

Norwegian Passenger-Carrying 'China Coasters' Trading South China/Southeast Asia 1896-1977

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Illustrated Company Fleet Lists

Ships listed below are those known to have been fitted out and licensed to carry sizeable numbers of deck/unberthed/third-class passengers in this trade, therefore excluding vessels of these operators principally carrying only cargo. But this is a difficult determination. Quite a few cargo vessels are thought to have carried passengers on some voyages and owners and operators have mostly not left detailed records. If readers can provide evidence of other Norwegian-flag steamships being used to carry passengers in this trade, we would be happy to add the details to the list.

Part I

Bruusgaard, Kiøsterud & Co, Drammen



1909 Bruusgaard Kiøsteruds D/S A/S (mgrs. Bruusgaard, Kiøsterud & Co.), Drammen

1937 Bruusgaard Kiøsteruds Skibs-A/S (mgrs. Bruusgaard, Kiøsterud & Co.), Drammen

1922 China Siam Line

1960 Norwegian Asia Line

also Karl Bruusgaard

The shipowning firm of Bruusgaard, Kiøsterud & Company (BK&Co.) dates from 28 December 1888, when the company was registered in Drammen (Norway) as a joint partnership between the Bruusgaard and Kiøsterud families. The relationship between the two dated back to 1837, when Johann Henrik Christian Fredrick Bruusgaard married the daughter of Frederick Kiøsterud and became a partner in Kiøsterud's shipping firm.

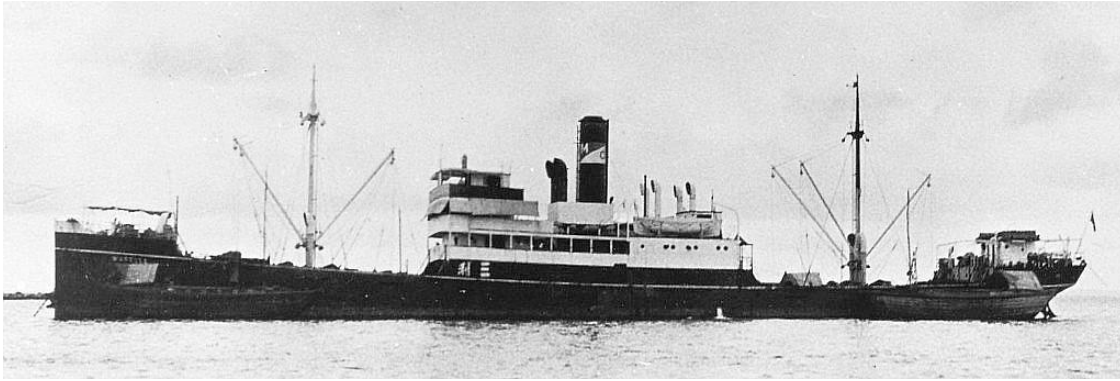
At first, the company was not a shipowner in its own right but, as was then common practice, managed a fleet of sailing vessels, each owned by a different group of shareholders, among which the Bruusgaard and Kiøsterud families were usually predominant. BK&Co.'s first steamer *Høvdning*, a substantial vessel capable of 12½ knots was delivered from J. Readhead & Sons in December 1895. The share capital was divided into 100 shares held by 46 shareholders led by the Kiøsterud family followed by the Bruusgaards. She was sent out to the East and seems to have found profitable work on the China coast, carrying both cargo and passengers. In July of the next year her master telegraphed the owners from Vladivostok at the end of a successful voyage, only for the ship to be wrecked soon after departure from that port. By then, however, BK&Co. had already taken delivery from Wood, Skinner & Co. of Newcastle of the powerful but rather smaller coaster *Hermes* which sailed almost immediately for Singapore. She was followed out East by four almost identical 11-knot sisters, all of which are assumed to have been built with some passenger space.

BK&Co.'s second generation of vessels for Far Eastern service, built in the period 1902 to 1906, was headed by the passenger ships *Haldis* and *Halvard*, each with a 'tween-deck capacity for about 1,000. Thereafter BK&Co. vessels were built mainly in Scandinavia. In 1909 the individual ownership companies of what were now eleven steamships, not all employed exclusively in the Far East, were merged into one ownership entity Bruusgaard, Kiøsterud D/S A/S, Drammen, still managed by BK&Co.

The next two new passenger vessels, *Helikon* and *Hermelin*, were built in Hongkong in 1917/18 (nominally for British owners owing to the war), along with two sister ships completed for H.M. Wrangell & Co. A/S of Haugesund (see Part IV). Representing the third generation in BK&Co.'s development of the China coaster, they were characterised by a berthed 'tween deck, beamy hull and airy superstructure. Between 1918 and 1921 BK&Co. also took delivery from the New Engineering & Shipbuilding Works in Shanghai of eight 2050-dwt, 9-knot cargo-only coasters: in order of delivery *Hero* (1918), *Hydra* (1919), *Henrik* (1920), *Halvdan* (1920), *Dux* (1920), *Dukat* (1920), *Hervar* (1920) and *Hafthor* (1921). These orders from Hongkong and Shanghai yards boosted the company's local profile and prestige.

In 1922 BK&Co. became unique among the Norwegian companies in this study in initiating its own liner operations in the Far East under the style 'China Siam Line' (CSL). Sailings were advertised Bangkok-Swatow-Hongkong about twice a week and Bangkok-Hoihow-Hongkong about twice a month. By the eve of the world depression, a larger fleet enabled CSL to advertise weekly services: Bangkok-Singapore, Bangkok-Swatow-Hongkong, Bangkok-Hoihow-Hong Kong and Swatow-Hoihow-Singapore.

BK&Co. continued to run steamers for charter on the China coast, as well as tramp steamers worldwide and a few tankers. As well, the Kiøsterud family also operated steamers, of which *Marosa* (1513/25) and *Mabella* (1515/26), identical to BK&Co.'s *Halldor* and *Hermod* (both 1515/25), all developments of the 'Hero' class octet (1918-21), were designed for use on the China coast. Although there is no report of this German-built quartette carrying passengers, they resembled the passenger-carrying *Haldis* and *Halvard* of 1902 and *Helikon* and *Hermelin* (of 1917-18), and visually could be mistaken for them.



At Singapore bearing the *hanzi* name 三利 SAM LEI ('Three Advantages') is Karl Bruusgaard's MABELLA (Alg. Rijksarchief, KPM Archive).

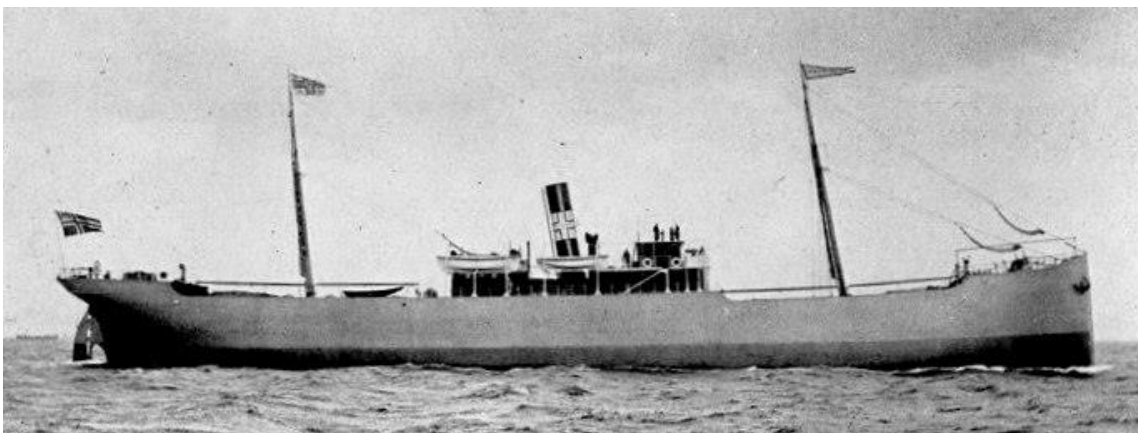
The passenger-carrying fleet was reinforced in 1925-6 by four Fredriksstad-built 3200-dwt, 11-knot vessels of the HELIOS class with a different profile, each with a well deck fore and aft, a 'tween deck with portholes, six boats and a grey-painted hull. They were followed by the impressive motorships *Hai Hing* (1929) and *Hai Lee* (1934). The 3000-dwt, Swedish-built *Hai Hing* could carry up to 1,500 deck passengers in a bridge deck and a continuous lower 'tween deck (SFP, 31/12/34). Her particular distinction, however, was in being a motorship with two 6-cylinder diesels giving a service speed of 11 knots. The Norwegian-built *Hai Lee* was even more impressive, being of 4,300 deadweight tons with first- and second-class cabins amidships and well-ventilated 'tween deck accommodation for 1,250 third-class with dedicated galleys and a hospital (SFP, 15/10/34). She also had all electric cargo winches and a 15-ton heavy lift. Two 8-cylinder diesels gave a service speed of 15 knots (18 knots on trials). A further prewar motorship, the smaller *Hermelin* (1683/40) was completed in Hong Kong, probably intended to be the first of a group of ships to operate for CSL on the shorter routes but this project was stymied by events.

At the outbreak of the Pacific War, BK&Co. owned a fleet of 17 ships, of which the company was left with only six by the end of hostilities in 1945. Fortunately, the three passenger ships *Hiram*, *Hai Lee* and *Hermelin* survived. War loss replacements were completed in 1949/50 comprising four passenger ships *Hermod*, *Helios* and *Hai Meng* with both cabin (90 first, 20 second) and the usual 'tween deck accommodation (720 steerage), and the somewhat larger *Hai Hing*. Restrictions on trade with and emigration from China after 1949 led CSL to extend its network of services, most notably to Japan. By the mid-1950s CSL was operating the passenger-equipped *Hai Meng* and *Hai Hing* Japan-Hong Kong-Bangkok; others Japan-North China-Shanghai-Hong Kong-Singapore-Malacca-Port Swettenham-Penang-Rangoon, extending once per month to Chittagong and Calcutta (*Hai Lee*) and Japan-Shanghai-Hong Kong-North Borneo (*Helios* and *Hermod*). In 1960 CSL was restyled Norwegian Asia Line (NAL) but by the end of the decade passengers were no longer being carried, the 'tween deck openings being sealed up and extra boats removed. Larger cargo ships were introduced to the fleet and from 1985 these were transferred to Thoresen & Co. (Bangkok) Ltd and registered under the Thai flag. This cargo-only fleet, now controlled by Thai interests, has since gone from strength to strength, still keeping the traditional 'H-' names and BK&Co. funnel marking.

[The standard work on BK&Co. is Wikborg, Thorolf Bruusgaard *Kjøsterud & co 70 år 28. Desember 1958. Bruusgaard Kjøsteruds skibsaksjeselskap 50 år 19. August 1959.* Harald Lyche & co; also a brief history with detailed fleet list (including the sailing ships) in Dick & Kentwell, *Sold East* (NAA, 1991).]

HØVDING (1895-96) 2088 (3511)/95-12 (280.5 x 39.1', (T3cy/205nhp/12½k)

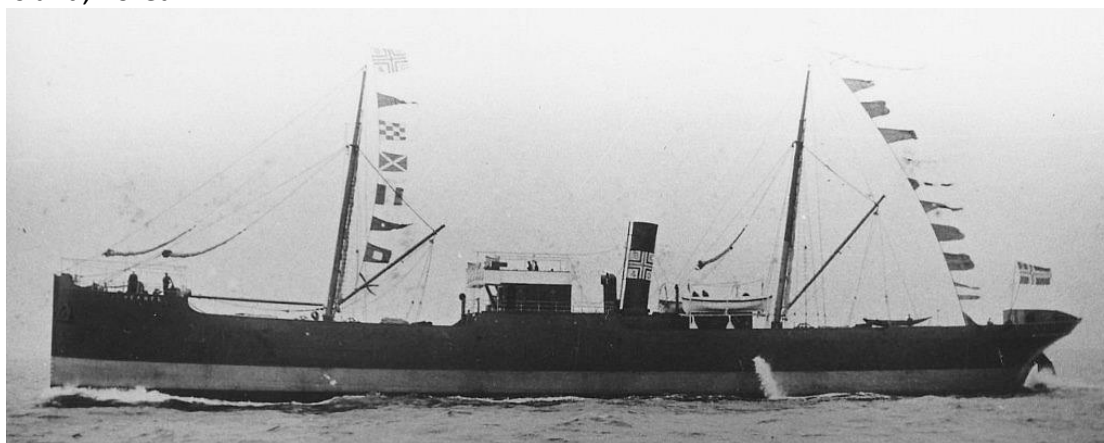
Built by John Readhead & Sons, South Shields (#311) for Bruusgaard, Kjøsterud & Co., Drammen. 27/7/96 wrecked c.50 nm south of Barracutta, outward bound from Vladivostok, all passengers and crew rescued.



HØVDING (2088/95), capable of 12½k, was wrecked in the Russian Far East about seven months after delivery, reported to be carrying some passengers (Steinar Norheim/skipshistorie.net).

HERMES (1896-04) 1358 (2060)/96-5 (237.0x35.2', T3cy/149nhp/11k N.E. Marine Eng. Co. Ltd, Wallsend)

Built by Wood, Skinner & Co., Bill Quay, Newcastle (#62) for Bruusgaard, Kjøsterud & Co., Drammen. 5/2/04 detained by IJN for trading with Russia, 1905 sold for NOK265,000 to Tokichi Okazaki, Kobe r. 日勝丸 NISSHO MARU. 5/4/10 t/f to Okazaki Kisen, Kobe. 1915 sold to Kyutaro Kusakabe, Kobe. 1917 sold to Kippeï Noguchi, Amagasaki, 1918 t/f to Noguchi Kisen, Setoda. 1920 sold to Chutaro Oyama, Setoda. 1923 sold to Kusutaro Minami, Wakayama. 20/6/25 o/v Dairen-Kobe(salt) wrecked on Pinnacle Island, Korea.



Smaller HERMES with no obvious passenger 'tween deck, but with powerful engines as recommended by Marcus Bull (see text document). The next four ships were close sisters (Wood, Skinner & Co./WSS).

HERMOD (1896-02) 1329 (2300)/96-5 (236.7 x 35.1', T3cy/149nhp/11k N.E. Marine Eng. Co. Ltd, Wallsend)

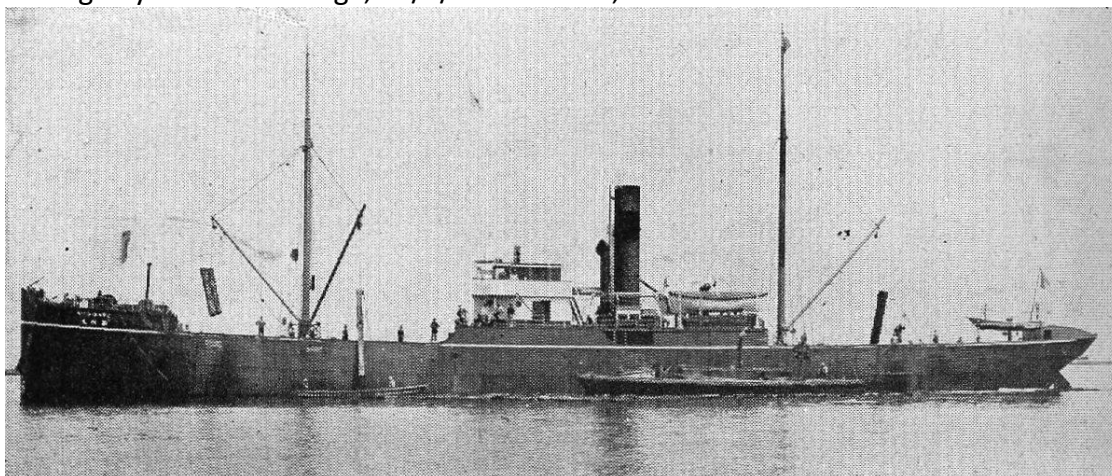
Built by Wood, Skinner & Co., Bill Quay, Newcastle (#65) for Bruusgaard, Kiøsterud & Co., Drammen. 6/5/02 o/v Bombay-Rangoon (stone) wrecked on coast of Burma.

HELIOS (1897-05) 1334 (2300)/97-6 (236.8 x 35.1', T3cy/149nhp/11k N.E. Marine Eng. Co. Ltd, Wallsend)

Built by Wood, Skinner & Co., Bill Quay, Newcastle (#66) for Bruusgaard, Kiøsterud & Co., Drammen.

1905 Sold to Nippon Beikoku K.K., Kishiwada, r. 御代丸 MIYO MARU, pass. accom. listed as 2 1st, 5 2nd.

1911 Sold to Goshi Kaisha Satsuki Shinkai, Kobe. 1914 Sold to Ginjiro Katsuda, Kobe. 1916 sold to Isayemon Hirado, Amagasaki. 1917 sold to Ishikari Sekitan K.K., Yokohama. 9/20 sold to Hokkaido Tanko Kisen K.K., Amagasaki, later Kobe. 9/24 mgt t/f to Kyoritsu Kisen, K.K., Tokyo. 1930 sold to Futaba Shokai Goshi Kaisha, Otaru. 1934 sold to Konan Kisen K.K. (Hinode Kisen K.K. mgrs), Tokyo. 17/8/45 damage by mine at Tsuruga, 19/5/46 refloated, NFI.



HELIOS later as MIYO MARU after masts and superstructure modernised in Japan (*Japan Steamships Register* 1924).

HUGIN (1899-06) 1331 (2300)/99-7 (237.1x35.1', T3cy/149nhp/11k N.E. Marine Eng. Co. Ltd, Wallsend)

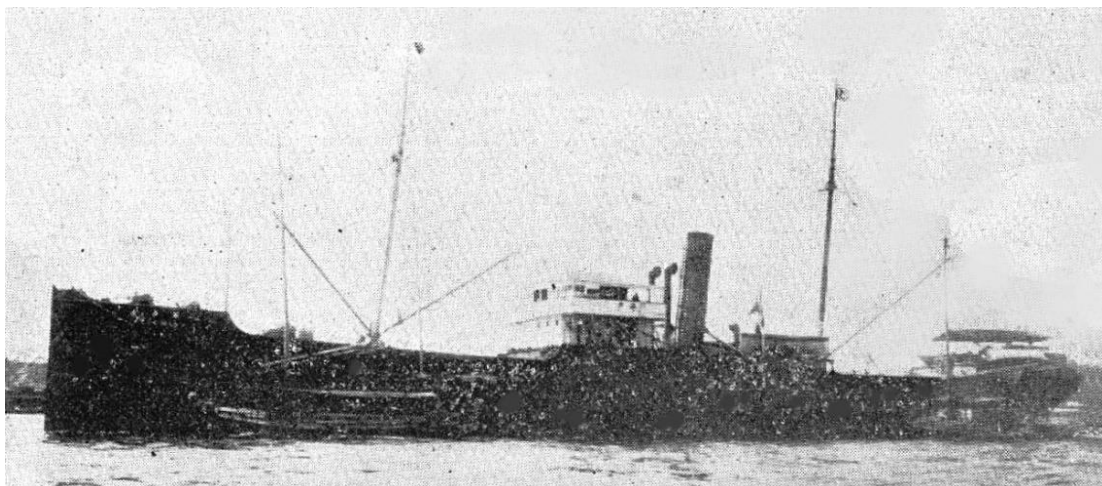
Built by Wood, Skinner & Co., Bill Quay, Newcastle (#83) for Bruusgaard, Kiøsterud & Co., Drammen.

24/5/06 struck rock and foundered in Sarmiento Channel, Magellan Strait on voyage from Montevideo-Valparaiso with rice and wheat.

HYDRA (1899-11) 1332 (2300)/99-8 (237.1x35.1', T3cy/149nhp/11k N.E. Marine Eng. Co. Ltd, Wallsend)

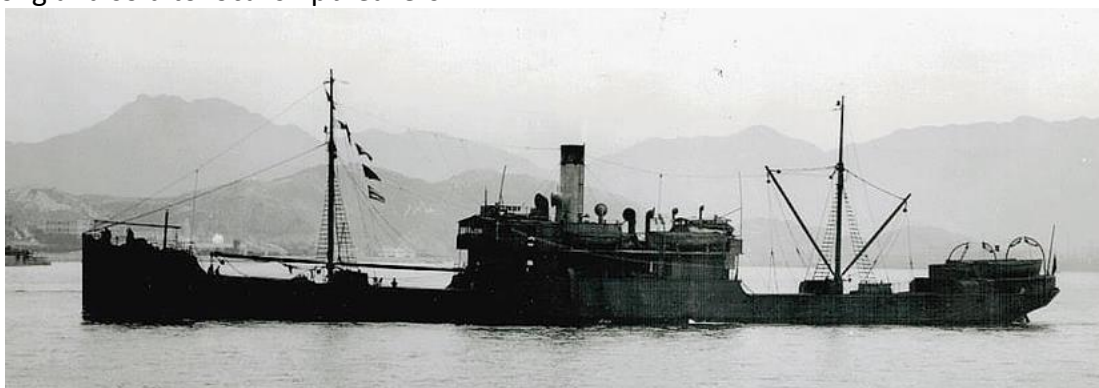
Built by Wood, Skinner & Co., Bill Quay, Newcastle (#84) for Bruusgaard, Kiøsterud & Co., Drammen.

1911 sold to R. Matsumoto, Kobe r. 平戸丸 HIRATO MARU. 1917 sold to Kippeï Noguchi, Amagasaki, 1918 t/f to Noguchi Kisen, Setoda then Kobe. 1922 name transliteration HIRADO MARU. 9/3/27 o/v Biro-Kushiro (timber) wrecked off Shironuka, Kushiro.



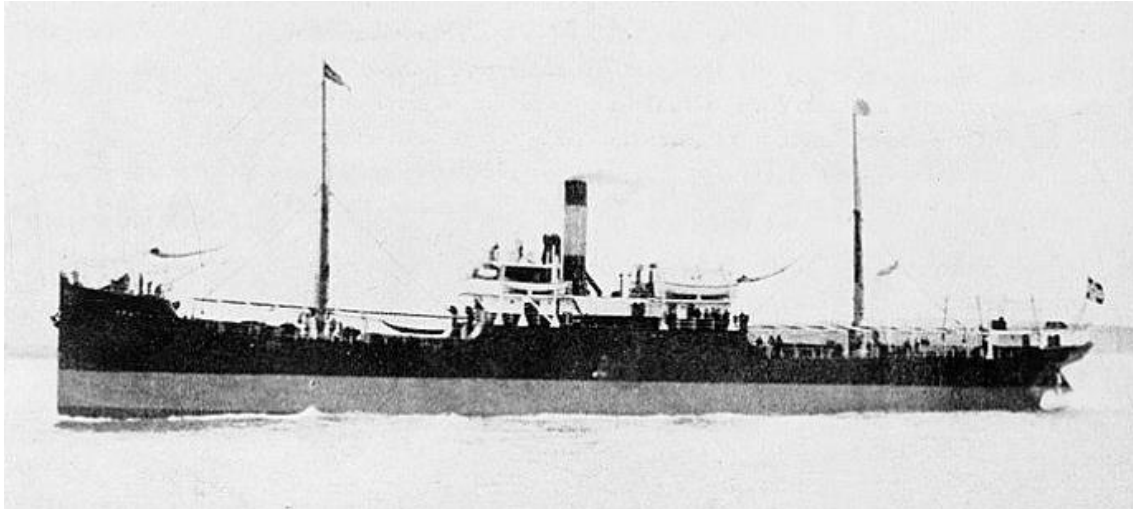
HYDRA as HIRADO MARU (*Japan Steamship Register 1924*).

HALDIS (1902-21) 1700 (2600)/02-4 (265.0x37.0', (T3cy/189nhp George Clark & Co., Sunderland)
Built by J. Priestman & Co., Sunderland (#94) for Bruusgaard, Kiøsterud & Co., Drammen. 1921 sold to Luen Hing S.S. Co. Ltd (Wo Fat Sing Ltd), Hongkong. 1923 t/f to Wing Hing S.S. Co. Ltd (Li Koon Chun), Hongkong, known in Cantonese as 陳平 CAN PENG. 27/7/48 extensively damaged when blown ashore at Hongkong and sold to local shipbreakers.



HALDIS at Hong Kong January 1940, six boats (D. Gammon*).

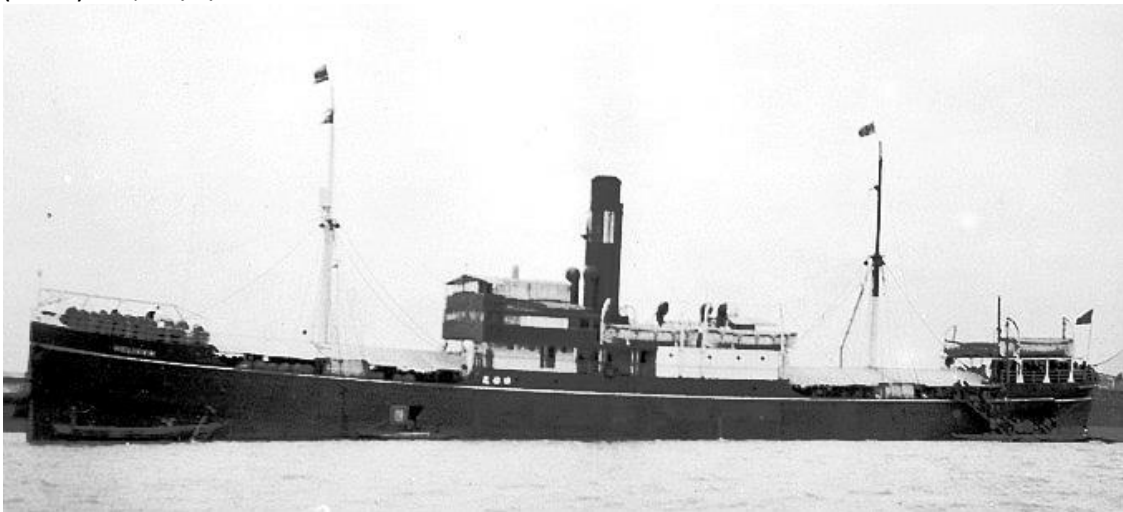
HALVARD (1902-22) 1701 (2600)/02-7 (265.0x37.0', (T3cy/189nhp George Clark & Co., Sunderland)
Built by J. Priestman & Co., Sunderland (#95) for Bruusgaard, Kiøsterud & Co., Drammen. 1922 sold to Lai Hing S.S. Co. Ltd, Hong Kong. 1923 t/f to Hop Hing S.S. Co. Ltd, Hong Kong. 1934 sold to Hwei Tung S.S. Co., Chefoo r. HWEI CHONG 惠昌. 1941 seized by Japanese r. KEISHO GO 惠昌号. 1/5/41
Chartered to Matsuura Kaiun and then believed to Toa Kaiun K.K. and r. RYOKUSEI MARU 緑星丸.
27/12/42 from 1223 under attack by B25's and many P40's while anchored off Huangpu (Whampoa), Pearl River, took hits, set on fire, disabled and abandoned.



HALVARD (Steinar Norheim/skipshistorie.net).

HELIKON (1917-30) 2232 (3000)/17-9 (270.6x40.1', T3cy/215nhp/10k)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#547) for Bruuusgard, Kiøsterud & Co., Drammen, launched c.30/6 but completed 9/17 under requisition for Furness, Withy & Co. Ltd (reg. Hong Kong). 1919 reverted to owners for S. China-Siam trade. 1930 sold to Luen Hing S.S. Co. Ltd (Wo Fat Sing mgrs), Hong Kong, known as 大中華 TAICHUNHWAH. 20/7/30 o/v Hong Kong-Saigon seized by pirates 16 m. S. of Hong Kong and directed to Bias Bay. 13/10/32 o/v Saigon-Hong Kong (400 pass.) seized by pirates near Bias Bay and taken to Hong Hai Bay, where released 45 hours later. 1933 t/f to Tai Hing S.S. Co. Ltd, Hong Kong. c.1937-40 on charter to Shun Cheong or affiliate. 1948 t/f to Wo Fat Sing Ltd, Hong Kong. 3/51 sailing Hong Kong for Annam and Saigon. 24/9/52 reported grounded at Wenchow, refloated 30/9 and proceeded to Shanghai. 11/52 reported trading to central and N. China ports. 21/6/55 boarded by Nationalist forces off Foochow. 14/11/59 arrived at Hong Kong for demolition but resold to Pan Norse S.S. Co. S.A. (ben. owner Oriental S.S. Co., Wallem & Co. Ltd, Hong Kong mgrs), Panama for further trading. 21/12/61 arrived Hong Kong for demolition by H.K. Chiap Hua Mfy Co. (1947) Ltd, 15/2/62 work commenced.

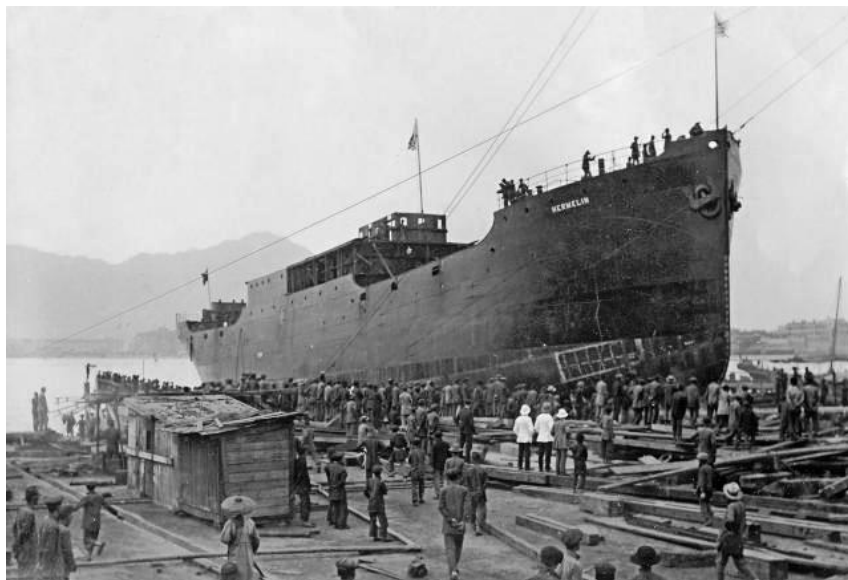


HELIKON. HERMELIN was similar in original appearance (Ragnar Andersen/skipshistorie.net).

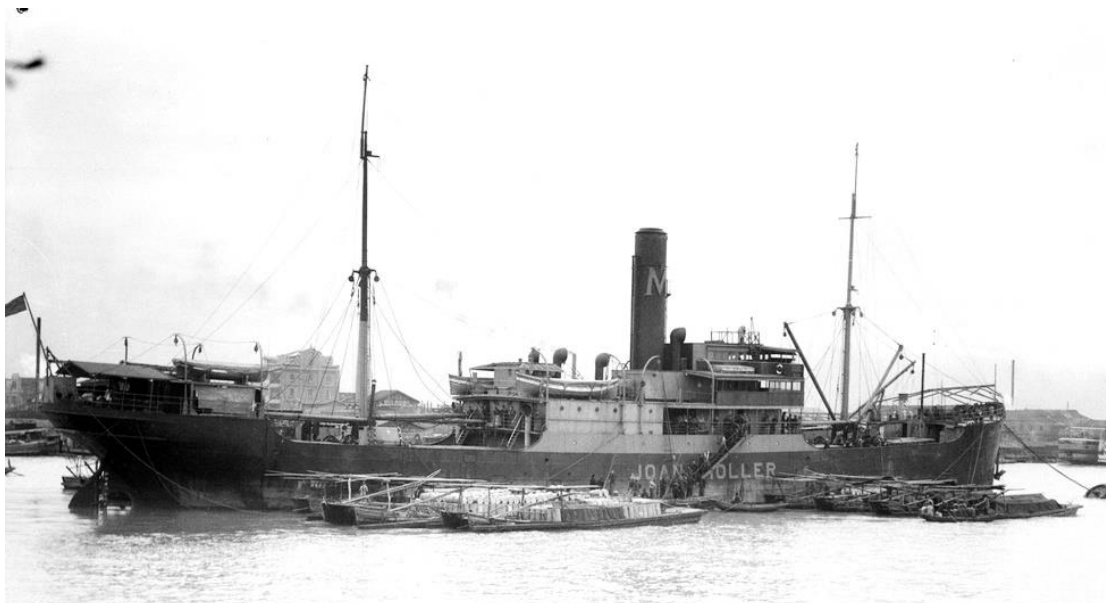


HELIKON after sale to Wo Fat Sing (D. Gammon*/Russell Priest edit).

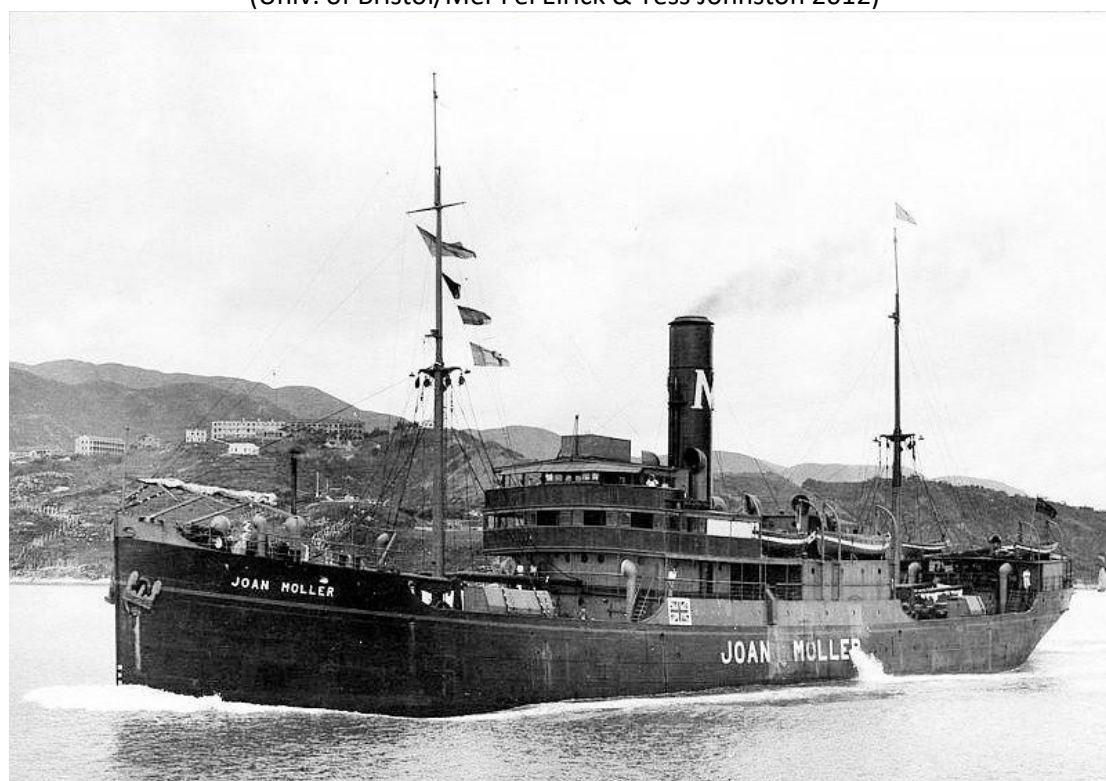
HERMELIN 赫梅林 HE MEI LIN (1918-28) 2019 also 2232 (3000)/18-1 (270.7x40.3', T3cy/215nhp/10k) Built by Hongkong & Whampoa Dock Co. Ltd, Hong Kong (#548) for Bruusgaard, Kiøsterud & Co., Drammen but completed under requisition for Furness, Withy & Co. Ltd (reg. at Hong Kong). 9/19 reverted to owners for S. China-Siam trade. 4/28 sold to Cie Navale de l'Océanie, Noumea r. SAINT FRANCOIS XAVIER. 7/28 as GIA LONG sailed Noumea for Haiphong. 1930 sold to Soc. des Messageries Maritimes, Noumea for New Caledonia-Indo-China trade r. DUMONT D'URVILLE. 1-11/32 Noumea-Marseilles line. By 3/36 sold to MLL r. JOAN MOLLER. 1939-41 trading China Coast and to/from Southeast Asia. 4-11/41 Chinwangtao-Shanghai coal trade. 7/12 arr. Hong Kong. 25/12/41 scuttled at Hong Kong. Raised by Japanese r. 晓勇丸 GYOYU MARU. 1942 t/f to Ministry of Army and 22/4/42 chartered to Toa Kaiun K.K., Tokyo. 3/7/44 torp. and sunk by USS *Seahorse* 200m SSE of Hong Kong (19.28N, 115.41E) as part of convoy No. 91.



Launch of HERMELIN at Hongkong & Whampoa Dock Co. Ltd, 1917
(Schou-Sørensen family/gwulo.com/media/28122).



HERMELIN subsequently as JOAN MOLLER working cargo in the Whangpoo at Shanghai 1930s
(Univ. of Bristol/Mei-Fei Elrick & Tess Johnston 2012)

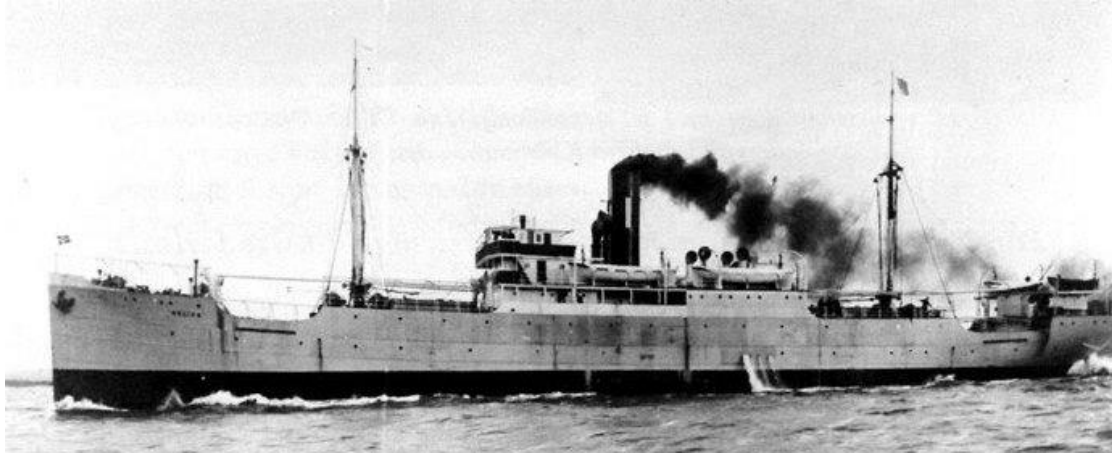


JOAN MOLLER in post-1937 livery, Hong Kong 23 May 1939 (Don Gammon/coll. Chris Howell).

HELIOS (1925-41) 1922 (3200)/25-1 (280.3x42.1', T3cy/242nhp/11k)

Built by Fredriksstad mek. Verksted, Fredrikstad (#244) for Bruusgaard, Kiøsterud & Co., Drammen.

8/12/42 o/v Hong Kong-Bangkok (general) captured by Japanese warship in 10.07N 107.02E (off Vung Tau, Vietnam) r. SETSUZAN MARU. 6/7/44 torpedoed and sunk by USS SEALION in 29.59N 122.53E (abt. 30 miles east of Zhoushan).



HELIOS was the first of four sisters, all recorded as having transported deck passengers (Dag Bakka Jr/skipshistorie.net).

HELLAS (1925-43) 1921 (3200)/25-4 (280.3x42.2', T3cy/242nhp/11k)

Built by Fredriksstad mek. Verksted, Fredrikstad (#245) for Bruusgaard, Kiøsterud & Co., Drammen.

4/1/43 hit by British SS *Bantria* during gale while discharging at Benghazi, anchor chain parted and severely damaged in collision with Danish *Hanna Moller*, partly sunk, abandoned and later condemned.

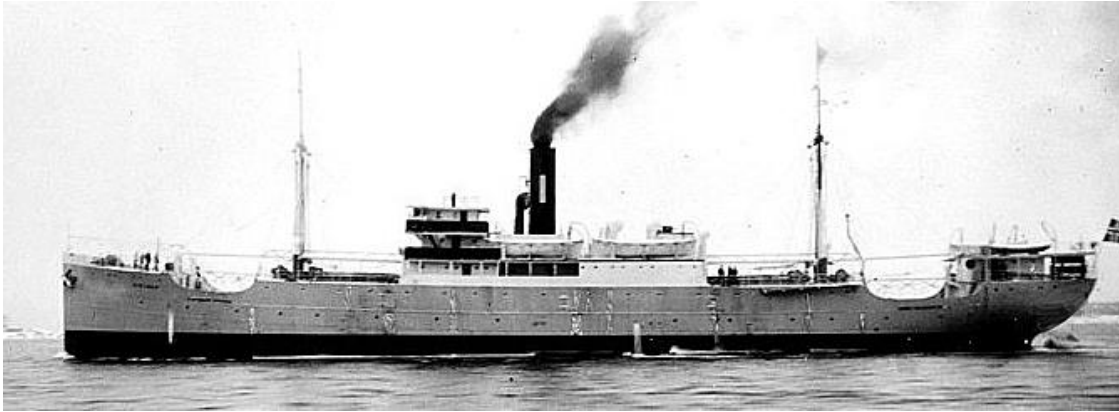


HELLAS (coll. Tom Bjørge Jensen/skipshistorie.net).

HIRUNDO (1926-33) 1944 (3200)/26-2 (280.3x42.1', T3cy/242nhp/11k)

Built by Fredriksstad mek. Verksted, Fredrikstad (#252) for Bruusgaard, Kiøsterud & Co., Drammen.

22/9/33 o/v Bangkok-Swadow (general) stranded and sank off Kohsichang, both master and mate fined for serious negligence.



HIRUNDO, portholes along 'tween deck for whole length of ship (coll. Tom Bjørge Jensen/skipshistorie.net).

HIRAM (1926-54) 1931 (3200)/26-4 (280.3x42.1', T3cy/242nhp/11k)

Built by Fredriksstad mek. Verksted, Fredrikstad (#253) for Bruusgaard, Kiøsterud & Co., Drammen. 1954 sold to Tairjung Trading Co., Inchon, r. YOUNG SHIN. 1955 sold to South East Shipping Co. Ltd, Inchon. 1961 sold to Eon Corporation, Inchon. Renamed SUCCESS. 1963 Sold to Cho Yang Shipping Corp. Ltd, Inchon. 5/3/71 demolition begun by Hansung Salvage Co. Ltd, Busan.

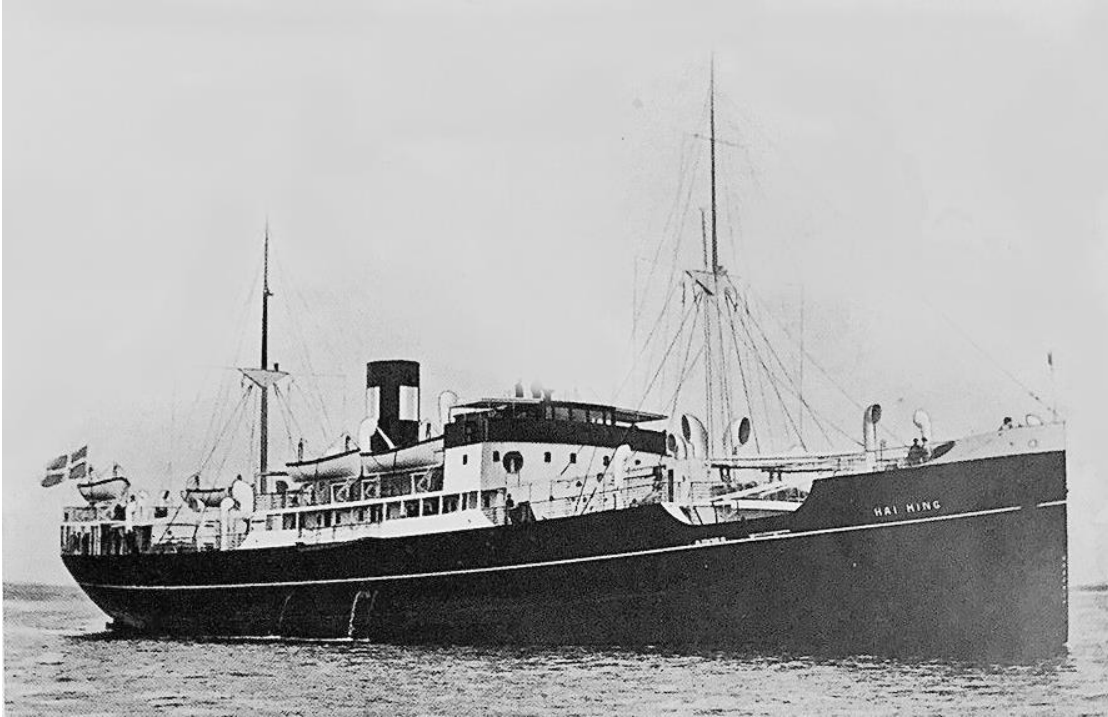


The fourth of the class, long-lived HIRAM (coll. Steinar Norheim/skipshistorie.net).



HIRAM showing wartime gun and rafts, probably 1945 or 1946 (coll. Einar Onsøien/skipshistorie.net).

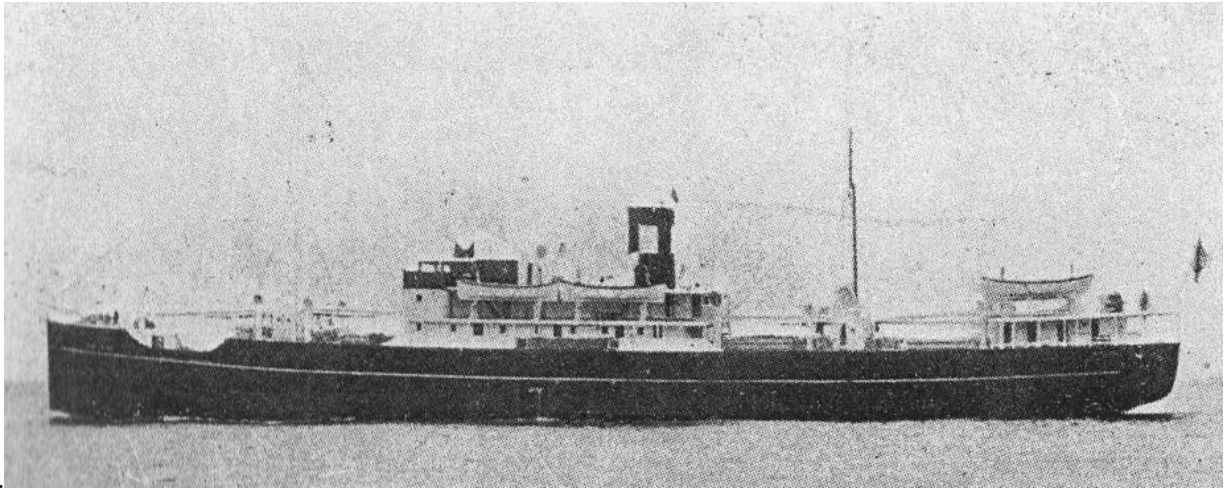
HAI HING 海興 (1929-42) 2561 (3080)/29-10 (287.2x45.1', 2M-4SA/6cy B&W/2625bhp/14k)
Built by A/B Gotaverken, Gothenburg (#427) for Bruusgaard, Kjøsterud & Co., Drammen. 4/11/42 o/v
Bombay-Durban torpedoed and sunk by U-178 in Mozambique Channel (25.55S, 33.10E), master and
25 crew lost.



Newly built HAI HING (Gotaverken).



HAI HING (Steinar Norheim/skipshistorie.net).



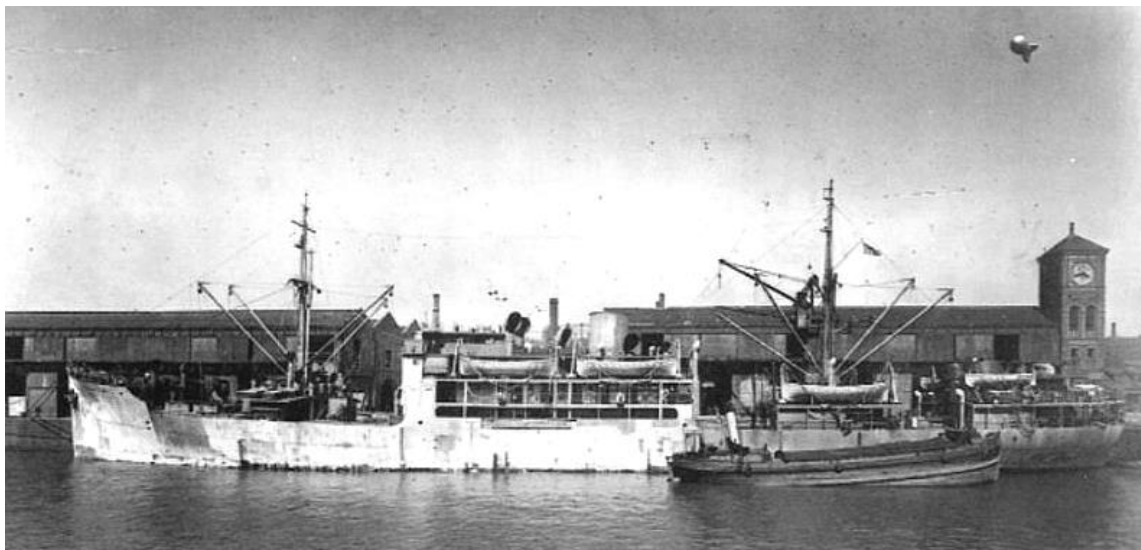
HAI HING (*Sekai Shosen Yoran* p.168).

HAI LEE 海利 (1934-67) 3616 (4300)/34-7 (337.6x49.0', 2M-4SA/8cy/4200bhp/15k)

Built by Akers M.V. A/S, Oslo (#463) for Bruusgaard, Kiøsterud & Co., Drammen as HAI LEE. 2/42 transported 150 survivors from sunken HMS *Prince of Wales* and *Repulse* from Singapore to Tanjong Priok. 1967 sold to Lorinda Shg S.A. (Shun Cheong S.N. Co. Ltd, Hongkong mgrs), Panama r. REBECCA. 1972 sold to Blue Marine (Far East) Ltd., Panama r. SELINA. 1973 sold to Horizon Shg. Co. S.A., Panama. 26/8/73 demolition begun at Kaohsiung by Ta Ho Steel Ent. Co. Ltd.



HAI LEE when new with bow to stern housings and awnings and davits for further boats
(H. Larsson-Feddes/sjohistorie.no).



Wartime HAI LEE (sjohistorie.no).



HAI LEE, awnings cleared for easier cargo handling, eight boats (Dag Bakka jr/skipshistorie.net).

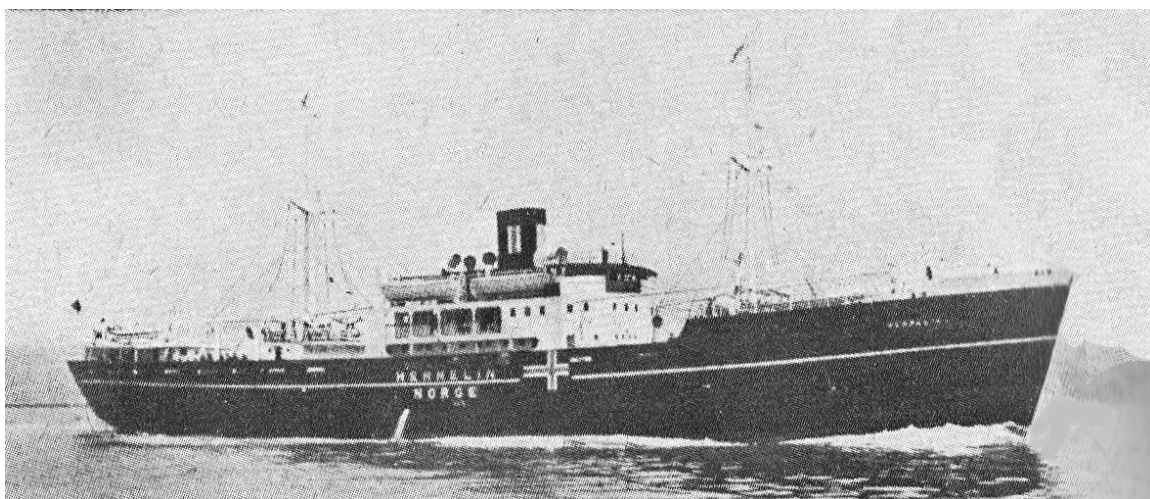


HAI LEE with fewer boats towards end of BK&Co. service (Dag Bakka jr/skipshistorie.net).



HAI LEE as Shun Cheong's REBECCA (SK collection*).

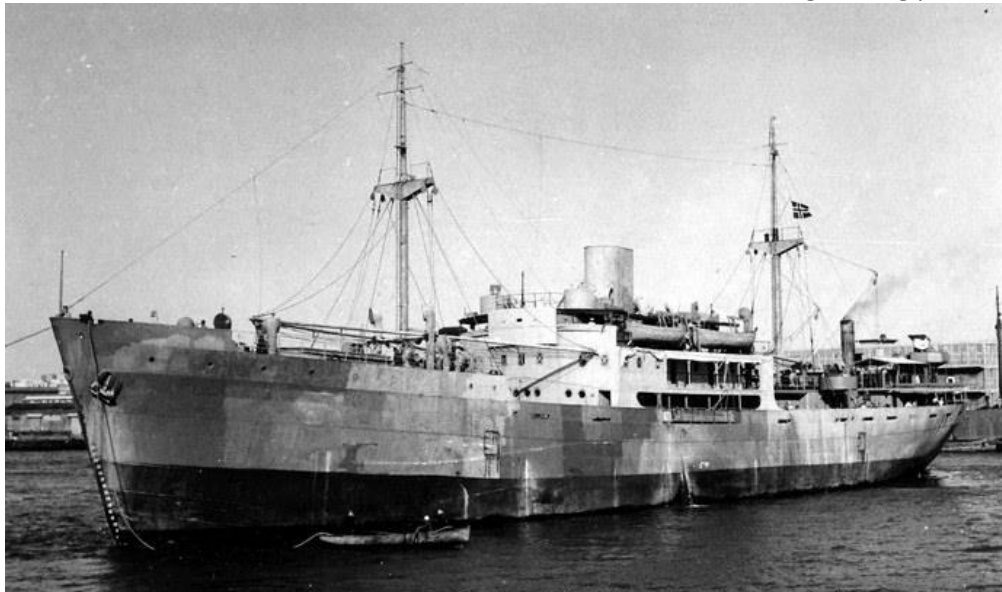
HERMELIN (II) 赫梅林 HE MEI LIN (1940-72) 1683 (2607)/40-4 (291.2 x 43.0', M5cy/12k B & W)
 Built by Hongkong & Whampoa Dock Co. Ltd, Hongkong (#818) for Bruusgaard, Kiøsterud & Co., Drammen. 5/40 in service to Bangkok (Butterfield & Swire mgrs). From 8/40 Straits-Rangoon (BISN mgrs). 4/2/41 sd Singapore to Bombay, where 14/2 del. to MOWT. 5/42 alloc. as cased petrol carrier, 6/42 arr. Suez, where 9-11/42 refitted, 11/42 in service to North Africa. 18/8/43 rep. damage from near miss. 9/43 t/f to Sicily and Italian coast. 22/6/44 at Bari redel. to Liner Division. 22/7/44 arr. Preston, thence Liverpool for refit, 13/10 sd for Sydney (31/1/45), then supply to Manus Island, Leyte. 18/9/45 arr. Hong Kong for postwar refit, 27/2/46 redel. to owners and resumed Bangkok service. 2/3/53 in collision with *La Marseillaise* (17321/39) at Yokohama. 1972 sold to Kwok Wah Shg Co. S.A., Panama r. TREASURE COUNTRY. 4/1977 demolition commenced at Hongkong by Fuji Marden & Co. [wartime service from BT 389/37/130].



HERMELIN, neutral colours pub. 1941, six boats (*Sekai Shosen Yoran* p.107).



Model of HERMELIN in Drammen Seafarers' Association rooms showing awning positioning



HERMELIN during World War II, Norwegian flag (Dag Bakka jr/skipshistorie.net).



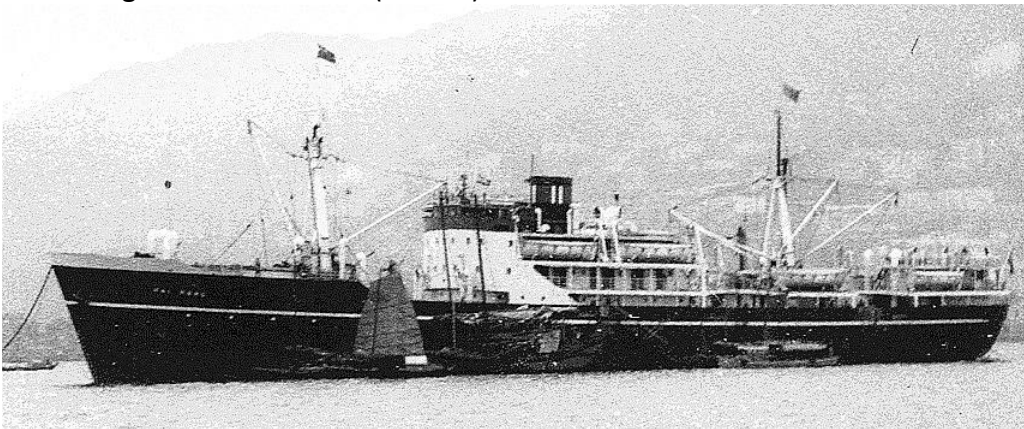
HERMELIN postwar, row of portholes in the hull indicating 'tween deck facilities (Steiner Norheim/skipshistorie.net).



HERMELIN reduced to four boats in later years (Dag Bakka jr/skipshistorie.net).

HAI MENG 海明 (1949-71) 2881 (3380)/49-7 (300.1x45.1', M6cy/2250bhp/13k Götaverken A/B Karlstads Mek. Werks., Kristinehamn).

Built by A/B Lindholmens Varv., Gothenburg (#1003) for Bruusgaard, Kjøsterud & Co., Drammen. 1971 sold to Bright Star S.S. Co., Panama r. BRIGHT STAR. 7/12/72 sunk in shallow water at Phnom Penh by plastic explosive charge attached to hull (4 dead).



HAI MENG Hong Kong 1950s. Passengers 90 first, 20 second, 720 steerage (T. Rayner).



HAI MENG at Kobe 6 April 1962, four boats removed (A.J. Kentwell).



HAI MENG post-1962, boat platform at mainmast removed (Hans Olav Isaksen/sjohistorie.no).



Later HAI MENG with some hull portholes sealed (Hans Olav Isaksen/sjohistorie.no).



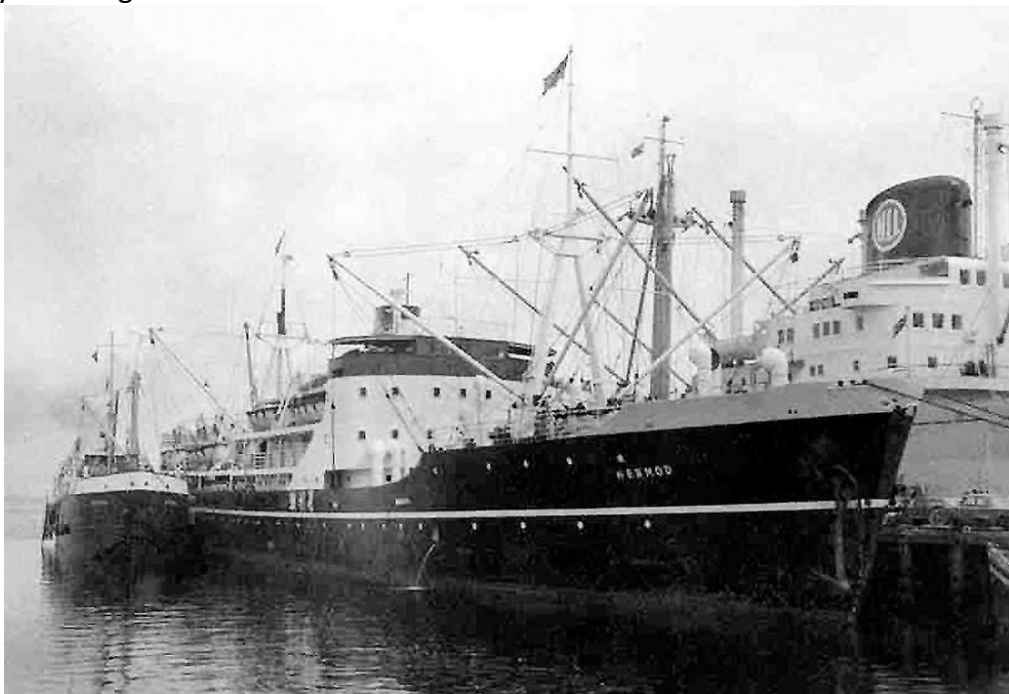
HAI MENG, Yokohama late-1970 or early-1971, hull white trim removed, portholes sealed. Vehicles stowed on deck, both fore and aft (S. Kentwell).



Ill-fated BRIGHT STAR 1971 or 1972, white paint lines restored (Jackosan/Shipspotting).

HERMOD 赫莫德 HAK MOK DAK (1949-71) 2882 (3380)/49-7 (300.1x45.1', M6cy/2250bhp/13k
Gotaverken A/B Karlstads Mek. Werks., Kristinehamn).

Built by A/B Lindholmens Varv., Gothenburg (#1004) for Bruusgaard, Kjøsterud & Co., Drammen. 1971
sold to Lord S.S. Co., Panama r. LOON CHONG. 1979 r. LEE CHONG. 13/12/79 demolition begun at
Kaohsiung by Lan Long Steel & Iron Co.



HERMOD At the landing stage of Port Victoria, Labuan, North Borneo 1966, still eight boats
(<https://www.shipsnostalgia.com/media/hermod-brusgaard-Kjøsterud-amp-amp-co.171424/>).



HERMOD at Hong Kong, four boats (Arne Soggness/sjohistorie.no).



HERMOD perhaps celebrating an early Constitution Day, Yokohama 8 May 1970 (S. Kentwell).



HERMOD under final ownership as LOON CHONG (Peter Foxley*).



LOON CHONG, Singapore April 1977 (Chris Gee).



LOON CHONG at Singapore, undated (Ian Schiffman/coll. Chris Gee).

HAI HING 海興 (1950-74) 3439 (3925)/50-4 (351.0 o.a., 336.5x47.1', M9cy/3300bhp/13k Götaverken A/B Karlstads Mek. Werks., Kristinehamn)
Built by A/B Lindholmens Varv., Gothenburg (#1006) for Bruusgaard, Kiøsterud & Co., Drammen. 1974 sold to Ganymede (Panama) S.A. (Kin Wah Maritime Co., Hong Kong mgrs), Panama r. FLOURISHING COUNTRY. 23/6/79 arrived at Kaohsiung for demolition by Nan Long Steel & Iron Co. Ltd.



Running mate for HAI LEE, HAI HING as built (coll. Hans Olav Isaksen/skipshistorie.net).



HAI HING only four boats but still with ventilated 'tween deck (Hans Olav Isaksen/sjohistorie.no).



HAI HING cargo only configuration, black foc'scle, Kobe 8 April 1970, (S. Kentwell).



HAI HING, Yokohama 19 March 1973, all-black hull, black tipped mainmast (S. Kentwell).



HAI HING at changed berth, Yokohama 21 March 1973 (S. Kizu).



As FLOURISHING COUNTRY, Hong Kong 1979, SEA HORSE ex BARALGA (1956) in background (coll. S. Kentwell).

HELIOS 海順 HAI JUN (1950-71) 2882 (3380)/50- 6 (300.1x45.1', M6cy/2250 bhp/13k Götaverken A/B Karlstads Mek. Werks, Kristinehamn)
 Built by A/B Lindholmens Varv., Gothenburg (#1005) for Bruusgaard, Kiøsterud & Co., Drammen. 1971 sold to Bright Star S.S. Co. S.A., Panama r. LUCKY STAR. 1977 sold to Oscar (Panama) S.A., Panama r. BOUNTIFUL COUNTRY. 26/7/79 damaged by fire at Singapore. 17/10/79 breaking up began at Kaohsiung by Chin Shen Hwa Enterprise Co. Ltd.



HELIOS when new in 1950 (Dag Bakka jr/skipshistorie.net).



HELIOS approaching Hong Kong 7 October 1959 (<https://www.shipsnostalgia.com/media/helios.293130/>).



Updated HELIOS Kobe 24 April 1970, still with porthole-equipped 'tween deck (S. Kentwell).



HELIOS at Hong Kong late 1970s as BOUNTIFUL COUNTRY (coll. SK*).

Part II

Hans Kiær & Co. A/S, Drammen

D/S A/S Prosper (Hans Kiær & Co. A/S), Drammen

A/S Pronto (Hans Kiær & Co. A/S), Drammen

D/S A/S Pronto (Hans Kiær & Co.), Drammen

D/S A/S Prometheus (Hans Kiær & Co.), Drammen

D/S A/S Produce (Hans Kiær & Co. A/S), Drammen

D/S A/S Proteus (Hans Kiær & Co.), Drammen

D/S A/S Providence (Hans Kiær & Co.), Drammen

D/S A/S Promise (Hans Kiær & Co.), Drammen

D/S A/S Profit (Hans Kiær & Co.), Drammen

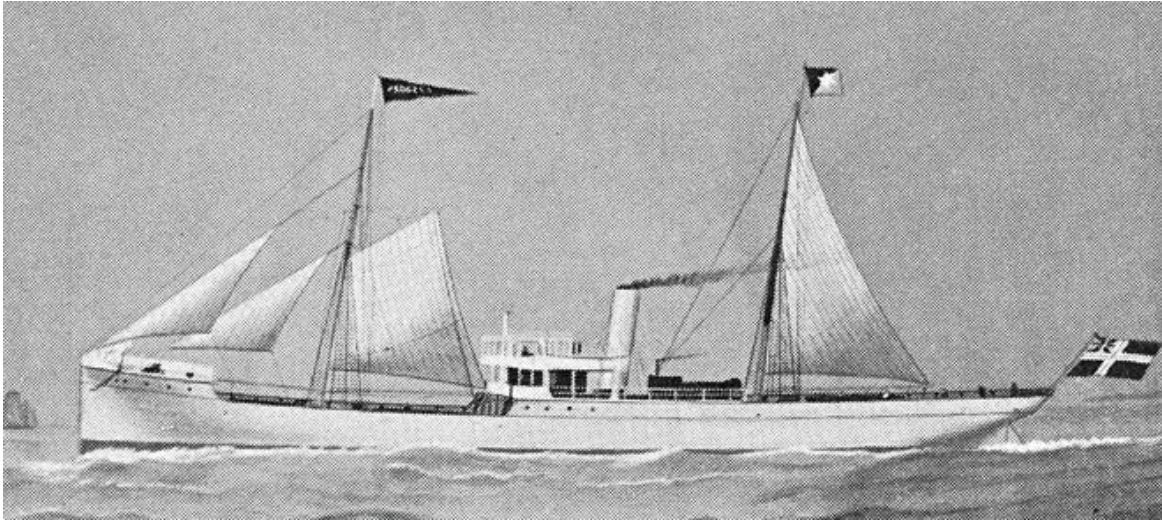
According to Wikipedia, the Kiaer family had been timber merchants and shipowners in Drammen since the late 18th century. In the mid-19th century one descendant, Han Kiaer, went out to Hong Kong to seek

his fortune, married there in 1876 and on 28 June 1884 committed suicide after the death of his infant son and failure of his business (gwulo.com). Notwithstanding, the parent firm Anders H. Kiaer & Co. operated a fleet of small sailing vessels and then larger wooden barque *Professor Johnson* (1147/77). In 1890 the firm went into steam with the newly Newcastle-built *Progress* (878/90), registered to the single-ship firm D/S A/S Progress. In 1894 the partnership of Larssen & Kiaer added three larger *Produce* ex *Carbis Bay* (1538/82), which had been built at the same yard and a year later became the first ship of D/S A/S Produce. There followed the new Danish-built *Pronto* (1363/96). By mid-1896 both *Progress* and *Produce* were deployed in the Far East carrying coal between Japan and Shanghai for 'native dealers'. Photos suggest the small *Progress* was retrofitted with additional boats, pointing to the carrying of passengers. *Progress* was sold in Shanghai in 1899 to Russians and a larger *Progress* (II) (2602/90 ex *Regina*) acquired from British owners, though she seems to have traded around Europe and the Mediterranean until her loss there in 1910.

The turn of the century led to strong interest by Chinese merchants in chartering Norwegian-flag ships capable of transporting passengers, the most profitable cargo. Hans Kiaer & Co. commissioned the steamers *Proteus* (1678/02) and *Prometheus* (1673/02) from J. Crown & Co. of Sunderland, then the smaller passenger-equipped *Providence* (1096/03) from Fevigs. D/S A/S Produce, and four more such smaller passenger-equipped vessels in succession, *Promise* (1123/04), *Profit* (1126/04), *Produce* (II) (1170/05) and *Prominent* (1176/06) plus the larger *Prosper* (II) (1457/06) ideal for carrying rice or coal, all from Nylands Verksted at Oslo. All were sent out East, though *Providence* spent the years 1910-1915 on charter in the South Seas.

Around 1916 D/S A/S Produce joined with Brusgaard Kjøsterud in ordering a larger pair of passenger-carrying China Coasters from the Hongkong & Whampoa Dock. By the time the former pair were delivered as *Prosper* (Dec. 1917) and *Prominent* (Feb. 1918), ownership of D/S A/S Produce had passed from Hans Kiaer & Co. to the larger Norwegian shipowner H.M. Wrangell & Co. A/S of Haugesund. The further history of the firm is detailed in Part IV below.

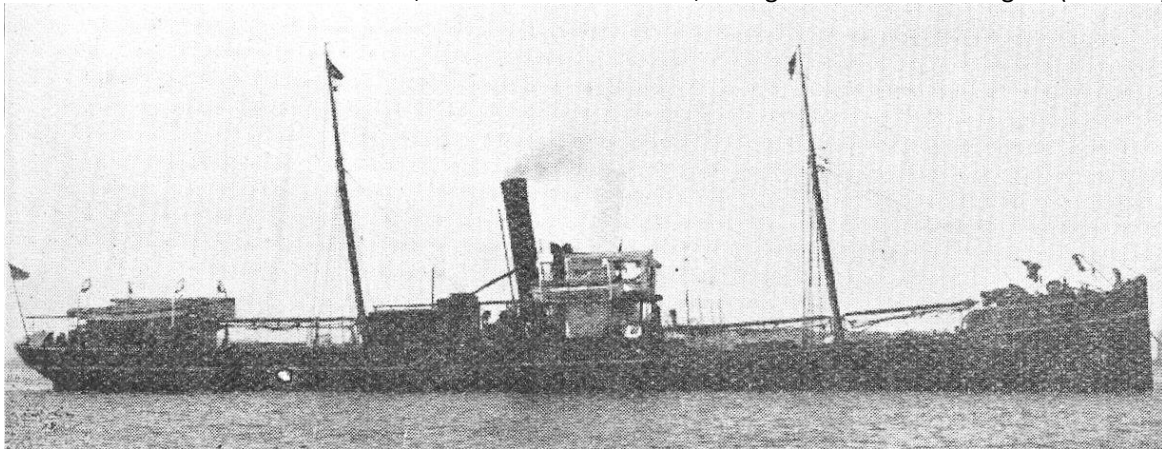
PROGRESS (1890-99) 883/90-11 (i.s.s.) (196.3x30.7' T3cy/99hp N.E. Marine Co. Ltd, Wallsend)
Built by Schlesinger Davis & Co., Newcastle, England (#160) for D/S A/S Progress (Larsen & Kiær), Drammen as PROGRESS. 1895 mgrs Hans Kiær & Co. 1899 sold to Madame N. Bryner (Bryner, Kousnitzoff & Co.), Vladivostok (1214g). 29/11/03 collided with and sank N.Y.K. steamer *TOKAI MARU* (1117/70) that was on passage Hakodate/Aomori, 46 lost. 1905 taken over by/sold to Nippon Yusen Kaisha, Tokyo r. URAJIO (URAJIWO) MARU 浦潮丸. 1908 sold to Shinada Shikazo, Hakodate. 1910 sold to Hamane Kishitaro, Hakodate. 1916 sold to Daigo Shokai, Hakodate. 1917 sold to Maeda Riichi, Hakodate. 1919 sold to Tsutsumi Seiroku, Hakodate. 1920 sold to Yushutsu Shokuhin K.K., Hakodate. 1921 sold to Nichiro Gyogyo K.K., Tokyo. 1927 sold to Kaiun Kisen Goshi Kaisha, Hakodate. 1930 sold to Hakodate Kaiun K.K., Hakodate. 1934 sold to Daishin Shoten, Osaka. 1938 romanised URAZIO MARU. 13/2/44 wrecked in 41.26N-104.06E in Tsugaru Strait.



PROGRESS (skipshistorie.net).



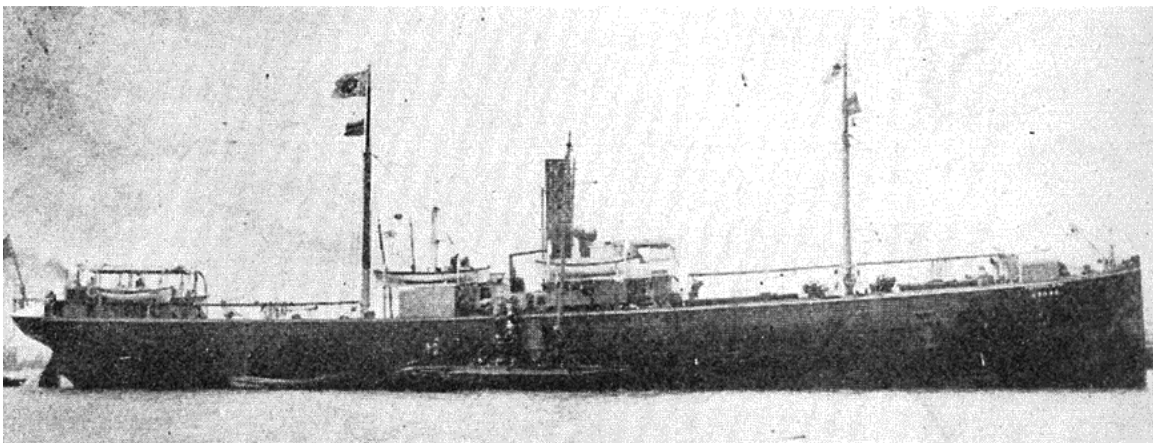
Possible PROGRESS or URAJIO MARU, raked masts and funnel, taking on coal at Chinwangtao (Internet).



URAJIO MARU (*Japan Steamship Register* 1918).

PRODUCE (1894-01) 1532/88-11 (i.s.s.) (265.3x26.2' C2cy/200hp R.&W. Hawthorn & Co., Newcastle)
 Built by Schlesinger, Davis & Co., Wallsend, Newcastle (#129), England for Carbis Bay Steamship Co. Ltd. (F. Banfield & Sons), Penzance as CARBIS BAY. 1894 sold to A/S Produce (Larsen & Kiær), Drammen r. PRODUCE. 1895 t/f to D/S A/S Produce (Hans Kiær & Co.), Drammen. 1901 sold to Takata & Co., Tokyo r. AIKAWA MARU. 1910 sold to C. Tanaka, Tokyo. Wrecked 23/9/12 at Cape Shiriyaaki, Honshu, Japan on voyage Muroran/Kamaishi with coal.

PROSPER (1895-05) 1290/96-06 (230.7x32.6', T3cy/116nhp/11k Kincaid & Co. Ltd, Greenock)
 Built by Campbeltown Shipbuilding Co., Campbeltown (#42) for A/S Prosper (Hans Kiær & Co.), Drammen for Far East trade. 5/05 sold to S. Sawayama, Nagasaki r. 久満加多丸 KUMAKATA MARU (1343g). 1913 sold to Matsuda Kisen Gomei Kaisha, Nishinomiya. 1916 sold to Tomoye Gumi Goshi Kaisha, Nishinomiya. 1918 sold to Chugoku Kaiun K.K., Higashitonda. 1920 sold to Tsuda K.K., Higashitonda. 1923 sold to Sakama Koichiro, Kobe. 1924 sold to Sagiura Shigematsu, Takasago. 1925 sold to Abe Shokai K.K., Takasago. 1927 sold to S. Kudo, Takasago. 1928 sold to Uyeda Kajiro, Takasago. 1931 t/f to Uyeda Mitsujiro, Takasago. 16/07/32 o/v Tsurumi-Keelung & Takao (cased gasoline) explosion and fire abt. 4 nm off Keelung, 18/07 sank.



PROSPER after sale as KUMAKATA MARU, five or six boats (*Japan Steamship Register* 1924).

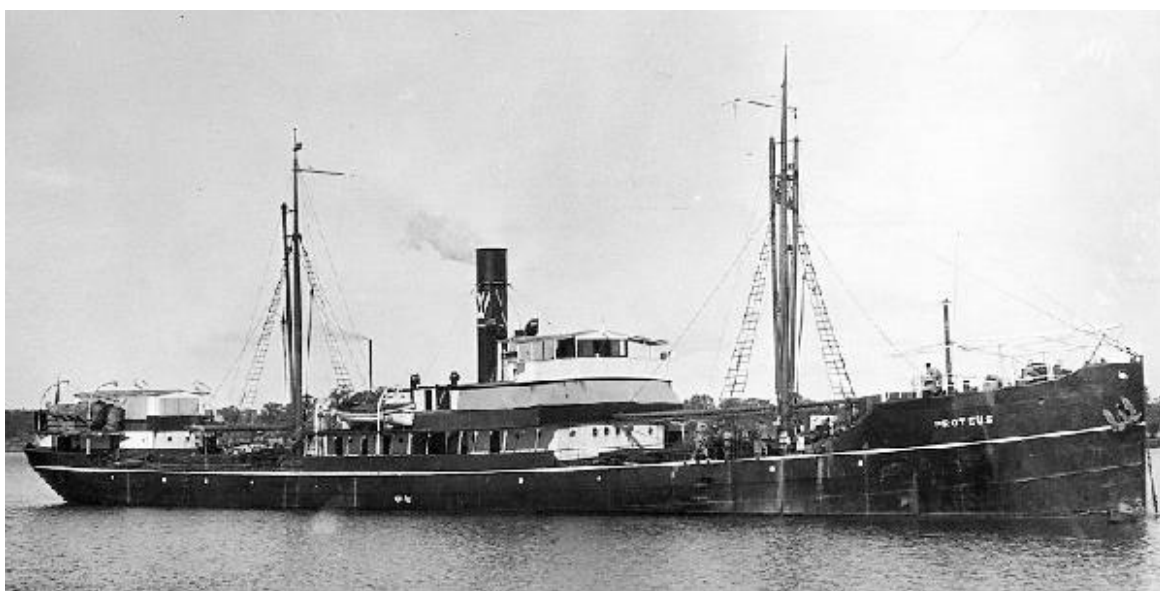
PRONTO (1896-12) 1363/96-06 (239.3 x 34.3', T3cy/140nhp/9½k)
 Built by Helsingørs Jernskibsverft & Maskinbyggeri, Helsingør, Denmark (#59) for A/S Pronto (Hans Kiær & Co.), Drammen for Far East trade. 1902 t/f to A/S D/S Pronto. Early 1911 sold in Japan to Russian Steam Nav. & Tdg. Co., Odessa r. OLEG, passengers 12 1st, 18 2nd, 800 3rd. Later sold to Steam Nav. of Count H.H. Keyserling, Vladivostok. 4/7/16 sold to Russian Volunteer Fleet Assoc., Vladivostok. 16/11-30/11/22 commissioned in Soviet Far East Navy as auxiliary cruiser, fitted with two 75-mm guns, temporarily removed from destroyer *Brave*. 10/1/1922 captured by units of People's Revolutionary Army of the Far Eastern Republic in Nikolaevsk-on-Amur, taken to Vladivostok. 2/12/22 reverted to Russian Volunteer Fleet, 6/3/25 t/f to Sovtorgflot. 7/3/26 departed Vladivostok for Taku with timber and seaweed, 14/3 at Taku detained by Fengtien marines (Mukden Navy) for carrying concealed Japanese munitions, end-April military court at Chinwangtao ordered confiscation of ship and cargo, imprisonment of master (18 months) and repatriation of 41 crew (China Press, 18/3, 1/5, 4/5/26). 1927 taken over by Chinese government r. CHENGHAI for use as naval auxiliary (also rep. as CHINGHAI/TING HAI). 1930 sold to Hwei Hai S.S. Co., Chefoo r. HWEI AN. 7/37 foundered in Yangtse [LR37 overprinted 'Sunk 7/37'].



No illustration available but ANGELA MAERSK as GUNTUR (yard #60) of similar dimensions and with identical engines was constructed alongside PRONTO (wrecksite.eu).

PROTEUS (1902-17) 1679 (2550)/02-06 (260.0 x 36.8', T3cy/163nhp/10k N.E.Marine Eng. Co. Ltd, Sunderland)

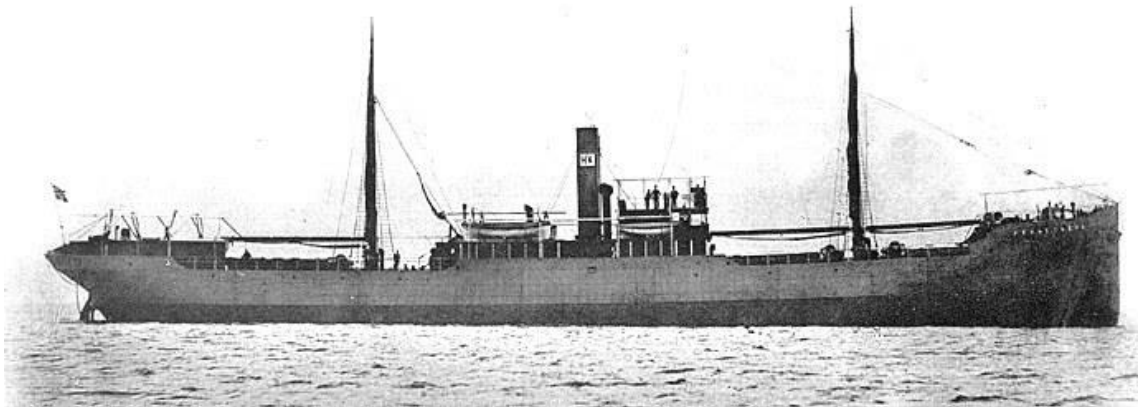
Built by John Crown Shipbuilding Co., Monkwearmouth, Sunderland (#107) for D/S A/S Proteus (Hans Kiær & Co.), Drammen. 1910 t/f to D/S A/S Produce (Hans Kiær & Co.), Drammen. 22/10/17 mgrs H. M. Wrangell & Co. A/S, Haugesund. 1/38 mgrs Jacob Odland S.S., Haugesund. Served on China coast (Chinese informal name 龍美卿 LOONG MEI HING). 2/3/42 Scuttled by own crew at Surabaya, E. Java on Dutch Navy orders. Salvaged by Japan August 1943, r. HOJU MARU 豊寿丸, re-registered but NFI.



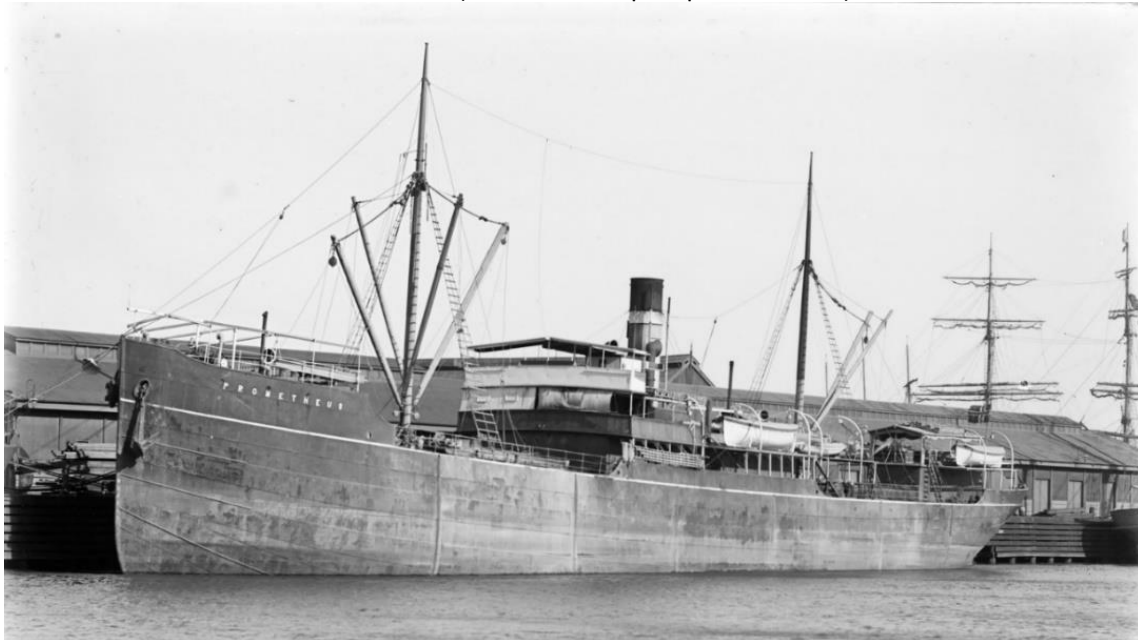
PROTEUS in Wrangell colours with deck passengers (Coll. Våre Gamle Skip/skipshistorie.net).

PROMETHEUS (1902-17) 1672 (2600)/02-08 (259.4 x 38.8', T3cy/163nhp/10k N.E. Marine Eng. Co. Ltd, Sunderland)

1902 Built by John Crown Shipbuilding Co., Monkwearmouth, Sunderland (#108) for D/S A/S Prometheus (Hans Kiær & Co.), Drammen. 1910 t/f to D/S A/S Produce (Hans Kiær & Co.), Drammen. 22/10/17 mgrs H. M. Wrangell & Co. A/S, Haugesund. 23/10/23 sold for GBP 18.000 to Lee Po Sun, Canton, China, 1925 r. PROMETHEAN, same owner. Subsequently r. AD INFINITUM, then HONAN then AD INFINITUM. 1926 sold to Tanaka Shoji K.K., Osaka, Japan r. KOHATSU MARU. 1927 sold to Matsuura Shizuo (Tanaka Shoji K.K., Osaka), Dairen, Japan. 14/07/30 o/v Weihaiwei-Pusan, Korea (salt) sunk in collision with British *Aeneas* (10,049/10) near Shantung Promontory, China in 37.00N-122.51E.



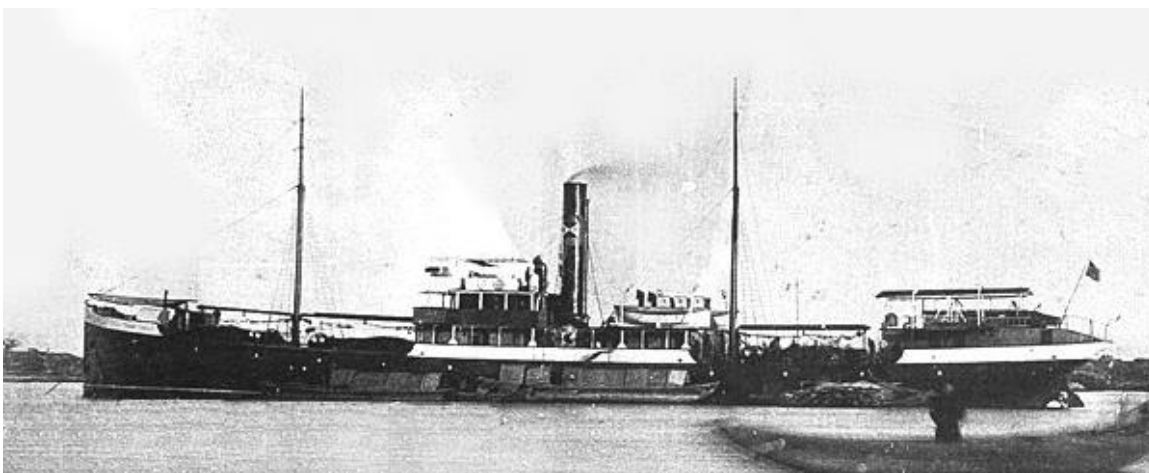
PROMETHEUS (coll. Gamle Skip/skipshistorie.net).



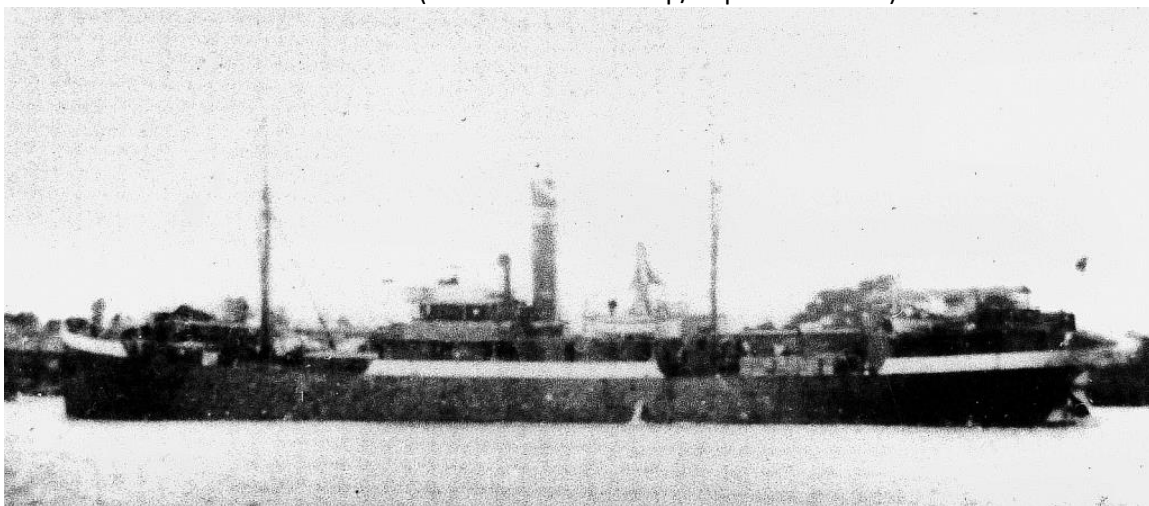
PROMETHEUS at Melbourne, 'tween deck sealed up (Green coll./SLV).

PROVIDENCE (1903-17) 1095 (2530)/03-4 (225.8 x 33.6', T3cy/133nhp/9½k Richardsons Westgarth & Co. Ltd, Middlesbrough)

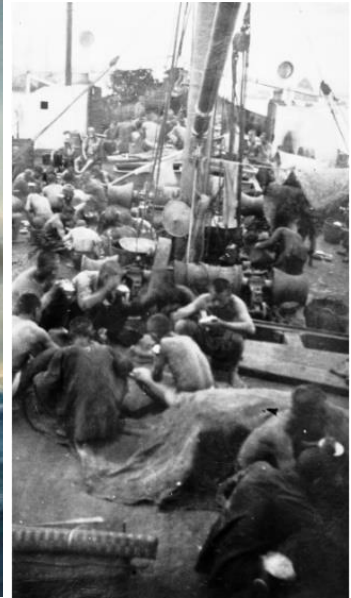
1903 Built by Fevigs Jernskibsbyggeri, Fevig for D/S A/S Providence (Hans Kiær & Co.), Drammen (#42). 12/4/10 arr. Sydney from Shanghai to commence charter to Hans C.H. Kaad (Kaad & Co.), Sydney for service to Fiji (Christian Kaad Line). 9/10 contract under subsidy with Fiji Gov't for Suva-Levuka-Rotuma-Levuka-Sydney-Suva service. 12/10 Kaad & Co. taken over by Burns, Philip & Co. Ltd and amalgamated as Robbie, Kaad & Co. Ltd. 1/11 r. PROVIDENCE A. (reg. Brisbane), mid-1912 charter t/f to Australasian United S.N. Co. but due to absence of cabin passenger accomm. employed as collier Newcastle-North Queensland. 12/13 grounded in Mary River, Maryborough, QLD. 12/15 reverted to Hans Kiær & Co. A/S, Drammen r. PROVIDENCE. 22/10/17 mgrs H. M. Wrangell & Co. A/S, Haugesund. 2/23 sold for £13.500 stg to Wang Nai Ying, Hong Kong. 1923 sold to Chili Shantung Lines, Tientsin r. PEI CHANG. 18/1/31 wrecked about 4 nm east of Chimatao lighthouse, Chefoo [Mackellar 266, 272, 293-295, 322].



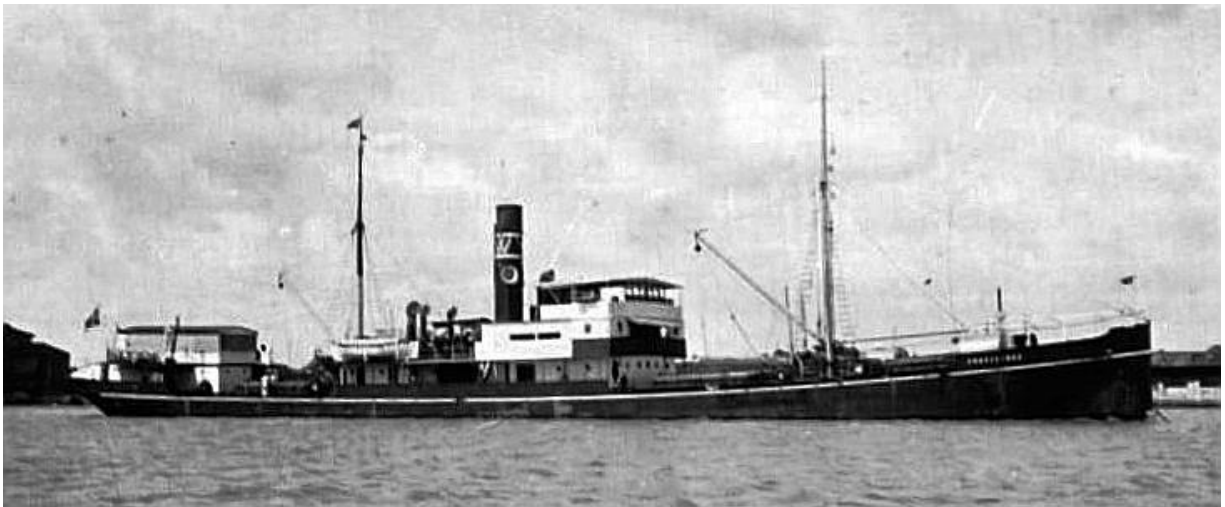
PROVIDENCE (Coll. Våre Gamle Skip/skipshistorie.net).



PROVIDENCE A aground in Mary River, Maryborough, 19 December 1913, AUSN funnel (SLQ 134542).



L: 'PROVIDENCE' (sic) painted when under the Australian flag (G.F. Gregory/NLA);
R: Passengers victualing on foredeck of PROVIDENCE, Canton 1921 (Sverre Meling/Ingvild Helle).



PROVIDENCE post-WWI under Wrangell ownership (Chr. Benestad/sjohistorie.no).

PROMISE (1904-16) 1123 (1610)/04 (225.0 x 33.7', T3cy/128nhp/9½k)

Built by Nylands Verksted, Kristiania (#145) for D/S A/S Promise (Hans Kiær & Co.), Drammen. 1906 t/f to D/S A/S Produce (Hans Kiær & Co. A/S), Drammen. 10/16 sold to Skibs-A/S Brødrene Falchs Rederi (Br. Falch), Fjøsanger/Bergen. 11/16 sold to Bernhard Schattenstein, Narvik. r. MARSHALL. 25/3/17 o/v North Shields-Tromsø(coal, 7 pass.) captured, shelled and sunk by German submarine UC 75 (Oberleutnant zur See Johannes Lohs) c. 50 nm East of Aberdeen .



PROMISE showing six boats (wreckiste.eu).

PROFIT (1904-17) 1126 (1610)/04-07 (225.0 x 33.7', T3cy/128nhp/9½k)

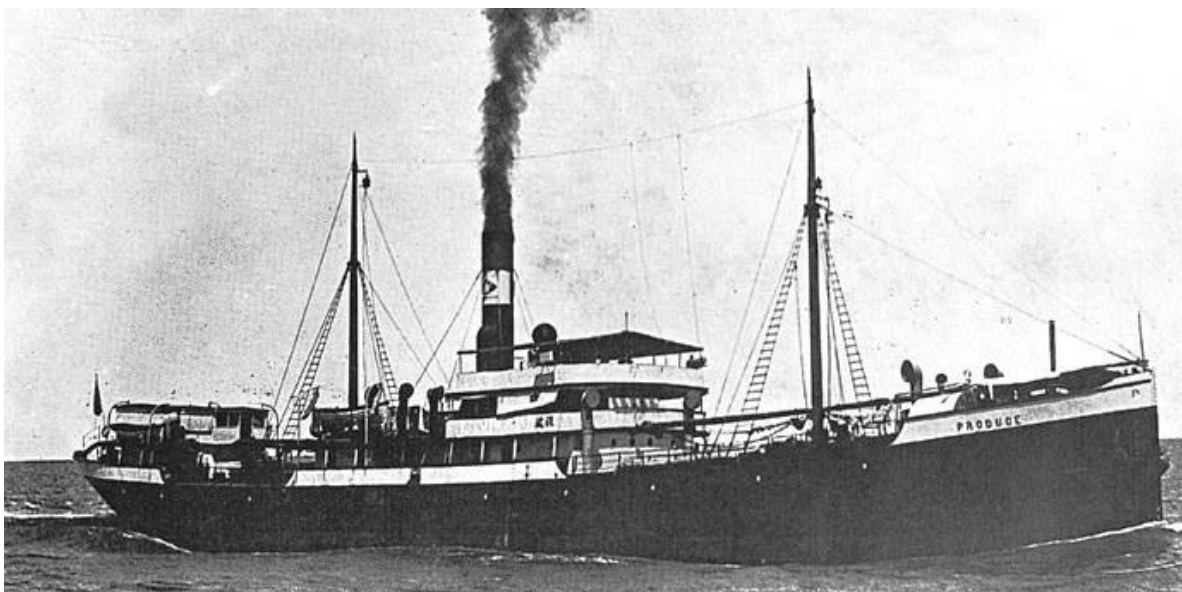
Built by Nylands Verksted, Kristiania (#146) for D/S A/S Profit (Hans Kiær & Co.), Drammen (#146). 1906 t/f to D/S A/S Produce (Hans Kiær & Co. A/S), Drammen. 1/17 sold to H/f Eimskipafelag Islands, Reykjavik, Iceland r. LAGARFOSS. 1919 sold to A/S S. Björnsson, Reykjavik. 1920 sold to H/f Eimskipafelag Islands, Reykjavik. 13/04/49 arrived at Copenhagen for demolition.



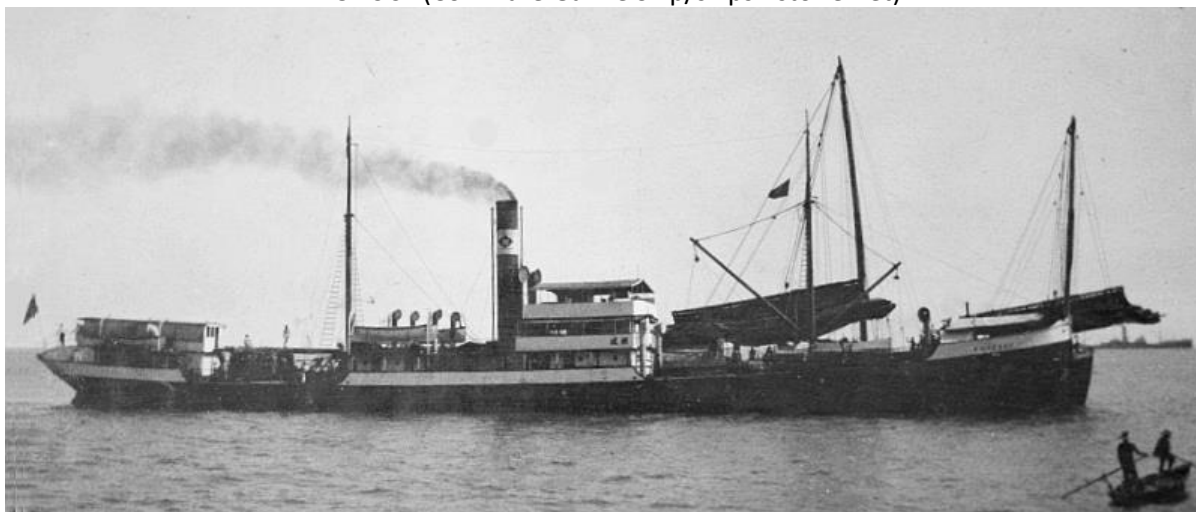
PROFIT showing off awnings for passengers (coll. Steiner Norheim/skipshistoire.net).

PRODUCE (1905-40) 1171 (1630)/05-11 (225.0 x 33.7', T3cy/128nhp/9½k)

Built by Nylands Verksted, Kristiania (#158) for D/S A/S Produce (Hans Kiær & Co.), Drammen. 22/10/17 mgrs H. M. Wrangell & Co. A/S, Haugesund. 1/38 mgrs Jacob Odland S.S., Haugesund. Traded on China coast- Chinese name 新生 also shown as 波流. 3/4/40 o/v Hong Kong-Bangkok in ballast wrecked on North Reef, Paracel Islands, South China Sea.



PRODUCE (Coll. Våre Gamle Skip/skipshistorie.net).



PRODUCE (Sverre Meling/Ingvild Helle).

PROMINENT (1906-11) 1166 (1630)/06-11 (225.0 x 33.7', T3cy/128nhp/9½k)

Built by Nylands Verksted, Kristiania (#159) for D/S A/S Profit (Hans Kiær & Co.), Drammen. 1906 t/f to D/S A/S Produce (Hans Kiær & Co. A/S), Drammen. 7/11 after 3-monthly charter sold to China Merchants' S.N. Co., Shanghai, China r. TUNG WAH. 12/8/37 scuttled as a blockship in Lower Yangtse at Kiangyin.



PROMINENT, equipped with cabins for compradores (coll. Steiner Norheim/skipshistoire.net).

Part III

Wiel & Amundsen, Fredrikshald



A/S D/S Dagmar (Wiel & Amundsen), Fredrikshald
 A/S D/S Vidar (Wiel & Amundsen), Fredrikshald
 A/S D/S Ragnar (Wiel & Amundsen), Fredrikshald
 A/S D/S Drufar (Wiel & Amundsen), Fredrikshald
 A/S D/S Childar (Wiel & Amundsen), Fredrikshald

Halden at the outlet of the watercourse inside the Iddefjorden developed as a shipping port for timber in the 16th century. The town was located in the border areas with Sweden and received market town privileges in 1665 under the name Fredrikshald. Wood processing, stone cutting and to some extent industry left their mark on the town, which also had shipping and a shipyard. The Wiel family became an important Fredrikshald owner of sailing ships in the late 1700s and the Amundsen family in the 1850s. Only a few of these shipowners made the transition from sail to steam, and of the shipping companies, Wiel & Amundsen became the town's largest for many years. In this period the ships were each registered for a different ownership company with varied shareholdings.

In its early period as steamship owners, the company was closely associated with the Far East. The first three steamships, the rather large *Dagmar*, *Vidar* and *Ragnar* plus the later *Childar* and *Drufar*, both listed by the Chinese Ministry of Trade as passenger carriers, appear to have been designed with the Chinese emigrant trade in mind. Available illustrations show the ships fitted with six lifeboats, evidence of awnings on the top decks and through 'tween decks below. A further commonality is that all their engines were built by Westgarth, English & Co. of Middlesbrough.

Dagmar was sold in 1899 to Norddeutscher Lloyd but a South China emphasis continued until *Childar* and *Drufar* were sold to leading Chinese shipowner San Peh S.N. Co. in 1925. A restructuring into Wiel & Amundsens Rederi A/S in 1923 led to a different operational focus on a Latin America Line between the US west coast and the west coast of South America. The company closed down in 1963.

[Primary source: <https://www.skipet.no/motestedet/sjofartsbyer/halden/sjofartsbyen-halden>]

DAGMAR (1896-99) 1457 (2350)/96-7 (245.0x36.7', T3cy/173nhp/10k Westgarth, English & Co., Middlesbrough)

1896 Built by Robert Craggs & Son, Dent's Wharf, Middlesbrough (#124) for A/S D/S Dagmar (Wiel & Amundsen), Fredrikshald. 18/6/97 arr. Shanghai o/c to Kailan Mining Admin. (2000t coal). 12/99 sold for £24,000 to C. Melchers & Co., Bremen (Hong Kong branch), Germany. 1901 Sold to Norddeutscher Lloyd, Bremen. 02/07/10 o/v Singapore-Bangkok (general) struck rock in approaches to Bangkok, beached on Koh Phra, total loss.



DAGMAR and sister VIDAR carried six boats and had hull openings indicative of 'tween deck facilities (coll. Steinar Norheim/skipshistorie.net).

VIDAR (1896-17) 1543 (2382)/96-9 (245.0 x 36.8', T3cy/173nhp/10k Westgarth, English & Co., Middlesbrough)

1896 Built by Robert Craggs & Son, Dent's Wharf, Middlesbrough (#125) for A/S D/S Vidar (Wiel & Amundsen), Fredrikshald. 25/01/17 o/v Cardiff-St. Nazaire (coal) wrecked on south coast of Ile de Croixcrew rescued next day by a French destroyer.

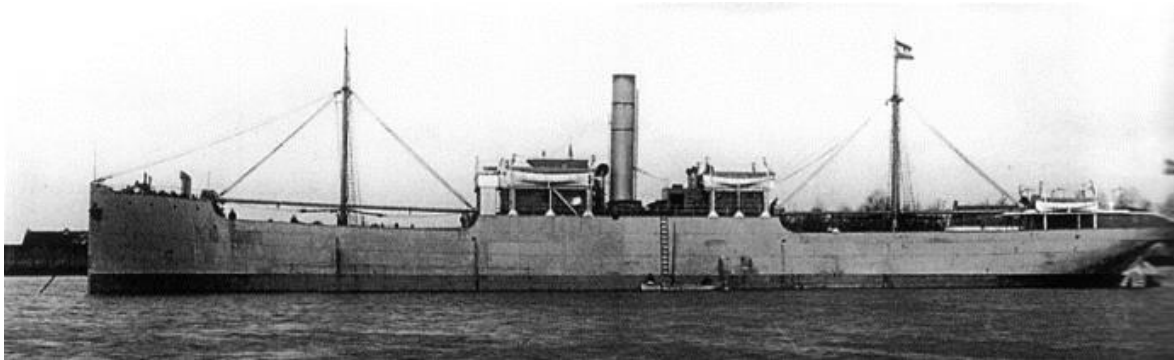
RAGNAR (1898-09) 1923 (2675)/98-4 (267.4 x 38.1', T3cy 176nhp/10k Sir Christopher Furness, Westgarth & Co. Ltd, Middlesbrough)

1898 Built by Fevigs Jernskibsbyggeri, Fevig (#18) for A/S D/S Ragnar (Wiel & Amundsen), Fredrikshald. 1/7/99 arr. Shanghai from Moji (2400t coal). 9/10/09 o/v Singapore-Hong Kong & Shanghai(general & hardwood), wrecked 09/10 on Money Island, Paracel Islands in South-China Sea, 1 man lost.

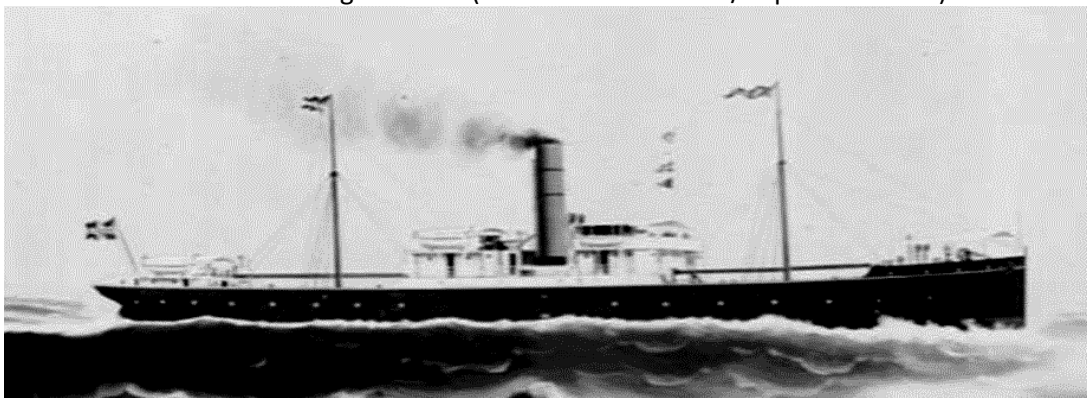
CHILDAR (1905-23) 1735 (2500)/05-2 (269.7x39.0', T3cy/209nhp/10k by Richardsons, Westgarth & Co. Ltd, Middlebrough)

Built by Fevigs Jeniskibsbyg, Fevig (#48) for A/S D/S Childar (Wiel & Amundsen mgrs), Fredrikshald. By

1/06 in service Shanghai-Japan on NYK charter. 15/3/14 o/v HK-Swato w pirated off Bias Bay, ransacked at Bias Bay (*Shanghai Times*, 24/3/14). 8/23 t/f to Wiel & Amundsen's Red. A/S. 10/25 sold to San Peh S.N. Co., Shanghai r. MING-HAO. 22/4/31 wrecked at Kamchatka inbound from Vladivostok.



CHILDAR showing six boats (coll. Steinar Norheim/skipshistorie.net).



CHILDAR showing a 'tween deck with portholes (sjohistorie.no).

DRUFAR (1905-25) 1739 (2500)/05-4 (269.7x39.0', T3cy/209nhp/10k by Richardsons, Westgarth & Co. Ltd, Middlebrough)

Built by Fevigs Jeniskibbyg, Fevig (#51) for A/S D/S Drufar (Wiel & Amundsen), Fredrikshald. 5/05 passed Suez Canal en route to Asia. By 4/06 in coal trade Japan-Shanghai (Thoresen & Co.). 1923 t/f to Wiel & Amundsen's Red. A/S. 1925 sold to San Peh S.N. Co., Shanghai r. FEI-HU. 27/2/30 foundered at Hankow after collision with Chinese gunboat *Kiangching*, wreck blown up.



DRUFAR (coll. Inger Lise Delphin/skipshistorie.net).

Part IV

H.M. Wrangell & Co. A/S, Haugesund



Skibs A/S Corona (H. M. Wrangell & Co. A/S), Haugesund

D/S A/S Produce (H.M. Wrangell & Co. A/S), Haugesund

Born in January 1859 in Haugesund, Haakon Magne Waldemar Wrangell grew up with his maternal grandparents further down the coast at Stavanger, where he gained enough education to marry and set up his own business at age 21, at first in the local salt and fishing industry. In 1892 he bought a sailing ship, then in 1894 as a partner in the 316-ton steamer *Fram* ex *Badger* (1871) and in the following year the 473-ton *Nora* ex *Pione* (1883), both for local trading. In 1897 he bought his first large steamer, the 1885-ton, German built *Corona* (1882) and a year later the 2331-ton *Kong Haakon* ex *Earndale* (1889). *Argo* (1297/83), *Ceres* (1587/75) and *Saint Olaf* (1935/71) followed in 1899 and *Lesseps* (1763/81) in 1900. Wrangell was now a substantial shipowner and at 40 years of age had become a prominent figure in Haugesund, where in 1904 he was elected mayor and member of parliament (to 1909 and again 1922-27). Shipowner Jacob Odland SS (Sivers Sønn) (1884-1971) became co-owner of the firm in 1914. In 1916 D/S A/S Corona was established with the purchase of four steamers and by the end of that year H.M. Wrangell & Co. A/S was managing a fleet of 7 tramp steamers of 15,150 tons, the affiliate A/S Minerva three local traders of 1,520 tons and the whaling company Hvalfangerselskap Harald Haarfagre with the mother ship *Fram* (2749/07) and six chasers. That year D/S A/S Corona would also buy from Klaveness the 10,650-dwt ore carrier *Sandefjord* (1911), later renamed *Haugarland*.

Wrangell's purchase of A/S D/S Produce from Elias Kiær in October 1917 added another seven ships, four of which were 'tween deck passenger ships, totalling 9,300 tons plus the China coasters *Prosper* and *Prominent* under construction in Hong Kong. This seems to have been the firm's first venture in Chinese waters. The transaction may well have been brokered as a way of financing the two new ships. Wrangells set up a small office in Hong Kong to manage this local fleet. In 1923 D/S A/S Produce added the 2120-grt Dutch-built freighter *Pronto* (II) ex *Lombardia* (1920), which was fitted out to carry deck passengers, and in 1926 from fellow Haugesund owner John Haaland the 1613-grt freighters *Profit* ex *Utsire* (1918) and the Dutch-built *Promise* ex *Gittero* (1291/20). Thereafter, in marked contrast to Bruusgaard Kiøsterud, they did not invest further in this subsidiary during the interwar years. Nevertheless, they did have a secondary interest in the China Coast insofar as from the mid-1920s until World War II D/S A/S Corona colliers *Corona* (3264/20), *Tonjer* (3268/20) and *Unita* (3685/06) all spent long periods on charter to the Kailan Mining Administration for the shipment of coal from Chinwangtao.

During the 1920s Wrangell served two further terms in Parliament (1922-24 and 1925-27), then from 1927 to 1930 as President of the Norwegian Shipowners' Association. In the late 1920s his interest turned to the liner trade, combining with John Pedersen & Son (A/S Ocean) of Oslo in 1930 to open a line from the West Coast of North America to the East Coast Australia. D/S A/S Corona contributed the 5883-grt *Minerva* (1930) and Pedersen *Dagrun* (3462/28) and *Dagfred* (4434/30) to this 'Fast

Motorship Line' (Dag Bakka Jr, Linjer Rundt Jorden, 2008, p. 227). Like other Norwegian owners, D/S A/S Corona also invested in motor tankers, first *Noreg* (7605/31) and later *Gard* (12,800 dwt/38).

In 1935 at age 76 Wrangell and his wife made a voyage to the Far East, which may have influenced the decision in January 1938 to divest D/S A/S Produce, whose fleet then consisted of seven 2,000-3,000 ton steamships and a contract for the construction of an 8700-dwt motor ship. Jacob Odland carried on as sole manager. Wrangell died in Norway on 31 August 1942 at age 83 but Skibs A/S Corona continued under the management of H. M. Wrangell & Co. A/S. At the general meeting on 28 April 1943, Haakon's son Waldemar Wrangell was admitted to the board, together with Lars Meling. After the latter died on 12 May 1951, son Sverre Meling was admitted to the board and became co-manager together with Waldemar Wrangell.

During World War II the D/S A/S Produce ships came under the control of Notraship at the disposal of the Allies. *Prominent*, *Proteus*, *Produce* and freighter *Profit* were lost, but *Prosper*, *Pronto* and freighter *Promise* survived and after the end of the War were restored by Odland to their former trades. In 1947, Odland's son, Sverre Odland (1909-2005), who had been employed at Wrangell's agency office in Hong Kong 1928-36, was appointed joint manager of D/S A/S Produce. Purchase of freighters *Produce* (2752/46) and delivery of the 3200-dwt *Prominent* (III) (1948) restored company's tonnage.

During the 1950s *Prosper* was chartered to Ngow Hock until sold to them in 1959 and serving another nine before going to breakers in 1968 after 41 years. Nevertheless, from 1950 D/S A/S Produce transformed more into a general shipowning company with less focus on the Far East. Of the prewar ships, *Promise* was sold in 1951, *Pronto* in 1955 and *Prosper*, as mentioned, in 1959. Their last China Coaster, *Prominent* (1948) was sold to Shun Cheong in 1966 to continue in the Saigon rice trade as the Panamanian-flag *Monica* and then *Teresa*. Instead, Odland built up its fleet of tankers, including the 8700-dwt *Anna Odland/Prosper* (II) (1939), 13,250-dwt *Prometheus* (1951) and from 1969 the 20,000-dwt *Produce* (III) ex *Thorsaga* (1960). There was also the 13,250-dwt bulk carrier *Providence* (1959). When Jacob Odland resigned in 1967, Sverre Odland became the sole manager.

In parallel, Skibs A/S Corona revived its interest in the China coast and took over this trade with the modern China Coaster *Hoi Wong* 海皇 ('Sea Emperor') (1948) and her identical sister *Hoi Houw* 海丘 ('Sea Empress') (1949). They were of a similar China Coaster type to *Prosper/Prominent* built thirty years earlier, not much larger in capacity for cargo (3,300 dwt versus 3,000 dwt) and about the same in passenger numbers. However, the sleek new pair were altogether more modern. They were 14-knot motorships instead of 10-knot steamers, they had all-electric winches for cargo-handling and an air-conditioned accommodation block for the officers and ten first-class passengers. Their less obvious limitation was the primitive accommodation for unberthed passengers in the tweendeck with poor ventilation and no bunks or any other furniture for the comfort of those passengers (see Jebshun list at 'New Wave' page of oldchinaships.com).

These deficiencies were addressed around 1961 by refitting the ships with tiered bunks, tables and seating prior to charter to the Phosphate Commission for the supply run from Singapore to Christmas Island. Such improvements were also made in the subsequent 4220-dwt/15-knot *Hoi Ying* (1955) and the 4500-dwt/14-knot *Hoi Kung* (1964). They may be regarded as the last of the long line of passenger-

carrying China Coasters. Wrangell & Co. sold *Hoi Wong* and *Hoi Houw* in December 1973 and 1974 respectively after 25 years in service and the newer pair in 1977, though they continued trading, in *Hoi Kung's* case for COSCO, for a few more years until demolition in the mid-1980s.

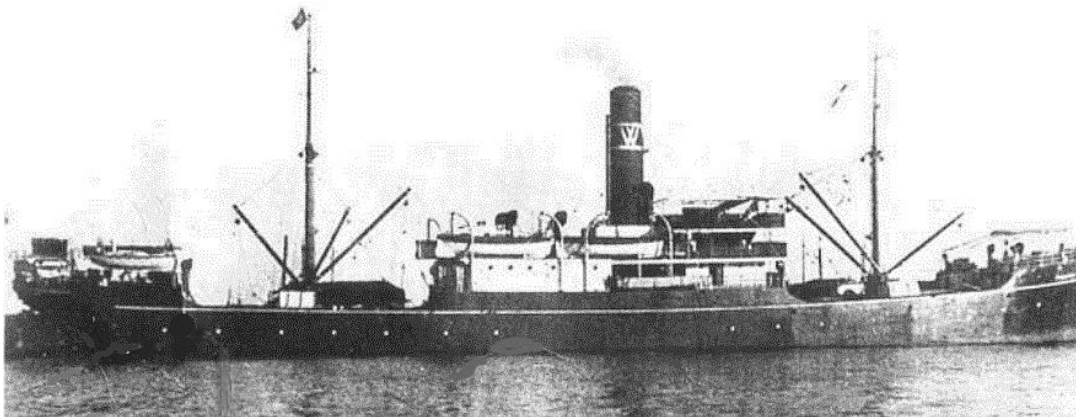
At the end of the 1970s, H.M. Wrangell & Co. A/S found itself in the same situation as many other large shipping companies. The secondhand acquisitions of supertanker *Corona* and bulk carrier *Gard* led to major financial problems but sale of the ships in Skibs A/S Corona provided Wrangell Rederiet with enough capital for all creditors to be fully covered. In 1979, all employees were dismissed and the shipping business was wound up. In 1984, Johannes Solstad, Skudeneshavn and Sverre Odland, Haugesund bought the shares in H.M. Wrangell & Co. A/S for approx. NOK 35,000,000. In October 1988, Solstads Rederi in Skudeneshavn took over the remaining shares in Skibs A/S Corona and H.M. Wrangell & Co. A/S was from then wholly owned by Solstads Rederi. A similar purchase is believed to have taken place with A/S D/S Prosper, closed down in by Sverre Odland in 1987, with the abandoned office remaining in Haugesund as a sort of "time-capsule".

[Sources: <https://www.sandefjordshistorie.no/shipping/company/414>; Boka Våre Motorskip by LM Bjørkelund & EH Kongshavn; individual ship entries at skipshistorie.net, compiled into unpublished illustrated "Pro- Ships List" by S. Kentwell]

PRODUCE (1917-40) 1171/05-11	see PRODUCE (Hans Kiær & Co. A/S 1905-17)
PROMETHEUS (1917-23-17) 1672/02-8	see PROMETHEUS (Hans Kiær & Co. A/S 1902-17)
PROTEUS (1917-42) 1679/02-6	see PROTEUS (Hans Kiær & Co. A/S 1902-17)
PROVIDENCE (1917-23) 1095/03-4	see PROVIDENCE (Hans Kiær & Co. A/S 1903-17)

PROSPER (II) (1917-59) 2232 (3030)/17-12 (270.6x40.1', T3cy/1400ihp/10k)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#554) for Furness, Withy & Co. Ltd, Hong Kong as nominees for D/S A/S Produce (Hans Kiær & Co. A/S), Drammen. 22/10/17 mgrs H. M. Wrangell & Co. A/S, Haugesund. 11/36-8/37 on charter to China Merchants S.N. Co., Shanghai. 1/38 mgr Jacob Odland S.S., Haugesund. Late-1930s on charter to Shun Cheong group (unofficial Cantonese name 大利華 TAI LEE HWAH). 4/40 mgrs Nortraship. 10/45 Returned to owners. 1947 on charter to Jebshun Shg Co. Ltd for deck passenger trade between Amoy, Swatow, Hong Kong and the Straits (Singapore and Penang). 4-8/52 pilgrimage Bangkok-Jeddah. 7-10/2/53 ashore at Hong Kong, salvaged and repaired by Taikoo Dockyard. 1953 on charter to Ngow Hock/Siam Rice Co. for Bangkok-Jeddah pilgrimage. 1/59 sold to Ngow Hock Co. Ltd, Bangkok, incidental pilgrim voyages but mainly S. China-Hong Kong-Bangkok. 11/68 broken up at Kaohsiung.



PROSPER pre-WWII in Wrangell colours (<https://skipshistorie.net/>).



Crowded PROSPER, evidently early postwar and probably on Jebshun charter; woodwork painted over, 'tween deck openings still visible (Sverre Meling/Ingvild Helle).



PROSPER, 'tween deck evidently now closed being salvaged by TAI KOO and other Swire tugs (TDY 4/53).



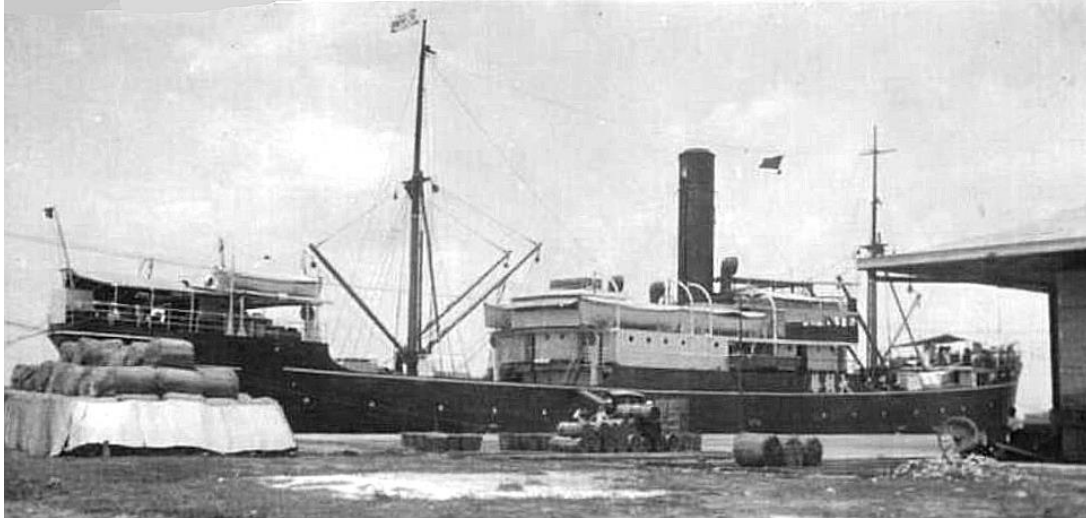
PROSPER in the 1960s at Bangkok showing a Ngow Hock funnel marking (Internet).



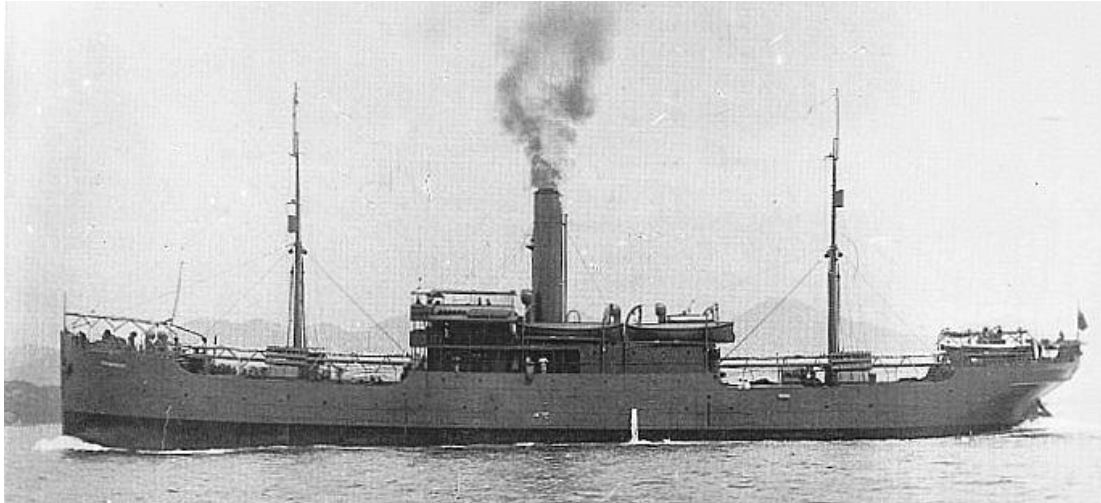
PROSPER photographed underway in the 1960s by R.A.P. Foxley in the Straits of Malacca, significant port/starboard differences in superstructure (P. Foxley/W. Schell).

PROMINENT (II) (1918-42) 2232 (3030)/18-02 (270.6x40.1', T3cy/1400ihp/10k)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#555) for Furness, Withy & Co. Ltd, Hong Kong as nominees for D/S A/S Produce (Hans Kiær & Co. A/S), Drammen. 22/10/17 mgrs H. M. Wrangell & Co. A/S, Haugesund. 26/5/33 under charter to Nam Fat S.S. Co., Saigon pirated on voyage Hong Kong-Saigon with about 100 deck passengers, recovered 27/5 in Mirs Bay, master hospitalised with gunshot wound. 1/38 mgrs Jacob Odland S.S., Haugesund. Traded on China coast- Chinese name 廣生 KWONG SANG. 4/40 mgrs Nortraship. 8/41, 10/41 loaded Java for Basra, 17/1/41 Bombay to Colombo (19/1) for orders, 3/2 sd Colombo for Batavia (22/2), then Tjilatjap (23/2) [BT 389/41/195]. 2/3/42 sunk by gunfire from Japanese warships c.230 nm south of Java while fleeing Tjilatjap-Fremantle, 14 persons lost, survivors rescued by the Dutch passenger vessel *Zaandam* (10,909/38).



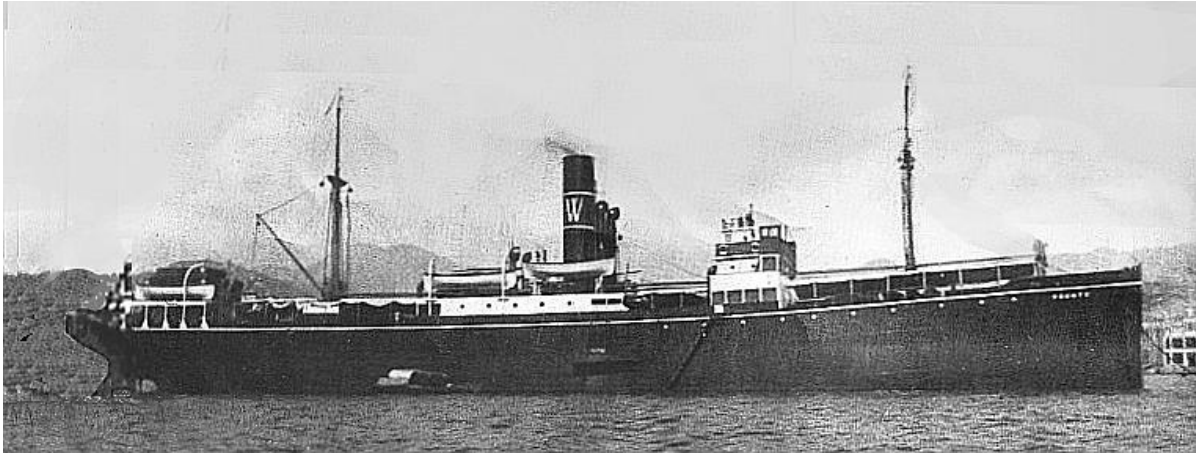
Ship at Saigon said to be PROMINENT but more likely sister PROSPER as Chinese name appears to read 大利華 TAI LEE HWA which was used for that vessel (Ole. Chr. Benestad/sjohistorie.no).



Wartime PROMINENT (Coll. Våre Gamle Skip/skipshistorie.net).

PRONTO (II) 步郎都 BU LANG DOU (1923-55) 2102 (2935)/20-05 (285o.a. 271.1x41.3', T3cy/1400ihp/10k Wilton's Eng. & Slipway Co., Rotterdam

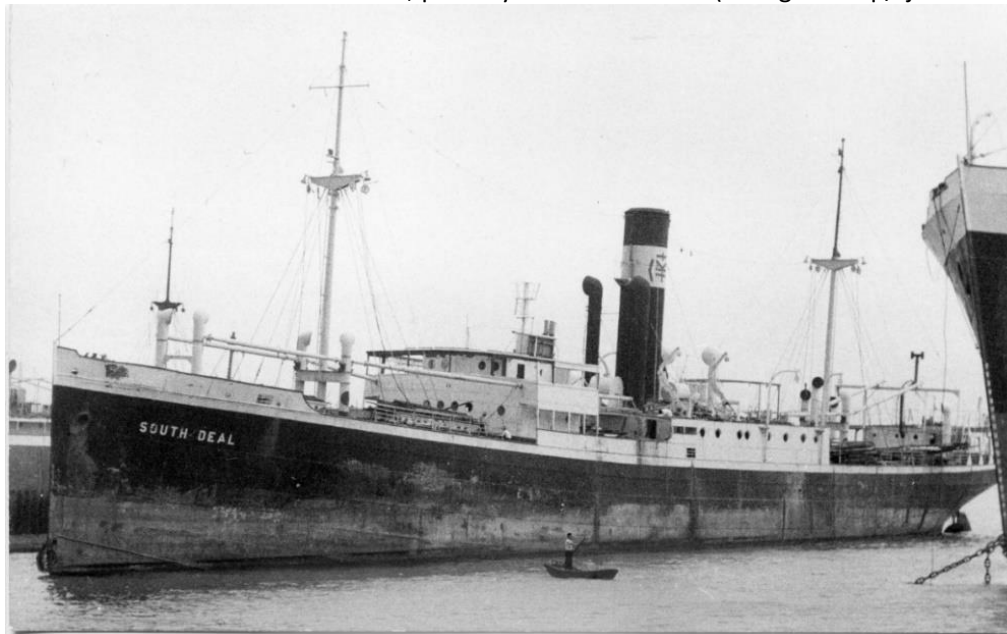
Built by N.V. Werf Zeeland, Hansweert (#56) for Red. A/B Svenska Lloyd, Gothenburg as LOMBARDIA. 8/23 sold to D/S A/S Produce (H.M. Wrangell & Co. A/S, mgrs), Haugesund for service on China Coast r. PRONTO. 1/38 mgrs Jacob Odland S.S. Co. 4/40 req. by MOWT (Nortraship mgrs., then British India S.N. Co. Ltd, mgrs). c.1/12/41 Hong Kong for Singapore, thence Penang and Colombo. After service India-Persian Gulf, 8/42-3/43 Alexandria-N. Africa as Cased Petrol Carrier. [10/45] 5/46 reverted to owners. 21/4/49 arrived at Hong Kong from (Communist) Tientsin with 85 pass. and 1,600 tons beancake in barter exchange for general cargo [SCMP, 23/4/49]. 8/55 sold to Far Eastern & Panama Tpt Corp. (T.B. Hwang likely ben. owner; Wheelock, Marden & Co. Ltd, Hong Kong, mgrs), Panama r. DORIS. 2/57 t/f to Panamanian-Oriental S.S. Co. Ltd (ben. owners Nanyang S.S. & Ent. Co. Ltd; Wheelock, Marden & Co. Ltd, mgrs), Panama r. SOUTH DEAL (P. Foxley part-owner and Master). 1958-60 on charter in Indonesian waters. 12/3/60 arrived at Hong Kong for breaking up by Hongkong Rolling Mills Ltd.



PRONTO in Wrangell colours with full deck awnings for passengers (<https://skipshistorie.net/>).

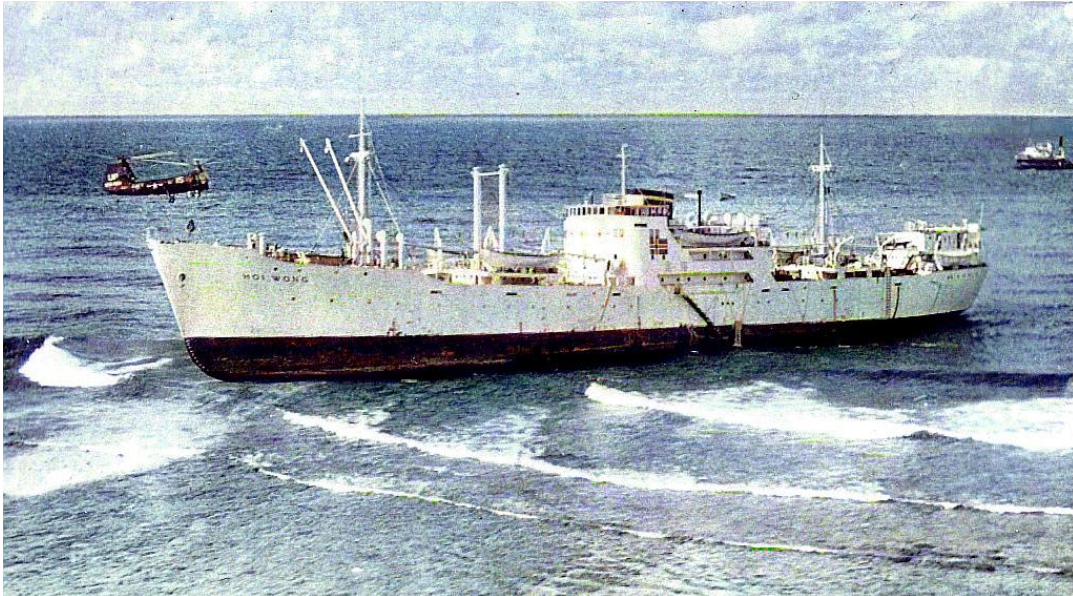


PRONTO with a two-*hanzi* Chinese name, possibly 健皇 KIN WONG (vare gami skip/sjohistorie.no/).

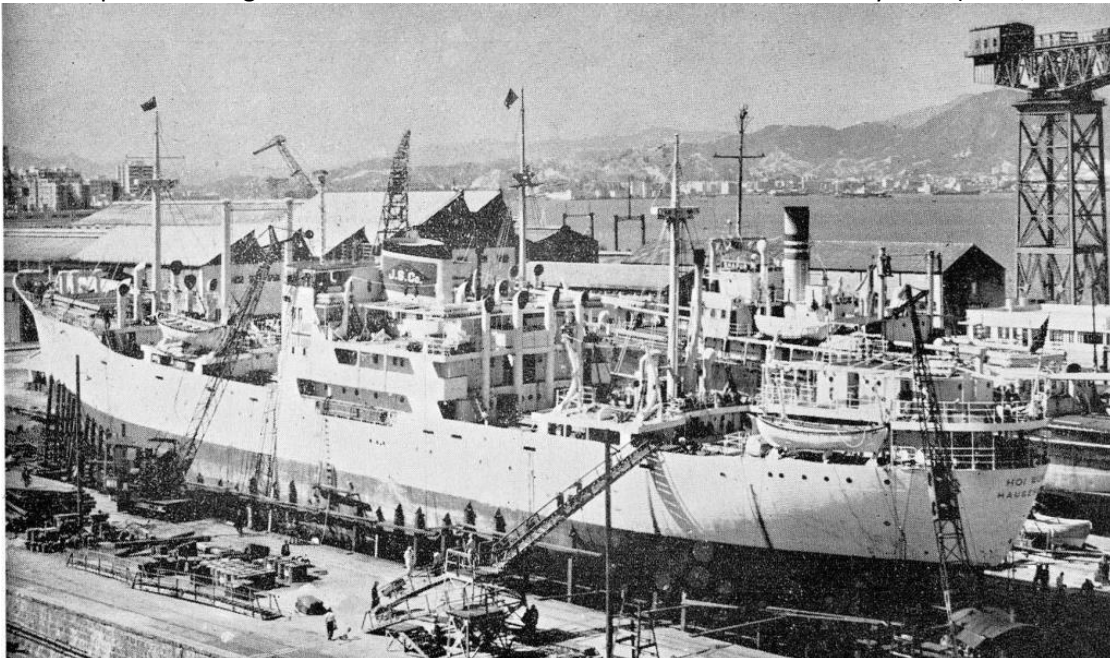


PRONTO as SOUTH DEAL at the breaker's yard, 8 April 1960 (R. Maya/W. Schell).

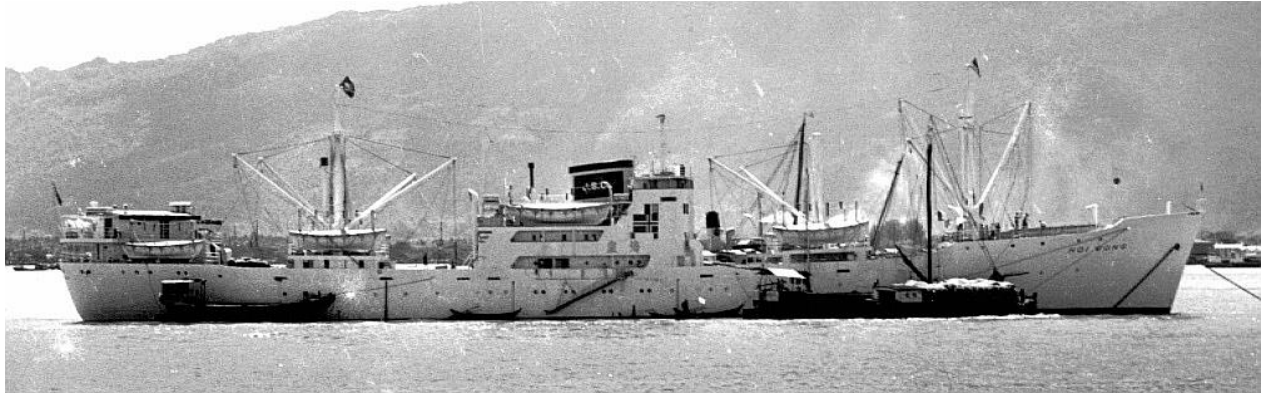
HOI WONG 海皇 (1948-73) 3405 (3265)/48-12 (341.3 x 46.2', M7cy/14k Burmeister & Wain)
 Built by Helsingborgs Varfs A/B, Helsingborg (#70) for Skibs A/S Corona (H. M. Wrangell & Co. A/S),
 Haugesund for S. China-Straits trade on charter to Jebshun/Wah Seng Shg Co. 6/10/58 o/v Swatow-
 Singapore (60 women and children, 46 men) stranded on Bombay Reef in Paracel Is., pass. t/f by
 helicopter to cruiser USS *Helena* (brought on by *Hoi Houw*) 12/10 refloated with aid of salvage tug *Tai
 Koo* and proceeded under own power to Hong Kong, where 16/10-6/11 slipped at Taikoo D.Y. for
 renewal of 55 shell plates (UPI. *Taikoo Dockyard*, Jan. 1959). 12/73 sold to Malaysian International Shg
 Corp. Berhad, Kuala Lumpur (reg. Penang) r. BUNGA BUTANG for service between West and East
 Malaysia. 19/9/80 demolition began at Jurong by National Shipbreakers Pte Ltd.



USN helicopter rescuing PRC nationals from HOI WONG stranded on Bombay Reef (USN /coll. SK*).



Norwegian-flag charter HOI WONG slipped at Taikoo, Oct-Nov. 1958 for bottom repairs
 after grounding in Paracels, Jebshun funnel colours (*Taikoo Dockyard*, Jan. 1959).



HOI WONG loading at Penang, updated radar and Norwegian flag on superstructure (R. Gabriel/H. Dick).



HOI WONG (Jebshun funnel) in the Straits of Malacca (Peter Foxley *).

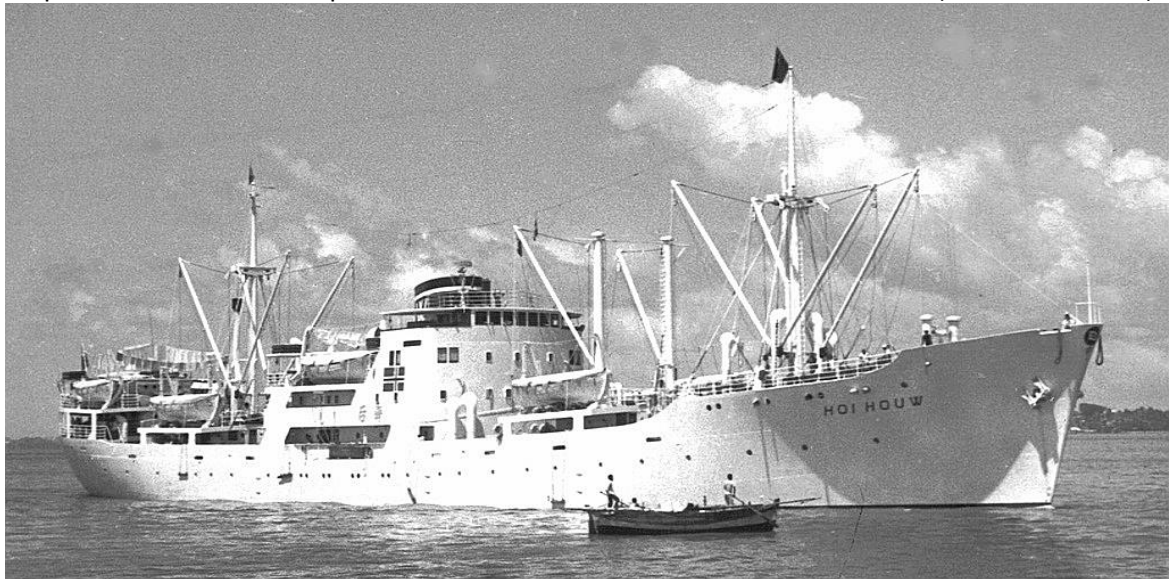
HOI HOUW 海丘 (1949-74) 3394 (3275)/49-11 (341.3 x 46.2', M7cy/14k Burmeister & Wain)
 Built by Helsingborgs Varfs A/B, Helsingborg (#71) for Skibs A/S Corona (H. M. Wrangell & Co. A/S),
 Haugesund for S. China-Straits trade on charter to Jebshun/Wah Seng Shg Co., seized by Nationalist
 forces and briefly detained at Keelung. 7-10/51 chartered to Cia Maritima, Manila for Philippines-
 Jeddah pilgrimage. 12/51 after refit resumed Straits run. By 1961 on charter to British Phosphate
 Commissioners for W. Malaysia-Singapore-Christmas Island shuttle. 11/74 sold to Kwok Wah Shg Co.
 S.A. (Kin Wah Maritime Co., Hong Kong), Panama r. AFFLUENT COUNTRY. 1976 sold to Kam Fai
 Shipping Co. S.A. (Carolina International Enterprises Ltd, Hong Kong), Panama r. KAM FAI. 1979 sold to
 Mandarin Shg Co. S.A., Panama (Taipei) r. MANDARIN. 29/3/84 demolition began at Kaohsiung Chi
 Young Steel Enterprise Co.



HOI HOUW, presumably when new (sjohistorie.no).



Improved boats and more prominent ventilators fore and aft for 'tween deck (R. Gabriel/H. Dick).



Above 2: HOI HOUW at Singapore (R. Gabriel/H. Dick).



Later HOI HOUW in the Straits of Malacca (Peter Foxley/coll. S. Kentwell).

HOI YING 英福 JING HOCK (1955-68) 3951 (4220)/55-1 (357.5 x 50.1', M8cy/15k Burmeister & Wain)
 Built by Helsingborgs Varf. A/B, Helsingborg (#79) for Skibs A/S Corona (H.M. Wrangell & Co. A/S),
 Haugesund for long-term charter to Ngow Hock & Co. Bangkok for S. China-Hong Kong-Bangkok trade.
 1956-68 made 2/3 pilgrim voyages each year Bangkok-S. Thailand-Jeddah. 6/9/68 near Horsburgh Light
 25 nm E. of Singapore rammed and holed in No. 5 hatch by *Master George* (7471/55), assisted into
 shallow water, 7/9 towed into Singapore for repairs, charter terminated, returned to owners. 1974
 replaced *Hoi Houw* in Port Kelang-Singapore-Christmas Island run. Mid-1977 sold for US\$1.4m. to
 Hanfer Co. Ltd (Kian Hin Leong Enterprises, Hong Kong), Port Victoria, Seychelles (Pan. Flag), 4/7 arr.
 Hong Kong for delivery r. FOCHOW. 1980 t/f to Panama flag. 2/12/85 del. at Gadani Beach for
 breaking up by S.Z. Enterprises Ltd, same day work began.



Painting by Hans Olav Isaksen of HOI YING as built, 8 boats shown (<https://skipshistorie.net>).



Above 2: HOI YING with Ngow Hock funnel, 'tween deck with portholes, 10 ventilators, 8 boats plus rafts (P. Foxley; unknown photographer/coll. S. Kentwell).



HOI YING after 1968 collision (Nat. Archives Singapore Negative 2003,0288/1/17).



HOI YING in final years, forward boat platform remaining (coll. Malcolm Cranfield).

HOI KUNG (1964-77) 3233 (4500)/64-7 (362.10 x 52.1', M7cy/14k Burmeister & Wain)
 Built by Moss Verft & Dokk, Moss (#143) for Skibs-A/S Corona (H.M. Wrangell & Co. A/S), Haugesund.
 c.1967-69 on charter to Shun Cheong S.N. Co. Ltd, Hong Kong (informal Cantonese name 大寶富
 TAIPOOFOOK). Mid-1969-72 on charter to Micronesia Inter-Ocean Lines (MILI). 10/77 del. at Hong Kong
 to China Ocean Shipping Corp., Guangzhou r. LUO DING 罗定, 22/10 sd Hong Kong for Tsamkong. 1983
 t/f to Shanghai Ocean Shipping Corp., Shanghai. 1986 broken up in China.



HOI KUNG Vancouver, August 1971 in Micronesia Inter-Ocean Lines (MILI) colours (Ken Brodia/W. Schell).



HOI KUNG at Yokohama in owner Wrangell colours, 30 July 1973 (S. Kentwell).



HOI KUNG Yokohama, 30 July 1973 portholes show passenger 'tween deck and crew accommodation aft (S. Kentwell).



HOI KUNG Hong Kong, 26 March 1977, mainmast boat in use (Karsten Petersen).



Last Norwegian China coaster HOI KUNG Hong Kong, March 1977, four months before sale (Karsten Petersen).

Part V

Wallem & Co. A/S, Bergen

Born at Bergen in August 1870, Haakon Wallem completed nine years of education before joining a local shipbroking firm and at age 16 going to work for a shipbroker in Hamburg, then in London. In mid-1896 he took ship for Vladivostok and a year later found a position with German agents Melchers & Co. in Shanghai. Subsequently he worked for the rival firm Carlowitz & Co. After marrying American national Grace Jansen in November 1901, at age 33 he set up his own firm of Wallem & Co. in April 1903 as shipping agent and broker, lines of business that he already knew well. The Russo-Japanese War of 1904-05 proved opportune for him and in 1905 he contracted to buy his first ship, *Oscar II* (3060/93). While his fleet steadily grew, until the mid-1920s Wallem's interest was confined to freighters that could command a ready hire for coal, timber, rice or other bulk commodities. In the early-1920s, however, he saw opportunity to charter a better class of China Coaster for the carriage of large numbers of unberthed passengers as well as a good amount of cargo. As a start, at the beginning of 1923 the Russian-flag *Toula* (1910) was purchased by Wallem & Co. A/S and refitted on the Tyne as *Solviken* (1910). Probably in the following year, in the light of that experience, a trio of large China Coasters was ordered from William Hamilton & Co. Ltd of Port Glasgow for delivery in 1925/6. They would find continuous employment both on the China Coast and to the Straits. Though *Solviken* was sold in 1940 and *Norviken* lost during World War II, Wallem did not replace them, nor did his heirs after his retirement in 1950. Nevertheless, the surviving *Daviken* and *Sandviken* were kept on, latterly on charter in Indonesian waters, until 1964, by then 38 years under the Wallem flag.

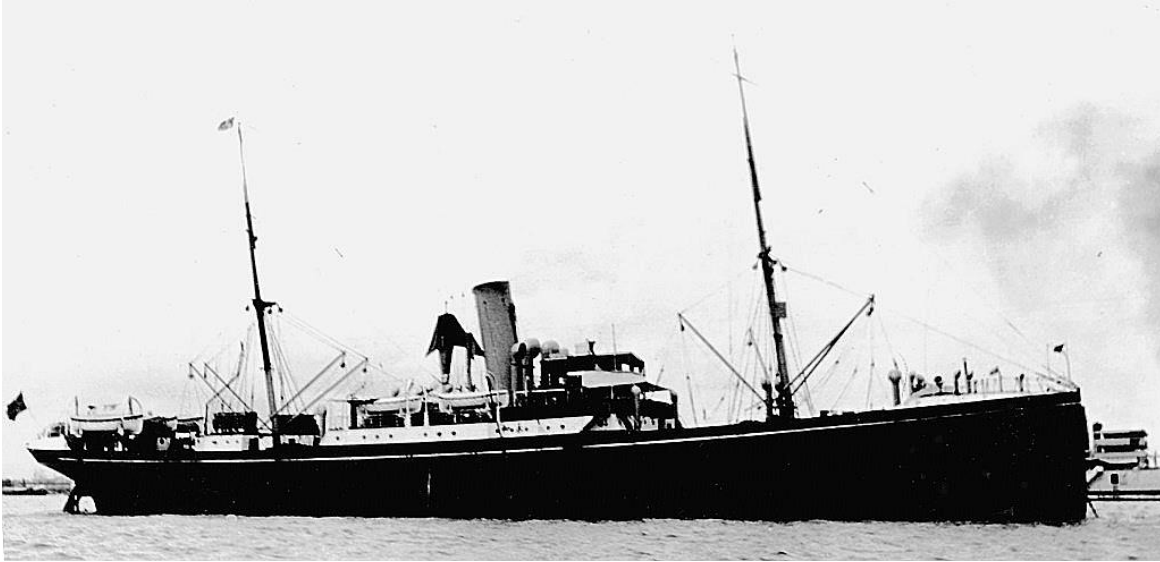
[A good history of Wallem & Co. is Anthony Hardy, *Typhoon Wallem* (Granta, 2003), also a brief history with detailed fleet list in Dick & Kentwell, *Sold East* (NAA, 1991).]

SOLVIKEN (1923-40) 2398/10-5 (281.0 x 41.3', T3cy/10k)

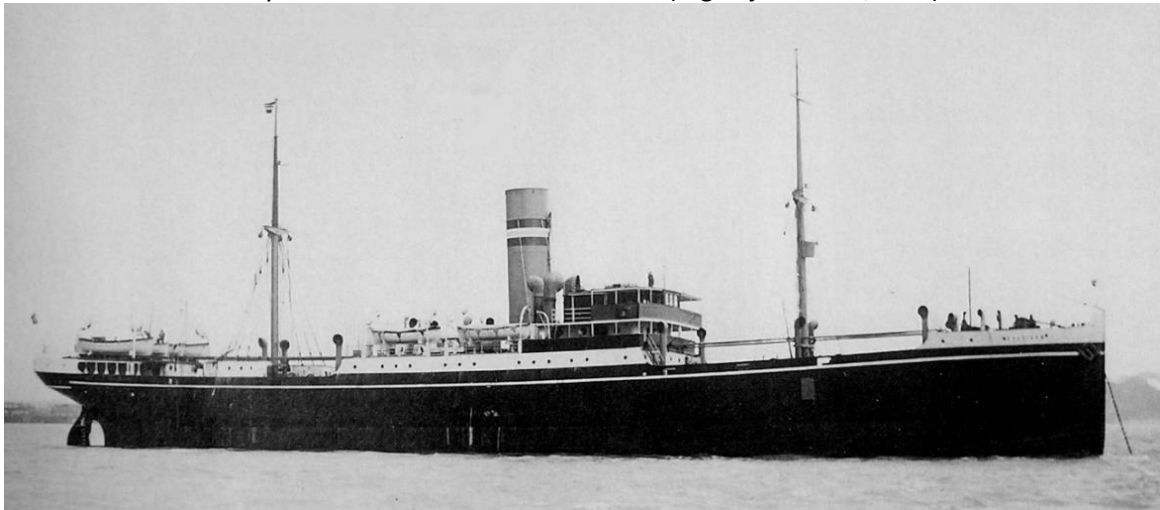
Built by Akt. Burmeister & Wain Ltd, Copenhagen (#273) for Russian East Asiatic S.S. Co. Ltd, St Petersburg for Far East line, 2/10 launched as TUNGUS but 4/10 completed as ALEUT (reg. Libau) (26 1st class pass., teak awning deck). 8/10 t/f to Det Østasiatisk Kompagni, Copenhagen r. ST. LUCIA. 11/10 reverted to Russian East Asiatic S.S. Co. Ltd, St. Petersburg r. ALEUT. 12/11 sold to Russian Volunteer Fleet Assocn r. TOULA (reg. Odessa). 3/20 under White Govt Administration in Crimea. 11/20 on fall of Crimea t/f to RVFA, Paris. 2/23 sold to Wallem & Co. A/S (H.J. Wallem), Bergen, c.21/2/23 arr. Tyne for refit and special survey by Smiths Dock at N. Shields (R. Tyne) r. SOLVIKEN, 11/4 sd via Antwerp for Hong Kong. 20/8/23 slight damage by collision at Hong Kong during typhoon. 15/9/23 from Hong Kong loaded Singapore for Mauritius and Reunion. 1925-27 on charter for S. China-Straits trade. 19/7/27 sd Hong Kong for Saigon, 20/7 seized by pirates and directed to Bias Bay where \$20,000 bullion, silks, passenger effects taken, 8 Chinese captives for ransom, ship released, 22/7 arr. Hong Kong where master died of wounds. 1928-37 on charter for S. China-Straits trade, sometimes Bangkok or Saigon. 1940 t/f to Wallem & Co., Shanghai as reg. owner for Island Nav. Corp. (C.Y. Tung mgr), Delaware (reg. Panama) r. CAPELLA. 12/41 o/v/Shanghai-Saigon (ballast) seized by Japanese off Saigon, 8/42 r. MINAMI MARU. 1/4/44 sunk by USS *Flying Fish* while alongside at Kita Daito-Jima (25.59N, 131.19E) loading alumina and chrome ore [O.S. Johannesen, *The EAC Fleet*; W. Schell].



ST. LUCIA at Bangkok (<https://snesejler.dk/bill80.htm>).



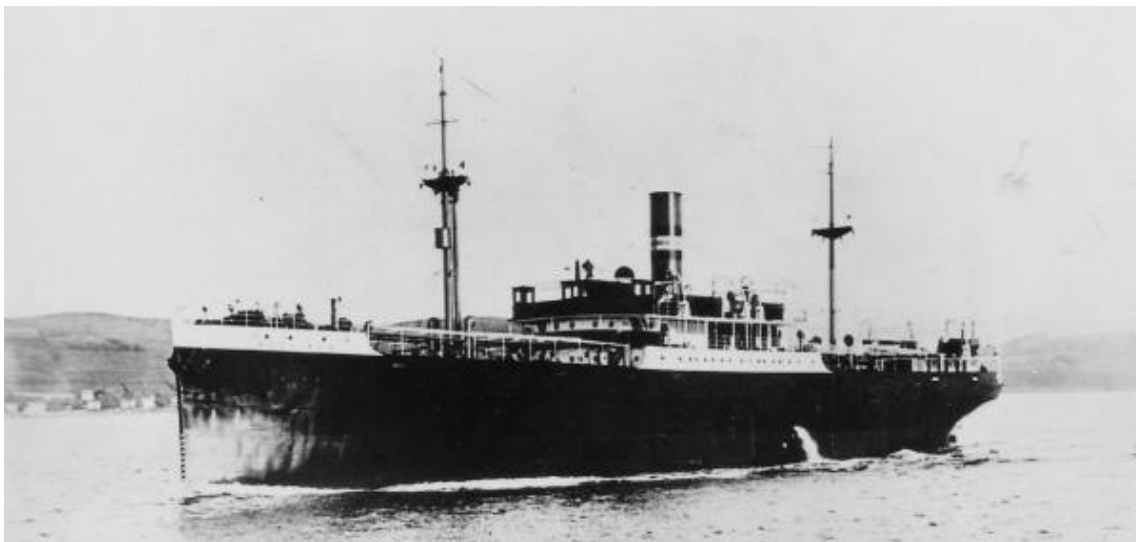
Early SOLVIKEN in charterer's colours (Alg. Rijksarchief/KPM).



Rebuilt SOLVIKEN with updated bridge, vertical masts and funnel 31 May 1935 (Jordan p.336).

NORVIKEN (1925-42) 2924/25-12 (305.0 x 45.8', T3cy/244nhp/12k, Rankin & Blackmore Ltd, Greenock, pass. 21st, 1100 deck)

Built by Wm Hamilton & Co. Ltd, Port Glasgow (#392) for Wallem & Co. A/S, Bergen for China Coast/Straits trade, 25/12 sd Barry for Shanghai via Batavia (23/1/26). Mid-1931 return Singapore-HK via Port. Timor. c.12/31 on charter to Indo-China S.N. Co. Ltd for HK/Canton-Shanghai trade as 'E SANG' (unofficial Chinese name). 13/3/34 o/v Shanghai-Hong Kong seized by pirates and looted off Chiling Pt (75m. S. of Foochow), wireless thrown overboard, 10 hostages seized, 14/4 arrived Swatow. 9/37 redelivered to owners. 1939-41 mainly rice trade Bangkok/Rangoon-Hong Kong. 10-12/41 o/c to H.M. Nemazee for Java-Persian Gulf (sugar). 1/42 drydocking at Calcutta. 2/42 allocated to Indian coastal trade (o/c Mackinnon Mackenzie). 20/3 Calcutta-Madras (coal), then Madras-Bombay (ballast) but 9/4/42 bombed by Japanese aircraft, abandoned 6m. offshore, drifted ashore 35m. S. of Batticaloa, E. Coast of Ceylon, 10/4 found set on fire by looters, burned out and broke in two. CTL [BT389/40/194].



Early NORVIKEN (H. Larsen-Feddes).

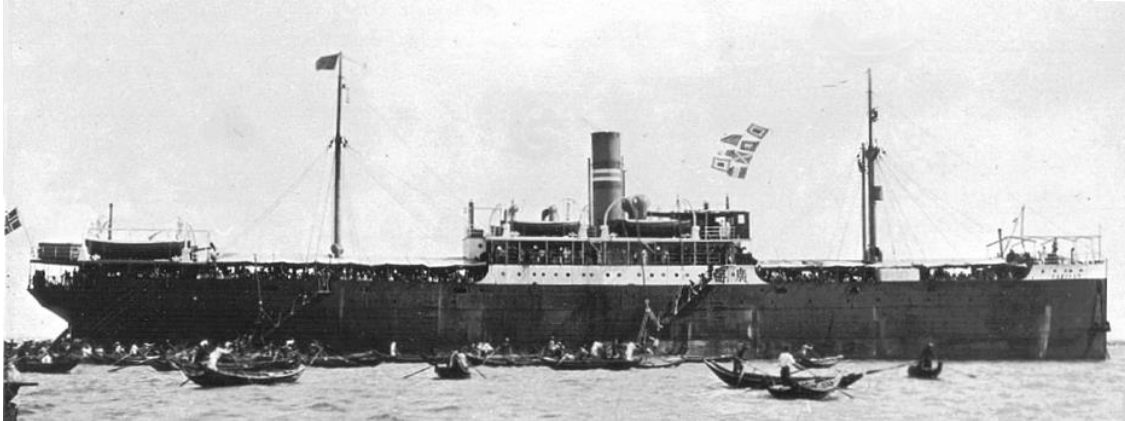


NORVIKEN at Shanghai in Jardine colours c.1931 (Alan Lee colln).

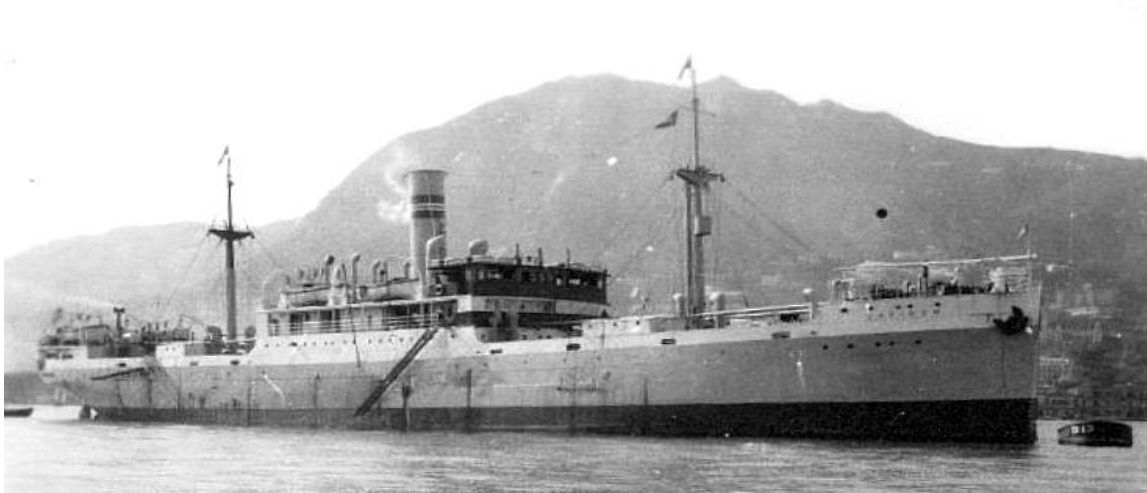
DAVIKEN (1926-59) 2922 (3400)/26-1 (305.0 x 45.8', T3cy/244 nhp/12k, Rankin & Blackmore Ltd, Greenock, pass. 21st, 1100 deck)

Built by Wm Hamilton & Co. Ltd, Port Glasgow (#393) for Wallem & Co. A/S, Bergen for China Coast trade, 15/12/25 launched, 27/1/26 trials. 8/26 arr. Singapore from Hoihow (1020 pass.). Early 1931 on charter to Indo-China S.N. Co. Ltd for Shanghai-HK/Canton trade as 'MING SANG' (unofficial Chinese name). 14/8/37 damaged by bombing during Sino-Japanese hostilities, reverted to owners. 12/41 t/f to British India S.N. Co. Ltd, London. 6/42 to MOWT for Red Sea/E. Mediterranean voyages. 19/8/42 at Aden t/c by MOWT to Treplan and 11/42 sailed S. Africa for Caribbean trading. 22/3/43 del. at New York to U.S. War Shipping Admin. 6/8/45 at New York del. to Norwegian Mission in USA, then Atlantic and N. Europe. 14/2/46 sailed Liverpool for Hong Kong (21/5), where mid-7/46 minor damage in typhoon. 20/11/46 repatriation voyage Singapore-Madras. 23/4/48 arr. Singapore from S. China (760

pass.). 8-11/50 pilgrim voyage Philippines to Jeddah (500 pilgrims). 16/8/52 sd Bangkok (1100 pass.) to resume sailings to S. China. 1956 pilgrim voyage from Thailand. 1957 t/f to Wallem, Steckmest & Co. A/S, Bergen. 12/11/57 Singapore to Hong Kong (12 pass.). 7/58-64 on charter in Indonesian waters. 2/59 t/f to Pan Norse S.S. Co. S.A., Panama r. NEGOSWAN. 1960 r. NEGO SWAN. 1964 sold to Doreen S.S. Corp. S.A. (Quincy Chuang, Hong Kong, mgr), Panama r. BENORA. 3/68 at Hong Kong awaiting demolition.



DAVIKEN at Singapore, late-1920s, with a large complement of deck passengers, awnings rigged on all four hatches (KPM/Alg. Rijksarchief).

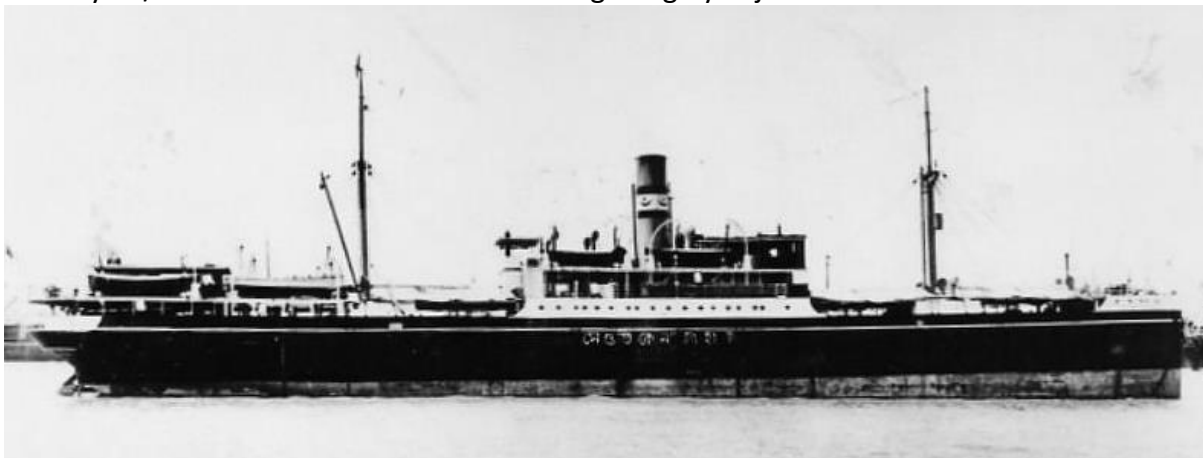


DAVIKEN post-war at Hong Kong (Arne Gundersen).

SANDVIKEN (1926-59) 2916 (3400)/26-1 (305.0 x 45.8', T3cy/244nhp/12k, Rankin & Blackmore Ltd, Greenock, pass. 21st, 1100 deck)

Built by Wm Hamilton & Co. Ltd, Port Glasgow (#394) for Wallem & Co. A/S, Bergen for China Coast trade, 19/1 launched, 15/2 trials. 5/26 licensed at Hong Kong for 21 1st, 1100 deck passengers (NCH, 5/6/26). 21/8/26 while on charter to Soviet S.S. Co. o/v Canton-Shanghai seized by pirates near Hong Kong and taken to Bias Bay. 9/30 on charter to Indo-China S.N. Co. Ltd for Shanghai-HK/Canton trade as 'WO SANG' (unofficial Chinese name). 9/37 redelivered to owners at Singapore. 4/41-5/42 t/c by Norwegian Shg & Trade Mission to British India S.N. Co. 5/42 at Ismailia t/c by MOWT to Treplan for U.S. service. 20/3/43 del. at New York to U.S. War Shipping Admin. 6/8/45 at New York del. to

Norwegian Mission in USA. 1957 t/f to Wallem, Steckmest & Co. A/S, Bergen. 7/58-64 on charter in Indonesian waters. 2/59 t/f to Pan Norse S.S. Co. S.A., Panama r. NEGOSAN. 1960 r. NEGO SAN. 1964 sold to Doreen S.S. Corp. S.A. (Quincy Chuang, Hong Kong, mgr), Panama r. CARINA. 22/3/66 o/v Bali-Hong Kong (pigs) stranded off NE Borneo near Sibutu Passage in 04.35N, 119.25E, abandoned but 6/6 refloated. By 11/66 in course of demolition at Hong Kong by Fuji Marden.



SANDVIKEN with charterer's funnel (H. Larsen-Feddes).



One of the sisters on Jardine charter at Hong Kong in 1937 (unknown photographer/coll. SK*).

Part VI

Arne Sveen



A/S Arne Sveen's Rederi (Arne Sveen), Oslo
A/S Arne Sveen's Rederi & Henriksens Rederi A/S

Captain Arne Sveen commenced as a shipowner in August 1929 when he bought the 2000-dwt cargo ship *Dukat* (1920) for charter to Ngow Hock for trading between Hong Kong, Bangkok and Singapore under Sveen as owner-master. In 1932 he added the sister ship *Bratland* ex *Dux* (1920), renamed *Ngow*

Hock, then in mid-1936 commissioned then new *Mui Hock* from Norwegian builders with under-deck space for passengers. Only *Mui Hock* survived World War II. As replacements, Sveen ordered the 3340-dwt passenger carrying *Mui Heng* (1949) and, after purchase on the stocks, the 2480-dwt freighter *Dukat* (II) (1950). Perhaps surprisingly for a Scandinavian firm, all were steamers. This was true also of *Hock Lee* (1956), a somewhat smaller but improved version of *Mui Lee*.

In 1959, after son Arne F. Sveen had taken over the management in Oslo, the passenger-carrying *Mui Lee* (1947) was sold to Indonesia to be replaced by two plain cargo vessels, the 2480-dwt *Mui Finn* ex *Kolfinn* (1952) and the 2570-dwt *Mui Heng* (II) (1948), both 10-11-knot steamers, to make up a fleet of five ships.

By the mid-1960s the operation was struggling. According to Christian A. Hansen, the Hong Kong office exercised little control and debts accumulated, to the point where in February 1966 half the company had to be sold to Henriksens Rederi A/S, which took over the Oslo office and closed the Hong Kong one. In the following month *Dukat* stranded and sank en route from Hong Kong to North Borneo, though insurance covered the loss. *Mui Heng* (II) operated on a remunerative charter on the coast of South Vietnam until a fire in the accommodation. She was towed to Hong Kong but there had to be sold as a constructive total loss. Early in 1968 Henriksens took full control but the run of bad luck continued. *Hock Lee* was renamed *Brede* in mid-1968 but soon after at Singapore had a fire in the engine room and was laid up for sale. The last unit of the fleet, *Bonde* ex *Mui Finn*, went to the same buyers in September 1969.

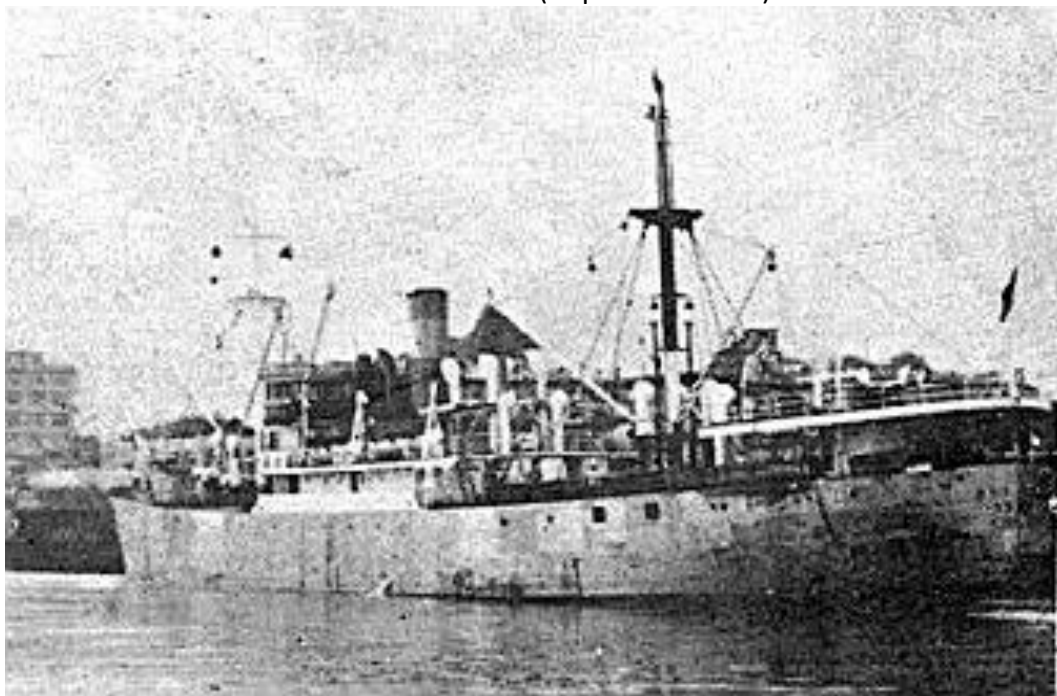
[More detail can be found in the article by C.A. Hansen, 'Henriksen and Sveen' at <https://larship.no/henriksen-sveen-et-rederisamarbeid-i-osten/> [Norwegian] and also Dag Bakke Jr, 'The Story of Arne Sveen's Rederi' in *Skipet*, No. 3/1988.]

MUI HOCK (1936-63) 2144/36-6 (283.6 x 44.2', C4cy/207ihp/11k)

Built by Nylands Verks., Oslo (#326) for A/S Arne Sveen's Red. (A. Sveen mgr), Oslo, 6/36 trials 12.8k. 8/4/40 arr. Hong Kong from Shanghai, in service Hong Kong-Bangkok, Singapore and Rangoon until 1/1/42 arr. Colombo, 11/41 Durban, 1/42 New York etc. 14/8/52 sd Bangkok (1100 pass.) to resume sailings to S. China. 1953 on charter to Ngow Hock/Siam Rice Co. for pilgrimage Thailand-Jeddah (600 pass.) 9/4/54 stranded off Telok Ayer basin, Singapore, 19/4 refloated under own power. 1963 sold to Triple Nav. Co. (Pan.) S.A., Panama r. *Venders* for charter to Indonesia. 1965 off charter. End 1/69 under demolition in Hong Kong by Fuji Marden.



MUI HOCK (skipshistorie.net).



MUI HOCK at Macao, early 1950s (<https://nenotavaiconata.wordpress.com>).

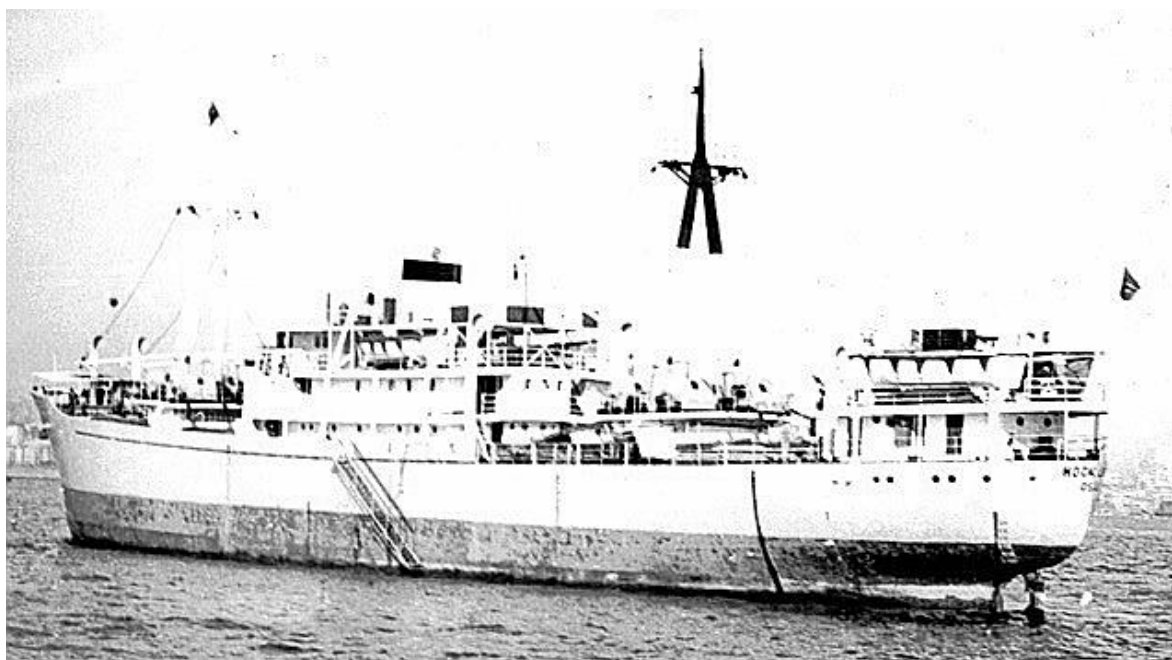
MUI HENG (1949-59) 2137 (3340)/49-6 (292' 2 x 44' 5', C2cy/12k)

Built by Nylands Verks., Oslo (#365) for A/S Arne Sveen's Rederi (Arne Sveen), Oslo for charter to Ngow Hock & Co., Bangkok for S. China-Hong Kong-Bangkok run. Early 7/50 shelled by Nationalist naval vessels off China Coast. 7-11/52 on charter to PELNI for Rangoon/Bangkok-Java rice trade. 9/59 sold to P.T. Pelajaran Pantai Tataman, Jakarta r. RAMBANG for service Tanjung Priok-Tanjung Pinang-Belawan. 1962 owners restyled P.T. Pelajaran (later Pelayaran) Sriwijaya Raya Lines. 24/3/71 o/v Makassar-Surabaya stranded on Debril Island, refloated and towed to Surabaya, then mid-5/71 arr. Singapore, where laid up in Eastern Roads until sold for breaking up, 16/12 work began, 8/2/72 completed.



MUI HENG after sale as Indonesian-flag RAMBANG (P. Foxley/skipshistorie.net).

HOCK LEE 福利 (1956-68) 2330 (2824)/56-4 (265.0 x 41.7', C4cy/265nhp/12k by A/S Trondhjems M/V)
 Built by A/S Langesunds Mek. Verks., Langesund (#39) for A/S Arne Sveen's Rederi (Arne Sveen), Oslo
 1966 t/f to A/S Arne Sveen's Rederi & Henriksens Rederi A/S. 31/5/68 sd Rangoon for Singapore where
 docked mid-1968 t/f to Henriksens Rederi A/S (Dagfin Henriksen) r. BREDE, 8/7 sd Darwin for Singapore
 (16/7), where engine-room fire, laid up and sold with damage for £40,000 to Maldives Shg Co. Ltd,
 Male r. MALDIVE REPUBLIC, 28/12 sd Singapore for Rangoon. 1/3/75 arr. Karachi for demolition at
 Gadani Beach.



HOCK LEE (coll. H. Dick).



HOCK LEE, possibly at Kaohsiung (skipshistorie.net).

Part VII

A/S Norfinn (Jørgen Krag mgr), Oslo

Jørgen Krag Hvalfslsk Blaahval

Jørgen Krag came to notice in the late 1930s as Manager of Hvalfangstselskapet Blaahval A/S (Blue Whale Whaling Co.) of Oslo which from 1936 owned the factory ship *C.A. Larsen ex San Gregorio* '26 (13,246/13) and six chasers. The whaling fleet survived the war but Krag sold out, investing the funds through A/S Norfinn in a new, Swedish-built passenger-carrying China Coaster that was delivered at the end of 1947 as *Mui Lee*. Since Krag is not known to have had any prior involvement with intra-Asian shipping, it may be presumed that a Norwegian third party brokered the deal on behalf of Chinese merchants. The naming echoed Arne Sveen's *Mui Hock* (1936), so perhaps there was some collaboration between these two Oslo owners.

Postwar, the passenger-carrying half-sisters *Mui Nan* and *Mui Ann* were delivered in 1949 from two different Norwegian builders while Arne Sveen added the compound-engined steamer *Mui Heng*. With the arrival of the Communist government in China and restrictions on emigration, the original *Mui Lee* was then sold to the Philippines, followed in 1951 by *Mui Nan*. Both would have long careers in Philippine waters and also make some voyages to Jeddah with pilgrims. From 1951 *Mui Ann* was Krag's sole ship until sold in 1966 to Shun Cheong for the Saigon trade.

MUI LEE (1947-49) 2671 (2886)/47-12 (311.8 x 43.7', M8cy/14k Atlas-Diesel)

Built by Ekensbergs Varv., Stockholm (#182) for A/S Norfinn (Jørgen Krag mgr), Oslo as MUI LEE. 9/48 grounded in Hoihow Bay in typhoon, 400 passengers rescued by *Mui Hock*. 15/4/49 refloated and repaired. 9/49 sold to Cia Maritima, Manila later Govt of the Republic of the Philippines Reparations Commission (Compania Maritima mgrs) r. JOLO. Refitted at Varadero de Manila, Cavite. 12/49 maiden

voyage Manila-Cebu-Tagbilaran-Misamis-Iligan-Cotabato-Davao as CM flagship (described by 'Manila Times' as 'the most luxurious ship that sails the southern seas'). 17/10/51 disabled off Mindanao with damaged engine bearing, 18/10 resumed voyage. 12/51 refit with improvements. 3/56 drydocking in Cavite. 11/10/71 o/v Mindanao-Manila (passengers and general cargo) grounded during storm off Monkey Point, Carabalo Is. at entrance to Manila Bay, 15/1/72 refloated, CTL. 24/12/73 arrived at Kaohsiung for demolition by Chin Ho Fa Steel & Iron Co. Ltd, 5/1/74 work began.



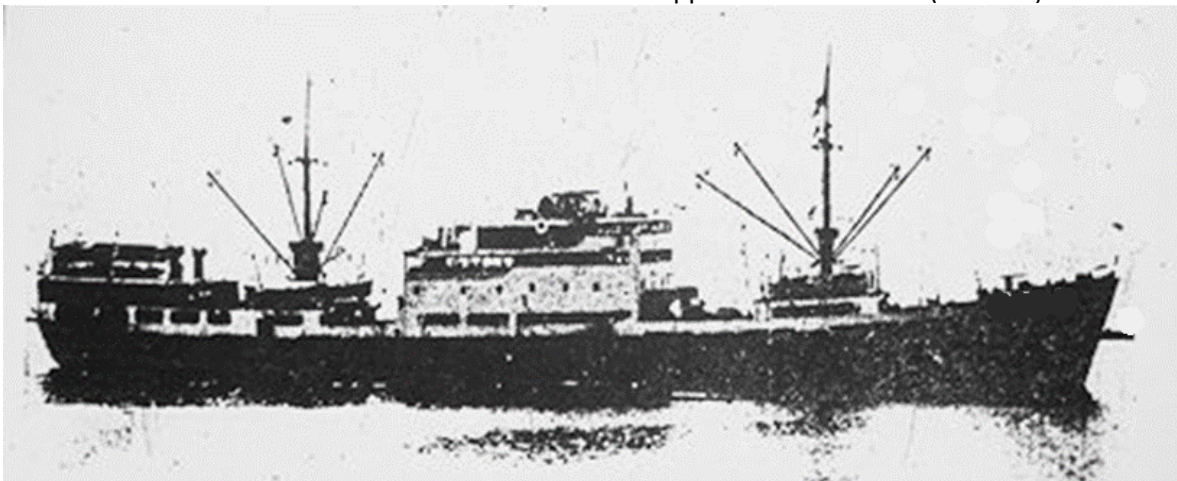
MUI LEE as built (edit by SK based on photos by Leif Hakon Andersen and W. Schell).



JOLO ex MUI LEE (edit by SK based on reversed and decolorised 1970 Schell photo next page).



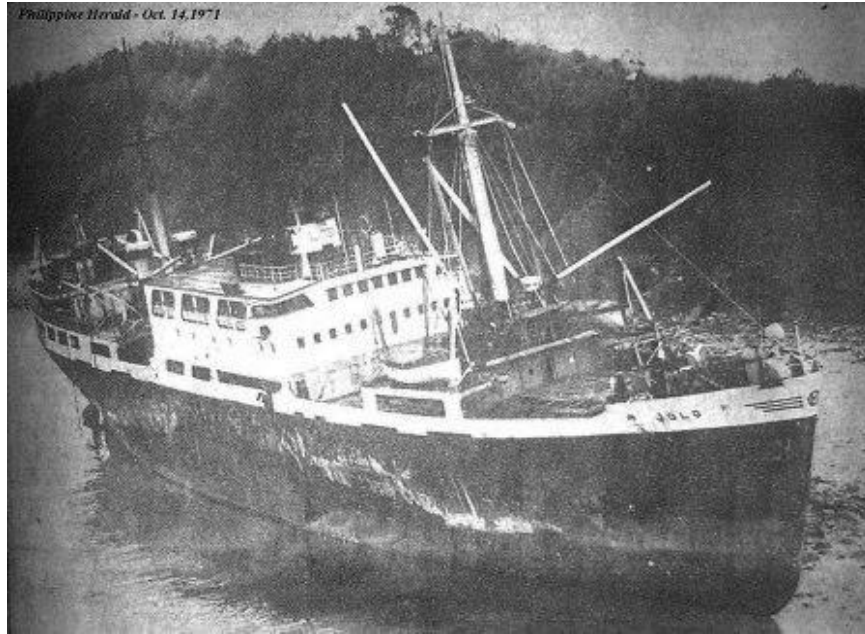
JOLO ex MUI LEE at Cotabato after initial Philippine reconstruction (Internet).



JOLO as shown in 1953 (Manila Times/SK).

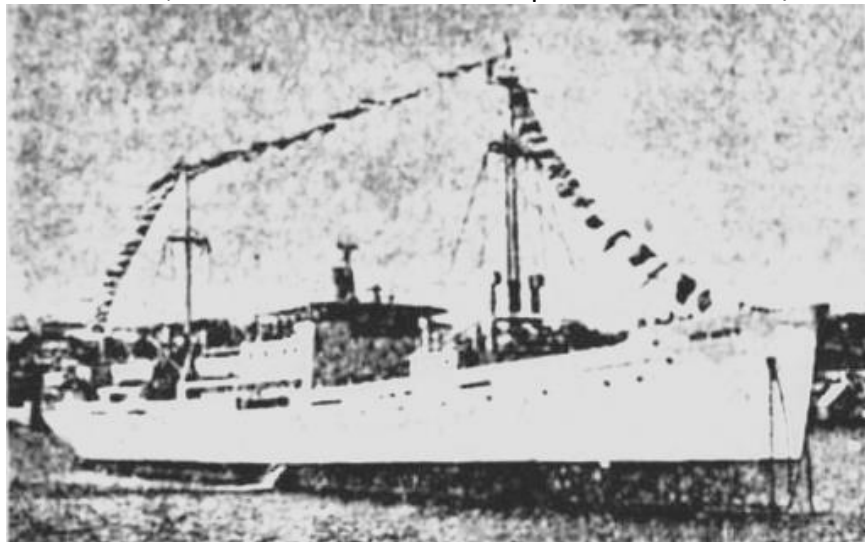


JOLO at Manila, 24 May 1970 with added top deck (W. Schell/Ian Schiffman*).

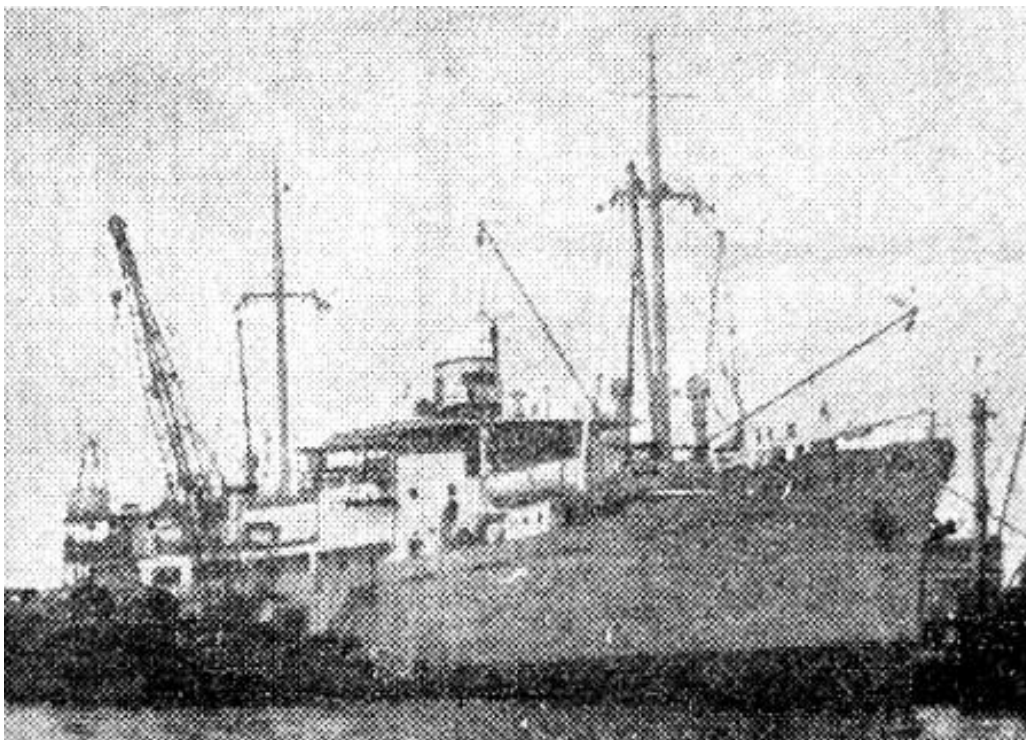


JOLO at demise (*Philippine Herald*, 14/10/71 /PSSS/Gorio Belen).

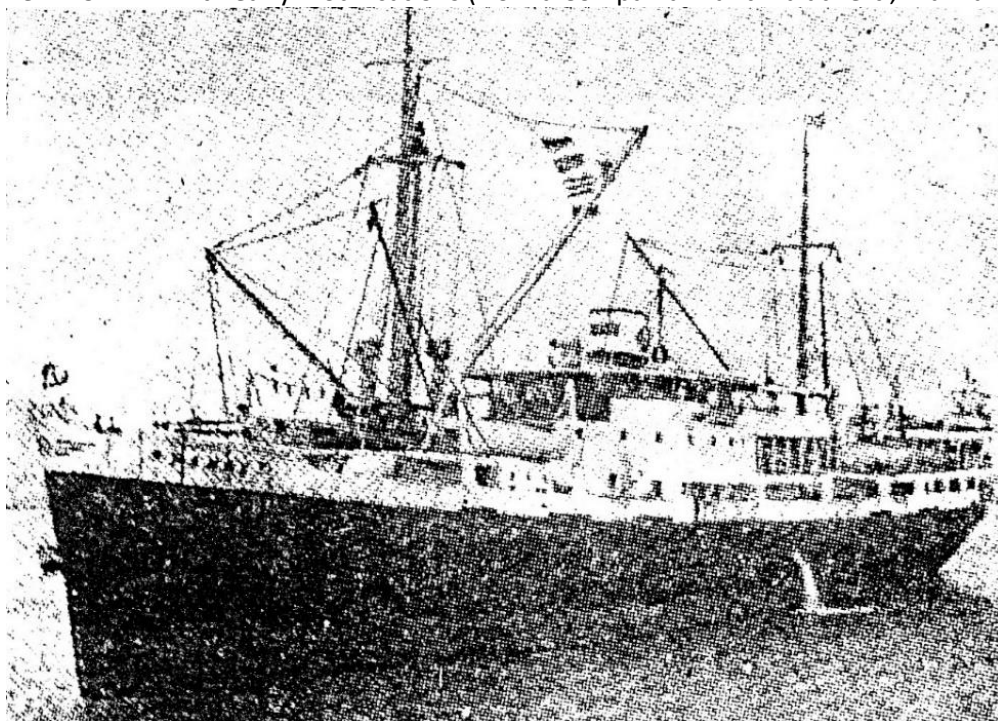
MUI NAN (1949-51) 2759 (2875)/49-3 (311.8 x 43.7', M16cy/14k Atlas-Diesel, 339 pass.)
 Built by A/S Rosenberg Mek. Verks. Stavanger (#153A) for A/S Norfinn (Jørgen Krag mgr), Oslo for Hong Kong-Hainan-Straits service as MUI NAN. 7/51 sold to Compania Maritima, Manila r. PANAY. 22/7/51 maiden voyage Manila-Iloilo-Pulupandan-Iligan-Kolambugan. 5/8/51 sailed Manila on pilgrimage to Jeddah via Mindanao and Moro (to 10/51). 12/51 fitted with new deck space. 8-10/52 pilgrim voyage to Jeddah. 10/3/53 customs violation at Cebu for overloading passengers (250 more than permitted 339 plus 75 crew). 17/2/55 grounded at entrance to Masbate Bay, 18/2 refloated. 7-9/55 pilgrim voyage. By 1958 alternating with Cebu on Japan service. 1/60 aground off berth at Cebu. 18/12/67 damaged in collision with *Roswell Victory*. 23/3/77 o/v on voyage Iligan City-Cagayan de Oro damaged by grounding off Salauan Point, northern Mindanao. Laid up at Manila until 12/78 broken up at Cavite.



MUI NAN at launch with extensive 'tween deck accommodation and mainmast boat
<https://www.sjohistorie.no/en/skip/932798/#&gid=1&pid=1>).



PANAY ex MUI NAN with early modifications (from a Compania Maritima advert., Manila Times).

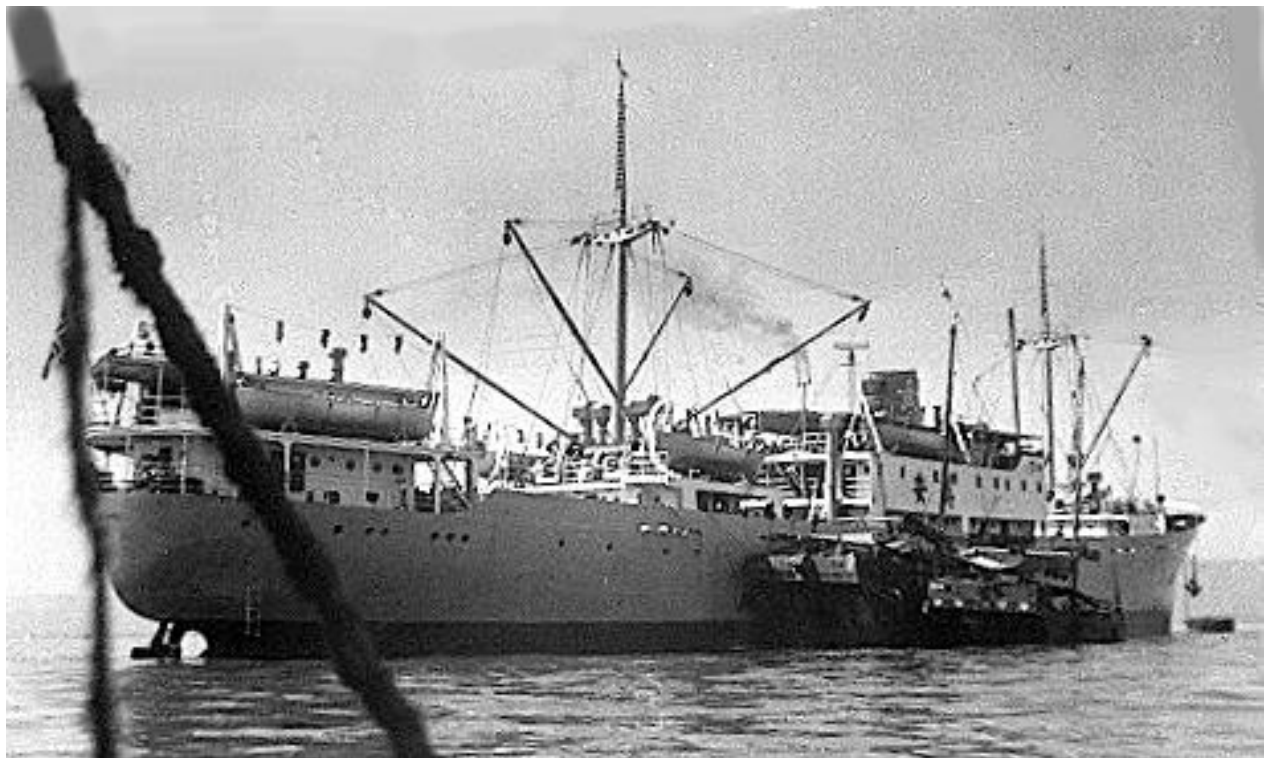


Later PANAY (Sunday Times 13/6/57).



Final arrangement of PANAY (from a postcard distributed in 1970 by Lyric Studio/W. Schell).

MUI ANN (1949-66) 2750 (2900)/49-5 (299.9 x 43.7', M 4xGM Vee diesels w. 4 elec. motors/14k)
 Built by Kristiansands Mek. Verk. A/S, Kristiansand (#180) for A/S Norfinn (Jørgen Krag mgr), Oslo for
 charter on Hong Kong-Hainan-Straits service as MUI ANN. 4/50 on maiden voyage evacuated 1172
 refugees from Haikou, Hainan to Taiwan. 9/51-9/52 on charter to N.V. Koninklijke Paketvaart-
 Maatschappij. 1966 sold to Lorinda Shipping S.A., Panama r. VIRGINIA, Cantonese name 新華 SAN
 HWA. 1972 r. NORA. End 9/72 under demolition at Hong Kong by Fuji Marden & Co. Ltd.



MUI ANN at Hong Kong on maiden voyage (muiann.weebly.com).



VIRGINIA/SAN HWA in the Saigon River May 1967 without boats at mainmast (D, Nance/NAA).



VIRGINIA/SAN HWA at Hong Kong, 10 December 1969 without earlier hull band (W. Schell).

Part VIII

Norwegian-built, Chinese-owned (reg. H.K. later Panama).

Although a British-flag ship, Shun Cheong S.N. Company's *Taipoosek* (1961) was the precursor and near sister to Wrangell's *Hoi Kung* (1964), both delivered by Moss Verft & Dokk about two years and five yard numbers apart. Lloyd's Register lists *Taipoosek* as having an extra 1,600 dwt capacity and an extra knot

of speed, but their dimensions and engines were almost identical. *Hoi Kung* could be distinguished by carrying the large midships boats a deck higher to allow extra cabins. Both ships were fitted to carry third-class passengers only in the after 'tween deck.

This comparison allows a final observation that while the China coaster design was developed in the late 19th century by British companies, most notably Swire's China Navigation Co. and Jardine's Indo-China S.N. Co., and for many years those ships built in British shipyards, the perfection of that design in the postwar years was the product of Scandinavian yards. These two ships were the first of the type to be built at Moss and the last passenger-carrying China coasters to be built anywhere in the world.

For a period in the late-1960s, *Hoi Kung* was chartered by Shun Cheong as a consort to *Taipoosek* and appeared in those colours with the Chinese name *Taipoofook*. In 1971 both ships were chartered to the short-lived Micronesia Inter-Ocean Lines (MILI) for cargo-passenger service between Japan and the islands of Micronesia as far south as Palau (Koror).

[A brief history and illustrated fleet list of Shun Cheong S.N. Co. by the authors can be accessed via the 'Chinese' tab at oldchinaships.com. The histories and lists of other relevant companies such as Wo Fat Sing may also be accessed the same way.]



HOI KUNG of H.M. Wrangell & Co. at Hong Kong c.1967 in Shun Cheong colours and bearing a *hanzi* name 大寶富 reading from right to left TAIPOOFOOK (*The Port of Hong Kong* c.1967).

TAIPOOSEK 大寶石 (1962-1981) 4625 (6095)/62-12 (362.7 x 52.2', M7cy/15½k Burmeister & Wain)
Built by Moss Vaerft & Dokk A/S (#148), Moss for SCSNC as TAIPOOSEK and on completion 12/62 reg. at Hong Kong. 3/79 t/f to Panama flag. 1981 sold to Star Ship Maritime Co. (Faethon Shg Ltd, mgrs), Piraeus r. STAR SHIP. 25/10/82 laid up at Piraeus. 1985 sold to Aminaz Maritime Corp. (Seaport Transport Ent., mgrs), Honduras r. STARNAZ, 9/2 sd Piraeus, 24/4 at Jeddah (LSI as Waterlook Shg Co., Piraeus), 11/6 Damman to Karachi. 16/7/85 laid up at Sharjah. 7/1/86 sd Sharjah as GULAB, 15/1 arr. Gadani Beach for breaking up by G.N. Brothers.



TAIPOOSEK as built, huge midship boat retained throughout career (A. Duncan).



TAIPOOSEK at Kobe c.1971 while on charter to Micronesia Inter-Ocean Lines (MILI) (P. Kentwell/SK*).



TAIPOOSEK at Singapore, December 1971, buff top to funnel (H. Dick).



TAIPOOSEK, Singapore 3 March 1976, with black hull, awning but no forward boat (M. Piche/SK*).



Later TAIPOOSEK minus heavy derrick and all but two boats (Donald Anderson).



TAIPOOSEK as STAR-NAZ at Immingham 21 July 1982 with grey hull (simonwp/shippingpotting.com).

