

Jardine, Matheson & Company

Yangtse River and Ningpo steamers 怡和洋行

Yangtze Steam Navigation Company Ltd (1879-81)
Indo China Steam Navigation Company Ltd (1881-1941)

[see also full Jardine/Indo-China S.N. Co. list as separate pdf]

ILLUSTRATED LIST

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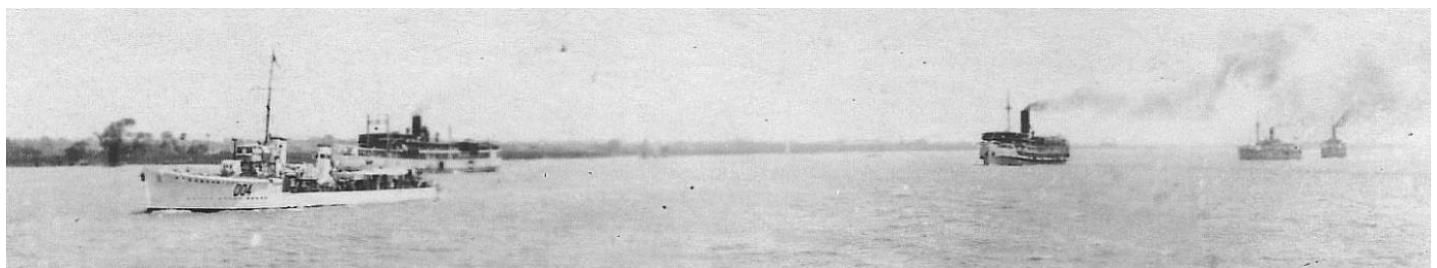
This update posted 23 January 2026

Special thanks for assistance from Flyincloud and to Capt. John Pring for additional photographs.

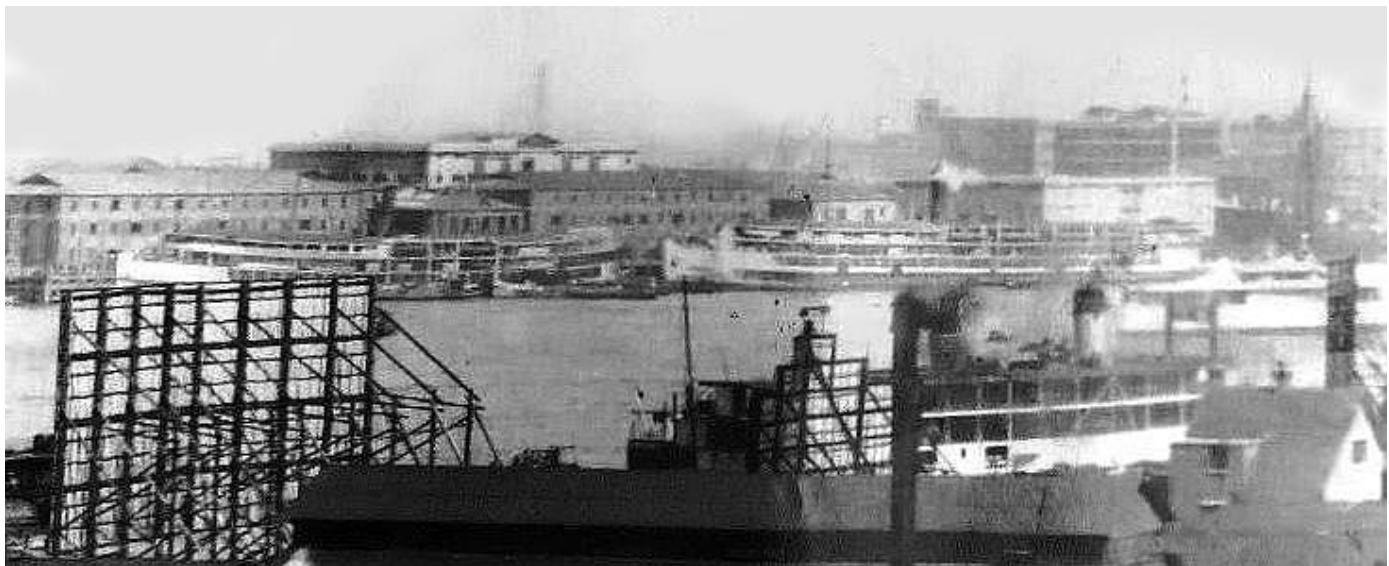
The notation 'UoB' indicates a photograph has been sourced from Historical Photographs of China, University of Bristol (www.hpcbristol.net).

While steamships of Jardine Matheson & Co. started plying the Yangtse soon after its opening to foreign navigation in 1861, this activity was soon abandoned in the face of more sophisticated operations by the American firm of Russell & Co. (Shanghai S.N. Co.), and John Swire's China Navigation Co. Both these companies used dedicated river steamers based on American designs which proved far more efficient than the Scottish-built coastal steamers, good ships in their own right, but largely based on designs used in the Bengal trade.

A renewed effort by Jardines commenced in 1879 with the introduction of purpose-built vessels for the new subsidiary Yangtze Steam Navigation Company Ltd. In 1881 this fleet was merged by Jardines' into a new operating company, Indo-China Steam Navigation Company Ltd, which by the 1900s provided the finest of the Western-run Yangtse services.



HMS SERAPH escorting SIANGWO, KUNG WO and other vessels in a 1927 Yangtse convoy (SK*).



Jardine river steamers at Shanghai from a 1934 panorama. Nearside FUH WO, at opposite bank KUT-WO or SUI-WO at left and LOONGWO or TUCK WO at right.

Outbreak of the Sino-Japanese War in July 1937 and the sinking of the barrage at Kiangyin in the following month greatly disrupted main-line services. For a time the Shanghai office managed to “reorganize the pieces and operate the two ends and the middle” (NCH, 13/4/38). Nevertheless, as the war intensified *Tuck Wo* was destroyed at Wuhu in December 1937 and *Hsin Chango Wo* and *Kia-Wo* at Ichang in August 1939. Vessels were sometimes detained or blockaded by the Japanese. Some such as *Sui Wo*, *Tuckwo* and *Li Wo* were redeployed in local services around Shanghai, even including overnight summer cruises (NCH 13/7/38). *Ping Wo* was sent to the Pearl River and later used with *Kung Wo* as a depot ship at Haiphong. In 1940 amidst heightened tensions *Siangwo*, *Tuckwo*, *Fuh Wo* and *Li Wo* were requisitioned by the Royal Navy. The majority of the river fleet were lost during the war, some after escaping to Hong Kong or Singapore, some still in Chinese waters.



Jardine river steamers partially idle at Hankow in the second half of 1937. Four Lower River steamers (SUI WO at right, large KUNG WO behind with upper wheelhouse equipped LOONGWO on the outside and KUT WO on the inside) and PAOWO closest to shore at the Middle River berth (coll. H. Dick per Capt. J. Pring).

At the end of the war, only *Ping Wo* (1922) remained under the British flag and reverted to Jardines after naval service. *Kut-Wo* (1895) and *Paowo* (1930) were recovered in China along with the smaller *Hsin Chang*

Wo and *Kia-Wo*. Because the Yangtse was now closed to foreign-flag shipping, *Ku-Wo* was sold to Chinese associate to trade as *An Wo*, while *Ping Wo* and *Paowo* were both sold outright to Chinese owners, as were the two smaller vessels. In 1949 all three passed to PRC control, as did ex *Luen Ho* and, after salvage in the mid-1950s, *Tuck Wo* (1904). These five large steamers along with those of the former China Merchants became the backbone of the PRC Lower River fleet and several are known to have lasted to at least 1984, two serving on the river for at least eighty years. *Ping Wo* of 1922 was not broken up until 2017 [see also Dong Fang Hong of prewar origin list as separate pdf].

This list is restricted to Jardines' Yangtse steamships plus *Kow Shing*, which operated for several years to Ningpo. The entries duplicate those in our full Jardine, Matheson & Co. list [see separate pdf] which was originally published in H.W. Dick & S.A. Kentwell, *Beancaker to Boxboat: Steamship Companies in Chinese Waters*, Nautical Association of Australia, Canberra (1988). One extra vessel is *Express*, which under a mortgage to Jardines, inaugurated Jardine's regular Shanghai-Hankow service and operated on it for several years. We have not listed those which only made one-off voyages or stood in during maintenance of the main-line vessels.

FLEET LIST

This update includes new details sourced from <britishnewspaperarchive.co.uk> and the *North China Herald* and *China Press*, both accessed through Proquest, plus photos that Capt. John Pring has kindly entrusted to Howard Dick. Engine details are more complete but passenger complements still sketchy.

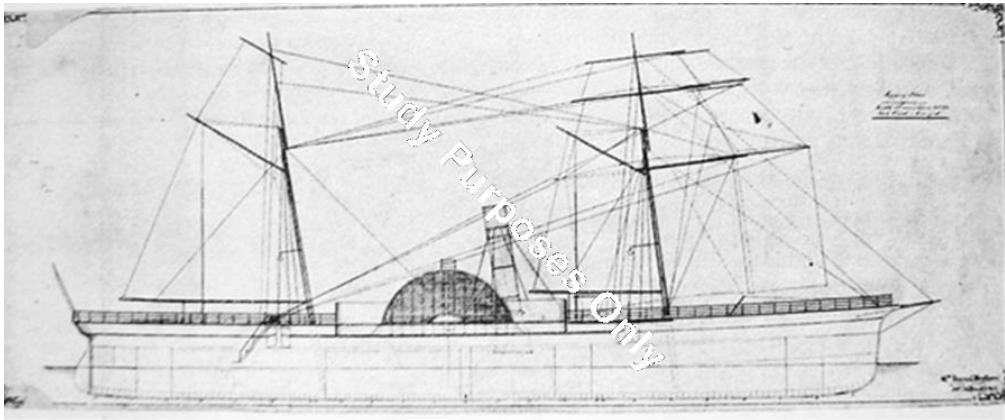
Jardine, Matheson & Company steamers on Yangtse (1862-66)

EXPRESS (1862-65) 489/61-11 (i.p.s., 222.5 x 30.15', diagonal engines, 4 boilers)

Built by James & George Thomson, Govan (#55) for Lyall, Still & Co, Hong Kong for Hong Kong- Canton passenger service, 21/9 launched, 6/11 ran trials (Glasgow Herald, 7/11/61), 11/61 reg. at Glasgow to George Lyall (rep. under mortgage to Jardine, Matheson and Guthrie). 3/12 dep. Clyde under sail via Mauritius for Hong Kong (18/5/62). 27/6/62 sd Hong Kong for Shanghai, where 7/7 inaugurated Jardine, Matheson & Co. regular service Shanghai-Hankow. 2/5/65 departed Shanghai for Hong Kong on cessation of Yangtse service, operated Hong Kong-Macao by D. Ruttonjee & Co. until late-1865 laid up. 13/11/65 sold to Arthur Abraham David Sassoon for Shanghai-Ningpo service. 2/68 bought by Russell & Co. in connection with gaining Ningpo monopoly, to be broken up (NCH, 19 and 29/2/68). Reported 3/8/68 sold to David Sassoon, Hong Kong. 11/68 sold 'foreign', presumably for breaking up.

RONA (Yangtse service 1862-64, 1866) 1215/62-3 (i.p.s., 235 x 33.2', 2cy/300 nhp/13k)

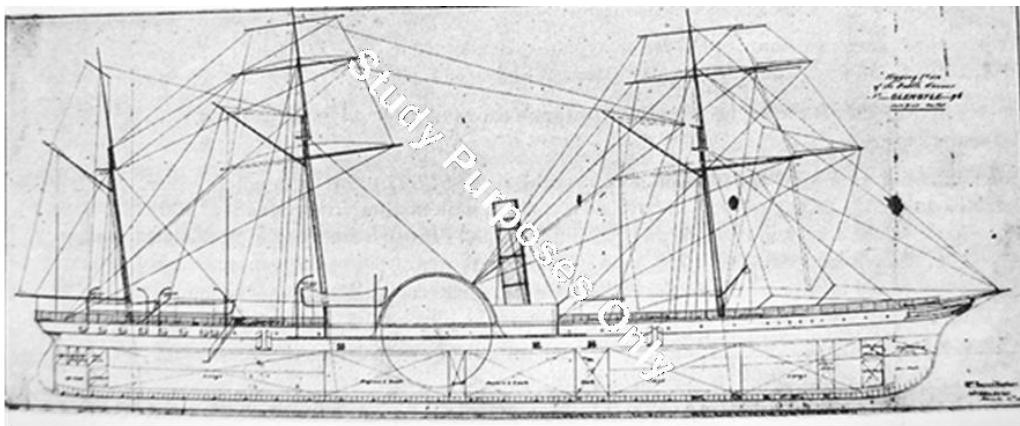
Built by Wm Denny & Bros, Dumbarton (#81) for JM&Co. for China Coast trade and reg. to Robert Jardine, London, 1/4 advertised 'for specie and passengers' by Allan C. Gow & Co. for Singapore and Hong Kong, 10/4 sd Clyde but 16/4 put back with split cylinder (LCT, 28/4/62), after repairs 17/5 sd for Singapore (25-27/7), thence Hong Kong, 26/9 arr. Shanghai. 12/62 in service to Hankow. 4/67 sold to Glover & Co., Shanghai for Yangtse trade. 7/67 t/f to Union S.N. Co. (Glover & Co. mgrs). 14/4/72 sank in collision with *Ava* (3361/70) 20 m. off Turnabout Is. (60 lives).



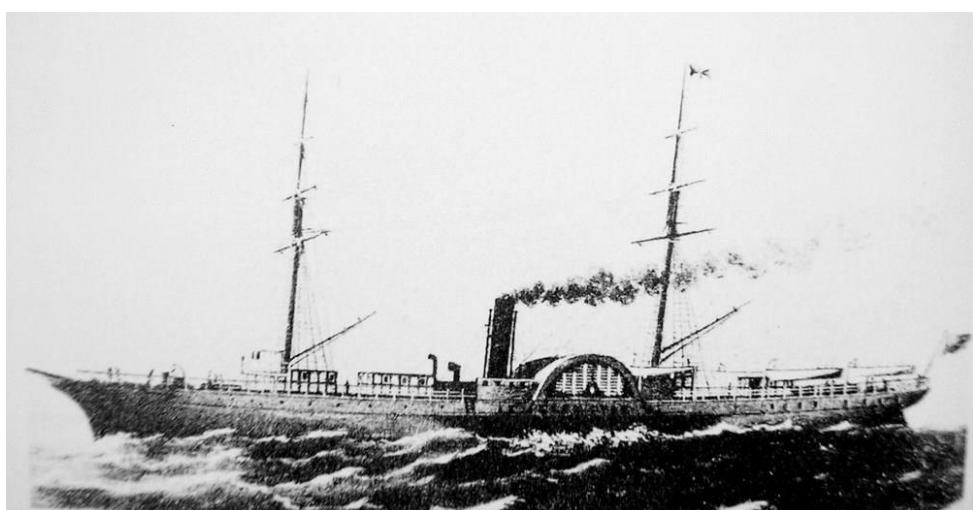
RONA, line drawing (*Denny Collection, NMM*).

GLENGYLE (1864-69, Yangtse service 1866-66) 1933/64-6 (i.p.s., 297.3 x 38.3', 2cy/400nhp/14k)

Built by Wm Denny & Bros, Dumbarton (#96) for JM&Co. for China Coast trade, 7/4/64 launched by Mrs Peter Denny (Greenock Advertiser, 9/4/64), and 6/64 reg. for Robert Jardine, London, advertised by Allan C. Gow & Co. for China ('passengers & specie only), 8/7 sd Gareloch via Simon's Bay (15-2/9), Singapore (30/9-2/10) for Hong Kong (11/10, 94 days), where completed fitting out (Glasgow Morning Journal, 17/12/64), then 16/11 arr. Shanghai to commence coastwise service. 9/65 extended to Yokohama. 3-4/66 Calcutta voyage, then 19/5/66 sd Shanghai for Hankow to commence Yangtse service (to 10/67). 3/69 conditional sale to Union S.N. Co., Shanghai, 3/72 bill of sale. 3/73 sold to CNC. 9/11/75 struck rocks off Namoa Is. on voyage Amoy/Swatow - slipped off and sank with heavy loss of life.



Original plan for GLENGYLE (*Denny Collection, NMM*).



GLENGYLE after sale, flying CNC houseflag (John Swire & Sons).



GLENGYLE at Shanghai after sale (John Swire & Sons).

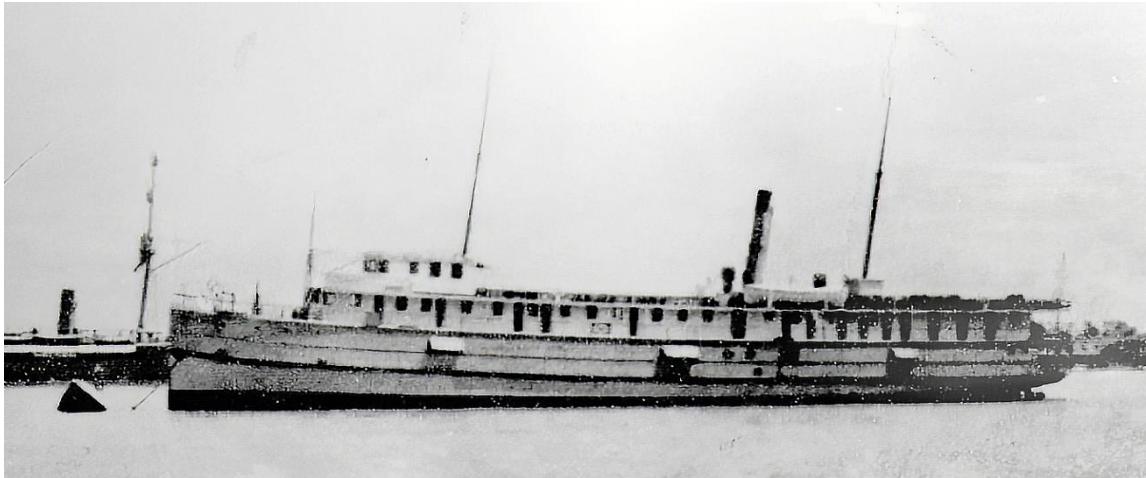


GLENGYLE at Shanghai bund under Swire flag, showing attractive lines (Old Asia Photography).

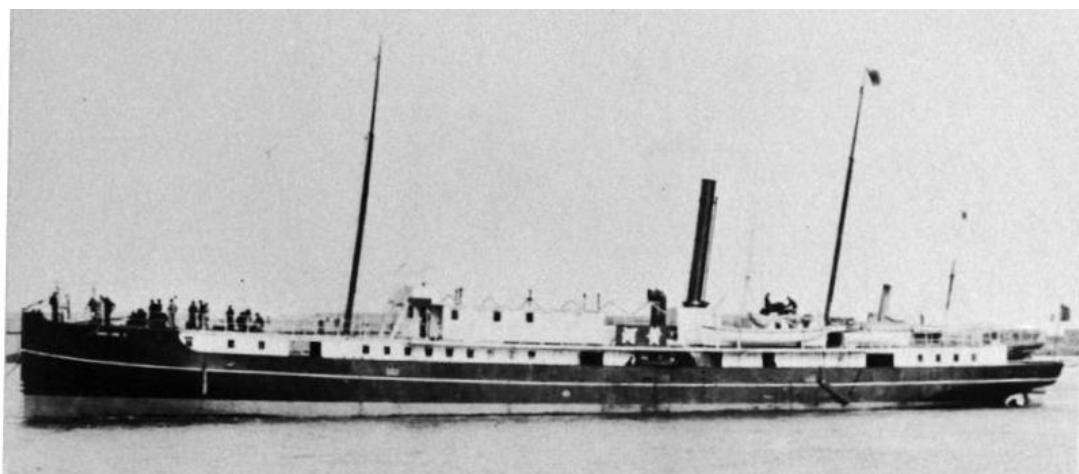
Yangtse Steam Navigation Company Ltd (1879)

KUNG WO (1879-95) 982/79-9 (i.s.s., 204 x 26.1', C2cy/52hp/11k, 200 Chinese pass.)

Built by Boyd & Co., Shanghai (#15) for YSNC, 22/9/79 trials (11k), 24/9 maiden voyage (NCH, 23/9/79). 1/2/82 t/f to ICSNC. 4/95 sold to Viceroy of Nanking for trooping and general duties r. KIANG SHUN. 24/6/96 delivered by Kiangnan Pay & Defence Dept on charter to Bennertz & Co., Shanghai for Shanghai-Hankow trade r. KIANG NING but 24/8/96 detained by Chinese authorities at Shanghai and laid up in Lower reach pending resolution of charter dispute. 21/12/97 restored to Bennertz & Co., who 6/1/98 sub-chartered to John Baessler to load kerosene for Hankow, but 4.30am on 9/1 sank at berth through overloading and poor trim. 1/98 Boyd & Co., Shanghai contracted to salvage after upperworks floated away on the tide – by 5/98 raised and laid up as a hulk (10/98). 1899 after refit including new upperworks sold to China Nav. Co. Ltd, London r. HOANG HO and by 10/99 in service at Taku Bar. 3/00 in thrice-weekly service Shanghai-Tinghai (Chusan Is.) but after several voyages refused permission by Commissioner of Customs (NCH, 16/5/00), following representations the objection withdrawn and early 7/00 resumed service but 10/00 suspended as unremunerative. 1901 to 12/03 in local service around Pechili (Bohai) Gulf. 1/04 t/f to Amoy-Chuanchow line. 16/5/04 wrecked at Chimmo Bay near Amoy on voyage Amoy-Chinchu.



KUNG WO (coll. H. Dick per Capt. J. Pring).



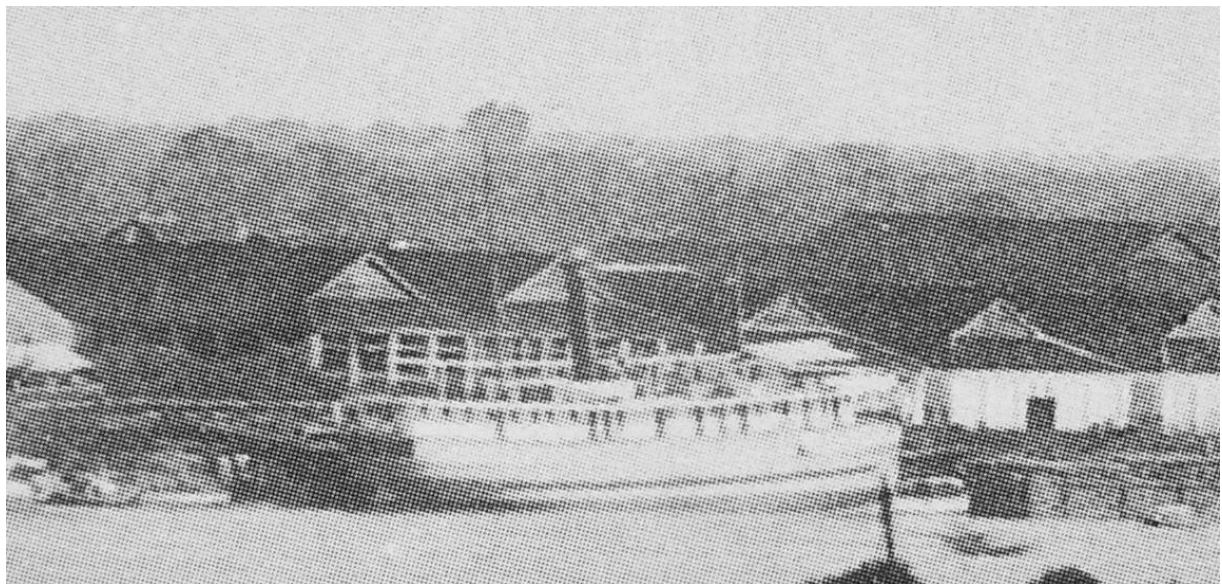
KUNG WO as CNC's coastal steamer HOANG HO (Wikiswire).

FUH WO (1879-00) 992/79-11 (i.s.s., 204 x 26.1', C2cy/52hp)

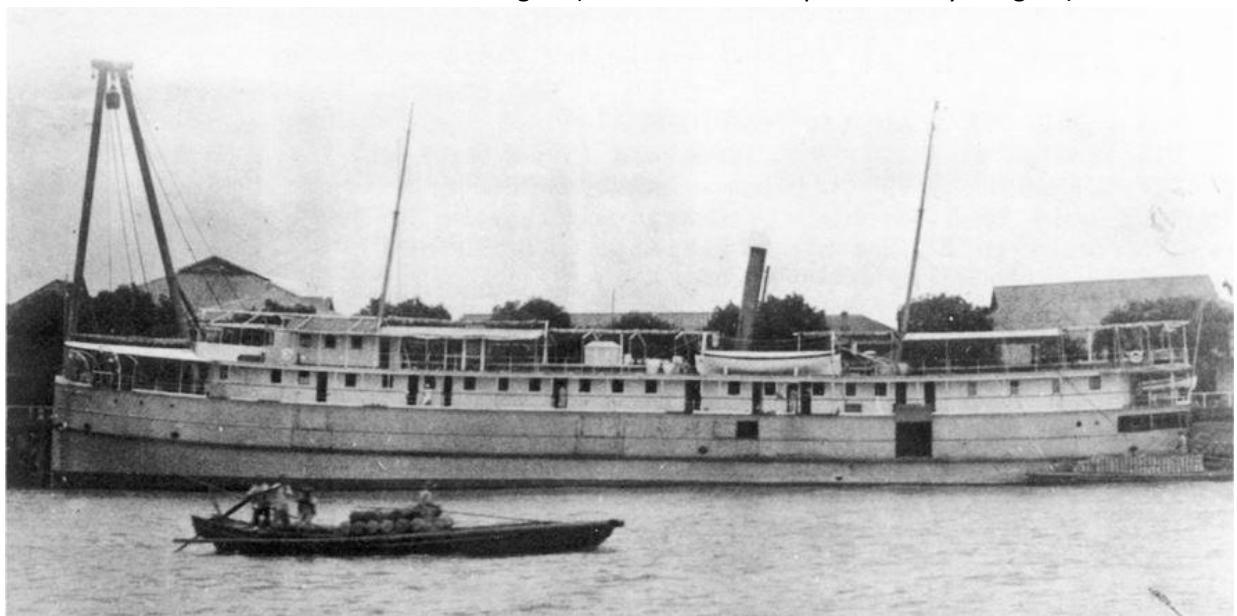
Built by Boyd & Co., Shanghai (#16) for YSNC, 26/11/79 maiden voyage. 1/2/82 t/f to ICSNC. 6/00 sold to G. McBain, Shanghai. 2/04 G. McBain deceased. 1910 sold to Anglo-Saxon Petroleum Co. Ltd, London. 1924 sold to Thong Ek S.S. Co. (Theng Seng Hie mgr), Pontianak r. KHOEN LIE. 3/31 sold for breaking up at Tanjong Rhu, Singapore.



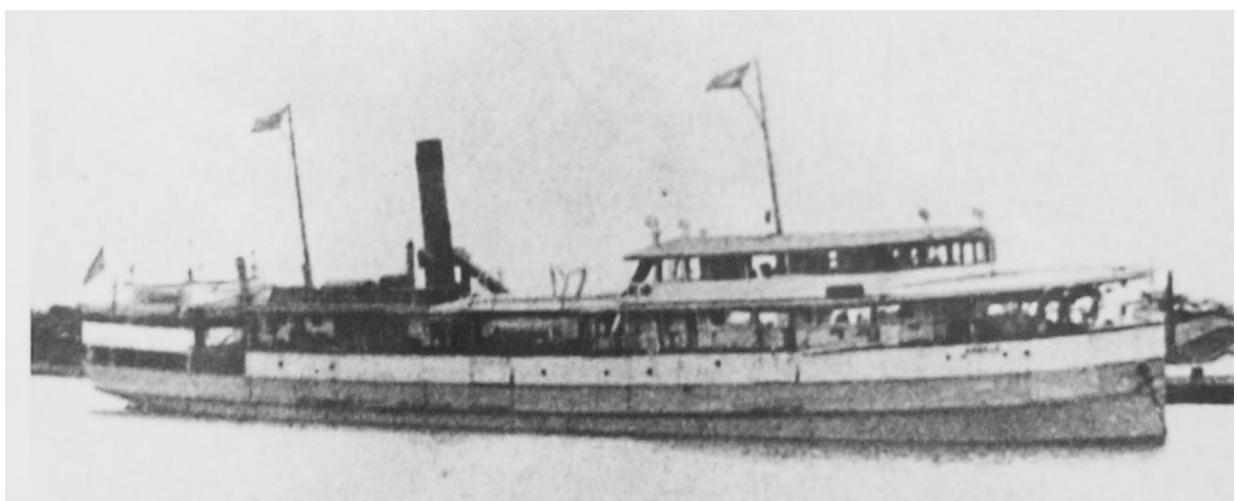
KUNG WO or FUH WO at Ichang 1890s (Internet).



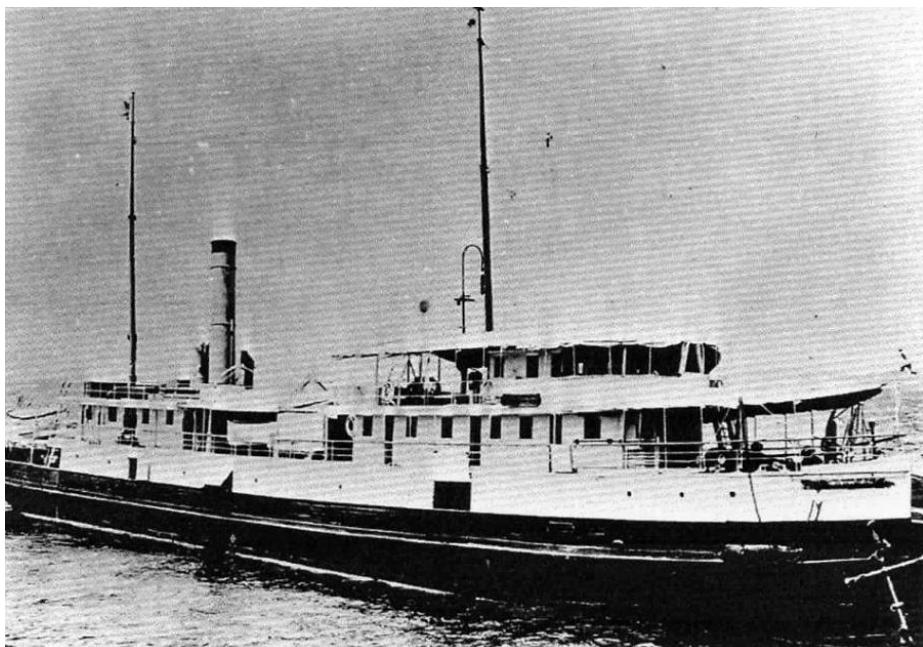
KUNG WO or FUH WO at Shanghai (From a late-1880s panorama by Kung Tai).



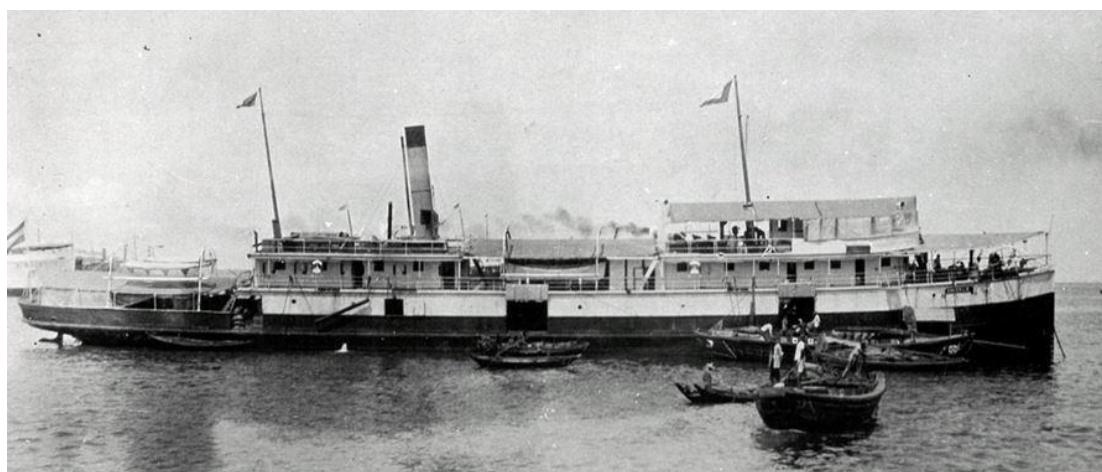
FUH WO at Shanghai (J. van Delden).



FUH WO in later life with reduced superstructure as KHOEN LIE (H. Dick coll.).



KHOEN LIE (photoships.co.uk).



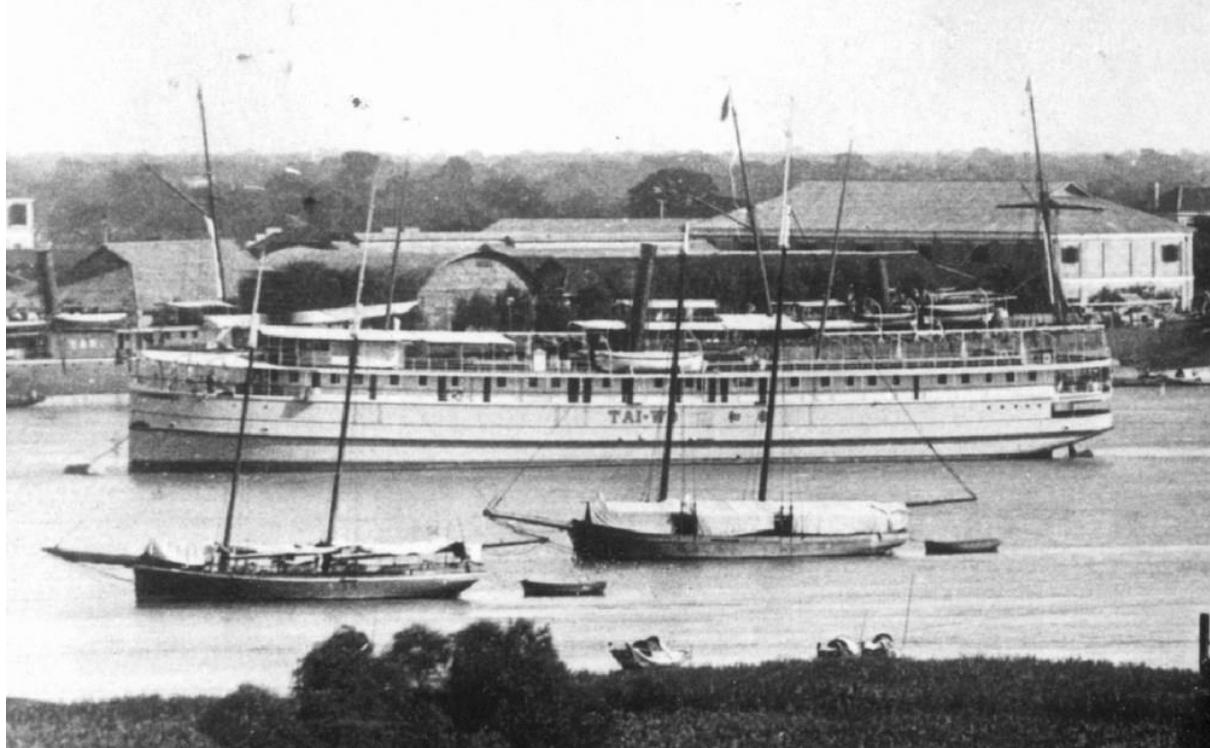
KHOEN LIE showing hull openings (Royal Tropical Institute, Amsterdam).

TAI WO (1881-95) 1324/81-5 (i.s.s., 239.6 x 27', C2cy/93hp)

Built by Boyd & Co., Shanghai for YSNC, 31/5/81 trials (c. 11k) (NCH, 3/6/81), 4/6/81 maiden voyage. 1/2/82 t/f to ICSNC. 29/5/90 rescued 9 persons from burning from burning steamer *Paoching* near Centaur Shoal on passage Shanghai-Hankow. 14/1/95 bound Shanghai-Hankow struck Centaur Shoal, listed heavily and abandoned, by 4/2 back broken and almost submerged, no further salvage possible (NCH, 18/1, 8/2/95).



TAI WO in original form at Shanghai on 31 March 1891 (Kung Tai (attrib.) UoB dh-s130).

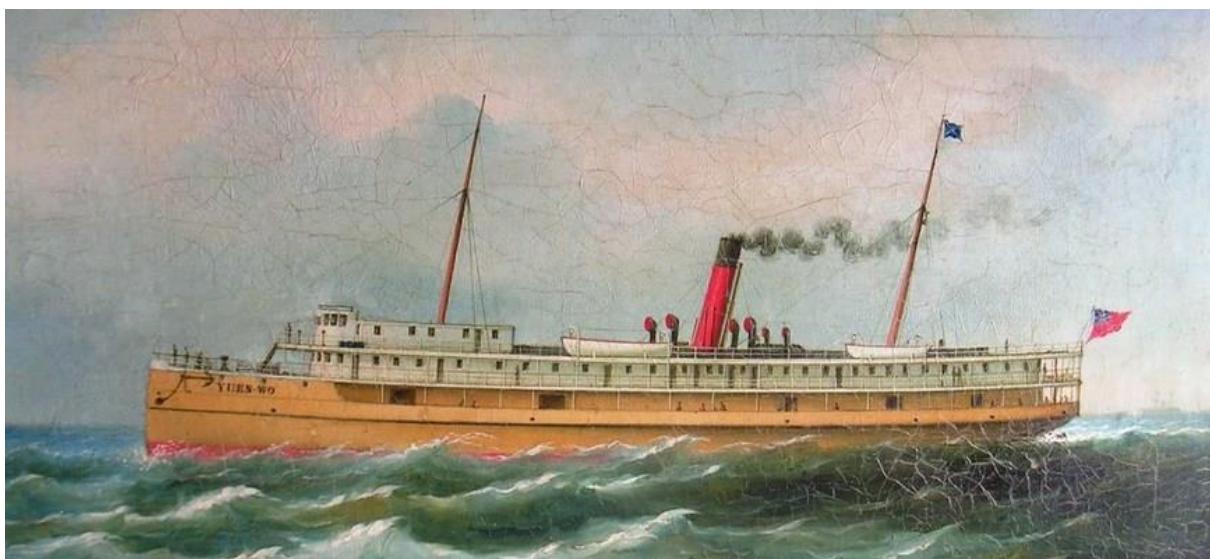


TAI WO at Shanghai, top deck built up aft (JM&C (from a Kung Tai panorama)).

Indo-China Steam Navigation Company Ltd (1881)

YUEN WO (1884-05) 2521/84-7 (s.s.s., 273.5 x 40.5', 2-C2cy/11k by Barclay Curle & Co. Ltd, Glasgow)

Built by S.C. Farnham & Co., Shanghai (#65) for ICSNC, largest ship yet built in Asia (European saloon, 40 Chinese 'staterooms', 160 steerage bunks), 11/6 floated, 5/7/84 trials (13k) (NCH, 11/7/84). 27/4/05 burnt out by fire at Tungchow on Yangtse, 9/5 arr. Shanghai in tow and abandoned to underwriters. Hull bought back and converted to pontoon hulk for use at Chinkiang.



When built, YUEN WO was probably the largest merchant steamship constructed East of Suez.

Chinese school painting based on line plans (SK*).



YUEN WO at Shanghai on 30/10/98 (Tuck Tai, cudl.lib.cam.ac.uk/view/PH-Y-30377-F/1).



YUEN WO on the outside (CHANG WO inside) at Hankow (SK*).

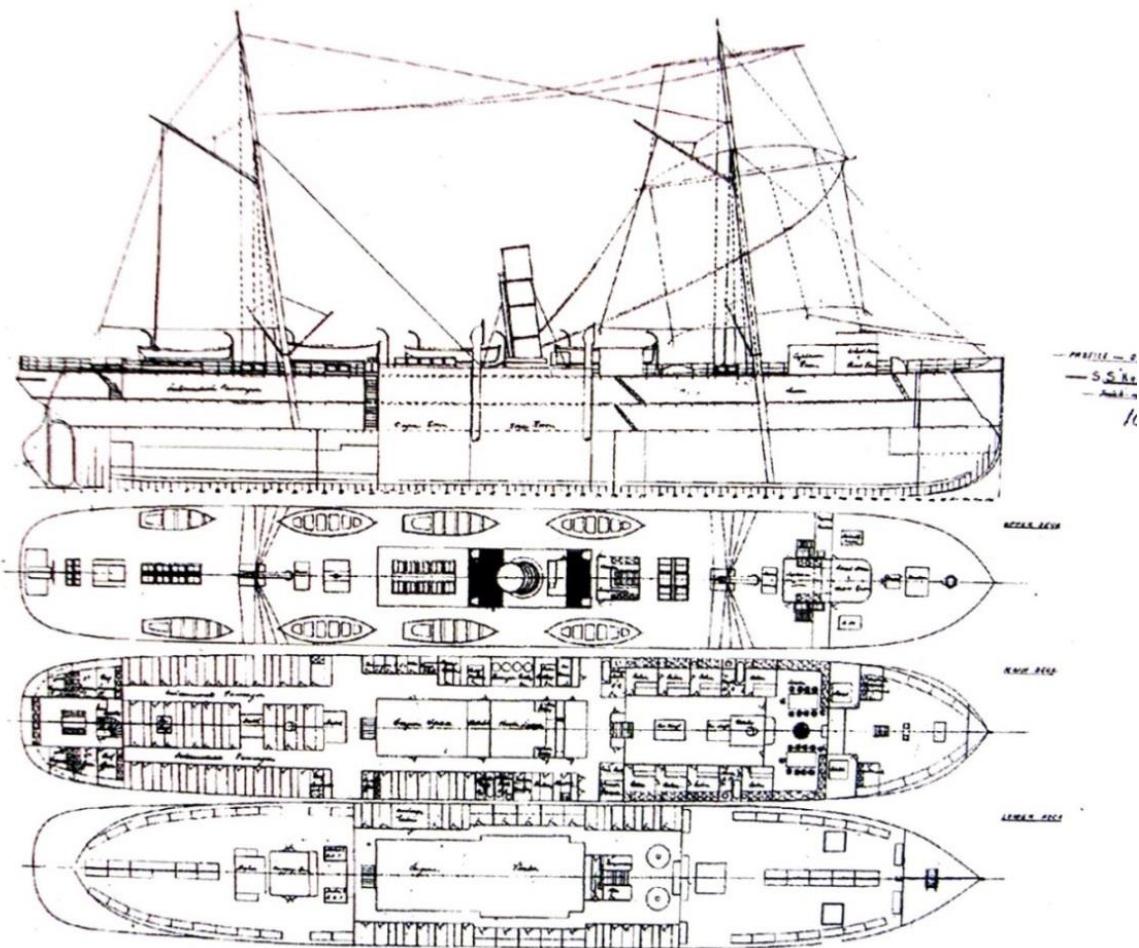


YUEN WO in later years after fitting out as a hulk for use at Nanking (UoB Sw08-051).

KOW SHING 高升(1883-94, Ningpo service 1890-ca.93) 2134/83-3 (i.s.s., 250 x 39.2', C2cy/241 hp)

Built by Barrow S.B. Co. Ltd, Barrow-in-Furness (#104) for ICSNC for Shanghai-Tientsin trade. 7/83 arr.

Shanghai. 1890 displaced from North China trade and by 10/90 operating Shanghai-Ningpo, still as such 1/92. 20/7/94 while on charter to Chinese Govt and bound Taku-Chemulpo with 1500 troops intercepted by Japanese cruiser *Naniwa* in Asan Strait and sunk by gunfire and torpedo.

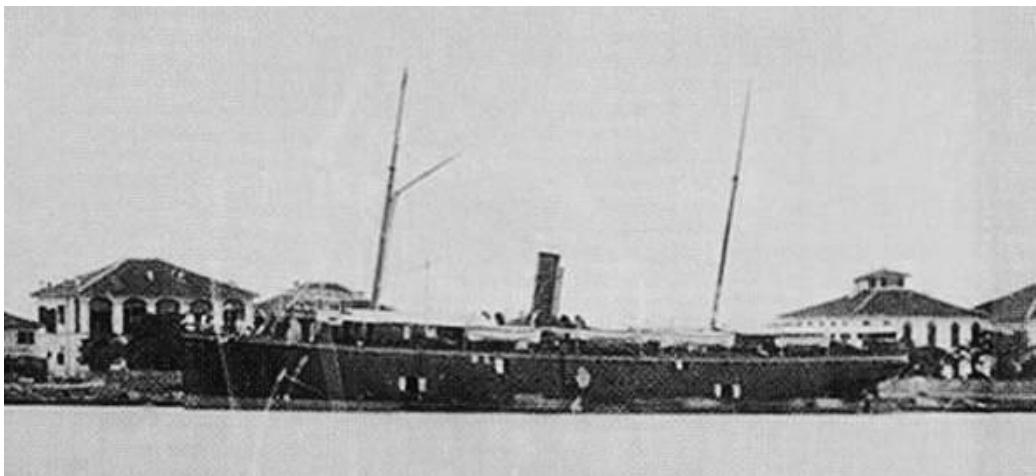


VICKERS ARMSTRONG COLLECTION

YARD NO. 104, S.S. KOW-SING (1883) FO

INDO-CHINA STEAM NAVIGATION CO. LTD. LONG

KOW SHING (Vickers Armstrong).



KOW SHING (<http://60.250.180.26/theme/theme-44/44-index.html>).



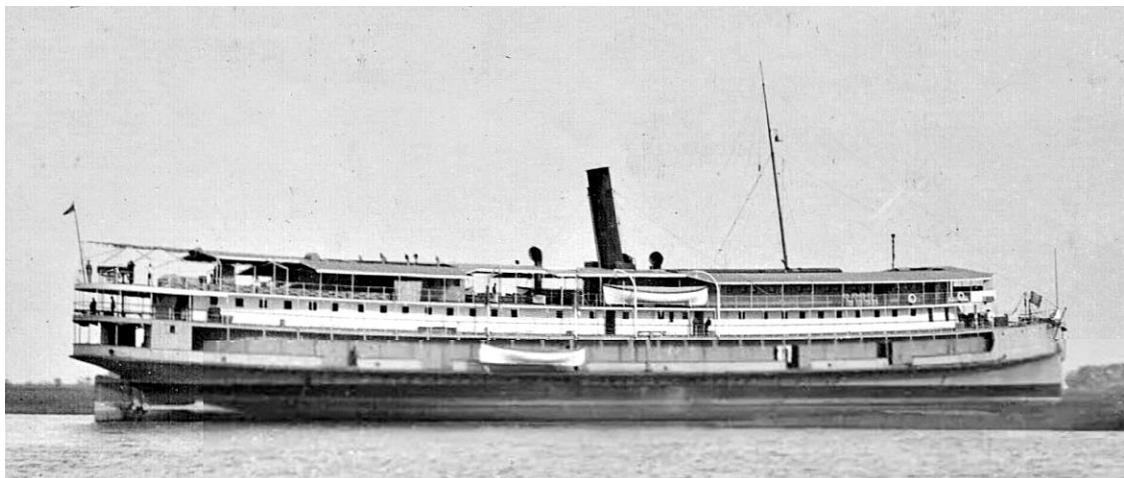
KOW SHING at Ningpo (Internet).



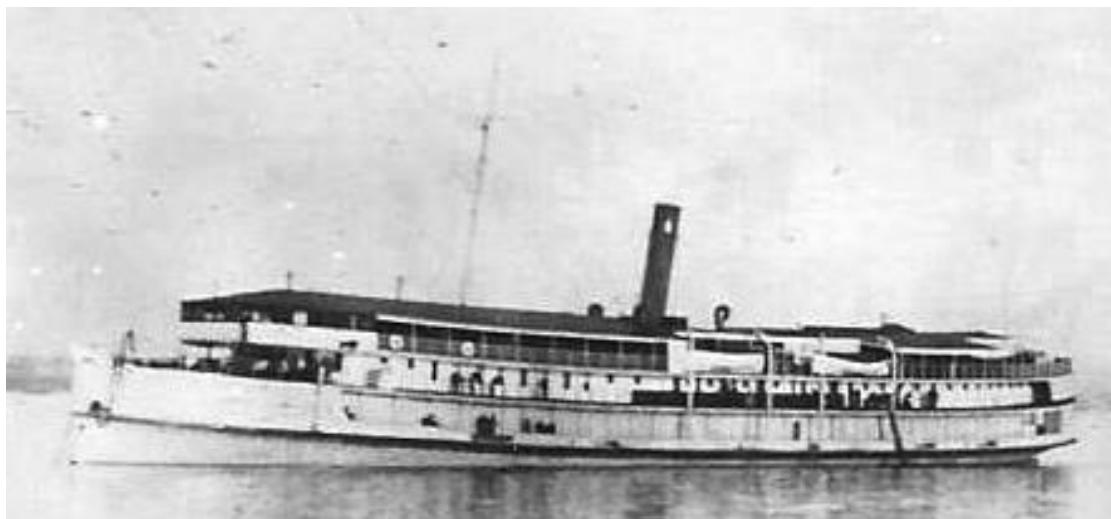
KOW SHING at Shanghai on Ningpo service in March 1891 (Kung Tai (attrib.) UoB dh-s130).

KUT-WO 吉和 (1895-41) 2665/95-10 (290 x 43', 2-T3cy/1k)

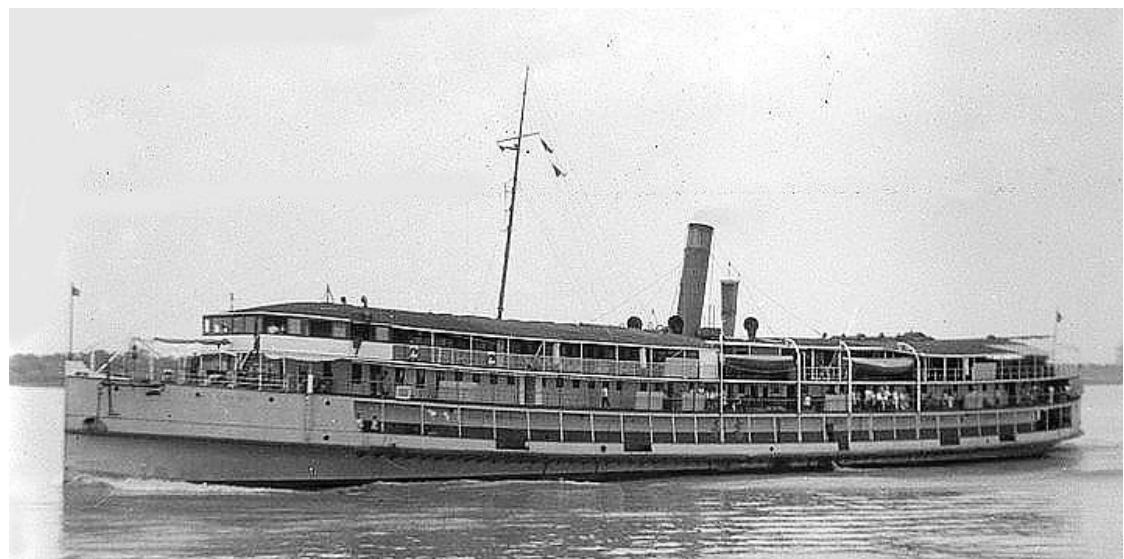
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#285) for ICSNC, 27/11/95 arr. Shanghai. 8/12/41 seized by Japanese at Hankow. 6/42 to Toa Kaiun K.K., Tokyo r. RENZAN MARU. Became casualty but salved and reverted to ICSNC. 5/47 t/f to joint venture An Wo Industries Ltd, Shanghai r. AN KONG 安康. 5/49 under Communist control. 1952 to Ming Sung Shg. Co., Shanghai r. MING CHU 民主. 1958 name romanised as MIN CHU. By 1959 rebuilt with modernized hull form and larger superstructure. 12/66 r. DONG FANG HONG 1. Early 1980s withdrawn from service, NFI.



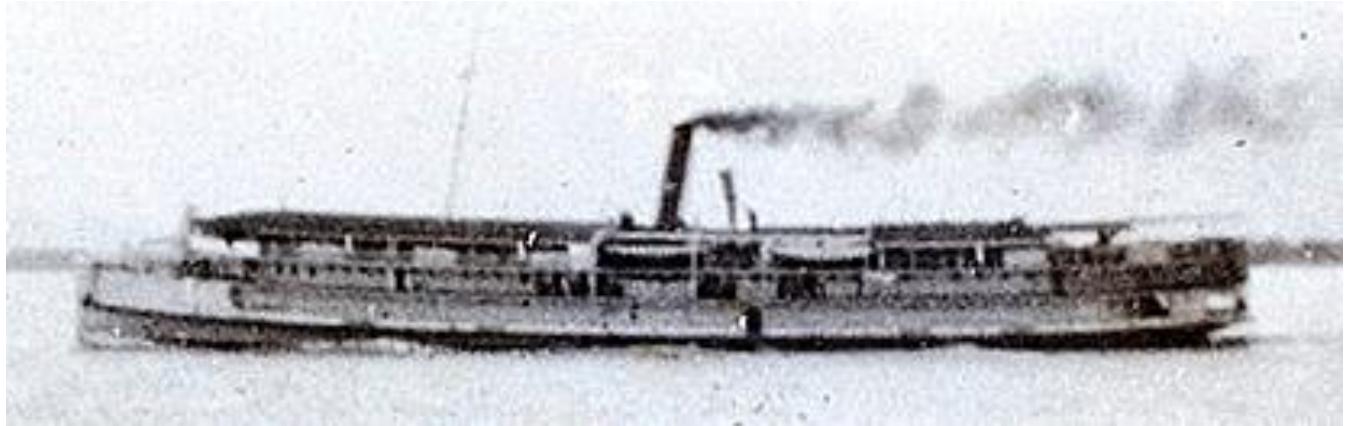
KUT-WO aground in 1911 or 1912 (Internet).



KUT-WO at Nanking during 1927 evacuation (SK coll.).



KUT-WO in 1930s (Alan Lee coll.).



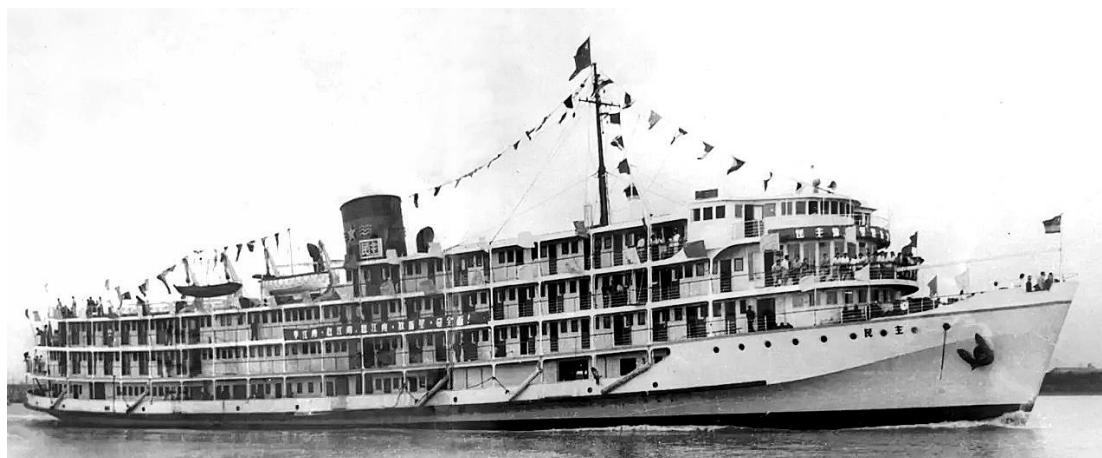
KUT-WO "after being refloated" c.1931 (Jack Ephgrave/UoB Ep01-234).



KUT-WO preparing to sail from Shanghai with paying evacuees on Friday 17 August 1937 after bombings and shootings in and around the city the previous week (both photos Harrison Forman@UWM Libraries).



Rebuilt KUT-WO as MING CHU burning Chinese coal, outward bound in Shanghai.
(<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).



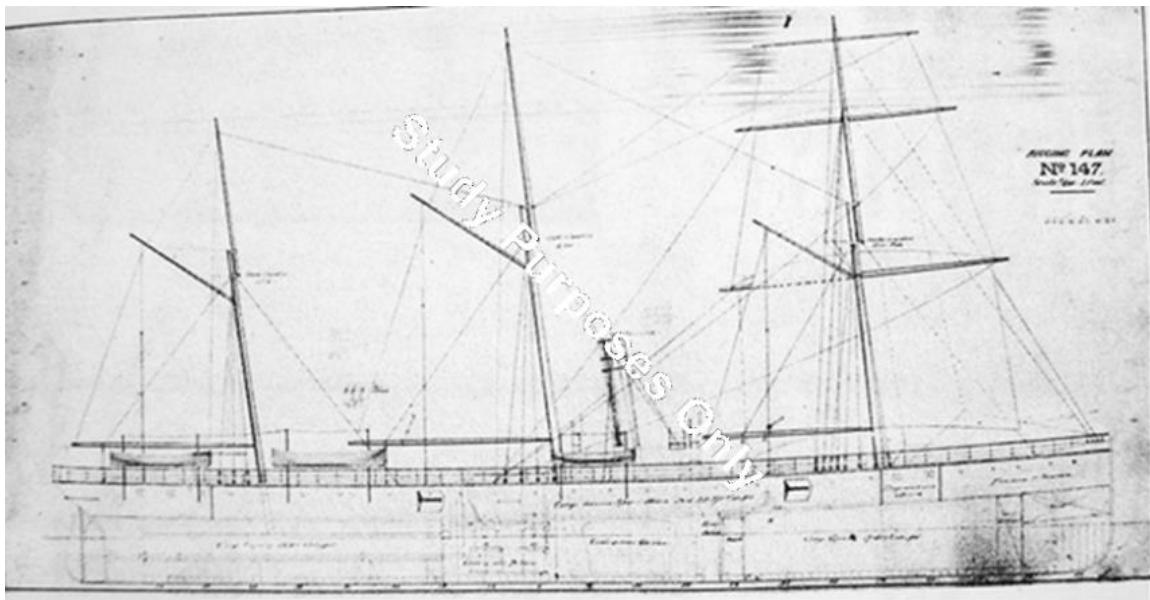
MIN CHU (image.baidu.com).



Final guise of DONG FANG HONG 1 in late 1970s (Ted Scull).

ON WO (1895-96) 1354/70-95 (i.s.s., 224.7 x 32.5', C2cy by W.B. Thompson, Dundee)

Built by Wm Denny & Bros, Dumbarton (#147) for Peter Denny for China trade as PEIHO (1086 g). 11/70 arrived in China and promptly sold to JM&Co. 1/1/73 t/f to CCSNC. c.2/73 r. TAKU. I/1880 fitted with new engines and boilers by Boyd & Co. (trials 3/80). 1/2/82 t/f to ICSNC. 4/95 t/f to Shanghai-Hankow line to replace wrecked *Tai Wo* (1881). From 5/95 rebuilt as a river steamer, shortened by 10.2', 11/95 resumed Yangtse service as ON WO. 30/4/96 outbound for Hankow sank in collision near Woosung with *Newchwang* (895/77), 300 lives. Late-1932 wreck marked by buoy.



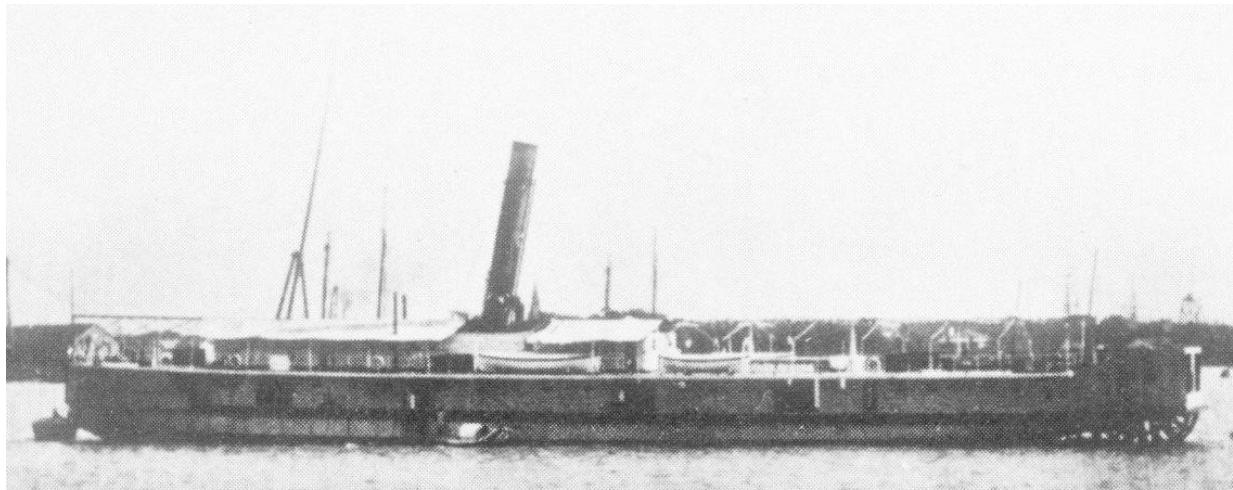
Original plan for PEIHO (*Denny Collection, NMM*)

Sunk 14 On Wo 1896 Collision 4.96.95 WHDH (ex Taku, ex Pei Ho) 2 Dkgsf Promenade deck	Iron 1354 1070 797	1870 W. Denny & Bros. Dumbarton	Indo-China Steam Nav. Co. (Lim.)	224.7 32.5 20.5	London British	C.2 Cy. 82° & 60° - 86° W.B. Thompson, Dundee
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The only Lloyd's Register entry for ON WO, in the 1895-96 Register Book Supplement (SK).

CHANG WO 昌和 (1896-31) 1065/91 (stern-wheel p.s., 200 x 40', 2-C2cy/80rhp by Bow, McLachlan & Co., Paisley)

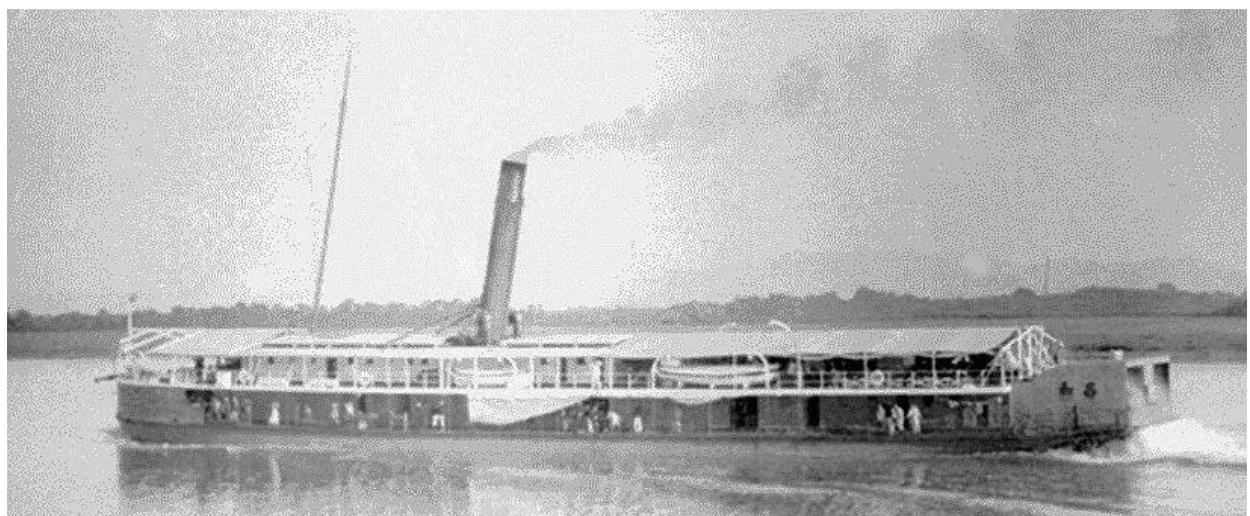
Built by S.C. Farnham & Co., Shanghai (#232) for H. Smith, Shanghai for Hankow-Ichang trade. 21/12/95 foreign community at Ichang took refuge on board during riot (NCH, 3/1/96). By mid-1896 sold to ICSNC. 26/12/21 ashore on Mopanshi Rock near Yochow, 9/1/22 refloated and beached at Hankow for repairs. 10/31 sold to local breakers.



Early CHANG WO, open aft (JM&C).



CHANG WO anchored at Ichang (UoB Pa-01-41).



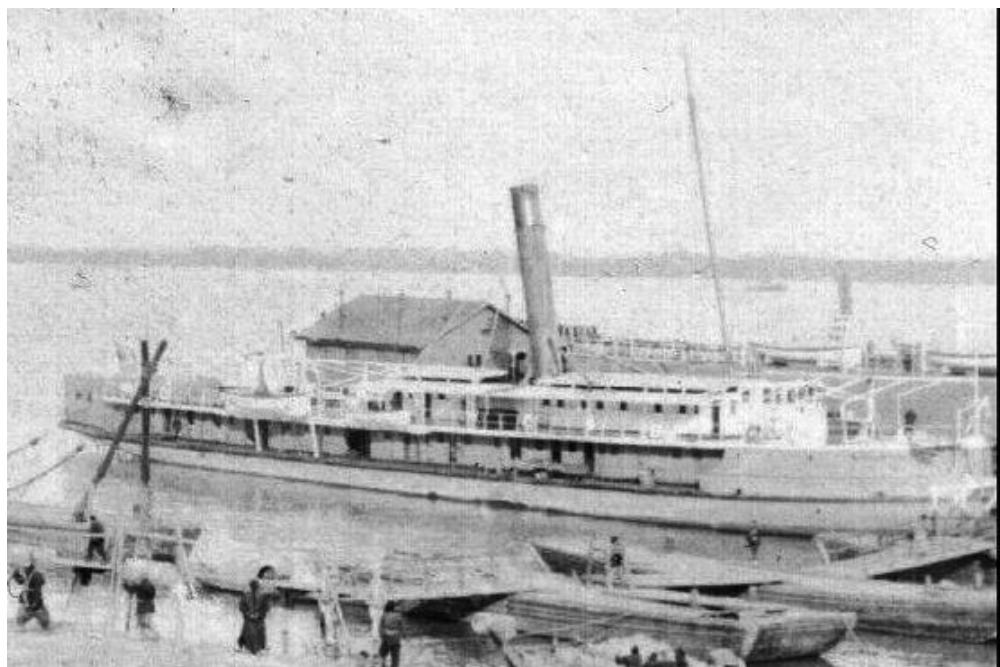
CHANG WO with awnings extended aft (Warren Swire/UoB sw13-044).



CHANG WO showing ornamental 'eyes' (JM&C).



CHANG WO in dock at Shanghai (*Tombow* postcard in SK coll.).



CHANG WO at Hankow c.1905 (Internet).

SUI-WO (1896-42) 2672/96-10 (290 x 43.1', 2-T3/150nhp)

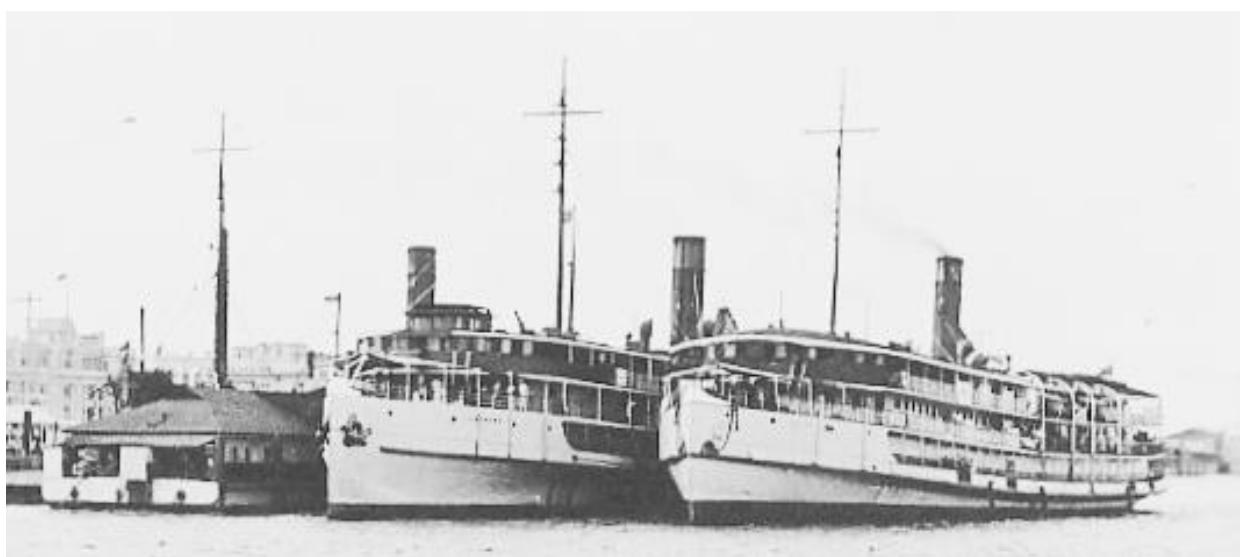
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#288) for ICSNC, 11/10/96 sd Glasgow, 2/12 arr. Shanghai. 25/12/34 stranded in Yangtze, 3/1/35 refloated. 31/12/40 sailed Hong Kong for Singapore (6/1/41), then to Penang (v.v.). 6/41 req. for use by Examination Service at Singapore. 18/11/41 req. by RN for use as boom defence and accommodation ship at Singapore (Changi). Early 1942 conv. to hospital ship. 13/2 bombed and sunk at Singapore [BT 389/29/8].



SUI-WO (R.) at Shanghai 1936-7 facing TUCK WO (ANMS0386[035], gift from Bill Gale).



KUT-WO or SUI-WO (Internet).



KUT-WO or SUI-WO at Hankow on the outside of LOONGWO (SK*).

KIANG WO 江和 (1901-41) 2175/01-8 (280 x 42.1', T3cy/124nhp/10k by Farnham Boyd & Co. Ltd) Built by Boyd & Co. Ltd, Shanghai (#91) for ICSNC for Hankow-Ichang trade, 13/8/01 trials (13¾k) (NCH, 14/8/01). 8/12/41 seized by Japanese at Ichang and 3/42 comm. under Japanese flag as KOWA MARU. 20/2/45 mined and sunk off Wards Beach in Yangtse [not ROZAN MARU mined on same date near Taku].



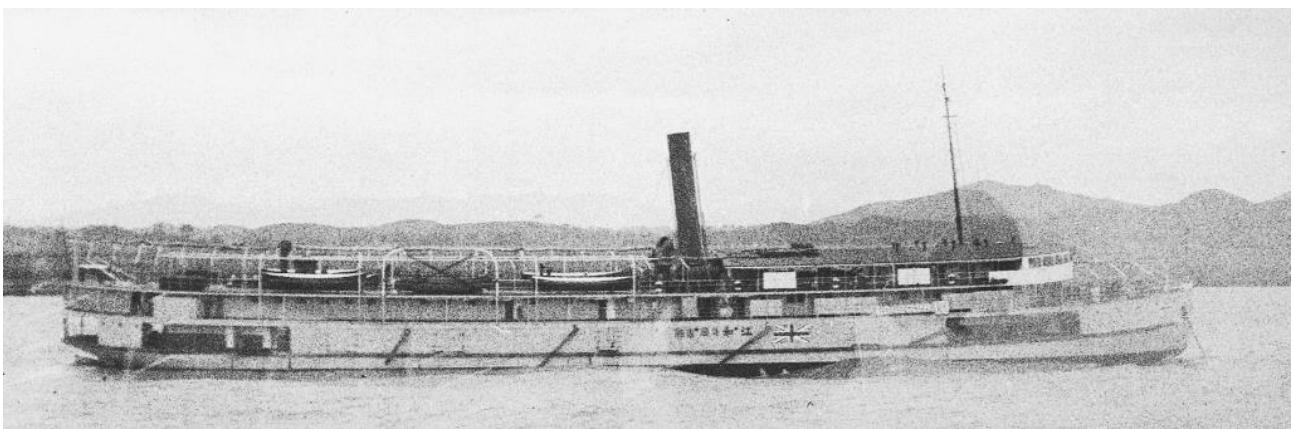
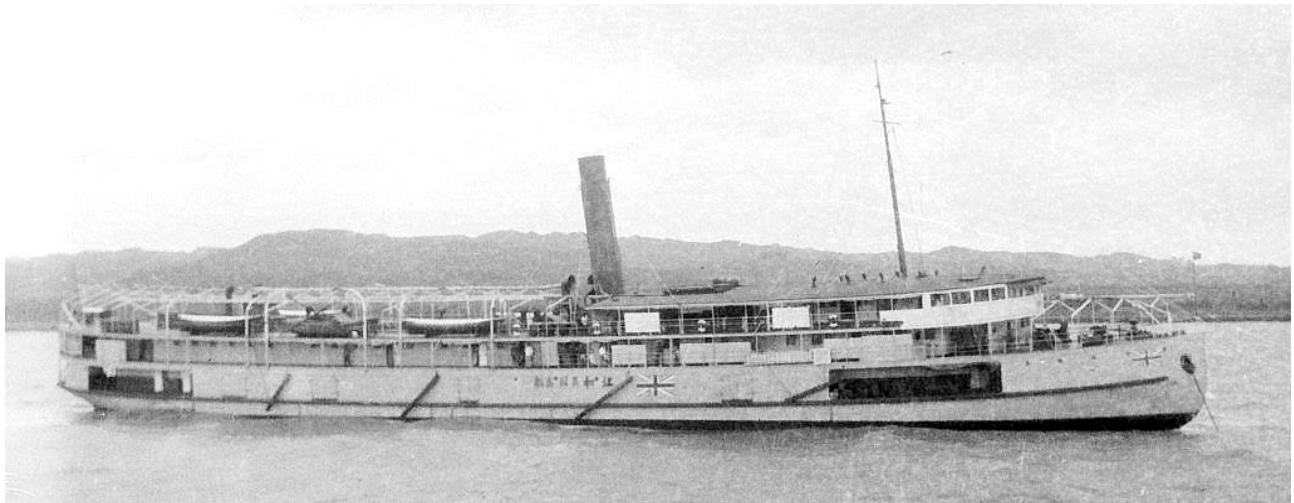
KIANG WO (centre) at Hankow about 1905 (Matheson & Co., *China in Turmoil*).



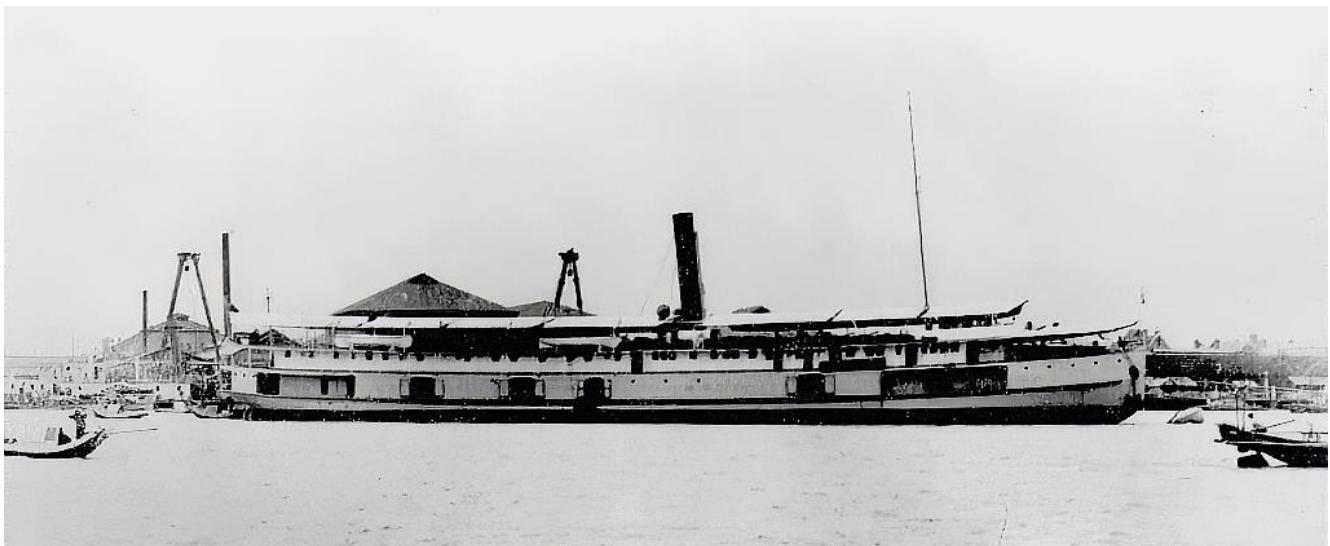
KIANG WO at Hankow (kongfz.com).



KIANG WO at Hankow December 1927 (coll. SK*).



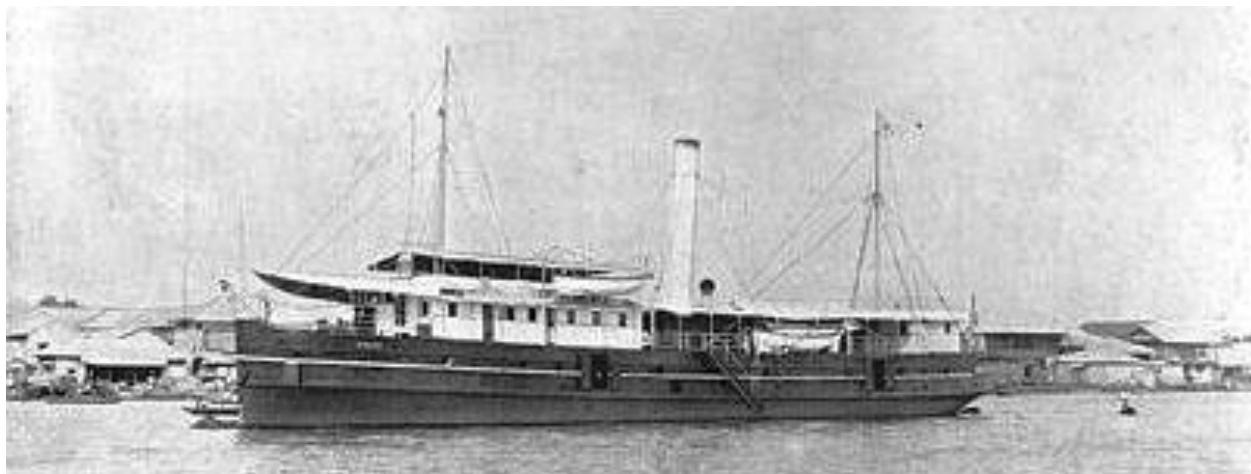
Two views with name and British markings incl. Union Jack on hull (Alan Lee coll.).



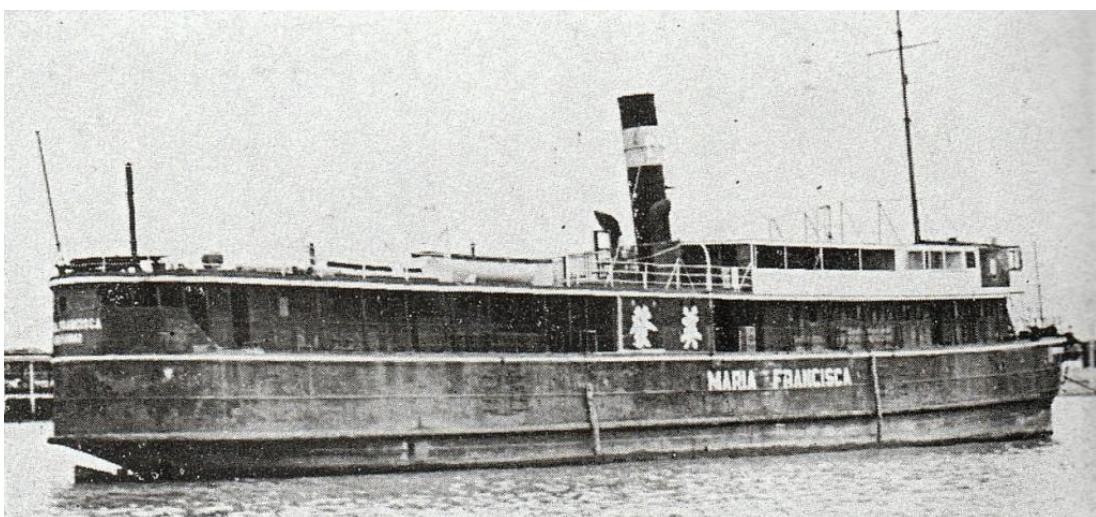
KIANG WO in summer (coll. H. Dick per Capt. J. Pring).

COLUMBIA (1903-07) 534/00 (160 x 24.6', T3cyl/29nhp)

Built by S.C. Farnham, Boyd & Co. Ltd, Shanghai for own account. 13/7/03 arrived from Manila and laid up at Shanghai. 11/03 sold to ICSNC. 6/07 sold to D/S Ges. Russ (East Asiatic Co.), Vladivostok r. SIBIR. 1910 t/f to Siam S.N. Co. Ltd, Bangkok r. KRAT. 1925 sold to Foo Shing S.S. Co., Shanghai r. JUI PING 瑞平. c.1938 transferred to Portuguese flag, r. MARIA FRANCISCA, unofficial Chinese name 美發 (MEI FA) (591 g). By 12/41 t/f to collaborationist Chinese flag. Evidently still existing 1945, 1949 to control of People's Republic of China. RLR 1955/56 'no further information'.



COLUMBIA as SIBIR (<http://snesejler.dk/bill80.htm>).



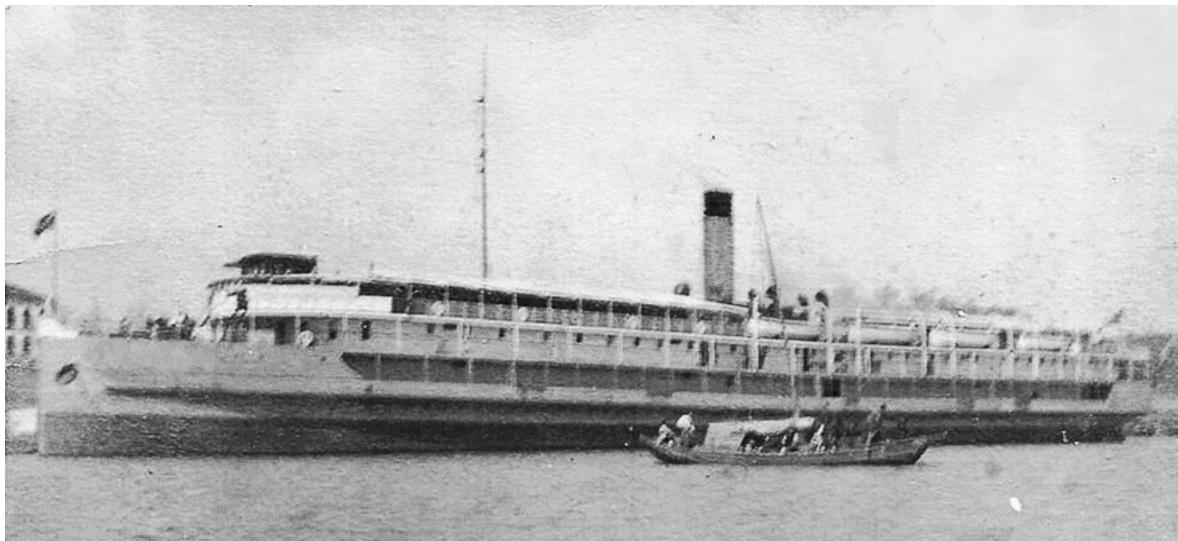
COLUMBIA in later years showing names MARIA FRANCISCA and 美發 (MEI FA), collaborationist Chinese flag but owned by Portuguese (*Sekai Shosen Yoran* p.263).

TUCK WO (1904-37) 3770/04-4 (330 x 46.1', 2-Q4cy/228nhp/13k, 30 Chinese cabin, 350 bunk pass.)

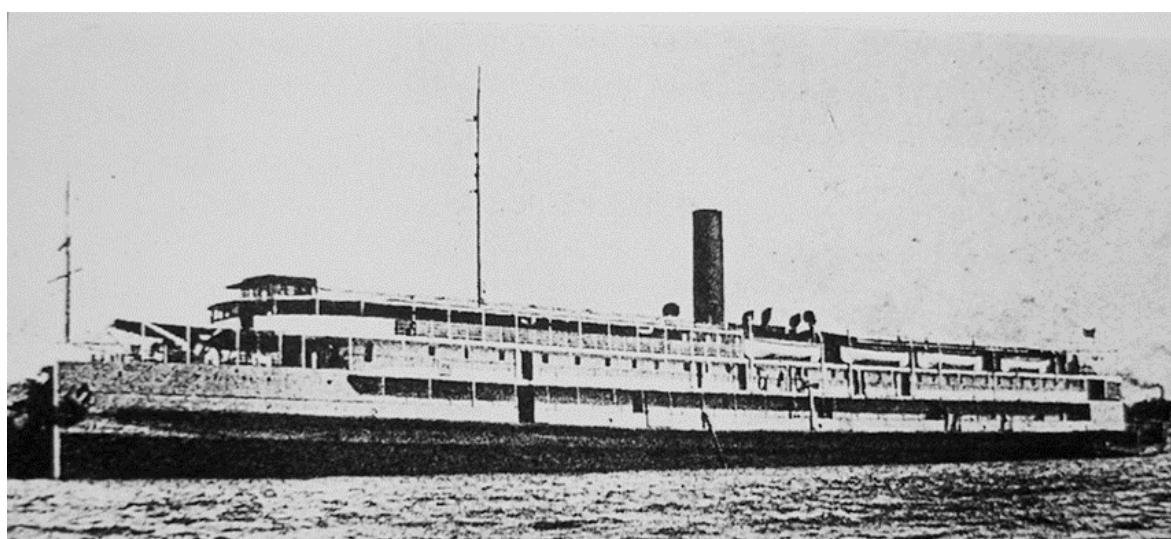
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#320) for ICSNC, 20/4/04 sd Glasgow for Shanghai, 26/7 maiden voyage Shanghai to Hankow (NCH, 29/7/04). 5/12/37 at Wuhu received direct hit in engine room during Japanese air raid and gutted after fire spread to cotton cargo. LR rep. broken up c.1939 but 8/56 hulk under repair at Shanghai and 6/58 resumed service for Chiangkiang Shipping Bureau, Shanghai as CHIANG PING. 11/66 r. DONG FANG HONG 7. 8/84 seen laid up upstream of Wuhan, NFI.



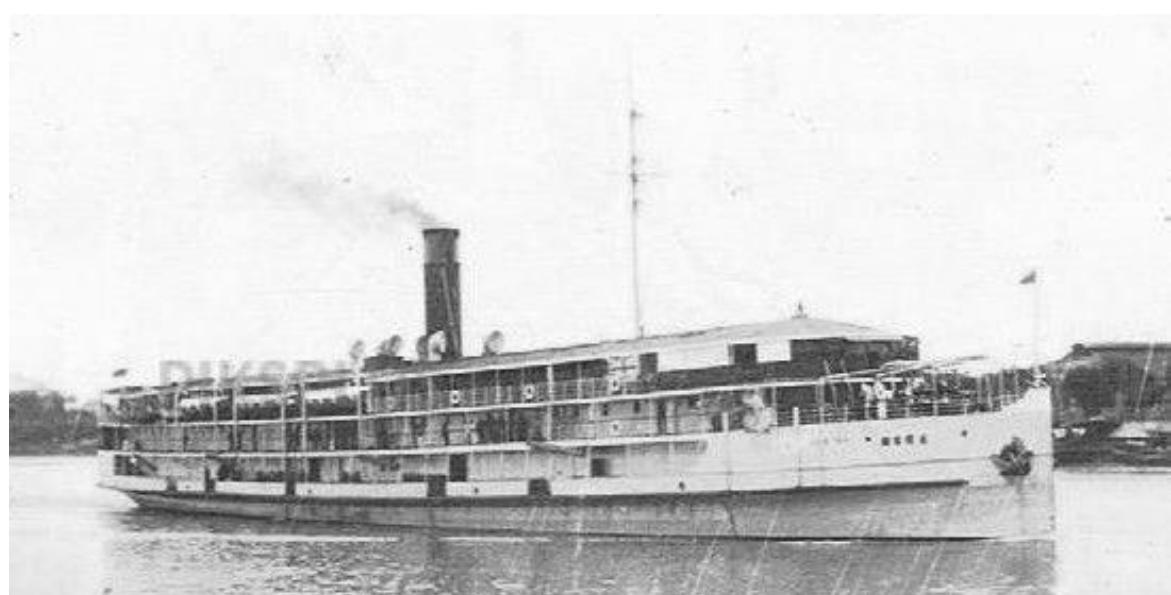
TUCK WO or LOONGWO on the outside berth at Hankow, KIANG WO second from left, about 1905 (Matheson & Co.).



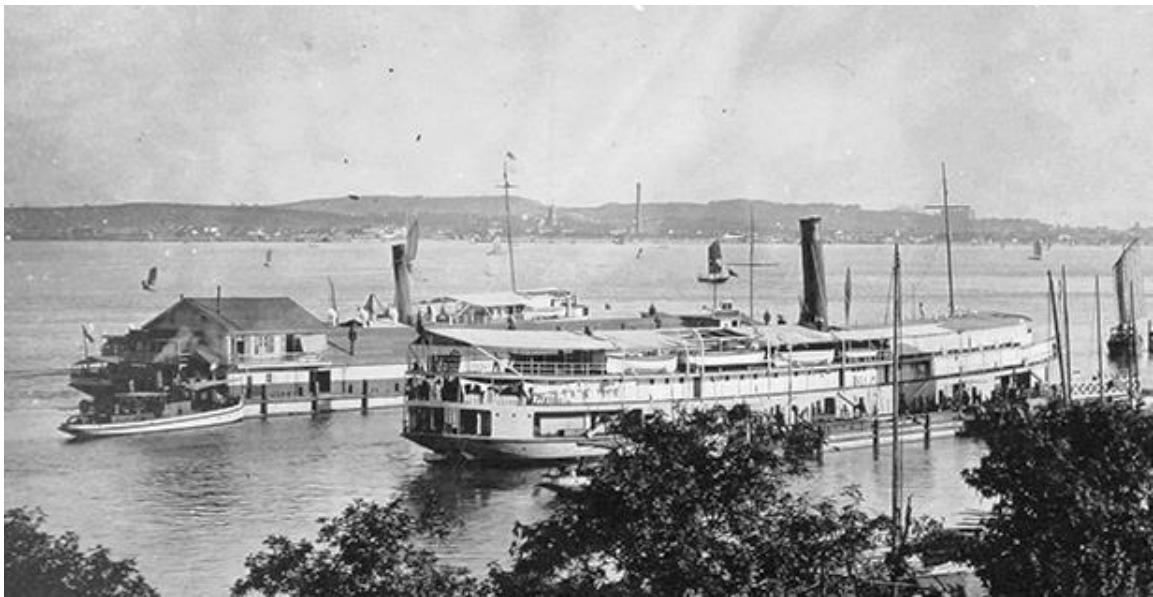
Almost new TUCK WO at Hankow missing anchor, from a card signed 29/3/06 (SK*).



TUCK WO (*20th Century Impressions of Hong Kong, Shanghai*). Upper wheelhouse later removed.



TUCK WO, awning, "British merchant ship" signage at the bow in Chinese, upper wheelhouse evidently removed in 1930s (Piksplus).



TUCK WO or LOONGWO at Jardine wharves, Hankow. TUNG WO (1914) at outside berth
(Edward Wilkinson/UoB Wi03-18).



TUCK WO or LOONGWO at central Hankow with FUH WO behind (kongfz.com).



TUCK WO on fire and being abandoned at Wuhu after Japanese bombing raid, 5 December 1937 (coll. SK*).



Gutted TUCK WO, but not the end of the story (JM&C).



JIANG PING, reconstructed TUCK WO, probably on maiden voyage 1958, masts folded for passing under the new Yangtse bridge at Wuhan (http://60year.cjhy.gov.cn/60y01/quzhe/200909/t20090903_133780.html).



JIANG PING represented a very full rebuild of both hull and superstructure of TUCK WO (R .Varns).



Ex-TUCK WO at Shanghai 1977-79, new radar and searchlights, shortened mast (Ted Scull*).



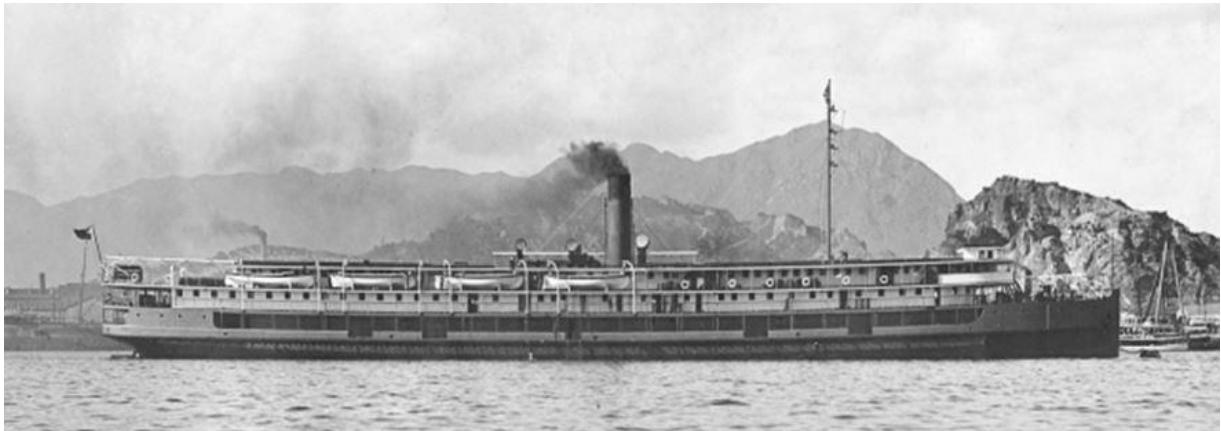
78 year old DONG FANG HONG 7 ex TUCK WO at Shanghai



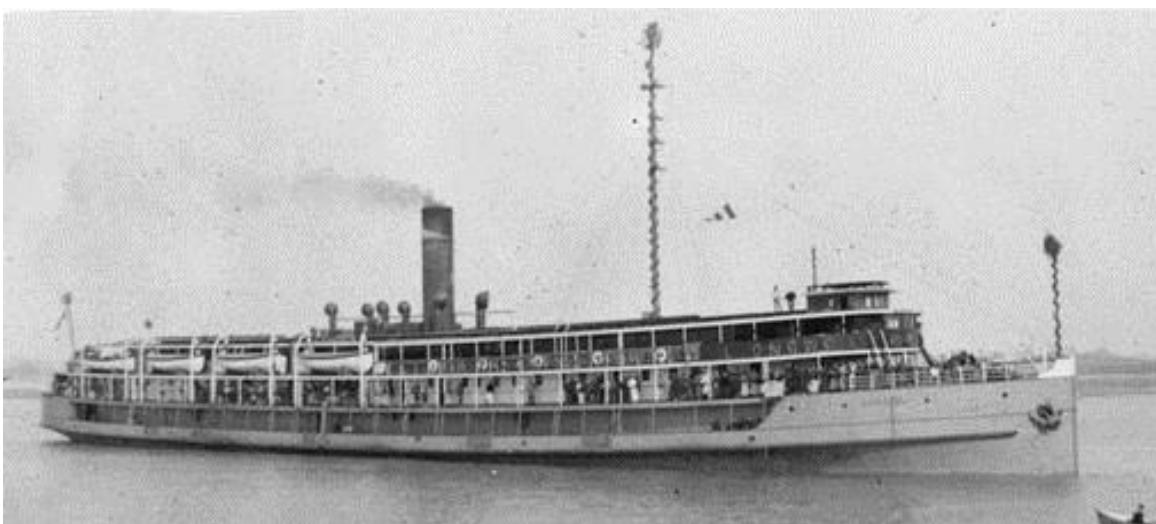
Last glimpse of the stern of the eighty year old DONG FANG HONG 7 ex TUCK WO, on the inside of DONG FANG HONG 233 and DONG FANG HONG 4, laid up upstream of Wuhan in August 1984. The vessel against the riverbank inside of DONG FANG HONG 7 is REN MIN 34 (Donald Anderson).

LOONGWO 龍和 (1906-41) 3923/06-6 (330 x 46.1', 2-Q4cyl/228nhp/11k, 12 Eur./12 Chinese cabins (1st class), 2nd class unspecified, 370 steerage bunks)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#387) for ICSNC, 16/6 trials (13½k) (NCH, 29/6/06). 8/12/41 seized by Japanese at Hankow. 1/42 r. KOSAN MARU. 19/3/45 mined and sunk below Chinkiang in Yangtse River (32.05N, 119.56E).



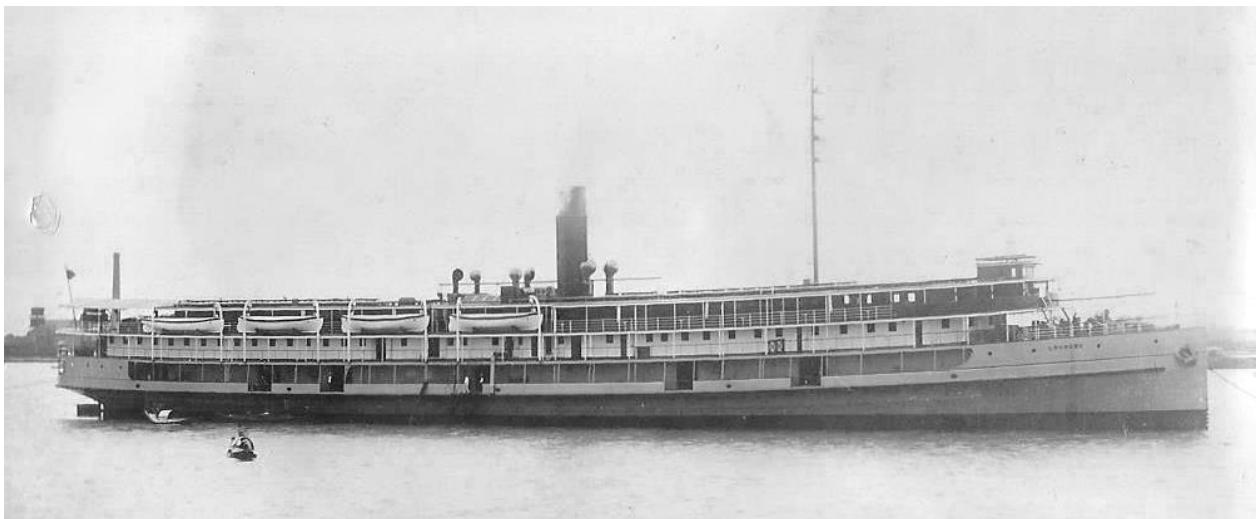
Newly-completed LOONGWO on a buoy at Kowloon pending voyage to Shanghai (Internet).



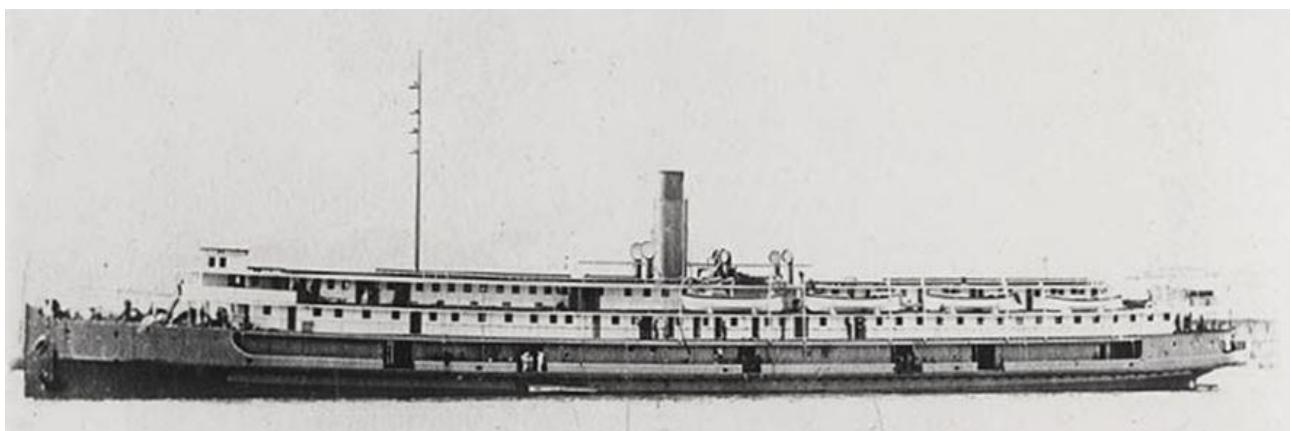
LOONGWO with decorated masts, possibly on maiden arrival at Hankow (HMS Thistle).



LOONGWO at Hankow (SK coll.).



LOONGWO (Internet).



LOONGWO, almost identical to Glasgow-built TUCK WO.

Ernest G. Best Coll. SLNSW

LI FONG (one third owned 1911-11) 2868/05

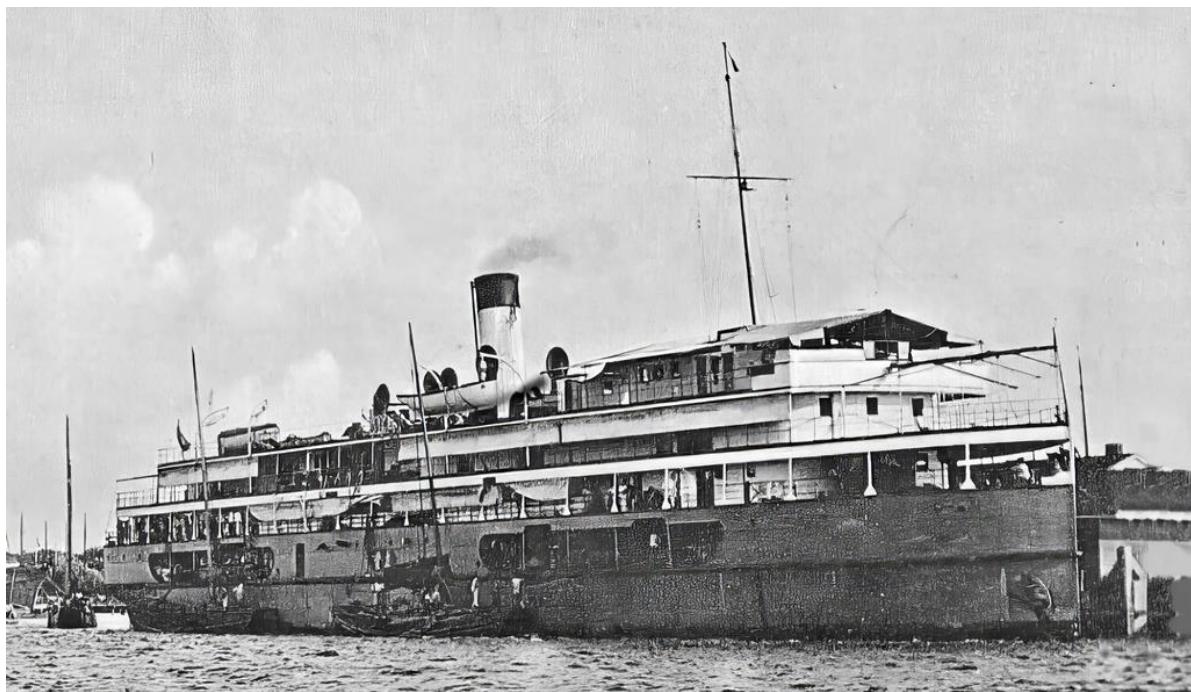
see LUEN YI (China Nav. Co., 1911-12)

LI-TA (one third owned 1911-11) 2868/05

see HSIN PEKING (China Nav. Co., 1911-36)

LUEN HO (1911-34) 2868/05-11 (278.2 x 42.9', 2-T3cy/136nhp/12k by Caillard & Co., Havre)

Built by At. & Ch. de France, Dunkirk (#18) for Cie. Asiatique de Nav. (Racine, Ackermann & Co., Shanghai mgrs), Dunkirk for Yangtse River as LI-MAO. 6/11 on bankruptcy of owners ICSNC/CNC/China Merchants S.N. Co. acquired 1/3 shares r. LUEN HO. 12/11 sold to Jardine, Matheson & Co., London. 8/12 t/f to Luen S.S. Co. Ltd (Indo-China S.N. Co., mgrs), Hong Kong. 7/29 sold to ICSNC. 10/34 sold to Ning Shin S.S. Co. Ltd, Shanghai r. MING SHIN. 1938 t/f to Cia Italiana di Nav. (Chinese-Italian Nav. Co.), Shanghai (Italian flag) r. ENNA. 9/43 presumed seized by Japanese. Late 1945 recovered. 1947 t/f to San Peh S.N. Co. Ltd, Shanghai r. MING SHIN. 1948 t/f to Hoong On S.N. Co. Ltd, Shanghai. 27/12/49 on voyage Shanghai/Hankow bombed and set on fire by Nationalist aircraft, 29/12 fire extinguished, 5/4/50 refloated. RLR 1958/59 but photographic evidence strongly suggests rebuilt by Zhonghua Shipyard, Shanghai for Yangtse Shipping Administration and 1964 completed as XIN ZHONG 新中 (2868 (245 net 1230 pass 71.21x12.5m 1100shp). 11/66 r. DONG FANG HONG 401. 8/84 still in service, NFI. [Chinese sources list XIN HONG/DONG FANG HONG 401's only origins as a newbuilding by Zhonghua in 1964].



LI-MAO (from a postcard).



Bunkering (?) LUEN HO (Billie Love colln, UoB).



LUEN HO (Virtual Shanghai ID15080).



LUEN HO low in water at Shanghai loading refugees following Japanese attacks Jan-Feb 1932 (NFAJ film).



1970s view of DONG FANG HONG 401 (*Changjiang River Transportation* pub. 1981 p.21).



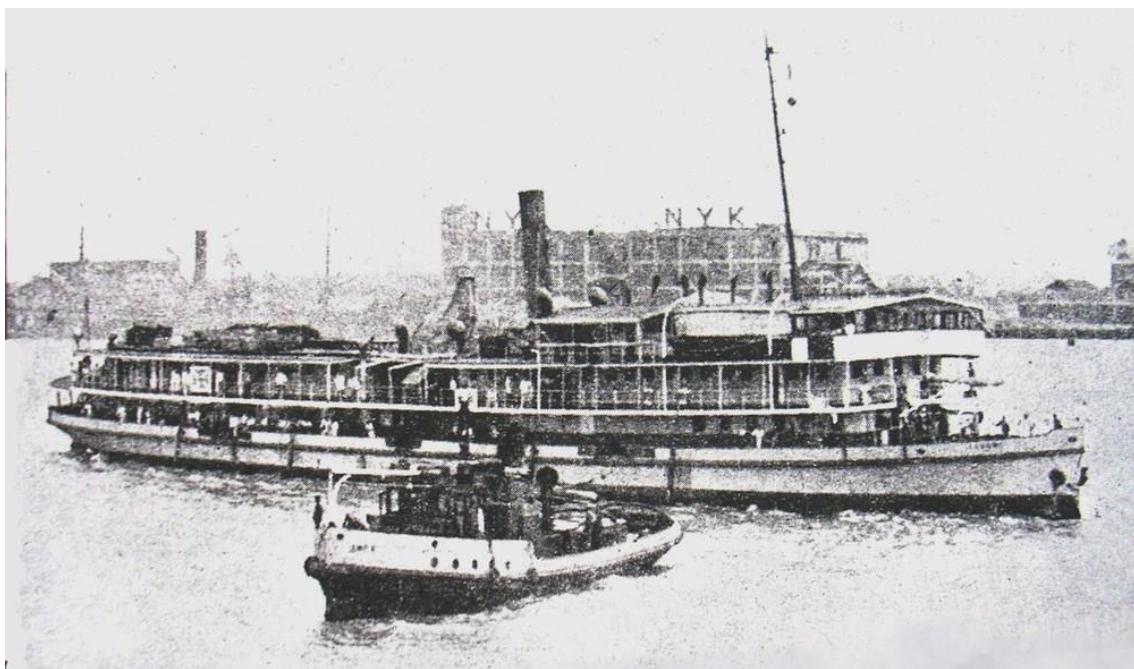
DONG FANG HONG 401 with further modifications in 1982-83 (Chris Mackey).



August 1984, last steam-powered Yangtze passenger vessel working out of Shanghai (Donald Anderson).

TUNG WO (1914-41) 1315/14-4 (235 x 40.1', 2-T3cy/89 rhp/9k; first, 24 second, 180 bunk pass.)

Built by Shanghai D. & E. Co. Ltd, Shanghai (#1335) for ICSNC for Middle Yangtze, 13/7/14 trials (11k). 4/38 seized by Japanese and taken to Tsungming Is. but released on intervention of HMS *Cricket*. 1940 req. by R.N. as armed boarding ship for examination service. 13/12/41 bombed and sunk at Penang. 1942 refloated by IJN and temporarily repaired. 2/9/42 departed Penang under tow of transport IJN *Heito Maru* for Singapore, where anchored in Johore Strait under repair by POW crew. 1943 repairs completed, r. DOWA MARU, placed under custody of the Kaigunsho (Navy Department) and operated as a transport around Singapore. 8/45 still mobile, but in neglected condition, presumed 9/45 recovered and eventually scuttled or broken up.



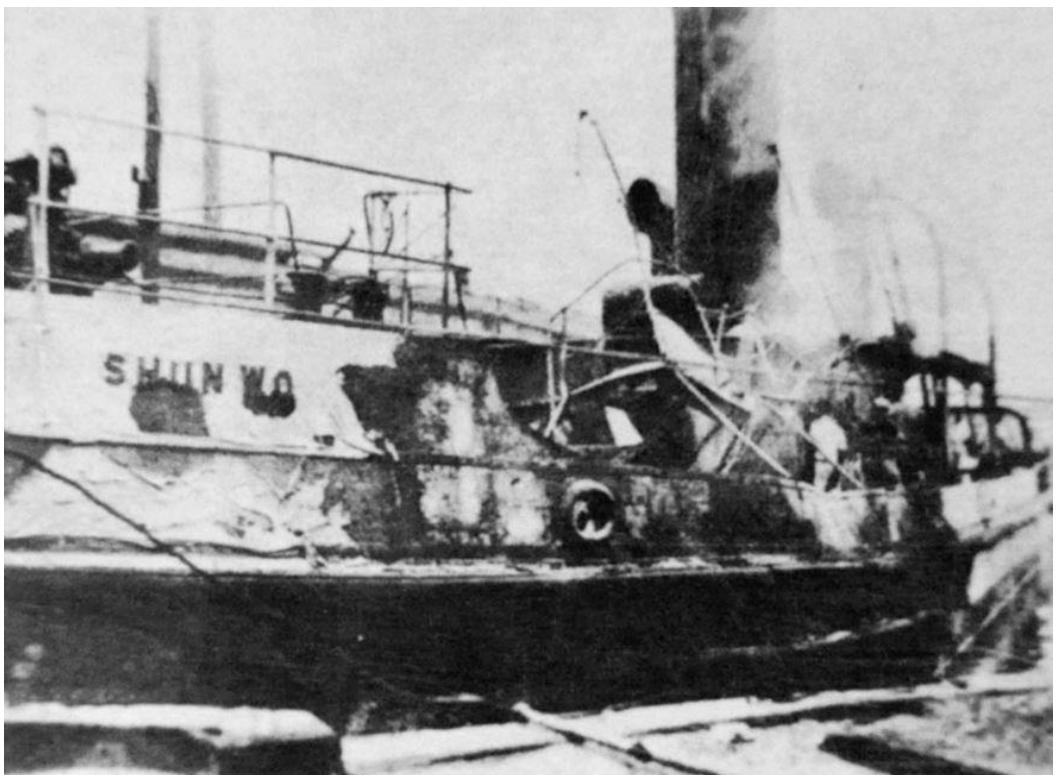
TUNG WO, middle river steamer built in Shanghai (*North China Herald*).



(SteveC@http://www.combinedfleet.com/dowa_t.htm)

SHUN WO (1917-41) 220/17 (tug, 125 x 22.1', C2cy/23rhp)

Built by Kiangnan D. & E. Works, Shanghai (#300) for ICSNC for use at Kiukiang on Yangtse River. 7/30 seized at Yochow by Communist forces (also reported as pirates) and set on fire, recovered and taken to Shanghai for repairs. Requisitioned at Hong Kong as auxiliary patrol vessel. 12/41 scuttled at Hong Kong. NFI.



SHUN WO with fire damage (<http://60.250.180.26/theme/theme-44/44-index.html>,
<http://60-250-180-26.hinet-ip.hinet.net/theme/theme-85/85-index4.html>).



SHUN WO after fire (coll. H. Dick per Capt. J. Pring).

HAN WO (1919-41) 248/19 (tug, 140 x 26/1', T3cy/69rhp)

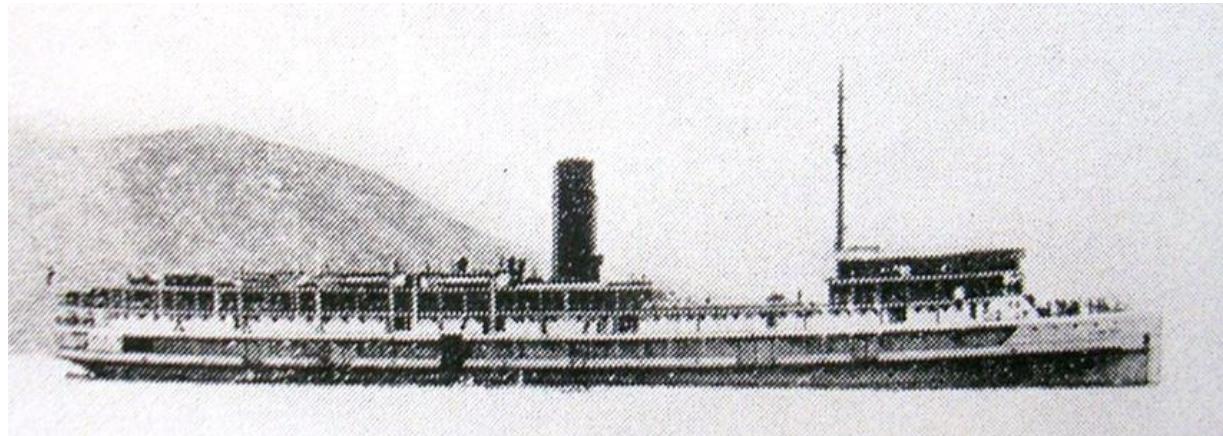
Built by New Eng. & S.B. Works Ltd, Shanghai for ICSNC and 1/9/19 launched for towing lighters Hankow-Ichang-Chungking (Shanghai Times, 1/9/19). Requisitioned at Hong Kong as auxiliary patrol vessel. 11/40 comm. by R.N. as minesweeper for use in Chinese waters. 12/41 scuttled at Hong Kong near Repulse Bay. 22/7/51 towed into Cheung Sha Wan, Hong Kong after salvage by Consolidated Eng. & Salvage Co. Ltd. Presume broken up.



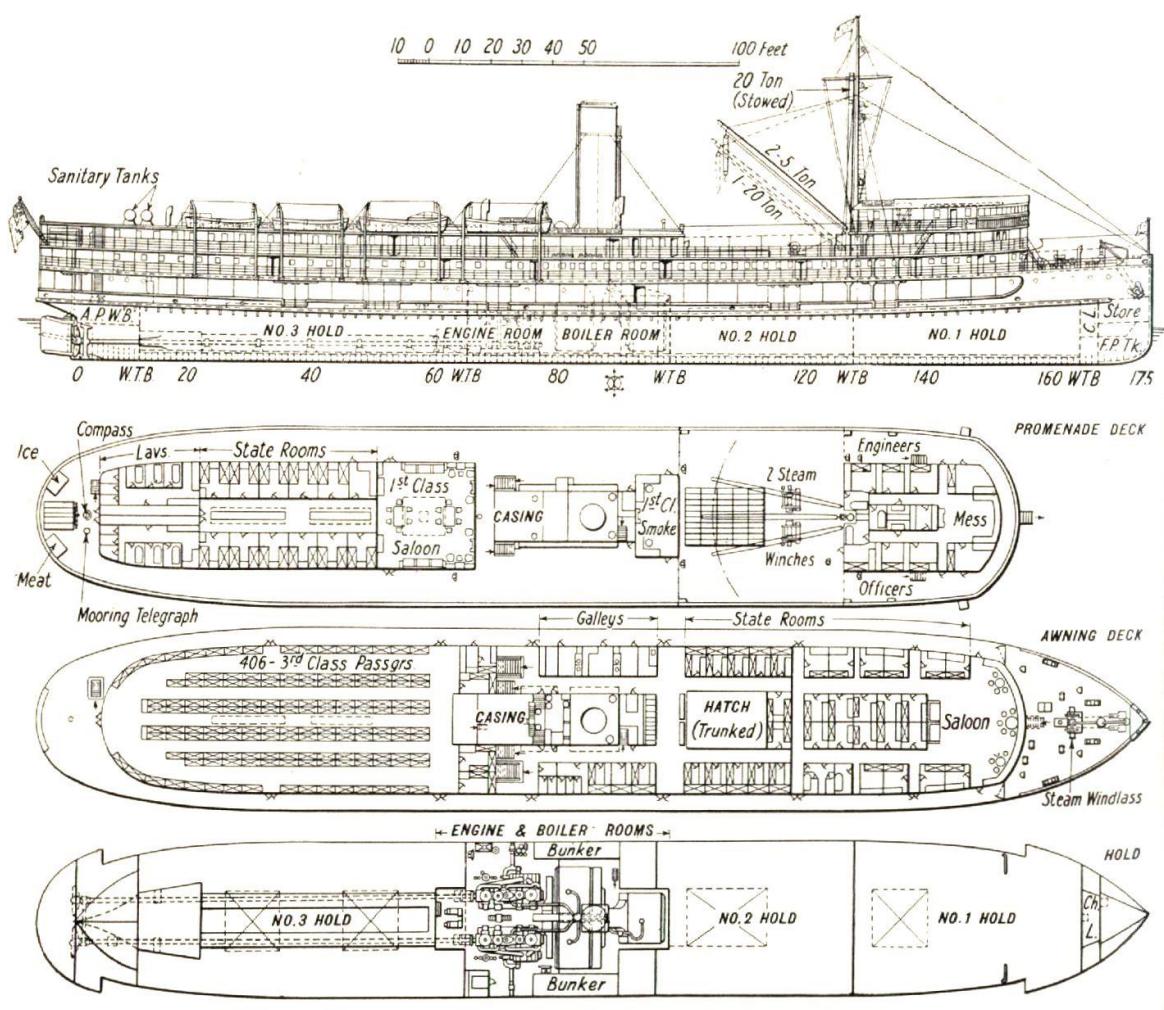
HAN WO at Hankow, inside lighter. SHUN WO was slightly smaller (*China Proper Vol III*).

KUNG WO (1921-42) 4636/21-2 (350 x 48.5', 2-Q4cy/349nhp/12k)

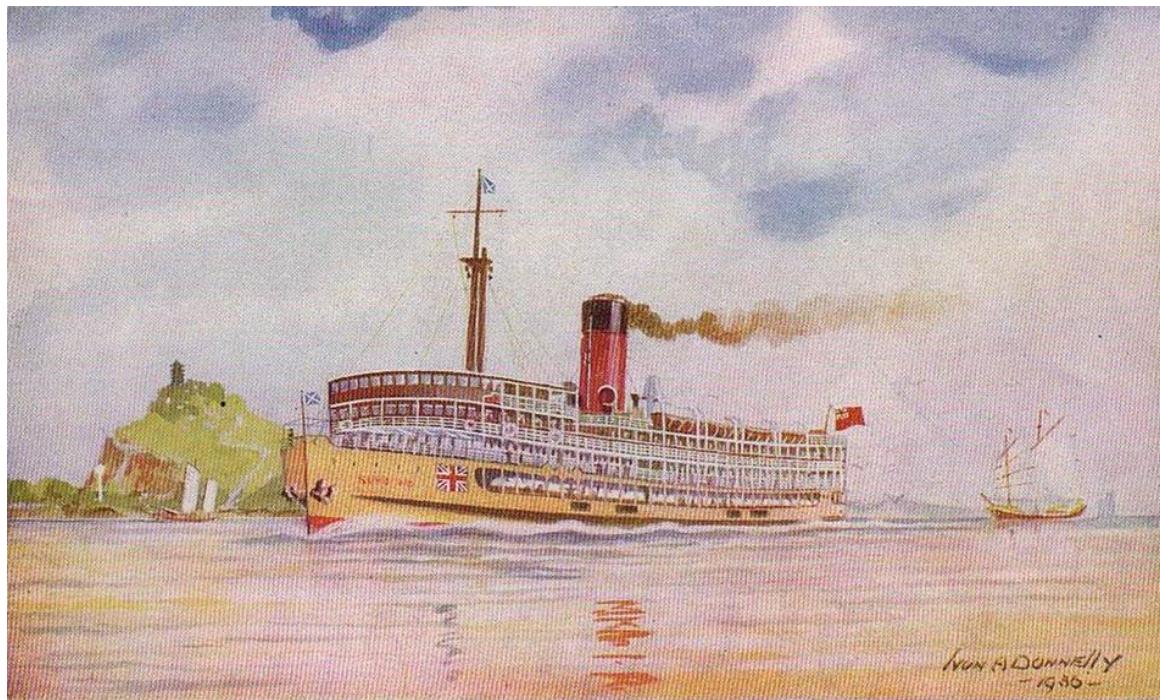
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#579) for ICSNC, 7/3/22 maiden voyage from Shanghai to Hankow. 9/7/34 fire in cotton cargo at Shanghai. 9/37 trapped upstream by sunken barrage at Kiangyin, 21/12/37 returned to Shanghai in 10-ship convoy escorted by gunboats HMS *Ladybird* and USS *Oahu* (NCH, 22/12/37). 1/38 in service to Nantungchow (Lower Yangtse). 13/3/38 off Woosung fire in cotton cargo in No. 1 hold o/v Tungchow-Shanghai, steamed up to Hunt's Wharf where fire extinguished by firefloat *Poochi* (NCH, 13/3/38). By 1939 laid up at Shanghai. 1940 at Haiphong as storeship. 30/8/41 rep. at Singapore. 18/9/41 OHMS, designated as minelayer. 28/1/42 rep. as depot ship. 14/2/42 bombed and sunk off Bangka Is. bound Singapore to West Australia.



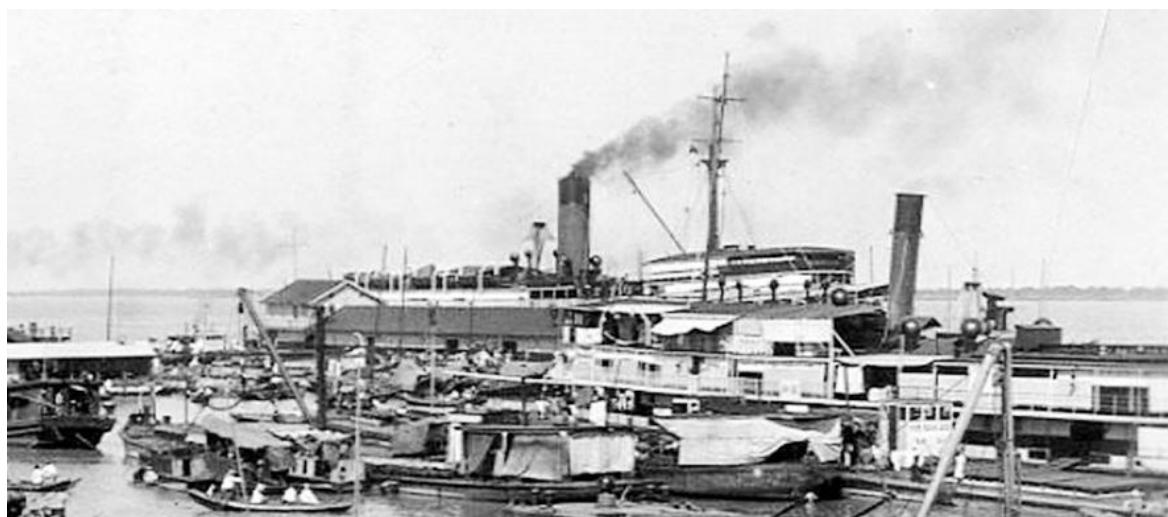
KUNG WO at Hong Kong on completion (HWD Co.).



KUNG WO Largest river steamer on the Yangtse (*Shipping Wonders of the World*).



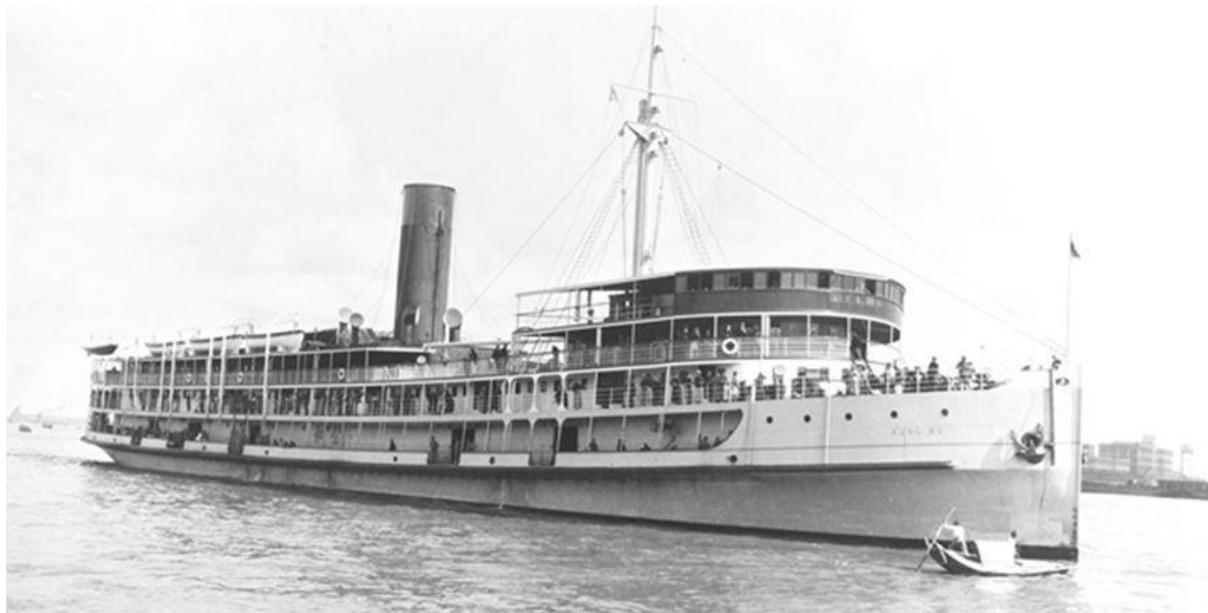
KUNG WO passing Little Orphan Island and showing the attractive ICSNC river steamer colour scheme (Ivon A. Donnelly).



Newly-built KUNG WO at Hankow during 1921 floods (Internet).



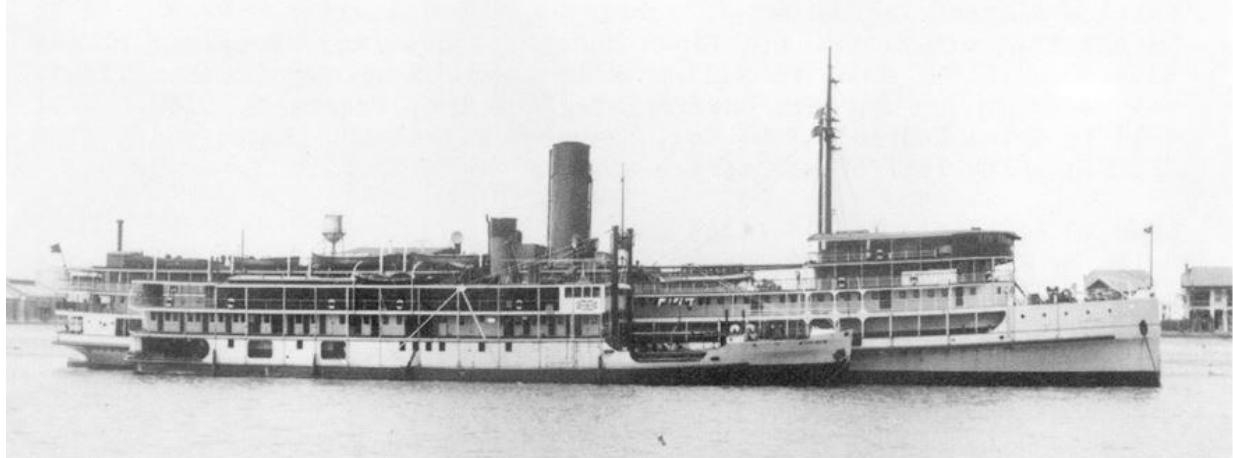
Early view of KUNG WO handling cargo at Shanghai (SK*).



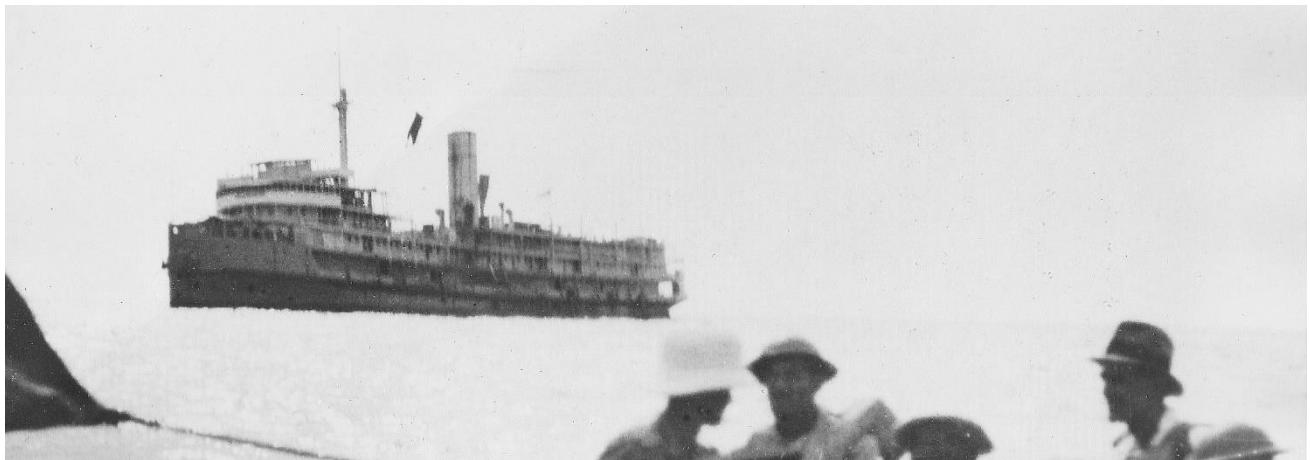
KUNG WO (U.S. Naval History & Heritage Command NH 77128).



KUNG WO in December 1937, near Nanking (*Norman Alley's Bombing of USS Panay 1937 Newsreel*).



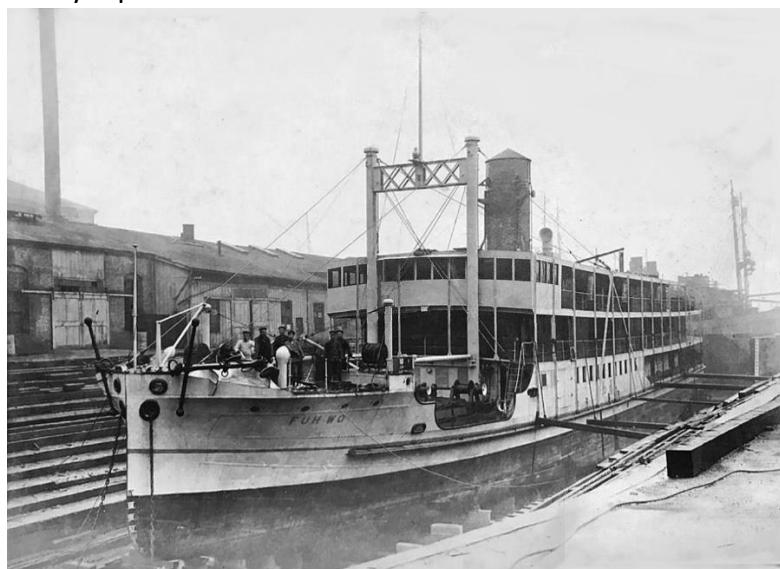
KUNG WO laid up at Shanghai, 10 May 1939, with upper river steamer FUH WO alongside (D. Gammon*).



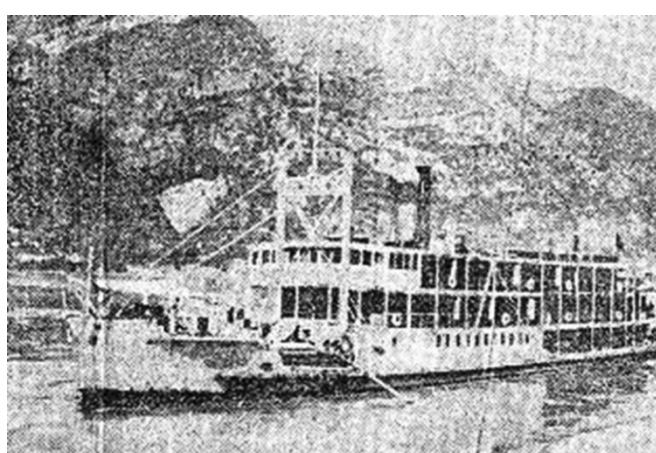
Last boat away from the damaged H.M.S. KUNG WO (Coll. SK).

FUH WO (1922-42) 953/22 (211.4 x 33.1', 2-T3cy/446nhp)

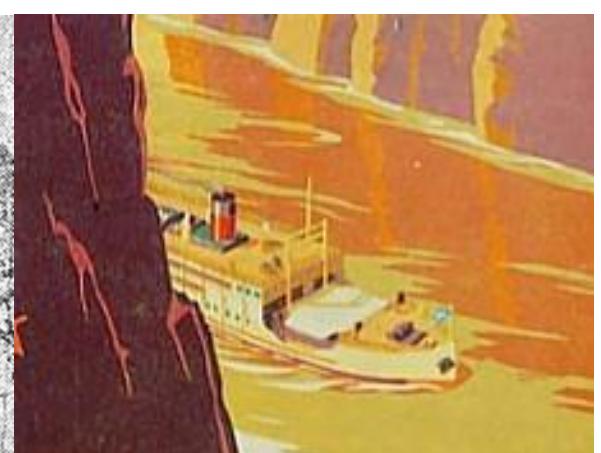
Built by Yarrow & Co. Ltd, Glasgow (assembled in Shanghai)(#1611) for ICSNC for Upper Yangtse. Following tailshaft breakages in 1923 and 1924 rebuilt with larger tailshafts and additional shaft brackets. 7/37 stranded on rock between Chungking and Wanhsien, all compartments flooded but refloated, beached and patched. 1940 req. by R.N. as auxiliary patrol vessel. 15/2/42 after escape from Singapore beached and blown up at Bangka Is. to avoid capture by Japanese.



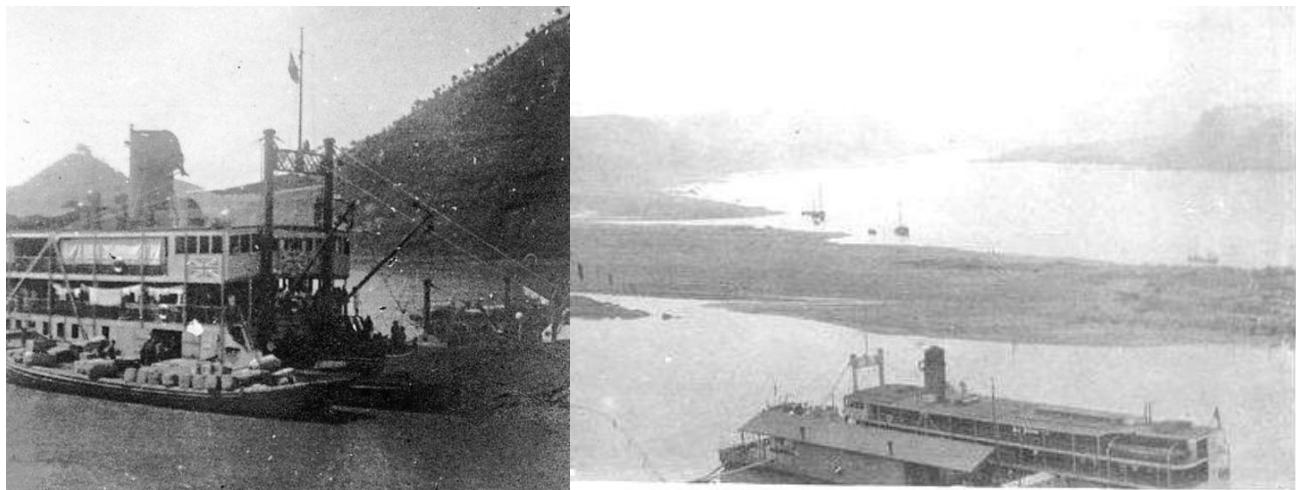
FUH WO in Shanghai Dock & Engineering Co. graving dock (Internet).



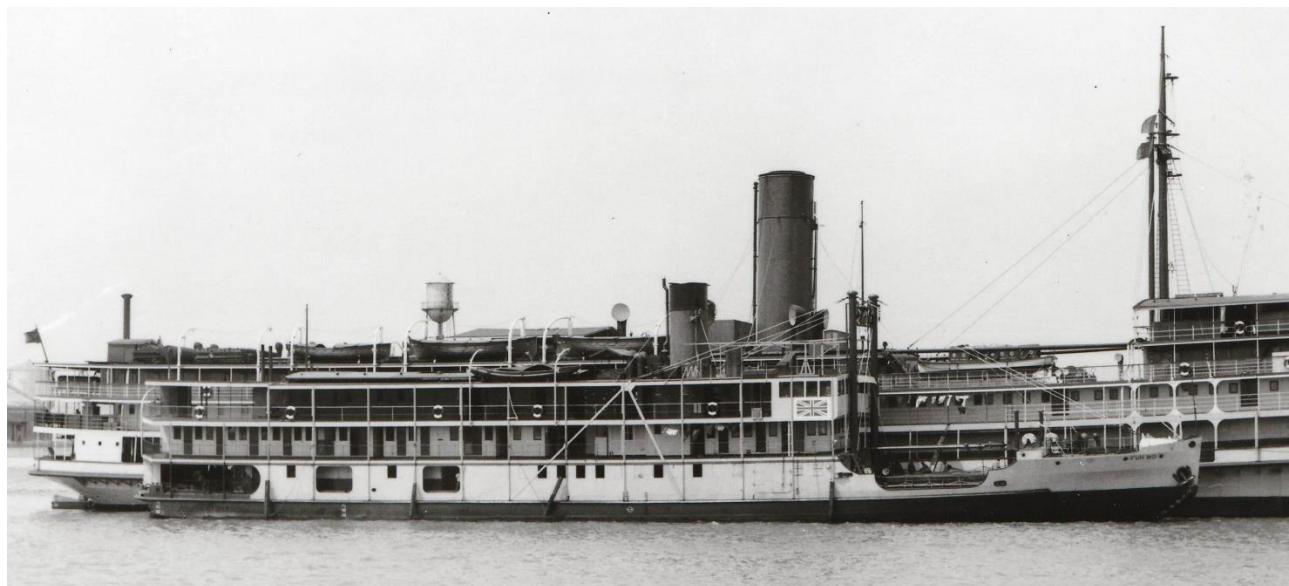
FUH WO (*The Evening News* 10/9/26).



Advertising brochure.



L: Working cargo at Ichang 10 July 1936 (Phoebe Tuck); R: (Ivon A. Donnelly).



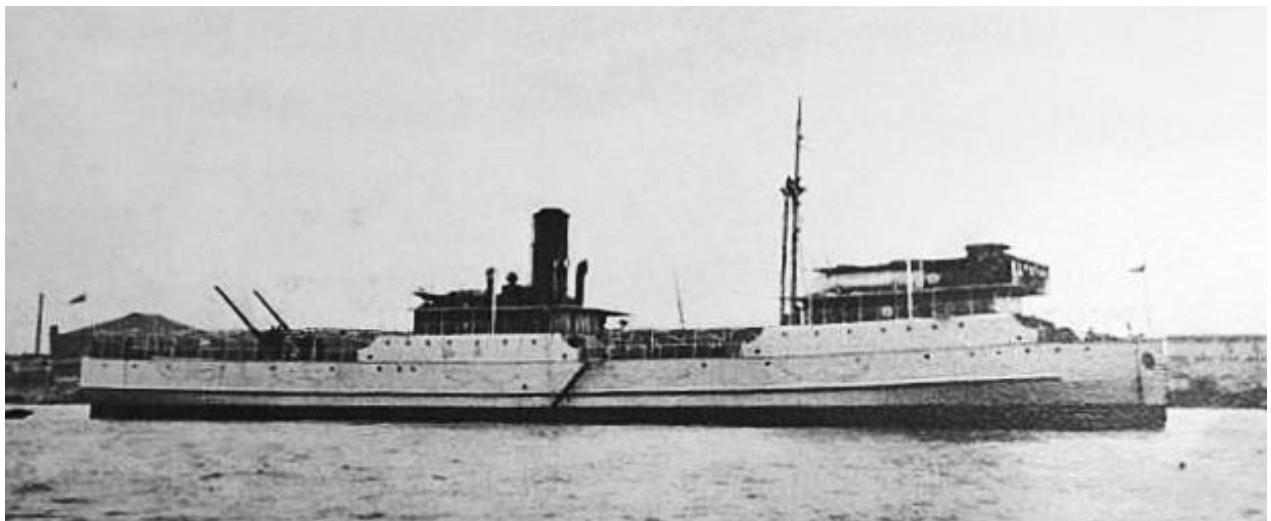
FUH WO laid up at Shanghai alongside KUNG WO (D. Gammon*).



FUH WO at Shanghai, 5 October, 1939 (SK edit/D. Gammon*).

PING WO 平和 (1922-47) 2671/22 (290.0 x 46.2', 2-T3cy/172nhp/12k)

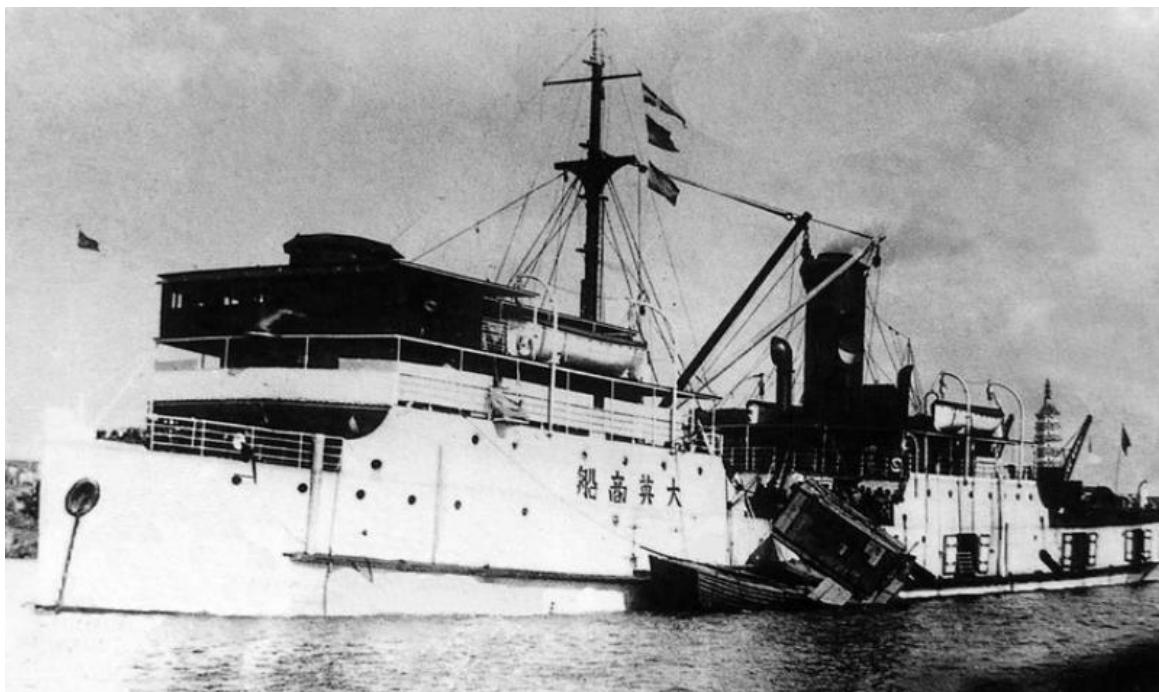
Built by New Eng. & S.B. Works Ltd, Shanghai (# n/a) for ICSNC for Middle River service as a cargo ship. Early-1935 rebuilt to increase passenger capacity, aft cargo hatch removed. 1938-39 on Pearl River. 1940 at Haiphong as storeship. 12/41 req. by R.N. as water carrier for use at Singapore, fitted with 12-pounder gun, sides of forward superstructure removed to improve firing arc. 2/42 towed damaged *HMAS Vendetta* from Batavia to Albany, Western Australia. 19/5/42 paid off. 22/5/42 comm. by RAN for use as stores ship in New Guinea. 1/45 under conversion to repair ship. 6/46 redel. to ICSNC in Hong Kong and used as accommodation ship. 9/47 sold to Hoong On S.N. Co. Ltd, Shanghai r. TEH ON. 1949 under control of People's Republic of China on Yangtse service, reported refitted in 1951. 2/53 placed on Shanghai-Ningpo service, late-1953 or early-1954 r. MIN CHU 4. 4/58 placed on Shanghai-Ningpo-Wenchow service. c.1960 re-converted for express Shanghai-Wuhan service, rebuilt to increase cabin passenger capacity to 726, forward cargo hatch removed r. JIANG DE. 11/66 r. DONG FANG HONG 6. 19/2/71 collided with and sank barge at Nanjing carrying 1000 tons of ore, 4 dead. By late 1970s withdrawn from service and laid up at Hankow, where photographed 8/84 in very poor condition. Subsequently sold and refitted for use as an accommodation ship for Wuhan port authority on the Wuchang river bank between the Second Wuhan and Wuhan Erqi Yangtze River Bridges. IIQ/2017 broken up in situ.



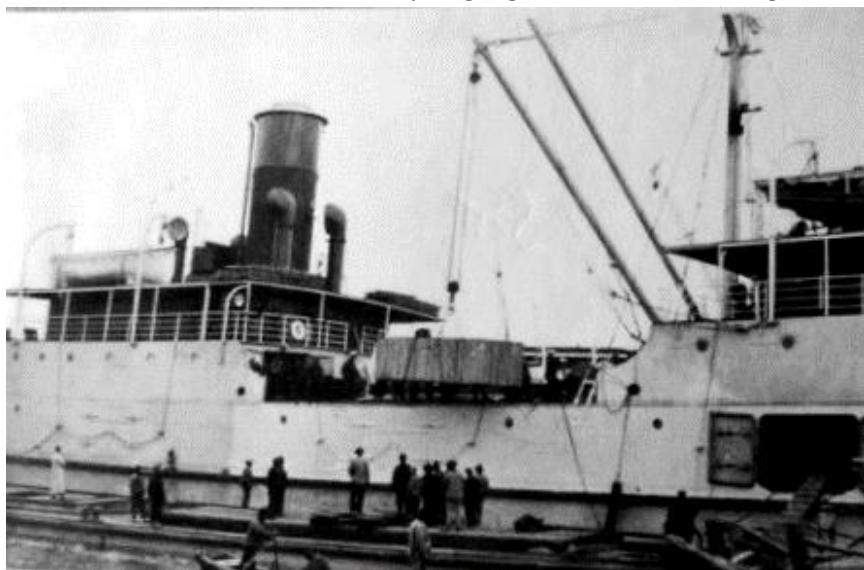
PING WO on completion in 1922 (New Engineering & SB Co.).



PING WO at Hankow (Internet).



1920s “British Merchant Ship” signage in Chinese (aiai.blog).



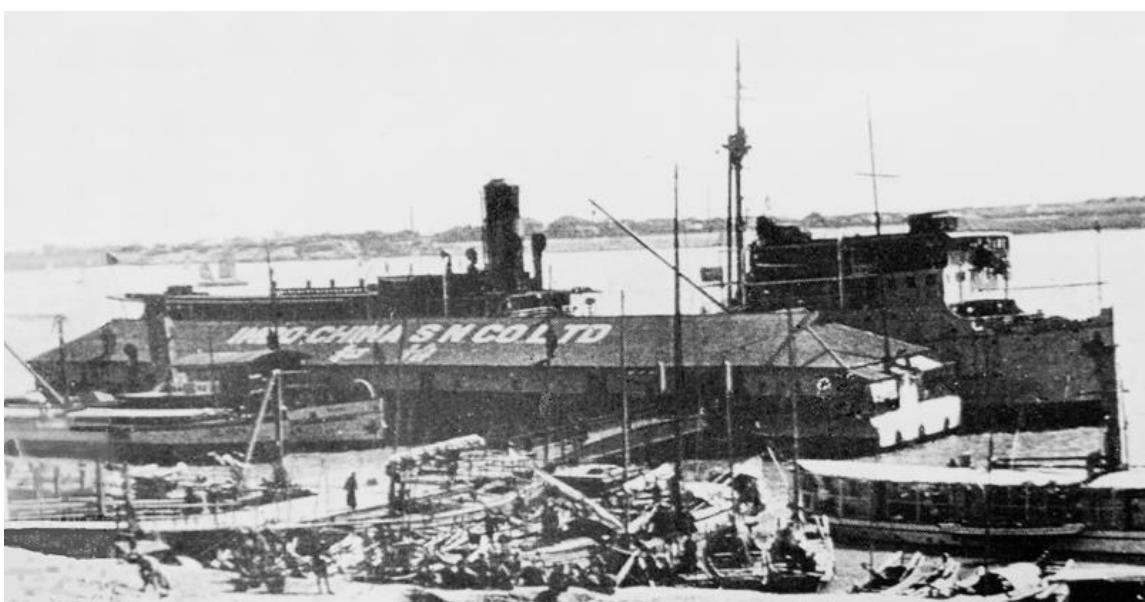
As built with minimal superstructure and a cargo hatch aft (Internet).



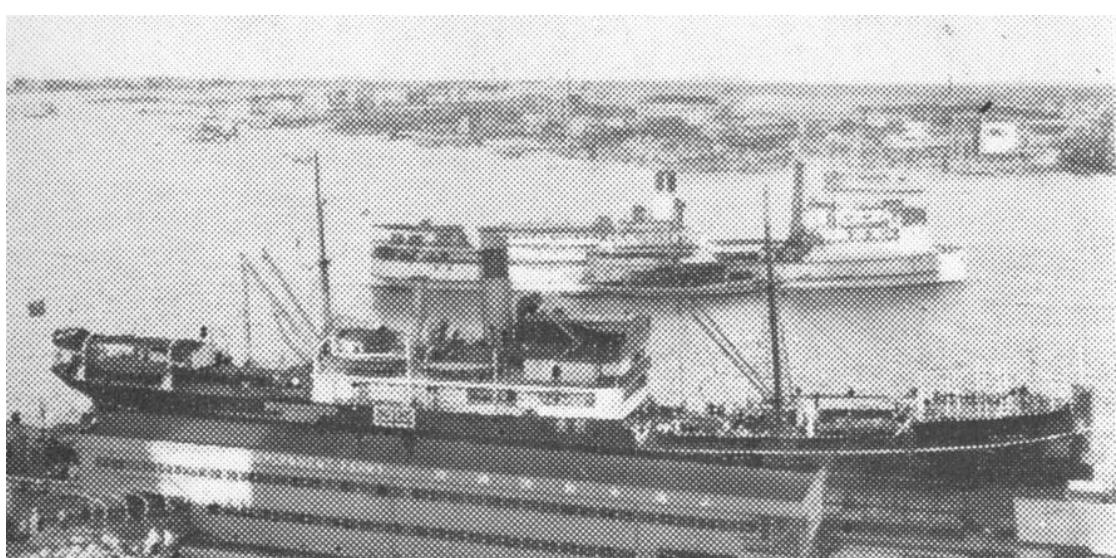
PING WO at Ichang (Naval History Heritage Command NH221618 colorized 2024).



PING WO working cargo at Ichang (Warren Swire/UoB sw07-006).



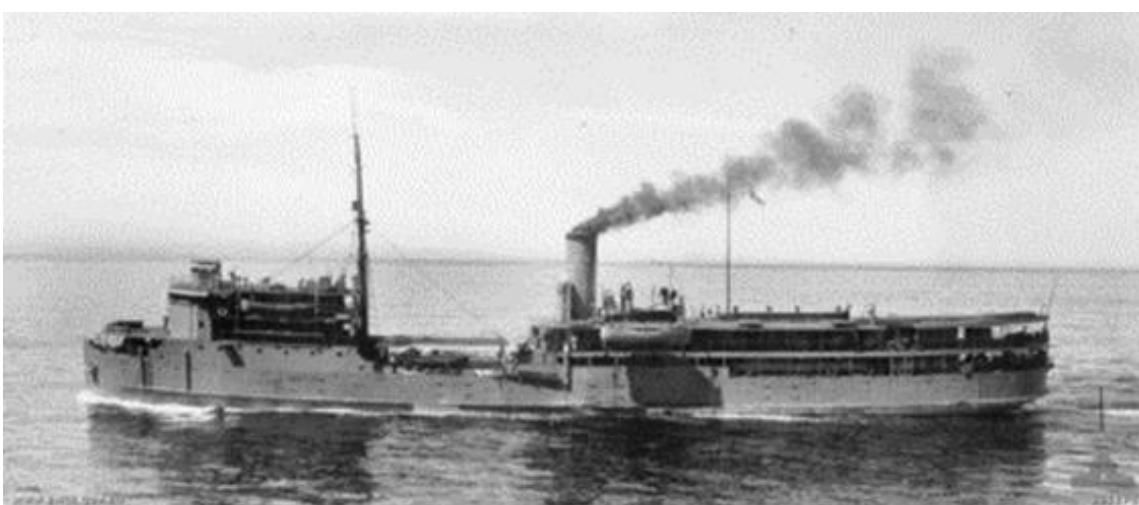
PING WO at Hankow in 1930s. Superstructure now closed in forward and extended aft, but still with a trunked cargo hatch (*China Proper Vol III*, UK Naval Intelligence, 1945)



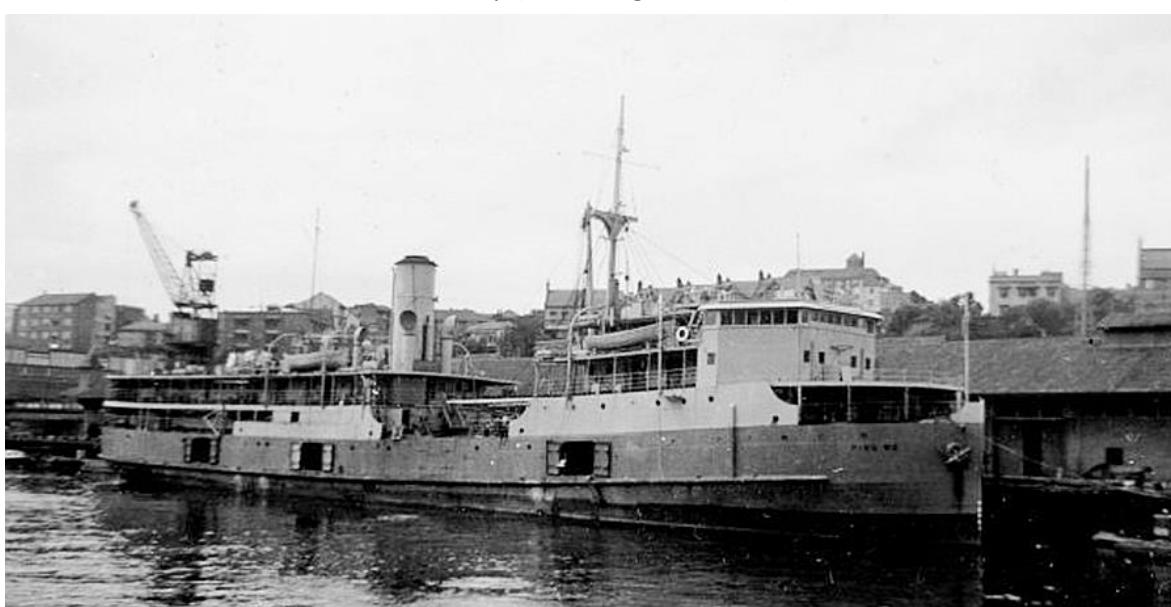
PING WO behind LEE SANG at Shanghai, pub. 1938 (*Five Months of War*, NCH C/- G. Thompson).



HMAS PING WO in early 1940s. Front bridge corners removed by R.N. to improve firing arc for 12-pdr gun, later dismounted (as here) (M Neg No.301177).



HMAS PING WO off Port Stephens, NSW, Sept. 1942 as tender, store carrier and works ship (AWM Neg No.301176).



HMAS PING WO at Woolloomooloo, Sydney, April 1946, preparing for return voyage to Hong Kong (Derek Prince).

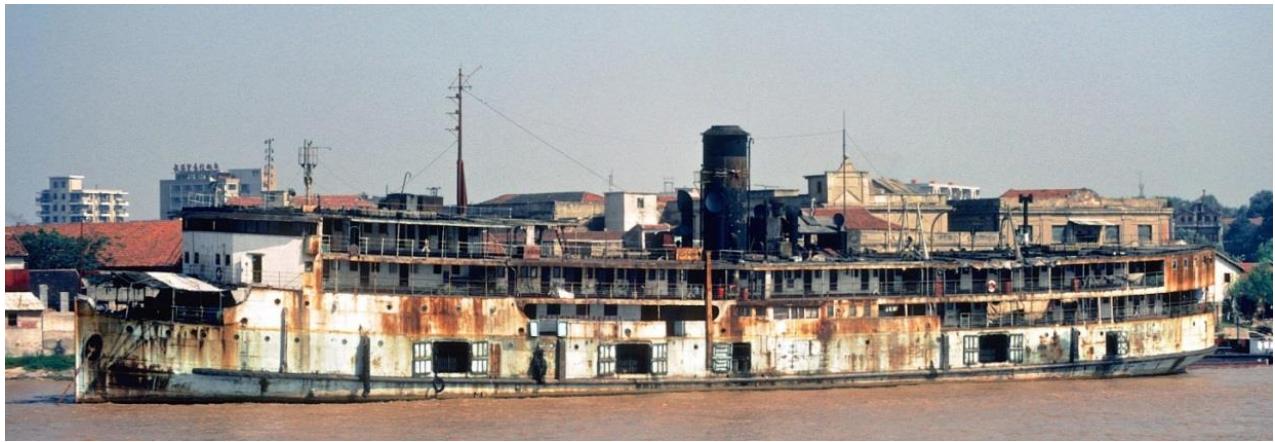


MIN CHU 4 first arrival at Wenzhou 17 April 1958 (*Wenzhou Port History*).



MIN CHU 4 from *Wenzhou Port History*. (<http://www.66wz.com/dsb/system/2008/05/03/100542098.shtml>).





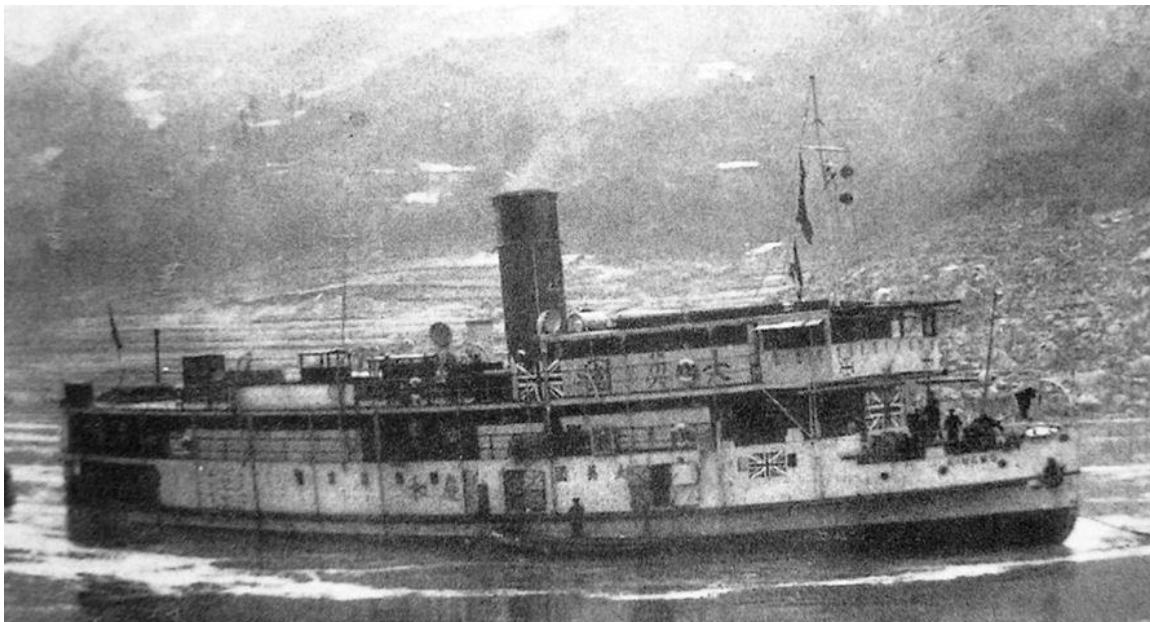
Laid up DONG FANG HONG 6 at Wuhan, August 1984 (Donald Anderson).



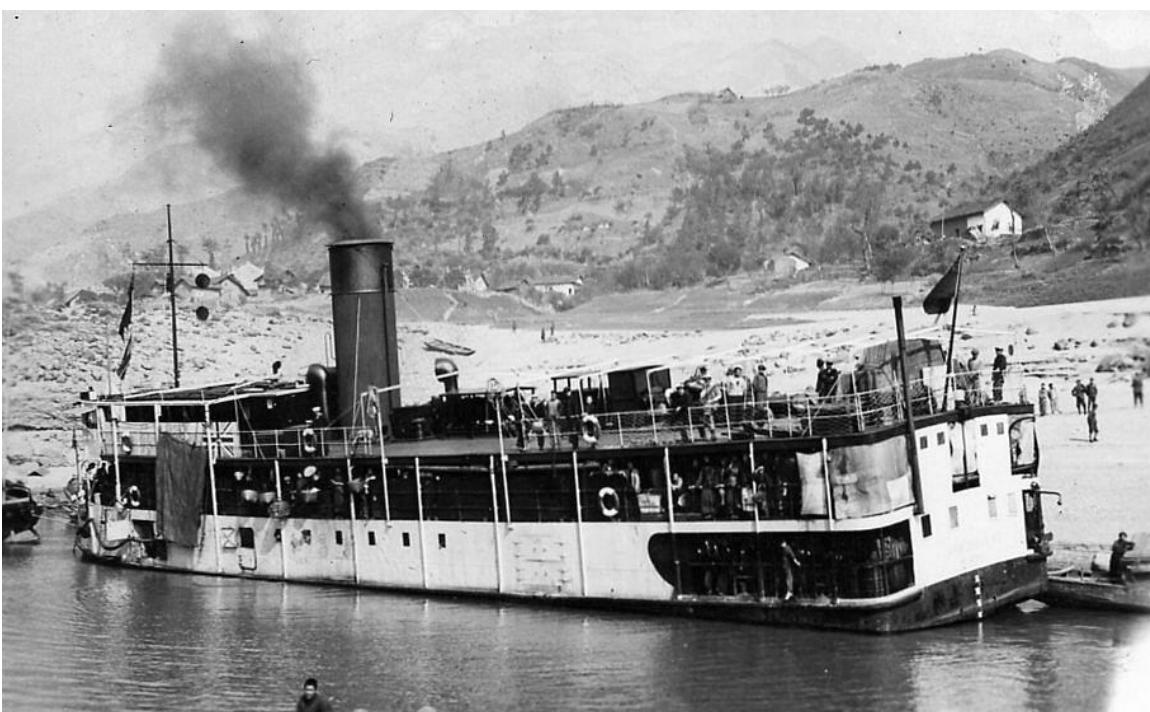
Refitted DONG FANG HONG 6 ex PING WO ca.2015 at Wuhan (dd@bbs.cnhan).

KINGWO 慶和 (1923-33) 617/23-9 (147.1 x 28.0', 2-T3cy/40rhp)

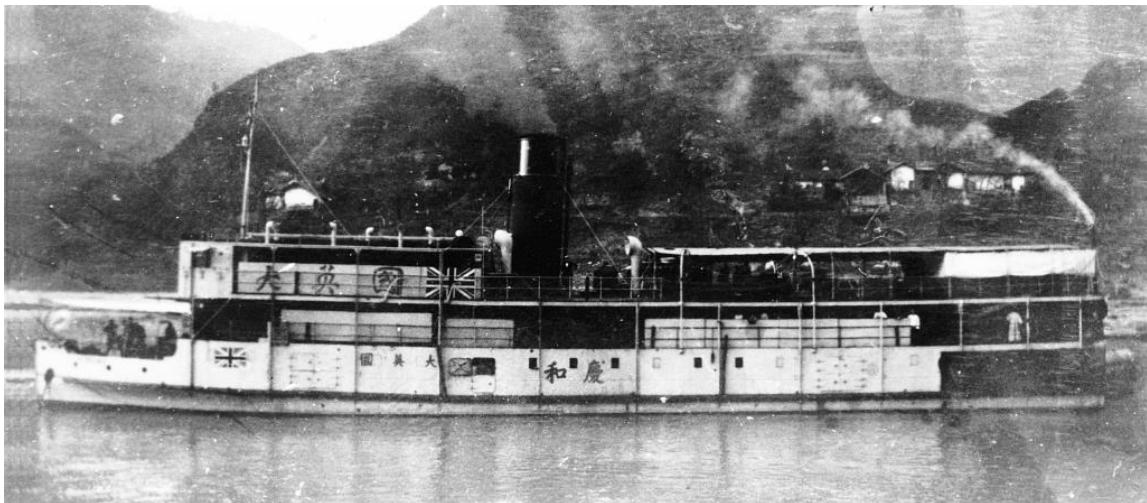
Built by Kiangnan D. & E. Works, Shanghai (# n/a) 'on spec' (boilers 1917), 4/8/23 as Upper Yangtse steamer, option taken up by China Navigation Co. Ltd, London but when lapsed sold to ICSNC and 4/8/23 launched as KINGWO for shallow-draft winter service (NCH, 11/8/23). 15/11/23 badly holed 10 m. above Chungking. 21/12/29 stranded on Hsiaoyingling, but refloated. 1933 r. HSIN CHANG WO. 6/8/39 burnt out at Ichang when fire spread from adjacent *Kia-Wo* after bombing by Japanese aircraft. 8/12/41 seized by Japanese at Ichang and 2/42 comm. as NANKAI MARU. Late-1945 recovered by ICSNC. 1946 sold to Chinese interests. NFI.



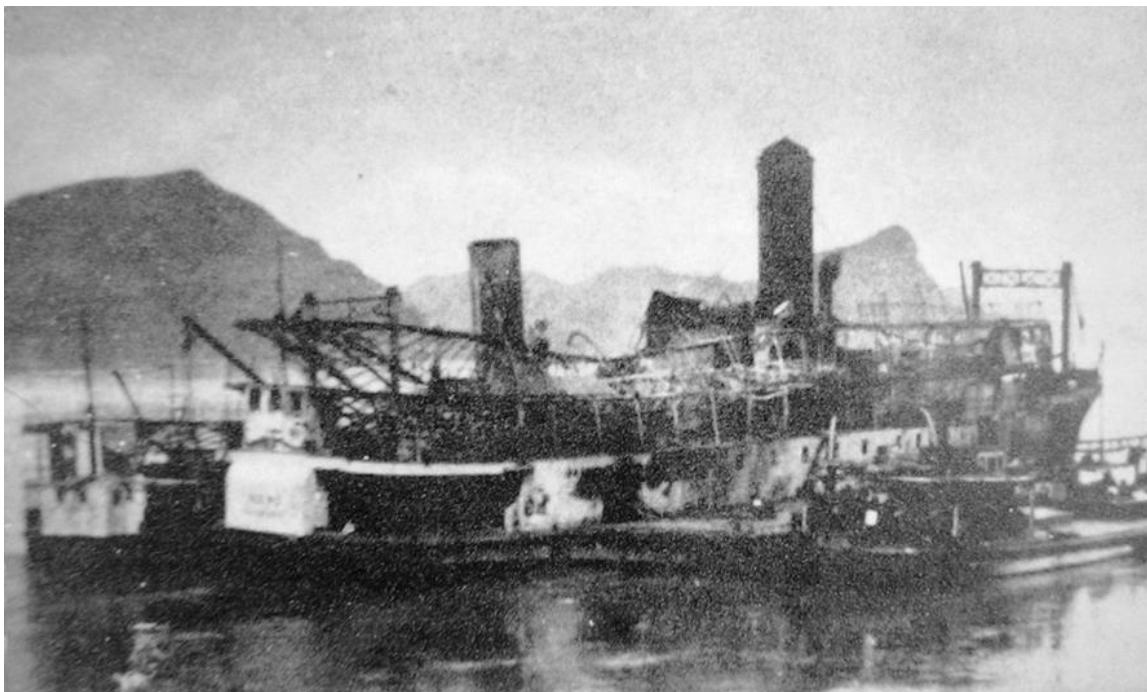
Upper Yangtse steamer KINGWO (*Yangtze Reminiscences* - J. Swire & Sons).



KINGWO evidently aground about 1933 (Hugh D. Whiting@HMSFalcon.com).



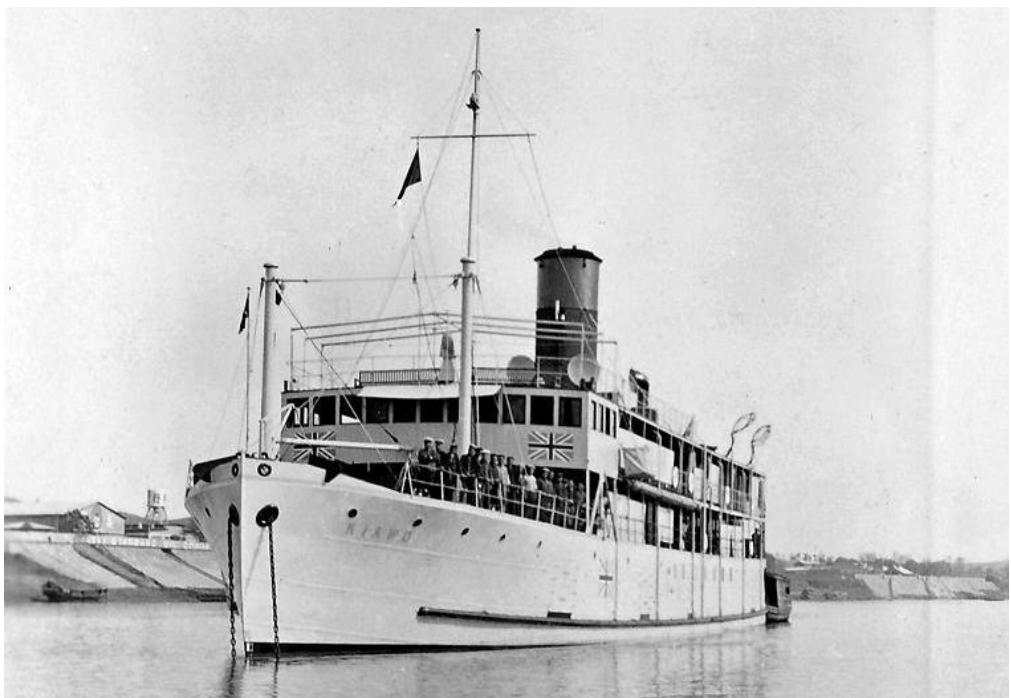
KINGWO in the Upper River with prominent British signage (coll. SK).



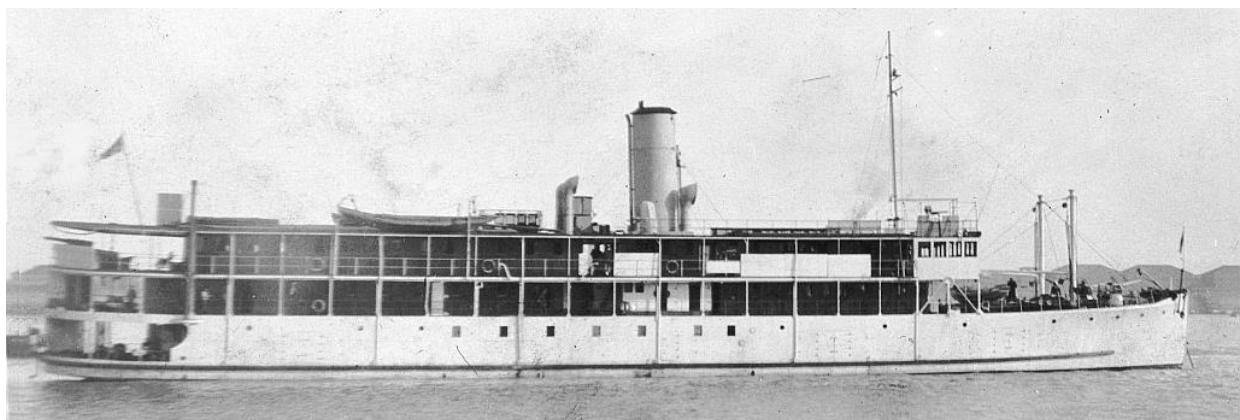
Burnt-out HSIN CHANG WO ex KINGWO behind KIA-WO (*The Lion and the Dragon*).

KIA-WO 嘉和 (1925-47) 1310/25 (202.25 x 33.1', 2-sc., T3cy/110nhp/13k, 946 pass.)

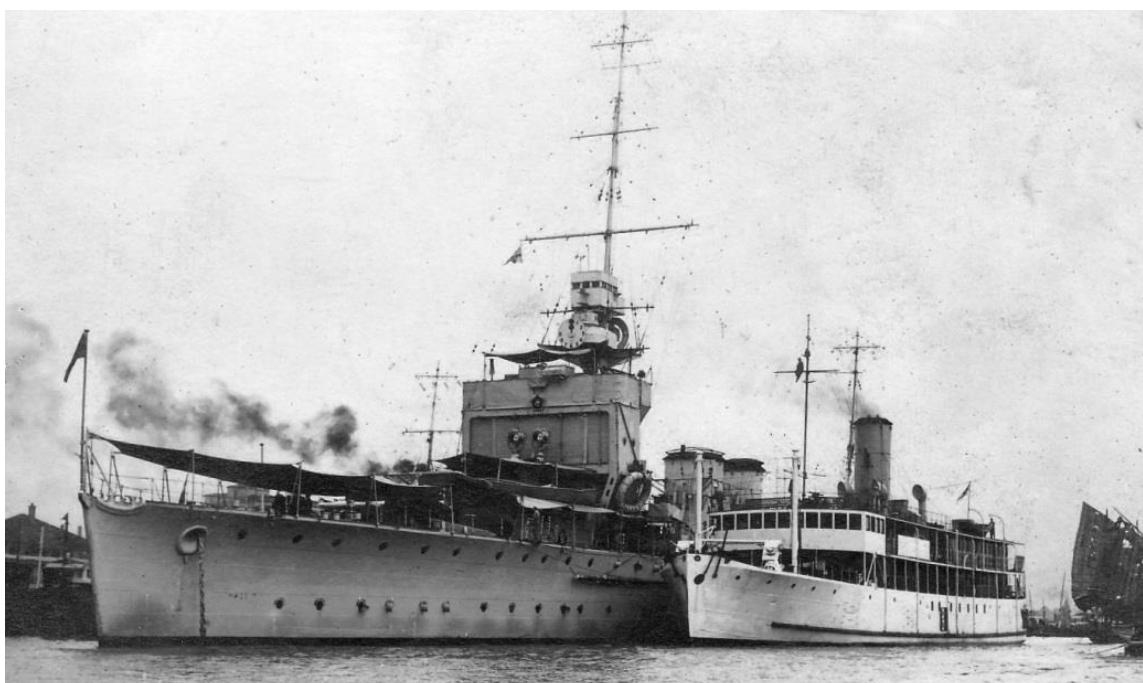
Built by Kiangnan D. & E. Works, Shanghai (#490) for ICSNC for Upper Yangtse as KIA-WO, 11/10/25 trials off Woosung (15.1k, contract 14k) (NCH, 17/10/25). 1926 requisitioned and commissioned by RN during anti-British disturbances. 27/9/38 grounded reef on west bank at foot of Kuangyintan Rapid, settling on reef and breaking back in two places as river fell. 18/5/39 refloated, 22/5 arr. Ichang under own power, laid up. 6/8/39 gutted by fire after bomb hit stern during Japanese raid. 8/12/41 hulk seized by Japanese at Ichang, repaired and 7/43 comm. as MATSUSHIMA MARU. Late-1945 recovered by ICSNC. 1/47 sold to Ming Sung Industrial Co. Ltd, Shanghai r. MING FUNG 民豐. 4/48 stranded and sank at Hsiehtan in Upper Yangtse, also reported as at Ichang. Raised and rebuilt for Yangtse estuary service, operated by Changjiang (Yangtse) Shg. Corp. as HSIN FENG/XIN FENG 新豐(丰). 12/66 r. DONG FANG HONG 405 (939 grt, 202.46 x 33.53'/61.71 x 10.22m). Still existing 6/82. NFI.



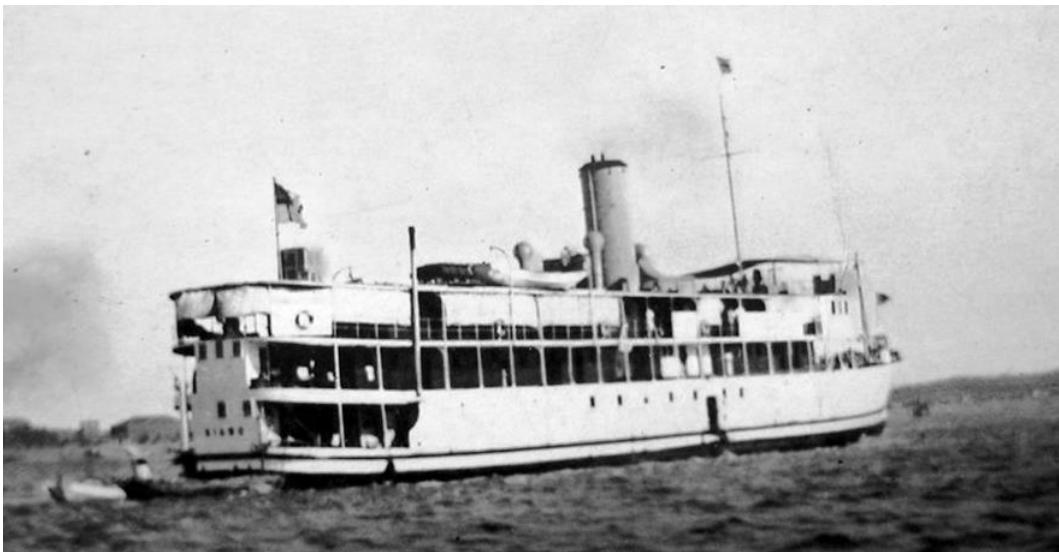
New KIAWO, (sic.) then the largest Upper River steamer of any company (naval-history.net).



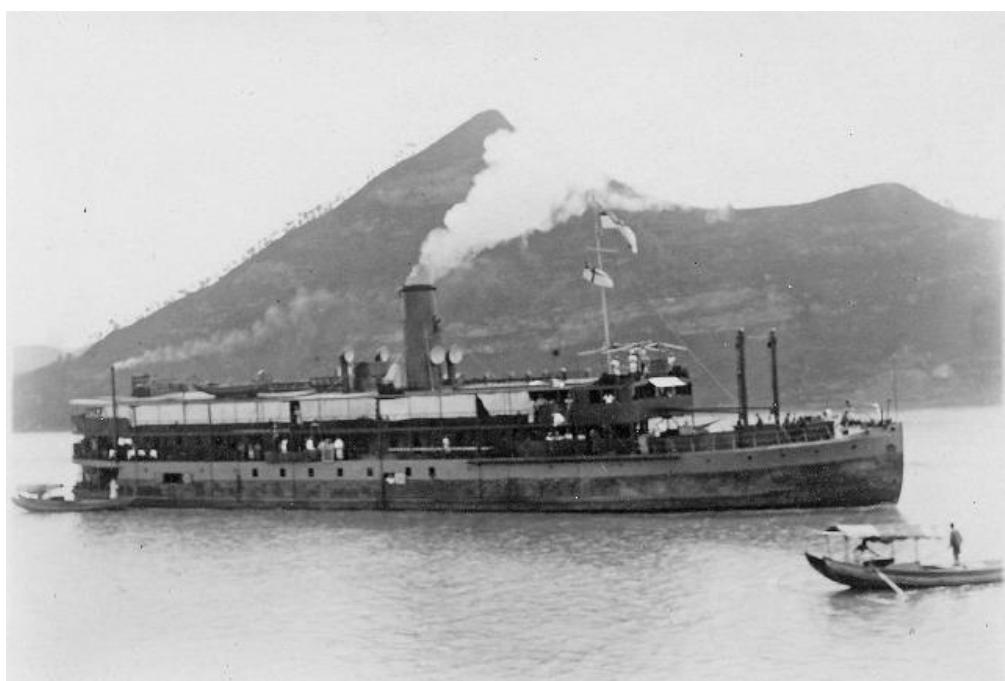
HMS KIA-WO in profile (coll. Graham Thompson).



HMS KIA-WO at Hankow in 1926, lying alongside HMS DAUNTLESS (<http://bertcross.blogspot.com/2017/>).



HMS KIA-WO (SK*).



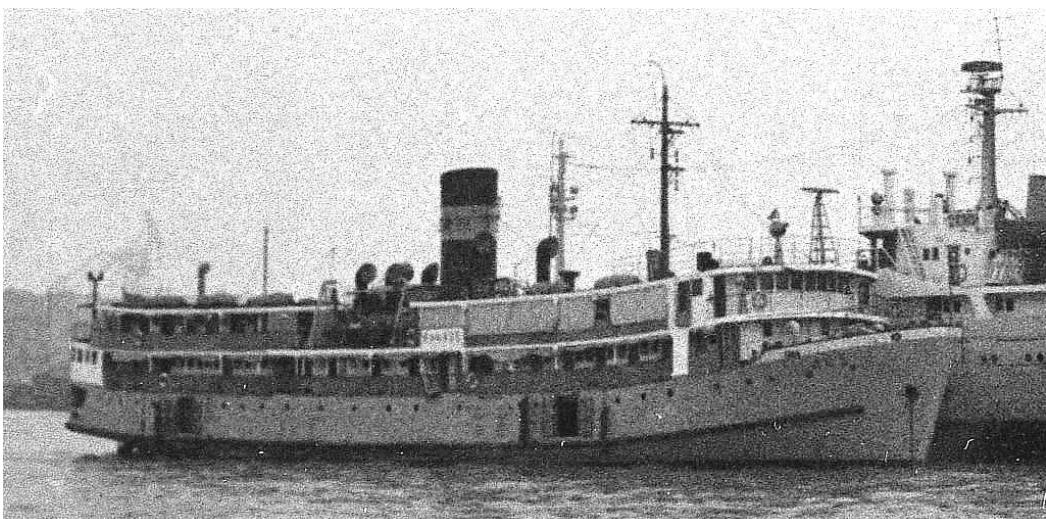
HMS KIA-WO arriving at Ichang (naval-history.net).



KIA-WO from an Ivon A. Donnelly painting used in company advertising, KING WO behind.



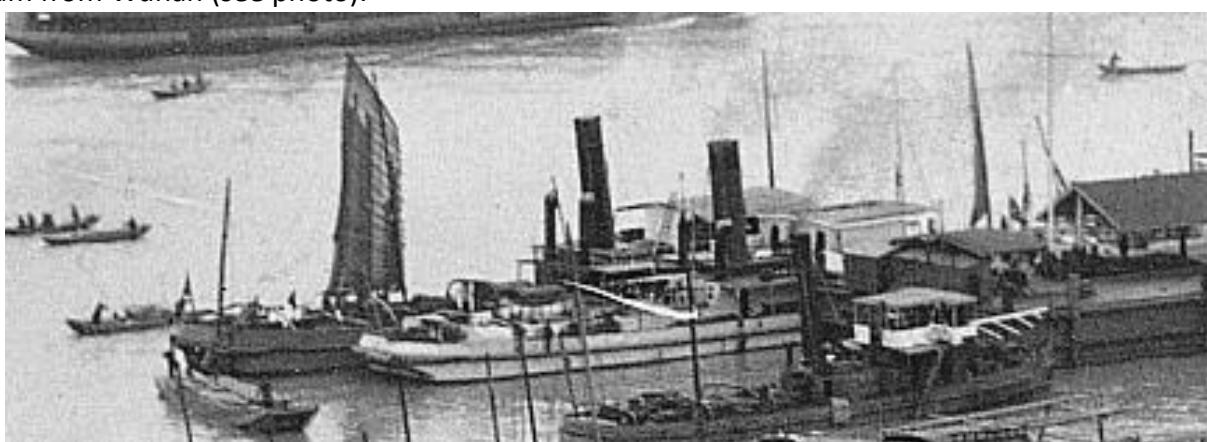
KIA-WO (not the advertising view) (JM&C).



DONG FANG HONG 405 ex KIA-WO with rebuilt bow (Alan Lee coll.).

MIN WO (1925-41) 285/25 (tug) (150 x 28', 2-T3cy/70rhp)

Built by Shanghai D. & E. Co. Ltd, Shanghai (#1686) for ICSNC for use on Yangtse. 12/41 seized by Japanese at Hankow. After 1949 likely became CHANG JIANG 702, which was by 8/84 was laid up for discarding upstream from Wuhan (see photo).



MIN WO (centre) at Hankow about 1927 (Graham Thompson).



2 views of MIN WO at Hankow during 1935 floods (Stanley Till@HMSFalcon.com).



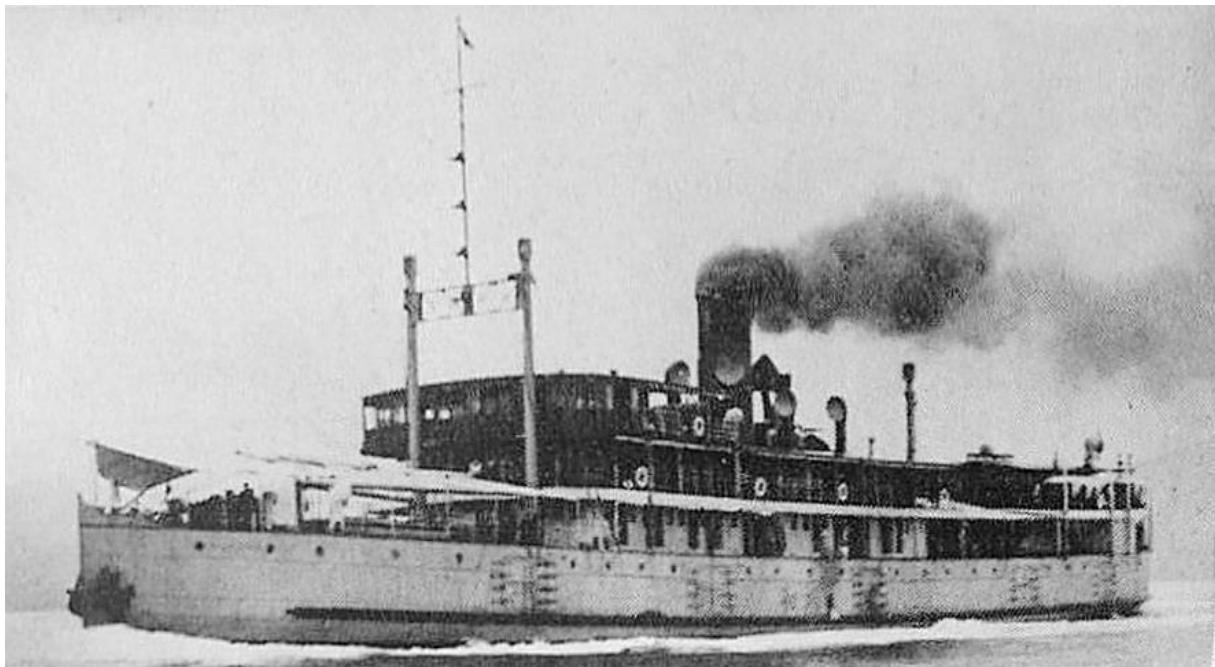
MIN WO (closest to camera) and evidently SHUN WO (inside) at Hankow about 1937 (Harrison Forman@UWM Libraries).



CHANG JIANG 702, probable ex-MIN WO laid up upstream from Wuhan 8/84 (Donald Anderson).

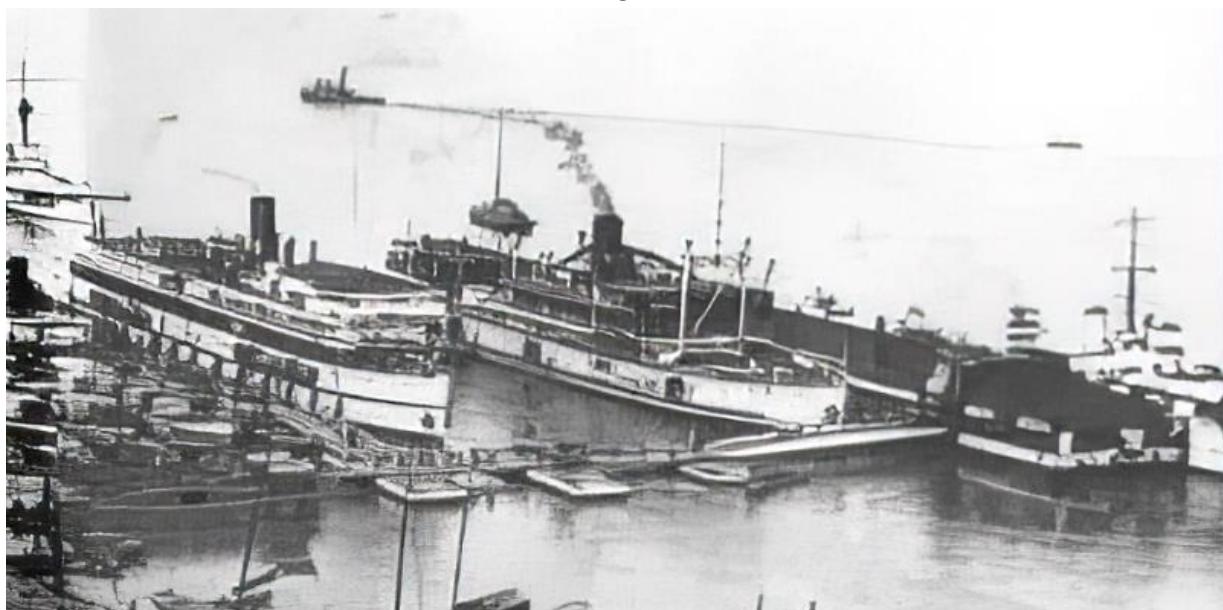
SIANGWO (1926-42) 2595/26-8 (275.0 x 46.1', 2- T3cy/11k)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#625) for ICSNC Middle River service. 15/9/31 ashore at Hankow. 7/39 at Tientsin. 1940 req. by R.N. as auxiliary anti-submarine vessel. 10/12/40 at Hong Kong, thence Singapore arriving 16/12. 13/2/42 bombed by Japanese aircraft while fleeing south from Singapore - beached at Muntok on Bangka Is. and abandoned.



SIANGWO on trials. Emphasis on cargo and 'tween-deck capacities but no split superstructure.

HK&WDC advertising in *OSK Guide* 1929



SIANGWO with LUEN HO at Jardine wharves, Hankow.

(http://hbwh.wenming.cn/sense_wh/201612/t20161216_3001886.html).



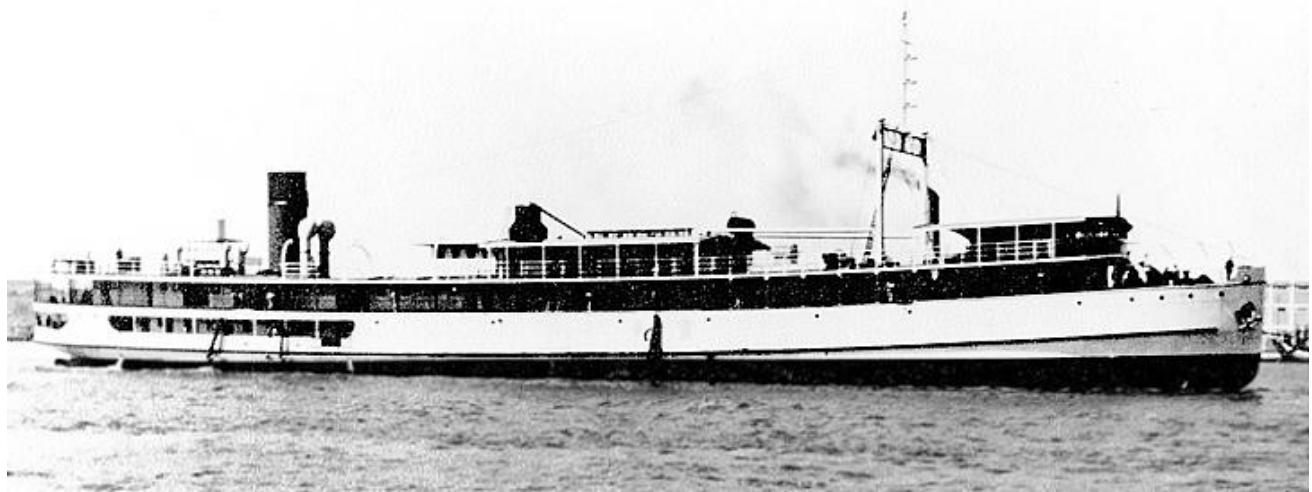
SIANGWO in unfamiliar waters at Tientsin, July 1939 (Warren Swire /UoB sw08-150).

PAOWO (1930-46) 2517/30-11 (280.6 x 48.1', 2-T3cy/214nhp/12k)

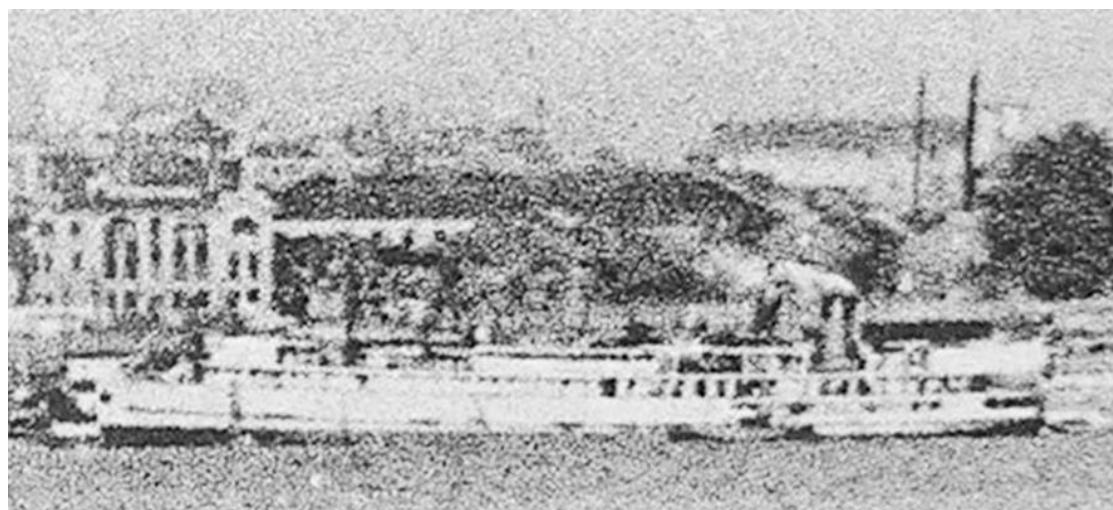
Built by Shanghai D. & E. Co. Ltd, Shanghai (#1784) for ICSNC for Middle River service. 8/12/41 seized by Japanese at Hankow. 6/42 comm. as RAZAN MARU. 8/45 surrendered and reverted to ICSNC. 10/46 sold to Feng Hwa S.N. Co. Ltd, Shanghai r. SZE MING. 1949 taken over by People's Republic of China and t/f to China People's S.N. Co. r. KIANG MING. LR 1959/60 listed as CHIANG MING. LR1960/61 'river and harbour duties'. RLR 1961 but rebuilt with new top deck. 11/66 r. DONG FANG HONG 9. By 8/84 laid up upstream of Wuhan, NFI.



Bow view of PAOWO at Hankow showing arrangement of wide kingposts (kongfz.com)



PAOWO as built with derricks and cranes atop superstructure, 1930s (coll. H. Dick per Capt. J. Pring).



PAOWO at Hankow, prewar. Hatch abaft bridge as per KUNG WO and PING WO (SK coll.)



DONG FANG HONG 9. Hatches, cargo gear removed, top deck built up, funnel raised one deck (7788.com).



DONG FANG HONG 9 later view at Wuhan showing further rebuild aft (*Xinhua*).



View of DONG FANG HONG 9 at Shanghai published in *Steamboat Bill*, Winter 1979 (Ted Scull).



Partial DONG FANG HONG 9 in 1973, in military green (Karsten Petersen).



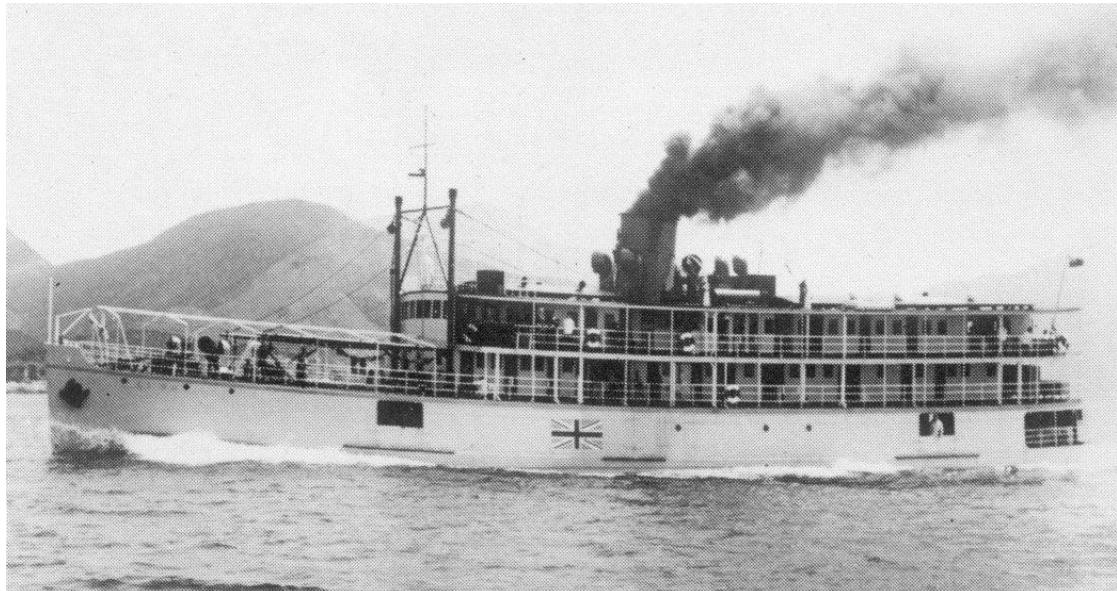
DONG FANG HONG 9, the former PAOWO, laid up in August 1984 (Donald Anderson).

HSIN CHANG WO (1933-46) 582/23

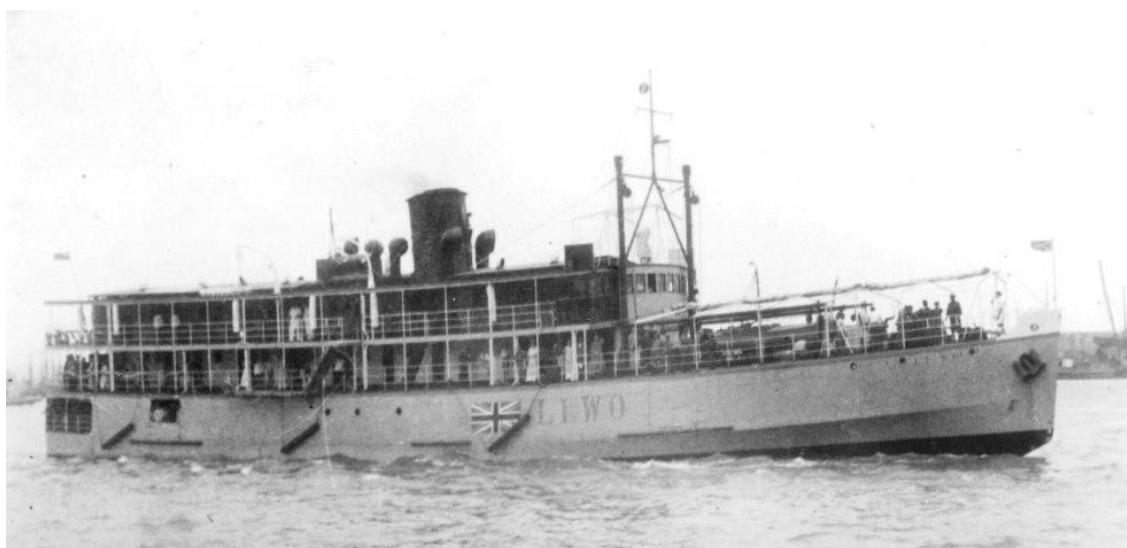
see KING WO (1923-33)

LI WO (1938-42) 707/38-4 (163.8 x 30.1', 2-T3cy/278nhp/14k on trials)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#778) for ICSNC for Upper Yangtse, 9/4/38 sd Kowloon, after bad weather 15/4 arr. Shanghai (CP, 16/4/38) but because of Yangtse barrage 5/38 in coastal service Shanghai-Haimen. 6/40 req. by R.N. as auxiliary patrol vessel. 14/2/42 bound Singapore-Batavia steamed into Japanese convoy, attacking it, ramming and setting fire to a transport before forced to abandon ship. 74 of 84 killed, Master awarded posthumous VC.



LI WO running trials in Hong Kong, evidently before fitting funnel cap (JM&C).



LI WO (name in large lettering on hull) in post-1937 China (JM&C).



Model of HMS LI WO in Imperial War Museum, provided courtesy ICSNC, Matheson & Co.,
and Hong Kong & Whampoa Dock Co. Ltd.

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