

Shun Cheong S.N. Co. Ltd, Hong Kong

(est. 27/9/52)

順昌航業有限公司

& predecessor Shun Cheong S.S. Co., Kwang Chow Wan

Pang Kwok Sui and Pang Kwok Liu, Hong Kong
(prewar) 13 Manchung Fong, Hong Kong
(postwar) 24 Connaught Road, Hong Kong
George Grimble & Co. Ltd, Hong Kong (22/4/53)

Tai Ping S.S. Nav. Co. Ltd, Hong Kong (est. 13/3/39)

Tai On S.N. Co. Ltd, Hong Kong (est. 16/9/46)

Société Franco Chinoise de Transports Maritimes & Fluviaux, S.a.r.l, Saigon (1951)

Lorinda Shipping S.A., Panama

Cie Asiatique de Nav. S.A., Djibouti (Managers 1965-70)

1974 merged with Teh Hu S.S. Co. Ltd as Teh Hu Cargocean Management Co. Ltd

SHORT HISTORY & ILLUSTRATED FLEET LIST

by Howard Dick & Stephen Kentwell

Chartered vessels 1937-40 and Chinese names from Peter Cundall
and with the assistance of Bill Schell with other details and photos.

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The origins of Shun Cheong (順昌) are sketchy. According to Victor Zhang, HUI Oi Chou/Chow (許愛周 *Héui Oi Jau/Zau/Zhōu*) was born in 1881 in the Potou district of what is now Zhanjiang city in southwest Kwangtung (Guangdong). After completing primary schooling, he began work in his father's business in Canton). By 1895 he was ready to start a wholesale business on his own account. Then in April 1898 French troops occupied what was the small fishing village opposite Potou on Wulishan Harbour and in 1899 coerced the Chinese Government to sign a 99-year lease over the surrounding district, which became known as Kwangchow Wan (Canton Bay) with Fort Bayard developed on the deeper outer harbour as a township and treaty port. This led to a growing trade with nearby Hong Kong and new commercial opportunities.

Zhang states vaguely that Hui set up Shun Cheong Shipping in the mid-1920s. The first mention so far located is in the 'Hongkong Daily Press' (HKDP) of 13 January 1927, which has the French-flag *Jade* (598/13) arriving from Pakhoi and Hoihow with general and pigs for Shun Cheong S.S. Co. as agent, but the vessel was sold to the Philippines in the course of that year. By September 1928 Shun Cheong of (then) 6 Connaught Road, Hong Kong was agent for the much larger French-flag *Tai Poo Sek* (ex *Fook Hong*) running between Hong Kong and Kwang Chow Wan with registry at Kwang Chow Wan. Completed by William Denny in 1882 as the 'crack' trans-Tasman liner *Manapouri*, *Tai Poo Sek* was an old steamer but she was big, sturdy and graceful with economical quadruple-expansion engines. There is some uncertainty as to when Shun Cheong became her registered owner. LCI (Dec. 1938) records the office address as 24 Connaught Road and dates ownership back to 1931 – Lloyd's Register did not record the change of name and ownership until 1935. By the mid-1930s she was running alongside *Ouchao* (522/91), *Wing Wo* (1890, ex *Kasara* '27) and *Tin Seng* (1890, built as KPM's *Van Diemen*), ships under Shun Cheong agency but owned by other syndicates. *Ouchao* was wrecked near Hong Kong on 10 April 1935. *Tai Seun Hong* ex *Borneo* then came under the ownership of Kwong Lee S.S. Co. with registry at Kwang Chow Wan. Whether Hui or the Pang family were part owners is not known but that name was revived twice by Shun Cheong in postwar years and so the vessel is included below for the sake of completeness.

It may be deduced from the French registration of *Tai Poo Sek* that by then Hui Oi Chou had acquired the status of a French citizen. By 1936 the population of French Kwang Chow Wan was 219,000, of whom 86 were French citizens and another 563 French subjects (NID, Indo-China, Dec. 1943: 483). The last category would have been almost entirely wealthy Chinese, who thereby acquired legal rights under French commercial law.

According to Zhang, after outbreak of the Sino-Japanese War in July 1937, Hui donated generously to the Nationalist cause and two of his ships were scuttled on the invasion of Kwang Chow Wan. The latter part at least seems unlikely. Kwang Chow Wan remained under nominal French control until February 1943, though Japanese forces were already present before control was then enforced without any military contest. By then *New Mathilde* had been lost through stranding in October 1939

while *Tai Seun Hong* had been chartered out to a Japanese operator in April 1942 and four months later was torpedoed by an American submarine. *Tai Poo Sek* carried on in her usual trade, extending through to Saigon, until torpedoed and sunk in January 1945 after a busy 64-year career. *Taiposhan*, registered to Pang Kwok Sui in December 1939 as a replacement for the wrecked *New Mathilde*, survived the war under British control.

The early postwar years were tumultuous, which disrupted old trading networks but also brought new opportunities. In August 1945 the French government had retroceded the lease over Kwang Chow Wan and the formal handover took place three months later. After Ho Chi Minh's bid for independence had been contemptuously rejected by France, Indo-China became embroiled in an anti-colonial guerilla war. There was no longer much advantage in being a French subject, though Shun Cheong did secure and for decades manage the Hong Kong agency for the French ocean line Chargeurs Réunis. China in turn descended into Civil War, though until the late 1940s the worst of the fighting was in the North and Centre (Yangtse). By mid-1946 Shun Cheong had been able to resume operations to Hoihow and Kwang Chow Wan, now known as Tsamkong, with chartered vessels, including the unidentified and probably Chinese flag *Toi Shan* (331 grt). In May 1946 *Taiposhan* was redelivered at Hong Kong after British requisition and in the same month the similar 'beancaker' *Foo Shing* (1903) was purchased from Jardine's and renamed *Taikinshan*. Then in March 1947 Swire's *Chungking* (1914) was acquired and renamed *Taichungshan*. With this elderly but reliable trio, Shun Cheong was able to extend its range south to Bangkok and Singapore and northbound as far as Shanghai and Tientsin.

Ownership of *Taiposhan*, *Taikinshan* and *Taichungshan* was vested not in Shun Cheong S.S. Co. but in two Hong Kong subsidiaries, Tai Ping S.S. Nav. Co. Ltd and Tai On S.N. Co. Ltd with merchant Pang Kwok Sui as the registered principal. The rationale was that Oi Chow wanted to run the ships under the British flag but he and his three sons were all still Chinese citizens. Thus Tai On was formed on 16 September 1946 with Pang holding the majority of 161/320 shares and the balance divided between Oi Chow and his sons. Barely six weeks later, however, all but one of Pang's shares was redistributed such that the sons each held 90, Oi Chow 49 and Pang 1, though Pang remained a director alongside Ki Pak. In the case of the older TPSSNC, formed on 13 March 1939, by the end of 1949 Pang also held just one share, Oi Chow 211 and Sai Fun 8 – all three served as directors. In other words, Pang was a British nominee. In prewar days, it would have been a European appointed as nominee for Chinese owners.

Pang's role is elucidated by registration at Hong Kong on 22 April 1953 of shipbroker George Grimble & Co. Ltd of Prince's Building Ice House Street. George Grimble & Co. had been a respected shipbroker in Hong Kong since the late 1900s. Its founding principal Charles Frederick George Grimble (b. 1868) worked in Hong Kong in the mercantile department of Butterfield & Swire before setting up his own firm around 1908. From time to time he also engaged in ship management and ship owning. On 14 January 1933 at age 65 he died in Hong Kong. His elder son Arthur (b. 1888) had gone out to the Gilbert & Ellice Islands in 1914 and in 1926 become Governor, from 1930 as Sir Arthur, so it was the younger

son Eric Norton (b. 1893 in Kobe) who took over the business. In 1942 he was interned at Hong Kong in the Stanley camp, survived to resume business but retired in the early 1950s to England, where he died in 1966. By 1939 Pang Kwok Sui was manager and possibly partner in the firm. Thus when George Grimble & Co. Ltd was registered in Hong Kong in 1953, the shareholder/directors, each with a quarter of the equity, were brothers Pang Kwok Sui, Pang Kwok Tuan and Pang Kwok Yee with Hui Sai Fun, all British, including by now Sai Fun. Between 1950 and 1955 Pang was also registered owner at 24 Connaught Road for the large freighter *Belapur* while Pang Kwok Liu (sic) was briefly registered owner of the old coaster *Jeep Hee*. These two ships were not part of the Shun Cheong fleet – at the time of her loss at Swatow in August 1950 *Jeep Hee* was on charter to Jebshun – but are listed below for the sake of completeness.

By the latter half of 1950 the FS-type *Elsie Moller*, *Ethel Moller* and *Edith Moller* were all chartered for the Hong Kong-Haiphong trade, not necessarily at the same time. A year later *Ethel Moller* and *Edith Moller* were purchased to become *Elsbeth* and *Angelina* while a third of the made up a trio as *Juliana*. These were run variously to Haiphong and through the Nationalist blockade north to Foochow. The smaller 'Empire May'-type trio *Adelina*, *Debora* and *Lorinda* operated on the coast of Vietnam – after partition in 1954 only in the South Vietnam, one being sold and two transferred to the Vietnamese affiliate Société Franco Chinoise de Transports Maritimes & Fluviales (Franco-Chinese River and Maritime Transport Company), which LCI identified with Hui's eldest son Ki Pak. Franco Chinoise first appeared in 1951 as owner of *Tai Seun Hong* (II) (1920), registered in Saigon. From 1953 Shun Cheong had the somewhat similar 'N-3'-type former collier *Belinda* (2700 dwt), which in 1959 gained a sister in *Juliana* (II) (ex *Inchkilda*).

While Hui Oi Chow and his son Ki Pak 許岐伯 remained Chinese citizens, his second son Sze Fun 許士芬 took a different path. Born in Kwang Chow Wan in June 1912, at age 14 he moved to Hong Kong to further his education and duly graduated from St John's University in Shanghai (1936) and then the Colorado School of Mines (1940) with qualifications as a geologist and mining engineer. Returning to China in September 1940, he became assistant manager of Shun Cheong until the Japanese occupation of Hong Kong, after which he ventured into mining despite wartime hazards. Around 1949 as Stephen Sze Fun Hui he settled in Hong Kong and became a British citizen. This allowed registration of Shun Cheong Steam Navigation Company Ltd at Hong Kong on 27 September 1952 with a modest paid up capital of \$400,000 held equally between Hui Oi Chow and his sons Ki Pak, Sze Fun and Sai Fun, all four appointed as co-directors. Sze Fun, however, focused his efforts on the mining industry and from 1958 served as mining engineer and general manager of the Needle Hill wolfram (tungsten) mine in the New Territories for the Yan Hing Mining Co. Ltd – before his death in 1989 he was awarded honorary doctorates by both the University of Hong Kong and the Colorado School of Mines (www4.hku.hk/honggrads/citations, earthsciences.hku.hk/shmuseums).

Hui Sai Fun 許世勳 became a British citizen and the driving force in the new Hong Kong shipping company. Following the end of the Korean War, in 1954 the British Government relaxed its restrictions on trade with the People's Republic in strategic commodities, especially Straits rubber from Malaya. This encouraged Shun Cheong in January 1955 to purchase Swire's fast turbine steamer *Shengking*, which after refit entered service as *TaiPOSEK* between Swatow, Hong Kong, Singapore and Penang in May 1955, coinciding with opening of a Singapore office under Hui Chun Fung (son of Ki Pak) as Manager (Straits Times, 26/8/55). *TaiPOSEK* (II) had cabin accommodation for 106 passengers plus another 132 deck passengers, as well as cargo. By August demand justified purchase of another tweendecker, *TaiPOOAN* (1933). *TaiPOOHONG* (ex Jardine's *Wo Sang*, 1934) and *TaiPOOLY* (ex *Wing Sang*, 1938) followed in 1956/7 to make up a fine quartette. *TaiPOSEK* was scrapped in 1959. In 1963 a new passenger-carrying *TaiPOSEK*, purpose-built in Norway, was commissioned to replace *TaiPOOAN* and run alongside *TaiPOOHONG* and *TaiPOOLY*. The freight side was boosted by acquisition secondhand of some very good cargoliners. In 1957 Shun Cheong had been one of the eleven founding members of the Hong Kong Shipowners' Association, though curiously Stephanie Zarach's excellent history of the Association makes only passing mention of that firm.

By the time of his death in early 1966, Hui had become a very wealthy man, patriarch of one of the Four Big Families of Hong Kong in the company of the Li family (Bank of East Asia/*Wo Fat Sing*), Ho family (Sir Robert Ho-tung and his son Stanley) and the Lo family. He was buried at his residence, Oi Yuen Villa, which he had purchased in 1957 at age 75 to enjoy his last years. This villa at Sheng Shui near the Chinese border and adjacent to the Fanling Golf Club had in fact been built in the 1910s as the Ladies' Club House before passing successively to Jardine Matheson & Co., Eric (E.B.) Moller.

Hui Oi Chow's passing made no difference to Shun Cheong S.N. Co. Since 1963 the majority (51%) of the \$5 million paid up capital had been controlled by the three sons through Chow Hing Investment Co. Ltd with the balance distributed between sons Ki Pak (150), Sze Fun (150), Sai Fun (800) and his sons Chun Fung (600) and Chun Keung (600) with Oi Chow holding just 150. Directors were his three sons and two grandsons. Sai Fun was Executive Director. By the Shun Cheong deployed an impressive fleet. The daily advertisement from the 'South China Morning Post' (18/5/67) shows how far Shun Cheong's operations extended. Saigon and Pnom Penh were served by *Virginia* and *Lorinda*, Bangkok by *Rebecca* and *Tailungshan*, Singapore, Port Swettenham (Port Kelang) and Penang by *Taiwahshan*, *Taichungshan* and the passenger liner *TaiPOSEK*. All these lines offered at least a weekly frequency while *TaiPOSEK* alternated fortnightly with her chartered sister *Hoi Kung*, informally renamed *TaiPOOFOO*, in the South China-Straits passenger trade.

SHUN CHEONG S. N. CO., LTD.

HONG KONG/SAIGON/PHNOM-PENH

m.s. VIRGINIA	Ldg. at Yaumati	Sails 24th May
s.s. LORINDA	Loads 24th May	Sails 27th May

HONG KONG/BANGKOK

m.s. REBECCA	Ldg. at B-14	Sails p.m. 19th May
m.s. TAILUNGSHAN	Loads 24th May	Sails 25th May

HONG KONG/SINGAPORE/PENANG

m.s. TAIWAHSHAN	Loads 24th May	Sails 25th May
*m.s. TAIPOOSEK	Loads 29th May	Sails 30th May

HONG KONG/SINGAPORE/PENANG/PT. S'HAM

m.s. TAICHUNGSHAN	Loads 20th May	Sails 21st May
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* ACCEPTING PASSENGERS

For freight and further particulars, please apply:
24, Connaught Rd. W. H.K. Tel: 448026 (5 lines)

In November 1968 the passenger fleet was upgraded by purchase Elder Dempster's former UK-West Africa liner *Apapa*, renamed *Taipooshan*, as a consort for *Taipoosek*, both resplendent in all white. Shun Cheong also invested in better cargo tonnage through to the ex-Jardine sisters *Eastern Ranger/Singwind* and *Eastern Rover/Cheongwind* acquired in 1979/80 as cargo-only replacements for *Taipoosek* in the Singapore line. Both were sold off just three years later. By then the general cargo trade had been transformed by containerization and the Hui brothers sensibly decided not to invest further in that increasingly capital-intensive and cut-throat industry. Nevertheless, as of early 2020, however, the shipping company is still 'live' on the Hong Kong register of companies.

Since the mid-1950s the brothers had been investing judiciously in the Hong Kong property market. This involvement began in the mid-1955 when Oi Chow became Chairman of Central Development Ltd with Kwan Fan-Fat and some other investors to construct the 17-storey Central Building, completed in 1958 on the site of the former Hongkong Hotel (1868-1952) at the corner of Queens Road and Pedder Street. Later in June 1972 the brothers registered Central Holdings Ltd as a family company that proceeded to develop various sites, notably the 23-storey Central Tower which opened in 1997 on the other side of Queen's Road.

These considerable property interests were just the visible part of the family's wealth and influence. By the 1970s the third-generation Hui family constituted what in Hong Kong terms was respectable 'old money'. Youngest son Hui Sai Fun (b. c.1921) had already become a director of Hang Seng Bank in

1965 and served until 1994, latterly as Deputy Chairman. From 1979 to 1994 he also served as director of Jardine's Hongkong Land Holdings Ltd. Other interests were, for a time, the Hongkong & Shanghai Bank and over a longer term Harbour Centre Development Ltd (to 1993 as Deputy Chairman) At the time of his death on 21 November 2018 at the reported age of 97 he had only recently dropped off the Forbes' list of Hong Kong's fifty richest people. He had been a generous philanthropist, including the endowment of the Hui Oi Chow Science Museum, and is remembered as a very successful racehorse owner who had been Steward and then Honorary Steward of the Hong Kong Jockey Club. Elder son Jenkin (c.1939), who passed away in September 2014 at age 75, had in 1987 become a director of Jardine's Mandarin Oriental International Ltd and in 1994 succeeded his father as a director of Hang Seng Bank and Hongkong Land, then deepened his involvement with Jardine's as a director of Jardine Strategic Holdings Ltd (from 1999) and of Jardine Matheson Holdings Ltd (from 2003). From 1994 his much younger brother Julian Chun Hang (c.1959) also served as a director of Mandarin Oriental, though was more in the public eye through his marriage to Pansy Ho, daughter of Stanley Ho, and then in 2008 to film star Michelle Reis (b. 1970) (Standard, 10/12/18). Ki Pak's eldest son Victor Chun Fui became prominent in sports administration, including from 2003 as Chairman of the Sports Development Board and from 2004 also of the Sports Institute. Sze Fun's son Richard, who was educated at MIT and Stanford with degrees in Electrical Engineering and Business Administration, has been prominent in Hong Kong as educational philanthropist. Fourth generation family members are now taking on executive roles and directorships. The family's tightly held property interests now extend internationally, including to Australia.

Sources. Naval Intelligence Division, *Indo-China* (1943), S. Zarach, *Changing Places* (2007), V. Zhang, *Chinese Family Business and the Equal Inheritance System* (Routledge, 2009), Hong Kong Shipping Register, *Hong Kong Daily Press*, *South China Morning Post*, *The Standard*, icris.cr.gov.hk/csci/, gwulo.com, webb-site.com, Trove, Wikipedia.

Fleet List

Abbreviations. Shun Cheong S.N. Co. is abbreviated to SCSNC, Lorinda Shipping S.A. to LSSA, Pang Kwok Sui to PKS, Pang Kwok Liu to PKL, Société Franco Chinoise de Transports Maritimes & Fluviaux to SFCTMF, Tai Ping S.S. Nav. Co. Ltd to TPSSNC, Tai Seun Hong to TSH and Virginia Shg S.A. to VSSA.

Livery. Until the early 1960s Shun Cheong colours were neat but plain, a black hull with white band and an all-black funnel. At the end of 1962, *Taipoosek* was commissioned with an all-white hull and the houseflag painted around the funnel with a buff top and base. Subsequently the 'flag' was raised to the top of the funnel with buff remaining at the base. From prewar years, the houseflag/funnel was in effect the French tricolor rotated anti-clockwise to the horizontal with a small red star centred on the white band and a white star lower left on the

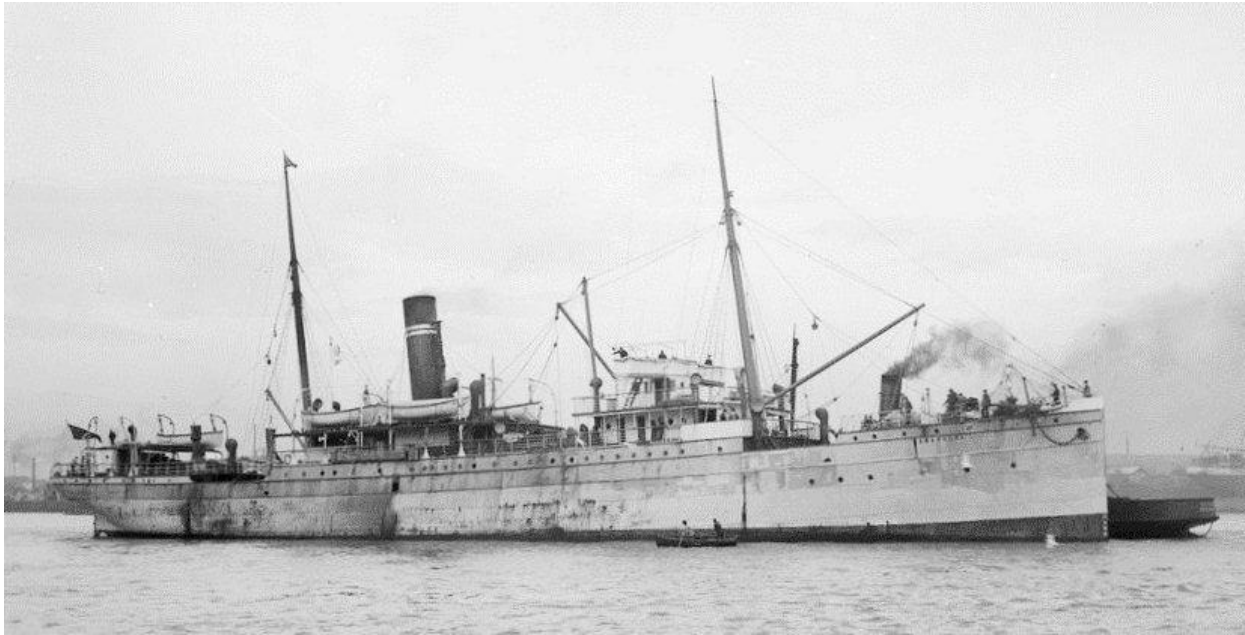
blue. It is not known whether *Taipohong/Lorinda* (1934) and *Taipooloy* (1938) ever wore the new funnel colours but by the 1970s all vessels in the fleet were so distinguishable. *TaiPOSEK* (1962), *TaiPOOSHAN* (ex *Apapa*) and the chartered *Hoi Kung* all had white hulls but from around 1976, after *TaiPOOSHAN* had been broken up, *TaiPOSEK* was repainted with the black hull and white band of the cargo vessels.

Nomenclature. South China ships often carried 'lucky' names, partly to bring good fortune but, more significantly, to give confidence to passengers and shippers. Beginning c.1928 with *Tai Poo Sek*, Shun Cheong vessels were usually given three character names with the prefix 'Tai' (Mandarin 'Da' = 'great') and two ensuing characters, the middle sound usually predominated by a vowel and the last often ending with a hard consonant. Many names related to South China geography, most obviously those with suffix 'Shan' ('mountain'), as also used by the ships of Hongkong Canton & Macao S.B. Co. (*Kinshan*, *Lungshan*, *Chungshan*), but others suggested proper order, safe arrival and good fortune. Characters included 'Seun/Shun' ('order'), 'Poo/Fu' ('precious'), 'Loy' ('arrival'), 'An' ('peace'), 'Fook' ('luck'), and 'Hong' ('health'). Thus TAI POO SEK ('Great Precious Jewel'), TAI POO HONG ('Great Precious Health'), TAI FOOK LOY ('Great Fortuitous Arrival'), and so forth. Such names were even given informally to owned and chartered vessels registered under different English names (not transliterations, as NEW MATHILDE, HOI KUNG, etc.). Most of these names were repeated through to the 1970s, later run together as a single long name. The English name would be carried on the bow and stern and the Chinese characters displayed near the bridge (sometimes reading right to left, sometimes left to right). From 1951 some cargo vessels were given female Christian names, very likely after family members: ADELINA, ANGELINA, BELINDA, DEBORA, ELSBETH, JULIANA, LORINDA, MONICA, NORA, REBECCA, TERESA and VIRGINIA. By the 1960s these female names, sometimes repeated, were given to vessels registered in Panama and later Somalia. At least some of these vessels also had quite different and unregistered Chinese names that were sometimes displayed, sometimes not. The managed SHUNWIND and the last two ships, CHEONGWIND and SINGWIND, broke with tradition.

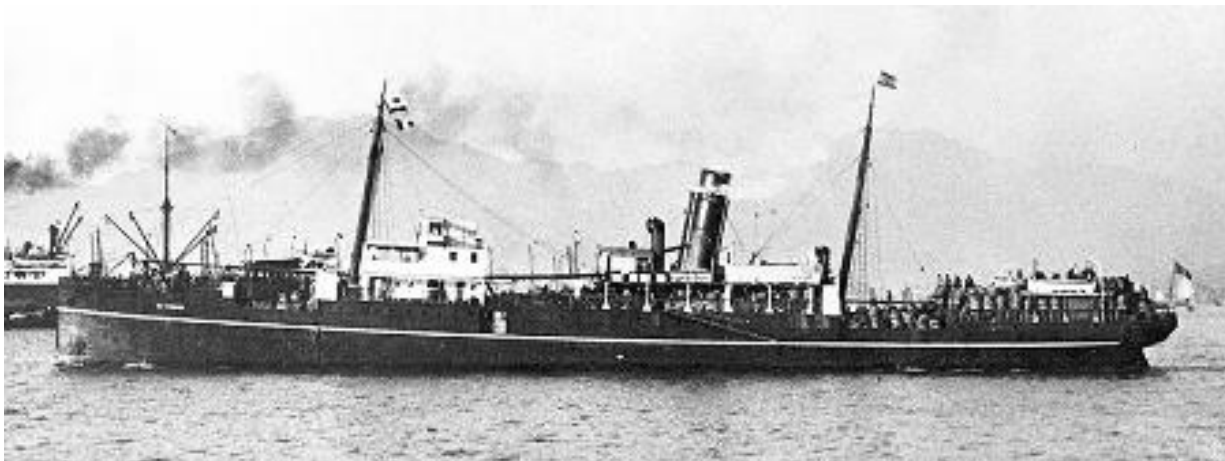
Chartered and managed ships are included in separate sections at the end of this list.

TAI POO SEK 大宝石 (1928-45) 1960/82-3 Q4cy (originally C2cy)

Built by Wm. Denny & Bros, Dumbarton (#252) for Union S.S. Co. of N.Z. Ltd, Dunedin as MANAPOURI. 4/98 laid up at Port Chalmers for major refit including new Q4cy. engines and new boilers. 22/10/13 laid up at Port Chalmers. 1915 sold to Moller & Co., Shanghai refitted for South China-Straits passenger trade. 1919 r. LINDSAY MOLLER. 1922 re-engined and re-boilered. 1923 sold to Cheong On S.S. Co. Ltd., Hong Kong (reg. Shanghai) r. FOOK HONG. By 1/24 in service HK-Saigon for Chung On S.S. Co. 1926 sold to Chin Seng Hong, Hong Kong (reg. Canton). By 8/28 sold to SCSSC (K.T. Chung, mgr), Hong Kong (reg. Kwang Chow Wan, Fr. flag) for trading HK-Fort Bayard/KCW as TAI POO SEK. 6/30 agents Wo Hop & Co. 2/34 agents Tai Fung & Co., Hong Kong. 7/39 agents Shun Cheong & Co. 6/1/42 torp. twice in Hainan Strait by U.S. submarine but made Haiphong. 1942 req. by Vichy Gov't for rice shipment Saigon-Haiphong. 12/1/45 sunk by U.S. aircraft in Mekong Estuary.



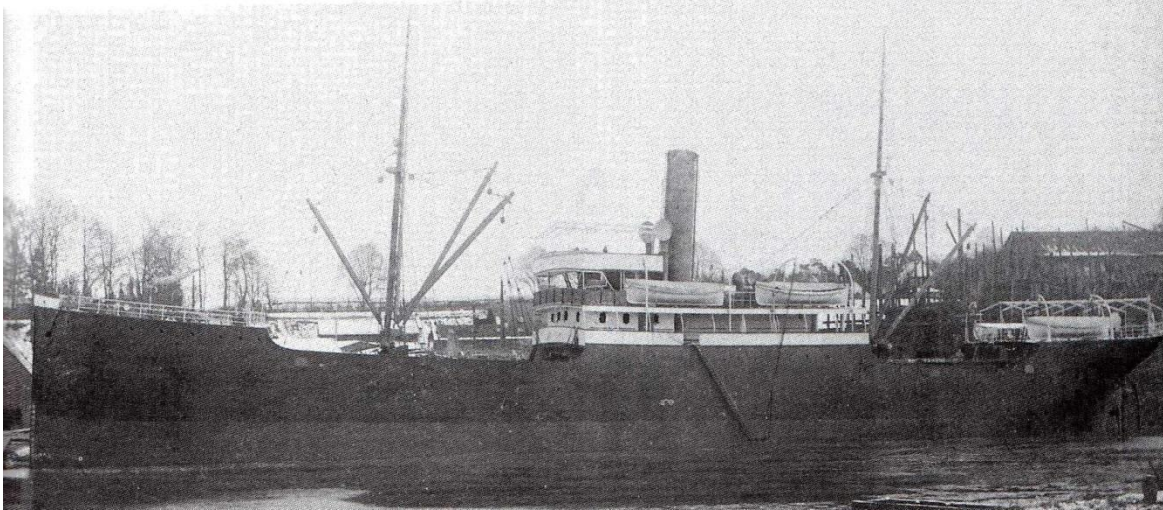
As MANAPOURI at Melbourne in AUSN colours (A.C. Green/SLV).



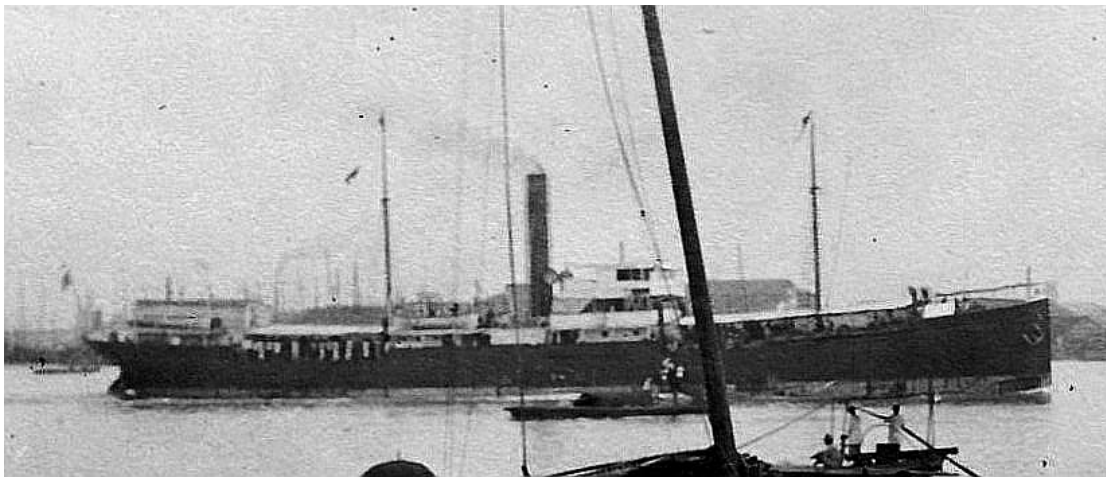
TAI POO SEK (Peabody Museum, Salem).

TAI SEUN HONG 大順康 (1935-42) 2168/02-12 (T3cy)

Built by Henry Koch A.G., Lubeck for Norddeutscher Lloyd, Bremen (#141) as BORNEO. 8/14 interned at Zamboanga, 6/4/17 taken over by USSB, Manila r. NIPSIC (Madrigal & Co. mgrs?). 1920 sold to Madrigal & Co., Manila. 3/24 sold to Shun Tai S.S. Co., Hong Kong [114 Wing Lok St] r. BORNEO for HK-Haiphong trade. 6/34 sold to Yau Yee Hing, Canton. 1935 sold to Kwong Lee S.S. Co, Fort Bayard, Kwang Chow Wan (Fr.) r. TAI SEUN HONG (English reading TAI SHUN HONG). 8/37 on charter to Indo-China S.N. Co. Ltd for China Coast. 1940 Vichy French. 4/42 chartered by Teikoku Sempaku K.K., r. TEISHUN MARU and contracted to Toa Kaiun K.K. for operation. 26/8/42 torpedoed and sunk by USS *Haddock* in 25.53N 121.23E, about 100 nm NNW of Keelung. [A. Kludas NDL List & combinedfleet.com]



TAI SEUN HONG as BORNEO (Hapag-Lloyd A.G.).



Likely BORNEO or TAI SEUN HONG with heightened funnel, enclosed bridge and other warm weather enhancements, easing into anchorage in front of Shameen, Canton (SK*).

Likely BORNEO or TAI SEUN HONG with heightened funnel, enclosed bridge and awnings, easing into anchorage in front of the Shameen in Canton (SK*).

NEW MATHILDE 大宝星 TAI POO SING (1939-39) 1,410/06-3 (T3cy)

Built by Howaldtswerke A.G., Kiel (#439) for M. Jebsen, Apenrade as MATHILDE. 8/14 interned in Philippines, operated by Don S.S. Co., Manila as DON ZOILO. 1917 req. by US Gov't 1919 sold to Madrigal & Co., Manila r. PAZ. 7/22 sold to Yik Tai S.S. Co. Ltd, Hong Kong [114 Wing Lok St] r. NEW MATHILDE for HK-Haiphong trade. 7/36 sold to Madrigal & Co., Manila r. AEOLUS. 4/39 sold to PKS r. NEW MATHILDE/ TAI POO HSING. 5/39 in service HK-KCW for Tai Fung & Co. 7/39 agents Shun Cheong & Co. 21/10/39 wrecked 3 nm S. of Fort Bayard, Kwang Chow Wan with cattle, swine and poultry. [some details from Jebsen list] [香港華字日報 23/3/37, 30/3/37 p.13 advertises NEW MATHILDE 大利南 for Swatow and Amoy and then Swatow and Shanghai for China Merchants.]



AEOLUS being prepared for a tow by the new PAZ (Newcastle Herald & Miners' Advocate).



NEW MATHILDE as AEOLUS (Philippines Magazine 12/40, BisayaBulletin.com).

TAIPOSHAN (1939-50) 2343/01-10 (T3cyl)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#312) for Indo-China S.N. Co., London as HANG SANG. 12/39 sold to PKS – 4/40 r. TAIPOSHAN. By 12/41 under control of MOWT (Ellerman & Papayanni Lines Ltd, Liverpool mgrs). 5/46 returned to owner in Hong Kong. 11/46 t/f to TOSNC. 10/50 sold for breaking up at Cheung Sha Wan, Hong Kong.



HANG SANG at Shanghai Bund ca.1939 (postcard, SK collection).

TAIKINSHAN (1946-52) 2284/03-12 (T3cyl)

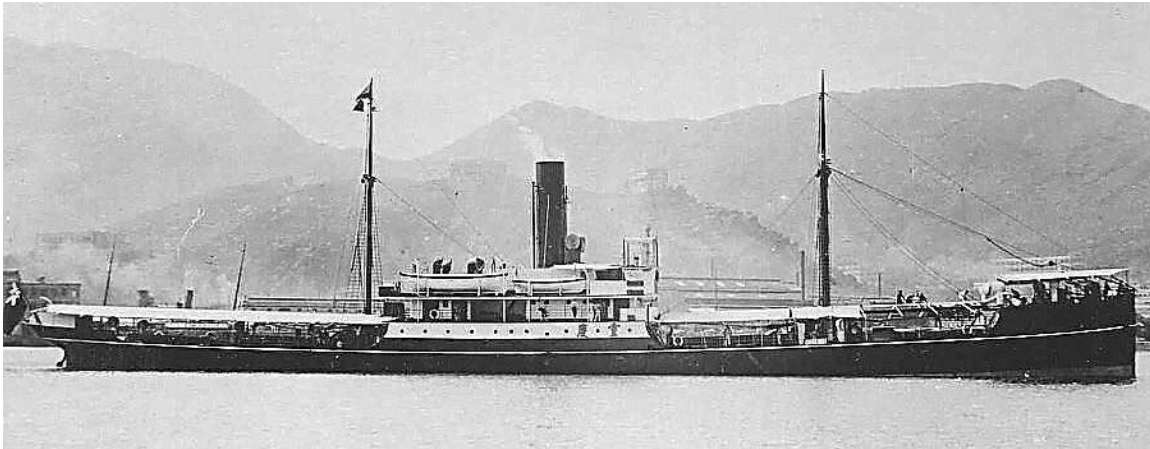
Built by Swan, Hunter & Wigham-Richardson Ltd, Newcastle (#409) for Indo-China Steam Nav. Co., London as FOO SHING. 19/2/25 stranded on S.W. Lamock Is. near Swatow - 23/2 refloated. 9/43 under mgt. BISN beached near Port Okha with fire in No. 3 hold on voyage Karachi-S. India with cotton; 10/43 beached at Bombay with another fire in cotton cargo. 5/46 sold to 5/46 sold to TPSSNC, Hong Kong r. TAIKINSHAN. 25/6/51 seized by Nationalists - 1/52 released after cargo confiscated. 17/1/52 stranded on Parcel Is. on voyage Swatow-Singapore and broke back - 9 crew lost.



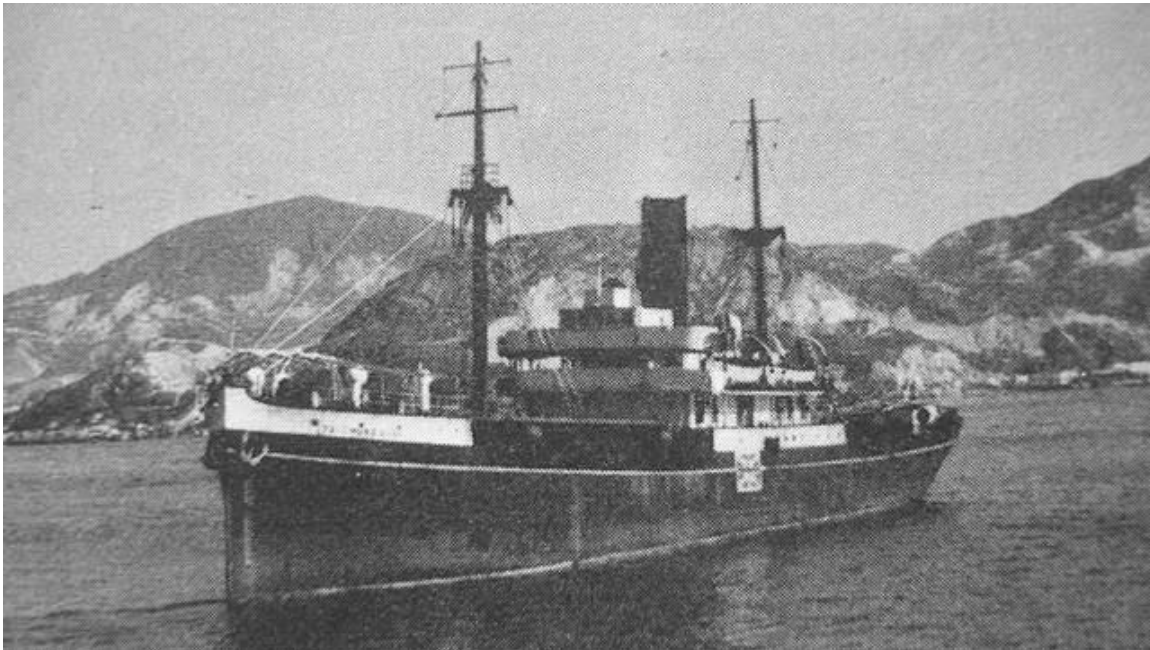
TAIKINSHAN ashore on the Paracels (*H.M.S. Alert* website).

TAICHUNGSHAN 大中山 (1947-64) 2171/14-10 (T3cy)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#148) for China Navigation Co. Ltd, London as CHUNGKING. 25/5/35 holed by grounding near Chefoo. 9/42-4/46 on charter to West Australian State Shipping Service. 4/46 reverted to MOT. 7/46 redel. at Hong Kong. 3/47 sold to TPSSNC r. TAICHUNGSHAN. 3/50 operating Hong Kong-Amoy direct. 25/3/50 seized by Nationalist warships near Amoy and detained at Quemoy and Takao – 16/6 returned to HK. 24/5/51 detained off Swatow and held for several days. 1/52 voyage Swatow-Shanghai., thereafter (to at least 5/52) trading Shanghai-N. China. 23/1/55 sailed HK to Swatow to bring back crew of sunken *Edendale*. 21/8/55 attacked by Nationalist aircraft off Swatow. 1/5/64 laid up at Hong Kong. 5/9/64 blown ashore by typhoon 'Ruby'. 23/10 refloated but 12/64 del. to Hong Kong breakers.



TAICHUNGSHAN as Swire's CHUNGKING (Wikiswire, image reverse-corrected).



TAICHUNGSHAN at Hong Kong, 1964 (W. Worrall).

JEEP HEE (1950-50) 1063/02-7 (T3cy)

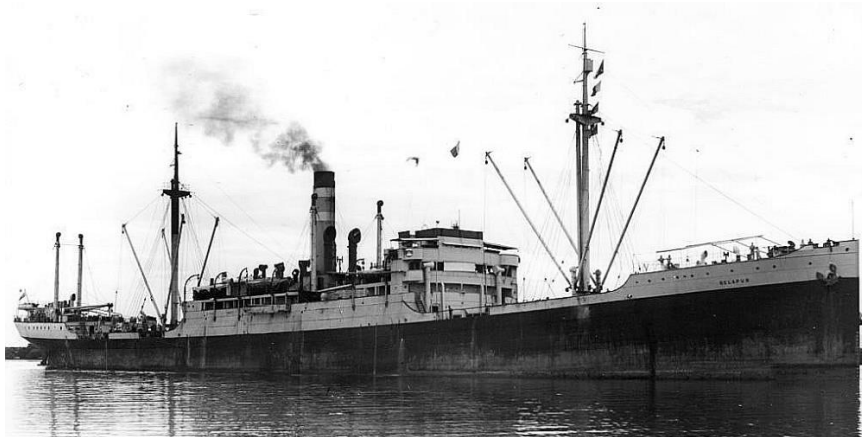
Built by Nederlandsche Scheepsbouw Mij. N. V., Amsterdam (#45) for Koninklijke Paketvaart Maatschappij, Batavia as GOUVERNEUR GENERAAL DAENDELS. 10/31 t/f to Heap Eng Moh S. S. Co. Ltd., Singapore r. GIANG ANN for Singapore-Java trade. 17/2/42 arrived Fremantle from Singapore via Batavia. 8/42-12/45 req. by Commonwealth of Australia (AUSN Co. Ltd, mgrs) for Sydney-Queensland service. 26/12/45 sailed Sydney for Singapore (23/1/46) to resume local trading. 12/49 reg. at Hong Kong to PKL, 1/50 r. JEEP HEE. 30/7/50 on charter to Jebshun Shg. 18/8/50 struck mine off Woosung and sank on voyage Hong Kong-Shanghai with general cargo and rubber.



JEEP HEE as GIANG ANN on the Australian coast in wartime grey (AWM 303329).

BELAPUR (1950-55) 7487/20-11 (T3cy)

Built by J. C. Tecklenburg AG, Wesermünde (#278) for Hansa Line, Bremen as FRAUENFELS. 4/4/41 set on fire and scuttled at Massawa, Italian Somaliland. Salvaged by RN, to MOWT in 1942 r. EMPIRE NIGER. 1948 sold to Oceanic Navigation Co. Ltd., Calcutta r. BELAPUR. 12/49 arrived Fremantle from Japan with steel. 9/50 reg. at Hong Kong to PKS. 1/52 trading to N. China ports. 7-10/52 trading Shanghai and N. China ports to Sakhalin. 2/55 sold to Keystone Shg Co. Ltd., Hong Kong r. SNOWDON HILL. 12/56 sold to Canadian Fir S.S. Co., Hong Kong r. CANADIAN FIR. 10/58 sold to the Chinese Government (Guangzhou Nav. Bureau), Guangzhou r. NAN HAI 141. 12/63 scrapped in Hong Kong.



BELAPUR (A Duncan/W. Schell).

ANGELINA 華興 HWA HING (1951-67) 555/44-8 (FS type, M)

Built by Higgins Industries Inc., New Orleans (#55) for U.S. Army as FS-189. 1947 sold to Mollers Ltd., 2/48 registered for Anglo-Chinese Shg. Co. Ltd. (Mollers Ltd. mgrs.), Hong Kong r. EDITH MOLLER (Chinese name HWA HING 華興) and placed in service Singapore-Sarawak-North Borneo. 6/49 laid up for sale at Singapore but chartered to Ta Chung Hwa S.S. Co., 2/8 arriving Shanghai from Hong Kong. 15/8/49 returned to Hong Kong after seizure by Nationalist gunboats off Shanghai. 2/50 again seized by Nationalist gunboats. 31/3/50 rep. used by Nationalists for raids on mainland. By 12/50 on charter to SCSNC for Hong Kong-Haiphong trade. 3/51 operating Hong Kong/Shanghai direct, SCSNC agents. 5/51 sold to TOSNC. 8/6/51 arrived in Hong Kong with unexploded shell from Chinese batteries in engineroom. 7/51 del. to PKS r. ANGELINA. 2/12/51 grounded in thick fog on Chilipai Reef about 20 miles out of Haiphong on voyage from Hong Kong. Refloated 31/12 by British steamer KOLA, towed to Haiphong arriving 1/1/52. 6/67 sold to Pacific International Lines (Pte.) Ltd., Singapore r. KOTA INTAN. 1977 sold to Straits Chartering & Agencies Pte. Ltd, Panama r. LEE WAH. 1977 resold to Eastern & Oriental Nav. Ltd., Panama. 1999 RLR.

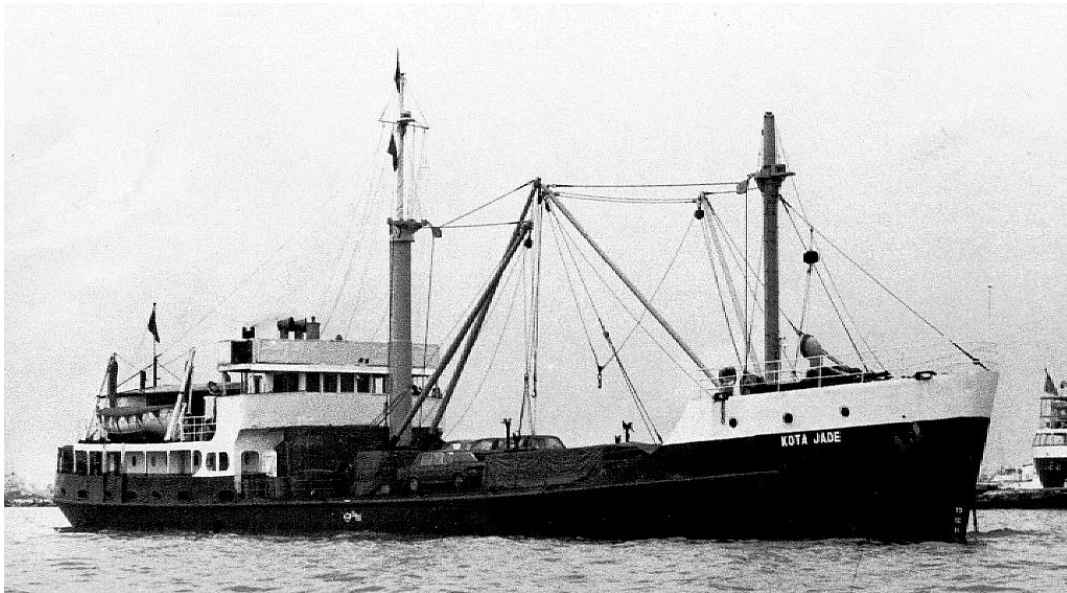


ANGELINA, still bearing Chinese name HWA HING (T. Rayner*).

ELSBETH 民興 MAN HING (1951-67) 564/43-6 (FS type, M)

Built by Higgins Industries Inc., New Orleans (#48) for U.S. Army as FS-182. 1947 sold to Mollers Ltd., 5/48 registered for Anglo-Chinese Shg. Co. Ltd. (Mollers Ltd. mgrs.), Hong Kong r. ETHEL MOLLER (Chinese name MAN HING 民興) and placed in service Singapore-Sarawak-North Borneo. 6/49 laid up for sale at Singapore but redeployed to Shanghai. 3/50 captured by Nationalist Navy on voyage Hong Kong/Amoy, reported subsequently used as transport Pescadores/mainland. 12/5/50 recaptured by *HMS Cossack* in vicinity of Capel Island, women and children reported on board. [*China Mail* 13/5/50] 12/5/50 recaptured from Nationalist gunboats by *HMS Cossack*. 9/50 on charter to SCSNC for Haiphong trade. 5/51 sold to TOSNC but c 1/6/51 seized off Amoy and taken to Kaohsiung – 26/8 returned to

Hong Kong. 9/51 reg. at Hong Kong for PKS r. ELSETH. 6/67 sold to Pacific International Lines (Pte.) Ltd., Singapore r. KOTA JADE. III/1973 broken up at Singapore.



ETHEL MOLLER at Singapore as KOTA JADE, probably December 1971 (H. Dick).

JULIANA (1951-57) 552/44-2 (FS-type, M)

Built by Higgins Industries Inc., New Orleans (#15) for U.S. Army as FS-149. c.1950 sold to G.A. Calafatis, Greece r. ORMOS. 8/51 sold to Teoh Jit Poon, Hong Kong r. HORSEPOWER. 11/51 sold to TPSSNC r. JULIANA. 12/56 sold to Neo Kim Jock (New Rubber Co.), Singapore and 1/57 reg. at Singapore, then placed on HP to P.T. Kidang Mas, Jambi r. SELAT SIBERUT. 11/59 registry t/f to Indonesia. 1961 owners restyled P.T. Wasesa Line, Jakarta. 1967 r. TELANAIPURA. 9/77 laid up at Tanjung Priok (Jakarta). 4/79 delivered to shipbreakers P.T. Arafura and mid-1979 broken up at Tanjung Priok.



TELANAIPURA at Singapore 1970 (W. Schell).

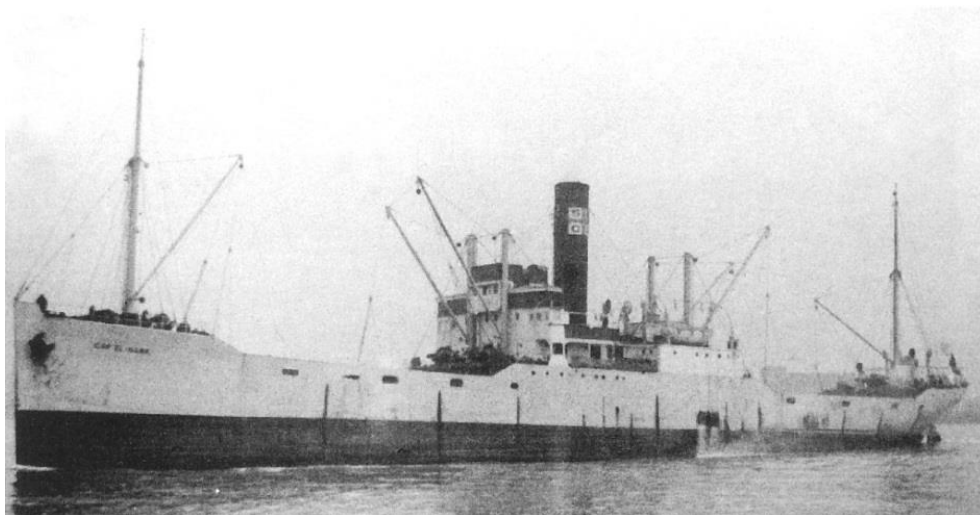
TAI SEUN HONG 大順康 (1951-63) 2605/20-7 (T3cy, 13k)

Built by Burntisland S.B. Co. Ltd., Burntisland (#104) for Joseph Lasry, Oran as wine carrier NELLY LASRY for France/N. Africa service. 1935 sold to Cie. Generale Transatlantique, Oran r. ARDENNES. 1938 sold to S.A. de Gerance et d'Armaments (SAGA), Dunkirk r. CAP EL HANK. 24/5/40 Casablanca via Bordeaux (21/6) for Falmouth, where 13/7/40 seized by British Govt and 17/7 allocated by MOWT to Elder, Dempster & Co. Ltd. 27/3/41 after repairs at Workington and Liverpool comm. by for coastal service in West Africa. 5/44 t/f to Govt l'Afrique Equatoriale Francaise. 9/44-1/45 under repair, then reverted to SAGA. 1951 sold to SFCTMF, Saigon r. TAI SEUN HONG. 9/54 t/f to George Grimble & Co. Ltd, Hong Kong. 7/3/55 fired at by Taiwan forces, presumably in Taiwan Strait. 10/58-62 on charter in Indonesia. 1/59 t/f to George Grimble & Co. Ltd for SCSNC. 21/1/63 register closed on sale for breaking up in Hong Kong by Chiap Hua Mfry Co. (1947) Ltd. [pre-1945 details from:

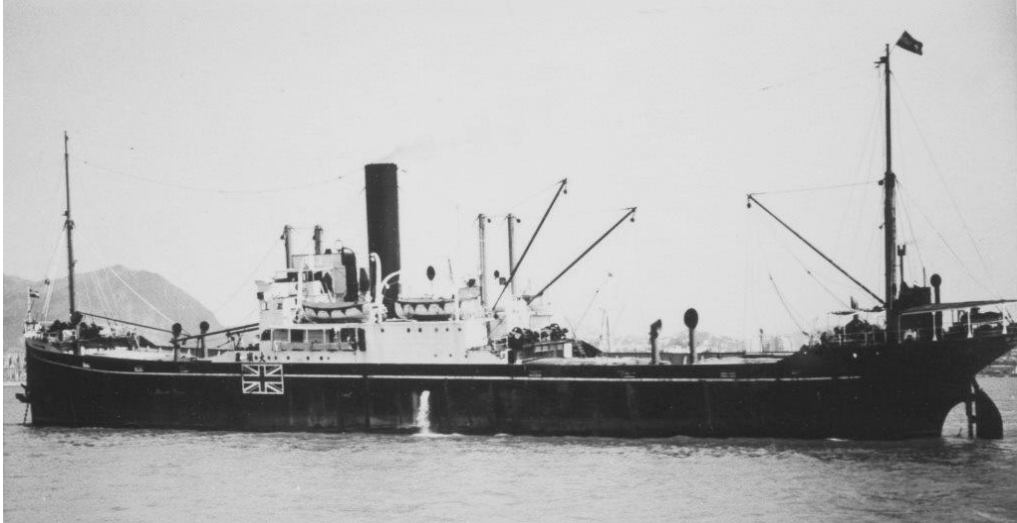
<http://forummarine.forumactif.com/t8773p250-les-paquebots-et-cargos-armes-en-guerre>]



TAI SEUN HONG as NELLY LASRY (Burntisland S.B. Co.).



as CAP EL HANK (hydrojp@flickr).



TAI SEUN HONG (W. Schell collection).



TAI SEUN HONG at Taikoo Dockyard 5/7/55 (Taikoo Dockyard Magazine).

BELINDA (1953-66) 1908/43-6 (N3-type, T3cy)

Built by Pennsylvania Shipyards Inc., Beaumont, Texas (#310) for USWSA as PHILIP DUMARESQ. 6/44 b/b chartered to Royal Netherlands Gov't (N.V. Kon. Paketvaart Mij. Amsterdam, mgrs) r. FORT RENNELAER. 10/46 sold to mgrs. 9/48 r. ORO BAAI and used in Indonesian waters as a collier. 6/53 sold to SCSNC r. BELINDA. 1955 t/f to PKS. 12/66 sold to Caston Shg Co. Ltd, Panama r. FOH KONG. 1968 rep. sold to Transportes Sungwo S.A., Panama. By 5/68 trading Singapore-Danang for PAML (Pan Asiatic Maritime Pte Ltd). End-11/68 towed by Selco's Salvanna into Singapore after engine breakdown in S. China Sea during typhoon 'Lina'. 1/71 last reported movement. 1985 RLR as rep. scrapped 1982 but likely during 1971.



BELINDA at Hong Kong c.1961 (W. Schell collection).

ADELINA (1953-54) 394/45-7 (T3cy)

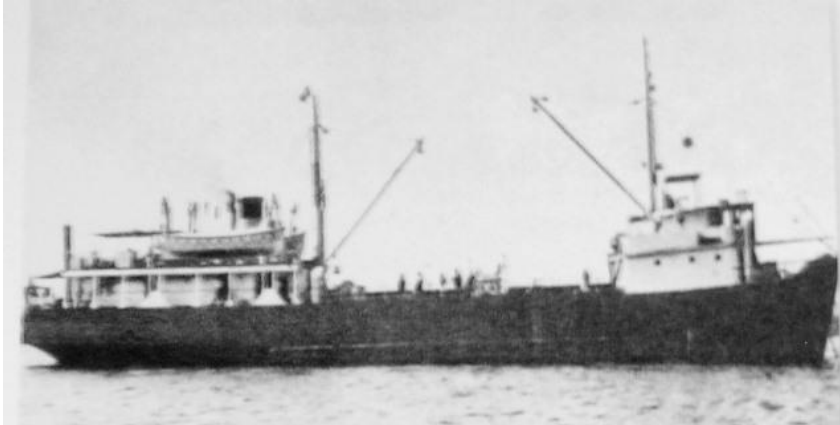
Built by Ailsa Shipbuilding Co. Ltd, Troon (#458) for MOWT as EMPIRE MAYTIME (Singapore Straits S.S. Co. Ltd. mgrs.). 11/46 reg. at Singapore to Straits S.S. Co. Ltd. as MEMBAU. 9/53 sold to SCSNC, HK r. ADELINA (554 grt). 12/54 sold to Hong Phat Hang, Saigon r. NAM SANH. 30/10/71 stranded and wrecked in a typhoon at Chu Lai, Vietnam, 30 miles south of Da Nang.



NAM SANH about to enter Da Nang port, 21 November 1969 (W. Schell).

DEBORA (1953-59) 394/45-9 (T3cy)

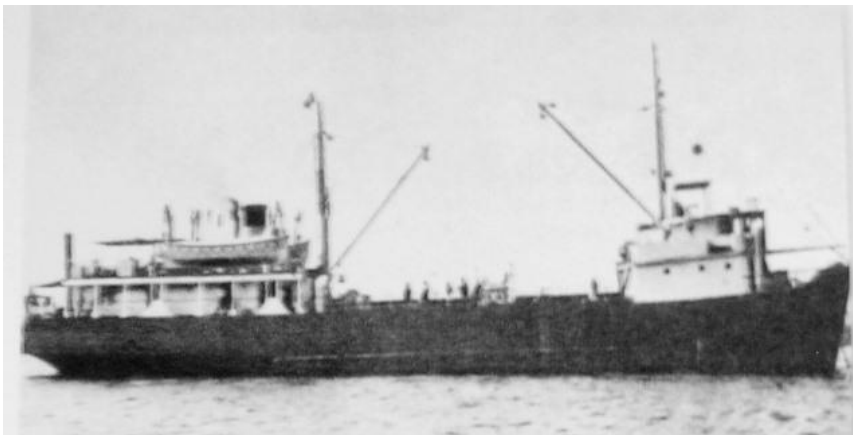
Built by Cook, Welton & Gemmell Ltd, Beverley (#749) for MOWT as EMPIRE MAYPORT (Singapore Straits S.S. Co. Ltd. mgrs.). 12/46 reg. at Singapore to Straits S.S. Co. Ltd as MENTAKAB. 9/53 sold to SCSNC, Hong Kong r. DEBORA. 8/54 t/f to Geo. Grimble & Co. Ltd, Hong Kong (now 554 grt). 11/54 t/f to SFCTMF, Saigon. 1958-59 on charter in Indonesia. 1959 sold to Mercantile Maritimes Ltd, Penang. 1960 sold to Wah Hin & Co (Kuala Lumpur) Ltd., Penang. 1960 sold to Wah Hin & Co (Kuala Lumpur) Ltd., Penang. 1965 sold to Progress Shipping Co. S.A., Panama r. BRIGHT STAR. 20/1/66 wrecked on reef in the South China Sea 50 nautical miles (93 km) SE of Da Nang, Vietnam (15.32N 109.09E).



Sister MALIM (Straits).

LORINDA (1953-57) 394/45-8 (T3cy)

Built by Ailsa Shipbuilding Co. Ltd Ltd, Troon (#459) for MOWT (Singapore Straits S.S. Co. Ltd mgrs) as EMPIRE MAYTREE. 11/46 reg. at Singapore to Straits S.S. Co. Ltd as MANTIN. 9/53 sold to SCSNC r. LORINDA. 8/54 t/f to Geo. Grimble & Co. Ltd, Hong Kong (now 554 grt). 1/55 t/f to SFCTMF, Saigon. 5/57 sold to Cia de Nav. Victoria Neptuno S.A., Panama r. LUEN HWA. 8/57 engine trouble en route Hong Kong-Keelung. 7/58-4/60 operating Singapore-Indonesia. 7/60 seized at Pare Pare, S. Sulawesi for illegal entry to a military zone, escorted to Surabaya where 11/60 master fined Rp 10,000 and vessel confiscated by Republik Indonesia. By 1962 mgrs P.T. Rentjong Segara. By 1963 mgrs P.D. Pantja Bhakti, Menado for copra trade in N. Sulawesi. By 1972 unlocated and no longer under Indonesian registry, presume broken up. 1998 RLR.



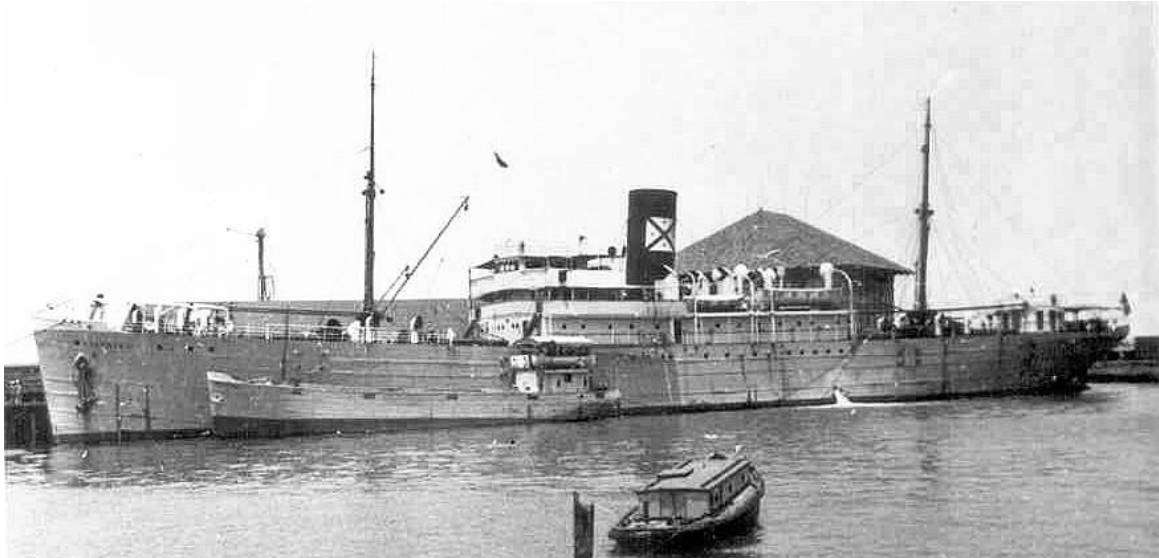
Sister MALIM (Straits).

TAIPOOSEK 大寶石 (1955-59) 3001/31-12 (2x ST/SR geared to 1-sc, Brown Curtis, 3400 shp, 20k)
Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#554) for China Navigation Co. Ltd., London as SHENGGING for Shanghai/Tientsin route. 12/6/32 stranded on Chimeng Is. near Weihaiwei - 17/6 refloated. 1941 req. by RFA as supply ship. Postwar operating Hong Kong/Keelung. 1/55 sold to SCSNC, After first voyage 2/55 as SHENGGING, 4/55 r. TAIPOOSEK. 29/1/58 laid up at Hong Kong. 1/59 breaking up commenced by Hong Kong Rolling Mills.

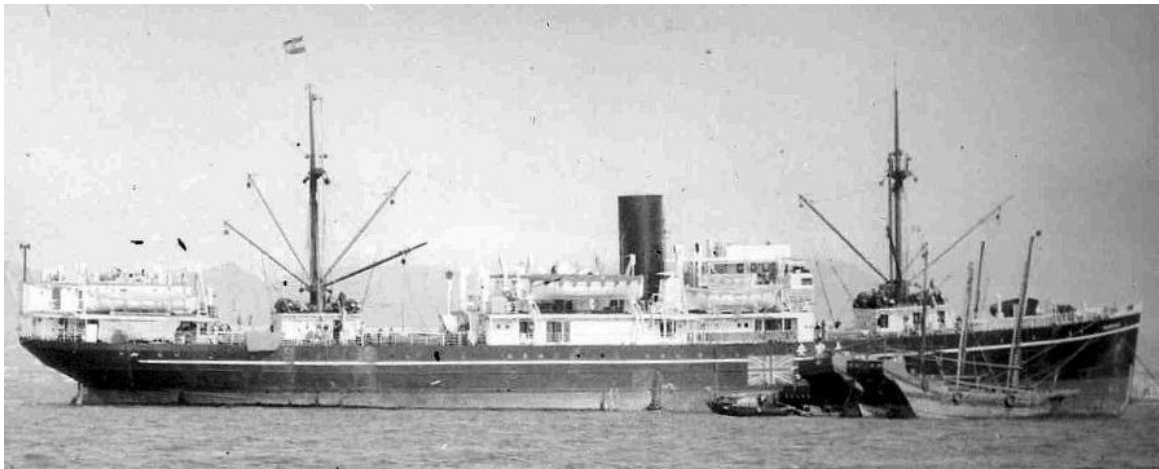


TAIPOOSEK (T. Rayner*).

TAIPOOAN 大寶安 (1955-63) 3883/33-2 (T3cy)
Built by Chantiers et Ateliers de Provence, Port-de-Bouc for Cie des Transports Maritimes de l'Afrique Occidentale Française (Chargeurs Réunis mgrs), Bordeaux as refrigerated cargo ship KOLENTÉ (white hull, 11 pass.). 6/9/40 seized at Bordeaux by Germany, planned conversion to mine barrier breaking ship SPERRBRECHER 20 not eventuating, 11/8/44 sunk at Nantes. 4/45 refloated and refitted for Indochina coastal service. 1947 r. SAINT MICHEL for Société Maritime d'Extrême-Orient (Chargeurs Réunis mgrs), Bordeaux, sailing Bordeaux 18/1/48. 9/54-2/55 assisted with the French evacuation from Tonkin in conformance with the Geneva Accords. 8/55 sold to SCSNC r. TAIPOOAN with HK licence to carry 736 passengers within 1200 mile range. 18/11/55 arrived Singapore from China with wives and children. 7-12/59 chartered for interisland trade in Indonesia. 3-5/60 (3) repatriation voyages Surabaya -Whampoa. 2-12/61 on charter in Indonesia. 31/3/62 sailed Hong Kong for Zamboanga for pilgrim voyage to Jeddah but c.23/4/ detained in Singapore and 5/62 turned back. 6/6-10/12/62, 25/1-7/6/63 and from 20/6/63 laid up at Hong Kong. 11/63 register closed on sale for breaking up in Hong Kong.



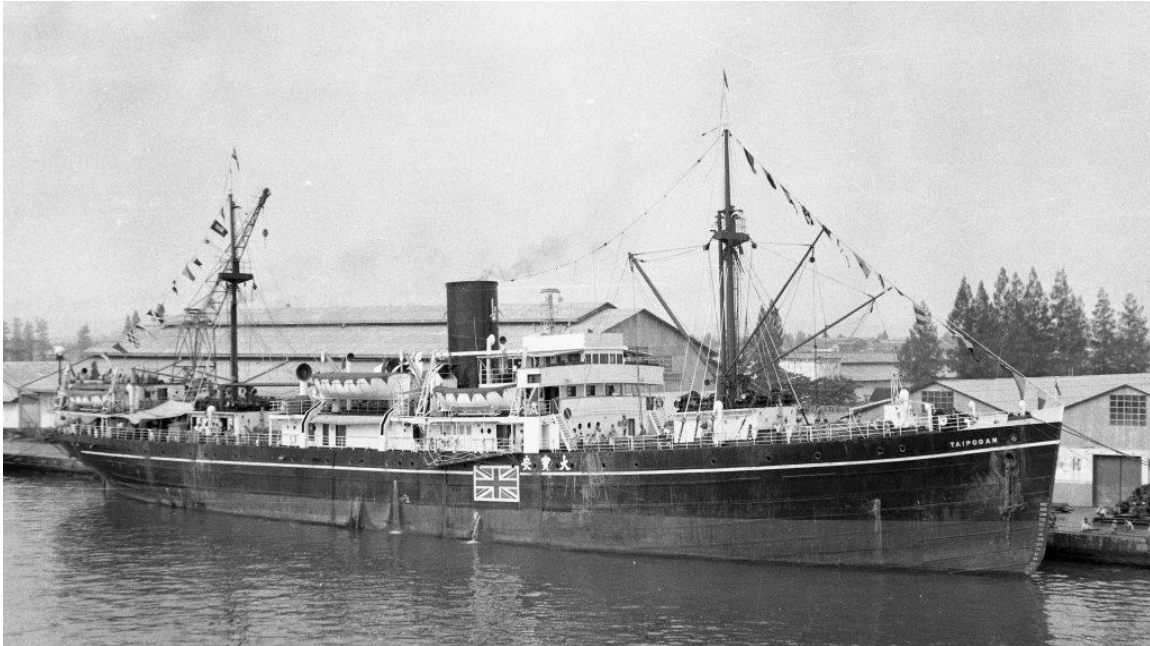
KOLENTE (www.marine-marchande.net/Perchoc/Perchoc-20/Kolente.jpg).



TAIPOOAN at Hong Kong about 1960 (T. Rayner*, photoship.co.uk)



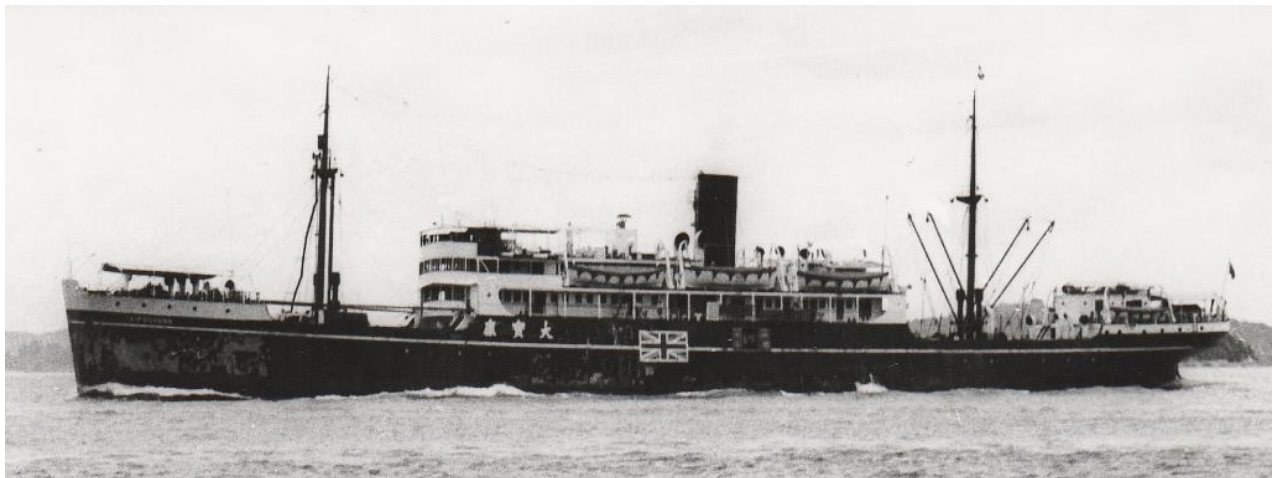
TAIPOOAN at Hong Kong (T. Rayner*, photoship.co.uk).



TAIPOOAN at Surabaya, 19 April 1960, before third repatriation voyage (R. Maya/W. Schell).

TAIPOOHONG 大寶康 (1956-65) 3416/34-10 T3cy

Built by Barclay, Curle & Co. Ltd, Glasgow (#651) for China Merchants S.N. Co., Shanghai as HAI CHEN 海貞- 31/10/34 trials. 8/37 laid up at Hong Kong. 8/38 sold to Indo-China S. N. Co., London r. WO SANG. 1951 to end-1955 on charter to M.O.T. as transport Kure-Pusan. 5/56 sold to SCSNC r. TAIPOOHONG for S. China-Straits line. 1960-61 on charter in Indonesia. 8/65 t/f to LSSA, Panama r. LORINDA for Hong Kong-Saigon line. End-11/67 under demolition by Lee Sing Co., Hong Kong.



TAIPOOHONG c.1960, varnished bridge painted over, name in Chinese characters amidships but otherwise little changed from Jardine era as WO SANG (R. Gabriel/HD*).



Panamanian-flag LORINDA 黄安(HONG ON "Yellow Peace") ex TAIPOOHONG inbound in Saigon River, 11 February 1967, ten months before delivery to breakers (D. Nance/NAA).

TAINAMSHAN (1957-62) 984/45-8 T3cy

Built by Burntisland S.B. Co. Ltd., Burntisland (#298) for MOWT (Singapore Straits S.S. Co. Ltd. mgrs.) as EMPIRE PACIFIC. 1946 chartered to Straits S.S. Co. Ltd., Singapore. 1948 sold to charterers, 1948 r. BULOH. 5/57 sold to TPSSNC r. TAINAMSHAN. 7-10/58, 4/59-1961 on charter in Indonesia. 23/11/62 capsized and sank outside Swatow after leaks following grounding o/v Hong Kong-Foochow. 6/63 register closed.



TAINAMSHAN at Hong Kong c.1961 (W. Schell collection).

TAIPOOLOY 大寶來 (1957-67) 3560/38-8 Q4cyl+ET

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#780) for Indo-China S.N. Co. Ltd, London as WING SANG. 11/2/52 stopped by armed junks. 19/5/52 attacked by pirates in Formosa Strait – also 21/6/53 (10 casualties). 2/11/54 as WEST INDIAN sailed from Hong Kong for charter to West Indies Nav. Co. Ltd. for Jamaica/Trinidad service – 1/55 in service under 3-year contract. 6/57 sold to SCSNC – 4/58 delivered and r. TAIPOOLOY. 11/63 t/f to TPSSNC, Hong Kong. 2/10/67 laid up at Hong Kong. 1/5/68 under demolition by Fuji Marden.



TAIPOOLOY at Singapore c.1960 with Union Jack on hull (R. Gabriel/HD*).

JULIANA (1959-60)/TAIFOOKLOY 大福來 (1960-62) 1908/43-6 (N3, T3cy)

Built by Pennsylvania S.Y. Inc., Beaumont (Tex) (#309) for USWSA as SAMUEL YEATON. 1944 b/b chartered to Royal Netherlands Gov't (N.V. Kon. Paketvaart Mij. Amsterdam, mgrs) r. FORT WILHELMUS. 21/10/44 stranded on Neale Reef (Qld). 9/46 sold to Royal Netherlands Gov't (same mgrs.). 3/47 sold to mgrs., 1948 r. ORO BAAI and used in Indonesian waters as a collier. 30/6/53 sold to

Williamson & Co. Ltd., London r. INCHKILDA. 26/7/53 seized and looted by gunboats 100 m. W. of Taiwan Strait, released on intervention of *HMS Unicorn*. 24/8/54 strafed off Matsu, 7/9/54 strafed off Amoy. 17/10/54 shelled in Taiwan Strait by unidentified warship. 1-5/58 on charter in Indonesia. 11/59 sold to SCSNC r. JULIANA. 4/60 r. TAIFOOKLOY. 1960-62 on charter in Indonesia. 9/5/62 laid up at Hong Kong. 1/9/62 blown ashore during typhoon 'Wanda', refloated but 12/62 sold with damage to Hong Kong shipbreakers.



TAIFOOKLOY at Hong Kong (A. Duncan*).



TAIFOOKLOY high and dry on NE tip of Lantau Island and awaiting salvage for scrap, late 1962.

(<https://www.shipsnostalgia.com/gallery/showphoto.php/photo/13100/title/m-vtaifookloy/cat/523>).

TAIWAHSHAN 大華山 (1962-72) 2671/44 later 2848/44 (M, 2SA 9cyl, Burmeister & Wain)
Built by Eriksbergs M.V., Gothenburg (#316) for Rederi A/B Trivia (P.G. Thulin mgr), Stockholm as TRIVIA. 1956 sold to Hamburg Amerika Linie, Hamburg r. ROTHENBURG. 1960 r. BLANKENBURG. 12/61 sold to SCSNC, 3/62 r. TAIWAHSHAN. 12/72 sold to Ann Fu Nav. (Panama) Ltd, Panama r. ANN FORTUNE. 20/10/73 caught fire in the Arafura Sea (9.53S 124.53E) and 6/11 sank o/v Surabaya-Keelung with scrap.



BLANKENBURG in Hapag colours (photoship.co.uk).



TAIWAHSHAN with enlarged poop structure (coll. SK*).

TAIPOOSEK 大寶石 (1962-1981) 4625/62-12 (M, 7cy. By Burmeister & Wain, 15.5k)
Built by Moss Vaerft & Dokk A/S (#148), Moss for SCSNC as TAIPOOSEK and on completion 12/62 reg. at Hong Kong. 3/79 t/f to Panama flag. 1981 sold to Star Ship Maritime Co. (Faethon Shg Ltd. mgrs), Piraeus r. STAR SHIP. 12/83 laid up, surveys overdue, still as such when 1985 sold to Aminaz Maritime Corp. (Seaport Transport Ent., mgrs), Honduras r. STAR NAZ. 15/1/86 as GULAB arrived at Gadani beach for breaking up by G.N. Brothers.



TAIPOOSEK at Singapore, December 1971 as built, buff top to funnel (HD*).



TAIPOOSEK at Kobe c.1971 on charter to Micronesia Inter-Ocean Lines (MILI) (P. Kentwell/SK*).



TAIPOOSEK at sea, 1970s (A. Duncan).



TAIPOOSEK, 3 March 1976, with black hull, no forward boat (M. Piche/SK*).



Later TAIPOOSEK minus heavy derrick and all but 2 boats (Donald Anderson).



TAIPOOSEK at Immingham in 1985 with grey hull as STAR NAZ (simonwp@shipspotting.com).

TAILUNGSHAN 大竜山 (1963-78) 2711/47-7 ('Hansa B' type, M-2SA/5cyl, Burmeister & Wain)
Built by Naskov Skibsvaerft, Naskov (#117). Ordered by Germany for Hamburg-America Line, intended name WINSERTOR. 5/5/45 contract acquired by Danish State A/S as of 2/6/43 and resold to D/S Pacific A/S, Copenhagen, completed as LONDON. 1957 sold to D/S Hetland A/S (Basse & Co., mgr), Copenhagen. 5/63 sold to PKS and registered at HK for TPSSNC as TAILUNGSHAN. 10/72 t/f to Somali flag. 1973 t/f to SCSNC, Panama flag. 1/7/75 took in tow derelict *Trong Ruan* 300 miles SSW of Hong Kong - 3/7 abandoned tow 40 miles S. of Hong Kong. 20/1/78 reported \$420,000 of opium and heroin seized at Hong Kong on arrival from Bangkok. 3/5/78 at Kaohsiung for demolition by Shen Yun Steel & Iron Works.



TAILUNGSHAN with Union Jack and, white band (P. Foxley/SK*).



Refitted, including two new kingposts aft of superstructure (P. Foxley/SK*).



TAILUNGSHAN at Keelung 1973 (Karsten Petersen).

TAIFOOKSHAN 大福山 (1964-80) 3464 (later 4874)/50-10 (M-2SA/ 6cyl, Fiat)
Built by Cantiere Navale Breda, Venice (#148) for D/S AF 1912 A/S (A.P. Moller, mgrs), Copenhagen as AGNETE MAERSK. 1964 sold to SCSNC r. TAIFOOKSHAN. 1972 Somali registry. 1976 Panama registry. 21/5/80 arrived Kaohsiung for demolition.



TAIFOOKSHAN taken at Hong Kong from the Macao ferry in August 1978 (John Nunn).

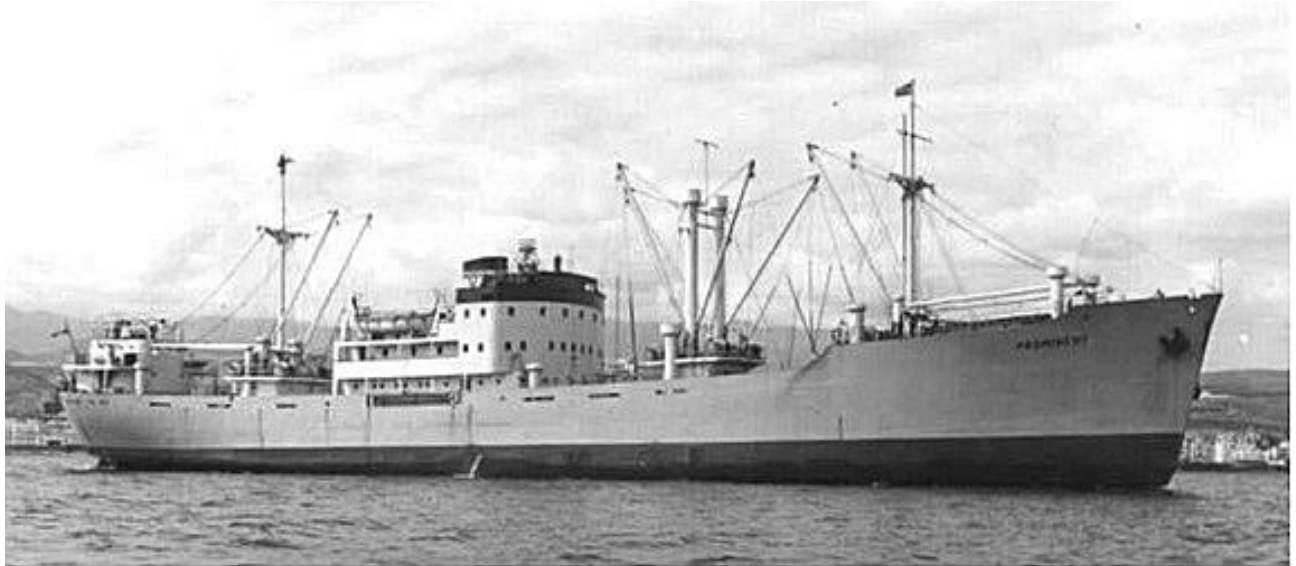


TAIFOOKSHAN (Donald Anderson).

LORINDA (1965-67) 3373/34 see TAIPOOHONG (1957-65)

MONICA 興樂 HING LOK (1966-72) 1960/48-10 (M, 2SA/8 cyl. Atlas diesel)

Built by Nya A/B Gavie Varv. & Verks, Gavle (#67) for D/S A/S Produce (Jacob Odland S.S, mgrs), Haugesand as PROMINENT. 1955 deployed in Far East. 1966 sold to LSSA r. MONICA. 1972 t/f to VSSA, Panama r. TERESA. 1977 agents SCSNC, corrected to Shin Cheong S.N. Co., r. NOVEMBER 7TH. 1979 broken up at Kaohsiung.



PROMINENT at birthplace of Haugesand with original short funnel (Chr. Benestad).



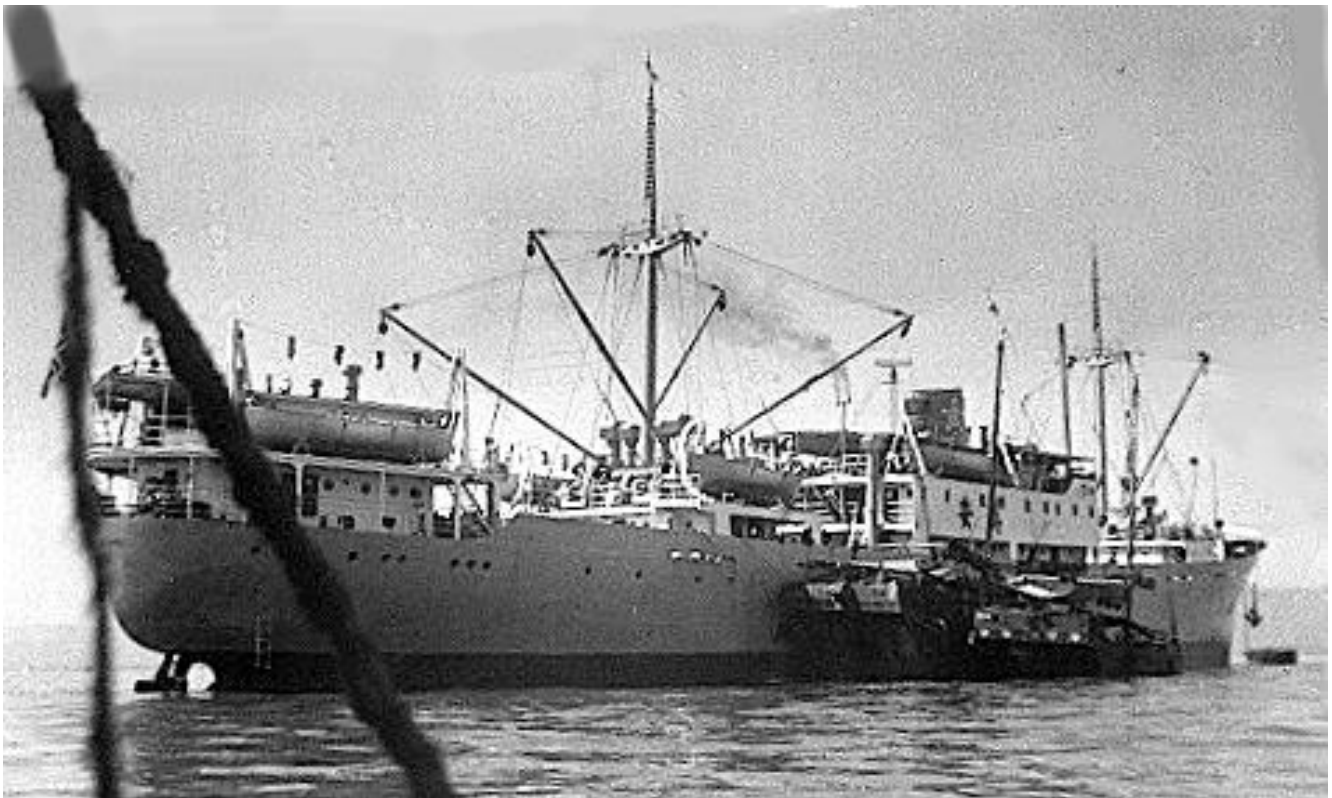
MONICA/HING LOK anchored at Da Nang, 10 March 1970 (W. Schell).



As NOVEMBER 7th of "Shin Cheong S.N. Co." agency (S. Klassen/W. Schell).

VIRGINIA 新華 SAN WAH (1966-72) 2750/49-5 (M-4x GM Vee diesel, pass.)

Built by Kristiansand M/V A/S, Kristiansand (#180) for A/S Norfinn (Jorgen Krag mgr), Oslo for charter on Hong Kong-Hainan-Straits service as MUI ANN. 4/50 on maiden voyage evacuated 1172 refugees from Haikou, Hainan to Taiwan. 1966 sold to LSSA r. VIRGINIA. 1972 r. NORA. 10/72 broken up at Hong Kong by Fuji Marden & Co. Ltd.



VIRGINIA as Norwegian-flag MUI ANN at Hong Kong on maiden voyage (muiann.weebly.com).



VIRGINIA/SAN HWA in the Saigon River May 1967 without boats at mainmast (D, Nance/NAA).



VIRGINIA/SAN WAH at Hong Kong, 10 December 1969 without hull band (W. Schell).

BELINDA (1967-78) 6158/46-11 (M-2SA/9cy)

Built by Eriksbergs Mekaniske Verkstads, Gothenburg (#326) for Wilhelmsens D/S A/S (Wilh. Wilhelmsen mgr), Tonsberg as TALABOT. 7/67 sold to SCSNC r. BELINDA (reg. London). 1976 reg. t/f to Somalia, then Panama. 10/4/78 arrived at Kaohsiung for demolition by Yun Shen Steel & Iron Works.



Above 2: BELINDA at Hong Kong April 1977 (Karsten Petersen).



BELINDA without hull band (David Shackleton@shipspotting.com).

REBECCA 興登 HING TANG (1967-72) 3616/34-7 (2M-4SA/8cy)

Built by Akers M.V. A/S, Oslo for Bruusgaard, Kiosterud & Co., Drammen as HAI LEE. 1967 sold to LSSA, Panama r. REBECCA. 1972 sold to Blue Marine (Far East) Ltd., Panama r. SELINA. 1973 sold to Horizon Shg. Co. S.A., Panama. 26/8/73 demolition begun at Kaohsiung by Ta Ho Steel Ent. Co. Ltd.



REBECCA (SK collection*).

TAICHUNGSHAN 大中山 (1967-80) 3085/50-9 (M-2SA/6-cy, Fiat)

Built by Cantiere Navale Breda, Venice for A/S D/S Svendborg (A.P. Moller mgrs.), Copenhagen as MATHILDE MAERSK. 1967 sold to SCSNC r. TAICHUNGSHAN. 1978 Panama registry. 1/2/80 arrived at Kaohsiung for demolition. [Arne Sognes via Rory at shipnostalgia.com]



TAICHUNGSHAN as MATHILDE MAERSK (7seasvessels.com).



TAICHUNGSHAN (Donald Anderson).



TAICHUNGSHAN in Malacca Strait (P. Foxley/SK*).



TAICHUNGSHAN with a plain funnel, perhaps on charter (HD collection).

TAIPOOSHAN 大賣山 (1968-75) 11651/48-3 (M-2SA/4cy, Doxford)

Built by Vickers-Armstrongs Ltd, Barrow (#949) for Elder Dempster & Co. Ltd, Liverpool for UK-West Africa trade as APAPA. 1965 laid up in River Fal. 11/68 sold to SCSNC r. TAIPOOSHAN (port of registry unchanged). 23/2/75 arrived Kaohsiung for breaking by Fu Chiang S. & I. Co.



TAIPOOSHAN (official postcard).



TAIPOOSHAN at Hong Kong 10 Dec 1969 (W. Schell).



TAIPOOSHAN from a slide by an American tourist (Ushanka Show/Shipspotting).



Liverpool registry (Nick Dewolf@flickr).



TAIPOOSHAN in Malacca Strait (P. Foxley/SK*).

TAISHUNHONG (1968-69) 7252/43-6 'Liberty' (M-2SA/6 cy Fiat, Ansaldo)

Built by California S.B. Corp., Los Angeles (#195) for USWSA (Hammond Shipping Co, San Francisco mgrs.) as JOSIAH EARL. 1947 sold to Ringdals Rederi A/S (Olav Ringdal, mgr), Oslo r. GREGERS GRAM. 1953 conv. to motorship. 1960 sold to Cia Okeanis de Nav (Pateras Shipbrokers, London) Monrovia r. THALIS. 1964 (mgrs. Poseidon Shg. Agencies, London). 1967 sold to North Star Shipping Co, (same managers), Famagusta. 1968 sold to TPSSNC (SCSNC mgrs), Mogadishu r. TAISHUNHONG. 1969 Severely damaged at Dalian by engine room fire, CTL, 4/69 scrapped at Hirao by Matsukura K.K.



'Liberty' motorship TAISHUNHONG at Mystic River, Boston THALIS (Bob Murphy/W. Schell).

ANGELINA (1969-78) 9692/57 (M-2SA/8cy)

Built by A/B Gotaverken, Gothenburg for Tønnevolds Rederi A/S (Odd & Per Tønnevold, mgrs), Grimstad as THORFRID. 1969 sold to SCSNC (reg. London) r. ANGELINA. 1978 sold to Golden Alpha Naviera Ltd, Panama r. MAN AN. 19/10/82 fire at Western Anchorage, Singapore. 8/83 broken up at Ko Sichang by Golden Sea International Co.



ANGELINA on 23 April 1977 (Karsten Petersen).

LORINDA (1969-72) 6386/48-10 (M-2DA/9cyl, Fiat)

Built by S.A. Ansaldo, Genoa (#877) for Wilhelmsens D/S A/S (Wilh. Wilhelmsen mgr), Tonsberg as TARIFA. 1/69 sold to SCSNC, Mogadishu r. LORINDA. 5/5/72 arrived at Shanghai, for demolition by China National Machinery Import & Export Corp.



LORINDA in Malacca Strait (P. Foxley/W. Schell).

ASMARI 垂美 A MEI (1970-77) 4896/51-8 (M-2SA/8cy, Sulzer)

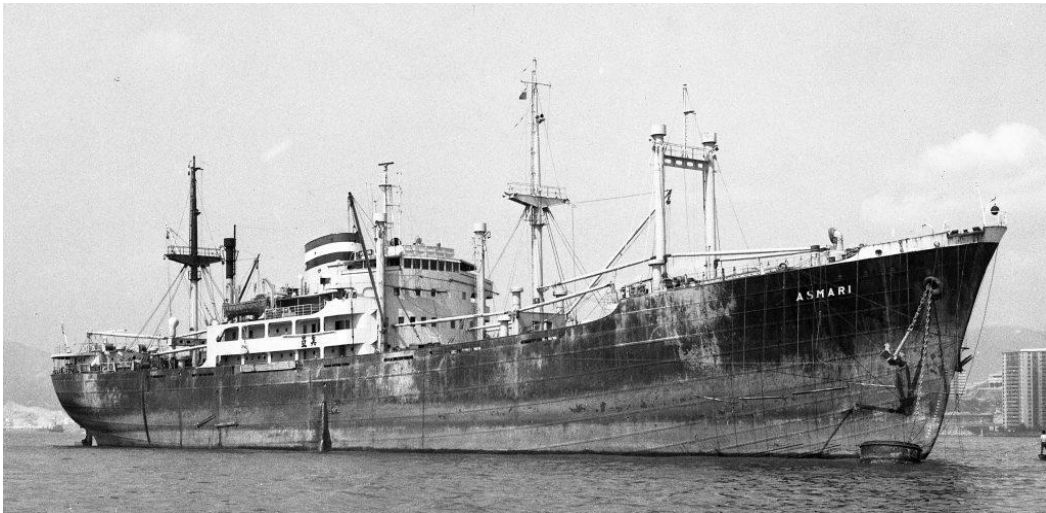
Built by Van der Giessen de Noord, Ablasserdam (#626) for Cie de Tpts Oceaniques, Le Havre as TOROA. 1952-56 chartered to Sigurd Herlofsen & Co. A/S (Norway) r. BLACK TOROA. 1956 reverted to TOROA. 1959 r. SABRINA. 1960 sold to Cie Maritime des Chargeurs Réunis, Dunkirk. 1963 sold to Cie Asiatique de Nav. S.A., Djibouti r. ASMARI. 1965 SCSNC mgrs. 1970 sold to SCSNC, Mogadishu. 1976 t/f to Panama flag. 1977 broken up in Taiwan. [Miramar]



ASMARI at Hong Kong, 11 April 1970 (W. Schell).



ASMARI in Malacca Strait, still with four boats (P. Foxley/SK*).



ASMARI at Hong Kong 1976 (S. Klassen/W. Schell).



ASMARI on 23 April 1977 (Karsten Petersen).



ASMARI at Hong Kong, May 1977 (Karsten Petersen).

NORA (1972-72) 2750/49

see VIRGINIA (1966-72)

TERESA (1972-77) 1960/48

see MONICA (1966-72)

SINGWIND (1979-83) 4408/62-4 (M-2SA/4cy, Hawthorn, Leslie (Eng.) Ltd, Newcastle)

Built by J.L. Thompson & Sons, Ltd, Sunderland for Indo-China S.N. Co., London for Bengal service as EASTERN RANGER 1/74 sold to Hong Kong Atlantic Shg Co. Ltd (Hong Kong Islands Shg Co. Ltd, Hong Kong), Panama r. GREEN ISLAND, placed in service Hong Kong-Australia. 1979 sold to SCSNC (Panama flag) for Singapore trade r. SINGWIND. 4/83 rep. sold to China Dismantled Vessels Tdg Corp., Kaohsiung for breaking up.



SINGWIND (Donald Anderson).

CHEONGWIND (1980-83) 4408/61-11 (M-2SA/4cy, Hawthorn, Leslie (Eng.) Co. Ltd, Newcastle)
Built by J.L. Thompson & Sons Ltd, Sunderland for Indo-China S.N. Co. Ltd, London for Bengal service -
11/61 completed EASTERN ROVER and 1/62 reg. Hong Kong. 10/73 t/f to Indo-China S.N. Co. (HK) Ltd,
Hong Kong. 1/74 sold to Hong Kong Pacific Shg Co. Ltd (Hong Kong Islands Shg Co. Ltd, Hong Kong),
Panama r. TSING YI ISLAND - placed in service Hong Kong/Australia. 1978 sold to Tarbat Shg Corp. S.A.,
Panama r. SMARAGD RUTHIE. 1979 t/f to Hong Kong Orient Shg Co. Ltd S.A., Panama r. LAMTONG
CHAU. 1980 sold to SCSNC (Panama flag) for Singapore trade r. CHEONGWIND. 6/4/83 under
demolition at Kaohsiung by E Chang Iron Steel Works Co. Ltd.



CHEONGWIND soon after acquisition, open hatches covered with awnings
(Ian Schiffman/SK*, edit by Harry Stott).



CHEONGWIND at Hong Kong, 2 August 1981, being worked with heavy-lift derrick pontoons (SK*).

Chartered vessels

ELSIE MOLLER (1950-51) 555/44

Built by Higgins Industries Inc., New Orleans for U.S. Army as FS-186. 1947 sold to Mollers Ltd. 3/48 reg. at Hong Kong for Anglo-Chinese Shg Co. Ltd as ELSIE MOLLER. and placed in service Singapore-Sarawak-North Borneo. 6/49 laid up for sale at Singapore but redeployed to Shanghai. 12/49 disabled in mouth of Yangtse River by Nationalist gunboats. 1/50 reported damaged by Nationalist aircraft while running into Shanghai, 3/50 arrived Hong Kong with bullet damage. By 5/50 running Hong Kong to Haiphong on charter to Shun Cheong. 4/1/51 sold to North Borneo Tdg Co. Ltd, Jesselton (reg. Labuan) r. PERTAMA. 1958 sold to Panacia Shg Co. S.A. (Harmony Shg Co.Ltd, Singapore), Panama r. PUNTJAK. 1959 r. SOON LEE. 1959 sold to Cia de Nay. La Nueva Estrella S.A. (Great Asia Shg Co. Singapore), Panama r. ANTON. 1959 r. ANTONIA. 1960 sold to Palembang Shg Co. Ltd (Kie Hock Shg Co. Ltd, Singapore), Panama r. SELAT DURIAN. 1965 t/f to Cia de Nay. Hilton S.A. r. KAKAPO. 1967 r. SAMEGO. 5/78 principals bankrupt and presume sold for breaking up. RLR 1988 ('continued existence in doubt').



ELSIE MOLLER as *Samego* (P. Foxley).

HOI KUNG 大寶富 TAIPOOFOO (ca. 1967-71) 4454/64 (M, Burmeister & Wain)

Built by Moss Verft & Dokk, Moss for Skibs-A/S Corona, H.M. Wrangell & Co. A/S, Haugesund as HOI KUNG. c.1967-71 on charter to SCSNC. 10/78 sold to China Ocean Shipping Corp., Guangzhou r. LUO DING. 1983 t/f to Shanghai Ocean Shipping Corp., Shanghai. 1986 b/u in China.



HOI KUNG of H.M. Wrangell & Co. in Shun Cheong colours and bearing a hanzi name which, from right to left, reads TAIPOOFOO 大寶富 (*The Port of Hong Kong*).

Managed vessels

ASMARI (1965-70) 4896/51-8

see ASMARI (SCSNC 1970-77)

TADJOURI (1965-69) 2878/44-4 (T3cy by Canada Iron Foundries Ltd, Three Rivers)

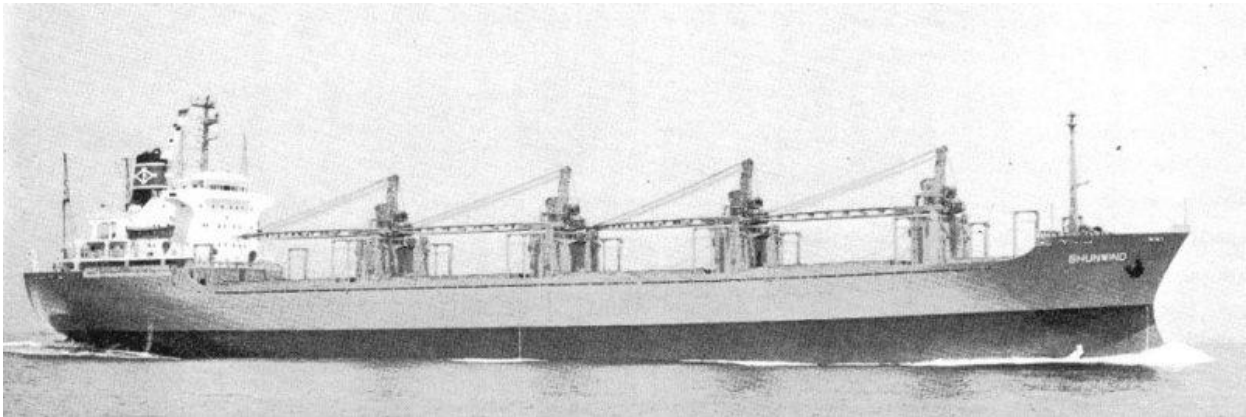
Built by Foundation Maritime Ltd, Pictou (N.S.) (#10) for MOWT (E. R. Newbiggin Ltd., mgrs.), London as CHIGNECTO PARK. 1946 sold to French Government and allocated to Centre d'Approvisionnement de l'Indo-Chine (Cie. Mar. des Chargeurs Réunis, mgrs), Saigon r. ALEXANDRE DE RHODES. 1948 t/f to Haut Commissariat de France pour l'Indo-Chine (Cie. Asiatique de Nav./Chargeurs Réunis, mgrs), Saigon. 1952 sold to Cie. Asiatique de. Nav., Saigon. 1956 r. TADJOURI (reg. at Djibouti). 1958-63 on charter in Indonesia. 1965 SCSN mgrs. 25/7/69 arrived at Hong Kong for breaking up by Fuji, Marden & Co. Ltd.



ALEXANDRE DE RHODES in Chargeurs Réunis service (marine-marchande.net)

SHUNWIND (1973-83) 15980/73-5 (b.c., M-7cy by IHI, Aoi)

Built by Hayashikane S.B. & E., Shimonoseki (#1170) for Shunwind Co. Ltd (SCSNC agents), Monrovia as SHUNWIND. 1983 sold to Pan Ocean Shg. Co. Ltd, Inchon r. SAMMI BLONDE. 1999 sold to Icepearl Shg Line S.A. (Chang Myung Shg S.A. mgrs.), Phnom Penh r. C. MORNING. 1/04 sold to Ace Harvest Group Ltd (E-Maritime Pte. Ltd, mgrs.), Phnom Penh r. NOORAINE. 1/05 r. N. MINHAJ. 2/05 reported broken up in China.



SHUNWIND running trials with Iino Kaiun funnel colours (Hayashikane S.B. & E.).

