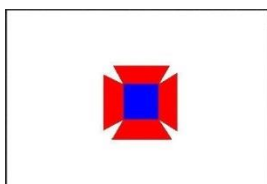


Douglas Lapraik & Douglas Steamship Co. Ltd

得忌利士 & 得忌利士輪船公司

"Tak-ki-le-se & Tak-ki-lee-si Lun-shün Kung-sze"



ILLUSTRATED FLEET LIST

(company history as separate file)

By Howard Dick 1973+. Illustrations arranged Stephen Kentwell 2019+.

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May be cited with acknowledgement to the authors at www.oldchinaships.com

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

First Published Canberra 1973 (© Nautical Assoc. of Australia Inc.)

This revision 11 December 2025

The following fleet list is updated from that published in H.W. Dick & S.A. Kentwell, *Far Eastern Fleets* (NAA, Geelong 1973) and revised in *Beancaker to Boxboat: Steamship Companies in Chinese Waters* (NAA, Melbourne, 1988), Chapter 3. The original fleet list of this elusive company could not have been compiled without the generous assistance of Professor E.K. Haviland (who wrote extensively on early steam navigation in China) and Mr R. Murray, during the 1930s the company's manager in Amoy and after the War in Hong Kong. The late T.M. Milne, author of 'Steam Vessels sold to Japan up to 1870' (1964) was also a generous correspondent. Annual reports of the Douglas S.S. Co. from 1883/84 to 1927/28 were obtained from the Jardine, Matheson & Co. archive at Cambridge University and from the Hong Kong Weekly Press. A full account of the long career of *Moura/Hai Hong/Mactan* by I. Farquhar & H. Dick was published in 'The Log', quarterly journal of the Nautical Association of Australia Inc. (February 1985). Revision of the fleet list has been greatly assisted by details at www.aberdeenships.com and www.clydeships.co.uk (Thos Wingate), Guildhall Library (voyage register cards), National Archive (BT389-14-204, 209-10), S. Rabson & Kevin O'Donoghue, *P&O: A Fleet History* (WSS, 1988) (*Azof, Formosa*) and Ms Eve Wicks (*Haitan*, 1940).

When the history and fleet list was originally published, there were few identified photos of Douglas Lapraik ships, most of which were included with the list. Although these ships were part of the scene in Hong Kong and other Coast ports for ninety years, they seem not to have been much photographed, and most of what did exist in Hong Kong in 1941, including the company's own records, was lost in the course of the subsequent Japanese occupation. With serendipity and many years of forensic work on harbour views, we have now been able to achieve fairly good coverage, albeit of uneven quality. Unfortunately the eight "excellent paintings with bright colours and accurate detail" of Douglas

S.S. Co. ships by J.W. Jeffreson that eventually became part of the Chater collection were evidently lost during World War II. However, black and white renditions of four have survived and are presented in this list, cropped, contrast added and sharpened as analytical nautical portraits.

The low-resolution images uploaded here are for research and identification purposes only and sufficient to show the layout of the ships and the evolution of the company's unique style. Acknowledgement is given with each caption. Anyone seeking a high-resolution image should consult with the image source as listed.



Photograph taken c.1900 from Hong Kong Peak. Douglas Pier (unseen) in right foreground; offshore from centre to right are HAI-MUN (1896-18), FORMOSA (1883-03) and HAITAN (1887-19) (HKMoH).

Douglas Lapraik & Co.

MIRAGE (1854-c.60) 101/54-5 wood 2-m screw str

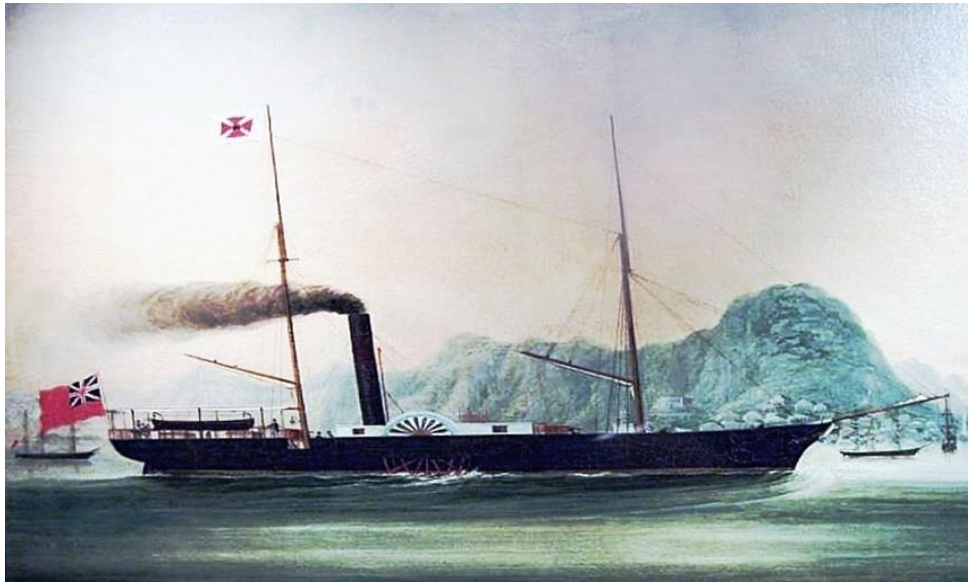
Built by John Cowper at Whampoa for F.J. Anger (HK) & Wm Allanson (Canton), but 7/56 reverted to builders, managed by Douglas Lapraik. 6/56 operating Hong Kong-Macao, agents William Pistau & Co. 2/57 Lapraik advertising MIRAGE as having undergone alterations to make more suitable for towage. 3/58 still listed as a Pearl River steamer by the China Mail but register subsequently closed as broken up.

FOEY WAN (1857-60) 261/54 wood 2-m p.s. (80hp)

Built in Cochin for ?? 10/57 reg. at HK to DL (43/64) & Walter Macfarlane (21/64), Hong Kong. 3/60 sold to French Govt. NFI.

UNDINE (1859-61) 196/59 wood 2-m s.p.s., 134 ft, E: sidelever (50nhp) [41182]

Launched 4/1/59 by G. Harper & Co., HK for unknown owners for towage at Bangkok. 3/59 reg. at HK to DL. 20/4/59 first sailing HK/Swatow. 6/59 plying Hong Kong/Macao. 3/60 laid up at HK. 6/60 re-engined and reboilered at Whampoa. 2/1/61 registry closed on sale to French Govt. NFI.



Unidentified 2-masted Douglas paddle steamer, suggested to be **UNDINE**
(Anthony J. Hardy colln. on loan to HK Maritime Museum).

FANQUI (1860-60) 383/60-1 (iron 3-m s.s.) 188.5' x 32', E: DA 3cyl/90hp, 10k [41190]

Built by Thos. Wingate & Co., Glasgow for DL & Lane, Crawford & Co. (reg. owner T. Lane & Co.) as **FANQUI**. 6/3/60 sailed Glasgow under sail - 10/6 arrived at HK. 6/60 reg. at HK to DL as **FEELOONG** (LR as **FEI LOONG**). 7/66 c/s and late-1866 sold to Hugh Pritchard (Adrian & Co.), HK for Shanghai/Nagasaki trade. 2/69 sold to Daimyo of Shimabara (name in Chinese characters unchanged). 1870 ashore, refloated, handed back to Adrian & Co. for repairs and operated by them for several months before returned to owners. NFI (ref. T/B p.35).

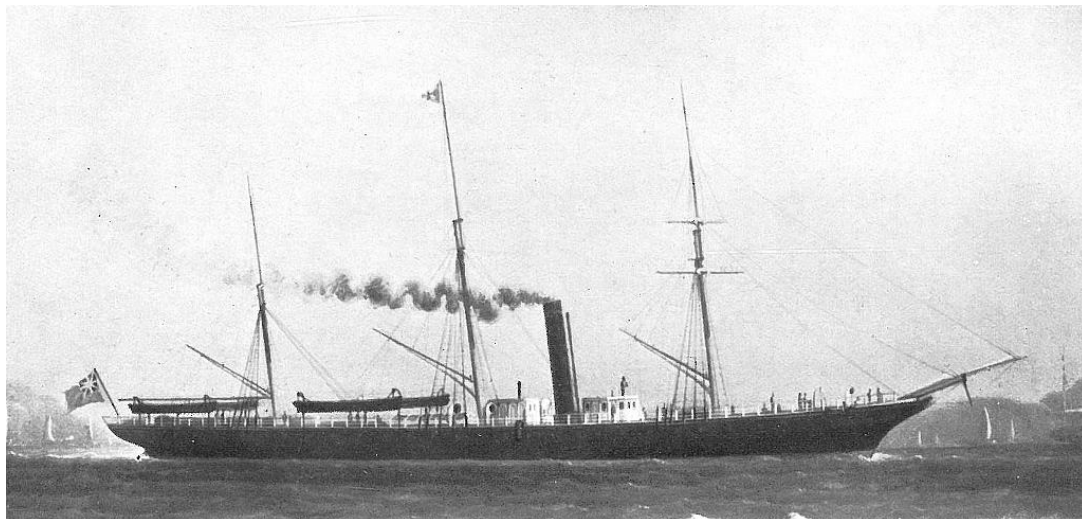
FEELOONG / FEILOONG (1860-66) 383/60 see **FANQUI** (1860-60)

SWATOW (1861-62) 226/61-3 (iron 2-m s.s.) 143' x 20' 60 hp – LR 50hp [41205]

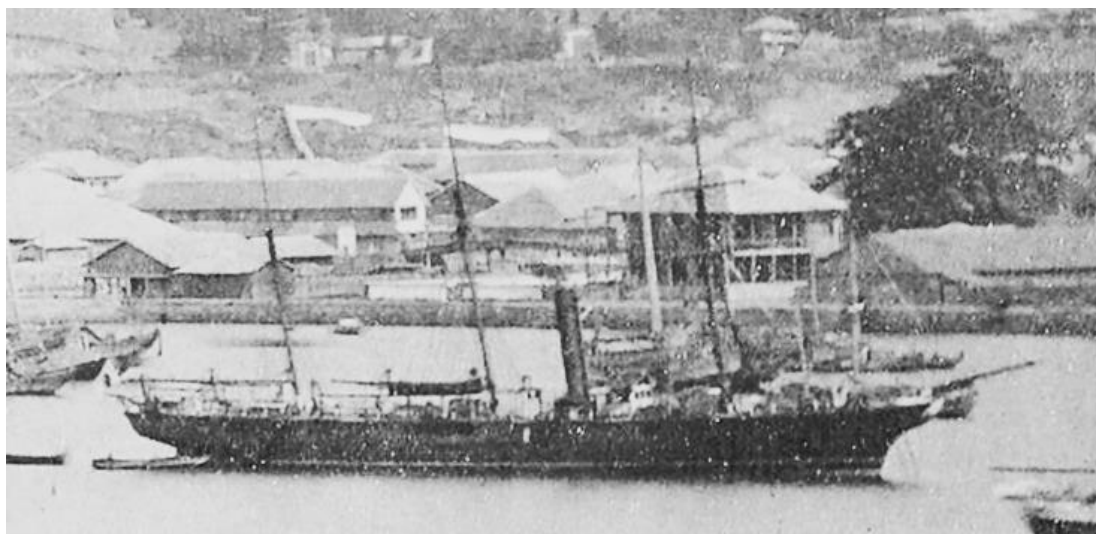
Built by Thos Wingate & Co., Glasgow for DL (reg. owner T. Lane & Co.). 10/8/61 arrived at HK and reg. to DL. 7/62 b/s to Edward Reynolds, Shanghai. 2/64 sold to Kurume-han r. **YUHI MARU**. 1868 transporting troops Osaka/Yokohama. Winter 1868/69 foundered off Hokkaido during campaign against Tokugawa loyalist Enomoto.

UNDINE (1861-68) 586/61(9) iron 3-m s.s., 195' x 26' (100hp) [43,937 London]

Built by Thos Wingate & Co., Glasgow (yard #44) for DL (reg. owner T.A. Lane, London) for Hong Kong-Swatow-Amoy-Foochow line as **UNDINE**. 2/62 re-reg. at HK to DL. 7/66 certificate of sale. 3/9/68 sailed Hong Kong for coast ports and thence Nagasaki where 9/68 sold to Kaga Han r. **SORYO**, then **YURYU MARU**. With abolition of han 1871, taken over by Japanese gov't and t/f to Dai Nippon Teikoku Yubin Jokisen Kaisha. 1874 boiler explosion (Milne). 6/75 sold to Japanese Gov't but 9/75 resold to Mitsubishi. 1876 converted to sail after boiler explosion and r. **AWAJISHIMA MARU**. 2/12/78 damaged by fire at Nagasaki (Mainichi 13/12/78). 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 1888/89 sold to Inouye Jinbei, Osaka and r. **YEIRAKU MARU**. By 1895 owned by Kishimoto Keiki. Osaka, 1899 condemned at Osaka (WSS/Somner).



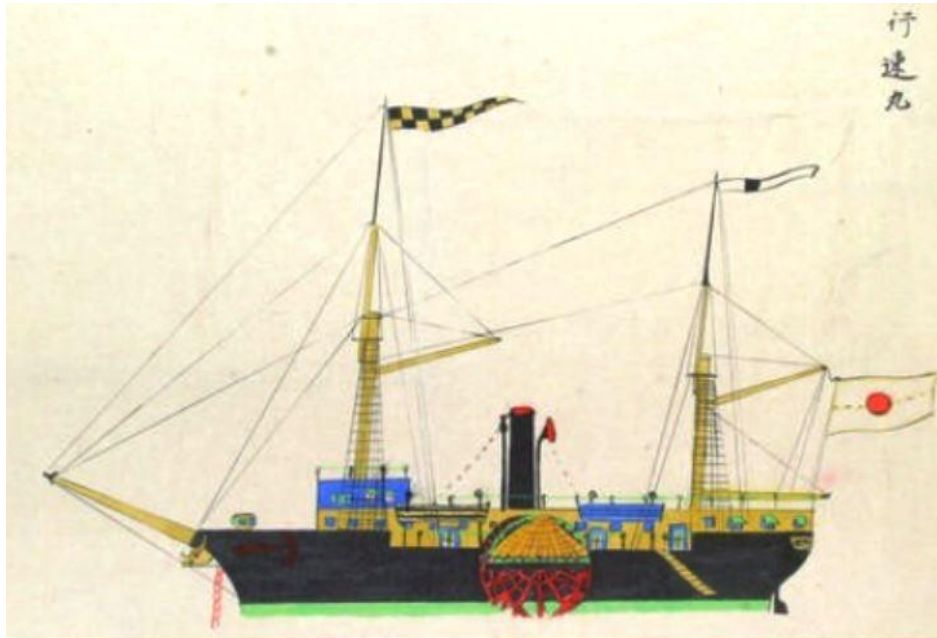
J.W. Jeffreson painting of UNDINE (Chater colln).



Nagasaki harbour view of probable YURYU MARU ex-UNDINE in 1871 (Beato albumen/Nagasaki University).

FEI SEEN (1862-62) 342/60 (w.p.s.) 178' x 27', E: J. & G. Thompson, Glasgow

Built by J.C. Couper, Whampoa for Lyall, Still & Co., Hong Kong for Hong Kong-Canton trade - 7/4/60 trials. Late-5/60 sold to R.N. r. HMS COUPER (COWPER?). 11/61 arrived at Whampoa for reconversion to commercial use and 1/62 reg. at Hong Kong for D. Lapraik (64 shares) as FEI SEEN. 4/62 entered coast trade. 9/62 sold to Ruttonjee Dhunjee-shaw for Hong Kong-Macao trade. c.12/65 sold -to HCMSC, reconditioned and 31/1/66 first sailing on Hong Kong-Macao line. 9/66 sold to Boyd & Co., Shanghai. 4/67 sold at Nagasaki via Netherlands Tdg Co. to Shogunate r. KOSOKU MARU 行速丸 ['Kosoku' = 'goes with speed']. 12/7/71 sold to Captain J.M. Batchelder, Tokyo in part payment for NEW YORK (Atlantic & Pacific Mail Steamship Co.) and t/f to US flag. NFI.



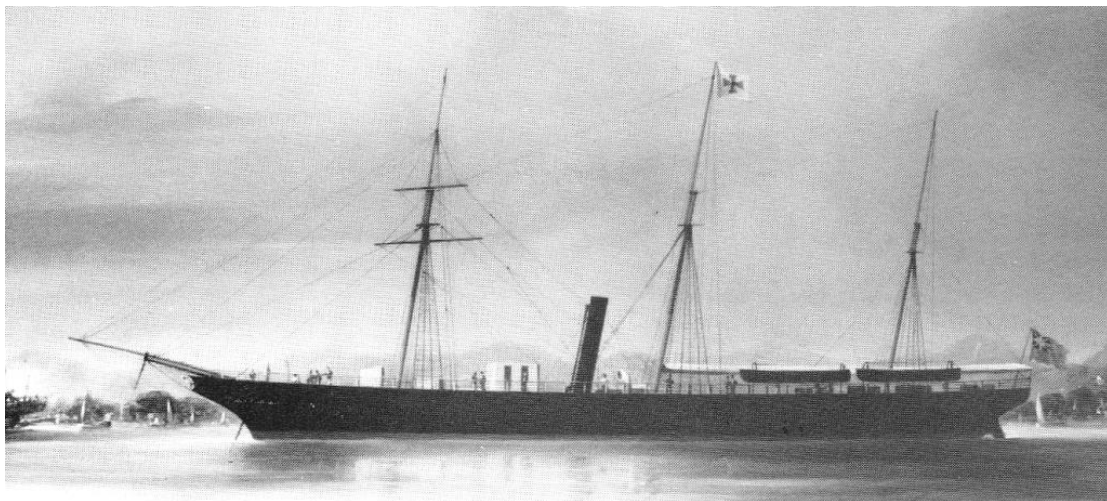
KOSOKU MARU in 1867-8 by Enomoto supporter Y. Tamaoki (Hakodate Central Library@
<http://archives.c.fun.ac.jp/fronts/detail/reservoir/516fb2041a55724270001ae0>).

WHAMPOA (1862-63) 179/62 (wood 1-m p.s.) 50hp [41,237]

Built by J.C. Couper, Whampoa for DL for HK/Whampoa trade. 10/62 reg. at HK to DL. 4/63 sold to David Sassoon (D. Sassoon, Sons & Co.), Shanghai for Shanghai/Ningpo trade. 11/66 t/f to Jacob Elias Sassoon. 30/12/66 to Nagasaki for sale but laid up until 8/68 sold to Daimyo of Shimabara r. UNSEN. 10/69 reverted to Glover & Co., advertised for sale. 9/70 last reported and probably broken up after bankruptcy of owners. 12/72 registry closed.

CHANTICLEER (1862-65) 533/62-9 (i.s.s.) 195.4 ft (90hp)

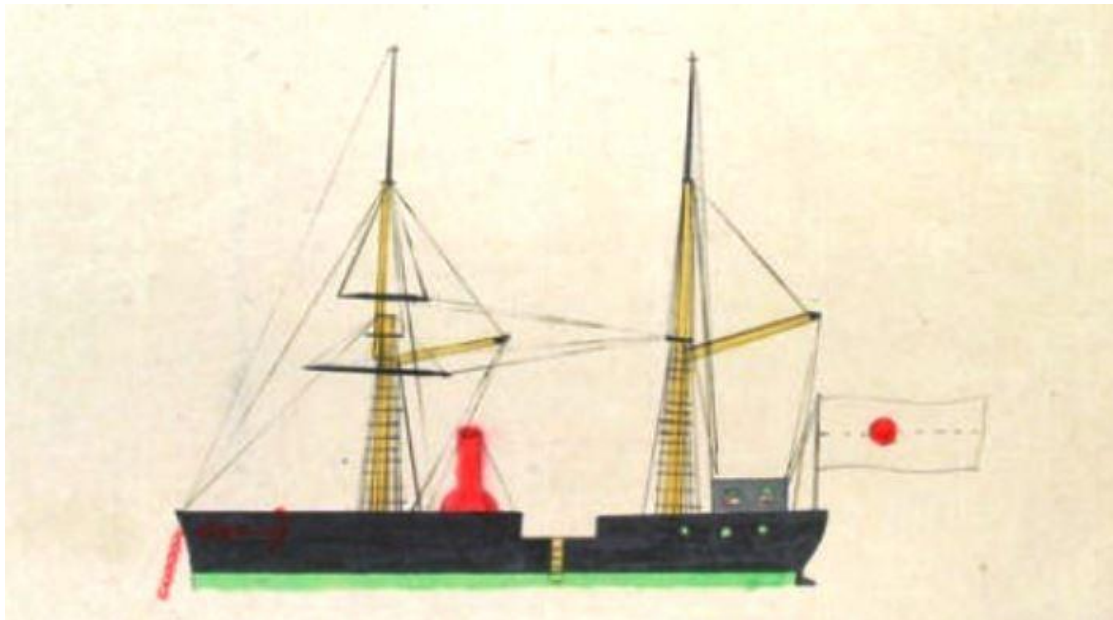
Built by Thos Wingate & Co., Glasgow (yard no. 60) for DL (reg. owner T.A. Lane, London). 2/10/62 during trials rammed and sank ips *Iona* (325/55) off Gourock. 2/63 rereg. Hong Kong for D. Lapraik. 30/6-1/7/65 disappeared with all hands in typhoon on voyage HK-Swatow.



Chinese painting of Lapraik steamer at Whampoa, most likely UNDINE (1861-68), or possibly short-lived sistership CHANTICLEER (1863-65) (Omell Gallery, London).

MERCURY (1863-64) 94/61 (iron 2-m. s.s.) 193' x 16' (20hp) [41,244]

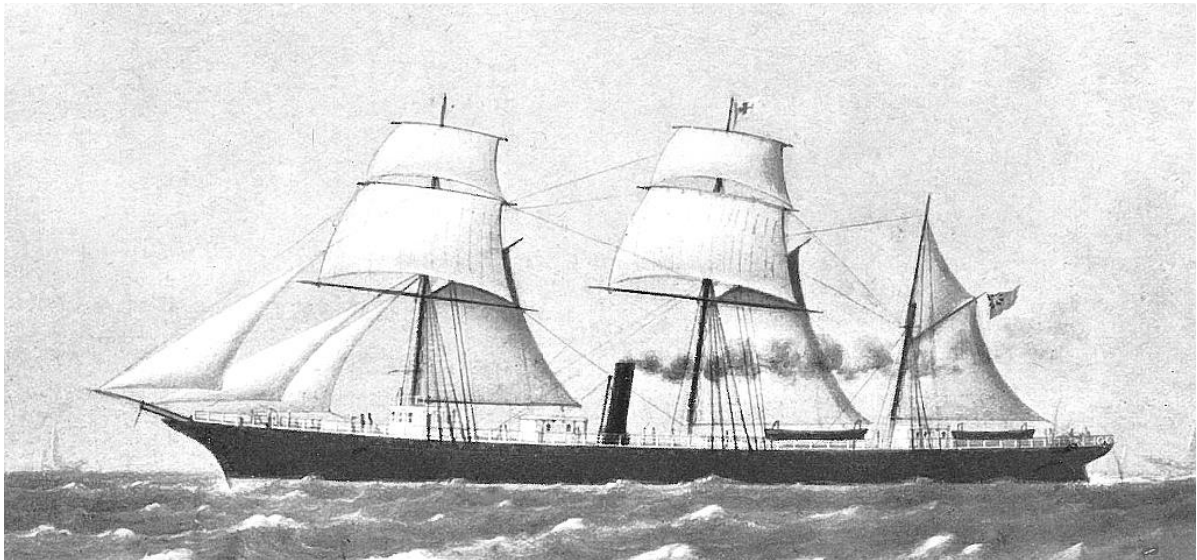
Built at Glasgow for unknown owners. 1/63 reg. at HK to DL and used at Hong Kong for towage. 29/3/64 b/s to Robert B. Shand. 24/6/64 c/s. 1866 sold to Shogunate r. RYUSHO MARU (73 grt). NFI.



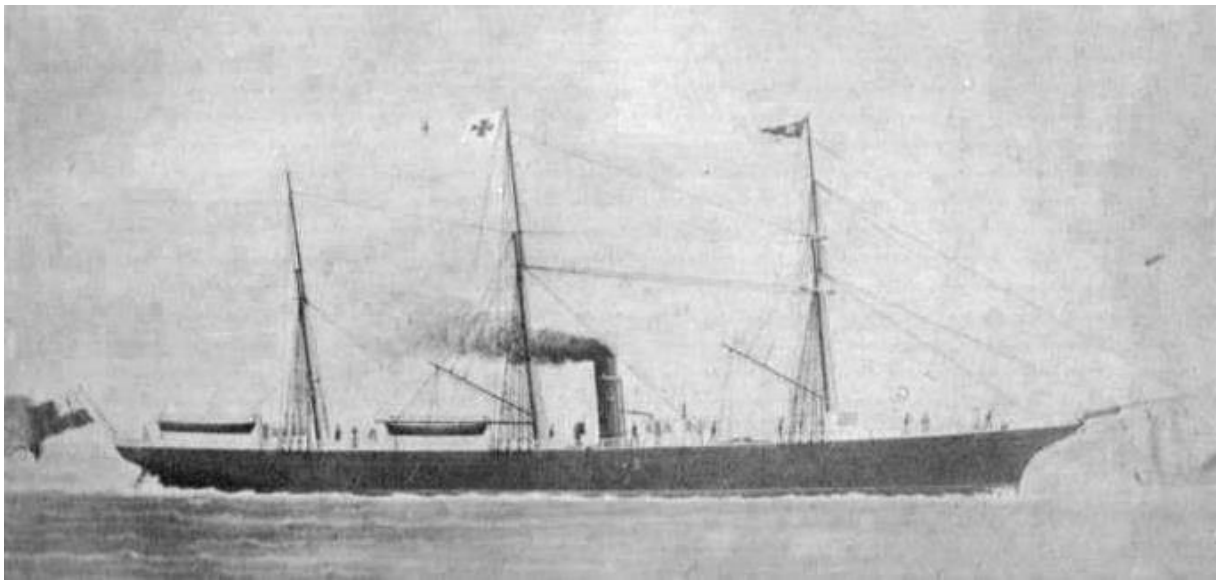
RYUSHO MARU in 1867-8 by Enomoto supporter Y. Tamaoki (Hakodate Central Library@
<http://archives.c.fun.ac.jp/fronts/detail/reservoir/516fb10d1a55724270001ab>).

DOUGLAS (1866-72) 874/66-2 (i.s.s./3-m. barque) 242.7' x 28'; E: C: 2xDA-inv/72hp

Built by Hall, Russell & Co., Aberdeen (#244) for D. Lapraik (R.E. Baker, MM initial reg. owner). 26/2/66 sailed from Aberdeen for Hong Kong - 24/3 sailed from Gibraltar after repairs to tailshaft and 25/6 arrived at Hong Kong. 1/67 D. Lapraik, London reg. owner. 29/4/72 wrecked on Namoa Is. (50 m. NE of Swatow). 1-4/5 DL's *Kwang Tung* took off cargo. Wreck unable to be refloated and sold for £275.

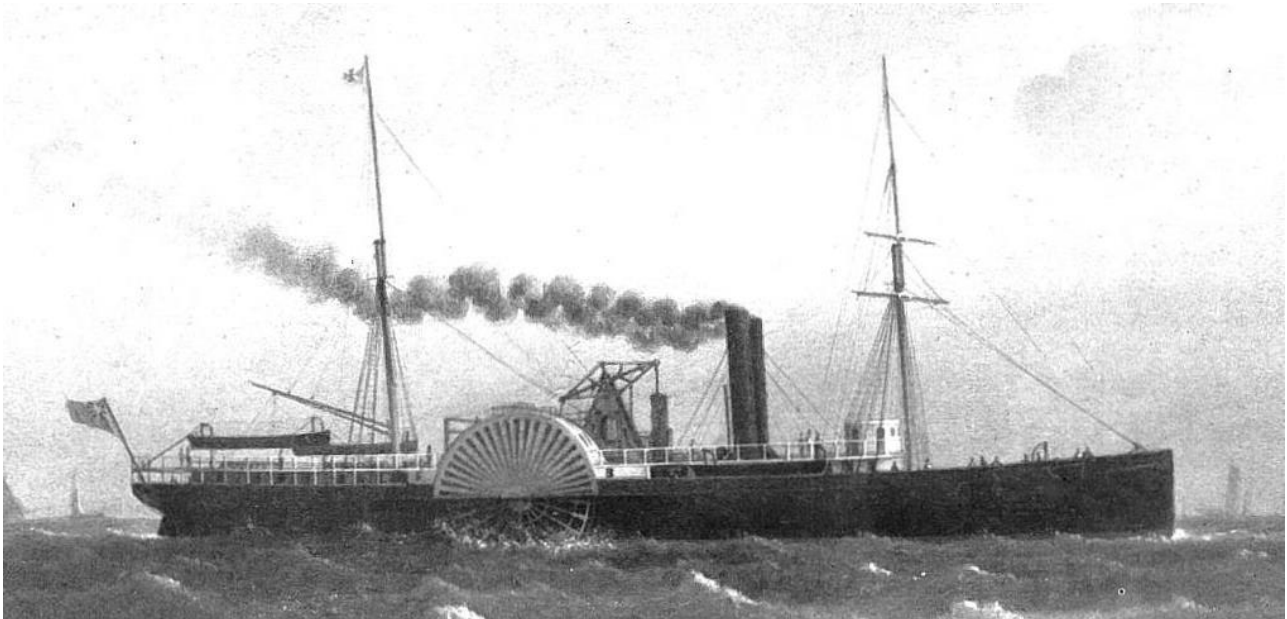


J.W. Jeffreson painting labeled "DOUGLAS old" (presume DOUGLAS, 1866) (Chater colln).



Chinese school painting of DOUGLAS as photographed by Pun Lun, Queens Road, Hong Kong (Internet)

YESSO (1866-79) 973/64 (w.p.s.) 200.0' x 36.0'; E: vert. beam, 2cy/??hp (Neptune Iron Works, NY).
 Launched 25/6/64 by Jeremiah Simonson, Greenpoint (Long Island) for Dent & Co., Shanghai. 16/12/64 sailed New York under British flag. 14/3/65 arrived at Hong Kong and placed in Hong Kong/Shanghai trade. 1866 sold to D. Lapraik & Co. 1874 extensively refitted. 22/11/77 severely damaged by explosion in Hong Kong of a boiler made locally and later judged as showing signs of external corrosion - 87 dead. Early 1878 resumed service. 17/3/79 (2315 hours) stranded on Lamock Is., White Rocks (30 m. ENE of Swatow) and by daylight breaking up - abandoned.



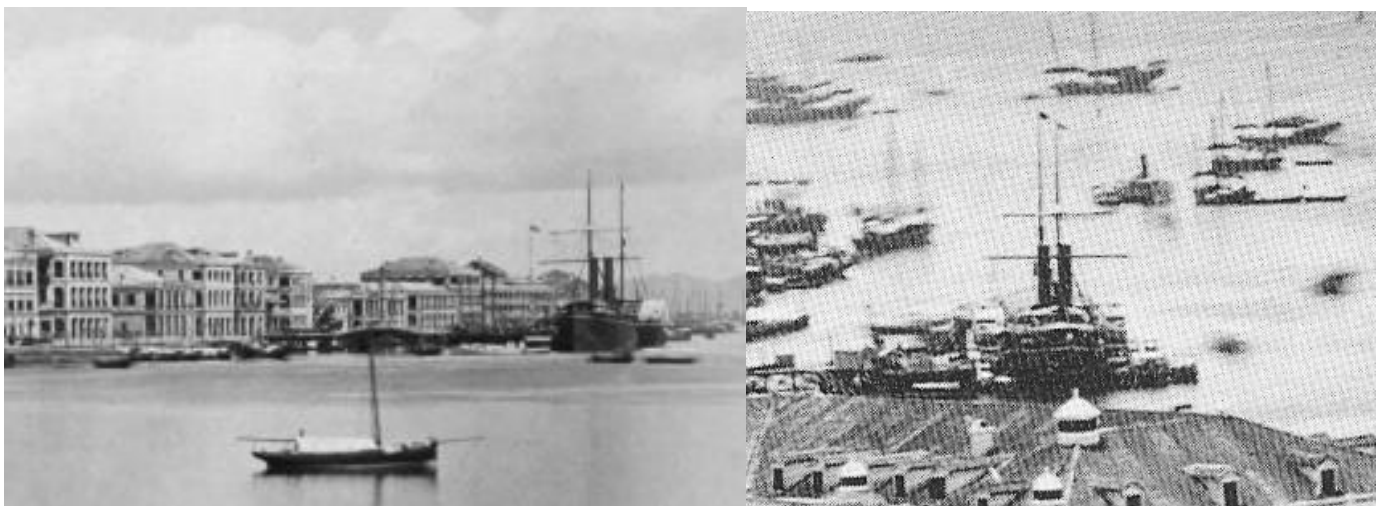
J.W. Jeffreson rendition of YESSO (Chater colln).



Indistinct photo of YESSO showing top of the walking-beam engine between the paddle boxes



YESSO c.1878 from top of Victoria Barracks (Marine Department, Hong Kong Special Administrative Region
https://www.mardep.gov.hk/theme/port_hk/en/p1ch3_2.html#image-2).



Distant twin-funnelled YESSO at her berth on the Praya, from old photos
<https://www.flickr.com/photos/andrewlyk1978/14099281453/in/dateposted/>;
<https://www.flickr.com/photos/andrewlyk1978/11143122176/in/album-72157638227248916/>; HKMoH).

TAIWAN (1866-68) 299/66-11 (i.2-s.s./brig) 174.9 x 24.2'; E: 2xDA/72hp

Built by Hall & Co., Aberdeen (#246) for partner J.C. Couper, Aberdeen (D.L. & Co. mgrs). 21/6/67 arrived at Hong Kong. 12/9/67 rescued survivors from wrecked *Genkai*. 12/67 reg. owner J.S. Lapraik & A.M. Heaton with authority to sell. 2/68 sold via Netherlands Trading Society to Yanagawa r. SENBETSU. 9/68 wrecked on N. Coast of Japan. [2/10/72 TAIWAN reg. at HK as 20/1872: no further details = same ship?).

CALEDONIA (1867-68) 277/67 139' x 24' (no HK register details)

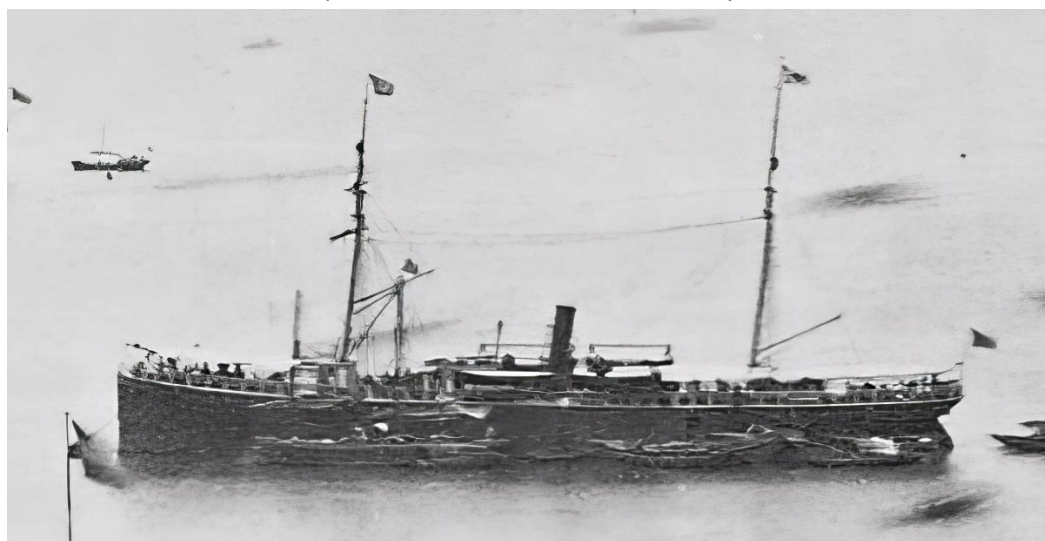
Built at Hong Kong as steam lighter for J. Riach, Hong Kong but resold to D. Lapraik & Co. 1868 sold to Saga-han, conv. to gunboat r. ENNEN. 20/6/69 participated in the Battle of Hakodate Bay as an Imperial Navy gunboat. 1871 offered by Saga-han to the government, hulked and served the Government and Yubin Jyokisen Kaisha as a storeship. 1876 passed to Yubin Kisen Mitsushishi Kaisha r. FUJO MARU and used as a hulk at Yokohama. NFI. [Milne gives g.t. as 227.]

KWANG TUNG (1868-76) 913/68-4 (i.s.s.) 219.1' (291.1' sic.) x 31.2'; E: C2cy/170hp

Built by Hall, Russell & Co., Aberdeen for D. Lapraik & Co. (#256). 1/9/68 arrived at Hong Kong. 16/4/76 on foggy night wrecked on reef on Ockseu Is. (midway between Amoy and Foochow).



Photograph of KWANG TUNG as completed at Aberdeen (Aberdeen City & Aberdeen Archives ID HR/2/7/14).



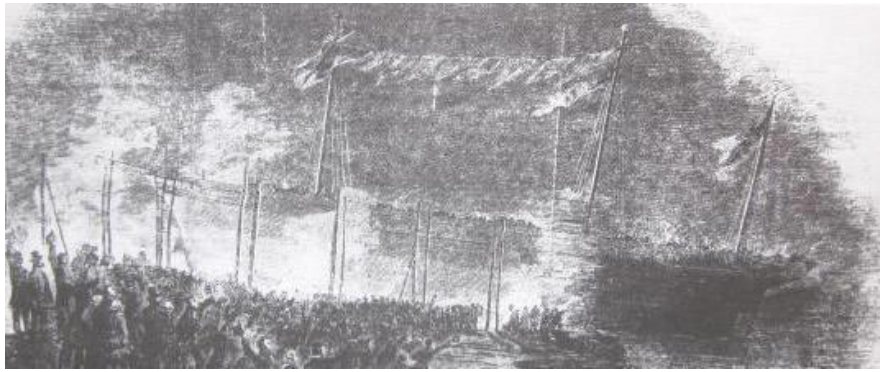
KWANG TUNG at Hong Kong circa 1871 (Attrib. John Thomson

[https://www.nationalgalleries.org/art-and-artists/78437?artists%5B6397%5D=6397&search_set_offset=3\)](https://www.nationalgalleries.org/art-and-artists/78437?artists%5B6397%5D=6397&search_set_offset=3)

AZOF (1870-71) 700/55 (i.s.s./3-m. ?rig) 214.2' x 27.5'; E: 4cy (J. & G. Rennie, London), 180hp.

[P&O History = originally 2cy/180nhp; later 2x2-cy engine = twin screw?]

Built by John Bourne & Co., Greenock for James Hartley (director of P.&O.), London & Duncan Hoyle, Greenock. 11/56 sold to P.&O. S.N. Co., London for Aden-Mauritius feeder line. 8/59-5/60 opened Shanghai/Nagasaki line. 2/63 re-engined by P&O yard at Bombay, thereafter on China station. 1/69 opened Yokohama-Kobe line. 12/70 sold to J.S. Lapraik & D. Gillies (£5416). 2/11/71 stranded at Amoy after losing mooring pin, wreck sold.



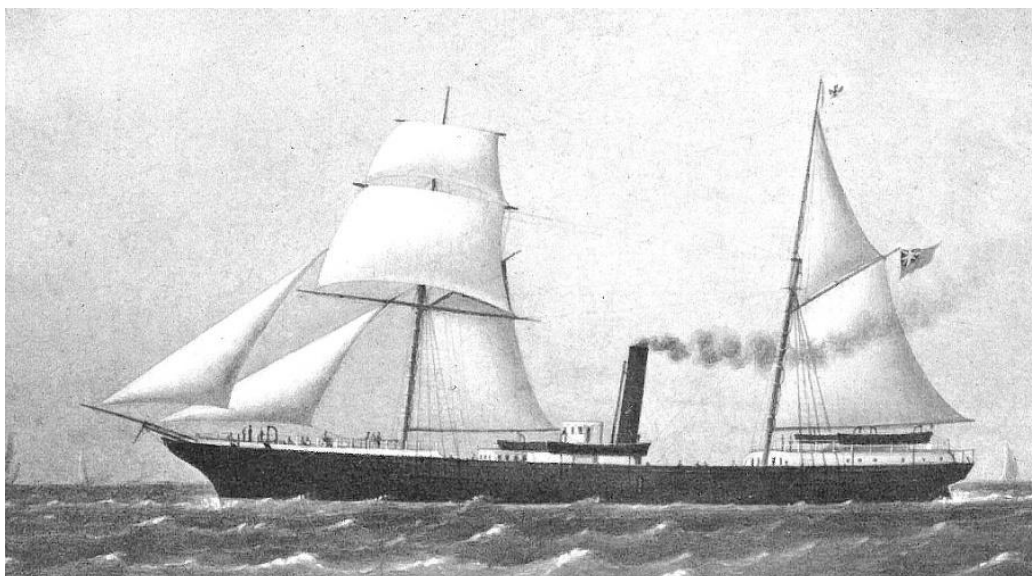
AZOF at evening launch, showing a 3-masted steamer (NMM/P&O, *A Fleet History*).

FORMOSA (1870-73) 637/52-6 (i.s.s.) 203.5' x 25.4'; E: 2cy VA/800ihp

Built by Smith & Rodger, Glasgow. 17/4/52 launched for Malcolmson Brothers, Waterford as CALEDONIA. 5/52 bought by P.&O. S.N. Co., London r. FORMOSA. 7/52 sailed for Australia to open Singapore feeder line. 12/52 t/f to Calcutta-Hong Kong line. 1857 t/f to Hong Kong-Shanghai line. 2/61-4/62 on charter to French Government for Singapore-Saigon transport service. 3/67 struck rock off Ockseu (Wuqiu) Is. and beached at Amoy for repairs. 12/70 sold to J.S. Lapraik & D. Gillies, Hong Kong (£4312) [re-engined?]. 5/73 sold to George Armstrong, Manila for service Manila-HK-Amoy. 7/75 re-reg. Hong Kong to Robert Craig (Amoy). 3/76 sold to CNC for use as coal hulk but engines retained until 1891. 1929 reported hulk sold to Chinese owners.



FORMOSA in a barque rig, sailing for P.&O (www.poheritage.com).



FORMOSA modernised in Douglas colours, now rigged as topsail schooner (by J.W. Jeffreson in Chater colln).



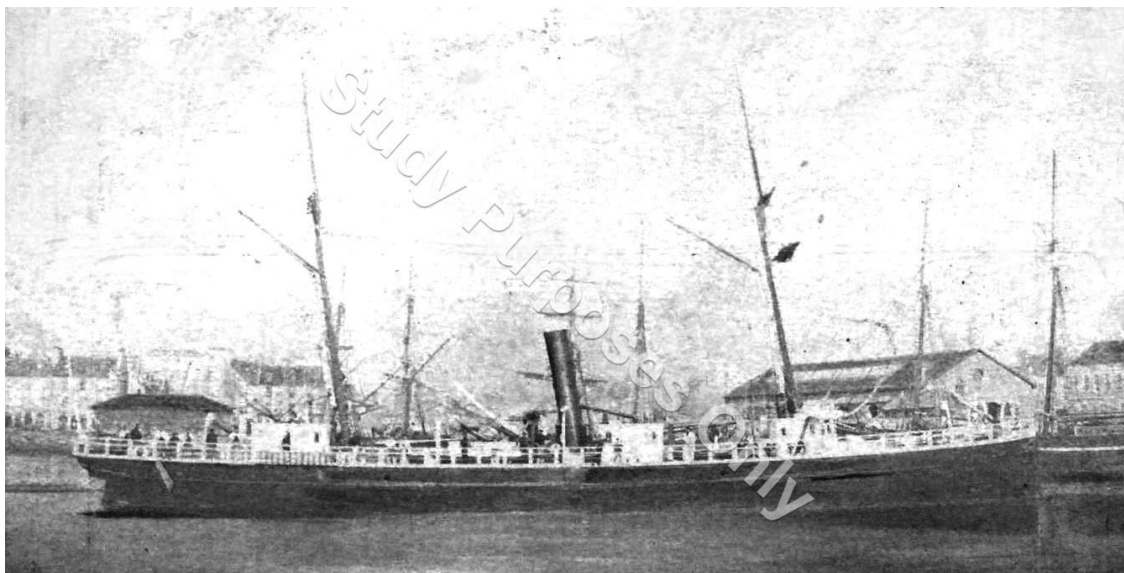
Likely FORMOSA, Hong Kong, 1874 (Lai Ah Fong/East India Office Library collection T00020-35).



FORMOSA hulk at Hankow, probably in late-1920s (Warren Swire Colln. 16129).

HAILOONG (1871-87) 446/71-8 (i.s.s) 155.0' x 24.2'; E: C2cy/60hp.

Built by Hall, Russell & Co., Aberdeen [#179] for J.S. Lapraik for Taiwan trade - 20/11/71 arrived at Hong Kong. 3/4/72 struck uncharted rock near White Rocks in gale and heavy seas on voyage Hong Kong/Swatow - beached. Later 4/72 refloated and taken to Hong Kong for repairs. 1882 stranded at Paksa Point, Taiwan - refloated after cargo looted. 11/83 t/f to DSSC. 7/87 sold to H.E. Reynell, Hyogo. 1890 sold to Kyoyeisha (later Kiroyei Kisen K.K.), Kobe r. GENYO MARU. 1897 sold to Teikoku Shosen K.K., Osaka. c.1900 sold to Fujino Shirobei, Hakodate. 10/1/04 wrecked off Kii Province near Osaka.



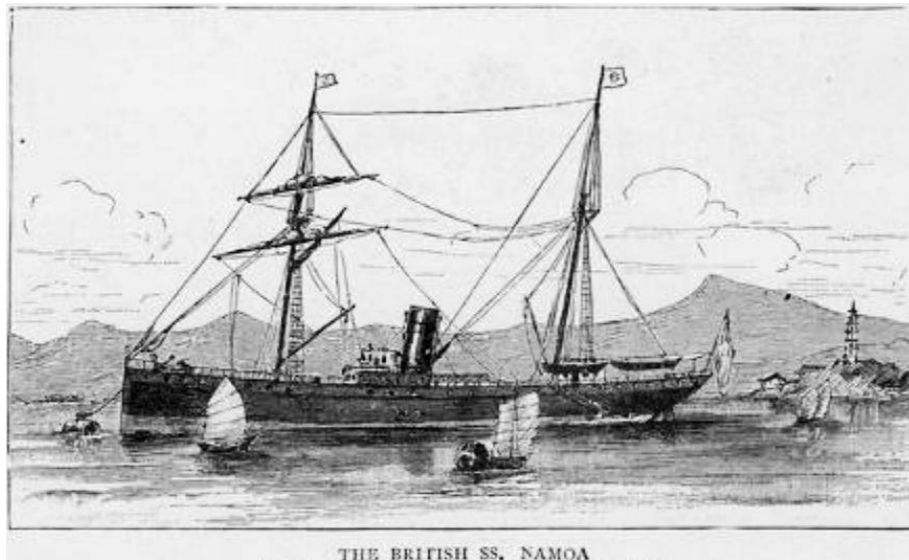
HAILOONG on completion at Aberdeen (Aberdeen City & Aberdeen Archives ID HR/2/7/197).



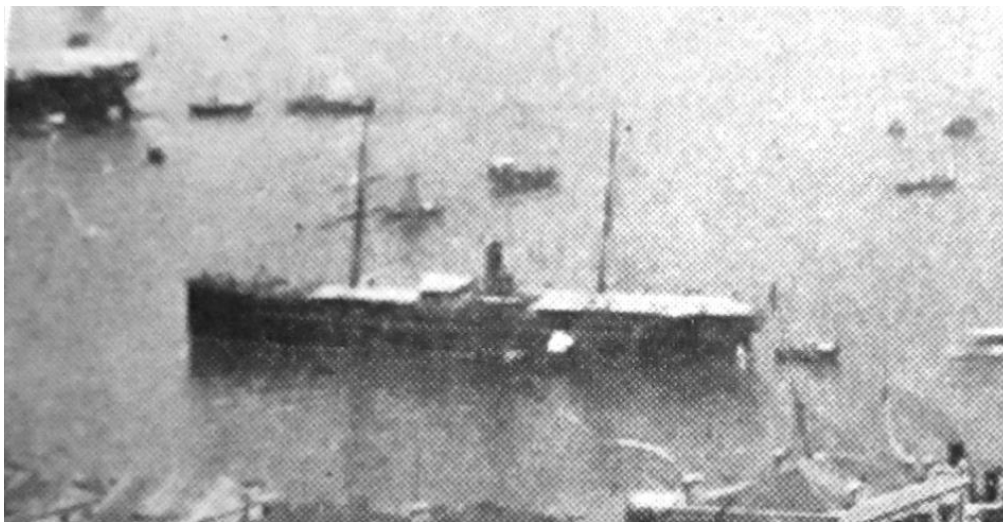
Likely HAILOONG at Hong Kong in 1874 (Lai Ah Fong/East India Office Library collection T00020-35).

NAMOA (1872-97) 1375/72-9 (i.s.s.) 240.7' x 31.1'; E: C2cy/130hp.

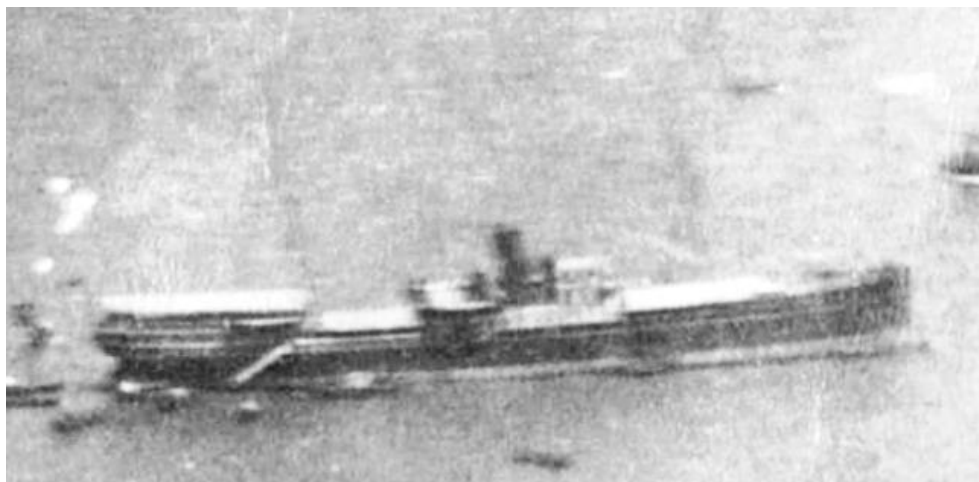
Built by Hall, Russell & Co., Aberdeen (#184) for J.S. Lapraik. 16/4/75 and 24/7/75 arrived Sydney with tea cargoes. 1882 new boilers. 11/83 t/f to DSSC. 10/12/90 attacked by pirates near Hong Kong causing death of master and 3 others (pirates later executed). 3/10/97 stranded near Brown's Rocks at West entrance to Haitan Strait inbound from Amoy to Foochow, beached 800 yards off the shore, all boats swamped in landing and 11/77 lives lost. Total loss.



Contemporary sketch of NAMOA at Pagoda Anchorage (Internet).



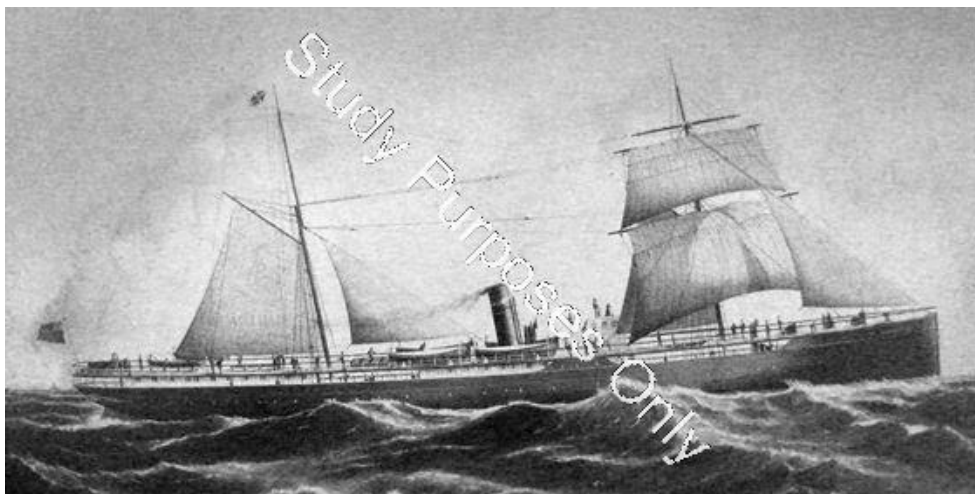
NAMOA with summer deck awnings seen from The Peak (*China: The Country and its People*).



Later NAMOA lying off Douglas Wharf, Hong Kong (<https://cudl.lib.cam.ac.uk/view/PH-Y-30377-C/1>).

DOUGLAS (1873-80) 1375/73-2 (i.s.s./schr rig) 240.0' x 34.1'; E: C2cy/200hp

Built by Hall, Russell & Co., Aberdeen (#185) for J.S. Lapraik. 6/76 J.S. Lapraik 28/64 et al. 36/64. 14/11/80 struck uncharted rock off White Is. in Haitan Strait on voyage Amoy-Foochow. Total loss.



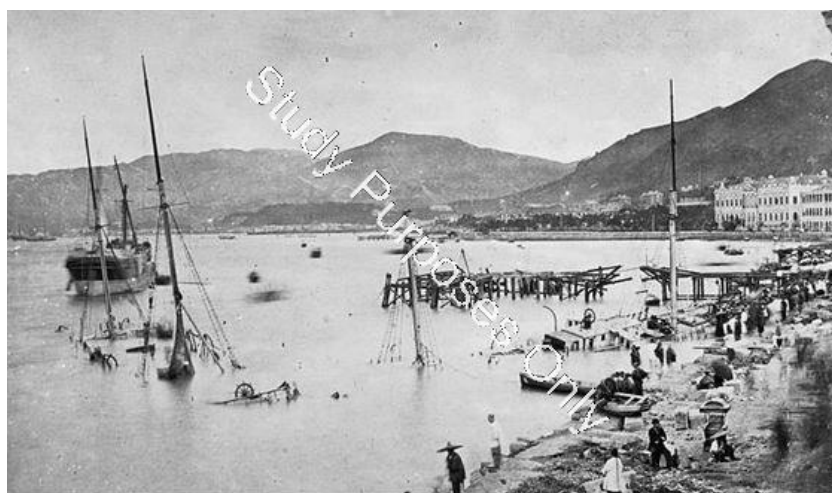
Builder's painting of DOUGLAS (1873) (Aberdeen City & Aberdeen Archives ID HR/2/7/220).



Possible NAMOA or DOUGLAS, Hong Kong, 1874 (Lai Ah Fong/East India Office Library collection T00020-35).

LEONOR (1876-77) 640/74 (i.s.s.) 180.5' x 27.1½'; E: C2cy/90hp; P: 20/10/170 deck.

Built by Hall, Russell & Co., Aberdeen (#189), launched 12/73 and reg. at Aberdeen for Morrison & Co. for operation by Russell, Sturgis & Co., Manila. 22/9/74 sank against Praya wall at Hong Kong during typhoon, captain and crew lost. Raised, repaired and 6/76 re-reg. at Hong Kong for J.S. Lapraik. 21/11/76 in Taiwan Strait sank brigantine *Frances Lewey* (US) with 6 lives. 2/77 r. TAIWAN. 14/2/79 wrecked on reef WNW of Bird Is. in Pescadores Group on voyage Hong Kong-Taiwanfu (Tainan).



Sunken LEONOR (L) and ALBAY (R) near the Praya wall 9/74 (Lai Ah Fong/East India Office Library T00020-3).

TAIWAN (1877-79) 640/74 see LEONOR (1876-77)

ALBAY (1877-83) 541/71 (i.s.s.) 170.0' x 26.5'; E: C2cy/??hp

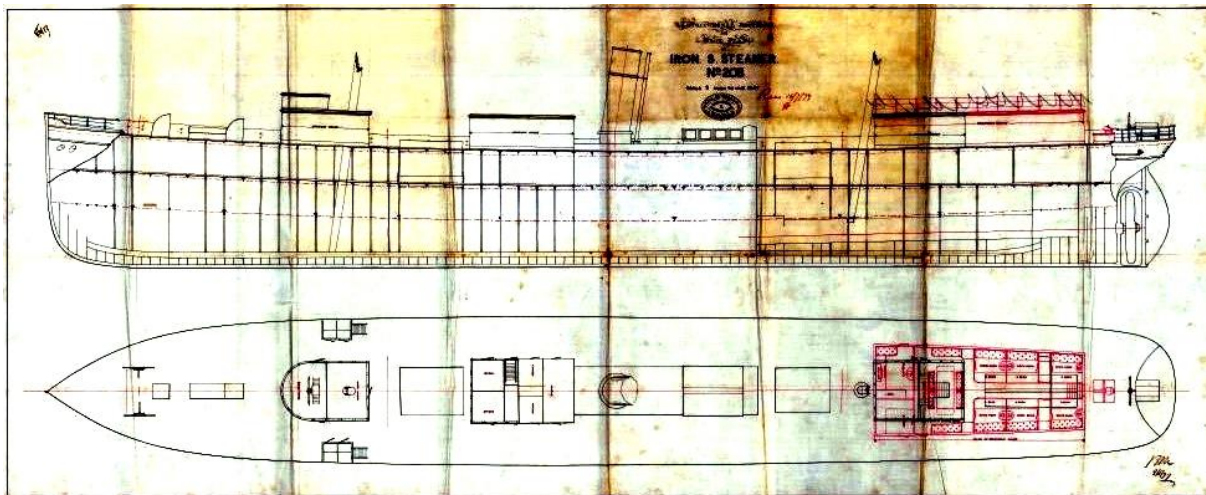
Built by Dobie & Co., Glasgow (#54) and launched 4/71 for E.M. de Bussche & Geo. Brown, Newcastle for China-Philippine trade - 23/10/71 arrived at Hong Kong (585 g.t.). 3/72 sold to Russell, Sturgis & Co., Manila. 22/9/74 several hours after arriving at Hong Kong sank against Praya wall in Hong Kong during typhoon. Raised and rebuilt for A.T. Manger (partner in D. Lapraik & Co.). 8/77 re-reg. at Hong Kong and sold to J.S. Lapraik. 11/83 t/f to DSSC. 24/12/83 wrecked near Swatow when anchors dragged in heavy weather after engine failure.



Partially raised ALBAY alongside Praya in Sept. 1874 (Lai Ah Fong/East India Office Library T00020-37).

KWANGTUNG (1877-84) 1056/77 (i.s.s.) 220.3' x 31.3'; E: C2cy/160hp

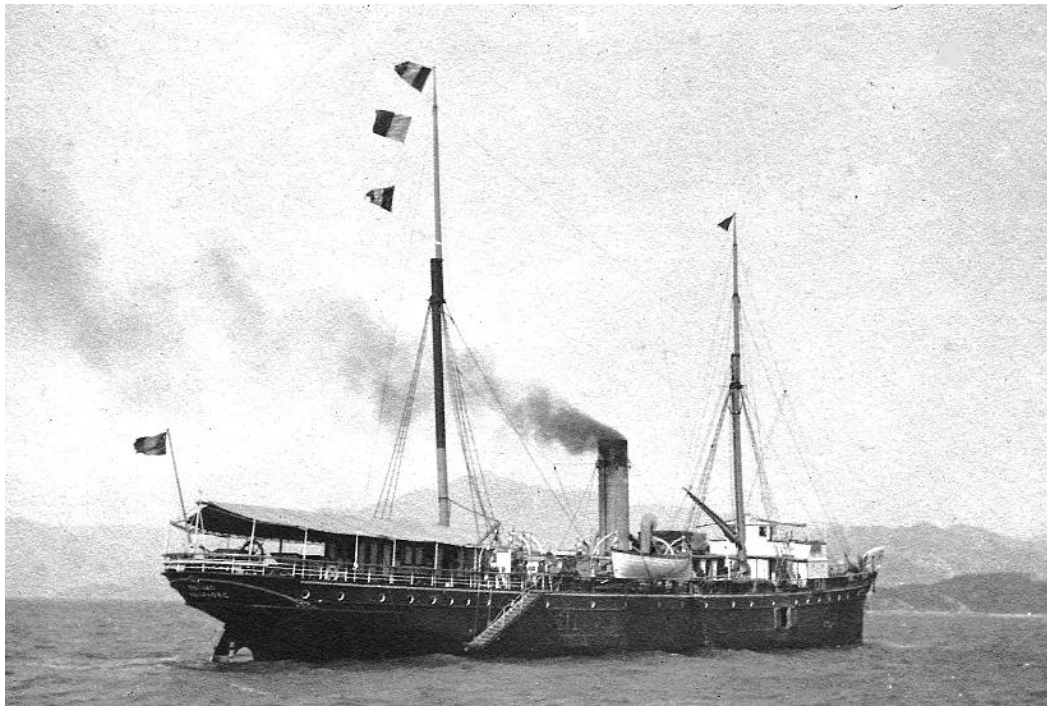
Built by Hall, Russell & Co., Aberdeen (#208) for J.S. Lapraik. 11/83 t/f to DSSC. 5/12/84 wrecked on Salamis Is. in Min River, Foochow while under Chinese pilot outbound to Hong Kong.



Builder's General Arrangement for #208 KWANGTUNG, almost a repeat of the ill-fated KWANG TUNG (1868). 1879 proposed rebuilding of aft deck house in red ink, adding Master's cabin, 6 x 2 berth passenger cabins, saloon and pantry (lrfoundation.co.uk).

FOKIEN (1880-95) 814/80-2 (i.s.s.) 200.6' x 28.6'; E: C2cy, 120hp. Pass: 50/-/250.

Built by Hall, Russell & Co., Aberdeen (#217) for J.S. Lapraik, Hong Kong as FOKIEN. 11/83 t/f to Douglas S.S. Co., Hong Kong. 4/95 sold to Francis Cass, Amoy and then resold to Chinese Government (Defence & Pay Dept), Nanking. 16/4/96 o/c to Bennertz & Co., Shanghai for Yangtse trade and 2/6 del. as SIN FOKIEN (reg. to Chinese Govt, Shanghai) - 29/8 detained by Chinese authorities at Chinkiang and 10/9 forfeit. 1/98 released on charter to Bennertz & Co. pending sale to A.R. Marty. 5/98 Bennertz case settled allowing sale to proceed subject to repairs. 8/98 del. to Marty & d'Abbadie, Haiphong r. HOIHAO. 26/5/04 wrecked on Hainan Head.

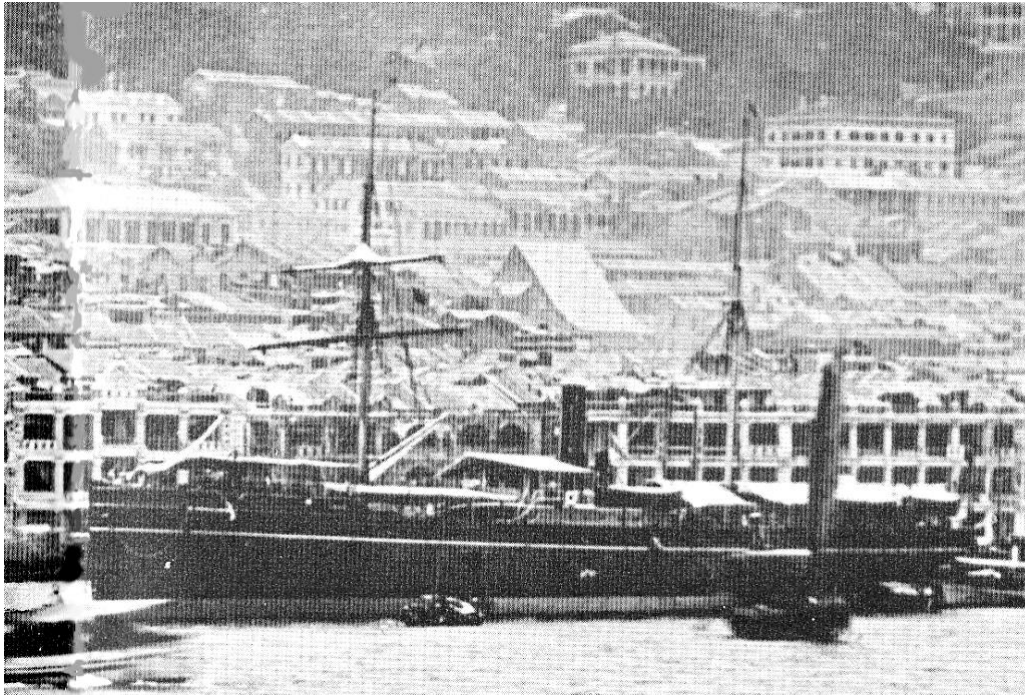


FOKIEN in 1903 as Marty & d'Abbadie's HOIHAO, a few months before being wrecked (H. Dick coll.).

THALES 爹利士 (1882-04) 1199/65 (i.s.s./bg rig) 231.0' x 31.4': E (1880): C2cy/200hp.

Built by Archibald Denny, Dumbarton (#32) with direct-acting, surface-condensing engines by Denny & Co. Ordered by James Galbraith, London and 12/4/64 launched as blockade runner KENTUCKY but laid up before delayed completion as THALES. 18/6/65 arr. Liverpool from Dumbarton, 11/7 dep. for Brazil. 23/6/66 Rio to Liverpool ([Lamport & Holt?]). 7/66 reg. at Glasgow to Peter Denny [clydeships.co.uk]. 1867-68 chartered by British Govt for Abyssinia War. 1868 probably resumed UK-S. America trade. By 16/7/70 dep. Hong Kong to begin charter to Jardine, Matheson & Co. for China-Calcutta trade. 1871 reg. at Hong Kong (#11/1871) for David Gillies (Whampoa Dock). 1872-73 on charter to D. Lapraik & Co. for Hong Kong-Manila trade. 4/74-4/76 on charter to JM&Co. 1/77 on charter to Australasian S.N. Co. (ASN), Sydney for China-Australia trade. 12/2/77 arr. Cooktown with 450 Chinese for Palmer goldfield. 24/3/77 o/v HK-Cooktown (483 Chinese) struck uncharted rock (presumed Quetta Rock where *Quetta* lost 28/2/90) at Somerset, Cape York, flooded to ashpits, beached, refloated and sailed on pumps ('in sinking condition') to Cooktown, where placed in smallpox quarantine, also beached for temporary repairs, 29/5 arr. Hong Kong for permanent repairs. 1/9/77-29/1/78 two pilgrim voyages Singapore-Jeddah. 3-6/79 Hong Kong-Swatow-Singapore, then resumed ASN charter. 26/12/79 arr. Hong Kong and laid up at Kowloon Dock to be reboilered and engines compounded by Hong Kong & Whampoa Dock Co. (under mortgage to Wm Keswick). 7-12/80 resumed ASN charter (2 voy. Foochow-HK-Darwin-Cooktown-Brisbane-Sydney-Melbourne). 2/81 in coastal service for DL&Co. 5/81 mortgage discharged. 3/2/82 sold to DL&Co. and reg. to partner A.T. Manger, Hong Kong. 10/2/82 t/f to J.S. Lapraik. 11/83 re-reg. at Hong Kong to DSSC. 23/4/85 hired at Nagasaki by Vice Admiral Dowell, RN to support British takeover of the Komundo [Geomundo] Islands, Cheju Strait. 1891 extensively modernized (\$46,000) at Hong Kong for Amoy-Taiwanfu [Tainan] line. 10/92 rescued survivors of P&O steamer *Bokhara* (1872) wrecked in Pescadores in typhoon. 10/04 sold for £9000 to Edward Eichwede, Tsingtao (Ger. flag) r. VETERAN. 19/11/04 seized by IJN *Tatsuta* near Chefoo on voyage Tsingtao-Port Arthur and redirected to Sasebo. 1/3/05 ship and cargo confiscated by Sasebo Prize Court. 1905 sold to Shimatani K.K., Tokyo r. YAURA MARU 八浦丸. 1906 sold to Tanaka Matsunosuke, Kobe r. FUSHIMI MARU 伏見丸. 1907 sold for ¥70,000 to Yoshida Hidejiro, Kobe, 12/2 dep. Kobe for Dairen and Lushun, 20/3 dep. Kobe for Pusan, Wonsan and Kimchaek. 1909 sold to Sal Zinso, Gensan (Korea) r. SUN CHANG HO 俊昌號. 1912 r. SUN CHANG MARU 俊昌丸. 1913 sold to Ogino Sotaro, Nishinomiya r. FUSHIMI MARU 伏見丸. 1916 sold to Tada Hyakutaro and two others, Nishinomiya but same year resold to Masuda Kyugoro, Nishinomiya. 1921 sold to Nakano Mitsuzo, Nishinomiya. 1924 sold to Akita Teikichi, Nishinomiya. 1924 sold for ¥38,000 to Amagasaki Kisenbu Gomei Kaisha, Nishinomiya for Osaka-Cheju-Pusan-Inchon line. 1935 converted to oil engine (Nippon Hatsudoki K.K.), now reg. at Shimonoseki. 1938 restyled HUSIMI MARU (same characters). 1939 reg. t/f to Osaka. From 26/11/42 trading almost exclusively to Korea (Jinsen (Inchon), Bazan (Masan), Moppo (Mokpo) and

Chinnampo to Osaka, Kobe, Shimonoseki and Nagasaki. 6/4/45 mined and sunk 2 nm off Rokuren Lighthouse, Yawata (North Kyushu) on passage Yeosu-Moji with 1,200 tons of coal. 15/7/49 salvage commenced, 25/10 refloated. 21/12/51 permission granted for demolition [post-1942 details from P. Cundall, S. Kizu].



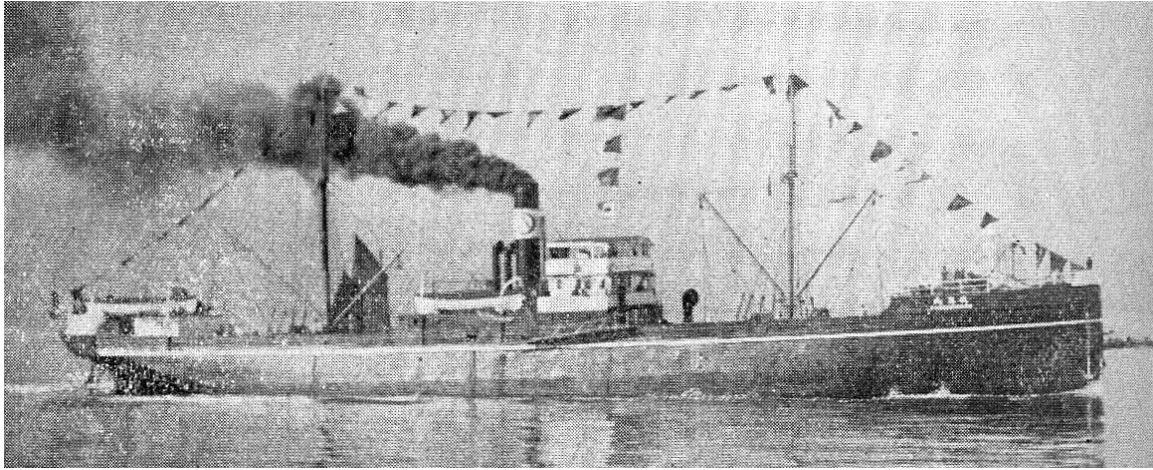
THALES in her Douglas prime, at Hong Kong with summer awnings (HKMoH).



Probable THALES at Blake Pier, Old Connaught Road (Internet).



FUSHIMI MARU ex THALES, bridge raised one deck (1916 Japan Steamships Register).



FUSHIMI MARU modified aft, bridge & superstructure enclosed (1921 Japan Steamships Register).

DOUGLAS (1881-86) 1566/82 (i.s.s./sr rig) 250.2' x 34.7'; E: C2cy/240hp

Launched 12/81 and completed 2/1882 by Hall, Russell & Co., Aberdeen (#225) for J.S. Lapraik (5/1882 at Aberdeen).

11/83 t/f to DSSC. 11/2/86 wrecked on White Rocks (30 m. ENE of Swatow) on voyage Amoy-Swatow – 18 lives.

Wreck auctioned for £1400.



Half model of the short-lived DOUGLAS of 1881 (www.aberdeenships.com).

Douglas S.S. Co. Ltd (1883)

ALBAY (1883-83) 541/71

see ALBAY (DL&Co. 1877-80)

DOUGLAS (1883-86) 1566/81

see DOUGLAS (DL&Co. 1881-83)

FOKIEN (1883-95) 814/80

see FOKIEN (DL&Co. 1880-83)

HAILOONG (1883-87 446/71

see HAILOONG (DL&Co. 1871-83)

KWANGTUNG (1883-84) 1056/77

see KWANGTUNG (DL&Co. 1877-83)

NAMOA (1883-97) 1275/72

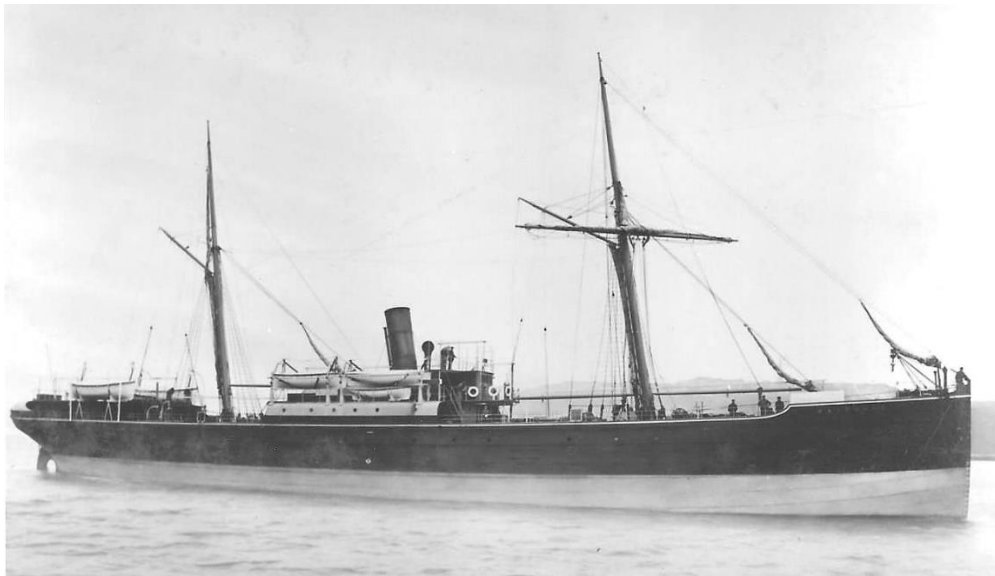
see NAMOA (DL&Co. 1872-83)

THALES (1883-04) 1199/64

see THALES (DL&Co. 1881-83)

HAIPHONG (1885-92) 1743 (2210 dwt)/85-4 (i.s.s.) 255.3' x 35.2'; E: C2cy/170hp; P: 12/36/330

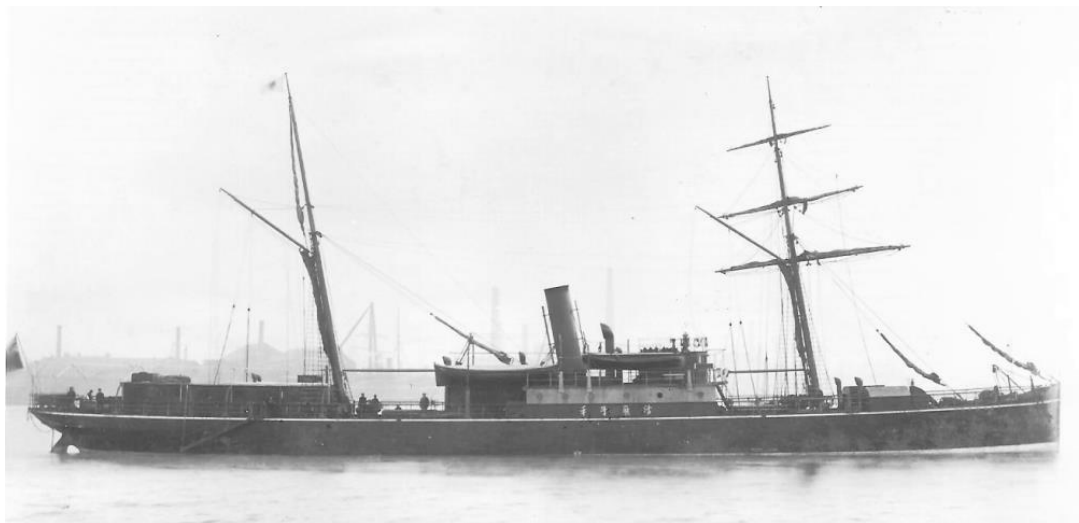
Built by J. Wigham, Richardson & Co., Newcastle (#170, £24,250). 1/85 bought on stocks by DSSC to replace wrecked *Kwangtung* (1877) – 9/8/85 arrived at Hong Kong. 27/6/92 wrecked near Ironosaki Light, south of Shimoda on voyage Takao-Yokohama (sugar and general).



HAIPHONG prior to delivery voyage with a full rig of sails (Ian Rae colln).

FORMOSA (1885-03) 1097/85-10 (i.s.s.) 221' x 32.2'; E: T3cy/200hp.

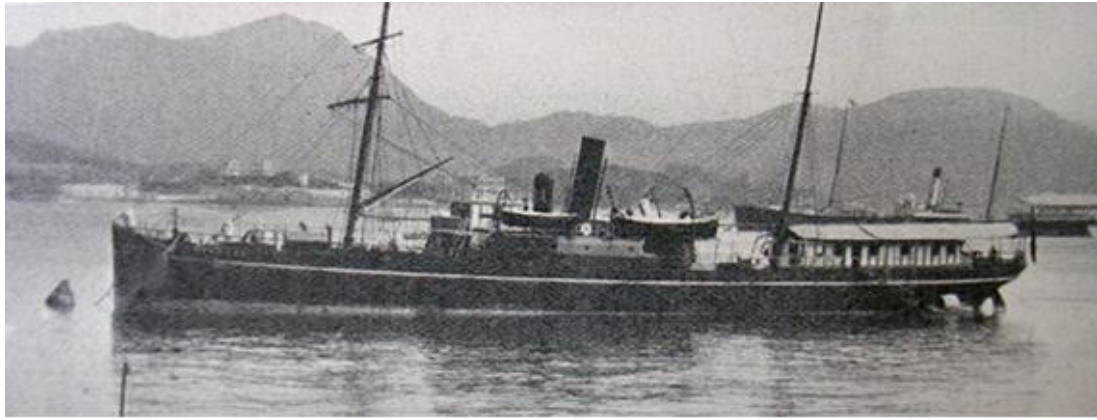
Built by J. Wigham, Richardson & Co., Newcastle (#197) for DSSC for Taiwan line- 1/86 arrived Hong Kong. By 1902 on charter to U.S. Army Quartermaster for service in the Philippines, where 6/03 sold to F. Reyes, Manila r. CANTABRIA. 1905 sold to Urrutia & Co., Manila. 26/9/05 wrecked on Ticao Is. off SE tip of Luzon in typhoon with loss of all 64 on board.



FORMOSA at delivery with full set of sails (Ian Rae colln).



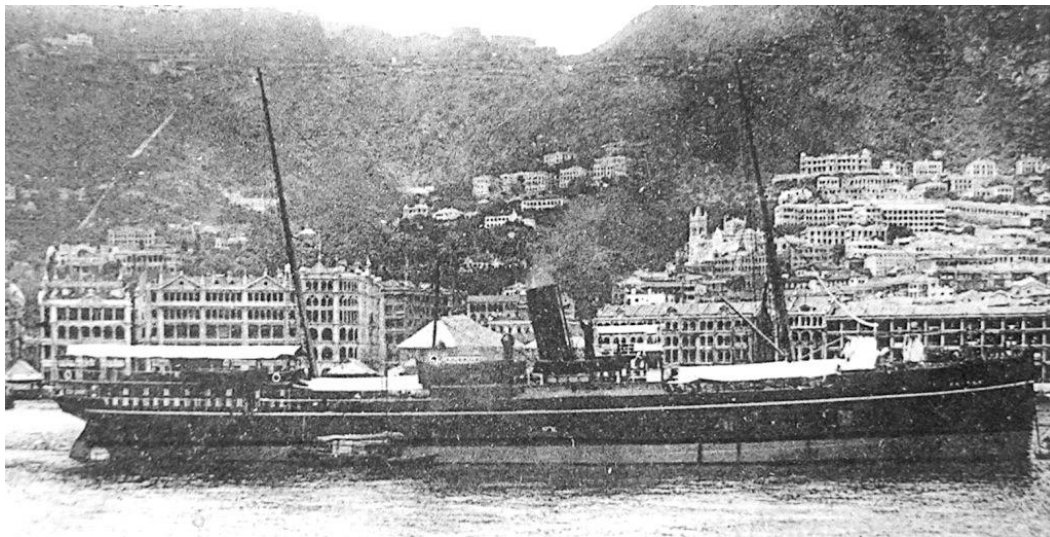
FORMOSA on charter in the Philippines c.1902 (Peabody Museum).



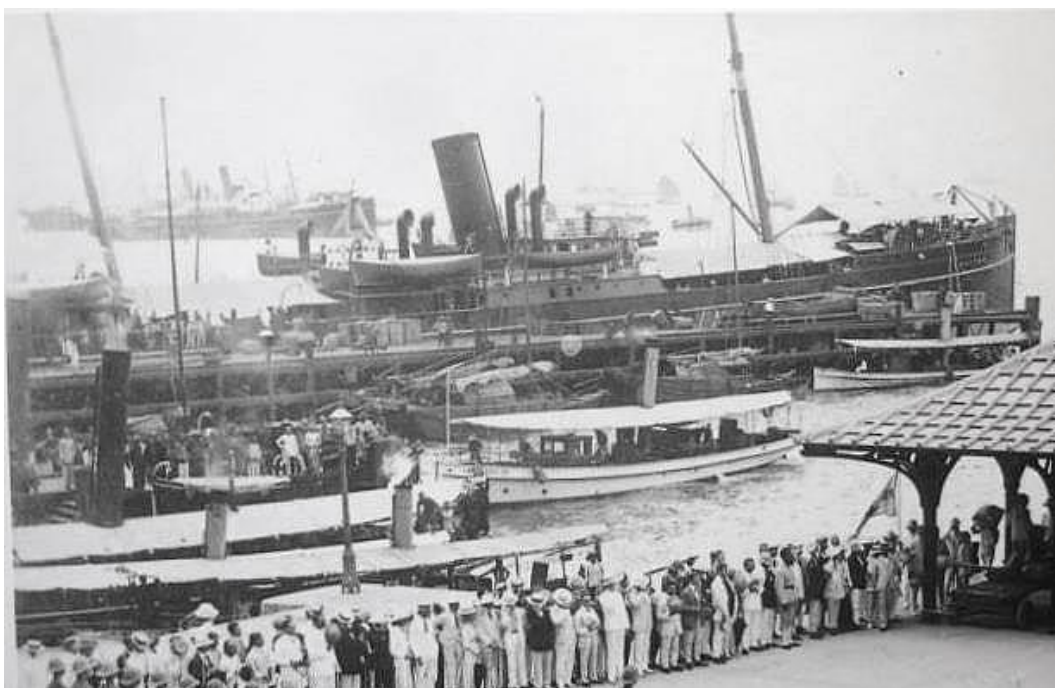
FORMOSA undated (*Black and White* magazine, 29/9/06).

HAITAN (1887-19) 1856/87-4 (s.s.s.) 275.0'x 35.0'; E: T3cyl/291nhp (Richardson & Sons)

Built by Sir Raylton Dixon & Co., Middlesbrough (#272) for DSSC to replace wrecked *Douglas* (1881) - 12/7/87 arrived at Hong Kong. 4/18 to early 1919 under requisition by HK Govt. 11/19 sold to Man Wing S.S. Co. Ltd, Hong Kong for use in S. China-Straits trade. 1926 sold to Chau Fook Co. (Chau Yue Teng), Canton. 1928 sold to Chang Yin. c.1930 presumed broken up.



DSSC's first HAITAN (SK*).



HAITAN in 1909 from Trea Wiltshire, *Old Hong Kong* (FormAsia, 1991), p.34



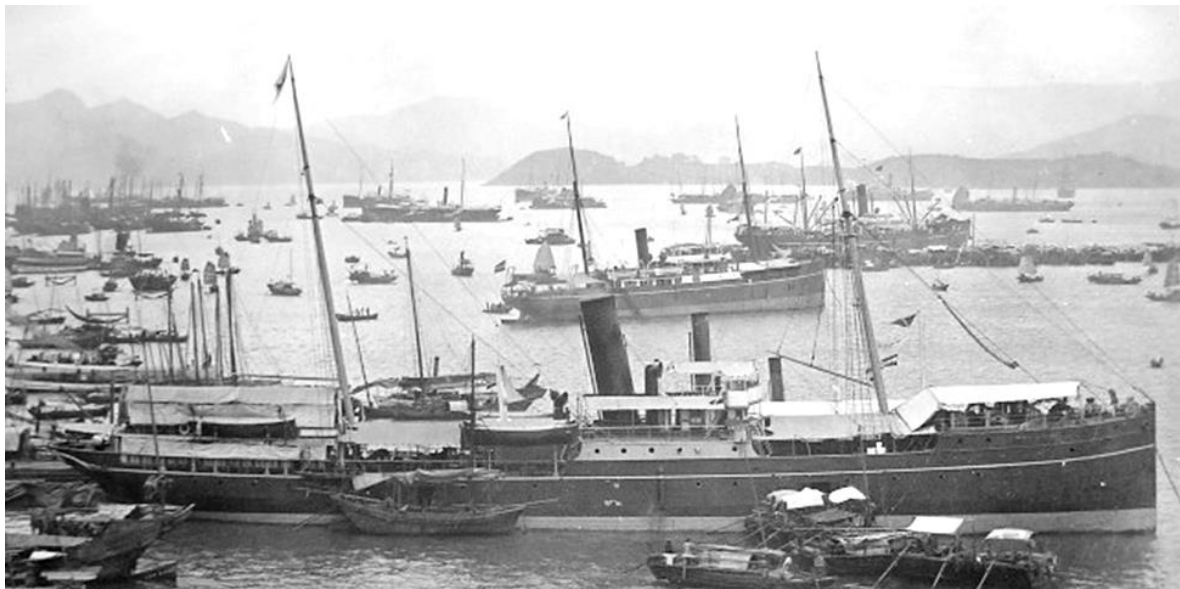
Section of an early 20th century postcard, showing later HAITAN with poop house and taller funnel.



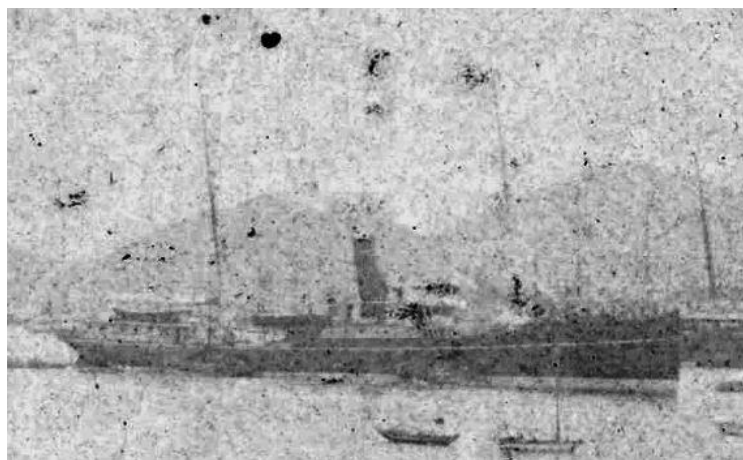
Likely HAITAN but some features obscure. Close-up from panorama on p.2 (HKMoH).

HAILOONG (1888-05) 1253/88-4 (s.s.s) 230.0' x 33.2'; E: T3cy/180hp.

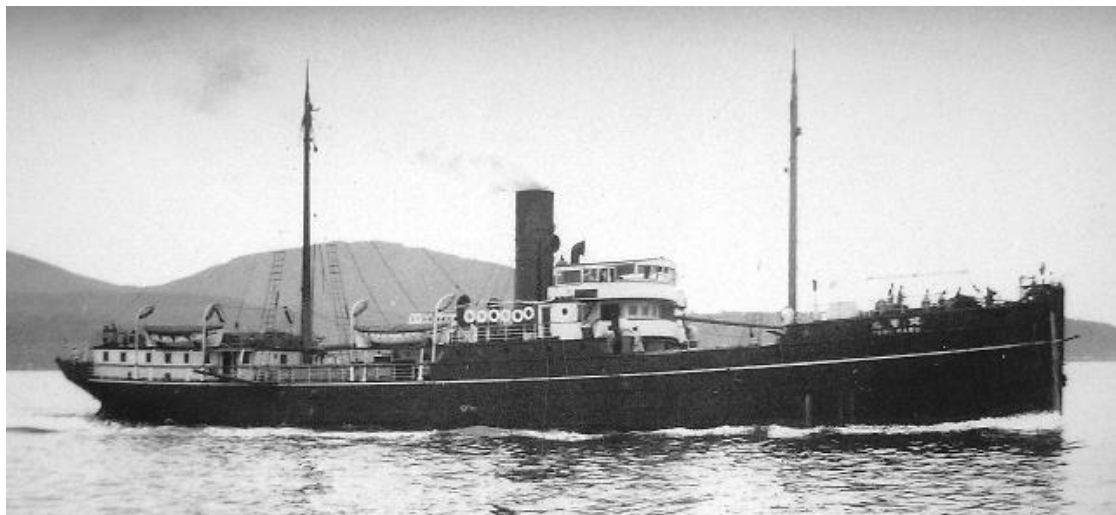
Built by Ramage & Ferguson, Leith (#82) for DSSC for Taiwan line - 10/6/88 arrived at Hong Kong. 1/05 sold to Jebsen & Co., Hamburg for service Hong Kong-Haiphong r. SCHLESWIG. 1907 sold to Far Eastern S.S. & Nav, Co., Vladivostok r. VOLGA. 1909 sold to S.N. of Count Keyserling, Vladivostok. 1917 sold to Naoyu Mibayashi, Kobe r. ICHI MARU. 1920 sold to Senkai Kisen Goshi K., Susumi. 1922 sold to Okasaki Kisen K.K., Kobe. 10/26 sold to Kita Nippon Kisen K.K., Fuchu for Otaru-Sakhalin line (now 24 1st, 231 3rd class). 2/31 sold to Miyachi Seguten and broken up in Osaka 1/1931.



HAILOONG at DSSC wharf, late 1890s (HKMoH*).



HAILOONG at Amoy with higher bridge (<https://cudl.lib.cam.ac.uk/view/PH-Y-30377-H/43>).

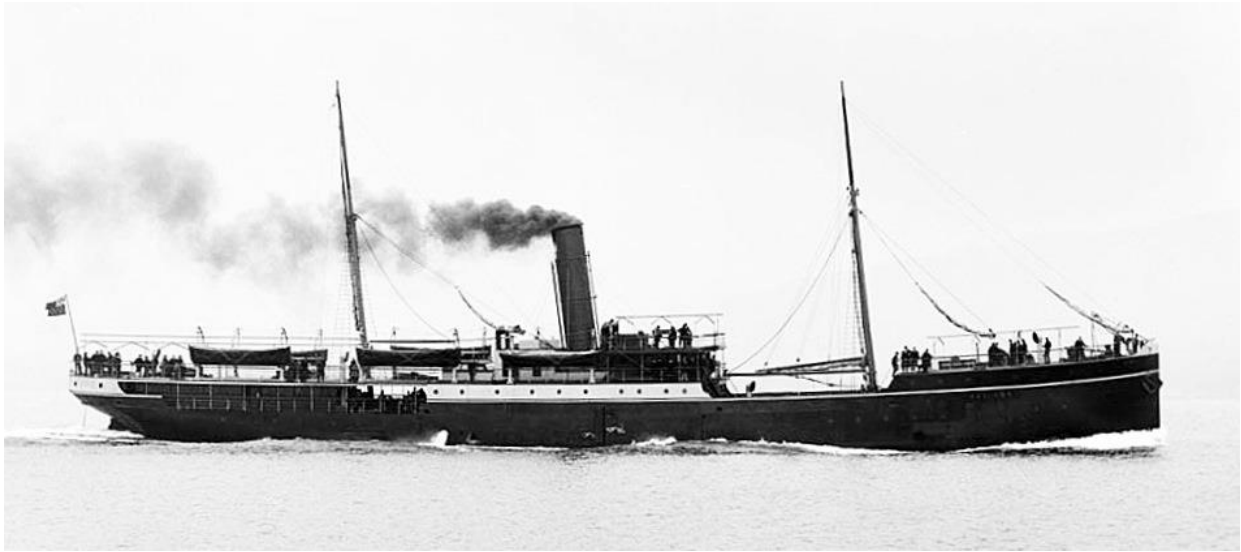


HAILOONG in later life in Kita Nippon service as ICHI MARU, modernised without rake (*Ships of the World* 2/04).

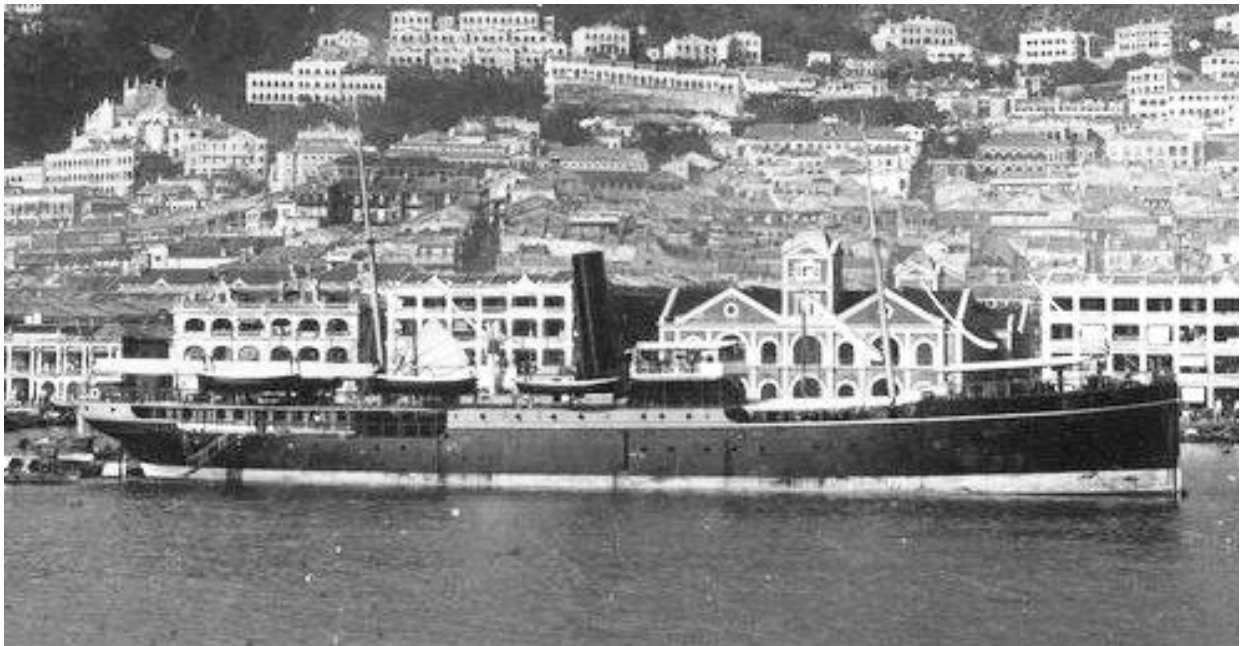
HAI-MUN 海門 (1896-18) 1311/96-2 239.7' x 35.6'; E: T3cy/214nhp (Hutson & Son)

Built by Wm Hamilton & Co., Port Glasgow (#125) for DSSC - 4/96 reg. at Hong Kong. 1-6/04 on charter to 'The Times', London for use as wireless ship during the Russo-Japanese War. 18/9/06 damaged in collision with LOONGSANG (1738/96) in typhoon at Hong Kong. 5/10 sold to unknown French buyers but sale evidently fell through as 6/10 rereg. for DSSC. 3/16 sold to Li Po Kwai, Hong Kong. 4/16 t/f to Po Shun S.S. Co., Hong Kong. 7/23 sold to Tung Tai, Panama. 17/10/27 seized by pirates and sailed to Sanchuen - 28/10 returned to Macao. 1928 sold to Kan Ying Chong (Foo Yow & Co.), Hong Kong r. WING LEE. 5/31 rereg. at Hong Kong for Yu Yuen Hop Kee Co. Ltd (Yu Yuen S.S. Co.). 7/35 sold to

Lee Yu Fong, Macao r. WING WAH. 6/43 sunk by Japanese submarine near Haiphong. Raised and repaired by Japanese r. EIKA MARU. 2/6/45 torpedoed and sunk by USS *Tambour* in Gulf of Tonkin (20.30N, 107.57E). [builder's model in possession of former Capt. Stewart until his death in England in mid-1940s, present location unknown]



Newly completed HAI-MUN running the measured mile (James Adamson/UoG)

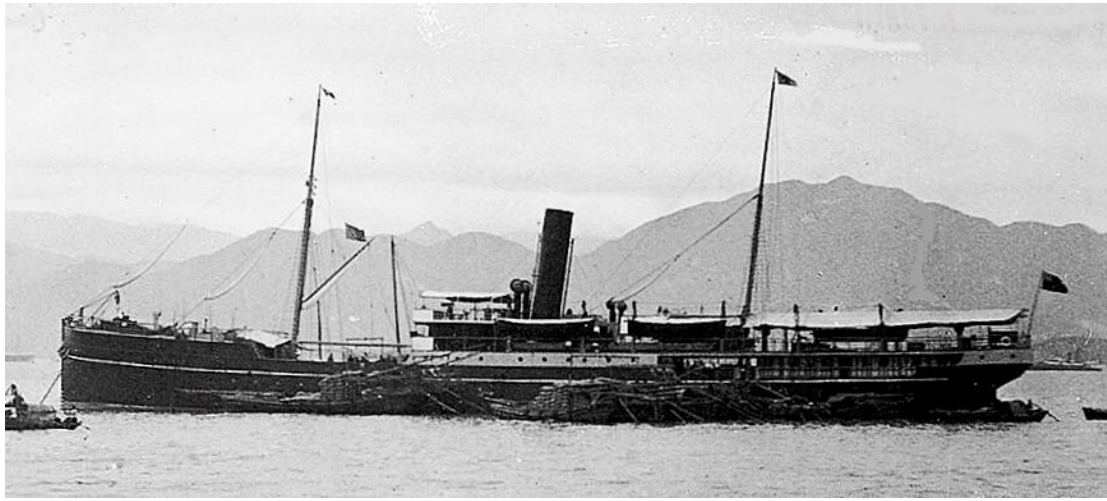


At Hong Kong in original livery with awnings (Alan Birch, *Hong Kong: The Colony that Never Was* (Odyssey, 1991).

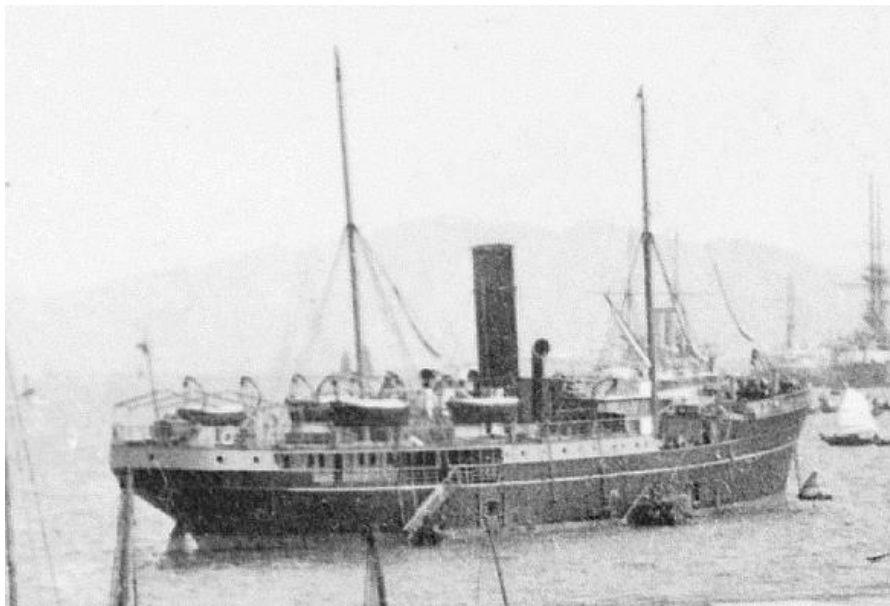


HAI-

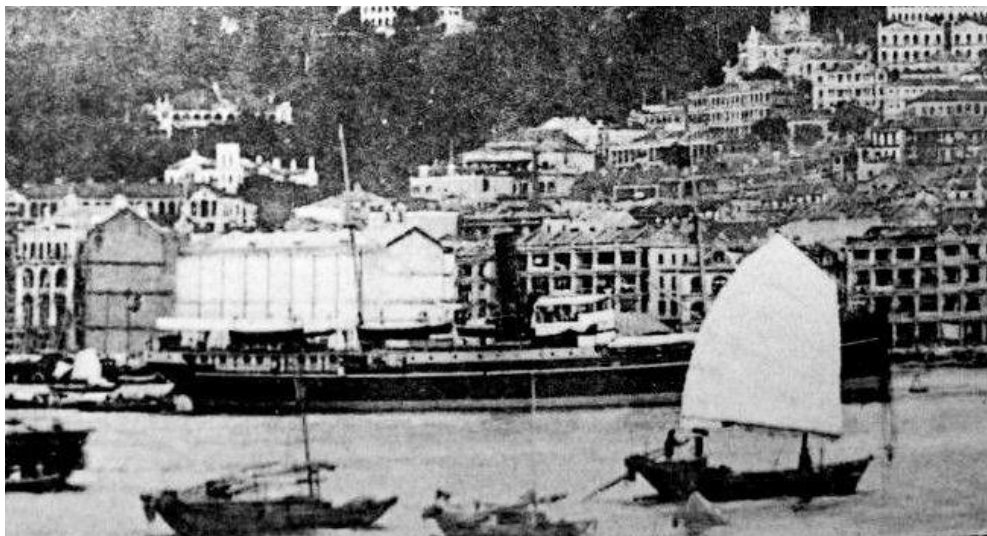
HAI-MUN with furled sails, HAITAN behind (<https://www.imb.org/2017/10/31/luther-rice-legacy/>).



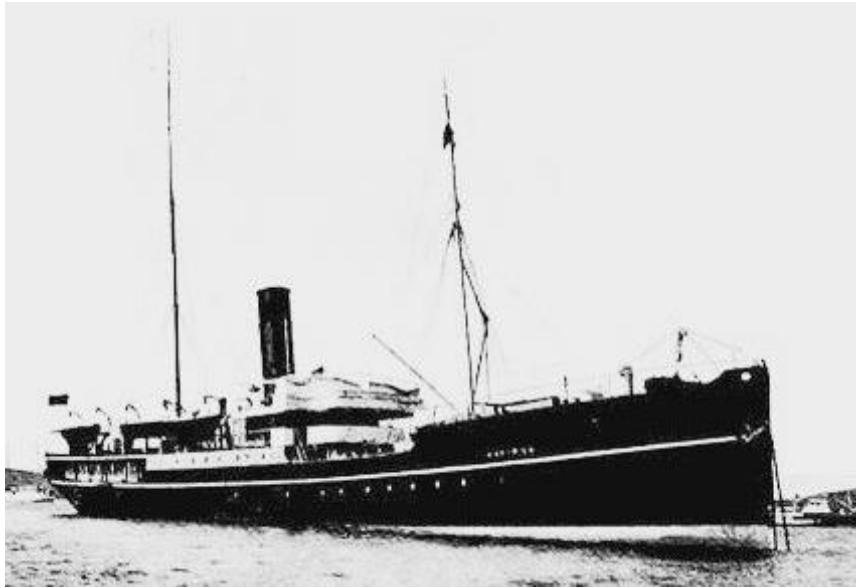
Early HAI-MUN with revised paint scheme at Hong Kong. Cadbury Research Library archive finding number DA26/2/2/4 (John Preston Maxwell Papers)@University of Birmingham (UoB Mx01-168).



HAI-MUN on a buoy in Hong Kong (Published 1900 by Underwood & Underwood/LOC collection).



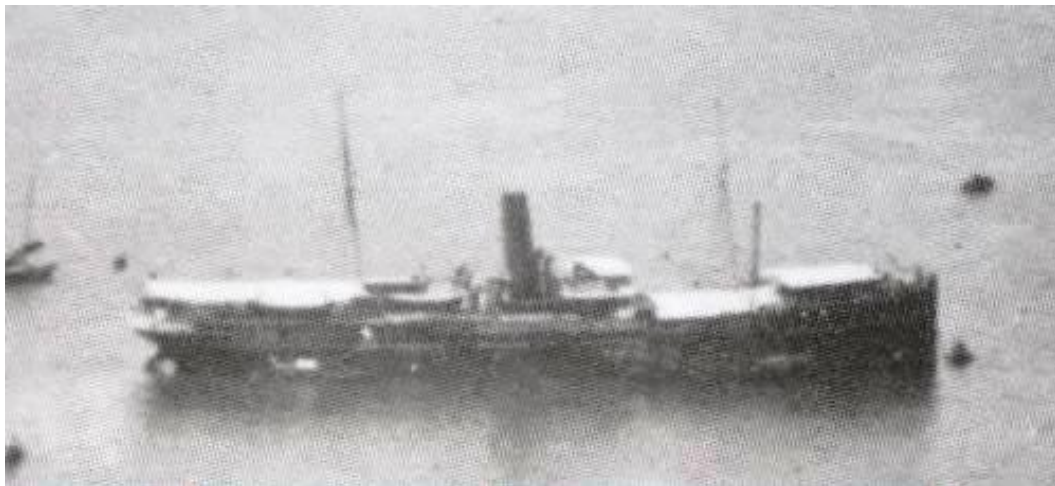
HAI-MUN (from a panorama).



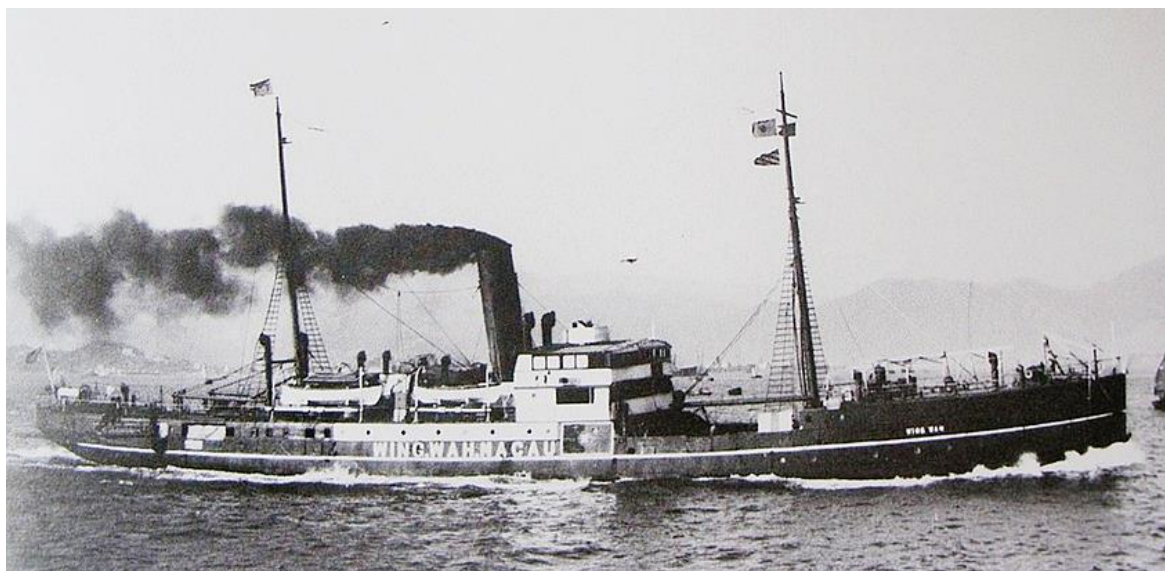
HAI-MUN at anchor off Chinampo in 1904 (from frontispiece of "A Modern Campaign" by David Fraser, 1905).



HAI-MUN, a day or two after suffering bow collision damage in the typhoon of 18 September 1906 (HK Public Libraries in cheung-samfung@flickr).



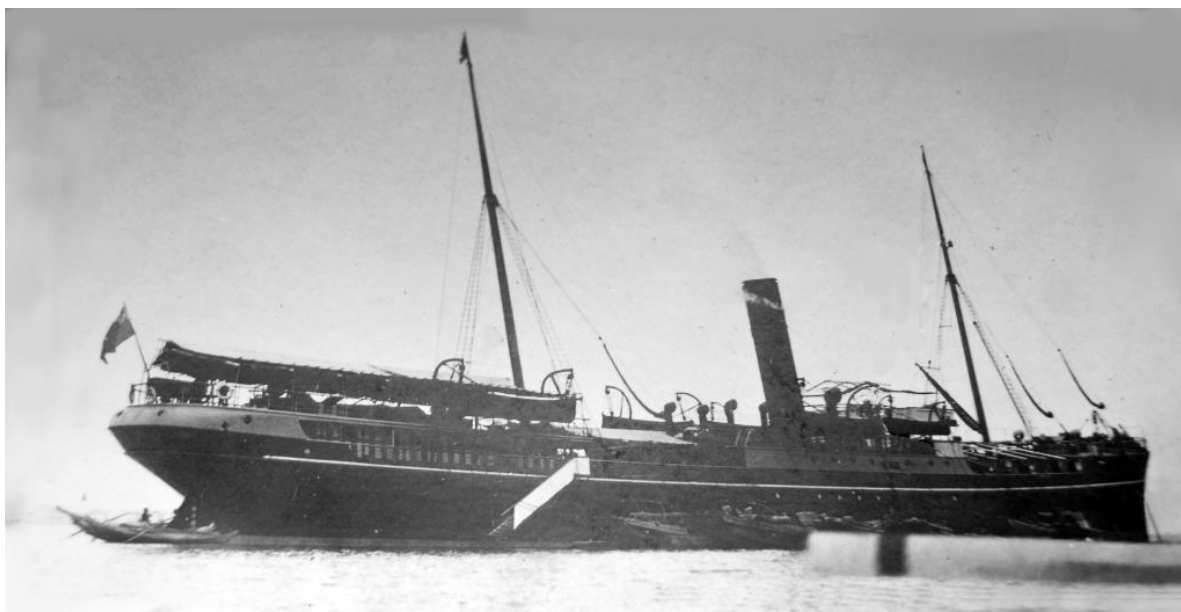
HAI-MUN on buoy off Victoria in 1910. Note prominent awnings (Trea Wiltshire, *Old Hong Kong* p.34).



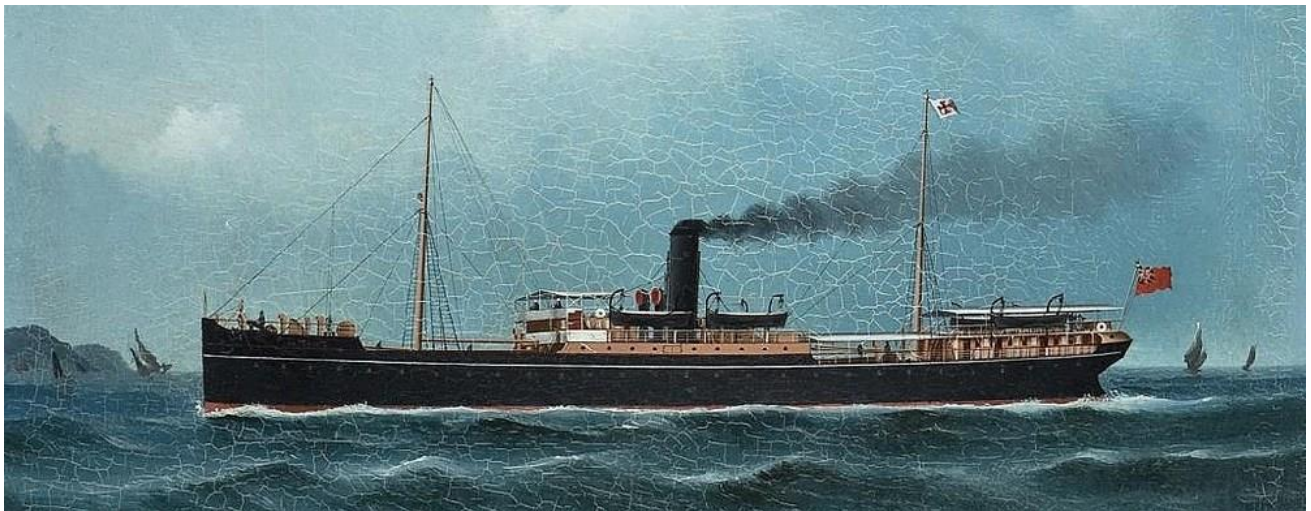
HAI-MUN at Hong Kong, December 1941 as WING WAH (Portuguese flag) (D. Gammon*).

HAICHING 海澄 (1898-43) 2182 (2805 dwt)/98-12, 280.9' x 38.2'; E: T3cy/239nhp.

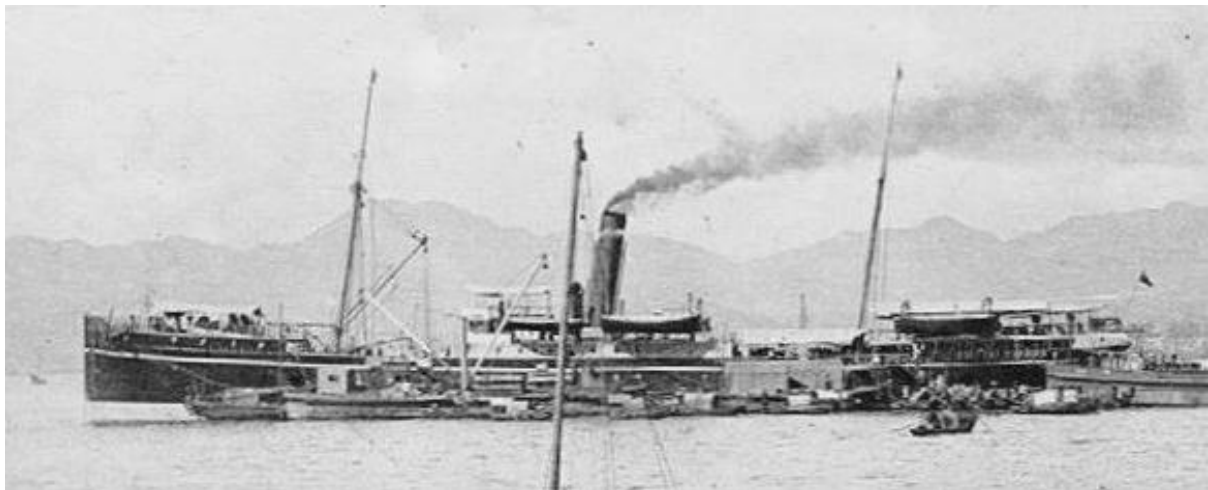
Built by D.J. Dunlop & Co., Port Glasgow (#242) for DSSC - 3/99 reg. at Hong Kong. 2/4/17-17/2/19 req. as Expeditionary Force transport. 8/12/29 seized by pirates between Swatow and Hong Kong, set afire and gutted amidships before arrival of destroyers *HMS Sterling* and *HMS Sirdar*, which assisted to Hong Kong, *Sterling* taking in tow and *Sirdar* lying alongside. Reconstructed by HK & Whampoa Dock with more enclosed superstructure and upright masts and funnel. 7/37 running abt weekly Canton-HK-Hoihow-Pakhoi. 5/40 req. by MOWT (DSSC mgrs) for Hong Kong rice trade (Saigon, Bangkok, Rangoon). 6/12/41 from Hong Kong to Singapore towing *Lighter No. 9*. 11/2/42 arrived Madras where placed under British India S.N. Co. mgt for service Tuticorin/Cochin-Colombo ferry. 8/42 coastal service Calcutta-Vizagapatam-Madras-Colombo. 31/8-21/9/43 under repair at Calcutta. 2/10/43 torpedoed and sunk by U-168 100 m. W. of Bombay (18.46N, 71.55E) on voyage Calcutta-Karachi via Cochin (29/9), 12 lives lost.



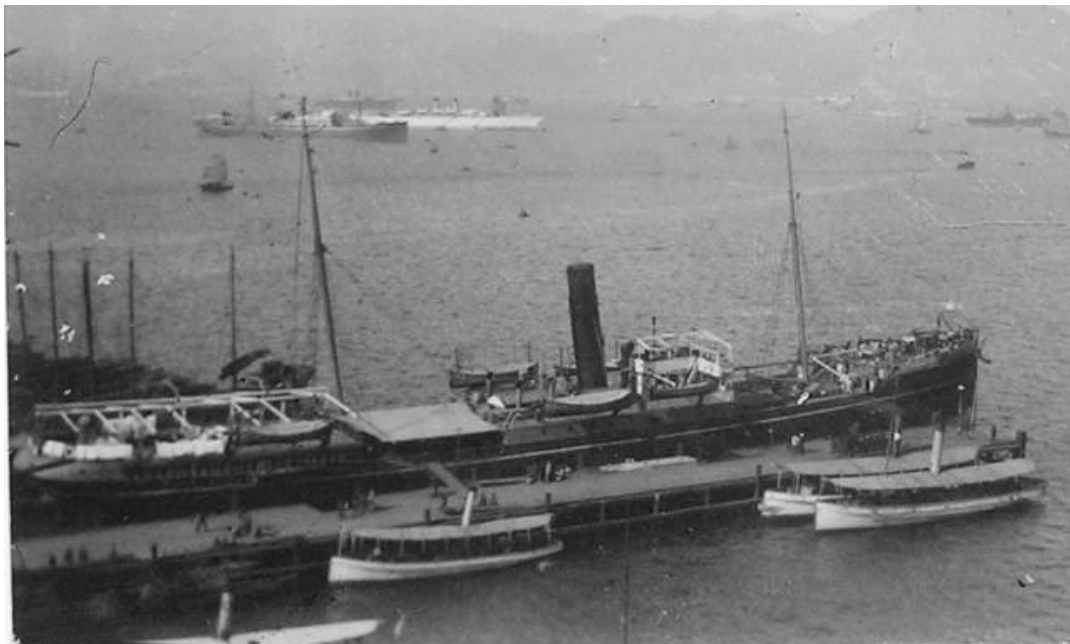
Earliest known view of HAICHING, possibly at Swatow, furled sails, awning on foredeck (coll. SK*).



HAICHING as depicted by a Chinese school artist with much less rake (Sotheby's)



HAICHING handling cargo on the buoy at Hong Kong (coll. SK*).



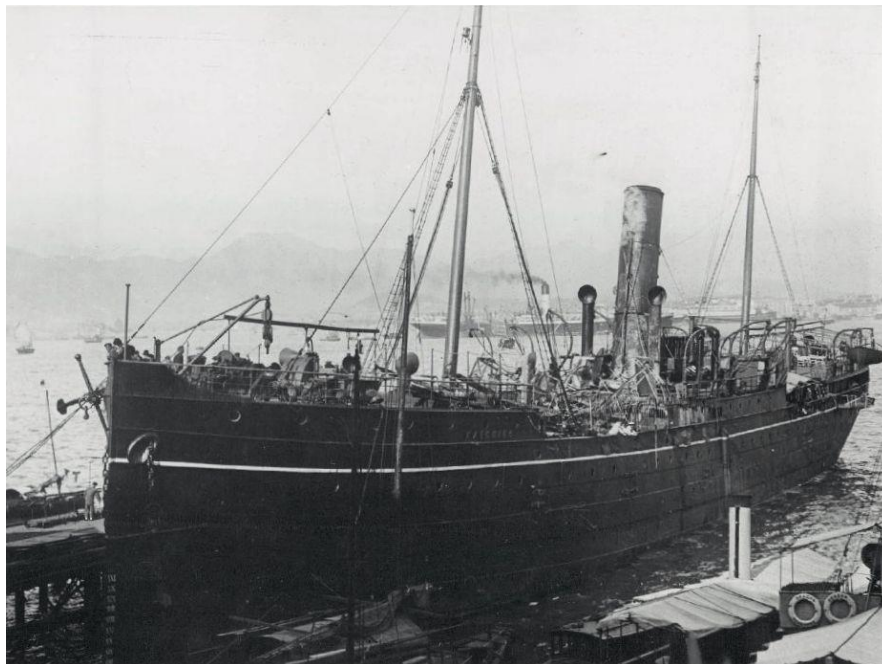
HAICHING at berth in 1910, taken from the Hong Kong Hotel Annex (coll. SK*).



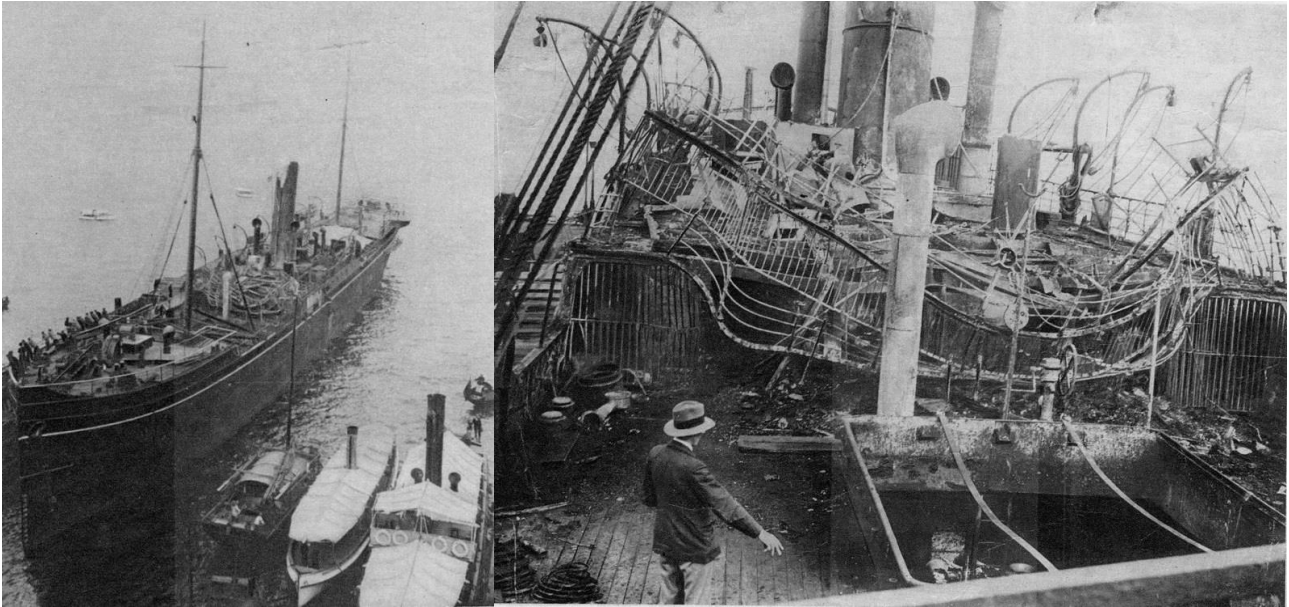
HAICHING decorated for King George V's birthday on 3 June 1929 (from a postcard).



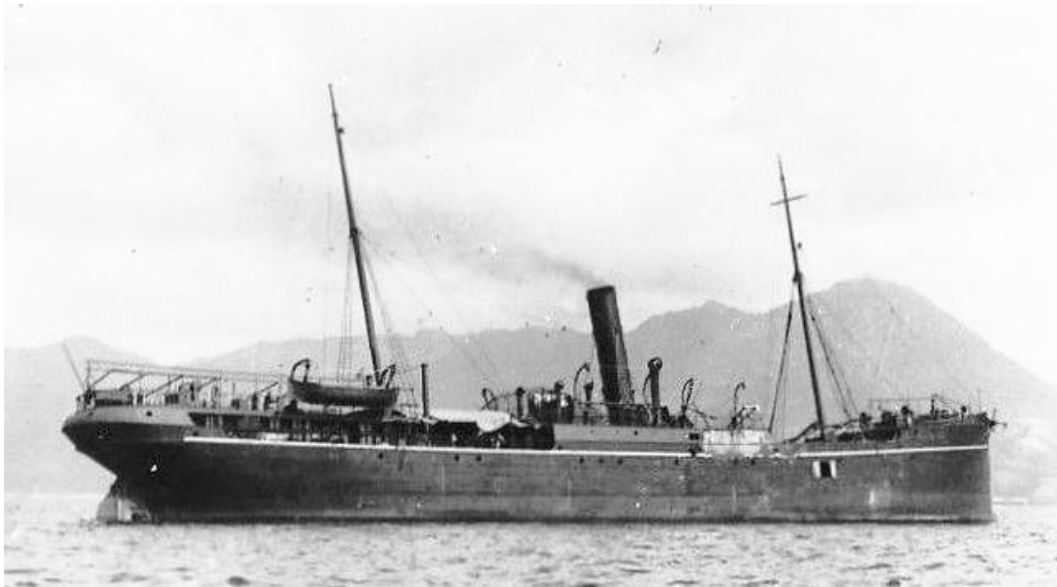
Pirated HAICHING being rescued by *HMS Sterling* and *HMS Sirdar* (Graham Thompson coll.).



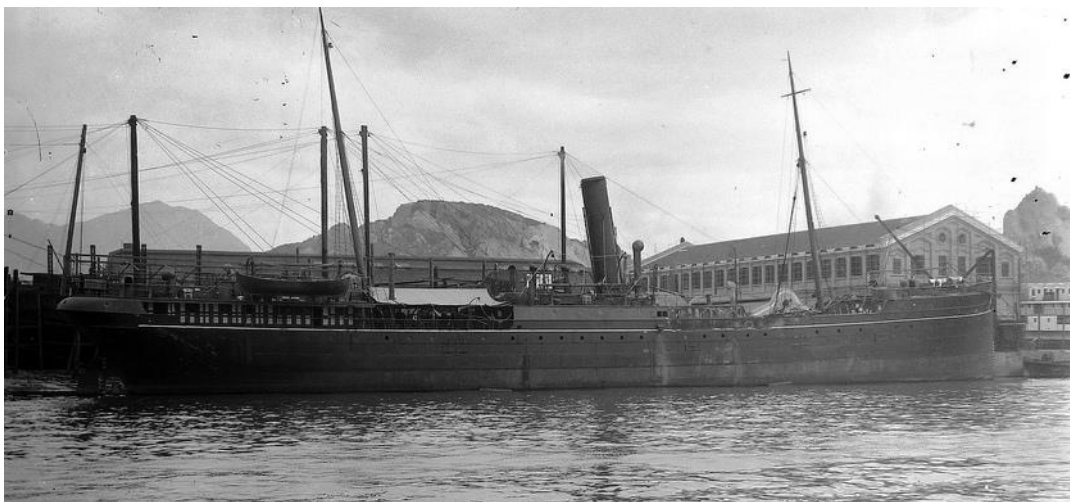
HAICHING at DSSC Wharf following December 1929 piracy and fire (AP-Schell).



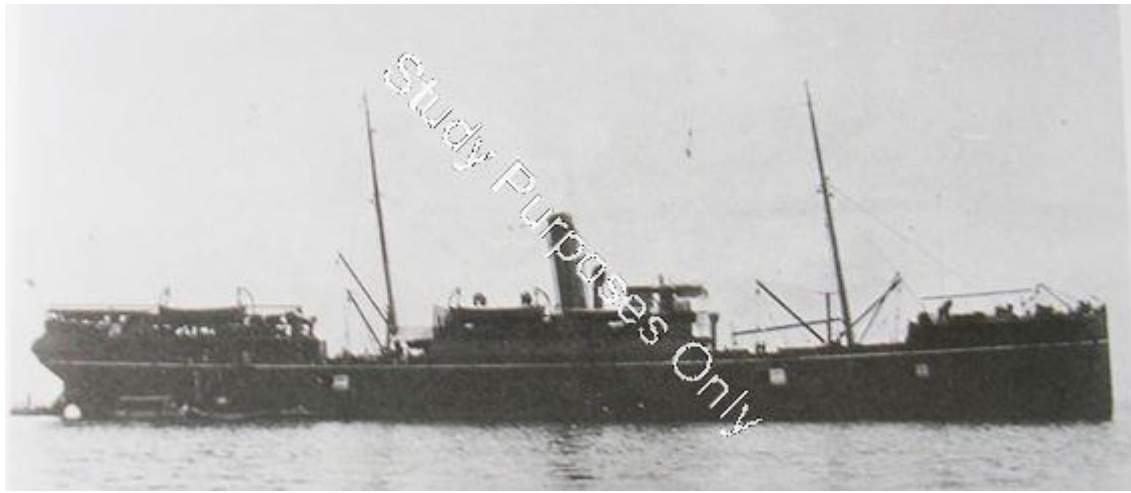
HAICHING back in Hong Kong after the piracy and fire (*L'illustration* magazine).



HAICHING awaiting repairs following piracy damage (Internet).



HAICHING moved to Hong Kong & Whampoa Dockyard for repair after piracy (HKMM ID 2008.0197.179).



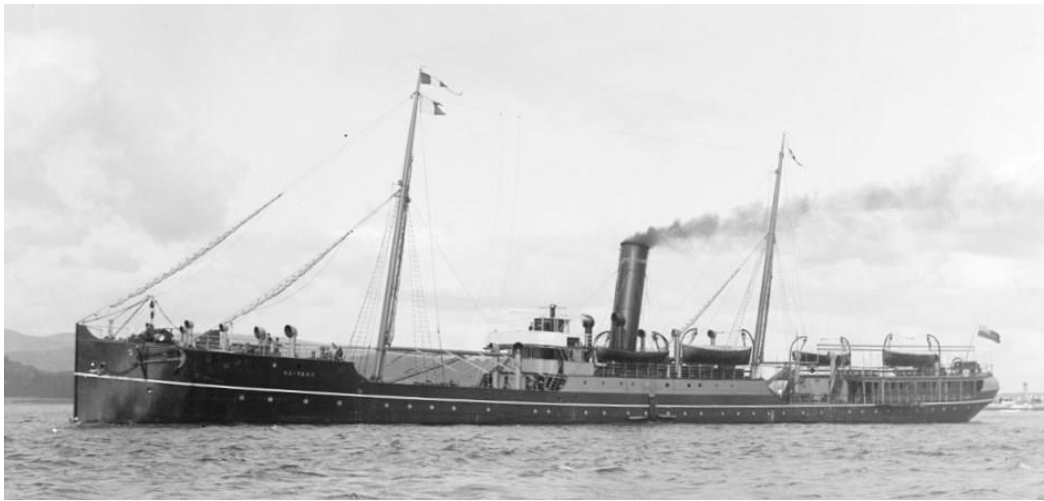
HAICHING at Singapore on charter after 1929 refit. Mainmast moved forward and kingposts fitted between Nos. 1 and 2 hatches (KPM Archive/Alg. Rijksarchief).



HAICHING at Hong Kong, probably on 16/9/40, after further reconstruction with more enclosed superstructure, upright masts and funnel, and kingposts on fo'c'sle. SEISTAN behind and small DSSC tender in foreground (Harrison Forman/University of Wisconsin-Milwaukee Libraries).

HAIYANG 海陽 (1908-51) 2289 (3200 dwt)/08-9, 300.5' x 38.1'; T3cyl/247 nhp.

Built by D.J. Dunlop & Co., Port Glasgow (yard #266) for DSSC - 10/08 reg. at Hong Kong. 28/3/17-27/11/18 req. as Expeditionary Force transport. 28/10/19 fire on voyage Singapore-HK. 12/39 last voyage to Foochow, Amoy, then Swatow only. 3-4/40 relief voyage to Nauru and Ocean Is. 5/40 to rice trade Bangkok-HK. 10/40 req. by MOWT (British India S.N. Co. Ltd mgrs) for use in Cochin-Tuticorin-Ceylon service. 7/41 Rangoon-Straits rice trade (to 12/41). 1/42 Bay of Bengal. 5/42 resumed Tuticorin-Ceylon ferry. 3-12/44 at Karachi, then Bombay for coastal and Persian Gulf service. 9/45 Cochin-Tuticorin-Ceylon ferry. 31/1/46 Calcutta for HK and Shanghai. 5/46 returned to DSSC at HK. By 9/46 in service to Swatow, Amoy. 2/3/49 arrived Hong Kong and laid up off Yaumati. 4/51 registry closed on sale to Chinese for breaking up in Hong Kong.



HAIYANG on trials showing original raked masts and funnel (builders).



HAIYANG at DSSC wharf in early 1920s after refit, now without raked profile. In the distance is OSK's *Soshu Maru* loading for Taiwan ports (Mei Fong Studio/Frank and Frances Carpenter colln, LOC).



HAIYANG (1908) in B.I. service during WWII with defensive stern gun and boats swung out (NMM).



HAIYANG at Hong Kong about 1946 (P. Foxley).



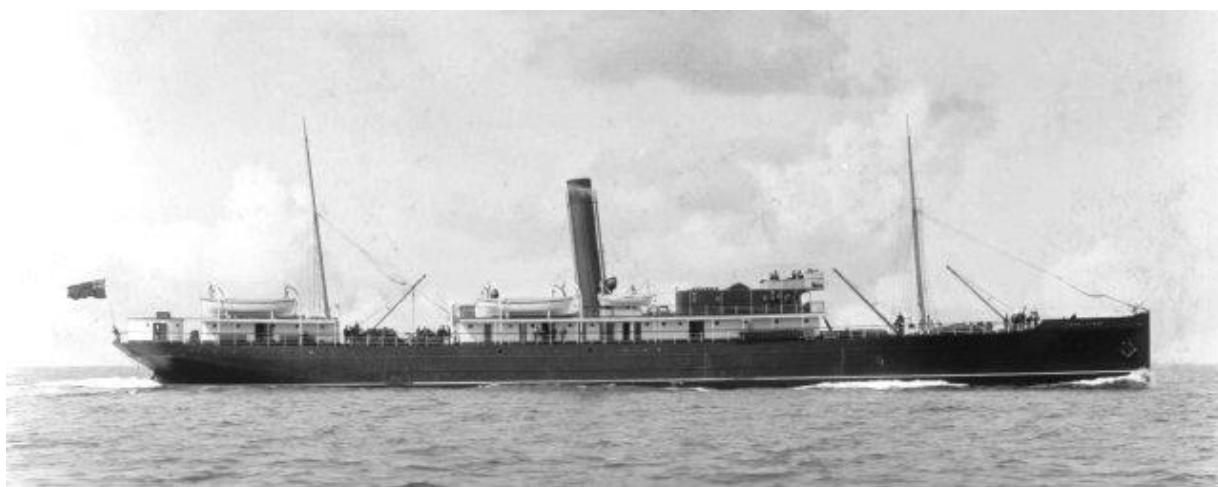
HAIYANG in 1949, showing the Douglas S.S. Co. colour scheme – missing forward section of ship added from preceding photo (H.T. Wong@<https://www.flickr.com/photos/hoting2000/23356098019/in/photostream/>).



Closeup of HAIYANG midsection, houseflag (H.T. Wong).

HAI HONG 海康 (1915-28) 2067 (2980)/99-2, 300.0' x 40.6'; E: 2x4cy/210nhp (Wigham Richardson & Co.).

Built by Sir W.G. Armstrong, Whitworth & Co. Ltd, Newcastle (#688) for North Mount Lyell Copper Ltd, Melbourne for Melbourne-Strahan trade as NORTH LYELL. 6/5/99 sailed Bristol for Melbourne (22/6), during which sold to Union S.S. Co. of NZ Ltd, Dunedin. After one return voyage to Strahan, 8/99 placed in Hobart-Sydney line. 11/99 r. MOURA. 6/02 special voyage Auckland-Fiji to serve as flagship for coronation ceremonies, thereafter often deployed in NZ-Fiji line. 7/11/06 dragged anchors and almost stranded during gale while laid up at Wellington. 12/12 speed trials off Port Chalmers on behalf of prospective French buyers at Saigon but sale did not proceed. 28/1/15 laid up at Auckland. 10/15 sold to DSSC r. HAI HONG and 8/10 sailed Auckland for Newcastle, cleared 25/10 for Cebu (coal), thence Hong Kong where early 12/15 under extensive refit. 1/16 in service to replace *Haimun*. 4/18 under requisition by HK Govt - 10/18 after fire returned to owners for repair. 8/28 sold to Cia. Maritima, Manila r. MACTAN. c.26/12/41 req. in Manila by US Army. 30/12 taken over as hospital ship - 27/1/42 reached Sydney via Darwin. 25/5/42 req. by RAN on behalf of British Admiralty for use as ammunition storage vessel at Sydney. 11/12/42 reverted to US Army and conv. to canteen and recreation ship. 9/8/43 sailed for New Guinea. 29/11/44 sailed from Hollandia for Leyte. 13/3/45 arrived off Manila. 22/6/45 returned to owners. c.1954 furnaces collapsed in Manila. 1955 sold to Chiap Hua Ship-breaking Co. Ltd and mid-1955 towed to Hong Kong where broken up 1/1956.

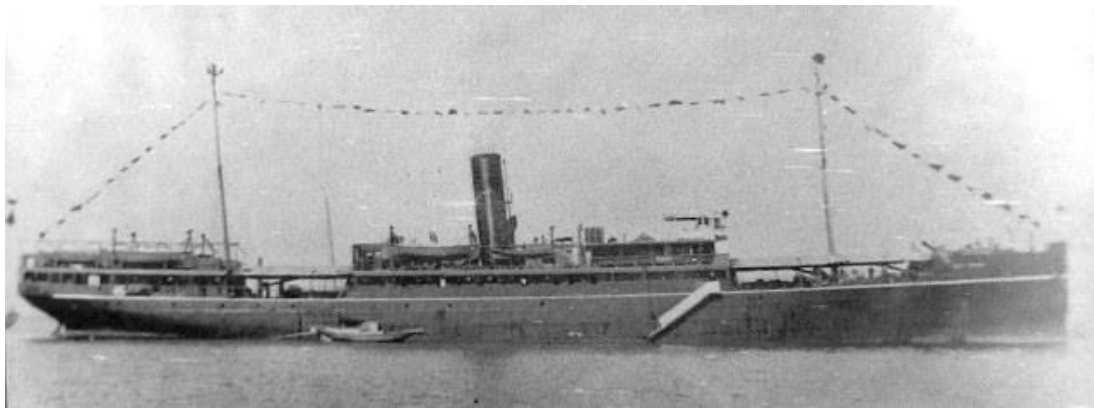


NORTH LYELL on trials (Builders image reversed for comparison purposes).

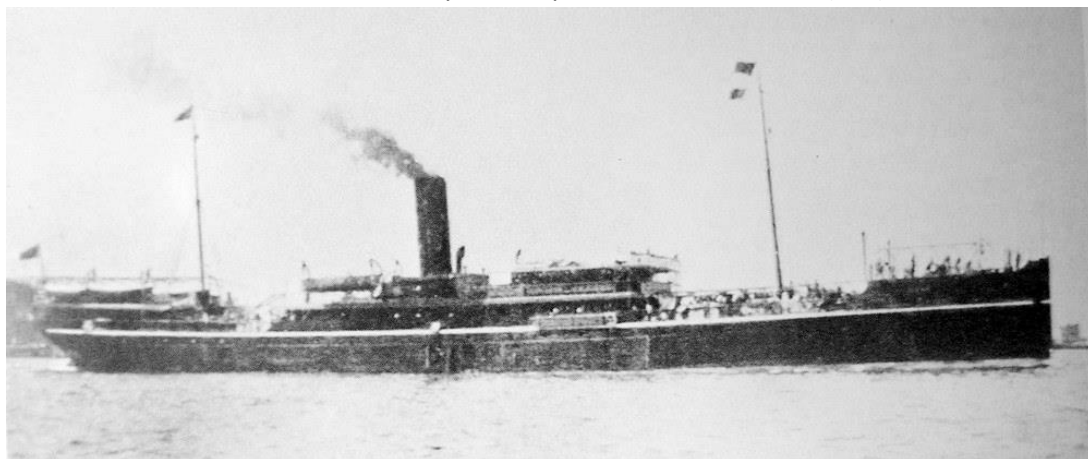


MOURA ex NORTH LYELL, probably at Hobart, snowy hill in background

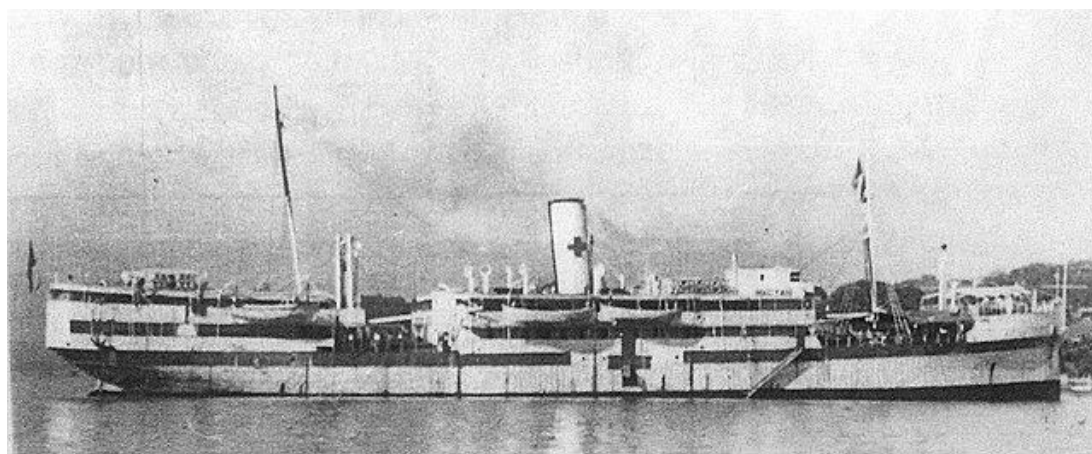
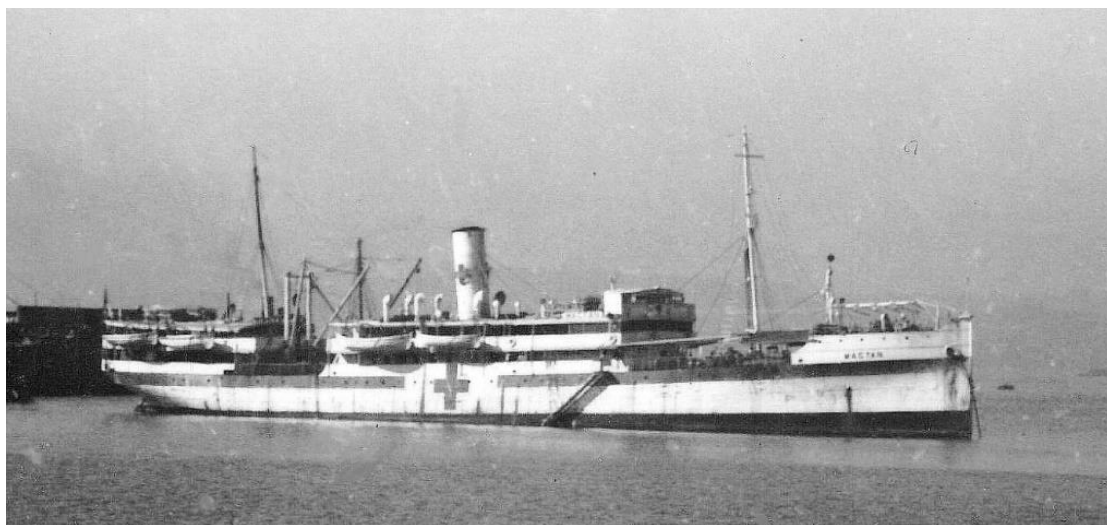
(https://www.facebook.com/100300981863767/photos/a.100318138528718/148559587037906/?type=3&paipv=0&eav=AfZNF08oNap-l8YJ4nC9TvBwsdOWHqqIKZptAk5DokvWBhFYtoJDxXYvCOqppqIn6_o&rdr).



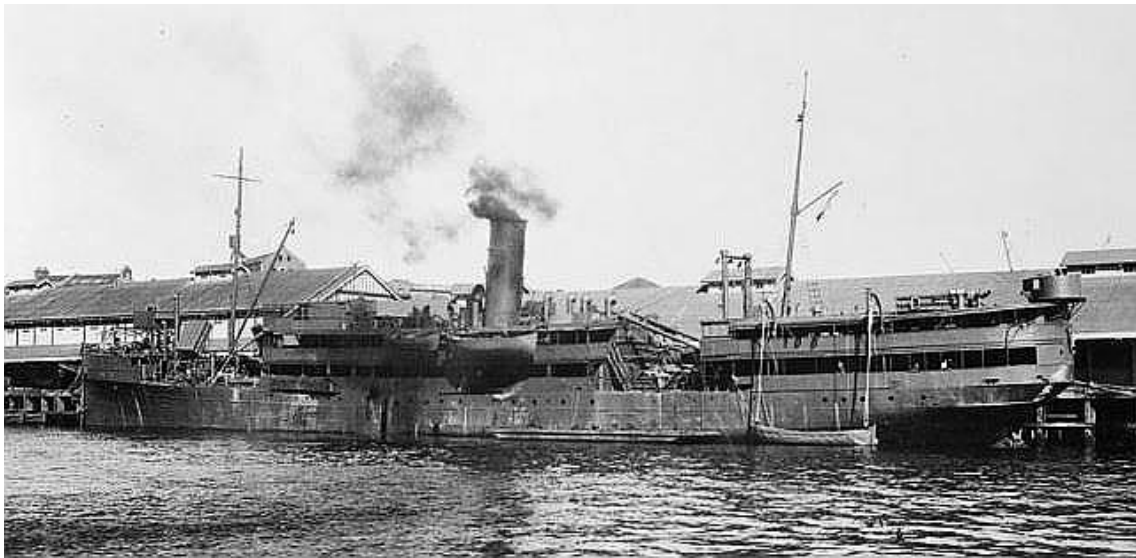
HAI HONG, evidently on completion of refit in 1916 (SK*).



HAI HONG outward bound from HK under pilot (*OSK Guide* 1929 edition).



MACTAN at Sydney during the first part of WWII (Humphery Colln, NLA/Frank Finch).



MACTAN in military employment (AWM P04853.071).

HAI LOONG 海龍 (1920-22) 1929/11-11, 240.0' x 40.3' ft; E: 2x3cy/212nhp, 12k

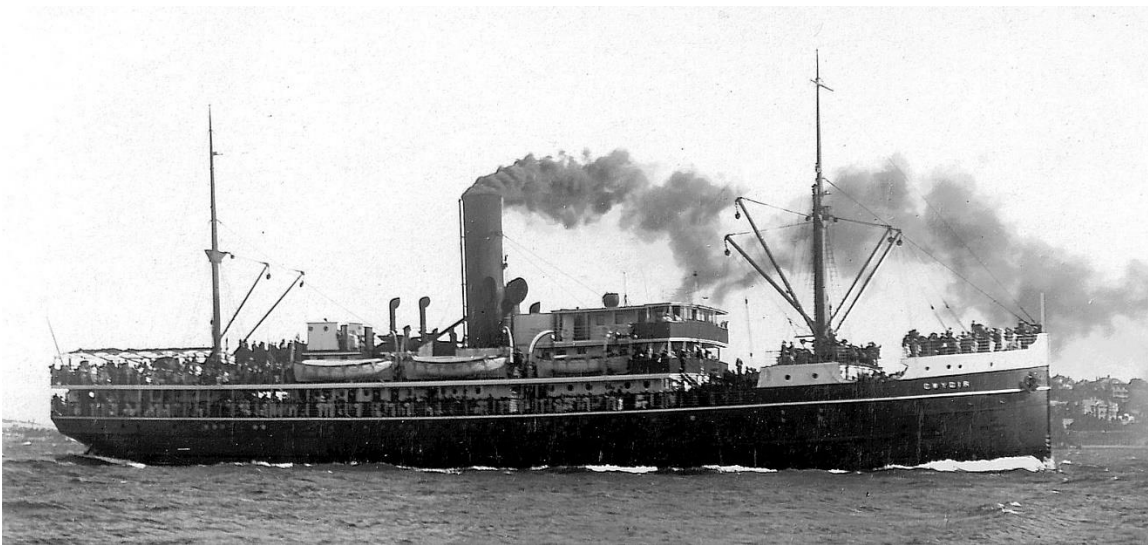
Built by D. & W. Henderson & Co. Ltd, Glasgow (yard #474) for Adelaide S.S. Co. Ltd, Adelaide for Spencer Gulf passenger trade (164 cabin class) as MORIALTA, 25/11 sd Tyne for Melbourne (18/1/12) for docking prior to commencing Spencer Gulf service. 5/15-11/19 in Queensland service. 10/19 sold through F. Edgecombe to H.M.H. Nemazee, Hong Kong for China coast service, 6/11 arr. Sydney for inspection, 27/11/19 sd Sydney for Hong Kong via Port Pirie and Fremantle (26/12) with sandalwood, 1/20 ar. Hong Kong..3/20 sold to DSSC r. HAI LOONG. 5/22 sold to Newcastle & Hunter River S.S. Co. Ltd, Sydney for Sydney-Newcastle trade and refitted in HK with cabins restored in tween deck (now 130 1st, 60 2nd class) and additional cargo space (now 1700 dwt), 31/8 sailed Hong Kong as GWYDIR, 24/9 arr. Sydney. 10/22 in overnight service. 14/2/42 beached near Norah Head after collision with *Neo Hebridais* (797/18), broken up as lay.



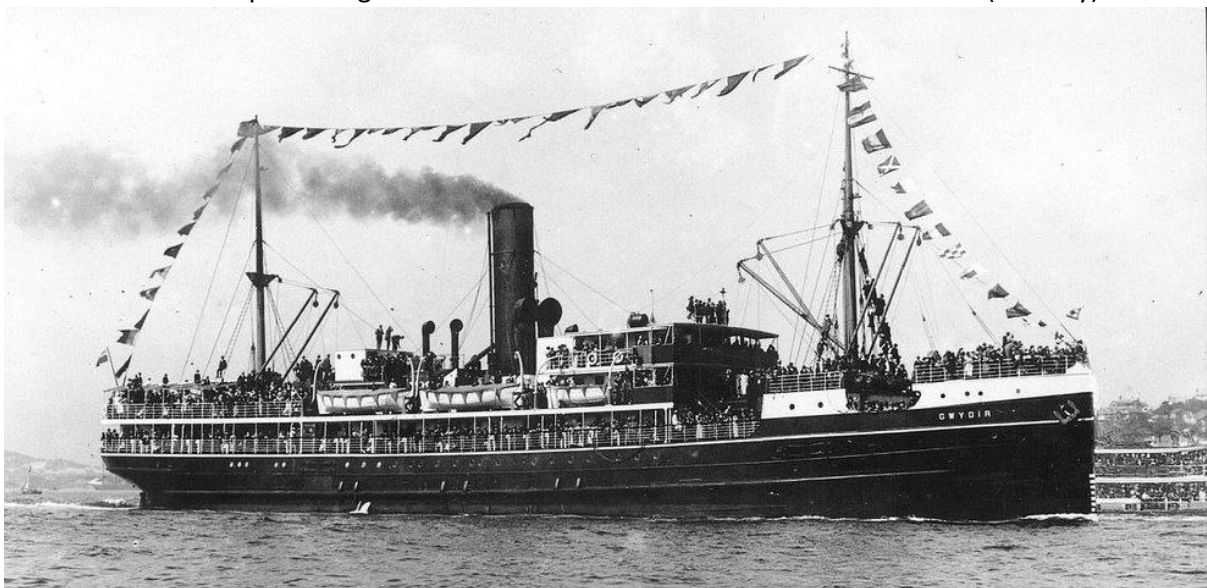
HAI LOONG in Douglas service, probably at Amoy moving slowly; image edited with extra wake (from a postcard, Peter Critchley coll.).



HAI LOONG before acquisition as Adelaide S.S. Co. MORIALTA. As built with low fo'c'sle and flying bridge plus radio aerials (A.C. Green/State Library of Victoria).



HAI LOONG post-Douglas as GWYDIR of Newcastle & Hunter River S.S. Co. (R. Duffy).



GWYDIR ex-HAI LOONG here at Sydney dressed as flagship for the annual end-of-year Pittwater regatta. (City of Sydney Archives).

HAI FOONG (1922-26) 1825 (2370)/03-3, 260.0' x 36.6'; E: T3cy (NE Marine)/170nhp, 10k
 Built by Sunderland S.B. Co. Ltd, Sunderland (yard #217) for Wilh. Wilhelmsen, Tonsberg for China Coast as TUNGUS.
 7/22 sold to DSSC r. HAI FOONG, fitted with additional passenger accommodation. 3/26 sold to San Peh S.N. Co. Ltd, Shanghai r. WAN HSIANG - used on Shanghai/Foochow line. 4/3/34 sank *Shawhsing* (1237/95) in collision off Hunt's Wharf, Shanghai. 20/8/37 sunk as blockship in Whangpoo River, Shanghai between Nantao and Pootung.



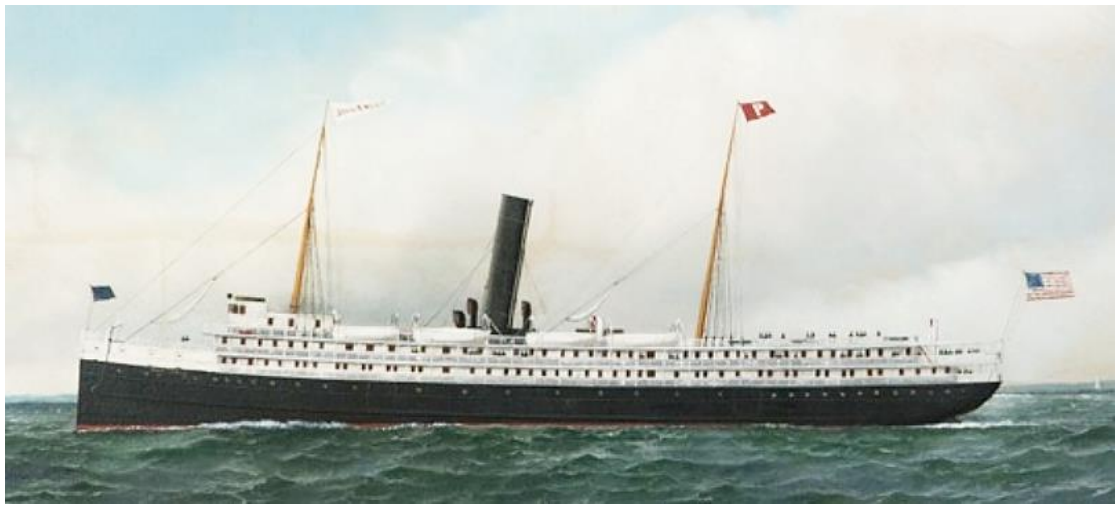
HAI FOONG at Hong Kong as TUNGUS (www.admin.sjohistorie.no)



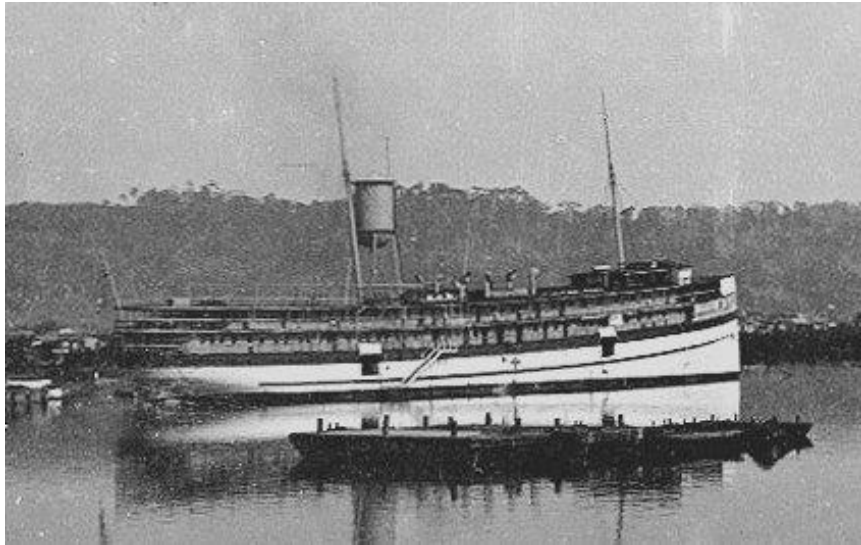
HAI FOONG at Shanghai after sale as WAN HSIANG. Date of visible alterations not known (UoB ro-n1089).

HAI NING (1924-37) 2104/96-12 297.3' x 46.1'. E: T3-cy/419nhp; P: 40/32/??.

Built by Delaware River Iron S.B. & E. Works, Chester (#290) for Maine S.S. Co., New York (reg. Portland, Maine) as JOHN ENGLIS. 5/98 sold to US Army as hospital ship r. RELIEF. 11/02 comm. by USN. 4/18 r. REPOSE. 3/23 purchased at Manila by DSSC - rebuilt and refitted by Hong Kong & Whampoa Dock with boilers from *Lama* (2175/05). 21/8/23 while fitting out blown ashore by gale beside Kowloon Dock – 22/8 refloated with little damage. 6/5/24 maiden voyage for DSSC as HAI NING. Ashore 3/2/34 ashore off Swatow, r/f by *Henry Keswick*, mid-2/34 returned to HK for docking (no damage), resumed service. 4/37 sold to Elizalde & Co., Manila r. MINDANAO. Late-1937 t/f to Manila S.S. Co. Inc. (Elizalde & Co. Inc. mgrs), Manila r. LANA. 3/42 sunk by Japanese forces off Cebu.



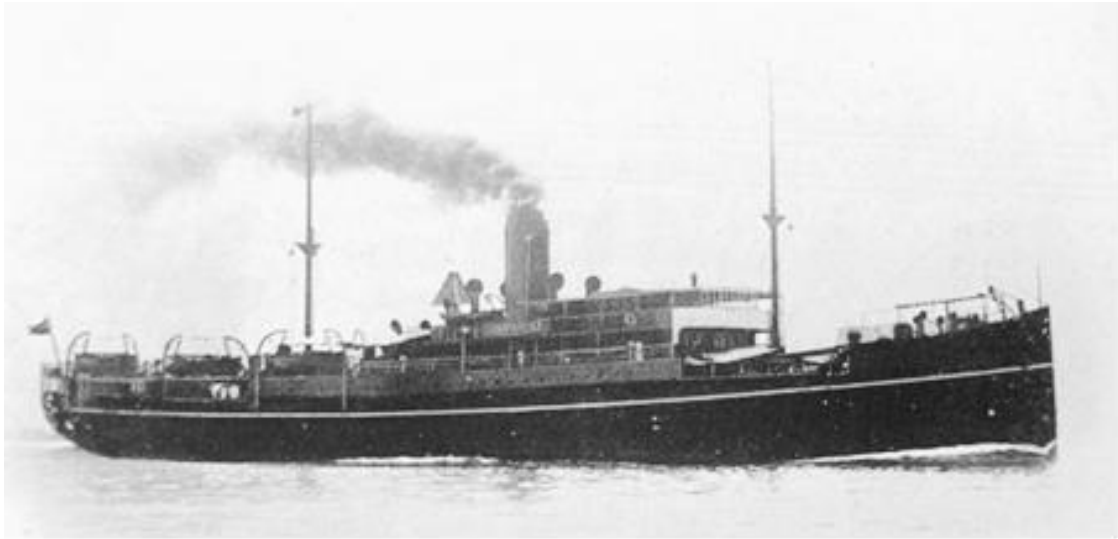
JOHN ENGLIS as built (painting by Antonio Jacobson).



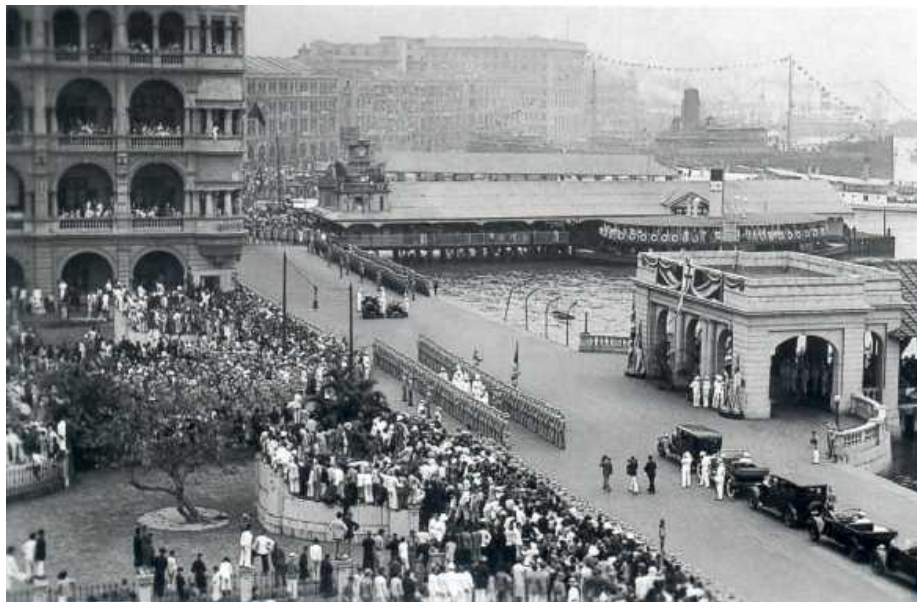
USS REPOSE ex JOHN ENGLIS as an accommodation hulk at Olongapo, Philippines (*US Naval Historical Soc.*).



HAI NING as reconstructed moored at central Amoy, pictured from the top of Kulangsu Island (SK*).



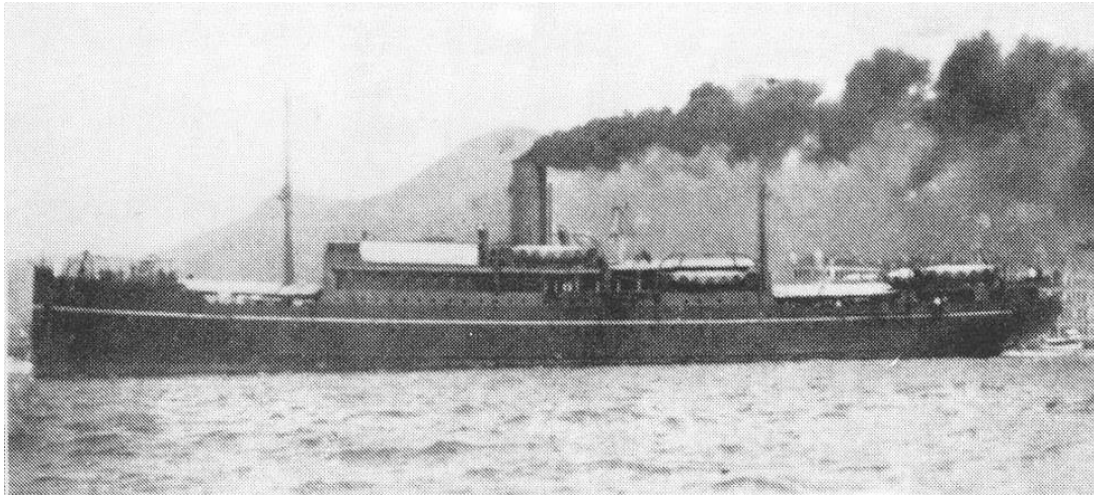
HAI NING at speed from a DSSC advertisement (*NYK Guide* 1929).



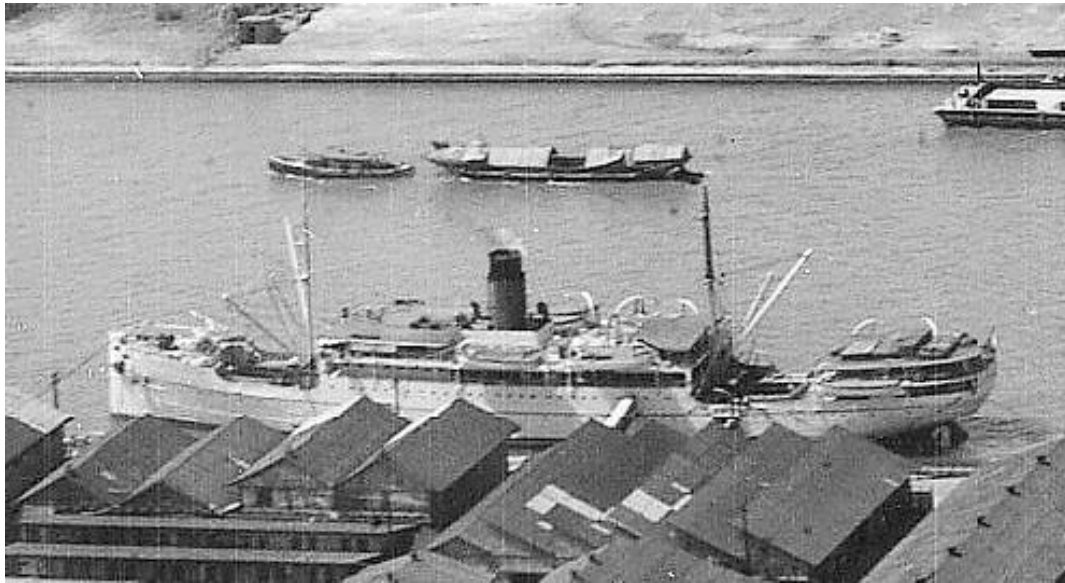
Dressed for the inauguration of the new Governor, Sir Cecil Clementi, February 1930 (Wikipedia).



HAI NING at DSSC wharf, said to be in 1931. Behind is OSK's *Hozan Maru* (1907) on the subsidised Keelung service (from a postcard).



HAI NING in Hong Kong harbor from a DSSC advertisement (*OSK Guide* 1929).

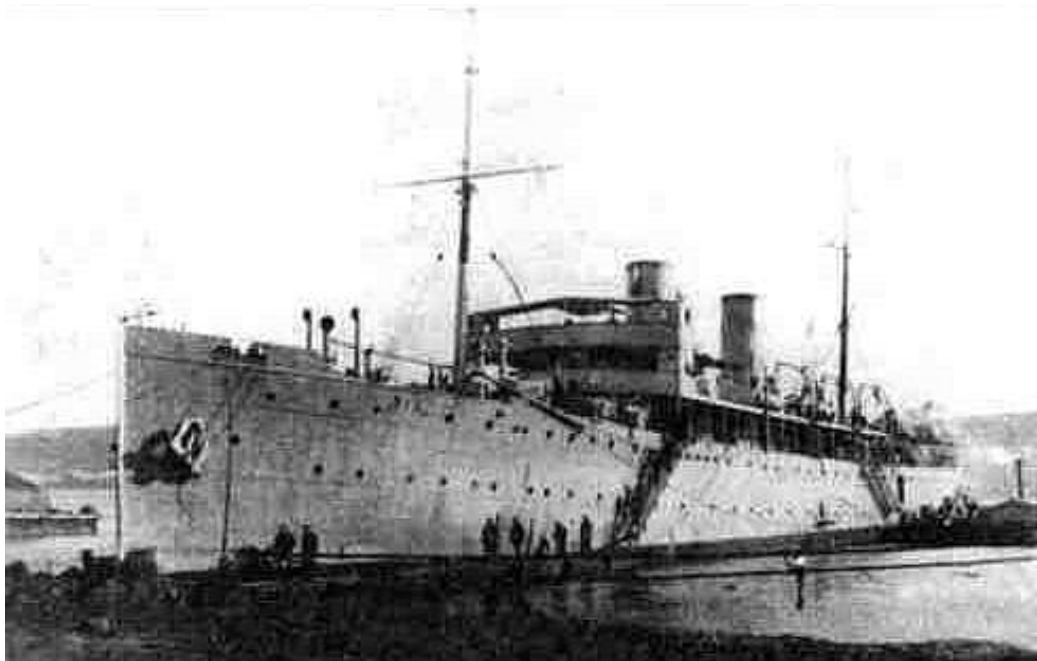


Back under the U.S. flag, LANAO ex HAI NING seen late-1930s in the Pasig River at Manila working hatches both forward and aft (USNA).

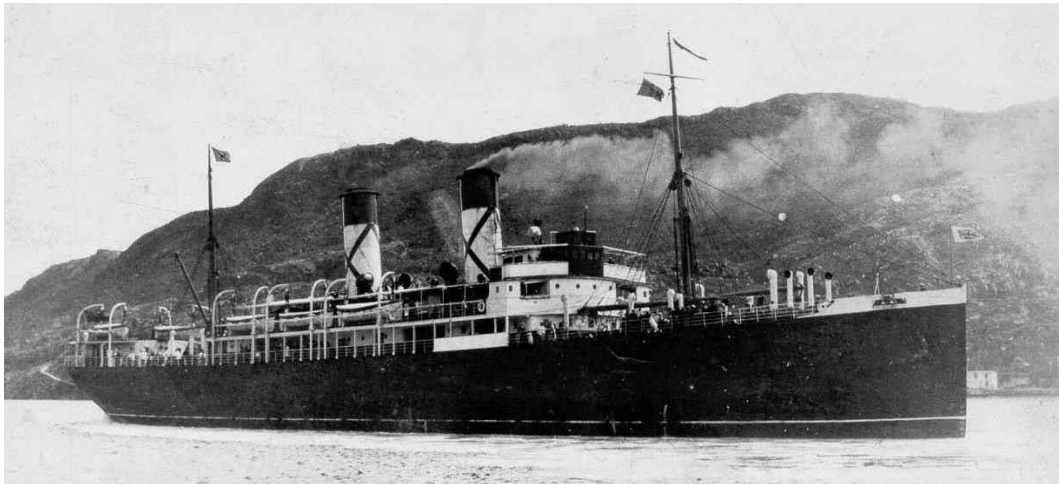
HAITAN (1935-50) 3554/09-8 336.7'(347.0') x 45.3'. E: T3Cy/644nhp, 14k

Built by F. Schichau, Danzig (#829) for Russian Volunteer Fleet Assoc'n, Vladivostok for Vladivostok/Shanghai trade as OREL. 9/14 armed and comm. as auxiliary cruiser (training). 1917 put into Hong Kong after political differences among crew. 1/20 escaped from Vladivostok - 2/20 arrived at Calcutta via Shanghai and Hong Kong with refugees and 300 naval cadets. Temporary employment in Saigon rice trade to pay off debts and buy coal to reach Mediterranean - 8/20 arrived at Dubrovnik. 10/20 decomm. and returned to RVFA (White Admin., Paris). 8/21 sold to New York, Newfoundland & Halifax S.S. Co. Ltd (C.T. Bowring & Co. Ltd mgrs), Liverpool r. SILVIA - refitted on Tyne and conv. to oil fuel. 1922 entered New York-St Johns trade. 13/3/26 towed French liner Kentucky (6614/21) into St Johns after disabled in sea ice off Nova Scotia. 5/12/26 damaged in explosion of tanker Agwisun (6784/20) in New York. Late-1928 sold to Bermuda & West Indies S.S. Co. Ltd (Furness Lines Ltd), Bermuda (same service). 9/34 sold to Williamson & Co., Hong Kong for £8000 with delivery at New York. 1/35 t/f to DSSC and refitted at Hong Kong. 5/35 r. HAITAN. 6/39 twice denied entry to Foochow. 25/7/39 on voyage HK-Swatow badly badly damaged by mine but returned to HK under own steam for repairs. 30/10/40 Hong Kong for Vladivostok to repatriate British nationals overland from the Baltic States, thence 9/11 via Hong Kong to Sydney (9/12), 31/12 at Hong Kong. 22/1/41 Hong Kong for Calcutta (6/2) to commence charter to British India S.N. Co, Ltd in fortnightly service Calcutta-Rangoon. 4/2/41 req. by MOWT (BISN Co. mgrs). 15/10/41 arrived Colombo where 18/11/41 comm. by RN as HMS HAITAN and converted for use by East Indies & China Command as depot ship at Rangoon. 2/42 redeployed as base ship for new, secret 'Base T' at Addu Atoll (Maldives) to end-1943. 9/44 fitted out with heavy wireless for operation as Landing Ship HQ for Burma landings. 8/45 replaced by HMS *Bulolo*, wireless removed, reverted to base ship. 7/1/46 decommissioned and laid up at Bombay. 6/46 returned

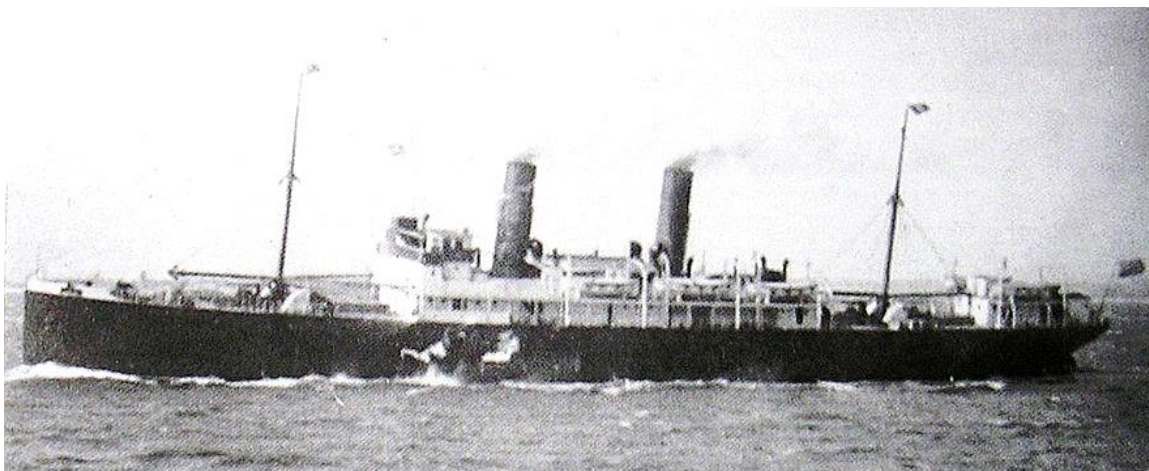
to DSSC in poor condition, 10/8 sailed for Hong Kong, arrived 5/9 and laid up off Yaumati. By 5/1/47 at Douglas Wharf. Mid-May 1948 moved across to Kowloon Dock, late-September put on buoy in Kowloon Bay. 8/9/49 damaged by collision during typhoon. 18/4/50 further collision damage. 23/12/50 registry closed on sale to Chiap Hua Mfy Co. (1947) Ltd for demolition at Hong Kong.



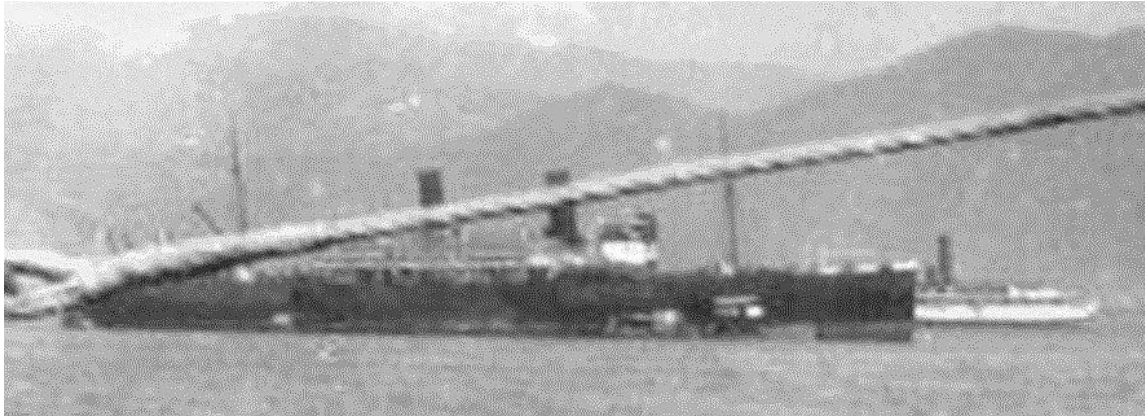
OREL http://www.retroflot.com/dobrovolnyj_flot/parohodyekspress_oryol_vtoroj.html).



HAITAN as SILVIA, arriving at St. Johns, Newfoundland (A.C. Hunter library).



SILVIA in subsequent Furness, Withy service (A. Duncan*).



HAITAN at Hong Kong around 1938 (Ebay 3/2016).



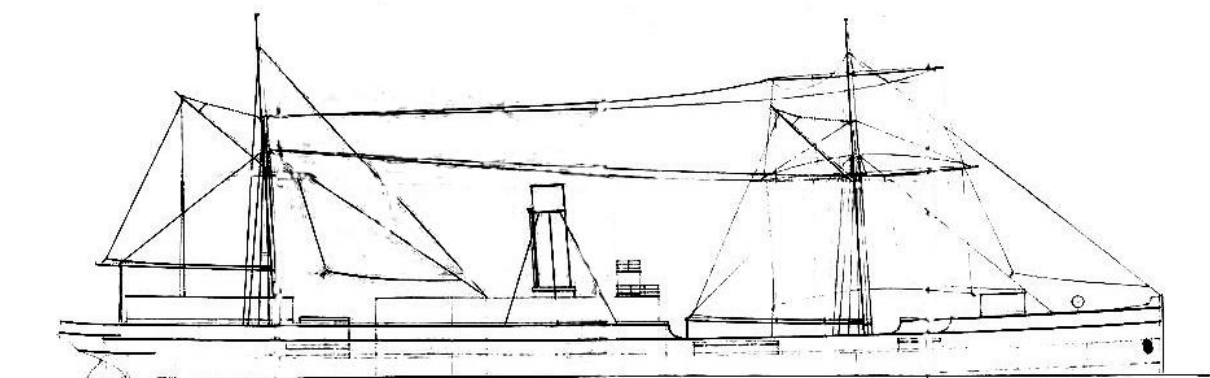
HAITAN at DSSC wharf on arrival from Bombay, c.5 Sept. 1946, attracting many curious onlookers (eternal966e@Flickr).



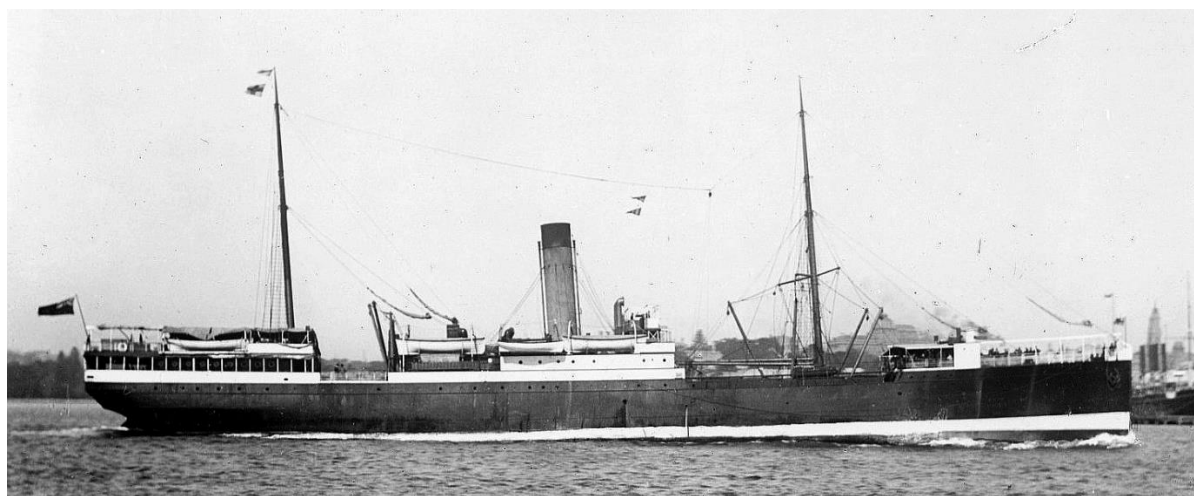
Slightly later view of HAITAN, HAIYANG on opposite side of wharf (Jim Watkins - gwulo.com/media/20989).

SEISTAN (1937-41) 2455/90-10 305.0' x 35.0'; E (1923): T3cy/285nhp

Built by Napier, Shanks & Bell, Glasgow (#51) with T3cy/477nhp engines by Bow, McLachlan, Paisley for Adelaide S.S. Co. Ltd, Adelaide for Adelaide-Melbourne-Sydney trade as INNAMINCKA. 7/6/98 struck rock near Cape Otway. 2/10/99 stranded at Cape Edgecombe near Bowen - 5/10 refloated. 29/1/13 dragged onto Alexander Reef at Port Douglas during hurricane - refloated. 1/16 sold to D. McDonald, Hong Kong but transfer of registry delayed by Australian Government - 27/7 sailed Sydney for Hong Kong. 6/17 t/f to Innamincka S.S. Co. Ltd (D. McDonald mgr), Hong Kong. 1917 req. by R.N. for use as collier. 1918 released and placed in Hong Kong-Bombay trade. 3/20 sold to Hj. M.H. Nemazee, Hong Kong and 5/21 r. SEISTAN. 1923 re-engined (1918 by Worthington Pump & Mchry Corp., Buffalo) and reboilered (1923 by HWD) by Hong Kong & Whampoa Dock (10 knots). 2/24 passed survey and t/f to Oriental Noy. Co. Ltd, Hong Kong - placed in China-Straits deck passenger trade. 13/6/24 ashore at Gap Rock, Hong Kong - refloated and drydocked at Kowloon. 8/25 mortgaged to Hj. M.H. Nemazee, which immediately t/f to Moh. Khalul Sirazu, Madras. 6/3/27 arrived at Mauritius from Reunion Is. after death of radio officer and deck fittings and stores burnt as fuel after battling cyclone. 6/33 (still under m/g) sold to S.T. Williamson, Hong Kong. 8/33 t/f to Wing Hong Co. c.1935 chartered to DSSC for Hong Kong/Swatow trade. 13/8/36 rescued six crew from a junk sinking south of Swatow. 12/37 t/f to DSSC. Late April 1939 boarded by Japanese at Swatow but armed RN guards prevented ship's removal to Taiwan. 1940 req. by Hong Kong Shg. Board (MOWT) for Rangoon/Hong Kong rice trade (DSSC mgrs). c.25/12/41 escaped from Hong Kong with sufficient coal only to reach Manila, where 27/12/41 bombed and sunk.



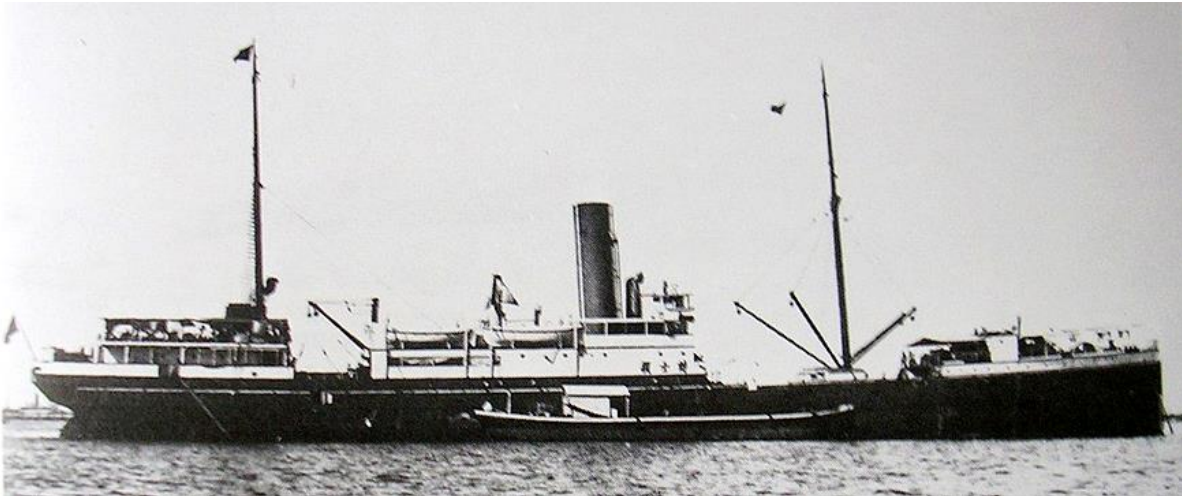
Rigging plan of INNAMINCKA (1890) as built (LR Foundation).



INNAMINCKA at Sydney with open wheelhouse, furled sails (probable A.W.B. Dufty, coll. A.C. Green/SLV).



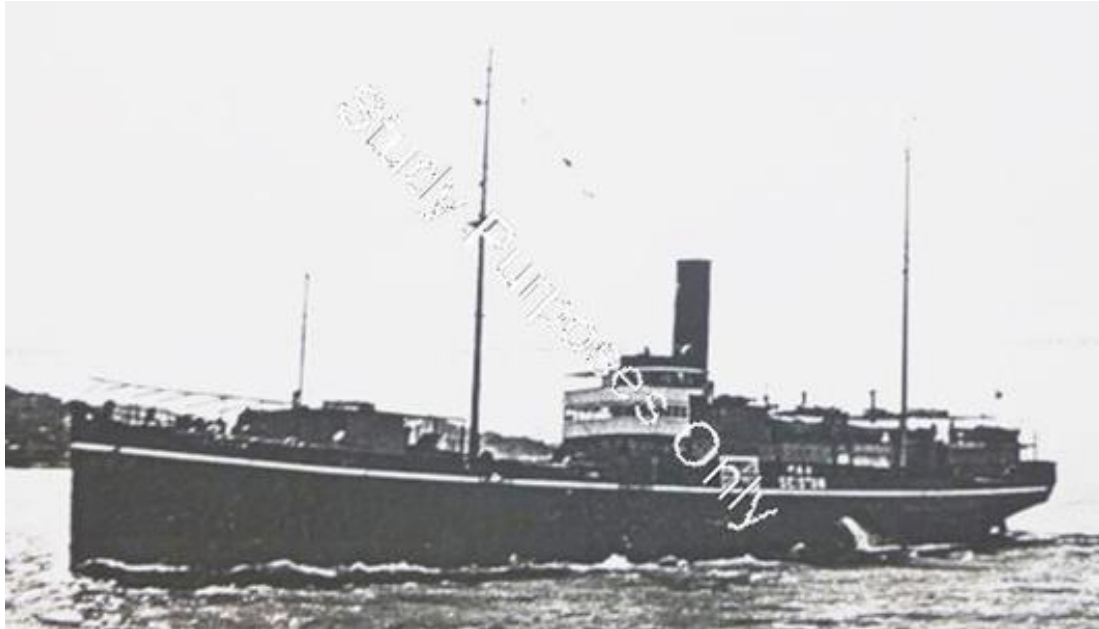
SEISTAN as Adelaide S.S. Co. INNAMINCKA post 1910 with wireless, sails removed (A.C. Green/SLV).



SEISTAN ex INNAMINCKA in Singapore c.1927 under Nemazee ownership (Alg. Rijksarchief KPM)



SEISTAN at DSSC wharf, on about 16 September 1940 (Harrison Forman/UWM Libraries).

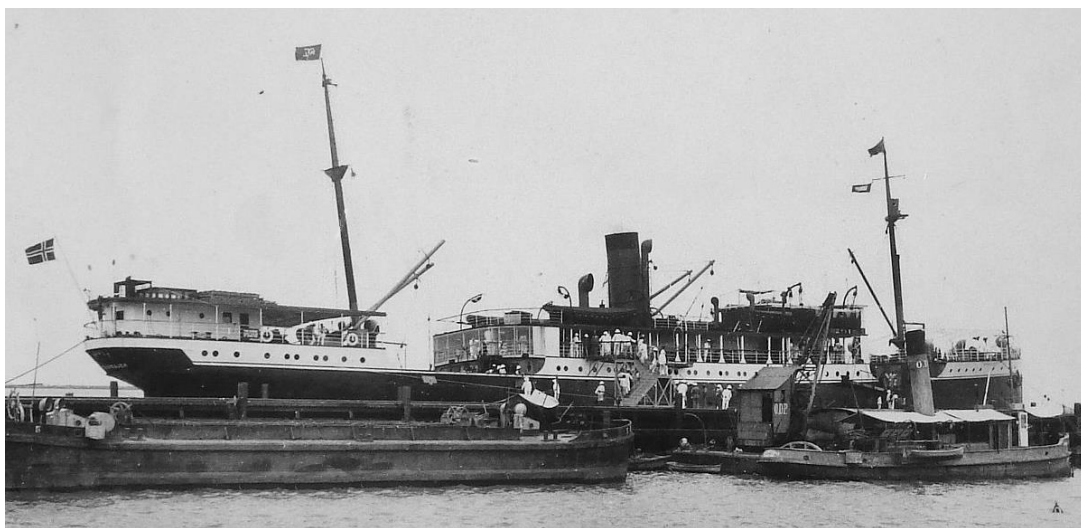


SEISTAN ca.1941 (Peabody Museum).

Chartered vessels

SVALE (periods within 1931-34) 2198/05-3 (275.8' (283 incl. rudder) x 44.1'; E (1926): 2x6cy/298nhp)

Built by Wm. Denny & Bros. (#731), Dumbarton with three steam turbine engines (450rhp) by Parsons Marine Stm Turbine Co. Ltd, Newcastle for British India S.N. Co. Ltd, London for Calcutta-Rangoon line but until 1907 running Bombay-Karachi, then Colombo-Tuticorin [Laxon]. 4/11 t/f to weekly Singapore-Port Swettenham (for KL)-Penang mail line. 7/15-1/18 requisitioned as Armed Boarding Steamer (Persian Gulf and Red Sea), then Calcutta-Chittagong line. 8/23 sold for £6,500 to S. T. Williamson and 6/24 reg. at Hong Kong. 10/25 t/f to Shun Hong S.S. Co. 1926 fitted by Hong Kong & Whampoa Dock with diesel engine (built 1917 by McIntosh & Seymour Corp., New York) from former U.S. submarine. 7/26 while still in refit sold to Skibs. A/S Nidaros (Hansen & Berg mgrs.), Trondheim r. SVALE and employed on charter in China/Straits passenger trade. 1929 t/f to Skibs. A/S Nidareid (Sverre Berg mgr). 4/31 sold to Wing Ning S.S. Co. (Williamson & Co Ltd, mgrs), Hong Kong. 11/3/34 at 2010 hrs wrecked on Breakwater Rock near White Dogs Is. in Min River (25.58N 119.51E) outbound from Foochow to Hong Kong.

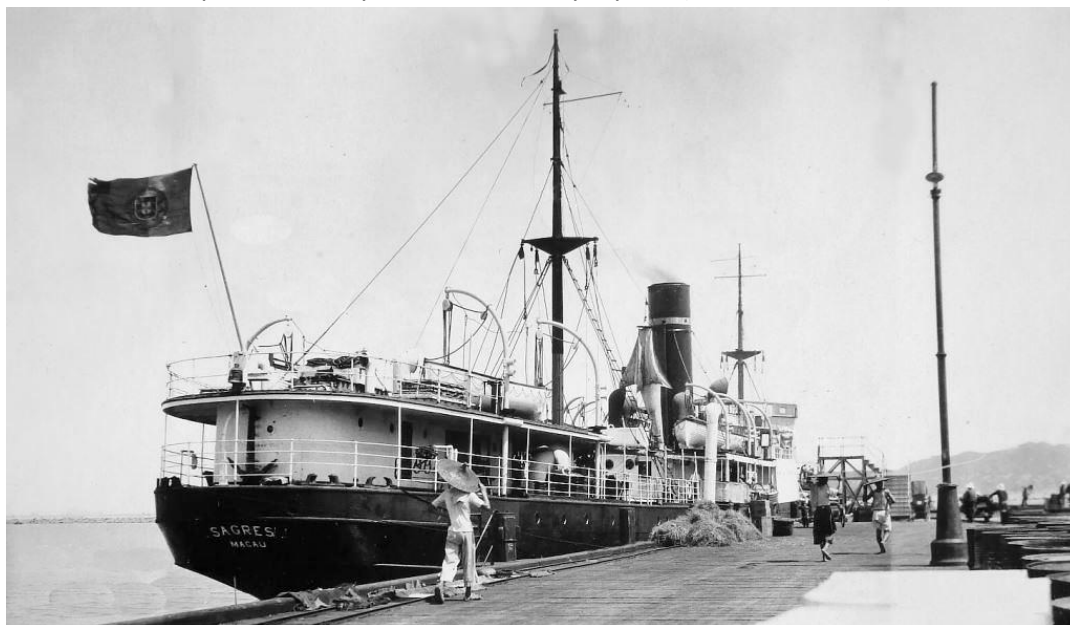


Norwegian-flag SVALE at Macao under Portuguese Gov't charter (Internet).

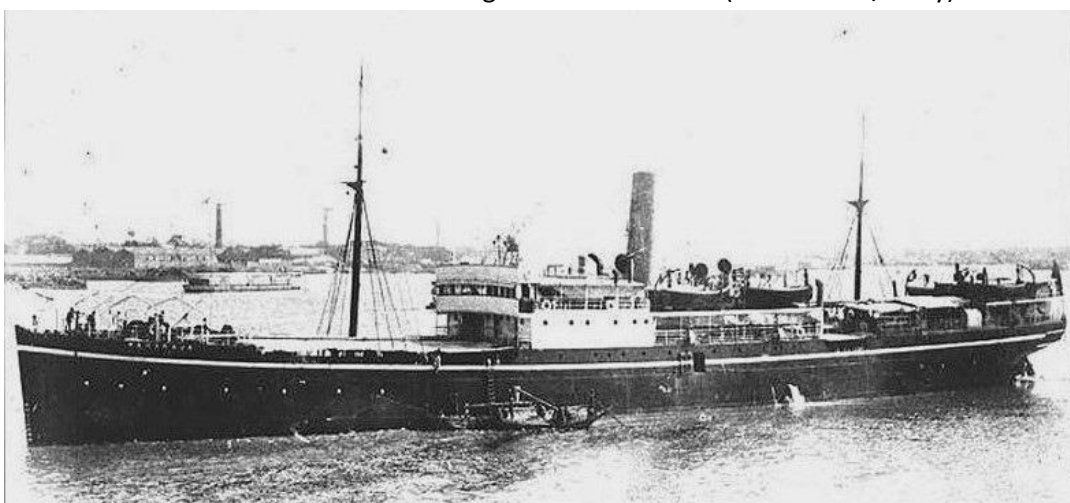
SEISTAN (1935-37) 2455/90 see SEISTAN (DSSC, 1937-41)

SAGRES (1936-39) 2333/04-3 (300.0' x 40.6'; E: T3cy/277nhp, 12k)

Built by C. Connell & Co. Ltd (#283), Glasgow for Asiatic S.N. Co. Ltd, London for Calcutta/Andaman trade as MAHARAJA. 1926 r. MAHARANI. 10/27 sold to Machida Shokai K.K., Kobe r. ZUISHO MARU. 9/31 sold to Botelho Bros, Macao r. SAGRES for charter to Portuguese Gov't for trooping Macao-Goa-Mozambique and Macao-Timor, also rice ex Rangoon. 8/33-5/34 HK-Java- Goa-Lisbon-Goa-HK. 3/36 sold to Kin Hong S.S. Co. (Williamson & Co Ltd. mgrs), Hong Kong for charter to DSSC. 5/4/39 seized by Japanese while loading Chinese Gov't salt at Chuan Bay (40m. N of Swatow) and taken to Bako (Mako) in Pescadores Is.; crew released to HK late 4/39 but 8/12/41 ship taken as prize r. HOKO MARU [not BOKO MARU]. 9/8/44 torp. and sunk by USS *Barbel* off Ryukyu Is. (27.56N, 128.47E).



SAGRES at Macao under Portuguese Gov't charter (Po Man Lau/ Ebay).



SAGRES as Asiatic S.N. MAHARAJA (guttardarcades.blogspot.com.au).



SAGRES c.1939 (Peabody Museum).

EMPIRE PARK/HAIMUN 海門 (1949-51) 974/46-4 (224.5'x 36.8'; T3cy/10.5k)

Built by Blyth D.D. & S.B. Co. Ltd, Blyth (#314) for Ministry of War Transport (Straits S.S. Co. Ltd, mgrs) as 'B' type EMPIRE PARK but 2/4/46 on completion delivered on bareboat charter to Anglo-Chinese Shg Co. Ltd (Moller Line Ltd, London mgrs) with registry at Blyth and 20/7/46 arrived Hong Kong for China coast service. 6/48 in service Singapore-North Borneo for ACSC (Mollers' (Malaya) Ltd). 12/49 MOT charter to Williamson & Co. Ltd, Hong Kong for service Hong Kong-Swatow. 7/50 resumed sailings to Swatow after mine clearance. 1/51 sold to ACSC (Mollers' Ltd, Hong Kong mgrs). 7/51 sailing Hong Kong-Bangkok. 8/51 sold to Williamson & Co. Ltd, Hong Kong. 29/12/51 sold to Ben Line Steamers Ltd (Wm Thompson & Co. mgrs) and re-reg. at Leith. 1/52 began service Singapore-Bangkok, 2/52 r. BENVEG (1351g). 9/62 sold to Ta Hing Co. (H.K.) Ltd, Hong Kong r. GRANDHING. 12/62 sold to China Pacific Nav. Co. Ltd (Hornbeam Co. Ltd), Hong Kong and 1/63 t/f to China Pacific Navigation S.A., Panama. 21-29/11/63 ashore near Tarakan (sailed 30/11 for Hong Kong). 1964 reverted to Ta Hing Co. (H.K.) Ltd and reg. to Cia. de Nav. Abeto, S.A., Panama r. SUMBAWA. Subsequently chartered to Vietnam owners and issued with Republic of Vietnam coastal trading licence. 1968 sold to Asia Marine Co. S.A., (Asia Maritime Co., Ltd, Hong Kong), Panama r. AMARINA [not recorded LR]. 4/70 detained by Gov't of South Vietnam, probably laid up in Saigon area, and later confiscated. 1982 RLR.



EMPIRE PARK/HAIMUN after sale as BENVEG, note four lifeboats; Press ad for sailing to Swatow 'late afternoon' on 26 January 1951 (Dr. George Wilson; 華僑日報 25/1/51).

Trampships and Tankers

The following trampships and tankers owned by DSSC between 1955 and 1976 were operated as integral units of the Williamson & Co. and Mullion & Co. fleets (*Sold East*, Nautical Association of Australia, 1991).

INCHEARN (1955-66)	see INCHEARN (Williamson & Co., 1955-66)
INCHDOUGLAS (1956-70)	see INCHDOUGLAS (Williamson & Co., 1956-70)
INCHMULL (1956-69)	see INCHMULL (Williamson & Co., 1955-69)
INCHSTUART (1959-69)	see INCHSTUART (Williamson & Co., 1955-69)
INCHONA (1969-75)	see INCHONA (Mullion & Co., 1969-75)
TERZA (1970-76)	see TERZA (Mullion & Co., 1970-76)
QUARTA (1970-76)	see QUARTA (Mullion & Co., 1970-76)

Sailing Vessels

According to the Hong Kong register, Douglas Lapraik also had an interest in the following sailing vessels, for which only brief details are available:

FORERUNNER (1855-67?) 130/?? wood 2-m schooner [32715]

Built at Flensburg for ?? 19/9/55 reg. at HK to DL. 11/67 c/s to John P. Clark empowered to sell. NFI.

CHIEFTAIN (1856-57) 280/?? wood 3-m barque

Built at Scilly for ?? 5/56 reg. at HK to DL. 10/56 c/s to F.H. Trautmann to sell - 3/57 certificate cancelled on sale. NFI.

NAMOA (1856-57) 136/38 (48?) wood 2-mst brigantine [32744]

Built at Ayr for ?? 9/56 reg. at HK for DL. 5/57 c/s to D.K. Mason, Bangkok. 8/57 lost in China Seas.

IVERA (1859-??) 385/?? wood 3-m barque [41184]

Builders and original owners unknown. 3/59 reg. at HK to DL. (no date) registry closed on sale by auction. NFI.

WATERWITCH (1860-62) 236/55 wood 3-m barque [4662]

Built at Newcastle for unknown owners. 5/60 reg. at HK to DL. 6/62 sold at Shanghai to Nanbu Clan, Japan NFI.

MARIA (1860-61) 200/?? wood 2-m schooner

Builders and original owners unknown. 12/60 reg. at HK to DL. 2/61 r/c on sale to foreigners. NFI.

ANN (1861-62) 932/?? wood 3-m barque [24718]

Builders and original owners unknown. 8/61 reg. at HK to DL. 17/7/62 b/s to David Fowler. 1/63 sold at Calcutta to Haji Sedick Hamed. NFI.

CHILDE HAROLD (1862-62) 343/51 wood 2-m schooner [41218]

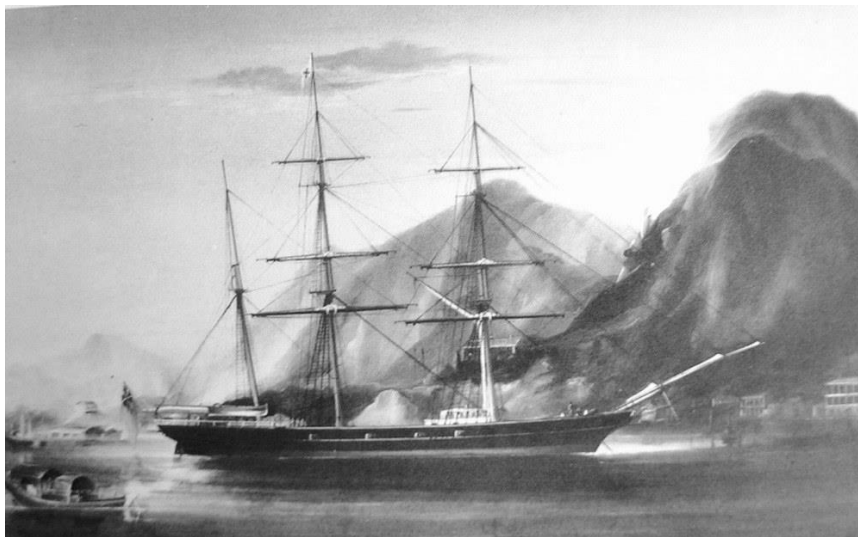
Built at Quebec for unknown owners. 1/62 reg. at HK to DL. 9/62 sold to Rustomjee Dhunjeeshaw, HK. 4/67 reg. closed as sold at Nagasaki. NFI.

CELESTIAL (1863-75) 513/54 wood 3-m ship [ON?]

Built at Harpswell for ?? 4/63 reg. at HK to DL. 2/75 sold to Ping Kee & Co., Hong Kong for breaking up at Canton.

FANNY (1863-??) ???/?? wood 2-m schooner [41249]

Built at San Francisco for ?? 4/63 reg. at HK to DL. 5/62 c/s empower to sell in Japan but lost near Japan (details illegible).



Unidentified Douglas 3-masted barque at Hong Kong, possibly CELESTIAL (Omell Gallery, London)

Miscellaneous

HELLESPONT (1856) 445/49 (i.s.s.)

Built by C.J. Mare & Co., Westham (London) for General Screw Stm Shg Co., London. 6/53 sold to Sydney & Melbourne Steam Packet Co., Sydney. 12/55 laid up at Sydney. 1/56 mortgage foreclosed and sold to Edye Manning & D. Jones, Sydney. 4/56 in service Hong Kong-Manila for Russell & Co. (on charter?). 8/56 sold by auction at Hong Kong to Douglas Lapraik and promptly resold to Robert Jardine, Hong Kong for coastal trade. 6/61 placed in service on Yangtse River but promptly sold to Howard & Co., Shanghai. 12/62 laid up at Shanghai. Mid-1863 sold to Nichol Latimer & Wm Lent, Shanghai for coastal trade. 21/12/63 sank in collision off Woosung with *Hydaspe* (967/53).



HELLESPONT in General Screw Steam Shipping colours (wrecksite.eu).

CITY OF NANTES (1861-62) 301/56 (i.s.s/3-m barque-rig) 60 hp [17495]

Built by James Laing, Sunderland (#12, also stated as #222) and launched 2/8/56 at Deptford yard for London & Nantes S.S. Co. (Langton & Co.), London. 2/61 sold to Alexander Stewart and Douglas Lapraik for Australian S.N. Co. 27/3/61 at Singapore. 2/62 reg. at HK to James Dow (Dow & Co.), Shanghai for operation on the Yangtse. 12/67 registry closed on sale to Tatsuno-han r. SHINRYU. 6/9/68 wrecked off Choshi in gale after sailing from Shinagawa.

Putative figurehead at <http://www.chibanippo.co.jp/news/local/86836>

Silver Punchbowl Presented to Captain Hodgins on Retirement



(photographs from a Chinese Internet site)

Obverse side features inscription partially readable as:

"Hongkong, 12th _____ To. A E _____ Hodgins

We the undersigned present you with this _____ Bowl

Captain of the ss ?Haitan ss Formosa ss Haiching ss ?Haiyang for over Twenty Years during which period you have rendered hospitality to every passenger and taken care of our cargoes and ?assigned the ship in proper safety, the principal ?aim of the Company."

Reverse side features crossed national flags (Chinese Qing Dynasty flag and Union Jack).

A.E.W. Hodgins was initial Master of HAICHING in 1898.