

Swire Yangtse River and Ningpo steamers

China Navigation Co., London 太古輪船公司

Taikoo Chinese Navigation Co., Shanghai

ILLUSTRATED FLEET LIST

By H.W. Dick & S.A. Kentwell

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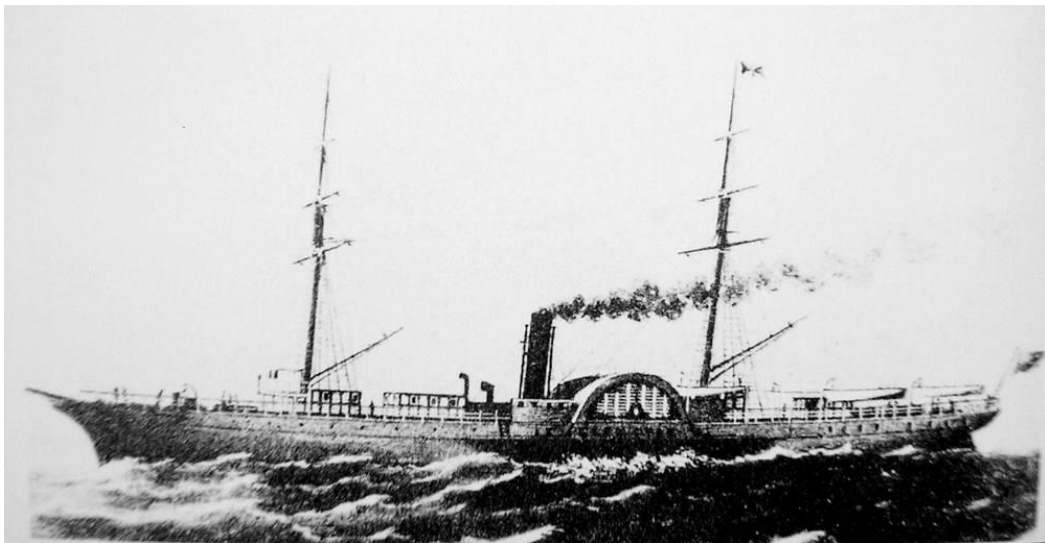
Ship histories researched by Howard Dick, first published 1971

Illustrations arranged by Stephen Kentwell

Credits for photographs are given in the photo captions. The notation 'UoB' indicates a photograph has been sourced from Historical Photographs of China, University of Bristol (www.hpcbristol.net). We acknowledge kind assistance from Jamie Carstairs of the University of Bristol and Rob Jennings of John Swire & Sons.

GLENGYLE (1873-75)1933/64-3 (i.p.s.) 297.3 x 38.3', 2cy/400 nhp)

Built by Wm Denny & Bros, Dumbarton (#96) for Jardine, Matheson & Co. for China Coast trade, 30/3 del. and 6/64 reg. for Robert Jardine, London. 3/69 conditional sale to Union S.N. Co., Shanghai, 3/72 bill of sale. 3/73 sold to CNC. 9/11/75 struck rocks off Namoa Is. on voyage Amoy-Swatow, slipped off and sank with heavy loss of life [see *also* photos at Jardine Matheson & Co. list]



GLENGYLE (CNC).

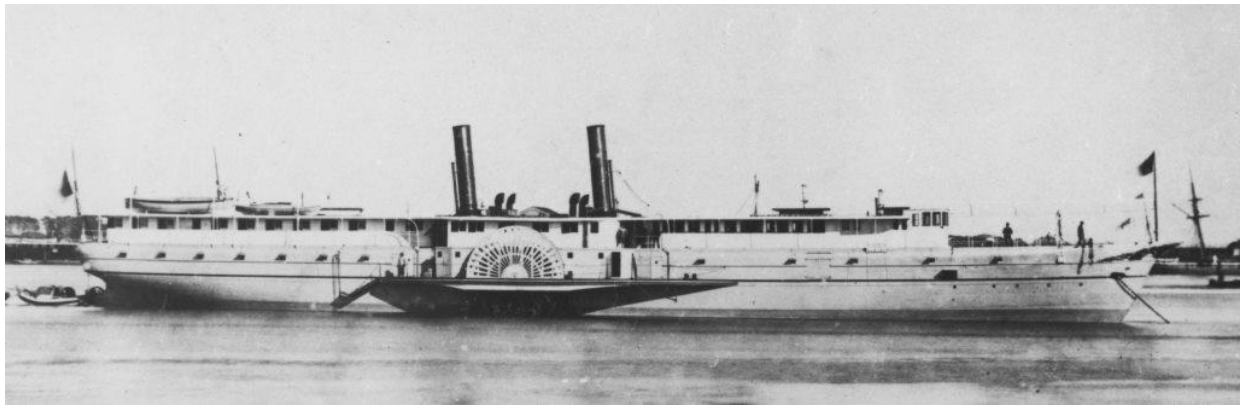


GLENGYLE at Shanghai (John Swire & Sons).

TUN SIN 惇信 (1873-85) 774/63-12 (i.p.s., 241.3 x 26.0, 2cy/140nhp by John Penn & Sons, Greenwich)

Built by Samuda Bros, Poplar (London) and reported laid down as blockade runner for use in American Civil War but 22/12/63 reg. at London (526/1863) to Hyman Elias & George Barnet (George Barnet & Co.) as TUN SIN [= Barnet & Co.]. 24/5/64 arrived at Shanghai and placed in service to Ningpo and Hankow. 12/65 offered for sale. 27/8/66 to Japan. 17/3/67 returned to Shanghai and promptly sold to F.A. Groom, Shanghai for a Chinese syndicate (Glover & Co. mgrs) and placed in service to Hankow. 7/67 t/f to Union S.N. Co. (Glover & Co. mgrs), Shanghai. 3/71 Olyphant & Co. mgrs. 31/3/73 del. to CNC. 5/85 conv. to pontoon for use as landing stage at Swatow. NFI [Haviland, ASNC and ESNC].



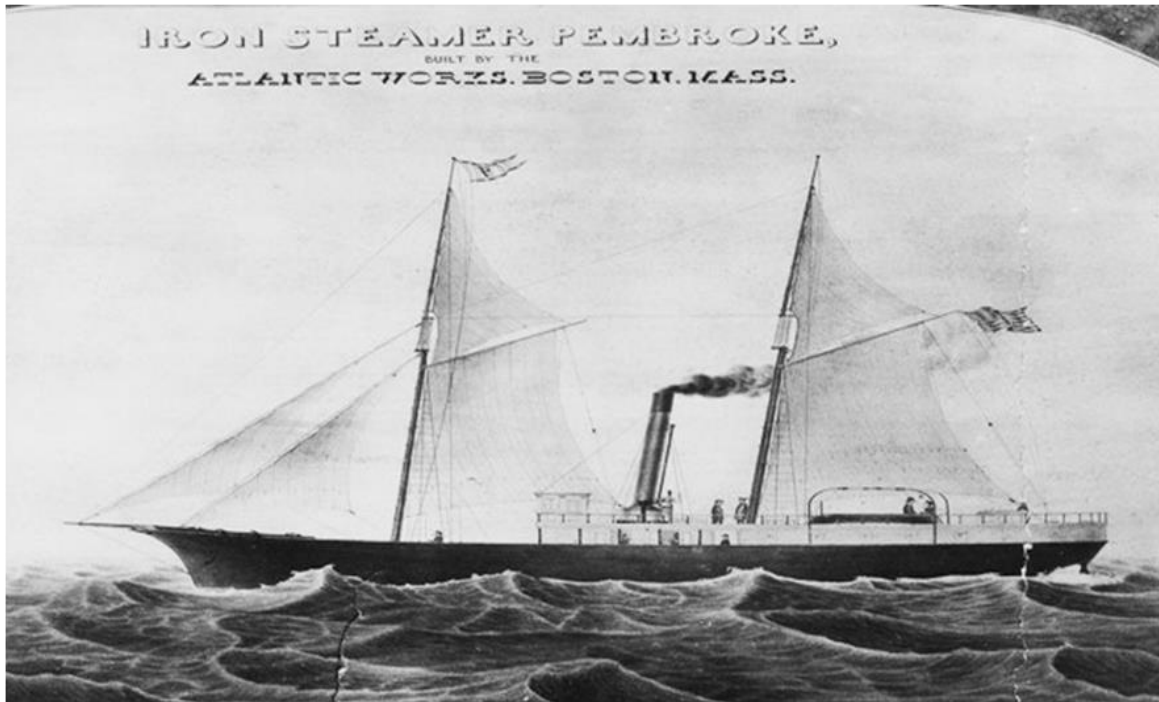


TUN SIN (Upper: Swires; Lower: NMM).



TUN SIN at the bund in 1882 (Peabody Museum).

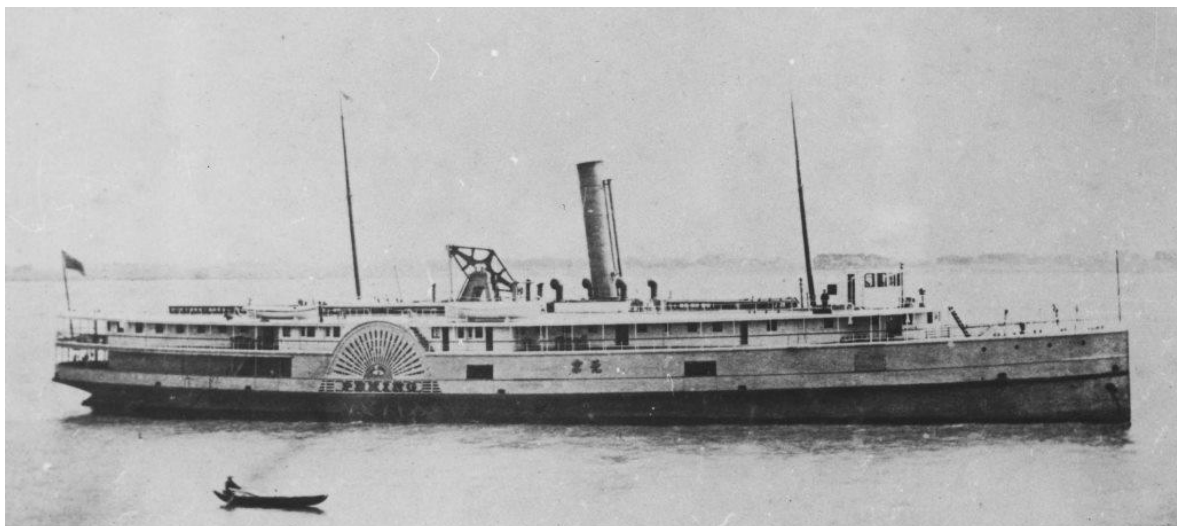
TUNGTING 洞庭 (charter 1873-74) 241/60 (i.s.s. 113.5 x 24.7', VB, Atlantic Works, East Boston)
 Built by Atlantic Works, Boston for William E. Coffin & Co., Boston for Boston-Portland service as PEMBROKE. 10/60 after trials sold to Commonwealth of Massachusetts. By 5/61 owners R.B. Forbes et al. 4/62 arrived at Shanghai and t/f to Shanghai S.N. Co. for service on Yangtse. 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, 1873 leased to China Navigation Co. for Lower Yangtse service. 3/74 sold to CMSNC subject to repairs and new boilers. 1882 rep. hulked.



TUNGTING as PEMBROKE (Mariners Museum).

PEKIN 北京 (1873-12) 3076/73 (i.p.s.) 3076/73-2 (i.p.s., 290.9 x 42.2, L2cy walking beam/300nhp/11k)

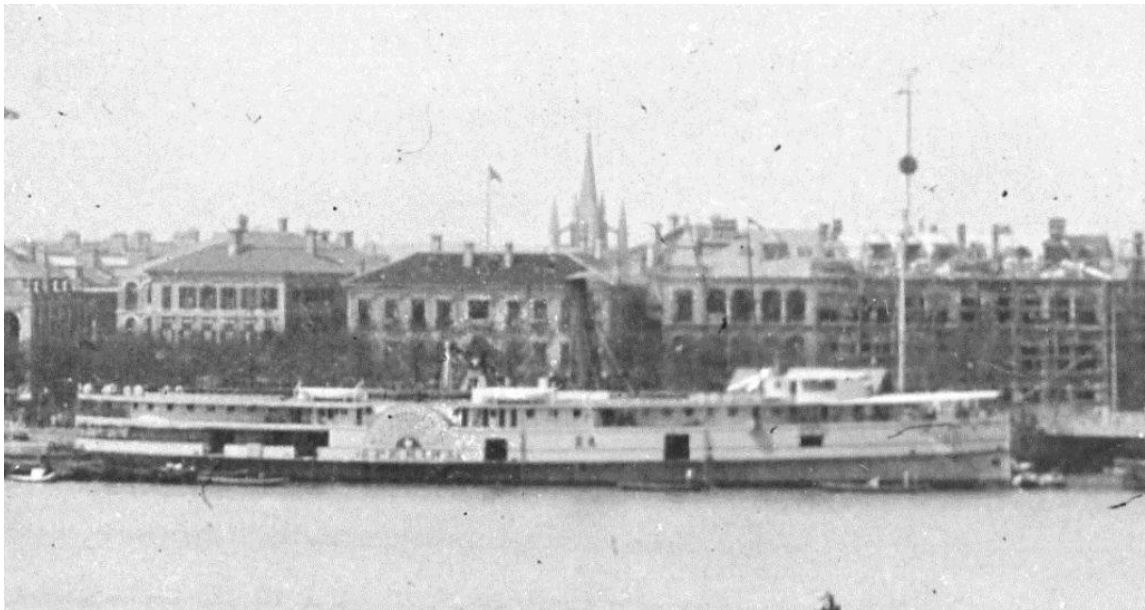
Built by A. & J. Inglis, Glasgow for CNC for Yangtse river. 7/73 arrived at Shanghai. 27/8/82 collided with and sank tug *Ewo* (52/82) at Woosung. 7/12 conv. to accommodation hulk for use at Wuhu. 1934 office on upper deck converted to staff quarters, 1942 towed by Japanese to Shanghai and lost.



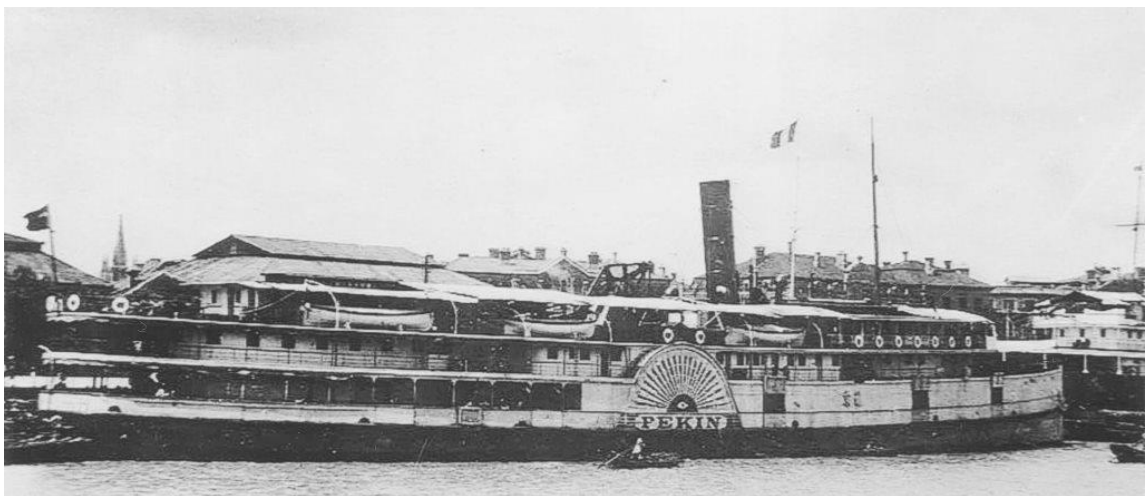
PEKIN – early hull name evidently including a “G” (NMM).



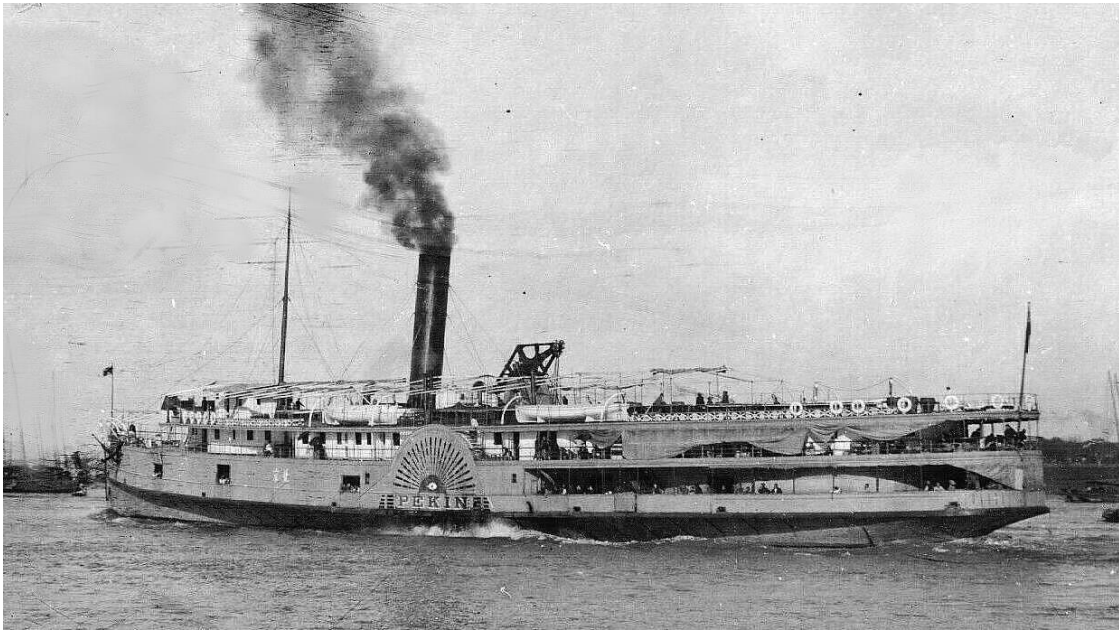
PEKIN ("G" removed) in 1884/1891, still with mainmast (Kung Tai).



PEKIN on Ningpo berth at Shanghai, mainmast removed (SK*).



PEKIN (Swires)



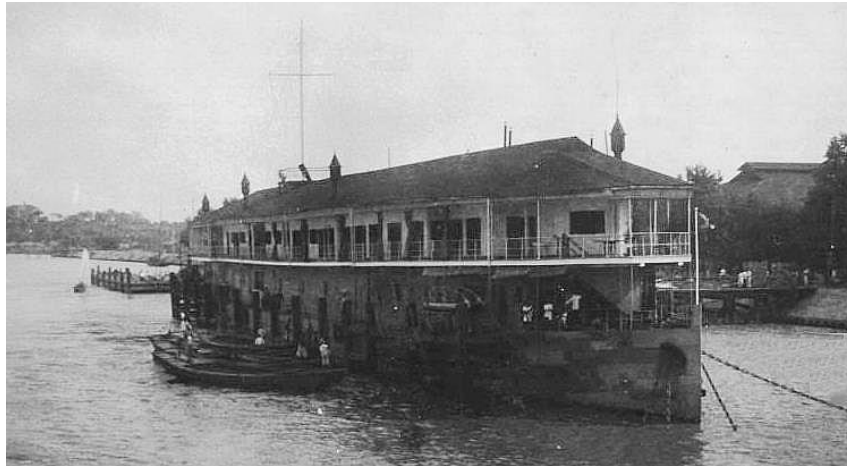
(<http://graph.baidu.com/resource/1263c1af1593b7389ef1001600469203.jpg>).



PEKIN near the end of her steaming career, in 1911-12 (Warren Swire@UoB sw16-067).

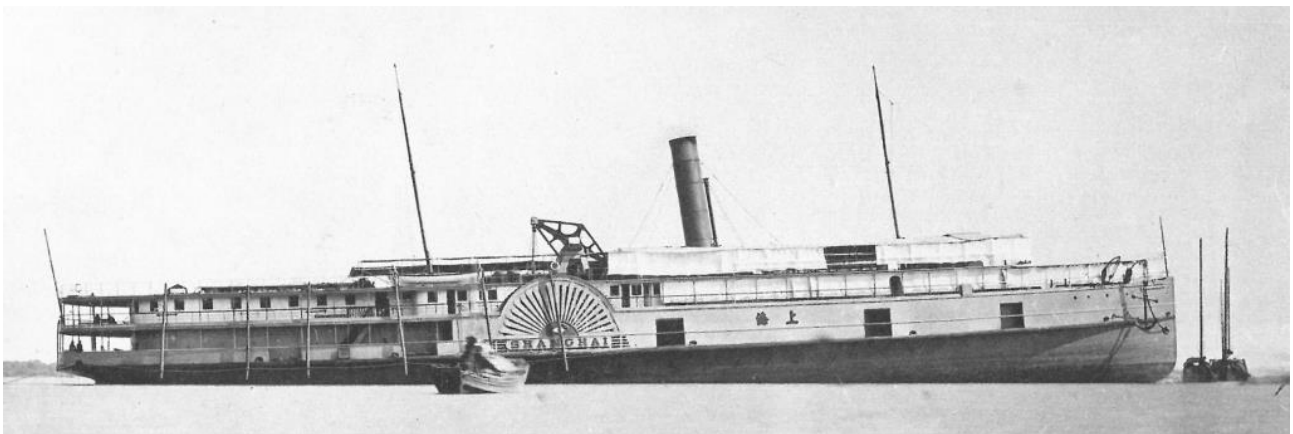


Cut down PEKIN hulk at Wuhu (right) (Warren Swire colln.).



Later outside view (Kongfz.com).

SHANGHAI 上海 (1873-90) 3088/73-4 (i.p.s., 291.0 x 42.2', L2cy walking beam/300nhp/11k)
 Built by A. & J. Inglis, Glasgow (#101) for CNC for Yangtse River. 9/73 arrived at Shanghai. 25/12/90
 caught fire, beached and gutted 6 miles below Mud River Fort near Chinkiang o/v Shanghai-Hankow,
 200 dead. Salvaged but not repaired. 1894 conv. to hulk for use by CNC at Amoy. 1935 hulk sold
 (presumed for breaking up).



SHANGHAI (Internet).



Chinese school painting of SHANGHAI (John Swire & Sons).



Views of SHANGHAI hulk at Amoy (Warren Swire colln.).

ICHANG 宜昌 (1873-91) 1049/73-8 (i.p.s., 242.6 x 36.1', L2cy walking beam/250nhp/12½k)
 Built by A. & J. Inglis, Glasgow (#102) for CNC for Yangtse River. 3/74 arrived at Shanghai. 1875-81
 in Hong Kong/Canton trade. 12/11/91 in fog wrecked on Nemesis Rock off Tiger Is. at entrance to
 Ningpo o/v Shanghai-Ningpo in fog.



ICHANG at Shanghai about 1874, still with mainmast (Swire colln.)



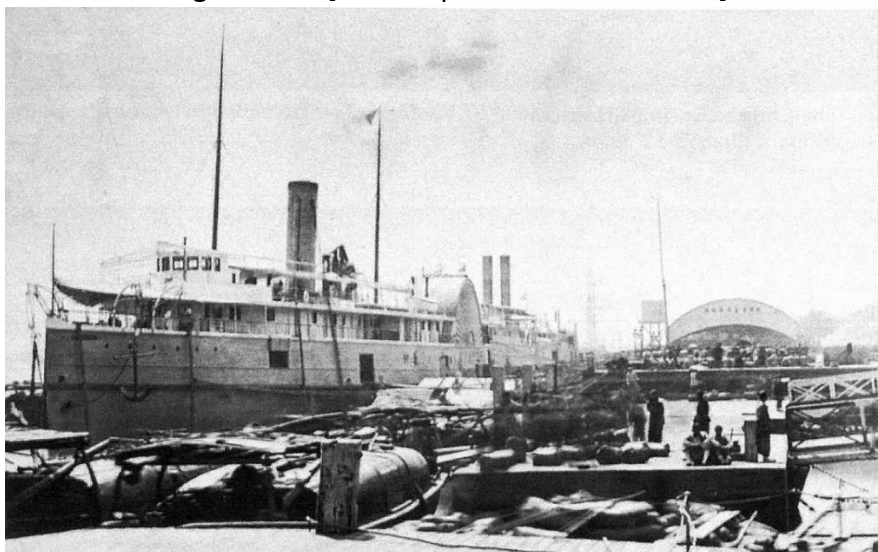


ICHANG at Shanghai from Kung Tai panoramas. Photo without bund trees: Felicity Somers Eve colln, Harvard ID 29133. Photo with sampans: Kung Tai panorama 1884 or shortly thereafter.

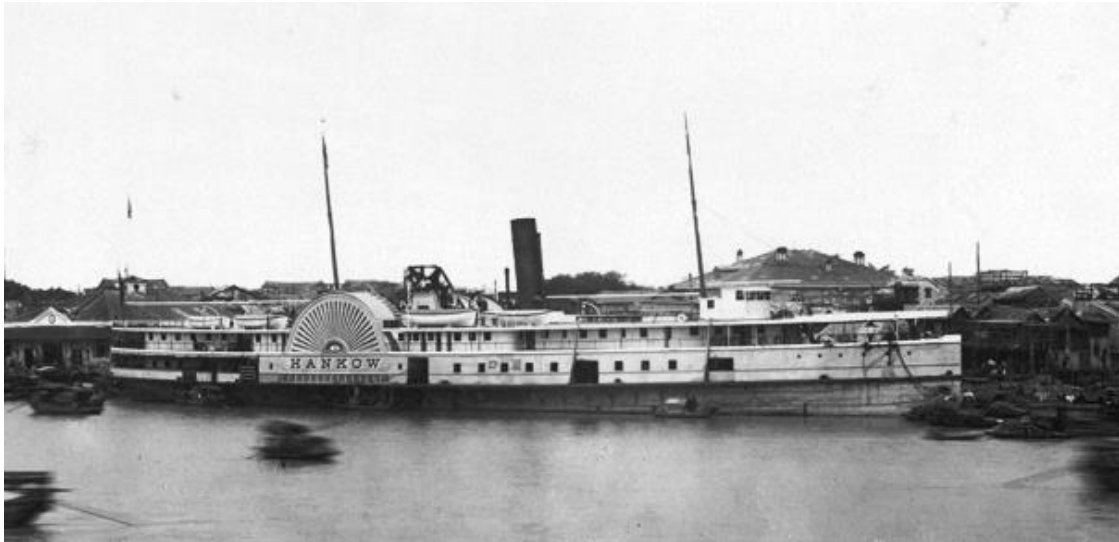


ICHANG, probably at Ningpo (China Steamships Museum).

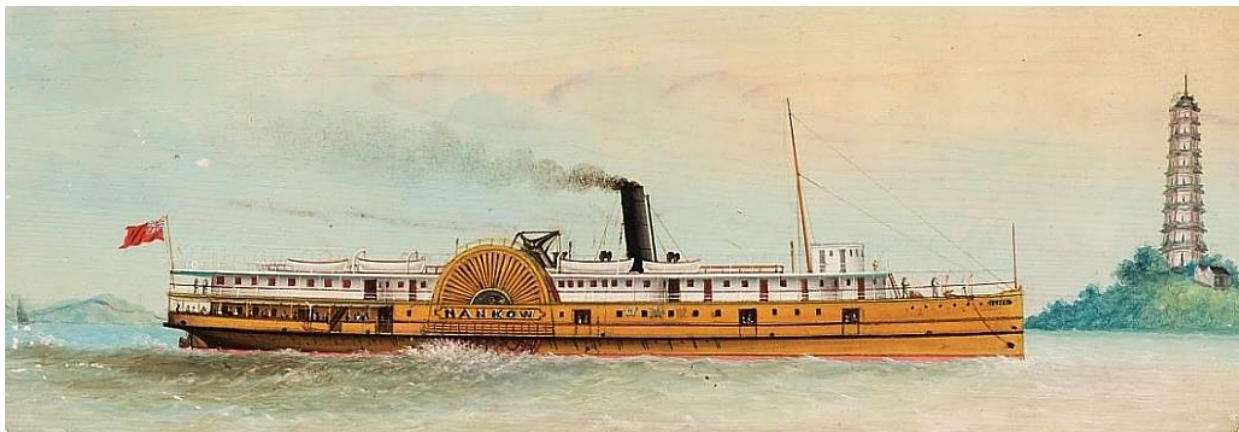
HANKOW 漢口 (1873-06) 3973/73-12 (i.p.s., 308.5 x 42.3', L2cy walking beam/400nhp/13k)
 Built by A. & J. Inglis, Glasgow (#107) for CNC for Yangtse River. 1/1882 t/f to Hong Kong-Canton line.
 14/10/06 gutted by fire alongside HCMSC wharf at Hong Kong, 130 lives, CTL. 23/4/09 arrived at
 Shanghai in tow from Hong Kong, conv. to hulk. 7/10 towed to Hankow. 10/30 t/f to Shasi. 1939 towed
 to Ichang and sunk there during the war. [Further photos in HCMSB list.]



HANKOW at Shanghai Bund, KIANG-FOO of China Merchants astern (coll. Dennis George Crow).



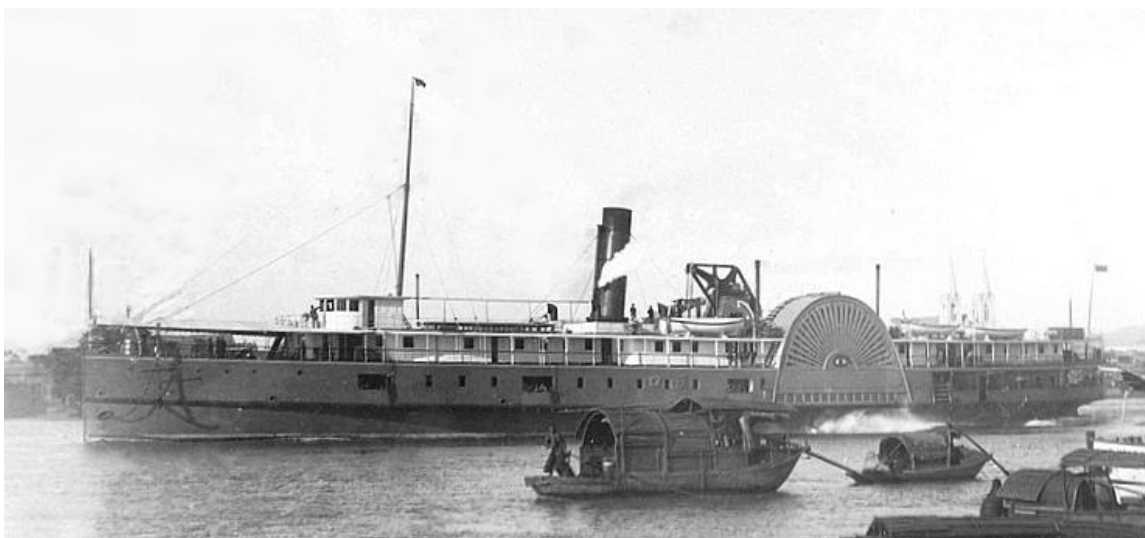
HANKOW at Canton (graph/baidu.com).



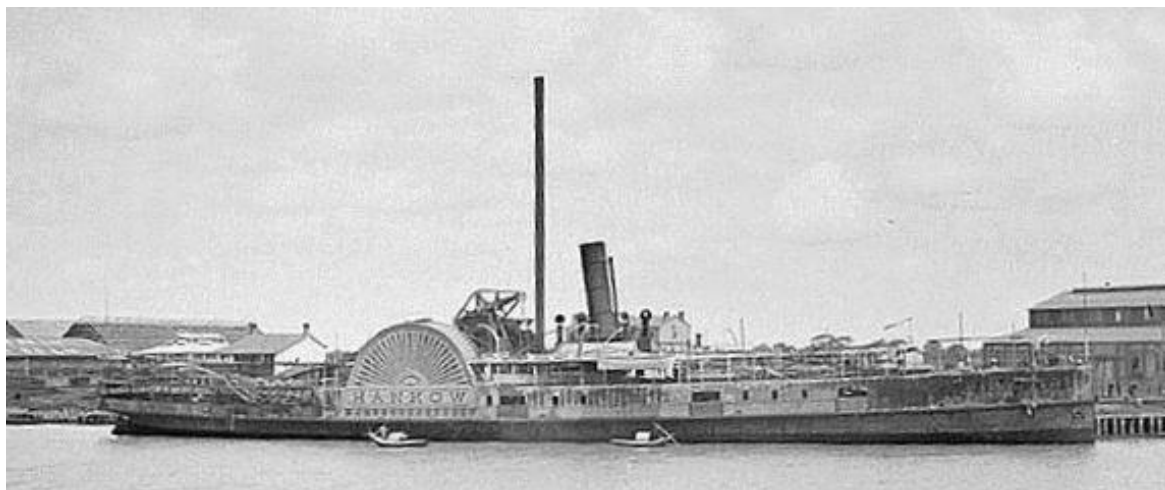
Chinese school painting of HANKOW passing the Whampoa pagoda (<https://www.dominicwinter.co.uk/Auction/Lot/413-china-trade-school-the-paddle-steamer-circa-1890-1910/?lot=367307&sd=1>)



Hankow at Canton pub. 1905 (Keystone slide*).

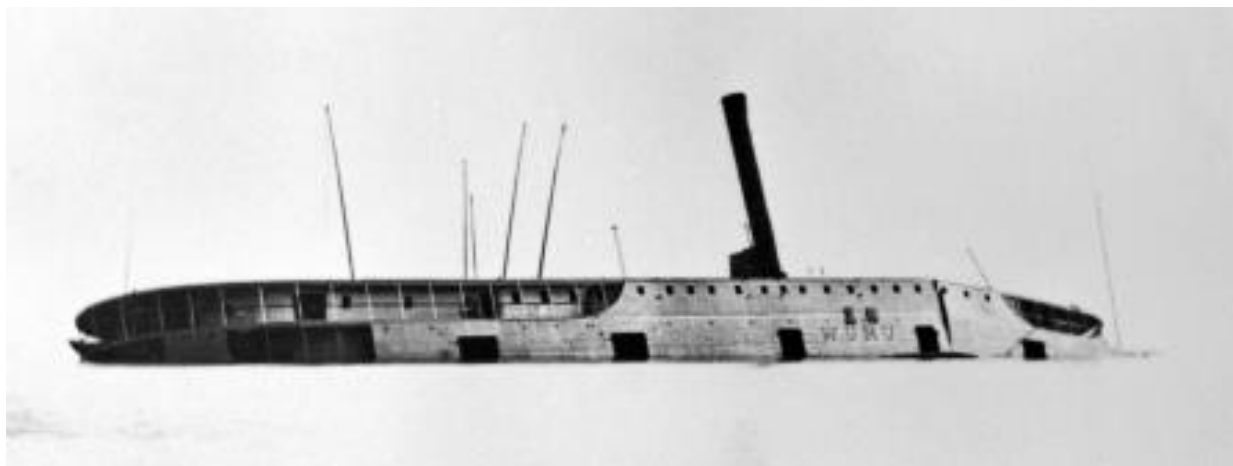


In later years at Canton with mainmast removed (Internet).



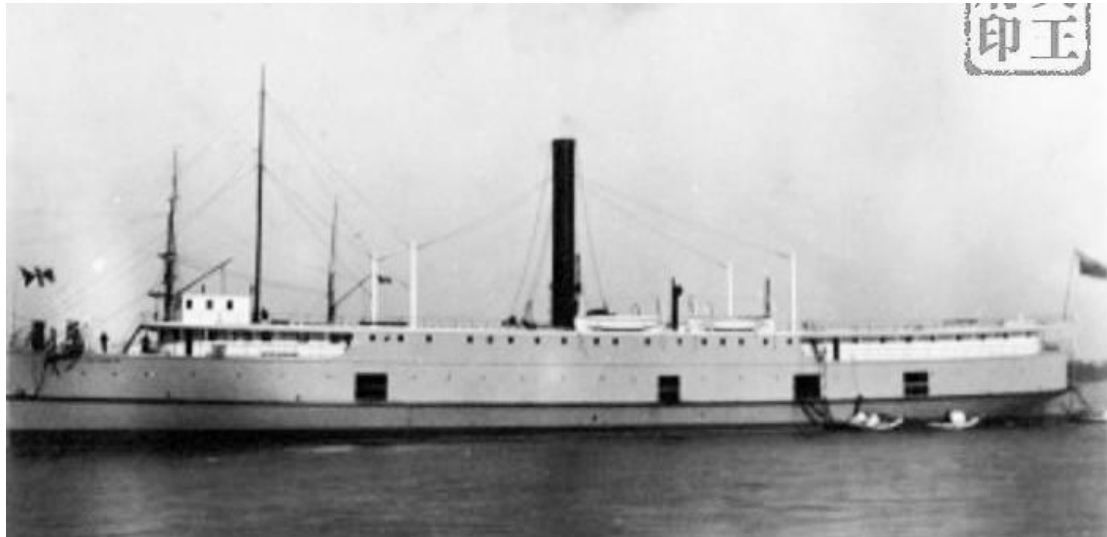
HANKOW after fire and taken to Shanghai for conversion to hulk (Wikiswire).

WUHU 蕪湖 (1879-83) 3051/79-2 (i.2-s.s., 289.4 x 50.3', 2C2cy/300nhp, trials 11.75k)
 Built by Scott & Co., Greenock (#185) for CNC for Yangtse River. 6/1/83 in fog stranded at Langshan Crossing soon after leaving Shanghai for Hankow, 8/1 began to break up. 5/2/83 wreck sold by auction to Chinese.



WUHU wreck (Clydeships).

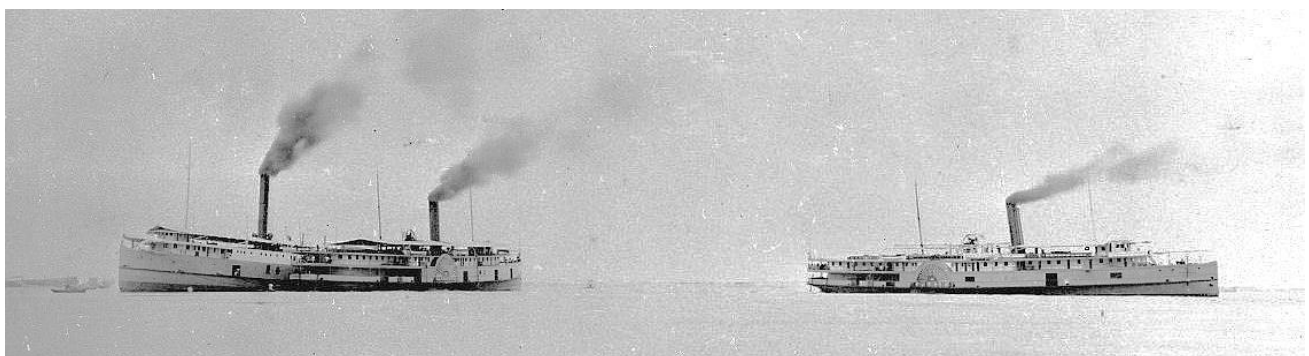
NGANKIN 安慶 (1883-33) 2732/83-8 (s.2-sc.s., 289.5 x 43.2', 2C2cy/185nhp/12k, trials 11.57k)
 Built by Scott & Co., Greenock (#227) for CNC for Yangtse River, 8/8 sailed Glasgow for Shanghai.
 29/5/90 rescued two officers and 21 Chinese from burning from burning steamer PAOCHING on
 passage Shanghai/Hankow. 1/8/33 stranded on Hirado Is. c.7 m. below Hankow inbound from
 Shanghai – refloated, probably after first removing some heavy sections, and 12/33 delivered to
 shipbreakers in Shanghai.



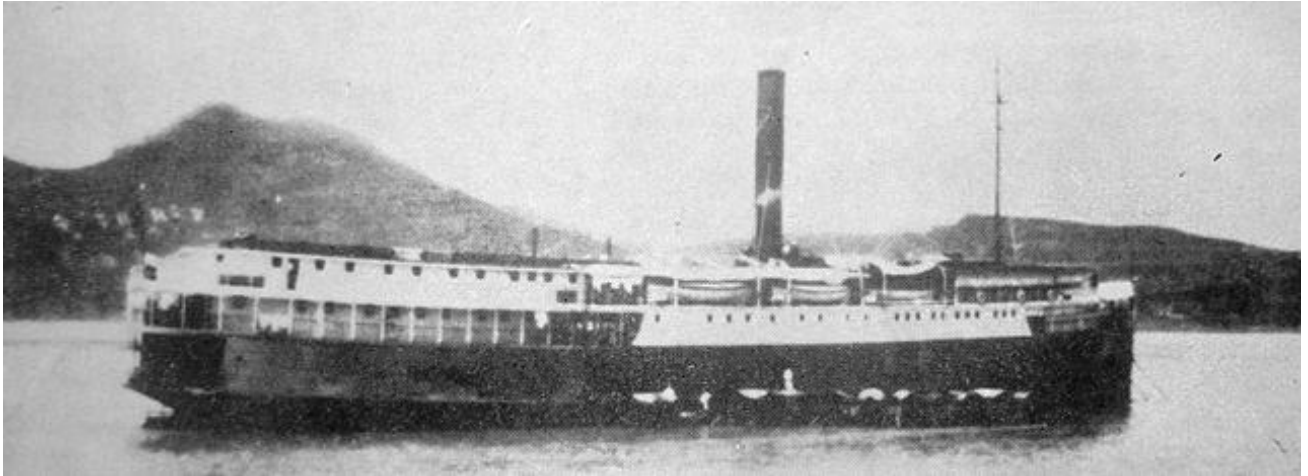
Early NGAN-KIN. Like WUHU, funnel supported by four kingposts
 (http://blog.sina.com.cn/s/blog_bb1090120101keai.html).



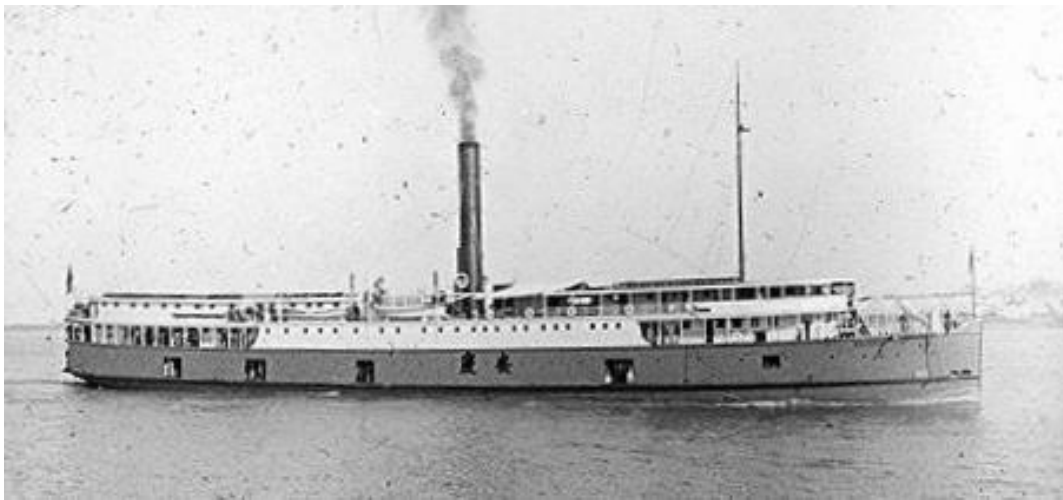
NGAN-KIN built up forward and aft (Warren Swire colln. 15534).



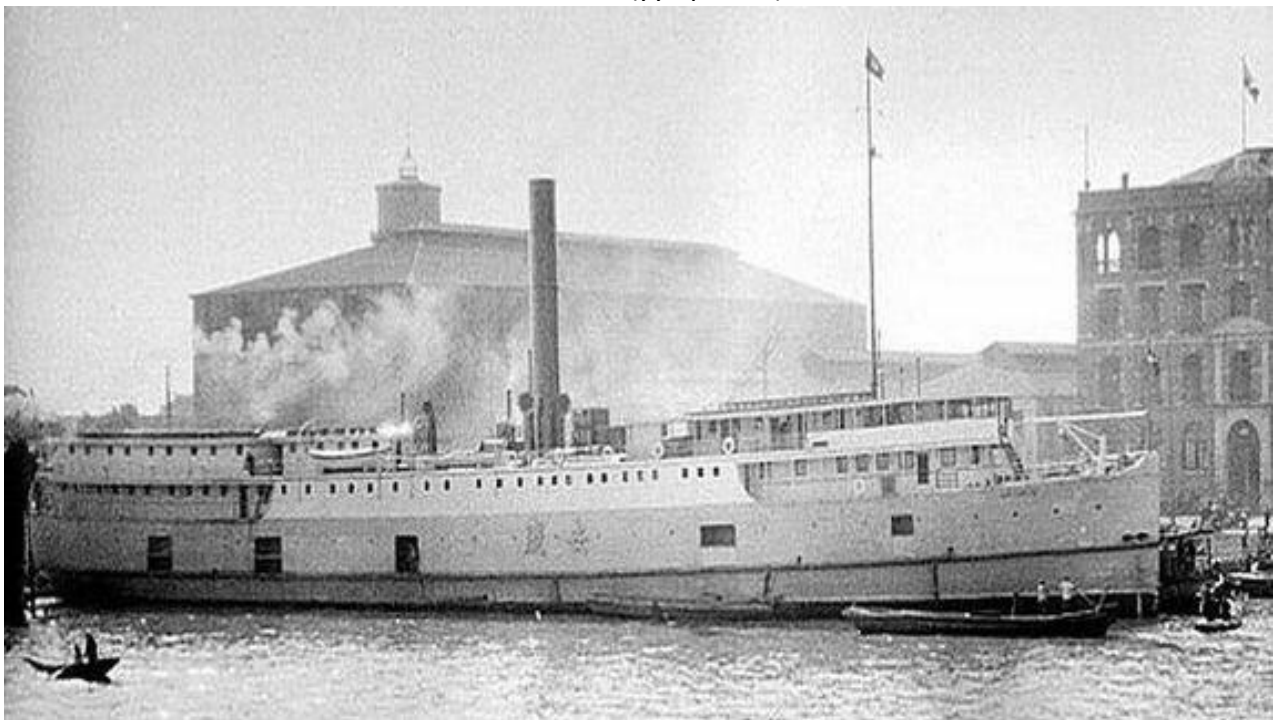
NGAN-KIN being assisted off a bank by SHANGHAI and PEKIN, July 1885 (Internet).



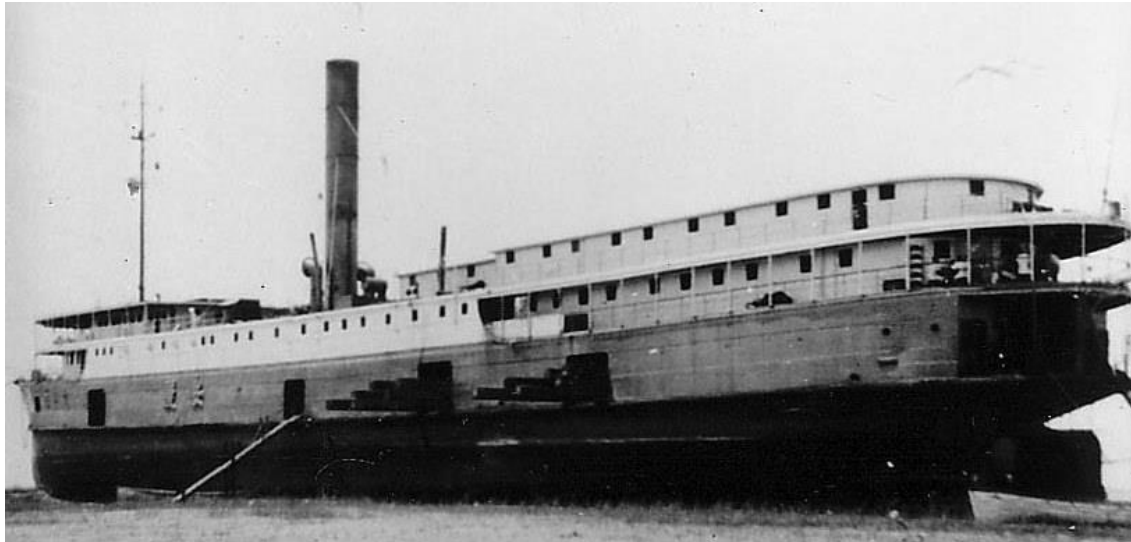
Rare view of NGAN-KIN at Ichang (Capt. Graham Torrible/Swire).



NGAN-KIN (yycqc.com).

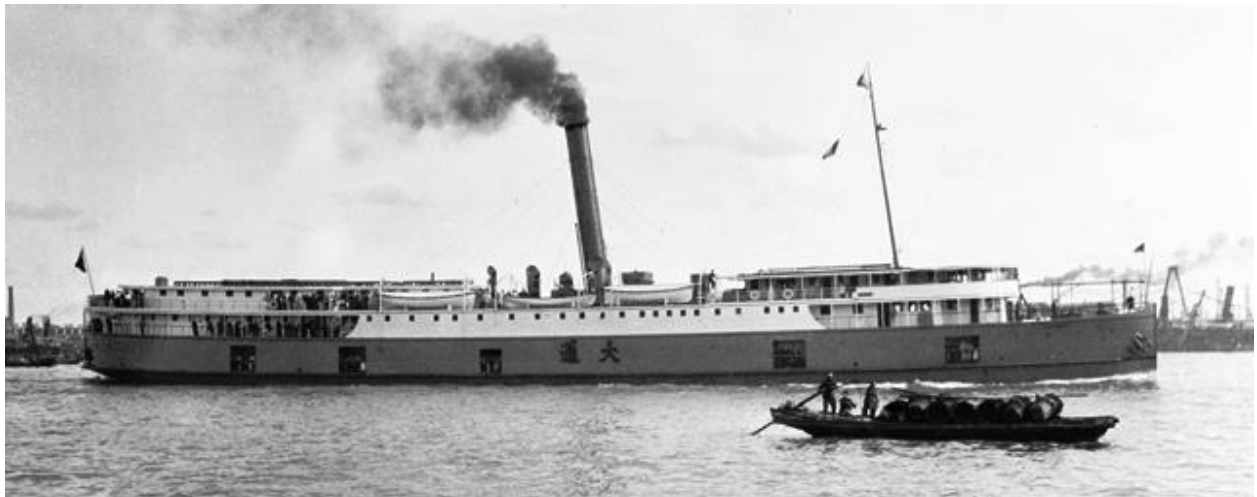


NGAN-KIN (SK colln).



NGAN-KIN. 1933 ashore below Hankow, in preparation for refloating (Internet).

TATUNG 大通 (1891-29) 2548/91-4 (286.7 x 43.0', 2T3cy/250nhp/12k, trials 11.66k)
Built by Scott & Co., Greenock (#286) for CNC for Yangtse River. 8/10/35 arrived at Shanghai on final voyage and promptly sold to Shanghai breakers.



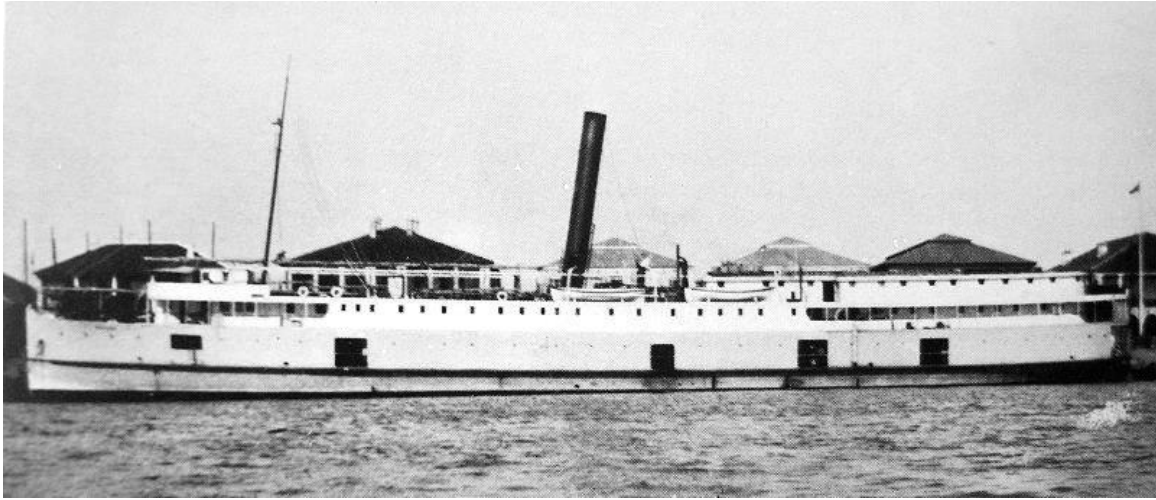
TATUNG (U.S. Naval History & Heritage Command NH77132).



First- /second-generation beam differences – PEKIN (r.) and TATUNG/POYANG (l.) from a postcard

<http://imgsrc.baidu.com/forum/w%3D580%3Bcp%3Dtieba%2C10%2C342%3Bap%3D%B0%D9%B6%C8%CC%F9%B0%C9%2C90%2C350/sign=d3dec6d1ac345982c58ae59a3ccf52dd/ac918efe9925bc311863533d5fdf8db1cb137039.jpg>

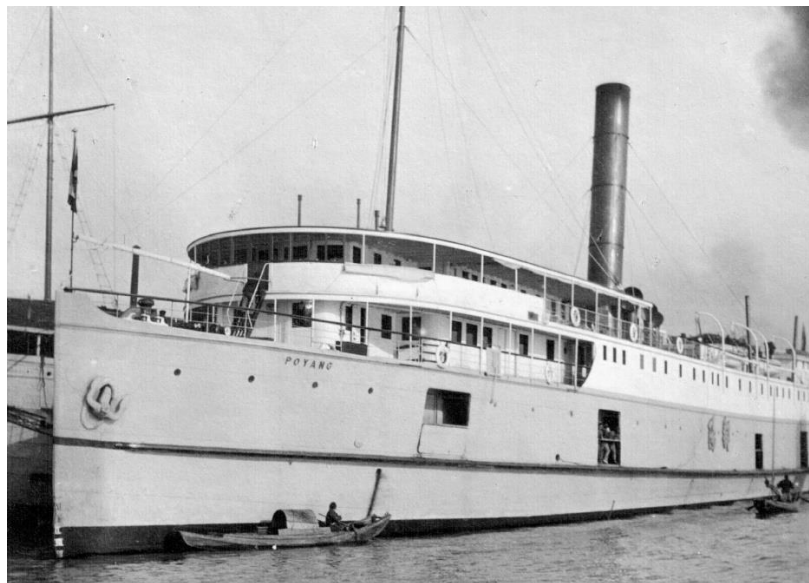
POYANG 鄱陽 (1891-34) 2551/91-9 (287.7 x 43.6', 2T3cy/150nhp/12k, trials 11.15k)
Built by Scott & Co., Greenock (#292) for CNC for Yangtse River. 15/9 arrived Shanghai on final voyage, laid up at Lunghwa. 17/10/34 departed Shanghai for Japan in tow of *Sakigake Maru* to be broken up.



POYANG (Swire).



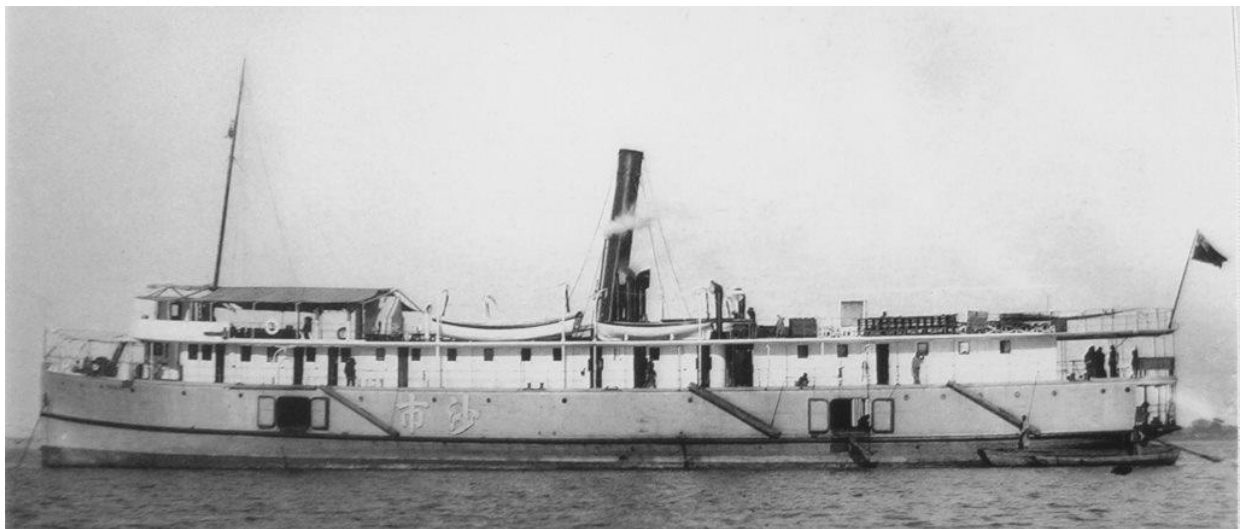
POYANG, showing development of bridge structure (CNC/Wikiswire).



POYANG (Internet).

SHASI 沙市; (1891-09) 1011/91-10 (186.1 x 35.2', 2R3cy/600nhp/12k, trials 10.4k)

Built by Scott & Co., Greenock (#293) for CNC for Yangtse River from Hankow to Ichang. 3/92 in service. Late-1893 lengthened at Shanghai by 40 feet. 1903 in service to Tungting Lake. 1907 Alfred Torrible as Master. 18/12/08 Shanghai ex Hankow on last voyage for CN. 2/09 sold to Ta Deh, Shanghai r. TA NGAN (but mid-1920s as TA TE for Ta Ta Co., Shanghai, 801g). 21/1/25 reported that small str TA TEH of Ta Dah Steamship Co. fired on by Chinese forts at Woosung when did not stop while entering Yangtse o/v to Nantung. 1927 sold to Ta Ta S.S. Co. r. TA TA, 1027g. 9[not 13]/12/31 gutted by fire at Corner Buoy, about 2m. below Tungchow (11 hrs from Nantao Bund) on voyage Shanghai- Yangchow after fire in full cargo of waste cotton yarn and piecegoods – most of 350 passengers and 70 crew rescued by *Pingwo* and *Siangtan* but 20 lives lost (NCH, 15/12/31). NFI



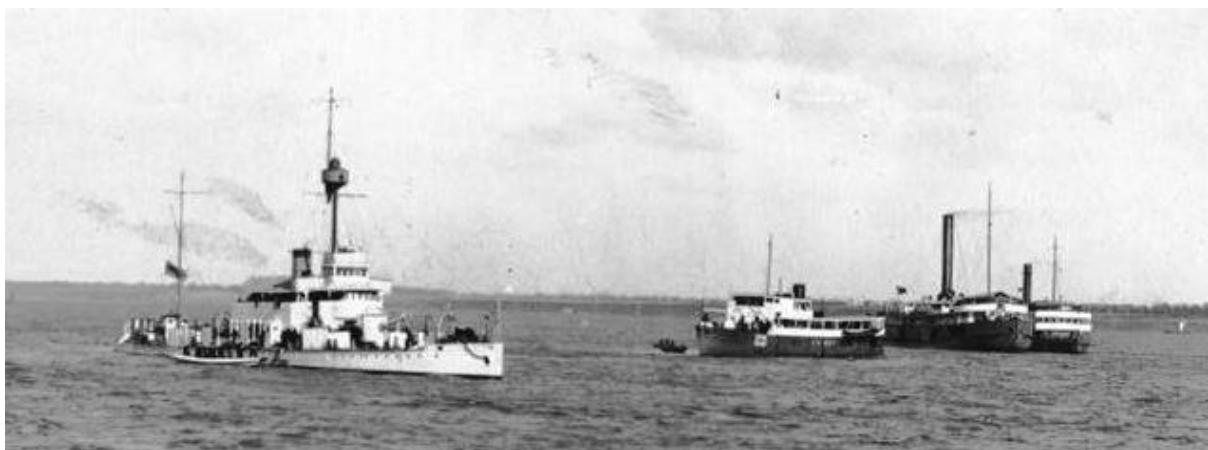
SHASI, presumably after lengthening (Warren Swire colln).

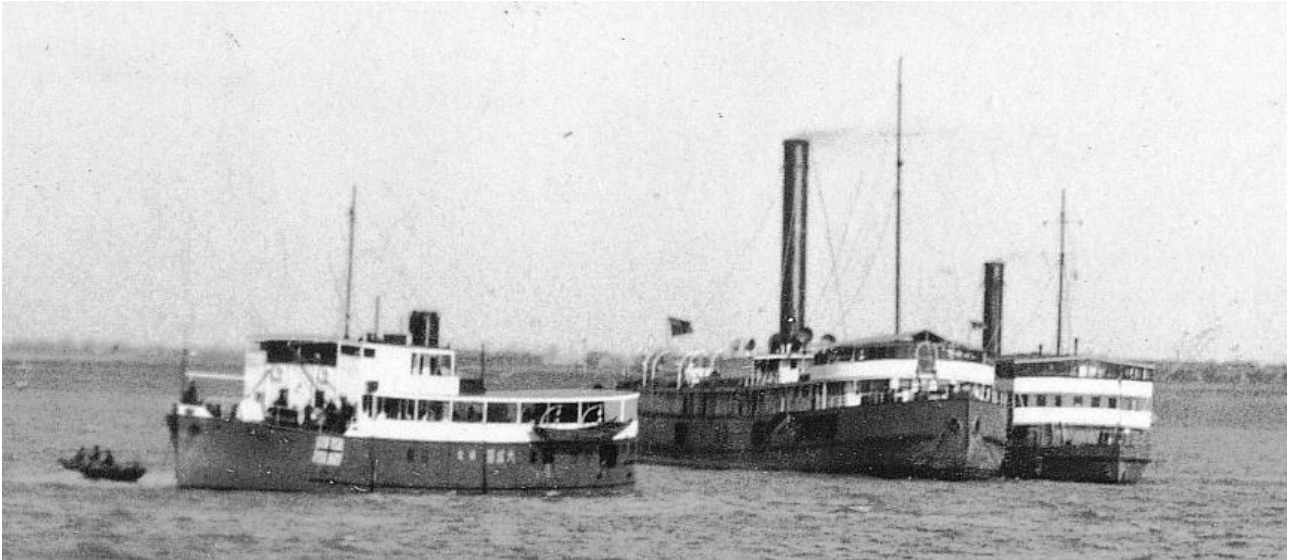
MONING 武宁 (1894-95) 2561/70

see KIANG TEEN (CMSNC, 1877-41).

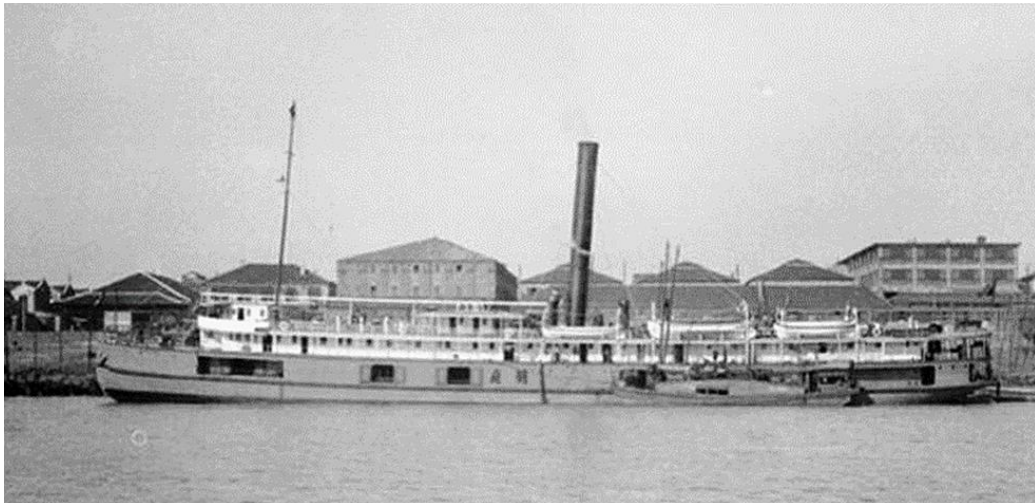
TUNGTING 洞庭 (1900-29) 2036/00-10 (270.0 x 42.1', RT3cy/140nhp/12k)

Built by Boyd & Co., Shanghai (#68) for CNC for Tungting Lakes. 1925 t/f to Shanghai-Ichang line. 1927/8 conv. to carry wood oil in bulk. 30/3/29 below Hankow struck uncharted rock off Low Point (14 nm above Wusueh) and sank in 36' with only masts and funnel showing, no report of salvage [sometimes listed as TUNG-TING].





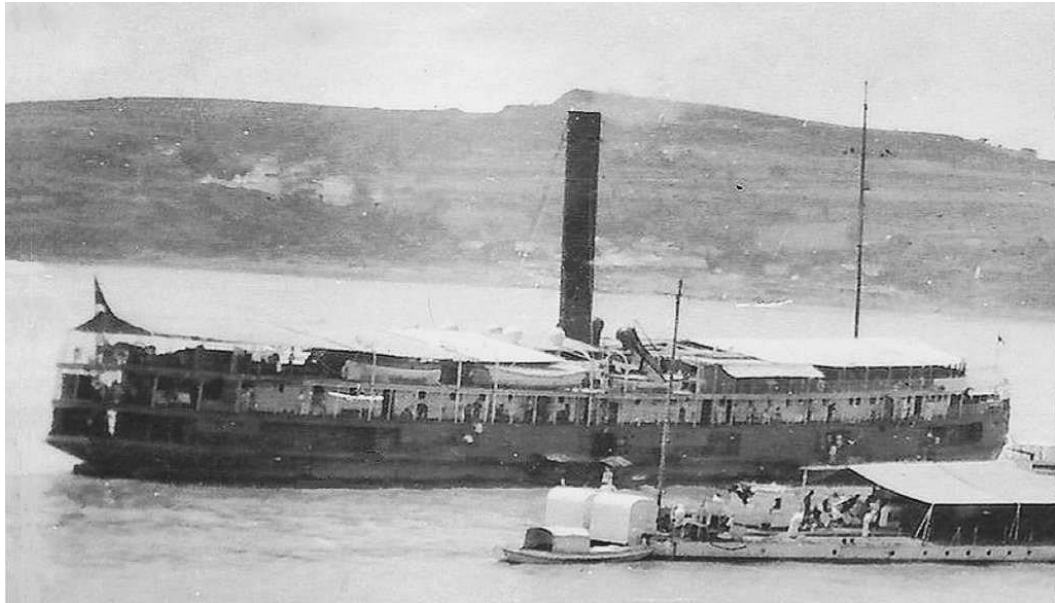
Above 2: An Insect Class gunboat with SUITING, TUNGTING and the second SHASI near Hankow in 1926 or 1927 (Graham Thompson, http://www.navtechlife.com/Images%20level%203/84%20River%20Gunboats/small_19%20Unknown%20Insect%20Hankow%201926%20or%201927.jpg).



TUNGTING at Hankow (Warren Swire colln.).



TUNGTING at Ichang (unknown photographer/A. Duncan).

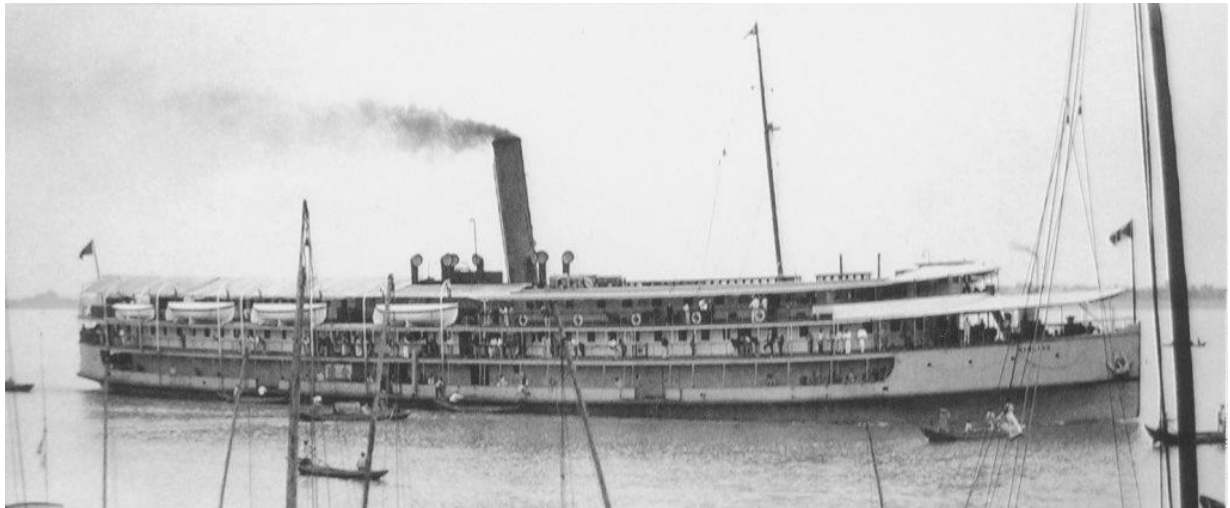


TUNGTING at Ichang, September 1936 (R.N.).

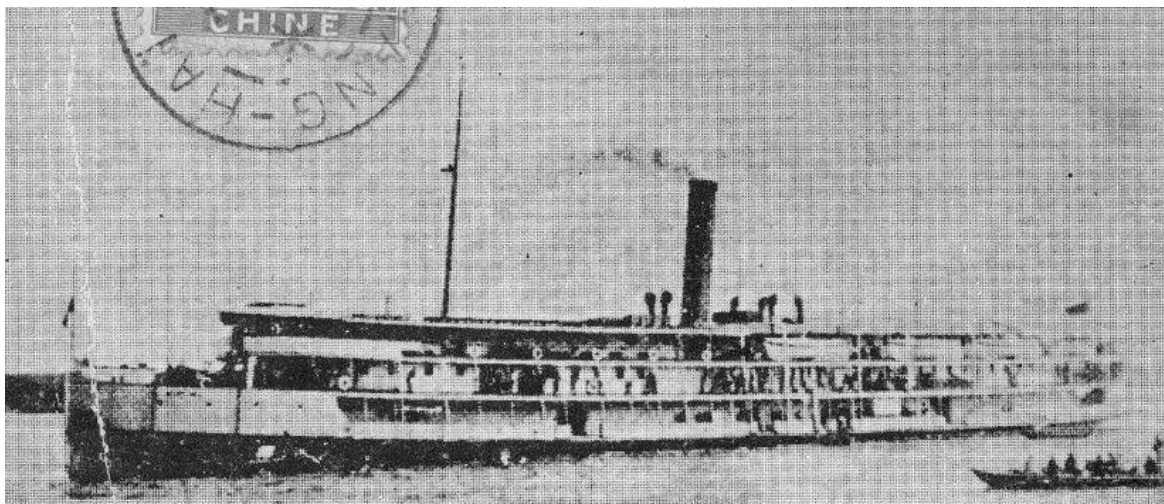
SHANGHAI/KINLING 上海/金陸 (1904-16) 3397/04-9 (310.0 x 46.0', 2T3cy/170nhp/11¼k on trials)
 Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#356) for CNC and 14/7/04 launched as SHANGHAI but 9/04 completed as KINLING, 18/9 arrived Shanghai. 19/5/16 burnt out at Kiangyin on Lower Yangtse, 23/5 arrived at Shanghai in tow and beached at Pootung as CTL. Hulk sold to Nisshin Kisen K.K., Tokyo and rebuilt by Shanghai D. & E. Co. Ltd as SUIYANG MARU, 25/8/17 ran trials, 30/8 re-entered service. c.18/8/37 seized by Chinese Govt and sunk as blockship in Whangpu River, Shanghai. Broken up in situ 1938-39. [NCH 23/9/04, 27/5/16, 1/9/17; also see under SUIYANG MARU/Nisshin].



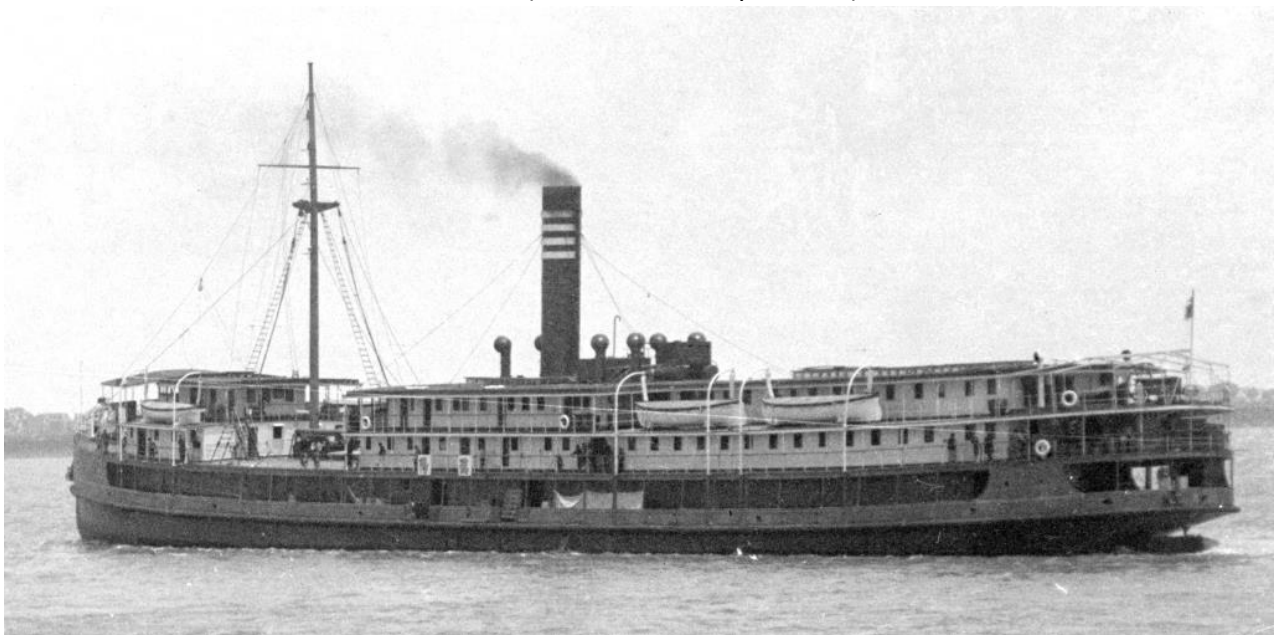
Launch of SHANGHAI on 14 July 1904 (HKMM, gift SK*).



KINLING (Swires).

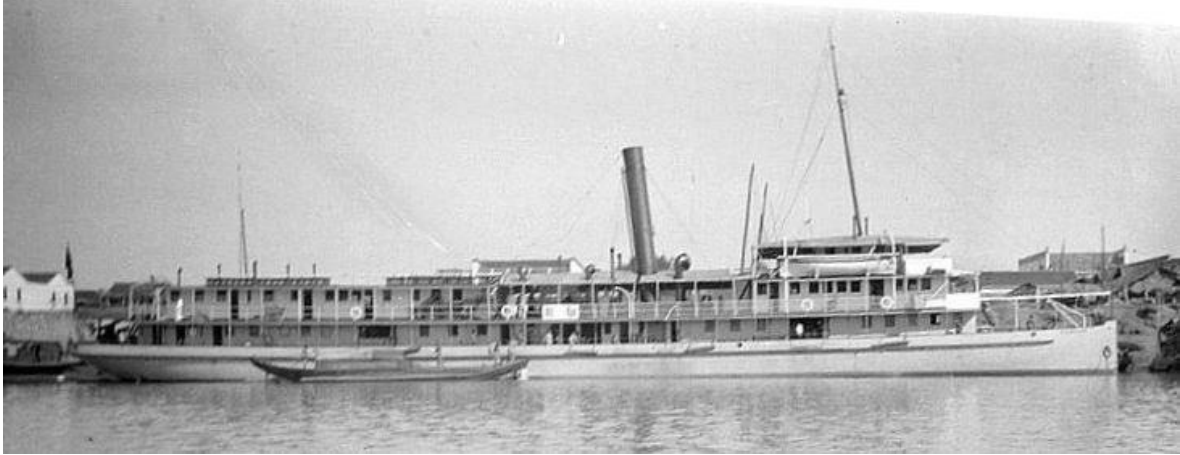


KINLING (from an official postcard).

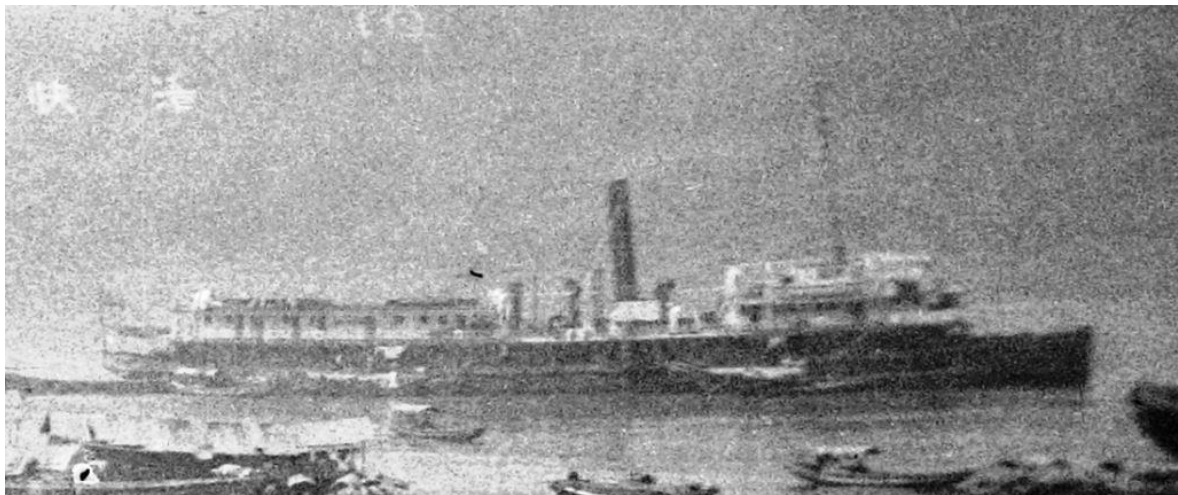


Rebuilt as SUIYANG MARU (Warren Swire collection).

SIANGTAN 湘潭 (1905-41) 1217/05-5 (220.0 x 40.0', 2T3cy/54rhp by Yarrow & Co., London)
Built by Farnham, Boyd & Co. Ltd, Shanghai (#1007) for CNC for Tungting Lakes. 30/11/27 seized by pirates 15-20 m. below Ichang and Master kidnapped. 8/12/41 seized by Japanese in sabotaged condition at Ichang. 7/6/42 comm. by Dept of Army as KINKO MARU. 27/11/44 bombed and sunk by US aircraft at Hankow.



SIANGTAN (coll. Warren Swire/UoB sw01-003).



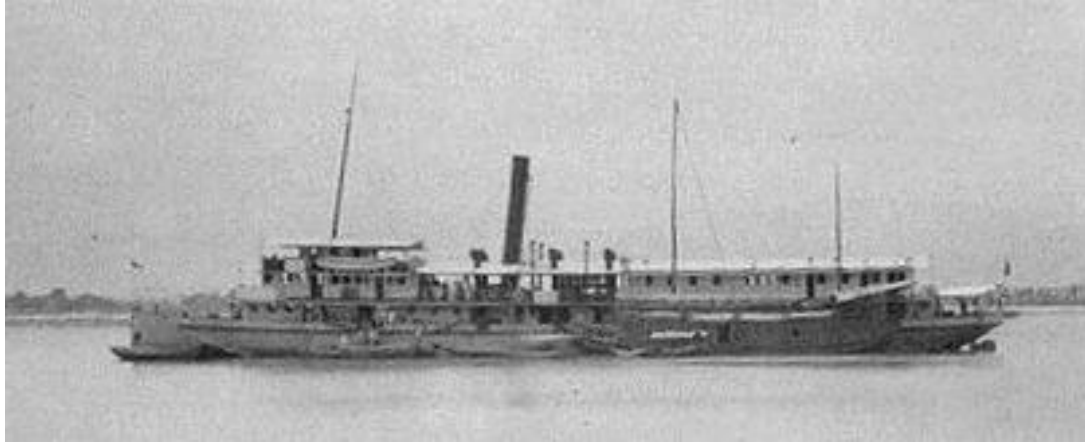
At Ichang (UoB sw26-119).



SIANGTAN (coll. Warren Swire/UoB sw16-056).

KIAN 吉安 (1907-35) 1195/07-5 (220.0 x 40.0', 2T3cy/54rhp)

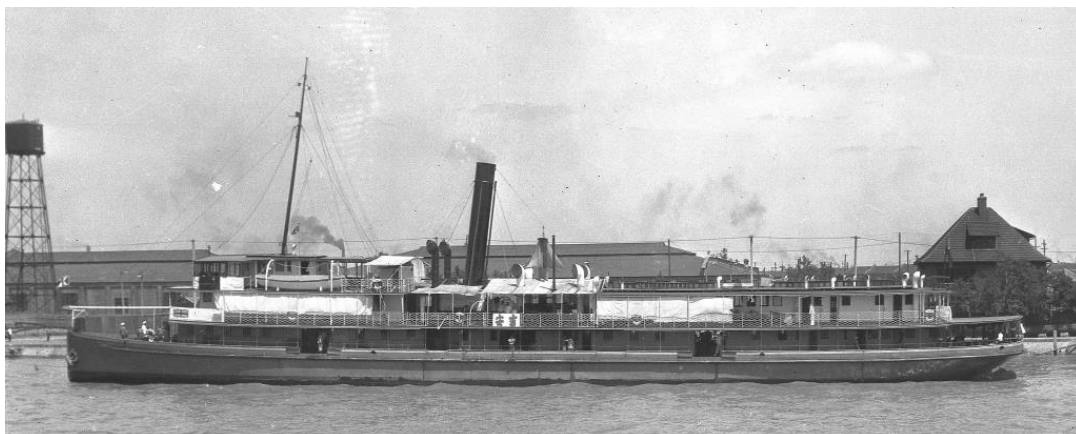
Built by Shanghai D. & E. Co. Ltd, Shanghai for CNC for Tungting Lakes. 12/8/34 starboard side of superstructure damaged in collision with *Tung Shun* (2338/96) in Whangpu. 11/1/35 stranded on groyne near Tungchow Beacon in Lower Yangtse and broke back, CTL. Two halves salvaged and 3/35 towed to Shanghai for breaking up.



KIAN at Nanchang (Warren Swire colln.).



KIAN at Hankow (Warren Swire colln.).



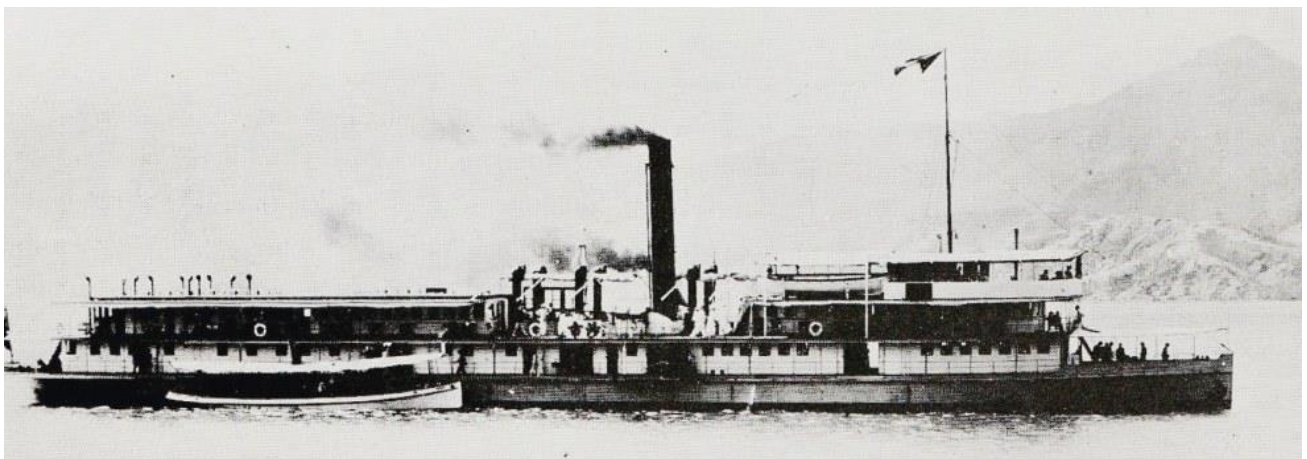
KIAN c.1930 (Alan Lee colln.).



KIAN near Chengling (coll. W. Swire/UoB sw16-051).

SHASI 沙市 (1910-48) 1327/10-7 (235.0 x 40.1', 2T3cy/54rhp/12k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#103) for and del. 19/11/10 to CNC for Tungting Lakes. 3/11/28 pirated below Hankow. 8/12/41 seized by Japanese at Ichang r. RIJO MARU. Late 1945 recovered and reverted to CNC. 10/48 sold to Chinese (presumed for breaking up).



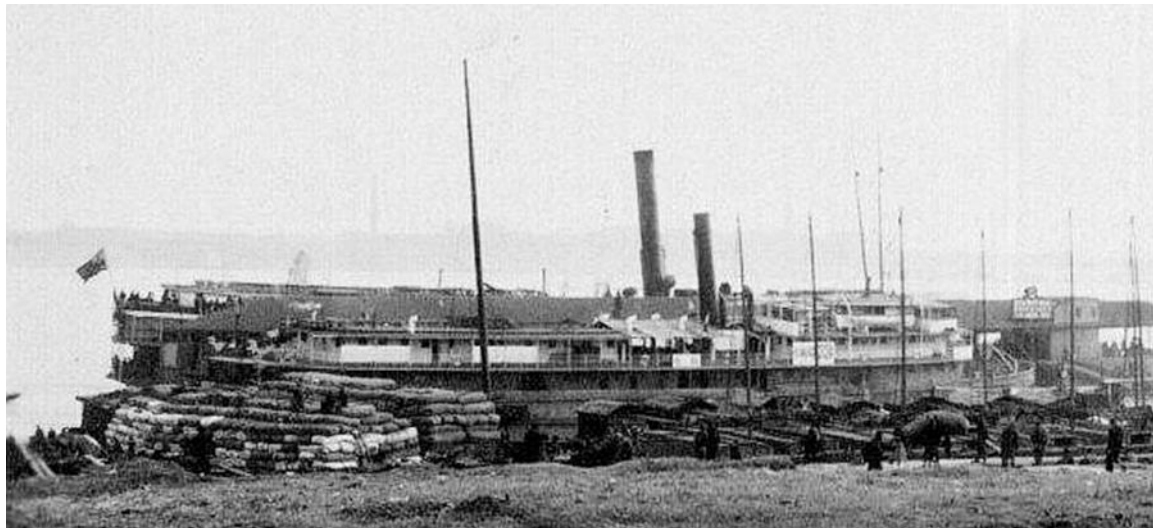
Early SHASI (Drage).



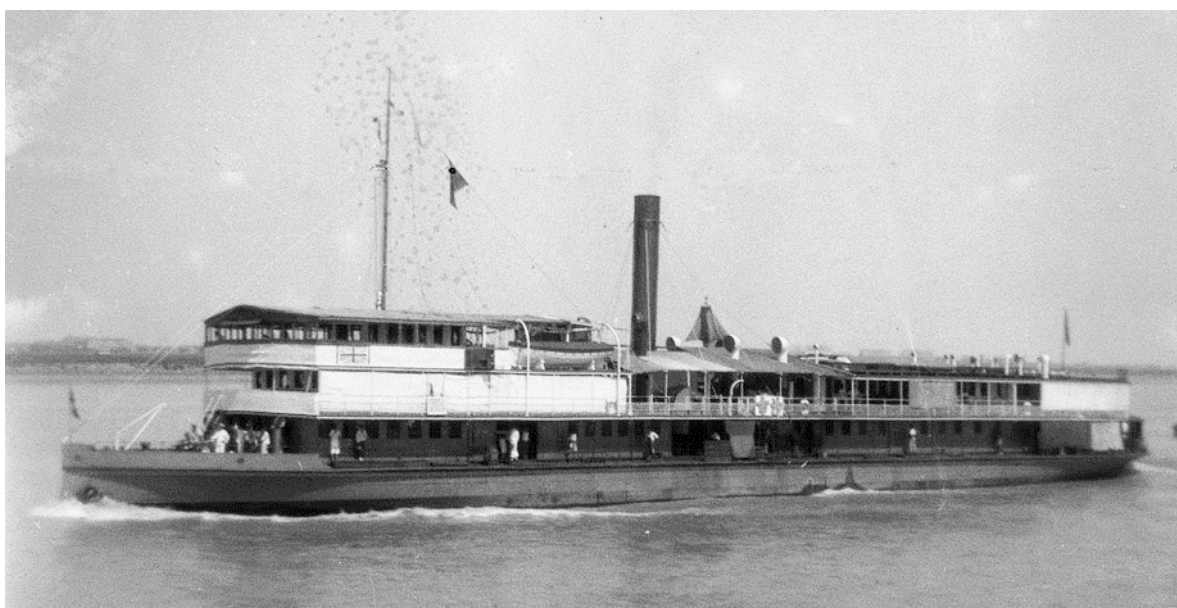
SHASI with awnings at Shanghai (UoB sw03-042).



At Ichang (UoB sw22-145).



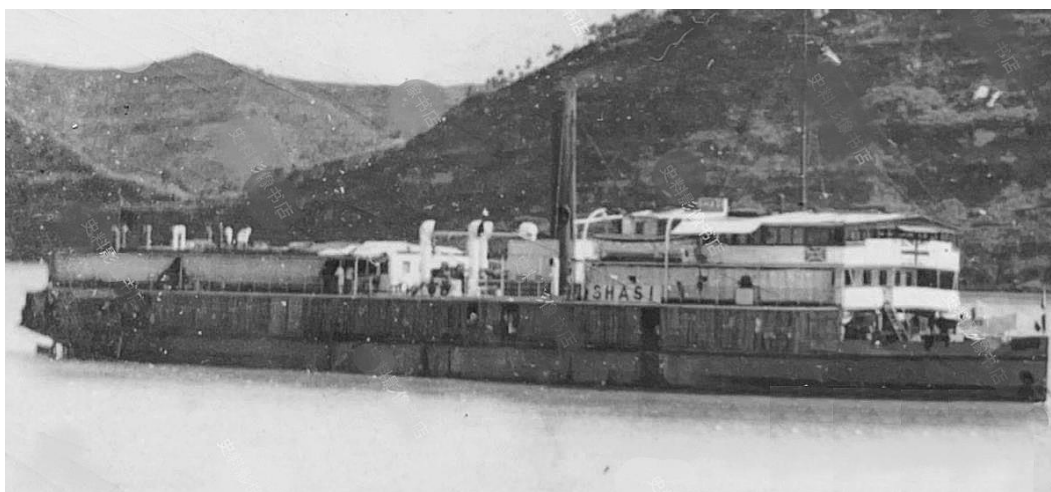
SHASI at Hankow with NGAN-KIN (coll. SK).



SHASI c.1930 (Alan Lee colln).



SHASI at Shanghai, 1937 (SK colln).



SHASI at Ichang with name in English and painted Union Jacks, probably post-August 1937 (Kongfz.com).

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

see LUEN YI (1911-12)

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

see LUEN HO (Indo-China S.N. Co. 1911-34)

LI-TA (one third owned 1911-11) 2868/06

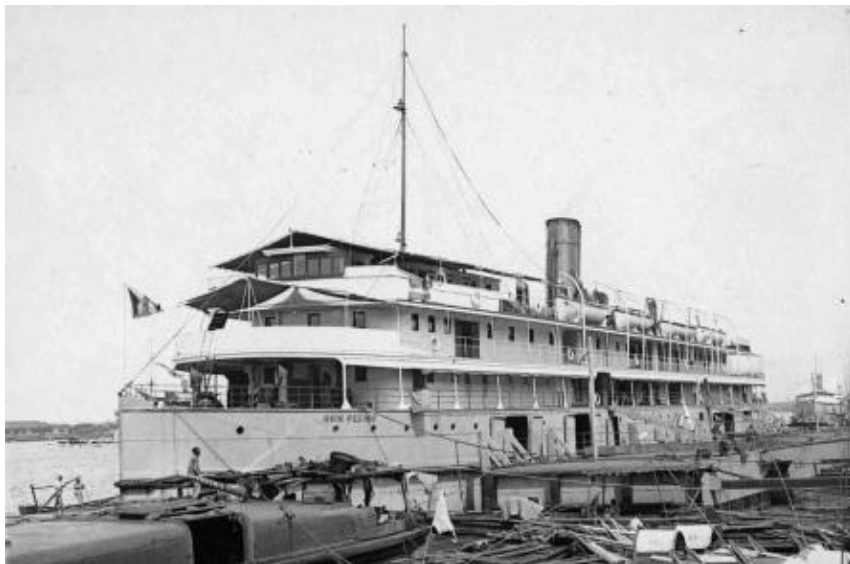
see HSIN PEKING (1911-36)

HSIN PEKING 新北京 (1911-36) 2866/06-4 (278.0 x 42.7', 2T3xy/136nhp/12k)

Built by Soc. des Ateliers & Chantiers de France, Dunkirk (#20) for Cie Asiatique de Nav. (Racine, Ackermann & Cie., Shanghai mgrs), Dunkirk for Yangtse River as LI-TA. 6/11 Racine Ackermann bankrupt, ICSNC/CNC/CMSNC acquired 1/3 shares. 10/11 LI-TA sold to CNC r. HSIN PEKING for Shanghai-Ningpo line. 22/1/36 arrived Shanghai from Ningpo on last voyage and laid up at Lunghwa. 3/36 sold to Osaka breakers as HSIN PEKING I.



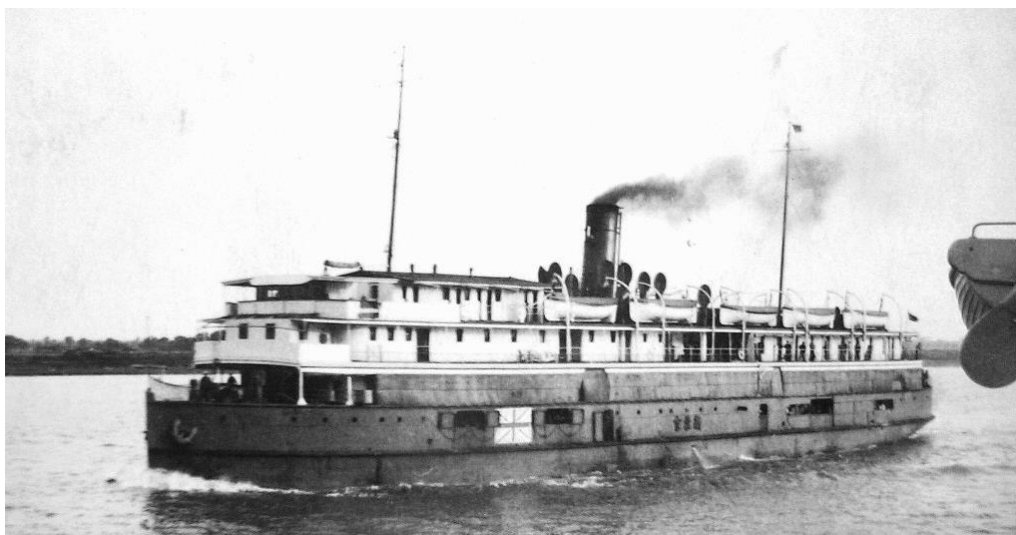
Early view of HSIN PEKING at Shanghai, awaiting afternoon loading time (Warren Swire/UoB sw-03-043)



Early HSIN PEKING at Ningpo, berthed behind is Chinese-flag paddle rival *Kiangteen*, replaced on this service in 1922. (<http://news.cnnb.com.cn/system/2013/09/15/007848222.shtml>).



With modifications including higher anchor recess, at Shanghai (Internet).



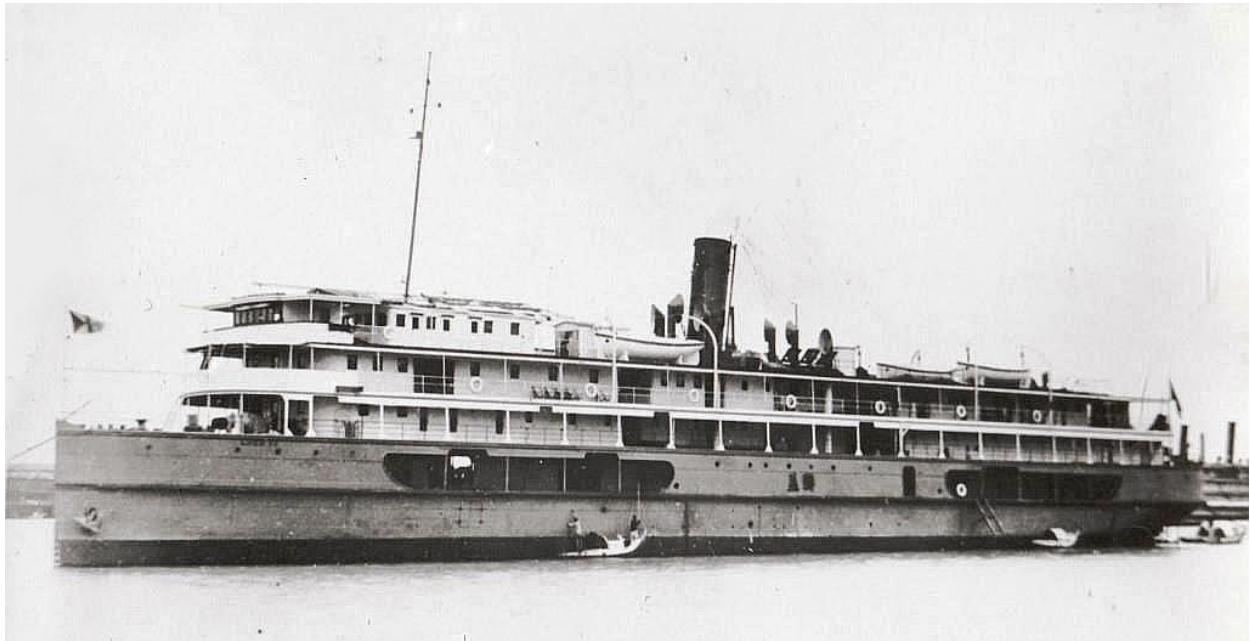
Modified HSIN PEKING with new mainmast for improved wireless, deck awnings (SK*)



HSIN PEKING at her regular berth on Shanghai bund (*Bucklin China Archive/postcard*).

LUEN YI 聯益 (1911-12) 2868/05 (278.0 x 42.7', 2T3xy/136nhp/12k)

Built by Soc. des Ateliers & Chantiers de France, Dunkirk for Cie. Asiatique de Nav. (Racine, Ackermann & Co., Shanghai mgrs), Dunkirk for Yangtse River as LI-FONG. 6/11 Racine Ackermann bankrupt, ICSNC/CNC/CMSNC acquired 1/3 shares. 12/11 sold to CNC r. LUEN YI but 8/12 t/f to Luen S.S. Co. Ltd (China Merchants S.N. Co., Shanghai mgrs), Hong Kong. 7/29 sold to mgrs r. KIEN KUO. Mid-1939 hauled onto Upper Yangtse. 3/9/40 bombed by Japanese aircraft and capsized in Taitso Bay, Szechuan. Righted and refloated, refurbished with reduced superstructure r. KIANG KIEN. 21/10/49 stranded in Man Lu Bay, Quemoy outbound for Kaohsiung in ballast.



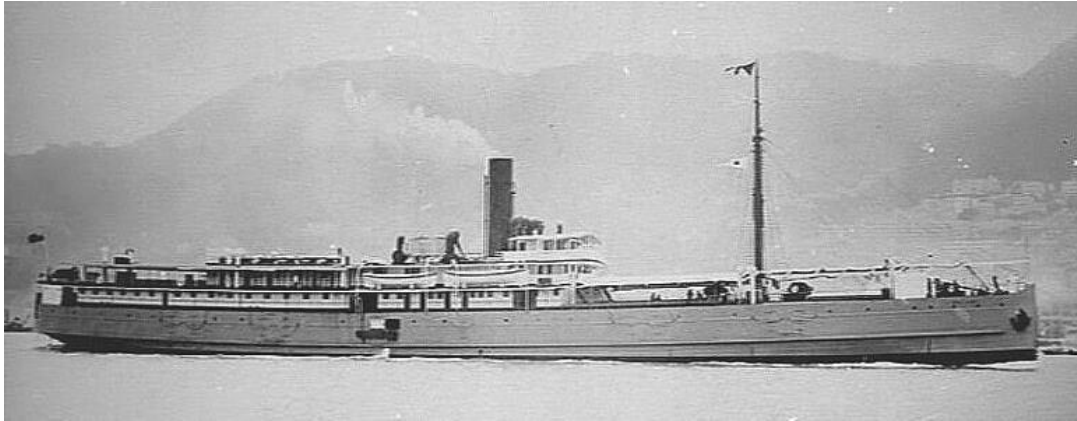
LUEN YI (unidentified photographer/A. Duncan)



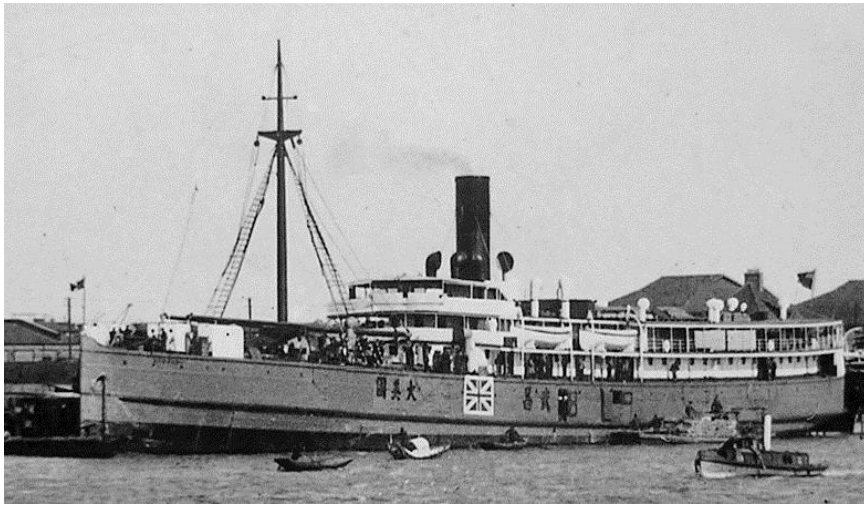
LUEN YI at Hankow alongside FORMOSA hulk (coll. W. Swire/UoB Sw03-079).

WUCHANG 武昌 (1914-49) 3204/14-4 (320.0 x 46.0', 2T3cy/171nhp/12k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong [#139] for and 27/4/14 del. to CNC for Yangtse River. By 7/39 stationed as receiving ship at Haiphong. 5/5/41 after docking for Singapore (12/5) and Penang, then 17/5 laid up at Singapore. 2/42 escaped Singapore for Tjilatjap. 8/3/42 escaped submarine attack on voyage Tjilatjap-Colombo. By 24/4/42 at Colombo for use by RN as submarine depot ship for Eastern Fleet. 16/4/46 Colombo for Hong Kong (4/5) where mid-5/46 completed naval service and 12/8 released to CNC after 'essential minimum repairs' and lump sum payment in lieu reconditioning. Used by CNC as accommodation ship at Hong Kong. 1/49 sold to Wing Tak for breaking up at Hong Kong [BT 389/32/174].



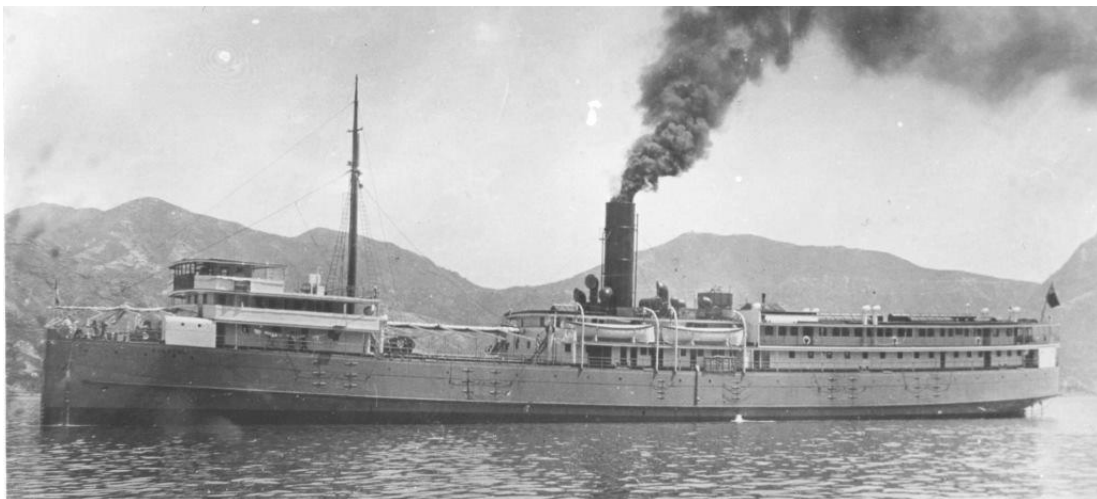
WUCHANG (Wikiswire).



WUCHANG built up with new cabins aft (SK*).

WOOSUNG 吳淞 (1918-41) 3426/18-9 (320.0 x 46.2', 2T3cy/171nhp/11k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#166) for and 2/10/18 del. to CNC for Yangtse River. 1924 fitted with addit. passenger accommodation. By 8/41 laid up at Hankow. 8/12/41 seized by Japanese at Hankow. 1/42 r. REIZAN MARU (Toa Kaiun K.K., mgrs). 1944 rep. bombed and sunk by US aircraft on Havoc Rocks, Yangtse River, repaired. 18/1/45 struck US mine and sank in Yangtse River, 1 lost (30.11N, 115.07E) [BT 389/32/163].



Early WOOSUNG (A. Duncan*).



WOOSUNG awaiting berthing time, Shanghai late-1930s (coll. SK).



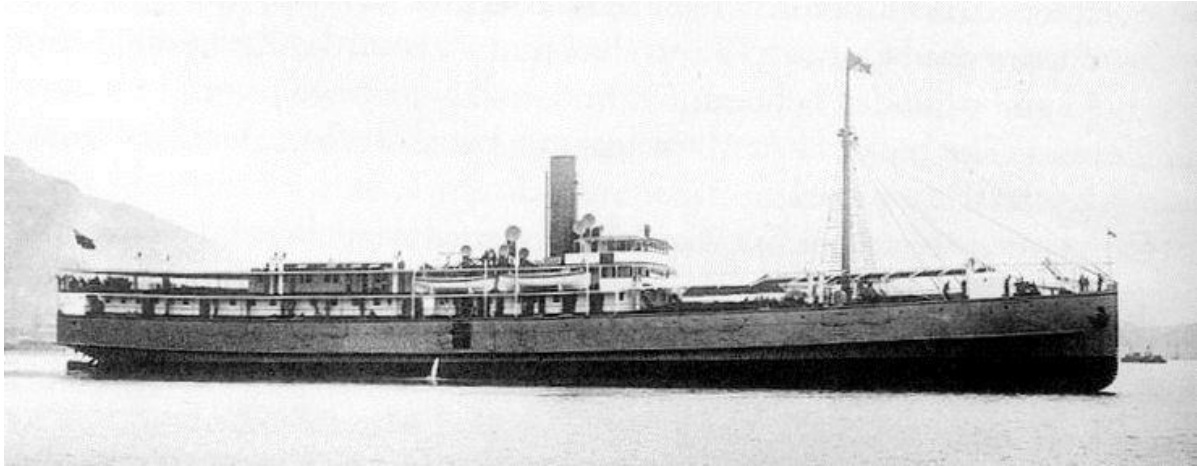
WOOSUNG in late-1930s, enhanced forward windows (pinterest.jp; Warren Swire colln).



WOOSUNG evidently deadship, under towage 1930s Shanghai (kongfz.cn).

WHANGPU 黄浦 (1921-49) 3204/21-3 (320.0 x 46.0', 2T3cy/171nhp/11k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#184) for CNC, 25/3/21 del. for Yangtse River. 6/24 resumed service after fitted with passenger capacity by Shanghai D. & E. Co. Ltd. 2-5/12/37 loaded 5,000 cases of museum treasures at Nanking for Hankow. 11/12/37 shelled by Japanese at Nanking, 12/12 minor damage by bombing 15 miles above Nanking, thence Shanghai and service on Lower Yangtse. 12/5/41 Hong Kong for Singapore (18/5). Mid-12/41 allocated by Admiralty for conv. to submarine depot ship but 1/42 work abandoned and 2/2 sailed via Palembang for Fremantle, where used as accommodation and repair ship. 1/10/43 comm. by RAN as FY-03 and sailed for Melbourne for fitting out as mobile repair ship. 1944-45 in New Guinea waters. Later 1945 to Morotai as stores ship. 2/46 to Hong Kong (c.25/2). c.13/5 completed naval service and given 'essential minimum repairs' prior to off-survey. 12/8/46 reverted to CNC with lump sum in lieu of further reconditioning and used as accommodation ship at Hong Kong. 5/49 sold to Wing Tak for breaking up at Hong Kong. [China Press, 26/1/38; BT 389/32/61]



WHANGPU on completion in Hong Kong (Wikiswire).



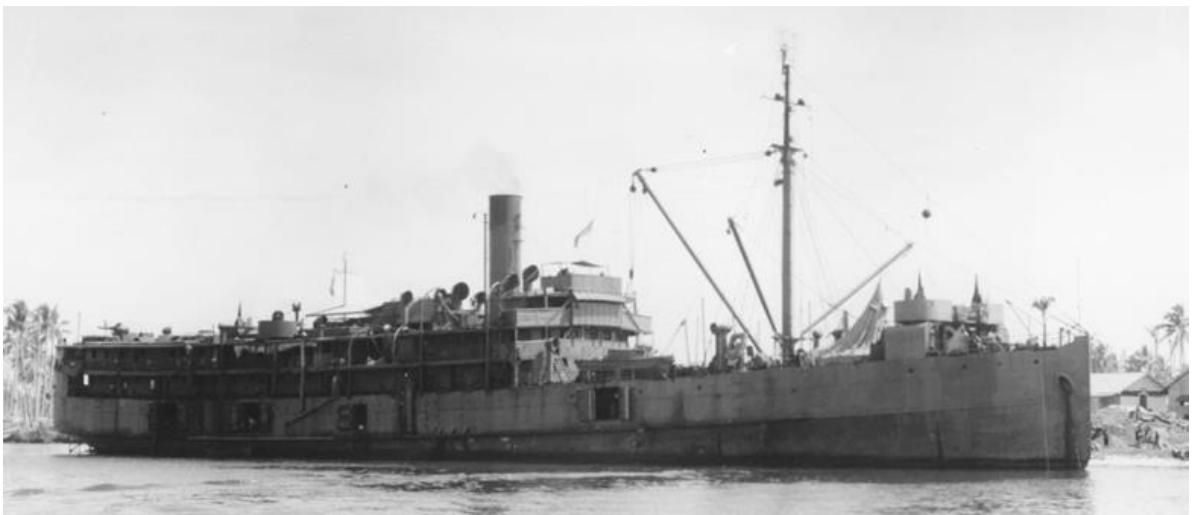
WHANGPU loading in front of the Swire Building on the French Bund, central Shanghai (Swires).



WHANGPU at Wuchang with extended superstructure c.1937 (Warren Swire colln.).



WHANGPU shortly after leaving Singapore in February 1942 (AWM 4279564).



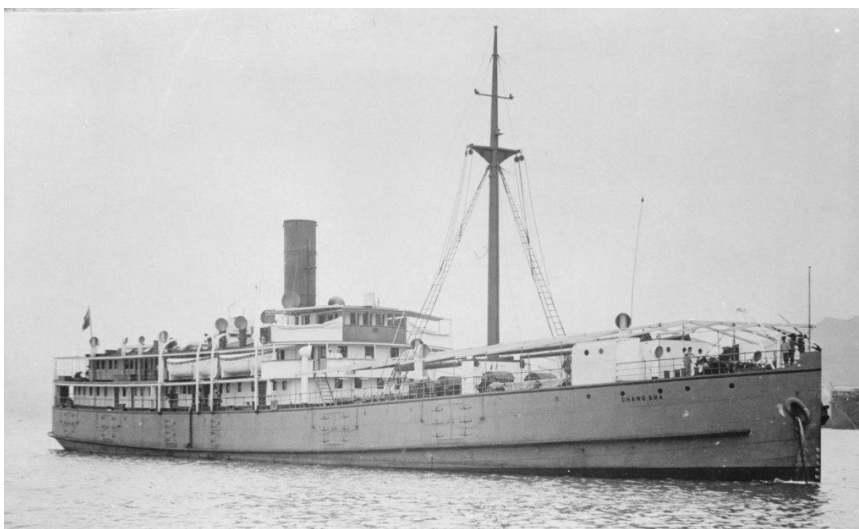
HMAS WHANGPU in New Guinea, AA guns forward and defensive gun aft (AWM 76786).

CHANGSHA 長沙 (1922-41) 2482/22-4 (290.1 x 46.0', 2-T6cy/120nhp/??k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#185) for CNC, 7/3 reg. at Hong Kong, 25/4 del. for Yangtse River. 30/8/41 rep. laid up at anchor off Hankow. 8/12/41 seized by Japanese at Hankow and 1/42 r. RYUZAN MARU. 27/1/45 struck mine and sank in middle Yangtse River (29.46N, 116.52E), 445 passengers lost. Photographic evidence suggests by 1948 raised and recommissioned, eventually under PRC control as REN MIN 15. NFI.



CHANGSHA (Warren Swire colln).

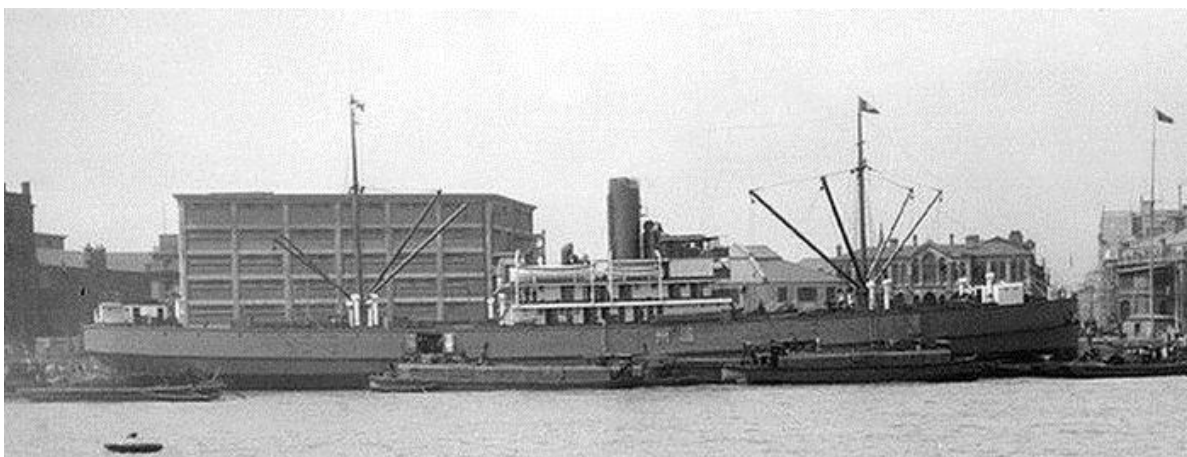


CHANGSHA (A. Duncan*)/

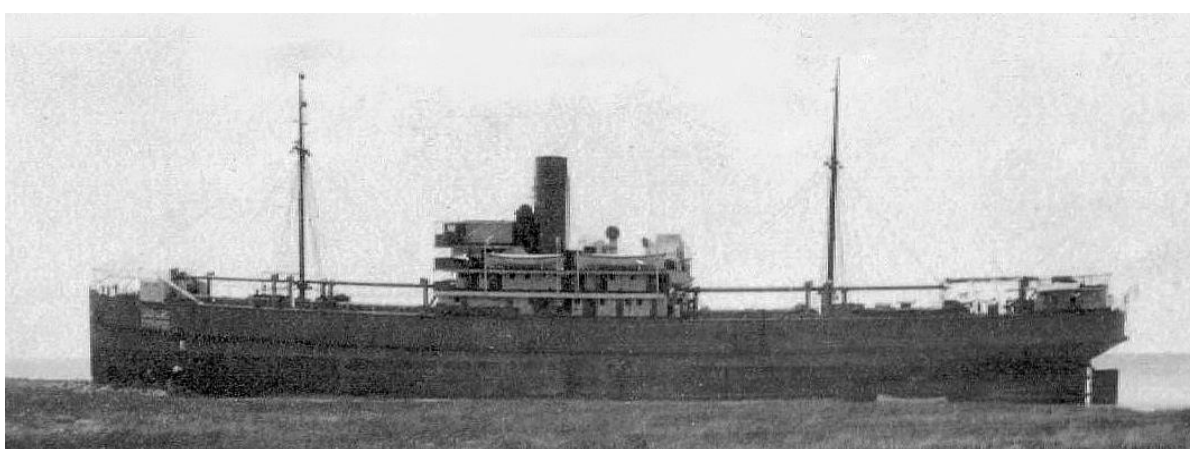
Possible CHANGSHA post-1949 as REN MIN 15 (pub. 1969) (*China Reconstructs*).

WENCHOW 温州 (1923-41) 3113/23-7 (320.0 x 46.1', 2-T6cy/175nhp/11k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#201) for and 30/7 del. to CNC for Yangtse River. By 30/8/41 laid up at Kiukiang, where 8/12/41 seized by Japanese, 7/42 r. HACHIGEN MARU (sometimes mis-stated as SHUKUZAN MARU). 14/8/42 torp. and sunk N of Kudat, North Borneo (5.07N, 119.37W) by USS *Seawolf* [BT 389/31/247].



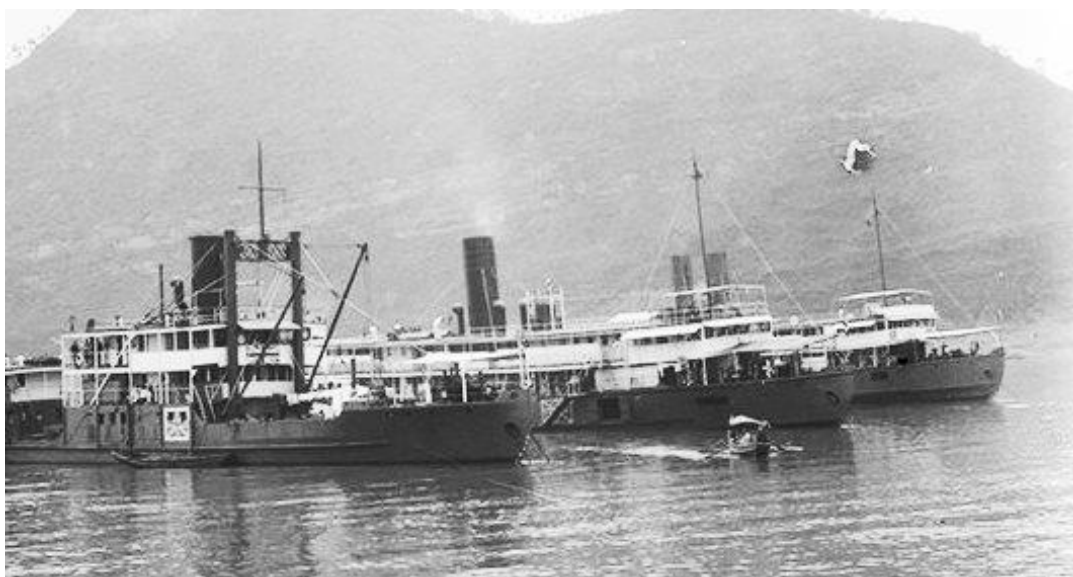
WENCHOW (Warren Swire colln).



WENCHOW empty and inactive, probably Kiukiang 1941 (coll. Stan Welch).

WANLIU 萬柳 (1923-32) 1112/20-6 (196.0 x 31.0', 2-T6cy/98nhp/10k by J.I. Thornycroft & Co., Southampton, 18-50-100-deck pass.)

Built by Kiangnan D. & Eng. Works, Shanghai (#328) for Mackenzie & Co. Ltd, Shanghai for Upper Yangtse, intended to be QUEEN OF THE GORGES but 2/3/20 launched as LOONG MOW, 17/6 dep. Shanghai for Ichang-Chungking service. 14/7/20 bow crushed when struck bank 12 m. above Ichang. 1921 reg. to General Manager, W.A. Argent, Shanghai. 4/21 Butterfield & Swire freight and passage agents. 9/23 sold to CNC r. WANLIU 萬柳. 29/8/26 attacked by Chinese troops of General Yang Sen. 5/30 t/f to TCN and re-reg. at Hong Kong. 31/5/32 abandoned after stranding at Changshouchai 40 m. below Chungking bound for Ichang, broke back, CTL. 5/33 salvaged in two parts, rebuilt and lengthened by subsidiary Ta Chung Hua S.B. Works, Shanghai for Ming Sung Industrial Co. Ltd, Shanghai as MING CHUAN 民權, 26/4/35 reentered service Shanghai-Chungking. During Sino-Japanese War (1937-45) seized by Japanese and r. MARI MARU. 8/45 recovered and reverted to Ming Sung as MING CHUAN. 1949 under PRC control, 1957 refitted. 1958 name romanised and simplified as MIN CHUAN (QUAN) 民权. 10/65 operating Shanghai-Chungking every 14 days. 12/66 r. DONG FANG HONG 63. 1969 rep. broken up (WikiSwire), but 1976 still listed by Changjiang (Yangtse) Shg. Corp., 8/84 laid up upstream of Wuhan. RLR 1971/72 [Shanghai Times, 17/6, 24/6/20. As built 18 First, 50 Second 100 Deck pass.]



WANLIU (centre) and half-sister WANTUNG (r.) at Ichang (Warren Swire colln).



WANLIU at Ichang with WANHSIEN (UoB Pa01-41).



WANLIU stranded in May 1932 (Internet).



Repaired and lengthened 1934 as MING CHUAN (coll. Yao Kaiyang).



DONG FANG HONG 63 laid up upstream of Wuhan in August 1984 (Donald Anderson).

WANTUNG 万通 (1925-41) 1061/21-6 (sternwheeler, 197.0 x 31.0', 2T3cy/98nhp/15k)

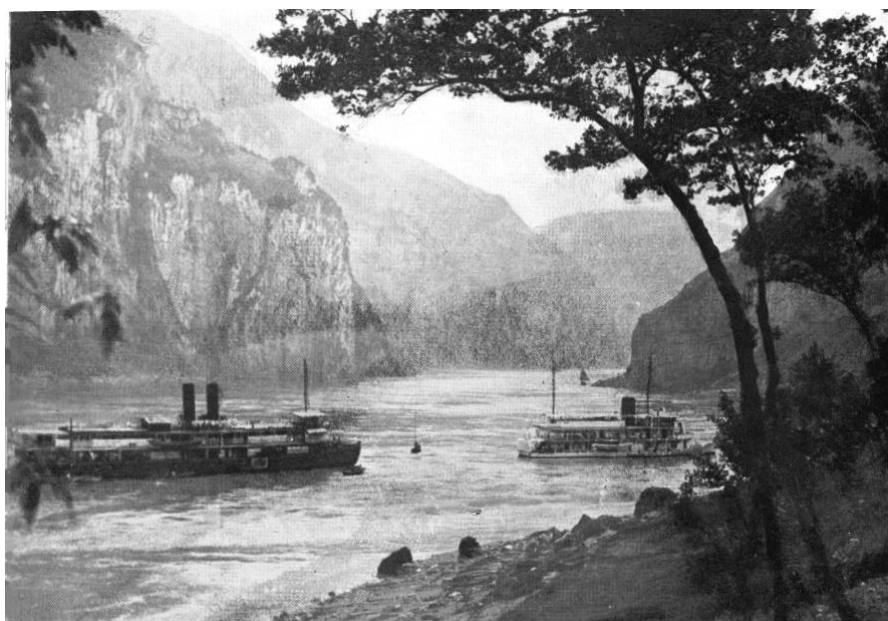
Built by Kiangnan D. & Eng. Works, Shanghai (#363) for Robert Dollar Co. Ltd, Shanghai and launched 23/3/21 by Miss Alice Dollar as ALICE DOLLAR, 17/6 from Shanghai to commence Ichang-Chungking service. 4/25 sold to CNC r. WANTUNG. 30/8/26 seized at Wanhsien by Chinese troops of General Yang Sen - 5/9 recovered after attack by British naval party. 5/30 t/f to TCNC and re-reg. at Hong Kong. Summer Late-summer 1937 grounded in Sha-Sui quicksands off Kweifu damaging rudder, relegated to Lower River service [Terrible]. 8/12/41 seized by Japanese at Shanghai r. HEIZAN MARU 屏山丸 (Toa Kaiun K.K., mgrs). 28/12/43 bombed and sunk with loss of 2 crew by US aircraft in Lower Yangtse with Toa Kaiun's *Unyo Maru* (1037g) and *Kinka Maru* (296g) above Pengtse, about half-way between Kiukiang (upriver) and Anking (downriver).



WANTUNG was built as ALICE DOLLAR (NHHHC NH68487).



WANTUNG ascending to Upper River gorges (Wikiswire).



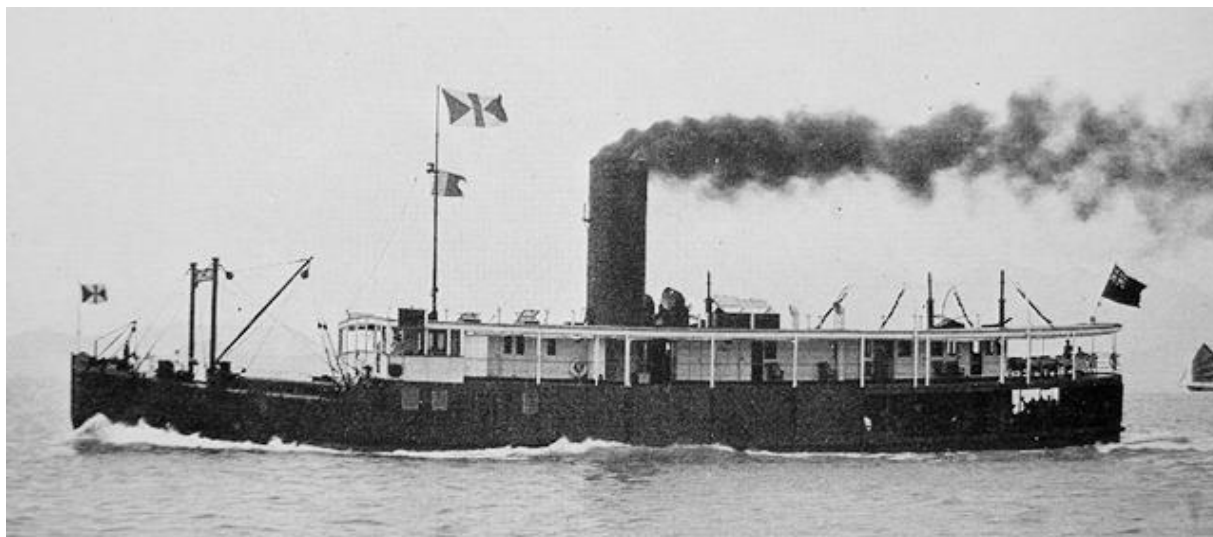
WANTUNG and HMS Falcon in the Gorges at Miao Ho above Ichang (B&S).



WANTUNG, probably at Chungking (Warren Swire colln.).

KIATING 嘉定 (1925-37) 423/25-10 (149.5 x 26.6', 2ST Brown-Curtis/10k)

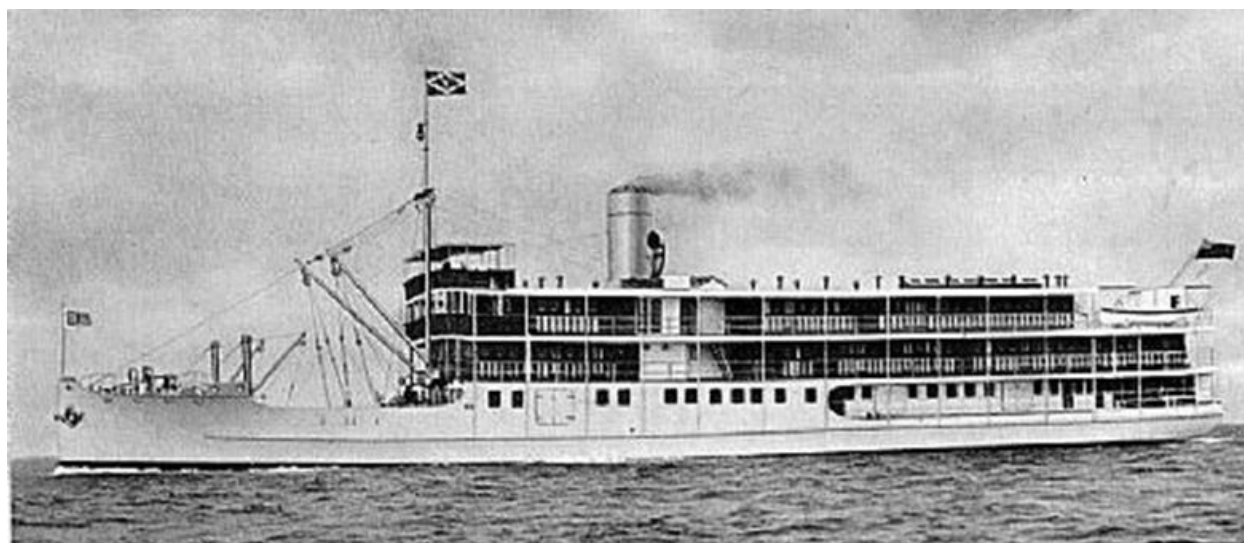
Built by Yarrow & Co. Ltd, Glasgow (#1492) and assembled by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for CNC for Upper Yangtse, 6/10/25 reg. at Hong Kong, then t/f to London. 5/37 sold to Chinese Government [China Press, 21/5/37]. NFI.



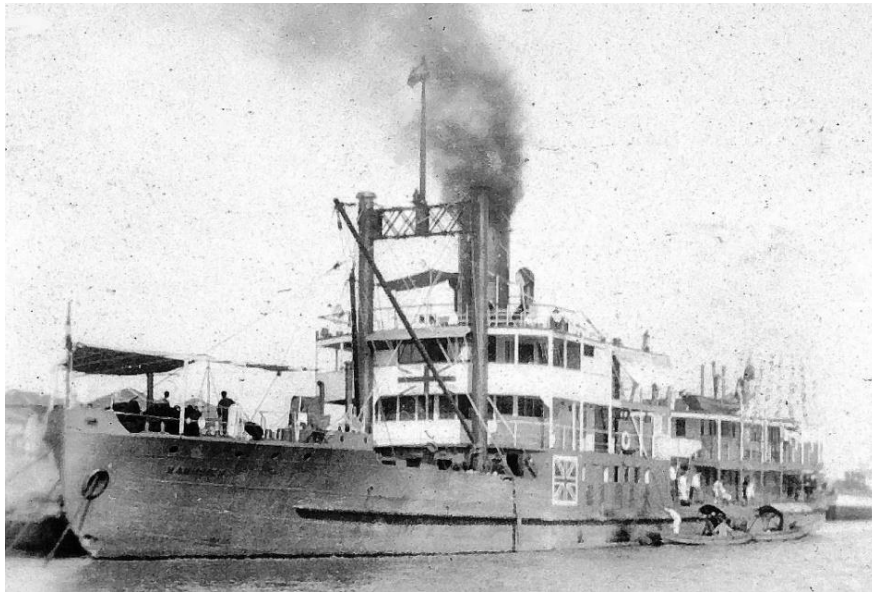
Upper River steamer KIATING (A. Duncan).

WANHSIEN 萬縣 (1925-41) 868/22-4 (203.9 x 33.0', 2-T6cy/130nhp/12k)

Built by Yarrow & Co. Ltd, Glasgow (#1462) and erected by Taikoo D.Y. & E. Co. Ltd Hong Kong for Mackenzie & Co., for Upper Yangtse. 25/3 reg. at Hong Kong (then London), 21/4 arrived Shanghai. 1925 sold to CNC. 30/8/26 seized at Wanhsien by Chinese troops of General Yang Sen, 5/9 recovered after attack by British naval party. 5/30 t/f to TCNC and re-reg. at Hong Kong. 2/41 reg. closed on sale to Chinese owners. 12/41 sunk at Hong Kong. Raised c.1946 for breaking up but may have been rebuilt and recomm. by Ming Sung Industrial Co. Ltd, Shanghai as MING WAN, subsequently to Yangtse Shipping Bureau, refitted with larger superstructure. 1966 r. DONG FANG HONG 109. 1976 no longer listed by Shanghai Maritime Bureau. NFI. NFI. [clydeships, Schell, BT 389/31/156].



WANHSIEN as originally conceived (Clydesite).



WANHSIEN (coll. SK).



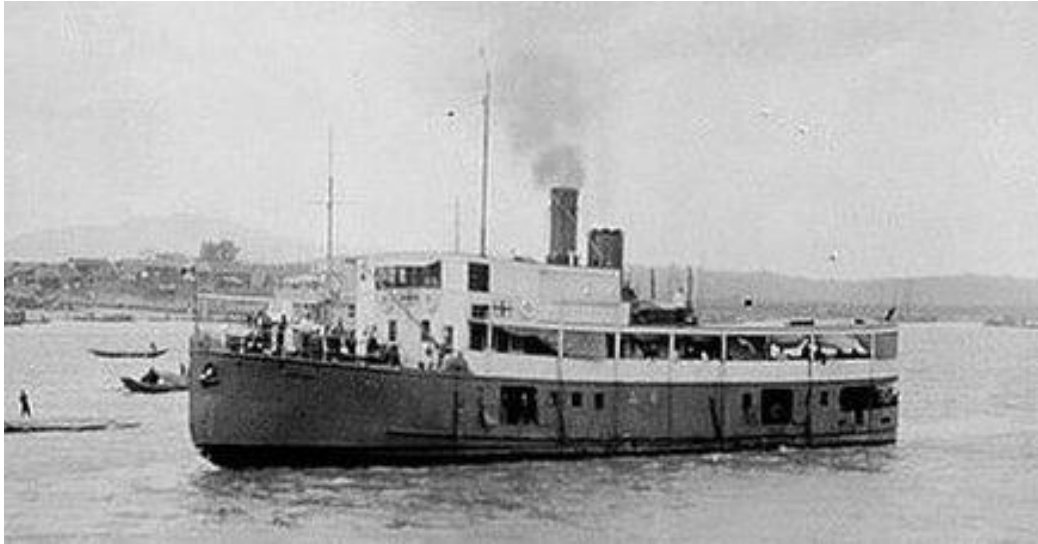
WANHSIEN at Ichang (Warren Swire/UoB).



DONG FANG HONG 109 in the Cultural Revolution period (photosanxia.com).

SIUSHAN 秀山 (1926-42) 296/26-2 (2xM6cy by Norris, Henty & Gardner Ltd/9k)

Built by Yarrow & Co. Ltd, Glasgow (#1502) and assembled by New Eng. & S.B. Works Ltd, Shanghai for CNC for Chungking-Luchow service, 19/2/26 reg. at Shanghai, then t/f to London. 5/30 t/f to TCNC and re-reg. at Hong Kong. 12/5/37 arr. Shanghai from Chungking and laid up. 4/12/37 on resuming service sprayed by bullets from Tsungming Island, Yangtse estuary, Chief Mate killed, subsequently in local service Shanghai-Nantungchow. 15/2/42 lost in evacuation of Singapore while under R.N. control. NFI [clydeships].



SIUSHAN (Wikiswire).

SUITING 绥定 (1926-41) 296/26-2 (2xM6cy by Norris, Henty & Gardner Ltd/9k)

Built by Yarrow & Co. Ltd, Glasgow (#1503) and assembled by New Eng. & S.B. Works Ltd, Shanghai for CNC for Chungking-Luchow service, 19/2/26 reg. at Shanghai, then t/f to London. 5/30 t/f to TCNC and re-reg. at Hong Kong. 16/5/37 arr. Shanghai from Chungking and laid up. 14/8/37 bomb exploded alongside at Watung Wharf (Pootung), killing 16, subsequently struck by shrapnel, night 18/19 sank at wharf [NCH, 25/8/37], but salvaged and reconditioned by Shanghai D.Y. 8/12/41 seized by Japanese at Shanghai and converted to lighter. 9/45 recovered. NFI.



SUITING (SK*).

KINTANG 金堂 (1926-48) 435/26-5 (149.5 x 26.6', 2ST Brown-Curtis/10k)

Built by Yarrow & Co. Ltd, Glasgow (#1512) and assembled by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for CNC for Upper Yangtse, 11/5/26 reg. at Hong Kong, then t/f to London. 8/12/41 seized by Japanese and 5/42 comm. as KYOKUTO MARU. 9/45 recovered in Japan, towed to Shanghai and laid up. 1948 sold to Chinese buyers possibly to Taikoo Chinese Nav. Co. or associates. NFI. [clydeships].



KINTANG (Warren Swire colln).



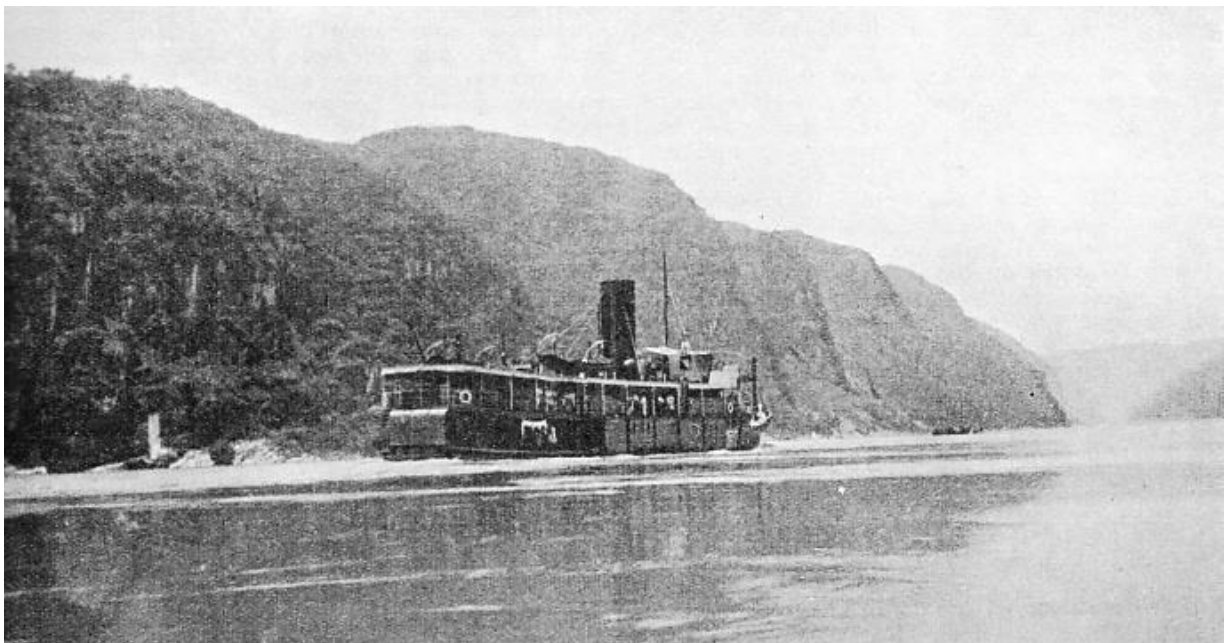
Sisters KANGTING and KINTANG together at Kiangnan Dockyard (Warren Swire colln).

KANGTING 康定 (1926-30) 435/26-10 (149.5 x 26.6', 2-ST Brown-Curtis/10k)

Built by Yarrow & Co. Ltd, Glasgow (#1513) and assembled by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for CNC for Upper Yangtse, 26/10/26 reg. at Hong Kong, 11/26 t/f to London. 2/29 engine room gutted by fire on voyage Changsha-Chungking. III/1930 conv. to oil hulk by Shanghai D. & E. Co., 25/7 re-reg. at Shanghai. 1935 r. GAEKWAR (in use at Chungking). 1946-8 t/f to Ichang. 1/1/49 reg. at Hong Kong. NFI [clydeships].



KINTANG or KANGTING, new at Shanghai (Graham Thompson).



One of the sisters in the Upper River (*Shipping Wonders of the World*).



GAEKWAR in use as an oil hulk at Chongqing in 1940 (Warren Swire colln).

WUHU 蕪湖 (1930-41) 2938/30-6 (295.0 x 46.1', 2-Q8cy/143nhp/12k, 42/36/144 pass.)
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#251) for and 17/6 del. to CNC for Yangtse River.
30/8/41 rep. laid up at Hankow. 8/12/41 seized by Japanese at Hankow r. KAKUZAN MARU 霍山丸.
29/12/43 bombed and sunk by US aircraft in Lower Yangtse below Anking (30.31N, 117.02E), 4 crew
and 800 troops lost [BT 389/32/175].



WUHU (unknown photographer/A. Duncan*).



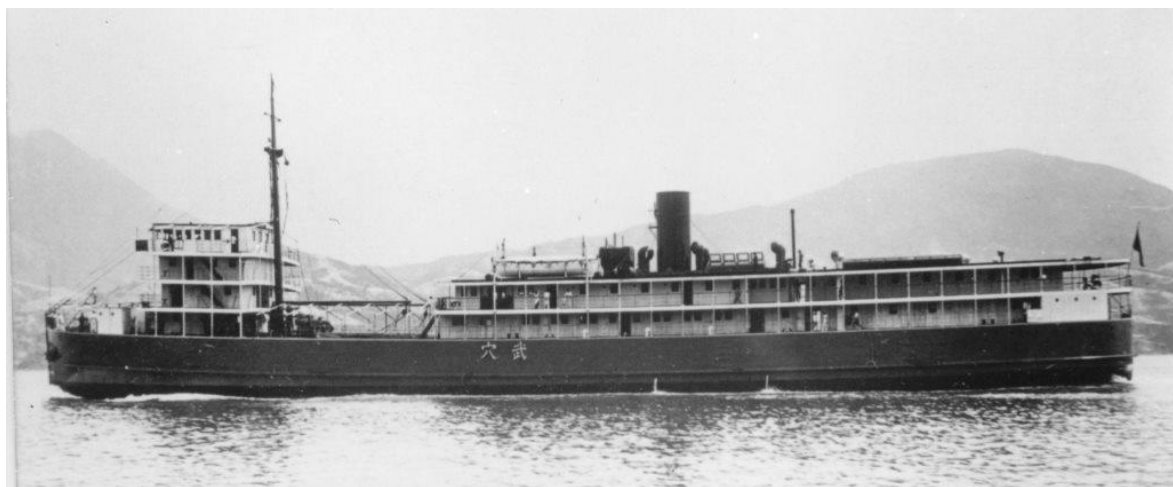
WUHU showing lowered bridge (Wikiswire).



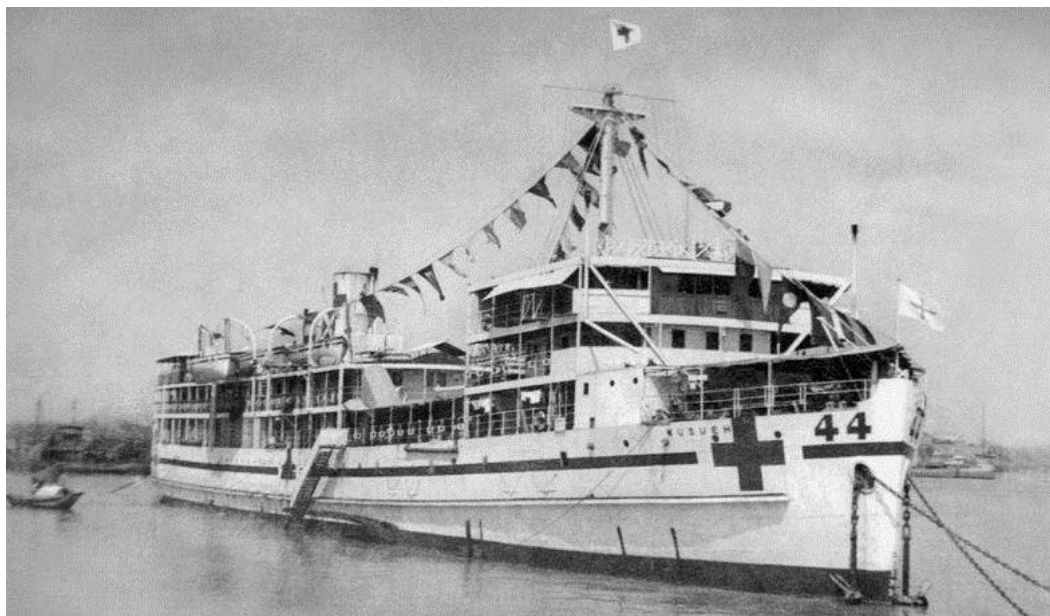
WUHU Alan Lee colln).

WUSUEH 武穴 (1931-50) 3009/31-5 (295.0 x 46.1', 2-Mcy Sulzer/531nhp/10k)

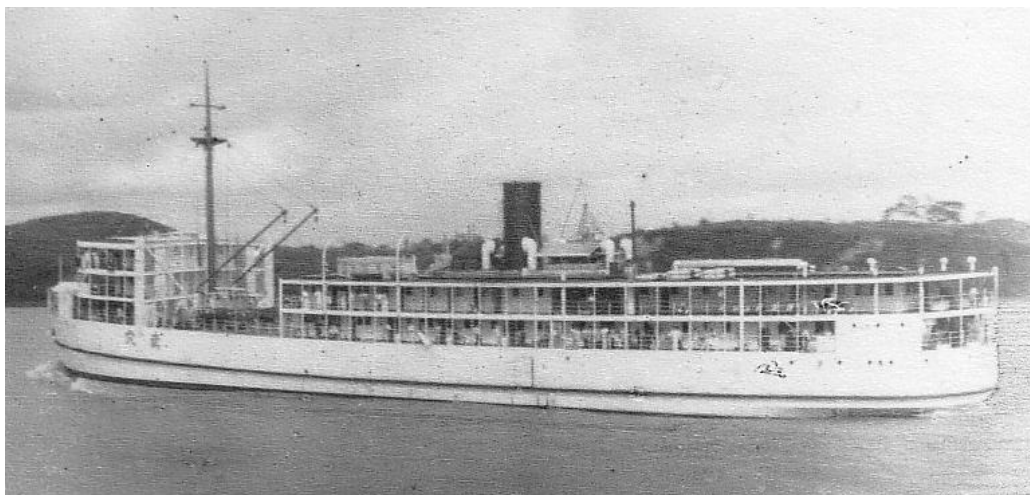
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#253) for and 11/5 del. to CNC for Yangtse River, mid-6/31 in service. 1/1/36 stranded in snowstorm above Chinkiang, 26/2 refloated. 19/4/41 Hong Kong for Singapore (25/4). 13/11/41 at Singapore req. by RN for use as hospital ship. 4/3/42 arr. Colombo via Batavia, thence Bombay (9/3). 19/11 Bombay for Calcutta (7/12/42), thence in service Calcutta-Chittagong. 20/3-3/12/43 refit at Calcutta. From 1/44 also to Cox's Bazaar/Akyab. 2/4/45 arr. Calcutta for refit, 13/12 sailed for Singapore (20/12). 1/46 repat. voyage to Belawan. 4/46 at Singapore released from hospital service. 27/4 Singapore for Hong Kong (4/5). 12/8/46 redel. to CNC and placed in Hong Kong-Canton trade (later to Macao). 9/5/50 damaged in bow-on collision with *Nam Guan* (250t) outside Macao. 8/50 sold to R.N. and conv. in Hong Kong to headquarters and communications vessel HMS LADYBIRD for use in Pusan and Sasebo. 5/53 sold back to CNC but 6/53 sold to Wing Tak for breaking up at Kowloon [BT 389/32/177].



WUSUEH as built with high bridge. (A. Duncan*).



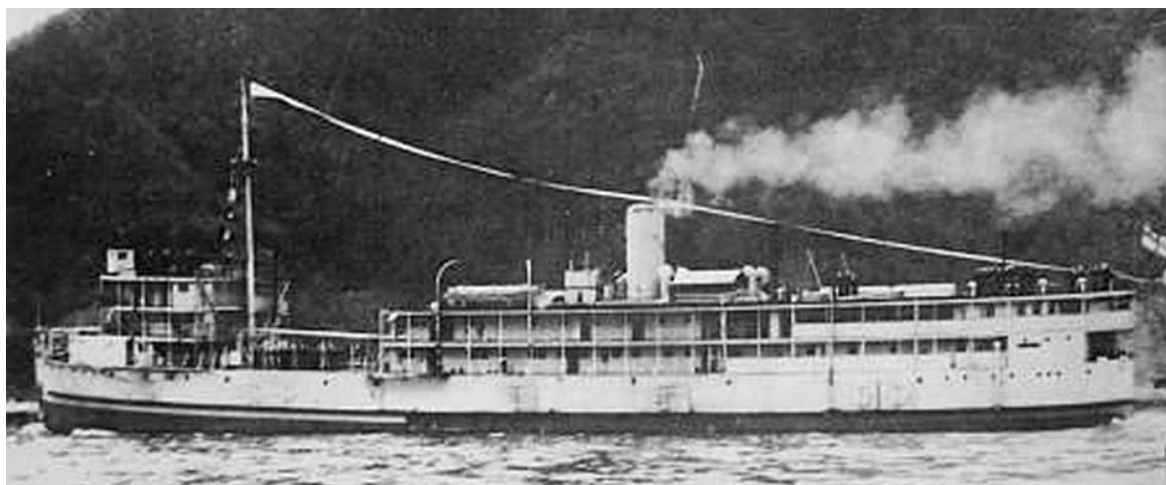
WUSUEH celebrating at Calcutta, August 1945 (Wikiswire).



WUSUEH on Pearl River service (Don Brotchie, *HMS Falcon* website).



HMS LADYBIRD at Sasebo (SK coll.).



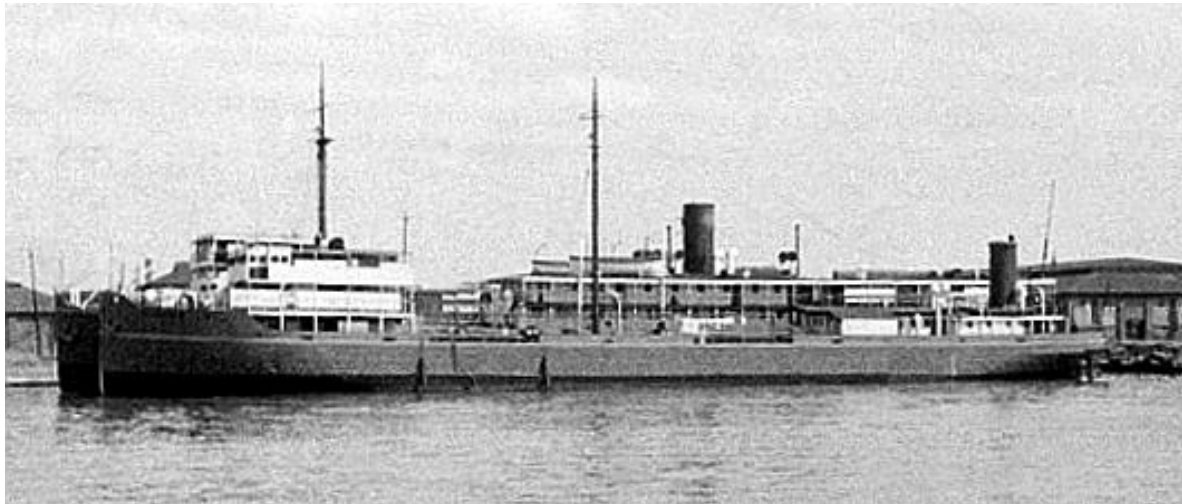
HMS LADYBIRD flying paying off pennant in 1953 (P.J. Kemp *Gunboats of the Royal Navy*).

TATUNG 大通 (1935-48) 1560/28 (270.1 x 40.0', 2-M12cy Deutz/240nhp/11k)

Built by New Eng. & S.B. Works Ltd, Shanghai with engines by Chien Hsien Eng. Co. GmbH for Yangtze Rapid S.S. Co. Ltd, Shanghai (US flag) for Upper Yangtse and 27/2 launched as I-FUNG. 5/35 sold to CNC r. TA TUNG. 5/12/37 beached 2 m. below Wuhu after holed and engineroom flooded by near miss in Japanese air attack, end-3/38 docked at Shanghai for repair, 7/9 recommissioned. 17/2/42 scuttled off Singapore at Tanjong Batu. Raised by Japanese and comm. 11/44 as TAITO MARU. 8/45 recovered at Singapore. 16/5/47 arrived at Hong Kong in tow from Singapore and laid up at Taikoo Sugar Refinery Wharf. 8/47 moved across to Lai Chi Kok. Mid-1948 sold to Chinese for breaking up.



TATUNG beached at Wuhu after 5/12/37 attack (Acme News Pictures 1/1/38, bow drawn in by SK).



TATUNG laid up post-1938 at Shanghai alongside WUSUEH (Warren Swire colln).

WULIN 武林 (1935-42) 2515/35-5 (249.0 x 50.0', 2-M10cy Sulzer/349nhp/??k).

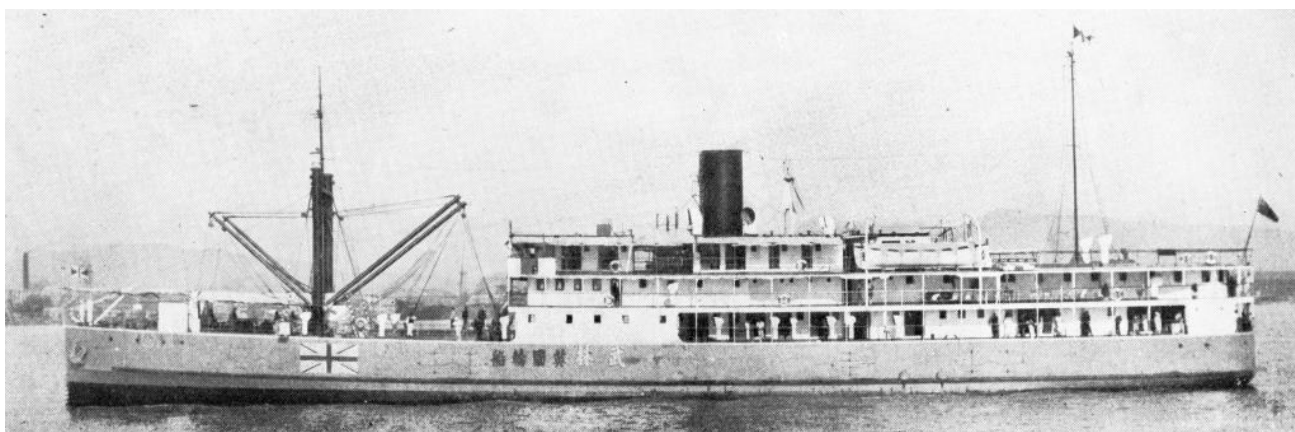
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#265) for and 22/5 del. to CNC for Shanghai-Ichang service (replacing *Kian*). 1/12/39 attempted piracy off mouth of Yangtze. 11/5/41 sailed Hong Kong for Singapore (18/5). 11/1/42 bombed and sunk by Japanese aircraft while loading in Muar River, Johore. Salvaged by Japanese and comm. 8/44 as UNRYU MARU. 31/12/44 torp. and sunk by HMS *Shakespeare* off Port Blair, Andaman Is., 2 crew and 46 passengers lost [BT 389/32/176]



WULIN at Shanghai 24 June 1935 (coll. SK*).



WULIN negotiating the bend in the Whangpoo (kongfz.cn).



WULIN (Graham Thompson colln).



WULIN laid up in Shanghai from 1937 (Warren Swire/UoB).



Broad-beamed WULIN behind WAN YUAN at B&S Watung Wharf, Shanghai (Warren Swire/UoB).

WANLIU 萬柳 (1935-48) 781/24 (148.3 x 29.0', 2-T6cy/62nhp/??k)

Built by Kiangnan D. & Eng. Works, Shanghai (#474) for Yangtze Rapid S.S. Co. Ltd, Shanghai (US flag) for Upper Yangtse as I-PING (I'PING). 5/35 sold to TCNC r. WANLIU. 1942 t/f to CNC at Chungking. 8/46-c.2/48 laid up at Shanghai. By mid-1948 sold to Chu Wei Sung (ex CNC), subsequently thought to be in service under PRC control. NFI.



WANLIU at Chungking, name in large roman lettering on hull (Warren Swire colln SW08-136).



WANLIU negotiating the gorges, mainmast heightened for wireless (coll. SK*).

KANGTING 嘉定 (1935-48) 646/24 (150.0 x 26.5', 2-T3cy/56nhp/??k)

Built by Kiangnan D. & Eng. Works, Shanghai (#445) with 2 boilers (1917) for Yangtze Rapid S.S. Co. Ltd, Shanghai (U.S. flag) for Upper Yangtze as CHI PING. 5/35 sold to TCNC r. KANGTING. 1942 t/f to CNC, moored at Chungking. 1948 sold to Chu Wei Sung (formerly C.N. Co.), subsequently under control of PRC as HUA CHUNG. 1958 name romanised as HUA ZHONG. 1961 reported withdrawn from service, 1989 seen ashore at Chongqing by former Swire personnel as storage vessel. NFI.



KANGTING in 1935-6 with the slightly larger two-masted WANLIU on the outside and HMS FALCON astern (Ken Harrow, *HMS Falcon* website).

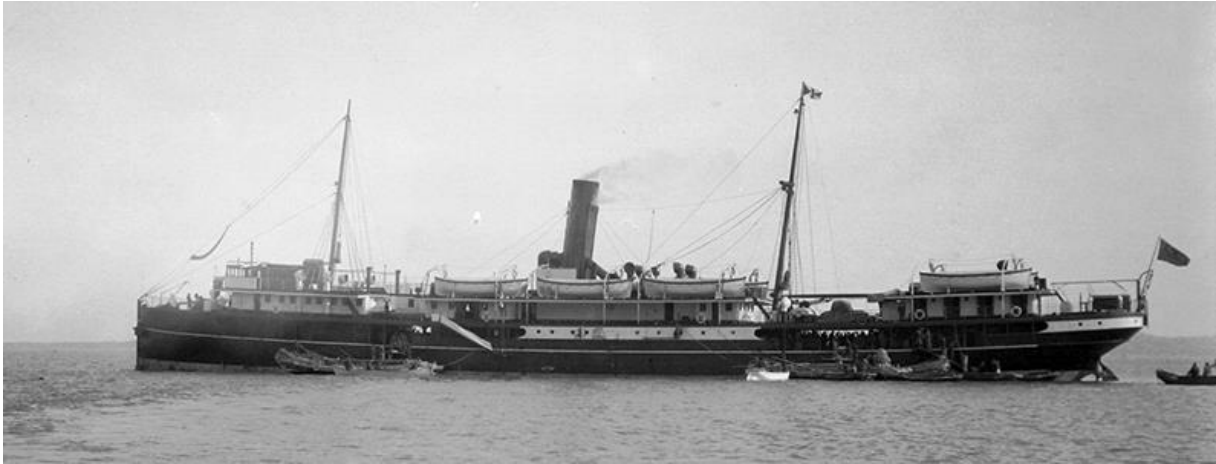


KANGTING (Wikiswire).

HSIN PEKING 新北京 (1936-41) 2104/14-6 (280.0 x 40.1', T3cy/196nhp/10k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#140) for and 29/6/14 del. to CNC. 18/12/25 seized by pirates 200 m. S of Weihaiwei on voyage Shanghai-Tientsin and taken to Bias Bay. 29/1/35 seized by pirates 10 hours from Shanghai outbound for Chefoo and taken to Honghai Bay. Mid-11/35 final arrival from Tientsin, thence to Taikoo D.Y. for refit, 4/1/36 returned to Shanghai to complete refit,

31/1/36 commenced Shanghai-Ningpo service as HSIN PEKING [NCH, 22/1, 1/2/36]. 21/1/37 with 500 inbound passengers stranded and holed on Nemesis Rock near entrance to Chinhai (Ningpo), 24/1 refloated and towed to Ningpo. By 10/39 reverted to Northern line (except late-11/39-1/41 Shanghai-HK, then to 3/40 Shanghai-Tsingtao). 8/12/41 seized by Japanese o/v Tongku-Shanghai extended to Hong Kong. 2/42 r. RAKUZAN MARU (Toa Kaiun K.K., mgrs) and reportedly in service Shanghai-Tientsin. 9/8/45 bombed and sunk by Soviet air attack off Rashin (Najin), NE coast of Korea [BT 389/16/25].



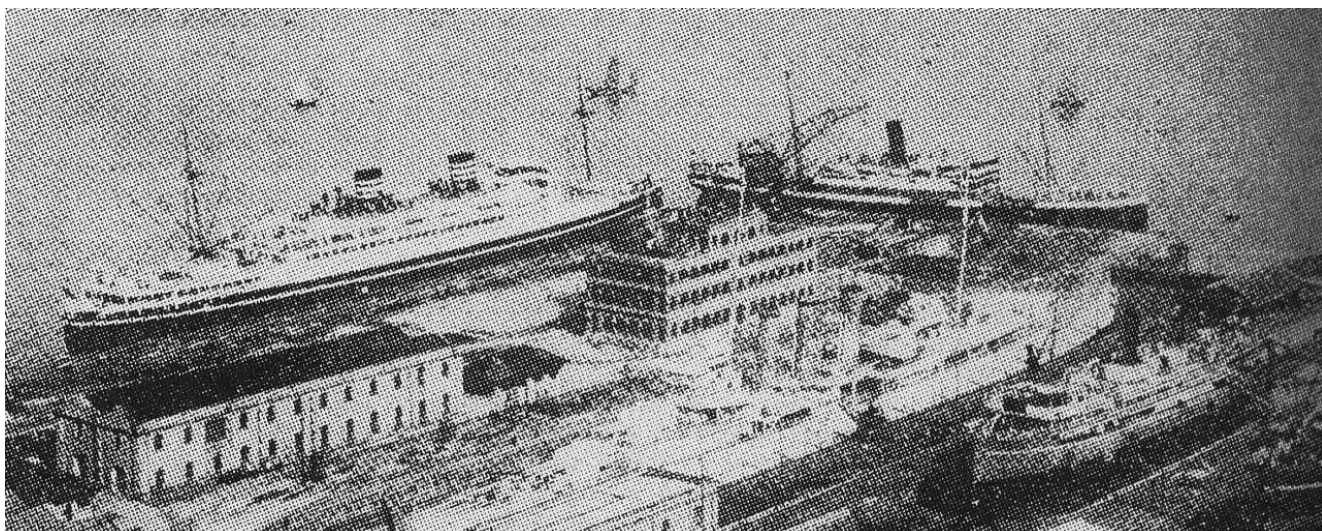
HSIN PEKING earlier in career as TUNGCHOW (Warren Swire/UoB Sw04-078).



Newly renamed HSIN PEKING in 1/36 (SK*).



Closeup of aft section of HSIN PEKING from a colourised Swire video (YouTuube).



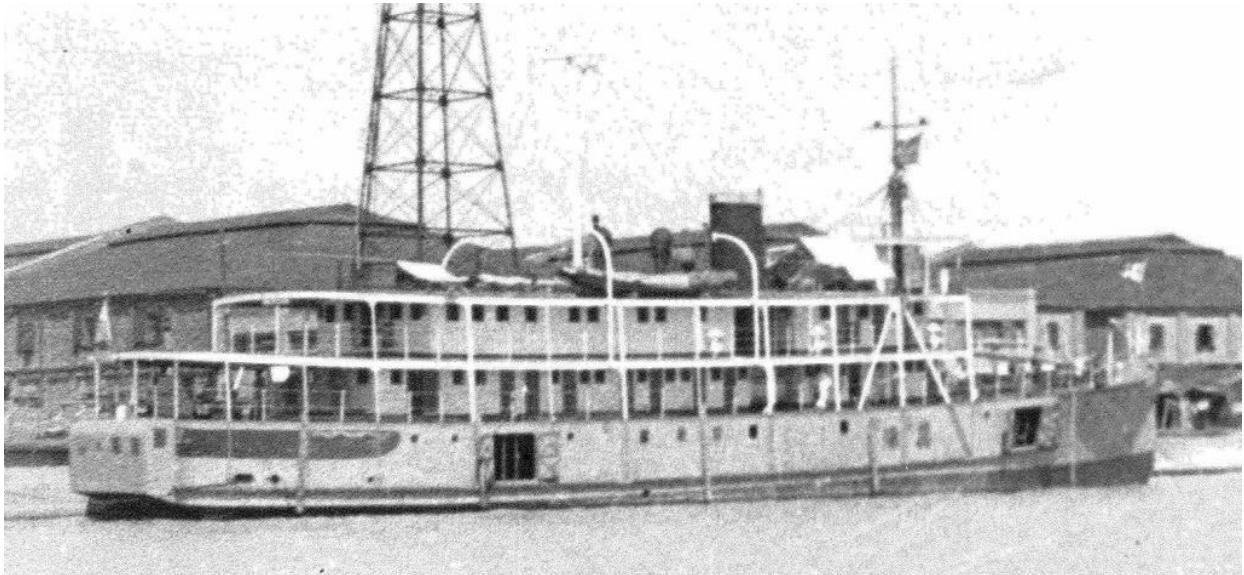
HSIN PEKING (r.) under repair at Taikoo in 1937, joining vessels damaged in the typhoon of August 1936 (*Kaiun* 2/42).



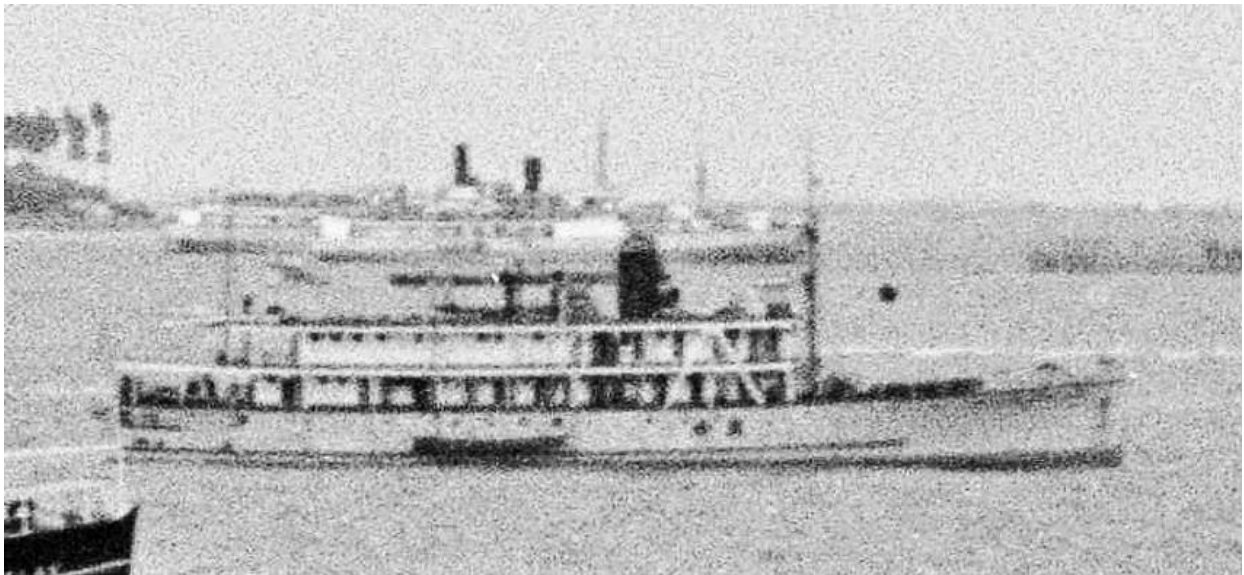
HSIN PEKING just after a bombing attack at Shanghai in late-1937 (SK*).

WAN YUAN 萬源 (1939-42) 674/39 (161.6 x 29.6', 2-T6cy/34nhp/??k, 8/10 pass.)

Built by Shanghai D.Y. Ltd (Mitsui H.I. Ltd), Shanghai for Upper Yangtse (wood oil in bulk), 8/2 launched and completed for Taikoo Chinese Nav. Co. Ltd, Shanghai (Br.). 9/39 t/f to Hong Kong. 1941 comm. by RN. 28/1/42 arrived Singapore for conversion to patrol vessel but 11/2 work abandoned in Keppel drydock, 12/2 stern blown up, engine disabled. 15/2/42 wreck seized by Japanese r. 工船 二号 KOSEN 2 GO (580 grt), intended for use as floating workshop but later re-engined (probably ex gold dredge) and operated by Mitsubishi Kisen K.K on Singapore-Jakarta troop and supplies run. Retrieved postwar and scuttled by RN 1947, location unknown [NCH, 15/2/39, BT 389/31/162].



WAN YUAN at B&S Watung Wharf, Shanghai (Warren Swire/Charlotte Bleasdale).



WAN YUAN at Singapore, April/May 1941. In background WULIN alongside WUCHANG or WHANGPU (Harrison Forman/UWM Libraries).

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