

Pearl River Ferries – Vessels Introduced 1884-1941

ILLUSTRATED LIST

By Howard Dick & Stephen Kentwell

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We are grateful for the assistance of Klaus Liphard in identifying the Hong Kong wharves

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Following the list which we published of the fleet of the pioneering **Hong Kong, Canton & Macao Steamboat Co. (HCMSC)** this list, originally published in two parts, covers the non-HCMSC steam and later motor-powered Pearl River ferries from the 1830s until the end of the 20th century in trades between Hong Kong and Canton (now known as Guangzhou) and from both cities to Macao, locations in Kwangtung (Guangdong) province such as Wuchow (Wuzhou) and Nanning in the West River and Kongmoon (Jiangmen) and Sanbu in the Yinchou Hu creek west of Macao.

The list is now organized into three sequential parts, each covering a little over 50 years, of which this is the middle one:

- **1830 to 1883** which was a pioneering era in which foreigners had almost exclusive control of the new steamship technology;
- **1884 to 1941** which saw growing populations, Chinese capital and mainly Chinese shipbuilding spurring an almost explosive growth of ferry services in the Pearl River delta until shut down from the late-1930s by the Japanese invasion and World War II;
- **1945 to 1996** when, after a short postwar revival, the 1949 Communist Revolution largely ended regular advertised ferry services from Hong Kong to what were now PRC ports but on the other hand, ferry services from Hong Kong to Macao showed a healthy growth, until the total changeover in the 1960s-90s to smaller hydrofoils, jetfoils, catamarans and trimarans, which we have not ventured to cover. (A Chinese language overview of these newer period vessels may be accessed at:
https://www.macaumemory.mo/specialtopic_c25060412736440ba32ff87ac2988cb7).

Separate lists at **oldchinaships.com** cover local ferries operating along the coast to the **near north**, such

as to Swatow (Shantou), Amoy (Xiamen) and Shanwei; vessels operating **southward** to Kwang Chow Wan (Zhanjiang) and beyond; and passenger vessels operated by the **Guangzhou Maritime Bureau** which, with the exception of *Xing Hu*, *Tian Hu*, *Xi Jiang* and *Tan Jiang* included near the end (1984) of the list below, did not operate passenger shipping to Hong Kong.

The separate HCMSC history put together by Howard notes the emergence of Chinese competition against the 1865 company following its pooling agreement of October 1879 with John Swire & Co., principally on its Hong Kong-Canton line. It was natural that competitors, though operating less impressive, often wooden-hulled steamers and usually registered and advertised under the Hong Kong flag were able to undercut the well-capitalized HCMSC and Swires with their fixed rates for passengers and freight. Over the years several but not all competitors who constructed new steel ships were bought out by HCMSC, as shown in that fleet list, or by HCMSC's major shareholder, Sir Robert Ho Tung. But no sooner was one firm bought out than another emerged. Information is incomplete because we do not have full details of the intertwining of the main ownerships, but this quite extensive illustrated list is intended to provide an indicative record with a focus on the individual ships.

In the first decade of the 20th century a prominent shipowner was Hong Kong-based Chan Woon who from 1897 operated at least nine steam vessels, some of them of only several hundred gross tons and with wooden hulls and some perhaps principally cargo rather than passenger carriers. The largest non-HCMSC vessels operating from Hong Kong to Canton were the Hong Kong-flag, 1400-grt *Kwong Chow* (renamed *Kwong Sai*) and *Kwong Tung*, their slightly bigger French—flag rivals *Paul Beau* and *Charles Hardouin*, all new steel vessels built in 1902-04, as well as the older 1000 grt *Tai On* (renamed *San Nam Hoi*) and *Wing Chai*. These were followed by a number of new ships in the range 800 to 1100 grt culminating in 1924 in the 1950-grt *SAI ON* and *TUNG ON* of Woo & Mok. From about 1922 this firm or its manager Mok Hing Kiu, or Mok Kon Sang progressively acquired or managed nine vessels including the former *Paul Beau* and *Charles Hardouin* before declaring bankruptcy on 11 January 1938, brought on by the Japanese takeover of Canton in late 1937. By the time China Navigation Co. added the new *FATSHAN* (2639 grt) in 1933, there were at least 15 ferries of around 1000 grt or more, but the early to mid-1930s was the peak.

With the parallel decline of HCMSC, the ferries tended to become became increasingly linked to Macao which was neutral during World War II. A small revival to Canton occurred from 1945 with a limited fleet but ferry navigation between Hong Kong and Canton essentially ended with the PRC's closure of borders in 1950. See the separate 1945-1996 part of the list for details of this period.

It is notable that from the mid-1880s many of the vessels in this list were built or in some cases assembled by specialized ferry shipbuilders at Kowloon (Mongkok, Hung Hom) and Hong Kong island (Wanchai) some of whom appear to have also been involved in the operation of those ships. The principal builders, probably linked by capital and personnel, were Kwong Hip Leong (4 ships), Kwong Tak/Tuck Cheong (19 ships), Kwong Tak Hing (8 ships) and Kwong Fook Cheong (11 ships). Many of these built the engines as well, but other prominent Hong Kong engine builders included Kwong Sang Lung (3 ships) and Tin Hing Co. (5 ships). Many of these vessels had wooden hulls which could be rebuilt after taking severe punishment in a stranding or the like.

Vessels are ranked chronologically, and alphabetically when several ships commenced service in the same year. All locations are Hong Kong unless otherwise stated. Years listed represent the period the vessel was in river service or available for such service. Dimensions shown are in feet. Means of propulsion was mainly steam (1cy, C2cy, T3cy and ST), until diesel engines (M) came to predominate in smaller ships prewar and those built after World War II. [Blue text indicates ships that also served in the joint HCMSC-Swire service \(see separate list for full details including illustrations\).](#)



This 1927 panoramic view shows the piers at Sheung Wan on the Victoria waterfront at Hong Kong. The large HCMSC (see separate list) steamers LUNG SHAN (twin funnels) and FATSHAN are using the pier at far left. The many other vessels are representatives of the contents of this list (gwulo.com, piers annotated by Klaus Liphard).



Above is a panorama in the Pearl River in Canton taken in the period between 1928 and the sale of *Lung Shan* in 1936, showing the customary berthing positions of the different companies. The large steamer closest to the camera on the right is the *Kwong Sai* of the "British Canton Line". Behind her is *On Lee* or *Tai Lee* of Sze Yap S.S. Co. Ltd. On the far side of river at the extreme right are the HCMSC berths at the center of town, occupied here only by *Lung Shan* and, moving left, ahead of her, obscured by *Kwong Sai*'s funnel, is *Tung On* or *Sai On* of Tung On S.S. Co. Some distance further ahead past the clock tower of the Customs House is probably *Tai Hing* of Kwang Wo Co. Ltd., operating to the West River. Then in front of the beginning of the wooded Shamian is the West River steamer *Wuchow* of Canton Nav. Co., Canton. At the extreme left appears to be a smaller West River vessel and a tug (SK*).

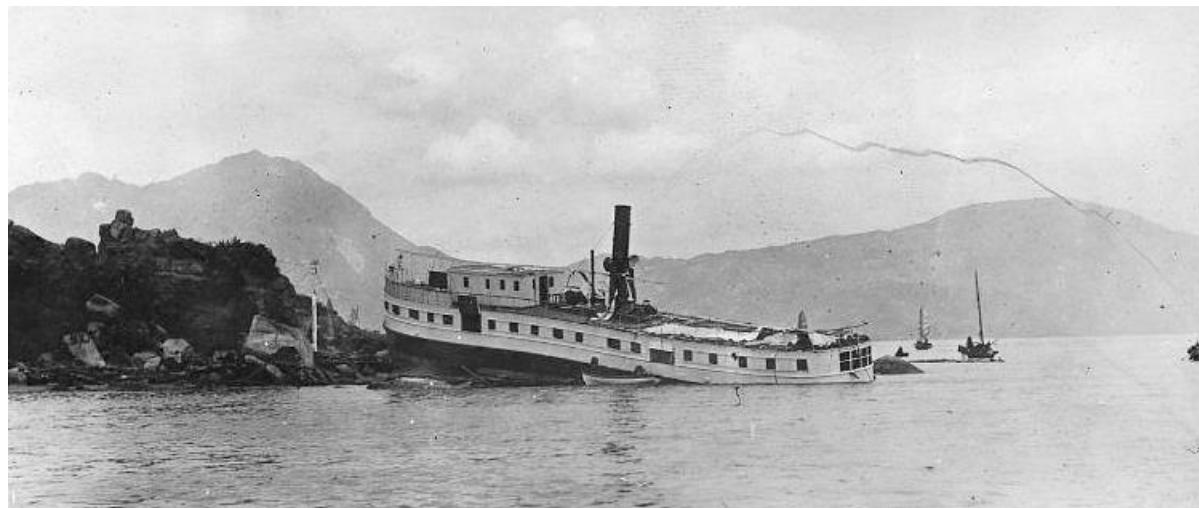
ILLUSTRATED LIST OF SHIPS

WAH YEUNG (1884-87) 525/84 w.s.s.

Built at Hong Kong (builders unknown) and 1/85 reg. to Leang Shing. 15/11/87 caught fire 4 hours out from Hong Kong for Canton, put ashore at Chuen-pee Point and quickly gutted with loss of 400+ lives among ca.500 Chinese passengers. Report of Marine Court of Inquiry from Hong Kong 22/11 in SMH (28/12/87: 6) gives cause as fire originating in after hold where passengers were being carried and wooden decks being impregnated with kerosene from carriage of such cargo. Other accounts are gruesome. [Not listed in Lloyds]

WO PING (1885-06) 134, later 202/85 (w.s.s.) 1 deck & shade deck 142.5x22.8 C2cy Tung Tai, H.K. 31rhp

Built by Kwong Tuck Cheong, Hong Kong as WO PING (owners unknown). 1905 lengthened, by 9/06 r. SUN ON/SHUN ON/SAN ON. 18/9/06 stranded at Yaumati Bay during typhoon but refloated, repaired and returned to service. Ca.1907 sold to G. Bunker, Hong Kong. Still as such L.R. 19. 8/23 blown ashore on N. side of Stonecutters Island in typhoon. By LR30 sold to Sin Hun Ting (Sin Daiman mgr), Canton, operating Hong Kong-Kongmoon. 17/8/36 totally wrecked at Hong Kong on the pier at Lai Chi Kok during typhoon. [N.B. Linking of WO PING, SUN ON and SHUN-ON still lacks final proof.]





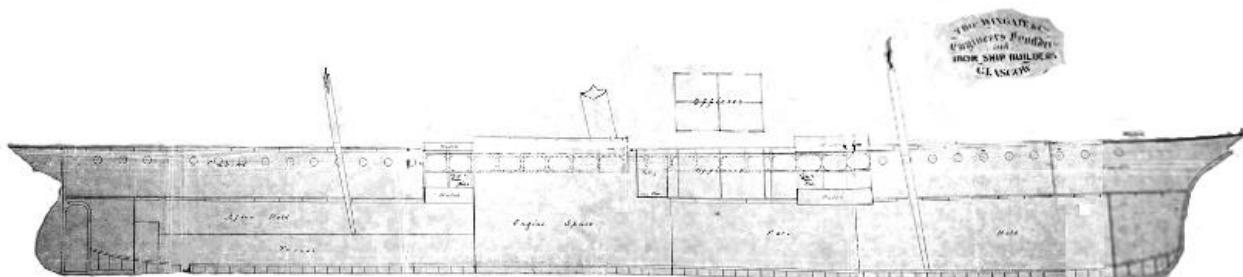
Above 3: SUN ON ashore at Yaumati Bay 1906 (SK colln, HKMoH, Hong Kong Observatory colln).



SUN ON/SHUN ON was totally wrecked at Lai Chi Kok in the typhoon of 17 August 1936 (E. & D. Phillips/YouTube).

PASIG (1886-98) 246/67-8 (i.s.s., 162.0 x 20.35', 43 nhp)

Built by Thos Wingate & Co., Glasgow (#104) to order of Ker, Bolton & Co., 22/7 launched, 8/67 reg. at Glasgow for delivery voyage. 12/67 t/f to Reyes & Co. (Fr. Reyes, mgr), Manila (Sp. Flag). 2-4/76 chartered as troopship for Sulu expedition. 6/86 reg. at Hongkong for Kwok (Kwong) Tak and licensed for Hong Kong-Canton service. 9-11/88 under refit by Kip Me Loong, Wanchai inc. new boilers and engines and new teak deck. 22/11/88 river pass. licence renewed for one year but subsequently detained after objection by HCMSC and Butterfield & Swire, 16/2/89 found unseaworthy by Marine Court (China Mail, 6/2 and 16/2/89) but 2/89 resumed service as cargo str. 23/2/89 en route to Macao with salt grounded in fog at Chunchow, refloated and 25/2 docked at Hong Kong. 4/4/91 pass. licence renewed. 4/91 on death of Kwong Tak passed to Kwok Chih as executor. 4/92 sold to Tsang Sam-yung, Hongkong. 26/5/98 sprang leaks after striking stone end of ferry wharf in HK and taken to Kowloon for repairs. 6/98 sold to Joseph Henry Grimes (Louis Spitzel & Co., Shanghai), Hong Kong r. ABBEY. 8/6/98 seizure of arms in HK. 8/98 'sold' at Canton to W.F. Sylvester (Spitzel & Co.) and t/f to U.S. flag with clearance of guns and ammunition for Singapore but 26/9/98 detained by U.S. Navy off coast of Luzon, then laid up at Cavite. By 1900 sold to Carlos Palanca (Jr), Manila r. DON ENGRACIO. 25/6/00 stranded in Iloilo Strait, refloated. 6/05 reboilered by San Nicolas Ironworks, in service to Zamboanga. 4/06 sold to Ramon del Rosario, Manila. 8/06 under arrest. 9/06 boilers condemned. 11/06 resumed service after refit. 7/07 ownership under legal dispute restraining despatch to China for sale (Manila Times, 12/7/07). RLR 1910.



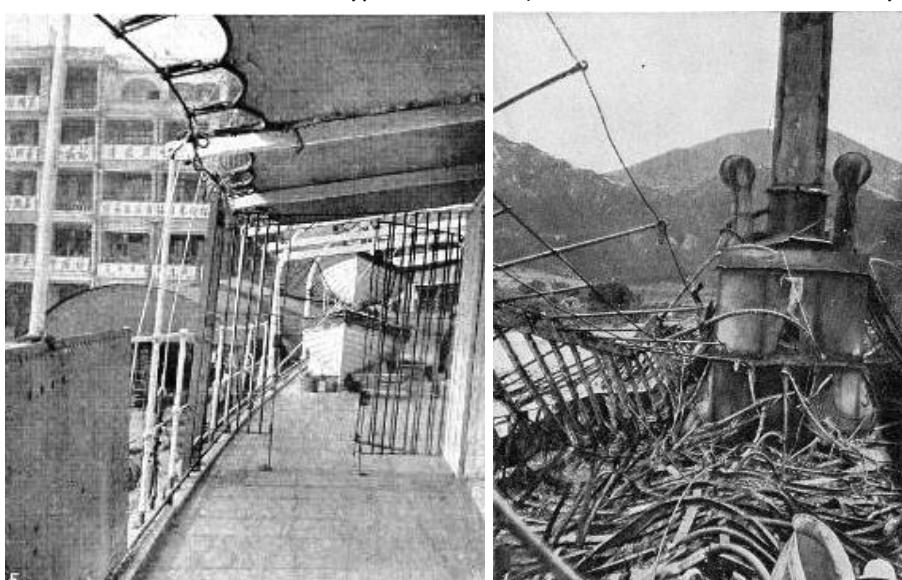
Builder's profile of steamship PASIG (LR Foundation).

TAI ON (1891-15) (706 later 1021, 1053/91 (s 2-sc.s.) 172.3x35.1 2xC2cy Kwang Hep Laung, HK. 80rhp
Built by Kwong Hip Leung, Hong Kong and reg. 4/91 to Chan U-Fai and Ho Ying-ming, Hong Kong. 6/91 HYM share t/f to Tai On Shg Co. Ltd, Hong Kong. 12/91 CUF share likewise. 4/04 sold to Yik On S.S. Co. Ltd, Hong Kong. 8/12 sold to Kwong On SS Co. Ltd, Hong Kong. 27/4/14 at 10pm when 35m. W of Hong Kong en route Hong Kong-Kongmoon attacked by on-board pirates and set on fire, superstructure burnt out. Of 395 pass (363 fare paying) and 40 crew, estimated almost 200 lives lost. Wreck towed to Hong Kong and reconstructed by Kwong Fah, Hong Kong and 1/15 rereg. to Kung Fat Kwong On S.S. Co. Ltd, Hong Kong r. NAM HOI 南海. 4/17 sold to Young Hee. 10/18 register closed on sale to The Fat Hing S.S. Co. (Leung Kwang Po mgr), Canton r. SAN NAM HOI 新南海. 1924 owner stated to be Mr. Soo Shou Nam, operating Hong Kong/Kongmoon. 17/1/28 unsuccessfully attacked in West River on voyage Kongmoon/Kau Kong by pirates thought to be former crew members, British Chief Officer and two Indian guards killed, 18/1 arrived Hong Kong. 1934 sold to Sing Hing SS. Co., Canton (Leung Siu Kee, Hong Kong mgrs). 8/36 badly bumped by yacht *Shenandoah* while lying at Lychikok during typhoon, necessitating extensive repairs. 1939 allowed by Japan to proceed in convoy from Canton to Hong Kong. 12/41 sank in Kowloon Bay after deliberately shelled by British artillery

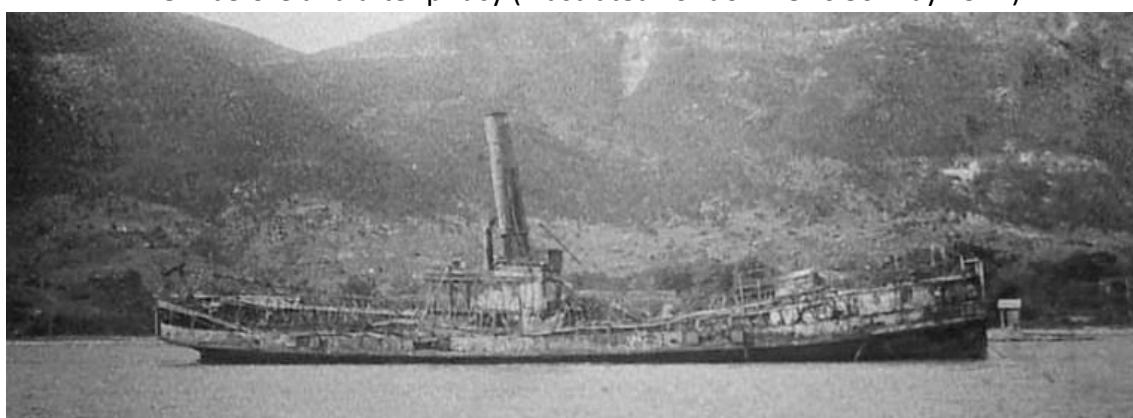
following Japanese capture of Kowloon. Raised, re-entered service as LING NAM/REINAN MARU 嶺南丸 of Kanton Naiga Unei Kumiai (Canton Inland Waterways Operations Cooperative), reported 15/8/42 operating Hong Kong-Macao, also (1944) Hong Kong-Canton. 24/12/44 in convoy Hong Kong/Macao bombed and sunk by USAF P-51 aircraft W of Hong Kong in Urmston Roads, 400 reported lost. [For 1928 incident see report of Marine Enquiry in Straits Times, 14/5/14, 'Tai On piracy', also The China Yearbook 1929/30 p.799.][REINAN MARU report from Steven Bailey via Peter Cundall.]



Unidentified "steamer of the same type as TAI ON" (Illustrated London News 30 May 1914).



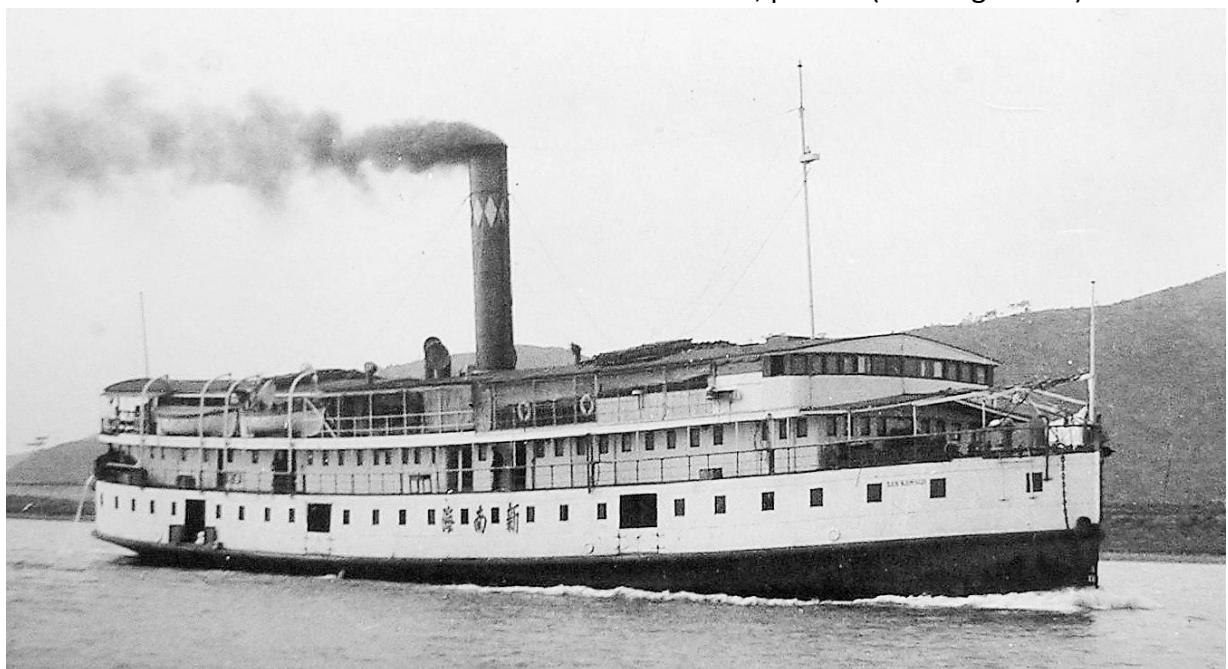
TAI ON before and after piracy (Illustrated London News 30 May 1914).



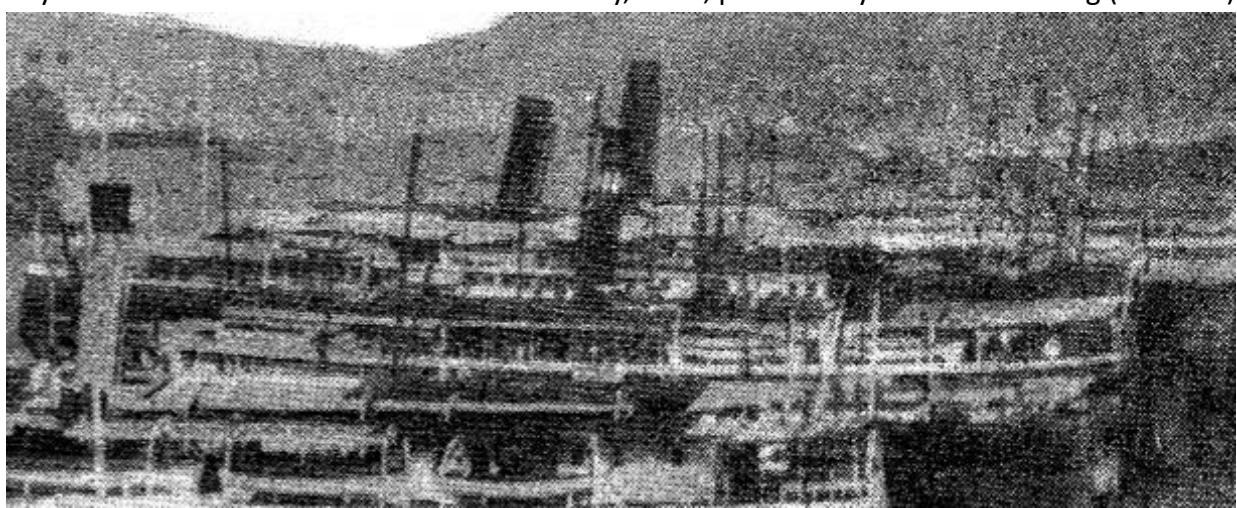
TAI ON after 1914 piracy (China Steamships Museum).



Probable SAN NAM HOI in front of the Shameen, prewar (Ah Fung studio).



45 years of vicissitudes. SAN NAM HOI in convoy, 1939, presumably under British flag (coll. SK*).



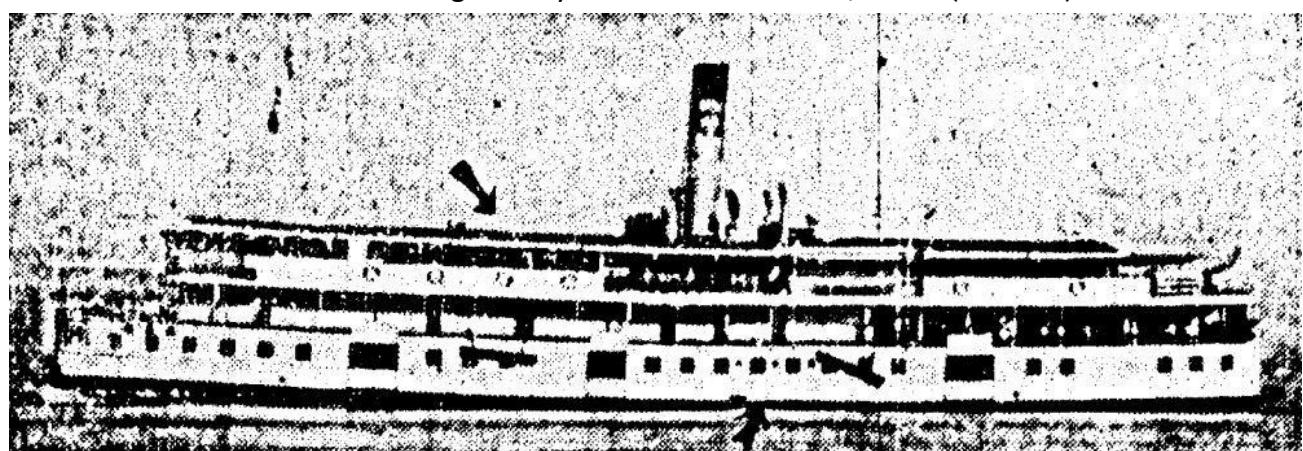
Probable SAN NAM HOI at a Sheung Wan pier pre-1924 (from a postcard).



SAN NAM HOI on a buoy at Hong Kong circa 1939 (SK*).



Unidentified but generally similar vessel Canton, 1930s (Internet).



REINAN MARU, arrows above and alongside indicating bomb hit locations (Hong Kong News 27/12/44, p2).



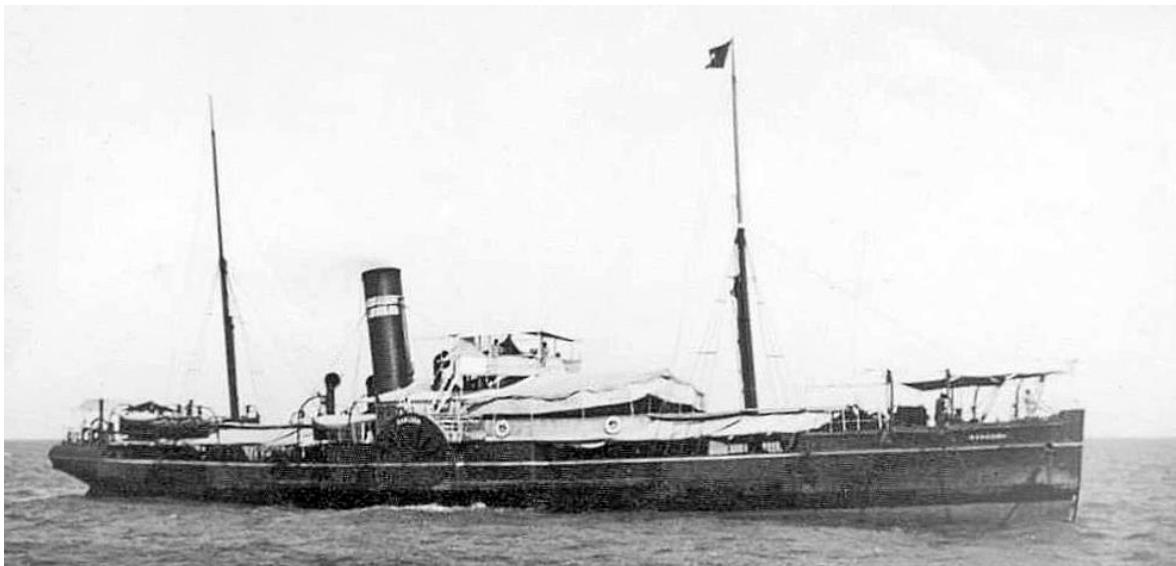
Likely REINAN MARU escaping a B-25 attack 16/10/44 at Hong Kong after arriving from Canton 14/10
(www.uwants.com/viewthread.php?tid=16985327&extra=&page=7).

CHUN WAI (1888-06) 434/88 (c.s.s.) 148.0x21.0 C2c

Built by Tam Mow, Whampoa as CHUN WAN. LR98 first listed for Kwang Wan Steamboat Co., Ltd., Hong Kong as PAK KANG. 1905 sold to Hu Shun Toun, Hong Kong. 18/9/06 wrecked at Yaumati, during typhoon.

KWONG HOI (KWANG HOI) (1893-98) 655/75 (i.p.s.) 2dk 238.1x26.1 C2cy builders 413nhp

Built by Scott & Co., Greenock (#162) for Duncan Macneil & Co., Glasgow as OORYIA. 1881 sold to Netherlands Indies S.N. Co. Ltd., Batavia r. CHERIBON. 1891 sold to Straits S.S. Co., Singapore r. OORYIA. 1892 sold to J.M. Daly, Singapore. 1893 sold to Tseng Tz Kai, Hong Kong but resold same year to Tai Li Steamboat Co. Ltd., Hong Kong r. KWONG HOI (KWANG HOI) grt increased from 543. 1898 sold successively to Walter Jackson, Hong Kong, and E.H. Warner (of Manila), Hong Kong. Rep. 8/98 at Manila as US transport. 9/98 sold to Wing Lee S.S. Co. Ltd, Hong Kong. 11/98 sold to E.H. Warner (Warner, Barnes & Co. Ltd), Manila. 1900 t/f to Warner, Barnes & Co., Manila, mgrs for Pasig Steamer & Lighter Co., Manila and 1901 reduced to hulk. Early 3/06 broke tow off Garcia Pitogo, blew ashore and wrecked on Mindoro en route to load wood.



OORIYA's original layout as shown by identical sister RANGOON (clydeships.com).



KWONG HOI, superstructure extended forward, Sheung Wan, Victoria c.1894
(unknown/coll. Louis Dumoulin/Bibliothèque Lettres Arts Sciences Humaines Henri Bosco, Univ. Côte d'Azur).



KWONG HOI in Pearl River delta (Edward Bangs Drew coll., Harvard/ AI edit).

WING TONG (WING TANG) (1894-97) 1 dck 142/94 (w.s.s.) 115.5x18.5 C2cy Heh Tai Loong, HK 28nhp

Built by Kwong Tak Hing, Mongkok and 30/7/95 reg. as 1/1895 to Chan Che. 4/6/97 sold by Executor Chan Wai Hing to Chan Wusu, Hong Kong, where departed on Butterfield & Swire exploratory voyage to Wuchow, arriving 7/6. 1/12/97 register closed 'sold foreign' [presumably Chinese].



WING TONG at Wuchow (Rob Jennings colln).

WING HONG (1895-97) 394/95 (w.s.s.) 2 decks 153.0x21.0 C2cy Hip Tai Leong, HK, 30nhp

Built by Kwong Tak Hing, Hong Kong. 1897 sold to Osaka Shosen Kaisha, Osaka r. EIKO MARU (YEIKO MARU). 30/8/05 sunk off Korean coast in collision with *Mikuni Maru*.

HOI TONG (1897-00) 490/97 (w.s.s.) 2 decks 153.0x23.5 C2cy Inglis, H.K. 62rhp

Built by Kwong Tak Hing, Mongkok and 12/97 listed to Chan Woon. 11/00 sold to Manila [not yet traced].

KONG PAK (1897-99) 217/1897 (w.2-sc.s.) 108.6x18.6 C4cy Ugai Sun & Co., HK 25rhp

Built by Kwong Mok Cheong, Hong Kong and 11/97 reg. to Kwong Lu (LR99 has Kwang Lee) S.B. Co. Ltd, Hong Kong. 10/99 reg. closed on sale foreign [=Chinese?]. 18/9/06 sank in Yaumati Bay during typhoon.



Early unidentified ferries off Hung Hom, Hong Kong, pub. 1902 (R.C. Hurley, *Views of Hong Kong*)

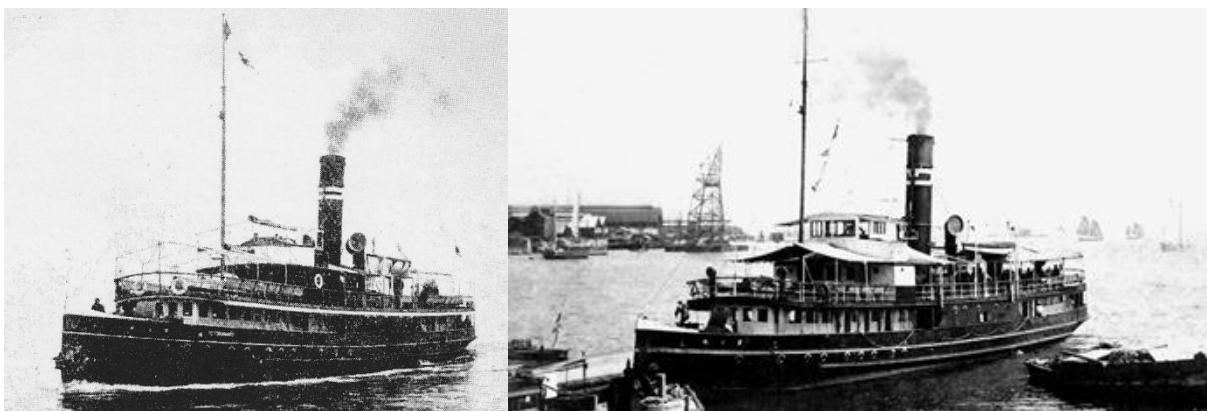
SAI KONG (1897-01) 369/97 (w.s.s.) 134.6x21.3 C2cy Kwong Hip Leong, HK 33nhp
Built by Kwang Tuck Cheang, Hong Kong and 4/97 reg. to Kwang Wan Steamboat Co. Ltd, Hong Kong.
3/01 reg. closed on sale to Wan Kee, Canton (Fr. Flag) r. LE RHÔNE. 1923 RLR.

KONG NAM (1898-06) 572/98 (w.s.s.) 160.5x25.0 C2cy
Built by Kwong Tuck Cheong, Hunghom, Hong Kong for Kwang On SS. Co., Ltd, Hong Kong. 1903 sold to J. Trevoux & Cie., Canton (French flag). 1905 sold to E. C. Wilks, Hong Kong. 18/9/06 wrecked at Hong Kong during typhoon.

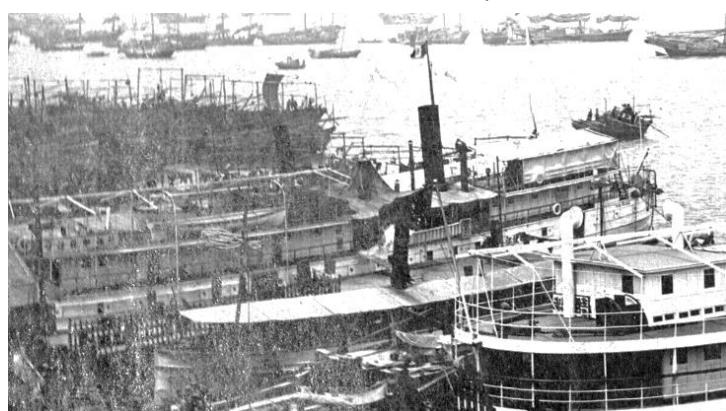
HOI MOON/HAI MOON (1900-02) 327/00 (w.s.s.) 130.4 x 20.2 C2cy
Built by Kwong Tak Hing, Hong Kong and 2/01 reg. to Chan Woon. 2/02 reg. closed on transfer to German flag. 1907 RLR. [Not in LR99 or LR02 Register books. Starke-Schell entry 1900-243 HAI MOON.]

WO FOO (1900- 0?) 178/00 (w 2-sc s.) 1 deck 100.0x21.1 2xC2cy builders 33rhp
Built by Ngai Sun & Co., Hong Kong for J.P. Wake, Hong Kong. Not in LR10.

CHU KONG (1901-06) 470/01 (s.s.s.) 135.0x23.0 2xT3cy builders 42nhp 320ihp 10.5k/9k
Built by Mitsubishi D.D. & Eng. Works, Nagasaki (#113) for Sanyo Railway Co., Shimonoseki as BAKAN MARU but 27/5/01 service terminated. 1901 sold to China S.S. Co. of Canton & Hong Kong, Ltd., Hong Kong r. CHU KONG. 1903 sold to Lo Kim Ting & Ng Li Hing, Hong Kong. 1904 sold to Wing On S.S. Co., Ltd., Hong Kong. 27/4/06 foundered near Swatow on voy. Hong Kong-Amoy, rice.



CHU KONG's identical sister TOYOURA MARU (Coll. H. Noma; coll. S. Kizu).



Vessel at Sheung Wan 1903, KONG (江) suffix, prefixed by three letters (<https://history.hsbc.com/collections/>).

HOI HO (1901-05) 601/01 (w.s.s.) 154.0x23.9 C2cy builders 40rhp

Built by Kwong Tak Hing, Hong Kong and 11/01 reg. to Chan Woon, later Chi Wo S.S. Co. Ltd. 5/05 register closed on sale to Yung Kiang & Co., Shanghai r. YUEN KONG. 1936 RLR (Miramar).



Unidentified steamer (r.) at Wing Lok Street Wharf, said to be c.1905 (HK Public Libraries PH585.8).

HONG KONG (1901-06) 665 (413n)/01 (w.p.s.) 157.6x30.0 Horizontal 2cy 37rhp

Built by Kwong Kisum, Wanchai and reg. 12/01 to Heung Kong S.B. Co. Ltd, Hong Kong. 18/9/06 foundered (?ashore) near Yaumati Bay in typhoon, after colliding with German *Petrarch* (1693/77), total wreck, 32 lives incl. Captain Maxfield and Chief Engineer Williamson. 7/07 register closed on sale to French.

LUNG KIANG (1901-02) 216/96 Kwang Wan Steamboat Co. see HCMSC

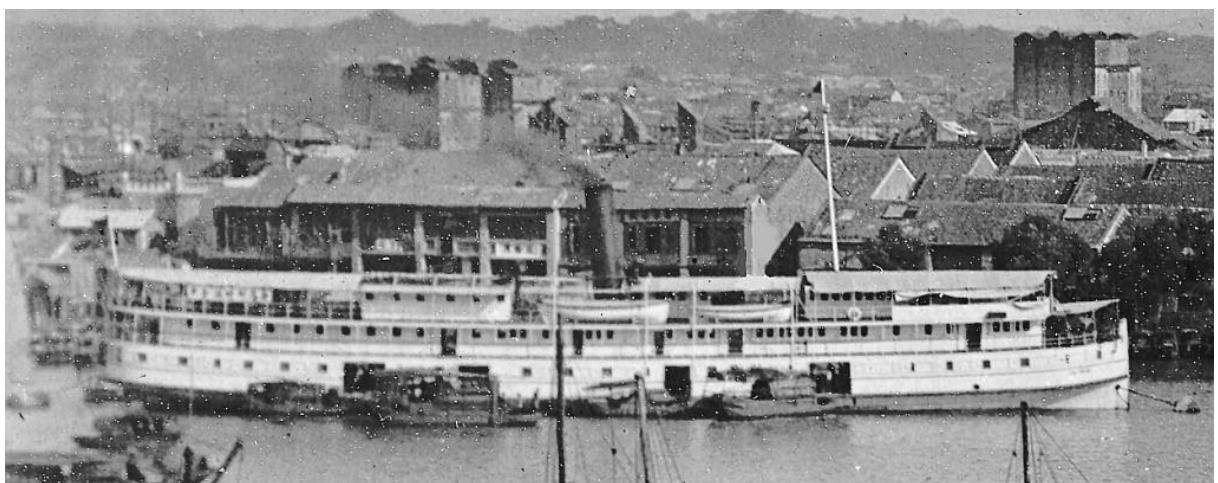
LE RHONE (1901-??) 369/97 see SAI KONG (1897-01)

WING HONG/WING HANG (1901-04) 444/01 (w.s.s.) 2 decks 140.4x24.0 C2cy Tin Hing Eng Co., HK 42rhp

Built by Kwong Tuk Cheong, Hong Kong as WING HONG and 10/01 reg. to Wui Yuen S.S. Co. Ltd. 4/02 register closed on sale to Canton but 1/03 reg. to Cheung On S.B. Co. Ltd, Hong Kong. 1/03 reg. closed on sale to Jean Trevoux, Canton (Fr. Flag). 3/04 rereg. Hong Kong to Cheung On S.B. Co. Ltd (now 692 grt 189.8x32.2 C4cy, same engine builders 66rhp) r. SAN CHEONG. 18/9/06 during typhoon sunk at Hong Kong's Canton wharf after being washed over mooring wharf. "Feared total loss" but refloated, repaired and recommissioned. By 1908 sold to Sun Hing S.S. Co. Ltd, Hong Kong (but evidently not re-reg. at Hong Kong so probably still Chinese flag). 1909 sold to Victor M. Leong, Canton (c/- Chinese Club, Hong Kong). 2/12 sold to Wing Hong S.S. Co. Ltd. 8/13 reg. closed on sale to Chinese owners (not identified). In LR19 as WING HON, Chinese flag, no listed owners or port of registry. 1920 sold to Fat Hing S.S. Co., Canton. 8/22 reg. to To Hon Sanh Land, Hong Kong as WAH KIU, evidently rebuilt (839 grt, 163.4x30.7 M 12cy builders 282nhp). By LR26 sold to Chow W. Kan r. FOOK SING. 4/27 sold to Kwong On Co. Ltd (Chow Sik Cheung mgr), Macao r. WING HUNG. 1930 r. MAN HING. 1940 sold to Choung Chong Co. (San Tick S.S. Co, mgrs), Macao. Still as such LR47, but RLR 1948 or 1949. [not in Miramar or Starke-Schell] [N.B. Linking of WING HONG, SAN CHEONG, and WAH KIU still lacks final proof.] [KCW 1919 reports arrival of WING HANG, Ch Steamer 264 tons from Kwang Chow Wan with general cargo, Fat Hing.]



Likely WING HONG fitting out at Wanchai, pub. 1902 (R.C. Hurley, *Views of Hong Kong*)



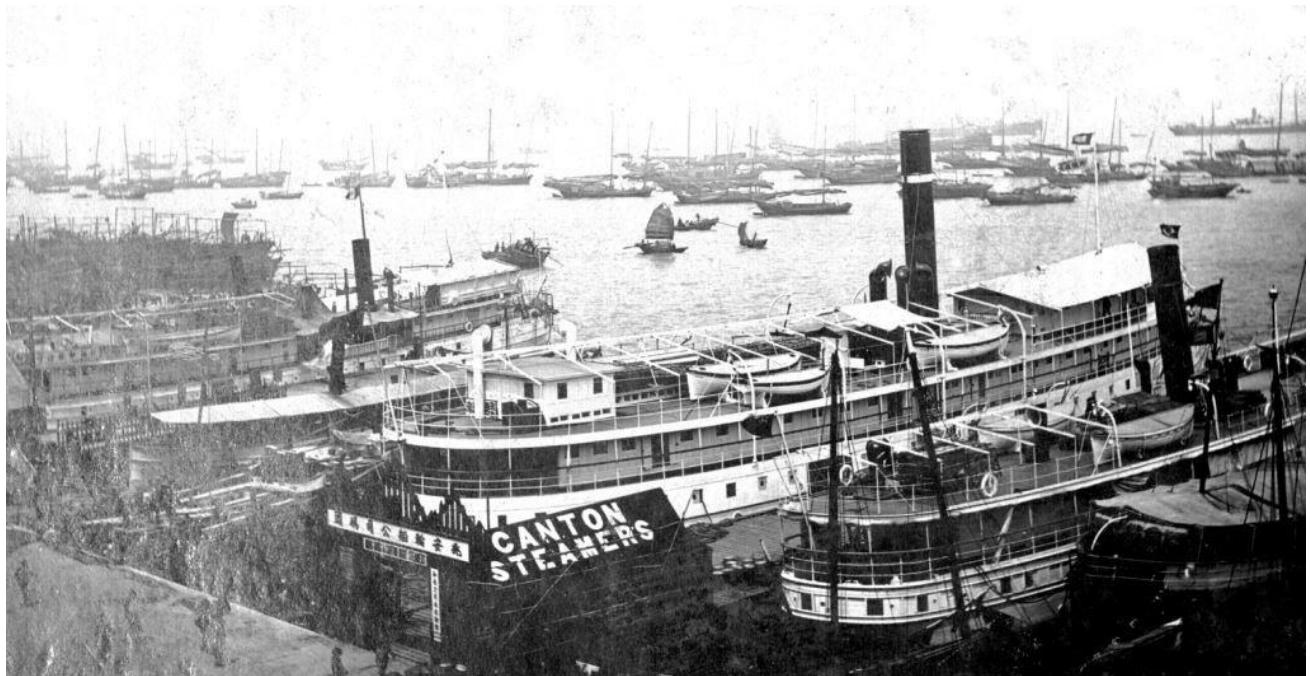
WING HONG/SAN CHEONG at Canton in period 1900-10 (A. Purnell@SLV ID914819e).



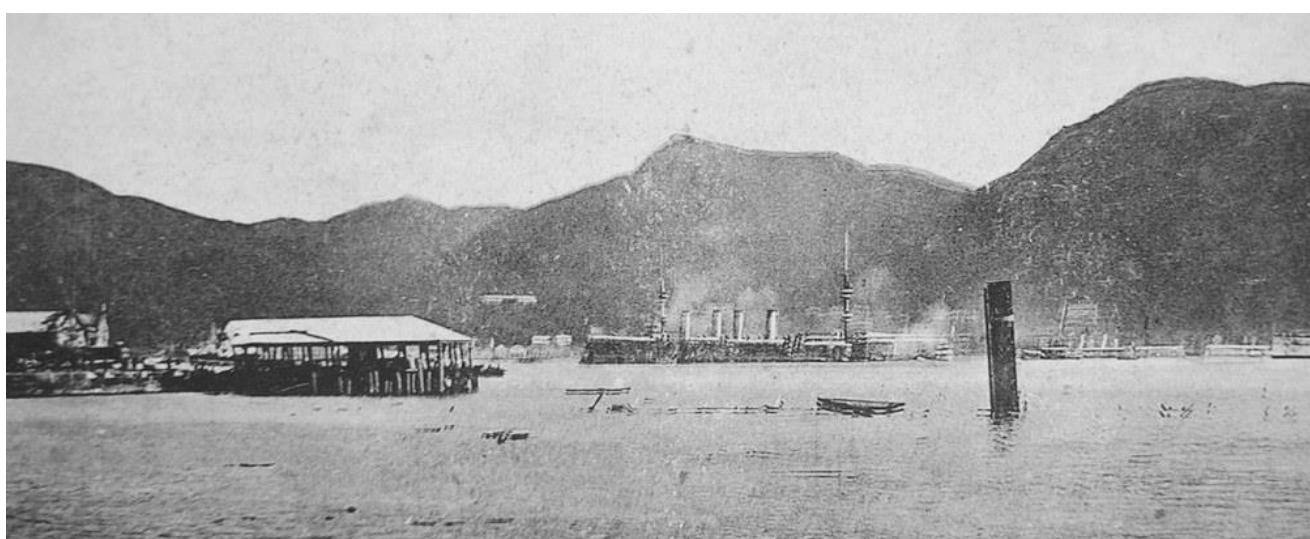
SAN CHEONG after 1906 typhoon (HKMoH).

KWONG CHOW 廣州 (1902-07) 874 (later 1476, 1309)/02 (s.2sc.s) 2 decks & shade deck 192.0x35.0 C4cy
Ross & Duncan, Glasgow 80rhp

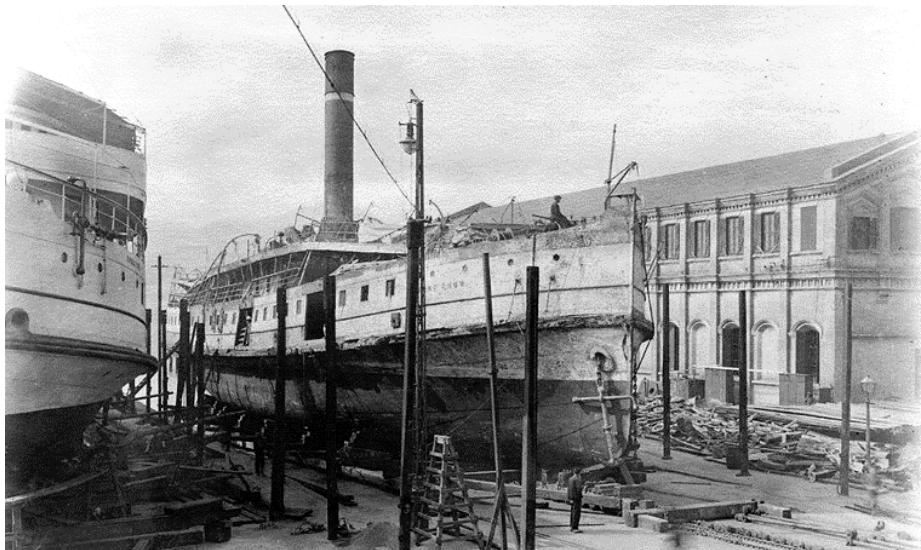
Built by W.S. Bailey & Murphy, Hong Kong and reg. 12/01 to Shiu On S.S. Co. Ltd, Hong Kong. 18/9/06 sunk by typhoon near Star Ferry terminal, Kowloon. Raised and repaired (#871). 1/07 r. KWONG SAI 廣西. 18/8/23 blown onto rocks at Hong Kong during a typhoon and partially sunk. Salvaged and repaired. 12/41 captured by Japan r. 藍山丸 (readable as RANZAN MARU or AISAN MARU). 1945 reverted to previous owners and name, early 1946 operating Hong Kong-Macao. 14/5/51 55 taels of smuggled gold confiscated after arrival Hong Kong from Macao. 2Q1955 broken up at Hong Kong. RLR 1956.



The new KWONG CHOW at her Sheung Wan berth in 1903 (<https://history.hsbc.com/collections/>).



KWONG CHOW sunk in the typhoon of 1906 (from a postcard).



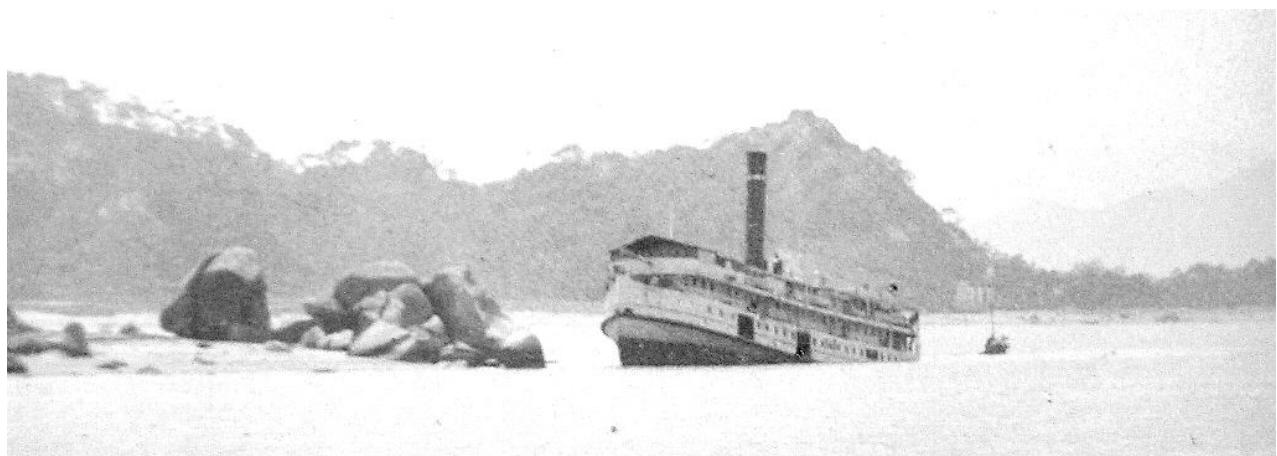
KWONG CHOW raised, in dry dock for repairs (Internet).



KWONG SAI ex KWONG CHOW at Canton (SK colln).



KWONG SAI from a 1917 advertisement (*Present Day Impressions of the Far East and Prominent and Progressive Chinese at Home and Abroad* p.581).



Above 2: KWONG SAI aground at Hong Kong following a typhoon in 8/23 (Upper: SK*; Lower: Liz Chater).



KWONG SAI (r.) at Public Pier No. 17 - British Canton Line / Yuen On Steamship Co. Ltd
[c.1924-c.1974] Sheung Wan (Ebay).

STEAM TO CANTON

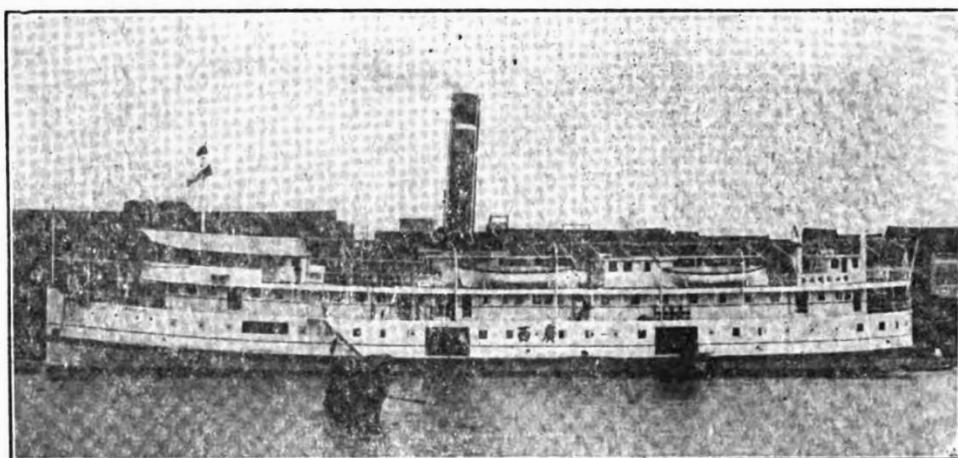
The New Twin Screw Steel Steamers

"KWONG TONG" - - Capt. H. W. Walker

"KWONG SAI" - - Capt. R. Morgan

Leave Hongkong for Canton at 9 every evening
(Saturdays excepted).

Leave Canton for Hongkong at 5:30 every evening
(Sundays excepted).



PASSAGE FARE

SINGLE JOURNEY - - - \$3.00
MEALS - - - - - \$1.25

These fine steamers, owned by Chinese capitalists, and officered by Europeans, are second to none on the River. Excellent accommodation for eighteen first-class passengers. The steamers are lit throughout by electricity. Electric fans in state-rooms.

THE COMPANY'S WHARF IS SITUATED IN
FRONT OF THE NEW WESTERN MARKET,
OPPOSITE THE OLD HARBOUR OFFICE.

Yuen On S. S. Co., Ltd. and Shiu On S. S. Co., Ltd.

No. 8 Queen's Road, West

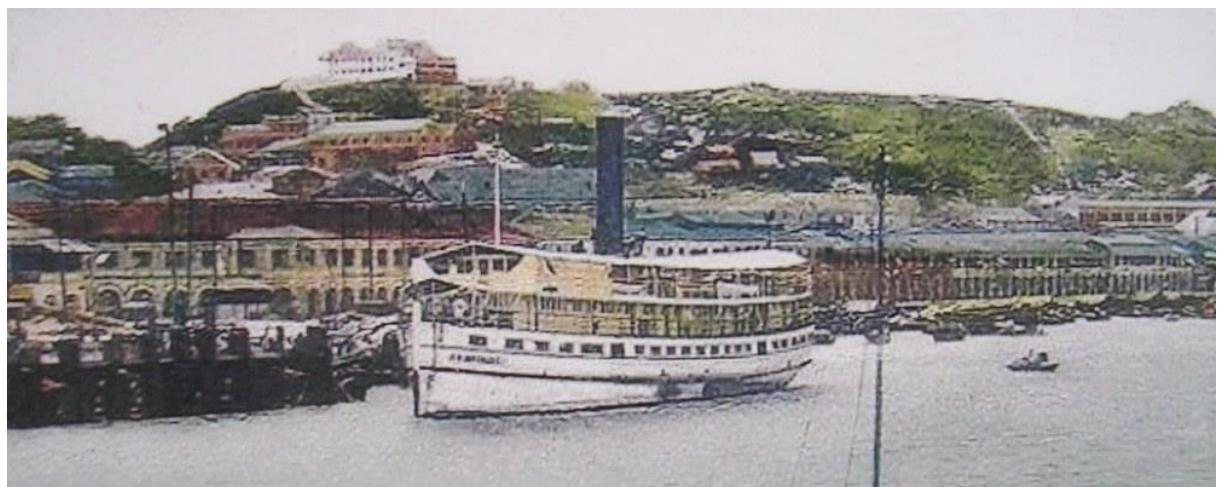


Smart-looking KWONG SAI steaming in the river at Canton (Internet).

WING CHAI (1902-1906) 883/02 548n (w.s.s.) 2 decks 177.5x28.4 C2cy Tin Hing Co., HK 88rhp
Built by Kwong Tak Cheong, Hong Kong for Wayun S.S. Co. [NCH 12/01] and reg. 1/03 to Sam Wang Land Inv., Loan & Agency Co. Ltd, Hong Kong. 18/9/06 (Capt. Austin) wrecked on rocks at Sham Shui Po during typhoon after seeking shelter on voyage Hong Kong/Macao, 200 pass, more than 20 lost. CTL. Wreck auctioned 10/06 to Wai Yuan S.S. Co. Ltd., repaired (dimensions above), by LR1910 sold to Ta Ta S.S. Co. Ltd., Shanghai r. TA HO. By 1927 sold to Canton owners r. WO PING. 1929 major rebuild completed by Kwong Cheung Hing (s.s.s. 180.9x30.1 T3cy builders not listed 88rhp) and 8/29 reregistered to Fook On S.S. Co. Ltd, Hong Kong as TIN YAT 天一. 25/7/32 rammed and sank tug-tender *Edith* (133/05) at Hong Kong, 3 lives. 1937 sold to Tai Hing S.S. Co. Ltd. 12/41 war loss, NFI. 12/52 register closed. [N.B. Identification of TIN YAT as ex-TA HO still lacks final proof.]



Probable WING CHAI at Canton early in the first decade of the 20th century. This is a key photograph indicating the link with TIN YAT (A. Purnell@SLV ID 203415).



Unidentified similar wooden vessel at Macao (from an old postcard).

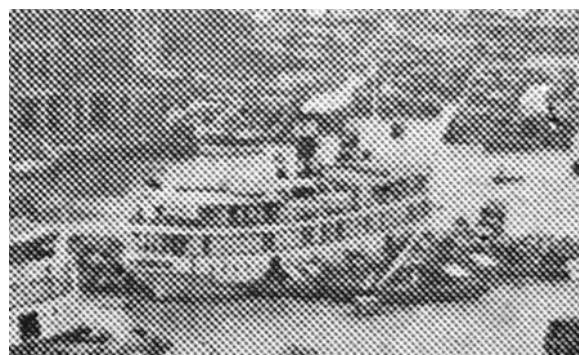


Recovery efforts on WING CHAI wreck (M. Umeya).





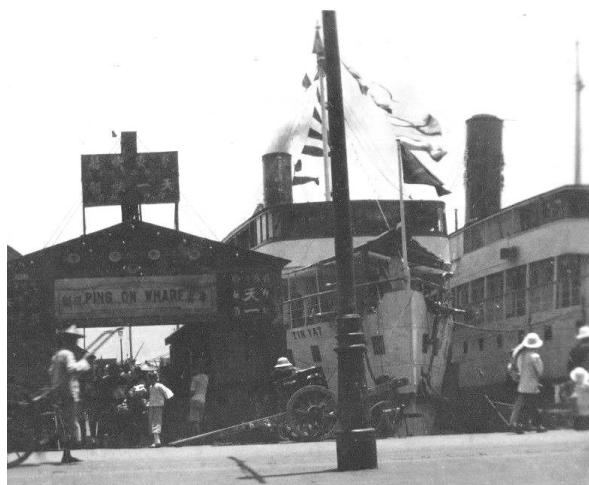
Above 2: WING CHAI in postcards after the 1906 typhoon



Presumed TIN YAT, Canton, 1930s (from a postcard).



TIN YAT in the late-1930s as a fleet mate of the ex-PAUL BEAU and ex CHARLES HARDOUIN (SK*).



Rebuilt TIN YAT showing steel hull at Ping On Wharf in Hong Kong (Internet).

CHARLES HARDOUIN 合德安 (1903-19, 1924-38) 1415 (also 1671)/03 (s.s.s.) 2 decks & awning deck
2-sc. 222.2x38.1 T6cy builders 118nhp

Built by Cie Francaise de Nav., Nantes for J. Trevoux & Cie, Canton (Fr). As CHARLES HARDOUIN. 8/04 owners bankrupt but reconstituted as Cie Francaise des Indes et de L'extreme Orient, Canton (Fr). 1909 owners re-styled as Messageries Cantonaises, Canton (Fr). 1917 sold to Canton Nav. Co. Ltd., Hong Kong. 1919 sold to San Peh S.N. Co., Shanghai, converted for coastal service r. WEI-SHUN. 2/24 reverted to Canton Nav. Co. Ltd., Hong Kong r. CHARLES HARDOUIN. After bankruptcy of owners 1/27 t/f to Kwangtung Nav. Co., Hong Kong and 11/27 chartered to Tung On S.S. Co. Ltd. Hong Kong. 1928 sold to Chau Kam Wing, Hong Kong. 10/30 sold to Woo & Mok Ltd (Mok Hing Kiu). Hong Kong. 8/33 sold to Tung On S.S. Co. Ltd. 12/37 sold to Tai Sang S.S. Co. Ltd. (Tai Hing S.S. Co. mgrs), Hong Kong. 1938 r. KAU TUNG 交通. 11/12/41 scuttled at Hong Kong, reported seized by Japanese forces 25/12. 1/44 salved and r. KOUN MARU. 13/6/45 mined and sunk in Canton-Macao area. [Sometimes confused with KOUN MARU (HSING YUN MARU) 3134/40 of Toa Kaiun mined and sunk in the Yangtse 6/4/45.]



CHARLES HARDOUIN with an evident tall slim funnel, pub. Jan 1917 (*Present Day Impressions of the Far East and Prominent and Progressive Chinese at Home and Abroad* p.597).



CHARLES HARDOUIN (from a postcard). Large ventilators abaft funnel are an identification marker.

THE
Canton Navigation Co., Ltd.

HONGKONG - CANTON - WUCHOW

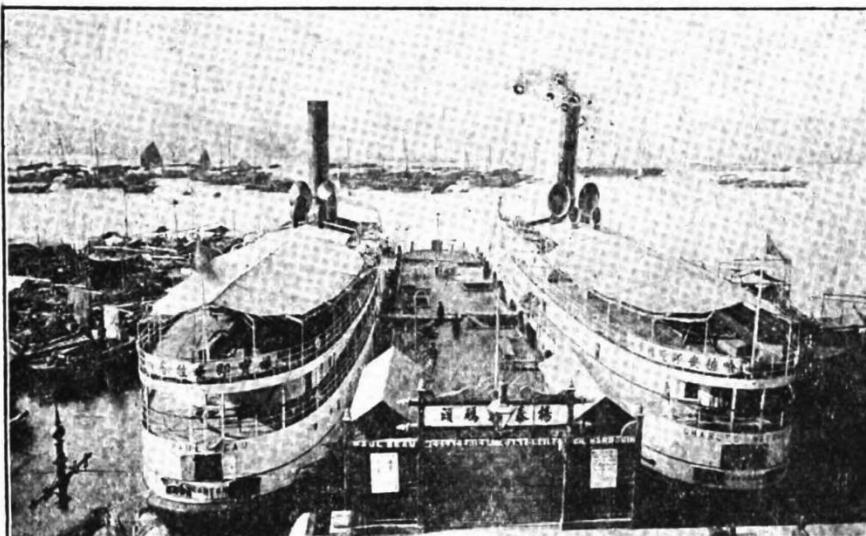
LINE OF STEAMERS

S.S. "PAUL BEAU" . . . 1900 Tons, 14 Knots . . Capt. O. Paus
S.S. "CH. HARDOUIN" . . . 1900 Tons, 14 Knots . . Capt. H. Foyn

DAILY DEPARTURE

From Hongkong to Canton—10 P.M. (Saturday excepted)
From Canton to Hongkong—5 P.M. (Sunday excepted)

HONGKONG WHARF: Connaught Rd., Praya East near Wing Lok St.
CANTON WHARF: In front of Customs House



These Steamers, built in France, are the fastest service
French Cuisine and Wines of the best vintage

FARE:

1st Class	\$5.00 Mex. Curr.
1st Class Return	\$9.00 Mex. Curr.
1st Class Intermediate	\$2.50 Max. Curr.
2nd Class	\$2.00 Mex. Curr.

N.B.—Guides (\$2.00). Sedan chair and bearers (\$1.80) can always be engaged. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shameen at about 3 p.m.

Further information may be obtained at the Company's Offices at Canton

OR FROM

Thos. COOK & SON, Booking Agents

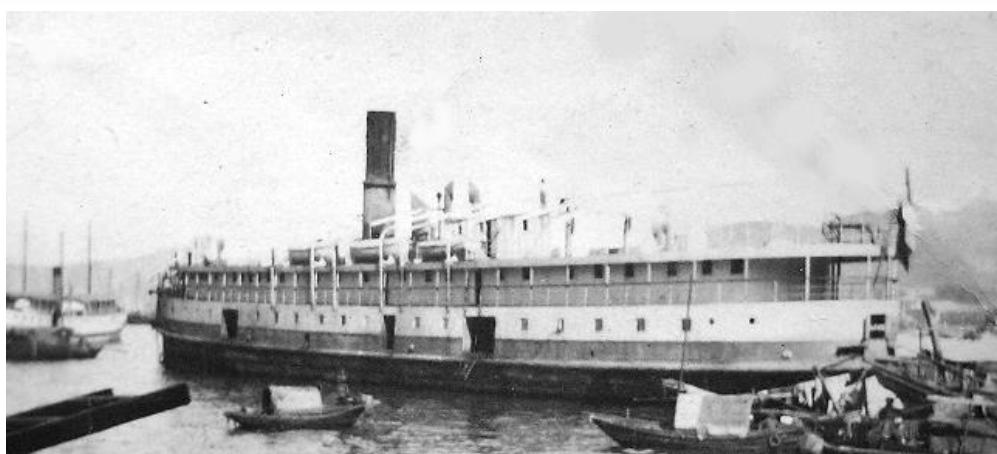
Hongkong Office: First Floor, 40 Des Voeux Road, Ctl.



CHARLES HARDOUIN (Warren Swire).



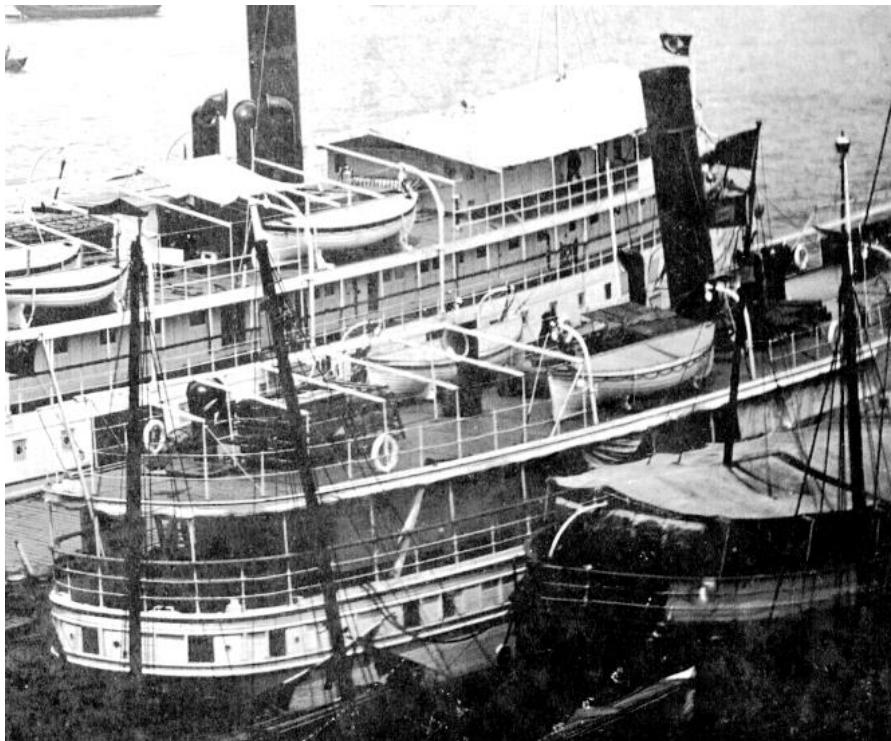
PAUL BEAU and CHARLES HARDOUIN steamers (20th Century Views).



CHARLES HARDOUIN or PAUL BEAU in a later ownership, probably that of Tai Sang S.S. Co. (Tai Hing mgrs) (HKMM donated by SK*).

KWONG HING (1903-03) 617/03 153.3 x 25.3 (w. 2-sc., 2xC2y, 38 nhp)

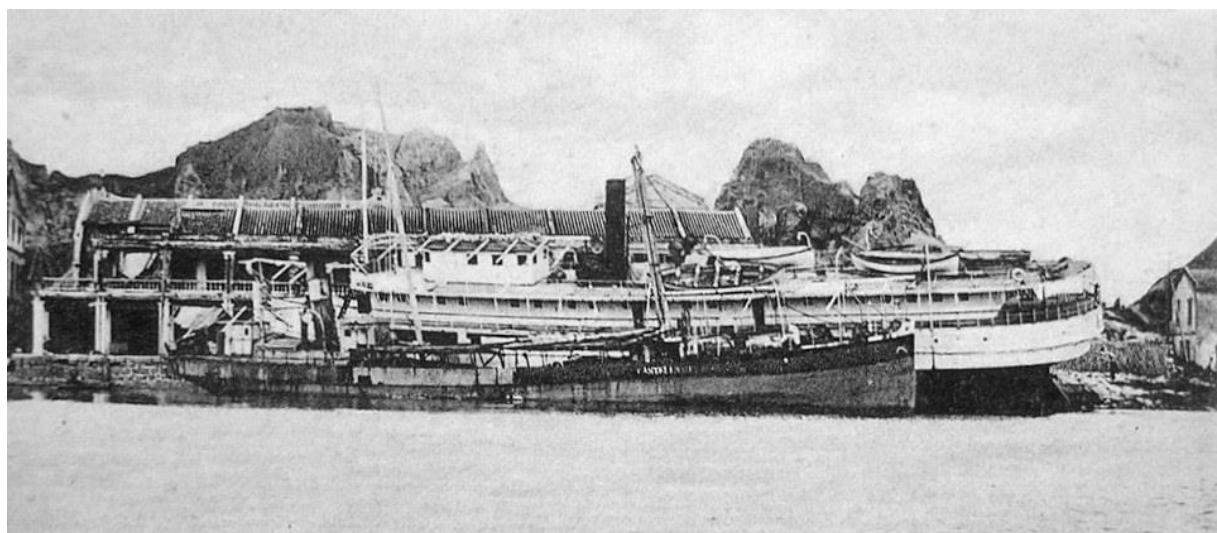
Built by Kwong Hip Loong, Hong Kong for ?own account as KWONG HING. 7/03 sold to HCMSC (1/3), CNC (1/3) and JM & Co. (1/3) r. TAK HING for West River trade. Mid-1906 laid up at Hong Kong. 18/9/06 blown ashore at Sham Shui Po, Kowloon in typhoon. 11/06 sold 'as lies' to Sze Yap S.S. Co. Ltd, Hong Kong - salvaged. 19-20/10/09 blown ashore at Kong Moon by typhoon - refloated. 1910 r. HING LEE. 1/12 sold to Wing On S.S. Co., Ningpo. RLR 1924/25, but 9/24 rebuilt by Quan Lee for Lau Wa Ping, Hong Kong as FOOK ON 福安 (738 grt (s.s.) 2 decks 160.6x27.1 M 8cy Vickers Petters, London 297nhp). 12/41 reported sunk by British Gunfire in Kowloon Bay after capture. 1/7/44 raised by Japan, reconditioned r. FUKUAN MARU. "Hull only recovered. No war risk insurance.", i. e. ship was salvaged and recovered in Sept 1945 afloat but probably in poor condition. NFI. [N.B. Linking of KWONG HING and FOOK ON still lacks final proof.]



Likely KWONG HING (r.) alongside KWONG CHAU in 1903 (<https://history.hsbc.com/collections/>).



TAK HING from JM & C files, c.1903 (coll. H. Dick per Capt. J. Pring).



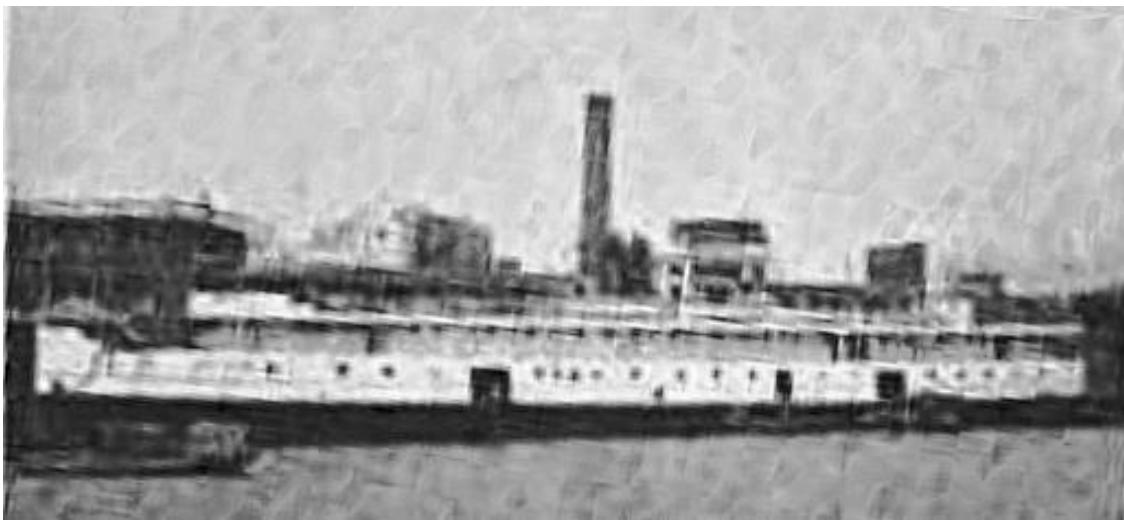
Above 3: TAK HING stranded at Sham Shui Po in 1906 (postcard SK colln, hfsiu at gwulo.com and HKMOH).

PAUL BEAU 賽播 (1903-19, 1924-38) 1415 (also 1671)/03 (s.s.s.) 2 decks & awning deck 2-sc. 222.2x38.1 T6cy builders 118nhp

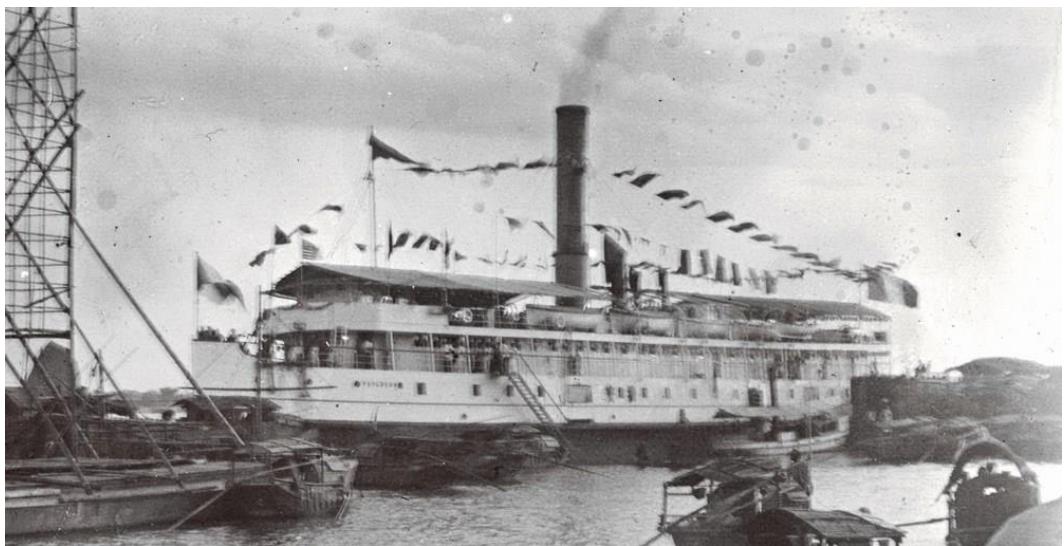
Built by Cie Francaise de Nav., Nantes for for J. Trevoux & Cie, Canton (Fr). As PAUL BEAU. 8/1904 owners bankrupt but reconstituted as Cie Francaise des Indes et de L'extreme Orient, Canton (Fr). 1909 owners re-styled as Messageries Cantonaises, Canton (Fr). 1917 sold to Canton Nav. Co. Ltd., Hong Kong. 1919 sold to San Peh S.N. Co., Shanghai, converted for coastal service r. MING-SHUN. 2/24 reverted to Canton Nav. Co. Ltd., Hong Kong r. PAUL BEAU. 19/4/24 beached at Canton after collision with *Les Fils de Paul Doumer* (1207/22). 6/25 laid up at Hong Kong. After bankruptcy of owners 1/27 t/f to Kwangtung Nav. Co. Hong Kong and 11/27 chartered to Tung On S.S. Co. Lid, Hong Kong. 10/30 sold to Woo & Mok Ltd (Mok Hing Kui), Hong Kong. 8/33 sold to Tung On S.S. Co. Ltd. 12/37 sold to Tai Sang S.S. Co. Ltd (Tai Hing S.S. Co. mgrs), Hong Kong. 2/38 r. MACAU, Chinese name reported as HOU KONG 濠江. 10/12/41 scuttled at Aberdeen (Hong Kong). IV/1952 wreck removal completed.



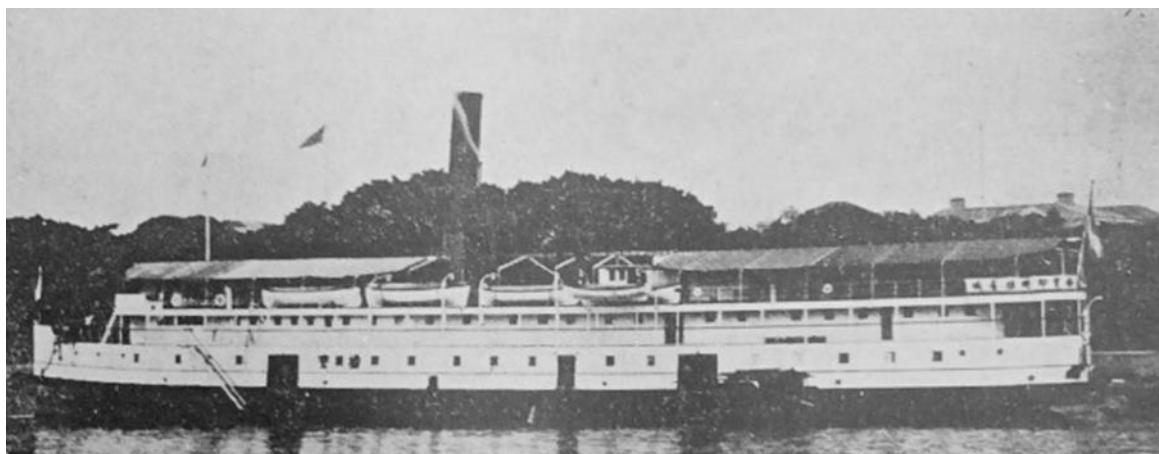
PAUL BEAU at Canton (HKMoH).



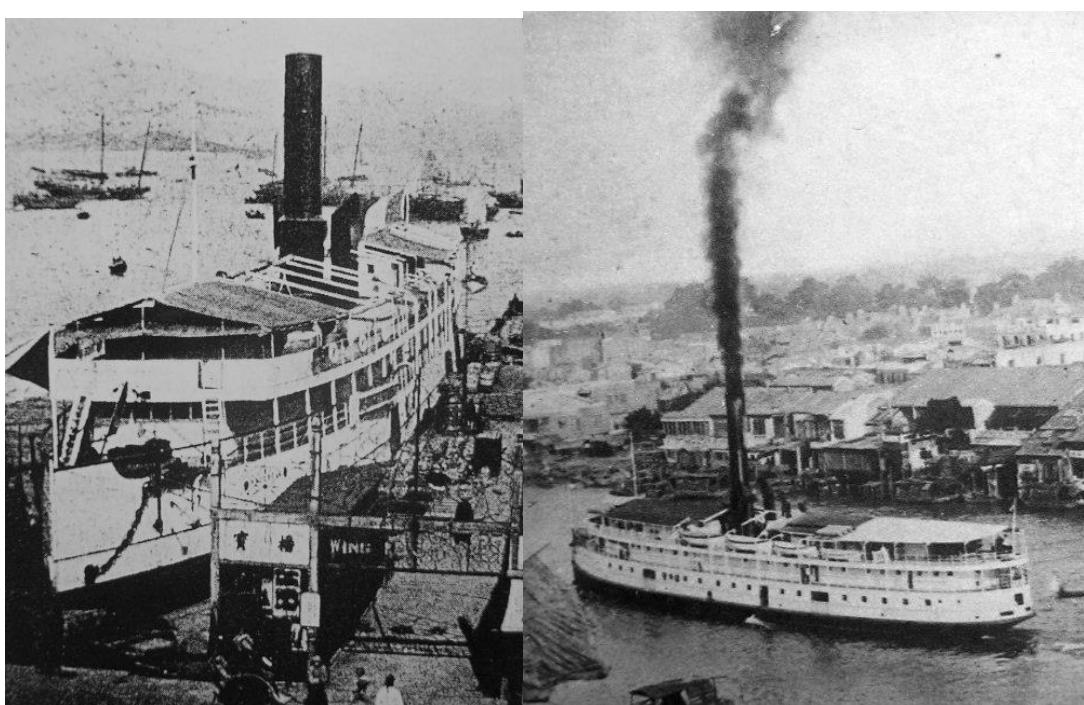
PAUL BEAU facing upstream at the same berth (*Present Day Impressions of the Far East and Prominent and Progressive Chinese at Home and Abroad* p.597).



PAUL BEAU. Taken by Arthur Purnell on Bastille Day perhaps in 1903 (SLV IDH91.48/1/8e).

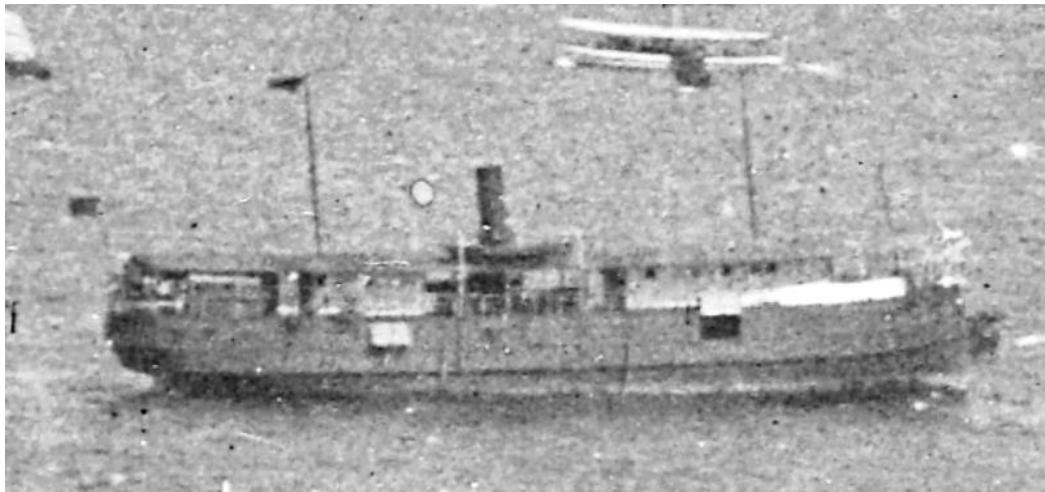


PAUL BEAU (Rosenstock Directory).



PAUL BEAU (20th Century Views).

WAIKAI (1903-11) 134/03 (w.s.s.) 1 deck 114.0x17.4 C2cy Kwong Sang Lung, HK 25nhp
Built by Yu Hing Leong, Hong Kong for ?? as WAIKAI. 1/11 reg. at Hong Kong for A.R. Burkill, Hong Kong as SUN NING. 3/18 register closed on sale to Chinese, presumably Dai Dah S.S. Co., Shanghai [by LR22 to LR30] as TA NING. LR31 no owners, Foochow. LR 1934 and 1936 listed for Tung Lee S.S. Co., Foochow. 1936 RLR, but photographic evidence suggests about 1939 running opium out of Swatow as TA YAU. NFI.



Possible WAIKAI, photographed by Arthur Purnell at Hong Kong before 1911 (SLV H914829).



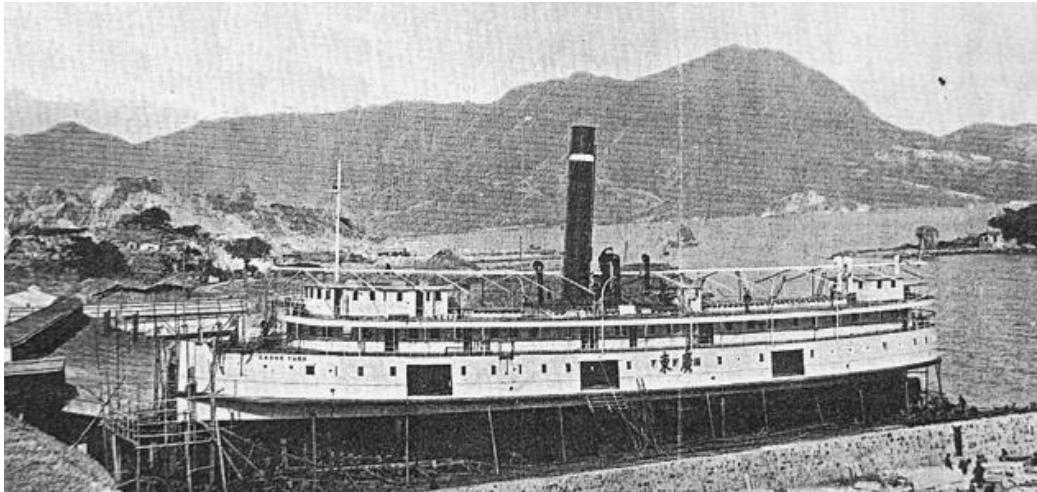
TA NING at Shanghai in the period 1918-31 (SK*).



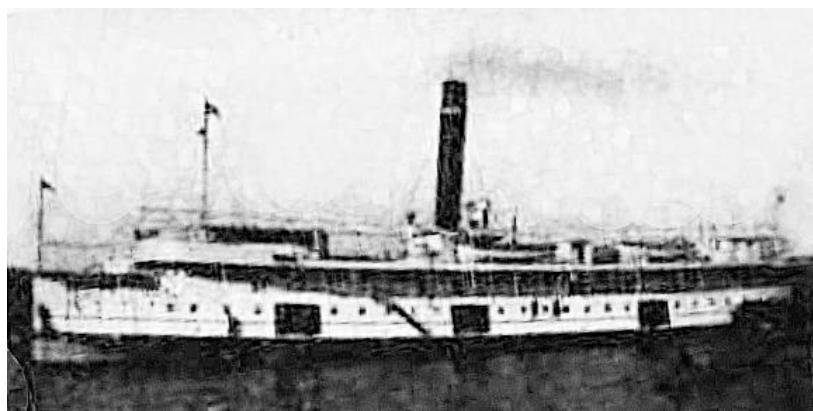
Opium runner TA YAU off Swatow about 1939 (Internet).

KWONG TUNG 廣東 (1904-41) 1945-60) 823 (later 1218)/04 (s.2sc.s.) 2 decks & shade deck 192.0x35.0 C4cy Ross & Duncan, Glasgow 91rhp

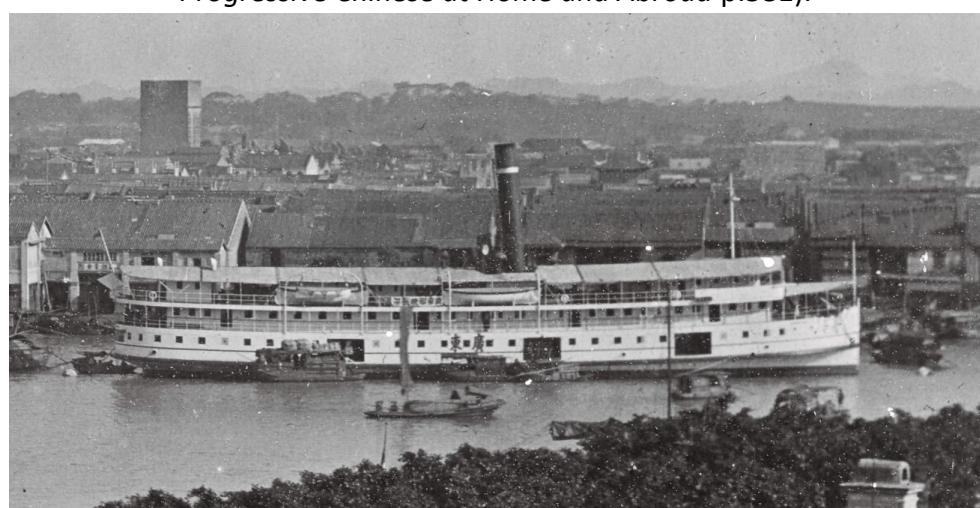
Built by W.S. Bailey & Murphy, Hong Kong (#823) for Yuen On SS. Co Ltd., Hong Kong. 10/12/41 scuttled at Yaumati, Hong Kong, 5/43 refloated by Japanese salvors, reconditioned for Japanese Government (mgrs Toa Kaiun K.K.) r. KANZAN MARU. 1945 reverted as KWONG TUNG. Postwar mgr Tsun Nin Chou. 1960 hull converted to barge. RLR1961



KWONG TUNG (20th Century Views of Hong Kong & Macao).



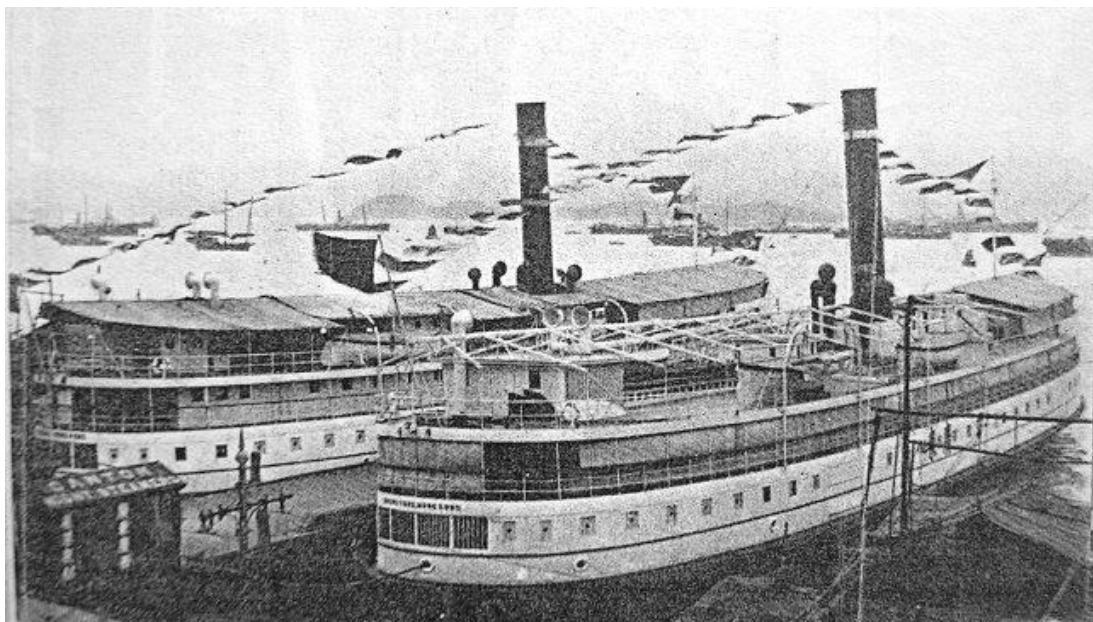
KWONG TUNG (Present Day Impressions of the Far East and Prominent and Progressive Chinese at Home and Abroad p.581).



KWONG TUNG at Canton 1900-10 (A. Purnell@SLV ID914819e).



KWONG TUNG at Canton (W. Schell).



KWONG TUNG (r.) and KWONG SAI (20th Century Views).

1930, the great Victoria harbour



Left: KWONG TUNG at Hong Kong (YouTube *Hong Kong in 1930*).

Right KWONG TUNG or KWONG SAI at Canton (YouTube *The Lost World of Qing China*).



KWONG TUNG, hull at stern now closed, laid up 1959 at end of long career
(<https://www.uwants.com/viewthread.php?tid=16985327&extra=&page=5>).

SAN CHEONG (1904-06) 444/01

see WING HONG/WING HANG (1901-04)

SHUN LEE (1904-18) 622/04 (w.s.s.) 152.6x27.3 C2cy (details TBA)

Built by Kwong Hep Loong, Hong Kong for Wo Shun Steamboat Co., Ltd., Hong Kong. 1905 sold to Sze Yap SS. Co., Ltd., Hong Kong. 1918 sold to Leung Yick SS. Co., Ltd., Hong Kong. 20.4/18 destroyed by fire at Kwang Han, on voy. Wuchow – Hong Kong, with firewood.

TUNG NING (1904-ca.20) 221/04 (w.s.s.) 1 deck & shade deck 127.4x21.2 C2cy Ting Hing Eng. Co., HK 25nhp

Built by Kwok Achong, Hong Kong as TUNG NING. LR 1916/7 listed to Cheang Mow S.S. Co. Ltd (A.R. Burkhill & Sons, mgrs), Hong Kong. By 1922 sold to Da Dah S.S. Co., Shanghai r. TA CHI by 1931 sold to Tunghai S.S. Co., Ningpo r. TUNGHAI. 1946 reported registered at Ningpo as TZEKIANG (355g). 17/1/47 sunk in collision off Woosung on voyage Shanghai/Nantong.

YING KING (1904-08) 781/04 (w.2-sc. S.). 2 decks 200.6x33.3 C4cy Tin Hing Co., HK 90rhp

Built by Kwong Tak Cheong, Hong Kong and 1/04 reg. to Yuk On S.S. Co. Ltd. 11/05 sold to Li Shek Pang, Hong Kong. 2/07 sold to Sing On S.S. Co. Ltd, Hong Kong. 27/7/08 at 6pm (Capt. Page) sailed Canton for Hong Kong; in worsening typhoon anchored near Castle Peak but in heavy seas cargo shifted and at 2.50am on 28/7 suddenly foundered with loss of 421 among 430 passengers and 33 crew. Register closed as CTL but vessel subsequently salved and 1/09 rereg. to Chan Woon as HOI TUNG (same tonnage). 10/13 reg. closed on sale to Chinese. 1924 RLR.

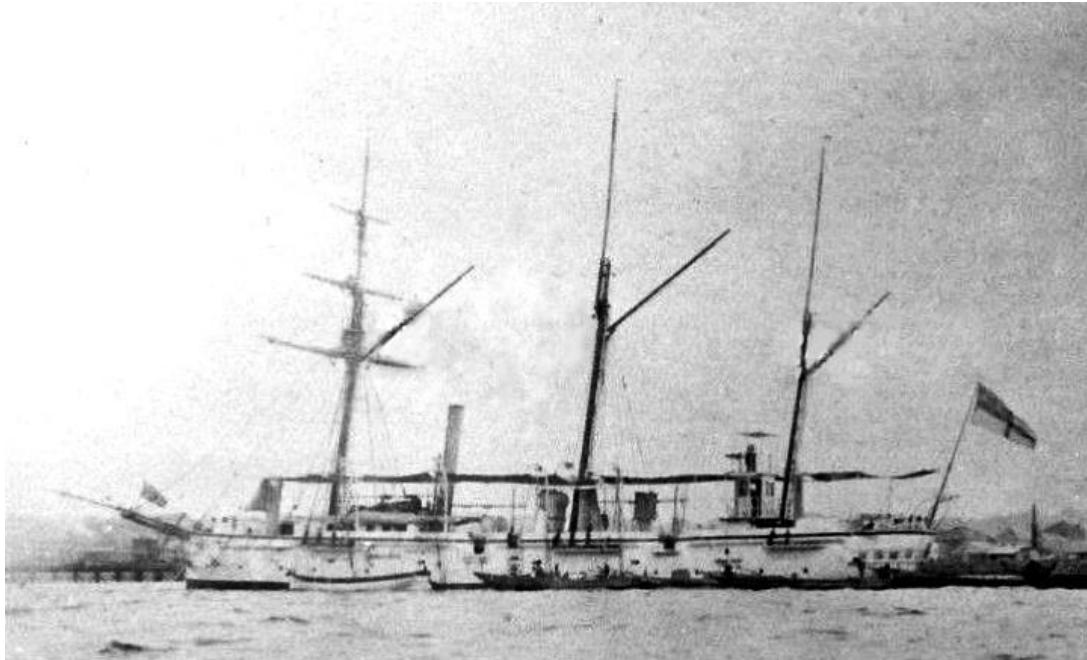
HOI CHEONG (1905-06) 461/05 (w.s.s.) river steamer 143.3x22.0 C2cy engine details TBA

Built by Kwong Tak Hing, Hong Kong for Chan Woon, Hong Kong. 18/9/06 wrecked at Yaumati Bay during typhoon.



Wreck of passenger river steamer HOI CHEONG at Yaumati Bay, September 1906, character HOI 海 clearly visible. (From an old postcard, coll SK).

HOI TIN (1905-08) 267/77 (c.s.s.) 1 deck & shade deck 133.0x23.5 C4cy Kwong Tak Hing, HK 28nhp
Built by J. & G. Thompson, Glasgow as HMS FIREBRAND. 1905 sold to Chan Woon, Hong Kong re-engined by Kwong Tak Hing r. HOI TIN. 1908 sold to owners in Canton, China. NFI.



HMS FIREBRAND of 1877, depicted in New Zealand (Clydeships.co.uk).

TAI NING (1905-c.18) 277/05 (w.s.s.) 2 dks & shade dck 138.6x21.4 C2cy Kwong Sang Lung, HK 25nhp
Built by Kwong Tuck Cheong, Hong Kong as TAI NING. LR 1916/7 listed to Cheang Mow S.S. Co. Ltd (A.R. Burkhill & Sons, mgrs), Hong Kong. By LR22 Dai Dah S.S. Co., Shanghai as TA SHUN from at least LR19 to LR30. LR31, LR33 no owners, Ningpo. Unlocated LR34, probably RLR33.

YUEN KONG (1905-3?) 601/01

see HOI HO (1901-05)

MACAU (existing 1906) 237/?? China-flag ferry rep. 19/9/06 typhoon casualty at Ya Ma Tei sea wall

FATSHAN (1906-1933) 2260/87 China Navigation Co.

see **FATSHAN** (HCMSC, 1887-06)

HOI SANG (1906-08) 457/06 Chan Woon

see **HOI SANG** (HCMSC 1908-16)

SUN ON / SHUN ON (1906-36) 202/85

see **WO PING** 1885-06)

TAK HING (1906-10) 617/03

see **KWONG HING** (1903-03)

HOI MING (1907-19) 613/07 (w.2-sc.s.) 182.6x32.7 C4cy builders 65rhp

Built by Kwong Tak Hing, Hong Kong and 1/08 reg. to Chan Woon. 1915 sold to Wa Lee S.S. Co. Ltd, Hong Kong. 5/19 sold to Sau Tu Chung, Hong Kong. 9/19 reg. closed on sale to Chinese. 6/21 rereg. At Hong Kong to Luen Mow S.S. Co. Ltd as **TIN SING**. 8/23 Blown ashore at Chin Wan Pass in typhoon. 26/9/24 wrecked at Ho Luk, West River on voyage Wuchow-Hong Kong with passengers & general.

KWONG SAI 廣西 (1907-41) 1309/02 see **KWONG CHOW** 廣州 (1902-07)

LUNG SHAN (1908-19?) 219/96 Canton & Hankow Railway Co., Canton see HCMSC

SHIU ON (1908-ca.1919) 413/08 (w.2 sc.s.) 165.5x25.5 C4cy Ting Hing / Co. HK 40rhp

Built by Kwong Tak Cheong, Hong Kong for Shiu Hing S.S. Co. Ltd., Hong Kong, passengers and cargo. British register closed 1918. 1919 deleted. [Miramar]

FOOK SING (1909-4?) c.300/09 (w.s.s.) 114.8x20.8 C2cy Kwang Sing, Hong Kong 19hp passenger ship

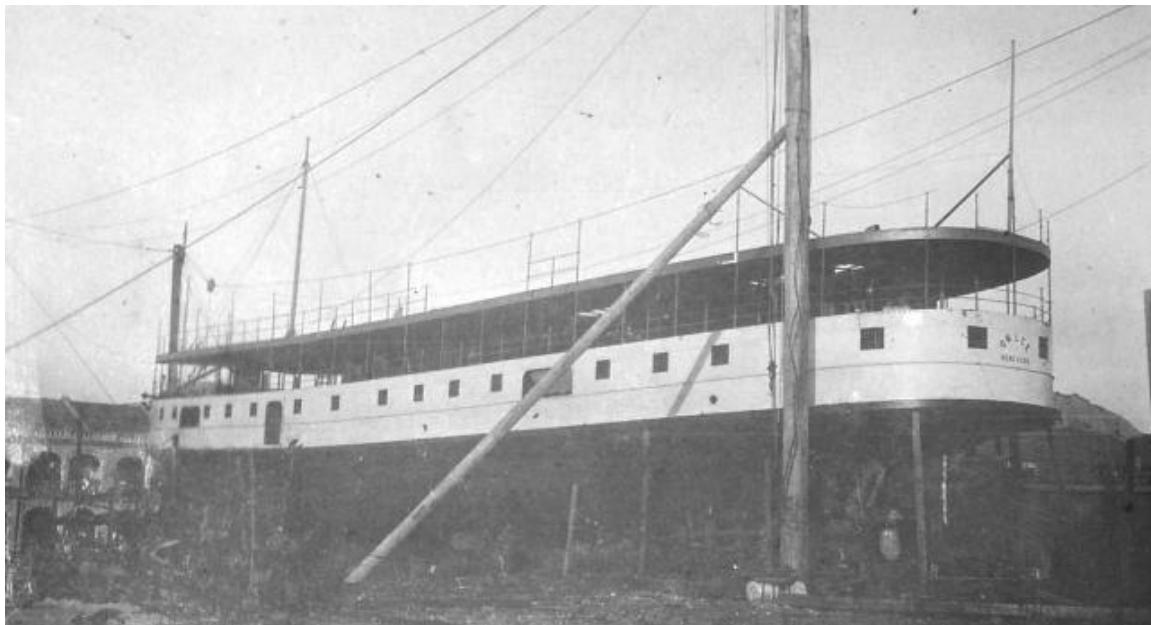
Built in Canton. Details as at LR41, early history not known. Not in Starke-Schell or Miramar. NFI.

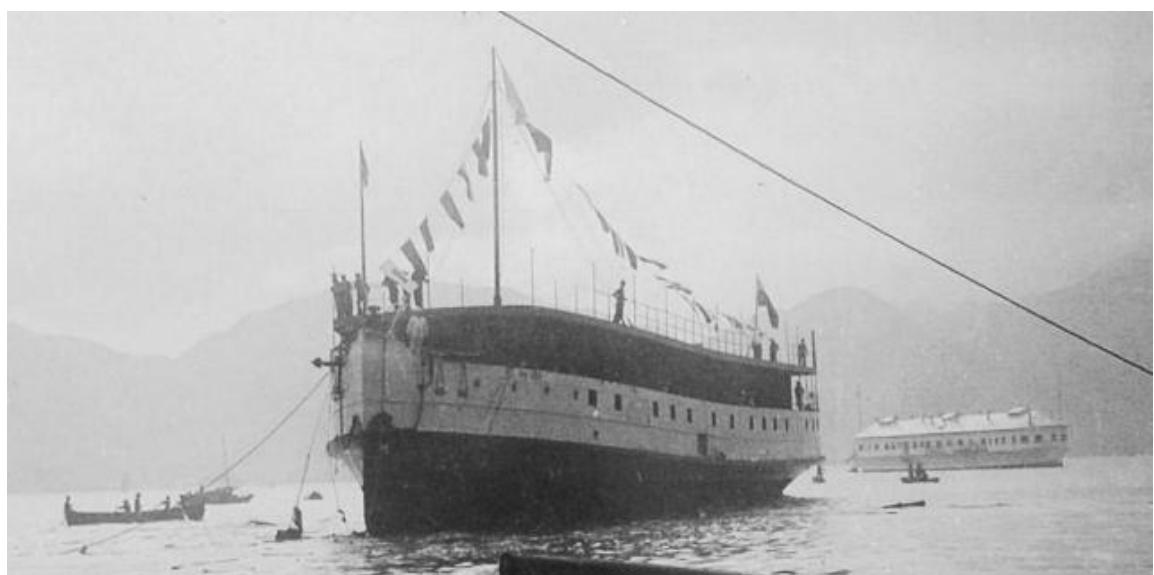
HOI TUNG (1909-13) 781/04

see **YING KING** (1904-08)

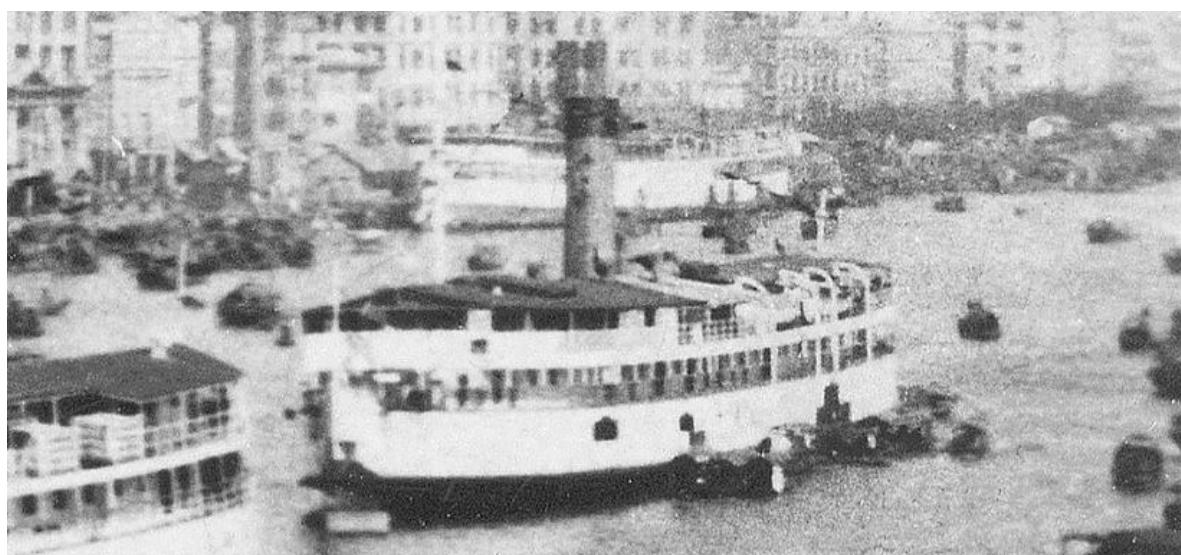
ON LEE (1909-4?) 695 (later 1026)/09 (s.2sc.s.) 168.0x34.0 C4cy builders 80rhp

Built by Hong Kong & Whampoa Dock Co. Ltd., Hong Kong and reg. 11/09 to Sze Yap S.S. Co. Ltd., Hong Kong. 24/12/27 on voyage Wangmun to Kwongmun, collided with *Kwong Fook Cheong*. From 12/41 under Japanese control as ANRI (GO). Reported sunk 16/1/45 at Hong Kong by Allied aircraft as ANRI MARU No.2 [Miramar]. 4/52 register closed.





Above 3: ON LEE on ways and launch 14/9/09 (W.J. Wilson/Kowloon Docks album courtesy of *Asia Bookroom*).



ON LEE or TAI LEE at Canton in period 1928-36 (From a panorama).



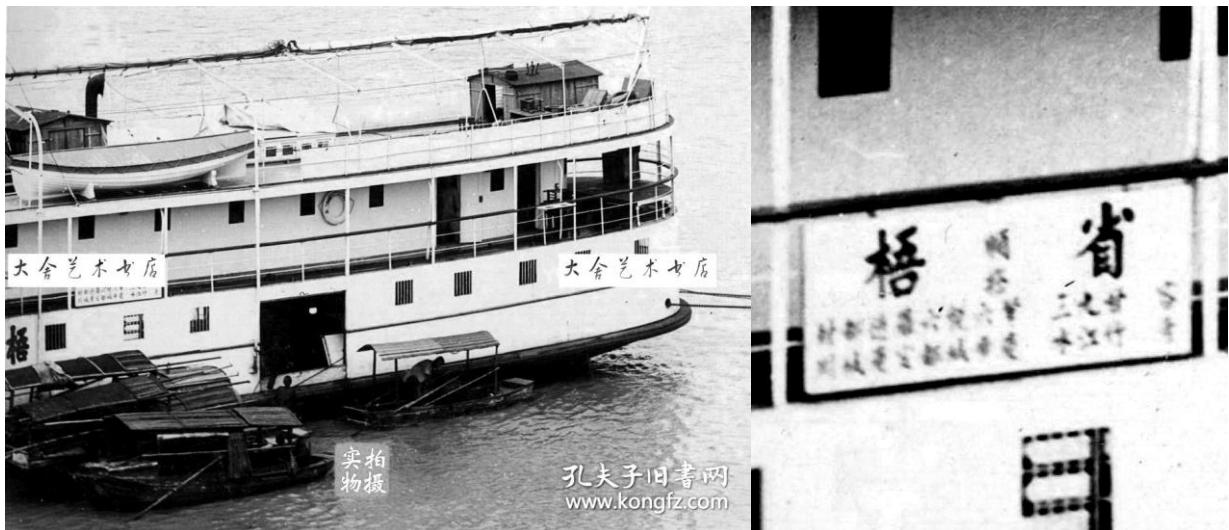
ON LEE or TAI LEE at Sheung Wan, Victoria (coll. SK).

ROBERT LEBAUDY (1909-c.1917) 436/09 C4cy (s.2sc.s.) 123.5x22.0 C4cy builders 25nhp

Built by Kwong Sang Lung, Hong Kong. Laid down for Cie. Francaise des Indes et de L'extreme Orient, Canton (Fr) but completed for Messageries Cantonnaises, Canton for the West River as ROBERT LEBAUDY. Ca.1917 (LR19 checked) sold to Canton Nav. Co. Ltd, Canton r. WUCHOW. 1937 sold Wah Nam S.S. Co., Hong Kong r. FU HAI (358g). 1941 presume taken over by Japan. No further reports, although on 24/12/44 a FUKKAI MARU 福海丸 sailing Hong Kong/Macao damaged in USAF bombing/strafing attack W of Hong Kong near Urmston Roads. RLR 1960.



WUCHOW at Canton, 1920s (from a panorama by Ah Fong).



Closeups of WUCHOW in a photo offered in 2023 on kongfz.com



WUCHOW in the period 1928-36 (from a panorama by Ah Fong).

HING KEE (1910-12) 617/03

see KWONG HING (1903-03)

SUN NING (1911-18) 134/03 A.R. Burkhill

see WAIKAI (ca.1903-11)

WING ON (1911-14) 459/11 (w.2-sc.s.) 149' 140.5x29.7 2xC2cy Kwong Tze Sang, HK 51nhp

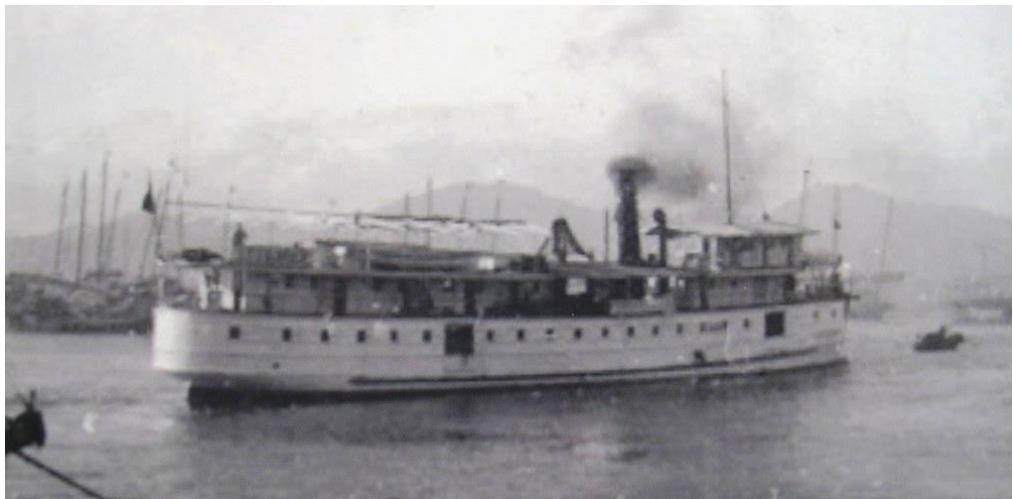
Built by Kwong Leo & Co., Hong Kong and 4/11 reg. at Hong Kong to Chan Lai S(h)ang. 3/14 r. TUNG ON (new WING ON completed, q.v.). 12/14 register closed on sale to Poo Tai S.S. Co., Hong Kong (reg. Canton) r. WAH ON (WA ON). 18/8/20 sold by auction at Hong Kong for \$45,000 to Wu Hay Tong, Compradore of Butterfield & Swire. NFI, RLR 1927. Lengthened, steel hull, fenders removed, r. KWANG LEONG. (s.2-sc.s.) 147.3 x 27.1. 1922 sold to Ta Dah S.S. Co. Ltd, Shanghai r. KUANG HSIANG / KWANG HSIANG. China Yearbook 1928, 29/30 lists as 387g, but 1931 onwards (reflecting Maritime Customs list of 1929) as 652.73g (653/12). China Yearbook 1933 lists for the Shanghai-Keelung route. 1934-38 for Shanghai-Shachuan route. NFI as KUANG HSING, 1958 RLR. 1939 taken over by Japanese forces r. NANTUNG MARU {Cundall} but evidently escaped to Amoy reg. under Portuguese flag using old grt as AMOY. NFI. 1958 RLR as KUANG HSING. [The association of WING HONG of 1911 with the other vessels lacks final proof.]



WING ON at Hau Tak Wharf (Internet).



WING ON at Hong Kong dressed overall (from a postcard)



Unidentified Pearl River steamer, maybe 300 tons. Speculatively rebuilt WING HONG, bridge relocated over forward hull opening and lengthened aft of funnel (Internet).



Portuguese-flag TITO 智多 (TSUI TO "Abundant Knowledge") 387 grt at Amoy in 1939. Ta Dah's KUANG HSIANG, also reported at 387 grt. Stern possibly rebuilt to prevent slamming in heavy seas (D. Gammon*)

WING HONG (1912-19) 952/02

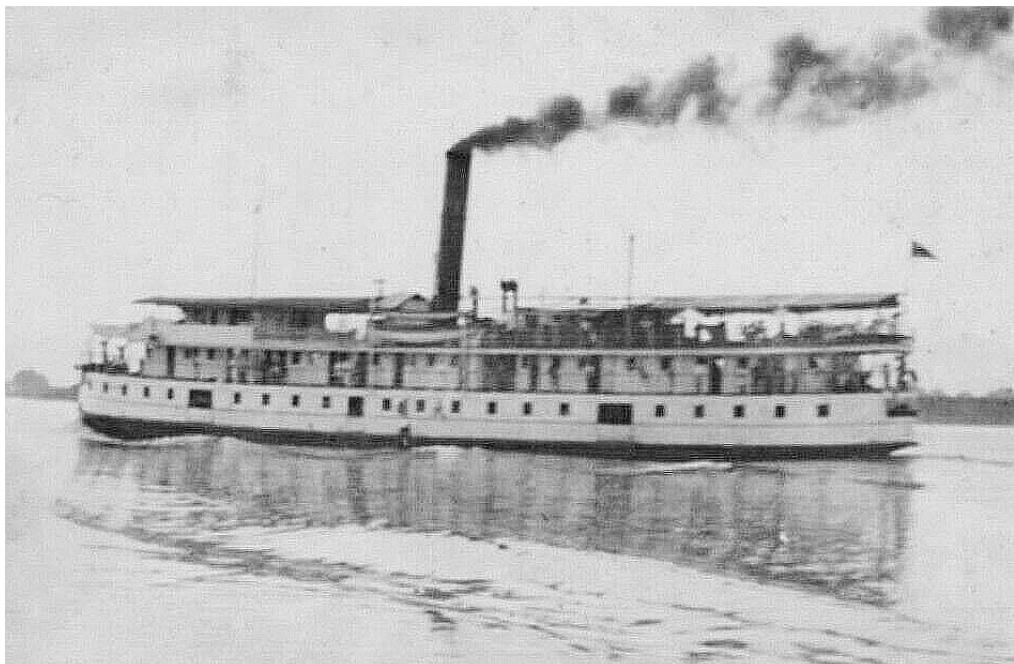
see WING HONG/WING HANG (1901-04) 444/01

HOI WA (1913-??) 305/1913 (w.s.s.) 136.4x28.2 C2cy builders 28nhp

Built by Kwong Tak Hing for Chan Woon. 1915 sold to Chan Shek Shan, Hong Kong. 6/15 sold to Chinese [LR16, LR19 no owners]. 1924 RLR [Miramar]

TAI MING (1913-41) 443/13 (s.2 sc.s.) 3 decks Passenger ship 164.0x27.1 C2cy, builders 56 rhp

Built by Kwong Tak Cheong, Hong Kong (#340) for Kwong Sai Nav. Co. Ltd, Hong Kong. 1915 sold to Kwong Wing Co. Ltd. 1931 sold to Sir Robert Ho Tung, Hong Kong. 1933 sold to Sang Wo Co. Ltd, Hong Kong. 10/12/41 scuttled at Hong Kong, wreck still there in July 1948, NFI. 12/52 register closed "as no information since 1945".



Likely TAI MING, character 'TAI' 大 visible (Internet).



Similar vessel at Canton (coll. SK).

KWONG YING (1914-??) 685/14 (s.s.s.) 2 decs 150.7x28.0 2-sc. 2xC2cy builders

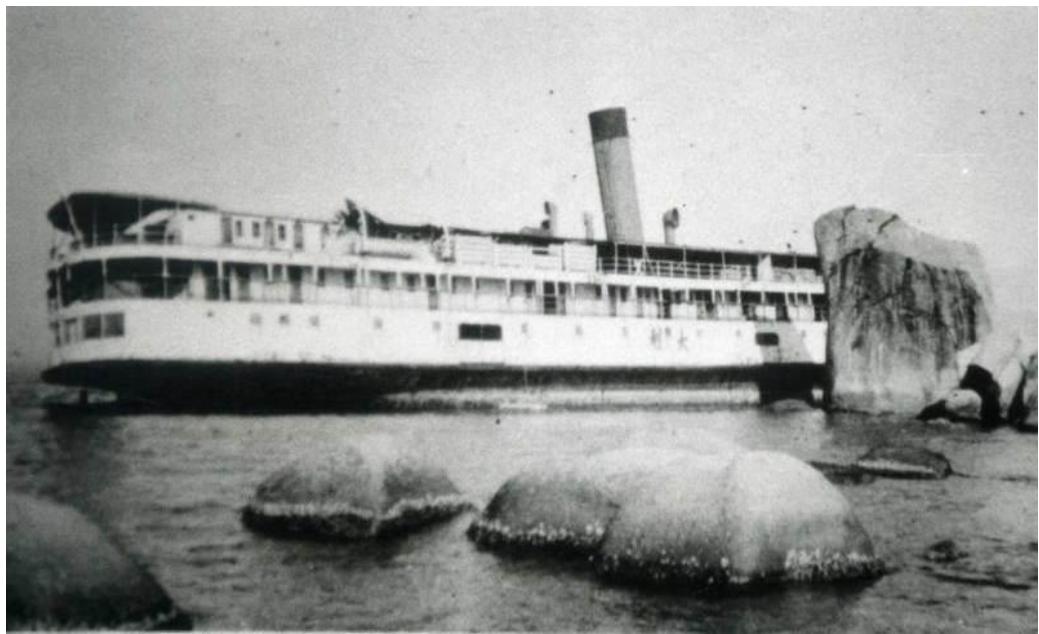
Built by Kwong Fook Cheong, Hong Kong, presumably for Canton owners, first listed LR24 as
KWONG YING for Lau Wa Ping, Hong Kong. 1930 sold to Leung Chi Sing, Canton. 1963 RLR.

TAI LEE 大利 (1914-41) 997/14 (s.2-sc.s.) 208.9x38.1 T6cy builders 155nhp

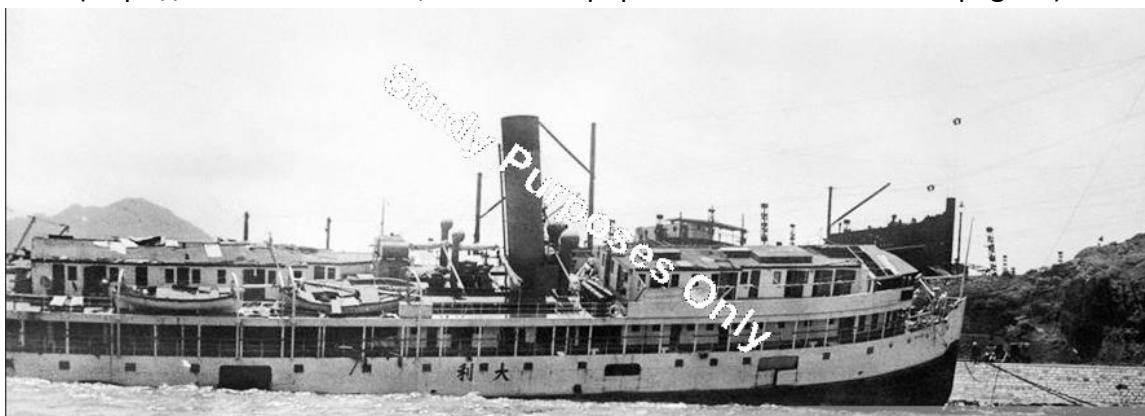
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong and reg. 3/14 to Sze Yap S.S. Co. Ltd, Hong Kong. 18/8/23 in typhoon broke moorings and grounded on eastern side of Kowloon docks during typhoon. 4/3/31 damaged in collision with WING ON off Kongmoon. 1939 allowed by Japan to proceed from Canton to Hong Kong in convoy. British flag TAI LEE 12/41 req. by HM Gov't and reported scuttled at Hong Kong later that month. Raised by Japan r. TAIRYO MARU 大獅丸 (1423t 63.63x11.89x3.43 T3cy). 12 or 13/7/43 sunk off Haiphong by US Army air bombing attack. 8/52 register closed.



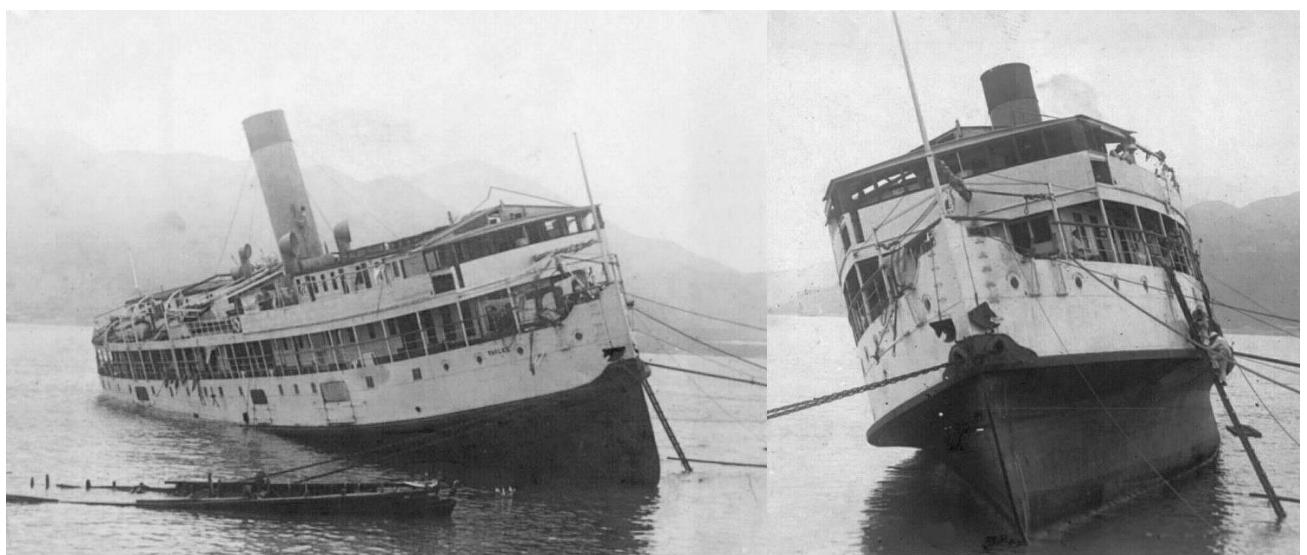
Early ON LEE or TAI LEE at Canton, from a postcard stamped in 1916 (coll. SK).



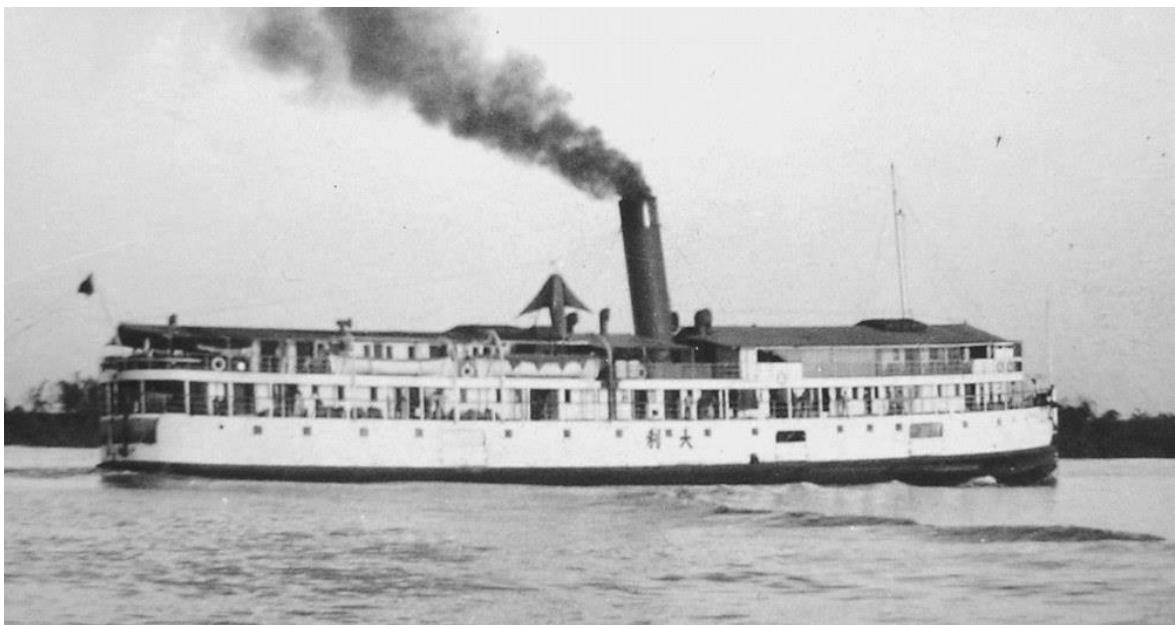
TAI LEE aground on an unidentified occasion
(<https://www.uwants.com/viewthread.php?tid=16985327&extra=&page=9>).



TAI LEE after the 1923 typhoon (Getty Images).



TAI LEE, typhoon of 1923 (Internet).



TAI LEE in 1939 convoy from Canton to Hong Kong (SK*)

TUNG ON (1914-14) 459/1911

see **WING ON** (1911-14)

WA SUN (1914-23?) 347/14 grt also 388 s. shade deck 136.5x21.8 C2cy builders 30rhp

Built by Kwong Tak Cheong, Hong Kong and 1/14 reg. to Chan Po Yew. 1918 sold to Chi Yu Man, Hong Kong. 10/20 register closed on sale to China, by 1923 owned by Fuk Hoi S.S. Co., Canton. 18/8/23 blown ashore on N. side of Stonecutters Island in typhoon. By LR24 owners Pak Hang & Co., Hong Kong. RLR 1960 – untraced, no longer listed in MNL by 1928. [KCW 1919 reports arrival of WA SUN, Br Steamer 245 tons from Kwang Chow Wan with general cargo, Wan Hing.]



WA SUN stranded on Stonecutters Island in 1923 (Ebay).

WAH ON (1914-27) 459/1911

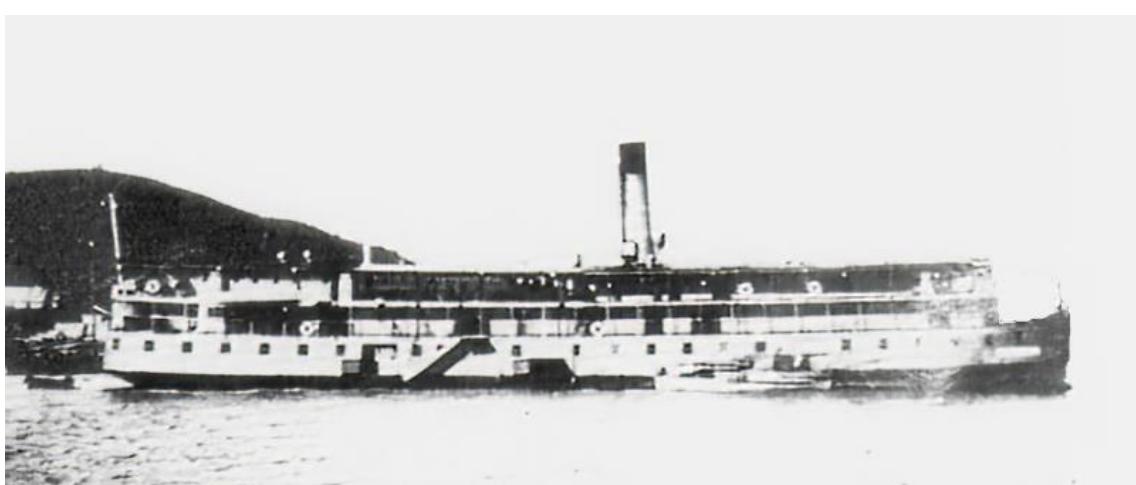
see WING ON (1911-14)

WING ON 永安 (1914-4?) 834/14 2-sc. 1 dck shade dck & promenade deck 193.0x33.0 C4cy builders 98rhp

Built by Kwang Tak Cheong, Hong Kong and reg.5/14 to Chan Lai S(h)ang, Hong Kong. 8/20 sold to Woo & Mok Ltd, Hong Kong. 12/24 sold Shing (Shiu) Hing S.S. Co., Hong Kong. 4/3/31 damaged in collision with TAI LEE off Kongmoon. 2/33 sold to Kwang (Kwong) On S.S. Co. Ltd. By 1934 grt 1223, length, engines unchanged. 11/34 sold to Chinese Gov't, Canton, used as a base for Dachang Customs, RLR. 1939 evident in commercial colours (Tung On S.S. Co.?) in Canton-Hong Kong convoy, but unlocated LR35-50, probable war loss.



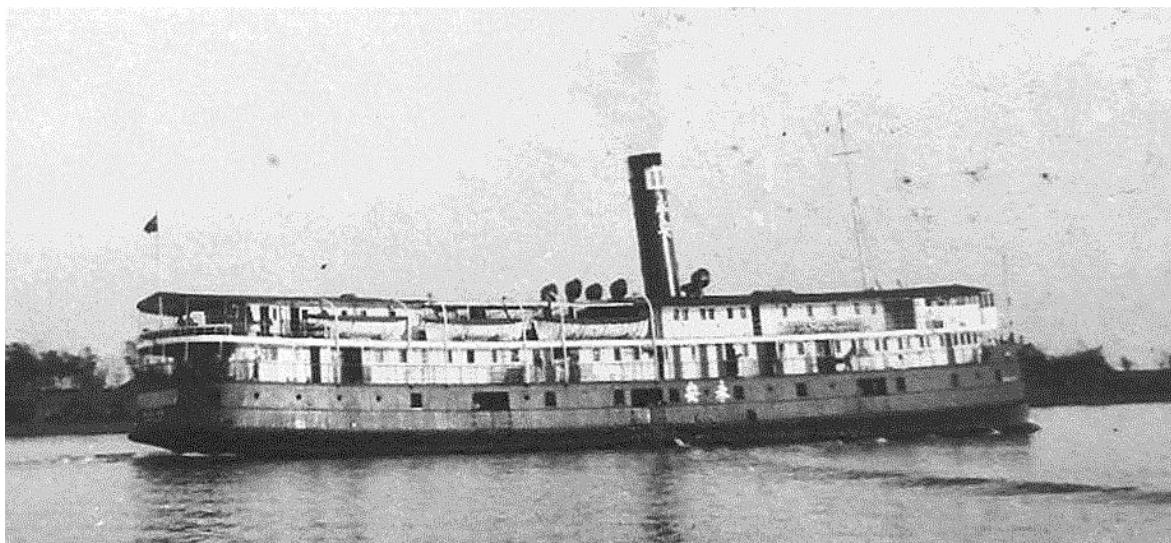
Likely Woo & Mok Ltd WING ON at Sheung Wan in a pre-1924 view (from a postcard).



WING ON when operating as a headquarters for Dachang Customs (Sina News).



Possible WING ON off Shameen in 1930s when owned by Chinese Gov't (Nisshin Kisen history p.80).



WING ON in 1939 convoy from Canton to Hong Kong (SK*).

CHUEN CHOW (1915-28) 789/15 2-sc. 157.7x27.0 C2cy builders 62rhp

Built by Kwong Fook Cheong, Hong Kong (#128) for Chuen On Steamboat Co. Ltd, Hong Kong as CHUEN CHOW. 8/28 sold to Tung Wo S.S. Co. Ltd, Hong Kong r. KONG SO 江珠. 2/39 sold to West River Transportation & Tdg Co. Ltd, Hong Kong. 2/40 t/f to N.J. (Norman Joseph) Asquith, Shanghai. 12/41 captured by Japanese forces at Tinghai r. KYOKUA MARU. T/f to Chuka Rinsen (Nanking Gov't.) for operation. 1945 recovered. 4/46 Hong Kong reg. closed on transfer to Chinese Maritime Trust/TCC for service Shanghai-Ningpo-Shaohsing. 1048 t/f to Tai Chong Cheang S.S. Co., Ltd, Shanghai. 1/5/49 alongside in Shanghai requisitioned and taken to Tinghai. Later withdrawn to Keelung, laid up for some years until eventually broken up at Tamsui.



CHUEN CHOW (Internet)



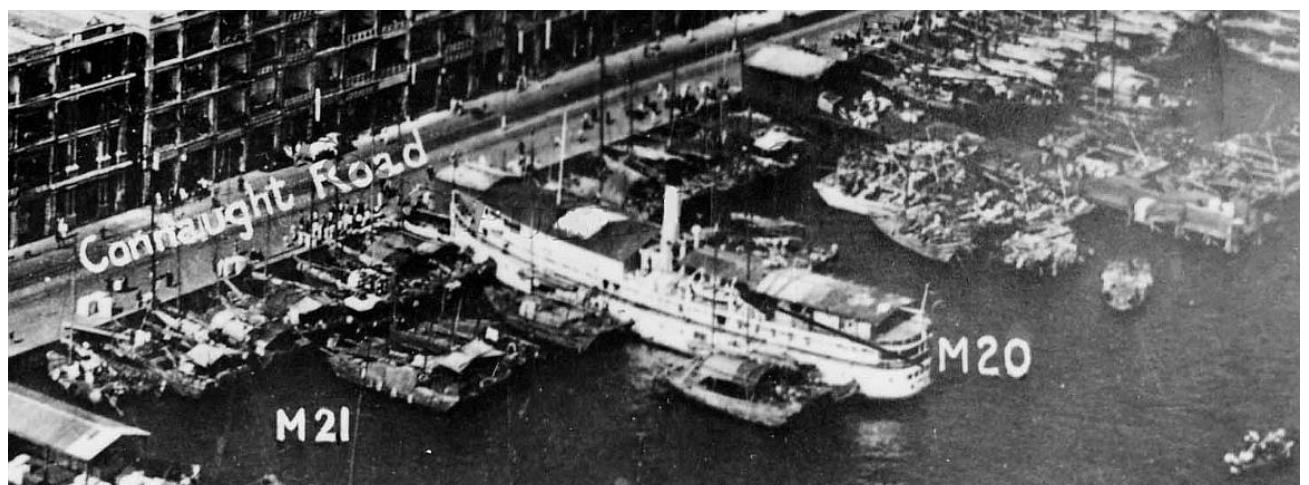
Steamer CHUEN CHOW at Hong Kong (Postcard in SK colln).



Above 2: CHUEN CHOW (right) with buff then black funnel, alongside KWONG TUNG at the 'British Canton Line' pier, Hong Hong Praya <http://gwulo.com/sites/gwulo.com/files/images/batgung-m-1920s-praya-canton-steamers.jpg>; <https://www.uwants.com/viewthread.php?tid=16985327&extra=&page=1>



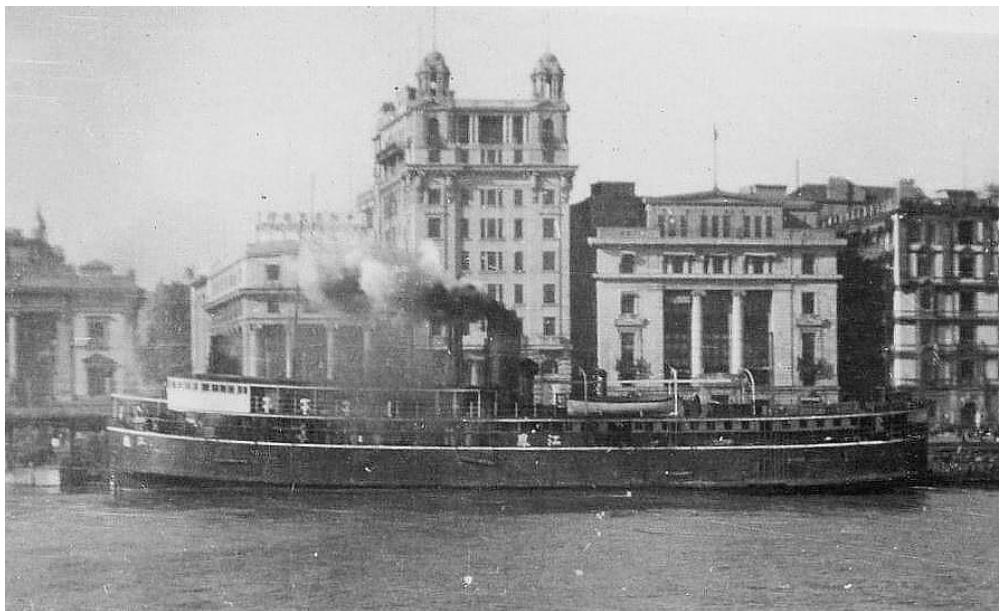
KONG SO in 1930 (YouTube *Hong Kong in 1930*).



Probable KONG SO at Sheung Wan, approx. 1930 (HKPL).



KONG SO departing Hong Kong for Macao on the morning of Sunday 20 August 1933. Compared with the 1930 images, funnel appears to have been replaced. Jardines' cargo ship FOO SHING at left (SK*).



KONG SO at Shanghai Bund postwar (SK*).

KO CHOW (1915-37) 348/15 (s.s.s.) 150.4x25.0 C2cy Kioong Tuck Chiong, HK 57nhp

Built by Kwong Tak Cheong, Hong Kong for Ko Chow Steamboat Co. Ltd (Chow Ting Lai, mgr), Hong Kong. 1924 sold to Tai Hong SS. Co., Ltd, Hong Kong. 1929 sold to Tah Che SS. Co., Ltd (S. Y. Fong), Hong Kong. 1930 sold to Mok H. Kiu, Hong Kong. 1932 sold to Chow Shun On, Canton. By LR35 grt 557 1 deck & shade deck. 1937 r. TUNG TAI (same owners). 1941 presume taken over by Japan, NFI. 1948 RLR.

NAM HOI (1915-18) 1053/91 see TAI ON (1891-15)

SHING-CHEONG/SIN-CHEONG (1915-?) 847/15 (i.s.s., confirmed LR) 2sc 168.6x30.0 2xC2cy builders 55nhp

Built by Kwong Tak Cheong, Hong Kong, presumably for Canton owners. 1927 first listed for Kong Kuan, Macao. 1935 t/f to Vong Kuan, Macao. Believed under Japanese control from August 1939, NFI. 1992 RLR.



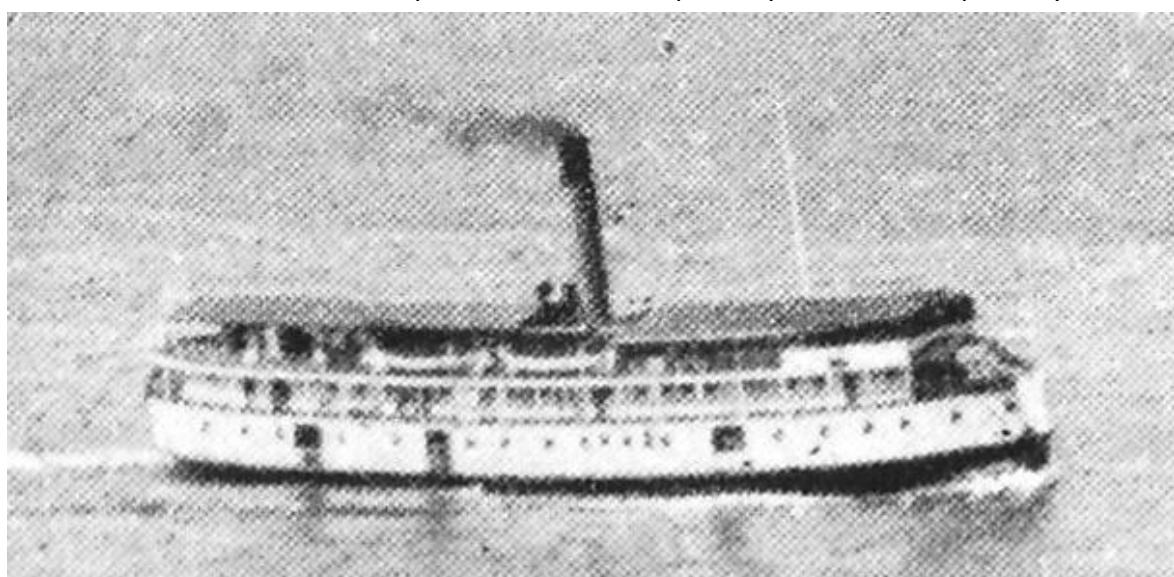
?Macao-registered steamer at Canton 1928, CHEONG name, suggesting this is SHING-CHEONG (F. Schmidt).



1924 view of Canton with similar steamer at left (Internet).



Similar steamer from a colour postcard at Canton, possibly 1930s, name partially visible.



Similar steamer in Sulphur Channel, H.K. Woo & Mok colours? (Tuck's postcard).

[HOI SANG \(1916-29\) Wo Fat S.S. Co. Ltd](#)

[see HOI SANG \(HCMSC, 1908-16\)](#)

SAN NING (1916-??) 540 (later 776)/16 (s.2-sc.s.) 162.7x28.0 2xC2cy Tin Hing Co., HK 66rhp
Built by Kwong Fook Cheong, Hong Kong and registered 1/17 as SAN NING to Shin Hing S.S. Co. Ltd,
Hong Kong. 1926 sold to Kam Hing SS. Co., Ltd. 1931 sold Hoi Tung Co., Canton. 1966 RLR, NFI.

LIN TAN (1917-c.20) 572/04 572/04 Sai Hing S.S. Co.

see **LIN TAN** (HCMSC, 1906-10)

NANNING (1917-?) 569/00 Sai Hing S.S. Co.

see **NANNING** (HCMSC, 1900-17)

SAINAM (1917-?) 588/00 Sai Hing S.S. Co.

see **SAINAM** (HCMSC, 1900-17)

SAN UI (1917-33) 322/04 San Ning S.S. Co.

see **SAN UI** (HCMSC 1904-17)

SHIU CHEONG (1917-2?) 136/17 76.0x16.2 M 4cy J&CG Bolinders Co. Ltd, Stockholm 28nhp

Built by Kwong Hip Lung Co. Ltd, Hong Kong for W. G. Humphreys & Co., Hong Kong. By LR 29 sold to Hop Heng & Co., Swatow r. NGI HENG. SE LR35. Not as such in LR 41, not in Miramar or Starke-Schell.

WUCHOW (c1917-37) 436/09

see **ROBERT LEBAUDY** (1909-c.1917)

KONG NING (1918-41?) 727, later 1096/18 (c.2-sc.s.). Pass. 1 dk & saloon dk 170.8x32.9 2xM

Built by Lau Sum Kee, Hong Kong, 1/19 reg. for George Bunker, Hong Kong. 1925 t/f to Mrs M.F.G. Bunker, Hong Kong. 7/27 sold to Mok Kon Sang, Hong Kong. 7/27 sold to Hung Hing Tat, Hong Kong, re-engined, 2xC2y built 1916, boilers 1896 Kwong Cheong Loong, HK 75rhp. 2/32 sold to West River Tptn & Tdg Co Ltd, Hong Kong. 16/9/41 wrecked 1nm N Green Is, Hong Kong. LR 1949 notation NFI.



Two views of **KONG NING** moored in a section of the West River (Internet).

SAN NAM HOI (1918-41) 1053/91

see TAI ON (1891-15)

WING CHAI LOY (1918-2?) 681/18 3m engines aft (w.s.s.) 170.0x30.0

Built by Kwong Tuck Cheong, Hong Kong for King Wo SS. Co. (Chui Sik Kow), Canton. By 1924 owned by Chi Sih Hon, Canton. 1927 RLR.

CHUEN CHOW (c.1919-) 102net

Built at Hong Kong. Soon after launch sold to Fook Hoi as CHUEN CHOW. 1929 sold for \$40,000, refitted for \$20,000 r. LEE CHEUNG for Hong Kong owners. 21/12/29 on passage Shamunkwan-Hong Kong capsized off Fukien Point in gale, total loss, 260 dead, two saved. Not in LR 29.

YUET SHANG (1919-?) 704/19 (w.2-sc.s.) 2 dks 175.0x28.0 M 8cy builders 112nhp

Built by Kwong Tak Cheong, Hong Kong for Chung Kwok Po Lee S.S. Co., Canton. 1948 RLR. Not conf. as pass [Miramar = cargo]

CHUNG ON (c.1920-27) 572/04 Sai Hing S.S. Co. see LIN TAN (HCMSC, 1906-10)

KWANG LEONG (1920-22) 459/11

see WING ON (1911-14)

KWOK MAN HING (1920-3?) 245/20 (c.2-sc.s.) 2 decks 120.0x18.8 M builders 320nhp

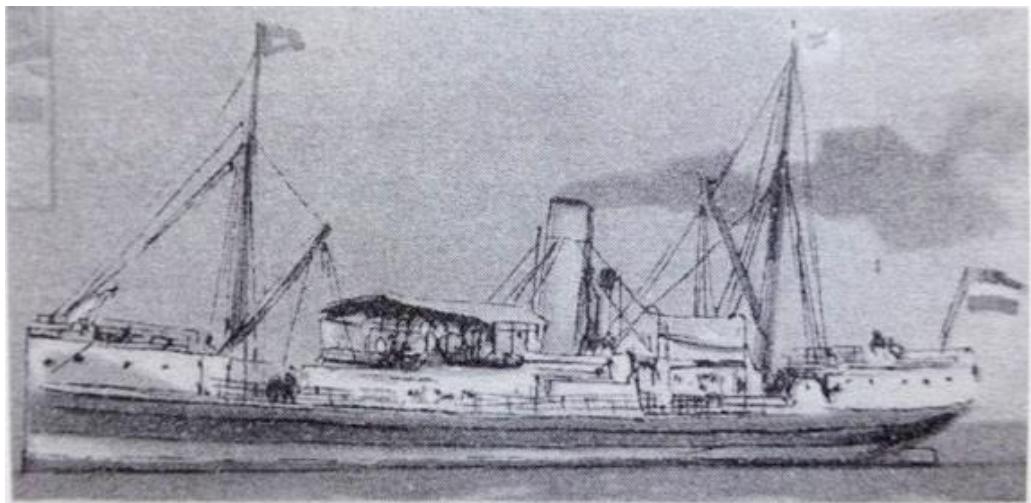
Built by Kwong Tak Cheong, Hong Kong (#356) for Wong Chung Ye, Canton. Still as such LR1930 but by 1935 RLR. Not in Miramar.

TIN SING (1921-24) 613/07

see HOI MING (1907-19)

ANJOU 南美洋 (1922-61) 599/99 142.7 x 25.0', 2-sc. 2xT3cy/9k A. Mancour, Nantes

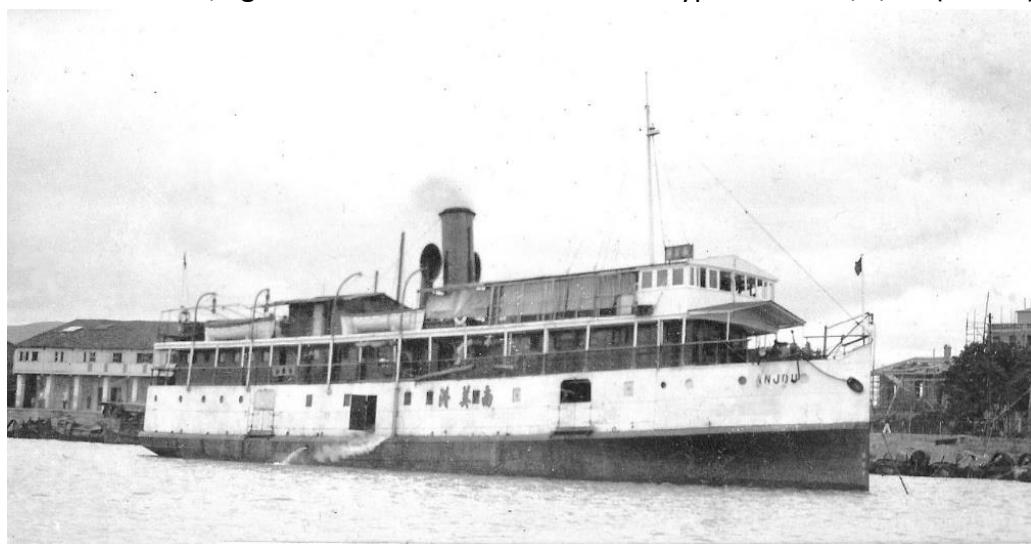
Built A. Legal, Nantes for Soc. Nantaise de Transportation a la Gjuyane, Nantes as ANJOU (331 grt). 8/11/00 sold to Norddeutscher Lloyd, Bremen r. ASAHDAN, after alterations at Tanjong Pagar Dock, 2/01 entered service Singapore-Ashan (N. Sumatra). and Singapore-Pontianak. 5/06 sold at Bangkok to a Siamese syndicate (Thai flag) r. ANJOU. 1913 sold to Ong Hock Seang, Singapore, 10/13 in service Singapore-Malacca-Port Dickson-Bagan (Sumatra) service. 8/14 remeasured (307 grt). By 5/16 on charter to Eastern Shg Co. Ltd, Penang for Penang-Langkat-Pulo Kampei (Sumatra). 5/1/17 (2200 hrs) midway P. Kampei-Penang, Capt. A.C. Campbell jumped overboard and drowned. 1/17 sold to Ho Hong S.S. Co. Ltd., Singapore for weekly service Singapore-Muar-Malacca. 11/22 sold for (Straits) \$25,000 to Hung Kwok Lung (Wing Tye S.S. Co., Hong Kong), Canton (Chinese flag) for Hong Kong-Canton service (ST, 6/12/1922). 7/23 reg. at Hong Kong to U Lai Tai. 18/8/23 grounded on Stonecutters Island during typhoon. 9/23 sold to Tung Lee S.S. Co., Hong Kong, presume extensively refitted as passenger ship for Hong Kong-Wuchow service. 28/11/23 fire in upper deck cabins while alongside in Hong Kong, promptly extinguished by fire float. Mid-1925 laid up at Shumshuipo. 10/25 sold at auction by order for \$26,000 for payment of wages (SFP, 23/10/25). 1/27 sold to Tam Pik Shan (Tam Ping Wa), later Hung Hing Tat, Hong Kong. 7/29 sold by order at public auction back to Tan Pik Shan. 1934 sold to G.L. Fenton, Hong Kong. 1/35 sold to Mok Hing Kiu, Hong Kong 2/37 reg. closed on sale to Li Shuen Wai, Canton. 1939 in convoy Canton-Hong Kong. 1940 sold to Wong Tso Shan, Macao, possibly known as 台山 TOI SHAN. 1961 broken up, 1965 RLR.



ASAHD (NDL History).



Probable ANJOU, aground on Stonecutters Island in typhoon of 18/8/23 (coll SK).



Reconstructed ANJOU at Canton, probably 1930s. Notated as 1939 convoy ship.

Chinese name read from right is 南美洋 NAM MEI JOENG (coll. SK).



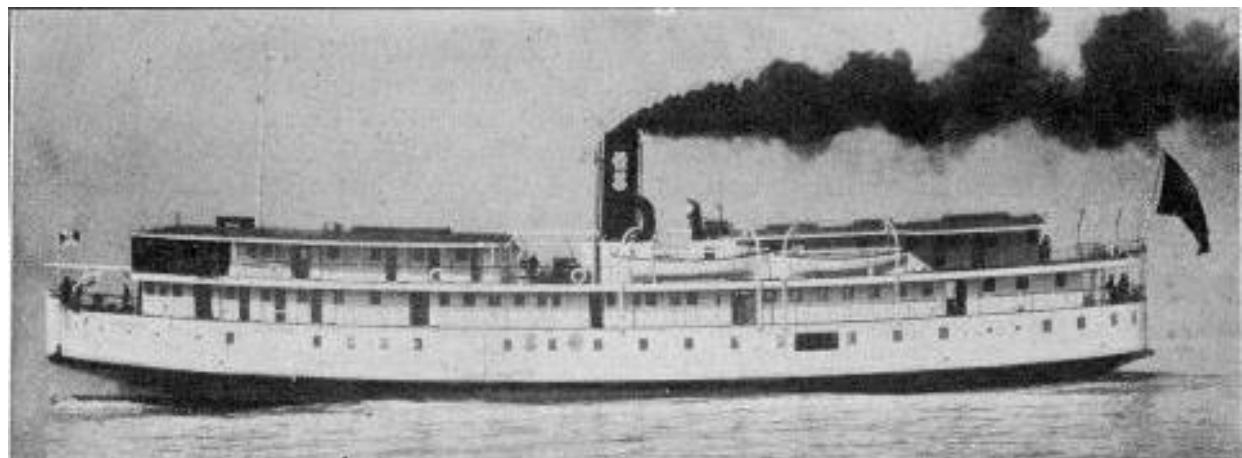
Unidentified prewar with name 台山 TOI SHAN on funnel, bearing certain resemblances to reconstructed ANJOU (www.uwants.com/viewthread.php?tid=16985327&extra=&page=26).

KWONG FOON (1922-4?) 611/22 2-sc. 154.4x26.1 2xM 4cy Densil M.W., Denmark 301nhp
Built by Kwong Fook Cheong, Hong Kong for Lau Wa Ping, Hong Kong. 1930 same owners, Canton.
1935 sold to Leung Ming Hing, Canton. 1948 RLR.

WAH KIU (1922-2?) 444/01

see WING HONG/WING HANG (1901-04)

HANG CHEONG (1923-c41) 1086 (later 1098)/1923 (s.2-sc.s.) 178.1x35.5 T6cy builders 57nhp
Built by Taikoo D.Y. Co. Ltd, Hong Kong for Yau Tak S.S. Co. of Macao for Canton-Macao service as HANG CHEONG. 8/23 shortly after launch blown ashore at Quarry Bay in typhoon. 1/24 reg. to Wo & Mok Ltd, Hong Kong. 10/36 register closed on sale to Tung Yick S.S. Co., Macao, still as such LR40. 12/41 seized by Japan and allocated to Kanton Naiga Unei Kumiai (Canton Inland Shipping Assoc.) r. KAISYU MARU. Also as KAISHU GO, also spelt KAISYU GO (reg. Keelung). 1945 registered under Chinese flag (owners unknown) as HAI CHU. 8/11/45 struck mine in 22.50N, 113.36E on voyage Canton to Hong Kong with troops. (Miramar)



HANG CHEONG flying Taikoo jack on trials (<https://gwulo.com/node/49195>).



Probable HANG CHEONG at Macao in Woo & Mok colours (collections.anmm.gov.au).

KWONG FOOK CHEONG 廣福祥 (1923-38) 881/23 1 deck & shade deck 169.2x28.2 C2cy builders 40rhp
Built by Kwong Fook Cheong, Hong Kong and 5/23 reg. to Chung Hin S.S. Co. Ltd, Hong Kong.
24/12/27 slightly damaged in collision with *On Lee*, latter found at fault. 2/38 sold to Ming Sang S.S. Co. Ltd. 1942 taken over by Japan r. KOFUKU MARU. 1945 reverted to previous owners and name, early 1946 operating Hong Kong-Macao. 9/56 sold to Yau Wing Co. Ltd, Hong Kong r. YAU CHEUNG and 10/56 converted to dumb lighter.



KWONG FOOK CHEONG postwar at Hong Kong (T. Rayner*).

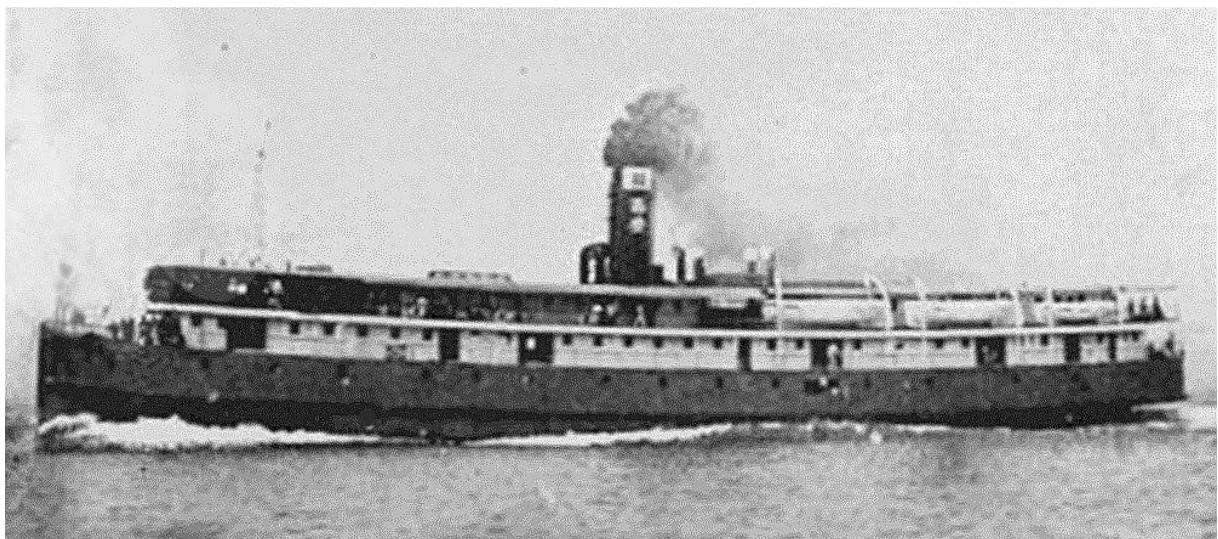
FOOK ON (1924-41) 731/03

PAUL BEAU (1924-38) 1415/03

see KWONG HING (1903-03)

see PAUL BEAU (1903-19)

SAI ON 西安 (1924-1950) 1950/24 2-sc. 2 decks & shade deck 225.0x42.1 T6cy builders 120nhp Blt Taikoo D & E Co Ltd for Woo & Mok Ltd. 3/35 sold to Tung On S.S. Co. Ltd, Hong Kong. 12/41 laid up at Macao but 18/8/43 taken by pirates to waters outside the port where 19/8 seized by Japanese r. SEIAN MARU 西安丸, postwar SAI ON. Late 1946 under British Gov't control transporting KMT troops. 4/2/47 gutted by fire at Hong Kong, 200 casualties, owning company capital significantly reduced. 14/7/47 owners declared insolvent. 10/48 sold to Tai Yip Co. Ltd, Hong Kong. Rebuilt by Lo (Cheoy Lee) brothers. 4/50 registered as TAKSHING. 25/5/50 rescued 56 sailors after PLA *Taiyuan* sunk by Nationalist forces near Wanshan Islands, 15 injured taken to Macao. Ca.21/7/50 fired at near Weiwei Cordon. 26/9/52 hit in bow by shells from PLA warship, stopped and two passengers removed. 8/68 t/f to Tai Tak Hing & Co. Ltd. 9/68 r. TUNG SHAN. 18/1/74 registry closed on sale to Japanese breakers.



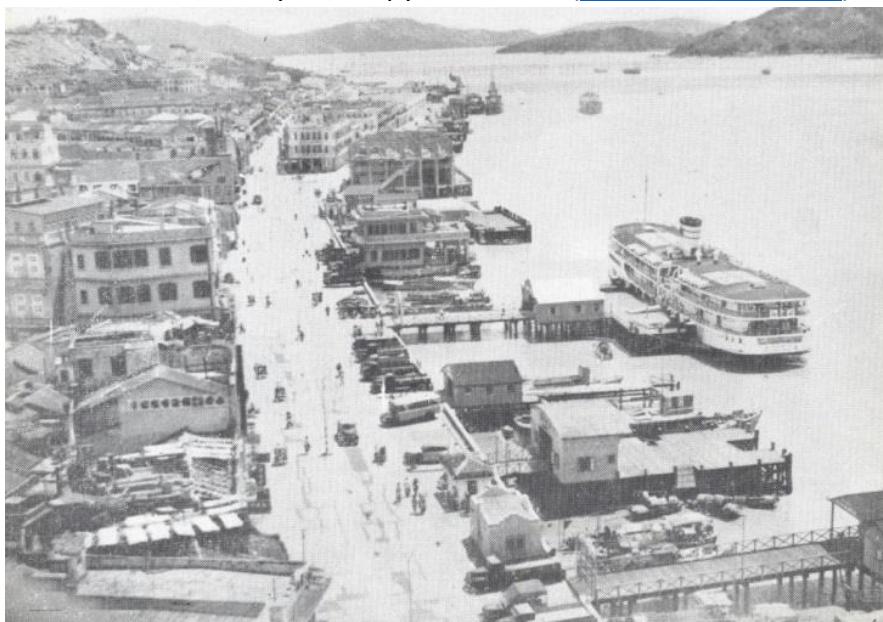
SAI ON running builder's trials (Taikoo Dockyard, *OSK Guide 1929-30*).



SAI ON, white hull, berthed prewar near the Custom House dome, Canton
(www.uwants.com/viewthread.php?tid=16985327&extra=&page=5).



TAKSHING at Cheoy Lee shipyard in 1950 (www.cheoyLee.com).



TAKSHING at Macao waterfront in 1950s (from a postcard).



In the early 1950s TAKSHING's under-hull was dark green
(from a postcard).



(<http://www.chengpou.com.mo/dailynews/204896.html>).



Typical views of TAKSHING in the 60s. New upper deck public room (SK*).



TUNG SHAN at Macao after September 1968 (Karsten Petersen).



TUNG SHAN just before retirement aged 50 (David T. Jackson).

TUNG ON 東安 (1924-1948) 1950/24 2-sc. 2 decks & shade deck 225.0x42.1 T6cy builders 120nhp
Built by Taikoo D. & E. Co. Ltd, Hong Kong and 8/24 reg. to Woo & Mok Ltd, Hong Kong. 3/35 sold to
Tung On S.S. Co. Ltd, Hong Kong. 13/12/41 [M = 10/12] scuttled at Hong Kong. Raised but 14/7/47
owners declared insolvent. 4/10/48 sold to Tai Yip Co., then 6/10 to Chi Aun Co. for breaking up.



TUNG ON at Tung On S.S. Co. Wharf prewar
(<https://www.uwants.com/viewthread.php?tid=16985327&extra=&page=31>).



Early TUNG ON or SAI ON (from a postcard).



TUNG ON or SAI ON at Canton in 1934 with a white hull (Internet).



TUNG ON or SAI ON at Canton (from a panorama attributed to Ah Fong).

FOOK SING (192?-27) 839/01
WO PING (192?-29) 883/02

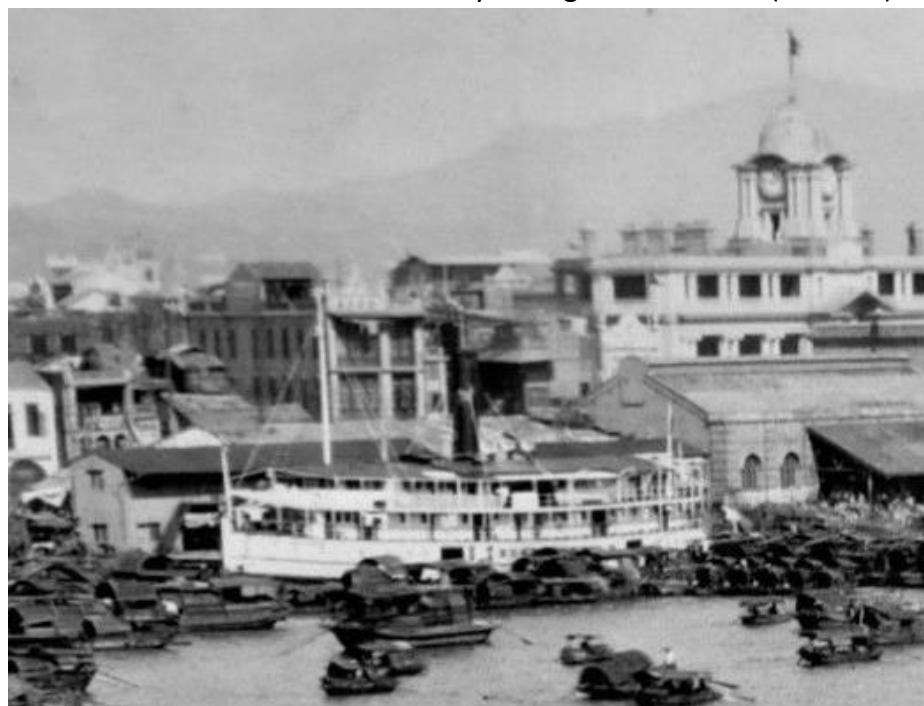
see **WING HONG/WING HANG** (1901-04)
see **WING CHAI** (1902-1906)

WING PING/TIN CHON (early 1920s-1931?) wooden hull, about 600gt

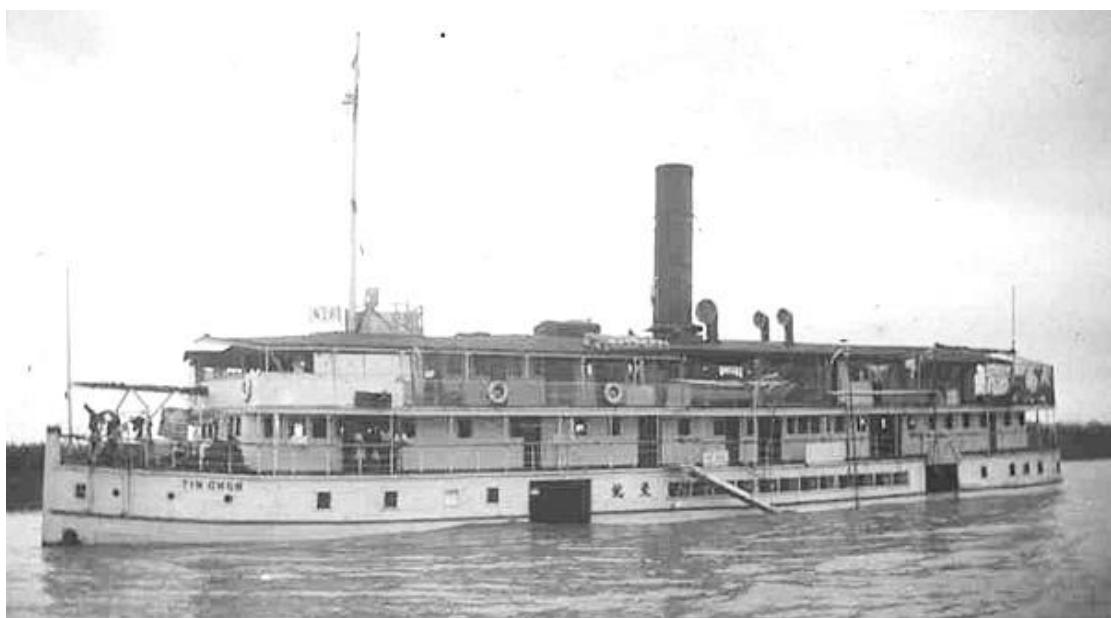
Early 1920s **WING PING** photographed at Canton. Ca 1931 similar **TIN CHON** wrecked in West River in 1930 or 1931. 1939 similar **LEUNG KWONG** in Canton to Hong Kong convoy. NFI. [Not in Miramar, unlocated in prewar LRs (checked from LR 22) [The association of **WING PING** with **TIN CHON** and **LEUNG KWONG** lacks final proof.] [KCW 1919 reports arrival of **WING PING**, Ch Steamer 299 tons from Kwang Chow Wan with general cargo, Shun On.]



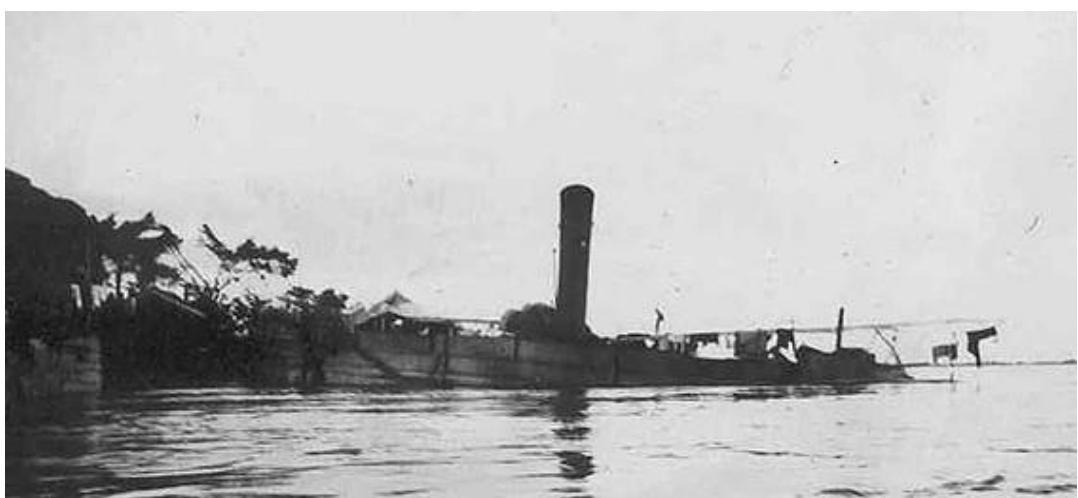
WING PING, wooden hull, in front of the Shameen on a card sent in the mid-1920s. Vessel not listed in Lloyd's Registers 1922-50 (Internet).



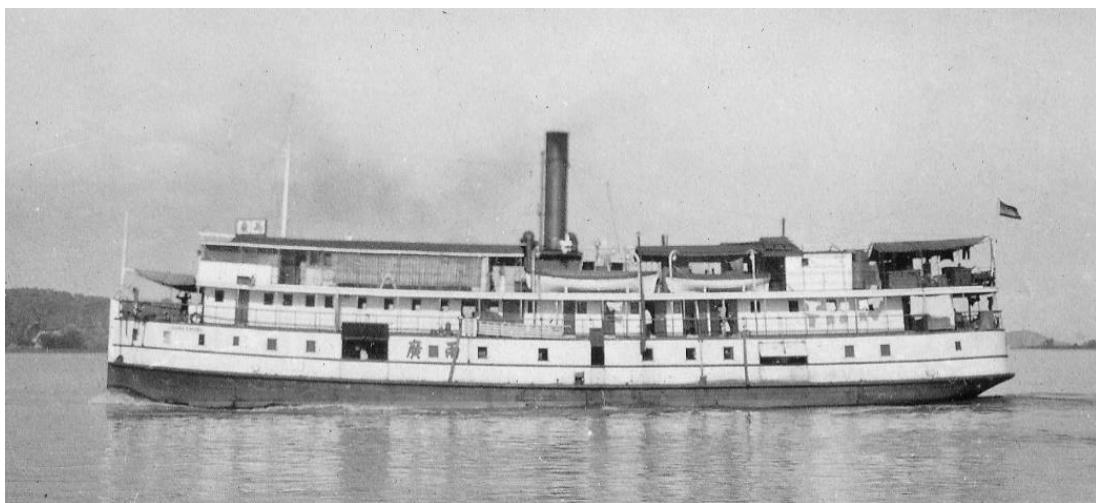
Rather similar wood-hulled steamer moored near the Customs House at Canton (from a panorama).



TIN CHON sinking in West River dated between 8/30 and 9/31 (Tim Sloan C/- HMS Falcon website).



Above 2: TIN CHON loss in West River between 8/30 and 9/31 (Tim Sloan C/- HMS Falcon website).



LEUNG KWONG (on hull as 雨廣) in 1939 Canton-Hong Kong convoy (coll. SK*)

YUET ON (1926-37) 1130/26 2 dks 2sc. 185.0x31.1 2xT3cy Glasgow 86nhp

Built by Ching Ngai, Hong Kong for Fook Yuet S.S. Co., Canton. 1931 sold to Hoong Tak S.S. Co. (Sum Pak Ming mgr), Canton. 2/9/37 in typhoon at Hong Kong sunk by *Tin Sang* (332/04) at Tsun Wan.



Warren Swire photo (ID17724) at Canton of unidentified 1,000 grt Hong Kong steamer with built up foc'stle, large funnel and 6 boats. Possibilities include YUET ON and KONG NING.

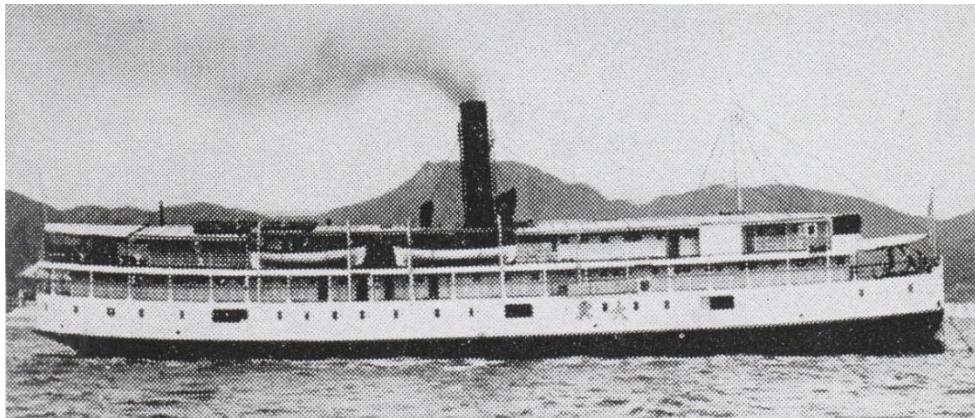


Evidently same vessel in a different colour scheme, with a _____ ON name (from a 1920s panorama by Ah Fong).

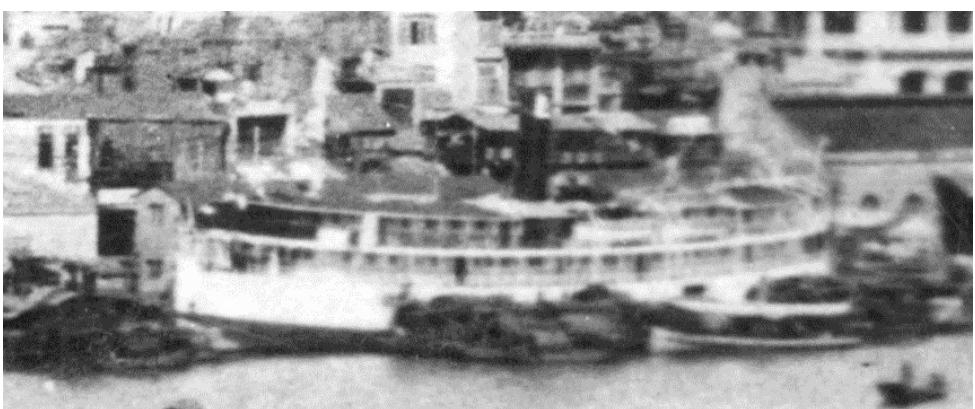
CHUNG ON (1927-41) 968/04 Lau Wa Ping

see LIN TAN (HCMSC, 1906-10)

TAI HING 大興 (1927-41) 1068/27 (s.2-sc.s.) 178.0x22.1 T6cy Wm. McNeil & Co. Ltd, Glasgow 96nhp
Built by Kwong Tak Cheong SB & E., Hong Kong for Kwang Wo Co. Ltd, Hong Kong. 13/3/37 maiden voyage to Wuzhou. 12/29 sold to Sang Wo Co. Ltd, Hong Kong. By 1940 under control of Sir Robert Ho Tung, 3/40 loaned to HKRNVR for duration of the war and three months thereafter. Used as HQ and training ship by HKRNVR as their headquarters. 9/40 commissioned as HMS CORNFLOWER, sometimes informally referred to as HMS CORNFLOWER II. 25/12/41 sunk in attack at Hong Kong. 1943 raised by Japan 1944 r. CHUKO MARU 中興丸. 31/3/44 placed under control of Toa Kaiun. 20/8/44 bombed and sunk 22.23N/115.34E (in the Dongshan Sea, about midway between Hong Kong and Swatow), 28 pass lost. 12/52 register closed. [Miramar, Kizu]
[https://en.wikipedia.org/wiki/SS_Tai_Hing]



TAI HING (Kwong Tak Cheong SB & E advertisement, OSK Guide 1931).



Vessel generally similar to TAI HING at Canton in the period 1928-36 (from a panorama by Ah Fong).

WING HUNG (1927-30) 839/01

see WING HONG/WING HANG (1901-04)

CHUEN CHOW (1928-41) 1088/28 2-sc. 177.8x33.1 T6cy builders 96rhp

Built by Kwong Fook Cheong, Hong Kong and 11/28 reg. to Chuen On Steamboat Co. Ltd, Hong Kong. 20/12/41 scuttled at Hong Kong. Wreck subsequently broken up by Japanese.

KONG SO (1928-40) 789/15

see CHUEN CHOW (1915-28)

LEE CHUNG (1929-29) 102 net

see CHUEN CHOW (c.1919-29)

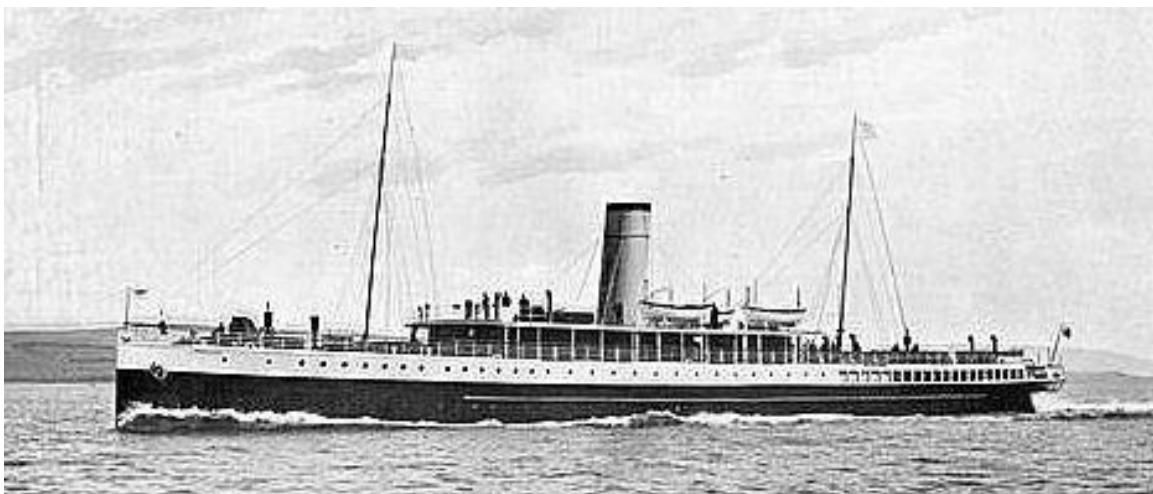
TIN YAT (1929-41) 942/02

see WING CHAI (1902-1906)

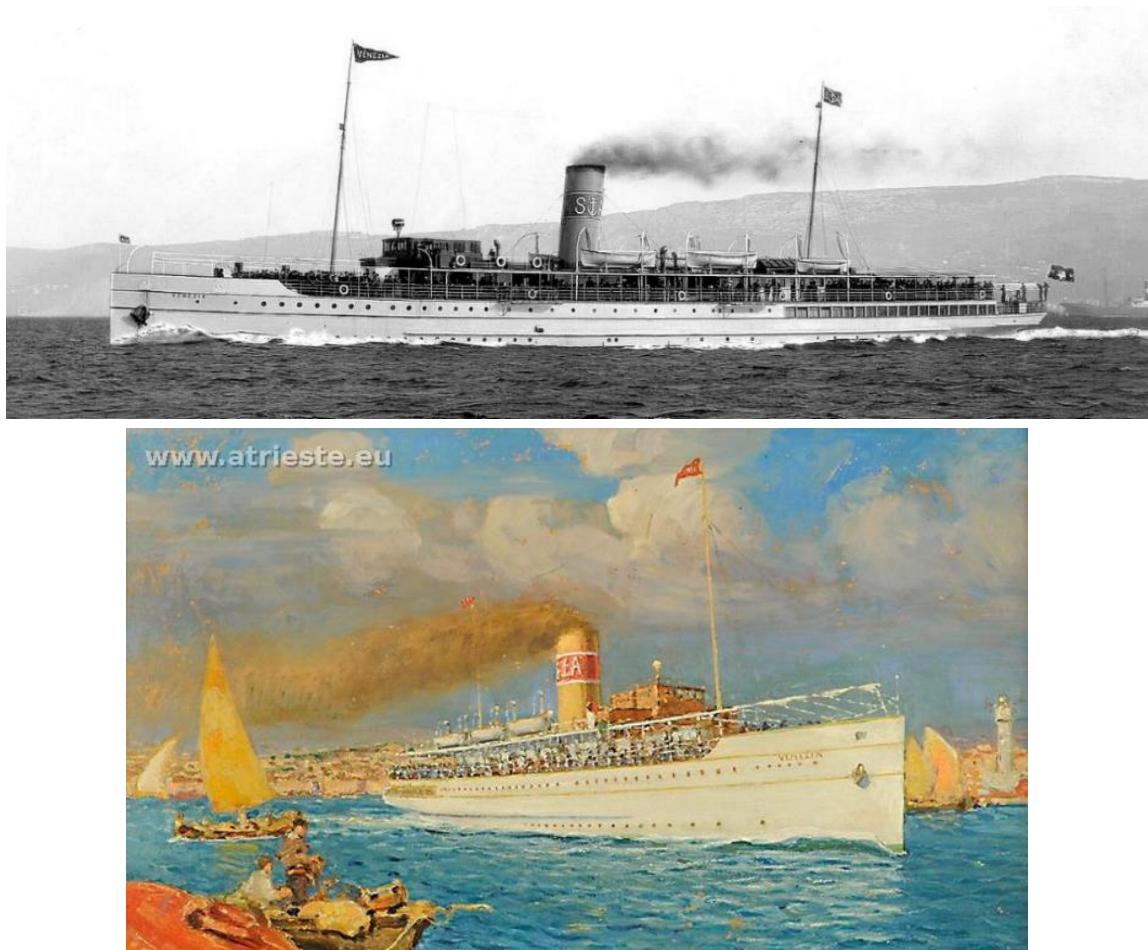
VENEZIA/CHUNG HING (1929-33) 1250/06-5 (2 dks & prom. dk, 275.0 x 32.1', 3-sc.ST/20k Parsons) Built by Wm. Denny & Bros, Dumbarton (#771) for General Steam Nav. Co., London as KINGFISHER for fast summer Thames and cross-Channel day excursions (982 grt, 1,000 pass.) but proved uneconomic [Lyon, Denny List; clydeships.co.uk]. End summer 1911 sold to S.A. di Nav Rimorchi e Salvataggio D. Tripovich, Trieste r. VENEZIA, refitted by Hawthorn & Lelie & Co., Newcastle with focsle, enclosed bridge, longer promenade deck and extra boats (now 1250 grt, white hull), 30/4/12 inaug. fast Venice-Trieste line (3 hours). From 1/4/13 daily service. 1/16-10/18 requisitioned by Imperial Austro-Hungarian Govt for war service in Adriatic. 1919 resumed commercial service, now Italian flag [www.aTrieste.eu/Forum3/viewtopic.php?t=6989]. 1929 sold to China New Era Shipping Co. Ltd, Hong Kong for HK-Macao line (3 hours), reg. at Hong Kong as VENEZIA but also known as CHUNG HING. 7/30 temporarily withdrawn from service Hong Kong-Macao due to financial problems (HKDP 17/7/30). 12/3/32 o/v HK-Macao (500 pass.) in collision with *Sui Tai* off Cheong Chan Leong/Nam Tao Is. in thick fog on voyage Hong Kong-Macao, port side damaged forward of bridge, 2 pass., 2 crew killed, survivors t/f to *Chuen Chow*, narrowly avoided sinking; subsequently repaired; found to be at fault, owners later bankrupt [gwulo.com/node/36316/view-pages, SFP 30/3/32]. 1933 sold to Ching Hing Shipping Co. Ltd (Yeung Chung Kee), Canton. 1935 laid up at Hong Kong. 27/2/36 sold at auction for \$23,000 to Chun Shu Kai (Hoong Fat & Co., Hong Kong), Canton to be r. YAO FEI but evidently sold for scrapping in China (rep. 3/38). [Malaya Tribune, 7/3/36, Schell].



Model of KINGFISHER (NMM).



VENEZIA as KINGFISHER (clydesite.co.uk).



VENEZIA later under the Italian flag (<https://archiviodistatotrieste.it/mostre/in-alto-mare-la-societa-tripcovich-fra-navigazione-rimorchi-e-salvataggi/>; www.atrieste.eu).

MAN HING (1930-?) 839/01

see WING HONG/WING HANG (1901-04)

FATSHAN (1933-41) 2639/33 China Navigation Co.

see FATSHAN (HCMSC, 1933-31)

YEE ON (1933-33) 322/04 unknown owners

see SAN UI (HCMSC, 1904-17)

TIN TING (1933-34) 322/04 Tung Nam S.S. Co.

see SAN UI (HCMSC, 1904-17)

VENEZIA/CHUNG HING (1933-36 1250/06

see VENEZIA (1929-33)

LEE HONG 利航 (1934-39) 1085/34 (2-sc, M6cy, 245 nhp, MAN A.G. Augsburg) 192.8 31.0'

Built by Kwong Fook Cheong, Hong Kong (#162) for On Wo Nam Co. Ltd, Hong Kong as LEE HONG. 4/38 sold to Chung Hin S.S. Co. Ltd, Hong Kong. 7/39 sold to HCMSC r. CHUNGSHAN. 11/12/41 shelled and sunk at anchor off Kowloon Bay to prevent capture. 6/42 raised by Japanese but later again sunk by Allied bombing. 8/45 found lying burnt out in Naval Dockyard. After War salvaged, fitted with new (1931) engines and 2/49 re-reg. for U Ping Yung (Wo Cheung Fat Shg & Tdg Co. Ltd mgrs), Hong Kong as MISS ORIENT. 24/3/49 sank after striking mine in Pearl River 6 m. from Canton - 29 lives lost. Raised and 8/49 sold to Tak Kee Shg & Tdg Co. Ltd, Hong Kong for Hong Kong- Macao trade r. LEE HONG. By mid-1960s laid up off Stonecutters Island. 17/8/71 broke in two and sank in Rambler Channel, Hong Kong during typhoon 'Rose' - several lives lost.

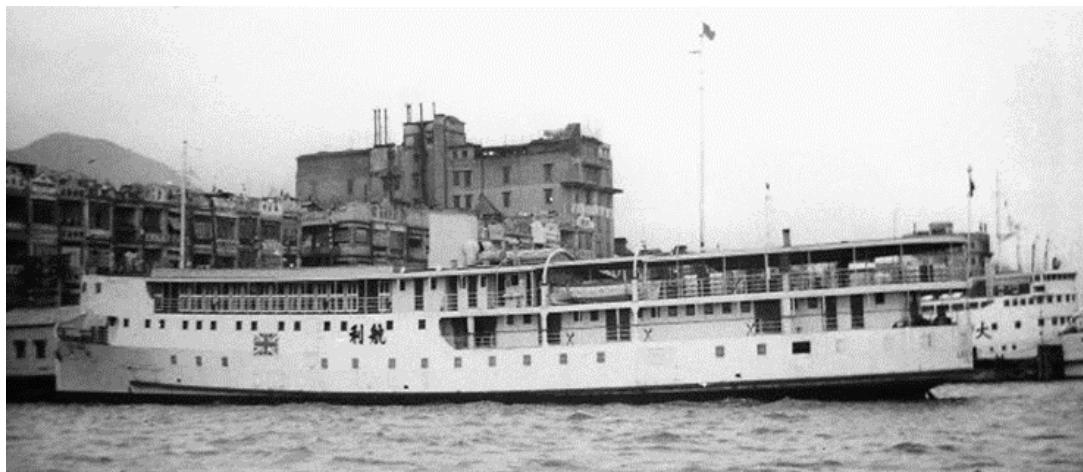


Presumed LEE HONG about to sail from HCMSC Wharf, Hong Kong in late 1930s.

(YouTube *Hong Kong Franconia Around the World 1930s*)



CHUNG SHAN in 1950 as LEE HONG (Michael Rogge).



LEE HONG in 1950s (Tom Rayner).



LEE HONG at Macao in 1950s (Internet).



LEE HONG laid up off Stonecutters Island in 1970, name still written right to left on starboard side (W.G. Volum).

TIN SANG (1934-41) 398/04 Fook On S.S. Co. Ltd see **SAN UI (HCMSC, (1904-17)**
LEUNG KWONG (1930s) see **WING PING/TIN CHON (early 1920s-1931?)**
PEROLA (existing 1937) 150/?? Portugal-flag ferry rep. 2/9/37 typhoon damage at Cheung Sha Wan

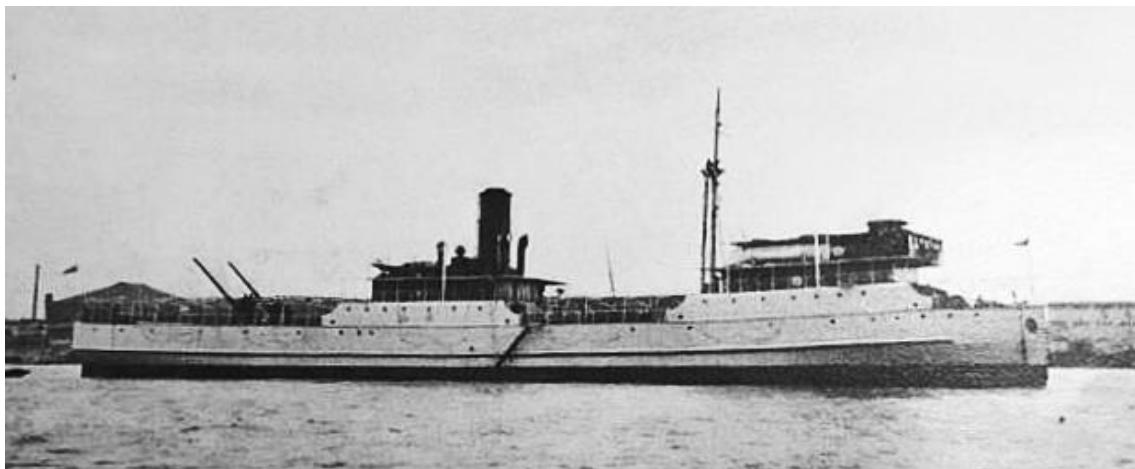
CHUEN HING (1937-41) 684/37 composite 2-sc. 145.2x27.8 2xC2cy Kwong Sze Sang old engines fitted 1937 36rhp

Built by Kwong Fook Cheong, HK and 5/38 reg. to Law Man, HK. 12/41 scuttled at HK. Raised by Japanese and comm. as SENKO MARU. 19/12/44 bombed and sunk at Paimanching, NW Hainan Island.

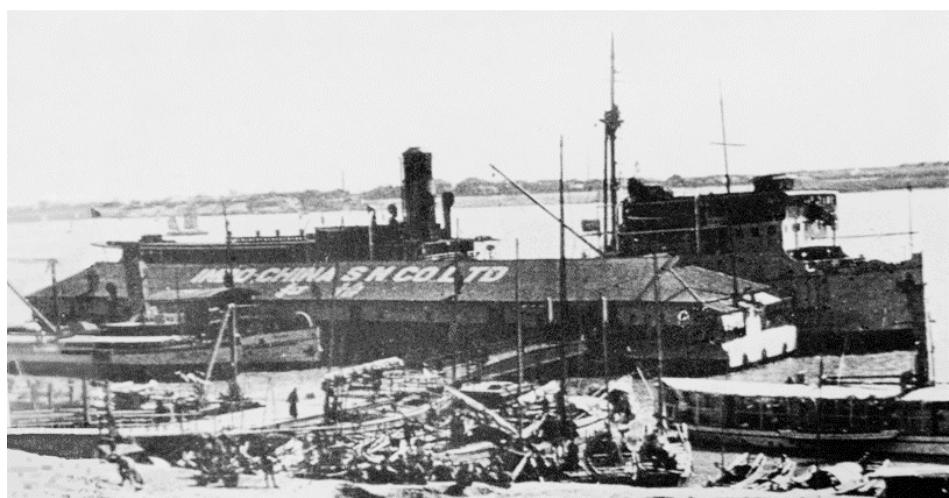
FU HAI (1937-41) 358/09	see ROBERT LEBAUDY (1909-c.1917)
TUNG TAI (1937-41) 348/15	see KO CHOW (1915-37)
MACAU (1938-41) 1415/03	see PAUL BEAU (1903-19)
KAU TUNG (1938-41) 1415/03	see CHARLES HARDOUIN (1903-19)
KWONG FOKK CHEONG (1938-42) 881/23	see KWONG FOKK CHEONG (1923-38)

PING WO 平和 (1938-39) 2671/22 290x46.2 2xT3cyl builders 276nhp

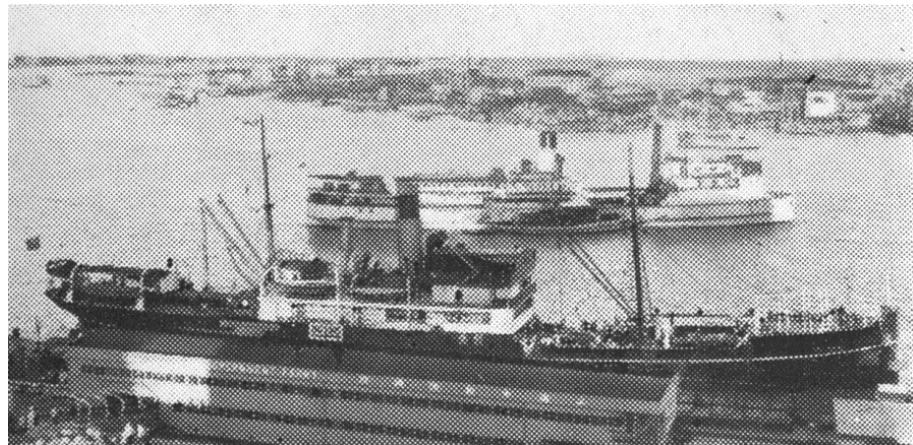
Built by New Eng. & S.B. Works Ltd, Shanghai (# n/a) for ICSNC for Middle River service as a cargo ship. Early-1935 rebuilt to increase passenger capacity, aft cargo hatch removed. Early-1938 introduced to Canton River service. 3/39 sent to Haiphong as storeship. 12/41 req. by R.N. as water carrier for use at Singapore. Fitted with 12-pounder gun, sides of forward superstructure removed to improve firing arc. 2/42 towed damaged *HMAS Vendetta* from Batavia to Albany, Western Australia. 19/5/42 paid off. 22/5/42 comm. By RAN for use as stores ship in New Guinea. 1/45 under conversion to repair ship. 6/46 redel. To ICSNC in Hong Kong and used as accommodation ship. 9/47 sold to Hoong On S.N. Co. Ltd, Shanghai r. ® ON. 1949 under control of People's Republic of China on Yangtse service, reported refitted in 1951. 2/53 placed on Shanghai-Ningpo service, late-1953 or early-1954 r. MIN CHU 4. 4/58 placed on Shanghai-Ningpo-Wenchow service. Ca.1960 re-converted for express Shanghai-Wuhan service, rebuilt to increase cabin passenger capacity to 726, forward cargo hatch removed r. JIANG DE. 11/66 r. DONG FANG HONG 6. 19/2/71 collided with and sank barge at Nanjing carrying 1000 tons of ore, 4 dead. By late 1970s withdrawn from service and laid up at Hankow, where photographed 8/84 in poor condition. Subsequently sold and refitted for use as an accommodation ship for Wuhan port authority on the Wuchang river bank between the Second Wuhan and Wuhan Erqi Yangtze River Bridges. IIQ/2017 broken up in situ. [See Jardines and Yangtse Bureau lists for more photographs.]



PING WO on completion in 1922 (New Engineering & SB Co.).



PING WO in the late-1930s on the outside berth at Hankow. *China Proper Vol III*



PINGWO (offshore) at Shanghai, pub. 1938 (*Five Months of War*, NCH C/- Graham Thompson).



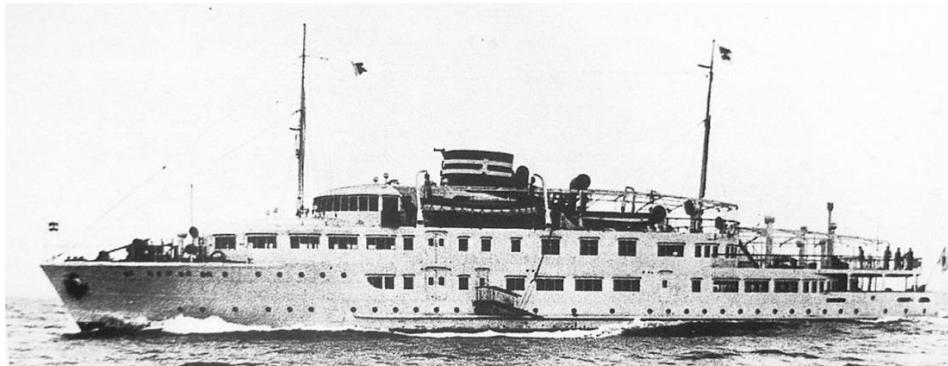
Deteriorating DONG FANG HONG 6 ex PING WO ca.2015 at Wuhan (dd@bbs.cnhan).

DILLY (1939) 570/00

(see NANNING & SAI NAM, HCMSC, 1900-17))

SIROGANE MARU (1939-44) 929/38 185.3x31.3 M 8cy builders 218nhp

Built by Mitsubishi Zosen, Kobe for Setsuyo Shosen K.K. (mgrs Osaka Shosen Kaisha), Osaka as SHIROGANE MARU for Osaka/Sumoto route. 1938 name re-spelt SIROGANE MARU. 11/39 t/f to Osaka Shosen K.K. for charter to Kanton Naiga Unei Kumiai (Canton Inland Waterways Operations Cooperative). 5/44 to 8/44 converted at Kowloon Docks into fast cargo ship, superstructure abbreviated. 28/8/45 sunk by mine in Pearl River.



SHIROGANE MARU had no sheer and minimal camber (*Kaiun* 1938).



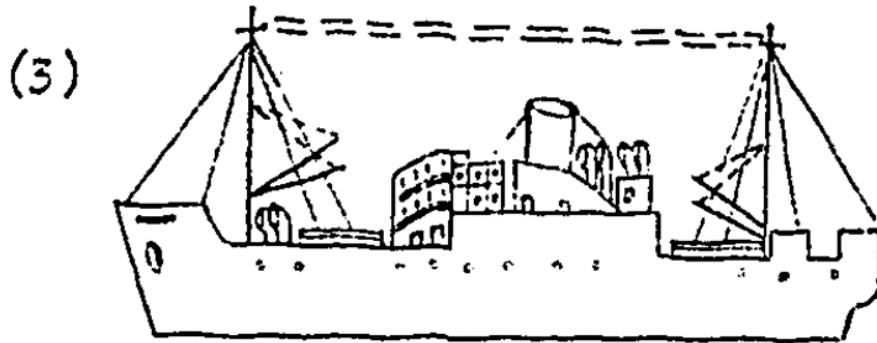
SHIROGANE MARU model. Several OSK passenger ships on tourist routes were given white hulls and orange funnels (SK coll.)



SHIROGANE MARU showing detail of the funnel marking and houseflag of Setsuyo Shosen (from a postcard, SK coll.).



SHIROGANE MARU at Hong Kong Central (Harrison Forman, UWM Libraries).



Intelligence observer's sketch of refitted SIROGANE MARU, 8/44 (Elizabeth Ride
<https://industrialhistoryhk.org/shirogane-maru-bosco-radio-corp-mystery-fate/>).

World War II Period mainly operated by Japanese-run Kanton Naiga Unei Kumiai 廣東內河運營組合
 (Canton Inland River Shipping Assoc.)

FUKKAI MARU / FOOK HAI (1941-45) 358/09	see ROBERT LEBAUDY (1909-c. 17)
ANRI MARU No.2 / ANRI (1941-45) 1026/09	see ON LEE (1909-4?)
KAISYU MARU / KAISYU Go (1941-45) 1098/23	see HANG CHEONG (1923-41)
NAN KAI 201 (1941-42) 2639/33	see FATSHAN (HCMSC, 1933-41)
SIROGANE MARU	see 1939-44 entry above
AISHAN MARU / REINAN MARU / LING NAM (1942-44) 1053/91	see TAI ON (1891-15)
KOTO MARU (1942-45) 2639/33	see FATSHAN (HCMSC, 1933-41)
KANZAN MARU (1943-45) 1218/04	see KWONG TUNG (1904-41)
FUKUAN MARU (1944-45) 731/03	see KWONG HING (1903-03)
KOUN MARU (1944-45) 1415/03	see CHARLES HARDOUIN (1903-19)

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