

# McBain & Co. (麥邊洋行)

George McBain, Hong Kong & Shanghai (1874)

George McBain & Co., Shanghai (c.1879)

Richard S. Freeman McBain (1902)

George B.S. McBain (1914)

**By Howard Dick & Stephen Kentwell**

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**George McBain** was probably born in the northern Scottish town of Inverness in 1846 as the eldest son of John and Jessie McBain. He does not appear in the 1871 Scotland census, which is about the time that he appears in Hong Kong, where he set up as a general broker. In mid-August 1874 he is registered as owner 64/64ths in the small Shanghai-built steamship *Han Yang* (326 grt/built 1871). According to K.C. Liu, she was at least part-owned by Chinese and had been engaged in the transshipment of Russian brick tea from Hankow to Shanghai. When she became available for charter in 1873 the leading firms of Russell & Co. and Jardine's dismissed her as a very inferior vessel but in March 1874 China Merchants took her up, perhaps assisted by the fact that former Jardine compradore Tong King-sing who had just taken over as general manager of China Merchants was part-owner. A few months later McBain became her registered British owner. Whatever her faults, *Han Yang* gave him a start.

A viable Yangtse shipping operation would require a minimum of two steamers. In the second half of 1877 McBain is identified as buying the 12-year old, Dutch-built iron steamship *W. Cores De Vries* (957/65), which had been a contract mail steamer in the Netherlands Indies before sale to Singaporean Chinese owners. She was extensively refitted in Hong Kong to suit her for service on the China Coast and later the Yangtse. Around the same time, McBain acquired the little wooden steamer *Fatchoy* (194/77), recently completed in Hong Kong and probably for operation in nearby waters.

York Lo records McBain as moving to Shanghai in 1879 and setting up the firm of George McBain & Co (麥邊洋行), which by 1880 was agent for *Han Yang*, *W. Cores de Vries* and also *Fatchoy* in the Yangtse River trade between Shanghai and Hankow. *Han Yang* was lost at the end of October 1882 but a replacement was promptly found in the former Philippine interisland steamer *Sual* (457/73), which was lengthened in Hong Kong and converted into a proper river steamer, being re-registered

in October 1883 (now 761 grt). In 1886 both steamers were re-engined and further refitted. Each now measured around 1,000 gross tons, by no means the largest ships on the river, being quite overshadowed by the steamers of Swire's and Jardine's, but at winter low water their shallow draft was an advantage. They were solidly built and popular enough with shippers and passengers and despite the inevitable short groundings in Yangtse mud shuttled to and fro into the new century.

Steady revenues from his two improved ships on the Yangtse River enabled McBain to invest in the prospective venture of tobacco growing in the new and fertile plantation district of what was then known as the East Coast of Sumatra (now the Indonesian province of North Sumatra). In 1890, McBain was instrumental in floating two companies, Shanghai Sumatra Tobacco (capital Tls 104,390) and Shanghai Langkat Tobacco Co. Ltd (capital Tls 80,000), on the Shanghai stock exchange but both registered in Hong Kong. The tobacco plantations gave McBain entrée to the nascent petroleum industry. In August 1894 McBain himself went to Langkat and cabled back to Shanghai that the prospects for petroleum were 'very brilliant' (STW, 7/9/92). E. Hatt had obtained a concession next to the original Royal Dutch Shell field and refinery at Pangkalan Brandan in the sultanate of Langkat. McBain's access to the Shanghai capital market made him a natural partner. In 1894 McBain travelled to London and the Netherlands and arranged to float the Maatschappij tot Mijn-, Bosch- en Landbouw Exploitatie in Langkat (Langkat Mining, Timber and Agricultural Development Company, or Langkat Co.). Notwithstanding the company's wide ambit, its prime aim was development of the oilfield but there were challenges of exploration, technology and capital. Wallace Brothers of London was brought in to strengthen the syndicate, which commenced production in 1901. When a productive well was tapped in 1902, the business at last had a sound footing with a refinery to produce both lamp oil and petrol (gasoline). The former was marketed in Southeast Asia and China as 'Dragon', the latter sold in California under contract with Standard oil as 'Hatt'.

To ship the kerosene to market, McBain needed a growing fleet of ships, which for the most part were registered in his name and under the British flag. The lamp-oil kerosene was packed in handy-sized tin containers, which for ease of shipment were packed in cases, something like an early form of containerisation. These were handled by an assortment of second-hand dry-cargo ships using ship's gear. Beginning with *Pelayo* (1738/99) there followed in 1900 *Fuh Wo* (992/79) and *Siam* (1577/90), in 1903 *Stettin* (2478/83), in 1906 *Nord* (1834/00), in 1907 *Quorra* (176/83), in 1908 *Min* (540/00) and in 1909 *Anamba* (1816/02), *Castor* (1345/03) and *Unda* (1404/03). In the name of the Dutch company from 1906 there was also the new-built tender/tug *Daisy* to assist in lighterage at Langkat, which ships had to load offshore. It may be assumed that the river ships *W. Cores de Vries/Hualee* and *Sual/Suilee* transhipped kerosene to Yangtse ports and brought back the empties. The larger ships traded from Langkat as far as Saigon, the China Coast, Philippines and Japan, sometimes back-loading coal (Japan), rice (Saigon) or case-wood (China), sometimes in ballast. The larger steamers such as *Nord* and *Stettin* could carry 50-60,000 cases of kerosene but sometimes loaded a mix of cases, loose tins and casks. In Shanghai, McBain's had their own kerosene wharf at Pootung, also their own facility in Hong Kong. In Singapore and Malaya, however, Katz Brothers acted as agents.

Meanwhile, 'Old Man' McBain had died at his home in Shanghai on 13 February 1904 after a short bronchial illness. He was only 57. His NCH obituary described him as 'a quiet, amiable man' who 'never went much into society' but 'was a genial companion and a very good friend'. He was also said to have been good to his employees. The timing could have proven awkward because the leases on the Company's Hankow and Chinkiang wharfages had fallen due for renewal in that very month 1904. There had been intense interest from various parties to take over the prime lease on the British Bund but in the event in mid-1903, perhaps not without foresight, McBain had sold his two river ships, *W. Cores de Vries/Hualee* and her long-time consort *Sual/Suilee*, and the associated assets, the lease rights and the goodwill to the River trade to Nippon Yusen Kaisha for between Tls 1.3m and Tls 1.5m or ¥2.5m. Of that amount, only Tls 30,000 was paid for the two old ships. Wray (1984) emphasises the value to NYK of the rights to McBain's wharfage. The official NYK history, however, refers to the operational value (goodwill) of the Lower Yangtse service as a feeder at Shanghai to the company's overseas routes. The competing German-flag Norddeutscher Lloyd and Hamburg-Amerika lines had recently placed their own ships on the river while British competitors Holts' Ocean Steamship transhipped by China Navigation and Glen Line by Jardines Indo-China S.N. Coy. Nevertheless, NYK's claim to prime wharfage rights on the Bund in the British concession was fiercely opposed by some British interests in Hankow. While the matter was pending, the two steamers continued to sail under McBain's auspices with registry still in Hong Kong.

Following the death of George McBain, the two river vessels were transferred to the Yangtze Shipping Co. Ltd, a NYK affiliate registered in Hong Kong in March 1904, still under the British flag (Wray, 1984: 596n). Months later, after intervention by the British Foreign Office at the behest of the British lines, it was ruled, contentiously, that the McBain wharfage could not be transferred to the new Japanese principals, obliging the NYK vessels to berth further downstream beside the French concession (Wray, 1986: 353). In March 1907 NYK merged its Yangtse interests with those of Osaka Shosen to form the joint entity Nisshin Kisen Kaisha. *W. Cores de Vries/Hualee* and *Sual/Suilee* were then transferred to the Japanese flag as *Hualee Maru* and *Suilee Maru*. A year later they were both laid up and subsequently sold to Chinese interests for further trading. Their fates are obscure.

Meanwhile, the oil business was booming. Hatt-McBain had become a significant independent in the Asia-Pacific oil market with what Gerretson described as a 'well-to-wick' business with vertical integration from well and refining through shipment to wholesale distribution across Southeast and East Asia. Hatt-McBain's three wells produced around 9,000 tons of crude per month which refined into 2.5 million cases of lamp-oil or about one-sixth of industry output in what was then referred to as the Far East. Nevertheless, Hatt-McBain was at a marked disadvantage to the two majors, Royal Dutch Shell (as it became through the 1907 merger) and American Standard vacuum (Stanvac). According to Gerretson's official history of Royal Dutch Shell, the Langkat field struggled to maintain output and, unlike nearby Royal Dutch Shell which could ship by tanker direct from the refinery, Hatt-McBain had to lighten its product to ships anchored offshore. Huge investment would be required to explore and open a new field with all the infrastructure of pipelines, refinery and port. In 1902, before the field had come into full production, McBain had rebuffed an offer from Royal Dutch. By 1910, however, as growth of production in California was eroding the main market for

Langkat gasoline, a realistic view was taken. In April the Hatt concession and wells were sold to the Dutch subsidiary Bataafsche Petroleum Maatschappij. Then in June 1910 McBain & Co. sold out its distribution interest for Tls 2,167,000 to Royal Dutch Shell, thereby consolidating the Langkat field and eliminating a significant independent competitor. The fleet of ships transferred to the British subsidiary Anglo-Saxon Petroleum Co. Ltd and marketing was taken over by Asiatic Petroleum Co. Ltd.

Although by 1910 McBain & Co. had thereby sold out of two of its main lines of business, after realization of almost Tls 4 million it was well cashed up. Because McBain's nine children were not yet of age, the business was at first taken over by Richard Sadler Freeman (RSF), who according to York Lo in 1906 married George McBain's much younger Eurasian wife Cecile-Marie (c.1870-24) and took on the McBain name as R.S.F. McBain. He worked closely with executors John Prentice (1847-1925) of the Shanghai Dock & Engineering Company Ltd and John Elmore. Some of the McBain funds were invested in property, notably a magnificent seven-storey building at No. 1, The Bund, which opened in 1916 and soon for the most part was rented out to Shell and became known as the Asiatic Petroleum Building after its Chinese subsidiary. The Sumatran companies diversified from tobacco into the new boom product of rubber, much in demand in America and Europe for automobile tyres. In 1915 RSF acquired the Mentoukou coal mine which from 1918 was managed by RSF, Albert William Burkill (A.R. Burkill & Sons) and Arthur Jones Welch (J.A. Wattie & Co.) through Shanghai Exploration & Development Co. Ltd. With Prentice, Elmore, Burkill and Welch there was also the Shanghai Loan & Investment Co. Ltd.

There was also another brief flourish in shipping. In June 1914 George McBain's eldest son and heir, George Brown Sievwright McBain (1890-1918) registered in Singapore the impressive passenger-cargo liner *Tong Hong* (2155/91), a slightly smaller version of Adelaide S.S. Coy's sisters *Wollowra* (ex *Silvio Spaventa*, 2631/91) and *Marloo* (ex *Francesco Crispi*, 2628//91) from the same builders. In August 1914 the seizure or internment of all German-flag tonnage suddenly left a huge gap in regional shipping because Norddeutscher Lloyd in particular but also Jebesen's had been leading carriers. Accordingly there was a good market for secondhand tonnage which, because of wartime restrictions in Europe, was most readily available in Australia. In 1915 George (jnr) followed other Shanghai and Hong Kong owners in buying the 30-year-old older passenger-cargo steamer *Burrumbeet* (2420/85) and the much smaller island steamer *Upolu* 1141/91. Both were placed on charter to the Kailan Mining Administration, running mainly between Shanghai and Chinwangtao with passengers as well as cargo. *Tong Hong* realised a good price of £48,000 when sold in September 1916. George (jnr) joined the Royal Air Corps and was killed in France in 1918. The two remaining ships transferred to W.S.F. McBain until sold in 1920/21.

The last ship linked with the McBain firm was the Australian cargo steamer *Camira* (2615/94) delivered at Sydney in January 1925 to W. McBain. William Robert Brown McBain ("W.R." or "Willie", 1891-1971) was old McBain's second son, who like his older brother graduated from Cambridge in 1910. According to York Lo, William also served with distinction during the Great War, commanding the 150<sup>th</sup> Squadron of the Royal Field Artillery and serving as a pilot with the Royal Air Force until

demobilized as a well-decorated Major. He returned to Shanghai a married man, joined McBain & Co. as partner and eventually took over from GSF. However, amidst a multiplicity of interests, he does not appear to have involved himself any more in shipowning. *Camira* was probably just a shipbroking deal because after arrival in Shanghai her ownership transferred to Chun Young Zan as YUNG-NING. CYZ was the Chinese business associate of Eric Moller (Moller & Co.), then reviving his fortunes from enforced bankruptcy. Since Moller & Co. had become tenants of McBain's Asiatic Petroleum Building, and W.R. and Eric would have known each other, the connection is easy to explain.

York Lo provides a detailed account of the subsequent history of the McBain family and firm in Shanghai and, after 1949, in Hong Kong through several generations and there is no need to repeat it here.



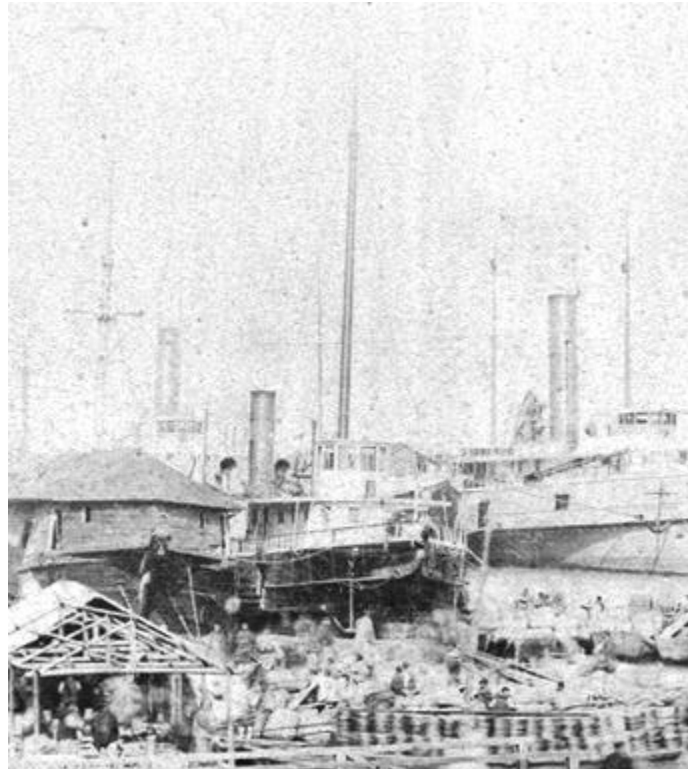
Former McBain Building (now Asia Building) at No. 1, The Bund (101monkeymagic.wordpress.com/).

**Sources:** York Lo, 'From No 1 on the Bund in Shanghai to Kaolin Mine in Cha Kwo Ling – the Century Old China Coast Saga of the McBains', *Industrial History* (industrialhistoryhk.org, Dec. 1916), K.C. Liu, *Anglo-American Steamship Rivalry in China, 1862-1874* (1962), F.C. Gerretson, *History of the Royal Dutch Shell*, vols 1- 3 (1953), Hong Kong and Singapore shipping registers, W. Wray, *Mitsubishi and the N.Y.K., 1870-1914* (1984); *North China Herald*, eresources.nlb.gov.sg, Trove.

## Illustrated Fleet List

### **HAN YANG** (1874-82) 326/71 (iron)

Built by S. Muirhead, Shanghai for Morris, Lewis & Co., Shanghai for Shanghai-Hankow trade. 3/74 on charter to CMSNC. 17/8/74 reg. at Hong Kong to George McBain (64/64) under mortgage to R.W. Sitte, A. Brown & W.D. Pryor, Shanghai. 1876 lengthened (491 grt) and 1/77 rereg. for G. McBain (now 463 grt). 1/78 mgt t/f from CMSNC to Morris & Co. (by 10/80 G. McBain agents). 19/11/80 beached after collision in Yangtse with *Kung Wo* (982/79). 29/10/82 in collision with lorch *Annie* off Kukshang Light on voyage Hankow-Shanghai. Sank against bank. NFI.



Likely HAN YANG at Hankow 1874 (Boiarskii Colln, Nat. Library of Brazil)

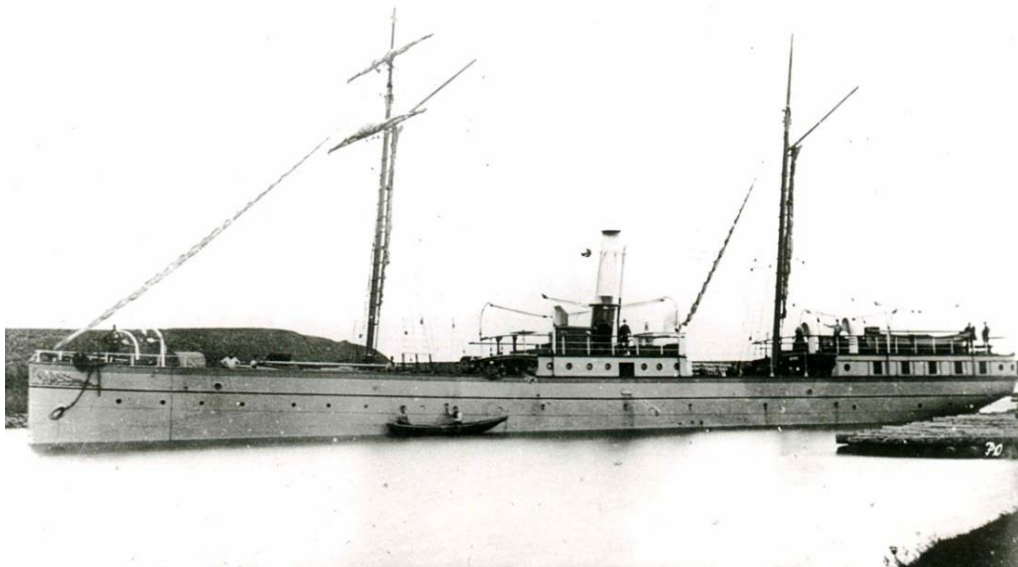
### **FATCHOY** (1878-?86) 194/77 (wood screw, C2cy, J. Inglis & Co., Glasgow in 1872)

Built at Hong Kong and c.1/78 reg. to George McBain, Hong Kong (64/64) for Yangtse trade. Through 1882 under Morris & Co. agency. 6/83 rep. in use as steam lighter at Woosung. 3/86 register closed. NFI.

### **W. CORES DE VRIES** (華利 HUALEE) (1877-04) 957/65-9 (iron, 207.0'x 24.7', C2cy/65 hp, S.C. Farnham, Boyd & Co. Ltd, originally Simple 2cy 36'+24'/90 nhp)

Built by N.V. Nederlandsche Stoomboot Maatschappij, Rotterdam (#68) and 25/7/65 launched for syndicate of Willem Cores de Vries (d. 1865), Batavia as W. CORES DE VRIES. c.1/10/65 sailed Rotterdam via Cape to commence contract mail service in Netherlands Indies for Nederlandsche-Indische Stoomvaart Mij. 1873 new boilers. 16/11/75 'Javabode' rep. laid up for sale after keel damaged by stranding on reef on voyage Banjarmasin-Surabaya. 10/76 sold and reg. at Singapore for Lim Teck Hee for coastal service Singapore-Penang via ports (now 507 grt). 11/76 sold to

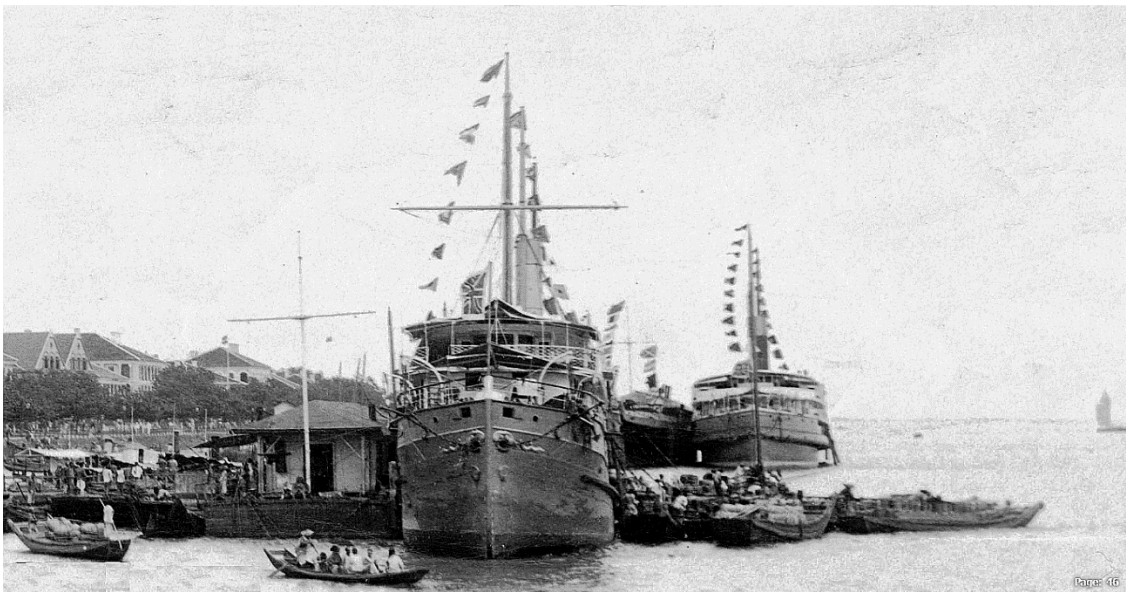
Cheang Hong Leap, Singapore. 15/12/76 laid up at Singapore for repairs. 18/5/77 to Hong Kong where 7/77 sold to Chan Soon Ghee, Hong Kong. 17/8/77 reg. at Hong Kong to George McBain (general broker), Hong Kong. 7/12/77 re-reg. after extensive alterations including removal of lower deck and fitting of new deck from poop to focsle (now 660 grt). 10/1/78 anchored off Macao o/v Hoihow-Hong Kong after coal bunkers exhausted and yards burned for fuel. Mid-1878 in coastal service Shanghai-Chefoo-Tientsin. By 1/79 in river service Shanghai-Hankow – Chinese name now HUA-LI. 5/4/83 re-reg. at Hong Kong to George McBain after lengthening (now 962 grt, 206.8' x 25.0'). c.1886 fitted by S.C. Farnham & Co., Shanghai with new engines and boilers. 27/12/94 at night off Woosung rammed and sank junk o/v Shanghai-Hankow – both vessels to blame. 19/6/96 collided with anchored China Nav. Co. Hoihow (1411/80) while leaving Chinkiang – stem damaged and forepeak flooded, to Shanghai for repairs. 6/03 sold to Nippon Yusen Kaisha, Tokyo but registry unchanged. 13/2/04 death of George McBain. 18/4/04 sold to Yangtze Shipbuilding Co. Ltd (Nippon Yusen Kaisha, mgrs), Shanghai (British flag). 5/07 in operation under agency of Osaka Kisen Kaisha, Osaka as HUALEE MARU. 7/07 t/f to Nisshin Kisen K.K., Tokyo. 20/4/08 laid up at Shanghai. 3/09 sold to Tung Hsing Sun 董杏蓀 [Nisshin records]. NCH (29/7/10) rep. sold to Chinese owners at Ningpo for Ningpo-Wenchow service r. HAI MEN but by LR to Fu Tsung Yueh & Tung Hsing Sun, Shanghai r. YUNG HAN. 1920 broken up at ?Hong Kong.



Near sister MINISTER VAN STAAT ROCHUSSEN at Nieuwediep, September 1865, fully rigged prior to departure for the Indies (courtesy M. Lindenborn/marhisdata.nl).



Hankow in the 1890s, depicting a rebuilt 3-masted V. CORES DE VRIES bow-on at the left (SK colln).



V. CORES DE VRIES at Hankow on a festive occasion (Cambridge University).

**SUAL** (萃利 SUI-LEE) (1886-03) 974/73-3 (\*iron, 211.0' x 27.5', C2cy/90 nhp, Gourlay Bros, Dundee)  
 Built by J. Riach (Inglis & Co.), Hong Kong and 14/1/73 reg. at Hong Kong to J. Riach as SUAL (457 grt, 156.2' x 27.5'). Mid-3/73 trials. 21/3/73 certificate of sale to Alexander Macleod and 22/4/73 reg. t/f to Manila for interisland trade. 30/10/75 sailed Shanghai for Manila (after rebuilding) for McLeod, Pickford & Co., Manila as CEBU - 9/11 in interisland service Manila-Cebu-Iloilo. LUR 1879 owner as Jose Cembrano, Manila. 1879 in service Manila-Bicol for Aldecoa & Co. 2/5/82 reg. at Hong Kong to



George Parker (MM), Hong Kong as SUAL. 10/82 sold to Robert Cooke of Hongkong & Whampoa Dock. 11/82 mortgaged to John S. Nazer, Hong Kong with new dimensions and compound engine by Gourlay (1874, 28" + 48"). 17/10/83 re-reg. at Hong Kong (now 761 grt). 11/83 mortgage discharged. 1/6/86 re-reg. at Hong Kong for J.S. Nazer, Shanghai under mortgage to George McBain & Co., Shanghai (now 1037 grt, 211.0', 60 nhp). 1891 taken over by McBain & Co. as SUAL/SUILEE. c.20/5/02 beached with 3'6" water in hold after collision with *Hsin-Yu* (1629/89) 10m above Kiangyin, lookout missing. 6/03 sold to Nippon Yusen Kaisha, Tokyo but registry unchanged. 13/2/04 McBain died at Shanghai. 18/4/04 t/f to Yangtze Shipping Co. Ltd (Nippon Yusen Kaisha, Tokyo mgrs), Shanghai (British flag). 5/07 in operation under agency of Osaka Kisen Kaisha, Osaka as SUILEE MARU. 7/07 t/f to Nisshin Kisen K.K., Tokyo. 21/3/08 laid up at Shanghai. 4/10 sold to Yueshung Nav. Co., Shanghai, still listed as SUILEE MARU but probably sailing as SUILEE. 1934 RLR. Possibly became FOOSI, laid up on buoy just outside Shanghai harbor from 1934 until at least March 1936. [\*may have been completed as composite]



Likely SUAL/SUILEE at McBain's Wharf, Hankow (SK colln).



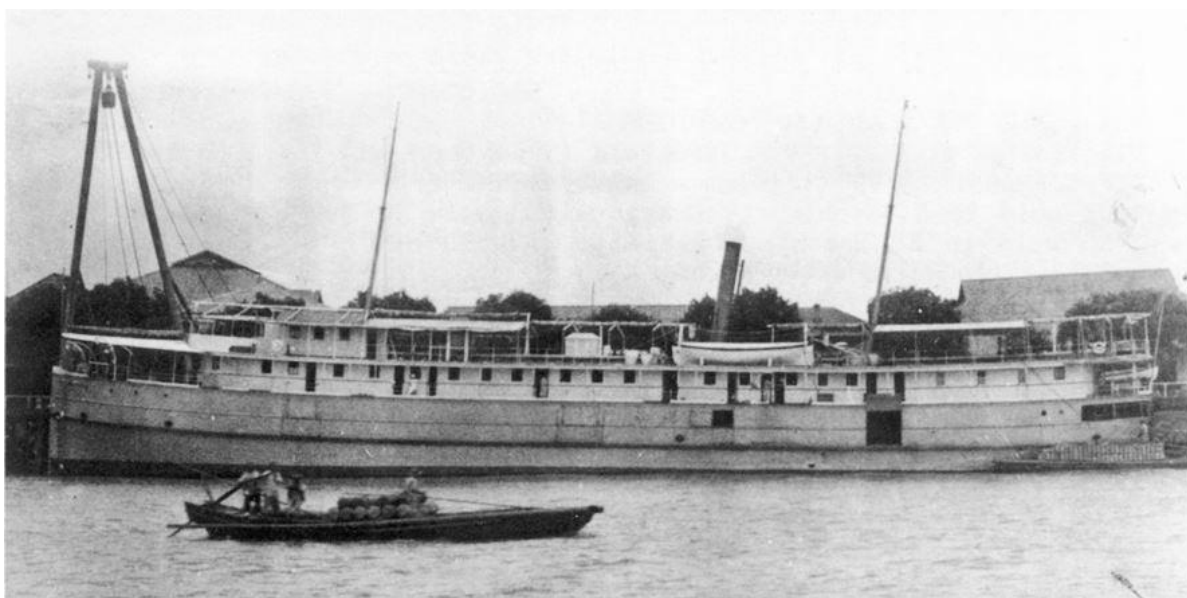
FOOSI outside Shanghai in March 1936 (The China Press 27/3/36).

**PELAYO** (1899-08) 1738/72 i.s.s.

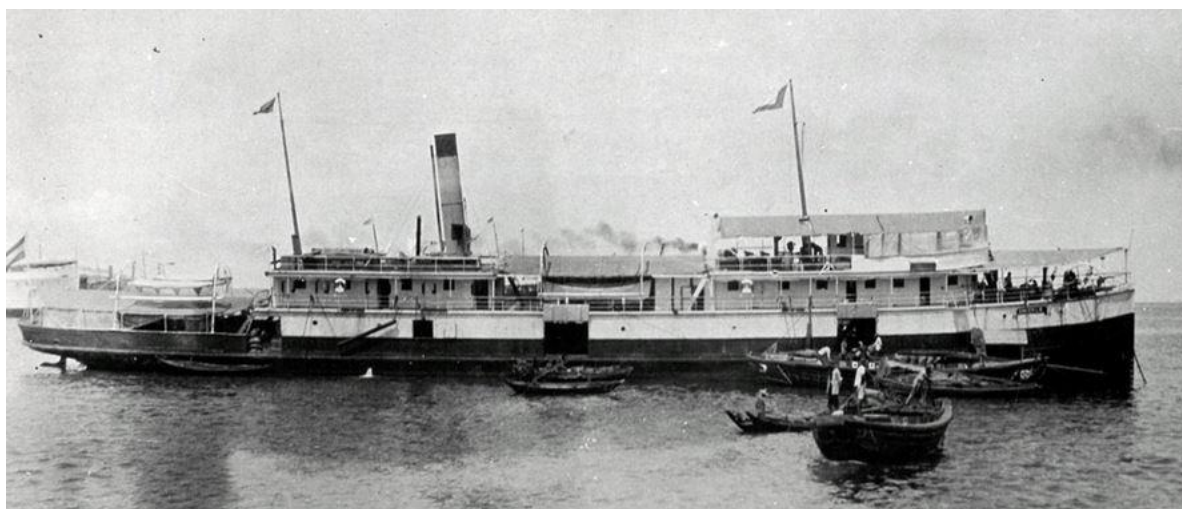
Built by Bowdler, Chaffer & Co., Seacombe (#92) for Serapio Acebal & Cia, Gijon. 1874 sold to W.E. MacAndrew, London. 1878 t/f to R. MacAndrew & Co., London. 1886 sold to J. Roca y Cia, Barcelona. 1894 t/f to Cia. Maritima, Barcelona. 1898 sold to Walford & Co., Antwerp r. EQUATORIA. 11/99 reg. at Hong Kong to G. McBain as PELAYO for Langkat-China cased oil trade (c.73,000 tins). 6/08 sold to Ku Ti Sang (compradore, Thoresen & Co.), Shanghai r. SING YUE. Q2/1911 broken up at Shanghai. [Sold East =- Q1/11]

**FUH WO** (1900-00) 992/79 (i.s.s.) (C2cyl, 52 hp) 204 x 26.1'

Built by Boyd & Co., Shanghai (#16) for YSNC - 26/11/79 maiden voyage. 1/2/82 t/f to ICSNC. 6/00 sold to G. McBain, Shanghai for Langkat-Singapore cased oil trade (c.18,000 tins). 6/10 sold to Anglo-Saxon Petroleum Co. Ltd, London. 1924 sold to Thong Ek S.S. Co. (Theng Seng Hie mgr), Pontianak r. KHOEN LIE. 3/31 sold for breaking up at Tanjong Rhu, Singapore.

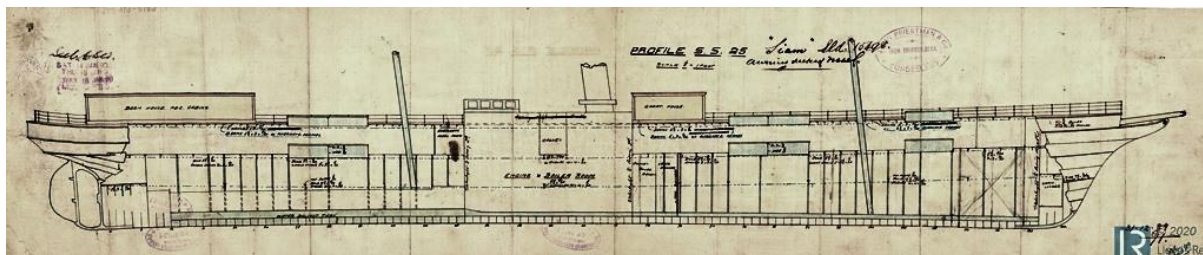


FUH WO at Shanghai (J. van Delden).



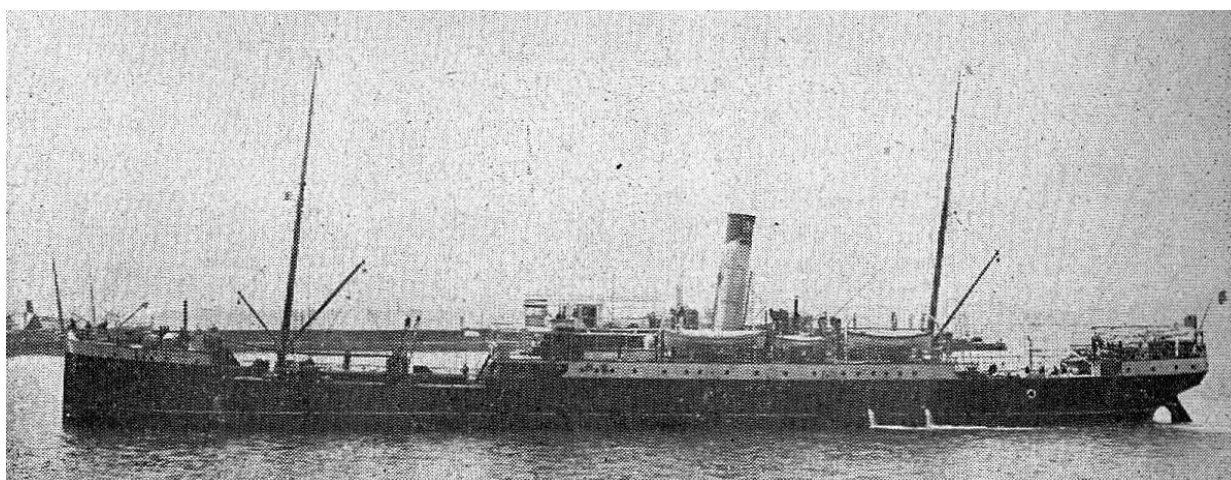
KHOEN LIE showing hull openings (Royal Tropical Institute, Amsterdam).

**SIAM** (1900-14) 1577/90-5 (258.0' x 36.1', T3cy/168 nhp, Hutson & Corbett, Glasgow)  
 Built by John Priestman & Co., Sunderland (#25) for Tan Kim Cheng, Singapore (British flag). 27/2/92 death of Tan Kim Cheng. 10/92 sold by executors to J.D. Munro, Swatow. 1/93 reg. t/f to London. 1900 sold to George McBain, London. 1914 sold for breaking up but 1915 reg. for Taku Tanaka, Chofu r. CHOFU MARU 長府丸. 1920 t/f to Denryu Kisen G.K., Chofu. 1930 sold to Wong Chen Hsu, Shanghai r. TA HSI. 1934 r. MING LEE. 11/34 to Sommers & Co., Kobe. 1935 b/u at Osaka.



Builder's profile for SIAM (Lloyd's Foundation).

**STETTIN** (1903-10) 2478/83 (315.3' x 35.5', T3cy/278 nhp, pass: 19 1st, 23 2nd, 64 3rd).  
 Built by A.G. Vulcan, Stettin-Bredow (#168) for Norddeutscher Lloyd, Bremen for Hong Kong-Japan branch line as STETTIN (1815 grt). 1896 lengthened (now 2478 grt) for bi-monthly Singapore-Batavia New Guinea branch line. 7/00 extended to Sydney - 21/9/9/03 Singapore ex Sydney on last voyage. 11/03 sold to G. McBain, Shanghai. 13/2/04 death of George McBain. By 1905 t/f to R.S. Freeman, Shanghai. 1907 t/f to R.S.F. McBain, Shanghai but 1908 reported for G. McBain, Shanghai. 1910 sold to Ku Ti Sang/Ko De Sang, Shanghai (Chinese flag) r. LOONG YUE 龍裕. 1911 t/f to China Commercial S.N. Co. Ltd, Shanghai (Chinese flag). 1916 sold to Sueo Tanaka, Dairen r. RYOYU MARU 龍裕丸 (2217 grt). 1917 t/f to Dairen Towa Kisen K.K., Dairen. 1918 t/f to Kobe Towa Kisen, Amagasaki but 1919 reverted in L.R. to Sueo Tanaka, Dairen. 1919 t/f to Towa Kisen K.K., Amagasaki, name romanised as RYUYU MARU. 1923 sold to Taisei Gyogyo K.K., Amagasaki, 1924 conv. to crab cannery ship (1815 grt). 1927 t/f to Showa Kosen Gyogyo K.K. Tokyo. 1930 broken up.



RYUYU MARU (on superstructure as LOONG YUE without 'MARU'), photo supplied by Towa Kisen, Amagasaki to 1924 Japanese Steamship Register.

**DAISY** (1906-10) 163/06 (steel sc. cutter/tug, 105' x 20', C2cy/51 rhp)

Built 1906 by Shanghai Shipbuilding & Dock Co. Ltd, Shanghai for Mij tot Mijn, Bosch en Landbouw Exploitatie in Langkat (Hatt, McBain, et al, London), Tandoeng Poera (Du.) as tender/tug for loading case oil tankers in the roads at Langkat. 6/10 on sale Langkat Mij to Royal Dutch t/f to Bataafsche Petroleum Mij, PM, Batavia. 5/3/29 adv. for sale "Steel Screw Tug 'Daisy' lying at Keppel Harbour [Singapore], Dutch flag. Reg. Batavia. Built 1906. 105ft x 20ft x 10ft 7in. Gross tonnage 193. Fitted with electric light. Compound engines 300 THP. Speed 9 knots. The Asiatic Petroleum Co., (S.S.), Ltd." 24/6/29 still lying at Coal Wharf, Keppel Harbour but around this time converted to motorship (3cyl/35 nhp Deutz diesel by Motorenfabrik "Deutz" A.G., Koln). Late 1929 reg. in Singapore to Moona Akishamalim as NAJAM (now 151 grt). 28/12/29 t/f to L.M.G. Maricar & Moona Akishamalim (jointly). 9/30 placed in service Penang-Langsa. 3/31 t/f to Singapore-Muar trade. 9/7/31 reverted to Moona Akishamalim (solely), now Singapore-Muar-Malacca o/c to Hua Khiow Steamship Co. Ltd, Muar. 11/31 sold to Hua Khiow Steamship Co. Ltd, Muar for service Penang-Delikust (Asahan). 4/32 owners taken over by Straits Steamship Co. Ltd, Singapore as Hua Khiow Steamship Co. (1932) Ltd, now trading Singapore-Muar (by 1933 to Lumut) 14/7/33 disabled by broken shaft in 2.48N, 101.17E, towed her into Malacca Roads, on to Singapore (16/7) for repairs. By August NAJAM was back in service to Lumut. 5/10/34 register closed (see Continuation Book III). Straits S.S. annual report (1934) states 'dismantled' and engines fitted to *Rimba* (143/1925). Laxon (2004) rep. vessel conv. into a hulk.

**NORD** (1906-11) 1834/00 (269.4' x 42.2', T3cy/169 nhp, Hutson & Sons Ltd, Glasgow)

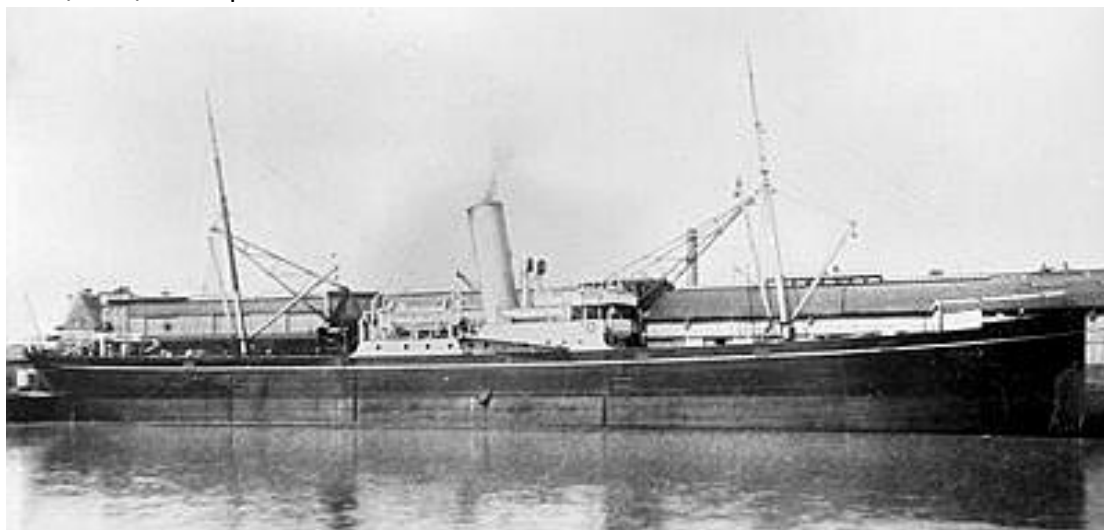
Built by Grangemouth & Greenock D.Y. Co., Cartsydyke (#209) for Kerch Metallurgical & Mining Co., Kerch as MARIA GORAINOVA. 1903 sold to G. & L. Beijer, Stockholm r. NORD. 1904 t/f to Rederi A/B Rex, Stockholm for use as collier on China Coast. c.5/06 sold to R.S.F. McBain, Shanghai. 1909 t/f to G. McBain, Shanghai. 6/10 sold to Anglo-Saxon Petroleum Co. Ltd., Shanghai. 6/14 in service Singapore-East Coast Australia. 7/11/15 struck rocks off Cape Pillar on voyage Melbourne-Hobart with 12,000 cases of benzene and sank hours later in 48 fathoms.



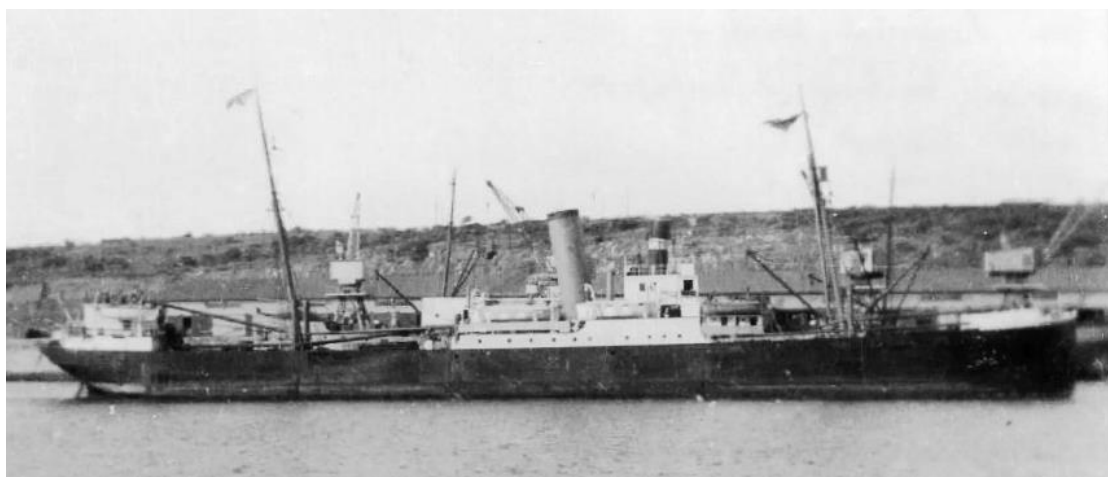
NORD at Melbourne c.1914 in Anglo-Saxon Petroleum. Co. colours (A.C. Green@SLV).



**ANAMBA** (1909-10) 1816/02 (265.0' x 37.2', T3cy161 nhp, Dansk Maskf. & Kedels, Copenhagen)  
Built by Hellerups Skipsvaerft og Mask., Hellerup (#5) for A/S Det Østasiatiske Kompagni, Copenhagen. 1909 sold to R.S.F. McBain, Shanghai. 6/10 sold to Anglo-Saxon Petroleum Co. Ltd, Shanghai. IV/31 b/u in Japan.



ANAMBA when operating for Det Østasiatiske Kompagni (<http://snesejler.dk/bill80.htm>).



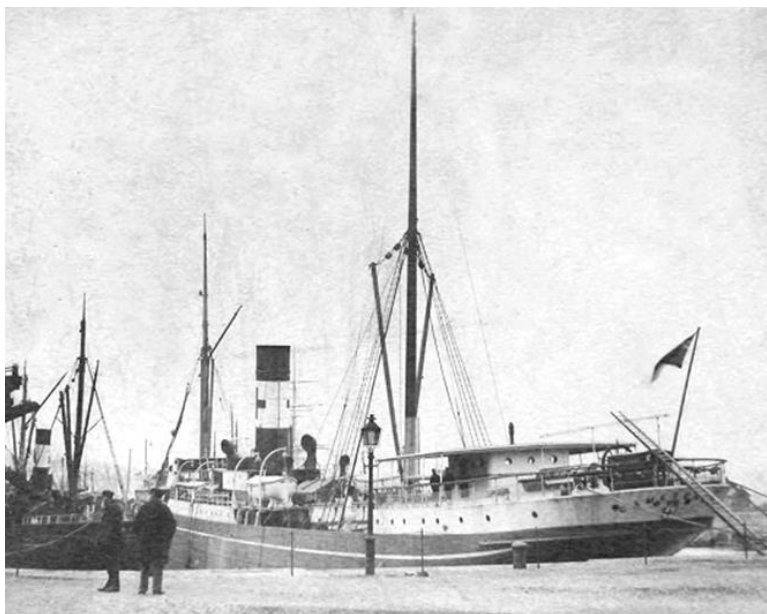
ANAMBA for Anglo-Saxon Petroleum, built up at stern with extra boat ([helderline.com](http://helderline.com)).

**CASTOR** (1909-10) 1345/04 (4-mast, 240.7' x 35.5', T3cy/138 nhp)  
Built by Trondhjems M/V, Trondheim (#111) for A/S Tunsberghus, Tonsberg. 1907 sold to A/S Tronderen, Trondheim. 1909 sold to George McBain, Shanghai. 6/10 sold to Anglo-Saxon Petroleum Co. Ltd, Shanghai, later London. 16/11/19 sailed Singapore for Haiphong with case oil but went missing – lifebuoy washed ashore on Letong Is., Anamba Group.

**UNDA** (1909-10) 1404/03-5 (240.0 x 35.0', T3cy/150 nhp, N.E. Marine Eng. Co. Ltd, Sunderland)  
Built by John Priestman & Co., Southwick (#98) for A/S Unda (Hjalmar, later Sigurd Roed), Tonsberg and deployed in coal trade Japan-Shanghai. 1907 t/f to A/S Unda (O.M. Milberg) Kristiania. 1909 sold to John S. Elmore, Shanghai (reg. London), then resold to George McBain, Shanghai. 6/10 sold to Anglo-Saxon Petroleum Co. Ltd, Shanghai, later London. QII/1932 broken up in Japan.

**TONG HONG** (1914-16) 2155/91-11 (302.0' x 38.4', T3cy/428 nhp)

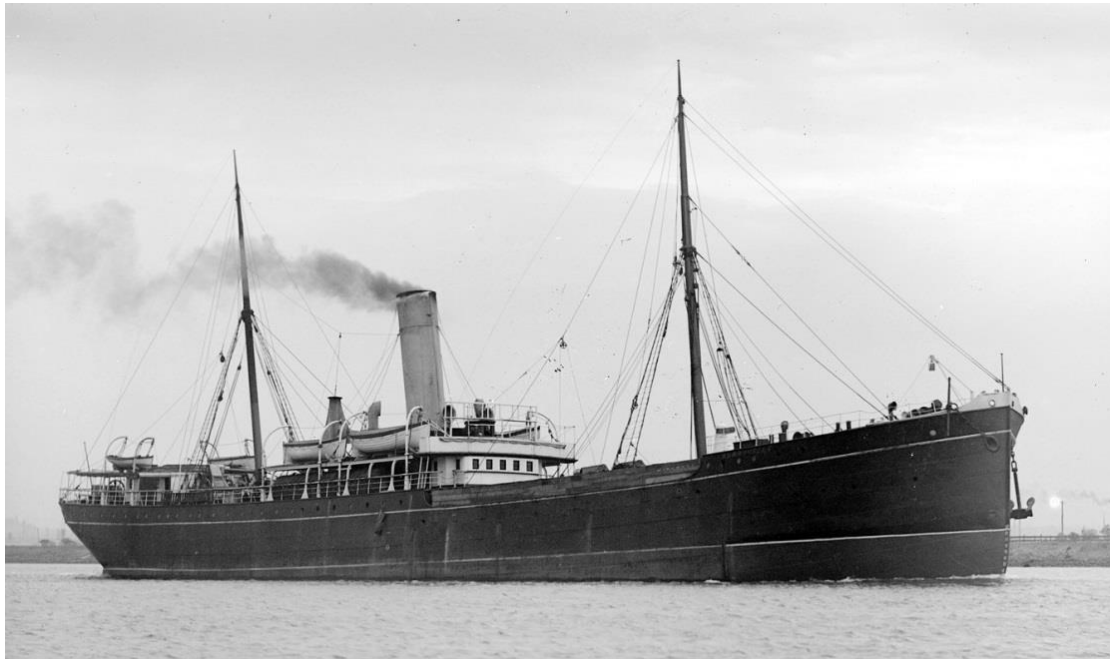
Built by Palmers' Shipbuilding & Iron Co. Ltd., Jarrow (#660) for Italo-Britannica Royal Italian Mail S.N. Co. Ltd, Palermo as CARLO POERIO. Mid-1894 sold to R. Singlehurst & Co., Liverpool for Red Cross Line's Liverpool-Amazon service r. CAMETENSE. 1901 sold to Booth S.S. Co. Ltd, Liverpool. 1909 sold to Eastern Shg Co. Ltd, Penang for Amoy\_HK-Straits-Rangoon service r. TONG HONG. 8/6/14 sold through Maclaine, Watson & Co. to 'Shanghai owners' and reg. at Singapore to G.B.S. McBain. 28/7/15 while under repair off Old Dock broke from buoy in storm and blew ashore in Public Gardens (bow tethered to P&O flagstaff, stern to bandstand) – 31/7 refloated (NCH 31/7/15). 9/16 sold for £48,000 to Khiam Aik & Co. Ltd and reg. to Lim Wee Soon, Singapore. 11/16 sold to Tan Kah Tee, Singapore. 27/6/17 sunk by U-63 75nm SW of Cape Sicie on voyage Marseilles-Saigon with empty drums.



CAMETENSE in Red Cross line colours waiting for coal at Pernarth Dock, South Wales on 2 Nov. 1896 (Nat. Museum of Wales).

**BURRUMBEET** (1915-1920) 2420/85-5 (300.0' x 40.1', T3cy/3-cyl/290 nhp, Wallsend Slipway & Eng. Co. Ltd, Newcastle; Pass: 100 1<sup>st</sup> 80 2<sup>nd</sup>)

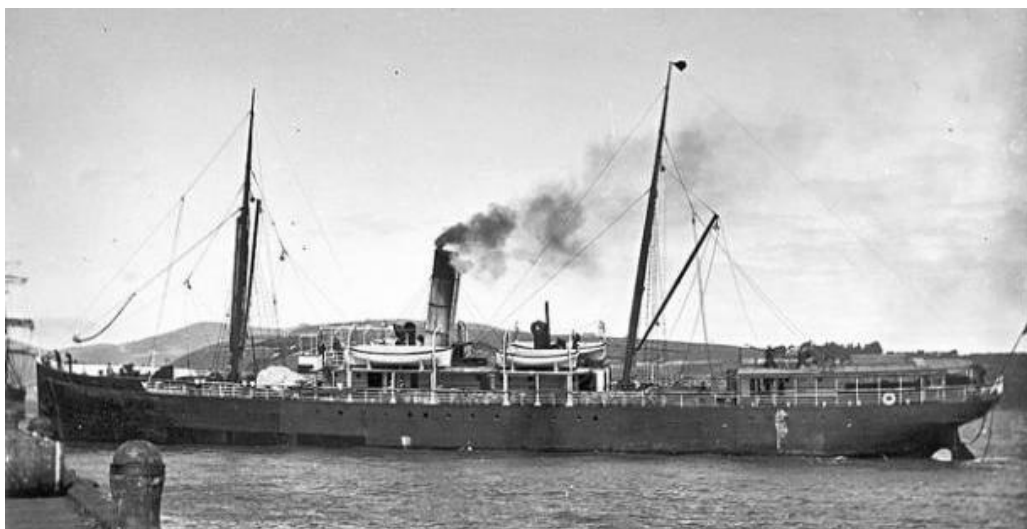
Built by C.S. Swan & Hunter, Newcastle (#89) for Huddart Parker & Co. Ltd, Melbourne and 17/5/85 sailed Newcastle for Melbourne (13/7/85). 18/4/91 in collision with *Konoowarra* (1273/1880) in Brisbane River with minor damage. 6/4/96 collided with yacht *Cacique* in West Channel, Port Phillip Bay and 3 of the 4 crew on the yacht lost. 11/00 resumed service after major overhaul, including fitting of new boilers. 14/6/15 sold to H.S.P. Storey, Hong Kong and 16/6/15 sailed Newcastle for Shanghai – 25/6 at Thursday Island, then put back to Townsville for repairs until 26/7 for Cebu (arrived 7/8/15). 1915 sold to G.B.S. McBain, Shanghai. 26/2/16 t/f to R.S.F. McBain, Shanghai. 7/20 sold to H.M.H. Nemazee, Hong Kong. 6/21 sold to Lau Tsan Yiew (Lau Yew), Hong Kong. 12/21 t/f to Canton (Chinese flag). 1924 r. NAGASAKI. 1925 sold to Yung Sing, Canton r. HOI PING. 1927 sold to Luk Hing, Canton. 1928 sold to Tai Hong S.S. Company, Amoy r. TANG SHAN. 1929 sold to Ta Chung S.S. Company, Amoy. 1934 sold to Tung Wah S.S. Company, Shanghai r. TUNG SHANG. 1936 broken up at Shanghai.



BURRUMBEET in Huddart Parker colours (A.C. Green@SLV).

**UPOLU** (1915-21) 1141/91-12 (220.0' x 30.1', Q4cy/123 nhp, )

Built by Fleming & Ferguson, Paisley (#169) for Union Steamship Co. of New Zealand Ltd, Dunedin for Pacific Islands trade as UPOLU. 24/12/03 arrived Sydney for delivery to Lever's Pacific Plantations Ltd, Sydney for copra trade from Pacific Islands to Sydney. 12/11 sold to Brisbane Milling Co. Ltd, Brisbane for wheat shipment Sydney-Brisbane. 8/14 requisitioned by RAN as HMAS UPOLU for use as a Submarine Depot Ship for HMAS submarines AE1 and AE2. 9/12/14 paid off and returned to owners. 7/15 sold to A. B. Iffland van Ess, Shanghai and 22/7 sailed Sydney for Samoa to embark 400 labourers for Swatow, thence Shanghai. By 9/15 sold to G.B.S. McBain, Shanghai and in coastal service. 8/21 sold to Shaw Hsing S.S. Co. Ltd., Shanghai for Tls 125,000 r. TUNG AN, used Newchwang-Longkou. 12/8/30 on passage Tsingtao-Newchwang with coal sunk in collision with same company's *Lienhsing* at Chengshan, Shantung, 70 dead, 4 missing, 60 rescued. [still listed on company's books at end of 1934 but no other evidence of continued existence]

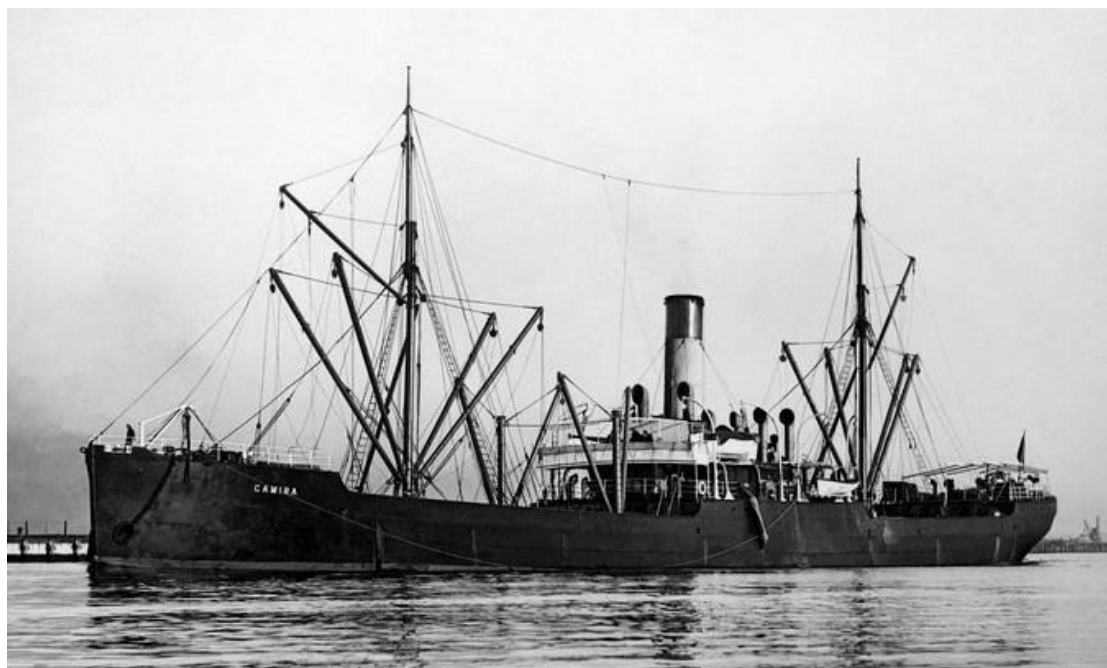


UPOLU (New Zealand Ship & Marine Soc.).



**CAMIRA** (1925-25) 2615/94-10 (T3cy/317 nhp)

Built by Naval Constr. & Armaments Co. Ltd, Barrow (#228) for Cayzer, Irvine & Co., Glasgow as CLAN CAMPBELL. 6/12 on Australian Coast on charter to Howard Smith Ltd. 1913 sold to The Adelaide S.S. Co. Ltd, Adelaide r. CAMIRA. 1/25 del. in Sydney to W. McBain, Shanghai and 17/1 sailed via Kobe for Shanghai, where resold to Chun Young Zan (Moller & Co.), Shanghai r. YUNG-NING. 1927 sold to Cie Extreme Orientale, Haiphong. 1928 sold to Louis Dubost (Alex Gerondal mgr.), Haiphong r. COMMANDANT HENRI RIVIERE. 26/11/33 seized by pirates. 1935/6 sold to Shiu Tsing Hong (Far East Shg Co., Hong Kong, mgrs), Canton. 12/41 bombed and sunk at Canton.



YUNG-NING as CAMIRA with coaling gaffs (A.C. Green@SLV).

Also cutters/sail lighters:

**R.P. No. 1** (1903-??) 191/03 (steel cutter, 95.5' x 25.1)

Built by S.C. Farnham, Boyd & Co. Ltd. Shanghai for G. McBain. NFI.

**R.P. No. 2** (1903-??) 187/03 (steel cutter, 95.5' x 25.1)

Built by New Eng. & S.B. Works Ltd. Shanghai for G. McBain. NFI.

**R.P. No. 3** (1903-??) 175/03 (steel cutter, 95.5' x 25.1)

Built by New Eng. & S.B. Works Ltd. Shanghai for G. McBain. NFI.

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