Hong Kong - Near North

1. Non-Douglas Taiwan

2. Non-Douglas Swatow, Amoy and Foochow

3. The Post-1978 Renaissance

Hong Kong-Taiwan
Hong Kong-Shantou (Swatow)
Hong Kong-Xiamen (Amoy)
Hong Kong-Fuzhou (Foochow)
Hong Kong-Shanwei
Hong Kong-Shanghai

(Excluding the vessels of Douglas S.S. Co. which are covered in a separate history and list and vessels calling at these ports as way calls on a longer route)

ILLUSTRATED LISTING

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Introduction

This listing of trading vessels, by which we mean vessels transporting cargo and passengers to their advertised destinations, is intended to complement our other lists of trading steamships (and later motor vessels) which operated with sailings originating in Hong Kong. The main shipping company operating coastwise northward from Hong Kong until the mid-20th century was the Douglas S.S. Co., sailing under the British flag and covered in our work as an entity on its own. The firm had originated in the mid-19th century using an evolving design of passenger-cum-cargo vessel. For most if its life, Douglas was close to a monopoly, in a tradeoff whereby the much larger British

Swire and Jardine fleets accessed ports such as Swatow, Amoy, Foochow and those in Taiwan only as way ports on their longer routes, which Douglas in turn did not challenge.

The situation partially changed after the Chinese government ceded the island of Formosa (Taiwan) to Japan in 1895, and eager to develop the island and create new ports at Keelung and Kaohsiung, the Japanese Taiwan administration heavily subsidised Osaka Shosen Kaisha K.K. (O.S.K.) to develop and maintain a web of routes from Taiwan to Hong Kong, Dalian and all the main ports in between, as well as southwards to Java and Haiphong. Douglas consequentially withdrew from the Taiwan trade to focus on its core routes between Hong Kong and the coastal ports of Swatow, Amoy and Foochow and it was able to continue to predominate on these routes.

In October 1939 a reorganization transferred most of the Japanese-flag vessels trading on the China coast and Yangtse to a new company, the Japanese government-sponsored Toa Kaiun (East Asia Navigation Co. Ltd), thus replacing O.S.K. on its routes to Taiwan and elsewhere in China. Also around this time, Douglas temporarily ceased its normal operations owing to the war-like conditions, so Toa Kaiun alone was able to run on all the northward routes until August 1945.

Douglas returned with a one-ship operation to Swatow, Amoy, Foochow and Taiwan from 1946 to March 1949 when it ceased to offer services. In the post-1945 environment which reserved trading between Chinese ports (excluding Hong Kong) to Chinese companies alone, Douglas had found itself challenged by the two main British companies squeezed out of their coastal trades, and as well as by smaller Hong Kong-registered British-flag ships, which predominated following Douglas's exit.

These small vessels continued to operate following establishment of the People's Republic of China in October 1949, in the early years risking attack and capture by Nationalist forces. However, regular advertised voyages by identifiable private trading ships from Hong Kong to the Chinese coastal ports appear to have ceased by the end of 1951, being replaced by vessels controlled by the PRC.

Here we list the non-Douglas non-PRC ships trading on these routes. The vessels were all essentially of the combination or 'combi' type with substantial passenger (mainly deck passenger) and cargo capacities, there being good demand for both types of customer. As in some other parts of the world, some passengers were in a category in between - carrying goods such as perishables in commercial but portable quantities.

The study breaks into three sections. The first covers services between Hong Kong and Taiwan after they became a Japanese monopoly from the beginning of the 20th century. Of course, from around 1940 sailings from Hong Kong to Swatow, Amoy and Foochow had become Japan-dominated as well, largely with the same ships which sailed to Taiwan. It continues with the handful of British-flag trading ships which operated from Hong Kong to Taiwan from 1947, until passenger services ceased in 1972.

The second section covers the small ships of various companies trading from Hong Kong to the coastal ports from 1945 until the end of the 1950s, when they were largely replaced by PRC-flag vessels (refer our lists of the ships of the Shanghai and Guangzhou Maritime Bureaus). The listing in this second section is tentative and somewhat amorphous – it has been difficult to obtain precise information as to which vessels to include and which not to include and which ships called into what ports, but in cases where we have a specific record we have **bolded** the port names in the entry. In the early years vessels calling into Swatow and Amoy from Hong Kong were mostly under 1000gt, but by the late-1950s some were of 2000gt or more.

The third section deals, in subheadings by route, with an array of cargo-passenger ships that emerged Hong Hong northward following the liberalization of shipping operations in China by Deng Xiao-ping from 1978. Many of these were state-owned or quasi state-owned enterprises, owned by the Shanghai and Guangzhou Maritime Bureaus or by local governments in ports such as Shantou (Swatow) and Xiamen (Amoy). The vessels operated under the PRC flag or under flags of convenience and Shanghai - not part of the former Douglas S.S. Co. operations – also became a major destination out of Hong Kong, operated by two companies. However the operations described in this section only lasted until around the year 2000. The PRC had now developed the cheap and fast passenger alternatives of coach and air travel, and in any case, from 1997 voyaging between Hong Kong and the PRC technically had become domestic, subject to cabotage arrangements under the interim two system policy.

Our study does not cover containerships or fast catamaran ferries, or, with their quite different purposes, the many cruise and casino-type vessels.

In the lists below, the dates after the ship's name refer to the period the vessel traded between Hong Kong and China coast ports indicated.

1. Non-Douglas Hong Kong-Taiwan

As noted in our Douglas S.S. Co. history, the Hong Kong-Taiwan passenger and cargo service in fact had originally been a route of DSSC that had been squeezed out by a subsidised Osaka Shosen Kaisha mail service in the early years of the 20th century.

Following Japan's takeover of Taiwan in 1895 the newly set up colonial government signed a contract with Osaka Shosen Kaisha, one of Japan's two leading shipping companies, to provide a mail ship service between Tamsui port at the mouth of the Tamsui river running through Keelung and Hong Kong, via Amoy and Swatow. Chinese-flag vessels were of course, ineligible to run steamship services between the British and Japanese colonies. O.S.K.'s appearance resulted in sharp competition with Douglas S.S. Co. and at an early stage there was even an idea to buy out

Douglas S.S. Co, but O.S.K. was firmly able to establish itself in the trade. Douglas was unable to compete on sailings to Taiwan, in 1900 withdrawing from their Hong Kong-Anping line and the end of 1902 also terminating their longstanding Hong Kong-Tamsui service.

The O.S.K. weekly service commenced in April 1899 with the *Sumidagawa Maru* and *Maizuru Maru*, and O.S.K. gained use of a pier for its Taiwan services (including that to Kaohsiung) on the Victoria waterfront. From 1905 completely new purpose-built vessels *Daijin Maru* and *Daigi Maru* were introduced but the Russo-Japanese War caused services to be cut back and the latter vessel was soon diverted to North China. From April 1915 the starting point was officially changed to the newly developed port of Keelung, somewhat further north and the ship employed from this time onwards were the *Daijin Maru* and the *Kaijo Maru*. In 1925 the *Hozan Maru* replaced the *Daijin Maru* and in 1930 the *Canton Maru,* specially built with anti-piracy measures, replaced the *Kaijo Maru*. In 1936 a second new vessel, the turbine-powered *Hong Kong Maru* was added, allowing three sailings per fortnight, but the anti-Japanese boycotts of 1937 resulted in the service being reduced to *Hong Kong Maru* or on occasion *Canton Maru* as the sole ship. In October 1939 the line together with the latter two ships passed to the government-sponsored Toa Kaiun (East Asia Navigation Co. Ltd) which now ran the Japanese-flag China coastal services.

In April 1900 O.S.K. also received a Japanese mail contract to run a weekly service from Anping (the port of Tainan municipality north of Kaohsiung to Hong Kong via Amoy and Swatow, known as the Anping-Hong Kong line, using the *Anping Maru*. In 1907 the contract was revised and the service was extended to Canton and thereafter was known as the Kaohsiung-Canton line using *Soshu Maru*, still basically a single ship service although *Anping Maru* was retained for a period operating a direct service. In February 1924 *Kotsu Maru* was introduced and in June 1927 *Deli Maru* and *Fukuken Maru*. From 1938 *Busho Maru* and *Seikyo Maru*, both of the six-ship *Fukuken Maru* Class were used, and the next year the service passed, with some of the ships, to Toa Kaiun.

Further subsidized branch services were added in May 1900 from Foochow to Swatow (this service ceased in March 1905), in October 1900 from Hong Kong to Foochow (became a Shanghai-Foochow service in April 1905) and in March 1901 from Foochow a short distance south to Hinghwa in Fukien Province ceased in March 1905). From 1902 to 1905 subsidised routes were operated with two smaller chartered ships from Amoy to Shima at Longhai and Amoy to nearby Tong'an on the mainland. In 1905 an O.S.K. service was commenced from Tamsui to Foochow (ceased in January 1909) and in 1907 Anping was replaced by the newly developed port of Takao (Chinese reading Kaohsiung), and in April 1915 Tamsui was replaced by the new Keelung. In Oct 1919 a subsidised Keelung-Amoy line was started, in 1920 amended to Keelung-Foochow.

The World War II years are not recorded in detail, but the main operator until 1945 remained Toa Kaiun, with a dwindling fleet and also some co-opted ships. This company was then formally abolished in November 1946 by Decree No.563 of the Supreme Commander of Allied Powers in Japan.

O.S.K. and Toa Kaiun had large fleets, and while the ships named below are the principal ones operating Hong Kong northward, a few other ships of the fleet were rotated in for short periods, and there were some charters. When Japanese ships called at Chinese ports and Hong Kong, it is understood that they were only able to load and offload cargoes and passengers to and from the Taiwan ports.

In mid-1946 *Haiyang* of Douglas S.S. Co. actually extended its recommenced sailings to Taiwan, now returned to China, thereby reviving a trade which the company had been driven out of some forty years earlier, but this was to be shortlived.

With the evacuation of the Nationalists from the mainland to Taiwan, the latter became a logical northern destination for the few remaining Swire and Jardines coastal passenger ships. In keeping with the 1943 Treaty of Chungking restricting foreign-flag operation between Chinese ports, Jardines had set up a service between Hong Kong and Shanghai via Keelung using the passenger vessel *Wing Sang* as early as in mid-1947. In mid-1949 this was truncated to a weekly Hong Kong-Keelung shuttle with road and rail connections through to the capital, Taipei. By November 1949 Swires placed *Shengking* (3,001/31), displaced from its longstanding northern express service, on the same run and the two ships offered a coordinated schedule, usually passing at night and exchanging pleasantries by Aldis lamp.

Wing Sang was 3,560 grt and 328 feet overall. With quadriple expansion engines, instead of the usual big low-pressure cylinder, there were two smaller LP cylinders on either side of the HP and IP cylinders plus a Gotaverken exhaust turbine inserted before the condenser. That gave a better balance for an engine that ran at a high 125 rpm for a maximum speed of about 14 knots and also economised on fuel. That margin of 2-2½ knots over the usual 11.5 (maximum 12) knots made *Wing Sang* Jardine's best ship for the fast coastal run. Like some Jardine steamers of the 1920s and the more recent *Tak Sang* she had goalpost masts and long derricks for ease of lightering cargo. A new feature was solid steel hatch covers that lifted back fore and aft away from the mast houses and their electric winches.

The slightly smaller *Shengking* (3,059 grt and 304 feet) had been built with a sister, *Shuntien* (a war loss) for CNC's traditional Shanghai-Tientsin express service. More expensive to operate, and with a smaller cargo capacity, she was specifically designed for speed, being fitted with twin Brown Curtis steam turbines with single reduction gear boxes, and with 3400 shp was capable of reaching 20 knots although normally operated at around 15.

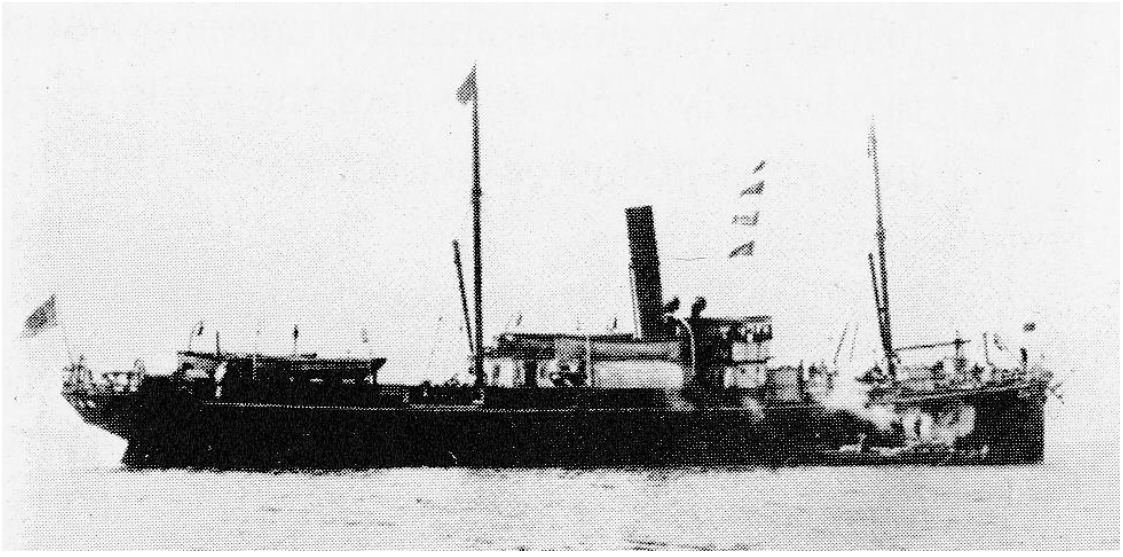
The Keelung shuttle was a weekly round trip with an occasional intermediate call at the southern port of Kaohsiung. The distance to Keelung was around 540 nautical miles through Taiwan Strait and at 14 knots took about 40-42 hours each way. Except late in the typhoon season, the prevailing swell came down the Strait from the northeast and, a former crew member tells us, could be rugged. This had the interesting effect that when the ship made the 90-degree turn to go around the northern tip of the island, the motion changed suddenly from pitching to rolling, on occasion

throwing passengers out of their bunks. Departure was from Hong Kong or Keelung at around 1800, then a full day at sea with arrival in Keelung later the next day to disembark passengers and discharge inbound cargo. The British crews were forbidden to go ashore in retaliation for British shipping and trade with Communist China. Outbound cargo would be loaded the following day for sailing after just the one night in port. On the return from Keelung there was seldom much cargo, a few hundred tons of general, but in season fruit such as bananas and pineapples.

A third party to the Hong Kong-Taiwan service appeared when Yee Tai Hong commenced a Hong Kong-Kaohsiung line in January 1950 with the smaller chartered *Oriental Phoenix* (2,256 grt and 285 feet, controlled by C.Y. Tung, father of the first Hong Kong Chief Executive C.H. Tung). The ship was withdrawn at the end of the 12 months charter period.

The *Wing Sang* was also withdrawn, in 1954, but the CNC service continued successively with *Szechuen*, *Anking* and from 1970 *Taiwan*, a new technology Scandinavian unit load ferry. By the early 1970s, however, air travel had become the preferred means of travel for the passengers, mainly students, and *Taiwan* was returned to Scandinavia early in 1972. She did, however, later return to Hong Kong for an extended career for other owners on the Xiamen, Haikou and Shantou routes as explained below.

SUMIDAGAWA MARU 隅田川丸 (1899-15) 749/87 56.36x7.61m T3cy 82nhp 422ihp
Built by Short Bros, Pallion, Sunderland (#171) for Wetherley, Mead & Hussey, London as HERONGATE. 11/89 sold O.S.K. r. SUMIDAGAWA MARU. 27/3/15 sold to Kitanihon Kisen K.K. 5/8/27 ran aground off Sakhalin and sank.

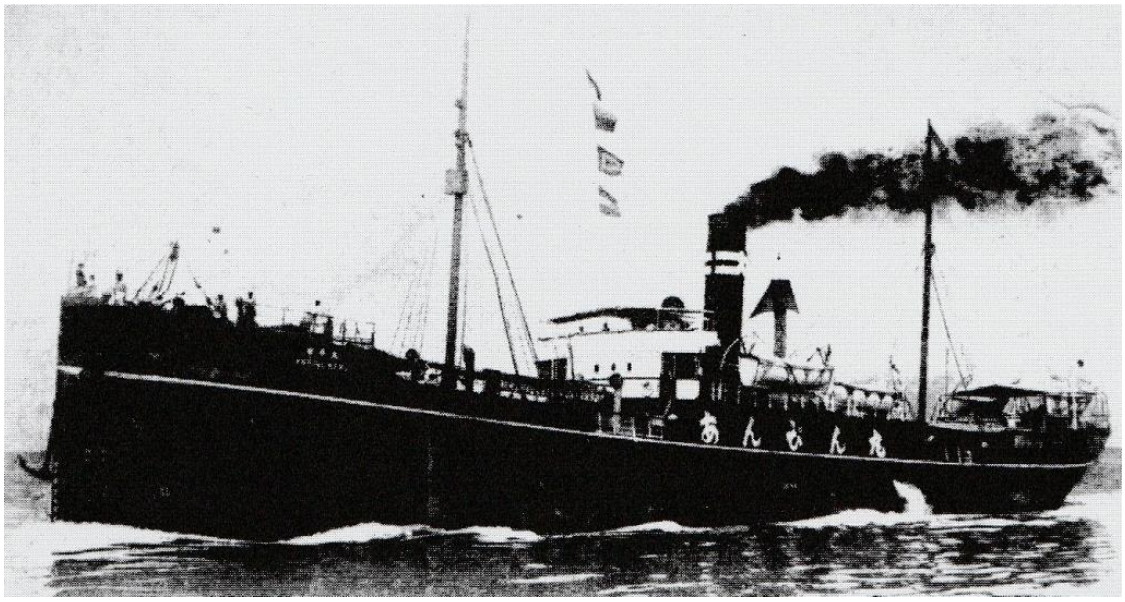


SUMIDAGAWA MARU (S. Kizu).

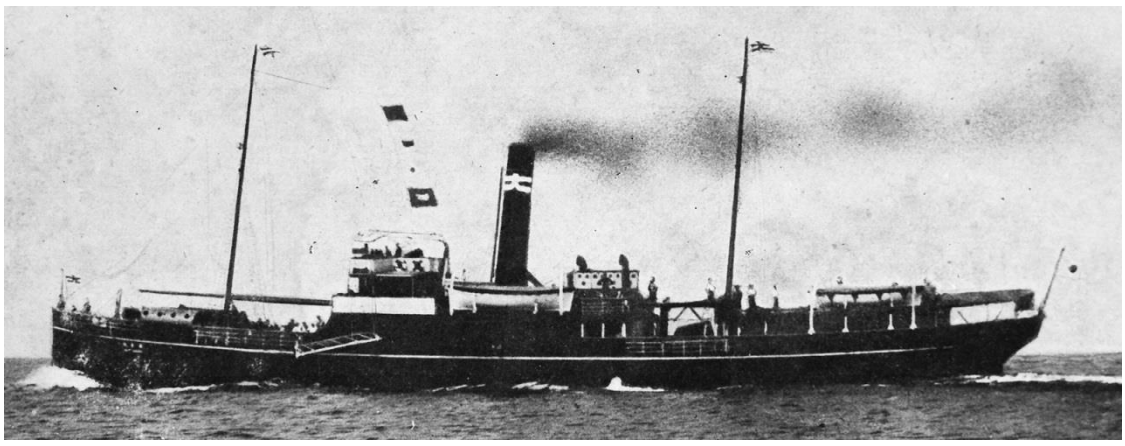
MAIZURU MARU 舞鶴丸 (1899-05) 1076/91 63.29x8.97m T3cy 106.7nhp
Built by W.G. Armstrong Mitchell, Wallsend (#578) for Rederij "Neutraal", Rotterdam as CONTINENTAL. 1895 sold to R. Wahl Jr, Cologne but 24/12/95 resold to O.S.K. r. MAIZURU MARU, used on Osaka-Taiwan services and both Tamsui-Amoy-Hong Kong and Anping-Hong Kong routes.

1/05 inaugurated Dairen service. 11/8/07 wrecked in Jameshall Group (W. coast of Korea) on voyage Chinnampo-Chemulpo with general cargo.

ANPING MARU 安平丸 (ANPIN MARU) (1900-05) 79.39x10.61m 698/97 T3cy 174.61nhp 975ihp 18 1st, 12 2nd, 213 3rd
Built by Wigham Richardson, Newcastle (#328) for O.S.K. as ANPING MARU for Osaka-Okinawa-Tamsui route. Subsequently used Anping-Hong Kong and other routes. 3/3/27 on voyage Naze-Kagoshima grounded on southern tip of Nakanoshima Island, Kagoshima Pref. and 4/3 sunk.

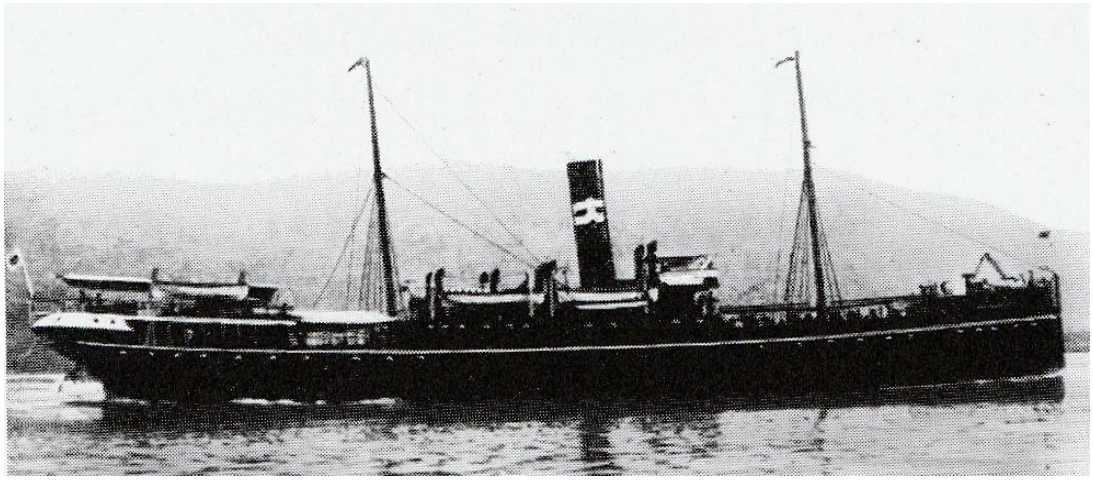


ANPING MARU (H. Noma/Nakamura/S. Kizu).



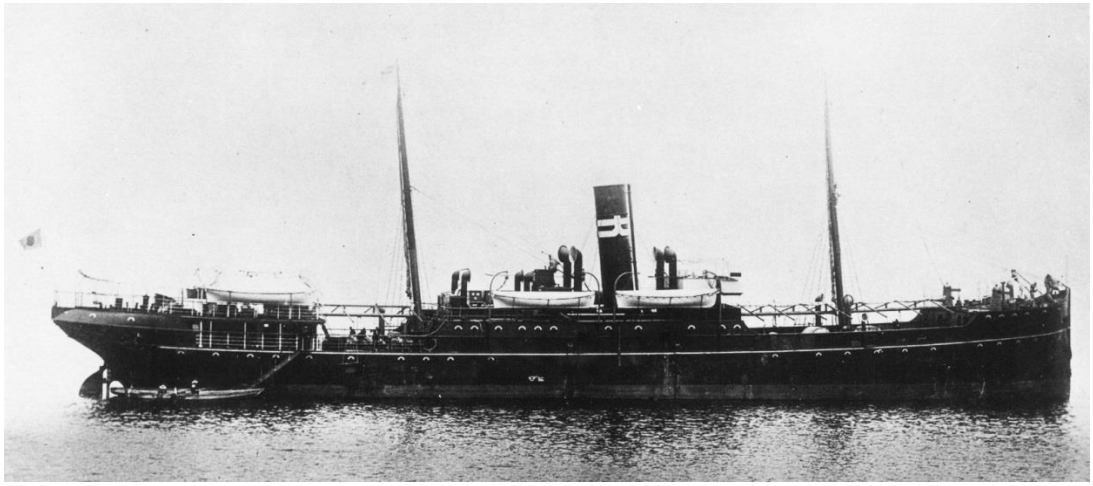
ANPING MARU (Nakamura/S. Kizu).

DAIJIN MARU 大仁丸 (1900-06, 1915-16) 1576/00 74.68x10.36m T3cy 1874ihp
Built by Kawasaki Zosensho, Kobe (#16) for O.S.K. as DAIJIN MARU for Tamsui-Amoy-Hong Kong route. 1906 t/f to Dairen service, but 1915 reverted to Keelung-Amoy-Swatow-Hong Kong service. 2/2/16 sunk in collision with *Linan* (2203/03) off Chelang Point on voyage Swatow-Hong Kong with general cargo.

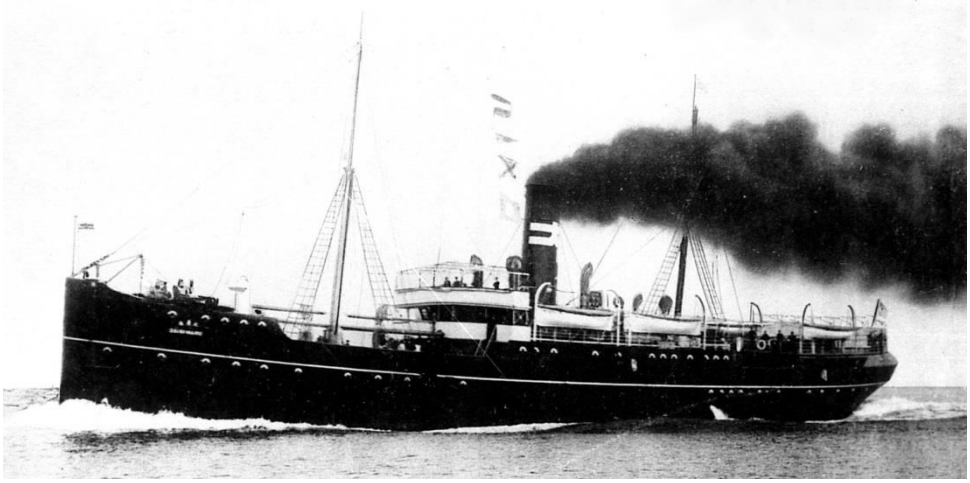


DAIJIN MARU (H. Noma).

DAIGI MARU 大義丸 (1901-05) 1568/01 74.67x10.02m T3cy 1874hp 12 1st, 10 2nd, 314 3rd
Built by Osaka I.W., Sakurajima (#277) for O.S.K. as DAIGI MARU for Tamsui-Amoy-Hong Kong route but reported initially used Tamsui-Kaohsiung. 1904 requisitioned in Russo-Japanese War, to Tamsui-Hong Kong route. 1906 t/f to Dairen route. 1915 t/f to Hong Kong-Haiphong service, 1919 to Kagoshima-Naha route. 8/6/32 sold for yen 23,000 to Yutaro Sato for demolition.

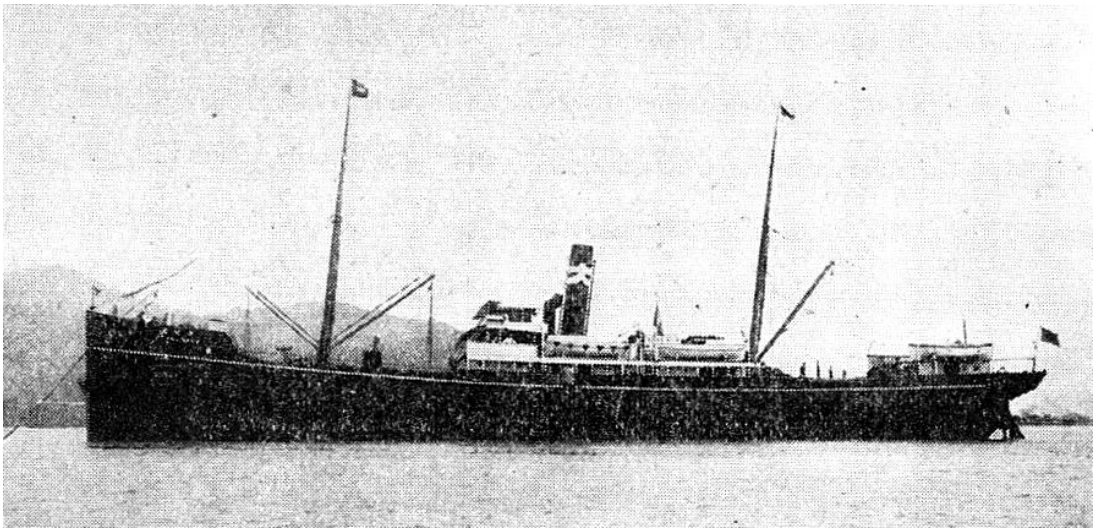


DAIGI MARU with taller ventilators than those of her sister (builder/S. Kizu).

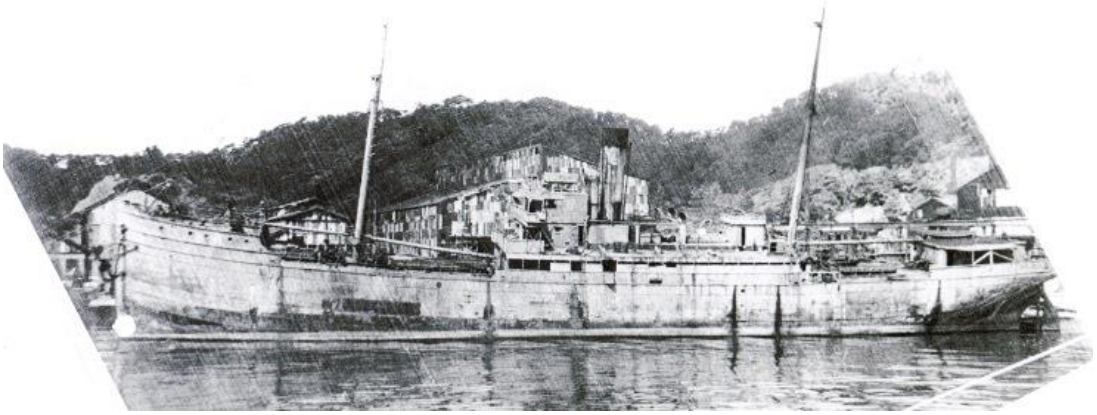


DAIGI MARU (S. Kizu).

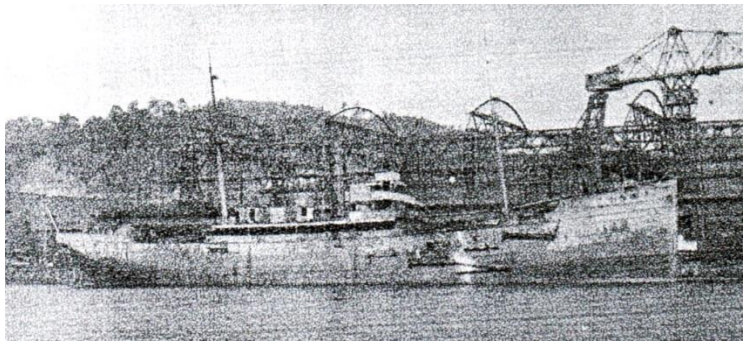
SOSHU MARU 蘇州丸 (1907-24) 78.94x10.64 T3cy 159nhp 851ihp 8 1st, 108 3rd
Built by Akt. Ges. "Neptun", Rostok (#161) for Asiatic Kustenfart Ges., Hamburg for China coastal service as TAI-FU. Later sold to Hanseatsche Dampfer Co. (Menzeil & Co. mgrs.), Hamburg. 1906 sold to Osaka Shosen Kaisha, Osaka r. SOSHU MARU, used on Kaohsiung-Amoy-Hong Kong-Canton service. 1931 sold to Yung Yuan S.S. Co. (Hsing Shen Lee mgr), Chefoo r. YUNG YUAN. Subsequently Japanese-flag EIGEN-GO, 1/42 t/f to Manshu Kaiun r. EIGEN MARU. Postwar returned to Chinese owners, still existing 1948 in Japan, but NFI. 1955 RLR as YUNG YUAN.



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

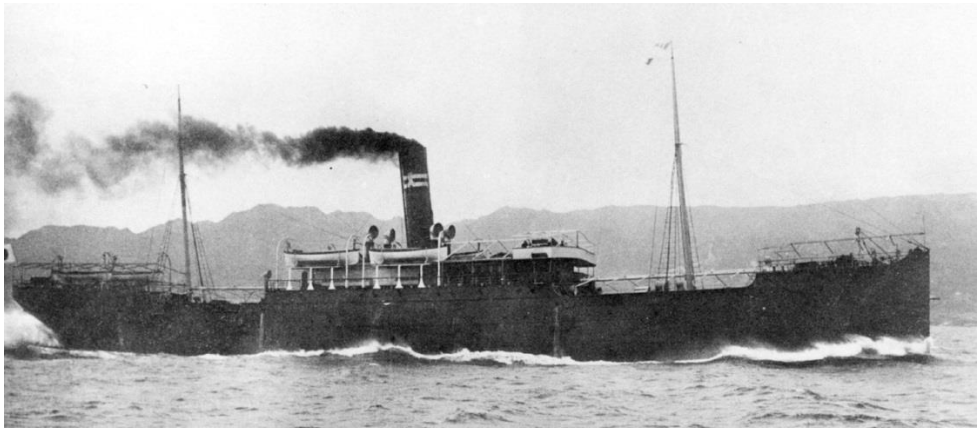


As EIGEN MARU on 29 August 1947, evidently at Innoshima (U.S. Nat. Archives/Peter Cundall).

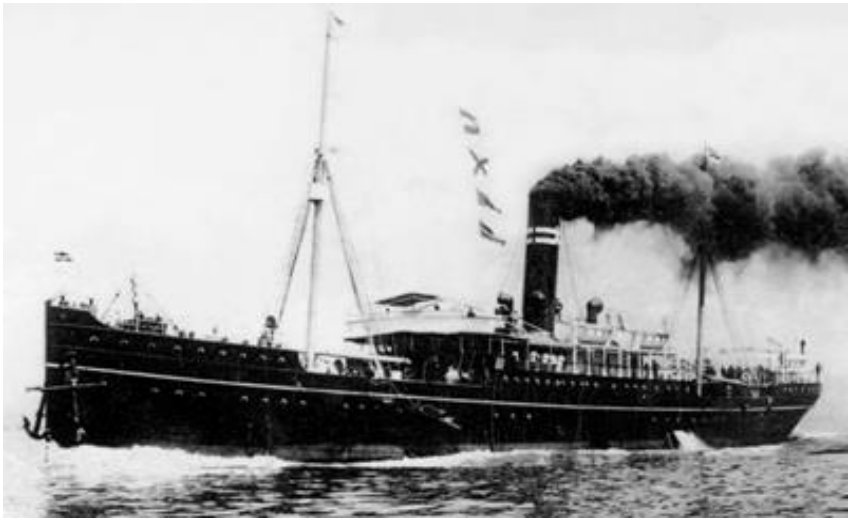


EIGEN MARU on 28 January 1948, evidently at Innoshima (U.S. Nat. Archives/Peter Cundall).

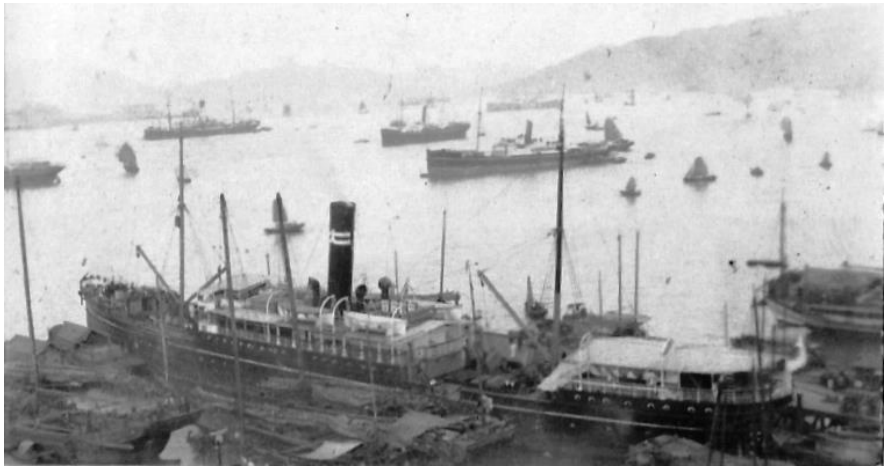
KAIJO MARU 開城丸 (1913-30) 2084/05 85.34x12.19m T3cy 179nhp 2300ihp 16 1st, 29 2nd, 266 3rd Built by Kawasaki Zosensho, Kobe (#269) for O.S.K. as KAIJO MARU, initially deployed Osaka-Dairen. 1913 operating to Hong Kong and Foochow. 1915 t/f to Keelung-Hong Kong route. By 1932 operating Kagoshima-Keelung. 24/3/45 while sailing in convoy Kagoshima-Naha sunk by sustained attack of est. 120 U.S. aircraft in 30.28N, 125.57E. Only six survivors out of 510 troops, 73 passengers, 65 crew and 13 gun crew.



KAIJO MARU (builder/S. Kizu).



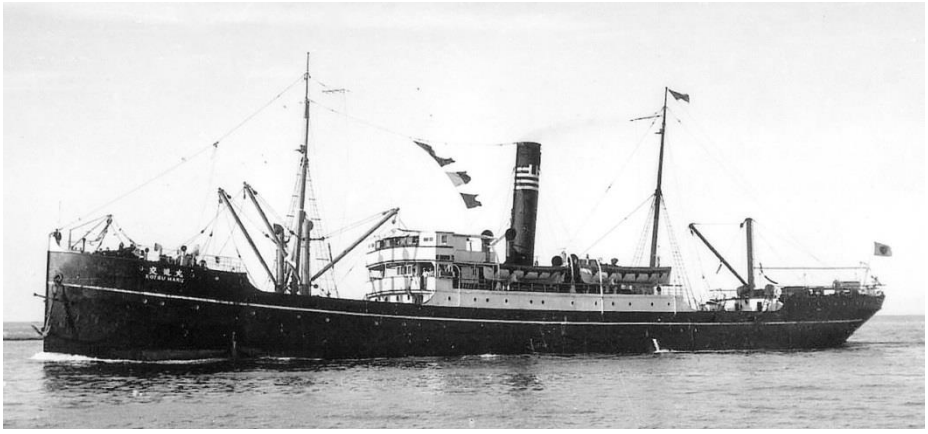
KAIJO MARU (S. Kizu).



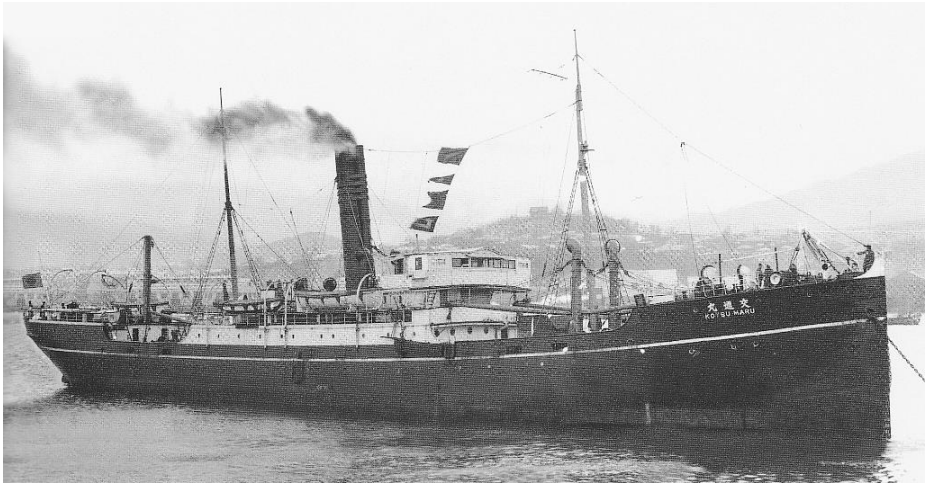
KAIJO MARU at Hong Kong (SK*).

KOTSU MARU 交通丸(1924-27) 1605/01 73.99x10.15m T3cy 133.8nhp 1087ihp 8 1st, 24 2nd, 164 3rd Built by Tokyo Ishikawajima Zosensho, Uraga (#170) for Shichihei Ohya, later Ohya Shosen as KOTSU MARU. 1907 sold to O.S.K. for Otaru-Vladivostok route, 1924 t/f to Kaohsiung (Takao)-Hong Kong service. 1929 sold to Kitanihon Kisen K.K. 16/11/43 t/f to O.S.K. 19/8/45 interned by USSR at Kholmsk, Sakhalin, in damaged condition as a result of U.S. air attack 14/7/45 at Otaru (also described as in good condition). Not reported in Soviet postwar fleet. NFI.

KOTSU MARU nearing completion at Uraga (http://jpnships.g.dgdg.jp/senreki01/001551.htm).

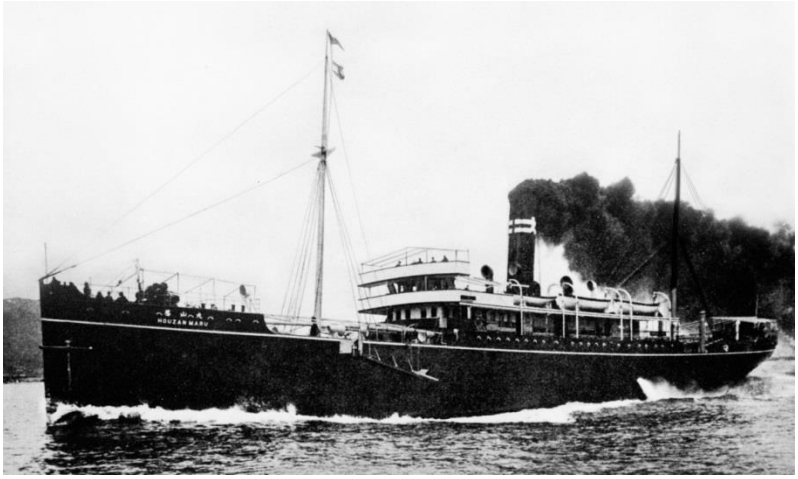


KOTSU MARU of Kitanihon Kisen, modifications evident (Uhachi Kinoshita/OCM).

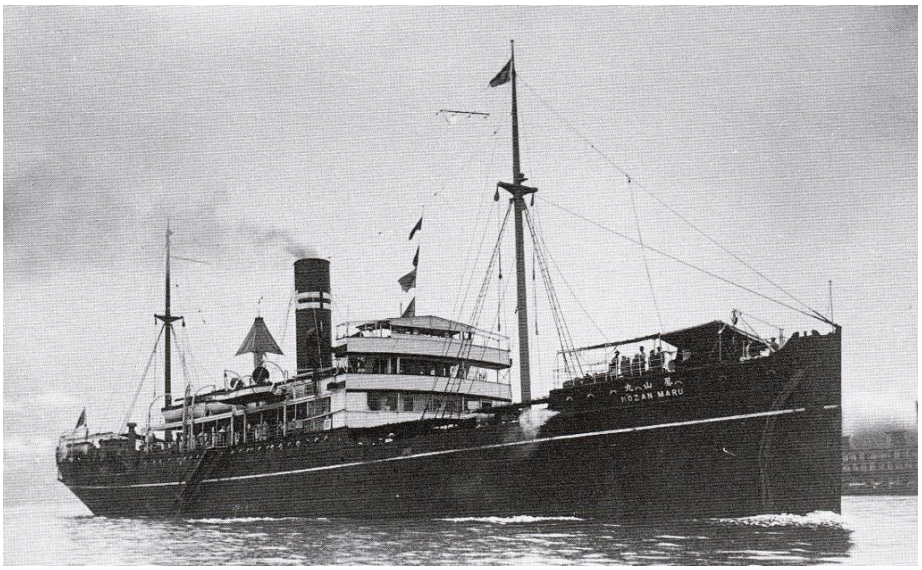


KOTSU MARU at home port Otaru around 1940, funnel marking painted out (Uhachi Kinoshita/OCM).

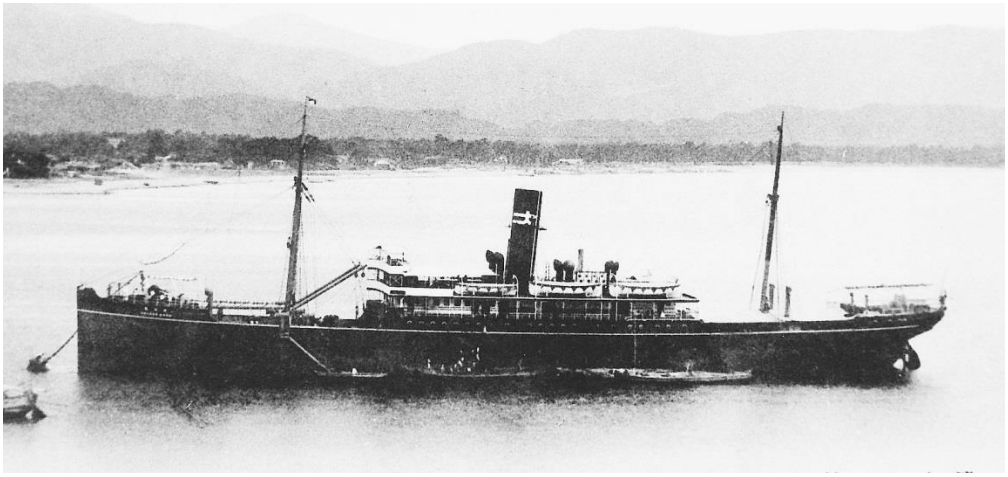
HOZAN MARU 鳳山丸 (1925-37) 2347/07 93.2x12.1m T3cy 2626ihp 28 1st, 32 2nd, 157 3rd
Built by Kawasaki Zosensho, Kobe (#285) for O.S.K. as HOZAN MARU for Tsuruga-Vladivostok route. 1925 t/f to Keelung-Hong Kong route. 30/11/40 sold to Minami Nihon Kisen K.K., Kaohsiung. 22/11/44 on voy. Keelung-Naha s/t by *U.S.S. Redfish* east of Taiwan in 24.21N 122.38E, 6 dead.



HOZAN MARU (S. Kizu).

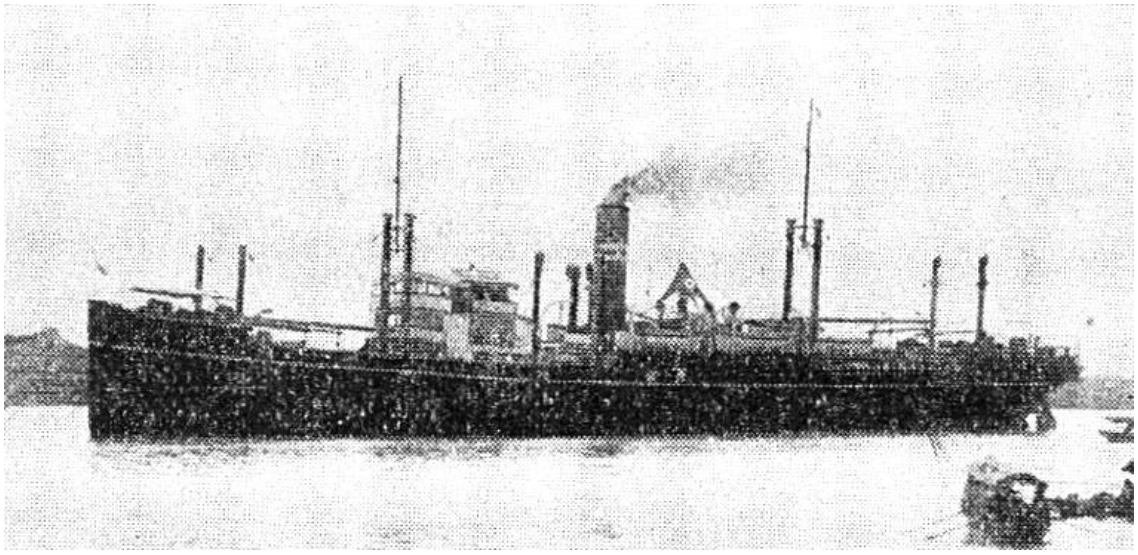


HOZAN MARU (H. Noma).

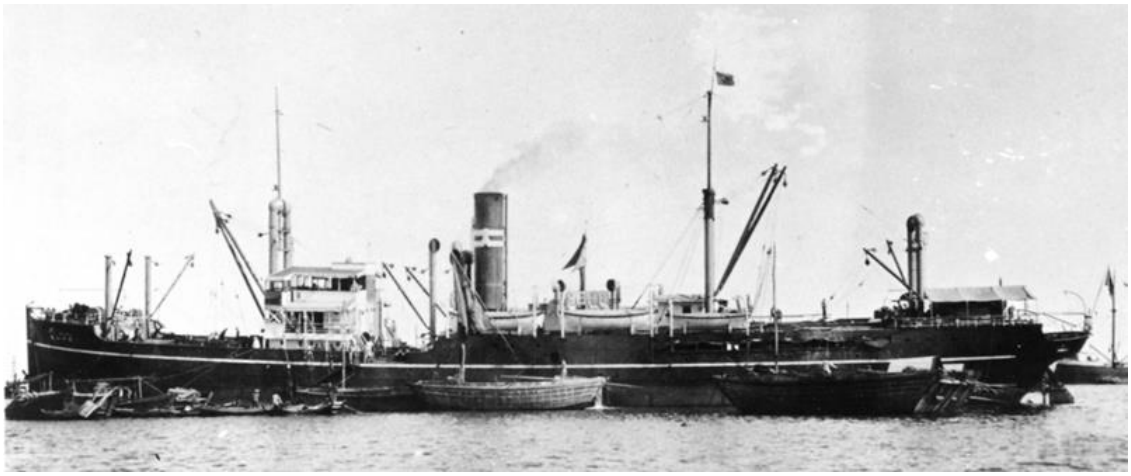


HOZAN MARU at Tsuruga (Nakamura/S. Kizu).

DELI MARU でりい丸 (1927-37) 2182/22 82.30x13.11m T3cy 2015.5ihp 15 1st, 210 3rd
Built by Osaka I.W., Innoshima (#1013) for O.S.K. for Java-Bangkok service as DELI MARU. 1927 t/f to Kaohsiung (Takao) – Hong Kong-Canton route. 9/29 outran pirates near Chinese coast. 19/8/37 commenced conversion to gunship at Harima Zosensho. 11/41 requisitioned by I.J.N. as auxiliary gunship, strengthened with armour. 15/1/44 sailed Yokosuka, 16/1 s/t by *U.S.S. Swordfish* off Miyakejima in 34.12N 139.54E, 161 dead.

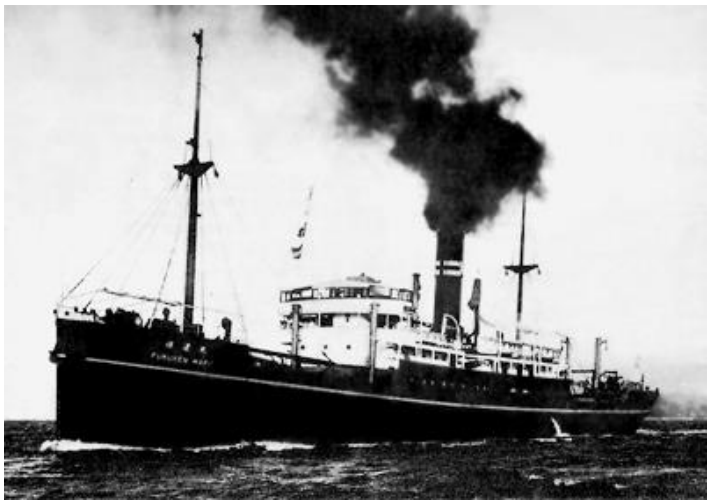


DELI MARU at Canton (O.S.K. 50 Year History).



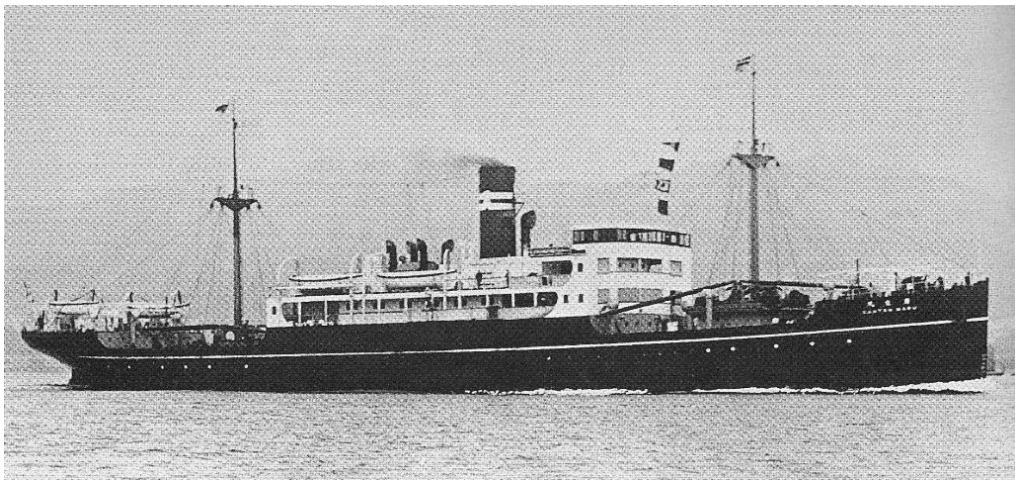
DELI MARU showing her distinctive layout (Alg. Rijksarchief, KPM Archive).

FUKUKEN MARU (FUKKEN MARU, HUKUKEN MARU) 福建丸 (1927-38) 2568/20 86.72x12.95m T3cy 167.7nhp 2174.9ihp 30 1st, 129 3rd
Built by Osaka I.W., Sakurajima (#982) for O.S.K. as FUKUKEN MARU. Employed initially on Kaohsiung-Tientsin and Kaohsiung-Shanghai services. 1927 t/f to Kaohsiung (Takao) – Hong Kong service. 12/8/39 t/f to Toa Kaiun, name spelt HUKUKEN MARU. 29/12/42 sunk by U.S. mine on west side of Hainan Strait in 20.04N, 109.18E, 11 crew lost. [FUKUKEN MARU was the lead ship of a class of 6, including BUSHO MARU and SEIKYO MARU below.]



FUKUKEN MARU (S.Kizu).

CANTON MARU 廣東丸 (1928-43) 2811/28 91.44x13.72m T3cy 2880ihp 20 1st, 38 2nd, 250 3rd Built by Uraga Dock Co., Yokosuka (#329) for O.S.K. as CANTON MARU for the Keelung-Hong Kong route. 12/8/39 t/f to Toa Kaiun. 2/7/43 on passage Keelung-Amoy in ballast, s/t by *U.S.S. Flying Fish* in Taiwan Strait in 24.42N 119.00E, 56 crew and 3 gun crew lost.

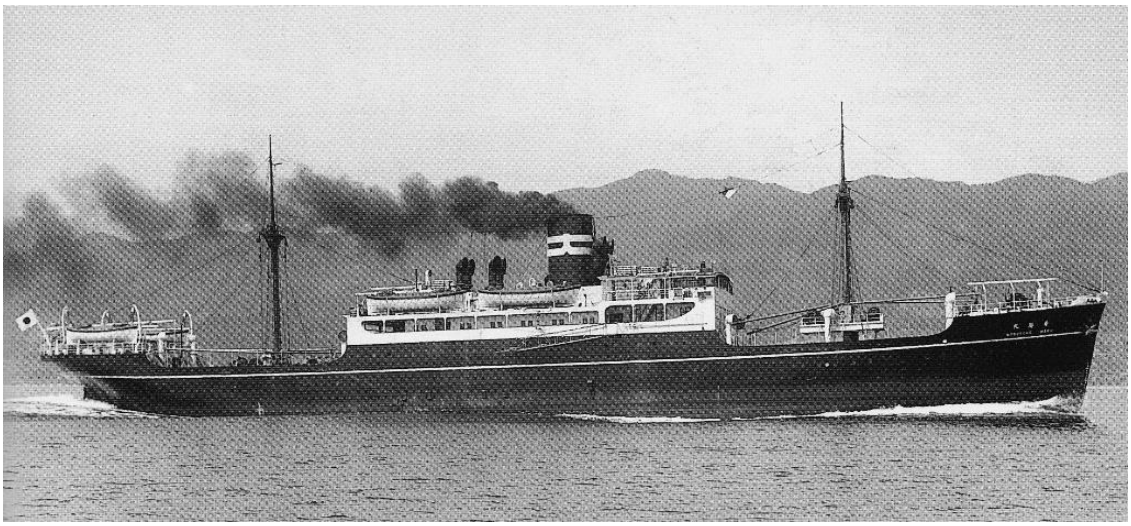


CANTON MARU (*Ships of the World*).

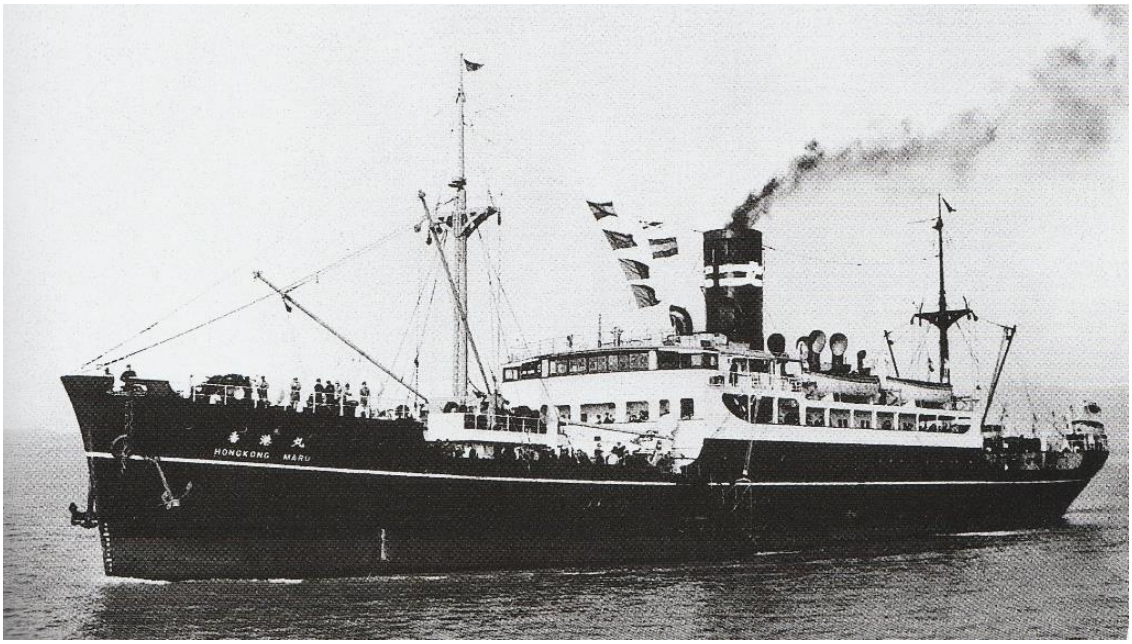
Photo retouched as a Toa Kaiun postcard (SK colln).

HONG KONG MARU 香港丸 (1931-c.41) 2797/36 90.99x13.70m S.T. 2200shp x 2 18 1st, 46 2nd, 171 3rd

Built by Mitsubishi Zosen, Kobe (#418) for O.S.K. as HONG KONG MARU for Keelung/Hong Kong route. 12/8/39 t/f to Toa Kaiun. 7/11/41 requisitioned by I.J.N. as auxiliary gunship, converted by Ujina Zosensho. Later became naval transport. 19/6/43 s/t by *U.S.S. Gunnel*, about 300m north of Shirase Lighthouse, Kyushu sinking in position 33.13N, 129.48E on 21/6.



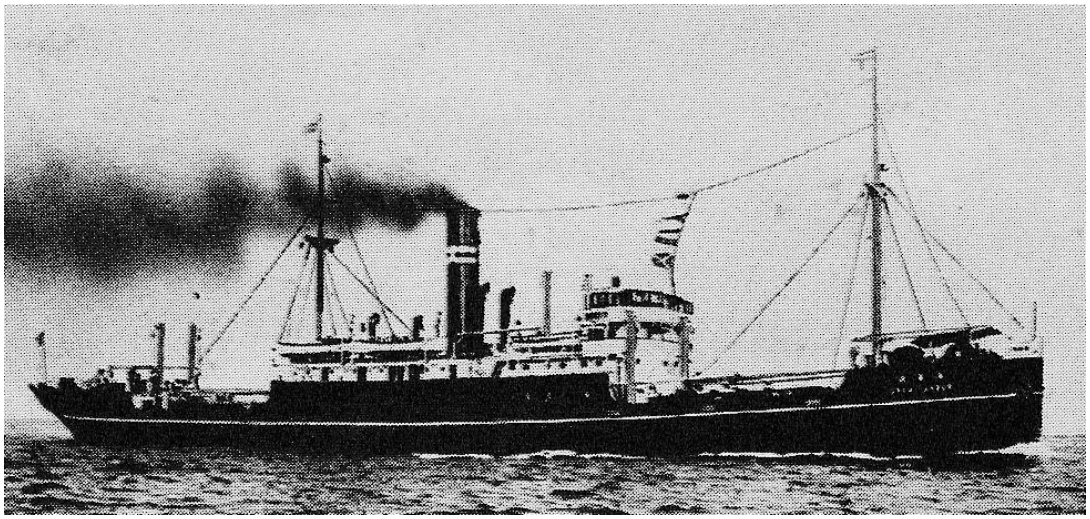
HONG KONG MARU in profile, as built (*Ships of the World*).



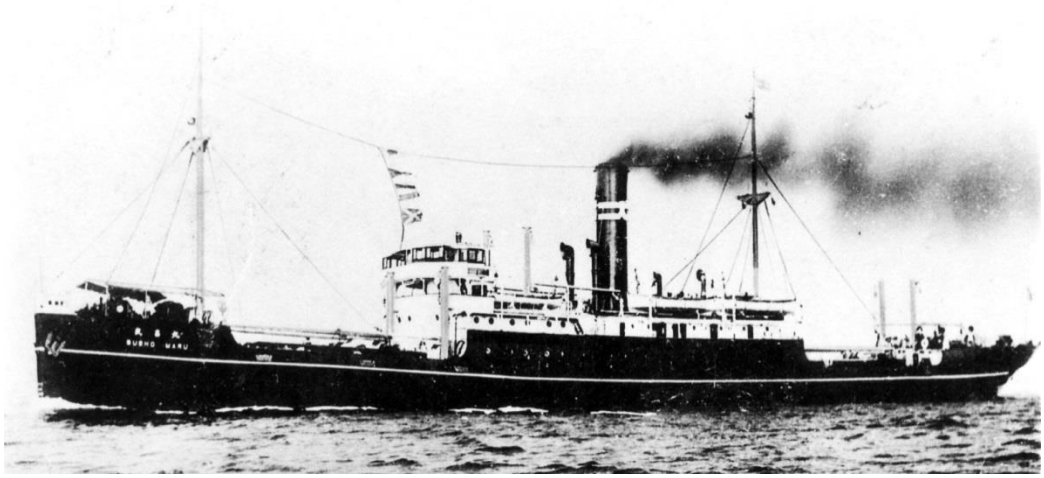
HONG KONG MARU with heightened funnel (*Ships of the World*).

BUSHO MARU 武昌丸 (1938-40) 2567/21 86.72x12.95m T3cy 167.7nhp 2,187ihp 24 1st, 84 3rd

Built by Osaka I.W., Sakurajima (#985) for O.S.K. as BUSHO MARU, initially assigned to Keelung-Singapore service. 1938 t/f to Kaohsiung (Takao)-Hong Kong route. 15/9/40 requisitioned as auxiliary gunship and minelayer, 29/11/40 sold to Minami Nihon Kisen K.K., Keelung. 1/10/43 reclassified as transport. 26/1/44 s/t by *U.S.S. Crevalle* in South China Sea 175 miles SE of Cap St. Jacques in 8.30N 109.10E.

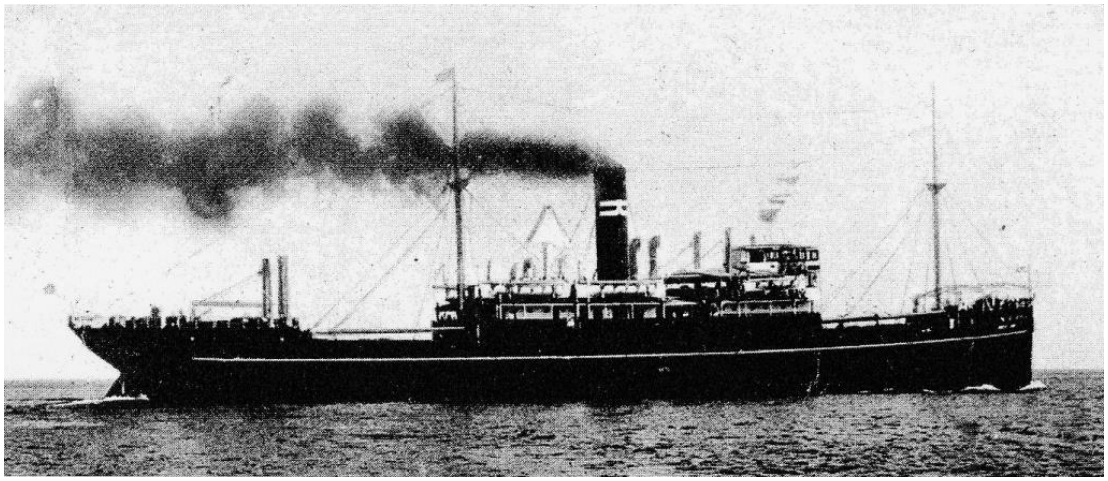


BUSHO MARU (H. Noma colln).



BUSHO MARU (M. Yamada/S. Kizu).

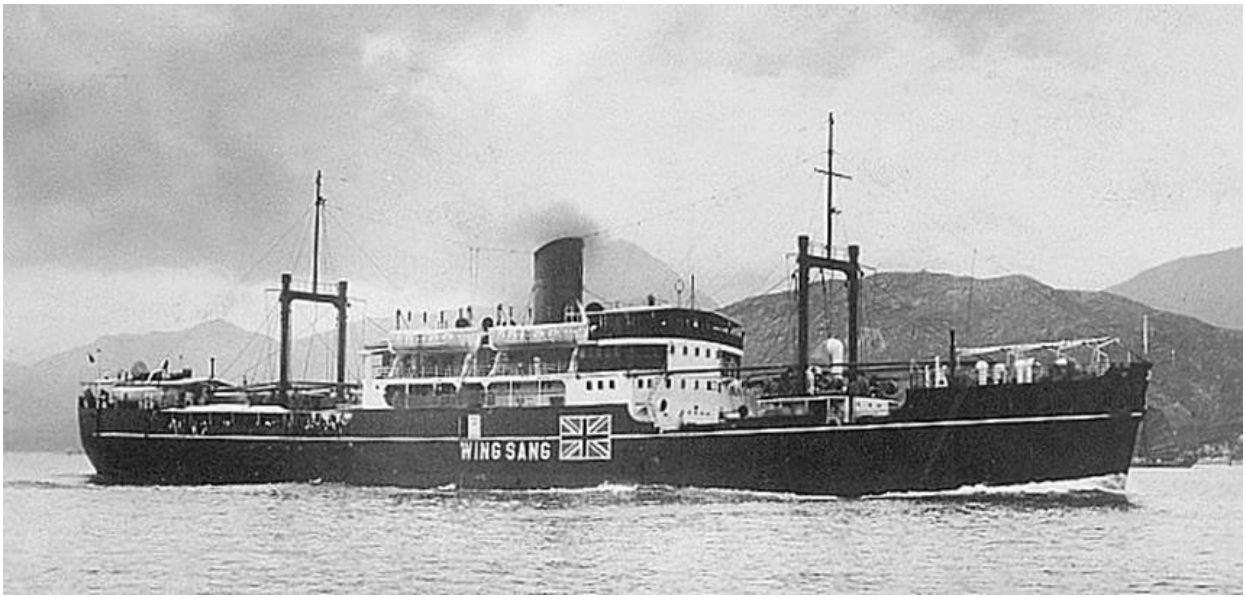
SEIKYO MARU 盛京丸 (1938-44) 2565/21 86.72x12.95m T3cy 167.7nhp 2,272ihp 24 1st, 84 3rd
Built by Osaka I.W., Sakurajima (#986) for O.S.K. as SEIKYO MARU for Takao-Tientsin, then Takao-Hong Kong service. 12/8/39 t/f to Toa Kaiun. 5/2/44 on voyage Hong Kong-Amoy in convoy, sunk in air attack off Swatow in 21.54N 116.10E, 56 passengers, 30 crew and one gunner lost.



SEIKYO MARU (H. Noma colln).

POSTWAR

WING SANG 永生 (1947-54) 3560/38-8 (Q4cyl+ET) 314.9 x 48.1'
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#780) for ICSNC. 12/50 shelled and briefly seized by Nationalist warship. 1/51 shelled by Chinese shore batteries. 11/2/52 stopped by armed junks. 19/5/52 attacked by pirates in Formosa Strait, but defended by *USS Douglas A. Munro*. 21/6/53 attacked by machine gun fire from an armed junk, 10 casualties. 2/11/54 as WEST INDIAN sailed from Hong Kong for 3-year charter to West Indies Nav. Co. Ltd (j.v. JM&Co., ICSNC and Colonial Devt Corp.) 1/55 in service Trinidad-Islands-Jamaica-v.v.. 6/57 sold to Shun Cheong S.N. Co. Ltd, Hong Kong – 2/58 delivered and r. TAIPOOLOY. 11/63 t/f to Tai Ping S.S. Nav. Co. Ltd, Hong Kong. 2/10/67 laid up at Hong Kong. 1/5/68 under demolition by Fuji Marden.



WING SANG as built with sloped funnel top (JM&C).

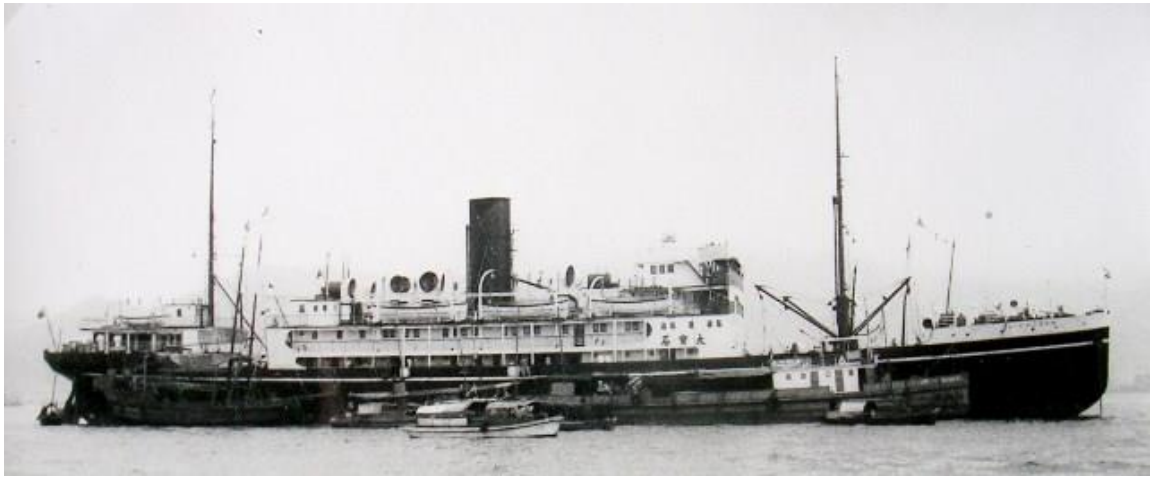
Study Purposes Only

WING SANG alongside at Kowloon, very early postwar (NMM),

Left: WING SANG alongside at Kowloon, evidently in MOT colours, 1946, steel hatch cover raised (Harvard Yenching Library (Hedda Morrison). Right: at Hong Kong, 1953 (Andrew Suddaby@Gwulo).

SHENGKING 盛京 (1949-55) 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 CNC, London as SHENGKING for the express Shanghai-Tientsin route. 12/6/32 stranded on Chimeng Is. near Weihaiwei - 17/6 refloated. 1941 req. by RFA as supply ship. By 2/47 operating Hong Kong-Shanghai, still as such 4/49 but due to Nationalist blocade 9/49, 10/49 operating **Hong Kong-Swatow**, also voyage to Inchon. 11/49 operating Hong Kong-Keelung as a weekly service. 1/55 sold to Shun Cheong S.N. Co., Hong Kong, 4/55 r. TAIPOOSEK, operating to southern ports and Singapore. 29/1/58 laid up at Hong Kong. 1/59 breaking up commenced by Hong Kong Rolling Mills.

SHENGKING was originally built for the Shanghai/Tianjin express service, but in the late 1940s ran from Shanghai to Keelung and Hong Kong, before being relegated to the Hong Kong/Keelung weekly shuttle (Wikiswire).



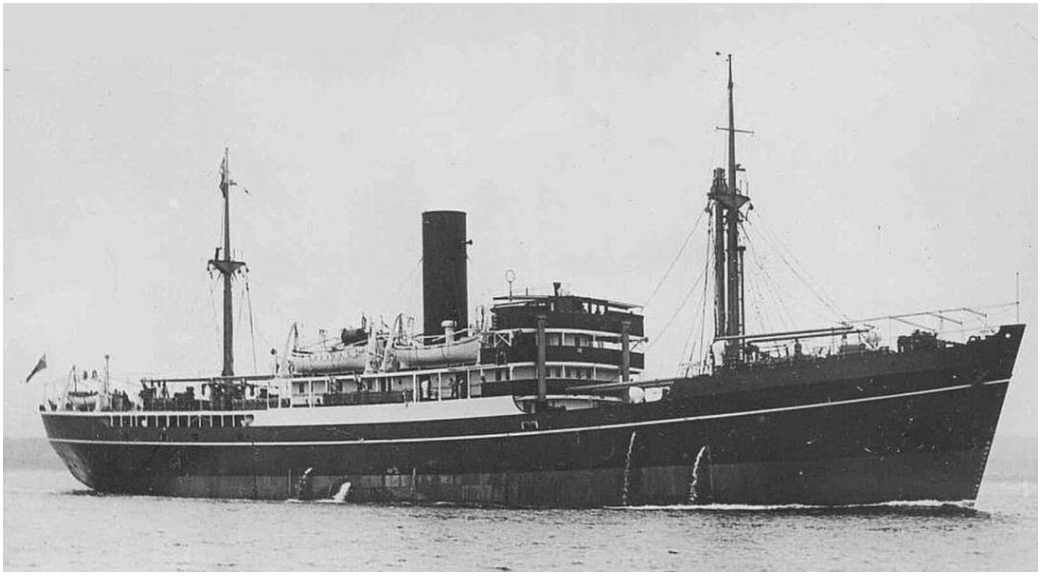
SHENGKING shown in Hong Kong after sale as TAIPOOSEK, being operated southward by Shun Cheong S.N. Co. (T. Rayner*).

ORIENTAL PHOENIX (1950-51) 2256/22-2 (T3cyl) 285 x 42.6'
Built by Dunlop, Bremner & Co. Ltd, Port Glasgow (#346) for Indo-China S.N. Co., London as TING SANG. 20/2/41 withdrawn from N. China service. 10/12/41 ex HK via Manila for Singapore, thence Surabaya for Sydney (6/1/42) and Geelong for India, where deployed in coastal service. 19/12/46 redel. at Shanghai. 11/47 sold jointly to Tientsin Nav. Co. Ltd (Chinese Maritime Trust Ltd, mgrs), Shanghai r. TIEN HSIANG for Shanghai-Tientsin line. 1/50 t/f to Pacifico Union Marina Corp., Panama r. ORIENTAL PHOENIX and chartered for 12 months to Yee Tai Hong for Hong Kong-Kaohsiung line. 2/51 chartered for 18 months to KPM for service in Indonesia. Early 1954 sold to P.C. Ray & Co. (India) Ltd, Calcutta r. RAYANDAMAN. 1957 t/f to Bengal Line Ltd. 9/65 sank at Calcutta in cyclonic weather while undergoing repairs. 1971 sold to Khanbhai Esoofbhai. 8/11/72 refloated for breaking up. [BT 389/30/15]

ORIENTAL PHOENIX photographed subsequently in the Hooghly in 1954 (R. Gabriel*).

SZECHUEN 四川 (1955-65) 3033/46
Built by Caledon S.B. & Eng. Co. Ltd, Dundee for CNC as SZECHUEN. 1955-65 on Hong Kong-Keelung service. 5/66 sold to Asia Selatan Ent. Ltd (Kie Hock Shg[.] Co. Ltd), Panama r. TONG BIN. 1967 t/f to

Africa Shg Co. Ltd, Panama r. GAMBARIS. 1968 t/f to Karingo Shg Co. Ltd S.A., Panama r. KARINGO. 1978 t/f to Tay Chye Chuan. 10/78 under demolition by Ming Hing & Co. at Hong Kong.



SZECHUEN and her successor ANKING were modern postwar motorships, belied by a characteristic CNC tall black funnel (Wikiswire).

ANKING 安慶 (1965-70) 6124/50

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock for CNC for Straits trade. From 1953 seasonal employment as pilgrim vessel. 1965 to Hong Kong-Keelung ferry service. 11/8/65 holed after striking breakwater at Keelung. 5/70 sold to Straits S.S. Co. Ltd, Singapore r. KLIAS for Singapore-East Malaysia trade. 7/9/76 fractured sternpost when 'hung up' on wharf at Singapore. 12/76 arrived at Hong Kong in tow and 1/77 demolition begun by Fuji Marden.

ANKING (official postcard).

ANKING in later years with houseflag on funnel in a painting by J.H Pottinger. The vessel is equipped with 12 lifeboats, due to requirements of the seasonal pilgrim trade (Wikiswire)

ANKING arriving at Keelung in 1969 sporting a dark blue funnel (Wikiswire/SK edit).

TAIWAN 台湾 (1970-72) 4201/61

Built by Aalborg Vaerft A/S, Aalborg for Det. Forenede D/S A/S, Copenhagen as KONG OLAV V for Copenhagen-Oslo service. 5/68 r. OLAV. 10/69 sold to CNC for $1,550,000, conv, by Taikoo D.Y. side-loading for Hong Kong-Keelung service, and 4/70 entered service as TAIWAN. 4/72 sold to Birka Line A/B (Bror Hussell mgr), Mariehamn r. BARONESSAN. 12/80 sold to Yick Fung Shg & Ent. Co. Ltd, Panama r. MIN FUNG. 1981 t/f through COSCO to FPSC, 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, by 1995 used on Hong Kong-Shantou route. 1998 sold to Shantou Nav. Corp., Shantou. 2003 reported broken up.

TAIWAN berthing at the TSR Terminal in Keelung. On first viewing the ship, J.K. Swire is recorded as commenting “wrong colour (blue), funnel too small”. Newly equipped for handling unitized cargo, there were difficulties at first with the stevedores in Taiwan. The bulk of her passenger market came to prefer air travel (Wikiswire).

2. Non-Douglas Swatow, Amoy and Foochow

The only notable serious opposition to Douglas S.S. Co. on its northern coastwise routes pre-World War II was by Chiu On S.S. Co. Ltd between Hong Kong and Swatow in Kwangtung province in the period 1920-36. This company was formed by merchants in Swatow and operated under British registry in Hong Kong, presumably with the strategy of undercutting rates. Services appear to have been successfully operated with a converted Royal Navy frigate, *Hydrangea*, equipped with a white-painted superstructure and two funnels with a distinctive houseflag and funnel markings. The vessel was stranded by a typhoon in 1936 and seems not to have been replaced. Chiu On S.S. Co. is also listed as the buyer in 1925 of the former Pacific Mail steamer *China* (5060/89) which had recently been operated by another Chinese company across the Pacific, but this vessel was immediately resold for breaking.

Post-World War II, with Douglas down to a one ship operation, Swatow, Amoy and Foochow attracted calls in the period to 1949 by cargo vessels with limited passenger capacity on regular sailings between Hong Kong and Shanghai. Swire vessels included *Tsinan*, the express passenger steamer *Shengking* and the Swire-chartered *Heinrich Jessen* (operating to the Straits). It appears that Douglas’s sole operational ship postwar, *Haiyang*, was fully enaged in calling into other ports and did not resume regular services into Foochow.

From around 1947 a number of small Hong Kong-based ships (detailed below, each having a British Master, Chief Officer and Chief Engineer) gradually advertised regular sailings between Hong Kong, Swatow and in some cases Amoy, but these operations, often hazardous from 1949 because of the risk of interception by Nationalist gunboats, terminated by the end of April 1951. In this early period ships running between Hong Hong/Canton and ports such as Swatow were relatively new warbuilt types.

In the late-1940s Wheelock Marden & Co. acquired 46 surplus 'Flower Class' corvettes with an eye to conversion into small merchant ships for operation in the Far East. Most of these vessels were ultimately resold for breaking, but three vessels are known to have been placed in mercantile service operating to Amoy and/or Foochow. Two with a Foochow connection were the British-flag but probably PRC-owned *Hydralock* and *Nigelock,* still registered to Wheelocks. A sister *Cloverlock* is recorded as having operated to Amoy post-1949, but may have also operated to Foochow. These vessels had a quadriple expansion engine of 2750ihp, with a designed maximum speed of 16 knots, handy in dealing with any pursuits by pirates or Nationalist warships.

Special mention is also deserved for the five sturdily built 600gt former U.S. Army 'Freight and Supply' (FS) class - *Edith Moller, Ethel Moller, Elsie Moller*, *Barina* and *Torina* - each with two 500hp diesel engines and capable of 13knots.

Stuart Williamson, former General Manager of Douglas S.S. Co. operated the Empire 'B-type coaster *Empire Park* (1350/46), advertised in Chinese as the *Haimun*, a traditional Douglas S.S. name. The Ta Hing company was notable in operating several ships, first managed by Moller & Co. and subsequently by Wallem & Co.

The PLA captured Amoy and Swatow in October 1949 and from around this time, vessels calling at these ports did so at the risk of interception by Nationalist gunboats. The U.K. recognized the PRC on 6 January 1950, thereby facilitating calls in these ports by British-flag ships which were protected by the Royal Navy against the frequently occurring interference. Thus from 1951 the PRC relied upon charters of cargo ships managed in Hong Kong (especially by Wheelock Marden, Wallem & Co., Mollers & Co. and John Manners & Co,). This situation continued to around 1960.

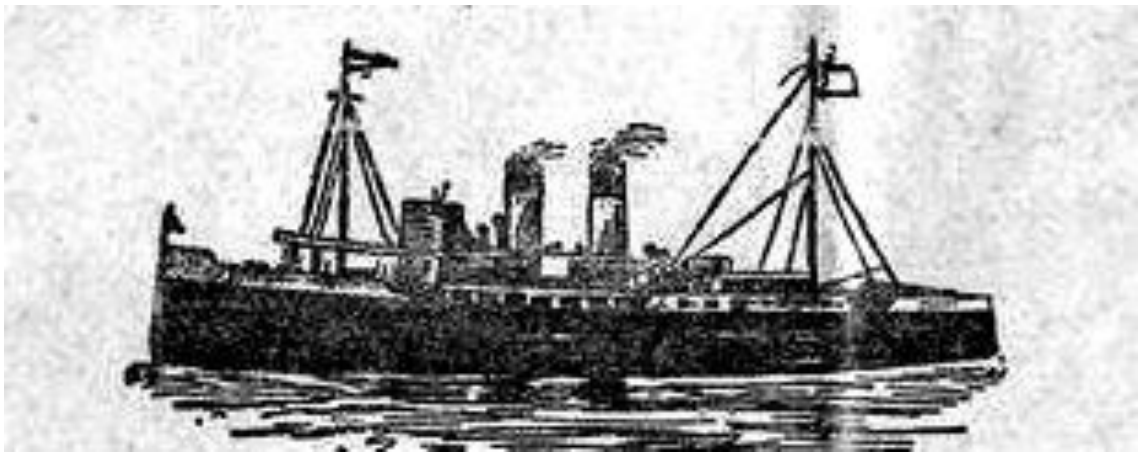
The listed vessels are those believed to have operated in this period out of Hong Kong to Swatow and Amoy. Foochow's location north of Taiwan meant that from 1949 the Nationalist embargo particularly interfered with vessels sailing between Hong Kong and Foochow, so the ships, principally PRC-chartered British and flag of convenience vessels managed from Hong Kong, generally carried their Foochow cargoes to and from Shanghai.

This is a work in progress list, and there are likely to be a number of inaccuracies and vessels which we have not yet managed to pick up, so contributions of information or photographs would be much appreciated.

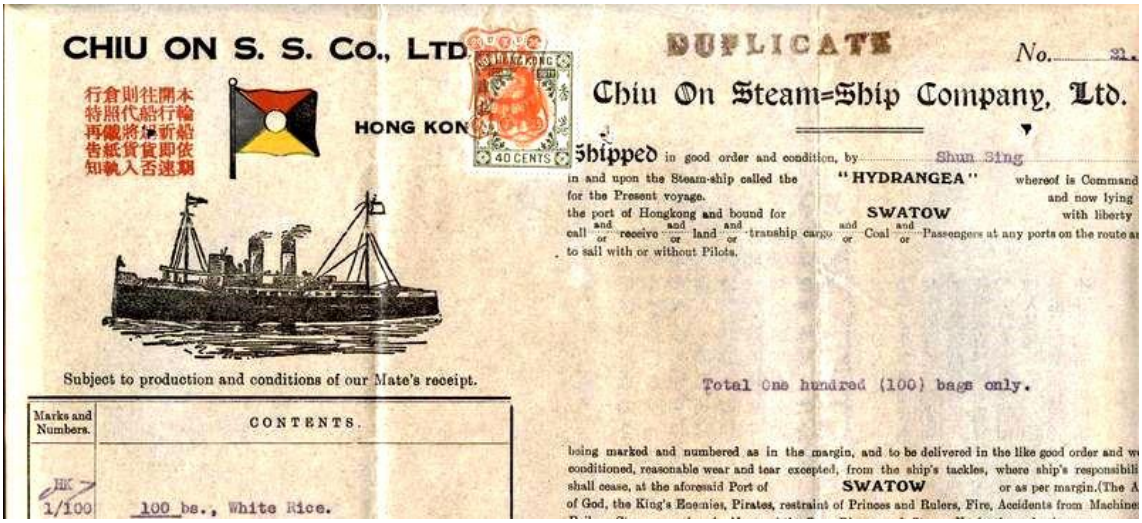
HYDRANGEA (1920-36) 1131/16 81.7(o.a.)x10.2m

Built by Charles Connell & Co., Scotstoun (#381) for Royal Navy as frigate H.M.S. HYDRANGEA. 1920 sold to Chiu On S.S. Co. Ltd, Hong Kong conv. to merchant ship HYDRANGEA, placed on **Hong Kong-Swatow** service. Early 1936, owners in voluntary liquidation, laid up. Ca. 14/8/36 sold for scrapping for $39,000 (*The China Mail* 17/8/36). 17/8/36 stranded on sandy beach on Stonecutters Island during typhoon, reported CTL but 3/38 intact and being worked on at Taikoo dockyard. NFI.

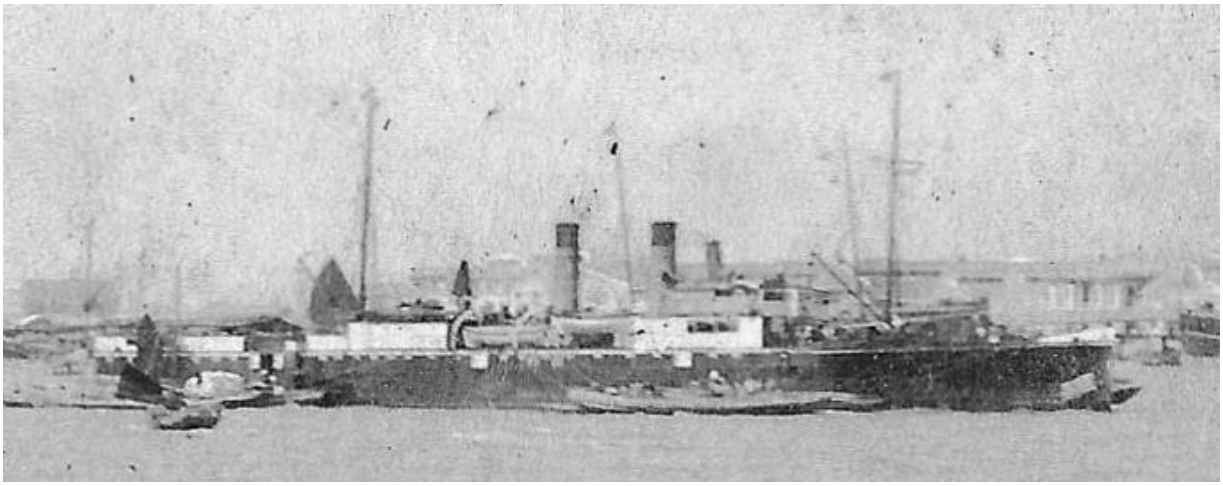
Original RN layout, as shown by sister HMS DELFINIUM (ph0ebus@greatwarforum.org).



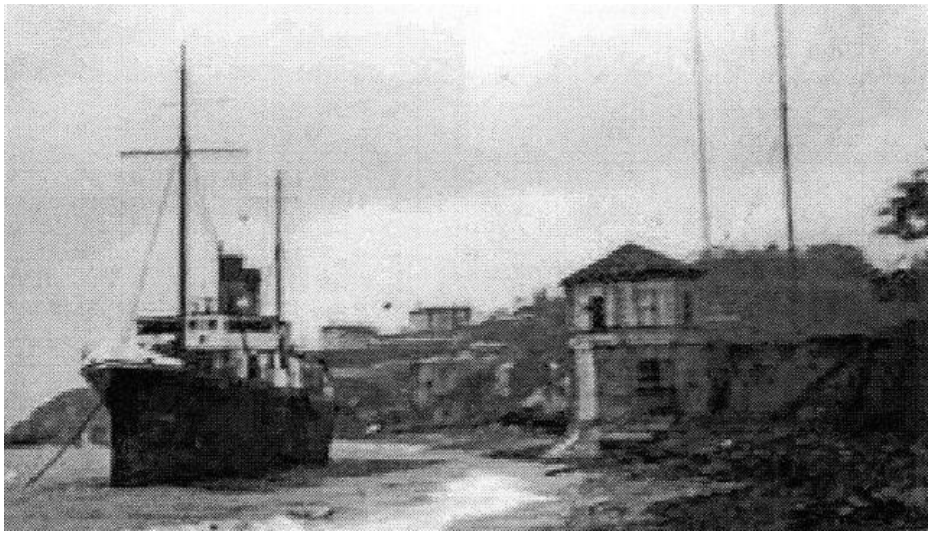
HYDRANGEA from a bill of lading

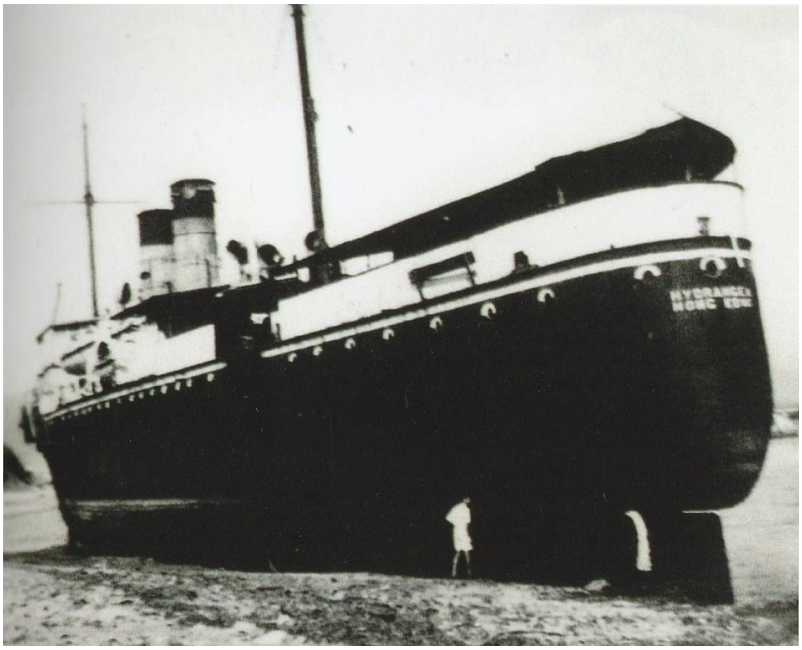


Bill of lading including houseflag (SK colln).

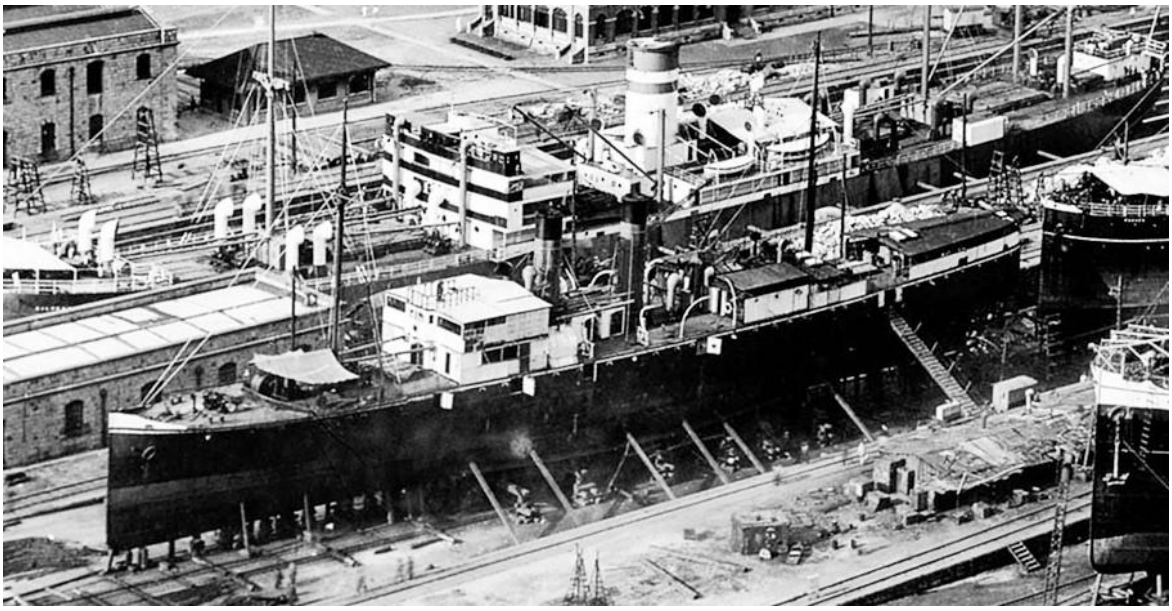


HYDRANGEA at Swatow, late 1920s (SK*).



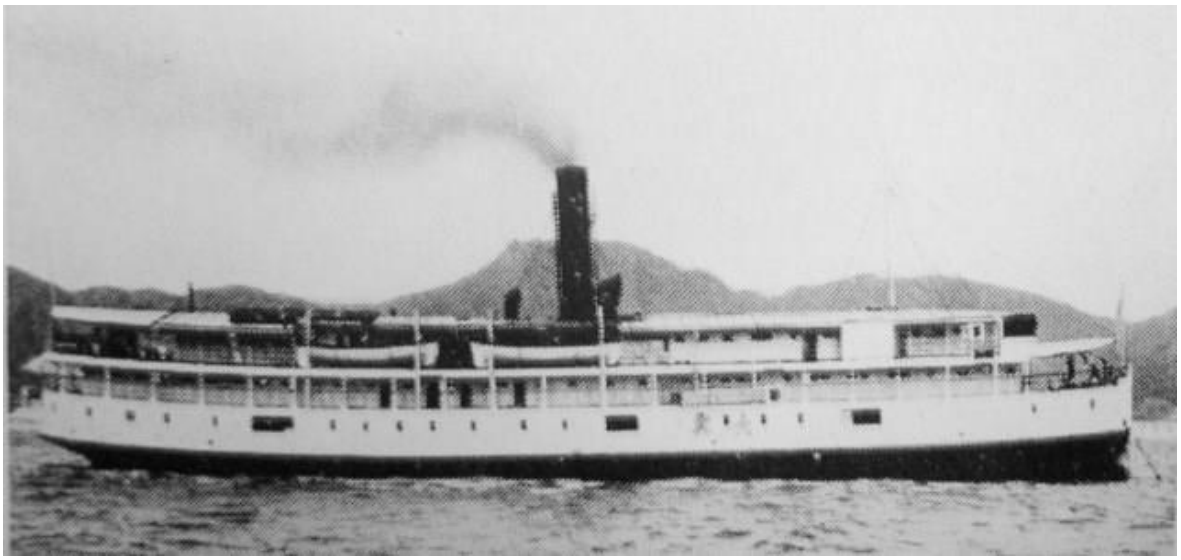


Above two: Ashore on Stonecutters Island (https://www.greatwarforum.org/topic/180087-hms-hydrangea/, *A History of Hong Kong Typhoons From 1874*).



HYDRANGEA at Taikoo Dockyard, Hong Kong, March 1938
https://www.mardep.gov.hk/theme/port_hk/en/gallery.html#31

CHUKO MARU 中興丸 (1944-44) 1068/27 54.3x9.8m s.2-sc. 96nhp
Built by Kwong Tak Cheong S.B. & E., Hong Kong for Kwang Wo Co. Ltd, Hong Kong as TAI HING 大興. 13/3/27 maiden voyage to Wuzhou. 12/29 sold to Sang Wo Co. Ltd, Hong Kong. By 1940 under control of Sir Robert Ho Tung, 3/40 loaned to Hong Kong Royal Naval Volunteer Reserve (HKRNVR) for duration of the war and three months thereafter. Used as HQ and training ship by HKRNVR. 9/40 commissioned as HMS CORNFLOWER, sometimes informally referred to as HMS CORNFLOWER II. 25/12/41 sunk in attack at Hong Kong. 1943 raised by Japan, repaired. 1944 r. CHUKO MARU 中興丸. 31/3/44 placed under control of Toa Kaiun. 20/8/44 on voyage Shanghai-Hong Kong bombed and sunk 22.23N 115.34E (in the Dongshan Sea, about midway between **Hong Kong and Swatow**), 28 passengers lost. 12/52 register closed. [Miramar, Kizu] [https://en.wikipedia.org/wiki/SS_Tai_Hing]



TAI HING (Kwong Tak Cheong SB & E advertisement, *OSK Guide 1931*).

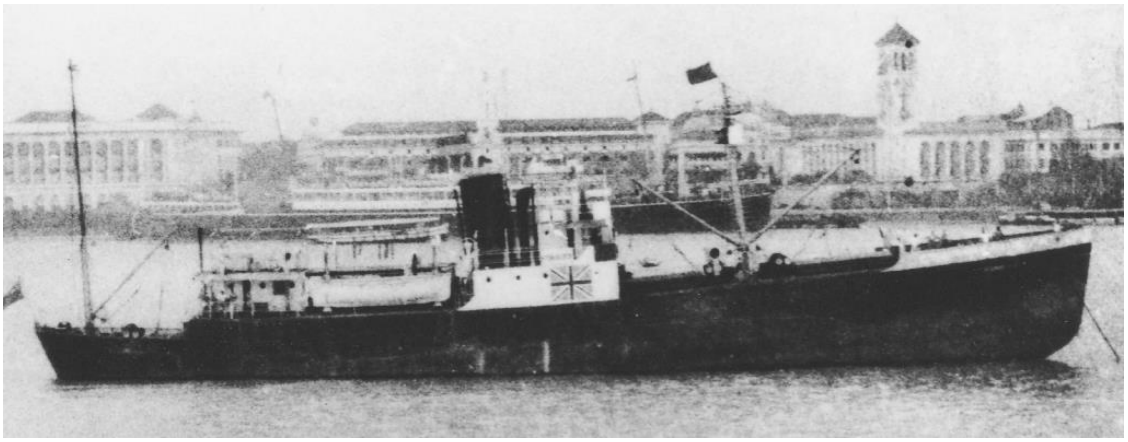
CLOVERLOCK (1947-52) 922/41 62.6(o.a.)x10.1m Q4cy 16k
Completed 31/5/41 by Fleming & Ferguson Ltd, Paisley (#565) for RN as corvette HMS CLOVER (K-134). 5/47 del. to Wheelock Marden & Co. Ltd, conv. to merchant ship r. CLOVERLOCK. 11/47 arrived at Hong Kong. 28/4/50 detained on voyage **Hong Kong-Amoy**, 31/5 returned to Hong Kong. c.1952 passed to PLA Navy, reconv. to warship, commissioned as KAI FENG. Still listed Jane's 1975/76.

CLOVERLOCK was originally built as the 'Flower Class' corvette HMS CLOVER (IWM).

Nationalist navy snapshots of the detention of a "Flower" Class merchant conversion, thought to be CLOVERLOCK (https://www.facebook.com/groups/196302624844881/).

LADY WOLMER (1947-53) 1883/42 (ferro-concr.) 81.7x12.9m Doxford opp. piston 3cy 800bhp 9.5k Built by W.C. French Ltd, Newport (Mon) for MOWT (Walford Lines Ltd, London mgrs). 12/46 sold to Wheelock Marden & Co. Ltd, Bristol. 5-11/48 in Indonesian waters o/c to KPM. 4/1/51 pirated off **Wenchow** on voyage **Hong Kong-Shanghai**. 15/3-10/4/51 detained at Keelung. 20/5/53 wrecked off Cheju Island in 32.45 126.50E on voyage Kobe-Inchon with general cargo.

NIGELOCK 麗樂 LAILOK (1947-55) 946/41 62.6(o.a.)x10.1m Q4cy 16k
Completed 25/2/41 by Philip & Sons Ltd, Dartmouth (#927) for RN as corvette HMS NIGELLA (K-19). 1947 del. to Wheelock Marden & Co. Ltd. r. NIGELOCK. Late-1949 laid up at Penarth after partial conversion by C.H. Bailey Ltd, Barry. 1950 completed conversion. 8/3/55 stranded at entrance of Min River near **Foochow** inbound from Shanghai – 10/3 capsized after discharge, CTL.



NIGELOCK was also a converted R.N. 'Flower Class' corvette registered in Hong Kong operating to ports such as Foochow under an agreement with the PRC (P. Foxley).

EDITH MOLLER 華興 HWA HING (1948-51) 555/44-8 ('FS' type) 54.9(o.a.)x9.8m Mx2
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). 4/48 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. 5/51 sold to Tai On S.N. Co. Ltd, Hong Kong. 8/6/51 arrived in Hong Kong with unexploded shell from Chinese batteries in engine room. 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.

EDITH MOLLER as ANGELINA (T. Rayner*).

ETHEL MOLLER 民興 MAN HING (1948-51) 564/43-6 ('FS' type) 54.9(o.a.)x9.8m Mx2
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. (Chinese name MAN HING). 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] 9/50 on charter to SCSNC for Haiphong trade. 4/51 operating Hong Kong-Shanghai. 5/51 sold to Tai On S.N. Co. Ltd, Hong Kong. Ca.1/6/51 seized off **Amoy** and taken to Kaohsiung – 26/8 returned to Hong Kong. 9/51 reg. at Hong Kong for Pang Kwok Sui r. ELSBETH. 6/67 sold to Pacific International Lines (Pte.) Ltd., Singapore r. KOTA JADE. III/1973 broken up at Singapore.

HELIKON 大中華 TAICHUNHWAH (1948-59) 2232/17 (pass.)
Ordered by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong for Bruuusgard, Kiosterud & Co., Drammen but completed 9/17 under requisition for Furmess Withy & Co. Ltd (reg. Hong Kong). 1919 t/f to Bruuusgard, Kiosterud & Co., Drammen. 1930 sold to Luen Hing S.S. Co. Ltd (WFS mgrs), Hong Kong. 20/7/30 seized by pirates 16 m. S. of Hong Kong - taken to Bias Bay. 13/10/32 seized by pirates near Bias Bay and taken to Hong Hai Bay, where released 45 hours later. 1933 t/f to Tai Hing S.S. Co. Ltd, Hong Kong. Ca.1937-40 on charter to Shun Cheong or affiliate. 1948 t/f to Wo Fat Sing Ltd, Hong Kong. 24/9/52 reported grounded at Wenchow, refloated 30/9 and proceeded to Shanghai. **11/52 reported trading to central** and N. China ports. 21/6/55 boarded by Nationalist forces off **Foochow**. 14/11/59 arrived at Hong Kong for demolition but resold to Pan Norse S.S. Co. S.A. (ben. owner Oriental S.S. Co. - Wallem & Co. Ltd, Hong Kong mers), Panama for further trading. 21/12/61 arrived Hong Kong for demolition by H.K. Chiap Hua Mfy Co. (1947) Ltd - 15/2/62 work commenced. [Unofficial Chinese name during charter ca.1937-40 was 大中華 TAI CHUN HWA.]

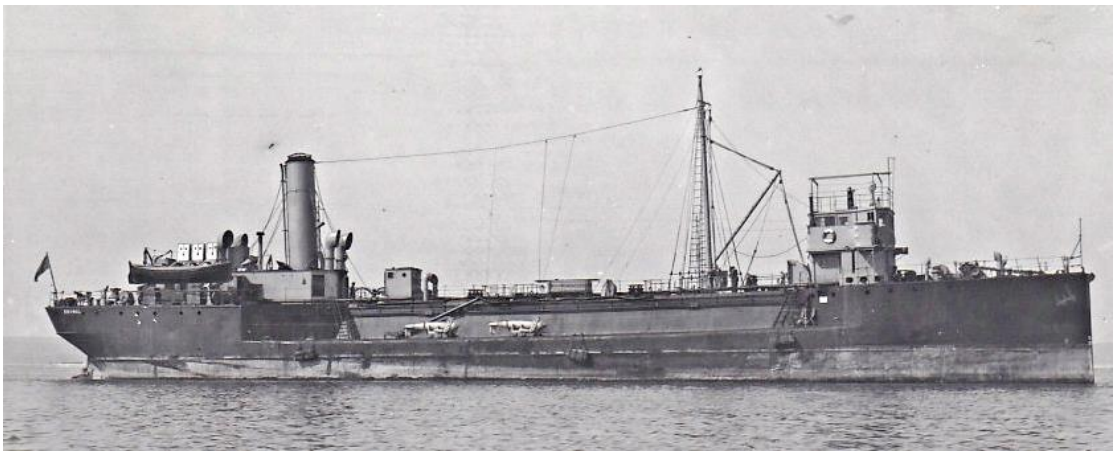
HELIKON bearing the name TAICHUNHWA 大中華- 'Great China' (D. Gammon*-Russell Priest edit)

LINDA MOLLER (1948-51) 178/43 (99' 'F' type) 30.2(o.a.)x7.3 M
Built by Equitable Eqpt Co. Ltd, Louisiana for U.S. Army as F-17. 1947 sold to Mollers Ltd, 11/48 registered for Anglo-Chinese Shg. Co. Ltd., Hong Kong as LINDA MOLLER. 3/51 sold to China Shg Co. Ltd (John Manners & Co. Ltd), Hong Kong r. SAN MIGUEL. 8/51 sold to Gov't of Portuguese Timor, Dili r. D. ALEXIO. 4/5/52 wrecked on Wetar Is. after engine breakdown.

GOSNOLD ex F-76 was a 99' 'F' type, originally identical to LINDA MOLLER and LUCY MOLLER (http://dlaweb.whoi.edu/ships/gosnold.html).

LUCY MOLLER (1948-51) 180/43-11 (99' 'F' type) 30.2(o.a.)x7.3m M
Built by Kewaunee S.B. & E. Co. Ltd, Kewaunee (Wi) for US Army as F-121. 1947 sold to Mollers Ltd, 1948 registered for Anglo-Chinese Shg. Co. Ltd., Hong Kong as LUCY MOLLER. 12/51 t/f to Delta Shg Co. Ltd r. THORNCOMBE. 31/10/52 seized by Nationalists on voyage **Hong Kong-Quemoy.** 4/54 China Union Tdg Co. Ltd, Hong Kong, 12/2/55 abandoned after stranding near Haiphong.

EBONOL (1949-50) 1158/17 64.0x10.6m T3cy
Built by Clyde S.B. & Eng. Co. Ltd, Port Glasgow (#329) for The Admiralty as tanker EBONOL. 5/2/20 sailed Plymouth for Hong Kong station. 20/12/41 scuttled at Hong Kong, salved by Japanese r. ENOSHIMA MARU. 10/45 recovered by British forces at Batavia and 18/10 in tow to Singapore for use as harbour oiler r. EBONOL. 8/46 listed for disposal, 'no repairs to be carried out'. 8/47 sold to Chin Ah & Co., Singapore for local trade. 7/48 sold to Yap Kah Hoe, Singapore but 1949 reverted to Chin Ah & Co. 8/49 re-reg. at Hong Kong. 11/49 sold to Great Southern S.S. Co. Ltd (Manners agency), Hong Kong, in service **Hong Kong-Swatow**. By 11/1/50 arrived at **Swatow** from Hong Kong with *Wing Hing*, 14/1 arrived Hong Kong. 24/5/50 sunk in heavy weather 3½ nm off Sugar Loaf Island, south of **Swatow** when outbound for Hong Kong with passengers and sugar following explosion thought to be a mine, seven lives lost. 12/51 register closed. [addit. details from BT 389/10/142, LCR 6/50]



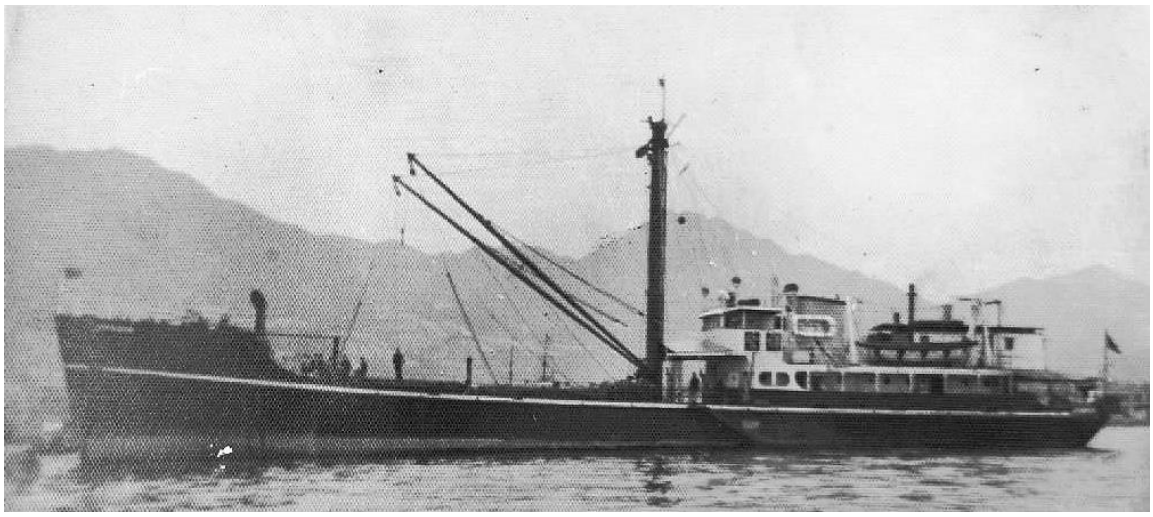
Originally built as a naval tanker, EBONOL was lost on her regular run from Swatow in 1950 while carrying a cargo of sugar and a number of passengers (clydeships.co.uk).

EMPIRE PARK 海門 HAIMUN (1949-51) 974/46-4 68.4(o.a.)x11.2m T3cy 10k
Built by Blyth D.D. & S.B. Co. Ltd, Blyth (#314) for Ministry of War Transport (Straits S.S. Co. Ltd, mgrs) as 'B' type EMPIRE PARK but 2/4/46 on completion delivered on bareboat charter to Anglo-Chinese Shg Co. Ltd (Moller Line Ltd, London mgrs) with registry at Blyth and 20/7/46 arrived Hong Kong for China coast service. 6/48 in service Singapore-North Borneo for ACSC (Mollers' (Malaya) Ltd). 12/49 MOT charter to Williamson & Co. Ltd, Hong Kong for service Hong Kong-**Swatow**. 7/50 resumed sailings to **Swatow** after mine clearance. 1/51 sold to ACSC (Mollers' Ltd, Hong Kong mgrs). 7/51 sailing Hong Kong-Bangkok. 8/51 sold to Williamson & Co. Ltd, Hong Kong. 29/12/51 sold to Ben Line Steamers Ltd (Wm Thompson & Co. mgrs) and re-reg. at Leith. 1/52 began service Singapore-Bangkok, 2/52 r. BENVEG (1351g). 9/62 sold to Ta Hing Co. (H.K.) Ltd,

Hong Kong r. GRANDHING. 12/62 sold to China Pacific Nav. Co. Ltd (Hornbeam Co. Ltd), Hong Kong and 1/63 t/f to China Pacific Navigation S.A., Panama. 21-29/11/63 ashore near Tarakan (sailed 30/11 for Hong Kong). 1964 reverted to Ta Hing Co. (H.K.) Ltd and reg. to Cia. de Nav. Abeto, S.A., Panama r. SUMBAWA. Subsequently chartered to Vietnam owners and issued with Republic of Vietnam coastal trading licence. 1968 sold to Asia Marine Co. S.A., (Asia Maritime Co., Ltd, Hong Kong), Panama r. AMARINA [not recorded LR]. 4/70 detained by Gov't of South Vietnam, probably laid up in Saigon area, and later confiscated. 1982 RLR.

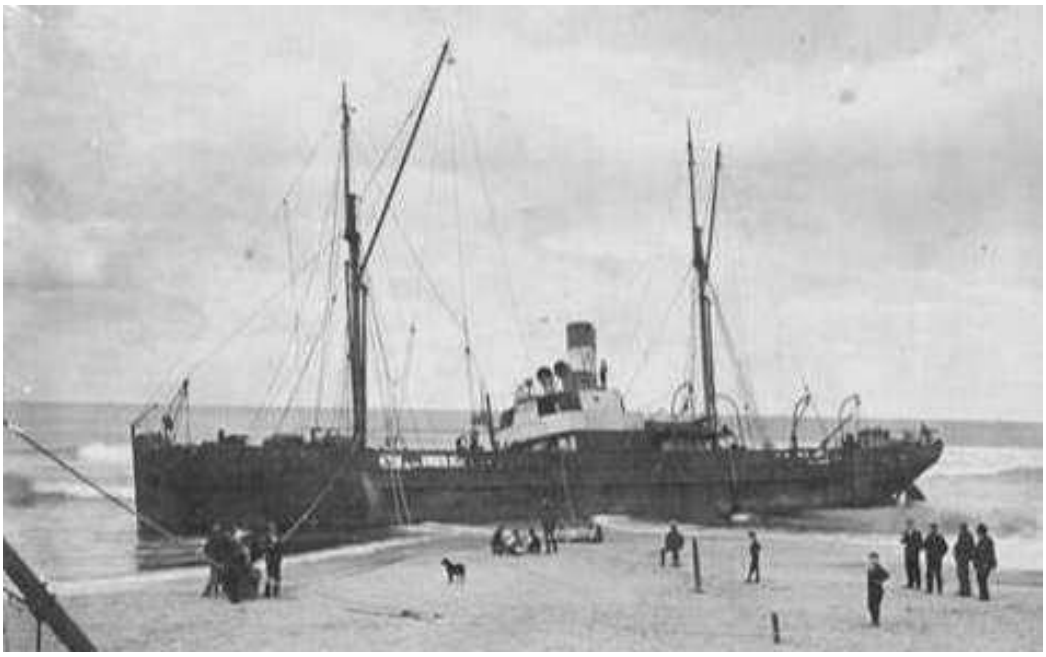
EMPIRE PARK/HAIMUN after sale as BENVEG, note four lifeboats; Press ad for sailing to Swatow 'late afternoon' on 26 January 1951 (Dr. George Wilson; 華僑日報 25/1/51).

GREAT EAGLE 新裕 SAN JYU (1949-50) 560/44 ('FS' type, M 1000hp)
Built by United Concrete Pipe Corp., Long Beach (Ca.) for U.S. Army as FS-546. 1946 sold to CNRRA Waterways Transport, Shanghai r. CROCUS. 1948 sold to Hua Sheng S.S. Co., Shanghai r. HAI WHU. 1949 sold to Colon Shg. Co. S.A., Hong Kong (Panamanian flag) r. GREAT EAGLE, operating **Hong Kong-Swatow**. 6/50 sold to Far Eastern & Panama Transport Corp. (Wheelock Marden & Co. Ltd. mgrs), Panama r. BARINA. 7/53 reported broken up.

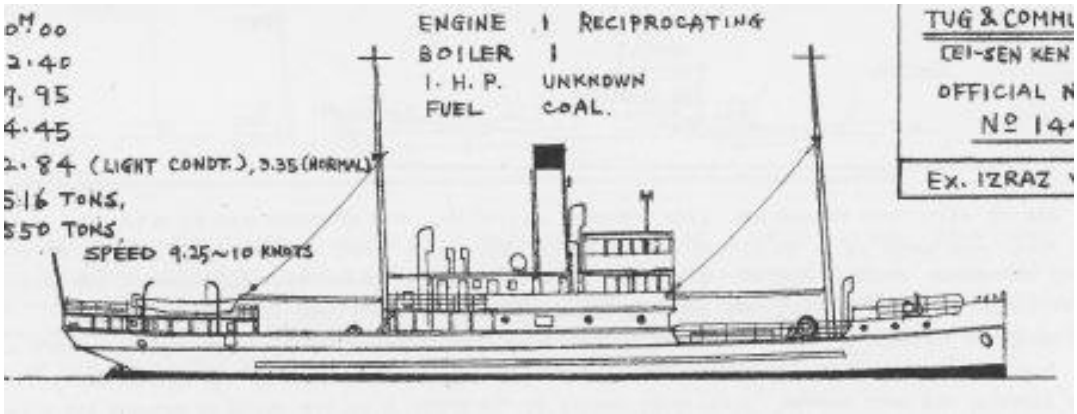


MARIGOLD, here depicted at Hong Kong, was an identical sister of GREAT EAGLE/BARINA (ex-CROCUS), SWALLOW (ex-DAISY) and TORINA (ex-IRIS) listed below (kongfz.com).

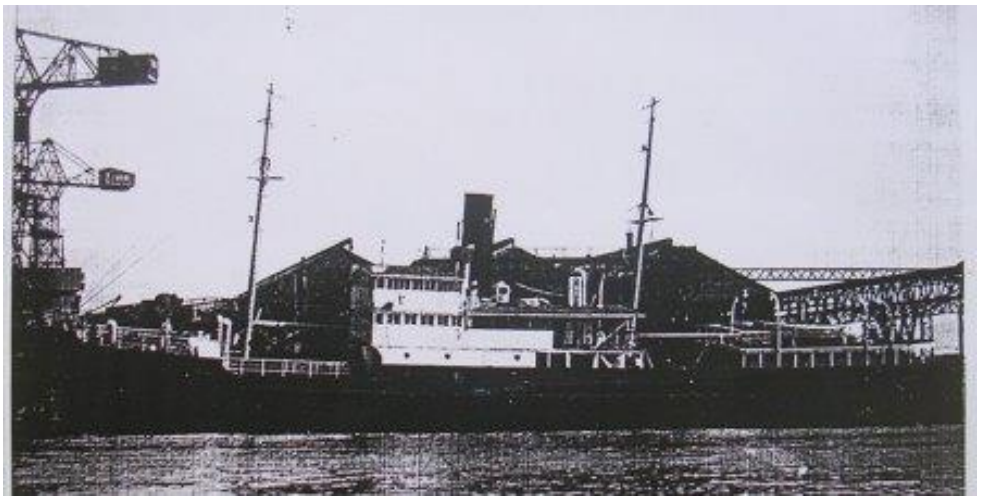
ISLAS VISAYAS (1949-51) 515/12
Built by Wigham Richardson & Co., Newcastle (#183) for Bulli Coal Mining Co., Sydney as ILLAROO. 1890 sold to Wallarah Coal Co. Ltd., Sydney. 1919 sold to J.G. White, Sydney. 1920 sold to G. Barreto, Manila r. ANDRES. 1923 sold to Ty Camco Sobrino, Manila r. VISAYAS. 1929 sold to Cebu Navigation Co., Cebu r. ISLAS VISAYAS. 1940 sold to La Naviera Filipina, Inc. Cebu. 1941 sold to Wallem & Co., Panama. Captured 7/12/41 in 21.23N 112.08E off Hong Kong while en route from Fort Bayard to Hong Kong and Macao with general cargo. Renamed AMOY MARU No.3 by Japanese Government and recovered in Japan 1945 but on account of condition abandoned to The Salvage Association. 1949 sold to China Shipping Co. Ltd., Panama (Wallem & Co registered owners). 1950 sold or transferred to Diamond Navigation Co., Panama (Wallems remained registered owner). 24/12/50 after drifting with boiler trouble on voy. **Shanghai-Amoy**, seized by Nationalist forces, 27/12 released, arriving Hong Kong via Amoy on 30/12. 7/51 divested of Panamanian registry, laid up. 3/52 on charter to International Salvage Assoc. (Malaya) Ltd. for salvaging and towing war wrecks near Singapore, including *Sirdhana*, *Empress of Asia* and *Oscar II*. 28/3/53 demolition commenced at Hong Kong.



ANDRES as ILLAROO after stranding at Catherine Hill Bay on 1 June 1903 (wrecksite.eu)



IJNS 1449, known as AMOY MARU No.3 (sketch by Lt. Cmdr. Shizuo Fukui).



ISLAS VISAYAS at Kobe postwar (U.S. Nat. Archives/Peter Cundall)

Partial view in foreground at Taikoo c.1950, bridge rebuilt for piracy protection (Gwulo.com).

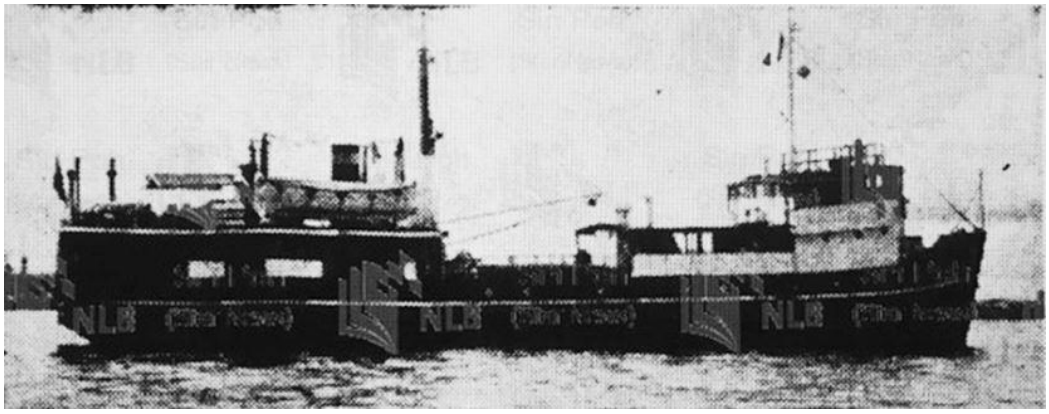
ROSITA (1949-59) 708/10-6 56.6x9.8m T3cy 108nhp 10k.
Built by Ardrossan D.D. & S.B. Co. Ltd, Ardrossan (#236) for North Coast S.N. Co. Ltd, Sydney as CANONBAR. 11/26 sold to John Burke Ltd, Brisbane. 11/42 req. 1945 sold to Australian Gov't. 1946 sold at Sydney to Carroll Shg Co. Ltd, Hongkong where 24/8/46 arrived. 10/46 mortgaged to Lasala Investments Ltd and placed in service to Vietnam. 4/49 stranded in Hainan Strait, boarded by 'pirates' but negotiated release and refloated. 6/49 mortgage paid off and t/f to Cia Nav. de Sousa Ltda, Macao r. ROSITA. 1/50 t/f to Carfung Shg Co Ltd (A.H. Carroll & Fung Kam Chung) and reg. at Hong Kong. c.10/50 arrived at **Hong Kong from Fukien**. 24/3/51 chased by pirates off Wenchow on voy. **Fukien-Shanghai**. 7/51 lost Panamanian registry. 29/11/52 fired on by Nationalists off **Foochow**, killing master. 8/58 sold to Lanena Sg Co Ltd, Hong Kong. From 12/58 trading from Singapore. 3/59 r. VALIENTE. 9/59 t/f to San Raimundo Cia Naviera S.A., Panama. 1963 sold to Tiong Lam Hang Shg Co S.A., Panama for cased oil trade Singapore-S. Vietnam. 7/65 sold to Hoa Huat Co. Ltd, Singapore for further trading to S. Vietnam. 8/3/66 sailed Singapore for Da Nang (cement and copper wire), 14/3 radioed due 16/3 but did not arrive, subsequently learned 16/3/66 shelled and sunk by N. Vietnam Army off DMZ, Vietnam. 20/12/69 five survivors released to ICC in Hanoi and flown to Vientiane [A detailed history of this ship is Dick, 'North Coaster to Blockade Runner: *Canonbar* (1910)', *The Log*, #2/2013; see also Straits Times, 31/8/66]

VALIENTE ex ROSITA at Singapore in 1950 (Gabriel/H. Dick*).

SHENGKING 盛京 (1949-49) See **SHENGKING** (Taiwan 1949-55)

SING HING 成興 (1949-51) 565/45 46.0(o.a.)x8.3m T3cy 9k
Built by Cochrane & Sons Ltd, Selby (#1305) for MOWT (Straits S.S. Co. Ltd, Singapore mgrs) as EMPIRE MAYRING. 2/47 sold to Ta Hing Co. (HK) Ltd (Moller Line [UK] Ltd mgrs), Hong Kong - 4/47 r. SING HING. 1949 mgrs Wallem & Co. Ltd, Hong Kong. 14/1/50 in service **Hong Kong-Swatow** and **Amoy**. 1/5/50 detained by Nationalist gunboats when entering **Amoy** - 30/5 returned to Hong Kong under escort by *HMS Alacrity*. Subsequently operating Hong Kong-Tsamkong, Kwangchowan. 4/9/50 first sailing by a British steamer from Hong Kong to PRC Canton, then calling into Canton on voyages to/from Kwangchowan. 4/51 operating **Hong Kong-Swatow**. 5/51 sold to Pakistan S.N. Co. Ltd, Chittagong for service to Cox's Bazaar - 10/51 r. ISLAMABAD. 1972 owners restyled Bangla Desh S.N. Co. Ltd. 8/2007 RLR.

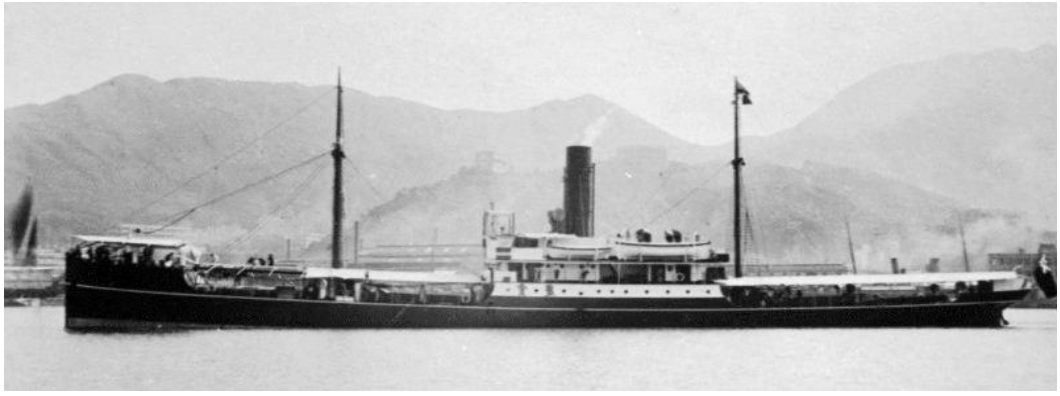
EMPIRE MAYRING, a “C” type intended for service in the Far East, unloading at Singapore in 1946 after her initial sailing from the UK, still in the colours of her managers W. N. Lindsay Ltd (EricH, https://www.shipsnostalgia.com/media/ss-empire-mayring-1946.402158/).



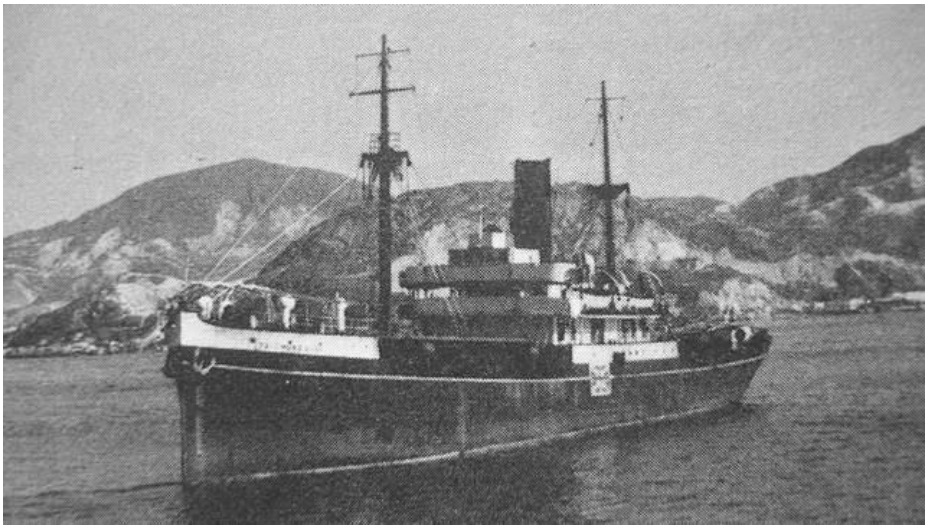
SING HING, depicted at Singapore, was built as the EMPIRE MAYRING, (Singapore Standard).

SWALLOW (1949-50) 560/44-10 ('FS' type, M 1000hp)
Built by Kewaunee S.B. & E. Co. Ltd, Kewaunee (Wi) for US Army as FS-348. 1946 sold to CNRRA Waterways Transport, Shanghai r. DAISY. 1948 sold to Hua Sheng S.S. Co., Shanghai r. HAI HORNG. 1949 sold to Colon Shg. Co. S.A., Hong Kong (Panamanian flag) r. SWALLOW. 3/50 detailed by Nationalist gunboats **off Amoy**, taken to Kaohsiung. 1950 r. PANDINA. 1951 sold to Hanson Shg. Co. r. SUSANA. 1952 sold to Ek Liong Hin r. NEW SUSANA. 1959 sold to Chuan Ann Shg. Co. r. HIN LEONG. 1964 sold to Indonisian Government r. BABINDE. 1972 r. BESITANG. 1974 sold to Nusantara Sejati, Indonesia r. DAYA INDRA. Reported broken up 1986, no details [Miramar].

TAICHUNGSHAN 大中山 (c.1949-52) 2171/14-10 86.9x13.4m T3cy 8k
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 Tai Ping S.S. Nav. Co. Ltd, Hong Kong r. TAICHUNGSHAN. 3/50 operating **Hong Kong-Amoy** direct. 25/3/50 seized by Nationalist warships near **Amoy** and detained at Quemoy and Kaohsiung – 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.

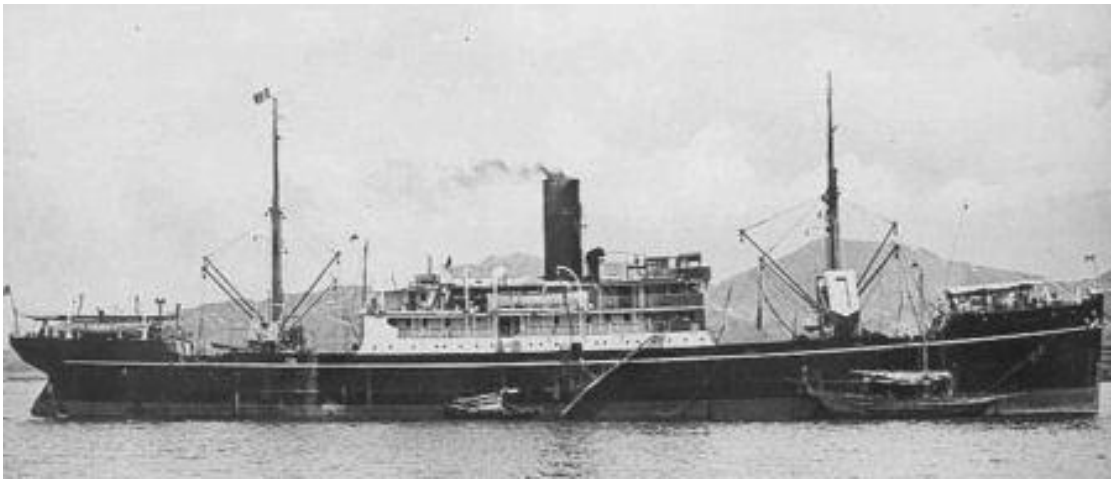


TAICHUNGSHAN was built as Swire's CHUNGKING (Wikiswire).

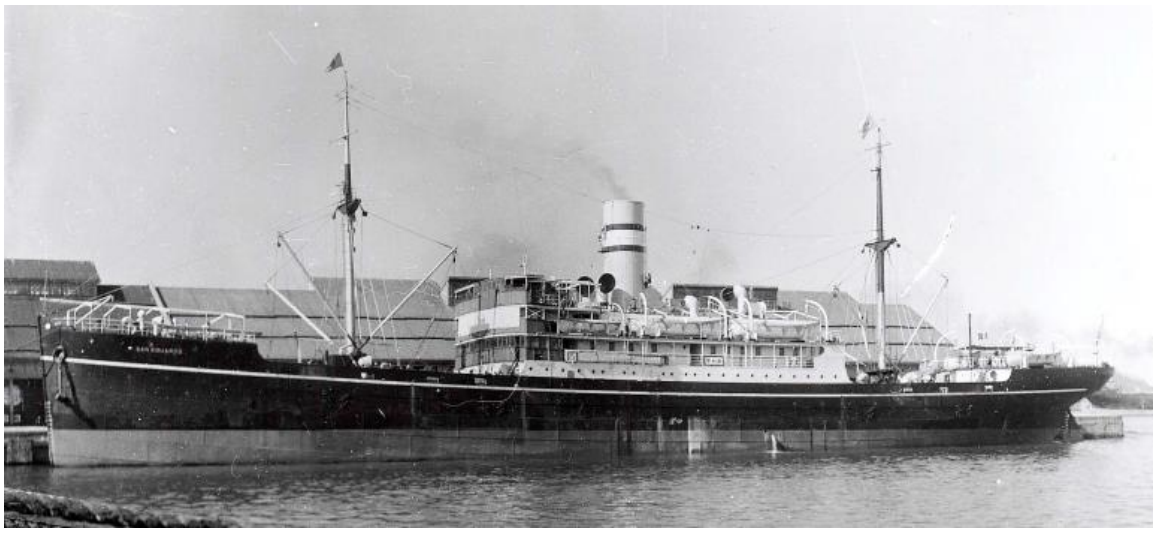


TAICHUNGSHAN at Hong Kong (W. Worrall)

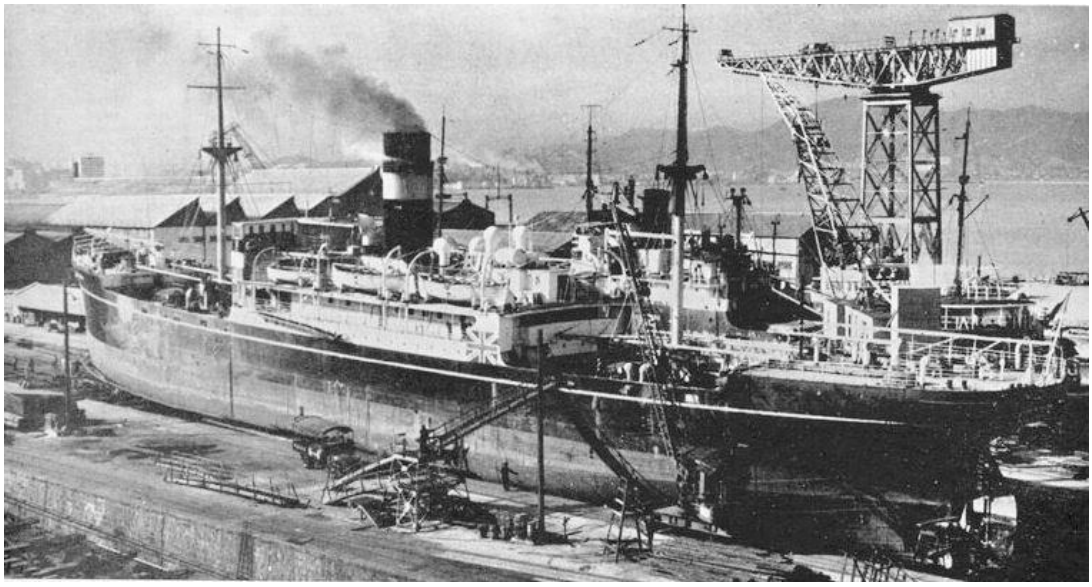
TSINAN (1949-49) 2994/30 312.0x45.2x22.7 T3cy
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for China Navigation Co. Ltd, London for HK-Shanghai line as TSINAN, certified to carry passengers. 7/12/41 Hong Kong to Manila (11-13/12), thence via Surabaya and Rangoon to Calcutta (20/3) for repairs. 18/4/42 Calcutta to Bombay, then in service to Karachi and Persian Gulf, from 3/43 as Cased Oil Carrier. 12/45 allocated as Stores Ship and 20/12 Bombay for Singapore. 2/46 resumed coastal service HK-Shanghai. By early 1949 operating Hong Kong-Swatow-Shanghai, 3/49 curtailed to **Hong Kong-Swatow**, until 11/49. 15/8/50 struck mine in Yangtse estuary – 15/11 arrived HK in tow for repairs. 9/51 sold to Cambay Prince S.S. Co.[;] Ltd (John Manners & Co. Ltd), Hong Kong r. SAN EDUARDO to inaugurate Japan-China trade. 10/54 t/f to China Shg Co. Ltd. 12/55 sold to Maritime Investment Co. Ltd (World Wide Co. Ltd), HK and 6/56 r. GOLDEN GAMMA. 9/59 sold to Peninsular Shg Co. Ltd (Ocean Tramping Co. Ltd mgrs, PRC beneficial owners), Panama r. FAIRFORD. 8/60 sold to PRC. No further entry in LR until 1987 deleted as unknown to Chinese authorities but by 1961 r. MIN CHU 4 (II) to replace namesake, used on Shanghai-Dalian direct line (10/65) alternating with HOPING 44. 1966 r. GONG NONG BING 4. 1973 likely still in northern service out of Shanghai. NFI. [MT 389-12-140; identification as MIN CHU 4 from Schell Min Chu list]



TSINAN (Wikiswire).

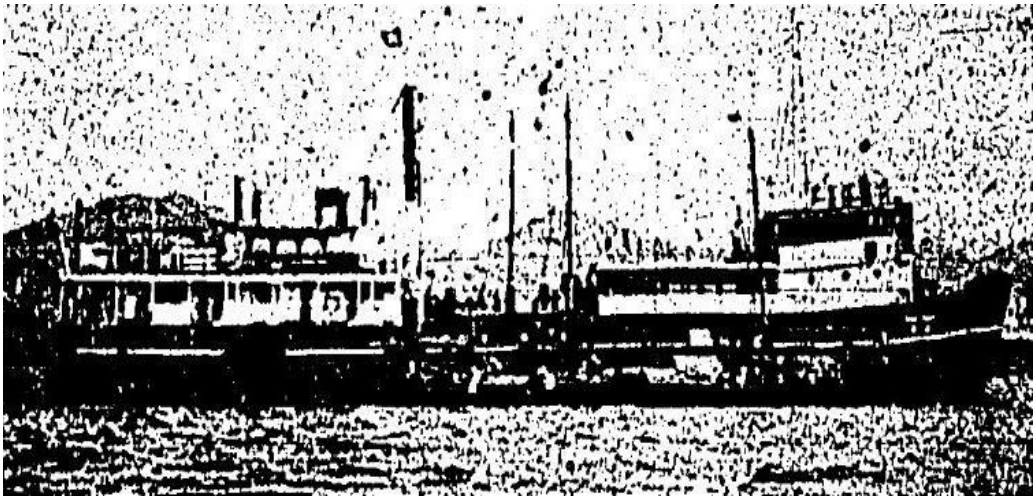


SAN EDUARDO ex TSINAN sailing Japan-China in early 1950s (Uhachi Kinoshita @OCM).



GOLDEN GAMMA ex TSINAN at Taikoo 12 Jan. 1959 (Taikoo DY Magazine).

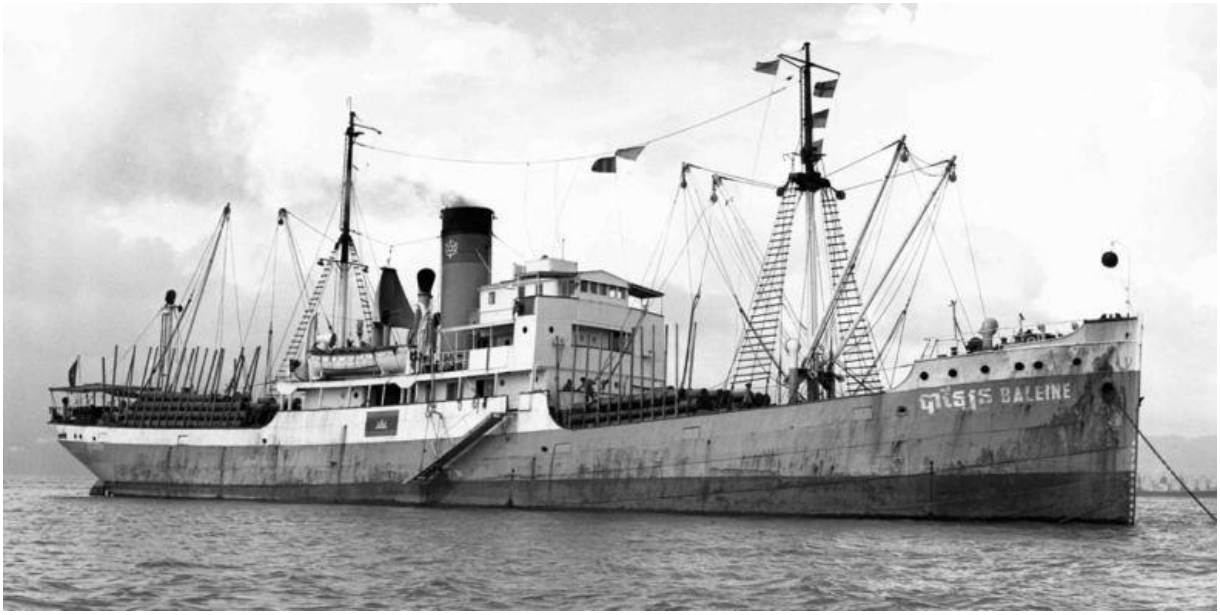
WING HING (1949-50) 563/46 45.9(o.a.)x8.2m T3cy 9k
Built by A. Hall & Co. Ltd, Aberdeen (#710) for MOWT (Straits S.S. Co. Ltd, Singapore mgrs) as EMPIRE MAYDREAM. 3/47 reg. at Hong Kong for Ta Hing Co. (HK) Ltd (Moller Line [UK] Ltd mgrs), Hong Kong r. WING HING, operating regular service, presumably with passengers, Hong Kong-Macao. 12/1/49 not listed in Ta Hing HK-Macao advertisement. 1949 mgrs Wallem & Co. Ltd, Hong Kong, operating to **Swatow** and **Amoy**. 30/11/49 arrived Hong Kong from **Swatow** with 100 lots of fresh vegetables and oil. 7 mail bags and 150 passengers, 14/1/50 while anchored off **Swatow** following discharge of cargo, damaged by shrapnel from two 250-lb bombs dropped by Nationalist aircraft. 12/2/50 with around 100 passengers, 43 Chinese crew and 3 European officers, grounded in heavy weather on Chilang Point (90 m. N. of Hong Kong) and damaged by fire on voyage **Hong Kong-Amoy**. Passengers taken off by *City of Kimberley*. CTL.



WING HING grounded at Chilang Point. As with sister SING HING, forward superstructure has been extended aftwards to provide extra accommodation for passengers and forward derrick has been removed (China Mail 13/2/50).

BARALABA (1950-52) 998/21

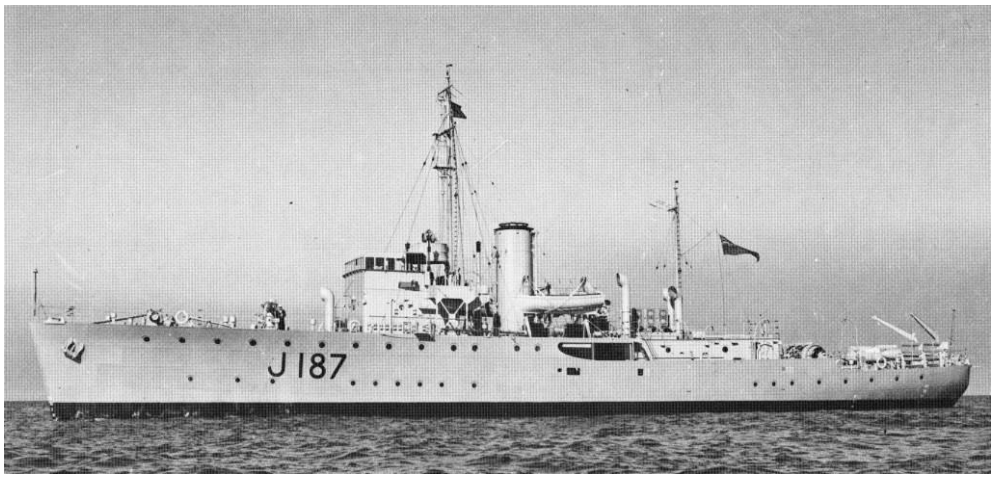
Built by Stettiner Oderwerke, Stettin for Stettiner Neue D/S, Stettin as NURNBERG. 1924 sold to H. Fischer, Oslo r. SOLSKIN. 1/25 sold to Australasian United S.N. Co. Ltd, London (reg. Brisbane) r. BARALABA. 31/5/42-11/2/43 RAN store carrier. 7/4/49 arrived at Sydney and laid up. 9/49 sold to San Ernesto S.S. Co. Ltd (Wallem & Co. reg. owner) (Pan. flag) - 21/9/49 sailed for Hong Kong. 12/50 sold to Lee Hwa Shg Co. 20/2-3/4/51 detained by Nationalist Chinese. 4/6/51 detained by Nationalists off **White Dog Islands, taken to Quemoy**, 17/11/51 released, sailed to Hong Kong. 3/52 sold to INC r. BRENDA. 9/54 sold to Cie de Commerce & de Nav. du Cambodge (Nation Tdg Ltd), Phnom Penh r. BAYON. 15/12/66 sprang leaks outbound from Saigon, anchored and later grounded in Saigon River. 1968 sold to Union Shg Co., Phnom Penh r. BALEINE. 1971 t/f to Meng Heng r. KIRIROM. 1972 sprang boiler leaks after struck in engine room in collision in Inner Roads, Singapore - sold to National Shipbreakers for breaking up at Jurong.



BARALABA in later life as BALEINE fitted to carry heavy logs (Malcolm Cranfield).

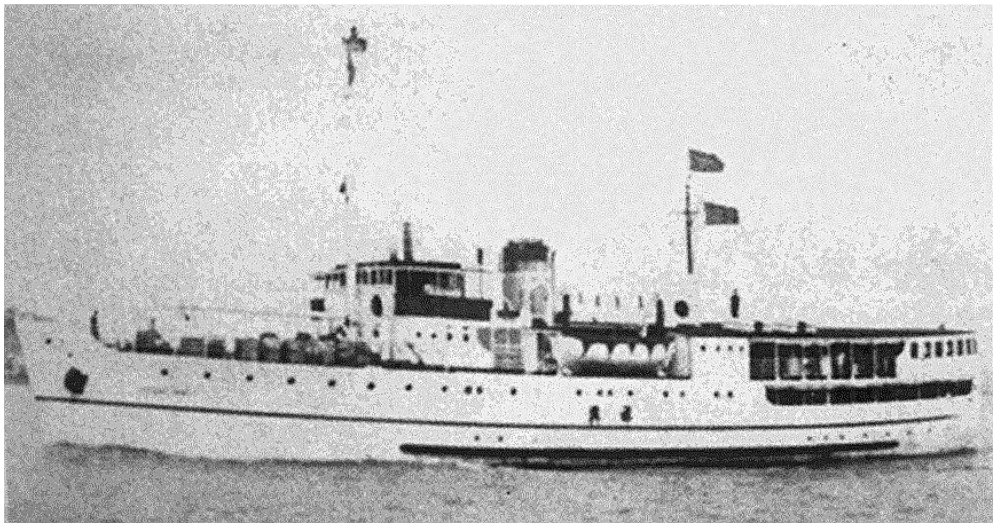
BARINA (1950-53) 560/44 see GREAT EAGLE (1949-50)

CHEUNG HING 祥興 (1950-51) 781/41 (2-sc)
Built by Cockatoo D. & E. Co. Ltd, Sydney for RAN as corvette/minesweeper HMAS BENDIGO. Battle honours New Guinea 1942-44 and Okinawa 1945. 1945-46 21st Minesweeping Flotilla, Hong Kong and Amoy. 27/9/46 paid off at Sydney. 5/47 sold to Ta Hing Co. (Hong Kong) Ltd r. CHEUNG HING. 17/7/47 sailed for Hong Kong for conversion to passenger ferry for Hong Kong-Macao run. 30/3/48 mortgaged for $0.4m. to Central Trust of China, then 29/11/48 re-mortgaged $0.4m to HKSB. 5/3/50 reg. Hong Kong for Ta Hing (Wallem & Co. Ltd mgrs.). 1/5/50 attacked by Nat. gunboat. 5/6/50 attacked by Nationalist warship off **Amoy** on return voyage to Hong Kong (arrived 6/5 with 8 passengers dead). 3-4/7/50 under fire from shore batteries. 9/12/50 mortgage discharged. 12/50 sold to A.H. Carroll, Hong Kong for trading between Hong Kong and **Amoy**. 1953 sold to People's Republic of China Navy, commissioned and rearmed with Soviet weaponry as LOYANG (LUOYANG), said to have been personally inspected three times by Chairman Mao Zedong. 1988 removed from Janes.[https://baike.baidu.com/item/%E6%B4%9B%E9%98%B3%E5%8F%B7%E5%AF%BC%E5%BC%B9%E6%8A%A4%E5%8D%AB%E8%88%B0/10783325?fr=Aladdin]



Yet-to-be-commissioned BENDIGO on acceptance trials (Ross Gillett).

Rebuilt ferry CHEUNG HING at Macao (*Life* magazine).



CHEUNG HING with extra superstructure and looking smart with a white hull and red funnel bearing a white 大 ("Ta") character (HMAS Bendigo Association).

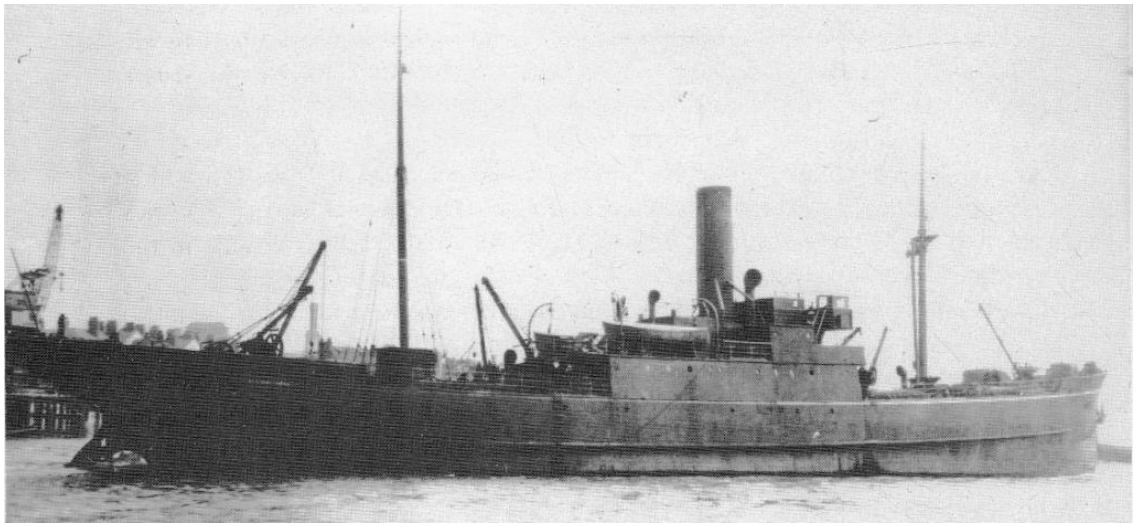
Chairman Mao visiting LOYANG ex CHEUNG HING at Hankow in February 1953 (https://www.163.com/dy/article/HPGVFUOR0546MZVY.html).

ELSIE MOLLER (1950-50) 555/44 ('FS'-type, M)
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 Nav. 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 Nav. 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 Kie Hock's SAMEGO (P. Foxley/SK*)

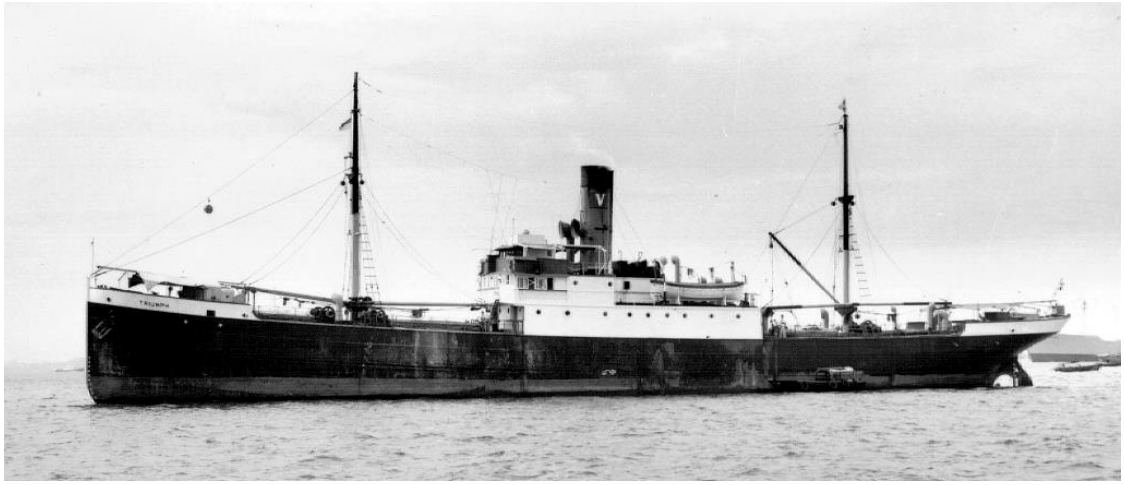
HOLLINA (1950-51) 1141/11

Built by Ramage & Ferguson Ltd, Leith for General S.N. Co. Ltd, London as SWIFT. 1914 req. by RN as Supply Ship No.7 r. DEAN SWIFT. 1919 r. SWIFT. 1929 sold to Aberdeen S.N. Co. Ltd, Aberdeen r. HARLAW. 1946 sold to Min Kiang S.S. Co. Ltd, Shanghai r. MIN CHIH. 1947 sold to Hai Ying S.S. Co. Ltd, Shanghai r. HAI YING. Late-1949 sold to Pacific Union S.S. Co., Panama r. CHEPO. 1950 sold to Far Eastern & Panama Transport Corp. (Wheelock Marden & Co. Ltd. mgrs), Panama r. HOLLINA, 6/1 stranded off Ma Wan on voyage Hong Kong-Canton - refloated. 2/7-6/11/51 detained by Chinese Nationalists. 12/51 sold to Colon Shg Co. S.A. (Hammond & Gaggino mgrs), Panama r. EL BRENON. 1953 sold to Cia Maritima Oriental S.A., Panama. 1958-63 on charter in Indonesian waters. Mid-1959 sold to Victory S.S. Co. Ltd, Panama r. TRIUMPH. 28/8/63 arrived at Hong Kong for breaking up.



HOLLINA as SWIFT (Middlemiss, *The Navvies'* p.42).

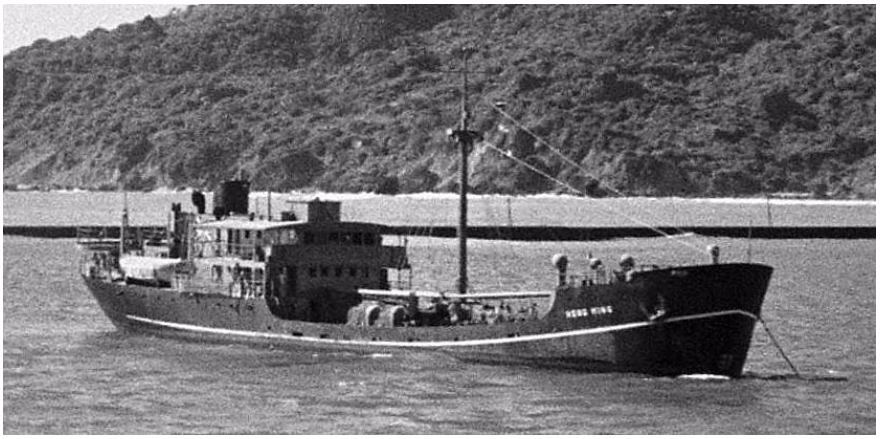
HOLLINA at Singapore c.1958 as EL BRENON (R. Gabriel/H. Dick*)



HOLLINA at Singapore as in her final guise as TRIUMPH (R. Gabriel/H. Dick*)

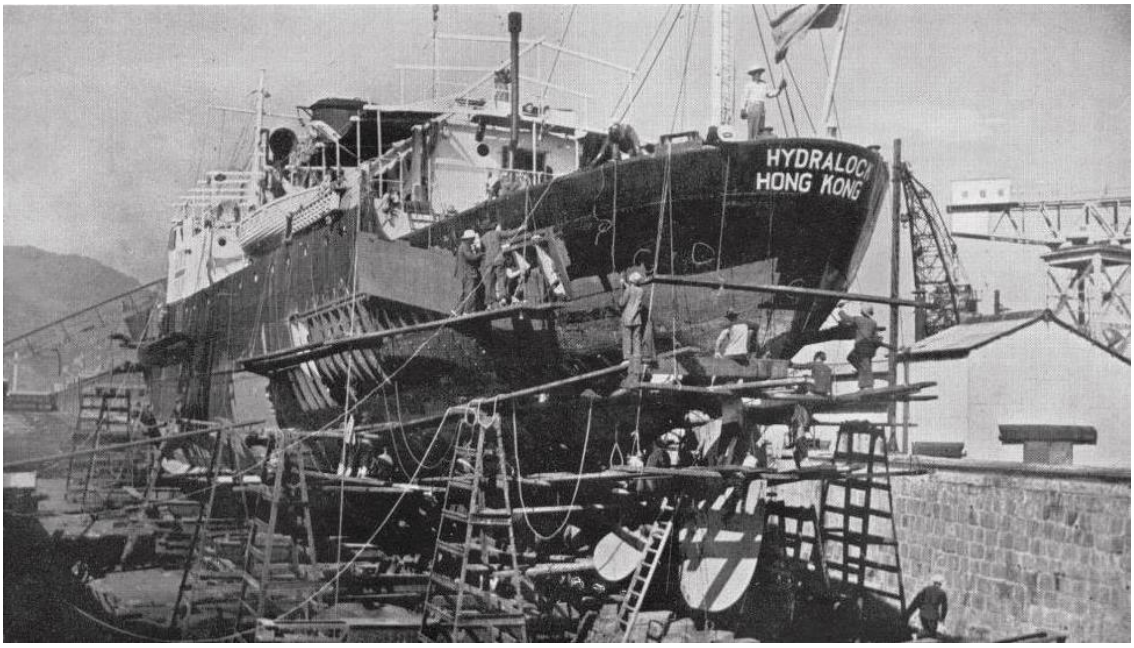
HONG HING (c.1950-51)

Small vessel, details unavailable, presumed operating in the early 1950s Hong Kong to **Swatow** and/or **Amoy** but captured by Nationalist forces, taken to Taiwan.



HONG HING anchored in Taiwan after being captured by the Nationalists c.1951 (https://www.facebook.com/groups/369679013363376/).

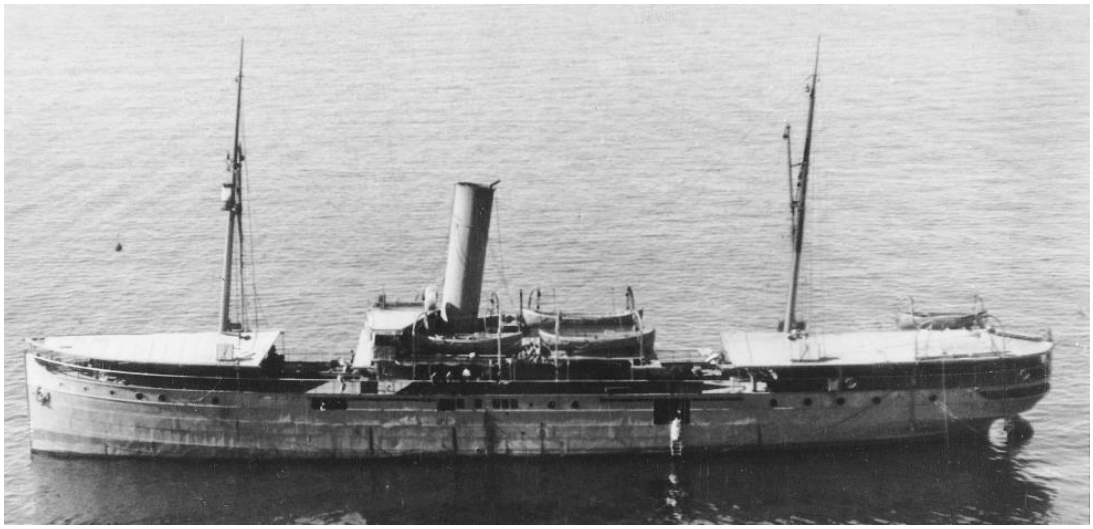
HYDRALOCK (1950-57) 780/41
Completed 3/1/41 by Ferguson Bros, Port Glasgow for RN as corvette HMS HYDRANGEA (K-39). 1947 del. to Wheelock Marden & Co. Ltd. - 1948 reg. at London for Ernest N. Ensor (mgr) as HYDRALOCK. Late-1949 laid up at Penarth after partial conversion by C.H. Bailey Ltd, Barry, 1950 completed conversion. 25/2/57 stranded on Ockseu Is. off **Foochow** while in ballast from Hong Kong, 26/2 abandoned.



HYDRALOCK under maintenance at Taikoo Dockyard (Taikoo Newsletter No.26).

JADE LEAF (1950-52) 219/44 oceangoing lighter
Built by NSW State Dockyard, Newcastle NSW for Australian Government. 1/12/48 sailed Sydney in tow of *San Rafael* (208/45) for Hong Kong, then registered to Cia Navegacao de Macau Ltda (ben. owner A.H. Carroll), Macao. 31/1/50 reg. at Hong Kong to Tongking Shg Co. Ltd. c.1950 sold to Panamanian-flag Chinese owners. c.10/50 arr. Hong Kong from **Fukien**. Also incidents operating **Shanghai-Foochow**. 7/51 Panamanian registry cancelled. 23/8/51 (Thai flag) fired upon on voy. **Hong Kong-Chuanchow**, killing master. NFI. [HK entry is continuous until 15/7/52 del. to Thai owners]

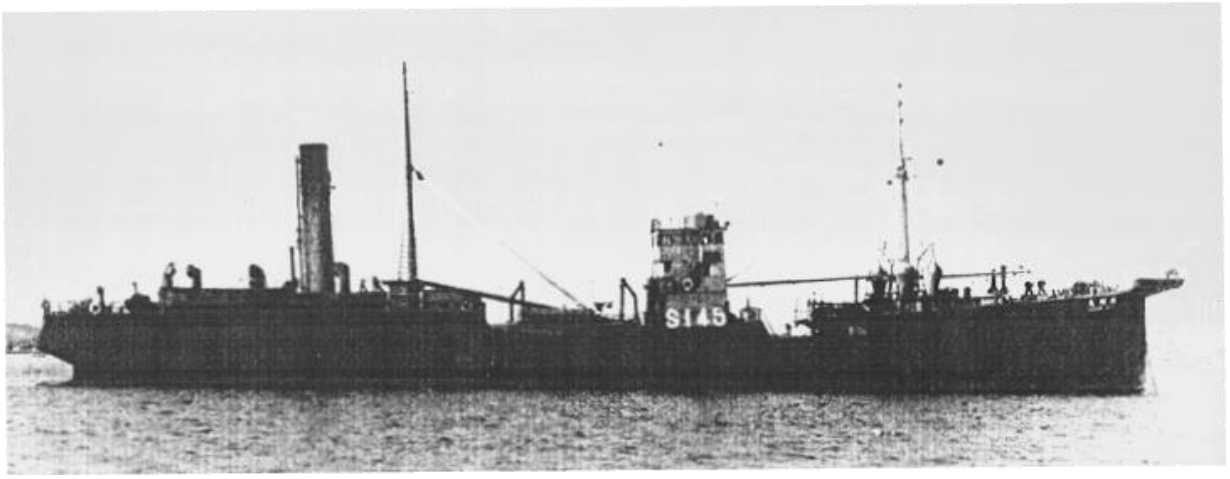
JEEP HEE 捷喜 (1950-50) 1063/02-7 (T3cy)
Built by Nederlandsche Scheepsbouw Mij. N. V., Amsterdam (#45) for Koninklijke Paketvaart Maatschappij, Batavia as GOUVERNEUR GENERAAL DAENDELS. 10/31 t/f to Heap Eng Moh S. S. Co. Ltd., Singapore r. GIANG ANN for Singapore-Java trade. 17/2/42 arrived Fremantle 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 Pang Kwok Liu, Hong Kong, 1/50 r. JEEP HEE operating H**ong Kong-Swatow**. 4/50 advertised **Hong Kong-Amoy direct**. 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)

JOSEPHINE MOLLER (1950-51) 1274/08

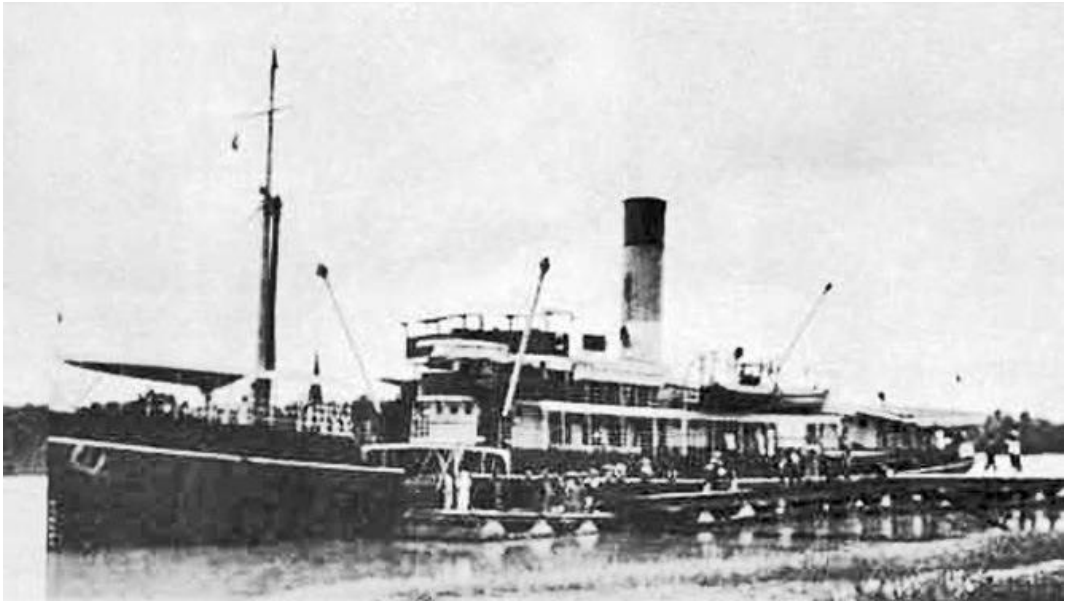
Built by Clyde S.B. Co. Ltd, Port Glasgow for Bellambi Coal Co. Ltd, Sydney for South Coast/Sydney coal trade as BELLAMBI. 10/16 sold to Ballande & Fils, Noumea for Noumea-Sydney trade. 15/9/18 arrived at Sydney for repairs with severe bottom damage after some months stranded on St. Vincent Reef on W. coast of Caledonia. 23/2/19 re-entered service. 1919 r. SAINT JOSEPH. 1921 t/f to Cie Navale de l'Oceanie. 1923 t/f to Hants Foumeaux de Noumea S.A. 1928 owners taken over by S.A. Caledonia. 1931 owners taken over by Soc. Caledonickel. 5/38 sold to MTL - 11/10/38 arrived at Shanghai r. JOSEPHINE MOLLER. 24/12/41 scuttled at Hong Kong - raised by Japanese and cony. to cable layer SAGAMI MARU. 8/45 surrendered and taken over by CMMC. 8/47 rereg. at Hong Kong for N.E.A. Moller. 11/47 t/f to Anglo-Chinese Shg Co. Ltd to whom del. 16/8/50 after recond. by Ishikawajima D.Y. 18/2 attacked by armed junks off Chusan Is. on voyage **Shanghai-Chuanchow**. 10/50 arr. Hong Kong from **Fukien.** 7/51 sold to Great Northern Shg Co. Ltd, Hong Kong r. PLYMOUTH STAR (change of ownership not registered). 19-23/7/51 detained by Nationalist forces at White Dog Is. off **Swatow**. 6/7/52 stranded at **Wenchow** outbound for Ningpo - 10/7 refloated with severe bottom damage and beached for repairs. 30/8/52 arrived at Hong Kong in tow of *Salvalour* (1117/45). CTL. 10/52 sold to local breakers.



JOSEPHINE MOLLER postwar as cable vessel SAGAMI MARU (U.S. National Archives/Peter Cundall).

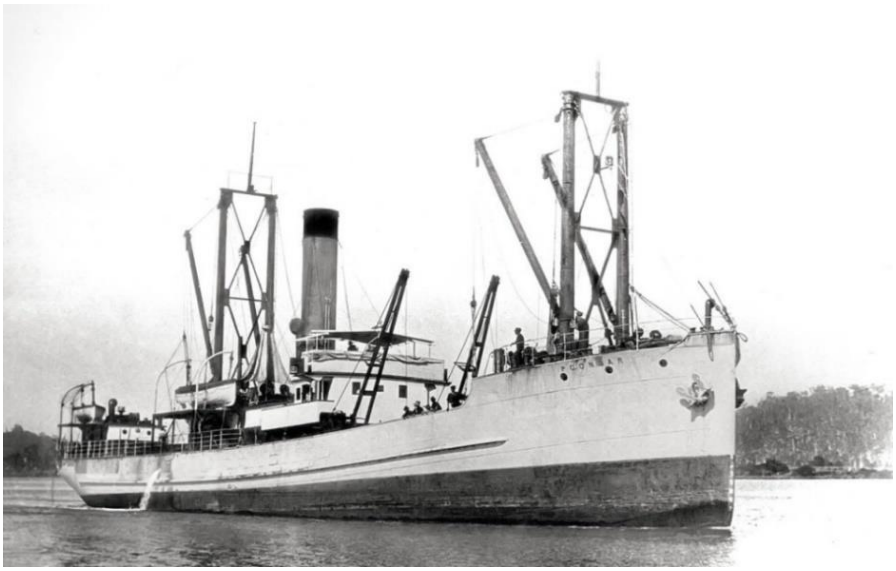
MABUHAY II (officially **MABUHAY**) (1950-c.52) 512/44 ('FS' type) 51.8(o.a.)x9.8m Mx2 Buda diesels Built by Higgins Industries Inc., New Orleans (Yard. No.19) for US Army as FS-153. 5/48 sold to Mabuhay Shg. Co., Philippines conv. into pass ship r. MABUHAY II, 16/6/48 maiden voy. Manila/Odiongan/Masbate/Catbalogan/Tacloban. 12/9/48 arrived Manila with 15 rescued Formosan fishermen. 7/9/48 towed disabled MABUHAY I to Pola Bay, Concepcion, Mindoro. Out of sailing schedules by 8/49. 24/3/50 en route Salomague/Hong Kong. 1950 sold to Oversea Chinese S.S. Co. Inc., Manila (company mail address HK), undergoing further conversion, reported r. MABUHAY A.A. II. II/51 detained by Nationalist partisans at White Dog Island off **Fukien** while trying to run Nationalist blocade to PRC ports. Reportedly then used by Nationalists as floating godown and occasionally to intercept blocade runners. 10/51 released following Philippine government negotiations, and payment of "maintenance charges" of HK$30 million. 12/10/51 arrived at Hong Kong in tow by Prince Salvor (1114/43). 1953 sold to Great Southern SS Co. Ltd., Panama r. HANSON. II/1956 converted to a lighter.

ROC (c.1950-51) 845/11 64.0x10.7m T3cy 1300ihp 132nhp (cabin & deck pass)
Built by Scotts' S.B. & E., Greenock (#434) for Straits S.S. Co. Ltd, Singapore for Singapore-Penang line as KRIAN, 8/7/11 arrived at Singapore. Late 1939 switched to Singapore-Belawan line. 11/41 allocated to Secret Training School, SOE Orient Mission, Tanjong Balei, Singapore. 3/2/42 departed Singapore via Pulau Durian (delivery of SOE supplies) and Palembang to Batavia (8/2), thence 17/2 to Colombo (28/2), where 3/42 Colombo-Tuticorin ferry service; 29/6/43-13/1/44 under repair at Colombo; 27/1 at Calcutta to complete repairs then 8/2 in service Calcutta-Chittagong. 1/10/45 Calcutta via Penang to Singapore (11/10) [BT 389/18/60]. 26/10/45 resumed coastal trade in f/nightly service to Kelantan (Tumpat). 10/47 (still as coal-burner) sold to An Lee Nav. Co. Ltd, Shanghai r. HAI ZIANG. 1950 sold to Colon Shg Co. S.A., Panama r. ROC. Ca.21/4/51 detained in **Taiwan Straits** by Chinese Nationalist Navy for carrying PRC cargoes, reported later in use by Nationalists navy as hospital ship, NFI, 1954 RLR.



ROC as KRIAN when operating for Straits S.S. Co. (clydeships.co.uk).

SAN ERNESTO (1950-51) 909/13 (2-sc. x T3cy)
Built by Murdoch & Murray Ltd, Port Glasgow for North Coast S.N. Co. Ltd, Sydney as POONBAR. 3/27 sold to Hammond & Co. Ltd, Sydney for (Hobart)-Sydney-Brisbane trade. 11/27 laid up at Sydney. 2/28 sold to Ivan Nelson and reg. t/f to Brisbane. 6/37 rereg. at Sydney to Nelson & Robertson Pty Ltd, Sydney and chartered to John Burke Ltd for Qld trade. 1946 laid up. 2/47 sold to San Ernesto S.S. Co. Ltd (John Manners & Co. Ltd, HK), Panama flag and 17/7/47 sailed Sydney as SAN ERNESTO. 10/49 sold to Agarwalla (reg. owner Wallem & Co.)(Pan. flag). c.10/50 arrived at Hong Kong from **Fukien**. 4/51 scrapped at Hong Kong by Shun Fung Ironworks.



SAN ERNESTO as POONBAR (clydeships.co.uk).

TAIKINSHAN (c.1950-52) 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 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 Tai Ping S.S. Nav. Co. Ltd, Hong Kong r. TAIKINSHAN. 25/6/51 seized by Nationalists - 1/52 released after cargo confiscated. 17/1/52 stranded on Paracel Is. on voyage **Swatow**-Singapore and broke back - 9 crew lost.

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

TORINA (1950-51) 573/44 ('FS' type, M 1000hp)
Built by J.H. Mathis Co., Camden N.J. (#153) for U.S. Army as FP-315. 1944 r. FS-315. 8/47 sold to CNRRA Waterways Transport, Shanghai r. IRIS. 194? r. CHIEN NAN. 1949 sold to Chinese owners (Pan. flag) r. MAIDOVA. 1950 r. TARZAN. 6/50 reg. at Hong Kong for Whangpoo S.S. Co. Ltd (Wheelock Marden & Co. Ltd) r. TORINA. 22/8/50 heavily shelled by Nationalist forces near **Amoy**. 20/12/50-c.5/1/51 detained at **Swatow**. 4/51 sold to Chan Hoon Ho, Singapore. 11/52 t/f to Far East Corp. Ltd, Singapore. 6/58 r. EASTERN PHOENIX. 12/59 sold to Phoenix Ent. Co. Ltd, Hong Kong. 1963 sold to Palembang Shg Co. Ltd (Kie Hock Shg Co. Ltd, Singapore mgrs), Panama r. TONG SOON. 1965 t/f to Cia de Nav. Hilton S.A., Panama r. KALANI. 1967 r. SAGABA. 1978 principals bankrupt. 1984 broken up at Hong Kong.

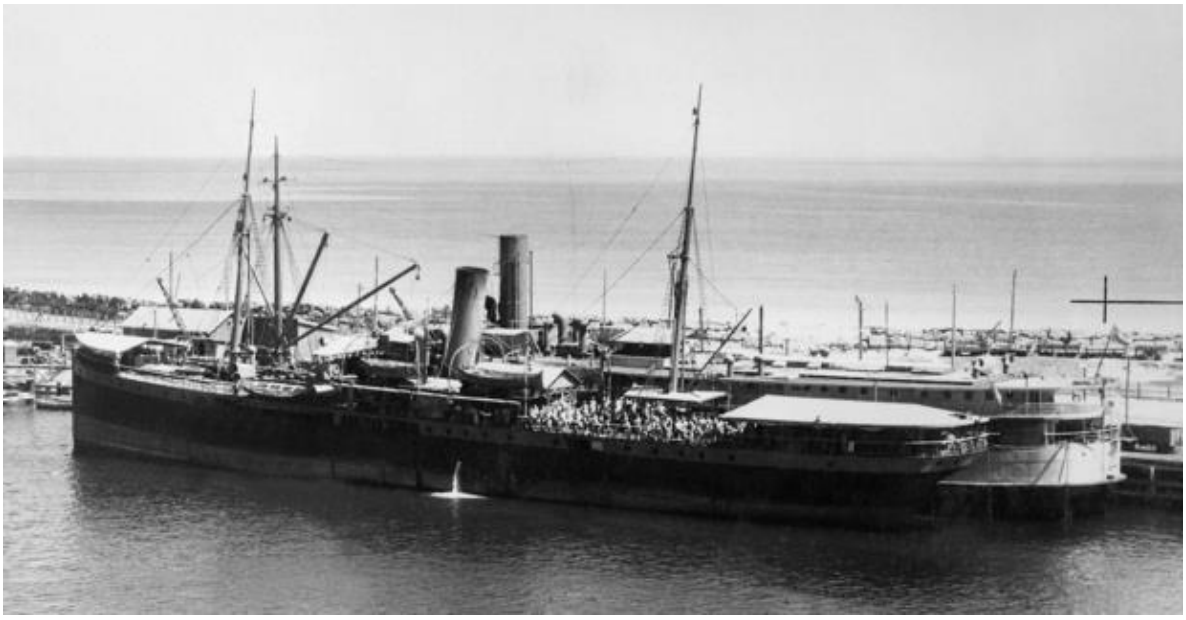
VULTURE (c.1950-51)
Small steamship, details unavailable, presumed operating in the early 1950s Hong Kong to **Swatow** and/or **Amoy** but captured by Nationalist forces, taken to Taiwan.

VULTURE alongside ROC anchored in Taiwan after being captured by the Nationalists c.1951 (https://www.facebook.com/groups/196302624844881/).

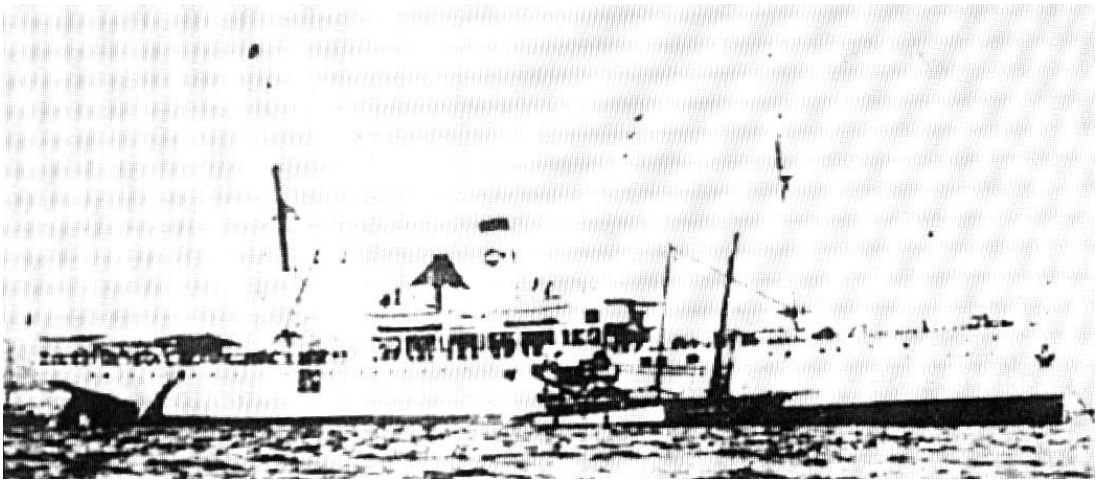
EDENDALE (c.1951-55) 1625/97-9 84.9x11.2m T3cy 11k

Built by Wigham Richardson & Co, Newcastle (#333) for N.V. Koninklijke Paketvaart Mij., Batavia as VAN SWOLL. 2/8/29 laid up at Tanjung Priok. 1/30 t/f to Heap Eng Moh S.S. Co. Ltd, Singapore for Singapore-Java trade r. EDENDALE. 22/2/42 ex Tanjung Priok for Fremantle (3/3). 5/42 Australian Shg Control Board declined charter. 1/44 extensive repairs completed at Fremantle (£58,283). 9/2/44 bareboat charter to ASCB and loaded for Adelaide and Sydney under AUSN management for service Sydney/N. Queensland. 25/12/45 at Sydney. 21/1/46 redelivered at Sydney to MOWT - 19/2/46 sailed via Brisbane, Bowen for Singapore. 14/8/46 redelivered to owners. 7-10/46 Bangkok rice trade. 10/46 on charter to Netherlands Indies Government (KPM mgrs.). 11/49 resumed HEM sailings Singapore-Java via Riau islands. 6/51 sold to Winly Nav. Co. Ltd (Jebshun Shg Co. Ltd mgrs), Hong Kong for **HK-Swatow** trade. 30/12/50 stranded on mudbank outside **Swatow** – 15/1/51 refloated by Mollers' *Prince Salvor*. 19/1/55 after arrival from Hong Kong with general cargo and despite Union Jack markings bombed and capsized in Swatow harbour by three Nationalist aircraft, crew rescued, ship dragged into shallow water and beached. 3/55 wreck offered for sale by tender.

EDENDALE departing builders as VAN SWOLL (mahisdata.nl).



EDENDALE alongside Swire Yangtse steamer WHANGPU at Fremantle, 1942 or 1943 (AWM303224).



EDENDALE as appeared shortly before demise (SCMP 31/1/55).

INCHISLAY (1951-59) 1941/43
Built by Walter Butler Spldrs Inc., Superior (Wi) for WSA and b/b chartered to MOWT (Witherington & Everett, Newcastle mgrs) as ASA ELDRIDGE. 4/47 sold to MOT (same mgrs). 4/51 sold to Williamson & Co. r. INCHISLAY - 1/52 reg. at Hong Kong for charter to PRC for **Shanghai-Foochow** route. 23/9/52 looted of cargo by Nationalist gunboat and junks off Wenchow**.** 26/6/56 seized by Indonesian corvettes for illegal entry to Sulawesi - taken to Surabaya where later released. 11/59 sold to Haitong S.S. & Tdg Co. Ltd (China Pacific Co. Ltd), Hong Kong r. CEYLON. 9/62 sold to Ta Hing Co. (HK) Ltd, Hong Kong but resold to P.T. Mask. Pel. "Sang Saka", Jakarta r. SANG BALIM. c.1966 r. SANG PERKASA. 1969 sold - presumed to Taiwan breakers.

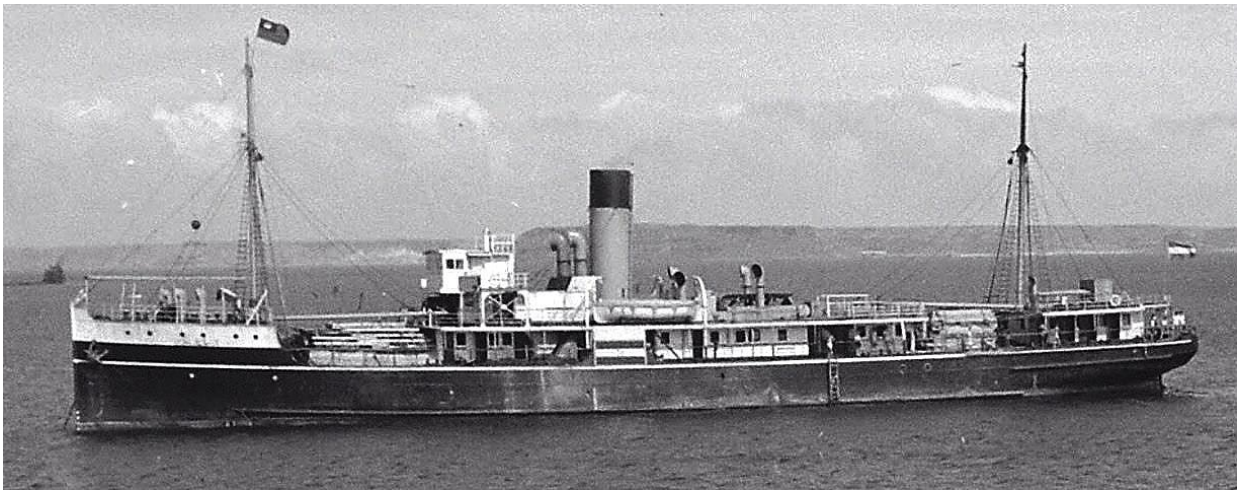
INCHISLAY in the Irrawaddy (Tom Rayner).

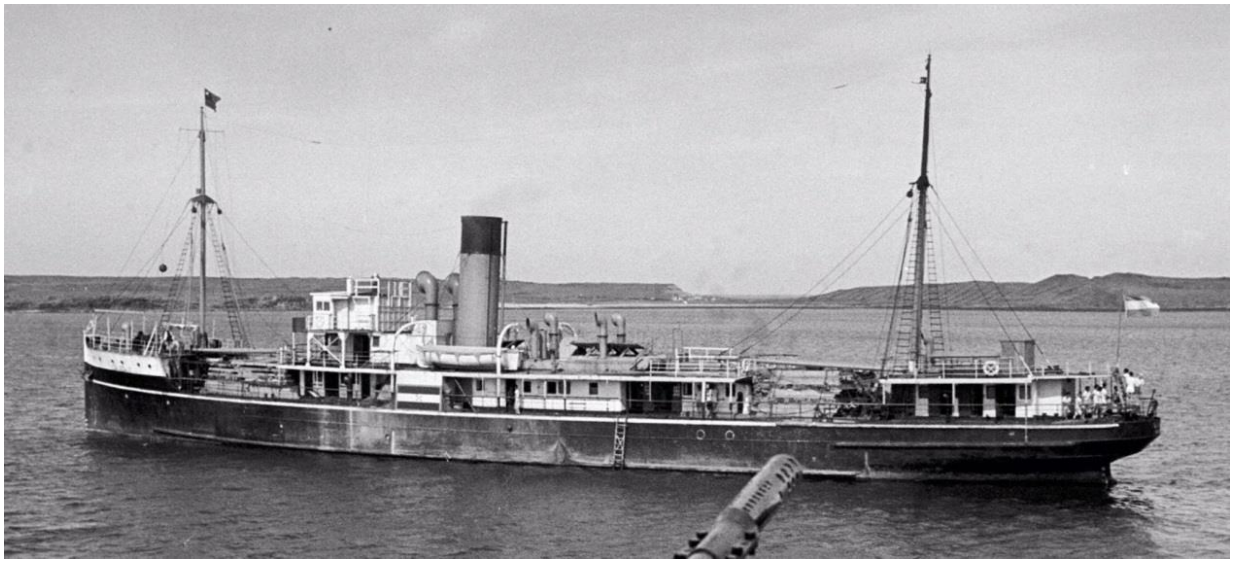
INCHULVA (1951-59) 1953/43
Built by Walter Butler Sbldrs Inc., Superior (Wi) for WSA and b/b chartered to MOWT (Wm Cory & Son Ltd, London mgrs as ELKANAH CROWELL. 4/47 sold to MOT (same mgrs). 3/51 sold to Williamson & Co. r. INCHULVA. 1/52 reg. at Hong Kong for charter to PRC for **Shanghai-Foochow** route. 19/8/57 badly damaged by stranding on Lantung Is. off Sumatra. 11/59 sold to Hemisphere Shg Co. Ltd (Ocean Tramping Co. Ltd), Hong Kong r. HANSFORD. 6/60 t/f to People's Republic of

China r. HO PING 77. 1967 t/f to Bureau of Marit. Tpt Admin., Shanghai r. ZHAN DOU 77. 1984 r. HE PING 77. Still listed LR 1990/91.

ELKANAH CROWELL at Cardiff Docks (Leslie W. Hansen/Nat. Museum Wales).

LILY (1951-51) 1160/12 68.6x10.7m T3cy 325h.p.
Built by Greenock & Grangemouth Co. Ltd, Grangemouth (#337) for North Coast S.N. Co. Ltd, Sydney as cargo-passenger ship PULGANBAR for Sydney-Coffs Harbour-ByronBay line. 1944 sold to Australian Government. 3/11/42 requisitioned in Sydney and allocated to USAF for use as a storeship in New Guinea. 6/43 sold to Australian Government, 1944 class withdrawn. Early 1946 laid up at Newcastle, NSW/ 6/46 sold by tender with other vessels to broker A.J. Ellerker. 1947 sold to Fu Chan, Canton r. YANGTZE RIVER. 12/48 sold to C.N.S. Burns, Hong Kong (reg. Honduras) r. TAMARA. 9/49 sold to Kwong Sing Shg Co., Honduras. 30/12/49 sailed Newcastle for Hong Kong,a rriving 26/10/50 (sic). 1951 sold to Lily Lee, Honduras r. LILY. 16/6/51 detained by Nationalist forces in **Taiwan Straits**. 1952 broken up at Kaohsiung. [The slow voyage Newcastle-HK is recounted by H. Dick in 'The Log', Aug. 1994, pp. 124-26].

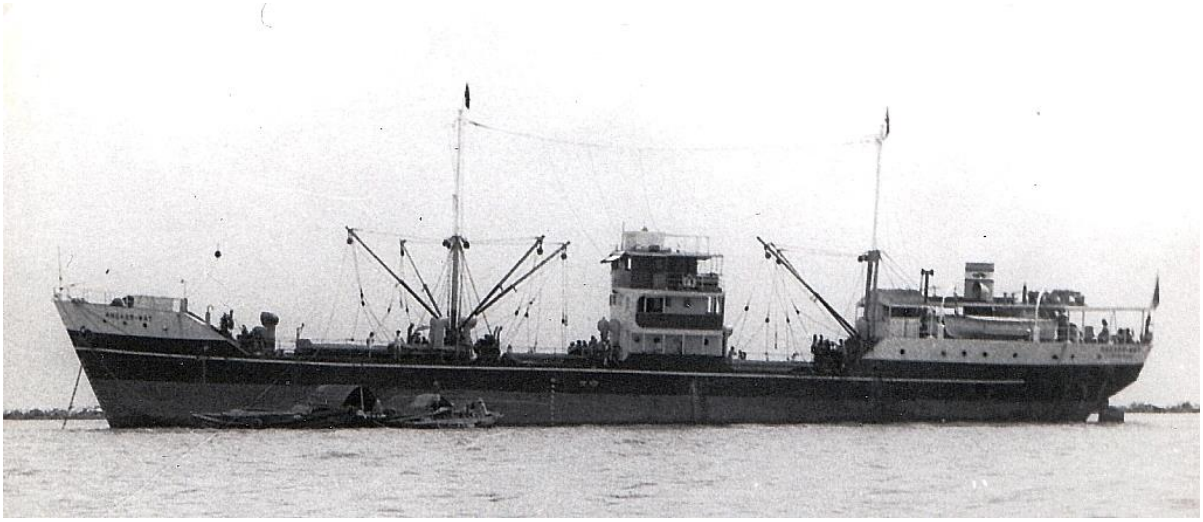




LILY after capture by Nationalist forces (https://www.facebook.com/groups/369679013363376/).

PLYMOUTH STAR (1951-52) 1274/08 see JOSEPHINE MOLLER (1950-51)

TALUEI (1951-51) 882/44 (cony. tkr) 60.0x9.50m M430bhp
Built by Harima Zosensho, Aioi (#86) for Kyoei Tanker K.K., Kobe as RYUEI MARU No. 2. 1949 sold to Det Ostasiatiske Kompagni, Copenhagen (reg. Bangkok) r. TALUEI. 1/51 sold to John Manners & Co. (Pan. flag). 4/51 t/f to Soc. Oriental de Transporte & Armazens Ltda, Macao. 10/7/51 gunned and ransacked by Nationalist Chinese junks. 1951 r. LINDA. 1952 t/f to Isabel Nav. Co. S.A., Panama r. ISABEL. 7/54 sold to Etab. Tan-Pa & Fils, Pnom Penh (reg. Saigon) r. ANGKOR-VAT. 25/4/73 heavily damaged by Khmer Rouge shelling near Neak Luong on Mekong River - rep. gutted by fire and sank.



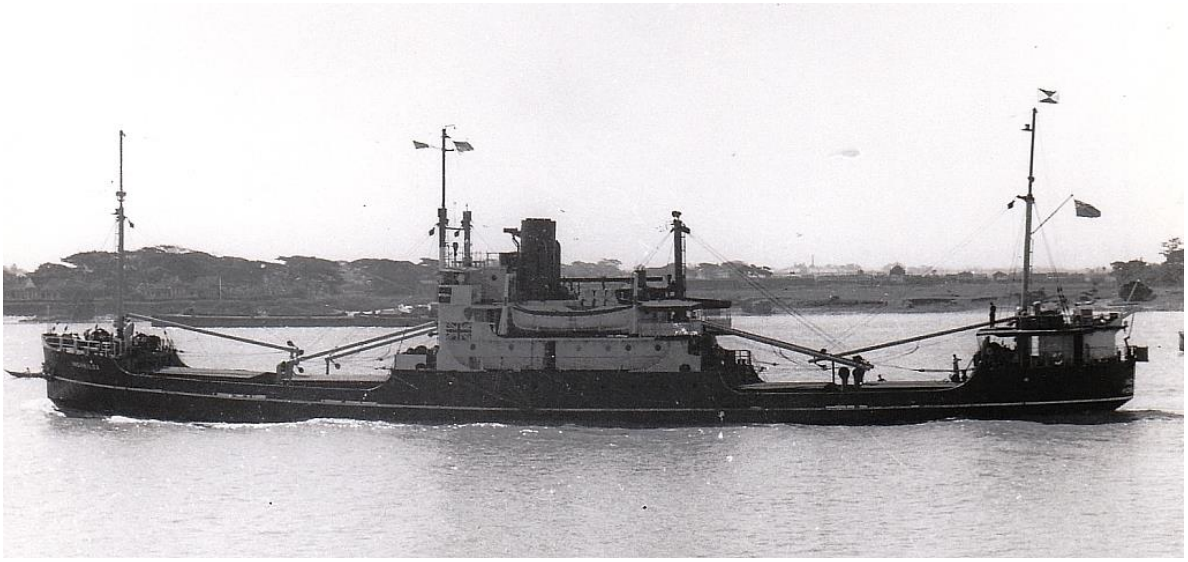
TALUEI after sale as ANGKOR-VAT (Tom Rayner).

THORNCOMBE (1951-54) 180/43-11 see **LUCY MOLLER** (1948-51)

INCHARRAN (1953?-55) 3539/44-11 (T3cyl - Central Marine Engine Works, 11k) 328 x 46.6'
Built by Wm Gray & Co. Ltd, West Hartlepool for MOWT (Lambert Bros Ltd, London mgrs) as EMPIRE LABRADOR. 10-/44-4/45 in NE-Thames coal trade. 10/4/45 allocated to military service (SEA theatre) as crane ship and 22/4 sailed Mersey for Madras and Calcutta (Hall Line), then Bay of Bengal service. 5/3/46 arrived Singapore for use as 'resident crane ship'. 5/46 sold to S.T. Williamson and c.31/5 delivered at Singapore. 27/6 at Hong Kong, then HK-Haiphong trade. 9/46 reg. at Hong Kong for STW. 11/46 HK-Keelung trade. 9/47 r. INCHARRAN. 24/9/47 del. at Cairns (Qld) on charter to ASB. 4/48 t/f to ISSC. 23/12/49 at Sydney redel. to owners. 1/5/50 on voyage Hong Kong-Macao intercepted by Communist warship but released on intervention of *HMS Mounts Bay*. 12/2/53 fired on by Nationalist LSTs off Shanghai. 13/11/54 detained by Nationalists on voyage **Shanghai-Foochow**. 4/5/55 fired on by Nationalist forces. 5/55 sold to ICSNC r HOSANG. 10/68 sold to Golden River Shg Corp., Panama r. GOLDEN RIVER. 7/4/70 delivered to breakers at Sakaide (Japan) [addit. details from BT 389/16/16].

INCHARRAN stranded at an unstated location (Peter Foxley).

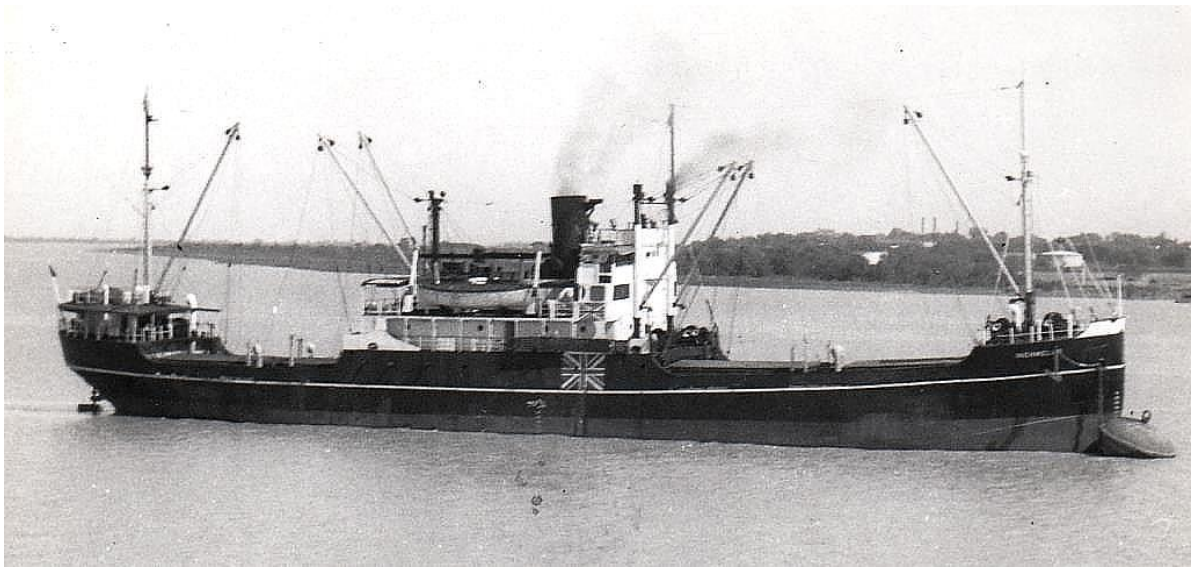
INCHKILDA (1953-59) 1908/43
Built by Pennsylvania S.Y. Inc., Beaumont (Tx) for WSA as SAMUEL YEATON. 1944 b/b chartered to Royal Netherlands Gov't (N.V. Kon. Paketvaart Mij, Amsterdam mgrs) r. FORT WILHELMUS. 21/10/44 stranded on Neale Reef (Qld). 9/46 sold to Royal Netherlands Gov't (same mgrs). 3/47 sold to mgrs - 1948 r. ORO BAAI (used in Indonesian waters as collier). 30/6/53 del. to Williamson & Co., Hong Kong r. INCHKILDA for charter to PRC. 26/7/53 seized and looted by gunboats 100 m. W. of Formosa Strait - released on intervention of HMS Unicorn. 24/8/54 strafed off **Matsu**. 7/9/54 strafed off **Amoy**. 17/10/54 shelled in Formosa Strait by unidentified warship. 11/59 sold to Shun Cheong S.N. Co. Ltd, Hong Kong r. JULIANA. 4/60 r. TAIFOOKLOY. 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 breakers.



INCHKILDA (Tom Rayner).

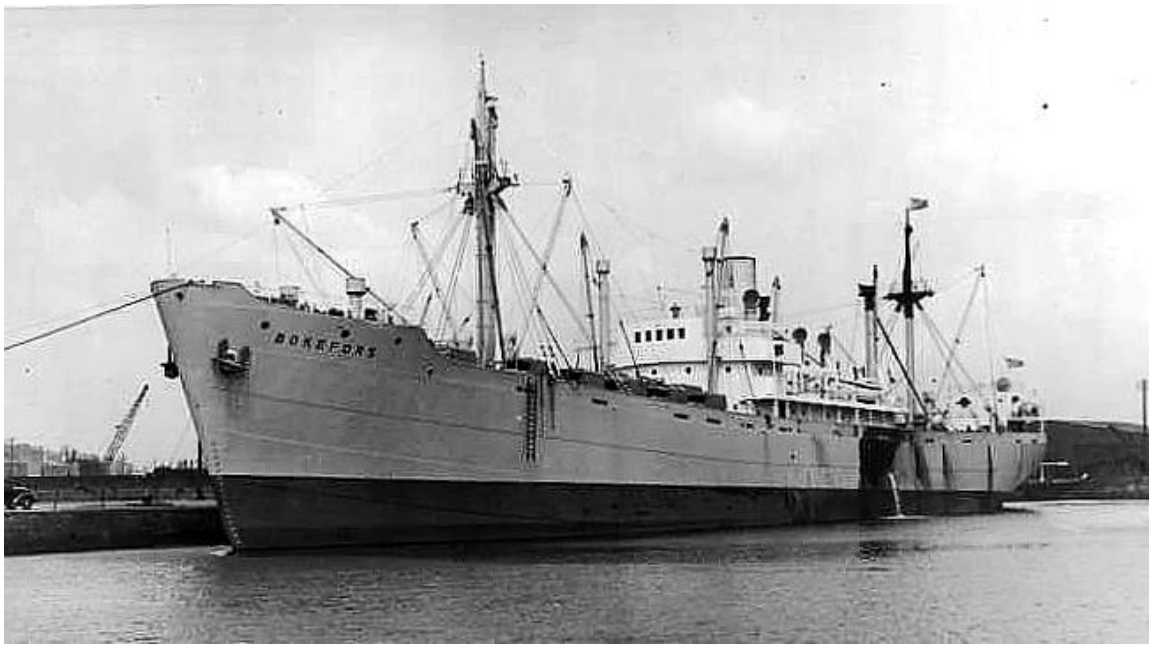
INCHWELLS (1953-59) 1896/44

Built by Ingalls S.B. Corp., Decatur (Al) for WSA as JAMES A. LITTLE. 1944 b/b chartered to Royal Netherlands Govt (N.V. Kon. Paketvaart Mij, Amsterdam mgrs) r. FORT AMSTERDAM. 10/46 sold to Royal Netherlands Govt (same mgrs). 3/47 sold to mgrs - 1948 r. BUNA BAAI (used in Indonesian waters as collier). 29/12/52 sold and 3/53 del. to Williamson & Co., Hong Kong r. INCHWELLS for charter to PRC for **Shanghai-Foochow** route. 14/11/54 ransacked off Foochow. 3/6/55 strafed by aircraft while entering **Foochow**. 9/7/55 struck by bomb and strafed at mouth of Min River on voyage **Foochow-Shanghai**. 11/59 sold to Cia de Nav. Victoria Neptuno S.A. (Teh Hu S.S. Co. Ltd, Hong Kong), Panama r. AMARITA. 1968 sold to Pumoo S.S. Co. Ltd, Seoul. 8/70 rep. sold to Taiwan breakers.

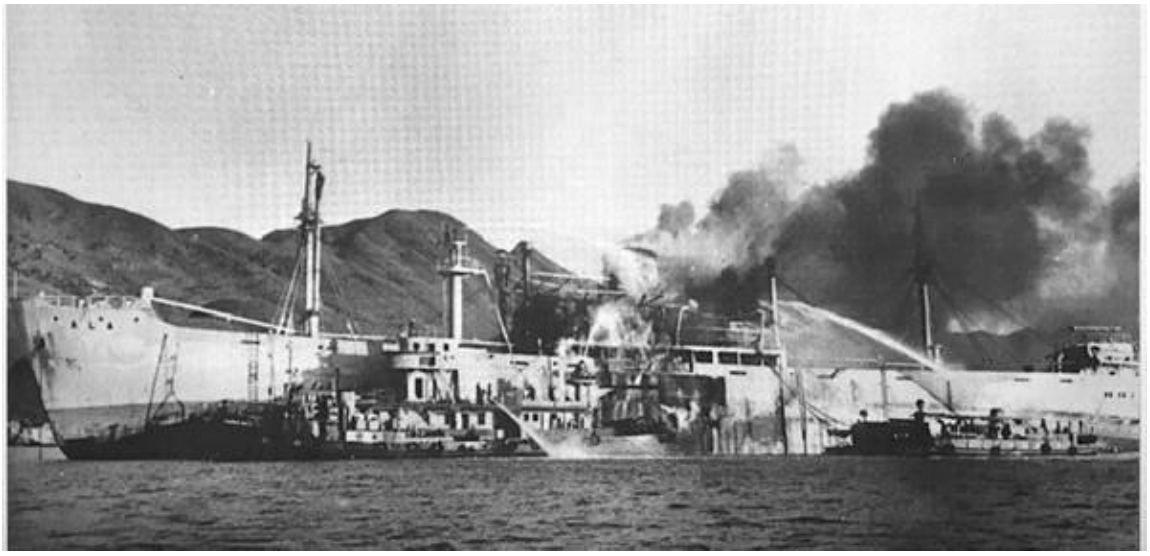


INCHWELLS (Tom Rayner).

ALA (1956-56) 2830/46 Hansa ‘B-type’
Laid down by Aalborg Vaerft. A/S, Aaalborg for Hamburg-Amerika Linie as NOBISTOR but seized by Danish Govt and launched 1/6/45 as KEGNAES. 1946 sold to Red. A/B Soya (0. Wallenius mgr), Stockholm r. TRAVIATA. 1947 sold to Red. A/B Clipper (Einar Hansen mgr), Malmo r. BOKEFORS. 1948 t/f to A/B Allhems Forlag (Red. A/B Clipper mgrs). 1953 sold to E.B. Aaby's Red. A/S, Oslo r. ALA. 1956 sold on H.P. to Ta An S.S**.** Co. 29/10/56 on fire 50 m. off Hong Kong inbound from **Swatow** - abandoned**.** Later taken in tow and 30/10 beached in Junk Bay, Hong Kong where 2/11 fire extinguished. CTL. Hulk sold to Wheelock Marden & Co. Ltd, Hong Kong, towed to Japan, cut in two, given new engineroom r. MOONLOCK. 1957 t/f to Far Eastern & Panama Transport Corp. (Wheelock Marden & Co. Ltd mgrs), Panama r. MOON. 17/11/60 sank off SW tip of Shikoku (32.15N, 133.17E) after collision with *Nisshun Maru* (9999/55) on voyage Sandakan-Osaka.

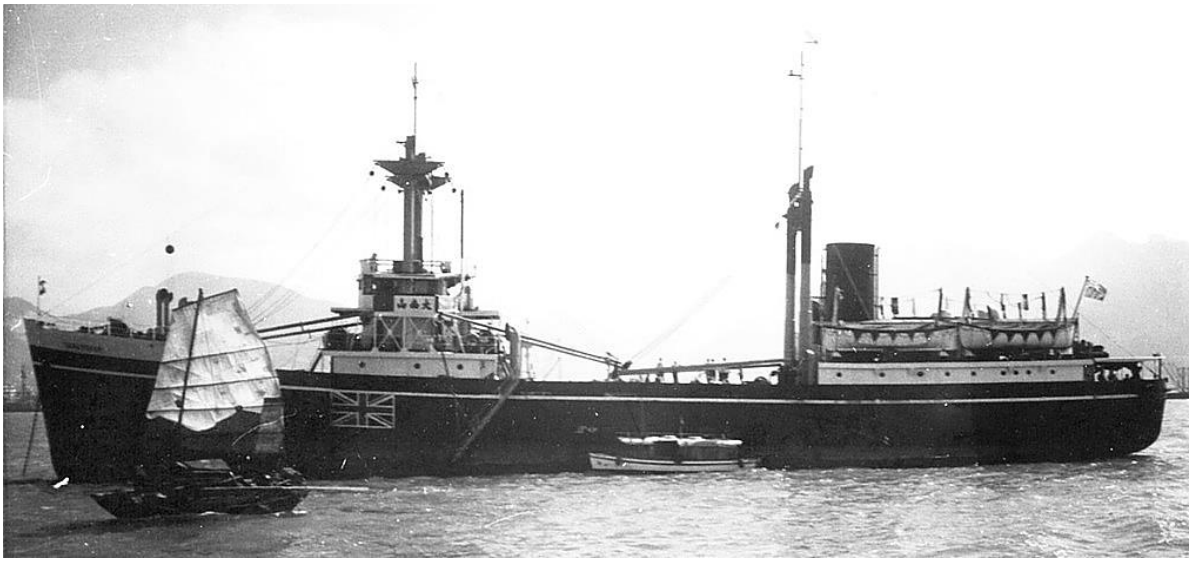


ALA as BOKEFORS (liverpoolmuseums.org.uk).



ALA on fire in October 1956 (shipsnostalgia.com).

TAINAMSHAN 大南山 (1961-62) 984/45-8 68.4(o.a.)x11.2m T3cy 10k
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 Tai Ping S.S. Nav. Co. Ltd, Hong Kong 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).

The Post-1978 Renaissance

The accession to power of Deng Xiaoping in 1978 resulted in major changes to China's shipping arrangements, as the bans on non-state controlled shipowning and the raising of capital for commercial purposes were lifted. The movement of people became easier even though at the time of writing (2021) it remains still somewhat constrained by the regional residency system. Nonetheless, seaborne passenger travel out of Guangzhou and Hong Kong to coastal ports further north enjoyed a resurgence from 1980, notably fostered by the local authorities in the provinces of Guangdong and Fujian and ports such as Shantou, Xiamen, and the newly established (1988) city of Shanwei.

Prominent early operators in this period were the local government-sponsored Guangdong, Hong Kong & Macao Navigation Co. (GHMNC) and Fujian Province Shg Co. (FPSC) but these were soon supplemented by other, smaller private operators. The employment of ships, often second- or third- hand vessels from European owners and the services tended to change frequently, probably reflecting the low profitability of operations, but some vessels appeared well suited to their routes and lasted for close to 20 years.

Eventually the technology became outmoded – by the turn of the century the mainland motorway networks had become extensive and bus travel was deregulated, offering cheaper and faster forms of travel, together with low-priced air travel for the top of the market. Some of the ships were transferred to Panamanian registry for use on casino cruises out of Hong Kong which had become popular, while others were sold for use out of Shanghai and in North China, but the majority soon ended up in scrap yards and were not replaced, essentially finally ending the northward passenger shipping services dating back to 1860. The final holdouts in the 21st century were *Tong Hu* to Shantou, *Hai Da* to Shanghai, and *Jimei*, the former *Prinsesse Ragnhild*, for many years continuing to sail to Xiamen, even under the Panamanian flag, but her owners ultimately finding operating as a casino ship to be a more attractive proposition.

The post-1978 ships, often of smart appearance, made attractive material for ship photography of the time, and we have been fortunate that one of the most enthusiastic photographers, Donald Anderson, has made available his photographs for us to use. We would welcome further contributions of information and photographs that add materially to or correct what we have published below.

Post 1978: Hong Kong-Shantou (Swatow)

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 sealed for the delivery voyage (faergelejet.dk).

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

NAN HU 南湖 (1983-92, c.1994-c.03) 4201/61 see **TAIWAN** (HK-Taiwan 1970-72)

NAN HU at Hong Kong August 1988 (B. Fisher).

NAN HU in June 1991 (Donald Anderson).

Above 2: NAN HU at Hong Kong in January 1995 (Donald Anderson).

TONG HU 潼湖 (1984-20??) 6476/64 see **GULANGYU** (HK-Xiamen 1979-84)

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

TONG HU departing Hong Kong in March 1994. Funnel has a buff-coloured top and base (Donald Anderson).

TANGPAKORN/LONG HU 龙湖(1984-88) 4478/67

Built by Harland & Wolff, Belfast for Belfast S.S. Co. Ltd, Belfast as ULSTER PRINCE. 1978 t/f to P&O Ferries Ltd, Belfast. 1982 sold to Panmar Ferries Services Ltd, Limassol r. LADY M. 1984 sold to Varsity S.A., Panama and subsequently to Chinese-flag owners at Shantou, r. TANGPAKORN but also showing Chinese name LONG HU on hull. Subsequently officially reg. at Shantou as LONG HU, while still also showing name TANGPAKORN. 1988 sold to Ching Hing Ltd (Shun Tak Shg & Chyau Fwu conglomerate mgrs), Nassau for use as a casino ship including on route Kaohsiung-Macao, r. MACMOSA. 1995 r. NEPTUNIA II, then NEPTUNIA, still reg. Nassau, g.t. 6008. 1995 sold to Panther Marine Corp., Panama r. PANTHER. 2000 r. VATAN. 2000 sold to Manar Marine Services Inc., Panama r. MANAR. 24/3/04 beached at Alang for demolition.

Shantou-registered TANGPAKORN/LONG HU at Hong Kong in November 1985 and (lower) probably awaiting sale, July 1988 (both Donald Anderson).

As MACMOSA made at least one voyage, in September 1989, from Macao to Kaohsiung for a company managed by Shun Tak Shg & Chyau Fwu, but appears mainly to have been used as a casino ship (Donald Anderson).

JIN HU 金湖 (1993-00) 5625/68

Built by Uddevallavarvet, Uddevalla for Svenska Statens Jarnvager, Trelleborg as DROTTNINGEN. 1977 sold to Federal Arab Maritime Co., Alexandria r. ALZAHRAA, rebuilt with improved roll-on roll-off capacity. 1984 sold to Strintzis Lines Co. Ltd, Limassol r. IONIAN VICTORY. 1985 sold to Freeway Nav. Ltd, Limassol r. PALOMA. 1990 t/f to Freeways Shg. Co. Ltd, Piraeus. 1991 sold to Davia Shg N.E., Piraeus. 1993 sold to Guangdong Shantou Nav. Co., Shantou r. JIN HU. 2000 sold to Shantou Nav Co., Panama. 2001 sold to Wealthy Bright Holding Ltd, Panama. 12/04 arrived at Xinhui, Guangdong for demolition by Zhong Xin Shipbreaking & Steel Co.

JIN HU in early colour scheme (Johan van Delden).

JIN HU's updated colour scheme, January 1995 (Donald Anderson).

JIMEI (for Xiamen) and JIN HU (for Shantou) at the China Ferry Terminal (Donald Anderson).

Post 1978: Hong Kong-Xiamen (Amoy)

GULANGYU 鼓浪屿 (I) (1979-84) 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 FPSC, 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.

GULANGYU in January 1981 (Donald Anderson).

GULANGYU (I) in September 1981 (Donald Anderson).

JIMEI 集美 (I) (1981-82) 4201/61 see **TAIWAN** (HK-Taiwan 1970-72)

JIMEI (I) in February 1981 (Donald Anderson).

JI MEI 集美 (II) (1983-??) 7695/66

Built by Kieler Howaldtswerke, Kiel for I/S Jahre Line, Sandefjord as PRINSESSE RAGNHILD. 1980 r. JANINA. 1981 sold to Amatista Shg Corp, Monrovia r. AMATISTA. Resold same year to Chinese owners believed to be Shanghai Jin Jiang Shg Co., Shanghai r. JIN JIANG. 1983 sold to XSC r. JI MEI. 1999 sold to Xiamen Lutonh Shg Co., Xiamen, grt reported as 9878. 2000 sold to Sky High Fortune Maritime Inc., Panama still for use on sailings to Xiamen, but later as a casino ship in Cambodian waters, unknown flag and owners. 10/4/22 sank in Laccadive Sea at 09.08.29N,076.11.17E while under tow by *ASL Leo* (1714/15) to Alang for breaking.

JI MEI (II) at Hong Kong in her prime on 26 April 1987. Name written on hull as one word (simonwp@shipspotting).

JI MEI (II) in February 1995 (Donald Anderson)

JI MEI (II) in April 1999 (Donald Anderson).

JI MEI (II) in February 2002. The *hanzi* from right to left read ‘Jimei mailship’ (SK*).

JI MEI (II), funnel top now solid blue, flying the Panamanian flag at central Xiamen on 31 July 2007 (SK*).

Third life: Casino ship JI MEI (II) at Sihanoukville on 17 November 2019 (Arjan Elmendorp@ shipspotting).

LU JIANG (1984-88) 7956/68
Built by Cantieri Nval del Tirreno e Riuniti S.p.A., Riva Trigoso for Det Forenede D/S A/S, Copenhagen. Laid down as KONG OLAV V but completed as PRINCESSE MARGRETHE for Copenhagen-Oslo service. 11/75-2/76 rebuilt by Aalborg Vaerft A/S with new funnel and extended superstructure aft. 8/84 sold to FPSC r. LU JIANG. 1988 sold to Gold Coast Line S.A., Panama r. ASIA ANGEL. 12/88 sold to Aqua Mirabilis Ltd (Interorient Nav. Co. Ltd. mgr), Limassol r. PRINCESS CYPRIA. 1980 t/f to Princesa Cypria Co. Ltd (same mgrs), Limassol. 2/05 sold to Argo Systems F.Z.E., Ulan Bator r. PRINCESS. 11/4/05 beached at Alang for breaking by Gohilwand Ship Breakers.

LU JIANG at Hong Kong in February 1986 (Donald Anderson).

HAI YING 海桜(1985-95) 4987/74 (see **HAI YING** entry in Hong Kong-Shanghai section)

GULANGYU 鼓浪屿 (II) (1987-88) 7956/68-6
Built by Cantieri Nval del Tirreno e Riuniti S.p.A., Riva Trigoso for Det Forenede D/S A/S, Copenhagen. Laid down as PRINCESSE MARGRETHE but completed as KONG OLAV V for Copenhagen-Oslo service. 2/76 arrived for rebuilding by Aalborg Vaerft A/s with new funnel and extended superstructure aft. 5/84 sold to FPSC r. NEW GUILANGYU for delivery voyage. By 7/84 r. GULANGYU but 1984 reg. for Qingdao Ocean Shg Co., Qingdao for operations in North China. 1987 reverted to FPSC. 1988 sold to Donalds Shg. Inc., Panama r. LEADER PRINCE 利達太子, continued in Hong Kong-Xiamen service. 1989 sold to Strida Nav. S.A., Panama. 1992 sold to Gatmore Enterprises S.A., Panama r. NEW ORIENT PRINCESS as a casino ship. 25/8/93 beached in Junk Bay following serious fire, 5/94 broken up in China.

GULANGYU (II) under conversion at Hong Kong in July 1984 (Donald Anderson).

Two photos of GULANGYU (II) departing Hong Kong, presumably in 1987-88 (Donald Anderson).

Panamanian flag casino ship NEW ORIENT PRINCESS ex GULANGYU (II) destroyed by fire (Internet).

LEADER PRINCE 利達太子(1988-89) 7956/68-6 see **GULANGYU** (II) (1987-88)

MIN NAN 民南 (1993-98) 5731/72

Built by Novelle Havre, Le Havre for K/S Jens C. Hagen, same year to Skan-Fahre KG Reederei Verwaltungs GmbH & Co Hamburg, as TERJE VIGEN. 1975 sold to B.A.I. Brittany Ferries, Calais r. ARMORIQUE. 1993 sold to Xiamen Ocean Shg Co, Xiamen r. MIN NAN. 1998 sold to Weihai Ferry Co., Weihai r. SHENG SHENG, g.t. 8075. 2003 sold to P.T. Dhama Lautan Utama, Belize City r. TIRTA KENCANA I, g.t. 8181. 2005 reg. Semarang, r. MUSTIKHA KENCANA II. 4/7/11 on voyage Surabaya-Pelabuhan Makassar caught fire in position 6.22.25S/114.35.18E and sank 5/7.

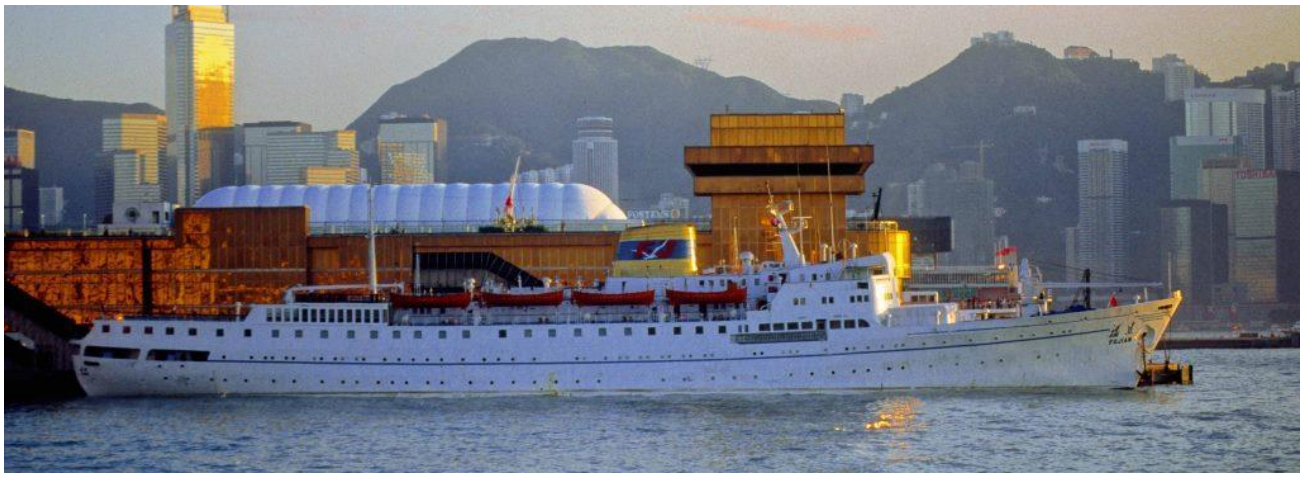
MIN NAN at Hong Kong with COSCO funnel markings which she continued to wear, even after being transferred to Xiamen and later Weihai registration (J. van Delden).

Departing Hong Kong in April 1996 with an updated hull paint design (Donald Anderson).

Post 1978: Hong Kong/Fuzhou (Foochow)

FUJIAN 福建 (1993-00) 4722/60

Built by Mathias-Thesen, Wismar for U.S.S.R. (Black Sea Shg Co), Odessa as LITVA. 1988 sold to Maritime Delivery S.A., Kingstown r. BOGUCHAR. 1993 sold to Fujian Shg & Enterprises Co. Ltd, Fuzhou r. FUJIAN, presumably operating between Hong Kong and Fuzhou as well as Xiamen. 2000 sold to Green Coast Shg. Co. Ltd, Panama r. GREEN COAST, g.t. 4492. 4/11/06 while in use as an accommodation ship, capsized alongside at Luanda.



Above 3: FUJIAN (probably for Fuzhou) and NAN HU (for Shantou) at the China Ferry Terminal, Hong Kong in December 1994 (Donald Anderson).

FUJIAN in March 1995, presumably operating between Hong Kong and Fuzhou (Donald Anderson).

FUJIAN as GREEN COAST capsized at Luanda (Wikimapia).

YU JIN XIANG (1995-c.97) 12304/95-11 (see entry in Hong Kong-Shanghai section)
ZI DING XIANG/ARAFURA LILY (1996-c.97) 12307/96-5 (ditto)

Post 1978: Hong Kong/Shanwei

The city port of Shanwei, located 81 nautical miles north of Hong Kong, was established in 1988 based on the city of Swabue which gained its prefectural and administrative independence from Huizhou during the Nationalist period. A number of polluting industries have been transferred there from Shenzhen. *Dong Hu* was used as the principal connection with Hong Kong, but road access has now greatly improved.

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 Guangdong Province, Hong Kong and Macao Navigation Co. Ltd., Guangzhou, 1985 r. DONG HU for Hong Kong/Shanwei service. 2013 RLR.

DONG HU showing smart appearance as Spanish SANTA MARIA DE LA PAZ, Santa Cruze de Tenerife in June 1972 (Trevor Jones).

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

DONG HU in October 1991 (Donald Anderson).

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

Post 1978: Hong Kong-Shanghai

Shanghai route HAI HUA, HAI XING and JIN JIANG at Hong Kong in December 1992 (Donald Anderson).

In the second part of the 19th and first part of the 20th centuries, passenger sailings between Hong Kong and Shanghai formed part of the regular operations of international shipping companies and the cargo ships of the coastal shipping companies.
From the 1970s travel in China by coastal cargo-passenger ships expanded rapidly and a large fleet of such ships, principally of the Shanghai Maritime Bureau had been built, but not being constructed to international classification standards the ships were unable to sail to Hong Kong. With China's liberalization and increased international travel under Deng Xiao-ping it thus became appropriate to acquire secondhand combination cargo-passenger ships from abroad for the new Shanghai-Hong Kong route, sometimes calling at Xiamen.

The two operators were Shanghai Hai Xing Shg. Co., closely connected to the Shanghai Maritime Bureau and the evidently privately owned Jin Jiang Shg Co. The ships attracted international travelers and residents of Hong Kong and Taiwan as well as coastal cargoes, and seemed to be viable for a period of up to about 2000 when they reached the end of their economic lives, although *Hai Da* ex *Centaur* served for 20 years. As replacements, in the mid-1990s Shanghai Hai Xing ordered four new combi vessels with flower names, two from the Netherlands and a larger pair from Germany, but the falling demand for sea travel meant that only three of the ships are known to have served Hong Kong, briefly. All were quickly transferred to differed ownerships and currently (2021) operate between Bohai Gulf ports and Incheon in South Korea. All are included at the end of this list. Jin Jiang Shg Co. reinvested in purely cargo tonnage, wearing that company's distinctive markings.

Again, we are most grateful to Donald Anderson for his contribution of beautiful photographs taken in Hong Kong, and to the other photographers.

HAI XING 海興 (1981-96) 13692/58 178.2(o.a.)x21.4m M:2xM.A.N. 2-sc. 18k 123 1st, 166 2nd
Built by Wilton-Fijenoord, Schiedam (#760) for NV Vereenigde Nederlandsche Scheepvaart Mij, later NV Koninklijke Nedlloyd NV, Hague as RANDONTEIN. 1971 sold to Koninklijke Java-China Paketvaart Lijnen NV, Amsterdam r. NIEUW HOLLAND. 9/8/72 collided with and sank steam tug Melbourne (496/52) off Gellibrand Pier Williamstown, Port Phillip, 5 dead. 1974 sold to COSCO,

Shanghai r. YU HUA. 1981 sold to Shanghai Hai Xing Shg Co., Panama r. HAI XING. 1996 registered Kingstown, r. HERBERT, 17/6/96 beached at Alang by Priya Blue Industries for demolition.

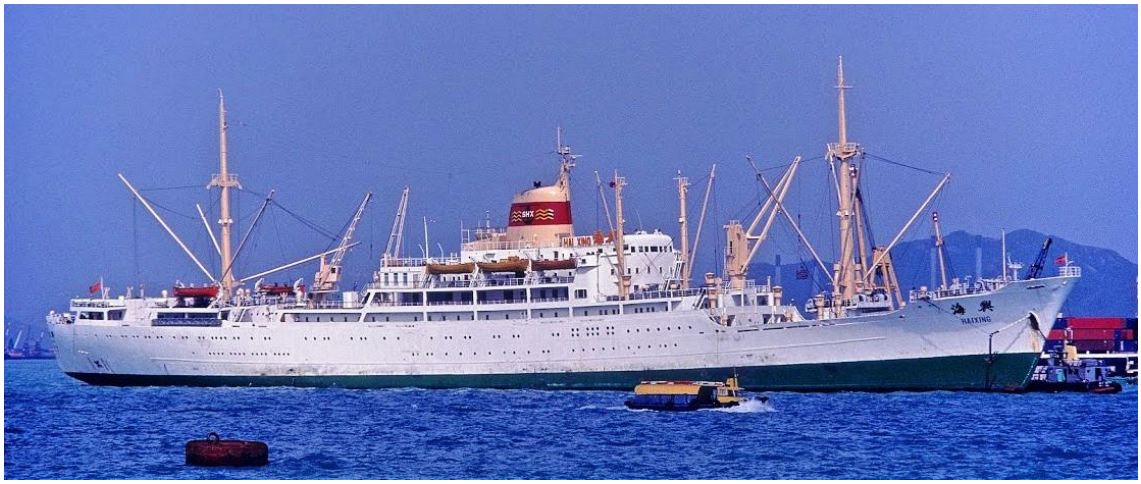
HAI XING was built as RANDFONTEIN for a service from Europe to south and east Africa

Then became NIEUW HOLLAND operating from Australia to Japan, Taiwan and Hong Kong. Crane newly fitted between hatches 2 and 3 (both photos: photographer unknown/coll. Harry Stott).

NIEUW HOLLAND's likely first arrival in Hong Kong in 1971 (coll. Theodor Strauss).

HAI XING at Hong Kong in September 1982 (Donald Anderson).

HAI XING at Hong Kong in September 1982. Initially the ship carried on with the green hull she latterly wore as COSCO's YU HUA (Donald Anderson).



Subsequently HAI XING reverted to a white hull (Donald Anderson).

HAI XING toward the end of her 15-year service on this route (coll. Antun Penjak).

JIN JIANG 錦江(I) (1981-83) 7695/66 see **JIMEI** (II) (HK-Xiamen, 1983-??)

JIN JIANG 錦江(II) (1983-92) 14812/53 171.9(o.a.)x23.3 M Pielstickx2 14,400bhp 17k 446 1st
Built by Bethlehem S.B. Corp., Quincy (#1624) for U.S. Government, Portland ME as 'Mariner' class steam turbine cargo ship PINE TREE MARINER, 9216g. 1956 sold to Oceanic S.S. Corp, San Francisco, converted to passenger ship r. MARIPOSA, 14812g. 1971 sold to Pacific Far East Line Inc., San Francisco. 1979 sold to World Airways Inc., San Francisco, from 1980 in layup at Mihara, Japan. 1982 sold to American World Line Inc., San Francisco, same year resold to Shanghai Jin Jiang Shg Co., Shanghai, fitted at Kobe with diesel engines r. JIN JIANG for Hong Kong-Shanghai service. 1992 sold to Golden Chance Ltd, Monrovia for use as casino vessel, r. QUEEN OF JIN JIANG. 1993 sold to Faster Shg Ltd, Kingstown r. HENG LI. 1995 damaged by galley fire. 1/96 sold to Neter Navigation Co., Kingstown and 4/6/96 arrived in tow at Alang for demolition by Ajay Alloys Cast Pvt. Ltd.

JINJIANG (Donald Anderson).

JIN JIANG at Hong Kong (Robbie Shaw@shipspotting.com)

SHANGHAI 上海 (1983-00) 13809/57 170(o.a.)x21.4m Steam turbines 2-sc. 16.5k 274 1st
Built by Cockerill-Ougree, Hoboken (#778) for Cie Maritime Belge (Lloyd Royal) S.A., Antwerp as BAUDINVILLE. 1961 sold to Peninsular & Oriental S.N. Co., London r. CATHAY. 1969 t/f to Eastern & Australian S.S. Co. Ltd, London. 1976 sold to Nan Yang Shg Co., Mogadishu r. KENGSHIN. 1976 t/f to COSCO, Shanghai r. SHANGHAI. 1983 sold to Shanghai Hai Xing Shg Co. Ltd, Panama. 2000 sold to China Shg Development Co. Ltd, Shanghai. RLR 2007.

SHANGHAI at Hong Kong looking resplendent with a green hull. Houseflags similar to funnel marking at jack and mainmast, British Hong Kong flag at foremast, red and white pilot flag and ship's identifying letters BPJW above bridge, and People's Republic ensign at stern.

Although a steamship, SHANGHAI served on this route for as long as 17 years, until the year 2000 (both photos Donald Anderson).

HAI DA 海達 (1985-06) 8262/64 146.5(o.a.)x20.2 M 2xB&W 2-sc. 16,500bhp 20k 196 1st
Built by John Brown & Co. Ltd., Clydebank (#722) for Ocean S.S. Co. Ltd, Liverpool as CENTAUR for Singapore-Fremantle route, but before entering regular service, 3/64 chartered to Australian government for trade promotion voyage to Hong Kong and Japan. 1973 t/f to Eastern Fleets Ltd, Singapore. 1977 t/f to Blue Funnel (S.E.A.) Pte. Ltd, Singapore. 11/82 one year charter to St. Helena Shipping for Capetown-St. Helena service. 12/83 one return voyage Singapore-Fremantle, then laid up. 1985 sold to Shanghai Hai Xing Shg Co., Shanghai r. HAI DA for Hong Kong-Shanghai service. 1999 sold to China Shg Development Co. Ltd, Shanghai. 2/06 arrived at Xinhui, Guangdong for demolition.

CENTAUR on her first visit to Hong Kong in April 1964 (A. Diack/Milligan & Foley).

CENTAUR perhaps apocryphally depicted subsequently in Blue Funnel colours at Hong Kong with a 1966 or later 'Priam' class vessel (section of Robert Lloyd painting, Ebay).

HAI DA was the longest serving of the Shanghai route ships (Donald Anderson).

HAI YING 海桜 (1985-95) 4987/74 143.4(o.a.)x16.8m 2xM 2-sc. 22.5 max 24.3 kt.
Built by Mitsubishi H.I., Shimonoseki (#746) for Oshima Unyu K.K. as Kobe-Naha ferry KOBE MARU. 1980 reported sold to Komodo Marine S.A., Panama r. GREEN EMERALD, but reverted to Oshima Unyu as KOBE MARU. 1985 sold to COSCO, Shanghai r. HAI YING for Hong Kong-Xiamen-Shanghai service. 1995 sold to Gothong Lines Inc., Cebu r. OUR LADY OF AKITA 2. 1996 merged into W. G. & A. Philippines Inc., Panama r. SUPERFERRY 11. 1999 t/f to 2GO Group Inc., Cebu r. OUR LADY OF BANNEUX. 16/6/02 delivered to shipbreakers.

KOBE MARU was built to operate a fast (22.5k) connection between Okinawa and Honshu (https://img01.ti-da.net/usr/minokasigo/).

HAI YING at Hong Kong Ferry Terminal in April 1989 (Donald Anderson).

HAI YING at Hong Kong (Johan van Delden).

HAI YING at Xiamen (Ren Min Hua Bao).

HAI YING was later built up in the Philippines as SUPERFERRY 11 (H. Dick, mid-1996*).

As OUR LADY OF BANNEUX, with two decks of extra superstructure, at Cebu on 31 July 1999 (SK*).

HAI HUA 海華 (owned 1989-98, but also operating to Manila 12/91, Keelung 8/92 and Japan 2/95) 13481/72 161.14(o a.)x23.22m M B&W-Cokerill 15,040bhp 20k 72 1st
Built by Cockerill Yards, Hoboken (#861) for Cie Maritime Belge (Lloyd Royal) S.A., Antwerp as FABIOLAVILLE. 1989 sold to Shanghai Haixing Shg Co. Ltd, Panama r. HAI HUA. 1995 t/f to Hoi Wah Shg S.A., Panama. 1998 sold to Shanghai Nagasaki International Ferry Co. Ltd, Shanghai. 1999 sold to China Shg Passenger Liner Co. Ltd, Shanghai. RLR 2011.

Hai Hua at Hong Kong in May 1993 (Donald Anderson).

HAI HUA in October 1996 (Donald Anderson).

QUEEN OF JIN JIANG (1992-93) 7695/66 see **JIMEI** (II) (HK-Xiamen, 1983-92)

YU JIN XIANG 郁金香 **(**1995-c.97) 12304/95-11 148.2(o.a.)x22.7m M Sulzer-Zgoda 12,980kw 2-sc 20k
Built by De Merwede S.&M., Hardinxveld (#667) for Shanghai Hai Xing Shg Co. Ltd, Shanghai as YU JIN XIANG ('Tulip'). Later sold to China Shg. Passenger Liner Co. Ltd, r. FU XING DAO. 15/4/01 first sailing (passengers & containers) Dalian-Yantai. 2008 sold to Chuangyuang Assets Management Co. Ltd, Qinhuangdao r. XIN YU JIN XIANG. Still existing 2021. [Name FU XING DAO not shown in LR or Miramar.] [Details from COSCO Ferries webpage and https://idyllicocean.com/vdb/ship18_vsl_info.php?id=2416]

YU JIN XIANG at Hong Kong in August 1996, showing her tulip marking on the hull (Donald Anderson).

FU XING DAO subsequently as XIN YU JIN XIANG (Dae Sung Choi)

ZI DING XIANG 紫丁香/ARAFURA LILY (1996-c.97) 12307/96-5 148.2(o.a.)x22.7m M Sulzer 12,980kw 2-sc 20k
Built by De Merwede S.&M., Hardinxveld (#668) for Shanghai Hai Xing Shg Co. Ltd, Shanghai as ZI DING XIANG ('Lilac'). 1996 t/f to Hoi Wah Shg S.A., Panama r. ARAFURA LILY for voyage(s) to Australia. Subsequently reported in service Hong Kong-Fuzhou, and presumably also to Shanghai. [https://www.trains-worldexpresses.com/webships/600/629.htm]. 2007 sold to Arafuralily Chartering S.A., Panama, later Marshall Islands. Still existing 2021.

ARAFURA LILY at Hong Kong in February 1997 with a Shanghai Hai Xing Shg Co. funnel marking, alphabetic name plated over as ARAFURA LILY but the now unofficial Chinese name remaining as ZI DING XIANG 'Lilac'. She carried a lily marking on the hull (Donald Anderson).

XIANG XUE LAN 香雪莲 (1996-96) 16071/96-3 150.54(o.a.)x24 M Krupp-Mak 15,000kw 20k
Built by MTW-Schiffswerft GmbH, Wismar (#162) for Shanghai Shg (Group) Co. Ltd, Shanghai, but re-registered for China National Transport, Shanghai as XIANG XIU LAN ('Fragrant Snow Lotus'). Reported initially in service Shanghai-Hong Kong but subsequently in service between China and South Korea. Still existing 2021. [https://www.trains-worldexpresses.com/webships/600/629.htm]

XIANG XUE LAN on trials at Warnemunde on 10 March 1996 (Wolfgang Kramer).

The following identical sister ship is believed built for the Shanghai-Hong Kong service, but not actually to have operated on this route:

ZI YU LAN 紫玉蘭 16071/96-8 150.54(o.a.) x24 M Krupp-Mak 15,000kw 20k
Built by MTW-Schiffswerft GmbH, Wismar (#161) for Shanghai Shg (Group) Co. Ltd, Shanghai, but re-registered for China National Transport, Shanghai as ZI YU LAN ('Purple Magnolia'), placed in service Shanghai-Kobe, subsequently in service China-Inchon. Still existing 2021.

ZI YU LAN on trials at Cuxhaven in September 1995, apparently then being laid up at the builder's yard prior to completion in August 1996 (Gerald Sorger).

ZI YU LAN (Internet).

ZI YU LAN at Inchon, hull with rubbing marks from the locks there (Jim Shaw).

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