Passenger Ships of the South China Maritime Bureau,

later known as the Guangzhou (Canton) Maritime Bureau

Guangdong Province, Hong Kong and Macao Navigation Co. Ltd.

ILLUSTRATED FLEET LIST

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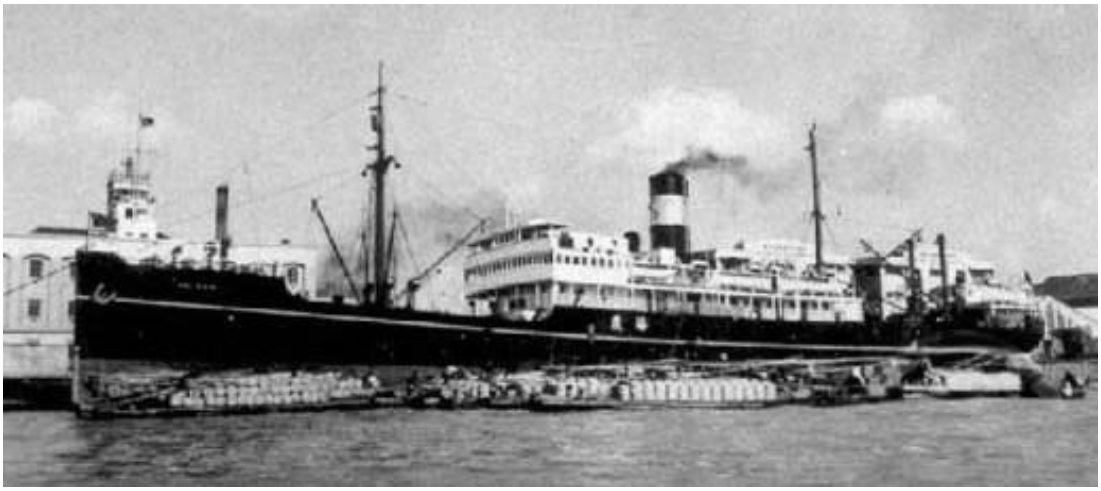
In the early period after 1949, the known Canton-based ocean vessels with passenger-carrying potential were the HAI TANG, escaped south from the prewar Yangtse, the seven Canadian-built Ming Sung ships which had previously been operating in the Pearl River delta but had been designed for the Yangtse River, and China Merchants Steam Nav. Co's HAI HSIA. On 20/8/53 the *Montreal Gazette* reported that after being laid up for about a year, the seven Ming Sung ships had been converted for cargo carriage (although still obviously could carry passengers too). The three 3,000 gt steamers were carrying strategic goods and military materials Guangzhou to Beihai in Guangxi Province and ports on Hainan Island, while the four 900 gt motorships were operating between Guangzhou and Zhanjiang, then known as Guangzhouwan (Fort Bayard) on the Guangdong coast, and also ferrying embargoed Eastern bloc and other cargoes trans-shipped at La Sha Wei Island (Garbage Dump Island) 25 miles west of Hong Kong. HAI HSIA was transferred to the Shanghai Bureau and in 1956 became MIN CHU 12 (see below).

HAI HSIA 海廈 (1950-5?) 3179/23
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong for Indo-China Steam Nav. Co, London as YUEN SANG. 7/46 sold to CMSNC r. HAI HSIA. 1/50 at Hong Kong hoisted PRC flag and proceeded to Canton, later t/f to Shanghai, laid up. 1955-56 rebuilt at Shanghai. 11/56 maiden voyage Shanghai/Tientsin as MIN CHU 12. 10/65 operating Shanghai/Dalian. 1967 r. GONG NONG BING 12. 1974 transferred to Dalian Maritime Bureau. B/U 1980.

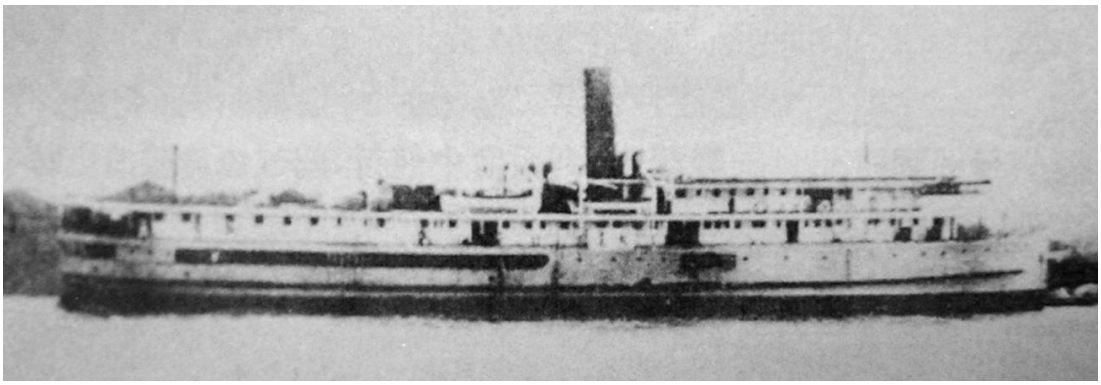


HAI HSIA (http://60.250.180.26/theme/theme-33/33-index.html).

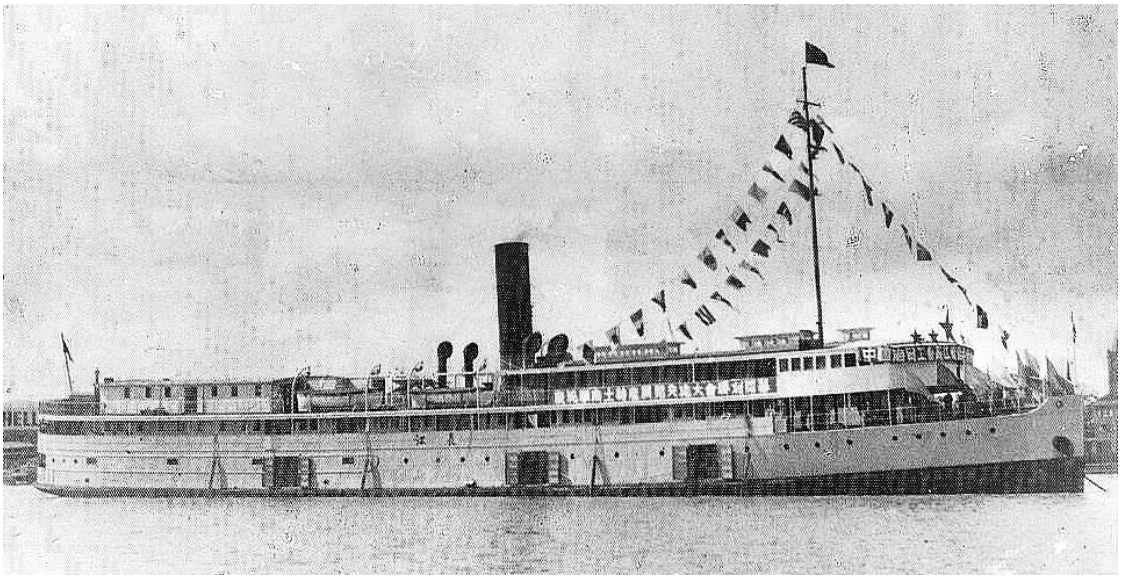
GONG NONG BING 12 at Chefoo (Alan Lee colln).

KIANG CHANG 紅長 / **HSIN AN** 新安 / **HAI TANG** 海棠 / **HONG WEI 1** 红卫一(1951-68) 1673/35 (2-sc) 238x38

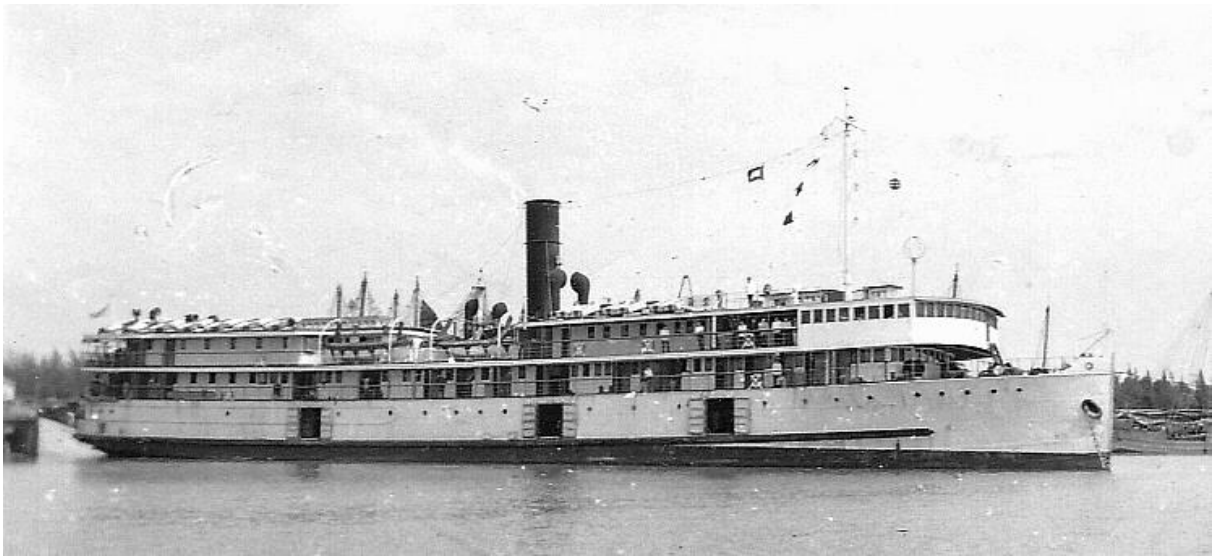
Built by Ta Chung Hua S.B. & E. Works, Shanghai for Ta Ta Steamship Co. Ltd., Nantao. 1948 t/f to Stamatelos (Greek flag) r. ARGOSTOLI. 1945 reverted to Ta Dah Steamship Co. r. TA DAH. 1949 escaped to Hong Kong. III/51, as KIANG CHANG taken by crew to Canton. 14/10/51 used in the South China Produce Exhibition and Exchange Conference. Subsequently operating on Southern routes as HSIN AN 新安. 1950s taken over by public-private partnership. 30/9/56 55th voyage delayed twelve days to adjust for spacing of sailing schedules. By 4/61 r. HAI TANG, passing to full ownership of Canton Maritime Bureau. 1966 or 1967 r. **HONG WEI 1** 红卫一. 11/68 to be withdrawn from service. NFI.



TA DAH as built by Ta Chung Hua S.B. & E. in 1934 (*Shanghai Shipbuilding History*).



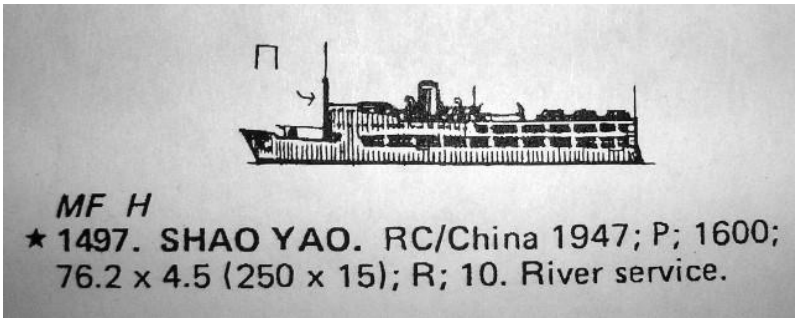
KIANG CHANG ex TA DAH at Canton on 14 October 1951 (SK*).
船上标语：庆祝华南土特产展览交流大会开幕。该大会 1951.10.14 召开。
Slogan on ship reads: “Celebrating the opening of the South China Produce Exhibition and Exchange Conference.”

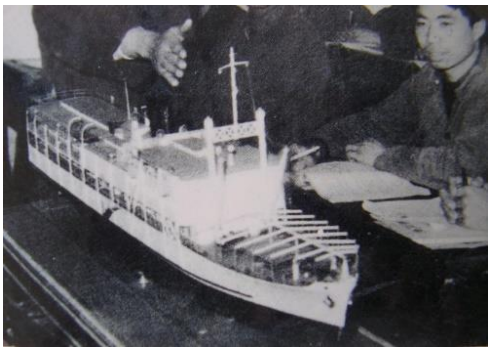


Further renamed as HAI TANG, at the inner harbor, Zhanjiang, Guangdong on 14 April 1961 (SK*).

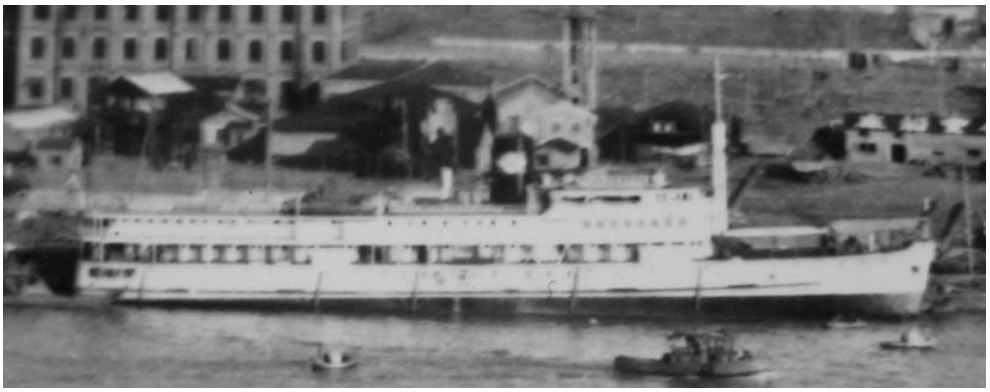
SHAO YAO 芍药 1600/47

Listed only in Talbot Booth for PRC “in river service”. Presume built Shanghai for Ming Sung Industrial Co. Later taken to Canton, at Zhanjiang in 1960s, probably used on Guangzhou/Zhanjiang route.

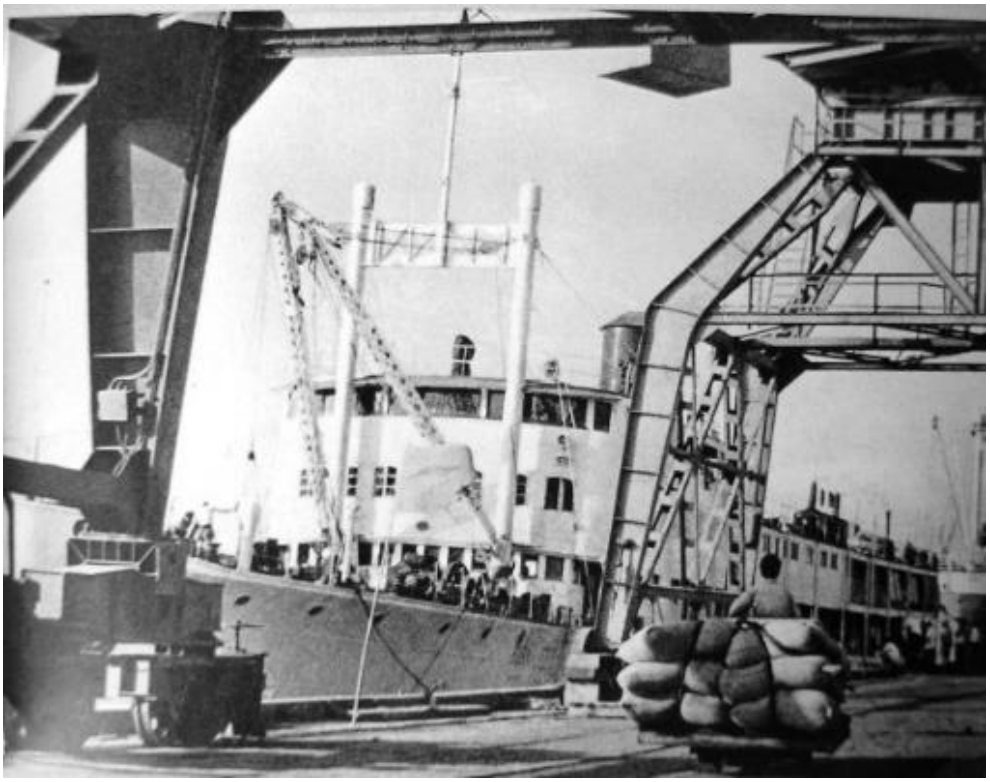




Talbot Booth profile; Model under study (*Ren Min Hua Bao* 3/65 p. 25)



at Shanghai in Ming Sung colours c.1948 (SK*).

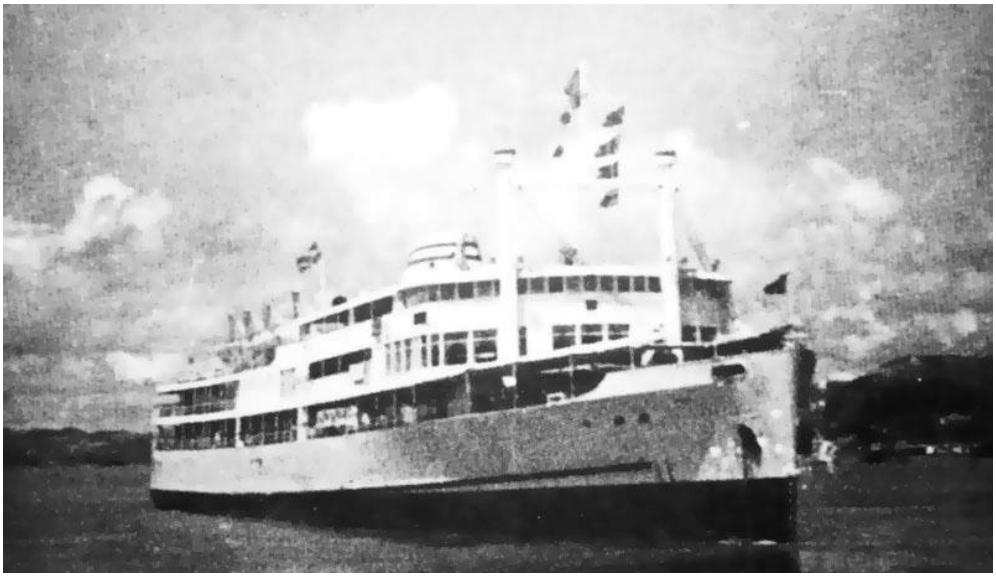


at Zhanjiang, Guangdong 1960s (Xinhua).

Ming Sung Canadian-built ferries (mostly acquired late in 1951, renamed 1966)
Seven vessels designed for the Yangtse but operating in the Pearl River delta, principally to Hong Kong, Macau and Canton, until hoisting PRC flag in late-1951 and proceeding to Canton. All vessels listed in LR for Ming Sung Ltd. of Canada until RLR 1969. [Two more 900 gt sisters were operated by the Yangtse Bureau – see DONG FANG HONG 64 and DONG FANG HONG 65.] The outstanding mortgages on the ships were not repaid to the Canadian Government until Canada recognized the PRC, under an agreement dated 4 June 1973.

3000 gt class

HU MEN/ FU MEN 虎門 3079/48-12 (272.9 x50.0', 4 steam turbines DR geared to 2 shafts, De Laval Steam Turbine Co., Trenton N.J.)
Built by G.T.Davie & Sons, Lauzon. 2/2/49 departed New York, 15/3 arrived Hong Kong via Honolulu. 13/10/53 taken to Canton. 1966 or 1967 r. **HONG WEI 2**.

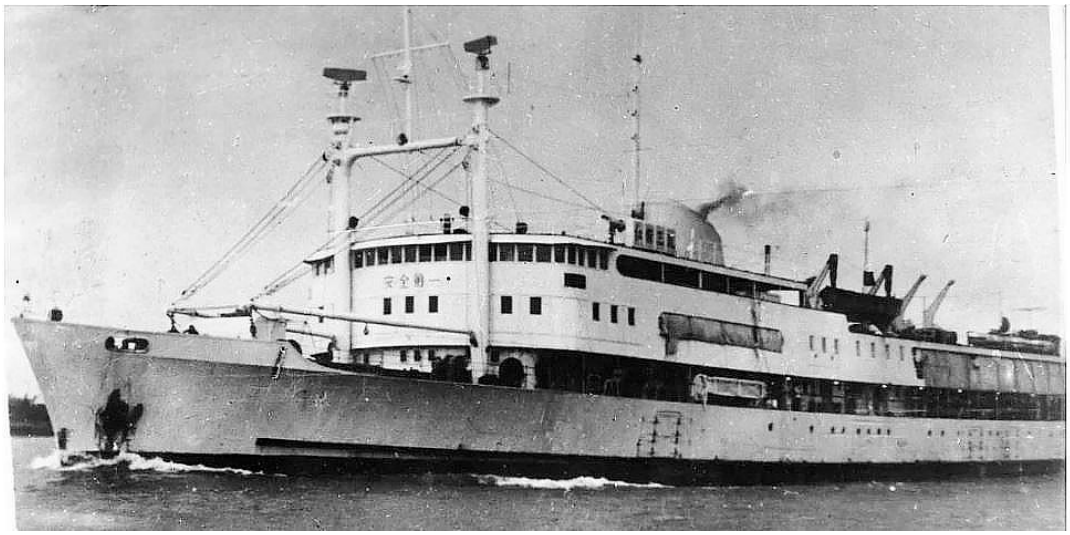


HU MEN in South China flying Ming Sung houseflag (http://60.250.180.26/theme/theme-32/32-index.html).

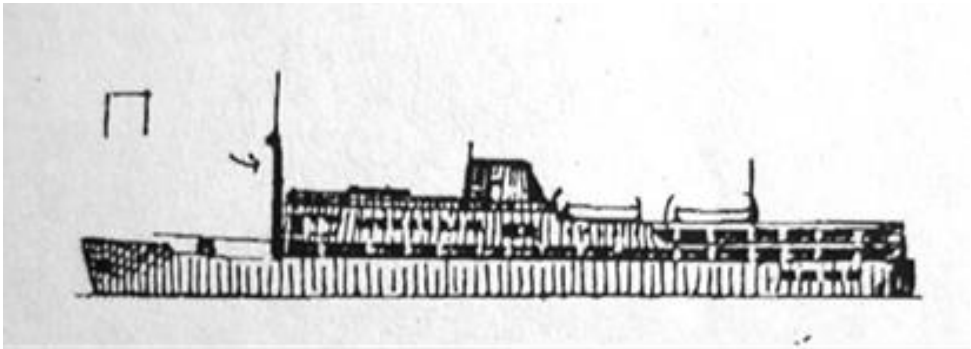
HU MEN (Alan Lee colln).

Probable HONG WEI 2 (number indistinct) in 1/80 (SK*).

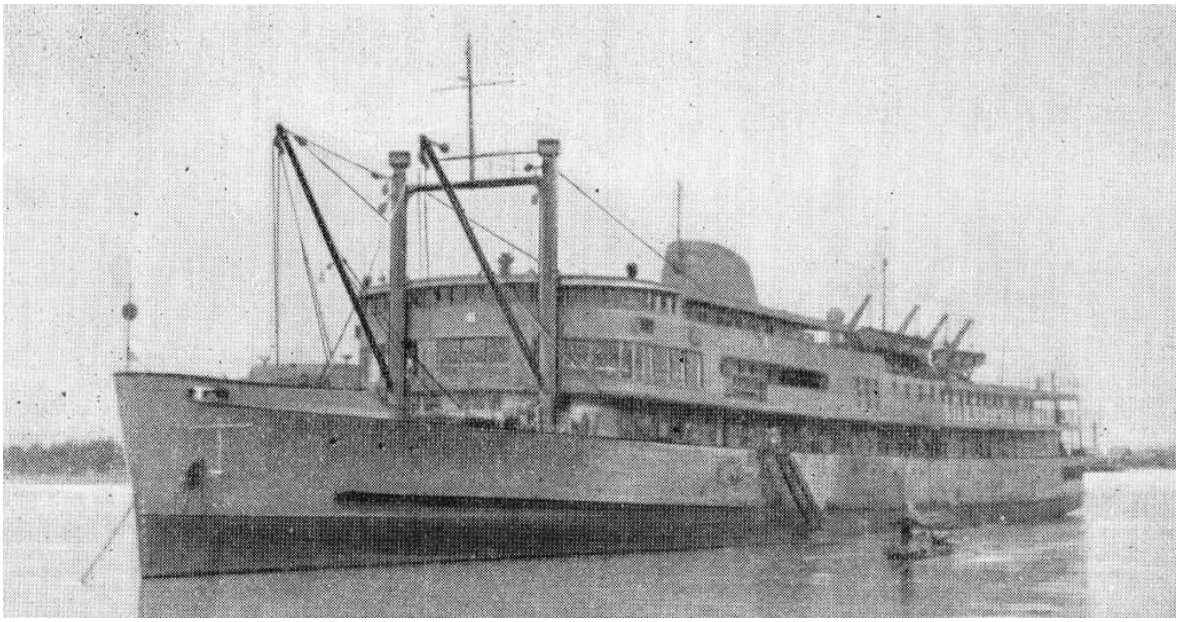
YU MEN 玉門 3073/49-1 (272.9 x50.0', 4 steam turbines DR geared to 2 shafts, De Laval Steam Turbine Co., Trenton N.J.)
Built by G.T.Davie & Sons, Lauzon. 17/4/49 arrived Hong Kong from Honolulu. 1966 or 1967 r. **HONG WEI 3**.



HONG WEI 3 ex YU MEN (https://www.sohu.com/a/324910546_796569).



One of the 3000 tonners renamed **SHUI HSIEN** (Talbot Booth)

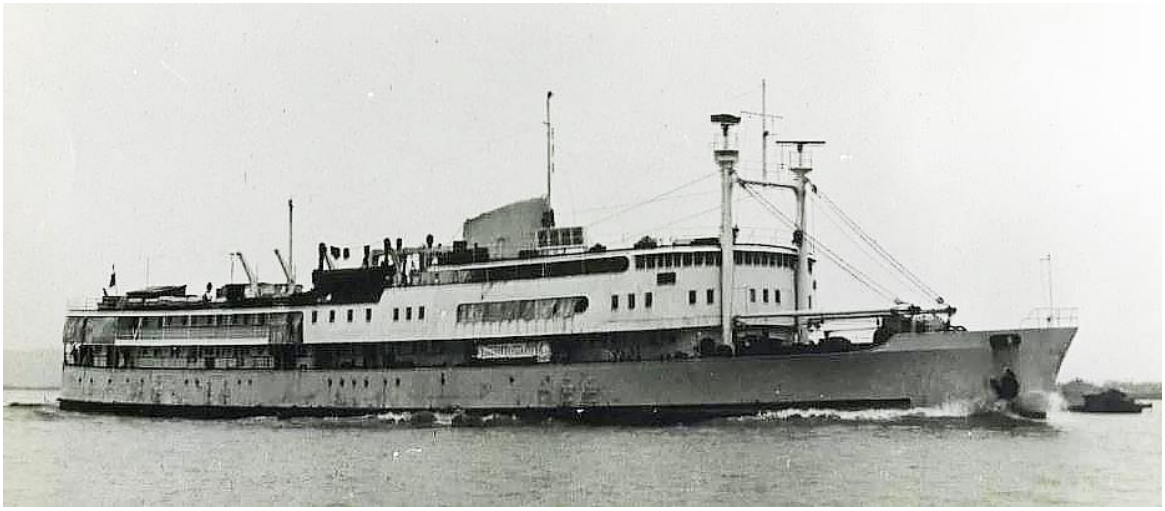


One of the 3 sisters in Guangzhou Bureau colours. Note stocked anchor (pub. 1958, USSR).

HONG WEI 3 (ex YU MEN) departing Guangzhou with high school students for redeployment on 5/11/68, and arriving Haikou on 8/11 during the “100,000 Youths at Hainan” campaign (bottom *Renmin Huabao* 3/69)

YEN MEN/YAN MEN 雁門 3072/49-7 (272.9 x50.0', 4 steam turbines DR geared to 2 shafts, De Laval Steam Turbine Co., Trenton N.J.)
Built by G.T.Davie & Sons, Lauzon. Later **FENG XIAN**, 1966 or 1967 r. **HONG WEI 4**. (16/11/68 sailing Canton to Hainan with students).

Possible YEN MEN at Hong Kong ca. 1949, operating to Canton (Film Australia).

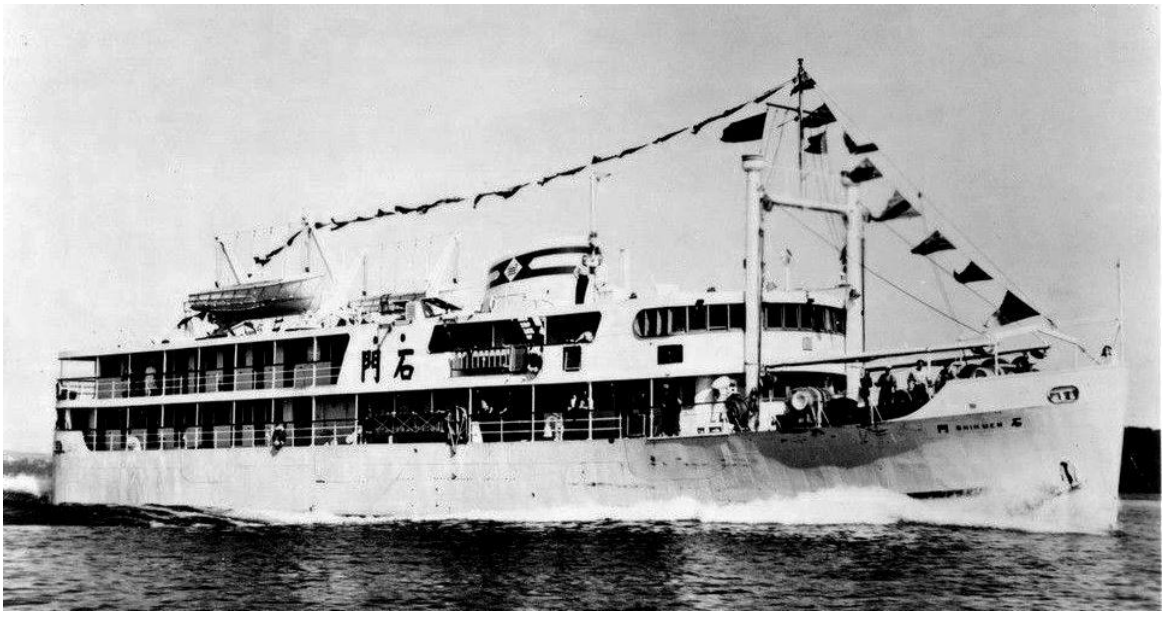


HONG WEI 4 ex YEN MEN (https://www.sohu.com/a/324910546_796569).

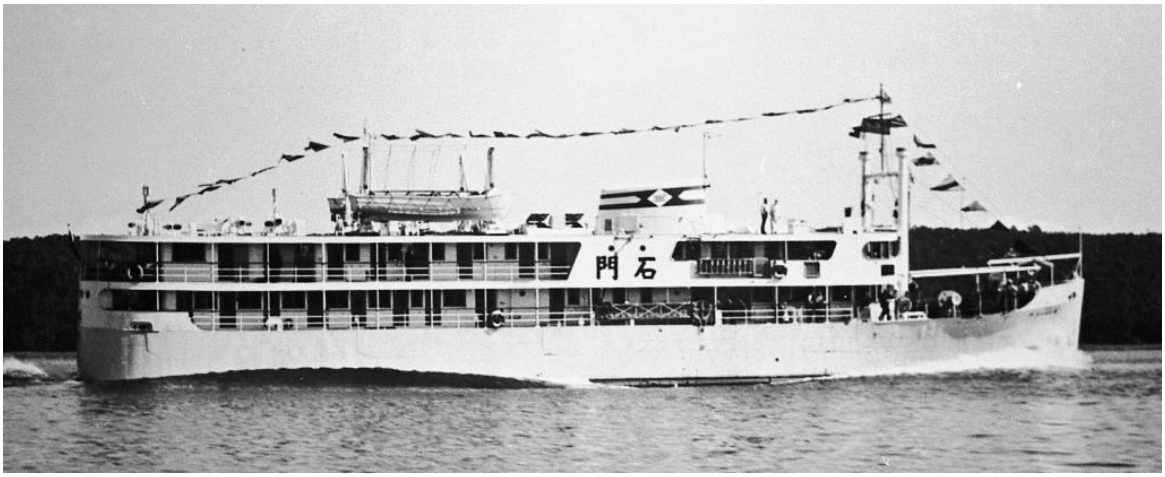
900 gt class

SHIH MEN 石門 909/48-9 (161.2 x 33.0', 2xM each 12 cy GMC, Cleveland, Oh. geared to 2sc.)
Built by G.T.Davie & Sons, Lauzon. 1966 or 1967 r. **HONG WEI 5**, **6**, **7** or **8**. Still existing 1991 in use as accommodation as **HANG XIU YI**.

900 gt SHIH MEN of Ming Sung nearing completion at Lauzon on the St. Lawrence River (SK*).



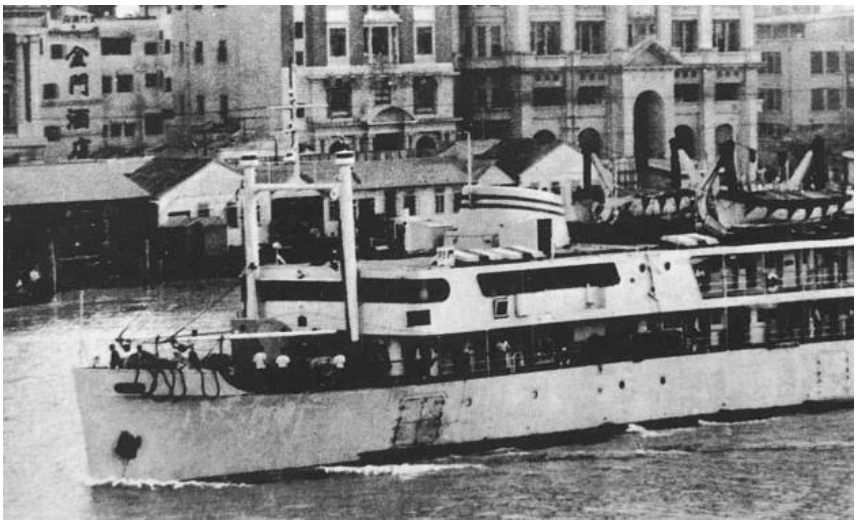
SHIH MEN on completion (Internet).



SHIH MEN (Alan Lee colln).

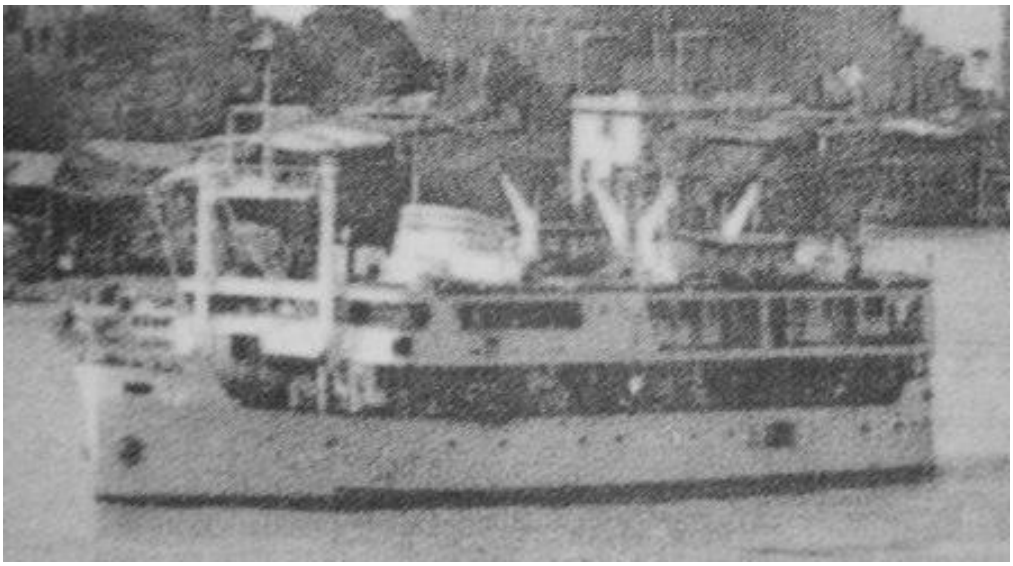
SHIH MEN at Guangzhou in October 1991 as HANG XIU YI. High fittings cut down for passing under a bridge, evidently in use as accommodation (Markus Berger/SK* edit by Harry Stott).

CHI MEN 祁門 904/48 (161.3 x 33.0', 2xM each 12 cy GMC, Cleveland, Oh. geared to 2sc.)
Built by St. Lawrence Metal & Machine Wks Inc., Quebec. Launched as **HSU CHOU**. 1966 or 1967 r. **HONG WEI 5**, **6**, **7** or **8**.

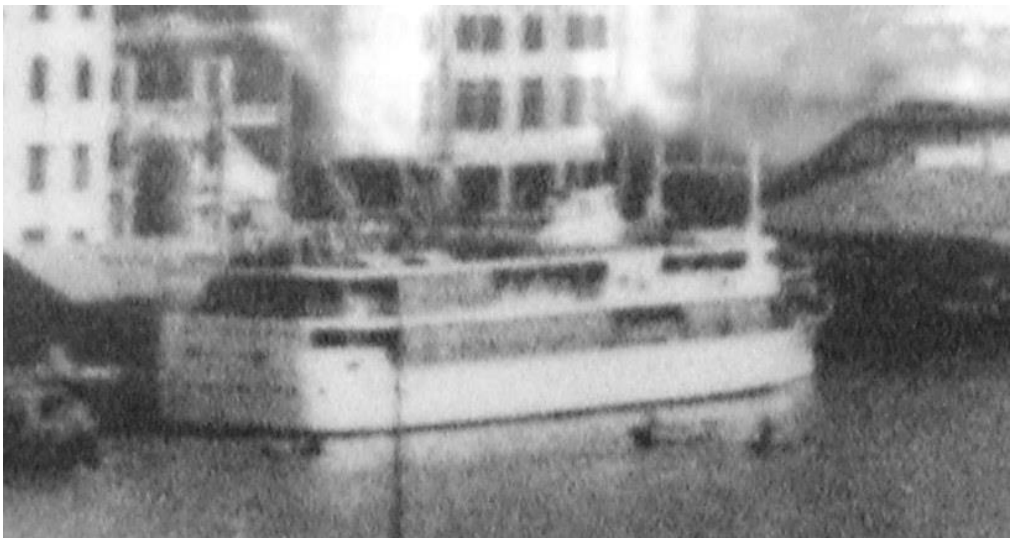


CHI MEN at Canton after Liberation with company markings removed (SK colln).

LONG MEN/LUNG MEN 龍門 901/48-10 (161.3 x 33.0', 2xM each 12 cy GMC, Cleveland, Oh. geared to 2sc.) Built by St. Lawrence Metal & Machine Wks Inc., Quebec.
Launched as **LOU CHOU**. 1966 or 1967 r. **HONG WEI 5**, **6**, **7** or **8**.

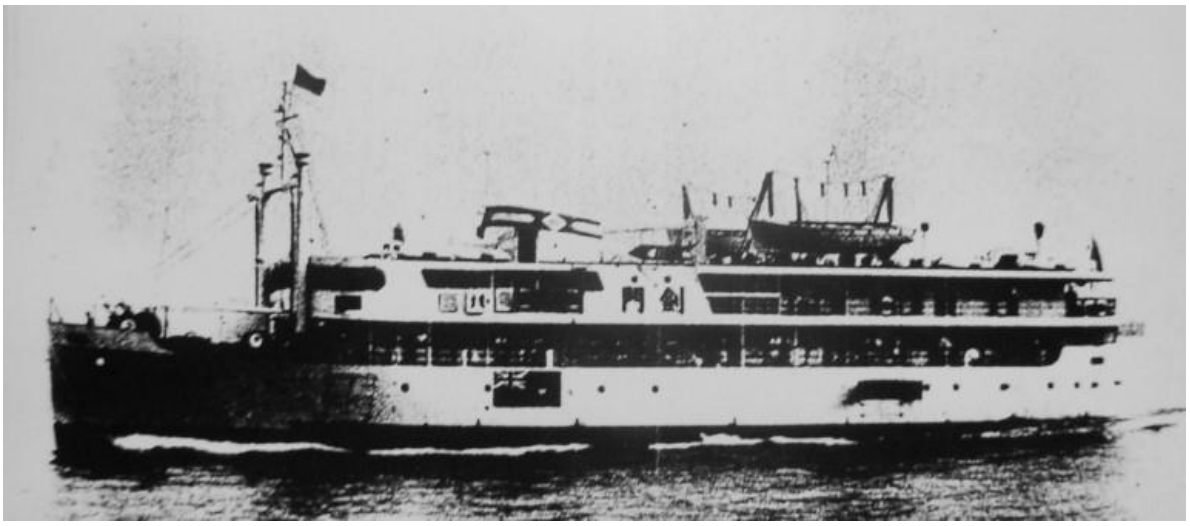


Unidentified (Vogel *Canton under Communism*).



Unidentified 900 gt Ming Sung ferries at Guangzhou (SK colln).

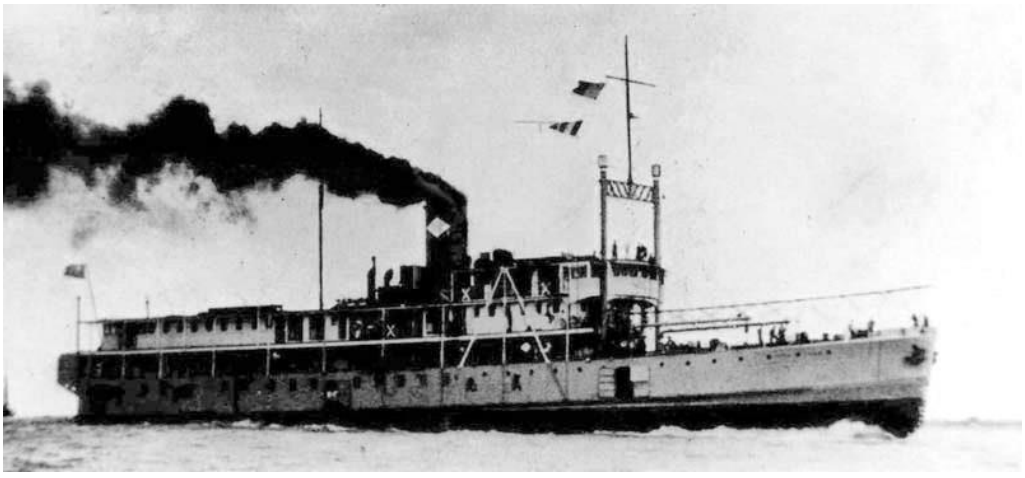
CHIEN MEN 劍門 901/48 (161.3 x 33.0', 2xM each 12 cy GMC, Cleveland, Oh. geared to 2sc.) Launched as **KUEI CHOU**. 1966 or 1967 r. **HONG WEI 5**, **6**, **7** or **8**.



CHIEN MEN of Ming Sung under the Canadian flag

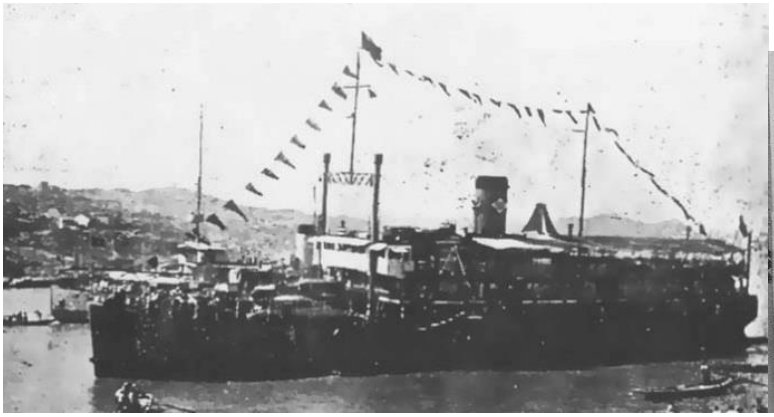
900 gt ferry with a post-1967 HONG WEI name, possibly HONG WEI 8

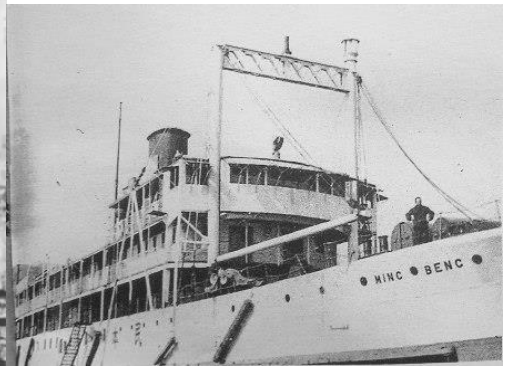
MING HSU 民俗 (1950-?) 1628/47 (2-sc, 253 o.a .x 35', water-tube boilers 4,000 hp, speed 11.9k) Built by Chung Hua SB & E. Co. Ltd, Shanghai. Said to have been completed in May 1946, welded hull. 8/50 taken to Canton but NFI (sent to Yangtse?). 1992 RLR.



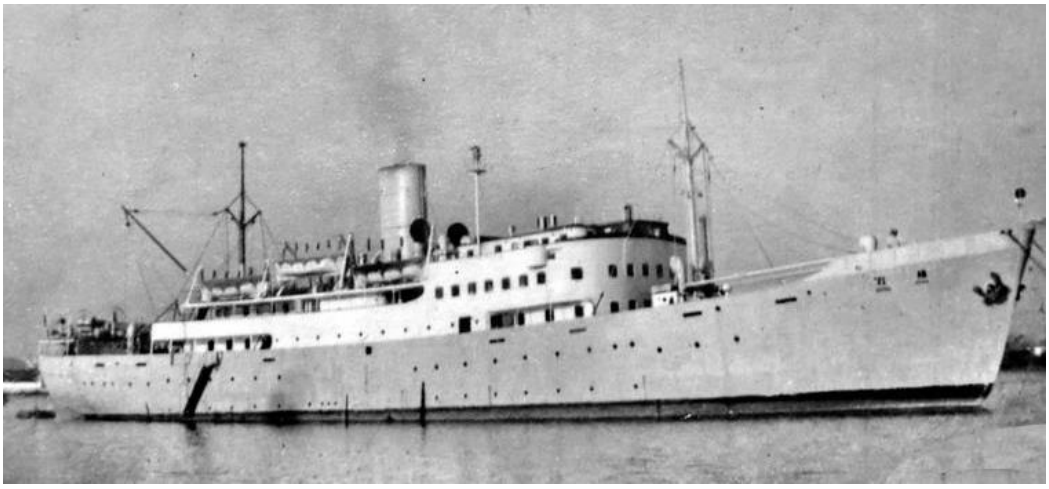
MING HSU

MING BENG 民本 (1950-?) (2-sc) 1464/36 Kiangnan. Employed Chungking/Wuhan c.1949 to Taiwan via Chusan (Zhoushan). 1951 via Hong Kong reverted to PRC at Canton, NFI (sent to Yangtse?). 1992 RLR.



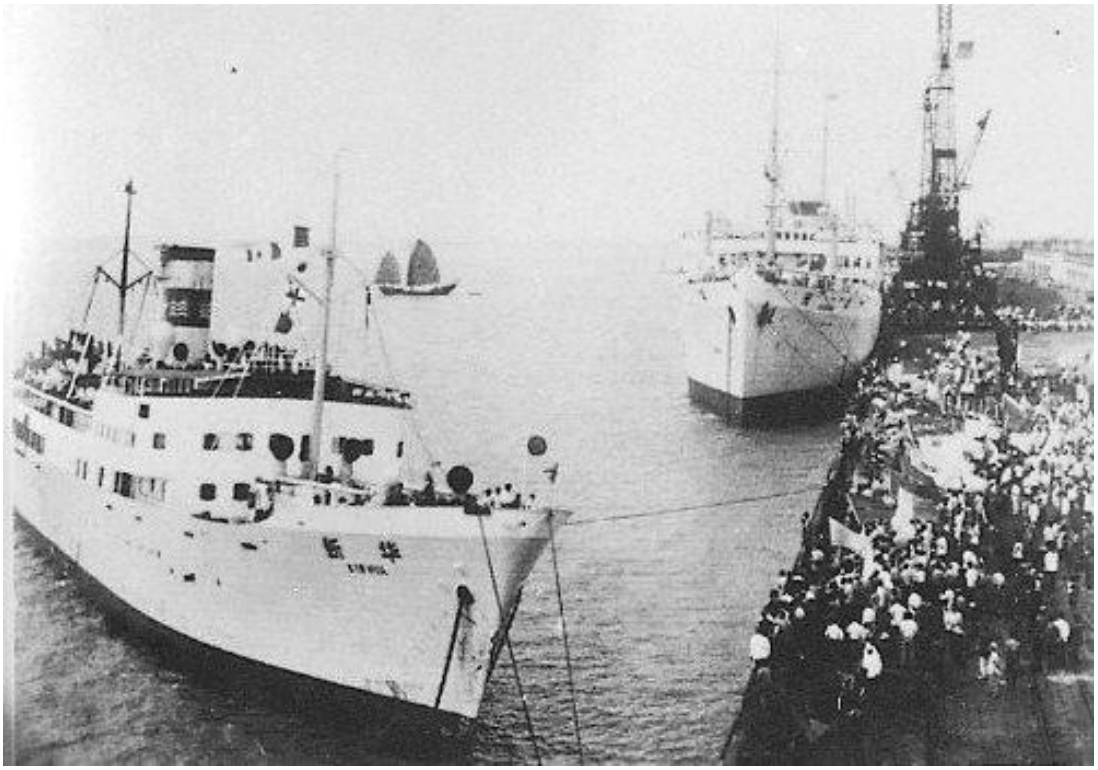


XIN HUA/ HONG WEI 8 红卫 **8** (1960-?) 2464/42 Fredrikstad M.V., Fredrikstad (#303)
2335 gt, 1329 net, 1200 dw, 289.6' x 43' x 23', C4cy by yard, 1800 ihp, coal fuelled boilers, 14 k. 63 berths in 1st class, 120 in 3rd. Delivered as SIGURD JARL to Det Nordenfjeldske Dampskibsselskab. 11/42 requisitioned by Germany and used as a "theater ship" for entertainment of the troops. 9/44 returned to Nordenfjeldske and placed in Hurtigruten service Tromsø-Trondheim and 10/44 in forced evacuation of Finnmark. 2/10/45 out of service for 2 weeks w/boiler damage. 17/11/45 placed in Hurtigruten service from Bergen. 5/46 refitted at Trondheim for 3 weeks, converted to oil fuel and cabin capacity increased by 50, total 650 pass, berths for 79 in 1st and 130 in 2nd. 4/11/47 aground near Florø, to Fredrikstad for repairs. 24/3/48 to Hurtigruten service. 19/8/50 aground near Bygnes in Sortlandsundet, eventually pulled off by *Parat* and *Uller*, and towed to Fredrikstad for repairs. 30/7/54 ran into quay at Finnsnes. 3/6/57 run into by *M/S Ueland* at Stigfjorden near Lurøy. *Ueland* sank, 1 fatality. 28/2/60 collided with *M/S August Thyssen* in Rørvik harbour, returned to Trondheim for repairs. 12/6/60 departed Trondheim on last northbound voyage for Hurtigruten. Sold 6/60 to National Transport Machinery Import, Peking r. XIN HUA, allocated to COSCO and subsequently GMB for use on southern routes. 4-8/63 sent on multiple voyages to Bombay to collect Chinese for repatriation. In period 1967-1982 r. HONG WEI 8. RLR 1992.

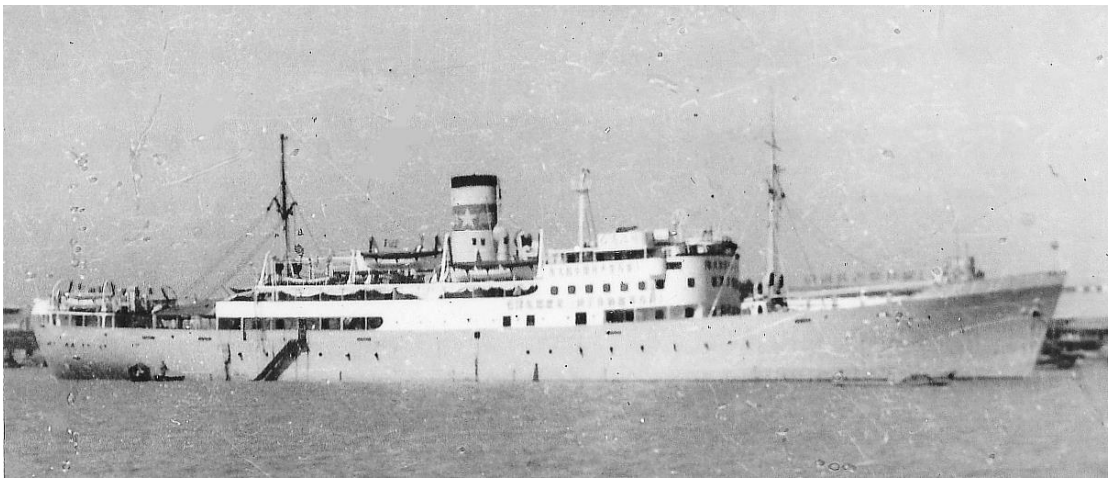


XIN HUA in early guise (Xinhua).

XIN HUA at 1962 Canton water festival (Xinhua).



XIN HUA with COSCO's GUANG HUA, perhaps on arrival from Bombay in mid-1963 (COSCO/Alan Lee colln).



HONG WEI 8 photographed 1966 or later (SK).

"Guangzhou-built" vessel (listed by Akaiwa, 6/91)

HONG WEI 7 红卫 **7** (1969-83) 1840/69 70.0x13.0x3.3m 2x GM Cleveland 12-278A diesel engines, 1200hp, 15k. Engines match LSM (ex CMSNC?) or Canadian 900 gt type. Dimensions, tonnage, claimed speed somewhat greater than those of an original LSM.
Built by Guangzhou Wenchong Shipyard Co. Ltd., Huangpu, East Guangzhou. 1983 r. BAI HE 百合. 1994 t/f to Guangzhou Maritime Tpt (Group) Co. 2012 RLR.

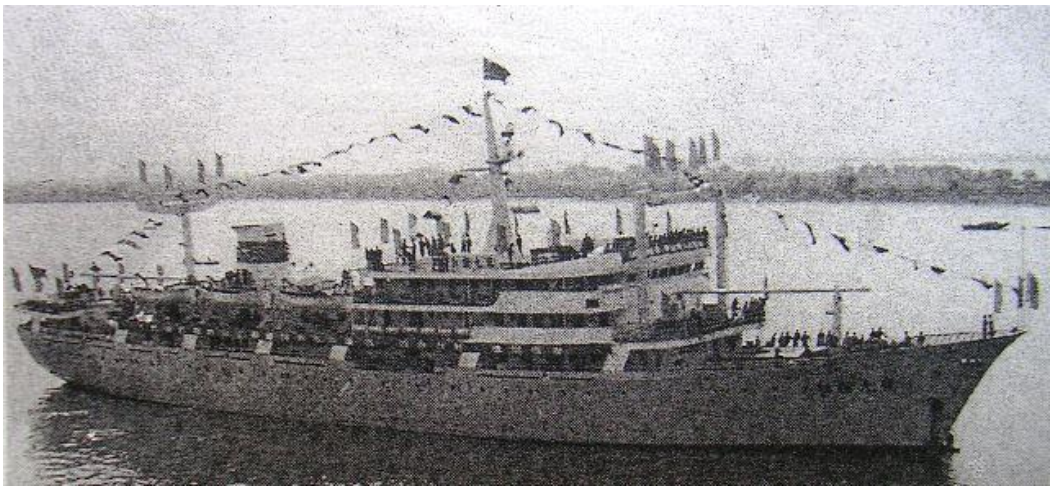
Photo of unidentified small streamlined twin-hatch coaster, with passenger accommodation, at Hainan ca.1970. Likely to be the newly built HONG WEI 7, replacing the earlier vessel of that name but re-using the engines.

HONG WEI 9 (红卫 9) class

Design evidently drawing inspiration from the 3,000 gt Canadian Ming Sung vessels. Class stated by Yang to be nine ships, three at Wen Chong Shipyard at Huangpu (Whampoa), East Guangzhou, 2670gt and six built at Guangzhou Shipyard 2715gt. Names in the range HONG WEI 9-19, but evident that some of the numbers were not used for vessels of this class. In 1980 all vessels were renamed with "flower" names. 94.35x13.8 (m. 2640hp) 13k
Sources:
Yang Yuxiang at http://www.docin.com/p-712859749.html
Ships in China lists the yards and renamings, but some disagreement with LR, used here.

HONG WEI 9 (1975-80) 2671/75
Built by Guangzhou Wenchong Shipyard Co. Ltd., Huangpu, East Guangzhou
1980 r. JIN LIAN 金莲. Still existing 1992.

HONG WEI 9 (SK colln).



HONG WEI 9 (*Ships in China*).

JIN LIAN ex HONG WEI 9 at Guangzhou in June 1992, aft of derivative MA LAN or SAN CHIA (Donald Anderson).

HONG WEI 10 (1975-80) 2671/75
Built by Guangzhou Wenchong Shipyard Co. Ltd., Huangpu, East Guangzhou
1980 r. MEI GUI 玫瑰.

HONG WEI 10 in 1/80 (SK*).

MEI GUI or JIN LIAN or SHAO YAO from a Guangzhou postcard

HONG WEI 11 (1979-80) 2671/79
Built by Guangzhou Wenchong Shipyard Co. Ltd., Huangpu, East Guangzhou.
1980 r. SHAO YAO 芍药.

SHAO YAO ex HONG WEI 11

HONG WEI 12 (1976-80) 2715/76
Guangzhou Shipyard, Guangzhou　1980 r. SHUI XIAN 水仙. Presume the vessel that later became Shanghai-based PU JI.

Shanghai-based PU JI's older appearance and simpler mainmast underline that she was the first vessel of the Guangzhou Shipyard series (Top: SK* 1/5/02).

HONG WEI 13 (1978-80) 2715/78
Guangzhou Shipyard, Guangzhou. 1980 r. FU RONG 芙蓉. 1990 sold to Dalian Maritime Bureau r. TIAN XIAN. 2012 RLR.

FU RONG (Chinese Classification Society 30 year booklet).

TIAN XIANG ex HONG WEI 13 (Internet).

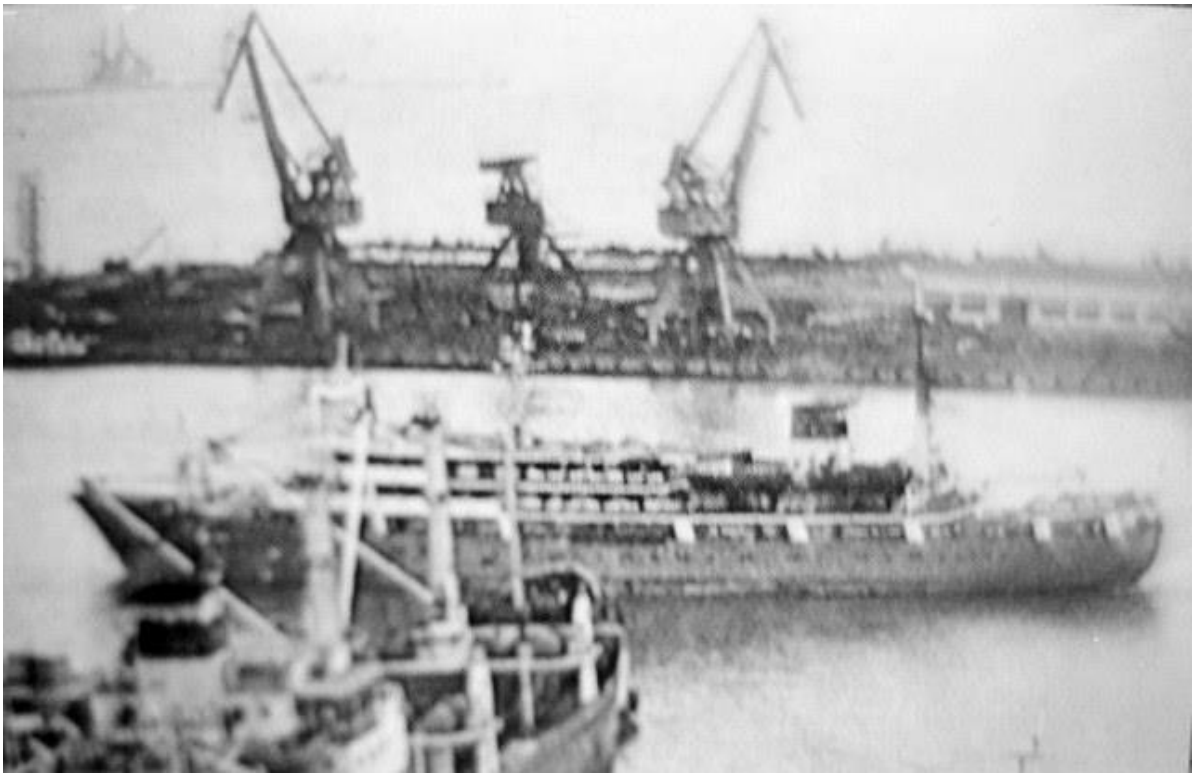
HONG WEI 14 (1978-?) 2715/78
Guangzhou Shipyard, Guangzhou. 1980 r. YU LAN 玉兰

HONG WEI 14 (7788.com).

HONG WEI 15 2715/78
Guangzhou Shipyard, Guangzhou, 1978. 1980 r. MU DAN 牡丹. Later r. FA YU (Shanghai-based). 2008 scrapped.

MU DAN

Shanghai-based FA YU ex MU DAN.


Early photo of unidentified HONG WEI 13-15 China Pictorial

HONG WEI 16 (1976-80) 2715/78 (LR says TIAN XIANG ex HONG WEI 13, 2715/76)
Guangzhou Shipyard, Guangzhou
1980 r. DING XIANG 丁香 for GMB. RLR 2012.

Probable HONG WEI 16 or 17 in 1/80 (SK*).

HONG WEI 16 or 17

HONG WEI 17 (1978-80) 2715/78, later 2990/78-12
Guangzhou Shipyard, Guangzhou. 1980 r. HAI TANG 海棠.

HONG WEI 18
Presume Guangzhou Shipyard, Guangzhou. Eventuates as MALAN (below)?

HONG WEI 19
Presume Guangzhou Shipyard, Guangzhou. Eventuates as SAN CHIA (below)?

MA LAN and SAN CHIA

Two Guangzhou Shipyard vessels completed 1984, representing enlargements of the HONG WEI 9 class. Used on Guangzhou/Haikou and Guangzhou/Xiamen routes. Both sold in the 1990s to Zhoushan-based operators who expanded the passenger capacities and ran the ships out of Zhoushan against smaller vessels of the Shanghai Maritime Bureau.

MA LAN 马兰 (1984-94) 4803/83-12, Shanghai Diesel
Guangzhou Shipyard, Guangzhou (#424-1)
After trials, delivered 2/84 to GMB, in service Guangzhou and Hong Kong to Haikou. 1994 sold to Guangzhou Zhenhua Shg Co., Guangzhou r. HUA SHEN 华神, operated Hong Kong/Haikou. 1995 sold to Hainan Huatong Shg. Co. Ltd., Haikou. 1997 sold for Shanghai/Dinghai service r. NAN HU 南湖 late 1990s conv. for Da Hong Ying Trade Co. Inc., Zhoushan (4400 g) r. DA HONG YIN 大红鹰. 6/03 sold to owners in Weihai, later r. XIN SHENG SHENG 新生生. Presumed withdrawn from service 2013. Still listed LR 2015 as HUA SHEN (not updated).

MA LAN as built (SK*).

MA LAN at Hong Kong in July 1984 (Donald Anderson).

Above2: HUA SHEN at Hong Kong in February 1995 (Donald Anderson).

DA HONG YING at Shanghai

XIN SHENG SHENG in North China

SAN CHIA 山茶 (1984-ca.96) 4083/84-1 Shanghai Diesel
Guangzhou Shipyard, Guangzhou (#424-2).
Built for GMB, in service Guangzhou and Hong Kong to Haikou. 5/96 reconstructed by Zhoushan Haixing Shipyard for RMB 6 million for Putuoshan/Fuzhou route, r. LUO JIA SHAN 洛伽山, 4091g, reg. Zhoushan. 5/98 RMB 5 million accommodation upgrade, 830 1st class for Putuoshan/Daishan/Shanghai route. 1/1/14 mandatory age retirement, laid up at Daishan anchorage for probable scrapping.

SAN CHIA (SK*).

SAN CHIA much rebuilt as the Zhaoshan-registered LUO JIA SHAN

<u>WAN NIAN HONG and ZHEN ZHU MEI</u>

The thirteenth and fourteenth units of the CHANG class, built in Shanghai in 1984 for the GMB. Identical in appearance to the Shanghai Bureau's CHANG SONG, CHANG BAI and CHANG LIU as built. Reported to operate Guangzhou/Shanghai/Qingdao/Dalian.

WAN NIAN HONG 万年红 "Red for 10,000 Years" 7669/84
Built by Hudong, Shanghai #1137. Still listed LR 2015/16

WAN NIAN HONG (VilleDeTanya).

WAN NIAN HONG (Internet).

Tony Martin (*shipspotting*).

ZHEN ZHU MEI 珍珠梅 "Precious Pearl Plum" 7669/84 also 7274/84
Built by Hudong, Shanghai #1138. Still listed LR 2015/16.

ZHEN ZU MEI (VilleDeTanya).

ZHEN ZHU MEI (VilleDeTanya).

XI JIANG and TAN JIANG – Hong Kong/West River vessels

XI JIANG 四江(1984-?) 1448/84
Built by Guangdong Hope Yue, Dongguan, presumed for GMB. 1997 r. BEI BU WAN No.8. NFI.

XI JIANG at Hong Kong, bottom two in July 1984 (3 photos: Donald Anderson).

TAN JIANG 潭江 (1984-?) 1578/84 282 pass 66.735x12.4x3.8
Built by Guangdong Jiangmen Shipyard for GMB, later Guangdong Sanfu Transport as TAN JIANG. Not listed LR 1987. NFI.

TAN JIANG at Hong Kong (J. van Delden).

TAN JIANG with damaged mainmast (SK*).

TAN JIANG minus mainmast (VilleDeTanya).

TAN JIANG in October 1991 with evident new mainmast (Donald Anderson).

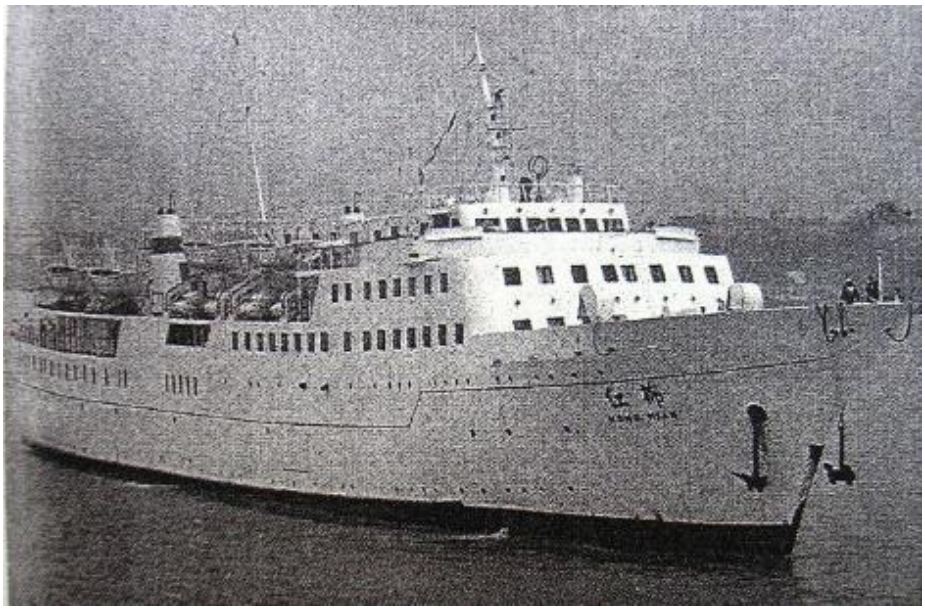
<u>Overseas acquisitions 1983-85</u>

ZI LUO LAN 紫羅蘭 (1983-ca.02) 12628/62-6
Built by Mitsubishi H.I., Kobe #933 for Nihon Sangyo Junko Mihonichi Koyokai, Tokyo as SAKURA MARU. 1971 sold to Oshima Unyu, Kagoshima r. SAKURA. 1983 sold to GMB r. ZI LUO LAN. Operated Guangzhou/Xiamen/Shanghai and at least one cruise to Japan. RLR 2002.

At Shanghai 20/7/85 (*Ships of the World).*

HONG MIAN 紅棉 (1985-95) 2692/71 74.5x14.0x10.1x4.1m 284 pass 17k
Built by United Ship Yard Co., Perama for Shg. & Tourist Co. Frangiskos Frangoudakis S.A., Piraeus as GEORGIOS (3944g). 1985 sold to GMB r. HONG MIAN for Zhanjiang-Haikou service. 7/95 sold to Chinese Shg. Pass Co. Ltd., Dalian r. TIAN LU. Still as such LR 2011, described as a cargo ferry. (Also reported 7/06 r. DONG PENG 1, same owners.) RLR 2012.

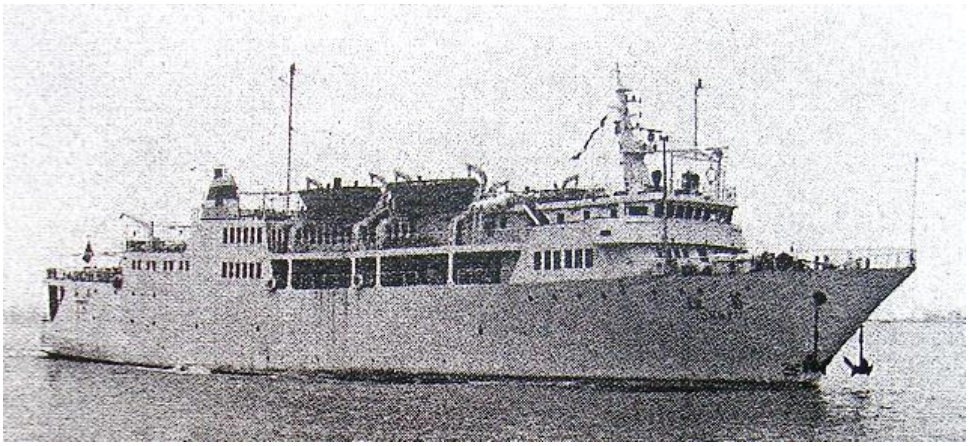
GEORGIOS (http://www.adriaticandaegeanferries.com/fragline).



HONG MIAN (*Ships of China).*

HONG JU 紅菊 (1985-ca.12) 2145/74 70.76x13.8x5.5x4.0 m 864 pass 18k
Built by D. Kamitsis & Co., Perama for Epirius Line Co. Ltd, Limmasol, later Andros as CHRISSI AMMOS. 1976 r. EPIRIUS. 1979 r. CHRISSI AMMOS II. 1980 r. CHRISSI AMMOS I. 1982 r. CHRISSI AMMOS II. 1985 sold to GMB r. HONG JU for Zhanjiang-Haikou service. RLR 2013.

CHRISSI AMMOS as built (http://www.shipfriends.gr/forum/gallery/image/38124-chrissi-ammos/).



HONG JU (*Ships of China).*

Guangdong Province, Hong Kong and Macao Navigation Co. Ltd., Guangzhou

Originally a subsidiary of the Guangzhou Maritime Bureau, operating passenger vessels, especially out of Hong Kong, after the easing of regulations in the late-1970s. In the early years the funnel marking was that of the Chinese government, with (except for DING HU) a white ground in lieu of a yellow ground. From the mid-1980s the funnel marking of the agents, Chu Kong Shg., was adopted. Also passenger ships of less than 1000 gt, and cargo vessels.

XING HU 星湖 (1979-9?) 4158/67 240 pass
Built by Navantia Carenas Puerto Real, Puerto Real for Naviera de Cruceros S.A., Bilbao as CABO IZARRA. 1970 sold to Alaska Cruise Line, Liberia r. WEST STAR. 1975 sold to Negros Nav. Co., Philippines r. DONA MONTSERRAT. 1979 sold to GHMNC r. XING HU, operated Guangzhou/Hong Kong overnight service, but replaced by high-speed ferries in the early 1990s. Reported 1999 b/u near Guangzhou, but also reported for sale 5/01. RLR 2005.

XING HU at Hong Kong (SK*).

DING HU 鼎湖 (1980-85) 2827/52
Built by Burmeister & Wain, Copenhagen for A/S Dampskibsselsskabet på Bornholm af 1866, Copenhagen as KONGEDYBET (2314g). 1958 superstructure enlarged. 1973 owners Bornholmstrafikken. 1979 sold to COSCO, Guangzhou r. BAO FENG. 1980 t/f to GHMNC r. DING HU, operated Hong Kong/Shantou. 1985 sold to Zhoushan owners, r. NAN HU, operated Shanghai/Dinghai. 1996 reported b/u at Hong Kong, but Chinese sources say 1997 “retired on Chongming Island”. [Some sources confuse with GHMNC’s NAN HU – see below.]

BAO FENG at Elsinore 17/8/79, windows presumably boarded up for delivery voyage (faergelejet.dk).

DING HU at Hong Kong in January 1981 (Donald Anderson).

NAN HU at Shanghai 11/85 (Y. Ikeda

NAN HU with revised upper deck (6665.com).

Presumed retirement at Chongming Isl. (VilleDeTanya).

TIAN HU 天湖 (1981-01) 2825/64

Launched by N.V. Scheepswerf Gebroeders pot, Bolnes (#951), completed by Zaanlandsche Schps. Maats., Zaandam for Rederi AB Gotland, Sweden as VISBY. 31/10 – 21/11/65 Chartered to Rederi AB Ålandsfärjan, Viking Line service. 3/4/1966 chartered to TT Line. 4/67 Charter to Rederi AB Ålandsfärjan, Viking Line service. 26/12/69 ran aground near Bogskär, towed to Mariehamn where repaired. 01/09/66–15/04/70 Charter to Rederi AB Slite, Viking Line service. 3/70 Sold to Polske Linie Oceaniczne, Poland, 5/70 chartered back to Rederi AB Gotland service. 9/70 redelivered to owners, r. SKANDYNAWIA. 5/81 Sold to COSCO Guangzhou, later GHMNC r. TIAN HU for Guangzhou/Hong Kong overnight service. 2001 r. YUE HANG. 6/01 r. SHENG HANG for Guangzhou owners. 8/02 reported scrapped.

TIAN HU at Hong Kong 4/82 (HD*).

TIAN HU (Internet).

TIAN HU and TONG HU (left) at the Hong Kong Passenger Terminal in December 1992 (Donald Anderson).

NAN HU 南湖 (1983-1992) 4201/61

Built by Aalborg Vaerft A/S, Aalborg for Det. Forenede D/S A/S, Copenhagen as KONG OLAV V. 1968 r. OLAV. 10/69 sold to CNC, cony, by Taikoo D.Y. side-loading for Hong Kong/Taiwan service, and 4/70 entered service as TAIWAN. 4/72 sold to Birka Line A/B, Mariehamn r. BARONESSAN. 12/80 sold to Yick Fung Shg & Ent. Co. Ltd, Panama r. MIN FUNG. 1981 t/f through China Ocean Shg Co. to Fujian Province Shg Co., Xiamen r. JI MEI. 2/83 sold to GHMNC r. NAN HU operating Haikou/Hong

Kong. 1992 sold to Shandong Yantai International Marine Shg. Co., Shantou. 1998 sold to Shantou Nav. Corp., Shantou, used on Hong Kong/Shantou route. 2003 reported b/u.

NAN HU at Hong Kong 8/88 (B. Fisher).

NAN HU at Hong Kong in January 1995 (Donald Anderson).

TONG HU 潼湖 (1984-?) 6476/64

Built by Soc. Espanola de Const. Nav., Matagorda for Flota Argentina de Nav. Fluvial, Buenos Aires as CIUDAD DE BUENOS AIRES. 1979 sold to COSCO r. MIN YI and resold to Fujian Province Shg Co., Xiamen) r. GULANGYU. 1984 sold to GHMNC r. TONG HU. 19?? sold to Shantou, Hong Kong and Macao Navigation Co. Ltd., by LR 2001 owners Shantou Nav. Corp., Shantou. 2011 RLR.

TONG HU at Hong Kong 8/88 (B. Fisher).

TONG HU departing Hong Kong in March 1994 (Donald Anderson).

DONG HU 東湖 (1985-9?) 1254/67

Built by Union Naval Valencia, Valencia for Cia. Trasmediterranea, Valencia as SANTA MARIA DE LA PAZ. 1984 registered as MARIA, sold to GHMNC. 1985 r. DONG HU for Hong Kong/Shanwei service (81 nautical miles). 2013 RLR.

DONG HU in January 1985, newly registered under the PRC flag, old name MARIA still visible (Donald Anderson).

DONG HU in October 1991 (Donald Anderson).

DONG HU at Kowloon 13/11/96, derricks removed (D. Cromby).

<u>Guangdong Province Zhanjiang Shg. Group Co.</u>

YUE MIN 425 (1984-)

YUE MIN 425, a refitted LSM introduced to Guangdong Province Zhanjiang Shg. Group Co's Zhanjiang/Hainan service in 1984 (http://60.zjhyjt.cn/ship-80.html).

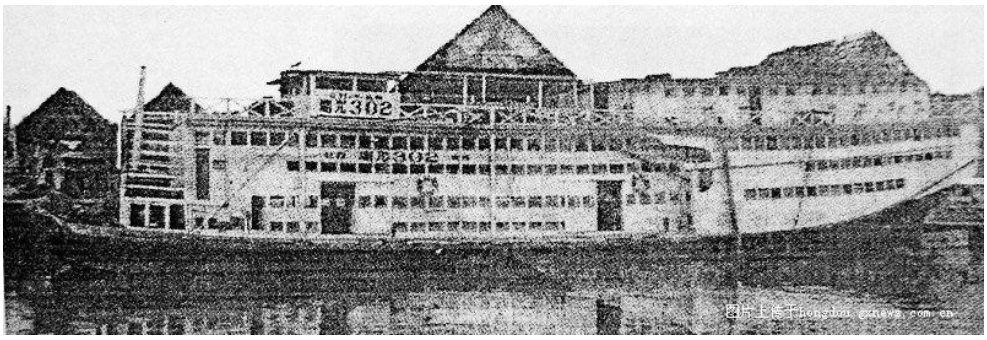
Vessels in West River (Guangxi) service

SHU GUANG 照光 ('Twilight') names used for barge-type river vessels from 1954
(About 40 such ships in operation in late 1940s, size of ships had gradually increased, but vessel type banned in 1981 following the SHU GUANG 401 accident.)

Canton late-1930s photo (Internet).

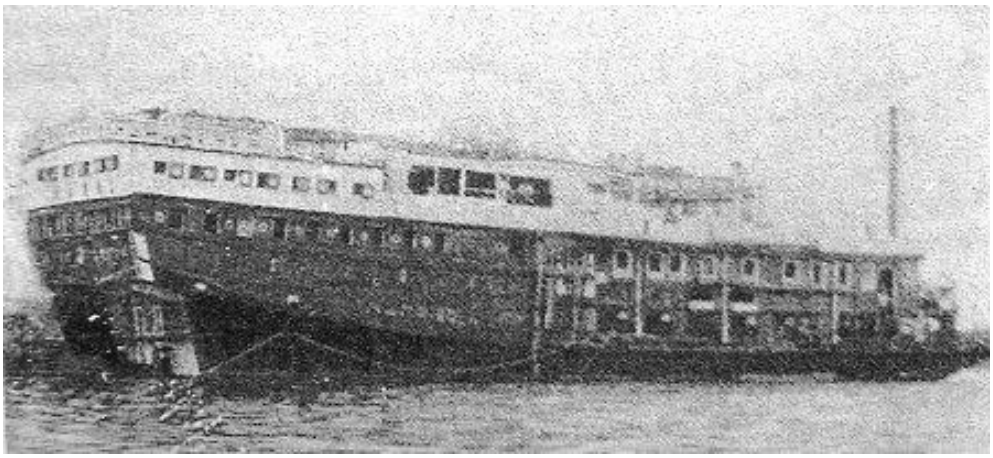
SHU GUANG 206

SHU GUANG 302



SHU GUANG 302 laid up in 1980s

SHU GUANG 305 Built Guangzhou 1936 as HSINLIANFA 新聯發, renamed 1954.



HSINLIANFA

SHU GUANG 401

Ex HSINHSHINGLI 新興利 ’54. 600dw, 39m o.a., 580 pass. Operating Canton/Sanbu. Capsized in storm 27/2/80, 301 dead. Vessel later recovered.

Steel motorized vessels

JIN GUA

JIN GUA operating Guangzhou/Wuzhou in 1988 http://www.wew-tours.de/achin88101/china028.jpg

MONG HUAI / TAI XING (?)

Guangzhou/Wuzhou ferry evidently MONG HUAI or similar name at Wuzhou in 1998-99 (thelessors.net).

Similar vessel evidently rebuilt with double deck berth accommodation

Similar vessel identified as TAI XING 泰兴

Similar ship (running mate?) at Guangzhou

Fei Yao 飛躍 (飞跃) ('Leap Forward') names

FEI YAO 10? series

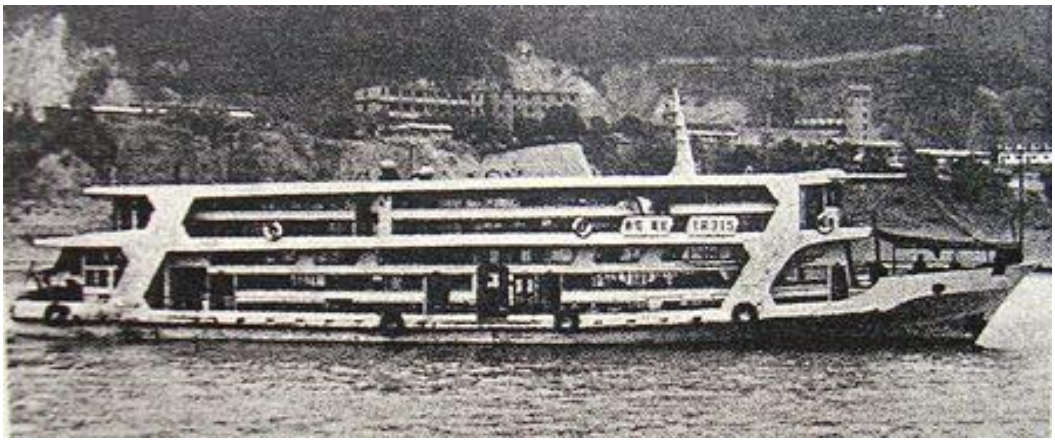
FEI YAO 209

FEI YAO 244

FEI YAO 247

FEI YAO 303

FEI YAO 315



FEI YAO 358

“Hong Xing 红**星” (‘Red Star’) names**

HONG XING 127

at Canton
HONG XING 193 (?)

(Internet).

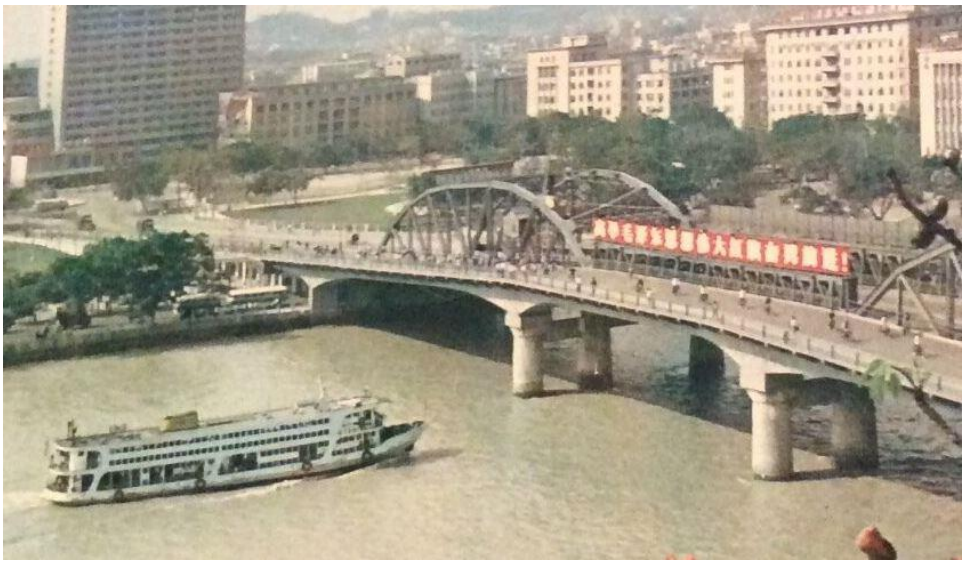
(smaller vessel ___ HONG 11)

HONG XING 201 7/2011 after laid up at Huizhou Ferry Terminal for 3 years, sold at auction for 184,000 yuan (about $30,000) to Messrs Lin and Yuan for restoration as a local tourist attraction.

HONG XING 209

HONG XING 215

At Guangzhou 5 June 1992 (Donald Anderson).



Similar, with upper deck extended aft, at Guangzhou (*China Travel*)

HONG XING 238

HONG XING 240 424/69-12

Built by Guangzhou New China National Shipyard for Guangzhou/Zhaoqing/Wuzhou service. 4/8/75 collided with HONG XING 245 in the West River, 80 kilometres west of Guangzhou, both vessels sunk, 432 dead. Later rebuilt as HONG XING 323? (http://www.thepaper.cn/newsDetail_forward_1338092).

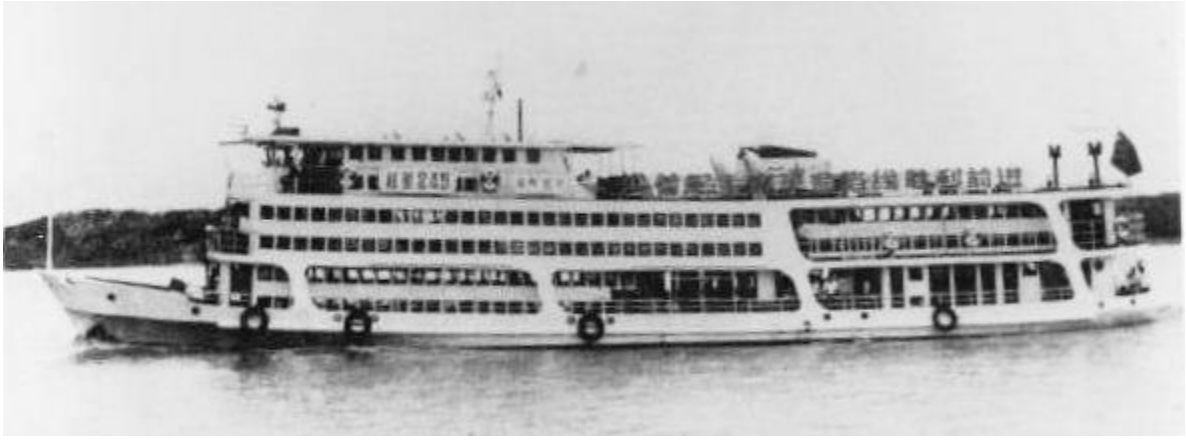
HONG XING 241

Operating Sanbu/Macau in 1984

HONG XING 245 550/70-11

Built by Guangdong Hongmeng Shipyard for Guangzhou/Zhaoqing/Wuzhou service. 4/8/75 collided with HONG XING 240 in the West River, 80 kilometres west of Guangzhou, both vessels sunk, 432 dead. Later rebuilt as HONG XING 305?

http://www.thepaper.cn/newsDetail_forward_1338092



(Internet).

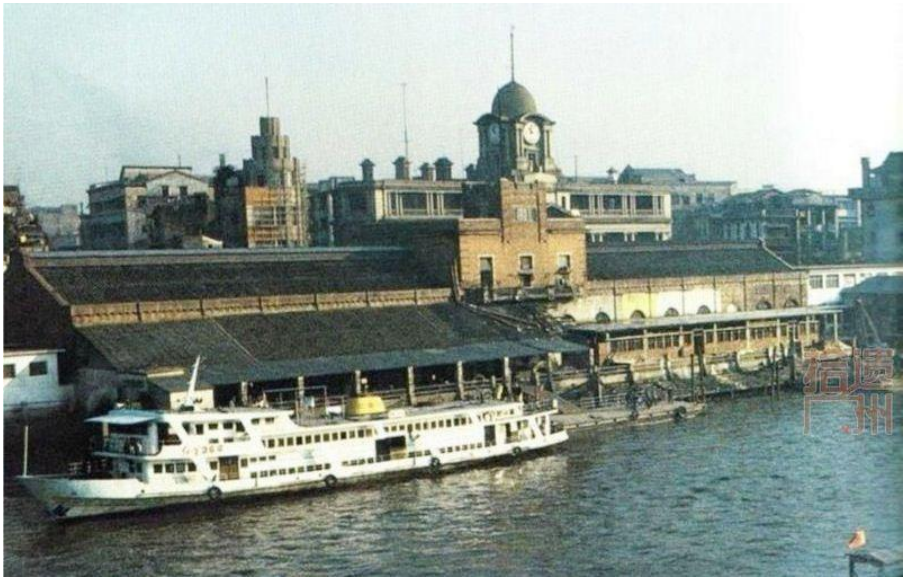
Similar, name unclear

Raising of HONG XING 245

HONG XING 247

Internet

HONG XING 304



HONG XING 305

1/80 (SK*).

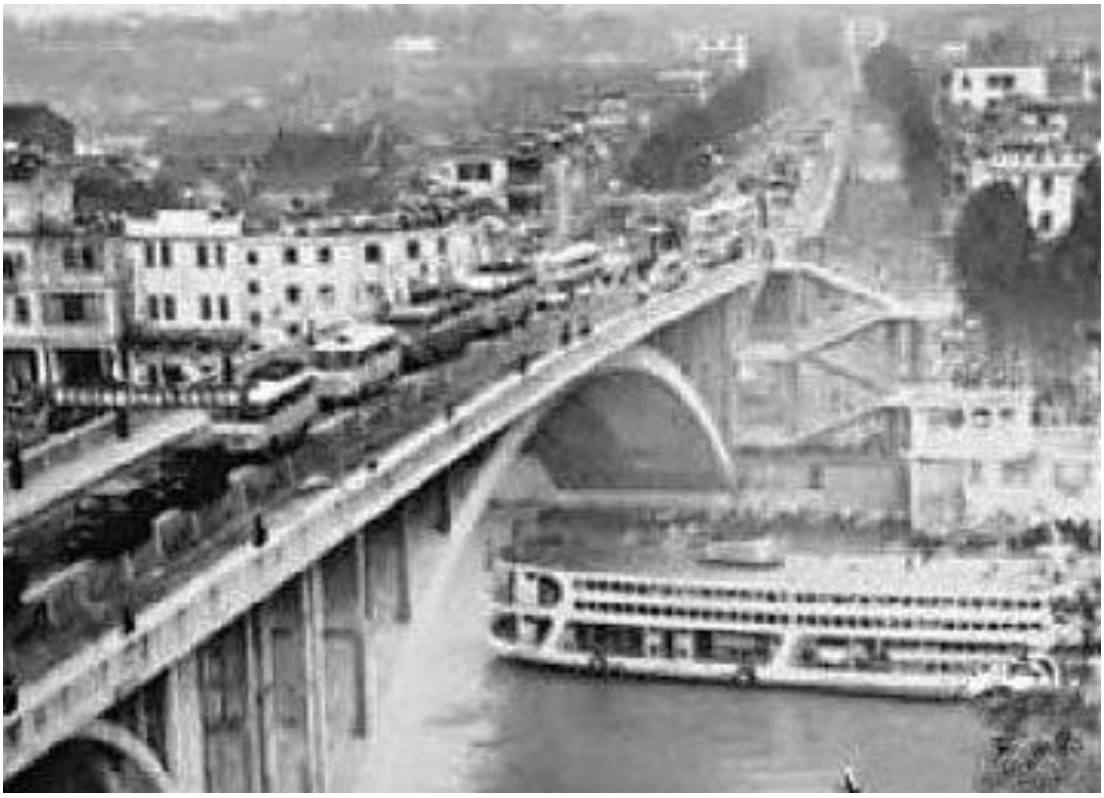
Evidently enlarged HONG XING 305 type

HONG XING 312

Reported foundered in San He county 2/3/83, about 125 persons missing

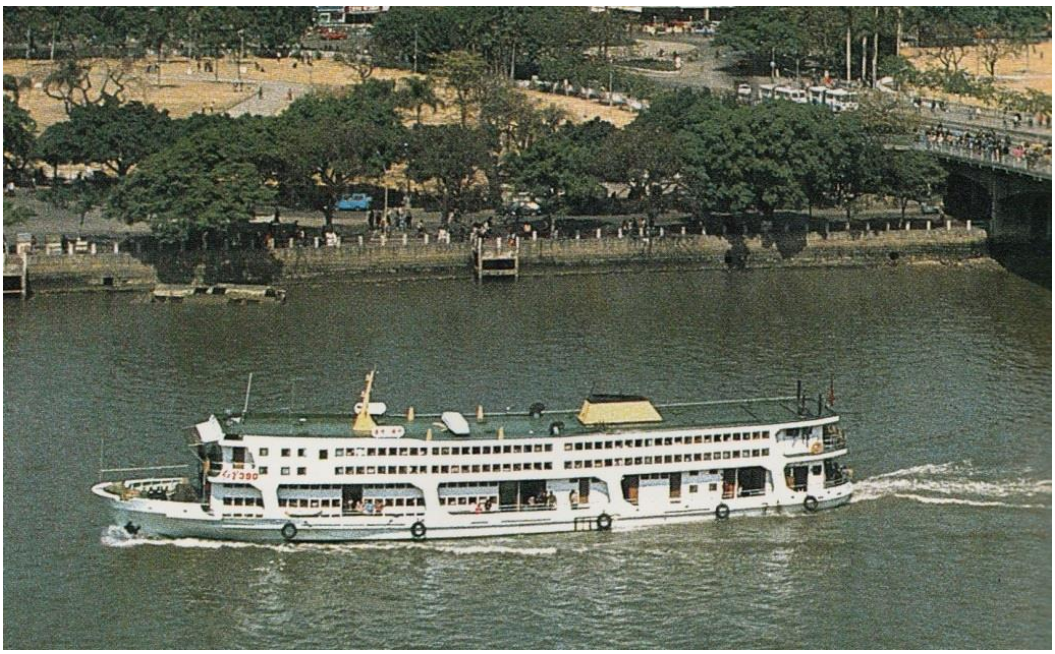
HONG XING 323 (?)

HONG XING 337



Consistent with HONG XING 337 and HONG XIN 393

HONG XING 390



HONG XING 393

HONG XING 501 (?)

HONG XING 505 (?)

HONG XING 801 (1978-?) 1330/50

Built by Wing On Shing Cheung Sha Wa, Kowloon for Tak Kee Shg & Tdg Co. Ltd., Hong Kong/Macau service as TAI LOY. 7/68 sold to Tai Tak Hing & Co. Ltd r. CHUNG SHAN. 5/78 sold to Pearl River Tptn Co., Canton r. HONG XING 801. RLR 1992.

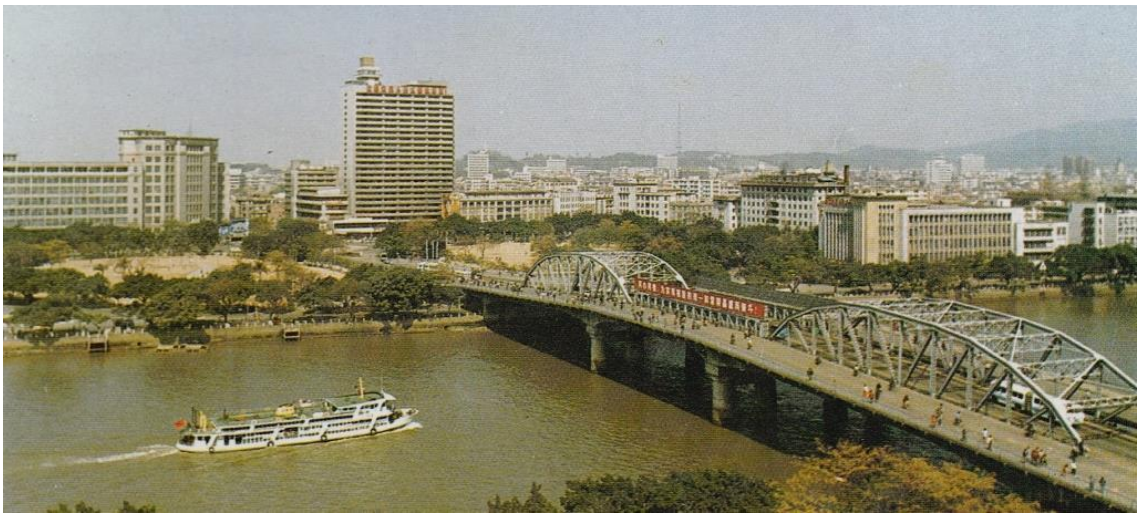
HONG XING 801 as CHUNG SHAN (Karsten Peterson).

HONG XING 801 aground on the banks of the Pearl River at Guangzhou, evidently in use as accommodation (Published by Guangzhou city 10/84).

West River unidentified

图片上传于hongdou.gxnews.com.

图片上传于hongdou.gxnews.com.cn



West River vessels at central Guangzhou sailing past the tall Aiqun Hotel

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