

OCEAN TRAMPING CO. LTD, HONG KONG (OTCL) 远洋轮船有限公司

(reg. at Hong Kong, 27 May 1957)

Peninsular Shipping Co. Ltd (PSCL) 半岛轮船有限公司, Hong Kong (14 June 1957)
Hemisphere Shipping Co. Ltd (HSCL) 半球轮船有限公司, Hong Kong (28 Sept. 1957)
Nan Yang (Nanyang) Shipping Co. (NYSC), Macao (1970)
Brilliance Steamship Corp. S.A., Panama (1976)
Dawn Maritime Corp. S.A., Panama (1976)
Fortune Sea Transport Corp. S.A., Panama (1976)
Golden City Maritime Corp., S.A., Panama (1976)
Highseas Navigation Corp. S.A., Panama (1976)
United Freighter Corp. S.A., Panama (1976)

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After the establishment the People's Republic of China (PRC) in 1949, ships registered in China under the new PRC flag were liable to seizure on the high seas and consequently were uninsurable. The Chinese Government therefore had to rely upon foreign-flag shipping for its deepsea trade. British and Scandinavian liner operators restored limited calls at Shanghai and Tianjin (Taku) while Russian- and Polish-flag ships carried on trade with Eastern-bloc countries. Nevertheless, vessels that called into Chinese ports were blacklisted by the United States government and prohibited from visiting U.S. ports. In early 1951 the United States used the Korean War and the United Nations to expand the scope of the embargo against China from restrictions on arms and strategic materials to a comprehensive embargo and encouraged other countries to impose similar embargoes. Japan, Australia, India, Pakistan, Indonesia, the United Kingdom and other countries successively joined the embargo and some goods that had been shipped before the embargo were intercepted at sea. Ships flying the Panamanian flag, initially preferred by the PRC for beneficial owners because they could be

commanded by Chinese masters, were no longer allowed to sail to the Soviet Union, China or other socialist countries. Under U.S. pressure, the screw was tightened further in August 1952 when the Republic of Panama cancelled the registration of Panamanian-flag ships that had been trading to PRC ports. Twelve such vessels that were beneficially owned by the PRC were then brought under the Chinese flag, even though this restricted them to coastal operations.

Meanwhile, in June 1951 the Chinese-Polish Joint Stock Shipping Company (Chipolbrok) had been formed by the two governments as a joint venture deepsea line. Through the Ministry of Trade's Sinofracht Chartering & Shipbroking Corporation, the government also chartered in foreign-flag ships, most notably from Hong Kong-based, British-flag shipowners such as John Manners & Co. Ltd. In September 1953 Far East Enterprising Co. (HK) Ltd (FARENCO) was established in Hong Kong with offices on the 8th floor of Jardine House to facilitate the brokering of charters and become the registered owner of several ships being transferred to China for coastal trade.

In the lead-up to the Second Five Year Plan, the PRC sought to take more advantage of the freedom of navigation through Hong Kong entities. Bai Jinguan, since 1948 a member of the CCP and associated with FARENCO, with his colleague Lin Qin set up a beneficially owned PRC shipowning firm in Hong Kong which was registered on 27 May 1957 as Ocean Tramping Co. Ltd with a capital of 2 million Hong Kong dollars (equivalent then to about US\$350,000). Offices were just two rooms (25A and 26) in the old Printing House building (No. 6) in the short back-street of Duddell Street, adjacent to Ice House Street in Central. The first Board members were Lin Kai, Bai Jinchuan, and Chen Jiayi who was appointed as CEO. Together with Bai Jingling, born in Anxi, Fujian in 1929, Chen had trained at the Jimei Navigation School and both had been part of the crew taking FARENCO's *Oriental* to China on a risky voyage from Hong Kong in July 1949. Bai had served in the early 1950s as ship's Second Officer on international sailings and was now assigned to managing the crew department and to inspecting prospective ship acquisitions.

The connection with the PRC was officially kept secret. The Chinese name 遠洋輪船有限公司 translates as 'Ocean-going Shipping Co. Ltd' without specific mention of 'tramping'. It is interesting that the word 'tramping' was evidently not used in any shipping company name world-wide until an unrelated US-based firm started to use it in 1956, followed by a Danish company in 1957. These two examples are presumed to have influenced the selection of the name of the Hong Kong company in English, being both modern yet not very specific. There followed the affiliates Peninsular (in Chinese "half-island") Shipping Co. Ltd and Hemisphere (in Chinese "half-globe") Shipping Co. Ltd in June and September of the same year. A Macao affiliate Nan Yang (presumably 'South Sea') Shipping Co. was established in that territory in 1970. Six Panamanian affiliates listed at the top of this report were established in 1976.

At first the main role of Ocean Tramping and its affiliates was confined to the purchase overseas and cost-effective delivery to the Shanghai Maritime Bureau (SMB) of four ships in 1958-59, destined for coastal trade. Three were 10,000 dwt warbuilds suitable for the bulk carriage of coal and iron ore. Probably to maintain the impression for commercial and perhaps for Chinese political reasons given

that these were British-registered vessels, they were given rather generic, English-sounding ‘-ford’ names. The fourth was *Fairford*, a 30-year-old China coaster which notably as *Tsinan* (1930) had been built in Hong Kong with ‘tween deck passenger facilities. After transfer she was quickly refitted at Shanghai with increased passenger capacity and assigned to the line operating between Shanghai and North China as *Min Chu 4 (II)*.

On 16 February 1960 capital was raised to five million Hong Kong dollars and the main thrust of activity appeared to change from a purchasing one to an operational one. This paralleled the commencement of this strategy by Yick Fung Shipping & Enterprises Co. Ltd, also registered in Hong Kong, in April 1960. Background to the setting up and development of the initially privately established Yick Fung may be found in our study also published as a PDF file on the PRC-related page at oldchinaships.com, but in February 1960 a policy change had received endorsement from PRC Minister of Transport Wang Shoudao.

Ocean Tramping and its subsidiaries thereafter began to morph into being ship operators through the purchase of shortsea tonnage that was deployed mainly in the rubber trade between the Straits, Indonesia and China, sometimes extending to Japan. Unlike Indonesia, Malaysia and Singapore had not established diplomatic relations with the People’s Republic but since 1957 had sought to promote trade without drawing attention to it. Initially the traffic was carried by China Navigation and Singapore and Hong Kong owners. The first two such ships were the Scandinavian-builds *Dartford* and *Kingford*, which both loaded from the Straits in mid-1960. There followed the ‘Hansa’-type *Milford ex Choysang* and, also bought secondhand from Jardines, the China coasters *Frankford ex Loksang* (1946) and *Rochford ex Taksang* (1946), then in 1964 four China coasters from China Navigation, the prewar *Bidford ex Hanyang* (1940) and *Longford ex Pakhoi* (1941) and the newer ‘F’-class *Starford ex Funing* (1950) and *Wishford ex Fengning* (1951). The ex Jardines and Swires ships continued to be deployed more or less in their former trade between China, the Straits and Indonesia. Indeed, the ex-CNCo ships did not even much change their appearance, continuing to wear their black hulls and funnels, though *Greenford ex Booker’s Amakura* (1949) retained a grey hull and looked better for it.

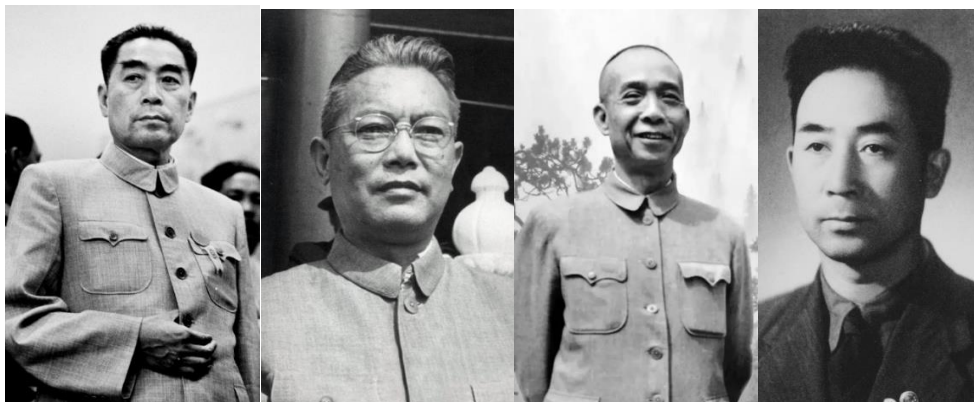


FRANKFORD ex LOKSANG at sea, 11 November 1968, taken from RFA TARBATNESS. To all outward appearances a Hong Kong-registered short-sea British tramp (Dr. George Wilson).

Although the PRC connection with Ocean Tramping and Yick Fung was an open secret in Hong Kong and international shipping circles, officially it was still kept confidential, perhaps because of the earlier embargoes and the activities of Taiwan agents but now more probably to avoid problems with ideological hardliners 2000 km away in Beijing. The shortsea ships wore plain black hulls and black funnels and carried no Chinese characters. International traders were a bit brighter with a plain pale-yellow funnel later usually topped with a thin black smokeband. Masters and officers were mostly British, usually young men looking for faster promotion than their tickets would allow in the well-known liner companies, and they kept the ships in good condition and out of harm's way.

On 15 December 1962 the capital of Ocean Tramping, still led by Chen Jiazi, was increased to 13 million Hong Kong dollars and the next year the company started to diversify into deep-sea shipping operations. In December 1959 it had already purchased the four-year-old cargoliner *Vigraffjord* from Norwegian-America Line, re-registered at Glasgow as *Oceantramp*. Given that the PRC merchant fleet was almost entirely steam-driven, the main purpose was probably to study and train Chinese engineers with the modern 5-cylinder Burmeister & Wain engine. Then in early 1963 Ocean Tramping purchased the almost 14,000-dwt tweendecker *Northern Clipper* (1956), which was registered in London as *Oceantravel*, the 10,000-dwt *Eastfortune* (1961) and the 13,000-dwt *Hemisphere* (1957) and the new-build *Peony*, in the next year joined by the similarly sized Italian-built *Jollity* (1958) and *Nebula* (1957). These were all modern motorships and, being under the British flag, had complete freedom of international deployment in support of the Chinese economy.

Using this accruing operational experience, in November 1963 a carefully worked up joint recommendation from the Ministry of Communications, the Ministry of Foreign Trade, the Ministry of Finance and the People's Bank of China to use funds raised in Hong Kong for Ocean Tramping Co. and Yick Fung to directly purchase ships to develop the country's ocean-going shipping operator China Ocean Shipping Company (COSCO) was put to the Communist Party Central Committee and the State Planning Commission. The continuation of the Ocean Tramping's trading operations can be seen as consistent with this proposal, which was approved by Premier Zhou Enlai, known for his extremely carefully balanced decisions, Vice Premier Li Xiannian, a doctrinaire Communist, Vice Premier and Chairman of the State Planning Commission Li Fuchun ("First build the factory and afterward housing") and Vice Premier Bo Yibo, a moderate.



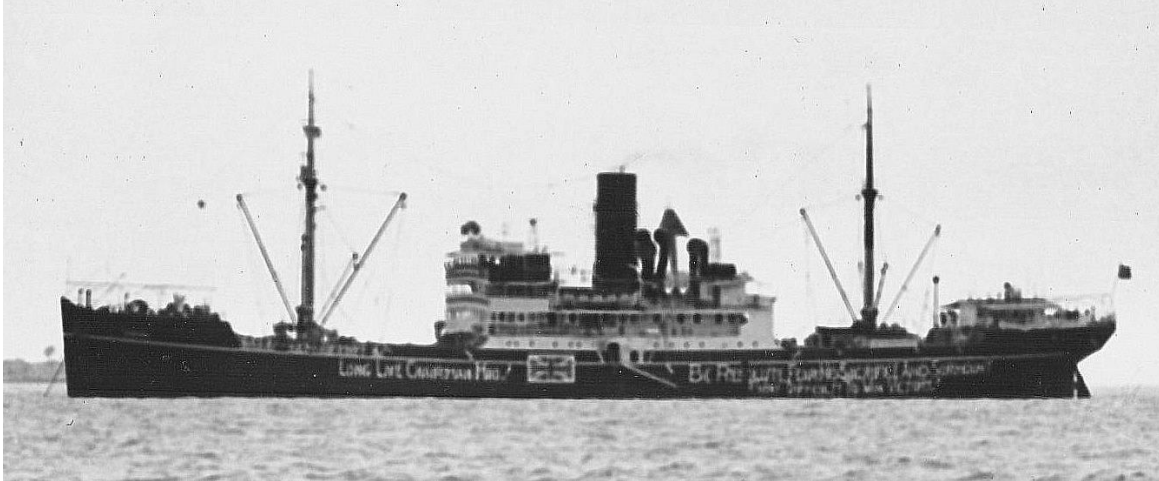
Zhou Enlai, Li Xiannian, Li Fuchun and Bo Yibo (Lisa Larsen/Wikipedia/inf.news/Wikipedia).

In January 1964, a leading group for ship purchases was established and a procedure established whereby when buying a ship with a loan in the international market, after the target was selected and the conditions were negotiated, and until 1969 each case had to be submitted to the ocean-going ship purchase leading group for endorsement and reported to Vice Prime Minister Li Xiannian for final approval, this probably being a tradeoff for obtaining Li's probable reluctant consent in the Party Central Committee. Then Yick Fung and Overseas Tramping Co. signed ship-purchase contracts on behalf of COSCO and the purchased ships which were mainly immediately registered by COSCO Guangzhou, COSCO Shanghai and COSCO Tianjin. In December 1964, the first domestic ship purchased with a loan *London Tradesman* (10,893/63) was acquired and registered for COSCO Guangzhou. To quote analyst Lin Yuxuan (see Sources), "COSCO became the first company in New China to operate in debt and develop by borrowing money." But this remained a carefully guarded secret - as a rule there would be no direct communications or even phone calls with Beijing about ship purchases in Hong Kong with Hong Kong money.

By 1965, generating profits in which ships paid for themselves in eighteen months to two years, Ocean Tramping had also become prominent in British-flag shipping trading between China, Hong Kong and North Vietnam. On 12 April 1965 the listing by U.S. Congress of 'Free world vessels trading with North Vietnam, 1964' included Ocean Tramping's *Crawford* and *Wishford*, Hemisphere's *Kingford* and *Milford*, and Peninsular's *Dartford*, *Greenford*, *Longford* and *Rochford*. Notwithstanding that these ships continued to appear in the Straits, though probably not in Indonesia, which in 1964 banned British-flag shipping in line with Sukarno's campaign of Confrontation against Britain and the newly formed state of Malaysia. They were not deterred by the commencement of American bombing in March 1965. On 1 June 1967 the Committee on Foreign Affairs of the U.S. Congress was informed that 'Virtually the only ships now going to North Viet-Nam are British flag ships owned by ... Ocean Tramping Ltd, which is under the control of Communist Chinese interests'.

In the late 1960s the role of Ocean Tramping thus evolved with the secondhand purchase of newer, larger and faster ships, including many British and European cargoliners, for deep-sea trading and bulk carriers. Some tankers were also acquired. With a combined registered fleet of more than twenty ships, Ocean Tramping had taken on a higher profile. Offices were relocated to the 8th floor of the recently completed 15-storey Chiao Shang Building at 92-104 Queens Road, Central.

Then came Cultural Revolution. A contemporary photo (above) shows *Bidford* at Singapore in February 1968 painted over with Maoist slogans. Fearful of importing Red Guard-type instability, authorities in Singapore and Malaysia were anxious. Four months later, in June 1968, when *Bidford* arrived at the river port of Sibu, Sarawak, bedecked with revolutionary posters and placards, the ship was allowed to discharge its 1,000 tons of sugar but only the British master, Captain W.T. Owen, was allowed to go ashore (Berita Harian, 13/6/68).



BIDFORD at Singapore, Feb 1968, Maoist slogans in English, possibly red flags above bridge (coll. S. Kentwell*).

Despite vocal criticisms of these continuing secondhand ship purchases by Madame Mao who wanted China to build all its own ships, the separate acquisitions for COSCO (though not registered for OTCL) continued and picked up pace. According to Lin Yuxuan, just in the period from 1977 to 1979, Ocean Tramping purchased 130 ships of 978,800 dwt for the rapidly expanding COSCO. In 1979, the party group meeting of the Ministry of Communications agreed that "Ocean Tramping and Yick Fung shipping companies should be given the right to expand their autonomy and can directly borrow from banks and raise funds to select and purchase ships operated by the company." With the strong support of the Ministry of Communications and COSCO, the two companies continued to grow and expand. At COSCO Headquarters' Ship-Buying and Ship-Receiving Work Conference in 1980, the Ministry of Communications is said to have commended COSCO's ship-buying work, saying that "in just a few years, the country made a net gain of six to seven million DWT without spending a penny".

New ships began to be built in classes. In 1969 construction had commenced in Finland of the five 14,000 dwt fast cargo ships of the 'Shan' class, under the personal supervision of Ocean Tramping founder Bai Jinguan. In 1980, Bai was even ordered to Taipei to order two 60,000-ton bulk carriers, *Asia Unity* and *Africa Unity* from China Shipbuilding Corporation in Keelung. Remarkably, these vessels, delivered in 1982, are understood to be the only ships ordered by Ocean Tramping ships from a Chinese shipyard. Photographs of *Taihanshan* and *Asia Unity* (as *Maricobber*) are included in the lists below.

By the Deng Xiaoping era in the 1980s there were clearly no more substantial barriers to the purchase and operation of ships by the PRC, so it was no surprise when on 1 November 1994 Ocean Tramping and Yick Fung announced their merger to form COSCO (H.K.) Shipping Co. Ltd, which commenced business officially on 8 February 1996 with 78 ships being operated and some 3.97 million deadweight tons managed. Superlatives are difficult to verify but this was claimed to be the largest shipping company in Hong Kong and to have subsequently developed into the world's third largest dry bulk fleet.

In retrospect, Lin Yuxuan notes that among the advantages brought by Ocean Tramping and Yick Fung is that they opened up new ways to renew the domestic Chinese fleet. After 1970, the work of buying

and ships progressed rapidly and the domestic fleet enjoyed an average annual growth of about 50 ships. Second, they acted as a flexible buffer for the transfer of ships to Chinese domestic fleets where, because of the Cultural Revolution and other factors, domestic cadres and crews were not well qualified. Ocean Tramping and Yick Fung could operate ships that China's human resources could not yet cope with, allowing transfers from Hong Kong to the PRC flag to be deferred until the bottlenecks were reduced and mainland crews became available. The third point noted by Lin Yuxuan was the cultivation of expertise for China's ocean-going business. Ocean Tramping and Yick Fung were able to take advantage of the favorable position of Hong Kong as an international shipping centre and adopt advanced techniques in international shipping management, thereby creating a 'stable, pragmatic, efficient and compliant' crew team for COSCO.

FUNNELS AND FLAGS

Ocean Tramping Company Ltd



Original flag White flag, blue circle, blue "T".
image by Ivan Sache, 25 August 2002
Source: *Brown's Flags and Funnels of Shipping Companies of the World* [lgr95]



Revised flag with Chinese national colours
image by Jarig Bakker
Source: [Josef Nüsse](#)

Peninsular Shipping Co. Ltd



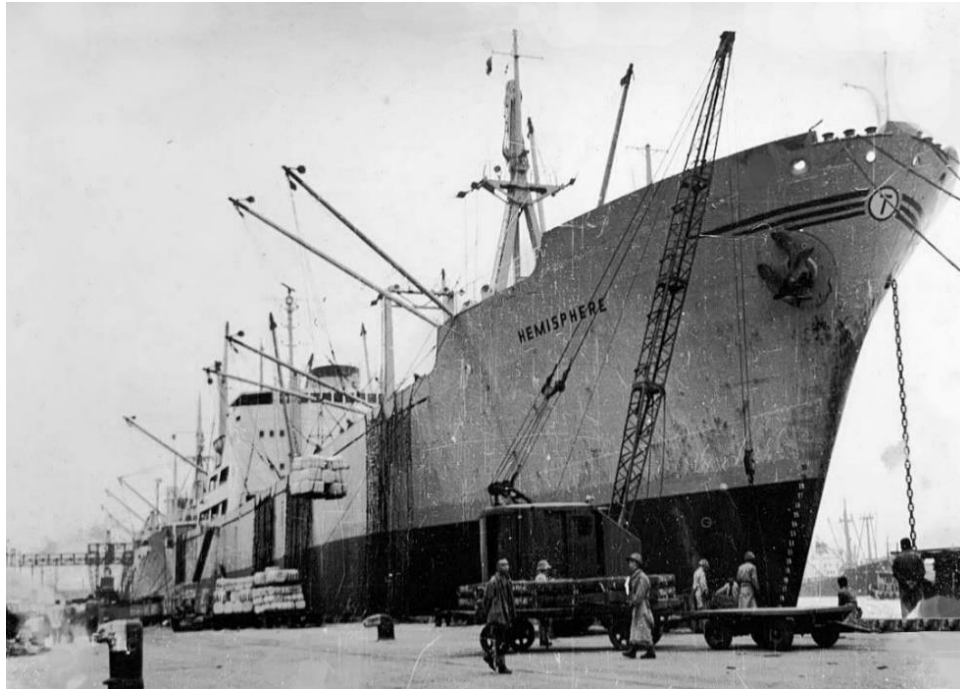
Hemisphere Shipping Co. Ltd



image by Jarig Bakker, 23 December 2005
Source: *Brown's Flags and Funnels of Shipping Companies of the World* [lgr95]

image by Jarig Bakker, 23 December 2005
Source: *Brown's Flags and Funnels of Shipping Companies of the World* [lgr95]

Source: <otw.info/flags/hk~ship4.html>



HEMISPHERE at Shanghai showing Ocean Tramping bow crest, funnel being repainted (7788.com).

Sources

Hong Kong Companies Registry, COSCO website, Lin Yuxuan posted 20 April 2020 on Xinde Haishi, full version dated 20 June 2021 accessed at <http://www.0594xyw.com/news-57441.html>, abbreviated version 21 April 2020 at <https://www.xindemarinenews.com/m/view.php?aid=19916>, third version dated 12 July 2020 at <https://www.xindemarinenews.com/m/view.php?aid=21854>, Lloyd's Register, http://www.360doc.com/content/22/0615/20/79932946_1036171000.shtml, Starke-Schell registers, https://www.sohu.com/a/144321793_175033#google_vignette, *Miramar*, *Marine News*, a biography of Bai Jinquan at <http://www.jmxyzh.cn/info/1013/1173.htm>, marhisdata.nl (Dartford) and an outline of the role of Chen Jiayi at https://www.sohu.com/a/590071504_12031321. We also recommend Malcolm Cranfield's well-illustrated survey 'Chinese Classics' in *Ships Monthly* (May 2017) at www.shipsmonthly.com.

Fleet List

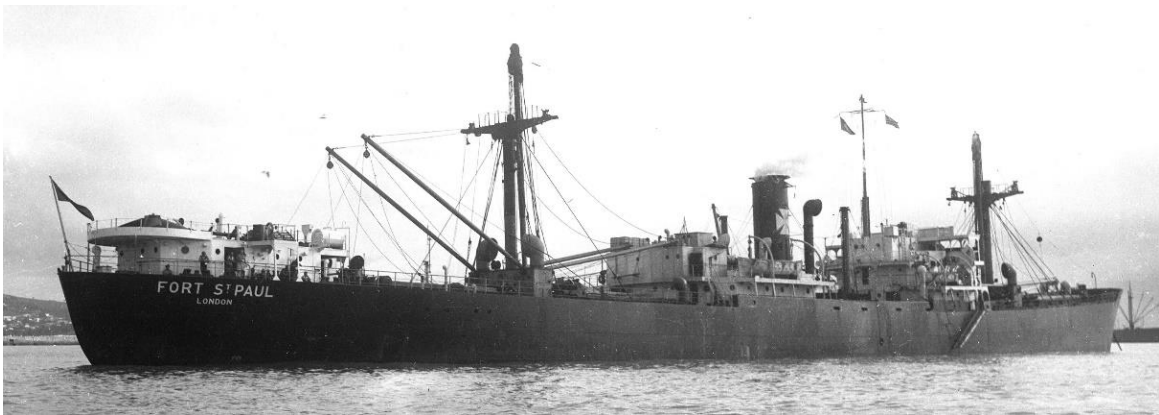
*Certain of the detailed ship entries below are transposed and edited from other lists at <oldchinaships.com>. In photograph credits, *indicates that an original purchased or traded print or slide with implied copyright is owned by at least one of the authors.*

WISHFORD (1958-59) 6994 (10,000)/43-4 (446.5 x 56.7', T3cy/10½k by Fairfield Co. Ltd, Glasgow)
Built Caledon S.B. & E. Co. Ltd, Dundee (#401) for Monarch S.S. Co. Ltd (Raeburn & Verel Ltd), Glasgow
as SCOTTISH MONARCH. 1957 sold to Eastern Seafaring & Tdg Co S.A. (Stathatos & Co., Piraeus),
Panama r. DEMETRIUS D.S. 6/9/58 del. at Rotterdam to HSCL, Hong Kong with prov. British registry as
WISHFORD. 1/59 t/f to SMB r. HOPING 55. 1978 amended to HO PING 55. 1967 r. ZHAN DOU 55.
Broken up in China prior to 1985.



WISHFORD (I)/HOPING 55 as SCOTTISH MONARCH (Chris Howell).

LONGFORD (1958-58) 7128 (10,496)/43-5 (440.5 x 57.2', T3cy/11k by John Inglis Co. Ltd, Toronto)
Built Marine Industries Ltd, Sorel (#110) as 'North Sands' type standard for British Govt as FORT ST.
PAUL. 1951 sold to Champlain Freighters Ltd (J.P. Hadoulis Ltd, mgr), London r. TARSIAN. 1956 sold to
Marolas S.A., Monrovia r. MARIKA. 28/7/58 sailed Rijeka for Whampoa, 11/58 reg. at Hong Kong to
PSCL as LONGFORD. 12/58 t/f to SMB r. HOPING 50, 1978 amended to HO PING 50. 1967 r. ZHAN DOU
50. RLR Nov. 1991.



FORT ST. PAUL at Montevideo (R. Maya/W. Schell).



TARSIAN (Len Sawyer/W. Schell).



LONGFORD (I) approaching central Shanghai as HOPING 50 (*China the Dream of Man?* P.138).

HEREFORD (1958-59) 7130 (10,385)/43-12 (440.5 x 57.2', T3cy/11k by Dominion Eng. Wks, Montreal)
 Built by United Shipyards Ltd, Montreal (#22) for British Govt as 'North Sands' type FORT
 TICONDEROGA. 1948 sold to Ivor Shg Co. Ltd, Montreal r. IVOR ISOBEL. 1951 reg. t/f to London. 1956
 t/f to Novor Shg Co. Ltd, London r. NOVOR ISOBEL. 4/58 sold to OTCL, Hong Kong r. HEREFORD. 1/59 t/f

to SMB r. HOPING 51, 1978 amended to HO PING 51. 1967 r. ZHAN DOU 51. Broken up in China prior to 1985.



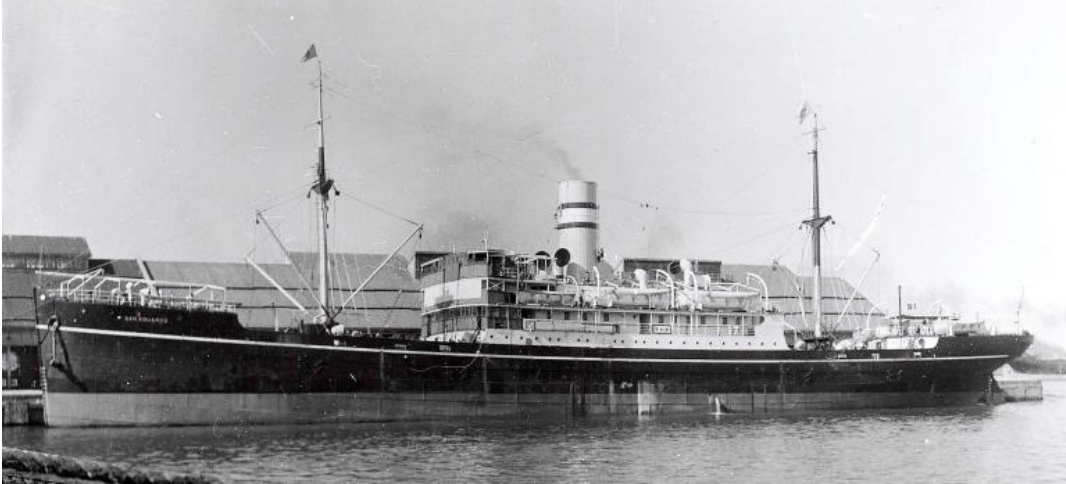
HOPING 51 in Chandris colours as IVOR ISOBEL (Bowling Green State Univ.).



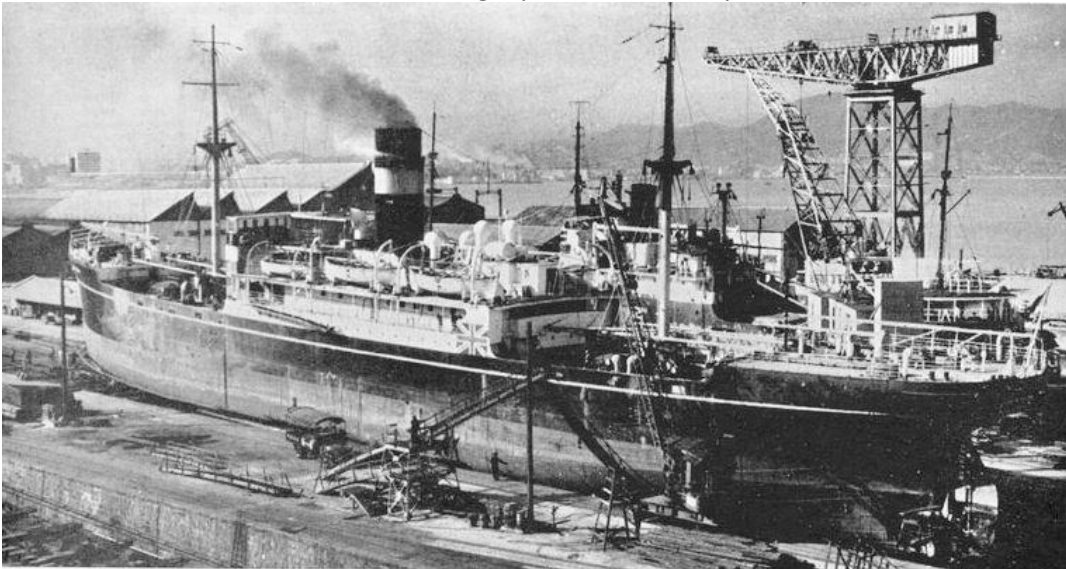
HEREFORD as HOPING 51 (coll. S. Kentwell).

FAIRFORD (1959-60) 2994/30-3 (312.0 x 45.2', T3cy/175nhp/12k

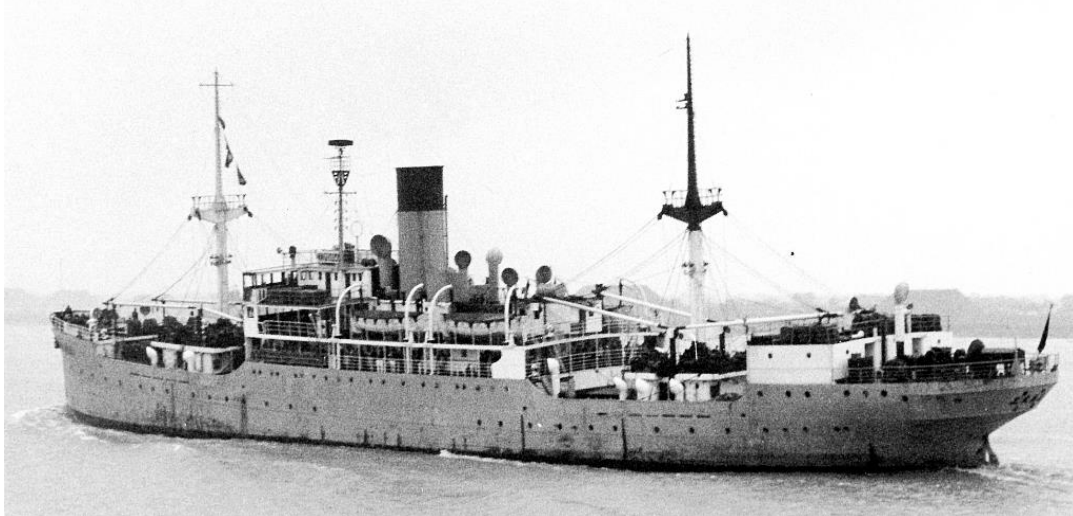
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#249) for China Navigation Co. Ltd, London for Hong Kong-Shanghai route as TSINAN. 15/8/50 struck Nationalist mine in Yangtse estuary, 15/11 arrived at Hong Kong in tow for repairs. 9/51 sold to Cambay Prince S.S. Co. Ltd (John Manners & Co. Ltd), Hong Kong r. SAN EDUARDO. 10/54 t/f to China Shg Co. Ltd. 12/55 sold to Maritime Investment Co. Ltd (World Wide Co. Ltd, later World Wide (Mgrs) Ltd mgrs), Hong Kong and 6/56 r. GOLDEN GAMMA. 9/59 sold to PSCL, Panama r. FAIRFORD. 8/60 t/f to SMB r. MIN CHU 4 (II) for Shanghai-Dalian direct passenger line. 1967 r. GONG NONG BING 4. After 1973 NFI, 1987 RLR as 'unknown by Chinese authorities'. [BT 389/12/240, Schell; see also under PRC/Shanghai Maritime Bureau/Min Chu list]



FAIRFORD as SAN EDUARDO ex TSINAN sailing Japan-China in early 1950s (Uhachi Kinoshita/OCM*).



FAIRFORD as GOLDEN GAMMA at Taikoo 12 January 1959 (Taikoo DY Magazine).



FAIRFORD much updated as pass. ship GONG NONG BING 4, Shanghai 1972.
(Göran Ohlsson/Tomas Johannisson).

HANSFORD (1959-60) 1953 (2889)/43-6 (258.10 x 42.3', T3cy/10k by Prescott Co., Menaminee)
 Built by Walter Butler Sbldrs Inc., Superior (Wi) (#11) as N-3-type for WSA and b/b chartered to MOWT (Wm Cory & Son Ltd, London mgrs.) ELKANAH CROWELL. 4/47 sold to MOT (same mgrs). 3/51 sold to Williamson & Co. Ltd, Hong Kong r. INCHULVA. 1/52 reg. at Hong Kong for charter to PRC for Shanghai-Foochow route. 7/55-5/58 chartered to Indonesian operators. 19/8/57 badly damaged by stranding on Lantung Is. off Sumatra. 11/59 sold to HSCL, Hong Kong r. HANSFORD. 6/60 t/f to SMB r. HOPING 77. 1967 r. ZHANDOU 77. 1984 r. HEPING 77. 1992 DLR.



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

DARTFORD (1960-68) 3220(3630)/44-9 (305.9 x 44.1', M6cy/11k by Cant. Riuniti Dell'Adriatico, Trieste)
 Ordered by Soviet Union from Wärtsilä Koncernen Crichton-Vulcan, Åbo (#795) but keel laid 7/10/43 to German account as SEELEICHTER 33/41 and 15/7/44 launched for Kriegsmarine as netlayer WESTSTERN (NETZLEGER 10), 13/9 towed to Sonderburg for fitting of Wumag engine. After Surrender to Americans, 10/10/46 taken to Bremerhaven and laid up. 1947 sold and towed to Bergen for conv. by Bergens Mek. Verksted to cargo vessel, re-engined. 1949 recomm. for Bergenske Kulkompani A/S (Finn Kuhnle, mgr), Bergen as NORVEST. 16/10/50-9/5/51 on charter to Kon. Paketvaart Mij. 5/51 sold to KPM (reg. Amsterdam) r. LE MAIRE, by 1953 on charter to Royal InterOcean Lines. 12/59 sold at Hong Kong to PSCL, 1/60 reg. at Hong Kong as DARTFORD. 11/10/68 dep. Hong Kong for Shanghai to be broken up (9/1/69 reg. closed).

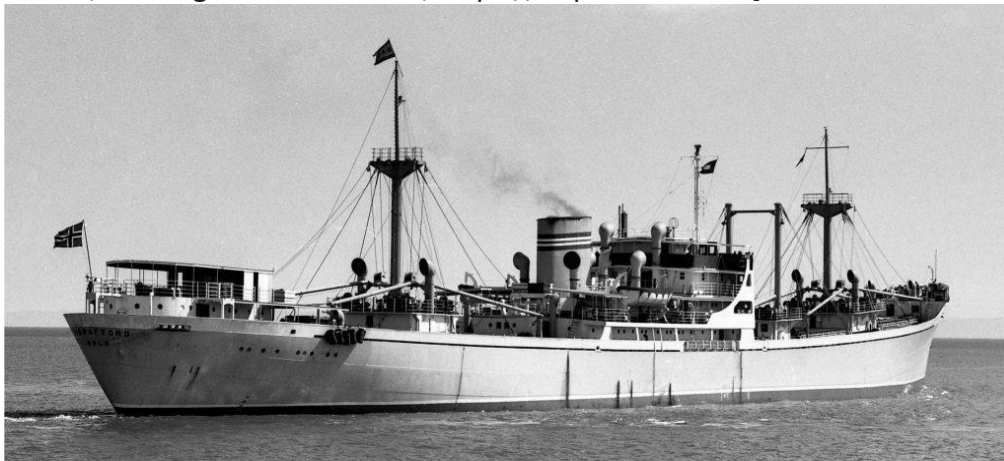


NORVEST at Cape Town in August 1950 with timber (R.M. Scott/W. Schell).



LE MAIRE at Cape Town, mid-1958, in Royal InterOcean Lines colours (R.M. Scott/W. Schell).

OCEANTRAMP (1960-70) 6185 (10,200)/55-7 (485.0 x 61.0', M5cy/14k B&W by J. Kincaid, Gnck)
Built by Short Bros. Ltd, Sunderland (#520) for Skibs A/S Malmtransport (Den Norske Amerikalinje A/S), Oslo as VIGRAFJORD. 12/1959 sold to OTCL, 1960 r. OCEANTRAMP (reg. Glasgow). 1970 t/f to NYSC, Macao (reg. Mogadiscio) r. ORIENTAL. 26/6/73 stranded off Phitti Creek, 14 miles SE of Karachi (24.34N, 67.06E) o/v Whampoa-Karachi (steel & general), CTL, wreck subsequently broke in two but sold to Taisei Kaihatsu K.K. and Nichimen K.K., refloated and towed to Taiwan for breaking up [Pedersen & Hawks, Norwegian America Line, <https://skipshistorie.net>]

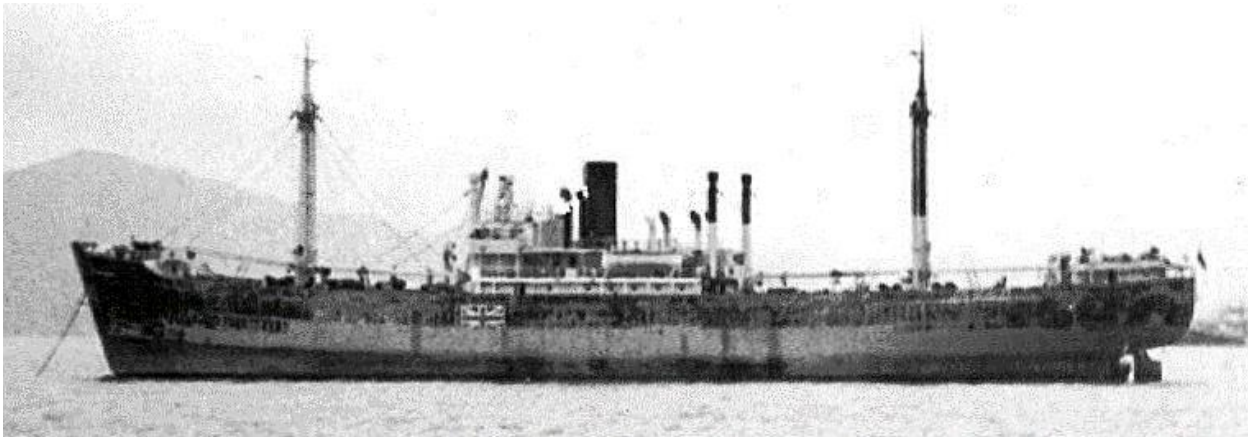


OCEANTRAMP as VIGRAFJORD at Swansea (M. Cranfield).



OCEANTRAMP arriving Rotterdam 29 May 1966 (M. Cranfield).

KINGFORD (1960-72) 2681 (5220)/48-5 (359.4 x 50.11', Q4cy/10½k by Rheinmetall-Borsig A.G., Berlin)
Laid down by S.A. John Cockerill, Hoboken (#705) for German account as Hansa 'B' type, 10/44 seized
by Allies, 10/45 launched and completed by Antwerp Eng. Co. for Belgian Government (Armement
Deppe S.A., mgr) as HENRI STORY. 1950 sold to Cie Nationale Belge des Transports Maritimes S.A.
(Armement Deppe S.A., mgr), Antwerp. 13/6/60 del. at Antwerp to HSCL, Hong Kong with prov. British
reg. as KINGFORD. 3/6/71 register closed on t/f to NYSC, Macao (reg. Mogadishu). 1972 broken up in
China (rep. 1978).



KINGFORD laid up at Hong Kong, c.1961 (coll. H. Dick).



KINGFORD (P. Foxley*/W. Schell).

CRAWFORD (1960-69) 2086 (3478)/48-6 (197.7 x 30.2', 2xC2cy/11k)
Built by Hall, Russell & Co. Ltd, Aberdeen (#804) for D/A/ A/S Marna (Sigurd Owren, mgr), Oslo as
MARNA. 1954 mgr Odd Owren. Early 6/50 cargo overheating o/v Chimbote (Peru)-Japan. c.7/60 del. to
OTCL, Hong Kong r. CRAWFORD. 23/1/69 sailed Hong Kong for Shanghai to be broken up, 30/1/69
register closed.



MARNA at New York on charter, 1949 (R. Scozzafava/W. Schell).



CRAWFORD at Port Swettenham, August 1961 (Dr. George Wilson).

MILFORD (1960-67) 1919 (3070)/44 (301.2 x 44.6', C4cyl/10½k by Rheinmetall-Borsig, Berlin)
 Built by S.A. John Cockerill, Hoboken (#702) as 'A'-type Hansa for Neptun Linie, Bremen AEOLUS. 5/45
 surrendered to MOWT (ICSNC mgrs) r. EMPIRE WITHAM. 2/47 sold to Indo-China S.N. Co. Ltd, London,
 2/48 r. CHOYSANG. 1/49 reg. Hong Kong. During Korean War served as ammunition ship. 14/9/60 sold
 to HSCL, Hong Kong r. MILFORD. 1967 sold to Continental Nav. Co. Ltd, Panama r. SALAMANCA.
 22/3/69 arrived at Hong Kong for breaking up by Lee Sing Co.



MILFORD arriving Hong Kong, cablesip STORE NORDISKE behind (Dr. George Wilson).

GREENFORD (1961-73) 2961 (3803)/49-6 (351.0 x 47.4', T3cy/11k)

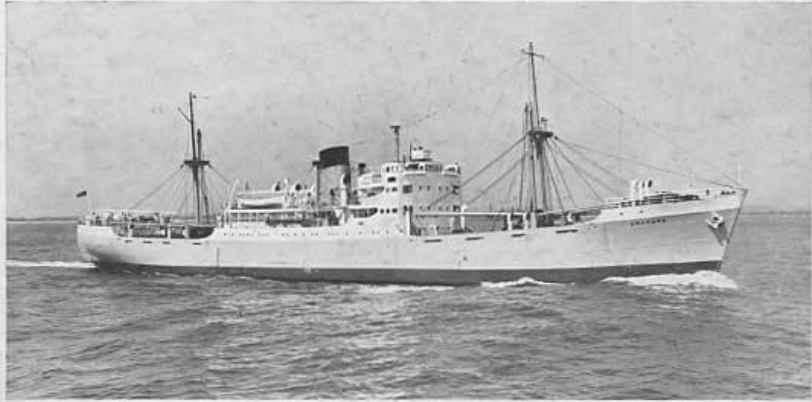
Built by Smith's Dock Co. Ltd, North Shields (#1180) for Arakaka S.S. Co. Ltd, Liverpool as AMAKURA for service Liverpool-Georgetown (Demerara River), Guyana (12 pass.). 1952 t/ to Booker Line Ltd. 1961 sold to PSCL (reg. unchanged) r. GREENFORD. 1/3/73 arrived at Whampoa for breaking up.



Above 2: GREENFORD at Singapore, 19 August 1963 (Dr. George Wilson).



GREENFORD at Hong Kong, 14 April 1964 (A.J. Kentwell).



BOOKER LINE

LIVERPOOL TO DEMERARA
DIRECT SERVICE
S.S. "AMAKURA" and S.S. "ARAKAKA"

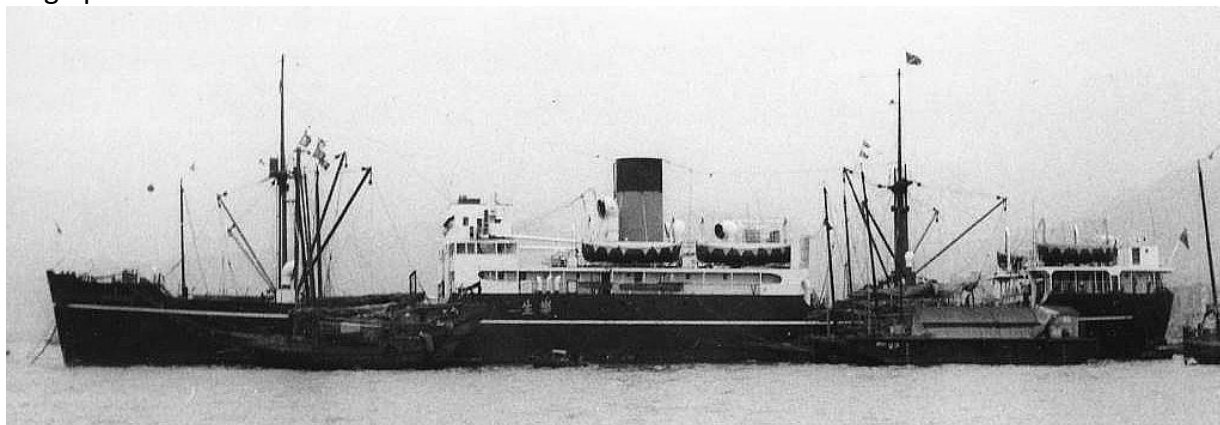
<u>OUTWARD CARGOES</u>	<u>INWARD CARGOES</u>
SUGAR MACHINERY FERTILISERS MOTOR CARS & TRACTORS GENERAL MERCHANDISE	DEMERARA SUGAR RUM GREENHEART TIMBER

ACCOMMODATION FOR 12 FIRST CLASS PASSENGERS

BOOKER LINE LTD., Martins Bank Bldg., Water St., LIVERPOOL, 2.

(coll. Dr. George Wilson).

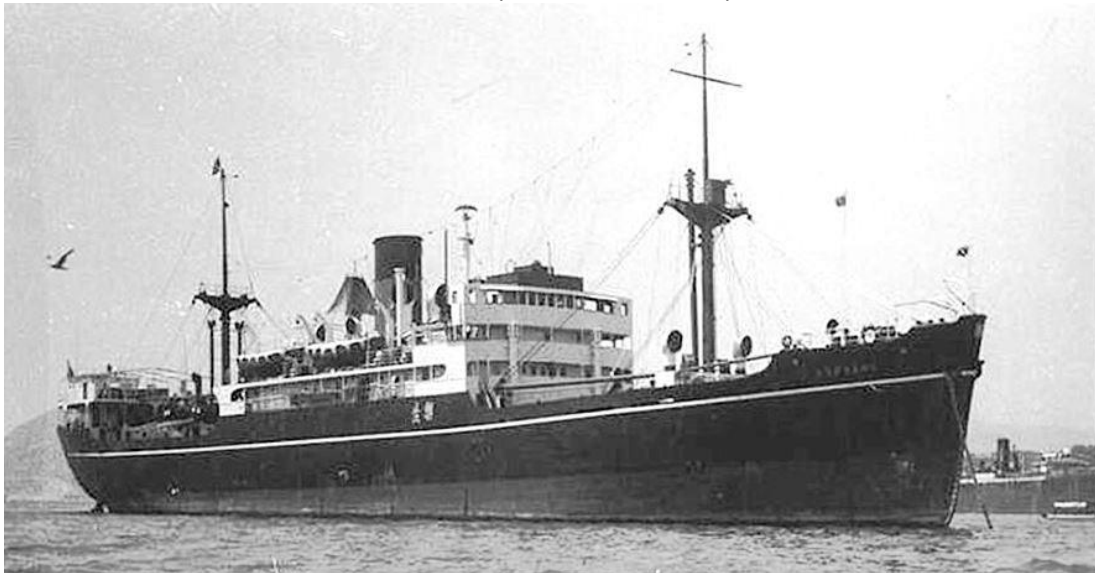
FRANKFORD (1961-71) 3318 (3730)/46-3 (328.0 x 47.1', T3cy/12k by G. Clark (1938) Ltd, S'land)
Built by Short Bros Ltd, Sunderland (#489) for Indo-China S.N. Co. Ltd, London as LOKSANG for China coast service. 9/61 sold to OTCL (reg. unchanged) r. FRANKFORD. 14/10/71 arrived at Guangzhou for breaking up.



Early LOKSANG at Hong Kong, no radar, six boats (T. Rayner*).



LOKSANG (coll. S. Kentwell*).



LOKSANG with canvas vent hoisted (photoships.co.uk).



FRANKFORD ex LOKSANG, 11 November 1968, from RFA TARBATNESS, now only two boats (Dr. George Wilson).

ROCHFORD (1962-71) 3318 (3700)/46-1 (328.0 x 47.1', T3cy/12k by G. Clark (1938) Ltd, S'land)
Built by Short Bros Ltd, Sunderland (#488) for Indo-China S.N. Co. Ltd, London as TAKSANG for China coast service. 8/62 sold to PSCL (reg. unchanged) r. ROCHFORD. 9/71 broken up at Whampoa.



TAKSANG on trials in Jardine colours. Kingposts not yet fitted (Short Bros.).



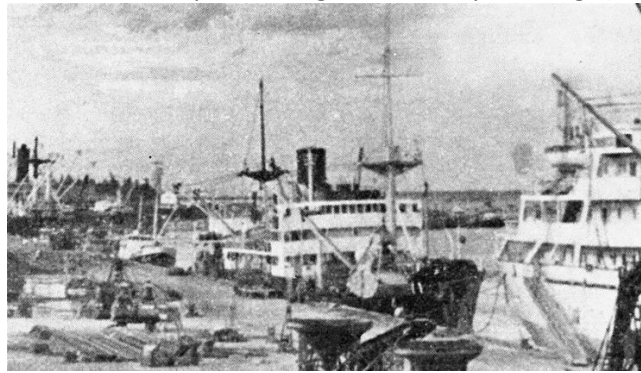
Updated TAKSANG (coll. S. Kentwell*).



ROCHFORD on a buoy at Hong Kong presumably 1960s, still with Jardines white ribband (<https://www.xindemarineneews.com/m/view.php?aid=19916>).



ROCHFORD ex TAKSANG in Malacca Strait, 2 October 1970, from *British Sovereign* (Paul Gleam, posted Aug. 2005 at shipsnostalgia).



ROCHFORD (boat position at end of superstructure) at Zhanjiang (Kwangchow Wan) on a final voyage, bow tip reverting to black (*China Reconstructs* 9/72).

OCEANTRAVEL (1963-70) 10,477 (13,770)/56-12 (497.3 x 63.2', M7cy/ 14¾k
Built by Kockums Mek. Verks. A/B, Malmö (#417) for Rederi A/B Clipper (Einar Hansen), Malmö as NORTHERN CLIPPER. 27/12/62 arrived Rotterdam for repair. 1963 del. at Rotterdam to OTCL (reg. London) r. OCEANTRAVEL. 1970 t/f to COSCO, Shanghai r. KANGDING, 1978 amended to KANG DING. 12/82 last reported voyage (LSI). 1992 RLR.



OCEANTRAVEL (P. Foxley/W. Schell).



KANG DING (P. Foxley*).

HEMISPHERE (1963-75) 8718 (12,730)/57-1 (485.0 x 61,6', M5cy/14½k by B & W, C'hagen)
 Built by A/B Oskarshamns Varv, Oskarshamn (#339) for A/S Ocean (John P. Pedersen & Søn), Oslo as
 DAGRUN. 7/63 del. at Rotterdam to Hemisphere Shipping Co. Ltd (reg. London) r. HEMISPHERE and
 31/7 sailed for Shanghai. 1970 t/f to Nan Yang Shipping Co., Macao (reg. Mogadiscio). 1975 t/f to
 COSCO, Guangzhou r. CHANG HUA. 1982 t/f to Shanghai Hai Xing Shipping Co., Shanghai r. HUA DU.
 1987 sold to Haishun Shipping Corp., Shanghai. 1992 RLR.



HEMISPHERE as Norwegian-flag DAGRUN (A. Duncan/W. Schell).



HEMISPHERE at London docks 16 April 1969 (coll. M. Cranfield).



HEMISPHERE at Hong Kong 11 April 1970 (W. Schell).

EASTFORTUNE (1963-70) 6354 (10,270)/61-4 (467.2 c 61.0', M6cy/14½k by A/B Götaverken, G'burg)
Built by Uddevällavarvet A/B, Uddevalla (#252) for Rederi A/B Sigyn (B. Lundgren, mgr), Helsingborg as SOLLEN. 11-12/63 sold to OTCL r. EASTFORTUNE (reg. London). 1970 t/f to COSCO, Guangzhou r. DUNHUA, 1978 amended to DUN HUA. 8/85 last reported international voyage. 1991 RLR.



EASTFORTUNE in the Malacca Straits (P. Foxley/W. Schell).



EASTFORTUNE on a buoy at Hong Kong (<https://www.xindemarineneews.com/m/view.php?aid=19916>).

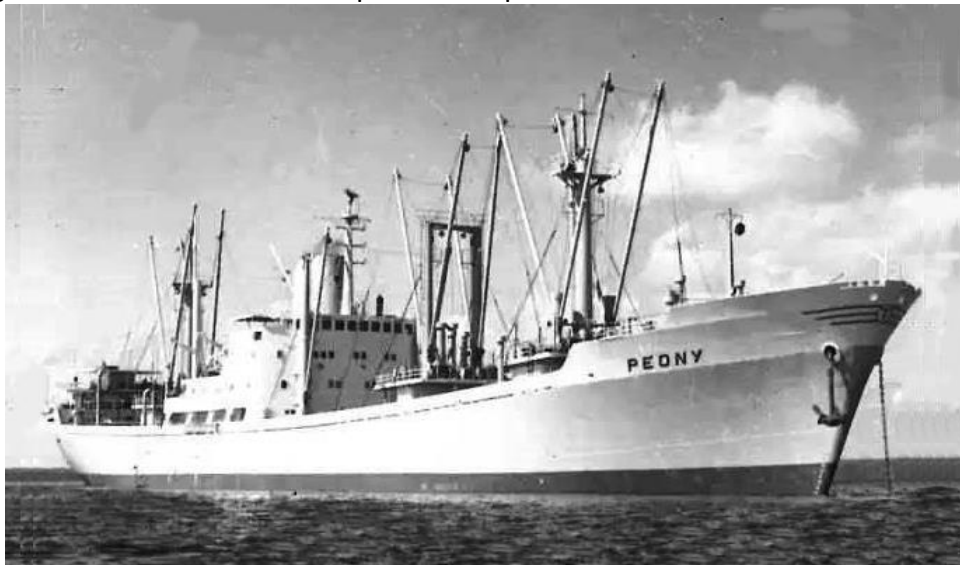


EASTFORTUNE arriving Rotterdam 10 June 1970 (M. Cranfield).



DUNHUA (P. Foxley*).

PEONY (1964-70) 9037 (12,770)/64-2 (485.0 x 61.7', M7cy/15½k by A/B Götaverken, G'burg)
Built by A/B Oskarshamns Varv, Oskarshamn (#360), 18/4/63 launched for Henriksens Rederi A/S
(Dagfin Henriksen), Oslo as BONDE but completed for PSCL as PEONY (3/64 reg. London). 1970 t/f to
COSCO, Guangzhou r. CHANG DE. 1992 rep. broken up in China.



PEONY as built (<https://www.xindemarineneews.com/m/view.php?aid=19916>).



PEONY passing Hoek van Holland en route to Rotterdam, 10 July 1970 (M. Cranfield).



CHANG DE, spelt on hull CHANGDE (Ian G.B. Lovie*).

NEBULA (1964-76) 8907 (12,670)/57-3 (479.9 x 62.7', M7cy/14k by S.A. Fiat, Turin)
Built Breda, Marghera (#202) for Marittima Napoletana Soc. di Nav., Naples as ALBATROS. 10/64 del. at Genoa to HSCL r. NEBULA (reg. London) and 31/10 sailed for Shanghai. 1976 t/f to NYSC, Mogadishu r. NEBULAE. 1980 t/f to GMB r. HONG QI 132. 1992 RLR.



ALBATROS departing from Port Adelaide in 1963 (Chris Finney).



NEBULA at Hong Kong, 29 June 1970 (W. Schell).



Affiliate Nan Yang's NEBULAE at Hong Kong, 4 June 1977 (Steve Klassen/W. Schell).

JOLLITY (1964-77) 8819 (12,530)/58 (484.7 x 62.8', M6cy/14k, B&W by builders)

Built by Cant. Nav. Riuniti, Palermo (#216) for Industriale Marittima Sicula SpA., Palermo as SUNETNA.

11/64 sold at Palermo to HSCL, London r. JOLLITY. 1977 t/f to GMB r. HONG QI 118. 1993 deleted.



SUNETNA at Bermuda, 1961 (H.H. Outerbridge/W. Schell).



JOLLITY at Singapore (Ian Schiffman/coll. M. Cranfield).



JOLLITY arriving Rotterdam, 16 February 1975 (M. Cranfield).

ATLANTICSTAR (1964-78) 4330 (5610)/48-9 (420.6 x 55.1', M10cy/15½k by Harland & Wolff, Glasgow) Built by Canadian Vickers Ltd, Montreal (#233) for Soc. Nationale des Chemins de Fer Français (Soc. Navale Delmas-Vieljeux, mgrs), La Rochelle as CÔTES DU NORD. 1956 sold to Soc. Navale Delmas-Vieljeux, La Rochelle. 1964 sold to PPSCL r. ATLANTICSTAR (reg. London). 1970 t/f to NYSC, Macao (reg. Mogadiscio). 1976 t/f to Dawn Maritime Corp. S.A. (OTCL), Panama. 1978 t/f to Bureau of Maritime Transport Admin., Lu Ta Branch, Shanghai r. JIN FEN. 1986 b/u at Shanghai [Perchoc].



CÔTES DU NORD at Amsterdam (G. Brunschoten/W. Schell).



ATLANTICSTAR at Hong Kong, 28 June 1970 (W. Schell).

SEASAGE (HAIZI) (1964-77) 4330 (5472)/47-7 (420.1 x 55.0', M10cy/15½k)

Built by Harland & Wolff Ltd, Glasgow (#1344) for Soc. Nationale des Chemins de Fer Français, launched 21/11/46 as FRANK DELMAS but completed as MORBIHAN (Soc. Navale Delmas-Vieljeux, mgr), La Rochelle. 1956 sold to Soc. Navale Delmas-Vieljeux, La Rochelle. 1964 sold to PSCL r. SEASAGE (reg. London). 1970 t/f to NYSC, Macao (reg. Mogadiscio). 1977 t/f to Jimei Navigation School, Amoy r. YI CHI. Q2/1982 broken up at Junk Bay, Hong Kong (if identified as YU CHIH, 3992 grt tanker on HK register). [HD: This fate seems implausible.]



SEASAGE as MORBIHAN in Nieuwe Waterweg, Amsterdam (G. Bunschoten).



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

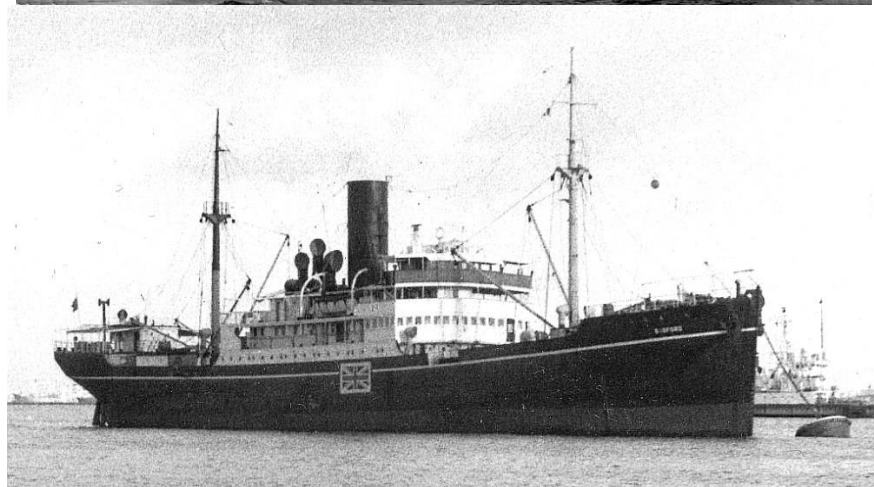
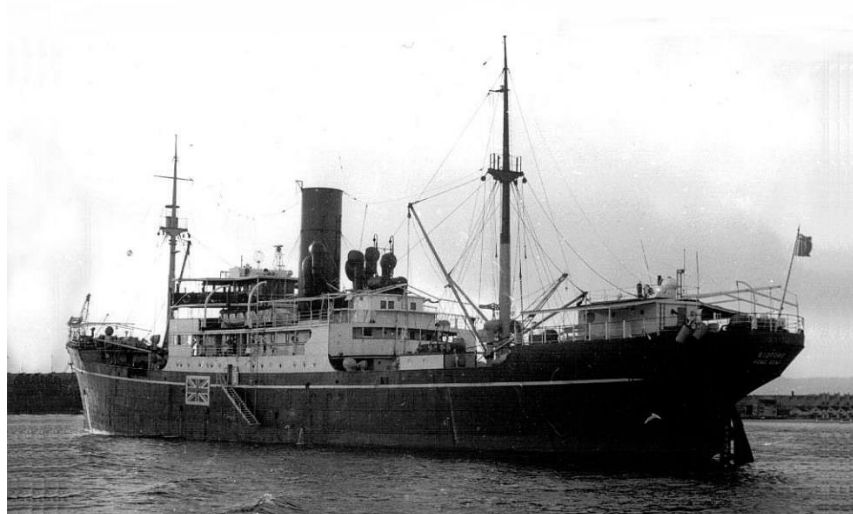
BIDFORD (1964-69) 2876/40-9 (299.7 x 44.2', T3cy/175nhp/11k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#289) for China Nav. Co. Ltd, London as HANYANG.

12/63 reg. at Hong Kong. 20/1/64 sold to HSCL, Hong Kong r. BIDFORD. 25/5/69 departed Kudamatsu for Whampoa to be broken up (14/6/69 register closed).



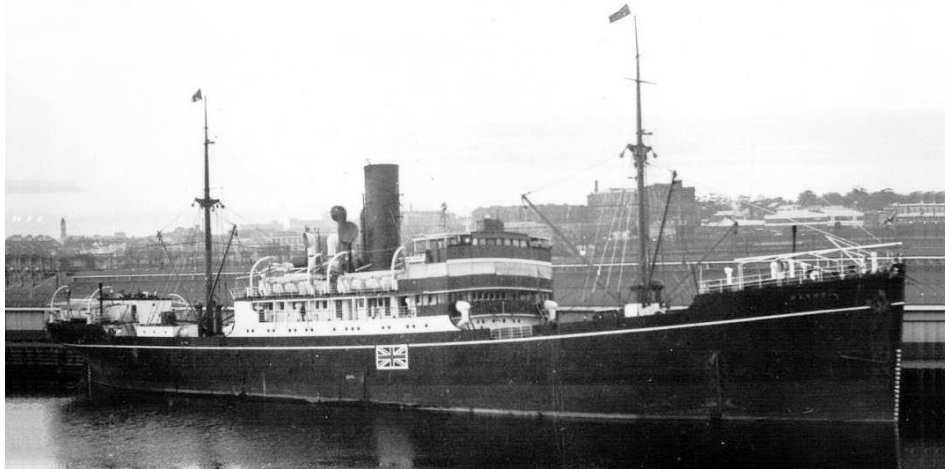
China Navigation's HANYANG (1940) postwar (Miles Dodd/rhiw.com).



Above (2): BIDFORD ex HANYANG on a buoy at Yokohama, early 1969 (S. Kentwell).

LONGFORD (1964-69) 2873/41-4 (299.7 x 44.2', T3cy/175nhp/11k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#291) for China Nav. Co. Ltd, London as PAKHOI. 12/63 reg. at Hong Kong. 9/1/64 sold to PSCL, Hong Kong r. LONGFORD. 5/4/69 arrived at Whampoa for breaking up (8/4/69 register closed).



LONGFORD as PAKHOI at 15 Victoria Dock, Melbourne, c.1963, taller ventilators than HANYANG (W.G. Volum*).



LONGFORD at Port Swettenham, June 1964, still six boats (Dr. George Wilson).



LONGFORD in Indonesian waters, restored CNC paint lines, only two boats, Sept. 1967 (coll. W. Schell).

STARFORD (1964-72) 3464 (3851)/50-11 (331.7 x 47.0', T3cy by Central Marine Eng. Wks/11½k)
Built by William Gray & Co. Ltd, West Hartlepool (#1244) for China Nav. Co. Ltd, London as FUNING.
10/64 sold to OTCL (ben. owner People's Republic of China) (reg. unchanged) r. STARFORD. 1972 t/f to
PRC, Shanghai for coastal trade and may have been renamed in 'Zhan Dou' series. 1992 RLR but may
still have been trading.



STARFORD ex FUNING at Hong Kong, 9 December 1969 (W. Schell*).



STARFORD ex FUNING at Yokohama, Aug. 1971, shortly before t/f to PRC (coll. M. Cranfield).



Shanghai's Hongku bund in 1973: at left is GONG NONG BING 4 ex FAIRFORD. Right of the passenger vessels is ex STARFORD, presumably numbered in the 'Zhandou' series (Harrison Forman - UWM Libraries).

WISHFORD (1964-72) 3464 (3856)/51-2 (331.7 x 47.0', T3cy by Central Marine Eng. Wks/11½k)
Built by William Gray & Co. Ltd, West Hartlepool (#1245) for China Nav. Co. Ltd, London as FENGNING.
9/64 sold to OTCL (reg. unchanged) r. WISHFORD. 1972 t/f to PRC, Shanghai for coastal trade and may
have been renamed in 'Zhandou' series. 1992 RLR but may still have been trading.



WISHFORD ex FENGNING discreetly loading rubber for China in Singapore's Western Roads, 14 December 1964, soon after passing to PRC control (Dr. George Wilson).



WISHFORD ex FENGNING off Malacca. Single SB boat, woodwork painted over (P. Foxley*).

TAIPIENG (1966-78) 5676 (8820)/50-1 also 5542g. (tkr, 435.0 x 55.1', M6cy/14k)
Built by A/B Gotaverken, Gothenburg (#639) for Haldor Viriks Rederi A/S, Sandefjord as SANDEFJORD.
1964 r. ANCO SAILOR. 2-3/66 del. To OTCL, London r. TAIPIENG. 1970 t/f to NYSC, Macao (reg.
Mogadiscio). 1978 t/f to Chinese Govt r. DA QING 410 (reg. Hankow). RLR 1992.



SANDEFJORD at Houston c. 1956 (Phil Myers/W. Schell).



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

EASTGLORY (1967-75) 6399 (10,600)/59-1 (486.9 x 61.8', M9cy/15k by A/B Götaverken, G'burg)
Built by A/B Oskarshamns Varv, Oskarshamn (#354), 25/9/58 launched as SUNNY QUEEN but
completed for The South Georgia Co. Ltd (Chr. Salvesen & Co. Ltd), Leith as SALDANHA. End 1966 sold
to Hemisphere Shipping Co. Ltd and by 1/67 trading as EASTGLORY (POR unchanged). 1971 t/f to NYSC,
Macao (reg. Mogadiscio). 1975 t/f to COSCO, Shanghai r. DE HUA. 5/78 last reported international
movement. 1993 RLR.



SALDANHA at Montreal (H. Stott).



EASTGLORY at Rotterdam (Len Sawyer/W. Schell).



DE HUA (P. Foxley*).

CHANGPAISHAN (1967-70) 6196 (10,550)/60-4 (485.0 x 61.8', M9cy/15k by A/B Götaverken, G'burg)
Built by A/B Oskarshamns Varv, Oskarshamn (#371) for The South Georgia Co. Ltd (Chr. Salvesen & Co. Ltd, mgr), Leith as SALDURA. 3/67 del. To HSCL (POR unchanged) r. CHANGPAISHAN. 1970 t/f to COSCO, Guangzhou r. XINGHUA, 1978 amended to XING HUA. End-1975 last reported internationally. 1992 RLR.



SALDURA at Montreal (Brodeur/W. Schell).



Name on hull as XINGHUA (J.K. Byass*).

MOUNTHWA (1967-77) 3937 (5964)/57-9 (355.0 x 48.7', M7cy/15k by B&W, Copenhagen)
Built by A/S Moss Vaerft & Dokk, Moss (#131) for D/S A/S Storfjeld (Harald Grieg Martens & Co.,
35grs.), Bergen as SNEFJELD. 1962 mgr Birger H. Halvorsen. 1/67 del. To OTCL, London r. MOUNTHWA
(=HWASHAN?). 1971 t/f to NYSC, Macao (reg. Mogadishu). 1977 t/f to COSCO., Tianjin r. YU HAI. RLR
1992.



SNEFJELD at Port Weller (Ont.), 13 November 1965 (Fred Sankoff/W. Schell).



MOUNTHWA (P. Foxley/W. Schell).

TAISHAN (1968-76) 4439 (6670)/57-9 (369.0 x 50.10', M8cy/13k by A/B Götaverken, G'burg)
Built by Öresundsvarvet A/B, Landskrona (#153) for Rederi A/B Höganäs (Carl Norrthon, Jr.), Höganäs as **NORDICA**. 7/68 sold to OTCL (reg. Mogadishu) r. **TAISHAN**. 1976 t/f to COSCO, Fuzhou. 19?? t/f to Fujian Province Shipping Co., Fuzhou r. **MIN HAI 116**. 1987 t/f to Fujian Shipping Co., Fuzhou r. **GU SHAN**. 12/2011 RLR ('existence in doubt).



NORDICA in the Nordsee Canal (G. Bunschoten/W. Schell).



TAISHAN at Nagoya, 14 February 1971 (Hiromaru/shippingpotting).

NANYANG (1968-76) 13,294 (20,321)/57-4 (tkr, 557.0 x 74.0', M9cy/15k, Götaverken by builders)
Built by A/S Fredriksstad Mek. Verks., Fredrikstad (#351) for A/S Inger (Jacob Kjøde A/S), Bergen as **HORN CRUSADER**. 96/8 del. At Hong Kong to OTCL and reg. at Mogadishu as **NANYANG**, 5/10 sailed for Shanghai. 1971 t/f NYSC, Mogadishu. 16/2/76 sank after collision with *Straat Algoa* 90 miles East of Hong Kong (22.25N, 115.41E o/v North China-South China (crude oil), fore part reported later raised by Chinese salvors.



NANYANG was originally the tanker HORN CRUSADER (A. Duncan/W. Schell).

CHUKIANG (1969-71) 2837 (4700)/62-2 (369.3 x 50.7', M8cy/15k by Götaverken Mar. H'vaerft)
Built by Marinens Hovedverft, Horten (#152) for Skibs A/S Sunde (Samuelsens Rederi), Farsund as LØVLAND. 28/12/68 arr. Hong Kong from Japan, 1/69 del. To OTCL (reg. Mogadiscio) r. CHUKIANG. 1971 t/f to COSCO., ?? r. XIN HUI. 16/10/73 o/v Whampoa-Singapore stranded on Bombay Reef, Paracel Islands, CTL.



LØVLAND in the Welland Canal with tall radio antenna (Fred Sankoff/W. Schell).



CHUKIANG In the Malacca Strait, still with the tall antenna (P. Foxley/W. Schell).

LAOSHAN (1969-78) 10,087 (15,190)/57-7 (tkr, 542.0 x 64.1', M9cy/14½k Götaverken by builders)
Built by A/S Fredriksstad Mek. Verks. Fredrikstad (#357) for Skibs A/S Aino (C. H. Sørensen & Sønner), Arendal as AMICA. 1962 sold to Rederi A/S Mimer & A/S Norfart (Arne Blystad), Oslo r. ANELLA. 3/6/69 arr. Hong Kong from Recife for del. To OTCL (reg. Mogadiscio) r. LAOSHAN. 1976 t/f to Dawn Maritime Corp. S.A. (OTCL.), Panama. 1978 t/f to GMB r. DA QING HE (now sludge carrier). 1994 t/f to Guangzhou Maritime Transport (Group) Co., Guangzhou. 2000 DLR.



LAOSHAN as ANELLA (www.sjohistorie.no).

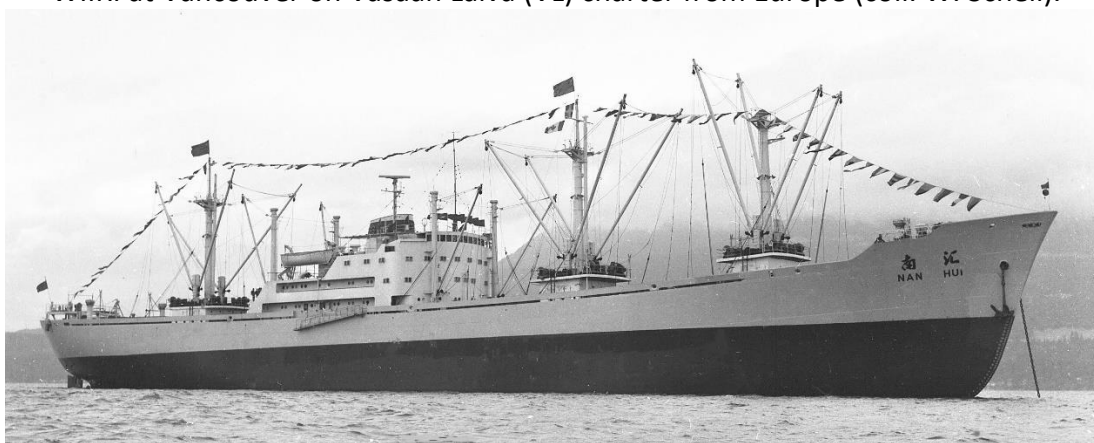


LAOSHAN at Hong Kong 28 June 1970 (W. Schell).

BRILLIANCE (1970-70) 6386 (12,020)/61-7 (479.5 x 64.2', M9cy/15¼k Sulzer by builder)
Built by Wärtsilä Koncernen A/B Crichton-Vulcan, Åbo (#1017) for Suomen Tankkilaiva O/Y (Antiii Wihuri), Helsingfors as WIIRI. 7/70 del. at Vancouver to OTCL (reg. Mogadishu) r. BRILLIANCE, 20/7 sailed for China where t/f to COSCO, Shanghai r. NANHUI, 1978 amended to NAN HUI. 14/1/91 arrived Alang for breaking up by Bharat Ship Breaking Corp., 18/1 work began.



WIIRI at Vancouver on Vasaan Laiva (VL) charter from Europe (coll. W. Schell).



NAN HUI, festive decorations at Vancouver (coll. W. Schell).



NAN HUI in the Huangpu off Yangshupu (Ville de Tanya).

DAWNING (1970-70) 3709 (6590)/59-5 (423.6 x 54.2', M7cy/14½k)
Built by A/B Lindholmens Varv, Göteborg (#1061) for Rederi A/B Svenska Lloyd, Göteborg as CONVALLARIA. 7/70 sold to OTCL (reg. Mogadishu) r. DAWNING, 21/7 sailed Kemi (Finland) for Hsinkang. 1970 t/f to COSCO, Guangzhou r. HUANGYAN. 1973 sold to Ceylon Shipping Corp., Colombo r. LANKA KANTHI. 24/8/85 breaking up began at Gadani Beach by Ahmed Steel, Ltd.



DAWNING as CONVALLARIA, equipped with cranes (Edward Blomberg/coll. Club Maritim, Stockholm).



CONVALLARIA (De Groer/W. Schell).



LANKA KANTHI at Shanghai 12 November 1980 (coll. W. Schell).

KUNLUNSHAN (1970-71 9796 (14,326)/70-4 (497.8 x 69.0', M6cy/18k Götaverken)
Built by O/U Rauma-Repola, Rauma for OTCL (reg. Mogadishu). 1971 t/f to COSCO, Shanghai r. ANTING,
1978 amended to AN TING. 6/5/09 DLR ('existence in doubt').



Name on hull as ANTING (J.K. Byass*).

ORIENTAL (1970-73) 6185 (10,200)/55-7 see OCEANTRAMP (1960-70)

TAIHANSHAN (1970-71 9796 (14,326)/70-7 (497.8 x 69.0', M6cy/18k Götaverken)
Built by O/U Rauma-Repola, Rauma for OTCL (reg. Mogadishu). 1971 t/f to COSCO, Shanghai r.
WANGTING, 1978 amended to WANG TING. 6/5/09 DLR ('existence in doubt').



Finnish newbuilding TAIHANSHAN, 1970 (P. Foxley*).



WANGTING (on hull as one word) at Vancouver (J.K. Byass*).

(Continued as an abbreviated listing, source Miramar database drawing upon Lloyd's Register of Shipping. Vessels registered with a new name or to a new company or port will appear as a new entry. This listing consists of known Ocean Tramping Co.-registered ships post-1970 but may not be complete.)

Acquired	Name	GRT	Built	LR/IMO	Owner	Final Registry
1971	CHINSHAKIANG	16635	1960	5131608	Ocean Tramping Co Ltd	SOM Mogadishu
1971	CHINSING	3011	1959	5116268	Nan Yang Sg Co	SOM Mogadishu
1971	DATUHO	9817	1965	6501111	Ocean Tramping Co Ltd	SOM Mogadishu
1971	EASTGLORY	8995	1959	5307702	Nan Yang Sg Co	SOM Mogadishu
1971	HANKIANG	5430	1960	5422631	Ocean Tramping Co Ltd	SOM Mogadishu
1971	HENGSHAN	3959	1960	5039018	Nan Yang Sg Co	SOM Mogadishu
1971	JOLLITY	8708	1958	5344774	Nan Yang Sg Co	SOM Mogadishu
1971	KINGFORD	2681	1948	5187724	Nan Yang Sg Co	SOM Mogadishu
1971	MOUNTHWA	3931	1957	5332616	Nan Yang Sg Co	SOM Mogadishu
1971	NANYANG	13294	1957	5154973	Nan Yang Sg Co	SOM Mogadishu
1971	PEIKIANG	5444	1958	5362221	Ocean Tramping Co Ltd	SOM Mogadishu
1971	WUTAISHAN	9792	1971	7032674	Ocean Tramping Co Ltd	SOM Mogadishu
1972	BAILU	3758	1966	6607305	Ocean Tramping Co Ltd	SOM Mogadishu
1972	BAIMA	9282	1958	5180843	Ocean Tramping Co Ltd	SOM Mogadishu
1972	BAIYEN	6030	1955	5304267	Ocean Tramping Co Ltd	SOM Mogadishu
1972	BIHUA	9194	1956	5152195	Ocean Tramping Co Ltd	GBR Hong Kong
1972	BUKU	8524	1960	5347087	Ocean Tramping Co Ltd	SOM Mogadishu
1972	DAHSUESHAN	9792	1972	7211153	Ocean Tramping Co Ltd	SOM Mogadishu
1972	FEICHI	5284	1959	5308043	Ocean Tramping Co Ltd	SOM Mogadishu
1972	FEITA	8757	1957	5247225	Ocean Tramping Co Ltd	SOM Mogadishu
1972	FEIYUEH	5407	1959	5270399	Ocean Tramping Co Ltd	SOM Mogadishu
1972	GAOPENG	6115	1956	5144198	Ocean Tramping Co Ltd	SOM Mogadishu
1972	GAOYU	9639	1962	5144459	Ocean Tramping Co Ltd	SOM Mogadishu
1972	HUNGMIEN	7964	1956	5091559	Ocean Tramping Co Ltd	SOM Mogadishu
1972	KAIGO	7970	1957	5001803	Nan Yang Sg Co	SOM Mogadishu
1972	MEIRU	5596	1955	5352422	Ocean Tramping Co Ltd	SOM Mogadishu
1972	MINAI	4875	1957	5327142	Nanyang Sg Co	SOM Mogadishu

1972	MINFUNG	6229	1956	5392329	Ocean Tramping Co Ltd	SOM Mogadishu
1972	MINGCHANG	8408	1957	5387283	Ocean Tramping Co Ltd	SOM Mogadishu
1972	MINGLANG	8515	1959	5393488	Ocean Tramping Co Ltd	SOM Mogadishu
1972	MINGWEI	8390	1957	5389231	Ocean Tramping Co Ltd	SOM Mogadishu



MINGWEI Yokohama, 14 August 1973 (S. Kentwell).

1972	MINGYAO	8361	1957	5389281	Ocean Tramping Co Ltd	SOM Mogadishu
1972	MINHAO	4875	1957	5337094	Nanyang Sg Co	SOM Mogadishu



MINHAO, Yokohama Roads 30 March 1975 (S. Kentwell).

1972	MINSHAN	3049	1959	5159026	Nanyang Sg Co	SOM Mogadishu
1972	MINTSUNG	4952	1959	5389217	Nanyang Sg Co	SOM Mogadishu
1972	MUSING	5607	1959	5366291	Ocean Tramping Co Ltd	SOM Mogadishu
1972	SHENGLI	8196	1961	5365261	Ocean Tramping Co Ltd	SOM Mogadishu
1972	SINKAI	10783	1953	5182231	Ocean Tramping Co Ltd	SOM Mogadishu
1972	SINKAI	10783	1953	5182231	Nan Yang Sg Co	SOM Mogadishu
1972	SINYEHE	10783	1953	5182229	Ocean Tramping Co Ltd	SOM Mogadishu
1972	SINYEHE	10783	1953	5182229	Nan Yang Sg Co	SOM Mogadishu
1973	AIHUA	6806	1955	5060689	Ocean Tramping Co Ltd	SOM Mogadishu



AIHUA, Yokohama 5 May 1974

1973	BAINING	6021	1955	5199648	Ocean Tramping Co Ltd	SOM Mogadishu
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BAINING, Yokohama 24 August 1974 (S. Kentwell).

1973	BAIPAO	9290	1959	5322805	Ocean Tramping Co Ltd	SOM Mogadishu
1973	BAISIUNG	9283	1958	5348627	Ocean Tramping Co Ltd	SOM Mogadishu
1973	BAODI	2950	1957	5346617	Ocean Tramping Co Ltd	SOM Mogadishu



BAODI, Yokohama, 11 September 1975 (S. Kentwell).

1973	GAOYAN	10268	1958	5384384	Ocean Tramping Co Ltd	SOM Mogadishu
1973	HUNGSIA	7968	1955	5088473	Nan Yang Sg Co	SOM Mogadishu
1973	KAILOK	7965	1958	5006463	Nan Yang Sg Co	SOM Mogadishu



KAILOK at Yokohama 15 November 1973 (S. Kentwell).

1973	KAISING	7984	1956	5090359	Nan Yang Sg Co	SOM Mogadishu
1973	KAIYUN	7965	1957	5019654	Nan Yang Sg Co	SOM Mogadishu
1973	LINGNAN	2893	1968	6811281	Ocean Tramping Co Ltd	SOM Mogadishu
1973	LIUPANSHAN	9792	1972	7119018	Ocean Tramping Co Ltd	SOM Mogadishu
1973	LUHUAN	3141	1969	6918003	Nan Yang Sg Co	SOM Mogadishu
1973	MAIJIN	8127	1957	5288475	Ocean Tramping Co Ltd	SOM Mogadishu
1973	MEIKI	5572	1955	5365443	Ocean Tramping Co Ltd	SOM Mogadishu



MEIKI, Yokohama 30 August 1975 (S. Kentwell).

1973	NANCHENG	6905	1953	5387714	Nan Yang Sg Co	SOM Mogadishu
1973	NANHUA	7008	1954	5367788	Nan Yang Sg Co	SOM Mogadishu
1973	NANKUO	6903	1954	5144124	Nan Yang Sg Co	SOM Mogadishu
1973	NANTAO	6996	1953	5387829	Ocean Tramping Co Ltd	SOM Mogadishu
1973	NANWU	6993	1953	5248360	Ocean Tramping Co Ltd	SOM Mogadishu
1973	SIEHCHIH	3279	1956	5196593	Ocean Tramping Co Ltd	SOM Mogadishu
1973	SIEHHUI	3280	1956	5393658	Ocean Tramping Co Ltd	SOM Mogadishu
1973	SIEHMIN	3280	1955	5333543	Ocean Tramping Co Ltd	SOM Mogadishu
1973	SIEHTING	3281	1955	5292854	Ocean Tramping Co Ltd	SOM Mogadishu
1973	WANYI	26419	1963	5361174	Ocean Tramping Co Ltd	SOM Mogadishu
1973	WEIKUO	9294	1958	5394913	Nan Yang Sg Co	SOM Mogadishu
1973	WEILI	9307	1959	5394729	Nan Yang Sg Co	SOM Mogadishu
1973	WEIMIN	9274	1958	5394494	Nan Yang Sg Co	SOM Mogadishu
1973	YANG LIN	9713	1973	7301075	Ocean Tramping Co Ltd	SOM Mogadishu
1973	YUNGJIAN	7004	1960	5016121	Ocean Tramping Co Ltd	SOM Mogadishu
1973	YUNGMING	7004	1960	5008100	Ocean Tramping Co Ltd	SOM Mogadishu
1974	AIMIN	6810	1955	5060873	Nan Yang Sg Co	SOM Mogadishu

1974	ANDU	8715	1969	6923993	Ocean Tramping Co Ltd	SOM Mogadishu
1974	ANYI	8715	1969	6924686	Ocean Tramping Co Ltd	SOM Mogadishu
1974	BIBO	9000	1959	5191799	Ocean Tramping Co Ltd	SOM Mogadishu
1974	SIUNGFEI	9949	1957	5277385	Ocean Tramping Co Ltd	SOM Mogadishu
1974	SUNNIAO	15439	1968	6803002	Ocean Tramping Co Ltd	SOM Mogadishu
1975	BINJIANG	12443	1966	6613275	Ocean Tramping Co Ltd	SOM Mogadishu
1975	NANJIANG	12899	1962	5138254	Ocean Tramping Co Ltd	SOM Mogadishu
1976	AIHUA	6806	1955	5060689	Brilliance SS Corp SA	PAN Panama
1976	AIMIN	6810	1955	5060873	Golden City Maritime Corp SA	PAN Panama
1976	ANYI	8715	1969	6924686	Dawn Maritime Corp SA	PAN Panama
1976	ATLANTICSTAR	4003	1948	5081267	Dawn Maritime Corp SA	PAN Panama
1976	BAILU	3758	1966	6607305	Brilliance SS Corp SA	PAN Panama
1976	BAIMA	9282	1958	5180843	Fortune Sea Tpt Corp (Pa) SA	PAN Panama
1976	BAIPAO	9290	1959	5322805	United Freighter Corp Pa SA	PAN Panama
1976	BAODI	2950	1957	5346617	Highseas Nav Corp SA	PAN Panama
1976	DONGJIANG	12764	1960	5213119	Dawn Maritime Corp SA	PAN Panama
1976	FEICHI	5284	1959	5308043	Fortune Sea Tpt Corp SA	PAN Panama
1976	GAOPENG	6115	1956	5144198	Highseas Nav Corp SA	PAN Panama
1976	HANJIANG	11238	1959	5052656	United Freighter Corp Pa SA	PAN Panama
1976	HENGSHAN	3959	1960	5039018	Fortune Sea Tpt Corp (Pa) SA	PAN Panama
1976	HUNGMIEN	7964	1956	5091559	United Freighter Corp (Pa) SA	PAN Panama
1976	HUNGZIA	7968	1955	5088473	Dawn Maritime Corp SA	PAN Panama
1976	JOLLITY	8708	1958	5344774	Nan Yang Sg Co	PAN Panama
1976	KAIGO	7970	1957	5001803	Highseas Nav Corp SA	PAN Panama
1976	KAILOK	7965	1958	5006463	Brilliance SS Corp SA	PAN Panama
1976	KAISING	7984	1956	5090359	Golden City Maritime Corp SA	PAN Panama
1976	KAIYUN	7965	1957	5019654	Highseas Nav Corp SA	PAN Panama
1976	KENGHSIN	13809	1957	5066229	Nan Yang Sg Co	SOM Mogadishu



KENGHSIN ex-CATHAY ex-BAUDOINVILLE was acquired in 1976 for resale to Chinese-flag owners.
Seen here at Hobart as CATHAY (W.E. Burton).

1976	LAOSHAN	10191	1957	5017046	Dawn Maritime Corp SA	PAN Panama
1976	LIJIANG	4357	1973	7302328	Brilliance SS Corp SA	PAN Panama
1976	LUHUAN	3141	1969	6918003	Dawn Maritime Corp SA	PAN Panama
1976	MAIJIN	8127	1957	5288475	United Freighter Corp (Pa) SA	PAN Panama
1976	MEIKI	5572	1955	5365443	Highseas Nav Corp SA	PAN Panama
1976	MEIRU	5596	1955	5352422	Highseas Nav Corp SA	PAN Panama
1976	MINTSUNG	4952	1959	5389217	Fortune Sea Tpt Corp SA	PAN Panama
1976	MUSING	5607	1959	5366291	Fortune Sea Tpt Corp (Pa) SA	PAN Panama

1976	NANCHENG	6905	1953	5387714	Highseas Nav Corp SA	PAN Panama
1976	NANHUA	7008	1954	5367788	Golden City Maritime Corp SA	PAN Panama
1976	NANKUO	6903	1954	5144124	Brilliance SS Corp SA	PAN Panama
1976	NANTAO	6996	1953	5387829	Golden City Maritime Corp SA	PAN Panama
1976	NANWU	6993	1953	5248360	Highseas Nav Corp SA	PAN Panama
1976	NEBULAE	8924	1957	5008241	Dawn Maritime Corp SA	PAN Panama
1976	SINKAI	10783	1953	5182231	Golden City Maritime Corp SA	PAN Panama



SINKAI, Singapore 1977 (Chris Howell).

1976	SUNJIANG	11171	1962	5052814	Peninsular Sg Co Ltd	GBR London
1976	SUNNIAO	15439	1968	6803002	Fortune Sea Tpt Corp (Pa) SA	PAN Panama
1976	TINGJIANG	11211	1959	5053296	United Freighter Corp Pa SA	PAN Panama
1976	WEIKUO	9294	1958	5394913	Fortune Sea Tpt Corp SA	PAN Panama
1976	WENJIANG	11157	1960	5052539	Hemisphere Sg Co Ltd	GBR London
1976	YUEJIANG	3659	1974	7353640	United Freighters Corp SA	PAN Panama
1976	ZHUJIANG	11169	1959	5052644	United Freighter Corp Pa SA	PAN Panama
1977	DEXTERITY	13307	1977	7525750	Dawn Maritime Corp SA	PAN Panama



DEXTERITY at Cuxhaven on 1 May 1994 (Gerald Sorger).

1977	GAITY	6660	1964	6418558	Golden City Maritime Corp SA	PAN Panama
1977	HARVEST	11918	1962	5132078	Hemisphere Sg Co Ltd	GBR Hong Kong



HARVEST ex GLENOGLE was transferred after two years to COSCO (SK coll.).

1977	NORSE TRADER	16681	1974	7340928	Ocean Tramping Co Ltd	HKG Hong Kong
1977	UBERTY	13307	1977	7525748	United Freighters Corp SA	PAN Panama
1977	YANHO	4546	1960	5124409	Fortune Sea Tpt Corp (Pa) SA	PAN Panama
1978	BENIGNITY	13213	1978	7638569	Brilliance SS Corp SA	PAN Panama



Freedom type BENIGNITY (Gianpaolo/Shipspotting).

1978	BRAINPOWER	12850	1969	6919370	Brilliance SS Corp SA	PAN Panama
1978	BRIGHTNESS	4176	1963	5369023	Brilliance SS Corp SA	PAN Panama
1978	DAYSPRING	14096	1970	7023312	Dawn Maritime Corp SA	PAN Panama
1978	DEVOTION	25582	1978	7713395	Ocean Tramping Co Ltd	HKG Hong Kong
1978	DEVOTION	25582	1978	7713395	Dawn Maritime Corp SA	PAN Panama
1978	FRUITION	26844	1978	7626384	Fortune Sea Tpt Corp SA	PAN Panama
1978	GALLANTRY	8755	1978	7705609	Golden City Maritime Corp SA	PAN Panama
1978	GAREFOWL	17996	1973	7235977	Peninsular Sg Co Ltd	GBR London
1978	HONESTY	13212	1978	7413268	Highseas Nav Corp SA	PAN Panama

1978	PRACTITIAN	20059	1972	7119628	Peninsular Sg Co Ltd	GBR Hong Kong
1978	PROGRESSIST	20059	1972	7207657	Peninsular Sg Co Ltd	GBR Hong Kong
1978	SEA WALRUS	20322	1963	5114387	Brilliance SS Corp SA	PAN Panama
1978	SEACALF	21379	1965	6500375	Dawn Maritime Corp SA	PAN Panama
1978	SEADANIEL	15911	1976	7515274	Fortune Sea Tpt Corp	PAN Panama
1978	SEAKITTIE	15583	1975	7341922	Ocean Tramping Co Ltd	HKG Hong Kong
1978	SEALIONET	22146	1965	6512237	Fortune Sea Tpt Corp SA	PAN Panama
1978	SEARADIANCE	39236	1977	7356616	Hemisphere Sg Co Ltd	GBR Bideford
1978	UNISON	25582	1978	7617967	Ocean Tramping Co Ltd	PAN Panama
1979	HUMANIST	20059	1973	7324132	Hemisphere Sg Co Ltd	HKG Hong Kong
1980	BRAVERY	28004	1966	6601662	Hemisphere Sg Co Ltd	GBR Hong Kong
1980	CAST SEAL	29844	1969	6924179	Hemisphere Sg Co Ltd	GBR Hong Kong
1980	HANDYMARINER	18042	1978	7702073	Hemisphere Sg Co Ltd	HKG Hong Kong
1980	UNISON	25582	1978	7617967	United Freighter Corp Pa SA	PAN Panama
1981	APTMARINER	18042	1979	7702085	Hemisphere Sg Co Ltd	GBR London
1981	ASIA UNITY	30921	1981	8020563	Dawn Maritime Corp SA	PAN Panama
1981	BONTRADER	35868	1970	7020580	Hemisphere Sg Co Ltd	GBR Hong Kong
1981	CONGO RIVER	30674	1981	8022030	United Freighter Corp SA	PAN Panama
1982	AFRICA UNITY	30921	1982	8020575	Dawn Maritime Corp SA	PAN Panama
1982	MARICOBBER	30921	1981	8020563	Dawn Maritime Corp SA	PAN Panama



MARICOBBER ex ASIA UNITY at Naantali, Finland on 9 June 1993.

With sister AFRICA UNITY built for Ocean Tramping in Taiwan in 1981 (Tapio Karvonen).

1982	NILE RIVER	30674	1982	8022042	Golden City Maritime Corp SA	PAN Panama
1982	TRAMCO AMITY	29844	1969	6924179	Hemisphere Sg Co Ltd	GBR Hong Kong
1982	TRAMCO ASIA	30078	1973	7306128	Ocean Tramping Co Ltd	HKG Hong Kong
1982	TRAMCO GLORY	29844	1972	7213216	Ocean Tramping Co Ltd	GBR Hong Kong
1983	MARIENVOY	30921	1982	8020575	Dawn Maritime Corp SA	PAN Panama
1988	TOPSHAM	513	1960	5126627	Peninsular Sg Co Ltd	GBR Hamilton
1990	HONESTY	13213	1978	7413268	Highseas Nav Corp SA	MHL Majuro
1990	LUCKY HOVER	4968	1970	7026338	Nanyang Sg Co	AN Panama
1991	SEARADIANCE	39236	1977	7356616	Hemisphere Sg Co Ltd	HKG Hong Kong
1992	BENIGNITY	13213	1978	7638569	Brilliance SS Corp SA	MHL Majuro
1992	GOOD SPIRIT	9856	1972	7206976	Hemisphere Sg Co Ltd	CYP Limassol

1995	XIFIAS	14151	1978	7638569	Brilliance SS Corp SA	CYP Limassol
1996	FIXED STAR	8741	1978	7705609	Highseas Nav Corp SA	PAN Panama

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