available online through the Shanghai Press (on Proquest), the Singapore press (at [eresources.nlb.gov.sg/newspapers](http://eresources.nlb.gov.sg/newspapers)), Trove and the websites Clydeships, Miramar and Sunderlandsips. Voyage details have become available in the form of Lloyd's voyage record cards archived in the Guildhall Library, with especial thanks to Ms Jeanie Smith, and for World War II from the Board of Trade BT-389 Merchant Shipping Movements series in the British National Archive. Moller family details have been enriched by material that has become available at [ancestry.com](http://ancestry.com).

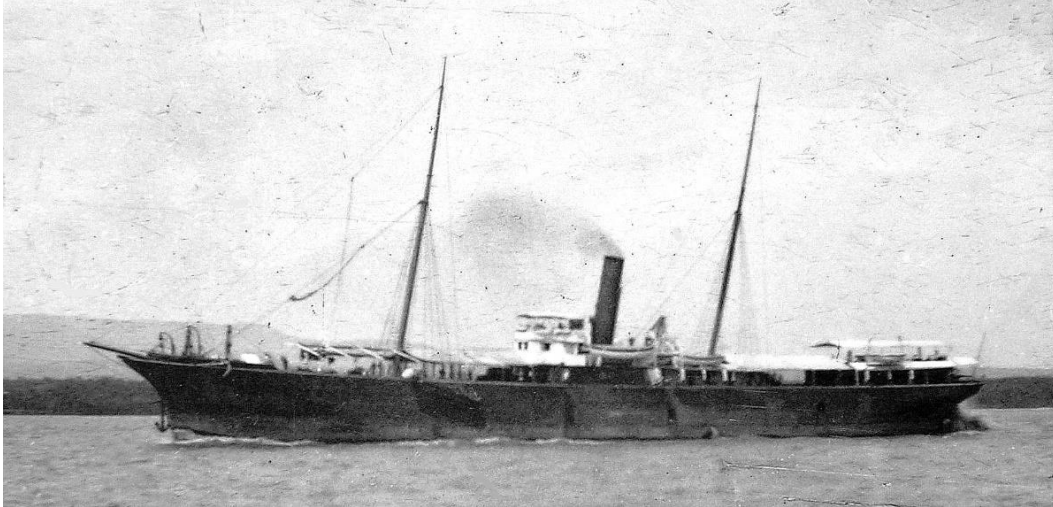
## FLEET LIST

**CANTON** (1907-11) 1783/80-3 (iron, C2cy/262nhp)

Built by Wigham, Richardson & Co., Newcastle (#120) for J.C. Jacques & Co., London. 10/5/84 collided with and sank *Stolzenfels* (2328/81) in Saigon River. 9/1/85 condemned after fire, then sold to Indo-China S.N. Co. Ltd (reg. owner Wm Keswick) and 4/85 reg. at Hong Kong. 9/04 sold to Bodo von Fischerz, Shanghai (reg. Hamburg). 1907 sold to Moller Bros, Shanghai (Br. flag). IV/1910 broken up.



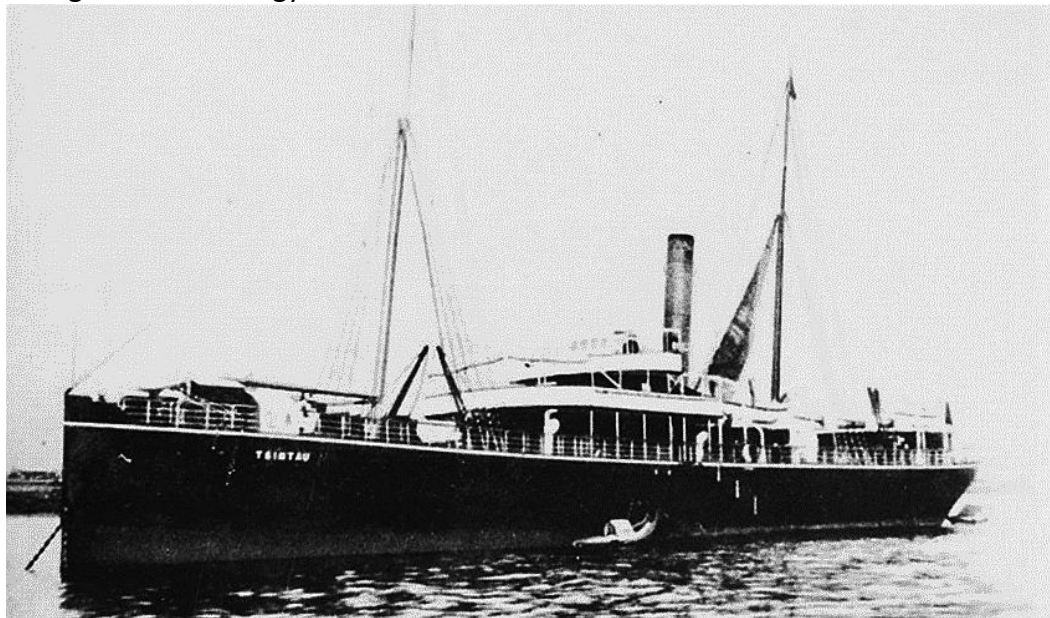
Fully rigged CANTON (Ian Rae colln).



CANTON in the Yangtse, 1897-1904, (Baptist missionary Miss LaVerne Minniss/coll. SK\*).

**TOO SUI (1910-14) 1588/91-12 (2-sc. T3cy/159nhp)**

Built by Blackwood & Gordon, Port Glasgow (#225) for Cia de Nay. Carioca (Hill, Gomes & Co.), Rio de Janeiro as SANTELMO. 1897 sold to J.H. Bellamy, Manchester. 1898 sold to Bailey & Leetham, Hull. 10/98 sold to M. Jebsen, Apenrade r. TSINTAU. 1901 sold to Hamburg-Amerika Linie, Hamburg for Shanghai-Tientsin trade. 6/10 sold to Too Chang S.N. Co. (M&Co.), Shanghai (Cs flag) for coal trade r. TOO SUI. 1914 r. KA HO. 1916 reboilered. 1921 sold to China Merchants S.N. Co., Shanghai. 12/8/37 sunk as blockship in Yangtse below Kiangyin.

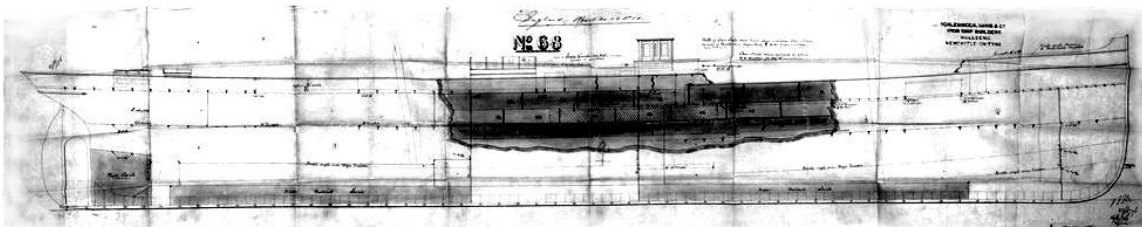


TOO SUI as TSINTAU (Internet).

**TOO SHIN (1910-13) 960/77-2 (iron, C2cy/116nhp, T. Clark & Co., Newcastle)**

Built by Schlesinger, Davis & Co., Newcastle (#68) for Short & Dunn, Cardiff as ENGLAND. 2/3/81 o/v Rio Marina (Elba)-Newport (iron ore) bridge washed away in Force-10 storm off Oporto in 41.28N, 8.20E (1 life). 1893 sold to W. Runciman, Cardiff. 1897 t/f to North Moor Shipping Co. 1899 sold to O. Lohne,

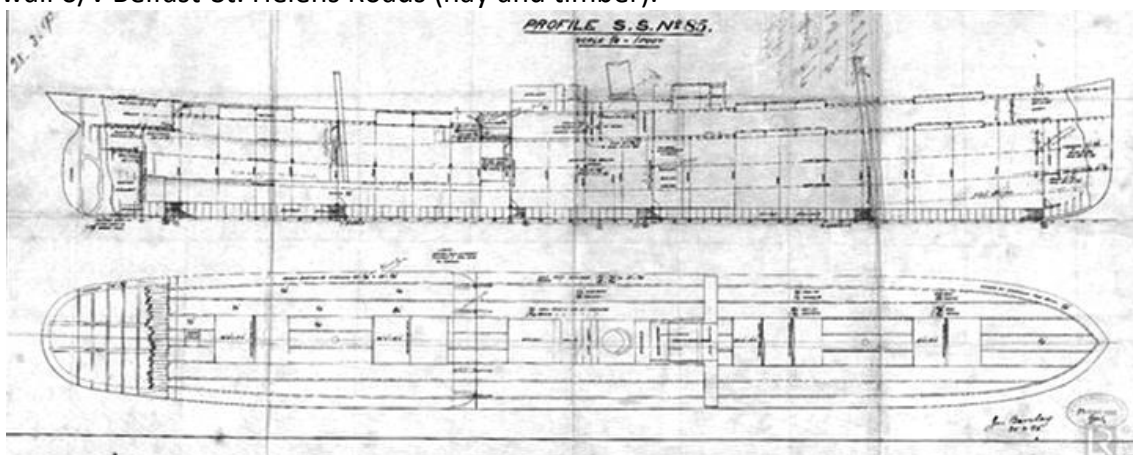
Mandal. 1906 sold to Thoresen & Co., Christiana. 1906 t/f to A/S Det Oversoiske Co. 1908 t/f to Fung Yu S.N. Co. Ltd, Shanghai and name romanised as YING LUN. 1909 t/f to Thoresen & Co., Shanghai. 12/10 sold to Too Chang S.N. Co. (M&Co.), Shanghai r. TOO SHIN. 17/8/13 blown ashore at Kowloon in typhoon, subsequently broken up.



Profile of ENGLAND, later TOO SIN, as built as a 2-mast/4-hatch steamer (LR Foundation/enhanced SK).

**GEMINI** (1913-18) 2128/92-12 (T3cy/181nhp, Black, Hawthorn & Co., Gateshead)

Built by Blyth S.B. Co. Ltd, Blyth (#85) for Stephens, Mawson & Goss, Cardiff as DINGWALL. 1897 owners restyled Stephens, Mawson & Co. 1901 on dissolution of partnership to Arthur Mawson & Co. 1904 t/f to Mawson Shg Co. Ltd. 7/13 sold to Gemini S.S. Co. Ltd (M&Co.), London r. GEMINI and chartered to Mitsui Bussan for coal trade Hongay-Shanghai. 1916 req. by Hong Kong Govt to transport rice to France. 1917 t/f to British-China S.S. Co. Ltd, Shanghai. 20/7/18 torp. and sunk by U-60 7 m. NW of Godrevy Light, N. Cornwall o/v Belfast-St. Helens Roads (hay and timber).

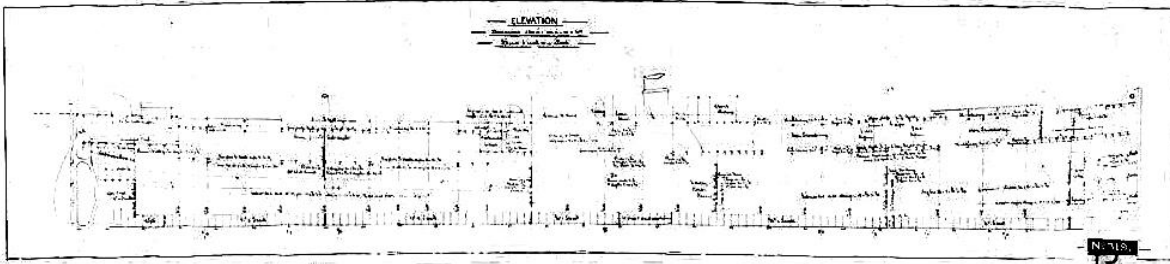


Profile of tramp DINGWALL, later GEMINI, as built in 1892 (LR Foundation).

**SAGITTARIUS** (1913-19) 2445/96-4 (T3cy/224nhp, T. Richardson & Sons, Hartlepool)

Built by Ropner & Son Ltd, Stockton (#319) for J.S. Allison & Co., W. Hartlepool as DOROTHY. 1905 t/f to Seaton Shg Co., W. Hartlepool. 1906 sold to Mawson Shg Co. Ltd (Arthur Mawson & Co. mgrs), Cardiff r. MILLWALL. 7/13 sold to Dorothy S.S. Co. Ltd (M&Co.), London (reg. unchanged) r. SAGITTARIUS and chartered to Kailan Mining Admin. For coal trade Chinwangtao-Shanghai. 1916 req. by Hong Kong Govt to transport rice to France. 1917 t/f to London-China S.S. Co. Ltd (reg. unchanged). 1919 sold to N.G. Livanos, Chios r. ARCHANGELOS. 1923 sold to G.K. Kristakis, Chios. 1927 sold to W. Hendrik van der Zee, Smyrna r. HENDI. 19/1/31 broke moorings and stranded in gale while loading coal at Zonguldak, Turkey, 21/4 refloated with damage and towed to Istanbul. Sold to Italian breakers and 22/7/31 arr. Savona for demolition.





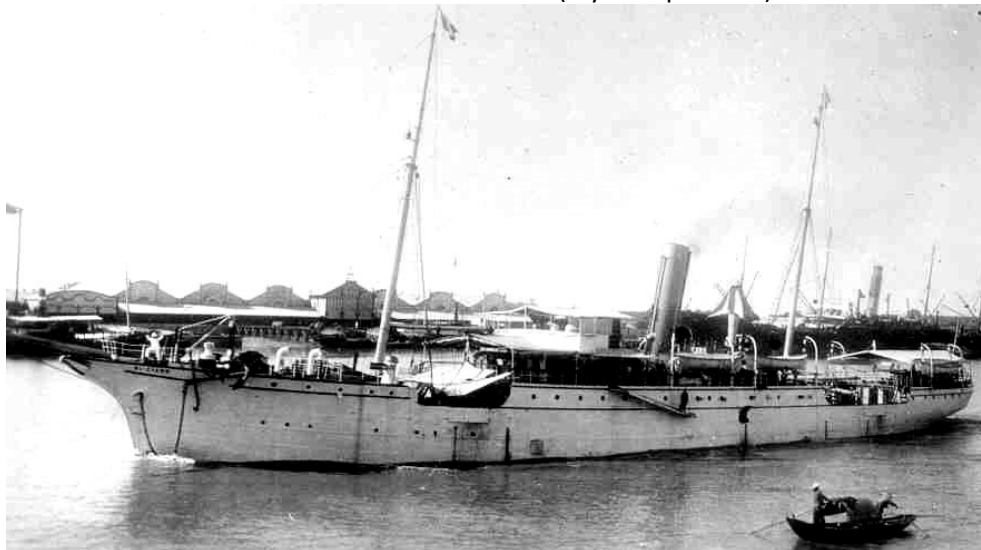
Profile of tramp DOROTHY, later SAGITTARIUS, as built in 1896 (LR Foundation).

**SI-KIANG (1913-15) 1056/89-6 (T3cy/190 nhp)**

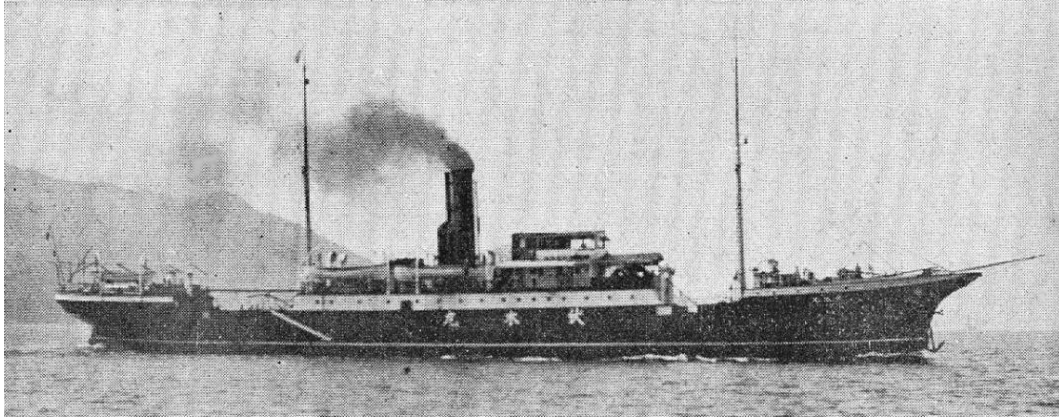
Built by Scott & Co., Greenock (#266) for Mala Real Portuguesa, Lisbon as TUNGUE. 1897 on liquidation of owners sold to Cie de Nay. Mixte, Marseilles r. TOUAREG. 1910 sold to Cie Est Asiatique Francais, Marseilles and 9/11 placed in HK-Haiphong service as SI-KIANG. 1912 owners restyled Cie Mar. Indo-Chinoise, Marseilles. 1913 sold to N.E.A. Moller, Shanghai. 4/14 sold to Foh Shing S.S. Co. Ltd, Shanghai but after default 2/15 resold to Nisshin Kaian Shokai - 6/15 delivered r. FUSHIKI MARU (reg. at Nishinomiya). 1917 sold to Shimatani K.K., Nishinomiya. 1925 sold to Kita Nippon Kisen K.K., Karafuto. 1931 sold to Ota Hiroshi, Osaka. 4/34 sold to Japanese breakers.



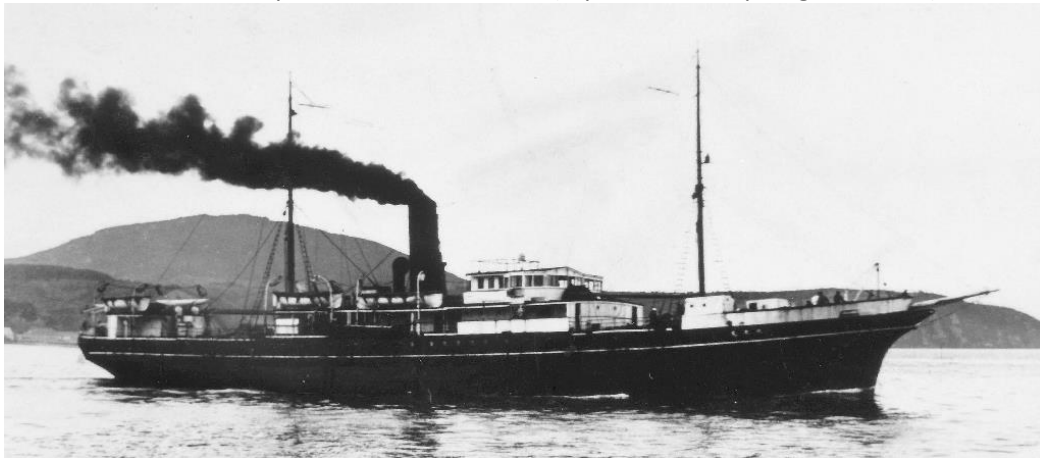
SI-KIANG as French TOAREG (Clydeships.co.uk).



SI-KIANG (<https://www.marine-marchande.net/Perchoc/Perchoc-36/si%20kiang1.jpg>).



SI-KIANG as Japanese FUSHIKI MARU (Japan Steamship Register 1924).



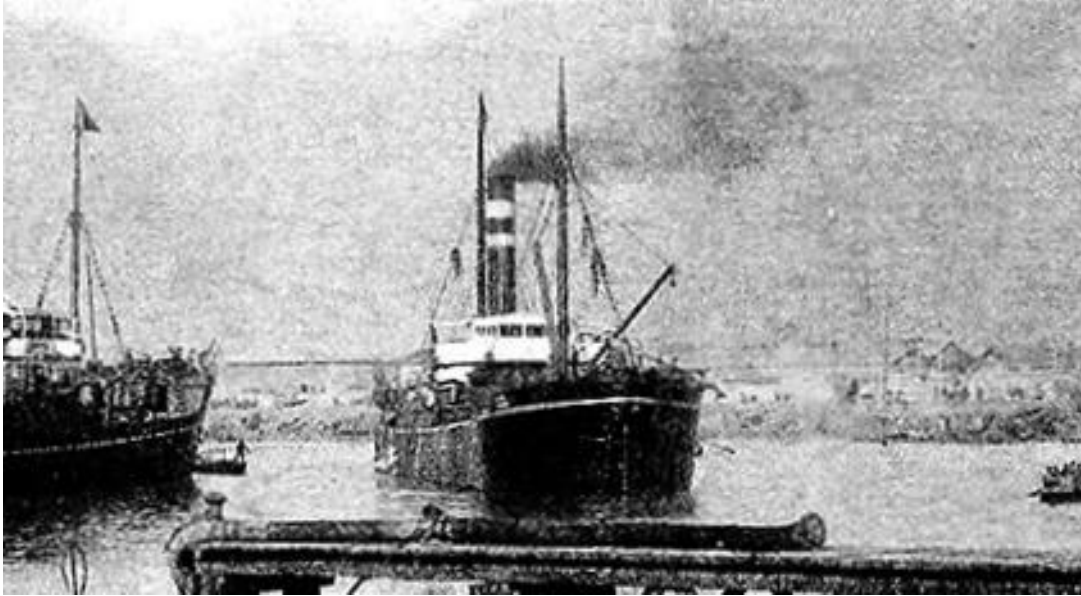
FUSHIKI MARU (coll. Imai/Kizu).

**SHINON** (1914-21) 1753/93-3 (T3cy/216nhp, G. Clark Ltd, Sunderland)

Built by J. Blumer & Co., Sunderland (#121) for Scrutton, Sons & Co., London as SIBUN. 1906 sold to Kelvin Shg Co. Ltd (H. Hogarth & Sons mgrs), Ardrossan r. BARON LOVAT. 1913 sold to I. Bell, Newcastle r. SHINON. 15/4/14 arrived Shanghai from Sunderland (master, Bell; agents Ningshao S.N. Co.). 1914 reg. to N.E.A. Moller, Shanghai (ben. owner for Yu Ya-ching, Shanghai). 1921 SPSNC reg. owner. 2/36 sold to Far Eastern breakers.



SHINON (written 'SHIN ON') at Tientsin, 1927 (Internet).



Possible SHINON at Tientsin (from a postcard).

**KA HO** (1914-21) 1588/21    see TOO SUI (1910-14)

**AQUARIUS** (1915-18) 3022/04-5 (T3cy/281nhp, Richardsons, Westgarth & Co. Ltd, Sunderland)  
 Launched by Northumberland S.B. Co. Ltd, Newcastle (#113) for R.B. Stoker, Manchester as CRANFORD but completed for R.H. Holman, London as FURTOR. 1908 sold to Woodgrove S.S. Co. Ltd (F.B. Woodruff, mgr) Cardiff. 1913 sold to Emil R. Retzlaff, Stettin (Ger.) r. EMIL. 1914 sold to D/S Rhederei Union, Hamburg r. BRAILA. 8/14 seized at Alexandria by The Admiralty and t/f to Glover Bros, London (mgrs). 9/15 sold to Aquarius S.S. Co. Ltd (M&Co.), London r. AQUARIUS. 1917 t/f to Zodiac Shg Co. Ltd. 7/18 sold to Williams S.N. Co. Ltd, Cardiff. 10/11/18 o/v Penarth-Corfu (coal) sunk in collision with unknown steamer 45 m. off Corfu.

**RIBSTON** (1915-17) 3372/94-2 (T3cy/260nhp, Central Marine Engine Works, W. Hartlepool)  
 Built by Wm Gray & Co. Ltd, West Hartlepool (#472) for London & Northern S.S. Co. Ltd (F.H. Pyman, later Pyman Bros Ltd, mgrs), London. 1915 sold to London Gate S.S. Co. Ltd. (H.W. Dillon & Sons, mgrs), London. 1915 sold to Capricorn S.S. Co. Ltd (M&Co.), London. 1917 t/f to Zodiac Shg Co. Ltd. 16/7/17 torp. and sunk by U-45 85 m. W. of the Fastnet in 50.52N, 11.38W o/v Melilla-Clyde (iron ore) (25 lives).

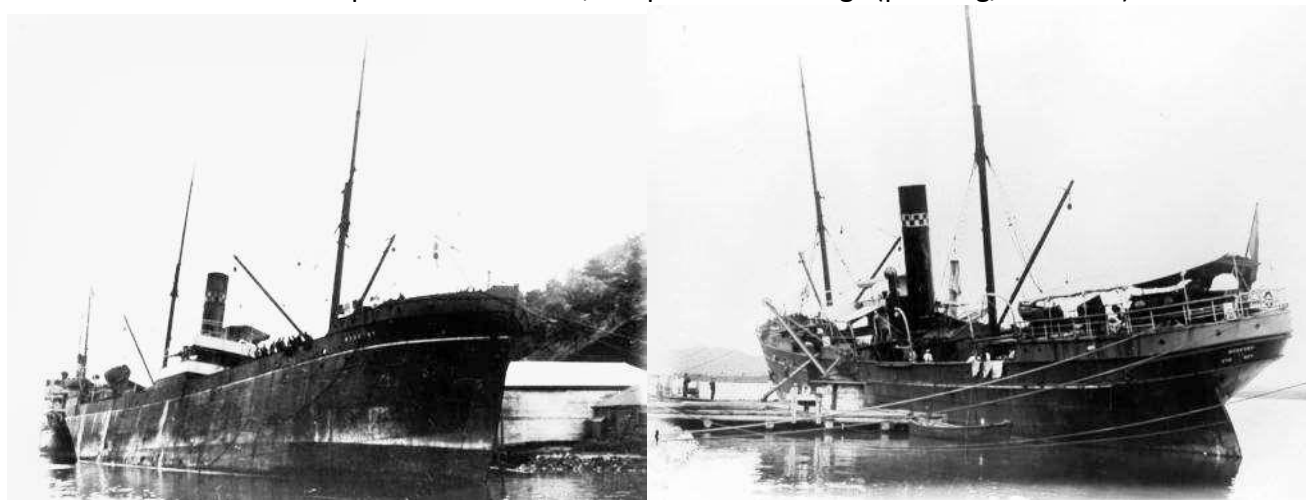
**MORESBY** (1915-16 1763/81-1 (C2cy/198 nhp, T. Richardson & Sons, Hartlepool)  
 Built by Sir Raylton Dixon & Co., Middlesbrough (#189) for H. Konow et al., Bergen as JACOB CHRISTENSEN for China Coast trade. c.1896 t/f to Jacob Christensen (Jnr), Bergen. 3/98 sold to Burns, Philp & Co. Ltd, Sydney, 4/5 arrived at Sydney and 6/98 reg. at Sydney as MORESBY. 18/12/10 stranded 75 m. N. of Cooktown near Lizard Is., 21/2 refloated and proceeded. 13/11/14 laid up at Sydney. 3/15 sold via J.G. White to M&Co. and 16/4 sailed via Java for Hong Kong. 8/15 reg. t/f to Shanghai. 28/11/16 torp. and sunk by U-39 120 m. NNW of Alexandria in 32.36N, 28.38E o/v Saigon-Dunkirk with rice (33 dead).





9.

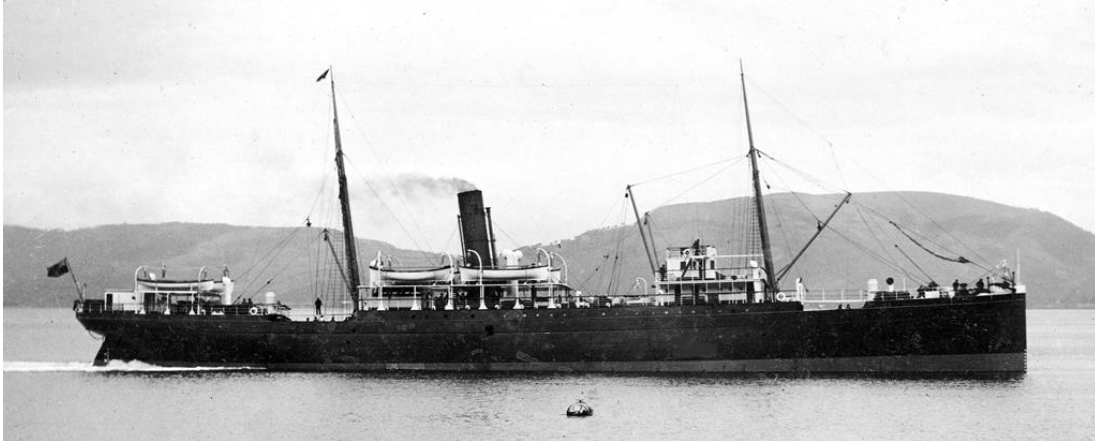
MORESBY in profile with Burns, Philp & Co. markings (painting/NAA coll.).



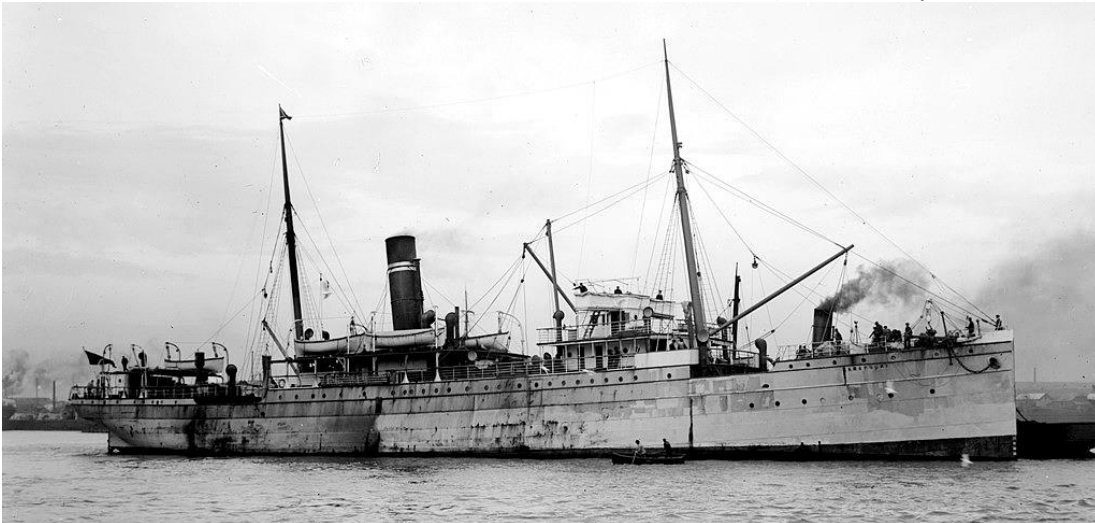
MORESBY alongside at Cooktown after stranding, Feb. 1910 (State Library of Queensland).

**MANAPOURI** (1915-19) 2060/82-3 (Q4cy/276 nhp, as built C2cy/292hp/14k)

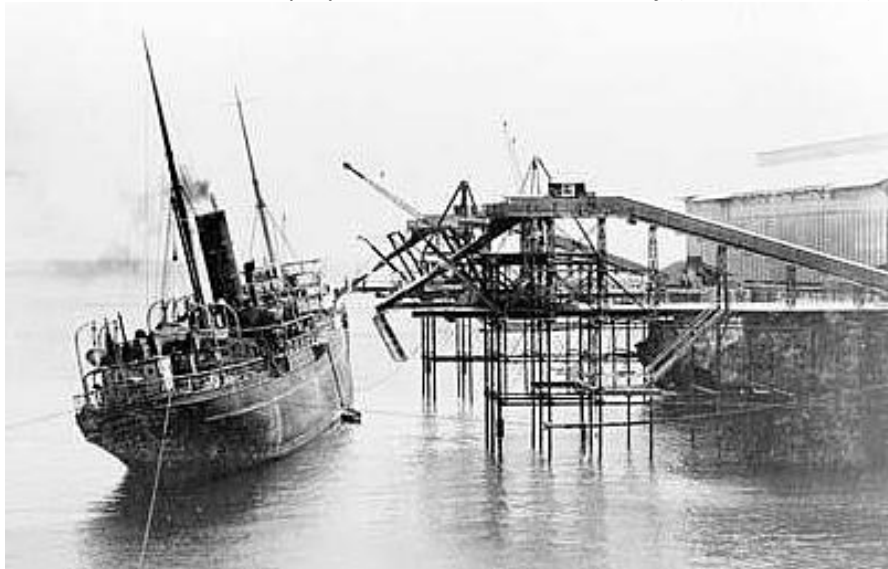
Built by Wm Denny & Bros, Dumbarton (#252) for Union S.S. Co. of N.Z. Ltd, Dunedin (136 1<sup>st</sup>, 117 2<sup>nd</sup> class) for trans-Tasman trade, 31/3 dep. Glasgow for New Zealand via Lisbon (7-17/4 engine repairs), Cape and Melbourne (arr. 31/5). 4/98 laid up at Port Chalmers for major refit including new Q4cy. engines and new boilers. 4/99 placed in Sydney-Auckland-Pacific Islands trade. 10/06 t/f to Eastern Pacific Service from Auckland to Raratonga and Tahiti. 9/09 t/f to Melbourne-Sydney-Fiji line in joint service with AUSN. 11/11 downgraded to cargo vessel. 22/10/13 laid up at Port Chalmers. 1915 sold to M&Co., Shanghai. 24/6/15 sailed via Newcastle and Manila for Shanghai, where refitted for South China-Straits deck passenger trade. 1917 req. by Hong Kong Government. 1919 r. LINDSAY MOLLER. 1922 reboilered. 1923 sold to Cheong On S.S. Co. Ltd, Hong Kong (reg. Shanghai) r. FOOK HONG. 1926 sold to Chin Seng Hong, Hong Kong (reg. Canton). 1927 t/f to Shun Cheong S.S. Co., Hong Kong (reg. unchanged) r. TAI POO SEK. 1931 reg. t/f to Kwang Chow Wan (Fr.) in service Hong Kong-Kwang Chow Wan. 1942 req. by Vichy Govt. for service Haiphong-Saigon. 12/1/45 sunk by U.S. aircraft in Mekong Estuary.



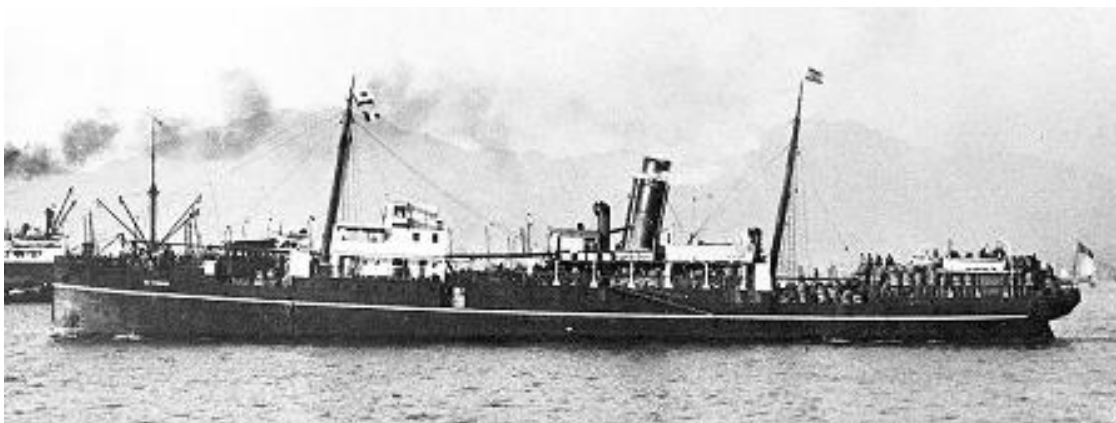
Trans-Tasman liner MANAPOURI at Hobart in Union S.S. colours (State Library of Tasmania).



MANAPOURI with pale hull and heightened bridge at Melbourne, probably Feb. 1910, in AUSN colours while deployed in banana trade from Fiji (A.C. Green/SLV).



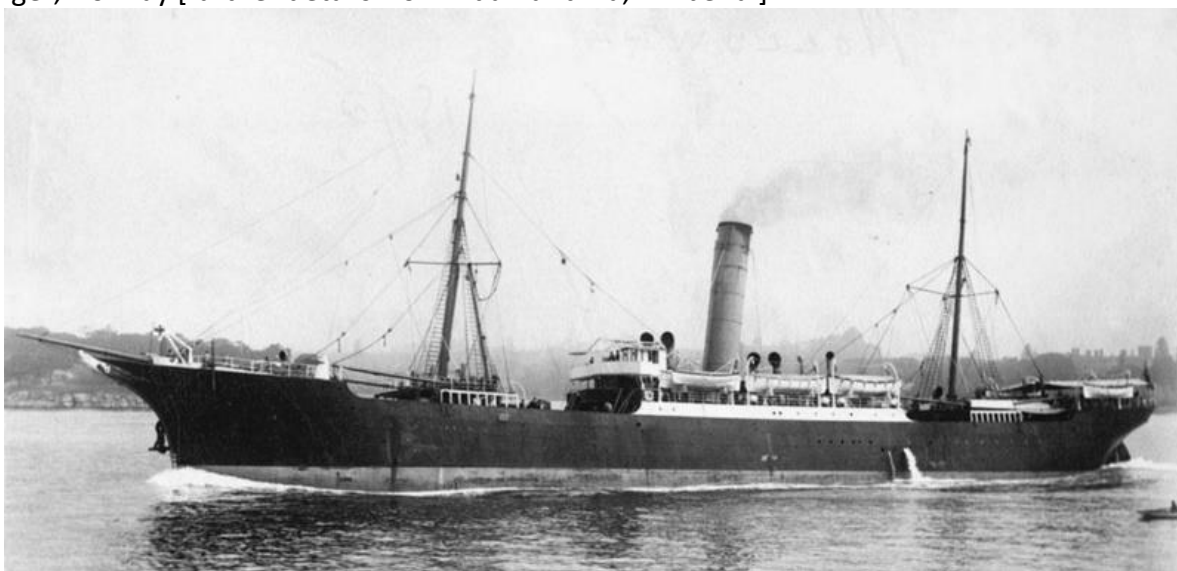
LINDSAY MOLLER loading phosphate at Christmas Island, 2 October 1919 (National Archives of Australia 6425041).



LINDSAY MOLLER in late 1930s as French-flag TAI POO SEK (Peabody Museum, Salem).

**WOLLOWRA** (1915-20) 2631/91-9 (T3cy/483 nhp/12k)

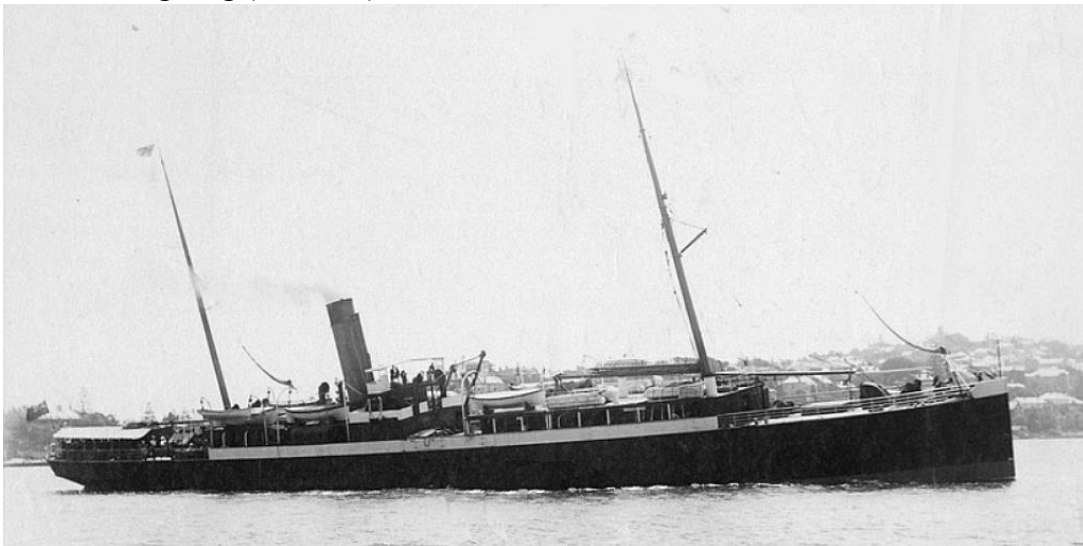
Built by Palmers Co. Ltd, Newcastle for Italo-Britannica Royal Italian Mail S.N. Co. Ltd (E. & E. Arbib, mgrs), Naples as SILVIO SPAVENTA for subsidized Naples-London fruit trade. 1893 mgrs Galbraith, Pembroke & Co. 12/94 sold via G.S. Yuill & Co. to The Adelaide S.S. Co. Ltd, Adelaide and after refit by Gourlay & Sons, Dundee for Sydney-Melbourne-Fremantle trade (75 saloon, 300 2<sup>nd</sup> class + 150 cattle on deck) sailed Middlesbrough 20/5 for Melbourne (11/5) as WOLLOWRA. 10/15 sold via W.B. Pritchard to Wollowra S.S. Co. Ltd (principals Eric Moller & C.R. Burkill), Hongkong - 27/10 sailed Sydney via Cebu for Hong Kong. 12/17-1920 under req. by Hong Kong Shipping Controller. 6/20 sold to Chan Pan Chee, Shanghai for coolie trade Hong Kong-Cuba. 1923 sold to Cia Maritima Peninsular Ltd (Ceferino Molina, mgr), Vigo r. IBERIA. 25/4/24 after refit (now 15 first, 300 3<sup>rd</sup>) sailed on first of four emigrant voyages Vigo-Havana (Cuba). End-1924 laid up at Vigo. 3/28 sold to Stavanger Skibs. Ophugnings Co. A/S for breaking up at Stavanger, Norway [further details from vidamaritima, 'El Iberia']



WOLLOWRA (State Library of Tasmania).

**CASTLEFIELD (1915-19) 1696/83-11 (C2cy, 275 nhp)**

Built by D. & W. Henderson & Co., Glasgow (#258) for The Adelaide S.S. Co. Ltd, Adelaide for Melbourne-Adelaide passenger trade as ADELAIDE. 7/11/83 ran trials (15k) on the Clyde, 6/1/84 arrived at Adelaide. 10/99 fitted with insulated space. Mid-1904 laid up at Kerosene Bay, Sydney. 10/06 sold via Birt & Co. Ltd, Sydney to Ellvanger Bros, Vladivostok for use as storeship and fitted with refrigeration machinery. 10/1/07 sailed Sydney with frozen beef and general via Brisbane, Manila, Nagasaki (18/2) for Vladivostok (23/2) r. ADELAIDA (АДЕЛАИДА). 1910 owners Ellvanger Bros. & Kuznetsov [Kousnetsoff] Bros. 1912 owners Kuznetsov Bros. & Co., Vladivostok. c.1914 sold to W. Katz & Co., Shanghai. Mid-1915 sold to Kishimoto Shokai Goshi K., Dairen r. SHINTEN MARU and chartered to MBK for coal trade to Shanghai. 30/9/15 arr. Shanghai and laid up. Subsequently (NCH 11/3/16) rep. negotiations with German national A. Nielsen for charter to ship munitions but 12/15 sold at Shanghai to Castlefield S.S. Co. Ltd (M&Co.), Shanghai r. CASTLEFIELD. 1917 req. by Hong Kong Govt. 1919 t/f to M&Co. r. RALPH MOLLER. 1920 re-engined (121 nhp) and reboilered by Shanghai D. & E. Works. 7/24 sold to Lien Wen Wei, Shanghai r. HOFUNG. 1925 t/f to Ho Fung S.S. Co. 1926 sold to South China S.S. Co. Ltd, Shanghai r. HWAH YANG. 1928 sold to Chih Lian Tong (CMSNC mgrs), Shanghai. 1930 sold to Oong Seng S.S. Co. (Wang Pei Chun mgr), Shanghai. 21/4/31 wrecked on Hieshan Saddle Is. off Wenchow, survivors rescued from pirates by China Merchants' *Kung Ping* (2705/94).



As ADELAIDE, in Sydney (presumed Dufty/State Library of SA).

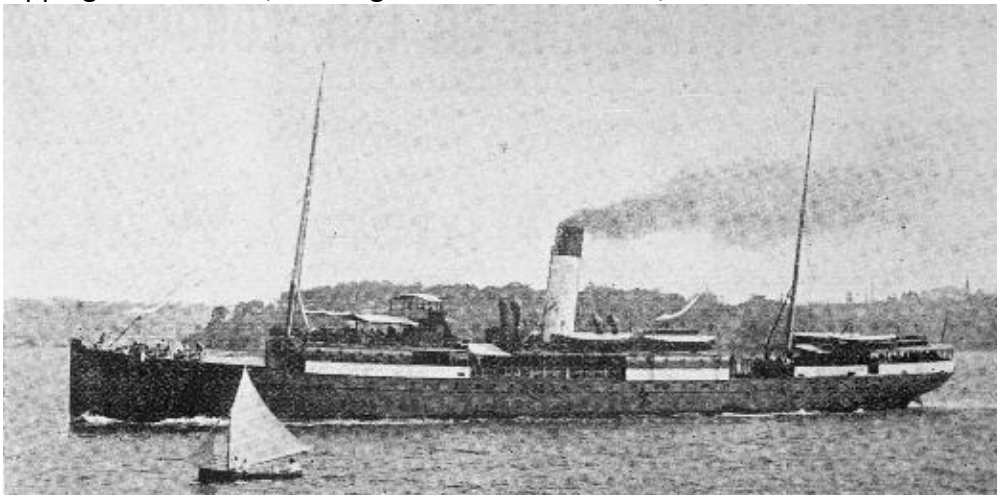
**SHANGHAI (1916-20) 435/73 (C2cy/56 nhp, R.J. Marshall, Osborne & Co., Newcastle)**

Built by W.E. Boutland, Newcastle (#3) for Marshall & Co., Newcastle as EDENHOLME. 1874 sold to G.J.C. Kerr, Newcastle r. BANCA. 1875 sold to W. Paterson, London. 1875 reg. at Singapore for Lee Cheng Tee. 1882 sold to Song Soon Guan et al, Singapore. 1887 sold to A.S. Johnston, Sandakan (N. Borneo). 1889 sold to Inoue Nihei, Osaka for use as fish carrier r. JINJU MARU. 1890 sold to Hokkai Kisen K.K., Esashi. 1894 sold to Chikuzen Zenjiro, Hakodate. 1900 sold to Okinawa Kaiun K.K., Osaka. 1909 sold to Taiho Shosen K.K., Osaka. 1912 sold to S. Mochizuki, Osaka. 1913 sold to M. Mano, Nishinomiya. 12/15 sold to E. Sasaki, Moji and then through S.C. Kim, Moji to M&Co. and 31/12/15 del. at Shanghai. 22/1/16 sailed for Vladivostok but 24/1 engines failed and adrift with leaks in heavy weather – 27/1 under tow back to Shanghai, docked r. SHANGHAI. 1920 sold to S.A. de Gerance & d'Armement, Le Havre r. CAP d'ALPRECHT.

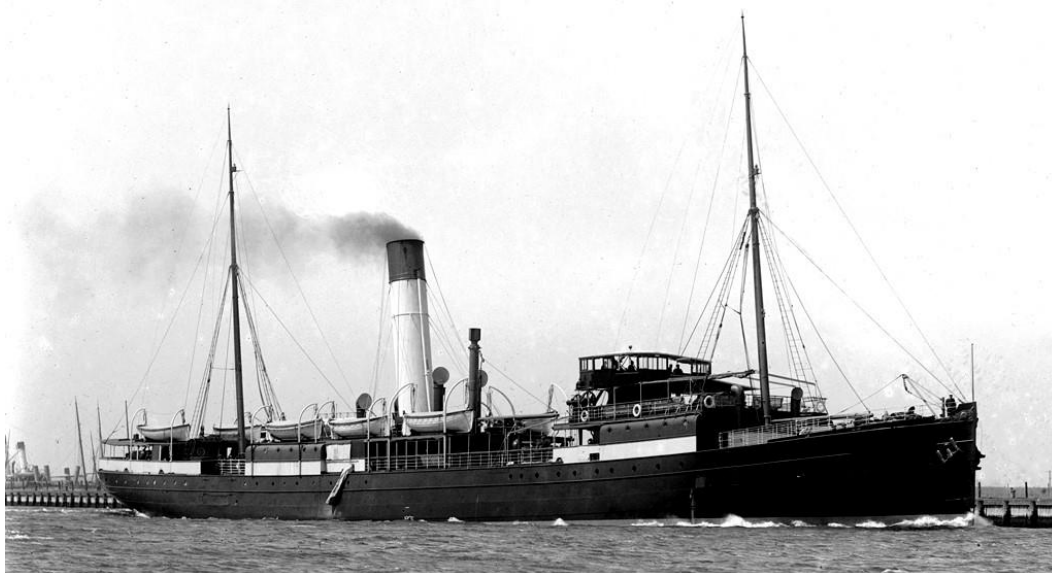
9/23 sold to O. Lindberg, Stockholm r. ELSA. 1924 sold to J.P. Lundahl, Stockholm r. ALTAIR. 3/3/25 wrecked at Kopparnageln near Hafringe Light o/v Stockholm-Gothenburg.

**PEREGRINE (1916-17) 2514/91-9 (T3cy/426 nhp)**

Built by W.B. Thompson & Co. Ltd, Dundee (#111) for General S.N. Co., London for Harwich-Hamburg route but after one voyage sold to Wm. Howard Smith & Sons Ltd, Melbourne for Melbourne-Sydney-Brisbane-N. Queensland trade. 8/10/91 dep. Dundee via Cape for Melbourne (arr. 26/11). 1901 t/f to Howard Smith Co. Ltd. 1/05 sale to Russian Govt via N.E.A. Moller and Capt. E.T. Miles (prev. Hobart, now Manila) fell through pending legal action for breach of contract. 10/06 resumed service after lengthening 40 feet and refit by Australian Forge & Eng. Co. Ltd, Williamstown (£20,000), now 2200 cargo dwt inc. refig. 60 tons. 1913 t/f to Australian S.S. Pty Ltd (Howard Smith Co. Ltd mgrs). 3/16 sold to Peregrine S.S. Co. Ltd (M&Co.), Shanghai, 21/5 arrived Hong Kong. 9/16 reg. at Shanghai. 8/2/17 escaped from submarine gunfire in British Channel. 14/6/17 stranded in Channel - 17/8 refloated by RN salvage team and req. by Shipping Controller. 2/19 relegated to stores hulk. 5/22 sold to German breakers.



Magazine advertisement showing PEREGRINE profile (National Library of Australia).



Howard Smith's PEREGRINE after lengthening in the Yarra River (A.C. Green/SLV).

**SORCERESS (1916-19) 222/87-7 (i.s. steam yacht, T3cy)**

Built by Ramage & Ferguson Co. Ltd, Leith (#79) for Henry J. Barrett, Maldon (Essex) as MALIKAH. 1/88 reg. at London. 1891 sold to Prince Henri de Bourbon, Comte de Bardi, Trieste (Austro-Hungarian flag) and 28/5/91 sailed Leith for Trondheim as FLEUR DE LYS. 22/12/92 damaged in collision off Spalato, Dalmatia. 1895 sold to Frederick A. English, London (reg. Southampton). c.1899 sold to Roger Trousselle, Paris (reg. Le Havre) as SENTA. 1909 special survey at Le Havre. 1910 sold to Havelock J. Collins (UK) r. FLEUR-DE- LYS. 1911 sold to N. L. McCready, New York. 6/11 special survey at Wivenhoe. 8/11 at Cowes Regatta. c.1912 r. ENCHANTRESS. 17/12/14-26/2/15 on hire to The Admiralty for aux. patrol service r. SORCERESS. 1915 sold to Arthur P. White, Southampton (reg. London), resold to Charles H.C. Moller, London. 8/16 sold for £5,000 to Overseas Syndicate Ltd (C.H.C. Moller, mgr), London and placed at disposal of The Admiralty for use as a 'salvage vessel' (probably accommodation and crew/diver support). 21/11/19 sailed from Malta o/v Patras-Rotterdam (currants) and went missing [LYR, MNL, Clydeships, Dittmar & College with assistance from Bill Schell].

**EIDER (1916-18) 257/56 (iron screw, C2cy, Blair & Co., Stockton)**

Built by C. Lungley, Deptford for Smurthwaite & Co., Sunderland. 1870 sold to Julian B. Clarke, Norwich. 1880 sold to Thomas Dennis, Hull. 1915 sold to Blaydon & London S.S. Co. Ltd (F. Armstrong & G.B. Lockley, mgrs), Newcastle. 5/16 sold to Eider Steamship Co. Ltd. 1916 sold to John Slater (A.E. Bowen, mgr), Bolton. 9/16 sold to Cancer Steamship Co. Ltd (C.H.C. Moller, mgr), London. 1917 M&Co. mgrs. 1/18 sold to J.N. & S.L. Wyndham & Co., Cardiff. 7/20 sold to Dispatch Shipping Co. Ltd (Wyndham Bros, mgrs.). 28/8/24 register closed (broken up).

**FILEY (1916-17) 226/14-1 (steam trawler, T3cy/275 ihp, Amos & Smith Ltd. Hull)**

Built by Cook, Welton & Gemmell Ltd, Beverley (#284) for Hull Steam Fishing & Ice Co Ltd, Hull as FILEY. 26/3/15 req. for war service as armed trawler (1-12pdr) (Ad.No.1363). 1916 sold to Cancer S.S. Co. Ltd. (C.H.C. Moller, mgr), London. 2/10/16 ashore in Camusmore Bay, Tory Island, Co. Donegal. 30/1/17 Hull registry closed as 'Lost on Admiralty service' but 7/17 salvaged, acquired by The Admiralty and returned to service (Ad. No.3826). 4/5/20 sold at auction for £9,300 at Milford to The Hull Steam Fishing & Ice Co. Ltd, Hull. 6/20 re-registered at Hull. 3/36 laid up at Hull with company in liquidation. 12/36 sold under mortgage to Heward Trawlers Ltd (R. S. Hewett, mgr), London. 1/37 reg. at London for fishing from Fleetwood. 2/43 sold for £11,000 to Kingston Steam Trawling Co Ltd, Hull. 11/44 sold for £11,700 to Iago Steam Trawling Co Ltd, London & Fleetwood. 9/46 sold to Alexander Hay & John Mair, Aberdeen. 6/59 sold to Scheepswerf 'De Beer', Zaandam for breaking up and 25/6/59 from Aberdeen delivered at Antwerp to Jos. de Smedt, Antwerp for demolition.

**BLAKE (1917-17) 3740/06-6 (turret, T3cy/300 nhp)**

Built by Wm Doxford & Sons Ltd, Sunderland (#356) for Blake S.S. Co. Ltd (A.W. Pickard & Co., mgrs), London. 1917 sold to Zodiac Shg Co. Ltd (M&Co.), London. 24/7/17 torp. and sunk by UC-49 30 m. NW of Cape Wrath o/v Penarth-Archangel with coal (5 lives).



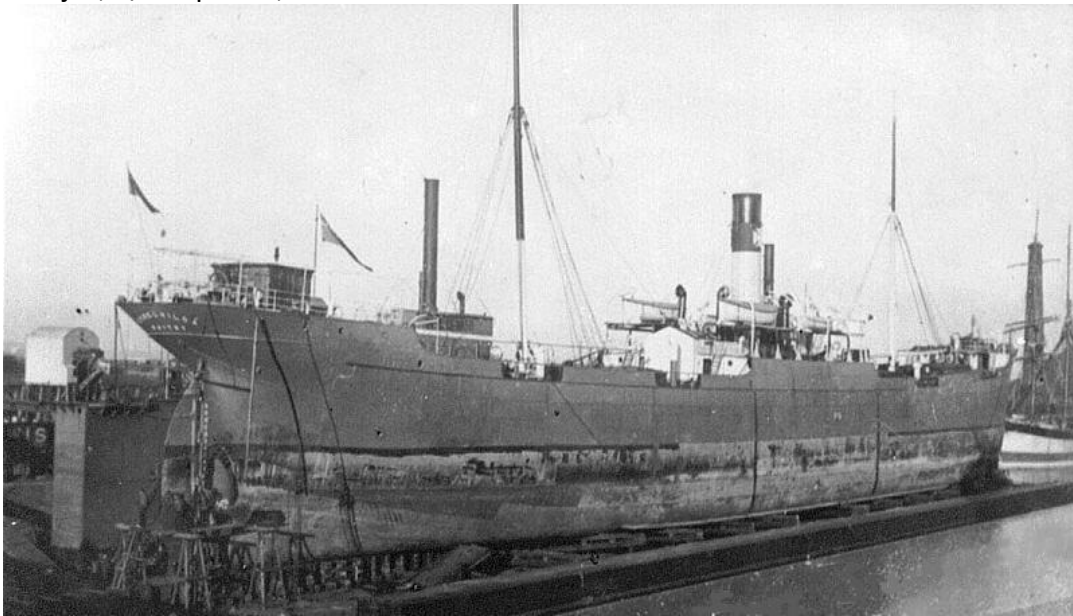


Fine builder's model of BLAKE sold at auction in 2016

<https://www.sworder.co.uk/auction/lot/lot-134---a-fine-shipbuilders-model-for-the-turret-deck-steamer-blake/?lot=146623&so=4&st=&sto=0&au=642&ef=&et=&ic=False&sd=1&pp=96&pn=2&g=1>

**ETHELHILDA** (1917-18) 2902/97-8 (T3cy/251nhp, North Eastern Marine Co. Ltd, Newcastle)

Built by C.S. Swan & Hunter Ltd, Newcastle (#211) for J.H. Harrowing, Whitby. 31/3/99 collided with and sank Ropner's *Heathpool* (974/85). 1908 t/f to Harrowing S.S. Co. Ltd. (R. Harrowing & Co. mgrs). 1916 sold to Anglo Baltic Shg Co. Ltd (E.C. Knowles mgrs), Cardiff. 1917 sold to Zodiac Shg Co. Ltd (M&Co.), London. 8/18 sold to Western Counties Shg Co. Ltd (E. Edwards, Sons & Co. Ltd mgrs), Cardiff. 1920 r. **ETHELMEAD**. 1922 sold to Karck & Knott, London. 1922 sold to A. Chandris, Piraeus r. **EVGENIA**. 3/23 t/f to J.D. Chandris. 6/7/28 wrecked near San Rafael o/v San Rafael-Rotterdam (ballast) – 8/7 refloated and beached at Frejus, 9/7 capsized, CTL.

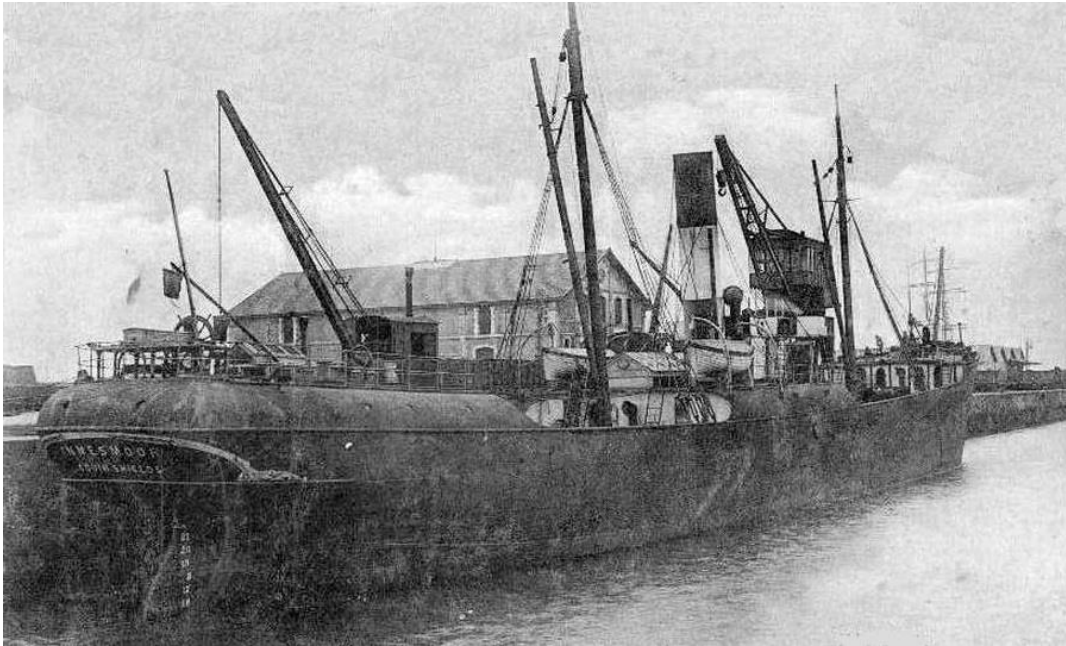


**ETHELHILDA** (<http://www.tynebuiltships.co.uk/E-Ships/ethelhilda1897.html>).

**NICOLAOS** (1917-17) 1369/78 (C2cy/135nhp, Black, Hawthorn Co. Ltd, Newcastle)

Built by Schlesinger, Davis & Co., Newcastle (#89) for Angier Bros, London as **SUPPICICH**. 1887 t/f to Angier Line Ltd. 1889 sold to W. Runciman & Co., South Shields. 1894 r. **INNESMOOR**. 1899 sold to T. & T.S. Henry, Cardiff. 1911 sold to Northumbrian Shg Corp. Ltd (L. Macarthy mgr), Newcastle. 1914 sold to

Aivatoglu Bros, Piraeus r. NICOLAOS. 1917 sold to Overseas Syndicate Ltd (M&Co.), London. 13/5/17 sank after collision with schooner *Guild Mayor* 6 m. E of Tuskar, Co. Wexford in 52.14N, 16.02W o/v Clyde-Rouen (coal).



NICOLAOS before acquisition as INNESMOOR  
(<http://www.tynebuiltships.co.uk/S-Ships/suppich1878.html>).

**LINDSAY MOLLER** (1919-23) 960/82 see MANAPOURI (1915-19)

**SHANGHAI NO. 2** (1918-19) 1100/18 (comp., T3cy/60nhp)

Launched 7/18 by Kiangnan D. & E. Works, Shanghai (#308) at cost of \$600,000 for N.E.A. Moller *et al.* but on maiden voyage 19/10/18 for Hong Kong via Wuhu took water and beached below Shanghai, refloated and laid up at builder's yard. 1919 taken back by builders. 1920 under sale to China Coast Transportation Co. Ltd, Shanghai (U.S. Flag) but t/f to China Coasting Co., Shanghai (Chinese). c.1924 sold to China Import & Export Lumber Co. Ltd, Shanghai r. HSIN TSEANGTAH. III/1936 broken up [NCH, Miramar].

**NANCY MOLLER** (1919-21) 1137/19-9 (comp. str, T3cy/63nhp)

Launched by Kiangnan D. & E. Works, Shanghai at cost of \$475,000 as SHANGHAI No. 3 but completed for Nancy Moller S.S. Co. Ltd (N.E.A. Moller mgr), Shanghai as NANCY MOLLER. 1921 t/f to CYZ r. HEN LI. 1-7/25 on charter to Thio Soen Yang for Singapore-Banjarmasin trade. 10/25 sold to Tiong Hwa [Chinese] Phang Giap Kongs, Palembang for Singapore trade. 12/26 owners merged with Tiong Hwa Loen Tjoen Kongs. 5/27 sold to N.V. Kon. Paketvaart Mij (KPM), Amsterdam r. SEGAI for use as collier. 4/30 del. at Singapore to local shipbreaker Teo Bun.

**RALPH MOLLER** (1919-24) 1700/83 see CASTLEFIELD (1915-19)



**CHRIS MOLLER** (1920-24) 2457/17-7 (wood aux. 5-mast schooner w. 8cy/200hp oil engine). Built by Olympia S.B. Co., Olympia (Wa.) for P. Kleppe, Ostervold & Co. Inc., Portland (Or.) as WERGELAND. Q3/17 serious damage to hull, lost two masts and deck cargo in heavy seas off Tatoosh (Wa.) on voy. Norway-Portland, towed to Port Blakely (Wa.) for repairs. 1919 t/f to Nieuwejaar & Hansen, Oslo. 12/20 sold to M&Co., Shanghai r. CHRIS MOLLER. 1924 sold to A. MacGinnis (reg. owner for syndicate), Shanghai. 1926 reg. owners Iron Bark Exchange Ltd, Shanghai. 1930 broken up.



Model of WERGELAND

(<https://skipshistorie.net/Bergen/BRG559PederKleppe/Tekster/BRG55919170200000%20WERGELAND.htm>).

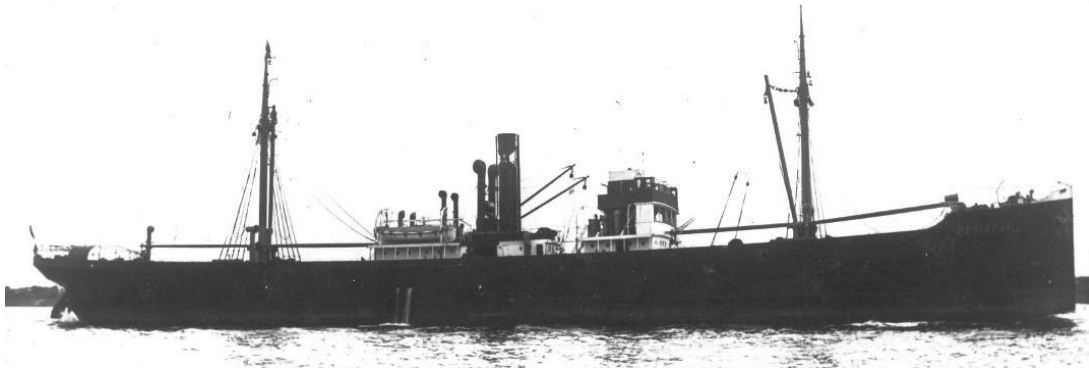
**HEN LI** (1921-27) 1137/19                      see **NANCY MOLLER** (1919-21)

**AIR SCOUT** (1921-22) 2421/21-2 (T3cy/245nhp)

Launched by Frd. Krupp A.G., Kiel (#358) for A.G. Iron & Steel Industry Enterprises (Frd Krupp & Reed Transportbedrijf, mgrs) as WEILBURG but taken over by The Shipping Controller and 2/21 completed for Zodiac Shg Co. Ltd (M&Co.), London as AIR SCOUT. 1922 sold to Cia Nav. Vascongada, Bilbao r. SABINA. 9/6//1941 mined and sunk 40 miles west of Genoa o/v from Oporto.

**CHIEF SCOUT** (1921-22) 3063/16-10 (T3cy/331nhp, Reiherst Maschinenf., Hamburg)

Built by Nordseewerke, Emden (#56) for Deutsche Levante Linie as DERINDJE. 12/19 taken over by The Shipping Controller. 1921 sold Zodiac Shipping Co. (Moller & Co.), London r. CHIEF SCOUT. 10/21 sold to N.V. Cargadoors & Scheepvaartkantoor 'Levant' (F. Schlosser, mgr), Rotterdam r. DERINDJE. 4/25 sold to Deutsche Levante Linie A.G., Hamburg. 1940 req. by Kiegsmarine as transport R.45. 26/8/44 scuttled at Bordeaux. 8/46 wreck sold to Werner Hacklin, Pori (Finland), raised and 23/1/47 left in tow for Rotterdam, thence Aalborg (28/7) and eventually Reposaaren, where refit began but never completed. 22/7/50 arrived at Inverkeithing to broken up by T.W. Ward [additional details from marhisdata.nl].



As DERINDJE (DDGHansa/Shipspotting).

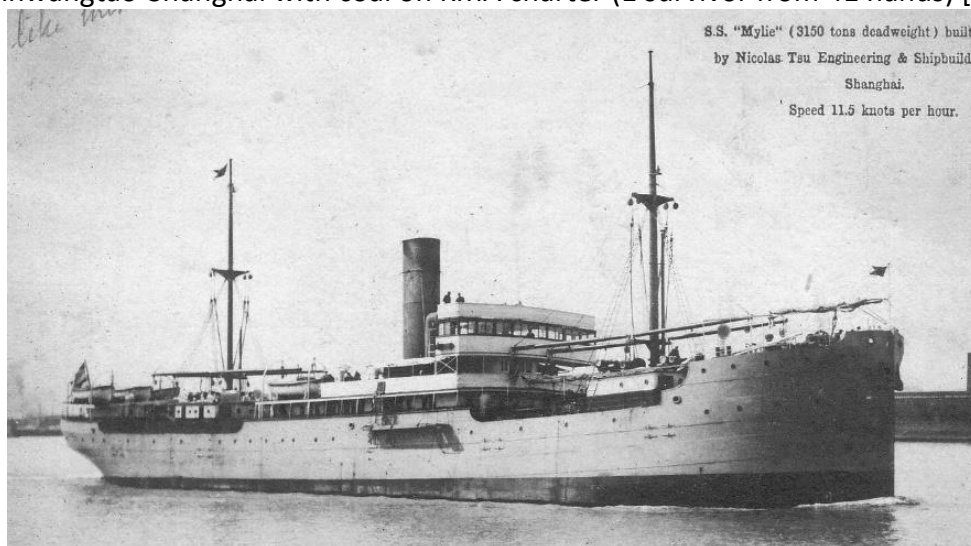
**GLORIA** (1922-2?) 1785/17-5 (w. aux. 4-m sr, M8cy. oil engine by J. & C.G. Bolinder & Co.) Built by McEachern Shipbuilding Co., Astoria (Or.) (#5) for Skibs A/S Leborgs Red. (Johs Leborg, mgr), Christiana as AS TRI I. 1919 reg. to Johs Leborg, Aalesund as FJELDTIND. 1920 sold to Skibs A/S Gloria, Helsingborg r. GLORIA. 1922 sold to Zodiac S.S. Co. Ltd (M&Co.), Shanghai. 1927 engines removed. 1939 RLR but presume already long out of commission.

**GWENETH** (1922-23) 2180/19-5 (T3cy/156nhp)

Built by Nicholas Tsu E. & S.B. Works, Shanghai to order of Ko Dih-sang and reg. to Haichow S.S. Co. Ltd, Shanghai. 1/22 gen. mgr N.E.A. Moller. 11/23 sold to Kuribayashi Shosen K.K., Muroran r. MURORAN MARU No. 5. 13/6/30 stranded 4 m. E. of Cape Lopatka, Kamchatka (USSR) o/v Petropavlovsk-Hakodate in ballast - refloated 28/7 and broken up in Japan. [NCH]

**MYLIE** (1922-23) 2180/19-2 (T3cy/162nhp)

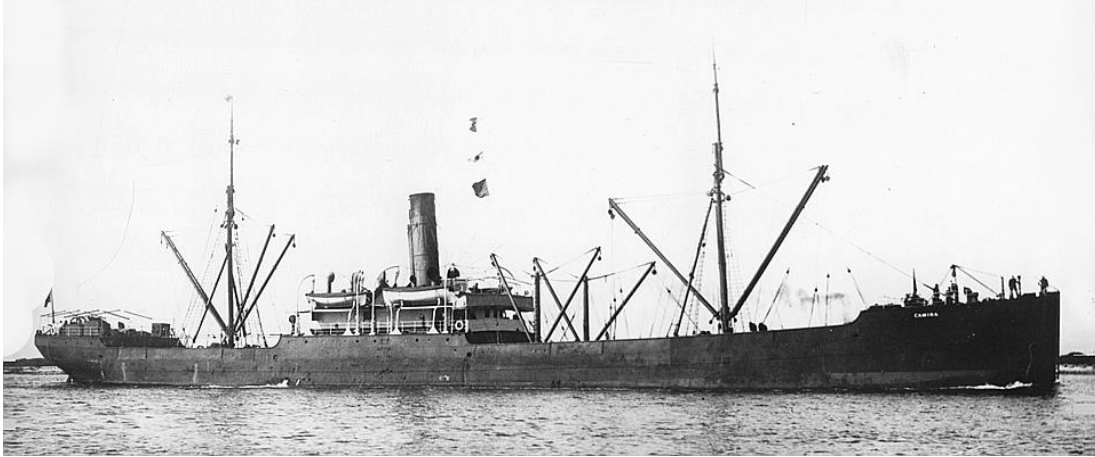
Built by Nicholas Tsu E. & S.B. Works, Shanghai to order of Ko Dih-sang and reg. to Haichow S.S. Co. Ltd, Shanghai. 2/19 on charter to Eastern S.S. Co. Ltd, Penang for HK-Singapore-Rangoon trade. 1/22 gen. mgr N.E.A. Moller. 23/8/23 took water in typhoon and sank N. of Saddle Is. (31N, 122.30E) off Yangtse mouth o/v Chinwangtao-Shanghai with coal on KMA charter (1 survivor from 41 hands) [NCH]



GWENETH's identical sister MYLIE on trials (postcard by shipbuilder/SK coll.).

**YUNG-NING (1925-27) 2615/94-10 (T3cy/317nhp)**

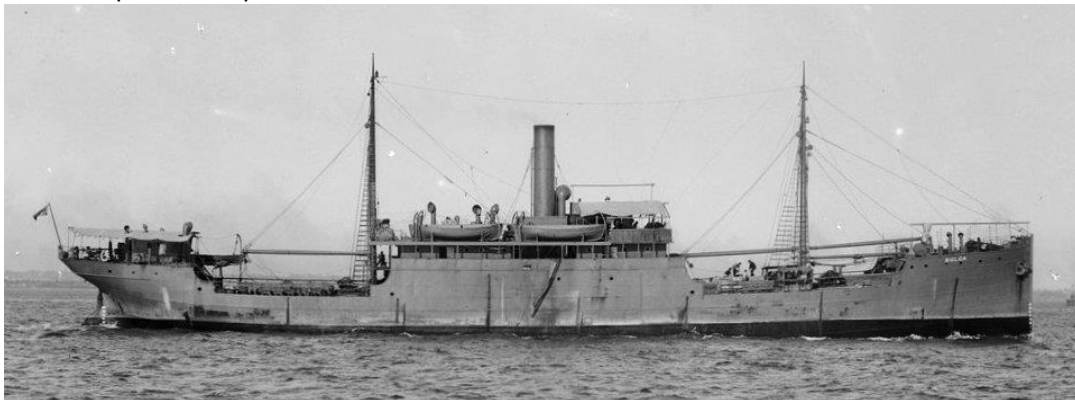
Built by Naval Constr. & Arm. Co. Ltd, Barrow (#228) for Cayzer, Irvine & Co., Glasgow as CLAN CAMPBELL. 6/12 on Australian Coast on charter to Howard Smith Ltd. 1913 sold to The Adelaide S.S. Co. Ltd, Adelaide r. CAMIRA. 1/25 del. in Sydney to W. McBain, Shanghai and 17/1 sailed via Kobe for Shanghai, where resold to CYZ r. YUNG-NING. 1927 sold to Cie Extreme Orientale, Haiphong. 1928 sold to Louis Dubost (Alex Gerondal mgr.), Haiphong r. COMMANDANT HENRI RIVIERE. 26/11/33 seized by pirates. c.1935 sold to Shiu Tsing Hong (Far East Shg Co., Hong Kong mgrs), Canton. 12/41 bombed and sunk at Canton.



As CAMIRA (Ian Farquahar/A.N.U. Archives).

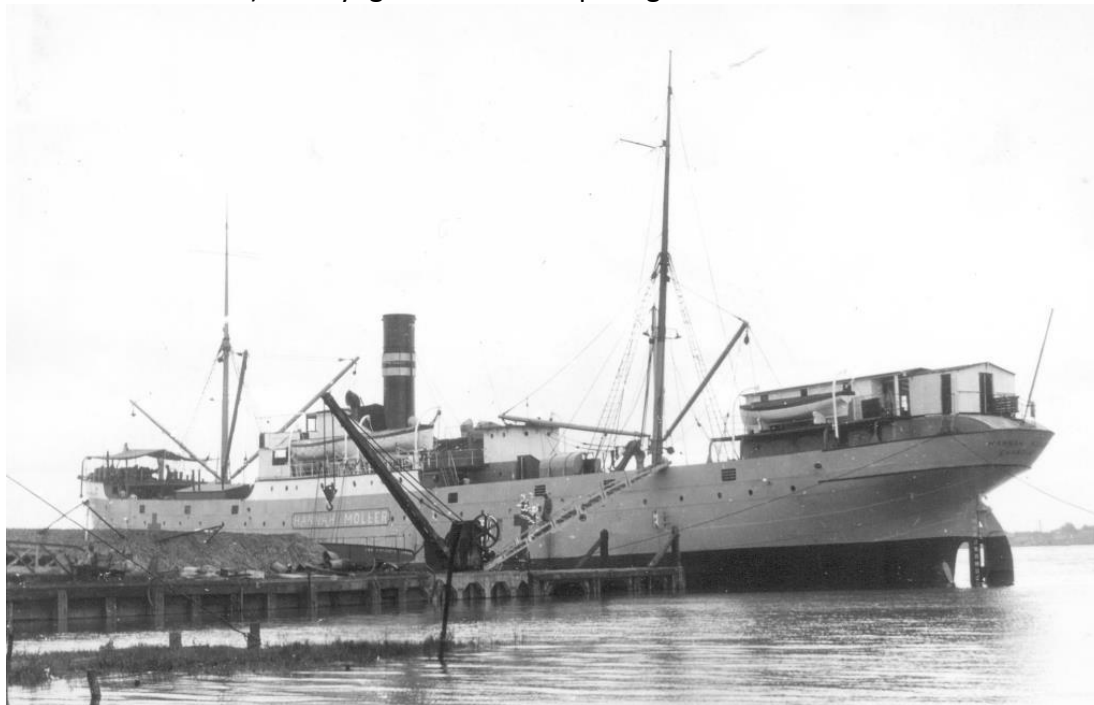
**HAI YEN (1925-32) 1449/04-1 (T3cy/126nhp)**

Built by Howaldtswerke, Kiel for M. Jebsen, Apenrade (#403) as SIGNAL for use on China Coast. 18/9/06 during typhoon stranded on rocks in Yaumati Bay, Hong Kong and later beached with extensive damage. By 9/13 on charter to Pacific Phosphate Co. 23/8/14 seized at Brisbane on arrival from Ocean Island. and comm. by The Admiralty as fleet collier N-1. Mid-1915 t/f to Commonwealth Gov't Line (reg. London) r. BULGA. 5/24 sold to H.C. Sleight, Melbourne, placed in service Melbourne-Sydney-Newcastle. 8/24 laid up at Sydney. 1/25 sold to CYZ - 2/25 del. at Sydney r. HAI YEN. 1928 sold to USSR (Sovtorgflot), Vladivostok r. PRIMORJE. 1932 t/f to Soviet Navy for use as hydrographic ship, later as submarine depot ship. 2/54 removed from Naval List, subsequently used as a hulk, ultimate disposal unknown (RLR 1960).



Prior to becoming HAI YEN, under the Australian flag as BULGA (Green Colln, SLV).

**KWONG FOH** (1925-30) 2338/96 (T3cy/212nhp, North Eastern Marine Eng. Co. Ltd, Sunderland)  
 Built by Sir Raylton Dixon & Co., Middlesbrough (#420) for Indo-China S.N. Co. Ltd, London as CHUN SANG. 5/25 sold to E. Moller, W.R. McBain & E. Basil, Shanghai. 9/25 sold to Lui Ching Fong (M&Co.), Shanghai r. KWONG (KWANG) FOH. 1930 t/f to M&Co. r. HANNAH MOLLER. 21/9-4/11/31 chartered to The International Relief Fund and conv. by Kiangnan D.Y. to 150-bed base hospital ship for flood relief at Hankow. 6/32 sold to Ta Tung Hsing S.S. Co., Shanghai r. TUNG SHUN. 8/2/36 wrecked 3 m. off Mofu Point (NE coast of Hainan Is.) on voyage Foochow-Haiphong in ballast.



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

**LOONG HWA** (1925-28) 2449/18-9 (T3cy/266nhp, Central Marine Engine Works)  
 Built by Wm Gray & Co. Ltd, West Hartlepool (#908) as 'H'-type for The Shipping Controller (Alexander & Mair, Glasgow mgrs) as WAR MANGO. 10/19 sold to British India S.N. Co. Ltd, London r. WARCUTA. 5/2/25 stranded near Cape Comorin, India – refloated, to Colombo for temporary repairs, thence Bombay. 10/25 sold 'as lies' for £6000 to CYZ r. LOONG HWA and sailed to Shanghai for permanent repairs, then placed on long-term charter to Kailan Mining Admin. 1928 t/f to M&Co. r. ISABEL MOLLER. 1936 off charter. 1935 t/f to MLL. 27/8/37 engine failure off Sakhalien – 4/10 made Hakodate. By 1/40 running Chinwangtao-Shanghai (coal). 10/40 req. by MOWT. 5/41 allocated to Indian coastal trade, 26/5 sailed Shanghai. 9/9 sailed Calcutta for Port Said (13/10) where 23/10/43 at Port Said bareboat chartered to T.C. Munakalat Vekaleti Devlet Denizyolari ye Limanlari Isletme U.M. (Ministry of Communications), Istanbul r. TRABZON. 8/46 sold to Adel M. Hammed, Alexandria r. TRIPOLI. 1947 t/f to Soc. Libano-Syrienne de Nav. Mar., Beirut. 1950 sold to Ahmet Nemli, Istanbul. 11/51 sold to Faik Zeren, Istanbul r. EREĞLI. 26/6/59 grounded near Kos Lighthouse, Rhodes - 4/7 towed to Izmir after refloating and laid up. 15/4/61 delivered at Piraeus to Sideroboriki Co. Ltd for demolition (11/61 completed). [further details from Laxon & Perry, BI, 1994, BT 389/16/197 and 389/36/51]].



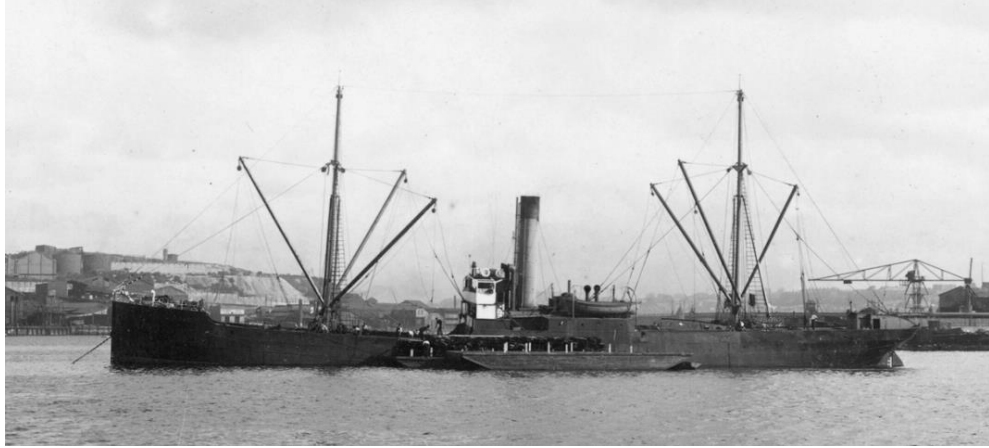
ISABEL MOLLER at Amoy, January 1940 (D. Gammon/H. Dick).



EREĞLI ex ISABEL MOLLER at Sete, 23 May 1951, structurally unchanged (R. Maya/W. Schell).

**HENLI** (1926-28) 1199/03-3 (T3cy/151nhp by North Eastern Marine Eng. Co. Ltd, Sunderland)  
 Built by Wood, Skinner & Co. Ltd, Newcastle (#113) for Burnett S.S. Co. Ltd, Newcastle as BENTINCK. 3/10  
 sold to British New Guinea Devt Co. Ltd, London. 6/11 sold to Joan Craig S.S. Pty Co. Ltd (R.S. Lamb & Co.  
 Ltd mgrs), Sydney for trans-Tasman timber trade r. JOAN CRAIG. 6/26 sold to CYZ and 21/7 sailed Sydney  
 for Manila as HENLI. 1928 sold to Louis Dubost (Alex Gerondal mgr), Haiphong r. FRANCIS GARNIER.  
 c.1932 sold to Cie Côtière de l'Annam, Saigon. 20/2/44 mined and sunk 6m off Pointe Lagan, Annam (C.  
 Vietnam).

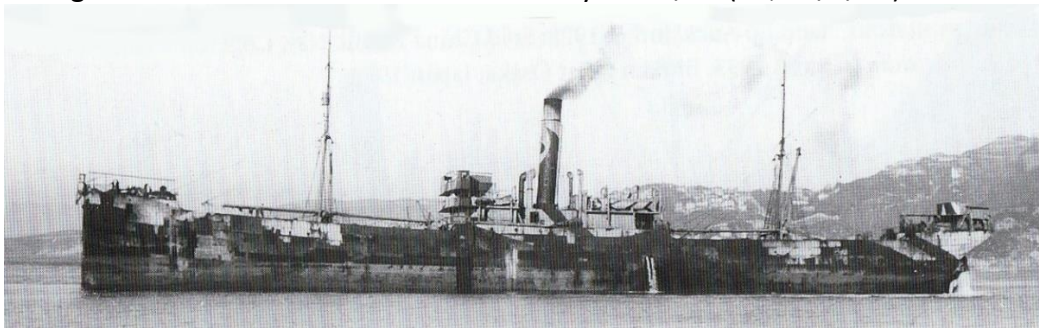




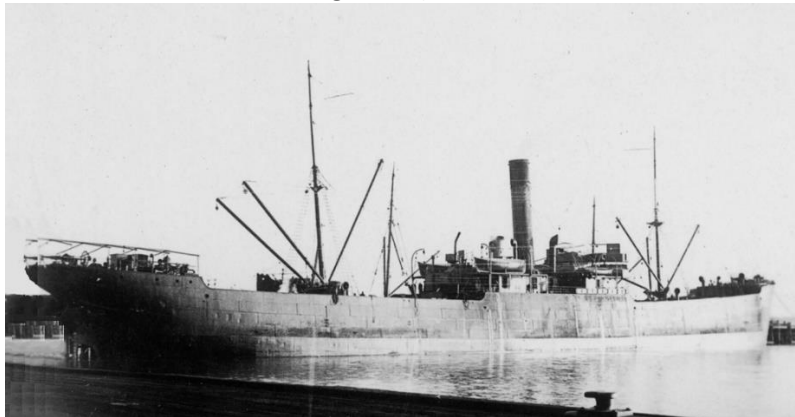
As JOAN CRAIG in Sydney (Coll. Ernest G. Best/SLNSW).

**KING SING** (1926-29) 4204/00-4 (T3cy/451nhp, Muir & Houston Ltd, Glasgow)

Built by A. McMillan & Son Ltd, Dumbarton (#369) for Irish Shipowners' Co. Ltd (T. Dixon & Sons, mgrs), Belfast as LORD ROBERTS. 1900 sold to British Maritime Trust Ltd (F.W. Lewis, mgr), London r. WYANDOTTE. 11/09 t/f to Furness, Withy & Co. Ltd, West Hartlepool. 1912 t/f to British & Argentine S.N. Co. Ltd, London (Houlder Bros Co. Ltd, mgrs). Mid-1914 chartered to Union S.S. Co. of N.Z. Ltd, Dunedin for trans-Pacific trade. 8/14 sold to charterers. Mid-1915 r. WAIMARINO. 8/17 requisitioned. 12/17-?? on Admiralty service as Collier No. 1941 (also some commercial cargoes). 31/8/18 attacked by U-boat in Mediterranean. 31/8/25 laid up at Sydney. 6/26 sold to CYZ - 21/7 sailed Sydney for Manila as KING SING, then chartered to Kailan Mining Admin. 1929 t/f to M&Co. r. DAISY MOLLER. 2/34 sold to Chinese breakers at Shanghai where demolition well advanced by end 4/34 (CP, 24/4/34).



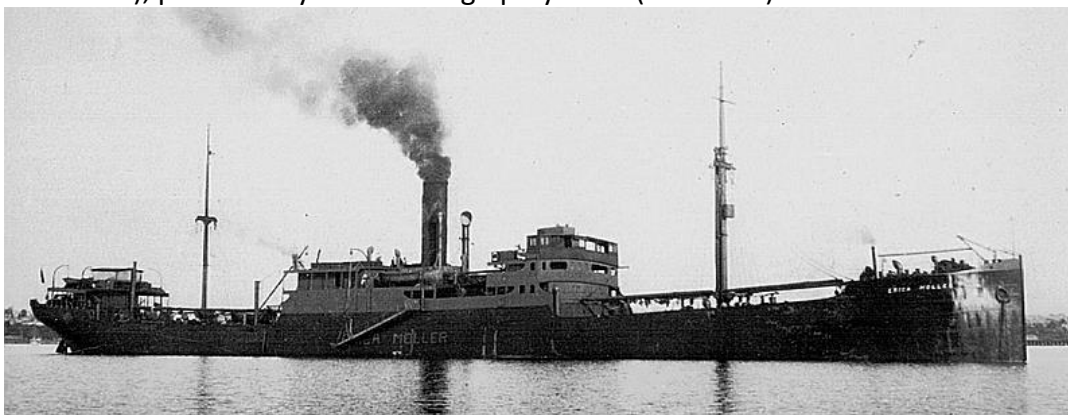
KING SING as WAIMARINO during WWI (J. Dickie/Alexander Turnbull Library).



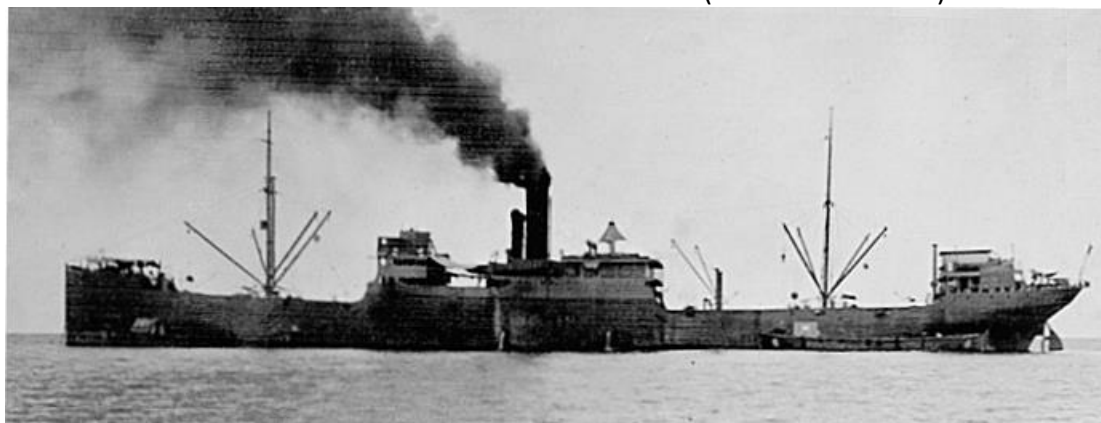
WAIMARINO in peacetime colours (Coll. Ernest G. Best/SLNSW).

**ERICA MOLLER** (1928-46) 4683 (7250)/06-4 (T3cy/448nhp/9½k)

Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#738) for Deutsche D/S Ges. 'Kosmos', Hamburg as SERAPIS. 14/10/14 sought refuge in San Francisco, interned. 6/4/17 req. by US Govt. r. OSAGE. 1918 t/f to USSB. 1920 sold to Moore & McCormack Co. Inc., New York. 1922 r. COMMERCIAL PATHFINDER. 5/28 sold to M&Co. r. ERICA MOLLER. 10/28 loaded Kanchotsk (salmon) for London via Singapore. 1935 t/f to MLL. 10/37 bound Batu Pahat-Japan (ore) Chinese crew walked off in Singapore. By 1/40 trading Calcutta-Shanghai. 8/40 to Liner Division and fixed Durban-London (26/11), then 8/2/41 Tyne (coal) via Cape Town to Alexandria (27/4), then 8/41 reinstated Calcutta-Hong Kong coal trade; 27/11-13/12 at Singapore, then 16/1/42 Calcutta-Alexandria (14/2), thence Haifa (4-14/3) and via Suez to L. Marques (12/4-10/5) for repairs prior loading for Port Said, thence Calcutta (17/7); after rudder repairs 15/9 to Red Sea, thence Durban (21/11-30/1/43) for repairs and loading coal to Persian Gulf; 20/4 at Calcutta for repairs, then from 29/7 coastal to Madras, Colombo; 7/11 Calcutta to Red Sea, thence Durban (11/1/44), Cape Town (26/1) and Saldhana Bay (23/5) for repairs; 21/5 Durban to Aden, then traded East Africa and Indian Ocean until 24/1-9/2/46 loaded sugar Mauritius to Penang and Singapore, where 21/4 released to owners, thence via Hong Kong to Shanghai (26/5) [BT-389/12/149]. c.4/10/46 boiler trouble after leaving Singapore for HK, put back for repairs. End 1946 sold to Chinese Maritime Trust Ltd, Shanghai r. CHONG LEE. 8-11/11/48 ashore in Yangtsa off Tungshan. 22/8/49 arrived Keelung in tow after engine breakdown (19/8). 1949 reg. t/f to Keelung. 15/2/51 dragged anchors and blew ashore in Tokyo Bay, refloated and 4/9 resumed trading. 15/9/53 arrived Yokohama from Keelung (last rep. movement), presumably for breaking up by 1954 (RLR 1959).



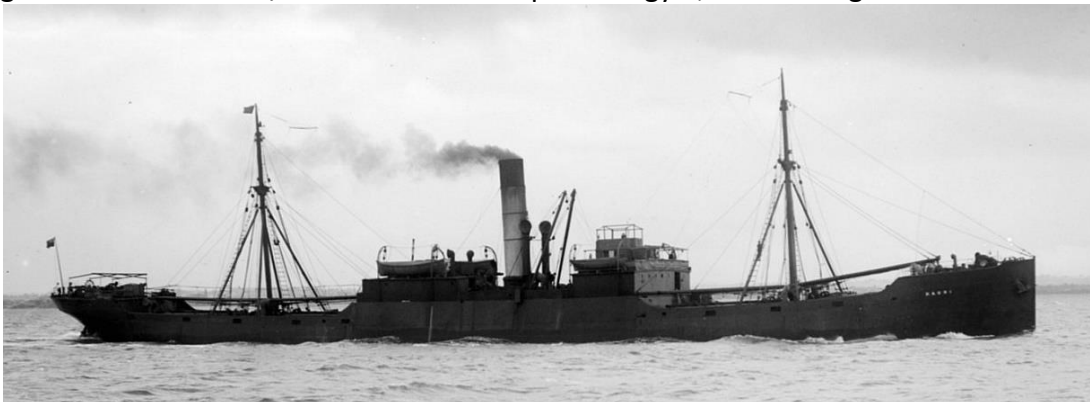
German-built ERICA MOLLER at Brisbane (H. Dick collection).



ERICA MOLLER loading iron ore from lighters off Dungun, East Coast of Malaya, for Japan, May 1934 (E.J. Roberts/H. Dick)

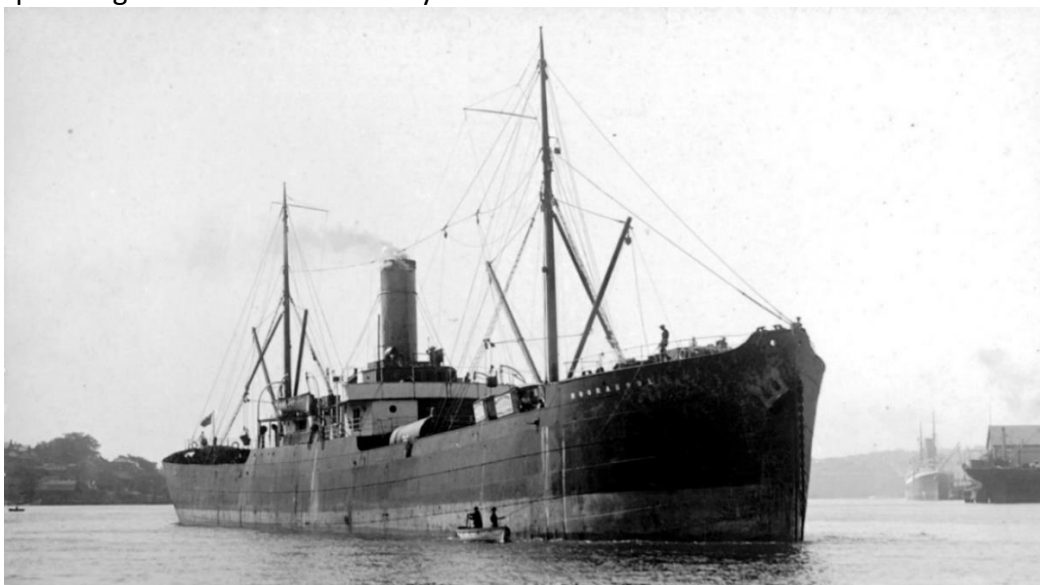
**ISABEL MOLLER** (1928-43) 2834/18 see LOONG HWA (1925-28)

**MINNIE MOLLER** (1928-36) 2833/05-2 (T3cy/204nhp, Richardsons, Westgarth & Co., Hartlepool)  
Built by Furness, Withy & Co. Ltd, West Hartlepool (#278) for J. & C. Harrison Ltd, London as HARMONY.  
Mid-1912 sold to Union S.S. Co. of N.Z. Ltd, Dunedin and 26/6 sailed Bristol for Sydney (1/9) as KAURI.  
5/8/27 laid up at Lyttelton. 10/11/28 del. to M&Co. r. MINNIE MOLLER. 12/36 sold to Hwah Sung S.S. Co.  
Ltd, Shanghai r. HWAH FOO. 8/37 sunk as blockship at Kiangyin, Lower Yangtse.



MINNIE MOLLER as KAURI (Alan C. Green/SLV).

**NANCY MOLLER** (1928-30) 2996/99-3 (T3cy/281nhp, Blair & Co. Ltd, Stockton)  
Built by Blyth S.B. Co. Ltd, Blyth (#95) for Huddart Parker & Co. Ltd, Melbourne as collier MOORABOOL.  
15/4/99 sailed London for Sydney (19/7). 5/28 sold through H.C. Sleight, Melbourne to M&Co. and 16/6  
sailed Melbourne as NANCY MOLLER. At Shanghai reconstructed with goalpost masts and passenger  
accommodation. 3/29 chartered to Soviet Govt (Anglo-Danish Co./M.L. Justesen, agents) for N. China-  
Vladivostok trade. 14/10/30 blown ashore at Zhupanova, Peacock Bay, E. coast of Kamchatka Peninsula,  
after several days washed off and grounded on a lee shore. c.15/11 abandoned (China Press, 1/12/30).  
26/6/36 LWCR rep. vessel 'in fairly good condition' and salvage pending by Epron; Vlad. 22/3/37 per CP  
(14/3/37) rep. salvage 'to commence shortly'. NFI.

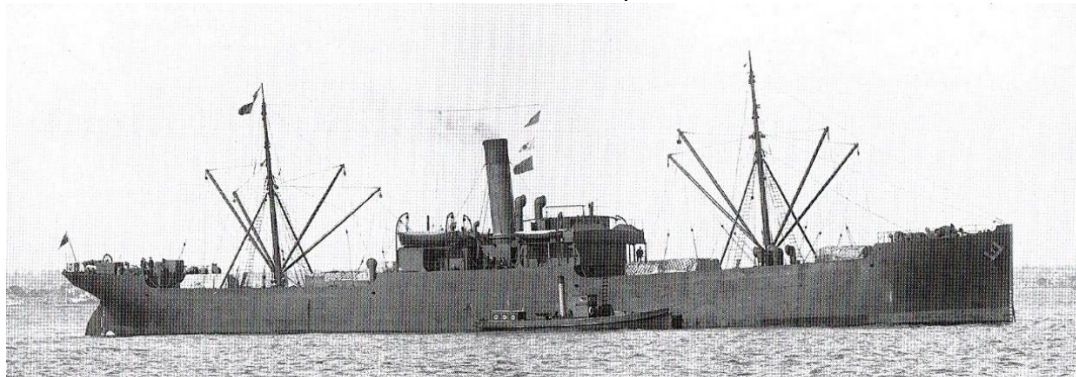


NANCY MOLLER at Sydney as MOORABOOL (Coll. Ernest G. Best/State Library of NSW).



**NANKING** (1928-35) 2931/00-4 (T3cy/255nhp, T. Richardson & Sons Ltd, Hartlepool)

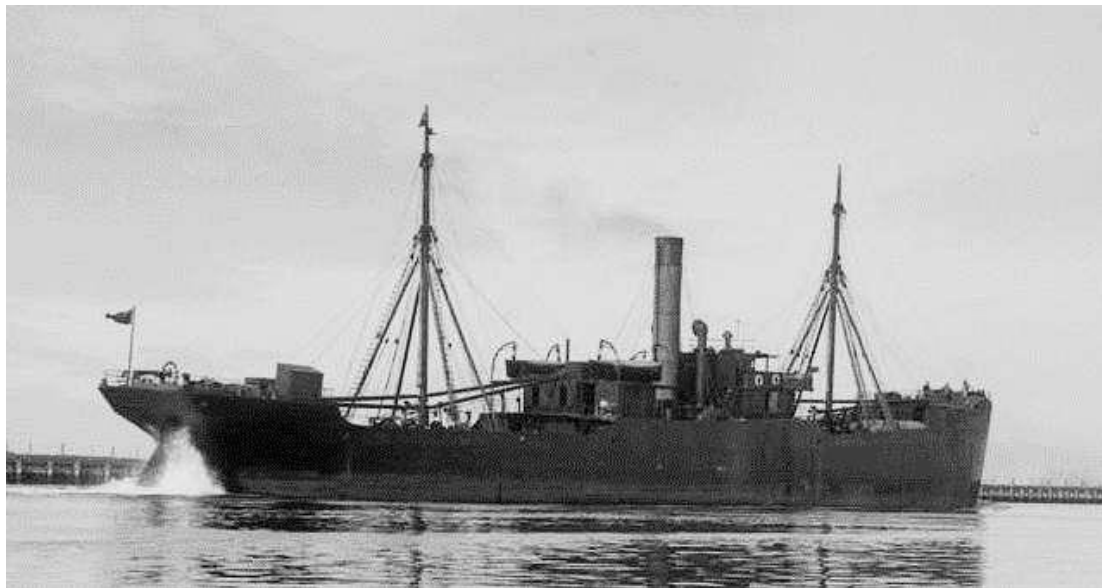
Laid down by Sir Raylton Dixon & Co. Ltd, Middlesbrough (#470) for British Maritime Trust Ltd, London as ADRIANA but sold on stocks to Elder Dempster & Co. Ltd, Liverpool and 16/12/99 launched as ASABA, then resold to Union S.S. Co. of N.Z. Ltd, Dunedin and completed as WHANGAPE. 6/9/27 laid up at Auckland. 17/7/28 del. to CYZ r. NANKING. 1935 broken up in China.



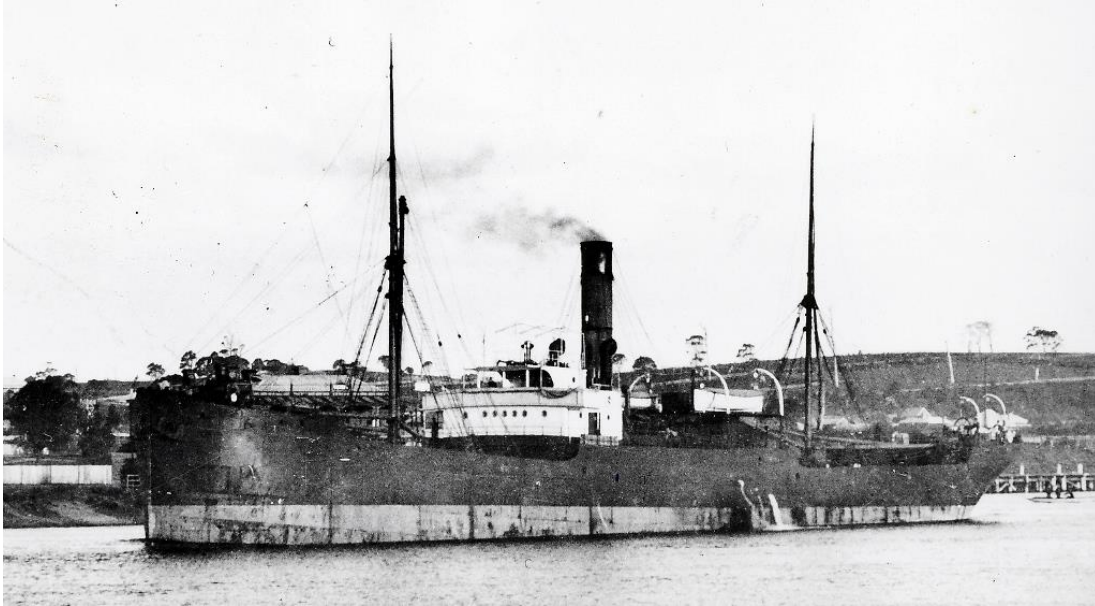
NANKING as Union S.S. WHANGAPE (I.G. Farquhar, *Union Fleet*).

**SHANGHAI** (1928-30) 1863/02-2 (T3cy/189nhp, N.E. Marine Eng. Co. Ltd, Sunderland)

Built by Craig, Taylor & Co. Ltd, Stockton (#82) for Soc. Espanola de Miñas (R. de Madariaga, mgr), Bilbao as MINAS. 7/03 sold to Union S.S. Co. of N.Z. Ltd, Dunedin r. KARORI. 18/11/19 struck bottom when entering Dunedin Harbour and sank after berthing - refloated. 8/27 laid up at Wellington. 25/9/28 del. to CYZ r. SHANGHAI. 1930 t/f to M&Co. r. KATIE MOLLER. 7/32 sold to Tientsin Nav. Co. Ltd, Shanghai r. TUNG CHENG. 8/37 taken up the Yangtse to Ichang, where late-1941 rep. scuttled [Wang Bin, pp 268-70]. NFI.



SHANGHAI as Union Co. KARORI (A.C. Green/SLV).



KARORI (Ian Farquhar).

**MAUD** (1928-29) 2117/07-2 (2xT3cy/332nhp))

Built by Fevigs Jernskibsbyg, Fevig (#60) for A/S Maud (Hjalmar Røed & Co. mgrs), Tønsberg as MAUD. By 1927 on China Coast. 1928 sold to Eric Moller, Shanghai as reg. owner for San Peh S.N. Co. 11/29 t/f to SPSNC, Shanghai r. LUNG SHAN. 1937 t/f to Cia. Italiana di Nav. S.A.I. (Chinese Italian Navigation Co. Ltd), Shanghai (It. flag) r. ENDERTA. 12/41 bareboat charter to Teikoku Sempaku K.K. as ENKYO MARU. 9/43 seized and t/f to Yamashita Kisen K.K. (mgrs). 18/5/45 o/v Karatsu-Tongku (in ballast) bombed and sunk by PB-4Y off Quelpart Is. (33.29N, 126.5613), 24 crew lost.



ENDERTA at a Korean port in 1938 (Harrison Forman/UWM libraries).



ENDERTA moored adjacent to 'Battleship Row', Shanghai, c.1938 (US Naval Historical NH81988).

**DAISY MOLLER** (1929-34) 4204/00

see KING SING (1926-29)

**HANNAH MOLLER** (1930-32) 2338/96

see KWONG FOH (1925-30)

**JENNY MOLLER** (1930-32) 2277/97-7 (T3cy/199nhp)

Built by A. Stephen & Sons Ltd, Glasgow for Ferguson & Reid, Glasgow as VIZCAINA. 1914 sold to Wallem & Co., Shanghai r. NORDNAES. 1916 sold to L.W. Hansen, Bergen. 1917 sold to Tvedestands Red. A/S (Johs A. Henschien, mgr), Tvedestands. 1918 sold to D/S Lloyd (L. Poulsen & Co., mgrs), Christiana, 11/23 sold to N.E. Asiatic S.S. Co. Ltd (C.L. Halvorsen, mgr), Christiana r. AMUR (Master C.L. Halvorsen) for long-term charter (with pass.) to Kailan Mining Administration, Shanghai. 24/1/30 Halvorsen died at Shanghai, mgr now E.M. Nilsen-Moe. 10/30 sold to M&Co. r. JENNY MOLLER. 5/32 sold to Zui Kong S.S. Co. Ltd, Shanghai r. SUI KONG. 12/8/37 sunk as a blockship at Kiangyin, Lower Yangtse.

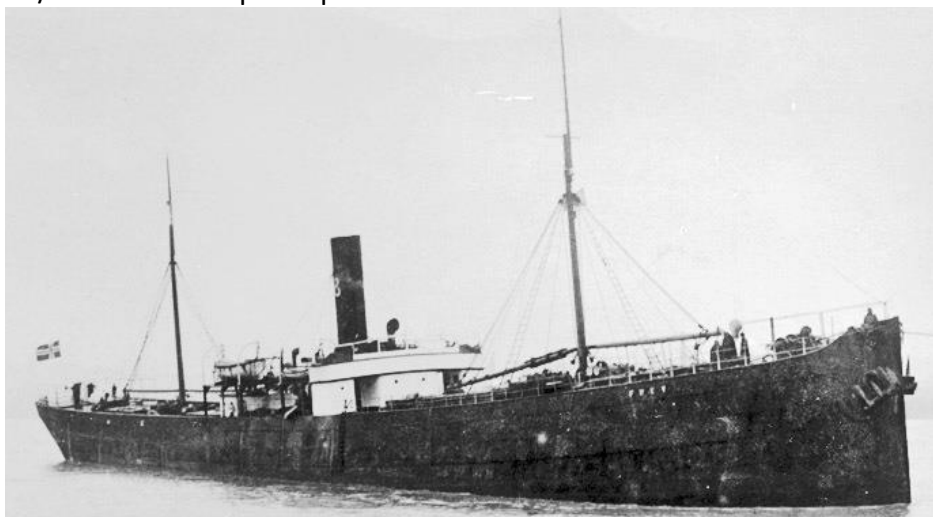


AMUR (later JENNY MOLLER) advert. Sept. 1925 from Shanghai for Kailan Mining, Owner/Master Capt. Halvorsen (China Press, 16/9/25).



**MARY MOLLER** (1930-30) 2982/93-2 (T3cy/235nhp, Blair & Co. Ltd, Stockton)

Built by Ropner & Son, Stockton (#280) for Jacob R. Olsen, Bergen as FREY. 1913 t/f to A/S Jacob R. Olsen. 1917 sold to N.A. Orum, Christiana. 1925 sold to D/S A/S Elven (S. Brommeland, mgr), Haugesund. 11/28 sold to D/S A/S Fragttrafik (H.B. Jaeger, mgr), Oslo. 12/29-1/30 at Shanghai from Campha Port (Moller & Co. agents). 1930 sold to A/S Venture (Th. Nilsen-Moe, mgr), Oslo r. VERNYJ. 1930 sold to M& Co. r. MARY MOLLER. IV/1930 broken up in Japan.



FREY

(<https://skipshistorie.net/Haugesund/HAU241SigmundBrommeland/Tekster/HAU24119250200000%20FREY.htm>).

**ROSALIE MOLLER** (1931-41) 3963/10-1 (T3cy/401nhp)

Built by Barclay, Curie & Co. Ltd, Glasgow (#479) for Booth S.S. Co. Ltd, Liverpool as FRANCIS. 16/3/31 del. at Hull to M&Co. r. ROSALIE MOLLER, 4/6 arrived Shanghai. 1935 t/f to MLL. c.30/8/37 arrived Shanghai with 1150 foreign refugees from Tsingtao. By 1937 in service Shanghai-Tsingtao. 3/39 to coal trade from Hongay/Haiphong to HK/Shanghai, From 11/39 trading Calcutta-Shanghai. 6/10/40 and 15/1/41 Calcutta to Alexandria (coal), 24/3 Suez for L. Marques, Port Elizabeth (24/3-19/8) for repairs, also 'crew trouble', then loaded 5500t coal from Durban 11/9 for Alexandria via Aden (28/9-1/10) and Suez, where from 4/10 in use as 'coal shuttle' until 8/10/41 bombed and sunk in Anchorage 'H' - raised after war and broken up [BT 289/25/88].

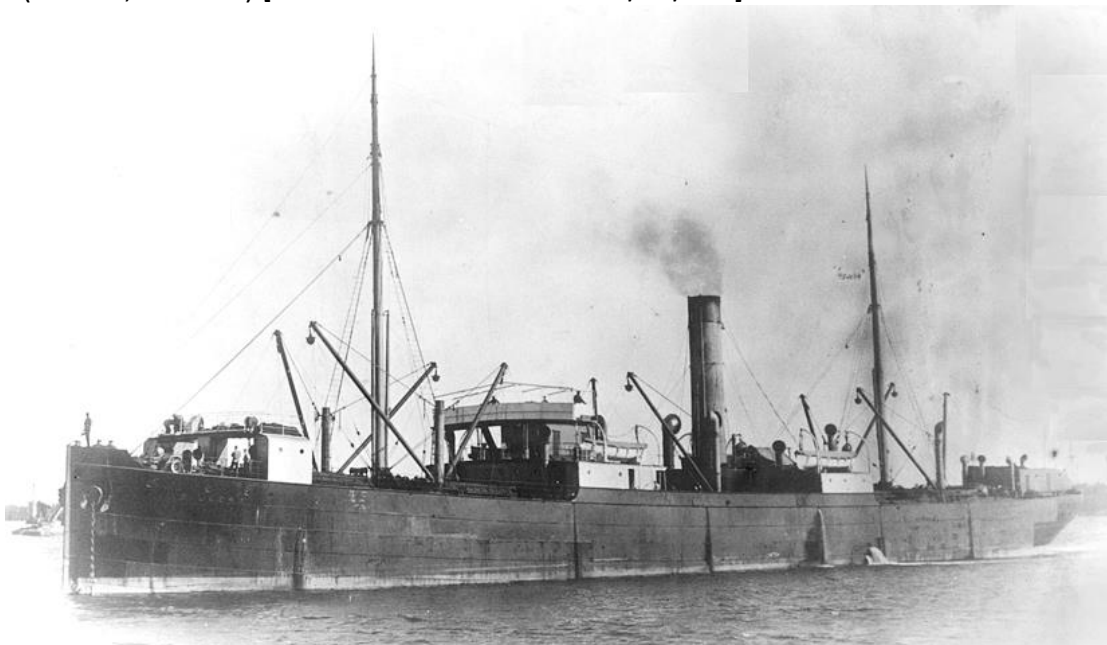


ROSALIE MOLLER at Shanghai, 30 Aug. 1937 with refugees from Tsingtao (Harrison Forman/UWM Libraries).



ROSALIE MOLLER alongside at Shanghai, Aug. 1937, during Japanese attack (Harrison Forman/UWM Libraries).

**MARY MOLLER** (1931-41) 2698/02-5 (T3cy/277nhp, Wallsend Slipway Co. Ltd, Newcastle)  
 Built by Tyne S.B. Co. Ltd, Newcastle (#138) for The Adelaide S.S. Co. Ltd, Adelaide as DILKERA. 4/02 on trials damaged in collision with *Hekla* (Norw.), 7 dead. 16/6 sailed London for Adelaide (29/8). 8/4/24 sank *Wyrallah* (302/85) at Port Phillip Heads. 12/30 laid up at Sydney. 10/31 del. to M&Co. and 21/10 sailed for Manila as MARY MOLLER. By 12/40 loading from Hongay, also 2/40 from Calcutta, and sometimes Palembang. From 12/40 trading Chinwangtao-Shanghai (coal). 8/12/41 seized by Japanese in Whangpu River, Shanghai. 1/42 r. KAIKO MARU. 26/10/44 sunk by U.S. land-based aircraft off Hoihow, Hainan Is. (20.27N, 111.49E) [Further details from BT 389/20/170]

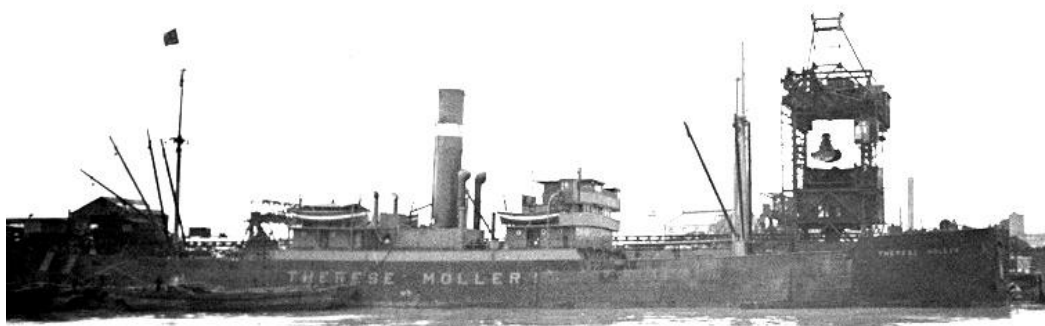


MARY MOLLER as DILKERA (ANU Archives).

**THERESE MOLLER** (1931-47) 3930 (6230)/05-3 (T3cy/371nhp/9k, Wallsend S/W Co., Newcastle)  
 Built by J. Priestman & Co., Sunderland (#109) for Village S.S. Co. Ltd (R.A. & J.H. Mudie, mgrs), Dundee as DRUMGEITH. 1915 sold to T. & J. Brocklebank Ltd, Liverpool r. MATRA. 1921 sold to Tyneside Line (1920) Ltd (J. Ridley, Son & Tully, mgrs), Newcastle r. NEWTON HALL. 6/27 sold to Byron S.S. Co. Ltd (Runciman [UK] Ltd mgrs, later M. Embiricos), London r. MAID OF LEMNOS. 11/31 sold to M&Co. r. THERESE MOLLER. 10/37 stranded on coast of Sakhalin - 5/38 refloated by foreign tugs. From 1/40 trading Shanghai-Calcutta range. 13/9 Calcutta for Alexandria (coal) (14-20/10), then Lourenco Marques 4/12 to Alexandria (27/12-21/1/41) for Rangoon and Shanghai (14/4) for repairs to 7/10, then Rangoon, Calcutta (12/11-4/12) for Alexandria (3/2/42); 17/2/42 Suez to East Africa until 13/5 Durban back to Red Sea, thence Colombo (16/7) and 7/8/42 at Calcutta (repairs), then 7/9 with coal to Famagusta and Haifa, 1/12 to Calcutta (9/1/43) for repairs and loading 28/2 for Alexandria (23/3-12/4) and again Calcutta (9/5) for repairs, then 6/7 to Suez (coal), then 24/8 to Durban (23/9) for repairs prior to loading 24/10 for Persian Gulf (coal), then 19/12 at Bombay for temporary repairs (plating). 1/44 allocated to Indian coastal trade until 12/8/45 Cochin to Durban (30/8) for repairs, then 24/10 for Colombo (coal) and 15/12 from Madras (military stores) to Hong Kong (6/1/46). 17/1/46 HK to Port Campha (coal) for Shanghai (5/2) where early March dereq. and licensed for coastal coal trade under general licence, mainly Chinwangtao-Shanghai (coal) {BT-389/7/25}. 1946 re-reg. in Hongkong. 1/47 sold to Mak Man Sang, Hongkong r. CHI HING. 2/48 sold to China Overseas Lines Ltd (Chinese Maritime Trust Ltd mgrs), Shanghai r. TIEN PING. 1949 reg. in Taiwan. 1954 broken up in Taiwan.

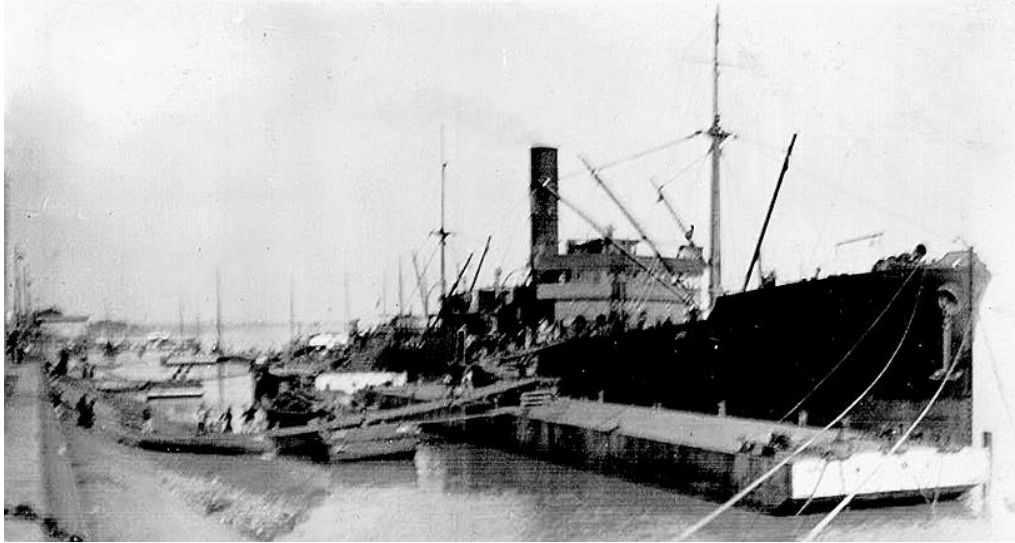


DRUMGEITH artistic representation (Jim Baumann).



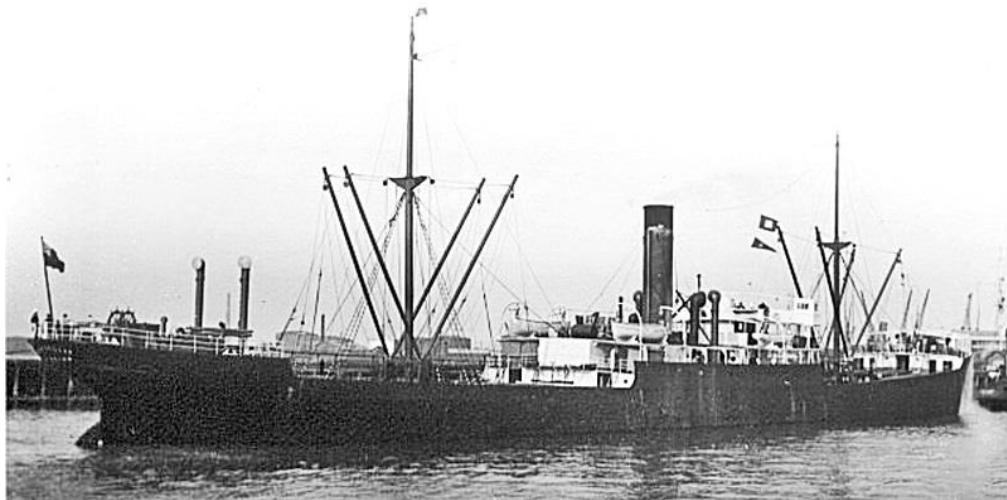
THERESE MOLLER at Shanghai c.1937 (UoB Mei-Fei Elrick & Tess Johnston 2012).





THERESE MOLLER moored at the Bund, Hankow, Nov. 1933 (E.J. Roberts/H. Dick).

**ELIZABETH MOLLER** (1931-44) 4353 (6500 dwt)/06-6 (T3cy/367nhp, D. Rowan & Co., Glasgow)  
 Built by W. Hamilton & Co. Ltd, Port Glasgow (#182) for G.W. Burrell & Son, Glasgow as **STRATHFILLAN**.  
 18.3.1915 off Beachy Head on Belgian Relief service chased by U boat. 1916 sold to Anglo-American Oil Co. Ltd (J. Hamilton, mgr), London. 11/22 sold to Carlisle S.S. Co. Ltd (Wm Stewart & Co., mgrs), Glasgow. 8/28 sold to Waverley Shg Co. Ltd (T.L. Duff & Co., mgrs), Glasgow r. **TORBEATH**. 12/31 sold to M&Co. r. **ELIZABETH MOLLER**. 1935 t/f to MLL. By 1/40 trading Shanghai-Calcutta range. 11/40 loaded Calcutta-Aden (coal), 2/41 Calcutta-Suez, then 1/4 to Durban and 21/5 to Suez, then Calcutta 13/9 for Port Sudan (to 18/10) and Lourenco Marques 19/11 for Colombo (coal) and Calcutta (26/12) for repairs. 23/3/42 Calcutta for Alexandria (26/4-4/5). 5/45 alloc. to Admiralty Collier Service and 7/6 sailed Durban for Port Said, thence Calcutta (15/12). From 1/43 trading Calcutta-Colombo range (coal). 21/5/44 arrived Calcutta for repairs and survey (failed), sold to MOWT. 21/12/44 chartered to Govt of India for initial period of 6 months for use as coal hulk at Madras, 12/3 arrived. 4/47 sold to State of Mysore for demolition and 7/47 broken up at Madras.

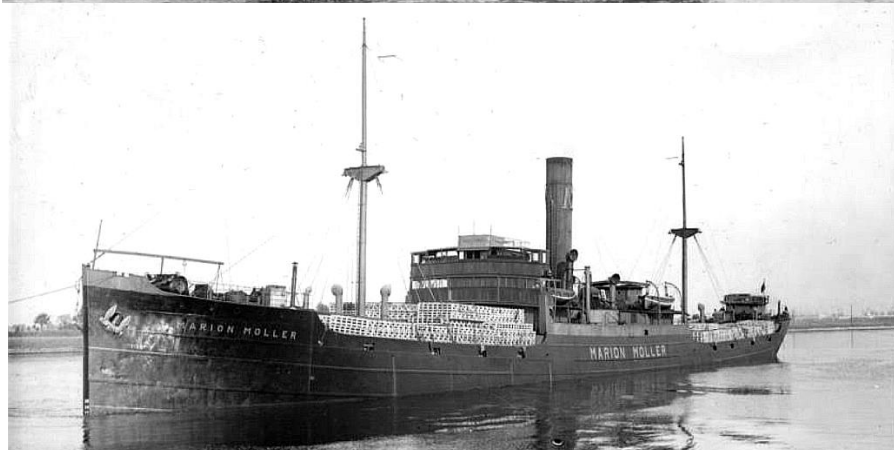
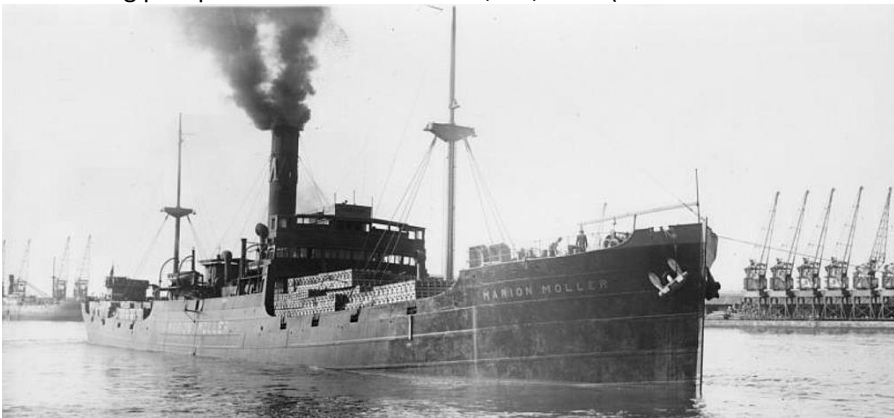


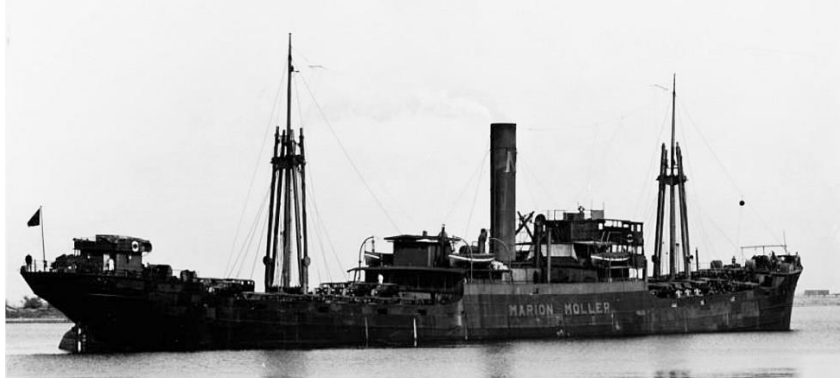
ELIZABETH MOLLER as G.W. Burrell & Son's **STRATHFILLAN** (Clydeships.com).

**MARION MOLLER** (1932-44) 3827/09-4 (T3cy/359nhp, J. Dickinson & Sons Ltd, Sunderland)  
Built by J.L. Thompson & Sons Ltd, Sunderland (#458) for Harris & Dixon Ltd, London as BRINKBURN.  
1912 sold to Palin Evans & Co. Ltd, Bristol. 1916 mgrs for Beaver Shg Co. Ltd. 1918 sold to Anglo-Belgique  
Shg Co. Ltd (E. Owens & Sons mgrs), London. 1919 r. CYMRIC PRIDE. 12/31 rep. sold to Finnish buyers  
but early 1932 resold to M&Co. r. MARION MOLLER. 1935 sold to MLL. 27/6/37 on charter to Spanish  
Republican Govt embarked 1700 refugees at Santander, then detained at sea by Franco forces and taken  
to St Jean de Luz before released to la Rochelle. 1939 on charter to Kailan Mining Admin. [war service  
record not available]. 5/11/44 torp. and sunk by Japanese Ro-113 off N. tip of Ceylon (10.40N, 81.10E)  
on voyage Karachi-Calcutta (salt and deck cargo of gliders).



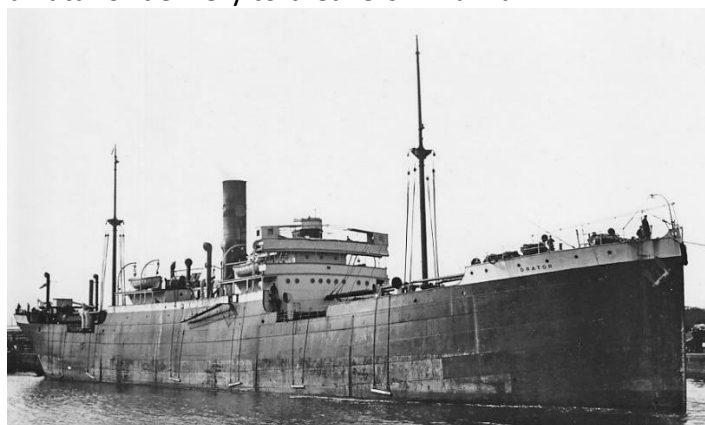
MARION MOLLER loading phosphate at Christmas Island, Q2, 1934 (Australian National Archives 6551849).





Above 3: MARION MOLLER (Wendy Thorvaldson/ANMM-ANMS1397 [079. 082 and 087). According to the ANMM website, these photographs were taken by the ship's master, Capt. W.S.S. Fowler who lost his life when LILIAN MOLLER was sunk in 1940.

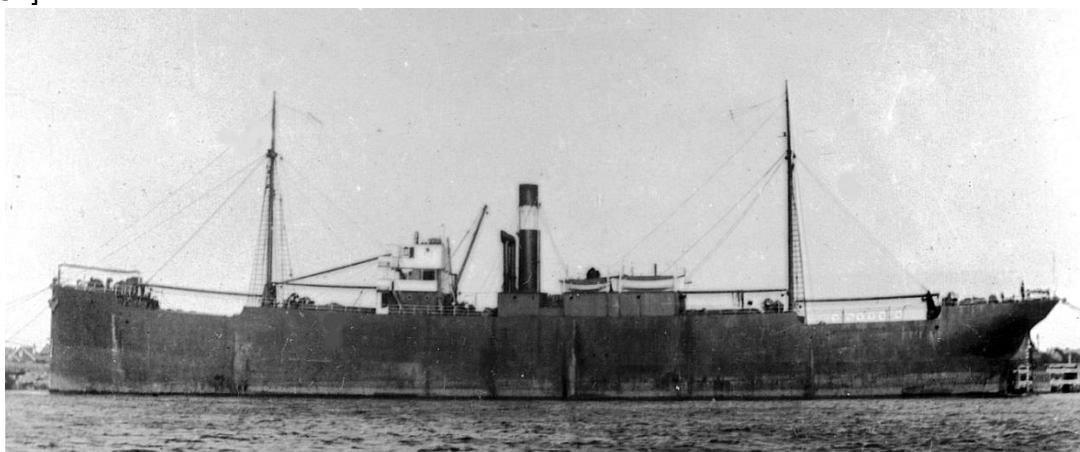
**HILDA MOLLER** (1932-47) 4622 (7680)/12-10 (T3cy/381 nhp /11k, Rankin & Blackmore, Greenock) Built by Russell & Co., Port Glasgow (#638) for Port Line Ltd (Crawford & Mowat, mgrs), Glasgow as HAWKHEAD. 1916 sold to British & Foreign S.S. Co. (Rankin, Gilmour & Co., mgrs), Liverpool r. SAINT FILLANS. 3/17 req. by British Govt. 21/10/17 off Berry Head o/v Baltimore-Le Havre (steel and copper) missed by torpedo from U-31. 1918 sold to Charente S.S. Co. Ltd (T. & J. Harrison mgrs), Liverpool r. ORATOR. 19/3/1930 laid up at Preston. 9/31 sold to Blue Cross Line (James Russell Ltd, mgrs) but 3/32 resold to M&Co. r. HILDA MOLLER. 12/32 buckled mainmast while loading logs at Tawau for HK/Shanghai. 1935 t/f to MLL. 26/8/37 bombed and damaged at Gijon by Spanish Nationalist aircraft, to Falmouth for docking. 1/9/38 grounded off 'Toi Misaki', (perhaps Koetoi Misaki outside Wakkanai port, Hokkaido), refloated and towed to Shanghai for repair. By 12/39 trading Shanghai-Calcutta; 7/9/40 Calcutta to Suez, then East Africa to Suez and salt to Hong Kong (22/3/41) and Shanghai for overhaul (4/4-31/7); 24/9 Calcutta to Alexandria (2-17/11), thence Calcutta; 15/2/42 to Durban (26/3-11/5, repairs), thence Haifa (coal) (6-20/6) and to Calcutta; from 13/9 coal to Colombo (2v), then 22/2/43 to Port Said, then Durban-Aden-Durban-Massawah-Durban-Suez and via Trincomalee to Calcutta (29/1/44) for docking; from 24/2 coastal coal cargoes, 6/44 on Madras shuttle (B.I. mgrs); 25/7/45 Madras to Durban (A. Weir), then coal for Aden (Mitchell Cotts); 2/12/45 at Colombo for steering repairs (record ends) [BT-389/15/179]. 1-4/47 laid up at Shanghai, then sold to Chinese Maritime Trust Ltd, Shanghai r. TANG SHAN, 12/46 in service. 1949 reg. in Taiwan. From 4/51 mainly iron ore trade from Dungun (Malaya) or Vizagapatam/Mormugao to Japan. 8/3/58 sailed Yawata for delivery to breakers in Taiwan.



HILDA MOLLER as ORATOR (Clydeships.co.uk).

**HANNAH MOLLER** (1932-42) 2931/11-2 (T3cy/287nhp, D. Rowan & Co., Glasgow)

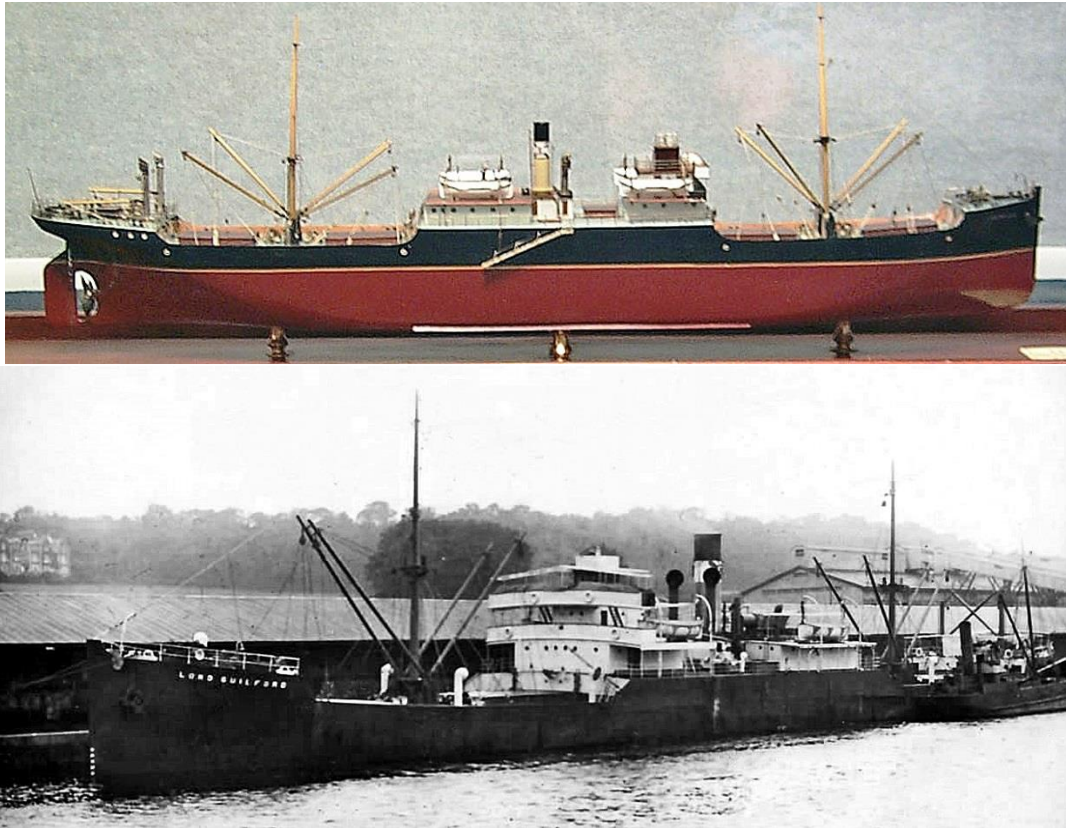
Completed 3/11 by Campeltown S.B. Co., Campbeltown (#79) for J. & P. Hutchison, Glasgow as AMPHION but promptly taken over by J. Gaff (formerly junior partner) as J. Gaff & Co., Newcastle and 5/11 chartered to J. & A. Brown, Newcastle (NSW) for Newcastle-Melbourne coal trade. 12/13 sold to J. & A. Brown r. HEXHAM. 23/6/31 laid up at Newcastle. 5/32 sold to M&Co. 7/32 r. HANNAH MOLLER. 19/8 sailed Newcastle for Shanghai via Iloilo (4500t coal). 1935 t/f to MLL. 29/12/38 Master and crew detained at Muroran after unauthorized storm shelter. 30/9/40 Calcutta (4500t coal) for Alexandria/Piraeus (8/11-8/12), then Durban (20/1-7/2/41) for Port Said (26/3). 11/4/41 Port Said to Calcutta for Hong Kong (17/6), thence Shanghai (repairs). 31/7/41 Shanghai to Calcutta, then 2 voy. (coal) to Alexandria, where 14/1 allocated to East Med. (Tobruk), then loaded Port Said (2/4) to Haifa-Iskenderun-Port Said (26/4) for Wilson Line. 30/4/42 alloc. to Military Store Service (E. Med./Red Sea), 5/12 Alexandria to Benghazi (petrol) where 15/12/42 bombed, holed in engine-room and part submerged by stern, buckled, CTL [BT 389/14/232].



HANNAH MOLLER as J. & A. Brown's collier HEXHAM (State Library of NSW).

**JENNY MOLLER** (1932-43) 3108/19-8 (T3cy/310 nhp, D. Rowan & Co. Ltd, Glasgow)

Laid down by R. Duncan & Co. Ltd, Port Glasgow (#332) as 'C'-type for The Shipping Controller as WAR QUARRY but completed 8/19 for Embiricos Bros, Andros as GRANICOS. 1923 t/f to Byron S.S. Co. Ltd (M.A. Embiricos, mgr), London r. LORD GUILFORD. 1930 mgr W. Runciman (London) Ltd. 3/31 laid up at Antwerp. 6/32 sold to M&Co. r. JENNY MOLLER and chartered to Kailan Mining Admin. 1935 t/f to MLL. By 2/40 trading Shanghai-Calcutta (also Saigon). 26/8 at Durban for repairs, 8/11 in convoy via Cape Town to Clyde (15/1/1941), then loaded Newport and 18/3 via East Africa for Aden (5/6), 1/8 in ballast to Calcutta (19/8), 2/9 to Haifa (14/10), 22/10 via Suez to Lourenco Marques (28/11). 17/1/1942 at Calcutta for repairs to 5/3, then coastal until 19/5 to Aden (18/6), 23/6 to Calcutta (12/7), then 27/7 to Aden (19/8), thence Durban (ballast), 30/9 Durban for Suez, Port Said, thence via Alexandria to Benghazi (19/12), where 3-4/1/1943 heavy winter gale caused beaching in Benghazi Harbour, CTL, but 2/43 coal salvaged.



LORD GUILFORD (both Clydeships.co.uk).

**KATIE MOLLER** (1932-46) 3100/19-5 (T3cy/368nhp, Richardsons, Westgarth & Co., Sunderland) Laid down by J. Priestman & Co. Ltd, Sunderland (#281) as 'C'-type for The Shipping Controller as WAR GLOBE but completed 5/19 for Byron S.S. Co. Ltd (V.H. Vernal & Co. Ltd, mgrs), London as ADMIRAL HAMILTON. 1923 mgrs M.A. Embiricos. 1930 mgr W. Runciman (London) Ltd. 12/30 laid up at Antwerp. 7/32 sold to M&Co. r. KATIE MOLLER and chartered to Kailan Mng Admin. 14/8/34 o/v Chinwangtao-Canton (coal) struck rocks off Capsuimun, taking water put back to Hong Kong for discharge and docking. 1935 t/f to MLL. To 4/40 Chinwangtao-Shanghai (coal). 7/40 at disposal HM Consul-General, Shanghai, 8-9/40 to Singapore, then 12/10 Calcutta (4000t coal) for Suez and 29/12 for Alexandria (27/1-4/2/41), thence Piraeus (8/3) where beached after collision, refloated but 6/4 damaged by air attack, 20/4 sailed. 9-12/41 East Africa. 29/12 Durban for Port Sudan, thence Alexandria (1/2/42). 2/3 and 18/5 to Tobruk, 7/8 to Haifa, thence 20/8 via Suez, Aden (12/9) with engine defects to Calcutta (9/11) for repairs. 26/1/43 via Madras to Suez (28/2), where further repairs. 4/43 bareboat chartered to Turkish Govt r. ODEMIS. 1946 sold to Adel Moh. Hammad, Beirut r. BEYROUTH. 1946 sold to Soc. Libano-Syrienne de Nav. Mar., Beirut r. BEYROUTH. 1949 sold to Hüseyin Avni Sohtorik, Istanbul r. SEMIH. 11/65 broken up at Istanbul by Ömer Karaahmetoğlu, 27/11 work began [BT 389/17/146].



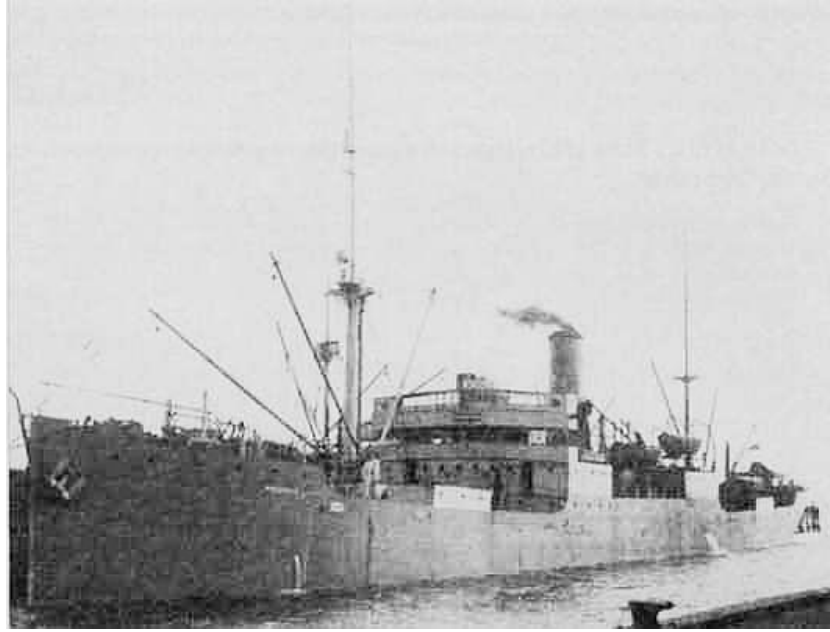
KATIE MOLLER postwar as Turkish-flag SEMIH (Skyfotos).

**LILIAN MOLLER** (1932-40) 4866/13-7 (T3cy/427nhp, Swan, Hunter & Wigham-Richardson Ltd, Newcastle)

Built by Sir J. Laing & Sons Ltd, Sunderland (#641) for Russian Volunteer Fleet Assocrn, Odessa for Odessa-Vladivostok line as NOVGOROD. 1917 taken over by The Shipping Controller (Royal Mail Steam Packet Co., London mgrs). 9/21 laid up at Milford Haven. 3/23 returned to RVFA, Moscow but 4/23 auctioned to Glover Bros, London. 5/23 resold to William Thomas Shg Co. Ltd, Liverpool r. CAMBRIAN DUCHESS. 1931 sold to A/S Skjold (V. Skogland mgr), Haugesund r. VALHALL. 11/32 sold to M&Co. r. LILIAN MOLLER and placed in coal trade Miike-Singapore. 1935 t/f to MLL. Mid-1935 on Japanese charter. 15/7/36 struck rocks near Vladivostok and sprang leaks in No. 1 hold, 19/7 towed into port, then detained, 30/8 arrived Shanghai via Otaru for survey and repairs. 12/36 loaded Shanghai for Europe, then 2/7/37 Barry for Tampa and via Panama for Victoria, BC, thence Kobe (12/10) and Japanese charter to mid-1938. From mid-1939 trading Shanghai-Calcutta. 26/7/40 Shanghai to Calcutta (15/8-1/9), thence via Table Bay, Freetown (23-25/10) to London but 18/11/40 after dispersal of convoy SL-53 torp. and sunk with all hands in 52.57N, 18.05W, about 175nm. W. of Slyne Head, Galway (Ireland) by Italian submarine *Maggiore Baracca* [addit. detail from VRC and BT 389/19/85].

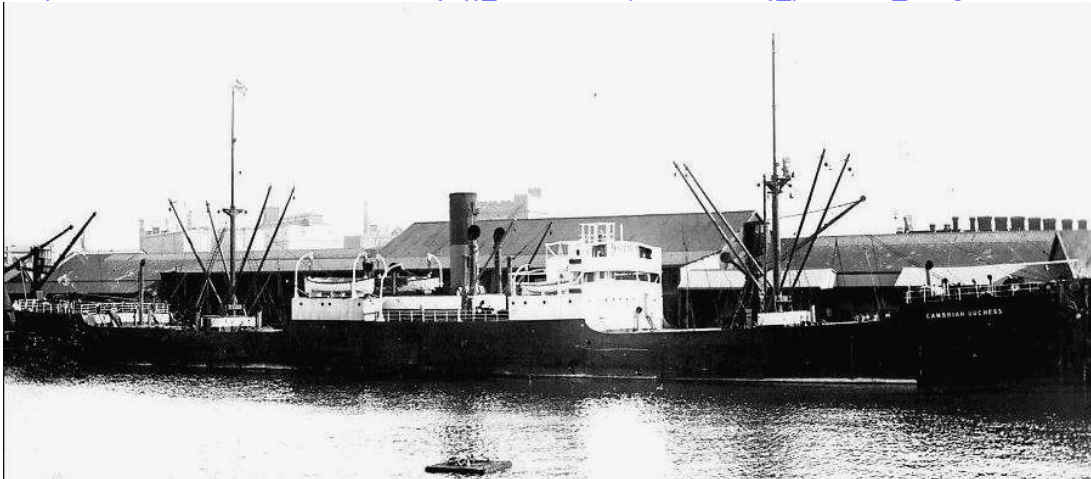






Above 2: LILIAN MOLLER as NOVGOROD

([http://www.retroflot.com/dobrovoljnyj\\_flot/tovaropassazhirskij\\_parohod\\_novgorod.html](http://www.retroflot.com/dobrovoljnyj_flot/tovaropassazhirskij_parohod_novgorod.html)).



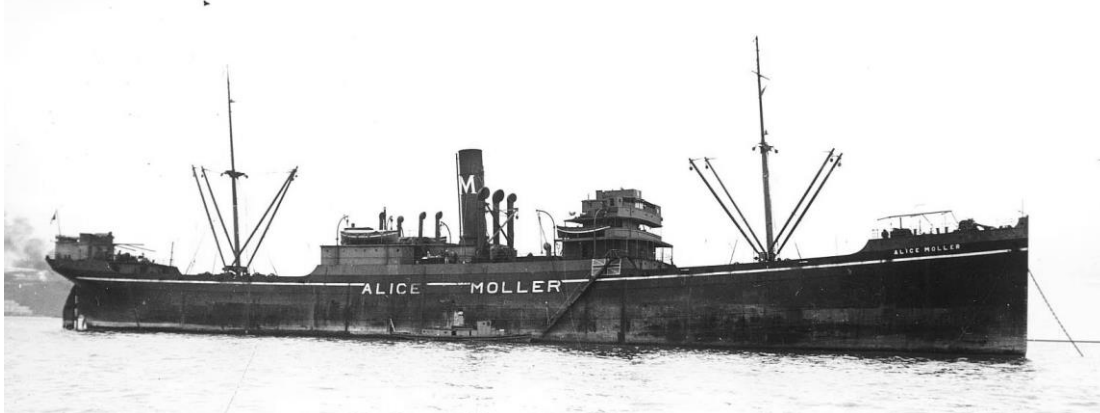
LILIAN MOLLER as CAMBRIAN DUCHESS (*The Sunderland Site*).

**WINIFRED MOLLER** (1932-33) 2340/00-9 (T3cy/219nhp, J. Dickinson & Sons Ltd, Sunderland)

Built by Short Bros Ltd, Sunderland (#295) for Northern S.S. Co. Ltd (G.N. Patterson & Co., mgrs), Newcastle as SALTWELL. 1912 sold to Det Selmerske Red., Trondheim r. ALBR. W. SELMER. 1917 taken over by The Shipping Controller (W.H. Stott & Co. Ltd, Liverpool mgrs). 1919 reverted to owners (C.L. Halvorsen, Shanghai, mgr). 1928 sold to A/S Norasiatic Coal Tpts Ltd (C.L. Halvorsen, mgr), Oslo r. GURTH for long-term charter to Kailan Mining Admin, 9/28 in service (some pass.). 24/1/30 Halvorsen died at Shanghai, mgr now E.M. Nilsen-Moe. 8/32 sold to M&Co. r. WINIFRED MOLLER. 7/33 sold to Nelson S.S. Co. (Woo Ping S.S. Co.), Shanghai r. HWAH CHONG. 2/38 sold to Ling Nam S.S. Co. Ltd (Williamson & Co. mgrs), Hongkong r. ASIAN. 7/2/38 o/v HK-Hongay detained by Japanese and taken to Mokeng (Pescadores Is.); 22/2 rep. returned to Hong Kong. From 9/39 mainly HK-Rangoon range. From 6/41 Samarinda-HK (coal). 7/12/41 at Samarinda, thence Surabaya (26/12), 27/1 sailed for India where 5/3/42 t/f bareboat to Liner Division (BISN Co. Ltd, mgrs) for Indian coastal trade. 4/7-3/9/42 at Calcutta

(repairs). 4/4/43 at Bombay allocated for bareboat charter to Turkish Govt and proceeded to Alexandria (4/5-10/6), thence Suez where 18/6 charter cancelled and 7/47 after repairs at Karachi reverted to Indian coastal trade. 1943 reg. t/f to London. 1/10 sailed Karachi for Persian Gulf ports and return (9/12), thence 19/12 via Colombo for Calcutta but 26/12/43 sank off Cape Comorin, S. India (7.45N, 77.40E) after collision with *Harmatris* (5395/32) [BT 389/2/141].

**ALICE MOLLER** (1933-46) 4986/14-12 (T3cy/402nhp, Richardsons, Westgarth & Co., Sunderland) Built by Irvine's S.B. & D.D. Co. Ltd, West Hartlepool (#546) for British Empire S.N. Co. Ltd (Houlder Bros & Co. Ltd, mgrs), London as CLUTHA RIVER. 1915 t/f to Empire Tpt Co. Ltd r. RHODESIAN TRANSPORT. 1915-18 Army stores carrier and military transport Avonmouth-Alexandria. 5/8/18 fought off U-boat in Atlantic. 4/33 in lay-up at Milford Haven sold to MLL r. ALICE MOLLER. 19/11/33 arrived Shanghai from Cardiff via India, then from 25/11 in service Tsingtao/Chinwangtao-Shanghai (coal). 1935 t/f to MLL. 12/39-9/40 trading Shanghai-Calcutta range. 3/10 Calcutta for Port Said, Alexandria (13/11-23/12), then Lourenco Marques (29/12-17/1/1941) to Aden, Haifa (11-20/3), thence Durban, Port Elizabeth (11/5) where crew trouble, new crew sent out, 6/9 sailed Durban (coal, trucks) for Suez (2/10) where temporary repairs to defective steering gear until 18/10, thence Calcutta (8/11) for steering and boiler repairs, also fire in bunkers. 13-14/1/1942 put back to Calcutta with further steering gear issues, 16/1 sailed for Persian Gulf ports, then Karachi 15/4 via ports for Durban (8/5), where apart from one short coastal voyage under repair until 27/10 for Haifa (29/11-9/12). 7/1/1943 sailed Aden for Basra on Military Store Service but 10/1 put back with bunker fire, necessitating flooding of bunker and No. 2 hold, extensive damage. 2/3 sailed Aden for Calcutta (30/3) for repairs (to 22/9). 8/7/43 sub-charter to Commonwealth of Australia for coastal trade but not until 24/9 sailed Calcutta for Fremantle, then boiler repairs at Colombo 2/10-4/11, arriving Fremantle 23/11 and 9/12 commencing coastal ironstone trade Whyalla (SA) to Port Kembla/Newcastle (NSW) to end 2/1944. 24/3 Fremantle to Mombasa (19/4) arriving with cyclone damage and 24/4 redel. to MOWT. From 21/5 E. Africa coasting to Durban (14/6) for loading 13/8 for Persian Gulf. 20/9 in Shatt el Arab anchorage cargo fire in No. 4 hold, extinguished with no structural damage; 12/10 allocated for use as naval coaling hulk and ship with rest of undamaged cargo directed via Basra (18/10) to Trincomalee (arr. 5/11). From 5/1945 loadings Calcutta-Trinco. 8/45 cargo fire at Trinco. 23/1/46 arrived Calcutta where 24/2 released from naval service. 6/5 Calcutta via Singapore to Hongkong for repairs and delivery to Zui Kong S.S. Co. Ltd (C.Y. Tung), Shanghai r. LING YUNG. 1947 Chinese Maritime Trust Ltd mgrs. 29/10/48 broke down off Keelung in heavy weather and 30/10 blew ashore at Masu Bay - all 1270 troops aboard rescued by HMS *Cossack*. [BT 389/1/161]

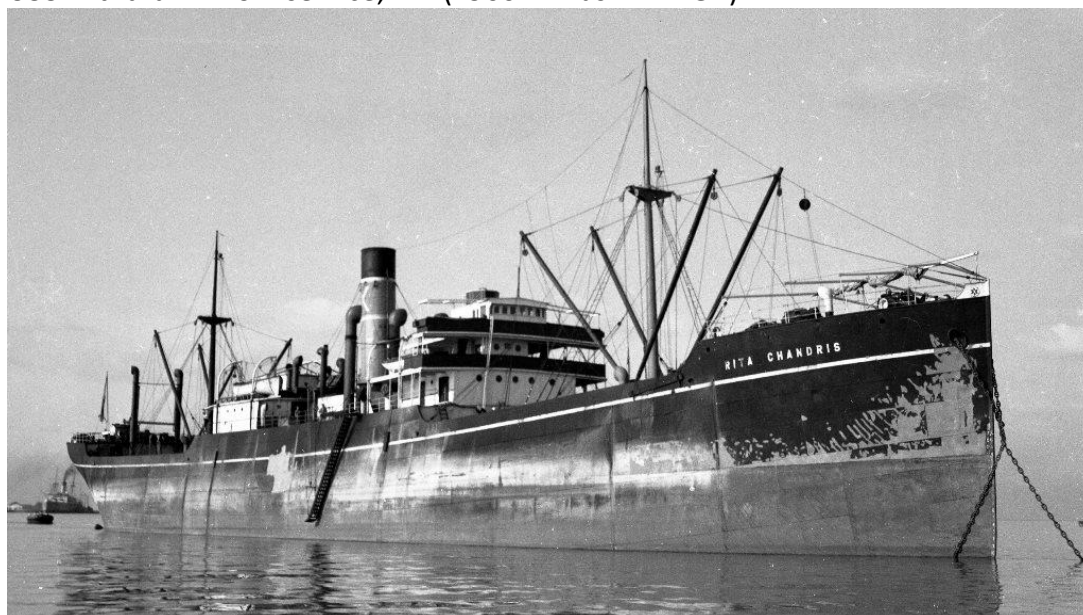


ALICE MOLLER anchored at Otaru, crew kite visible above mainmast (Uhachi Kinoshita/OCM).



Ashore as LING YUNG, crew rescue underway (montage by SK of C.Y. Tung snapshots).

**HELEN MOLLER** (1933-33) 4648/14-1 (T3cy/320nhp, Richardsons, Westgarth & Co., Sunderland) Built by Irvine's S.B. & D.D. Co. Ltd, W. Hartlepool (#530) for Empire Tpt Co. Ltd (Houlder Bros & Co. Ltd mgrs), London as EGYPTIAN TRANSPORT. 1/1/18 torpedoed in Mediterranean, beached, refloated and repaired. 1919 reboilered. 4/33 in lay-up at Milford Haven sold to M&Co. r. HELEN MOLLER. 9/33 resold to J.D. Chandris, Piraeus r. RITA CHANDRIS. 1939 sold to F. Grauds, Riga r. EVERIGA. 6/40 seized in Baltic by USSR, 10/40 expropriated. 3/7/41 scuttled by Soviet forces as a blockship at the entrance to Parnu, later raised by German salvors but not recommissioned. 5/45 recovered under repair at Copenhagen, allocated to Soviet Union and 7/47-10/48 repaired at Wismar for further service r. KEMERI. 1953 withdrawn from service, NFI (1960 RLR as EVERIGA).



HELEN MOLLER as RITA CHANDRIS at Beira, Sept. 1937 (R.M. Scott/W. Schell).

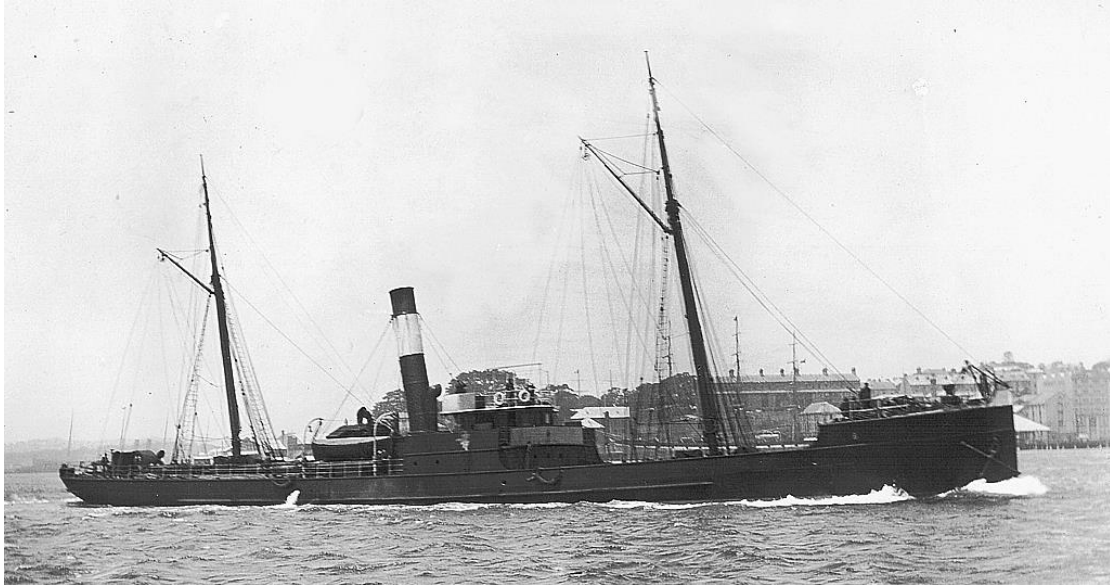


RITA CHANDRIS at Buenos Aires, Aug. 1936. No known view in Houlder colours (R. Maya/W. Schell).

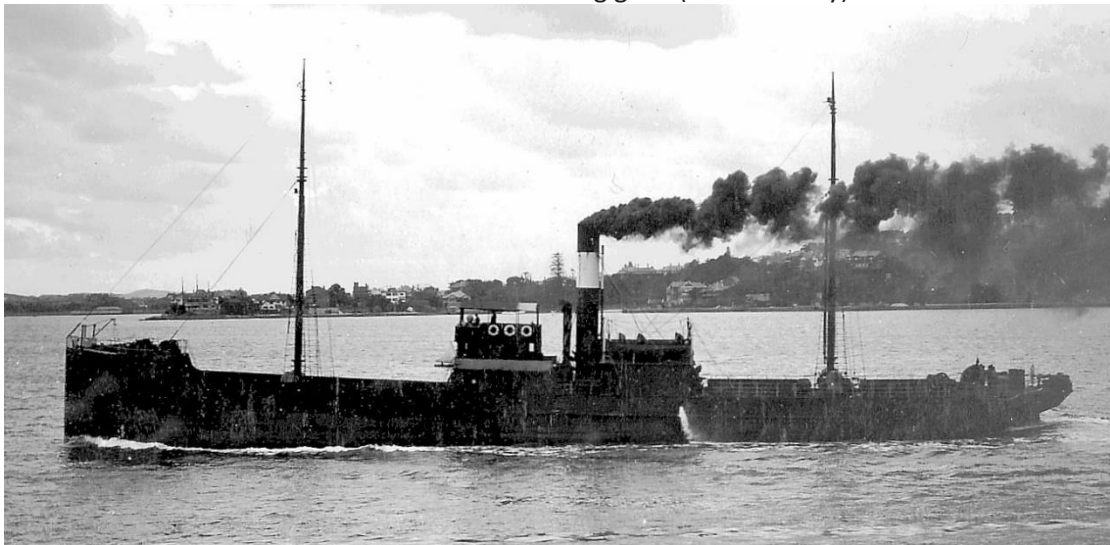
**ETHEL MOLLER** (1933-41) 912 (1110) /90-6 (Q4cy/170nhp/10k)

Built by Fleming & Ferguson, Paisley as coastal collier (with towing gear) for J. & A. Brown, Newcastle (NSW) as DUCKENFIELD, 19/9/90 arrived Sydney. 28/8/02 two men killed, three injured in steam pipe explosion during overhaul at Hexham. 7/3/03 towed dismasted barque *Samuel Plimsoll* (1491/73) from Port Chalmers to Sydney, then 15/5 from Newcastle with coal for Albany for use as hulk. 11/27 withdrawn for special survey and major refit at Sydney, 16/3/28 towed to Hexham for completion but laid up as reserve vessel. 1/31 t/f in lay-up to J. & A. Brown & Abermain Seaham Collieries Ltd. 5/33 sold to M&Co. r. ETHEL MOLLER (reg. at Auckland). 2/7/33 sailed Newcastle for Shanghai, where chartered to Kailan Mng Admin. for Chinwangtao-Shanghai coal trade. 7/7/35 assisted *Christine Moller* and *Margaret Moller* in refloating *Hopecrag* off Woosung o/v Chinwangtao-Hankow (coal). 9/35 t/f to MTL and conv. to salvage vessel. 5/36-4/37 o/c China Import & Export Lumber Co. for Yangtse trade. 9/37 o/c to Kung Chi S.S. Co. for Tsingtao-Shanghai Power Co. coal contract. 25/12/41 scuttled at Hong Kong. 9/42 salvaged by Japanese r. GYOUN MARU (曉雲丸), operated as Army transport Shanghai-Takao (Kaohsiung)/Hong Kong. 17/3/43 awarded to Japanese Govt by Sasebo Prize Court. 4/7/44 escaped damage in convoy Takao-Hong Kong when attacked by submarine USS *Seahorse* but *Gyoyu Maru* (ex *Joan Moller*) sunk. 12/10/44 bombed and sunk when anchored off Seitsu Wan (Hsitzu Bay), Takao during large air raid by U.S. carrier-based aircraft [Cundall].





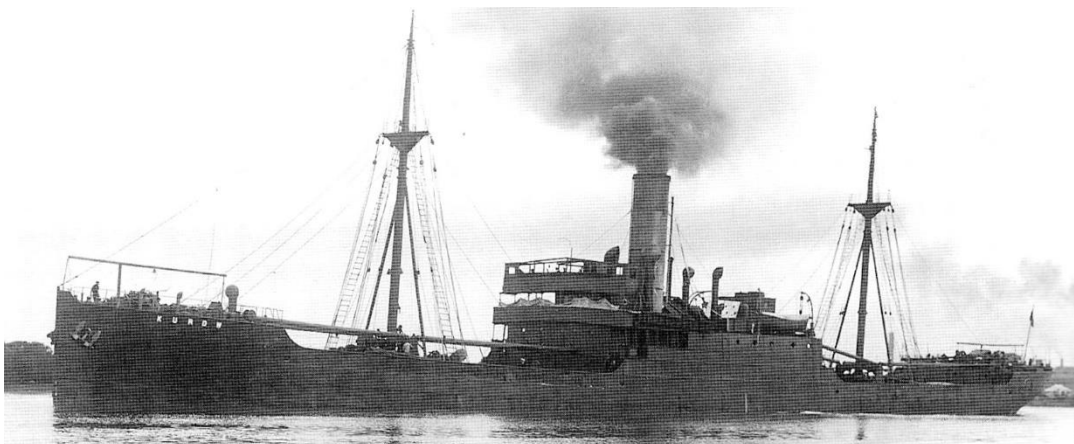
J. & A. Brown's '60-miler' DUCKENFIELD arriving Sydney from Newcastle (NSW) as built with raked masts and coaling gaffs (A.W.B. Dufty).



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

**MABEL MOLLER (1933-35) 2625/09-4 (T3cy/249nhp)**

Built by Wm Doxford & Sons, Sunderland (#400) for Union S.S. Co. of N.Z. Ltd, Dunedin as KUROW (intended as KAMO). 27/4 sailed London via Cape for NZ. 18/7/31 laid up in Auckland. 6/33 sold to M & Co. r. MABEL MOLLER, 2/7/33 sailed Newcastle with *Ethel Moller* for Hong Kong where arrived 31/7 with 4' of water in No.1 hold after typhoon, thence Shanghai. 18/9/35 ashore in Soya Strait on S. Coast of Sakhalin (USSR) o/v Petropavlovsk-Otaru, 40 crew taken off by *Atei Maru* to Wakanai; ship refloated but del. to Japanese breakers as CTL.



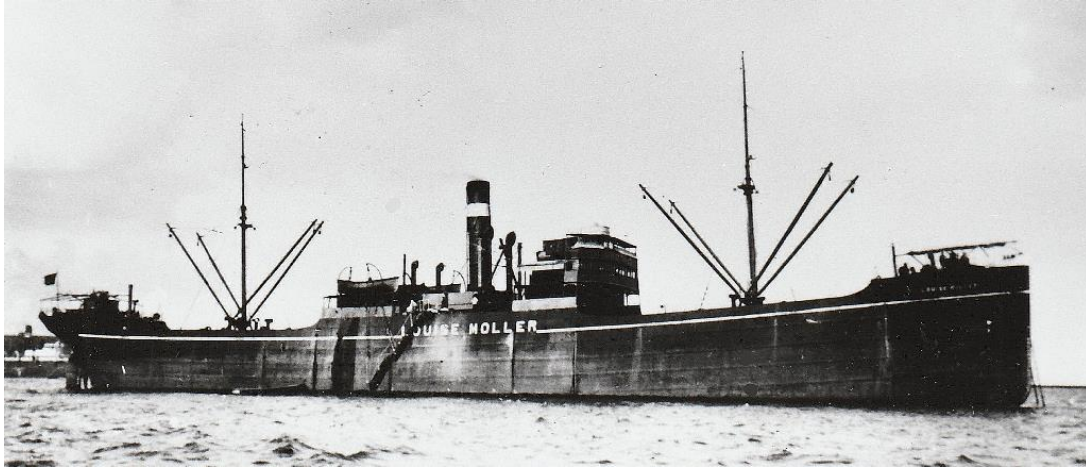
MABEL MOLLER in the period 1909-33 as Union S.S. Co's KUROW (I.G. Farquhar, *Union Fleet*).



KUROW coaling at Sydney, touched up at the waterline by Dufty to suggest speed (Dufty coll.).

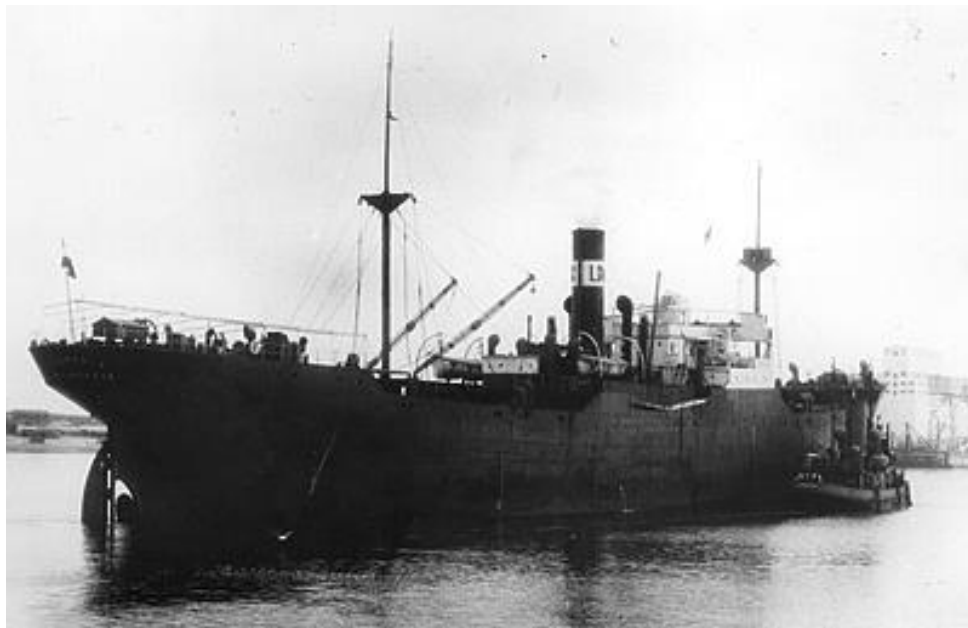
**LOUISE MOLLER** (1933-42) 3764 (6200)/07-11 (T3cy/307nhp, J. Dickinson & Sons Ltd, Sndland)  
 Built by J.L. Thompson & Sons Ltd, Sunderland (#455) for A. Low, Son & Co., London as RIVER PLATE.  
 1913 sold to J.L. Mowinckel & Son A/S, Bergen r. BJÖRNEFJORD. 1924 t/f to J. Ludwig Mowinckel A/S.  
 1926 sold to A/S Stolt Nielsen's Red., Haugesund r. BALTO. 8/33 sold to M&Co. r. LOUISE MOLLER and  
 placed on charter to Kailan Mining Admin. 1935 t/f to MLL. 5/7/39 o/v Moji-Dairen struck reef at Maury  
 Is. (34.12N, 125.19E), Mouho, SW Korea, refloated, after repairs 30/10 at Shanghai and from 3/11 to  
 5/40 mainly Chinwangtao-Shanghai (coal). 7/7/40 alloc.to HBM Consul-General, Shanghai for local  
 trades, 1v HK-Palembang-HK, then HK-Straits-Calcutta range. 11/12-24/2/41 at Shanghai (repairs), then  
 resumed Calcutta run until 21/7 (after repairs) to Calcutta-Red Sea/Alexandria run (coal), 23/3/42  
 Alexandria to Lourenco Marques (22/4) for repairs until 13/6 with coal to Aden, thence Calcutta (11/8)  
 for repairs, 27/9 to Aden, 20/10 for Durban, 11/11 for Mombasa (coal) but 13/11/42 torp. and sunk by  
 U-178 240m. from East Durban (30.50S, 35.54E) and broke in two without sending distress signal (11  
 lives).





LOUISE MOLLER at Otaru (Uhachi Kinoshita/OCM).

**HELEN MOLLER** (1933-44) 5259 (8100)/18-10 (T3cy/409nhp, Dunsmuir & Jackson Ltd, Glasgow)  
 Built by C. Connell & Co. Ltd, Glasgow (#388) as 'AO'-type tanker for The Shipping Controller (Gow, Harrison & Co., Glasgow mgrs), as WAR CATERAN. 1919 sold to Louis Dreyfus & Co., Dunkirk, conv. to dry cargo r. SIERENTZ. 9/33 sold to M&Co. r. HELEN MOLLER. 1935 t/f to MLL. 1939-40 coal trade to HK/Shanghai ex Port Campha/Hongay, also CWT, Moji/Miike, Keelung and Calcutta. 4/41 t/f to Calcutta-Red Sea/Egypt run (coal), backloading salt from Safaga. 18/1-25/2/43 at Durban (repairs), thence Aden, Calcutta (12/4- 25/5 repairs), thence Port Said, 24/7 Safaga via Aden to Fremantle (23/8) with heavy weather damage and leaks (No. 2), after repairs to Adelaide (6/9), where sub-charter from MOWT to Commonwealth of Australia (to 31/12, extended to 30/6/44) and from 15/9 placed in ironstone trade from Whyalla to Port Kembla/Newcastle to 20/12, then 27/12 at Melbourne for survey to end 2/1944. 6/4 Sydney via Albany, Fremantle (24/4) for Colombo (11/5). 1/6/44 sailed Colombo for Fremantle) ballast) but 5/6/44 torp. and sunk by U-183 400m. SW of Colombo (4.28S, 74.45E), 11/6 survivors landed at Colombo.



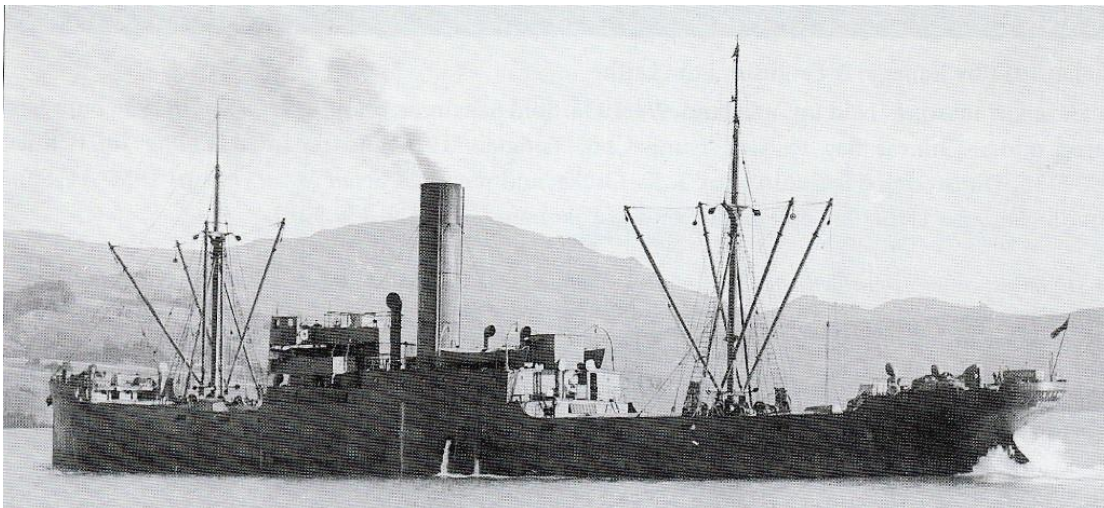
HELEN MOLLER previously as French SIERENTZ (<https://uboot.net/allies/merchants/ship/3257.html>).



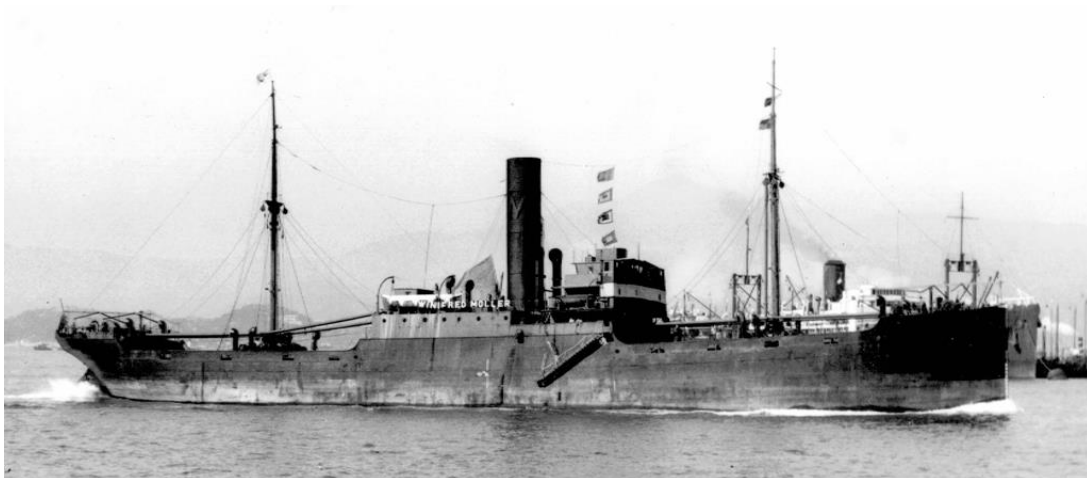
HELEN MOLLER at Christmas Island, 28 November 1936 (Australian National Archives 6552086).

**WINIFRED MOLLER** (1933-46) 2484/12-5 (T3cy/274nhp, G. Clark Ltd, Sunderland)

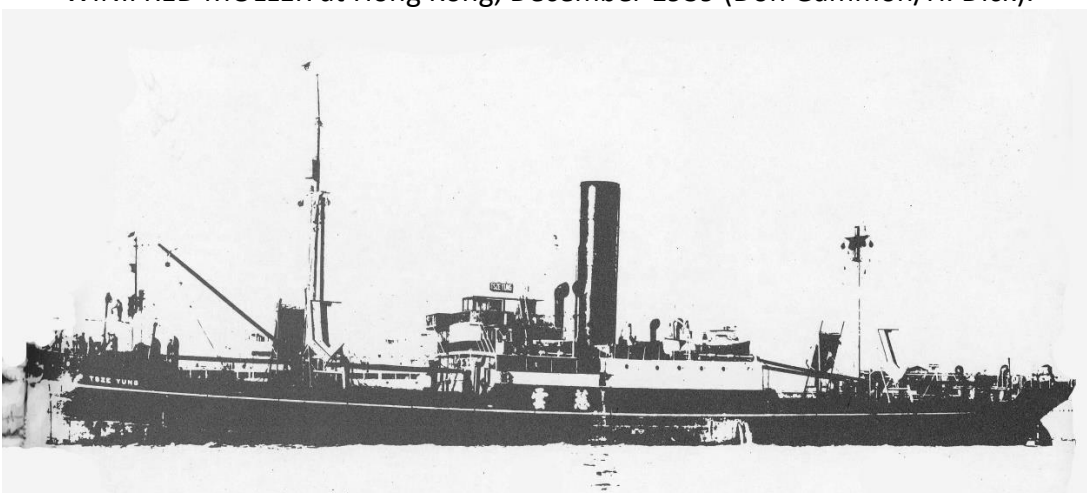
Built by Osbourne, Graham & Co. Ltd, Sunderland (#163) for Union S.S. Co. of N.Z. Ltd, Dunedin as KATOA. 23/6/31 laid up at Wellington. 7/33 sold to MLL but delivery delayed - 5/34 r. WINIFRED MOLLER and 22/6 sailed with 248 dairy cattle for Shanghai (16/7). 1935 t/f to MLL. 7/9/36 on Japanese charter aground at mouth of Amur River on USSR side, refloated. 9/39-2/40 mainly Bangkok-HK rice trade. 3-7/40 Palembang-HK-Shanghai. 5/7/41 sailed Shanghai towing *Suishan* to Singapore (24/7), then rice trade Burma-India. 8/12/41 at Calcutta, then Indian coastal trade. 8-12/44 under repair at Vizagapatam, then resumed coastal trade until 10/45. 1946 sold to Zui Kong S.S. Co. Ltd (C.Y. Tung, mgr), Shanghai r. TSZE YUNG. 1947 mgt t/f to Chinese Maritime Trust Ltd, Shanghai. 25/7/49 at New York, presumably reg. in Taiwan (last reported movement). LRS 1/1959 rep. broken up 1956 (location unknown). In absence of reporting, uncertain whether demise in Taiwan or PRC and, if latter, whether post 1956 under another name.



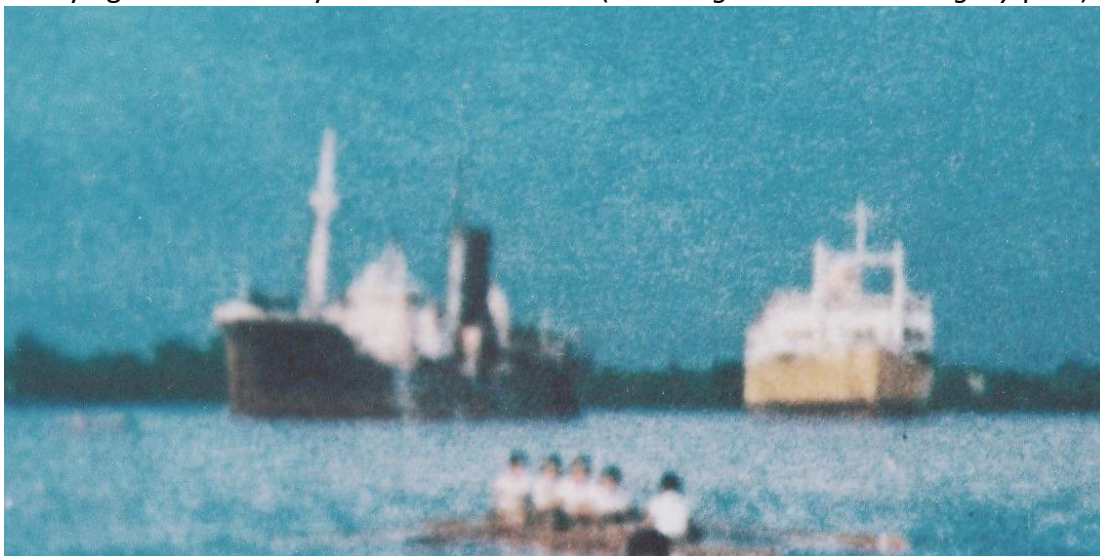
WINIFRED MOLLER as KATOA (I.J. Farquhar, *Union Fleet*).



WINIFRED MOLLER at Hong Kong, December 1939 (Don Gammon/H. Dick).



WINIFRED MOLLER in early postwar under Chinese ownership as TSZE YUNG, still carrying wartime Carley floats at both masts (*C.Y. Tung His Vision and Legacy* p.17).



Well maintained vessel resembling TSZE YUNG w/o mainmast with 3000-grt ex-Ming Sung passenger vessel off the Shameen, Guangzhou c.1960 (*China Pictorial* 9/61 p. 22).



**DAISY MOLLER** (1934-43) 4087/11-8 (T3cy/245nhp)

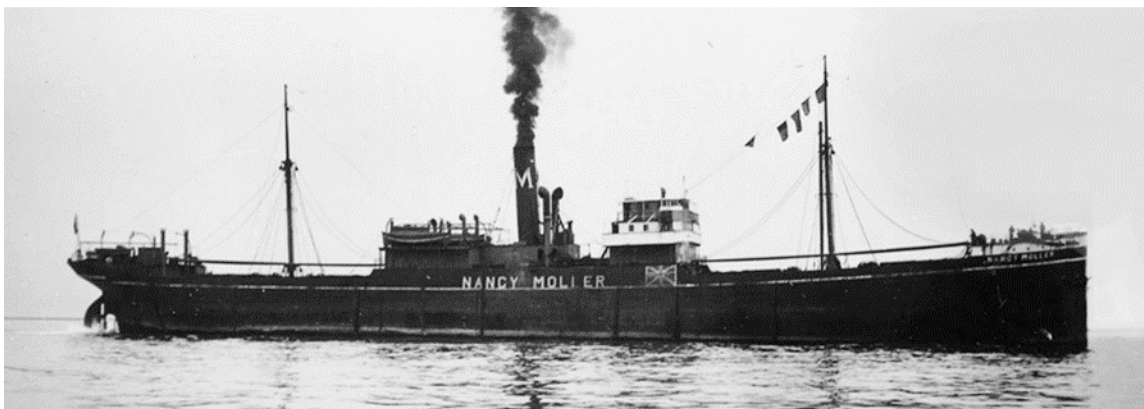
Built by Bremer Vulkan S.B. & M.F., Vegesack (#545) for Deutsche Levante Linie, Hamburg as PINDOS. 1/8/14 seized at Alexandria and taken over by Admiralty r. HUNTSCAPE. 1915 mgrs A. Weir & Co., Glasgow. 1916 mgrs Elder, Dempster & Co. Ltd, Liverpool. 1919 mgr W. Robertson, Glasgow. 1920 sold to Det Selmerske Red. (C.L. Halvorsen, Shanghai mgr), Trondheim r. WILFRED. 19/10/25 ashore at Tacuani. 1928 sold to A/S Norasiatic Coal Tpts Ltd (C.L. Halvorsen, mgr), Oslo and chartered long-term to Kailan Mining Admin, by 10/28 at Shanghai. 24/1/30 Halvorsen died at Shanghai, mgr now E.M. Nilsen-Moe, Oslo. 8/34 sold under charter for £8,000 (\$230,000) to M&Co. r. DAISY MOLLER. 1935 t/f to MLL. 1936 off charter. 12/10, 25/12/40, 21/9/41 Calcutta-Mediterranean (11/3-20/4 at Piraeus) with coal. 30/11/41 at Durban loading coal for Aden but fire in No. 3 hold delayed sailing to 19/1/42, then 17/3 Lourenco Marques to Aden, Suez (12-29/4), thence India. 3/7/41 sailed Calcutta for Alexandria (coal) but put back for main engine repairs, 20/8 for Aden (14/9), thence LM, Durban (1/12). 22/1/43 after repairs Durban-Massawa (23/2-13/3), thence to Calcutta (12/4) for repairs. 9/43 t/f to collier service in Bay of Bengal. 13/12/43 torp. and sunk by Japanese sub. Ro-110 off Coconada (16.21N, 82.13E) o/v Bombay-Chittagong - 55 killed in ramming and strafing of lifeboats [WW2 details from BT 389/9/31].



DAISY MOLLER at Otaru with charterer's funnel (Uhachi Kinoshita/OCM).

**NANCY MOLLER** (1934-44) 3916/07-12 (T3cy/292nhp, N.E. Marine Eng. Co. Ltd, Sunderland)

Built by J. Priestman & Co., Sunderland (#123) for Harloff & Rødseth, Bergen as NORFOLK. 1915 sold to A/S Klosters Red., Stavanger. 1917 taken over by The Shipping Controller (Constantine & Pickering S.S. Co. Ltd, London mgrs). 1919 reverted to owners. 1920 sold to A/S Det. Selmerske Red., Trondheim r. ROWENA. 1928 sold to A/S Norasiatic Coal Tpts Ltd (C.L. Halvorsen, mgr), Oslo and by 2/29 on long-term charter to Kailan Mining Admin. 24/1/30 Halvorsen died at Shanghai, mgr now E.M. Nilsen-Moe, Oslo mgr. 8/34 sold under charter for £8,000 (\$230,000) to M&Co. r. NANCY MOLLER. 1935 t/f to MLL. 1/40-2/41 Chinwangtao-Shanghai (coal). 26/5/41 Shanghai via Manila, Singapore to Rangoon (24/6-3/7), thence Calcutta and two coal loadings to Colombo; 16/9/41 Calcutta-Aden (coal), then loaded Durban (26/11) via Mombasa, Colombo (fire) for Bombay (21/1-4/2/42) and then via Port Okha for Calcutta (30/3). 4-9/42 coastal work and repairs. 23/9/42 Calcutta to Persian Gulf and return (15/12). 9/1/43 to Alexandria (25/2-5/3), thence loaded Durban (21/4-15/5) for Red Sea/Alexandria (21/6-2/7) and returning via Aden (salt) for Calcutta (7/8) for discharge and repairs (to 22/9). 12/10/43 Madras (groundnuts)-Durban (6/11), thence Table Bay (18/11) for major repairs to 16/2/44. 28/2/44 sailed Durban for Madras (coal) but 18/3/44 torp. and sunk by Jap. sub. 1-165 c.400 m. SSW of Ceylon (2.14N, 78.25E) o/v Durban-Colombo (coal) – survivors machine-gunned but 22/3 master, 27 crew and 4 gunners rescued by cruiser H.M.S. *Emerald* (32 lives) [WW2 details from BT 389/21/206].



NANCY MOLLER at Otaru (Uhachi Kinoshita/OCM).



NANCY MOLLER on Mitsui Bussan charter loading phosphate at Christmas Island, 26 October 1934 (National Archives of Australia 6551980).

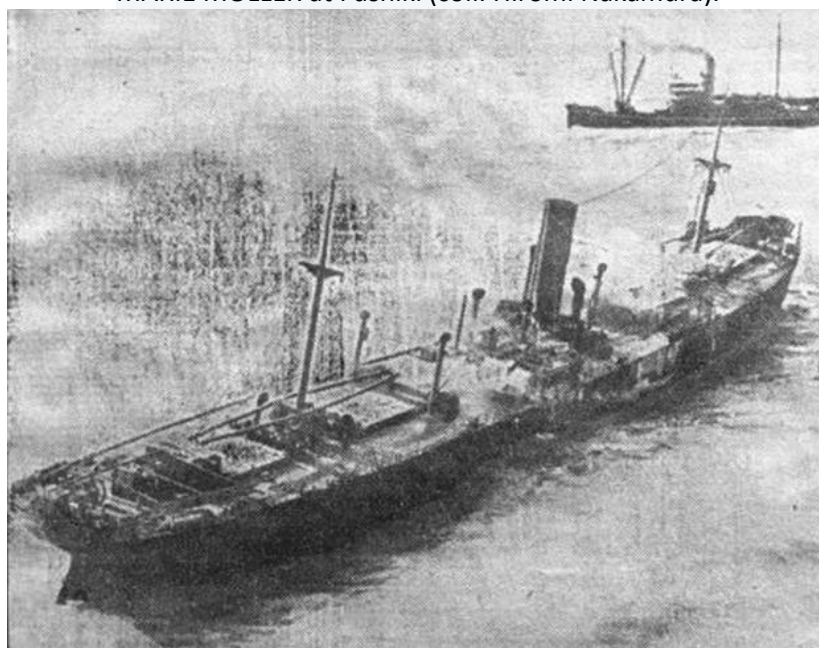
<b>MARGARET MOLLER</b> (1934-35) 468/16	see MTL (1935-41)
<b>CHRISTINE MOLLER</b> (1934-35) 800/17	see MTL (1935-41)
<b>DIANA MOLLER</b> (1934-35) 252/04	see MTL (1935-41)

**MARIE MOLLER** (1936-37) 4770/11-7 (T3cy/587nhp, Earle's Co. Ltd, Hull)

Built by Northumberland S.B. Co. Ltd, Newcastle (#179) for Mitre Shipping Co. Ltd (Houlder, Middleton & Co. Ltd, mgrs.), London as HORLEY. 1912 sold to Liverpool, Brazil & River Plate S.N. Co. Ltd (Lamport & Holt Ltd, mgrs), Liverpool r. EUCLID. 2/31 sold to Ben Line Steamers Ltd (Wm Thomson & Co. mgrs), Leith r. BENVANNOCH. 19/10/35 arrived Shanghai from Sakhalin and sold to Crescent Trades Facilities Ltd, London. 11/35 resold at Shanghai to MLL r. MARIE MOLLER. 22/3/37 caught fire after explosions off Holyhead Bay, N. Wales on voyage Vizagapatam-Liverpool (groundnuts, oilcake), 24/3 beached, 28/3 fire extinguished, refloated; 5/4 after refloating arrived in tow at Liverpool; 8/7 declared CTL (hull insured £18,250, cargo £100,000) and 15/7 towed to Troon for breaking up by West of Scotland S.B. Co.



MARIE MOLLER at Fushiki (coll. Hiromi Nakamura).

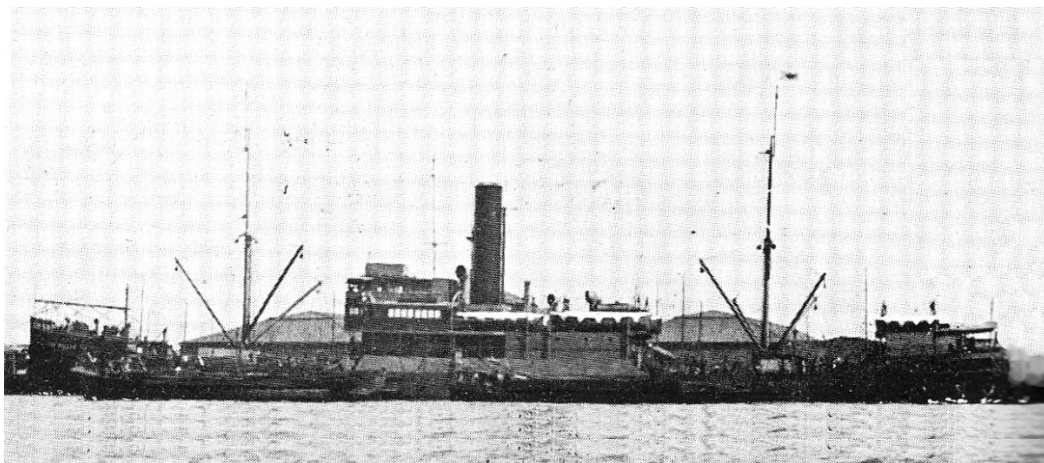


Press photo of MARIE MOLLER on fire, March 1937. Caption: 'Abandoned by her crew of 72 the Marie Moller blazes from stem to stern 2 miles off Holyhead, Wales, while the steamer Beacon stands by' (unidentified newspaper clipping dated 10.4.37).

**JOAN MOLLER** (1936-41) 2232/18-1 (T3cy/215nhp)

Built by Hongkong & Whampoa Dock Co. Ltd, Hong Kong (#548) for Bruusgaard, Kiosteruds Skibs. A/S, Drammen as HERMELIN but completed under requisition for Furness, Withy & Co. Ltd (reg. at Hong Kong). 9/19 reverted to owners for S. China-Siam trade. 4/28 sold to Cie Navale de l'Océanie, Noumea r. SAINT FRANCOIS XAVIER. 7/28 as GIA LONG sailed Noumea for Haiphong. 1930 sold to Soc. des Messageries Maritimes, Noumea for New Caledonia-Indo-China trade r. DUMONT D'URVILLE. 1-11/32 Noumea-Marseilles line. By 3/36 sold to MLL r. JOAN MOLLER. 1939-41 trading China Coast and to/from Southeast Asia. 4-11/41 Chinwangtao-Shanghai coal trade. 7/12 arrived Hong Kong. 25/12/41 scuttled at Hong Kong. Raised by Japanese r. GYOYU MARU. 3/7/44 torp. and sunk by USS *Seahorse* 200m SSE of Hong Kong (19.28N, 115.41E) as part of convoy No. 91.





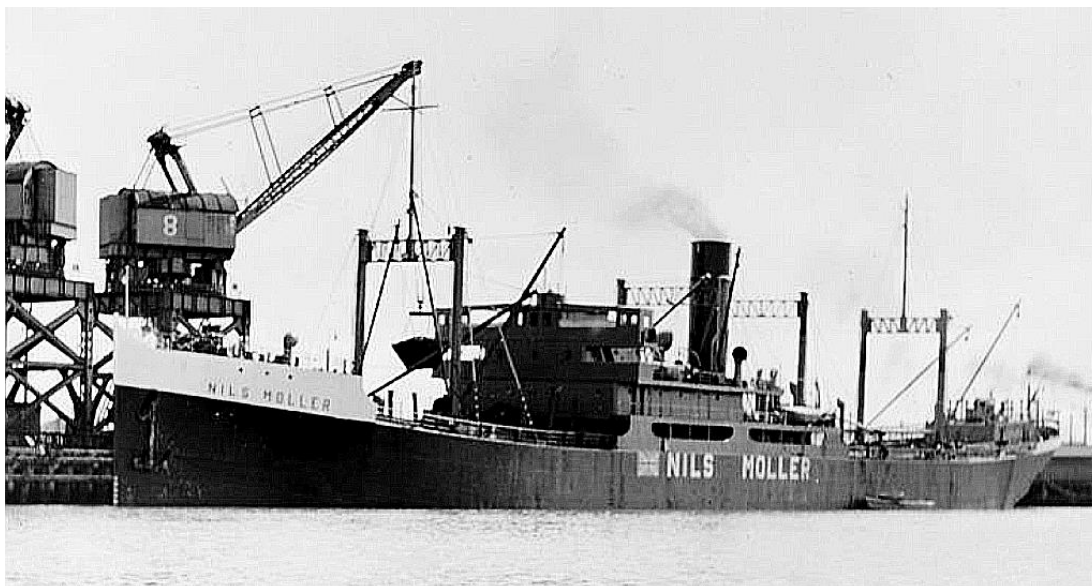
Heavily laden JOAN MOLLER at Shanghai (*Sekai Shosen Yoran* P.115).



JOAN MOLLER in the River at Shanghai (UoB Mei-Fei Elrick & Tess Johnston 2012).

**NILS MOLLER (1936-46) 6647/22-11 (T3cy/540nhp)**

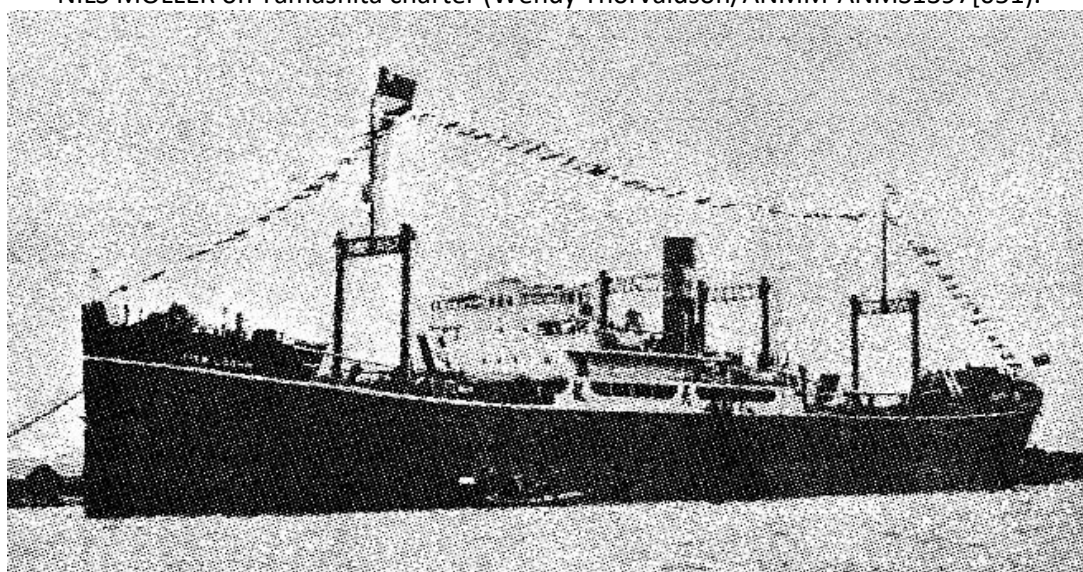
Built by Harland & Wolff Ltd, Belfast (#641) from WWI standard shipbuilding program materials as 'AO'-type tanker for British-Mexican Petroleum Co. Ltd (A. Weir & Co., mgrs), London as INVERGOIL. 1930 t/f to Anglo-American Oil Co. Ltd (J. Hamilton, London mgr). 1931 mgr F.J. Wolfe. 1/36 sold to MLL. 16/3/36. 16/3 as NILS MOLLER sailed Barry via Istanbul for Shanghai (2/8), there conv. to dry cargo carrier with goalpost masts. 10/37 recommissioned and traded mainly to Japan, India, also Newcastle (NSW). 12/41 at Suez, then mainly coal from Durban to Indian Ocean ports until 8/46. 23/8/46 Bombay for Shanghai (16/9) to lay up. 11/46 sold to Ta Chen Nav. Co. Ltd (Chinese Maritime Trust Ltd, mgrs), Shanghai r. TIEN LOONG. 8/9/47 dep. Shanghai, 29/10 arr. Le Havre, first all-Chinese ship to reach the Atlantic, thence first crossing to Norfolk, Va. 1950 t/f to Pacific Union Marine Corp., Panama r. ATLANTIC DRAGON. 5/2/59 delivered to shipbreakers at Osaka [VRC].



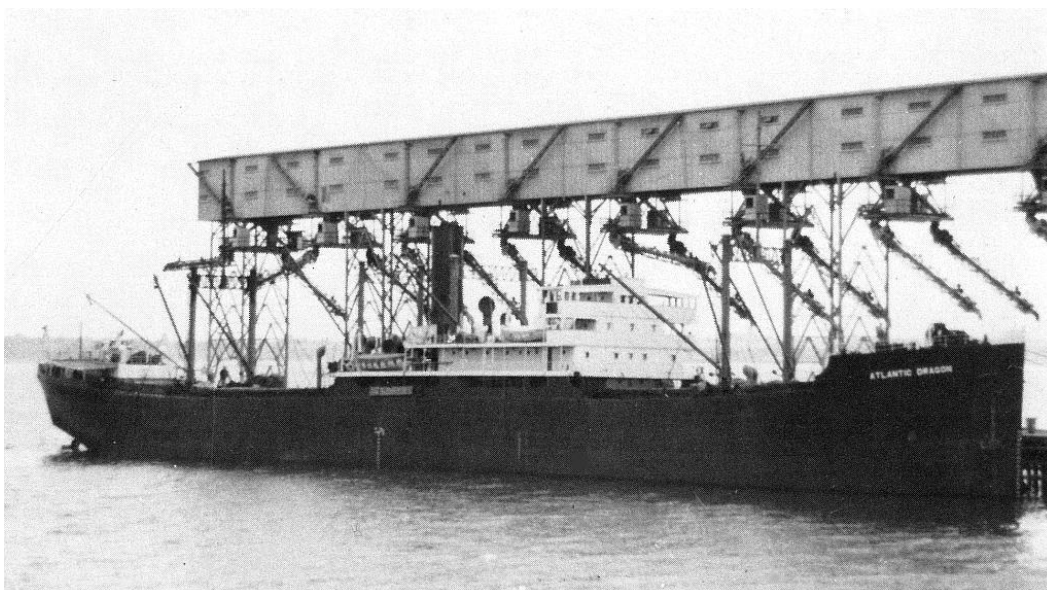
Freshly painted NILS MOLLER with new goalpost masts prewar at an unidentified location (Wendy Thorvaldson/ANMM-ANMS1397[049]).



NILS MOLLER on Yamashita charter (Wendy Thorvaldson/ANMM-ANMS1397[051]).



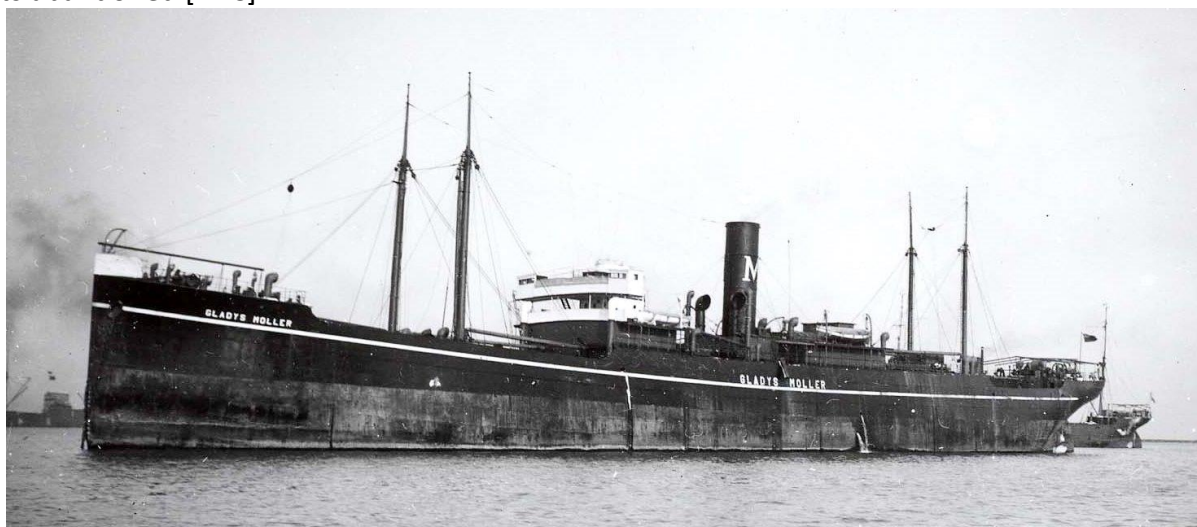
NILS MOLLER as Chinese TIEN LOONG proudly flying the circle sun flag (C.Y. Tung diary).



NILS MOLLER as ATLANTIC DRAGON loading wheat at Geelong late-1950s (W.G. Volum/NAA).

**GLADYS MOLLER (1938-42) 5285/06-10 (T3cy/360nhp)**

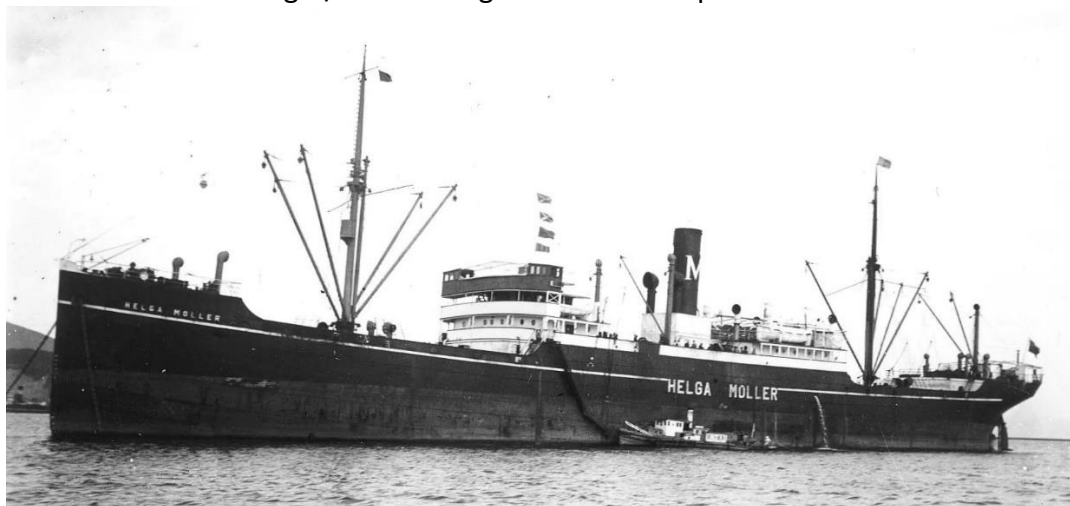
Built by A. Stephen & Sons Ltd, Glasgow (#416) for Crown S.S. Co. Ltd (Prentice, Service & Henderson mgrs), Glasgow as CROWN OF GALICIA. 1920 sold to Charente S.S. Co. Ltd (T. & J. Harrison mgrs), Liverpool r. CENTURION. 1925 sold to Eftikhia S.S. Co. Ltd (P. Wigham-Richardson & Co. Ltd, mgrs), London r. BITO. 3/26 sold to Rickmers Reed. A.G., Bremen r. ETHA RICKMERS. 5/38 del. to MLL at Tientsin r. GLADYS MOLLER and began trading Taku-Japan. From 3/39 trading Calcutta-Rangoon-Shanghai range. 6-28/12/41 at Rangoon, thence Calcutta (31/12-23/2/42) for Suez (9/3-9/4), Durban (26/4-11/6) to Suez (5/9). 12-29/9 loaded salt at Safaga for Calcutta but 7/11/42 wrecked on Baker Rocks (07.55.50N-81.35.30E), c.60 miles south of Trincomalee, 14/11 CTL, 16/11 broke back. 20/7/43 desultory salvage efforts abandoned [VRC].



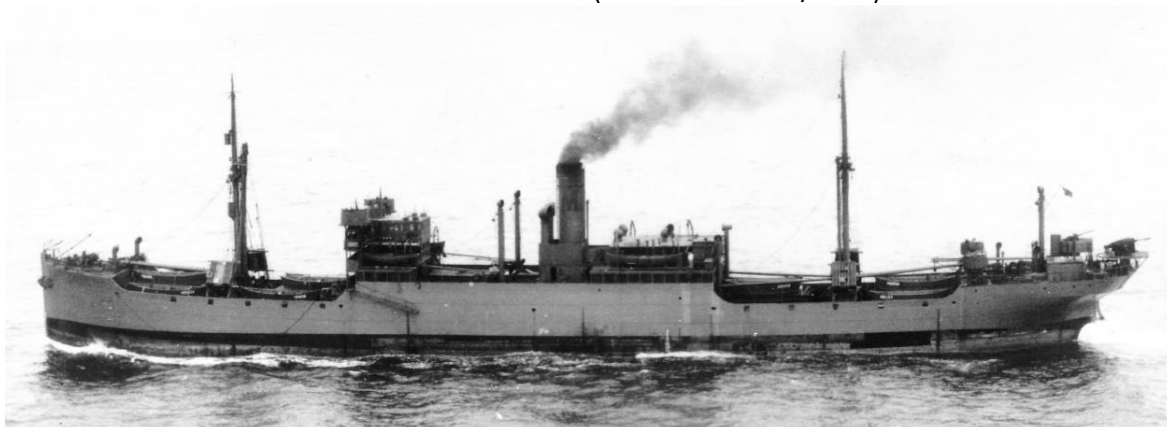
GLADYS MOLLER at Otaru (Uhachi Kinoshita/OCM).

**HELGA MOLLER (1938-47) 5546/12-6 (T3cy/510nhp, A.G. 'Weser', Bremen)**

Laid down by Rickmers A.G., Bremerhaven (#161) for Rickmers Reed A.G., Bremen but sold on stocks to Hamburg-Amerika Linie, Hamburg and launched as KURMARK. 3/8/14 seized at Calcutta and allocated to Grahams & Co., London as mgrs for The Admiralty. 27/3/17 attacked by submarine in Mediterranean (torpedo missed). 1920 t/f to Secretary of State for India. 7/25 sold to Atlanska Plovidba Ivo Racic, Dubrovnik r. ISTOK. 1928 sold to A/S Asia (Gørrissen & Co.), Oslo r. AKER. 1929 sold to Rickmers Reed. A.G., Bremen r. DEIKE RICKMERS. 4/38 sold to MLL r. HELGA MOLLER. 1-9/40 Shanghai-Calcutta (vv), then 21/9 Calcutta (coal) via Alexandria for Greece and Istanbul. 1/2/41 sailed Suez to load East Africa; 15/3 sailed Lourenco Marques for Aden but 16/3 struck reef and beached on Xezine Island (NNE of Cape Sebastian), LL 21/5 rep. fires in No. 1 hold, Nos 1 and 2 flooded; 11/6 refloated. 4/11/42 after repairs sailed Durban (coal) for Aden, thence Calcutta (31/12). 18/2/43 Calcutta (coal) to Aden, then 21/5 Calcutta to Beirut-Tripoli-Haifa and in ballast to Calcutta (14/7) for repairs. 10/9/43 sailed Calcutta via Colombo (repairs to 2/10) for Melbourne and Sydney (14/11), where from 12/43 sub-charter from MOWT to Commonwealth of Australia for coastal trade (inc. PNG) until 31/12/45. 9/11/45 Melbourne for Bombay, thence Aden, where 10/1/46 sailed (salt) for Malaya and Hong Kong (16/3). 22/3/46 reverted to owners at Hong Kong [BT 389/15/102]. 4/47 del. at Shanghai to Chinese Maritime Trust Ltd, Shanghai r. LAN CHOW. 1949 reg. t/f to Keelung. 1954 broken up in Taiwan.



HELGA MOLLER at Otaru (Uhachi Kinoshita/OCM).

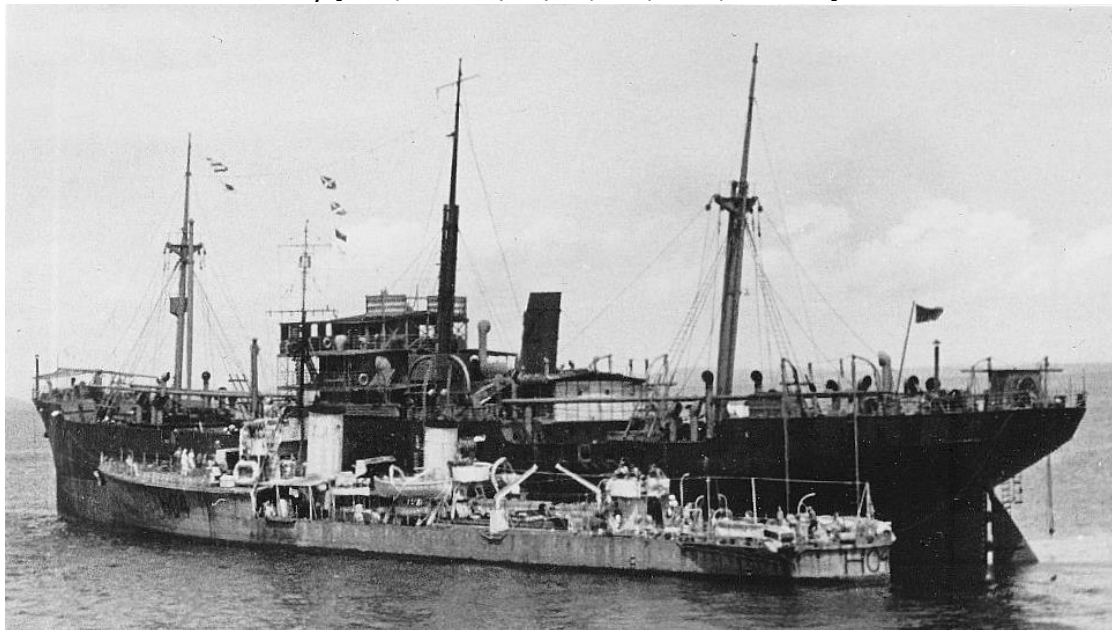


HELGA MOLLER on Commonwealth Govt charter during WWII, 4" gun, 12 pdr and 20mm Oerlikon AA guns on stern island, two Oerlikons on bridge wings, 'M' still visible on funnel (AWM 303382).

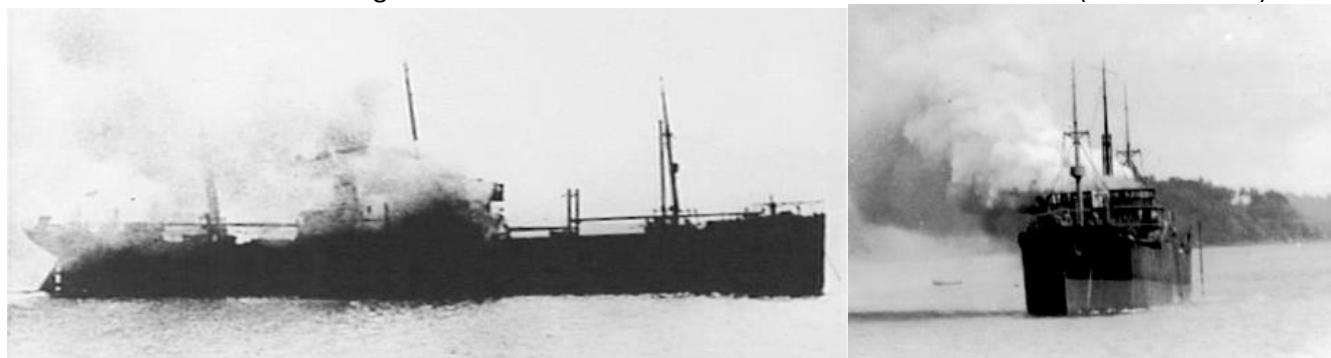


**NORAH MOLLER** (1938-42) 4435/15-10 (M12cy/398nhp, Burmeister & Wain Ltd, Glasgow)

Laid down by Harland & Wolff Ltd, Irvine (#452) for A/S Det Østasiatiske Kompagni, Copenhagen as LALANDIA but sold on stocks to Govt of Western Australia, Fremantle and 19/7/14 launched as KANGAROO. 5/4/17 rammed and sank Austrian Submarine in Mediterranean. 1921 in service on WA Coast. Late 8/38 del. at Saigon to MLL r. NORAH MOLLER. Late 4/39 comm. after refit at Shanghai (funnel added), trading mainly Shanghai-Singapore-Calcutta/Rangoon range. 15/9/41 Calcutta for Alexandria (19-26/10), thence via Karachi to Rangoon (12-27/12). c.30/12/41 damaged by air attack in Straits of Malacca en route to Singapore. 1/42 drydocked in Singapore. 2/2/42 sailed Singapore in ballast with evacuees bound Calcutta to load coal for Middle East but mid-day 3/2 in northern part of Bangka Strait attacked by three aircraft, hit amidships and set on fire, cruiser HMAS *Hobart* (57) and destroyer HMAS *Tenedos* (13) rescued survivors, several buried at sea, rest disembarked at Tanjung Priok, ship left to burn at anchor and sank next day [VRC; BT 389/22/73; Gill, RAN, v1: 561].



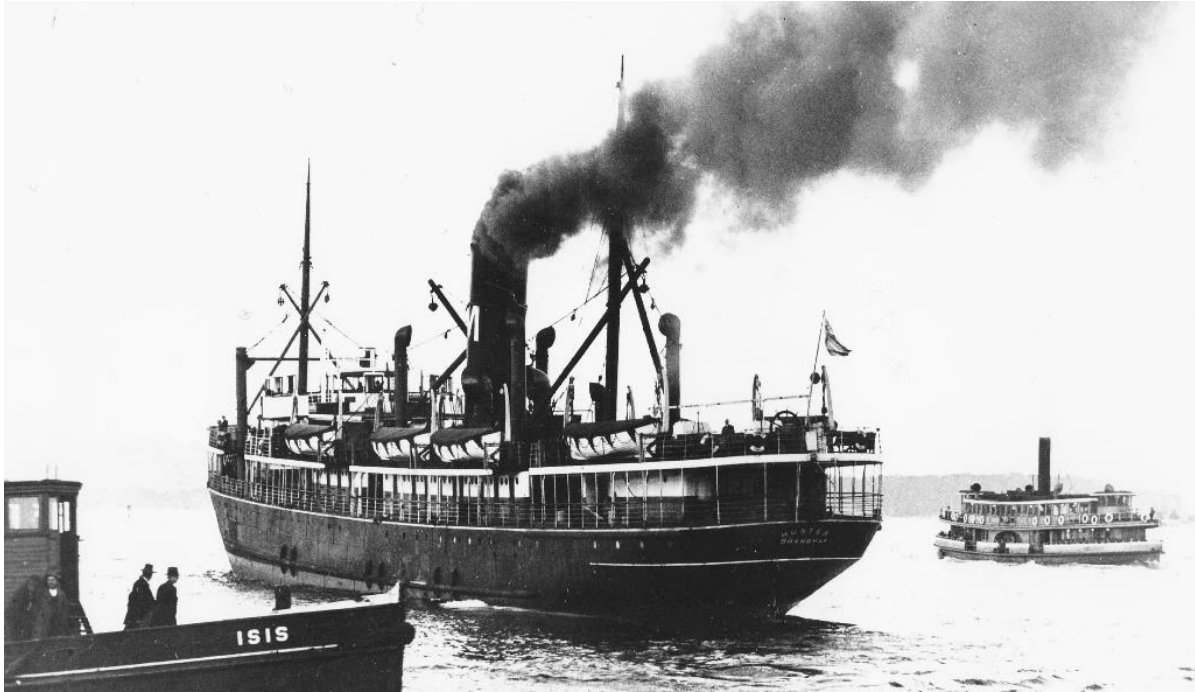
HMS TENEDOS evacuating survivors from bombed NORAH MOLLER off Banka Island (AWM3809774).



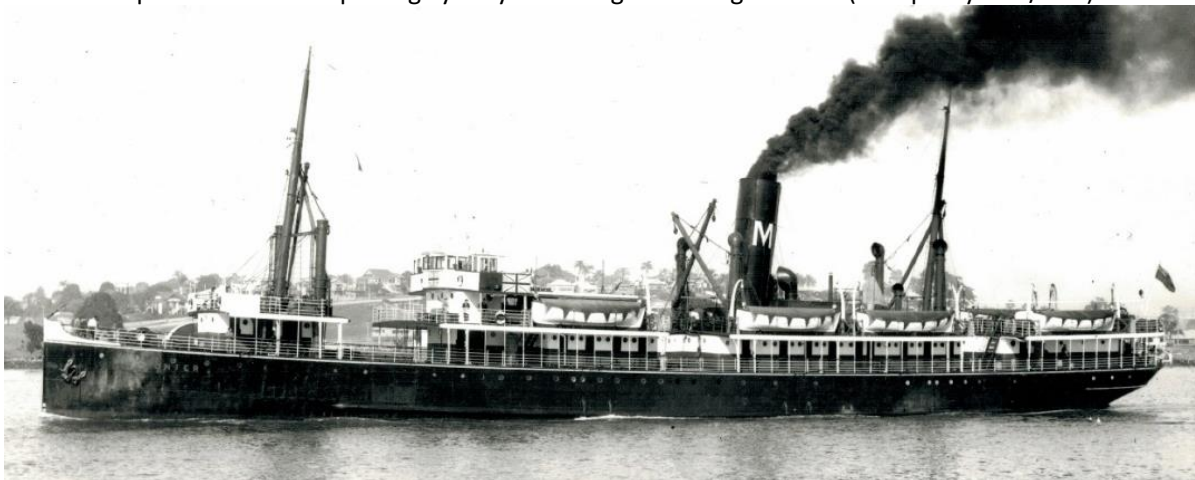
NORAH MOLLER abandoned and burning off Bangka Island, 3 Feb. 1942 (AWM3902697/H. Dick).

**ARIADNE MOLLER** (1938-41) 1840/07-3 (2xT3cy/252nhp, T6cy; pass.)

Built by Ramage & Ferguson Ltd, Leith (#208) for Newcastle & Hunter River S.S. Co. Ltd, Sydney for Sydney-Newcastle passenger trade as HUNTER. 7/38 sold to MLL - 12/8/38 sailed Sydney via Newcastle for Shanghai -11/10/38 arrived at Shanghai r. ARIADNE MOLLER. 1-9/39 on charter to China Merchants S.N. Co. for Shanghai-Tangku (Tientsin) or Shanghai-Ningpo lines. 6/39 detained by Japanese at Tientsin. 10/39-4/40 Shanghai-Wenchow (vv). 5-6/40 HK-Rangoon-HK via Singapore. 7/40 Shanghai-Chinwangtao (vv). 7/12/41 arrived Hong Kong. 25/12/41 scuttled at Hong Kong. Raised by Japanese and comm. 12/42 as CHIKUZAN MARU (Toa Kaiun K.K., mgrs). 12/7/45 sunk by U.S. aircraft while loading at Cam Pha, near Haiphong (20.52N, 106.41E). 11/47 wreck sold but June 1949 rep. 'has not been refloated'.



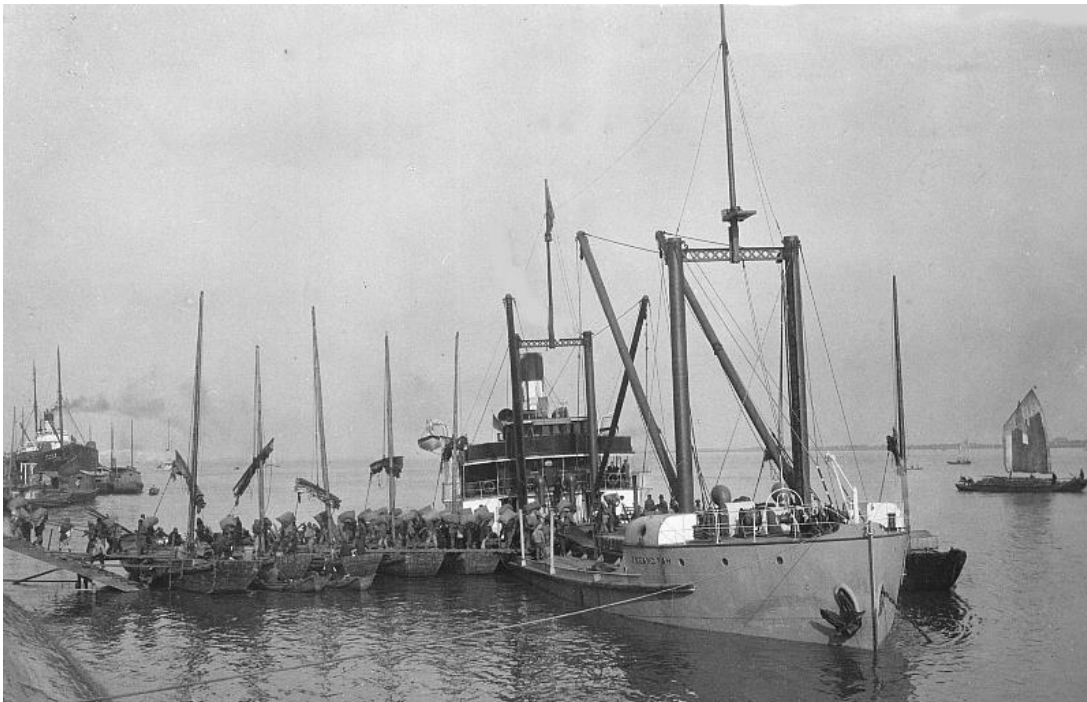
Acquired HUNTER departing Sydney for Shanghai 12 August 1938 (Humphery coll./NLA).



ARIADNE MOLLER at Brisbane on delivery voyage to Shanghai, still as HUNTER but with Moller funnel, Union Jacks painted front and sides of bridge (W. Foote collection).



**MARILYSE MOLLER** (1941-42) 786 (750 dwt)/16-1 (2-sc. 4-mst, engines aft, T6cy/68rhp, 9k)  
 Built by Kiangnan D. & E. Works, Shanghai (#218) for China Import & Export Lumber Co. Ltd, Shanghai for Hankow-Shanghai timber trade as TSEANGTAH. 5/5/38 boarded by 30 pirates and looted at Hsinsinkiang (11 hours above Shanghai) but repulsed by guards (3 wounded). 25/12/38 machine-gunned by pirated junk 2 hrs from Shanghai, 2 wounded. 2/41 sold to E.B., L.B. and R.B. Moller (Mollers Ltd) r. MARILYSE MOLLER. 22/3/41 with 207 passengers looted and stripped by pirates off Haikow after Japanese naval vessels denied entry. 11/41 req. at Shanghai by MOWT. 6/12 arr. Singapore to commence Singapore-Palembang shuttle. 31/1/42 Singapore to Palembang (2/2), thence Tanjung Priok (11-16/2), Colombo, Bombay, Alexandria (27/5). 1/7/42 torp. and sunk by U-97 c.27m off Rafah, Gaza in 31.32N, 33.44E bound Port Said-Haifa.



MARILYSE MOLLER as TSEANGTAH at Hankow (G. Thompson colln).

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