

# Asiatic Petroleum Co. (North China) Ltd, London

## 英國亞細亞公司

c.1943 became Shell Co. of China Ltd (SCCL)  
Vessels registered at Shanghai under the British flag.

### ILLUSTRATED FLEET LIST

By Stephen Kentwell & Howard Dick

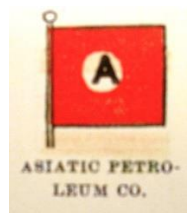
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[skentwell@hotmail.com](mailto:skentwell@hotmail.com)

[h.dick@unimelb.edu.au](mailto:h.dick@unimelb.edu.au)

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**ASIATICA** (1909-4?) 270/09 (2-sc. m. barge, oil in bulk, oil engine)

Built by D. Goedkoop Jr, Amsterdam and assembled by the New Engineering & S.B. Co., Shanghai with 3 x 40hp Kromhout kerosene motors driving triple screws (6k). 9/1/13 ran trials (8.7k) after being lengthened 15' by Kiangnan Dockyard and fitted with two 2cy/120hp Bolinder direct-reversible motors using residue fuel (318grt, 350 cargo dwt). Still existing 1941, not listed as such 1947. [details from NCH, 11/1/13]

**KAI HWEN** (1911-??) 239/11 (2-sc. m. barge, 2x6cy Gardner paraffin engines/61 nhp, 4 Eur. pass.)

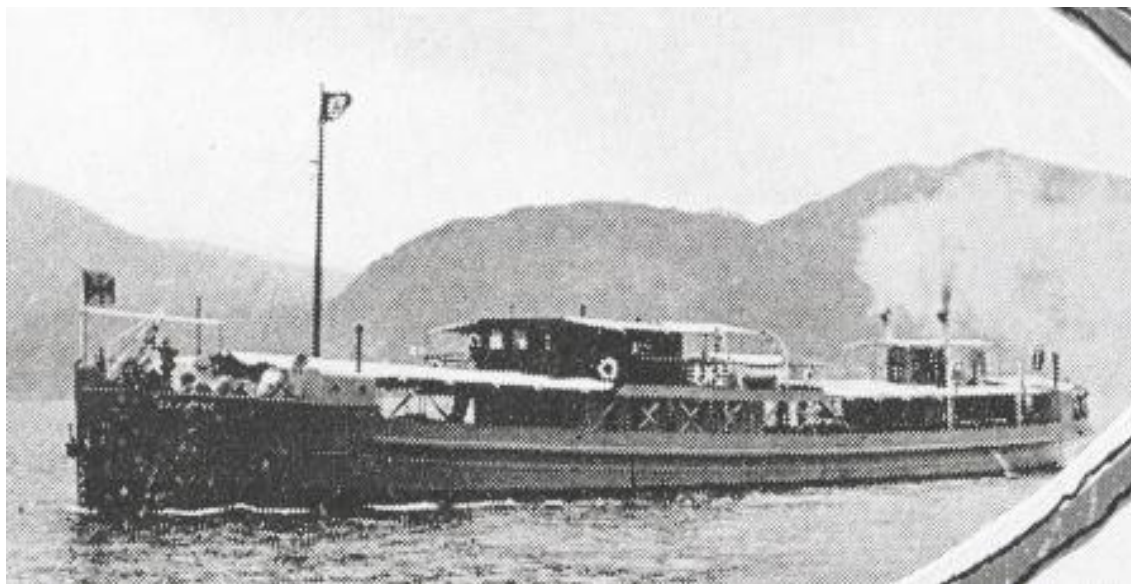
Built by Kiangnan D. & E. Works, Shanghai (#105) for APCNC for Kiukiang-Poyang Lakes trade (200 tons/12,000 tins on 3' draught). 25/3/11 ran trials (8k). Unlisted 1926/7 and does not show up in changes of name or Miramar. [details from NCH, 1/4/11]

**WU KWANG** (19??-41) 108/12 (m. barge for bulk petroleum, 2cy/61nhp Goedkoop, blt 1928)

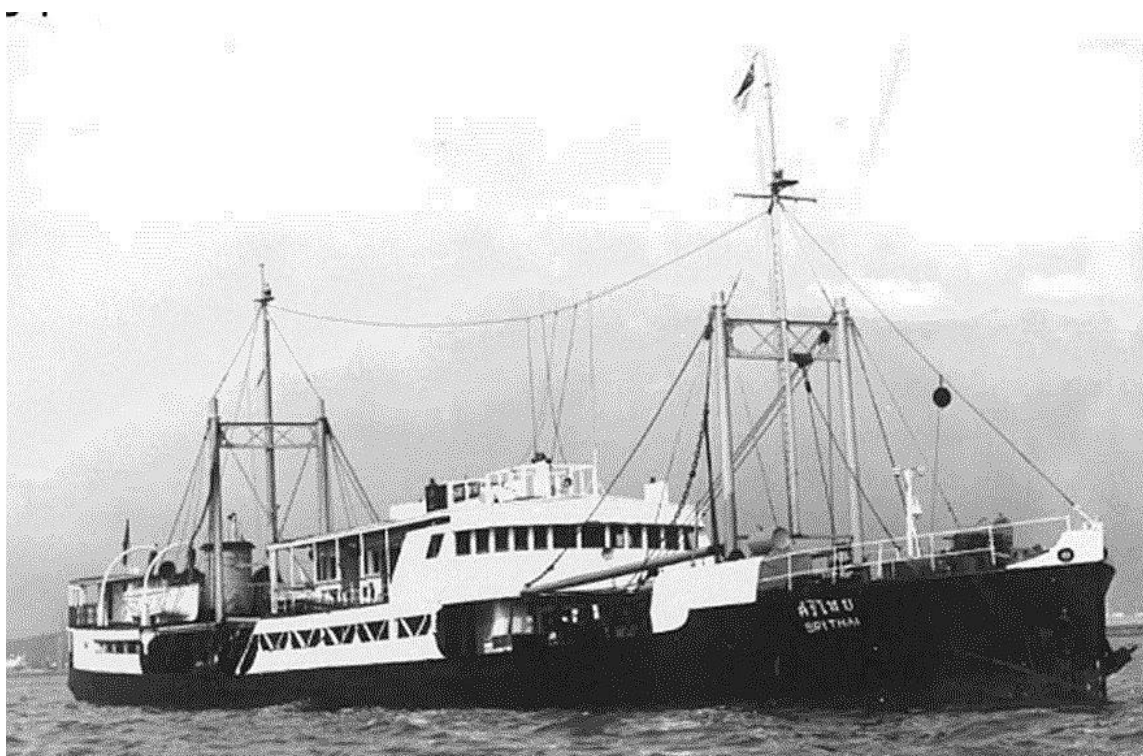
Built in Japan, previous name ASAHI MARU. 7/41 detained with Chinese crew by Japanese forces in Yangtse estuary, still being held mid-November. [NCH 19/11/41]. 8/12/41 captured by Japanese forces near Shanghai. Not listed as such 1947. [Japanese Mercantile List 1913 lists an ASAHI MARU 113/12, lugger for Sonsaburo Matsumoto, Nakano, Ozaki, Aki. No other details or entries. Not listed either name LR 1918/19]

**AH KWANG** (1913-1951) 612/13 (2-sc. m. case oil carrier, 2x4cy /317nhp Bolinder)

Built by Taikoo D. & E. Co. Ltd, Hong Kong for APCNC. 22/2/42 departed Batavia for Colombo in convoy SJ7 without escort. 1943 re-reg. at London to SSCL (74/1943). 1951 t/f to Shell Co. of Singapore Ltd (reg. London) r. PLAYARAN. 12/54 sold to Norman Robert Hunter, Singapore. 6/55 sold to The Hunter Shipping Co. Ltd (c/- Paterson, Simons & Co. Ltd), Singapore. 9/55 sold to F.A.L. Morgan, Singapore. 10/56 re-engined with 2-cycle SA engine by G/S Hanseatische Motoren, Hamburg (single screw). 11/59 sold to Lim Aun Poon, Singapore. 12/59 sold to Lauw Giok Eng, Singapore. 7/60 sold to Mme Poonsri Sitharon, Bangkok r. SRI THAI [RLR 1961]. Still existing 1992 but NFI.



AH KWANG on trials in Hong Kong (builders).



SRI THAI at Singapore as dry cargo vessel (Roy Fenton).



SRI THAI at Singapore (SK\*).

**YANG PEH (1916-41, 1946-48) 311/16 (2-sc. tug, T6cy/1200ihp/68rhp)**

Built by Kiangnan D. & E. Works, Shanghai (#202) for APCNC to work with lighters on Upper Yangtse and Lakes. 10/16 trials (13½k, 9k with 2 x 300t lighters). 1/2/20 below Kiukiang o/v Shanghai-Hankow with lighters *I Kiang* and *Hang Kiang* lashed alongside, collided with *Kiangtung*, latter beached, *Yang Peh* later ruled at fault [NCH, 10/7/20]. 2/9/41? seized by Japanese at Hankow and condemned by Sasebo Prize Court. 1946 recovered and t/f to Shell China, Shanghai. 10/48 sold to China Nav. Co. Ltd for use at Shanghai and later Hong Kong. 12/48 reg. at Hong Kong. 2/55 reg. closed on sale to China Ocean Shg Agency, Shanghai. 1965 RLR.



YANG PEH (Kongfz.com).

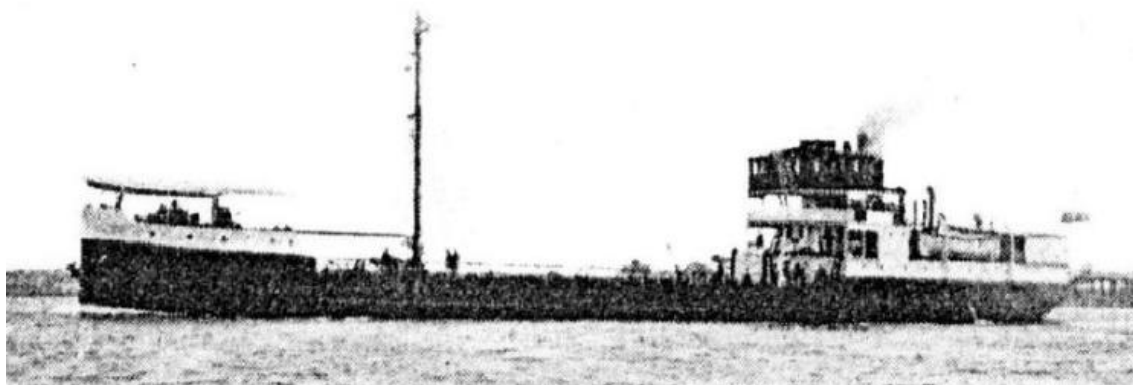
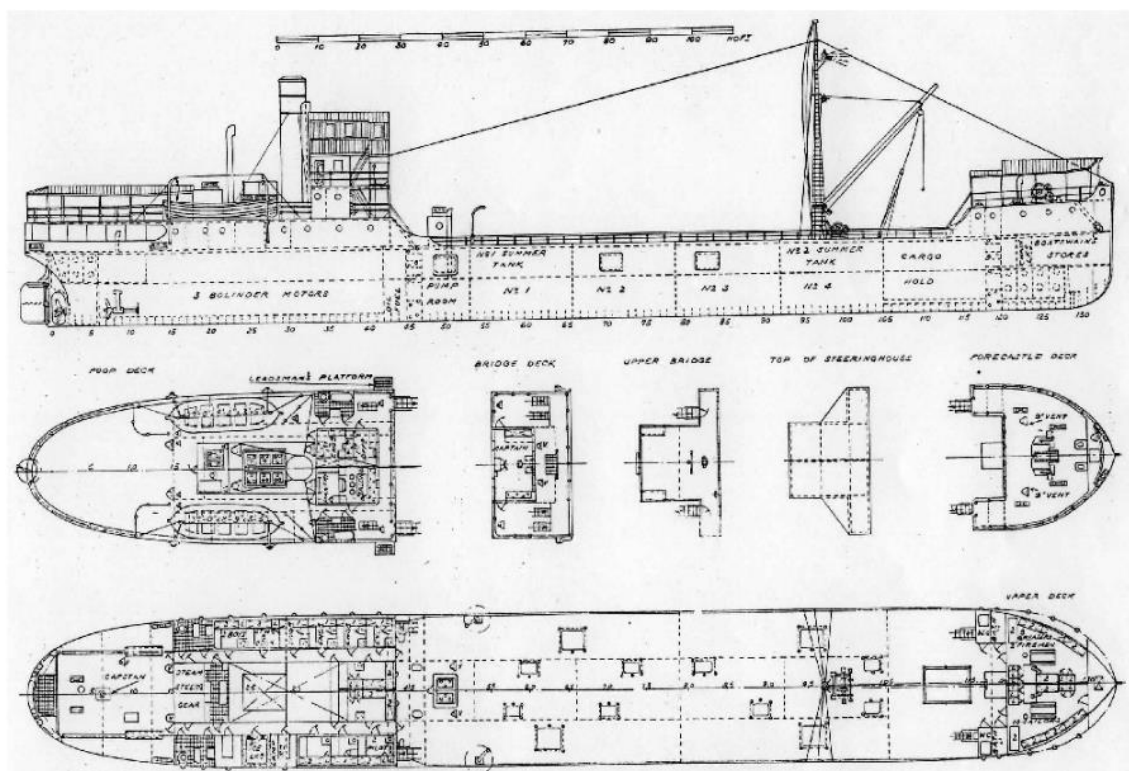


**AN LAN 安瀾** (1917-25) 392/17 (??, T3cy x 2 builders)

Built by Kiangnan D. & E. Works, Shanghai (#204) for APCNC. 10/17 inaugurated commercial operations for Asiatic Petroleum between Ichang and Chungking. Early 12/17 Capt. E.W. R. Carley shot dead on the bridge from ashore at Chungchow. 21/5/25 wrecked on Tsaomentzu Reef on voyage Chungking-Ichang in ballast.

**FU-KWANG** (1922-51) 1559/22 (3-sc.m.v. petroleum in bulk, max. summer draught 13'5", 3x6cy/446nhp Ruston & Hornsby Ltd, Lincoln blt 1913).

Built by Rotterdam D.D. Maats, Rotterdam for APCNC. 22/2/42 departed Batavia for Colombo in convoy SJ7 without escort. 1943 transferred to SCCL, London. 1951 t/f to Shell Co. of Singapore Ltd (reg. London) r. MA ON SHAN, 1962 converted to a barge. 1963 scrapped.

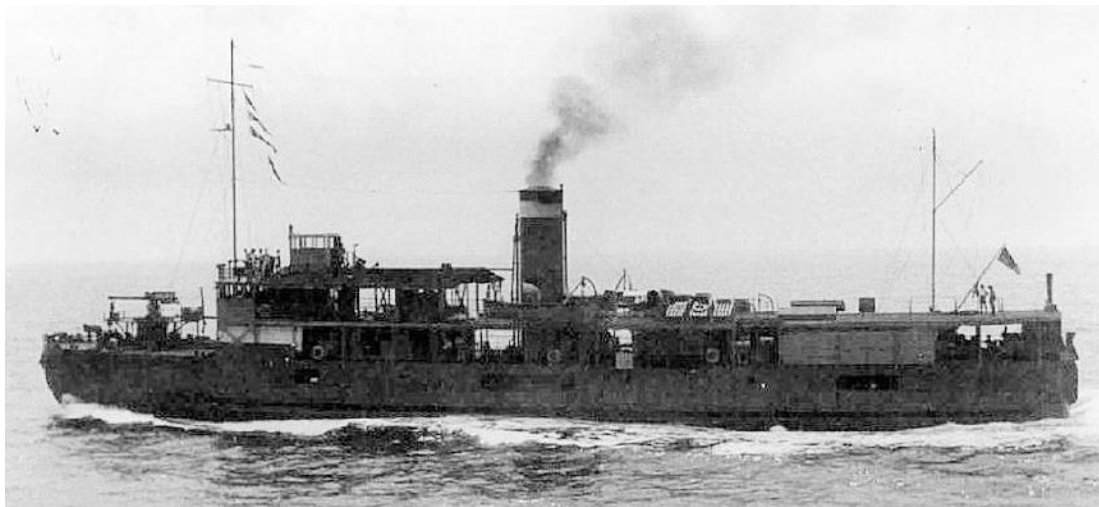


FU-KWANG (helderline.com).

**SHU KWANG** (1924-42) 788/24 (2-sc. m.v. petroleum in bulk, max. draught 8'6", T8cy/397hp). Built by Yarrow & Co. (1922 Ltd), Glasgow for APCNC. 1940 sold to RN and comm. as aux. patrol vessel HMS SHU KWANG. 14/2/42 left Singapore for Colombo but several hours later attacked twice by Japanese bombers, 20 dead/273 rescued. Sunk by gunfire from *Tanjong Pinang*, but may have been resurrected and rebuilt as FUKUAN MARU which 24/12/44 while under IJN control was sunk by mine off Palembang, South Sumatra, 4 crew dead. [Peter Cundall notes: *Mono 116* shows tonnage as 788 that matches *Shu Kwang* in *Lloyds*. *Shu Kwang* was bombed and damaged 14/2/42 near *Rengat* and scuttled by *Tanjong Pinang*. *Michael Pether* on *COFEPOW* site has published survivor lists from *Tandjung Pinang* that includes several accounts that make no reference to *Shu Kwang* other than picking up survivors from a launch (sic) called *Shu Kwang*. *Shu Kwang* left Singapore 2200 13 February and was bombed at about noon 14 Feb near *Rengat*. At 1845 *Tanjong Pinang* came alongside and took off 10 RAF radar technicians and others. *Pether* is a good social historian but has poor knowledge of ships generally so the error is not overly surprising. It appears probable based on the account that *Shu Kwang* was abandoned still afloat and later found abandoned and damaged and towed into Singapore by the Japanese. *Akira Endo* shows *Fukuan Maru* 500 tons and no ex-name and loss date of 24/12/44. *Hayashi* shows *Fukuan Maru* as *Fukuyasu Maru*, origin unknown, lists tonnage as 788, ship as tanker – ie *Shu Kwang* with fate exactly as above. *Hayashi* also lists *Fukuyasu Maru* No.2 ex *Fook On* 728 tons fate unknown. *BAAG* report *KWIZ 70* dated 13/10/44 states *Fukuan Maru* ex *Fook On* (passenger ferry, 738/44) on river service *Pearl Delta* area. On basis of above *Shu Kwang* likely correct.]

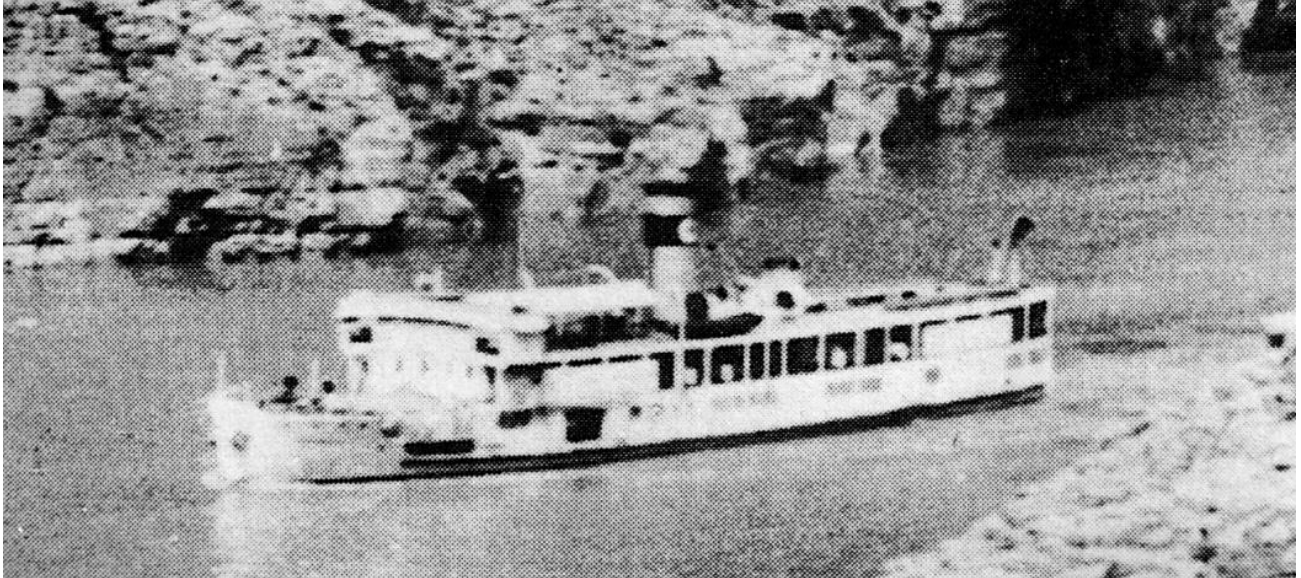


SHU KWANG or TIEN KWANG partially visible behind CNC's WANTUNG (Stanley Till, HMS Scarab 1935 HMS Falcon website).

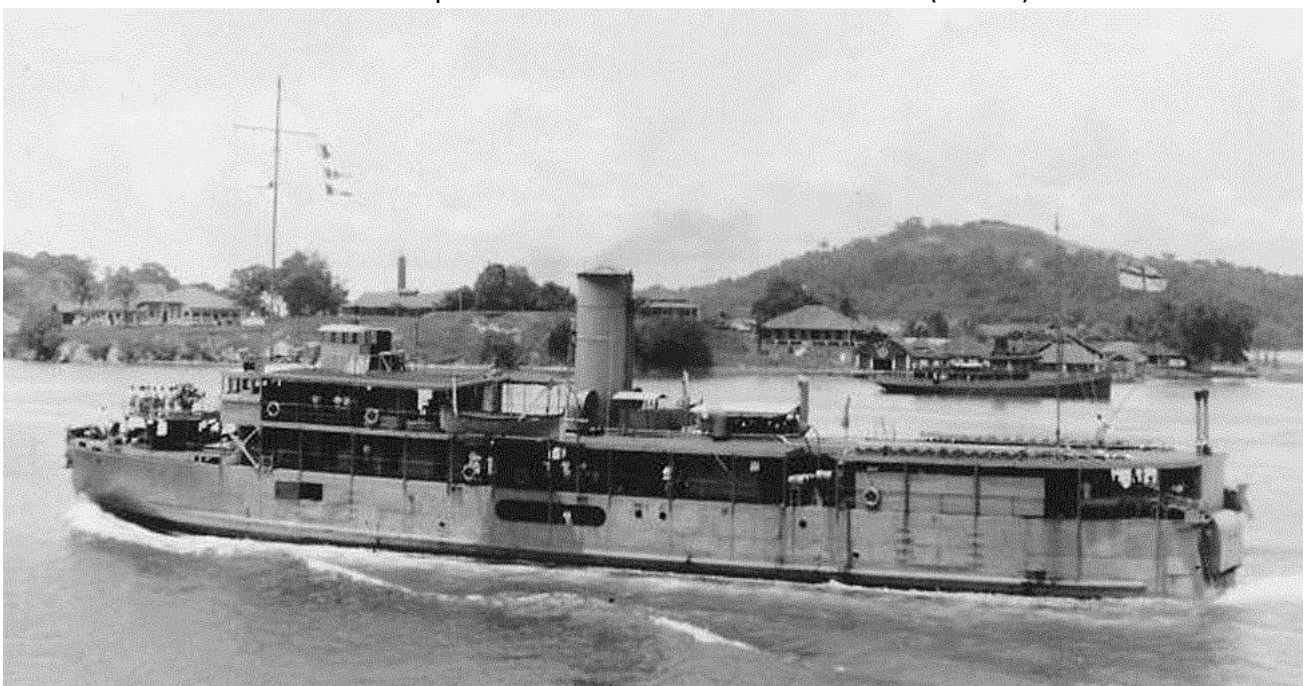


SHU KWANG as an auxiliary patrol vessel (photoships.co.uk).

**TIEN KWANG** (1925-42) 787/25 (2-sc. m.v., petroleum in bulk, max. draught 8'6", T8cy/397nhp)  
Built by Yarrow & Co. (1922 Ltd.), Glasgow for APCNC. 13/6/26 collided with and sank junk near  
Wanhsien. 1941 commissioned by RN auxiliary anti-submarine vessel. 13/2/42 sailed Singapore for  
Batavia with refugees – 14/2 while anchored off Pompong Island (70m. S of Singapore) bombed and  
sunk by Japanese aircraft.



Although designed primarily for the Yangtse, TIEN KWANG (depicted) and SHU KWANG were certified to operate as far as the Straits of Malacca (Swires).



TIEN KWANG as an auxiliary patrol vessel (photoships.co.uk).

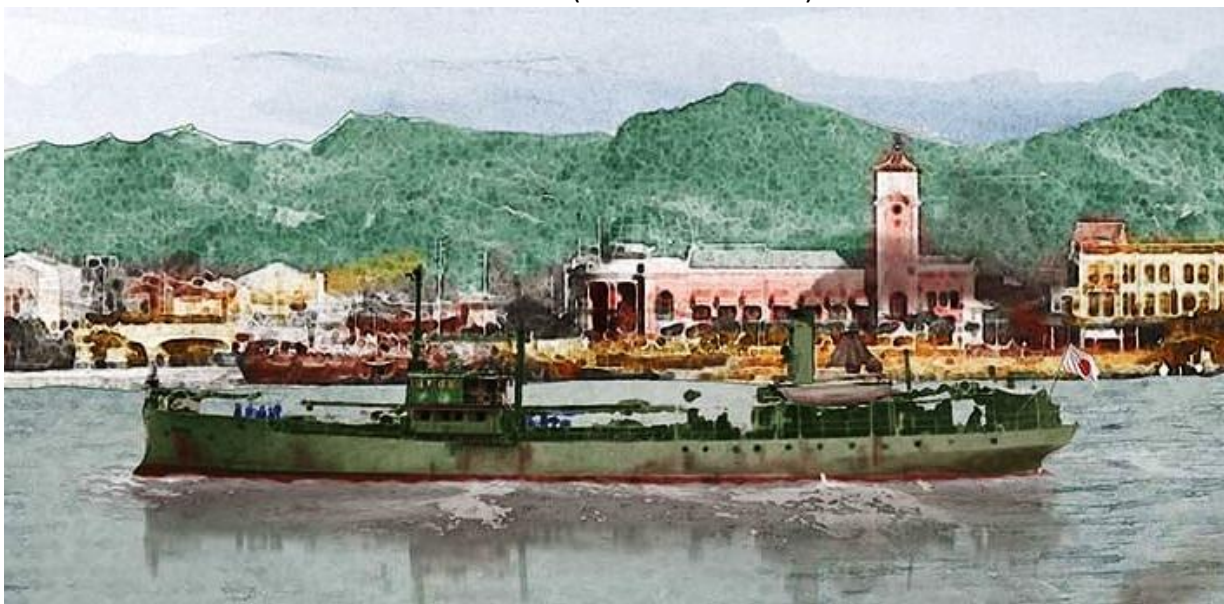
**CHIN KWANG** (1926-3?) 520/26 (2-sc., T3cy/82nhp)  
Built by New Eng. & S.B. Works, Shanghai for APCNC for use on Upper River. Still as such LR1934-35  
but owners blank, Chinese flag in LR 1935-36. LR1936-37, listed for Indo-China S.N. Co., British flag  
but Q3/1936 converted into a lighter.

**HAI KWANG** (1926-41) 905/26 (2-sc. m.v., petroleum in bulk, max. draught 12'0.25", 12cy/183nhp Ruston & Hornsby Ltd, Lincoln)

Built by New Eng. & S.B. Works Ltd, Shanghai for APCNC for coastal service. 28/12/41 while under requisition by U.S. Army sunk by Japanese bombing in Manila Bay during blockade running to Corregidor, crew rescued and made POW. but also reported 10/4/42 after abandonment seized by Japan at Iloilo. Salvaged and r. KAIKO MARU (海幸丸). 24/1/44 commissioned under civilian control managed by Nitto Kogyo Kisen K.K. 19/5/45 bombed and sunk while at anchor in Keelung harbour, 4 dead.



HAI KWANG (New E. & S.B. Co.).

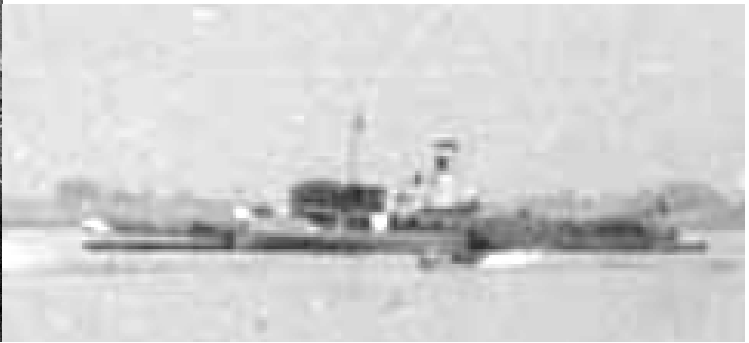


KAIKO MARU arriving at Keelung (Yao Kai-yang).

**WO KWANG** (1927-42) 349/27 (2-sc. motor tug, T3cy/62nhp)

Built by Kiangnan D. & E. Works, Shanghai (#518) for APCNC. c.1941 requisitioned by R.N. 11/2/42 left Singapore for Batavia, 17/2 assigned to Sunda Straits Auxiliary Patrol, 25/2 left Batavia for Tjilatjap, subsequently (date not known) sunk by Japanese forces on passage from Tjilatjap to Australia, 2 saved. (Merseyside Naval Memorial gives date of death of three Chinese crewmembers as 19/3/42.)





L: WO KWANG at Kiangnan D. & E. Works in 1927 (NH1029044).

<http://www.navsource.org/archives/12/120904416.jpg>

R: WO KWANG working with an APCNC barge (Stanley Till, HMS Scarab 1935 HMS Falcon website).

**SHEN KWANG** (1928-3?) 109/28 (single-sc. tug-tender, C2cy/53nhp)

Built by Shanghai D. & E. Co., Shanghai and completed 12/28 for APCNC. 8/11/33 NCH refers to as tender at Shanghai. 1935 RLR.



Presumed SHEN KWAN, or AH MING (Harrison Forman, UWM Libraries).





Presumed SHEN KWAN, or AH MING (SK colln).



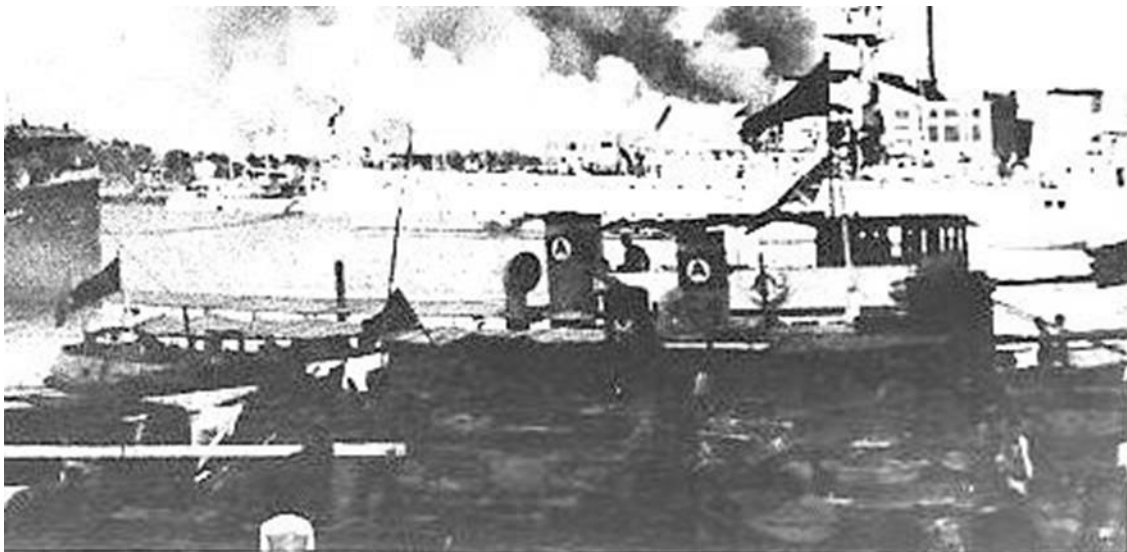
**NING KWANG** (1930-54) 351/30 (2-sc. motor lighter carrying oil in bulk, 8cy/196nhp Kromhout)  
Built by New Eng. & S.B. Works Ltd, Shanghai. Completed 1930 for APCNC. 22/2/42 departed  
Batavia for Colombo in convoy SJ7 without escort. 1943 transferred to SCCL, London. 10/53 survey.  
1954 left behind in Shanghai on closure of SCCL office. 1981 formally sold to the PRC Government.  
"1992 scrapped".



NING KWANG fueling a cruiser at Shanghai in 1937 (Harrison Forman, UWM Libraries).

**AH MING** (1931-4?) 93/31 (2-sc. motor tug, 8cy/96nhp H. Widdop & Co. Ltd)

Built by Kiangnan D. & E. Works, Shanghai for APCNC. Still existing 1941, not listed as such 1947, presume war loss.



AH MING may be one of three Asiatic Petroleum tugs alongside at Shanghai during the September 1937 bombings. The fourth, nearside vessel is a Moller ship (SK colln).



Possible AH MING at Shanghai in 1937-41 (Harrison Forman, UWM Libraries).

**HO KWANG** (1931-51) 684/31 (2-sc.m.v. carrying oil in bulk/products, 12cy/276nhp Widdop)

Built by New Eng. & S.B. Works Ltd, Shanghai for APCNC. Post-8/37 operating Shanghai-Ningpo.

22/2/42 departed Batavia for Colombo in convoy SJ7 without escort. 1943 t/f to SCCL, London.

12/51 t/f to Shell Co. of Singapore Ltd (reg. London) r. TA U SHAN. 9/53 reg. at Hong Kong to Wallem

& Co. Ltd, fitted with cargo gear and re-engined. 1954 r. NAN YANG. 3/55 sold to South Ocean Nav.

Co. Ltd, Hong Kong [beneficial owners from 1953]. 1/57 sold to Chip Hwa Shg & Tdg Co. Ltd, Hong

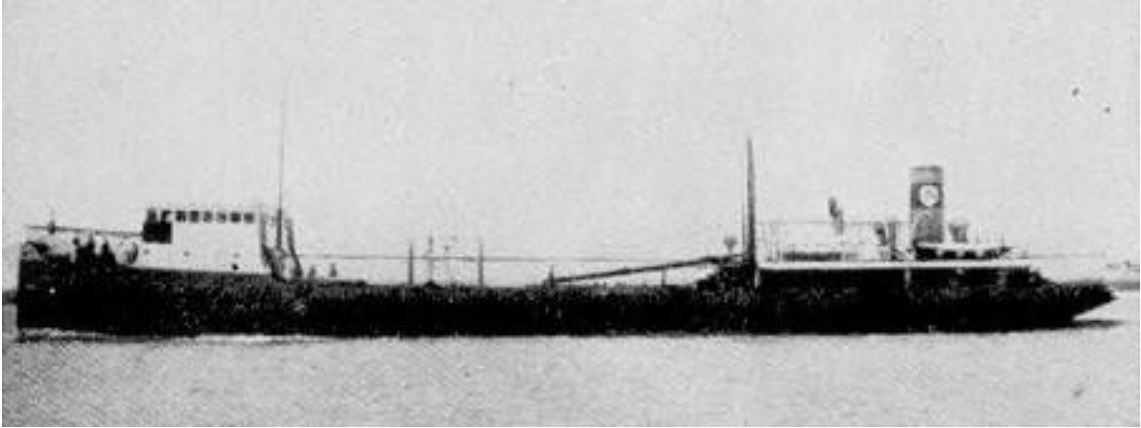
Kong r. SING HONG SENG. 1960 r. TIAN ANN. 8/61 sold to Kuala Langsa Nay. Co. S.A., Penang (Pan.

flag) r. KUALA LANGSA. 1964 sold to Yew Lian Nay. & Tpt S.A., Panama r. SILVER STAR. 10/67 sold to

P.T. Per. Pel. Deli Madju, Belawan for use as palm oil tanker r. DELIMA 102. 5/84 laid up for scrapping.

Still listed LR 1986-87. [original LR notation "Extreme draught 8'6". Draught not to exceed 9'10" to

Wenchow or between Singapore and Rangoon or Kudat"]



HO KWANG as built (FE Small Craft Handbook).

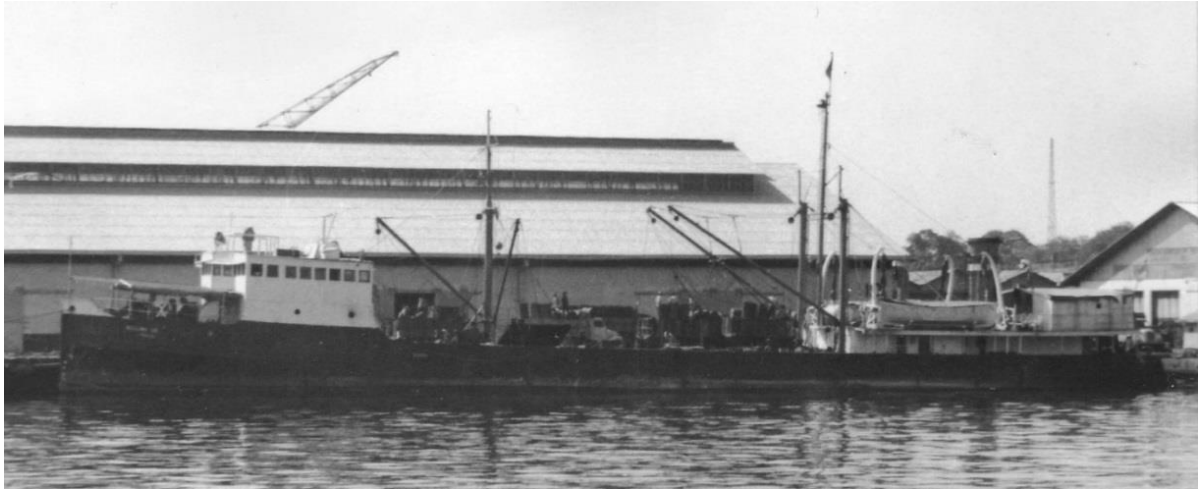


SIN HONG SENG ex HO KWANG at Singapore, 1960 (R. Gabriel/HD\*).



DELIMA 102 ex HO KWANG (P. Foxley).





DELIMA 102 at Tanjung Priok (HD\*).

**I KWANG (1938-52) 275/16 (2-sc. m. barge, 6cy/140nhp Widdop)**

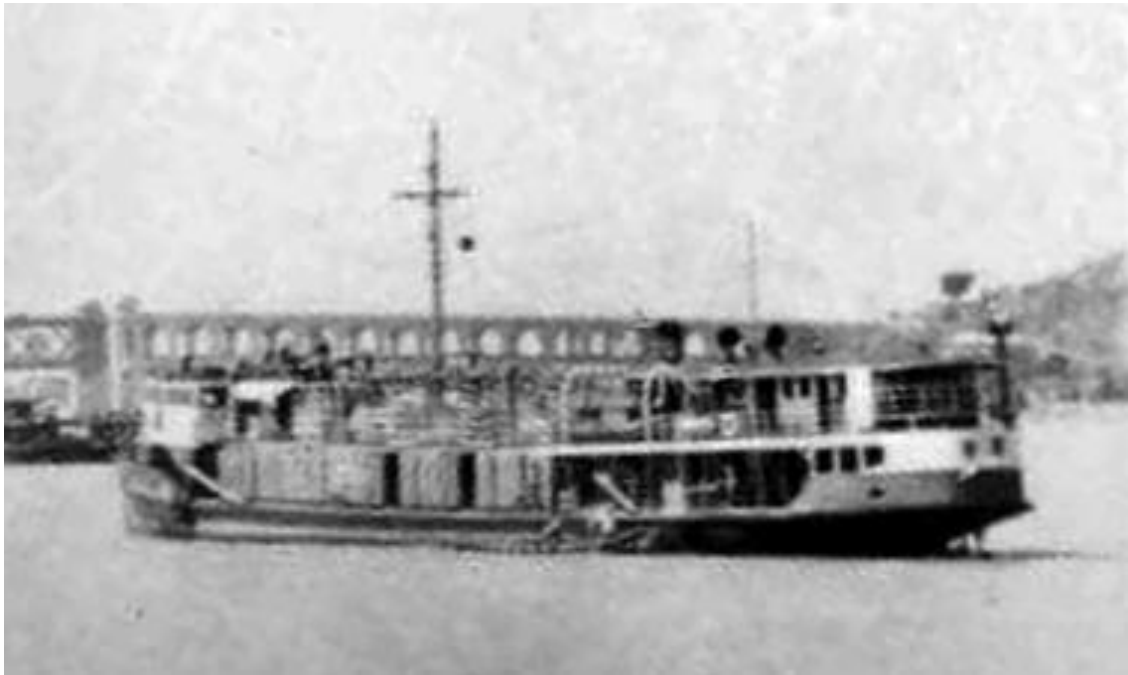
Built by Kiangnan D. & E. Works, Shanghai for APCNC as dumb barge I KIANG. 1938 fitted with new diesel engines made by H. Widdop & Co. Ltd, Keighly and name henceforth transcribed as I KWANG. 1943 t/f to SCCL, London. 1952 registered at Singapore as dumb lighter for Low Gong. NFI.



I KWANG at Beira in late-1945 en route Durban-Shanghai. (J.V. Thistlewaite, in SK colln\*).

**TSO KWANG (1938-54) 311/27 (2-sc. m. barge, 6cy/140 nhp Widdop)**

Built by Kiangnan D. & E. Works, Shanghai as dumb barge TSO KIANG for APCNC. 1938 fitted with new diesel engines made by H. Widdop & Co. Ltd, Keighly and name henceforth transcribed as TSO KWANG. 22/2/42 departed Batavia for Colombo in convoy SJ7 without escort. 1943 transferred to SCCL, London. 1947 overprinted "classification contemplated", but not classified. 1954 left behind in Shanghai on closure of SCCL office. 1981 formally sold to the PRC Government. "1990 scrapped".



Likely former TSO KWANG at Hankow in a postcard celebrating the completion of the First Yangtse River Bridge in 1957 (Offered on 7788.com in 2020).

Small towboat in Chungking area, listed 1922, 1923

**YUKWANG**

Captured by Japanese forces near Shanghai on 8/12/41, but Asiatic Petroleum connection not confirmed

**PING KWANG** (m., 75g)

**TAN KWANG** (oil barge, 38g)

**SAN KWANG** (lighter, 32g)



Possible PING KWAN at at Shanghai ca.1938 (SK colln).

Houseboats

**HSIN KWANG**

**YIN KWANG**

**ARROW**



HSIN-KWANG (UoB).



YIN KWANG (inside) alongside a British American Tobacco vessel (UoB).



ARROW (UoB).



APC, London also had

**TUNGKWONG** 147/1913 Bolinder/4cy by Taikoo for use at Hong Kong.

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