

Teh Hu Steamship Co. Ltd (1948)

(德和輪船公司)

Compania de Navegacion Victoria Neptuno S.A. (1956)

Teh Hu Steamship Co. (HK) Ltd, Hong Kong (1964)

Compania Naviera Pearl S.A., Panama

Teh-Hu Cargocean Management Co. Ltd, Hong Kong (1974)

and single-ship companies

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Of the numerous Shanghai shipowners who relocated to Hong Kong and Taiwan after 1949, Teh Hu Steamship Co. has been one of the less conspicuous but it has endured and ultimately prospered over 73 years. It has managed to straddle the awkward divides between Hong Kong, China and Taiwan and today owns a small fleet of modern 'Capesize' bulk carriers, a far cry from the little old trampships with which it began. The company can be seen to have developed in four phases: 1) the opportunistic phase of small secondhand ships for local trading; 2) from 1962 the acquisition of 10,000-dwt war-built ships for regional trading; 3) from 1969 the acquisition of new-built bulk carriers; 4) from 1985 the deployment of new Capesize bulk carriers in worldwide trading.

Teh Hu Steamship Company Limited was formed in Shanghai on 6 June 1948. According to Stephanie Zarach's history of the Hong Kong Shipowners' Association, it was a syndicate of the Wu, Liu and Lo families. Its first ship, aptly named *Teh Hu*, was the 1,028-ton ex British cargo-passenger coaster *Sanda* (1911). Based on interview with Kenneth Lo, Zarach states that Teh Hu operated ships in the Yangtse and coastal trades. Any other ships must have been chartered because there is no other record of ownership. York Lo's recent web article on the company states that founder T.Y. Wu (武進) (1903-79) came from the prosperous city of Soochow in Kiangsu province and had been a chemistry graduate of the Soochow Industrial School. With reference to a biography of his later business partner James Chao (Foremost Shipping), Lo adds that Wu had worked for Standard Oil before establishing Teh Hu Co. (德和公司) in Shanghai to deal in the import-export of machinery, metals and miscellaneous goods. After Shanghai was occupied by the Japanese in mid-1937, Wu moved to Kunming in Yunnan province, where he established the Teh Hu machinery factory 'in the winter of 1939'. The background of the

other two families is unknown. The characters 德 (Teh) and 和 (Hu/Wo) translate as 'Virtue' and 'Harmony'.

Before Shanghai was taken over by Mao's Communist forces in May 1949, most if not all the principals relocated to Taipeh. *Teh Hu* was probably requisitioned by the retreating Nationalist forces and after the fall of Canton/Guangzhou in mid-October 1949 ended up in Hong Kong. *The Straits Times* (19/12/49) reported from Hong Kong that 54 of the 72-man crew had kept a vigil outside the flat of the company's manager demanding back pay of \$20,000 and repatriation to Shanghai. The ship was re-registered in Keelung and traded out of Taiwan and Hong Kong, being reported in October 1952 as far south as Singapore. Lo mentions that Wu made various non-maritime investments in Taiwan, most notably in 1957 with S.S. Chu in potassium sulfate producer South East Soda Manufacturing (Sesoda), of which he became Chairman



Founder Wu T.Y. (1903-79) in 1971
(National Repository of Cultural Heritage at York Lo, 2018).

In July 1956 *Teh Hu* was reconstituted in Taipei with a capital of 900,000 (New Taiwanese) yuan. Hitherto it had remained a single-ship company but, coinciding its reconstitution, it began to expand the fleet by purchase in Australasia of two freighters, the 3250-dwt *Amazona* and the 4,800-dwt *Amelia*. The former had been the nickel carrier *Cap Tarifa*, the latter a general cargo vessel *Kairanga*. *Amelia* was registered to a new Panamanian subsidiary, Compania de Navegacion Victoria Neptuno. In reporting the sale and renaming of the 'veteran steamer', the 'Wellington Dominion' of mid-May 1956 stated that a Chinese crew was expected in Auckland by air from Hong Kong on May 25 and that, after delivering a cargo of scrap in Japan, the ship would be employed in the owner's freight service between Hong Kong, Taiwan and Korea.

In mid-October 1957 Teh Hu Steamship Co. Ltd was registered in Hong Kong as a foreign entity with its place of business at 27 Connaught Road (1st floor). The two authorized representatives were Managing Director Wu Tchung Year (as above) and Manager Liu Chiung Kia (劉仲嘉, b.1912). As of 16 September 1957, the other directors, all resident in Taipeh, were listed as Lee Loo Shan (Lok Lee San), Lu Che Kong (Lo Chi Kung) and (Mrs Wu) Shen Su Ying, wife of T.Y. Yu.

The rate of Teh Hu's expansion was very much determined by the availability of mortgage finance. Until the mid-1950s, foreign banks, most notably the Hongkong and Shanghai Bank, had been unwilling to lend to Chinese shipowners. Instead, the mechanism had been for prominent shipbrokers such as Wallems and Wheelock Marden to act as registered owners and financial guarantors while the beneficial Chinese owners operated the ships until the loans were paid off. In 1956, however, as Robin Hutcheon recounts in 'First Sea Lord' (1990), Y.K. Pao secured mortgage finance on his own behalf from the Hongkong & Shanghai Bank for a secondhand ship against the security of a Japanese charter. That opened the door for other shipowners. In the case of Teh Hu few details are available but it seems to have used multiple channels. In May 1959 *Amos* ex *Talune* was financed by the Chartered Bank through Hornbeam Co. Ltd, while in June 1961 *Amonea* ex *Trierstein* was financed by mortgage from the Bank of America in Hong Kong.

Although Hong Kong had long been the focus of the Teh Hu's operations, Teh Hu Steamship Co. (Hong Kong) Ltd was not registered as a local entity until 18 December 1964 (#10,922). Capital was \$3 million in 30,000 shares of \$100 each and fully paid up. T.Y. Wu with 11,350 shares was the largest single shareholder and with his wife Suying and sons Chung Wah (New York) and Chung Dan, research and electronic engineers respectively, along with Mrs Wu Lok Mo Lan (Hong Kong) and Mr Wu Pai Foo (Taipeh) controlled a total block of 77.5%. Most of the balance of holdings were made up by the other two founders, Liu Chung Kia and daughter Miss (Amelia) Yung Liu (together 2,900 shares) and Lo Chi Kong with Lo Keung Wah and Lok Lee San (together 2,900), the last three all resident in Taipeh. Mr Niu Nai Seng of the Tamachi Building in Tokyo held 500 shares and presumably looked after the important Japanese side of the business. There were no fewer than seven directors: T.Y. Wu, his wife, two sons and daughter plus C.K. Liu and C.K. Lo.

Whereas in the 1950s and into the early 1960s Teh Hu had mostly deployed old secondhand ships of not more than around 6,000-dwt tons in regional trading, from 1960 there was a determination to acquire larger trampships in the standard 10,000-dwt category that were more attractive to Japanese charterers. Such ships were becoming available at reasonable prices, mainly in the form of war-built tonnage that was being superseded in British and European tramp fleets. Teh Hu's did not move as aggressively as Wah Kwong and some other Hong Kong owners but its acquisitions included successively *Babylon* (1945), *Bethlehem* (1939), the 'Liberty' *Justice* (1944), *Boaz* (1943), *Bucentaur* (1939) and *Amelia* (1946). Along with the 13,410-dwt converted tanker *Billy* (1929), the others made up an ill-assorted fleet but they gave Teh Hu entrée to and experience of the booming Japanese steel industry market for coal, ore and scrap cargoes from as far away as India and Australia.



Bulk carrier conversion BILLY at Sydney, November 1965 (David Nance/NAA).

In the mid-1960s Teh Hu also purchased two British cargoliners BI's *Umaria*, which became *Amonea* (IV) and Canadian Pacific's big and fast *Beaverglen*, which became *Ping An*. Both were lost almost immediately, the former to typhoon 'Rose' in Hong Kong, the latter to engine trouble, probably because of unfamiliarity with the turbine-electric machinery, and an ill-timed storm in the North Sea. *Amonea* (II) had previously been lost to stranding in the South China Sea in December 1960, while *Bethlehem* would be sunk in collision near Singapore in August 1969 and *Cynthlema* become a CTL after a bunkering explosion and fire at Hong Kong in September 1973. After this horror run of five losses, Teh Hu suffered no further total losses.

York Lo records that in 1964 Wu became one of five shareholders in the syndicate Foremost Maritime set up in New York by a young master mariner James S.C. Chao (b. 1927), who personally held 20% and served as Manager. Chao purchased new ships from Taiwan and gained contracts from the U.S. Department of Agriculture to ship agricultural products to Vietnam. By 1971 Foremost deployed 8 bulk carriers but in the next year after 'setbacks' Wu and partners sold out to Chao for a nominal amount.

In 1969 Teh Hu began to move into its third phase with delivery by Taiwan Shipbuilding of its first new-built bulk carrier, the 28,600-dwt *Righteous*, followed in 1972 by the near sister *Virtuous*. The following year the 15,000-dwt 'Freedom'-type *Bounteous* and the slightly larger 17,500-dwt *Graceous* were delivered by Japanese yards. Reflecting this shift towards premium tonnage, there was also a change of nomenclature. Hitherto, with the obvious exceptions of 'Teh Hu' and 'Ping An', ships had usually carried the Christian names of family members such as the oft-repeated 'Amelia', after T.Y.'s daughter, and subsequently 'Suying' after his wife, also 'Amos' and later 'Billy'. 'Amonea', however, is highly unusual and unexplained. The 10,000-dwt ships tended to carry 'B' names, some like 'Babylon', 'Bethlehem' and 'Boaz' with biblical connotations, reflecting T.Y.'s Christian piety, though *Bucentaur* was named after the golden barge of the Doge of Venice. From *Righteous* onwards, both new and secondhand bulk carriers carried the names of virtues or other auspicious characteristics with suffix 'ous'. It was probably at this time that the plain black funnel gave way to the white 'TH' monogram in a white circle on a wide red band.

On January 1974 Teh Hu merged with the small firm **Cargocean Shipping Co. Ltd** (海運航業) to form Teh-Hu Cargocean Management Company Limited (德和海運管理), henceforth TCM. Registered in Hong Kong in March 1968, Cargocean, which had only two 6-6,600-dwt timber carriers, the Japanese-built Hsin Mei and Hsin Pioneer, was controlled, according to Yok Lo, by the Yeh family, whose main business was the Hsin Chong Construction Group. Like T.Y. Wu, Yeh Kan-Nee (Godfrey) had been established in Shanghai before relocating to Hong Kong and re-establishing Hsin Chong & Co. there in 1939. There may have been a marriage tie between the two families. Of TCM's \$550,000 paid-up capital in 55,000 shares of \$10, Hsin Chong Enterprises (Bahamas) Ltd held 16,496 and Godfrey, Geoffrey and Darius Yeh one share each (in total 30%); T.Y. Wu held 10,000, C.K. Liu and Kenneth Keung Wah Lo both 8,375, and the balance was held by Superintendent Engineer Yuan Chuan Lin (1,500), Shipping Manager Tai Men Kwok (1,500) and two accountants 1,000 each. As the name implied, TCM was not a shipowning but a ship management company that took over the pre-existing Hong Kong and flag-of-convenience operations but Teh Hu Steamship Co. (HK) Ltd remained a live company in Hong Kong while the original Teh Hu Steamship Co. retained a separate identity in Taiwan. C.K. Liu became Managing Director and Kenneth Lo, who had moved to Hong Kong in 1951, became his Deputy. By 1985 the fleet managed by Teh-Hu Cargocean had grown to 900,000 tons and in 1986-87 served a term as Chairman of the Hong Kong Shipowners' Association (founded 1957).

The next thirty-five years are a story of rapid escalation in vessel size. The first newbuilds, *Righteous* (1969) and *Virtuous* (1972) were 28,610 and 28,765 dwt respectively. In the mid-1970s there followed the British built SD-14 *Righteous* (1976) and four 'Freedom'-type from Japanese yards (*Duteous*, *Spacious*, *Harmonious* and *Victorious*), all geared bulk carriers of less than 20,000 dwt, plus the converted Maersk tankers *Ambitious*, *Courteous* and *Glorious* in the 25-26,000 dwt range. The 1980s began with delivery of the Panamax-size *Precious* (1981), *Beauteous* (1982) and *Gorgeous* (1982) in the 54,500-58,400 range along with the secondhand, Swedish-built *Mightious* (1972) of 104,800 dwt. Then in 1985 Sumitomo delivered the TCM's first Capesize, the 145,000 *Diamond Glorious*. The 150,000-tonners *Marvellous* (1989), *Prosperous* (1990), *Aberous* (1992) and *Courageous* (1995) followed from China Shipbuilding Corporation in Kaohsiung and, after a brief pause, the 170,000-tonners *Ingenious* (1999), *Graceous* (1999) and *Marvellous* (II) (2000) from Korean yards. After further pause, the 175,000-dwt *Harmonious* (II) (2007) was the first to be delivered by a Chinese yard, followed in 2011 by the 180,000-dwt *Prosperous* (II), in 2014 by the 206,000-dwt *Harmonious* (III), and in 2019 by the 181,000-dwt *Fabulous*. Korean yards delivered the 180,000-tonners *Marvellous* (III) (2011) and *Graceous* (III) (2017), so that the fleet now consists entirely of Capesize bulk carriers. The closer engagement with China was notable for a company that retains links with Taiwan and allowed TCM to be part of the Chinese boom, specifically in regard to expansion of China's steel industry. At the same time, TCM remained diversified with well-established networks in Japan and Korea as well as Hong Kong and Taiwan.

TCM has been fortunate to be able to maintain continuity in management. After the death in December 2004 at age 92 of long-serving Managing Director C.K. Liu, who had succeeded T.Y. Wu after his death in 1979 at age 76, the former's long-serving Deputy Kenneth Lo, who in practice had been managing the business since its formation in 1974, took over as Managing Director and remains in charge. In the timing of order and sales TCM seems to have adhered to the shrewd business philosophy of Aristotle Onassis: build cheaply when the market is depressed, hold off when it is buoyant, and sell

any ship if the price makes it worthwhile. Lo's refinement was to build wherever would best suit the long-term shipment contract that would finance construction, thus variously in Japan, Taiwan, Korea and China. TCM itself is an unassuming operation. Since the mid-1980s, it has been content to maintain a modern fleet of around 1 million tonnes (deadweight), to ride the market, and to maintain its business networks and reputation. Since 2000 most of its ships have been managed by Anglo-Eastern Ship Management Ltd of Hong Kong. This allows TCM's own Hong Kong office to be a small one of around a dozen people keeping an eye on global markets.

An interview with Kenneth Lo in 'The Japan Times' (1 July 2012) gave good insight into his conservative and patient business philosophy: 'I do not wish for our company to be very big... in the shipping industry, you do not always need a large fleet to get large profits. We have a very simple yet specialized company. Through our way of managing our business, it has given us years of success in this volatile industry.' He explained his formula for success as twofold: 'First, we must continue to study and improve ourselves. By studying the market and specializing in our services, we have become more flexible and capable of tackling new challenges. Secondly, we have been very humble. Humility for me is very important, and I share this insight with my younger executives as well.'



TCM Managing Director, Kenneth Lo (TCM in 'The Japan Times', 1 July 2012)

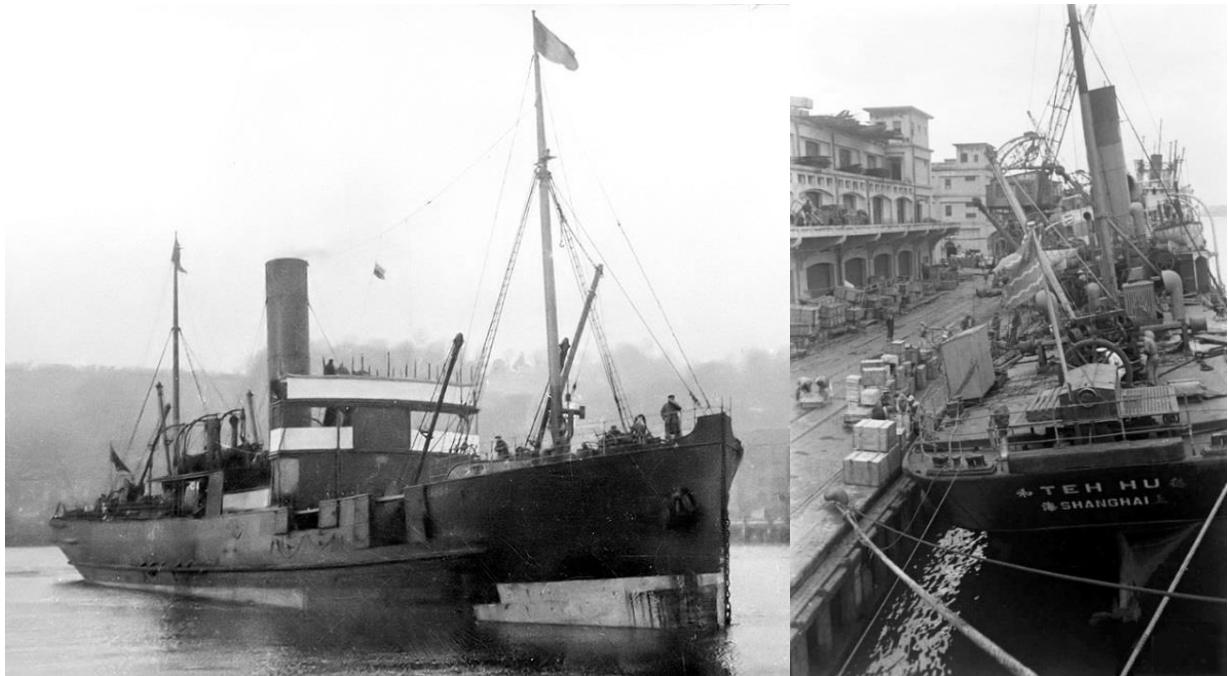
Sources

The family history and background draws heavily on York Lo, 'Teh Hu Steamship' (July 2018) on the Industrial History website with some further details from Stephanie Zarach, *Changing Places: The remarkable story of the Hong Kong Shipowners* (2007). Corporate information has been obtained from the Hong Kong Corporate Registry, ship details from Lloyd's Register, Geoff Walker's article at <https://shippingtandy.com/features/teh-hu-steamships-ltd-hong-kong-shipowners/> W.A. Schell's annual registers (to 1970), the Miramar and ShipsSpotting websites. We are grateful to Bill Schell, Malcolm Cranfield and Dr. George Wilson, Russell Priest, contributors to ShipsSpotting, and the Nautical Association of Australia for the provision of photographs as credited thereunder.

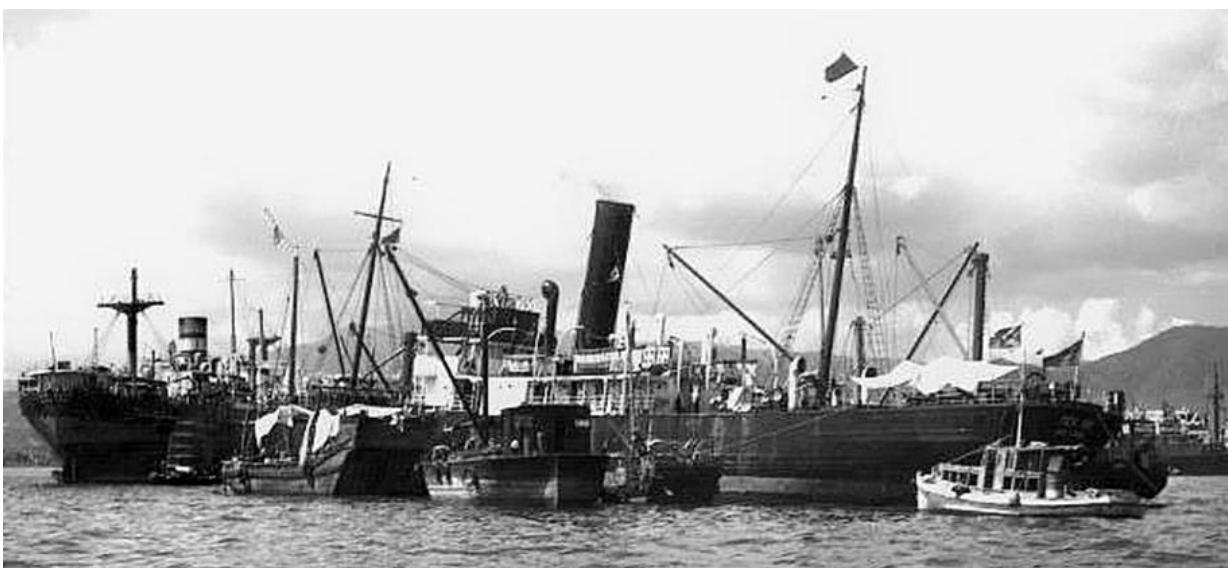
Fleet List

TEH HU (1948-63) 1028/11-11 (250.2 x 35.2', T3cy)

Built by Caledon S.B. & Eng. Co., Ltd., Dundee (#222) for Clyde Shipping Co., Ltd, Glasgow as SANDA. 10/46 sold at London to Lambert Bros., Ltd, London r. MACAO. 30/1/47 arrived Rangoon via Haifa (30/12), Aden (British flag). c.3/47 sold to P.J. Lobo (nominee?), Macau r. MACAU (Portuguese flag). 1948 sold to THSS r. TEH HU. 1949 reg. t/f to Keelung. 29/4/63 demolition began at Hong Kong by Peninsula Co. [Schell].



TEH HU in earlier life as SANDA, and at Keelung, late 1940s (Geoff Walker/Life magazine)



Veteran TEH HU (1911) at Hong Kong c.1960 (R. Gabriel/H. Dick).

AMAZONA (1956-59) 2177 (3250)/21-5 (281.7 x 39.7, T3cy by At. & Ch. De la Loire, Nantes)
Built by Government Yard, Lorient for French Govt (reg. Rouen) as DÉPUTÉ MAURICE BERNARD. 1922
sold to Soc. Auxiliare de Manutention & Nav., Rouen. 1925 r. MAURICE BERNARD. 1926 sold to Cie
Française de Nav. à Vapeur Chargeurs Réunis, Paris (reg. Rouen) r. CAP TARIFA. 1935 sold to Soc.
Calédonickel, Dunkirk and by 4/35 in service New Caledonia-Sydney. 1938 t/f to S.A. Le Nickel. 1956
sold to Salvadore Brucelos, Manila but promptly resold to THSS (Panama flag) r. AMAZONA. 1959 sold
to South East Asiatic Tptn Inc., Panama. 30/1/59 arrived at Hong Kong for breaking up.



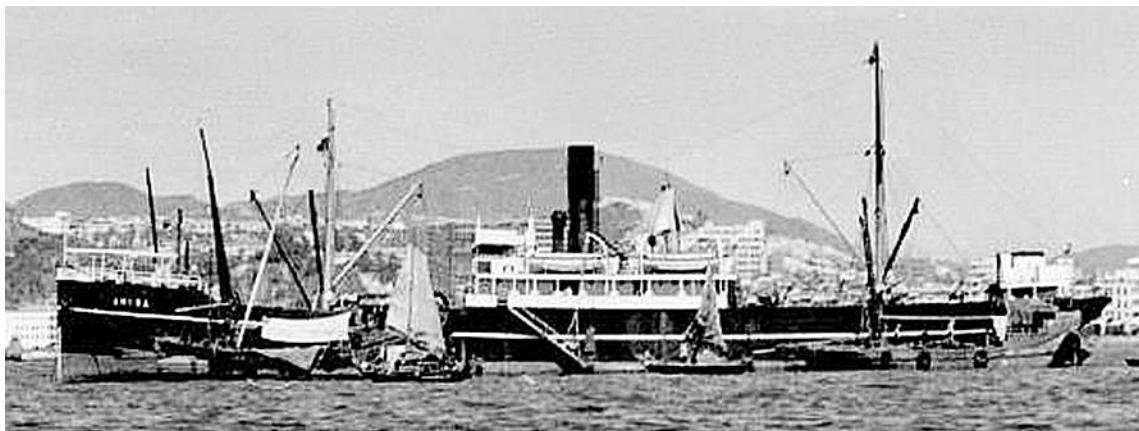
AMAZONA as CAP TARIFA at Circular Quay, Sydney, 21 March 1953 (D. Finch/NAA).

AMELIA (1956-67) 2839 (4799)/22-6 (339.0 x 44.1', T3cy by G.T. Gray & Co.)
Built by Livingstone & Cooper Ltd, Hessle (#193) for Soc. Navale d l'Ouest, Paris and launched as SAINT
DOMINIQUE but completed for Forth S.B. & Eng. Co. (1921) Ltd, Alloa as SAINT ROMINIQUE. Mid-1924
sold to Union S.S. Co. of N.Z. Ltd, Wellington r. KAIRANGA and 2/9 sailed London via Cape for
Wellington. 7/3/40 beached in Sydney Harbour after bow cut off in collision with *Empire Star*. 28/5/56
del. at Auckland for £50,000 to THSS and reg. to CNVN, Panama r. AMELIA, then loaded scrap at
Auckland and Wellington for Japan. 1/67 delivered at Hong Kong to Fuji Marden & Co. for demolition.



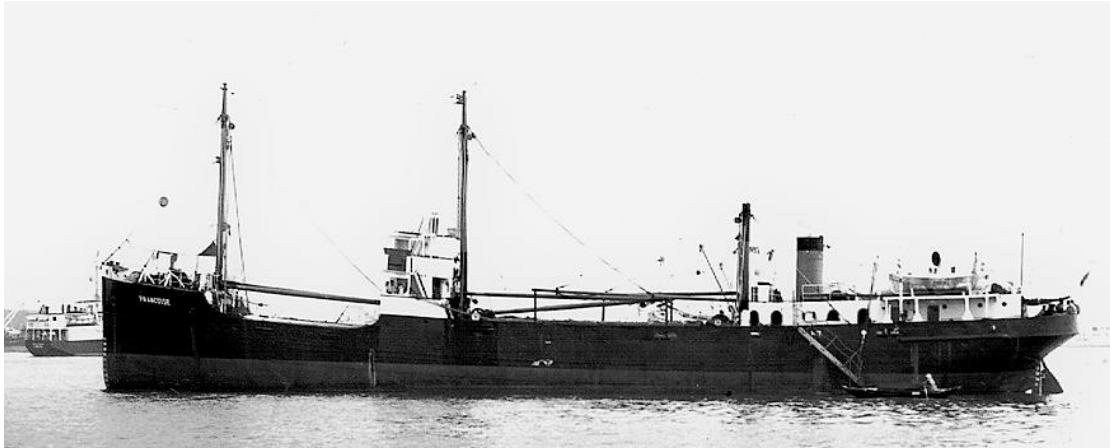
AMELIA ex KAIRANGA at Singapore, 4 June 1963 (Dr. George Wilson).

AMIRA (1957-61) 1268 (2150)/15-4 (233.4 x 35.10', T3cy by Rankin & Blackmore Ltd, Glasgow)
Built by Campeltown S.B. Co. Ltd, Campeltown (#98) for Pelton S.S. Co. Ltd, Newcastle as PRIMO. 1933 sold to D/S 'Neptun' A/S (H. Ostervold mgr), Bergen r. PROCYON. 1939 sold to A/S Thv. Halvorsens Red., Bergen r. KIS. 4/40 Hjemmeflåte. 6/12/44 seized by German authorities at Stavanger 6.12.44 and allocated to Aug. Bolten, Wm. Miller's Nachfl., Hamburg (mgrs). 6/45 surrendered. 9/51 sold to Wallem & Co. (ben. owner WSSSC), Panama r. LIBERAL. 1954 ben. owner K.S. Sing. 1957 sold to CNVN, Panama r. AMIRA. 28/8/61 arrived at Hong Kong for breaking up by Wing Cheong Steel & Iron Works, 20/10 work began.



AMIRA at Hong Kong (R. Gabriel/H. Dick).

AMONEA (I) (1957-58) 733/20-10 (188.0 x 29.5', M6cy by McIntosh & Seymour Corp., Auburn)
Built by J.S. White & Co. Ltd, Cowes for John Saunders Ltd (Lythgoe Prince & Co., mgrs), Sunderland as RIVER WEAR. 9/24 sold to Canterbury Steam Shg Co. Ltd, Christchurch r. STORM. 28/7/38 arrived Sydney for re-engining from T3cy to motorship. 1956 sold to Crescent Corp., Panama as 12/56 sailed Wellington for Japan as ROSE PEARL. 10/57 arrested at Darwin. Late 1957 sold to Cia de Nav. Victoria Neptuno (The Hu S.S. Co. Ltd, HK mgrs.), Panama r. AMONEA. 1958 sold to HSSC r. FRANCOISE. 1960 sold to Cathay Shg Corp. (Guan Guan Shg Ltd, Singapore, mgrs), Panama r. BATU MAS. 1964 t/f to Tptes Mar. de San Blas, Panama r. CHEVALIER. 1965 t/f to Cia de Nav. Santos S.A., Panama r. SAFFI. 1966 reverted to San Blas as CHEAVALIER. 1966 t/f to King Line S.A., Panama r. KING TIGER. 10/72 arrived at Singapore for breaking up.



AMONEA (I) as FRANCOISE at Singapore c.1960 (R. Gabriel/H. Dick).

LUEN HWA (1957-68) 394 (480)/45-8 (151.0 x 27.1', T3cy)

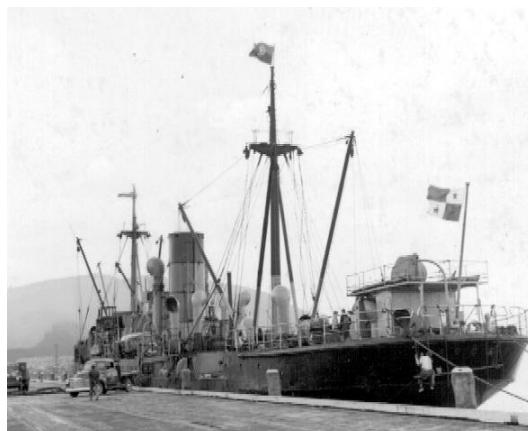
Built by Ailsa Shipbuilding Co. Ltd, Troon (#459) for MOWT (Singapore Straits S.S. Co. Ltd, mgrs) as EMPIRE MAYTREE. 11/46 reg. at Singapore to Straits S.S. Co. Ltd as MANTIN. 9/53 sold to Shun Cheong S.N. Co. Ltd, Hong Kong r. LORINDA. 8/54 t/f to Geo. Grindle & Co. Ltd, Hong Kong (now 554 grt). 1/55 t/f to Société Franco-Chinoise de Transports Maritimes & Fluviaux S.a.r.l, Saigon. 8/55—3/57 trading to Singapore. 1957 sold to Cia de Nav. Victoria Neptuno S.A., Panama r. LUEN HWA. r. LUEN HWA. 8/57 engine trouble en route Hong Kong-Keelung. 7/58-4/60 operating Singapore-Indonesia. 7/60 seized at Pare Pare, S. Sulawesi for illegal entry to a military zone, escorted to Surabaya where 11/60 master fined Rp 10,000 and vessel confiscated by Republik Indonesia. By 1962 P.T. Rentjong Segara mgrs. By 1963 mgt t/f to P.D. Pantja Bhakti, Menado for use in copra accumulation. 1968 sold to the Republic of Indonesia. By 1972 no longer under Indonesian registry, presume broken up. 1998 RLR.



LUEN HWA's 'Empire May—' class sister NAM SANH ex MEMBAU ex EMPIRE MAYTIME (1945) approaching Da Nang, 21 November 1969 (W. Schell).

AMONEA (II) (1958-60) 1633 (2220)/30-2 (253.0 x 38.5', T3cy)

Built by R. & W. Hawthorn, Leslie & Co. Ltd, Hebburn-on Tyne (#569) for Union S.S. Co. of N.Z. Ltd, Wellington as WAINUI. 4/58 for sale at Port Chalmers. 28/5/58 del. to CNVN, Panama r. AMONEA. 14/12/60 o/v Sandakan-Jesselton stranded on Lumbukan Is. off Palawan in 07.50N, 117.13E, salvage by *Tai Koo* impossible, CTL.



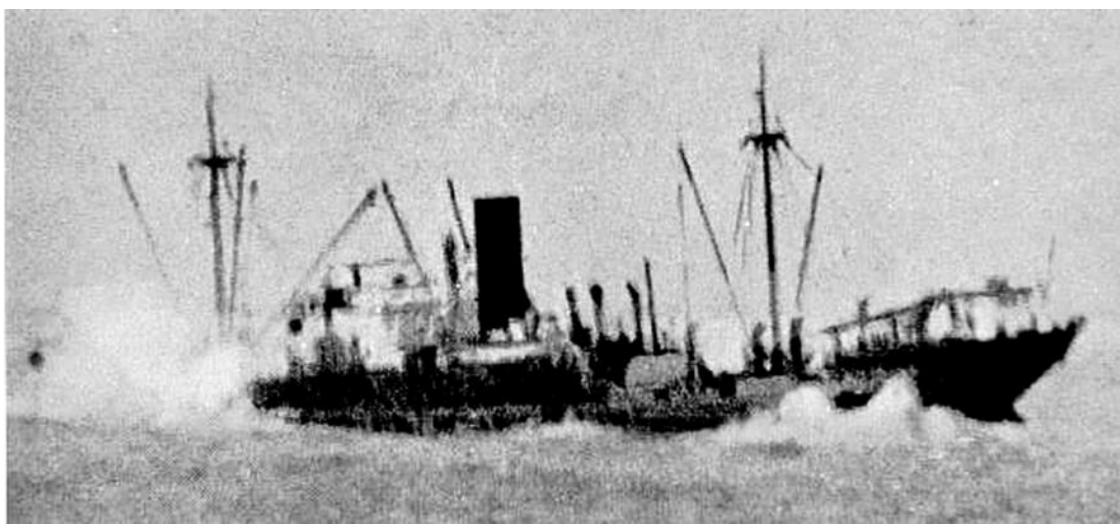
AMONEA ex WAINUI at Dunedin, c.28 May 1958. New name being painted on stern, Panama flag (I. Stevenson).



AMONEA ex WAINUI at Hong Kong (R. Gabriel/H. Dick).



AMONEA (II) at Hong Kong, 27 May 1959 (Dr. George Wilson).

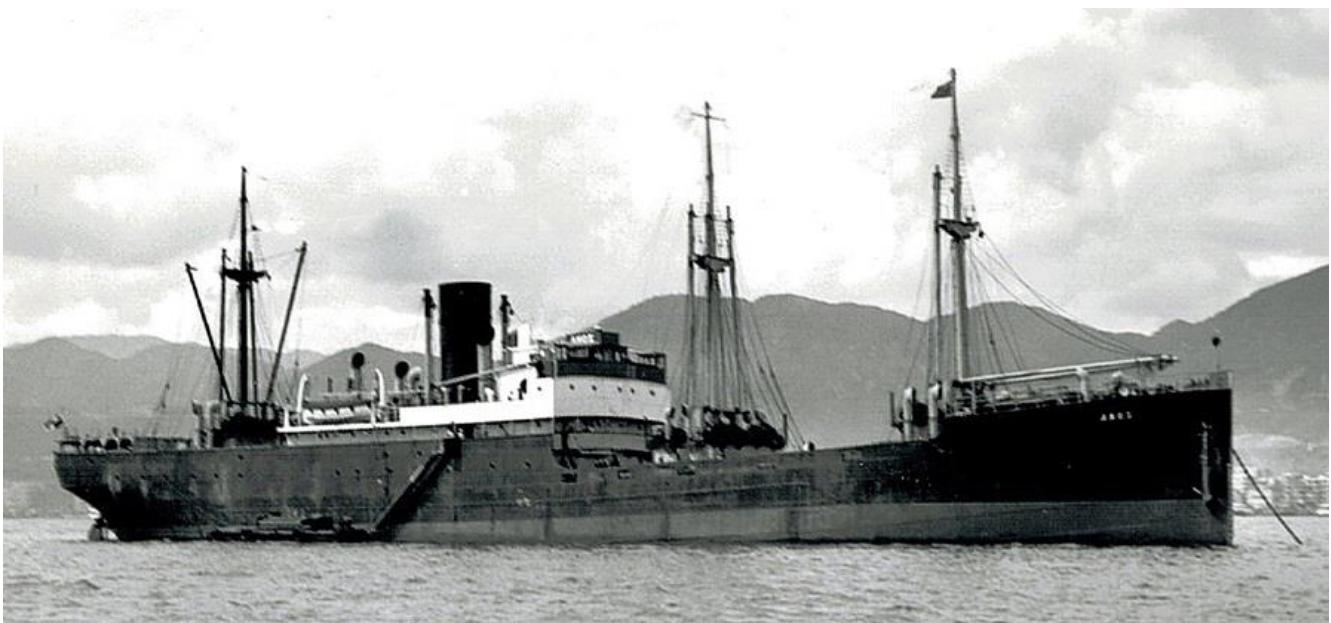


AMONEA (II) ashore, Dec. 1960, from salvage tug *Tai Koo* (Capt. Bill Worrall/Taikoo Dockyard).

AMOS (I) (1959-60) 2742 (3583)/30-2 (327.6 x 45.11', T3cy by D. & W. Henderson & Co. Ltd, Glasgow)
Built by Blythswood S.B. Co. Ltd, Glasgow (#27) for Union Steam Ship Co. of N.Z. Ltd, Wellington (reg. Hobart) for service Sydney-Hobart line as TALUNE. 4/44 req. by MOWT at Sydney, 3/5 to Colombo for discharge, then in service as naval auxiliary storeship in Indian Ocean. 1/7/46 returned to Sydney, released to owners and after refit 2/10 resumed Hobart service. 5/59 withdrawn from service and sold to Transporte de Minerales S.A. (Hornbeam Co. Ltd, mgrs; ben. owner THSS), Panama r. AMOS. 13/6/60 arrived at Kaohsiung for demolition.



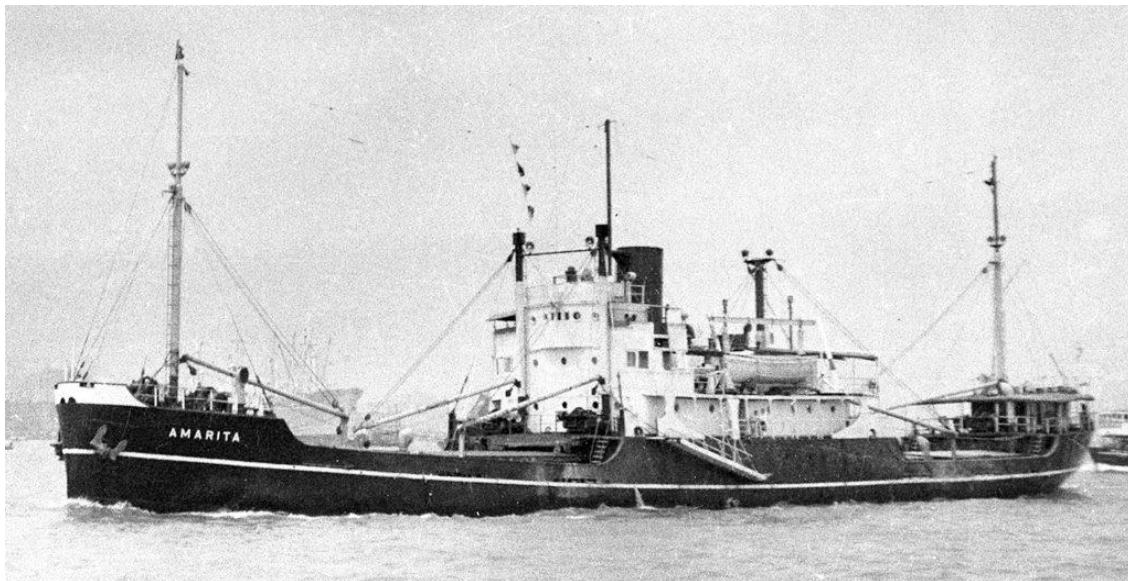
AMOS ex TALUNE at end of delivery voyage from Sydney to Hong Kong, 26 May 1959, except for funnel still in Union S.S. Co. drab (Dr. George Wilson).



AMOS ex TALUNE laid up at Hong Kong (R. Gabriel/H. Dick).

AMARITA (1959-68) 1896 (2709)/44 (258.9 x 42.1', C6cy by Ajax Uniflow Co., Corry)

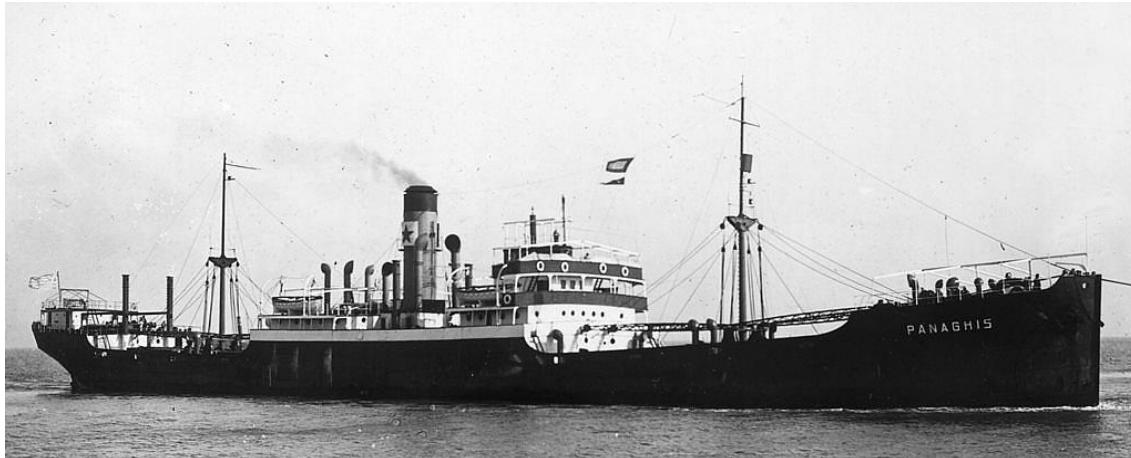
Built by Ingalls S.B. Corp., Decatur (Al.) for WSA as JAMES A. LITTLE. 1944 b/b chartered to Royal Netherlands Govt (N.V. Kon. Paketvaart Mij, Amsterdam mgrs) r. FORT AMSTERDAM. 10/46 sold to Royal Netherlands Govt (same mgrs) for use as collier in Indonesian waters. 3/47 sold to mgrs. 1948 r. BUNA BAAI. 29/12/52 sold and 3/53 del. to Williamson & Co., Hong Kong r. INCHWELLS for charter to PRC for Shanghai-Foochow route. 14/11/54 ransacked off Foochow. 3/6/55 strafed by aircraft while entering Foochow. 9/7/55 struck by bomb and strafed at mouth of Min River on voyage Foochow-Shanghai. 11/59 sold to CNVP, Panama r. AMARITA. 1968 sold to Pumoo S.S. Co. Ltd, Seoul. 8/70 rep. sold to Taiwan breakers.



(Top and bottom) AMARITA at Hong Kong, 9 April 1960 (R. Maya/W. Schell).

PALO (1959-59) 5187 (8341)/20-3 (400.0 x 52.4', T3cy)

Built by Wm. Doxford & Sons Ltd, Sunderland (#538) as 'A'-type standard and 25/10/19 launched for The Shipping Controller as WAR LOBELIA but sold on stocks and completed for N.D. Lykiardopulo, Argostoli as PANAGHIS. 1951 sold to Pantelis C. Laimos & Aristides P. Lemos, Piraeus r. PANTELIS. 1956 t/f to Cia. Nav. Palma, S.A., Puerto Limon r. PALMITA. 1959 sold to South East Asiatic Transportation Inc. (THSS), Panama r. PALO. 5/10/59 sailed Yawata for Hirao for demolition by Matsukura Shoten K.K.



PALO pre-war as Greek PANAGHIS at Avonmouth (York collection).

AMU DARYA (1960-62) 4853 (9217)/25-3 (425.0 x 53.7', T3cy by Richardsons, Westgarth & Co., H'pool)

Built by Furness SB. Co., Ltd., Haverton Hill-on-Tees (#77) for Tatem Steam Navigation Co., Ltd. (W. J. Tatem, Ltd), London as ASHLEIGH. 1936 sold to Kingston Hill SS. Co., Ltd (Counties Ship Management Co., Ltd), London r. KINGSTON HILL. 1937 sold to Kassos Steam Navigation Co. Ltd (Pnevmaticos, Rethymnis, Yannaghas), Syra r. STAVROS. 1953 sold to Santiago Steamship Co. Ltd (N.D. Rallias), Puerto Limon r. ATENA. 1959 t/f to Panama flag. 1960 sold to CNVN, Panama r. AMU DARYA. 12/4/62 sailed Pusan for Osaka for demolition by Iwai & Co. Ltd, 16/5 work began.



AMU DARYA ex NORTHLEIGH (1925) at Hong Kong, April 1961 (Dr. George Wilson).

KAKAPO (1960-64) 2498 (3045)/37-10 (282.9 x 45.2', T3cy)

Built by A. Stephen & Sons Ltd, Glasgow (#558) for Union S.S. Co. of N.Z. Ltd, Wellington for N.Z. coastal service as KAKAPO. 2/49 entered service NSW-Tasmania. 7/53-7/59 Risdon-Port Pirie trade. 1/11/60 on completion of charter to Wm Holyman & Sons Pty Ltd sailed Devonport for Sydney and laid up. 12/60 sold to CNVN, Panama (same name). 1964 t/f to THSC(HK) (reg. Keelung) r. TEH-PING. 2/10/70 sailed Hong Kong for Keelung, thence Kaohsiung for demolition by Nan Feng Steel Enterprise Co., Ltd, 15/12 work began and 31/12 completed.



KAKAPO in Union S.S. Co. service departing Risdon (Hobart) for Port Pirie (Reg Wilson/NAA).

PING AN (1961-1965) 2,333 (3,022)/47-10 (291.5 x 46.1', C4cy Lenz, coal-fired)

Built by NSW State Dockyard, Newcastle for Australian Shipping Board as DELUNGRA. 9/56 laid up at Melbourne for intended conversion to motorship. 7/57 in ballast to Sydney to lay up. 11/57 t/f to Australian Coastal Shipping commission (Australian National Line). 30/3/60 sold in lay-up to B. Stuart (H. & S. Credits Pty Ltd), Australia. 3/5/60 left in tow of *Jamsons* (860/29 ex *Cobargo*) to Hong Kong. 8/60 sold to Lucas Navigation S.A., Panama and converted to oil fuel. 2/61 sold to CNP, Panama r. PING AN. 3/65 del. at Kaohsiung to Ta Peng Steamship Co. Ltd, Taiwan r. TAYU. 1966 sold to Poti Thai Nav. Co. Ltd, Thailand r. POTI No.2. 1966 sold to Tung Lee Navigation Co. (Hong Kong) Ltd, Panama r. AN TUNG. 1968 sold to The Jin Tong Co. Ltd, South Korea r. BOKLAE. 1982 reported to have been broken up.



Delungra in ANL colours laid up on the buoy in Sydney pending sale (R. Cleary/NAA).



PING AN ex DELUNGRA at Hong Kong, 11 April 1964, charterer's funnel (Dr. George Wilson).

AMITA (1961-72) 3952 (5630)/39-2 (370.11 x 50.8', T3cy by N.E. Marine Eng. Co. (1938) Ltd, Newcastle)

Built by Hawthorn, Leslie & Co. Ltd, Hebburn-on Tyne (#618) for Australian Steamships Pty Ltd (Howard Smith Ltd, mgrs), Sydney for coastal general cargo trade as CYCLE. 8/61 sold for £60,000 to CNVN, Panama r. AMITA. 30/1/72 arrived at Kaohsiung for breaking up by Cheung Nan Steel Enterprise, Ltd, 20/2 work began and 5/3 completed.



AMITA as Howard Smith's CYCLE at Port Adelaide, 1950s (J.Y. Freeman/NAA).



AMITA ex CYCLE at Hong Kong, 7 April 1962 (Dr. George Wilson).



AMITA ex CYCLE at Hong Kong, 8 December 1964 (Dr. George Wilson).



AMITA in new Teh Hu colours, perhaps with rudder or propeller damage
(J.Y. Freeman/coll. S. Kentwell).

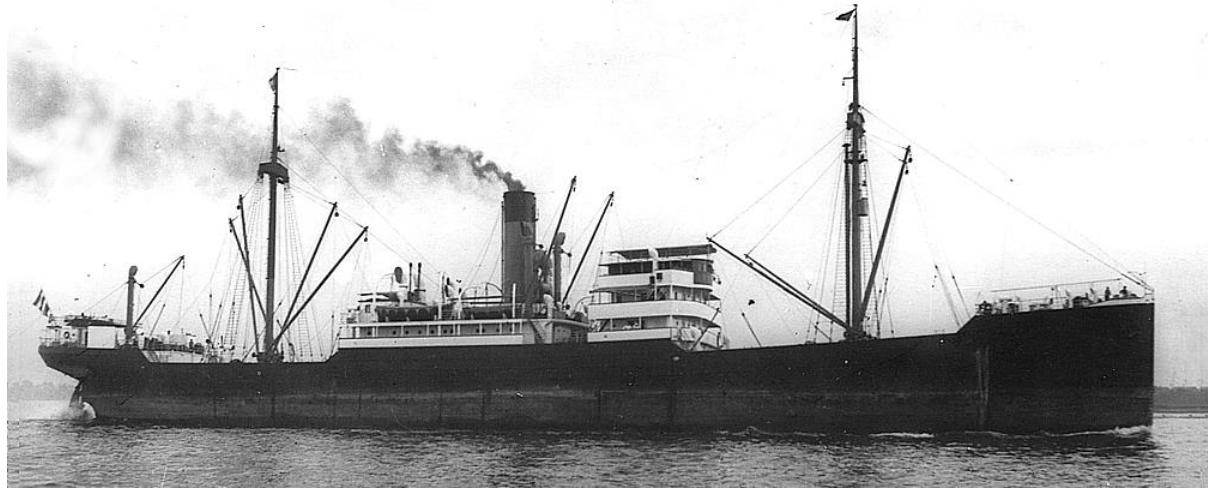


AMITA at Adelaide in 1970 (Chris Finney).



AMITA in the Straits of Malacca (P. Foxley).

AMONEA (III) (1961-64) 4801 (6550)/ 21 or 4/22 (389.6 x 51.0', 2ST (1939) by Allg. Elec. Ges., Berlin) Built by Vulcan Werke, A.G., Stettin (#649) for Norddeutscher Lloyd, Bremen as PORTA. 1939 lengthened and re-engined. 1946 taken over by Dutch Government and allocated to mgt of N.V. Maats. Vrachtvaart, Rotterdam (reg. Den Haag) r. WALCHEREN. 1949 mgrs N.V. Reed. Amsterdam. 1950 sold to Roland Linie, GmbH, Bremen. 1950 sold to F.A. Vinnen & Co., Bremen r. ADOLF VINNEN. 1955 reverted to Roland-Linie Schiff. GmbH (NDL), Bremen (NDL) r. TRIERSTEIN. 1960 t/f to NDL, Bremen. 1961 sold to CNVN, Panama r AMONEA. 29/4/64 demolition began by Peninsula Shipbreaking Co. Ltd at Hong Kong.



AMONEA (III) as NDL's PORTA (1922) as built with straight stem (C. Janssen/W. Schell).



AMONEA (III) as NDL's TRIERSTEIN in Houston Ship Canal, May 1955,
with longer, streamlined bow section (1939) (P. Myers/W. Schell).



AMONEA (III) ex TRIERSTEIN laid up at Hong Kong, 3 February 1964,
a few weeks before delivery for demolition (Dr. George Wilson).

BABYLON (1962-66) 7389 (10,120)/45-11 (449.0 x 56.4', T3cy)

Built by John Readhead & Sons Ltd, South Shields for MOWT (Cayzar, Irvine & Co. Ltd, mgrs.), London as EMPIRE GUNFLEET. 8/46 sold to Clan Line Steamers Ltd (same mgrs.), Glasgow r. CLAN MACKAY. 6/62 sold for £63,395 to CNVN, Panama r. BABYLON. 25/9/66 laid up at Hong Kong. 15/2/66 demolition commenced at Hong Kong by Ming Hing Co.



BABYLON, Victoria Dock, Melbourne mid-1965 (H. Dick).



BABYLON departing Melbourne (H. Dick collection).

NEW TEH HU (1962-73) 3576 (4310)/50-4 (320' 7 x 46' 7, C3cy by Maskinfabrikken Atlas A/S, C'hagen) Built by Aalborg Værft A/S, Aalborg (#89) for A/S Rederiet "Ocean" (J. Lauritzen, mgr), Esbjerg as TESSA DAN. 3/57 sold to Olav Line A/S (Ole Lauritzen), Copenhagen r. OLAV BJARKE. 2/61 owners restyled Olau Line A/S r. OLAU BJARKE. 4/62 sold to Sameiet Sletholm (Skibs A/S Karlander, Egil Paulsen mgr), Fredrikstad r. SLETHOLM. 11/8/62 heavily damaged by engine room fire while moored at Shanghai in ballast, 5/9 towed into Hong Kong, CTL. Late 1962 sold to THSS (Panama flag), repaired and recomm. as NEW TEH HU. 1973 sold to C.C.L. Shipping Co. S.A. (Trans Safety Shipping Co., Hong Kong), Panama r. GOLD STAR No. 2. 1977 sold to Eastern Shipping (Bangkok) Ltd (Choan Khunapalip, mgr, Bangkok r. SOMSUK 1. 2/9/78 delivered at Bangkok for demolition [Søren Thorsøe, *J. Lauritzen*, 1984].



NEW TEH HU in Malacca Strait (P. Foxley*)

BETHLEHEM (1963-69) 5227 (9770)/39-9 (425.0 x 57.5', M4cy

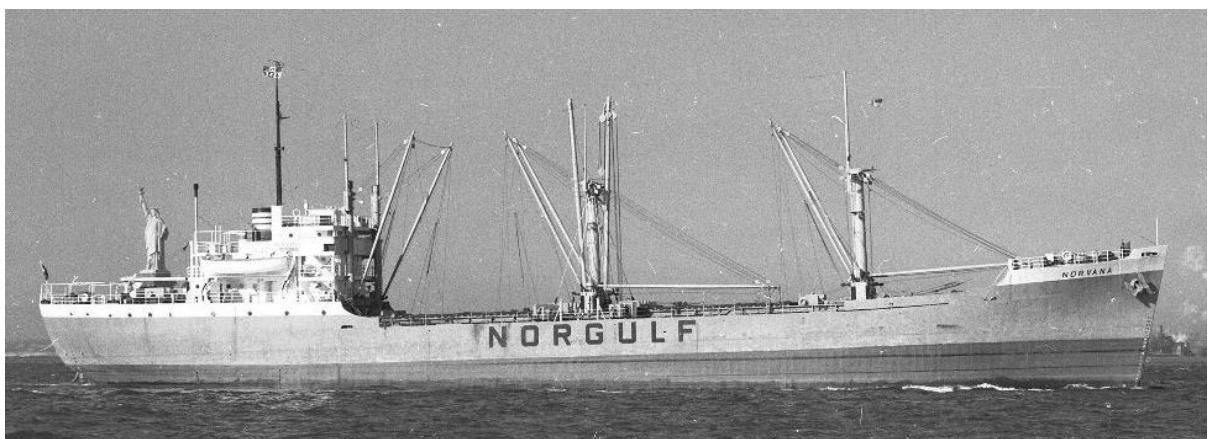
Built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle (#1608) for Hopemount Shipping Co. Ltd (Stott, Mann & Fleming Ltd, mgrs), Newcastle as HOPERIDGE. 1963 sold to Independent S.S. Co. Ltd (THSS, Hong Kong) r. BETHLEHEM (still reg. at Newcastle). 1964 t/f to CNP (THSS), Monrovia. 2/8/69 o/v Tokyo-Aden (cement) sank 30 miles from Singapore in 01.16N-104.08E following collision with tanker *Showa Maru* [Schell].



BETHLEHEM ex HOPERIDGE (1939) at Nagoya, 12 June 1964 (Dr. George Wilson).

AN DONG (1963-64) 3850 (5032)/45-5 (338.8 x 50.4, M6cy by Nordberg Mfg Co., Milwaukee)

Built by Pennsylvania Shipyards, Inc., Beaumont (Tx) (#335) for U.S. War Shipping Administration (reg. Beaumont) as C1-M-type WALL KNOT. 1947 sold to D/S A/S Laly (C.T. Gogstad & Co.), Oslo r. NORVANA. 1959 r. LAGO VIKING. 8/63 sold to (THSS), Panama, 9/63 r. AN DONG and 7/10 sailed Antwerp for Persian Gulf. By 4/64 trading S. Korea-Japan and by 6/64 sold to Hyopsung Shipping Corp., Pusan. 1967 sold to Tai Young Shipping Co., Ltd, Pusan. 4/2/81 arrived at Pusan for demolition by 96 Industrial Co. Ltd, 3/81 work began [Schell].



C1-M-type AN DONG as NORVANA at New York, 17 January 1951 (Roger Scozzafava/W. Schell).

AMONEA (IV) (1964-65) 6835 (8460)/46-10 (442.8 x 57.6, T3cy+LPT/12k by Central M.E. Wks, H'pool)
Built by Wm Gray & Co. Ltd, W. Hartlepool (#1194) for British India S.N. Co. Ltd, London as UMARIA.
29/8/64 sold to BNP, Panama r. AMONEA. 5/9/64 during typhoon 'Rose' broke moorings and blown onto Datum Rock, sinking by the stern, 11/10 refloated with bottom damage, 14/10 stranded again, CTL. Sold to Hong Kong Chiap Hua Manufactory Co. Ltd and 12/65 broken up at Hong Kong.



AMONEA (III) as BI's UMARIA at Singapore, 28 March 1961 (Dr. George Wilson).



AMONEA (IV) stranded on Datum Rock, October 1964, pumping out,
Taikoo tugs (Govt of HKSAR).

AMOS (II) (1964-75) 4092 (6377)/49-8 (372.5 x 50.10', M6cy by Ito Tekkosho, Shimizu)
Built by Kawaminami Kogyo K.K., Nagasaki (#234) with 2ST by Hitachi Seisakusho, Hitachi for Toyo Kisen K.K., Tokyo as BUNYO MARU. 1959 re-engined as motorship. 1960 sold to Nihon Yusosen K.K., Tokyo. 1964 sold to CNP, Panama r. AMOS. 10/7/75 arrived at Karachi prior to delivery to Gadani beach for breaking up, 8/74 work began.



AMOS ex BUNYO MARU light-ship in Malacca Strait Teh Hu colours (P. Foxley).

BILLY (1964-71) 8705 (13,410) 1929-4 (492.0 x 63.3', 2M12cy by Mirrlees, Bickerton & Day, Stockport) Built by Wm. Hamilton & Co. (1928), Ltd, Port Glasgow (#406) for United Molasses Co. Ltd (Athel Line), London (reg. Liverpool) as molasses and petroleum tanker (475.0 x 63.3', M2x6cy by J.G. Kincaid & Co., Greenock) ATHELDUCHESS. 1940 t/f to Athel Line, Ltd. 20/8/43 o/v Swansea-New York (ballast) stranded on Southern Rocks, Smalls (51.43N,05.42W), broke in two, afterpart beached 27/8 in Dale Bay, forepart drifted off 20/10 and sank. 1948 new forepart built and joined, then sold to Partrederiet Milford (Yngvar Hvistendah, mgr), Tønsberg r. MILFORD. 1954 sold to Soc. Commerciale A. Vloeberghs, S.A. r. JEAN MARIE. 1956 sold to Cia. Naviera Mara, Ltda., Monrovia r. MANO. 1957 conv. to bulk carrier. 1959 sold to Motorlines, Ltd, Nassau r. BAHAMA COUNT. 1962 sold to A/S Asplund (Rønneberg & Galtung), Moss r. RONGA. 1964 sold to CNVN, Monrovia r. BILLY. 1966 t/f to CNP. 17/8/71 stranded on N.E. Lantau Island, Hong Kong, during typhoon 'Rose', refloated with heavy damage. 8/11/71 arrived Kaohsiung for breaking up by Tien Chin Steel Manufacturing Co., 25/1/72 work began, 25/2 completed [Schell].



BILLY as tanker JEAN MARIE at Antwerp, July 1955, Athel funnel still visible (R. Maya/W. Schell).



BILLY as Liberian bulk carrier MANO at Amsterdam (G. Bunschoten/W. Schell).



Converted bulk carrier BILLY (1929) (Robin Scott).

JUSTICE (1964-65) 7198 (10,503)/44-2 (441.6 x 57.0', T3cy by Vulcan Iron Works, Wilkes-Barre
Built by Southeastern Shipbuilding Corp., Savannah (Ga) (#41) as 'Liberty'-type for U.S. War Shipping
Administration, Savannah as A. MITCHELL PALMER. 1948 sold to Suwannee Fruit & SS. Co., Puerto
Cortes. 1949 sold to Honduras Shipping Co., Puerto Cortes. 1951 sold to Cia. de Nav. Las Cruces S.A.
(Carras (USA) Ltd), Puerto Cortes. 1954 sold to Santa Anna Corp. (Angelos, Leitch & Co.), Puerto Cortes
r. ANNITSA A. 1964 sold to CNP, Monrovia r. JUSTICE. 1965 sold to Ideal United Steamship Corp. Ltd
(Tai An S.S. Co. Ltd, Taipei), Monrovia. 3/5/68 arrived at Kaohsiung for demolition.



JUSTICE as ANNITSA A. at Durban, 24 January 1961 (D. Shackleton/W. Schell).

TEH-PING (1964-70) 2498/37 see KAKAPO (1960-64)

BOAZ (1965-69) 5183 (10,830)/43-9 (436.0 x 58.0, T3cy by D. Rowan & Co. Ltd, Glasgow)
 Built by Burntisland S.B. Co. Ltd, Burntisland (#272) (#448) for Carlton S.S. Co. Ltd & Cambay S.S. Co. Ltd (R. Chapman & Son, mgrs), Newcastle as RIVERTON. 23/4/45 damaged by torpedo from U-1023 in 50.25N, 05.25W, but towed into St Ives Bay (3 lives). 1950 mgrs restyled Chapman & Willan Ltd. 1960 sold to Demetrios P. Margaronis, Piraeus and 28/6 del. at Cork r. EFTYCHIA. 6/65 sold to CNP, Panama r. BOAZ. 20/3/69 arrived at Kaohsiung for breaking up by Nang Kwang Steel & Iron Co. Ltd [J. Lingwood & H. Appleyard, *Chapman of Newcastle*, 1985].



BOAZ ex RIVERTON (1943) at Hobart Oil Wharf loading assorted scrap, 3-14 April 1966. Houseflag at foremast (David Kirby).

PING AN (1965-65) 9824 (10,930)/46-5 (497.6x 64.4', 2TE/16k by C.A. Parsons & Co., N'castle)
 Built by Lithgows Ltd, Port Glasgow (#1002) for Canadian Pacific Railway Co. (Canadian Pacific Steamships Ltd), London as BEAVERGLEN. 9/63 sold to Hibiscus Ltd (Avgherino & Aperguis), London r. BERMUDA HIBISCUS. 4/65 sold to CNP, Panama r. PING AN. 23/11/65 on trials following engine repairs by Rotterdamsche Droogdok Mij engines failed, anchored off Hook of Holland but early a.m. 24/11 stern chain parted in Force-10 storm and drove ashore at Ter Heijde, c.5 miles N. of harbour entrance; after refloating efforts failed and ship driven further up the beach, declared CTL, sold to shipbreaker H.P. Heuvelman, N.V. 3/66 dismantling began 'in situ', 31/8/66 work completed [Wikipedia, www.overhetwestland.nl/2015/11/29/].



PING AN (II) as Canadian Pacific's BEAVERGLEN off Tilbury, Aug. 1963 (M. Cranfield colln).



PING AN as BERMUDA HIBISCUS passing Portishead, 20 Sept. 1964,
on Persian Shipping Services charter (M. Cranfield).



PING AN immediately after stranding (overhetwestland.nl)



PING AN well inshore and rudderless, and partially dismantled, spring 1966 (Wikipedia)

TEH HU (1965-68) 12,950 (21,025)/43-5 (540.9 x 72.0', ST by General Electric Co., Lyn)
 Built by Sun SB. & DD. Co., Chester (Pa.) (#327) as tanker (8529 grt, 451.7 x 65.2') for Atlantic Refining Co., Philadelphia as ATLANTIC COAST. 1956 sold to Edison Steamship Corp. (A. Sideratos, New York r)
 EDISON SKIPPER II. 1960 t/f to Aivali Cia. de Vapores S.A., Piraeus r. GALATIA. 1961 conv. to bulk carrier by Ateliers & Chantiers de Dunkerque et Bordeaux, Bordeaux with new cargo section by Sun D.D. & S.B. Co., Chester (Pa) (now 12,950 grt, 540' 9 x 72.2'), 10/61 completed r. ANTONIOS G. MANOLAKIS. 1964 sold to At. & Chant. de Dunkerque et Bordeaux (France-Gironde) (Union Industrielle & Maritime,

mgrs), Dunkerque r. SYLVIANE. 1965 sold to CNP, Monrovia r. TEH HU. 1968 t/f to Cia de Sevenseas S.A. (THSS), Monrovia r SEVENSEAS. 1969 re-engined as motorship (M12cy/13k by MAN). 1981 sold to Nav. Andina S.A., Callao r. SIETEMARES. 15/5/86 arrived at Mamonal to be broken up by S.I.P.S.A., 20/8 work began.



SEVENSEAS as built as tanker ATLANTIC COAST at Boston, 18 March 1952 (E. Boyd/W. Schell).



SEVENSEAS as Greek-flag ANTONIS G. MANOLAKIS after lengthening and conversion to bulk carrier, at Hamburg, 19 April 1963 (R. Maya/W. Schell).

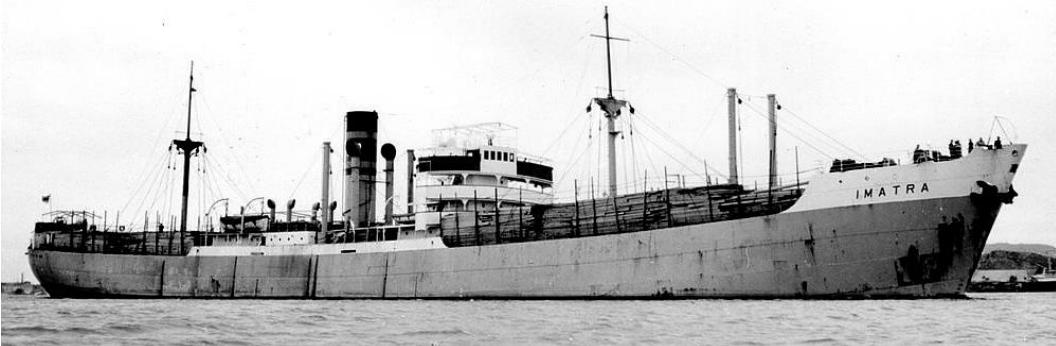


SEVENSEAS in Malacca Strait (P. Foxley/W. Schell).

BUCENTAUR (1966-69) 4744 (8000)/36-12 (426.5 x 54.0, T3cy by G. Clark (1936) Ltd, S'land) Built by Short Bros. Ltd, Sunderland (#448) for Carlton S.S. Co. Ltd & Cambay S.S. Co. Ltd (R. Chapman & Son, mgrs), Newcastle as GENERTON. 18/7/40 in North Sea damaged by German bombing. 1950 mgrs restyled Chapman & Willan Ltd. 1/55 sold to Paulins Rederi A/B (Frank Skibdahl, mgr), Åbo (Turku) and 4/55 del. at Newcastle r. IMATRA. 1959 sold to Pan-Norse S.S. Co. S.A (Wallem & Co. Ltd, mgrs; ben. owner Sun Wah Shg Co. Ltd, Hong Kong), Panama r. CAPELLA. 1966 sold to CNP, Panama r. BUCENTAUR. 1968 r. BANGKOK TRADER. 1/10/68 o/v Bangkok-Osaka developed leaks and abandoned in 22.30N, 117.30E but 4/10 arrived at Kaohsiung in tow and laid up. 6/69 sold with fire damage to local breakers, 9/69 work began [J. Lingwood & H. Appleyard, *Chapman of Newcastle*, 1985].



BUCENTAUR as Chapman's GENERTON at Vancouver, 28 July 1948 (Walter E. Frost/VCA).



BUCENTAUR as Finnish IMATRA at ?Haugesund (W.D. Harris print).

AMELIA (1967-73) 7364 (10,275)/46-11 (441.6 x 57.2', T3cy/11½k by Dominion Eng. Works, Montreal) Built by Burrard DD. Co., Ltd., Vancouver, BC (#238) and launched 7/45 for Royal Navy as repair ship SELSEY BILL but laid up before completion, 4/46 sold to Union S.S. Co. of N.Z. Ltd, Wellington and completed as cargo vessel WAITEMATA for transpacific service WCNA-NZ-Australia (12 pass.). 26/10/60 rammed in bow by *Hoegh Cape* (8977/56) while stationary in fog off San Francisco. 3/67 (after sale to Madrigal fell through) sold to CNP, Panama r. AMELIA, 15/4 sailed Dunedin for Melbourne to load scrap for Japan. 2/3/73 arrived at Kaohsiung for demolition by Keun Hwa Steel Enterprise Co. Ltd, 17/3 work began.



AMELIA ex WAITEMATA in Malacca Strait (P. Foxley*).

RIGHTEOUS (1969-73) 17,941 (28,610)/69-6 (181.3 x 25.1m, M7cy/15k Sulzer by Uraga H.I., Tamashima)

Built by Taiwan S.B. Corp., Keelung (#15) as geared bulk carrier for Righteous Nav. Inc. (CMP), Monrovia. 1973 sold to Nav. Humboldt S.A., Callao r. SALCANTAY. 6/94 broken up at Shanghai.



THC's first newbuild RIGHTEOUS at New Orleans, September 1972 (E. Johnson/W. Schell).



RIGHTEOUS subsequently as SALCANTAY at New Orleans, April 1965 (E. Johnson/W. Schell).

SUYING (1970-74) 4053 (6250)/48-11 (403.4 x 53.2', T3cy+LPT/12½k by Commonwealth Govt Marine Engine Works, Melbourne)

Built by Broken Hill Pty Co. Ltd, Whyalla (#11) for Australian Shipping Board as BALARR but on completion sold to Australian Steamships Pty Ltd (Howard Smith Ltd, mgrs), Sydney for coastal general cargo trade. 1965 conv. to oil fuel. 2/1/69 laid up at Sydney. 3/70 sold to CNP, Panama r. SUYING. 1974 sold to Pontos Freighters (Pte) Lt, Singapore r. PONTOS PRINCESS. LQR 1978 rep. 1976 broken up at Gadani Beach but c.1993 rep. lying derelict in Shatt-al-Arab, likely since late May 1975.

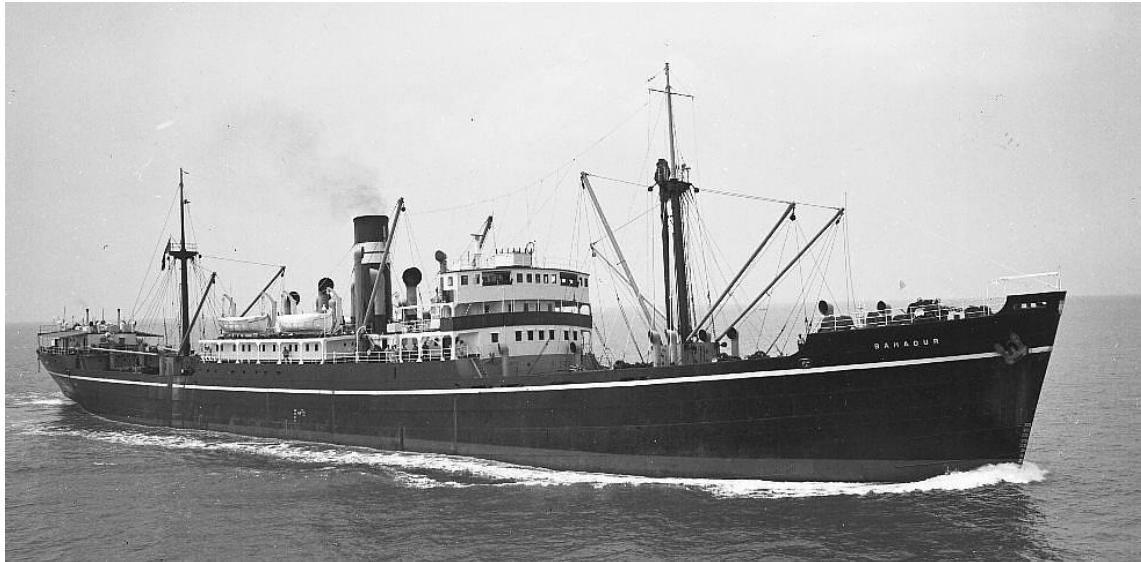


SUYING as Howard Smith's BALARR, berthing at Sydney, 1960s (J.Y. Freeman/NAA).



SUYING ex BALARR in Malacca Strait. Varnished bridgework painted over (P. Foxley).

ALVIN (1970-74) 5497 (8245)/48-9 (425.1 x 53.10', T3cy+LPT by Rankin & Blackmore/B. Curle, Glasgow) Built by Lithgows Ltd, Port Glasgow (#1030) for Asiatic S.N. Co. Ltd, London as BAHADUR. 7/70 sold to Alvin Maritime S.A. (THSS, Taipeh), Panama r. ALVIN. 21/2/74 arrived at Kaohsiung for demolition by Chi Yuan Steel & Iron Works, 16/3 work began.



ALVIN as Asiatics's BAHADUR on B.I. charter, Malacca Strait (P. Foxley/W. Schell).



ALVIN ex BAHADUR in Malacca Strait (P. Foxley/W. Schell)

BENEFINA (1970-74) 8288 (10,468)/45-12 (459.1 x 63.2, 2ST/16k by General Electric Co., Lyn Built by North Carolina S.B. Co., Wilmington, N.C. (#232) as C2-S-AJ5-type for United States Lines Co., New York as AMERICAN SHIPPER. 1968 sold to Trans-Oceanic Freedom Corp. (Transoceanic Transport Inc.), New York r. TRANSOCEANIC FREEDOM. 1970 sold to Beneficial Shipping S.A., Panama (THSS), Panama r. BENEFINA. 21/12/74 o/v Port Hedland-Keelung (salt) sprang leak in heavy weather and sank in Balintang Channel in (19.15N-120.25E), 400 miles SE of Hong Kong.



Fast C2-type freighter BENEFINA at Rotterdam, June 1972 (F. Miles/W. Schell).

RUTHLENA (1971-72) 6214 (10,488)/44-10 (459.7 x 63.1', 2ST by General Electric Co., Lyn/16k) Built by Moore D.D. Co., Oakland (Ca.) (#282) as C2-S-B1-type for U.S. War Shipping Administration, San Francisco as HURRICANE. 1946 sold to Waterman Steamship Corp., Mobile. 1965 t/f to Waterman Industries Corp., Wilmington, Del. 1966 sold to Crest Overseas Shipping Co. Inc. (Management & Shipping Transport Inc. W. R. Dotson), New York r. AMERIGO. 1971 sold to Ruth Marina S.A., Panama (THSS), Panama r. RUTHLENA. 3/3/72 arrived at Kaohsiung for demolition by Chi Shun Hwa Steel Co. Ltd, 5/4 work began, 4/5 completed.



RUTHLENA as HURRICANE at Kenosha (Wisc.) in 1959
in Waterman Steamship colours (W. Schell).

SUPERINA (1970-72) 7329 (10,690)/45-11 (439.1 x 62.1', 2ST by General Electric Co., Lyn/17½k) Built by Oregon S.B. Corp., Portland (Or.) (#1262) for U.S. War Shipping Administration (reg. Portland) as DOTHAN VICTORY. 1947 sold to Moore-McCormack Lines Inc., New York r. MORMACFIR. 1970 sold to Cedardale Shipping, Inc., New York r. CEDARDALE but sold without trading to Superb Mariners, S.A. (THSS), Panama r. SUPERINA. 20/4/72 arrived at Kaohsiung for demolition by Lung Yung Steel Co. Ltd, 6/5 work began and 1/6 completed.



SUPERINA as Moore-McCormack's MORMACFIR inbound at Boston,
30 December 1965 (W. Schell).



SUPERINA at New Orleans, August 1971 (Eric Johnson/W. Schell).

VIRTUOUS (1972-85) 17,530 (28,765)/72-1 (181.31 x 25.07m, M7cy/16k Sulzer by IHI, Aioi) Built by Taiwan S.B. Corp., Keelung (#N-031) for THSS, Keelung as geared bulk carrier. 24/11/85 arrived at Kaohsiung for demolition.



VIRTUOUS at Vancouver on 9 July 1976 (Walter E. Frost/VCA).



VIRTUOUS at a Canadian port. The vessel was a repeat of RIGHTEOUS (1969) (York Lo).

BOUNTEOUS (1973-79) 8735 (15,178)/73-6 (143.4 x 19.9m, M12cy/13.5k Pielstick by IHI, Aioi) Built by Ishikawajima Heavy Industries, Nagoya (#2255) as 'Freedom I' type bulk carrier for Bounteous Maritime Inc. (THSS), Monrovia. 1979 sold to Federal Nav. Co. Ltd (Associated Shg Corp., Hong Kong, agents), Monrovia r. SOUTHERN FRIENDSHIP. 1987 sold to Oceandove Shg Co. Ltd, Limassol r. OCEAN DOVE. 1988 sold to Summerbreeze Shg Ltd (Ilios Shg Co. S.A., Piraeus, mgrs), Limassol r. SAINT SPIRIDON. 1996 sold to Zenith Holdings Inc., Kingston (Br. Virgin Is.) r. MUSTAFA. 1998 sold to Sea Coral Shg Corp., Belize r. SEA EAGLE. 31/8/89 arrived at Gadani Beach for demolition by Orion Shg & Tdg Co., 1/10 work began.

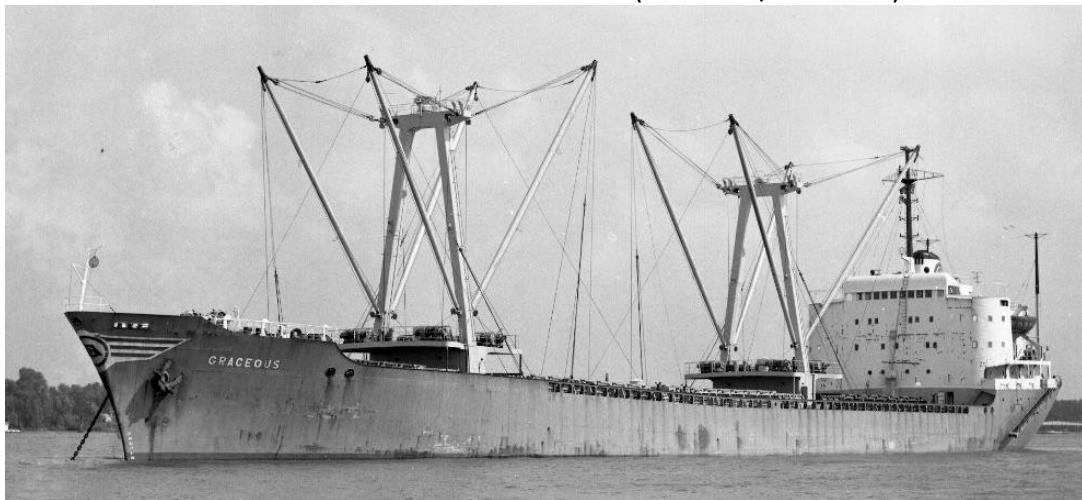


BOUNTEOUS as SOUTHERN FRIENDSHIP (Marc Piché).

GRACEOUS (1973-84) 10,228 (17,454)/68-5 (145.62 x 22.05m, M6cy/16k M.A.N. by MHI, Yhma) Built by Mitsubishi Heavy Industries Ltd, Shimonoseki (#654) for Splendour Shg & Ent. (Lib.) Inc., Monrovia as OCEAN SPLENDOUR. 1973 sold to Graceous Nav. Inc. (TCM), Monrovia r. GRACEOUS. 1980 t/f to Cia. de Nav. Graceous S.A., Panama. 1984 sold to Prodigy Maritime Inc. (Rupa Corp., Piraeus), Panama r. ALBA I. 1985 sold to Blueport Marine Co. Ltd., Limassol r. CATHY II. 5/4/86 arrived at Shanghai for breaking up.



GRACEOUS as OCEAN SPLENDOUR at Vancouver, 20 February 1972,
on charter to Samudera Indonesia (K. Brodie/W. Schell).



GRACEOUS at New Orleans, October 1974 (E. Johnson/W. Schell).



GRACEOUS departing Risdon on 15 September 1978
clearly showing the Teh Hu Cargocean funnel marking (Rex Cox).

CYNTHLEMA (1973-73) 8985 (13,329)/56-7 (490.10 x 61.2', 2ST/14½k)

Built by A.G. "Weser", Bremerhaven (#794) for Soc. Maritima San Nicolas S.A. (P.D. Marchessini & Co.), Monrovia as EURYDAMAS. 1960 reg. t/f to Piraeus. 1973 sold to Kathy Marine S.A. (THSS), Monrovia r. CYNTHLEMA. 1/9/73 damaged by explosion and fire while bunkering off Stonecutters Island, Hong Kong, CTL. 15/11/73 arrived at Kaohsiung for demolition by Chi Shun Hwa Steel Co. Ltd.



CYNTHLEMA as EURYDAMAS with a full black hull, probably on completion (Holger Jaschob).



EURYDAMAS at New Orleans in 1962 in the Marchessini liner colours (E. Johnson/R. Schell).

HSIN MEI (1974-80) 3972 (6504)/70 (109.05 x 16.4m, M6cy/14.5k by MHI, Kobe)

Built by Tsuneishi Zosen, Numakuma (#228) for Osaka Asahi K.K., Osaka as ASAHI MARU NO. 35. 1971 sold to Hsin Mei Nav. Co. S.A. (Cargocean Shg Co. Ltd, Hong Kong), Panama r. HSIN MEI. 1/74 mgrs TCM. 1980 sold to Surrey Nav. S.A., Panama r. BLANCA. 1981 r. WORLD ALICIA. 1982 sold to Dona Laurel S.A., Panama r. DON LAUREL. 1986 r. SUN WINNIE (owners unknown). 1988 sold to J.V. Sinsong Shg Co., N. Korea r. SAE BYOL. 1991 sold to Uno Kaiun Inc., Panama r. VIRGINIA MARU. 1991 sold to Washington Shg S.A., Panama r. PRESIDENT WASHINGTON. 1992 r. PIONG CHI LONG. 1992 r. TONG CHI LONG. 1992 r. TONG FUNG. 1995 sold to People's Republic of China r. JIANG HAI 2. 7/2010 RLR (existence in doubt).



Timber carrier HSIN MEI as JIANG HAI 2 at Shanghai, 31 March 1995 (Markus Berger).

HSIN PIONEER (1974-80) 3529 (6092)/73 (96.0bp x 16.2m, M6cy/15k by Makita Tekkoshō, Takamatsu) Built by Nishi Zosen, Imabari (#148) for Hsin Pioneer Nav. Co. S.A. (Cargocean Shg Co. Ltd, Hong Kong), Panama. 1/74 mtrs TCM. 1980 r. INDUSTRIOUS. 1986 sold to Kingstar Shg Ltd, Panama r. CAMMING. 31/1/87 o/v Sarawak-Shanghai (logs) foundered in 30.18N, 122.50E.



HSIN PIONEER's identical sister (#149) SANGKULIRANG No.3 at Singapore in Admiral Line colours (simonwp/Shipspotting).

VAN UNION (1974-81) 10,207 (16,873)/69-8 (149.36 x 22.26m, M7cy/15k B&W by Hitachi Zosen, Osaka)

Built by Onomichi Zosen, Onomichi (#209) for Kalgrad Nav. Co. Inc. (Van Shipping Co. Ltd - David Lieu, Hong Kong, mtrs), Monrovia. 1974 TCM mtrs. 1981 r. COURAGEOUS. 1986 sold to Aquaforce Nav. Ltd, Monrovia r. FORCE. 1986 sold to Govt of People's Democratic Republic of North Korea, Pyongyang r. HAE GUN GANG. 1989 sold to Super Use Investments Ltd, Panama r. AETNA PIONEER. 1990 sold to

Peace Maritime Corp. S.A. Panama r. ASEAN LEADER. 1992 sold to Golden Shg Corp. S.A. (Samta Shg Agencies Pte Ltd, Singapore), Panama r. ASEAN CARRIER. 2/8/98 o/v Longkou-Mukalla (bagged cement) abandoned in heavy weather with flooding in two holds in Arabian Sea (7.21N, 56.52E), presume foundered.



VAN UNION as ASEAN CARRIER at Singapore in March 1992 (Henk Kouwenhoven/Shipspotting).

AMITA (II) (1974-79) 6461 (12,100)/55-3 (472.6 x 61.3', T3cy+LPT/13k)

Built by John Readhead & Sons, Ltd, South Shields (#581) for Anax Shipping Co. S.A., Monrovia as ANAX. 1960 re-reg. at Piraeus. 1970 sold to Maldives Shipping, Ltd (Maldivian National Trading Corp. (Ceylon), Ltd), Male r. MALDIVE NAVIGATOR. 1974 sold to Cia. de Nav. Amita S.A. (TCM, mgrs), Panama r. AMITA. 15/7/76 arrived Basrah from Bombay, sailed Umm Qasr for Alexandria but arrived Kuwait 26/8/76 with machinery damage. 20/4/79 departed Kuwait in tow of tug SALVIGILANT bound for Gadani Beach, arrived prior to 18/6/79. 28/6/79 beached for demolition by Pakistan Molasses Co., 8/3/80 work began.



AMITA (II) as Greek-flag ANAX at Boston, 25 July 1969 (W. Schell).



AMITA ex ANAX (1955) in Malacca Strait (P. Foxley).



Above 2: AMITA (II), presumably off Kuwait prior to tow to Gadani Beach (Anthony Frost/Shipspotting).

AMBITIOUS (1974-83) 16,098 (24,934)/54-10 (175.0 x 25.0m, M7cy/15k by Burmeister & Wain, Copenhagen)

Built by Odense Stålskibsværft A/S, Odense (#128) for A/S D/S Svendborg & D/S af 1912 A/S (A. P. Møller), Copenhagen as tanker (11,950grt, 550.0 x 70.11') McKINNEY MAERSK. 1964 conv. to bulk carrier with new mid-body. 1967 t/f to Brigantine Transport Corp. (A. P. Møller), Monrovia r.

FLORENTINE. 1967 t/f to Interseas Shipping Co., Inc., Panama. 1974 sold to Cia. de Nav. Ambitious S.A. (TCM), Panama r. AMBITIOUS. 19/12/83 arrived at Kaohsiung 1984 for demolition by Shyeh Sheng Huat Steel & Iron Works Co. Ltd, 7/1/84 work began.



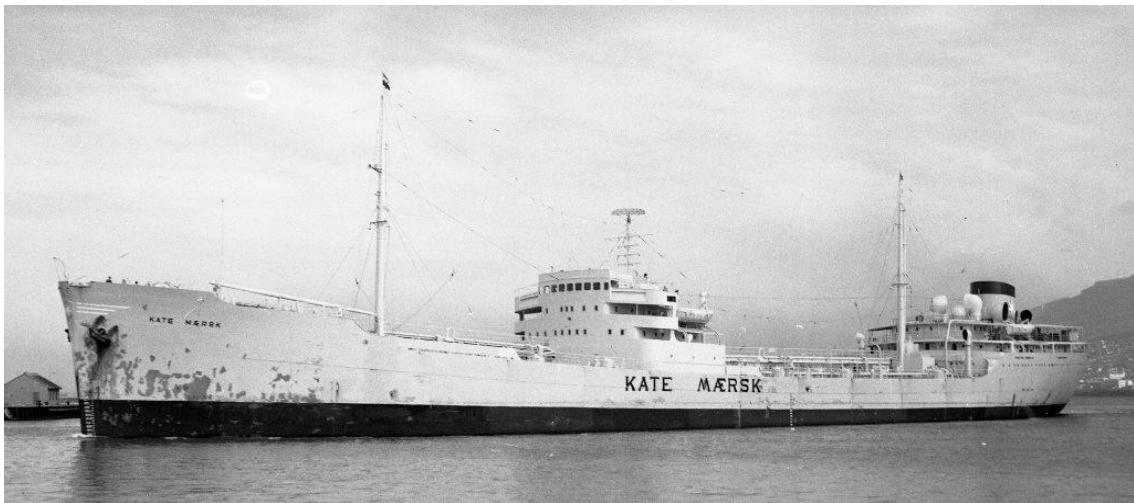
AMBITIOUS originally as tanker McKINNEY MAERSK
at Cape Town, Dec. 1954 (R.M. Scott/W. Schell).



AMBITIOUS previously as bulk carrier FLORENTINE (P. Foxley/W. Schell)

COURTEOUS (1974-82) 16,551 (25,716)/55-11 (176.7 x 25.0m, M7cy Burmeister & Wain by builder)

Built by Mitsui Zosen K.K., Tamano (#600) for A/S D/S Svendborg & D/S af 1912 A/S (A. P. Møller), Copenhagen as tanker (12,765 grt, 549.11 x 72.2') KATE MAERSK. 1965 lengthened and conv. to bulk carrier. 1967 t/f to Brigantine Transport Corp., Monrovia r. BYZANTINE. 1967 t/f to Interseas Shipping Co. S.A., Panama. 1974 sold to Cia. de Nav. Courteous S.A. (TCM), Panama r. COURTEOUS. 19/7/82 sailed Osaka for Kaohsiung for demolition by Lien's Steel Industrial Co., Ltd, 7/8 work began.



COURTEOUS originally as tanker KATE MAERSK
at Cape Town, November 1956 (R.M. Scott/W. Schell).



COURTEOUS previously as bulk carrier BYZANTINE
at Durban, 7 Sept. 1968 (D. Shackleton/W. Schell).

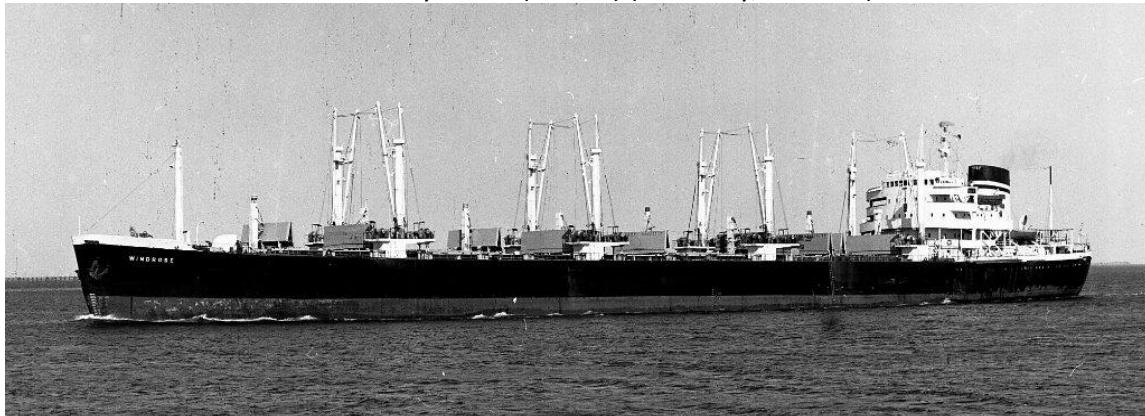


COURTEOUS in Malacca Strait with plain funnel (P. Foxley/W. Schell).

GLORIOUS (1974-81) 16,001 (26,769)/54-4 (174.9 x 25.0m, M8cy by Burmeister & Wain, Copenhagen) Built by Odense Stålskibsværft A/S, Odense (#126) for A/S D/S Svendborg & D/S af 1912 A/S (A. P. Møller), Copenhagen as tanker (11,959grt, 557.0 x 70.11') OLIVIA MAERSK. 1964 sold to Safbulk (Pty) Ltd. (South African Marine Corp. Ltd), Cape Town r. SAFDAN HELENE, conv. to bulk carrier with new mid-body by Nippon Kokan K.K., Yokohama. 1968 sold to Fort Steamship Co. S.A. (Boyd, Weir & Sewell, New York), Monrovia r. WINDROSE. 1975 sold to Cia. de Nav. Glorious S.A. (TCM), Panama r. GLORIOUS. 1981 sold to Ocean Uranus Shipping S.A. (Sun-Line (Management) Ltd), Panama r. OCEAN URANUS. 30/8/82 arrived at Chittagong for demolition by Meb Corp., 5/9 beached, 11/82 work completed.



GLORIOUS originally as tanker OLIVIA MAERSK
at North Weymouth (Boston) (J. O'Leary/W Schell).



Bulk carrier GLORIOUS previously as WINDROSE at Boston, 31 August 1970 (W. Schell).

INDUSTRIOUS (1980-86) 3529 (6092)/73 see HSIN PIONEER (1973-8)

COURAGEOUS (1969-81) 10,207 (16,873)/69 see VAN UNION (1969-81)

RIGHTEOUS (1976-86) 14,873 (26,599)/76-3 (182.9 x 22.9m, M6cy/15k Sulzer by G. Clark & NEM Ltd) Built by Austin & Pickersgill Ltd, Sunderland (#901) as B26-type for Righteous Nav. Inc. (TCM), Monrovia. 1986 sold to Ambrosia Group Inc., Panama r. AFSAR. 1991 sold to Rosehouse Shg Co. Ltd (I.M.S. Shg Co. Ltd, Piraeus, mgrs), Limassol r. MARIA A. Late 1997 heavy weather damage and flooding in South Atlantic. 2/1998 rep. sold to Indian shipbreakers but meanwhile sold to Shipstone Maritime Ltd, Belize r. ARIA (?delivery voyage) and 24/7/98 arrived for demolition (place unreported).



RIGHTEOUS at Port Huron, Mississippi in October 1985 (Fred Miller/Shipspotting).

SPACIOUS (1977-88) 8767 (15,196)/77-4 (143.71 x 19.80m, M12cy/13.5k Pielstick by IHI, Aioi)
Built by Ishikawajima-Harima Heavy Industries, Kure (#2577) as 'Freedom-I'-type for Cia de Nav.
Spacious Ltd (TCM), Panama. 1988 sold to Sciro Shg Corp., Nassau (British flag) r. DADI. 1991 sold to
Nicole Shg Ltd (Vanimar Inc., Piraeus, mgrs), Valletta r. APOSTOLIS II. 1997 sold to Amena Marine Ltd,
Limassol r. STAVRI. 1/4/01 arrived at Chittagong for breaking up.



SPACIOUS in later life as APOSTOLIS II, near Cuxhaven, 12 August 1993 (Gerald Sorger/Shipspotting).

DUTEOUS (1977-89) 8767 (15,196)/77-7 (143.41 x 19.82m, M12cy/13.5k Pielstick by IHI, Aioi)
Built by Ishikawajima-Harima Heavy Industries, Kure (#2578) as 'Freedom-I'-type for Cia de Nav.
Duteous S.A. (TCM), Panama. 1989 sold to Alphecca Shg Co. Ltd (Dilesip Co. Ltd, Piraeus, agents),
Valletta r. PORTAITISSA. 1996 sold to Western Horse Pte Ltd, Singapore r. UNISEA. 3/3/01 collision
damage alongside at Lagos while discharging bagged rice (Bangkok). 2000 reg. at Phnom Penh r.
MARINA BAY. 19/10/01 arrived at Alang to be broken up.



DUTEOUS loading lucerne pellets at Picton (New Zealand), 6 Sept. 1979 (C.B. Feierabend/Shipspotting).

HARMONIOUS (1977-88) 10,407 (17,666)/77-7 (148.11 x 21.75m, M12cy/14.5k Pielstick by IHI, Aioi) Built by Shikoku Dock Co., Takamatsu (#797) for Cia de Nav. Spacious S.A. (TCM), Panama. 1988 sold to Seaborne Tpt (Panama) S.A., Panama r. CLIPPER ALLIANCE. 1992 sold to Kastor Nav. Co. Ltd (Transtank Shg Co. Inc., Piraeus, mgrs), Limassol. 1998 r. KASTOR TOO. 10/3/00 o/v Aqaba-Visakhapatnam (phosphate) foundered in 13.03N, 53.28.30E.



HARMONIOUS at Port Huon in 1987 (Fred Miller/Shipspotting).

VICTORIOUS (1978-87) 10,411 (17,678)/78-1 (b.c. 148.1x21.8m, M12cy/14.5k Pielstick/IHI, Aioi) Built by Shikoku Zosen, Takamatsu (#800) for Cia de Nav. Victorious S.A. (TCM), Panama. 1987 sold to Naftotrade Nav. Ltd, Limassol r. VICTORY. 1992 sold to Rosetta Shg Ltd (Grecomar Shg Agency Ltd, Piraeus, mgrs), Limassol. 2001 sold to Essco Harmony S.A., Panama r. ESSCO HARMONY. 2004 sold to Rising Sun Shg Pte Ltd, Dominica r. KALIMUTU. 2005 r. FULLRISE. 2005 r. GOLDEN PROGRESS. 2008 sold to Grand Sun Shg Sdn Bhd, Dominica. 2009 sold to Resolute Logistics Sdn Bhd, (Malaysia) r. LOCOLINA. 2010 sold to Gunkul Tdg & Agency Co. Ltd, Bangkok r. KUL SAMUT. 2012 sold to Khunnathee Co. Ltd, Bangkok. 20/11/12 arrived Mumbai for demolition, 22/11 beached.



VICTORIOUS at Delfzijl, Netherlands, 12 April 1986 (Frits Olinga).

PRECIOUS (1981-87) 31,302(54,44)

9)/81-1 (Panamax b.c, 224.4 x 32.3m, M7cy/14.5k Sulzer by MHI, Kobe)

Built by Hyundai Heavy Industries Co. Ltd, Ulsan (#147) for Precious Nav. Inc. (TCM), Monrovia. 1987 sold to Seabird Nav. Corp., (Kristian Gerhard Jebsen Skipsrederei mgrs), Bergen r. ARROW PRECIOUS. 1990 sold to Cairemont Shg Co. S.A., Panama r. TAMAR. 1993 sold to Granbulk Denizcilik ve Ticaret A.S., Istanbul r. GOYNIK. 1998 sold to Dunya Denizcilik ve Ticaret A.S., Istanbul. 2000 sold to Interalpha Shg Ltd, Limassol r. GRACE. 2007 sold to Grand Grace Shg Co. Ltd, Limassol 2007 sold to Pioneer Grace Marine Ltd, Limassol r. PIONEER GRACE. 2009 sold to Navara Nav. S.A., Panama r. SVYATOY IOAN. 8/4/11 arrived at Alang and 17/4 beached for demolition by Chaudhary Industries Ltd.



PRECIOUS (simonwp/Shipspotting).

BEAUTEOUS (1982-90) 29,740 (58,371)/69-6 (Panamax b.c, 222.7 x 31.8m, M6cy/15k Sulzer by Uruga HI)

Built by Nippon Kokan K.K., Tsurumi (#870) for Showa Kaiun K.K., Tokyo as SHOZUI MARU. 1982 sold to Teh-Hu Steamship Co., Ltd., Keelung r. BEAUTEOUS. 1/90 sold to Smile S.A. (Chrimar Shipping Co., Piraeus), Monrovia r. THEONIK. 1991 r. SAILOR. 3/7/92 passed Suez en route to China for breaking up.



BEAUTEOUS passing out of Osaka Bay, 30 January 1988, for Vancouver (R. Hurcombe).



BEAUTEOUS recently delivered to Greek-owners and renamed THEONIK departing Rotterdam, 23 March 1990 (R. Hurcombe).

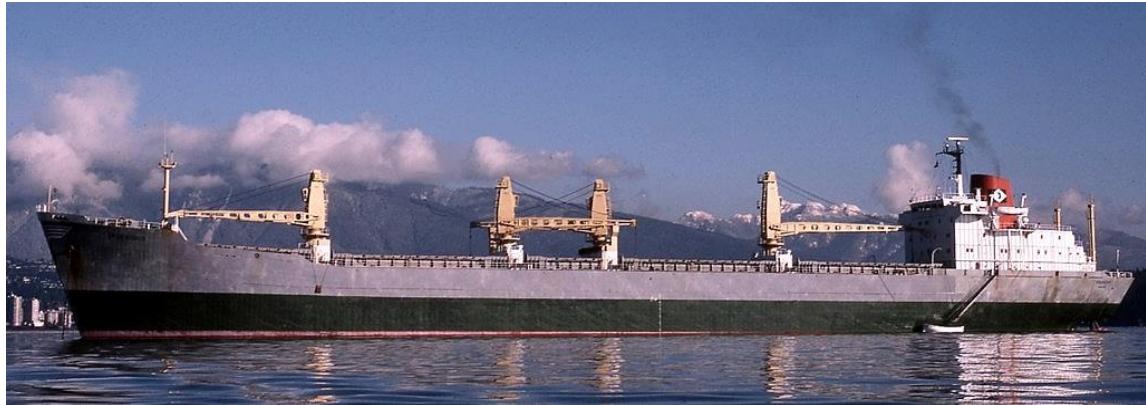
INGENIOUS (1982-91) 14,560 (26,450)/82-2 (181.3 x 22.9m, M6cy/14.5k Sulzer by Clark Hawthorn Ltd)

Built by Austin & Pickersgill Ltd, Sunderland for Cia de Nav. Ingenious (TCM), Panama as B-26 type.

1991 sold to Giltas Denizcilik ve Ticaret A.S. (Cerraghil Denizcilik Nakliyat ve Ticaret, Istanbul r. C.

FILYOS. 1995 sold to Seagenda Marine Ltd, Limassol r. VERILY. 2004 sold to Sohae Sonback Co. Ltd,

Nampo (PRK) r. JON JIN 2. 2010 t/f to Jon Jin Shg Co. Ltd. 2014 sold to Ryong Rim Shg Co. Ltd, Nampo r. RYONG RIM. Believed still in service.



Geared bulk carrier INGENIOUS (Rick Garcia/Shipspotting).

GORGEOUS (1982-87) 29,740 (58,371)/80-6 (Panamax b.c, 223.2 x 32.3m, M7cy/15k B&W by Mitsui, Tamano)

Built by Koyo D.Y. Co. Ltd, Mihara (886) for Kassel Co. Ltd, Monrovia as WORLD CARMEN ROMANO. 1982 sold to THSS, Keelung r. GORGEOUS. 1987 sold to Intermodal Shg Inc., Manila r. YOUNG SWIFT. 1993 sold to Drystone Shg Ltd (V. Ships (UK) Ltd, Southampton), Nassau r. PILOT. 1996 r. MERCHANT PILOT. 1998 sold to Lawton Maritime S.A., Panama r. OCEANIC PILOT. 2003 sold to Orient Star Shg Corp., Panama r. CEBU STAR. 2006 sold to Orion Maritime Inc., Panama. 24/2/09 arrived at Chittagong and 28/2 beached for demolition.



GORGEOUS as OCEANIC PILOT at Amsterdam, 22 November 1998 (har/Shipspotting).

MIGHTIOUS (1982-93) 56,273 (104,784)/72-11 (o.b.o. 253.2 x 39.0m, M9cy/15.7k by Götaverken)

Built by Götaverken Arendal AB, Gothenburg (#857) for Team Ship II Ltd (Denholm Ship Mgt Ltd, Glasgow, mgrs), London as ANGLIA TEAM. 1979 sold to Cast Trading Ltd, London r. CAST OSPREY. 1979 t/f to Cast Combination Carriers Ltd. 1982 sold to Mightious Nav. Inc., (TCM), Panama r. CAST SHEARWATER. 1982 r. MIGHTIOUS. 20/2/93 arrived at Shanghai for breaking up.



O.B.O. carrier CAST OSPREY which became MIGHTIOUS, outside Hamburg
(Joerg Seyler/Shipspotting).



OBO carrier MIGHTIOUS discharging at Antwerp, 8 August 1988 (R. Hurcombe).

DIAMOND GLORIOUS (1985-88) 78,021 (145,092)/71-3 (Capesize b.c., 266.0 x 258.0m, M10cy/15.5k Sulzer by Sumitomo, Tamashima).

Built by Sumitomo S.B. & Mchry Co. Ltd, Yokosuka (#914) for H. Clarkson & Co. Ltd, London as AVON BRIDGE. 1974 sold to Silver Line Ltd, London. 1976 sold to Utah Transport Inc., Monrovia r. LAKE MENDOCINO. 1984 sold to Diamond Glory Corp., Monrovia r. r. DIAMOND GLORIOUS. 1985 sold to THSS, Keelung. 1988 sold to Venetiko Shg Co. Ltd, Piraeus r. IRENES DESTINY. 15/2/93 arrived at Ningbo for breaking up.



DIAMOND GLORIOUS laid up in the Clyde as AVON BRIDGE on 1 June 1975 (Paul Strathdee)

MARVELLOUS (1989-95) 81,325 (151,576)/89-11 (Capesize b.c., 288.9 x 44.6m, M6cy/14k Sulzer by Taiwan Mchy Mfg Corp., Kaohsiung)

Built by China S.B. Corp., Kaohsiung (#363) for Marvellous Nav. (Bermuda) Ltd (TCM), Hong Kong. 1995 sold to Sabang Marindo Pte Ltd, Bahamas r. ALHAMBRA. 1996 sold to Empresa Nacional Elcano de la Marina Mercante, Madrid r. CASTILLO DE GORMAZ. 2011 sold to Glory Fuzhou Ltd (Sea Star Ships Mgt Co. Ltd, mgrs.), Panama r. GLORY FUZHOU. 19/5/2012 arrived at Chittagong for demolition, 24/5 beached.



MARVELLOUS in Navix Line colours nearing completion at Kaohsiung, 2 Oct. 1989 (Ray Smith).

PROSPEROUS (1990-97) 77,323 (149,498)/90-6 (Capesize b.c., 270.0 x 43.0m, M5cy/12.6k B&W by Kawasaki, Kobe)

Built by China S.B. Corp., Kaohsiung (#383) for Adventurous Nav. (Bermuda) Ltd (TCM), Hong Kong. 1997 sold to Coal Trade Shg Corp., Panama r. BULK PROSPEROUS. 2003 sold to Faith Shipholding Ltd, Monrovia r. PROSPEROUS. 2004 sold to Lorain Marine S.A., Hong Kong. 2005 sold to Global Ocean Shg Ltd, Limassol r. OCEAN QUEEN. 2006 sold to Grand Oceanus inc., Monrovia r. GRAND OCEAN. 2012 sold to Sunny Sailor Shg S.A. (Winning Shg H.K Co. Ltd, mgrs.), Panama r. SUNNY SAILOR. 22/1/14 arrived at Chittagong for demolition, 2/2 work began.



PROSPEROUS as GRAND OCEAN, westbound in Straits of Gibraltar (Fletcher/Shipspotting).

ABEROUS (1992-99) 77,273 (149,532)/92-9 (Capesize b.c., 270.3 x 260.0m, M5cy/13.9k B&W by Kawasaki HI, Kobe)

Built by China S.B. Corp., Kaohsiung (#553) for Fabulous Nav. Inc. (TCM), Panama. 11/99 sold to Bulk Ispat Shg Inc. (Anglo-Eastern Ship Mgt Ltd, mgrs), Monrovia r. BULK ISPAT LEHER. 2005 r. BULK LEHER (Liberian flag). 2010 sold to Hua Tuo Shg Ltd (Shanghai Shenyue Ship Mgt Co. Ltd, mgrs.) Panama r. HUA TU. 12/5/13 arrived at Chittagong for demolition.



ABEROUS near Velsen on 25 March 1998 (Kees Heemskerk/Shipspotting).

COURAGEOUS (II) (1995-2003) 77,201 (149,190)/95-1 (Capesize b.c., 270.4 x 43.0m, M5cy/13.5k B&W by Kawasaki HI, Kobe)

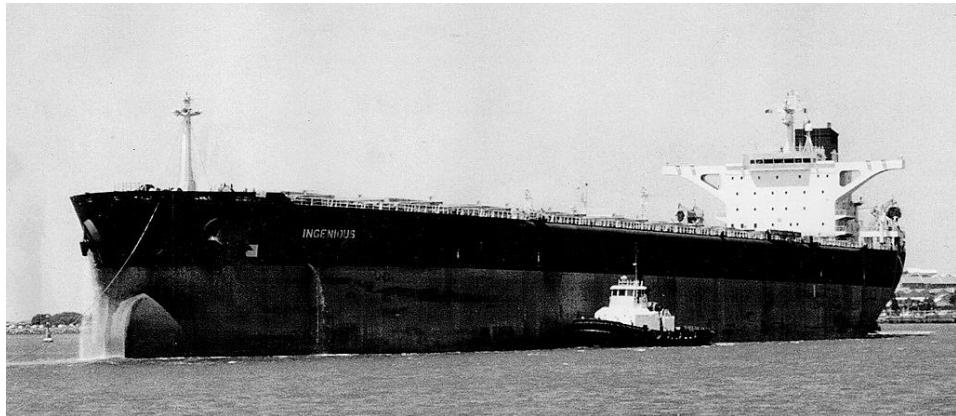
Built by China S.B. Corp., Kaohsiung (#590) for Courageous Nav. Inc., Panama. 12/03 sold to Golden Helm Shg Co. S.A., Panama r. TIGER LILY. 1/08 sold to Dangjin Shg S.A., Panama r. SAMSUN DANGJIN. 2/12 r. DANGJIN (Panama flag). 2019 r. DANG (Liberian flag). 29/1/20 arrived at Chattogram for breaking up, 11/2 work began.



COURAGEOUS (II) as DANGJIN, shown arriving at Gladstone to load coal on 26 October 2014 (tropic maritime images/Shipspotting).

INGENIOUS (1999-2007) 85,695 (169,962)/99-6 (Capesize b.c., 289.0 x 45.0', 6cy/14.5k B&W by Korean HI, Changwon)

Built by Daewoo H.I. Co. Ltd, Okpo (#1138) for Fabulous Nav. Inc., Panama. 2007 sold to Socimar Intl NV (Anglo-Eastern (Antwerp) NV, mgrs.), Antwerp r. MINERAL WATER. 2016 r. WATER prior to delivery 17/2/16 at Chittagong, 23/2 beached for demolition.



INGENIOUS arriving lightship at Newcastle (NSW) on 10 Feb 2006 (A. Francis, NMMC).



Laden INGENIOUS about to enter Europort on 11 September 2006 (Wil Weijsters/Shipspotting).

GRACEOUS (II) (1999-2005) 85,695 (169,963)/99-2 (Capesize b.c., 289.0 x 45.0m, 6cy/14.5k B&W by Korean HI, Changwon)

Built by Daewoo H.I. Co. Ltd, Okpo (#1128) for Graceous Nav. Inc., Hong Kong. 3/05 sold to Mars Shg. Co. S.A. (Daiichi Chuo Marine Co. Ltd, mgrs.), Panama r. GAIA. 8/12 sold to ?? r. CORDAVIN. 2/2/17 arrived at Gadani Beach for breaking up, 9/2 work began.



GRACIOUS in Daiichi Chuo colours (DDGHANSA/Shipspotting).

MARVELLOUS (II) (2000-19) 86,201 (169,150)/00-11 (Capesize b.c., 289.0 x 45.1m, M6cy/15.0k B&W by Hyundai HI, Ulsan)

Built by Samho H.I. Co. Ltd, Samho (#1088) for Vigorous City Inc., Hong Kong. 2004 r. MINERAL MARVEL. 2004 r. MARVELLOUS. 2019 sold to ?? r. VELLOS. 24/5/19 arrived at Chattogram for demolition, 4/6 work began.



MARVELLOUS as MINERAL MARVEL in Suez Canal, October 2004 (C. Bråthen/shipspotting.com).

HARMONIOUS (II) (2007-11) 88,856 (175,000)/07-1 (Capesize b.c., 289.0 x 45.1m, M6cy/14.5k, MAN-B&W by Dalian Marine Diesel Works)

Built by Shanghai Waigaoqiao S.B. Co. Ltd, Shanghai (#1033) for Harmonious Nav. Inc. (Anglo-Eastern Ship Mgt Ltd, mgrs), Hong Kong. 2011 sold to Falcon Confidence Shg Ltd, Monrovia r. FALCON CONFIDENCE. Still existing.



HARMONIOUS off Port Hedland waiting to load ore on 12 October 2008 (tropic maritime images /Shipspotting).

CAPE ASIA (2011-*) 91,374 (176,000)/11-7 (Capesize b.c., 292.0 x 45.0 M _____
14k _____)

Built by Shanghai Jiangnan Changxing H.I. Co. Ltd, Shanghai (#1226) for Cape Asia Newbuildings III Ltd, Hong Kong. In present fleet.



CAPE ASIA on Daiichi Chuo Charter (Jack Ronaldson/marinetraffic.com).

INGENIOUS (2011-15) 22,145 (38,889)/85-12 (geared b.c., 179.9 x 30.5', M6cy/14.3k Sulzer by IHI, Aioi) Laid down by Ishikawajima-Harima H.I. Co. Ltd, Aioi (#2881) for Sanko Kisen K.K., Tokyo and 26/6 launched as SANKO AURIGA but 8/85 owners insolvent, sold while fitting out to Dulwich Marit. S.A. (Panama), Manila and completed as WESTERN FAITH. 3/94 sold to Sea Mild Shg Inc. (Cosco Bulk Carriers Co. Ltd/COSBULK), Panama r. SEA MILD. 5/11 sold to The Ingenious Enterprise Ltd, (TCM mgrs), Panama r. INGENIOUS. 3/6/15 arrived at Chittagong for demolition, 1/7 work began.



Ex-Sanko INGENIOUS (1985) at Hong Kong, 24 August 2012 (Patrick Chau).

PROSPEROUS (II) (2011-*) 92,941 (180,000)/11-4 (Capesize b.c., 292.2 x 45.0m, M6cy/14.3k MAN-B&W by Hyundai H.I. Co. Ltd, Ulsan

Built by Sungdong S.B. & Marine Eng. Co. Ltd, Tongyeong (#1138) for Prosperous Nav. Inc. (TCM mgrs.), Hong Kong. In present fleet.



PROSPEROUS at Ymuiden in March 2012 (Marcel & Ruud Coster/shipspotting.com).

MARVELLOUS (III) (2011-*) 92,941 (179,178)/11-10 (Capesize b.c., 292.2 x 45.0m, M6cy/14.3k MAN-B&W by Hyundai H.I. Co. Ltd, Ulsan)

Built by Sungdong S.B. & Marine Eng. Co. Ltd, Tongyeong (#1118) for Marvellous Nav. Inc., Hong Kong. In present fleet.



MARVELLOUS in Daiichi Chuo colours at Rotterdam on 11 March 2015 (Michael Schindler).

HARMONIOUS (III) (2014-*) 106,817 (206,000)/14-4 (Capesize b.c., 299.92 x 50m, M6cy/14.5k MAN-B&W by CSSC MES Diesel Co. Ltd., China)

Built by Shanghai Jiangnan Changxing H.I. Co. Ltd, Shanghai (H-1298) for Harmonious Nav. Inc., Hong Kong. In present fleet.



HARMONIOUS awaiting entry at Port Hedland, 4 March 2015 (Vladimir Knyaz).

COURAGEOUS (III) (2016-*) 94,455 (181,008)/16 (Capesize b.c., 292 x 45.05m, M6cy/14.5k MAN-B&W by CSSC MES Diesel Co. Ltd., China)

Built by Shanghai Waigaoqiao S.B. Co. Ltd, Shanghai (#1335) for Courageous Nav. Inc., Hong Kong. In present fleet.



COURAGEOUS at Singapore on 10 May 2021 (SGshipspotter/Shipspotting).





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MarineTraffic.com

Forward profile and superstructure of COURAGEOUS (Morten Weesgaard/MarineTraffic.com).

CSSC WAN MEI (2017-*) 91,387 (176,460)/12-4 (Capesize b.c., 292.0 x 45.0 M_____)

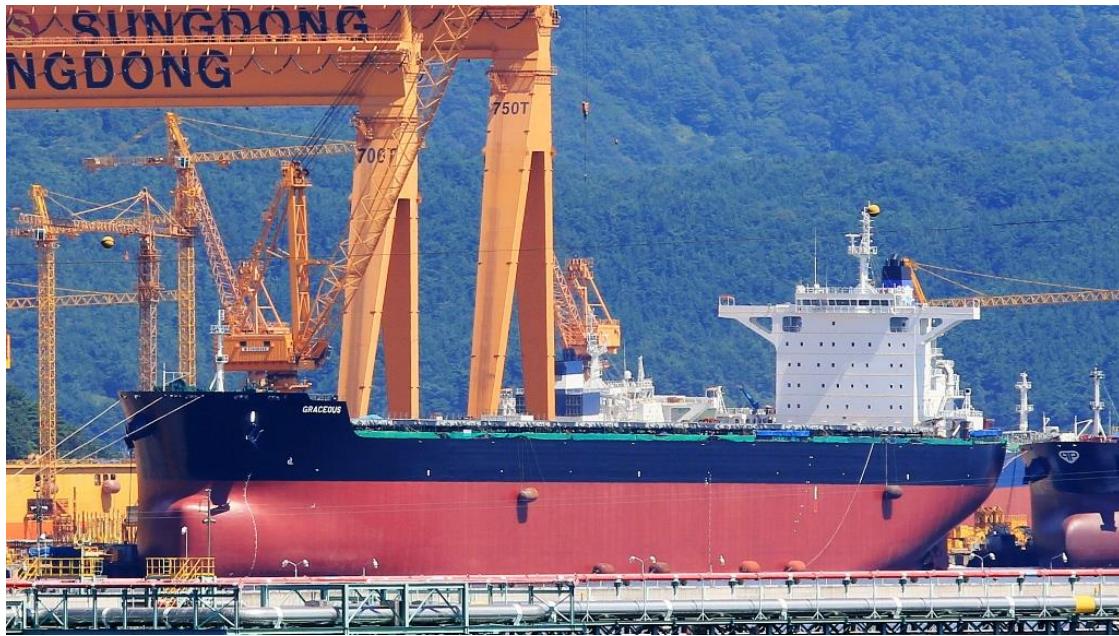
Built by Shanghai Waigaoqiao S.B. Co. Ltd, Shanghai (#1256). Launched as OCEAN CAPITAL but completed for Zhongqiao Shg Ltd, Hong Kong as WAN MAY. 2017 sold to _____ r. CSSC WAN MEI. In present fleet.



CSSC WAN MEI at Imujen 29 July, 2021 (Willem Oldenburg/Shipspotting).

GRACEOUS (III) (2017-*) 93,581 (180,000)/17-10 (Capesize b.c., 292.0 x 45.0m, M6cy/15k MAN-B&W by Hyundai H.I. Co. Ltd, South Korea)

Built by Sungdong S.B. & Marine Eng. Co. Ltd, Tongyeong (#1230, also as #1308) for Graceous Nav. Inc., Hong Kong. In present fleet.



GRACEOUS fitting out at Sungdong on 26 August 2017. Shortly after delivery the yard went into receivership (lappino/Shipspotting.com).

FABULOUS (2019-*) 95,000 (180,724)/19-10 (Capesize b.c., 292 x 45m, M6cy/14.5k MAN-B&W by CSSC MES Diesel Co. Ltd., China)

Built by Shanghai Waigaoqiao S.B. Co. Ltd., Shanghai (#H1478) for Fabulous Nav. Inc., Hong Kong. In present fleet.



FABULOUS being loaded at Quebec, 6 September 2020 (Marc Boucher).

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