

**Hwang Tiong Beng and the
China Pacific Group of Hong Kong
(中太輪船)**



China Pacific Shipping & Trading Co. Ltd, Shanghai (1946)
China Pacific Nav. S.A., Panama (1950)
Southland Nav. & Commerce Ltd (1959)
Haitong Steamships & Tdg Co. Ltd (1959)
China Pacific Navigation Co. Ltd (1959)
China Pacific Engineering Co. Ltd (1962)
Eastland Nav. & Commerce Ltd (1963)
Cathay Trader Steamship Co. Ltd (1963)
Oriental Trader Nav. Co. S.A. (1964)
China Pacific Shipyard Ltd (1966)
Mercantile Shipping Development Co. Ltd (c.1966)
Cia de Nav. Buena S.A. (1966)
Capella Nav. S.A. (1967)
Escudo Shipping Corp., Liberia (1967)
Holly Nav. Co. S.A. (1968)

See also under Hornbeam Co. Ltd, Hong Kong

Transporte de Minerales S.A., Panama (1959-60)
Panamerican Pacific Corp. S.A., Panama (1963-65)

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Introduction

Hwang Tiong Beng/T.B. Hwang was one of the more successful middle-tier Hong Kong shipowners of the postwar years. He lacked the high profile of tycoons Y.K. Pao and C.Y. Tung but gradually built a sound business in shipowning, shiprepair and shipbuilding. It is interesting to compare his trajectory with fellow Hong Kong shipowner Eddie Wong [see separate list]. The latter made bold and sometimes audacious moves and in the early 1970s his passenger fleet was second only to that of C.Y. Tung, but in 1977 he fled Hong Kong to avoid bankruptcy proceedings. More steady and strategic in his approach, T.B. flourished in the 1960s and 1970s. Yet Hwang and the China Pacific group are not mentioned in Stephanie Zarach's history of the Hong Kong Shipowners Association (2007) and seem to have left no ongoing legacy.

According to York Lo on the Industrial History website [industrialhistoryhk.org/t-b-hwang-and-benny-tang/ dd. 16 March 2020], Hwang was born at Amoy in Fukien province in 1915. Lo records that in 1940 with fellow Fukienese Y.C. Tseng, T.B. set up Pacific Shipping (太平船務) in Hong Kong and chartered two foreign-flag ships for operation to Macao and the French enclave of Kwangchow Wan. Both were seized by the Japanese in December 1941, though one is subsequently said to have been taken by her crew to Republican territory in Kwangsi (Guangxi) in far southwestern China. Where T.B. spent the years 1941 to 1945 is not known but in December 1946 he remerged in Shanghai as manager through China Pacific Shipping & Trading Co. Ltd of the 2,500-grt passenger carrying *Choluteca* (1921), that Wallem & Co. had purchased three months previously from United Fruit S.S. Co. After a short refit in Hong Kong, she was placed in the Amoy-Manila passenger trade as *Tai Ping*. In January 1948 T.B. was registered as the owner but a year later he had the misfortune to lose the ship through collision in the approaches to the Yangtse. Presumably after payment of the insurance claim, in 1950 T.B. through China Pacific Nav. S.A., Panama became beneficial owners with Wallem & Co. of the older 2089-grt *Cordova* (1912), but she lasted only until January 1951 when broken up in Hong Kong. In Hong Kong China Pacific also seem to have acted as shipping agents, being noted in May 1948 as having the passenger ship *Hwa Lien* 3488/1907) on charter from United China S.S. Corp. for service between Hong Kong and Manila.

From 1951 no trace is found of T.B.'s activities until May 1955, when Pan Pacific Transport Co. Ltd was registered in Hong Kong with sixteen shareholders distributed between the Hwang family, Peter Hyui and wife and Joseph Wong and wife, T.B., Hyui and Wong being directors. York Lo identifies Peter Hyui (1910-1990) as founder of Nanyang Development & Finance Corporation (inc. 1941, dissolved in 1991) and managing director of Thai industrial paint manufacturer Trantex.

Whether or not through Pan Pacific, it is likely that from 1955 T.B. and his wife Doris Chang, or perhaps Pan Pacific, were beneficial owners through Wheelock Marden's Far Eastern & Panama Transport Corp. of the 2,201-ton freighter *Doris* (1920), which since 1923 had operated on the China Coast as Wrangell's *Pronto*. *Doris* was sold in 1957 and probably replaced by the 2057-grt ex Norwegian steamer *Lulu*, which would have been named after their daughter. *Lulu* would in turn be sold two years later.

In 1959 there began a flurry of activity with Southland Nav. & Commerce Ltd (25 June), Haitong Steamships & Trading Co. Ltd (5 September) and China Pacific Navigation Co. Ltd (14 November) being registered at Hong Kong in quick succession. With a nominal capital of HK\$1 million (\$0.2 million paid up), Southland (南源航業貿易) was a Hwang family company with the shares held by (Mrs) Doris Chang Hwang 10,000, T.B. 6,900, children Richard, Jimmy and Lulu 1,000 each, and Homer Khoo 100. Directors were T.B., Doris and Khoo. However, on 25 October 1960 some two-thirds of T.B.'s holding was transferred to Chow Cheong Sen. Chow was the prime shareholder (81%) in Haitong (East Sea). T.B. held only 10 shares and sold these on 24 October 1960, coinciding with Chow's buying into Southland. The third company, China Pacific, reviving the name of the old Shanghai firm, was also a joint venture between Chow (175/500) and T.B. (10/500) with the Hwang family holding overall majority control through Southland (315/500).

At first Southland does not show as owning ships. Haitong acquired the N3-type 1,941-grt *Ceylon* while China Pacific registered the 4-masted 2059-grt *Borneo* (1918), which may previously have been under beneficial ownership as *Peggy*. Then in 1960-61 China Pacific spread its wings by buying two good-quality British tramps from P&O Group's Asiatic S.N. Co., first the 5,371-grt *Amoy* ex *Havildar* (1940), then the near sister *Kulangsu* ex *Nadir* (1944). In between was added the 6,250-dwt, 4-hatch Australian tweendecker *Fuching* ex *Bundaleer* (1939). *Amoy* made a tramping voyage to Melbourne for one of the first loadings in Australia's recent signed 10-million-ton wheat sale to China, a somewhat controversial deal in that Australia, unlike Britain, did not yet recognise the People's Republic. First Master of *Amoy* was Peter Foxley, latterly Master and part-owner of *South Deal* (ex *Doris*), who would later become widely known as principal, pilot and photographer of Airfoto at Malacca.

In 1960-61 China Pacific took delivery from Pacific Islands Shipbuilding Co. Ltd of the small vessels *China Pacific 1, 2, 3 and 4*. No. 1 was registered at Hong Kong and in January 1961 mortgaged to Jardine Matheson & Co. Ltd before being sold in July 1962 to Ta Hing. Their details and role are unknown.

Ultimate ownership of these and subsequent vessels becomes clouded by the obscure relationship with Hornbeam Co. Ltd of Hong Kong, which in Lloyd's Confidential Index is shown as the beneficial owner of a number of seemingly China Pacific/Hwang shipowning companies. Hornbeam had been registered in Hong Kong on 6 April 1957 as Hornbeam S.S. Co. Ltd as a Wheelock Marden shell

company. In April-May 1958 new shares were issued to the amount of HK\$7,500 and the HK\$2,500 Wheelock Marden holding transferred jointly to the South African mining company Anglo-American Corporation and the British commodity trader Corrie MacColl & Son Ltd, the latter affiliated with the plantation firm Harrisons & Crosfield. Hornbeam S.S., which in December 1958 became just Hornbeam Co. Ltd, acquired the little 920-dwt coaster *Francoise* (1920), also in 1959 the old 1,337-grt collier *Canopus* (1903) in Sydney, which was sold the following year to breakers without ever leaving Sydney, then *Francoise* was sold in 1960. By 1961 Hornbeam's capital had been increased to \$900,000 by allotment of another 80,000 shares to Horsford Nominees Ltd, a Hong Kong-registered subsidiary of the Standard & Chartered Bank. Two of the four directors, D.F. MacColl and F.C. Turner had the same London business address, while the other two directors were based in Singapore. The specifics of the business are unknown. There seems to have been a relationship with shipowner Eddie Wong, though Lloyd's Confidential Index (LCI) of December 1959 suggests that *Canopus* may have been an arrangement with Teh Hu S.S. Co. Ltd of Hong Kong. With the backing of Standard & Chartered Bank, Hornbeam may then have become mortgagee for China Pacific vessels. Certainly Hornbeam was no commercial success because when the company liquidated in April 1966, about six months after the coup in Indonesia and as normal shipping services were about to resume with Indonesia, barely half the shareholder value was recouped after discharge of accumulated losses. LCI shows that by December 1966 all ships had reverted to the 'head listing' of China Pacific at Room 501, Takshing House.

In April 1962, and likely with the backing of Standard & Chartered, the Hwang family diversified into ship repair with the establishment of China Pacific Engineering Co. Ltd (CPE). Except for 10 director's shares held by T.B. and Chow, 1980 of the 2,000 initially paid-up shares were held by China Pacific Navigation. CPE specialised in ship conversions for third parties, most notably Eddie Wong/Ta Hing. In January 1962 Ta Hing (*Neptune Fir*) and China Pacific (*Dairen*) each bought a 9,000-dwt 'O'-class freighter from British India S.N. Co. and fitted troopship spaces prior to sale through Ta Hing to the Indonesian Army. A third of the class, *Ruthy Ann ex Ohkla* followed in mid-1962. Typhoon 'Wanda' on 1 September 1962 ensured plenty of work in repairs to the many vessels blown ashore around Hong Kong harbour, as did typhoon 'Ruby' two years later. In the mid-1960s CPE converted four deepsea tankers to dry bulk carriers, two for operation by group subsidiaries (*Atlantic Trader* and *Cosmo Trader* (III) / *Winfield Trader*) and two for sale to John Manners & Co. (*Eastland Trader*/*San Antonio* and *Cosmo Trader* (II)/*San Eduardo*). Three more tankers were purchased, in 1967 the 17,600-dwt *Buena Trader* (ex *Rossum ex Hilversum*), 22,800-dwt *Oriental Trader* (ex *Hoegh Arrow*) and, in 1969, the 16,000-dwt *Kingsland Trader* (ex *Saga Scout* ex *Storaas*) but these were not converted and continued to trade as tankers.

In June 1963 Eastland Nav. & Commerce Ltd was set up with a similar family structure to Southland and would act as agents for CPEC and also briefly as owner of *Amoy* and the 10,000-dwt war-standard

Cosmo Trader (ex *Carlton*). Cathay Trader Steamship Co. Ltd set up in October of the same year would also be a shipowning subsidiary along with a series of Panamanian single-ship affiliates beginning with Oriental Trader Nav. Co. S.A. (1964) for a number of older trampships, most taken over from John Manners & Co. Ltd, perhaps in exchange for the converted bulk carriers and *San Antonio* (ex *Eastland Trader*) and *San Eduardo* (ex *Cosmo Trader*). Most of the 'old timers' were soon sold.

Loss of *Winfield Trader* to typhoon 'Rose' in September 1971 reduced the fleet to the tankers *Buena Trader*, *Oriental Trader* (II) and *Kingsland Trader*, plus the conventional *Holly Trader*. The last two tankers were sold to breakers in the latter half of 1972, leaving *Holly Trader* as the sole and final vessel in the fleet until sold in the following year. T.B.'s timing was good, selling out of shipowning on the eve of the OPEC oil crisis. China Pacific nevertheless retained active in ship repair and ship building. In June 1966 China Pacific Engineering had taken over a small shipyard, Mei Wo Enterprises Ltd, which in the following month was restyled China Pacific Shipyard Ltd with T.B. and wife Doris the sole directors. Over the next few years these two linked firms would build a number of vessels of several thousand tons in size. China Pacific Engineering (#7560) liquidated in 1995, while China Pacific Engineering Shipyard Ltd (#8009) was dissolved in 2003.

Becoming prosperous in his middle age, T.B. was able to diversify his interests and recreations and to become known as a philanthropist. York Lo records that he was Chairman of the syndicate that in 1969 opened the popular Hing Sheung Fung restaurant at 82 Waterloo Road, Kowloon and with some of the same figures built the Pearl Island Hotel, which opened at Pearl Island, Tuen Mun in February 1970. By way of recreation, T.B. became the owner of ten racehorses, giving him some prominence in the prestigious Hongkong Jockey Club – his wife also jointly bought a horse with D.A. Hussey, Managing Director of Wheelock Marden & Stewart. In 1967 he was invited onto the board of the venerable Tung Wah hospital, becoming principal director in the following year. In 1990 he died well respected at the age of around 75.

Sources

Background on T.B. Hwang has been sourced from York Lo at industrialhistoryhk.org/t-b-hwang-and-benny-tang/ (16 March 2020). Further information has been obtained from the Hong Kong Corporate Registry, the Hong Kong Shipping Register, Lloyd's Register, the Schell Registers, and Dick & Kentwell, *Sold East* (NAA, 1991). I am very grateful to Bill Schell, Russell Priest (Nautical Association of Australia/NAA), Malcolm Cranfield and Dr. George Wilson for their assistance with rare photos and other details.

Fleet List

CHOLUTECA (1946-46) 2493/21-3 (301.3 x 42.3', 2-sc. x T3cy by Vulcan Iron Works, NJ)
Built by Newburgh S.Y. Inc., Newburgh (NY) (#18) for Cuyamel Fruit Co., Puerto Cortes (Hond.). 1930 t/f to United Fruit S.S. Co. 1931 t/f to Mayan S.S. Corp. 1935 t/f to United Fruit SS. Corp., New York. 1942 t/f to Empresa Hondurena de Vapores, Puerto Cortes. 9/46 sold to Wallem & Co. (John Manners & Co. Ltd, Hong Kong, mgrs), Panama. 12/46 sold to China Pacific Shg & Tdg Co. Ltd (T.B. Hwang, mgr), Shanghai r. TAI PING. 3/47-6/48 deployed in Amoy-Manila passenger trade. 1/48 t/f to T.B. Hwang. 27/1/49 o/v Shanghai-Keelung (with reported 1500 evacuees) in collision in fog with *Kien Yuan* in mouth of Yangtse N. of Chusan Island (30.37N, 122.25E), both ships sank quickly and despite assistance from *HMAS Warramunga* (commanded by Wilfred Hastings Harrington) only 35 rescued [Schell, wrecksite].



CHOLUTECA at St John, New Brunswick, 23 May 1934 (J. Lochhead/W. Schell).



CHOLUTECA showing prominent ventilators (Mariners' Museum via www.histarmar.com.ar/MarinaMercanteExtr/MarinaMercanteHonduras/Mercantes/Choluteca-1.htm)



Builder's model of United Fruit's OLANCHO-CHOLUTECA-COMAYAGUA trio (SK coll.).

TAI PING (1946-49) 2493/21-3

see CHOLUTECA (1946-46)

CORDOVA (1949-51) 2089/12-3 (243.0 x 41.1', T3cy)

Built by Harlan & Hollingsworth Corp., Wilmington (Del.) (#412) and launched for Olsen & Mahoney, San Francisco as CALIFORNIA but completed for Alaska S.S. Co., Seattle as CORDOVA. 12/46 sale for \$235,000 to Lee Che Industrial Co. Ltd, Shanghai approved by USMC. 3/2/47 del. at Everett (Wa.) and 11/2 in tow for Vancouver where t/f to Chinese flag r. LEE KUNG and 3/4 sailed for China. 1949 sold to Wallem & Co. (ben. owner CPSTC), Hong Kong (Panama flag) r. CORDOVA. 11/1/51 demolition began at Hong Kong by Hong Kong Chiap Hua Manufactory Co. (1947) Ltd

[Schell, <http://courts.mrsc.org/supreme/031wn2d/031wn2d0949.htm>].

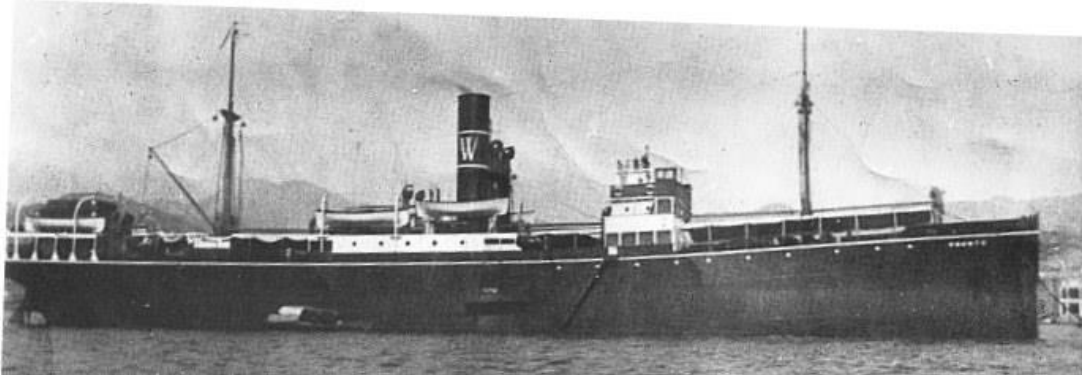


CORDOVA at Kodiak, Alaska (Internet).

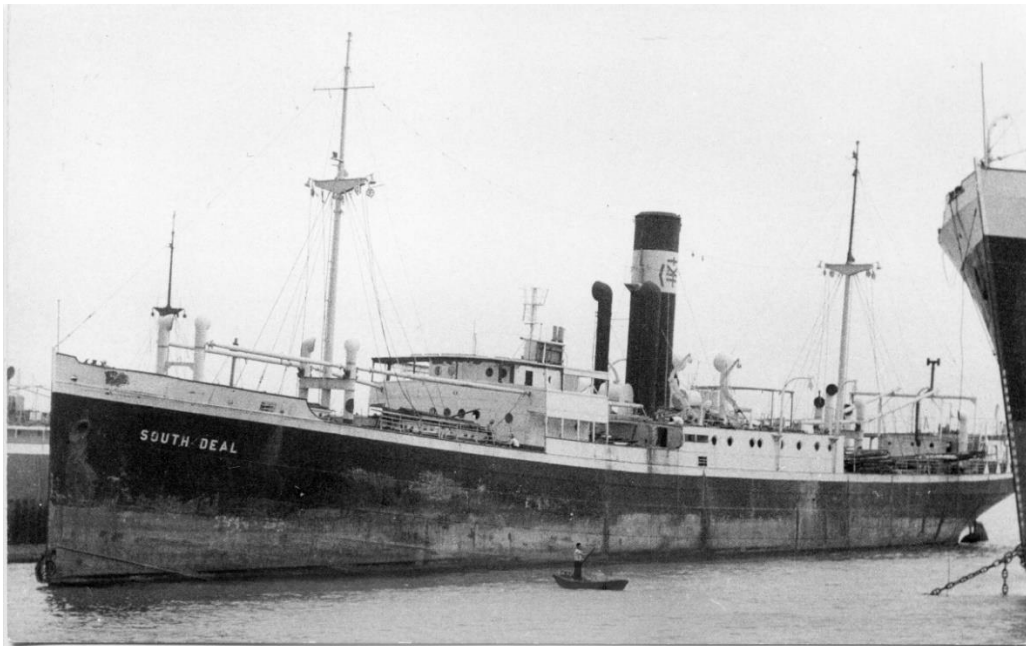
DORIS (1955-57) 2201 (2985)/20-5 (285.0 x 41.4'; T3cy Wilton's Eng. Slipway Co., Rott.)

Built by N.V. Werf Zeeland, Hansweert (#56) for Red. A/B Svenska Lloyd, Gothenburg as LOMBARDIA. 1923 sold to D/S A/S Produce (H.M. Wrangell & Co. A/S, mgrs), Haugesund for service on China Coast r. PRONTO. 1938 mgrs Jacob Odland S.S. Co. 4/40 req. by MOWT (Nortraship mgrs., then British India

S.N. Co. Ltd, mgrs). c.1/12/41 Hong Kong for Singapore, thence Penang and Colombo. After service India-Persian Gulf, 8/42-3/43 Alexandria-N. Africa as Cased Petrol Carrier. [10/45] 5/46 reverted to owners. 21/4/49 arrived at Hong Kong from (Communist) Tientsin with 85 pass. and 1,600 tons beancake in barter exchange for general cargo [SCMP, 23/4/49]. 10/55 sold to Far Eastern & Panama Tpt Corp. (T.B. Hwang likely ben. owner; Wheelock, Marden & Co. Ltd, Hong Kong, mgrs), Panama r. DORIS. 1957 t/f to Panamanian-Oriental S.S. Co. Ltd (ben. owners Nanyang S.S. & Ent. Co. Ltd; Wheelock, Marden & Co. Ltd, mgrs), Panama r. SOUTH DEAL (P. Foxley part-owner and Master). 1958-60 on charter in Indonesian waters. 12/3/60 arrived at Hong Kong for breaking up by Hongkong Rolling Mills Ltd.



PRONTO in Wrangell & Co. colours with awnings rigged for deck passengers (skipshistorie.net).



DORIS as SOUTH DEAL at the breaker's yard, 8 April 1960 (R. Maya/W. Schell).

LULU (1957-59) 2057/20 (269.4 x 39.7', T3cy by Etab. d'Indret)

Built by Govt Yard, L'Orient for French Govt as DEPUTÉ JOSSELIN DEC ROHAN. 1921 sold to S.A. de Nav. 'Les Armateurs Francais', Brest. 1936 sold to A. Benato & C. Pestalozza, Genoa r. ALBA. 1937 sold to Scott-Hansens Red. A/S, Oslo r. NANDI. 12/38 ashore on E. Coast of Prince Edward Island, refloated but 4/39 again ashore, refloated and towed to Halifax. 1940 sold to A/S Thv. Halvorsen, Bergen. 1951 sold

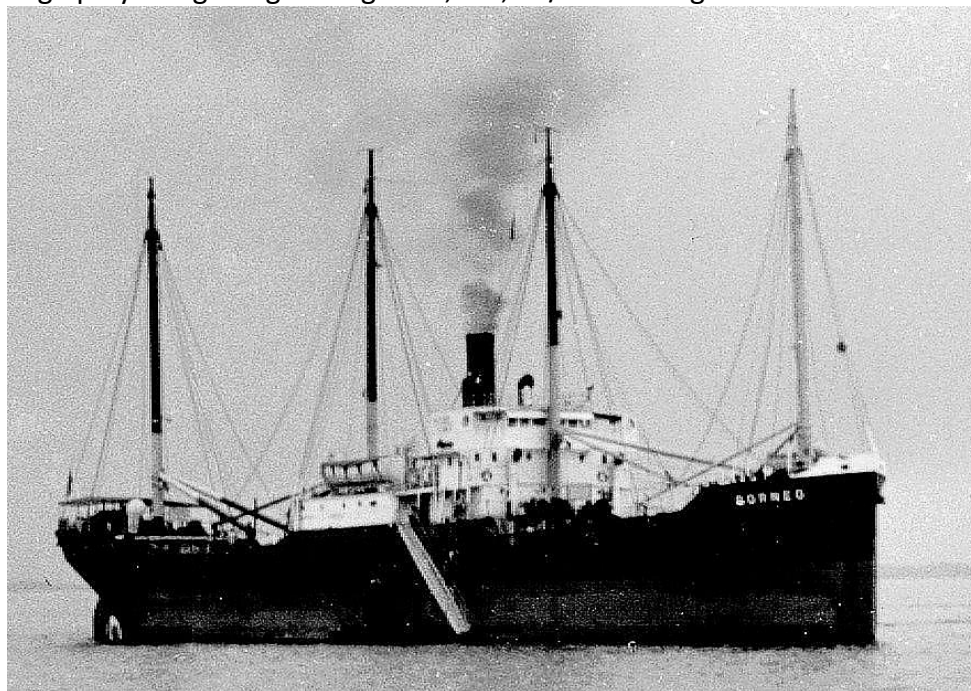
to A.J. Thomassen, Arendal r. ROYAL. 5/57 sold to Panamanian-Oriental S.S. Co. Ltd (Wheelock, Marden & Co. Ltd, Hong Kong, mgrs; T.B. Hwang likely ben. owner), Panama r. LULU. 1959 sold to Tptes de Minerales S.A., Panama r. MALAYA. 6/10/59 o/v Hong Kong-Kobe (scrap) foundered near Swatow in 23.14N, 117.31E after cargo shifted in heavy weather.



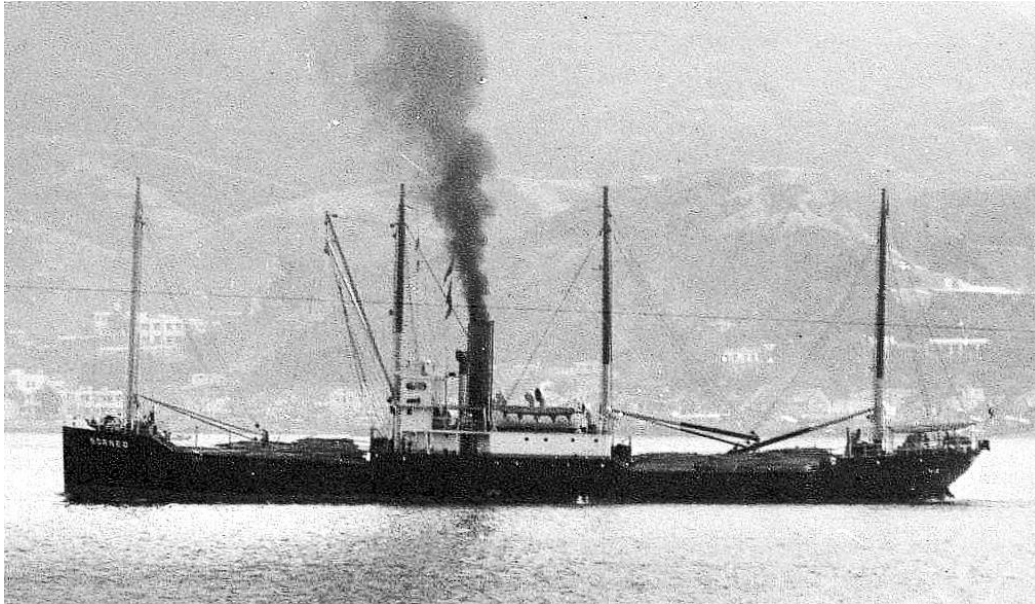
MALAYA ex LULU laid up at Hong Kong, 1959. 'S' on funnel probably denotes SAFIC.
(R. Gabriel/H. Dick).

BORNEO (1959-62) 2059/18-10 (250.5 x 43.7, T3cy)

Built by Manitowoc S.B. Corp., Manitowoc (Wi.) (#98) for USSB as CORSICANA 11/25 sold to Pillsbury & Curtis, San Francisco. 1930 r. TIMBERMAN. 12/31 sold to Los Angeles S.S. Co. Inc., Los Angeles. 8/33 sold to California S.S. Co. Inc., Los Angeles. 12/35 sold to Matson Nav. Co. Inc., San Francisco. 1937 sold to Schafer Bros. S.S. Lines, San Francisco r. MARGARET SCHAFFER. 1955 sold to B.C. Aitchison, Encino (Ca.) (Wallem & Co. Ltd, Hong Kong, mgrs), Panama flag r. GREAT OAKS. 1958 sold to Peggy Nav. Co. S.A. (Wallem & Co. Ltd, mgrs), Panama r. PEGGY. 1959 sold to CPNC r. BORNEO. 4/6/62 arrived Hong Kong for breaking up by Hong Kong Rolling Mills, Ltd, 28/7 work began.

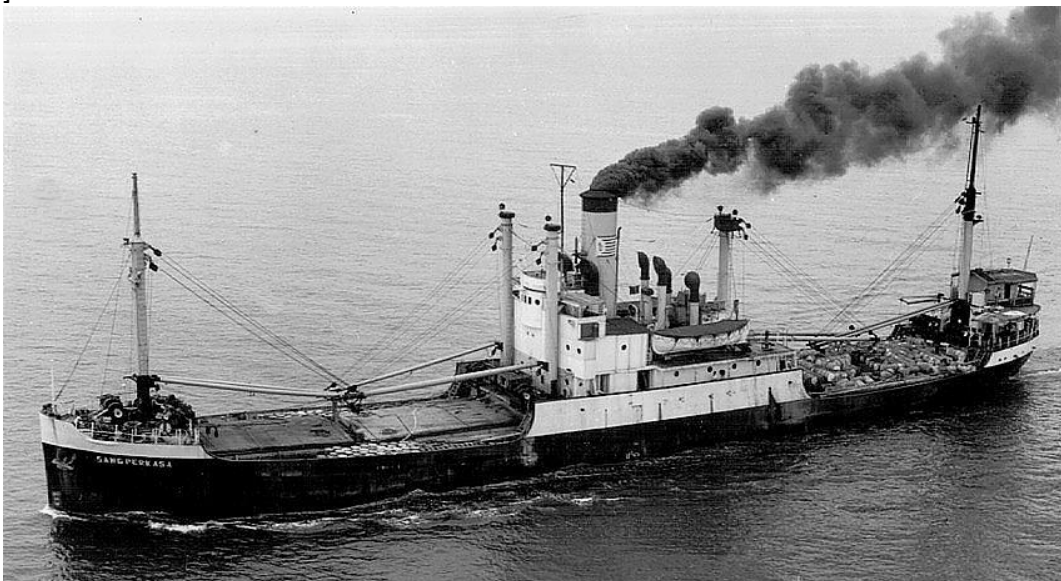


BORNEO (R. Gabriel/H. Dick).



BORNEO at Hong Kong, 22 April 1961, showing 'Laker'-type layout (Dr. George Wilson).

CEYLON (1959-62) 1941 (2843)/43-7 (259.0 x 42.1', T3cy by Prescott Co., Menominee)
 Built by Walter Butler Shipbuilders Inc., Superior (Wi) for WSA for b/b charter to MOWT (Witherington & Everett, Newcastle mgrs) as ASA ELDRIDGE. 7-10/43 Canadian Great Lakes service. 2/12 sailed Halifax for Leith, then coastal service. 5/45 t/f to UK-N. Europe service. 4/47 sold to MOT (same mgrs). 4/51 sold to Williamson & Co. r. INCHISLAY - 1/52 reg. at Hong Kong for charter to PRC for Shanghai-Foochow route. 23/9/52 looted of cargo by Nationalist gunboat and junks off Wenchow. 26/6/56 seized by Indonesian corvettes for illegal entry to Sulawesi - taken to Surabaya where later released. 11/59 sold to Haitong S.S.& Tdg Co. Ltd (China Pacific Nav. Co. Ltd), Hong Kong r. CEYLON. 9/62 sold to Ta Hing Co. (HK) Ltd, Hong Kong but promptly resold to P.T. Mask. Pel. Sang Saka, Jakarta r. SANG BALIM. c.1966 r. SANG PERKASA. 1969 sold, presumed to Taiwan breakers [BT 3892/114 and 389/6/228].



CEYLON as Indonesian-flag SANG PERKASA in Malacca Strait (Airtoto).

AMOY (1960-64) 5371 (8270)/40-7 (425.0 x 52.11', T3cy by Rankin & Blackmore Ltd, Greenock)
Built by Lithgows Ltd, Port Glasgow (#932) for Asiatic S.N. Co. Ltd, London as HAVILDAR. 3/60 sold to CPNC, HK r. AMOY. 2/64 t/f to Eastland Nav. & Commerce Ltd. 1/65 t/f to Oriental Trader Navigation Co. S.A. (Hornbeam Co., Ltd, Hong Kong), Panama r. CONTINENTAL TRADER. 3/65 t/f to Panamanian flag. 17/2/66 arrived Kaohsiung for breaking up.



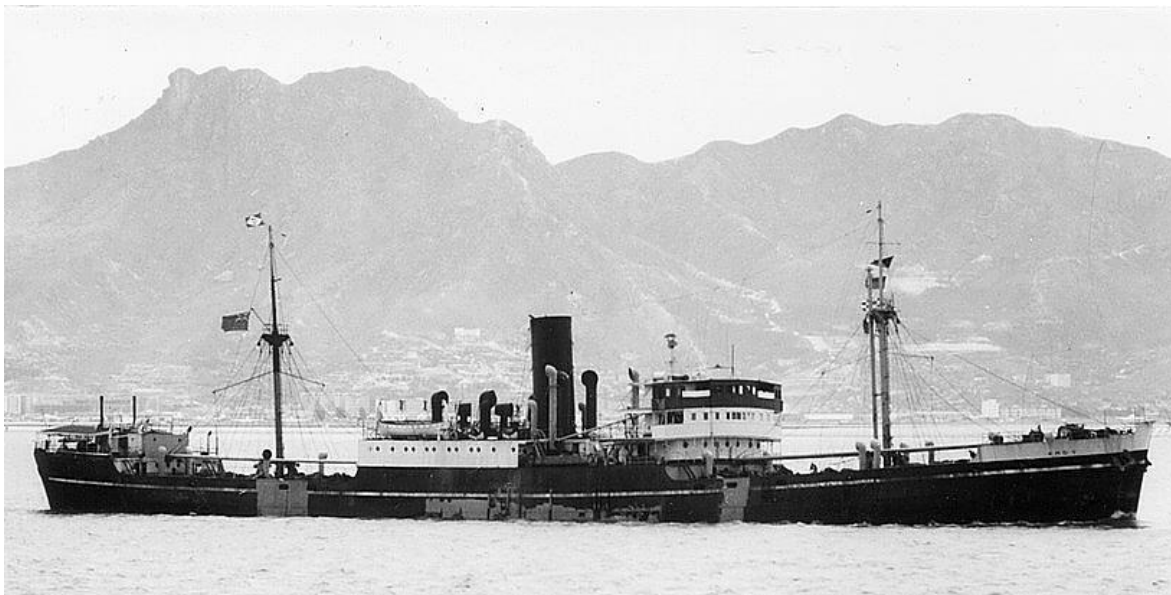
HAVILDAR at London docks in Asiatic S.N. Co. colours (A. Duncan/W. Schell).



Distant view of AMOY at end of delivery voyage from Calcutta to Hong Kong, 9 April 1960, Master Peter Foxley (R. Maya/W. Schell).



AMOY loading wheat at Williamstown, February, 1961 (W. Volum/H. Dick).



AMOY at Hong Kong, April 1961 (Dr. George Wilson).

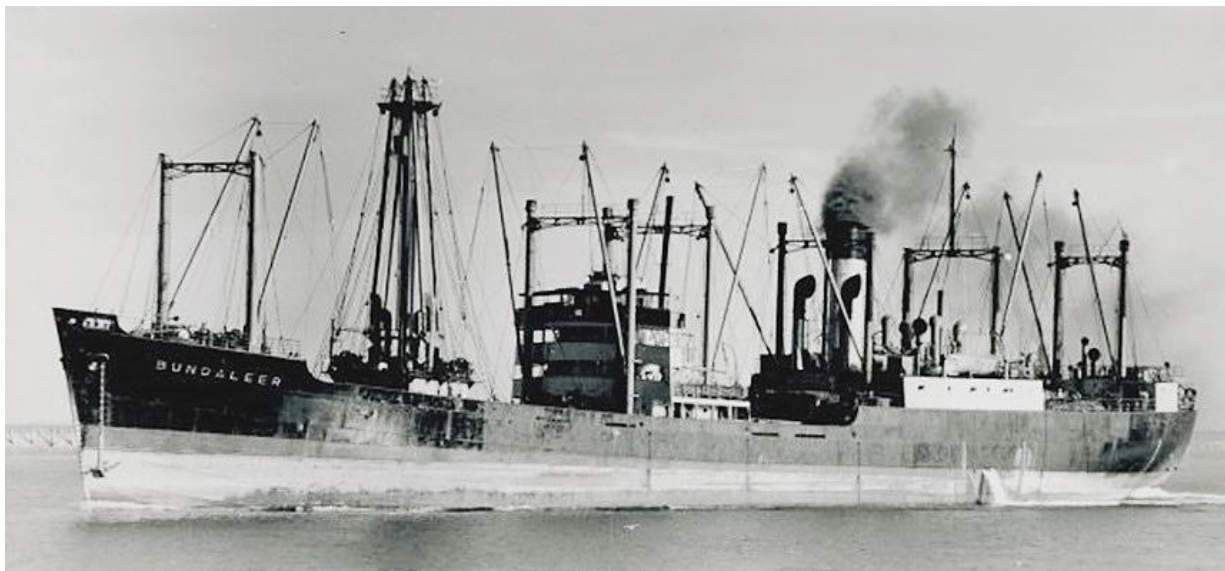
CHIPBEE (1960-64) 7176 (10,440)/43-12 (441.6 x 57.0', T3cy by Willamette I.&S., Portland)
Built by Permanente Metals Corp., Shipyard No. 1, Richmond (ca.) (#2125) for US War Shipping Administration, San Francisco as LAWRENCE GIANELLA. 1947 sold to Ci. Caribbeana de Transportes Maritimas Ltda (Capeside Shipping Co.), Panama r. MARY G. 1948 sold to Scindia Steam Navigation Co. Ltd, Bombay r. JALAKALA. c.6/60 sold to CPNC, Hong Kong r. CHIPBEE. 1964 t/f to Eastland Navigation

& Commerce, Ltd, Hong Kong. 1964 sold to Woodline Inc. of Liberia (Atlas S.S. Agency, San Francisco), Monrovia r. STANWOOD. 17/11/64 arrived at Osaka, thence Tsuneishi where 1/2/65 work began.



CHIPBEE at Hong Kong, 17 November 1962, Union Jack on hull (Dr. George Wilson).

FUCHING (1960-64) 4324 (5660)/39-3 (378.4 x 50.4', T3cy+LPT by J.G. Kincaid & Co. Ltd, Glasgow)
Built by Caledon S.B. & E. Co. Ltd, Dundee for The Adelaide S.S. Co. Ltd, Adelaide (reg. Melbourne) as BUNDALEER. 11/60 sold to CPNC r. FUCHING. 2/64 t/f to Haitong S.S. & Tdg Co. Ltd. 5/9/64 driven ashore at Yam O Bay, Lantau Is. by typhoon 'Ruby', refloated and repaired. 12/64 t/f to Oriental Trader Nav. S.A., Panama r. ORIENTAL TRADER. 1966 sold to Panamanian Oriental S.S. Corp. (WM & Co. mgrs), Panama r. DORINTHIA. 1967 sold back to CPN (Capella Nav. S.A.). 1968 sold to Great Taipei Nav. Co., Panama r. ARENA. 30/9/69 arrived at Kaohsiung for breaking up.



FUCHING as Adelaide S.S. Co. BUNDALEER at Port Adelaide, 1950s (J.Y. Freeman/NAA).



FUCHING at Hong Kong, 31 May 1964. Samsons on fo'c'sle and poop have been removed and prominent Union Jack on plated up bridge deck (Dr. George Wilson).



FUCHING as ARENA anchored off Da Nang, 7 July 1969, in her last months (W. Schell).

KULANGSU (1961-63) 5497 (8285)/44-11 (425 x 54.0', T3cy by Rankin & Blackmore Ltd, Greenock)
Built by Lithgows Ltd, Port Glasgow (#1004) for Asiatic S.N. Co. Ltd, London as NADIR. 7/61 sold to CPNC, HK r. KULANGSU. 3/63 sold for breaking up by Hong Kong Rolling Mills Ltd.



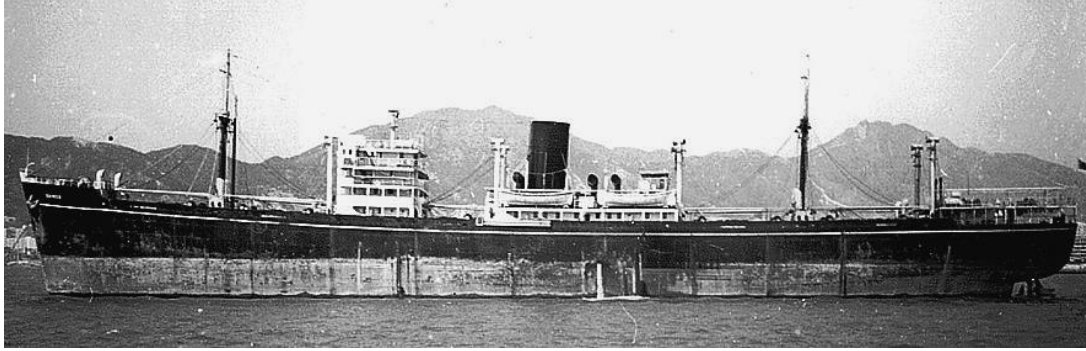
KULANGSU as Asiatic's NADIR at Singapore, 1 Oct. 1959. A near sister of AMOY ex HAVILDAR (1940) (Dr. George Wilson).

GRANDHING (1962-64) 1351/46-4 (224.5 x 36.8', T3cy by George Clark (1938) Ltd, Sld)
Built by Blyth D.D. & S.B. Co. Ltd, Blyth (#314) for Ministry of War Transport (Straits S.S. Co. Ltd, mgrs) as 'B' type EMPIRE PARK but 2/4/46 on completion delivered on bareboat charter to Anglo-Chinese Shg Co. Ltd (Moller Line Ltd, London mgrs) with registry at Blyth and 20/7/46 arrived Hong Kong for China coast service. 6/48 in service Singapore-North Borneo for ACSC (Mollers' (Malaya) Ltd). 3/49 (late-1949?) on charter to Williamson & Co. Ltd, Hong Kong for service Hong Kong-Swatow. 7/50 resumed sailings to Swatow after mine clearance. 1/51 sold to ACSC (Mollers' Ltd, Hong Kong mgrs). 7/51 sailing Hong Kong-Bangkok. 8/51 sold to Williamson & Co. Ltd, Hong Kong. 29/12/51 sold to Ben Line Steamers Ltd (Wm Thompson & Co. mgrs) and re-reg. at Leith. 1/52 began service Singapore-Bangkok, 2/52 r. BENVEG (1351g). 9/62 sold to Ta Hing Co. (H.K.) Ltd, Hong Kong r. GRANDHING. 12/62 sold to China Pacific Nav. Co. Ltd (Hornbeam Co. Ltd), Hong Kong and 1/63 t/f to China Pacific Navigation S.A., Panama. 21-29/11/63 aground at ?? 1964 reverted to Ta Hing Co. (H.K.) Ltd and reg. to Cia. de Nav. Abeto, S.A., Panama r. SUMBAWA. Subsequently chartered to Vietnam owners and issued with Republic of Vietnam coastal trading licence. 1968 sold to Asia Marine Co. S.A., (Asia Maritime Co., Ltd, Hong Kong), Panama r. AMARINA [not recorded LR]. 4/70 detained by Gov't of South Vietnam, probably laid up in Saigon area, and later confiscated. 1982 RLR.



GRANDHING as Singapore-Bangkok feeder BENVEG, Singapore, July 1959 (Dr George Wilson).

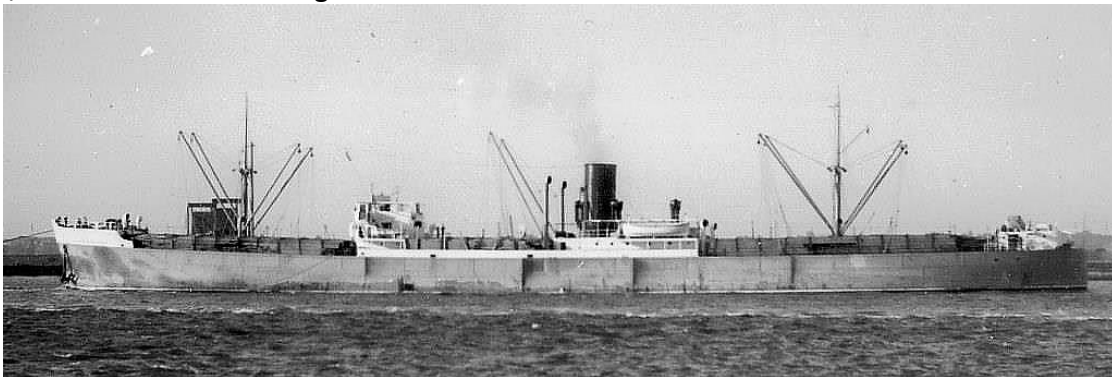
DAIREN (1962-62) 5695 (9200)/46-3 (446.0 x 57.6', T3cy+LPT)
Built by J. Readhead & Sons Ltd, South Shields (#548) for BISN Co. Ltd, London as OBRA. 1/62 sold to CPNC, Hongkong r. DAIREN. 26/3/62 sold to THC(HK) and converted by CPE to troopship with deck extended aft. 31/3/62 resold to RI (DAAD) r. ADRI XIV. 25/9/64 capsized and sank at Kobe during typhoon 'Wanda', CTL. 2/65 sold to Fukada Salvage Co., refloated and 5/65 scrapped at Etajima.



DAIREN (I) laid up at Hong Kong in China Pacific colours, early 1962 (H. Dick collection).

DAIREN (1962-65) 4939 9450/36-9 (431.6 x 55.2', M3cy Doxford)

Built by Barclay, Curle & Co. Ltd, Glasgow for Queen Line Ltd (T. Dunlop & Sons, mgrs), Glasgow as QUEEN ADELAIDE. 11/51 sold to Westralian Farmers Tpt Ltd, London r. SWANHILL. 3/56 sold to China Shg Co. Ltd (John Manners & Co. Ltd, mgrs), Hong Kong but remained on Australian coast under charter until 3/57 delivered r. LONDON BREEZE. 3/58 t/f to Lasala Inv. 9/58 t/f to Cambay Prince S.S. Co. Ltd. 1962 sold on HP to Haitong r. DAIREN – 10/64 paid off. 3/65 sold to Lanena Shg Co. Ltd, HK r. AGATE. 4/66 t/f to San Raimundo Cia Nav. S.A., Panama. 1967 t/f to Express Trader Shg Co. S.A., Panama r. YU LEE. 21/3/69 arrived at Kaohsiung for demolition.



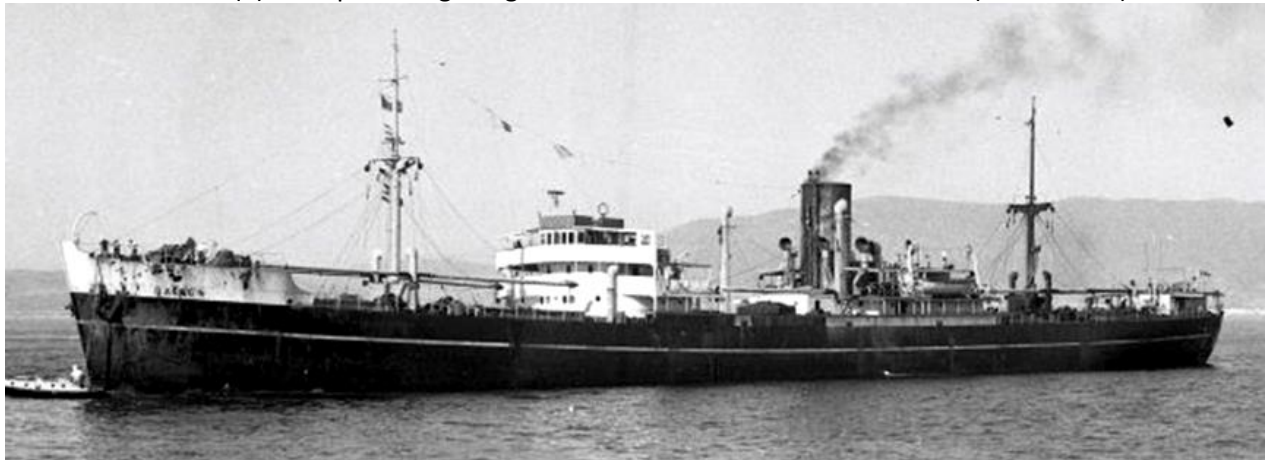
DAIREN (II) as Dunlop's motor tramp QUEEN ADELAIDE (H. Dick collection).



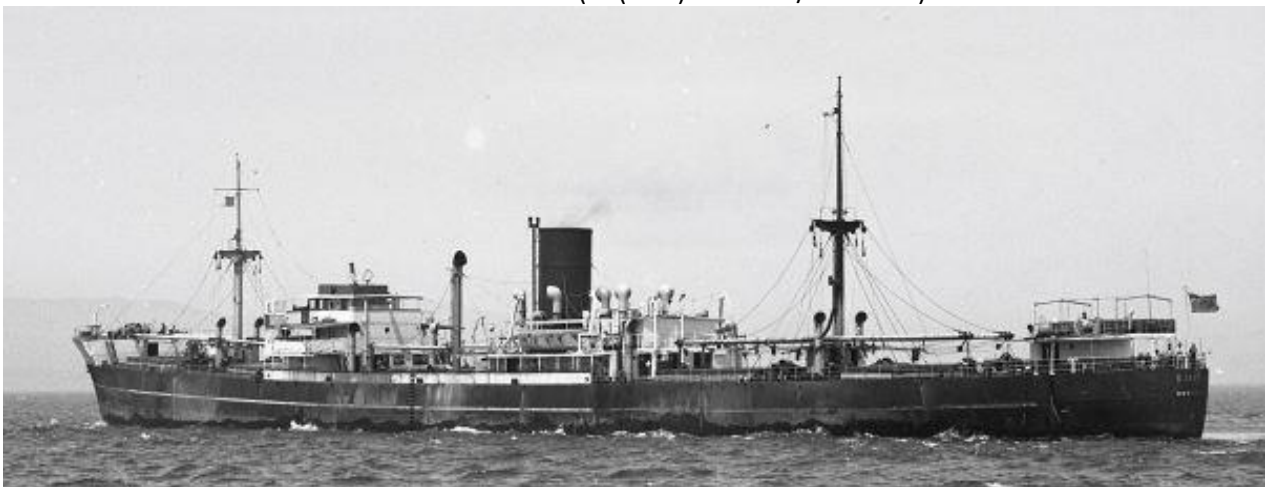
DAIREN (II) as Westralian Farmers' SWANHILL (1951-57) (M. Dippy/NAA).



DAIREN (II) laid up at Hong Kong c.1962 as Manners' LONDON BREEZE (coll. H. Dick).



DAIREN at Gibraltar (A. (Bert) Warwick/W. Schell).



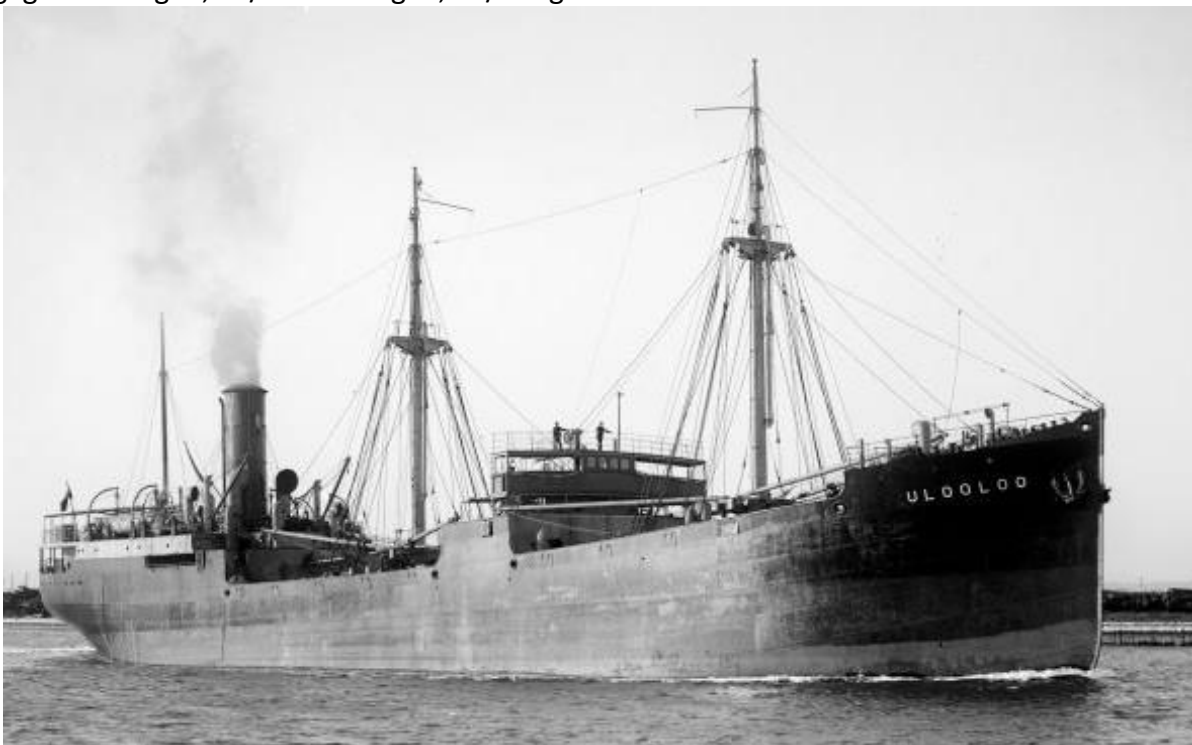
DAIREN at Gibraltar (M. Lennon/W. Schell).



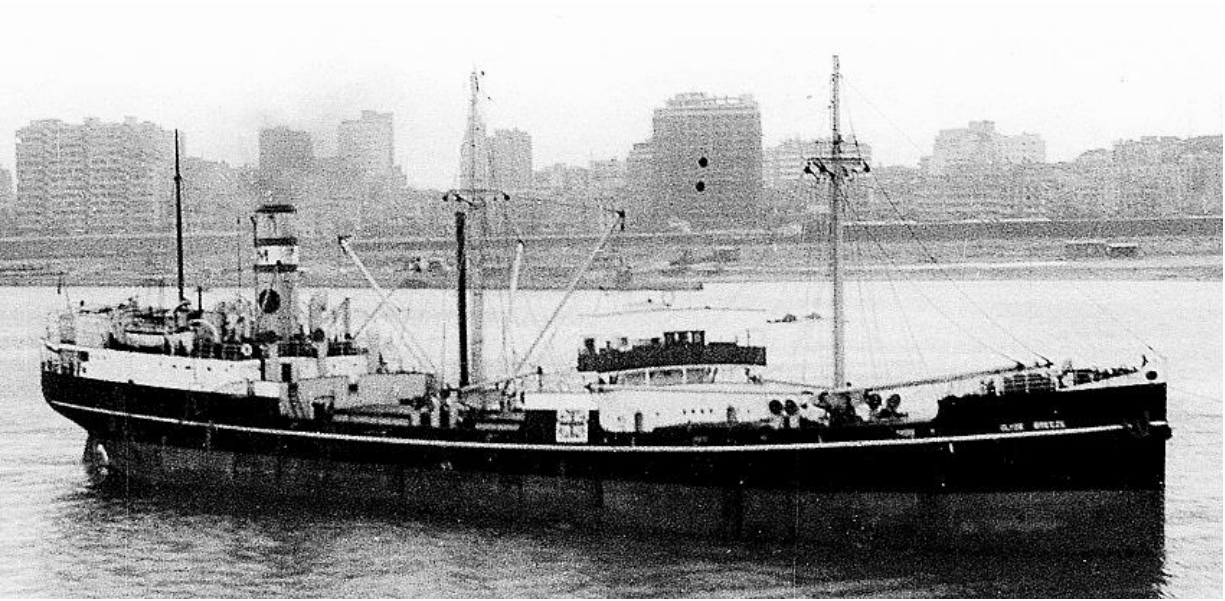
AGATE ex DAIREN (II) arriving at Taikoo for repairs, July 1965 (Taiko Dockyard).

HANKONG (1962-62) 3236/24-11 (343.6 x 46.6', T3cy)

Built by Wm Beardmore & Co. Ltd, Glasgow (#637) for The Adelaide S.S. Co. Ltd, Adelaide as ULOOLOO and sailed out via New York (14/1/25) and New Zealand to Sydney (14/3), then used seasonally in Qld-Sydney/Melbourne sugar trade. 8/3/55 taken in tow by *Rode Zee* (500/49) off Skawfell Is., Qld with engine-room flooded, 16/3 arrived at Brisbane. 2/57 sold to Cambay Prince S.S. Co. Ltd (John Manners & Co. Ltd), Hong Kong and 14/2 sailed Sydney via NZ for HK where refitted for Borneo-HK log trade. 5/57 r. CLYDE BREEZE. 3/62 sold under mortgage to CPSC, Hong Kong and 5/62 r. HANKONG. 29/6/62 arrived at Hong Kong for breaking up by Hong Kong Chiap Hua Manufactory Co. (1947) Ltd, 7/62 mortgage discharged, 10/8 work began, 17/8 register closed.



HANKONG as Adelaide Co. ULOOLOO. Pilotage from flying bridge (A.C. Green/SLV).



CLYDE BREEZE at Hongkong, September 1960, barely changed since ULLOOLOO (Dr. George Wilson).



CLYDE BREEZE outbound from Hong Kong, 15 April 1961 from Taikoo Dockyard (Dr. George Wilson).

ASIA FIR (1962-65) 5328(9270)/49-6 (440.10' x 57.2', M3cy)

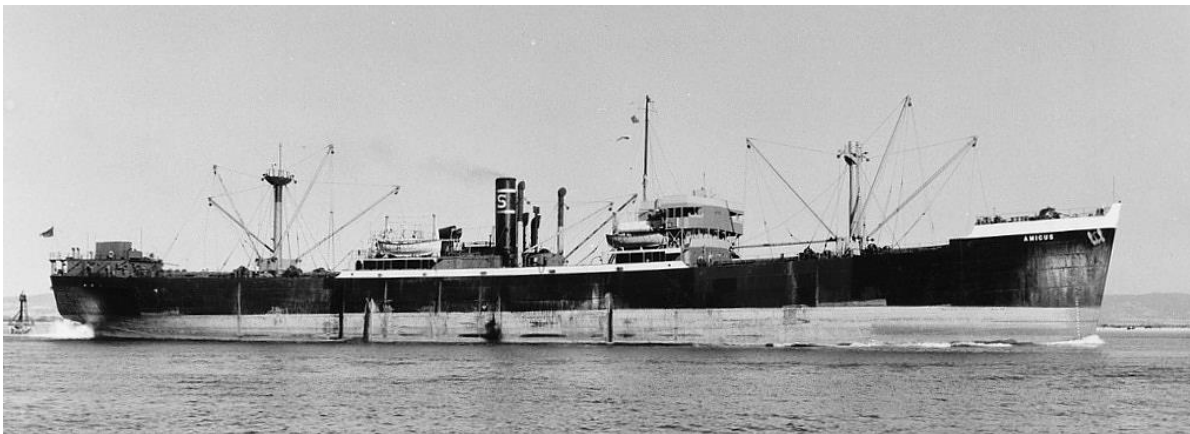
Built by C. Connell & Co. Ltd, Glasgow (#460) for Denholm Line Strs Ltd, Greenock as CARRONPARK.
1/9/62 blown ashore at Hong Kong by typhoon 'Wanda' – 8/10 refloated. 12/62 sold to CPNC,
Hongkong r. ASIA FIR. 14/2/63 m/g HSB – 5/5/65 discharged on sale to Cambay Prince S.S. Co. Ltd

(John Manners & Co. Ltd), Hong Kong r. ASIA BREEZE. 10/70 del. to Asiatic Nav. Inc. (Atlas Shg Lines Inc., Manila), Panama r. ATLAS NAVIGATOR. 21/8/72 arrived at Visakhapatnam in tow with engine trouble. 1973 sold 'as lies' to Eastern Metal Traders Ltd, Bombay and 13/3/73 arrived at Bombay for breaking up – 6/74 demolition commenced by Tayabhai Mohammedbhai & Co.



ASIA BREEZE ex ASIA FIR at Hong Kong (A. Duncan/W. Schell).

LEELA (1963-64) 7125 (9910)/44-1 (447.10 x 56.2', T3cy by John Brown & Co. Ltd, Clydebank)
Built by Vickers-Armstrong Ltd, Barrow for MOWT as EMPIRE NOBLE (W.H. Seager & Co. Ltd, mgrs).
1946 sold to Tempus Shg Co. Ltd (same mgrs), Cardiff r. AMICUS. 11/46-1/53 on charter to Australian Shipping Board (McIlwraith, McEacharn Pty Ltd, mgrs), then 11/53-12/56 to BHP for iron ore/coal trades. 5/63 sold to Southland Nav. & Commerce Ltd, Hong Kong r. LEELA. 2/64 sold to Ta Hing (HK) Co. Ltd, Hong Kong r. PACIFIC FIR. 5/64 t/f to Fir Line Ltd (Lib. flag). 6/2/68 abandoned with leaks in 22.37N, 121.42E o/v Mormugao-Osaka before drifted ashore at Koto Soh, SE Taiwan, where broke in two. CTL.



LEELA as AMICUS at Port Adelaide, early 1950s on ASB charter (Attrib. J.Y. Freeman/SLSA).



LEELA as AMICUS in May 1962, probably at Cardiff (W.D. Harris/W. Schell).

COSMO TRADER (1963-65) 7201/42-9 (436.0 x 58.0', T3cy by David Rowan & Co. Ltd, Glasgow)
Built by Burntisland S.B. Co. Ltd, Burntisland (#263) for R. Chapman & Son, Newcastle as **CARLTON**.
1950 owners restyled Chapman & Willan Ltd. 3/63 sold to Ivy Shg Co. Ltd (Thrasybule Voyazides),
London r. **IVY FAIR**. 1964 sold to Southland Nav. & Commerce Ltd, Hong Kong r. **COSMO TRADER**. 1964
t/f to Eastland Nav. & Commerce Ltd. 5/9/64 during typhoon 'Ruby' broke moorings and driven ashore
Kau Shau (Is.), Hong Kong, 4/11 refloated but sold to Hong Kong Chiap Hua Mfy Co. (1947) Ltd for
breaking up.



COSMO TRADER as CARLTON (A. Duncan).



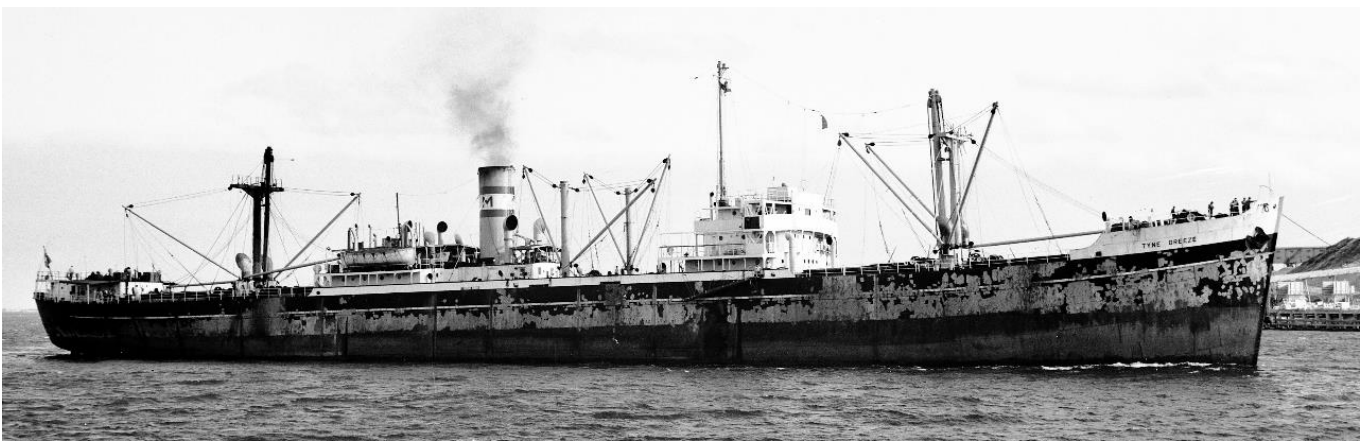
CARLTON with sheltered flying bridge and new funnel (Allen coll.)



IVY FAIR at Naples, 18 June 1963, showing detail of side plating (R. Maya/W. Schell).

CATHAY TRADER (1964-64) 7067/43

Built by Short Bros. Ltd, Sunderland for MOWT (H. Hogarth & Sons Ltd, Ardrossan, mgrs) as EMPIRE DUCHESS. 8/46 mgrs Union-Castle Mail S.S. Co. Ltd, London. 1949 sold to mgrs. r. BRAEMAR CASTLE. 1950 sold to King Line Ltd, London r. KING JAMES. 3/58 sold to Cambay Price S.S. Co. Ltd (John Manners & Co. Ltd), Hong Kong r TYNE BREEZE. 1/64 sold to CTSSC Hong Kong r. CATHAY TRADER. 6/64 sold to Pacific Pearl Nav. Co. Ltd, Hong Kong r. PEARL LIGHT. 4/66 sold to Marikar Nav. & Agencies Ltd, Hong Kong r. HABIB MARIKAR. 3/11/67 o/v HK-Chittagong stranded After engine failure in Paracel Islands (16.30N, 112.50E) and broke back.



CATHAY TRADER as Manner's TYNE BREEZE approaching Corio Quay, Geelong. Still in wartime rig with stump fore- and mainmasts plus signal mast (W.G. Volum/NAA).

RIENTAL TRADER (1964-66) 4324/39 see FUCHING (1960-64)

CONTINENTAL TRADER (1965-66) 5371/40 see AMOY (1960-65)

PANAM TRADER (1965-67) 7271 (10,050)/43-10 (441.6 x 57.2', T3cy by Geo. Clark (1938) Ltd Built by J.L. Thompson & Sons Ltd, Sunderland (#627) for Barberry S.S. Co. Ltd (Runciman (London) Ltd, mgrs.), London as CAXTON. 1957 sold to Buries Marks Ltd, London r. LA COSTA. 9/58 sold to North Breeze Nav. Co. Ltd (John Manners & Co. Ltd, mgrs), Hong Kong r. HONGKONG BREEZE. 8/60 t/f to Cambay Prince S.S. Co. Ltd. 1/65 t/f to San Roberto S.S. Co. Ltd, Panama on HP to China Pacific Nav. S.A., Panama r. PANAM TRADER. 13/7/67 left Wakayama for Keelung for breaking up, 10/67 demolition completed.



PANAM TRADER departing Sydney as HONGKONG BREEZE (J.Y. Freeman/R. Cox-NAA).

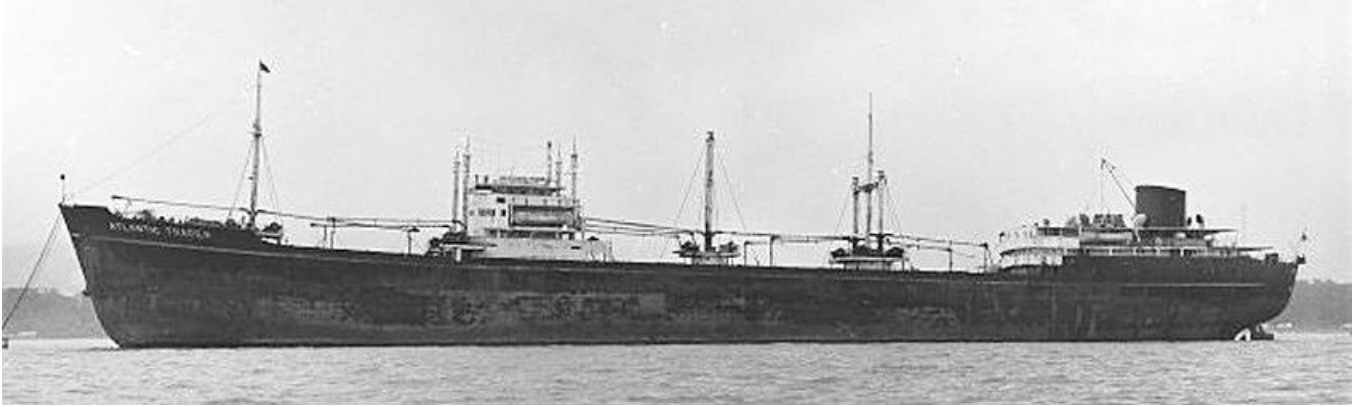


PANAM TRADER at Aden, noticeable midships hog (coll. W. Schell).

ATLANTIC TRADER (1965-70) 9986(15,910)/51-2 (514.10' x 66.0', M8cy by A/B Götaverken)
 Built by Öresundsvarvet A/B, Landskrona (#110) for Smedvigs Tankrederi A/S (Peder Smedvig), Stavanger as tanker VESTAN. 1965 sold to CdN Abeto, Panama r. BEL ABETO. 1965 sold to Cia de Nav. Atlantic S.A (China Pacific Nav. Co. Ltd, Hongkong, mgrs), Panama and conv. by China Pacific Eng. to bulk carrier r. ATLANTIC TRADER. 1970 sold to Cia Marietta Nav. Ltda S.A. (F. S. Mao & T. C. Lee, Hong Kong), Panama. 1973 sold to Fairmont Maritime Co. Ltd, S.A., Panama r. FAIRMONT. 1974 sold to Mercury Maritime Co., Ltd (Great Eastern Maritime Co., Ltd, Hong Kong, mgrs), Panama r. MERCURY. 1977 sold to Northeast Mercantile Co. (Pte), Ltd, Panama r. WALLPORT. 1977 Splendour Maritime Co., Ltd S.A. (Balbridge Enterprises, Ltd, Hong Kong, mgrs), Panama r. SPLENDOUR I. 1980 r. GREEN BAY. 1/9/80 demolition began at Kaohsiung by Li Chong Steel & Iron Works Co. Ltd [Schell].



ATLANTIC TRADER as tanker VESTAN departing Rotterdam (Roger Sherlock/W. Schell).



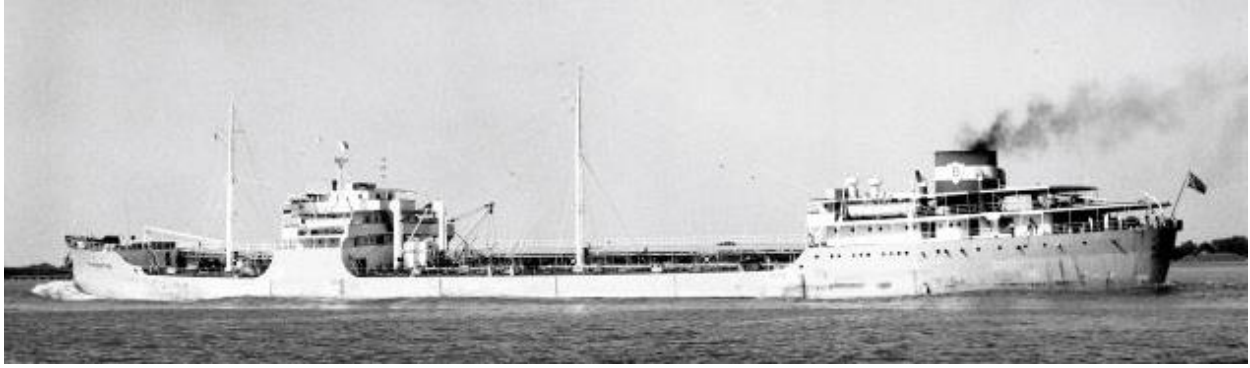
ATLANTIC TRADER ex VESTAN on the buoy at Hong Kong, 11 April 1970
after conversion to dry bulk carrier (W. Schell).



ATLANTIC TRADER as WALLPORT at Singapore with timber, June 1977 (S. Klassen).

COSMO TRADER (1965-66) 10,099/48-10 (515.2 x 64.1', M8cy Götaverken)

Built by A/B Götaverken, Gothenburg (#623) as tanker (15,910 dwt) for A/S Borgestad (Gunnar Knudsen), Porsgrunn as BORGESTAD. 1965 sold to Skibs A/S Avanti, Skibs A/S Glarona & Skibs A/S Navalis (Tschudi & Eitzen), Oslo r. SISANGU. 1965 sold to Oriental Trader Nav. Co. S.A., Panama r. COSMO TRADER and conv. by China Pacific Eng. Kong to bulk carrier. 4/66 sold to San Fernando S.S. Co. Ltd (John Manners & Co. Ltd), Panama as SAN EDUARDO (9,394 grt) and chartered to Kowa Kisen K.K. for trans-Pacific log trade. 10/72 sold to Overseas Maritime Co. Ltd S.A. (Yee Fong Hong Ltd, Hong Kong), Panama. 1973 r. MONTEGO. 1977 sold to Good View Maritime Co. Ltd (Balbridge Ent. Ltd, Hong Kong), Panama r. GOOD VIEW. 2/6/79 arrived at Kaohsiung for breaking up by Chi Young Steel Enterprise Co., 22/6 work began.



COSMO TRADER as tanker BORGESTAD, Delaware River, 23 August 1960 (F. Sankoff/W. Schell)



Bulk carrier COSMO TRADER as SAN EDUARDO on the buoy at Hong Kong, 5 July 1970.
The non-Manners funnel is unidentified (W. Schell).



COSMO TRADER as MONTEGO at Boston, 18 March 1973, goalpost masts (R. Murphy/W. Schell).

EASTLAND TRADER (1966-66) 11,056/53-7(547.0 x 71.4', M6cy B&W by J.G. Kincaid & Co. Ltd, Greenock)

Built by Caledon S.B. Co. Ltd, Dundee as tanker for H. Hogarth & Sons Ltd, Ardrossan as tanker (16,875 dwt) BARON KILMARNOCK. 4/57 sold to Det Bergenske D/S, Bergen r. SPICA. 1966 sold to OTNC

(CPNC), Hong Kong r. EASTLAND TRADER and conv. by China Pacific Eng. to bulk carrier. On completion 12/66 sold to San Antonio S.S. Co. Ltd (John Manners & Co. Ltd, HK mgrs), Panama r. SAN ANTONIO for trans-Pacific log trade. 4/73 sold to Lavander Marit. Co. Ltd (Great Eastern Marit. Co. Ltd, HK), Panama r. LAVANDER. 1977 r. SOUTHMONT. 1977 sold to Island Ent. (Pte) Ltd, Singapore r. BLOOMFIELD. 1978 t/f to Bloomfield Marit. Co. Ltd, Panama. 14/4/79 arrived at Kaohsiung for breaking up.



EASTLAND TRADER as tanker SPICA, Montreal, 16 May 1964 (W. Schell).



EASTLAND TRADER as bulk carrier SAN ANTONIO, Vancouver, 12 Nov. 1972 (S. Klassen).



EASTLAND TRADER as LAVANDER, Rotterdam, 31 August 1976 (K. Riedijk).

COSMO TRADER (1966-68) 10,009/54-5 (529.1 x 69.8', M6cy Doxford)

Built by Sir James Laing & Sons Ltd, Sunderland (#799) for Hunting S.S. Co. Ltd (Hunting & Son Ltd), Newcastle as tanker (16,520 dwt) HUNTFIELD. 9/66 del. to Eastland Nav. & Commerce Ltd, Panama but promptly t/f to Oriental Trader Nav. Co. S.A. (CPNC), Panama and conv. by China Pacific Eng. to bulk carrier COSMO TRADER. 1967 t/f to Winfield Nav. Co. S.A. (Cathay Trader S.S. Co. Ltd, HK mgrs). 1968 r. WINFIELD TRADER. 1/9/71 while under repair at Hong Kong broke moorings in typhoon 'Rose' and blown ashore on NE Lantau Island, 28/9 refloated, CTL. 12/71 delivered to Leung Yau Shipbreaking Co. Ltd for demolition.



COSMO TRADER as Hunting tanker HUNTFIELD at Cape Town (R.M. Scott-A. Duncan/W. Schell).



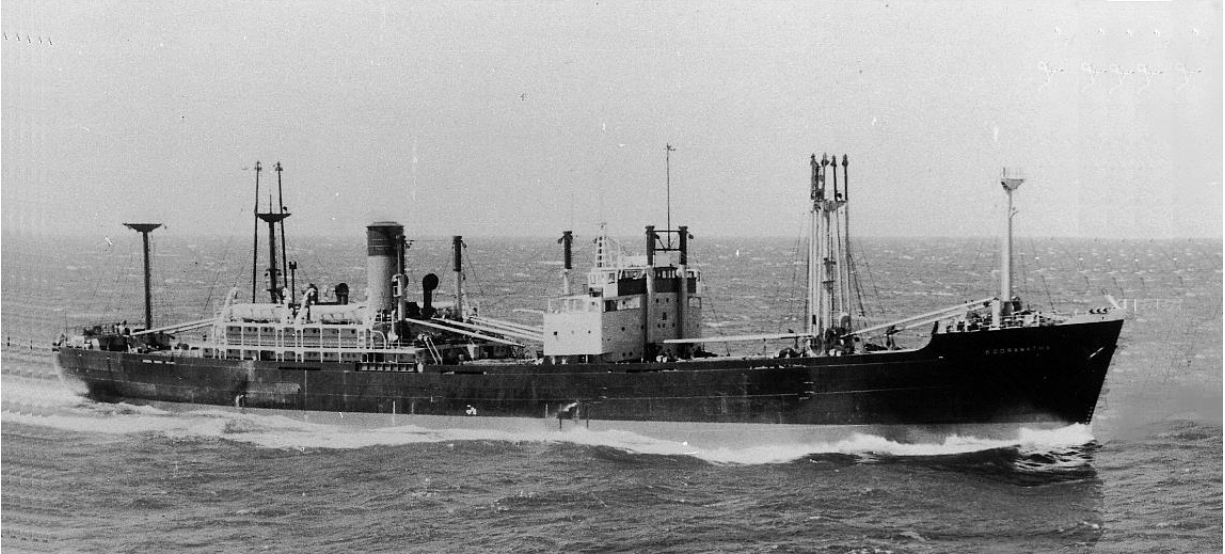
COSMO TRADER (III) as WINFIELD TRADER showing bridge structure repositioned aft and four long hatches in the well (H. Dick collection).



WINFIELD TRADER ashore at Hong Kong, September 1971.

HOLLY TRADER (1968-73) 4054 (6312)/1947-7 (403.4 x 53.0, T3cy+ET/10.5k)

Built by Broken Hill Pty Co. Ltd, Whyalla (#10) with engines by Commonwealth Govt Marine Engine Works, Melbourne for Commonwealth Department of Supply & Shipping (from July 1947 Australian Shipping Board), launched 19/4/47, completed 7/47 as BARRIGUN, reg. Port Adelaide; 22/7 trials (12.3 knots) entered coastal service Adelaide-Hobart thence Brisbane for docking, east coast then to Darwin and Dili. 6/12/1948 sold to McIlwraith McEachern Ltd, Melbourne, 2/3/1949 r. KOORAWATHA. c.3/61 laid up but 1/1962 recommissioned. 31/12/1963 sold to Associated Steamships Pty Ltd (ASP), 1/1/1964 t/f at Sydney. 8/9/1964 delivered at Sydney to San Fernando Steam Ship Co. S.A. (John Manners & Co. Ltd, Hong Kong mgrs), Panama; 10/9 register closed on t/f to Panama, loaded coal at Newcastle for Singapore, thence Hong Kong. 11/64 t/f to Cia de Nav. Palomar S.A. r. VISAYA REGIDOR, converted to oil fuel and chartered to P.N. Djakarta Lloyd for Indonesia-Australia line. 11/1966 sold to Cia de Nav. Buena S.A. (CPNC/Cathay Trader S.S. Co. Ltd, Hong Kong, mgrs), Panama and early 1968 r. HOLLY TRADER. 1973 sold to Union Seafort Nav. Co. S.A. (Ming Ren Shg & Tdg Co. Ltd, Hong Kong), Panama r. UNION INDUSTRY. 1/1974 put into Surabaya with engine trouble, 23/2 delivered to Keun Hwa Iron Steel Works & Ent. Ltd, Kaohsiung, 4/74 demolition began [Stevens & Dick, *Scottish House*, 2021].



HOLLY TRADER crossing the Great Australian Bight eastbound as McIlwraith's KOORAWATHA (red funnel) (coll. H. Dick/SK edit).



HOLLY TRADER ex KOORAWATHA at Hong Kong, 1 July 1970. Bridge rebuilt (W. Schell).

WINFIELD TRADER (1968-71) 10,009/54

see COSMO TRADER (1966-68)

CATHAY TRADER (1966-68) 4996 (9450)/37-5 (431.10 x 55.2', M3cy Doxford)

Built by Barclay, Curle & Co. Ltd, Glasgow (662) for Lomond Shg Co. Ltd (R.J. Dunlop, Jr, mgr), Glasgow as DUNKELD. 1943 sold to Stanhope S.S. Co. Ltd (J.A. Billmeir & Co. Ltd, mgrs), London. 1945 r. STANKELD. 11/51 sold to Westralian Farmers Tpt Ltd, London r. SWANBROOK. 3/56 sold to China Shg Co. Ltd (John Manners & Co. Ltd, mgrs), Hong Kong but remained on Australian coast under charter until 3/57 delivered r. SYDNEY BREEZE (II). 3/58 t/f to Lasala Inv. Co. Ltd. 9/58 t/f to South Breeze Nav. Co. Ltd. 3/64 t/f to San Fernando S.S. Co. Ltd, Panama r. SAN ERNESTO. 3/66 sold to OTNC/CPNC r. CATHAY TRADER (Panama flag). 1968 t/sold to Renown Shg Corp. S.A. (Atlantic Shg & Tdg Co. Ltd/Soo E. Loh, Hong Kong), Panama r. RENOWN TRADER. 8/1/70 arrived at Hong Kong for breaking up by Cheong Wah.



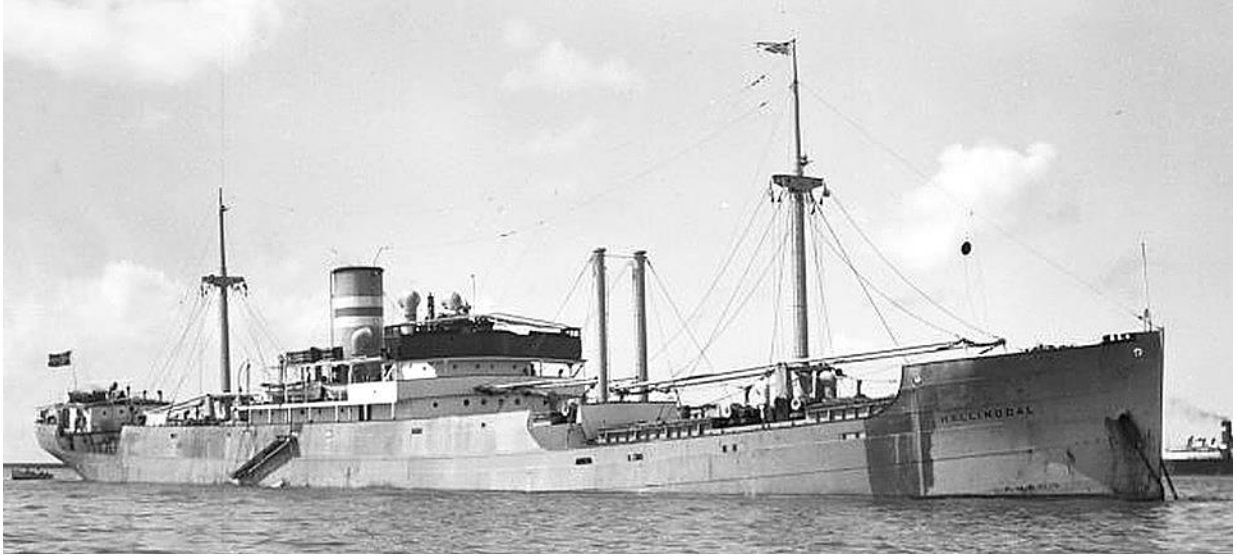
CATHAY TRADER (II) at Singapore as SYDNEY BREEZE (II) (R. Gabriel/H. Dick).



CATHAY TRADER (II) as RENOWN TRADER at Hong Kong, 28 April 1969.
Some alterations since SYDNEY BREEZE (Dr. George Wilson).

PACIFICO (1966-69) 3498 (5550)/29-10 (334.5 x 50.0', M6cy)

Built by Akt. Burmeister & Wain, Copenhagen (#467) for A/S Vesterhav (Boe & Pedersen, mgrs), Oslo as HALLINGDAL. 1951 sold to Red. A/B Bris (John Larsson, mgr), Stockholm r. NORDANBRIS. 4/8/51 Gothenburg for Australia where 11/51 on charter to Australian Shipping Board (mainly Port Pirie-Risdon, Tas.). 18/7/53 Port Pirie via Fremantle (8/8) for UK. 6/54 sold to China Shg Co. Ltd (John Manners & Co. Ltd), Hong Kong r. NORTH BREEZE. 11/55-12/57 on charter to Australian S.S. Pty Ltd (Howard Smith Ltd), Sydney. 3/58 t/f to Lasala Inv. Ltd. 9/58 t/f to North Breeze Nav. Co. Ltd. 8/60 t/f to Cambay Prince S.S. Co. Ltd. 3/63 t/f to San Antonio S.S. Co. Ltd, Panama r. SAN ANTONIO. 9/66 o/v Melbourne-Jeddah (flour) sprang leaks in Indian Ocean, towed into Aden. 11/66 sold to OTNC/CPNC, Panama r. PACIFICO. End 10/69 under demolition at Hong Kong by Fuji Marden.



PACIFICO as HALLINGDAL at Montevideo, 1 Feb. 1948 (R. Maya/W. Schell, ed. R. Priest).



PACIFICO as NORDANBRIS at Port Adelaide, c.1953 while on Australian charter.
Higher poop house. 'L' denotes 'Larsson' (J.Y. Freeman/NAA).



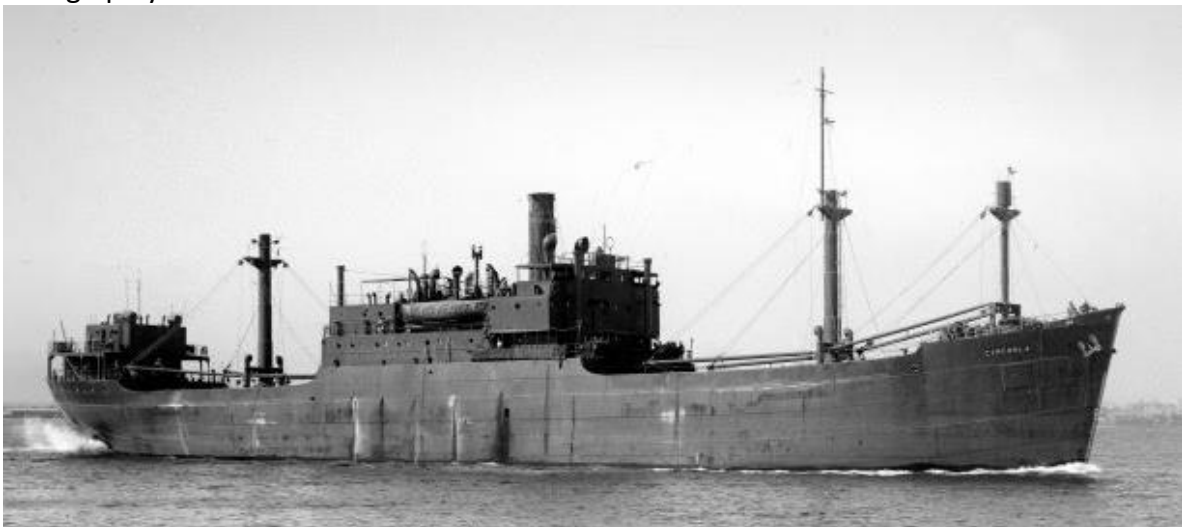
PACIFICO as NORTH BREEZE thrashing water, Hong Kong, 9 April 1961 (Dr. George Wilson).



PACIFICO well laden in Malacca Strait c.1966-7. No flags (Airfoto/W. Schell).

VICTORIA TRADER (1966-67) 3296 (4283)/43-6 (327.11 x 46.6', T3cy/10k by Central Marine Eng. Works, Hartlepool)

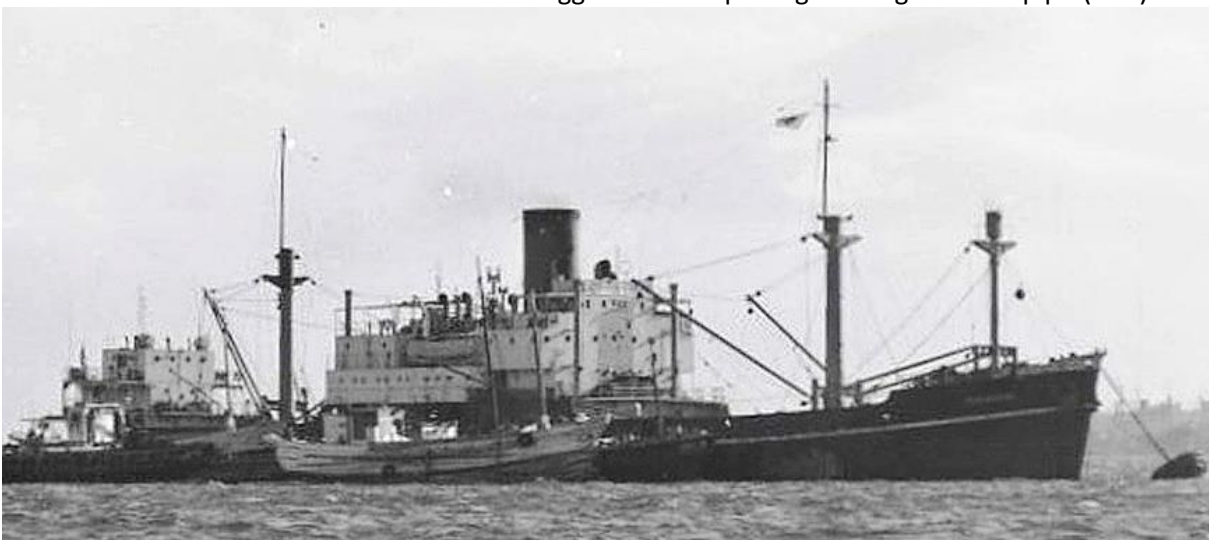
Built by Wm Gray & Co. Ltd, West Hartlepool (#1149) for MOWT (Connell & Grace Ltd, London, mgs) as EMPIRE MOUNTAIN. 5/43 allocated to Liner Division and 29/6 sailed for Middlesbro' to load for Bombay, then Indian coastal service. 27/9/46 arrived Singapore from Vizagapatnam (coal). 3/47 Moller Line (UK) Ltd mgrs. 1949-50 running blockade of China Coast. 6/50 on charter to KPM in Indonesia. Late-1950 sold to Moller Line Ltd, London. 13/2/51 loaded 2,000 tons of rubber at Penang for Canton [Sing. Standard, 13/2/51]. 3/51 r. HANNAH MOLLER. 1/52 t/f to Mount Line Ltd r. MOUNT PARKER. 4/52 off charter. 7/52 sold to Australian Shipping Board for use as collier r. CARCOOLA. 10/54 reg. at Melbourne. 11/56 sold to Cambay Prince S.S. Co. Ltd (John Manners & Co. Ltd), Hong Kong, delivered 12/56 r. TEES BREEZE. 1958-63 on charter in Indonesia. 2/64 t/f to San Roberto S.S. Co. S.A., Panama under HP to Mercantile Shg Devt Co. Ltd, HK r. TIMUR. 2/66 repossessed and sold to Oriental Trader Nav. Co. S.A. (CPNC, Hong Kong), Panama r. VICTORIA TRADER. 24/7/67 sailed Hong Kong for Keelung for breaking up by Chou's Iron & Steel Co. Ltd.



VICTORIA TRADER as ASB collier CARCOOLA (1952-56) departing Melbourne. Extra crew accommodation has been added on boat deck and poop (A.C. Green/State Library of Victoria).



TEES BREEZE with scaffold around a bigger funnel replacing the original stovepipe (SK*)



Distant view VICTORIA TRADER as Manners' TEES BREEZE, Kobe, 31 March 1960.
Topmast added to mainmast (R. Maya/W. Schell).

BUENA TRADER (1967-70) 12,112 (17,629)/53-5 (tanker, 548.8' x 67.10', M5cy Doxford)
 Built by N.V. Wilton-Fijenoord Dok- en Werf Mij, Schiedam (#737) for N.V. Stoomvaart Mij. "Oostzee"
 (Vinke & Zonen, mgrs), Amsterdam as HILVERSUM. 1959 r. ROSSUM. 1965 t/f to Vanguard Tankers Ltd,
 Amsterdam (Liberian flag). 1966 r. PISTIS. 1967 sold to Cia de Nav. Buena S.A. (CPNC), Panama r.
 BUENA TRADER. 1970 sold to Cia de Nav. Pohing S.A. (Goldwyn Shipping Co., Ltd, Hong Kong, mgrs),
 Panama. 15/2/74 left Keelung for Kaohsiung for demolition, 11/4/74 work began by Huang Jong
 Industry Co.



ROSSUM at London in 1963 in Vinke colours (A. Duncan/W. Schell).



BUENA TRADER light-ship in Malacca Strait on 19 July 1970 (W. Schell).

ORIENTAL TRADER (1967-72) 15,083 (22,803)/50-11 (604.0 x 75.0', M6cy by Wm Doxford & Sons Ltd, Sunderland)

Built by Sir James Laing & Sons Ltd, Sunderland as tanker for Skibs A/S Acaco, Aruba, Astrea & Noruega (Leif Höegh & Co. A/S, mgr), Oslo as HOEGH ARROW. 1963 t/f to St. Paul Nav. Ltda S.A., Panama. 1967 sold to OTNC, Panama r. ORIENTAL TRADER (not converted). 1972 r. MAYFLOWER. 7/11/72 arrived at Kaohsiung for demolition by Yi Ho Steel & Iron Works.



HOEGH ARROW at London, September 1959 (A. Duncan/W. Schell).



ORIENTAL TRADER in Malacca Strait (P. Foxley/W. Schell).

PRIMAL VENTURE (1968-68) 4057/37-2 (395.5 x 52.9', T3cy)

Built by Barclay, Curle & Co. Ltd, Glasgow for James Nourse Ltd, London as JOHILLA. 1960 sold to Chip Nam Co., Ltd. (Chip Seng Co. Ltd), Hong Kong r. SINGAPORE PEARL. 9/62 t/f to Cia. de Nav. Darien, S.A., Panama r. SENTOSA. 1964 sold to Hongkong Shg Co. (Panama) Ltd (South East Asia Shg & Tdg Co. Ltd, Hong Kong), Panama r. DOREEN. 1968 sold to Holly Nav. Co. S.A. (CPNC), Panama. 9/68 broken up at Hong Kong by Mollers' Ltd.



SINGAPORE PEARL at Singapore, c.1960, still registered at London (R. Gabriel/H. Dick).

KINGSLAND TRADER (1969-72) 12,675 (18,075)/54-11 (556.0 x 72.4', M7cy by Harland & Wolff Ltd, Belfast)

Built by Caledon S.B. & E. Co. Ltd, Dundee (#497) for Skis A/S Nanset (Iver Bugge, mgr), Larvik (Nor.) as STORAAS. 1967 r. SAGA SCOUT. 1969 sold to Escudo Shg Corp. (CPNC), Liberia r. KINGSLAND TRADER

(not converted). 1969 t/f to Panama. 18/8/72 arrived at Kaohsiung for breaking up by Chi Shun Hwa Steel Co., 16/9 work began.



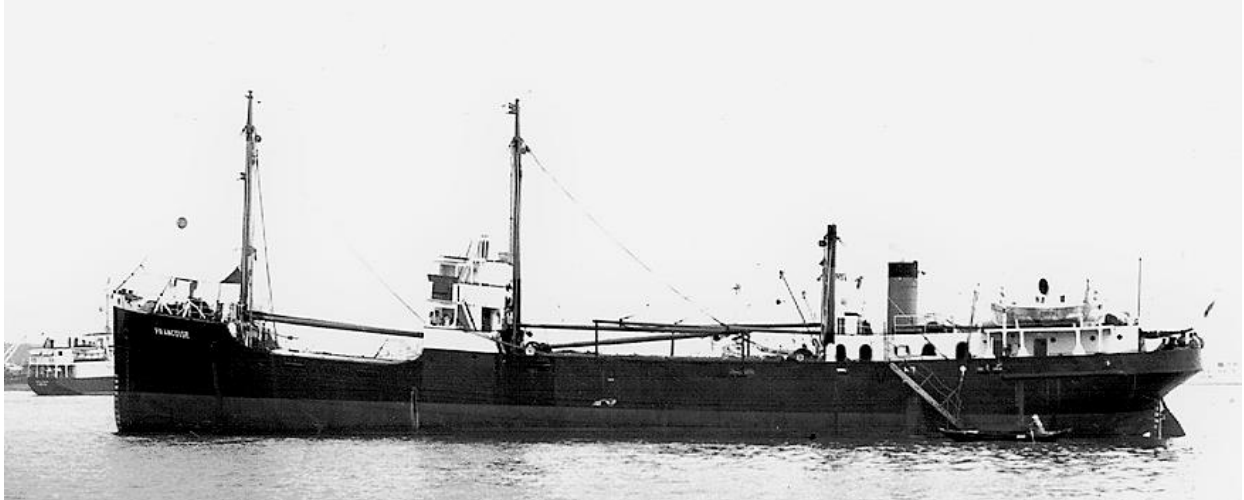
STORAAS arriving New York from Staten Island ferry, 25 August 1965 (W. Schell).



KINGSLAND TRADER at Hong Kong, 7 December 1969 (W. Schell).

HORNBEAM S.S. CO. LTD (1958-59)

FRANCOISE (1959-60) 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 (Teh 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.



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



KING TIGER ex FRANCOISE alongside at Singapore, December 1971 (H. Dick).

CANOPUS (1959-59) 1337/03-5 (259.0 x 35.1', T3cy by Wallsend Slipway Co. Ltd, Wallsend)
Built by C.S. Swan Hunter Ltd for Westport Coal Co. Ltd, Dunedin. 1940 sold to R.W. Miller & Co. Pty Ltd, Sydney. 5/59 sold to HSSC (ben. owner Teh Hu S.S. Co. Ltd, HK) who sought extension of survey to proceed to Hong Kong with scrap but necessary repairs and alterations deemed too expensive and 8/59 sold on to Hurley & Dewhurst Pty Ltd, Sydney for demolition at Sydney
[hec.lrfoundation.org.uk/archive-library/documents/lrf-pun-002978-002988-0016-r].



R.W. Miller's coal-burning collier CANOPUS departing Sydney for Newcastle, coal grabs stowed for sea (H. Dick collection).

HORNBEAM CO. LTD (not China-Pacific Nav. Co. or affiliates) (1959-66)

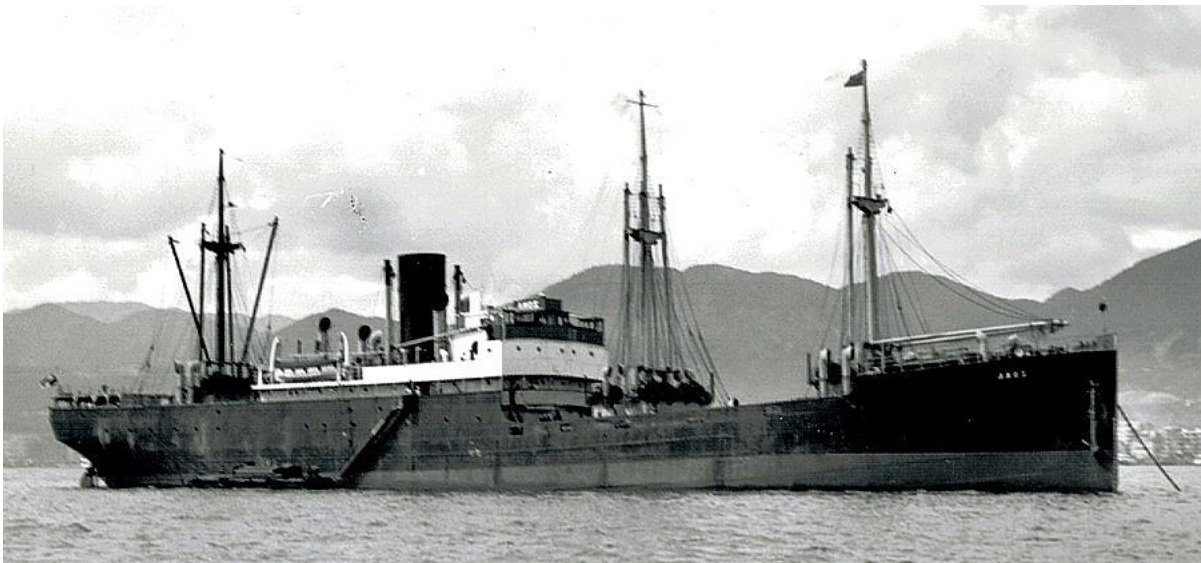
Transporte de Minerales S.A., Panama (1958-60)

EASTSEA (1958-59) 556 (465)/46-6 (181.1 x 29.1', M6cy by Enterprise Eng. & Fdry Co., SF). Built by Albina Eng. & Machine Works Inc., Portland (Or.), Portland (Or.) (#235) as modified FS-type for Netherlands Indies Govt (Koninklijke Paketvaart Maats, mgr), Batavia as SEROEA. 1947 r. DEMTA. 12/48 sold to KPM, Amsterdam. 11/51 r. LAIWUI. 9/58 m/a with Fa Wang Chan, Singapore on behalf La Soc. France-Khmère de l'Exploitation du Rubber Caoutchouc, Phnom Penh (SAFIC, Paris). 10/10 del. to TdM, Panama r. EASTSEA and 12/58 in service by Cie des Messageries Maritimes, Paris as fortnightly feeder Singapore-Phnom Penh. 6/59 re-reg. to Eastsea Corp., Paris (reg. Panama). 6/65 no longer advertised by MM to Phnom Penh. 6/66 advertised by Eastsea Corp. (Everett S.S. Corp. agents) to Saigon but 7/66 sold to Keat Nav. Co. Ltd, Phuket r. YAN YAO. 9/82 last listed as berthed at Singapore (agents General Shg). LRS 3/99 rep. 'existence doubtful' [marhisfata.nl, KPM AR-1959/ARA).



EASTSEA at Penang as Thai YAN YAO, probably late 1970s (coll. J. Mathieson/NAA).

AMOS (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 TdM (Hornbeam Co. Ltd; ben. owner Teh Hu S.S. Co. Ltd, HK), Panama r. AMOS. 13/6/60 arrived at Kaohsiung for demolition.



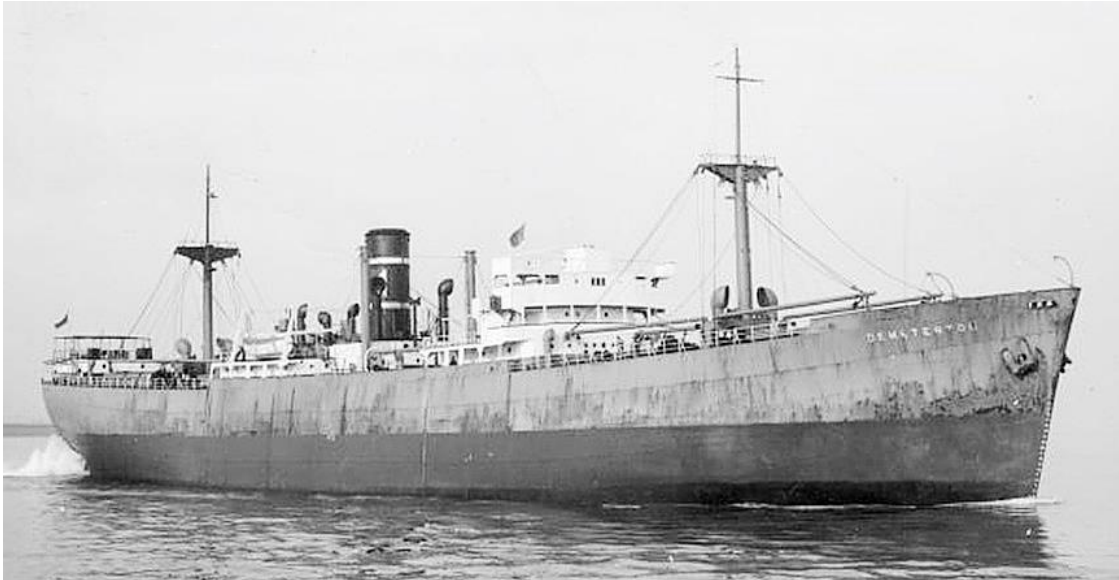
AMOS ex TALUNE laid up at Hong Kong (R. Gabriel/H. Dick).

MALAYA (1959-59) 2057/20

see LULU (1957-59)

Panamerican Pacific Corp. S.A., Panama (1963-65)

JAYSHREE (1963-64) 5288/44-3 (436.0 x 58.0', T3cy by D. Rowan & Co. Ltd, Glasgow)
Built by Burntisland S.B. Co. Ltd., Burntisland (#278) for Carlton SS. Co. Ltd & Cambay S.S. Co. Ltd (R. Chapman & Son), Newcastle as **DEMETERTON**. 1951 mgrs Chapman & Willan Ltd. 1963 sold to Panamerican Pacific Corp. S.A. (Hornbeam Co. Ltd), Hong Kong, Panama r. **JAYSHREE**. 1965 sold to Interocean Navigation Co. Inc. (Wah Kwong & Co. (H.K.) Ltd), Panama r. **FREEDOM VENTURE**. 1965 t/f to Freedom Carriers Inc. Prior to 11/2/71 arrived at Kaohsiung for breaking up by Chi Ho Fa Steel & Iron Co. Ltd.



JAYSHREE as DEMETERTON (1943) (W.D. Harris/W. Schell).



JAYSHREE at Rotterdam c.1964 showing Hornbeam funnel resembling that of FRANCOISE c.1960 (shipsnostalgia.com).

ZAKIA (1964-64) 7128 (10,330)/43-6 (441.6 x 57.2', T3cy by John Inglis Co. Ltd, Toronto)
Built by North Van Ship Repairs, Ltd, North Vancouver (BC) (#124) for Ministry of War Transport (Larrinaga SS. Co. Ltd, mgrs), London as FORT CAPOT RIVER. 1946 Counties Ship Management Co. Ltd mgrs for MOT. 1948 sold to Acadia Overseas Freighters Halifax Ltd, Halifax r. HALIGONIAN DUKE. 22/1/49 Calcutta to Melbourne (coal), then coastal trade until 30/7 after industrial dispute to Colombo. 1950 mgt t/f to Counties Ship Management Co. Ltd, London r. NOTTING HILL. 1957 sold to Transcontinental Oil Transportation Corp., Monrovia r. CEPHEUS. 1960 sold to Transoceanic Finance & Trading Corp., Piraeus. 1960 sold to International Marine Transporter Co. S.A. (Mariner Shipping Co., Hong Kong), Panama r. BRISA FELIZ. 1961 sold to The Keystone Shipping Co., Ltd, Hong Kong (reg. Panama) and 4/61-8/62 on charter to Mitsubishi for Japan-Straits-Colombo line. 1964 sold to Panamerican Pacific Corp. (Hornbeam Co. Ltd, Hong Kong), Panama r. ZAKIA. 21/11/64 o/v Wismar-Italy (iron) collided with the Swedish tanker *Hyperion* (15,748/59) in fog off Cabo de São Vicente in 36.50N, 09.00W and foundered next day in 36.48N-08.48W



ZAKIA as NOTTING HILL (Shipsnostalgia.com).

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