

Nisshin Kisen K.K. 日清汽船株式会社

ILLUSTRATED FLEET LIST

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Antecedents

The Treaty of Shimonoseki, signed between Japan and China in 1895 following Japan's victory in the first Sino-Japanese War, and a commercial treaty signed in July 1896 for the first time gave Japan all the privileges that the Western powers had in China, including the right to operate shipping services on the Yangtse. The second largest Japanese shipping company, Osaka Shosen Kaisha (OSK), was the first company to make use of this right, commencing a service from Shanghai to Hankou in January 1898 using the newly built OIGAWA MARU, TONEGAWA MARU and TENRYUGAWA MARU, each of about 600 gt. OSK of course already operated regular services in Chinese waters, including to Taiwan and South China, for which the Yangtse line could provide significant quantities of feeder cargo.

The First Three OSK Ships (withdrawn in 1900)

OIGAWA MARU 大井川丸 570/97 276 pass

Built by Osaka I.W. for Osaka Shosen Kaisha K.K., Osaka as OIGAWA MARU for Shanghai/Hankou service. 1900 t/f to Osaka/Sanyo region service. 1935 t/f to Setsuyo Shosen K.K., Osaka. 4/5/42 transferred to Kansai Kisen K.K., Osaka. 16/1/52 sold to Kyoseisha for demolition.

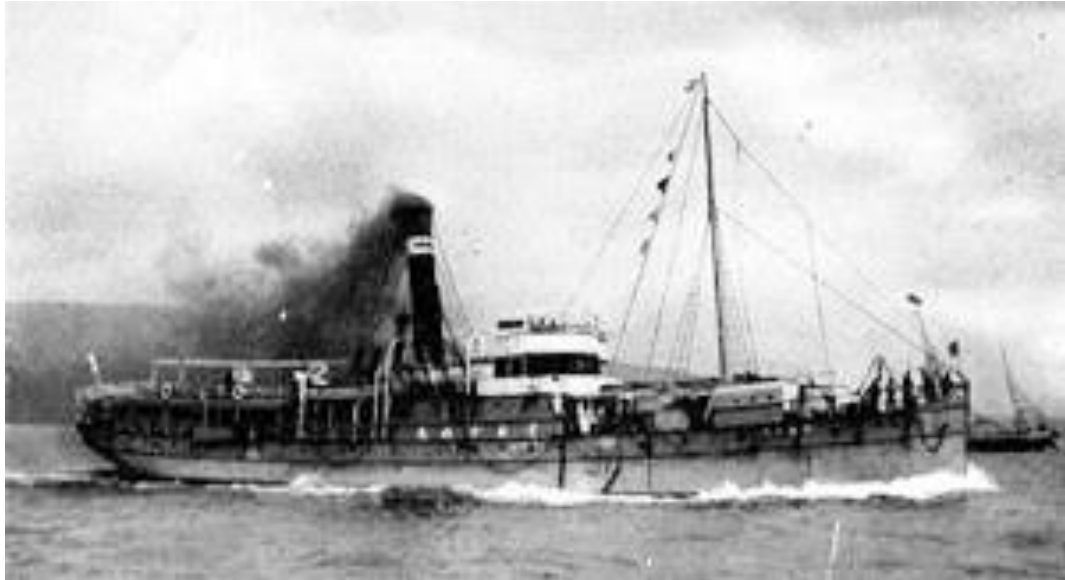


OIGAWA MARU on the Yangtse in the period 1898-00.

Name appears on superstructure as TA CHING 大井 (SK*).

TONEGAWA MARU 利根川丸 660/97 261 pass

Built by Osaka I.W. for Osaka Shosen Kaisha K.K., Osaka as TONEGAWA MARU for Shanghai/Hankou service. 1900 t/f to Osaka/Sanyo region service. 1935 t/f to Setsuyo Shosen K.K., Osaka. 4/5/42 transferred to Kansai Kisen K.K., Osaka for Osaka/Moji service. 16/1/52 sold to Kyoseisha for demolition.



TONEGAWA MARU in later years with a tall funnel, and mainmast removed (from a postcard).

TENRYUGAWA MARU 天竜川丸 570/97 261 pass

Built by Osaka I.W. for Osaka Shosen Kaisha K.K., Osaka as TONEGAWA MARU for Shanghai/Hankou service. 1900 t/f to Osaka/Shimonoseki service. 1935 t/f to Setsuyo Shosen K.K., Osaka. Subsequently sold to Daisho Kisen K.K. for use as a cargo ship and 1943 removed from the Japanese register book.



TENRYUGAWA MARU, said to be at Hankou (Kiichiro Ueno).

The initial three ships which were built patterned on the company's Inland Sea vessels, and with a rather narrow beam and accommodation enclosed within the hull, proved not entirely satisfactory in the warm freshwater environment. Naval architects were then sent to examine the shallow draft steamers sailing on the Yangtse for other companies, sailing as passengers and secretly noting

details of construction and design. Commencing with the TAYUEN MARU, completed by Kawasaki Kisen in 1899 and which opened a second service from Hankou to Ichang in the Upper Yangtse in May of that year, five large new shallow draught open deck river steamers were in service with for OSK by 1902 replacing the original three vessels which were transferred to Japan Inland Sea services in 1900. Both Nisshin services were assisted by the awarding of Japan Post Office mail contracts, and the Imperial Japanese Navy began construction of a small fleet of river gunboats to support that country's merchant shipping on the Yangtse. The CMSNC/CNC/ICSNC pool partners resisted OSK's entry to the trade with loyalty rebates and a debilitating freight war was to ensue.



Four of the five purpose-built OSK steamers are believed shown in this post-Nisshin merger postcard (Imai coll.), captioned Hankow but actually at the NYK wharf in Shanghai. The two vessels at centre are the 2700-grt TACHANG MARU and TAFOO MARU..

Other Japanese companies were keen to test the waters. In 1904 a company called Hunan Kisen, which had been founded two years earlier with the Nippon Yusen Kaisha (NYK) holding 20% of the shares, commenced a middle river service from Hankou to Xiangtan south of Changsha in the Tungting (Dongting) Lake area, with two newly-completed ships of 935 tons, the SIANG KIANG MARU and the YUEN KIANG MARU. NYK saw Hunan Kisen as a feeder for its services to Europe, which suffered from a lack of cargoes on their outward voyage.

While this service was being established, NYK bought out the small British firm of McBain & Co., which had a lease on attractive berthing facilities in Hankou and owned two elderly river steamers which it operated between Hankou and Shanghai. The British Consulate intervened to prevent the Hankou wharves from passing to NYK, but the steamers HUALEE and SUILEE enabled the Japanese firm to start a complete service from Changsha all the way to the ocean-going steamers calling at Shanghai. Another firm named Daito Kisen set about building up a fleet of steam launches and tugs for use in the Yangtse delta. Mostly of under 50 tons, they soon numbered 30 vessels in all.

Although operating independently and investing individually in shore facilities, godowns, and lighters, all four Japanese firms soon developed a measure of cooperation among themselves. In 1905 and 1906, OSK and Hunan Kisen each took delivery of a further new steamer, while somewhat belatedly, NYK ordered three very large river steamers for delivery in 1907 to achieve a weekly Shanghai to Hankou service. In terms of design they looked remarkably similar to Swire's new KINLING, with a large superstructure and an almost total absence of cargo-handling gear, sharing

the same b.p. length (310') but were two feet narrower in beam (46') with greater nominal horsepower (243 vs 170). One of them, YOH YANG MARU, would remain in service on the river for the next 70 years.

Increasing international appreciation of the economic significance of the Yangtse heartland had prompted not only Japanese interest but also that of European countries and from the turn of the century German interests built five Lower River and several Upper River steamers) and around 1905 a French company built four Lower River steamer (of which one was completed for Chinese owners), all with some degree of support from their flag governments. A consequence was overtonnaging and severe competition among British, Japanese, German, French and Chinese firms. In the case of the Japanese companies, even increased subsidies associate with the mail contract did not enable them to operate profitably and following a visit in May 1905 by Prince Saionji, President of the Seiyukai Party and later Prime Minister, to examine the situation, it was decided to undertake a merger of all the Japanese shipping interests on the Yangtse. Though initially the proposal was that OSK or NYK would take over the interests of the other firms, eventually it was decided to form a new company.

The Company

Nisshin Kisen Kaisha (Japan-China Steamship Company) was established in March 1907 with about 46% of shares held by OSK, 41% by NYK, 10% by shareholders of the former Hunan Kisen, and 2.5% by the former Daito Kisen interests. It was also agreed that up to 20% of shareholders at any one time could be Chinese nationals. The Japanese government subsidy was increased to ¥800,000 per year. The firm with its large and modern fleet of 12 ships soon gained an advantageous position with services Shanghai/Ichang, Hankou/Xiangtan, and local canal services from Shanghai to Suzhou and Hangzhou. Given Nisshin's low rates and NYK's frequent sailings to Europe with large modern steamers, by 1911 it was said to be almost monopolising Europe-bound cargo from Hankou to Shanghai. The situation finally led to an agreement in 1913 with CMSNC, CNC and ICSNC on the operation of a freight pool on the Yangtse. The French operations had been bankrupted in 1911 and the Germans were to be removed from the scene with the confiscation of their assets in 1914.

With its continued mail subsidy Nisshin was able to operate profitably for the next twenty years, in the security of the freight pool. No further new ships were acquired until 1915, when the river steamer FENG YANG MARU, of 3977 gt, slightly larger than Jardine's earlier TUCK WO and LOONG WO, was completed at Osaka. In 1917 SUIYANG MARU of 3068 gt, formerly the KINLING of Swires, was added to the fleet. Her reconstruction had involved the removal of a section of superstructure forward and insertion of a cargo hatch with derricks, in the manner that was now being applied by Jardines and Swires for their Lower River steamers, and such cargo handling was adopted on all subsequent Japanese Lower River ships as well.

A diversification came with the purchase, also in 1915, of a cargo ship, the PALING MARU, which was used to open a direct service from Hankou and Shanghai to Japanese ports. This was a success and the company sought further such ships, which were of course virtually impossible to obtain in wartime. A stopgap solution was found by converting one of the company's hulks, a former Wilson

Line vessel, which was taken to Japan and reconstructed as a cargo ship. This vessel, the YUNGLING MARU, was lost after only 10 months' service when she was wrecked on Cheju Island in fog. By 1920 it was possible to construct two 2500 gt cargo ships. These were supplemented the following year by two existing cargo vessels which were transferred from OSK.

From about 1920 technological improvements had opened the frontier of the Upper Yangtse and a number of companies had started offering services to Chongqing and beyond to Luzhou and Zufu (Yibin). A Kobe-based association, the Tien Hua hong, associated with a nationalist Member of the Diet, Bunji Okada, ordered several vessels for this purpose from Kiangnan. Nisshin also ordered from the same builders a 1000-tonner which, on completion in April 1922 as YUN YANG MARU, inaugurated a service from Ichang to Chungking, which also attracted a Japanese government subsidy. Soon Tien Hua's similar IYANG MARU and slightly smaller TEYANG MARU were acquired, enabling a weekly service. Another Tien Hua ship, CHANG YANG MARU was acquired in 1927. A difficulty of operating in this area was that local interests, perhaps historically associated with the transit through the Upper River rapids, sought to tax the steamers heavily, leading to skirmishes with local warlords who, for instance attacked IYANG MARU at Fuling in September 1923, killing the Master and quartermaster and holding the First Officer and Chief Engineer hostage for fourteen months.

The deepsea cargo and Upper Yangtse diversifications were both successful and further cargo ships and smaller river steamers were acquired in the period 1926 to 1929. In 1926 the large Lower River steamer LO YANG MARU (4378 gt) was delivered from Kiangnan. This expansion program gave Nisshin a total of 9 large river steamers and 12 smaller river steamers, enabling it to maintain probably the most comprehensive services of any company operating on the river. By 1929 the overall network consisted of:

Shanghai/Hankou via intermediate ports - five or six times per week
Hankou/Ichang via intermediate ports - nine times per month
Ichang/Chongqing via Wanxian - three times per month
Chongqing/Yibin via Luzhou – three times a month
Hankou/Xiantan via intermediate ports - bi-weekly
Hankou/Changde via intermediate ports - weekly
Shanghai/Guangzhou via Xiamen, Shantou and Hong Kong - three times per month
Hankou/Osaka via Kobe, Moji and Shanghai –every four weeks
Shanghai/Tianjin via Qingdao and Dalian - three times per month



Nisshin's Hankou berths in 1926. On the outside is the NAN YANG MARU for Shanghai.
In the middle is a TA_ class for Ichang. On the inside is the SIANG KIANG MARU or
YUEN KIANG MARU for the Tungting Lakes (Graham Thompson coll.).

The downturn in trade with the onset of the depression and an effective Chinese boycott of Japanese shipping following Japan's invasion of Manchuria in 1931 seriously affected the company's operations, which would not have continued but for the subsidies. It was reported that the Shanghai/Hankou steamers were sailing without attracting as much as one ton of cargo. In February 1933 it was announced that 8 of the 16 river steamers would be laid up – in fact TALEE MARU, TAFOO MARU and TAHUNG MARU were all sold through intermediaries to breakers that year and SIANG KIANG MARU to Chinese owners. The revival did not occur until late 1935, but by August 1936 shipments had trebled from a year previously to 21,000 tons per month. Aided by the new Yangtse Freight Pool, which came into effect on all sections of the Yangtse in July 1935, Nisshin's share of the trade had risen to second only to CMSNC by the end of 1936. Japan's launching of total war against China with the Marco Polo Bridge incident in July 1937 meant that Nisshin temporarily had to cease operations and on 28 July the ships were ordered back to Shanghai. By 9 August all but two of the river steamers had made the passage, evacuating Japanese nationals en route and were laid up in several locations around the port.

On the night of 12 August Chinese forces blocked off Pootung with a barrier of sunken ships across the Whangpoo to Nantao. This trapped Nisshin ships at the Company's wharves at Pootung. With the crews feeling threatened, the ships in the vicinity were abandoned on the afternoon of 13 August. Between 17 and 19 August five Nisshin river steamers were scuttled at Pootung by Chinese forces, as well as the cargo ship SUNGSHAN MARU on 24 August and some Chinese-flag ships and smaller vessels. Another 4 vessels were damaged by bombing, the Company's warehouses at Pootung were burnt down and most other Nisshin shore facilities at Shanghai damaged or destroyed. The TACHANG MARU and YOH YANG MARU, outside the blockaded area, were despatched to Nanjing on 15 August, but both were captured en route by Chinese forces and handed over to CMSNC, who used them further up the river. In terms of tonnage Nisshin had lost over half its fleet, and most of the upriver facilities had been abandoned. Of the larger river steamers, only the FENG YANG MARU and the TACHI MARU were left afloat and under Nisshin control; and even they had been damaged by bombing.

The Company did its best to pick up the pieces. With coastal and river territory increasingly coming under Japanese military control, from the beginning of 1938 river and coastal services out of Shanghai were able to be recommenced, branch offices gradually reopened, and facilities repaired. There was a severe shortage of ships of any description. Many vessels were chartered, often for single voyages, and two Japan Inland Sea vessels were transferred from an OSK subsidiary. Owing to the changed military situation, Nisshin was now able to monopolise trade between Shanghai and the boom of sunken vessels at Kiangyin (about half way between Shanghai and Nanking) and later, following the withdrawal of Chinese forces to further up the river, commenced a Hankou/Kiangyin service.

From February 1938 Nippon Salvage set to raising the six ships at Pootung, a task which proved far more difficult than had been anticipated. The length of time taken in raising the SUNGSHAN MARU and a Chinese steamer, the CHUNG HSING (incorporated into the fleet as HENSYAN MARU), led to the abandonment of plans to raise the passenger steamers. Because they were blocking the wharf facilities, they were then dismantled in situ, mostly in 1938 and 1939. After careful study it was decided to order from Japanese yards eight new 16-knot Lower Yangtse river steamers, to allow Shanghai/Hankou sailings at least every other day, and Nisshin's first Shanghai/Ningbo steamer, the NINGPO MARU, which was fitted with the salvaged engines from the NAN YANG MARU. The new river steamers, fitted with a hatch forward and derricks, represented a major improvement in transport capacity on the river; on trials HSING TUNG MARU reached 17.8 knots, significantly bettering the 15.15-knot trial speed of LO YANG MARU.

Succession

With Japan settling in for long-term domination of China, a general need had arisen to strengthen and better coordinate Japanese shipping in the region. A merger was decided involving Nisshin and parts of NYK, OSK and eight other Japanese shipping companies to form Toa Kaiun K.K. (East Asia Navigation Co. Ltd). This took effect on 5 August 1939, forming a fleet of 59 vessels of 144,696 gt with corresponding extensive shore facilities. All of Nisshin's vessels were transferred to the new firm, which adapted Nisshin's funnel marking of four white bands on a black ground by angling the two inner bands to form a diamond, with a red ground, although with black top and base. A similar change alteration was made to the red and white houseflag. Eight of the nine new steamers building in Japan had yet to be delivered at the time of the merger, but having been ordered by Nisshin, they are included in the fleet list.

Notably, during the war for the former Nisshin routes Toa built a further four 3200 gt Lower River steamers CHINKIANG MARU, KIANGNING MARU, KIUKIANG MARU and WUHU MARU at Mitsubishi Kiangnan, like cargo ships in appearance, but still with accommodation for 12 1st, 98 2nd and 124 3rd class passengers. Two 3200 gt coastal cargo ships with passenger capacity, CHEFOO MARU and TSINAN MARU were built at Hakodate Dock. The careers of these vessels are covered in a short appended list.

Toa Kaiun lasted until November 1946 when it was dissolved by Decree No.563 of the Supreme Commander of Allied Powers in Japan. By that time the fleet had been greatly depleted. The river

steamers which survived the war were, with the exception of HSING CHANG MARU and KIANGNING MARU which remained in Japanese waters, allocated as reparations to the Chinese Government and incorporated into the CMSNC fleet. A number of the passenger steamers escaped from the mainland to Taiwan in 1949 where they were laid up for around ten years before being sold to shipbreakers. By contrast the former YOH YANG MARU, HSING YA MARU, HSING TAI MARU and TSINAN MARU are known to have enjoyed long working careers with new names under the PRC flag.

References

The standard work on Nisshin Kisen is the Company history, Nisshin Kisen Kabushiki Kaisha 30 Nenshi Oyobi Tsuiho (1941), which contains many photographs and also details company property and small craft under 250 tons (which are not included in our list). William D. Wray, Mitsubishi and the N.Y.K. 1870-1914, Harvard (1984) contains the most detailed account in English of the circumstances of the formation of Nisshin Kisen. Also consulted were the revised (1981) version of the late Goro Yamataka's Hinomaru Sentai Shinwa, the OSK 80-year history, Shigetoshi Kizu's 100-year history of the ships of NYK, Hisashi Noma's history of the OSK and Mitsui Line and various pieces of research by Michio Yamada, including in particular, Noma & Yamada's *Nippon no Kyakusen Vol 1*. Articles in the North China Herald have provided further background. Sanae Yamada and Bill Schell kindly assisted with the fates of several vessels. Unless otherwise stated, illustrations are taken from the Company history.

Readings of Names

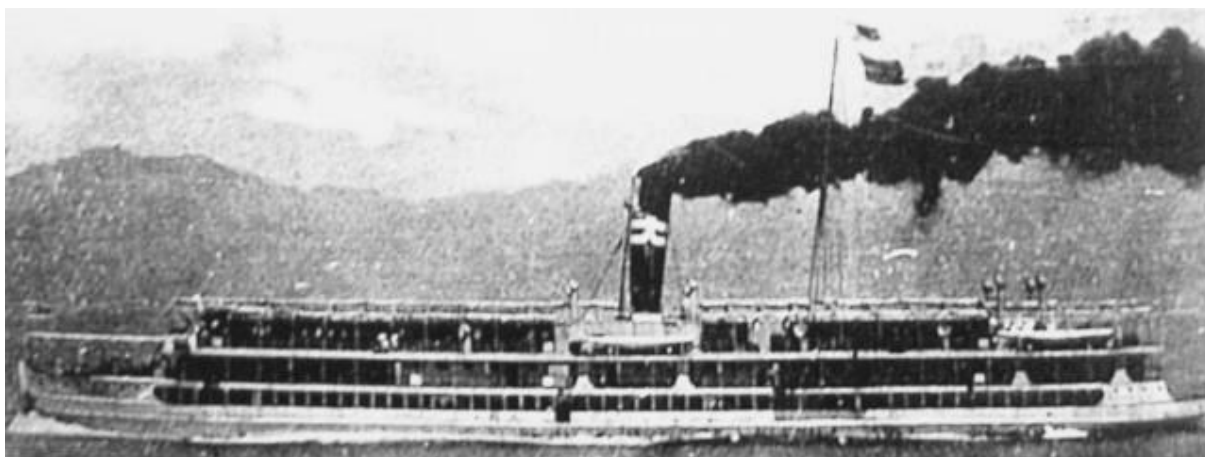
There may be variations in the way names in Chinese characters are read by Japanese and even by Chinese from different parts of the country, as also in the way they are spelt in Roman lettering. Thus JOYO MARU was also rendered as SHANGYANG MARU, SHANG YANG MARU or SIANG YANG MARU. These were not renamings for the Chinese characters under which the ship was registered were unaltered. In this list we have given alternate Roman spellings when these have been recorded. Nisshin vessels were known to Chinese without the "MARU" name, and the character "MARU" was omitted from the name on the side of the ship's hull (although included at the bow and the stern). The Chinese characters were read with Chinese pronunciations and transliterations. Thus the vessel known to her Japanese master as JOYO MARU was known to her Chinese passengers simply as the SHANG YANG. A further complication is the official use by Japan of the Nihonsiki romanisation system in the period 1937-45 which resulted in further variations in the spelling of some ships' names and indeed that of the company which became "Nissin Kisen".

Fleet List

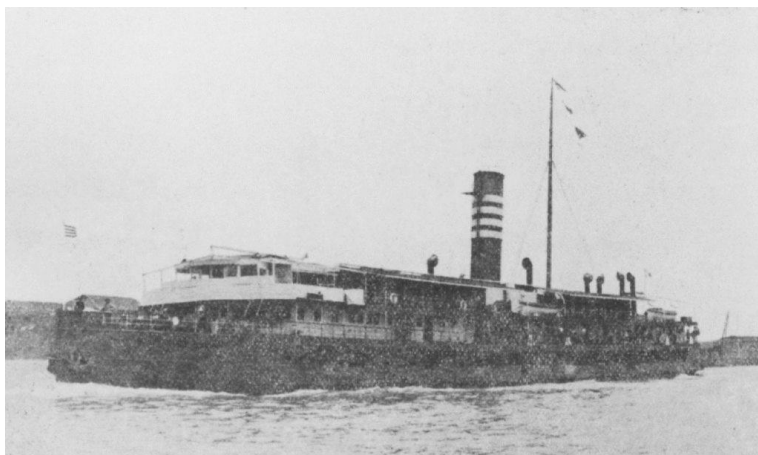
TALEE MARU 大利丸 (1907-33) 2247/00

Built by Kawasaki Zosensho, Kobe for OSK as TALEE MARU. 1907 t/f t

NKK. 4/33 sold to Okada, Tokyo for demolition. 9/33 resold to Mitsui Bussan Sempaku for demolition. 12/10/33 demolition completed.



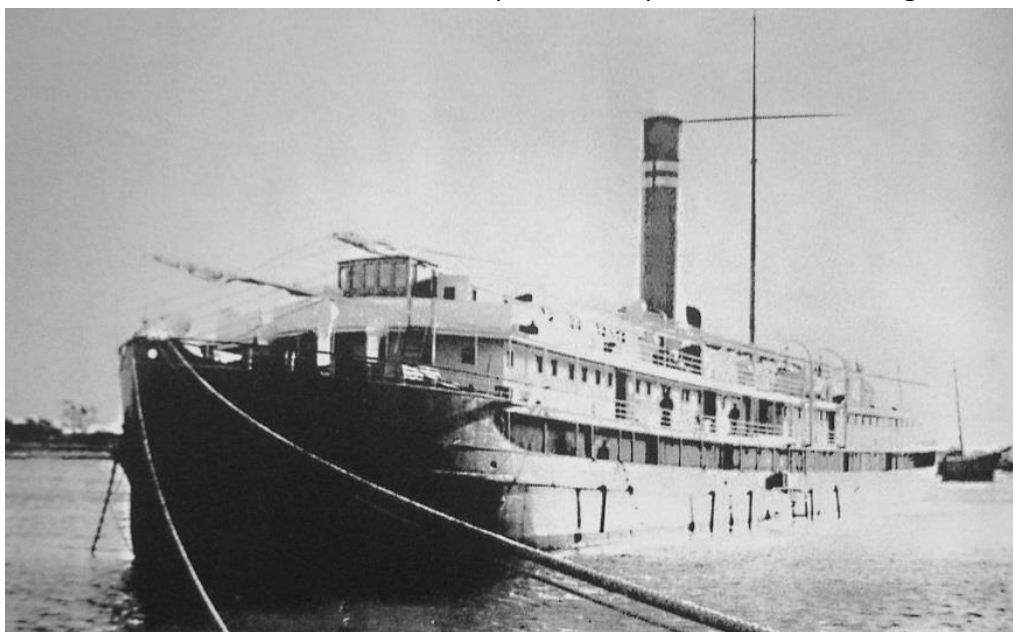
TALEE MARU on trials off Kobe burning Chinese coal (Kiichiro Ueno).



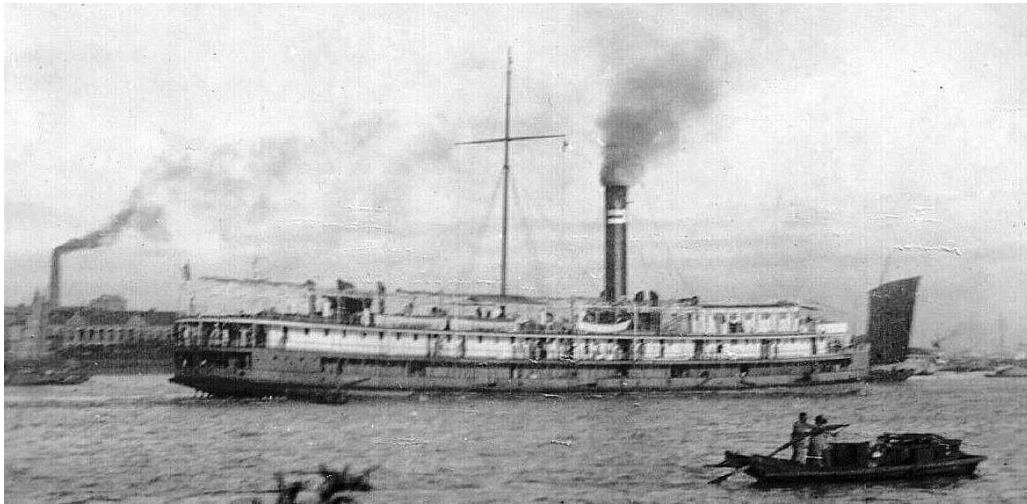
TALEE MARU

TACHI MARU 大吉丸 (1907-39) 2716/01

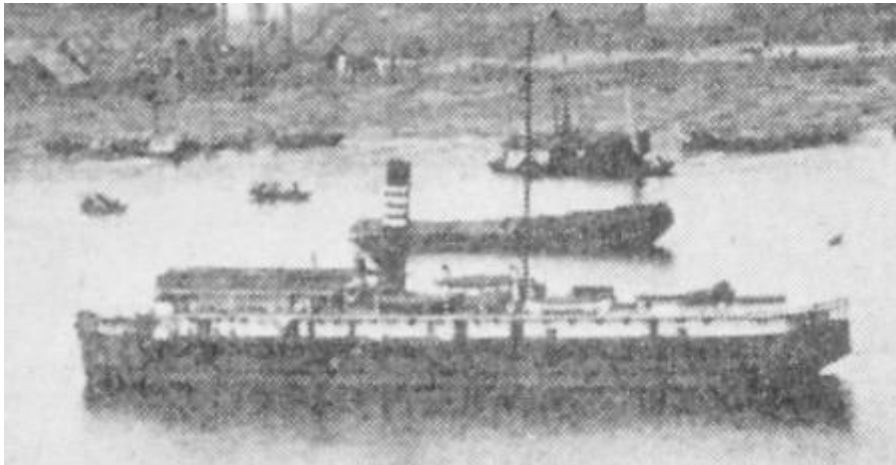
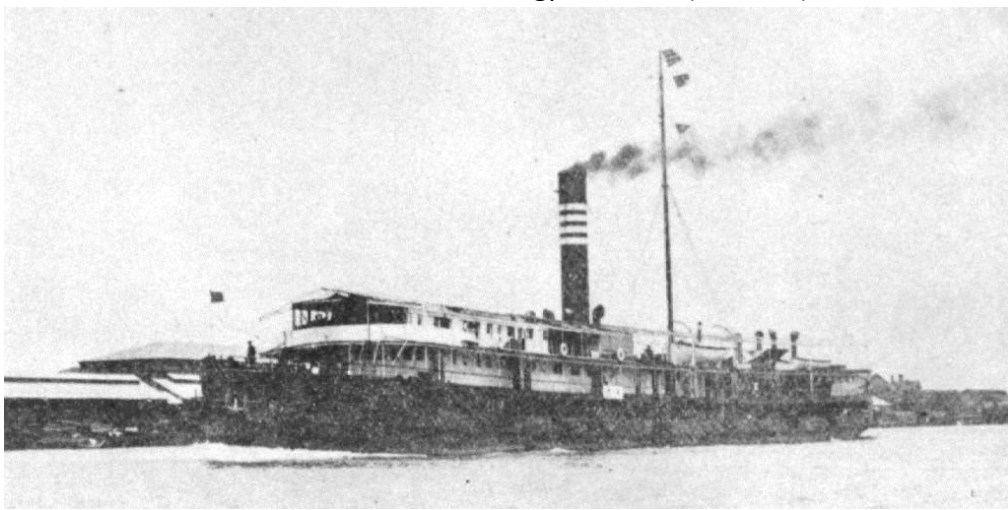
Built by Osaka I.W., Osaka for OSK as TACHI MARU. 1907 t/f to NKK. 8/37 damaged by bombing at Shanghai. 5/8/39 t/f to Toa Kaiun. 24/5/44 lost by collision upstream from Anking.



TACHI MARU (builders).



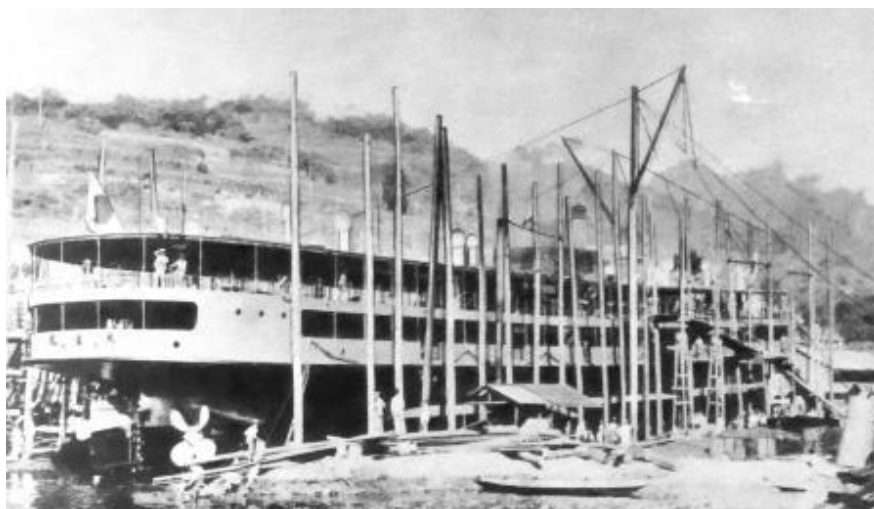
TACHI MARU in the Whangpoo, 1905 (Internet).



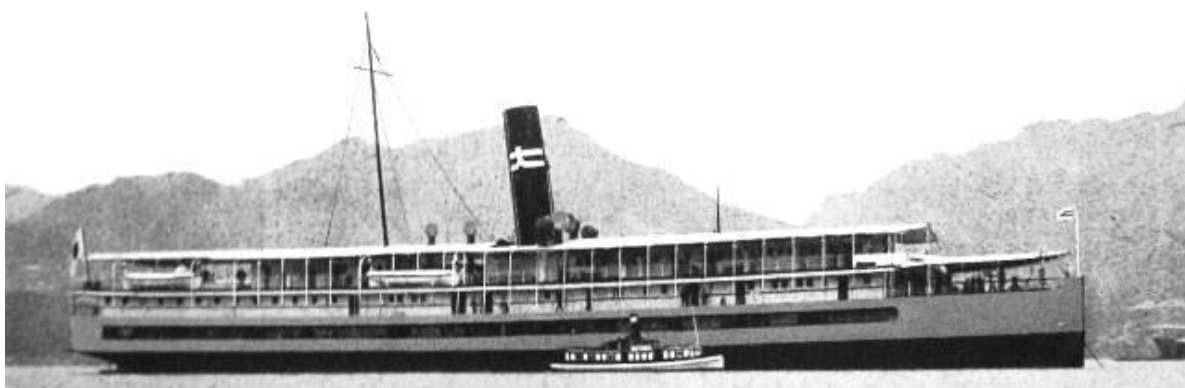
TACHI MARU

TACHANG MARU 大貞丸 (1907-39) 2712/01

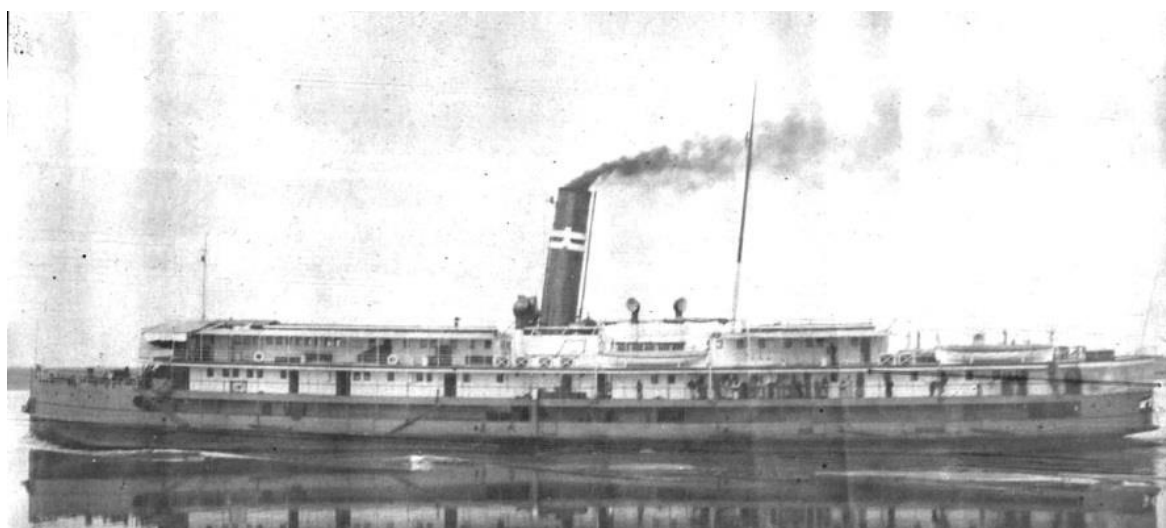
Built by Mitsubishi Zosensho, Nagasaki for OSK as TACHANG MARU. 1907 t/f to NKK. 15/8/37 left Shanghai for Nanking where seized by Chinese and allocated to China Merchants S.N. Co., Shanghai as KIANG SHIENG. Subsequently burnt out and abandoned aground in the upper reaches of Lan Hsi Creek, some 65 m. downstream from Hankow. 9/8/39 recovered by NKK, and 11/39 t/f to Toa Kaiun. Apparently repaired. 29/12/43 sunk by aircraft in Yangtse downstream from Anking.



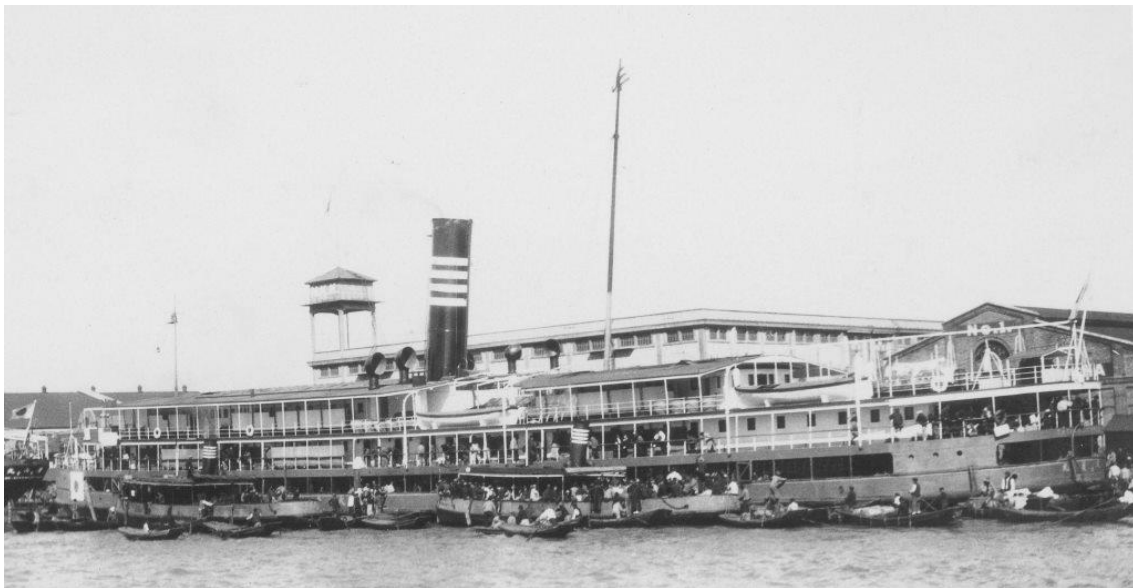
TACHANG MARU under construction at Nagasaki (MHI).



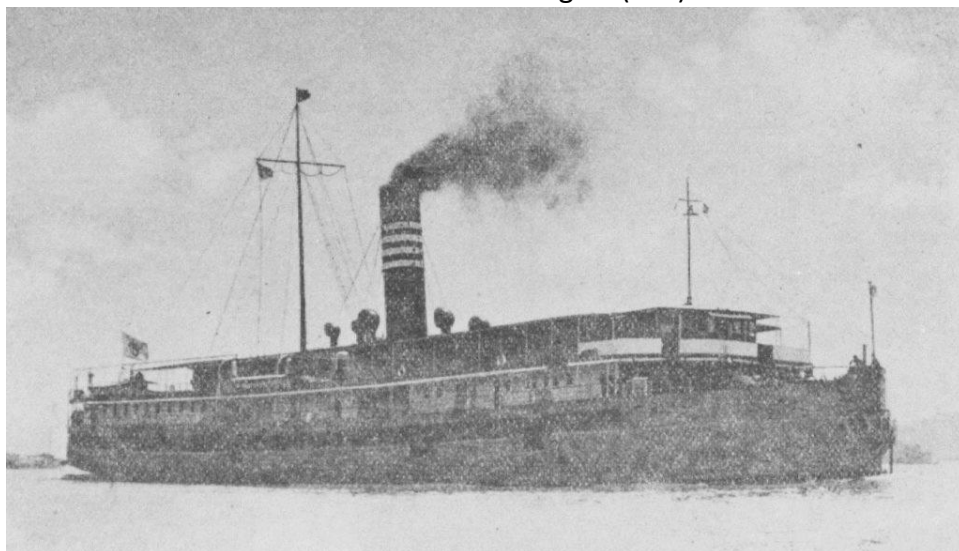
TACHANG MARU at Nagasaki on completion (MHI).



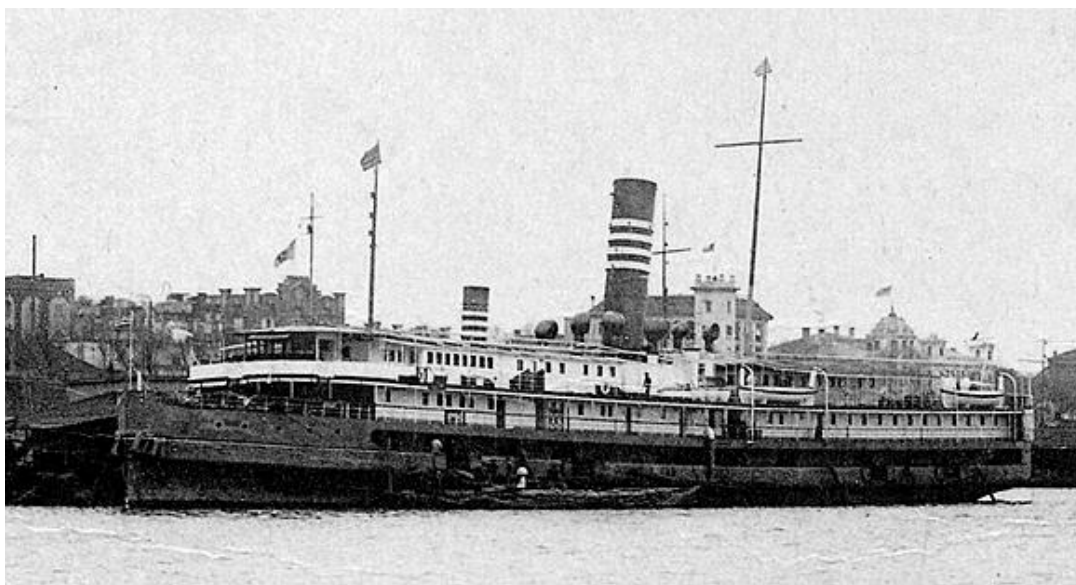
At Hankow 1906 (Internet).



At NYK Wharf in Shanghai (SK*).



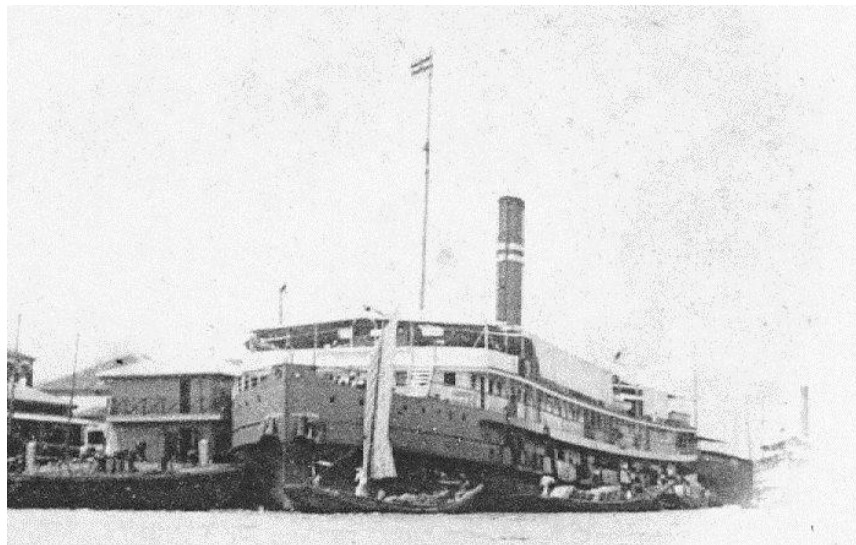
TACHANG MARU



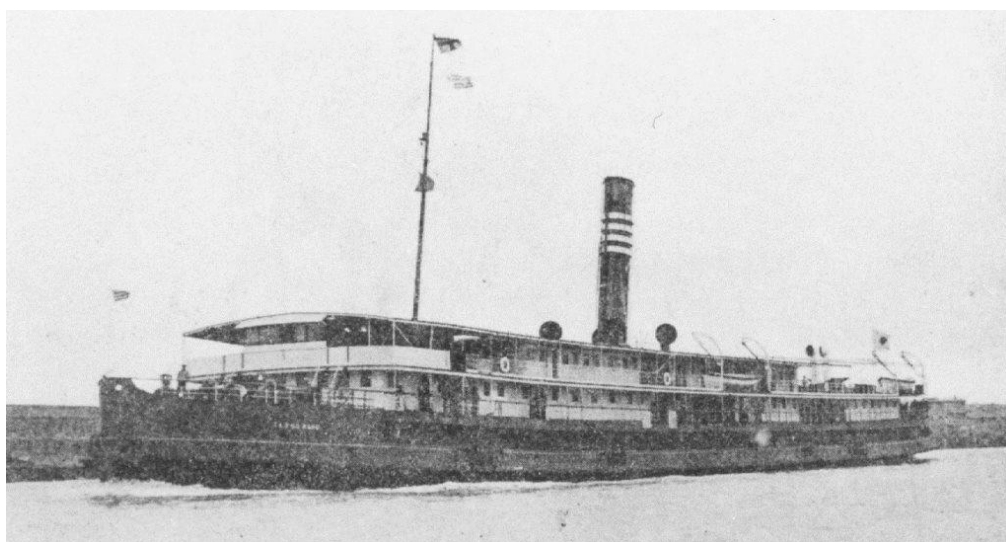
TACHANG MARU with new foremast (postcard, Imai coll.).

TAFUO MARU 大福丸 (1907-33) 2836/00

Built by Mitsubishi Zosensho, Nagasaki for OSK as TAHUNG MARU. 1/04 destroyed in Yangtse by fire, CTL. Hulk bought by Boyd & Co., Shanghai and rebuilt. 5/05 sold back to OSK r. TAFUO MARU. 1907 t/f to NKK. 4/33 sold to Okada, Tokyo for demolition. Resold to Toyo Kisen, demolition completed 12/9/33.



OSK's TAFUO MARU (postcard SK colln).



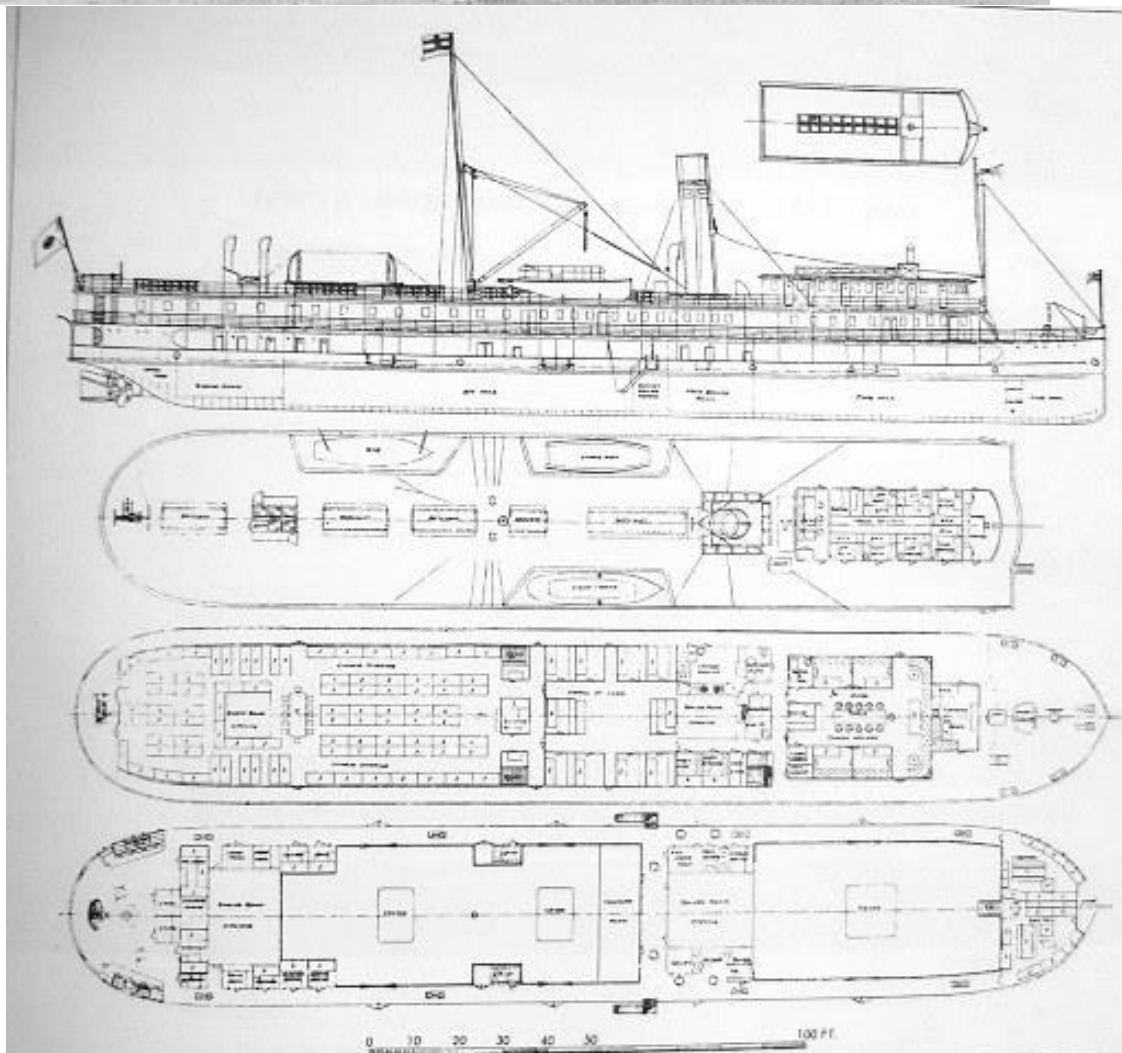
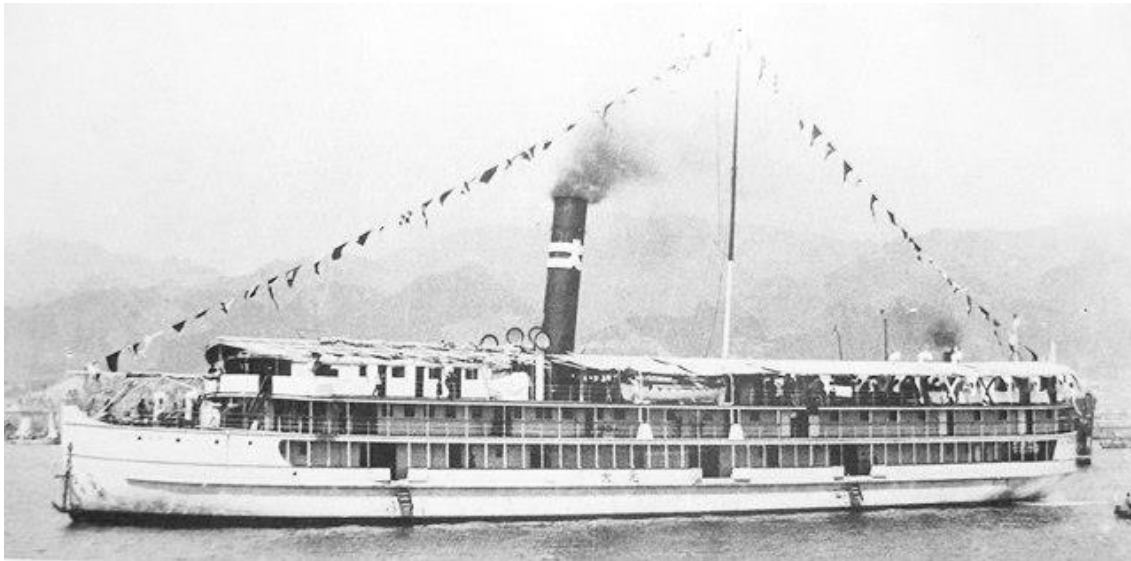
TAFUO MARU



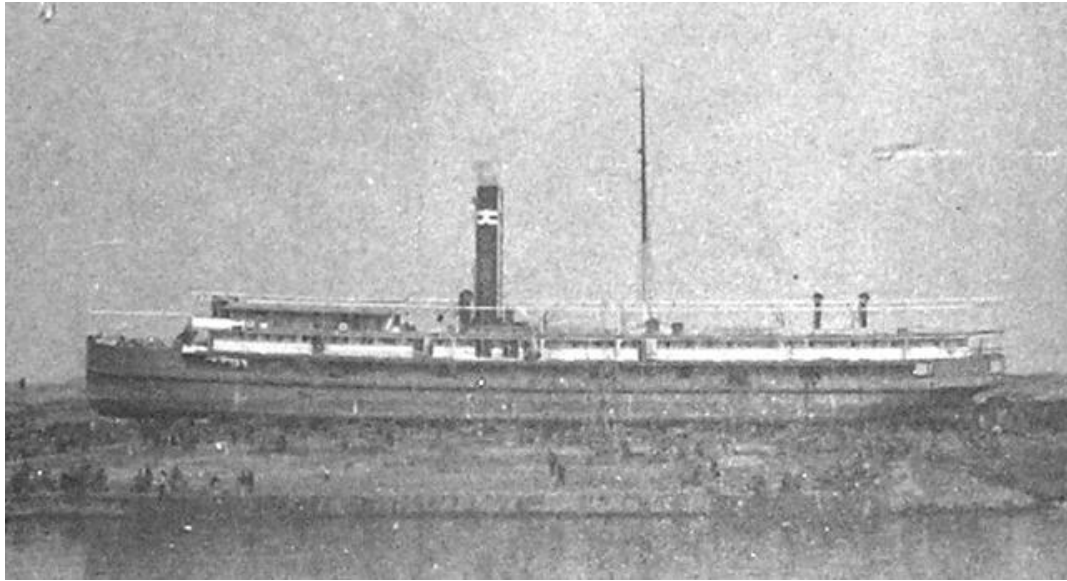
TAFUO MARU making her way up the Pootung and flying a Japan Post Office flag (Ebay).

TAYUEN MARU 大元丸 (1907-26) 1695/99

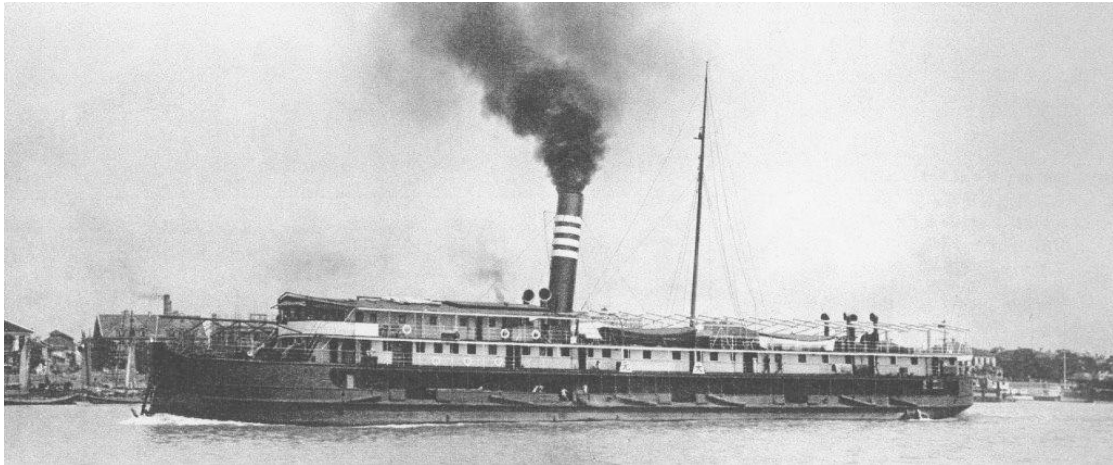
Built by Kawasaki Zosensho, Kobe for OSK as TAYUEN MARU. 1907 t/f to NKK. 7/8/26 caught fire in Yangtse near Lungkow (70 m. above Hankow) on voyage Ichang/Hankow - gutted, 12 dead and many missing. Total loss.



TAYUEN MARU (G. Yamataka).



TAYUEN MARU aground in the Middle River, probably in June 1900 (C. Metcalfe, RN@NLA).



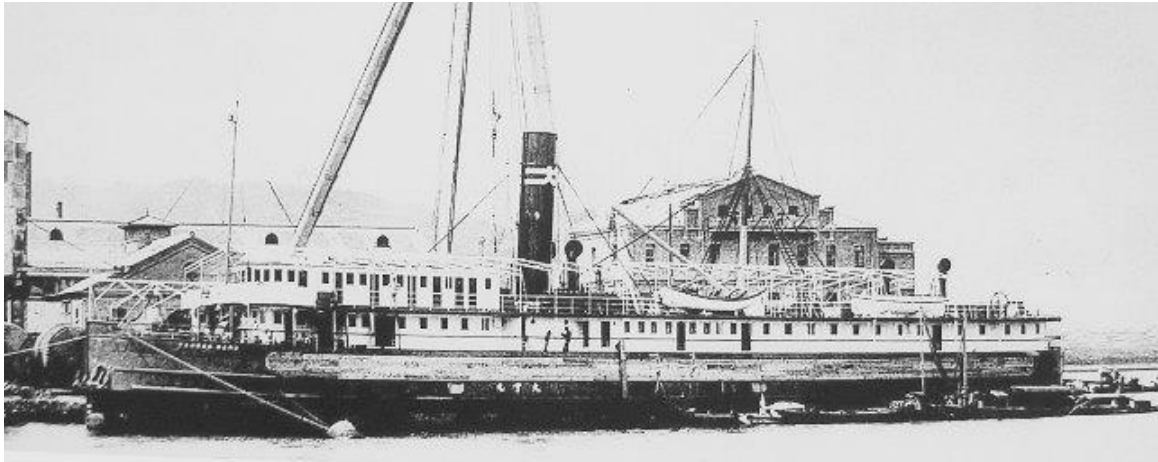
TAYUEN MARU (*Ships of the World*).



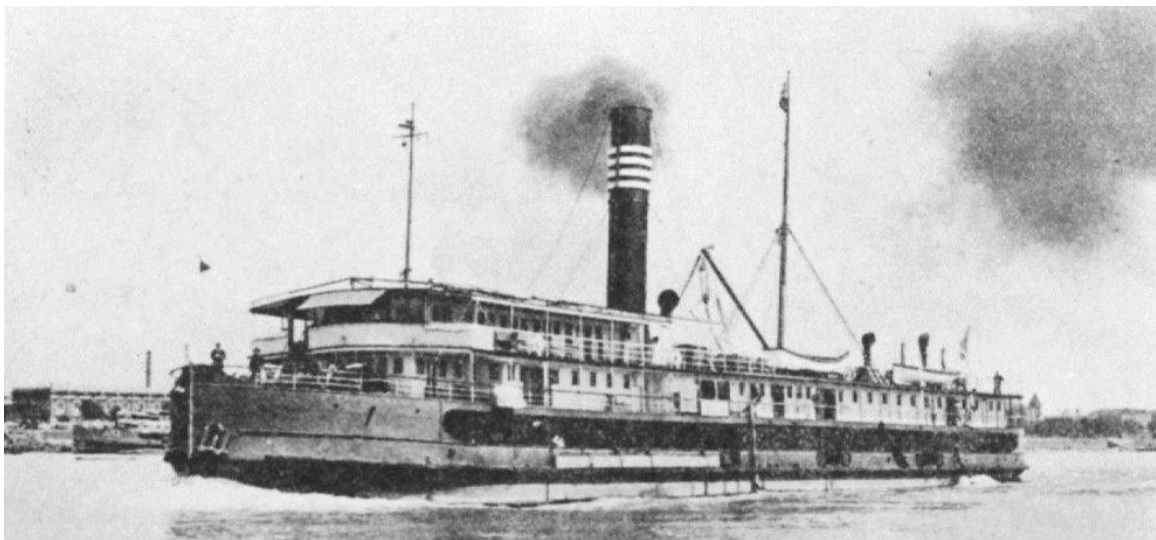
At Ichang (Picture China).

TAHUNG MARU 大亨丸 (1907-33) 1760/05

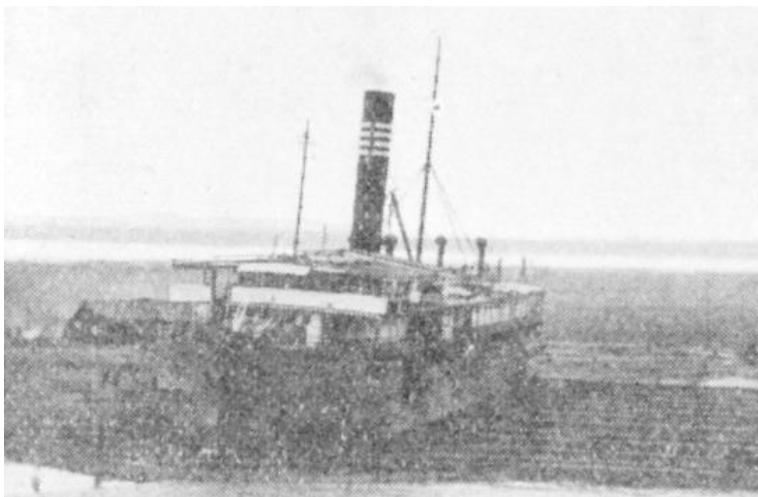
Built by Mitsubishi Zosensho, Nagasaki for OSK as TAHUNG MARU. 1907 t/f to NKK. 4/33 sold to Okada, Tokyo for demolition. Resold to Toyo Kisen, demolition completed 1/9/33.



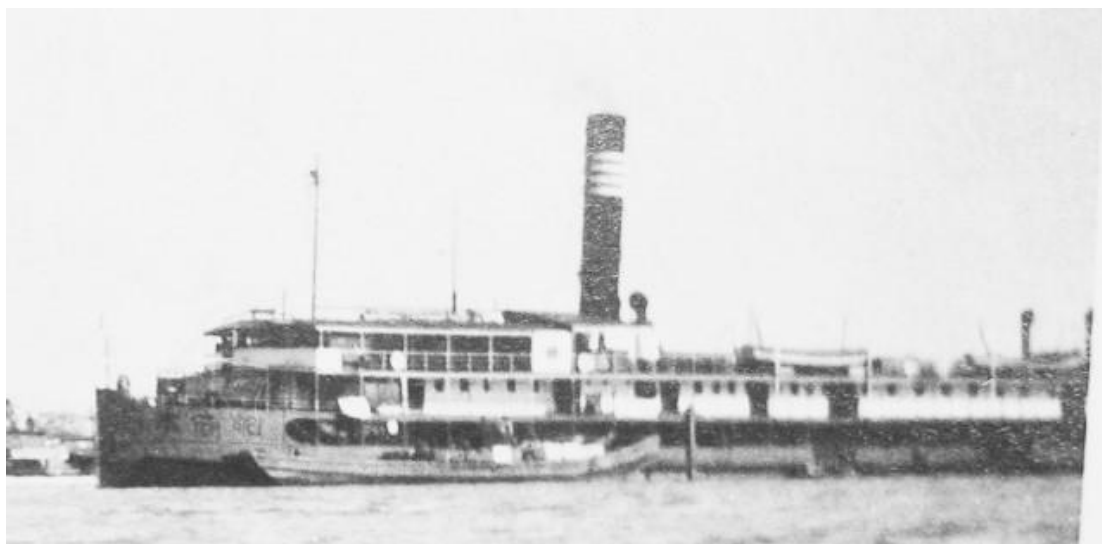
TAHUNG MARU boarded up for the delivery voyage. (This photograph is mis-identified in a Mitsubishi shipyard history as the TAHUNG MARU 2836/00 which was renamed in 1904. The error has been repeated in subsequent publications.).



Published in 1941 NKK history page 51, identified as TAHUNG MARU



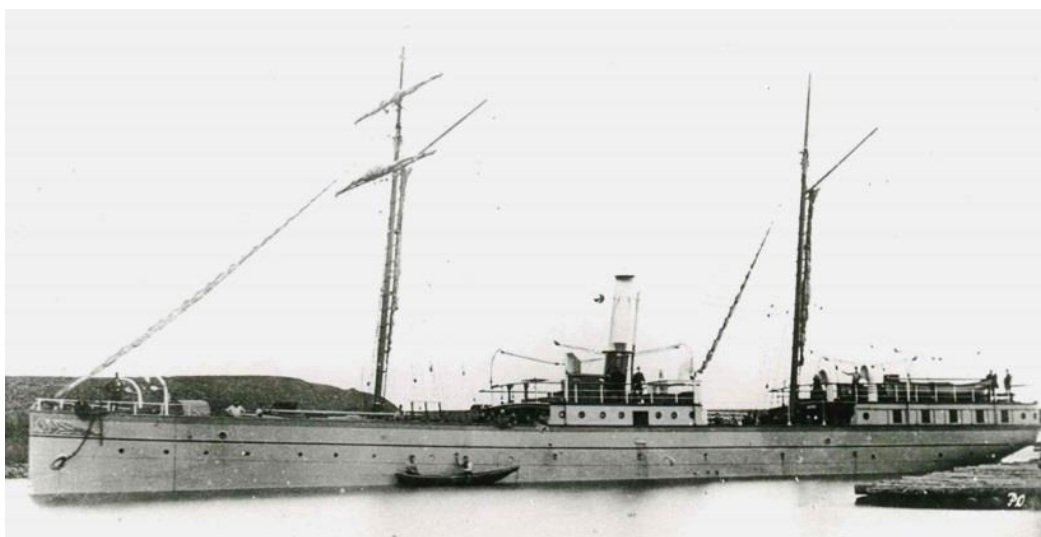
L: TAHUNG MARU aground; R: unidentified, but likely TAHUNG MARU (*FE Small Craft Handbook*).



(Above 2) evident updated TAHUNG MARU, at Ichang (SK*).

HUALEE MARU 華利丸 (1907-09) 1037/65-9 167 x 25' (iron, 206.8'x 24.7', C2cy/65 hp, S.C. Farnham, Boyd & Co. Ltd)

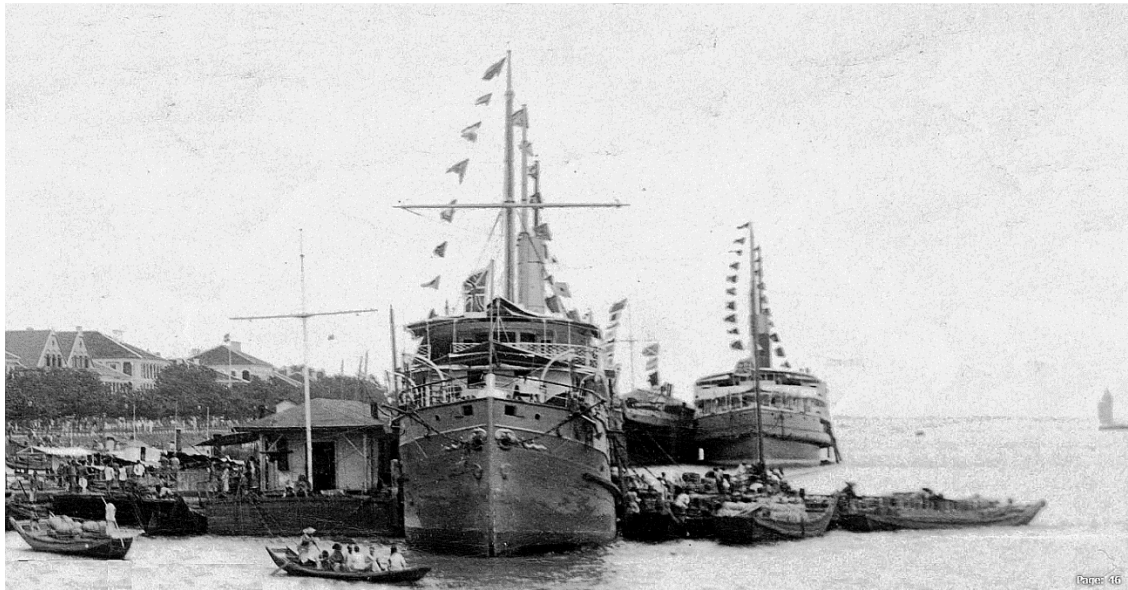
Built by N.V. Nederlandsche Stoomboot Maatschappij, Rotterdam (#68) and 25/7/65 launched for syndicate of Willem Cores de Vries (d. 1865), Batavia as W. CORES DE VRIES. c.1/10/65 sailed Rotterdam via Cape to commence contract mail service in Netherlands Indies for Nederlandsche-Indische Stoomvaart Mij. 10/76 sold and reg. at Singapore for Lim Teck Hee for coastal service Singapore-Penang via ports. 11/76 sold to Cheang Hong Leap, Singapore. 18/5/77 to Hong Kong where 7/77 sold to Chan Soon Ghee, Hong Kong. 17/8/77 reg. at Hong Kong to George McBain (general broker), Hong Kong. Mid-1878 in coastal service Shanghai-Chefoo-Tientsin. By 1/79 in river service Shanghai-Hankow – Chinese name now HUA-LI. 5/4/83 re-reg. at Hong Kong to George McBain after lengthening (now 962 grt, 206.8' x 25.0'). c.1886 fitted by S.C. Farnham & Co., Shanghai with new engines and boilers. 19/6/96 collided with anchored China Nav. Co. *Hoihow* (1411/80) while leaving Chinkiang – stem damaged and forepeak flooded, to Shanghai for repairs. 6/03 sold to Nippon Yusen Kaisha, Tokyo but registry unchanged. 13/2/04 death of George McBain. 18/4/04 sold to Yangtsze Shipbuilding Co. Ltd (Nippon Yusen Kaisha, mgrs), Shanghai (British flag). 5/07 in operation under agency of Osaka Kisen Kaisha, Osaka as HUALEE MARU. 7/07 t/f to Nisshin Kisen K.K., Tokyo. 20/4/08 laid up at Shanghai. 3/09 sold to Tung Hsing Sun 董杏蓀 [Nisshin records]. NCH (29/7/10) rep. sold to Chinese owners at Ningpo for Ningpo-Wenchow service r. HAI MEN but by LR to Fu Tsung Yueh & Tung Hsing Sun, Shanghai r. YUNG HAN. 1920 broken up at ?Hong Kong. [Kizu records only with Japanese reading of name, KAREE and KAREE MARU.]



MINISTER VAN STAAT ROCHUSSEN, shown in 1866, was a near-sister to V. CORES DE VRIES, later HUALEE MARU (M. Lindenborn/marhisdata.nl).



Hankow in the 1890s, depicting a rebuilt 3-masted V. CORES DE VRIES, later HUALEE MARU bow-on at the left (SK colln).



V. CORES DE VRIES at Hankow, possibly on New Year's Day (Cambridge University).

SUILEE MARU 萃利丸 (1907-10) 962/73-3 (*iron, 211.0' x 27.5', C2cy/90 nhp, Gourlay Bros, Dundee) Built by John Riach (Inglis & Co.), Hong Kong and 14/1/73 reg. at Hong Kong to J. Riach as SUAL (457 grt, 156.2' x 27.5'). Mid-3/73 trials. 21/3/73 certificate of sale to Alexander Macleod and 22/4/73 reg. t/f to Manila for interisland trade. 30/10/75 sailed Shanghai for Manila (after rebuilding) for McLeod, Pickford & Co., Manila as CEBU - 9/11 in interisland service Manila-Cebu-Iloilo. LUR 1879 owner as Jose Cembrano, Manila. 1879 in service Manila-Bicol for Aldecoa & Co. Mid-1881 sank in Pasig River, Manila. 9/81 raised and NCH (15/11/81) rep. sold to American owners to be r. *Emblem* (US flag) and taken to HK for repair. 2/5/82 reg. at Hong Kong to George Parker (MM), Hong Kong as SUAL. 10/82 sold to Robert Cooke of Hongkong & Whampoa Dock. 11/82 mortgaged to John S. Nazer, Hong Kong with new dimensions and compound engine by Gourlay (1874, 28"+ 48"). 17/10/83 re-reg. at Hong Kong (now 761 grt). 11/83 mortgage discharged. 1/6/86 re-reg. at Hong Kong for J.S. Nazer, Shanghai under mortgage to George McBain & Co., Shanghai (now 1037 grt, 211.0', 60 nhp). 29/5/90 rescued 31 passengers from burning steamer PAOCHING on passage Shanghai/Hankow. 1891 taken over by McBain & Co. as SUAL/SUILEE. c.20/5/02 beached with 3'6" water in hold after collision with *Hsin-Yu* (1629/89) 10m above Kiangyin, lookout missing. 6/03 sold to Nippon Yusen Kaisha, Tokyo but registry unchanged. 13/2/04 McBain died at Shanghai. 18/4/04 t/f to Yangtsze Shipping Co. Ltd (Nippon Yusen Kaisha, Tokyo mgrs), Shanghai (British flag). 5/07 in operation under agency of Osaka Kisen Kaisha, Osaka as SUILEE MARU. 7/07 t/f to Nisshin Kisen K.K., Tokyo. 21/3/08 laid up at Shanghai. 4/10 sold to Yueshung Nav. Co., Shanghai, still listed as SUILEE MARU but probably sailing as SUILEE. 1934 RLR. Possibly became FOOSI, laid up on buoy just outside Shanghai harbor from 1934 until at least March 1936. [*may have been completed as composite]



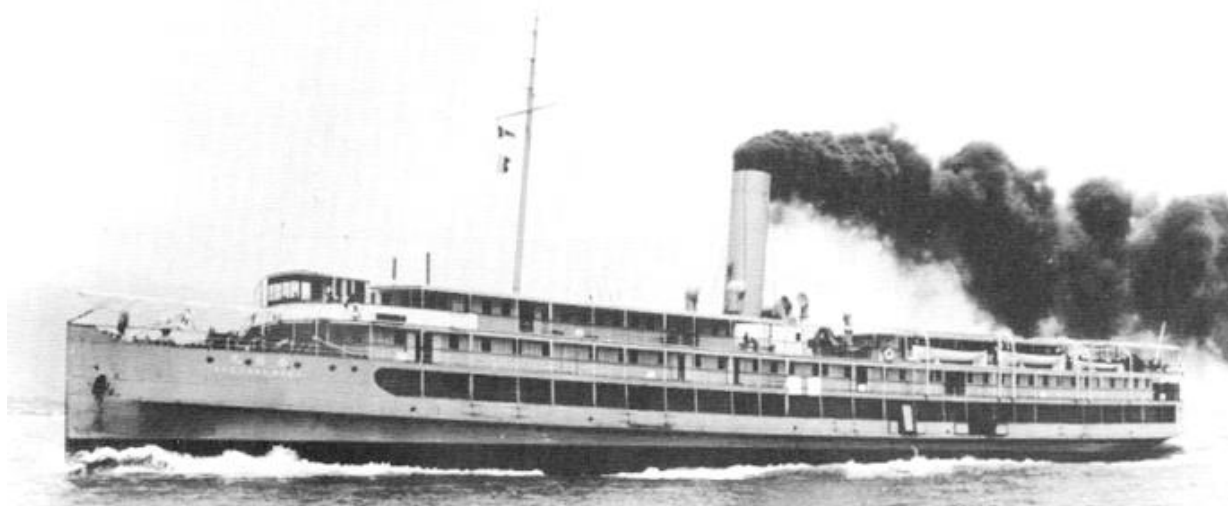
Likely SUAL/SUILEE at McBain's Wharf, Hankow (SK colln).



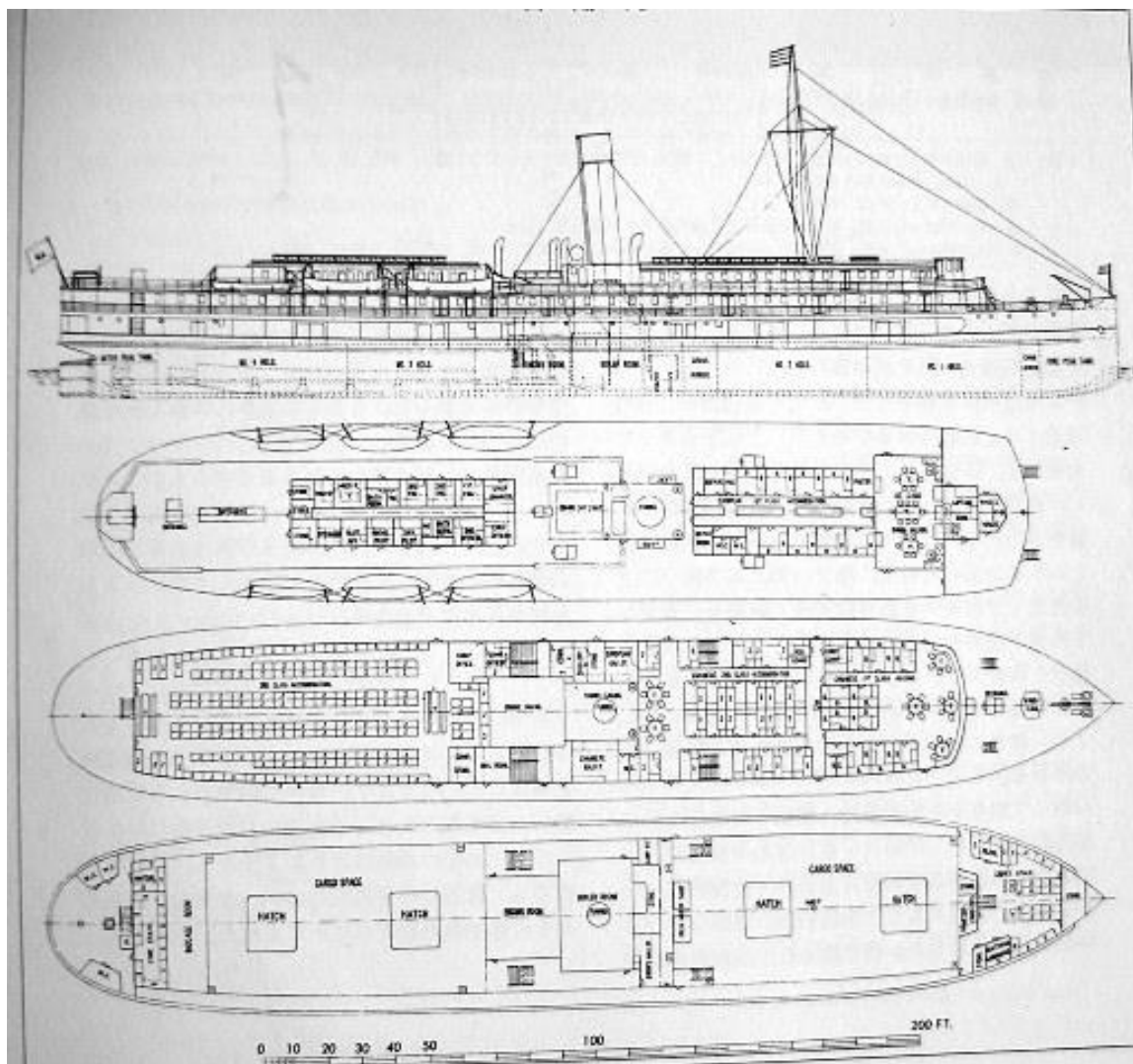
FOOSI outside Shanghai in March 1936 (The China Press 27/3/36).

NAN YANG MARU 南陽丸 (1907-37) 3588/07

Built by Kawasaki Zosensho, Kobe for NYK as NAN YANG (NANYO) MARU. 1907 t/f to NKK. c.18/8/37 sunk by Chinese forces in Pootung waterway, Shanghai. 22/4/38 demolition commenced on site - 10/2/39 completed. Engines were saved and fitted in NINGPO MARU (1940).



NAN YANG MARU in NYK Yangtse colours (builders).



NAN YANG MARU/ SIANG YANG MARU / YOH YANG MARU (G. Yamataka colln).



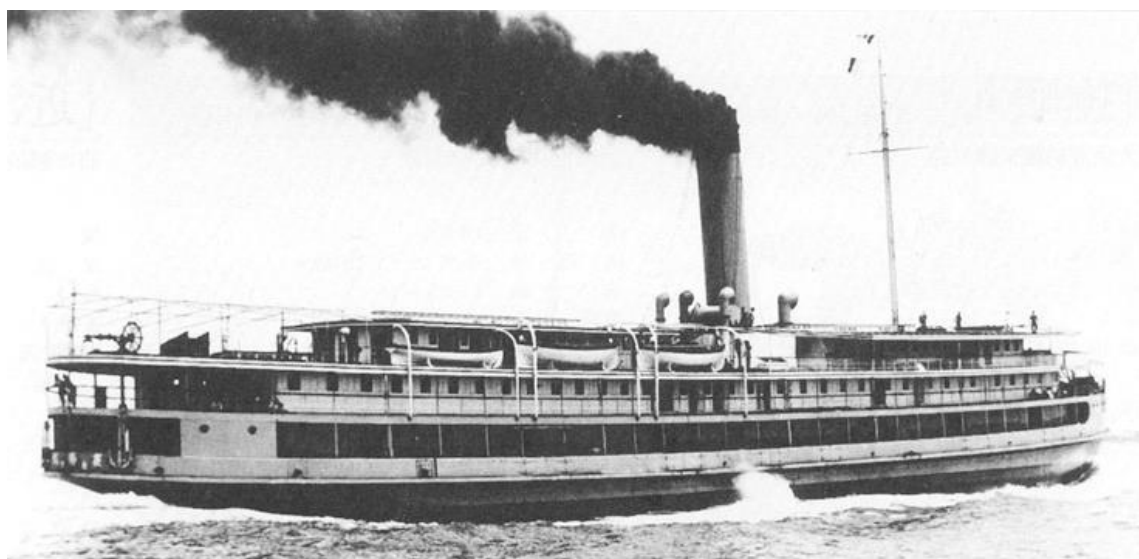
NAN YANG MARU or a sister at NYK Wharf, Shanghai, viewed from the Bund Park (from a postcard).



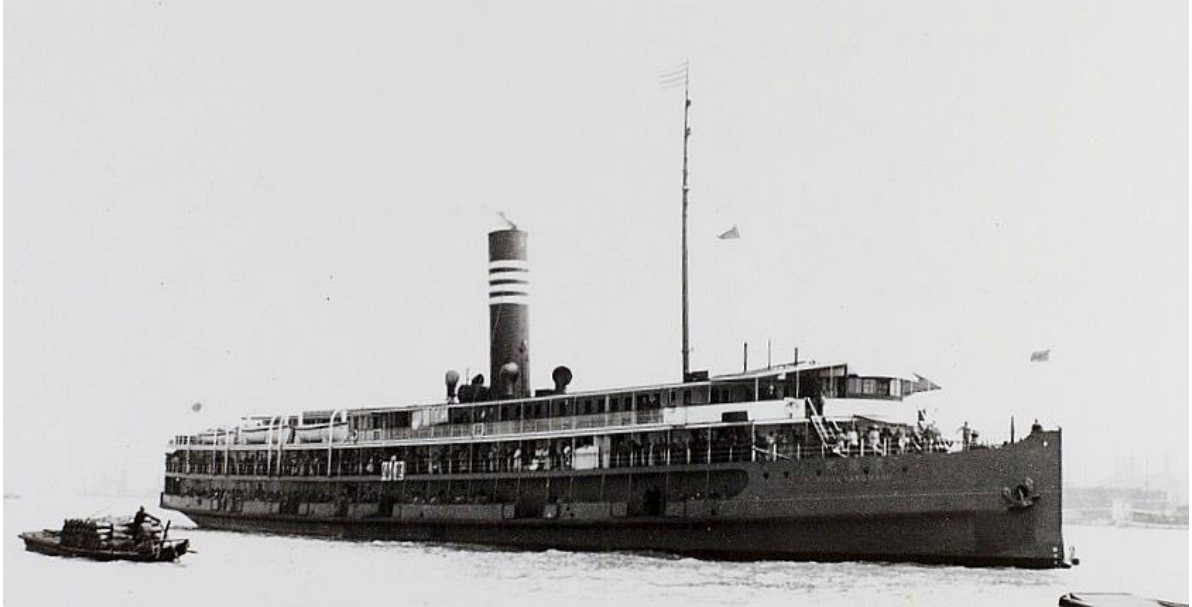
One of the sisters at Hankow (graph.baidu.com).

SIANG YANG MARU 襄陽丸 (1907-37) 3588/07

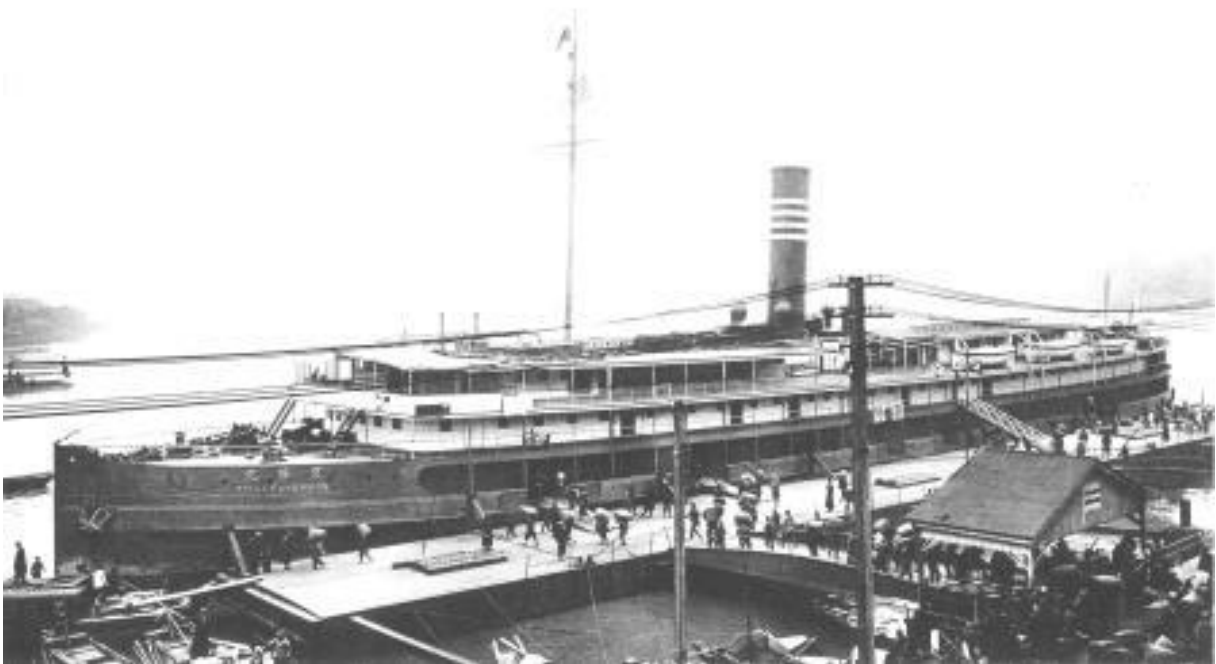
Built by Kawasaki Zosensho, Kobe for NYK as SIANG YANG MARU. 1907 t/f to NKK. c.18/8/37 sunk by Chinese forces in Pootung waterway, Shanghai. 10/8/39 on site demolition commenced and completed end-2/40.



(builders).



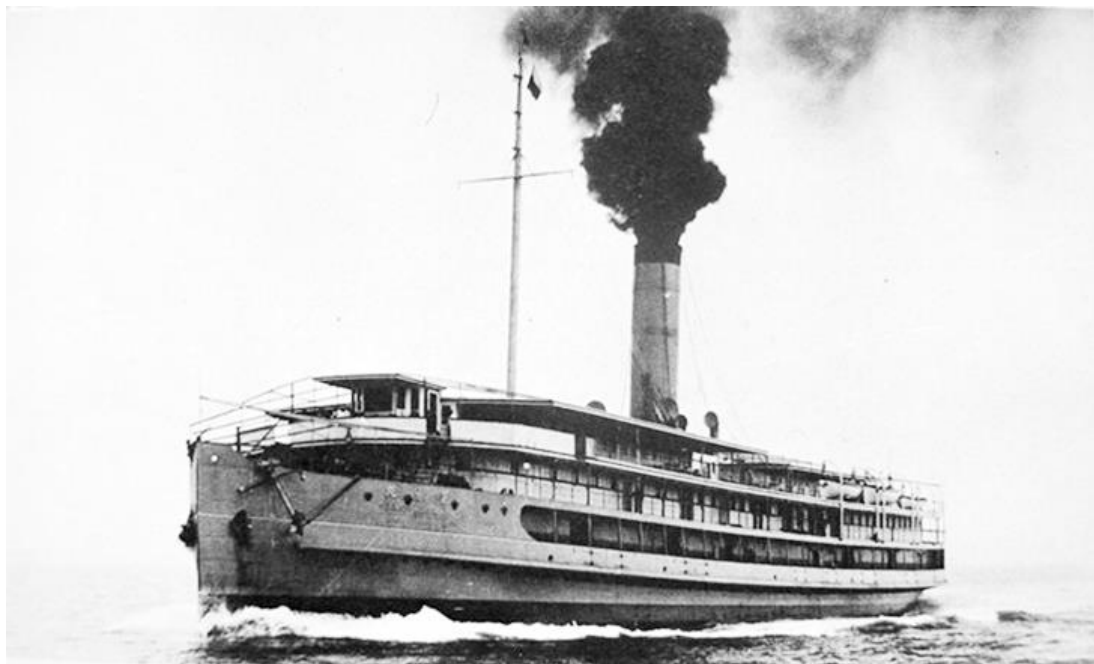
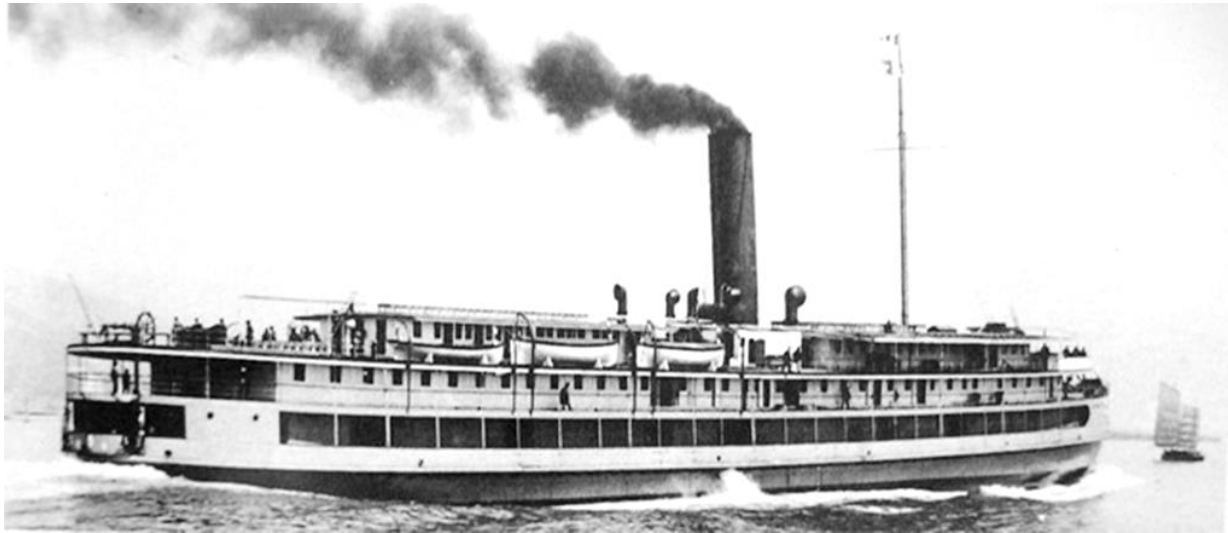
SIANG YANG MARU in the Whangpoo, late 1930s (Malcolm Rosholt/UoB Ro-s059).



SIANG YANG MARU (Ships of the World).

YOH YANG MARU 岳陽丸 (1907-37) 3588/07

Built by Kawasaki Zosensho, Kobe for Nippon Yusen Kaisha, Tokyo for Yangtse River as YOH YANG MARU/GAKUYO MARU. 1907 t/f to Nisshin Kisen K.K. 15/8/37 left Shanghai for Nanking, where seized by Chinese Gov't forces and allocated to China Merchants S.N. Co., Shanghai r. KIANG HAN. Mid-1939 hauled into Upper Yangtse. 1949 CPSNC, name romanised CHIANG HAN. 1958 name romanised JIANG HAN. 1966 r. DONG FANG HONG 2. Rebuilt at Wuhan, new machinery. 28/9/73 received award for safe completion of one million nautical miles. By 8/84 laid up upstream of Wuhan, NFI.



YOH YANG MARU in NYK Yangtse livery running trials off Kobe (builders).



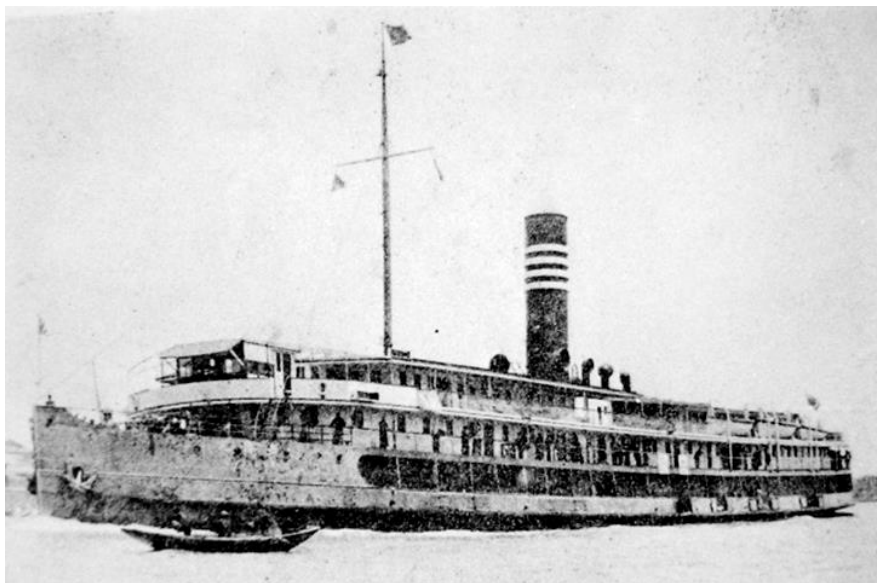


YOH YANG MARU at speed on the Yangtse (Warren Swire/UoB sw13-030).



YOH YANG MARU at Hankow prob. late-1911 from a colourised Benjamin Brodsky film

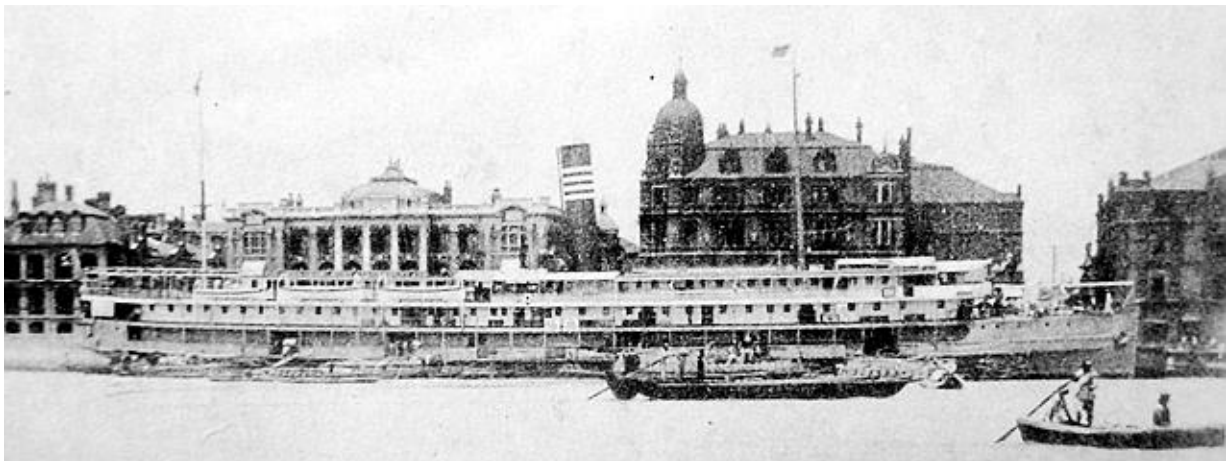
([https://www.youtube.com/watch?v= GWa4b7g9gs](https://www.youtube.com/watch?v=GWa4b7g9gs))



YOH YANG MARU (Official Nisshin history).



YOH YANG MARU damaged after a collision with KIANG HSIN, date unknown (Warren Swire colln).



YOH YANG MARU at NYK wharf, Shanghai (postcard in SK colln).



YOH YANG MARU at Shanghai (postcard, kongfz.com).



DONG FANG HONG 2 ex-YOH YANG MARU under major refit in 1966, evidently receiving a new main boiler (*The Yangtze River*).



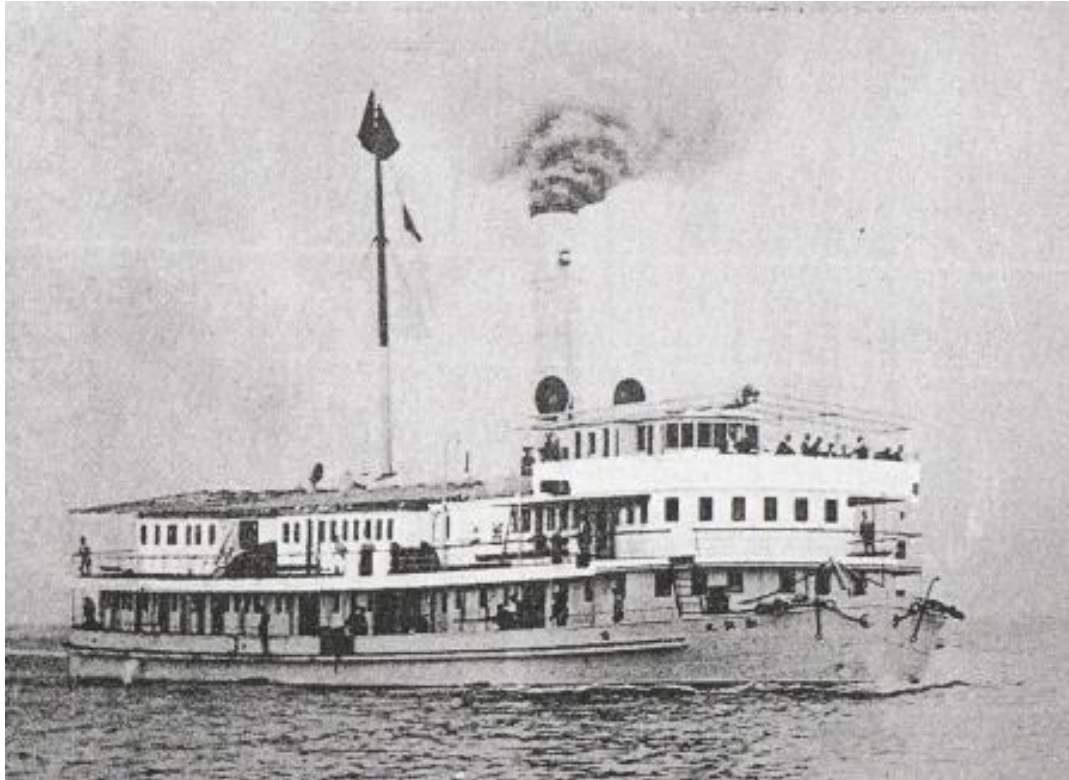
DONG FANG HONG 2 ex YOH YANG MARU
(<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).



The stern of shorter/wider-funnelled DONG FANG HONG 2, ex-YOH YANG MARU, may be just glimpsed behind other vessels laid up upstream of Wuhan in August 1984 (Donald Anderson).

SIANG KIANG MARU 湘江丸 (1907-33) 935/03

Built by Osaka I.W., Osaka for Hunan Kisen as SIANG KIANG MARU. 14/8/06 damaged by engine room fire at Changsha. 1907 t/f to NKK. 10/33 sold to Ta Yuen S.S. Co., Shanghai r. TACHONG. 6/35 listed to San Peh S.N. Co. Ltd. but reg. to Ning Shin S.S. Co. Ltd, Shanghai (as such thru LR 73) r. YUNG-KIA. 9/47-2/48 reconstructed by San Peh Dockyard, Shanghai. No further concrete reports. [Yungkia is an outpost south of Wenchow.][From LR 1974 listed nominally for COSCO, still as YUNG-KIA. 1990 delisted. RLR 1992.]

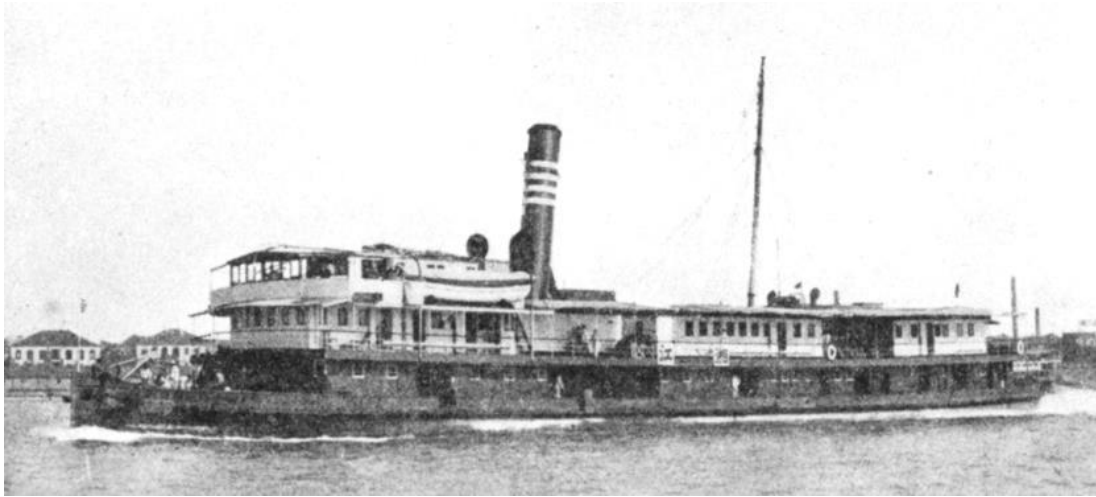


SIANG KIANG MARU as built for Hunan Kisen (builders).

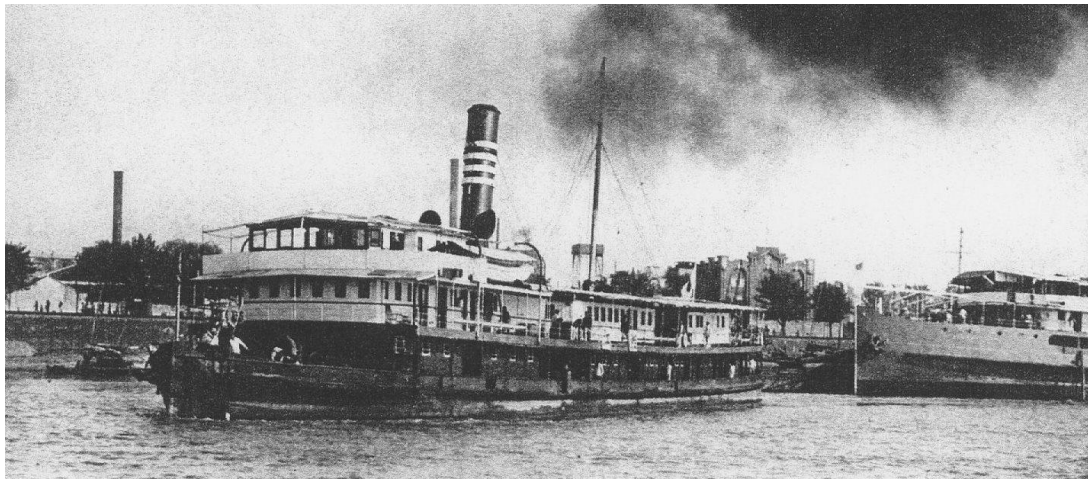


SIANG KIANG MARU at Changsha bund (Yale Divinity School via USC

<http://digitallibrary.usc.edu/cdm/singleitem/collection/p15799coll123/id/51540/rec/21>).



SIANG KIANG MARU



SIANG KIANG MARU (*Ships of the World*).



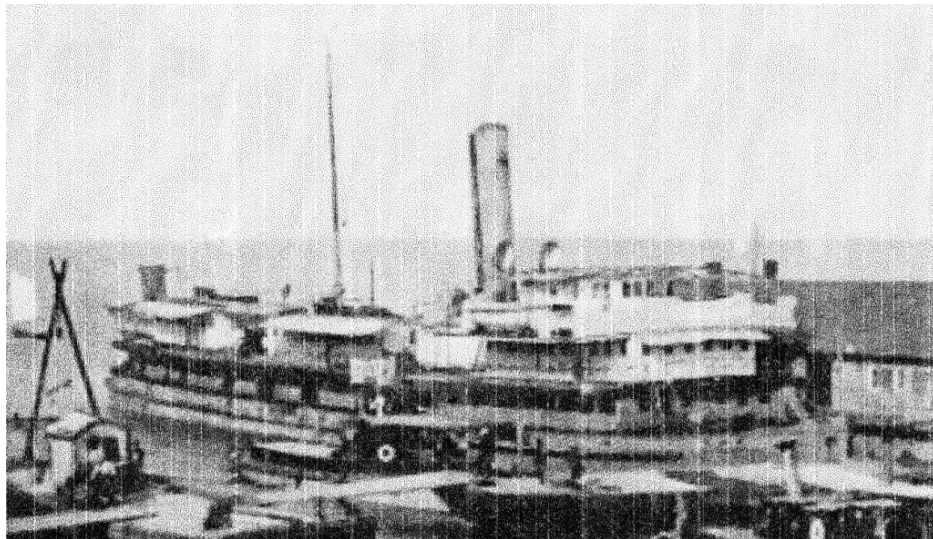
SIANG KIANG MARU or YUEN KIAN G MARU (centre) at Ichang 1907-11 with a 'TA' Nisshin steamer and HM gunboat NIGHTINGALE or SNIPE (Ernest Henry Wilson 304544/arboretum.harvard.edu).



REN MIN 20, plausible YUNG-KIA ex-SIANG KIANG MARU, reconstructed in 1935 for coastal service, photographed at Hankow in August 1984 (Donald Anderson).

YUEN KIANG MARU 沅江丸 (1907-39) 935/03

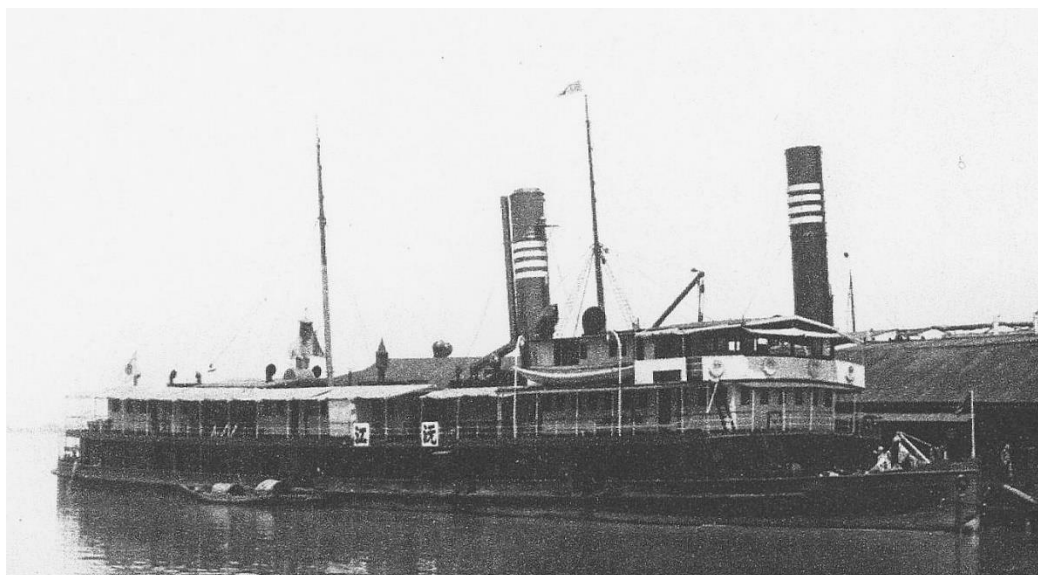
Built by Osaka I.W., Osaka for Hunan Kisen as YUEN KIANG MARU. 1907 t/f to NKK. 8/37 damaged by bombing at Shanghai. 5/8/39 t/f to Toa Kaiun. Evidently out of fleet by 1940.



YUEN KIANG MARU or SIANG KIANG MARU in Hunan Kisen colours at Hankow (Graham Thompson).



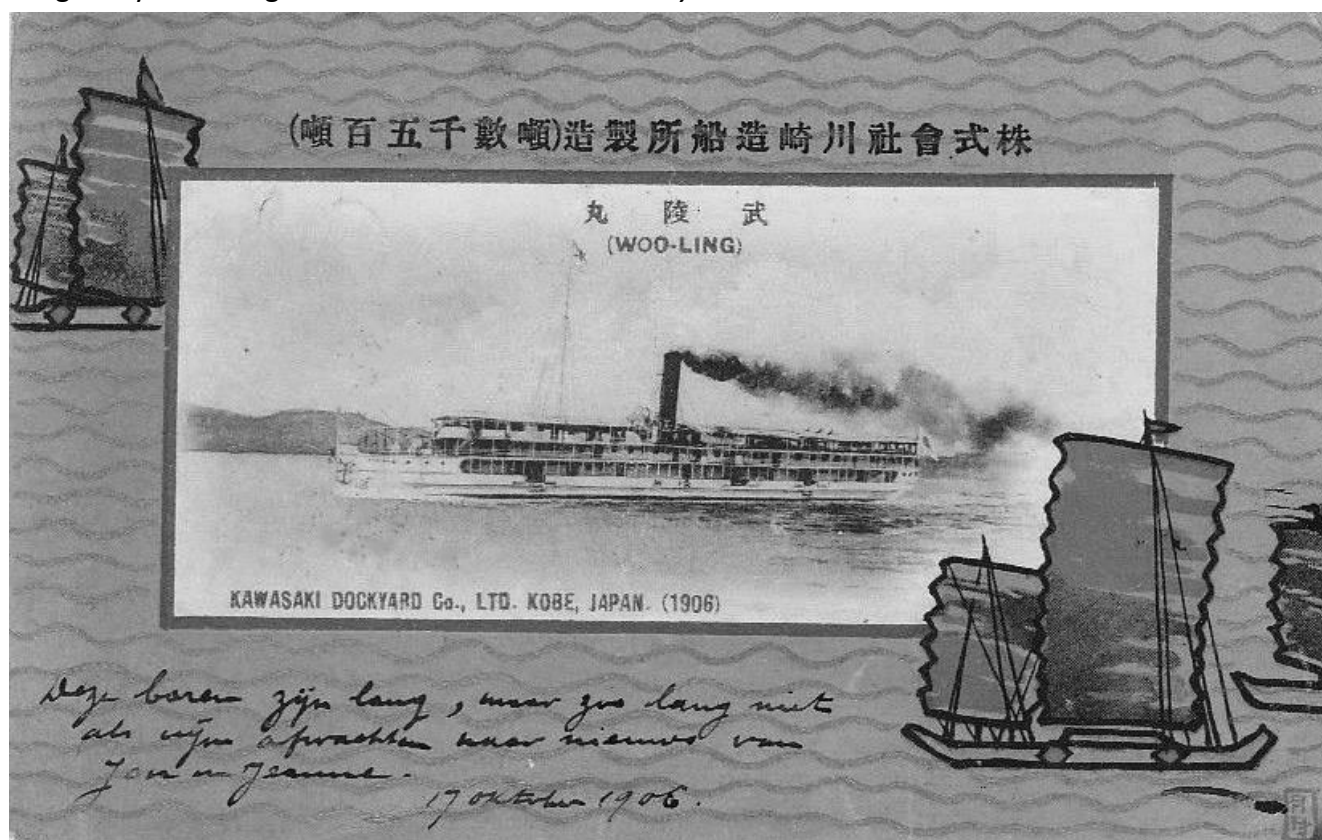
YUEN KIANG MARU or SIANG KIANG MARU at Hankow 1907, still with Hunan Kisen hull (Internet).



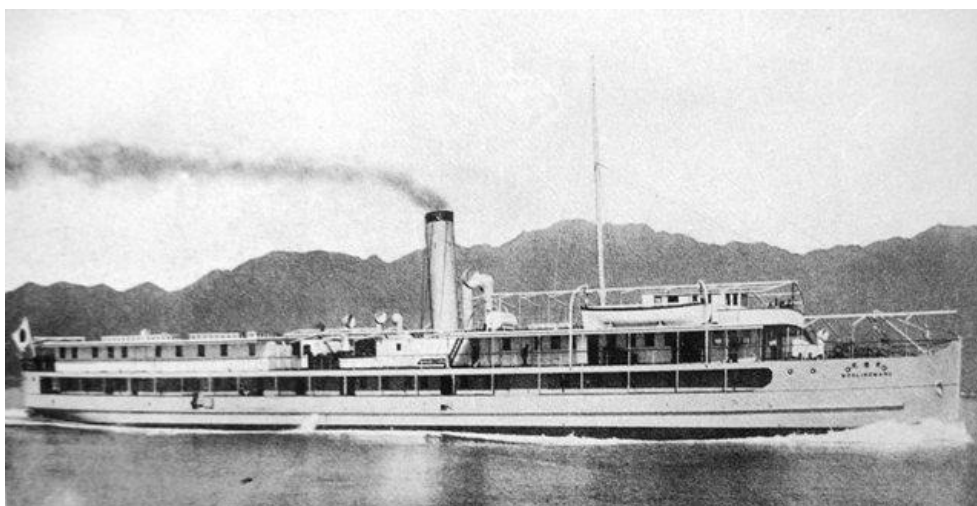
YUEN KIANG MARU (*Ships of the World*).

WOO-LING MARU 武陵丸 (1907-39) 1458/06

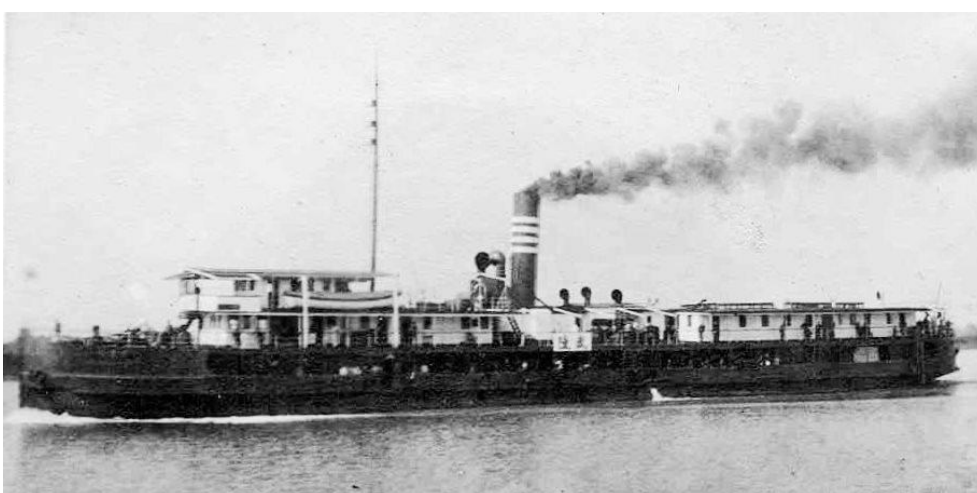
Built by Kawasaki Zosensho, Kobe for Hunan Kisen as WOO-LING MARU. 1907 t/f to NKK. 23/9/38 fire damage. 5/8/39 t/f to Toa Kaiun. 1945 taken over by China, allocated to China Merchants S.N. Co., Shanghai r. KIANG LING. 1949 under PRC control. 30/9/49 as KIANG LING LIBERATION sunk in Yangtse by Chinese gunners in error for *HMS Amethyst* - 'several hundred' dead.



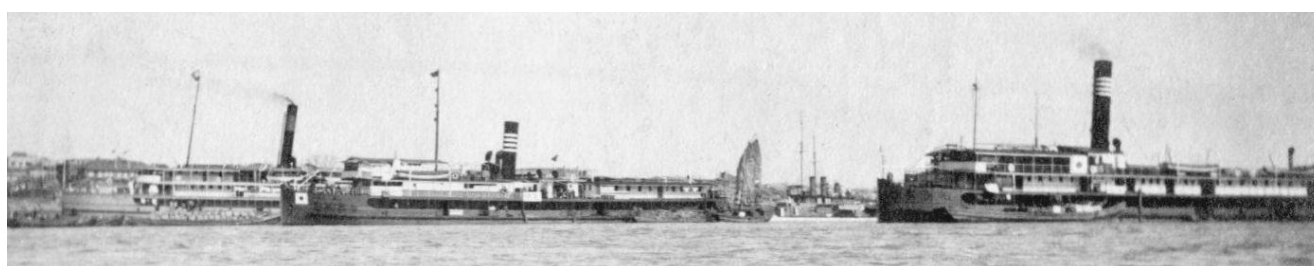
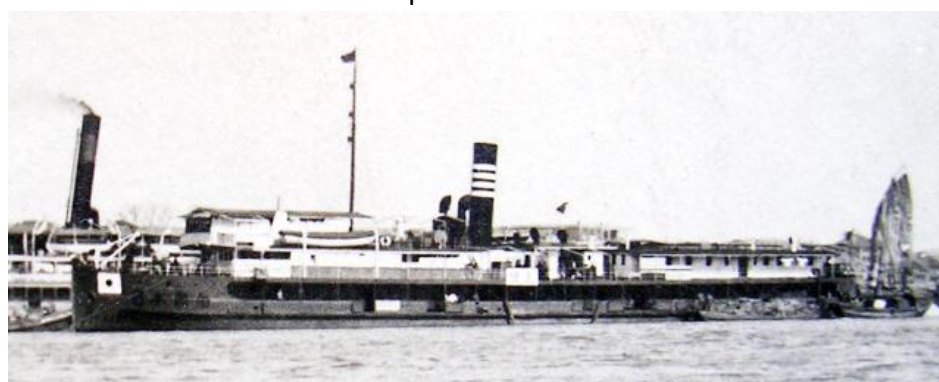
1906 Kawasaki Zosen postcard depicting WOO-LING MARU trials in sea off Kobe, bridge deck superstructure extending to funnel, low freeboard, perhaps resulting in a re-think on weight (Internet).



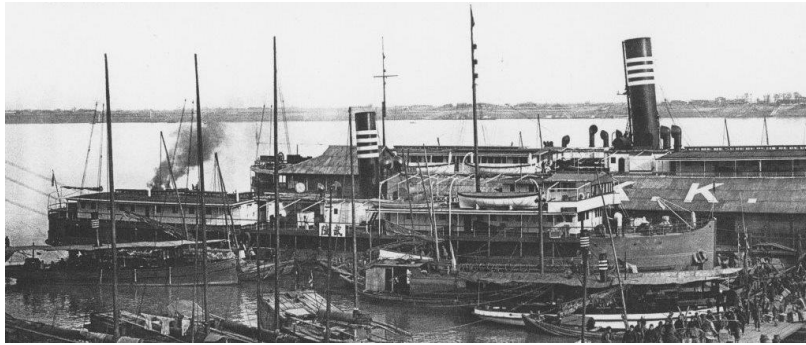
WOO-LING MARU running trials at Kobe in Hunan Kisen colours, reduced bridge deck (builders).



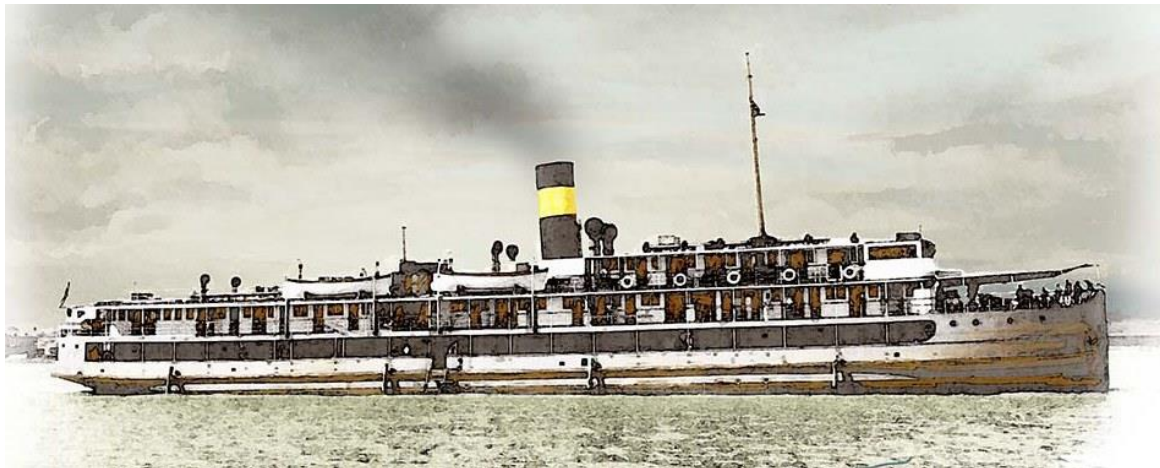
WOO-LING MARU repainted in Nisshin Kisen colours



Later WOO-LING MARU at Ichang with Japanese flag on hull (above two) perhaps early 1920s, China Merchants' KWEI LEE at left, probable updated TAHUNG MARU at right (SK*).



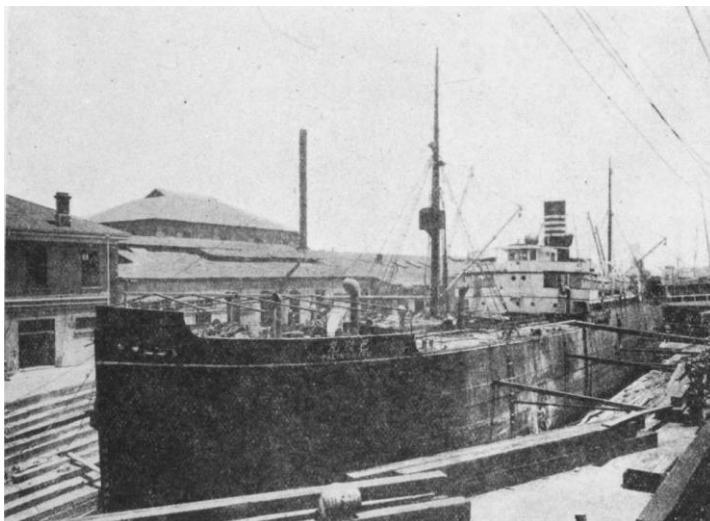
WOO-LING MARU on the inner berth at Hankow (Ships of the World).



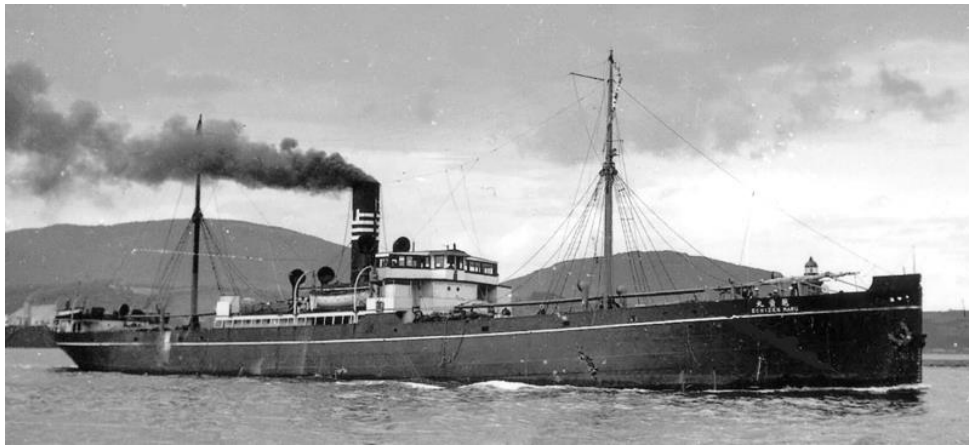
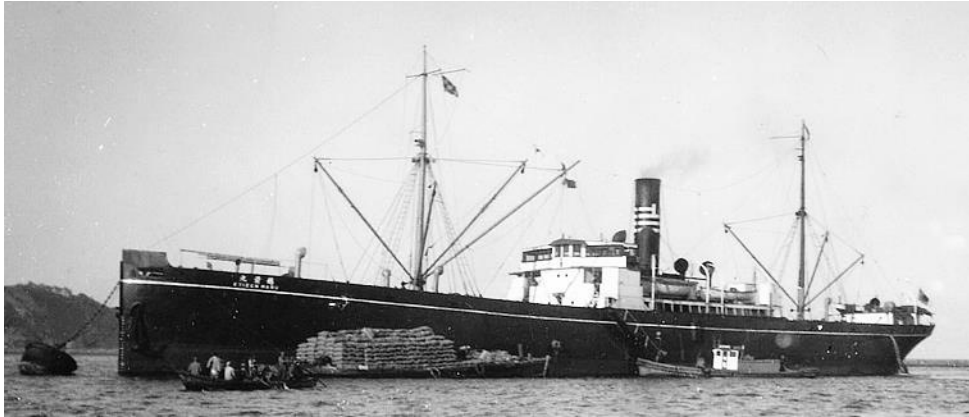
Post-war KIANG LING photo-based painting by Yao Kaiyang indicating an extended upper deck as per initial layout (China Warships Museum).

PALING MARU 巴陵丸 (1915-33) 2370/07

Built by W. Hamilton & Co., Glasgow for Hamburg Amerika Linie as SUI MOW. 1914 seized by Japan at Kobe and allocated to Ministry of the Navy as TAMOSHIMA MARU. 6/15 sold to NKK r. PALING MARU. 28/2/30 struck submerged Glengyle Rock 26 m. outside Swatow in dense fog and beached on Namoa Is. 4/33 sold to Kita Nippon Kisen, Fuchu r. YETSUZEN MARU - 1938 romanisation altered to ECHIZEN MARU. 24/2/44 sunk by submarine USS Tang in position 15.45N, 143.21E.



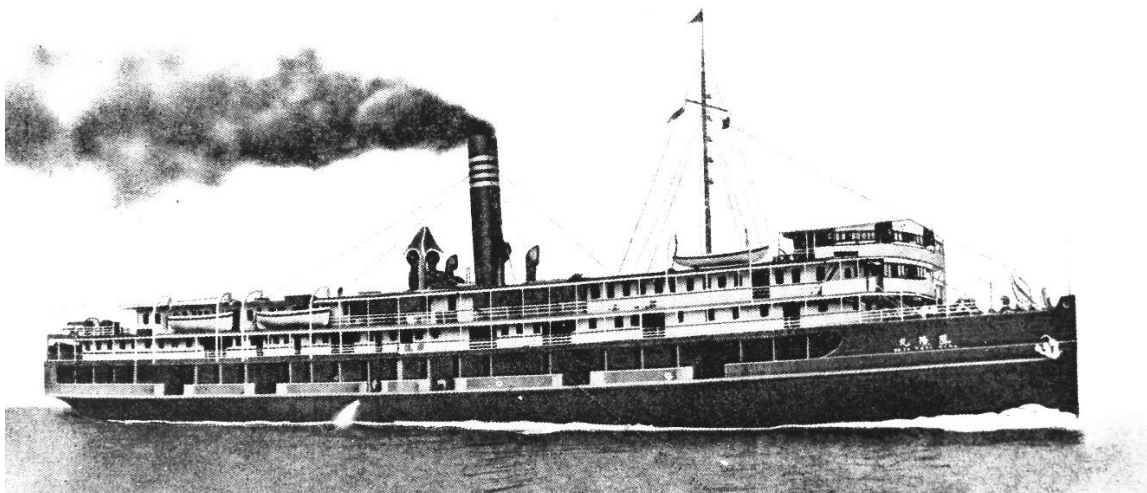
PALING MARU



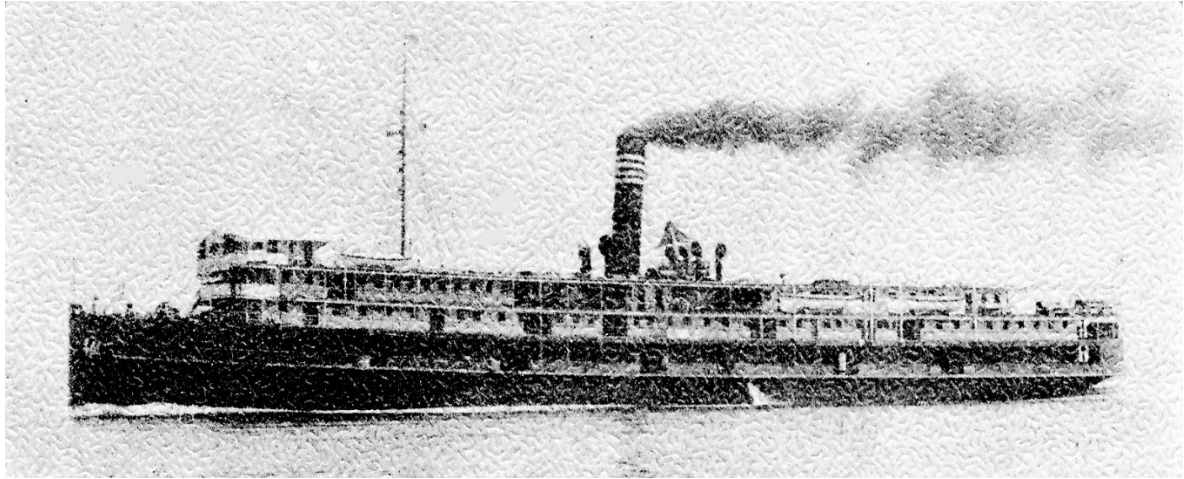
Later as ECHIZEN MARU (both Uhachi Kinoshita/OCM).

FENG YANG MARU 鳳陽丸 (1915-39) 3977/15

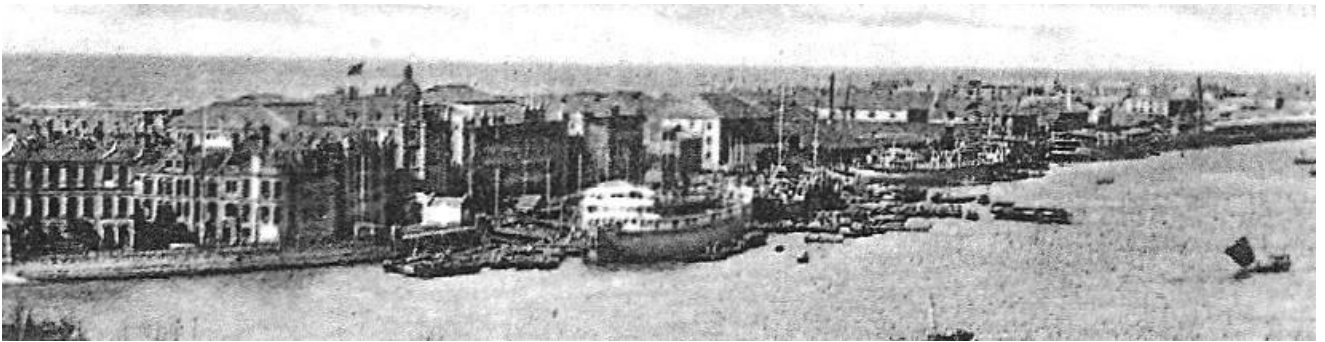
Built by Osaka I.W., Osaka for NKK as FENG YANG MARU. 8/37 damaged by bombing at Shanghai.
5/8/39 t/f to Toa Kaiun. 31/8/44 bombed and sunk by aircraft in Yangtse.



FENG YANG MARU (from an official postcard).



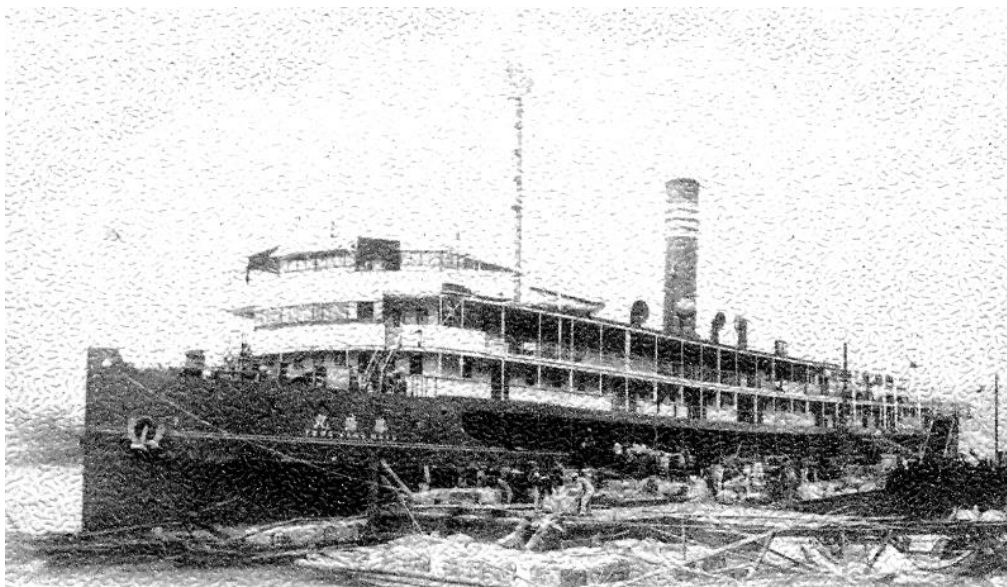
FENG YANG MARU (from an official postcard).



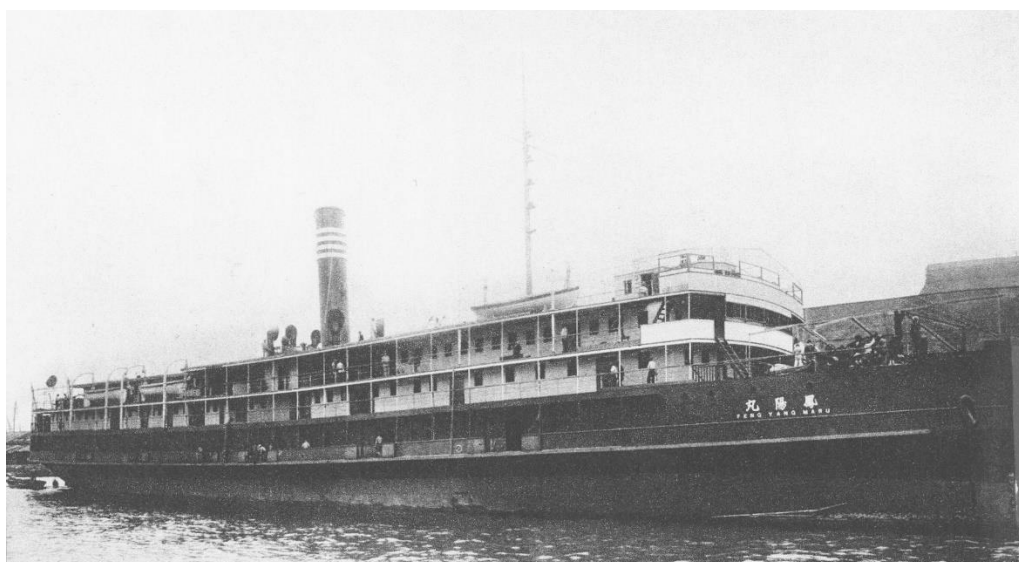
FENG YANG MARU at NYK Wharf, Hongkew, Shanghai (from a postcard).



FENG YANG MARU at Shanghai (kongfz.com).



FENG YANG MARU (from an official postcard).



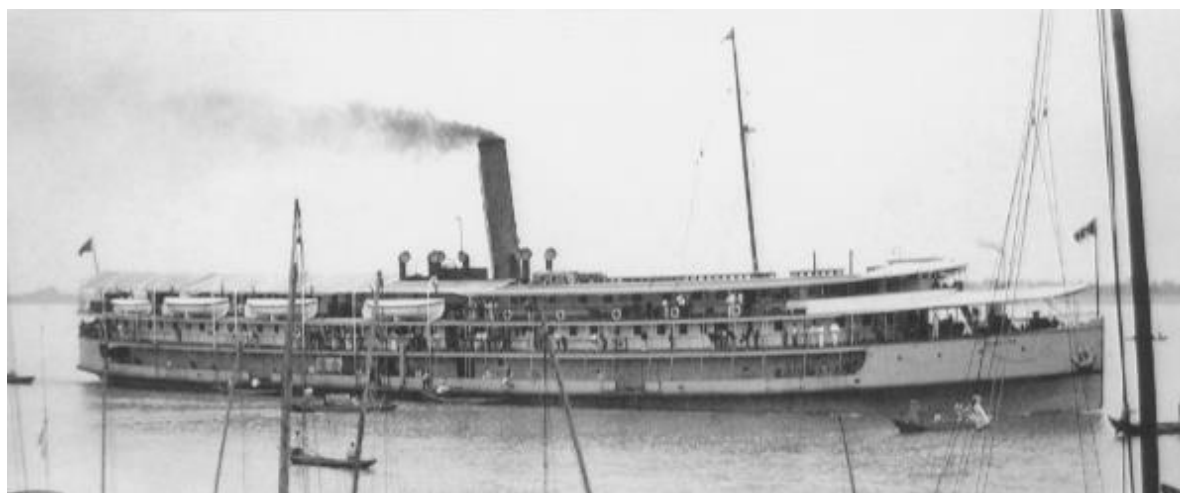
FENG YANG MARU (*Ships of the World*).

SUIYANG MARU 瑞陽丸 (1917-37) 3068/04

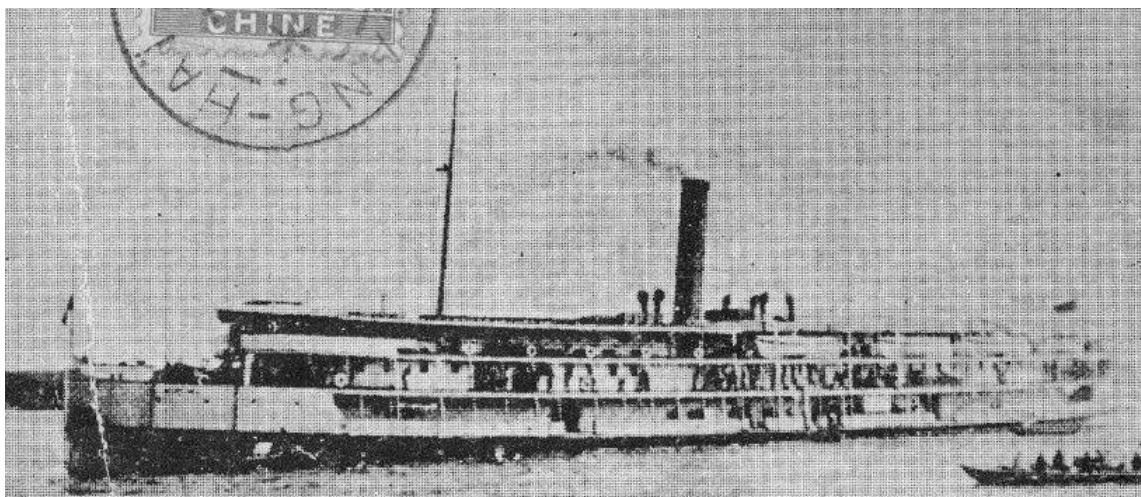
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong for CNC. Launched as SHANGHAI but completed as KINLING (3397 gt). 19/5/16 burnt out at Kiangyin on Lower Yangtse - 23/5 arrived at Shanghai in tow. Hulk sold to NKK and rebuilt with a split superstructure, forward cargo hatch, full mast and derricks by Shanghai D. & E. Co. Ltd r. SUIYANG MARU, 30/8/17 re-entered service. c.18/8/37 seized by Chinese Gov't and sunk as blockship in Whangpu River, Shanghai. Demolished on site.



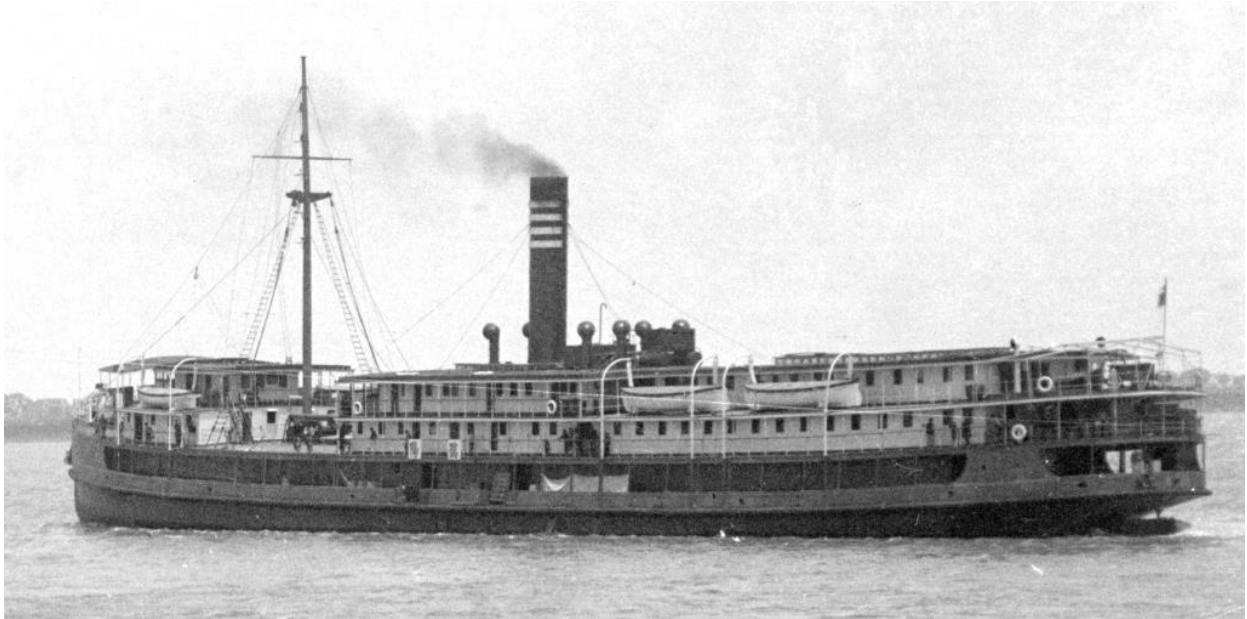
Launch of SHANGHAI (HKMM - gift SK*).



KINLING ex-SHANGHAI (Swires).



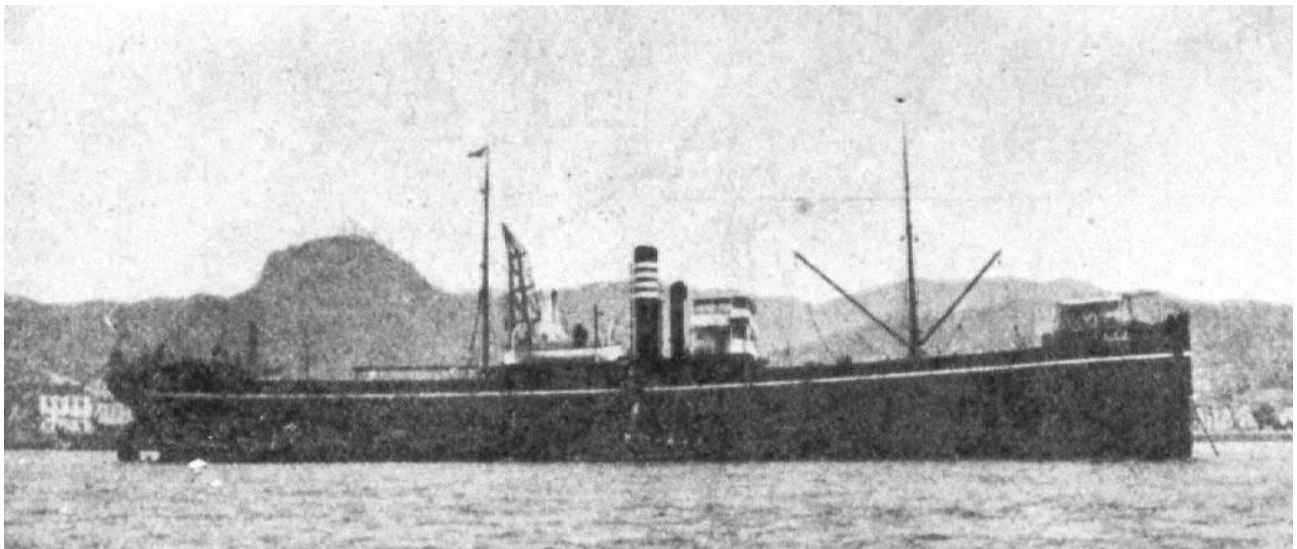
KINLING from a postcard



Rebuilt as SUIYANG MARU (Warren Swire collection).

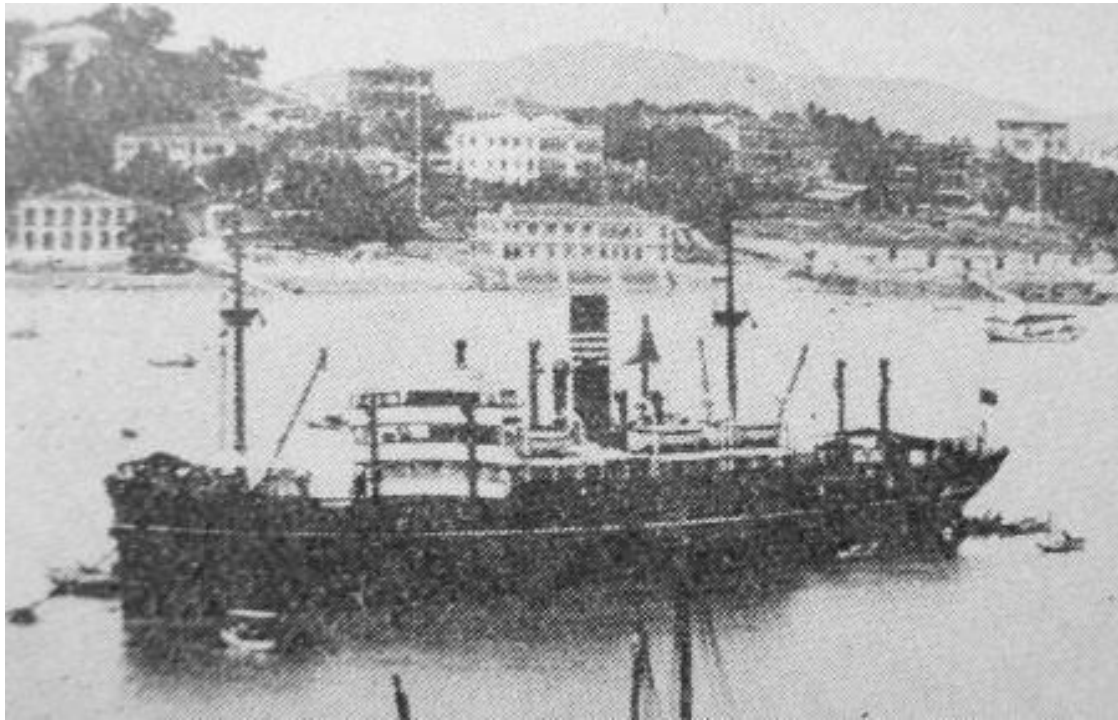
YUNGLING MARU 永陵丸 (1918-19) 1573/77

Built by Schlesinger, Davis & Co., Newcastle (#77) for W.E. Bott & Co., London as MOURINO. 1885 sold to T. Wilson, Sons & Co., Hull. 1895 sold to P. McGuffie, Liverpool. 1898 sold to H. Diederichsen, Kiel. 1899 sold to OSK, conv. to hulk r. LEE AN. 1907 t/f to NKK. 8/18 reconstructed as freighter by Matsuo I.W., Nagasaki r. YUNGLING MARU. 13/6/19 wrecked in fog on Quelpart Is. near Cheju Is. while on passage Hankou/Osaka.



LUSHAN MARU 廬山丸 (1920-39) 2531/20

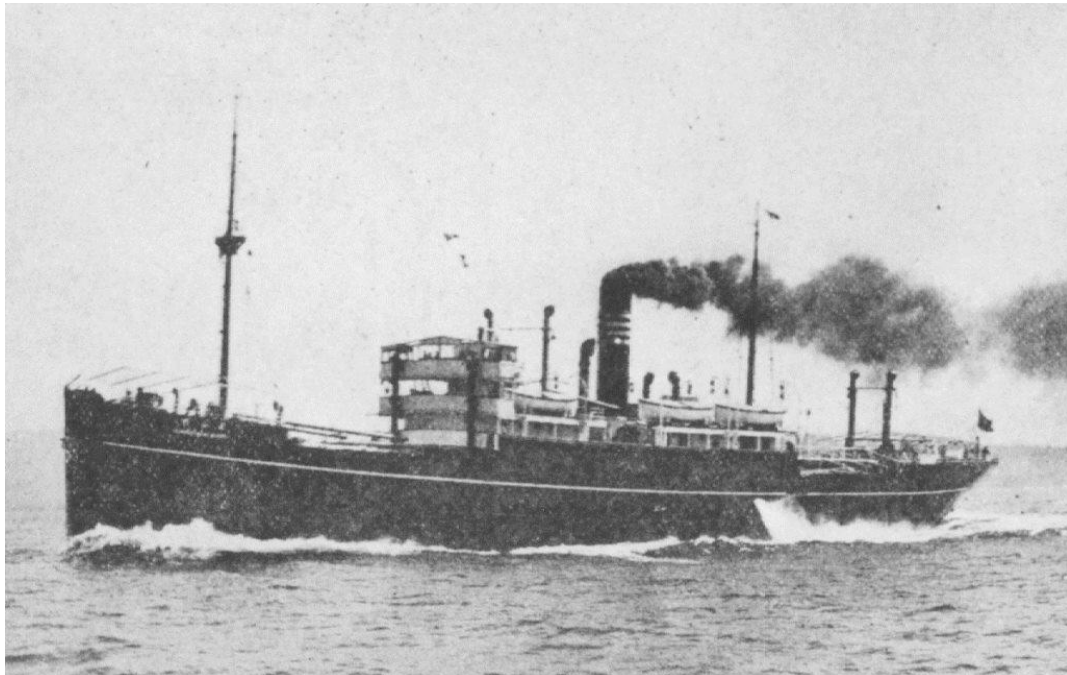
Built by Uruga Dock Co. Ltd, Uruga for NKK as LUSHAN MARU for Shanghai/Canton route. 1937 became naval auxiliary gunship - 1938 romanisation to ROZAN MARU. 5/8/39 t/f to Toa Kaiun as LUSHAN MARU. 5/2/44 sunk by aircraft in position 21.48N, 116.19E while in convoy.



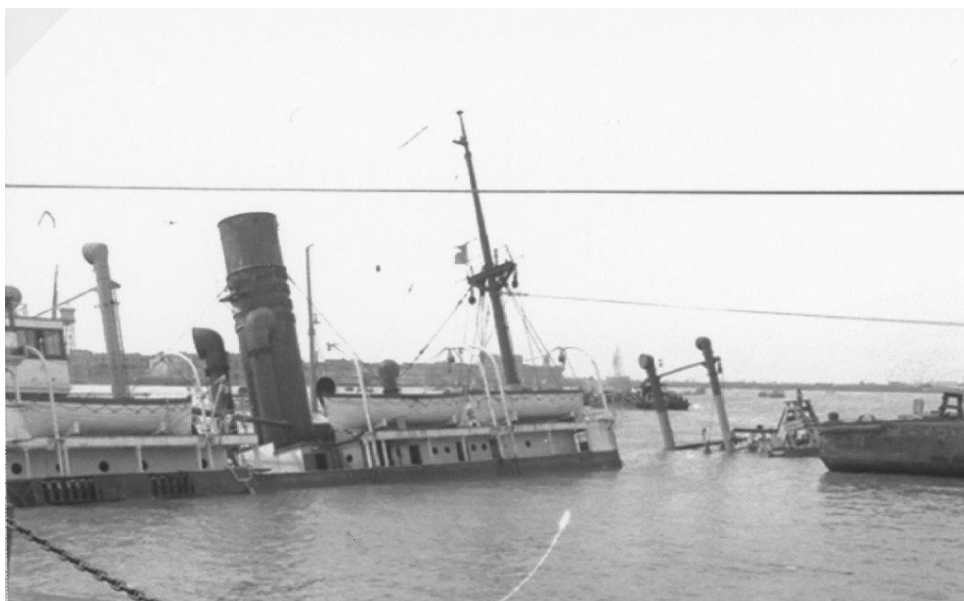
LUSHAN MARU or SUNGSHAN MARU at Swatow (Shantou)

SUNGSHAN MARU 嵩山丸 (1920-39) 2530/20

Built by Uraga Dock Co. Ltd, Uraga for NKK as SUNGSHAN/SUZAN MARU for Shanghai/Canton route. 24/8/37 sunk by Chinese forces in Pootung waterway, Shanghai. 27/4/38 salvage work commenced. Raised by 2/7/38, and reconstructed. 5/8/39 t/f to Toa Kaiun. 5/2/44 sunk by aircraft in position 21.48N, 116.19E while in convoy.



SUNGSHAN MARU



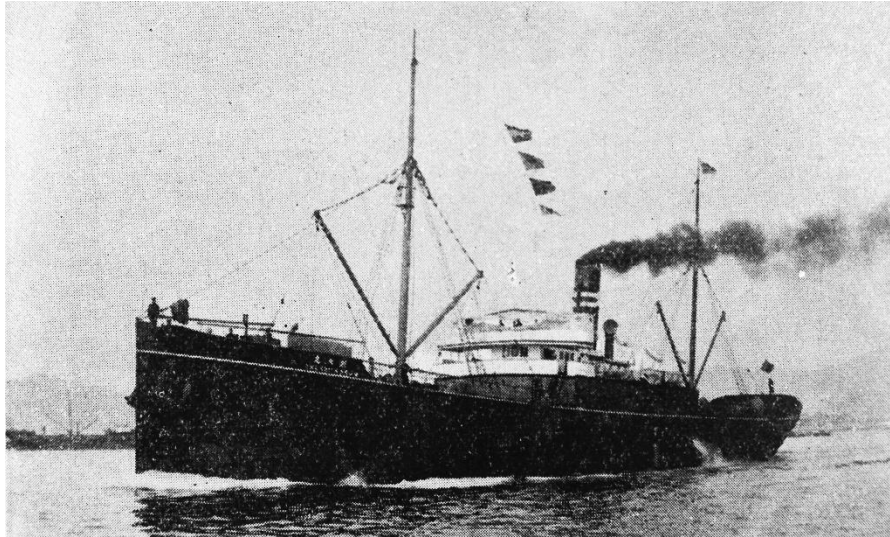
SUNG SHAN MARU in 1937-8 (Warren Swire colln).

CHOSHU MARU 潮州丸 (1921-25) 1626/96

Built by Fevigs Jernskibsbyg, Arendal for Acties "Orange" (T. Dannevig, mgr), Christiana as ORANGE. 3/05 sold to OSK r. CHOSHU MARU. 9/21 t/f to NKK. 1/25 sold to Sugaya K.K., Esumi. 9/3/33 caught fire at Tsurumi, total loss.



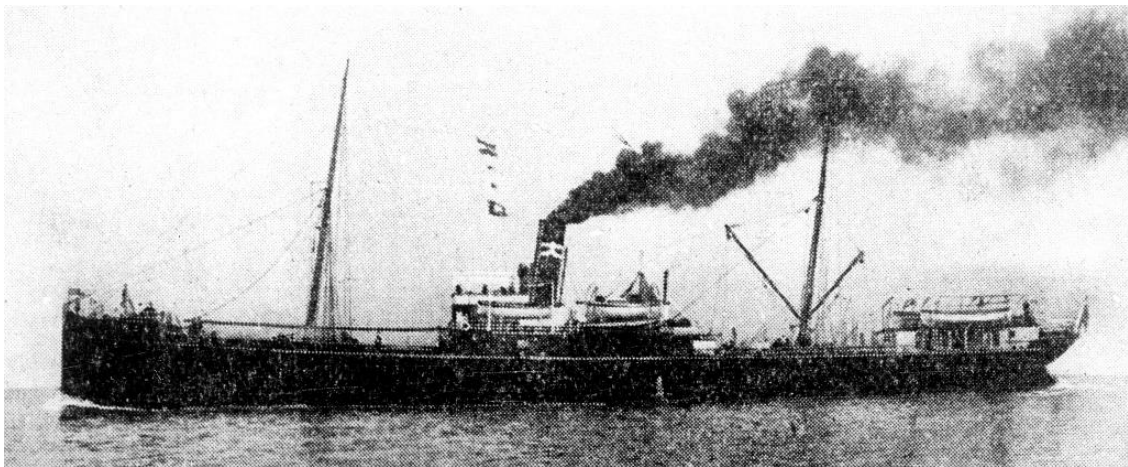
CHOSHU MARU at Hankow (U.S. Navy NH67242).



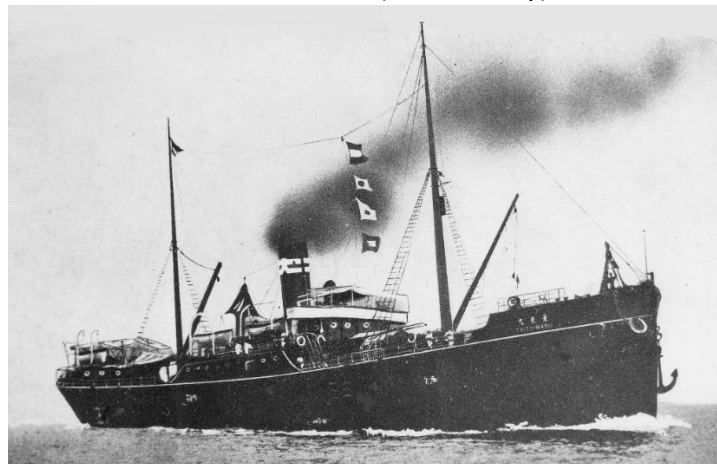
CHOSHU MARU under former ownership (OSK History).

TAITO MARU 臺東丸 (TAITUNG MARU (1921-25) 1905/91

Built by Blyth S.B. Co. Ltd, Blyth for Whiteleaf S.S. Co. Ltd (J. White mgr), London as MANDARIN. 1894 sold to Lim Ho Puah, Singapore r. HONG LEONG. 4/00 sold to OSK r. TAI TOU MARU. 10/21 t/f to NKK, romanisation to TAITO MARU. 4/25 sold to Sodeura Kisen K.K., Tokyo. 1928 sold to Boshin Shoten K.K., Fuchu. 7/30 broken up at Osaka.

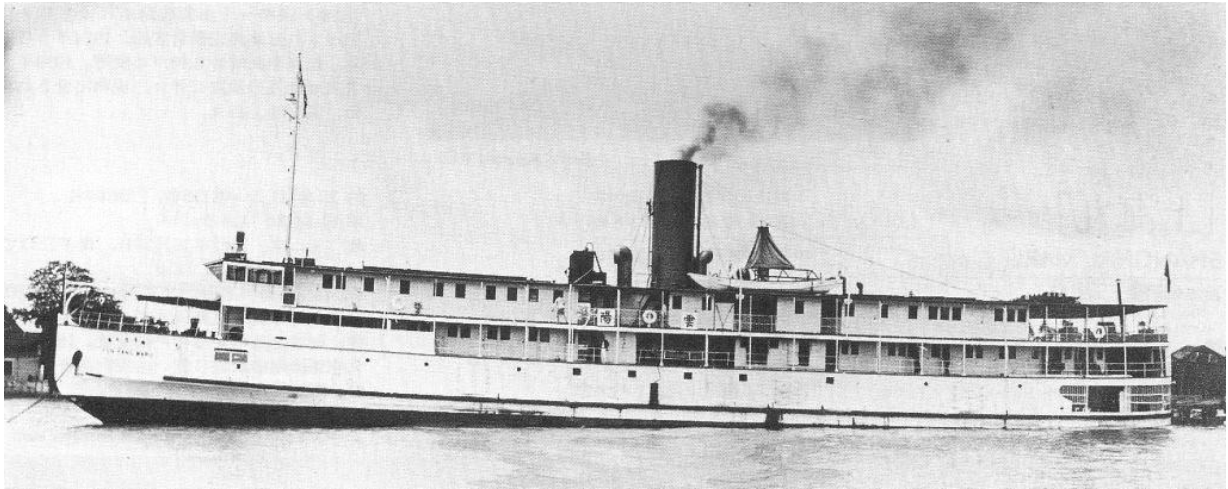


TAI TOU MARU (OSK History).

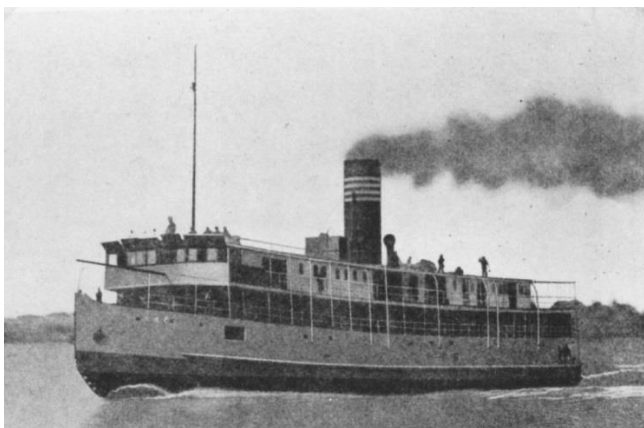


TAI TOU MARU (coll. Nakamura/S. Kizu).

YUN YANG MARU 雲陽丸 (1922-39) 1038/22 (205.4(194.75)x31' T6cy 2903shp 14.92k)
 Built by Kiangnan D. & E. Works, Shanghai (#379). Evidently completed on builder's account, but immediately sold to NKK as YUN YANG MARU (Ichang/Chongqing service). 8/37 damaged by bombing at Shanghai. 5/8/39 t/f to Toa Kaiun. 28/12/43 sunk by air attack in Yangtse above Fengtse.

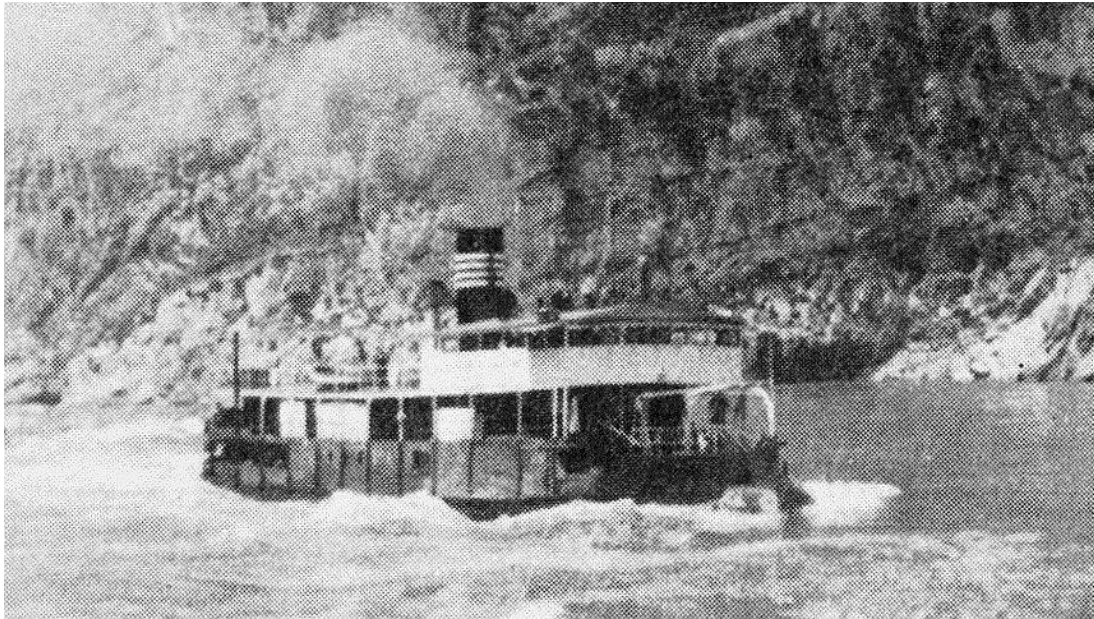


YUN YANG MARU (M. Yamada).



YUN YANG MARU was of a standard 60 metre 1000 gt Kiangnan upper river steamer design, other examples being fleetmates IYANG MARU and CHANG YANG MARU (Right SK*).

TEYANG MARU (TEH YANG MARU) 德陽丸 (1923-26) 453/22 (153.75(149.75) x 26.5' 14.23k)
 Launched 17/10/22 by Kiangnan D. & E. Works, Shanghai (#400) for Tien Hua Hong (Bunji Okada), Kobe, but completed on builder's account. 4/23 to NKK as TEYANG MARU, for Chongqing/Xuzhou route. 1/1/26 while on passage Ichang/Chongqing struck rock and beached on left bank near Hsianghsi. Total loss.



TEYANG MARU negotiating Ox Liver Gorge at summer level (J.W. Grant c/- Graham Thompson).

IYANG MARU 宜陽丸 (1923-39) 943/21 943/21 515n 205.4(194.75)x31' T6cy T6cy 2938shp 14.36k)
 Built by Kiangnan D. & E. Works, Shanghai (#377) for Tien Hua hong (Bunji Okada), Kobe as CHOTEN
 MARU 聽天丸 for Ichang/Chongqing route. 5/23 as CHO TEN sold by builders to NKK r. IYANG MARU,
 but in the interim may again briefly have borne the name CHOTEN MARU. 7/9/23 while lying at
 Fouling attacked by local Chinese troops. From 14/8/37 heavily damaged by Chinese bombing at
 Shanghai, but reconstructed with a split superstructure, cargo hatch, full mast and derricks. 5/8/39
 t/f to Toa Kaiun. 10/7/44 sunk by air attack at Siangtan.



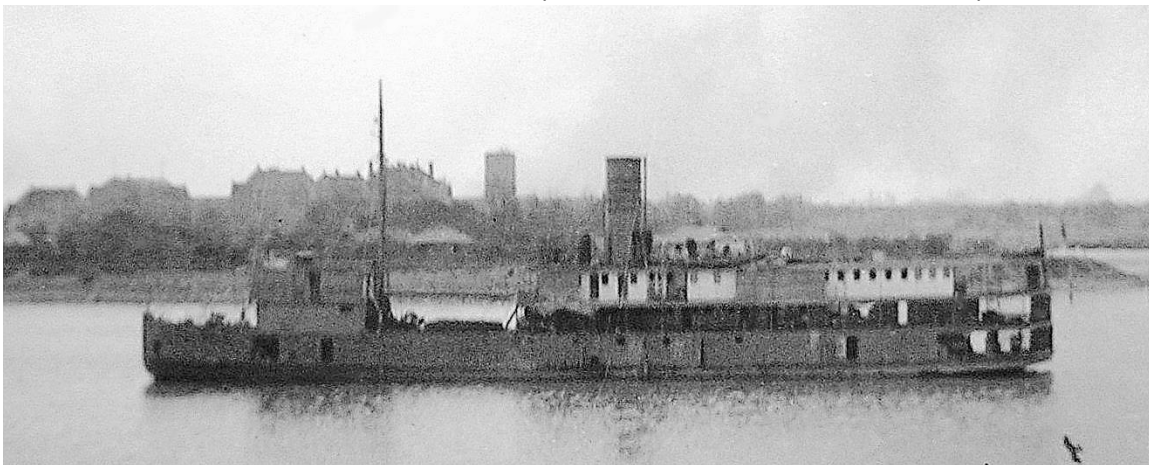
At Ichang: IYANG MARU or a sister (SK*).



after reconstruction (U.S. Navy NH68977)



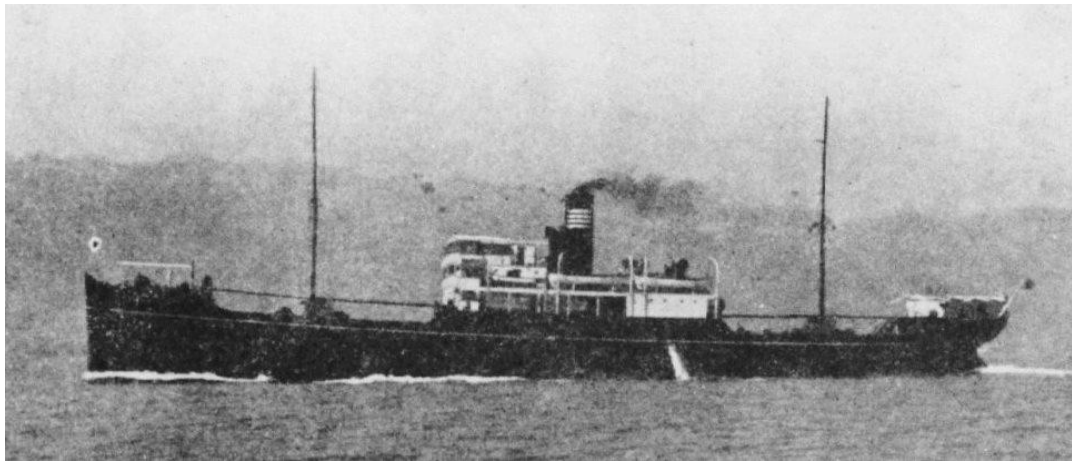
Reconstructed IYANG MARU (Harrison Forman, UWM Libraries).



Reconstructed IYANG MARU, funnel markings painted out (SK*).

HUA SHAN MARU 華山丸 (1926-39) 2090/26 (46 pass)

Built by Osaka I. W. for NKK as HUA SHAN MARU for Shanghai/Tientsin route. 5/8/39 t/f to Toa Kaiun. 1948 sold to Daiwa Kisen KK., Tokyo, r. KAZAN MARU (same characters). 10/2/54 through merger t/f to Nitto Shosen K.K., Tokyo. 6/11/59 sold for breaking, 1960 b/u.



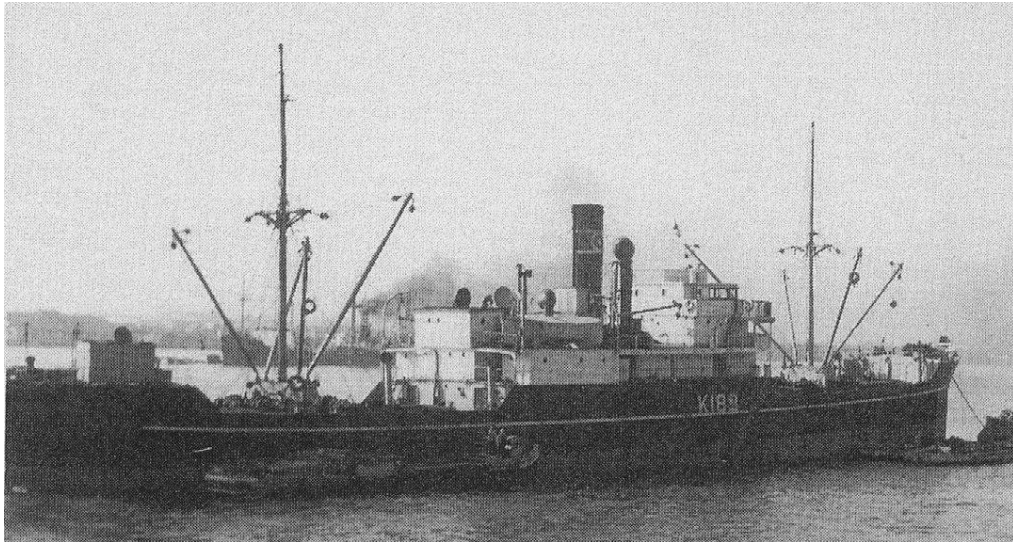
HUA SHAN MARU



HUA SHAN MARU at an unidentified Chinese port (Kongfz.com).



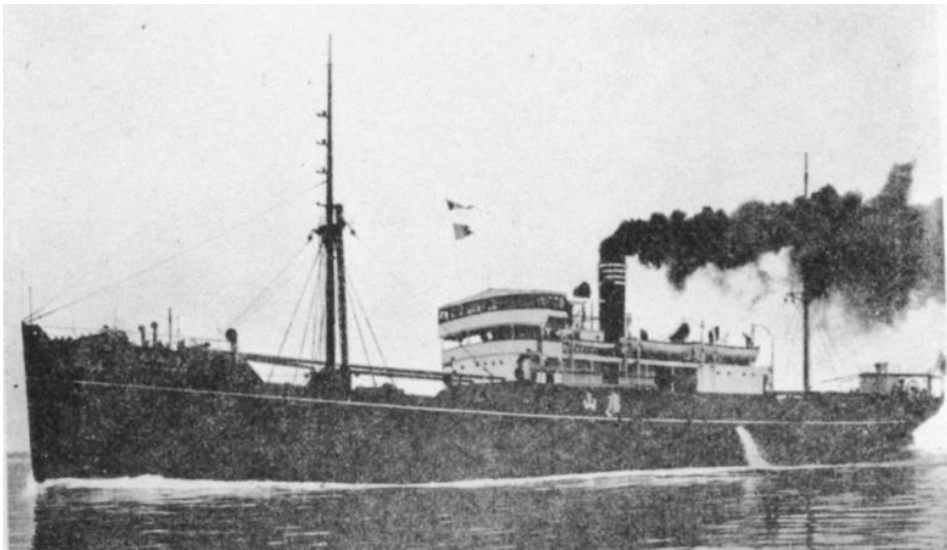
KAZAN MARU in the postwar Occupation period (Uhachi Kinoshita/OCM).



KAZAN MARU at Tokyo, 1952 (Michio Yamada/*Ships and Ports*).

TANG SHAN MARU 唐山丸 (1926-39) 2090/26 (46 pass)

Built by Osaka I. W. for NKK as TANG SHAN MARU for Shanghai/Tientsin route. 5/8/39 t/f to Toa Kaiun. 8/8/43 sank following grounding on west side of Cape Erimo, Hokkaido.



TANG SHAN MARU

CHANG YANG MARU 長陽丸 (1927-37) 1033/22 570n (205.4(194.75)x31' T6cy 2830shp 14.99k)

Built by Kiangnan D. & E. Works, Shanghai (#378) for Tien Hua hong (Bunji Okada), Kobe as GYOCHI MARU 行地丸 for Ichang/Chongqing route. 6/27 sold as GYOCHI to NKK r. CHANG YANG MARU. 19/10/28 damaged by fire at Ichang. c.18/8/37 sunk by Chinese forces in Pootung waterway, Shanghai. 2/11/39 on site demolition begun.



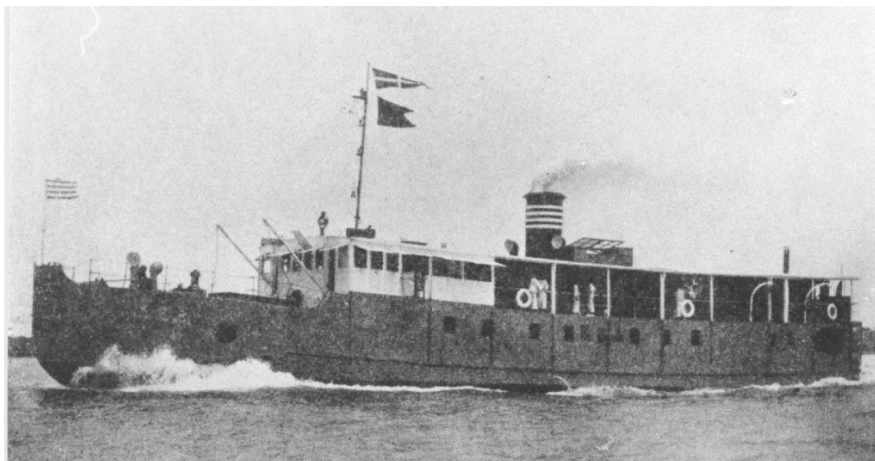
CHANG YANG MARU, possibly on first Nisshin arrival at Chongqing (SK*)

CHIALING MARU 嘉陸丸 (1927-39) 366/27

Built by Shanghai Dock & Engineering Co. Ltd, Shanghai for NKK as CHIALING MARU for Upper River service. 8/37 damaged by Chinese bombing at Shanghai. 5/8/39 t/f to Toa Kaiun. 1945 reported taken over by Chinese company but RLR 1950.



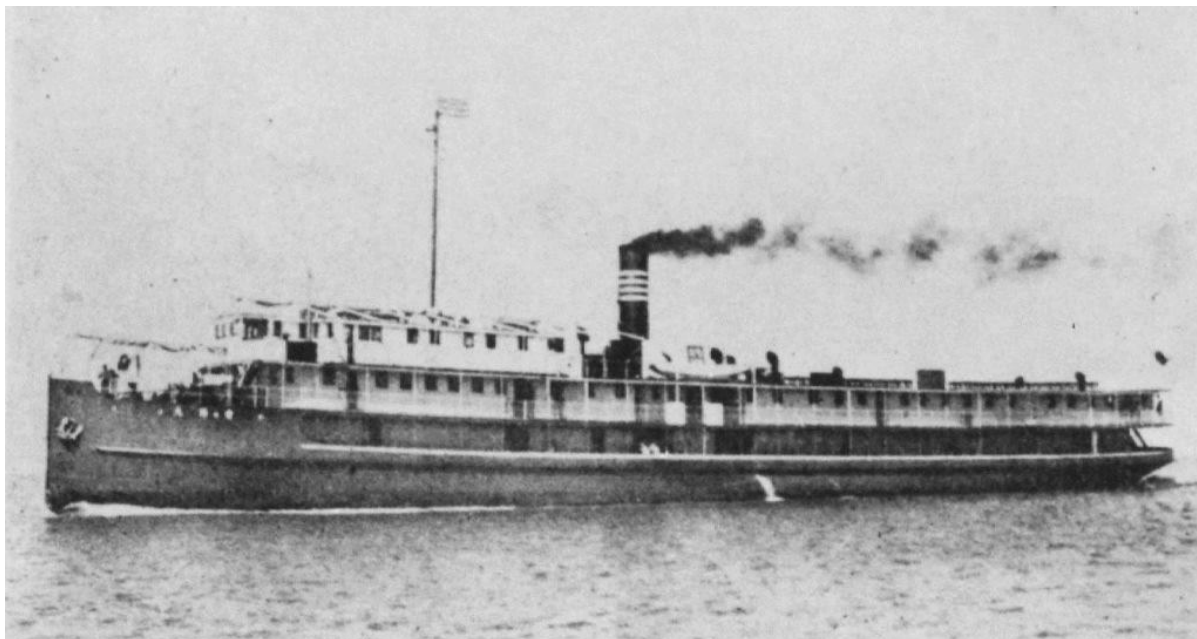
CHIALING MARU (*FE Small Craft Handbook*).



CHIALING MARU

TANG YANG MARU 當陽丸 (1927-39) 1574/27

Built by Shanghai Dock & Engineering Co. Ltd, Shanghai for NKK as TANG YANG MARU. 8/37 damaged by Chinese bombing at Shanghai. 5/8/39 t/f to Toa Kaiun. 8/3/45 sunk by bombing near Hankow.



TANG YANG MARU

KINZAN MARU 金山丸 (1928-31) 1704/18

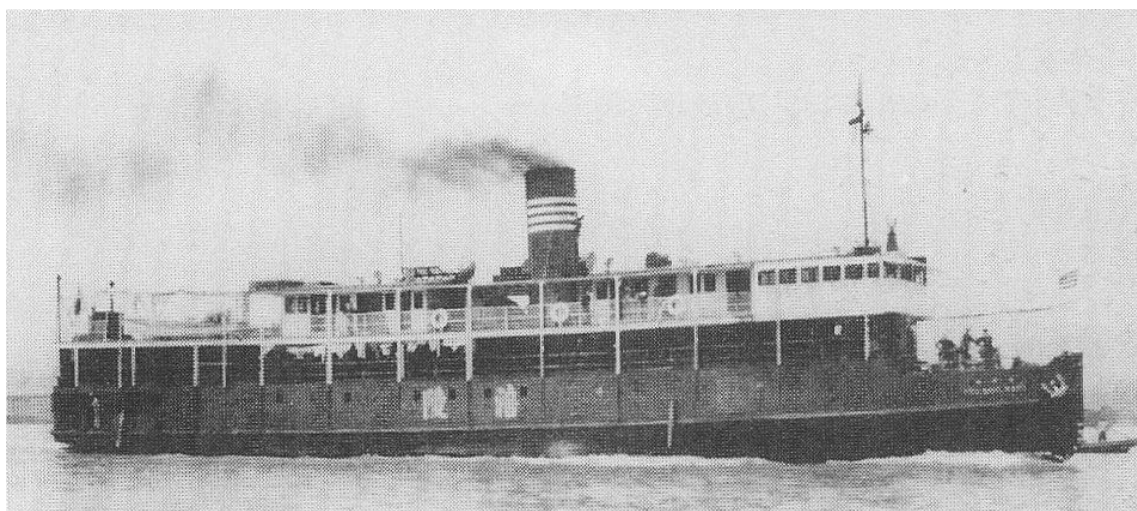
Built by Mitsubishi Zosen, Kobe for Hashimoto Kisen K.K., Nagasaki as KINZAN MARU. 12/28 sold to NKK. 2/2/31 sank following grounding 90 n.m. NW of Amoy.



KINZAN MARU was one of a Mitsubishi-built class of eight ships.
Here shown in Osaka Shosen colours (Polish source via F. Nagasawa and S. Kizu).

FOU LING MARU 涪陵丸 (1929-39) 621/29

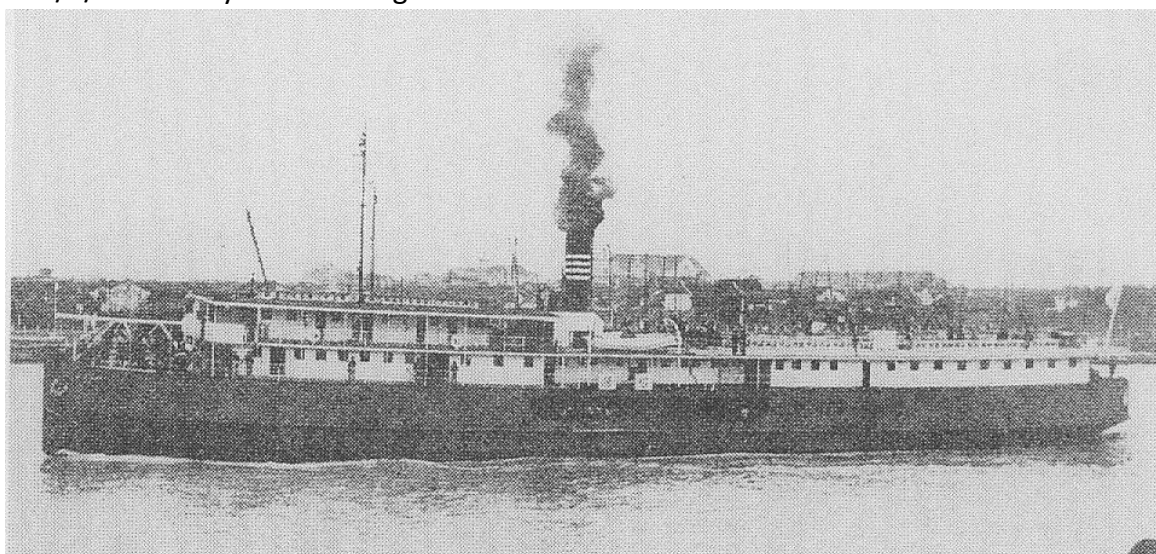
Built by Kiangnan D. & E. Works, Shanghai for NKK as FOU LING MARU for Upper River service. 5/8/39 t/f to Toa Kaiun. NFI.



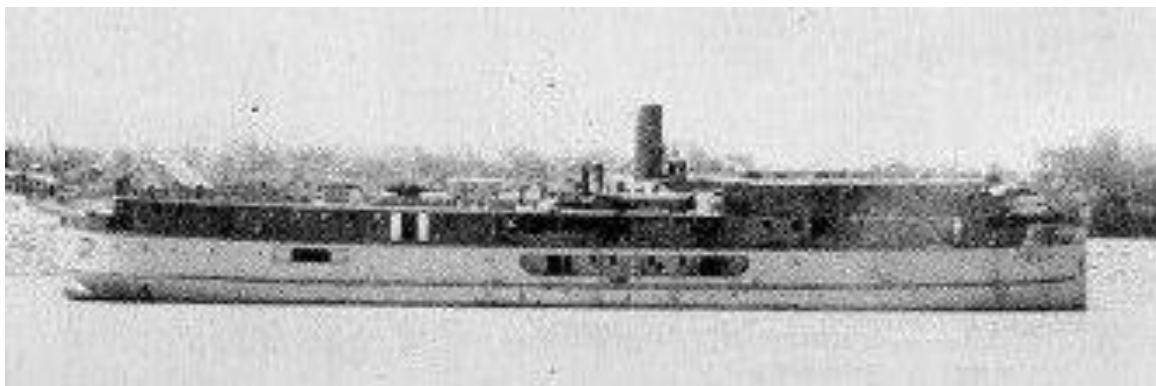
FOU LING MARU (M. Yamada).

HSIN YANG MARU 信陽丸 (1929-39) 1675/29

Built by Shanghai D. & E. Works, Shanghai for NKK as HSIN YANG MARU. 8/37 damaged by Chinese bombing at Shanghai, may have been reconstructed with an enclosed lower deck. 5/8/39 t/f to Toa Kaiun. 28/1/45 sunk by mine in Yangtse downstream from Tachih.



HSIN YANG MARU



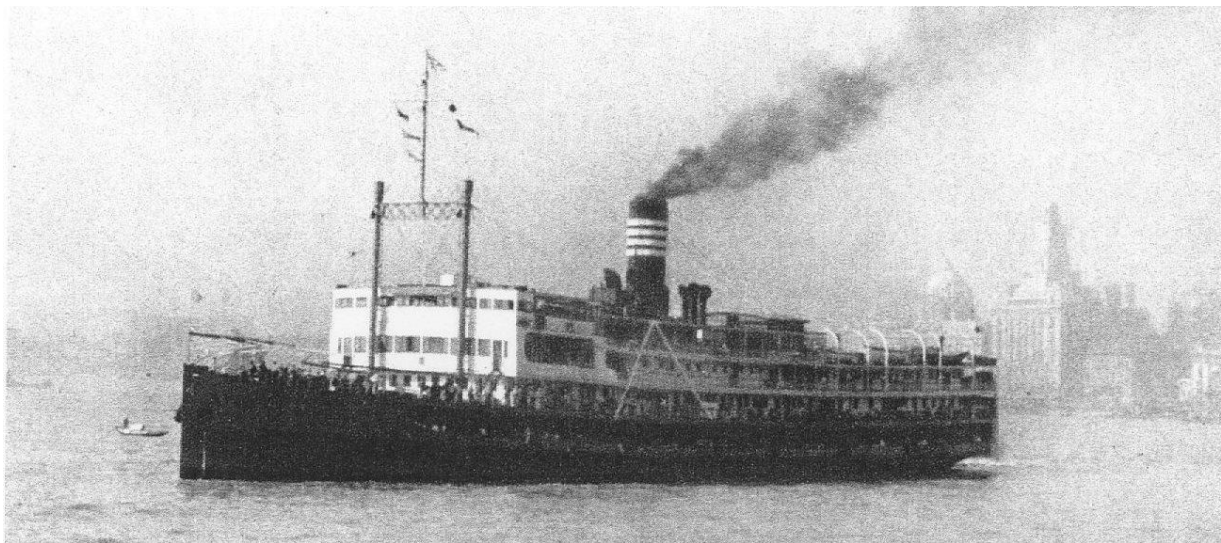
HSIN YANG MARU c.1940 (*FE Small Craft Handbook*).

LO YANG MARU 洛陽丸 (1929-37) 4378/29

Built by Kiangnan D. & E. Works, Shanghai for NKK as LO YANG MARU. c.18/8/37 sunk by Chinese forces in Pootung waterway, Shanghai. 11/2/39 on site demolition commenced - 31/1/40 completed. Engines were saved.



LO YANG MARU (postcard SK colln).



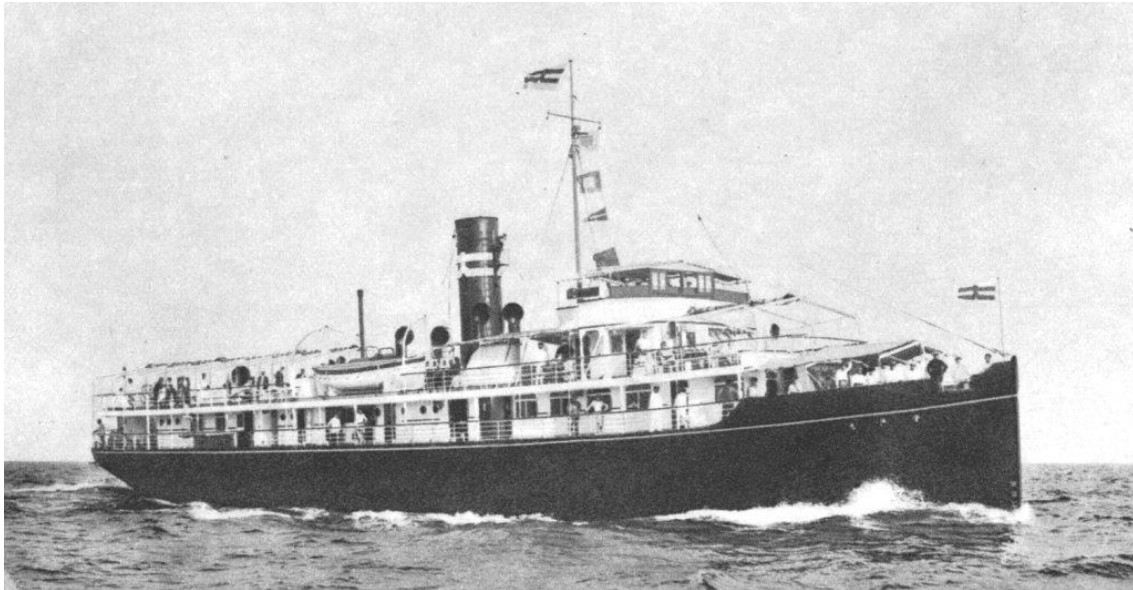
LOYANG MARU (*Ships of the World*).



LO YANG MARU (*FE Small Craft Handbook*).

ONDO MARU 音戸丸 (1938-39) 688/23

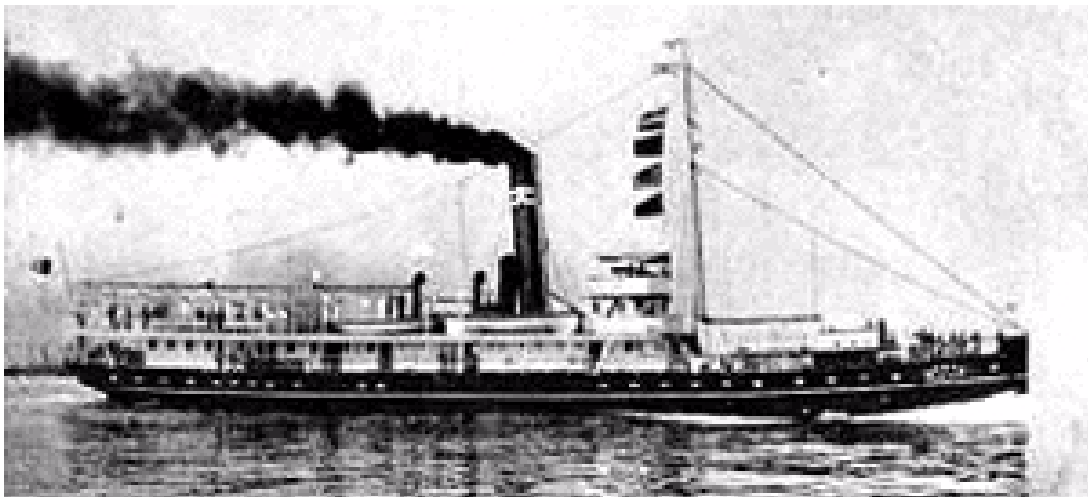
Built by Mitsubishi Zosen, Kobe for OSK as ONDO MARU (first Japanese motorship). 2/3/35 t/f to Setsuyo Shosen K.K., Osaka. 21/10/38 t/f to NKK. 5/8/39 t/f to Toa Kaiun. 1941 t/f to Tyuka Minkoku Rinsen Yugen Kosi, Nanking. Apparently war loss (NFI).



ONDO MARU (postcard SK colln).

EHIME MARU 愛媛丸 (1938-39) 556/03

Built by Kawasaki Zosen, Kobe for OSK as EHIME MARU. 29/5/28 stranded on Oshima, Yamaguchi Pref. 30/5 refloated. 5/3/35 t/f to Setsuyo Shosen K.K., Osaka. 21/10/38 t/f to NKK. 5/8/39 t/f to Toa Kaiun. 1941 t/f to Tyuka Minkoku Rinsen Yugen Kosi, Nanking. Apparently war loss (NFI).

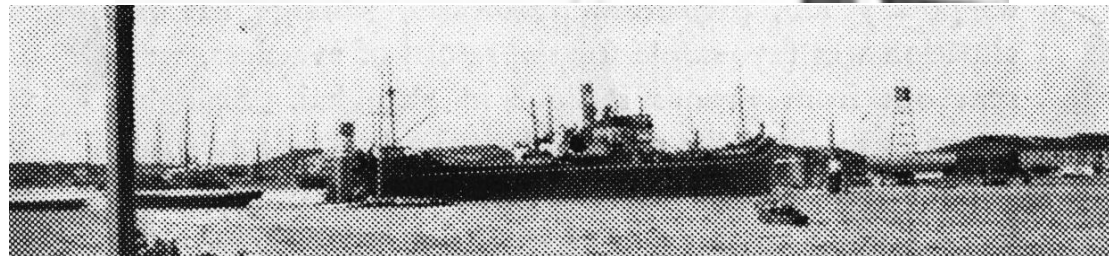


EHIME MARU F. Nagasawa).

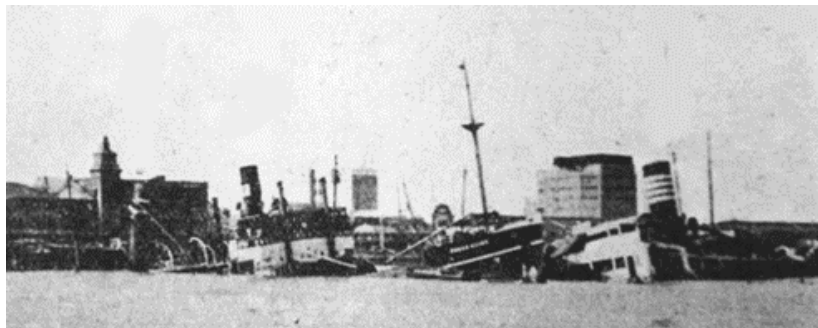
HENGSHAN MARU 衡山丸 (1939-39) 2748/22

Built by J. Thornycroft & Co. Ltd, Southampton for Dover Shipping Co. Ltd (J. Bell & Co. mgrs), Hull as BELLASCO. 1929 owners restyled Bell Line Ltd. 1933 while laid up at Appledore sold to Wallem & Co., Panama r. NOVIKEN. 1934 sold to Chung Hsing Coal Mining Co. Ltd, Shanghai r. CHUNG HSING. 1937 owners restyled Chung Hsing S.S. Co. Ltd. 7/37 incorporated as a gate at the Nantao boom. c.18/8/37 sunk by Chinese forces in Pootung waterway, Shanghai. 24/2/38 salvage commenced -

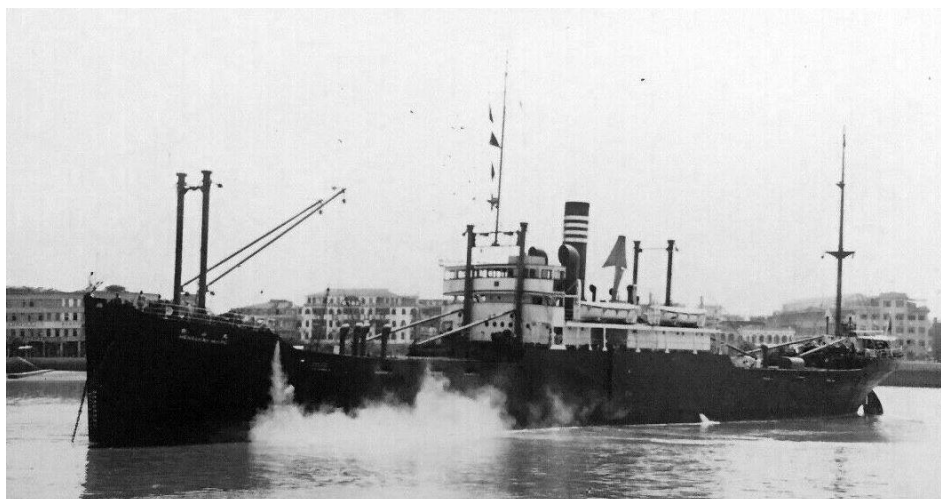
1/11 completed. Vessel reconditioned and 4/39 incorporated into NKK fleet as HENSHAN MARU (HENSYAN MARU). 5/8/39 t/f to Toa Kaiun, later r. KOYO MARU. 8/45 reg. under Chinese flag (owners unknown) as YUAN HSING/YUAN SING. Later r. AN LUNG for Taiwan Chung Hsing S.S. Co. Ltd, Keelung. c.1959 sold to United Maritime Trust Ltd, Keelung. IV/1959 broken up in Taiwan.



Above 2: CHUNG HSING in use as a gate at the Nantao boom (Chinese Navy Museum; *Five Months of War*, NCH C/- Graham Thompson).



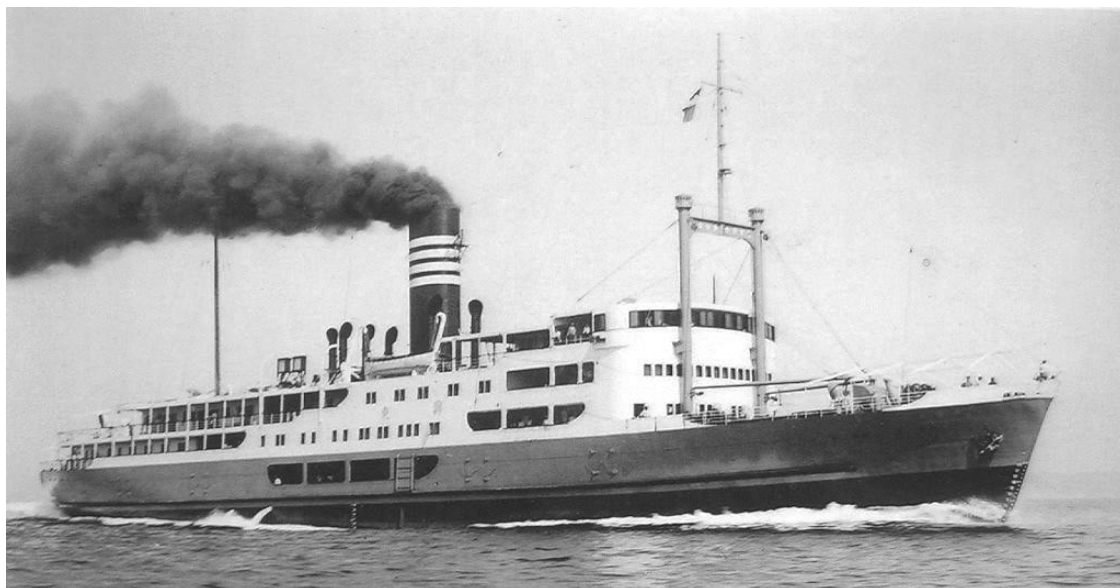
CHUNG HSING sunk in August 1937 (NKK History).



Rebuilt HENGSHAN MARU (Internet).

HSING TUNG MARU 興東丸 (1939-39) 3364/39

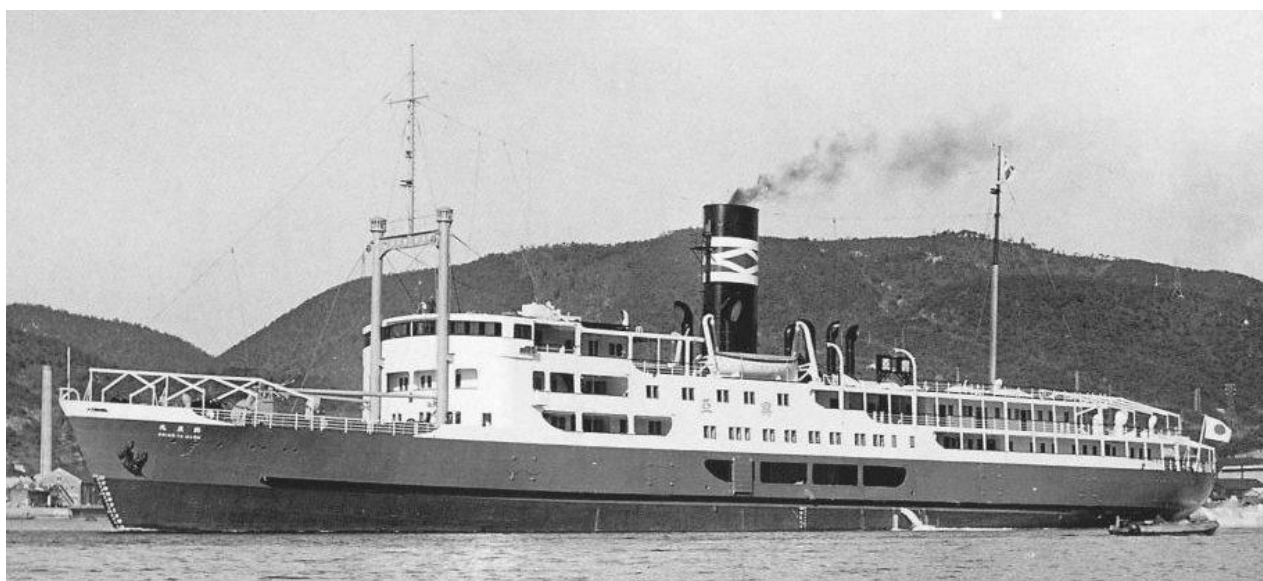
Built by Harima Zosensho, Harima for NKK as HSING TUNG MARU. 5/8/39 t/f to Toa Kaiun. 26/9/45 sunk by mine off the lighthouse on Yenliu Island.



HSING TUNG MARU (builders).

HSING YA MARU 興亞丸 (1940) 3731/40

Built by Harima S.B. & E., Aioi. Ordered by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING YA MARU. 8/45 surrendered and allocated to China Merchants S.N. Co., Shanghai as KIANG YA. 3/12/48 struck mine and sank off mouth of Yangtse bound Shanghai/Ningpo (rep. 4000 lives). 10/56 CHIANG YA raised and repaired - 2/59 re-entered Shanghai/Hankow service for Yangtse Shipping Administration as JIANG YA. 1966 r. DONG FANG HONG 8. 30/1/79 collided with and sank JIANG XIA in collision in the narrows at Nanjing. 1983 withdrawn from service and became accommodation vessel at Wuhan Port Moon Bay marina. 6/00 delivered to breakers at Wenzhou (sic., cited by multiple sources), 8/7 severely damaged by fire when oil in engine room ignited. Demolition completed by 2/01.



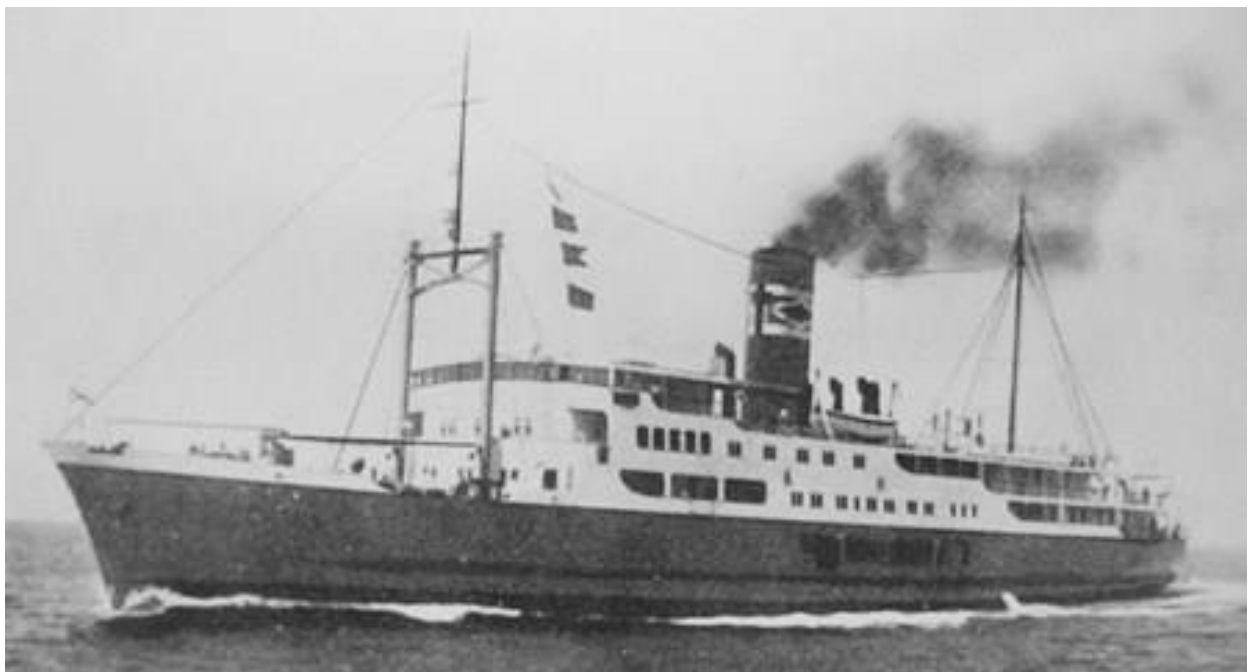
HSING YA MARU getting underway at Aioi in 1940 (builders)



DONG FANG HONG 8 ex HSING YA MARU laid up above Wuhan in August 1984 (Donald Anderson).

HSING TAI MARU 興泰丸 (1940) 3214/40

Built by Uraga Dock Co. Ltd, Uraga. Ordered by Nisshin Kisen K.K. but completed for Toa Kaiun K.K. as HSING TAI MARU. 8/45 surrendered and allocated to China Merchants S.N. Co., Shanghai r. KIANG TAI. Following 3/12/48 loss of KIANG YA, placed on Shanghai/Ningpo service. 1949 owners restyled as China People's Steam Nav. Co. name romanised as CHIANG TAI. 14/3/52 recommenced regular Shanghai/Ningpo service for East China Navigation Bureau. 12/54 t/f to SNB r. MIN CHU 3. 17/4/55 sank after striking rock at Taiping Is. (30.5N, 121.4913) but raised and 12/55 returned to service. 10/65 operating overnight Shanghai/Ningpo sailings. 1966 r. GONG NONG BING 3. 2/80, 2/81 in operation for supplementary New Year traffic on Shanghai/Ningpo service. RLR 1992/93 (as CHIANG TAI), NFI.



HSING TAI MARU builders



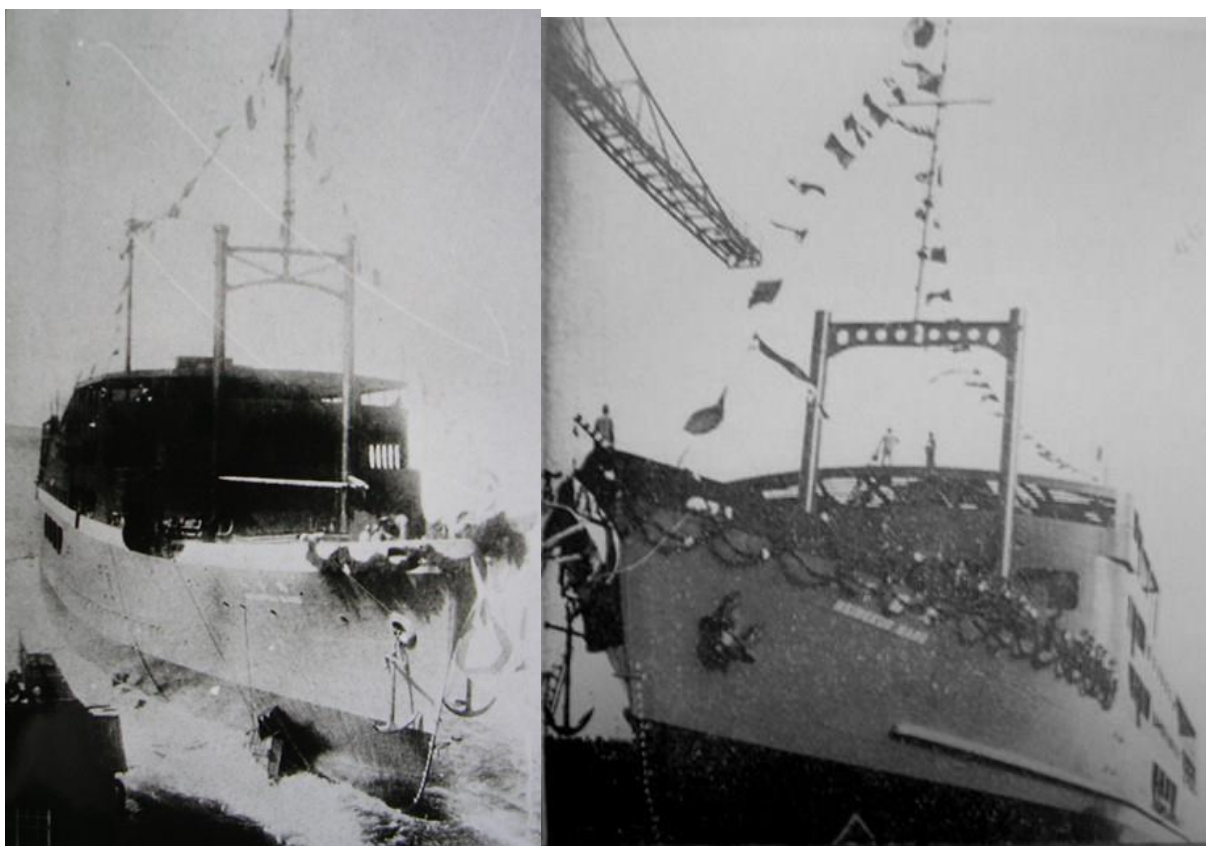
GONG NONG BING 3 at Shanghai in 1977-79 (Ted Scull).



GONG NONG BING 3 turning in the river at Ningpo (www.thepaper.cn).

HSING PING MARU 興平丸 (1940) 3214/40

Built by Uraga Dock Co. Ltd, Uraga. Ordered by Nisshin Kisen K.K. but completed for Toa Kaiun K.K. as HSING PING MARU. 8/45 surrendered and allocated to China Merchants S.N. Co., Shanghai r. KIANG PING. 1949 escaped to Taiwan, laid up. 1959 broken up in Taiwan.



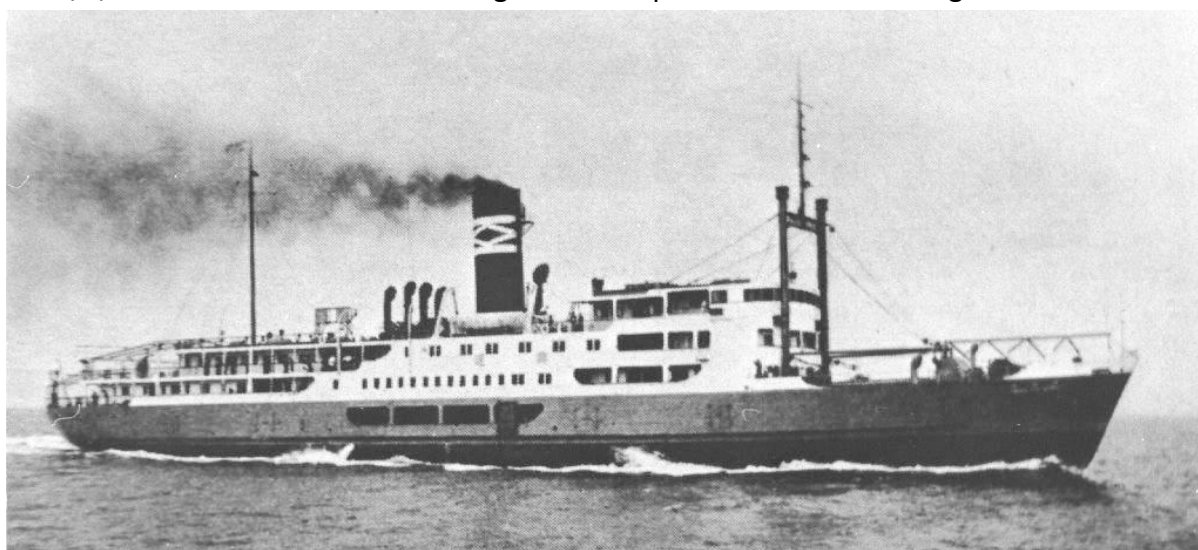
Launches of HSING PING MARU and HSING KUO MARU (*Kaiun*).

HSING KUO MARU 興國丸 (1941) 3486/41

Built by Tsurumi Seitetsusho, Yokohama. Ordered by Nisshin Kisen K.K. but completed for Toa Kaiun K.K. as HSING KUO MARU. 8/45 surrendered and allocated to China Merchants S.N. Co., Shanghai r. KIANG NING. 1949 escaped to Taiwan, laid up. 1959 broken up in Taiwan.

HSING YUN MARU 興運丸 (1940) 3414/40

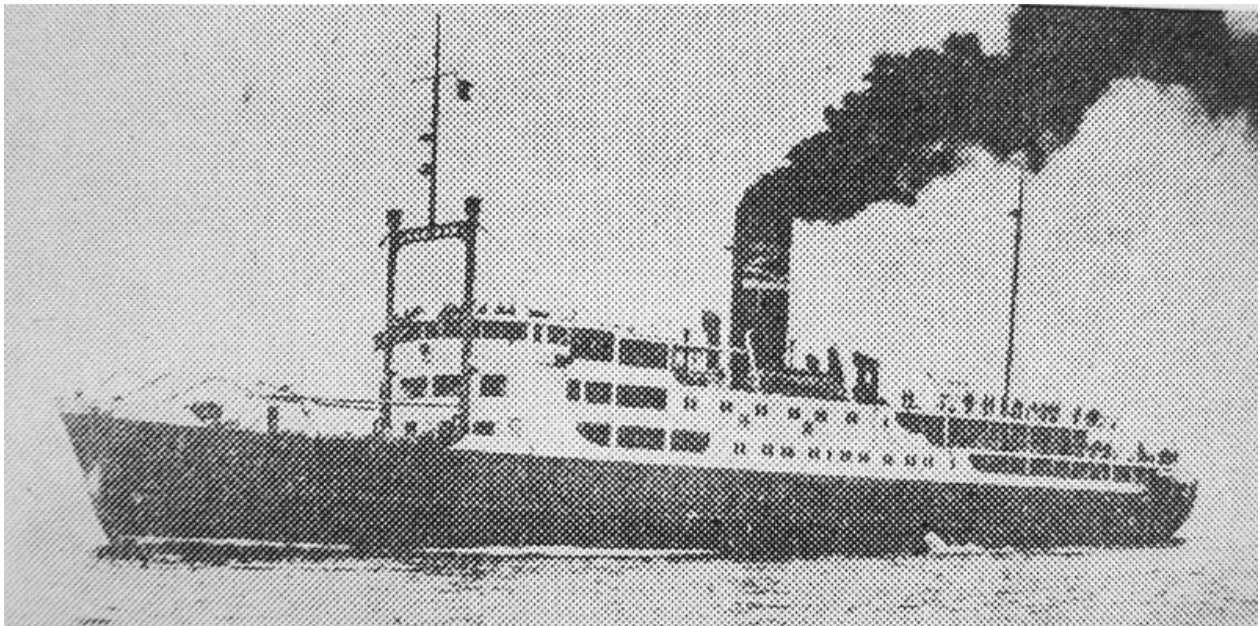
Built by Ishikawajima Zosensho, Tokyo. Ordered for NKK but completed for Toa Kaiun as HSING YUN MARU. 6/4/45 mined and sunk in the Yangtse 12 m. upstream from Chinkiang.



HSIN YUN MARU (Y. Fukawa)

HSING LUNG MARU 興隆丸 (1940) 3214/40

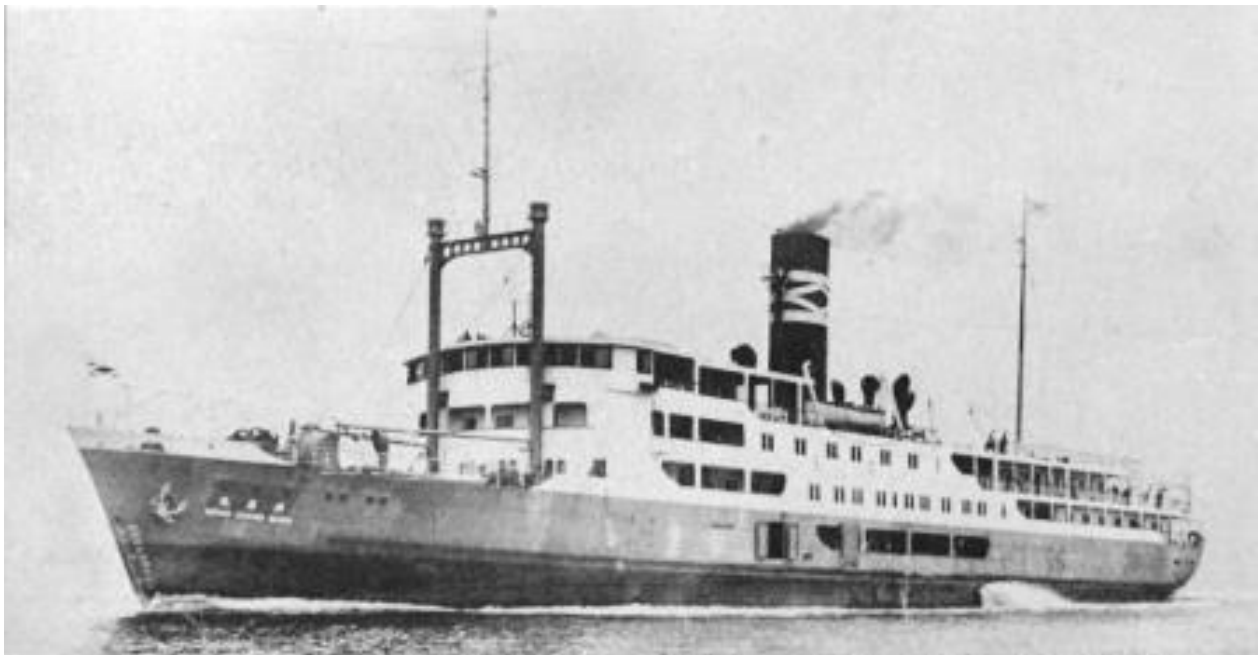
Built by Osaka I. W., Osaka. Ordered for NKK but completed for Toa Kaiun K.K. as HSING LUNG MARU. 8/45 surrendered and allocated to China Merchants S.N. Co., Shanghai r. KIANG LUNG. 1949 escaped to Taiwan, laid up. 1959 broken up in Taiwan.



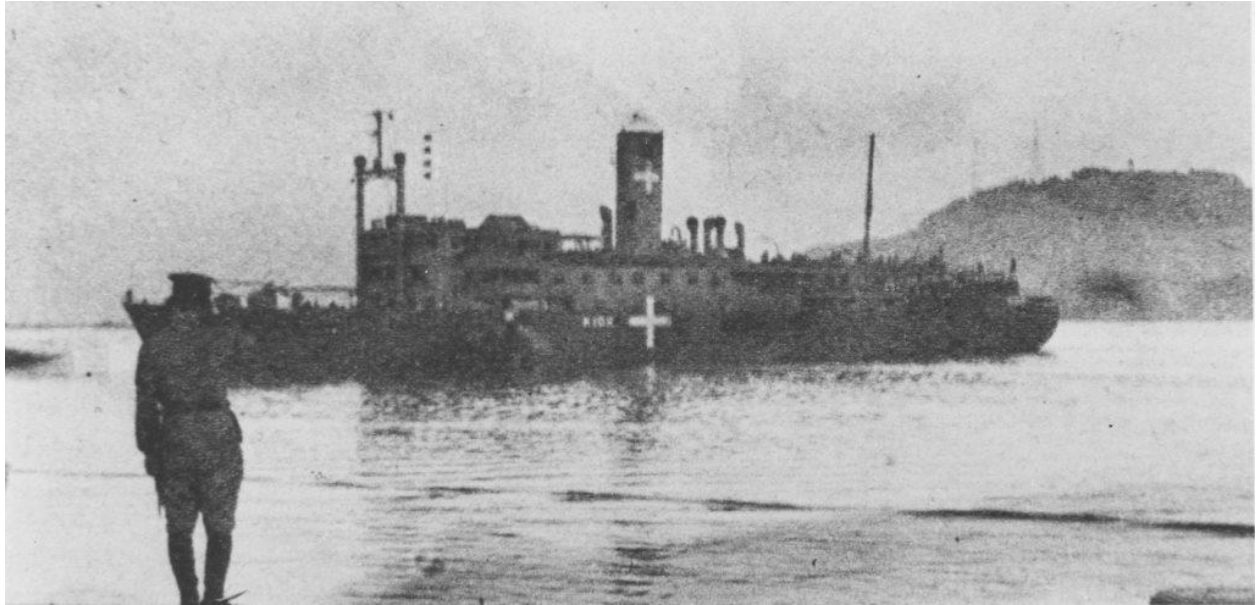
HSING LUNG MARU (builders).

HSING CHANG MARU 興昌丸 (1940) 3378/40

Built by Kawasaki Jukogyo, Kobe. Ordered for NKK but completed for Toa Kaiun as HSING CHANG MARU. 1947 sold to Hikari Unyu, Tokyo, romanisation altered to KOSHO MARU. 1954 sold to M. Akimoto, Tokyo and broken up soon after.



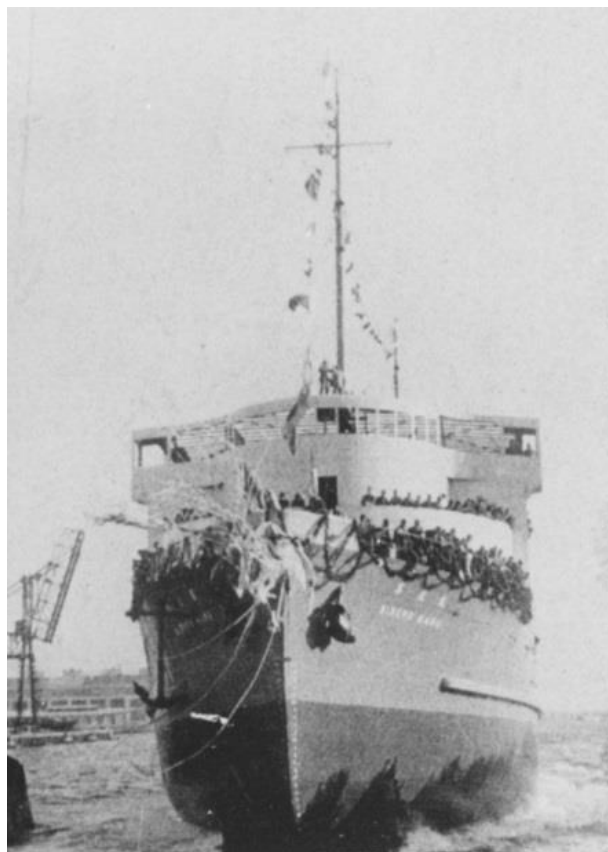
HSING CHANG MARU (Y. Fukawa).



KOSHO MARU ex HSING CHANG MARU post-war on repatriation service (Mainichi Shimbun).

NINGPO MARU 寧波丸 (1940) 3764/40

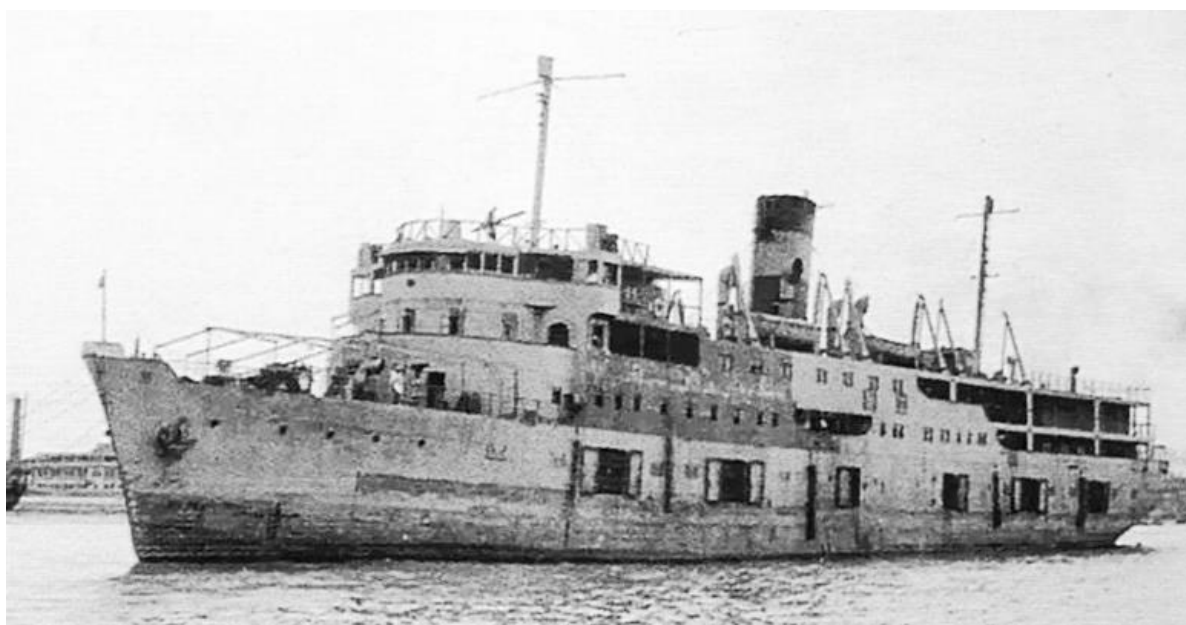
Built by Tsurumi Seitetsusho, Yokohama Launched for Nisshin Kisen K.K. but completed for Toa Kaiun K.K. as NINGPO MARU for Shanghai/Ningpo service. 1945 surrendered, r. DONG HWA but sold to China Merchants S.N. Co., Shanghai, r. KIANG GING/KIANG CHING. 1949 escaped to Taiwan, laid up. 1950s in use as stationary restaurant/guesthouse (and probably hotel) at Keelung and later as Kaohsiung Floating Hotel at Kaohsiung. 1959 broken up in Taiwan.



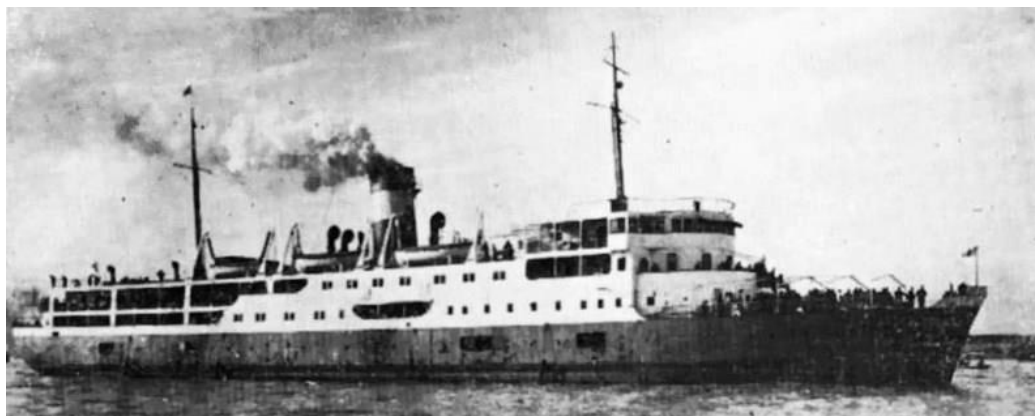
(Kaiun).



NINGPO MARU postcard distributed on launch day 24 February 1940 (linuma coll.).



Early postwar view of KIANG GING ex NINGPO MARU (Yao Kai-yang coll.).



KIANG GING refitted for commercial service (Yao Kai-yang coll.).



NINGPO MARU as Kaohsiung Floating Hotel (Harrison Forman, UWM Libraries)



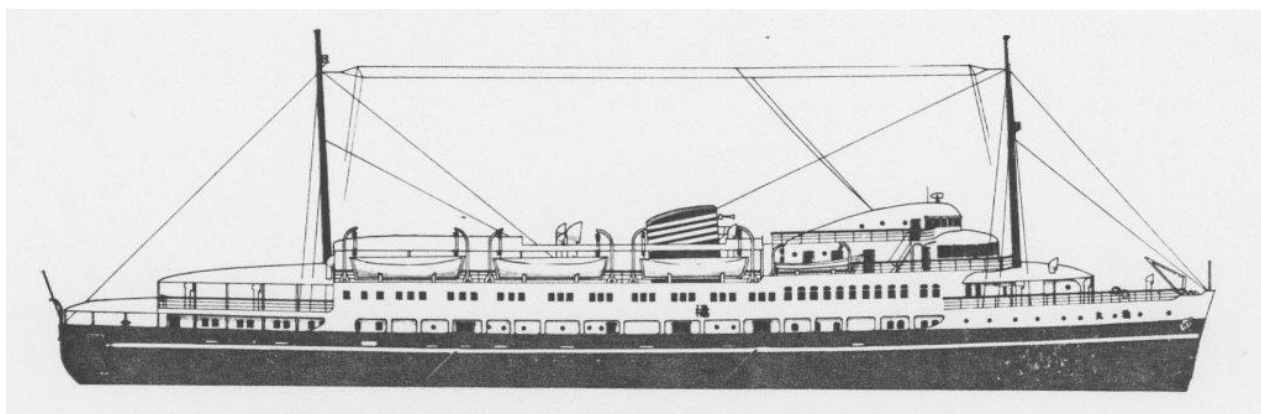
NINGPO MARU post-1949 as KIANG CHING in CMSNC, Taipei colours (model in Yang Ming Marine Transport Corp. colln

https://tm.ncl.edu.tw/TM_DO/022/101478276/001/00000048_watered_watered_72dpi.jpg).

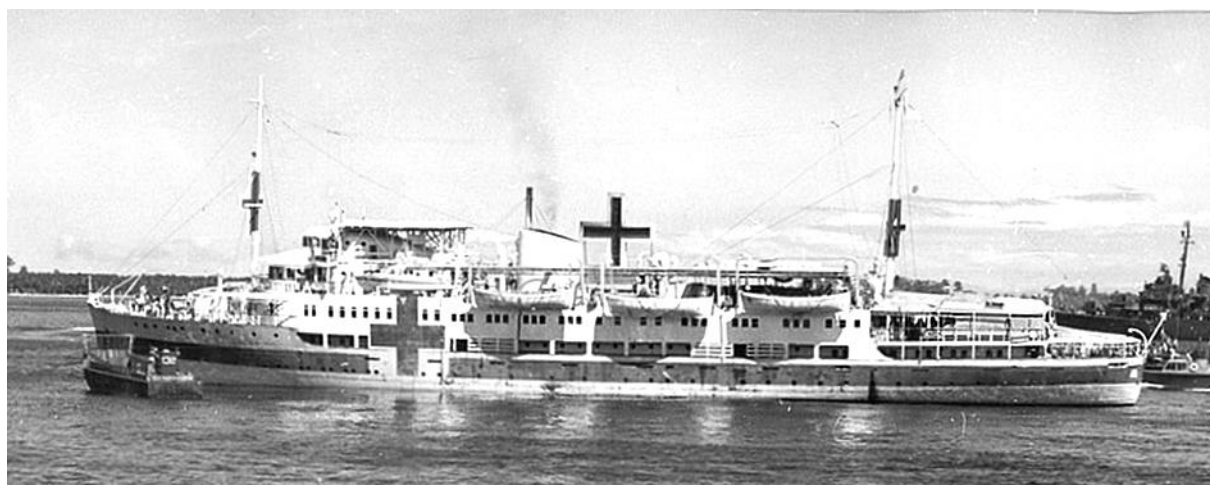
Chartered Vessel

TACHIBANA MARU 橘丸 (1939) 1722/35

Built by Mitsubishi Zosensho, Kobe for Tokyowan Kisen as TACHIBANA MARU/TATIBANA MARU. 27/6/38 req. as IJN hospital ship. 29/7/38 sunk by Chinese aircraft about 700 km upstream from Shanghai. 9/38 raised, 2/3/39 repairs completed at builders yard. 20/3/39 chartered to NKK for Shanghai/Nanking/Hankow route. 12/39 returned to owners (later restyled Tokai Kisen K.K.). 3/8/45 while serving as hospital ship seized near Morotai by USN for carrying armed troops and ammunition. 10/45 returned to owners. 1973 broken up at Ako, Hyogo Pref.



TACHIBANA MARU (Line drawing by Y. Nishimura).

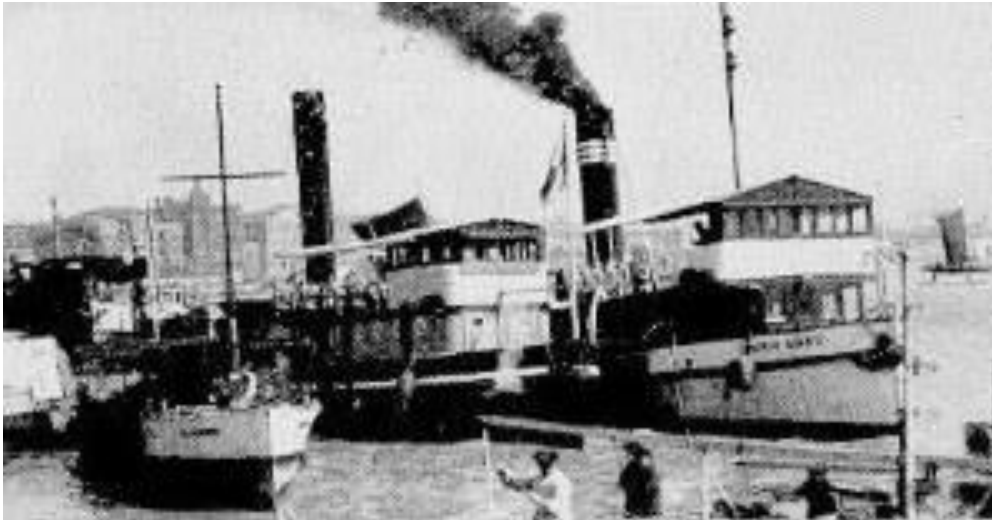


TACHIBANA MARU at Morotai (Internet, AWM P02555.001)

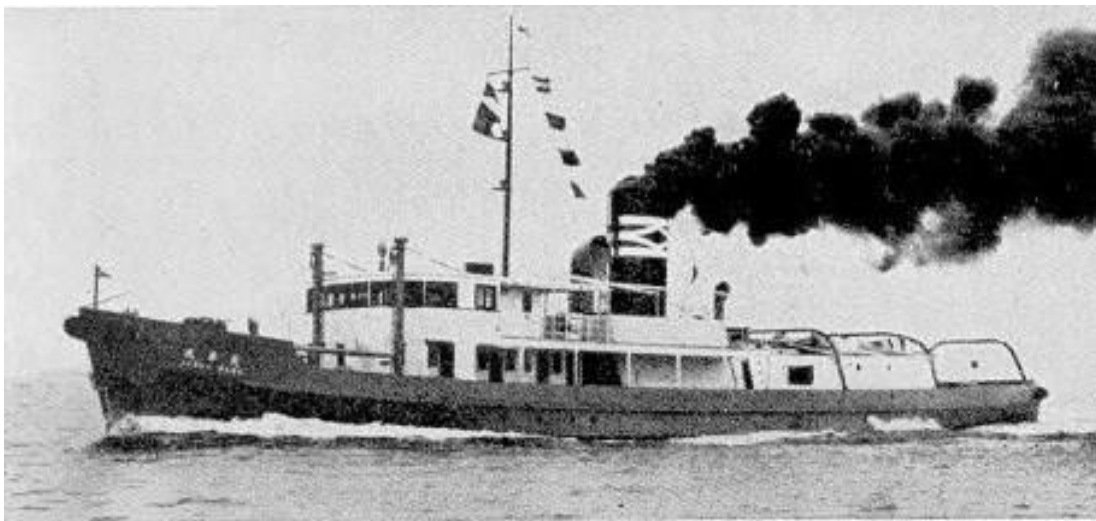
Harbour craft



Unidentified Nisshin small steamer in the Pootung (SK coll.).



Nisshin tender on the outside of the P&O tender GUTZLAFF (*FE Small Craft Handbook*).

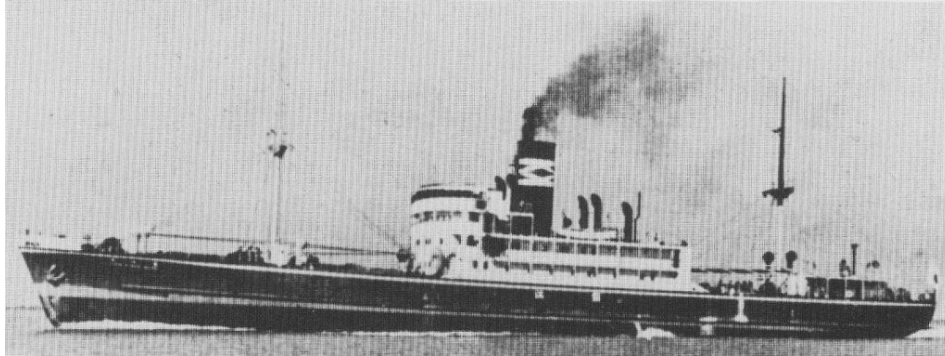


CHOBO MARU, 150t in Toa Kaiun colours (*FE Small Craft Handbook*).

Follow-on Yangtse and China coastal vessels for NKK routes (built for Toa Kaiun K.K.)

CHINKIANG MARU 鎮江丸 (1941-43) 3222/41 95.0x15.0x7.2 2xT3cy 234 pass

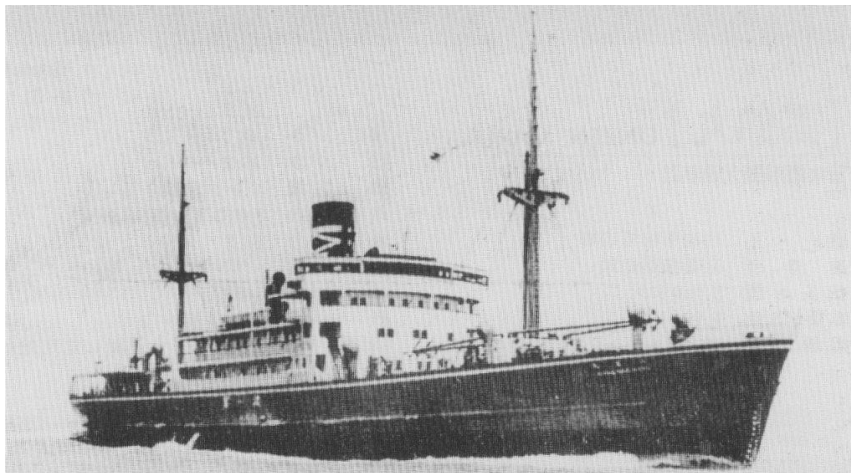
Built by Mitsubishi Kiangnan Shipyard for Toa Kaiun K.K., Tokyo as CHINKIANG MARU/TINKO MARU for Shanghai/Hankou service. 4/11/43 sunk in air attack at Swatow (Shantou), 11 crew lost.



CHINKIANG MARU (Noma & Yamada).

KIANGNING MARU 江寧丸 (1942-43) 3222/43 95.0x15.0x7.2 2xT3cy 234 pass

Built by Mitsubishi Kiangnan Shipyard for Toa Kaiun K.K., Tokyo as KIANGNING MARU/KONEI MARU for Shanghai/Hankou service. 1947 sold to Hikari Unyu, Tokyo. 5/49 sold to Shinnihon Kaiun, used as cargo ship. By 1955 laid up. 1957 b/u. 25/6/57 removed from Japanese Register.



KIANGNING MARU (Noma & Yamada).



As KONEI MARU during the Occupation of Japan (S. Kizu).

KIUKIANG MARU 九江丸 (1942-43) 3222/42 95.0x15.0x7.2 2xT3cy 234 pass

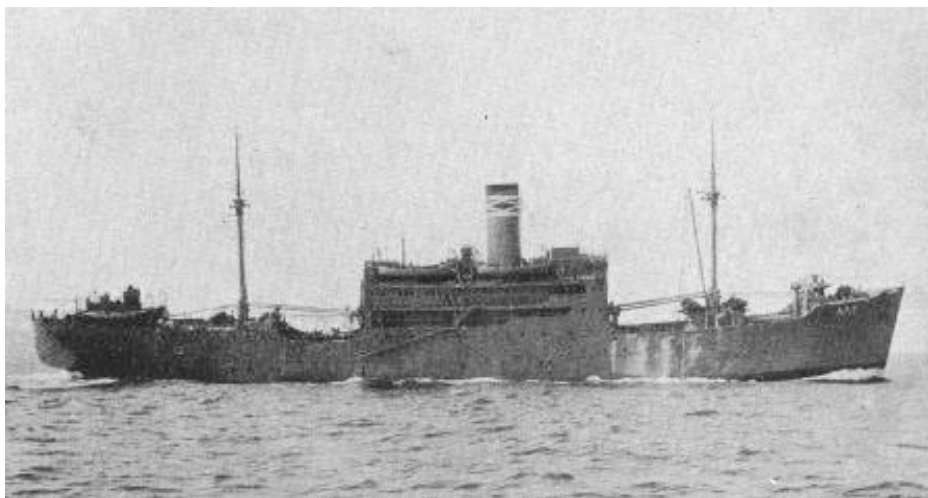
Built by Mitsubishi Kiangnan Shipyard for Toa Kaiun K.K., Tokyo as KIUKIANG MARU/KYUKO MARU for Shanghai/Hankou service. 14/7/45 sunk by mine south of Pusan.

WUHU MARU 蕪湖丸 (1942-43) 3222/42 95.0x15.0x7.2 T3cyx2 234 pass

Built by Mitsubishi Kiangnan Shipyard for Toa Kaiun K.K., Tokyo as WUHU MARU/BUKO MARU for Shanghai/Hankou service. 29/10/43 sunk by submarine torpedo SW of Swatow (Shantou), 9 crew lost.

CHEFOO MARU 芝罘丸 (1943-44) 3218/42 93x13.7x7.6 T3cy

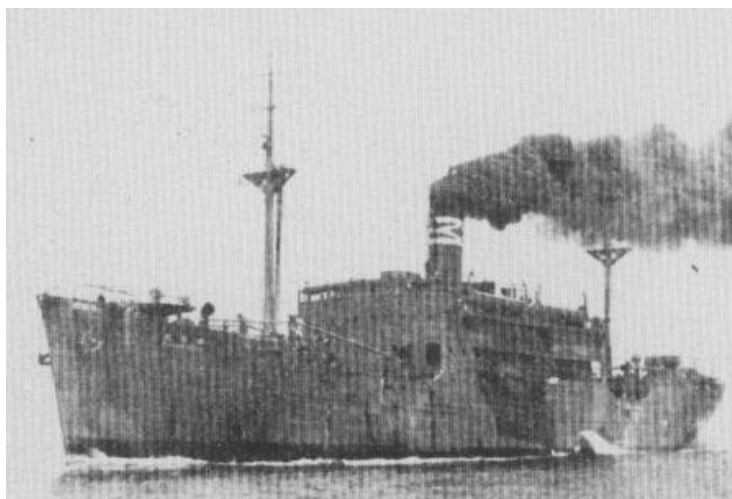
Built by Hakodate Dock Co., Hakodate for Toa Kaiun K.K., Tokyo as CHEFOO MARU/SIBA MARU. 12/1/45 sunk in air attack at Saigon, 1 crew lost.



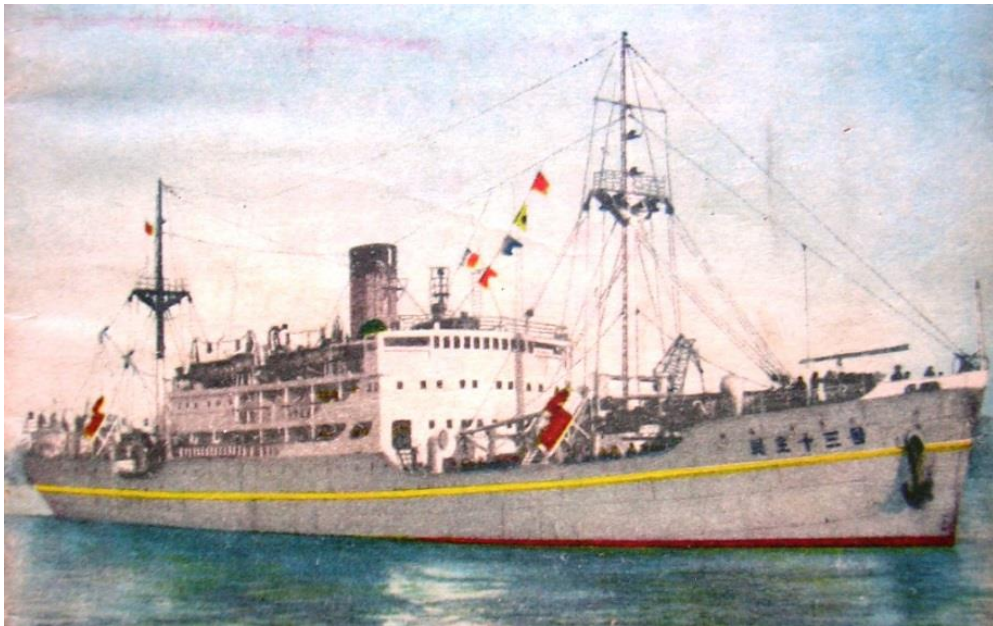
CHEFOO MARU (*Kaiun*).

TSINAN MARU 齋南丸 (1943-44) 3232/43 93x13.7x7.6 T3cy

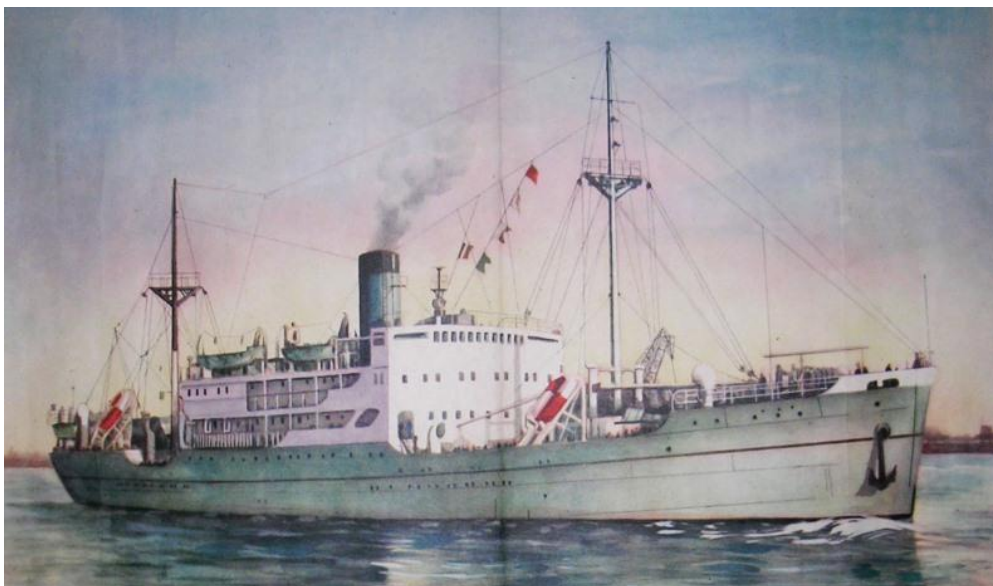
Built by Hakodate Dock Co., Hakodate for Toa Kaiun K.K., Tokyo as TSINAN MARU/SAINAN MARU. 9/9/44 mined off Woosung, one crewmember lost. Mid-1950s salvaged, repaired by Jiangnan Dockyard, Shanghai, and 6/57 recommissioned as MIN CHU 13 for Shanghai/Dalian line (still as such 10/65). 1966 r. GONG NONG BING 13. 1982 broken up in China.



TSINAN MARU (*Kaiun*).



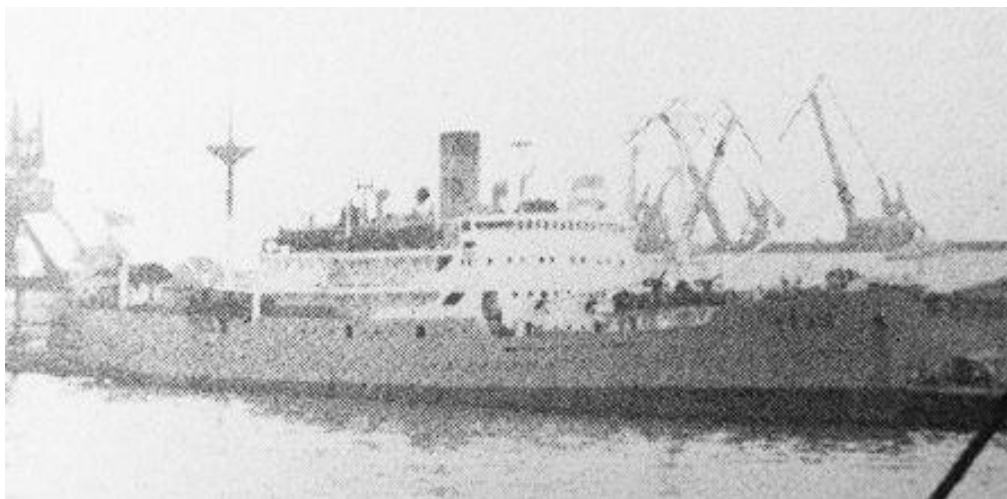
MIN CHU 13 ex TSINAN MARU from a 1958 timetable. Yellow ribband is an artist's embellishment, and also the case in the drawing below (SK colln).



PRC poster (SK colln).



GONG NONG BING 13 in 1973, with new external stairways, a gun still mounted at the stern and considerable deck cargo (Karsten Peterson).



GONG NONG BING 13 at Dalian about 1980 (H. Furukawa).

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