Hong Kong, Canton & Macao Steamboat Co. (HCMSC)

省港澳火船公司

ILLUSTRATED FLEET LIST

By Howard Dick 1988. Illustrations arranged Stephen Kentwell 2019.
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The notation 'UoB' indicates a photograph has been sourced from Historical Photographs of China, University of Bristol (www.hpcbristol.net).

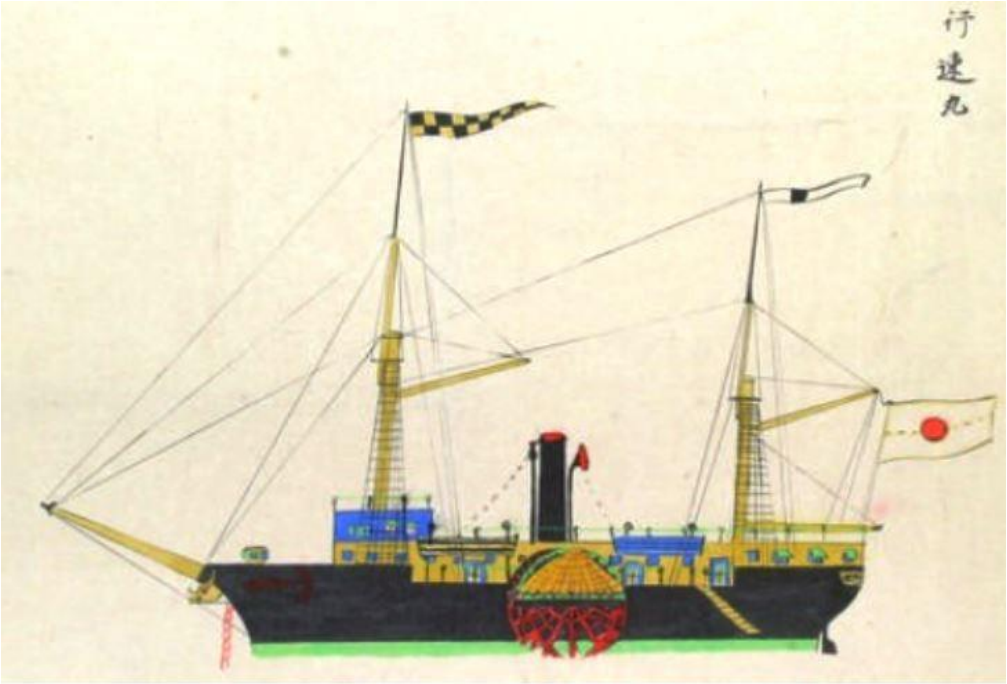
(This update posted 29 December 2025)

This fleet list and the associated short history (see separate file) were first published by the Nautical Association of Australia, Inc. as Chapter 4 in H.W. Dick & S.A. Kentwell, *Beancaker to Boxboat: Steamship Companies in Chinese Waters* (1988). This version is corrected and updated by new material that has since come to hand and expanded by the inclusion (if available) of yard numbers, month of completion, dimensions and engine details. We gratefully acknowledge the assistance of the Miramar and Clydebuilt sites, also the assistance of Peter Cundall in resolving the fate of *Kinshan* (1903). We greatly appreciate the assistance of Klaus Liphard having great expertise with historical Hong Kong and Canton photographs.

Length is between perpendiculars (b.p.), steel hull and engines made by the shipbuilder unless otherwise specified.

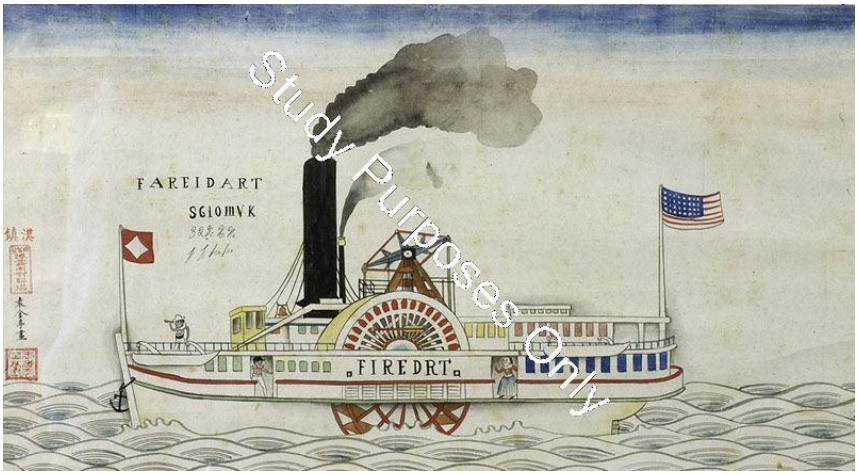
The two Chinese characters for each name were not anglicized consistently, being sometimes one word, sometimes two and sometimes hyphenated. For most vessels we have followed the usage of Lloyd's Register. *Fatshan*, *Kinshan* and *Taishan* were invariably one word. However, *Heung-Shan* was recorded in the main Register and *Heung Shan* under Owners: we prefer the latter, as on the bow of the ship. We deal with *Sui-An*/*Sui An* and *Sui-Tai*/*Sui Tai* similarly.

FEI SEEN (1865-66) 343/60 (w.p.s., engines by J. & G. Thompson, Glasgow) 178.0 x 26.7'
Built by J.C. Couper, Whampoa for Lyall, Still & Co., Hong Kong for Hong Kong/Canton trade - 7/4/60 trials. Late-5/60 sold to R.N. r. HMS COUPER (COWPER?). 11/61 arrived at Whampoa for reconversion to commercial use and 1/62 reg. at Hong Kong for D. Lapraik (64 shares) as FEI SEEN. 4/62 entered coast trade. 9/62 sold to Ruttonjee Dhunjee-shaw for Hong Kong/Macao trade. c.12/65 sold to HCMSC, reconditioned and 31/1/66 first sailing on Hong Kong/Macao line. 9/66 sold to Boyd & Co., Shanghai. 4/67 sold at Nagasaki via Netherlands Tdg Co. to Shogunate r. KOSOKU MARU. 12/7/71 sold to Captain J.M. Batchelder, Tokyo in part payment for *New York* of Atlantic & Pacific Mail Steamship Co. and t/f to US flag. NFI.



FEI SEEN as KOSOKU MARU, depicted by contemporary Japanese artist Yogozaemon Tamaoki.
(http://archives.c.fun.ac.jp/fronts/detail/reservoir/516fb2041a55724270001ae0)

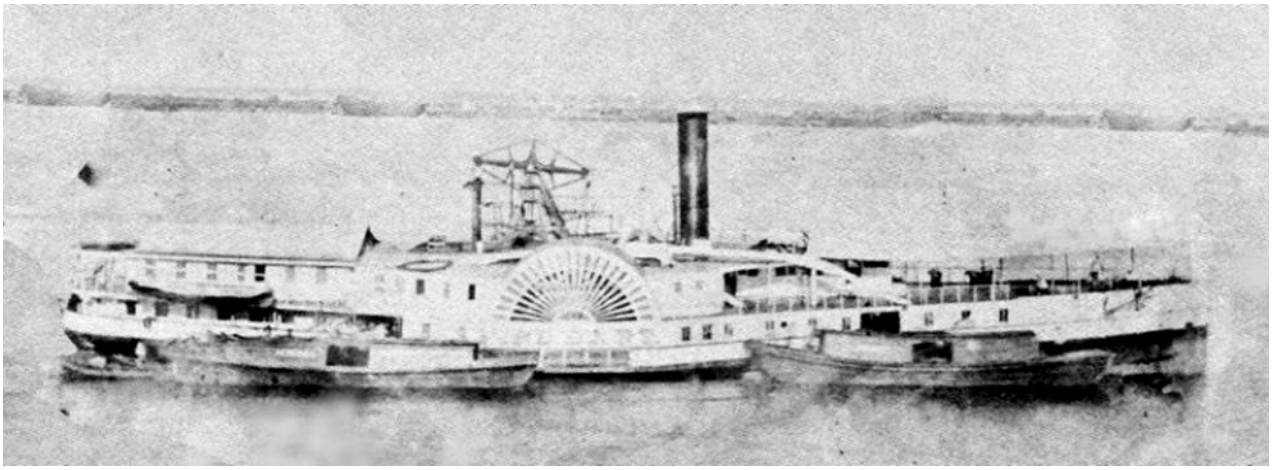
FIRE DART (1865-70) 678/60-11 (w.p.s., 200.9 x 30.6', vertical beam/1cy by Neptune I.W., New York)
Built by Thomas Collyer, New York for Capt. H.W. Johnson for Hongkong-Canton line as FIRE DART. 11/60 Augustine Heard & Co. reg. owners (13/20 shares, HWJ 2/20). 10/12/60 dep. New York, 20/3/61 arr. Hong Kong but t/f to Yangtse, 16/4 dep. Shanghai for Hankow. 4/7/64 collided with and sank barque Moosmie near Kiutoan Beacon, Shanghai. 9/65 sold for $65,000, 30/9/65 arr. Hong Kong and t/f to Hongkong, Canton & Macao S.B. Co. Ltd, Hong Kong. 8/70 sold for $60,000 to McLeod, Pickford & Co. and refitted at Hong Kong. 24/1/71 arr. Manila, t/f to Spanish flag r. VISAYAS. 28/4/74 arr. Hong Kong for refit, 19/9 dep. for Manila and went missing, presume lost in typhoon, c.22/9 wreckage sighted off coast of Luzon [Haviland, ASNC: 58].



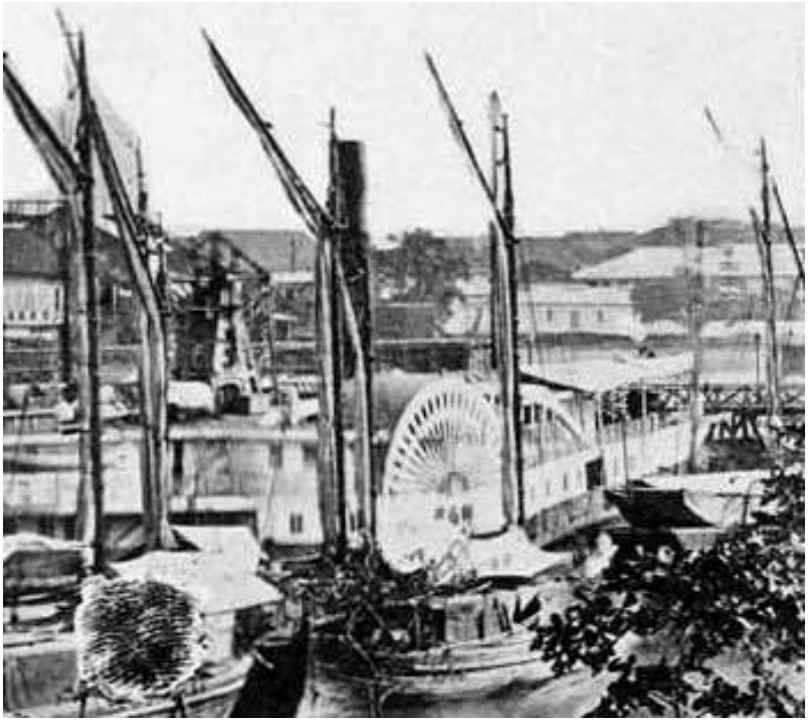
Study Purposes Only

Chinese print of FIRE DART in Augustine, Heard & Co. colours (Ipswich Museum).

FIRE DART depicted at Shanghai by a Chinese school artist (Sothebys).



FIRE DART (Peabody Museum).

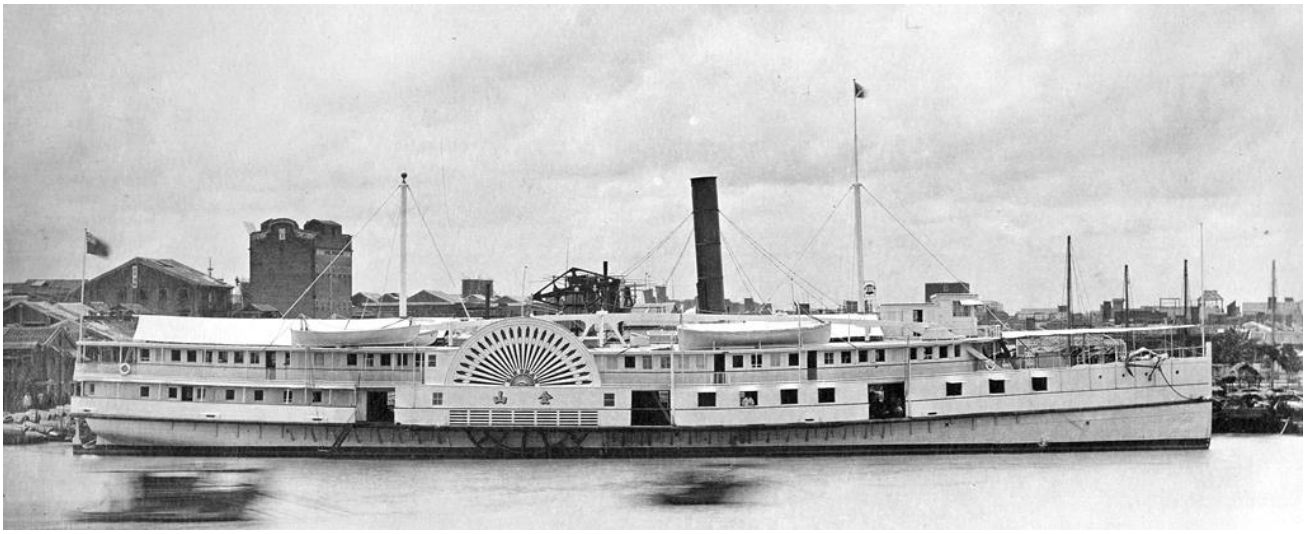


FIRE DART as VISAYAS at Manila (Nostalgia Filipinas/ http://nostalgiafilipinas.blogspot.com/2012/05/lost-legacy-magellan-monument.html).

KINSHAN (1865-82) 850/63 (w.p.s.)
Fabricated by Roosevelt & Joyce, New York, for Capt. James B. Endicott. 3/63 sections arrived in China and ownership t/f to Augustine Heard & Co. 12/3/60 keel laid by Thomas Hunt & Co., Whampoa. 30/10/63 launched and majority of shares t/f to Augustine Heard & Co. (also agents). 11/63 entered Hong Kong-Canton trade. 10/65 t/f to HCMSC - 1/11/65 first sailing. 25/8/82 registry closed on sale for breaking up.

KINSHAN was built with twin funnels (Sylvester Dutton; https://gwulo.com/atom/13575).

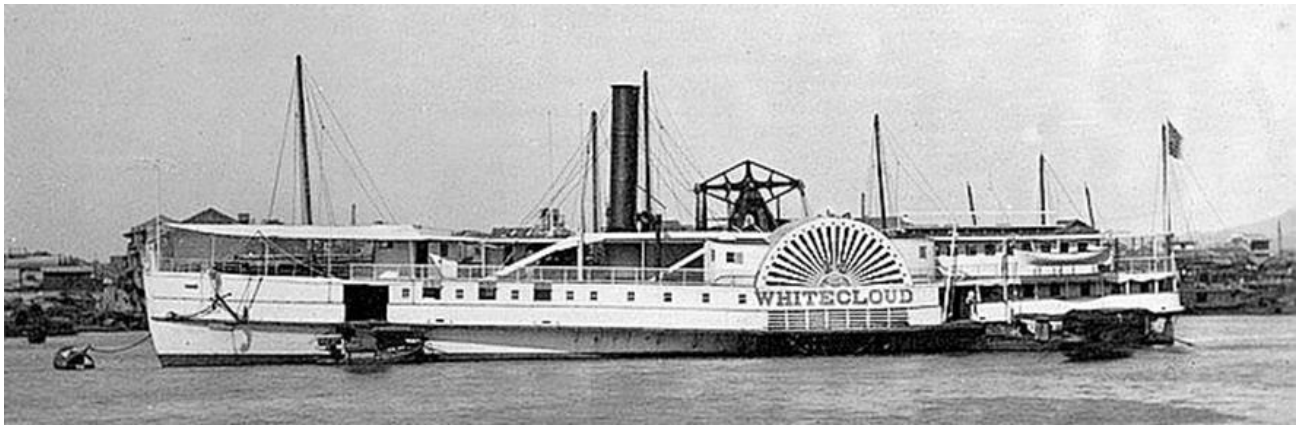
KINSHAN at Wuchow in the West River after refit
(https://www.flickr.com/photos/charlesinshanghai/46738778174/).



KINSHAN at Canton 1870s as refitted (Lai Ah Fong).

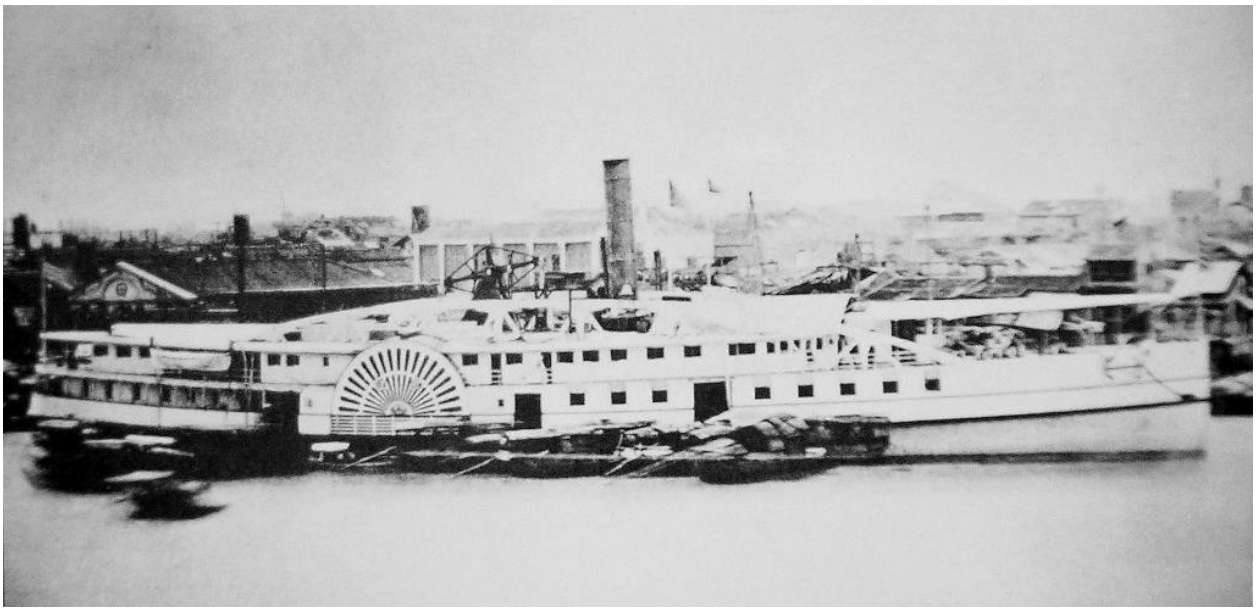
CNC's buff-painted iron-hulled ICHANG (l.) with refitted wooden-hulled KINSHAN (r.) at Canton. KINSHAN's iron hog bar, strengthening the hull longitudinally, is visible above the deck (Internet).

WHITE CLOUD (1865-74) 521/59 (w.p.s.)
Built by Thomas Collyer, New York for Robert S. Sturgis & Capt. George U. Sands (Russell & Co. mgrs). 7/6/59 arrived in Hong Kong to commence Hong Kong-Canton service. Known to Chinese as PAK WAN (YUN). 3/65 laid up. 5/65 placed on Hong Kong-Macao line. 7/65 reverted to Hong Kong-Canton line after loss of *Hankow* (726/60). 10/65 sold to Augustine Heard & Co. and t/f to HCMSC - 18/10/65 first sailing (Hong Kong-Macao line). 23/9/74 lost at Macao in typhoon - engine salved and fitted in new *White Cloud* (1875-99).

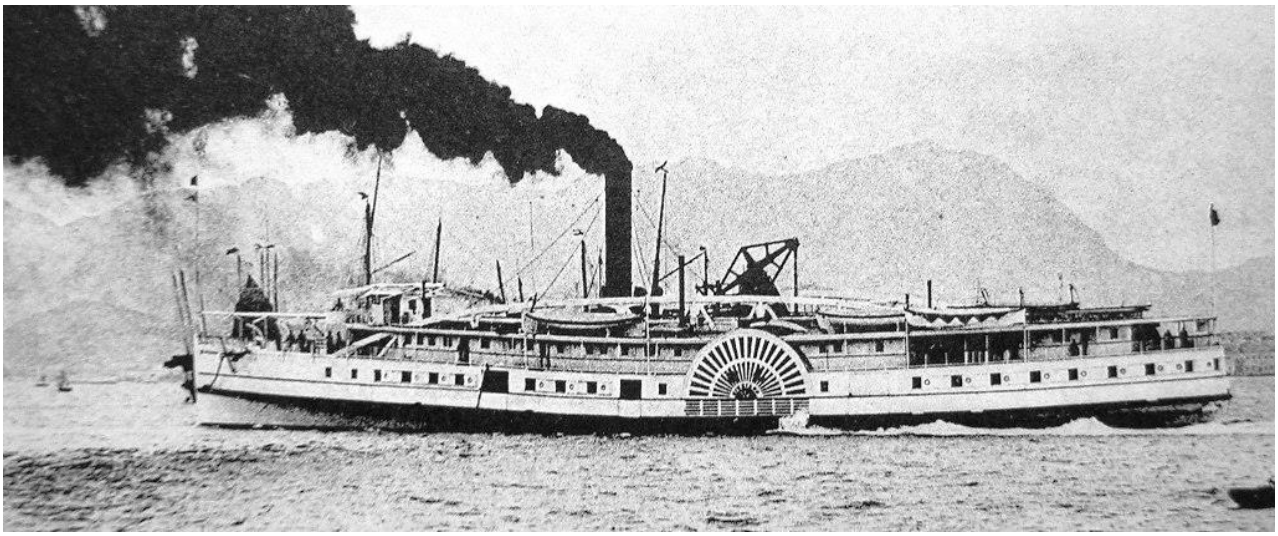


WHITE CLOUD photographed by Sylvester Dutton and Vince Michaels at Canton in 1863 (widely distributed).

KIU KIANG KIUKIANG (1866-92) 700/64 (w.p.s., 1cy, 300 hp) 241.6 x 36.4'
Built by John Englis & Son, New York for Olyphant & Co., Shanghai for Yangtse River trade - 5/5/64 arrived in Hong Kong en route to Shanghai. c.10/65 sold to Shanghai S.N. Co. (Russell & Co. mgrs). 3/12/65 sailed Shanghai for Hong Kong where entered Hong Kong-Canton trade. 8/66 del. to HCMSC. Late-1890 laid up. 1/92 hull condemned. Sold by auction for $7785 and 3/92 broken up at Canton.



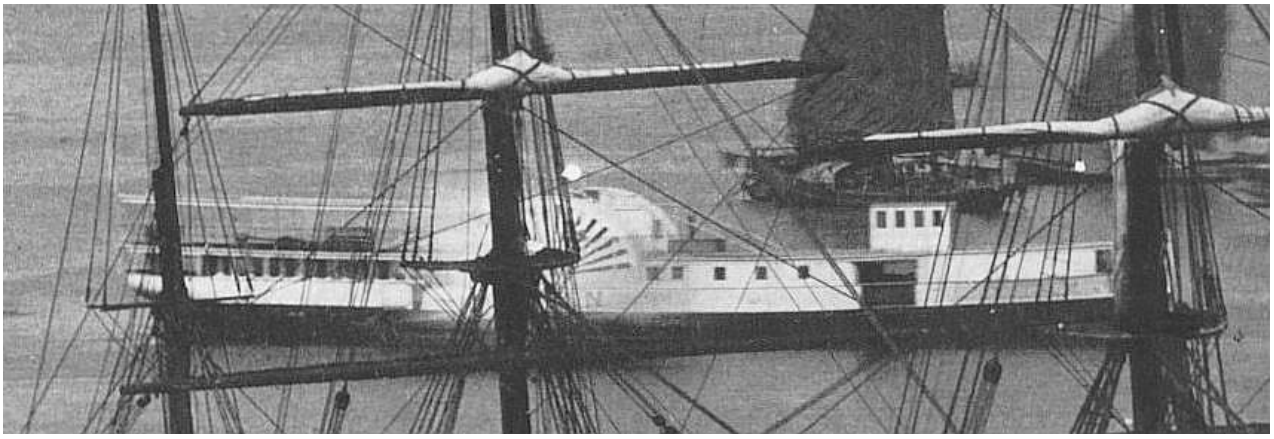
KIUKIANG at Canton (Mariners Museum).



KIUKIANG at Hong Kong, hull enclosed aft (Philadelphia Commercial Museum).
[Another (or the same) photo, underway at HK, exists in the Crofton Collection, British Library, India Office collection, ID1116/1(27).]

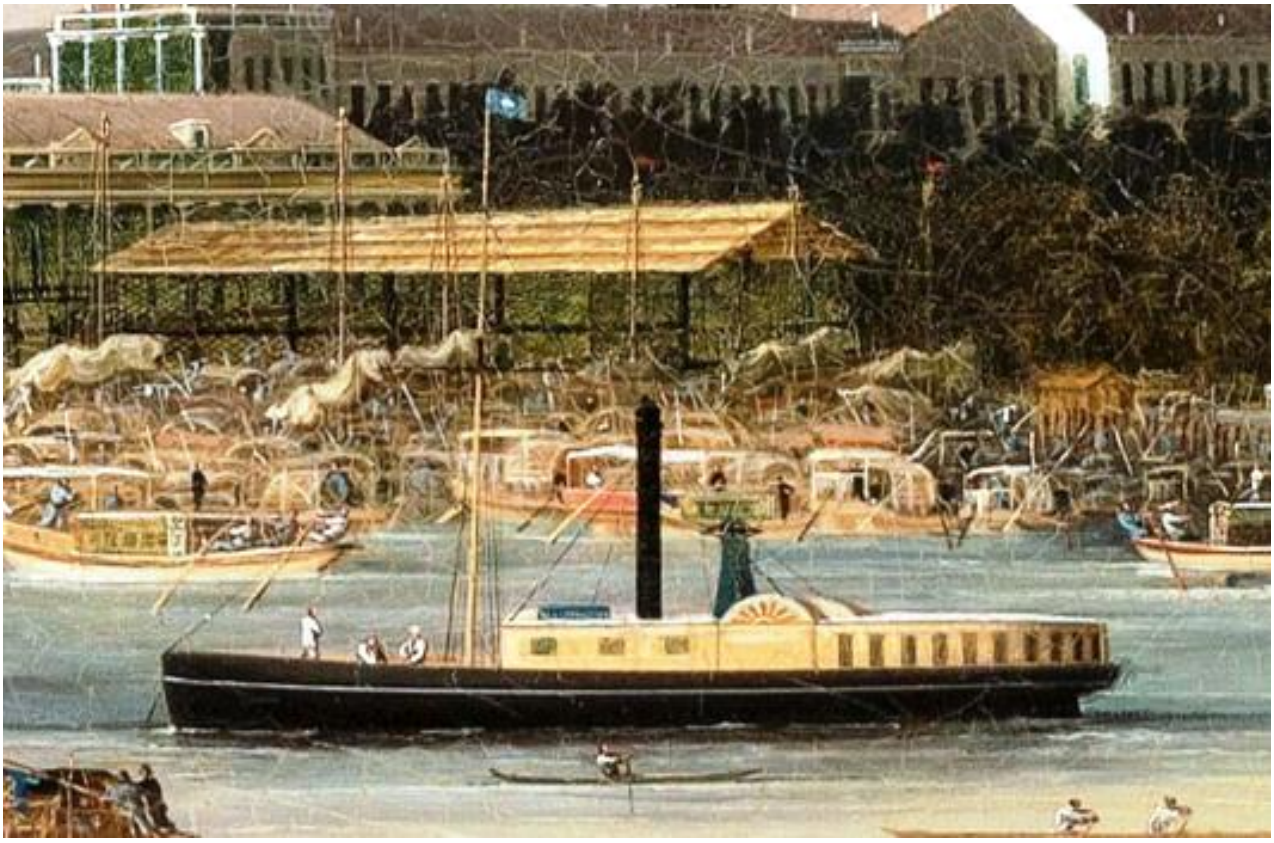
POYANG (1866-75) 828/61 (w.p.s., vertical beam, 1cy by Allaire Works, New York) 233 x 31'
Built by Roosevelt & Joyce, New York for Olyphant & Co., Shanghai for Yangtse River trade - 23/1/62 arrived in Hong Kong en route to Shanghai. c.10/65 sold to Shanghai S.N. Co. (Russell & Co. mgrs). 29/11/65 arrived in Hong Kong and entered Hong Kong-Macao trade. 8/66 del. to HCMSC. 31/5/75 lost in typhoon with one hundred lives bound Hong Kong-Macao – machinery partly salvaged.

FEI WAN/FI WAN (1871-77) 130/62 (c.p.s.)
Built by Hugh McDougall & Co., Hong Kong. 10/62 reg. at Hong Kong to Hugh McDougall (27/64), Samuel Speckleys (21/64), James Hudson (?) (21/64), all engineers as F(E)I WAN. By end-1863 laid up at Macao. 6/66 adv. for sale. 1/6/67 under ownership of Capt. James B. Endicott (Thomas Hunt & Co. agents), Hong Kong r. SPEC. 1871 Sold by heirs to HCMSC r. FEI WAN. By 1873 laid up at Canton. Late-1876 condemned. 3/1/77 sold for $3,250 and 4/1 registry closed – presume broken up.

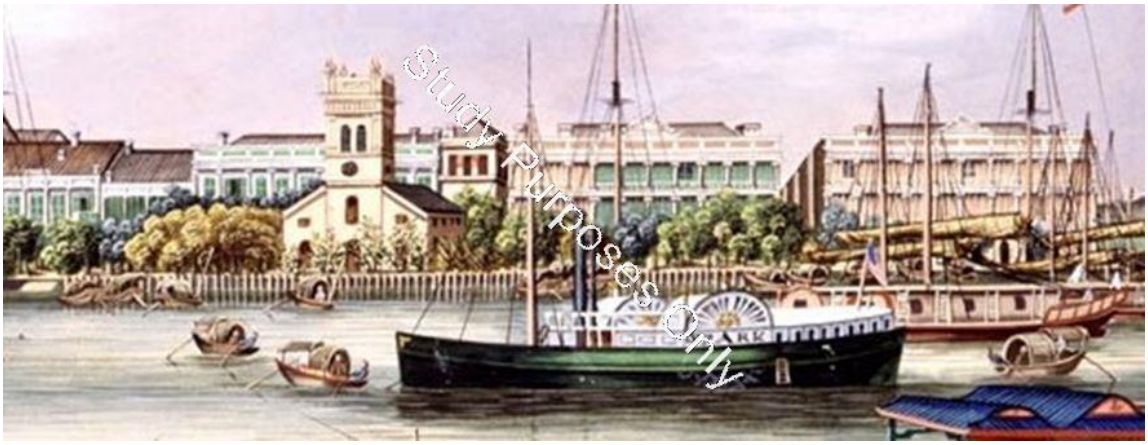


F(E)I WAN at Wanchai 1864-65 (Attrib. Felix Beato/Univ. of Edinburgh 0066618 C/- Klaus Liphard).

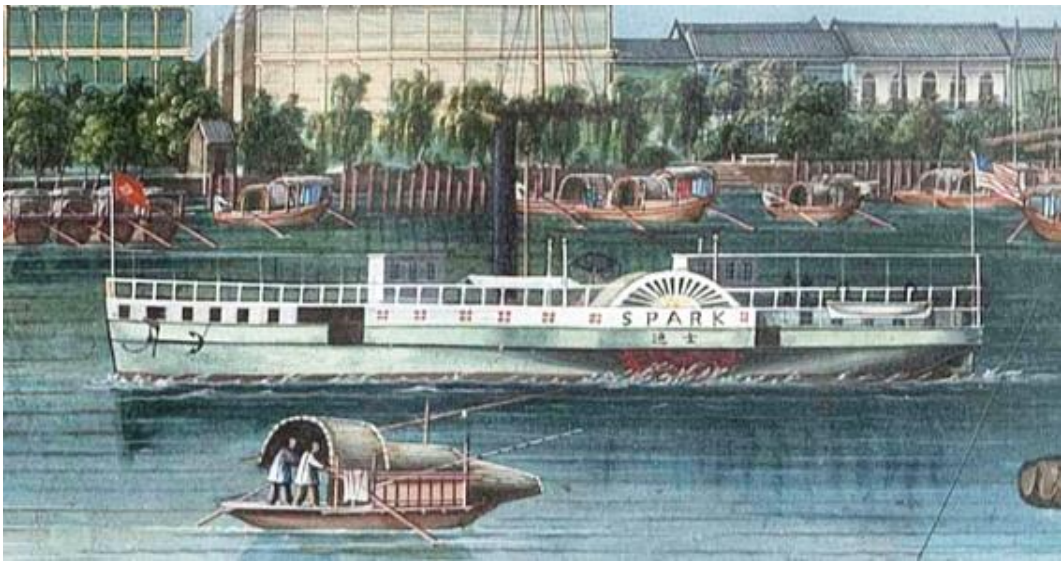
SPARK (1871-83) 133/50 (w.p.s.) 128.0 x 17.5’
Fabricated in New York for Capt. James B. Endicott (Thomas Hunt & Co. agents) in association with Hayden Hezekiah Hall, Hong Kong, sent out to China in sections and erected by Thomas Hunt & Co.(?) at Whampoa. 1871 sold by heirs to HCMSC. 22/8/74 pirated between Canton and Macao. Mid-1882 laid up. 6/83 sold to J.W. Jamison, Haiphong. 21/7/83 lost at Cape Kami (NW end of Hainan Strait) on voyage Hong Kong/Haiphong.



Possible early SPARK at Canton (Eldreds.com).

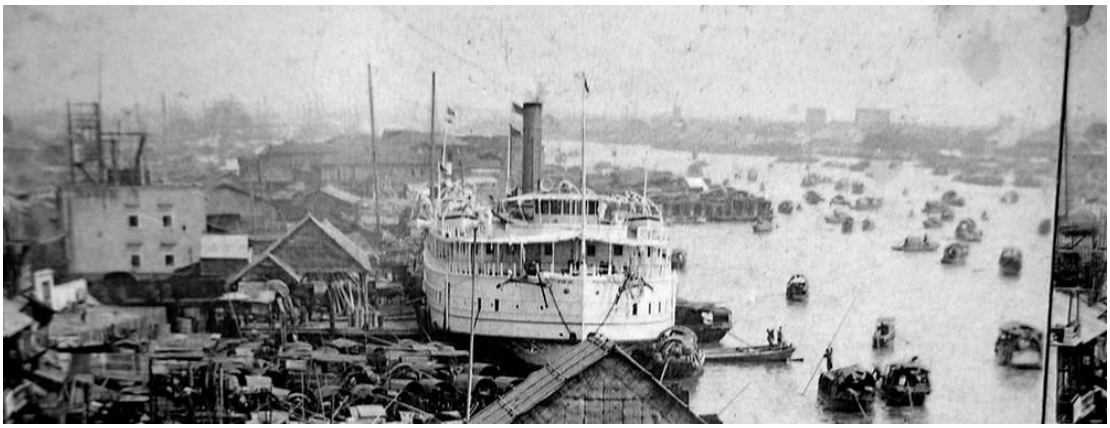


SPARK at Canton (Detail from painting in Peabody Museum of Salem).



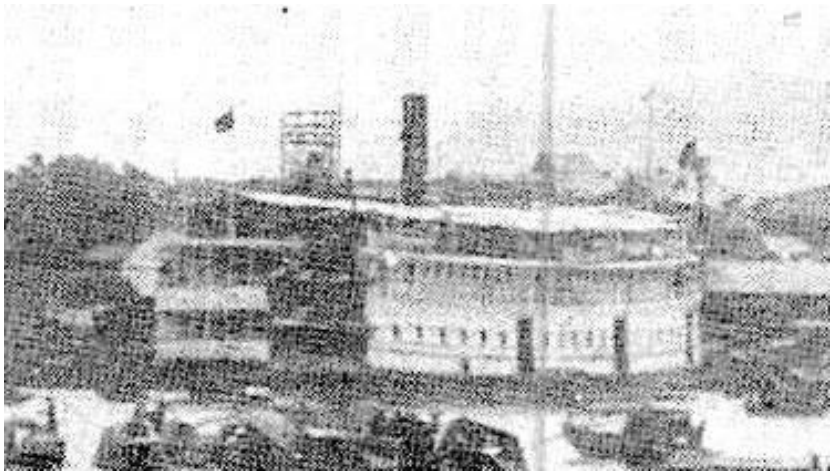
SPARK as depicted by Tingqua (Guang Lianchang) (invaluable.com).

POW AN 保安 (1872-08) 2339/73 (i. sc., C2cy, James Howden & Co., Glasgow, 120 hp) 220.3 x 34.0' Built by A. Stephen & Sons, Glasgow (#165) for Fearon & Co., London on behalf of HCMSC. 9/73 reg. at Hong Kong to HCMSC. 6/77 ran trials after fitted with new engines. 1889/90 fitted with new main deck. 12/99-1/00 reboilered. 1/07 3/8 share sold to CNC. 8/6/08 wrecked on submerged rock off Capsuimun on voyage Hong Kong/Canton - c.50 lives lost.



POW AN ('maintain calm') at Canton berth. First large river steamer in China with screw propulsion (from a stereo slide, SK*).

Another early view of POW AN at her Canton berth (Internet).



POW AN at Canton (From a “Dragon Festival” postcard photo by J. Malvaux).

POW AN at Hong Kong about 1906. Third boat position has been replaced by rafts (Arthur Purnell/SLV ID914822).

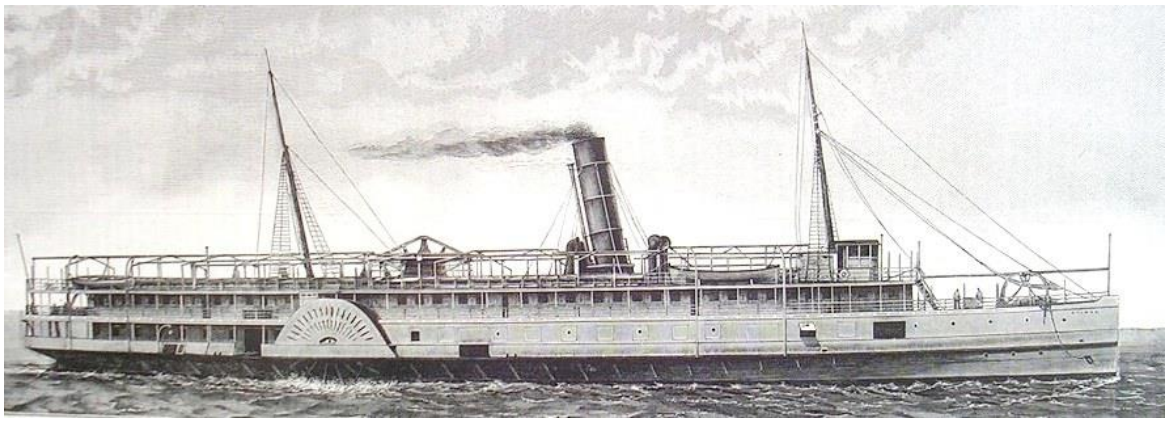
POW AN at Hong Kong, probably on 15/10/06, preparing to take the evening sailing after the disastrous fire in running mate HANKOW, in foreground (SK*).

Alongside POW AN being passed by HONAM (Daniel Wettling/gwulo.com).

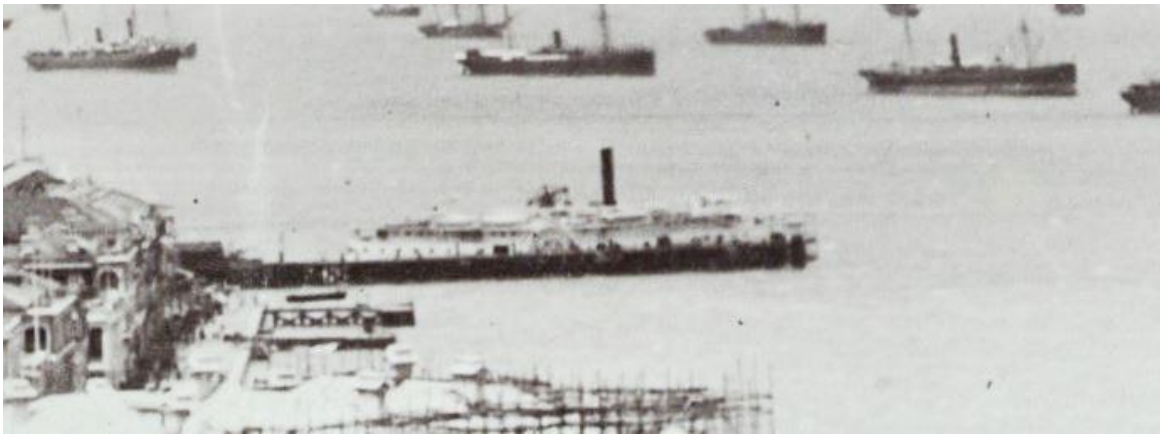
WHITE CLOUD (1875-99) 798/75-9 (w. p.s., 1cy, Morgan Iron Works, NY, 150 hp) 194.0 x 30.9'
Built by Westpoint Slipway & Dock Co., Hong Kong for HCMSC with engines from *White Cloud* (1865-74). Known to Chinese as PAK WAN (YUN). 9/75 reg. Hong Kong. 1882 reboilered. 8/99 sold to C.S. Robinson, Manila. 8/9/99 left Hong Kong for Manila and 9/9 sprang leaks and foundered 88 m. out in fine weather.

[**ICHANG** (CNC: 1879-86 in joint service with HCMSC) See entry at end of this list]

HONAM (1882-25) 2364/82-5 (s. p.s., C2cy, 473 nhp) 270.0 x 38.1'
Built by A. & J. Inglis, Glasgow (#168) for HCMSC - 10/82 reg. Hong Kong. 12/25 sold for $20,000 to Mr Yeung Yuk-Shue of Messrs Kung Wo, furniture makers, for dismantling in Hong Kong.



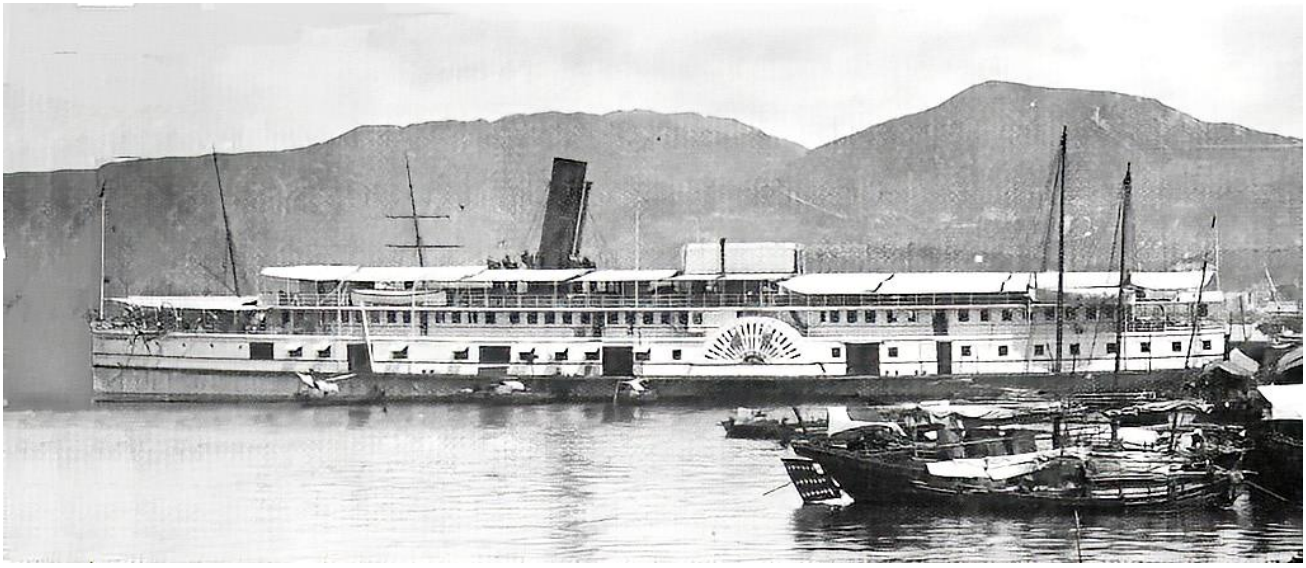
HONAM as shown by model at the Glasgow Exhibition in 1888. This may be an early plan as actual photographs of the ship show considerable variation from this design (*Engineering,* 9/11/88).



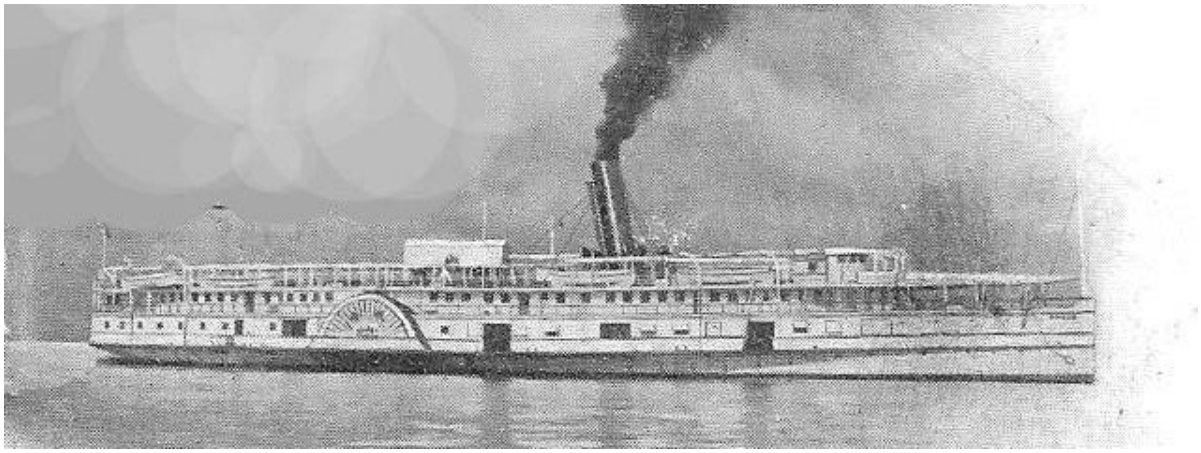
HONAM at Hong Kong berth 1887, stern already enclosed (Internet).

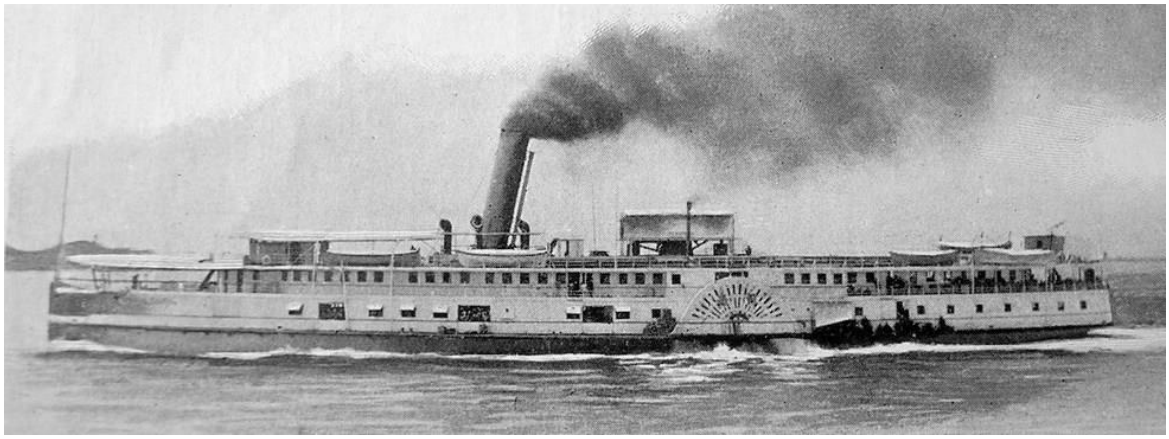
1890 painting of HONAM by Nicholas Chevalier (Eldreds.com).

The Duke of Connaught in sedan chair in front of HONAM 1906-07 (Internet).

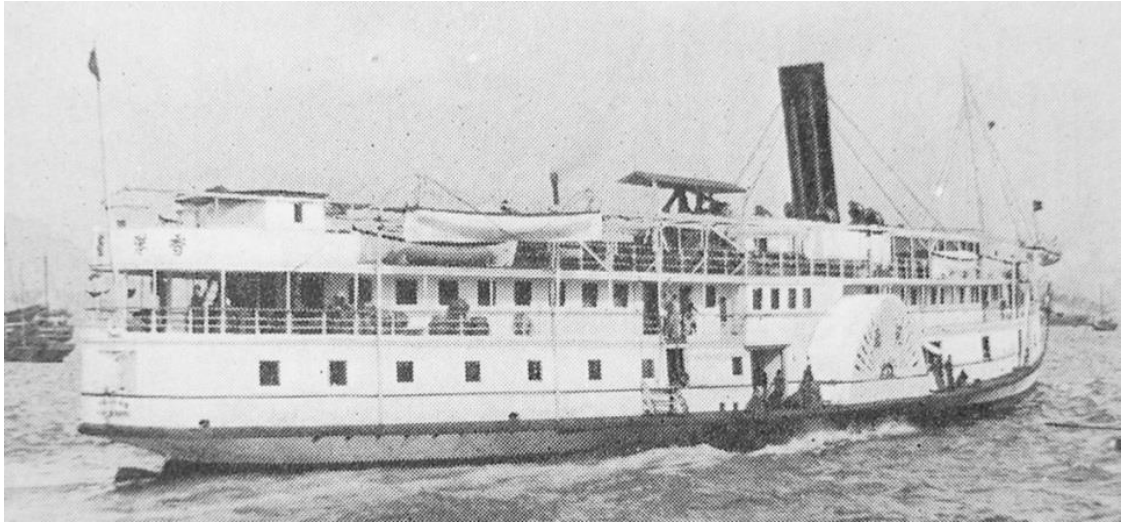


HONAM, extensive summer awnings (Mee Cheung Photography/Arnholds).

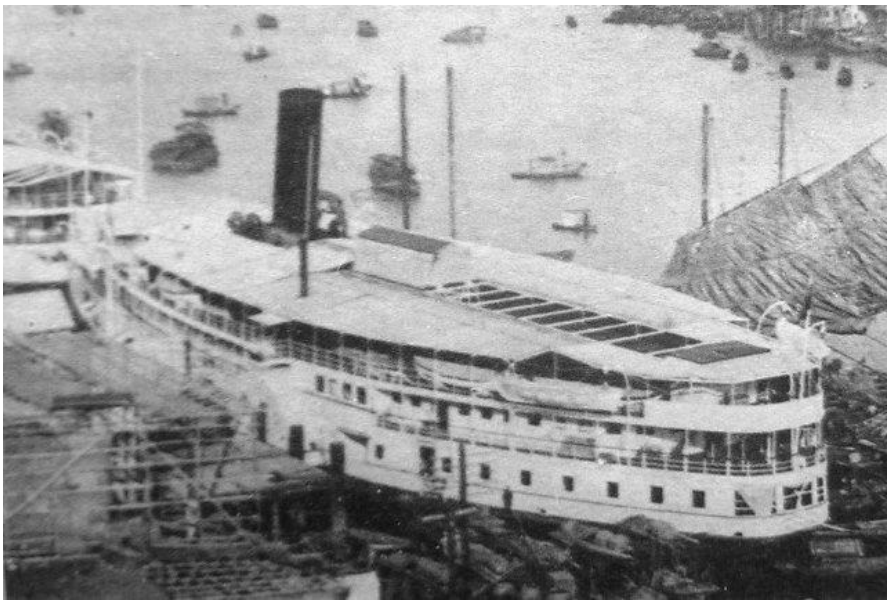




HONAM in prime years (above both from HCMSC advertisements). An effort is now being made to hide the old-fashioned walking beam of the engine.



HONAM in HCMSB booklet



HONAM late view, with awnings, at Canton berth (from a postcard).

KIUNG CHOW (1882-94) 425/77 (w. sc., C2cy, Kwok Acheong & Co., Hong Kog, 40 hp) 155.0 x 22.5'
Built by W.B. Spratt & Co., Hong Kong for unknown owners. 11/81 reg. Hong Kong for Kwok A Pao. 7/82 sold to HCMSC. Mid-1894 sold for breaking up.

YOTSAI (1882-84) ???/74 (w?p.s.) (80 hp) [73,450]
Built at Whampoa with engines by Smith & Roger, Glasgow for unknown owners. 24/8/82 reg. Hong Kong for HCMSC. 2/84 fitted by Hong Kong & Whampoa Dock with boiler from YOTHANG (q.v.). 24/2/84 on trials boiler exploded and vessel partially disintegrated.

[YOTHANG] (1882-84) 323n./?? (? s.s.)
Builders unknown. By 9/71 in service Hong Kong-Swatow for Kwok Acheong (died 1880). Purchased 8/82 by HCMSC in unseaworthy condition. 2/84 under demolition at Canton - boiler fitted in YOTSAI (1882-84). NFI.

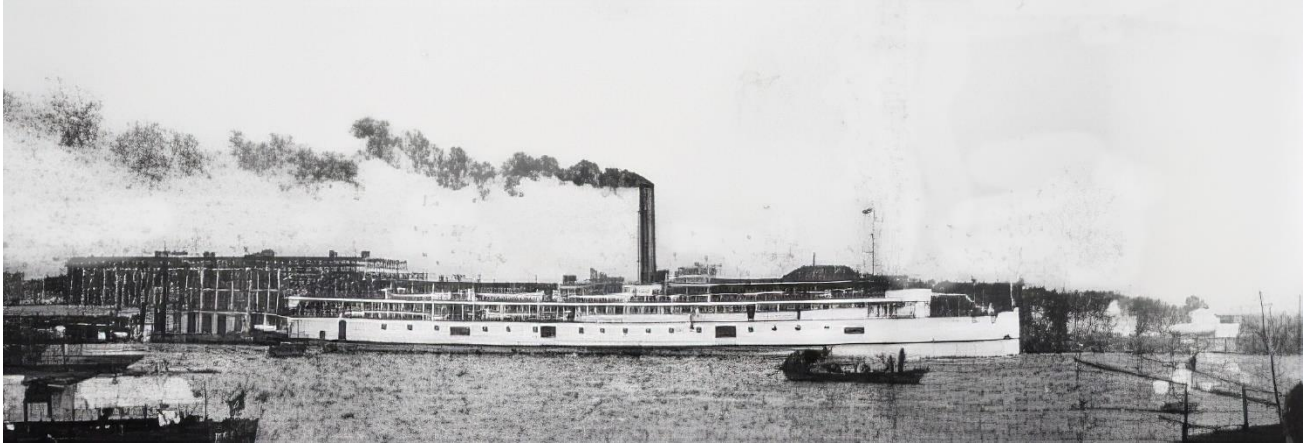
ZEPHYR (1884-84) 413/78 (i. sc., C2cy, Barclay, Curle & Co., Glasgow, 65 hp) 165.8 x 22.7'
Built by Patent Slip & Dock Co., Hong Kong for unknown owners as ZEPHYR. 11/79 reg. for W.H. Forbes, Hong Kong as HAINAN. By 1882 reg. owner Afong, Hong Kong. 3/84 reg. for HCMSC as ZEPHYR. 9/84 sold to J. Pitman, Hong Kong and resold 10/84 to Koh (Khaw) Sim Bee, Penang. 1892 t/f to Renong (Siamese flag) r. SETTHI. 29/4/94 wrecked off Kalegauk Is. (15.35N, 97.39E) on voyage Rangoon-Penang (owners rep. as Sin Bee & Co., Penang).

FATSHAN (1887-06) 2260/87-4 (s. 2-sc., T6cy, 225 nhp, later 173 nhp) 280.0 x 54.0'
Built by Ramage & Ferguson Ltd, Leith (#76) for joint ownership of HCMSC (5/8) and CNC (3/8) - 20/4/86 delivered and 1/7 in service. 18/9/06 during typhoon broke loose from the Company's buoy, after colliding with *Polynesien*, stranded in Hunghom Bay, 28/9 refloated and early 11/06 resumed service. 31/12/06 HCMSC interest sold to CNC. 1933 r. FATSHAN I. 12/33 sold to Chinese breakers.

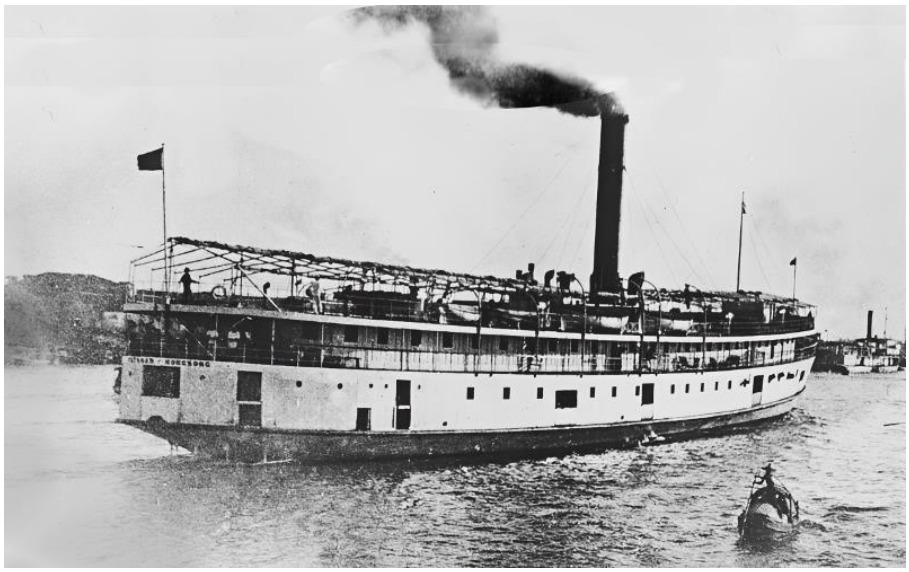
FATSHAN at Canton (Basel Mission coll., USC).

FATSHAN at Canton (Horstmann & Godfrey).

FATSHAN with original narrow funnel (and LUNG KIANG/LUNG SHAN) at Hong Kong (H.T. Wong).

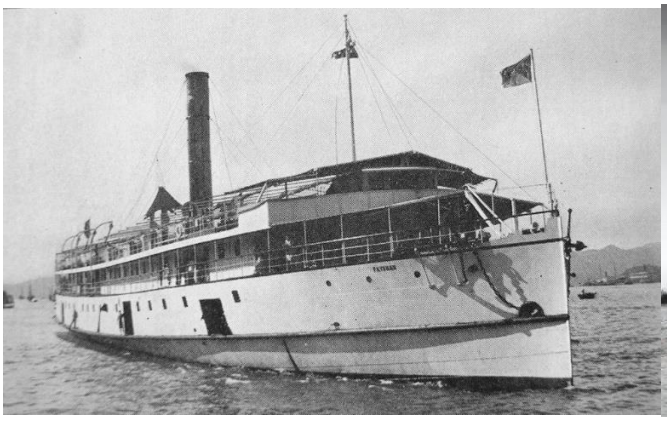


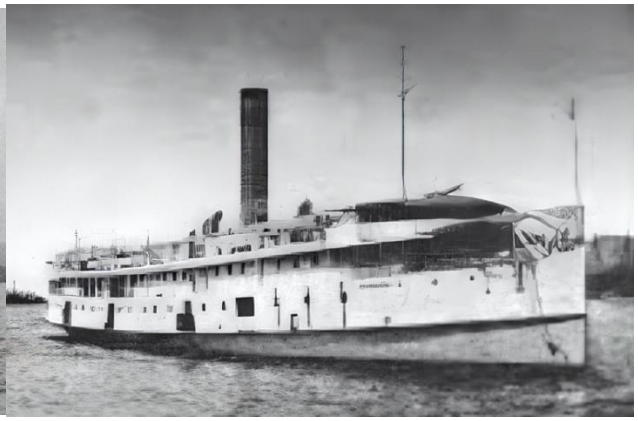
FATSHAN (Maritime Museum, National Museums Liverpool: Silver gelatin print by unknown photographer, ca. 1920. Ink inscription on verso: "This is the 'Fatshan' - one of the Hong Kong steamers - the building at the back is the Custom Office". Part of collection of William Ernest Wakeham, purser, Blue Funnel Line.



FATSHAN (Wikimedia-SK edit).

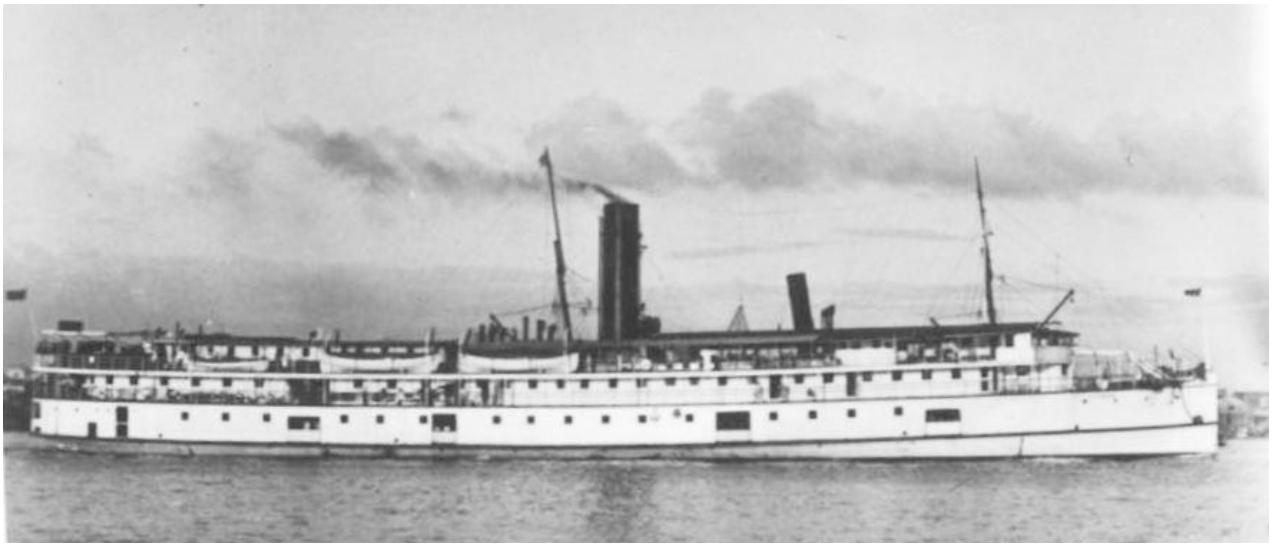
FAT SHAN with dark (green?) under hull, aground in Hunghom Bay after the typhoon of 1906 (Internet).



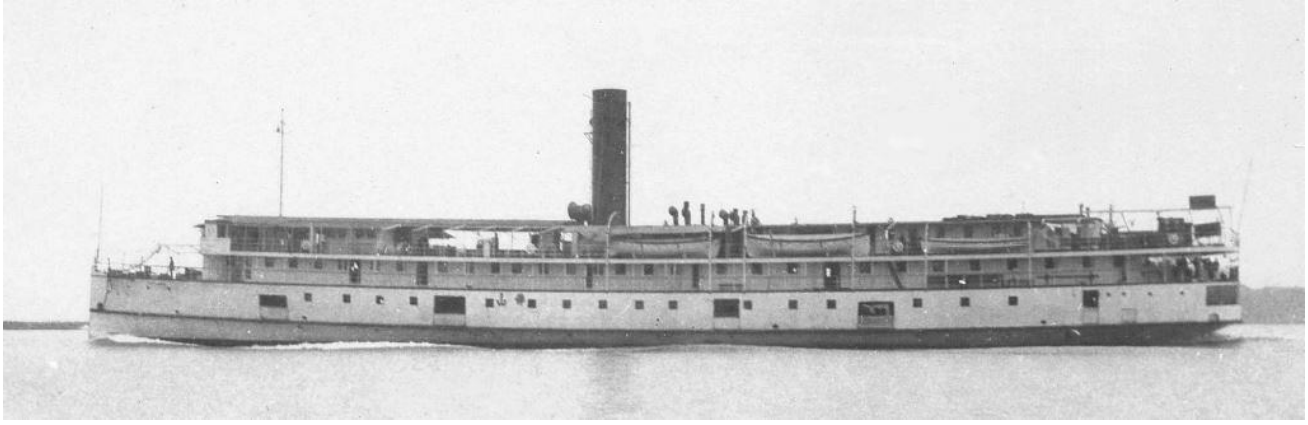


FATSHAN official photos before and after rebuilding (HCMSC booklet, postcard).

Refitted FATSHAN, new funnel, in later years making a winter morning arrival at Canton.
Vessel still underway but sampans jostling for positions alongside (SK*).



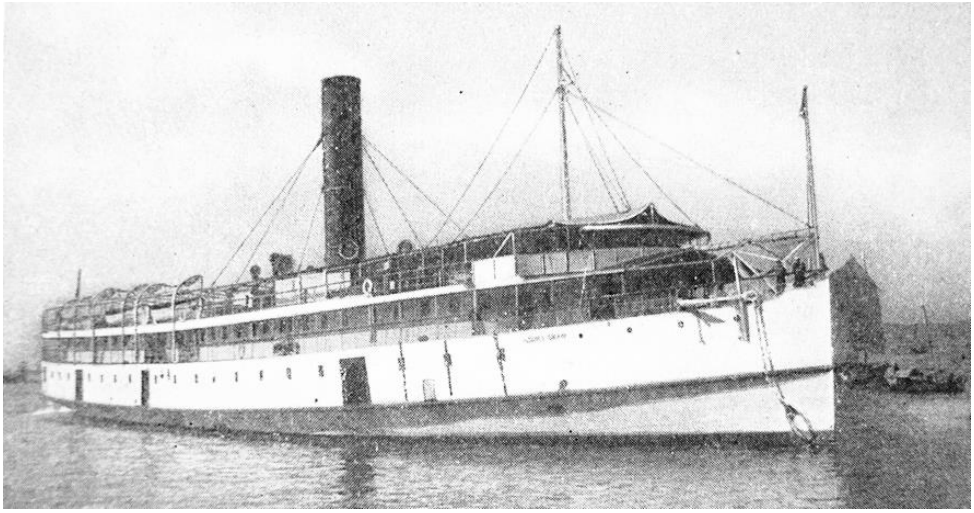
FATSHAN (Basel Mission colln, USC).



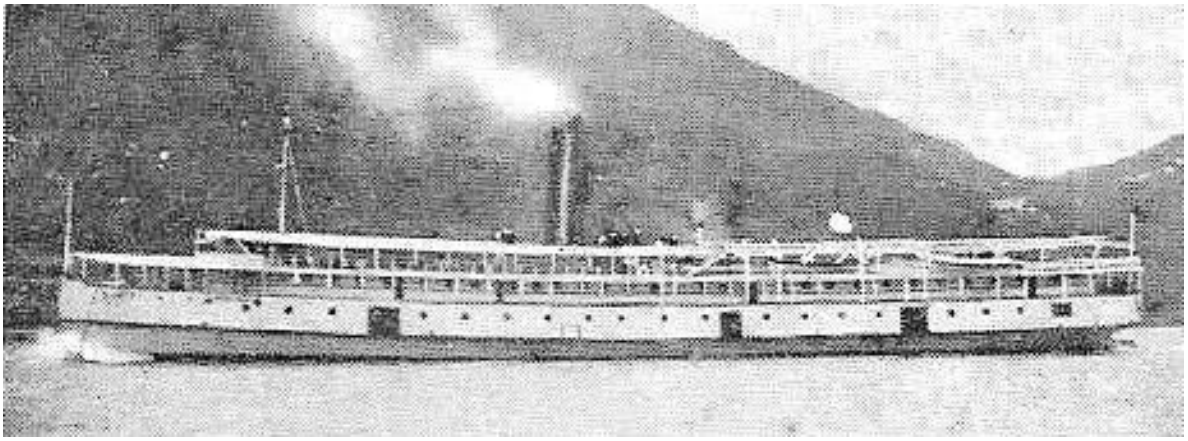
FATSHAN port side (Graham Thompson).

[**HANKOW** (CNC: 1886-06 in joint service with HCMSC). See entry at end of this list]

HEUNG SHAN (1890-24) 1985/90-4 (2-sc, T6cy, 249 nhp) 290.0 x 54.0'
Built by Ramage & Ferguson Ltd, Leith (#96) for HCMSC with delivery due 30/11/89 but strike caused five months' delay in completion. 20.6.90 arrived Hong Kong and 8/8 in service to Macao but soon laid up for repairs to leaky boilers - 11/11 resumed service. 18/9/06 blown ashore at San Chou (Island) (Sawchau) near Lantau by typhoon, after engine room flooded on voyage Macao-Hong Kong, several pass lost by jumping overboard. 17/11 refloated and end 1/07 resumed service. 1910 reboilered. 29/2/24 struck Junk Rock 12 m. below Canton in fog and beached with decks awash. 1/4 sold by auction for $5800 to Yik Wing S.S. Co., Hong Kong. 5/12/24 refloated and towed to Hong Kong for reconditioning. 7/26 sold to San Peh S.N. Co. Ltd, Shanghai and towed to Shanghai where rebuilt and lengthened (40 feet) by San Peh Ship Eng. Works. 11/27 re-entered service as CHANG-HSING for Hoong On S.N. Co. Ltd in Yangtse River trade. 1938 t/f to Chinese-Italian Nav. Co. Ltd, Shanghai r. APRILIA. 1945 t/f to San Peh S.N. Co. Ltd, Shanghai r. CHANG-HSING. 9/5/48 stranded and sank at Tungchow, 40 m. upstream from Woosung.



HEUNG SHAN (‘fragrant mountain’, alluding to Hong Kong) as built with a single funnel (HCMSB booklet).

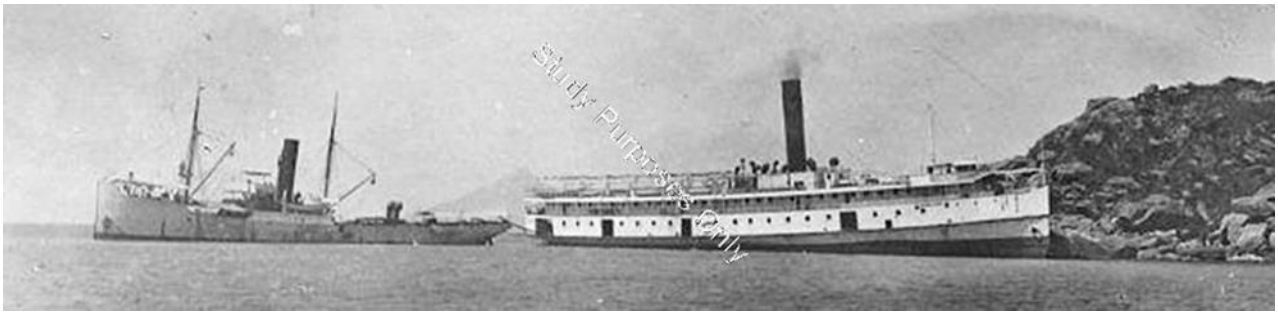


(From an advertisement)

HEUNG SHAN, probably when new (H.T. Wong)

HEUNG SHAN (R) and FATSHAN at Canton (Internet).

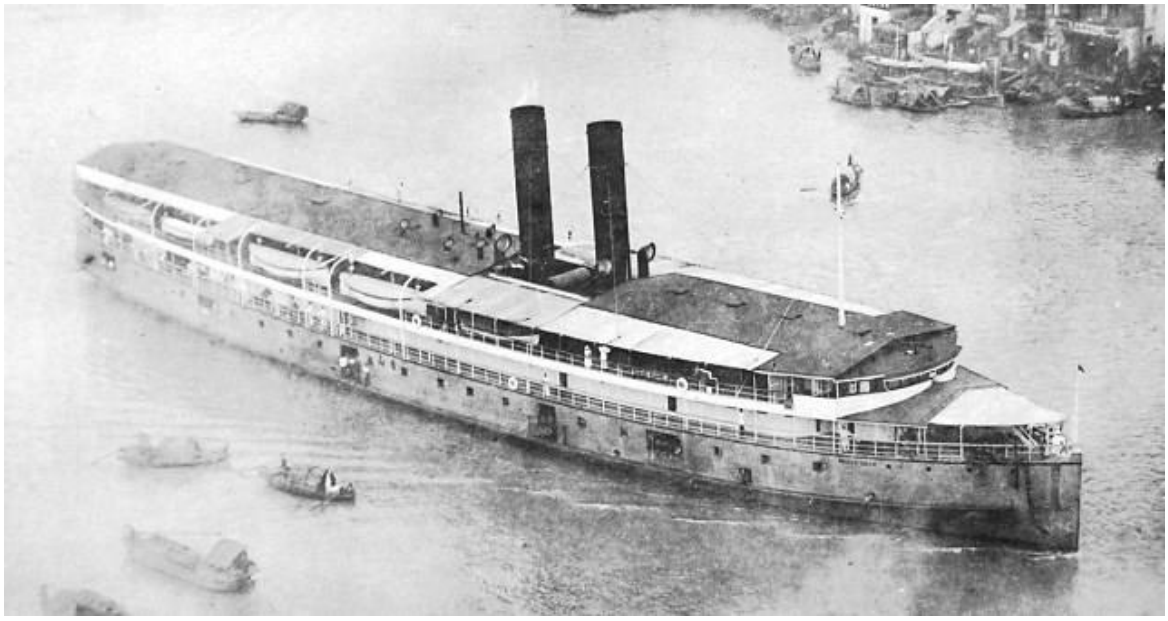
HEUNG SHAN at Macao (http://wattis.com.hk/gallery/6007/hong-kong-ferry-heung-shan-moored-at-macao.html).



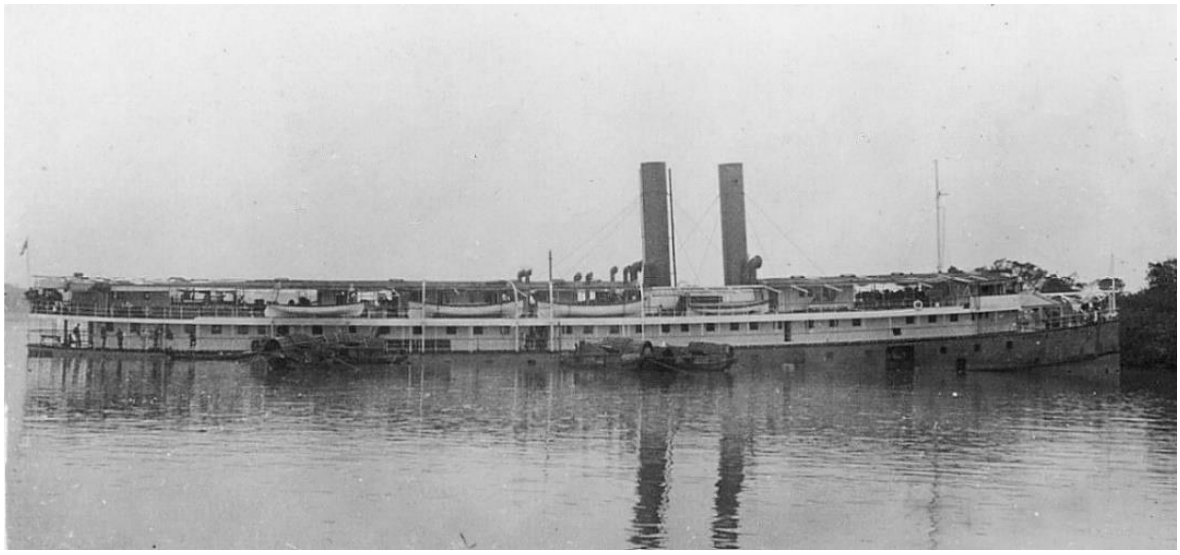
HEUNG SHAN being salvaged following typhoon of 1906 (Internet).

HEUNG SHAN (in R background) with green (?) hull (from a postcard).

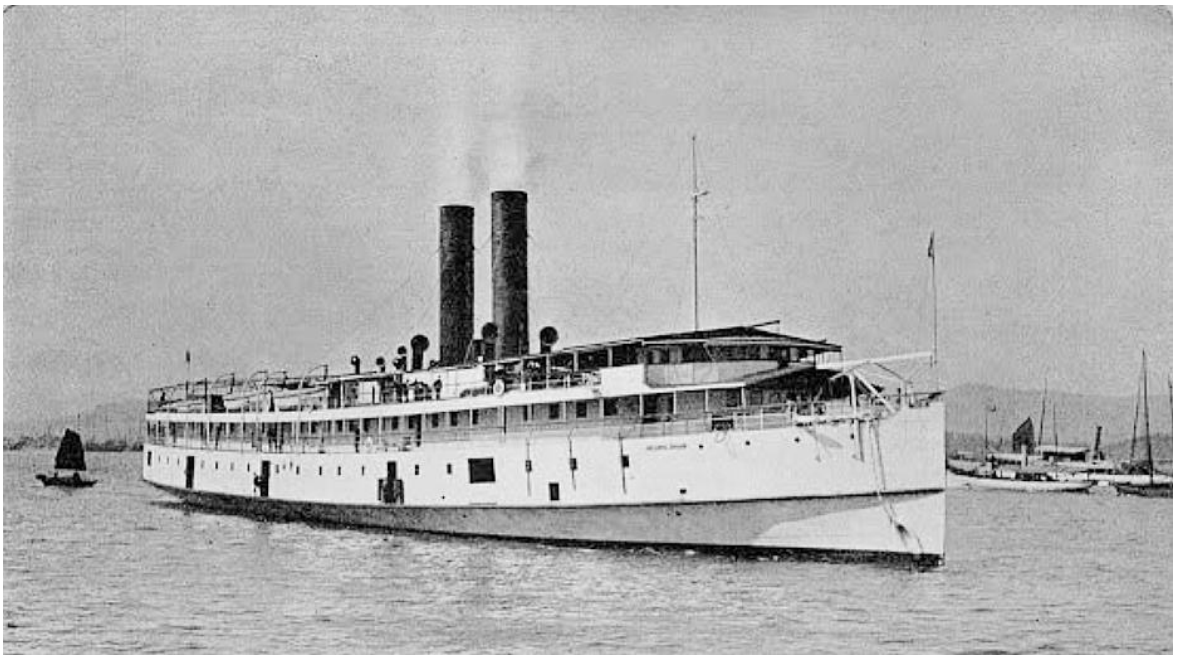
HONAM with HEUNG SHAN, as rebuilt with twin funnels, and (green?) coloured hulls (*Flickr* China Postcard).



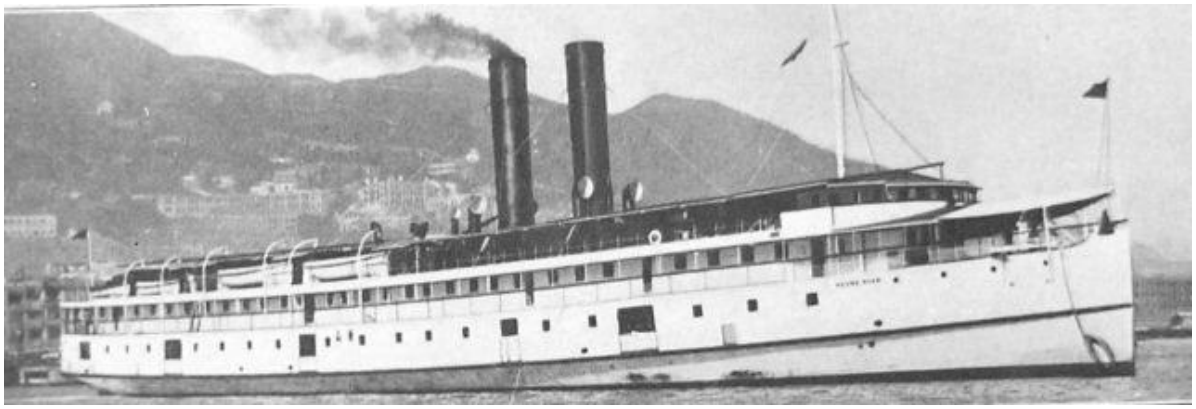
Rebuilt HEUNG SHAN at Canton 30/8/21, from the top of the Sun Building (coll. SK*).

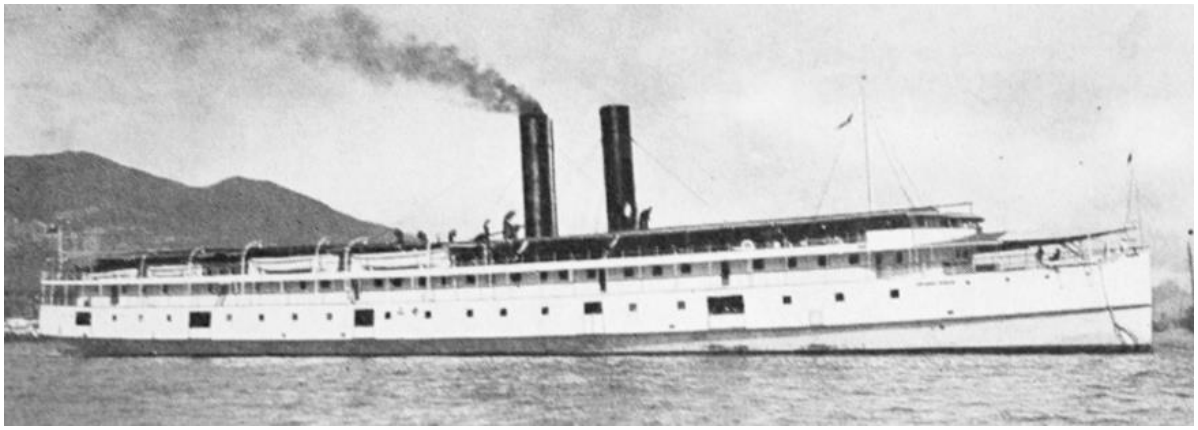


HEUNG SHAN, partially sunk below Canton, February 1924 (Internet).



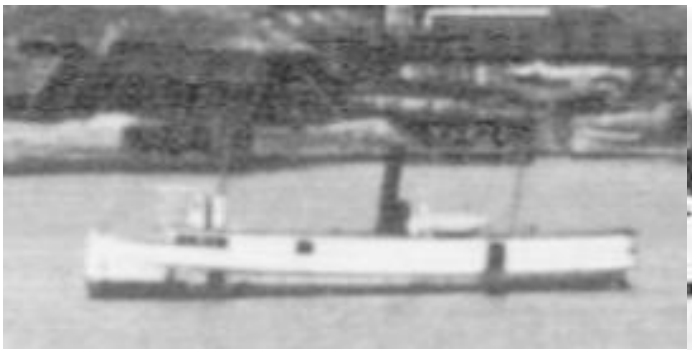
Repaired HEUNG SHAN (from a postcard.





HEUNG SHAN with a reinstated white hull (above 2 HCMSBC advertisements).

LUNG KIANG (1896-01) 216/96 (c.s.s.) (c. sc., C2cy, 28 rhp) 107.4 x 20.0'
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong for HCMSC for West River trade - reg. 5/97. 9/01 sold to Kwang Van S.B. Co., Hong Kong. 3/02 sold to Chinese buyers. NFI.



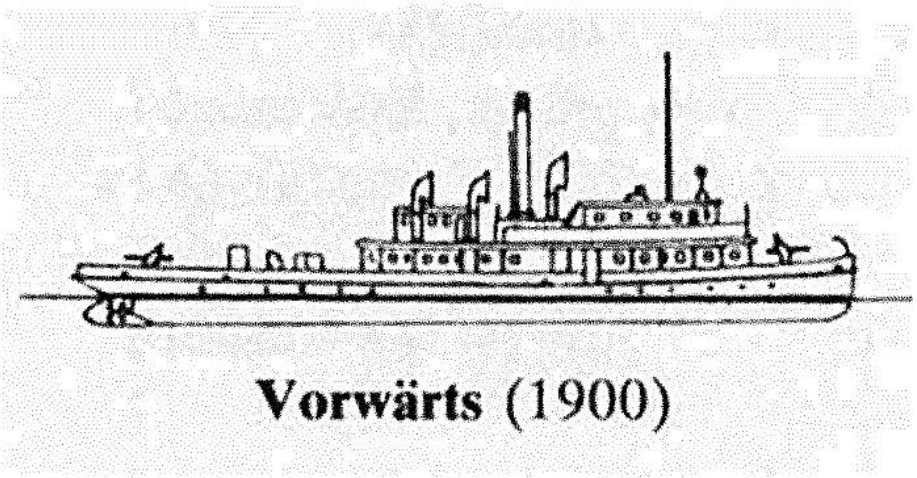
Right: Possible LUNG KIANG or LUNG SHAN anchored off the Hong Kong & Whampoa shipyard c. 1897 (gwuilo.com/atom/19643). Right: Likely stern view of one of the pair (presbyterian.org.nz/archives/).

LUNG SHAN (1896-08) 219/96 (c. sc., C2cy, 28 rhp) 107.4 x 20.0'
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong for HCMSC for West River trade - reg. 5/97. 5/08 sold to Canton & Hankow Railway Co., Canton (still reg. Hong Kong). 7/13 t/f to Canton. RLR 1923/24 - NFI.

Left: LUNG SHAN at Canton in the early 20th century (A. Purnell SLV).

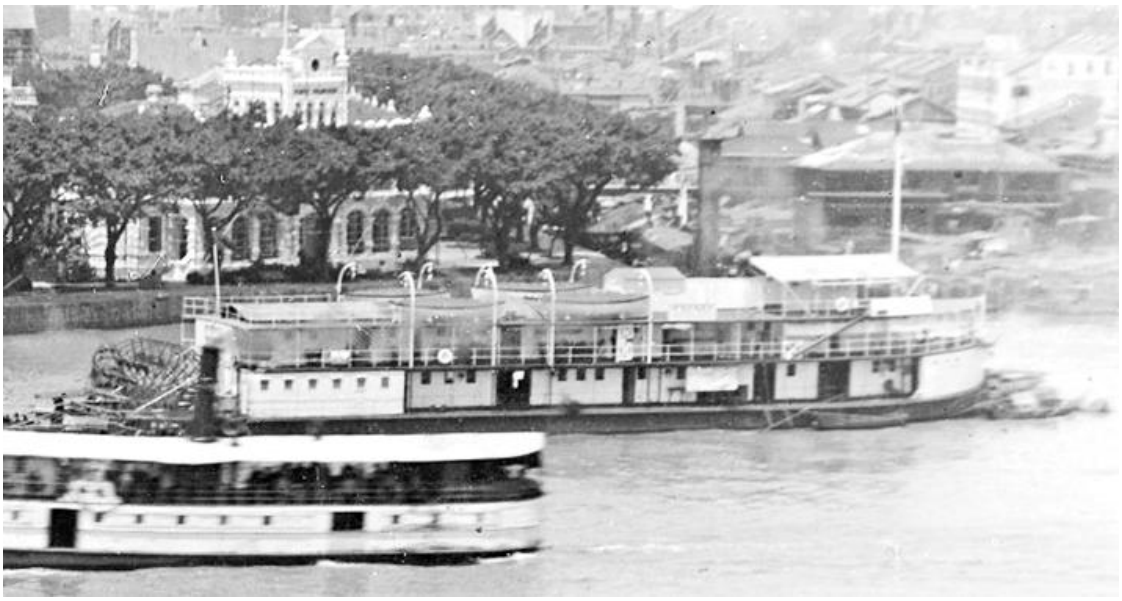
SAM SHUI (1899-00) 269/99 (s. 2-sc, C4cy, 75 rhp) 133.6 x 23.0'
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong for HCMSC (21/64), CNC (22/64) and C.W. Dickson (for JM&Co., 21/64) for West River trade. 10/00 sold to Shanghai Dock & Eng. Co. Ltd, Shanghai for use as tug. 10/17 sold to Japanese owners at Shanghai. NFI.

WUCHOW (1899-00) 262/99 (s. 2-sc., C4cy, 80 rhp) 149.5 x 24.6'
Built by S.C. Farnham & Co. Ltd, Shanghai, 13/5 launched at Cosmopolitan Dock for CNC for West River trade (5' draft) [NCH, 15/5/99]. 9/8/99 reg. at Hong Kong for CNC (22/64), HCMSC (21/64) and C.W. Dickson (for JM&Co. 21/64). 9/00 sold to German Govt at Shanghai and converted to gunboat VORWÄRTS, 19/3/01 comm. into Kaiserliche Marine. 11/01 on station at Ichang. 8/10/09 arrived Shanghai and probably laid up. 18/6/10 decommissioned at Shanghai. 23/1/1911 registered at Shanghai (#281) as Chinese KANGO (432 grt). NFI.
[No connection with similarly named *Wuchow* (436/09) of Messageries Cantonnaises]

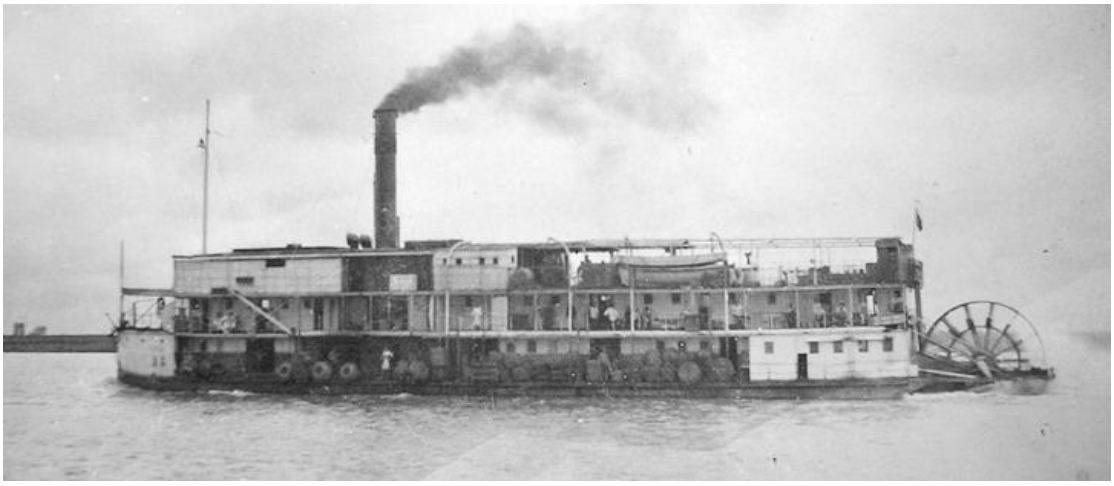


WUCHOW rebuilt as German gunboat VORWÄRTS (Gröner).

NANNING (1900-17) 569/00 s. s.w. 147.0 x 31.0 Horizontal 2cy builders 102nhp
Built by G. Fenwick & Co. Ltd, Hong Kong (#99) for HCMSC (1/3), D.R. Law (for CNC – 1/3) and Wm Jardine Gresson (for JM & Co. – 1/3) for West River trade – reg. 11/00. 11/17 (12/17) sold to Sai Hing S.S. Co., Hong Kong. After 12/41 NFI. RLR 1948. [Starke-Schell entry 1900-143 says possibly became FUKUGAWA MARU during Japanese occupation, fate unknown.].

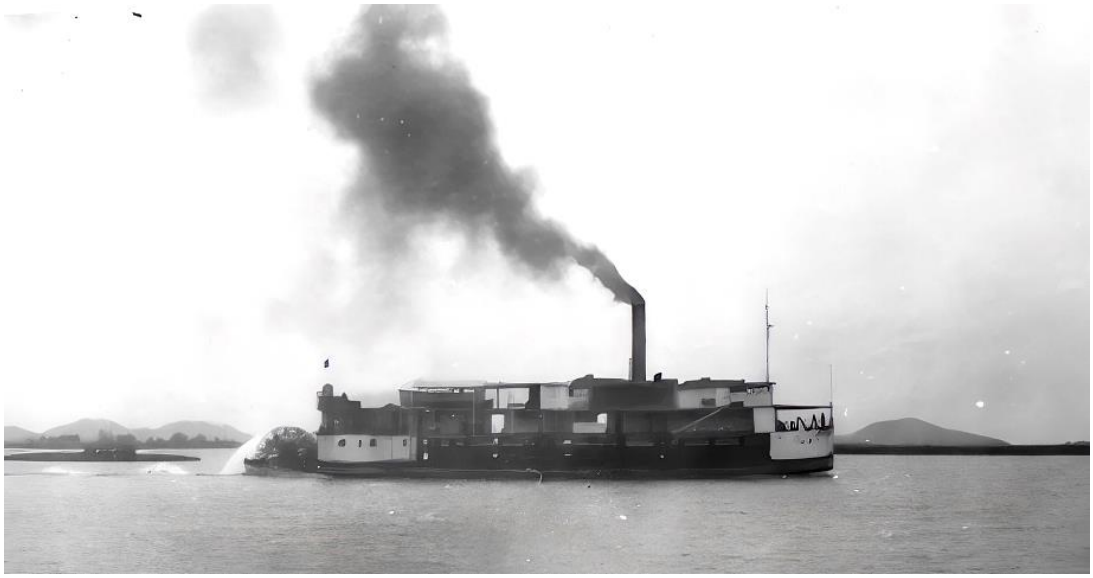


NANNING or SAINAM at Canton in the first decade of the 20th century. Upper deck clear apart from bridge, boats and evidently folded awning (A. Purnell, SLV).



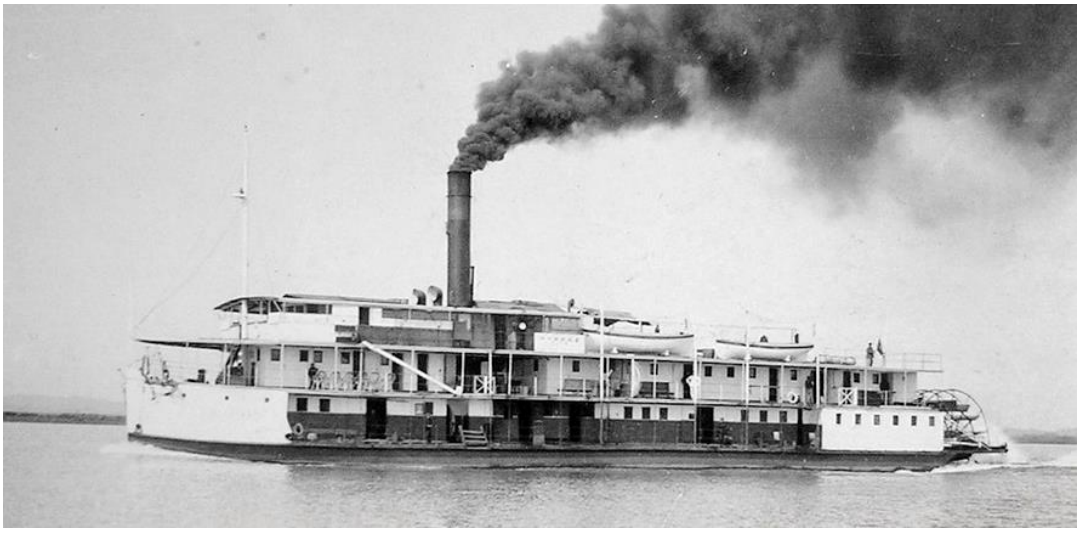
NANNING, probably 1930s, top deck built up, heavily laden and missing larger lifeboats (SK*).

SAINAM (1900-17) 588/00 s. s.w. 147.0 x 31.0 Horizontal 2cy builders 102nhp
Built by G. Fenwick & Co. Ltd, Hong Kong (#100) for HCMSC (1/3), D.R. Law (for CNC – 1/3) and Wm Jardine Gresson (for JM&Co. – 1/3) for West River trade – reg. 3/01. Mid-1906 holed and beached near Ling Yang Gorge on voyage Canton/Wuchow. 13/7/06 seized by pirates 50 m. below Samshui – I dead. 11/17 (12/17) sold to Sai Hing S.S. Co., Hong Kong. After 12/41 NFI. RLR 1948. [Starke-Schell entry 1900-517 says scrapped at Hong Kong 1948.] [Either NANNING or SAINAM photographed in 1939 convoy as DILLY.]



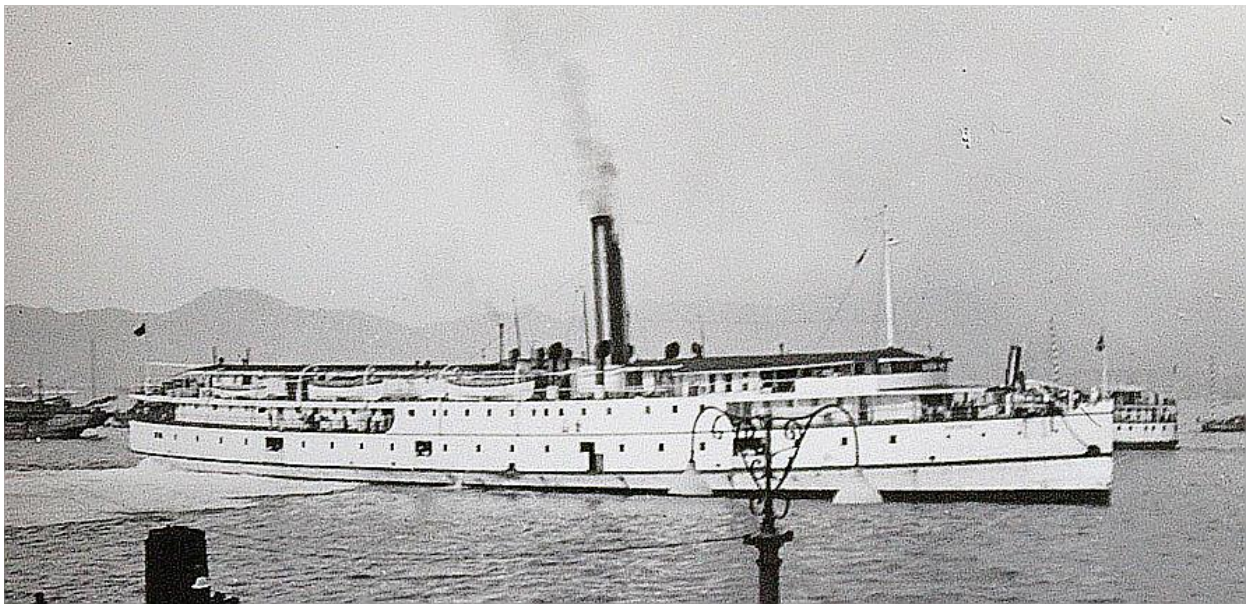
SAINAM evident early view, one boat visible (Photo-Discovery/Ebay).

SAINAM moored off the Shameen in 1911-12 (Warren Swire colln ID19712).

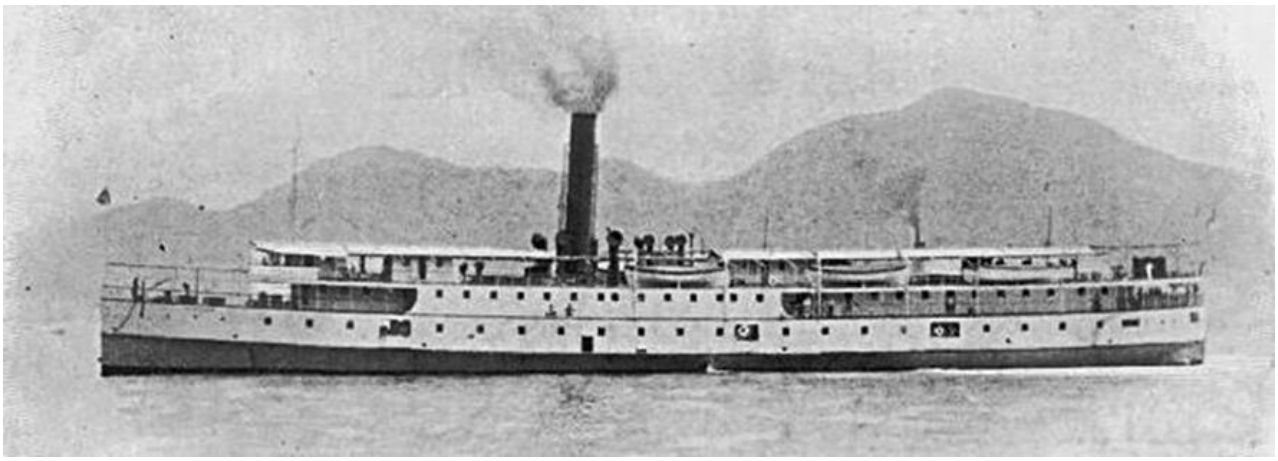


DILLY, presumably Portuguese flag, either ex-NANNING or ex-SAINAM, in 1939 convoy (SK*).

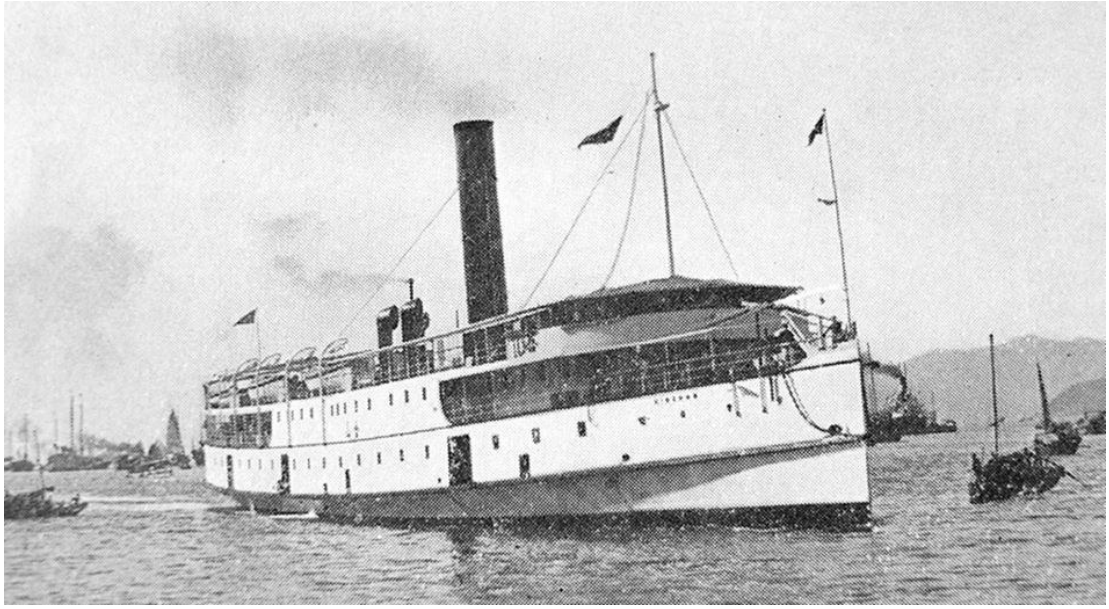
KINSHAN (1903-41) 2733/03 (2-sc., T6cy, 260 nhp) 290.0 x 54.1'
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#344) - launched 12/1/03 and reg. 4/03 for HCMSC (5/8) and CNC (3/8). 18/9/06 blown ashore on sandy beach at Capsuimun (Tai Lam Island) during typhoon - 19/10 refloated. 6/35 CNC share sold to HCMSC. 10/12/41 scuttled as boom across entrance to Yaumati breakwater at Kowloon. Raised by Japanese and 28/9/42 repairs completed by Taikoo (Mitsui Kyuryu) as KINZAN MARU. 22/10 sailed Hong Kong in ballast for Makassar, thence Surabaya for operation by Nanyo Kaiun in interisland trade as HACHIAN (HATIAN) MARU. 29/12/42 sailed Surabaya for Makassar but 30/12/42 at 0300 attacked by 5" gunfire from USS *Thresher* (ex Fremantle 16/12) in Java Sea (4.45S, 113.54E) and some hours later torpedoed and sunk in 04.55S, 113.55E, SE of Tanjung Selatan [*alternative report as lost in 05.30**N**, 114.30E (off Miri, Sarawak) can be discounted*].



KINSHAN at Hong Kong (Willem Kien - Kien@flickr).

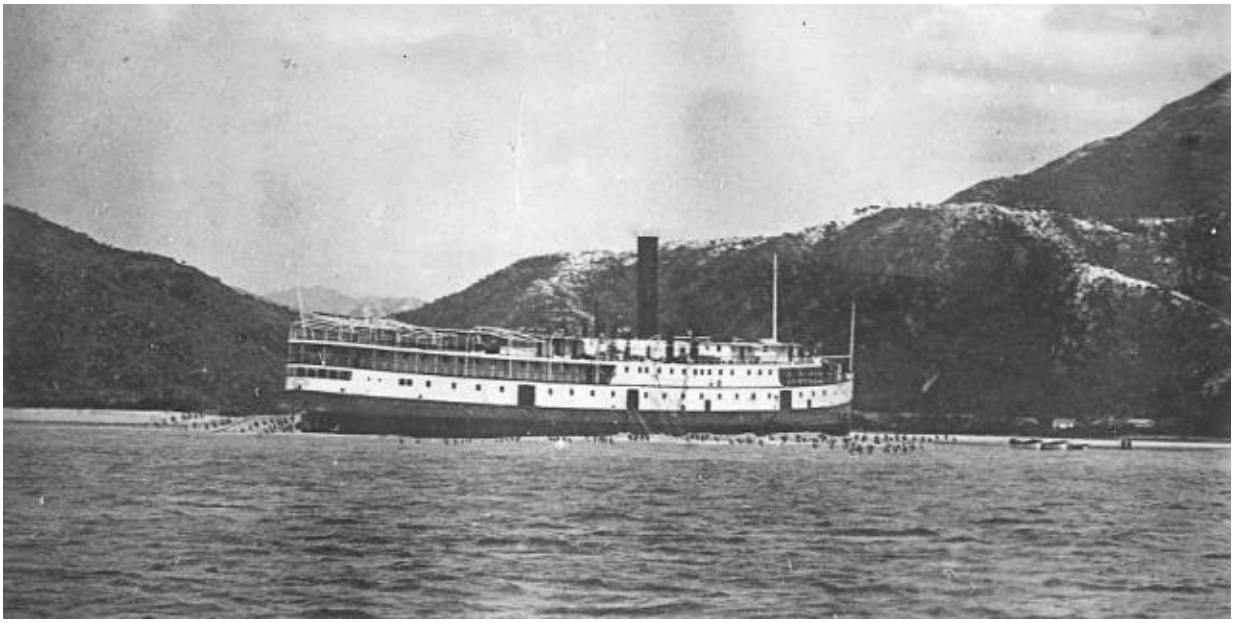


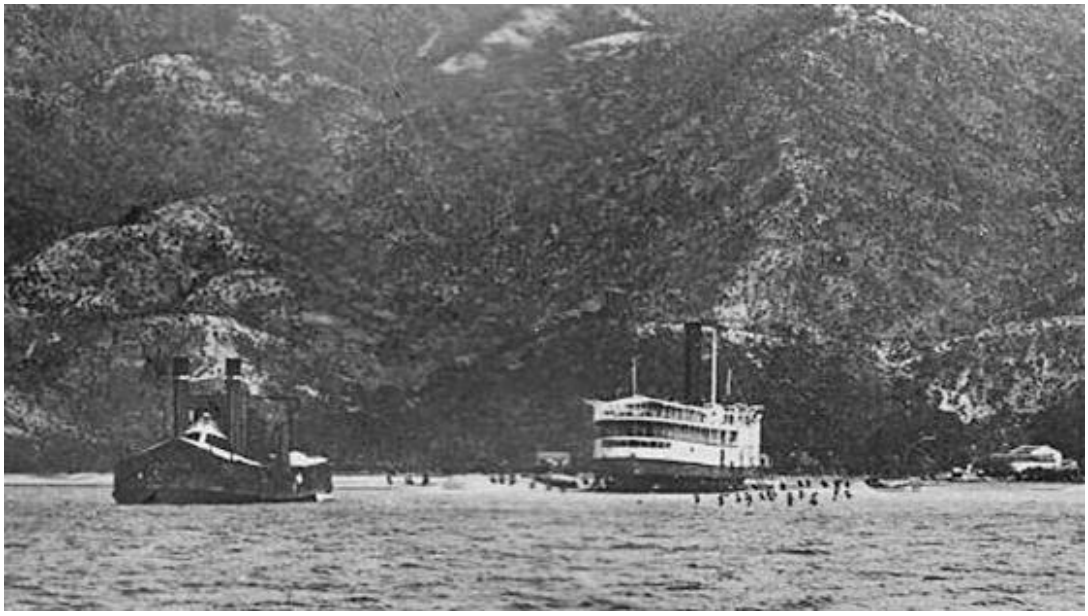
KINSHAN in profile (from a postcard).



KINSHAN (HCMSC booklet).

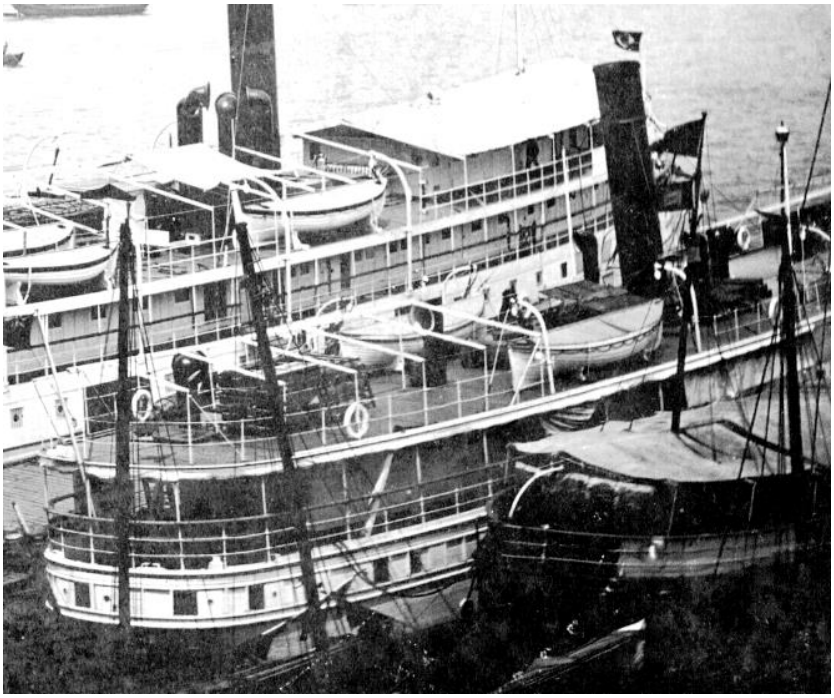
KINSHAN at Canton with a coloured, possibly green hull (Warren Swire colln ID17727).



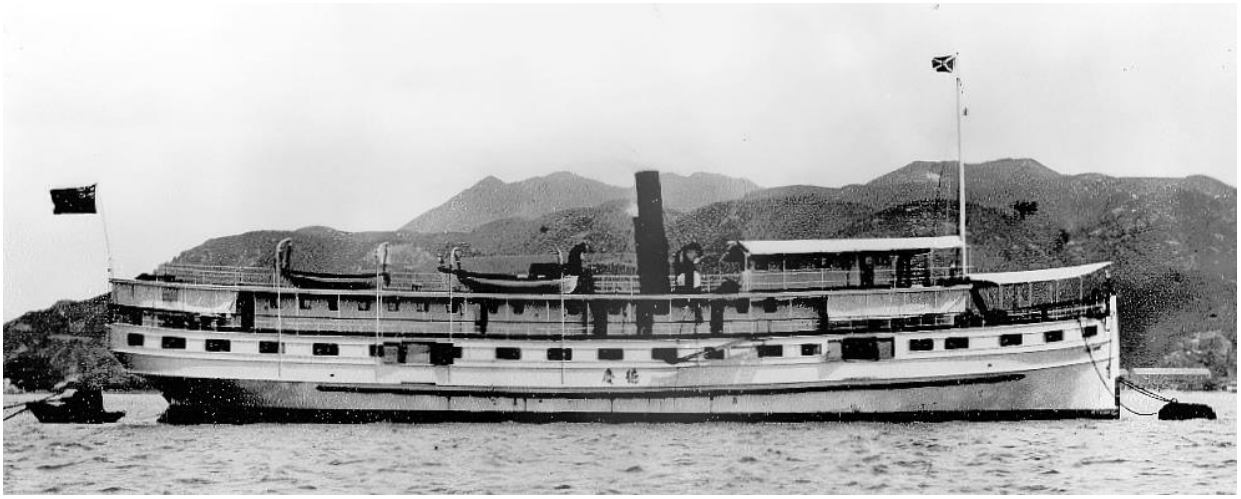


KINSHAN aground after the typhoon of 1906 (SK*).

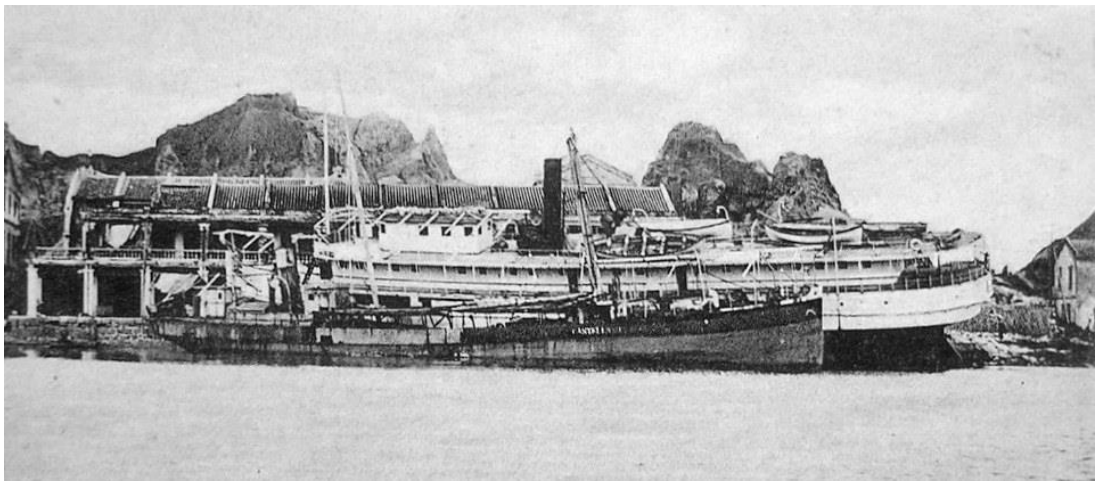
TAK HING (1903-06) 617/03 (w. 2-sc., C4cy, 38 nhp) 153.3 x 25.3'
Built by Kwong Hip Loong, Hong Kong for ?own account as KWONG HING. 7/03 sold to HCMSC (1/3), CNC (1/3) and JM & Co. (1/3) r. TAK HING for West River trade. Mid-1906 laid up at Hong Kong. 18/9/06 blown ashore at Sham Shui Po, Kowloon in typhoon. 11/06 sold 'as lies' to Sze Yap S.S. Co. Ltd, Hong Kong - salvaged. 19-20/10/09 blown ashore at Kong Moon by typhoon - refloated. 1910 r. HING LEE. 1/12 sold to Wing On S.S. Co., Ningpo. RLR 1924/25, but 9/24 rebuilt by Quan Lee for Lau Wa Ping, Hong Kong as FOOK ON 福安 (738 grt (s.s.s.) 2 decks 160.6x27.1 M 8cy Vickers Petters, London 297nhp). 12/41 reported sunk by British Gunfire in Kowloon Bay after capture. 1/7/44 raised by Japan, reconditioned r. FUKUAN MARU. "Hull only recovered. No war risk insurance.", i.e. ship was salvaged and recovered in Sept 1945 afloat but probably in poor condition. NFI. [N.B. Linking of KWONG HING and FOOK ON still lacks final proof.]



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



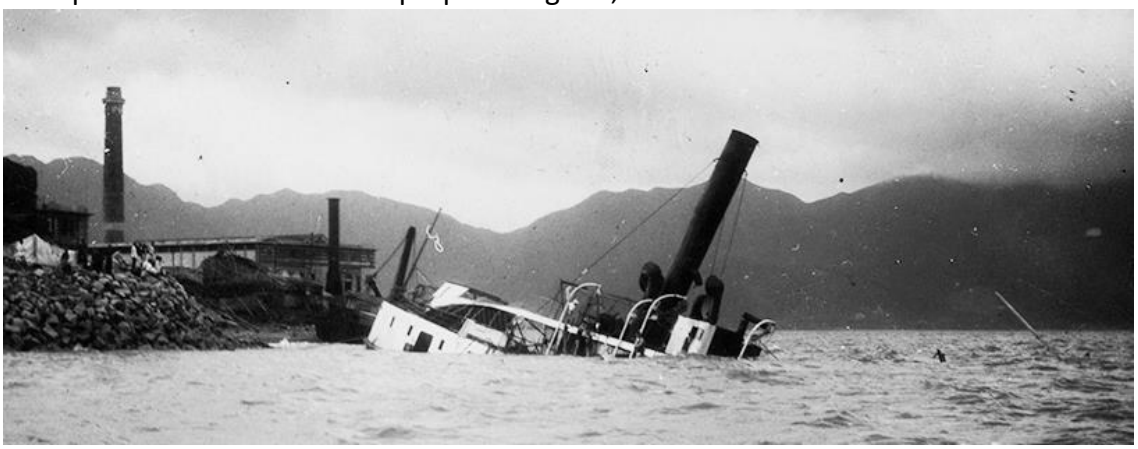
TAK HING from JM & C files, c.1903 (coll. H. Dick per Capt. J. Pring).



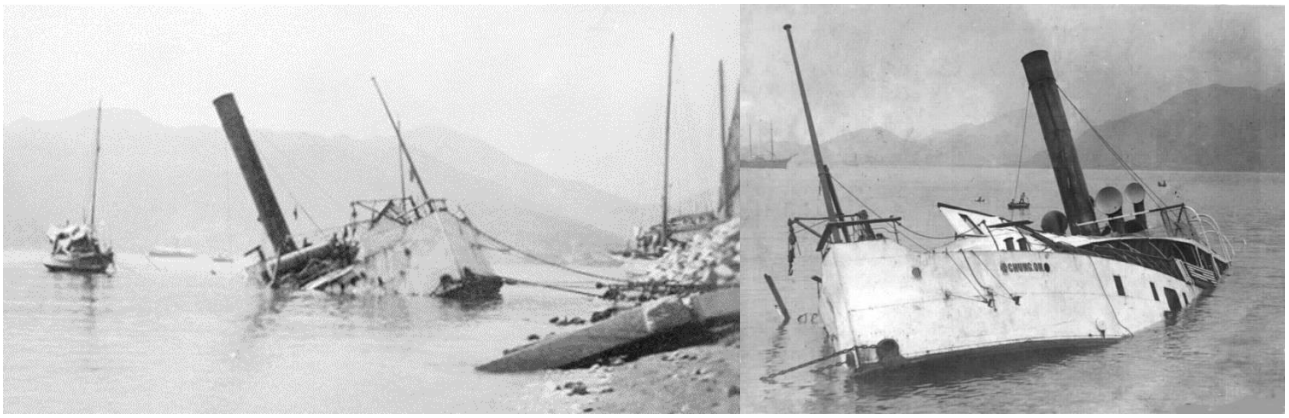
TAK HING stranded at Sham Shui Po in 1906 (postcard SK colln, hfsiu at gwulo.com and HKMOH).

Steamer FOOK ON at Hong Kong (Postcard in SK colln).

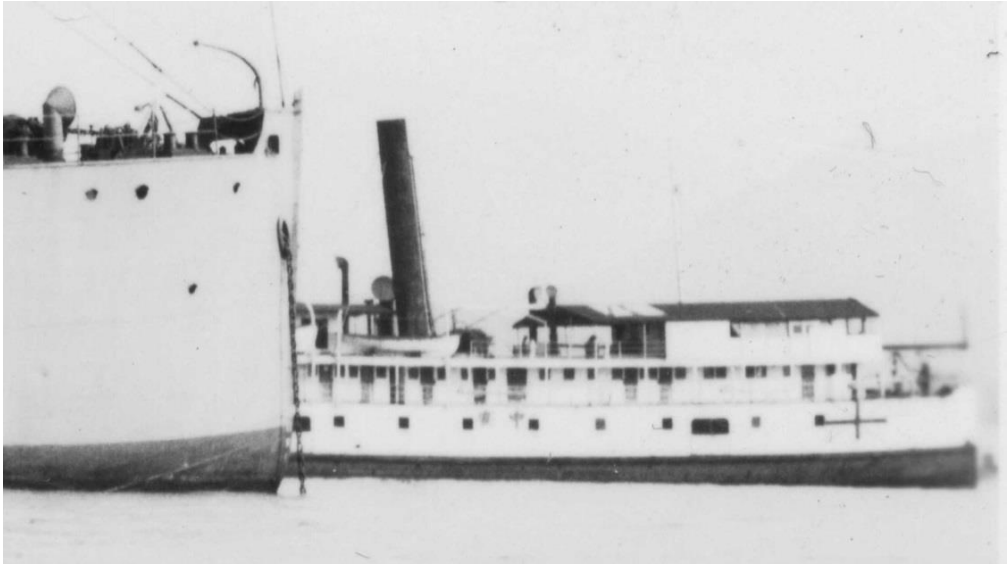
LIN TAN (1904-17) 572/04 (s. 2-sc, C4Cy, 86 nhp) 175.0 x 32.0'
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#354) for HCMSC (1/3), CNC (1/3) and JM&Co. (1/3) for Hong Kong/Wuchow trade - reg. 4/04. 11/17 (12/17) sold to Sai Hing S.S. Co., Hong Kong. 18/8/23 as CHUNG ON sunk at Hung Hom, Kowloon Bay. 1/27 sold to Lau Wa Ping, Hong Kong (tonnage 968). 12/12/41 scuttled by shelling in Kowloon Bay, raised later by Japanese salvors and put into service as a non-propelled lighter, NFI.



CHUNG ON sank during the typhoon of 8/23 but was raised and reconditioned. (University of Bristol rd-s135).

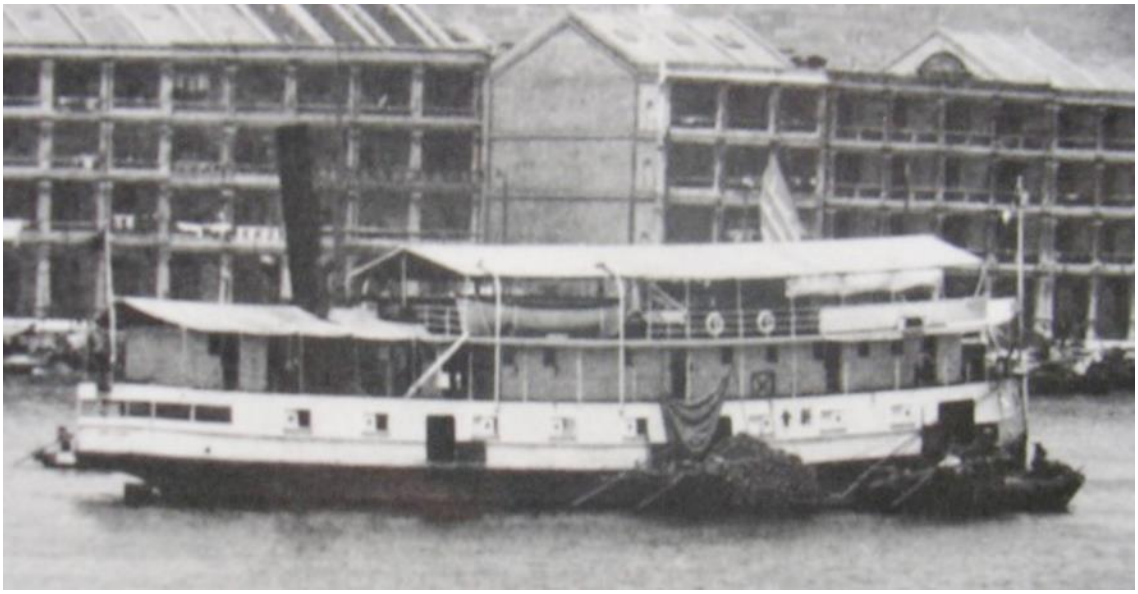


Sunken CHUNG ON ex-LIN TAN (JM&C/ internet).



CHUNG ON, laid up Hong Kong, December 1939 (D. Gammon).

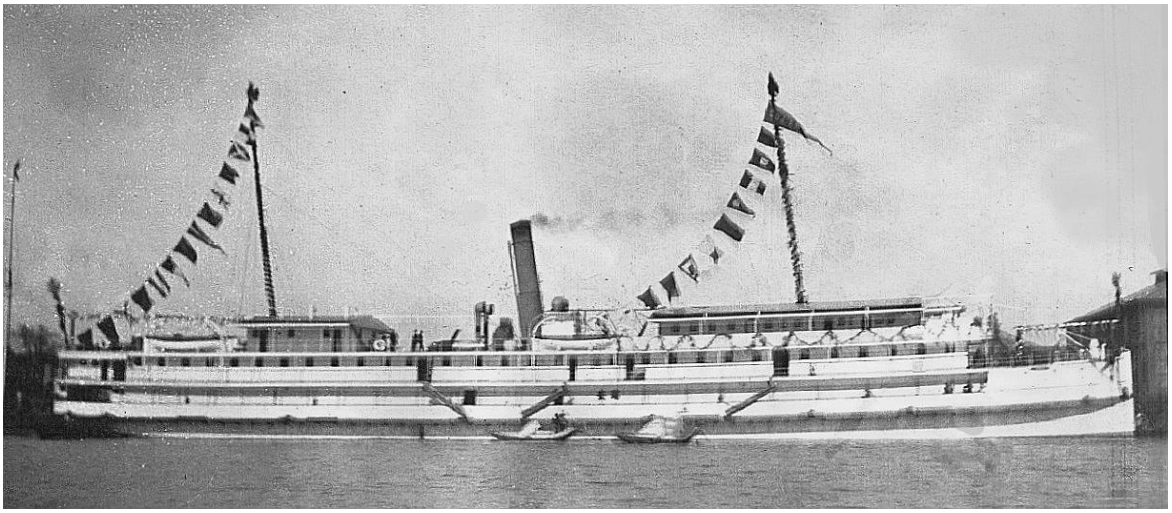
SAN UI (1904-17) 322/04 (C2cy, 29 nhp, London & Glasgow Co. Ltd) 130.0 x 24.0'
Fabricated in UK and assembled by Kwang Hip Loong, Hong Kong for HCMSC (1/3), CNC (1/3) and JM&Co. (1/3) for Hong Kong-Wuchow trade - reg. 4/04. 11/17 (12/17) sold to San Ning S.S. Co., Hong Kong. 1933 r. YEE ON (owners unknown). 1933 sold to Tung Nam S.S. Co. (Fook On S.S. Co. Ltd mgrs), Macao r. TIN TING. 17/10/33 struck breakwater and sank at entrance to Macao - 12/33 raised and towed to Hong Kong for repair. 6/34 t/f to Fook On S.S. Co. Ltd, Hong Kong r. TIN SANG. 23/7/37 attempted piracy in West River. 2/9/37 in typhoon at Hong Kong sank *Yuet On* (1130/26) at Tsun Wan and blew ashore. 12/41, seized at Hong Kong Japanese name unknown, possibly TENSEI MARU. 8/46 wreck sold to Chinese buyers to be broken up.



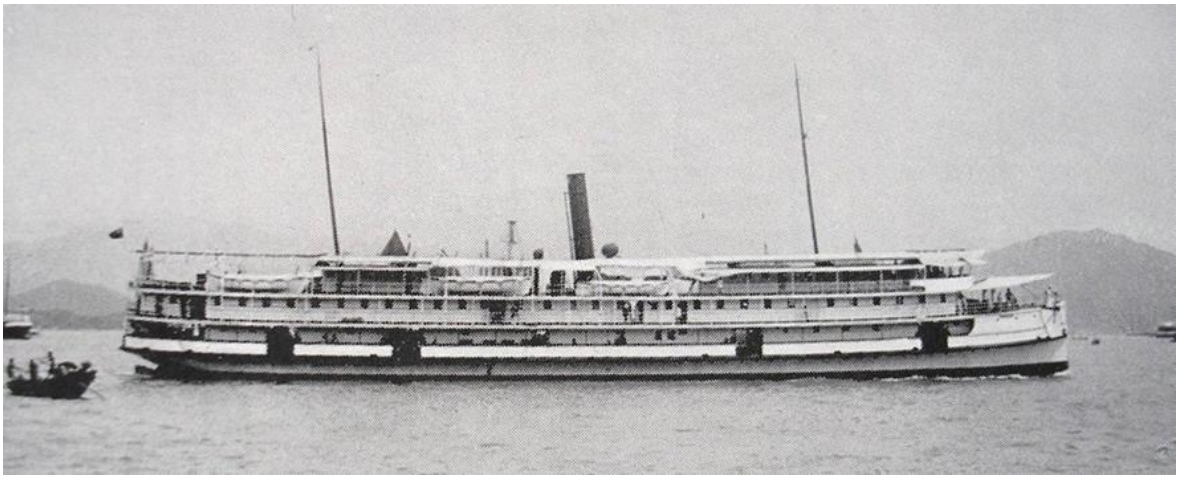
Possible SAN UI at Hong Kong (name begins with SAN 新) (HKMoH).

[**FATSHAN** (CNC: 1906-33 in joint service with HCMSC). See entry at end of this list]

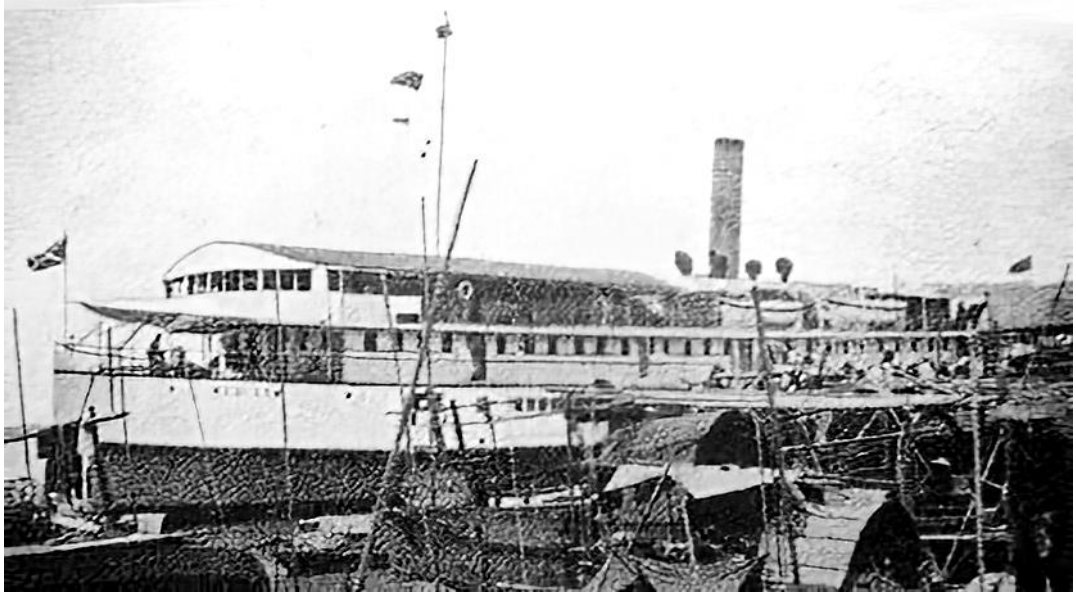
SUI AN 瑞安 (1906-36) 1265/99-11 (2-sc., T6cy, 96 rhp) 238.0 x 30.1'
Built by S.C. Farnham & Co. Ltd, Shanghai (#519) for Rickmers Linie, Bremerhaven for Shanghai-Hankow trade. 1901 sold to Hamburg-Amerika Packetf. A.G., Hamburg. 12/06 sold to HCMSC for Hong Kong-Macao trade. 8/11/16 upperworks destroyed by fire at Macao - rebuilt and 6/17 resumed service. 19/11/22 seized by pirates and looted on voyage Hong Kong-Macao - 2 dead. 11/36 sold to San Peh S.N. Co. Ltd, Shanghai and 1937 r. LUNG ON. 1938 t/f to Chinese-Italian Nav. Co. Ltd. Shanghai r. LAMONE. Rep. sunk 1942 but raised. 1945 reverted to San Peh S.N. Co. Ltd as LUNG ON. 1949 requisitioned by Nationalist authorities to support operations at Tinghai, Chusan Is., but later sunk in the retreat.



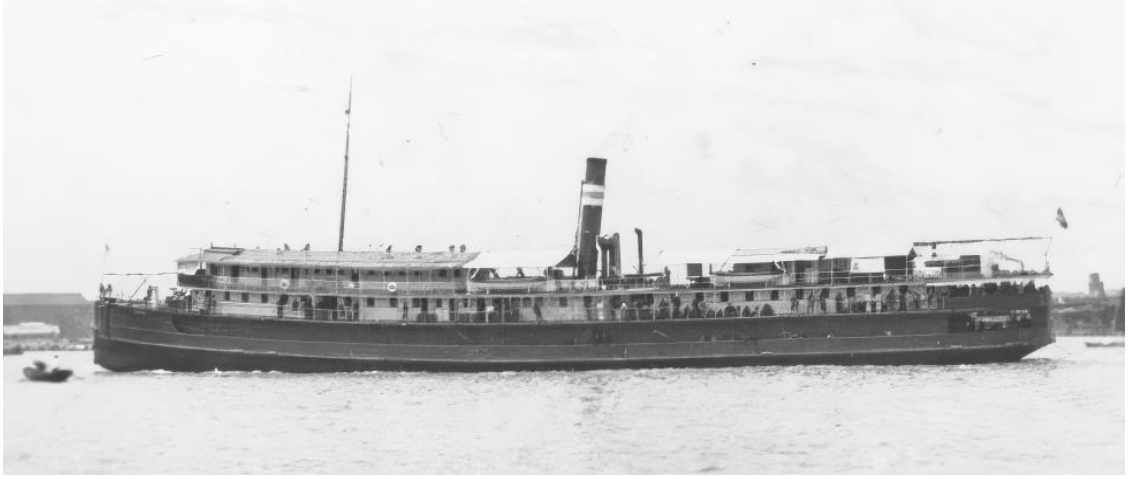
Yangtse steamer SUI AN decorated when new in 1899 (Internet).



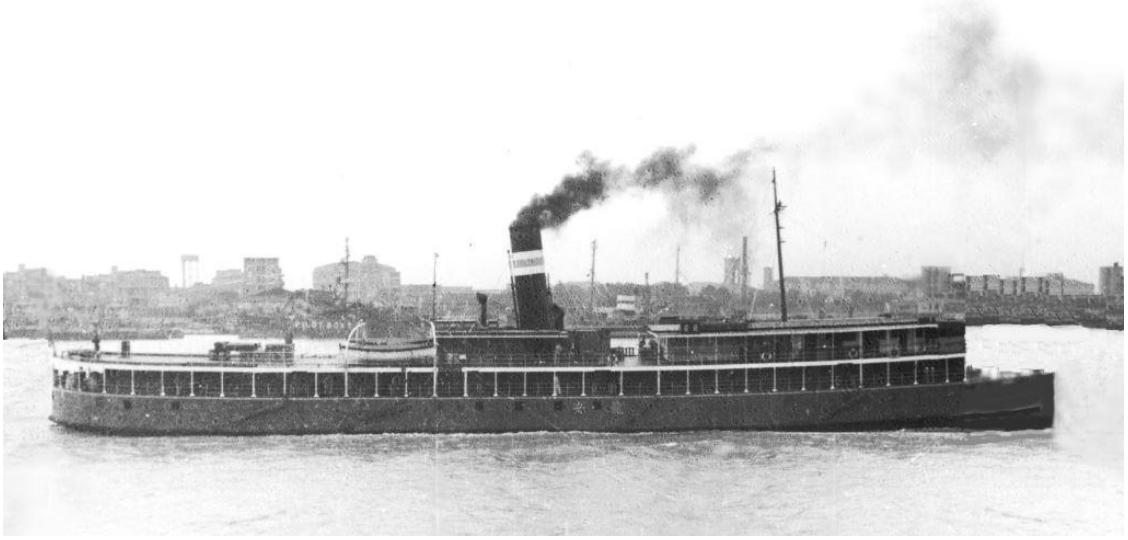
SUI AN at Hong Kong. The Yangtse-style open lower deck on both sisters was unusual (and limiting in higher seas) for vessels operating out of Hong Kong (HCMSC booklet).



SUI AN rebuilt after fire, lower deck now closed (*I Sailed with Chinese Pirates*).

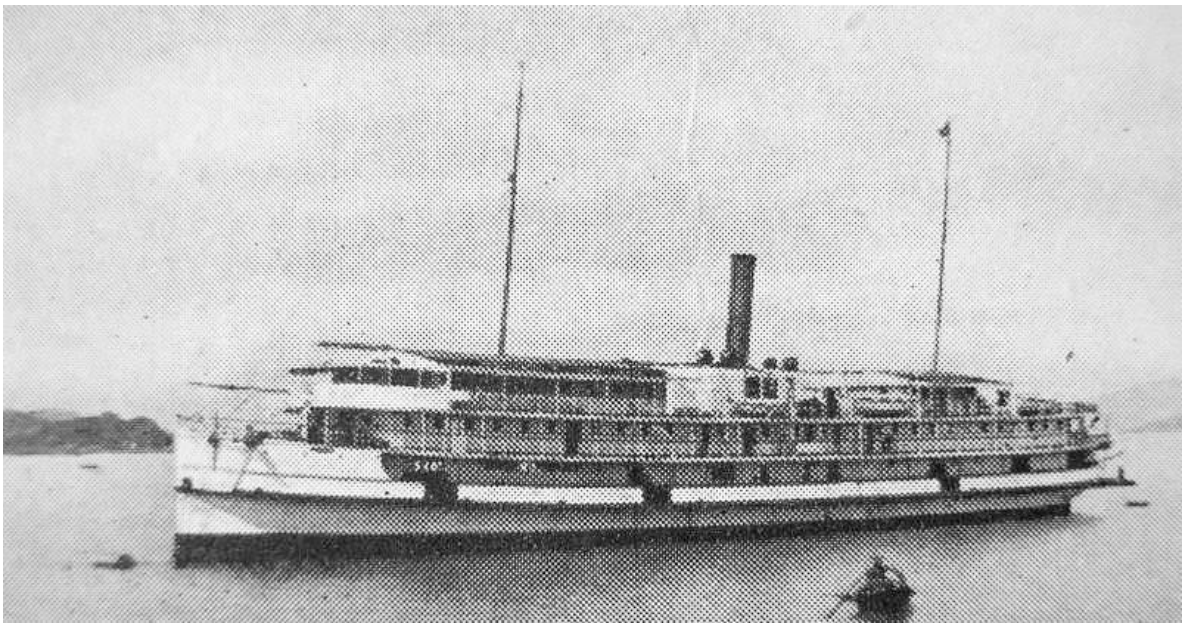


LUNG ON ex SUI AN at Hankow in 1937, lower deck open once again (SK*)

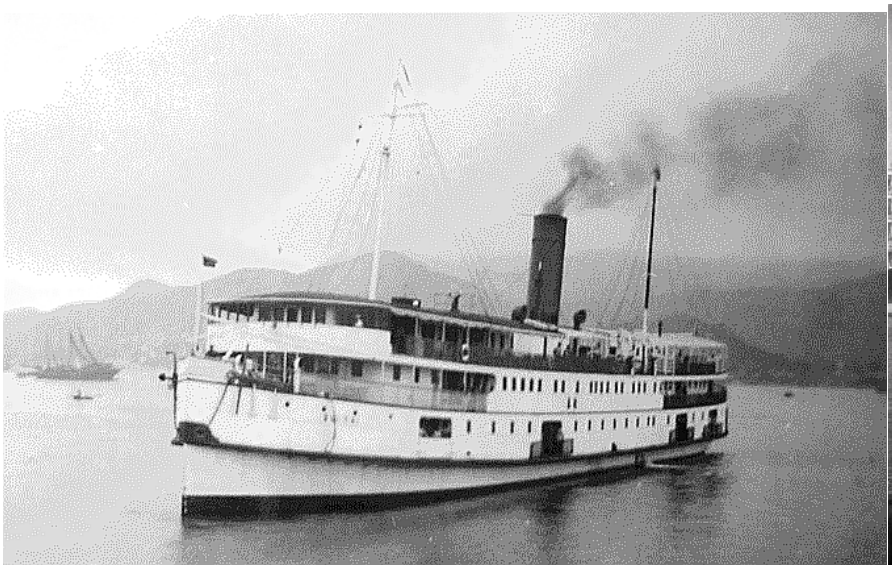


LUNG ON subsequently refitted as a coastal steamer with lower deck sealed up (Graham Thompson/SK edit).

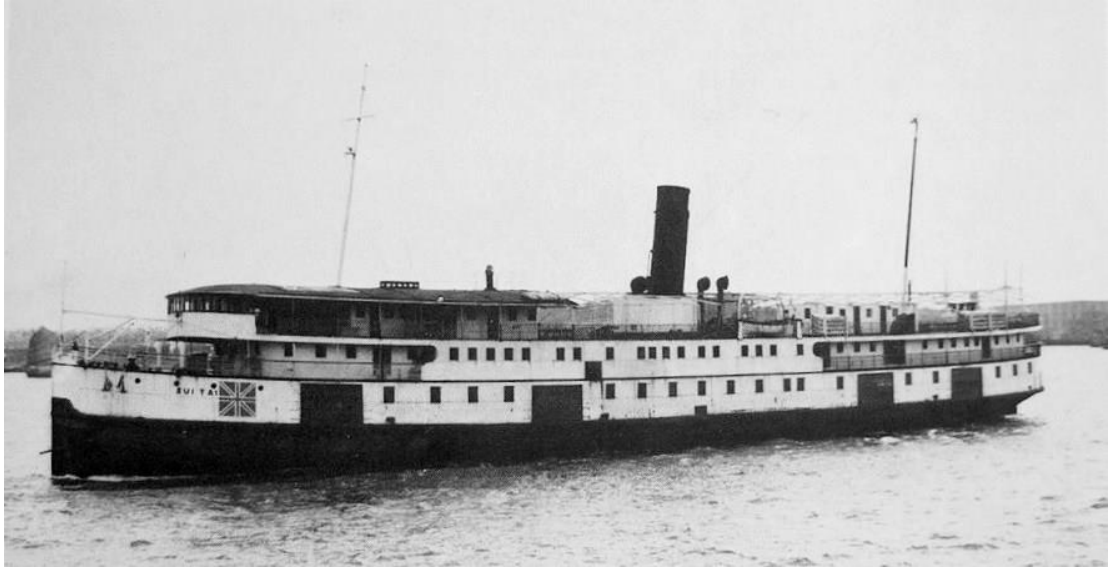
SUI TAI 瑞泰 (1906-38) 1265/99-10 (2-sc, T6cy, 96 rhp) 238.0 x 30.1'
Built by S.C. Farnham & Co. Ltd, Shanghai (#520) for Rickmers Linie, Bremerhaven for Shanghai-Hankow trade. 1901 sold to Hamburg-Amerika Packetf. A.G., Hamburg. 12/06 sold to HCMSC for Hong Kong-Macao trade. 19/11/22, more than 20 pirates disguised as passengers forced master to sail the ship to Dapeng Bay, looted belongings, fled on supporting vessel. 24/8/28 gutted by fire at Hong Kong - rebuilt. 1938 sold to San Peh S.N. Co. Ltd, Shanghai (reg. owner N.J. Asquith, Hong Kong). Rep. scuttled 12/41 at Hong Kong but raised by Japanese r. JOSAN MARU (JOOSAN MARU). 14/9/44 badly damaged by US aircraft at Tayen, Yangtse but late-1945 recovered and reverted to owners as SUI TAI. Superstructure reduced and cargo hatches added. 4/46 t/f to Shanghai registry. 1948 t/f to Hoong On S.N. Co. Ltd, Shanghai. RLR 1959/60 - NFI.



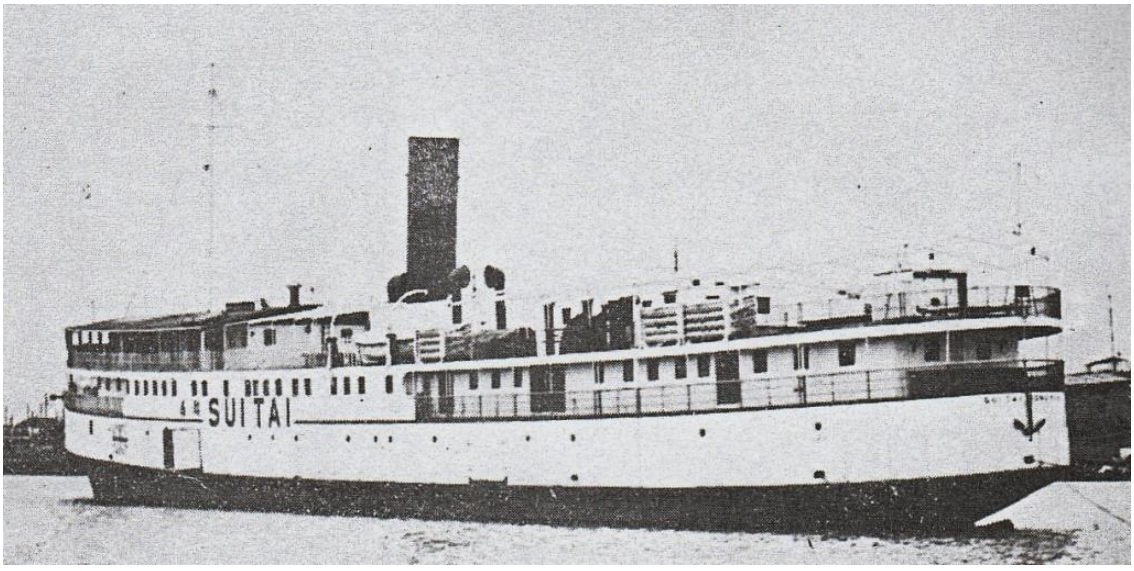
SUI TAI in original configuration (HCMSC booklet).



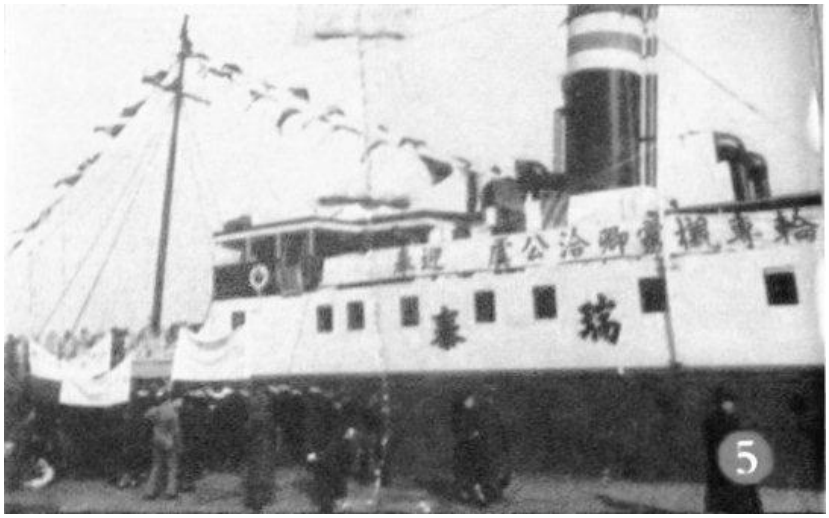
Rebuilt SUI TAI in HCMSB colours (SK*/https://www.flickr.com/photos/hoting2000/36492780115/in/dateposted/).



SUI TAI at Hong Kong after sale, September 1939 (D. Gammon*).



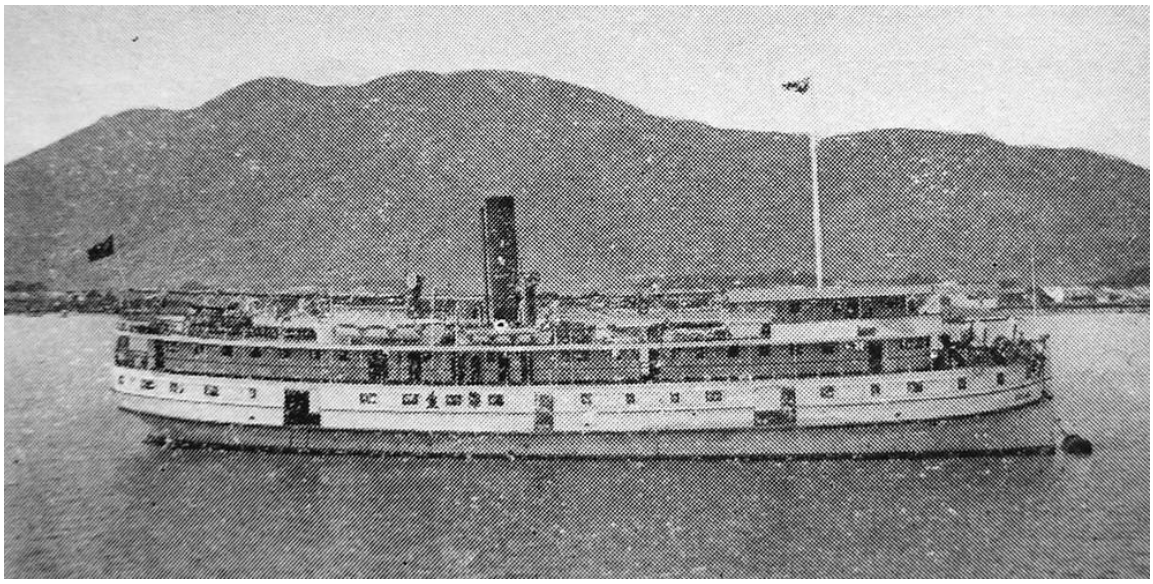
Subsequently at Shanghai, still under the British flag (*Sekai Shosen Yoran* p.41).



SUI TAI reconstructed in cut-down form for Yu Ya-ching after war damage (SK colln).

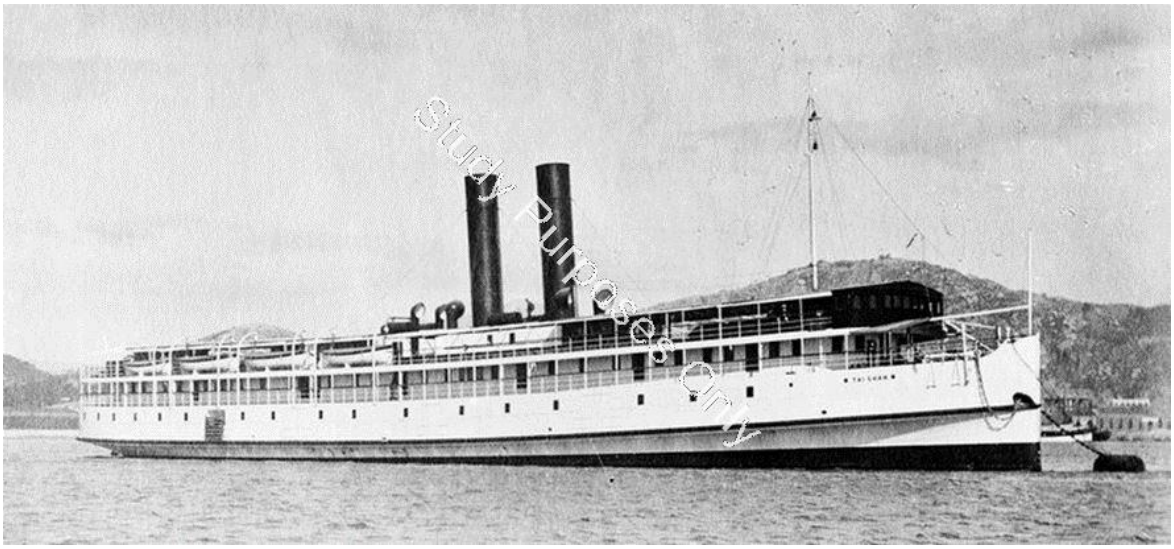
HOI SANG (1908-16) 457/06 (w. sc., no engine details) 165.1 x 28.0
Built by Kwong Tak Heng, Hong Kong for Chan Woon, Hong Kong for Hong Kong-Macao trade. 6/08 sold to HCMSC for Macao-Canton trade. 6/16 sold to Wo Fat S.S. Co. Ltd, Hong Kong. IV/1929 sold in Hong Kong under Admiralty order and converted to lighter.

Early HOI SANG, with a darker (green?) toned hull (HCMSC advertisement).



HOI SANG (HCMSC booklet).

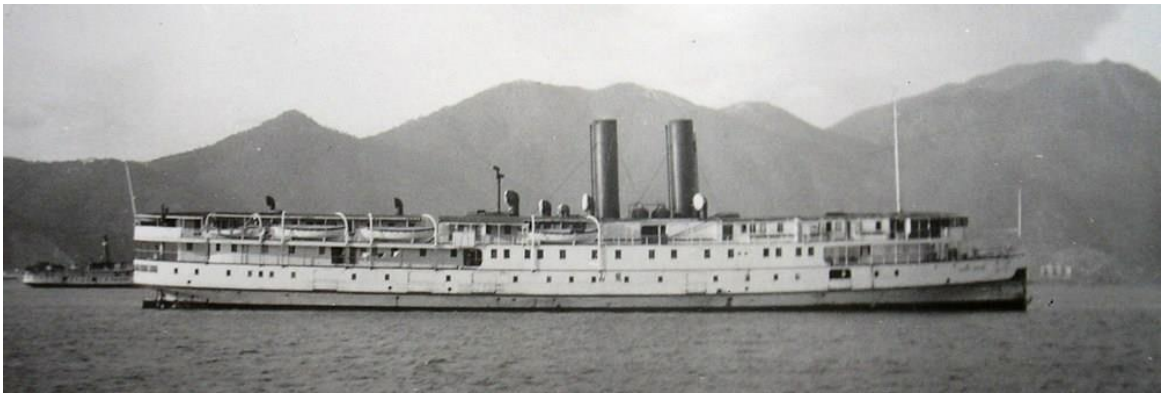
TAISHAN (1913-18) 2006/13-11 (2-sc, T6cy, 484 nhp) 280.0 x 53.1'
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#524) for HCMSC. 10/17 laid up. 11/17 sold to Ning Shin S.S. Co., Shanghai, 7/18 t/f to Shanghai registry r. NINGSHIN. 3/10/24 seized by pirates off Wenchow and taken to Bias Bay. 2/10/25 seized by pirates off Wenchow. 1938 t/f to Chinese-Italian Nay. Co. Ltd, Shanghai r. TEMBIEN I. 30/6/45 bombed and sunk in Yangtse River near Tatung.


Study Purposes Only

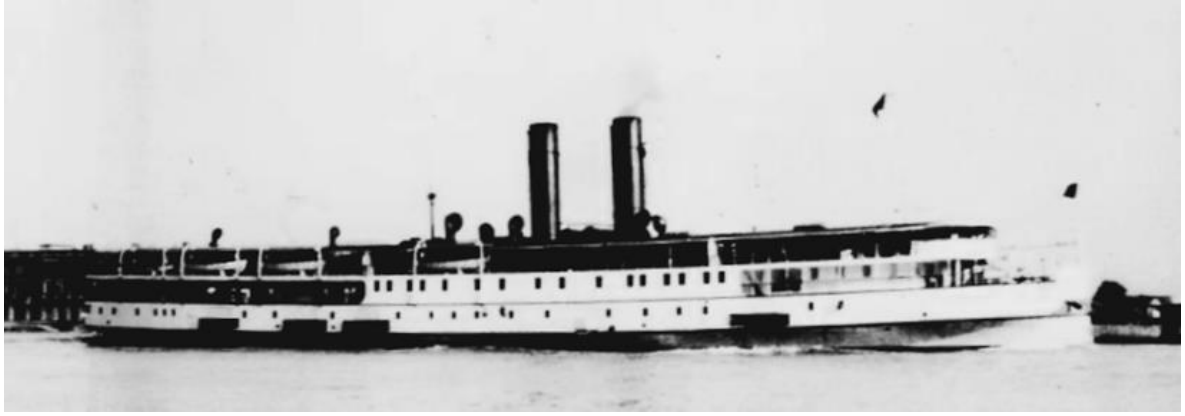
TAISHAN, probably on completion at end-1913 (prints.rmg.co.uk).

Rebuilt NINGSHIN as TEMBIEN I at Shanghai (Malcolm Rosholt UoB ro-n008).

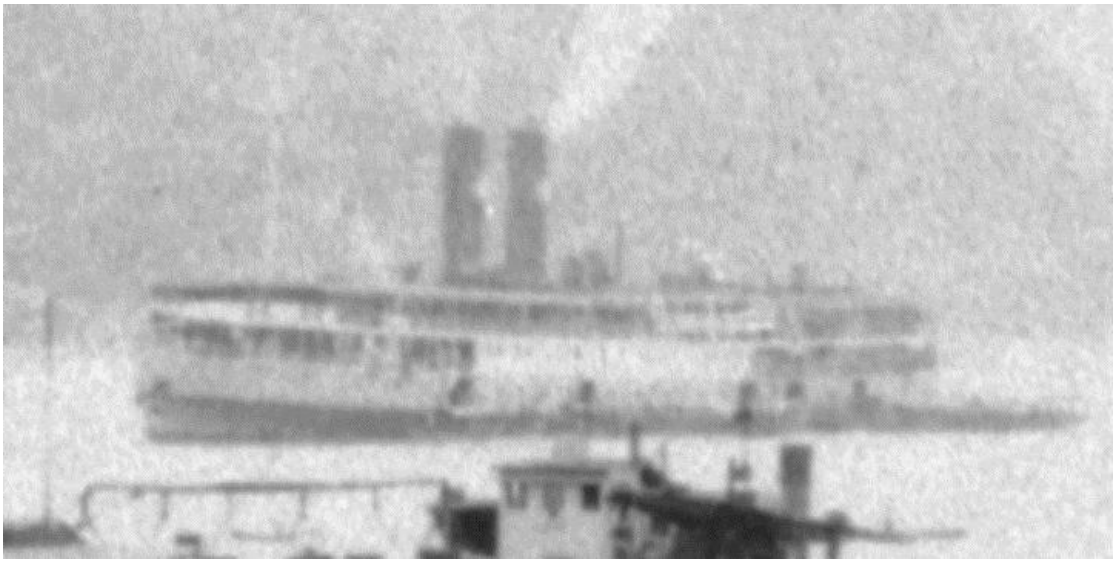
LUNG SHAN (1923-36) 3068/23-10 (2-sc, T3cy, 338 nhp) 290.0 x 54.1
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong for HCMSC - 26/10/23 in service. 11/36 sold to San Peh S.N. Co. Ltd, Shanghai and refitted by San Peh Eng. Works - 9/1/37 entered Yangtse trade as LUNG SHIN. 1938 t/f to Chinese-Italian Nav. Co. Ltd, Shanghai r. MARCO POLO. 16/7/45 struck mine and sank c.4 m. from Woosung.



Port-starboard differences. LUNG SHAN ('dragon mountain') at Canton (top) and Hong Kong (both SK*).

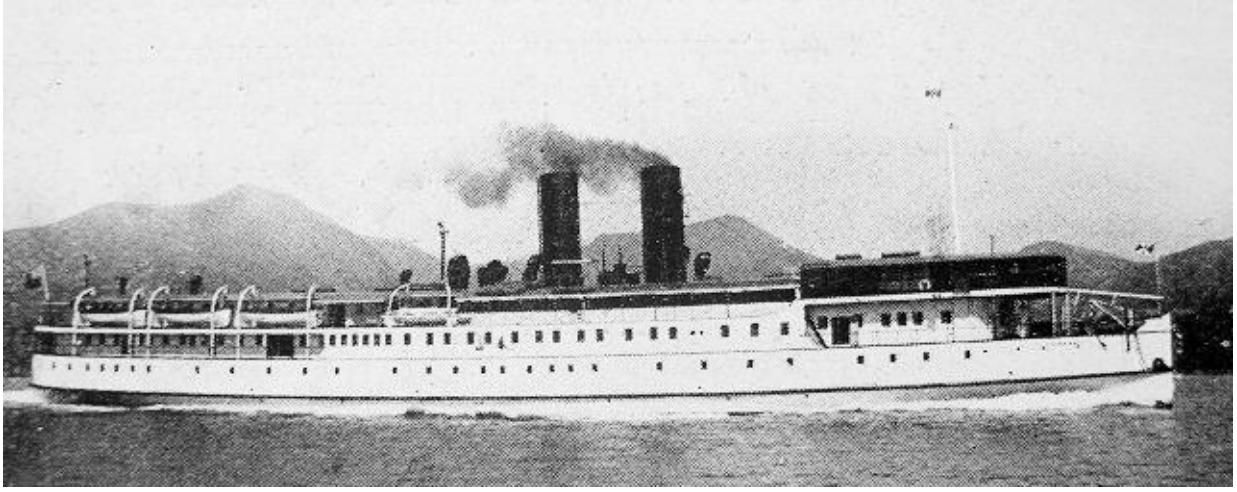


Rare view of LUNG SHAN venturing into the West River (Internet).



MARCO POLO ex LUNG SHAN at Ichang, 1000 km from the sea (Capt. Torrible/CNC).

TAISHAN (1925-41) 3174/25-12 (2-sc, T4cy, 128 nhp) 290.0 x 54.1
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#226) for HCMSC - 28/12/25 ran trials. 12/41 req. by R.N. as depot and boom defence vessel at Sai Wan. 14/12/41 sank after bomb fragments pierced underwater hull. 1952 removal of wreck completed.



The second TAISHAN running trials (*NYK Guide 1929*).

TAISHAN (L) and LUNG SHAN at Canton (Postcard with fanciful coloring, SK colln).

TAISHAN at Hong Kong berth, probably in 1929 (www.geocities.ws/chongadm/FamilyChong_Bing.htm).

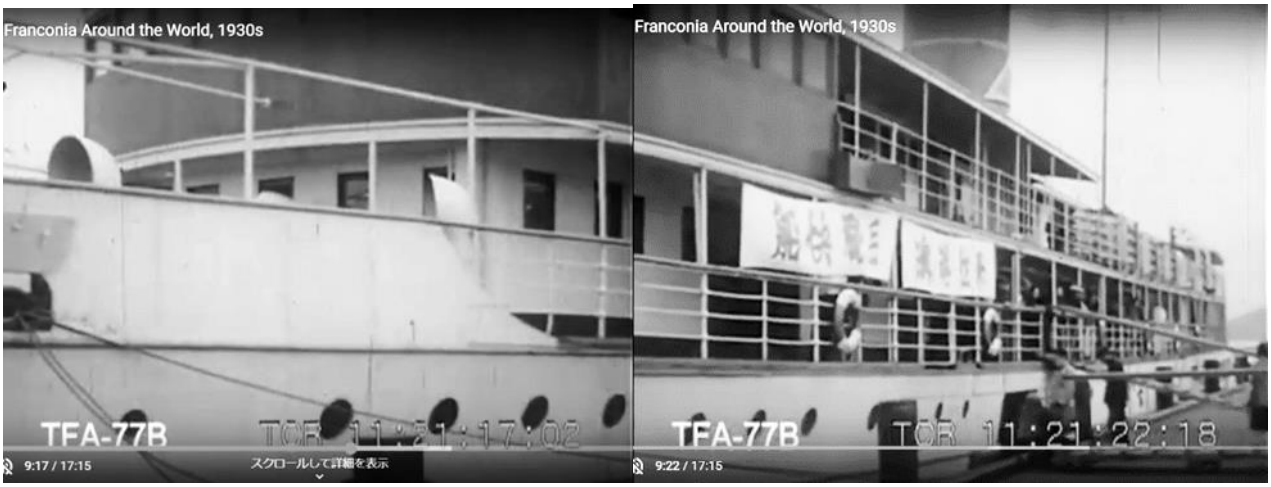
TAISHAN at Canton terminal (Internet).

TAISHAN at Canton undated (kongfz.com).

Watercolour of TAISHAN under attack (D.A. Thorp; https://gwulo.com/atom/20963).

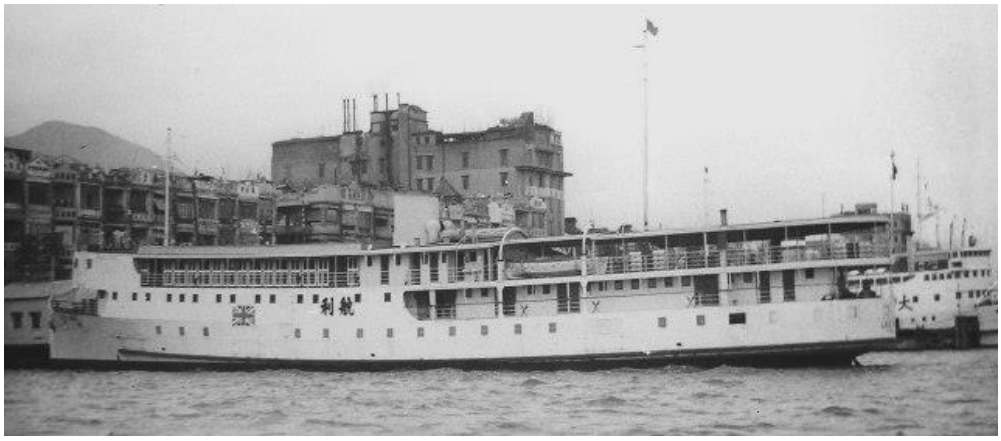
[**FATSHAN** (CNC: 1933-41 in joint service with HCMSC). See entry at end of this list]
[**FATSHAN I** (CNC: 1933-35 in joint service with HCMSC). See FATSHAN, (HCMSC, 1887-06)]

CHUNGSHAN (1939-41) 1085/34 (2-sc, M6cy, 245 nhp, MAN A.G. Augsburg) 192.8 31.0'
Built by Kwong Fook Cheong, Hong Kong (#162) for On Wo Nam Co. Ltd, Hong Kong as LEE HONG. 4/38 sold to Chung Hin S.S. Co. Ltd, Hong Kong. 7/39 sold to HCMSC r. CHUNGSHAN. 11/12/41 shelled and sunk at anchor off Kowloon Bay to prevent capture. 6/42 raised by Japanese but later again sunk by Allied bombing. 8/45 found lying burnt out in Naval Dockyard. After War salvaged, fitted with new (1931) engines and 2/49 re-reg. for U Ping Yung (Wo Cheung Fat Shg & Tdg Co. Ltd mgrs), Hong Kong as MISS ORIENT. 24/3/49 sank after striking mine in Pearl River 6 m. from Canton - 29 lives lost. Raised and 8/49 sold to Tak Kee Shg & Tdg Co. Ltd, Hong Kong for Hong Kong- Macao trade r. LEE HONG. By mid-1960s laid up off Stonecutters Island. 17/8/71 broke in two and sank in Rambler Channel, Hong Kong during typhoon 'Rose' - several lives lost.



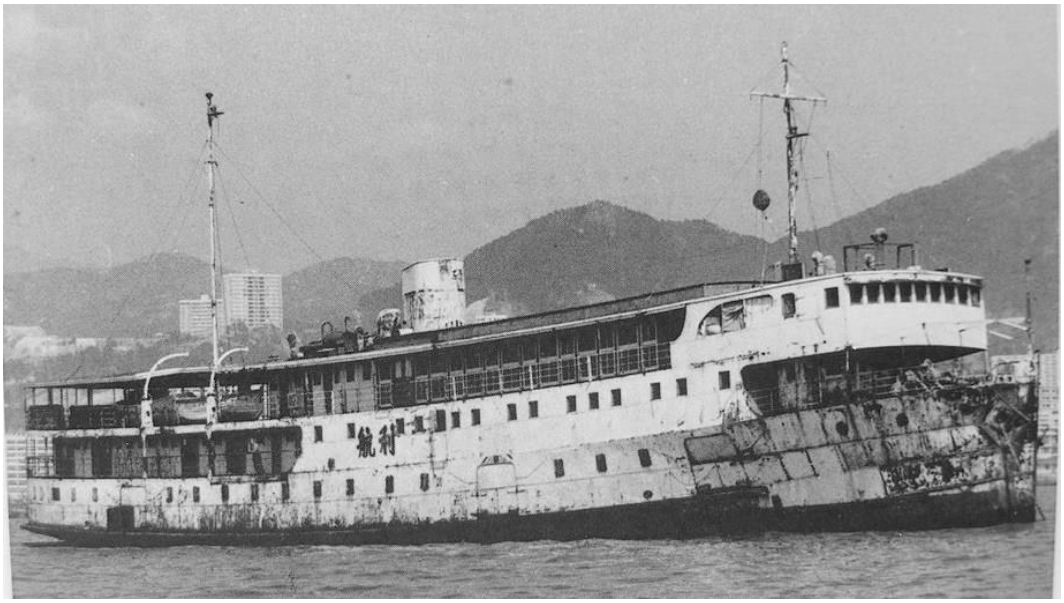
Presumed LEE HONG about to sail from HCMSC Wharf, Hong Kong in late 1930s.
(YouTube *Hong Kong Franconia Around the World 1930s*)

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



LEE HONG in 1950s (Tom Rayner).

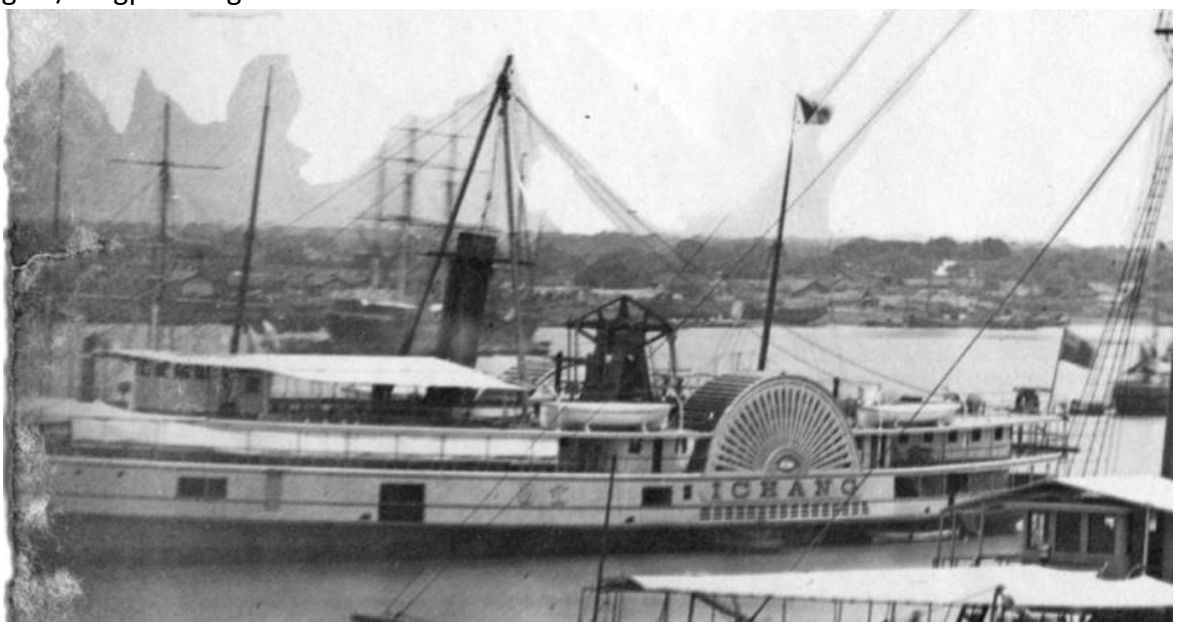
LEE HONG at Macao in 1950s (Internet).



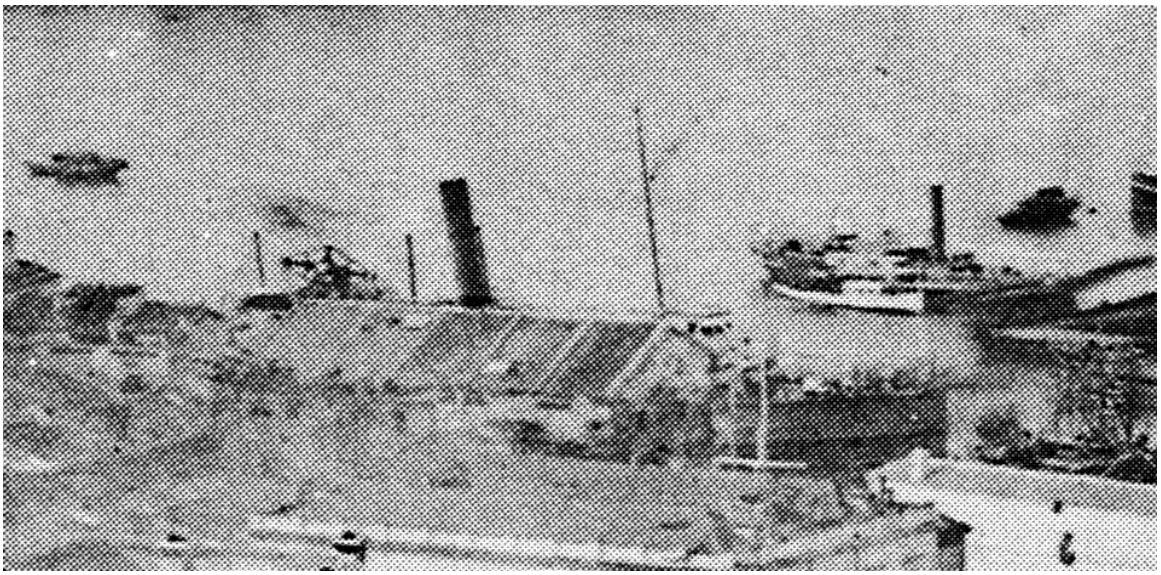
LEE HONG laid up off Stonecutters Island in 1970, name still written right to left on starboard side (W.G. Volum).

China Navigation Co. Ltd fully owned ships in joint Hong Kong-Canton service (1875-1941)

ICHANG (1875-1881) 1049/73 (i.p.s.)
Built by A. & J. Inglis, Glasgow for CNC for Yangtse River. 3/74 arrived at Shanghai. 1875-81 in Hong Kong/Canton trade. 12/11/91 wrecked on Nemesis Rock off Tiger Is. near Ningpo on voyage Shanghai/Ningpo in fog.

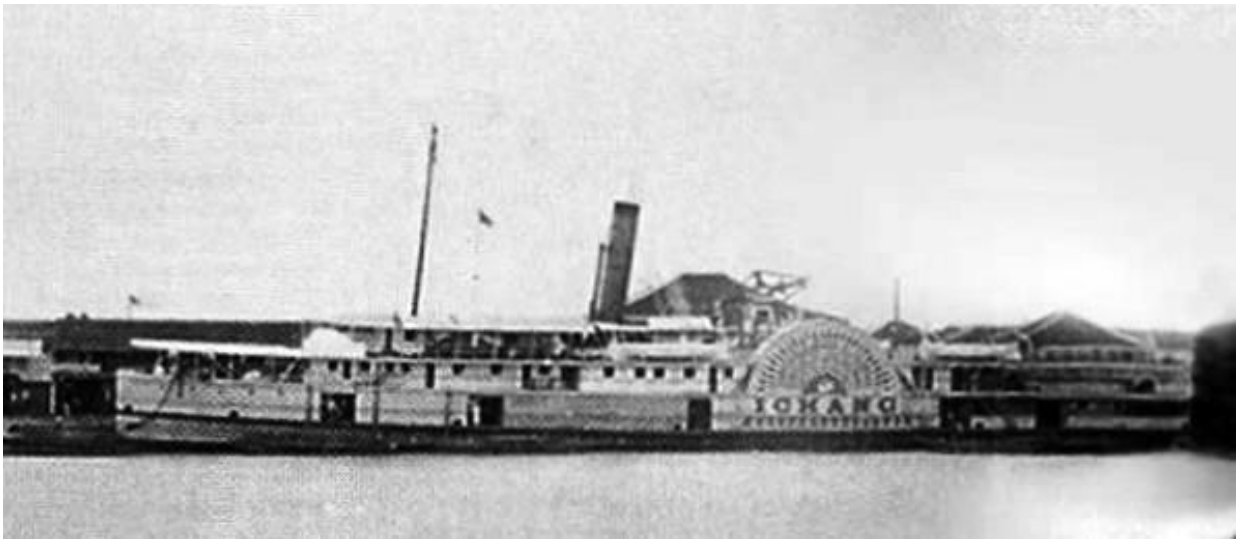


New ICHANG about 1874, with a mainmast (John Swire & Sons)



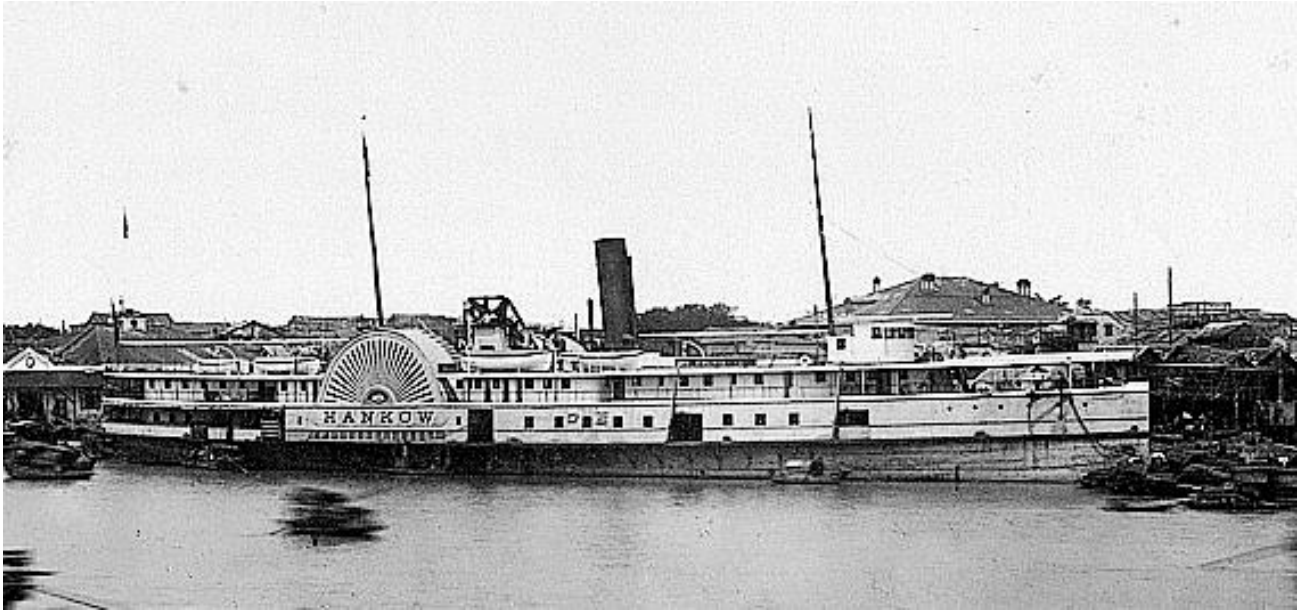
ICHANG moored at the Victoria waterfront in the mid-1870s, soon after transferring to Hong Kong, mainmast removed (*City of Victoria – a Selection of the Museum's Historical Photographs*, c/- Graham Thompson).

ICHANG at Shanghai, post-Canton service (Felicity Somers Eve colln, Harvard ID 29133).

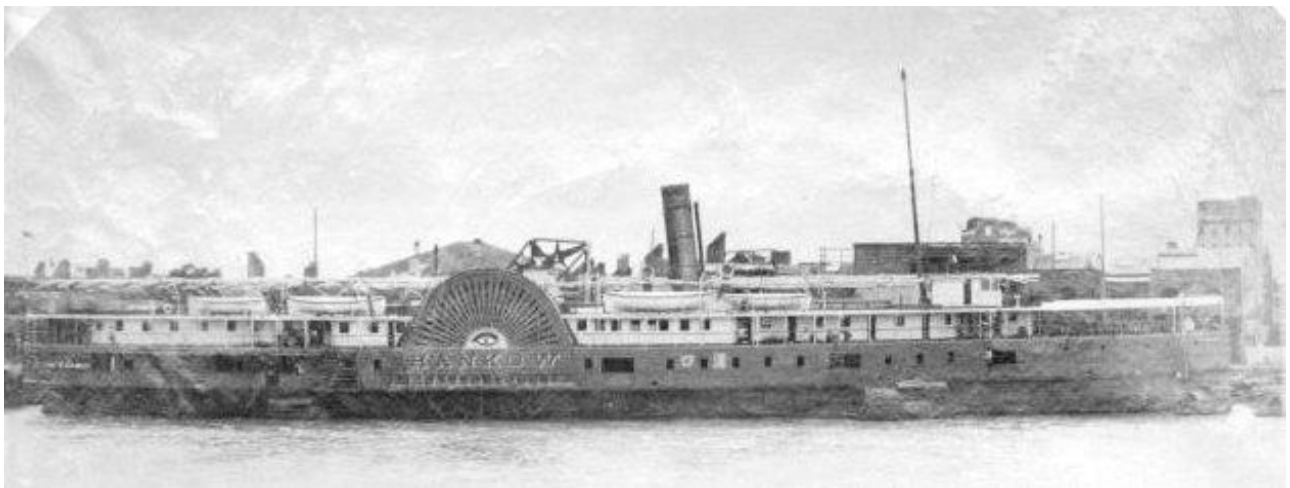


ICHANG, probably at Ningpo (Yao Kai-yang coll.).

HANKOW 漢口 (1882-06) 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 23/4/09 arrived at Shanghai in tow from Hong Kong, conv. to hulk. 7/10 towed to Hankow. 10/30 t/f to Shasi. 1939 towed to Ichang and sunk there during the war.



Early HANKOW at Canton (Ebay 24/2/13).



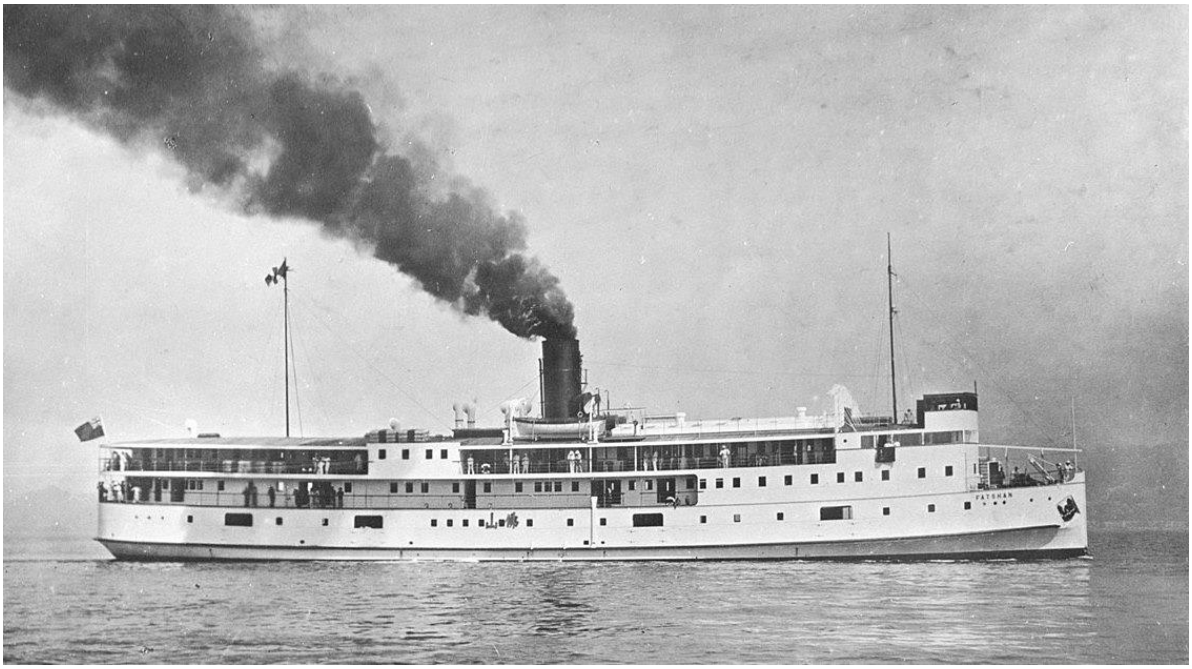
In later years with mainmast removed. Presume Swire buff hull. (Wikiswire/SK colln).

Hankow at Canton berth (Keystone 1905*).

HANKOW after the tragic fire (HKMOH).

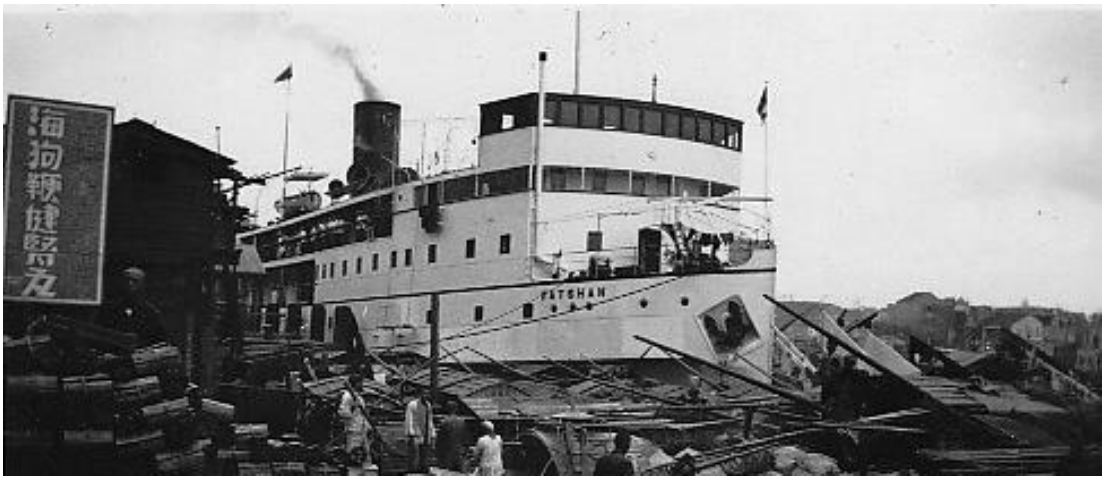
FATSHAN (1906-33) 2260/87-4 see FATSHAN (HCMSC, 1887-06)

FATSHAN (1933-41) 2639/33 2-sc. 241.0x45.7 T4cy builders 71nhp
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for 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. 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 capsized on side off NE Lantao Is., Hong Kong after collision with drifting ship during typhoon 'Rose' – 80 dead. 9/71 wreck sold to Lai Man Yau for salvage and breaking up, 5/80 raised.

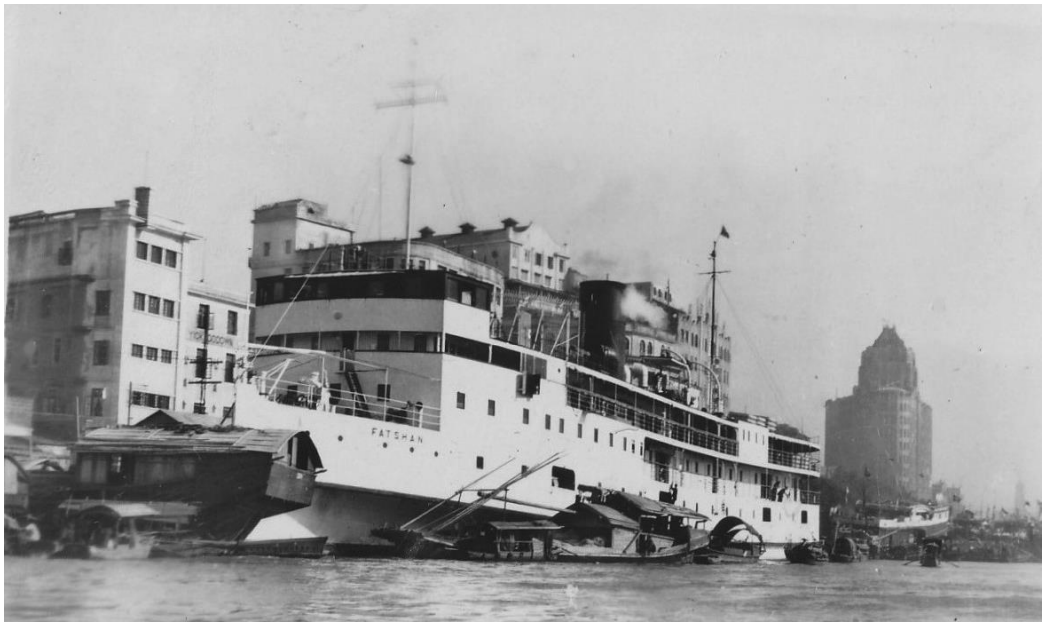


FATSHAN burning coal (John Swire & Sons).

At the HCMSC pier in Hong Kong with tall funneled fleetmate (Internet).



Surrounded by junks at Canton berth in 1934 (SK*)



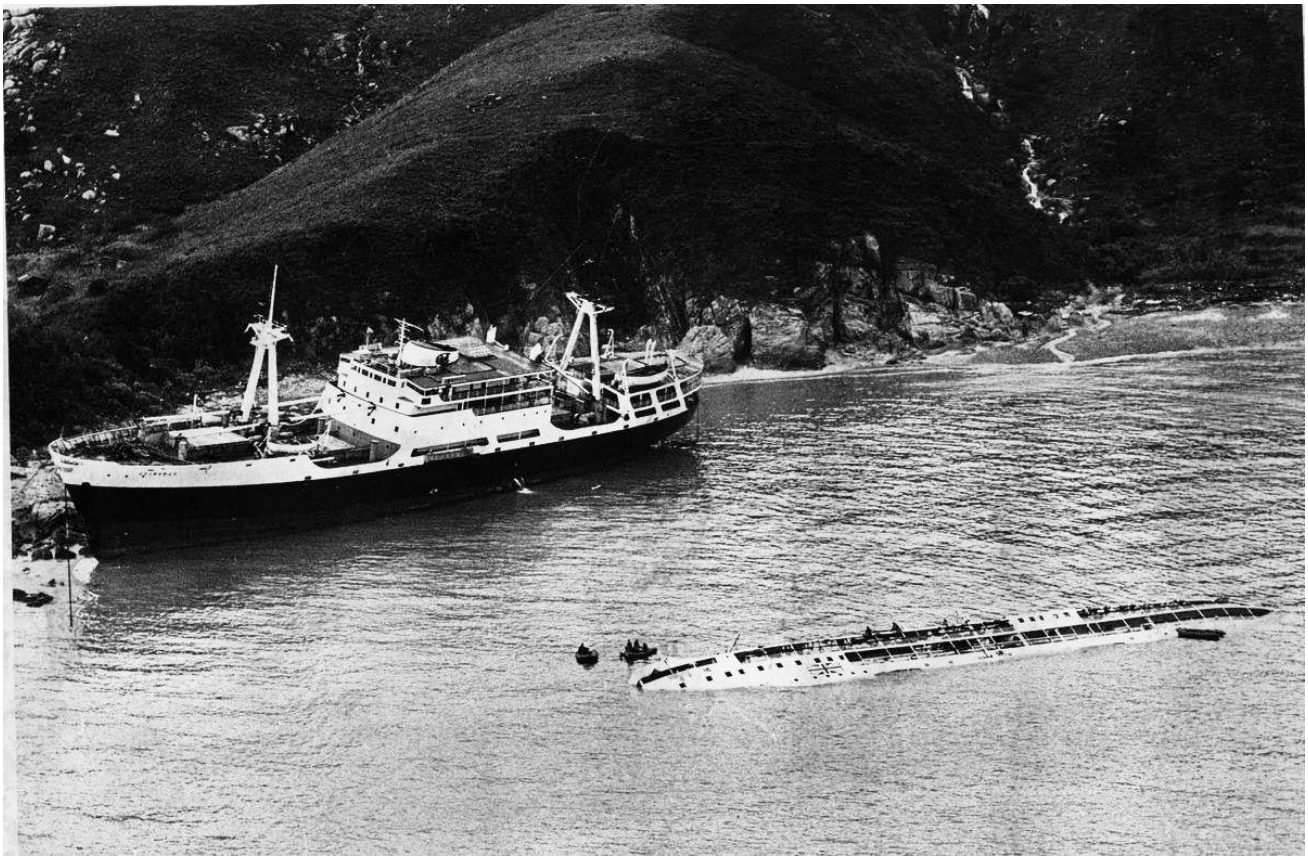
Above 2: FATSHAN moored at the main berth in the centre of Canton. The tall building toward the right is the Aichun Hotel and Residence, completed in 1937 (SK*)

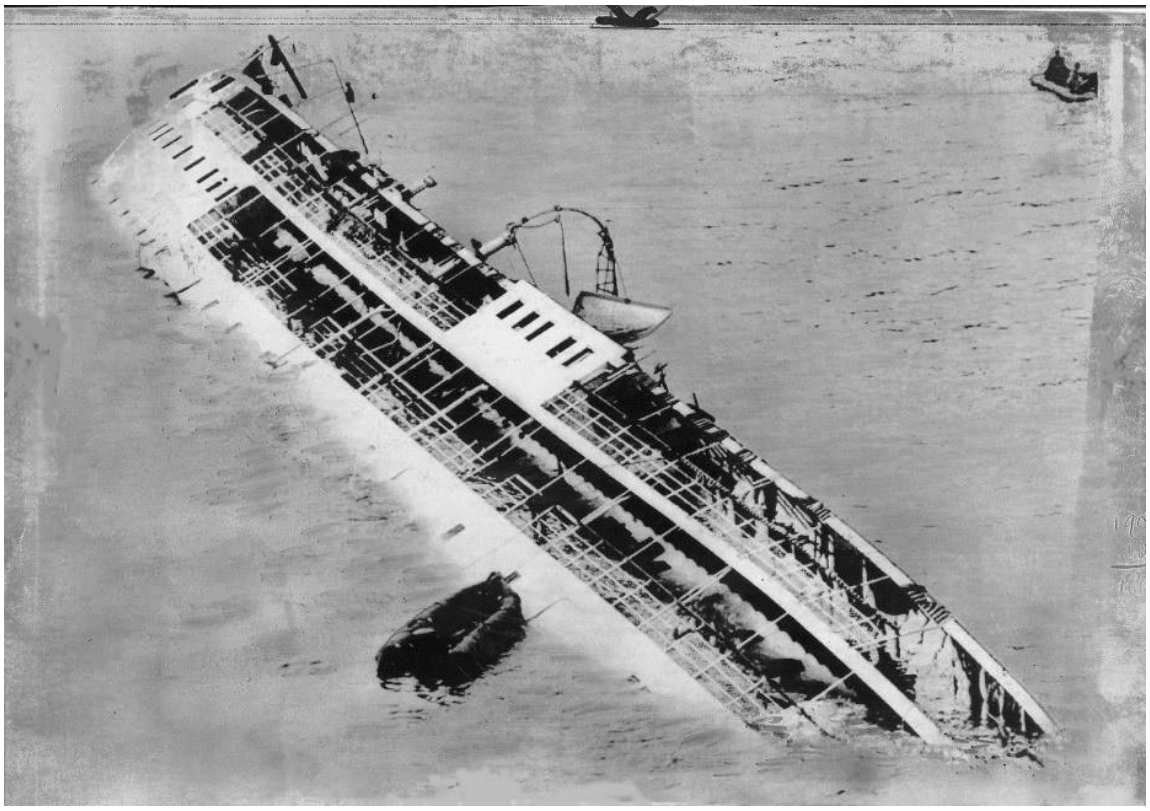
FATSHAN at Taikoo Dockyard prewar (UoB Warren Swire Colln sw08-178).

FATSHAN at Macao postwar, from a postcard.

At Central (hongkongandmacaufilmstuff.blogspot.hk).

Rare view at HK terminal in final colours, evident replaced funnel





FATSHAN wreck off Lantao island (https://multimedia.scmp.com/typhoons/img/1/rose_1_fatshan.1200.jpg/SK*).

FATSHAN in happier times postwar underway in the Pearl delta (Kevin Lane@*Flickr*)