

SHANGHAI TUG & LIGHTER COMPANY LTD (1903)

**also Shanghai Tug Boat Co. Ltd (1887-1903),
predecessors and other Shanghai tug/tenders**

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Here revised and updated with additional illustrations.

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and Peter Cundall in these revisions.*

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Until the late 19th century, most foreign vessels arrivals at Shanghai were sailing vessels, which could not easily navigate the Yangtse estuary, cross the Woosung Bar and ascend the Whangpoo River to the city of Shanghai. There was also need for tugs to work the Pagoda Anchorage on the Min River at the seasonal tea port of Foochow. According to Haviland, the first steamer at Shanghai to ply for hire as a tug was the wooden paddler *Confucius* (468/53), which towed sailing vessels between the mouth of the Yangtse and Shanghai. Opening of the Yangtse to foreign trade in 1861 multiplied the demand for towage services. Haviland records that in October 1861 Captain Daniel Cavanagh of Boston with Thomas Cunningham despatched the new wooden screw tug *Bunker Hill* for Shanghai. Other tugs followed from America and Britain. The new iron-hulled screw tug *Fokelin* built on the Tyne in 1863 was consigned to Captain Patridge, resident at Ningpo since the mid-1850s and latterly marine surveyor for Jardine Matheson & Coy, who may have had an interest. Several older steamers were also brought into towage service. By the mid-1860s a small fleet of steamers was so engaged but the turnover was rapid. Some vessels were unsuitable, some were deployed elsewhere, including the Yangtse, and some were sold to Japan.

Through the 1860s ownership was fragmented with local merchant houses and shipyards having a tug for their own use and supplementary hire. In mid-October 1864 the first mention appears of the original Shanghai Tug & Lighter Co. STL as agent for the British-registered tug *Fei Yuen* (50t), no

other details and perhaps locally built. In due course the joint-stock company was quoted on the small local exchange and by February 1867 Tls 4,250 of the stock was reported to be held by the Shanghai S.N. Co. *Fei Yuen* is untraced after 1869 but by February 1872 STL reported a fleet of 19 cargo lighters with a total capacity of 1,000 tons. Since there is no reference to the ownership of other tugs, its activities must have been concentrated upon cargo lighterage. The 'China Directory' (1874, dated January) gives the managers as Thorne, Rice & Co. In March 1877, when the Shanghai S.N. Co. was placed in liquidation after sale of the ships and wharves to China Merchants S.N. Co., the shares in the Shanghai Tug & Lighter Co. ceased to be quoted and the holding of the Shanghai S.N. Co. (Tls 4,250) was sold not to China Merchants but at a loss to some other party, probably the Shanghai Tug Boat Association.

The nature and origins of the Shanghai Tug Boat Association, first quoted on the Shanghai stock exchange in April 1877 (Tls 90,000 paid up capital, no previous report) are obscure. At the beginning of 1870 only four tugs had been advertised for hire: *Bunker Hill* (64/61, agent J.S. Baron), *Fokelin* (74/63, George Lewis), *Maggie Lauder* (130/63, Mackenzie & Co.) and *Samson* (81/64, Frazar & Co.). Three years later the number had increased to seven, distributed between five agents: *Maggie Lauder* had been sold to Japan but the newly built *Fairy* (A.R. Tilby), *Fuhle* (J.S. Baron), *Orphan* and *Rocket* (S.C. Farnham, shipbuilder) were now added. This fragmentation could imply competition but, as in other ports, commercial logic would have dictated a pool. In days before radio the arrival of sailing ships needing towage was a matter of speculation so, after seeing away an outbound ship, tugs would cruise in the Yangtse estuary, in the interim leaving agents dependent upon their rivals. A pool allowed hiring in and hiring out to mutual benefit. By 1874 all tugs but *Fairy* had been transferred to the agency of J.S. Baron and, except for *Fokelin*, now flew the United States flag. This may have paved the way for formation of the Association, which appears not to have owned tugs but to have been an Anglo-American management syndicate, perhaps formalising a prior pool agreement. Although the Association was quoted on the Shanghai stock exchange, annual reports did not appear in the local press, so that almost no details of its operations are available. The inquiry into the sinking of the tug *Ewo* in August 1882 suggests that by then Jardine, Matheson & Co. and Nils Moller were also involved as shareholders in the Association.

About 1883 the tugs were all re-registered under the British flag with Morris & Co. as agents. The principal, John Morris, who owned *Fairy*, *Fokelin* and *Fuhle*, was a prominent member of the local business community. Having arrived in China in 1860, about ten years later he went into partnership with shipbroker George Lewis to form the agency and broking firm of Morris, Lewis & Co., which by 1873 was agents for the Han Yang Steamer Co., an Anglo-Chinese venture involving Jardine compradore Tong King-sing which ran *Hanyang* (347/71) and *Tungting* (241/60) on the Yangtse. Morris was also one of the founders of the China Shippers' Association and built up a large fleet of sailing vessels, which might help to explain his interest in towage. After the withdrawal of Lewis from the partnership from 1 January 1876, Morris carried on the agency business under his own name.

On 6 July 1887 the Shanghai Tug Boat Co. Ltd was incorporated under British law and on 1 October the new company took over the assets and liabilities of the Shanghai Tug Boat Association of around Tls 100,000. Morris & Co., with three tugs in its own right the largest tug owners, continued as managing agents. The initial fleet consisted of five tugs, which could handle most of the work of the port plus incidental salvage. The American firm of Frazar & Co., which contributed *Samson*, and the shipbuilder S.C. Farnham & Co. (*Rocket*) would both have been members of the former Association.

The first directors were R. Francis, W.H. Short and John Sharp, who died at Kobe in November 1888 and was replaced by T.R. Wheelock. In 1892 John Prentice of the shipbuilders Boyd & Co. was elected director and soon became the chairman and driving force – shipowner Nils Moller served as director from March 1891 until 1897. The old wooden-hulled *Sansom* was broken up in 1889; *Fairy* was lost in December 1890.

In May 1891 the company ordered from Boyd & Co. its first new vessel, the large tug- tender *Sansom*. As passenger liners had become larger and schedules tighter, it was no longer economic or even practicable for all larger mail steamers to negotiate the river to Shanghai. Passengers and mails would be transferred to a tender at *Woosung* at the mouth of the Whangpoo River and disembark on the Bund. The first proper tender was P&O's *Gutzlaff*, delivered by Boyd & Co. of Shanghai in 1886 and in service until her capture by the Japanese in December 1941. The French mail line Messageries Maritimes followed in 1888 with *Whangpoo*. The somewhat larger *Samson* was well fitted out and with a trials speed of 12½ knots could theoretically cover the 12 nautical miles from the Bar at Woosung to the Customs House in an hour or so. *Gutzlaff* is recorded by Sir Ernest Satow as taking an hour and a half. In the event *Samson* was not a success in this dual-purpose role, being something less than a proper tender but underutilised as a tug. In 1897 STLC therefore took delivery of the specialist mail tender *Victoria*, replaced in 1901 by a larger vessel of the same name.

In 1903 the tug fleet of the Shanghai Tug Boat Co. was merged with the lighterage fleets of the Cooperative Cargo Boat Co. Ltd and the Shanghai Cargo Boat Co., both under the agency of Wheelock & Co., into the newly incorporated (in Hong Kong) Shanghai Tug & Lighter Co. Ltd (STLC). The move was precipitated by a good offer from a firm in the United Kingdom to buy out the Tug Boat Co., then paying dividends of over 20 per cent. To maintain local control and avoid new competition, the two Cargo-Boat companies, probably encouraged by the Tug Boat Co. directors, then made a counter offer that was accepted. The prospectus for the new company was issued in October 1902. Operational merger took place on 1 January 1903 and financial merger some months later, though litigation with the former STBC agent, John Morris (sole partner in Morris & Co.), lasted into 1904.

The Shanghai Cargo-Boat Co. had been founded by Wheelock & Co. in mid-1882 to provide an efficient lighterage service to and from ships berthed or anchored below Shanghai. By February 1883 it already had a fleet of 53 lighters. The Cooperative Cargo-Boat Co. began operations in July 1882 and was incorporated on 26 September 1894. From the end of 1882 the two companies worked amicably under a pool agreement and at some stage Wheelock & Co. took over the agency of the other company. For towage they relied mainly on wooden launches but in 1894 ordered on joint account the tug *Fuyun* and later bought the larger wooden tug *Kong Nam*. Following the merger, Wheelock & Co. became managing agents.

The original firm of Wheelock & Co. had been founded in 1861 by John Wheelock, a Nova Scotian by birth who established himself in Shanghai as an auctioneer, and a Mr Lacy, who together bought out the cargo boat (lorcha and barge) business of Fogg & Co. In July 1862 J.A. Wheelock and H. Hancock bought a one-fourth interest in the tug Bunker Hill (then under the management of Heard & Co.) and later in the year were running the small steamer Paysan (47n/56) to Ningpo. In June 1864 the tug *Hercules* (150 tons net) was launched at Shanghai for Wheelock & Co. but the company failed before her completion and she was later sold to Japanese owners. In 1865 a new company of the same name was formed by J.A. Wheelock and his brother Thomas, who had arrived

two years previously. By 1873 Thomas was also acting on his own behalf as an auctioneer and commission agent, sometimes handling ship sales. At the time of the merger his son Geoffrey was Secretary and became a director of STLC; it was also specified that the senior partner of Wheelocks should serve as chairman. About 1910, however, amidst some bitterness the family was edged out of management, though Geoffrey (still senior partner in Wheelock & Co.) was later re-elected director. Thomas died at the end of 1919 at the age of 79 and his son died in Boston only six months later after a long illness.

The initial STLC fleet consisted of seven tugs, five contributed by the Tug Boat Co. and two by the joint companies. The wooden *Kong Nam* was soon sold and *Sin* (=new) *Fuyun* (the smaller old *Fuyun* had been sold in 1900) lost in 1910. Except for *Samson* (lost on Admiralty service during World War I), the others remained in service into the at least the mid-1930s. By World War I, four more vessels had been added to the fleet, the steam lighter *Waitung* and three mail/passenger tenders. *Alexandra* (1905) was a larger consort for *Victoria*. From the German NDL, STLC acquired in 1906 the tender *Vulcan* (1899), replaced by the newer Bremen, which later passed to STLC as *Scott*. Since the merger there had been a policy of replacing wooden-hulled with steel-hulled lighters, a program almost completed within the first decade. The demand for lighterage at Woosung, however, was reduced by completion in 1911 of the deeper Astraea Channel. By the eve of World War I the fleet consisted of 7 tugs and tenders, 10 steam launches (8 steel-hulled), 98 lighters (only 4 wooden) and the steam lighter *Waitung*. Apart from a small branch operation set up at Hankow about 1910, the fleet was deployed around Shanghai. The general managers, Wheelock & Co., advertised themselves, in terms that changed little over the years, as "Auctioneers, Coal, Ship, Oil and Freight Brokers, Agents for Shanghai Tug & Lighter Company, Ltd".

After World War, I STLC made a big move into marine salvage with the purchase of four ocean-going salvage tugs built for the Royal Navy. Hitherto its tugs had often assisted in salvage jobs in the Yangtse or Whangpu rivers but only the 232-ton *Samson*, lost during World War I, had an ocean-going capability. In 1919 STLC acquired the 'Saint'-class tug *St Dominic* and later added the sister tugs *St Sampson* and *St Aubin* and the twin-funnelled *Saucy*, which was used as the main station tug. With these four tugs STLC were able to offer salvage and towage services throughout the Far East. Among many notable salvage jobs were the refloating in 1929/30 of the liners President Harrison, Victoria and Derfflinger, all near Shanghai; perhaps the longest tow was Minderoo by *Saucy* from Port Hedland (WA) in 1936. At the 1931 AGM it was pointed out that in recent years salvage had earned "the greater part of profits". Early in 1934 a salvage department was set up under a salvage expert with better equipment and a professional diver. Later that year the salvage department was amalgamated with a rival concern to form the Far Eastern Salvage Association, which employed the salvage ship *Argonaut*.

Meanwhile, in August 1932 the interests of the STLC and Wheelock & Co. had been merged with those of G.E. Marden & Co. in a new Hongkong-registered holding company Wheelock & Co. (later Wheelock Marden) Ltd. In 1926 STLC had raised new capital and begun to build up a fleet of motor vehicles to enable it to provide through carriage. This brought it into competition with the rapidly growing firm of Marden & Co. (see Ch. 6), which had built up a large business in land transport, warehousing and river taxis and by the early 1930s was looking to move into lighterage. The two firms were therefore complementary. STLC shares exchanged for five shares and Marden shares for one share in the new holding company with both parties equally represented on the board except for one independent member. Marden in turn became chairman of STLC. At this time the fleet

consisted of 4 ocean-going salvage tugs, three tug/tenders, three harbour tugs, twelve small lighterage tugs and more than a hundred steel lighters of 50 to 500 tons capacity with a combined capacity of 19,000 tons (including tank barges, refrigerated lighters, crane barges and flat-top pontoons).

The outbreak in July 1937 of the Sino-Japanese War was a mixed blessing. In 1938 the company achieved its best result ever. By then delivery had been taken of the new harbour tug *Hsin* (=new) *Fuhle*, which enabled the old *Fuhle*, *Fokelin* and *Rocket* to be retired. In 1938 the laid up tender *Victoria* was sold for use as a salvage tender and a year later *Alexandra* was sold to American interests. After the outbreak of World War II, the ocean-going tugs were requisitioned by the Royal Navy: *Saucy* in October 1939, *St Samson* in March 1940 and *St Aubin* and *St Dominic* in November 1941. Of these four, only *St Aubin* survived the War. The new *Hsin Fuhle* got away from Shanghai on 4 December 1941 under the command of the late Bill Worrall (later master of *Tai Koo*) and, despite being stopped by a Japanese ship off Wenchow, managed to reach Hong Kong, where she was scuttled on 25 December. Marden's new *Hsin Rocket* had been requisitioned some months previously by the Royal Navy and by Pearl Harbour was at Aden en route for service at Massawa (formerly Italian *Eritrea*). The few remaining tugs and the lighter fleet were taken over by the Japanese on the fall of Shanghai. *Scot I* was commissioned as a minesweeper based at Shanghai and apparently was recovered there after the Surrender.

On his return to Shanghai in 1946 George Marden did not attempt to rebuild the fleet but sold the remaining units (except *Hsin Fuhle*) to a Chinese syndicate including senior staff of G.E. Marden & Co. Ltd. From 1 March 1947 its services were advertised under the style of the Yangtze Tug & Lighter Co. with the Marden Development Co. Ltd acting as agents. As a public company with a small minority shareholding, STLC nevertheless continued in business as an investment company. Reflecting the shift to Hong Kong, at the end of 1951 it was announced that the name of the company would be changed to Victoria Shipping, Tug & Lighter Co. Ltd. The early postwar view that it would be 'injudicious' to attempt to set up a Hong Kong operation in opposition to the established towage and salvage fleets of Hongkong & Whampoa Dock, Taikoo and Mollers' still held sway. Surplus funds were employed in some unidentified joint ventures, terminated by early 1953, while during 1952/53 a ship was purchased and resold for scrap. After the financial year ending 31 March 1953 most of the undistributed profits were paid out in dividends, leaving the remaining funds to be deployed by the parent company. In 1955 the Tug & Lighter Company's remaining Shanghai properties were seized by the People's Republic on grounds of 'insufficient title'. This may have led to a formal liquidation about 1956 but no confirmation is available.

Sources

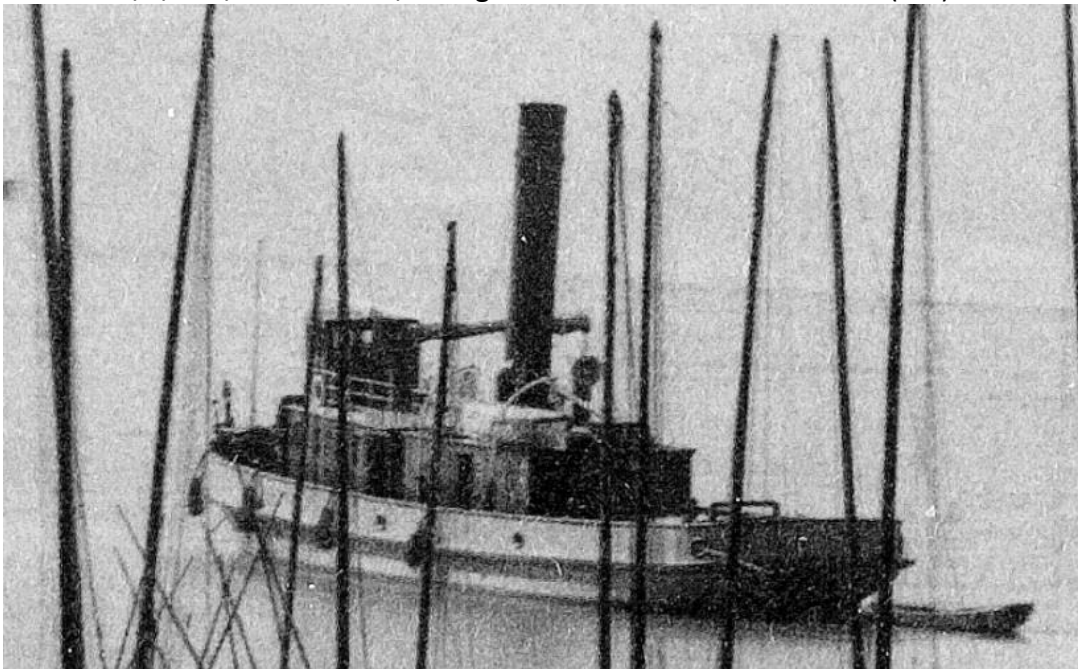
The main source has been annual reports and other snippets in the *North China Herald* and, post-WWII, the *North China Daily News* (esp. 8-9/12/48) and *Far Eastern Economic Review*. *The China Directory* (1874) mentions some of the early tug owners. Details on the early history of Wheelock & Co. and some of the tugs can be found in E.K. Haviland, 'American Steam Navigation in China, 1845-1878' *American Neptune* (1956-58) and 'Early Steam Navigation In China: The Yangtsze River, 1861-1867' *American Neptune* (1983, esp. pp 295- 9). STLC advertisements appeared in various guides such as 'Seaports of the Far East' (1925). Details on the Victoria incident in 1937 are from M.H. Brice, 'The Royal Navy and the Sino-Japanese Incident, 1937-41' (1973) and on *Hsin Rocket* from E. Ellsberg, 'Under the Red Sea Sun' (1946). An earlier brief history and fleet list of STLC

was Buster Browne & David Hancox, 'Where Have They Gone?: The Shanghai Tug & Lighter Company Ltd', Lekko (1989) – We are grateful to both authors for further assistance with the naval tugs. This revision has been greatly assisted by Bill Schell and also Peter Cundall.

Shanghai Tug Boat Co. Ltd (1887-1903)

FOKELIN (1887-03) 74/63 (iron screw tug, 2cy/40hp)

Built by Marshall Bros., South Shields and 10/63 completed [see Tynebuiltships]. 28/9/63 reg. at London (owner unknown) as FO KE LIN. 11/5/64 arrived at Shanghai to agency of Capt. Patridge (sic) as FOKELIN (reg. at Hong Kong to H.J. Dring, Glasgow, then Dan Partridge (sic), Shanghai). 1868 re-reg. at Hong Kong (13/1868) to J.W. Morice (?Morris) 48/64 and Fred. Ward 16/64. By 1870 agent George Lewis (later Morris, Lewis & Co.). 4/73 Geo. Murray 16/64. 12/73 GM 56/64, FW 4/64 and James Baron 4/64. 4/74 agents J.S. Baron (later STBA). By 1875 reg. owner John Morris. 8/78 resumed service after fitting with compound engine and new boiler by S.C. Farnham & Co. 10/87 t/f to STBC. 1/1/03 t/f to STLC. 10/35 register closed on sale to Chinese (NFI).



Candidate for FOKELIN in original guise, square stern, from 1891 Kung Tai panorama (UoB dh-s101).



Candidate for FOKELIN, wheelhouse on main deck (Virtual Shanghai).

SAMSON (1887-89) 81/64 (wood screw tug, 40hp)

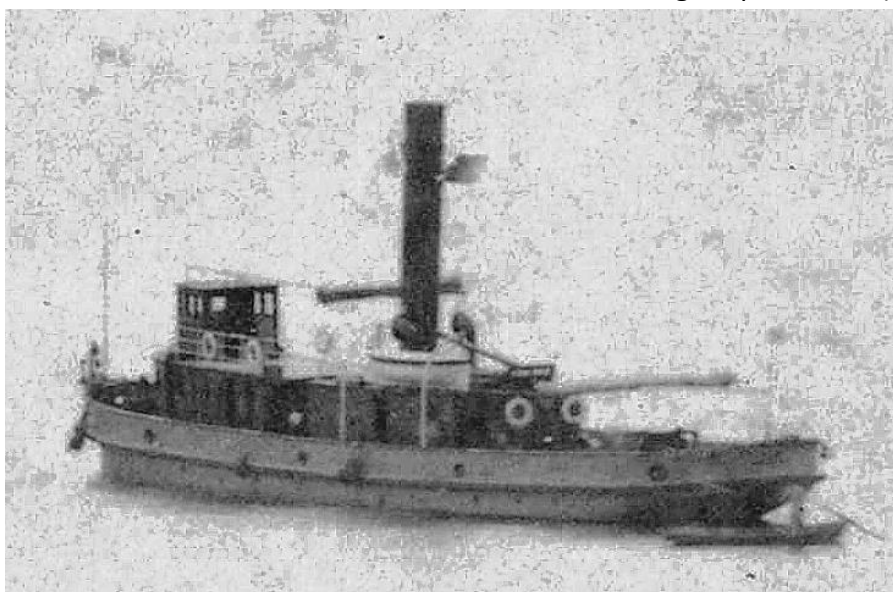
Built by at Shanghai for Hunt & Co. (agents). By 1870 agents Frazar & Co. (U.S. flag). By 1874 agents J.S. Baron (later STBA). 3/83 initial reg. at Shanghai to John Morris (10/1883). 10/87 t/f to STBC. 1889 condemned and broken up.

ROCKET (1887-03) 76/69 (iron screw tug, 56hp)

Built by W.B. Hornby, North Shields and reg. 23/1869 at S. Shields to Alfred (A.R.) Tilby (10/64) and Frederick (F.W.) White (54/64) of Shanghai. 5/70 arrived at Shanghai after escape from pirates in Red Sea. 8/72 Tilby's 10/64 sold to Robert Cooper (engineer), Shanghai. 4/73 reg. as 6/1873 at Hong Kong. 3/74 reg. closed on sale to Robert Cooper (now 30/64) and James Simpson (partner S.C. Farnham & Co.) 34/64, Shanghai (U.S. flag), agents now J.S. Baron (later STBA). 1883 reg. British at Shanghai. 3/5/86 capsized at Woosung trying to refloat *Gleneagles* (2798/77), raised and repaired. 10/87 t/f to STBC. 1/1/03 t/f to STLC. 5/05 sunk by ram while towing Russian gunboat *Mandjour*, refloated, refitted and reboilered. 8/38 register closed on sale to Japanese. NFI.



Candidate for ROCKET rounded stern, in a 1891 Kung Tai panorama (UoB dh-s101).



Candidate for ROCKET in a 1898 Kung Tai panorama (Royal Commonwealth Society/UofCambridge).
<https://cudl.lib.cam.ac.uk/view/PH-Y-30377-F/1>



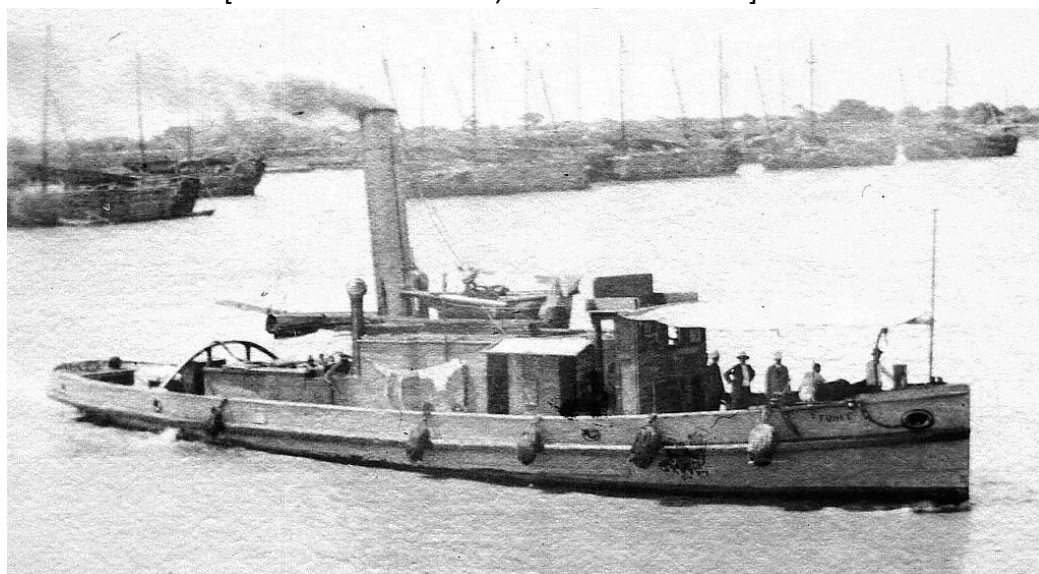
Possible modified ROCKET with high focsle in 1928 (SK).

FAIRY (1887-90) 72/70 (iron screw tug, 33hp)

Erected by Boyd & Co., Shanghai for A.R. Tilby & Co., Shanghai (British flag). 7/72 passed in at auction by A.R. Tilby. By 2/74 to F.G. White, still laid up (as 3/75). By 12/75 agents F.G. Morris, Lewis & Co. 2/78 t/f to STBA (U.S. flag). 3/83 reverted to British flag for J. Morris (STBA). 1/86 Morris & Co. 10/87 t/f to STBC and re-reg. at Shanghai. 24/12/90 sunk in collision with *Fuhle* near Kiutoan Lightship while both towing *Forest King* (1617/77) - 20/5/91 abandoned to port authorities for dispersal, wreck site marked by buoy.

FUHLE (1887-03) 101/70 (iron screw tug, 2cy/60hp by D. Joy & Co., Middlesbro')

Built by R. Irvine & Co., Hartlepool for Morris & Co., Shanghai. 24/12/71 wrecked in Chusan Is. on voyage Foochow-Shanghai in fog - abandoned to underwriters but refloated and repaired. 1872 agents J.S. Baron (later STBA). 10/87 t/f to STBC. 20/12/97 trials after re-engining by S.C. Farnham & Co. 1/1/03 t/f to STLC. 12/36 register closed on sale to Dah Loh Industrial Co. Ltd, Shanghai r. DAH NIEH. 1942 RLR. [also listed as FUH LE, FU-LE and FUHLEE]



FUHLE after 1897 refit (SK*).



DAH NIEH ex FUHLE at Shanghai in 1937 taking bunkers from owner's DAH SUN (Harrison Forman, UWM Libraries).

SAMSON (1892-03) 232/92 (iron screw tug-tender, C2cy/65rhp))

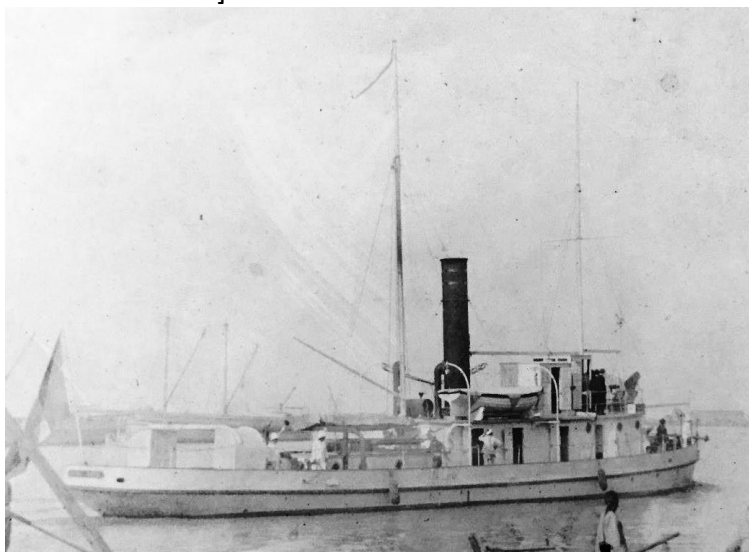
Built by Boyd & Co., Shanghai for STBC – 12/8/92 trials (12½k). 1/1/03 t/f to STLC. 10/04 sold to M.L. Kristensen (Denmark) on behalf of Russian Govt to run blockade of Port Arthur as press despatch boat. 2/05 re-purchased. 29/1/18 req. by The Admiralty. 9/11/19 sailed from Plymouth on charter to Ministry of Shipping towing target to Gibraltar; 29/11 sighted off NW Spain without target; 21/1/20 posted missing with 23 crew.



Presumed mail/passenger tender-tug SAMSON at the Bund. Enclosed passenger space beneath and forward of the bridge (Virtual Shanghai).

KAITUNG (1892-94) 127/88 (iron screw tug, no details)

Built by Boyd & Co., Shanghai for Tls 23,000 for Chinese Govt to assist dredger on Woosung Bar. 12/92 sold for Tls 17,750 to STBC. 11/94 sold for Tls 46,950 (net) to Japanese owners. NFI. [Note. MNL as KAI TUNG]



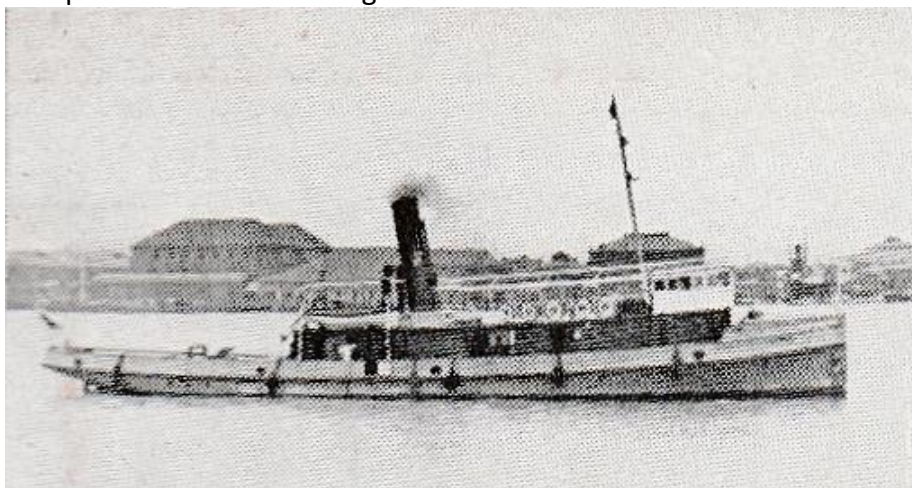
Candidate for ex KAITUNG in ?Ningshao colours at Woosung (SK).

VICTORIA (1897-00) 124/97 (steel 2 sc. mail tender, C4cy/76rhp)

Built by Boyd & Co. Ltd, Shanghai for STBC - 27/12/97 ran trials (11½k). 7/00 sold for use at Tientsin by Allied Forces. 1901 sold to Baron G. de Gunzberg (Russian flag). RLR 1903. NFI.

VICTORIA (1901-03) 208/01 (steel screw tender, C2cy/102rhp)

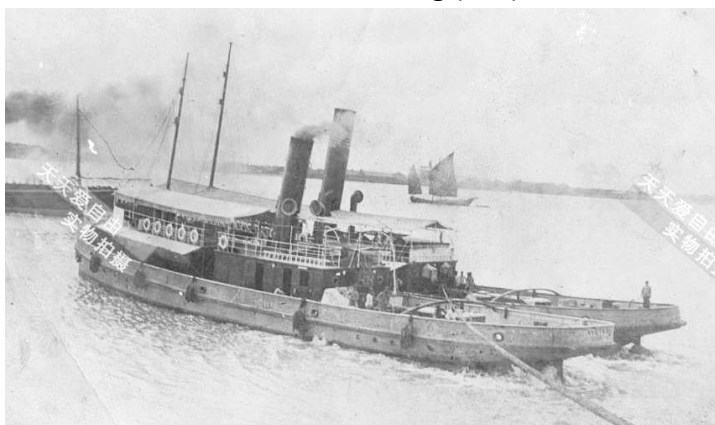
Built by Boyd & Co., Shanghai for STBC – 7/01 launched, 8/01 in service. 1/1/03 t/f to STLC. 9/35 laid up. 9/8/37 stranded in typhoon at Tuan Shan, below Kiangyin after seizure at Tungchow by Japanese officers during voyage upstream with lighters on charter to Japanese, refloated. 1/38 sold to Japanese for use as salvage tender. NFI.



The second VICTORIA (STLC advert.).



The second VICTORIA at Woosung (SK*)



VICTORIA (nearside) and ALEXANDRA at Woosung (Internet).

Shanghai Tug & Lighter Co. Ltd (1903)

FOKELIN (1903-35) 74/63	see FOKELIN (1887-03)
ROCKET (1903-38) 76/69	see ROCKET (1887-03)
FUHLE (1903-36) 101/70	see FUHLE (1887-03)
SAMSON (1903-19) 232/92	see SAMSON (1892-03)
VICTORIA (1903-38) 208/01	see VICTORIA (1901-03)

KONG NAM (1903-07) 147/96 (wood sc. cutter, C2cy/71nhp)

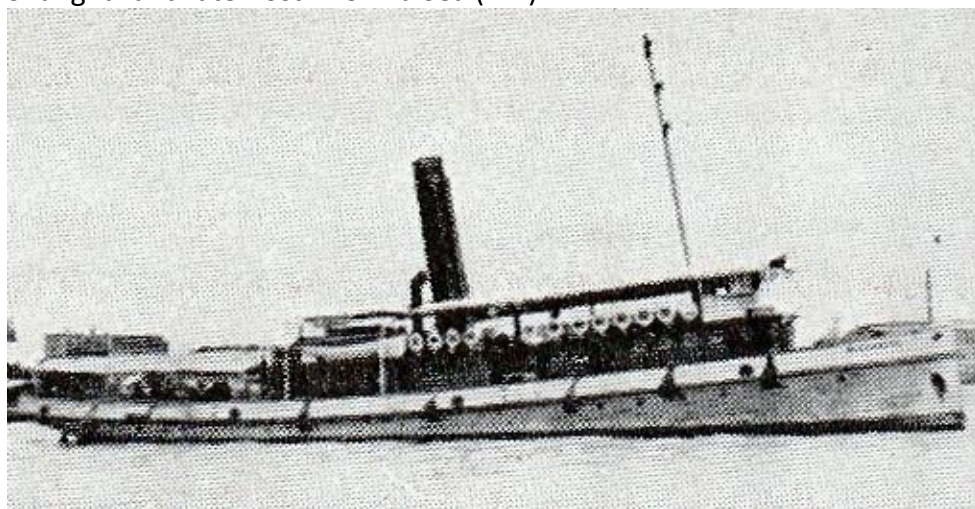
Built at Kwong Tung (Canton) for Kwong On S.S. Co. Ltd, Hong Kong. 1/97 reg. at Shanghai to Leong Y Ming (1/1897). LR 1899 overprinted F. Gore, Shanghai, then overprinted Shanghai Cargo Boat Co. Ltd. 1/1/03 t/f to STLC. 1905 new boilers. 1907 sold to Han Yang Iron & Steel Works (Chinese). LR 1910 no owner and LR 1911 delisted. NFI.

SIN FUYUN (1903-10) 148/01 (steel screw tug, C2cy/48rhp)

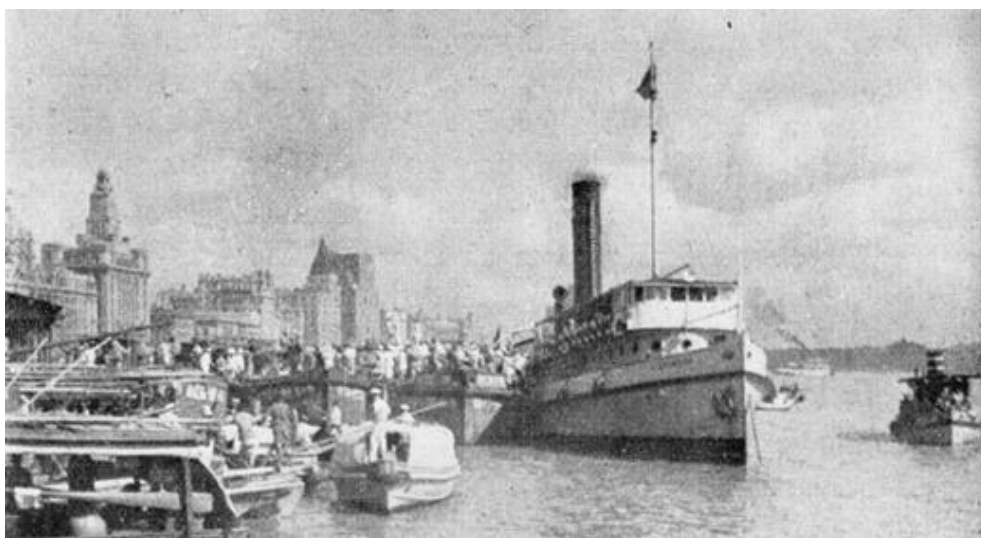
Built by Osaka Iron Works, Osaka for Shanghai Cargo-Boat Co. Ltd & Co-operative Cargo Boat Co. Ltd (joint account). 1/1/03 t/f to STLC. 6/9/10 capsized in North Channel below Shanghai and sank in sand.

ALEXANDRA (1905-39) 332/05 (steel pass. tender/tug, C2cy/59rhp/11½k)

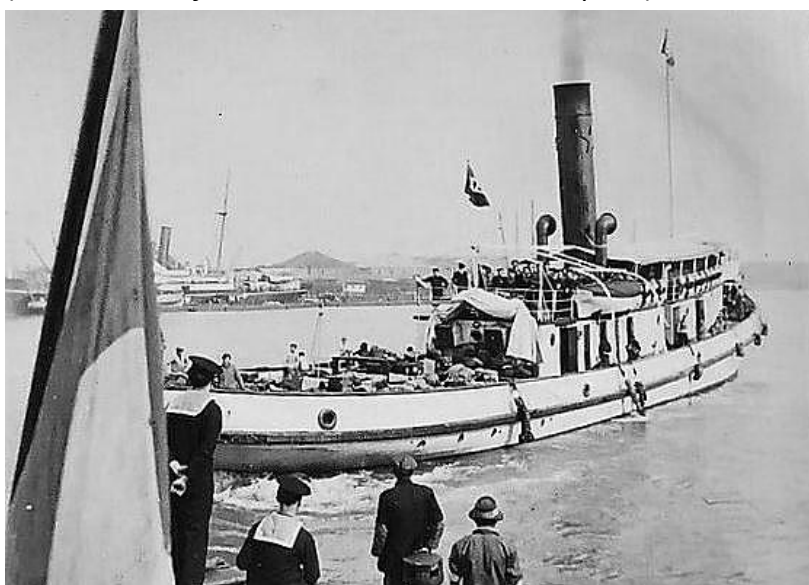
Built by Farnham, Boyd & Co. Ltd, Shanghai for STLC, 7/5/05 launched, 15/6 trials. 1939 sold to United States owners (also rep. to Chinese Maritime Customs). 8/12/41 seized by Japanese at Shanghai and later lost in China Sea (NFI).



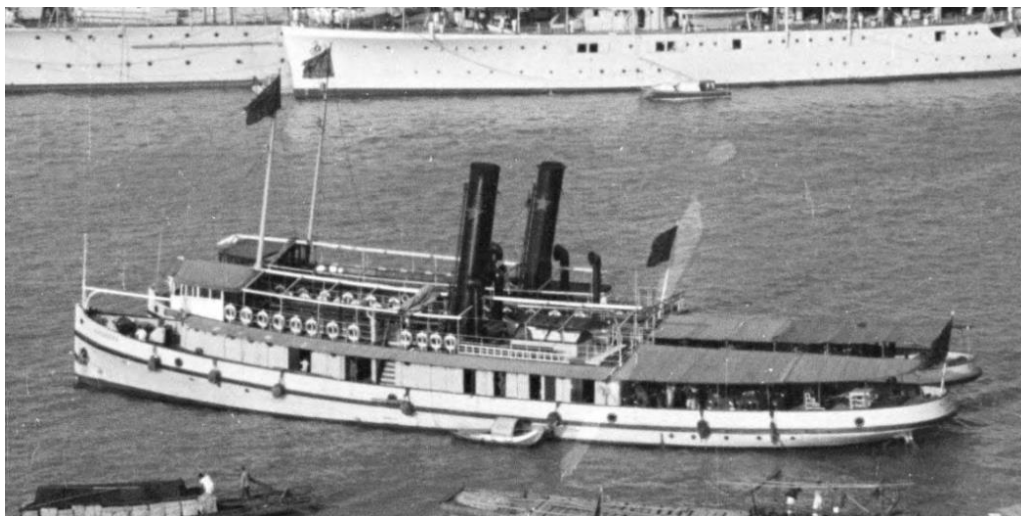
Mail/passenger tender ALEXANDRA (ST&LC).



ALEXANDRA in 1937 at the Bund, loading passengers for Whangpoo
(*Five Months of War*, NCH C/- Graham Thompson).



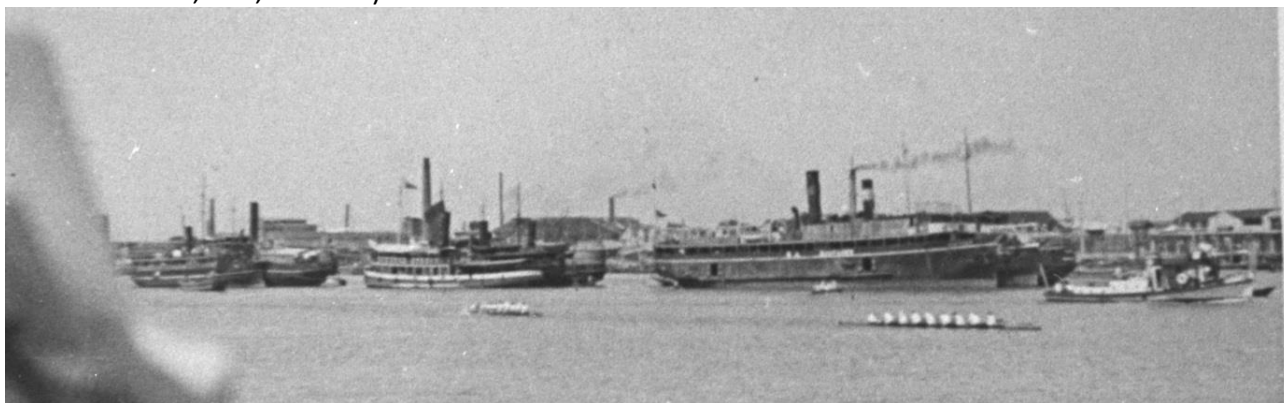
ALEXANDRA in 1930s with star on funnel, Wheelock houseflag (Internet).



ALEXANDRA with VICTORIA alongside in 1937 (Harrison Forman, UWM Libraries).



Above three: unidentified tenders 1937-41, possibly tall-funnelled ALEXANDRA (Harrison Forman, UWM libraries; SK*, SK colln).



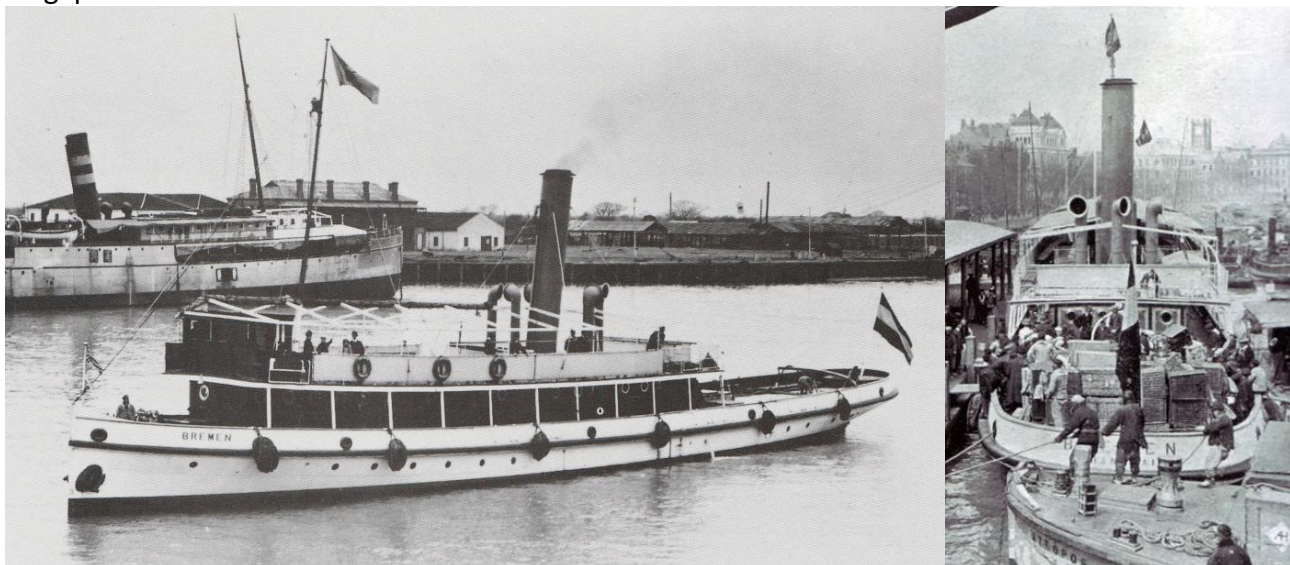
ALEXANDRA (centre) with laid up steamers (L to R) KONDOR & PELIKAN and SANTAREM after August 1937 (late Gunnar Sevald (Wallem & Co.)/H.Dick colln).

WAITUNG (1905-17) 266/01 (steel steam lighter, C2cy/43rhp by J. Smith)

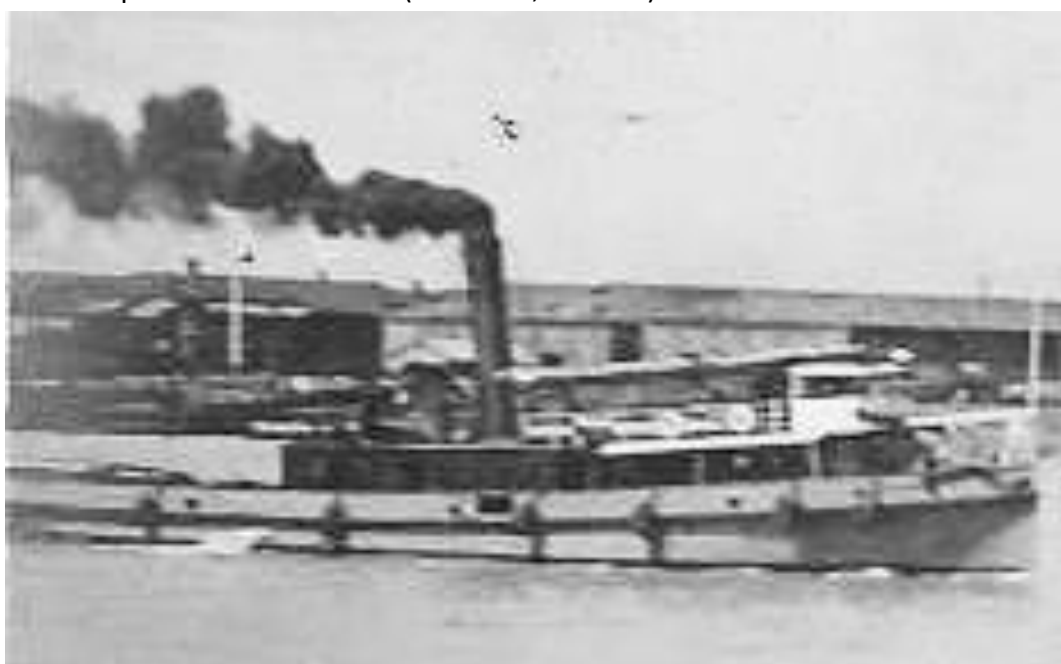
Built by J. Smith (unknown), Glasgow for Chinese owners. 1905 owners bought out by STLC and 1/05 reg. at Shanghai (3/1905). 1917 sold to Mitsuhayashi Naosuke, Kobe and rebuilt as KAITSU MARU (451 grt). By 3/19 owner Hisa Takeji, Minami-tonda, Wakayama. By LR 1929 Hayashi Kozo, Kobe. 14/10/31 stranded on east coast of Sakhalin – refloated and dismantled.

VULCAN (1906-29) 211/99 (steel screw tug/tender, C2cy/54rhp)

Built by S.C. Farnham & Co. Ltd, Shanghai for Norddeutscher Lloyd, Bremen as BREMEN for use at Shanghai. c.10/06 sold to STLC and by 1/07 in service as VULCAN. 1929 sold to Taku Tug & Lighter Co. Ltd, Tientsin r. YUNG TING. 5/41 detained by Japanese at Tientsin - 7/41 released and sailed for Singapore. War loss.



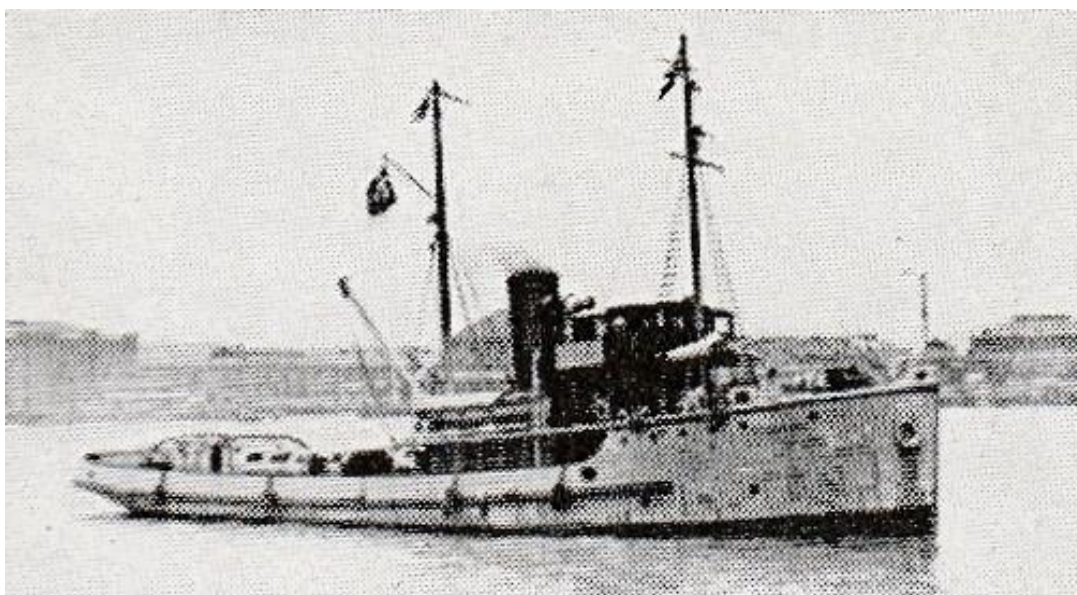
VULCAN pre-1914 as BREMEN (A. Kludas; SK colln).



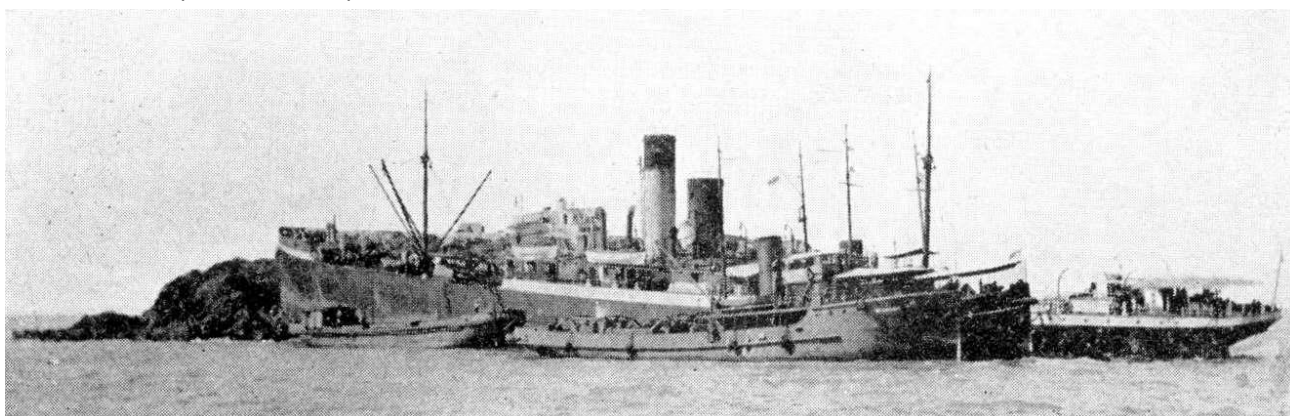
Older STL tender 1920s, possibly VULCAN (Internet)

ST. DOMINIC (1919-41) 451/19 (steel screw salvage tug, T3cy/213nhp)

Built by Hongkong & Whampoa Dock Co. Ltd, Hong Kong for The Admiralty but laid up 5/19 on completion. 11/19 sold to Gibb, Livingston & Co. Ltd, Hong Kong as reg. owners for STLC. 4/22 t/f to STLC. 11/41 req. by R.N. 8/12/41 sunk by Japanese surface vessels in China Sea S. of Saddle Is. bound Shanghai- Hongkong towing *Siangnan*, *Tungkiang* and *Kaikou*.



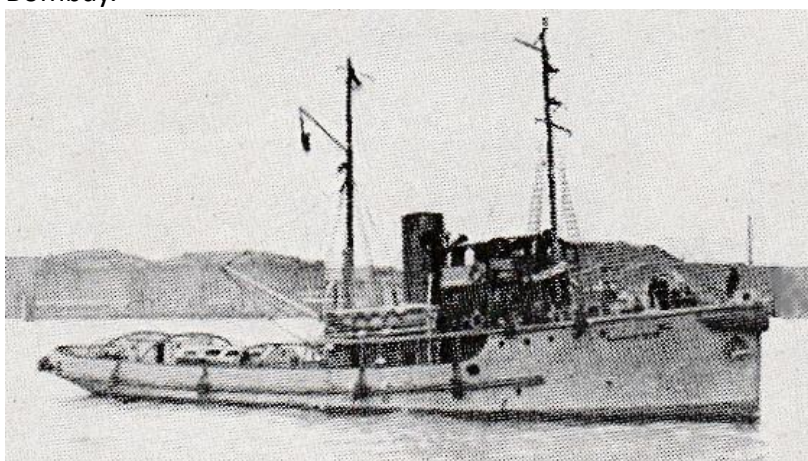
ST. DOMINIC (STLC advert.).



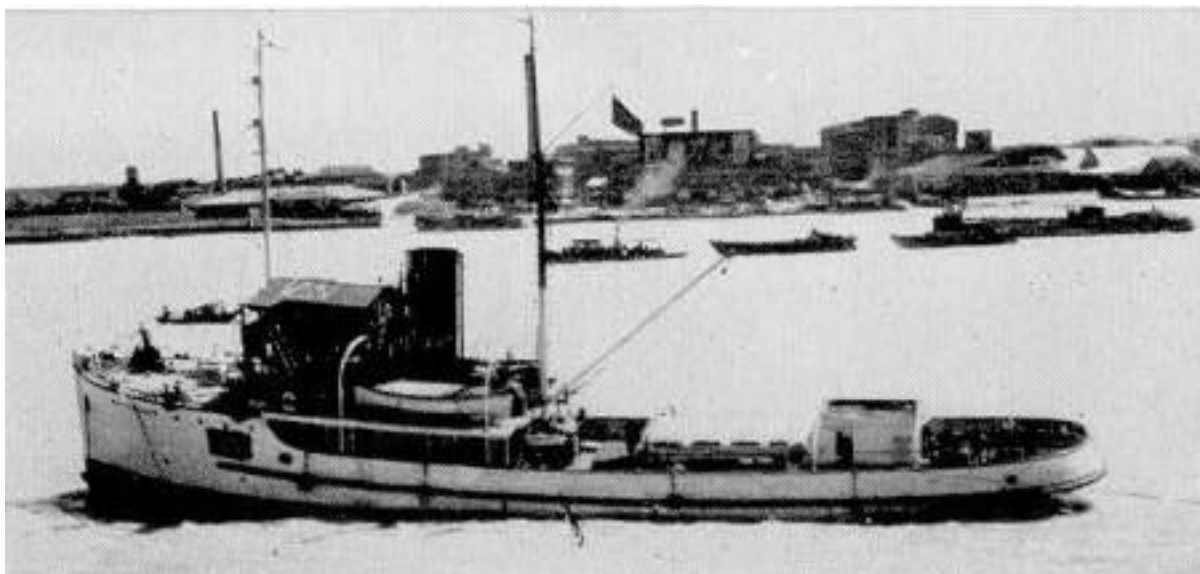
Two ST&L "Saint" class tugs, a barge and another steamer working to salvage the stranded *Pakling* on Button Rock outside the Yangtse mouth (Graham Thompson coll.).

ST. SAMPSON (1922-42) 451/19 (steel screw salvage tug, T3cy/213nhp)

Built by Hongkong & Whampoa Dock Co. Ltd, Hong Kong for The Admiralty but laid up 6/19 on completion. 4/22 sold to Wheelock & Co. and 6/22 reg. for STLC. 3/40 req. by R.N. for use as rescue tug. 7/3/42 lost in Arabian Sea when swamped while towing *Georgic* (27759/32) from Port Sudan to Bombay.



ST. SAMPSON (STLC advert.).



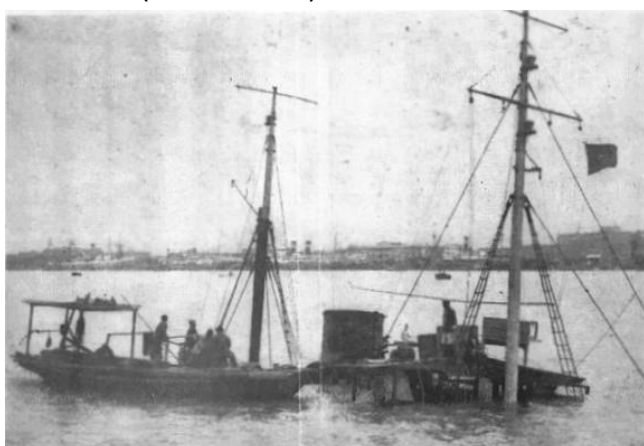
ST. SAMPSON (*FE Small Craft Handbook*).

ST. AUBIN (1924-46) 468/18 (steel screw salvage tug, T3cy/208nhp)

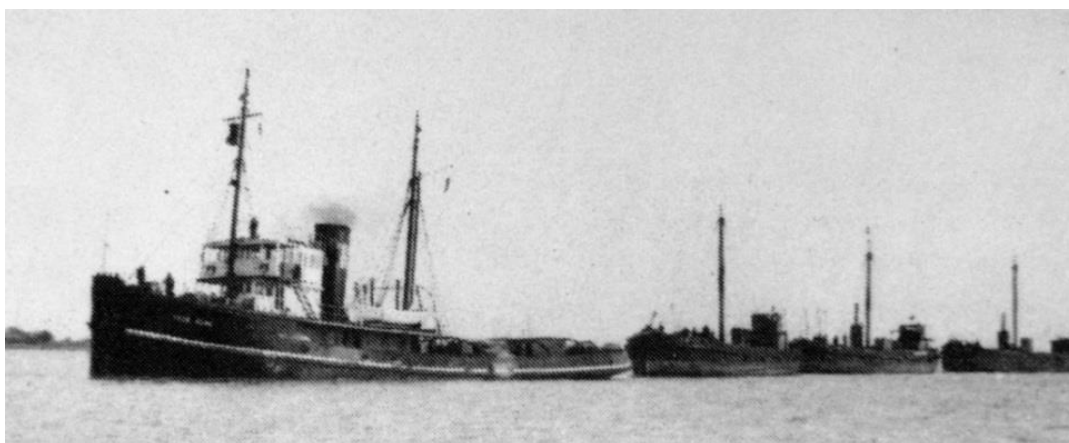
Built by Harland & Wolff Ltd, Glasgow for The Admiralty, 8/18 completed. 4/24 sold to STLC. 8/3/35 sank at Shanghai after collision with *Kiang Shun* (4327/21) - 4/9 raised and docked. 4/7/36 sank off Pootung, Shanghai after holed by naval transport *Ting An* - 21/8 raised and docked. 11/41 req. by R.N. for use in Indian Ocean. 1946 returned to owners but sold to Yee Kee Tug & Lighter Co. Ltd, Shanghai. 1947 sold to Chinese Maritime Trust Ltd (C.Y. Tung mgr), Shanghai r. TSZE HONG. 9/11/50 sank off Taiwan.



ST. AUBIN (STLC advert.).

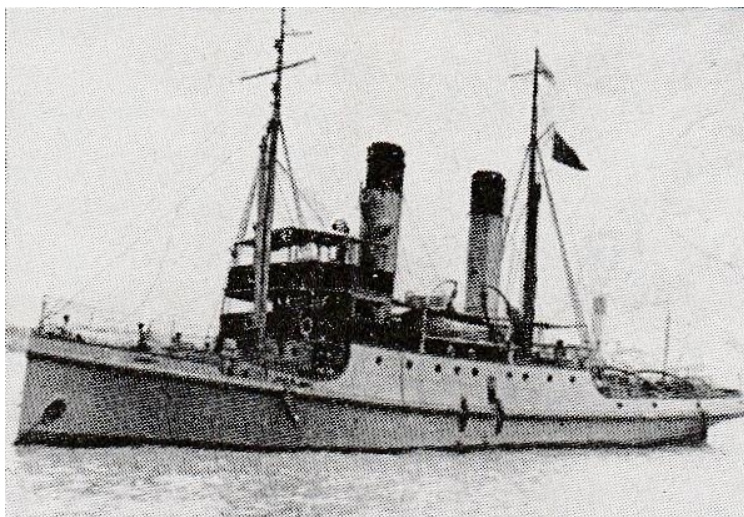


ST. AUBIN sunk off Pootung (NCH, 8/7/36).

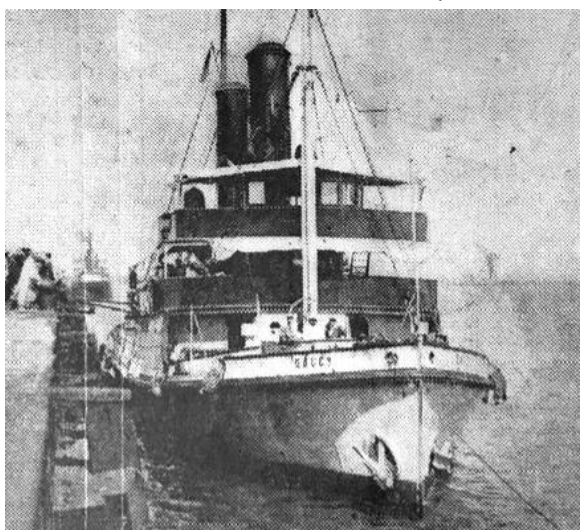


ST. AUBIN postwar as TSZE HONG, presumably towing lighters to or at Tientsin (C.Y. Tung colln).

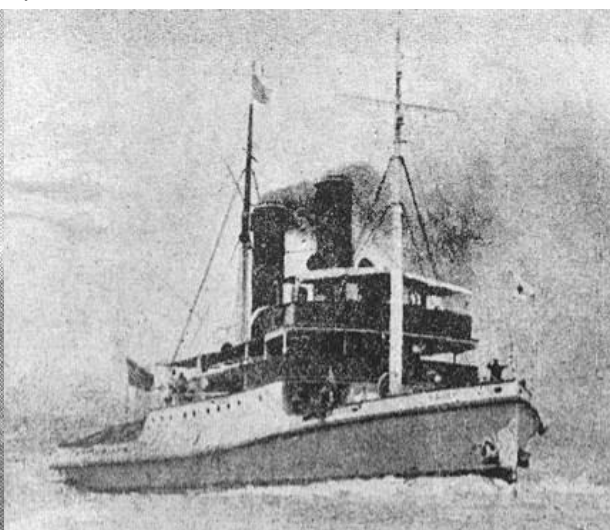
SAUCY (1924-40) 597/18 (steel screw salvage tug, T3cy/186nhp, Belliss & Morcom Ltd, Birmingham)
 Built by Livingstone & Cooper Ltd, Hessle for The Admiralty, 8/18 completed. 1923 laid up in U.K.
 4/24 sold to STLC. 10/39 req. by R.N. for use in Home Waters. 4/9/40 sank after striking mine in Firth of Forth.



SAUCY in 1920s with red funnels (STLC advert.).



L: SAUCY alongside in 1932 (yellow star on funnels) (NCH, 10/8/32).



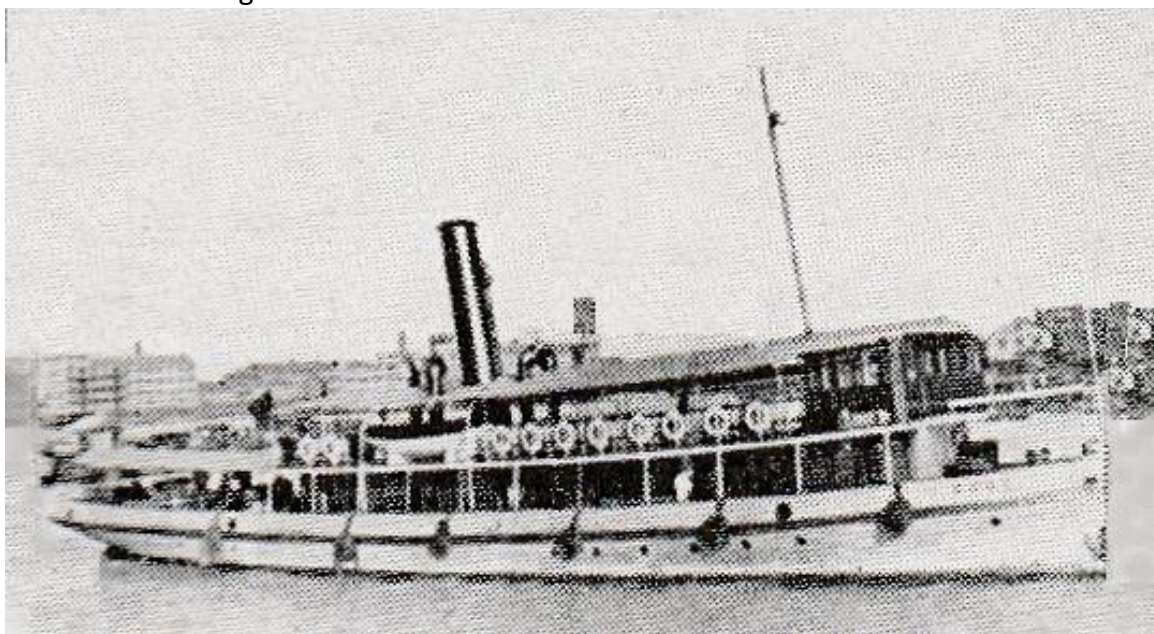
R: SAUCY at speed from 1940 STLC advertisement (China Coasters TB, 1940).



SAUCY (stars on funnels) hidden behind a 'SAINT' class, facing two other 'SAINT' class (SK*)

SCOTT (1924-c.30) 273/06 (steel 2-screw tender/tug, T6cy/62nhp)

Built by Shanghai D. & E. Co. Ltd, Shanghai for Norddeutscher Lloyd, Bremen (reg. Shanghai) as BREMEN for use at Shanghai, 20/9/06 completed. 14/3/17 seized by Chinese Govt r. LI FUNG. 1924 reg. at Shanghai for STLC as SCOTT Ca.1930 r. SCOT I. 8/12/41 seized by Japanese at Shanghai 20/6/42 Sasebo Prize Court (case S-317) declared war prize 第一号黄埔丸 (No. 1 KOHO MARU). 9/45 recovered at Shanghai. NFI.



SCOT I (STLC advert.).

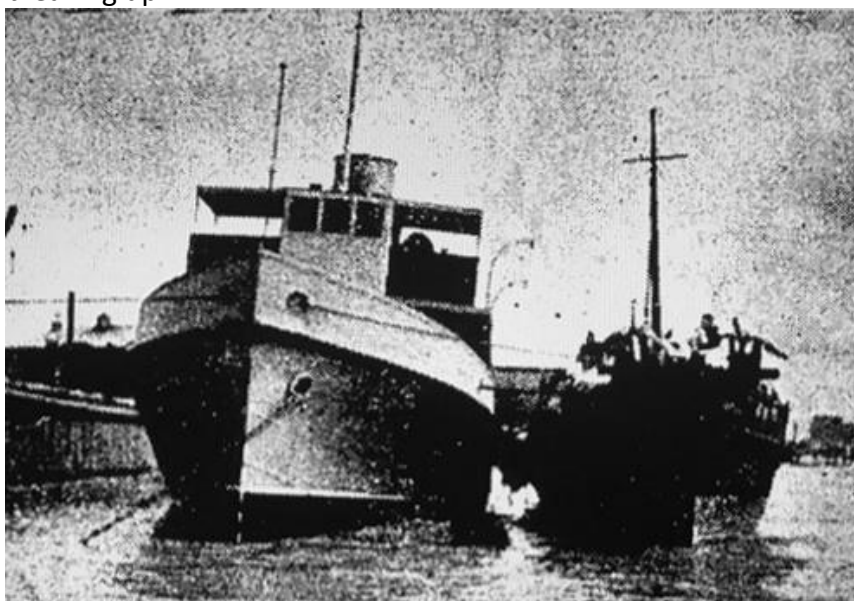


SCOT I alongside PRESIDENT COOLIDGE in the Whangpoo, 1934 (Louis F. Beegle).

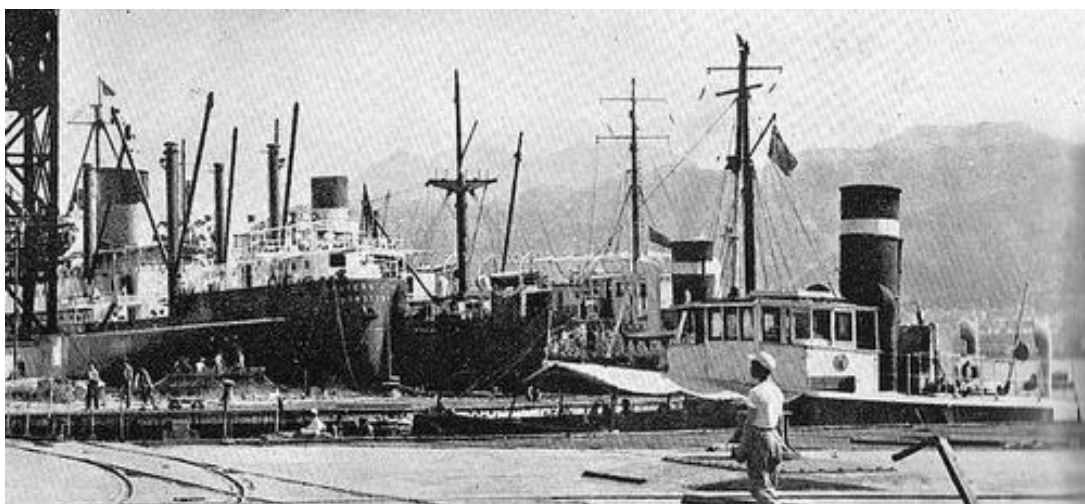
SCOT I (c.1930-41) 273/06 see SCOTT (1924-c.30)

HSIN FUHLE (1935-41, 1945-47) 184/35

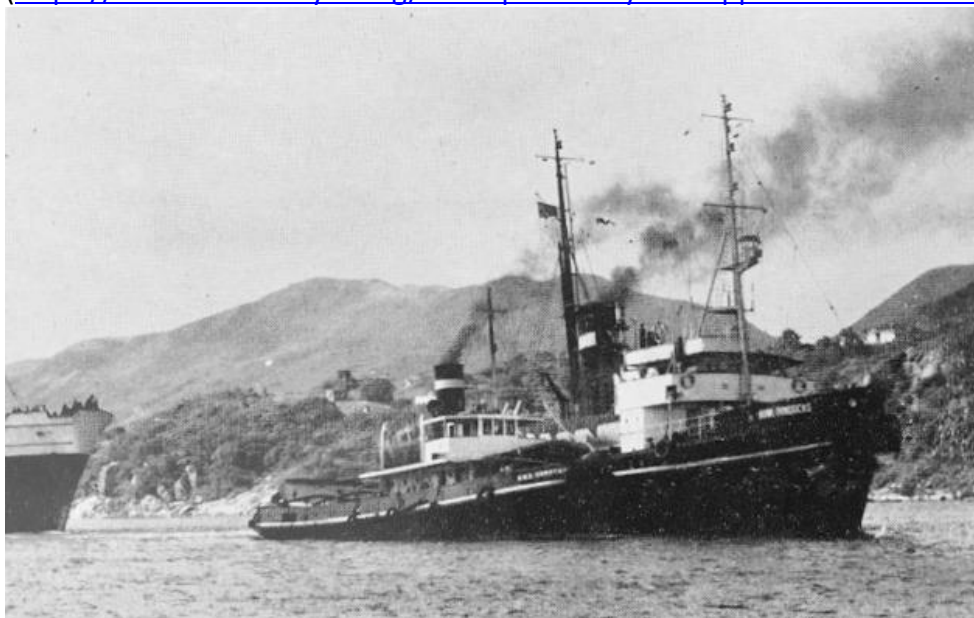
Built by Hung Ziang Shin Eng. Works & S.Y., Shanghai for STLC with second-hand engine and boilers by Shanghai Dock & Eng. Co. (1918). 11/35 in service. 4/12/41 sailed for Hong Kong - 10/12 scuttled at Hong Kong, later salvaged by Japanese. 1/4/44 Sasebo Prize Court (case S-646) declared war prize as 新福利 (SHIN FURI). 8/45 surrendered at Hong Kong, compensation paid to owners. 11/47 reg. at Hong Kong to STL. 1/48 re-reg. to Hongkong & Whampoa Dock Co. Ltd and 2/48 r. HWD DOROTHY. 1/9/62 sank with all 10 hands in Hung Hom Bay after collision with Eastern (9896/44) in typhoon 'Wanda' - 7/9 raised by floating crane and beached. 21/12/62 reg. closed on sale for breaking up.



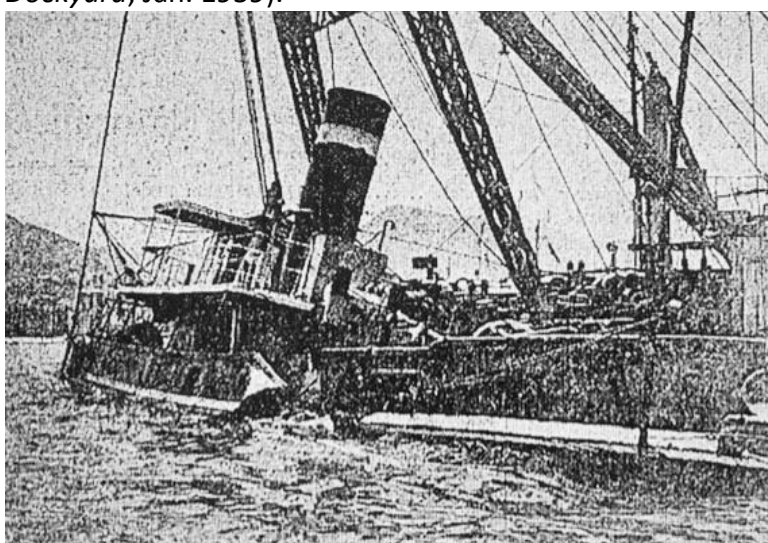
HSIN FUHLE shortly after launch on 28 August 1935 (NCH, 4/9/35).



HWD DOROTHY ex HSIN FUHLE (foreground) on standby at Hongkong & Whampoa Dock in 1950s (<https://industrialhistoryhk.org/whampoa-dockyard-happened-famous-hammerhead-crane/>).



HWD DOROTHY and the big KOWLOONDOCKS towing salvaged *Tjibantjet*, May 1958 (*Taikoo Dockyard*, Jan. 1959).



HWD DOROTHY being raised, 7 Sept. 1962, with gash amidships (SCMP, 8/9/62).

Wheelock Marden & Co. Ltd

HSIN ROCKET (1941-46) 173/41 (T3cy/51nhp)

Built by Harvey's S.B. Works Ltd, Shanghai for G.E. Marden, Shanghai. 7/41 req. by H.M. Govt and 9/41 sent to Singapore, thence Aden (7/12), based at Massawa where employed in towage/salvage and mine clearance (Gellatly, Hankey & Co. mgrs). 12/45 at Singapore. Early 1946 returned to Shanghai and sold to Yangtze Tug & Lighter Co., Shanghai (Chinese). NFI [US Senate Reports Jan-Sept. 1961, vol. 8, report 912].

ST. MARTIN (1946-52) 463/19 (salvage tug, T3cy by Earle's Co. Ltd, Hull)

Built by Livingstone & Cooper Ltd, Hessle and 11/19 completed for Royal Navy (W27). 1932 recomm. at Portsmouth. WWII based at Lamlash, Isle of Arran (Clyde) towing practice targets. 6/44 towed Mulberries to Normandy. 21/5/46 paid off. 11/46 sold to WMC (London) but c.5/47 failed survey at Hull and laid up. 1/1952 broken up at Rainham, Essex.



HMS ST. MARTIN in 1935

(<http://www.rfanostalgia.org/gallery3/R-M-A-S/Tugs/Prewar/Saint-Class/St-Martin-2>).

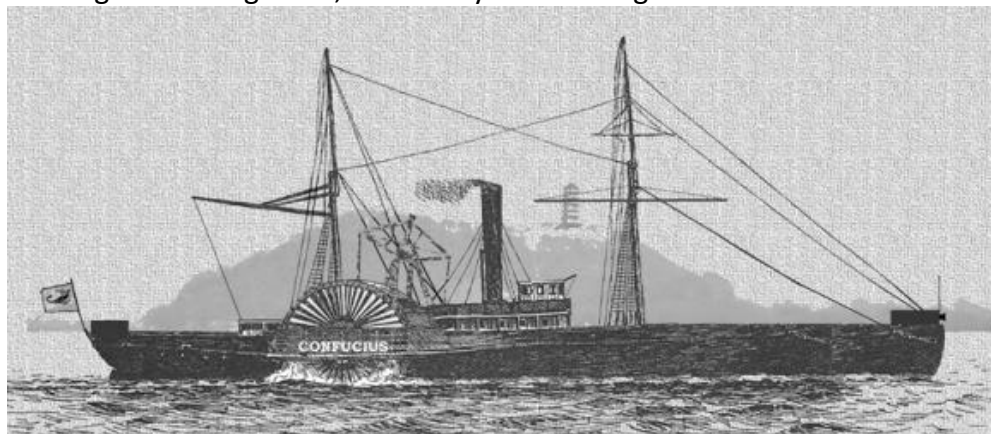
Launch **FUHLE** (1950-58). In Nov. 1950 WH&Co. acquired the wooden launch HIGHWAYMAN ex EWO XI '46 (completed 11/40 by Hongkong & Whampoa Dock) from Jardine, Matheson & Co. for use on Hong Kong harbour and renamed FUHLE. In April 1958 sold to Chinese.

Other tugs pre-1887

Details on these other tugs in service before formation of the Shanghai Tug Boat Co. Ltd in 1887 are taken from Haviland (ASNC: 127-30, ESNC-HK&C and ESNC-Y) supplemented by Milne and revised in light of subsequent information, mainly from NCH and also the websites clydeships.co.uk and tynebuiltships.co.uk. We are grateful to Bill Schell for assistance with missing details. The period of service refers to time on the China coast, not necessarily in towage service.

CONFUCIUS (1853-55) 468/53 (w.p.s., 161 x 26.7', VB, H.R. Dunham & Co., New York)

Built by Thomas Collyer, New York for Russell & Co. 15/9/53 arrived Hong Kong via Singapore, consigned to Russell & Co. for use on Hong Kong-Canton-Macao services. By 12/53 transferred to Shanghai where used primarily for towing vessels from Shanghai to the river mouth. 8/55 sold to Chinese government, converted to gunboat. Probably the gunboat of this name in General Ward's fleet, which as of 8/63 was in the Chinese Transport Service, subsequently used as a dispatch vessel. By 1866 in service to Ningpo, later as despatch vessel. NCH 15/2/70 rep. struck rock and broke back on Yangtse near Tiger Hill, machinery to be salvaged.



James Laude's sketch, including edits, of a painting of CONFUCIUS in the Peabody Museum (https://oldchinabooks.com/yangshen/images/Confucius_screen_print_fm_Ch_12.png).

TA YUNG (1860-68) 125/58 (2-m. i.p.s, 109' x 19', 60 hp)

Built by Tod & McGregor, Glasgow (#92) as cargo vessel with towing capability and reg. to Jno Hammond Winch, London (111/1859). 16/5/59 sailed Glasgow and 2/12 arrived Hong Kong. 6/3/60 re-reg. at Hong Kong (2/1860). 3/61 in service towing on Yangtse or to Ningpo (Shaw Bros & Co. mgr). 12/61 sold to W.W. Ripley (Shaw, Ripley & Co.). 6/63 sold to Arthur Wistanley (Russell & Co.) for use on Yangtse. 4/4/67 arrived Shanghai and laid up. 1/68 sold to James Hardie, Shanghai. 8/68 still laid up. 12/68 sold and 1/69 reg. to W.J. Alt (Alt & Co.), Nagasaki for sale to Japanese at not less than \$20,000. 6/70 sold to China Japan Trading Co. (US flag). NFI.

EMPEROR (1862-68) 208/60 (i.p.s., 133.7' x 22.1', 2cy/90 nhp)

Built by Marshall Bros, South Shields for Wm & Thomas Joliffe as excursion str/tug and 25/6/60 reg. at Liverpool (134/1860) [tynebuiltships]. 3/62 sold to John Jarvie, Glasgow and 7/4/62 sailed Liverpool via Hong Kong (14/9) to Shanghai (10/62) where placed in towage service for Jarvie, Thorburn & Co. 5/12/62 to Japan, presumably for sale, but 7/2/63 returned to Shanghai. 4-8/63 on Yangtse, then from 10/63 also sometimes to Ningpo. 1/64 t/f to Robert Jarvie, Wm Thorburn, Fullerton Henderson and J.I. Miller as partners in Jarvie, Thorburn & Co. and joint owners (reg. still Liverpool). 12/65 adv. for hire as a tug. 30/4/66 sold at auction through Wheelock & Co on instructions from John Fraser as executor for J.T. & Co. to Jardine, Matheson & Co. for TIs 5,200 for towing barges on Yangtse. 1868 re-reg. at Hong Kong (15/1868) to Wm Keswick pending sale to Glover & Co. 2/9 Shanghai from Hakodate (ballast), then 27/9 and 14/11/66 to Nagasaki in ballast for JM& Co. 27/11/68 delivered to Chikuzen-han r. SOJUN MARU and 26/1/69 British register closed. 1875 still afloat, evidently in use by Takashima Colliery, Nagasaki. NFI. [Note. Milne's construction does not fit the facts as recorded by Haviland (ESNCY: 213-14) but the Han may have been involved before the sale was concluded].

BUNKER HILL (1861-7?) 64/61 (wss)

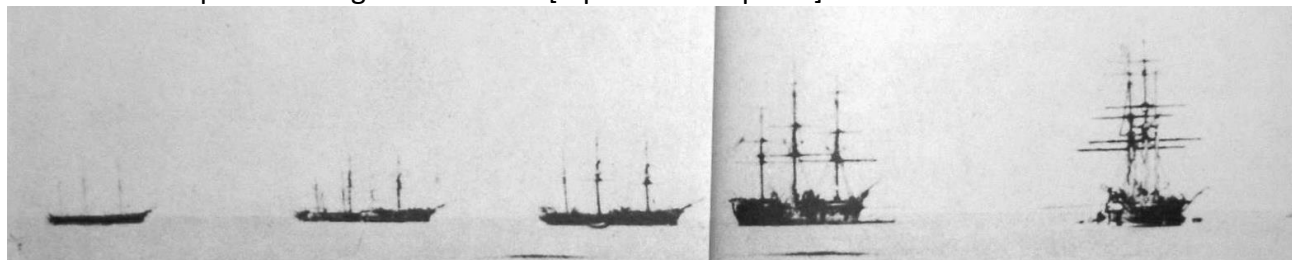
Built by G. & T. Boole, East Boston for Daniel Cavanagh as owner/master. 9/61 Thomas Cunningham, Charlestown (Ma.) owner. 7/10/61 under D. Cavanagh sailed Boston for Shanghai (14/6/62). 7/62 quarter shares sold to J.A. Wheelock & H. Hancock, Wm Endicott, A. Heard & Co., then D. Cavanagh to John Heard (A. Heard & Co. mgrs) for use as tug at Shanghai. By 3/66 agent J.H. Wignall & Co. By 4/67 agents Forbes & Co. 5/67 agents Primrose & Co. (12/68). By 1870 J.S. Baron agent. 23/8/83 as hulk sank at moorings off Boyd's Dock in typhoon, later raised and presume broken up (Haviland, ASNC, 75-76, 128-9, NCH 31/8/83). NFI.

TITAN (1861-66) 156/61 (i.p.s., 120.2 x 19.4, 70 nhp tug)

Built by John Laird, Sons & Co., Birkenhead (#289) and 1/3/62 reg. to China & Japan (Coast & River) S.N. Co. (W.R. Adamson & Co. mgrs). 11/3/62 sailed Liverpool, 12/8/62 arrived in Shanghai to W.R. Adamson & Co. and adv. for hire (to 5/64). By 9/64 agents Smith, Kennedy & Co., listed to 9/66. Late 1866 ?t/f to China Steam Ship & Labuan Coal Co. Ltd. 16/3/69 register closed 'sold foreign'. NFI. [Dec. 1878 TITAN (?same vessel) listed as U.S. flag (no master) for Morris & Co. 4/83 last mention. NFI].

MARTIN WHITE (1862-66) 189/54 (w.s.s.)

Built by Birely & Son, Philadelphia (DA engine by Reanie, Neafie & Co., Philadelphia) for Charles W. Brooks & Co., San Francisco. 18/3/62 sailed for China and 12/5/62 arrived Shanghai for H. Fogg & Co. 6/62 sold for Tls 41,000 to (General) F.T. Ward and Yang Taikee (jointly). 6/62 adv. for hire (Ward & Co.). 9/62 Ward died in action near Ningpo. 1/63 adv. by Albert L. Freeman (executor). 8/64 after repairs adv. to Frazar & Co. (still Capt. Parkes). By 7/65 sold to Hiram Fogg & Co. By 12/65 laid up. 26/9/66 Shanghai for Nagasaki where 20/10/66 sold to Kurume-han for \$66,000, r. SHINPU MARU 晨風丸, based at Wakatsu. 1868 served in Imperial Fleet against Enomoto. 19/4/69 sailed from Shinagawa for Hakodate in an Imperial flotilla of eight ships but 24/5 wrecked at Cape Tappisaki at the northern tip of the Tsugaru Peninsula [Japanese Wikipedia].



Five or six of the eight government ships at Shinagawa prior to sailing in April 1869 (Internet).

WASHINGTON (1862-63) 194/44 (i.p.s., 2-m. scr rig, 2 x 60 hp engines)

Built by J.B. Maxton, Leith (engines by Napier, Glasgow; circular boiler by Holden, Liverpool) for Dove & Oswald, Melbourne for use as steam tug, authorised to carry 330 passengers. 21/2/54 arrived Port Phillip from London via Cape (reg. as 63/1854 at Melbourne). 22/9/54 passed in at public auction, sailed to Sydney where mid-10/54 adv. for sale, thence to Mitchell & Co., Sydney (reg. as 142/1854 at Sydney). Late 10/54 adv. as tug for hire. 1862 adv. by A. Heard & Co. 23/6/62 (Capt. Jefferson) arrived Shanghai from Sydney to A. Heard & Co. and employed as tug on Yangtse (US flag). 7/63 adv. for sale and re-reg. at Hong Kong as GORILLA (7/1865) jointly to E.A. Reynolds & John S. McColl (Master). 27/2/64 Shanghai to Foochow, where 7/66 sold foreign. NFI. [Auction adv. SMH 18/9/54 described as 'fitted either for passenger, cargo, or tugboat... a large and a spacious cabin and splendid deck space for passengers and stock' 121' x 20' x 6½' draught w. 30t bunkers]

DEFIANCE (1863-64) 199/62 (i.p.s., 121.1 x 21.3', 2cy/90 nhp)

Built by John Laird, Sons & Co. Ltd, Birkenhead (#292) and 11/62 completed. 15/11 reg. at Liverpool (327/1862) to James Beazley, Liverpool. 21/11 sailed Liverpool (Maddison) via Singapore (6-9/3/63) to Shanghai, 13/4/63 arrived to A.R. Tilby & Co. 7/64 adv. for hire as tug. 9/1/65 arrived Hong Kong and reg. to F.G. White, A.R. Tilby and R.E. Love (thirds) (all Shanghai), then offered for sale but 2/2/65 (Maddison) arrived Singapore en route to Calcutta. 1870 sold to John McCall, Glasgow (reg. HK). Late 1871 to Moulmein where re-reg. as 1/1872 to Burma Steam Tug Co. Ltd, Moulmein. LR 1898/9 posted as 'broken up'.

LITTLE ORPHAN (1863-65) 161/62 (w.s.s)

Built by Lawrence & Foulkes, New York (engines DA by Neptune Iron Works, New York) for Byron N. and Spencer H. Crary, New York as JOHN S. WILLIAMS. After completion sold for \$19,375 to Percivall L. Everett (A. Heard & Co.) & Capt. Charles Read and 20/12/62 sailed NY for Shanghai (8/6/63), where r. LITTLE ORPHAN and adv. for hire as tug. By 8/65 laid up. 10/65 to Hong Kong where adv. for Union Dock Co. 3/66 part sold to Wm and P.L. Everett and J. Belkap, A. Heard & Co. retaining 11/28ths. 3/4/66 returned to Shanghai to agency of Master (Wendall) and adv. for hire as ORPHAN. 10/66 agents A. Heard & Co. By 5/67 under T.F. Benning, Master employed in coastal service Nagasaki-Hiogo. 4/68 sold for \$50,000 to Imperial Govt. 5/68 balance of purchase paid off in copper at Hiogo (Hiogo News, 7/5/68). 9/70 sold to Boyd & Co., Shanghai (Br. flag). 11/1/72 at 7.40pm o/v Hiogo (9/1)-Nagasaki soon after anchoring in poor weather caught fire, quickly burned to waterline and next morning sank off Isaki Is. in Straits of Shimonoseki (4 lives) [NCH, 1/2/72]. Wreck sold for \$1, resold \$50. After several failed salvage attempts, 5/74 boilers removed and wreck moved inshore by Kingaro Shirakawa prior to beaching.

WOOSUNG/WUSUNG (1864-6?) 161/64 (w. 2-sc. s., 90.2 x 20.2')

Built by G. & T. Boole, East Boston for Daniel Cavanagh. 11/11/64 sailed Boston via Singapore (22/3-12/6) and 18/7/65 arrived Shanghai for towing service (John Forster & Co. agents). By 12/65 laid up. After June 1866 NFI.

D. CAVANAGH (1864-65) ???/64 (?as WOOSUNG)

Built by G. & T. Boole, East Boston for Daniel Cavanagh. 31/12/64 left Boston for Singapore and went missing.

GENERAL WARD (1864-64) 71/63 (w.s.s.)

Built by G. & T. Boole East Boston for Eben, D.G. and W.B. Bacon and D.S. Fuller (Master), all 6/24ths. 4/2/64 sailed Boston, 30/6/64 arrived Shanghai for use as tug (Angel & Co. mgrs). 21/10/64 while berthing Tasso at SSN Co. wharf destroyed boiler exploded and sank tug killing all but one on board, anchor (still on chain) left dangling from Tasso's foreyard arm (NCH, 22/10/64). Inquiry (25/10) found: steam gauge out of repair, glass of water gauge broken, safety valve not in order, engineer incompetent and Master responsible for failing to engage a competent engineer 'or to take the most ordinary precautions when warned by his own and by other engineers' (NCH, 29/10/64). 11/64 wrecked raised by Messrs Robinson and Noland for auction 19/11/64.

VULCAN (1864-??) 366/63 (w.s.s.)

Built by John Englis & Son, New York (DA engine by John Dillon, NY) as FIRE ROCKET but 11/63 reg. to Joseph Gaillard as VULCAN. 15/11/63 sailed New York (Br. Flag), 5/5/64 arrived at Shanghai and 6/64 adv. by Lindsay & Co.) for hire as tug. 12/64 laid up. 2/65 t/f to Foochow trade (Gibb,

Livingston & Co.). 11/4/65 Shanghai to Hong Kong. NFI.

VULCAN (1864-68) 198 (later 250)/64 (ips, 2cy/90 nhp tug)

Built by Laurence Hill & Co., Port Glasgow (engines by James Howden & Co., Glasgow for China & Japan (Coast & River S.N. Co. (W.R. Adamson & Co. mgrs). 25/4/64 reg. at London. 2/12/64 arrived in Shanghai to Smith, Kennedy & Co. Early 1868 sold to Shogunate but served in Imperial Fleet against Enomoto, then laid up in Yokohama for twelve months, went to Osaka and lay there for another year (H.N. 8/1/71). After overhaul, early 1871 on Osaka-Nagasaki for Kaiso Kaisha as NANIWA MARU. 1872 sold by auction to Yubin Jyokisen Kaisha, Tokyo. 1886 t/f to Mitsubishi, thence to Nippon Yusen Kaisha, Tokyo. 1888 sold to Kyoeisha, Osaka. 1891 rebuilt. By 1895 t/f to Kiyoei Kisen K.K., Osaka as RIYO MARU. By 1899 Teikoku Shosen K.K., Osaka. 1901 broken up. [also Clydeships]

HERCULES (1864-66) 150n/64 (w.s.s.)

Built by Collyer & Lambert, Shanghai jointly for own account and Wheelock & Co. (which provided engine), 6/64 launched but 12/64 completed for Wheelock & Co. (48/64) and Capt. Jephtha B. Parks (16/64). 4/66 sold to Chinese with Capt. Parkes (Master). 9/66 sold to British syndicate for resale in Japan. 17/11/66 to Nagasaki where sold by Glover for \$60,000 to Mori of Choshu (Shimonoseki) r. MANSU MARU. 1872 sold to Toyonaga of Chofu but soon after sank in the Harima Nada, Inland Sea. [judgement 8/1/66 Thos Hunt & Co. vs J.B. Parkes (sic) over responsibility for excess costs of construction, NCH 20/1/66].

POWERFUL (1864-65?) 50tn/??

Built by ?? for ?. 17/5/63 (Koch) sailed Hamburg (Hamburg flag) and 19/12/63 arrived Shanghai to Wm Pustau & Co. By mid-1864 adv. for hire. After 10/65 NFI.

MAGGIE LAUDER (1867-72) 130/63 (i.s.s., 60hp)

Built by W.C. Miller & Co., Liverpool and 12/63 completed for Cargill & Co., Liverpool and 1/64 reg. to David L. Cargill (18/1864). 21/8/67 arrived Shanghai from Keelung (Hodgeton, Master) to Mackenzie & Co. Mid-10/67 adv. for hire by Mackenzie & Co. By MNL 1869 reg. owner John Hodgeton, Shanghai. 3/72 t/f to U.S. flag (reg. closed 5/72). 7/74 at Awomori (sic) as MAETSU MARU (Capt. John Will). 11/74 chartered to Takashima Colliery while Emperor under repair. 10/77 as MAGGIE LAUDER under repair on Patent Slip at Nagasaki. 3/79 towing duties at Nagasaki. RLR by 1881, likely sold to Japanese but untraced under new name. NFI.

ORPHAN (1873-77) 80/72

Built by S.C. Farnham & Co. for own account. By 1/73 in service (US flag). 1/75 agent J.S. Baron. 10/76 still in service at Shanghai. c. 1877 sold to Taku Tug & Lighter Co. Ltd, Tientsin. After 1890 NFI.

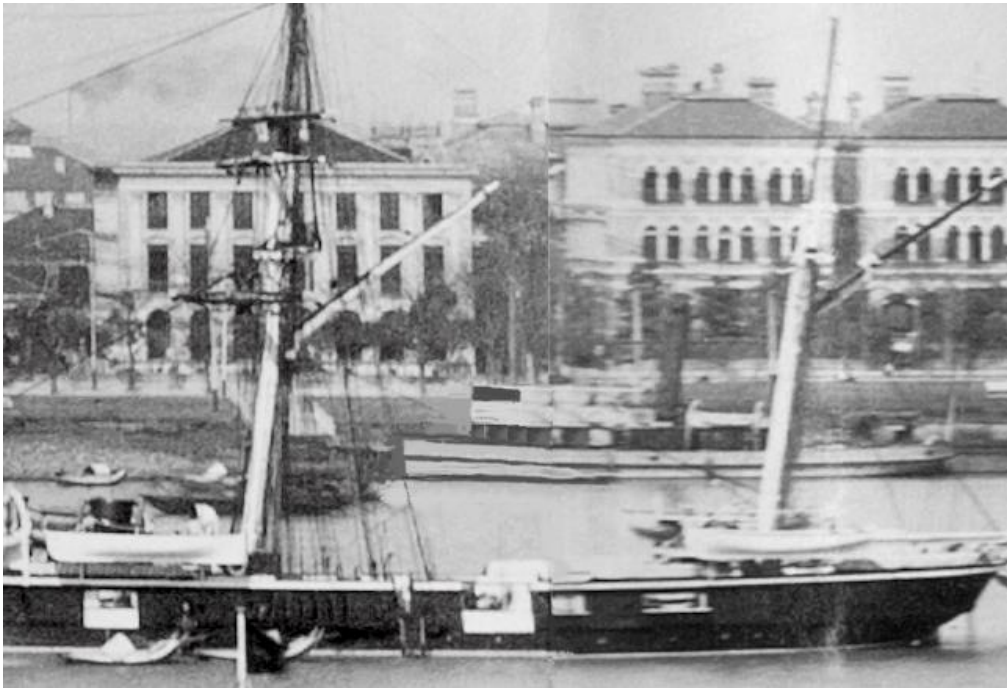
EW0 (1882-c.86) 52/82 (i.s.s.)

Built at Shanghai for Wm Paterson (Jardine, Matheson & Co.). 27/8/82 at Woosung while towing barque Hattie E. Tapley entangled with and cut in two by Pekin (3777/71) and sank (master Capt. Jack drowned) – salvaged. By 1886 sold to J. Watts for Taku Tug & Lighter Co., Tientsin. 1889 re-engined (52 nhp). MNL 1926, not 1932. 4/27 at Nanking, 5/36 at Ichang (?same vessel). NFI.

Note. Numerous other small tugs used in cargo lighterage.

Other Mail/Passenger Tenders at Shanghai

GUTZLAFF (1886-1941) 136/86 (i.s.s., 105.5' x 19.4', C2cy/65nhp by David Rowan, Glasgow)
Built by Boyd & Co., Shanghai (#28) for P. & O. S.N. Co., London. 9/86 in service. 8/12/41 seized by Japanese at Shanghai and believed lost at Shanghai late in WWII. RLR 1949. [Rabson & O'Donoghue, 1988].



Section of the March 1891 Kung Tai panorama of Shanghai showing GUTZLAFF in the background. This section is made up of two panels taken at different times. The aft two-thirds of GUTZLAFF appears in the right panel, but the ship is totally absent from the left panel. We have therefore sketched in the forward one-third of GUTZLAFF to show the approximate overall appearance. Less sheer and lower in water than Messageries counterpart WHANGPOO (UoB dh-s104).



Modernised GUTZLAFF alongside Eastern & Australian's *Nankin* (Alan Lee coll.).



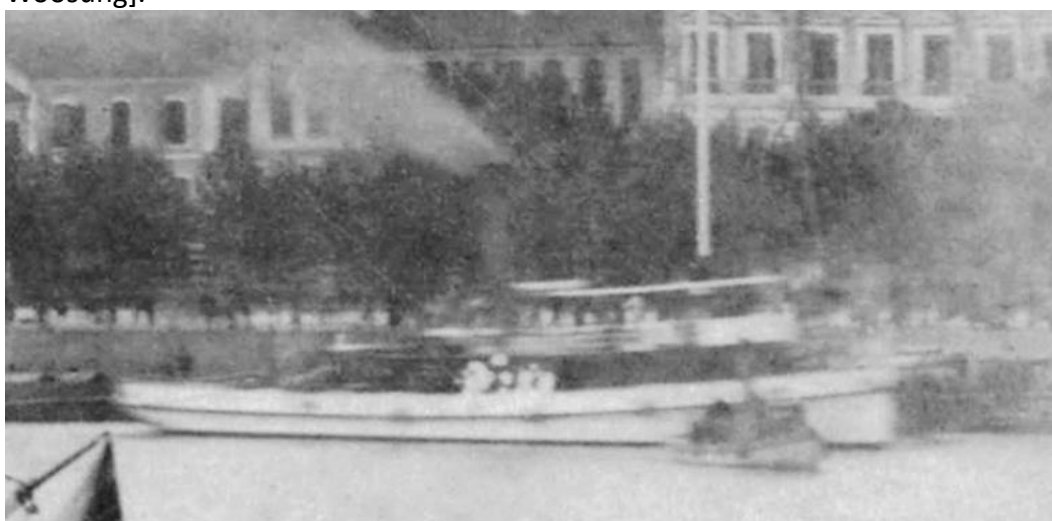
Modernised GUTZLAFF alongside a Nisshin tender (*FE Small Craft Handbook*).



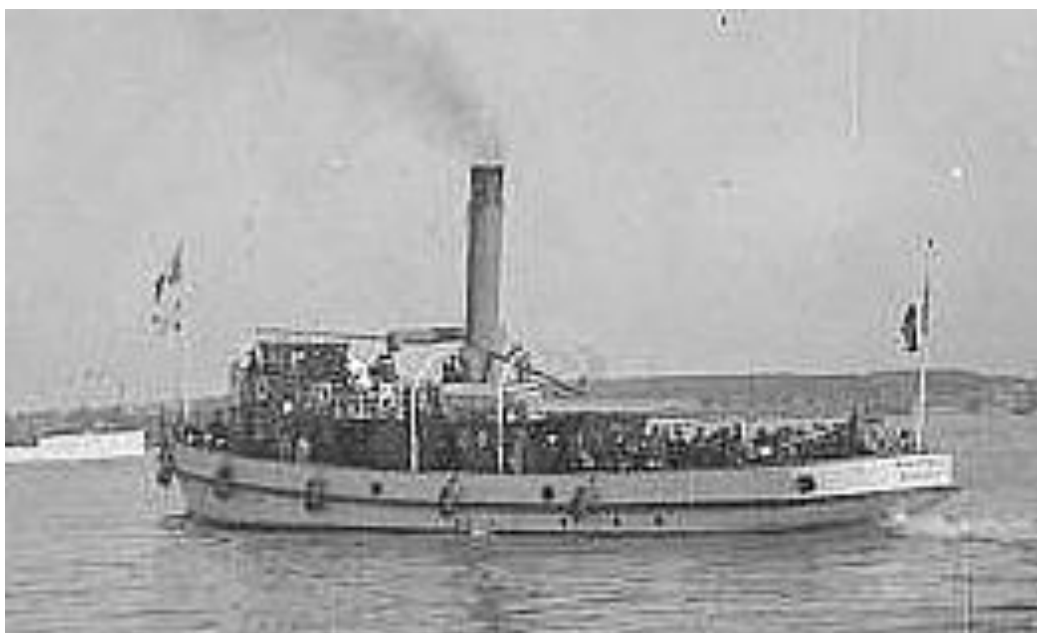
Modernised GUTZLAFF at the Bund (*FE Small Craft Handbook*).

WHANGPOO (1888-1922) 189/88 (105.6' x 19.5', 11k)

Built by Boyd & Co., Shanghai for Messageries Maritimes (Fr. flag), 14/5/88 launched and 16/7/88 ran trials. 1922 sold. NFI. [In the 1880s and 1890s Messageries steamers came into the Whangpoo (central Shanghai) on arrival from Europe, but on the return voyage from Yokohama called only at Woosung].



WHANGPOO at the Bund in a 1898 Kung Tai panorama (Royal Commonwealth Society/UofCambridge). <https://cudl.lib.cam.ac.uk/view/PH-Y-30377-F/1>



20th century view of WHANGPOO at Woosung crowded with passengers (Internet).

BREMEN (1899-06) 211/99 (tug/tender) see VULCAN (STL, 1906-29)

BREMEN (1906-17) 273/06 (tug/tender) see SCOT I (STL, 1924-41)

DEMETER (1910-53) /10

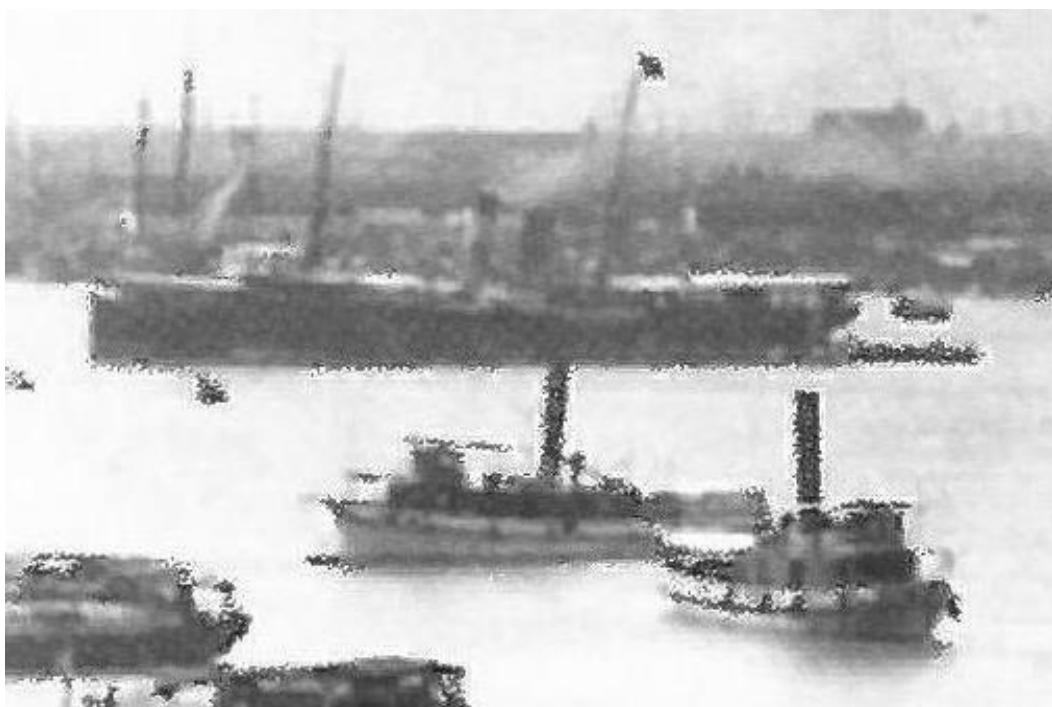
Built 1910 by Taikoo D. & E. Co. Ltd, HK for Ocean S.S. Co. Ltd for use as tug/tender at Shanghai.
9/10 reg. at HK. 2/11 t/f to Ocean S.S. Co. Ltd. 3/49 rep. in service as pass. ferry between Bund and
Holts' Wharf, Pootung. 29/1/53 sold Chinese and 25/2 register closed.

DOLLAR (1926-39) 382/26 (tug/tender) see MERRY MOLLER (MTL, 1939-50)

Unidentified ships



Old unidentified tender moored off Nantao Bund, late 1920s (from a Shanghai panorama).



c.1879 photo showing two tugs, one of which may be BUNKER HILL (Bennett).



Ca. 1930. Closest is ?ROCKET? Then ?FOKELIN (SK).



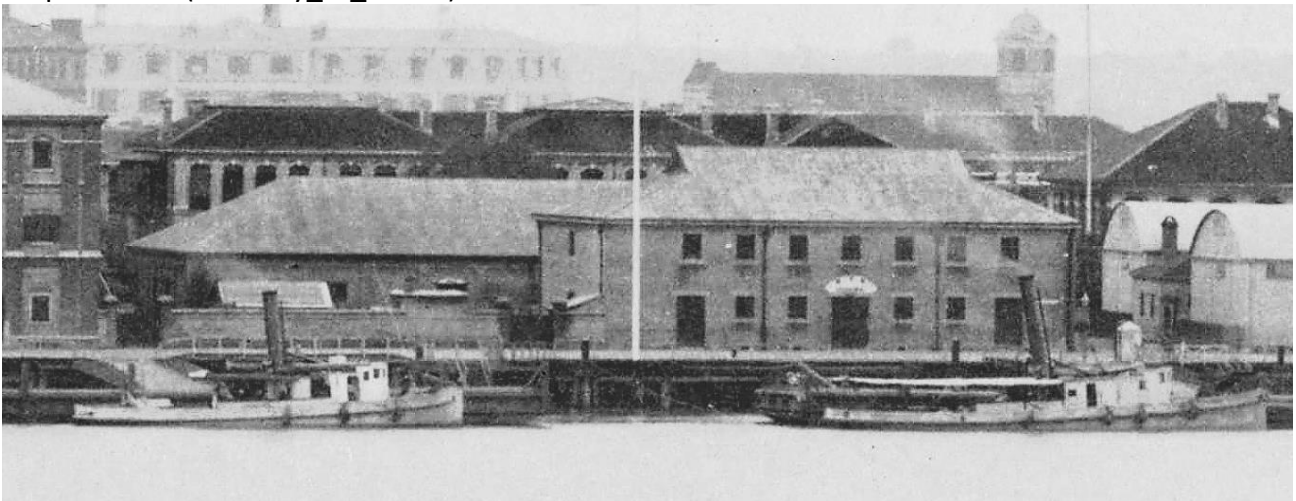
Star on funnel assisting HSIN PEKIN (broken up in 1936) (Internet).



Small STLC tug with short name, star on funnel at Shanghai 1937-41 (Harrison Forman, UWM Libraries).



Two small unidentified tug-tenders moored near a Mitsubishi steamer at the Bund in an 1882 Kung Tai panorama (Peabody_ID_34170).



Two small unidentified tug-tenders with barges at the Nippon Yusen Kaisha (NYK) wharf at Nantao in an 1898 Kung Tai panorama (Royal Commonwealth Society/UofCambridge).

<https://cudl.lib.cam.ac.uk/view/PH-Y-30377-F/1>

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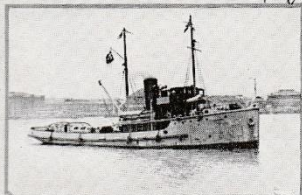
"Wheelock," Shanghai

WIRELESS CALL

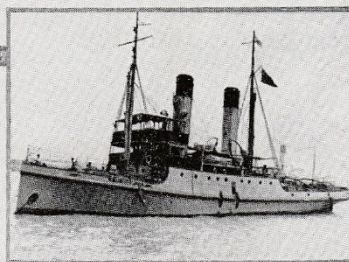
"XSD"

CODES

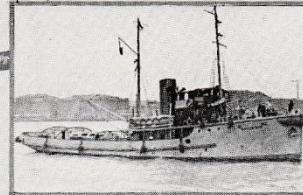
All Codes Used



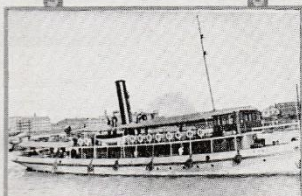
ST. DOMINIC



SAUCY



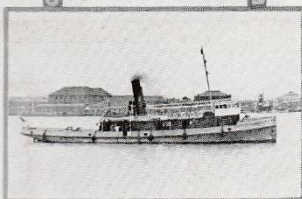
ST. SAMPSON



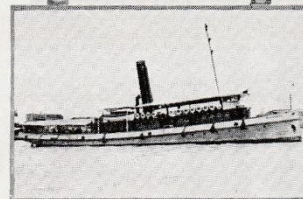
SCOT I



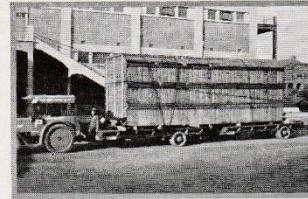
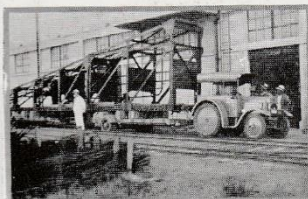
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