

Passenger Ships of the Shanghai Maritime Bureau (Part 1)

MIN CHU 民主 (1954-66), then GONG NONG BING 工農兵 (1966-84), then TIAN 天 series
(Coastal operations from Shanghai to Ningbo, Wenzhou, Qingdao, Dalian, and within Bohai.)

ILLUSTRATED FLEET LIST

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

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Introduction

Some background. By late 1948 Communist armies had conquered Manchuria and besieged the main cities of North China, including Beijing and Tianjin. Both cities fell in mid-winter in January 1949, after which the Communist armies marched on to the Yangtze. After Chiang Kai-shek had withdrawn his armies and anything of value able to be carried away to Taiwan, Shanghai fell late in May 1949. On 1 October 1949 Mao Zedong proclaimed the People's Republic of China (PRC). The new government controlled most of the territory and people of China but with a very small and ill-assorted fleet of coastal and river steamers. Apart from the state-owned China Merchants' Steam Navigation Company (restyled China People's Steam Navigation Company), these ships were all privately owned. Immediately after the revolution, of necessity, these private owners were allowed to continue to operate their ships under increasing state regulation. The same applied to owners who were persuaded to repatriate their ships to play a role in building the New China.

A ship named *Hai Cheng* commenced services in the Pohai in 1950 under supervision of the Northern District Maritime Bureau. According to 'Bin Hai Times' correspondent Wang Jian (published 4/12/13, reproduced at http://bhsb.tjbhnews.com/html/2013-12/04/content_7_2.htm), from 1951 *Hai Cheng* was for some time the only passenger vessel available to operating a regular service between Tianjin, Dalian and Yantai. Officially her passenger capacity was 200 in one class and net tonnage was 500.

The former identity of this vessel is unclear. According to the China Yearbooks published in 1931 and 1932 a ship with this name, of 1307 grt and built in 1913 was operating for a company named North

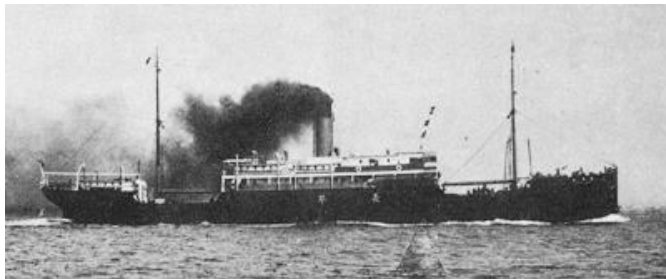
Eastern S.S. Enterprise, but no subsequent mention of this ship or its owner's fleet of 9 vessels was made in any published source. The official Japanese war loss list does not record any casualty of a vessel of this name or exact tonnage. Lloyd's Register (Schell) does not list any 1912, 1913 or 1914-built ship of this size having a relevant China connection.

We know of four other north-China-connected passenger ships that were still existing at the termination of hostilities in August 1945 for which the subsequent history and fates are missing. Three of them seem too large when compared with the reported 500 net tons of *Min Chu 2 ex Hai Sheng*:

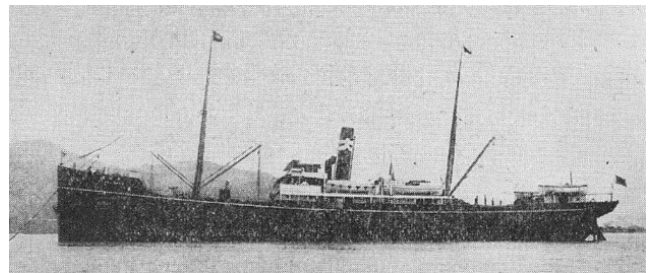
CHOHEI MARU	1793/20	958 net	260.0 b.p. x 38.5'
EIGEN MARU	1679/97	1002 net	259.0 b.p. x 34.9'
KOTSU MARU	1605/01	923 net	305.0 b.p. x 43.9'

The fourth ship, recovered at Dalian in August 1945, was KYODO MARU No.18 which seems about the right size, but we have no direct evidence of a linkage.

KYODO MARU No.18	864/08	537 net	180.0 b.p. x 28.0'
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CHOHEI MARU



EIGEN MARU (earlier as SOSHU MARU)



KOTSU MARU



KYODO MARU No.18 (earlier as HANKAKU MARU No.2)

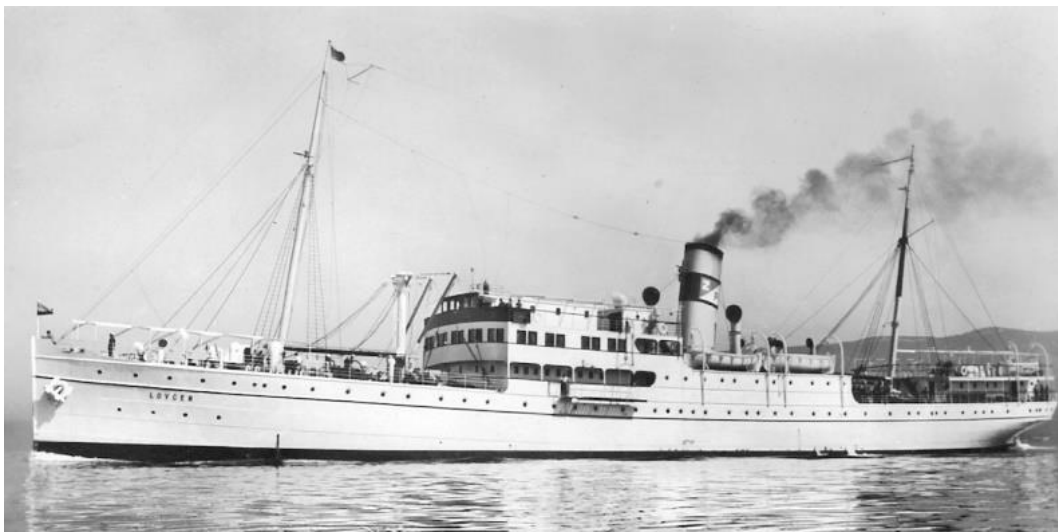
(Photo credits Dairen Kisen; Osaka Shosen; Uhachi Kinoshita (OCM) and coll. S. Kizu).

We now discount our previous hypothesis that *Hai Cheng* may have been the veteran Pohai Gulf passenger steamer *Hai-Chang*, originally sailing in Indonesian waters as KPM's *Speelman* (1890). Peter Cundall advises that *Hai-Chang* is listed as having sunk in 1944, with no subsequent reports.

As peacetime conditions were restored, outward passenger numbers from Tianjin rose to 20,000 in 1952 and 30,000 in 1953, with peaks during the spring festival and summer that required additional

sailings. As *Hai Cheng* struggled to cope, the port authority repeatedly sought larger passenger ships to be deployed. The problem was that such ships were not available – the state-owned shipping service was not allowed to raise capital - and official priority was being given to the even more urgent need of increasing the carriage of essential freight. Not until 1953 was a coastal passenger ship ordered from the Jiangnan (Kiangnan) Shipyard in Shanghai but it was an ambitious project for the new nation. Work proceeded slowly and delivery did not occur until late 1955.

An interim solution was found in a veteran 2390-grt passenger steamer with a remarkable career. *Teresa* had been built on the Clyde in 1911 as the graceful *Lady Gwendolen* for the British & Irish Steam Packet Company for service between London and Dublin via Channel ports. After wartime service in North Russian waters as *Lyudmila* in 1917-18, she passed briefly to the Dundee, Perth and London Shipping Company before being resold to Bowring's Red Cross Line for service between New York, Halifax and Newfoundland as *Rosalind*. In 1936 she was sold to Yugoslav owners, renamed *Lovcen* and refitted with a resplendent white hull for Adriatic service, later extending through to Istanbul, Black Sea and East Mediterranean ports. In October 1940 she escaped the Mediterranean to New York and weeks later was placed in service in the Caribbean. Taken over by the U.S. Army as first *Columbia* and then *Brigadier General Harry E. Rethers*, she continued to operate mostly around the Caribbean until laid up at Mobile in January 1946. Sold to Chan Kim Cheong of Canton as *Wah Chung* [Chung Wah/'China'], she arrived in Hong Kong near the end of 1946 and early the following year began running to Haiphong for the South China Steamship Company. By April 1949 was sailing under the Portuguese flag to Communist-controlled North China including Chefoo (now known as Yantai), then in November transferred to the Panamanian flag as *Teresa* and was last reported in Shanghai a month later, after which she disappeared behind the 'bamboo curtain'. Lloyds (and Miramar) record her as broken up in China in 1953. Not so. In fact, she had joined *Hai Cheng* in the safe waters of the Gulf of Bohai.



Min Chu 1 before World War II as the graceful Yugoslav *Lovcen* (www.clydesite.co.uk, #15448)

In 1953 the parlous condition of North China's coastal shipping took a turn for the better. The timing is explained partly by the end of the Korean War and partly by the launch of the first Five Year Plan (1953-57) as the initial stage in the transition to Socialism. In May 1953 the more powerful and better equipped Eastern Region Maritime Bureau (Shanghai) took over the briefly independent Northern Region (Tianjin) to form the Shanghai Maritime Bureau. The new single agency exercised state control over passenger shipping both on the Yangtse and on the coast, which at that point was limited to two ships on the Shanghai-Ningpo run and *Hai Cheng* in the Gulf because the Nationalist blockade meant that a direct connection was still too risky. *Teresa* would therefore have repositioned under a foreign flag. Sometime in late 1953 or early 1954, a passion for bureaucratic order caused the Bureau's ships to be renamed in a sequentially numbered 'Min Chu' ['Democracy'] series. *Teresa* became *Min Chu 1* and *Hai Cheng* became the vessel named *Min Chu 2*, as indicated by the Dalian Steamship Corp. official history (1999). By second-hand, salvaged and new-built ships, the numbers would eventually run through to 21. The story of numbers 3 and 4 in the Ningbo trade has been recounted by us in 'The Log' 48/2 (2015).

In April 1955, almost ten years after seizing control of the port city of Dalian from the Japanese, the Soviet Union formally restored sovereignty to the People's Republic and withdrew the last of its troops. Although the PRC had been exercising de facto local government for several years, the tempo of coastal passenger shipping now suddenly quickened. The long-awaited new passenger steamer *Min Chu 10* was delivered by Jiangnan in November and early in the New Year took up regular service between Tianjin and Dalian. In April she was joined by her sistership *Min Chu 11*. Of streamlined Russian-influenced design, they looked larger than their 2,700 gross tons and were rated for 500 passengers. Introduction of these two modern ships allowed the *Min Chu 2* to be switched to the shorter Weihai (Weihaiwei)-Dalian run, while the larger *Min Chu 1* continued running between Yantai (Chefoo) and Dalian.



MIN CHU 10 in her original olive-green paint scheme (Internet).

In June 1956 the Shanghai Bureau inaugurated a direct passenger line between Shanghai, Qingdao (Tsingtao) and Dalian. First sailing was taken by *Min Chu 9* (2220/1948), a conventional 3-hatch coaster built by Jiangnan to a prewar design as *Pai Hsien* and refitted after being sunk by Nationalist bombing in Shanghai in February 1950. Her consort was the veteran *Chung Hsing 9* (3402/1899) managed by the Bureau in a partnership arrangement with her private owners – the intended renaming as *Min Chu 6* was never carried out (a point not known when her history was published in ‘Marine News’, April 2013). In November 1956 the former Jardine coaster *Min Chu 12* (3179/1923) came into service after extended refit, then in June 1957 the Japanese-built *Min Chu 13* (3232/1943), salvaged and refitted after more than a decade sunk in the Whangpu River. Another ex-Japanese salvage job was *Min Chu 5* (2318/1927), formerly owned by NYK and then Kinkai Yusen which from 1957 ran alongside the smaller *Min Chu 7* (1346/1946), a Canadian-built ‘Ottawa’ fitted with temporary passenger accommodation, in a shuttle between Shanghai and Qingdao.

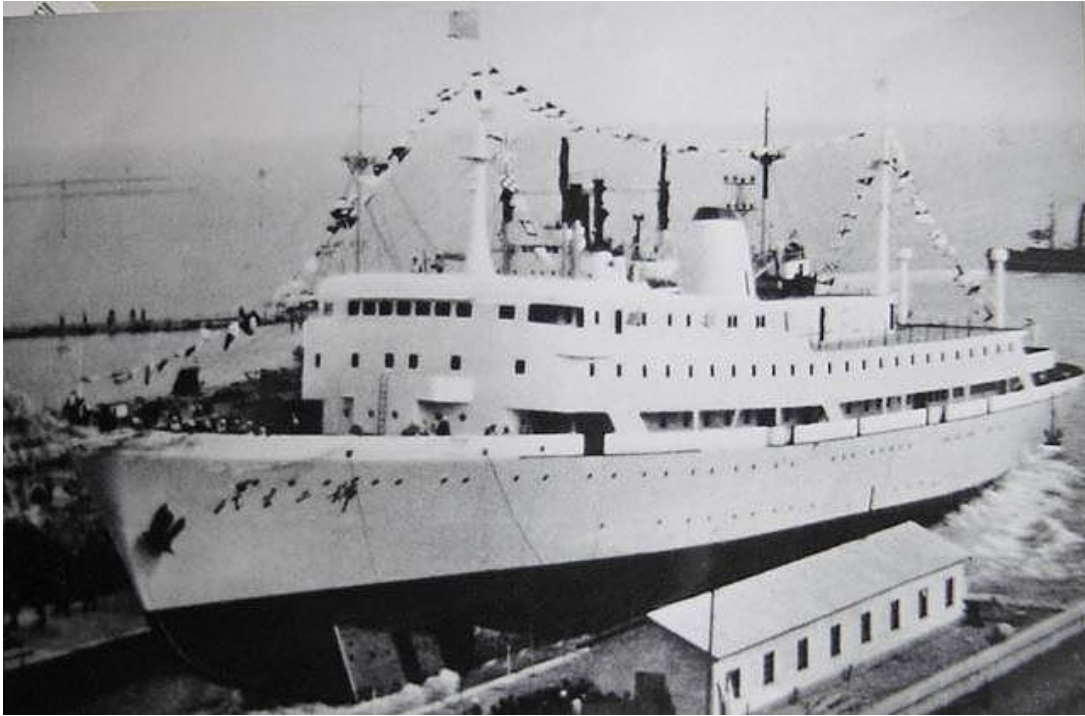
Min Chu 8 was a dramatic conversion by the new Hsinkang Shipyard at the entrance of the Hai Ho river in Tientsin of the former Ming Sung passenger ship *Ming Chung*, originally the Chinese Maritime Customs cutter *Hai Hsing* built in 1924 by New Engineering & S.B. Co. Ltd at Shanghai. The ship was newly fitted fore and aft with goalpost masts and the superstructure extended, presenting a smart small passenger ship appearance.

Thus by the end of 1957, by remarkable feats of improvisation, the Shanghai Bureau had been able to assemble a fleet of thirteen coastal passenger steamers to run as far south as Ningbo and Wenzhou and as far north as Tianjin and Dalian. To say the least, it was an ill-assorted fleet by age, size, speed and configuration. The only common feature was that they were all steamers. Nevertheless, they made a huge difference to the efficiency of travel and communications along the Chinese seaboard. By sea the distance travelled from Dalian to Shanghai was some 1200 kilometres shorter than the circuitous rail route via Tianjin and Nanjing. The same principle applied to travel from Qingdao. And shortsea ferry crossings around the Gulf of Bohai were also much improved.

From 1958 further new vessels were put in service, beginning with *Min Chu 14* as the first of a class of four 2,500-grt steamers. Timetables were improved by better matching of ships and routes with more consistency in size and speed. An October 1958 timetable shows the *Min Chu 2*, the only ship in the fleet to be rated as fifth-class only, went on shuttling to and fro. Obviously the Weihai-Dalian route was not considered high priority, perhaps because the movement of people for family and commercial reasons was not seen as intrinsic to the Great Leap Forward that Mao launched with great fanfare in 1958.

We know that a vessel introduced in 1960 was named *Min Chu 4*, indicating that Number 2 was still in use at that time. However, on 5 April 1966 a new *Min Chu 2* was launched for the Shanghai Bureau passenger fleet so we can assume the ex-*Hai Chen* no longer operating at that point under the name

Min Chu 2, and therefore was furthermore not given a 'Gong Nong Bing' name when the 'Min Chu' fleet was renamed en masse in 1966.



Launch of the new *Min Chu 2* at Tianjin on 5 April 1966. Completed as *Gong Nong Bing 2* (Xinhua).



c.1973 view of Dalian passenger wharves, L. to R. *Gong Nong Bing 8*, *Gong Nong Bing 15* or *16* and *Gong Nong Bing 21* (*Tourist Guide to China*, Foreign Language Press, Beijing 1974).

The renowned former New York Times correspondent and photographer Harrison Forman (1904-78) had taken a series of photographs of Shanghai harbour and its ships in 1937 and thereabouts from the top of the Broadway Mansions, a hotel and entertainment centre which was by far the tallest building

in the city at that time. Now, following President Nixon's visit to China and the US opening of diplomatic relations with the PRC the previous year, he received a visa to make a sentimental visit requesting, and was exceptionally allowed, given the known photography restrictions, again to visit the top of the Broadway Mansions to photograph modern versions of the exact same scenes that he had taken 35 years before, this time in colour.

Harrison Forman's photographs, donated in 1987 by Sandra Carlyle Forman to the American Geographical Society Library, University of Wisconsin-Milwaukee Libraries and viewable on the Internet, usually show a rich subject matter. Photograph No. 32539

[\[https://collections.lib.uwm.edu/digital/collection/agsphoto/id/32539/rec/81\]](https://collections.lib.uwm.edu/digital/collection/agsphoto/id/32539/rec/81) is no exception. Facing south, at the right is the centre of Shanghai and the Bund, prominently featuring the Ningpo route steamer *Gong Nong Bing 3*, formerly the *Hsin Tai Maru* of 1940, and the Lower Yangtse river steamers *Dong Fang Hong 3* and *Dong Fang Hong 403*, formerly the *Kiang Hsin* and *Kiang An* of 1905 and 1921 respectively. On the opposite bank at left is Pudong, still dominated by the Shanghai Shipyard Co. Ltd, decorated with Mao slogans but founded in 1862 as Boyd & Co., later Farnham, Boyd & Co. Several ships may be identified there including the Shanghai Maritime Bureau's Dalian route passenger ship *Gong Nong Bing 12*, originally Jardines' *Yuen Sang* of 1923, and to its left, past a tanker, is probably *Gong Nong Bing 9* which has been brought down from Dalian. Enlargement shows both ships to be intact (except for a ventilator which has been carefully placed alongside upright, for reconditioning) and evidently under extensive refit for further service.



Harrison Forman Photograph No. 32539 of the Huangpu River at Shanghai in 1973
[\[https://collections.lib.uwm.edu/digital/collection/agsphoto/id/32539/rec/81\]](https://collections.lib.uwm.edu/digital/collection/agsphoto/id/32539/rec/81).



Upper left shipyard segment of the above Harrison Forman photograph.



Harrison Forman's 1973 view encompasses (L.) GONG NONG BING 9
and (R.) GONG NONG BING 12.

The Dalian fleet (see separate list) was strengthened by two newly built passenger ships, the 4,300gt *Tian Hua* in 1974 and a sister *Tian Shan* in 1976, followed by the 5,000gt *Tian Hu* in January 1981. *Gong Nong Bing 12*, is known to have been transferred to the ownership of the Dalian Maritime Bureau in 1974 and remained in service until 1980 when she was withdrawn and broken up, coinciding with the arrival of *Tian Hu*. The remaining *Gong Nong Bings* numbered 15, 16, 17 and 2 (bis) , now under the

control of the Dalian/Tianjin Maritime Bureau, were renamed in 1984 with a *Tian* prefix to the same numbers.



TIAN SHAN (Dalian S.S. Corp. History).



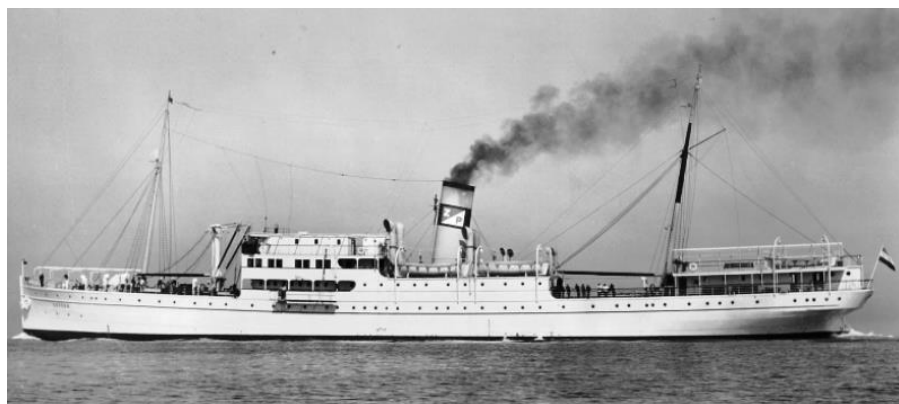
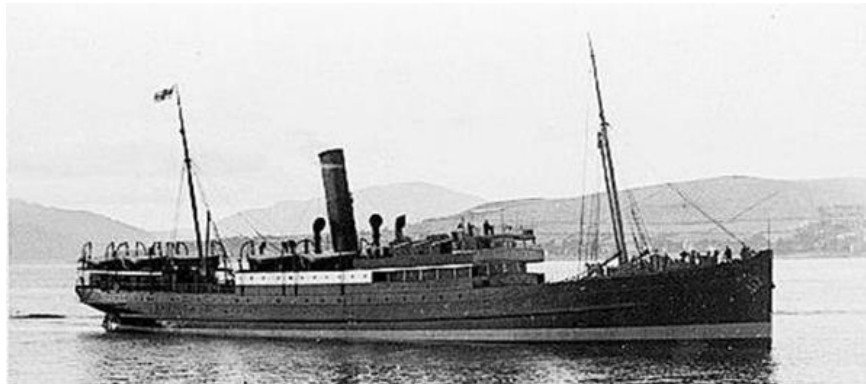
TIAN HU sailing Yantai 20 May 1987 for Dalian (*Ships of the World*, Sept. 1987).

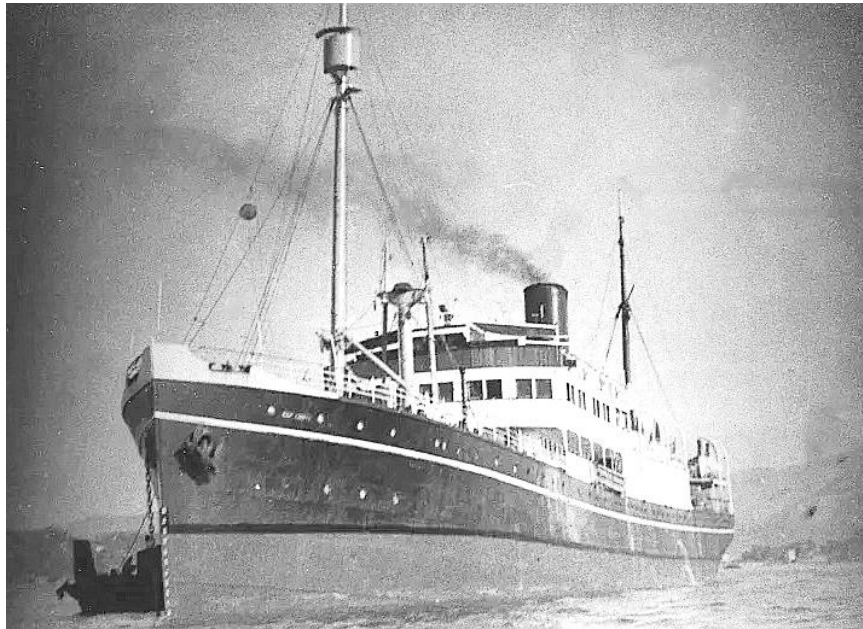
Fleet List

MIN CHU 1 / GONG NONG BING 1 (1954-74) 2390/11-9 (300.0 x 39.7 x 17.5', T3cy)

Built by Clyde S.B. & Eng. Co. Ltd, Port Glasgow (#294) for British & Irish Steam Packet Co. Ltd, Dublin as LADY GWENDOLEN. 1916(7) to Russian Navy r. L(Y)UDMILA. 1918 reverted to owners. 7/18 sold to Dundee, Perth & London Shg Co. Ltd, Dundee. 6/19 sold to New York, Newfoundland & Halifax S.S. Co. Ltd ('Red Cross Line', C.T. Bowring & Co. Ltd mgrs), Liverpool r. ROSALIND. 1921 reg. t/f to St Johns. 1/29 taken over by Bermuda & West Indies S.S. Co. Ltd (Furness, Withy & Co. Ltd mgrs.), Hamilton now Furness Red Cross Line. 3/36 sold to Zetska Plovidba AD, Kotor r. LOVCEN and 29/6 ex New York for Trieste and refit for Adriatic service. 5/38 in service Adriatic to Black Sea ports via Istanbul. 11/39 coastal service Dubrovnik to Eastern Mediterranean ports. 1940 t/f to Cia. Centroamericana de Nav. S.A., Panama. 26/9/40 ex Piraeus for New York (21/10). 1/41 in Caribbean service from New Orleans. 10/41 taken over by U.S. Army at Mobile r. COLUMBIA but still trading between British Caribbean ports. 1942 r. BRIGADIER

GENERAL HARRY E. RETHERS. 22/10/43 on charter to British Govt for Caribbean service. 14/1/46 laid up at Mobile (now U.S. Maritime Commission). 1946 sold to Chan Kiu Cheong (South China S.S. Co., 28 Connaught Rd, HK) and 11/10/46 as WAH CHUNG [=CHINA] sailed Mobile for Hong Kong (28/11). Early 1947 in service HK-Haiphong. By 4/49 in service (perhaps single voyage) HK-North China. 10/50 sold to Grande Shg. Corp. S.A. [PRC], Panama r. TERESA. 12/50 last reported at Shanghai but subsequently operating for Dalian S.S. Co. as HAI JING. LR rep. broken up China in 1953 but 1954 t/f to SMB, refitted by Kiangnan Dockyard for Yuan 1.2 million for Dalian-Yantai route r. MIN CHU 1. 10/58 operating Dalian/Yantai. 22/9/66 r. GONG NONG BING 1, still operating Dalian/Yantai. 9/74 broken up [Dalian S.S. Corp. official history p.69]. [LR, Clydeships, VRCs, SCMP, Dalian S.S. Corp. history, Schell plus Ren Quantai in *The Yantai Evening* 7/11/14 http://www.shm.com.cn/ytwb/html/2014-11/07/content_3057913.htm]





MIN CHU 1 successively (from previous page) as LADY GWENDOLEN, ROSALIND, LOVCEN, WAH CHUNG (at Hong Kong), MIN CHU 1 (at Dalian, photo accessioned August 1965) and GONG NONG BING 1 at Dalian.

<http://www.clydesite.co.uk/clydebuilt/viewship.asp?id=15448;>

[http://nicelyturned.tumblr.com/post/28050715034;](http://nicelyturned.tumblr.com/post/28050715034)

[https://www.zuber-gregovic.me/wp-content/uploads/nave-Lovcen-2.jpg;](https://www.zuber-gregovic.me/wp-content/uploads/nave-Lovcen-2.jpg)

[https://kowloonpost.hk/2021/07/09/20210630p12/;](https://kowloonpost.hk/2021/07/09/20210630p12/) SK; SK*).

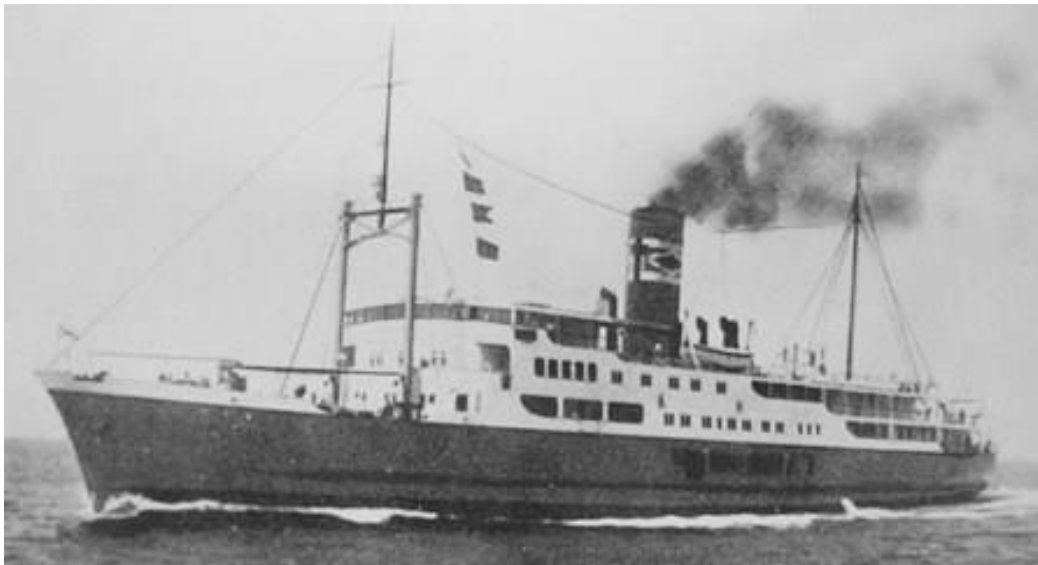
MIN CHU 2 (1954-6?) 500 net/ 200 pass.

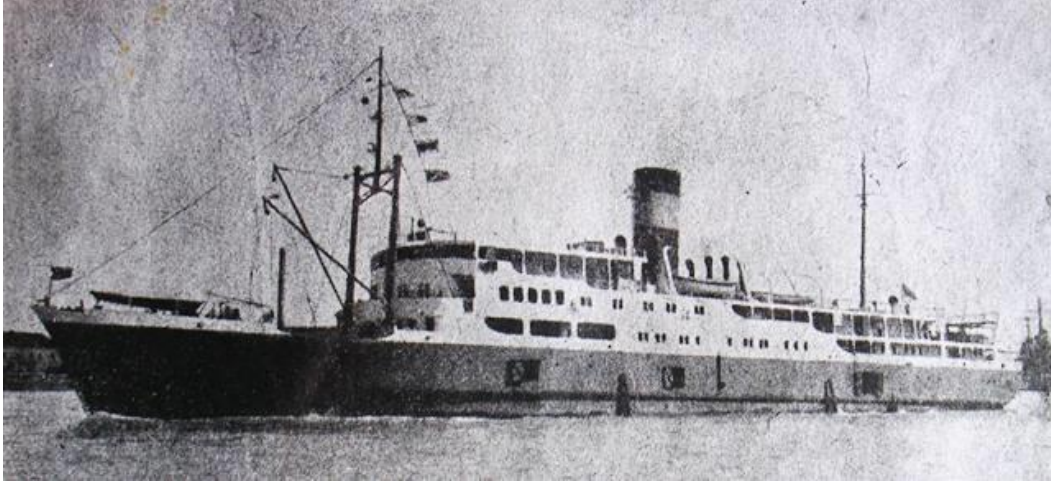
Little information available and no images. 4/50 commenced service for Dalian S.S. Co. as HAI SHENG/CHENG (海盛), 1951 operating as sole vessel in Tientsin-Dalian-Yantai service, “nominal capacity 200 but carrying four times the total number of passengers as 1950”. 1954 taken over by SMB r. MIN CHU 2. Early-1956 transferred to Dalian-Weihai line, 10/58 timetable shows operating Dalian-Weihai with accommodation for only 5th class passengers. Still existing 1960 but by 1966 no longer operating for SMB under this name or a GONG NONG BING name. NFI.

[see discussion in text at beginning of this post about the identity of this vessel. The official Dalian Steamship Corp. History on p. 297 identifies MIN CHU 2 as the former 海盛 (HAI SHENG/CHENG) with further mentions pp. 42 and 309] [Jian Wang in *Binhai Times* (4/12/13 at http://bhsb.tjbhnews.com/html/2013-12/04/content_7_2.htm) records operation in early 1950s as passenger ship 海盛 (HAI SHENG/CHENG) with service details as summarised above.]

MIN CHU 3 / GONG NONG BING 3 (1954) 3214/40-9 (328.1 x 50.0 x 15.4', T3cy + LPT, 1300 pass.)

Built by Uraga Dock Co. Ltd, Uraga (#454) to order of Nisshin Kisen K.K. but completed for Toa Kaiun K.K. as HSING TAI MARU. 8/45 surrendered and allocated to China Merchants S.N. Co., Shanghai r. KIANG TAI. Following 3/12/48 loss of KIANG YA, placed on Shanghai-Ningpo service. 1949 owners restyled as China People's Steam Nav. Co. name romanised as CHIANG TAI. 14/3/52 recommenced regular Shanghai-Ningpo service for East China Navigation Bureau. 12/54 t/f to SMB r. MIN CHU 3. 17/4/55 sank after striking rock at Taiping Is. (30.5N, 121.4913) but raised and 12/55 returned to service. 10/65 operating overnight Shanghai-Ningpo sailings. 22/9/66 r. GONG NONG BING 3. 2/80, 2/81 in operation Shanghai-Ningpo for supplementary New Year traffic. RLR 1992/93 (as CHIANG TAI), NFI. [Identified in multiple Chinese sources, such as <http://zj.qq.com/a/20141005/012323.htm>]





MIN CHU 3 as built (HSING TAI MARU) and postwar as KIANG TAI (builders; *I Wen Hua Pao*, July 1948)



MIN CHU 3 with a new superstructure front, under refit at Shanghai (weibo.com).



MIN CHU 3 in the 1950s, still without radar (<http://60.250.180.26/ss/6156-19.html>).



At Ningpo about to sail at 4pm. White superstructure, but still life-rafts (Internet).



MIN CHU 3 heading downstream beyond the Whangpoo bend. As with refit photo, tall Broadway Mansions in the background, at left (image.baidu.com).



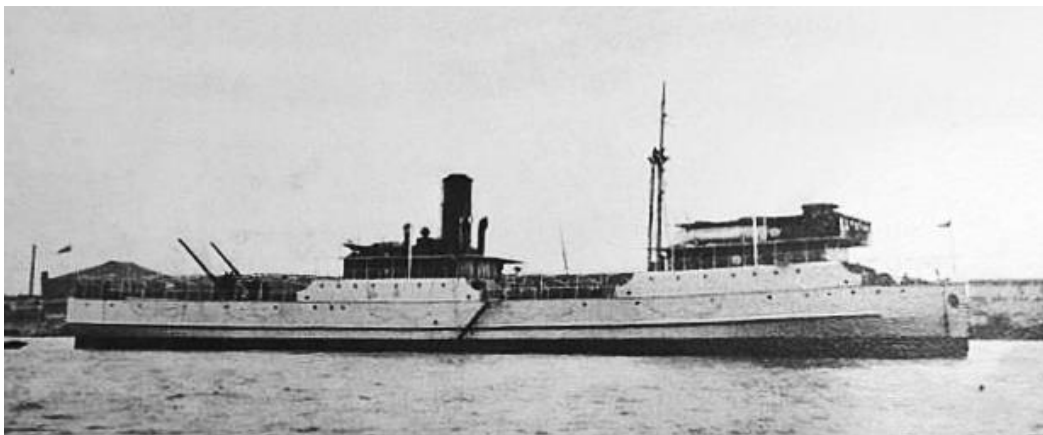
GONG NONG BING 3 at Shanghai in c.1978 (Ted Scull).



GONG NONG BING 3 turning in the river at Ningbo (www.thepaper.cn).

MIN CHU 4 (1954-c.60) 2891/22)290 x 46.2 x 20.6', T6cy, 300 pass.)

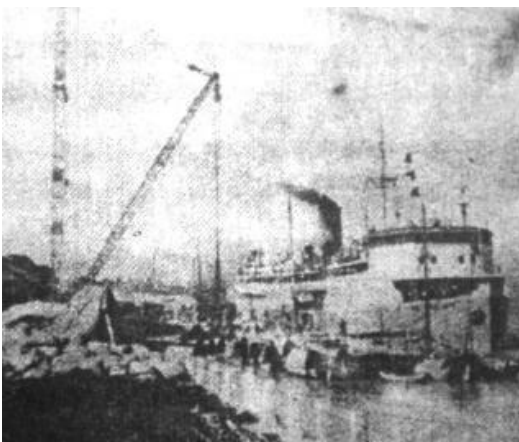
Built by New Engineering & S.B. Works Ltd, Shanghai for Indo-China S.N. Co. Ltd (Jardine, Matheson & Co. Ltd mgrs), London as cargo ship PING WO for Middle River service. Early-1935 rebuilt to increase passenger capacity, aft cargo hatch removed. 1938-39 on Pearl River. 1940 at Haiphong as storeship. 12/41 req. by R.N. at Singapore for use as naval auxiliary. 2/42 towed damaged HMAS *Vendetta* from Batavia to Albany. 19/5/42 paid off in Melbourne. 22/5/42 comm. by RAN for use as stores ship. 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. TEH ON. 1949 under control of People's Republic of China on Yangtse line, reported refitted in 1951. 2/53 placed on Shanghai/Ningpo line. 1954 r. MIN CHU 4. 4/58 placed on Shanghai-Ningpo-Wenchow line. Ca.1960 re-converted for Shanghai-Wuhan line, rebuilt to increase cabin passenger capacity to 726, forward cargo hatch removed r. JIANG DE. 22/9/66 r. DONG FANG HONG 6. 19/2/71 collided with and sank barge at Nanjing carrying 1000 tons of ore, 4 dead. By 1984 sold for use as an accommodation ship for Wuhan port authority on the Wuchang riverbank between the Second Wuhan and Wuhan Erqi Yangtze River Bridges. 11/2017 broken up in situ. [*The Log*, 48/2, 2015][The name MIN CHU 4 was reallocated in 1960, see below.]



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



MIN CHU 4 first arrival at Wenchow 17/4/58 (Wenchow city history).



MIN CHU 4 working cargo in the daytime and loading passengers under illumination at night. (Wenchow city history; Internet). More photos of this vessel in DONG FANG HONG list, Part 1.

MIN CHU 5 / GONG NONG BING 5 (1958, name allocated 1954) 2318/27-11 (285 x 43 x 22' T3cy, 346 pass.)

Built by Osaka I. W., Sakurajima (Osaka) (#1104) for Kinkai Yusen K.K., Tokyo as KEIZAN MARU. 1927 t/f to Nippon Yusen Kaisha K.K., Tokyo, but 1931 reverted to Kinkai Yusen. 5/8/39 contributed as material asset on establishment to Toa Kaiun K.K., Tokyo. 1941 under Army control, 3/3/43 stranded near Koki Island, Pohai Gulf and sank, 15 crew and 1 passenger lost. 1957 refloated and rebuilt 1957-58 at Shanghai as MIN CHU 5 for SMB for Shanghai-Qingdao, later Shanghai-Dalian service. 3/10/59 carrying only 39 passengers Shanghai-Qingdao at time of 10th anniversary national day. 22/9/66 r. GONG NONG BING 5, 10/65, 9/69 still operating Shanghai-Qingdao. Mid-1970s t/f to Shanghai Pilot Service as HU JIAN YIN 2, 1979 still in service as pilot tender at Shanghai. 1983 still existing tied up at Shanghai as HU JIAN YIN (no number). NFI. [Sources for identification etc. see SK, MN Jan.2009, also http://blog.sina.com.cn/s/blog_52db8cdb0101h2d5.html]



KEIZAN MARU was built for Kobe-Tientsin service (Kinkai Yusen postcard, SK colln.).



In PRC coastal service from 1958 (both Internet).



As a pilot tender in the 1980s, moored at the Bund in Shanghai (SK colln).



MIN CHU 5 as pilot tender HU JIAN YIN 2 (Markus Berger).



HU JIAN YIN in Shanghai 1982-83 at end of career (Chris Mackey).



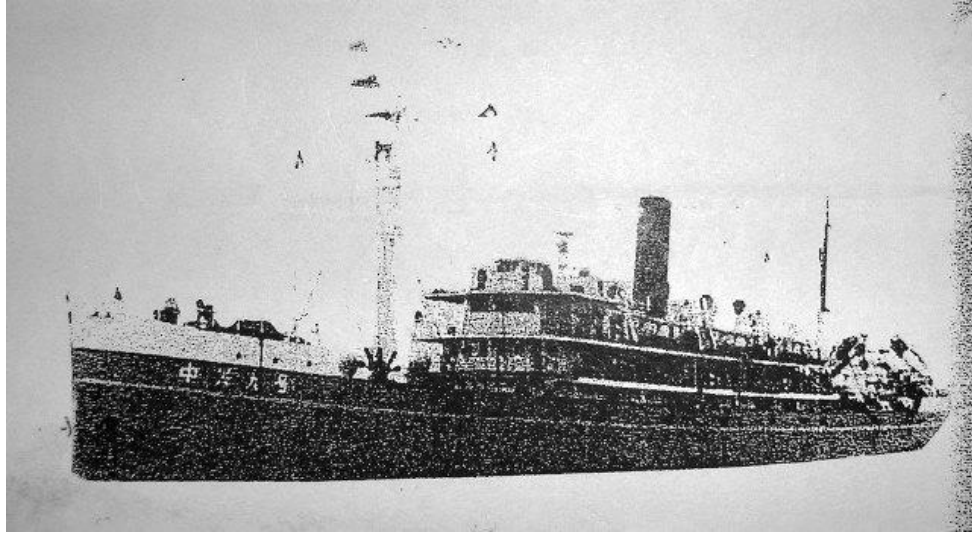
HU JIAN YIN at Shanghai 1983, GONG NONG BING 19 at right (L.W.Demery Jr@Flickr).

'MIN CHU 6' (name allocated 1954 but not used) / **GONG NONG BING 6** 3402/99-9 317.0x42.0x20.1 T3cy 306 pass

Built by Harlan & Hollingsworth Corp. Wilmington (Del.) (#301) for New York & Porto Rico S.S. Co. Inc., New York as PONCE. 10/28 sank at wharf at Hoboken (NJ), raised and refitted. 1934 owners became mgrs. for Agwilines Inc. 1937 relegated to freighter. End 1940 sold to San Juan Shg. Co. Inc., Panama. 3/46 sold to Chung Hsing S.S. Co., Shanghai r. KING HSING. 8/49 special survey Hong Kong, t/f to Panama flag. 1950 Wallem & Co. Ltd, Hong Kong appointed nominee owner r. VEST BAY. 1952 Panamanian registry cancelled for trading with China, t/f to PRC flag r. TAI ER CHUANG. 11/53 merged into joint-venture fleet under SMB management r. CHUNG HSING (ZHONG XING) 9. 1/6/56 with MIN CHU 9 commenced regular service Shanghai-Dalian, but soon transferred to Shanghai-Qingdao line. Pre-designated as MIN CHU 6 but 10/65 still operating as CHUNG HSING 9 on Shanghai-Qingdao line. 22/9/66 r. GONG NONG BING 6. 9/69 still operating Shanghai-Qingdao. Still in service 1973, Presume withdrawn mid/late 1970s after replacement by a CHANG Class vessel, and photographic evidence (see below) indicates t/f to the Tianjin-based Ji Hai cargo fleet, r. JI HAI 2. NFI. [Source for GNB 6 identification: Petersen photo identified by HWD, also see Dick/Kentwell/Petersen in MN]



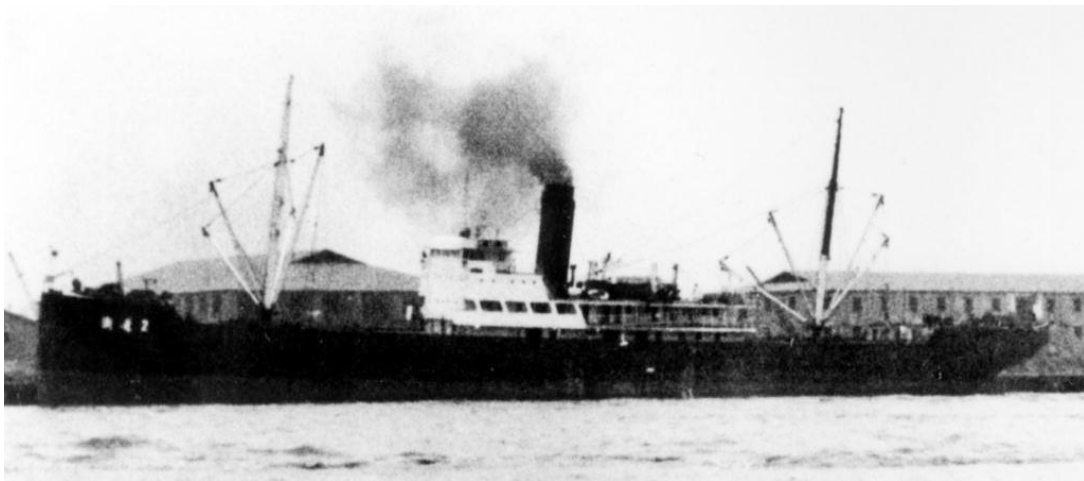
PONCE as built (from a postcard).



CHUNG HSING 9 ex-KING HSING (Ships of China).



GONG NONG BING 6 in the Whangpoo in 1973 (Karsten Petersen - <http://global-mariner.com/index113-1800-1899.html>).

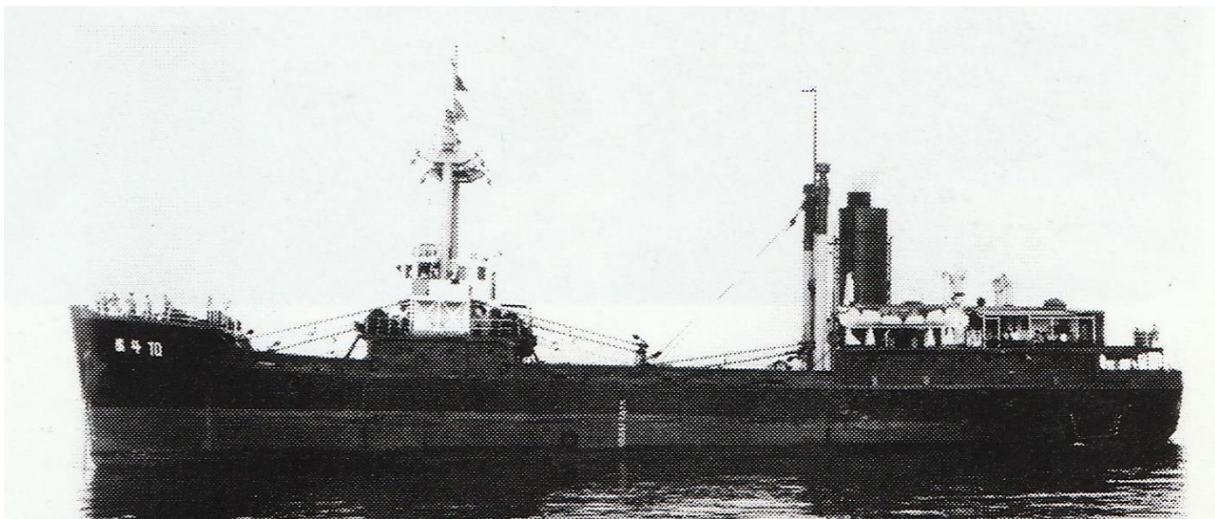


JI HAI 2, thought to be ex-GONG NING BING 6, after 1970s reconstruction (John Blake).

MIN CHU 7 (1954) 1346/1946-4 ('B'-type Coaster) (224.2 (o.a.) 210 x 35.5 x 19.2', T3cy, 363 pass.) Launched by Prince Rupert D.D. & Shipyards, Prince Rupert (BC) (#59) for Canadian Govt as OTTAWA PALETTE but completed for China Merchants S.N. Co, Shanghai as HAI YUN 海甬. 1950 registered for China People's S.N. Co. By 1956 conv. to carry 363 pass. (probably by enclosing hatch wells with continuous awning deck) and 6/56 as MIN CHU 7 in service Shanghai-Qingdao. 1964 reverted to freighter as HOPING 70. 22/9/66 r. ZHAN DOU 70, 1978 allocated to Dalian Bureau. 1978 broken up [Dalian S.S. Corp. official history p.69]. [RLR 1992/93.]
[<http://www.shtong.gov.cn/node2/node2245/node67421/node67426/node67459/userobject1ai64416.html>, also Taiwan site <http://60.250.180.26/ss/6147.html>].

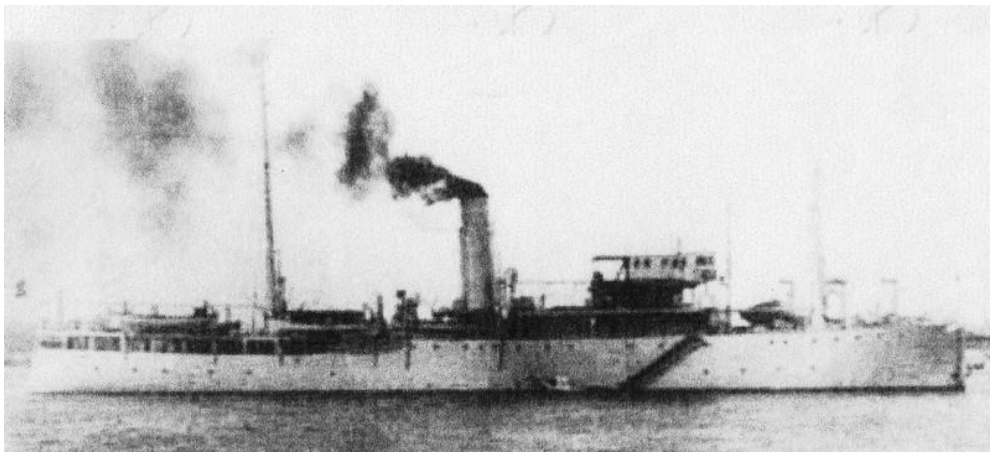


China Merchants' HAI YUN (later MIN CHU 7) or a sister carrying passengers in the Whangpoo prior to 1949 (Illustrated History of CMSNC).

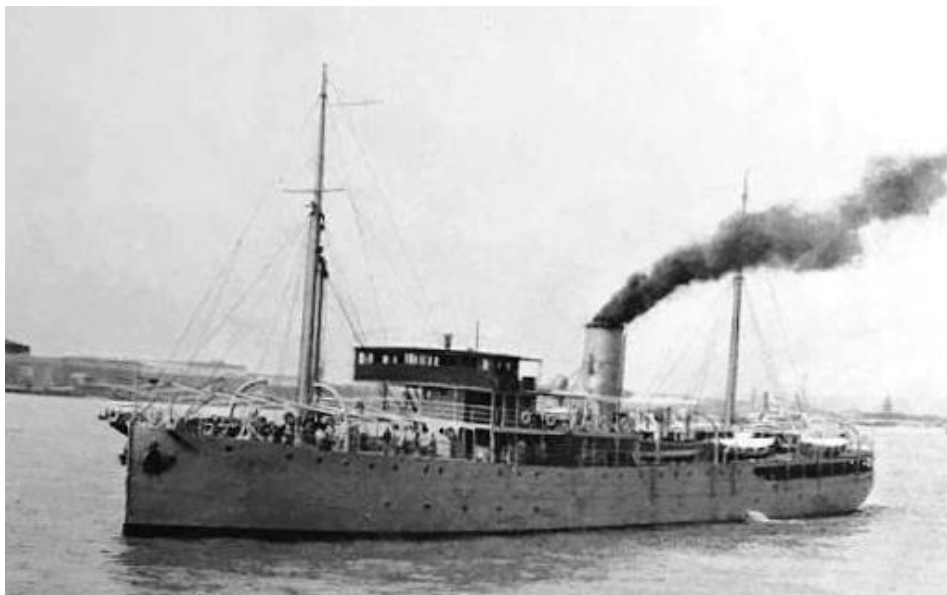


MIN CHU 7 later as ZHAN DOU 70 (Dalian S.S. Corp. History, pub. 1999).

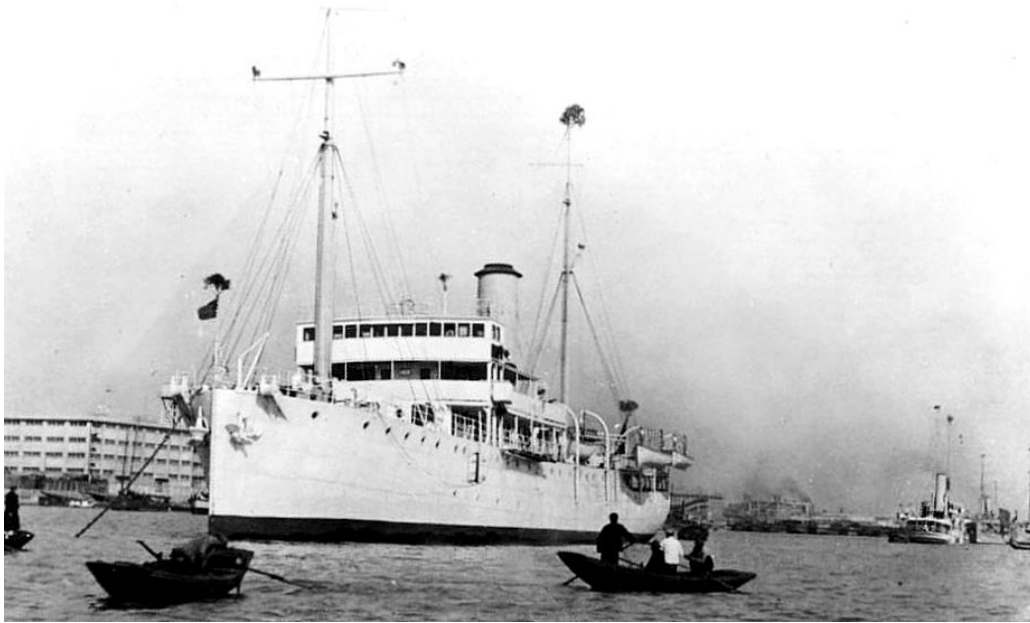
MIN CHU 8 / GONG NONG BING 8 (1954-79) 1946/1924 (260 (o.a.) 250.0 x 38 x 18.2', T6cy)
Built by New Engineering & S.B. Co. Ltd, Shanghai and launched 21/4 for Chinese Maritime Customs as lighthouse and buoy tender HAI HSING. 1946 sold to Ming Sung Industrial Co., Chungking and 1947 conv. to cargo-pass ship r. MING CHUNG 民眾 operating Shanghai-Tientsin-Hong Kong-Guangzhou-Keelung. 10/49 in LR class @ Keelung for Ming Sung. 12/49-1/50 at Yaumati, Hong Kong. 18/6/50 sailed Hong Kong to Shanghai, taken over by SMB, also rep. for Dalian Bureau. r. TIEN WAN HSING. 1954 or 1955 r. MIN CHU 8, refitted at Hsinkang Dockyard. 1/57 and 2/57 assisted in carrying Chinese New Year traffic Shanghai-Ningpo. 10/58 in regular service Dalian-Longkou (Shantung). 22/9/66 r. GONG NONG BING 8, 1978 t/f to Dalian Nav. Bureau. 1979 broken up [Dalian S.S. Corp. official history, p.69]. (RLR 1974 as MIN CHU PA). [<http://www.shtong.gov.cn/node2/node2245/node67421/node67426/node67459/userobject1ai64416.html> also defunct Yao Kaiyang site at <http://60.250.180.26/ss/6242.html>]



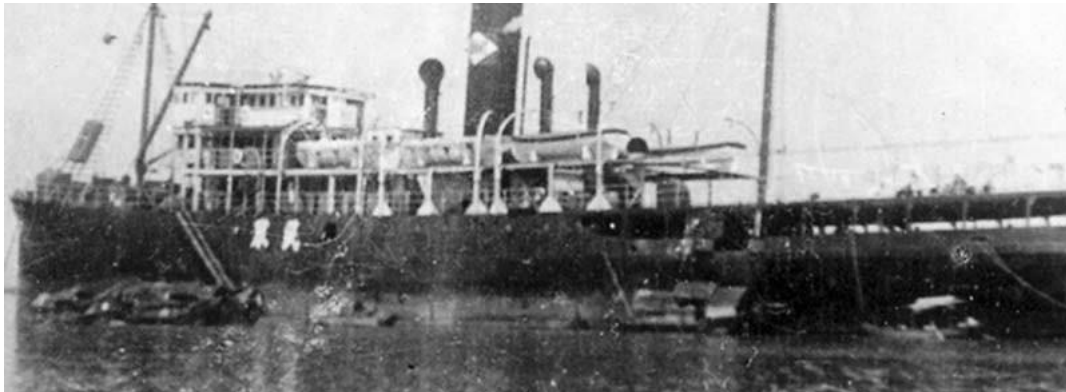
HAI HSING with funnel extension or photo edit (Richard Wright coll.).



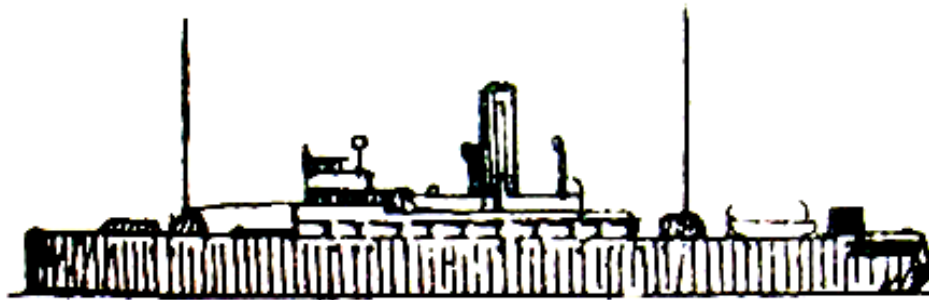
HAI HSING as built (coll. SK/builders).



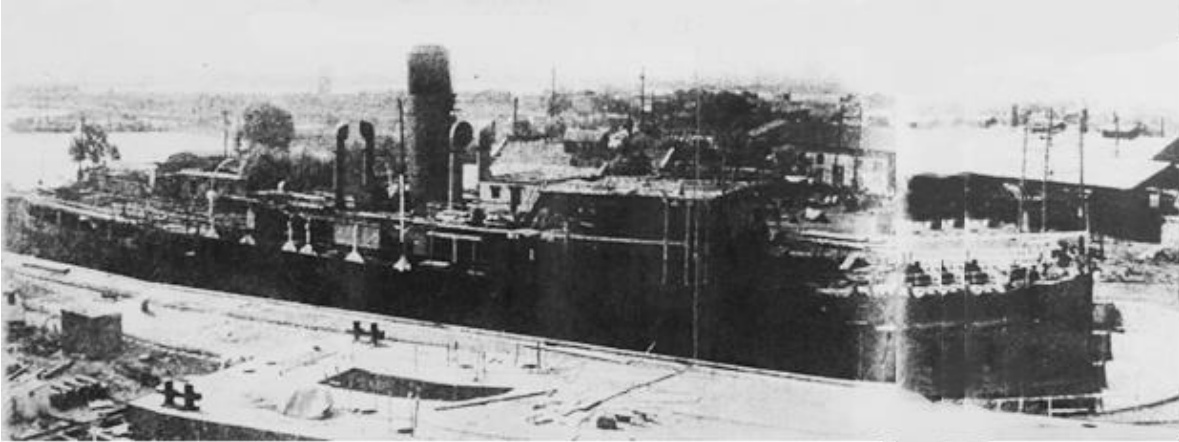
HAI HSING, white hull, at postwar CMC review, Shanghai (Kongfz.com).



As MING CHUNG of Ming Sung S.S. after the war, cargo derricks forward (coll. Yao Kaiyang).



MIN CHU 8, undated (Talbot Booth).



MIN CHU 8 under refit at Tianjin Xingang Shipyard, pole masts removed (*China Pictorial* 1959).



Assumed GONG NONG BING 8, Dalian terminal (*Tourist Guide to China*, Foreign Language Press, Beijing 1974).



Centre vessel (tall funnel) presumed GONG NONG BING 8 at Tianjin Xingang shipyard from a postcard view 1971 or later. The large COSCO cargo ship is HUANG SHI ex LA ORILLA, the small one with black hull is QIAN SHAO 2 or QIAN SHAO 3 of SMB, managed from Dalian, hull dimensions 230.25' (o.a.), 214.24' (b.p.) x 32.8' (coll. Graham Thompson).

MIN CHU 9 / GONG NONG BING 9 (1954-73) 2220/48 3255 displ. (275.98 o.a.) 260.0 x 38.0 x 24.5', T3cy, 432 pass.)

Built by Chinese Navy Kiangnan Dockyard, Shanghai for China Merchants S.N. Co., Shanghai as PA(I) HSIEN/PO HSIEN 伯先. 1949 remained in mainland waters but following Nationalist bombing attack 20/2/50 capsized at Shanghai No.16/17 pontoon berth, obstructing navigation, 22/7 raised and refitted by Kiangnan Dockyard, completed in 1954 as coastal cargo-passenger ship for Shanghai Bureau. RLR 1955 as PAI HSIEN but 6/56 as MIN CHU 9 inaugurated Shanghai-Dalian line with CHUNG HSING 9 but reported soon t/f to Dalian-Tianjin line under Dalian Bureau management. From 1958 in regular service Dalian-Shidao Islands-Qingdao with a wide range of accommodation. 22/9/66 r. GONG NONG BING 9. 1973 broken up [Dalian S.S. Corp. official history p.69].

[Note. engines identical to Mitsubishi Kiangnan T3cy units earlier fitted to the larger KONEI MARU class (2 units), DOSHI MARU and YOJO MARU but hull dimensions do not match Japanese war standard types]

[identification as PO HSIEN: <http://60-250-180-26.hinet-ip.hinet.net/ss/6154.html>]; services incl. termination at <http://qdsq.qingdao.gov.cn/n15752132/n20546827/n26338249/n26360195/n26361708/26362861.html>].



MIN CHU 9 (Talbot Booth).



Only confirmed name-readable MIN CHU 9 is this snapshot taken at Dalian (coll. SK).



This is our creative extrapolation of the snapshot, involving informed guesswork (SK).



Probable GONG NONG BING 9 at Shanghai 1973, rounded (non-counter) stern (Harrison Forman/UWM Libraries).

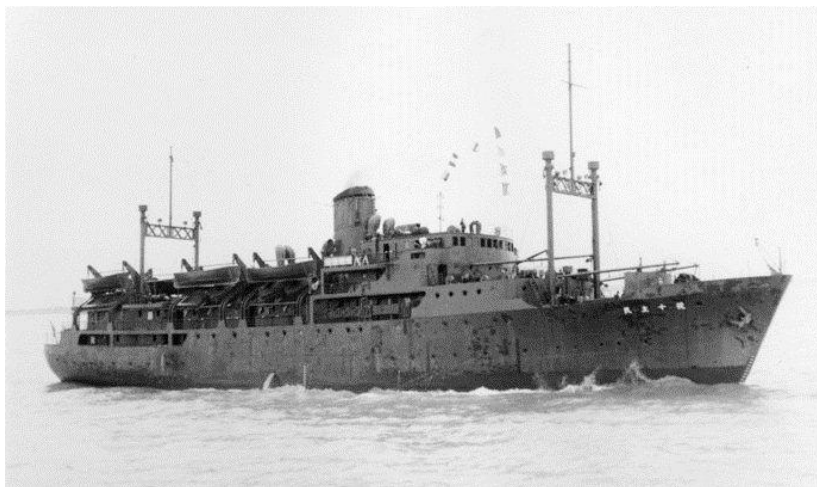
MIN CHU 10 / GONG NONG BING 10 (1955-83) 2700/1955 (262.4 x 45.9 x 20.0', T3cy, 480 pass.)
Built by Jiangnan Dockyard, Shanghai for SMB. 27/11/55 completed, early 1956 operating
Shanghai/Dalian. 10/58 in regular service Dalian-Tianjin. 11/61 while operated by Dalian Harbour
Administration rescued eight crewmen of LIGHTER NO.114 near Hsiaolungshan, Lushun. 22/9/66 r.
GONG NONG BING 10. 5/83 withdrawn and broken up.



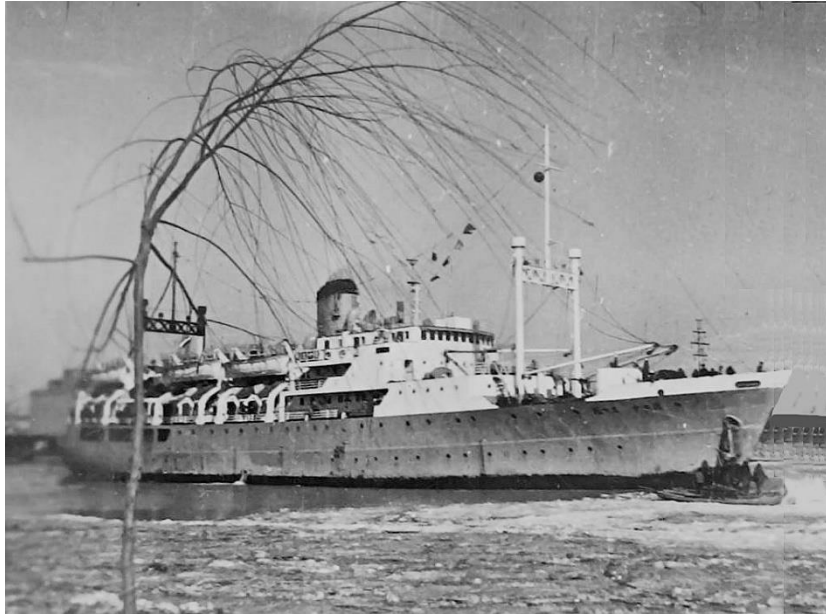
Newly completed MIN CHU 10 (Xinhua).



MIN CHU 10 official artistic view with black hull (SK colln).



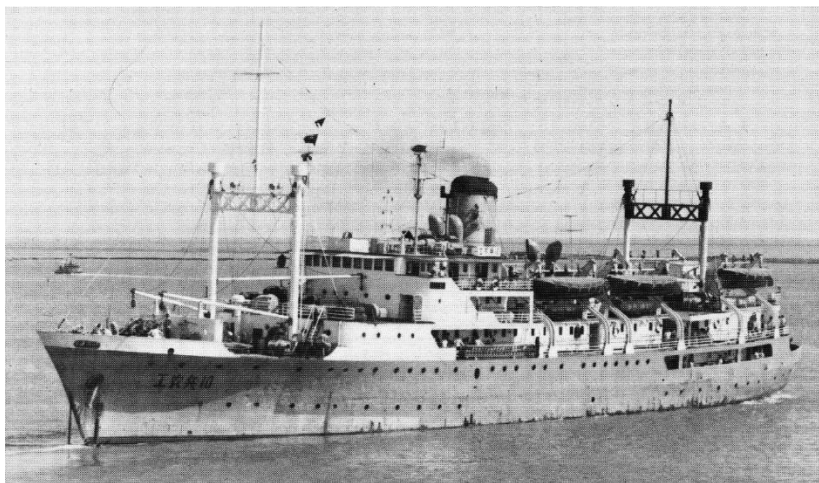
MIN CHU 10 (Xinhua).



MIN CHU 10 in ice, probably at Tianjin (7788.com).



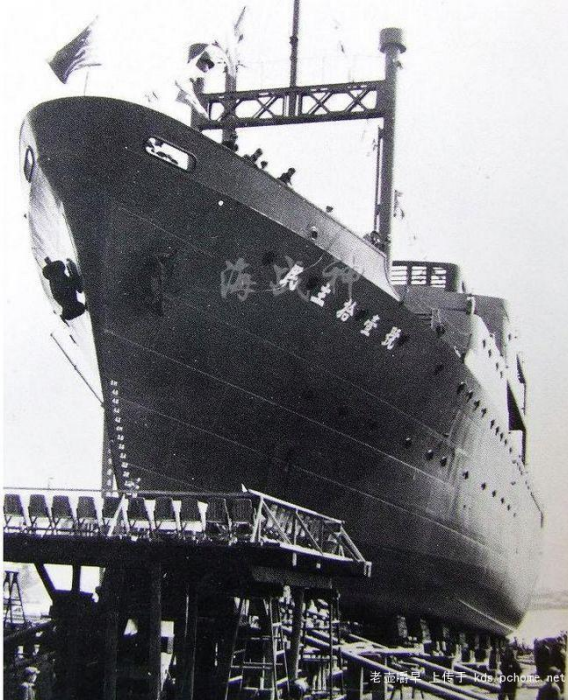
GONG NONG BING 10 or GONG NONG BING 11 post-1966, now fitted with radar and showing the revised grey and white colour scheme (Internet).



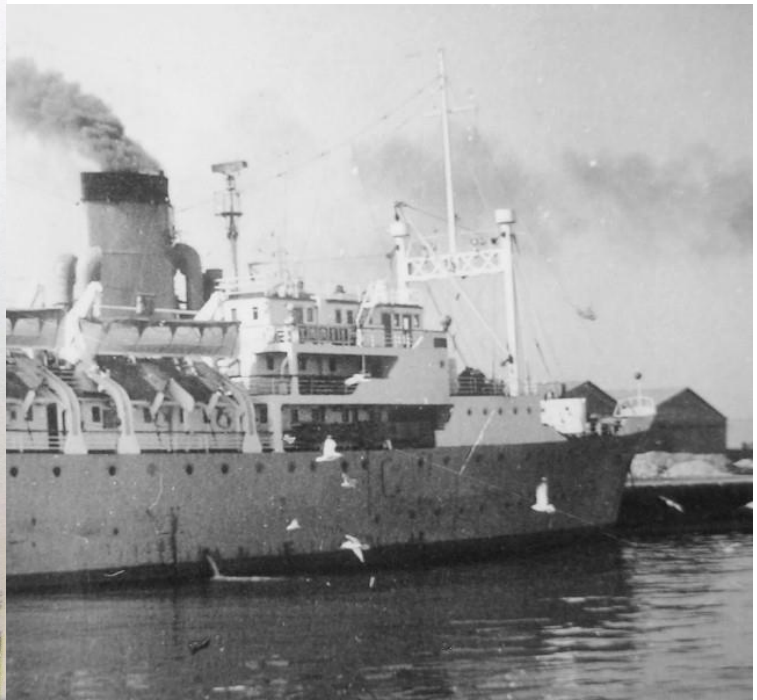
As GONG NONG BING 10 with red-coloured boats Aug. 1981 (H. Furukawa, *Ships and Ports*, Jan. 1982).

MIN CHU 11 / GONG NONG BING 11 (1956-83) 2700/1956 (262.4 x 45.9 x 20.0', T3cy, 480 pass.)

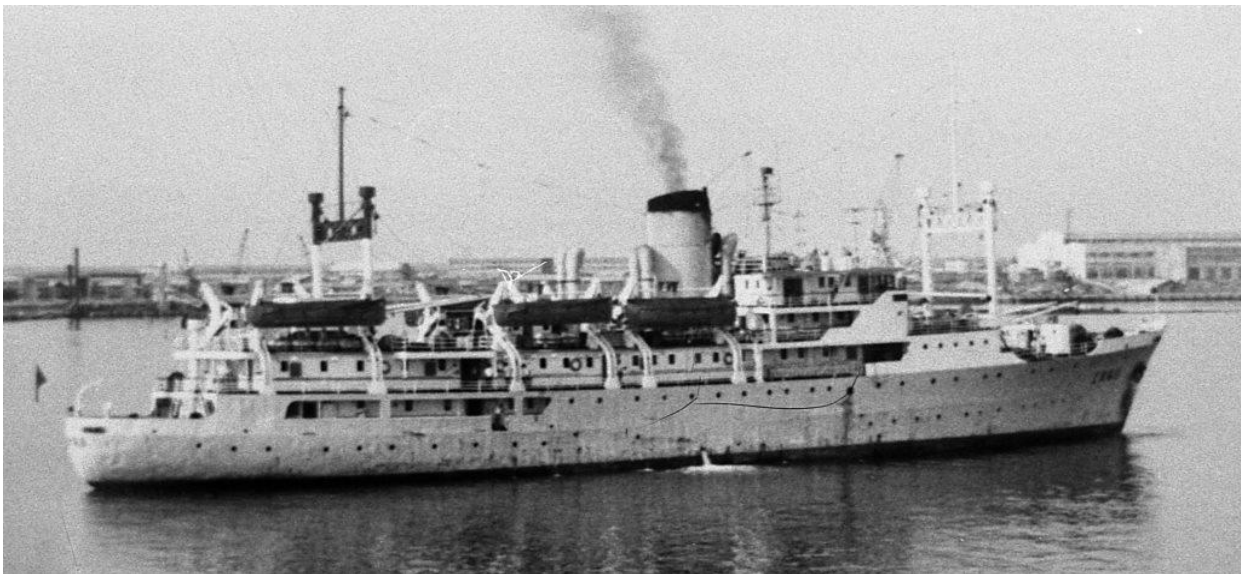
Built by Jiangnan Dockyard, Shanghai for SMB, entering service 4/4/56 with a single voyage to Dalian where placed under control of Dalian Sub-Bureau, operating Dalian-Tianjin. 22/9/66 r. GONG NONG BING 11. 1983 broken up [Dalian S.S. Corp. official history p.69].



MIN CHU 11 ready for launching (Xinhua).



GONG NONG BING 11 at Dalian c.1974 (SK*).



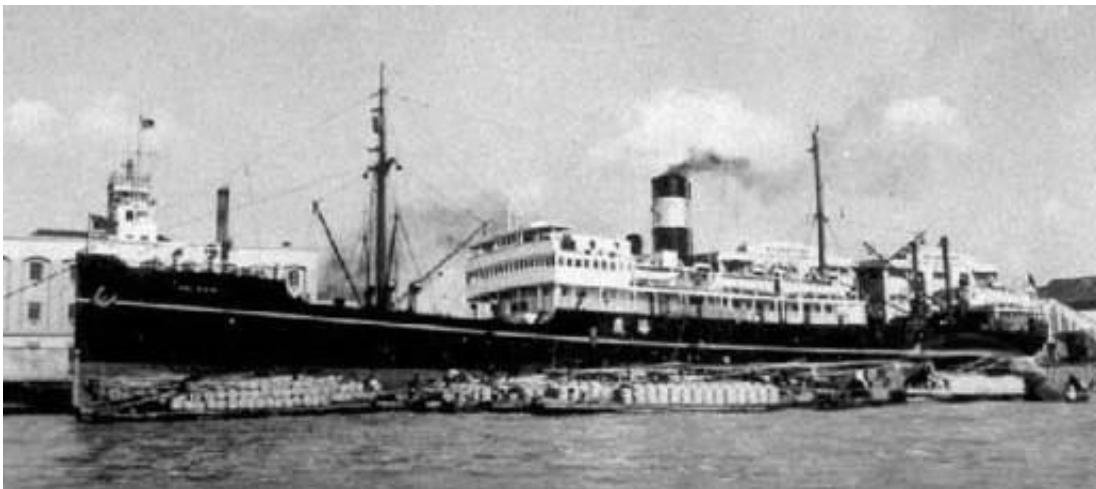
GONG NONG BING 11 (Alan Lee).



GONG NONG BING 11 at Tianjin Xingang, Aug. 1981 (H. Furukawa, *Ships and Ports*, Jan. 1982).

MIN CHU 12 / GONG NONG BING 12 (1956-80) 3179/23-12 (310 x 46.1 x 22.7', T3cy/12k, pass.)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#594) for Indo-China Steam Nav. Co, London as YUEN SANG. 7/46 sold to China Merchants S.N. Co., Shanghai r. HAI HSIA. 1/50 at Hong Kong hoisted PRC flag and proceeded to Canton, where t/f to China People's S.N. Co., Shanghai. 1954 operating for Dalian Maritime Bureau as HAI WAN HSING 海王星. Subsequently "set aside in shipyard due to priority for repairing freighters." 1955-56 rebuilt at Shanghai for SMB r. MIN CHU 12. 11/56 maiden voyage Shanghai-Qingdao-Dalian. 10/65 still operating Shanghai-Dalian. 22/9/66 r. GONG NONG BING 12. 1973 refitted at Shanghai Shipyard. 1974 transferred to Dalian Navigation Bureau. 1980 broken up [Dalian S.S. Corp. official history, p.69].



HAI HSIA (<http://60.250.180.26/theme/theme-33/33-index.html>).



MIN CHU 12 at Dalian; GONG NONG BING 12, Shanghai 1973 (SK*; Harrison Forman/UWM Libraries).

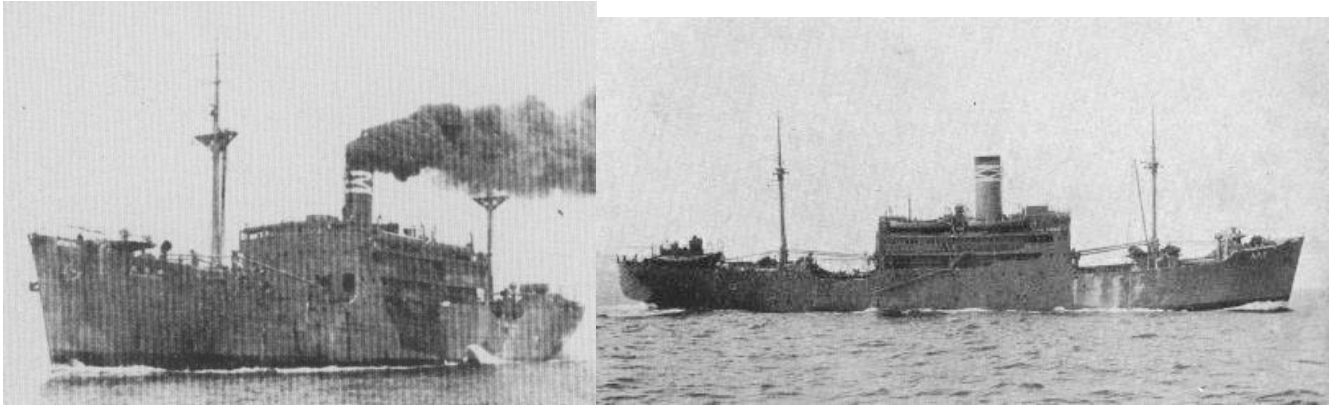


GONG NONG BING 12 at Dalian in 1970s (Postcard Ebay). More photos of this vessel in the Jardine list.

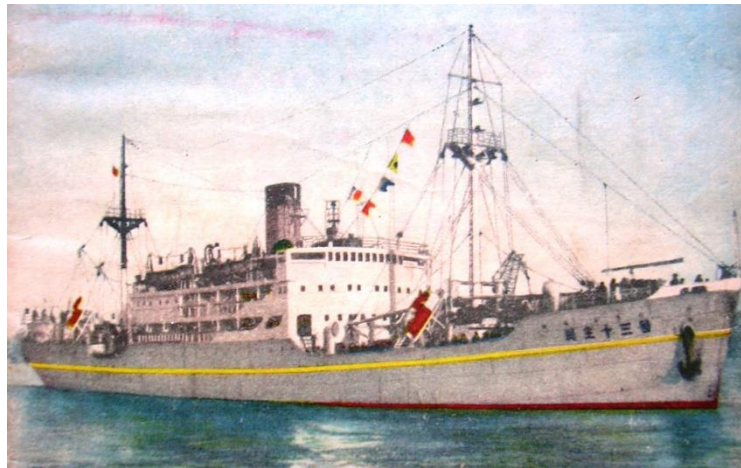


GONG NONG BING 12 at Yantai (Alan Lee colln).

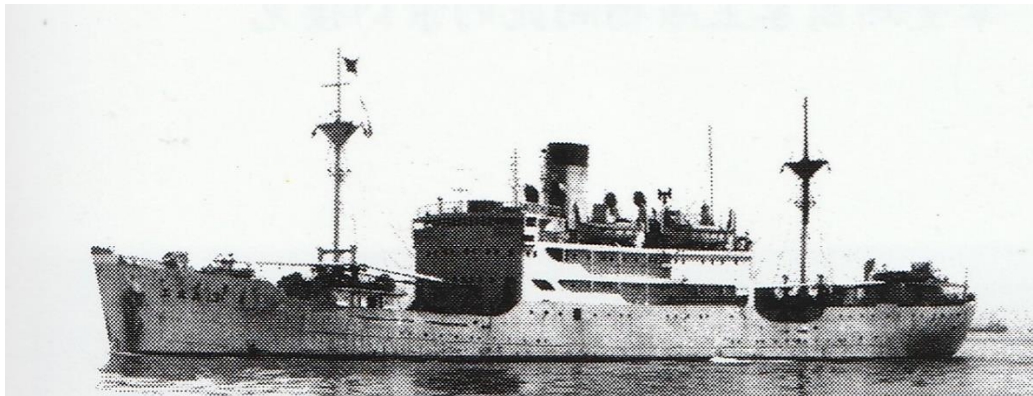
MIN CHU 13 / GONG NONG BING 13 (1957-82) 3232/43-6)305.1 x 44.9 x 24.9', T3cy/12k)
 Built by Hakodate Dock Co., Hakodate for Toa Kaiun K.K., Tokyo as TSINAN MARU/SAINAN MARU. 9/9/44 mined off Woosung, one crew member lost. 1955 raised by Salvage Engineering Bureau of Ministry of Communications. Repaired by Shanghai Shipyard and 6/57 recommissioned with accommodation for over 200 passengers as MIN CHU 13 for Shanghai-Dalian line (still as such 10/65). 22/9/66 r. GONG NONG BING 13. 1982 broken up [Dalian S.S. Corp. official history, p.70].



(L) TSINAN MARU as built and (R) side profile of identical sister CHEFOO MARU (Kaiun).



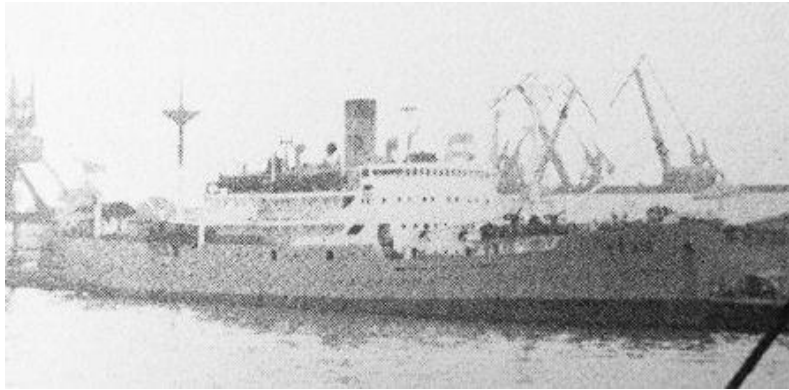
MIN CHU 13 from a 1958 timetable. Yellow ribband is an artist's embellishment (SK colln).



GONG NONG BING 13 (Dalian S.S. Corp., pub. 1999).

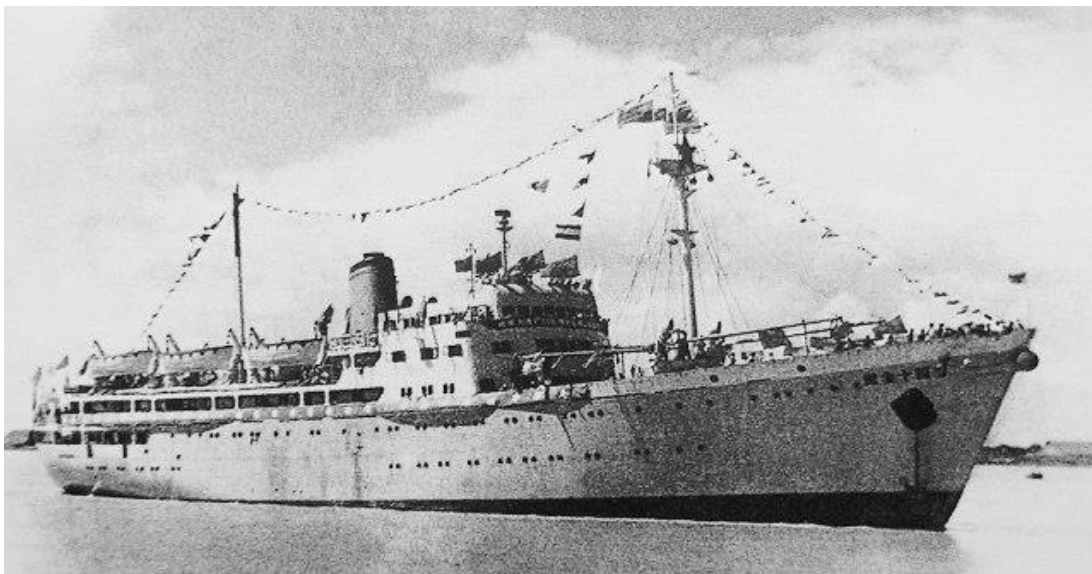


GONG NONG BING 13, 1973, new external stairways, gun at stern and considerable deck cargo (Karsten Petersen).



Last view of GONG NONG BING 13 at Dalian, Aug. 1981 (H. Furukawa, *Ships and Ports*, Jan. 1982).

MIN CHU 14 / GONG NONG BING 14 (1958-84) 2500/1958 (295.28 x ?', T3cy, 500 pass., 420t cargo)
Built by Hudong Shipyard, Shanghai for SMB. 10/65 operating Shanghai-Qingdao. 22/9/66 r. GONG NONG BING 14. 2/80, 2/81 used for supplementary New Year traffic on Shanghai-Ningpo service. 1984 deleted from Chinese register.

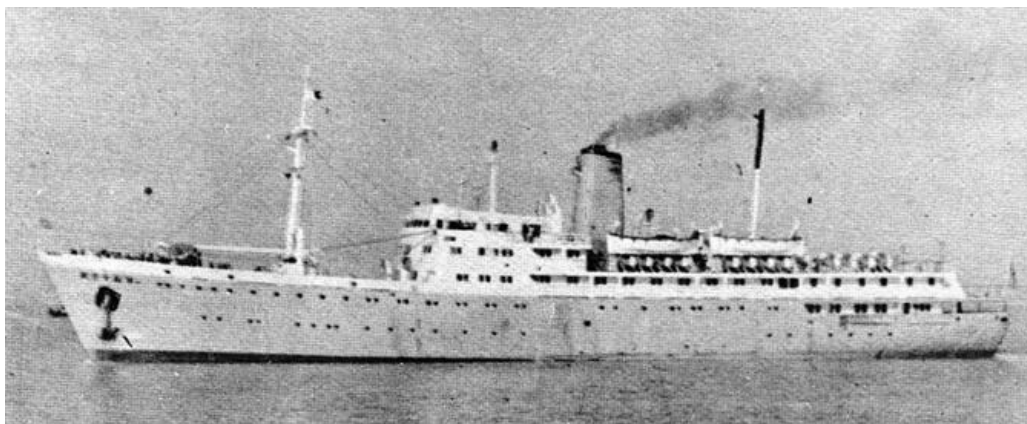


MIN CHU 14 (*Ships of China*).

MIN CHU 15 / GONG NONG BING 15 / TIAN 15 (1958-86) 2500/1958 (297 x ?', T3cy, 520 pass.)
Built by Xingang Shipyard, Tianjin for SMB. 22/9/66 r. GONG NONG BING 15. Late 1960s introduced to Dalian-Yantai service. By 1985 r. TIAN 15. 1986 broken up [Dalian S.S. Corp. official history, p.70].



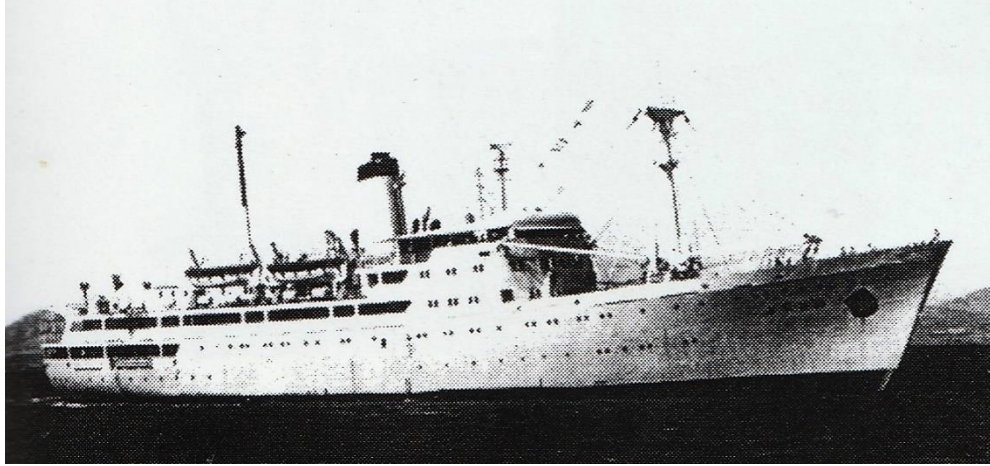
MIN CHU 15 at Shanghai in 1963, showing original six boats (SK*).



MIN CHU 15 pub. 1965 (SK colln).

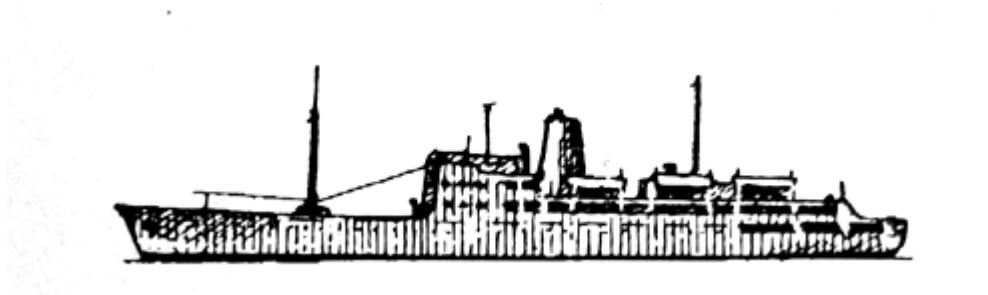


GONG NONG BING 15 at Tianjin Xingang August 1981 (H. Furukawa, *Ships and Ports* 1/82).



GONG NONG BING 15 (Dalian S.S. Corp., pub. 1999).

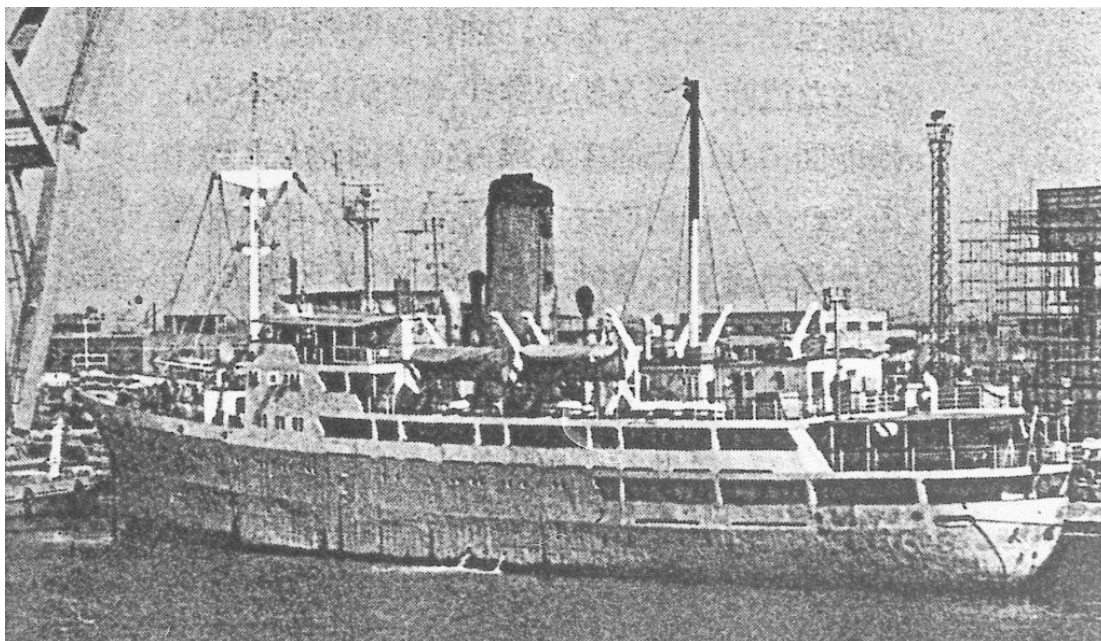
MIN CHU 16 / GONG NONG BING 16 / TIAN 16 (1958-87) 2500/1958 (297 x ??', T3cy, 520 pass.)
Built by Xingang Shipyard, Tianjin for SMB. 22/9/66 r. GONG NONG BING 16. Late 1960s introduced to Dalian-Yantai service. 1984 r. TIAN 16. 1987 broken up [Dalian S.S. Corp. official history, p.70].



MIN CHU 16 (Talbot Booth).

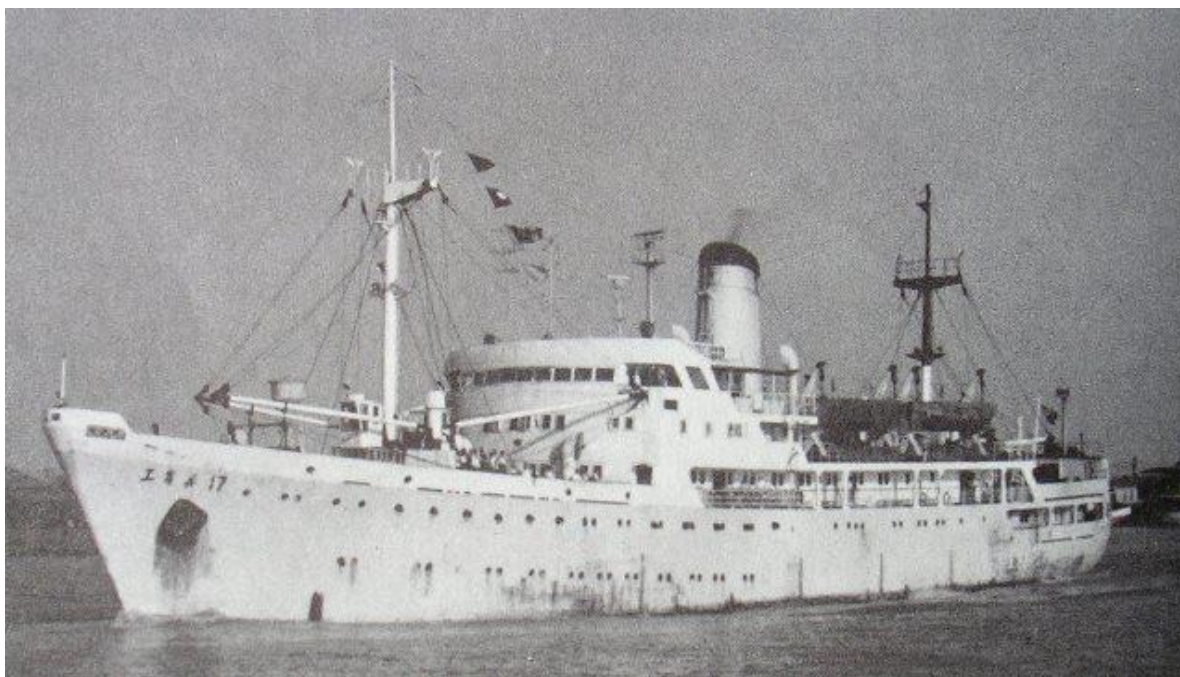


GONG NONG BING 15 or 16 at Dalian, 1974 (From a postcard SK colln).



TIAN 16 ex GONG NONG BING 16 manoeuvring at Tientsin in March 1985 (S. Kikuchi/Alan Lee).

MIN CHU 17 / GONG NONG BING 17 / TIAN 17 (1959-?) 2500/1959 (297 x ?', T3cy, 520 later 414 pass.)
Built by Xingang Shipyard, Tianjin for SMB. 10/65 operating Shanghai-Qingdao. 22/9/66 r. GONG NONG
BING 17. 9/69 operating Shanghai-Qingdao. 1984 r. TIAN 17. NFI.



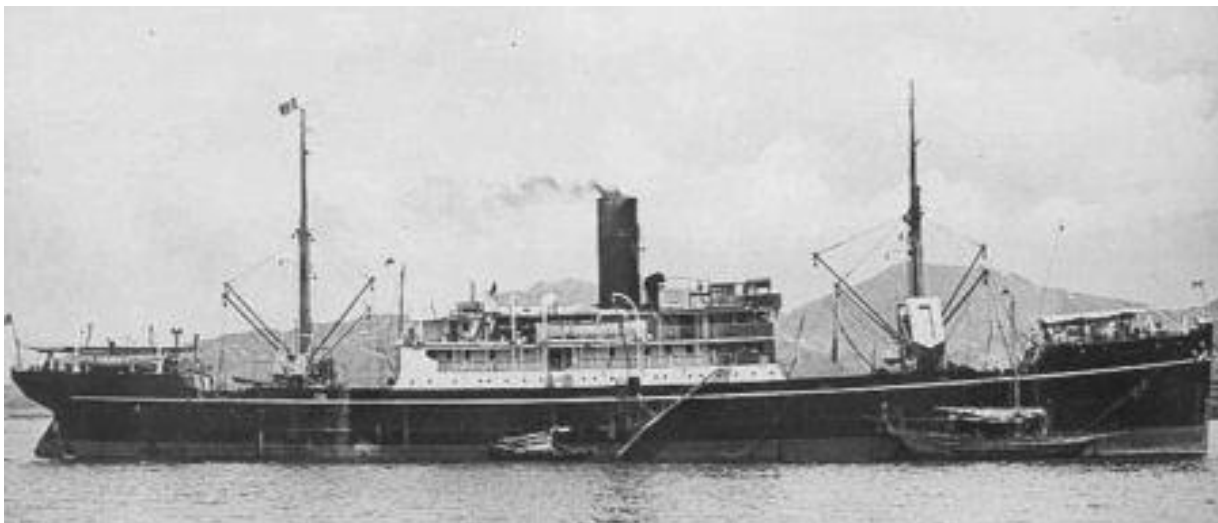
GONG NONG BING 17 at Shanghai (Ted Scull@ *Steamboat Bill Winter* 1979).



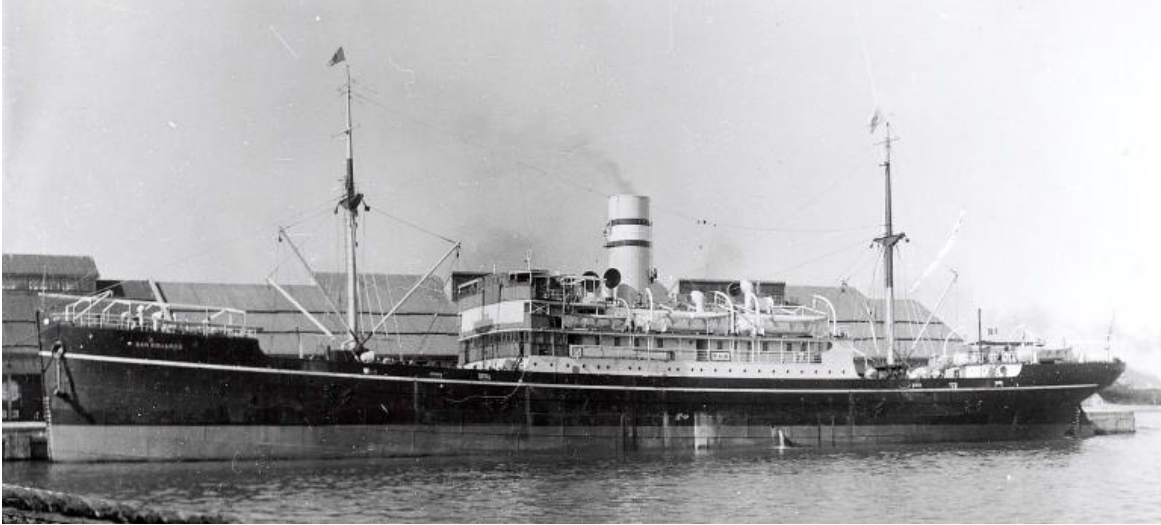
GONG NONG BING 17, Dalian showing active use of aft hatch (*Ships of the World* 5/87).

MIN CHU 4 (bis) / GONG NONG BING 4 (1960-?) 2994/30 312.0x45.2x22.7 T3cy

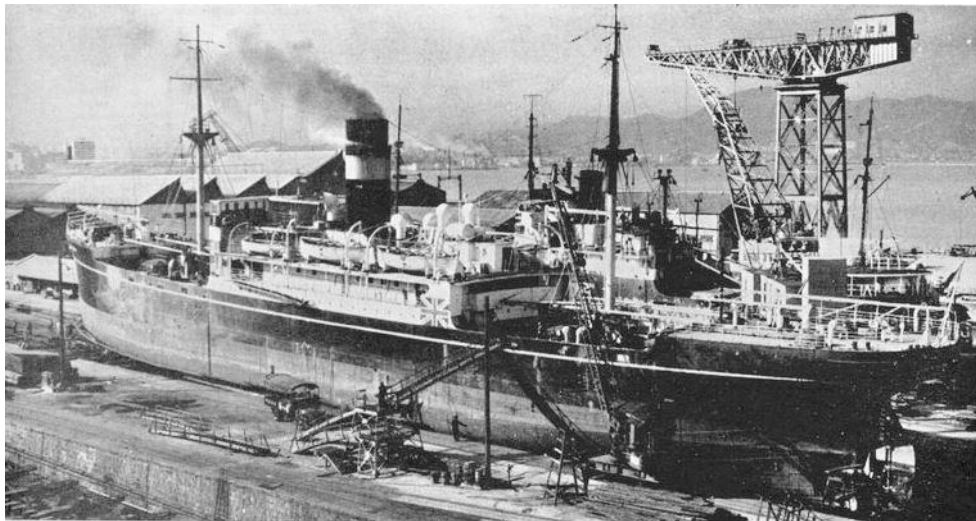
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#249) for China Navigation Co. Ltd, London, 23/1/30 launched by wife of Kwangtung Governor Chen Ming-shu as TSINAN for Canton, Hong Kong-Shanghai pass./cargo line (China Press, 24/1/30). 15/8/50 struck mine in Yangtse estuary, 15/11 arrived HK in tow for repairs. 9/51 sold to Cambay Prince S.S. Co.; Ltd (John Manners & Co. Ltd), Hong Kong r. SAN EDUARDO. 10/54 t/f to China Shg Co. Ltd. 12/55 sold to Maritime Investment Co. Ltd (World Wide Co. Ltd), HK and 6/56 r. GOLDEN GAMMA. 9/59 sold to Peninsular Shg Co. Ltd (Ocean Tramping Co. Ltd mgrs, PRC beneficial owners), Panama r. FAIRFORD. 8/60 sold to PRC. No further entry in LR until 1987 deleted as unknown to Chinese authorities but by 1961 r. MIN CHU 4 (II) to replace namesake, used on Shanghai-Dalian direct line (10/65) alternating with HOPING 44. 22/9/66 r. GONG NONG BING 4. Still in northern service out of Shanghai 1973. NFI.



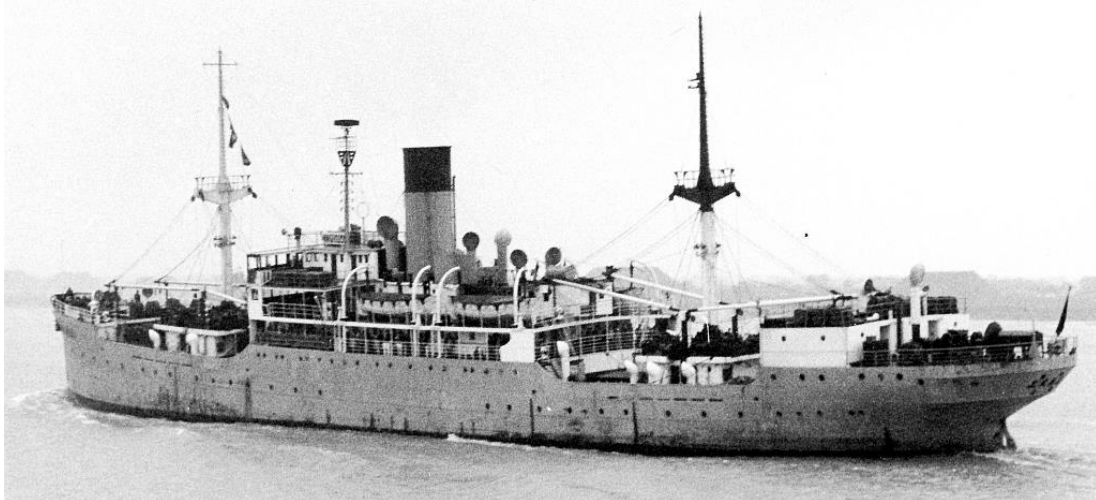
MIN CHU 4 (II) early postwar (viz. Carley floats) as China Navigation's TSINAN (Wikiswire).



MIN CHU 4 (II) as Manners' SAN EDUARDO sailing Japan-China in the early 1950s (Uhachi Kinoshita/OCM).



MIN CHU 4 (II) as Y.K. Pao's GOLDEN GAMMA at Taikoo, 12 Jan. 1959 (Taikoo DY magazine).



Rebuilt as GONG NONG BING 4, Shanghai 1972 (Göran Ohlsson/Tomas Johannisson).



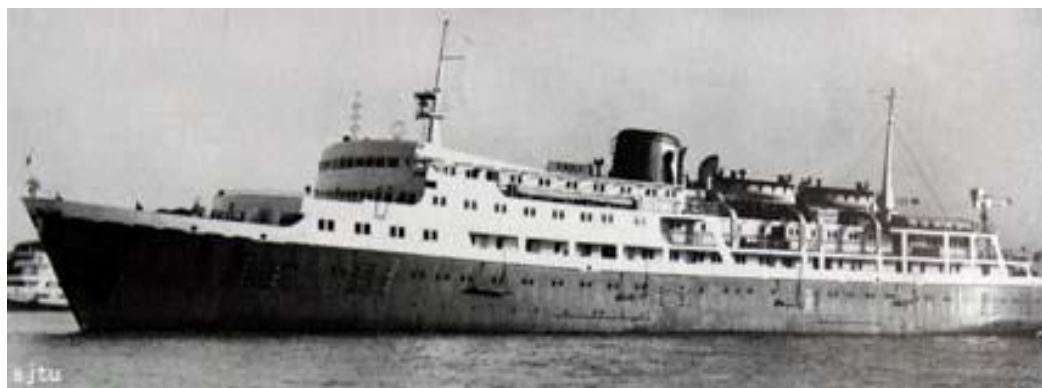
GONG NONG BING 4 (L.) berthed behind GONG NONG BING 17 and CHANG SHAN at Hongkou, Shanghai in 1973
(Harrison Forman, UWM Libraries).

MIN CHU 18 / GONG NONG BING 18 (1960-?) 3939/1960 (346.5 (o.a.) 318.2 x 49.2 x 25.2m, 2M/2000hp/12k, 774 pass.)

Built by Hutung Shipyard, Shanghai for SMB. 10/65 Shanghai-Wenzhou line. 22/9/66 r. GONG NONG BING 18. Subsequently seen with the evident name JIAN XIN 健新. 1985 r. QING XIN 庆新. Akaiwa (1991) lists for SMB. LR first lists in 2004, for China Shg. Group, Shanghai, RLR 2011, probably broken up some years before.



MIN CHU 18 (*Ren Min Hua Bao*).



MIN CHU 18 (*Xinhua*).



GONG NONG BING 18 in 1967, unchanged after 7 years in service (YouTube).



GONG NONG BING 18 at Shanghai (Ted Scull@Steamboat Bill Winter 1979).



GONG NONG BING 18 about to negotiate the bend in the Whangpoo (Alan Lee).



GONG NONG BING 18 appears to have briefly renamed JIAN XIN 建新 in 1984 or 1985 (Markus Berger).

MIN CHU 19 / NONG BING 19 (1964-?) 3839/1964 (346.5 (o.a.) 318.2 x 49.2 x 25.2m, 2M/2000hp/12k, 700-900 pass.)

Built by Hutung Shipyard, Shanghai for SMB. 10/65 operating Shanghai-Ningpo. 22/9/66 r. GONG NONG BING 19. 1984 r. HE XIN 贺新. LR 1991 for PRC Gov't, Bureau of Maritime Transport Admin, Shanghai Branch. RLR 2011, probably broken up some years before.



Presumed GONG NONG BING 19 (six boats versus evident four of GONG NONG BING 18) moored ahead of Yangtse steamer DONG FANG HONG 1 at Shanghai in 1979 (Jean E. Norwood, LoC colln).



GONG NONG BING 19 at Shanghai 12/10/83 (L.W. Demery Jr@Flickr).



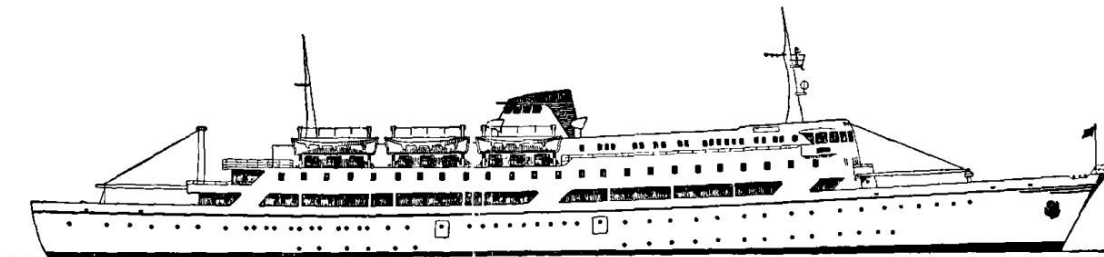
HE XIN. Funnel now painted buff in common with other SMB "XIN" vessels (*Ville de Tanya*).



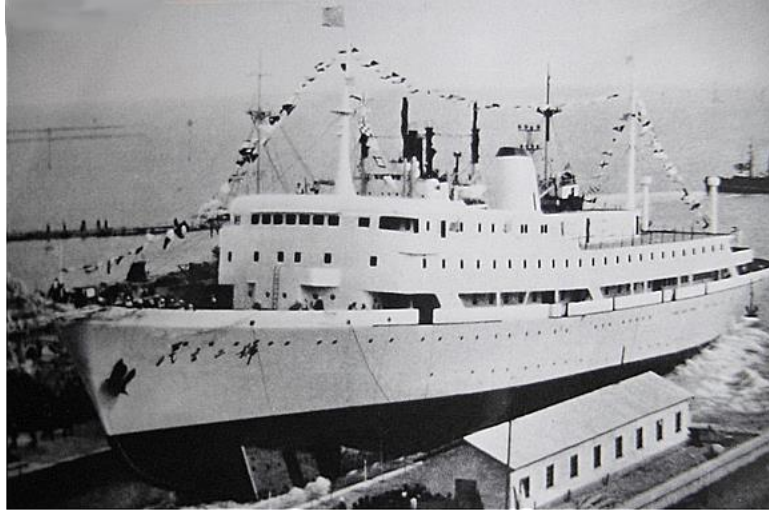
HE XIN at Shanghai 1995-6 (internet).

MIN CHU 2 / GONG NONG BING 2 / TIAN 2 (1968-90) 4053/1968 (344.5 o.a.) 314.9 x 49.8 x 17.0', st. turbine/14k, 978 pass.)

Built by Xingang Shipyard, Tianjin, launched as MIN CHU 2 but while under construction 22/9/66 r. GONG NONG BING 2, used on SMB's northern express service. 8/81 operating Dalian-Tianjin-Yantai (*Ships and Ports* 1/82). 10/84 sold to Dalian S.S. Co. r. TIAN 2. 1990 broken up [Dalian S.S. Corp. official history p.69]. [First listed LR 2003 for Dalian S.S. Co., Dalian, RLR 2011.]



Line drawing showing non-eventuating decorative plating around funnel.



1966 launch of MIN CHU 2, only photo showing this name (Xinhua).



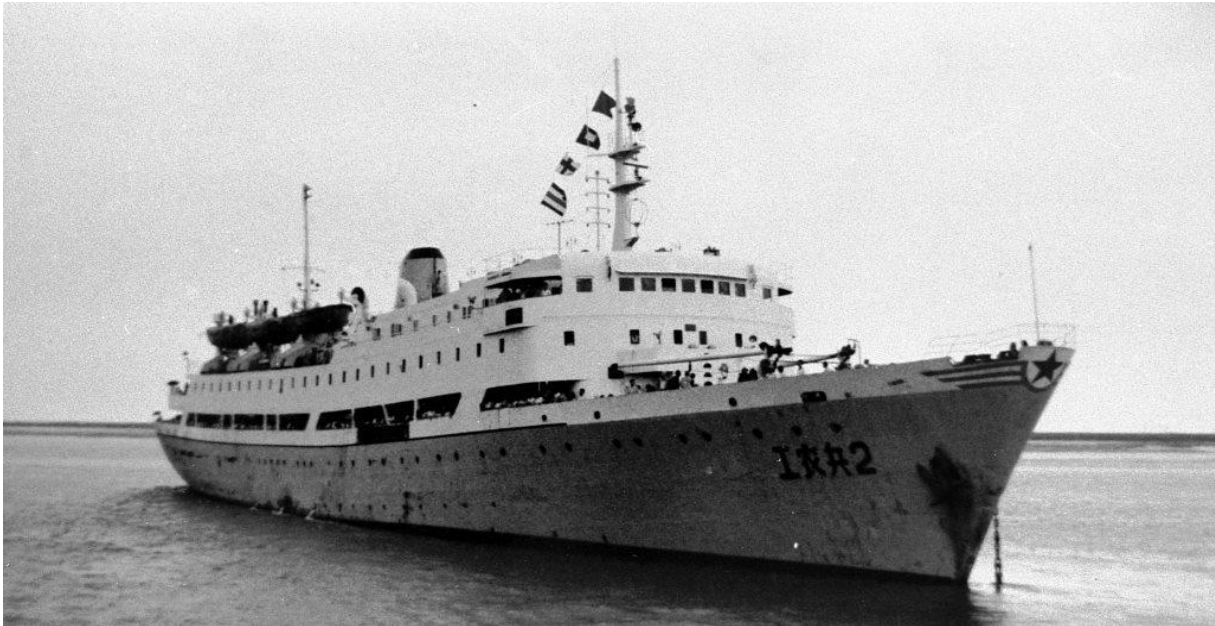
GONG NONG BING 2 on completion in 1968 (Xinhua).



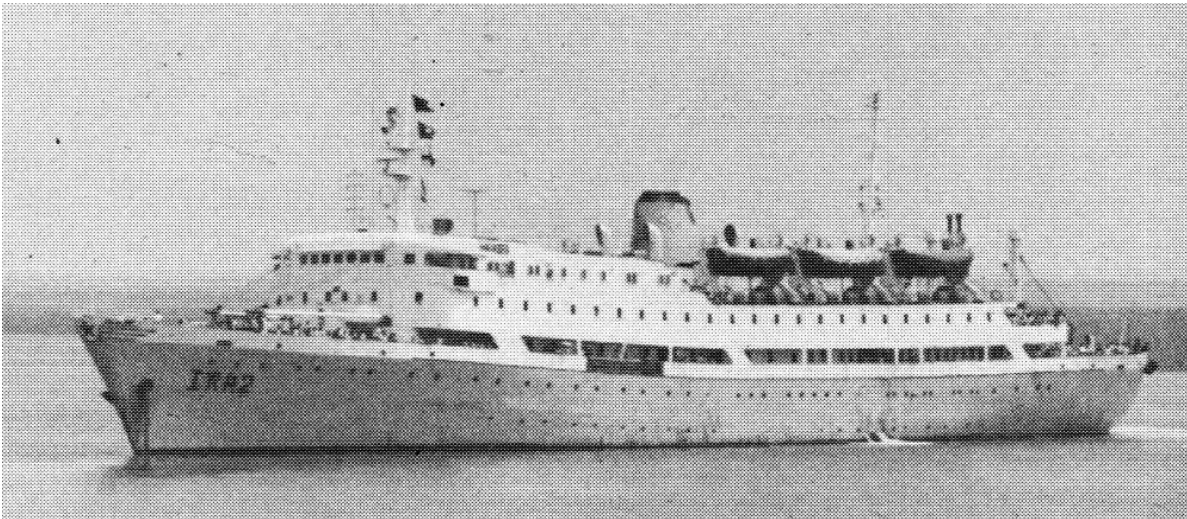
GONG NONG BING 2 in the Cultural Revolution period (Internet).



GONG NONG BING 2 in profile as built (Dalian S.S. Corp., pub 1999).



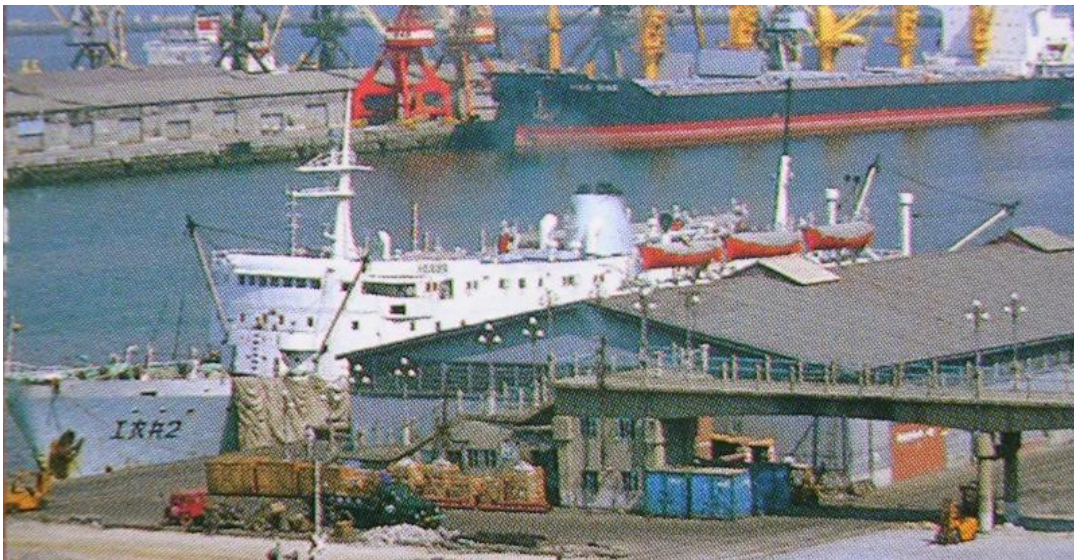
GONG NONG BING 2, radar revised, new boats but still with star on bow (Alan Lee).



GONG NONG BING 2 at Tianjin, August 1981 (H. Furukawa, *Ships and Ports*, Jan. 1982).



GONG NONG BING 2 at Qingdao in 1982 (Internet).



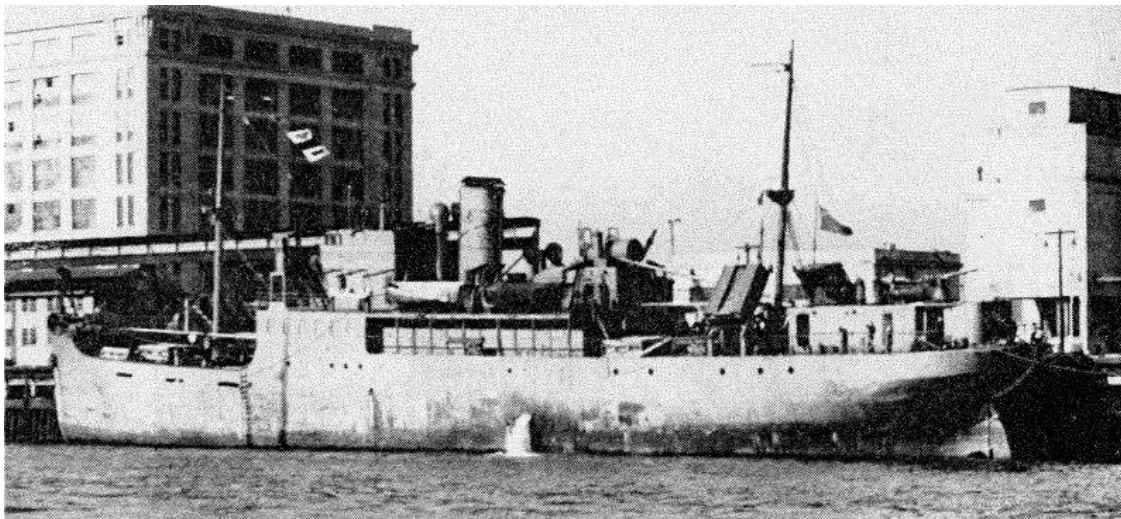
GONG NONG BING 2 at Dalian early 1980s, bow decoration gone (from a postcard SK colln).

GONG NONG BING 21 (1969-79) 1959/32-5 (1969: 256 (o.a.) 241.6 x 37.7 x 19.0', T3cy/9k 163 pass.)
 Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle-on-Tyne (#1475) for Newfoundland Canada Steamships Ltd (E.C. Phinney, mgr), Halifax as BELLE ISLE, 9/6 in service Montreal-Nova Scotia-Newfoundland (inc. under subsidy French St Pierre & Miquelon), winter from Halifax only (65 first, 20 second class, 14k) (<https://clarkesteamship.files.wordpress.com/2014/03/chapter-6.pdf>). 3/9/42 del. at Halifax to USWSA (later USMC) (reg. Portland) and comm. by U.S. Army as troop and supply ship U.S.A.T. BELLE ISLE. Voyaged to Greenland returning 1/43 to Halifax and Boston. 4/43 voyaged to Canadian sub-Arctic areas returning 12/43 to Boston, extensive repairs by Bethlehem Steel Co. 1/44 sailed New York for Caribbean ports returning 5/44 to Boston, then 6/44-11/45 to Nova Scotia, Narsarsuak, Greenland and Iceland with periodic visits to Boston. 29/1/46 at New York returned to USWSA. 4/46 further Army service until 12/47 laid up at James River (Va.). Mid-1948 sold for \$154,000 to China Industrial Corp. Ltd.

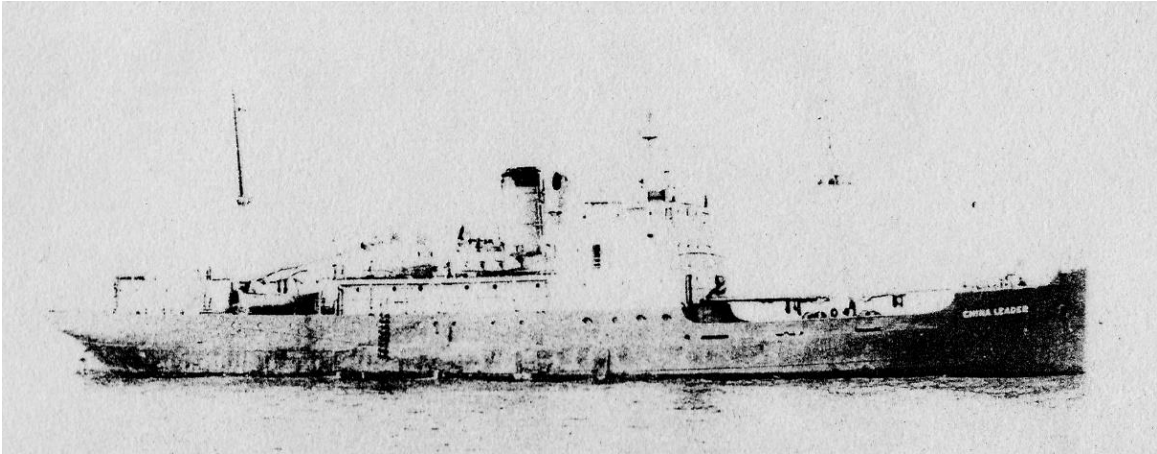
(W.C.T. Hwang mgr), Shanghai, 3/8 del. and r. CHINA LEADER. 2/49 sold to Everett S.S. Corp., Manila r. SAN ANTONIO (Chinese equivalent XIN NING 新宁). 23/2/49 maiden voyage Manila-Salomague-Currimao-Aparri (N. Luzon). 4/49 sold to A. Magsaysay Inc., same service, initial sailing 23/4. 11/6/49 t/f to Manila-Cebu-Tagbilaran-Zamboanga-Davao-Cotabato service. 16/11/49 Manila-Hong Kong. 24/7/50 o/v Hong Kong-Shanghai (general) struck mine off Woosung and sank midstream in Yangtse near Shanghai, 2 crew dead, 8 injured. 7/6/56 salvage commenced 15/11 raised, subsequently rebuilt as training ship (1950 grt, 100 students) by Shanghai S.Y. 11/57 rep. allocated to Dalian Maritime University, r. HONG ZHUAN (红专). 14/6/60 maiden voyage Shanghai-Dalian. 1969 t/f to Shanghai Maritime Bureau r. GONG NONG BING 21, evidently used in Pohai. 1979 broken up [Dalian S.S. Corp. official history, p.70, also <https://www.navsource.org/archives/30/13/13002.htm>].



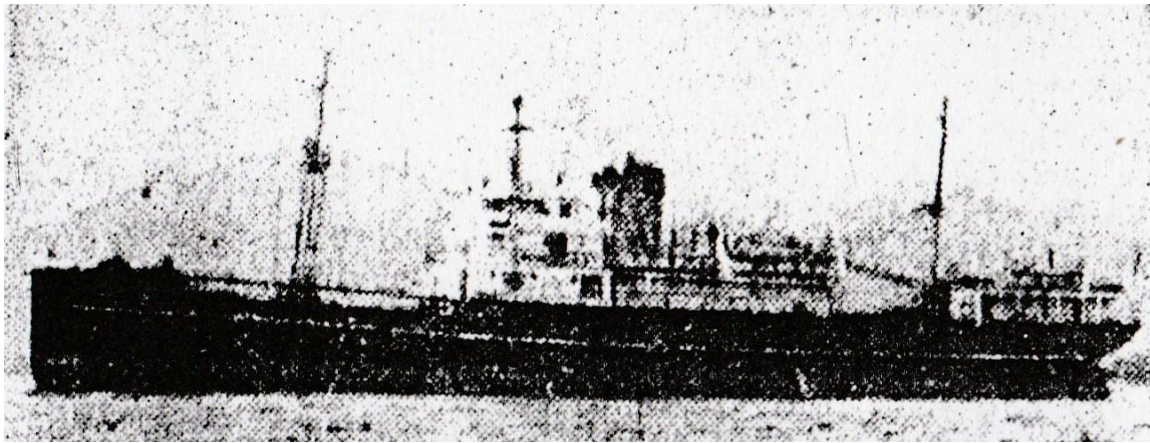
GONG NONG BING 21 was built as BELLE ISLE, here at New York (Coll. W. Schell).



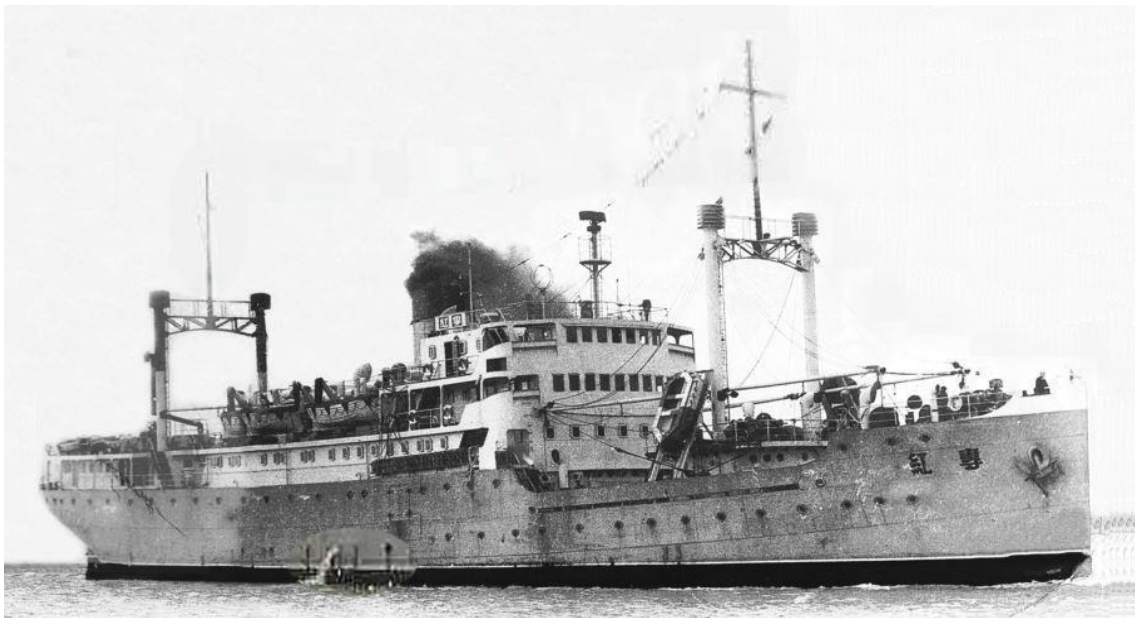
U.S.A.T. BELLE ISLE (U.S. Army Signal Corps).



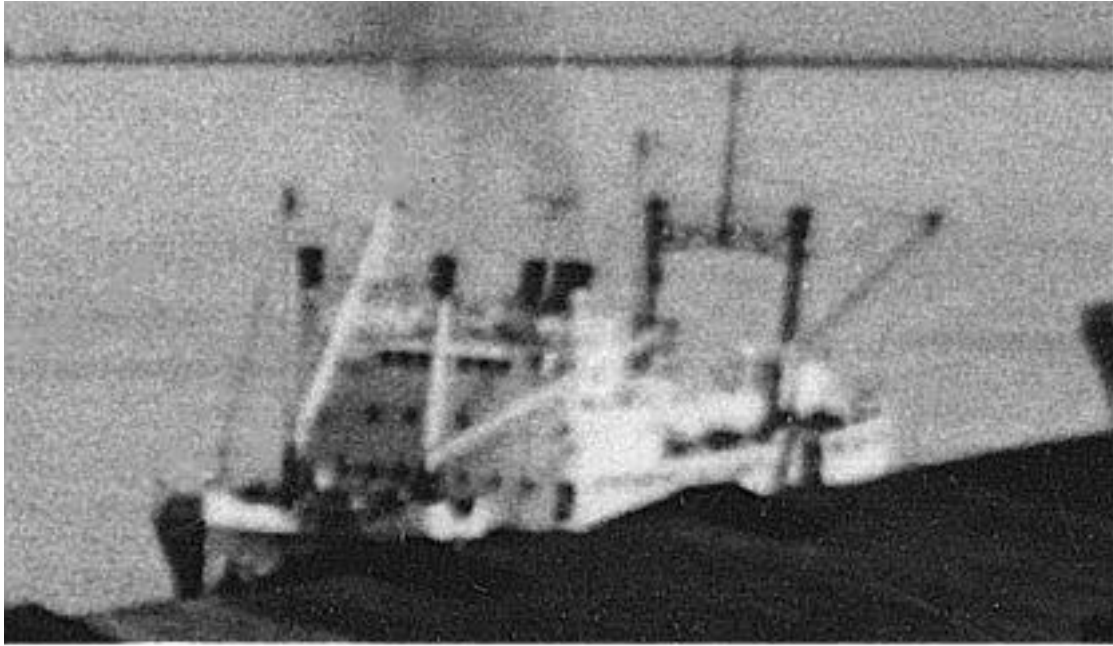
CHINA LEADER under the Chinese Republican flag (SK coll.).



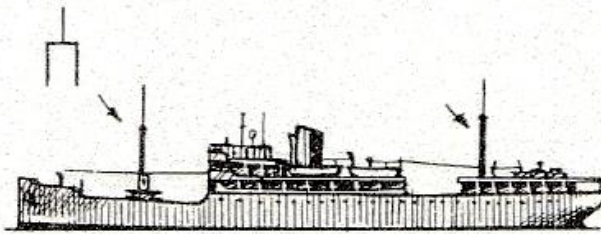
SAN ANTONIO (Manila Times 26/7/50).



Extensively rebuilt HONG ZHUAN (Dalian Maritime University).



GONG NONG BING 21 at Dalian passenger wharves (Evident copy photo pub. Ross Terrell 1972).



MFM H12
★ 2114. HUNG YU. RC/ - ; CP; 2500; 73.2 x -
(240 x -).

'HUNG YU', evidently HONG ZHUAN, name misheard. Angled deck forward, flush aft (Talbot-Booth pub. 1977).

For details of subsequent passenger ships of the Shanghai Maritime Bureau, see the separate list "Shanghai Maritime Bureau Passenger Ships (Part II)".

For a short history and details of passenger ships of the Dalian Maritime Bureau, see the separate list "Passenger Ships Administered by Dalian Steamship Co. & Successor Entities".

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