

Toong/Tung Yue Hong, Shanghai (1907)

PING AN S.S. Co., Shanghai (1909)

Toong/Tung Yue S.N. Co., Shanghai (1915)

Toong Yue, Liang Kee & Co.

Tung Yue S.S. Co.

Kung Mow S.S. Co.

Yih Tah S.S. Co.

Yue Loong S.S. Co.

Ping An Steamship Company (Hong Kong) Limited (1956)

平安輪船有限公司 (#4546, 26/7/56-9/7/99)

Mariner Ocean Transport Co. S.A., Panama (1963)

Mariner Ocean Shipping Inc. (1984)

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Introduction

Stephanie Zarach, *Changing Places* (2007) from interviews with George Cheng identifies Cheng Leung Yung [Chung Liang Yu] (grandfather of George and Peter Cheng) as establishing Lao Gong Mao [Laou Kung Mow] shipyard and drydock in 1890, then Ping An Steamship Co. in 1905. More details emerge rather haphazardly from reports in the North China Herald. In 1895 Chung Liang-Yue (sic) was a founding Director of the Laou Kung Mow Cotton Spinning & Weaving Co. Ltd. By the end of 1896 all the buildings had been completed and the engine, boilers and machinery were being fitted. General Managers were Ilbert & Co. of 22 Kiangse Road. Ilbert & Co. had been established in 1875 by Arthur Ilbert as merchant house before diversifying into textile manufacturing (Laou Kung Mow) and insurance (Sun Life Ins. Co. and Commercial Union Fire Ins. Co.), also sugar and rubber in the Malay States. By 1908 Wright & Cartwright list the retired partners as A. Ilbert, S. Walker, J. Beattie and Sir Charles Dudgeon, current partners being F. Anderson, E.C. Pearce and H.E. Campbell.

On 1 April 1907 Chung Liang Yu of Toong Yue Hong was identified as Provisional Director with E.C. Pearce (Ilbert & Co.) and two other Europeans of The Shanghai-Paoshan Land Co. Ltd with a capital of Tls 1million to develop a 12-acre site on the northern side of the international Settlement. It is therefore

likely that Chung Liang Yu was the Chinese business manager ('compradore') of Ilbert & Co. while Toong Yue Hong was his own firm. CLY was re-elected continuously to the Board of Laou Kung Mow, which in November 1913 opened an extension with another 6,720 spindles (NCH 21/2/14).

First evidence of Cheng as a shipowner is the secondhand purchase in August 1907 of the small river steamer *Paohua* for trading Shanghai-Ningpo. She was recorded as sold to Ilbert & Co. but it may be inferred that the beneficial owner was Chung/Cheng himself, who in 1909 became the registered owner through Toong Yue Hong.

On 15 September 1908 the steamer *Ping An* (170' x 27') was launched by the Tung Yue Hong shipyard at Tungkadoo for Mr Chun(g) Liang-yue of Tung Yue Hong for the Shanghai-Chusan Islands trade. She had been built by Chinese workmen under his own superintendence and fitted with engines and boilers built from imported materials. Apparently she was the first Chinese steamer to be constructed in Shanghai without foreign superintendence. Mr Brodie Clarke (Dunn, Hopkins & Co.) gave the toast (NCH, 19/9/08). In 1909 there followed purchase of ex China Navigation Coy's *Chingtu* and *Tsinan*, two of a clipper-bowed quartette built for the Japan-China-Australia trade. They were purchased for Ping An through Wallem & Co. and then transferred to the Norwegian flag in the name of Jacob Christensen of Bergen, evidently as a nominee, to allow them to trade regionally, primarily as colliers from Japan to Shanghai, often with Thoresen & Co. as agent.

In 1913 Toong Yue, Shipowner became a subscriber to Lloyd's Register. The fleet continued to increase through local newbuilds and some secondhand purchases. According to Zarach, during the shipping boom of World War I (1914-18) Ping An acquired two ships of 5,000 and 8,000 tons but these vessels are not able to be identified. Registered ownership is not easy to trace. Thus in LR 1918/9 there are listings under Tung Yue [company] and Chun Liang Yue [person] but by LR 1926/7 the prime listing was Toong Yue, Liang Kee & Co., which by 1929/30 had become Tung Yue S.S. Co. under Chun Si Dong [Cheng Sih Tong/Tung/Toong], son of Chung Liang Yu (Cheng Leung Yung). Other ships were registered under Kung Mow, Yih Tah or Yue Loong S.S. Coys but in all cases the operating company seems to have been Ping An S.S. By the 1930s China Yearbooks list Ping An as serving the Chekiang ports of Shachuan, Pinghu and Taichow, also Ningpo and Wenchow.

After Chun Si Dong (uncle of George and Peter, see below) was killed in 1932 by protection racketeers, his wife Cheng Suen Man Shook (now with 4 children) took over and carried forward the business. Zarach records that in August 1937 after the outbreak of the Sino-Japanese War, four Ping An ships were scuttled by order of the Republican Government. However, in late 1937 or early 1938 *Paohua*, *Ping Yang*, *Hsin Pao Hua* and *Tah Wah* were transferred to the registered ownership of the China American S.S. Co. Inc. of Shanghai under the Portuguese flag to become *Don Joao*, *Don Pedro*, *Don Luis* and *Don Jose* respectively. Advertised as the Don Line, they continued to trade as usual under the agency of Messrs H. Barrion and G. Duclos. On 1 June 1938 these two gentlemen advised 'that they reserve the rights granted to them by contract for the operation of the [four] Don Line steamers...and inform all consular authorities and private concerns that they will object to any transfer, sale, charter or operation of these steamers as long as all outstanding accounts have not been settled' (NCH, 1/6/38). What transpired was not reported but by September 1938 China American S.S. Co. had become the agents. In mid-April 1939 three of the ships were seized at sea by Japanese naval ships on grounds of 'illegal transfer' from the

Chinese flag, placed under the Japanese flag and detained at Woosung. Their fate is unknown except for *Tah Wah/Don Jose*, which was recovered at the end of the Sino-Japanese War. Zarach notes that Mrs Cheng remained in Shanghai through to 1945.

Postwar the small ex-Scandinavian steamer *Ping An* was acquired in 1947 from other Chinese owners in Shanghai as a consort to *Tah Wah* but peacetime trading was shortlived. In mid-1949 the Republican regime collapsed. *Tah Hwa* was requisitioned for the evacuation to Taiwan but apparently was not reregistered there and eventually broken up. The Cheng family tried to work with the new Communist government and Mrs Cheng remained behind in Shanghai with the company's staff. George re-registered *Ping An* with Wallem & Co. in Hong Kong before becoming one of the first shipowners to be persuaded to return after proclamation of the People's Republic of China on 1 October 1949. He was fortunate to get back to Hong Kong before the anti-capitalist violence of the 'Three Antis' campaign in 1951.

Grandsons George and his brother Peter Cheng (b. 1930) then had to start over again in Hong Kong as young men with very little capital. At first in mid-1950 George went into partnership with T.Y. Chao and D.L. Wu, probably in the 'Laker' *Eastern Venture* (3355/19, Newland S.S. Co. Ltd), and made money during the Korean War boom before the syndicate was amicably dissolved in 1952. There was probably another joint investment before on 26 July 1956 Ping An Steamship Co. (HK) Ltd was registered at Hong Kong (#4546/1956) as the successor to the Shanghai firm. It was a Cheng family company with the capital of \$1 million held equally by four co-directors Cheng Wen Su (widow), George Cheng (merchant), Peter Cheng (naval architect) and Ronald Cheng (student), all of the same residential address. The business address was a suite on the 9th floor of the Wing On Life Building on Des Voeux Road, Hong Kong. The first vessel, beneficially owned through Wallem & Co., was the 36-year-old ex USSB freighter *Eastern Mariner* acquired from former Shanghai/now Taiwanese owners. Three years later *Ping An* traded up to the newer 8260-dwt freighter Southern Mariner (ex Dahomey Palm, 1937) and the 5550-dwt *Eastern Mariner* (II) (ex *Bungaree*, 1937), both under the Panamanian flag. In 1963, presumably after loans had been paid off, both ships transferred to the Panamanian affiliate Mariner Ocean Transport Co. S.A. which listed c/- Ping An. Nevertheless, the Wallem funnel was kept until 1966, when delivery was taken of the new 16,700-dwt engines-aft bulk carrier *Eastern Builder* from Sanoyasu. She was sold in 1979, being the last vessel known to have been owned by Ping An and associates.

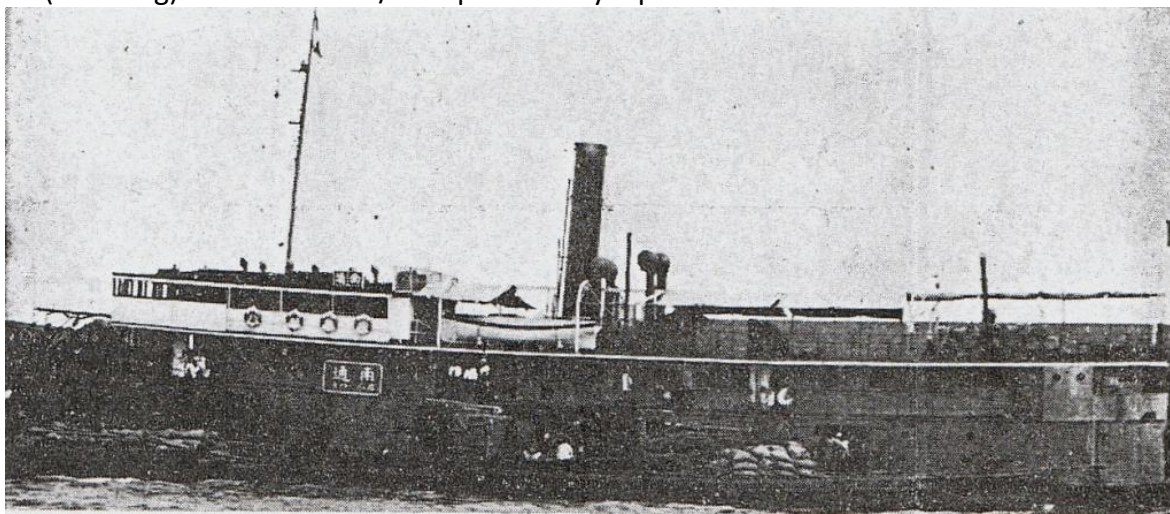
The last return lodged for Ping An Steamship in July 1998 showed the capital of HK\$1 million held by George Cheng (1/1000) and Marine Development & Investment Co. Ltd of Monrovia (999/1000) with five directors being George Cheng, Cheng Ching Wai (Michelle), Cheng Ma King Yin (Renee), Walter Ma King Wah (Chairman of Hong Kong's Sincere Group) and Rosalind Lo. George Cheng signed. A year later the company was struck off. Meanwhile Peter Cheng had built a reputation in his own right as one of Hong Kong's foremost naval architects and in his seventies was still active into the first decade of the new century.

Sources: Information drawn from Lloyd's Registers supplemented by North China Herald (NCH), China Year Book, the Companies' Registry of Hong Kong and Stephanie Zarach, *Changing Places* (2007).

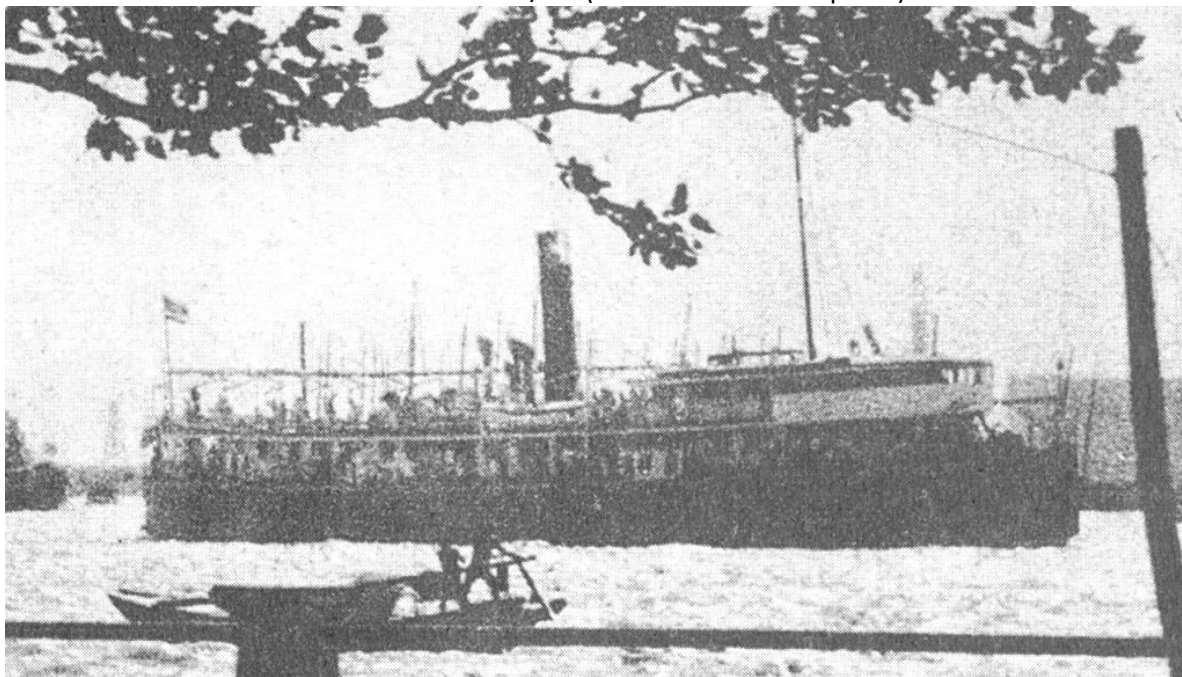
Fleet List

PAOHUA (1907-20) 713/85 (iron, 191.8 x 22.3, C4cy/40 hp)

Built by S.C. Farnham & Co., Shanghai (#118) for Andrew Moore (m. eng. and reg. owner), Shanghai for Yangtse trade. 10/2/93 A. Moore died at Kiukiang. 1893 t/f to Mrs P.A. Moore. 1894 sold to W.A. Cabelle, Shanghai. 1900 sold to B.A. Clarke, Shanghai. 21/11/06 from Hankow laid up at Shanghai. 8/07 sold to Ilbert & Co. (reg. owner for Chun Liang Yue), Shanghai. 1909 t/f to Chun Liang Yue (Toong/Tung Yue Hong), Shanghai. 1920 sold to Ching Chi Chang, Ningpo. 1931 t/f to Pao Hua S.S. Co., Shanghai. 9/34 in service to N. Kiangsu for Ping An S.S. Co., Nantao. 1938 t/f to China American S.S. Co. Inc. (Don Line), Shanghai (Port. flag) r. DON JOAO. 4/39 rep. seized by Japanese. 1941 RLR.



NANTONG 南通 663g puppet Chinese flag operating Shanghai-Tiensheng in 1940-41, tons would appear to match PAO-HUA 665/85 (*Sekai Shosen Yoran* p.296).



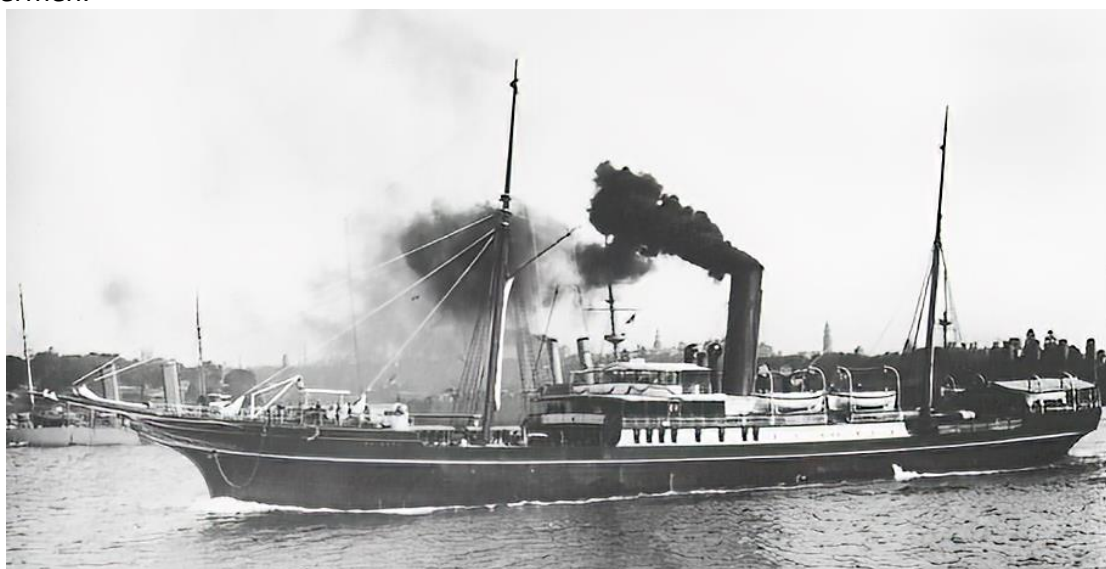
Almost certainly the same vessel photographed pre-1938 from the Bund garden (Graham Thompson).

PING AN (1908-18) 760/08-10 (179.2' x 27.3', 2-sc. T6cy/48nhp)

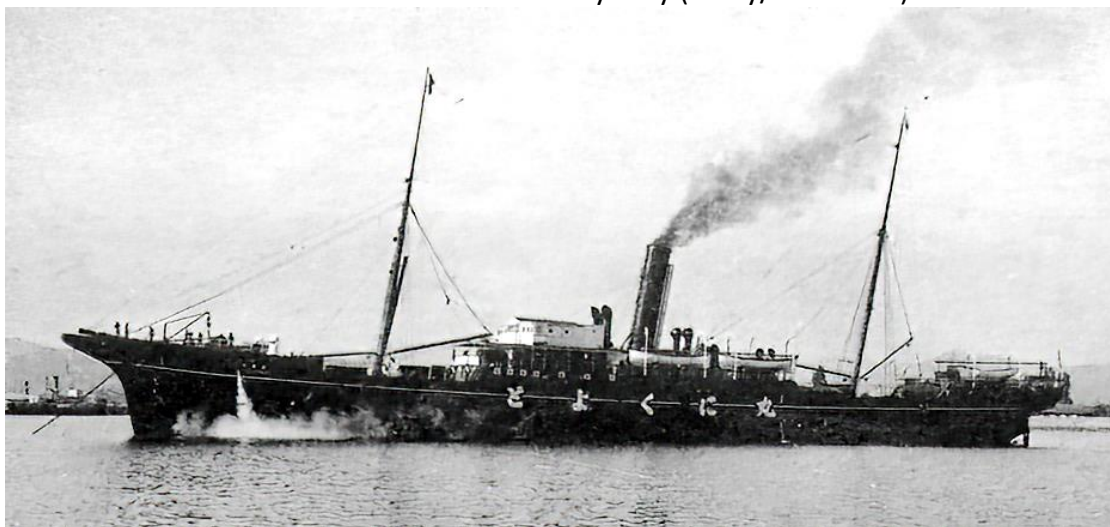
Launched 15/9/08 by Tung Yue Hong, Tungkadoo for Chun Liang-yue (Tung Yue Hong) and reg. to Tong Yu & Mau Ma Teu, Shanghai for Shanghai-Chusan Is. trade. Prior to 13/9/18 lost near Hong Kong.

CHINGTUAN (1909-10) 2268/86 (315.2' x 38.2', T3cy/266nhp)

Built by Scott & Co., Greenock (#247) for China Nav. Co. Ltd, London for China-Australia trade as CHINGTU. 15/7/08 arrived Hong Kong at end of last Australian voyage. 7/09 sold to Ping An S.S. Co. (Wallem & Co., mgrs), Shanghai r. CHINGTUAN. 1910 t/f to A/S Chingtufu (reg. owner Jacob Christensen), Bergen (Norw. Flag) r. CHINGTUFU. 1914 sold to Russian Volunteer Fleet Asscn, Vladivostok r. YANA. 2/12/20 towed into Hakodate with damaged rudder. 1922 sold to Hasegawa Tozaburo, Hakodate r. TOYOKUNI MARU. 22/4/29 wrecked at Yerimozaki (Cape Erino) near Hakodate o/v Hakodate-Kamchatka with fishermen.



CHINGTUAN as CHINGTU at Sydney (Dufty/Wikiswire).



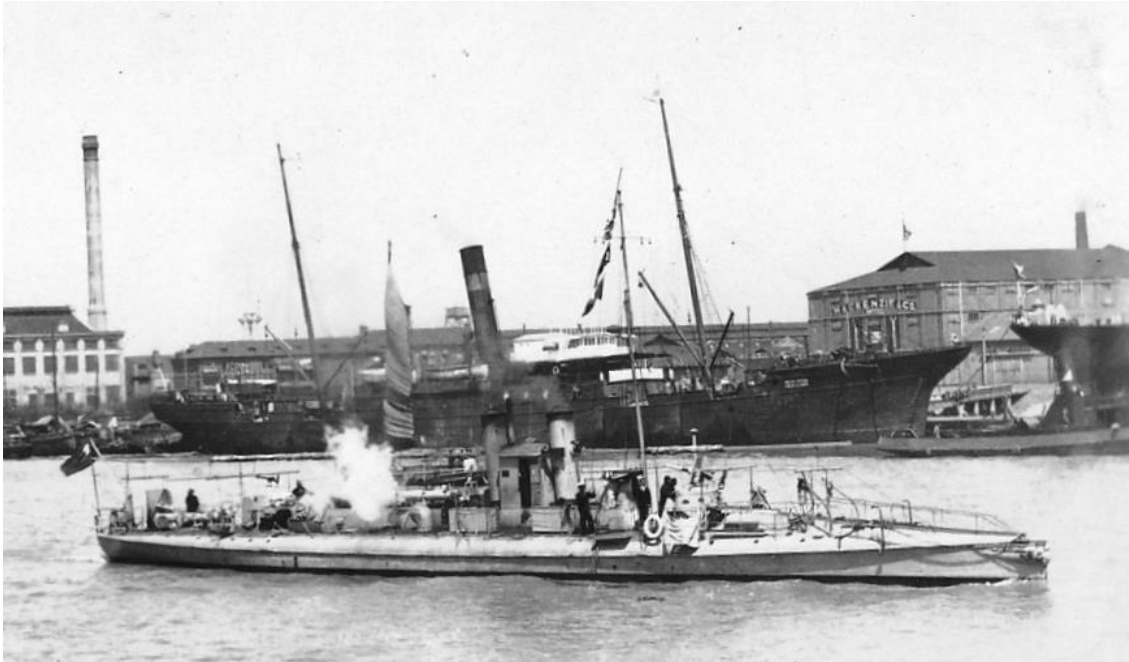
CHINGTUAN subsequently as TOYOKUNI MARU (coll. Nakamura/S. Kizu).

CHINGTUFU (1910-14) 2268/86

see CHINGTUAN (1909-10)

TSINANFU (1909-14) 2269/86 (315.2' x 38.2', T3cy/249nhp)

Built by Scott & Co., Greenock (#249) for China Nav. Co. Ltd, London for China-Australia trade as TSINAN. 28/8/08 arrived Yokohama at end of last Australian voyage. 7/09 sold to Ping An S.S. Co. (Wallem & Co., mgrs), Shanghai r. TSINANFU. 1910 t/f to A/S Chinanfu (reg. owner Jacob Christensen), Bergen (Norw. flag). 1914 sold to Russian Volunteer Fleet Assocn, Vladivostok r. INDIGIRKA. 1917 req. by Shipping Controller (Turner, Morrison & Co. Ltd, Calcutta, mgrs). 5/18 Jardine, Matheson & Co. Ltd, London mgrs and reg. at Hong Kong as TSINAN. 5/19 reverted to RVFA (White Administration) as INDIGIRKA. 3/23 returned from China to Soviet administration at Vladivostok. 7/24 arrived Shanghai from Vladivostok. 1925 incorp. into 'Sovtorgflot', Vladivostok. 1933 t/f to 'Epron' as depot ship for salvage service. 6/41 t/f to Soviet Navy as artillery hulk. 1950s scrapped [Schell notes that LR reports of sinking 12/12/39 near Wakkanai is confusion with another *Indigirka* built in 1920 as a 'Laker'].



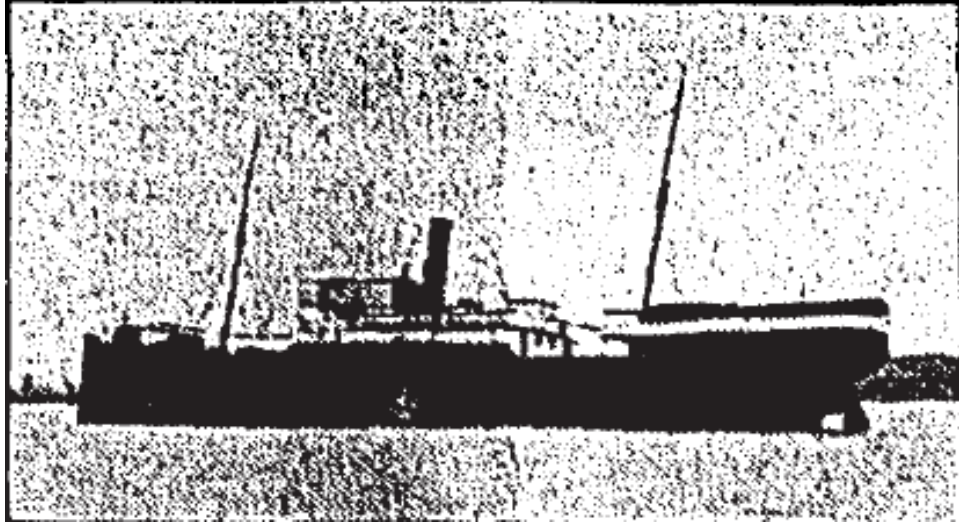
TSINANFU at Shanghai after sale as INDIGIRKA, Chinese gunboat in foreground (SK*).

PING YANG (1915-38) 586/15-11 (153.5' x 23.5')

Built by Toong Yue, Pootung (Shanghai) for Ping An S.S. Co. and completed 11/15 for Shanghai-Chusan Islands-Wenchow trade (NCH 27/11/15). 1929 CMC lists to Ping An S.S. Co. in Shanghai-Pinghu service. 1938 t/f to China American S.S. Co. Inc., Shanghai (Port. flag) r. DON PEDRO. 4/39 rep. seized by Japanese and detained at Woosung. NFI.

TELI (1915-29) 1177/86-5 (240.6' x 33.1', T3cy/130 hp, Hutson & Corbett, Glasgow)

Built by Grangemouth D.Y. Co. Ltd, Grangemouth (#79) for Adamson & Ronaldson and reg. to J.W. Adamson, London as TERESA. 5/88 sold to Guthrie & Co., London on behalf of Wee Bin & Co. 5/88 reg. to Wee Boon Teck (60) and Lee Choon Guan (4), Singapore, then t/f to Lim Ho Puah, Singapore. 1/13 t/f to Lim Peng Siang. 4/13 sold to J. Le Masurier, Singapore. 5/13 sold to A.W. Daldy, Shanghai. 1/15 register closed on sale to Tong Yue, Shanghai r. TELI. 1923 t/f to Toong Yue, Liang Kee & Co., Shanghai. 1927 t/f to Tung Yue S.S. Co., Shanghai. 1929 sold to unknown owners r. FOO SUNG. 1934 sold to Shun An S.S. Co. Ltd, Shanghai r. SHUN AN. 1937 rep. broken up in China.



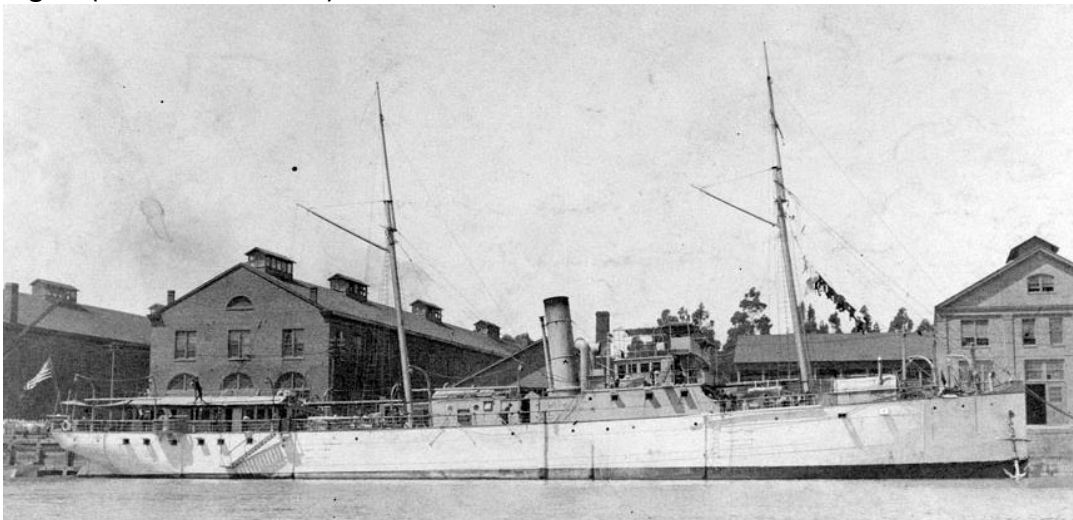
SHUN AN awaiting breaking at Shanghai in March 1936 (*The China Press* 27/3/36).

HSIN PING AN 新平安(1919-37) 1100/19 (1523/18)

Built by ?Toong Yue, Pootung for Ping An S.S. Co., Shanghai. 1920 t/f to Tung Yue Liang Kee & Co., Shanghai. 1927 t/f to Toong Yue S.N. Co., Shanghai. 24/12/28 on arrival from Vladivostok on charter to Soviet Govt held at Woosung and 52 of 445 pass. detained - 25/1/29 sailed back to Vladivostok (NCH 5/1/29). 1937 t/f to Ping On Yah Kee S.N. Co. 12/8/37 sunk as blockship at Kiangyin.

WANLI (1920-23) 1082/83-8 (iron screw str, C2cy/175hp)

Built by Ramage & Ferguson, Leith (#47) for J. Reyes, Manila as CARRIEDO. 1886 sold to Spanish Govt as transport r. MANILA. 1/5/98 seized at Manila by U.S. Navy. 20/7/98 comm. as transport/gunboat USS MANILA. 10/00 receiving ship at Cavite. 15/4/02 sailed for Bremerton (Wa.). 1/7/03 placed in reserve at Mare Island, San Francisco Bay. 1907 prison ship at Mare Island. 5/14 sold to J. Woolworth Strong, San Francisco and refitted by Union Iron Works as MANILA. 1920 sold to Toong Yue, Liang Kee & Co., Shanghai r. WANLI. 21/5/23 sunk in collision with Teli at Tsin Shan Tei, Shantung Promontory o/v Dairen/Shanghai (beans and cereals).



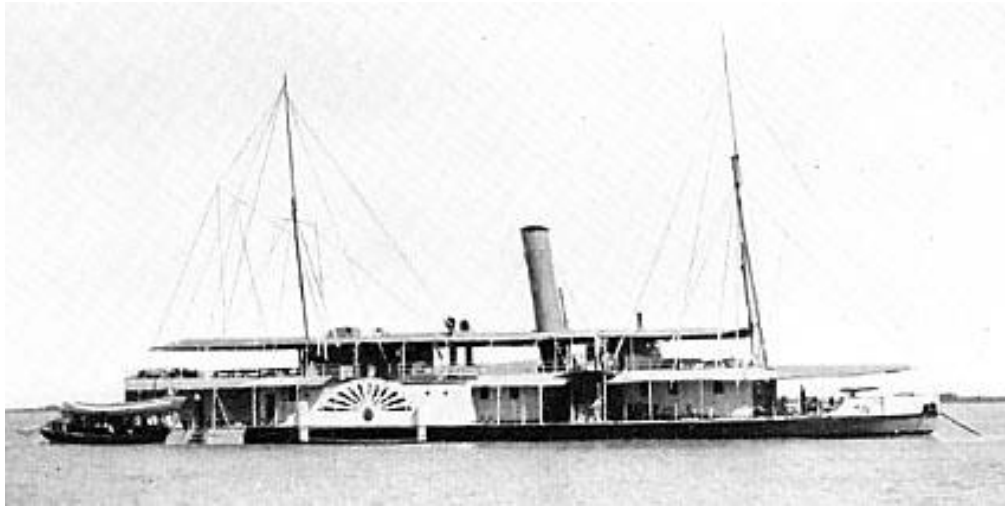
USS MANILA at Manila in 1903 (wiki).

HSIN PAO HUA (1921-38) 1054/21

Built by ?Toong Yue, Pootung for Ping An S.S. Co., Shanghai for Ningpo-Wenchow line. 3/7/23 (21.30) o/v Shanghai-Chusan Is. burst into flames from after hold (kero, cottons), 471 pass + 29 crew t/f to Grace Dollar, ship towed to Woosung and 4/7 (03.00) beached off Quarantine Stn (NCH 7/4/23). By 7/28 calling at Pootoo Island in the Chusan Archipelago en route to and from Shanghai to Ningpo, advertised for Yuan Lee S.S. Co., Nantao Bund. 1938 t/f to China American S.S. Co. Inc. (Don Line), Shanghai (Port. flag) r. DON LUIS. 4/39 probably seized by Japanese. NFI.

PING YANG (1921-24) 616/00-3 (180' x 30', paddle C2cy/14k, pass: 14 + 30 + 90).

Ordered 6/99 by Yunan Co. from Wm Denny Bros, Dumbarton (#50-125), hull sub-contracted to Blackwood & Gordon, Glasgow (#248) as SHUKONG, shipped out to China and erected by Shanghai Eng., S.B. & Dock Co. Yangtsze Trading Co. (Archibald Little), Shanghai and launched 3/4/00 as PIONEER. 4/00 in service Ichang-Chungking under command of Capt. S.C. Plant. 6/00 at Chungking req. by Royal Navy and months later sold to R.N. and refitted as Upper River gunboat/flagship. 3/01 r. HMS KINSHA. 3/21 sold to ?Ping An S.S. Co. for Ningpo-Shanghai service. 2/24 lost while operating Ningpo-Wenchow via Chusan and Haimen. [Lyon v.4].



PING YANG as HMS KINSHA (Internet).

?(EL DORADO) (1924-c.24) 1180/74-8 (iron, C2cyl, 130 hp)

Built by Cunliffe & Dunlop, Port Glasgow (#99) for Rio Grande do Sul S.S. Co. Ltd, London as DONNA ISABEL. 1877 sold to J.K. Welch, London. 7/78 reg. at London for J.M. Macdonald for CCSNC r. EL DORADO. 13/10/78 arrived at Shanghai. 1/2/82 t/f to ICSNC. 5/05 sold to J. Morris, Shanghai. 1905 sold to F.A. Brissander, Stockholm (agents Diederichsen, Jebsen & Co.). 1906 sold to Russian Govt (Naval Dept), Vladivostok r. ELDORADO. 1907 sold to Mariner S.S. Asscn, Vladivostok, 1912 sold to S.N. of Count H.H. Keyserling, Vladivostok. 7/7/16 impounded at Vladivostok. 1917 sold to Russian Volunteer Fleet Asscn, Vladivostok. 11/22 evacuated White troops from Vladivostok to Gensan (Korea). 21/6/23 sailed Gensan on charter to Kearny Co. Inc. (Capt. L.D. Kearny) on behalf of Govt of Chekiang and as YUN-AN under escort of Yung-Ping with 700 people, 29/6 refused disembarkation at Shanghai, and 1/7 anchored off Chinhaï (near Ningpo), months later moored off Woosung in unseaworthy condition. c.5/23 rep. sold and moved to Yangtse Estuary for dismantling but 1/24 lying derelict at Woosung, subsequently rep. sold to Chinese (?Ping An S.S. Co.), beached and broken up.



EL DORADO in Jardine colours (JM&Co.)



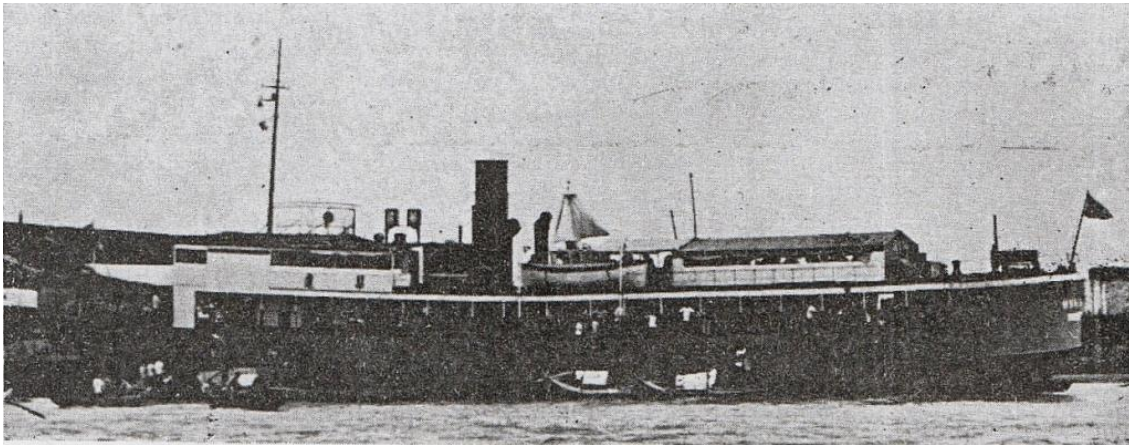
EL DORADO or sister PECHILI at Hong Kong (Royal Commonwealth Society/UoC Y30377C).

KANG TAI (1928-29) 2040/94 (259.5' x 38.0', T3cy/196hp)

Built by Flensburger Schiffsbau Ges., Flensburg (#146) for A/S D/S Urania (A. Christensen), Copenhagen as SIRIUS. 2/00 sold to Norddeutscher Lloyd, Bremen r. KOHSICHANG. 8/14 laid up at Bangkok. 22/7/17 seized by Govt of Siam r. SRI SAMUD. 1923 sold to Oong Ching Zai, Shanghai. 1927 sold to Shen Lu S.S. Co. (1923) Ltd, Shanghai r. HUA LEE No.1. 1928 sold to Yih Tah S.S. Co. (Tung Yue S.N. Co. Ltd), Shanghai r. KANG TAI. 27/3/29 inbound from Vladivostok (match logs) sank after being swept by flood tide onto underwater ram of Italian cruiser Libia at anchor off Woosung Spit Buoy [NCH, 30/3/29].

TAH WAH (1928-38, 1945-5?) 1074/28 (196.0' x 29.1') Shanghai-Taichow

Built by ?Toong Yue, Shanghai for Kung Mow S.S. Co. (Tung Yue S.N. Co. Ltd), Shanghai as TAH WAH (also listed as TA HUA). 14/4/31 o/v Shanghai-Chusan (300t genco, 200 pass.) stem damaged when rammed Dah Chong (1213/83) at night off Woosung, latter sank, 13 pass., 54 crew rescued by Hanyang, 6 drowned (NCH 21/4/31 rep. as TAH HWA of Ping An S.S.). 5/1/33 at 0200 seized by pirates o/v Shanghai-Haimen via Tinghai, Shihpu (now Ping An S.S. Co., Nantao Bund) - 22/2 returned to Shanghai with est. loss of \$22,000 in banknotes (NCH 25/1/33). By 2/38 t/f to China American S.S. Corp. (Don Line), Shanghai r. DON JOSE (Port. flag). 4/39 seized by Japanese and used in river service. Late 1945 recovered. Mid-1949 carried personnel to Taiwan during the 1949 evacuation" (Lim: "The Great Evacuation 1949" – in Chinese). 1956 deleted from LCI (no record of Taiwan registry), presumably broken up in Taiwan.



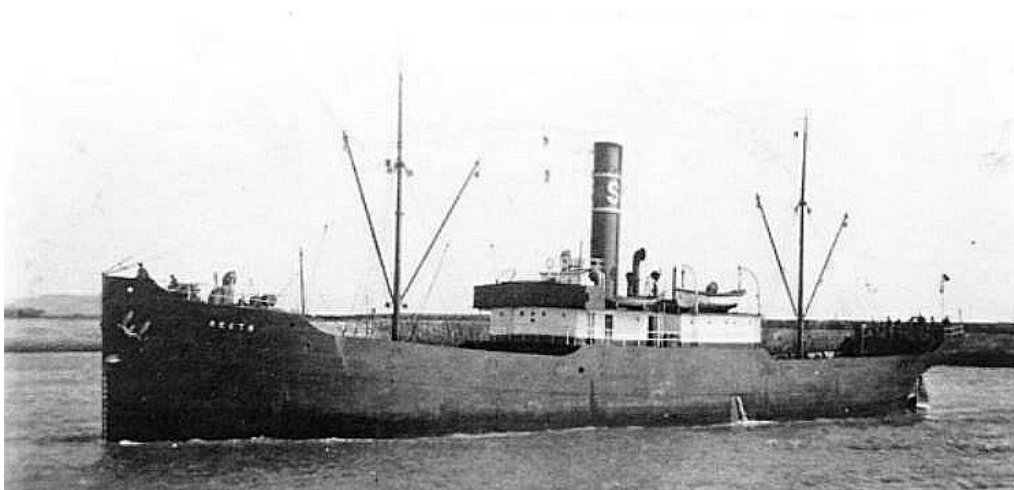
Chinese flag vessel of 760g operating Shanghai-Chusan in 1940-41, name showing as HWA TAH 華達 if read from right to left or TAH HWA 達華 if read unusually from left to right (*Sekai Shosen Yoran* p.296).

YUE LOONG (1929-32) 1888/89-5 (265.0' x 37.1, T3cy/181 nhp, David Rowan & Son, Glasgow)

Built by A. McMillan & Son, Dumbarton (#290) for J. Gardiner & Co., Glasgow as KINLOCH. 1897 t/f to Western S.S. Co. Ltd (J. Gardiner & Co. mgrs.), Glasgow. 1898 sold to D/S A/S La Norvège (A. Christiansen, mgr), Christiania r. LA NORVEGE. 1900 P. Bryn, mgr. 1902 Jens Pay, mgr. 1922 Thorvald Berg, mgr, Tønsberg. 1924 A. J. Andresen, mgr, Christiania. 1925 E.K. Bjerke, mgr r. THV. HÆREM (not registered). 1925 Peter Bjerkelund, mgr. 1926 sold to D/S A/S Den Skandinaviske Syd-Pacific Linje, Oslo. 1926 sold to Fu Ning S.N. Co. Ltd, Shanghai r. FU NING. 1929 sold to Yue Loong S.S. Co. (Toong Yue S.N. Co. Ltd, mgrs), Shanghai r. YUE LOONG. 8/12/32 sailed Hongay for Ningpo (coal, Capt. O.A. Olsen, 30+ crew) and disappeared.

PING AN (1947-49) 1127/13

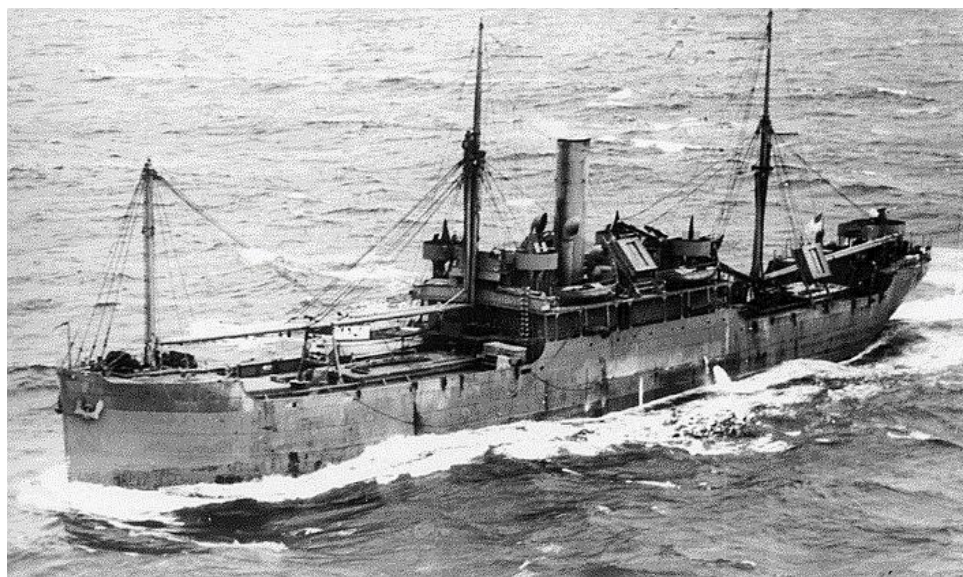
Built by Bergens Mek. Verksted, Bergen (#181) for B. Stolt-Nielsen, Haugesund as RECTO. 1922 t/f to B. Stolt-Nielsen & Co. 4/26 sold to D/S A/S Broommelands Red., Haugesund r. BARBARA. 1932 sold to A/S Victor Müllers Red., Bergen r. VIM. 7/46 sold to Antung S.S. Co. Ltd, Shanghai r. AN LOH. 1947 sold to Ping An S.S. Co. Ltd, Shanghai r. PING AN. 1949 sold to K.S. Zee (reg. owner Wallem & Co., Hong Kong, Panama flag) r. VIM. 1953 sold to Taichang Business Co. Ltd, Pusan r. PAIK LO. 1962 sold to Seoul Shg Co., Pusan. By 1969 broken up (LRS 1976/7).



PING AN as RECTO (H.L. Fedde at www.sjohistorie.no/en/skip/2691/)

EASTERN MARINER (1956-59) 3442/20 (T3cy by Allis-Chalmers Mfg Co. Ltd, Milwaukee).

Built by Hanlon D.D. & S.B. Co. Ltd, Oakland (Ca) (#85) for USSB (reg. San Francisco) as DERBLAY. 12/25 sold to Alaska S.S. Co. Inc, Seattle. 6/9/42 off Unimak Is. collided with and sank USN patrol boat YP-74 (4 lives). 7/46 sold for \$210,000 to Yu Chung S.S. Co. Ltd, Shanghai, 30/9 del. at Seattle r. YU CHUNG, 5/12 sailed for Shanghai. 1950 reg. t/f to Keelung. 8/56 sold to Pan Norse S.S. Co. S.A. (ben. owner George Cheng/Ping An S.S. Co. [HK] Ltd), Panama r. EASTERN MARINER. 1959 sold to Agenc. Comm. 'Progresso' Ltd and 16/6/59 arrived Hong Kong for demolition.



EASTERN MARINER in WWII service as DERBLAY (Canadian Forces/WSPL).

SOUTHERN MARINER (1959-63) 7268/42 (T3cy by Richardsons, Westgath & Co. Ltd, Hartlepool)

Built by Furness S.B. Co. Ltd, Haverton Hill (#272) for Elmina Ltd (United Africa Co. Ltd, mgrs), Freetown as CONAKRIAN. 20/10/40 damaged by air attack off Girdleness – 11/10/41 arrived Tyne in tow for repairs. 15/4/44 mine damage in No. 4 hold, towed to Tilbury for discharge, then laid up in the Thames until 23/12/45 arrived Tyne in tow for repairs. 1949 t/f to Palm Line Ltd, Liverpool r. DAHOMEY PALM. 1959

sold to Pan Norse S.S. Co. S.A. (ben. owner George Cheng/Ping An S.S. Co. [HK] Ltd), Panama r. SOUTHERN MARINER. 1963 reg.t/f to Mariner Ocean Tpt Co. S.A., Panama. 24/9/68 arrived at Hong Kong for breaking up by Mollers Ltd. [war details from www.benjidog.co.uk]



DAHOMY PALM in North Sea Canal (G. Bunschoten/M. Cranfield).



SOUTHERN MARINER in Malacca Strait, late 1960s with MOTC funnel (Airfoto/W. Schell)

EASTERN MARINER (1960-63) 4325/37 (T3cy by J.G. Kincaid & Co. Ltd, Greenock)

Built by Caledon S.B. & E. Co. Ltd, Dundee (#369) for The Adelaide S.S. Co. Ltd, Adelaide (reg. Melbourne) as BUNGAREE. 10/40 req. by RAN and conv. to minelayer – 6/41 comm. as HMAS BUNGAREE. 8/44 stores carrier. 8/46 decomm. 1/47 resumed commercial service. 6/57 sold to Kowloon Nav. Co. Ltd (H.C. Sleigh Ltd, mgrs) and reg. at Hong Kong, 9/57 r. DAMPIER. 1/60 sold to Pan Norse S.S. Co. S.A. (ben. owner George Cheng/Ping An S.S. Co. [HK] Ltd), Panama r. EASTERN MARINER. 1961-63 on charter in Indonesian waters. 1963 t/f to Mariner Ocean Tpt Co. S.A., Panama. 25-26/5/65 holed near stern by mine 8m. below Saigon, towed up to Nha Be naval base where sunk by mortar fire in shallow water, later fell onto side, CTL. Later salvaged by Japanese r. KITAGAWA MARU No. 15 and towed to Hong Kong where 7/68 under demolition by Kwan Ho.



EASTERN MARINER (Wallem colours) sunk off Nha Be in mid-1965 (navy.gov.au).



EASTERN MARINER capsized on side (brownwater-navy.com).

PACIFIC MARINER (1963-66) 7112/42 (M-3cy)

Built by Wm Doxford & Co. Ltd, Sunderland (#697) for Strick Line (1923) Ltd, London as BARDISTAN. 1946 Strick Line Ltd. 1963 sold to MOTC, Liberia r. PACIFIC MARINER. 1966 r. EASTERN ENTERPRISE. 20/5/72 arrived at Kaohsiung for breaking up by Dong Yung Steel Co.



BARDISTAN in Nieuwe Waterweg (G. Bunschoten/M. Cranfield).



EASTERN ENTERPRISE ex PACIFIC MARINER, Hong Kong, 28 June 1970 (W. Schell/M. Cranfield colln).

EASTERN ENTERPRISE (1966-72)

see PACIFIC MARINER (1963-66)

EASTERN BUILDER (1966-79) 9805/66 (bulk carrier, M-6cy/14k by Kawasaki D.Y. Co. Ltd, Kobe)
Built by Sanoyasu Dockyard Co. Ltd, Osaka (#245) for Eastern Marine Tpt Co. Ltd (Ping An S.S. mgrs.), Liberia. 1979 sold to Topaz Maritime Inc., Piraeus r. MED EXPLORER. 3/9/83 wrecked in 4.21N, 7.28.42W o/v Gdansk-Port Harcourt (cement).



EASTERN BUILDER at Dunedin in 1970 on Dai-ichi Chuo charter. Twin hatches (W. Schell).

EASTERN DEVELOPER (1972-78) 5932/54 (m.s., 2SA M-6cy by Maschf. Augsburg-Nürnberg)
Built by Flensburger Schiffs. Ges., Flensburg (#546) for Partenreed. 'Ingrid Leonhardt' (Leonhardt & Blumberg), Hamburg as INGRID LEONHARDT. 1972 sold to MOTC, Panama r. EASTERN DEVELOPER. 1978 sold to Eldon Shg Corp., Panama r. CONDORE. 1979 broken up in South Korea.



EASTERN DEVELOPER at speed in Malacca Strait (Airfoto/W. Schell).

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