

China Merchants S.N. Co., Taipei

招商局輪船股份有限公司（台北）

Illustrated Fleet List (Shipowner 1949-73)

Also **Managers** for

China Tanker Co. (1949-59)

Certain ships of Chinese Petroleum Corp. (1968-c.1993)

*(Ships in this 'Managers' grouping according to Lloyd's Register are listed,
with photographs where available, following the main list)*

General Managers (1973-95) for

Yangming Marine Transportation Corp. 陽明海運股份有限公司 (1973-*)

All Oceans Transportation Inc. (1973-*)

Kuang Ming Shg. Corp. 光明海運股份有限公司 (1990-*)

Kuang Ming Liberia Corp. (2008-*)

Certain ships of China Steel Corp. and related companies (1984-)*

*(Ships in this nominal 'General Managers' grouping are not listed
but some photographs are included at the end)*

by Stephen Kentwell & Howard Dick

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INTRODUCTION

By the fall of Shanghai on 25 May 1949, most units of the China Merchants S.N. Co. (CMSNC) fleet had already sought refuge on Taiwan and by mid-1949 the head office of the company had been relocated to the former provincial capital of Taipei, now acting capital of the Republic of China. This

Taiwan-based CMSNC found itself particularly well endowed with a fleet of ocean-going ships which, for the most part, had been provided on concessional terms by the United States and British governments after World War II to enable China to rebuild her shipping fleet. It was also well provided with high quality personnel – company photographs from the 1940s show many groups of neatly uniformed and dedicated personnel, the product of careful selection and training.

The Taipei fleet was now one of the largest based in the Far East, consisting of nine 'Liberties', ten old 'Lakers', ten N3 coasters, eight (and three subsequent) LSTs, five small 'Empire B-class' coasters, two 'Revised Parks', two LSMs and several passenger-carrying ships (including the oceangoing steamer *Hai Fei*, four large Japanese-built Yangtse or Ningpo steamers and two 'Castle Class' corvettes) converted into small passenger ships. Another 'Liberty' (*Hai Lieh*) returned to Taiwan in the middle of 1951 after being detained for two years in Japan. A close management and crewing association was maintained with the sizeable fleet of China Tanker Co., whose remaining T1-M-A1 class coastal tankers were by 1959 incorporated into that of CMSNC.

Even with the stimulus provided in the region by the Korean War boom, the size of the combined fleet (quoted in March 1954 as 63 vessels of 185,202 grt) was clearly too great for the then modest trade of Taiwan. The problem was compounded by limitations in the areas of operations. For the first few years sailing to Hong Kong or even through the Taiwan Straits was a hazardous venture, owing to the state of war with the mainland. For instance, the 'N3' *Ting Chu* was sunk in the Straits in 1950, while attempting to supply the garrison on Quemoy. The old 'Lakers' were retired almost immediately and by the end of 1951 the small 'Empire Bs' had been sold to other owners in Taiwan and Thailand; two 'Liberties' and two N3s were also disposed of at that time. Former military LSTs, the LSMs and *Hsi Ling* were transferred to the Republican Navy and reconverted for military use. The tanker fleet was also pruned, the last of the old crude tankers (*Yung Hung*) going to the breakers in October 1955, but the coastal tankers were kept in service.

By the end of 1954 the ocean-going fleet had been reduced to less than twenty ships, including eight 'Liberties', which were used on irregular voyages to the United States and Europe, and the two 'Revised Parks' and six N3s which were used on routes to Japan and elsewhere in the region. Despite being over 30 years old, the carefully maintained coastal passenger steamer *Hai Fei* was retained and sailed from Taiwan to Singapore, Penang and Saigon, thereby maintaining a passenger link with overseas Chinese communities. The former Ningpo steamer *Kiang Ching*, still flying the merchant marine ensign, was used as a floating hotel in Kaohsiung.

After completing this transformation from a primarily coastal to a deepsea shipping company, CMSNC (Taipei) began to expand. Personal connections from prewar, postwar geopolitics and economic growth in Japan meant that relations between Taiwan's leadership and Japan's conservative government were particularly good and both sides encouraged their development. Regular CMSNC sailings from Taiwan to Japan commenced in 1953, with such vessels as the N3s *Chi Kuang* and *Tieh Chiao*. By 1960 ten sailings per month were being advertised with N3-type vessels and Kobe was becoming, in effect, a CMSNC base port.

Bananas

Around 1960 agreement was reached to open Japan's notoriously closed agricultural market to the importation of bananas from Taiwan. For this and passenger-carrying purposes, CMSNC acquired the turbine-driven *Hai Ou* and *Hai Ya*, 'Empire Anvil' type large C1-S-AY1 type ships with a 14-knot service speed and a substantial tween-deck capacity available for trooping. Four of these ships had been earmarked for transfer to the old CMSNC in 1949/50 for the China coastal passenger service but, after the retreat to Taiwan, they had been laid up in the US, still under US government control. *Hai Ya* replaced the old *Hai Fei* on the run to the Straits and Indochina with sailings every forty days, though her passenger accommodation was reduced to 26.

Hai Ou, with a capacity for 98 passengers introduced a new twice-monthly passenger and banana-carrying service from Taiwan to Kobe and Osaka, leaving two N3s to service the Nagoya area and one N3 for other ports. Doing without refrigeration, the 1000 nautical miles from Keelung to Kobe could be covered in a little over three days. The bananas were sold quickly by pavement vendors on Center Street, introducing Kobe residents to a post-war luxury that Tokyo residents were not yet able to enjoy. The business became an outstanding success, Japan's imports of bananas, primarily from Taiwan, rising correspondingly from 74,000 tons in 1961 to 844,000 tons in 1970 ('World Bank Bananas Handbook'), and the area under banana cultivation in Taiwan grew in similar proportions. The Philippines, which was to need refrigerated shipping, was only able to follow several years later (documents1.worldbank.org/curated/fr/922751492625124357/pdf/multi-page.pdf).

New Ships

In terms of newbuildings, the first step was the delivery in June 1956 of the large new tanker *Hai Kwang* from the Kawasaki yard at Kobe to help supply Taiwan's crude oil requirements from the Middle East. The next was the construction by Japanese yards in 1957/58 of two 'Liberty' size motor cargo ships, to enable a regular, bi-monthly service to be operated from November 1959 to the United States. The route sailed by *Hai Min*, a sister of China Union Lines' *Union Enterprise*, and the generally similar *Hai Shang*, of a standard Mitsubishi Kobe 185m design, covered ports in Taiwan, Japan, the US West Coast, the US East Coast, back direct to Japan and then on to Taiwan. For the first few years the two ships were advertised on their own because CMSNC's 'Liberties' proved too slow to be scheduled as consorts. The purchase in 1961 of two 16-knot, 10,000-grt engines-aft 'tween deckers (*Hai Tsung* and *Hai Yung* – built only a few years earlier for Goulandris), enabled the service to be advertised on a monthly basis. For many years it was outside of the relevant (open) freight conferences.

The early 1960s saw further types of ships being introduced, mainly with subsidies from the authorities in Taiwan under successive shipbuilding programs. For Transpacific service, two large, modern cargo-passenger ships (*Hai Chien* and *Hai Hsin*) were built in Taiwan, being joined in 1964 by two purchased 'Victories' and two former P. Henderson & Co. cargo- liners (*Hai Ho* and *Hai Ping*). Also built in Taiwan, under a technical agreement with Ingalls S.B. Corp. of the United States, were two 2400-grt petroleum products carriers (*Hai Tung* and *Hai Hui*). To replace the N3s on the route to Japan and serve the growing banana trade, two small high speed cargo ships were built in 1962, in Italy the short-lived *Hai Ziang* (plus a sister ordered by CMSNC but completed for Taiwan Nav.) and in Japan the refrigerated *Hai Tai*, allowing banana shipments to be extended to Yokohama.



Although originally ordered by China Merchants (Taipei), *Tai Yung* was completed for Taiwan Nav. (<http://www.carbonaio.it/cantiere%20navale%20felszegi%20di%20muggia%20-%20trieste.htm>).

A further two secondhand reefers were acquired, followed, in 1969, by another built in Taiwan. This ship, *Hai Li*, based on the builder's standard design, of which the generally similar *Union Evergreen* of China Union Lines, operated in the same Taiwan-Kobe/Yokohama banana trade.

Tankers

In parallel with the phasing out of the last of the tankers brought over from the mainland, in 1968 CMSNC began managing the new tankers of the Chinese Petroleum Corp. (CPC). Most of these were Taiwan-built crude-oil carriers, shipping from the Middle East to the CPC refinery at Kaohsiung, although the 1973-built *Fortune* was a product carrier on the same hull design; According to Lloyd's Register, in 1990 CMSNC became manager for the new 153,000-dwt *Hsien Yuan II*, but we do not have evidence that further vessels were directly managed by CMSNC - other CPC tankers including smaller product tankers have been managed by Taiwan companies such as Taiwan Navigation and E. Hsiang. The last of the old 1200-grt tankers of the T1-M-A1 class was broken up in 1965 (though on the mainland, identical sisters mainly operating in fresh water on the Whangpu, remained in service into the 1980s). The Taiwan-built CMSNC coastal tankers *Hai Tung* and *Hai Hui* went to breakers in the mid-1970s. The last of CMSNC's own tankers (*Hai Kwang*) was withdrawn in 1977 after collision damage, marking the end of CMSNC's tanker ownerships.

Services and the Start of Containerisation

In 1964, CMSNC's main services were listed by its office in Kobe as Taiwan/Japan (bi-weekly freight and passenger services), Taiwan/Japan/Southeast Asia, Taiwan/Philippines, Taiwan/Japan/North and South America, and Taiwan/Persian Gulf tanker services. However, in the late-1960s CMSNC began to rationalise its liner services to the United States to meet competition from container-carrying ships. Owing to the immense capital costs, it was decided not to compete with companies which had fully containerised the service from Japan to the US West Coast, but instead to concentrate on services to East Coast and Gulf ports. Three large, fast cargo liners, *Hai King*, *Hai Mou* and *Hai Yeh*, each with capacity for about 120 containers, were delivered in 1969/70 from the Mitsubishi yard at Kobe, possibly under a partial *shikumisen* arrangement with Nippon Yusen Kaisha of the Mitsubishi group. The introduction of these vessels enabled the sale of the two geared bulk carriers and the two former Henderson steamers and resulted in a much improved service to the

East Coast. *Hai Chien* and *Hai Hsin*, later operating via Singapore to the Middle East, continued to offer passenger capacity but *Hai Ou*, which in later years had assisted *Hai Ya* on the Straits run, was sold for scrapping in 1970. Within the space of a few years even the new 'Hai King Class' needed to be changed, by conversion into full container carriers.

Yangming Marine Transportation Corp. (YMTC)

In the early 1970s, recognition by the U.S., Japan and other countries of the government of the People's Republic of China as the sole legitimate government of China, meant that the name 'China Merchants S.N. Co.' was no longer internationally usable as the title of a company owned by the regime in Taiwan. With reluctance it was decided in 1972 to operate the fleet henceforth under the name Yang Ming ('positive enlightenment') Marine Transport Corporation. General Managers continued to be listed as China Merchants S. N. Co. in Taipei until 1 July 1995 at which time all assets and structures were integrated into Yang Ming. Until 1995 China Merchants had retained a room at the Yang Ming headquarters in Taipei, but in effect this was little more than a paper entity holding the 'China Merchants' name in readiness for the return to the mainland, which was a key element of Kuomintang policy. However, the ships were transferred across to the new title in 1973, and following further pruning, gradually the Yang Ming fleet consolidated into two types of vessels, containerships and bulk carriers. In 1990 a major YMTC subsidiary Kuang Ming Shipping Corp. (KMSC) was established, and it currently (2020) operates the bulk carrier fleet. YMTC itself has developed into one of the world's major containership operators. YMTC and KMSC are dealt with in summary at the end of this document.

The development of CMSNC and its ships and personnel in Taiwan, and the establishment of YMTC and further subsidiaries are sentimentally recognized in the People's Republic as a continuation of the China Merchants family, and were covered in the illustrated CMSNC history published in Shanghai in 2006. Yang Ming and Kuang Ming ships, of course now carry cargoes for both the mainland and Taiwan, and will continue to contribute to both economies into the future.

Liveries and Nomenclatures

CMSNC (Taipei) directly continued the colour schemes and nomenclature of its pre-1949 persona until about 1953 when the deep Chinese yellow band on the funnel and later the yellow (or perhaps sometimes white) hull band on larger ships were dropped in favour of more anonymous plain black funnels and hulls, with red boot topping. The distinctive yellow lettering of the alphabetic name letters on the hull was maintained for black-hulled ships. Grey or buff hulls were worn by the former Yangtse and Ningpo steamers, and for a period by the newly-built cargo-passenger ship *Hai Chien*. Refrigerated cargo ships (apart from *Hai Tai*) were given plain white hulls along with the black funnels. The 'Hai' nomenclature, long used by CMSNC's ocean going cargo ships, was now assigned to all newly acquired ships, even the tankers. Post-1972, YMTC has used different liveries which are illustrated in the final section of this document.



CMSNC houseflag from c.1937
(Miles Lee)



Funnel until 1953
(Yao Kaiyang)



Black funnel post-1953
(YMTC-owned model)



This painting of HAI MIN shows the standard post-1953 CMSNC (Taipei) cargo ship colour scheme – alphabetic name on hull in yellow lettering (in white *hanzi* on black on the superstructure nameboard), houseflag on mainmast and Republic merchant ship ensign (also with four lines of yellow zigzag) at stern. A hull band was not used from about 1957 (Postcard for 1957 launch of HAI MIN, SK colln*).

Sources

This study, updating that by the same authors published in *Sold East: Traders, Tramps and Tugs of Chinese Waters* (Nautical Association of Australia, 1991) draws on the now-defunct websites of Yao Kaiyang; Hu Zheng (ed.) “illustrated History of China Merchants S.N. Co.” 「招商局画史」 (2006) published by Shanghai Academy of social Sciences Press, and the annotated 2019 volume of Yao Kaiyang’s paintings 「內河航行權與輪船公司」, also published by Shanghai Academy of Social Sciences Press. Other sources have been Lloyd’s Register (various editions); the ‘Miramar’ website; Prof. Wang Kuang, ‘Development & Modernisation of the Shipping Industry in the Republic of China’; *Shipping & Trade News* (Tokyo); and various editions of the *Port of Kobe*. Illustrations are individually acknowledged in captions.

[November 2020]

FLEET LIST

While all of the vessels listed immediately below as “1949-” are understood to have moved to Taiwan, some were laid up and not placed in active service (see individual ship histories in the 1945-49 list).

Vessels Registered for China Merchants S.N. Co. in Taiwan

CHI MEI 其美(1949-52) 1873/44 (N3)	see CMSNC Postwar, 1946-49)
CHI CHUNG 自忠(1949-61) 2905/44 ('Revised Park')	see CMSNC Postwar, 1946-49)
CHI KUANG 繼光(1949-65) 1900/45 (N3)	see CMSNC Postwar, 1948-49)
CHIEN CHIA 建甲(1949-49) 602/45 (YO 174' tkr)	see CMSNC Postwar, 1946-49)
CHIH HSIN 執信(1949-55) 1873/44 (N3)	see CMSNC Postwar, 1946-49)
CHIU CHIN 秋瑾(1949-51) 1387/44 (conv. corvette)	see CMSNC Postwar, 1947-49)
CHUNG 103 中 103 (1949-49) 3327/44 (LST)	see CMSNC Postwar, 1946-49)
CHUNG 108 中 108 (1949-55) 3327/44 (LST)	see CMSNC Postwar, 1947-49)
CHUNG 109 中 109 (1949-55) 3327/44 (LST)	see CMSNC Postwar, 1947-49)
CHUNG 113 中 113 (1949-59) 3327/44 (LST)	see CMSNC Postwar, 1947-49)
CHUNG 117 中 117 (1949-59) 3327/44 (LST)	see CMSNC Postwar, 1947-49)
CHUNG KAI 仲凱(1949-64) 1873/45 (N3)	see CMSNC Postwar, 1946-49)
HAI CHANG 海張(1949-62) 7223/43 ('Liberty')	see CMSNC Postwar, 1946-49)
HAI CHEN 海辰(1949-51) 7223/43 ('Liberty')	see CMSNC Postwar, 1946-49)
HAI CHIAO 海宙(1949-66) 7223/43 ('Liberty')	see CMSNC Postwar, 1946-49)
HAI CHIEN 海黔(1949-60) 3719/20	see CMSNC Postwar, 1946-49)
HAI CHUEN 海川 (1949-51) 2781/20 ('Laker')	see CMSNC Postwar, 1946-49)
HAI DEAN 海滇(1949-54) 2727/20 ('Laker')	see CMSNC Postwar, 1946-49)
HAI ER 海鄂(1949-54) 2336/20 ('Laker')	see CMSNC Postwar, 1946-49)
HAI HANG 海杭 (1949-50) 1351/46 ('B-type')	see CMSNC Postwar, 1946-49)
HAI HSIANG 海湘(1949-51) 2673/20 ('Laker')	see CMSNC Postwar, 1947-49)
HAI HSUAN 海玄(1949-58) 7223/44 ('Liberty')	see CMSNC Postwar, 1946-49)
HAI HU 海滬 (1949-51) 1351/46 ('B-type')	see CMSNC Postwar, 1946-49)
HAI HUANG 海黃 (1949-62) 7223/42 ('Liberty')	see CMSNC Postwar, 1946-49)
HAI KAN 海贛 (1949-51) 2688/19 ('Laker')	see CMSNC Postwar, 1946-49)
HAI KWEI 海桂 (1949-50) 2785/20 ('Laker')	see CMSNC Postwar, 1946-49)
HAI LIAO 海遼 (1947-49) 2667/20 ('Laker')	see HAI MIN 海閩, CMSNC Postwar, 1946-47)
HAI LIEH 海列(1949-56) 7223/43 ('Liberty')	see CMSNC Postwar, 1946-49)
HAI LUNG 海隴 (1949-60) 3349/10	see CMSNC Postwar, 1946-49)
HAI PING 海平 (1949-50) 1351/46('B-type')	see CMSNC Postwar, 1946-49)
HAI SHUI 海穗 (1949-51) 1351/46 ('B-type')	see CMSNC Postwar, 1946-49)
HAI SIU 海宿(1949-64) 7223/44 ('Liberty')	see CMSNC Postwar, 1946-49)
HAI SU 海蘇(1949-55) 2500/20 ('Laker')	see CMSNC Postwar, 1946-49)

HAI TEE 海地 (1949-63) 7223/44 ('Liberty')	see CMSNC Postwar, 1946-49)
HAI TIEN 海天 (1949-51) 7223/43 ('Liberty')	see CMSNC Postwar, 1946-49)
HAI TSIN 海津 (1949-50) 1351/46 ('B-type')	see CMSNC Postwar, 1946-49)
HAI WAN 海皖 (1949-54) 2647/19 ('Laker')	see CMSNC Postwar, 1946-49)
HAI YU 海宇 (1949-67) 7223/43 ('Liberty')	see CMSNC Postwar, 1946-49)
HAI YUEH 海粵 (1949-54) 2677/20 ('Laker')	see CMSNC Postwar, 1946-49)
HAN MIN 漢民 (1949-52) 1873/44 (N3)	see CMSNC Postwar, 1946-49)
HSI LING 錫麟 (1949-51) 1387/44 (conv. corvette)	see CMSNC Postwar, 1946-49)
HUANG HSING 黃興(1949-65) 1873/44 (N3)	see CMSNC Postwar, 1946-49)
HWA 203 華 203 (1949-5?) 866/44 (LSM)	see CMSNC Postwar, 1946-49)
HWA 210 華 210 (1949-5?) 866/44 (LSM)	see CMSNC Postwar, 1946-49)
KIANG CHING (GING) 江靜 (1949-59) 3764/40 (Ningpo str)	see CMSNC Postwar, 1945-49)
KIANG LUNG 江隆(1949-59) 3214/40 (Yangtse str)	see CMSNC Postwar, 1945-49)
KIANG NING 江寧(1949-59) 3486/41 (Yangtse str)	see CMSNC Postwar, 1945-49)
KIANG PING 江平(1949-59) 3214/40 (Yangtse str)	see CMSNC Postwar, 1945-49)
LIN KUO 麟閣(1949-65) 2905/45 ('Revised Park')	see CMSNC Postwar, 1946-49)
PEI TEH 培德 (1949-66) 1873/44 (N3)	see CMSNC Postwar, 1946-49)
TIEH CHIAO 鐵橋(1949-66) 1926/455 (N3)	see CMSNC Postwar, 1947-49)
TING CHU 廷樞(1949-50) 1573/43 (N3)	see CMSNC Postwar, 1948-49)
TSENG LEE 增利 (1949-??) 967/18	see CMSNC Postwar, 1949-49)
WAN FU 萬富(1949-50) 3327/44 (LST)	see CMSNC Postwar, 1948-49)
WAN KUO 萬國 (1949-55) 3327/44 (LST)	see CMSNC Postwar, 1948-49)
WAN LI 萬利 (1949-55) 3327/44 (LST)	see CMSNC Postwar, 1948-49)
WAN-MIN 萬民 (1949-49) 3327/44 (LST)	see CMSNC Postwar, 1948-49)
YEN KAI 延闈(1949-51) 1873/44 (N3)	see CMSNC Postwar, 1946-49)

KUN YEAP (1951-c.53) 3327/44 (LST) (316.0 (328 o.a.) x 50.0' 2 shafts, 2xM – General Motors Corp., Cleveland, Oh. 1700 bhp)

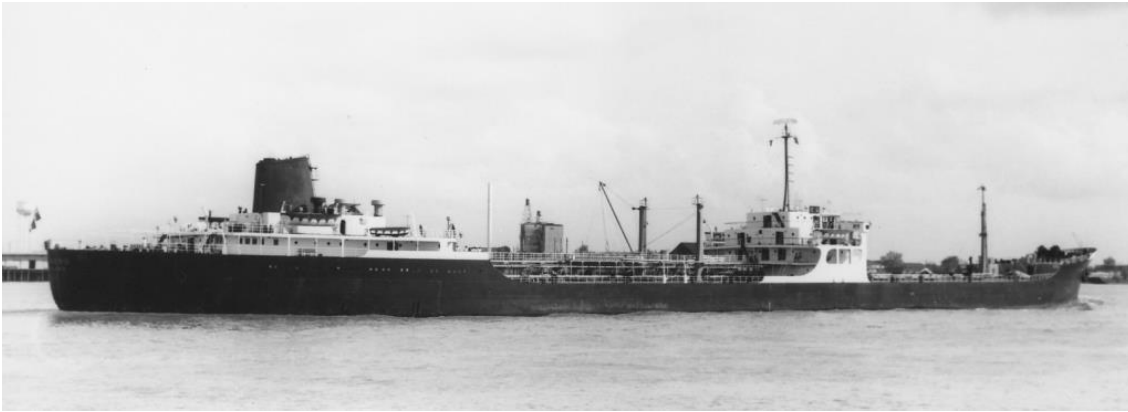
Built by Bethlehem-Hingham Shipyard, Hingham for USN as LST 1060. 1951 sold to CMSNC, converted to merchant ship r. KUN YEAP. 1954 RLR - presume t/f to Taiwan Navy. NFI.

WAN YIU (1951-55) 3327/44 (LST) (316.0 (328 o.a.) x 50.1', 2 shafts, 2xM, 1700 bhp)

Built by Chicago B. & I. Co., Seneca for USN as LST-640. 2/48 sold to Board of Trustees for Rehabilitation Affairs, Republic of China, converted r. LU YI. 1951 sold to CMSNC, r. WAN YIU. 1955 t/f to Nationalist Navy r. CHUNG CHUAN (CHUNG KUAN), reported previous name HENG SHAN. 10/1/55 sunk by PRC aircraft (http://www.navypedia.org/ships/taiwan/tai_ls_zhongcheng.htm). 1973 deleted from Janes.

HAI KWANG 海光 (1956-78) 18161/56 (tkr) (682.5 x 83.76' 2xST 11,000 shp)

Built by Kawasaki Dockyard Co, Ltd, Kobe for CMSNC, Kaohsiung. 11/5/77 seriously damaged in collision in 28.3IN, 49.5 IE with *Neptune* (4967/72) on voyage Shuaiba to Keelung. Sold to Taiwan shipbreakers - left Mena Abdulla 16/1/78 and arrived at Kaohsiung prior to 15/4/78.



HAI KWANG (T. Rayner*).



In the straits of Malacca (P. Foxley/W. Schell).

HAI MIN 海明 (1957-73) 7331/57 (433.83 x 59.75' M – Sulzer, Uraga, Tamashima 6,600 bhp)
Built by Nipponkai Jukogyo, Toyama for CMSNC, Keelung. 1973 t/f to YMTC, Keelung r. YUNN MING.
1977 r. MING UNITY. 17/3/79 demolition commenced at Kaohsiung.



HAI MIN ('HAIMIN') was built at a small shipyard in Toyama on the Sea of Japan (SK colln*).



YUNN MING at New Orleans in June 74 (Eric Johnson/W. Schell)

HAI SHANG 海上 (1958-73) 9489/58 (488.83 x 63.67' M - Sulzer 5,300 bhp)

Launched by Mitsubishi Heavy Industries Reorganised, Kobe (#903) for CMSNC, Keelung as HAI SONG but completed as HAI SHANG. 1973 t/f to YMTTC, Keelung r. HUNG MING. 1977 renamed MING HONESTY. 4/11/82 at Kaohsiung awaiting demolition. [The *hanzi* name HAI SHANG is that of "Shanghai" reversed.]



"HAISONG" launch, as completed, name written on hull as HAISHANG. On trials off Kobe, a larger version of HAI MIN, although with a smaller main engine (2 photos builders*).



HAI SHANG laden with timber at Vancouver on 17 April 1959 (Walter E. Frost, VCA).



HAI SHANG as MING HONESTY at New Orleans in April 1978 (Eric Johnson/W. Schell).

KINMA (1958-6?) 3327/44 (LST) 316.0 (328 o.a.) x 50.1', 2 shafts, 2xM - 1700 bhp

Built by Chicago Bridge & Iron Co, Seneca for USN as LST-520. 10/58 t/f to Taiwan and listed for CMSNC as KINMA. 1962 RLR (presume t/f to Navy).

YUNG CHANG 永漳(1959-63) 1183/43 (tkr)

see CMSNC Postwar, 1946-49)

YUNG FU 永涪(1959-62) 1220/43 (tkr)

see CMSNC Postwar, 1946-49)

YUNG LAI 永涑(1959-66) 1220/44 (tkr)

see CMSNC Postwar, 1946-49)

YUNG LUAN 永灝(1959-65) 1220/44 (tkr)

see CMSNC Postwar, 1946-49)

YUNG TUNG 永潼(1959-62) 1184/43 (tkr)

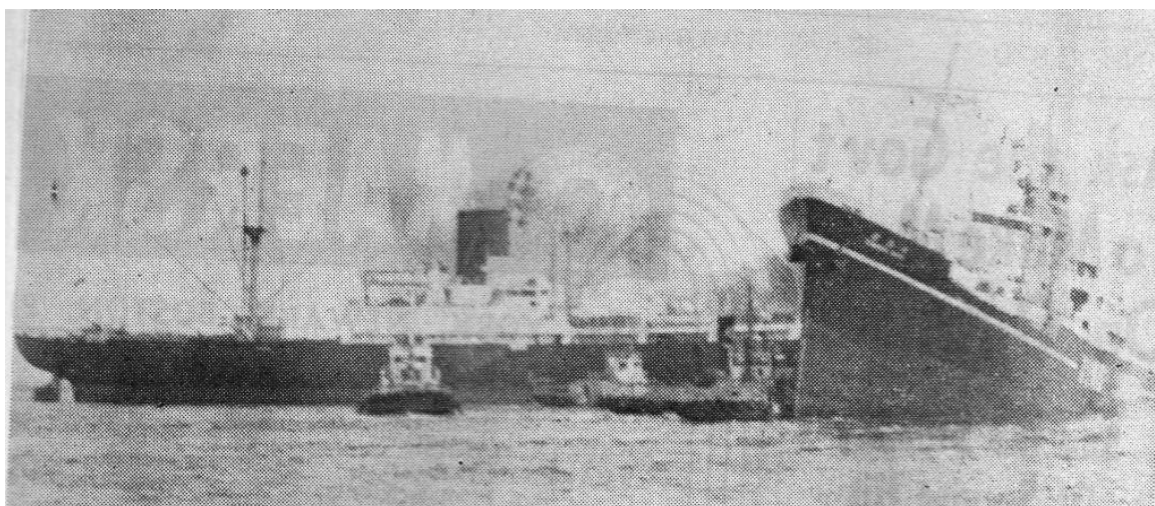
see CMSNC Postwar, 1946-49)

HAI OU 海欧 (1960-70) 7177/43 (C1 - 98 pass.) (396.41 x 60.1 2xST - Joshua Hendy I.W., Sunnyvale, Ca 4,400 shp)

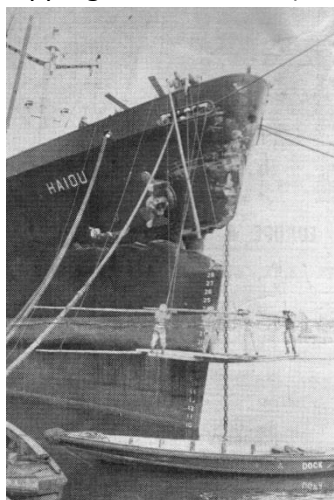
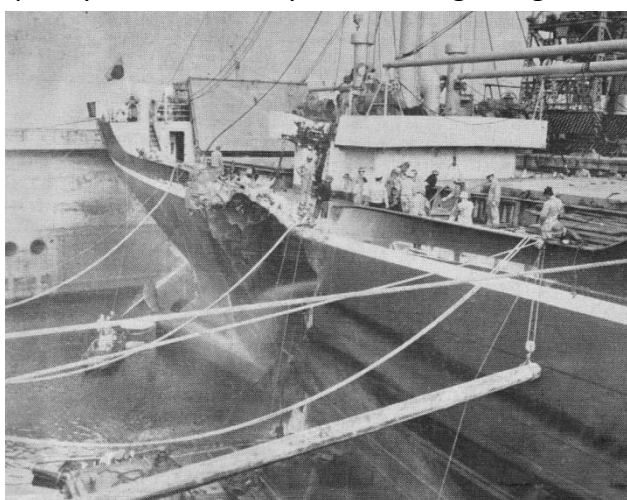
Built by Consolidated Steel Corp., Wilmington for USWSA as CAPE COMPASS. On completion t/f under lend lease to MOWT r. EMPIRE CUTLASS. 20/11/44 damaged by submarine torpedo off Havre. 1944 t/f to RN - 1945 r. HMS SAN SOVINO. 6/46 returned to MOWT as EMPIRE CUTLASS. 1947 reverted to USMC. 1948 r. CAPE COMPASS. 1948 to be sold to CMSNC as HAI OU but reg. for Republic of China, Shanghai as EMPIRE CUTLASS, c.1950 reverted to US Dept of Commerce. 1960 sold to CMSNC, Keelung r. HAI OU. 8/3/61 visited by Mme Chiang Kai-shek. 8/3/62 collided with and seriously damaged *Tomishima Maru* (7614/52) at entrance to Kobe harbor, while on passage Kaohsiung/Kobe with 4,777 baskets of bananas, 678 tons of sugar and 89 passengers. 10/70 lying at Kaohsiung for demolition.



HAI OU. Differed from sister HAI YA in retaining large passenger accommodation (P. Foxley*).



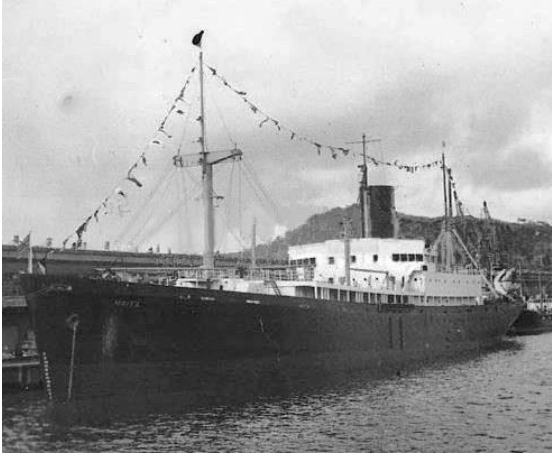
Tomishima Maru being separated from HAI OU at Kobe on 8 March 1962 for transfer to a quickly vacated nearby Mitsubishi graving dock (*Shipping & Trade News*).



Both ships were repaired by Mitsubishi (*Shipping & Trade News*).

HAI YA 海垂 (1960-73) 7177/44 (C1 – 26 pass.) (396.41 x 60.1 2xST – J. Hendy I.W., Sunnyvale, Ca 4,400 shp)

Built by Consolidated Steel Corp., Wilmington for USWSA as CAPE ARGOS. On completion t/f under lend/lease to MOWT r. EMPIRE ANVIL. 1944 t/f to RN as HMS ROCKSAND. 6/46 returned to MOWT as EMPIRE ANVIL. 1947 reverted to USMC. 1948 r. CAPE ARGOS. 1948 to be sold to CMSNC as HAI YA but c.1951 reverted to U.S. Dept of Commerce. 1960 sold to CMSNC, Keelung r. HAI YA, passenger accommodation removed. 1973 t/f to YMTC, Keelung r. FU MING. 1974 broken up in Taiwan.



Early HAI YA at Keelung before modifications (Yao Kaiyang)



HAI YA in the Straits of Malacca (P. Foxley*).



HAI YA at Kaohsiung on 25 June 1970, undertaking an amphibious training exercise with three other vessels – note the painted boat stations on side and the scramble nets (W. Schell).



FU MING ex HAI YA (P. Foxley*).

HAI HUI 海惠 (1961-76) 2372/61 (tkr) (288.75 x 42.75' M – Sulzer, Winterthur (made 58) 2,080 bhp)
Built by Ingalls-Taiwan S.B. & D.D. Co., Keelung (#1005) for CMSNC, Keelung. 5/76 demolition begun
at Kaohsiung by Te Chin Enterprise Co. Ltd.

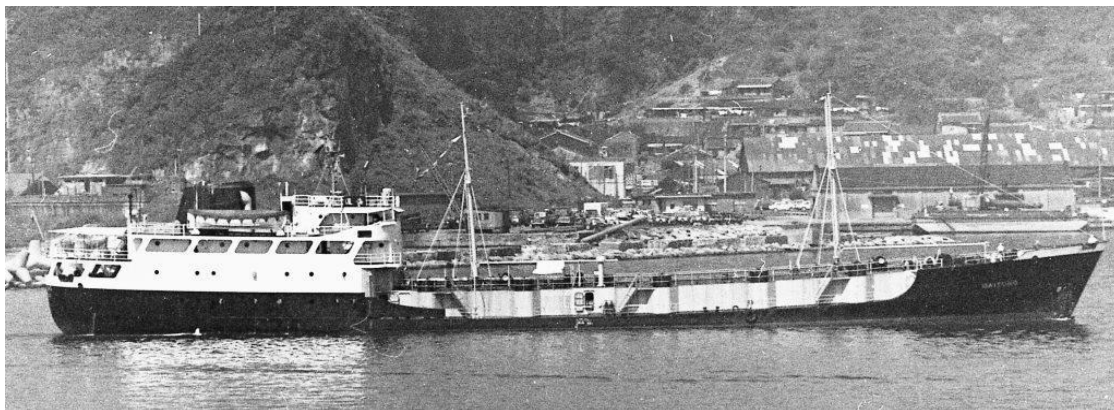


HAI HUI (and HAI TUNG behind) about to be named and floated (CNA).



HAI HUI at Keelung on 19 June 1970 (W. Schell).

HAI TUNG 海通 (1961-75) 2372/61 (tkr)(288.75 x 42.75' M Sulzer, Winterthur (made 58) 2,080 bhp)
Built by Ingalls-Taiwan S.B. & D.D. Co., Keelung (#1004) for CMSNC, Keelung. 19/6/75 demolition commenced at Kaohsiung by Yung Lin Steel Corp.



HAI TUNG at Keelung on 19 June 1970 (W. Schell).

HAI TSUNG (1961-70) 10056/56 (b.c.) (521.33 x 62.5 2xST 8,200 shp)
Built by Ishikawajima Jukogyo, Tokyo for Giralda Cia Nav, S.A., Monrovia as ANDROS GLORY. 1960 sold to Viaventura Cia Nav. S.A., Piraeus r. KALYMNOS. 1961 sold to CMSNC, Keelung r. HAI TSUNG. 1970 sold to Jetmar Shg Ltd, Piraeus r. LIBRA. 1973 sold to Pacific Mariners Corp. of Panama, Piraeus r. FLORINA. 1975 sold to Hydra Glory Shg Corp. ('Hellas' Schiffahrts Agentur GmbH mgrs), Piraeus r. HYDRA GLORY. 1982 sold to Mohamed Amin Mostafa Elsayed, Alexandria r. ABDEL RAHMAN AZZAM. By 1991 hulked at Suez, 1992 RLR.

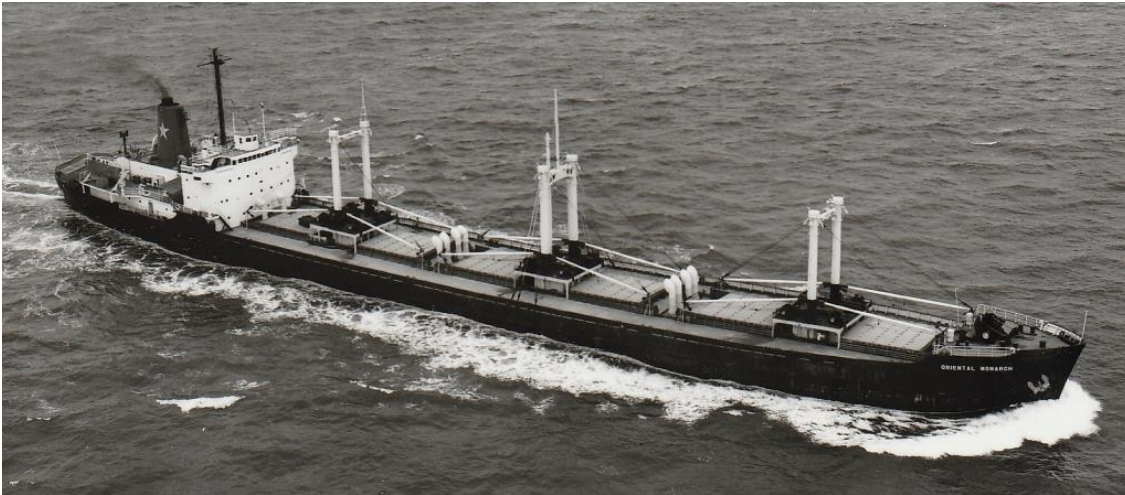


HAI TSUNG was one of an acquired pair, built in 1956 for the Goulandris brothers (T. Rayner*).

HAI YUNG (1961-70) 10059/56 (b.c.) (521.42 x 62.5' 2xST 8,200 shp)
Built by Ishikawajima Jukogyo, Tokyo for Giralda Cia Nav. S.A., Monrovia as ANDROS STAR. 1960 sold to Viaventura Cia Nav, S.A., Piraeus r, KARPATOS. 1961 sold to CMSNC, Kaohsiung r. HAI YUNG. 1970 sold to Cybraval Overseas Tpt Inc., Monrovia r. MONOPAL. 1972 r. WINDSOR. 1973 sold to Transpacific Lines Inc., Monrovia r. ORIENTAL MONARCH. 19/12/73 after developing leaks foundered in 50.57N 137. 00W (about 800 km west of Vancouver) on passage Portland/Japan with wheat. All 40 crew lost.



HAI YUNG at Vancouver on 4 July 1968 (Fred Sankoff/W. Schell)



HAI YUNG in 1973 as the ill-fated ORIENTAL MONARCH (P. Foxley*).

HAI TAI 海泰 (1962-73) 3160/62 (refrig.) (326.1 x 46.75 M – B&W, Mitsui, Tamano 2,900 bhp)
 Built by Kasado Dock Co. Ltd, Kudamatsu for CMSNC, Kaohsiung. 1973 t/f to YMTC, Kaohsiung r. TAI MING. 1977 sold to Stardust Nav. S.A., Panama r. TA CHUAN No.1. 1977 sold to Croft Shg Corp., Piraeus r. SPARTAN. 1980 sold to Yaquina Bay Shg Corp., Panama r. LADY NANCY. 1982 sold to Caspar Corp., Panama r. CASPAR. 3/82 laid up with damage. 4/3/83 in Suez Bay flooded in engine room and holds. 18/3/84 breaking up begun by Near East Shipbreaking Yard, Suez.



HAI TAI (on hull as HAITAI) at Kobe in 1970 (SK*).

HAI ZIANG (1962-63) 4033/62 (376.97 x 50.85' M - Fiat, Turin 3,420 bhp 15.1k)

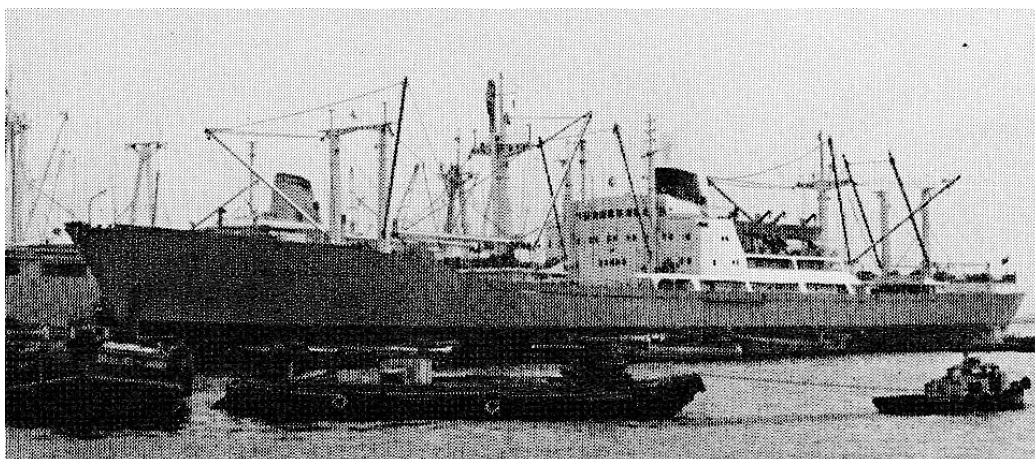
Built by Cantieri Navali Felszegi, Trieste (#68) for CMSNC, Kaohsiung. 19/9/59 Italian Economic Goodwill Mission arrived in Taipei, order placed. 12/7/61 laid down. 25/4/62 launched. 24/1/63 delivered. 28/3/63 cargo shifted in gale force winds on passage Yokohama/Kaohsiung with steel plates and pipes. 29/3 assistance rendered by *Hai Ou*, *Philippine Mail* (8 crew and 1 passenger rescued) and *USS Weiss* (remaining crew rescued). Taken in tow but 1/4 sank in 25.10N, 122.10E. [According to Italian sources, the sister ship was ordered by CMSNC (ship's name not known) but launched 22/10/62 for Taiwan Nav. Co. as TAI YUNG and completed 2/8/63.]



HAI ZIANG (on hull as HAIZIANG) was lost after only two months' service (both photos: <http://www.carbonaio.it/cantiere%20navale%20felszegi%20di%20muggia%20-%20trieste.htm>).

HAI CHIEN 海建 (1963-73) 9771/63 (24 pass.) (524.92 x 67.1' M - M.A.N., Augsburg 12,000 bhp)

Launched by Taiwan S.B. Corp., Keelung (#1007) for Taiwan Nav. Co, Ltd, Keelung as TAI SUN but completed for CMSNC, Kaohsiung as HAI CHIEN. 1973 t/f to YMTC, Keelung r. JING MING. 1977 renamed MING GIANT. 1982 sold for demolition, arriving at Kaohsiung prior to 3/4/82.



HAI CHIEN at Kobe with a grey or buff hull (*Port of Kobe* 1966 Edition).



HAI CHIEN at New Orleans in May 1971 (Eric Johnson/W. Schell)



HAI CHIEN in the Panama Canal as JING MING (SK*).

HAI DAH 海達 (1963-73) 7642/45 ('Victory') (455.33 x 62.1' 2xST - Westinghouse, Pittsburgh 6,600 shp

Built by Bethlehem-Fairfield S.Y. Inc., Baltimore for USWSA as PITTSTON VICTORY. 1947 sold to N.V.S.M. "Nederland", Amsterdam r. LOMBOK. 1963 sold to CMSNC, Keelung r. HAI DAH. 1973 t/f to YMTC, Keelung r. WEI MING. 1977 renamed MING WISDOM. 30/8/78 demolition commenced at Kaohsiung by Chiu Yi Enterprise Co Ltd.



HAI DAH, New Orleans January 1964, paint still not up to CMSNC standard (Eric Johnson/W. Schell)



HAI DAH at Kobe in 1970-71 (P. Kentwell*).

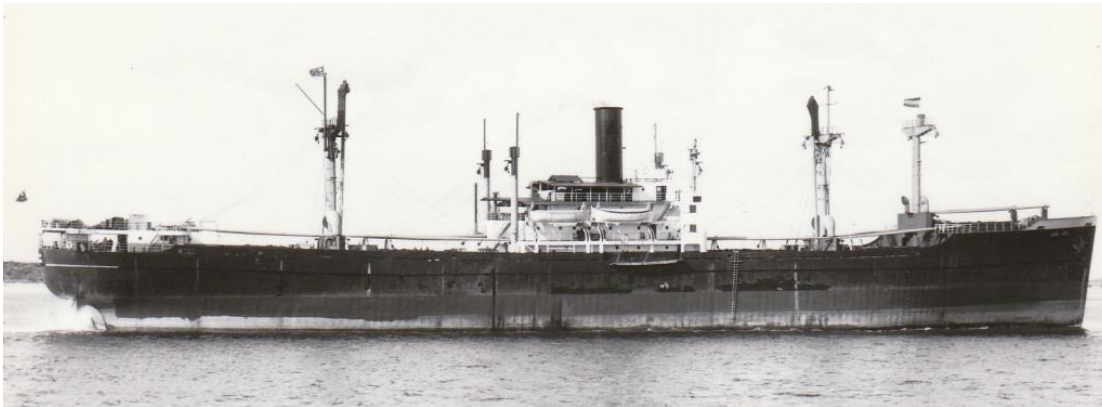


WEI MING outbound at Boston on 17 April 1973, having discharged a cargo of raw sugar (C. Schell)

HAI FU 海富 (1963-65) 7650/45 ('Victory') (439.1 x 61.2' 2xST - Allis-Chambers, Milwaukee 6,600 bhp)

Built by California S.B. Corp., Los Angeles for USWSA as WHEATON VICTORY. 1947 sold to N.V. Van Nievelt Goudriaan & Co.'s S.M., Rotterdam r. ALPHERAT. 1963 sold to CMSNC, Keelung r. HAI FU. 26/10/63 ran aground off Kcwalo Basin, Oahu at entrance to Honolulu on voyage Houston & El

Salvador to Japan and Hong Kong with scrap metal, earth moving equipment and soya beans. Refloated but declared CTL owing to damage to hull, stem frame and machinery. 1965 scrapped at Kaohsiung,



HAI FU ex ALPHERAT leaving Dutch waters, old colours partially remaining (SK colln*).



HAI FU ex ALPHERAT at New Orleans in September 1963 (Eric Johnson/W. Schell).

HAI FU 海富 (1964-73) 7651/45 ('Victory') (455.25 x 62.16' 2xST - G.E., Lynn 6,600 shp)
Built by California S.B. Corp., Los Angeles for USWSA as CANUTE VICTORY. 1947 sold to N.V. Van Nievelt, Goudriaan & Co.'s Stoomv. Maats., Rotterdam r. ALPHACCA. 1964 sold to CMSNC, Keelung r. HAI FU. 1973 t/f to YMTC, Keelung r. KAI MING. 1977 renamed MING CATHAY. 2/78 sold to Nan Feng Steel Enterprise Co. Ltd - 18/3 demolition begun at Kaohsiung.



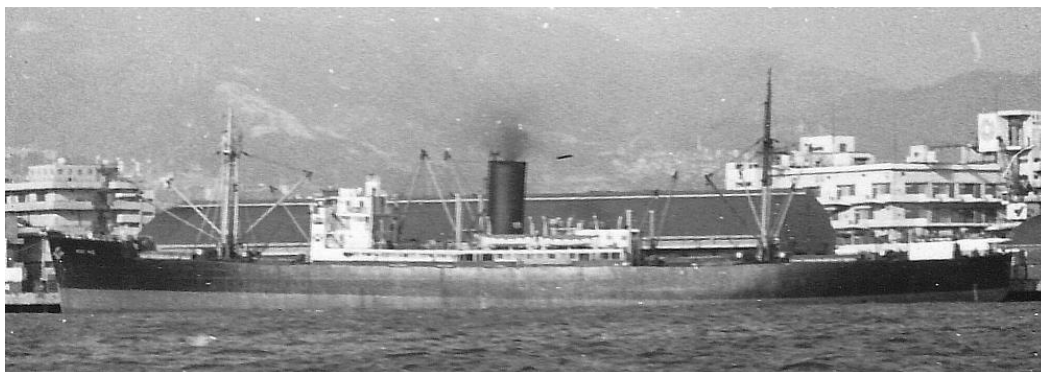
The second HAI FU had extra openings in the foc'stle (Walter E. Frost, Vancouver 12 July 1966).



KAI MING ex HAI FU at Yokohama (S. Kizu*).

HAI HO (1964-71) 5740/50 (461.5 x 60.83' 3xST 5,500 shp)

Built by W. Denny & Bros Ltd, Dumbarton for British & Burmese S.N. Co. Ltd (P. Henderson & Co. mgrs), Glasgow as MARTABAN. 1964 sold to CMSNC, Kaohsiung r. HAI HO. 1971 sold for demolition, arriving Kaohsiung 7/7/71 but resold to Ken Hieng Nav. (Panama) Corp., Panama r. KEN HO. 1972 t/f to Ken Hsieng Nav Co. Ltd, Kaohsiung. 5/75 arrived at Kaohsiung for demolition.



HAI HO side profile, at Kobe ca. 1968 (SK*).



HAI HO at Vancouver on 14 August 1965 (Walter E. Frost, VCA).

HAI HSIN 海行 (1964-73) 9794/64 (24 pass.) (525.6 x 67.1' M - M.A.N., Augsburg 12,000 bhp)
Built by Taiwan S.B. Corp., Keelung (#1006) for CMSNC, Keelung. 1973 t/f to YMTC, Keelung r. CHAO MING. 1977 renamed MING CHALLENGER, c. 15/10/81 arrived at Kaohsiung for demolition. [Sister of HAI CHIEN.]



HAI HSIN built for the Taiwan/Japan/US East Coast service (YMTC-owned model).

https://tm.ncl.edu.tw/TM_DO/022/101478276/001/00000052_watered_watered_72dpi.jpg



HAI HSIN shown at New Orleans in November 1972. HAI HSIN and sister HAI CHIEN each had cabins to accommodate 24 passengers (Eric Johnson/W. Schell).



HAI HSIN was renamed CHAO MING (P. Foxley/W. Schell).



Final guise as MING CHALLENGER (P. Foxley*).

HAI JEN (1964-70) 3209/48 (refrig.) (342.0 x 47.16' M – Bumeister & Wain, Copenhagen 4,200 bhp)
 Built by Oskarshamns Varv. A/B, Oskarshamn for A/S Bramora (L.G. Braathcn mgr), Oslo as BRARENA.
 1954 sold to Rederi A/B Pallas (Hjalmar Sjostcn mgr), Gothenburg r. FRUBEL ANNIKA. 1956 sold to
 Skibs A/S Excelsior (Bendt Rasmussen mgr), Kristiansand r. BENFRUIT. 1964 sold to CMSNC, Keelung r.
 HAI JEN. 1/70 broken up at Kaohsiung,



HAI JEN as BRARENA (H. & L. van Ginderen).



as BENFRUIT at New Orleans, photo probably by Joe Wilhelm (W. Schell).

HAI PING 海平 (1964-70) 5809/48 (461.5 x 60.83' 3xST 5,500 shp)

Built by W. Denny & Bros Ltd, Dumbarton for British & Burmese S.N. Co. Ltd (P. Henderson & Co. mgrs), Glasgow as YOMA. 1964 sold to CMSNC, Kaohsiung r. HAI PING. 1970 sold for demolition by China Steel Corp., arriving at Kaohsiung prior to 23/6/70.



HAI PING outbound in the Narrows at New York on 3 June 1966 (W. Schell).



British-built HAI PING and American-built HAI OU behind at Kaohsiung 22 June 1970 awaiting demolition (V. Young/W. Schell*).

HAI YI (1967-72) 2770/55 (refrig.) (414.25 x 49.75' - M.A.N., Augsburg 5,340 bhp)
Built by Deutsche Werft A.G., Hamburg for Horn-Linie, Hamburg as HORN BAY. 3/67 sold to CMSNC, Kaohsiung r. HAI YI. 1972 t/f to YMTC, Kaohsiung r. KUO MING. 6/11/75 arrived at Kaohsiung for demolition.



HAI YI at the banana wharf in Kobe (SK*).



HAI YI on a buoy at Yokohama working cargo (SK*).



KUO MING (SK*)

HAI KING (1969-73) 11026/69 (160.61 x 23.04m M – M.A.N., M.H.I., Yokohama 13,800 bhp)
Built by Mitsubishi H.I., Kobe (#1011) for CMSNC. 1973 t/f to YMTC, Keelung r. YANG MING, 1977
renamed MING YOUNG. 1979 lengthened 26.4m. and conv. to containership (14253g) by China S.B.
Corp., Kaohsiung. 5/83 laid up at Kaohsiung. 9/85 reported broken up at Kaohsiung.



HAI KING on trials (builders*).



HAI KING was chartered to NYK for service to the West Coast (1969) and later East Coast (1970-71)
[Reporting W. Schell] (Walter E. Frost, VCA).

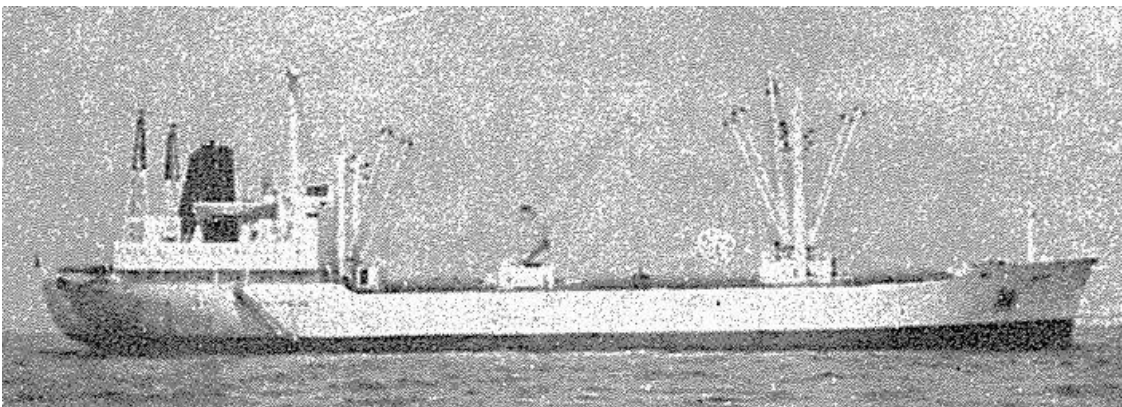


As YANG MING at New Orleans in April 1973 (Eric Johnson/W. Schell).



Rebuilt as the full containership MING YOUNG, but as such, only four years' service (P. Foxley*).

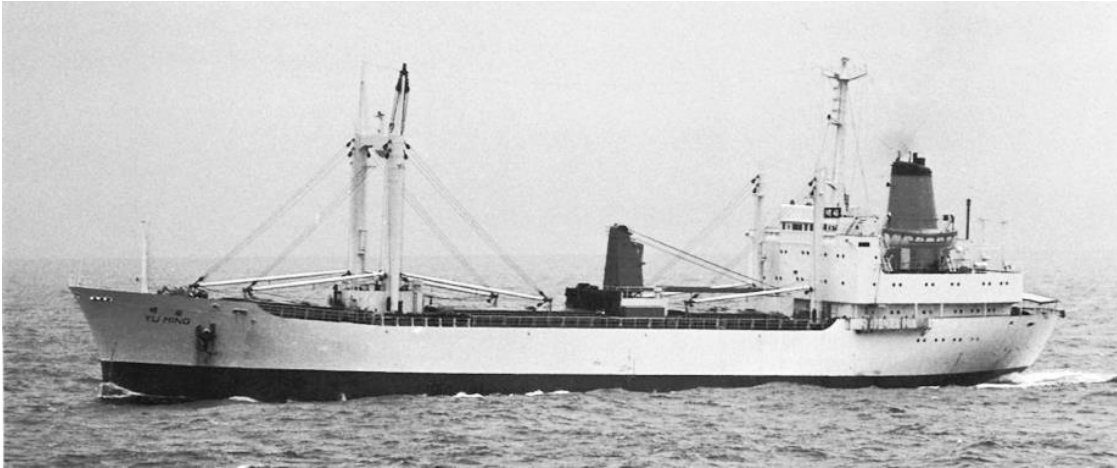
HAI LI (1969-73) 3688/69 (refrig.) (107.04 x 16.4m M – M.A.N., Kawasaki, Kobe 4,200 bhp)
 Built by Taiwan S.B. Corp., Keelung (#N-014) for CMSNC, Keelung. 1973 t/f to YMTC, Keelung r. YU MING. 1977 renamed MING YOUTH. 11/88 arrived at Kaohsiung for demolition.



HAI LI in profile (Liang Kuang).



HAI LI at Kobe working cargo both wharfside and seaside with the three hatches served by seven derricks and a crane. Spacious accommodation on four decks (SK*).



YU MING, funnel changed to buff with a black top. (R. Tompkins*).



MING YOUTH aft of Philippine competitor DAVAO unloading bananas at Detamachi Pier in Yokohama. Yang Ming marking on a buff funnel (*Port of Yokohama* 1984 Edition).

HAI WEI (1969-73) 10722/69 (b.c.) (147.81 x 22.36m M – M.A.N., Kawasaki, Kobe 7,200 bhp)
 Built by Sanoyasu D.Y. Co. Ltd, Osaka (#282) for CMSNC, Keelung. 1973 t/f to All Oceans Tptn Inc.,
 Monrovia r. OCEAN ADVANCE. 1980 t/f to YMTTC, Keelung r. MING ADVANCE. 1983 sold to Jane Shg
 Inc. (Dileton Maritime S.A.), Panama r, ALEXANDRAS GRACE. 1987 t/f to Mabuhay Shg Services,
 Manila. 1989 sold to Piper Shg Co. Ltd, Limassol r. STERLING GRACE. 8/12/89 sank in Red Sea
 (18.40N, 40.00E) after springing leaks on voyage Mariupol/Chittagong - crew saved.



HAI WEI on trials (builders*).

HAI MOU (1970-73) 10958/70 (160.59 x 23.04m M – M.A.N., M.H.I., Yokohama 13,800 bhp)
 Built by Mitsubishi H.I., Kobe (#1012) for CMSNC, Kaohsiung. 1973 t/f to YMTC, Keelung r. HO MING.
 1977 renamed MING HOPE. 1979 lengthened 26.4m. and conv. to containership (14366g) by China
 S.B. Corp., Kaohsiung. Reported laid up 1984. 7/90 sold to Cia Nav. Eliana (Mediterranean Shg Co.
 S.A. mgrs), Panama r. MSC ELIANA. 10/4/09 beached at Alang for breaking.



Launch of HAI MOU, showing bulbous bow (builders*).



HAI MOU, showing the high foc'stle of this class. Survived 30 years as a containership (builders*).



MING HOPE, still in her 1973 colours at New Orleans in February 1978 (Eric Johnson/W. Schell).

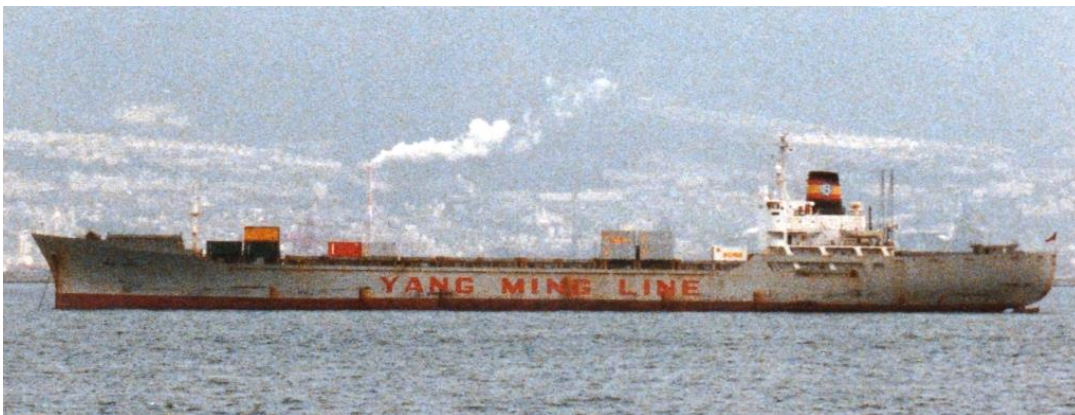
HAI YEH (1970-73) 10958/70 (160.59 x 23.04m M – M.A.N., M.H.I., Yokohama 13,800 bhp)
Built by Mitsubishi H.I., Kobe (#1013) for CMSNC. 1973 t/f to YMTC, Keelung r. CHII MING. 1977 renamed MING CHEER. 1979 lengthened 26.4m. and conv. to containership (14199g) by China S.B. Corp., Kaohsiung. 11/5/81 in serious collision with *Smirdan* (3530/79) off Crete. 1984 rep. laid up. 1988 r. EXCELSIOR JUPITER, 1988 sold to Gibbins Shg Co. S.A., Panama r. CHATTANOOGA L. 1989 r. EAGLE WORLD. 1996 r. CHATTANOOGA L. 20/6/97 demolition begun at Alang by Lucky Steel Industries.



HAI YEH off Kobe in 1970 (builders*).



As CHII MING at New Orleans in August 1975 (Eric Johnson/W. Schell)



Lengthened as full containership MING CHEER, anchored (laid up?) off Kobe on 23 February 1985. The YMTC funnel at this stage featured a blue disc bearing lettering in white (SK*).

HAI CHUAN (1971-73) 16161/71 (b.c.) (165.56 x 24.85m M – Sulzer, Sumitomo, Tamashima 9,900 bhp)

Built by Sanoyasu D.Y. Co. Ltd, Osaka (#307) for CMSNC, Kaohsiung. 1973 t/f to YMTC, Kaohsiung r. SHIN MING. 1977 renamed MING SHINE. 15/4/86 arrived at Kaohsiung for demolition by Tung Ho Steel Ent. Corp.



HAI CHUAN (builders*).

HAI CHUANG (1971-7?) 1303/71 (pass) (69.50 x 11.28 m M – 6cy Hanshin, Kobe 2,000 bhp 15k)
Completed 31/12/71 by Kochiken S.B, Co. Ltd, Kochiken (#416) for CMSNC. 1/72 t/f to Ministry of National Defence r. YUNTAI 雲台. Ca. 1973 t/f to Navy Service Fleet as AP-519, servicing Matsu. 1985 decommissioned, NFI.



HAI CHUANG, described as having twin funnels aft, and carrying capacity for about 100 persons (China Warships Museum C/- Tian Wen-guo and C.C. Hsu).

HAI JIH 海濟 (1971-72) 3021/71 (cargo - pass) (100.33 x 14.6558 m M – 6cy Hanshin, Kobe 3,600 bhp)
Laid down 29/6/71, launched 17/9, completed 3/12 by Ujina Zosensho, Hiroshima (#516) for CMSNC, Kaohsiung. 6/1/72 t/f to Ministry of National Defence, r. TAIWU 太武. 1/4/73 t/f to Navy Service Fleet as AP-518. 16/2/98 decommissioned at Kaohsiung and presumably b/u locally.



AP-518, formerly HAI JIH (China Warships Museum C/- Tian Wen-guo and C.C. Hsu).

HAI JUNG (1971-73) 16056/71 (b.c.) (165.56 x 24.85m M – Sulzer, Sumitomo, Tamashima 9,900 bhp)
Built by Sanoyasu D.Y. Co. Ltd, Osaka (#309) for CMSNC, Kaohsiung. 1973 t/f to YMTC, Kaohsiung r. JI MING. 1977 renamed MING JOY. 15/3/86 sailed Taiching for Kaohsiung - 8/4 demolition begun by Tung Ho Steel Ent. Corp.



HAI JUNG (builders*).



MING JOY under refit at Kobe in late-1984 or early-1985 (SK*).

HAI LO (1971-73) 16056/71 (b.c.) (165.46 x 24.85m M – Sulzer, Sumitomo, Tamashima 9,900 bhp)
 Built by Sanoyasu D.Y. Co. Ltd, Osaka (#308) for CMSNC, Kaohsiung. 1973 t/f to YMTC, Kaohsiung r. LI
 MING. 1977 renamed MING LEADER. 12/1/87 demolition begun at Kaohsiung by Chih I Ent. Co. Ltd.



HAI LO (builders*).

Large Tugs

MING 301 民 301 (1949-58) 596/43 (USN 143' tug)	see CMSNC Postwar, 1946-49)
MING 305 民 305 (1949-60) 596/42 (USN 143' tug)	see CMSNC Postwar, 1946-49)
MING 308 民 308 (1949-5?) 596/42 (USN 143' tug)	see CMSNC Postwar, 1946-49)
MING 309 民 309 (1949-6?) 596/43 (USN 143' tug)	see CMSNC Postwar, 1946-49)
MING 320 民 320 (1949-5?) 596/43-12 ('Type 254' tug)	see CMSNC Postwar, 194?-49)

Vessels Registered for China Tanker Co. (China Merchants S.N. Co., Taipei mgrs)

YUNG CHANG 永漳(1949-59) 1183/43 (tkr)	see CMSNC Postwar, 1946-49)
YUNG CHE 永澤(1949-53) 7463/14 (tkr)	see CMSNC Postwar, 1946-49)
YUNG CHENG 永澄(1949-50) 7219/13 (tkr)	see CMSNC Postwar, 1947-49)
YUNG FEI 永肥(1949-59) 1220/43 (tkr)	see CMSNC Postwar, 1946-49)
YUNG FU 永涪(1949-59) 1220/43 (tkr)	see CMSNC Postwar, 1946-49)
YUNG HUNG 永洪(1949-55) 8207/21 (tkr)	see CMSNC Postwar, 1946-49)
YUNG KAN (1949-58) 1220/44 (tkr)	see CMSNC Postwar, 1946-49)
YUNG LAI 永來(1949-59) 1220/44 (tkr)	see CMSNC Postwar, 1946-49)
YUNG LU 永瀘(1949-59) 1220/44 (tkr)	see CMSNC Postwar, 1946-49)
YUNG LUAN 永灤(1949-59) 1220/44 (tkr)	see CMSNC Postwar, 1946-49)
YUNG SUNG 永淞(1949-59) 1184/43 (tkr)	see CMSNC Postwar, 1946-49)
YUNG TSIN 永清(1949-54) 8526/14 (tkr)	see CMSNC Postwar, 1946-49)
YUNG TUNG 永潼(1949-59) 1184/43 (tkr)	see CMSNC Postwar, 1946-49)

Vessels registered for Chinese Petroleum Corp. with CMSNC, Taipei as mgrs.)

(excludes CPC ships not having a direct CMSNC connection)

FAITH (1968-73) 23106/59 (tkr) (213.37 x 25.66m 2xST – Westinghouse, Essington 18,650 shp
Built by Ingalls-Taiwan S.B. & D.D. Co., Keelung (#1001) for General Tkr Corp., Liberia. 1967 t/f to United Tkr Ltd. 1968 t/f to CPC (CMSNC mgrs), Liberia. 1982 mgrs Taiwan Nav. Co. 16/3/83 demolition began at Kaohsiung by Lung Fa Steel & Iron Co. Ltd.



FAITH in the Straits of Malacca (P. Foxley/W. Schell).

VOO SHEE (1969-73) 52440/69 (tkr) (253.04 x 36.86m M – Sulzer, I.H.I., Aioi 20,700 bhp)
 Built by Ishikawajima-Harima H.I., Aioi for CPC (CMSNC mgrs), Kaohsiung. 1/10/85 del. at Kaohsiung
 to Chin Hsin Metal Industry Co. Ltd for demolition - 8/10 work began.



VOO SHEE (P. Foxley*).

HSIEN YUAN (1970-86) 53108/70 (tkr) (253.02 x 36.86m M – Sulzer, I.H.I., Aioi 20,700 bhp)
 Built by Ishikawajima-Harima H.I., Kure for CPC (CMSNC mgrs), Kaohsiung. 5/86 at Kaohsiung for
 demolition. [Listed for first few years in Lloyd's Register books as HSIEN TUAN.]



HSIEN YUAN; spelling of name on bows (P. Foxley*).

YU TSAO (1970-73) 53108/70 (tkr) (253.04 x 36.83m M – Sulzer, I.H.I., Aioi 20,700 bhp)
 Built by Taiwan S.B. Corp., Keelung (#N-023) for CPC (CMSNC mgrs). 8/86 arrived at Kaohsiung for demolition by Lung Fa Steel Co. Ltd - 15/2/87 work began.



YU TSAO (P. Foxley*).

LEI TSU (1972-73) 53108/72 (tkr) (253.02 x 36.89m M – Sulzer, I.H.I., Aioi 20,700 bhp)
 Built by Taiwan S.B. Corp., Keelung (#N-037) for CPC (CMSNC mgrs). 18/12/92 arrived at Kaohsiung for demolition, work beginning 3/1/93 by Gwo Feng Steel.



LEI TSU (P. Foxley*).

FORTUNE (1973-93) 47148/73 (tkr) (252.99 x 36.86m M - Sulzer, I.H.I., Aioi 20,700 bhp)
Built by Taiwan S.B. Corp., Keelung for CPC (CMSNC mgrs). 1973 t/f to Liberian flag. 22/3/93 arrived at Yantai for demolition.

HSIEN YUAN II (1990-c.93) 92527/90 (tkr) (273.0 x 51.0m M)
Built by China S.B. Corp., Kaohsiung (#369) for CPC (CMSNC mgrs), Kaohsiung (By 1994 mgrs YMT).
2010 t/f to Tuvalu flag r. YUAN. 12/4/11 arrived at Chittagong for demolition.

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CMSNC: YANGMING MARINE TRANSPORT CORP.

Formed in 1972 to own and operate the former CMSNC (Taipei) fleet)

Kuang Ming Shipping Corp. (KMSC)

Introduction

Following the 1972-73 transfer from CMSNC to YMTC, the ships continued to sail on the same services under the same agencies. Within Taiwan, CMSNC in Taipei remained as the managing company and the registered owners of a few harbor craft.

By 1975 YMTC had, with chartered ships, opened two new services from the Far East, Straits and Bangkok, one to West African ports and one to Middle Eastern ports. Apart from delivery in 1974 of the first bulk carrier *Ming Belle*, no new ships were acquired until 1978, when four slightly larger bulk carriers were delivered as *Ming Autumn*, *Ming Spring*, *Ming Summer* and *Ming Winter*. The quartette was constructed by China S.B. Corp. yard at Kaohsiung.

In 1979 YMTC set out to become a major containership operator. The three ships of the 'Hai King' class, were lengthened converted to full containerships, renamed *Ming Young*, *Ming Hope* and *Ming Cheer*, and used to open a container service from Taiwan to the Mediterranean, incorporating the conventional services to the Straits, Bangkok and the Middle East. Delivery the following year of seven identical Taiwan-built 31,000-grt containerships of the 'Ming Galaxy Class' enabled a fully containerised service to be introduced from Taiwan and Japan to the West and East Coasts of the United States.

In 1982/83 four more containerships, nearly identical to the previous seven, were delivered for the Europe service. A freight war ensued for much of 1983, with Yangming undercutting the rates of the Far Eastern Freight Conference by as much as 25-30%. The new ships replaced the three older vessels and enabled sailings to be extended to Felixstowe, Hamburg and other European ports. The three displaced ships were laid up until August 1984, when *Ming Hope* inaugurated a service to Australia.

In 1984 YMTC became managers of *China Steel Realist* and *China Team Spirit*, large new bulk carriers owned by the China Steel Corp. The same year another three medium sized bulk carriers *Ming Courage*, *Ming Mercy* and *Ming Wisdom* were delivered.

The container operations continued to be strengthened in ensuing years. In 1987-90 eight 41,000-grt containerships of the 'Ming P Class', capacity 3,266 teu, were delivered from Kaohsiung to operate what was promoted as a globe-covering 'Pendulum Service'. This combined the formerly separate service to the United States and to Europe, so that ships could continue via Taiwan into the other service without transshipment of cargoes such as from Japan to Europe or from Singapore to the United States. These have been followed by many larger vessels, up to, (at the time of writing) the fourteen ships of the 11,000 teu 'YM U Class' in 2006-13 and the twenty ships of the 14,000 teu 'YM W Classes' in 2016-19.

Variations in routes, alliances and subsidiaries have occurred over the years since YMTC's founding. For example, Kuang Ming Shipping Corp. (KMSC) was established in May 1990 as subsidiary to act as the container booking agency for Yang Ming Line in Taiwan and in November 1999, the company bought two container ships to launch the Intra-Asia liner service. However, in a change of arrangements, KMSC was assigned from 2008 with exclusively running the bulk carriers. By 2020 its medium dry bulk fleet had grown to over 20 ships, and a further four were managed for the Taipower company.

Liveries and Nomenclatures

When transferred to YMTC in 1973, all ships were given a buff funnel with a narrow plain black top and names that ended in 'Ming'. In 1977 a new more colorful funnel was introduced along with grey hulls for most ships, but the funnel has since been varied (see illustrations below), and the hull has reverted to black. In 1977 names were changed to 'Ming' plus a word in English, but from 2004 the name prefix has been 'YM' for containerships and, from 2008, 'KM' for bulk carriers. The YMTC company name on the hulls of containerships has been shortened to simply 'Yang Ming'.



1972-3

From c.1977

From c.1987

From c.2004

KMSC, from c.2008

From 1977 the houseflags appear to correspond to the respective funnel markings (without the black top or bottom).



Kuang Ming container, now a rarity.

Ships in the YMTC and KMSC fleets

Apart from former CMSNC vessels, we do not list the details of the more than 100 vessels that from 1974 onwards have joined the YMTC or KMSC fleets or been chartered or managed, which is now the predominant pattern for the containerships. The known details of these ships may be checked on international databases, such as the Miramar site <https://www.miramarshipindex.nz/>. Following are chronological photographs of a few of these ships, showing changes in ship design and in colour schemes.

MING SUMMER (1978-93) 18554/78 (b.c.)



MING SUMMER (P. Foxley*).

MING SUN (1980-98) 30731/80 (c.s.)



MING SUN of the eleven ship 'Ming Galaxy Class' (Bettina Robecht*).

MING MERCY (1984-03) 36303/84 (b.c.)



MING MERCY departing River Tees 22/6/95 (Patrick Hill@Shipspotting).

MING PEACE (1986-01) 40439/86 (c.s.)



MING PEACE showing the second Yang Ming funnel colours (YMTTC*)

MING PLENTY (1987-01) 40439/87 (c.s.)



MING PLENTY of the eight ship "Ming P Class" of 1987-90 (Mike Griffiths@shipspotting).

MING BRIGHT (1994-95) 22738/94 (c.s.)



MING BRIGHT (Bettina Robecht*).

MING ZENITH (1996-04) 46697/96 (c.s.)



MING ZENITH (Bettina Robecht*).

KUANGMING KAOHSIUNG (1999-04) / YM XIAMEN (2004/14) 3994/95 (c.s.)



KUANGMING KAOHSIUNG was acquired for KMSC's intra-Asia service and was later transferred and renamed YM XIAMEN, as shown (Captain Turboboss/Marinetraffic.com).

MING BAMBOO (2001-02) 64005/01 (c.s.)



MING BAMBOO was a secondhand addition (Bettina Robecht*).

YM PEOPLE (2004-13) 17153/03 (c.s.)



YM PEOPLE at Keelung (YMTC).

KM MT. JADE (2008-*) 42707/08 (b.c.)



KM MT. JADE showing a YMTC funnel (Luciano Cervigni@marinetraffic.com).

KM HONGKONG (2010-*) 42942/10 (b.c.)



KM HONGKONG at IJmuiden on 23 November 2016 (Marcel & Ruud Coster@shipspotting).

KM WEIPA (2017-*) 35823/17 (b.c.)



Geared bulk carrier KM WEIPA at Gibraltar on 24 June 2020 (Peter Ferrer@shipspotting).

YM WELLBEING (2018-*) 151,451/18 (c.s.)



YM WELLBEING is a 14,000 teu container carrier (Internet).

YM WARRANTY (2019-*) 150,754/19 (c.s.)



YM WARRANTY (Imabari Zosen).

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