

# Shanghai S.N. Co., Shanghai (U.S. Flag) 旗昌轮船公司

## Yangtze and Ningpo Steamers

Managers Russell & Co. 旗昌洋行 (Chichang Hong)

## Introduction & Illustrated Fleet List

By Howard Dick & Stephen Kentwell

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### Introduction

The history of Shanghai S.N. Co. (SSNC) and its managers Russell & Co. is well recounted in E.K. Haviland's "American Steam Navigation in China 1845-1878" (serialised in *The American Neptune*, 1956-58) and also in Kwang-Ching Liu's *Anglo-American Steamship Rivalry in China 1862-1874* (Harvard, 1962), and a brief outline is given in our SSNC/Russell & Co. list located on the 'Big Five' page of oldchinaships.com.

Designed for navigation of rivers and sounds, the beamy, wooden-hulled American paddle steamers, usually with single-cylinder 'walking beam' engines and built mainly in New York/Brooklyn, proved more suited than British vessels to the Pearl River and subsequently the Yangtse. The profits encouraged Russells to make a business of shipping as more than an adjunct to trade. When the Lower Yangtse ports of Hankow, Kiukiang and Chinkiang were opened to foreign trade in 1861, Russells' Managing Director in Shanghai, Edward Cunningham, proposed that the firm extend its activities to directly engage in steam navigation in China.

A number of American-built vessels listed below were purchased and brought out to China, steaming via the South Atlantic, Cape Town, Colombo and Singapore. They soon proved very successful on the Lower Yangtse, overshadowing the assorted rival vessels that had commenced these trades. In 1864, SSNC opened a short coastal line south of Shanghai through the Chusan archipelago to the port city of Ningpo, which at that time was a busier commercial and financial centre than Shanghai. A virtual monopoly of the Lower Yangtse steamship trade resulted in Shanghai S.N. Co. becoming the largest and most powerful steamship company in Chinese waters. But by the late 1860s it was becoming apparent that British steamers with iron hulls and multi-cylinder engines were gaining superiority over the mainly wooden-hulled paddle steamers built in the United States and which were also more expensive.

*Shantung* and a larger 'walking- beam' Yangtse steamer, *Hupeh*, both iron-hulled but based on existing SSNC wooden hulled ships of American design, were delivered from A.& J. Inglis of Glasgow. Although *Shantung* appeared to have stability problems, *Hupeh* proved to be very satisfactory in service. SSNC Yangtze and Ningpo deployments in 1873 were as follows:

**Lower Yangtse**

*Fire Queen*

*Fusiyama*

*Hangchow*

*Hirado*

*Hupeh*

*Honan*

*Moyune*

*Nanking*

*Plymouth Rock*

**Shanghai-Ningpo**

*Fychow*

*Kiangse*

From 1871 SSNC's lucrative monopoly on the Yangtse began to be challenged by the newly founded China Navigation Co. Ltd (CNC), established by John Swire & Sons and the China Coast Steam Nav. Co. Ltd, newly organized by Jardine, Matheson & Co. While SSNC had added further ships from British yards, assembled a large composite river steamer, (*Nanking*) in Shanghai from American parts, and reached sharing agreements with its British rivals on the Yangtse, its competitive position had worsened. Many of its elderly wood-hulled ships were now decidedly inferior to those of its competitors. Nevertheless, it came as a great surprise in February 1877 when Russells accepted an offer from CMSNC to purchase its entire fleet and properties.

Among other reasons for SSNC's demise, Liu Kwangching of Harvard points to the greater ability of Swires and Jardines to leverage Chinese shippers, the emergence of CMSNC, a Chinese enterprise, and the inheritance of shares by Americans living in the northeast of the U.S. without any connection to China. Haviland points to the increasing disadvantage of relying on American shipbuilders and the trend to require expensive American crews on US-flag ships. He also assesses that some of those connected with SSNC "regarded it essentially a speculation, and when profits were no longer at the spectacular levels of the late 1860's and early 1870's, American supporters of the company sought to withdraw their funds and seek more profitable investments at home".

After subsequent financial difficulties, the merchant house of Russell & Co. devolved into Shewan, Tomes & Co. in 1891 and continued to use the same houseflag.

## Fleet List

The following fleet list is essentially a digest of the relevant parts of E.K. Haviland's "American Steam Navigation in China 1845-78", with low-resolution images added for research purposes from a wide variety of sources. Where identification is still doubtful, we have indicated this and would welcome further information and comment. We will watermark any of these images on request but observe that it is only by so collating many images that identifications can be confirmed with due regard for different angles, seasonal variation (awnings, etc.), and profile changes over time.

The sources for photographs include Liu's and Haviland's published studies mentioned above which draw heavily upon the collection of the Peabody Museum and the Mariners' Museum, and the China Merchants Section of Yao Kaiyang (姚開陽)'s virtual site "China Steamships Museum" which is now defunct. Identification of the source is listed under each photograph.

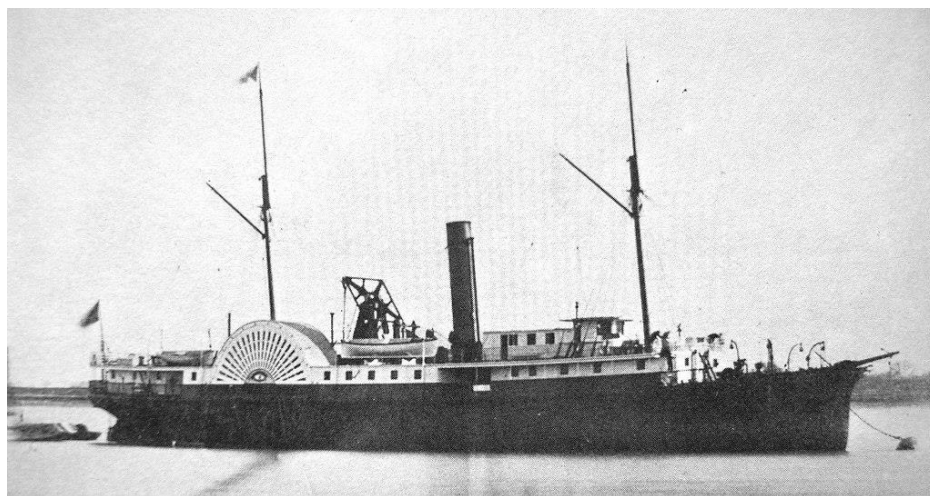
Russell & Co. Yangtze and Ningpo ships, as far as known, are separately listed at the end.

### **SURPRISE 惊昇** (1861-62) 457/54 (w.p.s. 181.1 x 27.75')

Built by Lawrence & Foulkes, Brooklyn (N.Y.) for William H. Brown, later co-owner with Arthur J. Brown as SURPRISE. Subsequently sold to California S.N. Co. 1861 sold to Edward Cunningham, arrived Shanghai 19/7/61. Placed on Yangtze River trade. 4/62 t/f to Shanghai S.N. Co. 4/5/63 stranded and burned following collision with SSNC's *Huquang* (1340/62), total loss.

### **KIANGSE (KIANGSU) 江西** (1861-77) 1086/61 (w.p.s. 204 x 33.6', VB, Henry Essler & Co., Brooklyn)

Built by Lawrence & Foulkes, Brooklyn (N.Y.) for Paul S. Forbes as Kiangse. 4/6/62 arrived at Shanghai and placed in service on Yangtze for Shanghai S.N. Co. 6/64 t/f to Ningpo trade. 1867 reboilered. 28/8/71 in collision with *Kiushu* (839/62). 1873 chartered to Pacific Mail for two voyages to Japan. 16/6/74 arrived Nagasaki from Shanghai, chartered to China Trans-Pacific S.S. Co. for their Shanghai-Kobe-Yokohama service pending *Ly-ee-moon*'s return following conversion to screw propulsion. Following insolvency of operators, c.9/74 returned to Ningpo service. 1/3/77 sold to China Merchants Steam Nav. Co. r. HAESAN. 2/4/82 arrived Shanghai - laid up and conv. to hulk.



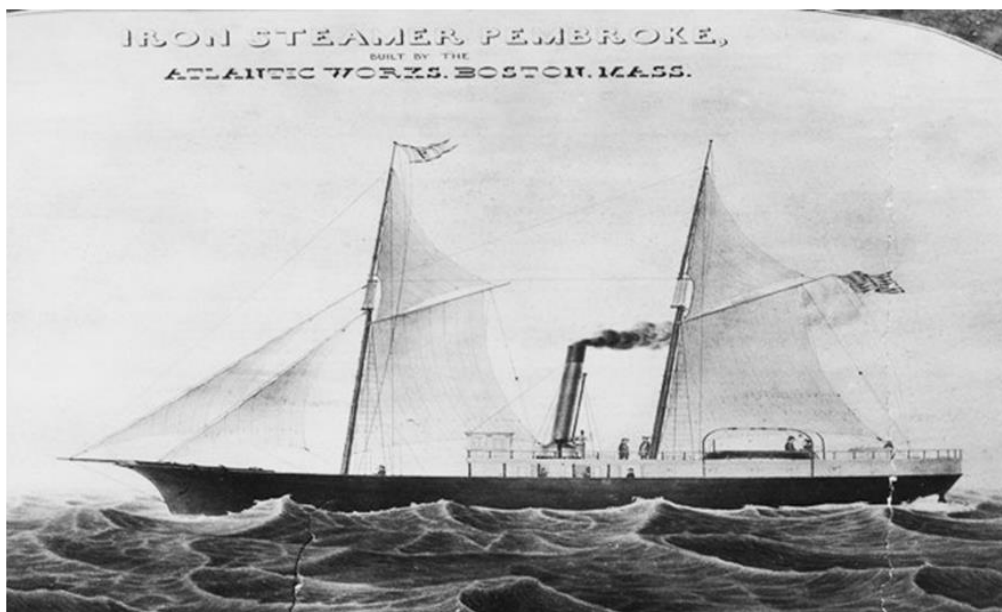
KIANGSE (Peabody Museum).



HAESAN at Shanghai in 1882 (Kung Tai @Peabody Museum).

**PEMBROKE (1862-65) 241/60 (i.s.s. 113.5 x 24.7', VB, Atlantic Works, East Boston)**

Built by Atlantic Works, Boston for William E. Coffin & Co., Boston for Boston-Portland service as PEMBROKE. 10/60 after trials sold to Commonwealth of Massachusetts. By 5/61 owners R.B. Forbes et al. 4/62 arrived at Shanghai and t/f to SSNC for service on Yangtse River. 1863 attacked by Choshu-han gunboat in Shimonoseki Straits, resulting in subsequent bombardment of shore positions by *USS Wyoming* 16/7/63. Early-1864 t/f to Shanghai-Nagasaki route. 8/65 laid up in Japan. 12/65 sold to Satsuma-han, Kagoshima, to be r. HAKODADI MARU, but immediately resold to Portuguese subject. 5/67 sold to Uwajima-han r. TEMPOROKU. 4/72 sold to D.R. Spedding (reg. owner) & Tong King-sing, Shanghai r. TUNGTING for Yangtse River service. 4/3/74 sold to China Merchants Steam Nav. Co. subject to repairs and new boilers. 1882 rep. hulked.

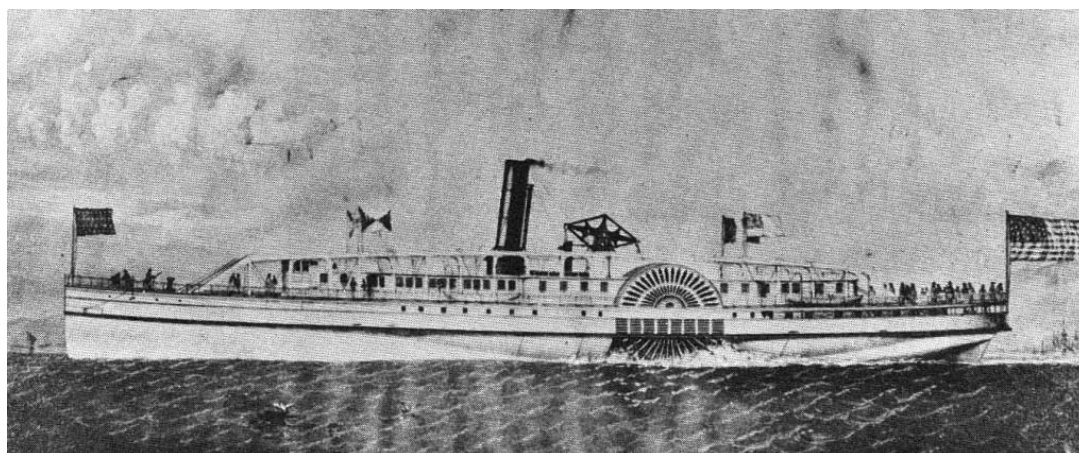
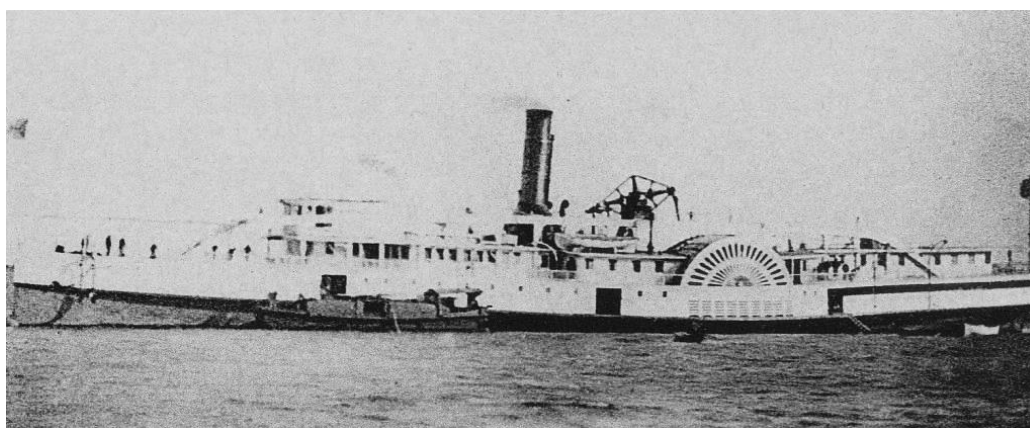


PEMBROKE (Mariners Museum).



Possible PEMBROKE at Nagasaki in the second half of 1865 (Nagasaki Univ. 1288).

**HUQUANG (OU-QUANG)** (1862-66) 1340/62 (w.p.s. 280.25 x 36', VB, Allaire Works, N.Y.)  
 Built by Henry Steers, New York for Shanghai S.N. Co. First reg. 22/5/62 for E.J. Hale and J. M. Forbes of Boston. 19/8/62 arrived Shanghai and immediately placed in Yangtse river service. 25/9/62 stranded 25 miles below Shanghai, refloated 5/63 but 4/5/63 collided with and sank running mate *Surprise*. 7/64 saved crew of wrecked *John T. Wright*. 19/8/66 destroyed by fire at Kiukiang.



HUQUANG (Peabody Museum, Liu).

**CHEKIANG 浙江** (1862-64) 1264/62 (w.p.s. 254.25 x 36', VB, Morgan Iron works, N.Y.)

Built by Henry Steers, New York for Shanghai S.N. Co. First reg. 19/11/62 for John M. Forbes but requisitioned as a transport in the U.S. Civil War. 6/ 64 arrived Shanghai and placed in Yangtse River service. 7/8/64 caught fire at Hankow, burnt out 12 miles below Hankow. Engines were saved and later installed in *Nanking* (2330/74).

**SHANSE 山西** (1862-77) 1007/62 (w.s.s. 206 x 32', CB, Fletcher, Harrison & Co., Hoboken, N.Y.)

Built by Lawrence & Foulkes, Brooklyn for Shanghai S.N. Co. (Paul S. Forbes reg. owner) as SHANSE. 9/4/63 arrived at Shanghai. Initially used on Yangtse River but mid-1867 placed on Shanghai-Tientsin route via Chefoo. 9/67 damaged in typhoon. 1869 major overhaul. 1872 renovated and reboilered. By 1877 on Newchwang line. 1/3/77 sold to China Merchants Steam Nav. Co. r. CHINSE [Haviland says CHINSI.]. 2/11/78 arrived Shanghai and laid up. 1879 machinery removed. Rep. hulked but may have become barque (British flag). After April 1882 NFI.



Black hulled SHANSE or similar moored behind HANGCHOW in about 1874 (John Swire & Sons).

**SZECHUEN 四川** (1862-75) 1007/62 (w.s.s. 206 x 32', CB, Henry Essler & Co., Brooklyn, N.Y.)

Built by Lawrence & Foulkes, Brooklyn for Shanghai S.N. Co. (Paul S. Forbes reg. owner) as SZECHUEN. 25/5/63 arrived at Shanghai. Initially used on Yangtse River but 7/1/66 broke propeller shaft on voyage to Ningpo. Mid-1866 placed on Shanghai-Tientsin route via Chefoo. 1868 extensive repairs. 1875 in use as a work boat, and hulked.



SZECHUEN (unknown photographer /coll. Louis Dumoulin/

Bibliothèque Lettres Arts Sciences Humaines Henri Bosco, Univ. Côte d'Azur).

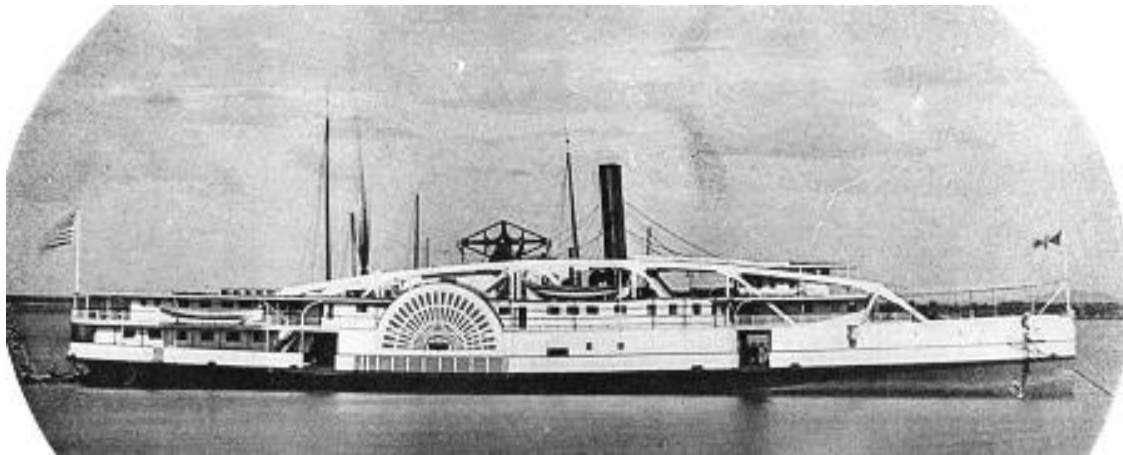


**TSATLEE 七里** (1862-77) 80/62 (w.p.s. 85 x 15.5')

Built China for Edward Cunningham from material sent out from the U.S. Evidently soon sold to Shanghai S.N. Co. 9/62 on Shanghai-Woosung service. 2/63 listed as tug. Later in 1863 on charter to Chinese Imperial Government. 8/3/64 captured by pirates but recaptured a few days later. 1865 laid up at Woosung. Ca.1872 machinery removed, 1877 sold to China Merchants Steam Nav. Co., not renamed. NFI.

**MOYUNE** (1865-73) 1224/64 (w.p.s. 254.5 x 38.67', VB, Neptune I.W., N.Y.)

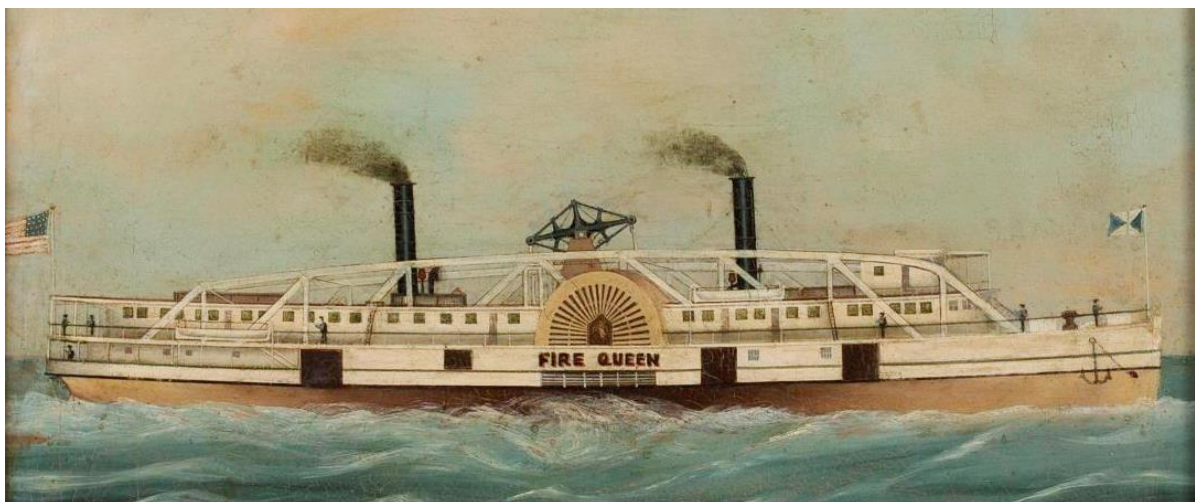
Built by John Englis & Son, New York for George Briggs, owner and master, arriving Shanghai 26/3/64 and Hong Kong 28/6/64. Thereafter sold to Fletcher & Co. and operated in Yangtse river trade, subsequently consigned to Reid & Co. 7/65 sold to Shanghai S.N. Co., used on Yangtse River trade. 17/12/73 burnt to the waterline at Shanghai but the more important parts of the machinery salvaged.



MOYUNE (Peabody Museum).

**FIRE QUEEN 快也堅** (1865-77) 3801/64 (w.p.s. 317.4 x 47.0', VB, Allaire Works, N.Y.)

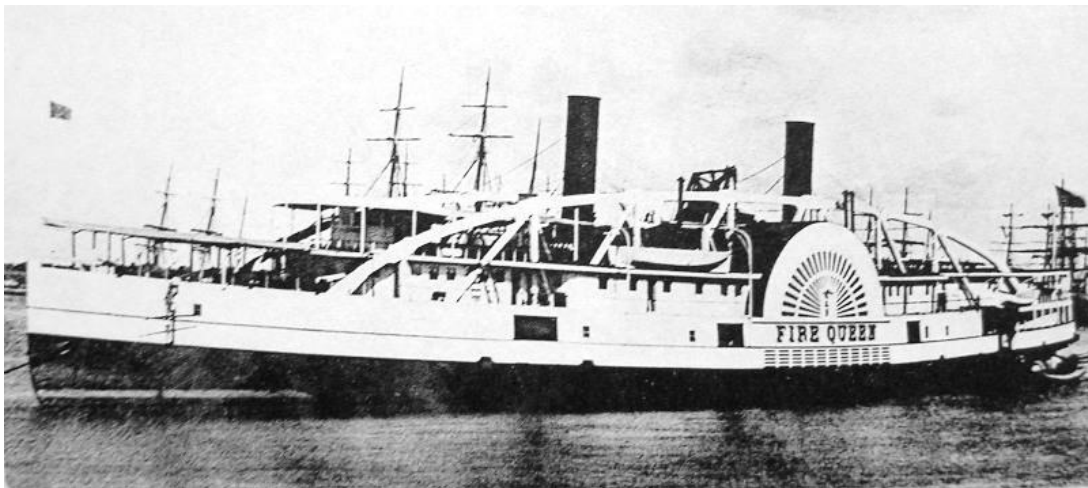
Built by John Englis & Son, New York for Lindsay & Co., Shanghai as FIRE QUEEN. 1/11/64 arrived at Shanghai, placed in Yangtse River trade. Later consigned to Smith, Kennedy & Co., and then Augustine, Heard & Co. 12/65 sold to Shanghai S.N. Co. and continued in Yangtse River trade. 1866 laid up for 3 months with broken shaft. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANGWAE. 1878 dismantled.



FIRE QUEEN was the largest river steamer built in the U.S. for service in China (Northeast Auctions).



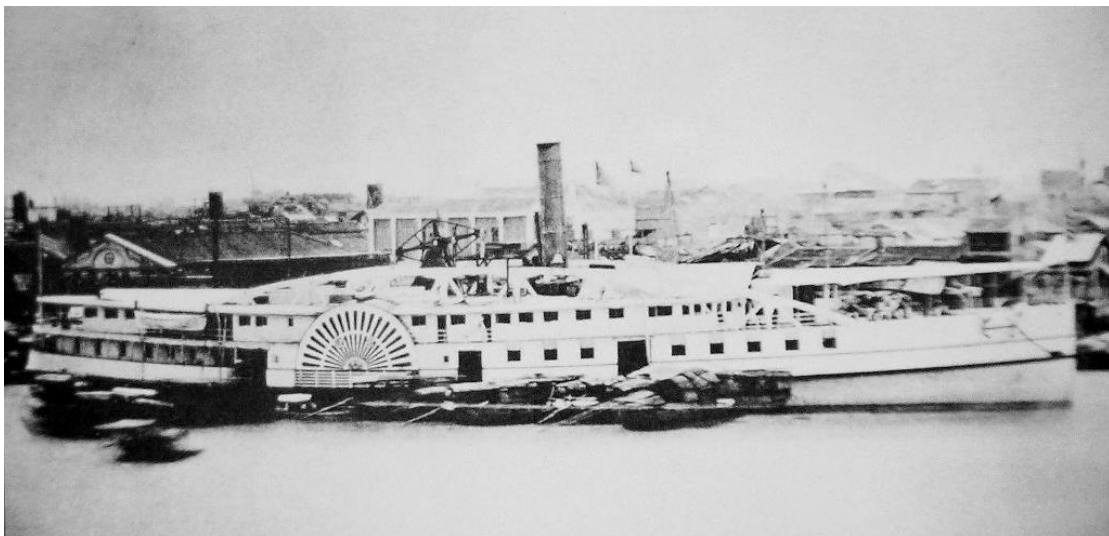
FIRE QUEEN at Shanghai in 1873 (H.C. Cammidge).



FIRE QUEEN (Peabody Museum).

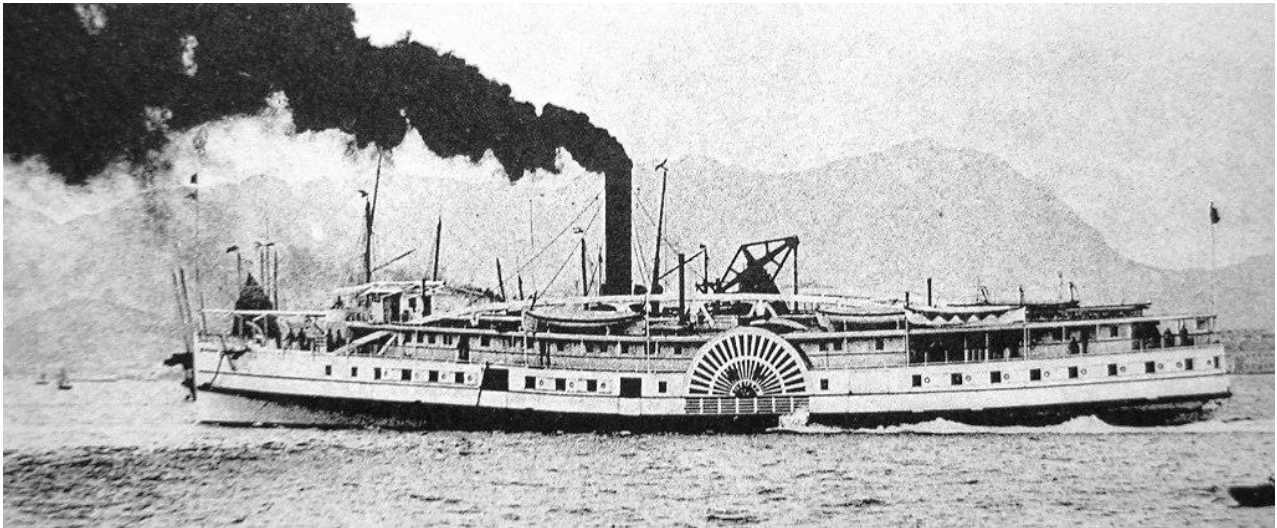
**KIUKIANG** 九江 (1865-66) 1065/64 (w.p.s. 243.5 x 36', VB, Allaire Works, N.Y.)

Built by John Englis & Son, New York for Olyphant & Co., Shanghai for Yangtse River trade - 5/5/64 arrived in Hong Kong en route to Shanghai. Ca.10/65 sold to Shanghai S.N. Co. (Russell & Co. mgrs). 3/12/65 sailed Shanghai for Hong Kong where entered Hong Kong-Canton trade. 8/66 del. to HCMSC. Late-1890 laid up. 1/92 hull condemned. Sold by auction for \$7785 and 3/92 broken up at Canton.



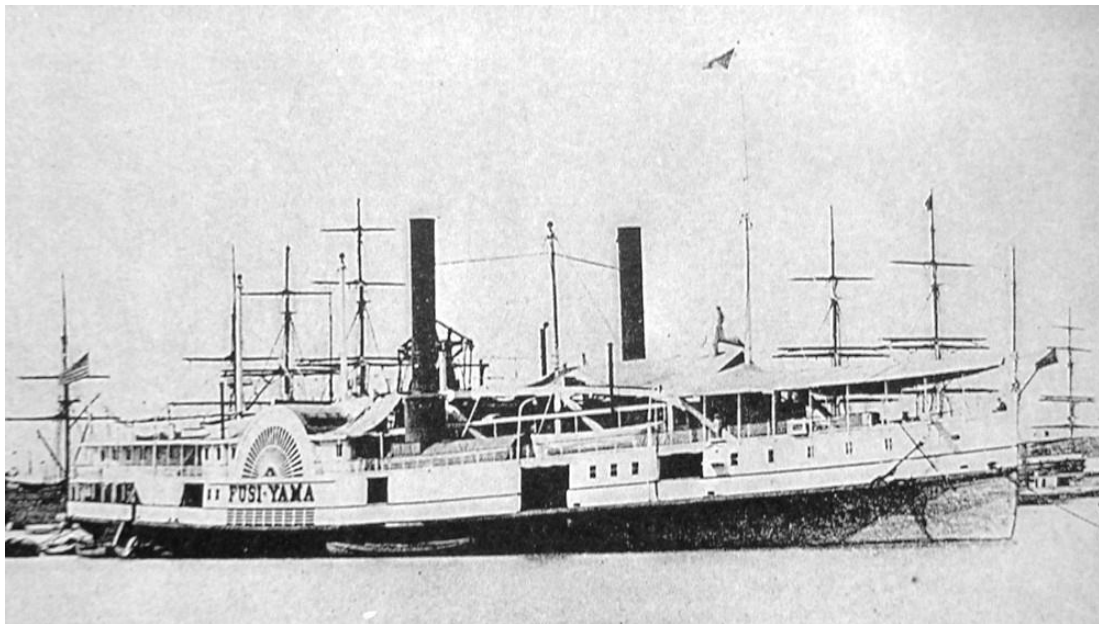
KIUKIANG at Canton (Mariners Museum).





KIUKIANG at Hong Kong, hull enclosed aft (Philadelphia Commercial Museum).  
[Another (or the same) photo, underway at HK, exists in the Crofton Collection, British Library, India Office collection, ID1116/1(27).]

**FUSIYAMA** 飛似海馬 (1866-77) 1215/63 (c.p.s. 270 x 37', VB, Neptune Iron Works, N.Y.)  
Erected by C.S. Collyer & A.G. Lambert at Shanghai for Dent & Co. for Yangtse trade as FUSIYAMA.  
10/66 sold to Shanghai S.N. Co. 7/10/68 t/f to the U.S. Consulate General at Shanghai and operated  
under American consular sailing letters. 1/3/77 sold by Shanghai S.N. Co. to China Merchants Steam  
Nav. Co. r. HWAI YUEN but dismantled same year.



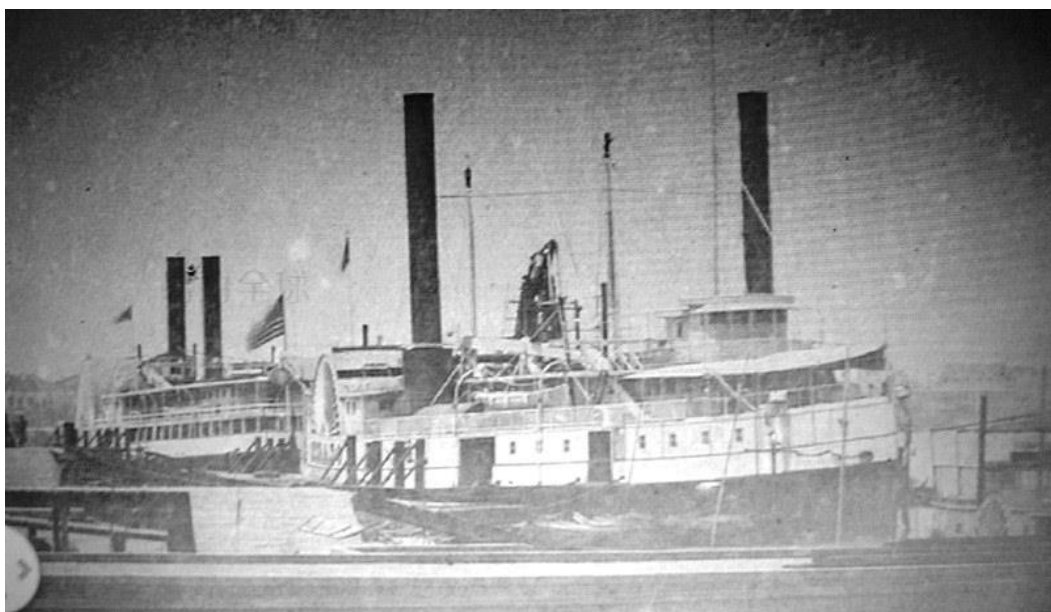
Sailing for Dents as FUSIYAMA (Peabody Museum).



Chinese school painting showing FUSIYAMA operating for Dents (Sothebys).

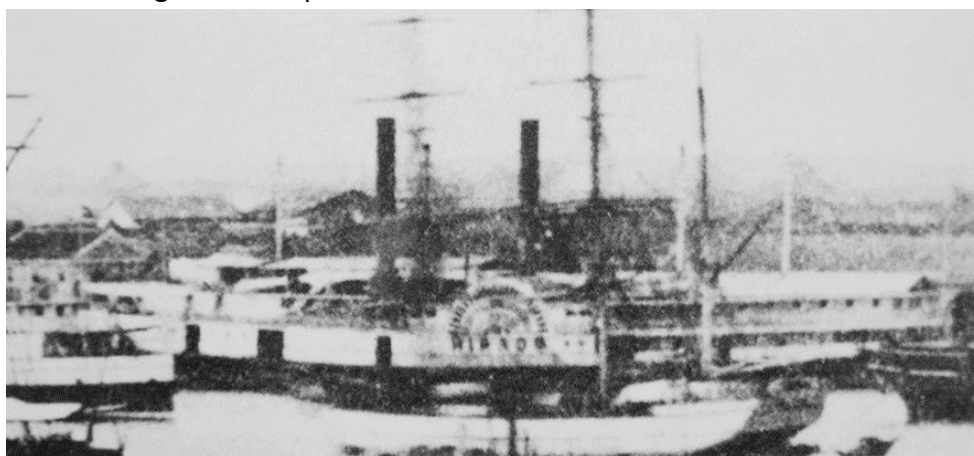


FUSIYAMA (Peabody Museum).



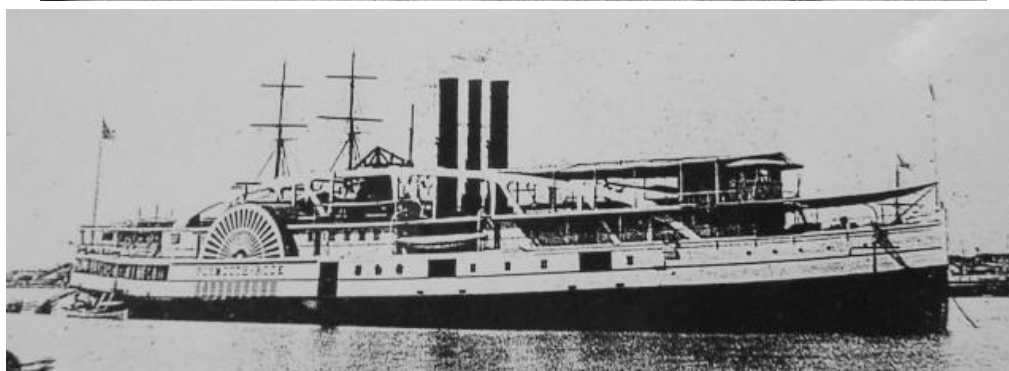
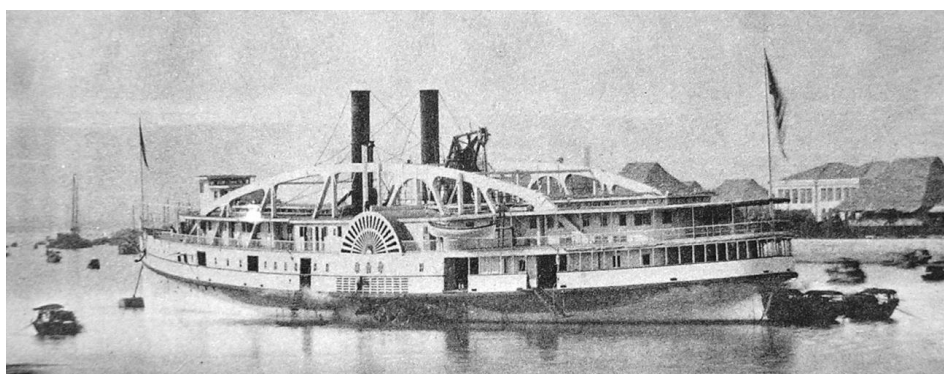
FUSIYAMA (r.) at the Shanghai SNC wharves, Shanghai (epailive.com).

**HIRADO** 氣拉渡 (1866-77) 1294/65 (i.p.s.) 1294/65 (i.p.s. 265 x 36', VB, Neptune Iron Works, N.Y.)  
 Erected by C.S. Collyer & A.G. Lambert at Shanghai for Dent & Co. for Yangtse River trade as HIRADO.  
 10/66 sold to Shanghai S.N. Co. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANG CHING.  
 16/5/82 arrived at Shanghai - laid up and conv. to hulk.



Distant view of HIRADO (Peabody Museum).

**PLYMOUTH ROCK** 俾物樂 (1866-77) 3017/63 (w.p.s. 284.0 x 41.6', VB, Allaire Works, N.Y.)  
 Built by Westervelt & Son, New York for J.M. & P.S. Forbes as PLYMOUTH ROCK. Engines from the Lake Erie steamer *Plymouth Rock* (1854). 9/7/64 sailed New York for New Brunswick where reg. under British flag as FOONG SHUEY. 8/8/64 sailed New York for Hong Kong where t/f to American flag as PLYMOUTH ROCK and entered Hong Kong-Canton service for Russell & Co. 6/66 t/f to Shanghai S.N. Co. for Yangtse trade. 1872 renovated and reboilered. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANGYUEN. 1878 dismantled.



KIANGYUEN as PLYMOUTH ROCK of Shanghai S.N. Co., the upper photo with two funnels and Chinese lettering said by Haviland to be before 1872 reboilered (S. Dutton; Peabody Museum).

**KIANG LOONG** 江龍 (1867-73) 945/62 (w.p.s. 270.67 x 39.583', VB, Neptune I.W., N.Y.)

Built by John Englis & Son, New York and sent out to China in sections for re-erection by Thos. Hunt & Co. at Whampoa. 7/10/62 reg. at Boston for Augustine, Heard & Co., used on Yangtse. 1867 sold to Shanghai S.N. Co. for Yangtse River service. 1872 underwent extensive repairs. 9/3/73 wrecked after striking an unknown rock about a mile below Hen Point near Anking, on voyage Shanghai-Hankow. Machinery salvaged and later installed in *Szechuen* of 1875.



KIANG LOONG evidently at Whampoa on completion (Internet).



KIANG LOONG at Hankow c.1865 (from a panorama (Bennett p.236)).

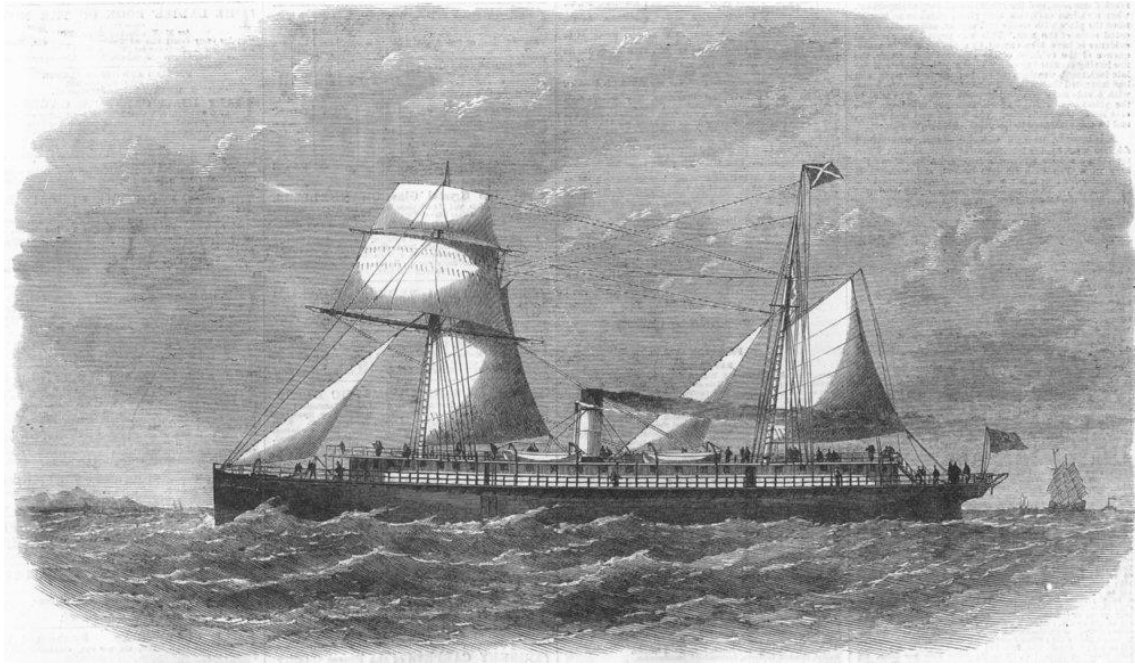
**TAH WAH** (1867-68) 590/62 (w.p.s.)

Built by Lawrence & Sneden, New York. Sent out to China in sections and re-erected by C.S. Collyer and A.G. Lambert. In General Ward's fleet (General F.T. Ward and Yang Taikee). Subsequently operated by A.T. Freeman & Co. 1865 sold to H. Fogg & Co, used on Yangtse River. 1867 sold to Shanghai S.N. Co. 24/11/68 sank alongside Dent's wharf at Shanghai, broken up in situ. Engines subsequently installed in *Honan* (566/71).

**CHIH LI** 直隸 (1867-71) 1402/67 (i.s.s. 246 x 34.5', GB)

Built by Robert Napier & Sons, Glasgow for Jardine Matheson & Co. for Shanghai-Tientsin trade as LAMONT. 8/67 arrived at Shanghai and promptly sold to Shanghai S.N. Co. (Russell & Co. mgrs), Shanghai 1868 r. CHIH LI. Used as a spare vessel on Tientsin and river lines. 1871 sold to Yubin K.K., Tokyo r. CHIRI MARU. 6/75 on collapse of owners t/f to Japan Post Bureau and 9/75 to Mitsubishi Mail S.S. Co., Tokyo for Yokohama-Kobe trade. 6/76 rep. laid up. 11/6/77 damaged in collision with *HMS Audacious* during gale at Yokohama. Hulked. LR-1890 overprinted as 'broken up'.

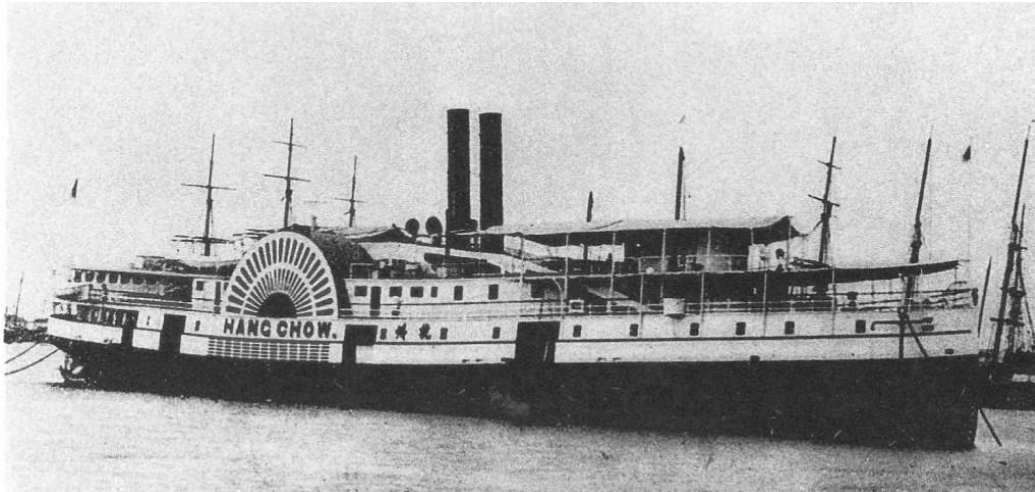




LAMONT as built, with above-deck housing for first class passengers (*Illustrated London News*).

**HANGCHOW** 杭州 (1868-75) 2024/63 (w.p.s. 252.42 x 39.5', VB, Etna I.W., N.Y.)

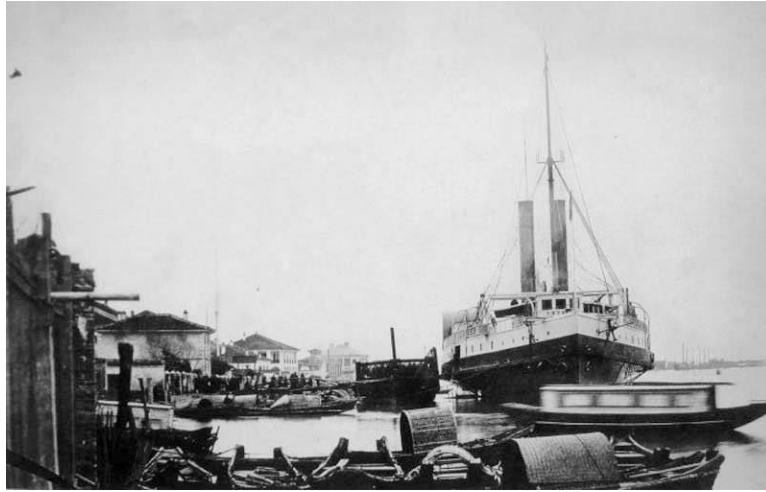
Built by J.B. & J.D. van Deussen, New York for William P. Williams and others as WARRIOR. 8/3/64 to 1/4/64 and 22/9/64 to 28/7/65 chartered to USAQMC. Subsequently sold to Merchants S.S. Co., Rhode Island. On bankruptcy of owners 9/67 sold to J.M. Forbes & associates, New York. 23/4/68 arrived Shanghai, t/f to Shanghai S.N. Co. r. HANGCHOW and placed on Yangtse river service. 12/10/68 stranded on north bank near Woosung. 12/8/69 collided with lorch King Dong Chang, 10 lives lost. 21/2/73 ashore on Jocelyn Island. 1875 condemned and converted to pontoon.



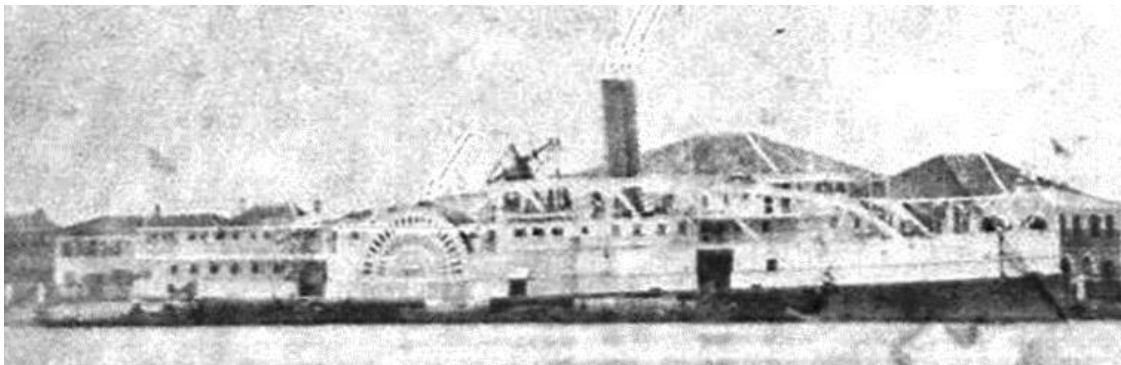
HANGCHOW (Peabody Museum).

**CHUSAN** 舟山 (1869-73) 1634/64 (w.p.s. 253.0 x 40.0', VB, Delamater I.W., N.Y.)

Built by Jeremiah Simonson & Co., New York for New York & Philadelphia S.B. Co., New York as WALRUS but laid up before completion. 1868 sold to John M. Forbes and sailed for Far East. 5/69 sold to Shanghai S.N. Co. r. CHUSAN for Ningpo trade. 1873 timbers rotten, cut down to pontoon. Engine sent to Scotland for installation in new *Chusan* (1381/74).



CHUSAN (ex WALRUS) (<http://60.250.180.26/theme/theme-43/43-index.html>).

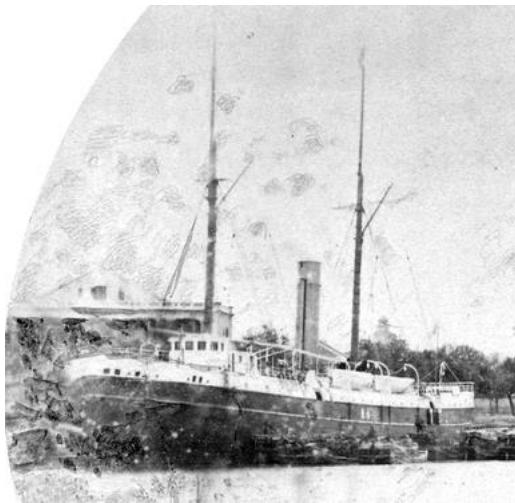


CHUSAN berthed at Ningpo 1870-71 (Lieutenant Charles B. Clark, RN).

[http://blog.sina.com.cn/s/blog\\_6b7206c00102uwgy.html](http://blog.sina.com.cn/s/blog_6b7206c00102uwgy.html)

**SHANTUNG** 山東 (1869-77) 1330/70-1 (i.s.s. 216.2 x 39.2', C2cy/180 hp)

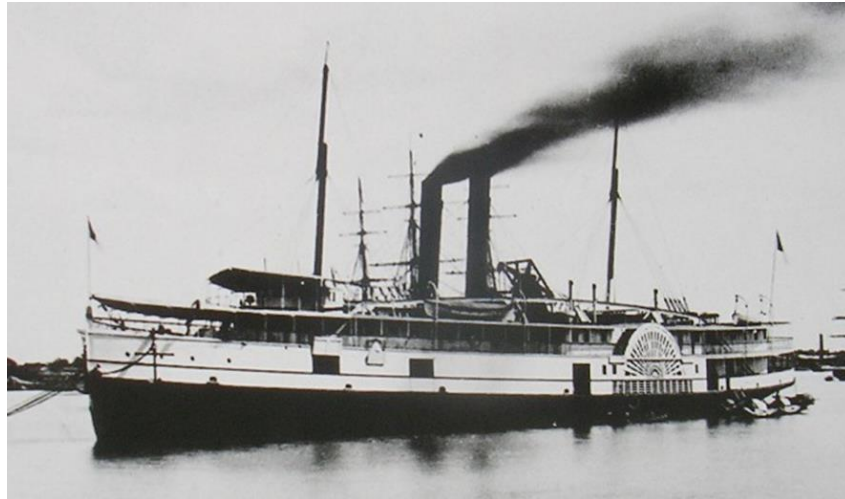
Built by A. & J. Inglis, Glasgow (#69) for Shanghai S.N. Co. as SHANTUNG. 19/3/70 arrived at Shanghai and t/f to American flag. Used Shanghai-Tientsin and also on the Yangtse. 1/3/77 sold to China Merchants Steam Nav. Co. r. CHINTUNG. Winter 1879/80 re-engined and reboilered. 1894 r. SHANTUNG. 1895 reverted to CHINTUNG. 10/96 converted to lighter.



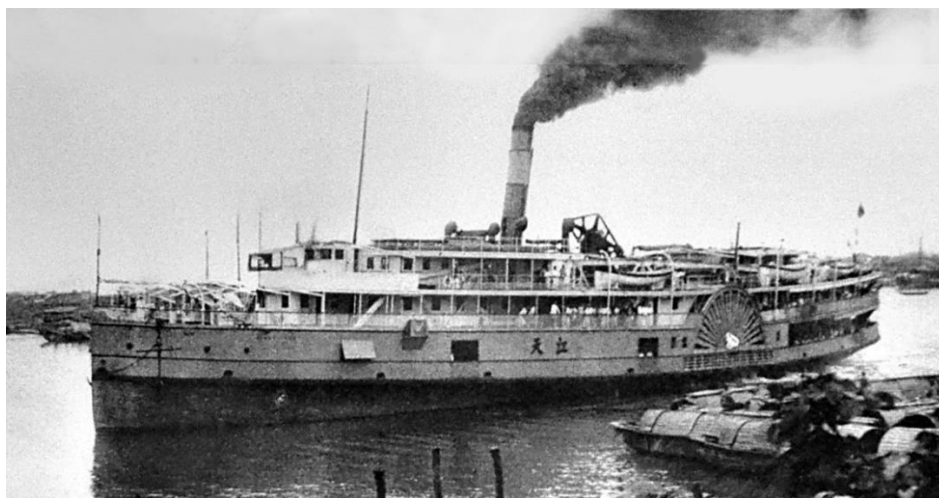
Likely SHANTUNG at Tientsin in 1874 (Wikipedia Commons).



**MONING 墨寧/HUPEH 湖北** (1870-77) 2012/70 (i.p.s., 273.2 x 41.5', VB/250 hp, later C2cy/333 nhp)  
 Built by A. & J. Inglis, Glasgow (#68) for Shanghai S.N. Co. as MONING 墨寧. 9/6/70 arrived at Shanghai - 21/6 t/f to American flag r. HUPEH 湖北 for Yangtse River trade. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANGTEEN 江天, to Ningpo trade. 6/5/90 trials after re-engining and reboiling by S.C. Farnham & Co., Shanghai. 1894 t/f to China Nav. Co. Ltd r. MONING 墨寧. 1895 reverted to China Merchants Steam Nav. Co. as KIANGTEEN. Early-1938 t/f to Wm Hunt & Co., Shanghai. 12/41 scuttled at Shanghai.



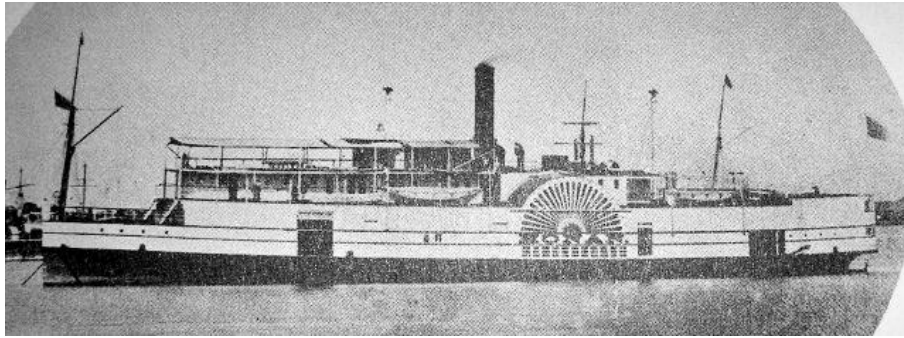
HUPEH as built with twin funnels and hog frames (Peabody Museum).



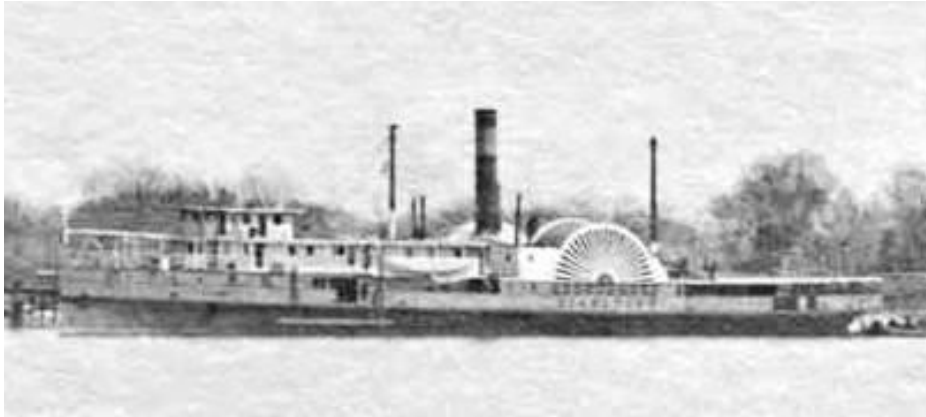
KIANGTEEN as she appeared for the main part of her 71 year career. In June 1870 her part owner J.B. Forbes commented, "The *Moning* is a fine ship – staunch and strong – and with a big belly, but her bow isn't worth a cent and she will be slow." However, SSNC masters and engineers later advised that the ship, although slow when light, was fast when fully loaded.

(<http://60.250.180.26/theme/theme-41/41-index.html>).

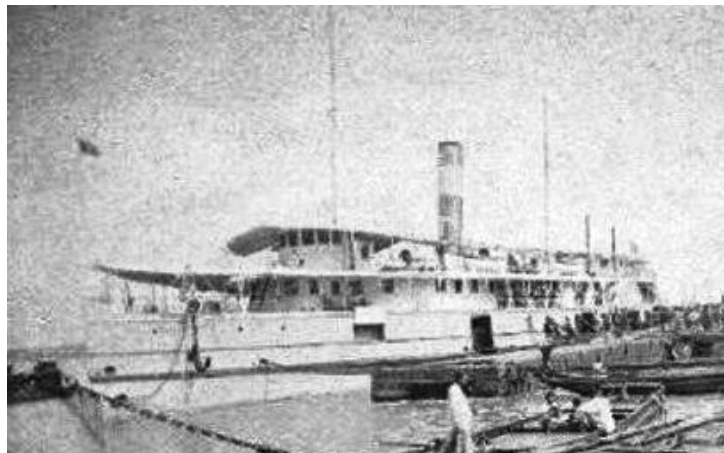
**HONAN 河南** (1871-77) 566/71 (i.p.s., later i.s.s. 218.0 x 31.2', 1cy/188 nhp, N.Y.)  
 Erected by Shanghai S.N. Co. Ltd in Shanghai for Shanghai S.N. Co. with engines from *Tah Wah* (590/62) - launched 1/2/71 as HONAN, placed in Yangtse River trade. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANGTUNG. 30/4/22 burnt out 9 m. from Wuchow on voyage Shasi/Hankow.



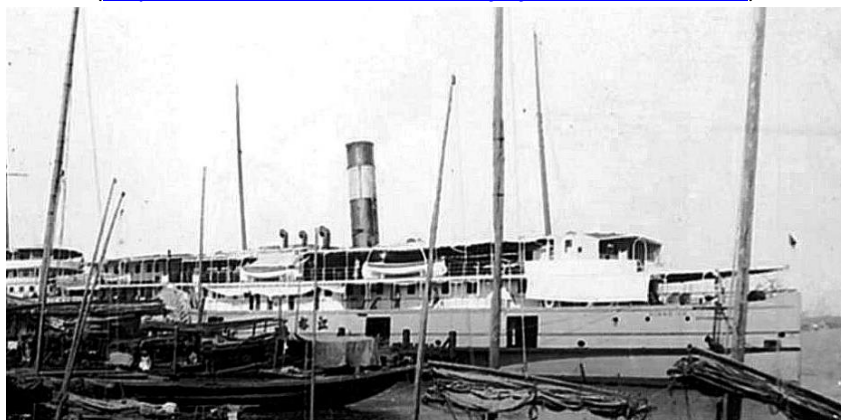
HONAN built as a paddle steamer with closed decks ( Peabody Museum).



KIANGTUNG at Shanghai in 1882 (Kung Tai@Peabody Museum).



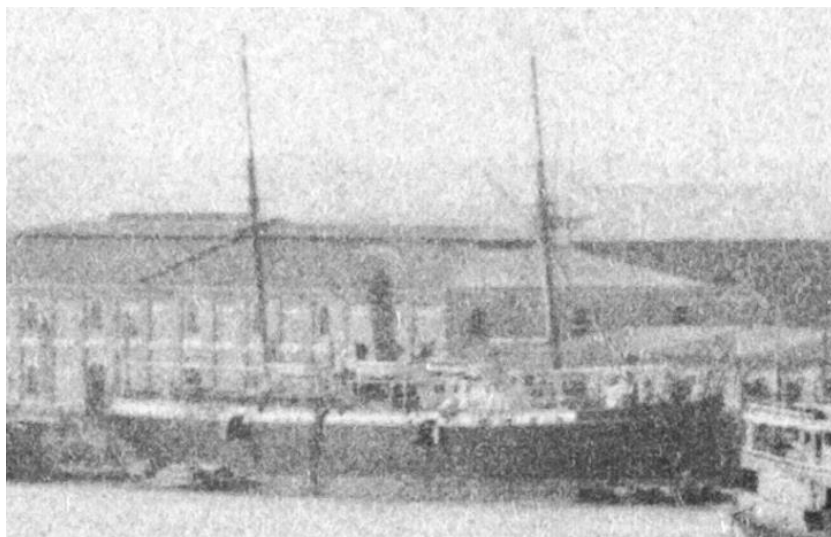
KIANGTUNG, now screw propulsion and built up aft, at Kiukiang with summer awnings  
(<http://www.xlwww.cn/news/wh/jxj/2009/03/31/355/>).



KIANGTUNG, probably at Hankow (Yale coll.).

**CHIH LI** 直隸 (1872-77) 1492/72 (i.s.s. 212.6 x 33.5', C2cy/180 nhp)

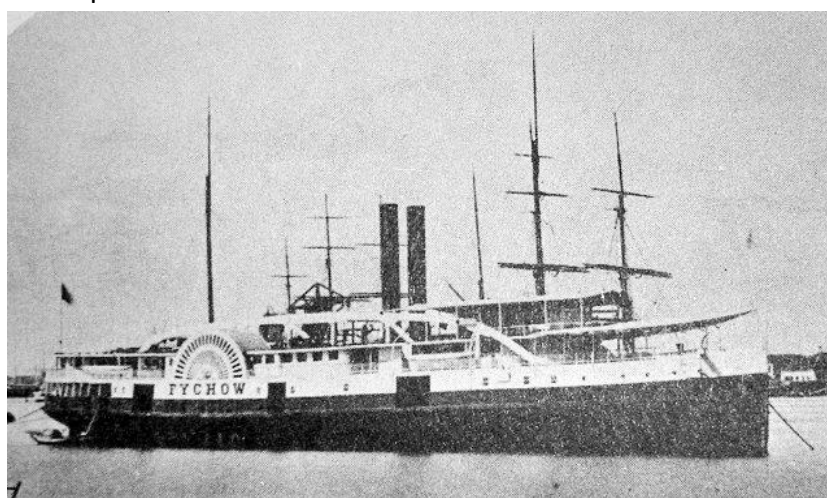
Built by A. & J. Inglis, Glasgow (#92) as CHIH LI for both Yangtse and Gulf of Pechili (Tientsin) trades. 22/5/72 arrived at Shanghai and 27/5 t/f to American flag. 1/3/77 sold to China Merchants Steam Nav. Co. r. HAE-SHIN. 4/82 returned from UK after re-engining and reboiling. 1894 t/f to Ph. A. Lieder, Hamburg r. FUH-YI. 1895 reverted to HAE-SHIN. 1900 t/f to Bank of China, Shanghai r. CHIH LI. 1901 reverted to China Merchants Steam Nav. Co. r. HAE-SHIN. 15/6/04 wrecked NW of Tae Is. about 90 m. from Foochow, inbound from Shanghai.



Likely HAE-SHIN ex CHIH LI at Shanghai in March 1891 (UoB DH-s109).

**FYCHOW** 徽州 (1872-77) 1495/66 (w.p.s. 253' x 40', VB 1cy, Fletcher, Harrison & Co., Hoboken, N.Y.)

Built by Jeremiah Simonson & Co., New York for New York & Philadelphia S.B. Co., New York as NAUTILUS but laid up before completion. 1868 sold to John M. Forbes and sailed for Far East. 1868/69 sold to Alt & Co., Nagasaki. 2/70 del. to Tosa-han r. KOYONOGA. 11/71 t/f to Tsukumo Shokai. 4/72 sold by auction at Hyogo to Shanghai S.N. Co. r. FYCHOW. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANG PIAU for Yangtse River trade. 20/5/88 laid up at Shanghai. 3/90 sold at auction at Shanghai by Wheelock & Co. to Chinese. LR 1892/93 gives owners as Shun Chang - overprinted as 'broken up'.



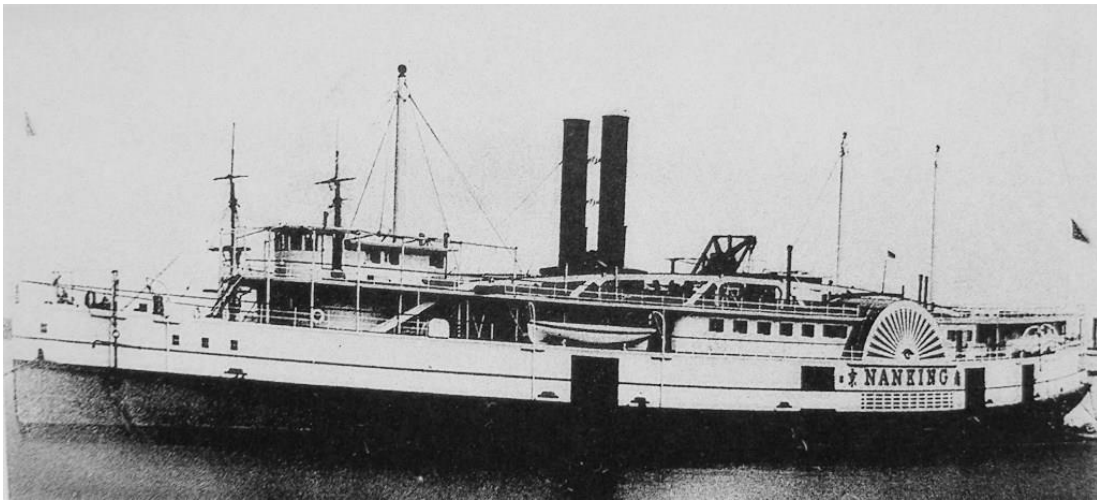
FYCHOW (Peabody Museum).

**CHUSAN** 舟山 (1874-74) 1381/74 (i.p.s.) 300.9 x 50.2', beam engine 300hp Delameter Iron Works, N.Y. (engines from old CHUSAN ex WALRUS, q.v.)

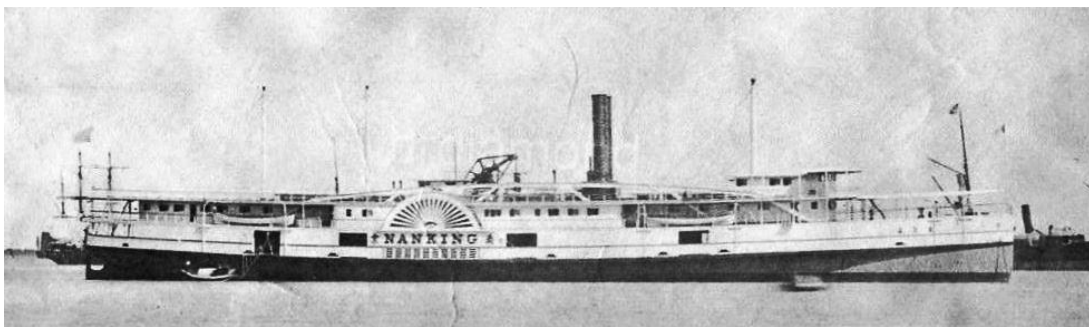
Built by John Elder & Co., Govan for Shanghai S.N. Co. as CHUSAN for Ningpo service. 21/10/74 Wrecked on Horse Island (Crinan Rocks) off Ardrossan. Reached Waterford on delivery voyage where defects in plating were examined and it was decided to return to Glasgow for repairs. In severe storms the captain and pilot decided to make for Ardrossan and shelter. In the wreck, nine of the 52 passengers and crew lost their lives. [wreck details from [clydeships.co.uk](http://clydeships.co.uk)]

**NANKING** 南京 (1874-77) 2330/74 (c.p.s. 295.5 x 50', VB 1cy, Morgan Iron Works, N.Y.)

Erected by A.G. Lambert & Miers Coryell (SSNC marine sup't) at Hongkew with frames constructed by T.F. Rowland's Continental Iron Works, Greenpoint and rebuilt engine from *Chekiang* (1264/62) for Shanghai S.N. Co. - 26/3/73 launched and 10/73 entered service as NANKING in Yangtse River trade. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANGFOO (title t/f 1/78). 1/1925 broken up.



NANKING (*American Neptune*).

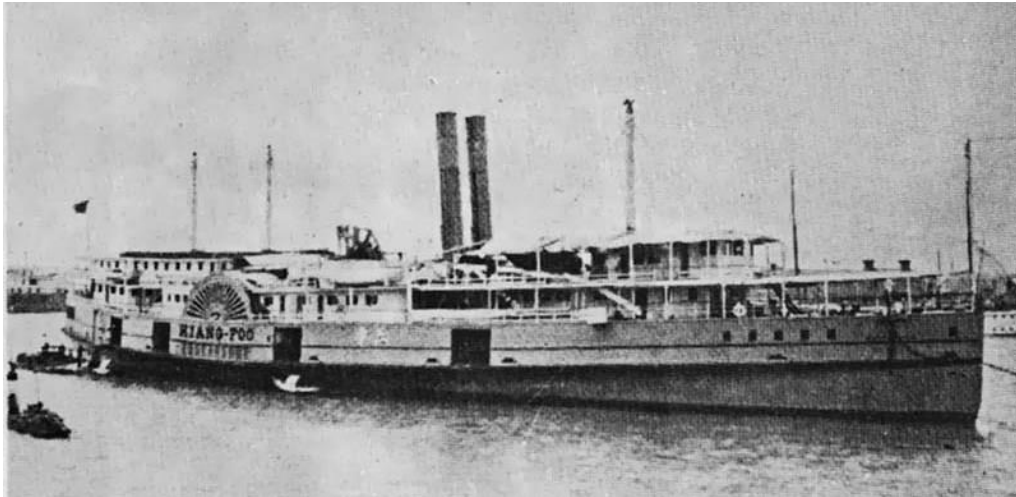


NANKING ([www.navsource.org](http://www.navsource.org)).



KIANG FOO in 19<sup>th</sup> century (Felicity Somers Eve colln, Harvard).

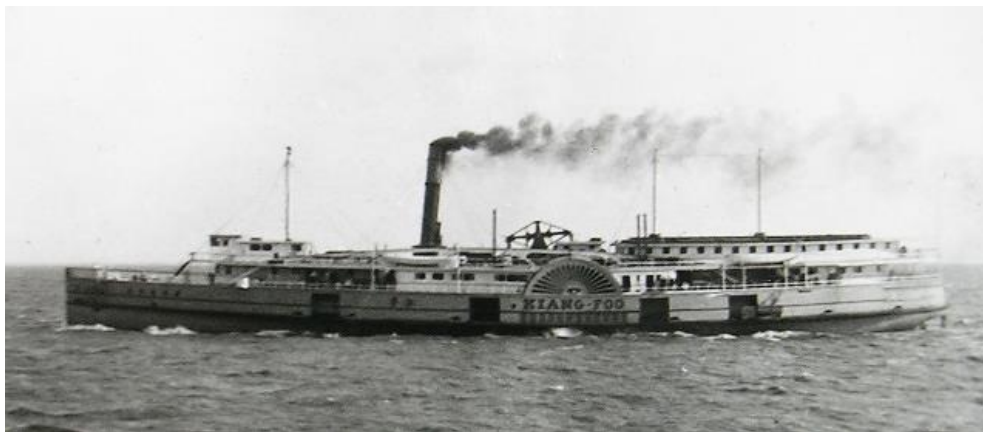




With new awnings forward and cabin accommodation aft.  
<http://60.250.180.26/theme/theme-41/41-index.html>



1911 view by Robert Dollar (SK\*).



KIANG FOO in 20<sup>th</sup> century (SK\*)

**SZECHUEN** 四川 (1876-77) 3856/76 (i.p.s. 327 x 50', VB, Neptune Iron Works, N.Y.)  
 Fabricated by J. Elder & Co., Glasgow, delivered to Shanghai in sections 6/75 and erected at Hongkew for Shanghai S.N. Co. with rebuilt engine from *Kiang Loong* (945/62, q.v.) - 30/11/75 launched as SZECHUEN. 8/76 reg. under American flag for Yangtse River trade. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANG CHANG. 4/2/78 wrecked after striking Hen and Chicken Rocks off Porpoise Bluff downstream from Kiukiang on voyage Hankow-Shanghai.

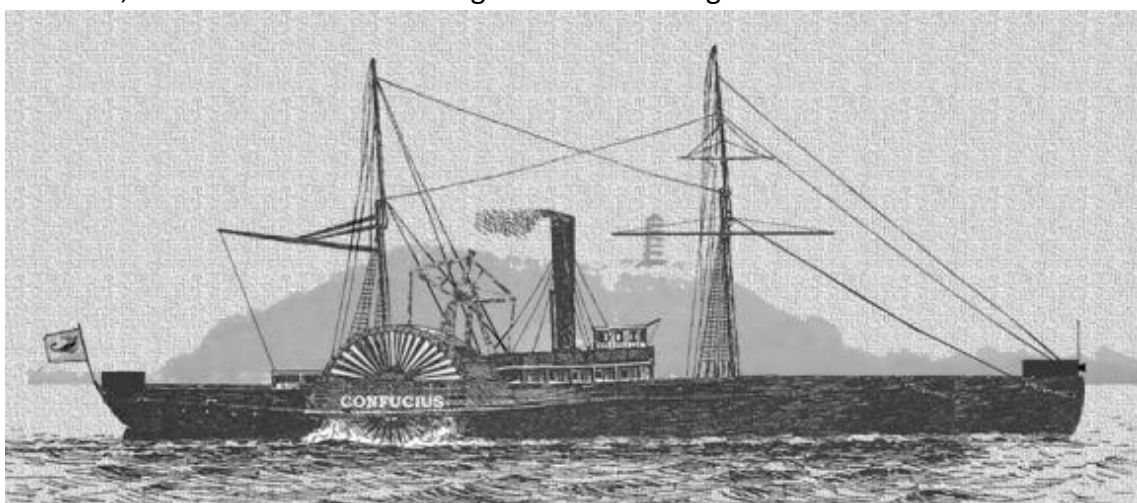
Also 30 ton steam launch **HYSON** acquired 1871 (separate from 1861 HYSON listed below)

### **Fleet list of other ships used on Yangtse owned by Russell & Co., and Russell partners**

(Excludes vessels owned by Capt. Endicott of Russell & Co. – see HCMSC and 19th Century Canton River lists)

**CONFUCIUS** (1853-55) 468/53 (w.p.s. 161 x 26.67', VB, H.R. Dunham & Co., N.Y.)

Built by Thomas Collyer, New York for Russell & Co. 15/9/53 arrived Hong Kong via Singapore, consigned to Russell & Co. Used on Hong Kong/Canton/Macao services. By 12/53 transferred to Shanghai where used primarily for towing vessels from Shanghai to the river mouth. 8/55 (also rep. as 1856) sold to Chinese government, converted to gunboat. Probably the gunboat of this name in General Ward's fleet, which as of 8/63 was in the Chinese Transport Service, subsequently used as a dispatch vessel, and 1870 wrecked near Tiger Hill on the Yangtse.

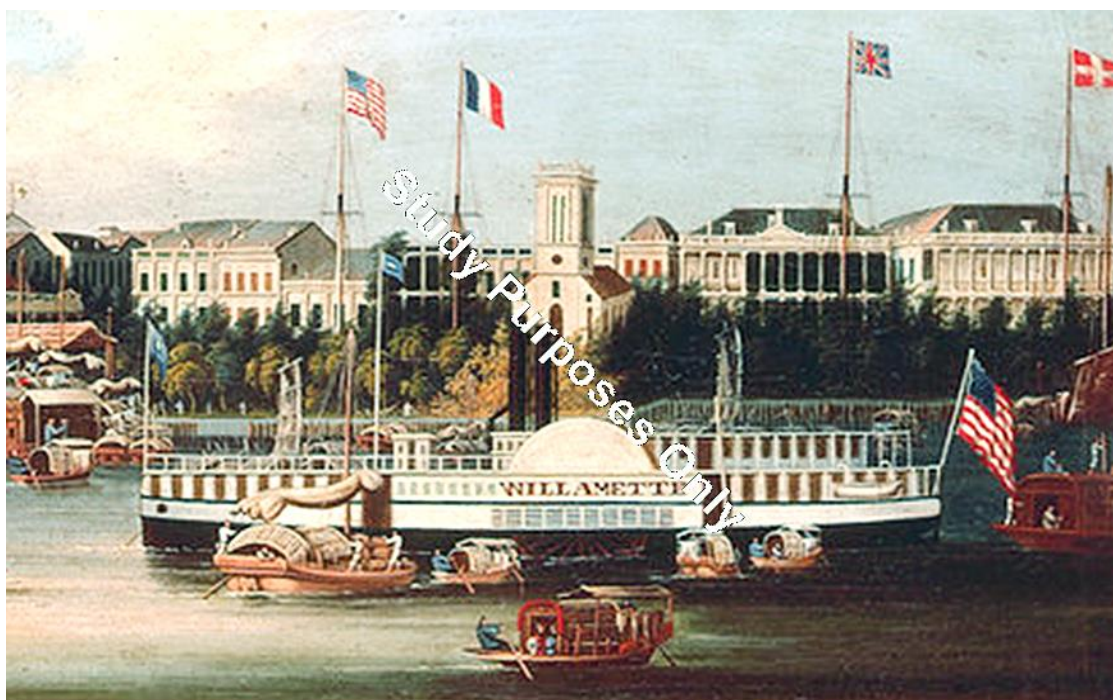


Sketch of a painting of CONFUCIUS in the Peabody Museum, including edits  
([http://yangshen.oldchinabooks.com/images/Confucius\\_screen\\_print\\_fm\\_Ch\\_12.png](http://yangshen.oldchinabooks.com/images/Confucius_screen_print_fm_Ch_12.png)).

**WILLAMETTE** (1858-62) 370/49 (i.p.s.) 155.5 x 28.16' Engines by Harlan & Hollingsworth

Built by Harlan & Hollingsworth, Wilmington for George W. Aspinwall, Philadelphia, 2/8/50 registered. 5/8/50 Pacific Mail S.S. Co registered as owners. 9/3/51 arrived Astoria, Oregon for service on the Columbia River, but c.1852 sold. 1855 sold to California S.N. Co., sent to China, 29/8/55 arriving Hong Kong under sail consigned to Jardine, Matheson & Co., 1/1/56 commenced service Hong Kong-Canton. 10/56 service interrupted owing to War of 1856, 1/12/56 in irregular service Hong Kong-Macao. 1/6/57 to 31/1/58 in regular Hong Kong-Macao service. 2/58 sold to Russell & Co. associates for \$23,000 for Hong Kong-Canton service, 11/2 departed Hong Kong on first voyage following lifting of the Chinese blockade. 28/5/61 sold for \$30,000 to interests subsequently associated with Shanghai S.N. Co and c.7/61 entered service Shanghai-Hankow. 5/62 sold for \$50,000 to new owners, Chapman, King & Co. agents, subsequently operated by General F.T. Ward and then Chinese Transport Service. NFI.

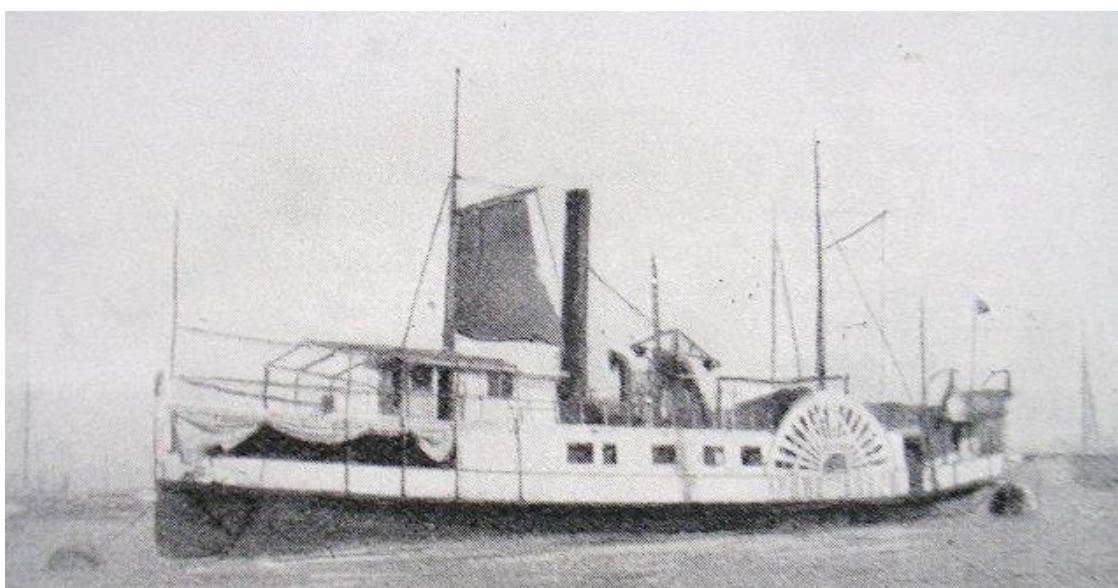




WILLAMETTE at Canton (NMM).

**HYSON (1861-62)**

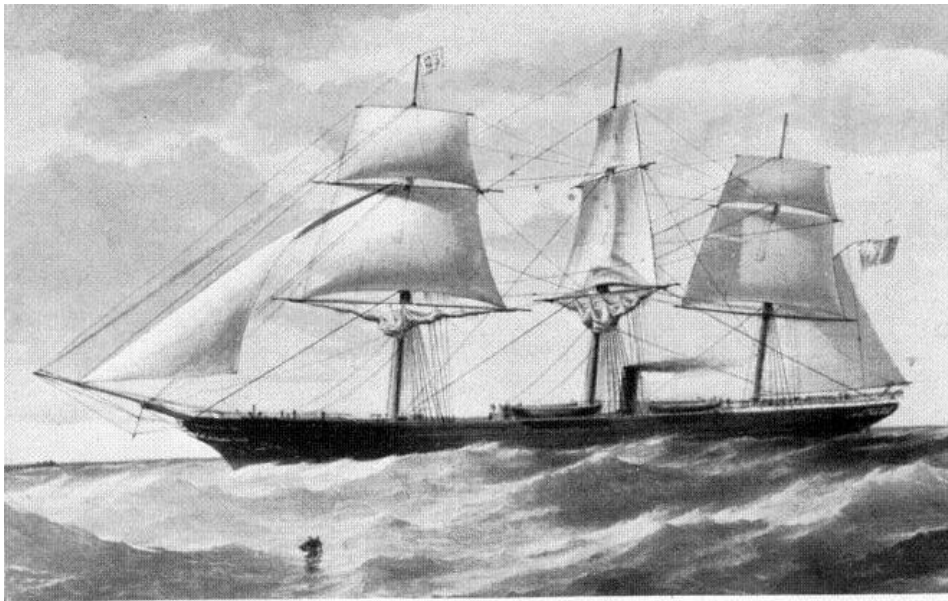
Small paddle steamer sent to China for Russell & Co. in the barque *Palmetto* in 1861. 1862 purchased by the Taitai for General Ward's fleet. 1/63 refitted. 5/63 armed with 32 pound cannon on bows and commanded by Major General Charles George "Chinese" Gordon, broke through Taiping positions at Quinsan enabling capture of the township by the Ever Victorious Army. Proceeded to Soochow where 12/5/65 (sic., Haviland) captured and cast off but unable to be used because key equipment missing. NCH 3/2/66 states Gordon had been able to navigate the creeks, canals and most of the small lakes along Yangtse as HYSON drew only 12 ft. 3/99 reported still to be in government service. NFI.



Russell & Co's small paddle steamer HYSON (*The Sketch* 29/3/99 p.409).

**SCOTLAND** (1861-64) 976/56 (i.s.s. 210.7 x 32.9')

Built by Laurence Hill & Co., Port Glasgow for W.S. Lindsay's Cape service. 6/10/56 first reg. for William Schaw Lindsay and Alexander Adamson, London. Following Line's collapse, 1857 sent East as a transport in the Indian Mutiny. 6/61 in Yangtse service for Capt. A.A.D. Dundas, R.N. and W.S. Lindsay and others with Russell & Co. as agents. End-61 sold to Edward Cunningham, 9/1/62-13/7/63 operating Shanghai-Hankow under U.S. flag. Laid up until proceeded to Hong Kong (6/10), Yokohama and Canton River where 13/11 reported seized by Customs for transporting guns and other contraband (Cum-Sing-Moon Bay). 29/2/64 arrived Nagasaki from Hong Kong, 7/3 sold to Satsumahan r. HEIUN MARU. 3/1/68 wrecked on Awaji Island.

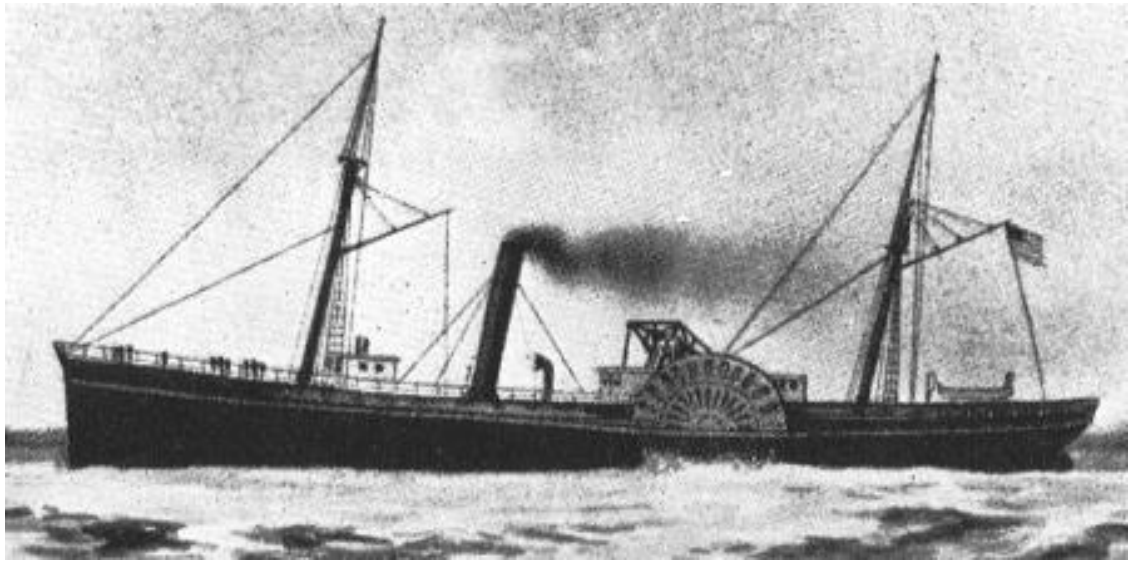


PIONEER OF THE SECOND MAIL STEAMSHIP LINE TO  
THE CAPE: W. S. LINDSAY'S R.M.S. *ENGLAND*

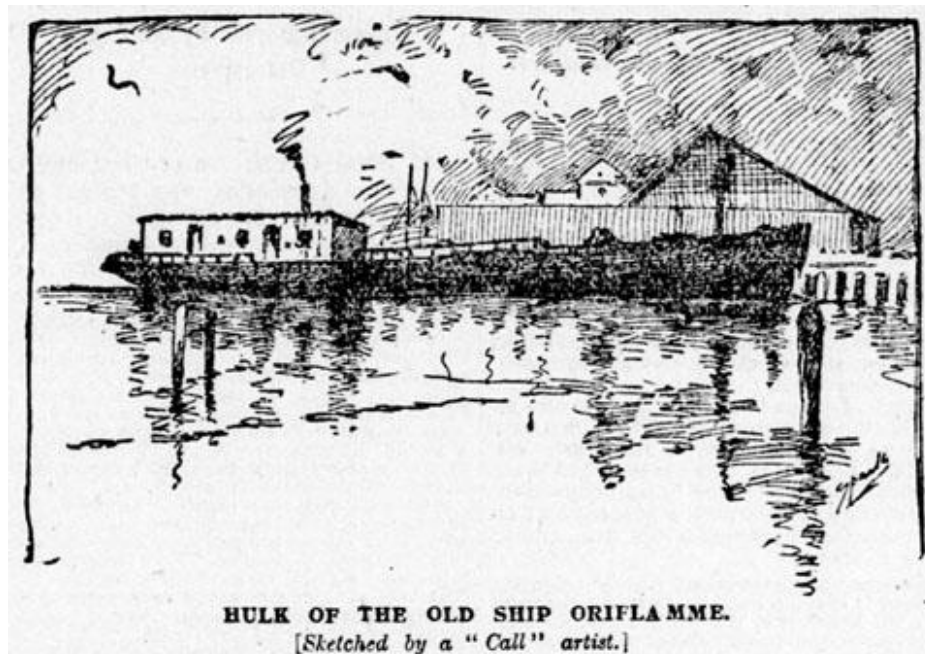
SCOTLAND's identical sister ENGLAND ([histarmar.com.ar](http://histarmar.com.ar)).

**ORIFLAMME** (1864-65) 1205/63 (w.p.s. 227 x 33.3', VB, Neafie & Leavy, Philadelphia)

Built by Lawrence & Foulkes, Brooklyn for use as a gunboat in U.S. Civil War but 31/3/64 first reg. for builders (2/32nds) and Russell & Co. partners. 8/64 in regular service Hong Kong/Shanghai, occasionally on the Yangtse on charter to SSNC and trips to Japan. 6/65 out of Hong Kong nearly overwhelmed by typhoon, fires extinguished, nine feet of water in hold. End-65 sold to Ben Holladay, later Oregon S.S. Co. for service San Francisco-Mexico. 12/65 departed Hong Kong for San Francisco via Yokohama, first commercial voyage China-San Francisco by any steamship (?). 16/6/79 officially reported as broken up, although a timber hulk ORIFLAMME was lying derelict in the mud flats of the Artic Oil Co. at San Francisco from around 1880 until at least 1896.



ORIFLAMME ( Newell & Williamson).



San Francisco Call 8/3/96 ([www.maritimeheritage.org/news/Shoemaker-Needs-Ship.html](http://www.maritimeheritage.org/news/Shoemaker-Needs-Ship.html)).

**TA YUNG** (1868-68) 125/58 (i.p.s. 109.4 x 18.6')

Built by Tod & McGregor, Glasgow for J. H. Winch, London. 2/12/58 arrived Hong Kong under sail. Used for towing on the Yangtse by Shaw Bros. & Co. 1868 registered for Russell & Co., perhaps due to the start of the monopoly. 16/12/68 (also reported as 6/70) sold at Hiogo to China & Japan Trading Co (H. Fogg & Co. mgrs., American flag). By 1870 registered Hong Kong and owned by James Hardie, Shanghai. NFI.

**EXPRESS** (1868-68) 490/61 (i.p.s.) 222 x 30', C2cy/280nhp

Built by James & George Thomson, Govan (#55) for Lyall, Still & Co, Hong Kong for Hong Kong-Canton service. Delivered under sail to Hong Kong. Reported 1861 mortgaged to Jardine, Matheson and Guthrie. 7/7/62 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. but 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. Reported 3/8/68 sold to David Sassoon, Hong Kong. 11/68 sold "foreign", NFI.

**PINGON** (1878-81) 550/65 (655 old tons) (w.s.s.) originally 169.8 x 27.5' (also 175 x 28'), 1cy/40hp inverted direct acting by Neafy & Levy, Philadelphia

Built by William Cramp & Sons, Philadelphia for E.A. Souder & Co., registered 5/10/65 for A. Getty & Co. as MONEKA, operating to Charleston. 4/69 sold to Edward W. Corlies, Brooklyn and sent to the Far East via Singapore (26-31/7/69). Traded on China coast and between China and Japan, 28/7/71 sold to John M. Mackie, Hong Kong for similar service r. PINGON. III/74 extensively refitted and lengthened by Boyd & Co., (219.0 x 26.8') but outstanding financial claims by Russell & Co. and foreclosed to Hong Kong & Shanghai Banking Corp. (Chairman William H. Forbes). 8/74 stranded for several weeks on rocks at Inasa, Nagasaki. 1875 to early 1877 fortnightly sailings Shanghai-Nagasaki. 7/77 badly damaged in gale but repaired. Subsequently operating Shanghai-Ningpo for Ningpo S.N. Co. 1878 reg. for E. Cunningham & Co. and later Russell & Co. 1881 t/f to the British flag, reg. Hong Kong for F. Henderson, J.A. Harvie and F.F. Carozzi (806g). LR 1890-91 overprinted as 'broken up'. Possibly conv. to the pontoon 'Ping On Wharf' existing 1920s.



Ping On Wharf at Hong Kong (SK colln).

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