

Canton River Steam Vessels to 1889

ILLUSTRATED LIST

By Howard Dick & Stephen Kentwell

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Vessels are ranked chronologically, and all locations are Hong Kong unless otherwise stated; years listed represent the period the vessel was in river service, or available for such service.

Light blue text indicates ships that served in the fleet of The Hongkong, Canton & Macao Steamboat Co., Ltd. (abbreviated here; see separate list for full details).

The period after 1889 is covered in a subsequent list (q.v.) entitled "Hong Kong Regional Ferries of the 20th Century".

The period to 1867, compiled in the first instance by Stephen Kentwell, draws heavily on Professor E. K. Haviland's published research outcomes in textual format 'Early Steam Navigation in China' (The American Neptune 1956-58, Addenda & Corrigenda April 1960) and 'Early Steam Navigation in China: Hong Kong and the Canton River' (The American Neptune 1962. Also referred to is A.D. Blue's essay 'Early Steamships in China' (Journal of the Royal Asiatic Society Hong Kong Branch Vol 13 – 1973). The entries in the later part of this period draw substantially from research, some unpublished, by Howard Dick.

LIST WITH ILLUSTRATIONS WHERE AVAILABLE

FORBES [1830] 161/29 (w.p.s.)

Built Howrah Dock Co., Calcutta. 1829 chartered by Jardine, Matheson & Co. to tow sailing vessel *Jamesian* to China, 18/4/30 arrived Macao, 26/4/30 arrived Lintin, 1/5/30 at Canton, subsequently returned to Calcutta.

KING-FA (1832)

Steamer advertised in Canton newspapers 1832. Haviland (ESNC 1) suggests may have been a hoax.

JARDINE [1836] 58 net/35 (wooden hull)

Built by Alexander Hall & Co., Aberdeen for Jardine, Matheson & Co. Intended for Lintin/Hong Kong/Whampoa service, permission refused (one voyage achieved Lintin/Chuenpe/Lintin/Macao

without passengers), engines removed and under sail eventually used Lintin/Whampoa. Still listed for Jardine, Matheson & Co.'s China coast services in 1840.

CORSAIR (1846-?) 186/27 (w.p.s.)

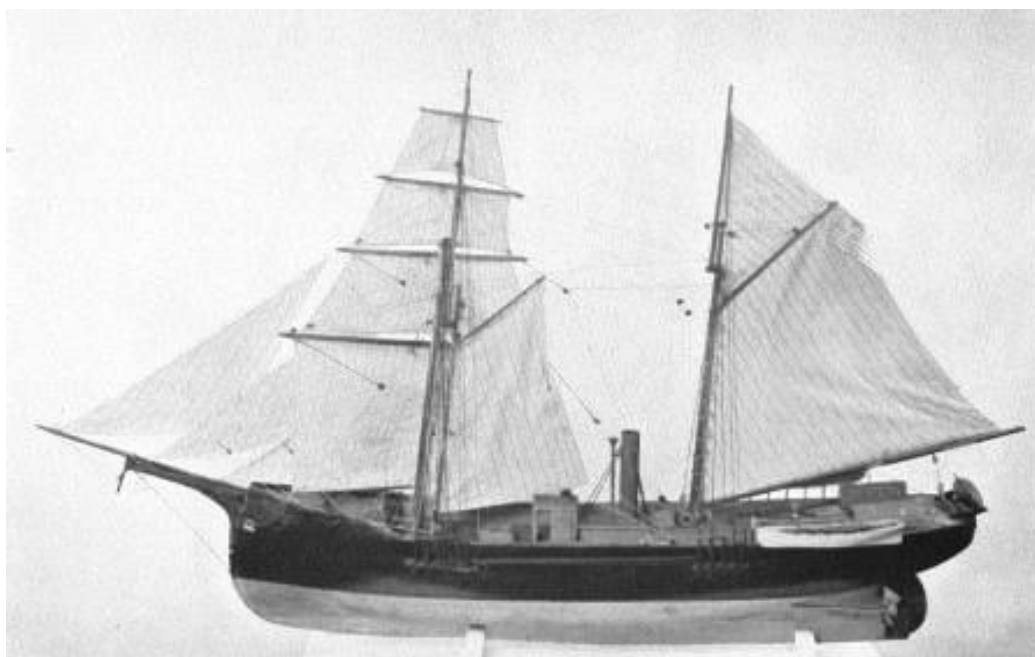
Built by J Wood & James Barclay, Port Glasgow for George Langtry, Belfast. 1837 owned by Dundalk Steam Packet Co. 1838 owners Newry Steam Packet Co. 10/10/40 sent to Australia by Whittington & Co of London with a view to creating an intercolonial steamship concern to be named 'South Australia, Australia & Van Diemens Land Steam Navigation Co'. 3/3/41 arrived Adelaide and laid up until 10/41 chartered by Port Phillip Steam Navigation Co, Melbourne for Melbourne/Launceston service. 8/42 t/f to Melbourne/Geelong service. 1843 sold to E Bennett and registered at Sydney. 11/44 owned by Capt. Thomas Larkins, London. NFI. December 1845 departed Australia for Hong Kong, arriving 28/1/46. Under owner/master Capt. Larkins used Canton/Hong Kong, supported by Jardine, Matheson & Co., two round trips per week. 1846-49 carrying mails for Augustine, Heard & Co. 1847 mgrs Holmes and Bigham. Early 1849 laid up, registry transferred from Sydney to Hong Kong, 16 shares each by W. Soames, W. Biggs, A. Wilson and A. Viegas. 10/1/50 lying at Hong Kong but NFI.



Early small British paddle steamer at Canton, red and white houseflag. Candidate for CORSAIR? (FEER).

MIDAS (1845-46) 148/44 (w.t.s.s.)

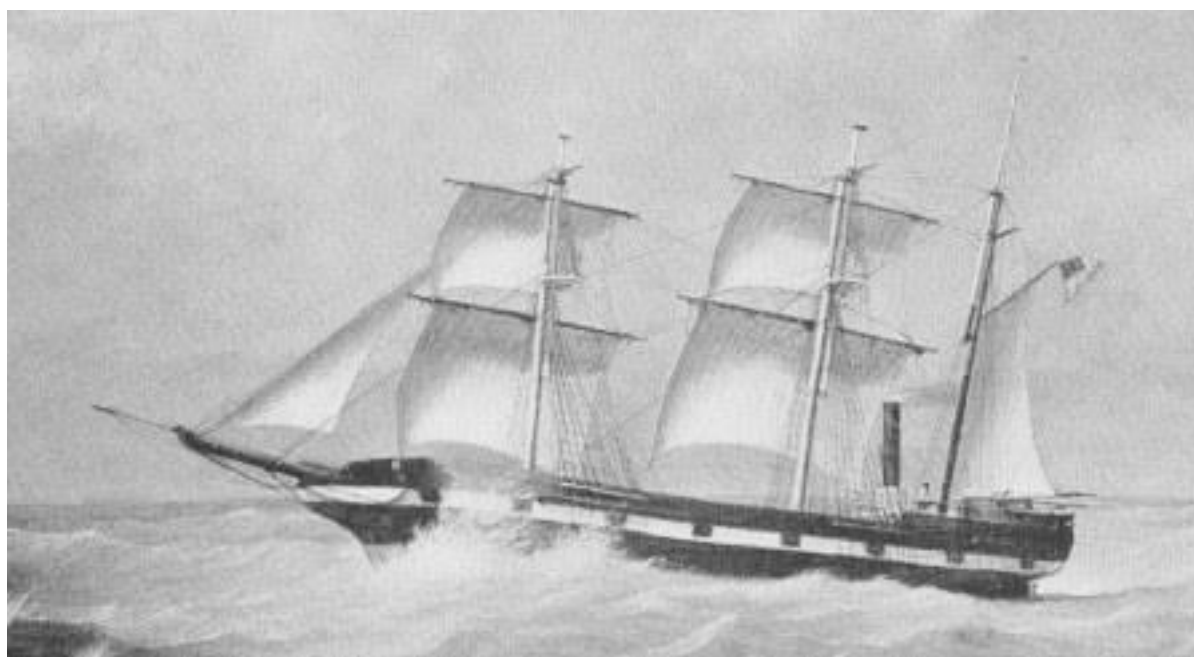
Built Samuel Hall, Boston, for J.M. Forbes, Robert B. Forbes and W.C. Hunter, all of Russell & Co. 4/11/44 departed New York, first American steamer to round Cape of Good Hope. 21/5/45 arrived Hong Kong, **first American steamship service in China**. Operating Hong Kong/Macao, two round trips per week. 6/4/46 departed Hong Kong for Macao and Manila, reported sunk but 21/5/46 arrived back in Macao from Ylocos. Following boiler problems early 1847 returned to USA in sail via Cape Horn. Engines removed, sold to Padelford and Fay, operated Savannah/Rio de Janeiro.



Model of pioneer U.S. steamship MIDAS, hand-built by Robert B. Forbes (*American Neptune* I-1 http://www.pem.org/library/american_neptune/AuxiliarySteamshipsAndRBForbes.pdf).

EDITH (1845-45) 407/44 (w.s. barque)

Built by Samuel Hall, East Boston for R.B. Forbes and Thomas H. Perkins Jr. 18/1/45 departed New York for Bombay and China, 2/9/45 arrived Macao from Bombay. 11/9/45 arrived Hong Kong. 8/10/45 departed Hong Kong for Shanghai but returned damaged in bad weather. 19/10/45 departed again but returned to Hong Kong, cargo offloaded. 8/12/45 departed Whampoa for Rio de Janeiro and Boston, on arrival chartered to the U.S. War Department and sold to them in 1846. Subsequently t/f to Navy Department for service in Gulf of Mexico, taken around Cape Horn, and ca. 8/49 lost in fog off Santa Barbara.



EDITH oil painting in U.S. Naval Academy Museum (*American Neptune* I-1).

FIREFLY (1846-47) 20/46 (i.s.s.)

Fabricated at New York for Robert B. Forbes in association with Hayden Hezekiah Hall, transported to Whampoa where assembled. Operating Canton/Whampoa, later shipped to San Francisco. Possibly the screw tug of this name arrived Astoria from San Francisco in 1853 and lost 24/2/54 by capsizing off Tanzy Point, Columbia River.

CANTON (1849-59) 348/48 (i.p.s.)

Built by Tod and McGregor, Glasgow for Peninsular & Oriental S.N. Co., London for Hong Kong/Canton and Macao branch service. 28/3/48 launched, 9/6/48 registered. 25/6/48 departed Southampton but collided with barque *John Woodhall* off Isle of Wight, returned to port 27/6. 4/7/48 sailed again via Cape of Good Hope, 19/2/49 arrived Hong Kong. Commenced service with informal mails arrangement. 29/9/49 assisted becalmed *HMS Columbine* against pirate junks. 25/1/51 on passage Cumsingmoon/Canton struck a sunken rock near Cumsingmoon anchorage, not refloated until 5/3. 6/53 towed stranded sailing vessel *Falcon* off Ly-ee-mun. 1856 employed as hospital ship. 9/56 to 1/57 out of service after striking sunken rock in Canton River. Subsequently coastal service to 4/58. 5/58 again listed as a Pearl River steamer, but 1859 offered for sale. 5/10/59 driven ashore at Macao during a typhoon, broke in two and became a total loss.



Image supplied by P&O to www.clydesite.co.uk shows CANTON towing HMS Columbine into action between Hong Kong and Canton against pirate junks in 1849

CANTON (1849-55) 139 net/49 (w.p.s.)

Built by William Pitcher, Norfleet, Kent for Hong Kong & Canton Steam Packet Co. (UK flag) for service Hong Kong/Canton and Macao. Hull and engines at a cost of STG10,543. Mgrs Augustus Carter, later George Lyall & Co. 15/8/54 sold to Captain James Endicott (of Russell & Co.), placed under Peruvian flag and operated Canton/Macao but NFI from 1855.

HONG KONG (1849-60) 232/49 (w.p.s.)

Built by William Pitcher, Norfleet, Kent for Hong Kong & Canton Steam Packet Co. (UK flag) for service Hong Kong/Canton and Macao. Mgrs Augustus Carter, later Lyall & Co. (UK flag). 8/50 under repairs following fire. 15/8/54 sold to Lyall, Still & Co. 1/57 chartered by The Admiralty as gunboat. 11/57 after reboiling and thorough overhaul operating coastwise Hong Kong/Swatow/Amoy. 2/58 resumed service Hong Kong/Canton but 1/60 advertised for sale. Not listed 1862.

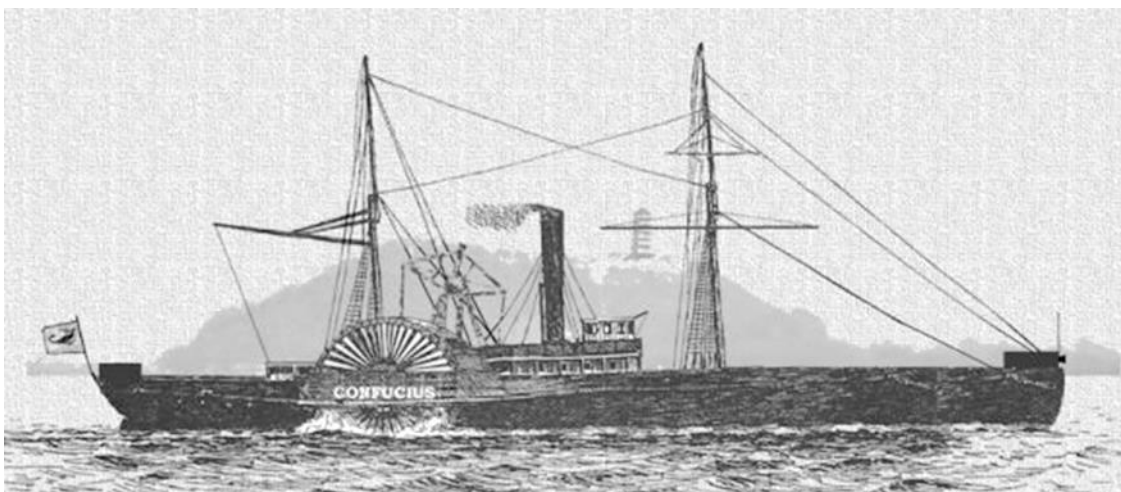
SPARK (133/50 (1850-c70) Capt. James B. Endicott see HCMSBC

SIR CHARLES FORBES (1851-54, 1856-60) 211/46 (w.p.s.)

Built at Mercantile Dock, Magazon for Bombay S.N. Co. Chartered to Peninsular & Oriental S.N. S.N. Co to substitute for CANTON 1/51 to Spring 1854 and 9/56 to 1/57. 5/56 operating Hong Kong/Canton twice weekly. 1/57 chartered by The Admiralty as gunboat. 7/57 resumed Hong Kong/Macao service. 2/58 operating Hong Kong/Canton and Hong Kong/Macao as needed. 25/3/58 agent listed as D. Poonjabhoy. 15/4/58 agent listed as D. Sassoon & Sons. 29/4/58 chartered to tow American ship *Loochoo* to Macao. 1859 in regular service Hong Kong/Macao, P.F. Cama & Co. agents. 1/60 sold to Admiral Hope for \$45,000 to act as water boat on northern expedition, to be r/n H.M.S WATERMAN.

CONFUCIUS (1853-53) 468/53 (p.s.)

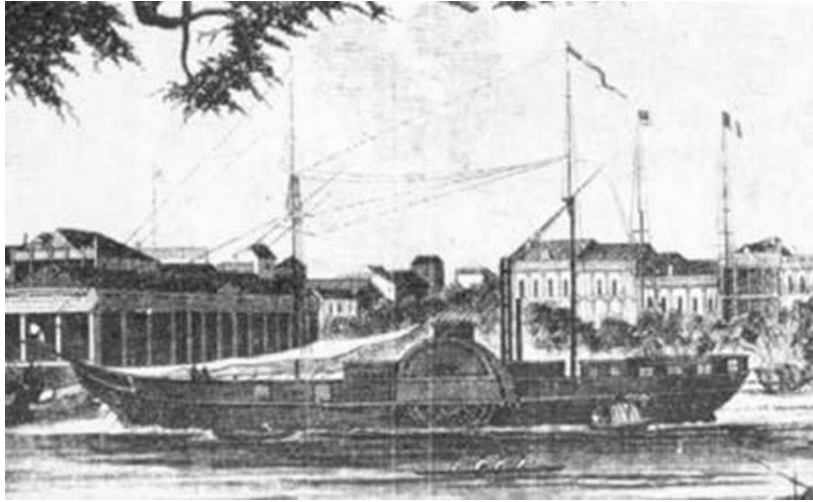
Built by Thomas Collyer, New York for Russell & Co. 15/9/53 arrived Hong Kong via Singapore, consigned to Russell & Co. Used on Hong Kong/Canton/Macao services. By 12/53 transferred to Shanghai where used primarily for towing vessels between Woosung and the sea. 8/55 sold to Chinese government for \$90,000, conv. to gunboat. Probably the gunboat of this name in General Ward's fleet, which as of 8/63 was in the Chinese Transport Service, subsequently used as a dispatch vessel, and 1870 wrecked near Tiger Hill on the Yangtse.



Sketch of a painting of CONFUCIUS in the Peabody Museum, including edits (http://yangshen.oldchinabooks.com/images/Confucius_screen_print_fm_Ch_12.png).

QUEEN (1853-57) 137/53 (w.p.s.)

Built by Lamont, Hong Kong for Bowra & Co., Hong Kong and Whampoa for river service but chartered on completion to Commodore Matthew Galbraith Perry, USN to protect U.S. interests in Canton. 1855 sold to interests associated with Capt. James B. Endicott, used on river service, 23/2/57 sailed Hong Kong for Macao, captured by Chinese soldiers, master and engineer murdered, destroyed by fire at Chu-chune. [Sometimes referred to as **THE QUEEN**.]



QUEEN at Canton (http://hongkongfirst.blogspot.jp/2011_11_25_archive.html).

ANN (1854-??) 239/39 wood 3-m schooner

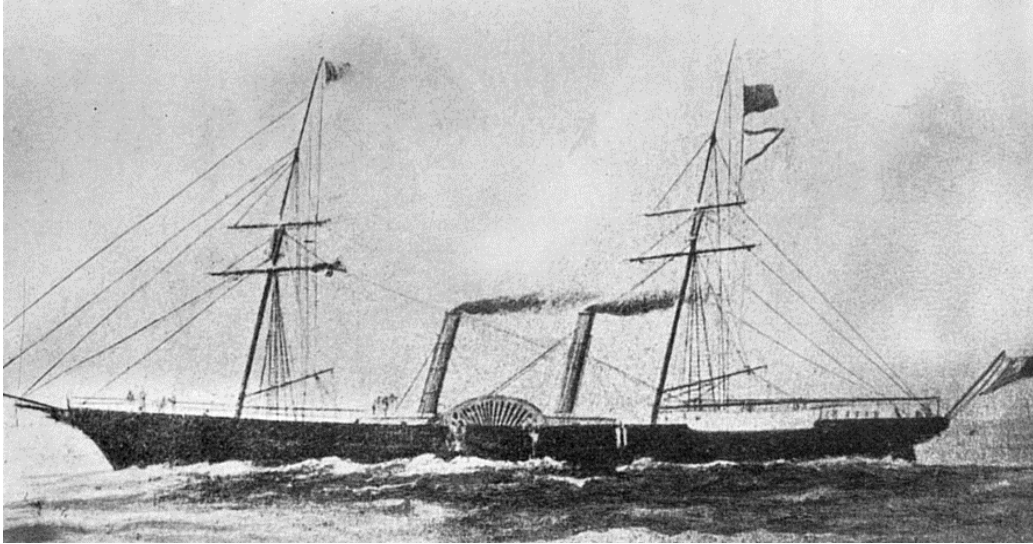
Built by Thomas Isemonger, Littlehampton, Sussex for shareholders in Cork, but eventually acquired by William Ian Ogilby and Moore, London. Ca.1864 lengthened and rebuilt with steam engine, 5/50 sold to Henry William Schneider, London. 3/10/50 sold to James Hartley, Director, Peninsular and Oriental S. N. Co. 1851 rebuilt and sent to Australia, 12/53 received new engines. 12/9/54 arrived Hong Kong 4/10/54 advertised operating Hong Kong/Macao/Whampoa/Canton, and Cumsingmoon subject to inducement. 5/55 sold to B.E. Carniero, Macao, later 1856 following repair of machinery and thorough overhaul returned to Canton River service, but by 1867 to coasting trade.

MIRAGE (1854-c.60) 101/54-5 wood 2-m screw str

Built by John Cowper at Whampoa for F.J. Anger (Hong Kong) & Wm Allanson (Canton), but 7/56 reverted to builders, managed by Douglas Lapraik. 6/56 operating Hong Kong/Macao, agents William Pistau & Co. 2/57 Lapraik advertising MIRAGE as having undergone alterations to make more suitable for towage. 3/58 still listed as a Pearl River steamer by the China Mail, but register subsequently closed as broken up.

TARTAR (1854-55) 369/53-9 (w.p.s.)

Built by Thomas White & Sons, Cowes for Peninsular & Oriental S.N. Co., London for Hong Kong/Cumsingmoon/Canton branch service, arrived Hong Kong 15/4/54. 5/55 chartered by The Admiralty as H.M.S. TARTAR, 28/8/55 sold to The Admiralty for service as a dispatch vessel and early 11/55 r. H.M.S. COROMANDEL. Served in the Arrow War (1856–1860), firing the first shot of the war on 23/10/56 during capture of Canton. Later served in the Battle of Fatshan Creek (1857), and the First and Third Battles of the Taku Forts in 1858 and 1860. 1859 sunk in action against the Peiho Forts but raised, repaired and returned to service. 1866 sold to R. Byrne and Co., Hong Kong. 1867 sold to Kishu Han, Japan and r. NARUTO. 1868 sold to Glover and Co., Nagasaki, 5/69 registered at Hong Kong as NARUTO. 1869 converted to screw propulsion, but 1870 following bankruptcy of owners sold to Wright and Co., Nagasaki, resold to Iwatani Shozo, Osaka but sale not registered in ship's British papers. 1871 acquired by Hunt & Co. of Nagasaki who appointed Netherlands Trading society as agents to sell the ship. Extensively repaired but subject of litigation, after a few coastal voyages broken up in 1876 riddled with white ants.



Wikipedia illustration of HMS COROMANDEL in mercantile colours



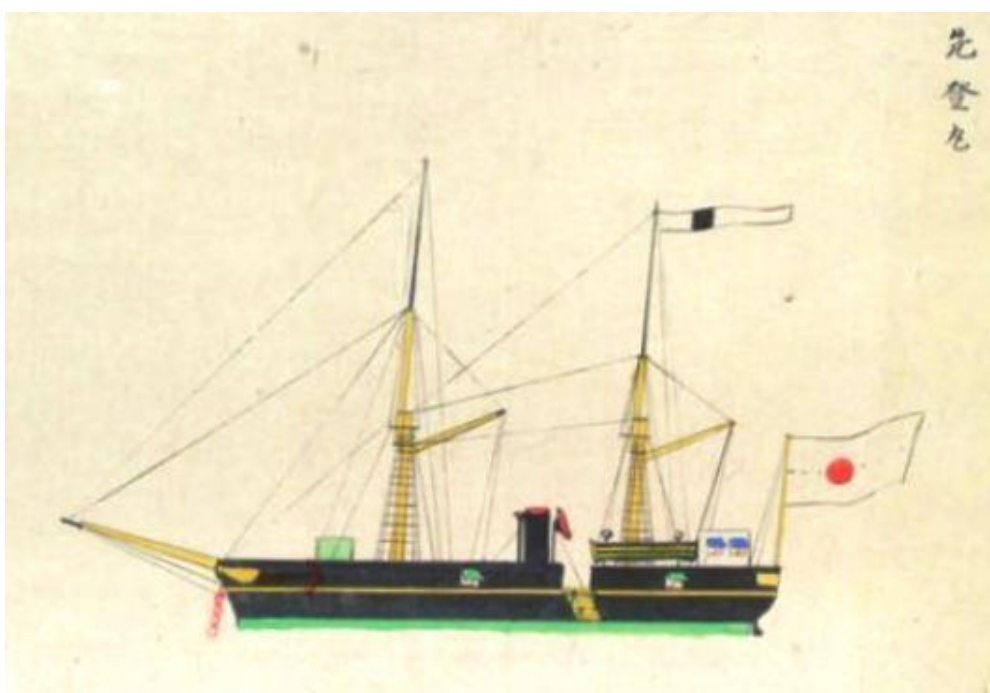
Unidentified early British steamship at Canton, perhaps based on TARTAR (Internet).

IRON PRINCE (1855-62) (1864-64) 180/45 (i.s.s.)

Build by James Hodgson & Co., Liverpool, evidently on own account. 9/9/53 arrived Sydney from London, subsequently operating on Australian coast. After several changes of ownership, 1854 registered in Sydney for Edye Manning and Robert Scott Ross. From 8/54 on 6 month charter for service between Port Adelaide and Port Elliot. 11/9/55 arrived Hong Kong from Sydney, placed in service Hong Kong-Canton until War of 1856. 1857 coasting and Taiwan. 9/58 sold to Adam Scott, resumed service Hong Kong-Canton, same service 1859. 6/5/62 attempted piracy on passage Hong Kong-Macao, mate killed. 25/7/62 all shares sold to Capt. Norman Hill, sent to Shanghai, 10/62 in service Shanghai-Ningpo. 1/64 reintroduced to Hong Kong/Macao service. III/64 sent to Yokohama, said sold to Japan, probably the vessel r. SENTO MARU for the Shogunate (Milne) and b/u at Nagasaki 1865.



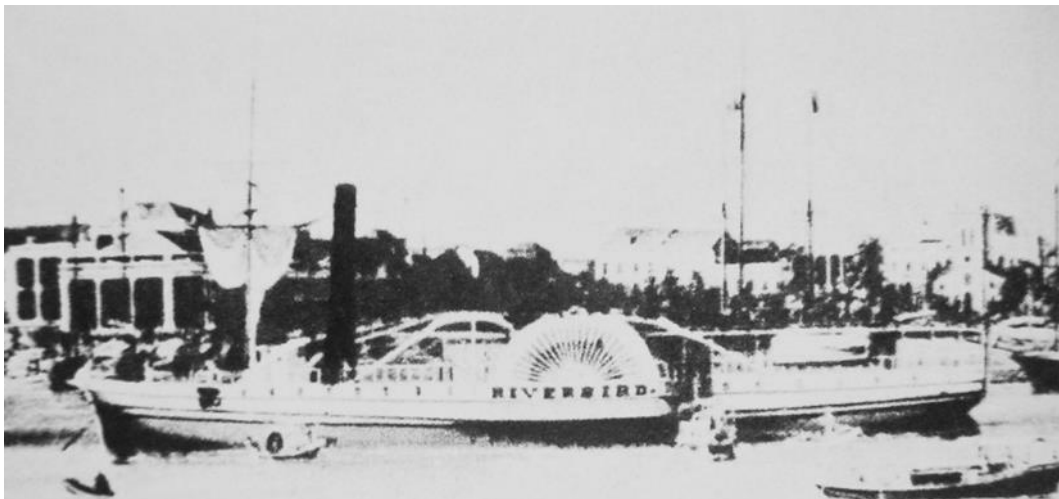
IRON PRINCE at Canton 1863 (Dutton & Michaels).



Y. Tamaoki's drawing of SENTO MARU (Hakodate Central Library).

RIVER BIRD (1855-56) 527/54 (w.p.s.)

Built by Samuel Sneden, Brooklyn for Robert S. Sturgis, Capt. James B. Endicott and Gideon Nye Jr. Laid down as YANKEE, name later changed to FUNG SHUNG, completed as RIVER BIRD for A.A. Low, J.O. Low, and E.H.R. Lyman. 5/2/55 sailed New York via Cape Verde Islands, 24/5/55 arrived Macao. Used Hong Kong/Macao for about a year, excluding extensive period of layup with engine and structural damage incurred 20/12/55, thence two sailings per week Hong Kong/Canton. 1856 sailings ceased during War of 1856. 4/2/57 departed Hong Kong for Calcutta via Singapore under charter to British Government during Indian Mutiny. Wrecked in the Hooghly River later in 1857.



RIVER BIRD at Canton (*FEER/American Neptune*).

EAGLET (1855-??) 165/54 (w.p.s.)

British steamer built Cochin arrived Hong Kong from Calcutta 6/55. Acquired for \$40,000 by Chinese owners, principally used for convoying of lorchas and junks, 10/54 boiler damage. Subsequently operating Hong Kong/Swatow/Amoy. 1/57 hired as a harbor guard at Hong Kong. Later in 1857 r. TOEY-WAN, John Burd & Co. agents.

ROSE (1855-61) 105/55 ('postal steamer') (i.p.s.)

Ordered from Robert Stephenson & Co., Newcastle by Murrow, Stephenson & Co., Hong Kong, erected by William Ross, Hong Kong, in service Hong Kong/Canton. 12/55 laid up with machinery problems. 28/5/56 holed and sunk on rocks off Castlepeak Point, refloated and repaired and in service as at 1858 when owners failed. 4/58 advertised for sale on behalf of receivers for Murrow, Stephenson & Co., acquired by Capt. James B. Endicott, U.S. flag. 5/61 sent to Shanghai, placed on Shanghai/Ningpo route. Later in 1861 to General F.T. Ward's fleet and then to Chinese Transport Service. Last reported 2/64 in layup at Shanghai. Later sold to Compradore Acheong, returned to Pearl River r. LINTIN. Still existing 1866

THISTLE (1855-56) 105/55 ('postal steamer') (i.p.s.)

Ordered from Robert Stephenson & Co., Newcastle by Murrow, Stephenson & Co., Hong Kong, erected by William Ross, Hong Kong, in service Hong Kong/Canton. 30/12/56 pirated off Second Bar Creek on passage Canton/Hong Kong and set afire; towed to Hong Kong by *HMS Barracouta*. Advertised for auction on 18/4/57. Laid up Hong Kong in the name of Captain Currie in damaged condition until registry closed 24/1/61.

SHAMROCK (1856-58) 105/56 ('postal steamer') (i.p.s.)

Ordered from Robert Stephenson & Co., Newcastle by Murrow, Stephenson & Co., Hong Kong, completed by William Ross, Hong Kong, in service Hong Kong/Canton. 4/58 advertised for sale on behalf of receivers for Murrow, Stephenson & Co., subsequently D.N. Canajee agents. 10/11/58 sold foreign at Hong Kong, British registry closed, NFI.

FEI-MA (a.k.a. translation of name, **FLYING HORSE**) (1856-62) 193/56 (w.p.s.)

Built by J.C. Cowper, Whampoa for Lyall, Still & Co. (UK flag) and Henry Castilla. In service Hong Kong/Canton before War of 1856, last voyage 9/1/57. 2/58 in regular service Hong Kong/Macao. 1859 operating Hong Kong/Canton, sometimes Macao, for Lyall, Still & Co., 5/5/59 pirated on voyage Macao/West River, soon refloated. 1860 operating Hong Kong/Canton every other day. 1862 still in service but 4/62 sold by auction to E. Moses & Co. for Shanghai/Ningpo service. 1/10/65 laid up at Shanghai. 1/66 sold to Russell, Sturgis & Co. 12/2/66 ex Shanghai for Manila for service Manila/Sual, r. SUDOESTE (also as SOUTHWESTERN =BCR). By 12/69 Manila/Cebu for I. Roca. NFI



ATTEMPT TO CAPTURE THE PASSENGER-STEAMER "FEI MA" ("FLYING HORSE") BY 53 IMPERIAL JUNKS, IN CANTON RIVER.



Attempt to capture the passenger-steamer "Fei-Ma" ("Flying Horse") by 53 Imperial junks in Canton River (Illustrated London News 14/3/57).

LILY (1856-56) 413/56 (w.p.s.)

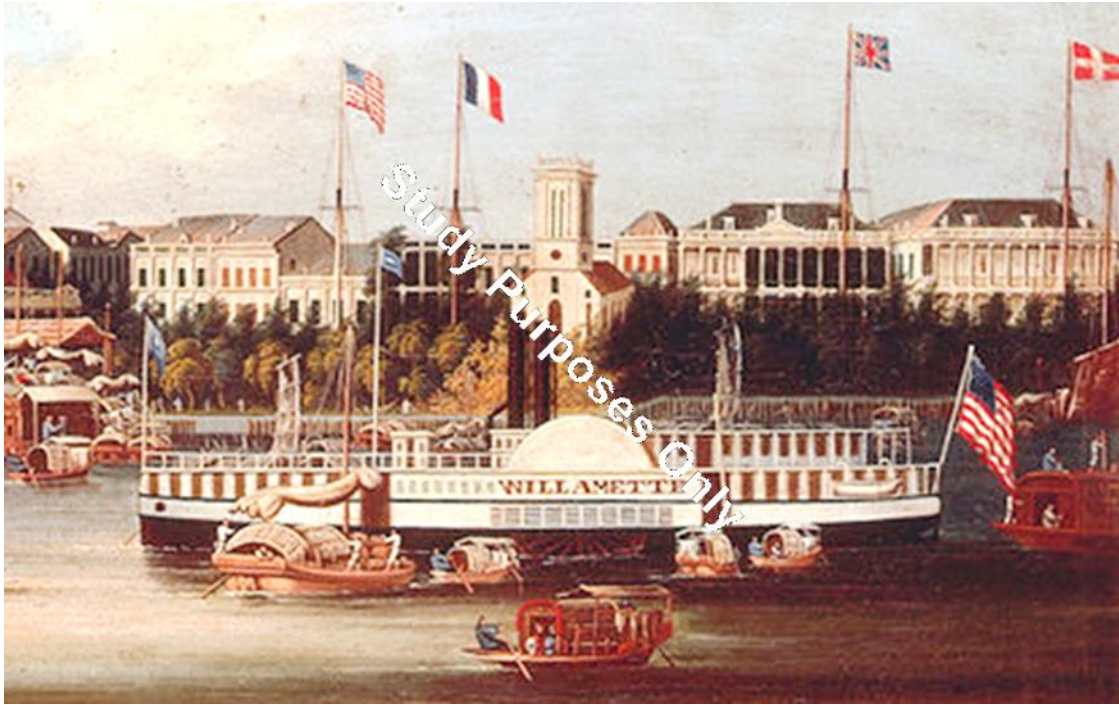
Built by J.C. Cowper, Whampoa for Capt. James B. Endicott, perhaps using engines from CANTON 140/49. 8/56 placed on Hong Kong/Canton twice weekly service and after a few months transferred to coastal service. 1857 placed on coastwise service out of Hong Kong, later towage. 1/59 reported deckhouses permanently removed.

SQUIRREL (1856-58) 47/46 (w.s.s.9)

Built by William Ross, Hong Kong on owners account, using salvaged engine from a Russian prize the previous year at Ayan. 22/3/58 sold to B.S. Fernandes, Portuguese flag, probably Macao/Hong Kong/Canton/Komoon. 8/58 as SQUIRREL employed guarding Macao harbour. 5/60 offered for sale, 7/61 sent to Shanghai r. PAYSAN, NFI.

WILLAMETTE (1856-61) 370/49 (i.p.s.)

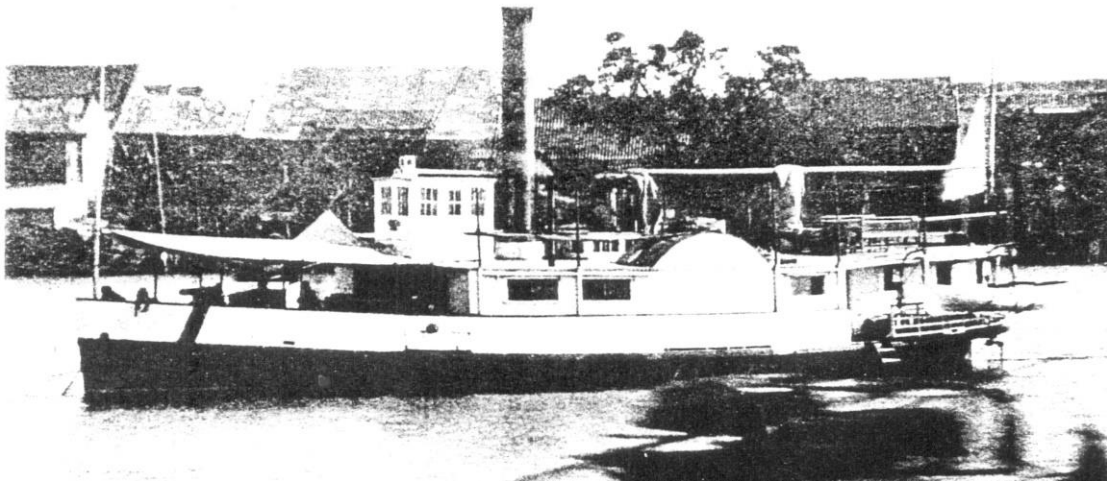
Built by Harlan and Hollingsworth, Wilmington for George W. Aspinwall, Philadelphia, registered 2/8/50. 5/8/50 Pacific Mail S.S. Co registered as owners. 9/3/51 arrived Astoria, Oregon for service on the Columbia River, but c.1852 sold. 1855 sold to California S.N. Co., sent to China, arriving Hong Kong 29/8/55 under sail. Consigned to Jardine, Matheson & Co., 1/1/56 commenced service Hong Kong/Canton. 10/56 service interrupted owing to War of 1856, 1/12/56 in irregular service Hong Kong/Macao, in regular Hong Kong/Macao service 1/6/57 to 31/1/58. 2/58 sold to Russell & Co. associates for \$23,000 for Hong Kong/Canton service, 11/2 departed Hong Kong on first voyage following lifting of the Chinese blockade. 28/5/61 sold for \$30,000 to interests subsequently associated with Shanghai S.N. Co and c.7/61 entered service Shanghai/Hankow. 5/62 sold for \$50,000 to new owners, Chapman, King & Co. agents, subsequently operated by General F.T. Ward and then Chinese Transport Service.



WILLAMETTE at Canton (NMM).

CUM FA (1856-67) small river p.s.

Erected at Whampoa using parts brought from New York. 22/10/56 completed for Thomas Hunt & Co., US flag. [Haviland has a footnote probably owned by Capt. James B. Endicott, with Thos. Hunt & Co., mgrs.] During Anglo-Chinese war of 1856-57, mainly laid up at Macao. 2/58 in river service. 4/5/59 pirated on passage to Macao. 1/67 reported laid up. Eventually became Chinese revenue cruiser at Canton, equipped with 12pdr gun.



CUM FA (Peabody Museum).

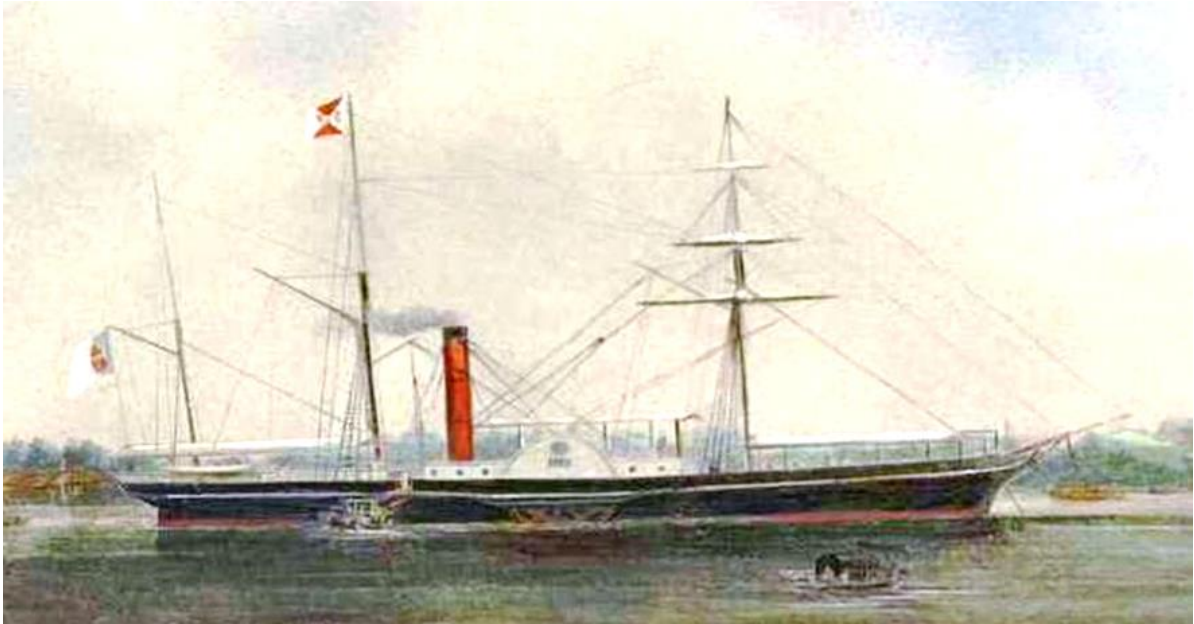
INVEIJADO (1858-60) 47/56

see **SQUIRREL** (1856-58)

SHAMROCK (1858-59) 294/41 (i.p.s.)

Built by William Patterson, Bristol [engines by Bush & Beddoe, Bristol] for Hunter River S.N. Co.,

later Australasian S.N. Co. 10/41 in Sydney-Morpeth service. 1843 Sydney-Melbourne service. 10/57 sent to China, arriving Hong Kong 2/58. Owned by B.S. Fernandes, Portuguese flag, probably Macao/Hong Kong/Canton/Komoon. Late 1859 vessel detained, after payment transferred to coastal trade. 23/3/60 wrecked at Black Head, near Namoa, on voyage Amoy/Hong Kong.



SHAMROCK at Sydney (NLA).

SIR JAMSETJEE JEEJEBHOY (1858-81) 126/49 (w.p.s.)

Built by Dhunjibhoy Rustamjee Wadia, Magazon Mogul Dock, Bombay for Bombay S.N. Co. (Jeejebhoy Dadabhoy & Sons mgrs), Bombay. 6/2/55 Sold to Peninsular & Oriental S.N. Co., London, extensively refitted for trooping. 6/56 chartered to British Gov't in Persian campaign. 1858 overhauled at Bombay, then 23/8/58 arrived at Hong Kong consigned to P&O, placed in Hong Kong/Macao/Canton service. Late-1859 sold to compradore Achong, continued in Pearl River service. 1869 sold to Kwok Ah Poo, Hong Kong. 12/81 sold for breaking.



Unidentified Chinese-flag steamship at Canton (Internet).

MEI LEE (a.k.a. **GOOD PROFIT**) (1859-61) 101/59 (w.p.s.)

Built near Hong Kong for Chinese owners, US flag, 1859 in service as a Pearl River steamer. 14/5/61 pirated off Whampoa, master and purser killed. 1861 sold to Capt. Norman Hill, registered British as CRICKET, sent to Shanghai. Traded on Yangtse consigned to Dent & Co. By 9/61 sold to the Taoutai, operated by Ward & Co., US flag, then to General Ward and Chinese Government fleets.

TAHN WAN/TANG WAN (1859-60) 188/52 (i.p.s.)

Built by John Scott & Sons, Greenock for Duncan Hoyle, Thomas Kincaid and others as DUNCAN HOYLE. Owners reconstituted as Geelong S.N. Co. Sent to Australia under sail only. 11/55 sold to G W Walker, B Rout and F Haller, all of Hobart, for abortive Melbourne-Tasmania service. 1858 sold to Australasian S.N. Co., reported resold to Grafton S.N. Co. 11/59 sold to Jones & Sharp, Sydney, sent to Hong Kong, arriving 26/11/59. Placed in Pearl River service for B.S. Fernandes as TAHN WAN. [c.f. Haviland note on probable renaming] 2/60 reported sold to a Mr. Alish for \$35,000, but 4/60 sold to French government. NFI.

UNDINE (1859-61) 196/59 wood 2-s.p.s., 134 ft, E: sidelever (50 nhp) [41182]

Launched 4/1/59 by G. Harper & Co., Hong Kong for unknown owners for towage at Bangkok. 3/59 reg. at Hong Kong to Douglas Lapraik. 20/4/59 first sailing Hong Kong/Swatow. 6/59 plying Hong Kong/Macao. 3/60 laid up at Hong Kong. 6/60 re-engined and reboilered at Whampoa. 2/1/61 registry closed on sale to French Govt. NFI.



Unidentified 2-masted Douglas paddle steamer, suggested to be UNDINE
Anthony J. Hardy, on loan to Hong Kong Maritime Museum

WHITE CLOUD (1859-65) 521/1859 Augustine Heard & Co. see HCMSBC

FEI SEEN (1860, 1862-66) 343/60 Ruttonjee Dhunjee-shaw see HCMSBC

FIRE DART (1860-61) 678/1860 Augustine Heard & Co. see HCMSBC

BO PEEP (1861-61) 82/60 wooden steamer

Built at Whampoa, registered Hong Kong 1/61 for Victorian owners for evident use around Hong Kong but 3/61 sold to Oxford & Co., 4/61 sent to Shanghai, then to Chinese Government and General Ward's fleet.

EXPRESS (1861-2, 1865) 489/61 (i.p.s.)

Built by James & George Thomson, Govan (#55) for Lyall, Still & Co, Hong Kong for Hong Kong-Canton service. Delivered under sail to Hong Kong. Reported 1861 mortgaged to Jardine, Mathieson and Guthrie. 7/7/62 inaugurated Jardine, Matheson & Co. regular service Shanghai/Hankow. 2/5/65 departed Shanghai for Hong Kong on cessation of Yangtse service, operated Hong Kong/Macao by D. Ruttonjee & Co. but late-1865 laid up. 13/11/65 sold to Arthur Albraham David Sassoon for Shanghai/Ningpo service. 2/68 bought by Russell & Co. in connection with gaining Ningpo monopoly, to be broken up. Reported 3/8/68 sold to David Sassoon, Hong Kong. 11/68 sold "foreign", presumably for breaking.

HANKOW (1861-65) 726/60 (w.p.s.)

Built by Thomas Collyer, New York for E.J. Hale & John M. Forbes (P.S. Forbes & Co.). 20/8/61 arrived Hong Kong, placed on Hong Kong/Canton service (Russell & Co.). 21/7/65 caught fire at Canton, brought alongside the Shameen but burnt out, total loss.



Russell's HANKOW at Hong Kong (Internet).



HANKOW at Hong Kong showing green ribband and fender (Internet).

FEI WAN/FI WAN (1863-67) 130/62 Hugh McDougall & Co see HCMSBC

KINSHAN (1863-65) 850/1863 Augustine Heard & Co. see HCMSBC

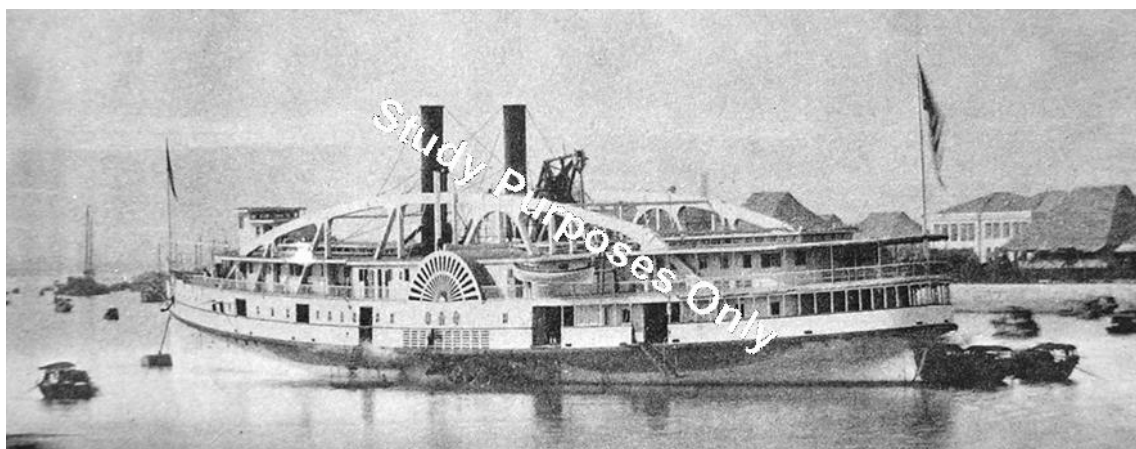
PRINCE ALBERT (1863-?) 125/52 (i.p.s.)

Built by Smith & Rodger, Govan, for Lewis Potter, Glasgow. 1853 sold to James Rae, Melbourne, employed as a tug at Port Phillip. 1853 sold to R & S Raleigh, Melbourne. 1856 sold to T. Norton, Melbourne. 1860 sold to G. W. Cole, Melbourne. 1860 sold to F. Greer, Dunedin New Zealand. 2/5/52 departed Melbourne, 5/8/62 arrived Hong Kong, 3/63 registered as Hong Kong for John Lamont. Early 1864 operating Hong Kong/Canton for Compradore Acheong. 9/65 started major refit and reboiling. 23/6/66 seized by Chinese gunboat *Haiching* after entering a non-treaty port seeking shelter from a storm, NFI.

LINTIN (c.1864-?) 105/55 see ROSE (1855-61)

PLYMOUTH ROCK (1864-66) 3017/63 (w.p.s.)

Built by Westervelt & Son, New York for J.M. & P.S. Forbes. Engines from the Lake Erie steamer PLYMOUTH ROCK (1854). 9/7/64 sailed New York for New Brunswick where reg. under British flag as FOONG SHUEY. 8/8/64 sailed New York for Hong Kong where t/f to American flag as PLYMOUTH ROCK and entered Hong Kong/Canton service for Russell & Co. 6/66 t/f to Shanghai S.N. Co. for Yangtse trade. 1872 renovated and reboiled. 1/3/77 sold to CMSNC r. KIANGYUEN. 1878 dismantled.



PLYMOUTH ROCK at Canton with name in Chinese lettering (Peabody Museum).

FEI PANG/FEE PANG (c1865-66) 114t steamer

US built? Ex MONITOR ex UNION STAR. Thought to have operated on Yangtse. 3/65 in service in Pearl River for H.K. Drake & Co., US flag. Early 1866 under Portuguese flag. By 2/1/67 sold Russia r. WOLGA. Lost 1868.

ELFIN (1865-65) 234/62 (w.s.c.)

Built by Stewart, Cardigan (Prince Edward Island). 28/3/63 sold to Jaimes Baines and Joseph Greaves, Liverpool, sent to China. 8/65 running Hong Kong/Macao. 12/65 sold to Capt. Robert Carroll, Hong Kong. subsequently running coastal. 16/5/66 sold to Robert Byrne (as an agent), Shanghai.

KIUKIANG (1865-66) 700/1864 Russell & Co
POYANG (1865-66) 828/1861 Russell & Co
SPEC (1867-71) 130/62 Capt. James B. Endicott

see HCMSB
see HCMSBC
see FEI WAN, HCMSBC

ICHANG (1875-c.80) 1049/73 (i.p.s.)

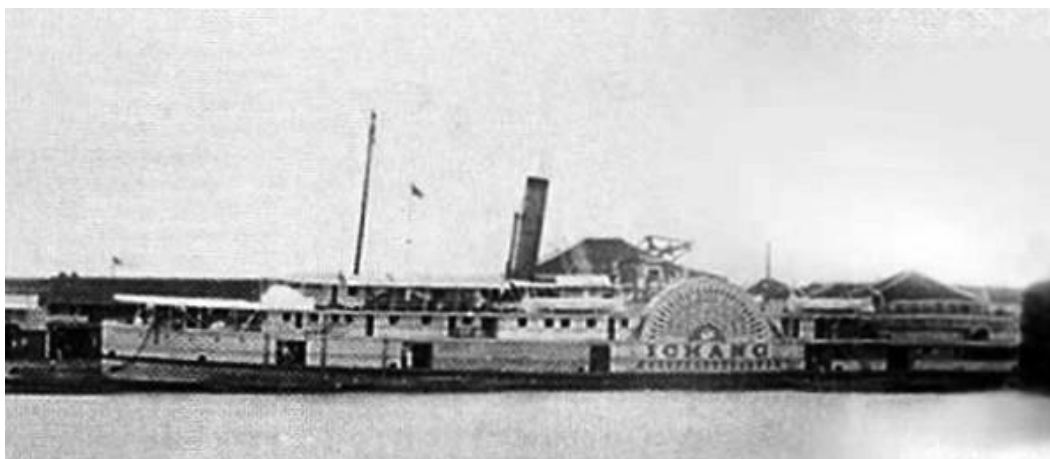
Built by A. & J. Inglis, Glasgow for CNC for Yangtse River. 3/74 arrived at Shanghai. 1875 introduced to Hong Kong/Canton trade. 12/11/91 wrecked on Nemesis Rock off Tiger Is. near Ningpo on voyage Shanghai/Ningpo in fog.



New ICHANG about 1874, with a mainmast (Internet).



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



ICHANG (<http://60.250.180.26/theme/theme-43/43-index.html>).

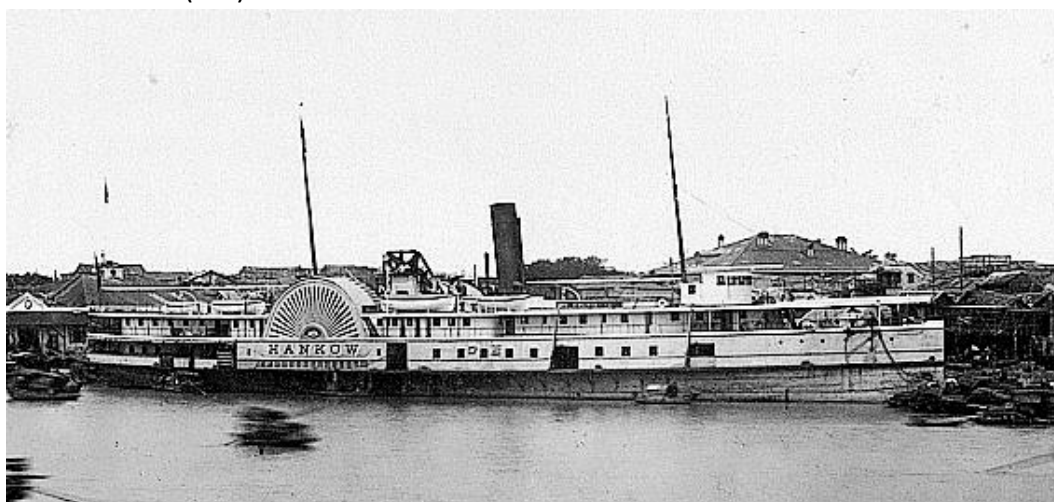
NGAN PING (1878-78) 368/64 (i.p.s.) 178x25

Built by Thomas Wingate & Co., Glasgow, presumably for Cia. Pernambuco, Pernambuco, as IPOJUCA. Renamed JAPAN, sold 5/66 through Alt. & Co. to Geishu (Aki)-han for \$110,000 r. HOAN-GO. 3/69 in operations against Enomoto in Hokkaido, but otherwise little used. 4/74 for sale in Yokohama and subsequently to A.O. Gay (US flag) r. HOAN MARU. End-1876 reg. at Shanghai. 1877 r. SOOCHOW. 1877 sold to H.A. Jenkins as reg. owner for Ningpo Chinese syndicate. 8/77 sold to HB. Endicott, Hong Kong r. NGAN KING. 4/78 sold to CMSNC r. KIANG PING, used on Canton/Macao service. IV/1893 conv., to landing pontoon. This vessel (O.N. 52603) sometimes confused with *Japan* (539/65, O.N. 52747) which during 1870s was in service between Singapore and Penang.]

KIANG PING (1878-93) 368/64 (i.p.s.) see NGAN PING (1877-78)

HANKOW (c.1880-1906) 3973/74 (i.p.s.)

Built by A. & J. Inglis, Glasgow for CNC for Yangtse River. About 1880 transferred to Hong Kong-Canton overnight service. 14/10/06 gutted by fire alongside at Hong Kong - 130 dead. 23/4/09 arrived at Shanghai in tow from Hong Kong, conv, to hulk. 7/10 towed to Hankow. 10/30 t/f to Shasi, where 1937 still in use (NFI).



Early HANKOW at Canton (SK coll.).



In Canton River in later years with mainmast removed (Wikiswire).



HANKOW after the tragic fire (HKMOH).

PINGON (1881-c.90) 550/65 (655 old tons) (w.s.s.) originally 175x28'
 Built by William Cramp & Sons, Philadelphia for E.A. Souder & Co., registered 5/10/65 for A. Getty & Co. as MONEKA, operating to Charleston. 4/69 sold to Edward W. Corlies, Brooklyn and sent to the Far East via Singapore 26-31/7/69. Traded on China coast and between China and Japan, 28/7/71 sold to John M. Mackie, Hong Kong for similar service, r. PINGON. III/74 extensively refitted and lengthened by Boyd & Co., but outstanding financial claims by Russell & Co. and foreclosed to Hong Kong and Shanghai Banking Corp. (Chairman William H. Forbes). 8/74 stranded for several weeks on rocks at Inasa, Nagasaki. 1875 to early 1877 fortnightly sailings Shanghai-Nagasaki. 7/77 badly damaged in gale but repaired. Subsequently operating Shanghai-Ningpo for Ningpo S.N. Co. 1878 reg. for E. Cunningham & Co. and later Russell & Co. 1881 t/f to the British flag, reg. Hong Kong for F. Henderson, J.A. Harvie and F.F. Carozzi (806g). LR 1890-91 overprinted as 'broken up'. Possibly conv. to the pontoon 'Ping On Wharf' existing 1920s.



Ping On Wharf at Hong Kong (SK colln).

WAH YEUNG (1884-87) 525/1884 w.s.s.

Built at Hong Kong (builders unknown) and 1/85 reg. to Leang Shing. 15/11/87 caught fire 4 hours out from Hong Kong for Canton, put ashore at Chuen-pee Point and quickly gutted with loss of 400+ lives among ca.500 Chinese passengers. Report of Marine Court of Inquiry from Hong Kong 22/11 in SMH (28/12/87: 6) gives cause as fire originating in after hold where passengers were being carried and wooden decks being impregnated with kerosene from carriage of such cargo. Other accounts are gruesome.

PASIG (1886-97) 246/67 43nhp

Built by Thos Wingate & Co., Glasgow (#104). Launched 22/7/67 and 8/67 reg. at Glasgow to Ker, Bolton & Co. for Philippine interisland trade, paid for herself in first year (N.McL, PC v2, 1900: 40). 12/67 t/f to Reyes & Co. (Fr. Reyes, mgr), Manila. 6/86 reg. at Hongkong for Kwok (Kwong) Tak for use on Canton River. 4/91 on death of Kwong Tak passed to Kwok Chih as executor. 4/92 sold to Tsang Sam-yung, Hongkong. 6/98 sold to Joseph Henry Grimes (Louis Spitzel & Co., Shanghai), Hong Kong. 8/98 'sold' at Canton to W.S. Sylvester (Spitzel & Co.) and t/f to U.S. flag r. ABBEY with clearance of guns and ammunition for Singapore but 26/9/98 seized by U.S. Navy off coast of Luzon and laid up at Cavite. By 1902 sold to Carlos (later Alejandro) Palanca, Manila r. DON ENGRACIO. 6/05 reboilered by San Nicolas Ironworks. 4/06 sold to Ramon del Rosario, Manila. 8/06 under arrest. 9/06 boilers condemned. 11/06 resumed service after refit. Still listed LR 1910. NFI.
