

DONG FANG HONG series Yangtze Steamships of pre-1949 Origin

1949 年以前的“东方红”系列长江轮船

ILLUSTRATED LIST

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An executive order of the Yangtze Shipping Administration on 25 November 1966 decreed that large Yangtze steamers with JIANG and MIN names were immediately to be renamed in a new DONG FANG HONG series. Shanghai-Hankow mainline vessels were given numbers from DFH 1 to DFH 10. A daily sailing on this route required seven vessels to be in service each week.

Smaller vessels on shorter routes were given two and three digit numbers. Branch allocations for vessels with three digits were DFH 1-- (Chongqing Branch), DFH 2-- (Wuhan Branch), DFH 3-- (Wuhu Branch) and DFH 4-- (Shanghai Branch).

On 1 July 1984 a further executive order advised that all DONG FANG HONG vessels were to be renamed with JIANG names and a number, namely JIANG YU (Chongqing Branch), JIANG HAN (Wuhan Branch), JIANG WU (Wuhu Branch) and JIANG SHEN (Shanghai Branch). It is likely that some of the vessels with names in the range DONG FANG HONG 1 to 9 briefly bore the so far undocumented names JIANG HAN 9, JIANG HAN 10, JIANG HAN 11 and JIANG HAN 12, before they were laid up and retired about this time.

DONG FANG HONG (0) to DONG FANG HONG 10 (large steamers)

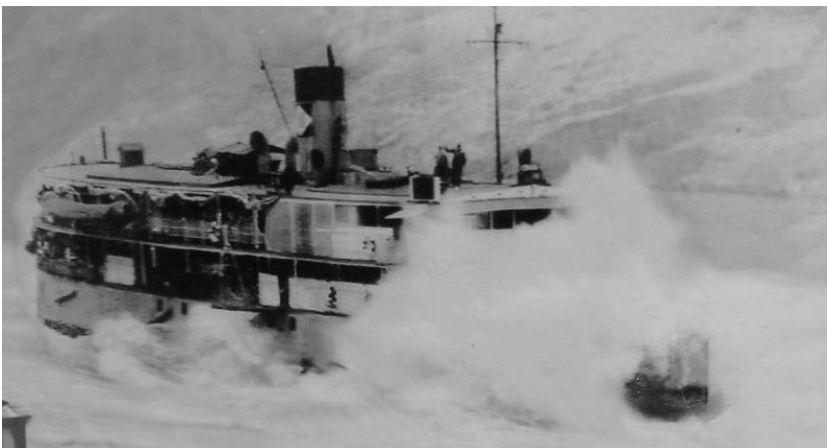
DONG FANG HONG (no number) 577/25

Built by J.L. Thornycroft & Co. Ltd, Southampton for Fung Kan-Yu, Hong Kong for Upper River (5' low season draft) as FUSHUN. 27/9/25 sailed Southampton for Hong Kong (9/12) where after speed trials (14.6k) 5/1/26 sailed for Shanghai and Ichang. LR27 Italian flag. By mid-1928 owners Fushun S.S. Co. (Koenig Bros, mgrs), Bremen. c.1931 Shu Ping S.N. Co. (Tong Fu Chao, mgr), Shanghai, name romanised as FOO SHUN. 22/4/32 ownership taken over by Ming Sung Industrial Co. Ltd., Shanghai r. MING CHU 民主. 1936 transported Chiang Kai-shek to Sichuan. 1949 name romanised as MIN CHU. 1952-54 rebuilt by Kiangnan shipyard based on Volga River design for 400 pass r. CHIANG HSIA.

27/10/54 first voyage Shanghai-Chungking. 10/55 designated a VIP vessel for leaders and foreign dignitaries. 1958 name romanised as JIANG XIA. 26/2/58 Premier Zhou Enlai boarded for inspection of Three Gorges. 29/3-1/4/58 Chairman Mao travelled Chungking-Hankow. Again Chairman Mao on board 15-16/9/58 from Hankow. 30/6-1/7/59 Chairman Mao's third voyage accompanied by party and state leaders Liu Shaoqi, Zhu De, Zhou Enlai, Chen Yiwu, Wang Guangmei, Kang Keqing, and Deng Yingchao. 11/66 r. DONG FANG HONG. NFI. [A new JIANG XIA was built in 1975. See DONG FANG HONG 52.]



FUSHUN running builder's trials (Ivon A. Donnelly)



MING CHU ex-FUSHUN ascending the Hsintan Rapid at low water (N.T.B. Tibbets)..



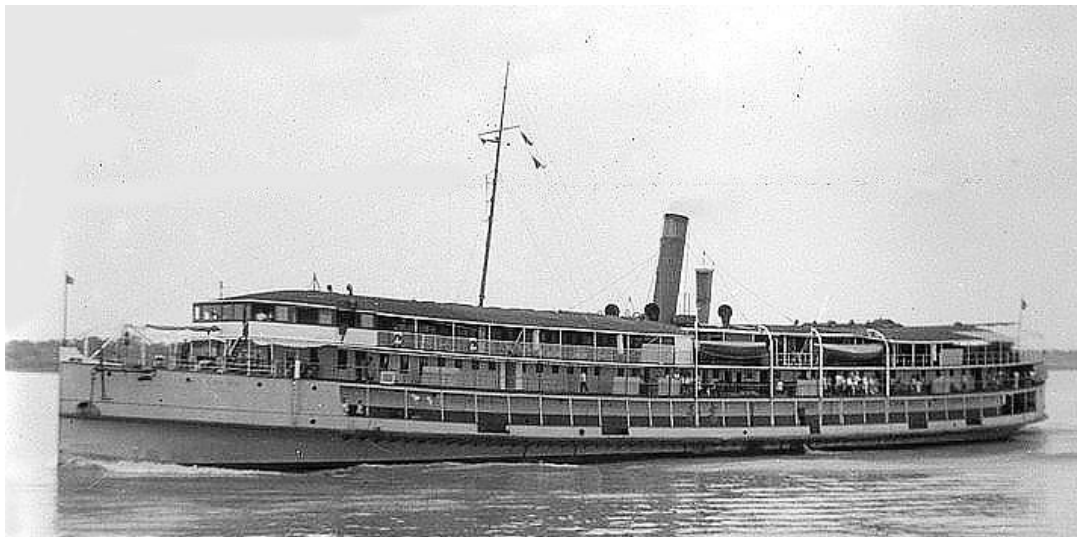
CHIANG HSIA ex-MING CHU



DONG FANG HONG ex CHIANG HSIA getting underway at Chungking with Party leaders including Mao Zedong at the railing (<http://www.pai-hang-bang.com/meitu>).

DONG FANG HONG 1 2665/95 (290 x 43', 2sc, T3cyl x 2)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow for ICSNC as KUT-WO. 8/12/41 seized by Japanese at Hankow. 6/42 to Toa Kaiun K.K., Tokyo r. RENZAN MARU. Became casualty but salvaged and reverted to ICSNC. 5/47 t/f to joint venture An Wo Industries Ltd, Shanghai r. AN KONG. 5/49 under Communist control. 1952 to Ming Sung Shg. Co., Shanghai r. MING CHU. 1958 name romanised as MIN CHU. Ca. 1960 rebuilt with modernized hull form and larger superstructure. 11/66 r. DONG FANG HONG 1. Early 1980s withdrawn from service, NFI.



KUT-WO in 1930s, notable sheer for a Yangtze steamer (Alan Lee colln).



1920s KUT-WO or SUI-WO at Shanghai (US Naval History & Heritage Command NH77134).



Unidentified Ming Sung steamer, Shanghai 1940s or 1950s, thought to be MING CHU ex-KUT WO (Internet)



Rebuilt MING CHU ex-KUT WO outward bound in Shanghai

<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>.



MIN CHU (Hubei Pictorial - https://m.sohu.com/a/193841045_256096/).



MIN CHU approaching Shanghai in 1959 (Dr. George Wilson).



Final guise of DONG FANG HONG 1 ex-MIN CHU in late 1970s (Ted Scull).



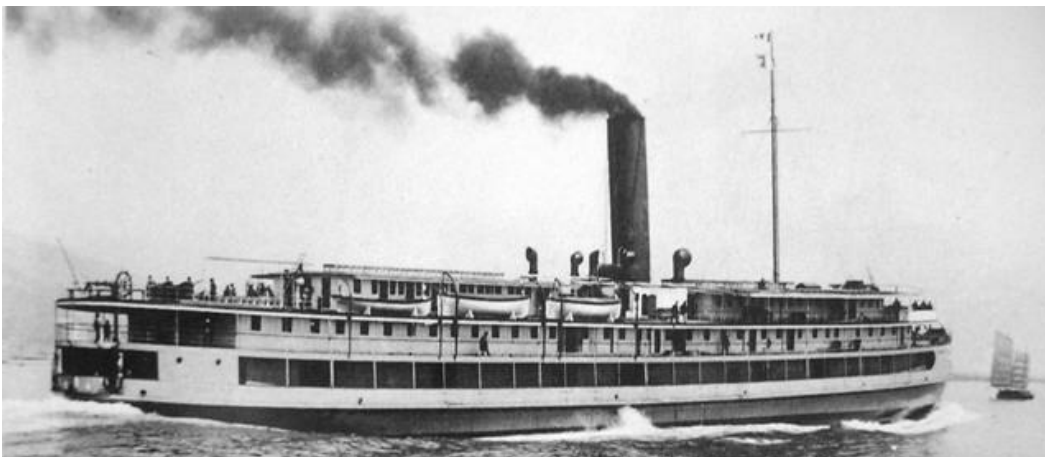
DONG FANG HONG 1 moored behind coastal steamer GONG NONG BING 19 (3839/64) at Shanghai in 1979 (Jean E. Norwood, LoC colln).



Probable DONG FANG HONG 1 alongside a new 5000-ton DONG FANG HONG 11 class ca. 1980 (YangtzeBoats@YouTube).

DONG FANG HONG 2 3298/06 (310.0 x 44.0', 2-sc, T6cy/243 nhp)

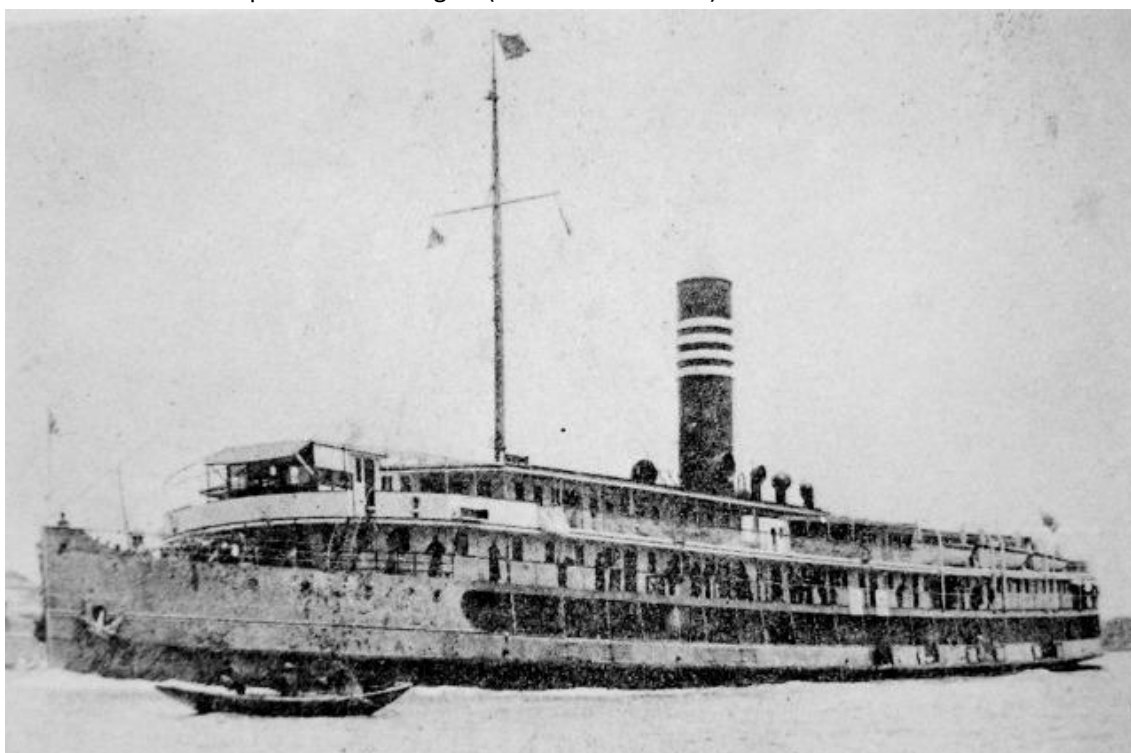
Built by Kawasaki Zosen-sho, Kobe for Nippon Yusen Kaisha, Tokyo for Yangtse River as YOH YANG MARU. 1907 t/f to Nisshin Kisen K.K. 15/8/37 left Shanghai for Nanking, where seized by Chinese Gov't forces and allocated to China Merchants S.N. Co., Shanghai r. KIANG HAN. Mid-1939 hauled into Upper Yangtse. 23/6/49 sailed from Nanking with 1000 CCP cadres, arriving Hankow 28/6. 1949 CPSNC, name romanised CHIANG HAN. 12/53 successfully achieved 6 day round trip. 1958 name romanised JIANG HAN. 1966 r. DONG FANG HONG 2. Rebuilt at Wuhan, new machinery. 28/9/73 received award for safe completion of one million nautical miles. 8/84 seen laid up upsteam of Wuhan, NFI.



YOH YANG MARU running trials off Kobe for NYK (Kawasaki H.I.).



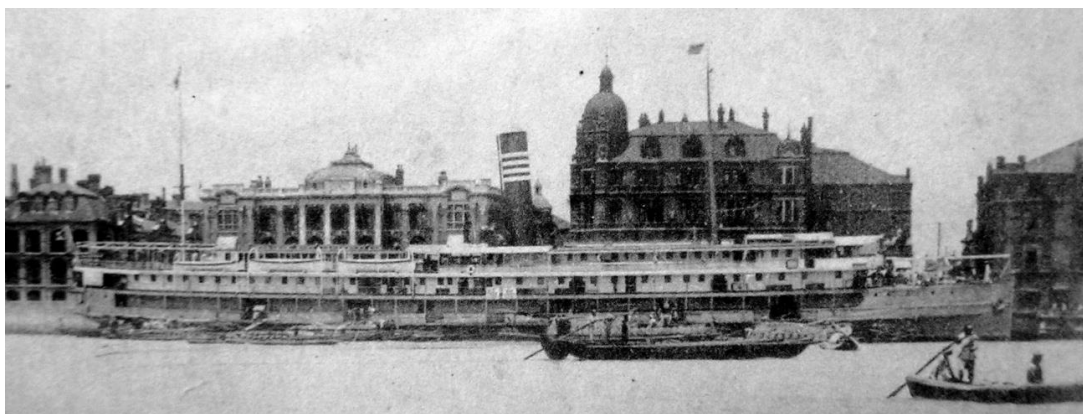
YOH YANG MARU at speed on the Yangtse (Warren Swire colln).



YOH YANG MARU from the Nisshin Kisen history.



YOH YANG MARU damaged after a collision with KIANG HSIN, date unknown (Warren Swire colln).



YOH YANG MARU at Hongkew wharf (postcard in SK colln).



KIANG HAN in late-1940s (<http://60.250.180.26/theme/theme-33/33-index.html>).



CHIANG HAN in Yangtse Bureau colours (<http://ndcjd.com/NewsInfo.aspx?Id=1228>).



DONG FANG HONG 2 under major refit, evidently receiving a new main boiler. Stern plating/porthole arrangements match YOHYANG MARU identified by LR as CHIANG HAN (*The Yangtse River*).



DONG FANG HONG 2 after refit (<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).



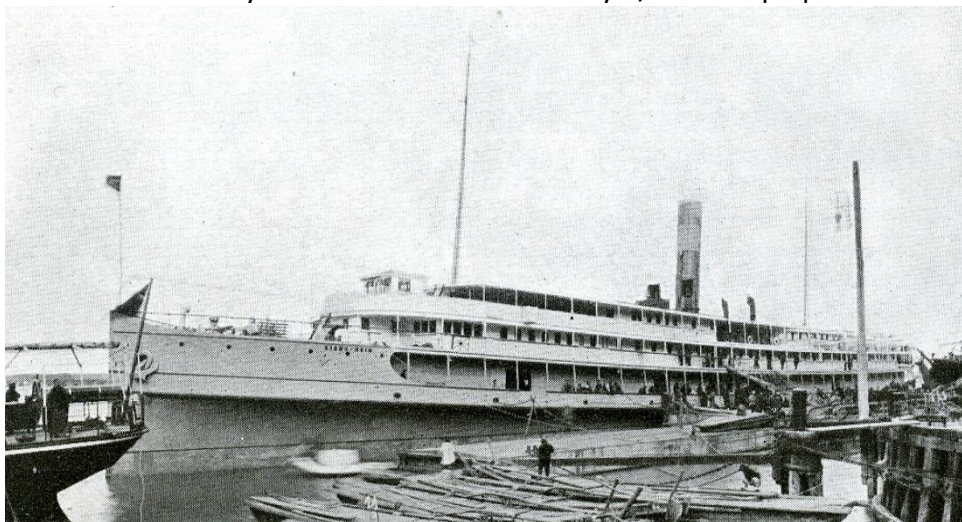
DONG FANG HONG 2 at Shanghai in 1973 (Michael Rogge *Shanghai 40 Years Ago*@YouTube).



Later fitted with broader funnel, as photographed upstream of Wuhan in August 1984 (Donald Anderson).

DONG FANG HONG 3 3372/05 (325.0' x 44.0', 2-sc, T6cy/311 nhp)

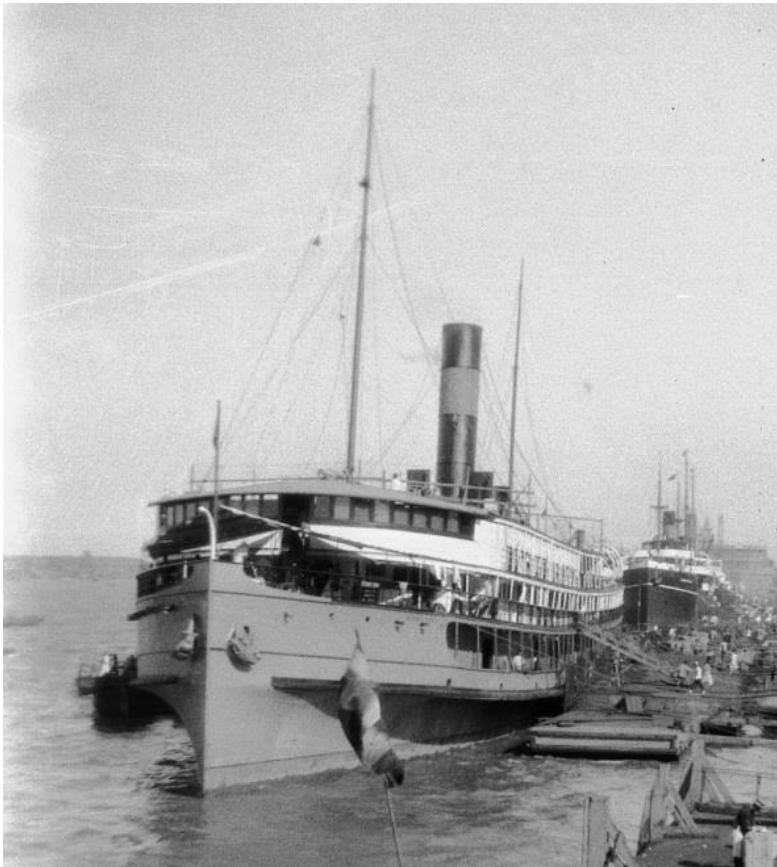
Built by S.C. Farnham, Boyd & Co., Shanghai for China Merchants S.N. Co., Shanghai as KIANG HSIN. 23/6/38 sunk by Japanese aircraft in Yangtse near Yochow with loss of 1000 refugees - raised and 6/39 hauled into Upper Yangtse, repaired. 22/5/49 sailed Shanghai for Taiwan but shelled in estuary, captured by Communist forces and returned to Shanghai. 5/9/49 sunk by bombing by Nationalist aircraft at Pootung. 16/11/52 raised, refitted and 19/1/55 re-entered service for Yangtse Shipping Administration as CHIANG HSIN. 1958 romanised JIANG XIN. 16/7/66 used by Mao Tse-tung during his swim in the Yangtse. 11/66 r. DONG FANG HONG 3. 30/11/70 boiler explosion, 17 dead. 1981 still in service. Early 1980s still in service but by 8/84 laid up upstream of Wuhan, NFI.



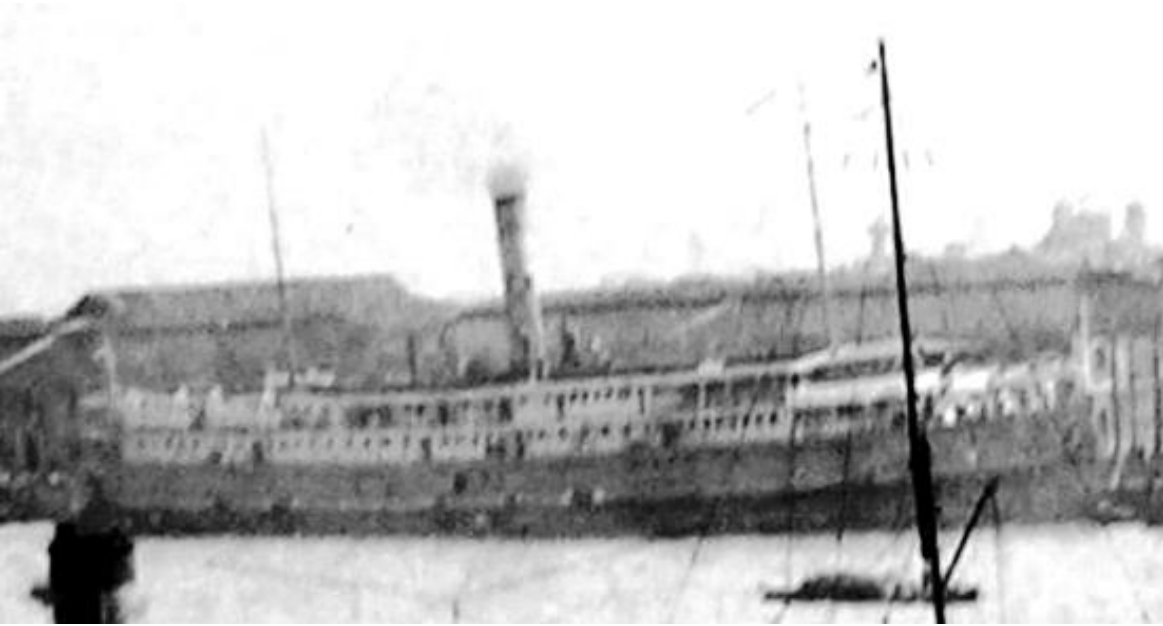
KIANG HSIN (20th Century Impressions of Hong Kong, Shanghai).



KIANG HSIN being surveyed by dockyard and insurance staff after sustaining damage in an undated collision with YOH YANG MARU. Funnel top and base have been repainted yellow, presumably to safeguard the corporate image (Warren Swire colln).



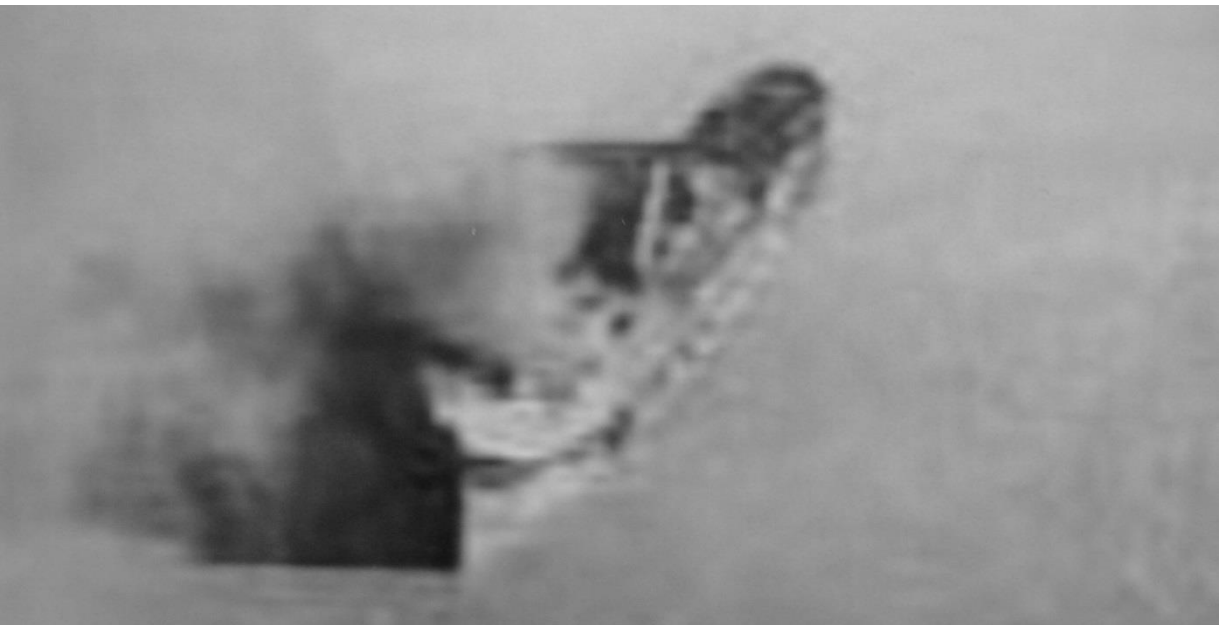
KIANG HSIN c.1930 (Alan Lee colln).



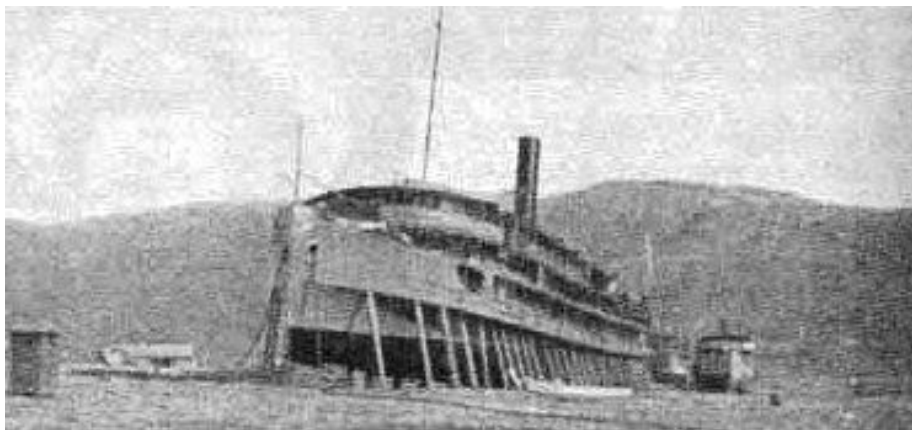
KIANG HSIN at Shanghai ca. 1937 (SK colln).



KIANG HSIN on fire after bombing attack 23/6/38 (SK colln).



KIANG HSIN on fire after bombing attack 23/6/38 (SK colln).



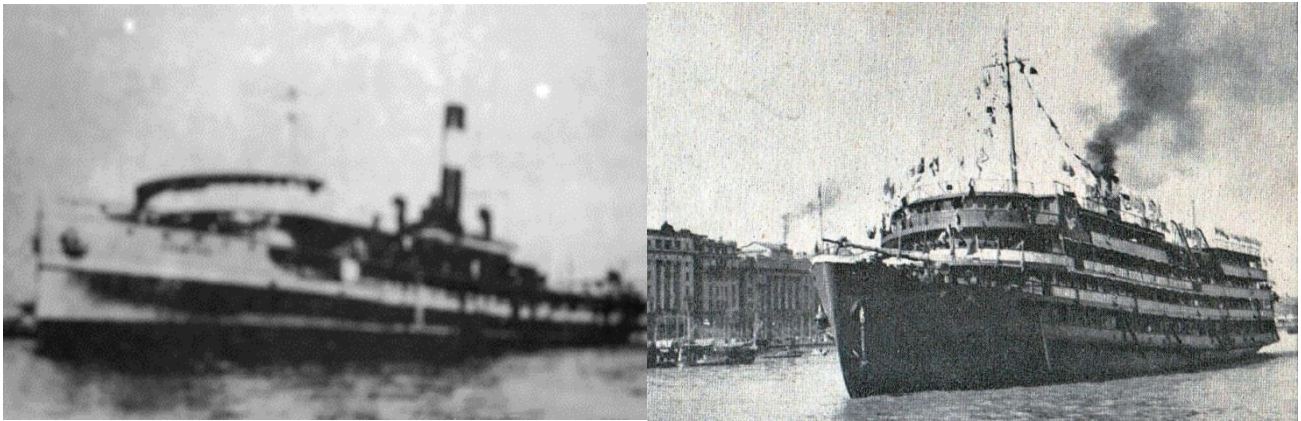
Large river steamers, most probably KIANG HSIN foreground, being repaired during WWII on the banks of the Yangtze at Tangchiato, just outside Chungking (<http://60.250.180.26/ss/6156.html>).



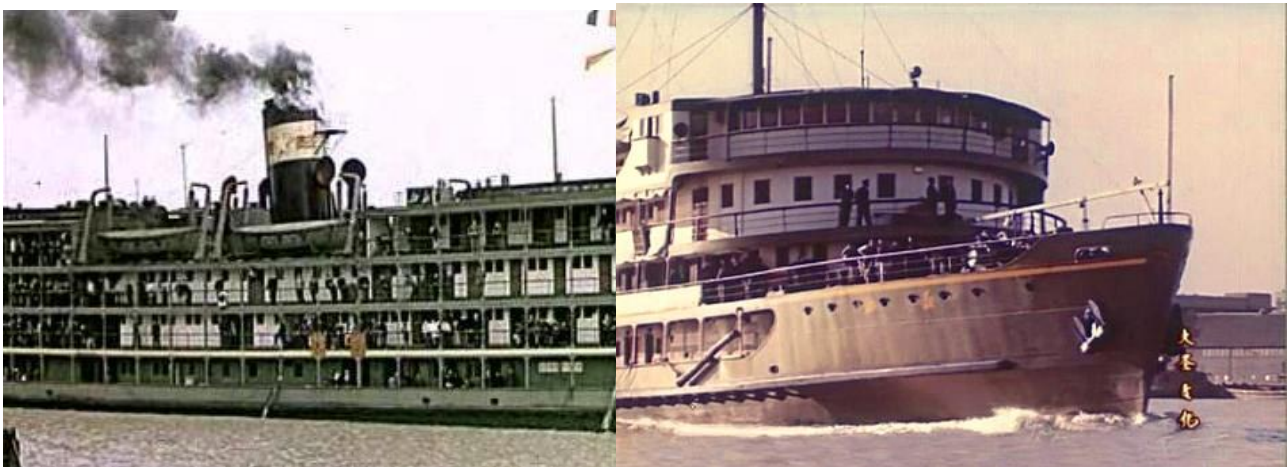
KIANG HSIN at Shanghai in 1947-48 after full restoration (<http://60.250.180.26/theme/theme-41/41-index.html>).



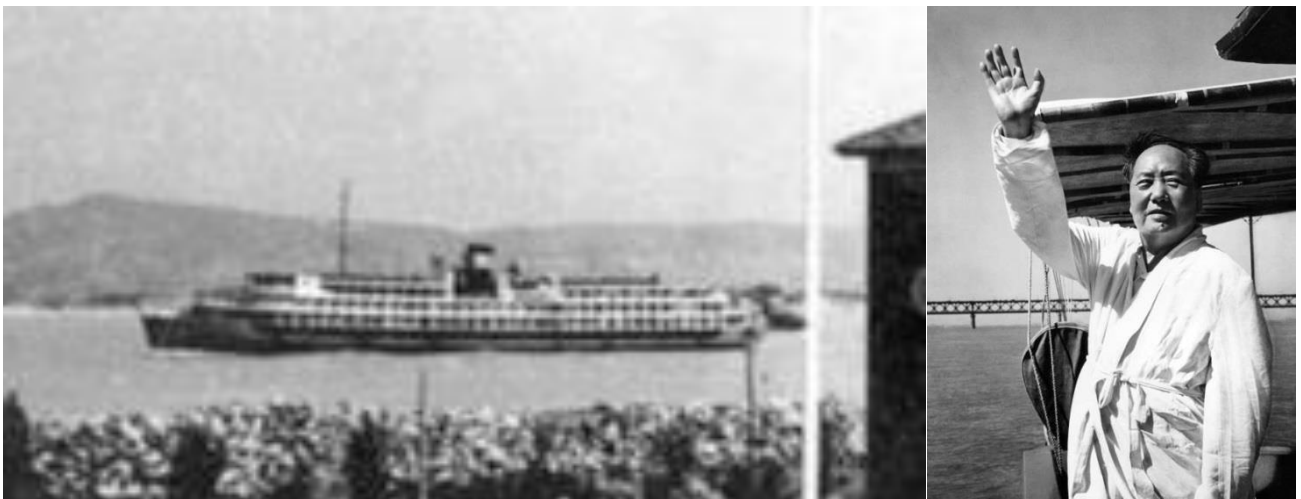
Troops being loaded on KIANG HSIN in 1948-49, probably at Hankow (Internet).



After the 1949 bombing CHIANG HSIN was raised in 1952 and rebuilt, re-entering service in January 1955.



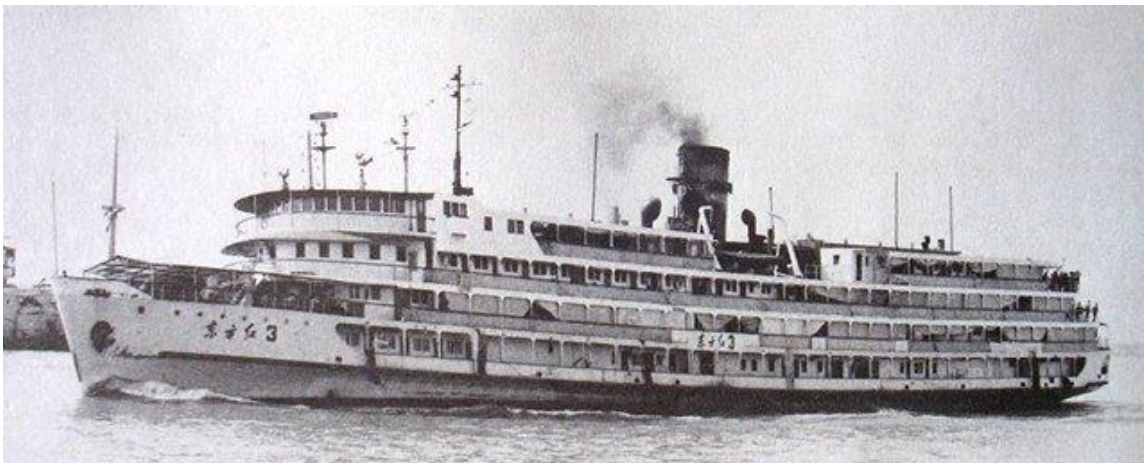
Later CHIANG HSIN wore a brown hull with yellow ribband. The superstructure was white with brown trimmings. (<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).



Left: From the grounds of the Jiangsu Maritime Institute at Nanjing; Right: Mao Zedong aboard KIANG HSIN for his famous swim in 1966 (<http://www.jmi.edu.cn/72/1d/c1235a29213/pagem.psp>, Xinhua).



yycqc.com



After a further rebuild, mast shortened, upper deck now partially enclosed behind bridge (Ted Scull, *Steamboat Bill Winter 1979*).

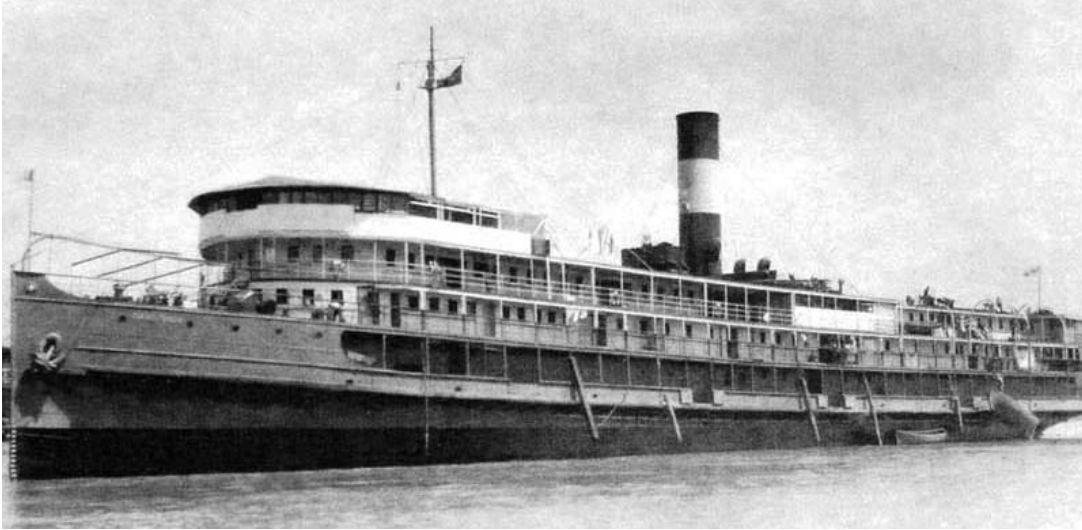


DONG FANG HONG 3 ex KIANG HSIN (large ferry nearside) laid up, Aug. 1984. DONG FANG HONG 2 ex KIANG HAN with slightly raked mast is behind (Donald Anderson).

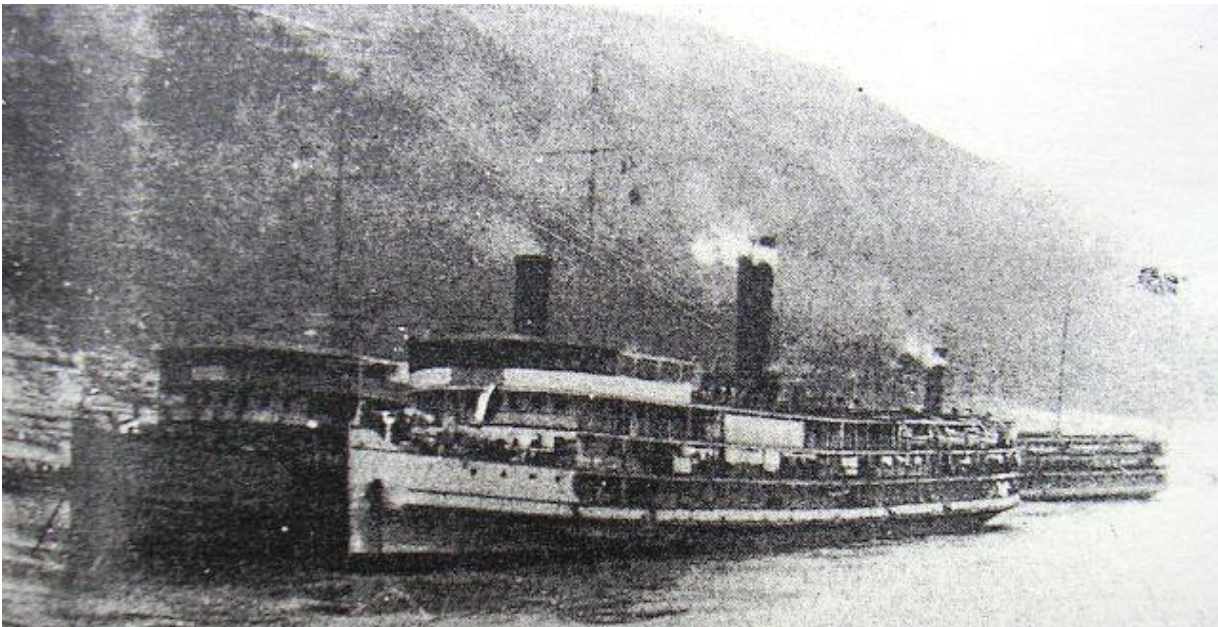
DONG FANG HONG 4 4327/21-2 (330.4' x 47.4', 2-sc, T6cy/275 nhp)

Built by Shanghai D. & E. Co. Ltd, Shanghai for China Merchants S.N. Co., Shanghai as KIANG SHUN. 7/39 hauled into Upper Yangtse. 1949 CPSNC, name romanised CHIANG SHUN. 12/53 successfully

achieved 6 day round trip. Refitted 1956. 1958 name romanised as JIANG SHUN. 1966 renamed DONG FANG HONG 4, received further, extensive, refit. Early 1980s still in service but by 8/84 laid up upstream of Wuhan, NFI.



KIANG SHUN as built (<http://60.250.180.26/theme/theme-33/33-index.html>).



From left, KIANG AN, KIANG SHUN and KIANG HSIN in 1938, probably at Ichang (*Ships of China*).



CHIANG SHUN sailing down the Whangpoo in the 1950s, very similar to prewar appearance.
(From a Shanghai brochure in SK colln)

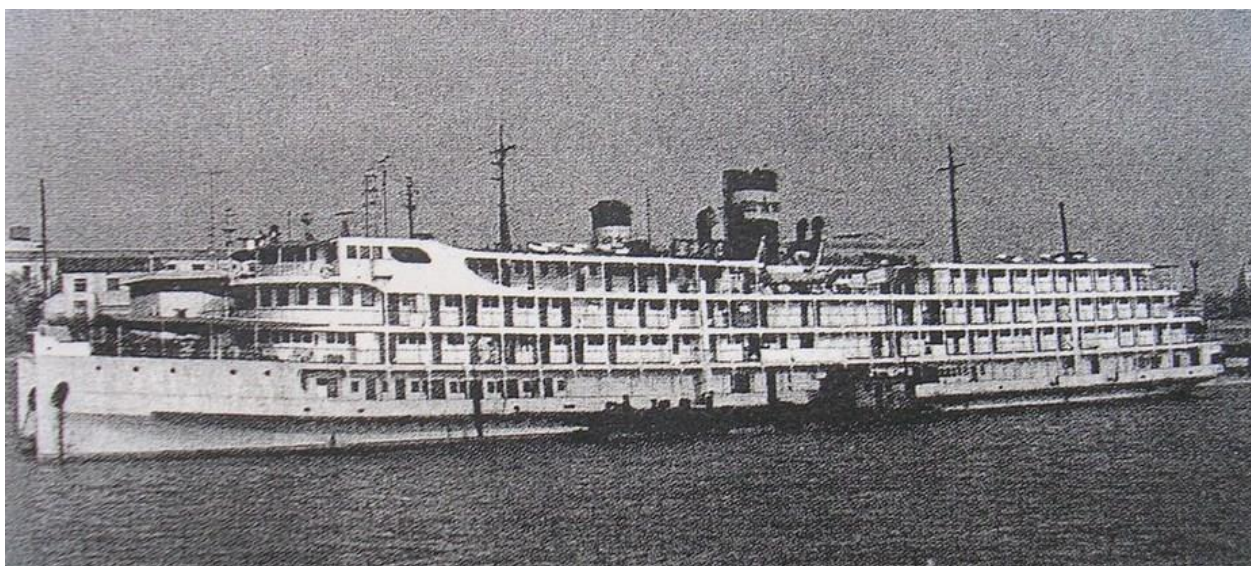


Photo, thought to be of rebuilt CHIANG SHUN, with revised bridge and mainmast newly fitted
(<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).





Folding masts, shorter funnel fitted circa 1956
(<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).



DONG FANG HONG 4, moored alongside DONG FANG HONG 6 circa 1980 (from *Steamboat Bill*).



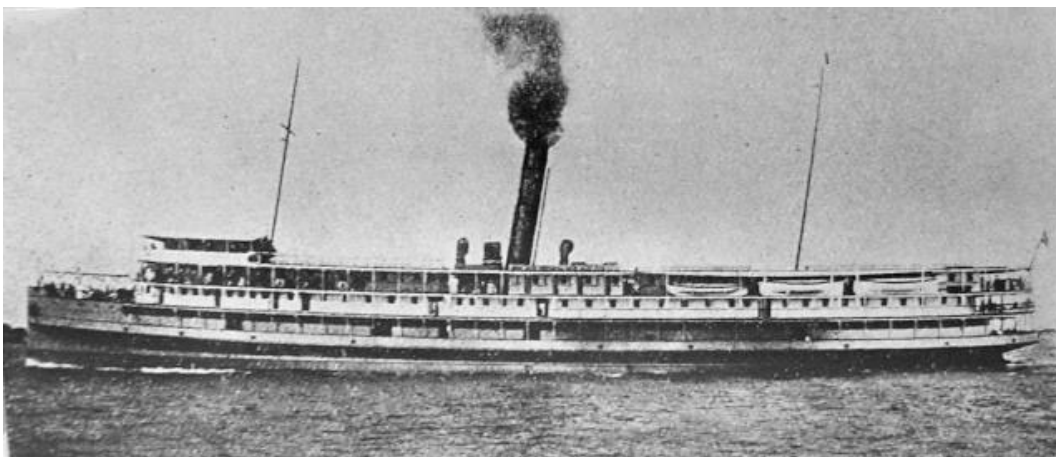
At Zhongshan Pier, Nanjing on 2 Oct. 1983 (Leeroy W. Demery Jr. @ *Flickr*).



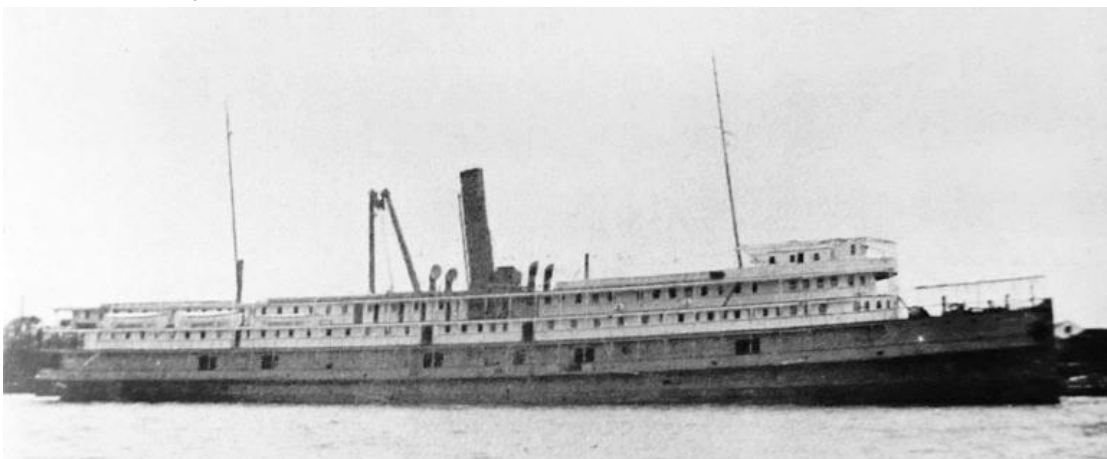
DONG FANG HONG 4 laid up between DONG FANG HONG 233 and DONG FANG HONG 7 (the furthest right blue-hulled vessel) in August 1984 (Donald Anderson).

DONG FANG HONG 5 3692/12-8 (340.0 x 46.0, 2-sc, T6cy/175 nhp)

Built by Kiangnan D. & E. Works, Shanghai for China Merchants S.N. Co., Shanghai as KIANG WAH. 3/1/33 holed in collision with *President van Buren* (10533/20) in Whangpoo. 1939 hauled into Upper Yangtse. 8/41 damaged by Japanese bombing near Tsaishanghsien, superstructure burnt out. Postwar reconstructed, romanisation KIANG HWA. 1949 CPSNC, name romanised CHIANG HUA. 12/53 successfully achieved 6 day round trip. 1958 name romanised JIANG HUA. 1966 r. DONG FANG HONG 5. Still in service 10/65, 8/84 seen laid up upstream of Wuhan, NFI.



KIANG WAH early view (CMSNC).



KIANG WAH prewar (<http://60.250.180.26/theme/theme-33/33-index.html>).



KIANG WAH burnt out in 1941 (<http://60.250.180.26/ss/6138.html>).



Identified in <http://m.sichuanlong.com/a/2018/0510/192190.html> as DON FAN HONG 5.

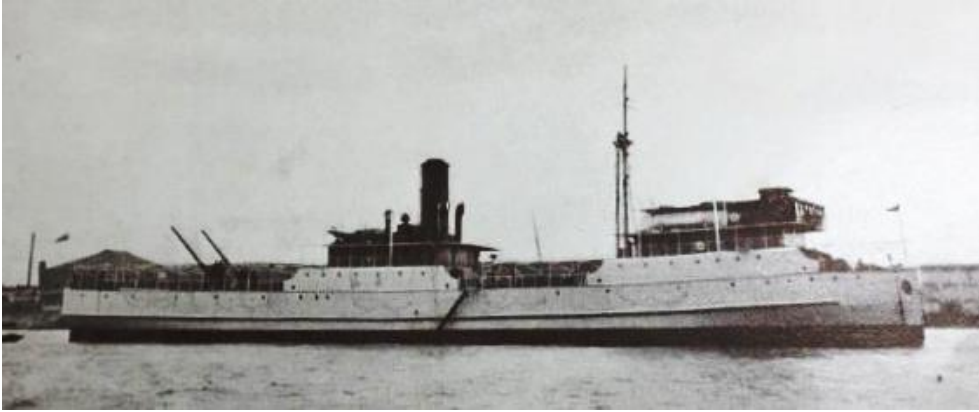


Possible DONG FANG HONG 5 moored astern of coastal steamer GONG NONG BING 19 (3839/64) at Shanghai in 1979 (Jean E. Norwood, LoC colln). See also the 1984 photo of DONG FANG 8 below.

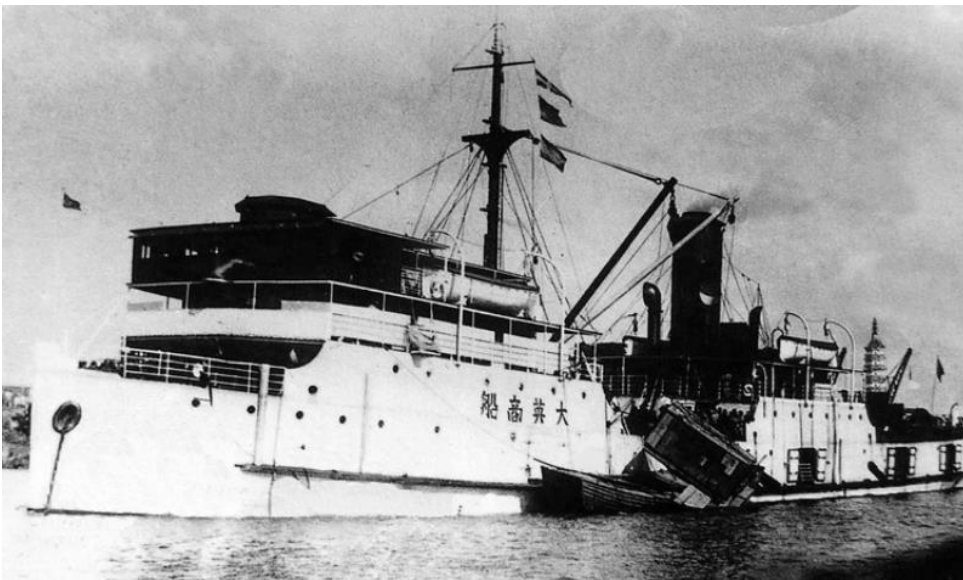
DONG FANG HONG 6 2671/22 (290x46.2', 2 sc, T3cyl x 2)

Built by New Eng. & S.B. Works Ltd, Shanghai for Indo-China S.N. Co. Ltd, London for Middle River service as cargo ship PING WO. Early-1935 rebuilt to increase passenger capacity, aft cargo hatch removed. 1938-39 on Pearl River. 1940 at Haiphong as storeship. 12/41 req. by R.N. as water carrier for use at Singapore. Fitted with 12-pounder gun, sides of forward superstructure removed to improve firing arc. 2/42 towed damaged HMAS *Vendetta* from Batavia to Albany. 19/5/42 paid off. 22/5/42 comm. by RAN for use as stores ship. 1/45 under conversion to repair ship. 6/46 redel. to ICSNC in Hong Kong and used as accommodation ship. 9/47 sold to Hoong On S.N. Co. Ltd, Shanghai r. TEH ON. 1949 under control of People's Republic of China on Yangtse service, reported refitted in 1951. 2/53 placed on Shanghai-Ningpo service, late-1953 or early-1954 r. MIN CHU 4. 4/58 placed on Shanghai-Ningpo-Wenchow service. Ca.1960 re-converted for Shanghai/Wuhan river steamer

service, rebuilt to increase cabin passenger capacity to 726, forward cargo hatch removed r. JANG DE. 11/66 r. DONG FANG HONG 6. 19/2/71 collided with and sank barge at Nanjing carrying 1000 tons of ore, 4 dead. By late 1970s withdrawn from service and laid up at Hankow, where photographed 8/84 in very poor condition. Subsequently sold and refitted for use as an accommodation ship for Wuhan port authority on the Wuchang river bank between the Second Wuhan and Wuhan Erqi Yangtze River Bridges. 11/2017 broken up in situ.



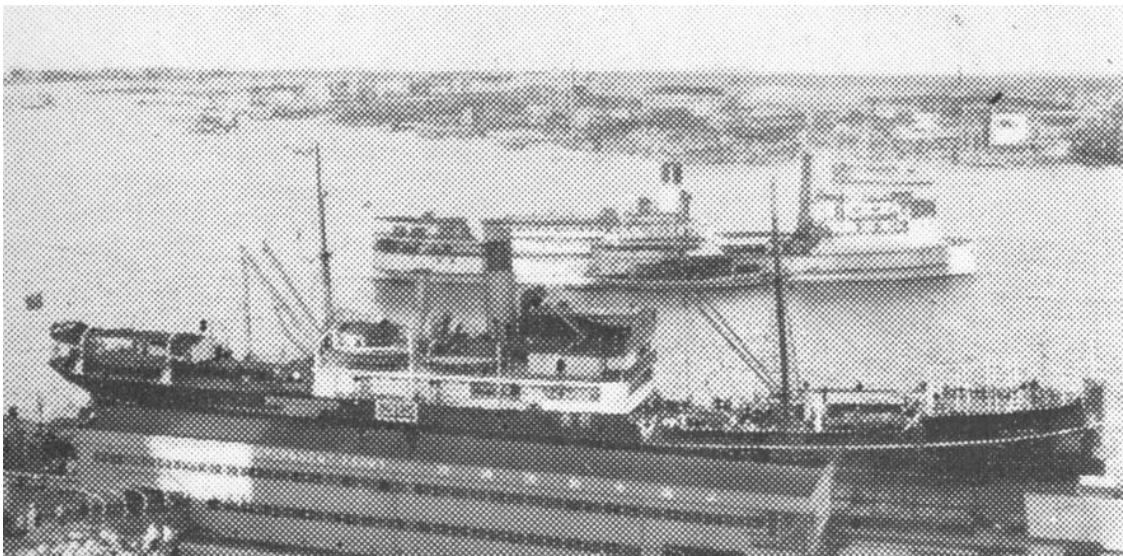
PING WO on completion in 1922 (New Engineering & S.B. Co.).



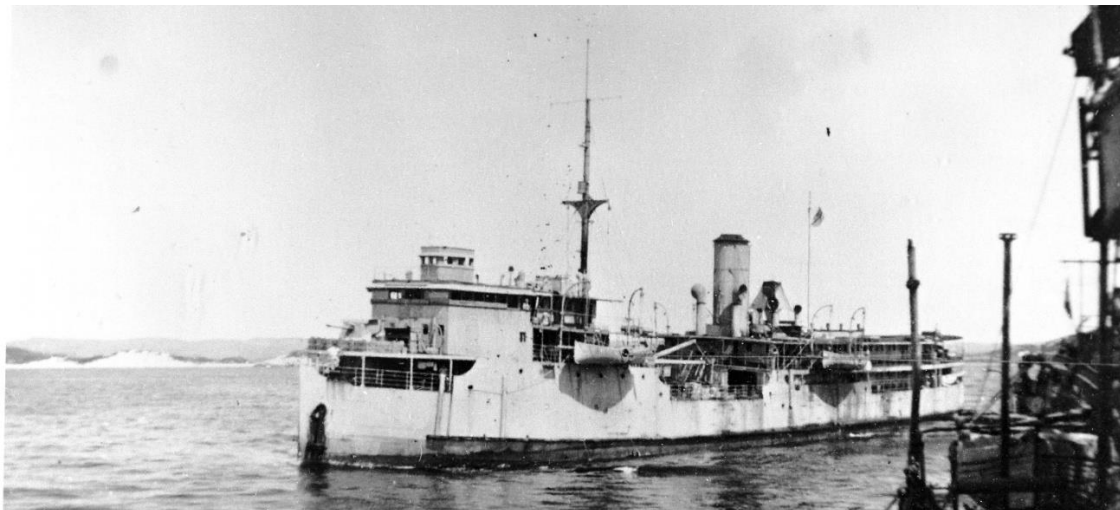
As built, PING WO had minimal superstructure (Internet).



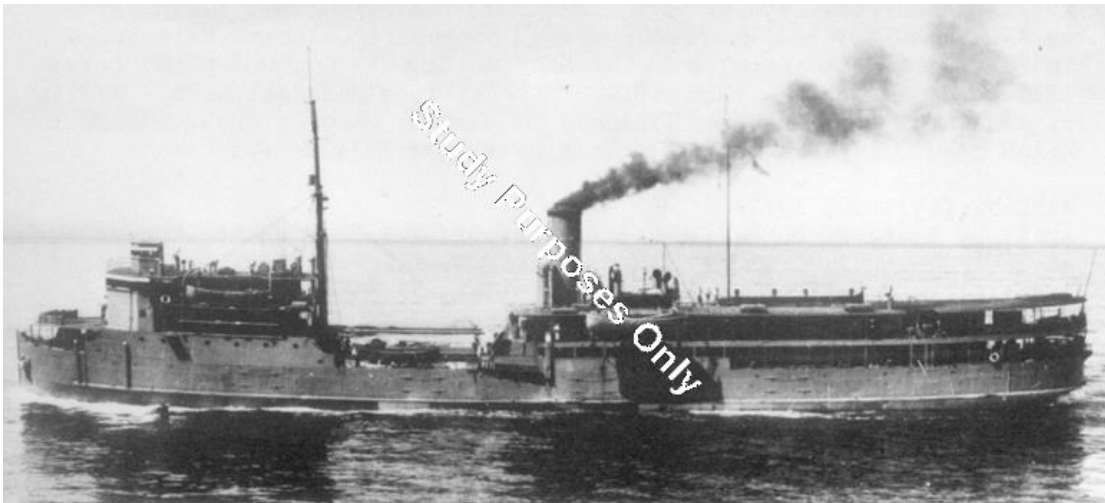
PING WO at Ichang in 1926, and in the late-1930s on the outside berth at Hankow. Superstructure now closed in forward and extended aft, but still good facilities for cargo-carrying (L: John Swire & Sons, R: *China Proper Vol III*).



PINGWO (offshore) at Shanghai, pub. 1938 (*Five Months of War*, NCH C/- Graham Thompson).



H.M.A.S. PING WO at Port Stephens, NSW with 12 pounder gun mounted. Naval ensign hoisted on temporary mainmast to signify a fighting ship at war (*Flickr*).



H.M.A.S. PING WO with deeper grey RAN hull, off Port Stephens, NSW in Sept. 42 as tender, store carrier and works ship (AWM Neg No.301176).



H.M.A.S. PING WO in Sydney 4/46 preparing for the return voyage to China
http://www.rmg.co.uk/sites/default/files/media/pdf/Volunteer_issue_8_jan_2012.pdf (Derek Prince).



H.M.A.S. PING WO



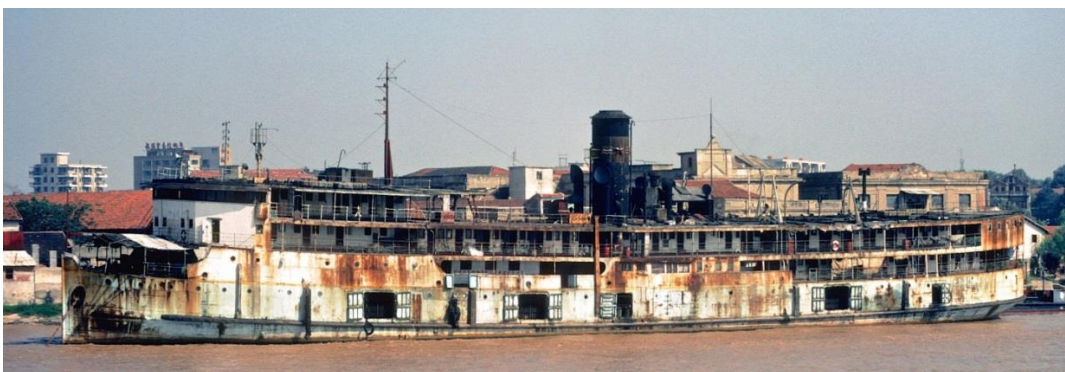
MIN CHU 4 first arrival at Wenzhou 17 April 1958.



MIN CHU 4 handling cargo and loading passengers at Wenzhou (from the *Wenzhou Port History* (<http://www.66wz.com/dsb/system/2008/05/03/100542098.shtml>)).



MIN CHU 4 at Ningpo terminal.



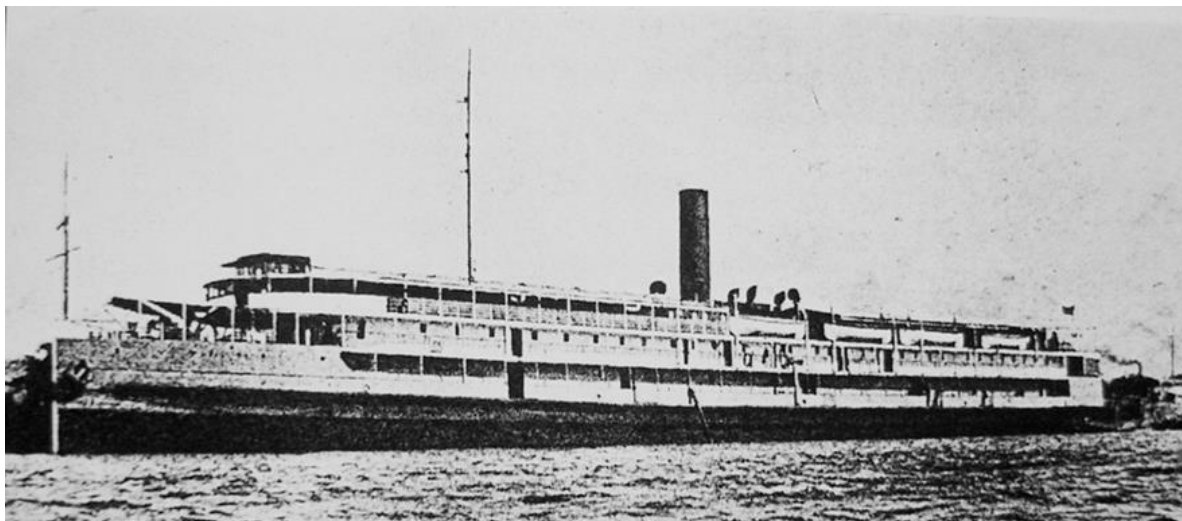
Laid up DONG FANG HONG 6 at Wuhan, August 1984 (Donald Anderson).



Refitted (with white-painted hull) DONG FANG HONG 6 ex PING WO ca.2015 at Wuhan (Gerolf Drebes; dd@bbs.cnhan).

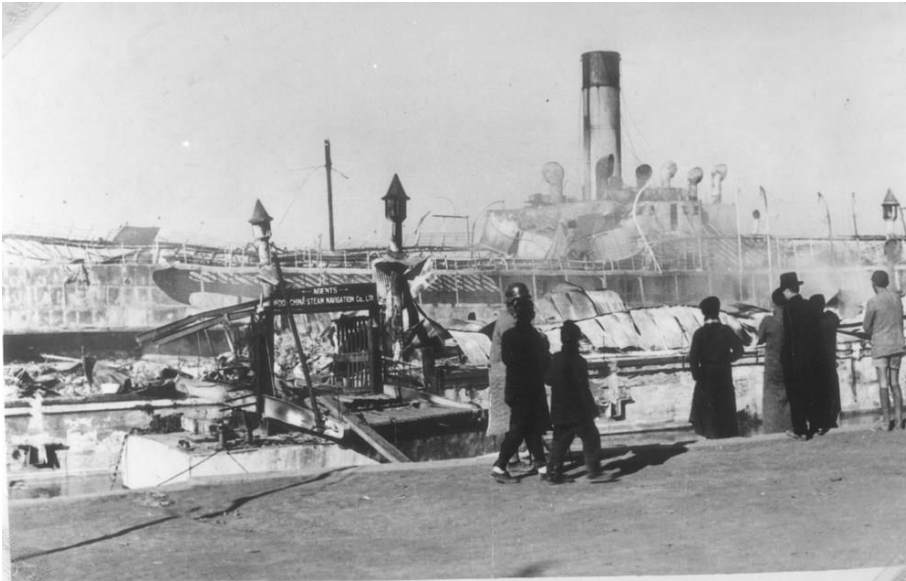
DONG FANG HONG 7 3770/04 (330 x 46.1', Q4cyl x 2, 228 nhp)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow for Indo-China S.N. Co., London as TUCK WO. 5/12/37 at Wuhu received direct hit in engine-room during Japanese air raid - gutted after fire spread to cotton cargo. LR rep. broken up c.1939 but 8/56 hulk under repair at Shanghai and 6/58 resumed service for Yangtse Shipping Administration as JIANG PING. 11/66 r. DONG FANG HONG 7. 8/84 seen laid up upstream of Wuhan, NFI.



TUCK WO (Wright & Cartwright, 20th Century Impressions of Hong Kong, Shanghai).





TUCK WO on fire and being abandoned, and subsequently heavily damaged by fire after 1937 Japanese bombing raid at Wuhu, but not the end of the story (Upper: SK colln* Lower: JM&C).



JIANG PING ex-TUCK WO, probably on maiden voyage 1958, with masts folded for passing under the newly completed (1957) first Yangtze bridge at Wuhan (http://60year.cjhy.gov.cn/60y01/quzhe/200909/t20090903_133780.html).



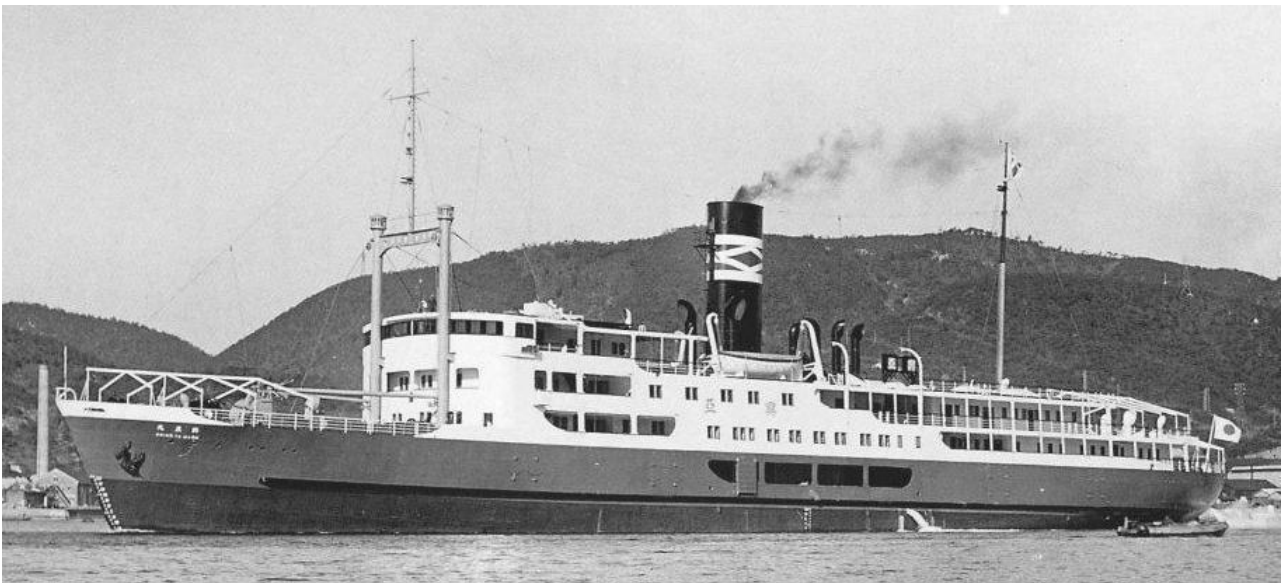
JIANG PING represented a very full reconstruction of both hull and superstructure (R. Varns).



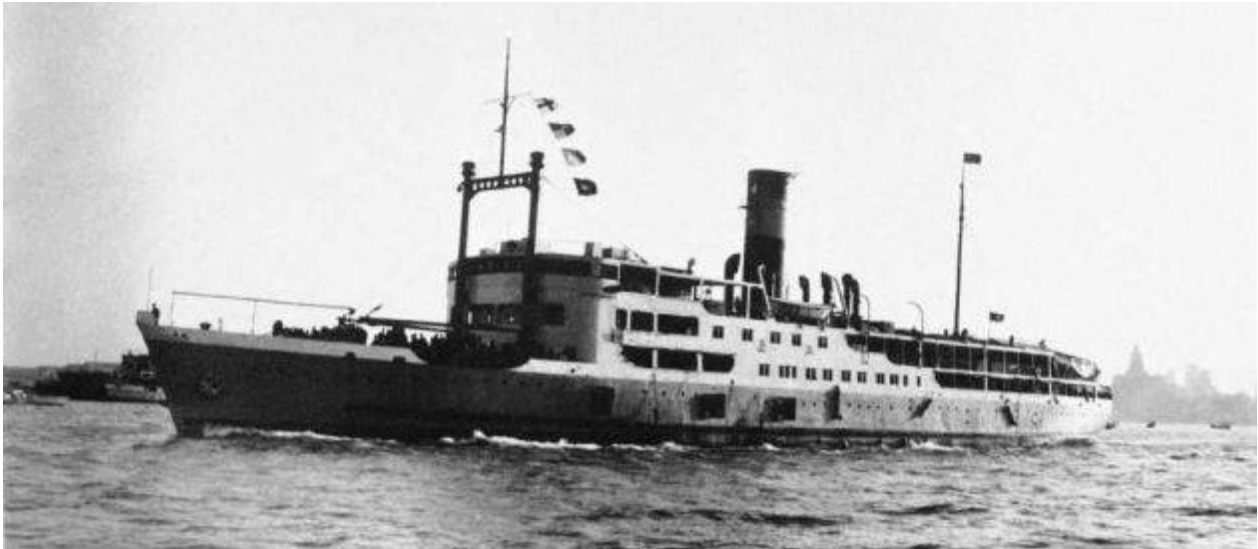
DONG FANG HONG 7 ex TUCK WO at Shanghai 1977-79, new radar and searchlights, shortened masts (Ted Scull*).

DONG FANG HONG 8 3731/40 (322.1 x 50.0', 2sc. reciprocating 4359 ihp)

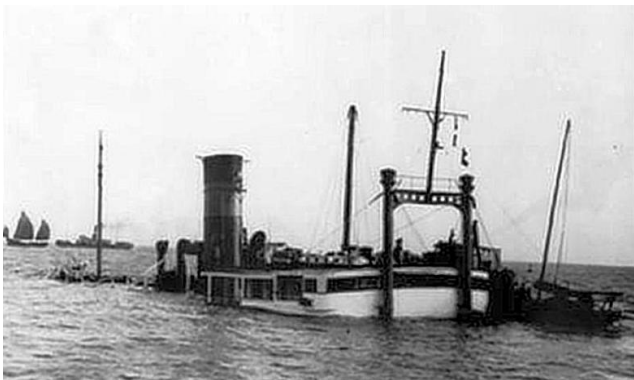
Built by Harima S.B. & E., Aioi. Ordered by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING YA MARU. 8/45 surrendered and allocated to China Merchants S.N. Co., Shanghai as KIANG YA. 3/12/48 struck mine and sank off mouth of Yangtse bound Shanghai/Ningpo (rep. 4000 lives). 10/56 CHIANG YA raised and repaired - 2/59 re-entered Shanghai/Hankow service for Yangtse Shipping Administration as JIANG YA. 1966 r. DONG FANG HONG 8. 30/1/79 collided with and sank JIANG XIA (II) in the Caoxie narrows at Nanjing. Reported 1983 withdrawn from service and after lay-up upstream of Wuhan became accommodation vessel at Wuhan Port Moon Bay marina. 6/00 delivered to breakers at Wenzhou (sic, cited by multiple sources), 8/7 severely damaged by fire when oil in engine room ignited. Demolition completed by 2/01.



HSING YA MARU getting underway at Aioi (builders).



KIANG YA (Wikipedia).



Left sunken and right reconstructed CHIANG YA (Wikipedia & Xinghua).



CHIANG YA, still with fixed masts in the period 1955-57.
(<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).



Artistic depiction of CHIANG YA with non-existent 5th deck bridge (from a poster).



CHIANG YA in deep water taken before her 1966 renaming (SK colln).



DONG FANG HONG 8 laid up above Wuhan in August 1984. DONG HANG FONG 5 is behind (Donald Anderson).



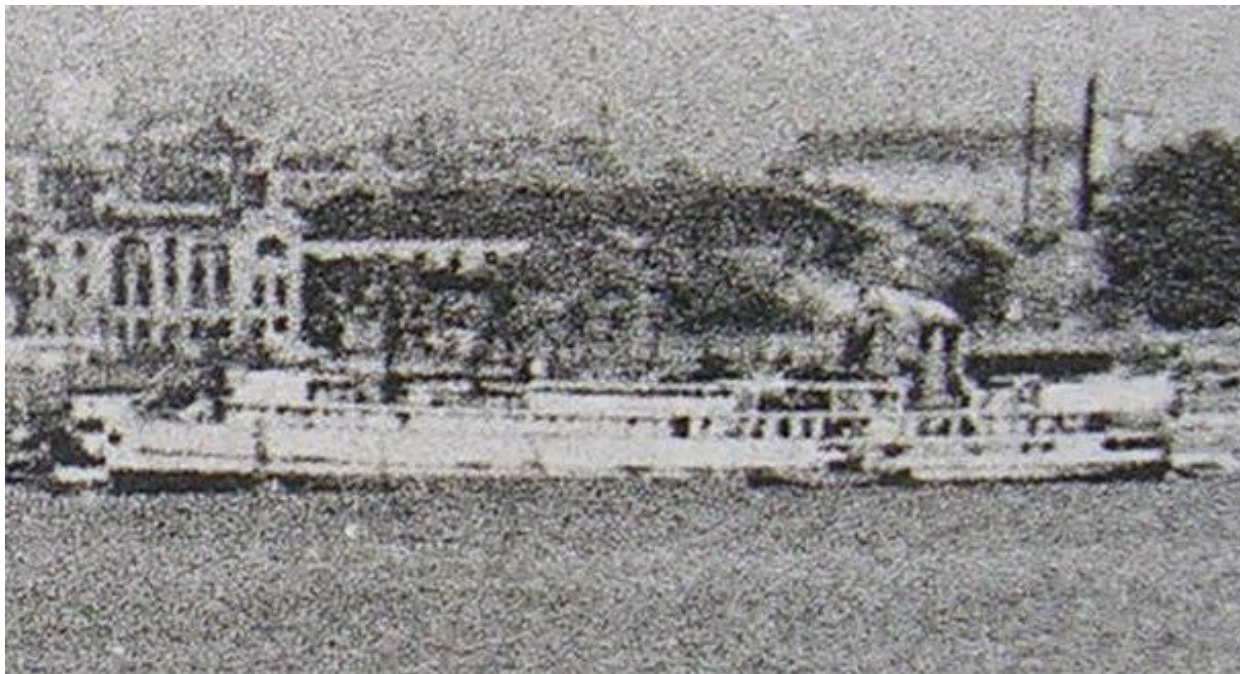
DONG FANG HONG 8 in retirement at Wuhan, and on fire 8/7/00.

(http://blog.sina.com.cn/s/blog_a504d6ea0101ctkn.html

<http://www.famouscase.net/show.php?contentid=4999>).

DONG FANG HONG 9 22517/30-11 (280.6 x 48.1', T3cyl x 2)

Built by Shanghai D. & E. Co. Ltd, Shanghai for Indo-China S.N. Co. Ltd, London as PAOWO for Middle River service. 8/12/41 seized by Japanese at Hankow. 6/42 comm. as RAZAN MARU. 8/45 surrendered and reverted to ICSNC as PAOWO. 10/46 sold to Feng Hwa S.N. Co. Ltd, Shanghai r. SZE MING. 1949 taken over by People's Republic of China and 4/50 t/f to China People's S.N. Co. r. CHIANG MING. 1958 name romanised as JIANG MING. RLR 1961 but rebuilt with new top deck. 11/66 r. DONG FANG HONG 9. By 1984 withdrawn from service and laid up, NFI.



PAOWO at Hankow prewar with hatch abaft the bridge (enlargement from postcard SK colln).



DONG FANG HONG 9 hatch removed, top deck built up, funnel raised one deck (7788.com).



Later view at Hangkou showing further rebuild aft (Xinhua).



Partial DONG FANG HONG 9 in 1973, still in military green (Karsten Petersen).



DONG FANG HONG 9 evidently laid up, in August 1984 (Donald Anderson).

DONG FANG HONG 10 4327/21 finally 4610/21, (330.4' x 47.4', 2-sc, T6cy/275 nhp) 1205 pass
 Built by Shanghai D. & E. Co. Ltd, Shanghai for China Merchants S.N. Co., Shanghai as KIANG AN -
 27/11/20 launched. 7/39 hauled into Upper Yangtse. 4/50 to China People's S.N. Co. romanised as
 CHIANG AN. LRS 6/51 reported transferred to PLA. 1958 romanised as JIANG AN. Film evidence
 suggests by early 1970s reverted to Yangtse Shipping Administration r. DONG FANG HONG 403 (see
 entry below). Ca.1973 extensively refitted as DONG FANG HONG 10. 1/7/84 renamed JIANG HAN 13.
 Subsequently withdrawn from service and sold for use as an accommodation ship.



KIANG AN at Hankow prewar (Warren Swire colln).



DONG FANG HONG 10. Forward section rebuilt similar to DONG FANG HONG 1 and DONG FANG HONG 7.
 Aft two-thirds very similar to DONG FANG HONG 4 (Furukawa).



JIANG HAN 13 ex-DONG FANG HONG 10 in retirement as an accommodation ship [source wrongly identifies as DONG FANG HONG 3] (http://blog.sina.com.cn/s/blog_a504d6ea0101ctkn.html).

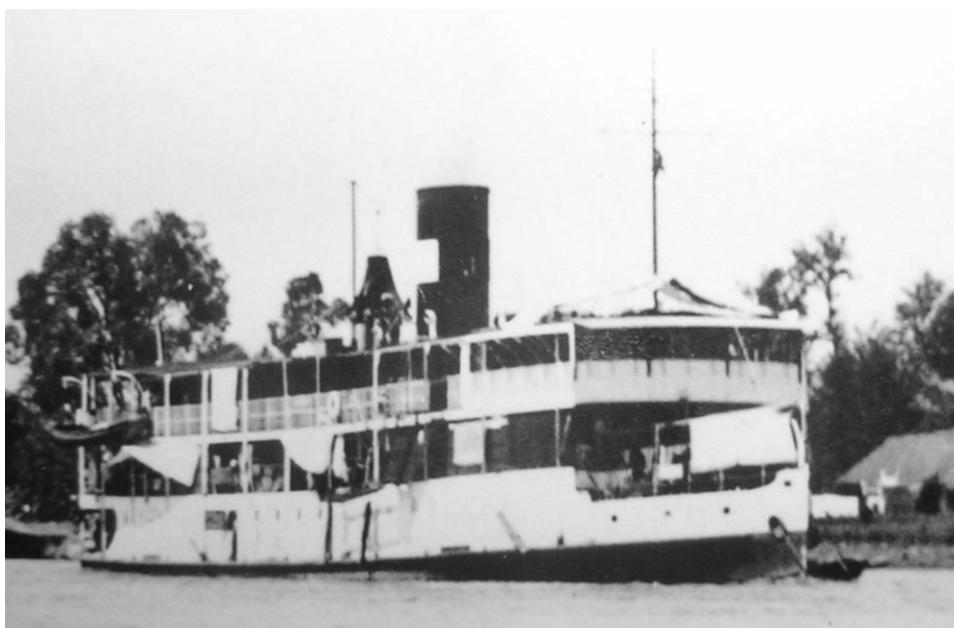
The following photograph by Donald Anderson, taken upstream of Wuhan in August 1984, shows laid up mainline Lower River steamers pending retirement, from the left on the outside DONG FANG HONG numbers 8, 3 and 4 and against the riverbank, DONG FANG HONG numbers 5, 2 and 7. The smaller vessel alongside DONG FANG HONG 4 is DONG FANG HONG 233.



Other pre-existing DONG FANG HONGs

DONG FANG HONG 61

Believed to be the vessel built as I'PING (I-PING) 翼平 781/24 (148.3 x 29.0', 2-sc. T6cy/62 nhp)
 Built by Kiangnan D. & Eng. Works, Shanghai for Ichang S.S. Co. Ltd, later YRSS, Shanghai (US flag) for Upper Yangtse. 4/26 commandeered by Chinese. 1927 evacuated westerners from Chungking. 1927 commandeered to run troops through the gorges. Grounded in early 1930s. 5/35 sold to Taikoo Chinese Nav. Co. Ltd, Shanghai r. WANLIU. 1942 t/f to China Nav. Co. Ltd, London, moored at Chungking. 8/46-2+/48 laid up at Shanghai. ?Mid-1948 sold to Chu Wei Sung (formerly China Navigation Co. Ltd), subsequently under control of PRC. Photographic evidence suggests 1966 r. DONG FANG HONG 61. NFI.



Probable l'PING in 1935 (SK*).



WANLIU in 1935-6 (Ken Harrow, HMS Falcon website).



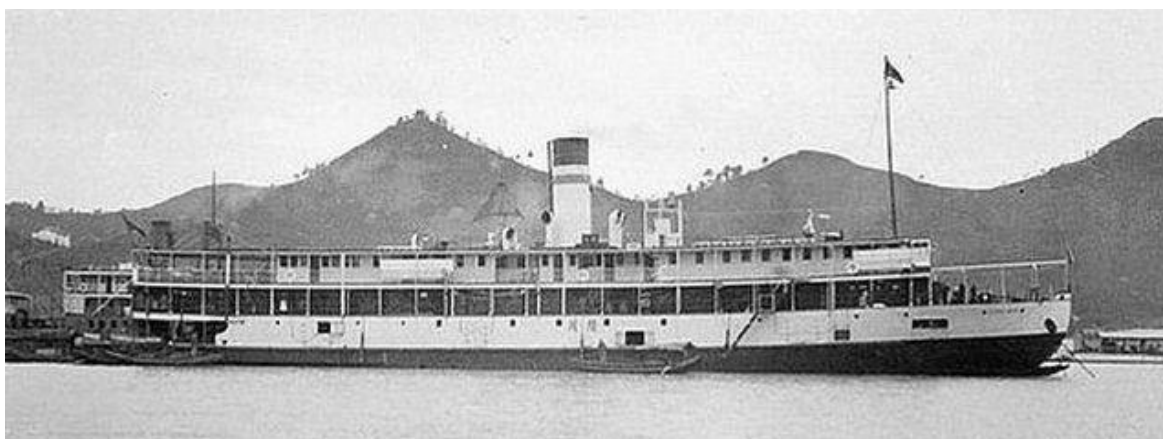
DONG FANG HONG 61 (<https://tieba.baidu.com/p/5176696818>).

DONG FANG HONG 62

Believed to be the vessel completed as LOONG MOW 隆茂 1198/20 (LR53: 211.0 x 31.0', 2-sc. T6cy) Launched by New Eng. & S.B. Works Ltd, Shanghai for MacKenzie & Co., Shanghai as QUEEN OF THE GORGES but completed as LOONG MOW 隆茂. 1921 sold to W.A. Argent, Shanghai. 1923 sold to China Navigation Co. Ltd, London r. WANLIU. 29/8/26 attacked by Chinese troops of General Tang Sen. 1930 t/f to Taikoo Chinese Nav. Co. Ltd, London. 31/5/32 abandoned as CTL, back broken, after stranding 40 m. below Chungking bound for Ichang. Sold to Ming Sung Industrial Co. Ltd, Shanghai, as MING CHUAN 民權, refloated 5/33 in two parts. Rebuilt 1934, lengthened. During Sino-Japanese War (1937-45) seized by Japanese forces r. MARI MARU. 8/45 recovered and reverted to Ming Sung as MING CHUAN. 1949 under PRC control, 1958 name romanised as MIN CHUAN. 10/65 operating regular Shanghai-Chungking timetable every 14 days. 1966 r. DONG FANG HONG 62 (numeral not confirmed). WikiSwire suggests broken up 1969.



QUEEN OF THE GORGES fitting out in Shanghai (Ivon A. Donnelly).



LOONG MOW early 1920s in MacKenzie colours (W. Swire Colln).



Lengthened and completed 1934 as MING CHUAN (<http://60-250-180-26.hinet-ip.hinet.net/ss/6242.html>).

DONG FANG HONG 63

Tentatively identified as KIANG KING, 1077/200 (196.5 x 31.0', 2-sc. T6cy/98 nhp)

Built by Kiangnan D. & E. Works, Shanghai for China Merchants S.N. Co., Shanghai as KIANG KING. 11/25 ashore on rocks in Middle Yangtse - 5/26 refloated. After repairs re-entered service as NGO MEI. 6/33 stranded on Huatantzu Reef near Peichow - mid-5/34 refloated and taken to Shanghai for repairs. 1937 rebuilt by Kiangnan D. & E. and relaunched 26/6/37 as CHIN KIANG. c.17/9/37 sunk by Japanese aircraft at Nantao. Refloated and 10/38 wreck under repair for Wm Hunt & Co., Shanghai (British flag). 12/41 seized by Japanese (r. ?). 1945 recovered by China Merchants S.N. Co. r. KIANG HO. 1949 CPSNC, name romanised CHIANG HO. 1958 name romanised JIANG HE. Photographic evidence suggests 11/66 r. DONG FANG HONG 63, withdrawn from service 1984. (CHIANG HO RLR 1971/72).





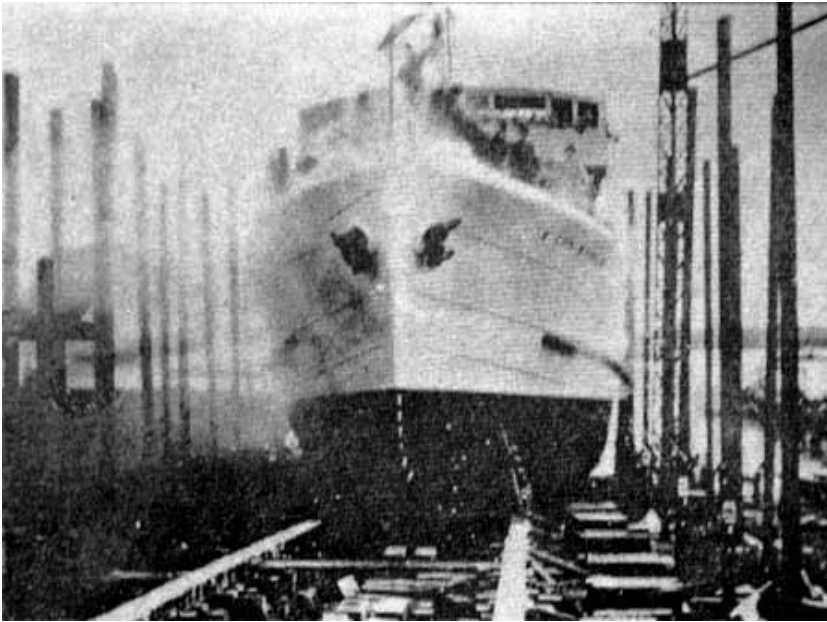
KIANG KING ashore in 1925 (SK*).



NGO MEI at Hankow (Internet).



Probable NGO MEI aground in 1933 (Warren Swire colln).



Re-launch of renamed CHIN KIANG (<http://60.250.180.26/ss/6138.html>).



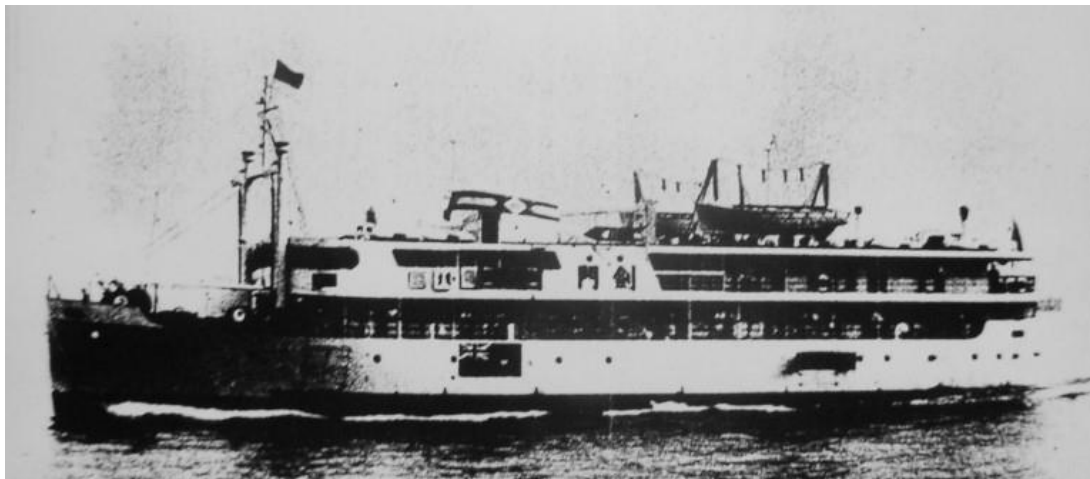
DONG FANG HONG 63, thought to be the renamed JIANG HE (orig. KIANG KING) (*The Yangtse River*).



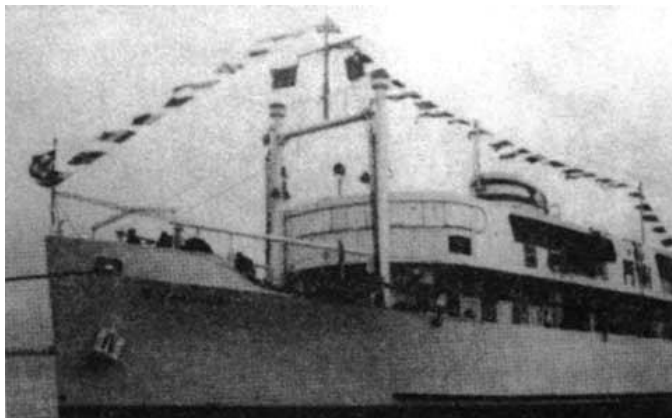
DONG FANG HONG 63 laid up upstream of Wuhan in August 1984. Kiangnan Dockyard built around ten similar ships in the 1920s (Donald Anderson).

DONG FANG HONG 64

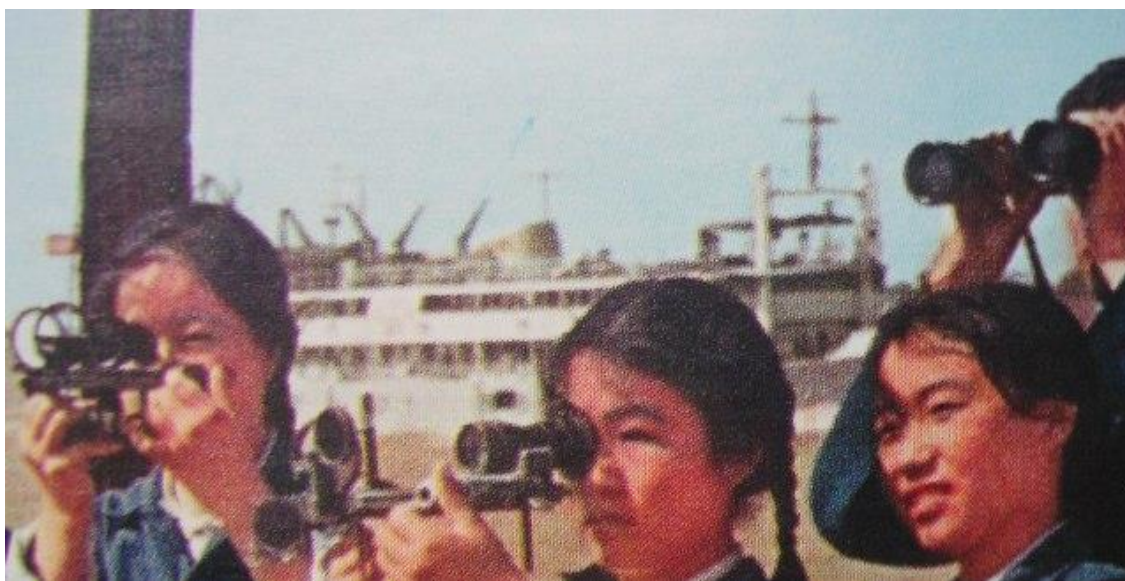
Name DONG FANG HONG 64 worn by former Ming Sung S.S. Co. CHING MEN (909/48-9 160.2 x 33.0', 2xM each 12 cy GMC Cleveland, Oh. geared to 2sc.), Geo. T. Davie & Sons Ltd, Lauzon or KUEI MEN (903/48-9 161.3 x 33.0', 2xM each 12 cy GMC Cleveland, Oh. geared to 2sc.) St Lawrence Metal & Machine Wks Inc., Quebec l'd as WAN CHOU.



Sister CHIEN MEN of Ming Sung under the Canadian flag (SK colln).



CHING MENG (<http://60.250.180.26/ss/6242-6.html>).



Former CHING MEN or KUEI MEN on the Yangtse (*The Yangtse River*).



DONG FANG HONG 64 at Yunyang, Chungking in 1972 (Internet).



Former CHING MEN or KUEI MEN in retirement (ex DONG FANG HONG 64).

DONG FANG HONG 65

(It may be presumed the identical sister to DONG FANG HONG 64 was named DONG FANG HONG 65.)

DONG FANG HONG 102

Tentatively identified as KANGTING 康定 646/24 (150.0 x 26.5', 2-sc, T3cy/56 nhp, 2xWTB mfd. 1917) Built by Kiangnan D. & Eng. Works, Shanghai for Yangtze Rapids S.S. Co. Ltd, Shanghai (U.S. flag) for Upper Yangtse as CHI PING. 5/35 sold to Taikoo Chinese Nav. Co. Ltd, London r. KANGTING. 1942 t/f to CNC, moored at Chungking. 1948 sold to Chu Wei Sung (formerly C.N. Co.), subsequently under control of PRC. Photographic evidence suggests late-1966 r. DONG FANG HONG 102. 1989 seen ashore at Chongqing by former Swire personnel as storage vessel. NFI.



KANGTING (Wikiswire).



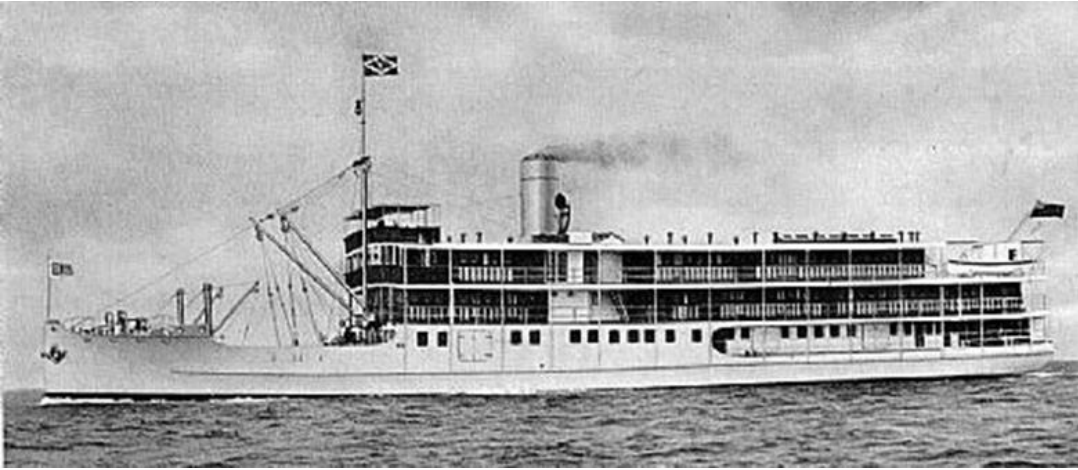
Post-1966 DONG FANG HONG 102 (yycqc.com).

DONG FANG HONG 103

Reported towing 20 lighters in the period January-May 1961 when best suited to towing five to seven lighters. NFI.

DONG FANG HONG 109 868/22 (203.9 x 33.0', 2-sc, T6cy)

Built by Yarrow & Co. Ltd, Glasgow/Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for Mackenzie & Co. Ltd, Hong Kong for Upper Yangtse as WANHSIEN 万州. 1925 sold to China Nav. Co., London. 30/8/26 seized at Wanhsien by Chinese troops of General Yang Sen - 5/9 recovered after attack by British naval party. 1930 t/f to TCNC. 2/41 sold to Ming Sung Industrial Co. Ltd. r. MING WAN. 12/41 reported sunk at Hong Kong. Raised c.1946, returned to Yangtse and subsequently to Yangtse Shipping Bureau, refitted with larger superstructure. 1966 r. DONG FANG HONG 109. NFI.



WANHSIEN as originally conceived (Clydesite).



WANHSIEN at Ichang (Warren Swire coll).



DONG FANG HONG 109 in the Cultural Revolution period (photosanxia.com).

DONG FANG HONG 233

Vessel seen with laid up river steamers upstream of Wuhan in 8/84. More modern appearance and higher number suggests a post-revolution vessel, but layout and size match DONG FANG HONG 302, suggesting this may be a reconstruction, possibly matching one of the four 168' motorships built at Shanghai in 1929-30 for Hoong On S.N. Co. Ltd).



DONG FANG HONG 233 moored outside of two larger steamers, upstream of Wuhan 4/84 (Donald Anderson).

DONG FANG HONG 302 (Based in Wuhu, ex name not known. May be one of four 168' motorships built at Shanghai in 1929-30 for Hoong On S.N. Co. Ltd).



Photo of "fishing vessel" sold on kongfz.com in 2014



At Wuhu published 1980 (Xinhua).



Photographed at Wuhu 9/10/83 (Leroy W. Delroy [Jr.@Flickr](#)).

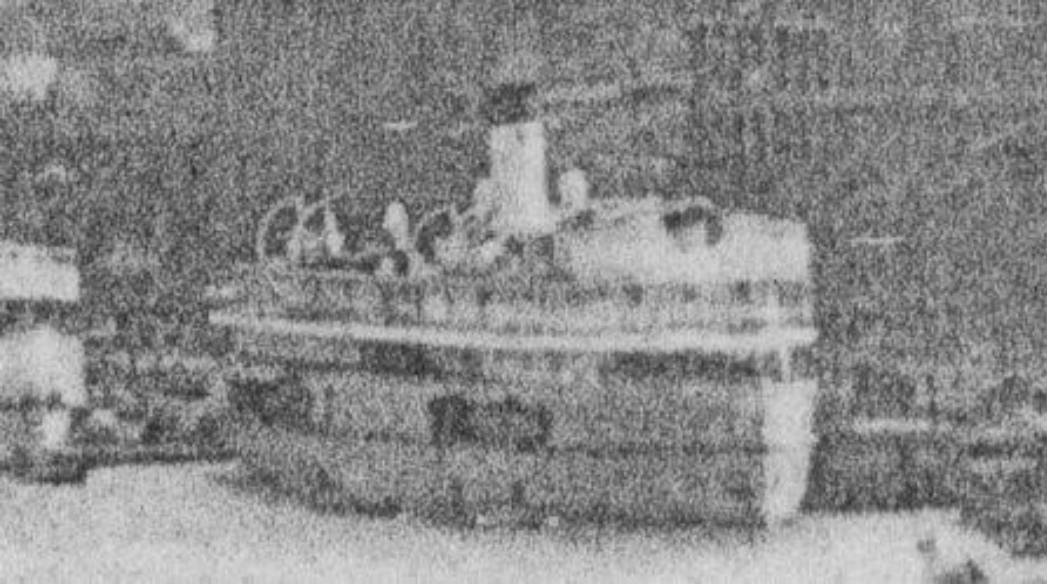
DONG FANG HONG 401

2868/05 (278.2 x 42.9', T3cyl x 2, 136 nhp, Caillard & Co., Havre)

Built by At. & Ch. de France, Dunkirk for Cie. Asiatique de Nav. (Racine, Ackermann & Co., Shanghai mgrs), Dunkirk for Yangtse River as LI-MAO. 6/11 on bankruptcy of owners ICSNC/CNC/China Merchants S.N. Co. acquired 1/3 shares r. LUEN HO. 12/11 sold to Jardine, Matheson & Co. Ltd, London. 8/12 t/f to Luen S.S. Co. Ltd (Indo-China S.N. Co., mgrs), Hong Kong. 7/29 sold to ICSNC. 10/34 sold to Ning Shin S.S. Co. Ltd, Shanghai r. MING SHIN. 1938 t/f to Cia Italiana di Nav. (Chinese-Italian Nav. Co.), Shanghai (Italian flag) r. ENNA. 9/43 presumed seized by Japanese. Late 1945 recovered. 1947 t/f to San Peh S.N. Co. Ltd, Shanghai r. MING SHIN. 1948 t/f to Hoong On S.N. Co. Ltd, Shanghai. 27/12/49 on voyage Shanghai-Hankow bombed and set on fire by Nationalist aircraft – 29/12 fire extinguished. 5/4/50 refloated. RLR 1958/59 but photographic evidence suggests refitted for Yangtse Shipping Administration and 11/66 r. DONG FANG HONG 401. 8/84 still in service, NFI.



LI-MAO or sister in early Cie. Asiatique de Nav. colours (Swire).



LI-MAO or sister in grey-hulled Cie. Asiatique de Nav. colours (SK*).



Bunkering (?) LUEN HO (Billie Love colln, UoB).



LUEN HO or sister LUEN YI (Warren Swire colln).



LUEN HO, image reversed for comparison purposes (*Virtual Shanghai* ID15080).



1970s view of DONG FANG HONG 401 (*The Yangtse River*).



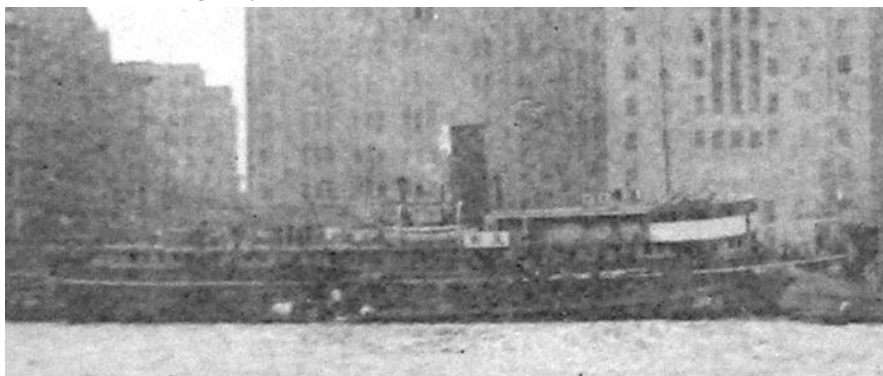
August 1984 DONG FANG HONG 401 with further modifications, last steam-powered Yangtse passenger vessel working out of Shanghai (Donald Anderson).

DONG FANG HONG 402

Believed to be ex-HUNG TA or LUNG TA 1372/24 (213.0 x 34.0', single sc, T3cy)
Built by Kiousin S.B. & E.W., Shanghai for Ta Tung S.N. Co., Shanghai as HUNG TA or LUNG TA. Both still existing late-1940s. Photographic evidence suggests refitted for Yangtse Shipping Administration (as JIANG HUNG or JIANG LUNG?) and 11/66 r. DONG FANG HONG 402. 8/84 still in service, NFI.



LUNG TA at Shanghai prewar (SK*).



HUNG TA, autumn 1945 (SK*).



DONG FANG HONG 402 in 1982-83, lower deck openings seem to match vessel above (Chris Mackey).



DONG FANG HONG 402 at Shanghai in June 1982 (Chris Mackey).

DONG FANG HONG 403

Visual appearance suggests KIANG AN (ref. DONG FANG HONG 10). Also 1971 sighting at Shanghai coincides with timing of former KIANG AN being taken over by the Yangtse River Administration for reconstruction into DONG FANG HONG 10. Military-type numerals larger than for other vessels.





Partitioning of KIANG AN shows several points of coincidence with DONG FANG HONG 403.
(KIANG AN images are reversed for comparison) (*YouTube* - Shanghai & Beijing, 1971 Part 1).



Likely DONG FANG HONG 403 at Pootung in 1973 (Harrison Forman, UWM Libraries).

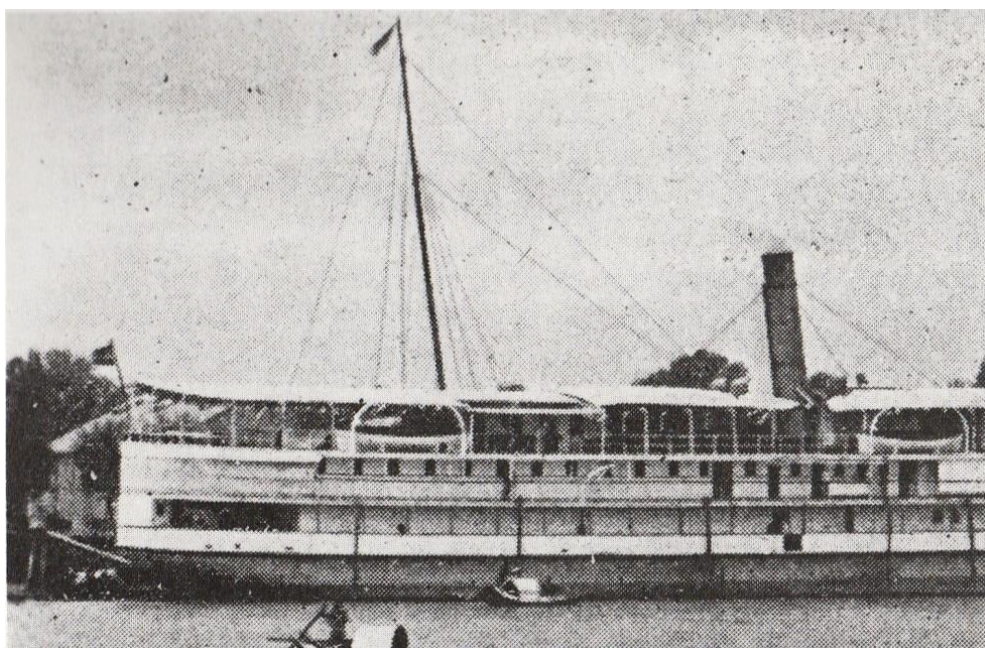
DONG FANG HONG 404 (last digit surmised)

Appears in 1983 photos at Shanghai (reproduced immediately below). Three deck steamer, rounded stern. Layout and size consistencies with ex-SUI TAI (details in final section below), although built up when compared with prewar.





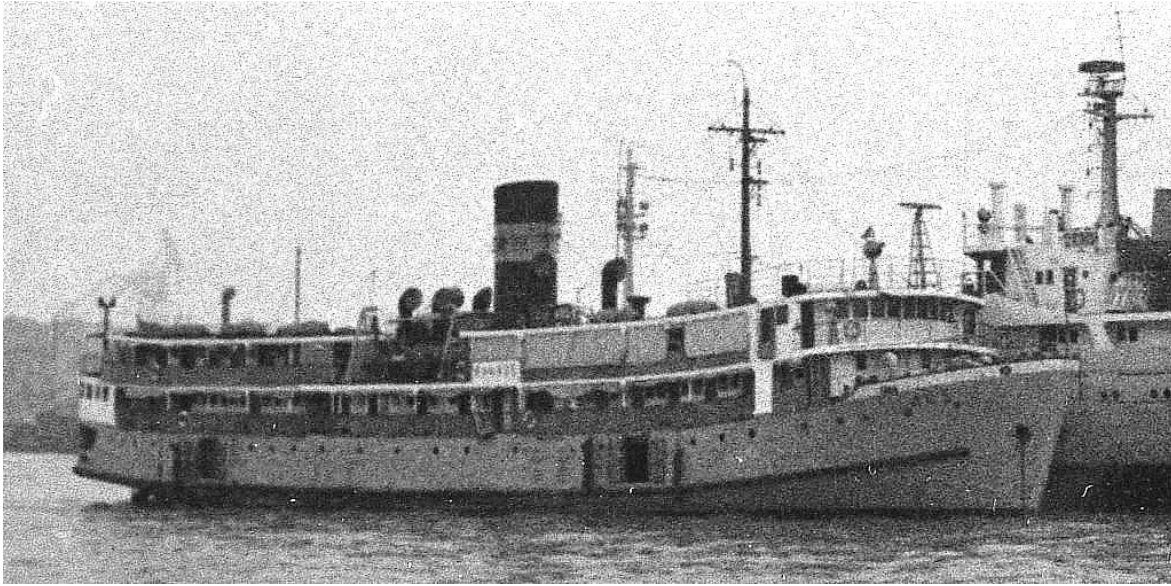
(Above two photos at Shanghai 1/10/83 by Leroy W. Delroy Jr.@Flickr)



Consistencies with SUI-TAI original appearance (based on a reversed photo of SUI-TAI).

DONG FANG HONG 405

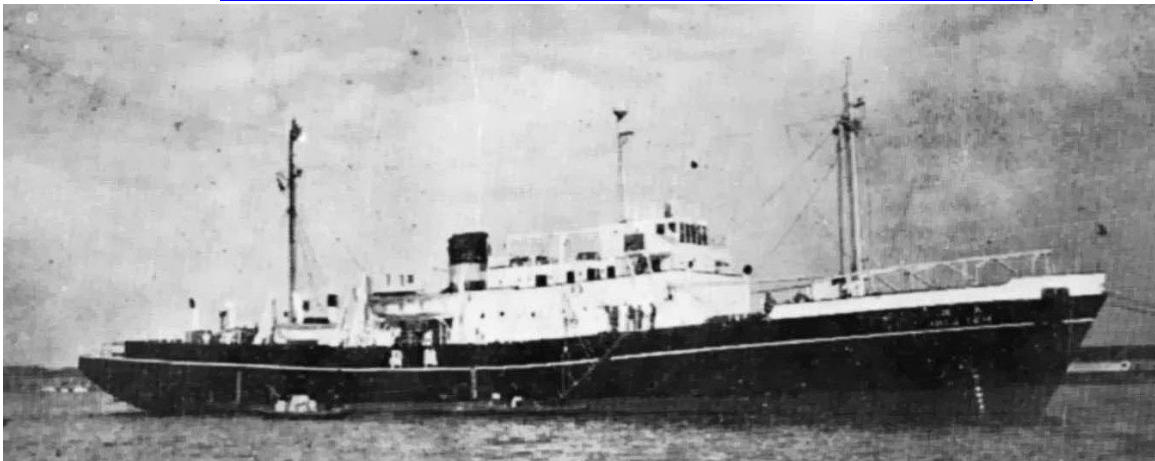
Reconstructed three deck steamer, photographed probably at Shanghai in 1987 by the late John Blake, but not observed otherwise. Greater sheer than normally seen on Yangtse river vessels suggests intent for ocean voyaging but does not match known Chusan and Ningpo steamers. In terms of overall size and shape, there is some consistency with the RN/RCN 'Castle' class corvettes, of which China coast merchant conversions HMCS BOWMANVILLE and possibly HMCS COPPERCLIFF came under PRC control and final fates are not known. However, the middle and aft sections appear to have lesser sheer and a prominent strake just above the waterline that may not match the sleek shape of a 'Castle'.



DONG FANG HONG 405, origins of which are not known (Alan Lee colln).



'Castle' class corvette design which became the basis for several passenger ship conversions on the China coast (https://againstallodds.fandom.com/wiki/Castle_class_corvette; IWM).

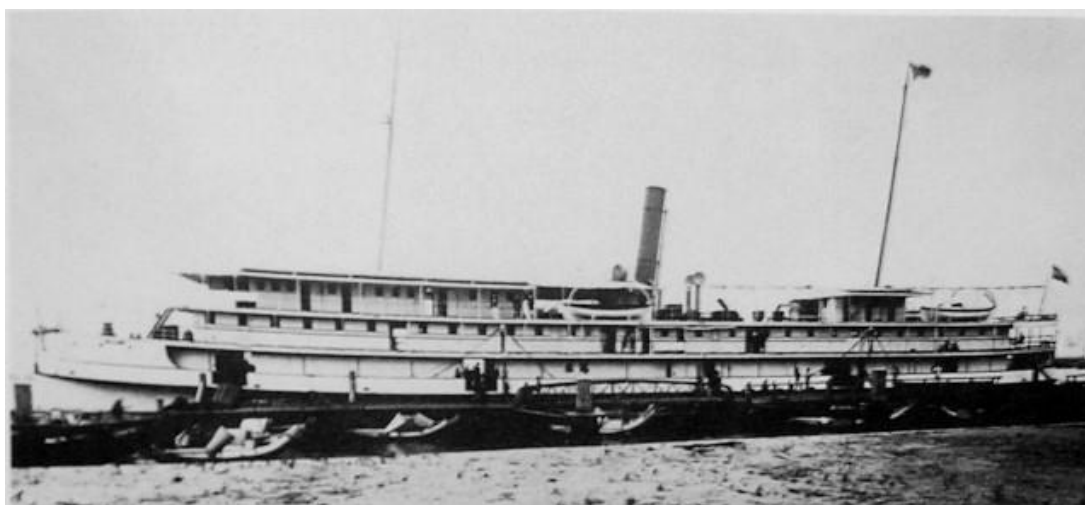


'Castle' class Chinese merchant conversion HSI LING in the 1940s – image reversed for comparison purposes (Yao Kaiyang colln).

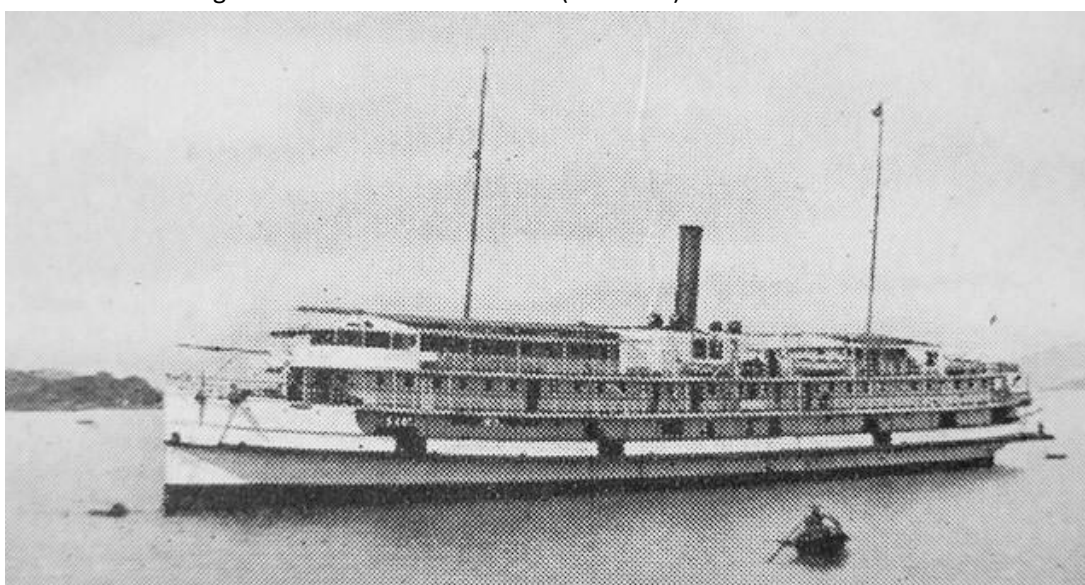
Former name known, but DONG FANG HONG number not known

Ex-SUI-TAI 瑞泰 1682/99 1265/99-10 (238.0 x 30.1', 2-sc, T6cy/96 rhp)

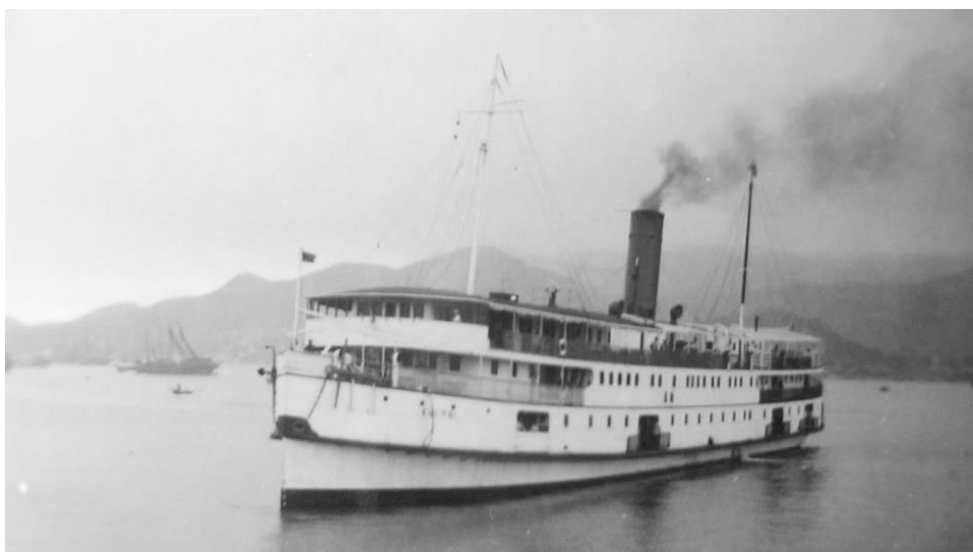
Built by S.C. Farnham & Co. Ltd, Shanghai for Rickmers Rhed. A.G., Bremen for Shanghai-Hankow trade as SUI-TAI. 1901 sold to Hamburg-Amerika Paketf. A.G., Hamburg. 12/06 sold to Hong Kong, Canton & Macao S.B. Co. Ltd, Hong Kong for Hong Kong-Macao trade. 24/8/28 gutted by fire at Hong Kong - rebuilt. 1937 sold to San Peh Steam Nav. Co. (reg. owner N.J. Asquith, Hong Kong). 8/12/41 scuttled at Shanghai but raised by Japanese r. JOSAN MARU. 14/9/44 badly damaged by US aircraft at Tayen, Yangtse but late-1945 recovered and reverted to San Peh Steam Nav. Co. as SUI-TAI. Reconstructed by Yu Kong Shia shipyard, superstructure reduced and cargo hatches added. 4/46 reg. t/f to Shanghai. 1948 t/f to Hoong On Steam Nav. Co. Ltd 195? presume taken over by Yangtse Navigation Bureau, possible name CHIANG SUI and plausibly 11/66 renamed in DONG FANG HONG series. RLR 1959 as SUI-TAI.



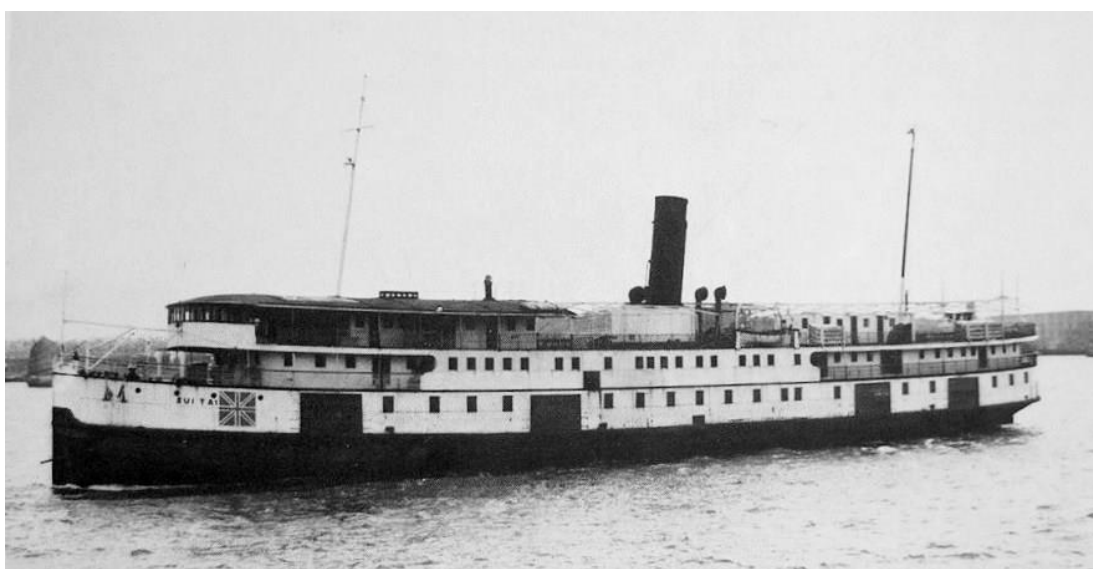
SUI-TAI on the Yangtse in the 1900s for Rickmers (A. Kludas).



SUI-TAI in service in the Pearl River for HCMSB (HCMSB booklet).



SUI TAI as rebuilt after 1928 fire (SK*).



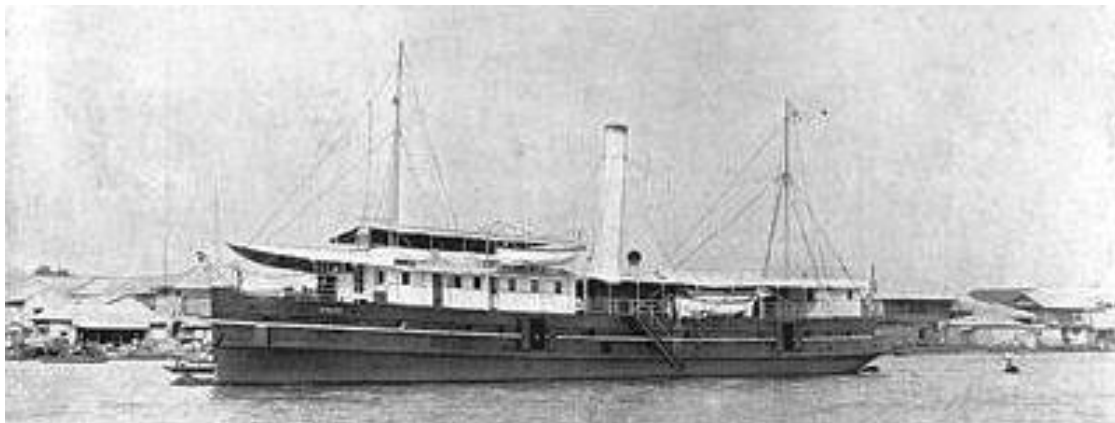
SUI TAI at Hong Kong in September 1939 (D.Gammon*).



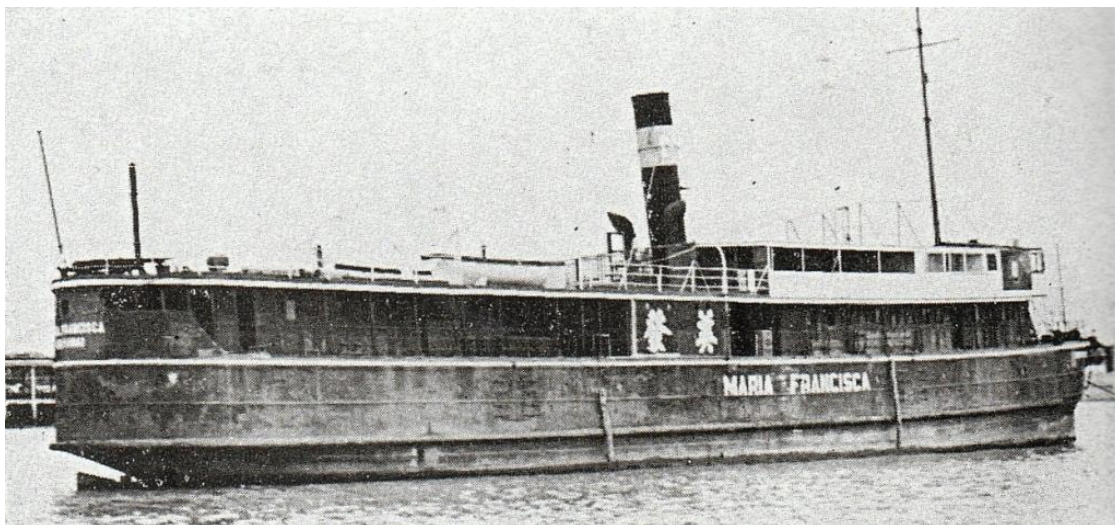
SUI TAI reconstructed following 1944 bombing, with a thank you message to the shipyard (SK colln).

Ex-JUI PING (1903-07) 534/00 (160 x 24.6', T3c/29 nhp)

Built by S.C. Farnham, Boyd & Co. Ltd, Shanghai for own account as COLUMBIA. 13/7/03 arrived from Manila and laid up at Shanghai. 11/03 sold to ICSNC. 6/07 sold to D/S Ges. Russ (East Asiatic Co.), Vladivostok r. SIBIR. 10/8/10 sailed Shanghai for Bangkok where t/f to Siam S.N. Co. Ltd, Bangkok for Gulf of Siam trade r. KRAT. 1925 sold to Foo Shing S.S. Co., Shanghai r. JUI PING (gt 591). Ca. 1938 transferred to Portuguese flag, r. MARIA FRANCISCA, unofficial Chinese name 美發 (MEI FA). By 12/41 t/f to collaborationist Chinese flag. Evidently still existing 1945, mid-1949 under control of People's Republic of China. RLR 1955/56 'no further information'. [1934 to 1938 in The China Yearbook for Hu Shing S.S. Co. (1934 entries reflecting 'Statistics of Shanghai' 1933).]



KRAT, evidently in Bangkok (<http://snesejler.dk/bill80.htm>).



At Shanghai c.1940 showing names MARIA FRANCISCA and 美發 (MEI FA), collaborationist Chinese flag but owned by Portuguese (*Sekai Shosen Yoran* p.263).