

CHINA NAVIGATION COMPANY LTD (1872-)

*General Managers: Butterfield & Swire (B&S)
1 January 1974 as **John Swire & Sons Ltd** (JSS)*

(太古 TAI KOO)

and main subsidiaries

Coast Boats Ownery (CBO) (1874-83)
Taikoo Chinese Nav. Co. Ltd (TCNC) (1930-41, 1975-77)
(restyled as Taikoo Nav. Co. Ltd (TNC) (1977-)
Taikoo Sugar Refining Co. Ltd (TSRC) (1891-28)

By Howard Dick
h.dick@unimelb.edu.au

Illustrations arranged by Stephen Kentwell
skentwell@hotmail.com

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First posted 4 August 2022
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Fleet List Part I (1873-1941)

The original version of this fleet list was first published in Dick & Kentwell, 'Far Eastern Fleets' (NAA, 1973), then revised and updated for 'Beancaker to Boxboat' (NAA, 1987). This updated and corrected version has more technical detail, including yard numbers, completion dates, dimensions and engines, plus an illustration of each ship (if available). Also added in are World War II service details summarised from Board of Trade (BT) documents from the UK National Archive.

All entries have been cross-checked against Lloyd's Register, the annual W. Schell registers, the data appendix (including trial speed and delivery dates) from Johnston Robb's thesis 'Scotts of Greenock' (U. of Glasgow, 1993), clydeships.co.uk and Wikiswire with further details from the North China Herald (NCH) at Proquest and Straits

Times (eresources.nlb.gov.sg/newspapers). We have tried to reconcile inconsistencies but only identified them where deemed significant. We welcome advice and corrections.

For vessels whose histories (without photos) are shown in blue below, see separate detailed documents with numerous illustrations accessed at <https://www.oldchinaships.com/cnc>. Clicking on the relevant PDF file on that page will access:

- CNC Yangtse and Ningpo steamers
- Hong Kong, Canton & Macao Steamboat Co. (HCMSC).

The postwar histories of newbuildings from 1945 ('F' class) through to 1966 (Hunan) are posted at <https://www.oldchinaships.com/cnc> as separate documents by each class:

- Early-Postwar 'F'-Class Quintette (1945-49)
- 'S'-Class (1946-47)
- CHANGSHA and TAIYUAN (1949)
- CHUNGKING (1950) and CHANGCHOW (1951)
- ANKING (1950) and ANSHUN (1951)
- 'C'/'K' Class (1955-1962)
- HUNAN (1966).

For further detail and photos of individual ships, readers are directed to <https://wikiswire.com/wiki/Category:Ships> which provides a general index with ship names.

GLENGYLE (1873-75)1933/64-3 (i.p.s.) 297.3 x 38.3', 2cy/400 nhp)

Built by Wm Denny & Bros, Dumbarton (#96) for Jardine, Matheson & Co. for China Coast trade, 30/3 del. and 6/64 reg. for Robert Jardine, London. 3/69 conditional sale to Union S.N. Co., Shanghai, 3/72 bill of sale. 3/73 sold to CNC. 9/11/75 struck rocks off Namoa Is. on voyage Amoy-Swatow, slipped off and sank with heavy loss of life [see also photos at Jardine Matheson & Co. list]

TUN SIN 停信 (1873-85) 774/63-12 (i.p.s., 241.3 x 26.0, 2cy/140nhp by John Penn & Sons, Greenwich)

Built by Samuda Bros, Poplar (London) and reported laid down as blockade runner for use in American Civil War but 22/12/63 reg. at London (526/1863) to Hyman Elias & George Barnet (George Barnet & Co.) as TUN SIN [= Barnet & Co.]. 24/5/64 arrived at Shanghai and placed in service to Ningpo and Hankow. 12/65 offered for sale. 27/8/66 to Japan. 17/3/67 returned to Shanghai and promptly sold to F.A. Groom, Shanghai for a Chinese syndicate (Glover & Co. mgrs) and placed in service to Hankow. 7/67 t/f to Union S.N. Co. (Glover & Co. mgrs), Shanghai. 3/71 Olyphant & Co. mgrs. 31/3/73 del. to CNC. 5/85 conv. to pontoon for use as landing stage at Swatow. NFI [Haviland, ASNC and ESNC].

PEKIN 北京 (1873-12) 3076/73 (i.p.s.) 3076/73-2 (i.p.s., 290.9 x 42.2', L2cy walking beam/300nhp/11k)

Built by A. & J. Inglis, Glasgow for CNC for Yangtse river. 7/73 arrived at Shanghai. 27/8/82 collided with and sank tug Ewo (52/82) at Woosung. 7/12 conv. to accommodation hulk for use at Wuhu. 1934 office on upper deck converted to staff quarters, 1942 towed by Japanese to Shanghai and lost.

SHANGHAI 上海

(1873-90) 3088/73-4 (i.p.s., 291.0 x 42.2', L2cy walking beam/300nhp/11k)

Built by A. & J. Inglis, Glasgow (#101) for CNC for Yangtse River. 9/73 arrived at Shanghai. 25/12/90 caught fire, beached and gutted 6 miles below Mud River Fort near Chinkiang o/v Shanghai-Hankow, 200 dead. Salvaged but not repaired. 1894 conv. to hulk for use by CNC at Amoy. 1935 hulk sold (presumed for breaking up).

ICHANG 宜昌 (1873-91) 1049/73-8 (i.p.s., 242.6 x 36.1', L2cy walking beam/250nhp/12½k)

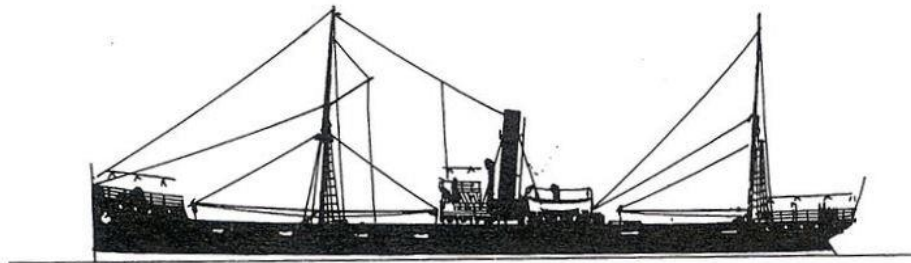
Built by A. & J. Inglis, Glasgow (#102) for CNC for Yangtse River. 3/74 arrived at Shanghai. 12/11/91 in fog wrecked on Nemesis Rock off Tiger Is. at entrance to Ningpo o/v Shanghai-Ningpo in fog.

HANKOW 漢口 (1873-06) 3973/73-12 (i.p.s., 308.5 x 42.3', L2cy walking beam/400nhp/13k)

Built by A. & J. Inglis, Glasgow (#107) for CNC for Yangtse River. 1/1882 t/f to Hong Kong-Canton line. 14/10/06 gutted by fire alongside HCMSC wharf at Hong Kong, 130 lives, CTL, conv. to hulk. 23/4/09 arrived at Shanghai in tow from Hong Kong, 7/10 towed to Hankow. 10/30 t/f to Shasi. 1939 towed to Ichang and sunk there during the war. [Further photos in HCMSB list.]

FOOCHOW 福州 (1874-83) 845/73-5 (i.s.s., 235.4 x 26.3', C2cy/98nhp/10k)

Built by Scott & Co., Greenock (#153) for George Batters, London (reg. owner T.S. Begbie) for Batters Line's Spanish trade as THERESA BATTERS but 11/74 sold to J.S. Swire, London r. FOOCHOW. 1883 t/f to CNC. 6/1/83 thrown on beam ends below Chinkiang in gale and strong tide, righted several hours later. 9/8/83 in dense fog stranded on Fan Is. at entrance to Chefoo o/v Newchwang-Chefoo with beancake, CTL. NO IDENTIFIED PHOTO.



FOOCHOW/SWATOW by Duncan Haws/Wikiswire

SWATOW 汕頭 (1874-88) 829/73-8 (i.s.s., 235.4 x 26.3', C2cy/98nhp/10k)

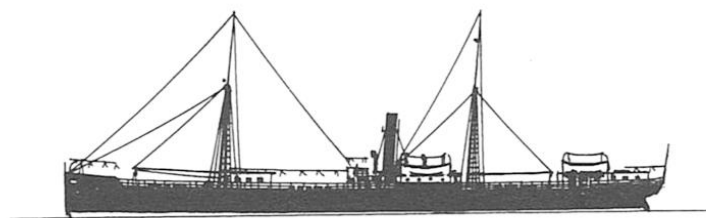
Built by Scott & Co., Greenock (#154) for George Batters, London (reg. owner T.S. Begbie) for Batters Line's Spanish trade as WILLIAM BATTERS but 11/74 sold to J.S. Swire, London r. SWATOW. 1883 t/f to CNC. 22/2/88 struck Half Tide Reef and quickly sank off Namoa Is. o/v Swatow-Shanghai.



Possible SWATOW, turtleback stern (coll. Warren Swire/UoB Sw07-121) + (lower) SK edit.

CHEFOO 芝罘 (1876-04) 1087/76-2 (i.s.s., 233.6 x 27.3', C2cy/98nhp/9k)

Built by Scott & Co., Greenock (#169) for China Nav. Co. Ltd, London as CHEFOO. 5/6/76 arrived Shanghai. 19/8/79 o/v Amoy-Shanghai struck Ockseu Island in fog, holed, but refloated and 21/8 made Amoy, where docked and repaired to c.1/10. 3/04 o/c to 'The Daily Mail', London for use as press dispatch vessel during Russo-Japanese War. 8-9/04 salvaged cargo from wreck (12/8) of Norwegian str Unison in Pechili Strait. 12/04 sold for £6,000 to Bandinel & Co. (F.D. Farmer), Shanghai on behalf of Chinese interests. 1907 reg. owner F.D. Farmer. c.1913 sold to Chang Tze-yang, Chefoo. 4/11/16 rep. put back to Vungro Bay, Indo-China after disabled o/v to Hong Kong, Kowloon Dock tug sent to assist and tow to Hong Kong. 8/20 brought stranded crew of Russian str *Patrokal* from Vladivostok to Shanghai after latter seized and sailed to Japan. 1921 sold to Den Ting Kee, Shanghai. c.1925 sold to Yan Woo S.S. Co. (Yin Tsze Chun), Hong Kong r. YAN ON for service Hong Kong-Kwang Chow Wan. 7/27 arrived Hong Kong under jury rig after rudder damage, then resold for \$24,000 to Chow Chung Pang. c.6/28 laid up at Shamshuipo, Hong Kong. 11/28 towed from Hong Kong to Canton for use as a hulk [Schell 1876; NCH 2/9/79, 18/3/04, 4/11/16, 19/8/20, 17/11/28; *see also* Little Pohai/Farmer list]. NO IDENTIFIED PHOTO.



Sketch of CHEFOO/TIENTSIN (Duncan Haws/Wikiswire).

TIENTSIN 天津 (1876-87) 1087/76-4 (i.s.s., 233.6 x 27.3', C2cy98hp/9k, trials 9.26k)

Built by Scott & Co., Greenock (#170) for J.S. Swire. 1883 t/f to CNC. 25/8/87 at 01.30am wrecked on Rees Is. near Amoy on voyage Swatow-Shanghai (sugar) in rainy weather, 1 life (steward) of 70 aboard, total loss [NCH, 10/9/87]. NO IDENTIFIED PHOTO.

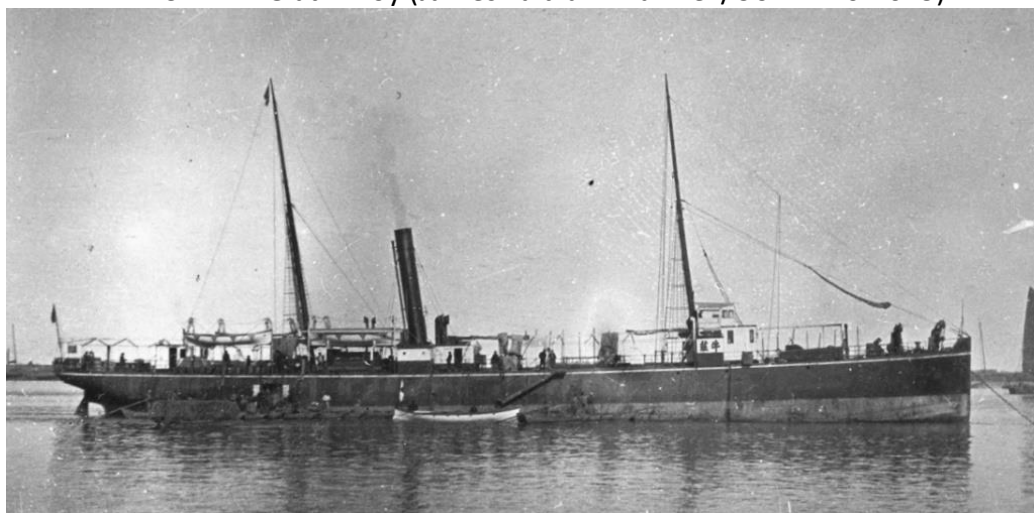
NEWCHWANG 牛庄城, later 牛庄 (1877-12) 895/77-11 (i.s.s., 220.2 x 28.2', C2cy/99nhp)

Built by Scott & Co., Greenock (#179) for W.H. Swire. 1880 t/f to CNC. c.25/4/90 ashore on Quemoy Is. off Amoy, 16/5 refloated with holing damage. 5/12 sold to Woo Yik S.S.Co., Macao r. CHANG-VA. 1926 broken up at Shanghai. (城庄牛, read from right to left, NEWCHWANG CHENG ('Newchwang City')).

Wikipedia tells us that at the time, the Newchwang municipal authorities had developed an aversion to using 'Newchwang' on its own



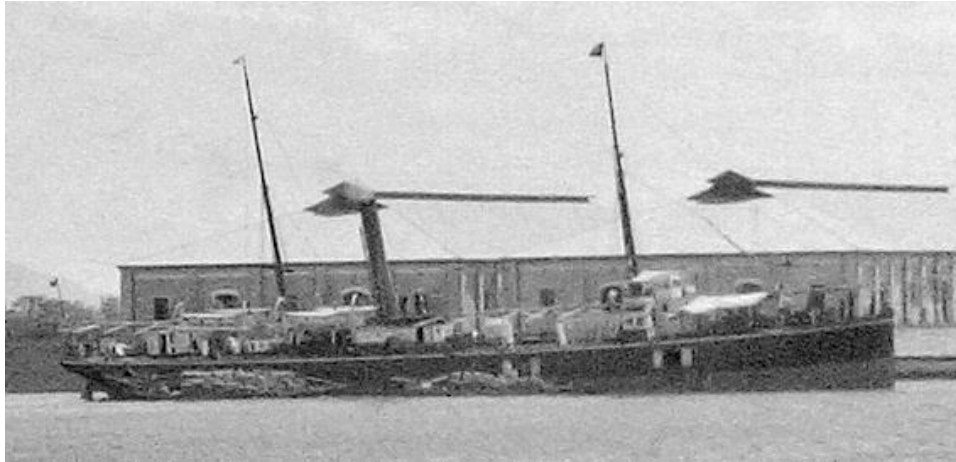
NEWCHWANG at Amoy (James Laidlaw Maxwell/UoB mx-01-075).



NEWCHWANG (Warren Swire/UoB Sw01-009).

WENCHOW 温州 (1878-22) 898/78-1 (i.s.s., 220.1 x 28.5', C2cy/99nhp)

Built by Scott & Co., Greenock (#180) for W.H. Swire. 1880 t/f to CNC. 11/22 sold to Chinese breakers.



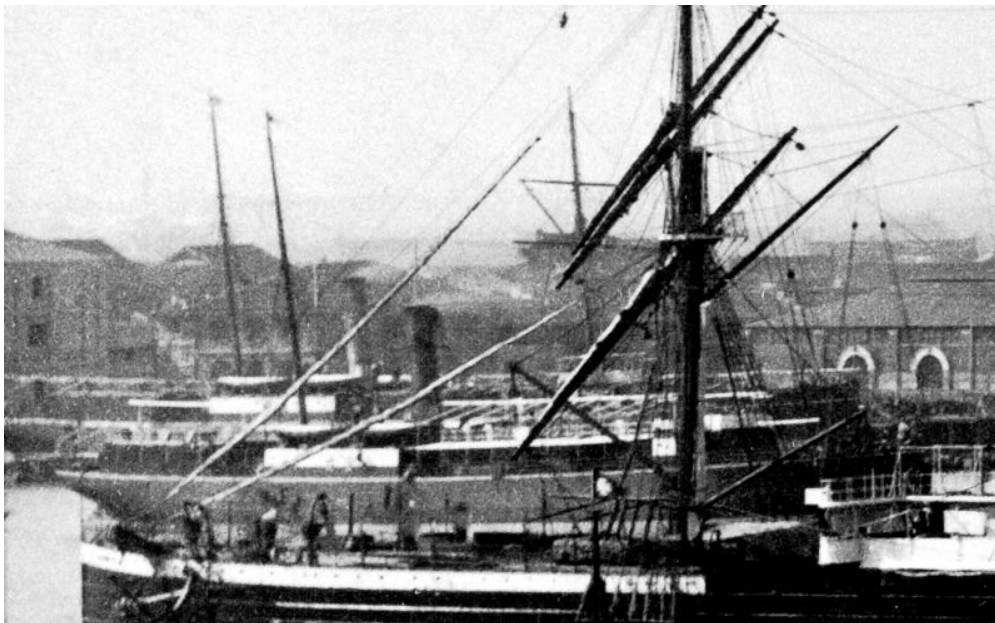
Presumed WENCHOW at Wuhu, probably unloading beancake (Warren Swire/UoB Sw01-009).

WUHU 蕪湖 (1879-83) 3051/79-2 (i.2-s.s., 289.4 x 50.3', 2C2cy/300nhp, trials 11.75k)

Built by Scott & Co., Greenock (#185) for CNC for Yangtse River. 6/1/83 in fog stranded at Langshan Crossing soon after leaving Shanghai for Hankow, 8/1 began to break up. 5/2/83 wreck sold by auction to Chinese.

HOIHOW 海口 (1880-22) 1411/80-8 (i.s.s., 248.9 x 31.3', C2cy/160nhp/10k, trials 10.6k)

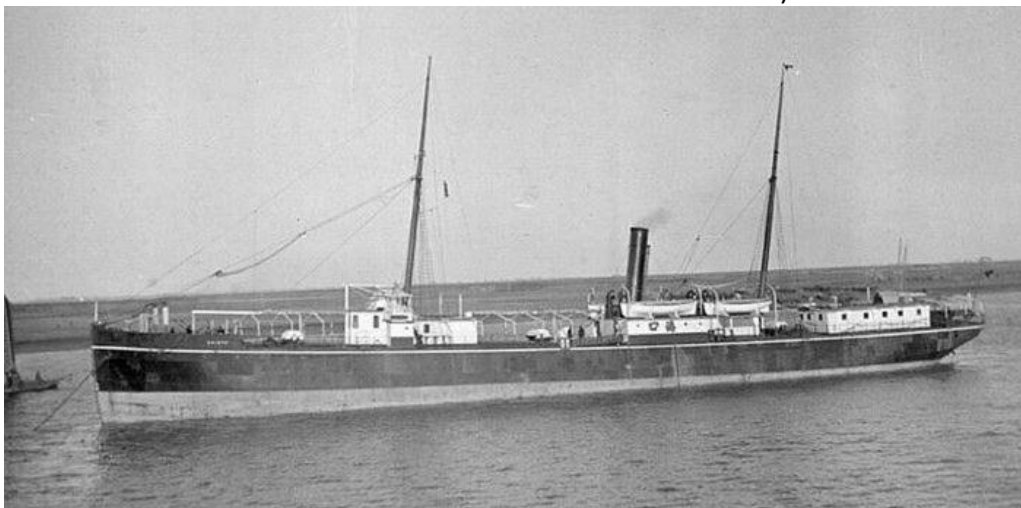
Built by Scott & Co., Greenock (#194) for J.S. Swire. 1883 t/f to CNC. 1883-84 used on Australia line. 10/22 sold to Chinese breakers.



HOIHOW in the stream at Shanghai with sister TAMSUI behind at wharf, end-March 1891 (Kung Tai/UoB DHs-110).



Probable HOIHOW at Swatow in the 1890s (William Bannister/
UoB ba02-41© 2008 Peter Lockhart Smith).



HOIHOW (Warren Swire/UoB Sw01-010).

PAKHOI 北海 (1880-81) 1408/80-9 (i.s.s., 249.0 x 31.3', C2cy/160nhp/10k, trials 9.92k)

Built by Scott & Co., Greenock (#195) for J.S. Swire. 1883 t/f to CNC. 5/11/81 wrecked on Brown's Rock while entering Amoy inbound from Shanghai.



Possible PAKHOI at Chefoo, tall funnel (UoB Sw13-121).



Name characters may be PAKHOI, sister behind (widely reproduced e.g. Crow p.26).

KEELUNG 基隆 (1880-84) 1424/80-10 (i.s.s., 250.2 x 31.3', C2cy/160nhp/10k)

Built by Scott & Co., Greenock (#199) for J.S. Swire. 1883 t/f to CNC. 9/10/84 wrecked on Dodd Is. o/v Swatow-Shanghai. NO IDENTIFIED PHOTO.



Which of this class unidentified, name positioning suggests TAMSUI (Internet).

TAMSUI 淡水 (1880-19) 1424/80-11 (i.s.s., 250.2 x 31.3', C2cy/160nhp/10k, trials 11.4k)

Built by Scott & Co., Greenock (#200) for J.S. Swire. 14/7/82 sailed Hong Kong on inaugural CNC voyage to Australia and New Zealand. 1883 t/f to CNC. 24/8/19 stranded and capsized in the Hukwang Channel 20 m. below Hankow outbound for Swatow with beancake.

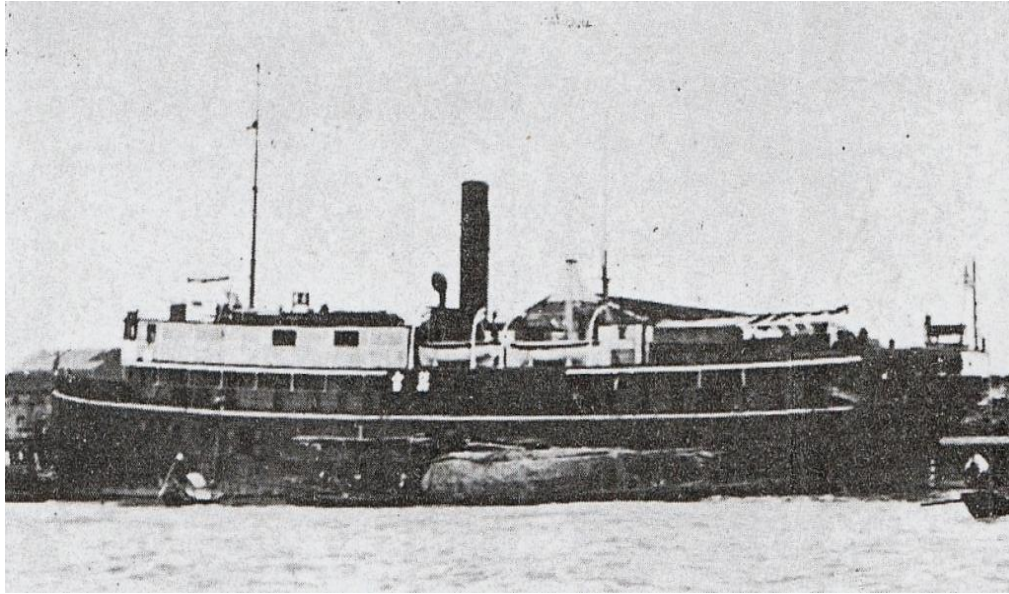


TAMSUI at Queen's Wharf, Wellington, 1883 (coll. I.J. Farquhar, Wikiswire).



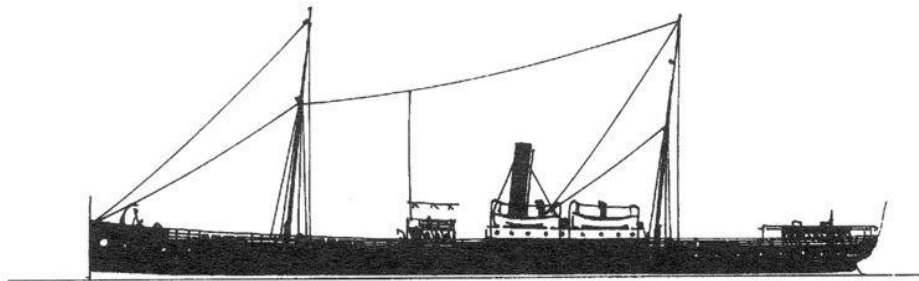
TAMSUI at Newchwang (Warren Swire/UoB Sw01-101).

CHUNG KING 重慶 (1882-05) 1251/82-5 (s.2-s.s., 244.3 x 32.4', 2C2cy/238nhp/12k, trials 12.12k)
 Built by Scott & Co., Greenock for CNC for Shanghai-Tientsin express line. 3/9/82 arr. Shanghai from Greenock, 12/9 first sailing to Tientsin. 12/01 severely damaged by fire at Chefoo but made Shanghai under own steam. 8/05 sold to Russian Ministry of Trade and Industry for 123,000 rubles, based in Nikolaevsk-on-Amur, r. OCHTOSK, used by Ministry of War as a transport assigned to Siberian Flotilla. 10/05-11/05, delivered troops and civilians to northern Sakhalin. 22/6/06 sold to Far Eastern S.S. & Nav. Co., Vladivostok r. AMUR. 1908 sold to Y. Koga, Nagasaki. 1909 sold to S.N. of Count Keyserling, Vladivostok r. GEORGII (GEORGIY). Refitted 20 1st, 18 2nd, 800 3rd, gt 1525. 6/3/1916 requisitioned in Vladivostok by the Naval Department, as belonging to a German citizen. 10/6/1916 sold to Russian Volunteer Fleet Assocn, Vladivostok. 2/20 sought refuge in Shanghai after fall of Vladivostok and t/f to French flag. 5/21 reverted to White Russian flag on recapture of Vladivostok. 10/22 after fall of Vladivostok evacuated White Russians to Shanghai and Hong Kong. 3/23 returned to Vladivostok and incorp. into Sovtorgflot, operated in Soviet Far East. 27/12/26 allocated for disposal in poor condition and early 1927 sold at Shanghai to Taichow S.S. Co., Shanghai for service Shanghai-Tinghai-Shihpu-Haimen-vv r. TAI CHOW (gt 1524.10). 25/5/33 as TAICHOW 臺州 (operator Lien En S.N. Co.) pirated o/v Haimen-Shanghai and looted of all cargo (\$20,000), 2 police and 3 pass. killed [NCH 31/5/33]. 1935 t/f to Tai Chow S(h)ing Kee S.S. Co., Shanghai. Late 1937 t/f to J.D. Tsounias (China Hellenic Lines Ltd, mgrs.), Shanghai (reg. Piraeus, Greek flag) r. ANO VATHY 亞生. 14/2/38 seized off Wenchow by *Hua Shan/Kazan Maru* on suspicion of being a Chinese ship with pro-forma Greek registry, as of 3/3/38 rep. still trading Shanghai-Wenchow (NCH, 9/3/38), then laid up on buoys in Whangpoo (no flag) (last rep. 27/12/38). Presumed subsequently in collaborationist service, new name not reported. Subsequently t/f to Japanese flag and 8/43 r. ASEI MARU 亞生丸. 15/7/45 bombed and sunk at Woosung [Peter Cundall] [http://www.retroflot.com/dobrovolinyi_flot/tovaropassazhirskij_parohod_georgii.html]



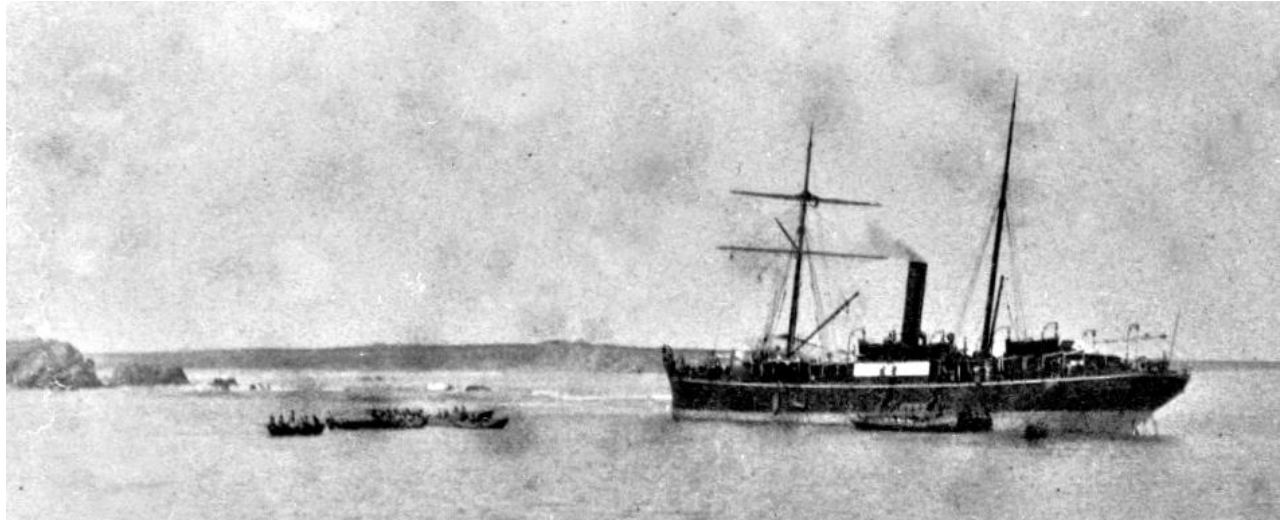
Under the Russian flag, CHUNG KING was rebuilt to carry over 800 passengers. Photo of 1941 collaborationist Chinese flag vessel WAN KOO 萬古 ('Ten Thousand Ancients') 1540g seems to match (tonnage, appearance), operating Shanghai-Chusan in 1940-41 (*Sekai Shosen Yoran* p.296).

WUCHANG 武昌 (1882-00, 1902-05) 1251/82-6 (s.s.s., 244.3 x 32.4', 2C2cy/238nhp/12k, trials 12.14k)
 Built by Scott & Co., Greenock (#218) for CNC for Shanghai-Tientsin express line. 20/10/82 arr. Shanghai from Greenock, 29/10 first sailing to Tientsin. 1900 sold to Deutsche Reichsmarine, Wilhelmshaven for use during Boxer Rebellion as depot ship in North China. 1902 reverted to CNC. 5/05 sold to Karl Freiherr von Kriegelstein, Hamburg r. CÄCILIE. 27/6/05 o/v Petropavlovsk-Nikolaievsk stranded near Cape Kataoka, Sakhalin; refloated but abandoned to Japanese Govt and presumed broken up without repairs. 1910 RLR. NO IDENTIFIED PHOTO.



CHUNG-KING, WUCHANG (Duncan Haws/Wikiswire).

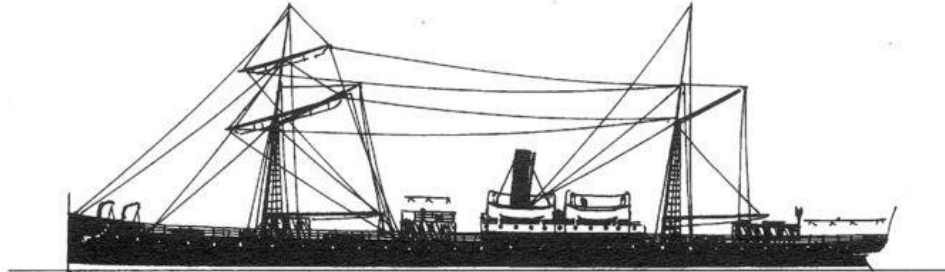
WHAMPOA 黃埔 (1882-04) 1734/82-8 (s.s.s., 271.3 x 34.4', C2cy/185nhp/10k, trials 11.84k)
 Built by Scott & Co., Greenock (#219) for J.S. Swire. 1883 t/f to CNC. 31/3/86 engineroom fire at Sydney. 12/04 sold to Russian Govt as (VAMPOA/ (БАМПОА). 1908 sold to Russian Tpt & Ins. Co., Odessa (reg. Sebastopol). 29/10/14 at Odessa damaged by gunfire from Turkish warships. 3/15-18 req. by Imperial Russian Navy for use as Black Sea transport N.11. IV/1922 broken up at Sebastopol.



WHAMPOA stranded off Shantung (Wikiswire).

WOOSUNG 吳淞 (1882-05) 1734/82-9 (s.s.s., 271.3 x 34.4', C2cy/185nhp/10k, trials 10.76k)

Built by Scott & Co., Greenock (#220) for CNC. 6/05 sold to Diederichsen, Jebsen & Co., Hamburg r. EUTIN. 1908 t/f to H. Diederichsen & Co., Hamburg. 1910 sold to Po Hai S.S. Co. Ltd, Chefoo r. CHEI AN. 1913 sold to Tanaka Suyeo, Dairen (Japanese flag) r. CHEIAN MARU. 1915 sold to Shosho Kisen Goshi K., Dairen r. CHIAN MARU. 1921 sold to Nitto Shokai K.K., Nishinomiya r. SAIAN MARU. 8/8/23 sailed Keelung for Osaka with coal and went missing. NO IDENTIFIED PHOTO.



WHAMPOA. WOOSUNG, CHANGCHOW, TAIWAN (Duncan Haws/Wikiswire).

CHANGCHOW 漳州 (1882-84) 1734/82-11 (i.s.s., 271.3 x 34.4', C2cy/185nhp/10k, trials 12.01k)

Built by Scott & Co., Greenock (#222) for CNC. 24/10/84 wrecked on Sandy Cape, Frazer Is. (Old) o/v Newcastle (NSW)-Hong Kong (coal and general), 6 lives. NO IDENTIFIED PHOTO.

TAIWAN 台湾 (1882-05) 1734/82-10 (s.s.s., 271.3 x 34.4', C2cy/185nhp/10k, trials 12.06k)

Built by Scott & Co., Greenock (#221) for CNC. 4/05 sold to Diederichsen, Jebsen & Co., Hamburg r. PLÖN. 11/05 sold to Wing Fat S.S. Co. Ltd, Hong Kong r. TAIWAN. 5/10 sold to Sun Wah S.S. Co. Ltd, Hong Kong. 12/13 sold to Hachiuma Shokai Kisen Goshi K. Dairen r. TAIWAN MARU. By 1919 owner Hachiuma Kanesuke, Jinsen (Korea) (Japanese flag). 24/10/19 at HK rep. ashore in Mofu Bay, Hainan Strait o/v from Hong Kong, 19/11 wreck auctioned by G. Lammert for \$400 to Kong Yung-hing [NCH, 29/11/19] (RLR 1927). NO IDENTIFIED PHOTO.



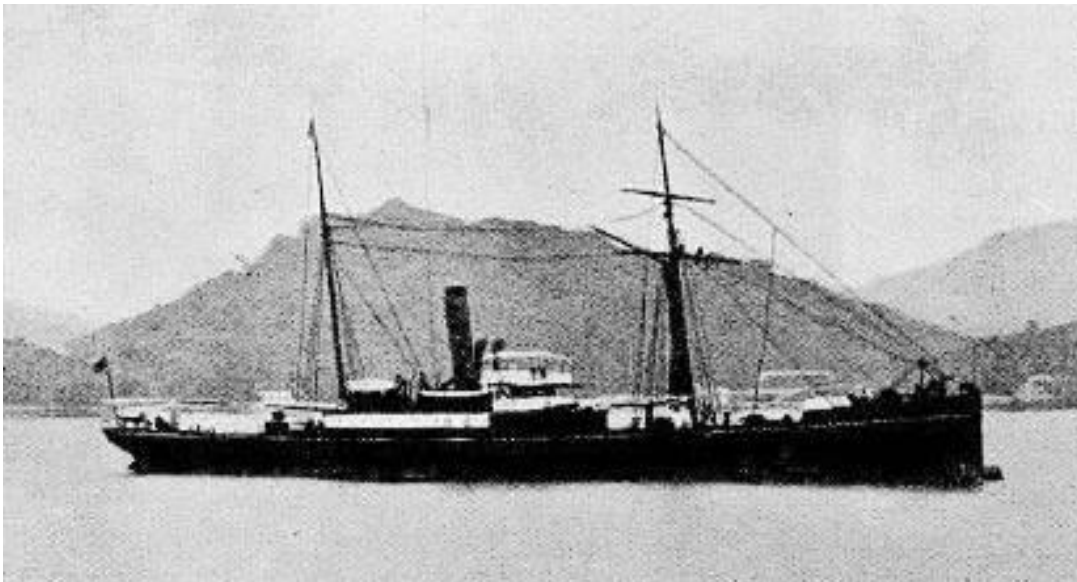
TAIWAN (Wikiswire Sph702a).

NGANKIN 安慶 (1883-33) 2732/83-8 (s.2-sc.s., 289.5 x 43.2', 2C2cy/185nhp/12k, trials 11.57k)

Built by Scott & Co., Greenock (#227) for CNC for Yangtse River, 8/8 sailed Glasgow for Shanghai. 29/5/90 rescued two officers and 21 Chinese from burning from burning steamer PAOCHING on passage Shanghai/Hankow. 1/8/33 stranded on Hirado Is. c.7 m. below Hankow inbound from Shanghai – refloated, probably after first removing some heavy sections, and 12/33 delivered to shipbreakers in Shanghai.

HANGCHOW 杭州 (1885-23) 1572/85-9 (s.s.s., 259.7 x 33.1', C2cy/182nhp/10k, trials 10.59k)

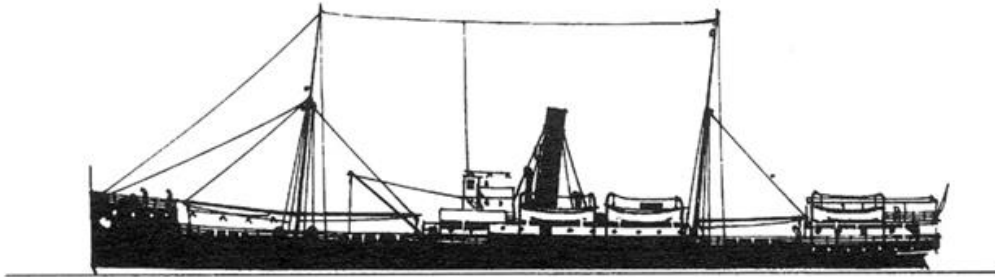
Built by Scott & Co., Greenock (#241) for CNC. 26/1/87 stranded on Tsingseu Is. near Amoy, refloated. 4/23 sold to Chinese breakers.



HANGCHOW (Wikiswire).

SOOCHOW 苏州 (1885-95) 1572/85-10 (s.s.s., 259.7 x 33.1', C2cy/180nhp/10k)

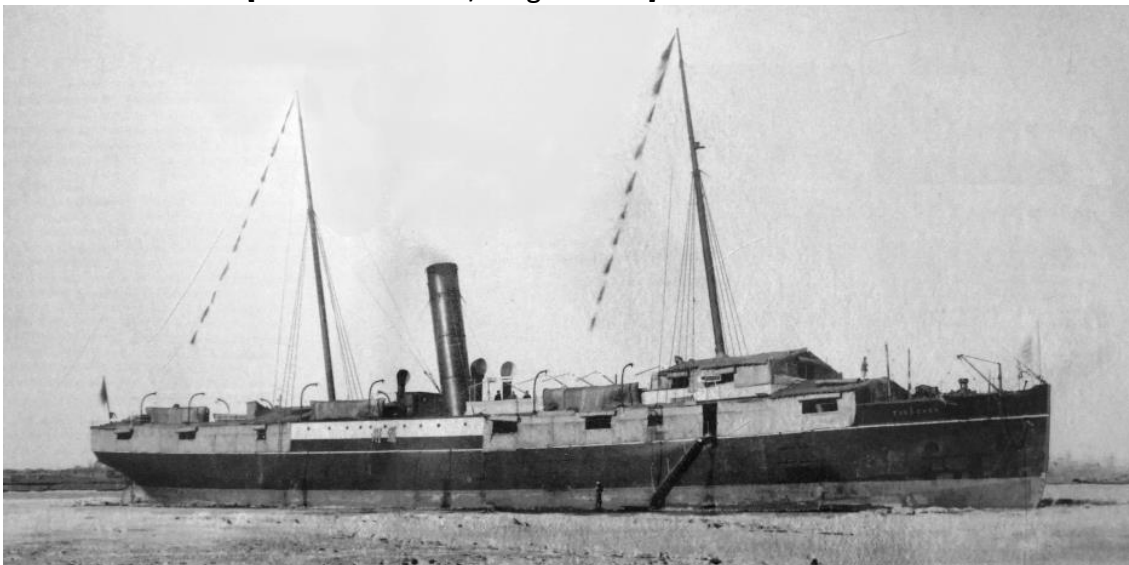
Built by Scott & Co., Greenock (#242) for CNC. 12/8/95 lost on Northeast Promontory near Chefoo inbound from Chinkiang. NO IDENTIFIED PHOTO.



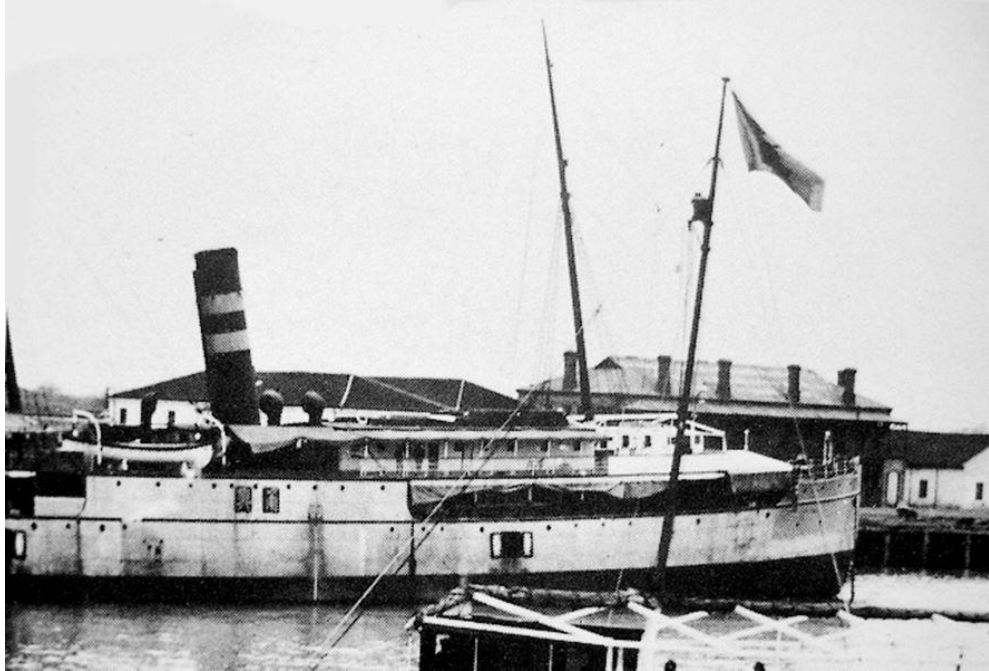
HANGCHOW/SOOCHOW (Duncan Haws/Wikiswire) [Haws evidently errs in depicting the differently arranged, more powerful TUNGCHOW as a sister.].

TUNGCHOW 通州 (1886-04) 1502/86-6 (s.s.s., 256.3 x 34.2', C2cy/247nhp/10k, trials 12.66k)

Built by Scott & Co., Greenock (#245) for CNC for Shanghai-Tientsin express line. 8/86 in service Shanghai-Tientsin. 11/04 sold to Diedrichsen, Jebsen & Co., Hamburg on behalf Russian Ministry of War. For use as supply vessel r. DNEIPR. 3/12/04 reported captured by IJN and taken to Sasebo. 1906 sold to Far Eastern S.S. & Nav. Co., Vladivostok. 1909 sold to Ningpo Shaoshing (Ningshao) S.N. Co., Shanghai as YUNGSHIN and refitted as a passenger ship for Shanghai-Ningpo line, 8/09 in service. 7/18 switched to Shanghai-Foochow line. By 1/21-early 1922 c.3-weekly Shanghai-Vladivostok 1/5/33 stranded on reef on Chusu Is. on voyage Foochow-Shanghai., looted by pirates before arrival of customs cruiser. Total loss [see also San Peh/Ningshao list]



TUNGCHOW iced in in the Peiho below Tientsin in 1895-6 (CNC).



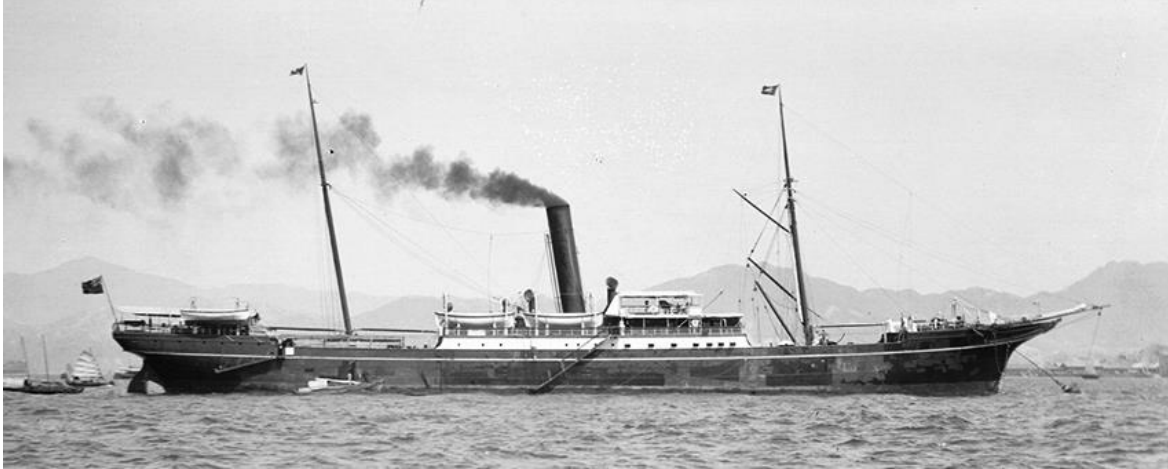
YUNGSHIN (A. Kludas).

CHANGSHA 長沙 (1886-12) 2269/86-7 (s.s.s., 315.2 x 38.2', T3cy/400nhp/12k, trials 12.52k)

Built by Scott & Co., Greenock (#246) for CNC for Australia trade. 8/12 sold to Australian-Oriental Line Ltd (G.S. Yuill & Co. Ltd mgrs), Sydney. Engines tripled and refrig. fitted. 8/20 reg. t/f to Hong Kong. Mid-8/23 ashore on sandbank N of Celebes - late 9/23 refloated by Taikoo (366/11). 11/23 repairs completed at Hong Kong. 8/25 sold to Chinese shipbreakers - 23/12 arrived at Hong Kong for delivery to breakers.



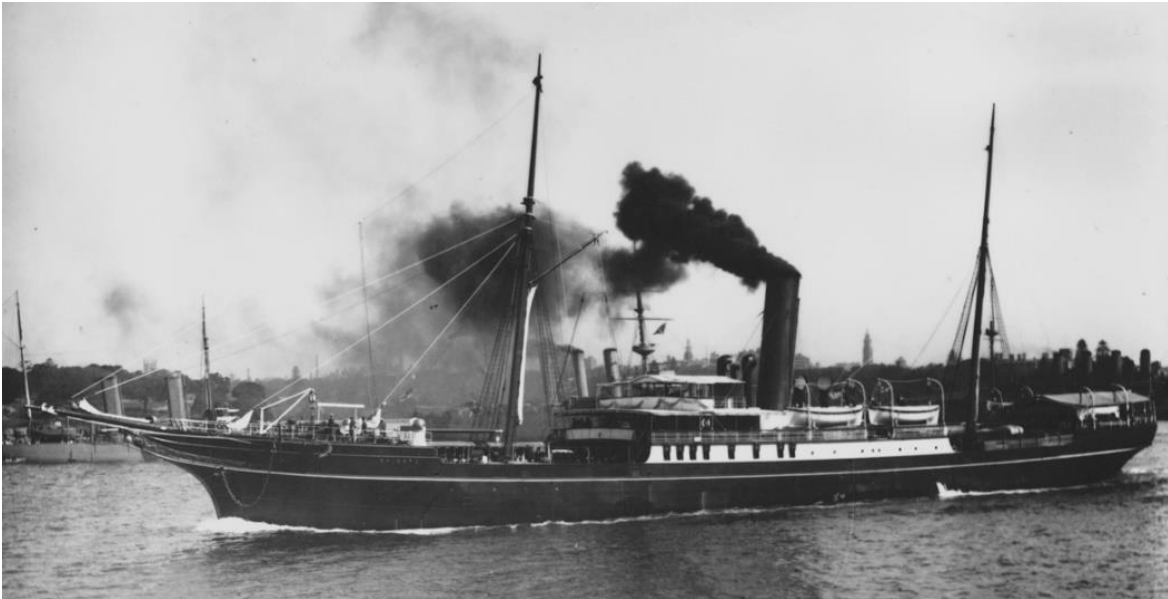
CHANGSHA at Melbourne (A.C. Greene, SLV).



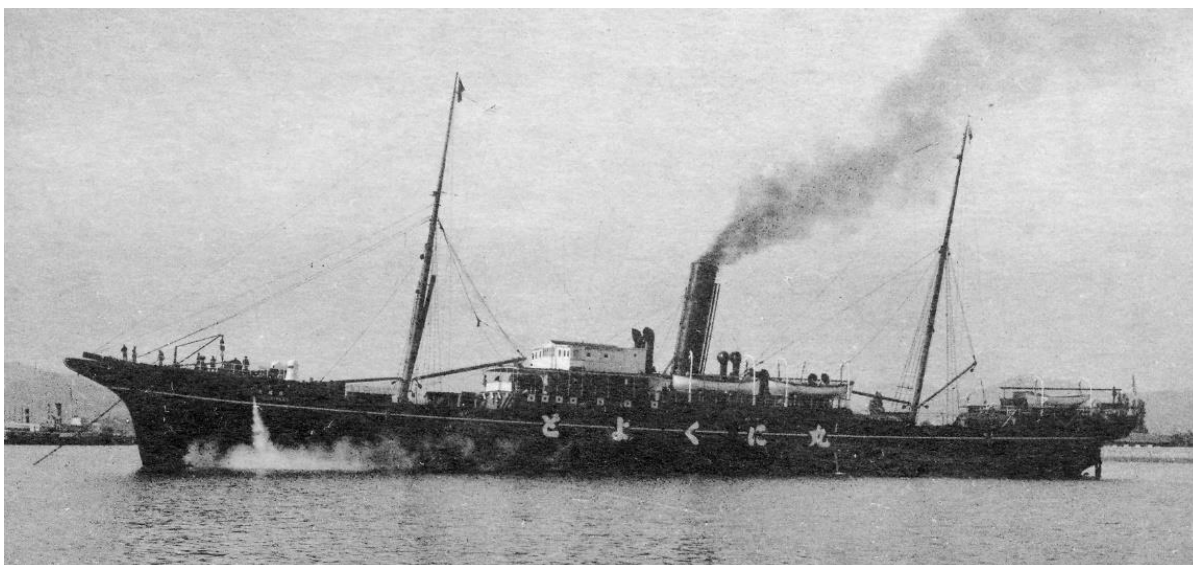
CHANGSHA (Warren Swire/UoB Sw01-017).

CHINGTU 成都 (1886-09) 2286/86-8 (s.s.s., 315.2 x 38.2', T3cy/400nhp/12k, trials 11.9k)

Built by Scott & Co., Greenock (#247) for CNC for Australia trade. 7/09 sold to Ping An S.S. Co. (Wallem & Co. mgrs), Shanghai r. CHINGTUAN. 1910 sold to A/S Chingtufu (J. Christensen, mgr), Bergen r. CHINGTUFU. 1914 sold to Russian Volunteer Fleet Assoc., Vladivostok r. YANA. 2/12/20 towed into Hakodate with damaged rudder. 1923 sold to Hasegawa Tozaburo, Hakodate r. TOYOKUNI MARU. 22/4/29 wrecked at Cape Erino near Hakodate.



CHINGTU at Sydney (Dufty/Wikiswire).



CHINGTU subsequently as TOYOKUNI MARU (coll. Nakamura/S. Kizu).

TAIYUAN 太原 (1886-12) 2269/86-11 (s.s.s., 315.2 x 38.2', T3cy/400nhp/12k, trials 11.06k)

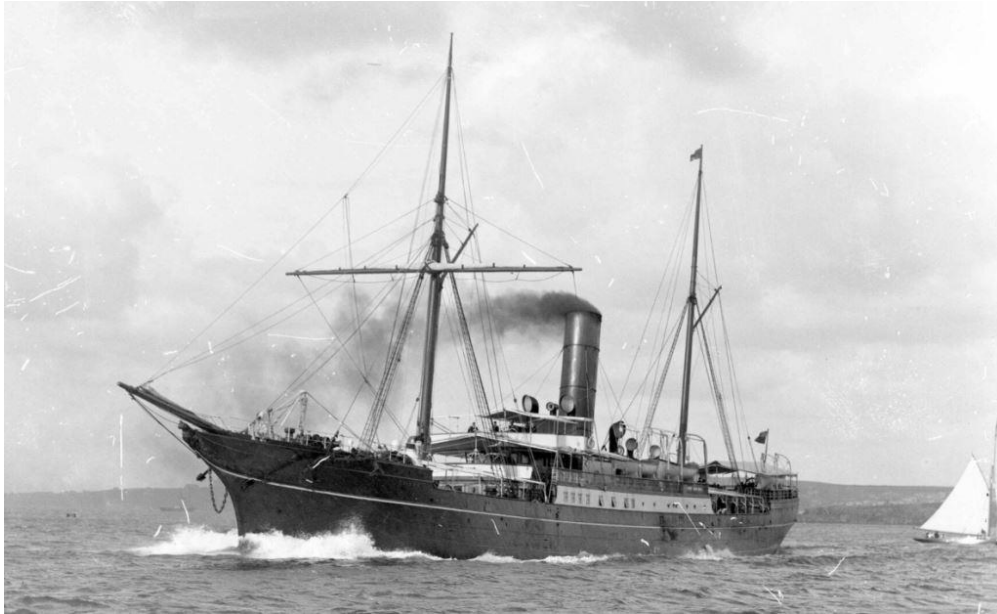
Built by Scott & Co., Greenock (#248) for CNC for Australia trade. 31/12/89 grounded on Royal Captain Reef 100nm W. of Palawan Is. in South China Sea, refloated with leaks and to Manila for temporary repairs, thence Hong Kong. 7/12 sold to Australian-Oriental Line Ltd (G.S. Yuill & Co. Ltd, mgrs), Sydney. Engines tripled and refrig. fitted. 8/20 reg. t/f to Hong Kong. Mid-3/23 seriously damaged when struck Naves Rock near Bowen, to Sydney for repairs. 8/25 sold to Chinese breakers, 19/10 arrived Shanghai but resold and 23/10 to Japan for breaking up.



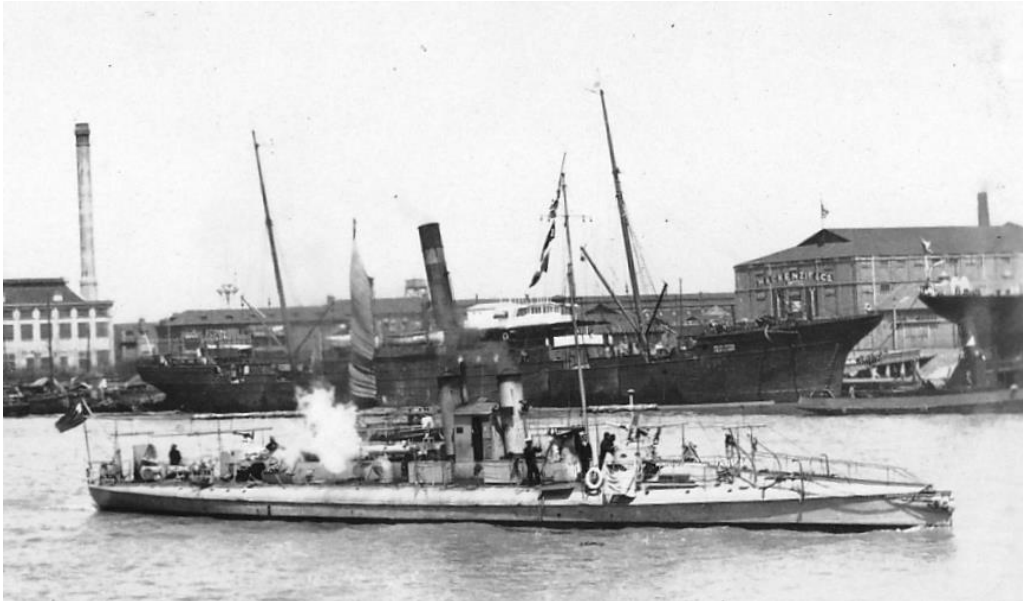
TAIYUAN at No.3, Circular Quay, Sydney on 15/3/24, having just arrived from Hong Kong (F. G Wilkinson@ANMM).

TSINAN 濟南 (1886-09) 2269/86-12 (s.s.s., 315.2 x 38.2', T3cy/400nhp/12k)

Built by Scott & Co., Greenock (#249) for CNC for Australia trade. 7/09 sold to Ping An S.S. Co. (Wallem & Co. mgrs), Shanghai r. TSINANFU. 1910 sold to A/S Chinanfu (J. Christensen, mgr), Bergen. 1914 sold to Russian Volunteer Fleet Assoc., Vladivostok r. INDIGIRKA. 1917 req. by British Shipping Controller (Turner, Morrison & Co. Ltd mgrs). 5/18 mgrs became Jardine, Matheson & Co. Ltd, Hong Kong r. TSINAN. 5/19 reverted to RVFA as INDIGIRKA. 3/23 returned from China to Vladivostok and c.1925 incorporated into 'Sovtorgflot'. 1933 t/f to salvage service 'Epron' for use as depot ship at Vladivostok. 6/41 t/f to Soviet Navy for use as artillery hulk. 1950s broken up [Schell].



TSINAN (William Hall Photographic Studio/ANMM).

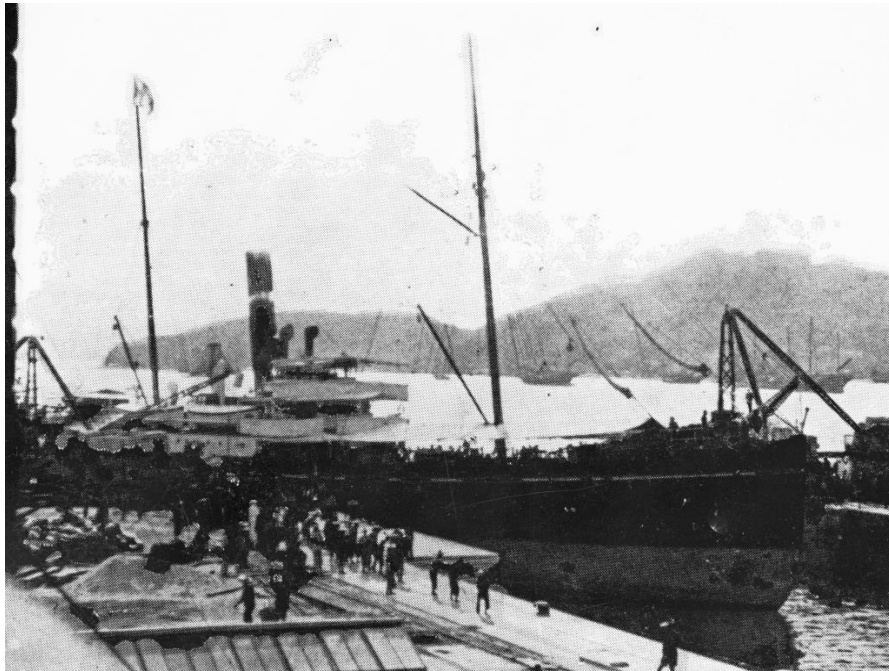


Soviet INDIGIRKA ex TSINAN at Shanghai, Chinese gunboat in foreground (coll. SK).

FATSHAN 佛山 (1886-33) 2260/86 see [FATSHAN \(HCMSC list, 1886-33\)](#).

SUNG KIANG 松江 (1888-18) 1622/88-6 (256.3 x 36.3', 2T3cy/250nhp/10½k, trials 10.94k)

Built by Scott & Co., Greenock (#255) for CNC. 10/08 first ship docked by Taikoo Dockyard. 21/8/18 o/v Swatow-Hong Kong (sugar) in fog struck Boat Rocks (30 nm. from Swatow) and sank W of E. Lamock Is., CTL. [*also appears as SUNGKIANG*]



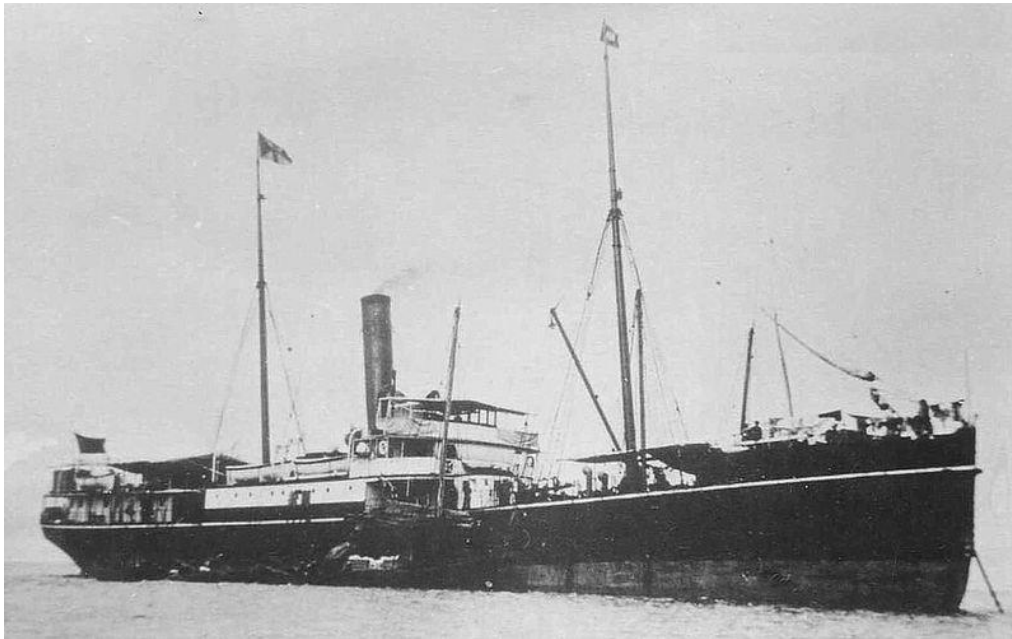
SUNG KIANG entering Taikoo drydock October 1908 (Wikiswire).



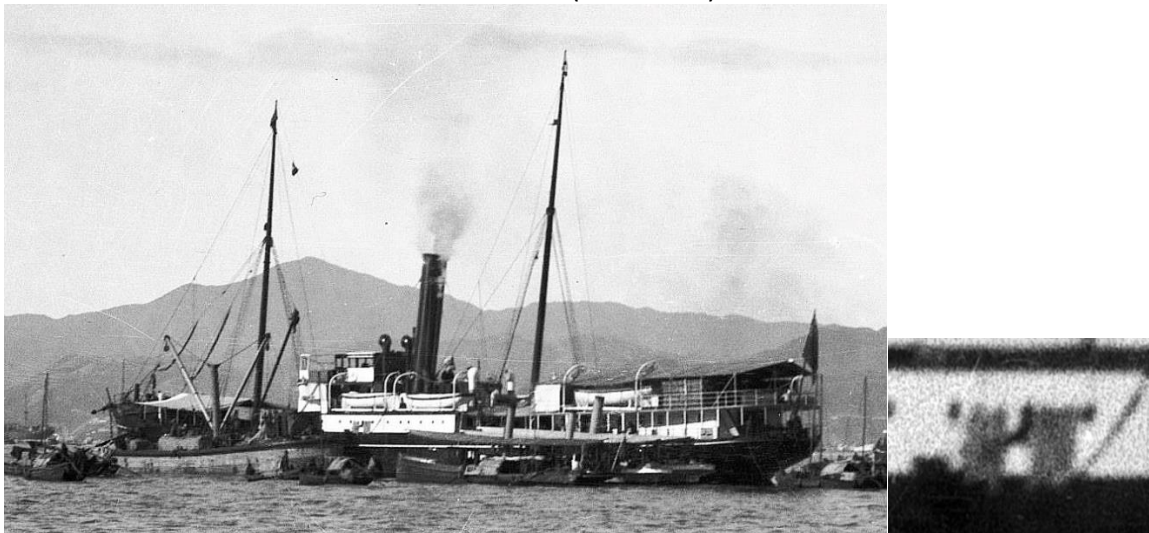
SUNG KIANG offloading cargo from the wrecked KWEIYANG, Wuchiu Isl., April-May 1910 (Wikiswire, edited by SK to add missing bow).

KAIFONG 街坊 (1888-22) 1622/88-6 (256.3 x 36.3', 2T3cy/250nhp/11k, trials 11.5k)

Built by Scott & Co., Greenock (#256) for CNC. 21/12/19 serious bottom damage after grounding near Hongay, refloated. Late 1922 sold to Chinese breakers.



KAIFONG (Wikiswire).



Probable KAIFONG at Hong Kong (Warren Swire/UoB Sw07-110).

KWEIYANG 貴陽 (1890-10) 1715/90-2 (255.0 x 36.1', 2T3cy/250nhp/11)

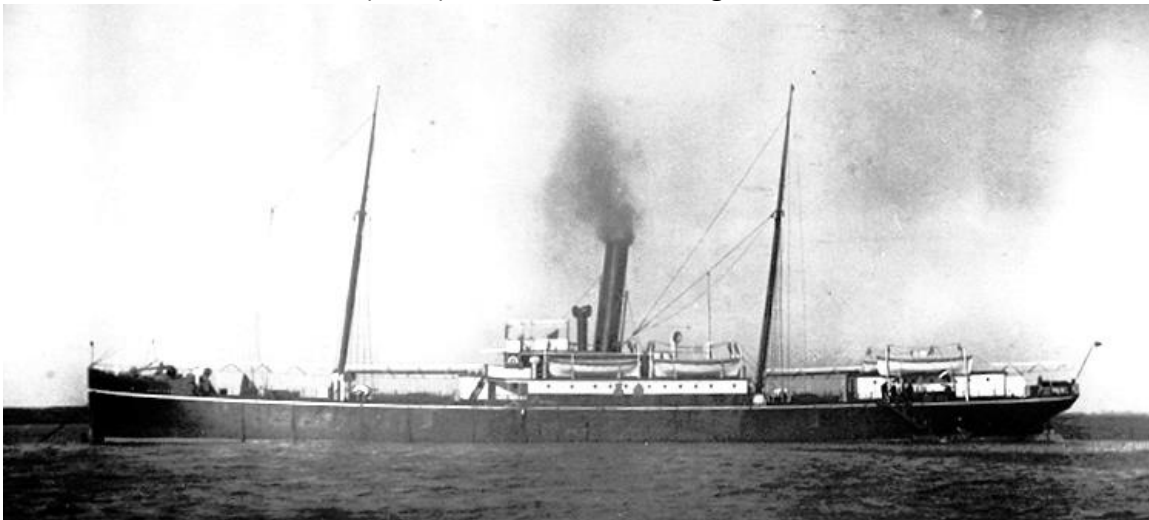
Launched by London & Glasgow S.B. Co. Ltd, Glasgow (#261) 8/1/90 and fitted out by Scott & Co., Greenock for CNC. 12/94 stranded on south bank of Tientsin reach, not refloated for several weeks. c.4/2/10 o/v Bangkok-HK via Hoihow stranded at western entrance to Hainan Strait while trying to refloat stranded *Hunan*, refloated. 23/4/10 (2300 hours) wrecked in fog on Little Ockseu (Wuchiu) Is., Taiwan Strait on voyage from Hong Kong (general, sugar).



KWEIYANG wrecked at Wuchiu Isl., SUNG KIANG assisting (Wikiswire).

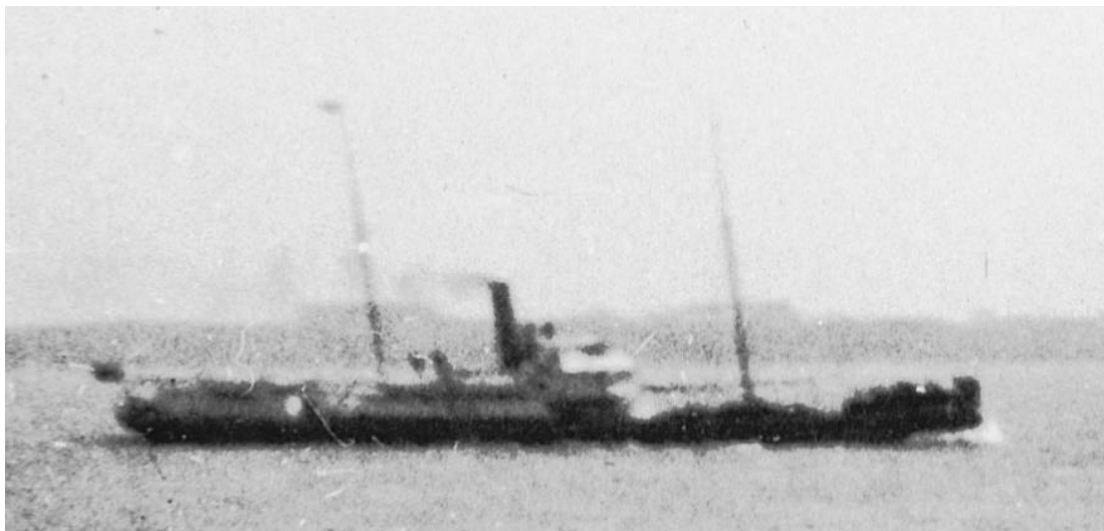
NANCHANG 南昌 (1890-11) 1715/90-3 (255.0 x 36.1', 2T3cy/250nhp/11k)

Launched London & Glasgow S.B. Co. Ltd, Glasgow (#262) 12/2/90 and fitted out by Scott & Co., Greenock for CNC. 12/11 sold to Ishigaki Kumataro, Hakodate (reg. Uraga) r. HOKUSE MARU. 9/3/14 sunk in collision with P&O *Oriental* (1889) at entrance to Shanghai.



NANCHANG (Warren Swire/UoB Sw01-014).

SINGAN 西安 (1890-22) 1654/90-2 (256.0 x 36.2', T3cy/200nhp/10½k, trials 10.75k)
Built by Scott & Co., Greenock (#272) for CNC. 11/21 laid up. 2/22 sold to Chinese breakers and
Q4/1922 dismantled.



SINGAN (Wikiswire).



Probable SINGAN at Taikoo Dockyard (Warren Swire/UoB Sw07-146).
[Name should be fully readable in hi-res original]

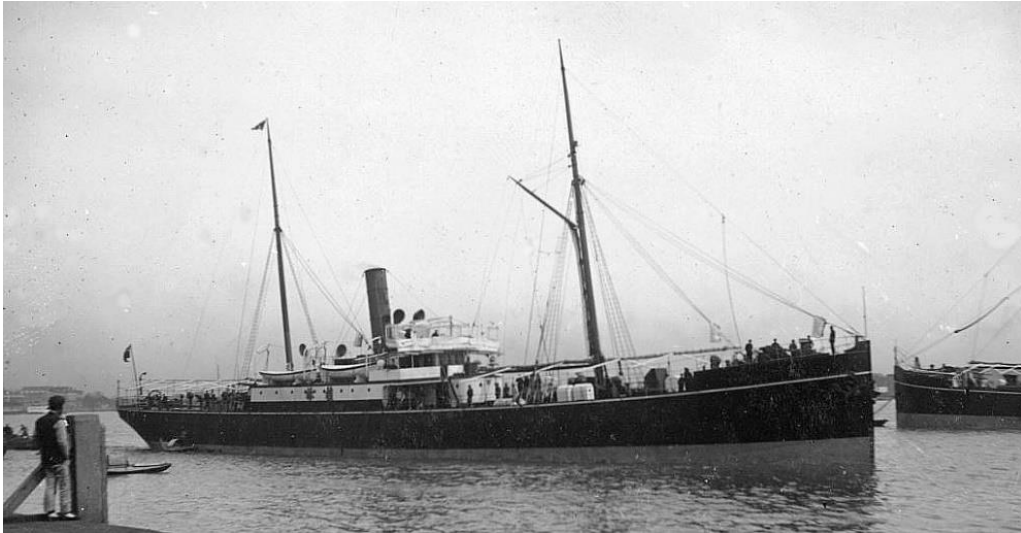
YUNNAN 云南 1890-91) 1663/90-3 (256.0 x 36.2', T3cy/200nhp/11k, trials 11.24k)
Built by Scott & Co., Greenock (#273) for CNC. 15/12/91 wrecked off Double Is. 12 nm. NE of Swatow
inbound from Shanghai and Amoy (machinery later salvaged, fitted to *Miyajima Maru* (1897) [Schell])
NO IDENTIFIED PHOTO. [Image in some sources of "YUNNAN I" shows vessel with closed
superstructure front, consistent with YUNNAN of 1901]

TATUNG 大通 (1891-29) 2548/91-4 (286.7 x 43.0', 2T3cy/250nhp/12k, trials 11.66k)

Built by Scott & Co., Greenock (#286) for CNC for Yangtse River. 8/10/35 arrived at Shanghai on final voyage and promptly sold to Shanghai breakers.

KWEILIN 桂林 (1891-23) 1742/91-7 (260.0 36.8', T3cy/200nhp/10k)

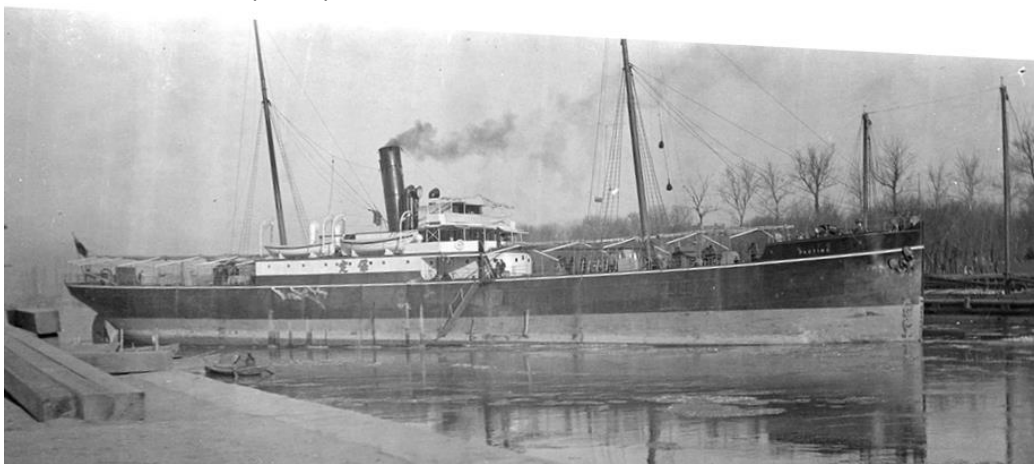
Built by Scott & Co., Greenock (#287) for CNC. 7/23 sold to Chinese breakers.



KWEILIN (Arthur Purnell/SLV).

PAOTING 保定 (1891-23) 1742/91-9 (260.0 36.8', T3cy/200nhp/10k, trials 10.71k)

Built by Scott & Co., Greenock (#288) for CNC. 10/23 sold to Chinese breakers.



PAOTING turning at Tientsin (Warren Swire/UoB Sw01-013).

POYANG 鄱陽 (1891-34) 2551/91-9 (287.7 x 43.6', 2T3cy/150nhp/12k, trials 11.15k)

Built by Scott & Co., Greenock (#292) for CNC for Yangtse River. 15/9 arrived Shanghai on final voyage, laid up at Lunghwa. 17/10/34 departed Shanghai for Japan in tow of *Sakigake Maru* to be broken up.

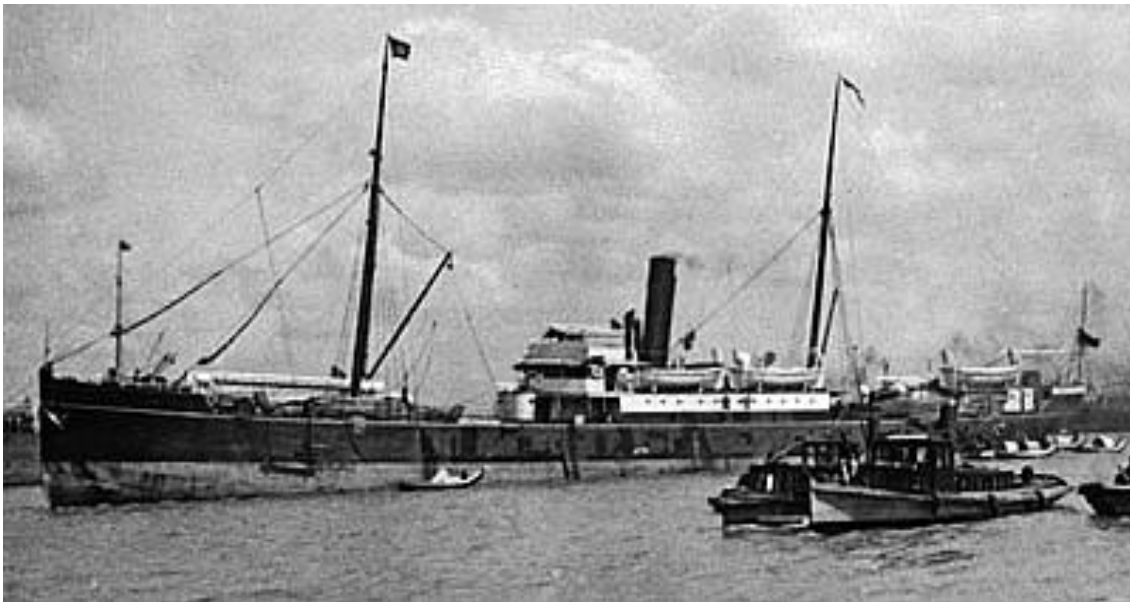
SHASI 沙市; (1891-09) 1011/91-10 (186.1 x 35.2', 2R3cy/600nhp/12k, trials 10.4k)

Built by Scott & Co., Greenock (#293) for CNC for Yangtse River. Late-1893 lengthened at Shanghai by 40 feet. 1903 in service to Tungting Lake. 1907 Alfred Torrible as Master. 18/12/08 Shanghai ex Hankow on last voyage for CN. 2/09 sold to Ta Deh, Shanghai r. TA NGAN (but mid-1920s as TA TE for Ta Ta Co., Shanghai, 801g). 21/1/25 reported that small str TA TEH of Ta Dah Steamship Co. fired on by Chinese forts at Woosung when did not stop while entering Yangtse o/v to Nantung. 1927 sold to Ta Ta S.S. Co. r. TA TA, 1027g. 9[not 13]/12/31 gutted by fire at Corner Buoy, about 2m. below Tungchow (11 hrs from Nantao Bund) on voyage Shanghai- Yangchow after fire in full cargo of waste cotton yarn and piecegoods – most of 350 passengers and 70 crew rescued by *Pingwo* and *Siangtan* but 20 lives lost (NCH, 15/12/31). NFI

MONING 武宁 (1894-95) 2561/70 see KIANG TEEN (CMSNC, 1877-41).

CHIH LI 直隸 (1895-27) 1885/95-1 (260.0 38.1', T3cy/250nhp/10k, trials 11.33k)

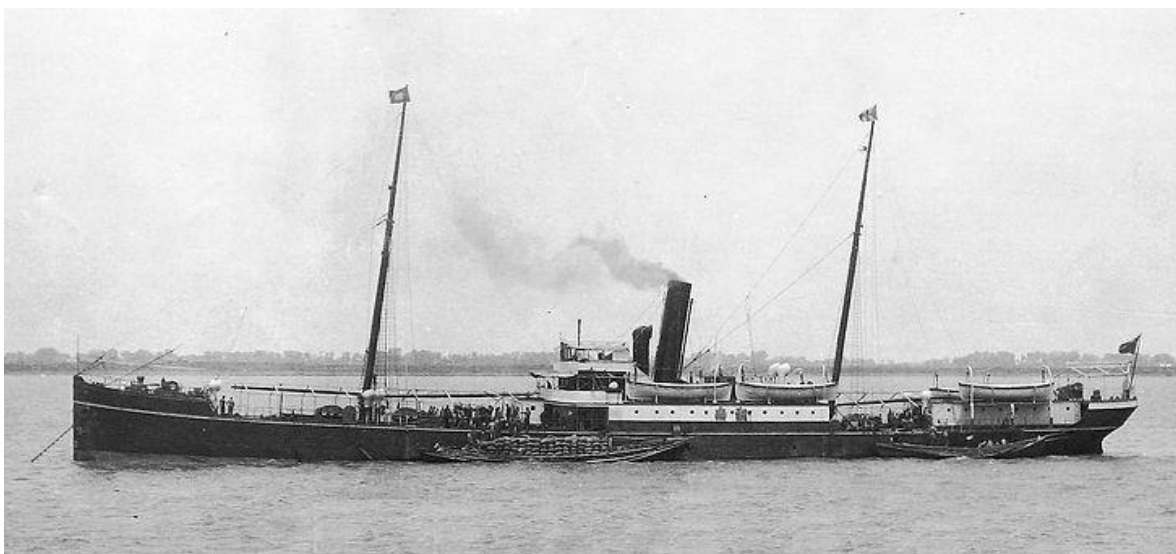
Built by Scott & Co., Greenock (#323) for CNC. Q2/1927 broken up in Japan after sale to Nisshin Kaiun Shokai.



CHIH LI (Internet).

HUNAN 湖南 (1895-26) 1862/95-2 (260.0 38.1', T3cy/250nhp/10k)

Built by Scott & Co., Greenock (#324) for CNC. 1/2/26 o/v Haiphong-Shanghai ashore at western entrance to Hainan Strait, c.18/2 refloated. 6/26 sold to Chinese breakers.



HUNAN about to sail from Hankow (Warren Swire/UoB Sw04-032).

KALGAN 喀拉干 (1895-18) 1885/95-3 (260.0 x 38.1', T3cy/250nhp/10k)

Built by Scott & Co., Greenock (#325) for CNC. 6/2/18 torp. and sunk 33 m. SW of Jaffa (Haifa), Syria while in ballast. NO IDENTIFIED PHOTO.

SHENGKING 盛京 (1895-31) 1650/95-3 (260.0 x 38.2', T3cy/290nhp/10k, 33/56/76 pass.)

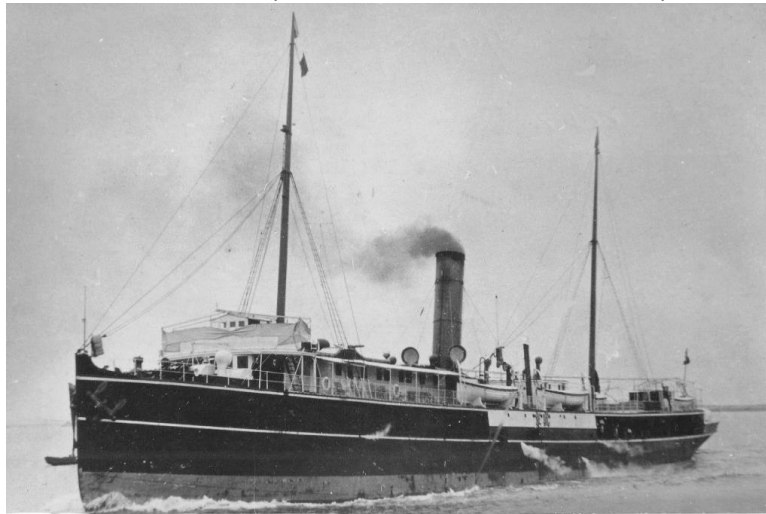
Built by Napier, Shanks & Bell, Glasgow (#73) for CNC for Shanghai-Tientsin express line. 10/31 rep. sold to Anglo-Danish Shg Co., Shanghai, then early 1932 resold to local shipbreakers for demolition.



Pristine SHENGKING at Taikoo Dockyard, Hong Kong possibly on delivery voyage (coll. Warren Swire/UoB Sw07-147).



SHENGKING (Warren Swire/UoB Sw01-007).



SHENGKING (unknown/A. Duncan*).



SHENGKING at Shanghai in an unusual c.1931 view with a light-coloured hull, 大英國 ('Great Britain') written on side, suggesting she is in river service (Virtual Shanghai 451).

KANSU 甘肃 (1895-27) 1885/95-4 (259.5 x 38.1', T3cy/250nhp/10k)

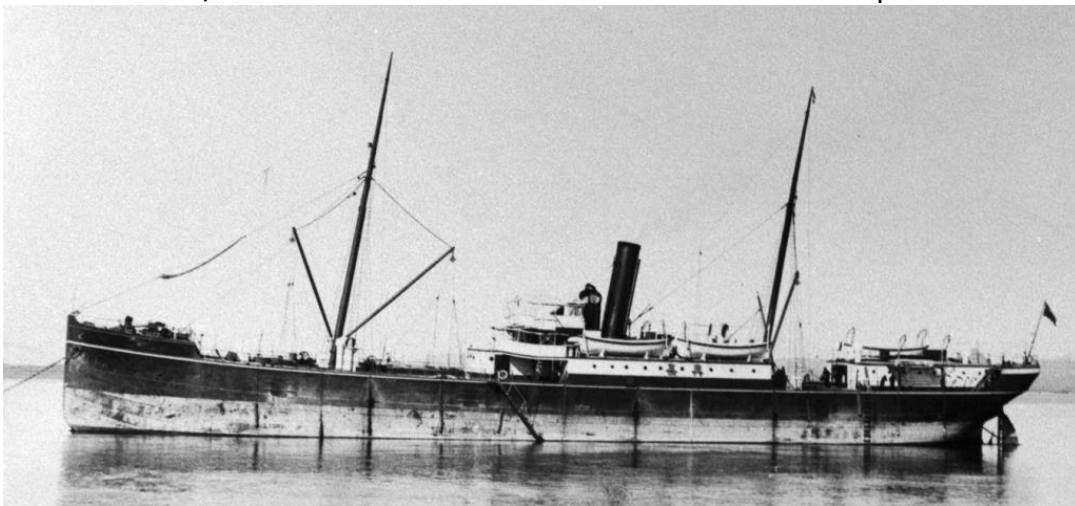
Built by Scott & Co., Greenock (#326) for CNC. Q2/1927 broken up in Japan after sale to Nisshin Kaiun Shokai.



KANSU at French Bund, Shanghai (Warren Swire/UoB SW05-074).

KASHING 嘉興 (1895-27) 1885/95-3 (259.5 x 38.1', T3cy/250nhp/10k)

Built by Scott & Co., Greenock (#329) for CNC. 26/10/04 damaged by mine on voyage Chefoo-Shanghai but reached Weihaiwei. 4/27 sold to Nisshin Kaiun Shokai for demolition in Japan.



KASHING in the Yangtse (Wikiswire).

SZECHUEN 四川 (1895-18) 1885/95-6 (260.7 x 38.1', T3cy/250nhp/10k, trials 11.52k)

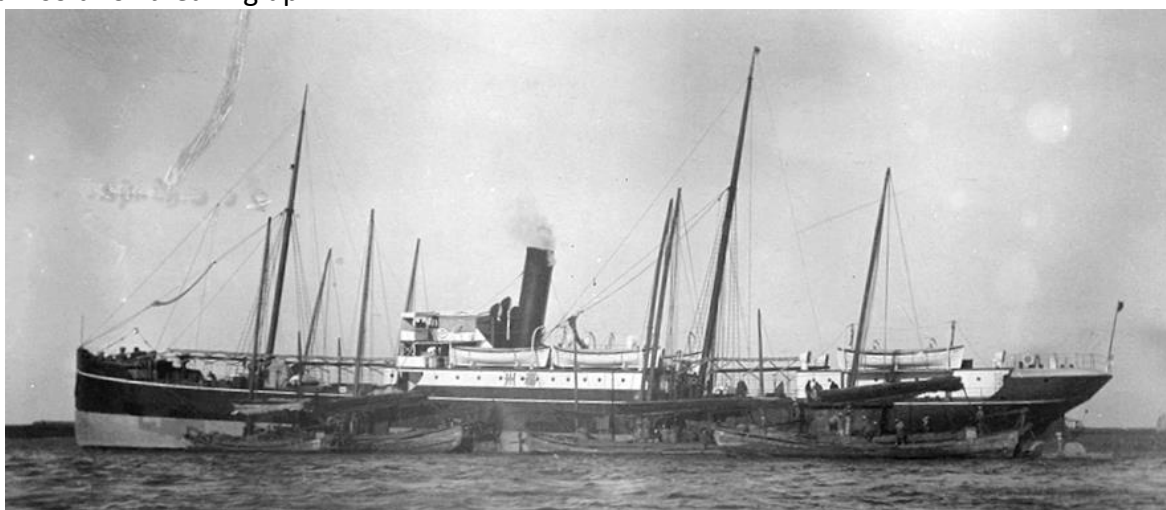
Built by Scott & Co., Greenock (#330) for CNC. 10/5/18 o/v Port Said-Famagusta (general) torp. and sunk 60 nm. NE of Port Said in 32N-32.46E by UB-51, 9 lives, 22/6 declared CTL. NO IDENTIFIED PHOTO.



SZECHUEN or a sister at Hong Kong (coll. SK).

FOOCHOW 福州 (1895-27) 2030/95-8 (275.6 x 38.2', T3cy/250nhp/10k, trials 11.84k)

Built by Scott & Co., Greenock (#332) for CNC. 1927 conv, to hulk for use by CNC at Chinkiang. 7/30 rep. hulk sold for breaking up.



FOOCHOW (Warren Swire/UoB Sw01-012).

PAKHOI 北海 (1895-27) 2024/95-9 (274.8 x 38.2', T3cy/250nhp/10k, trials 12k)

Built by Scott & Co., Greenock (#333) for CNC. 7/27 sold to Japanese breakers.



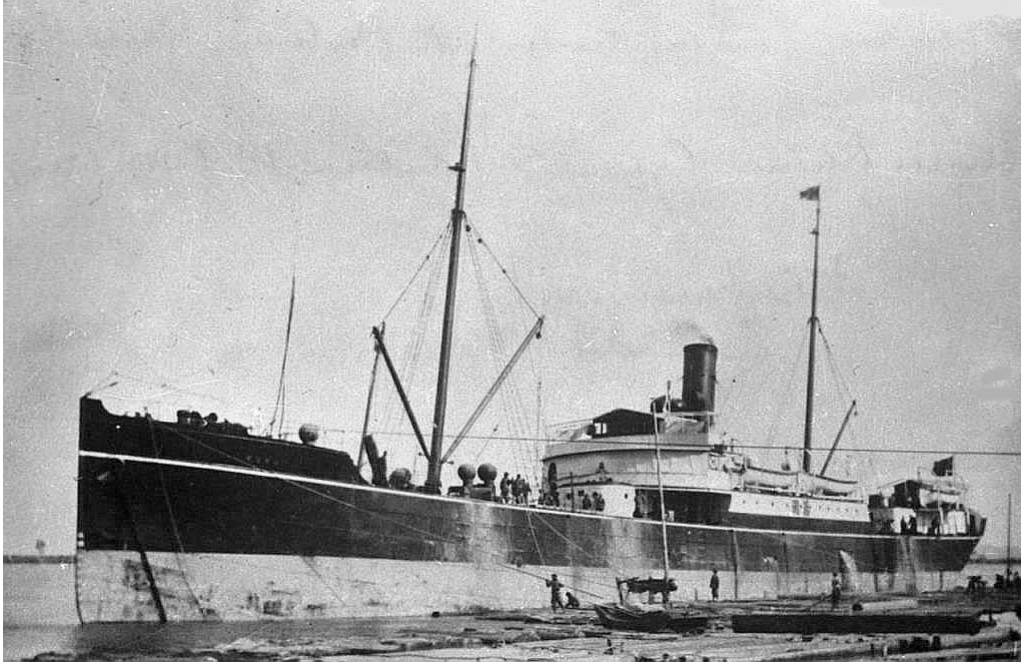
PAKHOI (Internet).

TIENTSIN 天津 (1895-27) 2026/95-10 (275.3 x 38.2', T3cy/250nhp/10k, trials 11.86k)
 Built by Scott & Co., Greenock (#335) for CNC. 12/27 sold to Japanese breakers.



TIENTSIN alongside TSRC iron wharf (Wikiswire).

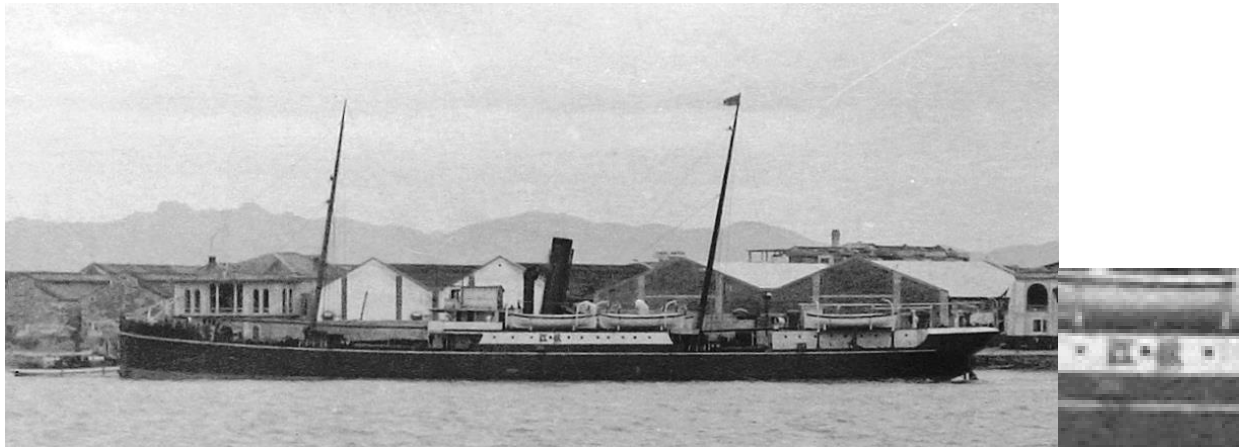
WUHU 蕪湖 (1895-27) 2026/95-10 (275.1 x 38.2', T3cy/250nhp/10k, trials 12.19k)
 Built by Scott & Co., Greenock (#334) for CNC. 7/27 sold to Japanese breakers.



WUHU (Wikiswire).

CHINKIANG 镇江 (1898-30) 2004/98-3 (275.0 x 38.0', T3cy/250nhp/10k)

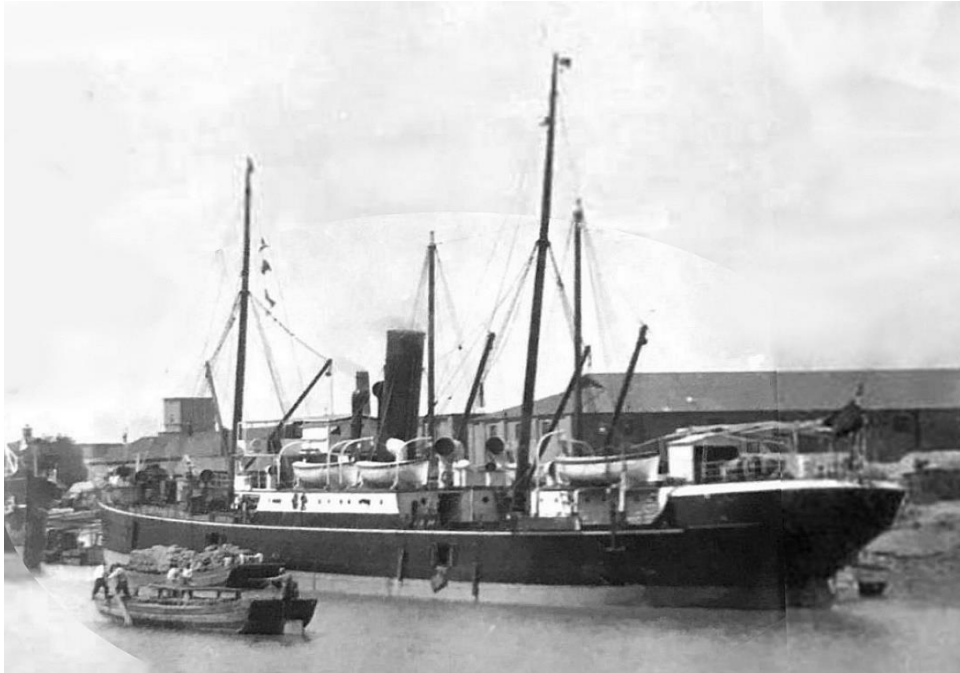
Built by Scott & Co., Greenock (#348) for CNC. 9/30 sold to Chinese breakers.



CHINKIANG at Swatow (Warren Swire/UoB Sw06-147).

ICHANG 宜昌 (1898-31) 2002/98-4 (275.0 x 38.0', T3cy/250nhp/10k)

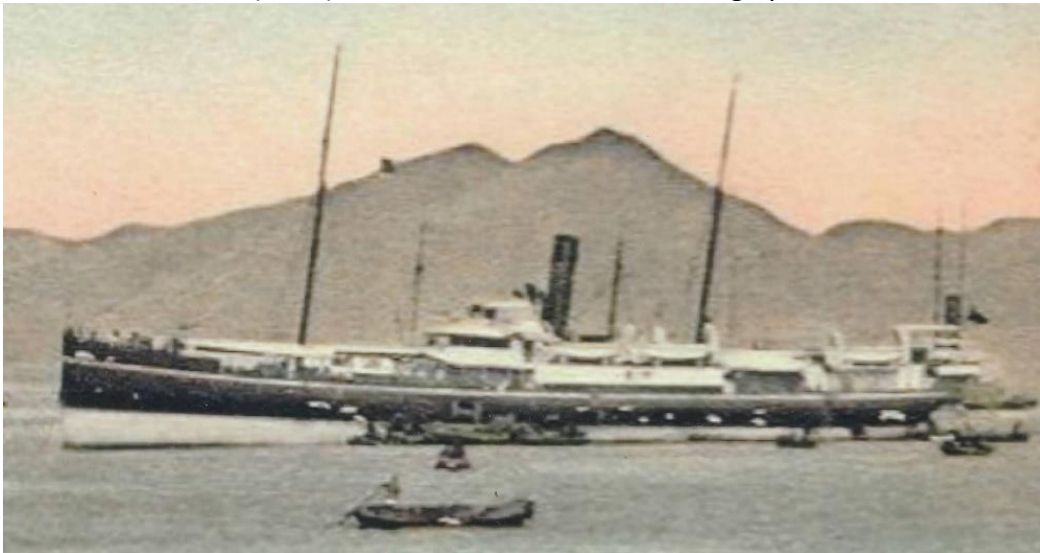
Built by Scott & Co., Greenock (#349) for CNC. 8/8/31 stranded at entrance to Hungwha Bay near Amoy while seeking shelter from typhoon, 17/8 refloated. 6/9/31 arrived at Shanghai in tow, declared CTL and sold for breaking up.



ICHANG at Tientsin (kongfz.com).

KIUKIANG 九江 (1898-32) 2002/98-5 (275.8 x 38.2', T3cy/250nhp/10k, trials 1204)

Built by Scott & Co., Greenock (#350) for CNC. 2/32 sold for breaking up. NO IDENTIFIED PHOTO.



KIUKIANG or a sister at Chefoo (from a postcard).

KWANGSE 廣西 (1898-28) 2002/98-6 (275.2 x 38.2', T3cy/250nhp/10k, trials 11.78k)

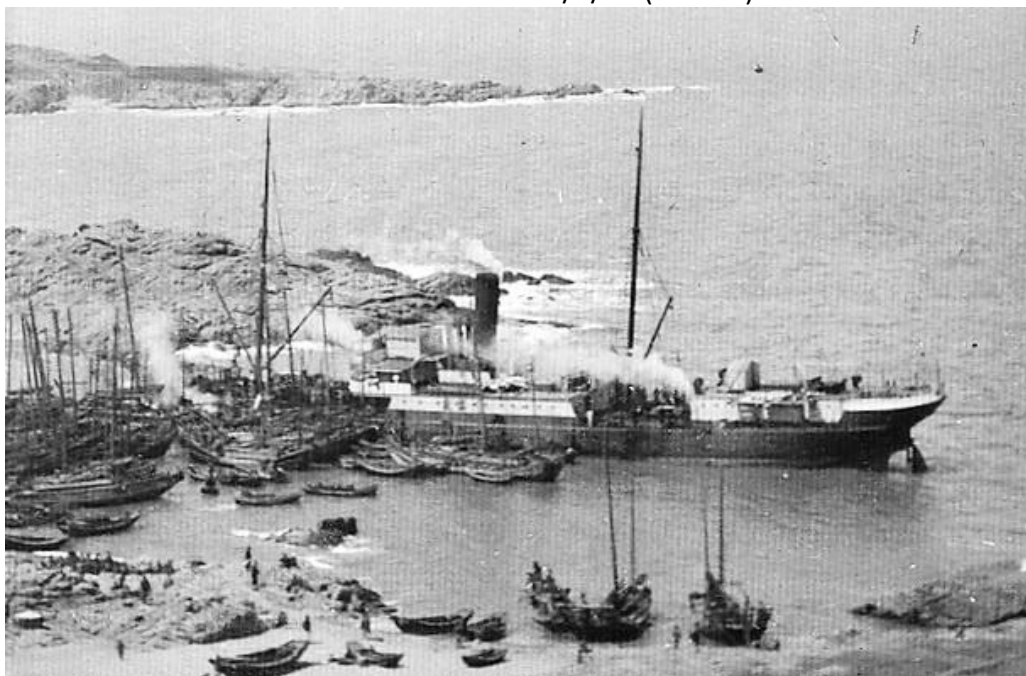
Built by Scott & Co., Greenock (#351) for CNC. 21/20/28 wrecked on Ping Rock (25.11N, 119.10E) about 100 nm NE of Amoy o/v Swatow-Shanghai (fruit and general). NO IDENTIFIED PHOTO.

NINGPO 寧波 (1898-33) 2002/9-7 (275.4 x 38.2', T3cy/250nhp/10k, trials 12.28k)

Built by Scott & Co., Greenock (#352) for CNC. 7/7/06 damaged by mine o/v Shanghai-Japan but made port. 11/4/21 ashore on Shantung Promontory, 23/5 refloated and taken to Weihaiwei. 12/33 sold to Chinese breakers.



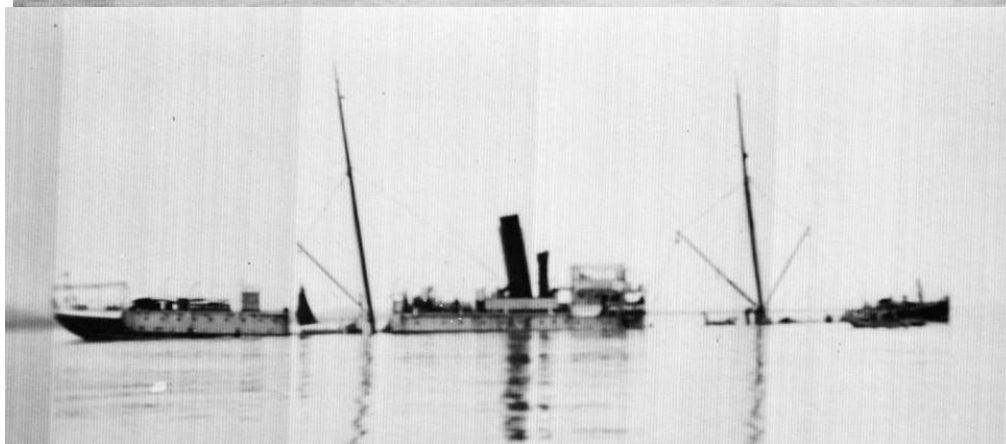
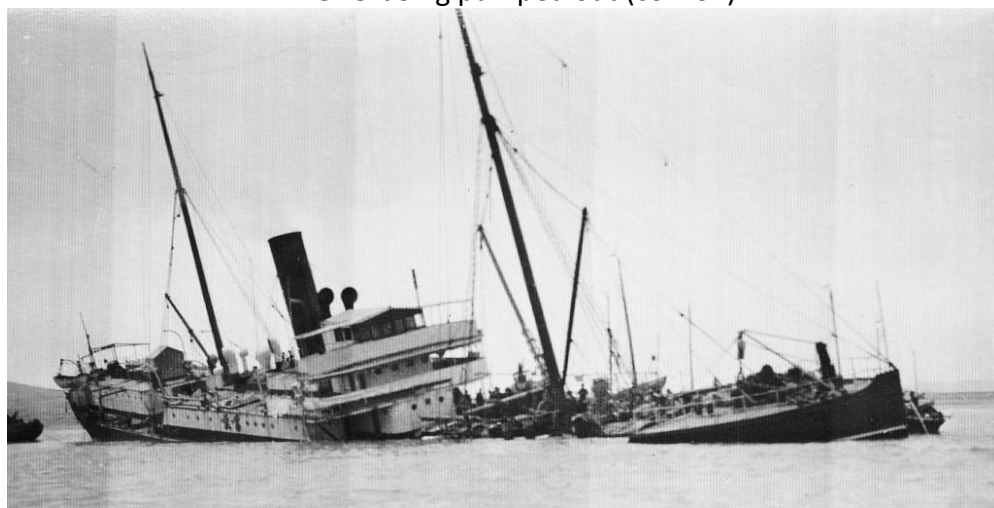
NINGPO in distress 11/4/21 (coll. SK).



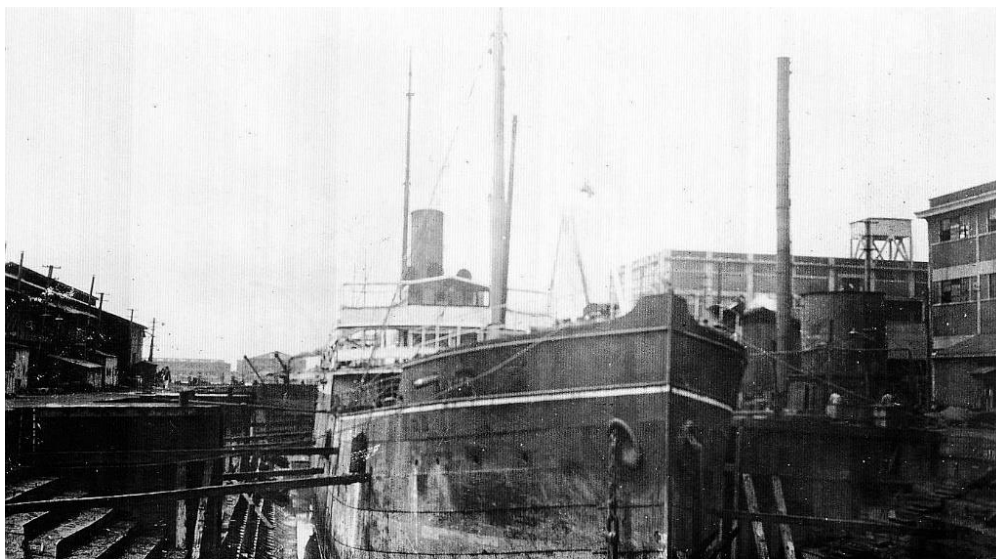
NINGPO under salvage (coll. SK).



NINGPO being pumped out (coll. SK).

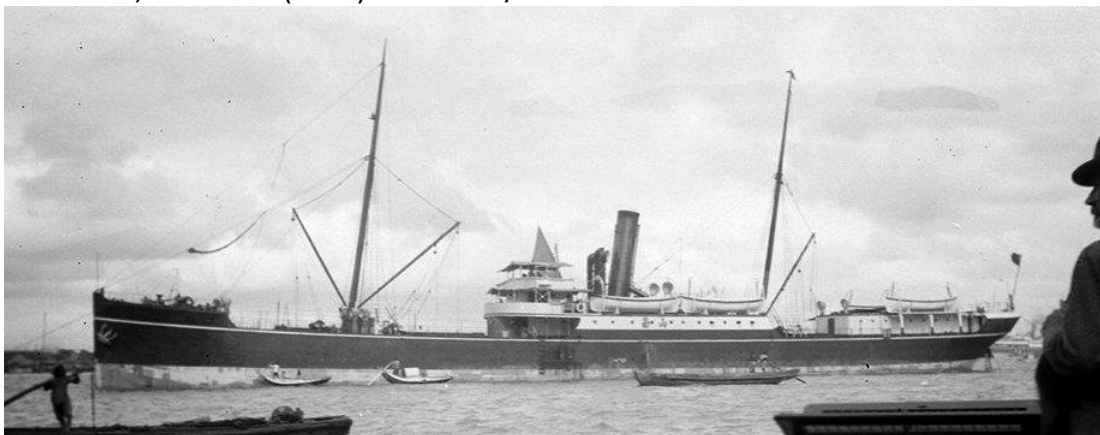


NINGPO refloated (coll. SK).

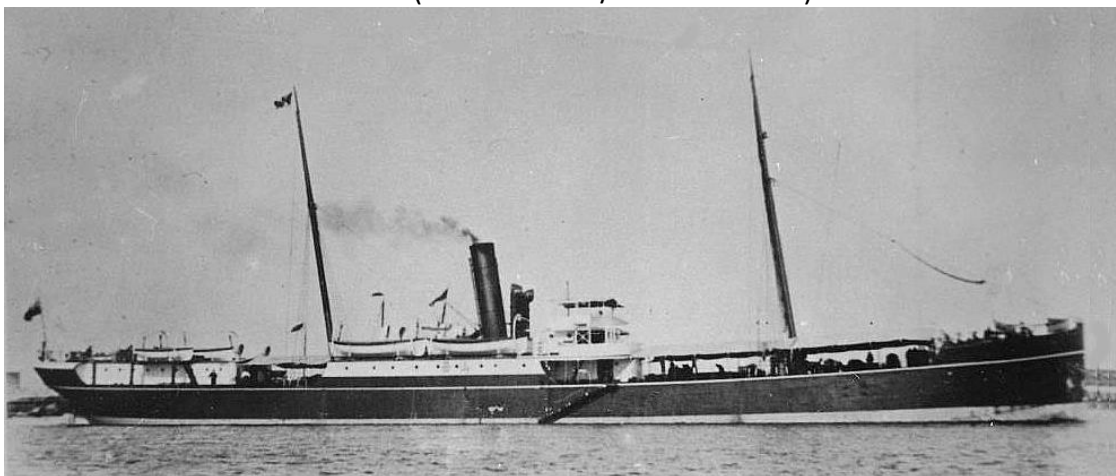


NINGPO safely in graving dock (coll. SK).

SHANSI 山西 (1898-30) 2002/98-8 (275.4 x 38.2', T3cy/250nhp/10k, trials 12.23k)
Built by Scott & Co., Greenock (#353) for CNC. 8/30 sold to Chinese breakers.



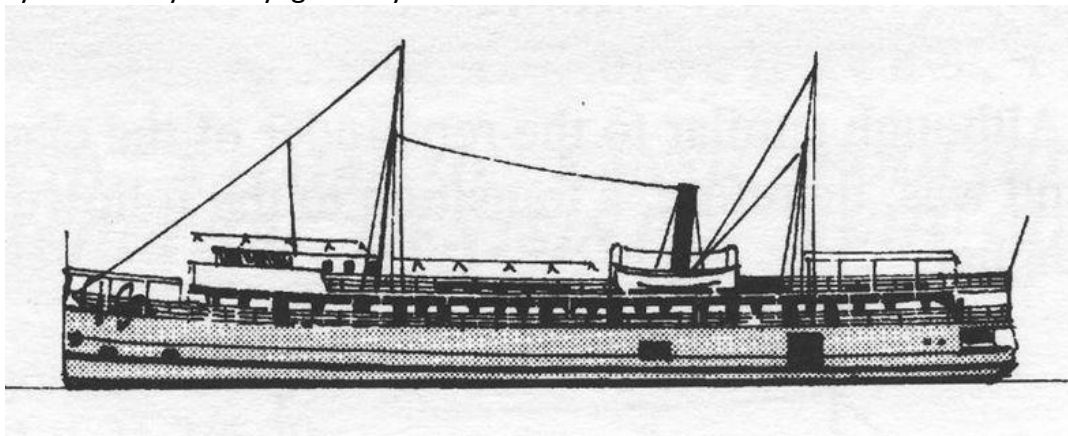
SHANSI (Warren Swire/UoB Sw01-008).



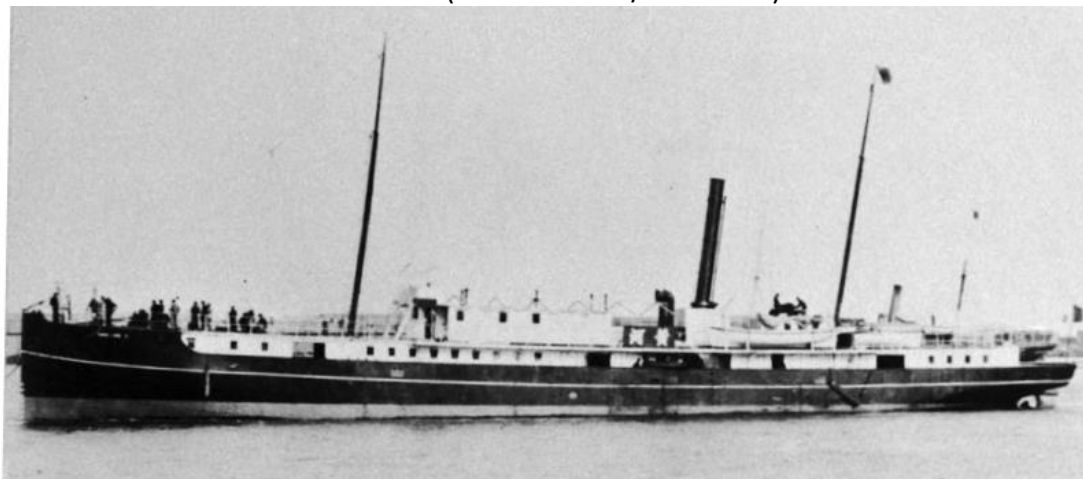
SHANSI (A. Duncan*).

HOANG HO 黃河 (1899-04) 677/79 (i.s.s., 204 x 26.1', C2cy/52hp)

Built by Boyd & Co., Shanghai (#15) for Yangtse S. N. Co. Ltd, London as KUNG WO (982g). 24/9/79 maiden voyage. 1/2/82 t/f to Indo-China S.N. Co. Ltd. 4/95 sold to Viceroy of Nanking for trooping and general duties r. KIANG SHUN. 24/6/96 delivered by Kiangnan Pay & Defence Dept on charter to Bennertz & Co., Shanghai for Shanghai-Hankow trade r. KIANG NING but 24/8/96 detained by Chinese authorities at Shanghai and laid up in Lower reach pending resolution of charter dispute. 21/12/97 restored to Bennertz & Co., who 6/1/98 sub-chartered to John Baessler to load kerosene for Hankow, but 4.30am on 9/1 sank at berth through overloading and poor trim. 1/98 Boyd & Co., Shanghai contracted to salvage after upperworks floated away on the tide – by 5/98 raised and laid up as a hulk (10/98). 1899 after refit including new upperworks sold to China Nav. Co. Ltd, London r. HOANG HO and by 10/99 in service at Taku Bar. 1900 in service Shanghai-Tinghai (Chusan Is.). 1901 to 12/03 in local service around Pechili (Bohai) Gulf. 1/04 t/f to Amoy-Chuanchow line. 16/5/04 wrecked at Chimmo Bay near Amoy on voyage Amoy-Chinchu.



KUNG WO (Duncan Haws/Wikiswire).



HOANG HO after 1899 rebuild (Wikiswire).

SAMSHUI 三水 (1899-00) 269/99 see SAMSHUI (HCMSC, 1899-00).

WUCHOW 梧州 (1899-00) 262/99 see WUCHOW (HCMSC, 1899-00).

NANNING 南寧 (1900-17) 569/00 see NANNING (HCMSC, 1900-17).

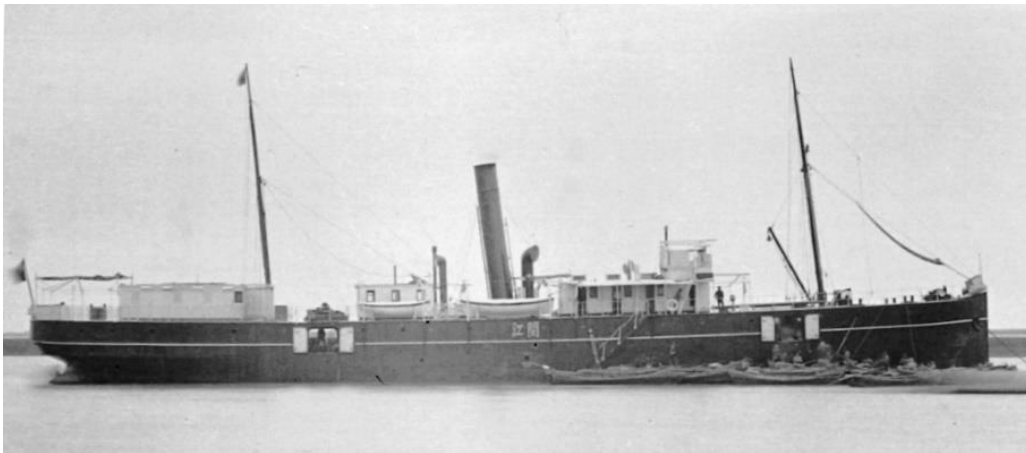
SAINAM 西南 (1900-17) 588/00 see SAINAM (HCMSC, 1900-17).

TUNGTING 洞庭 (1900-29) 2036/00-10 (270.0 x 42.1', RT3cy/140nhp/12k)

Built by Boyd & Co., Shanghai (#68) for CNC for Tungting Lakes. 1925 t/f to Shanghai-Ichang line. 1927/8 conv. to carry wood oil in bulk. 30/3/29 below Hankow struck uncharted rock off Low Point (14 nm above Wusueh) and sank in 36' with only masts and funnel showing, no report of salvage [sometimes listed as TUNG-TING].

MIN 岷 (1901-08) 540/00 (190.2' x 30.7', 2-sc., T6cy/75 rhp)

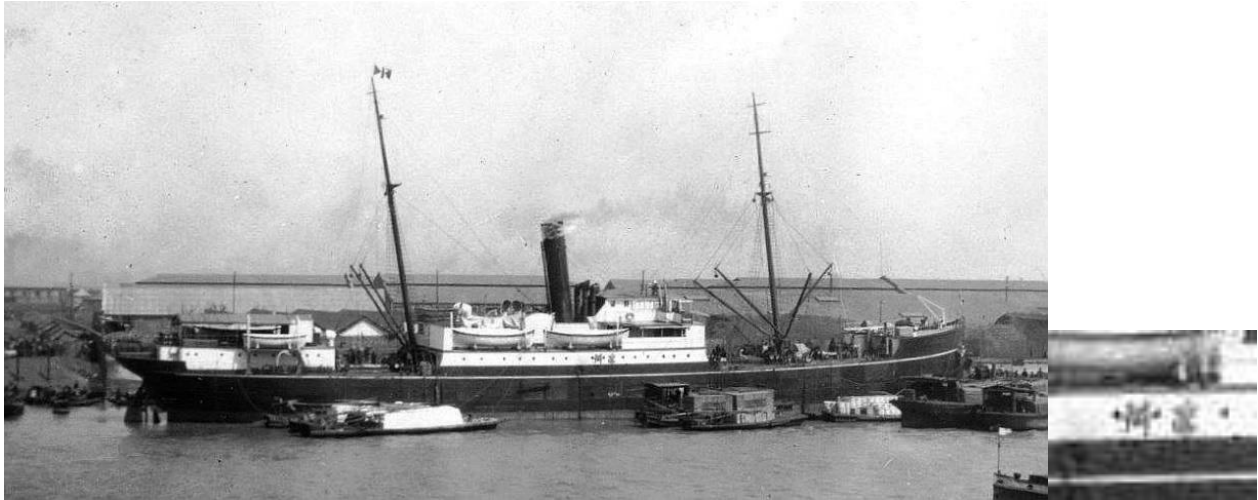
Built by Mordey, Carney (Sou.) Ltd, Southampton (#412) for Cie Guinée Portugaise, Antwerp as HANKOW. 1901 sold to China Nav. Co., London r. MIN (also known as MINKANG). 10/7/01 arrived Shanghai from Greenock after alterations by Scott & Co. and deployed in Pohai Gulf. 17/2/02 ashore and holed at entrance to Chefoo o/v Shanghai-Port Arthur, c.9/3 refloated. 1904 t/f to Amoy-Chuanchow trade. 6/08 sold to G. MacBain, Shanghai. 6/10 sold to Anglo-Saxon Petroleum Co. Ltd, London. 1925 t/f to Sarawak Oilfields Ltd, Miri. 4/28 sold to Straits S.S. Co. Ltd, Singapore. 1/31 sold for breaking up at Singapore.



MIN [Hanzi on ship's side as MINKANG 岷江] (Warren Swire/UoB Sw01-004).

CHANGCHOW 漳州 (1901-33) 1948/01-7 (275.0 x 38.2', T3cy/250nhp/11k, trials 12.2k)

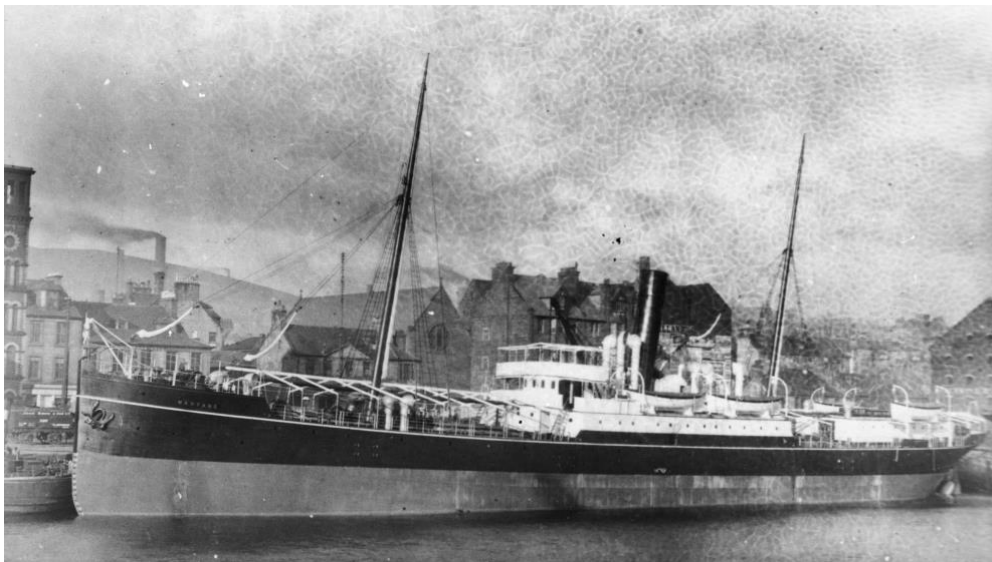
Built by Scott & Co., Greenock (#370) for CNC. 18/11/33 arrived at Shanghai from Swatow on final voyage, 12/33 sold to Chinese breakers. NO IDENTIFIED PHOTO.



CHANGCHOW or LIANGCHOW (coll. SK).

HANYANG 漢陽 (1901-33) 1956/01-8 (275.0 x 38.2', T3cy/250nhp/11k, trials 12.02k)

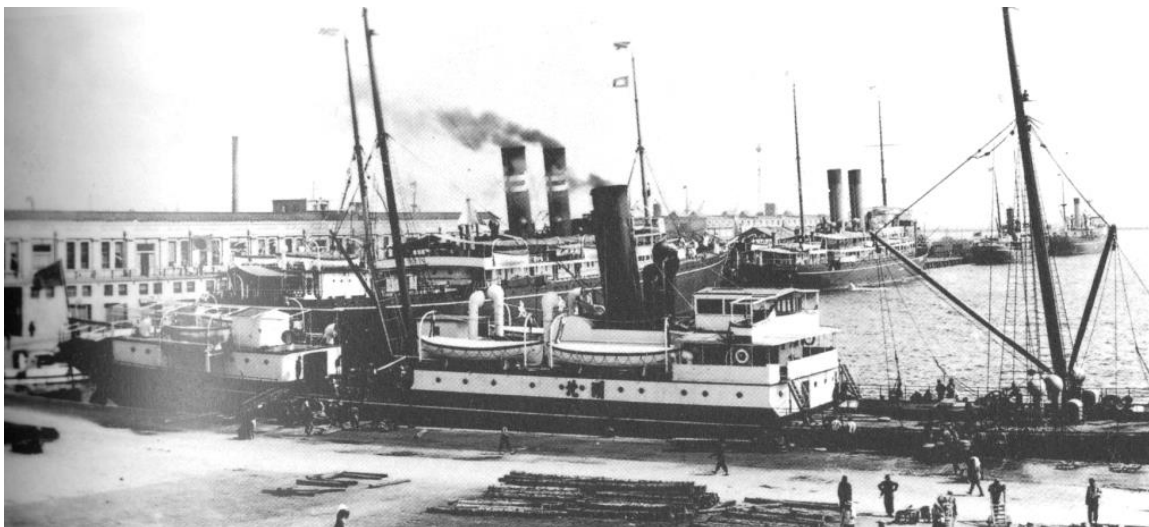
Built by Scott & Co., Greenock (#371) for CN C. 14/3/31 rescued 13 pass., 54 crew from Dah Chong (1213/83) sunk in collision at night off Woosung with *Tah Wah* (1074/28). 1/33 sold to Chinese breakers.



HANYANG (Wikiswire).

HUPEH 湖北 (1901-31) 1951/01-10 (275.0 x 38.2', T3cy/250nhp/11k, trials 12.13k)

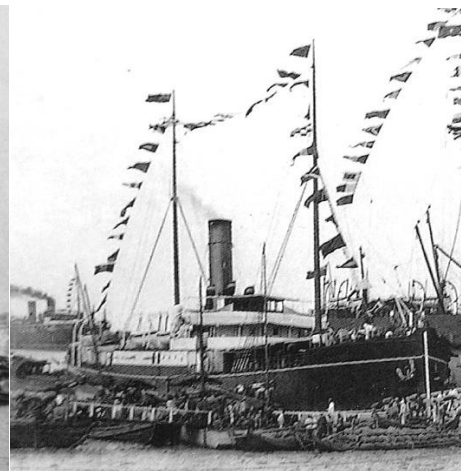
Built by Scott & Co., Greenock (#372) for CNC. 29/4/31 damaged in collision with *Nanning* 30m. N. of Ockseu island, 1/5 arrived Shanghai and laid up. 6/31 sold to San Peh S.N. Co. Ltd, Shanghai r. SUNGPU. 8/37 sunk in Yangtse River at Kiangyin as a blockship [see also under San Peh list].



HUPEH at Dairen (coll. Graham Thompson).

SHAOHSING 紹興 (1901-17) 2123/01-9 (290.0 x 42.2', 2T3cy/280nhp/11k, trials 12.52k)

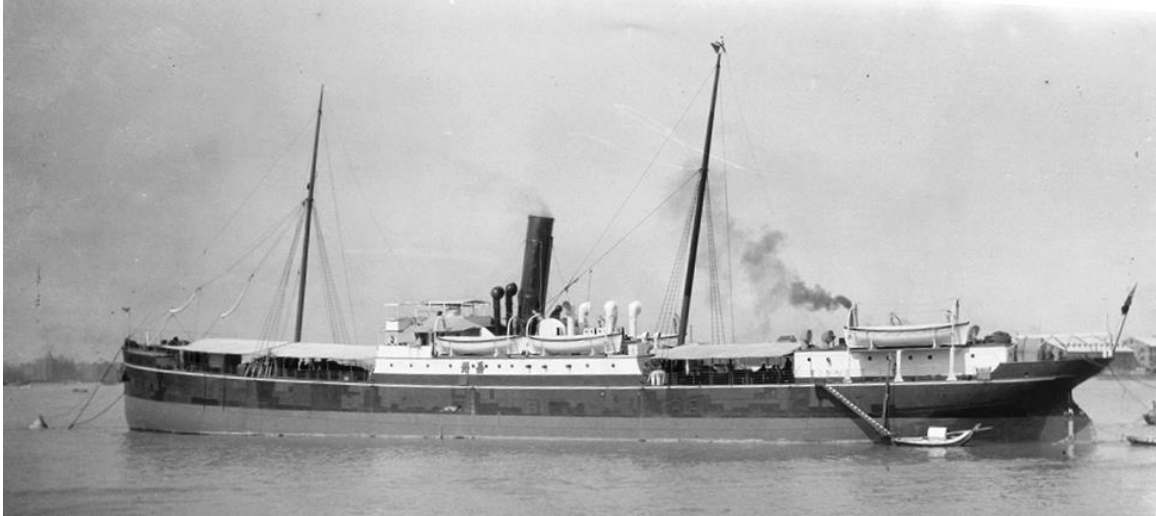
Built by Scott & Co., Greenock (#374) for CNC. 7/7/17 struck Ariadne Rock near Tungsha Lightship o/v Swatow-Weihaiwei via Shanghai, beached on mud flat and slowly sank.



SHAOSHING at Hankow in 1912 (Wikiswire/Havilland).

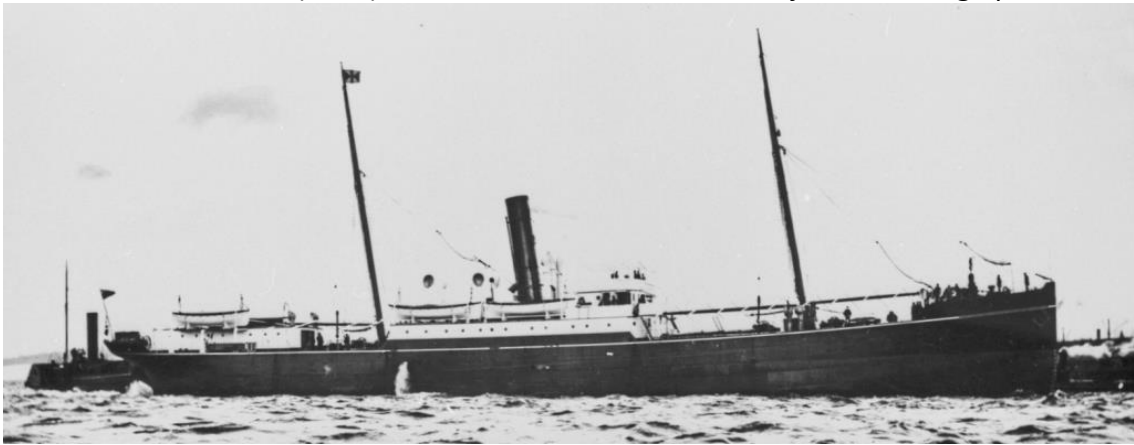
YOCHOW 岳州 (1901-18) 2127/01-11 (290.0 x 42.2', 2T3cy/250nhp/11k, trials 12.2k)

Built by Scott & Co., Greenock (#375) for CNC. 20/3/18 torp. and sunk by U-33 54 m. NE of Port Said, Master and 49 crew died.



YOCHOW (Warren Swire/UoB Sw01-011).

YUNNAN 云南 (1901-30) 1953/01-12 (275.0 x 38.2', T3cy/250nhp/11k, trials 11.9k)
Built by Scott & Co., Greenock (#373) for CNC. 6/30 sold to Osaka Kaiji for breaking up.



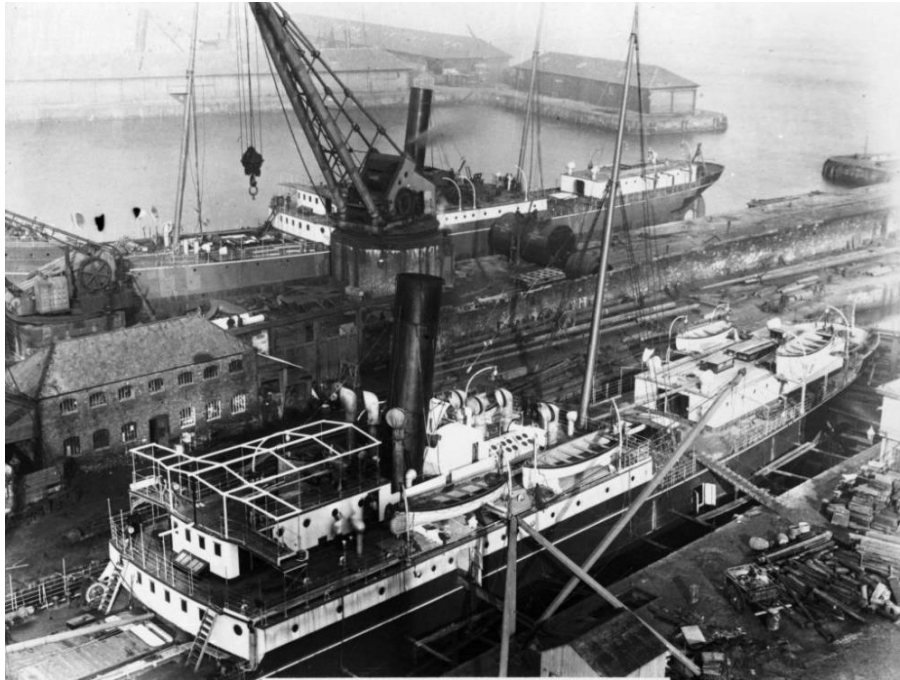
YUNNAN (Mis-labelled in some sources as YUNNAN (I) of 1890).

KINSHAN 金山 (1903-35) 2733/03 see **KINSHAN** (HCMSC, 1903-41).

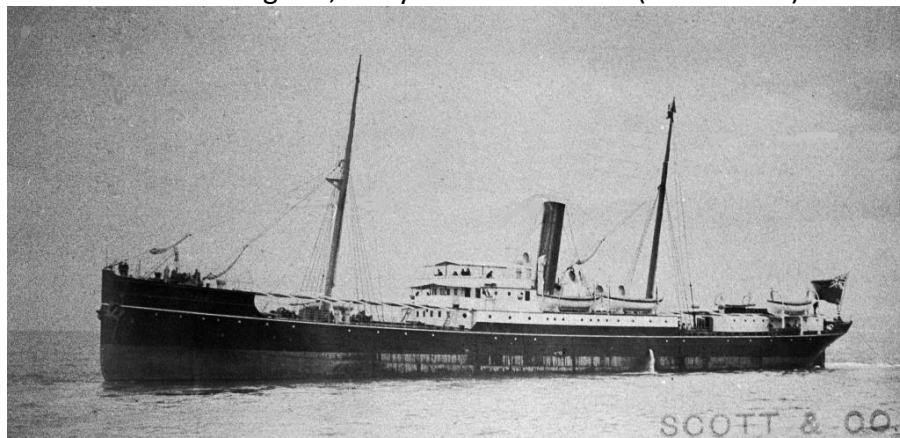
TAK HING 德慶 (1903-06) 617/03 see **TAK HING** (HCMSC, 1903-06).

ANHUI 安徽 (1903-18) 2201/03-10 (300.0 x 40.1', 2T3cy/171nhp/11½k, trials 13.6k)

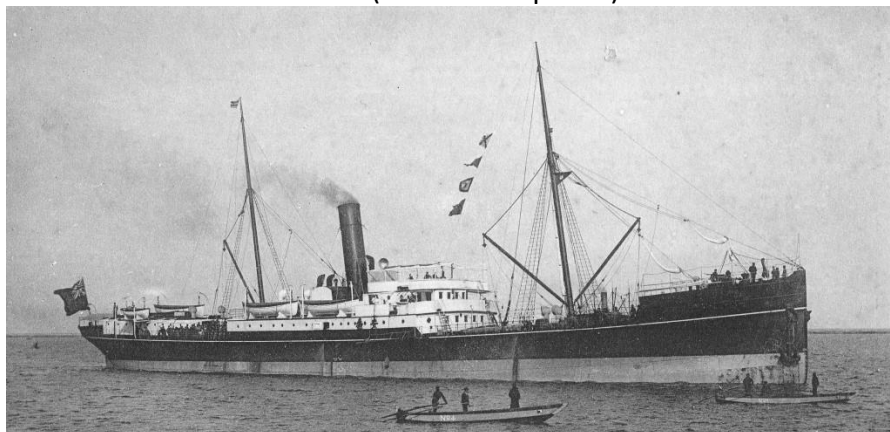
Built by Scott & Co., Greenock (#381) for CNC. 1/2/04 sailed Hong Kong on Australia service for one voyage to relieve cargo build-up caused by requisition of Japanese vessels in Russo-Japanese war. 12/8/18 o/v Famagusta-Port said torp. and sunk by U-27 2 m. SE of Cape Greco, Cyprus (34.55N-34.08E), 4 dead.



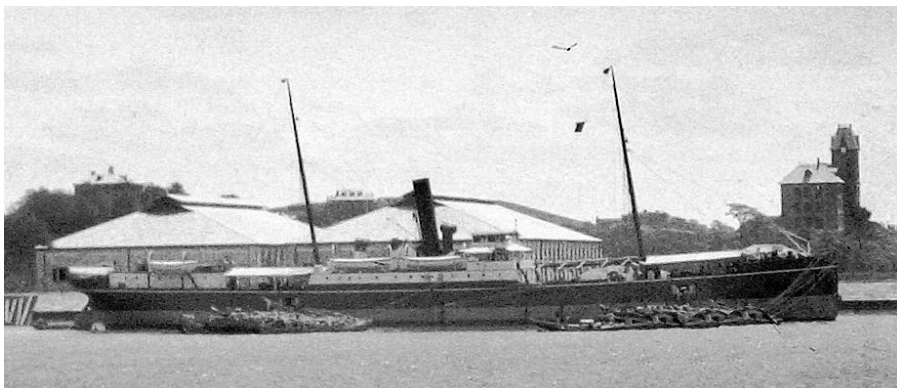
ANHUI fitting out, likely CHENAN behind (Scott & Co.).



ANHUI (Scott & Co. photo).



ANHUI arriving Yokohama from Australia, early 1904 (postcard/SK).



Probable ANHUI at Wuhu (Warren Swire/UoB Sw03-067).
[Name should be fully readable in hi-res original]

CHENAN 陳安 (1903-33) 2209/03-11 (300.0 x 40.1', 2T3cy/314nhp/11½k, trials 11.88k)
Built by Scott & Co., Greenock (#382) for CNC. 3/33 sold to Chinese breakers.



CHENAN (Wikiswire).

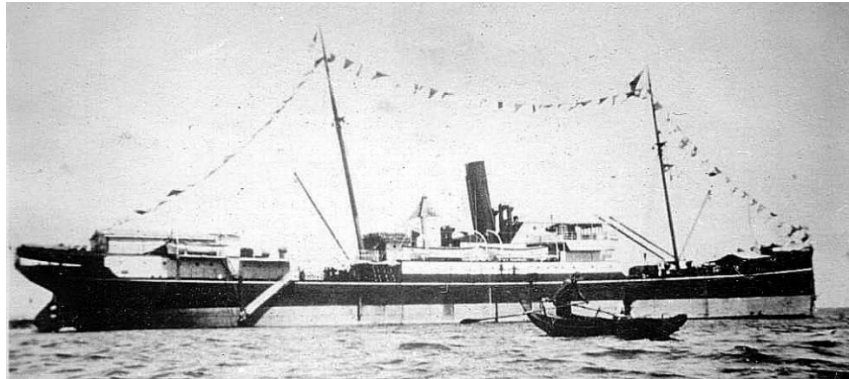
LINAN 臨安 (1903-34) 2203/03-11 (300.2 x 40.1', 2T3cy/314nhp/11½k, trials 12.9k)
Built by Scott & Co., Greenock (#383) for CNC. 1/7/22 in collision at Hong Kong with *Wing On* (860/14).
6/34 sold to Chinese breakers.



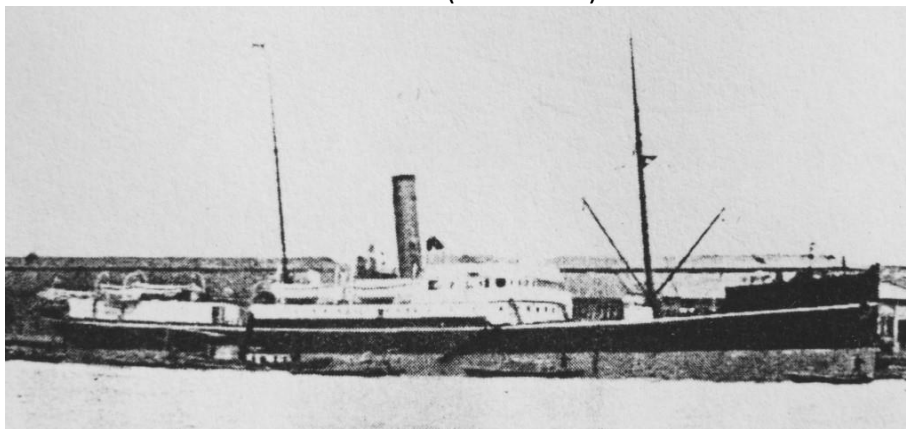
LINAN moored in front of the Swire building, Shanghai, 1911-12 (Warren Swire/UoB Sw16-067).

CHINHUA 金華 (1903-35) 2198/03-12 (299.7 x 40.1', 2T3cy/314nhp/11½k, trials 13.81k)

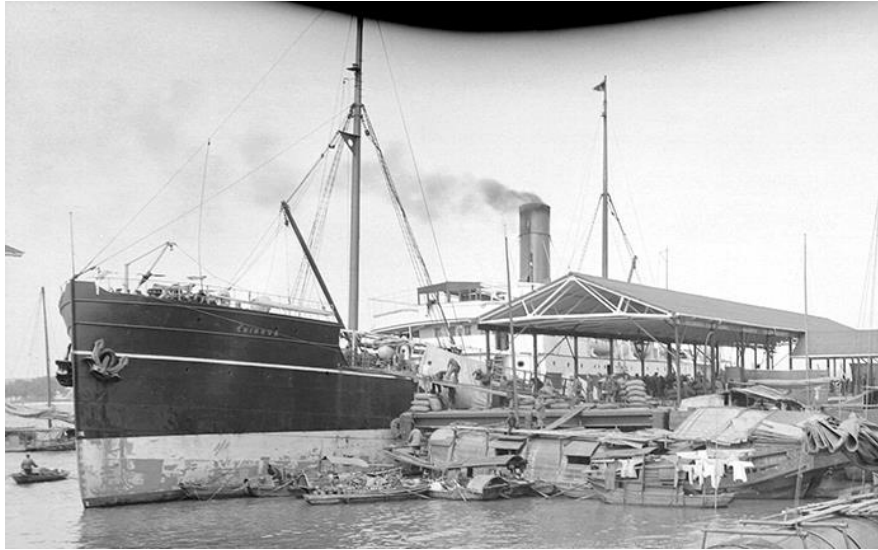
Built by Scott & Co., Greenock (#384) for CNC. 4/1/35 arrived Shanghai from HK on final voyage, 1/35 sold to local breakers but evidently resold to Japanese breakers and broken up Q1/1935.



CHINHUA (A. Duncan).



CHINHUA at Shanghai (20th Century Impressions).



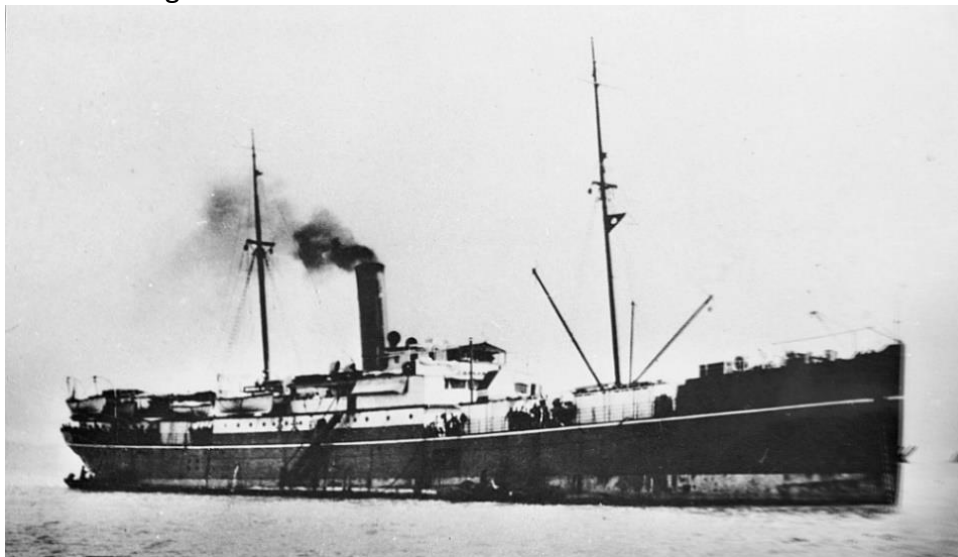
CHINHUA at Canton (Warren Swire/UoB Sw07-105).

LIN TAN 麟潭 (1904-17) 572/04 see LIN TAN (HCMSC, 1904-17)

SANUI 三水 (1904-17) 322/04 see SANUI (HCMSC, 1904-17)

TAMING 大名 (1903-35) 2209/03-12 (299.7 x 40.1', 2T3cy/314nhp/11½k, trials 13.1k)

Built by Scott & Co., Greenock (#385) and 28/12 del. to CNC. 15/7/35 arrived Shanghai from HK on final voyage. 10/35 sold to Shanghai breakers.



TAMING (Wikiswire).



TAMING at WeihaWei, 1928 (Internet).

TEAN 德安 (1904-36) 2202/04-2 (299.8 x 40.1', 2T3cy/314nhp/11½k, trials 13.06k)

Built by Scott & Co., Greenock (#386) for CNC. 27/5/28 seized by pirates at Hoihow and taken to Bias Bay. 2/36 sold to Moller & Co. for breaking up at Shanghai.



TEAN on trials (James Adamson/University of Glasgow P01748).

KINLING 金陸 (1904-16) 3397/04-9 (310.0 x 46.0', 2T3cy/170nhp/11¼k on trials)

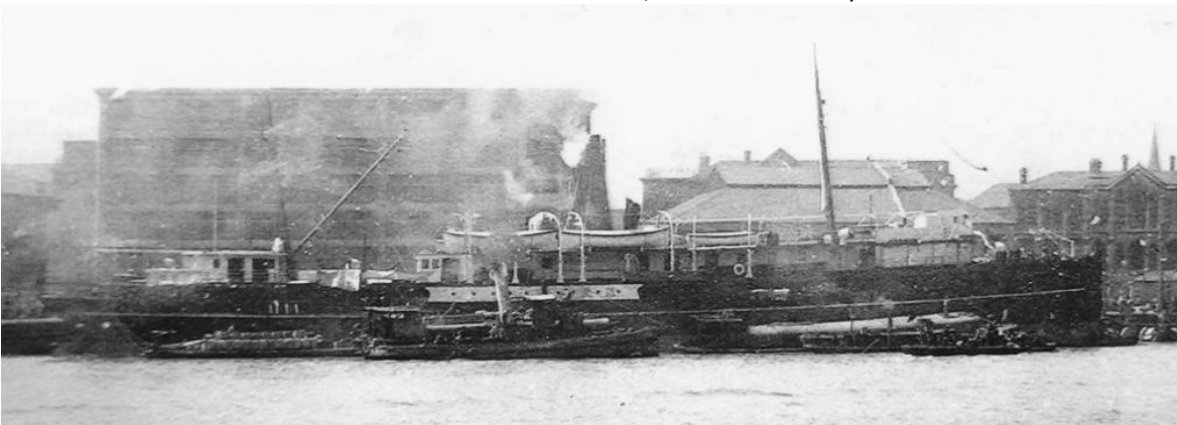
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#356) for CNC and 14/7/04 launched as SHANGHAI but 9/04 completed as KINLING, 18/9 arrived Shanghai. 19/5/16 burnt out at Kiangyin on Lower Yangtse, 23/5 arrived at Shanghai in tow and beached at Pootung as CTL. Hulk sold to Nisshin Kisen K.K., Tokyo and rebuilt by Shanghai D. & E. Co. Ltd as SUIYANG MARU, 25/8/17 ran trials, 30/8 re-entered service. c.18/8/37 seized by Chinese Govt and sunk as blockship in Whangpu River, Shanghai, broken up in situ 1938-39. [NCH 23/9/04, 27/5/16, 1/9/17; also see under SUIYANG MARU/Nisshin].

SHUNTIEN 順天 (1904-34) 1758/04-12 (267.0 x 40.1', T3cy/196nhp/12k, trials 13.25k, 33-56-76 pass.)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#390) for CNC for Shanghai-Tientsin express line. By 5/34 r. SHUNTIEN I. 6/34 relieved *Hsin Peking* on Shanghai-Ningpo line, late 6/34 on Hankow line. 19/9/34 arrived at Shanghai and laid up. 10/34 sold to China Shipbreakers Ltd, Shanghai. Q1/1935 broken up at Hong Kong.



SHUNTIEN Warren Swire/UoB Sw01-006)



SHUNTIEN in later years (coll. SK).



Likely SHUNTIEN at Chefoo in 1932-33 (Ann Phipps/© 2008 Charlotte Thomas/
UoB Ph01-236) {Mis-identified at UoB site as 'Chojo Maru'}



(enlargement and caption below)

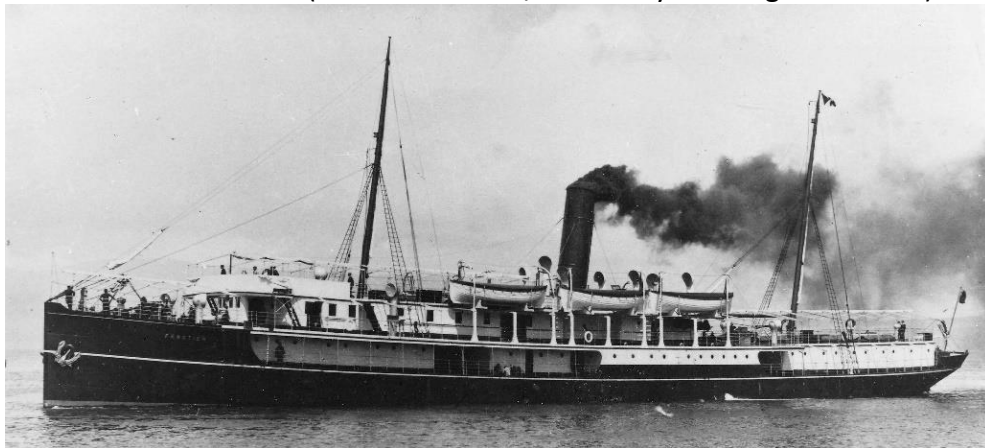


Assumed SHUNTIEN I at French Bund with buff hull, mid-1934. Recently updated WUHU and WUSUEH moored behind (UoB Ro-n0168, Ro-n0169 ©2012 Mei-Fei Elrick & Tess Johnston).

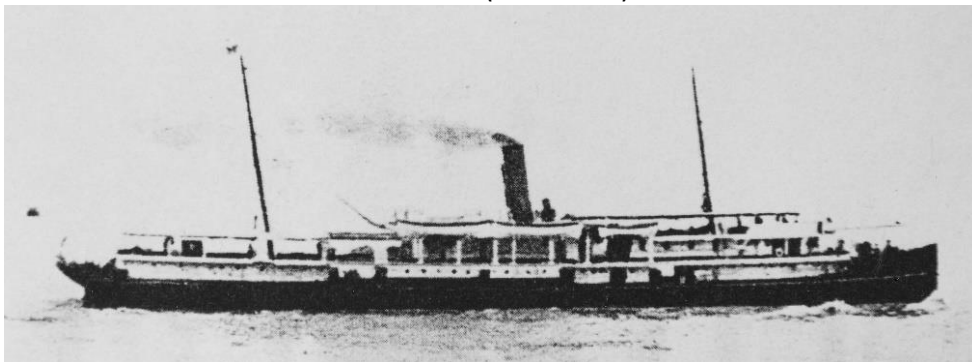
FENGTIEN 奉天 (1905-33) 1765/05-5 (267.0 x 40.1', T3cy/305nhp/14k, trials 12.5k, 33-56-76 pass.)
 Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#393) for CNC for Shanghai-Tientsin express line. 12/32
 sold to Anglo-Danish Co., Shanghai. 11/33 del. to Echong for breaking up at Shanghai.



FENGTIEN on trials (James Adamson/University of Glasgow P01721).



FENGTIEN (Wikiswire).



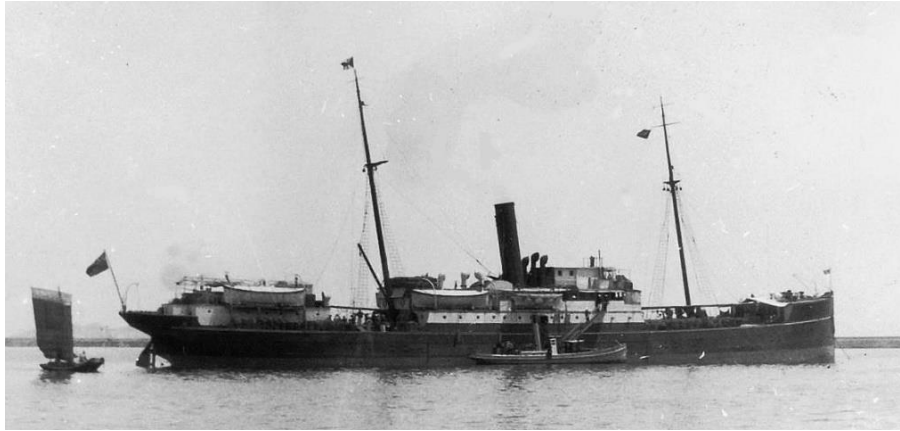
FENGTIEN in profile (20th Century Impressions).

SIANGTAN 湘潭 (1905-41) 1217/05-5 (220.0 x 40.0', 2T3cy/54rhp by Yarrow & Co., London)

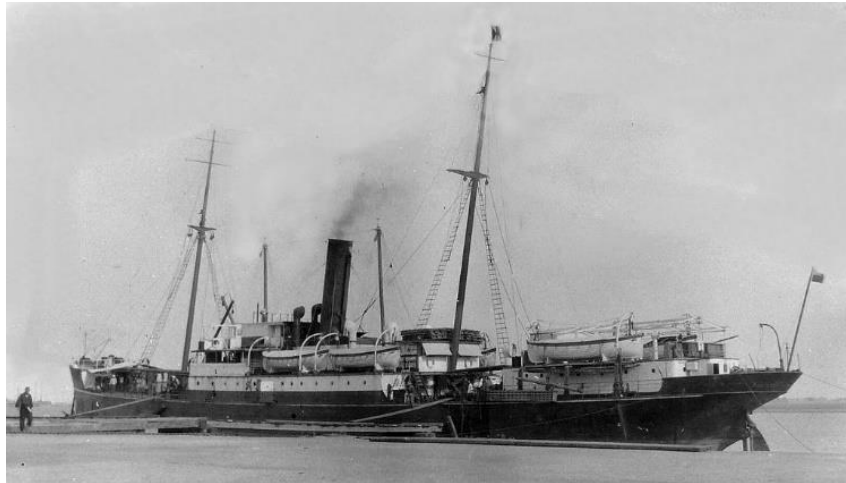
Built by Farnham, Boyd & Co. Ltd, Shanghai (#1007) for CNC for Tungting Lakes. 30/11/27 seized by pirates 15-20 m. below Ichang and Master kidnapped. 8/12/41 seized by Japanese in sabotaged condition at Ichang. 7/6/42 comm. by Dept of Army as KINKO MARU. 27/11/44 bombed and sunk by US aircraft at Hankow.

HUICHOW 惠州 (1905-36) 1993/05-10 (267.0 x 40.2, T3cy/268nhp/11k, trials 12.95k)

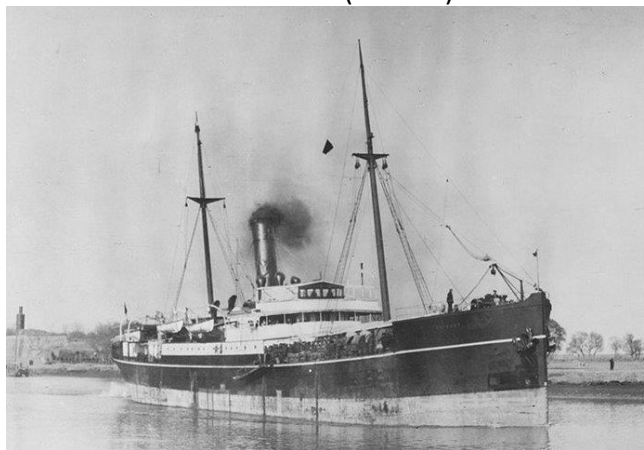
Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (396) for CNC. 4/36 sold to Chinese shipbreakers for breaking up at Shanghai but mid-4/36 sailed under Japanese flag for Osaka to be broken up [China Press, 28/5/36].



HUICHOW (coll.SK).



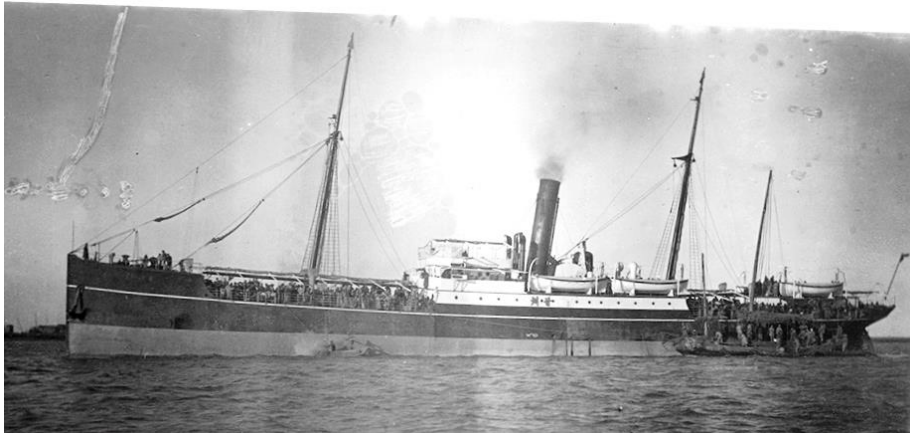
HUICHOW (coll. SK).



HUICHOW departing Tianjin in the 1920s with emigrants under British supervision to British North Borneo (National Archives crown copyright UoB NA27-14).

KANCHOW 赣州 (1905-41) 1993/05-10 (267.0 x 40.2, T3cy/268nhp/11k, trials 12.49k)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#397) for CNC. 25/12/41 scuttled at Hong Kong. Raised by Japanese and comm. 12/43 as GYOSHIN MARU. 8/45 surrendered as KANSHU MARU (Toa Kaiun K.K. mgrs). 7/10/45 damaged by mine and beached off Hakata Bay. 1946 presumed sold for scrap.



KANCHOW (Warren Swire/UoB Sw01-016).



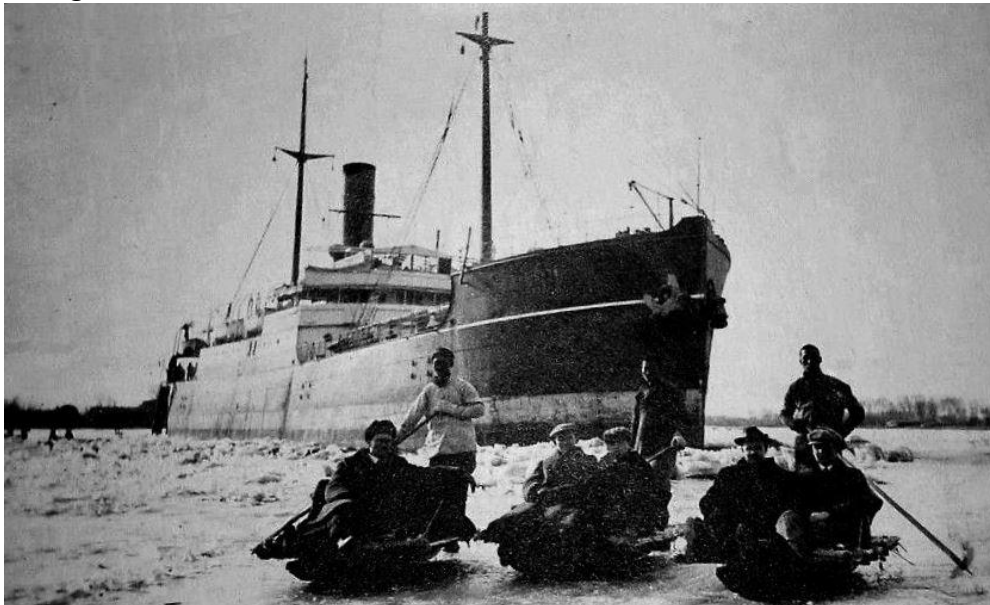
KANCHOW at Shanghai 1931-32. The 'Chow' class of six 267' ships is distinguished by a shorter No.3 hatch and a large curved tree on the mainmast (Robert Larimore Pendleton pe001931/UWM Libraries).



KANCHOW or a sister at Hong Kong in 1937 (<https://www.flickr.com/photos/hoting2000/22332765241/>).

KUEICHOW 貴州 (1905-36) 1992/05-10 (267.0 x 40.2, T3cy/268nhp/11k, trials 13.01k)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#398) for CNC. 5/36 sold to Yuan Yih, Shanghai for breaking up at Lunghwa.



KUEICHOW in ice, Peiho January 1917 (coll. SK).



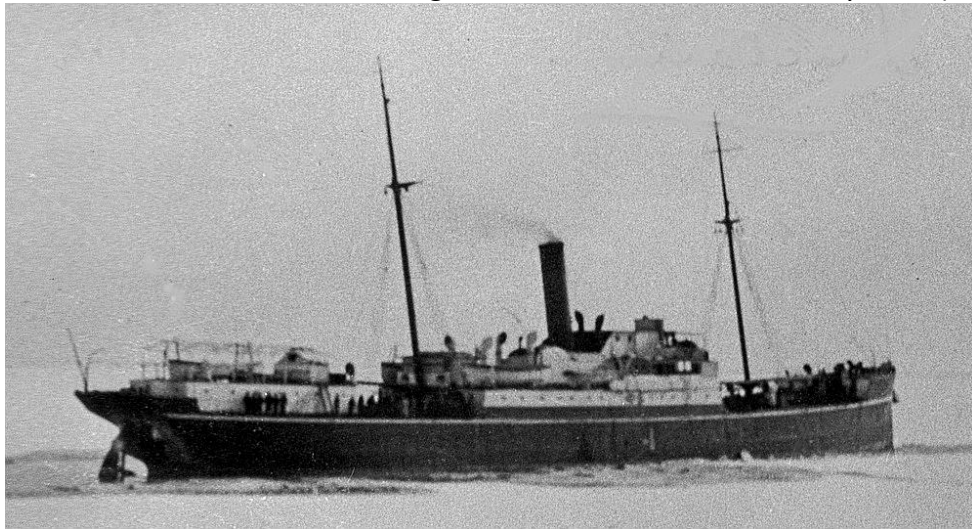
KUEICHOW or a sister in ice, Chefoo (Ah Fong/UoB si-s06© 2010 Dr William Sinton).

LIANGCHOW 涼州 (1905-43) 1990/05-11 (266.9 x 40.2, T3cy/268nhp/11k, trials 13.09k)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#399) for CNC. 1/40 to Hong Kong-Bangkok trade. 7/12/41 sailed Hong Kong via Manila, Samarinda to Surabaya (23/12-8/1), thence Rangoon and Calcutta (5/3/42) for floating repairs. 5-6/42 further repairs at Bombay, then coastal service. 11/42 allocated for Military Store Service in Eastern Mediterranean, 7-21/12 at Port Said, thence Alexandria (22/12). Prior to 4/1/43 arrived Benghazi. 8/1/43 dragged anchors in storm and stern sank to the bottom. 10/5/43 declared CTL, 'no salvage operations contemplated' [BT 389/19/75].



LIANGCHOW and LUCHOW encountering ice in the Liao River, 4 February 1911 (coll. SK*).



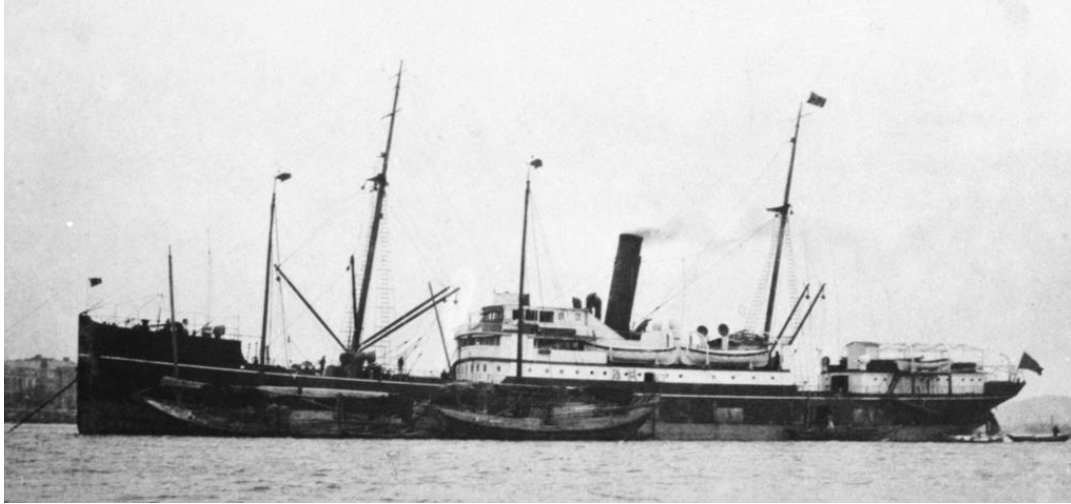
LIANGCHOW underway in cleared ice channel, north China (Wikiswire).



LIANGCHOW descending the Pootung on 20 October 1933 having sailed from the French Bund at 2pm. She had arrived from Chefoo on 19 October and was now headed for Swatow, Hong Kong, Haihouw and Haiphong (coll. SK*).

YINGCHOW 瀛州 (1905-45) 1992/05-12 (266.8 x 40.2, T3cy/268nhp/11k)

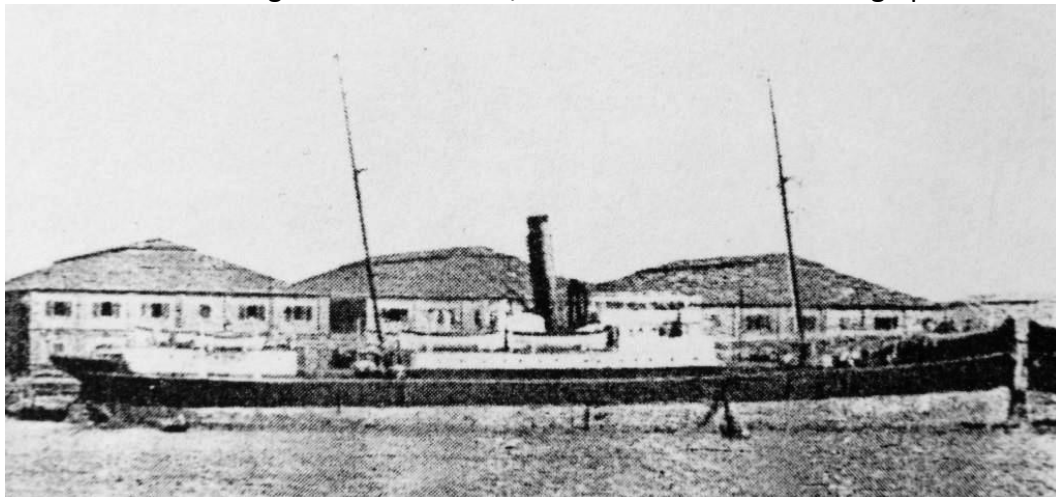
Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#401) for CNC. 5/40 t/f to Bangkok-Hong Kong trade. 3/41 reverted to coastal trade. 20/11/41 sailed Hong Kong for Singapore and Straits. 13/1/42 arrived Colombo, then coastal trade. 7/11/42 arrived Bombay for repairs. 11/42 allocated for Military Store Service in Eastern Mediterranean but substituted by *Liangchow*, instead 5/12/42 req. by The Admiralty and allocated to RIN as training ship for landing craft HMS YINGCHOW (F-102). By 1/44 stationed at Madras. 1/45 became depot ship for Palk Straits Scheme. 30/11/45 paid off and 31/12 returned to CNC at Bombay but 12/45 sold on to local breakers and Q3/46 broken up by Akbarzaly Noorbhai & Co. [BT 289/32/206].



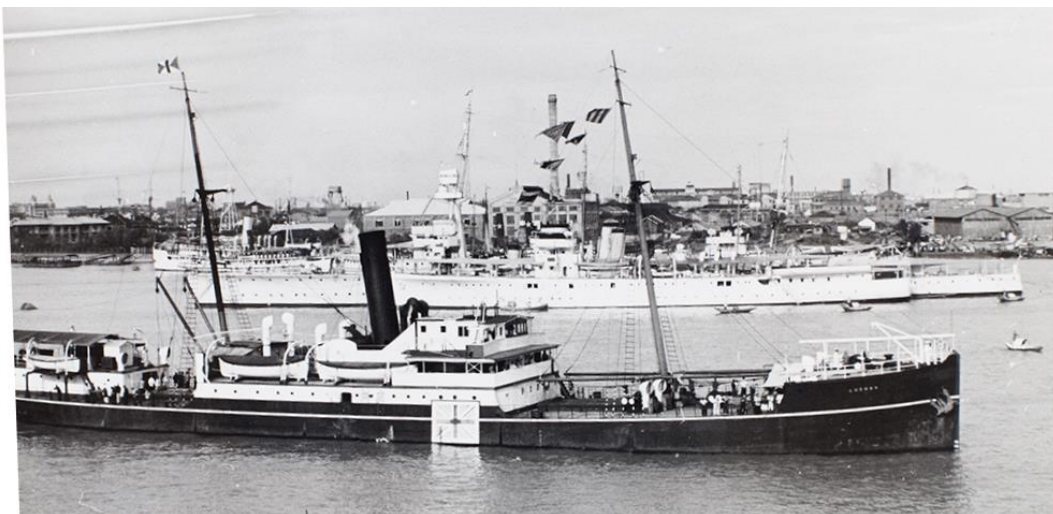
YINGCHOW (Wikiswire).

LUCHOW 瀘州 (1905-38) 1992/05-12 (266.9 x 40.2, T3cy/268nhp/11k, trials 13.04k)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#400) for CNC. 6/38 chartered to Taku Tug & Lighter Co. for cargo transfer between Tangku and Tientsin. 9/38 sold to TTLC for breaking up.



LUCHOW at Shanghai (20th Century Impressions).



LUCHOW at Shanghai near end of career (Malcolm Rosholt/UoB Ro-s160).

KIAN 吉安 (1907-35) 1195/07-5 (220.0 x 40.0', 2T3cy/54rhp)

Built by Shanghai D. & E. Co. Ltd, Shanghai for CNC for Tungting Lakes. 12/8/34 starboard side of superstructure damaged in collision with Tung Shun (2338/96) in Whangpu. 11/1/35 stranded on groyne near Tungchow Beacon in Lower Yangtse and broke back, CTL. Two halves salvaged and 3/35 towed to Shanghai for breaking up.

POWAN 保安 (1907-08) 2339/72 see POWAN (HCMSC, 1872-08)

SHASI 沙市 (1910-48) 1327/10-7 (235.0 x 40.1', 2T3cy/54rhp/12k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#103) for and del. 19/11/10 to CNC for Tungting Lakes. 3/11/28 pirated below Hankow. 8/12/41 seized by Japanese at Ichang r. RIJO MARU. Late 1945 recovered and reverted to CNC. 10/48 sold to Chinese (presumed for breaking up).

LI FONG (one third owned 1911-11) 2868/05

see LUEN YI (1911-12)

LI-MAO (one third owned 1911-11) 2868/05

see LUEN HO (Indo-China Steam Nav. Co. 1911-34)

LI-TA (one third owned 1911-11) 2868/05

see HSIN PEKING (1911-36)

HSIN PEKING 新北京 (1911-36) 2866/06-4 (278.0 x 42.7', 2T3xy/136nhp/12k)

Built by Soc. des Ateliers & Chantiers de France, Dunkirk (#20) for Cie Asiatique de Nav. (Racine, Ackermann & Cie., Shanghai mgrs), Dunkirk for Yangtse River as LI-TA. 6/11 Racine Ackermann bankrupt, ICSNC/CNC/CMSNC acquired 1/3 shares. 10/11 sold to CNC r. HSIN PEKING for Shanghai-Ningpo line. 22/1/36 arrived Shanghai from Ningpo on last voyage and laid up at Lunghwa. 3/36 sold to Osaka breakers as HSIN PEKING I.

LUEN YI 聯益 (1911-12) 2868/05 (278.0 x 42.7', 2T3xy/136nhp/12k)

Built by Soc. des Ateliers & Chantiers de France, Dunkirk for Cie. Asiatique de Nav. (Racine, Ackermann & Co., Shanghai mgrs), Dunkirk for Yangtse River as LI-FONG. 6/11 Racine Ackermann bankrupt,

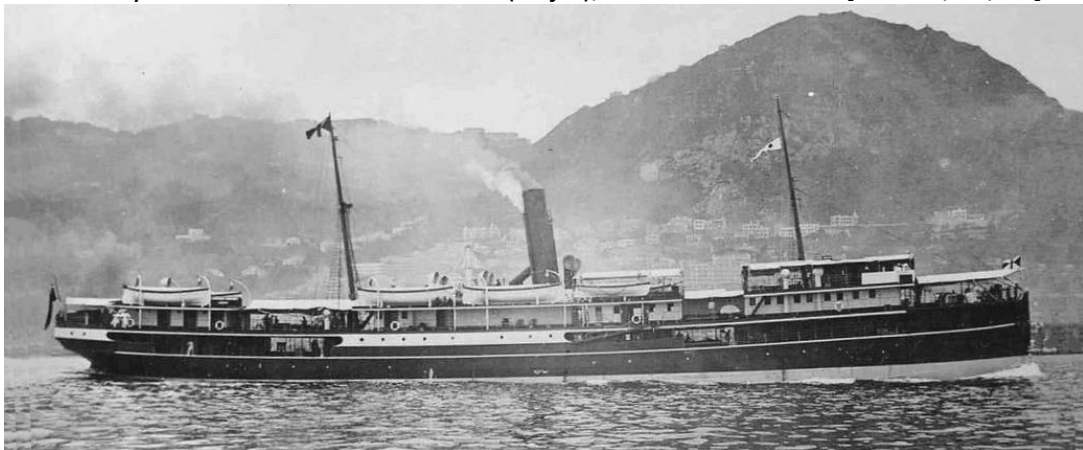
ICSNC/CNC/CMSNC acquired 1/3 shares. 12/11 sold to CNC r. LUEN YI but 8/12 t/f to Luen S.S. Co. Ltd (China Merchants S.N. Co., Shanghai mgrs), Hong Kong. 7/29 sold to mgrs r. KIEN KUO. Mid-1939 hauled onto Upper Yangtse. 3/9/40 bombed by Japanese aircraft and capsized in Taitso Bay, Szechuan. Righted and refloated, refurbished with reduced superstructure r. KIANG KIEN. 21/10/49 stranded in Man Lu Bay, Quemoy outbound for Kaohsiung in ballast.

WUCHANG 武昌 (1914-49) 3204/14-4 (320.0 x 46.0', 2T3cy/171nhp/12k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong [#139] for and 27/4/14 del. to CNC for Yangtse River. By 7/39 stationed as receiving ship at Haiphong. 5/5/41 after docking for Singapore (12/5) and Penang, then 17/5 laid up at Singapore. 2/42 escaped Singapore for Tjilatjap. 8/3/42 escaped submarine attack on voyage Tjilatjap-Colombo. By 24/4/42 at Colombo for use by RN as submarine depot ship for Eastern Fleet. 16/4/46 Colombo for Hong Kong (4/5) where mid-5/46 completed naval service and 12/8 released to CNC after 'essential minimum repairs' and lump sum payment in lieu reconditioning. Used by CNC as accommodation ship at Hong Kong. 1/49 sold to Wing Tak for breaking up at Hong Kong [BT 389/32/174].

TUNGCHOW 通州 (1914-36) 2104/14-6 (280.0 x 40.1', T3cy/196nhp/10k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#140) for and 29/6/14 del. to CNC. 18/12/25 seized by pirates 200 m. S of Weihaiwei on voyage Shanghai-Tientsin and taken to Bias Bay. 29/1/35 seized by pirates 10 hours from Shanghai outbound for Chefoo and taken to Honghai Bay. Mid-11/35 final arrival from Tientsin, thence to Taikoo D.Y. for refit, 4/1/36 returned to Shanghai to complete refit, 31/1/36 commenced Shanghai-Ningpo service as HSIN PEKING [NCH, 22/1, 1/2/36]. 21/1/37 with 500 inbound passengers stranded and holed on Nemesis Rock near entrance to Changhai (Ningpo), 24/1 refloated and towed to Ningpo. By 10/39 reverted to Northern line (except late-11/39-1/41 Shanghai-HK, then to 3/40 Shanghai-Tsingtao). 8/12/41 seized by Japanese o/v Tongku-Shanghai extended to Hong Kong. 2/42 r. RAKUZAN MARU (Toa Kaiun K.K., mgrs) and reportedly in service Shanghai-Tientsin. 9/8/45 bombed and sunk by Soviet air attack off Rashin (Najin), NE coast of Korea [BT 389/16/25].



TUNGCHOW at Hong Kong, presumably when new (Wikswire).



TUNGCHOW at Tientsin Bund (Brown Bros).



TUNGCHOW (Warren Swire/UoB Sw04-078).



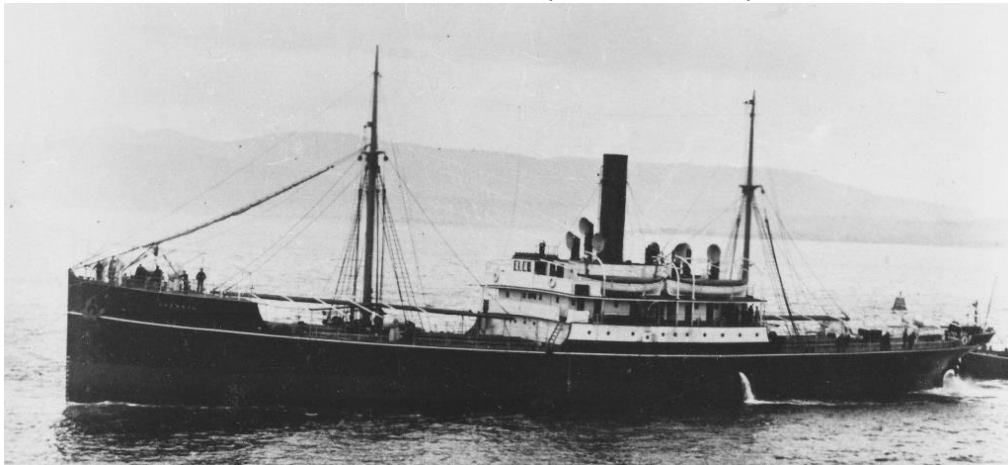
TUNGCHOW moored offshore at Chefoo (coll. Warren Swire/UoB Sw29-125).



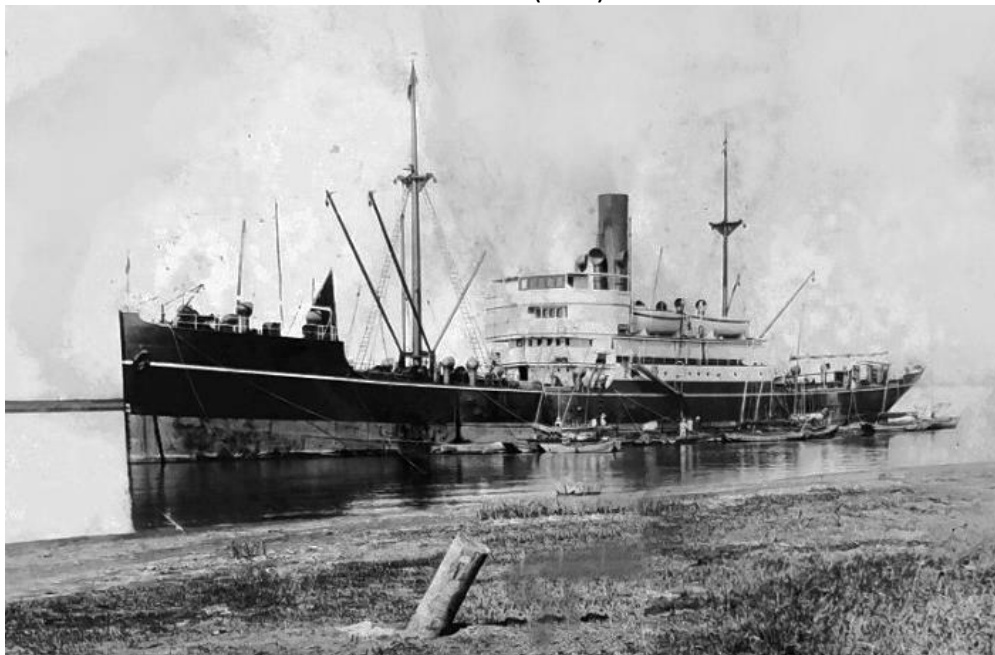
HSIN PEKING ex TUNGCHOW at French Bund, Shanghai probably prior to first Ningpo sailing 1/36 (coll. SK*).

CHENG TU 成都 (1914-41) 2219/14-4 (285.4 44.1', T3cy/139nhp/10k, trials 11.96k, 2/-/38 pass.)

Built by Dunlop, Bremner & Co. Ltd, Port Glasgow (#278) and 28/2 launched under sub-contract to Scotts' S.B. & Eng. Co. Ltd, Greenock (#455) who engine and fitted out for CNC. 25/12/41 scuttled at Hong Kong in Taikoo Dock. Salvaged by Japanese and 12/42 r. SEITO MARU. 26/10/44 struck Australian mine and sank off Pulau Laut in SW of Makassar Strait (3.14S, 116.13E).



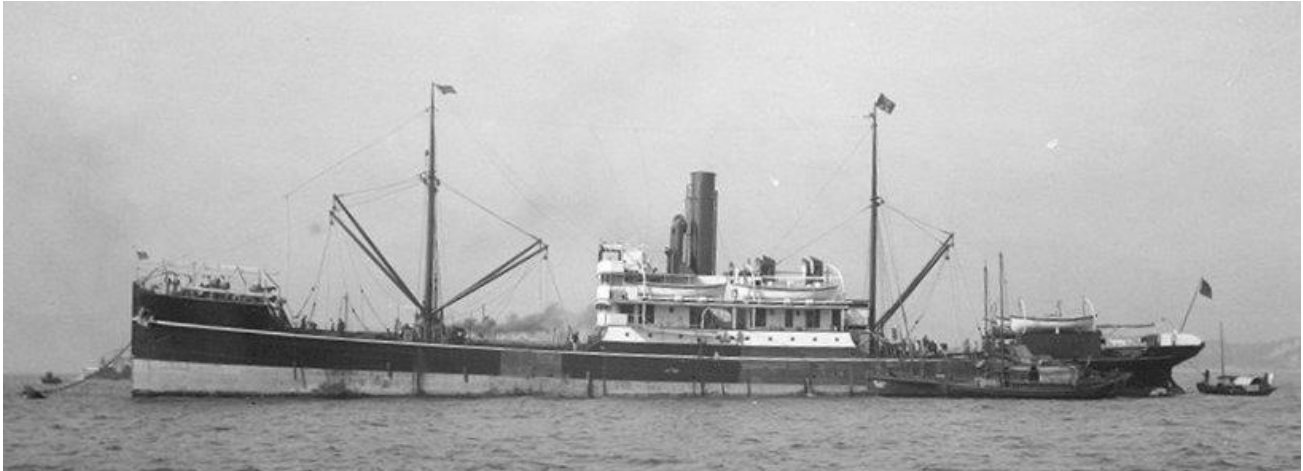
CHENG TU (CNC).



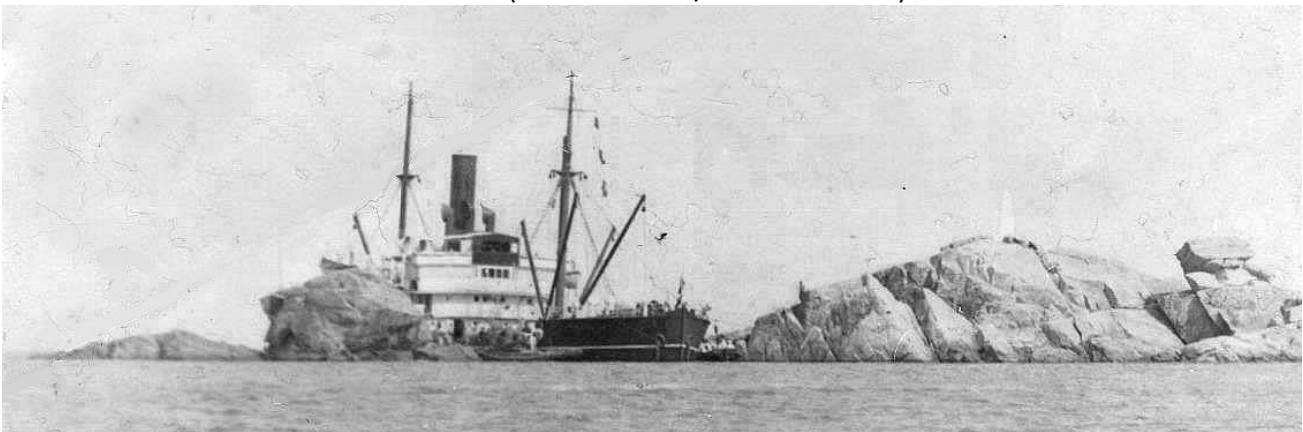
Unidentified 'C' class, possibly at Woosung (coll. SK).

CHUSAN 舟山 (1914-32) 2217/14-6 (285.0 44.1', T3cy/139nhp/10k, trials 11.74k, 2/-/36 pass.)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#458) for CNC. 1/10/32 o/v Antung-Shanghai stranded on rocks at Weihaiwei. Assisted by *HMS Kent*, *HMS Medway*, and tug *Breck* but 4/10 abandoned, broke into pieces and sank.



CHUSAN (Warren Swire/UoB Sw04-077).



Wrecked Chusan (coll. SK).

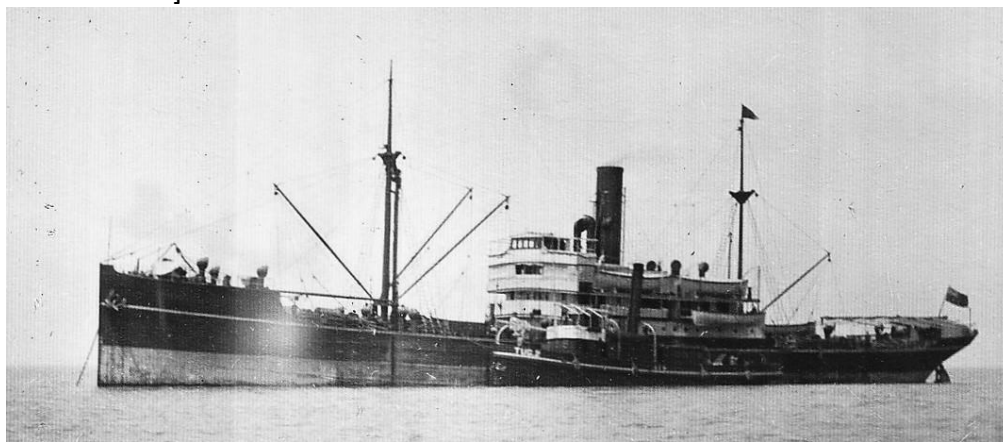


(F. Hagger/UoB Fh01-143).

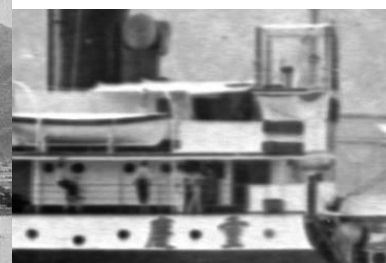
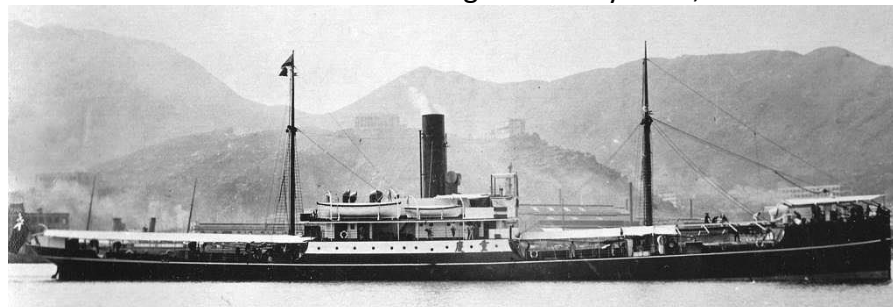
CHUNGKING 重慶 (1914-47) 2171/14-10 (285.0 44.1', T3cy/139nhp/10k, 2/-/48 pass.)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#148) for and 31/10/14 del. to CNC. 25/5/35 holed by grounding 35nm from Chefoo, refloated, beached, patched and sailed to Shanghai for permanent repair. 12/40 t/f to HK-Bangkok rice trade, from 2/41 mainly HK-Straits-Palembang-HK, then 8/41

reverted to China Coast. 7/12/41 sailed Hong Kong for Manila (10/12), thence Fremantle (4/1/42) where laid up. 31/8/42 allocated to Commonwealth of Australia (Shipping Control Board), 9-10/42 repairs, then 11/11 commenced coastal service in Fremantle-Wyndham range on sub-charter to West Australian State Shipping Service. 22/12/45 arrived Fremantle on final WASS voyage. 25/3/46 sailed Fremantle for Hong Kong where 4/46 reverted to MOT. 7/46 redel. at Hong Kong to CNC. 3/47 sold to Tai Ping S.S. Nav. Co. Ltd (Shun Cheong S.N. Co. Ltd, mgrs.), Hong Kong r. TAICHUNGSHAN. 28/2/50 seized by Nationalist warships near Amoy and detained c.2 months at Quemoy and Kaohsiung, 16/6 returned to Hong Kong. 21/8/55 attacked by Nationalist aircraft off Swatow. 1/5/64 laid up at Hong Kong. 5/9/64 blown ashore on Lantau Island by typhoon 'Ruby', 23/10 refloated but 12/64 del. to Fuji Marden & Co. for demolition, 23/12 work began [BT 389/7/47, BT 389/29/94, *see also* Shun Cheong S.N. Co./ TAICHUNGSHAN]



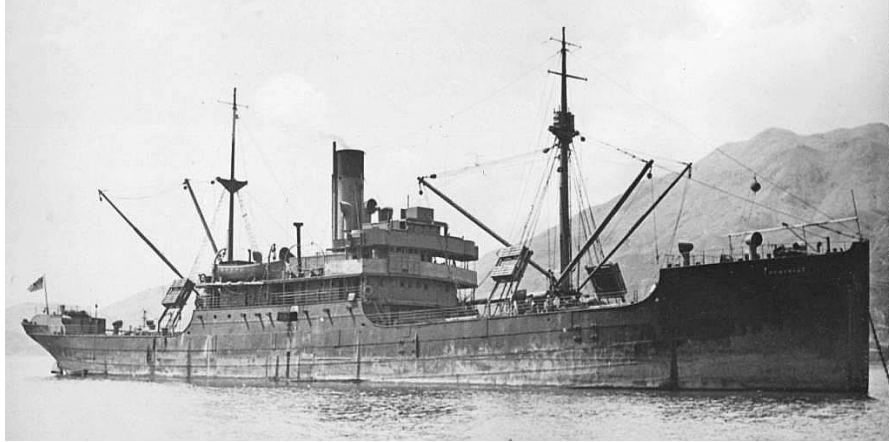
Probable CHUNGKING aground May 1935, Tientsin TUG 2 assisting (coll. SK).



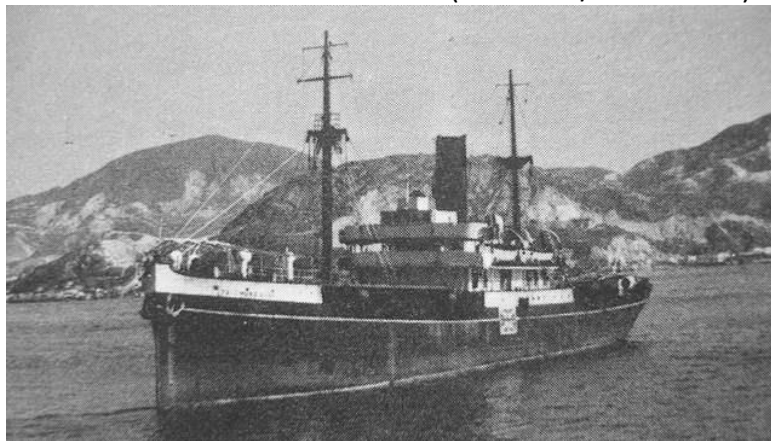
CHUNGKING (A. Duncan*, Wikiswire, image flip-corrected).



CHUNGKING at Fremantle during the Second World War (AWM 303106).



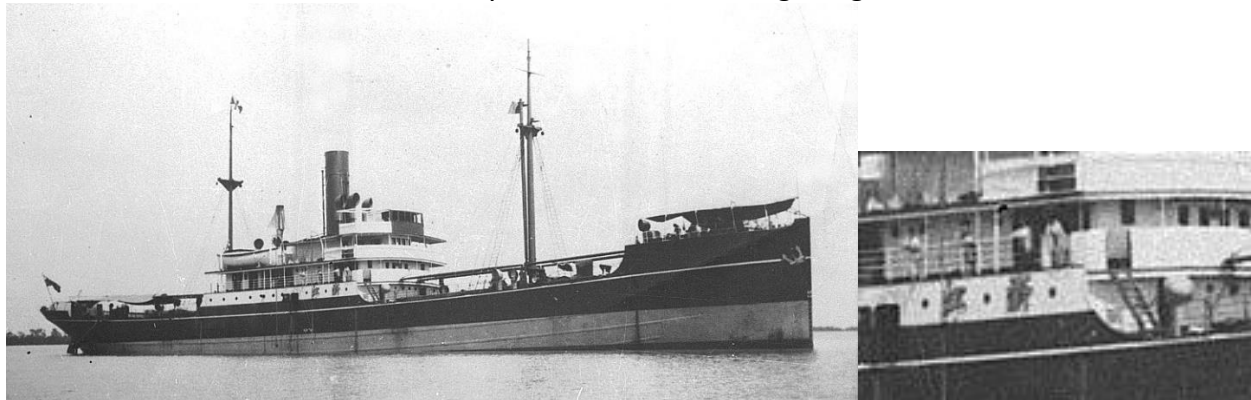
CHUNGKING in wartime colours (unknown/A. Duncan*).



TAICHUNGSHAN at Hong Kong, 1964 (W. Worrall).

CHEKIANG 浙江 (1914-41) 2172/14-12 (285.0 x 44.1', T3cy/139nhp/10k, 2/-/48 pass.)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#149) for and 1/12/14 del. to CNC. 7/4/21 broke tailshaft - towed into Shanghai. By 6/39 trading HK-Vietnam, then from 10/39 mainly Hong Kong-Manila-Borneo (coal)-HK with some rice loadings Bangkok/Saigon-HK. From 1/41 HK-Bangkok, then from 9/41 HK-Straits. 29/10/41 Singapore via Probolinggo (sugar) for Hong Kong (17/11). 8/12/41 seized by Japanese in Whangpu River, Shanghai, 6/42 r. SEKKO MARU, 12/42 condemned by Sasebo Prize Court. 16/1/45 bombed and sunk by Allied aircraft at Hong Kong [BT 389/7/7].



CHEKIANG (Wikiswire image edited including flip-correction).

SINKIANG 新疆 (1915-42) 2546/15-2 (310.2 x 41.2', T3cy/162nhp/11k, 5/28/64 pass)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#461) for CNC. 10/40m coasting Tuticorin-Colombo-(Cochin). 1/41 Rangoon-Straits, from 2/41 mainly Burma ports to Calcutta/Colombo. 4/4/42 sailed Sandheads (Calcutta) for Colombo but 6/4 bombed and sunk by Japanese aircraft in Bay of Bengal (17.32N, 82.50E), 3 lives [BT 389/27/86].



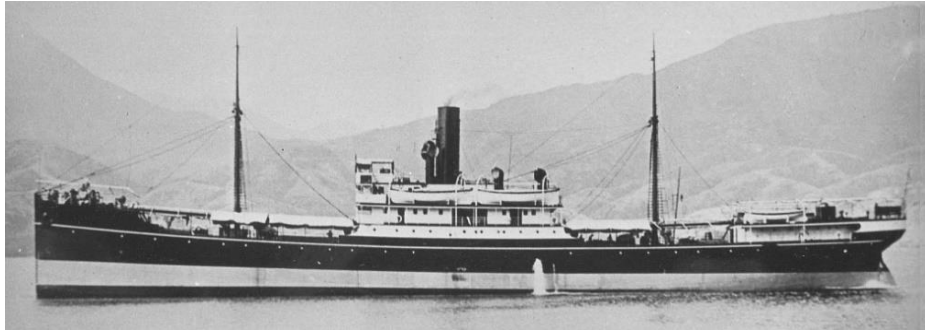
SINKIANG, new 4-hatch design (Warren Swire/UoB Sw04-076)



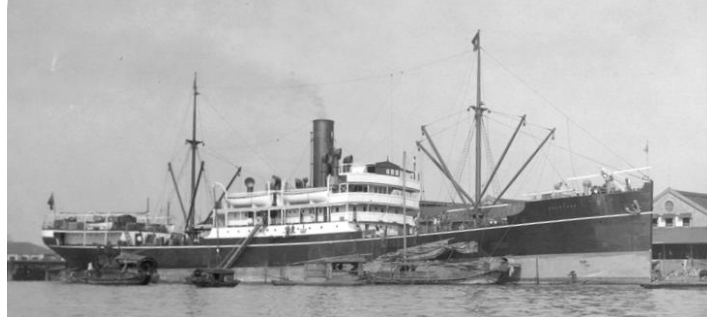
SINKIANG unloading logs at Shanghai (Warren Swire/UoB Sw04-124)

SHANTUNG 山東 (1915-48) 2549/15-12 (310.1 x 41.2', T3cy/162nhp/11k, 6/28/64 pass)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#155) for and 19/11/15 del. CNC but to 1919 under The Shipping Controller. 2/8/22 blown ashore at Swatow by typhoon - 5/12 refloated. From 10/40 trading Rangoon-Calcutta/Straits. 11/4-24/5 Hong Kong-Shanghai, then Bombay (21/6) for Indian coastal trade, mainly Colombo-Tuticorin. 8/5-11/8/42 at Bombay (repairs), then Indian Ocean and Red Sea supply. 12/12/45 at Singapore, then loading Bangkok for Hong Kong (15/1/46), where holed at No. 3 hold in collision, also engine trouble. 30/1/46 to Bangkok where 18/2 grounded on bar, sailed 20/2 for Hong Kong where 6/3 redel. to CNC and placed in service to Shanghai, Taku. Mid-12/47 laid up at Hong Kong. 27/5/48 sailed for Shanghai for delivery to breakers [also listed as SHAN TUNG] [BT 389/26/218]



SHANTUNG, presumably on completion (A. Duncan*).



SHANTUNG at Canton (Wikiswire).



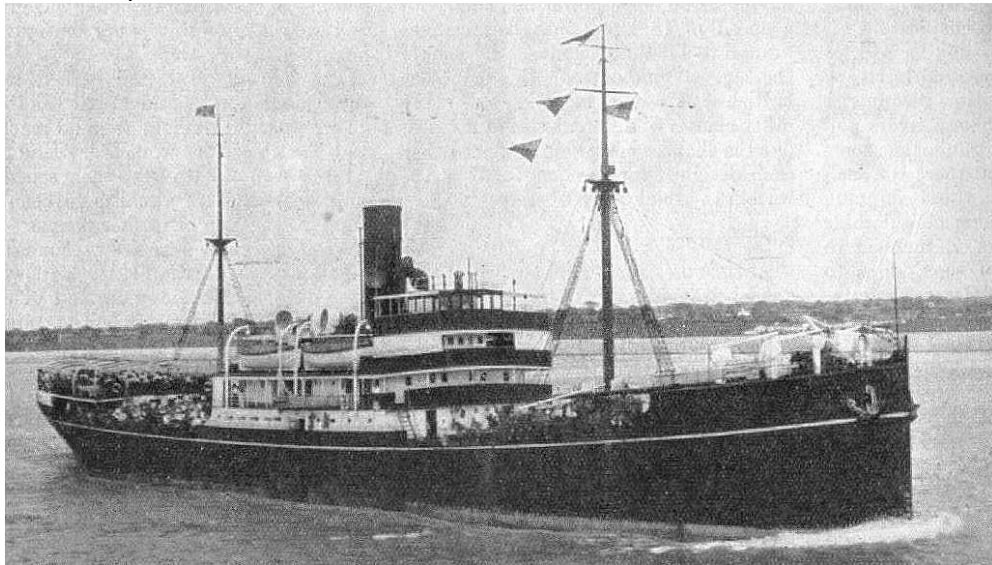
SHANTUNG ashore at Swatow in 1922 (coll. H. Dick).



SHANTUNG moored adjacent to 'Battleship Row', Shanghai c.1938 (NHHC NH81988).

SUNNING 新寧 (1916-36) 2555/16-12 (310.3 x 41.2', T3cy/162nhp/11k, 5/28/64 pass)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#160) for and 10/12/16 del. to CNC. 15/11/26 attacked and set afire by pirates between Amoy and Swatow, rescued by HMS *Bluebell* and towed to Hong Kong. 12/2/27 resumed service. 17/8/36 wrecked at Junk Bay, Hong Kong while sheltering in typhoon, subsequently broken up.



SUNNING (press photo/Wikiswire).



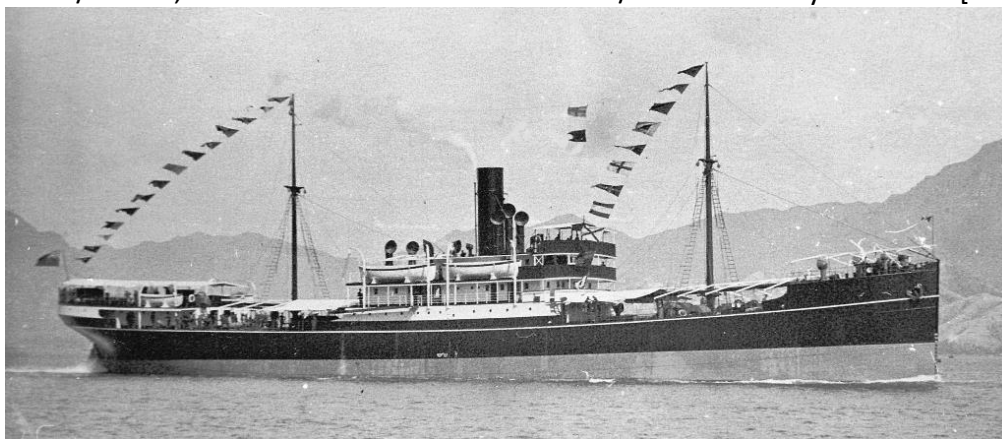
SUNNING burnt out at Bias Bay, 1926 (Internet).



Wreck of SUNNING at Junk Bay, 1936 (Wikiswire).

SUIYANG 睢陽 (1917-46) 2590/17-11 (310.3 x 41.2', T3cy/162nhp/11k, 5/28/64 pass)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#163) for and 19/11/17 del. to CNC. 6/5/41 arrived Sandheads (Calcutta), then Indian coastal trade. 7/41 Bombay-Karachi-Gulf. 7/7/42 arrived Karachi for repairs, then at Bombay (27/10). Allocated for use as petrol carrier, 21/11 Bombay via Port Said to Alexandria (20/12), 1/43 in service to Benghazi/Tobruk/Tripoli. 19/9 at Malta, then Salerno (5/10) and Italian supply to 12/43, then Red Sea. 16/12/43 arrived Karachi, reverted to Persian Gulf trade. 26/8/44 at Bombay for repairs, 31/12 to Calcutta (12/1/45) to commence shuttle to Chittagong, then Akyab, then Rangoon (arr. 14/5). 18/9/45 Singapore, 1v to Madras, 2vv to Belawan Deli. 1/46 Singapore-Bangkok rice trade. 3/46 released to CNC at Singapore, 19/3 arrived Bangkok for loading, 27/3 outbound from Bangkok with 600t rice to Kongsichang anchorage to complete loading for Hong Kong, struck mine in Chao Phraya River 4nm above Paknam, beached but settled against bank with decks submerged. Mid-4/46 CTL, offered for sale as lies but as of 2/47 wreck not yet cleared [BT 389/29/9].



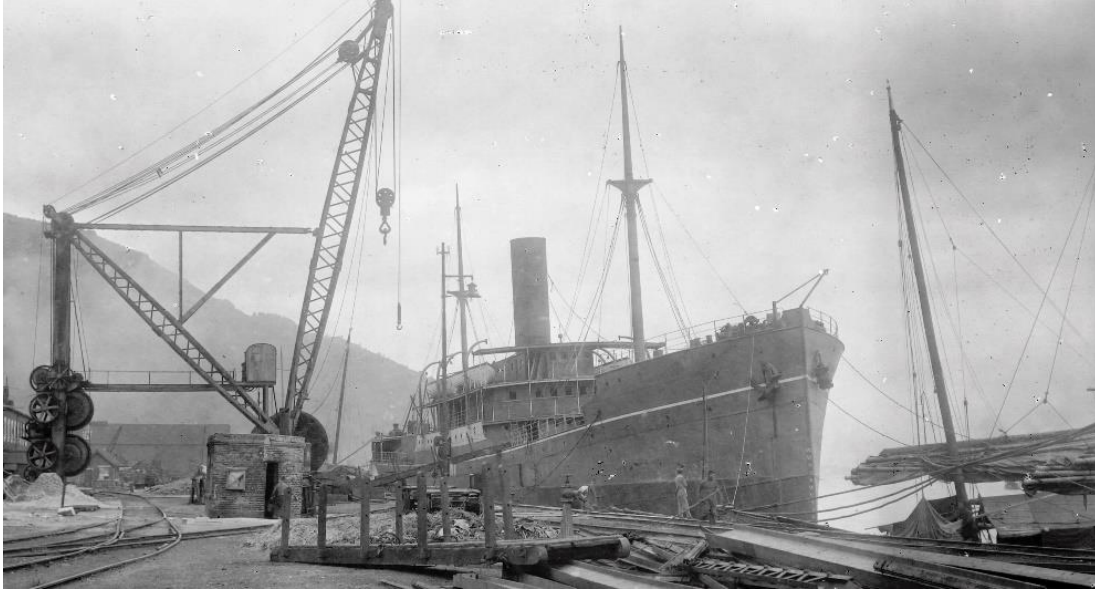
SUIYANG on trials (unknown/A. Duncan*).

WOOSUNG 吳淞 (1918-41) 3426/18-9 (320.0 x 46.2', 2T3cy/171nhp/11k)

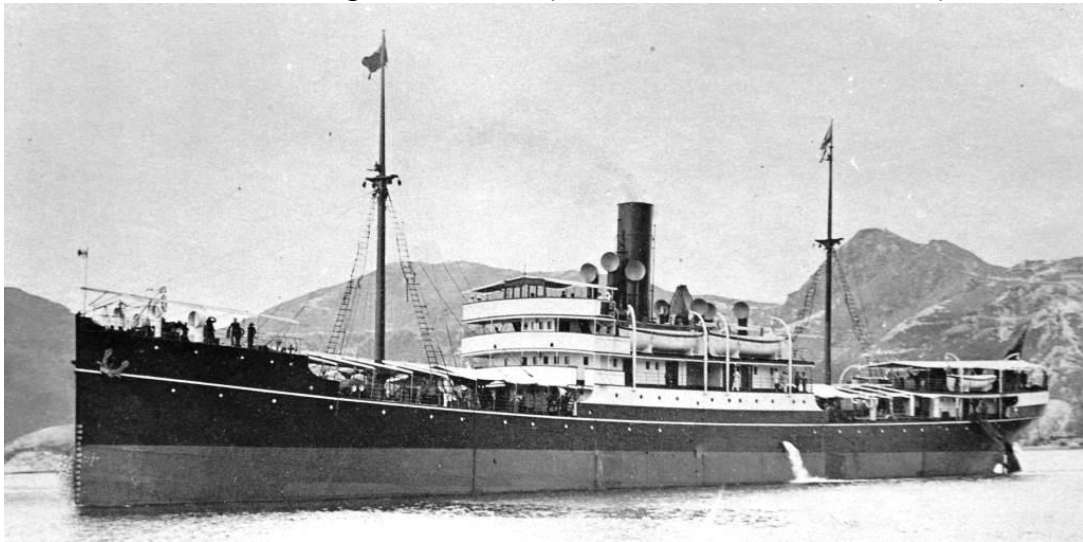
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#166) for and 2/10/18 del. to CNC for Yangtse River. 1924 fitted with addit. passenger accommodation. By 8/41 laid up at Hankow. 8/12/41 seized by Japanese at Hankow. 1/42 r. REIZAN MARU (Toa Kaiun K.K., mgrs). 1944 rep. bombed and sunk by US aircraft on Havoc Rocks, Yangtse River, repaired. 18/1/45 struck US mine and sank in Yangtse River, 1 lost (30.11N, 115.07E) [BT 389/32/163].

SZECHUEN 四川 (1920-42) 2604/20-7 (310.3 x 41.2', T3cy/162nhp/11k, 6/28/64 pass)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#182) for and 12/7/20 del. to CNC. 5/7/32 heavily damaged (and subsequently found to be at fault) in collision at Shanghai with *Hsin Ningshao* (2551/14). 26/4/41 Hong Kong via Straits for Calcutta (14/5), then trading around Bay of Bengal. 29/3/42 Calcutta for Karachi-Persian Gulf run but 6/46 allocated for use as cased petrol carrier in Middle East, 30/7 arrived Bombay for repairs and conversion, 14/12 to Port Said (8-18/11), then Haifa (19-26/11). 27/11/42 o/v Haifa-Port Said with aviation fuel exploded and sank off Port Said (presumed sabotage), 4 dead [BT 389/29/74].



SZECHUEN fitting out at Taikoo (Warren Swire/UoB Sw04-126).



SZECHUEN (A. Duncan*).



Probable SZECHUEN at Swatow (coll. Warren Swire/UoB Sw08-098).



SZECHUEN at Shanghai c.1940 (Malcolm Rosholt/UoB Ro-n0229 ©2012 Mei-Fei Elrick & Tess Johnston).

SOOCHOW 苏州 (1920-41) 2604/21-3 (310.3 x 41.2', T3cy/162nhp/11k, 6/28/64 pass)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#183) for and 2/3/21 del. to CNC. 27/8/41 at Hong Kong from Rangoon for floating repairs, then 4/11 to Rangoon, returning 8/12/41. 13/12/41 scuttled at Hong Kong. 18/5/42 raised by Japanese r. TOSAN MARU (Toa Kaiun K.K., mgrs.). 22/8/45 mined and sunk off Nishiyama Breakwater Light, Shimonoseki [BT 389/27/176].



SOOCHOW in the Whangpu (Harrison Forman 6458/UWM Libraries)



SOOCHOW or SZECHUEN at Canton (coll. Warren Swire/UoB Sw06-073).
{Access to hi-res image should allow positive identification}.

KALGAN 喀拉干 (1921-41) 2655/21-3 (310.3 x 44.2', 2ST/11½k, trials 11.73k, 8/-/18)

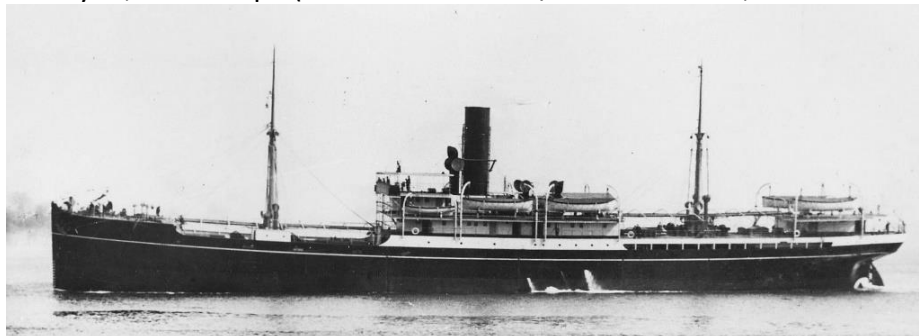
Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#483) for and del. 28/3 to CNC. 2/9/37 blown ashore at Kowloon by typhoon, refloated. 0/39-7/41 mainly (HK)-Amoy-Manila. From 8/41 Bangkok-HK rice trade, 5/12 arrived Bangkok, where 12/12/41 seized by Japanese r. NISHI MARU. 13/11/44 bombed and sunk at Manila (14.35N, 120.55) [BT 389/17/108].



KALGAN in the Clyde, March 1921 (coll. Warren Swire/UoB Sw19-069).



Unidentified 'K' in Clyde, same ship? (coll. Warren Swire/UoB Sw04-127, mislabelled 'at Hong Kong').



KALGAN in 1930s with white poop (D. Gammon*).

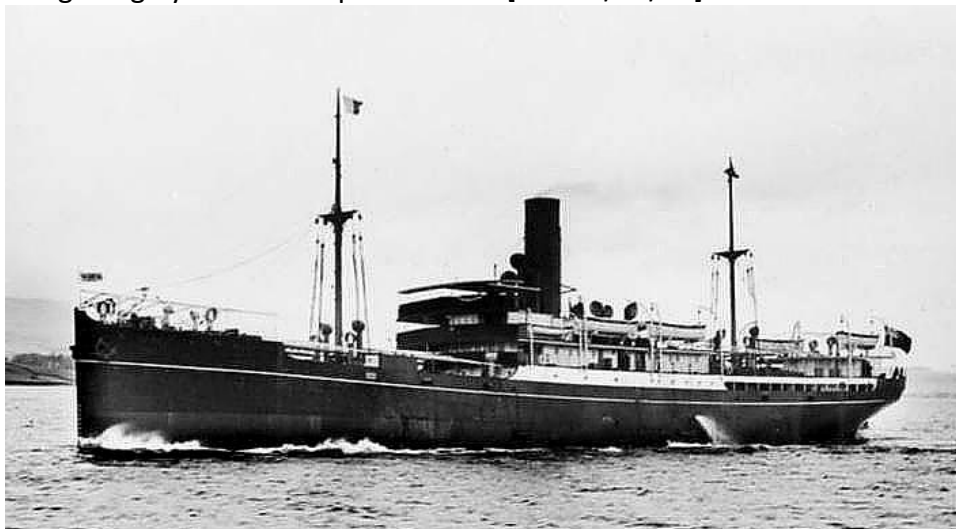
WHANGPU 黄浦 (1921-49) 3204/21-3 (320.0 x 46.0', 2T3cy/171nhp/11k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#184) for CNC, 25/3/21 del. for Yangtse River. 6/24 resumed service after fitted with passenger capacity by Shanghai D. & E. Co. Ltd. 2-5/12/37 loaded 5,000 cases of museum treasures at Nanking for Hankow. 11/12/37 shelled by Japanese at Nanking, 12/12 minor damage by bombing 15 miles above Nanking, thence Shanghai and service on Lower Yangtse. 12/5/41 Hong Kong for Singapore (18/5). Mid-12/41 allocated by Admiralty for conv. to

submarine depot ship but 1/42 work abandoned and 2/2 sailed via Palembang for Fremantle, where used as accommodation and repair ship. 1/10/43 comm. by RAN as FY-03 and sailed for Melbourne for fitting out as mobile repair ship. 1944-45 in New Guinea waters. Later 1945 to Morotai as stores ship. 2/46 to Hong Kong (c.25/2). c.13/5 completed naval service and given 'essential minimum repairs' prior to off-survey. 12/8/46 reverted to CNC with lump sum in lieu of further reconditioning and used as accommodation ship at Hong Kong. 5/49 sold to Wing Tak for breaking up at Hong Kong. [China Press, 26/1/38; BT 389/32/61]

KWEIYANG 貴陽 (1921-52) 2644/21-5 (310.3 x 44.2', 2ST/11½k, trials 11.7k, 8/-/18)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#506) for and 20/5 del. to CNC. 3/2/26 ashore at western entrance to Hainan Strait while trying to refloat *Hunan* (1895) - 13/2 refloated. 9/26 severely damaged in typhoon and towed into Hong Kong. 6/12/41 HK via Manila to Singapore (17/12), thence via Palembang to Colombo (8/1). 1/42 in service Colombo-Tuticorin, 2/42 Indian coastal service. 1/43 Bombay-Karachi-Persian Gulf run. 8/43 Karachi-Bombay-Cochin/Tuticorin run. 12/43 collier service Karachi-Persian Gulf. 13/7-27/10/44 refit at Bombay. 10/44 Colombo-Tuticorin service. 23/9/45 in refit at Bombay, 18/11 (P&O sailing) Bombay-Singapore-HK (10/12) where redel. to CNC. 16/3/52 last sailing Singapore to Hong Kong, where 5/52 sold for £126,000 to Wha Thai Co., Bangkok for pilgrim trade r. MECCA NAVA, 5/52 first sailing Bangkok-Jeddah (1150 pilgrims). 1957 r. KIAT NAVI. Q3/1961 sold for breaking up in Hong Kong by Pioneer Shipowners Ltd [BT 389/18/85].

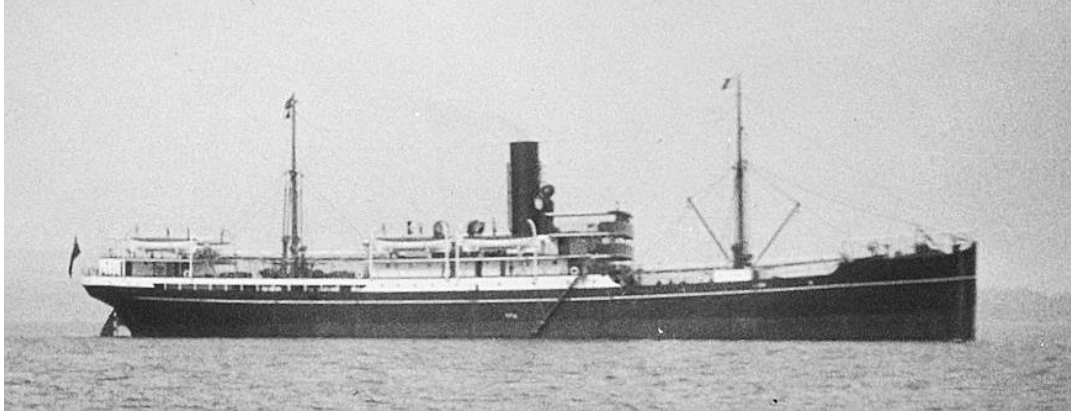


KWEIYANG (Wikiswire).

KIUNGCHOW 瓊州 (1921-42) 2651/21-9 (310.3 x 44.2', 2ST/11½k, trials 11.3k, 8/-/18)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#507) for and 26/9 del. to CNC. From 11/40 mainly HK-Bangkok. 7/12/41 Hong Kong via Manila (11/12), Surabaya (21/12-6/1) to Calcutta (22/1). 4/3/42 Calcutta to Bombay (20/3-20/5), then Bombay-Karachi-Persian Gulf. 6/42 allocated for use as cased petrol carrier, 19/7 Abadan for Red Sea, 2/9 Port Said (repairs), 26/10 Alexandria (repairs). c.20/11 Alexandria to Tobruk (aviation fuel), where 28/11/42 explosion in hold, after part ablaze, engineroom flooded to extinguish fire, pumped out and 23/12 arr. Alexandria for temporary repairs. 12/42 sold to MOWT (CNC mgrs). 8/3/43 at Haifa for refit. 1/44 recommissioned, 1/2 Haifa for Port Said for service to Massowah. 3/44 to Italian theatre. 18/8 Alexandria, then 9/44 to Persian Gulf. 16/3-8/4 Bombay

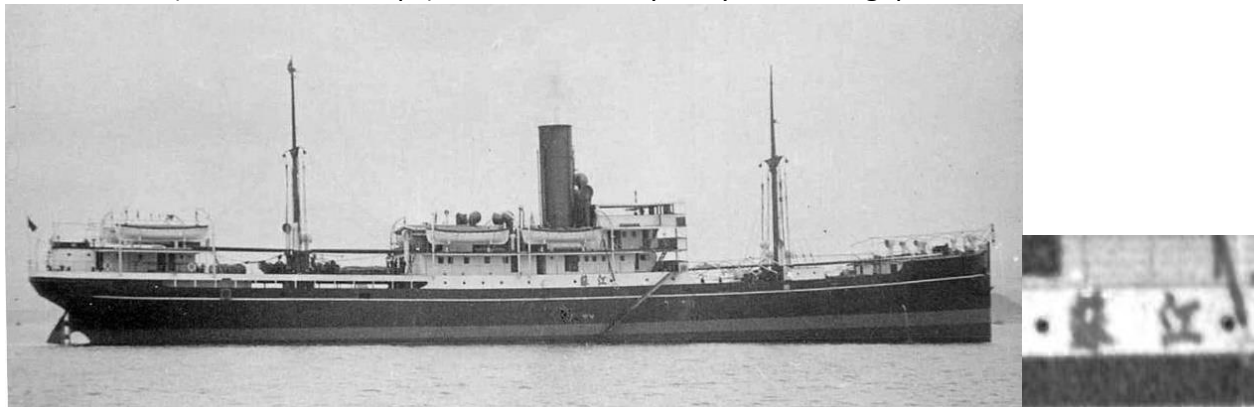
(repairs), thence Calcutta (18/4) and deployment to Burmese theatre. 27/6/45 dep. Rangoon, soon after struck submerged object, proceeded to Akyab, then 5/7 at Calcutta for docking. 9/46 sold for £30,000 to British India S.N. Co. Ltd, London and refitted at Bombay for service on East African coast, 2/47 r. KILWA, then trading Mombasa-Durban range. 15/4/56 arrived at Hong Kong and 27/4 sold for £27,500 to Chiap Hua Mfy Co. (1947) Ltd for breaking up [BT 389/17/231, BT 389/18/19].



KIUNGCHOW (Wikiswire).

KIANGSU 江蘇 (1921-41) 2661/21-10 (310.0 x 44.2', 2ST/11½k, 8/-/18)

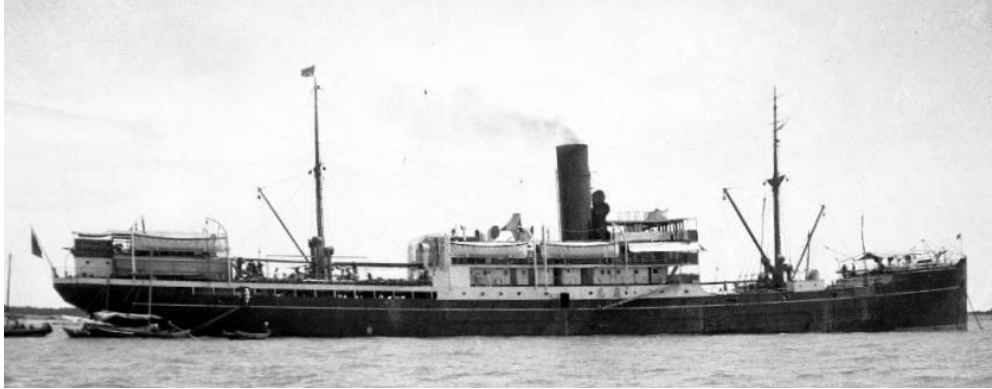
Built by Caledon S.B. & Eng. Co. Ltd, Dundee (#277) for CNC. 22/11/41 arr. HK from Bangkok for docking, 7/12 from HK via Manila to Singapore but 8/12/41 seized by Japanese off Amoy and 1/42 r. KINMON MARU (Toa Kaiun K.K., ops). 10/6/44 destroyed by fire at Singapore [BT 389/17/223].



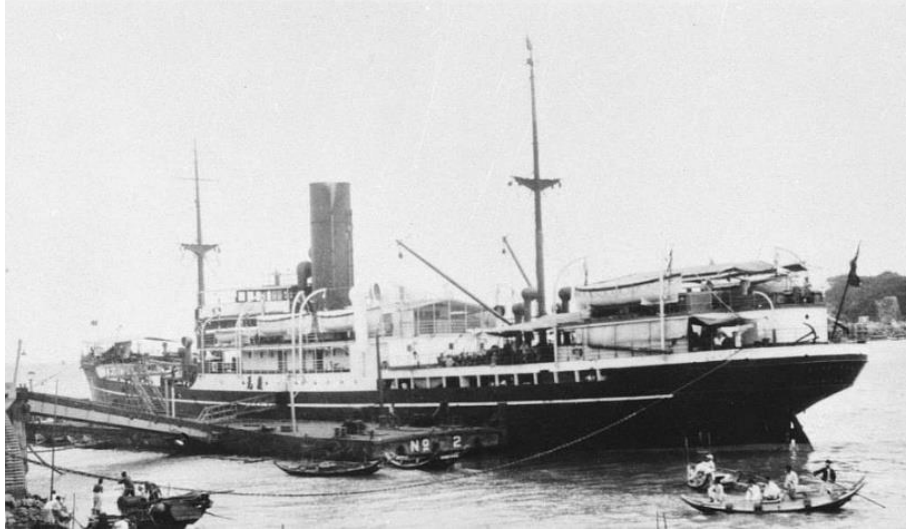
KIANGSU (A. Duncan*, in some sources as 'KWANGTUNG', indisputably Kiangsu).

KINGYUAN 慶元 (1921-44) 2635/21-10 (310.3 x 44.2', 2ST/11½k, trials 11.27k, 8/-/18)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#508) for and 21/10 del. to CNC. From 11/40 mainly HK-Bangkok. 29/11/41 HK for Straits, 23/12 Singapore for Colombo (30/12), Bombay (13/1). 3/2-30/3 at Calcutta (repairs), then coasting, mainly W. Coast India. 30/12/43 Karachi to Persian Gulf. 15/2/44 at Bombay for repairs, then to load for Trincomalee but 14/4 gutted by fire in Bombay Docks after explosion of *Fort Stikine* (7142/42), CTL [BT 389/18/84].



KINGYUAN at Pakhoi, 1932 (Robert Larimore Pendleton pe001988/UWM Libraries).



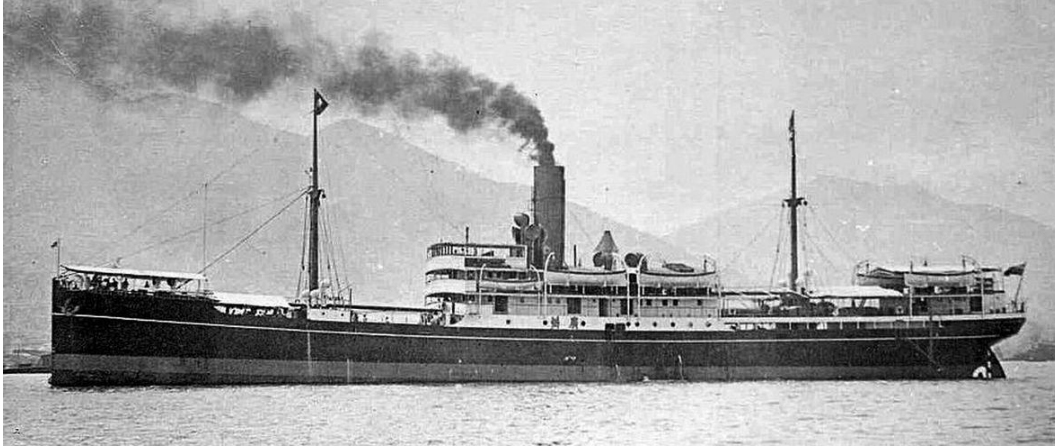
KINGYUAN (A.D. Blue/Wikiswire).

WANGCHOW 廣州 (1921-37) 2626/21-10 (310.3 x 44.2', 2ST/11½k, 8/-/18)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#187) for and 3/10 del. to CNC. 2/9/37 blown ashore on Chau Kung Island, Hong Kong by typhoon, CTL, wreck sold for breaking up.



KWANGCHOW (Warren Swire/UoB Sw27-106).



KWANGCHOW (Wikiswire).



KWANGCHOW with dragon boat (coll. Alan Lee).



KWANGCHOW on rocks showing hull fracture leading to CTL (coll. SK).

KWANGTUNG 廣東 (1921-42) 2626/21-11 (310.3 x 44.2', 2ST/11½k, 8/-/18)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#186) for and 18/11 del. to CNC. 28/12/35 hard ashore on High Is. at mouth of Canton River, refloated. 27/11/41 Bangkok to HK (3/12), 6/12 HK via Manila to Surabaya (22/12), then 2/1/42 dep. for Colombo but 5/1 sunk by gunfire from Japanese submarine (1-156) 100 m. SE of Tjilatjap, Java (09.12S, 111.10E) [BT 389/18/84]. NO IDENTIFIED PHOTO.



Unidentified "K" class at Swatow (Warren Swire/UoB Sw08-096).



Unidentified 'K' class at Amoy, 1924 (UoB Sw20-117).



Unidentified 'K' class at Amoy, 1939 (UoB Sw23-013).



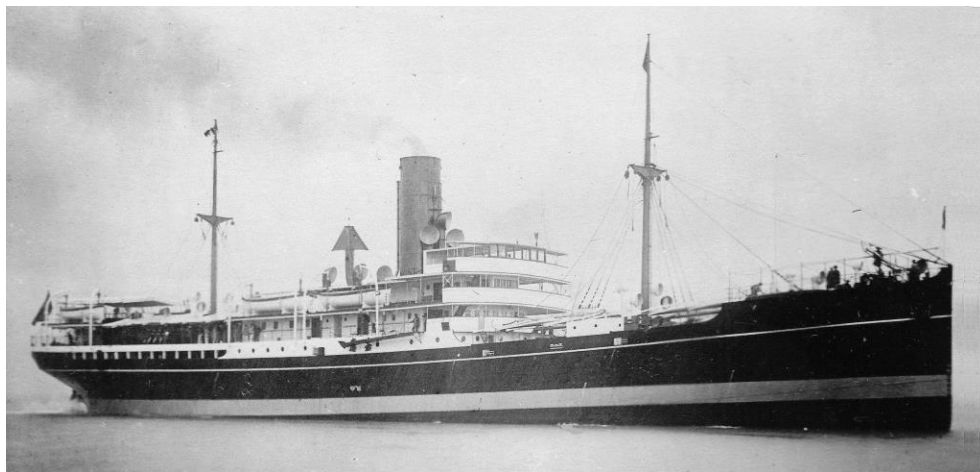
Unidentified 'K' class in wartime colours, reportedly at Amoy in 1940 (UoB Sw08-184).

CHANGSHA 長沙 (1922-41) 2482/22-4 (290.1 x 46.0', 2-T6cy/120nhp/??k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#185) for CNC, 7/3 reg. at Hong Kong, 25/4 del. for Yangtse River. 30/8/41 rep. laid up at anchor off Hankow. 8/12/41 seized by Japanese at Hankow and 1/42 r. RYUZAN MARU. 27/1/45 struck mine and sank in middle Yangtse River (29.46N, 116.52E), 445 passengers lost. Photographic evidence suggests by 1948 raised and recommissioned, eventually under PRC control as REN MIN 15. NFI.

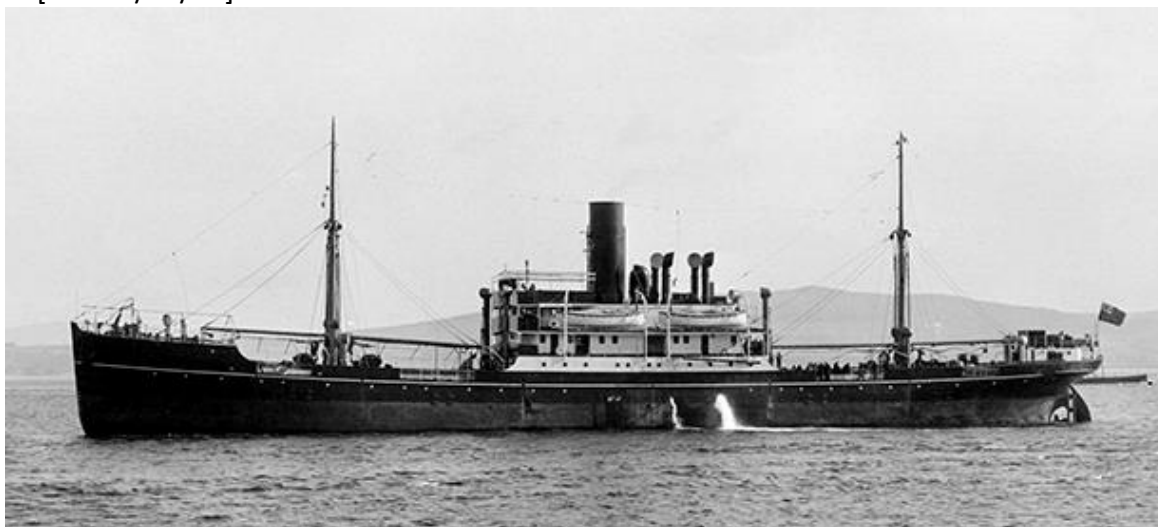
KAYING 嘉應 (1922-43) 2626/22-6 (310.3 x 44.2', 2ST/11½k, 8/-/18)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#190) for and 16/6 del. to CNC. 14/4/23 stranded badly at Swatow during typhoon - refloated. 7/12/41 dep. HK via Manila, Surabaya (19/12-8/1) to Calcutta (23/1). 3/42 coastal service, 6/42 Persian Gulf. 24/7-15/10/42 at Bombay (repairs), then via Mombasa and Red Sea to Alexandria (28/11) where 15/12 comm. petrol shuttle to Libya. 15/3/43 dep. Tripoli for Alex. but 18/3/43 torp. and sunk 120 m. S of Cape Matapan [BT 389/17/157].

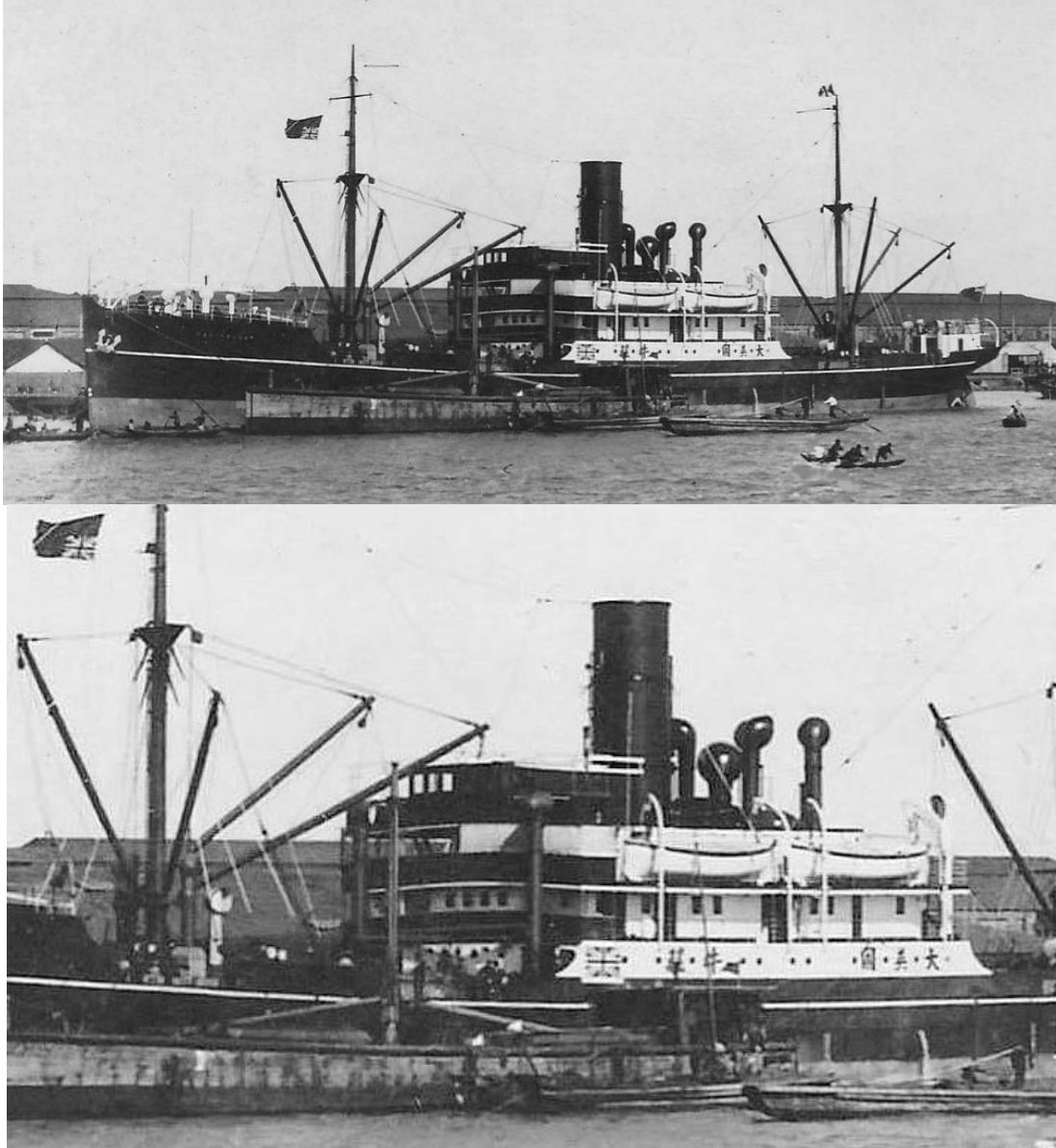


KAYING (unknown/A. Duncan*).

NEWCHWANG 牛庄 (1922-50) 2480/22-9 (295.8 x 44.2', T3cy/138nhp/10k, trials 11.87k, 2/-/54)
 Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#519) for and 14/9 del. to CNC. 29/4 Hong Kong via Straits to Rangoon (15/5), thence to Colombo or Calcutta until 1/42 and from 2/42 Indian coastal trade. 21/7-6/9 at Calcutta (repairs), then via Durban to Takoradi (28/10) to commence coastal supply in West Africa (comm. by RN as F-30). 7-8/44 loading West Africa to London (Elder Dempster), then Middlesbro' (repairs) before loading Dundee via Milford Haven (14/12) for West Africa to resume coastal service (2/45). 22/7/45 Lagos via Durban for Bombay (29/8) and after repairs mid-9/45 allocated to Military Store Service to Straits, 29/10 Calcutta to Cocos Is. (6-14/11), then based Singapore until 1/46 loaded Bangkok for Hong Kong (25/1) and Shanghai, where 9/2 reverted to CNC service. 18/4/50 arrived at Hong Kong on final voyage. 6/50 sold to Wing Tak for breaking up at Kowloon [BT 389/22/24].



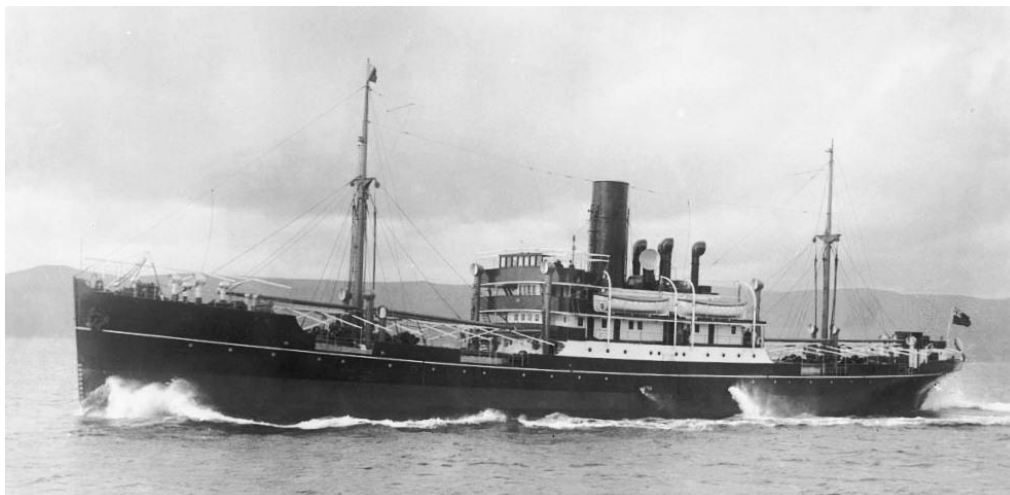
Newly built NEWCHWANG (coll. Warren Swire/UoB Sw20-027).



NEWCHWANG at Shanghai flying inverted red duster as distress signal, intense activity at No. 2 hatch.
Centre island adorned with Union Jack, ship's name and 'Great Britain' in hanzi (coll. SK*).

NANCHANG 南昌 (1922-50) 2489/22-11 (295.8 x 44.2', T3cy/138nhp/10k)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#509) for CNC. 29/3/33 attacked by pirates at anchor off Newchwang Bar, 4 officers kidnapped. 27/4/41 Hong Kong via Singapore to Bombay, then from mid-6/41 mainly Calcutta-Rangoon. 11/41-10/45 mainly Calcutta-Chittagong. 12/45 to Straits, Bangkok. 1/5/50 arrived Hong Kong on final voyage. 7/50 sold to Wing Tak for breaking up at Kowloon [BT 389/21/202].



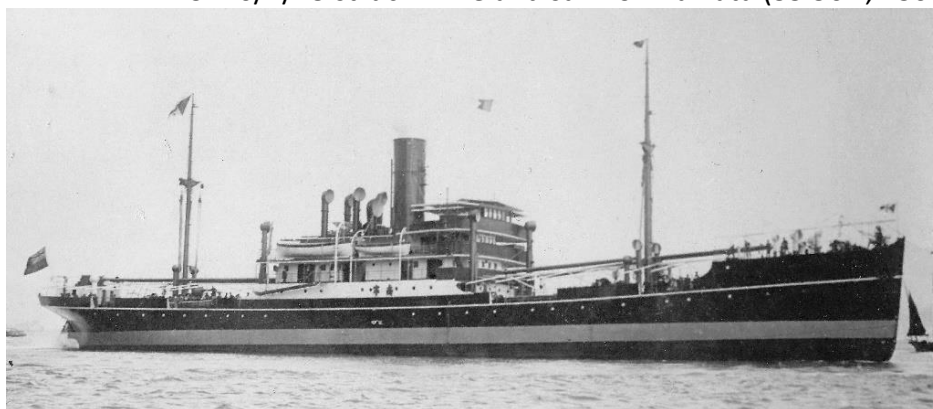
NANCHANG on trials (James Adamson/University of Glasgow P01792).



NANCHANG during World War II (coll. H. Dick).

NANNING 南寧 (1923-41) 2485/23-4 (295.8 x 44.2', T3cy/138nhp/10k, 2/-/54)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#196) for 5/4 del. to CNC. 22/9/41 Bangkok to Hong Kong (28/9), no further movement. 11/12/41 scuttled at Hong Kong. Raised by Japanese and 8/42 r. NANNIN MARU. 16/7/45 struck mine and sank off Yawata (33.56N, 130.52E) [BT 389/21/212].



NANNING (In some sources as 'NINGHAI' but name indisputably NANNING).

WENCHOW 温州 (1923-41) 3113/23-7 (320.0 x 46.1', 2-T6cy/175nhp/11k)

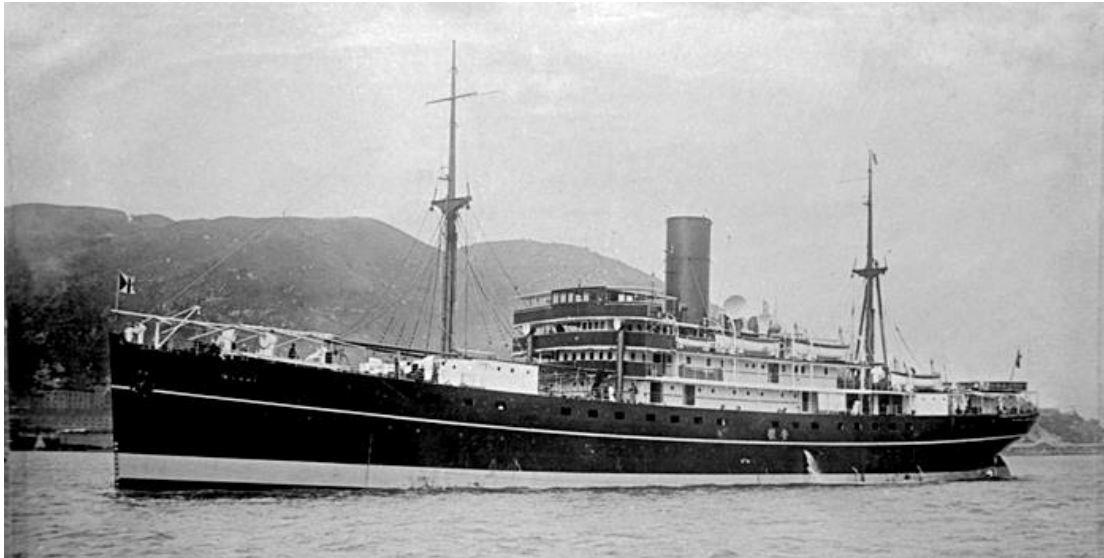
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#201) for and 30/7 del. to CNC for Yangtse River. By 30/8/41 laid up at Kiukiang, where 8/12/41 seized by Japanese, 7/42 r. HACHIGEN MARU (sometimes mis-stated as SHUKUZAN MARU). 14/8/42 torp. and sunk N of Kudat, North Borneo (5.07N, 119.37W) by USS *Seawolf* [BT 389/31/247].

WANLIU 萬柳 (1923-32) 1112/20-6 (196.0 x 31.0', 2-T6cy/98nhp/10k by J.I. Thorneycroft & Co., Southampton, 18-50-100-deck pass.)

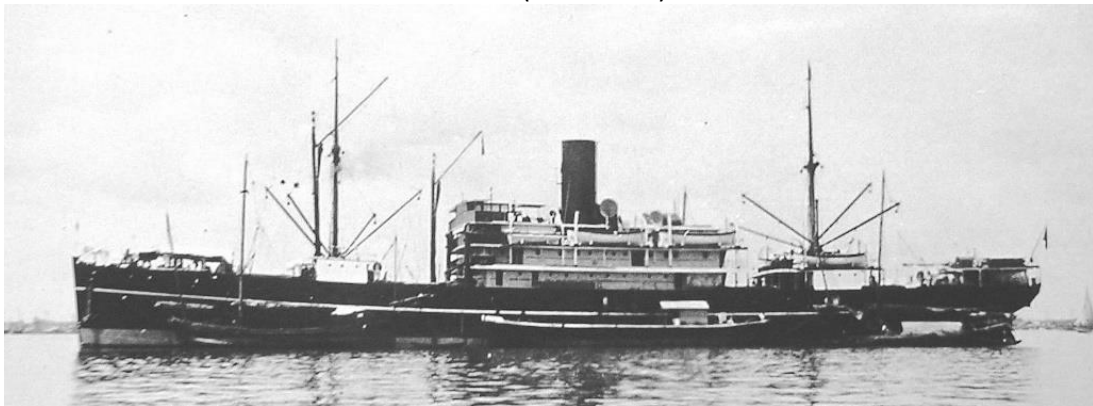
Built by Kiangnan D. & Eng. Works, Shanghai (#328) for Mackenzie & Co. Ltd, Shanghai for Upper Yangtse, intended to be QUEEN OF THE GORGES but 2/3/20 launched as LOONG MOW, 17/6 dep. Shanghai for Ichang-Chungking service. 14/7/20 bow crushed when struck bank 12 m. above Ichang. 1921 reg. to General Manager, W.A. Argent, Shanghai. 4/21 Butterfield & Swire freight and passage agents. 9/23 sold to CNC r. WANLIU. 29/8/26 attacked by Chinese troops of General Yang Sen. 5/30 t/f to TCNC and re-reg. at Hong Kong. 31/5/32 abandoned after stranding at Changshouchai 40 m. below Chungking bound for Ichang, broke back, CTL. 5/33 salvaged in two parts, rebuilt and lengthened by subsidiary Ta Chung Hua S.B. Works, Shanghai for Ming Sung Industrial Co. Ltd, Shanghai as MING CHUAN, 26/4/35 reentered service Shanghai-Chungking. During Sino-Japanese War (1937-45) seized by Japanese and r. MARI MARU. 8/45 recovered and reverted to Ming Sung as MING CHUAN. 1949 under PRC control, 1957 refitted. 1958 name romanised and simplified as MIN CHUAN (QUAN) 民权. 10/65 operating Shanghai-Chungking every 14 days. 12/66 r. DONG FANG HONG 63. 1969 rep. broken up (WikiSwire), but 1976 still listed by Changjiang (Yangtse) Shg. Corp., 8/84 laid up upstream of Wuhan. RLR 1971/72 [Shanghai Times, 17/6, 24/6/20. As built 18 First, 50 Second 100 Deck pass.]

ANHUI 安徽 (1925-50) 3494/25-2 (338.5 x 49.3', 2ST/12k, ?? pass.)

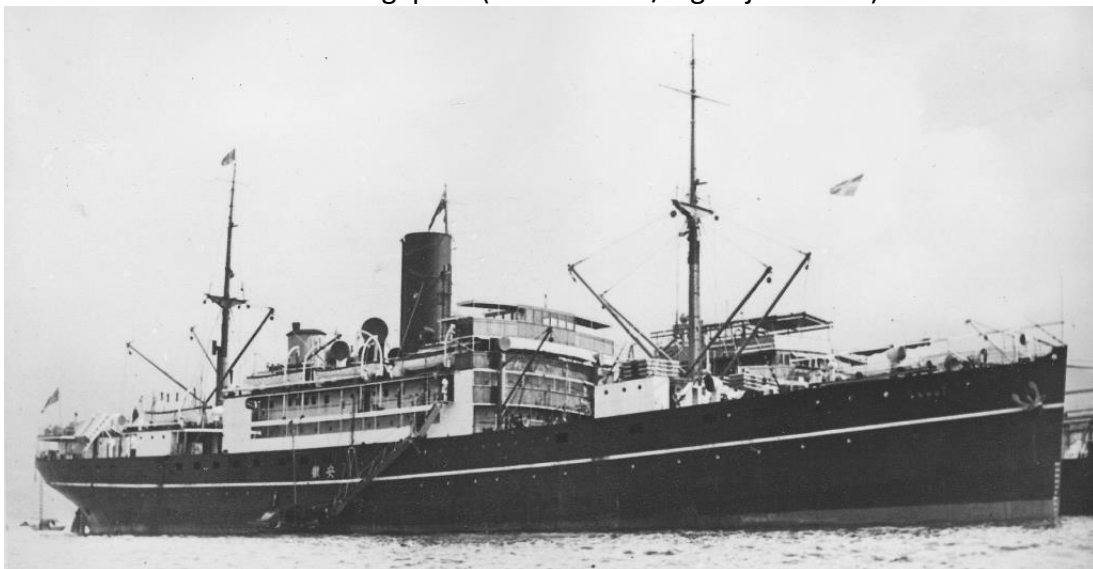
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#209) for and 6/2 del. to CNC for Straits trade. 26/9/41 dep. Yokohama on special voyage to evacuate British and Indian residents of Kobe-Osaka to Hong Kong, Singapore and Calcutta. 6/12/41 from Hong Kong with 470 civilian evacuees, 10/12 bombed in Outer Harbour, Manila by Japanese aircraft but escaped to Sydney (28/12). 7/2/42 allocated to U.S. Army as Store Transport. 22/2/42 left Brisbane to run blockade to Philippines but 10/3 grounded between Bohol and Leyte, 13/3 refloated, reached Cebu, then escaped back to Sydney (2/4). After repairs, 1/7 arrived Townsville to commence supply run N. Qld to Port Moresby/Milne Bay. 23/11/44-21/1/45 at Hollandia, then Morotai (2/45) and Dutch New Guinea. 25/3-20/5 at Brisbane (repairs), then Hollandia-Manila shuttle until 15/10-5/11/45 at Manila, where released to CNC, thence Hong Kong (15/11/45). 16/6/50 holed in engineroom after striking Nationalist mine on Swatow Bar inbound from Hong Kong with 700 passengers - beached. 22/6 strafed by Nationalist aircraft. Wreck sold to Mollers Towages Ltd. 22/8 refloated and 3/9/50 arrived at Hong Kong in tow. After docking mid-10/50 laid up at Junk Bay awaiting breaking up [BT 389/1/271].



ANHUI (Wikiswire).

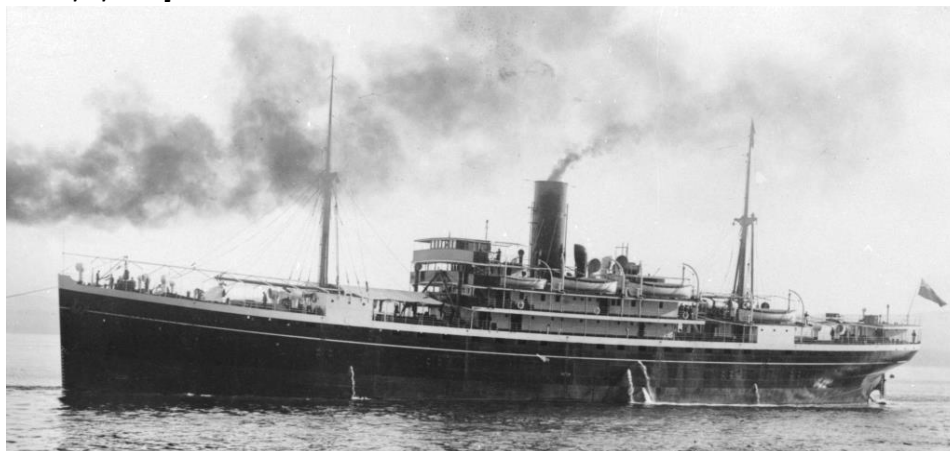


ANHUI at Singapore (KPM archive/Alg. Rijksarchief).

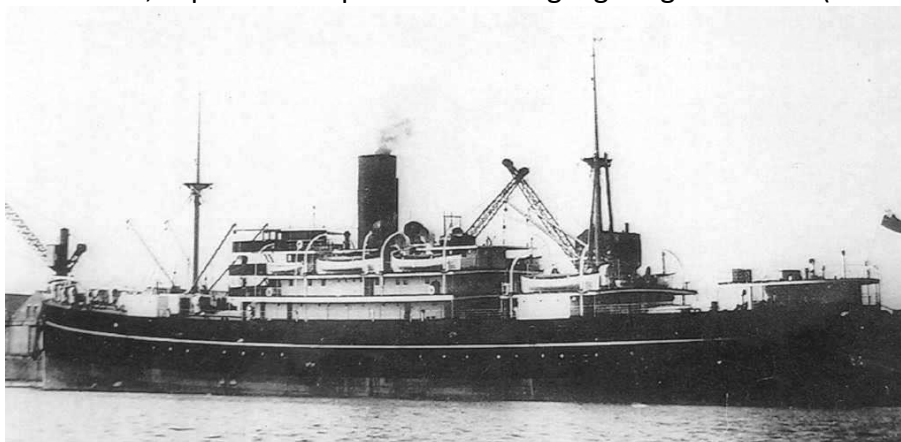


ANHUI after fitting piracy barriers (unknown/A. Duncan*).

ANKING 安慶 (1925-42) 3472/25-3 (338.4 x 49.2', 2ST by Brown Curtis/12k, trials 13.34k, 88/deck pass)
Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#527) for and 12/3 del. to CNC for Straits trade. 26/9/28
attacked by pirates in Gulf of Tonkin on voyage Singapore-Hoihow with deaths of Chief Officer, Chief
Eng. And QM. Continued in HK-Straits service until 19/9/41 arrived Singapore and req. by RN for use as
depot ship, early 1942 communications ship at Batavia, then Tjilatjap. 3/3/42 sunk by Japanese
warships 200 m. E of Christmas Is. bound Tjilatjap-Fremantle in convoy escorted by HMAS *Yarra*, only
16 survivors [BT 389/1/272].



ANKING as built, experimental paint scheme highlighting flush deck (Wikiswire).



Early ANKING (unattributed).



ANKING at Hong Kong, 1938 (Warren Swire/UoB Sw08-131).

NINGHAI 寧海 (1925-50) 2484/25-3 (295.8 x 44.2', T3cy/138nhp/10k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#223) for and 27/3 del. to CNC. 19/11/41 Shanghai to Singapore (30/11), then 10/1/42 to Madras, Calcutta (1/2) for service on Indian coast. 1/43 Military Store Service, mainly Calcutta-Chittagong. 31/10/44-29/4/45 at Calcutta (repairs), then Calcutta-Burma, from 17/6 to Rangoon, thence Hong Kong. 9/46 resumed CNC service China-Straits. Mid-1/50 laid up at Hong Kong. 4/50 sold to Wing Tak for breaking up at Kowloon [BT 389/22/58]. NO IDENTIFIED PHOTO.

WANTUNG 万通 (1925-41) 1061/21-6 (sternwheeler, 197.0 x 31.0', 2T3cy/98nhp/15k)

Built by Kiangnan D. & Eng. Works, Shanghai (#363) for Robert Dollar Co. Ltd, Shanghai and launched 23/3/21 by Miss Alice Dollar as ALICE DOLLAR, 17/6 from Shanghai to commence Ichang-Chungking service. 4/25 sold to CNC r. WANTUNG. 30/8/26 seized at Wanh sien by Chinese troops of General Yang Sen - 5/9 recovered after attack by British naval party. 5/30 t/f to TCNC and re-reg. at Hong Kong. Late-summer 1937 grounded in Sha-Sui quicksands off Kweifu damaging rudder, relegated to Lower River service [Terrible]. 8/12/41 seized by Japanese at Shanghai r. HEIZAN MARU 屏山丸 (Toa Kaiun K.K., mgrs). 28/12/43 bombed and sunk with loss of 2 crew by US aircraft in Lower Yangtse with Toa Kaiun's *Unyo Maru* (1037g) and *Kinka Maru* (296g) above Pengtse, about half-way between Kiukiang (upriver) and Anking (downriver).

WANHSIEN 萬縣 (1925-41) 868/22-4 (203.9 x 33.0', 2-T6cy/130nhp/12k)

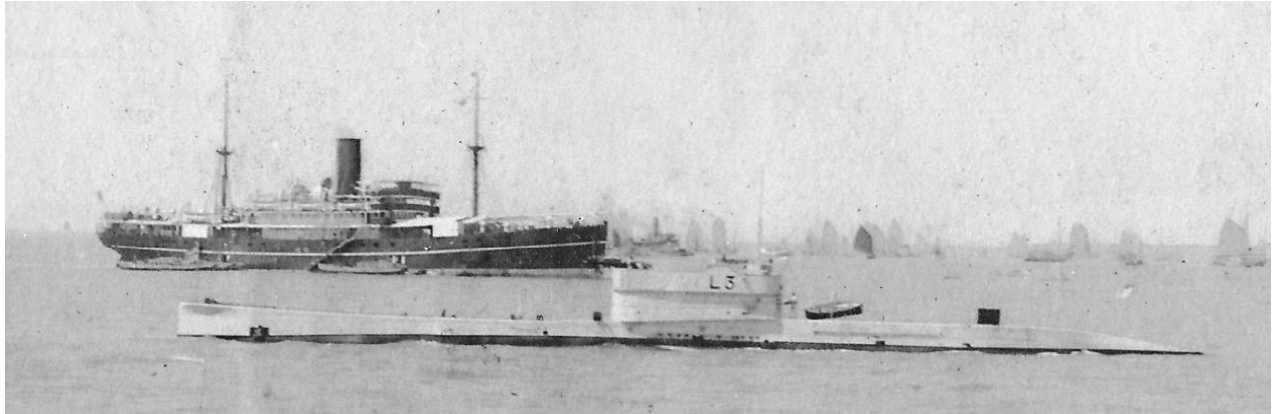
Built by Yarrow & Co. Ltd, Glasgow (#1462) and erected by Taikoo D.Y. & E. Co. Ltd Hong Kong for Mackenzie & Co., for Upper Yangtse. 25/3 reg. at Hong Kong (then London), 21/4 arrived Shanghai. 1925 sold to CNC, 30/8/26 seized at Wanh sien by Chinese troops of General Yang Sen, 5/9 recovered after attack by British naval party. 5/30 t/f to TCNC and re-reg. at Hong Kong. 2/41 reg. closed on sale to Chinese owners. 12/41 sunk at Hong Kong. Raised c.1946 for breaking up but may have been rebuilt and recomm. by Ming Sung Industrial Co. Ltd, Shanghai as MING WAN, subsequently to Yangtse Shipping Bureau, refitted with larger superstructure. 1966 r. DONG FANG HONG 109. 1976 no longer listed by Shanghai Maritime Bureau. NFI. [clydeships, Schell, BT 389/31/156].

KIATING 嘉定 (1925-37) 423/25-10 (149.5 x 26.6', 2ST Brown-Curtis/10k)

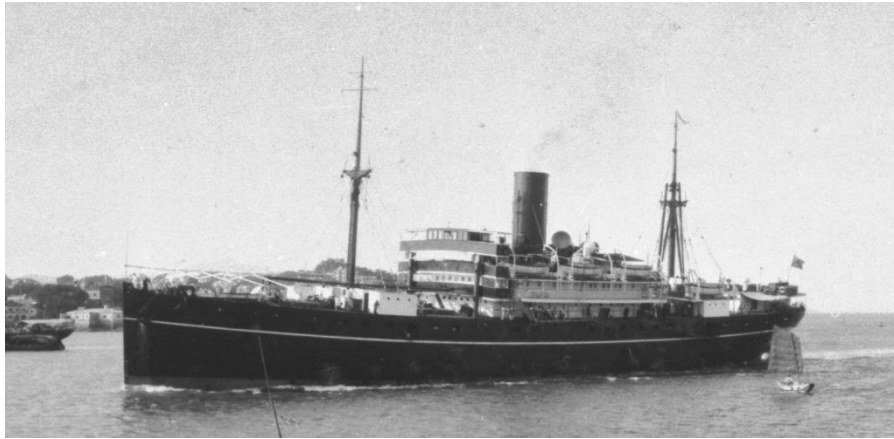
Built by Yarrow & Co. Ltd, Glasgow (#1492) and assembled by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for CNC for Upper Yangtse, 6/10/25 reg. at Hong Kong, then t/f to London. 5/37 sold to Chinese Government [China Press, 21/5/37]. NFI.

ANTUNG 丹東 (1925-33) 3494/25-10 (338.5 x 49.3', 2ST/12k, 8/28/deck pass.)

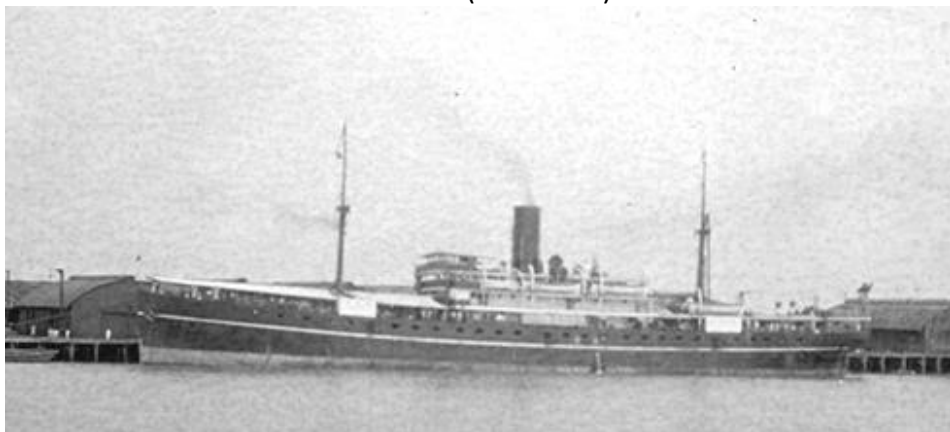
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#230) for and 11/10 del. to CNC for Straits trade. 6/3/33 at 0400 o/v Singapore-Hong Kong wrecked 3 m. S of Mofu Point, Hainan Is. in very rough seas and poor visibility, 70 dead, wreck quickly broke up.



Early 'A' class loading at Swatow in presence of HM submarine L3 (coll. SK).



ANTUNG (Wikiswire).



Early 'A' class unidentified, full awnings, tween deck open (UoB Sw07-003).

SIUSHAN 秀山 (1926-42) 296/26-2 (2xM6cy by Norris, Henty & Gardner Ltd/9k)

Built by Yarrow & Co. Ltd, Glasgow (#1502) and assembled by New Eng. & S.B. Works Ltd, Shanghai for CNC for Chungking-Luchow service, 19/2/26 reg. at Shanghai, then t/f to London. 5/30 t/f to TCNC and re-reg. at Hong Kong. 12/5/37 arr. Shanghai from Chungking and laid up. 4/12/37 on resuming service sprayed by bullets from Tsungming Island, Yangtse estuary, Chief Mate killed, subsequently in local service Shanghai-Nantungchow. 15/2/42 lost in evacuation of Singapore while under R.N. control. NFI [clydeships].

SUITING 绥定 (1926-41) 296/26-2 (2xM6cy by Norris, Henty & Gardner Ltd/9k)

Built by Yarrow & Co. Ltd, Glasgow (#1503) and assembled by New Eng. & S.B. Works Ltd, Shanghai for CNC for Chungking-Luchow service, 19/2/26 reg. at Shanghai, then t/f to London. 5/30 t/f to TCNC and re-reg. at Hong Kong. 16/5/37 arr. Shanghai from Chungking and laid up. 14/8/37 bomb exploded alongside at Watung Wharf (Pootung), killing 16, subsequently struck by shrapnel, night 18/19 sank at wharf [NCH, 25/8/37], but salvaged and reconditioned by Shanghai D.Y. 8/12/41 seized by Japanese at Shanghai and converted to lighter. 9/45 recovered. NFI.

KINTANG 金堂 (1926-48) 435/26-5 (149.5 x 26.6', 2ST Brown-Curtis/10k)

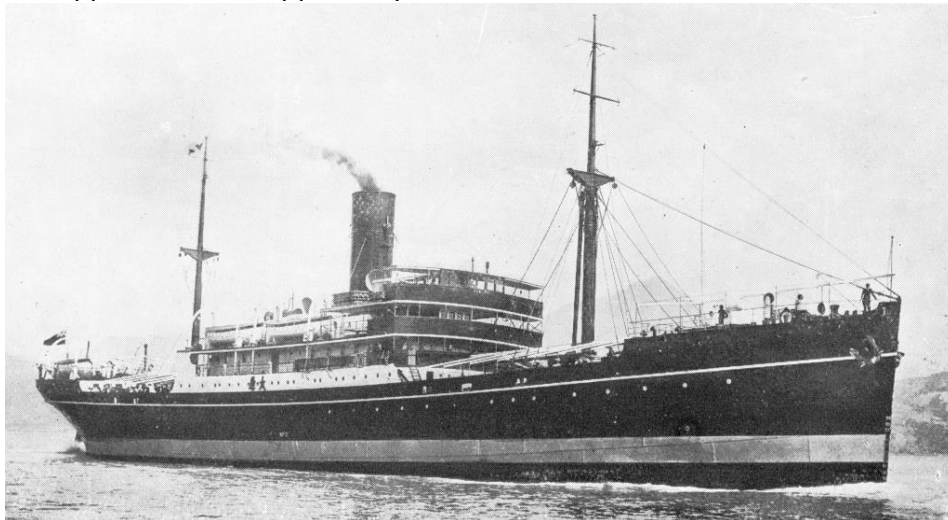
Built by Yarrow & Co. Ltd, Glasgow (#1512) and assembled by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for CNC for Upper Yangtse, 11/5/26 reg. at Hong Kong, then t/f to London. 8/12/41 seized by Japanese and 5/42 comm. as KYOKUTO MARU. 9/45 recovered in Japan, towed to Shanghai and laid up. 1948 sold to Chinese buyers (presumed for breaking up) [clydeships].

KANGTING 康定 (1926-30) 435/26-10 (149.5 x 26.6', 2-ST Brown-Curtis/10k)

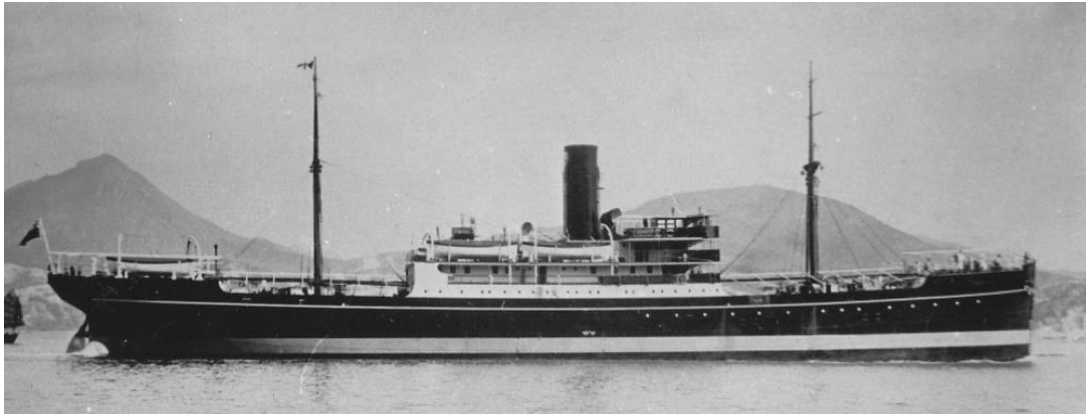
Built by Yarrow & Co. Ltd, Glasgow (#1513) and assembled by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for CNC for Upper Yangtse, 26/10/26 reg. at Hong Kong, 11/26 t/f to London. 2/29 engine room gutted by fire on voyage Changsha-Chungking. III/1930 conv. to oil hulk by Shanghai D. & E. Co., 25/7 re-reg. at Shanghai. 1935 r. GAEKWAR (in use at Chungking). 1946-8 t/f to Ichang. 1/1/49 reg. at Hong Kong. NFI [clydeships].

TAIYUAN 太原 (1929-42) 2994/29-11 (312.0 x 45.2', T3cy/175nhp/12k)

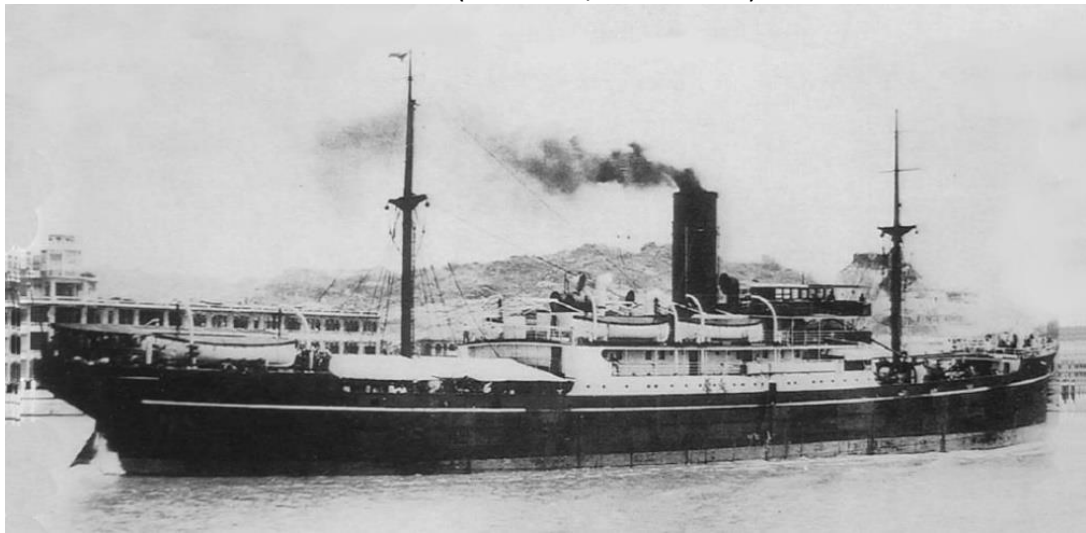
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#248) for and 22/11 del. to CNC. In service Shanghai-HK until 7/12/41 dep. HK, 10/12 beached after being bombed in Manila Bay, 13/12 refloated and after temporary repairs sailed for Surabaya (20/12), where 2/3/42 on Dutch orders scuttled at while loading supplies for the Philippines. Wreck apparently never raised [BT 389/29/109].



TAIYUAN (coll. Graham Thompson).



TAIYUAN (unknown/A. Duncan*).

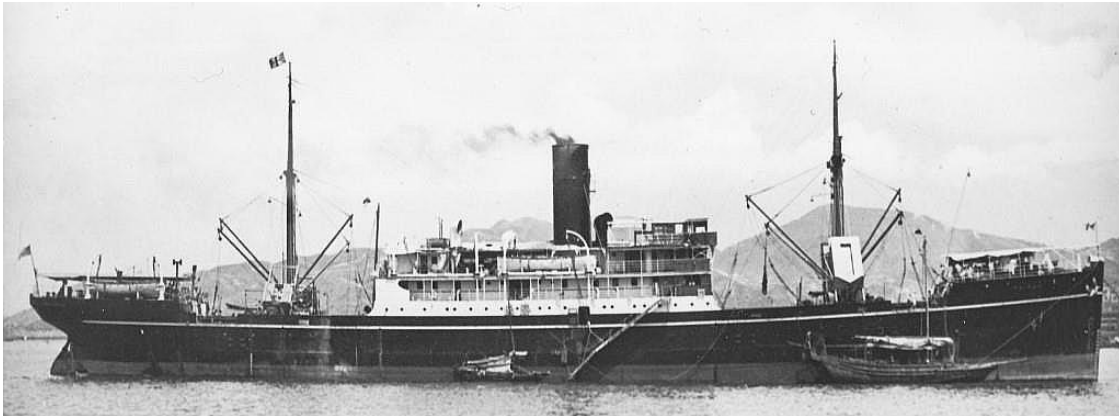


TAIYUAN with awnings, probably at Amoy (unattributed).

TSINAN 濟南 (1930-51) 2994/30-3 (312.0 x 45.2', T3cy/175nbp/12k,
 Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#249) for and 11/3 del. to CNC. In service Shanghai-HK until 7/12/41 dep. HK via Manila Bay (11-13/12), Surabaya (20/12) to Rangoon (15/1-20/2), then Calcutta (27/2) for repairs. 4/42 in coastal service, 6/42 Bombay-Karachi-Persian Gulf service. 3/43 allocated as cased petrol carrier Persian Gulf-Karachi-Bombay. 20/12/45 dep. Bombay for Singapore (1/46). 15/8/50 struck Nationalist mine in Yangtse estuary, 15/11 arrived at Hong Kong 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, later World Wide (Mgrs) Ltd mgrs), Hong Kong and 6/56 r. GOLDEN GAMMA. 9/59 sold to Peninsular Shg Co. Ltd (Ocean Tramping Co. Ltd mgrs., PRC ben. owners), Panama r. FAIRFORD. 8/60 sold to People's Republic of China. 1987 RLR as 'unknown by Chinese authorities' but by 1961 r. MIN CHU 4 (II) for Shanghai-Dalian direct passenger line. 1967 r. GONG NONG BING 4. After 1973 NFI [BT 389/12/240, Schell; see *also* under PRC/Shanghai Maritime Bureau/Min Chu list]



TSINAN c.1940 (Warren Swire/UoB Sw08-129)



TSINAN late-1940s (unknown/A. Duncan*).

WUHU 蕪湖 (1930-41) 2938/30-6 (295.0 x 46.1', 2-Q8cy/143nhp/12k, 42/36/144 pass.)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#251) for and 17/6 del. to CNC for Yangtse River.

30/8/41 rep. laid up at Hankow. 8/12/41 seized by Japanese at Hankow r. KAKUZAN MARU 霍山丸.

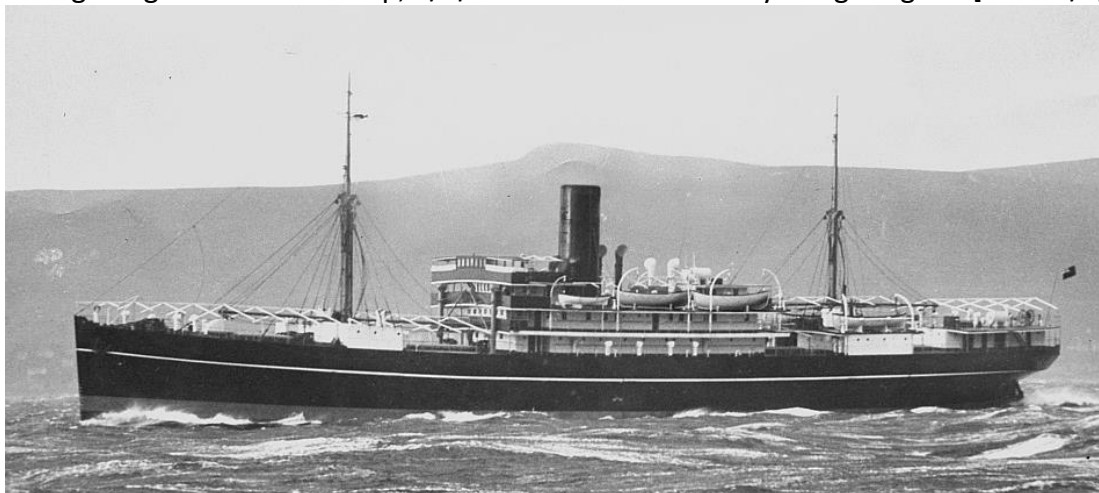
29/12/43 bombed and sunk by US aircraft in Lower Yangtse below Anking (30.31N, 117.02E), 4 crew and 800 troops lost [BT 389/32/175].

ANSHUN 安順 (1930-42) 3188/30-12 (338.4 x 50.2', M6cy/12k, trials 15.26k, 32/16/deck pass.)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#552) for CNC for Straits trade. 8/39 req. by R.N. for use as stores issuing ship at Freetown (Sierra Leone), on station 19/1-17/3/40, via Simonstown, Durban (coal) to Singapore (26/4-29/5), then HK (2/6), where reverted to CNC and resumed HK-Straits run.

6/12/41 dep. HK to Manila (10/12), while anchored in Manila Bay slight damage by Japanese aircraft, 3 dead, but 13/12 resumed voyage via Balikpapan for Fremantle but 31/12 engine breakdown and towed 1,127nm by *Hanyang* to Fremantle (2/1/) for repairs. 3/42 req. by RAN for conversion to Stores Issuing Ship HMAS ANSHUN (Y-1). 1/6/42 placed at disposal of U.S. Army, 1/7 dep. for Melbourne (8/7) to

complete conversion, then 4/8 dep. to Brisbane, from where successive voyages to Falls River, Townsville/Milne Bay (SE tip of New Guinea), where 6/9/42 sank on starboard side alongside wharf after shelling by Japanese cruiser *Tenryu* while discharging. 23/2/44 refloated and after temporary repairs towed to Sydney (15/7), where vessel sold to MOWT and laid up. 2/46 reg. closed as CTL, hulk taken over by Commonwealth of Australia, which 6/46 sold on to James Patrick & Co. Pty Ltd, Melbourne for complete refit (£100,000). 8/48 entered coastal service Melbourne-Darwin as CULCAIRN (12 pass.). 4/9/52 laid up at Sydney for special survey, 27/2/53 resumed service Melbourne-Sydney-Brisbane. 1/5/62 delivered in Sydney to Pan Norse S.S. Co. S.A. (Wallem & Co. Ltd, ben. owner Ta Hing Co. Ltd, HK), Panama. 1964 t/f to ben. owner Mercantile Shg Devt Co. Ltd, Hong Kong (Pan. Flag) for Indonesia-HK cattle trade. r. LOMBOK. 10/1/66 seriously damaged by fire at Surabaya. 9/5/66 arrived at Hong Kong in tow and laid up, 1/7/66 under demolition by Ming Hing Co. [BT 389/1/283].



ANSHUN on trials off Arran (Wikiswire).



ANSHUN (on side) with HANYANG at Mine Bay (AWM/Wikiswire).



Left: ANSHUN in 1944 after rightening, salvage sheerleg still visible (coll. SK); Right: Derelict off Drummoyne in Sydney, probably early 1946 (coll. I Edwards).

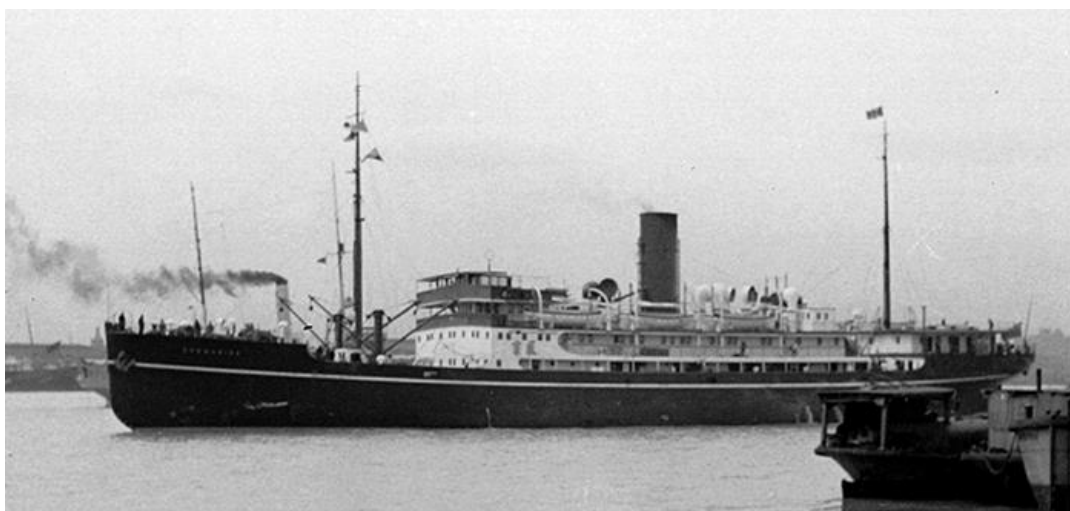


Refitted CULCAIRN ex-ANSHUN at Melbourne, still with China coast mast housings and remnants of anti-piracy plating (AC. Green/SLV).

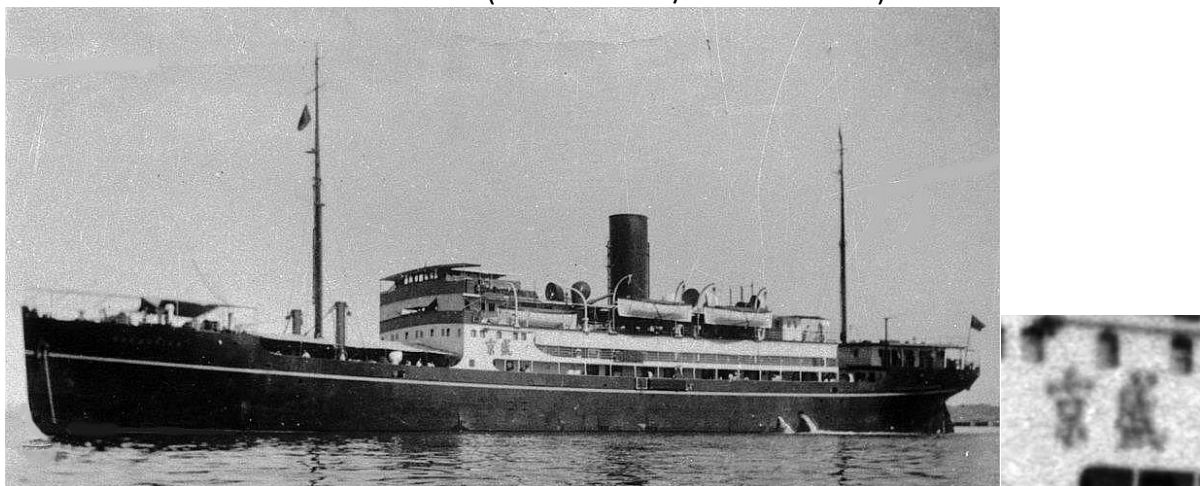
WUSUEH 武穴 (1931-50) 3009/31-5 (295.0 x 46.1', 2-Mcy Sulzer/531nhp/10k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#253) for and 11/5 del. to CNC for Yangtse River, mid-6/31 in service. 1/1/36 stranded in snowstorm above Chinkiang, 26/2 refloated. 19/4/41 Hong Kong for Singapore (25/4). 13/11/41 at Singapore req. by RN for use as hospital ship. 4/3/42 arr. Colombo via Batavia, thence Bombay (9/3). 19/11 Bombay for Calcutta (7/12/42), thence in service Calcutta-Chittagong. 20/3-3/12/43 refit at Calcutta. From 1/44 also to Cox's Bazaar/Akyab. 2/4/45 arr. Calcutta for refit, 13/12 sailed for Singapore (20/12). 1/46 repat. voyage to Belawan. 4/46 at Singapore released from hospital service. 27/4 Singapore for Hong Kong (4/5). 12/8/46 redel. to CNC and placed in Hong Kong-Canton trade (later to Macao). 9/5/50 damaged in bow-on collision with *Nam Guan* (250t) outside Macao. 8/50 sold to R.N. and conv. in Hong Kong to headquarters and communications vessel HMS LADYBIRD for use in Pusan and Sasebo. 5/53 sold back to CNC but 6/53 sold to Wing Tak for breaking up at Kowloon [BT 389/32/177].

SHENGKING 盛京 (1931-55) 3001/31-12 (304.0 x 46.2', 2ST/16k, trials 15.91k, 59/52/60/deck pass.) Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#554) for and 4/12 del. to CNC for Shanghai-Chefoo-Tientsin route. 12/6/32 holed forward by stranding in fog on Chiming Is. (15 m. from Weihaiwei), 17/6 refloated after lightening. Until 12/40 in service Shanghai-Tangku. 25/2/41 dep. HK for Singapore (1/3) for use as RAF flying boat tender, 6/6 after refit dep. for Colombo and Indian Ocean bases to 18-27/9 at Singapore, then HK (1-5/10) and Singapore (10/10-24/11), thereafter Indian coasting (Karachi-Bombay-Cochin-Colombo range). 27/11/43-27/12/44 depot ship at Colombo, then resumed coastal service. 21/9/45 arr. Calcutta for repairs, 12/2/46 dep. for HK (25/2) for off survey repairs. Mid-3/46 released to CNC. 1/47 resumed HK-Shanghai service. 5/49 service suspended, 6/49 resumed but by 11/49 t/f to weekly HK-Keelung line. 1/55 sold to Shun Cheong S.N. Co. Ltd, Hong Kong for South China-Straits trade, 4/55 r. TAIPOOSEK. 29/1/58 laid up at Hong Kong. 1/59 breaking up commenced by Hong Kong Rolling Mills Ltd [BT 389/29/102].



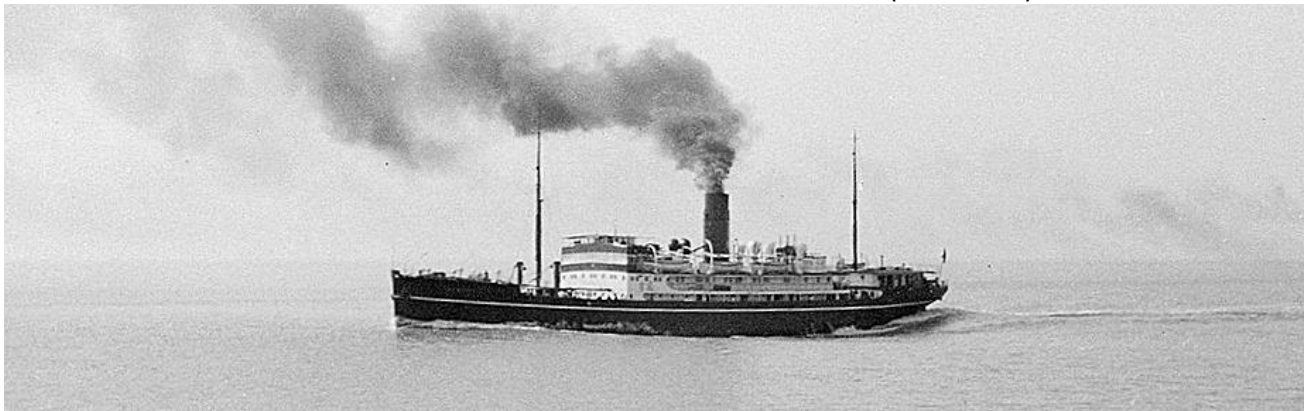
SHENGKING (Warren Swire/UoB Sw08-044).



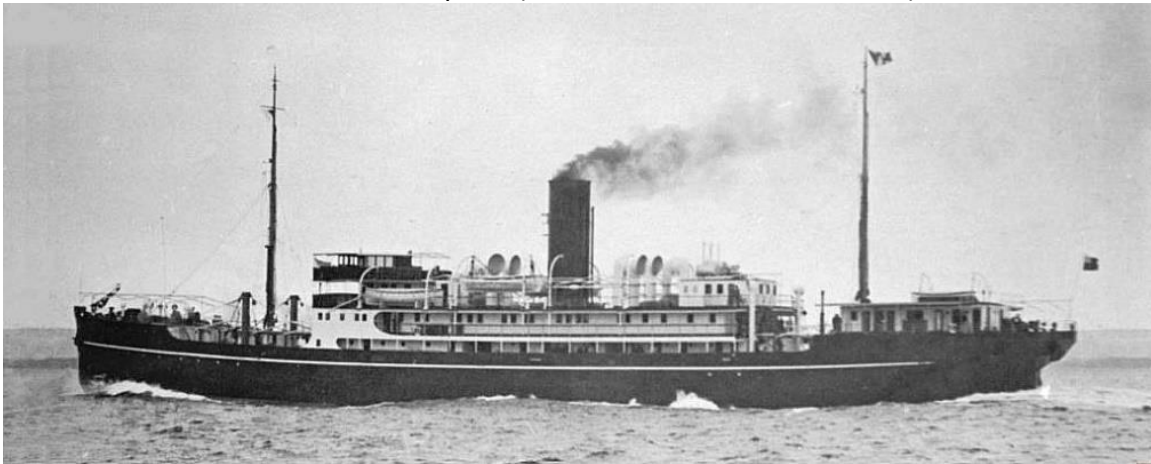
SHENGKING with awnings (Wikiswire. In some sources as 'SHUNTIEN', image edited including flip-correction).



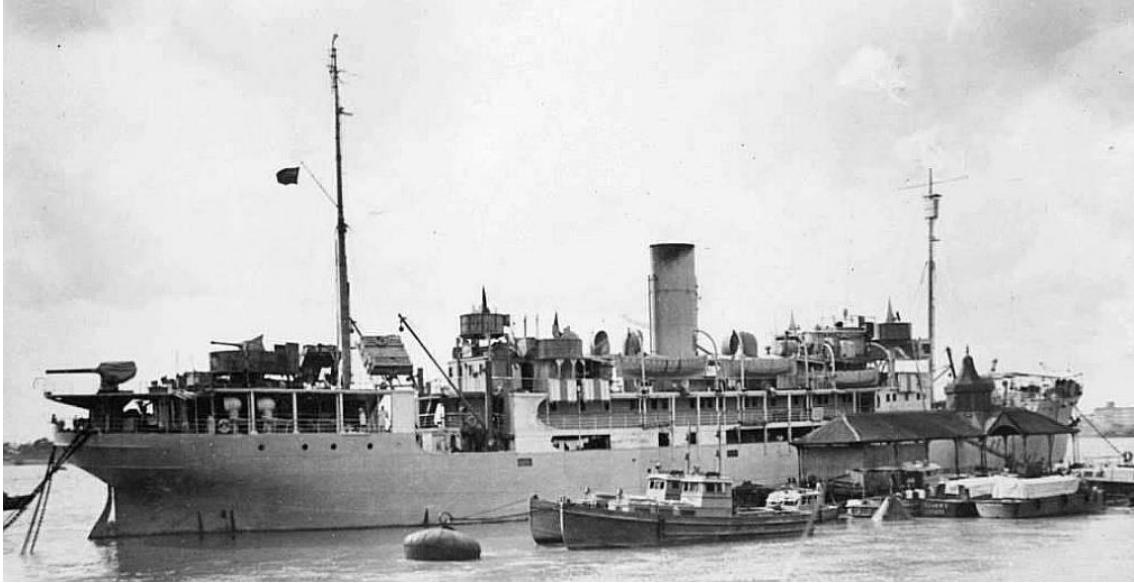
SHENGKING at her Tientsin berth on the Hai Ho (Wikiswire).



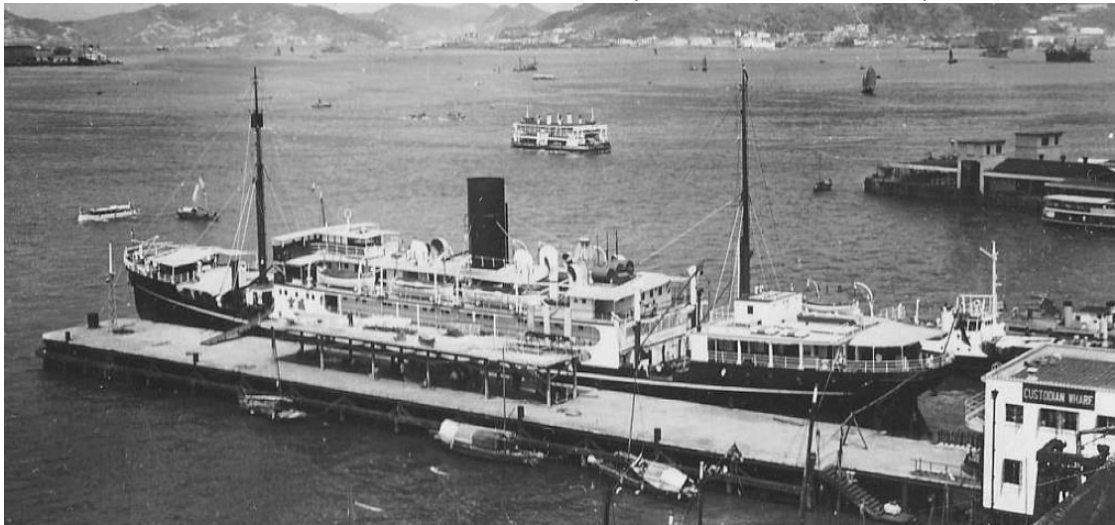
SHENGKING at speed (Warren Swire/UoB Sw08-043).



SHENGKING (unknown/A. Duncan*).

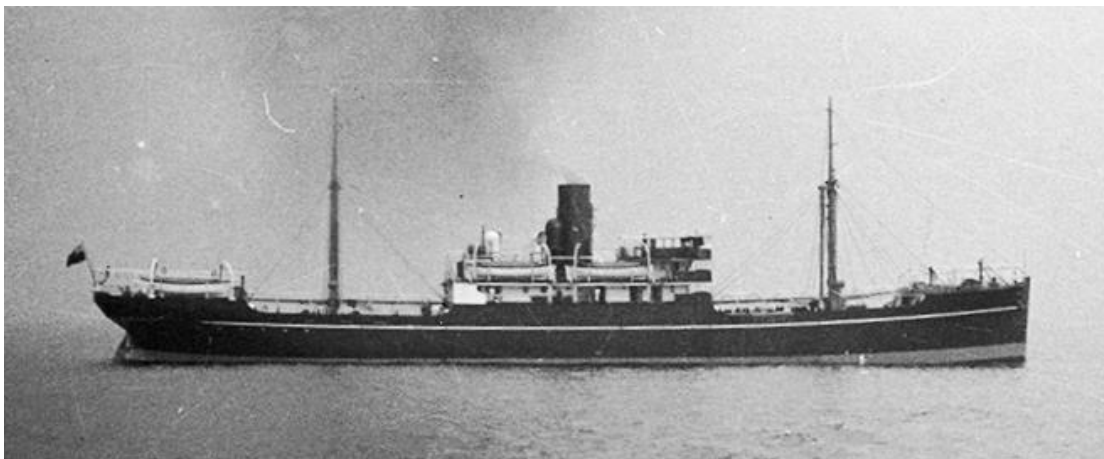


Armed SHENGKING in war service (unknown/A. Duncan*).



SHENGKING postwar at Custodian Wharf, Hong Kong (coll. SK*).

HUNAN 湖南 (1932-62) 2827/32-11 (299.9 x 44.2', T3cy/175nhp/12½k, trials 13.13k, 4/16/46 pass.) Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#555) for and 24/11 del. to CNC. 2/9/37 blown ashore at Hong Kong by typhoon, refloated. 26/2/40 at Tsingtao hit by shell from Japanese warship. 29/7/41 detained 8 hrs by Japanese warship and Chinese cargo confiscated. 8/9/41 Rangoon to HK (20/9) for floating repairs, 6/12 via Palembang to Singapore (1-19/1), thence Calcutta (31/1). From 1/3/42 Calcutta to Chittagong, Burma, 4/42 Indian coast, 7/42 Bombay-Karachi-Persian Gulf. 8/43 allocated as Stores and Personnel Ship for Indian Ocean bases to replace torp. *Hoihow*, 7/8-12/9 at Bombay (refit), then to Mombasa (27/9) for service mainly to Diego Suarez until 10-21/11/45 at Mombasa. 2/49 first British vessel to resume trade with North China after Communist takeover. 5/51 attacked by armed junks outside Shanghai. 13/1/62 arrived at Hong Kong for breaking up [BT 389/16/36].



First of 'H' class HUNAN at Greenock, as built, with anti-piracy barriers, in unusual paint scheme (Warren Swire/UoB Sw28-154).



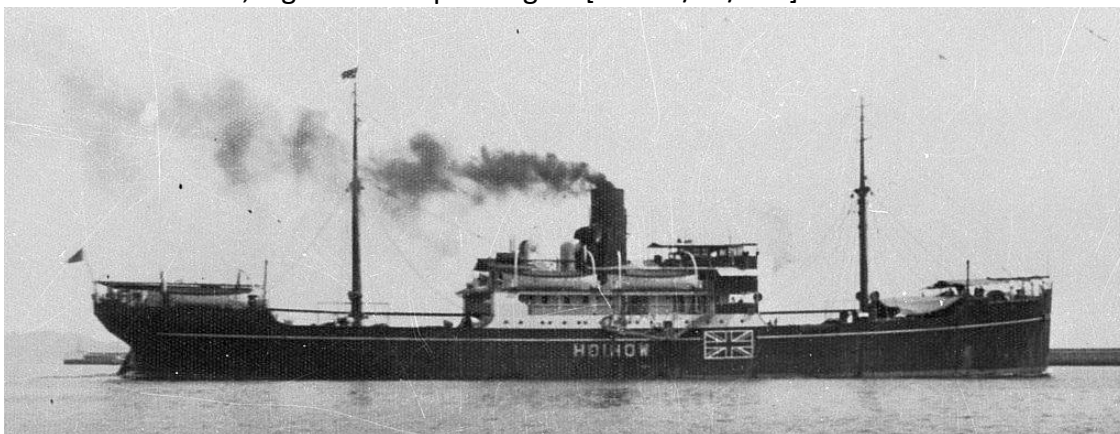
HUNAN prewar (Coll. Alan Lee).



HUNAN postwar (Tom Rayner/SK).

HOIHOW 海口 (1933-43) 2798/33-4 (299.7 x 44.2', T3cy/175nhp/12½k, 4/16/46 pass.)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#261) for and 28/4 del. to CNC. 14/12/41 Singapore to Calcutta (21/12), 28/12/-13/2/42 Calcutta-Rangoon (vv), 13/4 Calcutta-Bombay, then Colombo-Tuticorin (vv) and from 27/9 Bombay-Karachi-Persian Gulf. 3/43 allocated as Stores and Personnel Ship for Indian Ocean bases, 19/4 Bombay to Mombasa, V1 to Male (11-14/5). 8/6 Mombasa to Seychelles (12-15/6), Diego Suarez (18-23/6), Port Louis (27/6-2/7). 2/7/43 at 21.07 hrs torp. by German U-boat (*U-181*) and sank in 3 minutes 105 nm. WNW of Mauritius (19.30S, 55.30E) o/v Mauritius-Tamatave, only 4 survivors of 47 crew, 7 gunners 90 passengers [BT 389/15/195].



HOIHOW (Wikiswire).

HUPEH 湖北 (1933-61) 2801/33-11 (299.7 x 44.2', T3cy/169nhp/12½k, 4/16/46 pass.)

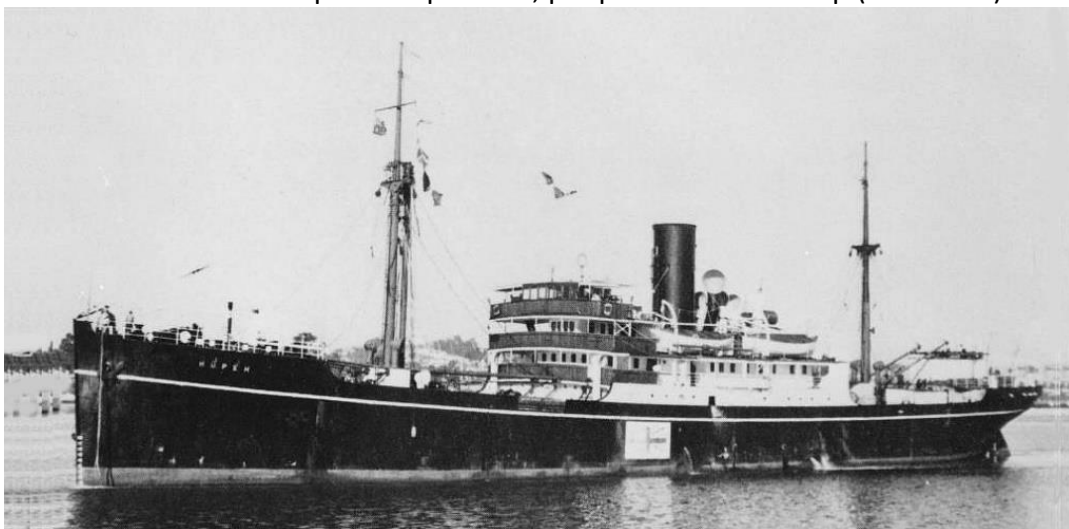
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#263) for and 17/11 del. to CNC. 4/41 allocated for service from India, 9/4 HK for Singapore, Rangoon, then mainly carrying rice from Rangoon until 23/2/42 at Calcutta, then Bombay (21/3), where 3/42 allocated to naval service (STN5/ASIS). 18/7/45 redel. Bombay for return to commercial service. 25/10/51 boarded from pirate junk off Chusan Is. on voyage Tientsin-Hong Kong, rescued by HMNZS *Rotoiti* and escorted to Hong Kong. 29/12/61 sold through Geo. Grimble & Co. Ltd to Robin & Co., Hong Kong. 2/62 t/f to Sin Hong Co. Ltd (Robin & Co.), Hong Kong r. JOSEFINA. 3/63 reg. t/f to Cia de Transportes Edna S.A, Panama. 1964 sold to Steering Line Co. S.A. (Power Nav. Ltd, HK), Panama r. AMBON STEER. 1965 sold to Mokson Shg Co. Ltd S.A. (Jinfond Shg Co. Ltd, HK), Panama r. MOKSON. 1966 sold to Caston Shg Co. Ltd S.A., Panama r. CASON. Q1/1969 rep. dismantled in Cambodia (by Govt order) [BT 389/16/43, 389/17/68].



HUPEH prewar at Hong Kong on western harbour buoy (coll. SK).



HUPEH in a similar position postwar, poop structure built up (Wikiswire).



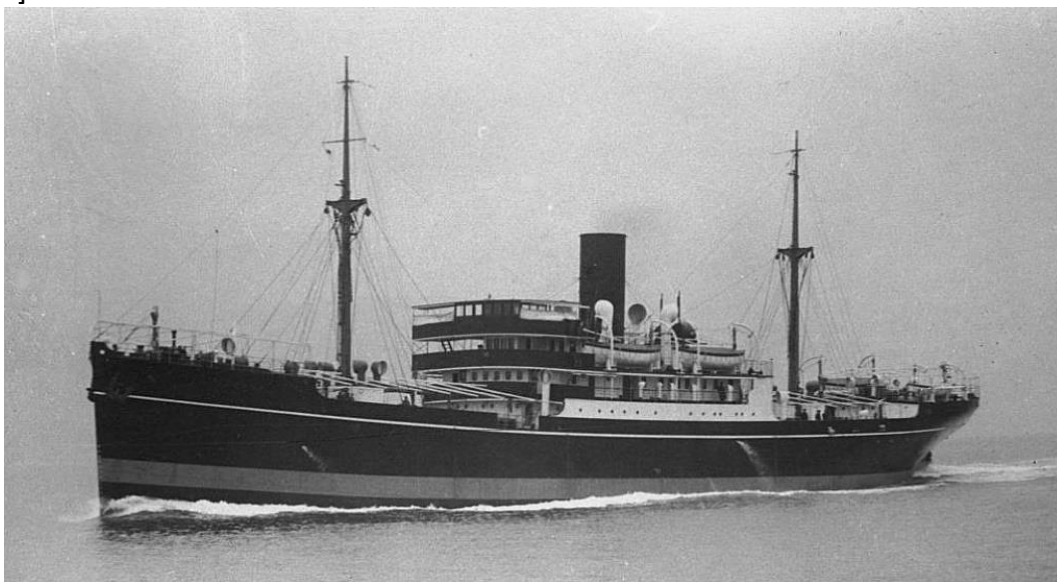
HUPEH postwar at Brisbane (W. Foote*).

FATSHAN 佛山 (1933-51) 2639/33-9 (241.0 x 45.7', 2-T4cy/71nhp/16k, 39/22/60/1261 pass.)

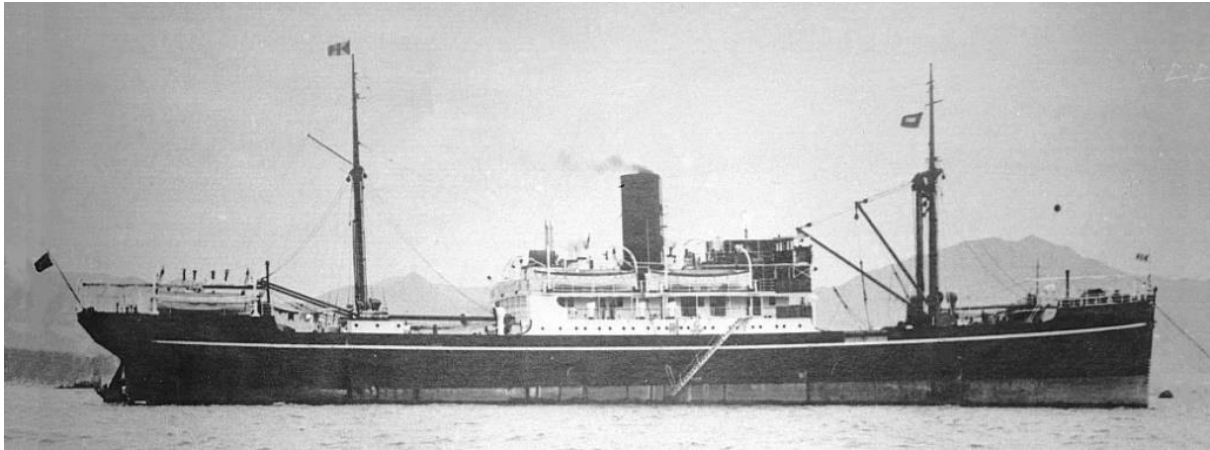
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#252) for and 12/9 del. to CNC for Hong Kong-Canton route. 8/12/41 seized by Japanese at Canton r. NAN KAI 201. 1942 r. KOTO MARU. 8/45 recovered and reverted to CNC as FATSHAN. 5/50 t/f to Hong Kong-Macao service. 5/51 sold to Man On S.N. Co. Ltd (T.N. Chau), Hong Kong. 7/51 t/f to Yu On Shg Co. Ltd, Hong Kong. 8/68 sold to Tai Tak Hing Co. Ltd, Hong Kong. 17/8/71 o/v HK-Macao capsized on side off NE Lantau Is. after collision with drifting ship during typhoon 'Rose', c.80 dead. 9/71 wreck sold to Lai Man Yau for salvage, 5/80 raised for breaking up.

YOCHOW 岳州 (1933-60) 2810/33-11 (299.9 x 44.2', M5cy/425nhp/12½k, trials 13.57k, 4/17/47 pass.)

Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#558) for and 20/11 del. to CNC, 7/12 sailed Cardiff via Suez. 26/11/41 dep. Tokyo for HK, then 6/12 via Manila (9-13/12) to Fremantle (27/12). 6/2/42 allocated to U.S. Army for use as Store Tpt, 17/2 dep. for Darwin (30/3) and Brisbane (10/4) for refit, then from 23/6 in mainly in Qld waters. 29/10/42 disabled off Hervey Bay (Old), towed to Brisbane (31/10-25/12) for repairs. 4-26/12/43 at Sydney (docking and repairs), then to New Guinea. 22/1-7/5/45 at Sydney (repairs), then New Guinea. 17/7/45 Cairns to Biak, Morotai (31/7-11/8), Manila (18/8-26/9), Tokyo Bay (9/11-30/12). 12/1/46 dep. Shanghai to Hong Kong (16/1-28/2/46) for repairs, then to Shanghai where 7/3/46 dereq. for HK-Shanghai-N. China service (postwar HK pass. certificate 14 cabin, 362 deck). 11/60 sold to Guan Guan Ltd, Singapore r. KUDA MAS. 10/63 t/f to Hong Kong South Sea Shg Co. Ltd, Hong Kong. 11/66 r. KING BAY. 5/69 t/f to Guan Guan Shg (Pte) Ltd, Singapore. 21/12/69 stranded on reef in Sulu Sea (8.54N, 120.1E) on voyage Bali-Hong Kong. Refloated and end-9/70 arrived at Cebu under tow. Sold to Chandler Enterprises for scrapping as lay (in progress 5/72) [BT 389/17/243].



YOCHOW on trials (Wikiswire).



YOCHOW in profile (unknown/A. Duncan*).

SHUNTIEN 順天 (1934-43) 3059/34-5 (303.7 x 46.1', 2ST/16k, 53/44/60/deck pass.)

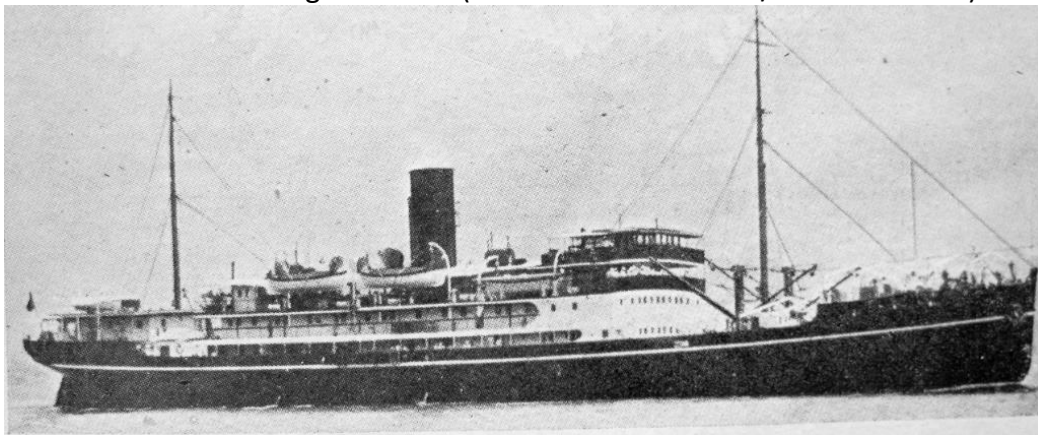
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#264) for and 26/5 del. to CNC, 9/6 in service Shanghai-Weihaiwei-Chefoo-Tientsin express line. 17/6/34 pirated near Chefoo on voyage Shanghai-Tientsin, early 19/6 returned under naval escort to Chefoo. 2/9/37 while under repair at Taikoo Dockyard blown ashore on SE Tsing Yi Island, Hong Kong but promptly refloated and 4/9 sailed for Shanghai. By 9/39 running Shanghai-Weihaiwei (vv). Mid-8/41 req. at Hong Kong by The Admiralty and placed in refit for use as Special Store carrier in Middle East, 1/11-14/12 Suez-Port Said-Alexandria (repair and docking), 15/12 V1 at Tobruk. 23/12/41 torp. and sunk by *U-559* near Tobruk (32.06N, 24.26E) o/v Tobruk-Alexandria with 800-1000 POWs, 6 crew and many POWs lost [BT 389/27/26].



SHUNTIEN at Hong Kong, presumably when new (Warren Swire/UoB Sw08-115).



SHUNTIEN at Shanghai c.1937 (Harrison Forman 5996/UWM Libraries).

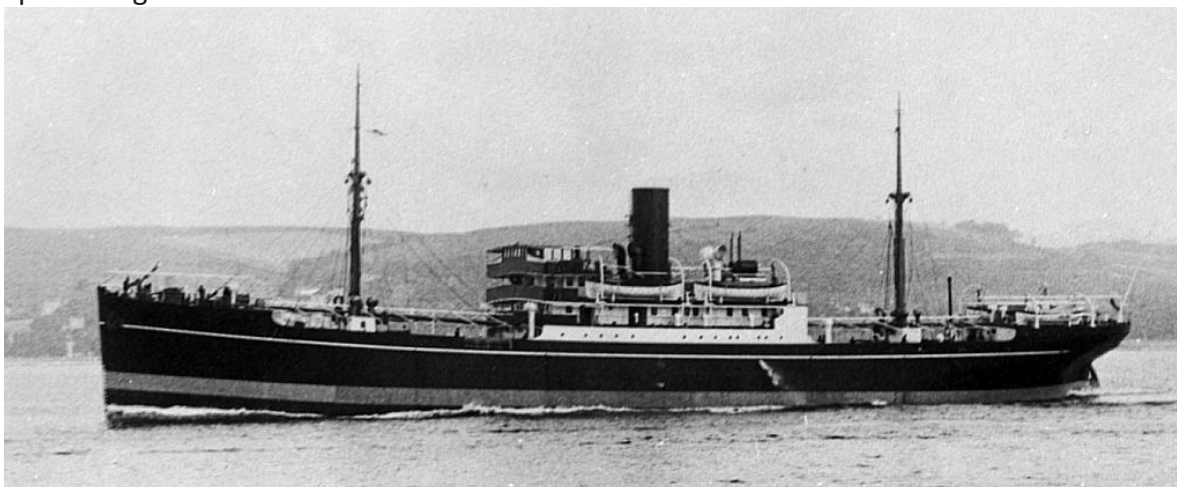


SHUNTIEN (clydeships.co.uk misfiling).

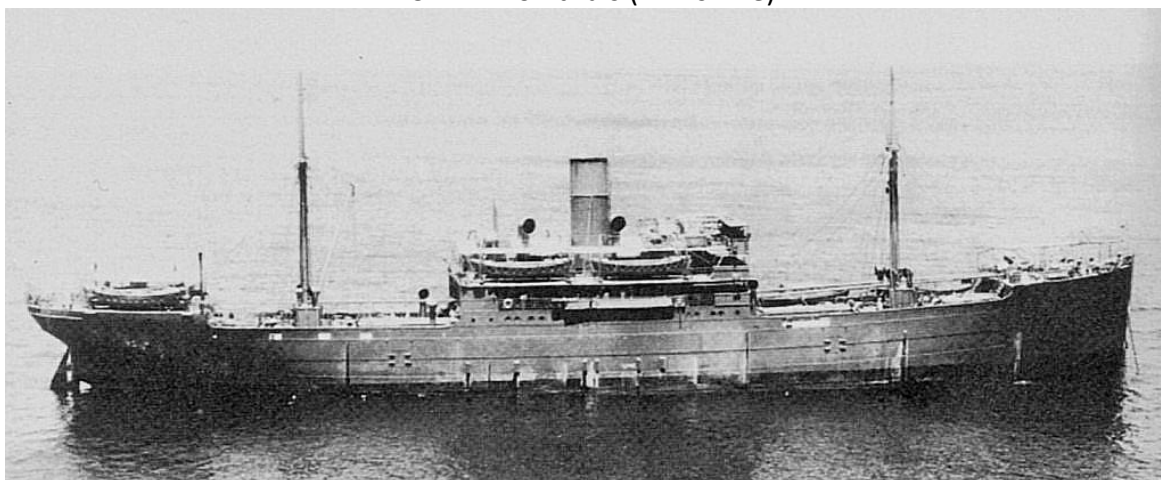


SHUNTIEN at French Bund, Shanghai in 1940 (Warren Swire/UoB Sw08-180).

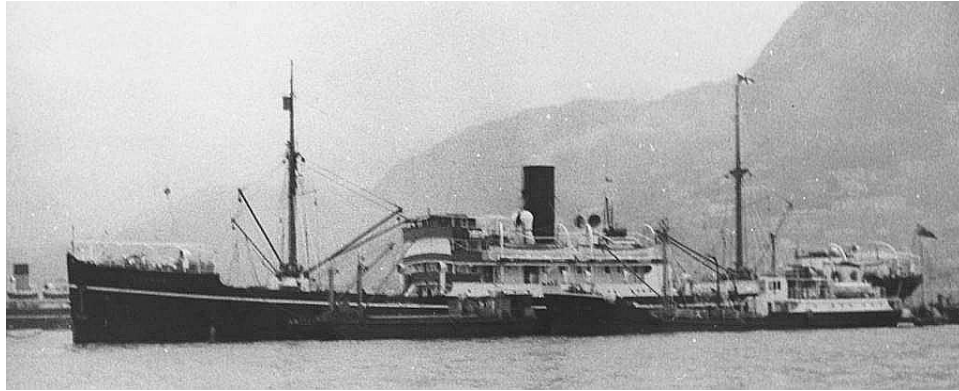
YUNNAN 云南 (1934-59) 2812/34-8 (299.9 x 44.2', M5cy/425nhp/12½k, trials 13.92k, 4/17/47/deck)
 Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#560) for and 29/8 del. to CNC, 25/10 at Shanghai (rep. 48 third, 207 deck passengers). By 1/40 to at least 8/40 special route HK-Saigon-Sandakan-Tarakan (or Miri) for bunkers-New Guinea-Rabaul-Tulagi-Rabaul-HK [BT 389/17/134]. 22/6/42 requisitioned by RAN with Chinese crew for use as supply ship N. Qld-PNG (Milne Bay), local crew signed on at Brisbane after mutiny. 20/9/44 comm. by RAN as armament stores issuing ship HMAS YUNNAN (FL-151) for Leyte invasion. 31/1/46 returned to CNC at Sydney for refit by Poole & Steel Ltd prior to charter to Australian Oriental Line, 4/46 on charter sailing delayed until 1/6. 3/49 maiden northbound CNCo voyage from NZ. 10/49 off charter. 8-12/50 AOL charter for military supplies Australia to Kure (2 voyages). Postwar HK pass. certificate 14 cabin, 336 deck. 9/59 sold to On Thai Nav. Co. Ltd, Hong Kong r. HOCK ANN. 5/63 sold to Guan Guan Enterprises (H.K.) Ltd and t/f to Guan Guan Shg Ltd, Singapore r. KIM HOCK. 10/63 t/f to Hong Kong South Sea Shg Co. Ltd, Hong Kong. 5/64 r. KARIO. 8/64 to Tptes Maritimos de San Blas S.A., Panama. 1965 t/f to Cia de Nav. Santos S.A., Panama r. BAKANA. 1966 r. KARIO. 1966 r. MURCIA. 1966 t/f to King Line S.A., Panama r. KING EAGLE. 1968 t/f to Guan Guan Shg (Pte) Ltd, Singapore r. KIM HOCK. 2/71 r. KIM HAI. 9/6/71 arrived at Hong Kong for demolition by Leung Yau Shipbreaking Co. Ltd.



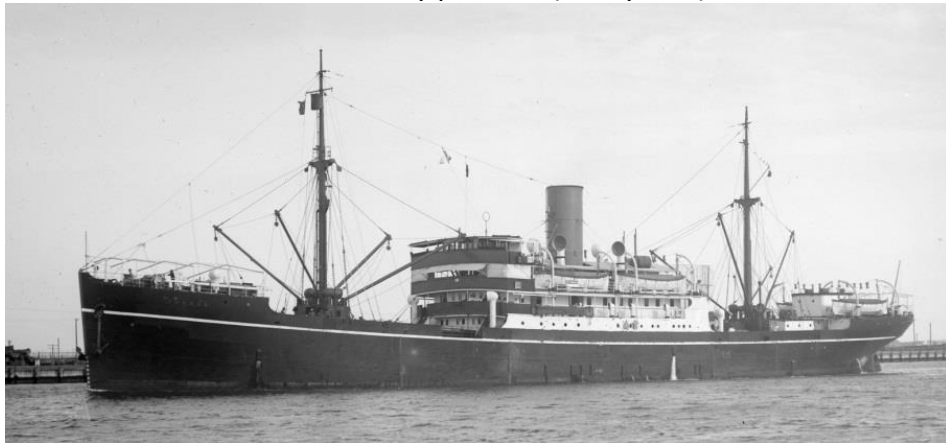
YUNNAN on trials (Wikiswire).



HMAS YUNNAN as a supply ship (AWM 301779).



YUNNAN early postwar (T. Rayner*).



YUNNAN at Melbourne 19 Feb. 1949 with AOL funnel (A.C. Green@SLV).

TATUNG 大通 (1935-48) 1560/28 (270.1 x 40.0', 2-M12cy Deutz/240nhp/11k)

Built by New Eng. & S.B. Works Ltd, Shanghai with engines by Chien Hsien Eng. Co. GmbH for Yangtze Rapid S.S. Co. Ltd, Shanghai (US flag) for Upper Yangtze and 27/2 launched as I-FUNG. 5/35 sold to CNC r. TA TUNG. 5/12/37 beached 2 m. below Wuhu after holed and engineroom flooded by near miss in Japanese air attack, end-3/38 docked at Shanghai for repair, 7/9 recommissioned. 17/2/42 scuttled off Singapore at Tanjong Batu. Raised by Japanese and comm. 11/44 as TAITO MARU. 8/45 recovered at Singapore. 16/5/47 arrived at Hong Kong in tow from Singapore and laid up at Taikoo Sugar Refinery Wharf. 8/47 moved across to Lai Chi Kok. Mid-1948 sold to Chinese for breaking up.

WULIN 武林 (1935-42) 2515/35-5 (249.0 x 50.0', 2-M10cy Sulzer/349nhp/??k).

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#265) for and 22/5 del. to CNC for Shanghai-Ichang service (replacing *Kian*). 1/12/39 attempted piracy off mouth of Yangtze. 11/5/41 sailed Hong Kong for Singapore (18/5). 11/1/42 bombed and sunk by Japanese aircraft while loading in Muar River, Johore. Salvaged by Japanese and comm. 8/44 as UNRYU MARU. 31/12/44 torp. and sunk by HMS *Shakespeare* off Port Blair, Andaman Is., 2 crew and 46 passengers lost [BT 389/32/176]

WANLIU 萬柳 (1935-48) 781/24 (148.3 x 29.0', 2-T6cy/62nhp/??k)

Built by Kiangnan D. & Eng. Works, Shanghai (#474) for Yangtze Rapid S.S. Co. Ltd, Shanghai (US flag)

for Upper Yangtse as I-PING (I'PING). 5/35 sold to TCNC r. WANLIU. 1942 t/f to CNC at Chungking. 8/46-c.2/48 laid up at Shanghai. By mid-1948 sold to Chu Wei Sung (ex CNC), subsequently thought to be in service under PRC control. NFI.

KANGTING 嘉定 (1935-48) 646/24 (150.0 x 26.5', 2-T3cy/56nhp/??k)

Built by Kiangnan D. & Eng. Works, Shanghai (#445) with 2 boilers (1917) for Yangtze Rapid S.S. Co. Ltd, Shanghai (U.S. flag) for Upper Yangtse as CHI PING. 5/35 sold to TCNC r. KANGTING. 1942 t/f to CNC, moored at Chungking. 11/48 sold to Chu Wei Sung (formerly C.N. Co.), subsequently under control of PRC as HUA CHUNG. 1958 name romanised as HUA ZHONG. 1961 reported withdrawn from service, 1989 seen ashore at Chongqing by former Swire personnel as storage vessel. NFI.

HSIN PEKING 新北京 (1936-41) 2104/14 see TUNGCHOW (1914-36)

WAN YUAN 萬源 (1939-42) 674/39 (161.6 x 29.6', 2-T6cy/34nhp/??k, 8/10 pass.)

Built by Shanghai D.Y. Ltd (Mitsui H.I. Ltd), Shanghai for Upper Yangtse (wood oil in bulk), 8/2 launched and completed for Taikoo Chinese Nav. Co. Ltd, Shanghai (Br.). 9/39 t/f to Hong Kong. 1941 comm. by RN. 28/1/42 arrived Singapore for conversion to patrol vessel but 11/2 work abandoned in Keppel drydock, 12/2 stern blown up, engine disabled. 15/2/42 wreck seized by Japanese r. 工船 二号 KOSEN 2 GO (580 grt), intended for use as floating workshop but later re-engined (probably ex gold dredge) and operated by Mitsubishi Kisen K.K on Singapore-Jakarta troop and supplies run. Retrieved postwar and scuttled by RN 1947, location unknown [NCH, 15/2/39, BT 389/31/162].

HANYANG 漢陽 (1940-64) 2865/40-9 (308.07 x 44.3', T3cy/293nhp/12.5k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#289) for and 13/9 del. to CNC. 1942-45 service in Australian/New Guinea waters. 11/4/43 damaged by Japanese aircraft 12 m. off Milne Bay. 12/63 reg. at Hong Kong, 1/64 sold to Hemisphere Shg Co. Ltd (Ocean Tramping Co. Ltd mgrs, PRC ben. owners), Hong Kong r. BIDFORD. 25/5/69 departed Kudamatsu for Whampoa to be broken up (14/6/69 register closed).



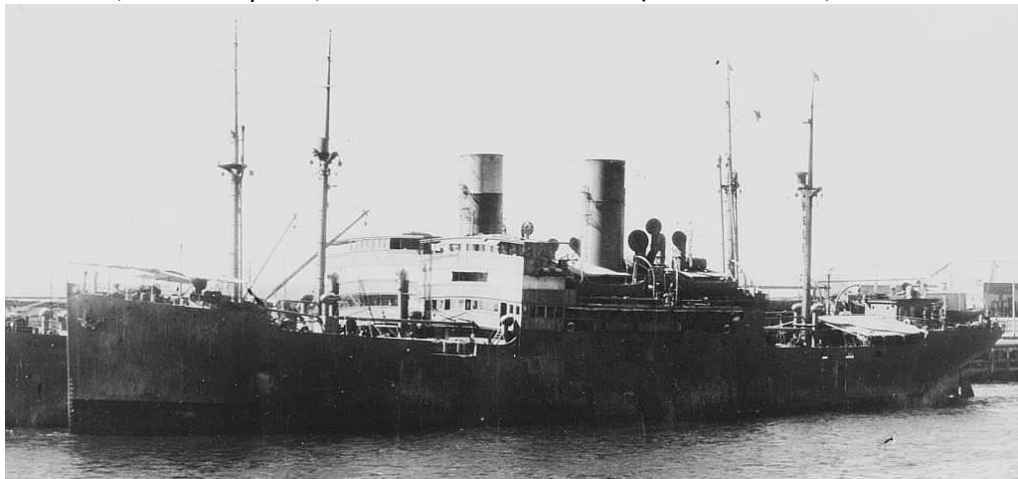
HANYANG at French Bund, Shanghai, 1940. Ventilators in front of funnel soon relocated behind, lower ventilators heightened (Warren Swire/UoB Sw08-181).



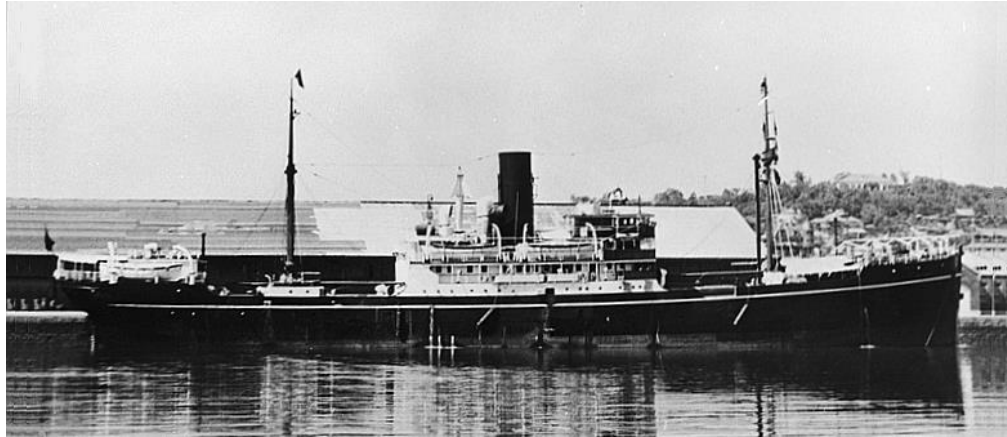
HANYANG at Tientsin, 1940 (Warren Swire/UoB Sw08-152).
[above two photographs are identified only by location and year, but
sisters PAKHOI and POYANG not yet completed]



HANYANG, wartime paint, at Taikoo 1940 or 1941 (Warren Swire/UoB Sw08-200).



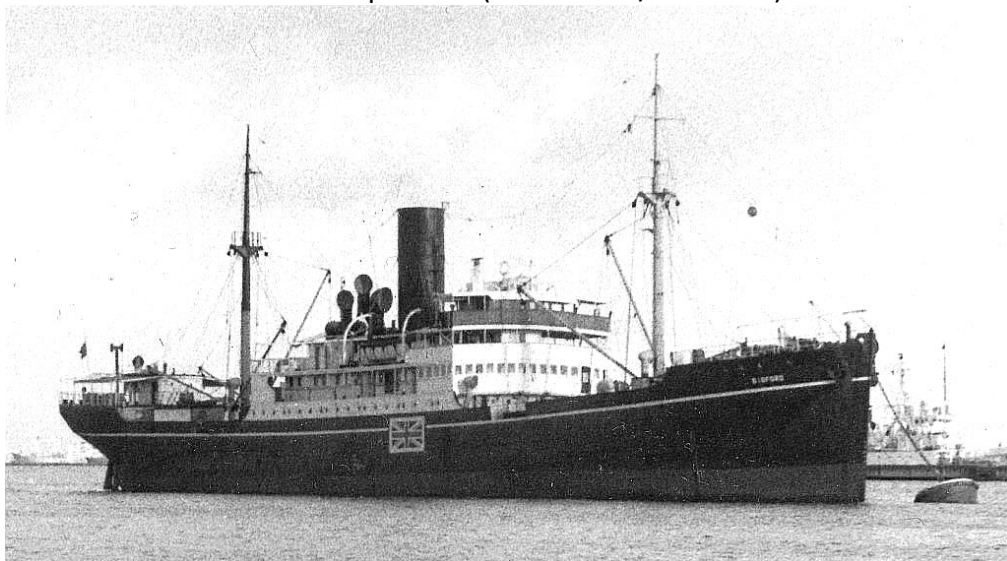
HANYANG, ANSHUN behind. at Milne Bay in war service (AWM 303365).

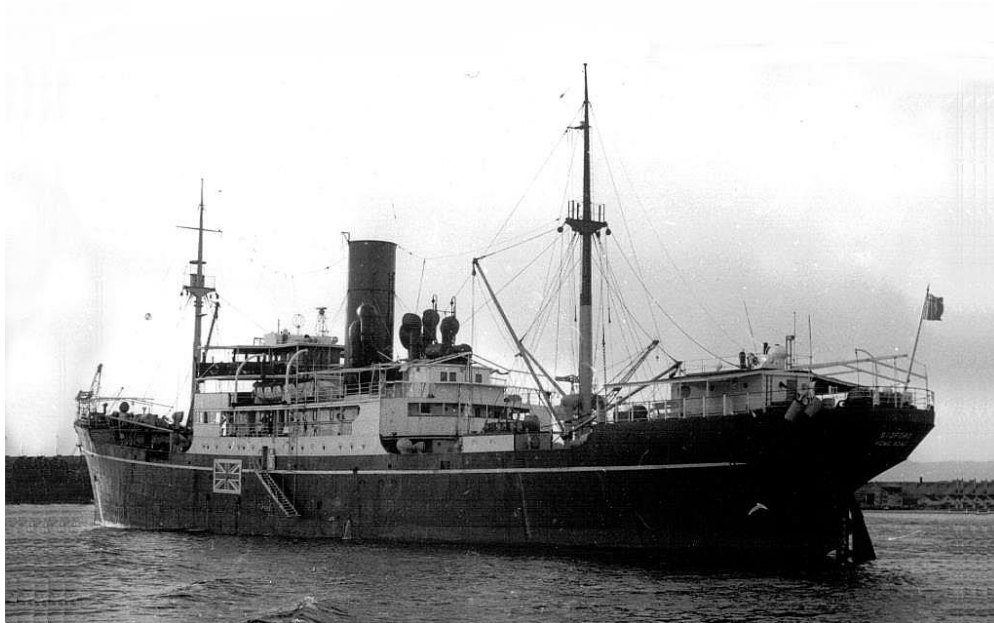


HANYANG at Brisbane postwar (Wikiswire). In some sources as POYANG but short ventilators are HANYANG (still no radar).



HANYANG postwar (Miles Dodd/rhiw.com).





Above 2: BIDFORD on a buoy at Yokohama early 1969 (SK).

PAKHOI 北海 (1941-64) 2865/41-4 (308.07 x 44.3', T3cy/293nhp/12.5k)

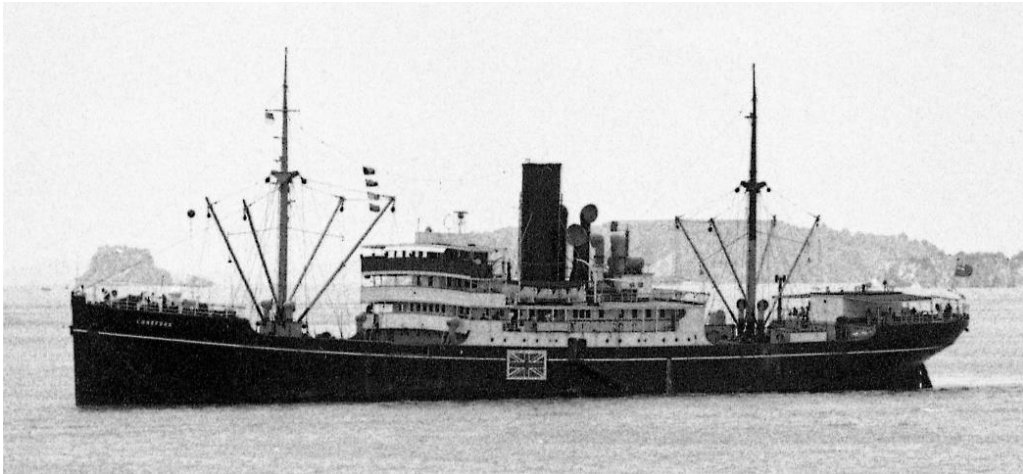
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#291) for and 7/4 del. to CNC. 23/4/49 attacked in Saigon River by Viet Minh forces. 12/63 reg. at Hong Kong. 1/64 sold to Peninsular Shg Co. Ltd (Ocean Tramping Co. Ltd mgrs., PRC ben. owners), Hong Kong r. LONGFORD. 5/4/69 arrived at Whampoa for breaking up.



PAKHOI at 15 Victoria Dock, Melbourne, c.1963, six boats (W.G. Volum).



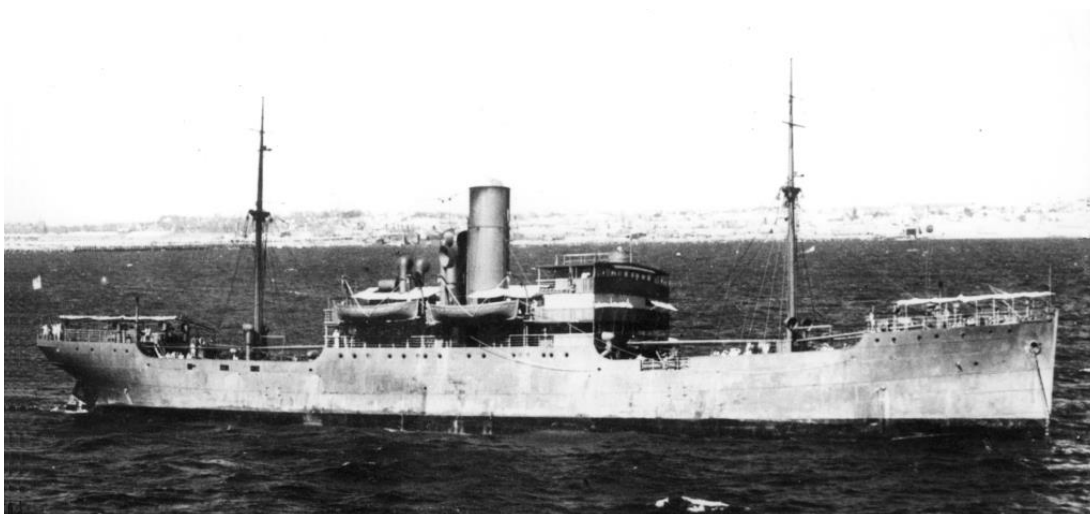
PAKHOI as LONGFORD at Port Swettenham, June 1964 (Dr George Wilson).



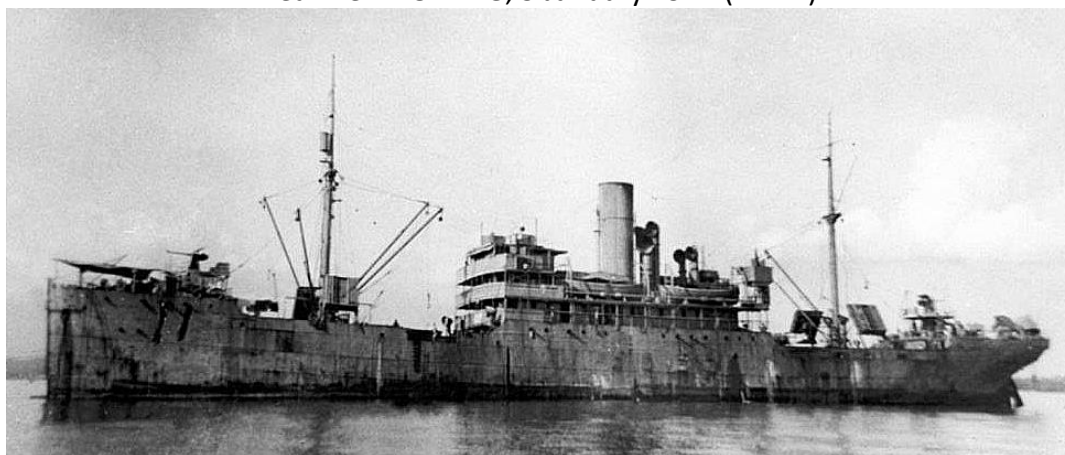
LONGFORD with restored CNC paint lines, September 1967, only 2 boats (W. Schell).

POYANG 鄱陽 (1941-63) 2873/41-9 (308.07 x 44.3', T3cy/293nhp/12.5k)

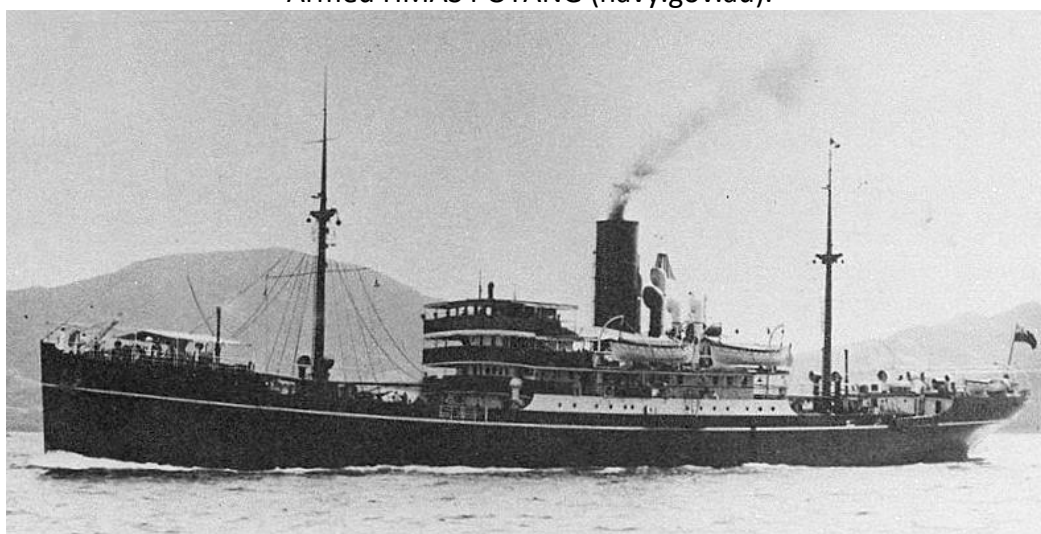
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#295) for and 2/9 del. to CNC. 5/42 requisitioned. 6/12/43 comm. by RAN as stores ship FY-20 - served in South Pacific, Leyte and at Ambon. 8/45 returned to CNC. 2/63 sold to Power Nam. Ltd, Hong Kong, but almost immediately resold to Steering Line (H.K.) Ltd, Hong Kong r. BALI STEER. 5/64 t/f to Steering Line Co. S.A., Liberia. 6/65 del. at Phnom Penh to Cia Nav. Viento del Sur (Lam Soon Shg Co. Ltd, Singapore), Panama r. ROSALINA. 9/4/70 delivered at Singapore to National Shipbreakers (Pte) Ltd - 30/7/70 demolition began.



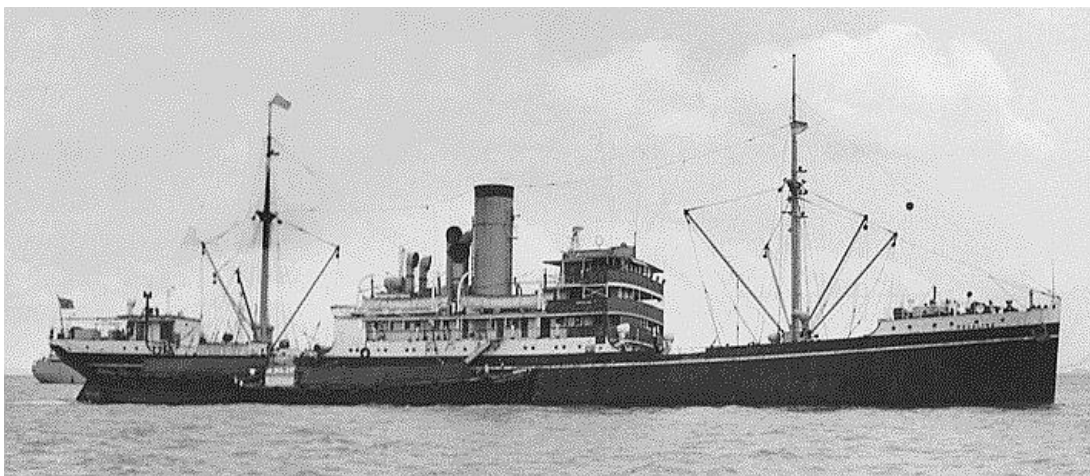
Near-new POYANG, 5 January 1942 (AWM).



Armed HMAS POYANG (navy.gov.au).



POYANG postwar (attrib. John Swire & Sons in *DEMS? What's DEMS?*).

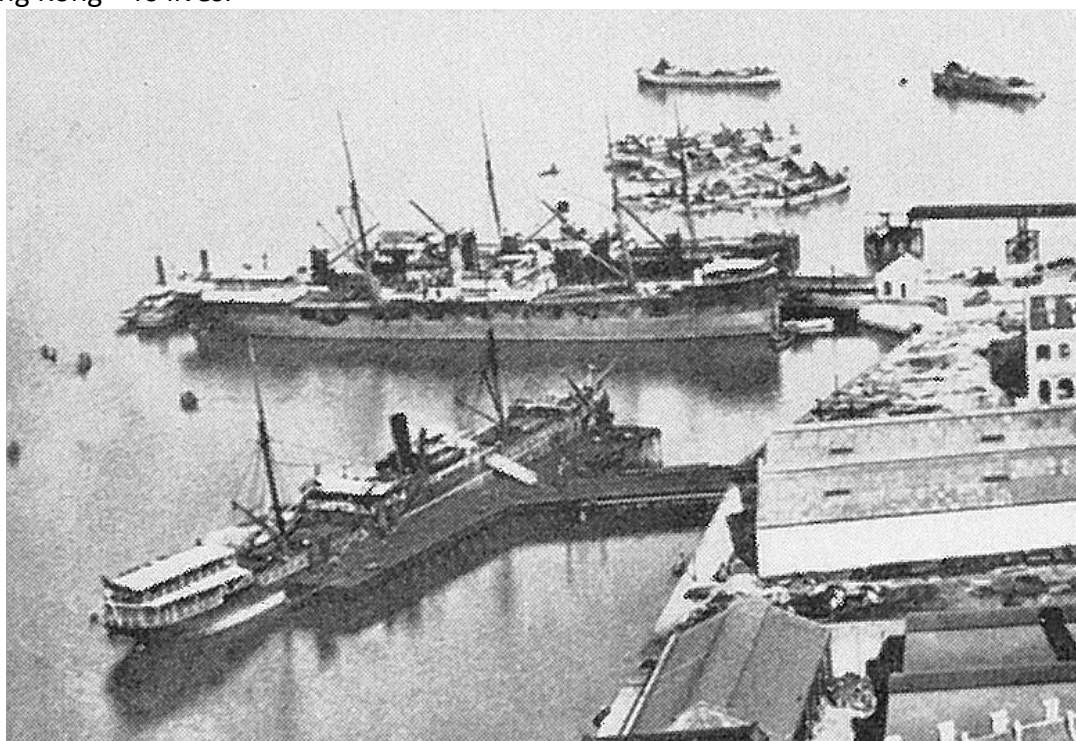


POYANG as ROSALINA at Singapore (Coll. SK*).

Taikoo Sugar Refining Co. Ltd (TSRC) (1891-28)

HUPEH 湖北(1891-99) 2819/91 (304.5 x 41.1', T3cy/190nhp/10k)

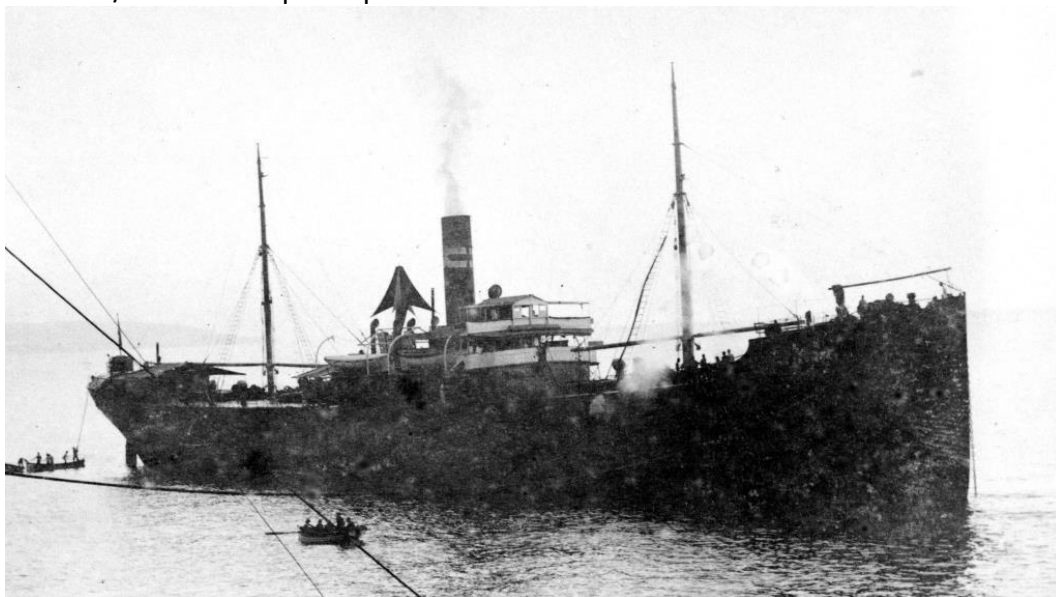
Built by Wm Gray & Co. Ltd, West Hartlepool (#428) for TSRC. 20/11/99 abandoned and foundered 200 m. W of Manila (14.10N, 118.13E) after developing leaks in rough seas on voyage Pasuruan (Java)/Hong Kong - 46 lives.



Closeup of probable HUPEH and SHANTUNG at TSRC wharves (*'The Senior'*).

SHANTUNG 山東(1892-12) 2807/92 (304.4 x41.1', T3cy/190nhp/10k)

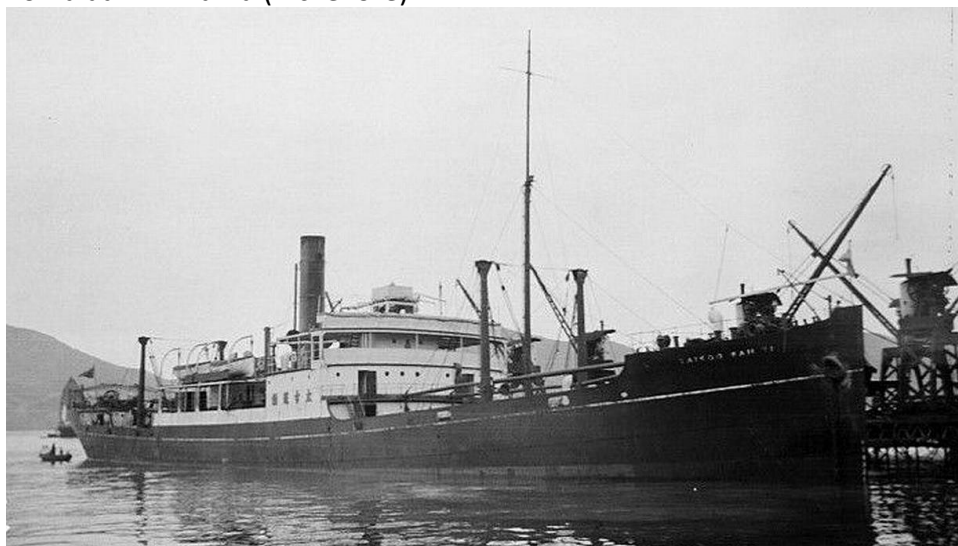
Built by Wm Gray & Co. Ltd, West Hartlepool (#429) for TSRC. 1912 sold to S. Sakai (also recorded as Sakai hong), Dairen r. TSURU MARU. 5/14 sold to Goshi Kaisha Harada Shoko, Amagasaki. 1916 t/f to Harada Kisen K.K. 4/32 broken up in Japan.



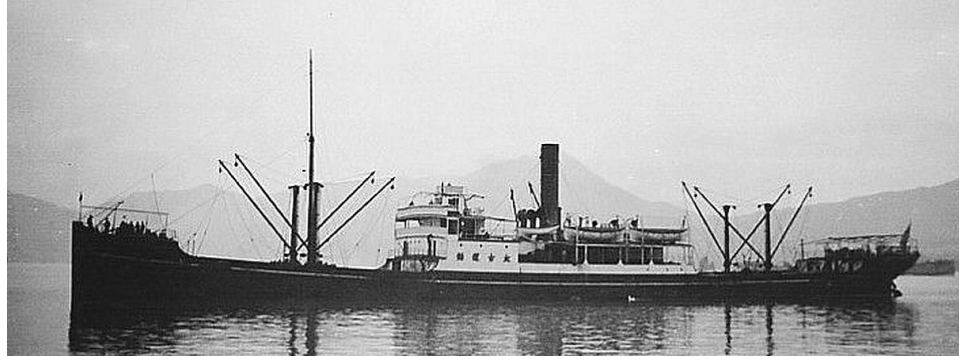
TSURU MARU ex SHANTUNG on O.S.K. charter berthing at Christmas Island 22 March 1920 to load phosphate (National Archives of Australia).

TAIKOO WAN YI 太古万怡 (1919-28) 3094/19 (331.3 x 46.8', T3cy/412nhp/11k)

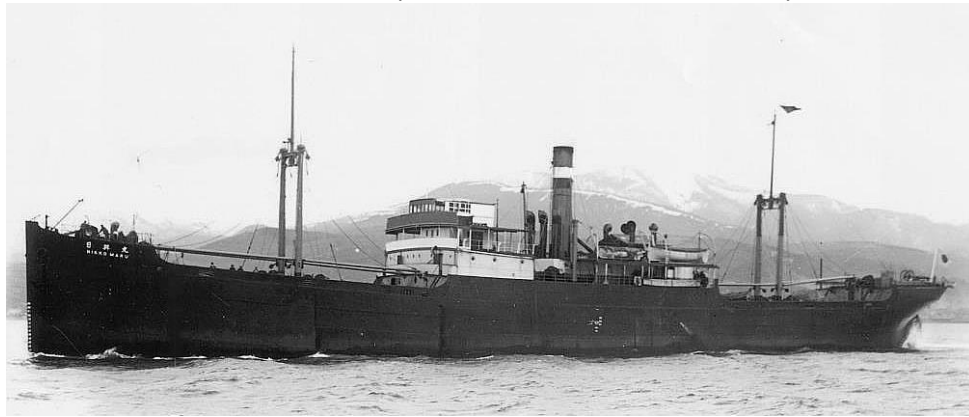
Laid down by Raylton Dixon & Co. Ltd, Middlesbrough (#617) for British Shg Controller as WAR SPHERE but completed for TSRC as TAIKOO WAN YI. 10/28 sold to Okasaki Kisen K.K., Kobe r. NIKKO MARU. c.1937 owners restyled Okasaki Honten K.K. 6/8/41 requisitioned until 22/10. 20/5/43 requisitioned for IJN use. 21/6/43 t/f by merger to Mitsubishi Kisen, Tokyo. 1/7/44 sunk by mine near Makassar (05.39S, 119.28E), voy. Pomalaa – Niihama (nickel ore).



TAIKOO WAN YI (Wikiswire).



TAIKOO WAN YI (Warren Swire/UoB Sw04-031).



NIKKO MARU near Otaru, new masts and other improvements (Uhachi Kinoshita/OCM).



Overview of TSRC facilities ('The Senior').