

WILLIAMSON & COMPANY LTD

Wing Hong Co. Ltd (1922)
Ling Nam S.S. Co. Ltd (1927)
Foo Hong S.S. Co. Ltd (1930) Kin Hong S.S. Co. Ltd (1930)
Wing Ning S.S. Co. Ltd (1931) Shun Hong S.S. Co. Ltd (1935)
Inch S.S. Co. Ltd (ISSC) (1947)

also Douglas S.S. Co. Ltd (Douglas Lapraik & Co. mgrs) – see separate documents in PDF form at
oldchinaships.com under Hong Kong tab

SHORT HISTORY & ILLUSTRATED FLEET LIST

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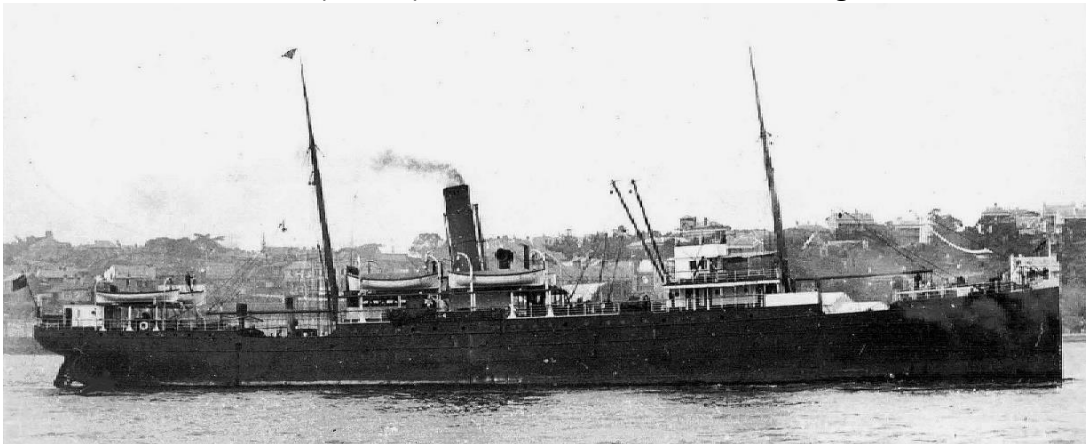
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Stewart Williamson and his Shipping Interests

Better known as ST, Stewart Taylor Williamson was born in Auckland, New Zealand on 1 August 1888 to Scottish-born parents, James McFarlane Williamson, railway guard, and Annie Magdalene (nee Wilson), who had married in Auckland in January 1886. His older brother Robert James died in September 1905 at age 18. ST started out as an apprentice in Wellington with engineers and boilermakers William Cable & Co. (Cables). Later he served as a marine engineer with the Atlantic



Union S.S. Coy's MANAPOURI at Sydney, 1900s (SLNSW).

Transport Company. By the outbreak of World War I he had joined the Union Steam Ship Company and in mid-1915 was Third Engineer of the elderly passenger liner *Manapouri* (1882) for her delivery voyage for Moller & Co. from New Zealand to Shanghai. The ship sailed via Timaru (30/6), Sydney (11/7) and Newcastle (24/7) with 768 tons of bunkers and a consignment of 989 tons of coal for Cebu en route with freight and passengers to Osaka and Kobe, thence via Moji for coal to Shanghai. Because the two senior engineers signed off during the voyage, by the time *Manapouri* reached Shanghai on 5 September, ST was Chief Engineer just a month after turning 27. At the end of October *Manapouri* was time chartered to the newly formed Hongly Steamship Company for the South China-Straits passenger trade. If as likely ST stayed with the ship it would have been good experience of local trading.

By 1918 ST had become Marine Superintendent for Moller & Co. in Hong Kong, identified in the Jurors' List as 'living on the premises'. At age 29, on 20 March 1918 in Shanghai cathedral he married Miss Clarice Louise Leslie of Sydney. Eric Moller hosted a small luncheon for the bridal couple at his home in the French Concession, after which they departed by motor houseboat for an up-country honeymoon (NCH, 23/3/18). Williamson was reported as being the Manager of Moller & Co. (HK) Ltd. In 1920, on the side, he set up his own firm, Williamson & Co., and as such became a subscriber to Lloyd's Register. In the Jurors List of that year he identified as Director, presumably of Williamson & Co., now residing at the Hongkong Hotel. Finding that there was a shortage of ships to carry rice from Saigon to Hong Kong, he seems on his own account to have chartered Japanese ships returning empty from Singapore, where they had unloaded cargoes of Miike coal for the Royal Navy. It may have been a dispute as to whether these charters were on his own or Mollers' account that caused him to leave Mollers as of 31 October 1921, not entirely amicably, by which time the firm was in financial difficulty. Williamson, however, had accumulated sufficient capital to open his own business. The public notice in the 'South China Morning Post' of his resignation from Mollers was immediately followed by announcement of his opening his own business: 'I have established myself as a Ship Agent, Coal and General Merchant as from First November 1921, S.T. Williamson, 4th Floor, Union Building' [SCMP, 2/11/1021]. The 1923 Jurors List identified him as Principal, now living amongst other well-off Europeans on The Peak.

To carry coal for this bunkering business, in late 1922 he purchased his first ship, the large though by no means new *Wing Hong* (1898) A year later he bought the turbine steamer *Lama*, built for British India S.N. Co.'s Gulf trade, and the American hospital ship *Repose*. The latter was fitted with *Lama's* boilers and sold to Douglas S.S. Co. as *Hai Ning* (1924-37). Formed in 1882, Douglas S.S. Co. was a well-respected local firm that served the China Coast ports of Swatow, Amoy and Foochow. The managers, Douglas Lapraik & Co., were so impressed with Williamson's refit of *Hai Ning* that they appointed him Marine Superintendent. As Williamson & Co. he worked from the same building on 20 De Voeux Road overlooking the waterfront and the Douglas S.S. berths at Blake Pier – in the 1930s both parties would relocate to the P&O Building on Connaught Road. Williamson fitted *Lama* with diesels from an American submarine and in July 1926, while she was still in refit, sold her to Sverre Berg (X-ref) of Hong Kong for charter in the China-Straits deck passenger trade as *Svale*.

With the proceeds from these two conversions, Williamson next bought the ex-German passenger liner *Ling Nam*. Built as the *Feldmarschall* for the Deutsche Ost-Afrika Linie, she had been captured at Dar-es-Salaam in 1916 and been recommissioned as the British troopship *Field Marshall*. In late 1922 she

had passed to the Chunghwa Navigation Company which, for a partly charitable purpose, sought to open a line between Hong Kong, Australia, New Zealand and South America to repatriate elderly Chinese who had been indentured as labourers for mines and railway construction in Peru and Chile. As *Ling Nam*, she made five round voyages from Hong Kong before the sixth sailing was cancelled in May 1925 and the ship laid up. After creditors had seized the ship, Williamson acquired her and refitted her for charter to Chinese syndicates for the South China-Straits trade, in which *Wing Hong* had latterly been employed. With a certificate for 2,300 unberthed passengers, *Ling Nam* became the outstanding ship in the trade. After barely a year in service she was bought by the Ho Hong S.S. Co. of Singapore and sailed under their flag for another twenty years. With funds from the sale of *Ling Nam*, Williamson purchased two New Zealand colliers, *Kittawa* and the turret steamer *Koromiko*, after which *Wing Hong* was sold for breaking up.



LING NAM in prior Chunghwa colours manoeuvring at Sydney (PIC/15611 Fairfax archive).

When the Depression caused ships to be laid up and prices for secondhand tonnage to collapse, ST took the opportunity to buy more colliers from the Union S.S. Co. of New Zealand. On 4 January 1930 he arrived at Sydney by *Changte* en route to New Zealand along with two masters who were to take command of *Kaiapoi* and *Kaitangata*. In August there followed *Kamo* and in May 1931 *Kaituna* and *Kamona*, whose post-delivery refits were supervised by Williamson. *Kaiapoi*, *Kaitangata* and *Kaituna* were sisters, built for France Fenwick & Co. of London, and Williamson would have been familiar with them from his time on the New Zealand coast. None of the five ships was renamed. Because trade in the Far East was also depressed all five ships at first spent quite an amount of time swinging at the buoys in Hong Kong Harbour. Nevertheless, Williamson had made a good bargain and when trade picked up they gained more regular employment. There was a wide variety of trades. Rice was carried from Saigon, Bangkok or Rangoon to Hong Kong and Canton, coal from Campha (Vietnam), Palembang, Samarinda, Keelung or Pukow on the Lower Yangtse to Hong Kong and Manila, timber logs from the Philippines or Borneo to Hong Kong and Shanghai, salt from Hainan to China and anything else offering. Most masters, mates and engineers were Australians or New Zealanders who were unable to find employment at home and sailed north when their ships were sold to try their luck on the China Coast

where they were grateful for any job. Many experienced masters served as first or second mates. In 1932 Williamson bought out a major interest in Douglas Lapraik & Co., General Managers of the coastal liner operator Douglas S.S. Co. Ltd (DSSC) for whom, as mentioned, he had been working as Marine Superintendent. Williamson's *Svale* (Norwegian = 'swallow' - ex *Lama*) sometimes relieved DSSC vessels on the coastal trade from Hong Kong to Swatow, Amoy and Foochow. *Svale* had been bought back in 1931 for use in the coastal deck passenger trade but almost immediately was chartered to the Chinese Government to carry troops from Canton to Ningpo as defence against Japanese invasion. She also did charters to Singapore and Penang with deck passengers. In 1934 she was wrecked on Breakwater Reef in the White Dogs Islands off the mouth of the Min River, about two or three hours after she had sailed from Foochow. The 180 passengers were removed by a Customs cruiser and the crew transferred to another ship, leaving only a skeleton crew of officers and men. To their misfortune, the inhabitants of the islands turned out to be part-time pirates. After they had been staved off for two days, the wreck was abandoned. When the officers returned from Foochow 24 hours later, they found to their amazement that the wreck had been stripped bare of everything movable, woodwork, copper piping and wiring. Nothing more could be done and the wreck soon disappeared. To replace *Svale*, Williamson bought the veteran *Seistan*, formerly known on the Australian coast as *Innamincka*. Since sailing East she had mostly been used to carry Indian and Chinese labour to and from the sugar-producing islands of Mauritius and Reunion in the Indian Ocean. Although re-engined in 1923, she was little changed externally apart from the enclosing of the front of the deck below the bridge to provide a bedroom for the master. Despite her forty-odd years she was still a useful vessel and able to maintain twelve knots on a moderate coal consumption. The China coast trade having improved, she was used mostly on a ferry service between Hong Kong and Swatow for DSSC, to whom she was sold in 1937.

Between 1935 and 1938 Williamson bought six larger ships and sold his existing fleet, with the notable exception of *Kaitangata*, which in October 1937 while on charter to Socony Vacuum burned out in the South China Sea after an explosion in a cargo of aviation fuel. Two of the new ships had extensive 'tweendeck passenger spaces: *Sagres* had formerly traded between Calcutta and the Andaman Islands as Asiatic S.N. Co.'s *Maharaja*, while *Cape St Francis* had originally been the Nourse coolie ship *Sutlej*. The other four ships were plain freighters.

In 1937 Williamson also became involved as Manager of the good tramp steamers *Kenilworth* (1918) and *Silksworth* (1922), both on long-term charter to Yamashita K.K. Built for British owner R.S. Dalglish, they were sold in April 1937 to American Securities Corporation (ASC) and registered in Shanghai, then almost immediately transferred to Foreign Investments Ltd, a nominee company registered in Hong Kong in August 1936 as #1386 by the Hongkong & Shanghai Bank. The beneficial owners were obscure but can be ascertained by Proquest search of the Shanghai press. President of ASC was financier H.F. Payne, who in 1925 had been associated with the American Bank Note Co. of Peking, latterly as Vice President of China Finance Corporation; Vice President of ASC was Father P. Cerezal, who had arrived in China in October 1909 as a missionary, been almost murdered during an affray at Pingkiang in April 1918 but by 1927 become Procurator (Treasurer) of the Augustinian Mission, which was one of the largest landowners in Shanghai's foreign settlements (China Press, 28/9/27). Cerezal apparently registered ASC with the U.S. Federal Department of Commerce around 1930 as a nominally American entity 'to handle the financial affairs of what was formerly the

Augustinian Procurate' (China Weekly Review, 8/5/37). *Kenilworth* and *Silksworth* were therefore British-flag ships chartered to a Japanese firm but registered in Shanghai to a Hong Kong nominee company controlled by an American entity whose beneficial owner was the Spanish Augustinian Mission managed by a priest who subsequently claimed to be Italian! Notwithstanding, for Williamson it would have been a simple commission business on behalf of the Hongkong & Shanghai Bank.

Like other foreign-flag shipowners on the China Coast, Williamson was not directly affected by the outbreak of the Sino-Japanese War in August 1937 and continued to do business with both sides. In mid-October 1937 the Chinese crew of the Japanese-chartered *Silksworth* refused to sail from Newcastle for Dairen (in Japanese controlled Manchuria) with flour and gypsum and were replaced by a 'scratch' crew of Australians; on arrival at Dairen on 15 November the latter were in turn replaced by Japanese, who in January beat up the master, forcing the ship to put back to Manila. The Japanese naval blockade also gave rise to various incidents. In February 1938 on her first voyage for Williamson, the old collier *Asian* was detained by the Japanese at their inspection station in the Pescadores Islands in the South China Sea before being released a fortnight later with an apology and blame placed upon the naval boarding master (*Argus*, 22/4/38). Fourteen months later *Sagres* was seized while loading sugar near Swatow for the Chinese Government and also taken to the Pescadores and detained there for some time. In the meantime, Williamson visited family back in New Zealand, arriving at Sydney on 21 April 1938 by E&A Line's *Nankin* and returning on 18 June by *Taiping*.

These were minor irritations, however, compared with what happened after Pearl Harbour. On the first day of the Pacific War, *Sagres* was seized at sea off the China Coast. Two weeks later *Forafric* was bombed and sunk off the Celebes while trying to escape south to Java. After the fall of Hong Kong, Williamson and the European staff were interned for the duration of the war. Four of the six ships which escaped seizure by the Japanese were placed by the Ministry of War Transport (MOWT) under management of the British India S.N. Co., *Leana* being torpedoed in July 1943 and *Asian* being lost by collision off Cape Comorin (India) five months later. The other two ships were *Silksworth*, which was torpedoed in April 1942, and *Kenilworth*, which was used under sub-charter from the MOWT to carry bulk cargoes on the Australian coast and by the end of the war was 'much knocked about'. *Ashridge*, which on 26 February 1942 had been the last merchant ship to get away from Tanjung Priok (Jakarta), also survived, along with *Cape St Francis* but neither was deemed seaworthy.

Williamson emerged from POW camp in August 1945 determined to pick up the threads. A man of some twenty stone before the war, he had lost a lot of weight, but his energy seemed unimpaired. Arriving in Australia en route back to New Zealand to recuperate, he was already inquiring about coastal tonnage for sale. By mid-January 1946 he was flying to London to negotiate with the MOWT over payment of wartime hire earnings for his ships, compensation for his losses, and the purchase of replacement vessels. In view of the poor condition of the three ships which survived the war, he seems to have reached an early decision to rebuild the fleet from scratch. *Ashridge* and *Cape St Francis* were sold to then British Ministry of Transport (MOT) in mid-1946 and *Kenilworth* went to Chinese buyers (C.Y. Tung) some months later. As new tonnage Williamson acquired from the MOT during 1946 a motley collection of twelve ships which must have been the cheapest available for their size. Seven were ex-United States Shipping Board (USSB) ships built around the end of World War I and transferred to Britain under Lend-Lease, two were British tramps of barely more recent vintage and one was a

thirty-year-old former Elder Dempster cargo liner that had turned up in the Far East before World War II. Only the two 'Empire Malta' type, which by early 1946 were already in the Far East, were modern seaworthy vessels. *Empire Malta*, name ship of the class, was sold within months to Jardines for the North Borneo-Hong Kong timber trade. As the other ships arrived in Hong Kong over the latter half of 1946, they were laid up in the Yaumati Anchorage off Kowloon with bleak prospects of employment.

For some months it seemed that Williamson had bought the maritime equivalent of a 'pig in a poke'. In February 1947, however, the Australian Shipping Board, in desperate need of ships to carry bulk cargoes around the Australian coast, agreed to time charter six of the ships, initially until April 1948 but then extended for a second year. Eight of the laid-up fleet were hurriedly refitted, renamed with 'Inch' prefixes after islands off the West Coast of Scotland, registered in Hong Kong to eponymous single-ship companies, and from April 1947 despatched to Australia together with their Chinese crews. The remaining three ships, whose condition was deplorable, were put up for sale: *Empire Razorbill* was sold to Greeks in April 1947 and lost by fire before she could load from the Far East, *Empire Magpie* was sold a year later to Chinese interests associated with C. Y. Tung, and *Empire Tern*, which 'no-one would touch with a barge pole', was eventually refitted by the company and joined the rest of the 'Inch' fleet, replacing a namesake that had been sold in the previous year. The block charter deal with the Australian Government was a boon for Williamson, not only gaining steady employment for the larger part of his fleet but also earning good rates that were indexed for rises in crews' wages. During this period he lived in Sydney, building up his Australian business contacts. He could not, however, persuade the Australian Shipping Board to renew their generous contract once more modern and suitable ships were available.

Williamson did not neglect his interests in Hong Kong, where Williamson & Co. Ltd was registered on 5 January 1950. ST personally held 2,997 shares, his sister Leana 1,000, Mrs Margot Marie Mullion 1,000 and her husband, London shipbroker James (Jim) Robertson Mullion, a single share. ST remained a director of the Indo-China Steam Navigation Company, whose board he had joined in 1936. Early in 1946 with E.B. Moller he gained control of the venerable Hongkong & Whampoa Dock Company, becoming its chairman in 1948. This was the culmination of a long association with the Dockyard that had stretched back to conversion of several of his early ships in the mid-1920s. He brought to the position not only a lifetime of experience as a marine engineer but also an ability to deliver custom. Quite apart from his own ships, he was no doubt instrumental in securing the contract to refit Yuill's *Taiping* for postwar service. He also held extensive interests in real estate and served as director of the Canton Insurance Office, the Land Investment Co., the soft-drink bottlers A.S. Watson & Co., the Hongkong Rope Manufactory Co., and the department store Lane Crawford. In Hong Kong he also held the official appointments of Honorary Agent for New Zealand (by 1934) and Honorary Trade Commissioner for Australia and New Zealand.

In March 1950 S.T. turned his attention to the China Coast by the purchase of two 'Jeep' class ships. The intent may have been to revitalise the DSSC service, but they were placed on charter to the People's Republic for operation between Shanghai and Foochow - the Nationalist blockade meant that the Communist Government could not use its own few ships. Not that the trade was without its hazards even for British-flag ships, which periodically were often fired upon by 'unidentified' aircraft or warships and sometimes boarded. In 1953 two more ships of the same type were acquired and this

quartette continued to play a highly profitable trade until 1959, when the Nationalist blockade was lifted and the ships were sold.

Meanwhile, ST had passed from the scene. He had suffered for some time from a heart ailment and in 1948 it had already been reported that he wished to retire. On 5 September 1950 he died suddenly of a heart attack while holidaying en route to London at Santa Margherita near Portofino on the Italian Riviera. His body was flown to the United Kingdom, where a modest funeral was held at Turners Hill parish church, Sussex on 14 September with tributes from around the world but especially from Hong Kong (SCMP, 2/10/50). No doubt the rigours of internment had taken toll of his health and made him less able to sustain the pressure of being back in full harness. He died a millionaire, a remarkable self-made man and one of the outstanding personalities of the China Coast. His success was attributed to an excellent knowledge of both ships and men combined with a shrewd head for business.

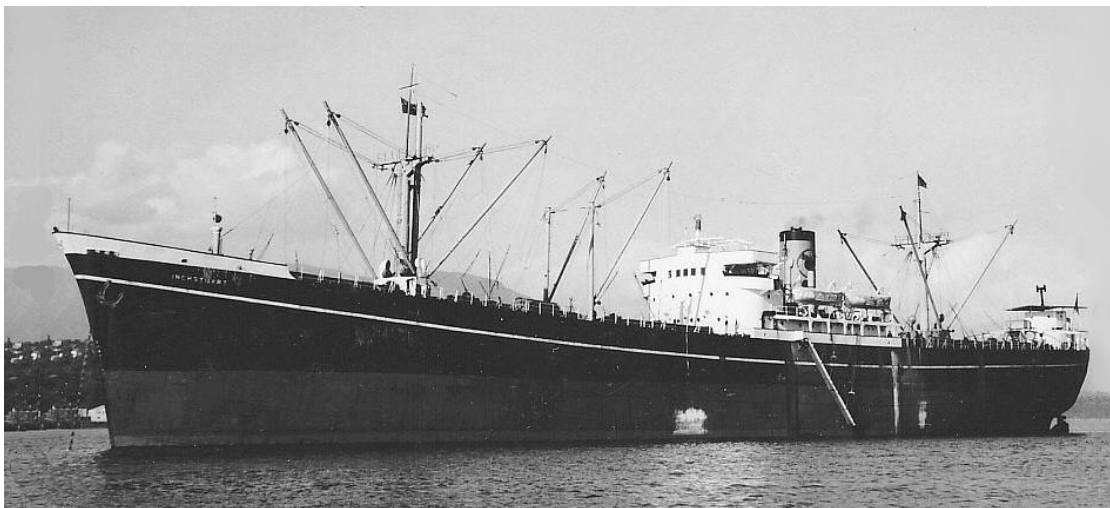
ST was survived by his wife, mother and unmarried sister Magdalene (Leana) Taylor Williamson (b. 1891), who both lived in Wellington, New Zealand. Under his will, he left a legacy of NZ\$10,000 to both his mother and sister and, through his trustees an annuity of £2000 to his mother and £1500 to his wife (SCMP, 27/11/50). Significant HK\$ bequests were made to various individuals. The residual of his estate was divided into two parts. Part A was given to his sister for the duration of her life, then to be divided into two halves, the first to be distributed among charities in Hong Kong (provided it remained under British control), the second to pass to Margot Mullion and on her death to her son Roderick Mullion (b. 1944) on his reaching age 21. Part B was bequeathed directly to Margot Mullion to pass on her death to Roderick.

After the death of his mother in April 1956, ST's personal shareholding passed to the Hongkong & Shanghai Bank (Trustees) Ltd, J.R. Mullion and a Sydney accountant (jointly). In 1958 that holding was transferred to Williamson (Bermuda) Corporation Limited. In mid-1965 it was consolidated with Leana Williamson's shareholding (which had passed in 1957 to Atlantic Union Marine Corporation of Bermuda) in Colonial Trustees (Gibraltar) Limited. After the death of Leana on 26 May 1969, the entire block was acquired by Mullion Holdings Limited of Gibraltar in November 1970.

The running of the business passed into the hands of the trustees, most notably Jim Mullion (b. Glasgow, 1904), who with his wife had been holidaying with ST at the time of his death. Mullion, who was joint principal of London shipbroker Harley, Mullion & Co. Ltd, took over as Chairman of Williamson & Co. and its associate Douglas S.S. Co. Mullion flew out to Hong Kong several times a year by BOAC to keep an eye on things. Apart from the purchase in 1953 of the second pair of 'Jeeps', however, the fleet shrank steadily through sales, scrappings, and the occasional marine casualty. *Inchkeith*, which was lost in the Andaman Islands in February 1955, was the last of the prewar-built ships. The last 'Empire Malta' type (*Incharran*) was sold three months later to join her sister in Jardine's North Borneo timber trade.

Late in 1954, Jim Mullion decided to renew the fleet with larger ships suitable for worldwide tramping. In a way reminiscent of Williamson's dramatic flourish in 1946, between the end of 1954 and 1956 the company purchased no less than 11 ships, all but one from well-known British firms. Six were 10,000-dwt 'Empire' standards and four were older tramps built between 1934 and 1940. The eleventh and

oldest ship was the coal-burning *City of Hereford* (1927), which as *Inchona* (II) was sold almost immediately to become the first ship of Y. K. Pao's now huge World-Wide shipping group. Thus by 1956 Williamson & Co. deployed a fleet of twelve ships totalling almost 90,000 dwt, consisting of eight deepsea tramps of around 9-10,000 dwt and four shortsea N3-type of around 2,800 dwt. With exception of the steamer *Inchjura* (ex *Tynebank*), all the deepsea tramps put in more than ten years hard service and must have paid for themselves several times over.



INCHSTUART at Vancouver, June 1956, to load on a Yamashita charter (Walter E. Frost/VPA*).

The new fleet traded widely across the Indo-Pacific and sometimes as far as UK/Europe or the Americas. All the ships became familiar sights in Australian ports, whether discharging timber from British Columbia, loading coal or scrap for Japan, wheat or bagged flour for Ceylon or Jeddah. Lloyd's Shipping Index (13 November 1961) gives a snapshot of their dispositions:

<i>Incharran</i>	26/10 Rangoon to Visakhapatnam
<i>Inchcastle</i>	29/7 Vancouver to Tokyo and Osaka
<i>Inchdouglas</i>	1/11 Chittagong to Mormugao (ore for Japan)
<i>Inchearn</i>	7/11 Moji to Newcastle, NSW
<i>Inchleana</i>	10/11 Yawata to Bangkok
<i>Inchmay</i>	7/10 Vancouver Is. to Nagoya (26/10 off Midway, short of fuel)
<i>Inchmull</i>	2/11 Rangoon via Singapore (8/11) for Yokohama
<i>Inchstaffa</i>	7/10 Penang for Yokohama (23/10 with engine damage)
<i>Inchstuart</i>	28/10 Moji to Newcastle, NSW

Six months later, as of 24 April 1962, *Incharran* was en route Mormugao to Yawata with ore, after a five-week wait in Tokyo Bay *Inchcastle* was at last discharging lumber from Vancouver and ports, *Inchdouglas* and *Inchstuart* were carrying rice from Rangoon to Mauritius and Durban, *Inchearn* was en route Trincomalee to Newcastle, NSW, *Inchstaffa* was in anchored at Luwuk, NE Sulawesi (Celebes) loading copra for northern Europe and *Inchmay* had just arrived at Kobe for repairs after blowing ashore at Wakayama.

There were also some time charters for liner trades. *Inchleana* (1 voy.) and *Inchstaffa* appeared briefly

on charter to British India S.N. Co. and in that company's colours. Other time charters were to Burma



INCHSTUART at Durban on Burma Five Star Line charter (D. Shackleton/T. Jones).

Five Star Line (*Inchleana*, *Inchmull*, *Inchstuart*) and Ghana Black Star Line (*Inchearn*). In March 1964 the U.S. Department of Commerce listed *Inchstaffa* among vessels trading with Cuba (probably from China) since January 1963, subsequently adding *Inchstuart*. During the mid-1960s Williamson ships were discharging at Haiphong while U.S. planes were bombing Hanoi. *Inchdouglas* was there in April 1969.

Principal Jim Mullion was always well abreast of the charter market because his main business was as a London shipbroker with a subsidiary office in Hong Kong, where Harley, Mullion & Co. (HK) Ltd was registered on 29 July 1957. Like friendly rivals Mollers and Wallem, he could take up the best forward fixtures for his own ships in terms of rates and timing before the daily offering to his clients. He had no aversion to slow-moving cargoes, which kept the ships employed. Thus in 1961/62 *Inchcastle* was 29 July 1961 at Vancouver for loading but 9 November proceeding from Tokyo to Osaka to complete discharge; 18 January 1962 she was loading again at British Columbia, then 8 March arrived in Tokyo Bay but did not go alongside until 13 April, thus two voyages in ten months. Similarly, *Inchstaffa* arrived at Makassar on 6 February to commence loading copra from outports around Sulawesi and as of 24 April was last reported as arriving Luwuk on 28 March. Whereas until the 1950s, copra had been accumulated by small coasters for shipment from the big godowns in Makassar, now tramps such as *Inchstaffa* spent weeks in the Celebes and Moluccas loading parcels of a few hundred tons, usually by lighter and a single voyage from Indonesia to Europe could take five to six months. Bagged rice (Rangoon), bagged flour (Australia), lumber (British Columbia) and loose scrap (Australia) were also slow handling both ways. Much time was often wasted at anchor waiting to load, whether rice at Rangoon or ore at Mormugao, or sometimes to discharge (as with *Inchcastle* at Tokyo) but, as far as Mullion/Williamson & Co. were concerned, the ship was still earning.

Disposal of the fleet began in March 1966, apparently following the death without heir of Williamson's sister Leana at the age of about 82. *Inchmay* and *Inchleana* were sold to the new National Shipping

Corporation of Pakistan which was then opening services to Southeast Asia and Australia. *Inchcastle* and *Incharran* were sold to Panamanian-flag operators in May and July respectively, *Inchearn* was transferred in September to the Mullion fleet and renamed *Ardstaffa*. Although Williamson & Co. Ltd remained in existence, it was just a shell company until finally struck off the Hong Kong registry on 17 August 2001.

Inchdouglas, *Inchmull* and *Inchstuart* continued to bear the familiar 'Inch' names and colours but formally they were owned by the Douglas S.S. Company Ltd, which since 1883 had been a public company under management of the associated and much older Douglas Lapraik & Co. *Inchmull* was delivered to breakers in February 1969 and *Inchstuart* in June 1969 and *Inchdouglas* traded for another year and a half until handed over to breakers in Kaohsiung in mid-November 1970. That was not quite the end of Douglas S.S. or the 'Inch' nomenclature. In the latter half of 1969 Rodney Mullion bought Tatem's 12,000-dwt, 15-knot two-deck tramp *Glanely* (1960) and as *Inchona* registered her to Douglas S.S. under continuing London registry until sold to Greek owners in mid-1975. In 1970 he further registered in London to Douglas Steamship the tankers *Terza* (19,600dwt/58 ex *Polycrest*) and *Quarta* (25,760dwt/59 ex *Gudrun Maersk*), both sold to breakers in the latter half of 1976. The public company, however, was not dissolved until June 1987. Jim Mullion died the following year on 12 May 1988 at Gibraltar at age 84.



INCHONA ex GLANELY arriving at Rotterdam, 1 July 1974, the last 'Inch' (M. Cranfield coll.).

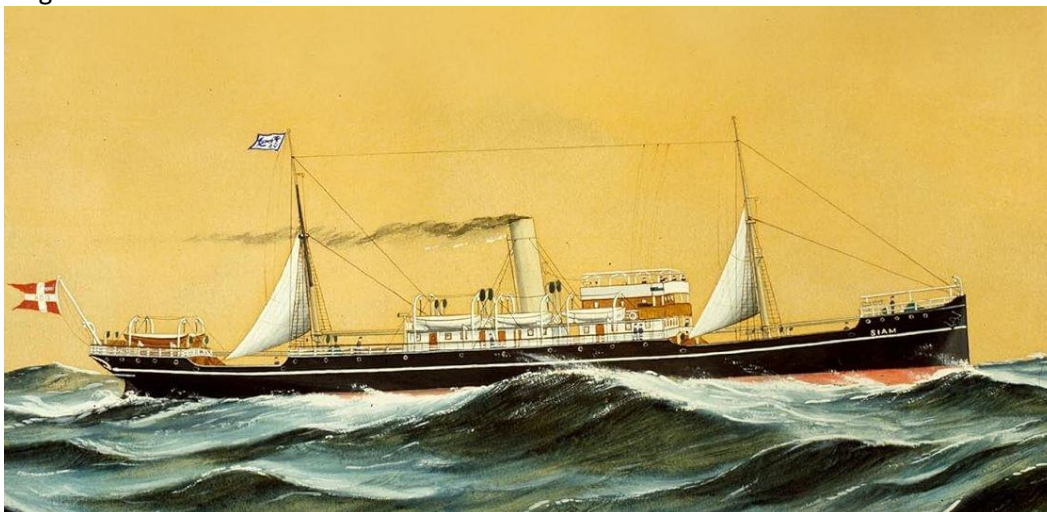
Sources

Information has been obtained from the Registrar of Companies and Register of Ships in Hong Kong and, by courtesy of Mr. T.S. Stevens, the Australian Archives at Brighton (Vic.); from *The Hongkong Weekly Press* and *South China Morning Post* (including the obituary of STW on 7/9/50); and from former company personnel, especially Vince Broome, R. Murray and Peter Foxley. The text has been updated with family details from Ancestry, WikiTree and Jurors Lists available at <gwulo.com> Further detail for the fleet entries has been sourced from Board of Trade records in the BT-389 series (wartime movements), W.H. Mitchell & L.A. Sawyer, *The Empire Ships* (2nd edn, 1990), from Trove (Australian press), <eresources.nlb.gov.sg/newspapers> (Singapore press) and Proquest (Shanghai press) and the Schell registers by year of build.

Fleet List

WING HONG (1922-29) 4190/98-2 (370.0 x 46.3', T3cy/369nhp/11k)

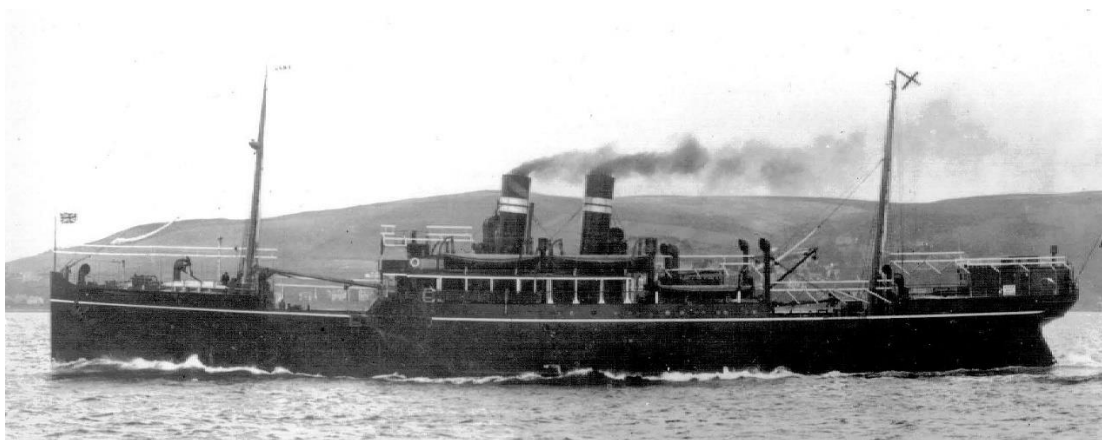
Built by Flensburger Schiffsb. Ges., Flensburg (#175) for A/S Det Østasiatiske Kompagni, Copenhagen to inaugurate Bangkok line (twelve 1st class and tweendeck pass., 6,000t cargo) as SIAM [O.S. Johannesen, *The EAC Fleet*, 2003]. 1901 t/f to Europe-Shanghai-Manchuria (later also Vladivostok) line. 8/12 sold through T. Yoshida to Kishimoto Shokai Goshi Kaisha, Dairen r. DAIREN MARU. 7/17 struck rocks (location unknown), flooded in forepeak and No. 1 hold, 8/17 refloated by Tokyo Salvage Co. and repaired. 7/18 o/c NYK for Japan-Calcutta line, 2-12/19 in transpacific service. 1920 sold to Madrigal & Co., Manila r. ANTONIO. 15/6/20 o/v Manila-Newcastle (NSW) ashore on Pipon Reef, Cape Melville (N. Qld), 1/7 refloated, to Sydney for repairs, 14/8 sailed Newcastle (coal) for Manila. 1922 sold to STW and 2/23 r. WING HONG, 4/23 reg. at Hong Kong for Wing Hong Co. Ltd. 2/26 master, surgeon and Chinchew fined \$500 for smallpox quarantine breach at Singapore, chinchew jailed for 3 months. 9/26-3/27 under mortgage to Hongkong & Whampoa Dock Co. Ltd. 12/25-1/29 deployed in S. China-Straits deck passenger trade, sometimes backloading from Rangoon or Calcutta. Mid-2/29 rep. sold through Berg & Co. for ¥115,000 to Kitagawa & Co., Osaka for 4/29 delivery at Osaka for demolition, actual delivery 5/29 and 14/6/29 register closed on advice from consul in Osaka.



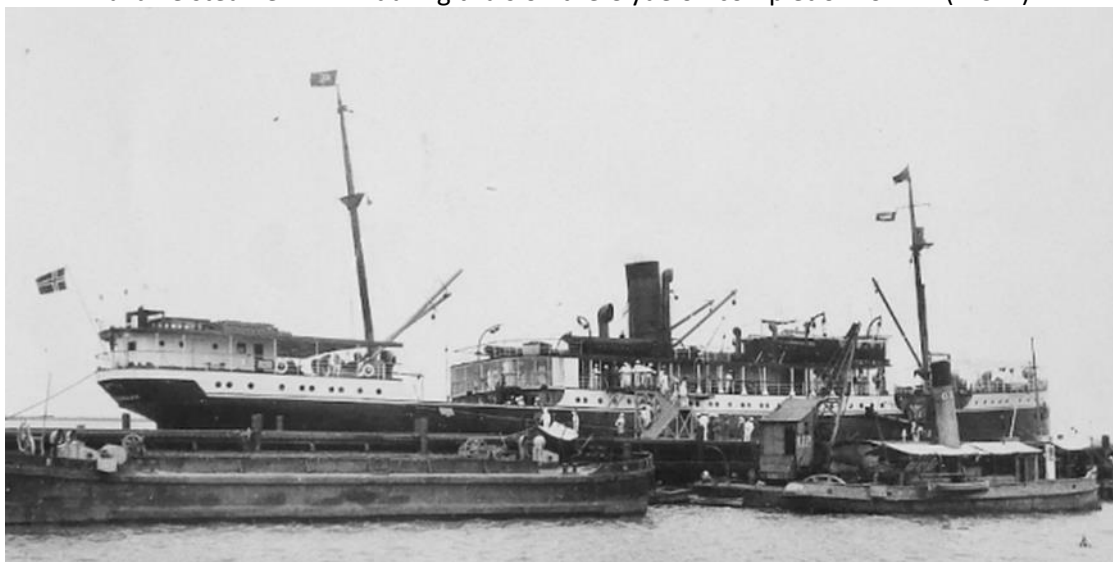
Painting of WING HONG in original guise as Danish SIAM (National Maritime Museum, Helsingør).

LAMA (1923-26) 2198/05-3 (275.8 x 44.1'; E (1926): 2x6cy/298nhp)

Built by Wm. Denny & Bros. (#731), Dumbarton with three steam turbine engines (450rhp/16k) by Parsons Marine, Newcastle for British India S.N. Co. Ltd, London for Calcutta-Rangoon line but until 1907 running Bombay-Karachi, then Colombo-Tuticorin [Laxon]. 4/11 t/f to weekly Singapore-Port Swettenham (for KL)-Penang mail line. 7/15-1/18 requisitioned as Armed Boarding Steamer (Persian Gulf and Red Sea), then Calcutta-Chittagong line. 8/23 sold for £6,500 to S.T. Williamson, Hong Kong and 6/24 reg. at Hong Kong. 10/25 t/f to Shun Hong S.S. Co. 1926 fitted by Hong Kong & Whampoa Dock with diesel engine (built 1917 by McIntosh & Seymour Corp., New York) from former U.S. submarine. 7/26 while still in refit sold to Skibs. A/S Nidaros (Hansen & Berg mgrs), Trondheim r. SVALE and employed on charter in South China-HK-Hoihow-Straits passenger trade. Late 1928 t/f to Skibs. A/S Nidareid (Sverre Berg mgr) and 9/29 on charter in Macao-Timor line. 4/31 sold to Wing Ning S.S. Co. (Williamson & Co Ltd, mgrs), Hong Kong and reverted to S. China-Straits trade, also relief for Douglas S.S. Co. 2/34 switched from HK-Swatow to HK-Foochow line to replace damaged *Haining*. 11/3/34 at 2010 hrs wrecked on Breakwater Rock near White Dogs Is. in Min River (25.58N 119.51E) outbound in fog from Foochow to Hong Kong, all passengers and crew rescued by Chinese Maritime Custom's *Ping Hsing* (1880), ship quickly stripped by pirates before breaking up, CTL with no prospect of salvage.



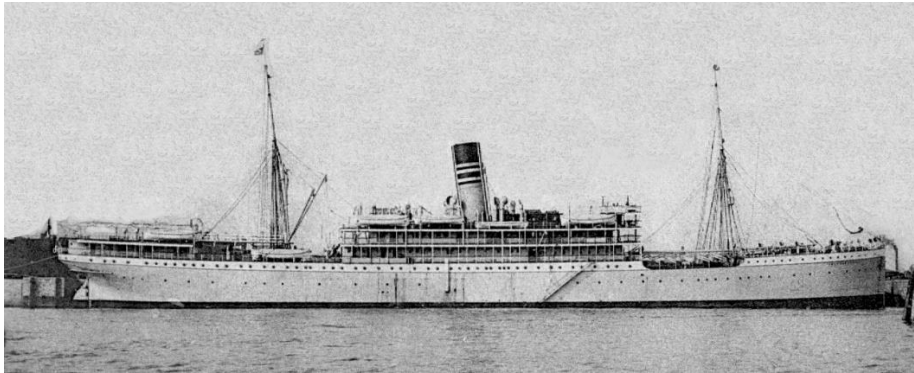
Turbine steamer LAMA during trials on the Clyde on completion for B.I. (WSPL).



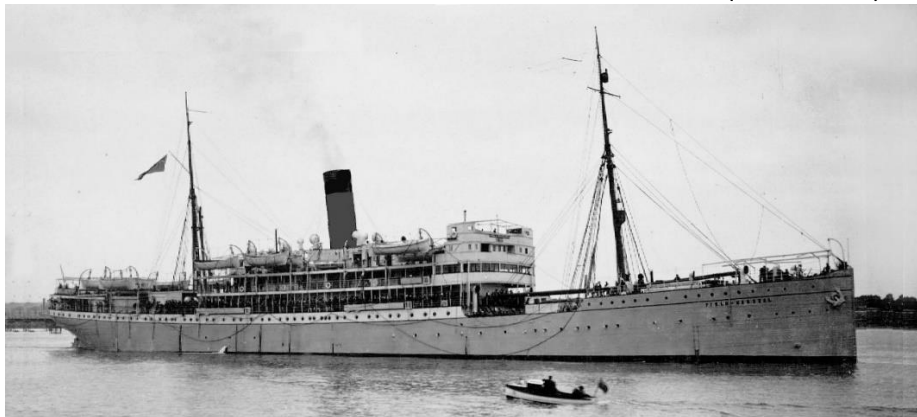
Norwegian-flag SVALE at Macao under Portuguese Gov't charter (Internet).

LING NAM (1927-28) 6167/03-6 (15.8 x 50.4', 2-sc. T3cy/13k by Reiherst Maschinenfab., Hamburg)
 Built by Reihersteig Schiffsw. & Maschf., Hamburg (#410) for Deutsche Ost-Afrika Linie, Hamburg as
 FELDMARSCHALL. 2/8/14 refuge at Dar-es-Salaam. 8/8/14 disabled by crew from HMS *Astraea*. 17/8/15
 damaged by gunfire from HMS *Hyacinth*. 3/9/16 seized as war prize on British capture of Dar-es-Salaam r. FIELD
 MARSHALL. 1917 allocated to mgt of Union-Castle Mail S.S. Co. Ltd, London as Expeditionary Force Transport
 D60. 16/4/18 reg. at London. 27/4/18 troop repatriation Durban-Melbourne. 1-2/19 repatriated German citizens
 from Dar-es-Salaam to Hamburg, 15/6/19 arr. Rotterdam from Port Natal. 31/7/19 London to Gibraltar.
 31/10/19 stranded on Lofoten Is., refloated, laid up for repairs. 7/2/20 London to Constantinople/Port Said, 16/4
 London-Alexandria...17/10/20 Istanbul to Karachi (7/12), then trooping UK-Mediterranean/East (India) to 1922
 [LCI]. 10/22 sold to Chungwha Nav. Co. Ltd (mng dir. Cesareo Chiu Fuksan), Shanghai for China-Australia-NZ-
 South America line r. LING NAM, 10-22/1/23 at Singapore o/v Newport (Mon.) to Hong Kong. (V1) 21/3/23 from
 Hong Kong to Sydney, Adelaide, Melbourne, Wellington, then Tahiti, Panama, Callao and Iquique, returning 28/6
 via Wellington (1/8), Sydney (11-14/8) repatriating 500 elderly Chinese (accomm. now 40 first, 80 second, 1080
 deck pass.). (V2) 26/9/23-14/2/24, (V3) 28/2-7/24, (V4) 2/8/23-late 12/24, (V5) 7/1/25 Hong Kong via Rabaul
 (22/1), Sydney (31/1), Auckland (6/2) to S. America, then 11/3 Callao via Panama (26/3) to Hong Kong (late
 4/25). 5/25 sailing (V6) cancelled and ship laid up. 7/25 seized in Hong Kong by creditors as laid up at
 Shamshuipo. 11/26 sold by auction to Jose Moreno Brodeth. 2/27 sold for \$150,000 to STW, refitted for deck

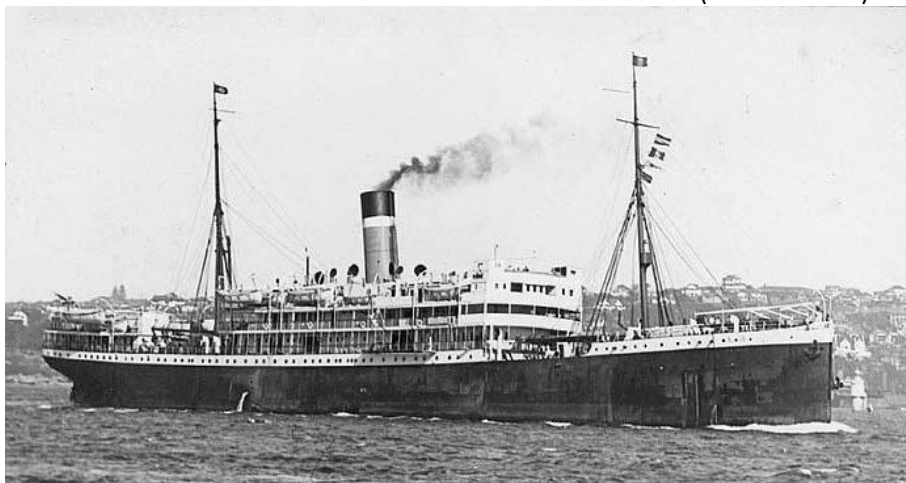
passenger trade S. China-Straits (now 49/90/2640 pass.). 7/27 reg. at Hong Kong for Ling Nam S.S. Co. Ltd. 1/28 o/c to Straits-Hedjaz S.S. Co. for pilgrimage from Straits to Jeddah but second voyage cancelled for lack of bookings, rechartered to Chin S.S. Co. for S. China-Straits-Rangoon voyage, then return voyage from Jeddah (25/7/28 arr. Singapore with 739 pilgrims). 8/28 sold to Ho Hong S.S. Co. Ltd, Singapore, 9/28 r. HONG KHENG. 12/2/42 escaped Singapore for Bombay. Allocated by MOWT to mgt of British India S.N. Co. Ltd and from 4/42 employed in Bombay-East Africa trade. 10/44-1/45 Suez-Jeddah pilgrim trade, then to Mombasa for use as storeship (BI mgrs). 1946 returned to owners and 9/46 resumed S. China-Straits trade. 19/7/47 stranded on Chilang Point near Hong Kong o/v Rangoon-Amoy in ballast with 1800 deck passengers, all saved, CTL [P. Newell, Union-Castle Line, 1999; Australian and Singapore press].



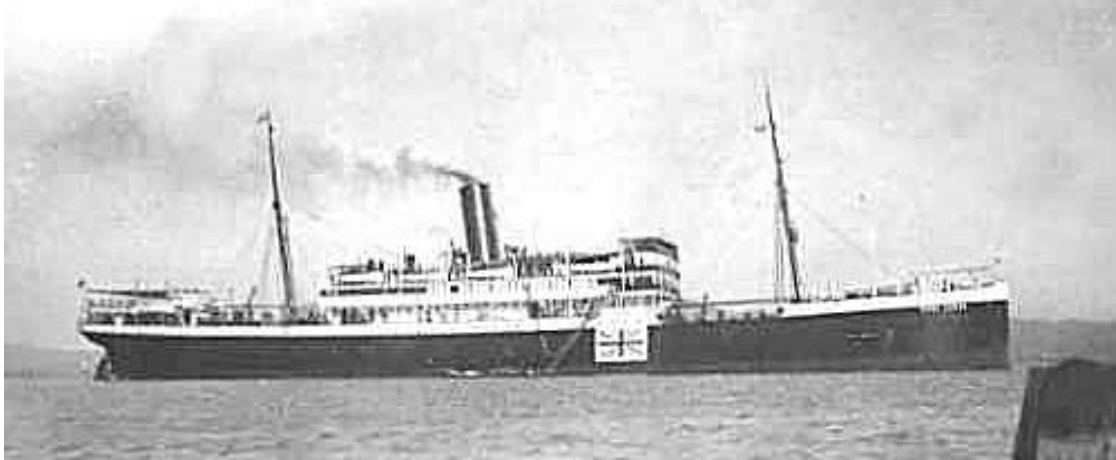
LING NAM as Deutsche Ost-Afrika Linie FELD Marschall (H. Dick coll.).



LING NAM in Union-Castle colours as FIELD MARSHALL (H. Dick coll.*).



LING NAM arriving at Sydney in Chunghwa colours (State Library of NSW).

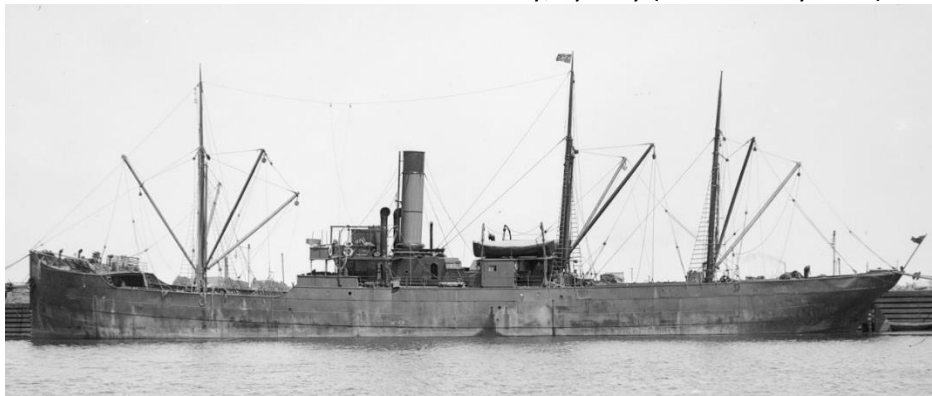


LING NAM in late 1930s as Ho Hong's HONG KHENG (wrecksite.eu).

KITTAWA (1928-32) 1253/98-8 (225.2 x 36.0', T3cy/10k by G. Clark Ltd, Sunderland)
 Built by Osbourne, Graham & Co. Ltd, Sunderland (#105) for Broomhill Shg Co. Ltd (R. Jack mgr), Newcastle as GLOSTERHILL. 7/99 sold for £19,000 to Union S.S. Co. of N.Z. Ltd, Dunedin r. KITTAWA, 24/7 sailed Tyne for Sydney (22/9), then deployed in NW Tasmania-NSW produce trade. 4/03 t/f to NZ coast. 10/3/28 laid up Wellington. 14/9/28 del. to W&Co. 10/28 reg. at Hong Kong for Wing Hong Co. 6/7/32 sank in Astraea Channel, Whangpu River, Shanghai after collision with *Bhutan* (6104/29). 9/32-10/33 wreck removed.



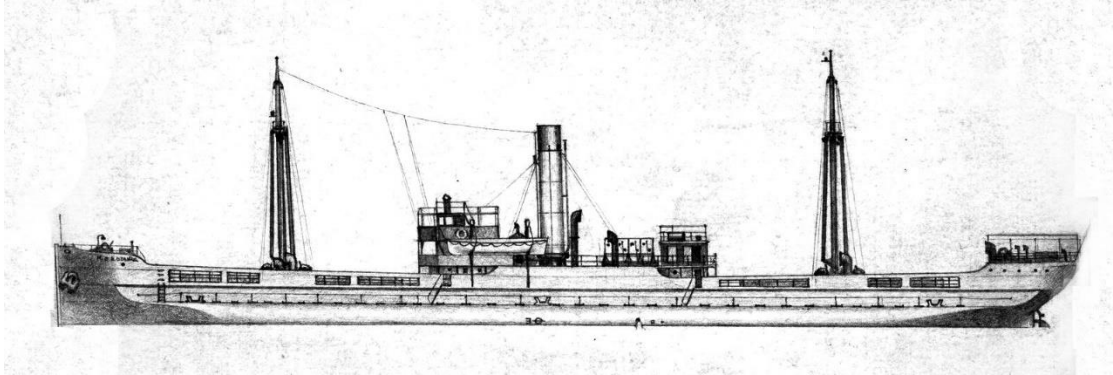
Union S.S. Co. KITTAWA off Circular Quay, Sydney (State Library NSW).



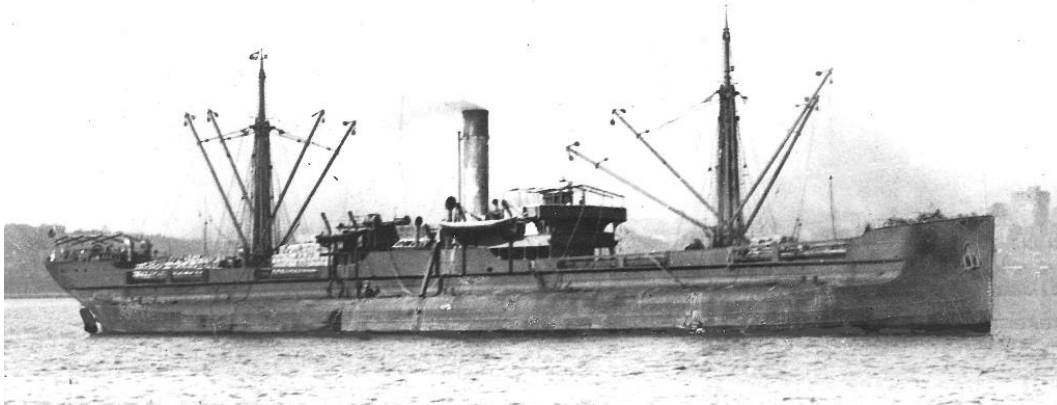
KITTAWA alongside at South Wharf, Melbourne (A.C. Green/SLV).

KOROMIKO (1928-36) 2479/07-11 (312.3 x 43.6', T3cy/10k)

Built by Wm Doxford & Sons Ltd, Sunderland (#390) as turret steamer for Union S.S. Co. of N.Z. Ltd, Dunedin, 13/12/07 sailed Liverpool for Fremantle (13/2/08), thence via Bunbury to load jarrah for NZ. 1/4/27 laid up at Wellington. 6/9/28 del. to W&Co. 10/28 reg. at Hong Kong for Shun Hong S.S. Co. 10/36 sold to Yu Chung S.S. Co. Shanghai r. YU PING. 12/41 capsized and sank at Hankow on Yangtse river, CTL.



KOROMIKO under Union S.S. Co. ownership (A.C. Green/SLV).



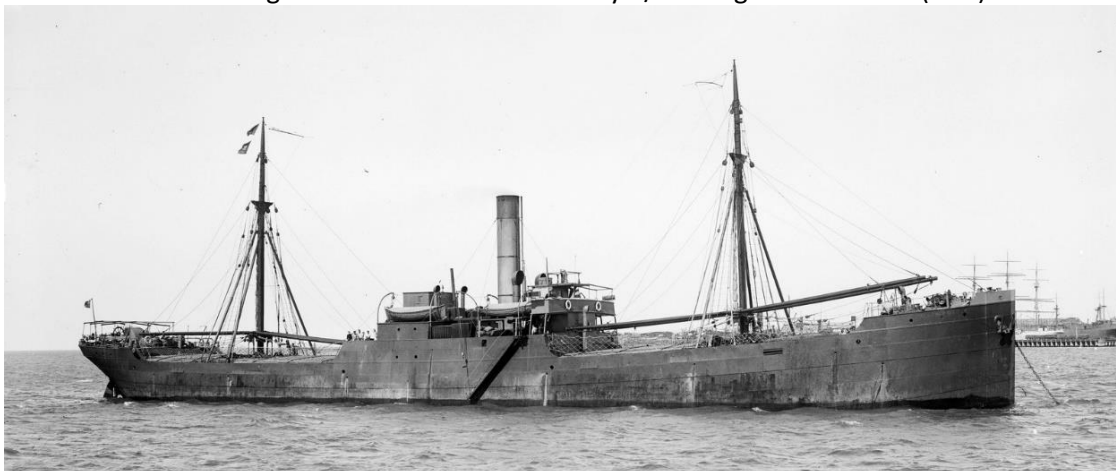
KOROMIKO (coll. S. Kentwell).



KOROMIKO showing her turret hull (NAA colln).

KAIAPOI (1930-39) 2003/06-10 (279.2 x 40.1', T3cy/10k by NE Marine Eng. Co., Sund.)

Built by Osbourne, Graham & Co. Ltd, Sunderland (#130) for Wm France, Fenwick & Co. Ltd, London and 20/8 launched as HOLYWOOD but 9/06 sold before completion to Union S.S. Co. of N.Z. Ltd, Dunedin r. KAIAPOI. 13/10/06 dep. Sunderland via Bunbury and Melbourne for Newcastle (NSW) (25/12), thence NZ. 8/2/30 del. to W&Co. - 30/3 reg. at Hong Kong for Kin Hong S.S. Co. 1/39 sold to Wallem & Co. Ltd, Hong Kong (Panama flag). 25/1/39 foundered after striking rocks outside Wenchow Bay o/v Shanghai-Wenchow (coal).



Union S.S. Co.'s collier KAIAPOI with stowed coaling gaffs (Allan Green/SLV).

KAITANGATA (1930-37) 1983/07-10 (279.5 x 40.2', T3cy/10k by G. Clarke Ltd, S'land)

Built by Osbourne, Graham & Co. Ltd, Sunderland (#137) for Wm France, Fenwick & Co. Ltd, London as LADYWOOD. Early 1908 sold to Union S.S. Co. of N.Z. Ltd, Dunedin r. KAITANGATA, 26/2 dep. Liverpool for Fremantle (28/4-5/5), thence Bunbury to load jarrah for Dunedin. 30/1/30 del. to W&Co. 3/30 reg. at Hong Kong for Ling Nam S.S. Co. 25/10/37 o/v Hong Kong-Haiphong with 27,000 cases of aviation fuel for Socony Vacuum Co. suffered an explosion c.180 miles SW of Hong Kong (21.40N, 112.00E), quickly caught fire, abandoned in great haste before sinking with loss of 18 lives, survivors rescued by CNCo. *Nanning*.



Union Co. KAITANGATA in the Yarra River with coaling gaffs raised at foremast (A.C. Green/SLV).

TAY (1930-31) 360/01-11 (15.05 x 28', T3cy/6k)

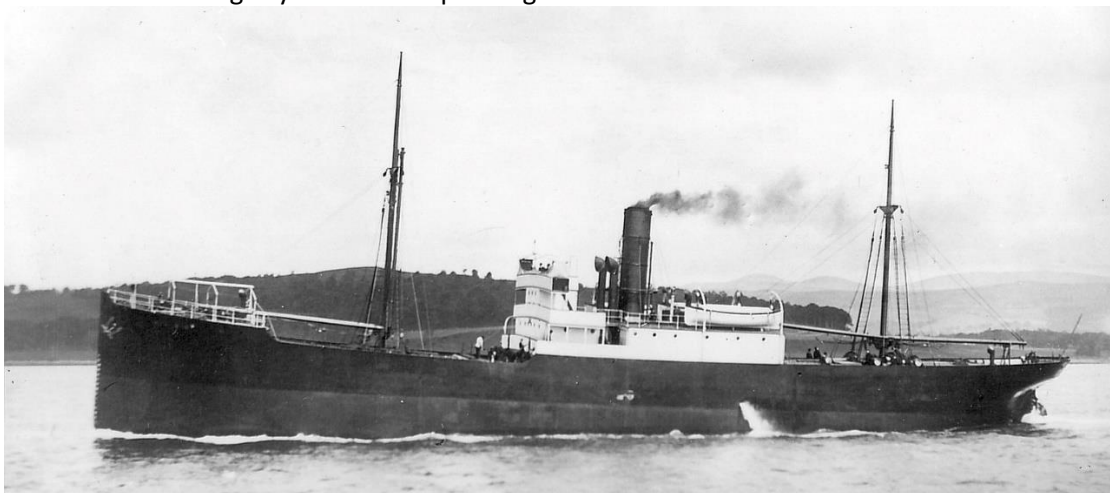
Built by Caledon S.B. & E. Co. Ltd, Dundee (#161) for Australasian United S.N. Co. Ltd, London (reg. Brisbane) for use as tender/lighter at Mackay, 18/2/02 arr. Brisbane. 1/18 blown by cyclone onto north bank of Pioneer River, Mackay, 10/5 refloated. 12/27 laid up at Brisbane. 3/30 sold to STW, 8/9 left Brisbane in tow of *Kamo* for Hong Kong, not re-registered. 1/31 sold to Nam Chong Co., presumably for breaking up at Hong Kong.



AUSN's TAY as lighter at Mackay (W. Foote collection).

KAMO (1930-35) 1236/13-6 (229.5 x 35.8', T3cy/10k by Rankin & Blackmore, Glasgow)

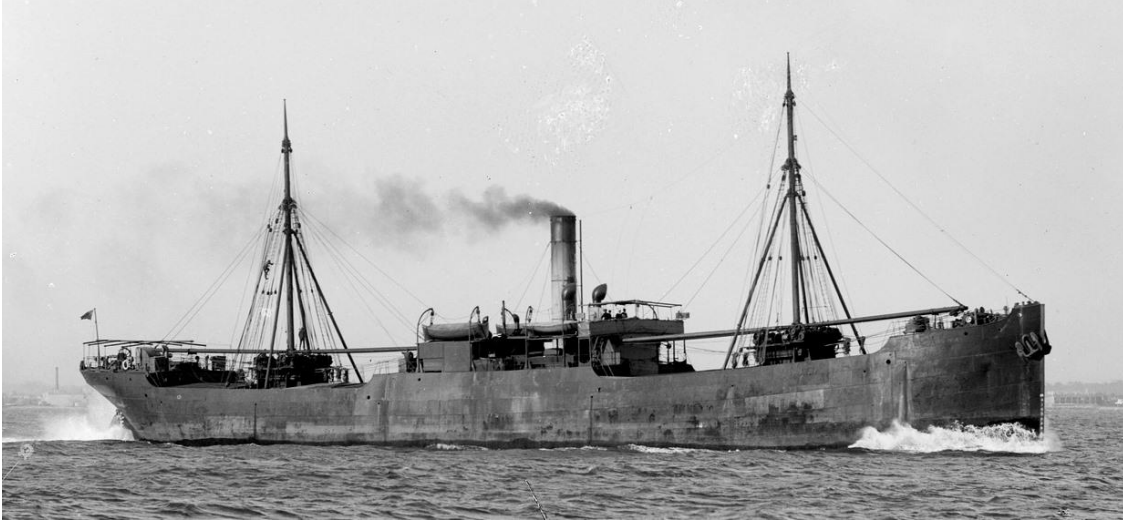
Built by Campeltown S.B. Co. Ltd, Campeltown (#95) for Union S.S. Co. of N.Z. Ltd, Dunedin, 19/6 dep. Clyde via Bunbury (14/8) and Fremantle (21/8) with timber for NZ. From mid-1928 employed in NW Tasmania-NSW produce trade. 13/7/30 arr. Sydney and laid up. c.31/7 del. to W&Co., 5/9 sailed Sydney via Newcastle (6/9) for Hong Kong via Philippines (coal), from Brisbane 8/9 towing *Tay*. 2/31 reg. at Hong Kong for Foo Hong S.S. Co. 7/35 sold to Akai Shoten, Osaka and reg. at Tsingtao under Chinese flag for Fan Shien Ho (T. Akai mgr) as LUNG HO. 1938 sold to Nippon Kaiun Kogyo K.K., Tokyo r. RYUAN MARU. 1939 r. RYUWA MARU. 1941 t/f to Nitto Kogyo Kisen K.K., Tokyo. 1943 owners Nitto Kisen K.K. 9/8/45 sunk by USN aircraft in 42.30N-130.15E off Chongjin, Korea while loading soya beans and passengers.



KAMO proceeding up Tamar River to Launceston, North Tasmania (NAA colln).

KAITUNA (1931-37) 2042/04-10 (279.5 x 40.1', T3cy/10k)

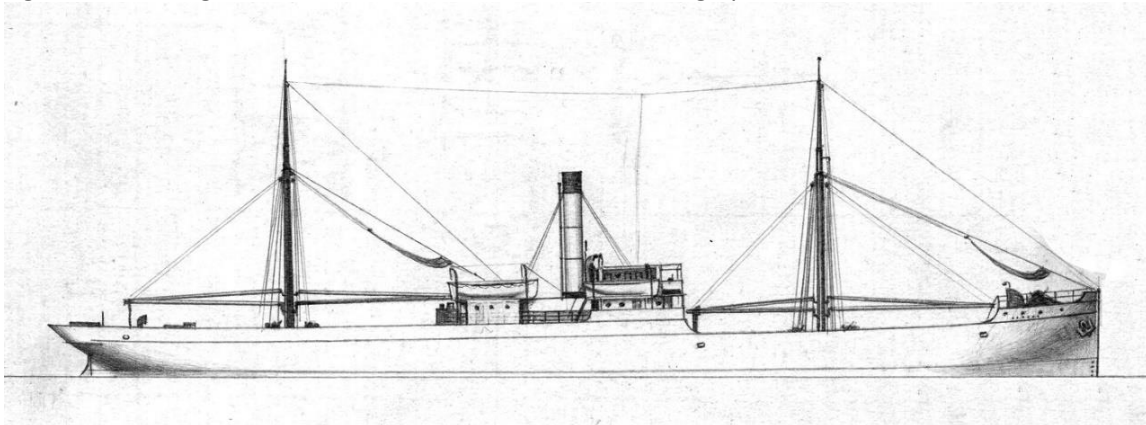
Built by Osbourne, Graham & Co. Ltd, Sunderland (#124) for Wm France, Fenwick & Co. Ltd, London as **NEEDWOOD**. 3/05 sold to Union S.S. Co. of N.Z. Ltd, Dunedin r. **KAITUNA**, 30/3 sailed Tyne in ballast for Sydney (24/5), then loaded Newcastle (27/5) for Wellington. 29/3/29 c.21m SW of Cape Otway o/v Adelaide-Melbourne collided amidships with and sank outbound *Selje* (6630/21 ex *Hallgrim*), with crushed bow and 35 survivors proceeded to Melbourne. 27/12/30 laid up at Auckland. 5/31 sold to W&Co. 9/31 reg. at Hong Kong for Wing Hong Co. Ltd. 1932 t/f to Foo Hong S.S. Co. Ltd. 4/37 sold to Chinese owners. Late-1937 reg. owner Wallem & Co. Ltd, Hong Kong (Pan. flag). 1938 r. **NEEDWOOD**. 8/12/41 seized by Japanese at Tsingtao r. **KAIYO MARU** (Yamashita Kisen K.K. mgrs.). 22/12/42 wrecked near Kominase Lighthouse in the Inland Sea (Japan) after collision with *Nichiun Maru*.



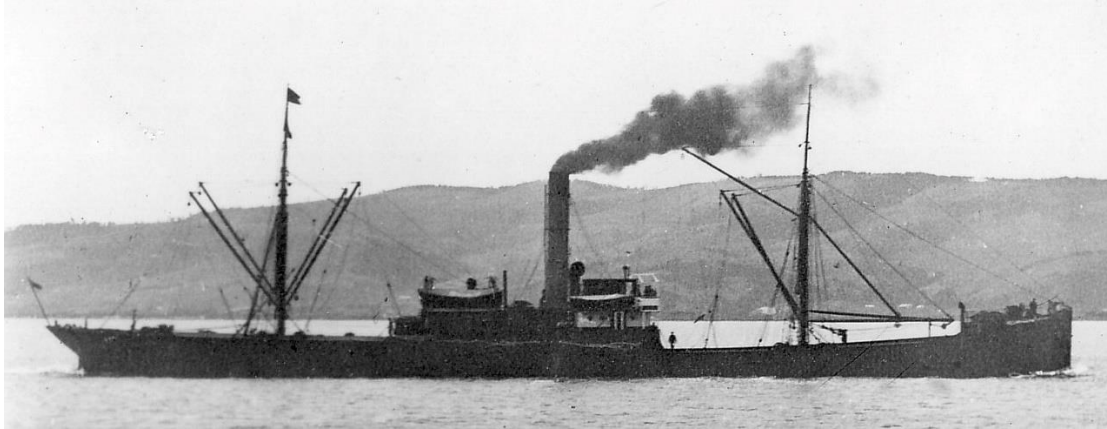
KAITUNA departing Hobson's Bay, Melbourne (A.C. Green/SLV).

KAMONA (1931-36) 1425/01-4 (245.0 x 36.1', T3cy/9½k by W.V.V. Lidgerwood, Glasgow)

Built by Grangemouth D.Y. Co., Grangemouth (#216) for Hawthorn Bros & Co., London and 25/2 launched as **ROLLESBY BROAD** but 3/01 sold for £26,000 to Union S.S. Co. of N.Z. Ltd, Dunedin and completed as **KAMONA**. 7/01 in service NW Tasmania-NSW. 29/12/30 laid up at Port Chalmers. 5/31 sold to W&Co., and 9/31 reg. at Hong Kong for Shun Hong S.S. Co. 9/36 sold to Chinese for breaking up at Kowloon.



KAMONA in Union S.S. colours (Allan Green/SLV).

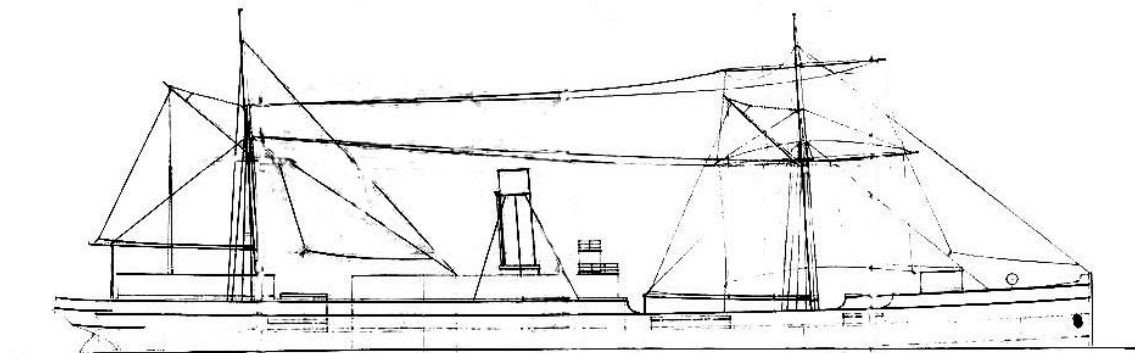


Union S.S. Co. KAMONA (NAA colln).

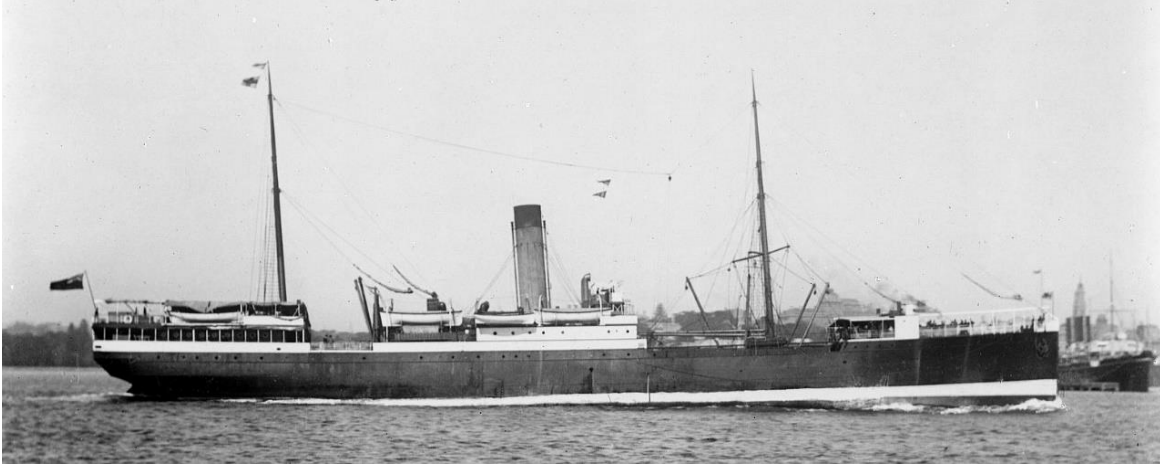
SVALE (1931-34) 2198/05 see LAMA (1923-26).

SEISTAN (1933-37) 2455/90-10 (305.0' x 40.0'; E (1923): T3cy/285nhp/10k)

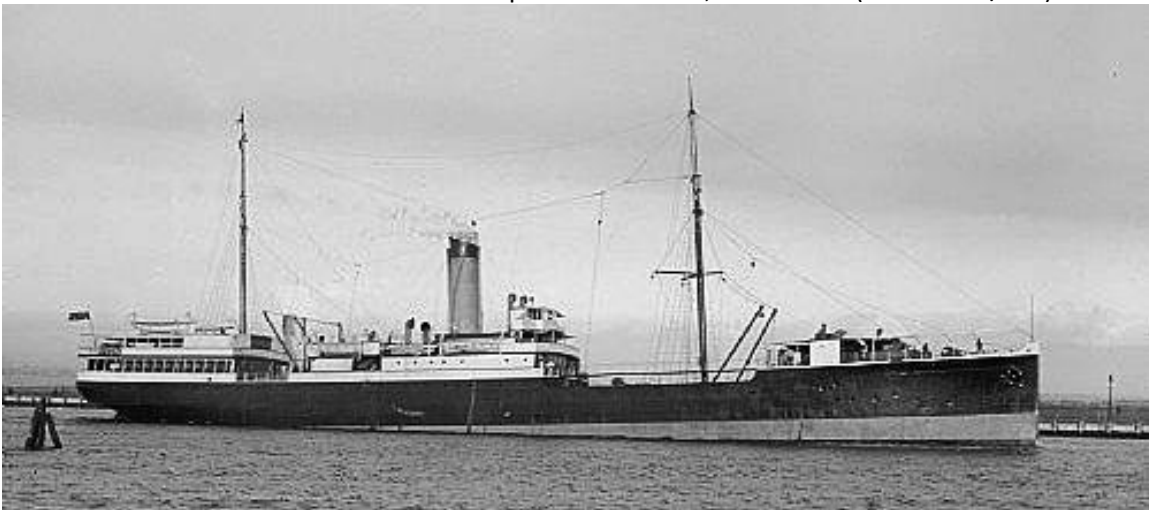
Built by Napier, Shanks & Bell, Glasgow (#51) with T3cy/477nhp engines by Bow, McLachlan, Paisley for Adelaide S.S. Co. Ltd, Adelaide for Adelaide-Melbourne-Sydney trade as INNAMINCKA. 7/6/98 struck rock near Cape Otway, Victoria. 2/10/99 stranded at Cape Edgecombe near Bowen, 5/10 refloated. 29/1/13 dragged onto Alexander Reef at Port Douglas during hurricane, refloated, 12/2 arr. Townsville en route to Sydney for docking. 1/16 sold to D. McDonald, Hong Kong but transfer of registry delayed by Australian Government, 27/7 sailed Sydney for Hong Kong. 6/17 t/f to Innamincka S.S. Co. Ltd (D. McDonald mgr), Hong Kong. 1917 req. by R.N. for use as collier. 1918 released and placed in Hong Kong-Bombay trade. 3/20 sold to Hj. M.H. Nemazee, Hong Kong and 5/21 r. SEISTAN. 1923 re-engined (1918 by Worthington Pump & Mchry Corp., Buffalo) and reboilered (1923 by HWD) by Hong Kong & Whampoa Dock (10 knots). 2/24 passed survey and t/f to Oriental Noy. Co. Ltd, Hong Kong - placed in China-Straits deck passenger trade. 13/6/24 ashore at Gap Rock, Hong Kong - refloated and drydocked at Kowloon. 8/25 mortgaged to Hj. M.H. Nemazee, which immediately t/f to Moh. Khalul Sirazu, Madras. 6/3/27 arrived at Mauritius from Reunion Is. after death of radio officer and deck fittings and stores burnt as fuel after battling cyclone. 6/33 (still under m/g) sold to S.T. Williamson, Hong Kong. 8/33 t/f to Wing Hong Co. c.1935 chartered to Douglas S.S. Co. for Hong Kong-Swallow trade. 13/8/36 rescued six crew from a junk sinking south of Swallow. 12/37 t/f to DSSC. 1940 req. by Hong Kong Shg Board (MOWT) for Rangoon-Hong Kong rice trade (DSSC mgrs). c.25/12/41 escaped from Hong Kong with sufficient coal only to reach Manila, where 27/12/41 bombed and sunk.



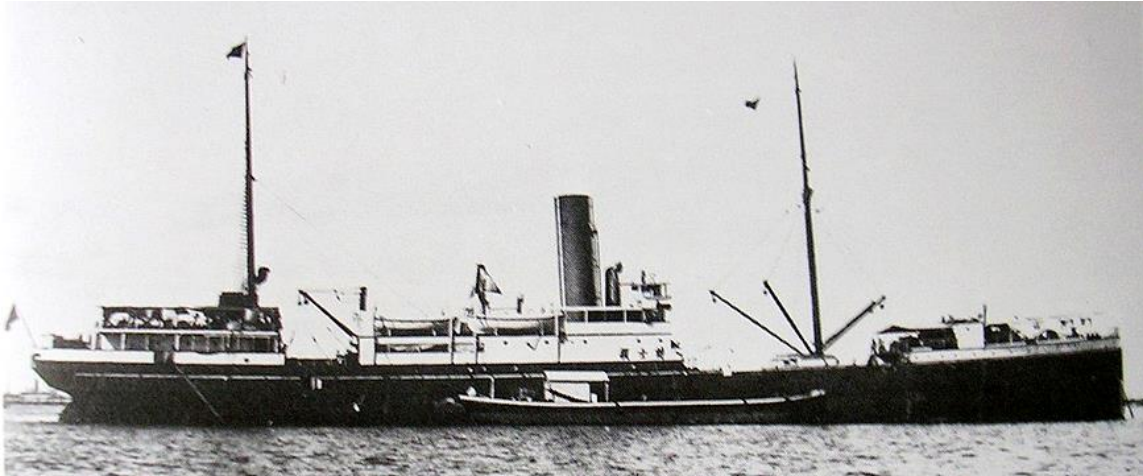
Rigging plan of INNAMINCKA (1890) as built (LR Foundation).



INNAMINCKA at Melbourne with open wheelhouse, furled sails (A.C. Green/SLV).



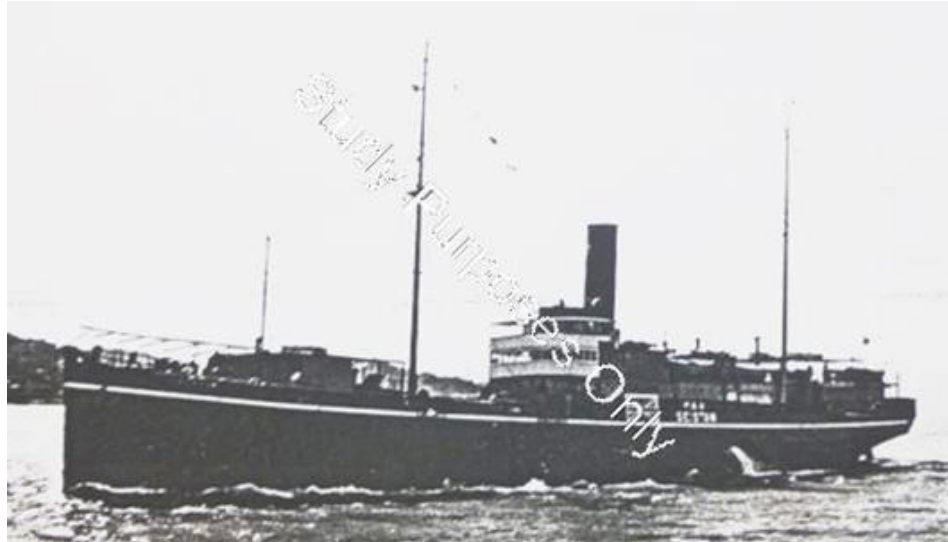
SEISTAN as Adelaide S.S. Co. INNAMINCKA post 1910 with wireless, sails removed (A.C. Green/SLV).



SEISTAN ex INNAMINCKA in Singapore c.1927 under Nemazee ownership (Alg. Rijksarchief KPM)



SEISTAN at DSSC wharf, on about 16 September 1940 (Harrison Forman/UWM Libraries).

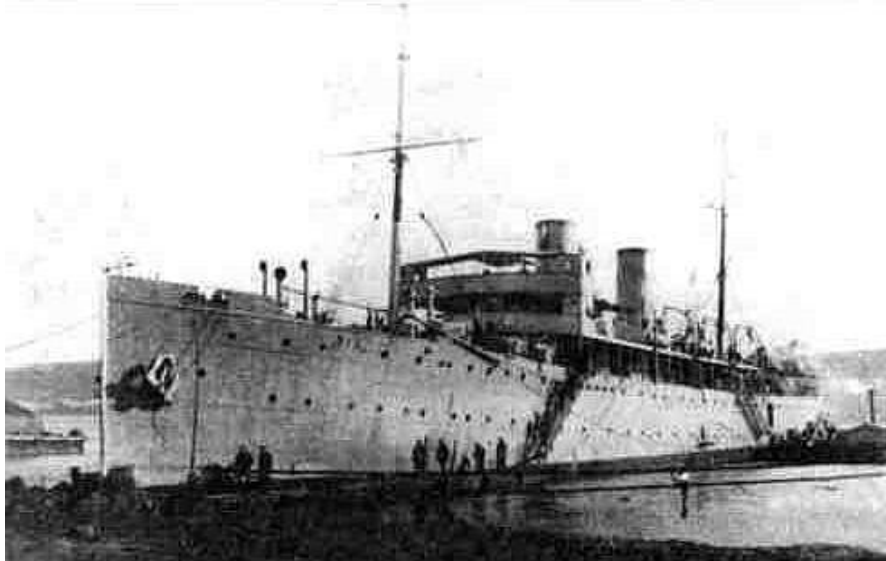


SEISTAN ca.1941 (Peabody Museum).

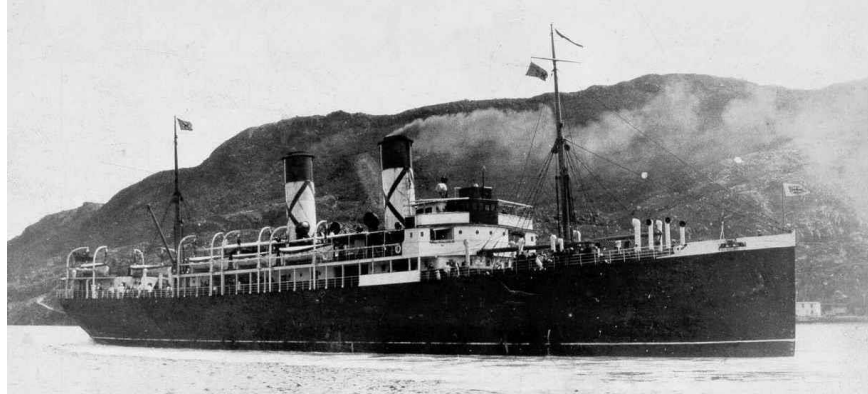
SILVIA (1934-35) 3589/09-8 (336.7'/347.0' x 45.3'. E: T3cy/644nhp, 14k)

Built by F. Schichau, Danzig (#829) for Russian Volunteer Fleet Assoc'n, Vladivostok for Vladivostok/Shanghai trade as OREL. 9/14 armed and comm. as auxiliary cruiser (training). 1917 put into Hong Kong after political differences among crew. 1/20 escaped from Vladivostok, 2/20 arrived at Calcutta via Shanghai and Hong Kong with refugees and 300 naval cadets. Temporary employment in Saigon rice trade to pay off debts and buy coal to reach Mediterranean, 8/20 arrived at Dubrovnik. 10/20 decomm. and returned to RVFA (White Admin., Paris). 8/21 sold to New York, Newfoundland & Halifax S.S. Co. Ltd (C.T. Bowring & Co. Ltd mgrs), Liverpool r. SILVIA. After refit on Tyne and conv. to oil fuel, 7/22 entered New York-St Johns trade. 13/3/26 towed French liner *Kentucky* (6614/21) into St Johns after disabled in sea ice off Nova Scotia. 5/12/26 damaged in explosion of tanker *Agwisun* (6784/20) at New York. Late-1928 sold to Bermuda & West Indies S.S. Co. Ltd (Furness Lines Ltd), Bermuda (same service). 9/34 sold to Williamson & Co., Hong Kong for £8000 with delivery at New York. 1/35 t/f to DSSC and refitted at Hong Kong. 5/35 r. HAITAN. 6/39 twice denied entry to Foochow. 25/7/39 on voyage HK-Swatoow badly damaged by mine but returned to HK under own steam for repairs. 30/10/40 Hong Kong for Vladivostok to repatriate British nationals overland from the Baltic States, thence 9/11 via Hong Kong to Sydney (9/12), 31/12 at Hong Kong. 22/1/41 Hong Kong for Calcutta (6/2) to commence charter to British India S.N. Co, Ltd in fortnightly service Calcutta-Rangoon. 4/2/41 req. by MOWT (BISN Co. mgrs).

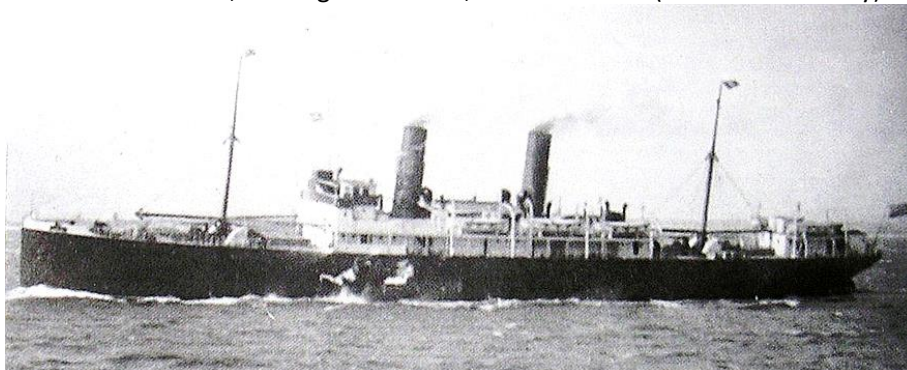
15/10/41 arrived Colombo where 18/11/41 comm. by RN as HMS HAITAN and converted for use by East Indies & China Command as depot ship at Rangoon. 2/42 redeployed as base ship for new, secret 'Base T' at Addu Atoll (Maldives) to end-1943. 9/44 fitted out with heavy wireless for operation as Landing Ship HQ for Burma landings. 8/45 replaced by HMS Bulolo, wireless removed, reverted to base ship. 7/1/46 decommissioned and laid up at Bombay. 6/46 returned to DSSC in poor condition, 10/8 sailed for Hong Kong, arrived 5/9 and laid up off Yaumati. By 5/1/47 at Douglas Wharf. Mid-May 1948 moved across to Kowloon Dock, late-September put on buoy in Kowloon Bay. 8/9/49 damaged by collision during typhoon. 18/4/50 further collision damage. 23/12/50 registry closed on sale to Chiap Hua Mfy Co. (1947) Ltd for demolition at Hong Kong.



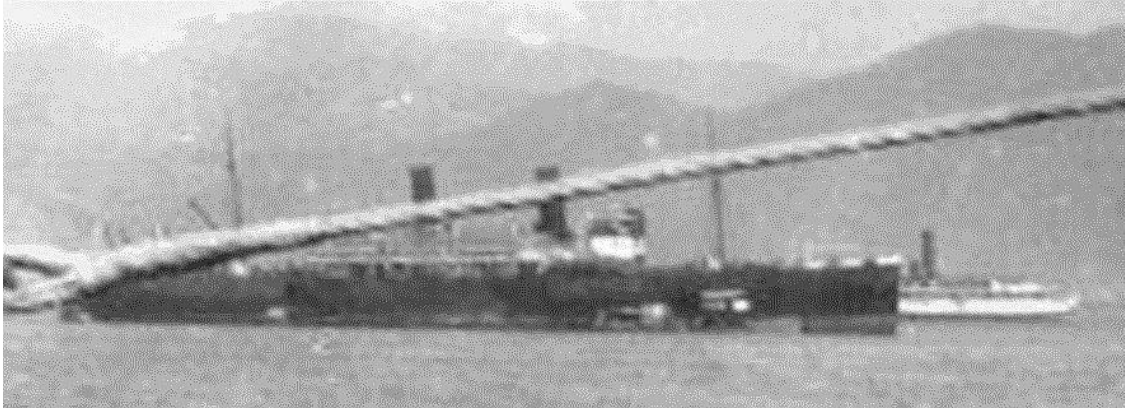
OREL http://www.retroflot.com/dobrovoljnyj_flot/parohodyekspress_oryol_vtoroj.html).



HAITAN as SILVIA, arriving at St. Johns, Newfoundland (A.C. Hunter library).



SILVIA in subsequent Furness, Withy service (A. Duncan*).



HAITAN at Hong Kong around 1938 (Ebay 3/2016).



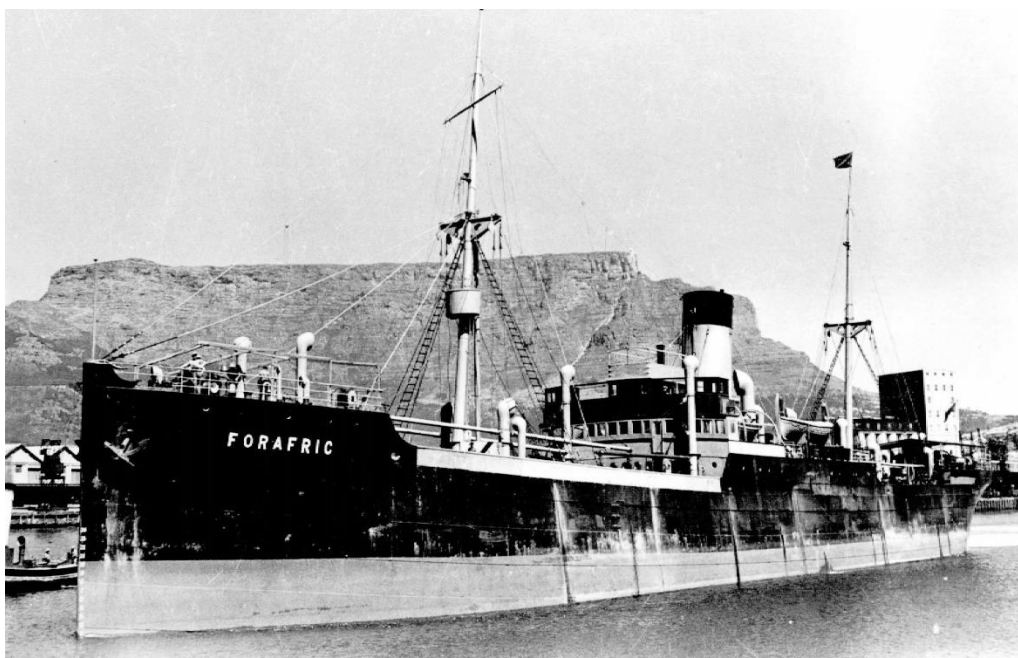
HAITAN at DSSC wharf on arrival from Bombay, c.5 Sept. 1946, attracting many curious onlookers (eternal966e@Flickr).



Slightly later view of HAITAN, HAIYANG on opposite side of wharf (Jim Watkins - gwulo.com/media/20989).

FORAFRIC (1935-41) 3475/09-2 (330.1 x 47.3', M6cy/9k by B. & Wain Oil Eng. Co., Glasgow)

Built by Barclay, Curle & Co. Ltd, Glasgow (#475) for A/S Det Østasiatiske Kompagni, Copenhagen (Siam flag) as T3cy steamship CHUMPON. 1914 t/f to Danish flag. 1915 conv. to motorship. 1916 sold to Norwegian Govt (G. M. Bryde mgr), Christiania r. LANDVARD. 1917 t/f to Statens Skipsfartsdirektorat (Lauritz Kloster mgr). 1920 sold to Sven O. Stray & Co. A/S, Kristiansand r. SONGVAAR. 1923 t/f to A/S Norsk Rutebart. 5/24 sold to Kloster's Red. A/S (L. Kloster mgr), Oslo r. LANDVARD. 3/27 sold to Bank Line Ltd (Andrew Weir & Co. mgrs), Glasgow r. FORAFRIC. 5/35 sold for £7,000 to STW. 7/35 t/f to Wing Ning S.S. Co. 31/10/37 o/v Hongay-Manila (4500t coal) stranded in Paracel Islands, refloated after jettisoning 300t. 5/41 in service East Borneo-Hong Kong (coal/timber). 7/12 dep. Sandakan for Hong Kong (due 11/12) but diverted to Cebu. 22/12/41 dep. Cebu but for Australia but 24/12 bombed and sunk in the Celebes Sea in (03.40N-121E) [BTN 389/13/8].



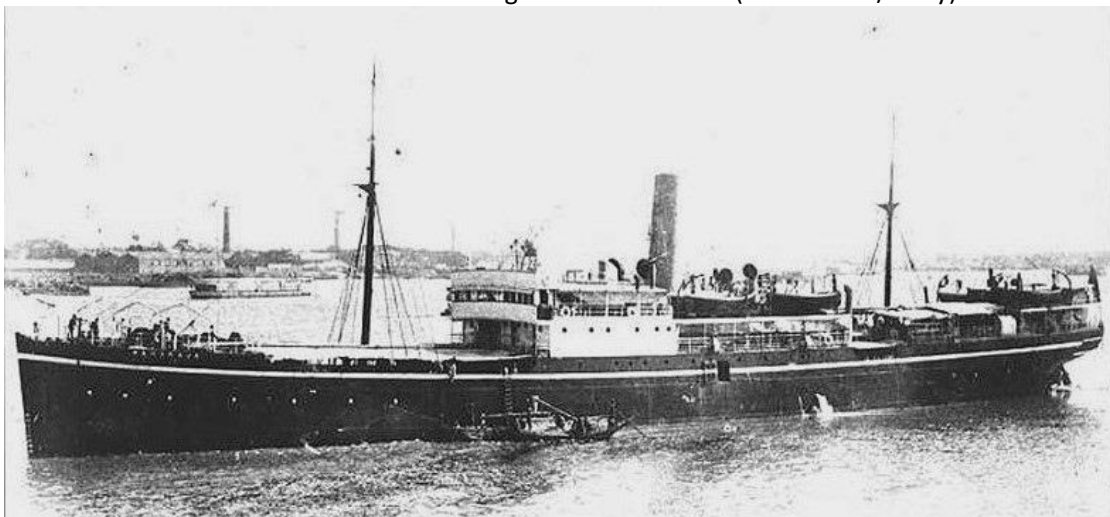
FORAFRIC at Cape Town in Bank Line ownership (WSSPL*).

SAGRES (1936-39) 2333/04-3 (300.0' x 40.4', T3cy/277nhp/12k by Dunsmuir & Jackson, Glasgow)

Built by C. Connell & Co. Ltd (#283), Glasgow for Asiatic S.N. Co. Ltd, London for Calcutta-Andaman trade as MAHARAJA. 1926 r. MAHARANI. 10/27 sold to Machida Shokai K.K., Kobe r. ZUISHO MARU. 27/8/31 arr. Hong Kong ex Moji, docked at Taikoo. Mid-9/31 del. to Botelho Bros., Macao r. SAGRES for charter to Portuguese Gov't for trooping Macao-Goa-Mozambique and Macao-Timor, also rice ex Rangoon. 8/33-5/34 HK/Macao-Java-Goa-Lisbon (12/33)-Goa-HK with troops. 1/36 sold to Kin Hong S.S. Co. (Williamson & Co Ltd mgrs), Hong Kong for charter to DSSC, 3/36 reg. at Hong Kong. 5/4/39 seized by Japanese while loading Chinese Gov't salt at Chuan Bay (40m. N of Swatow) and taken to Bako (Mako) in Pescadores Is.; crew released to HK late 4/39 but 8/12/41 ship taken as prize r. HOKO MARU [not BOKO MARU]. 9/8/44 torp. and sunk by USS *Barbel* off Ryukyu Is. (27.56N, 128.47E).



SAGRES at Macao under Portuguese Gov't charter (Po Man Lau/ Ebay).



SAGRES as Asiatic S.N. MAHARAJA (guttiedarcades.blogspot.com.au).



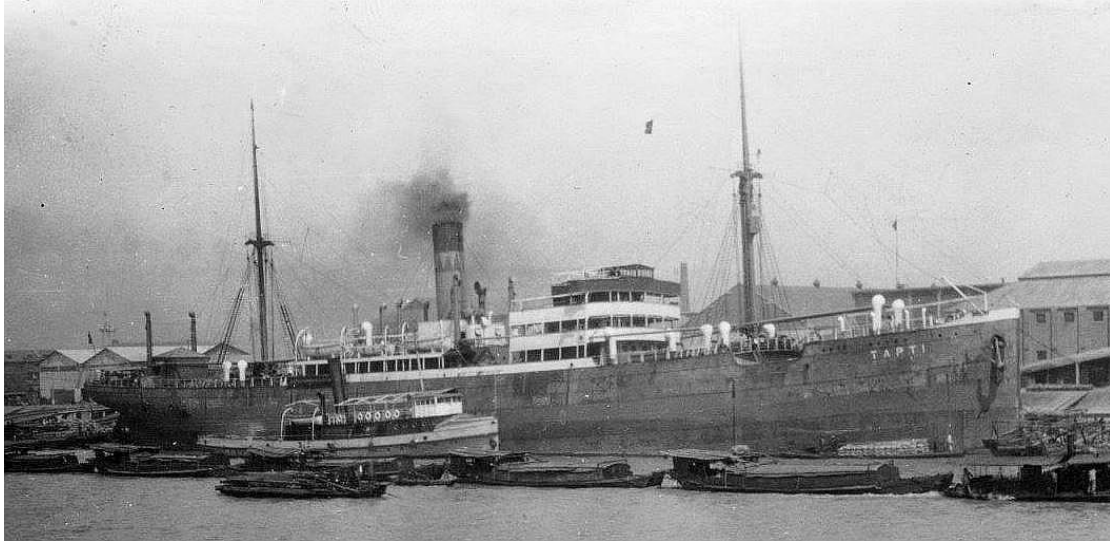
SAGRES c.1939 (Peabody Museum).

CAPE ST. FRANCIS (1937-46) 3549 (5200)/08-7 (349.1 x 44.2', T3cy/10k by D. Rowan & Co., Glasgow)
 Built by C. Connell & Co. Ltd, Glasgow (#321) for James Nourse Ltd, London for Indian coolie trade as SUTLEJ.
 5/30 sold to Sun Shg Co. Ltd (Mitchell, Cotts & Co. Ltd mgrs), London r. CAPE ST FRANCIS for Hong Kong -
 Reunion-Mauritius deck passenger trade, 4/31 extended to Durban. 12/32 sold to T.G. Paterson, Hong Kong.
 8/33 sold to Peters & Co. Ltd, Hong Kong. 4/37 sold to Shun Hong S.S. Co. (W&Co.). 9/41 in service HK-Straits-
 Rangoon, 7-25/12/42 at Rangoon, then Indian coastal service. 3/42 BISN Co. mgrs. 26/6/42 arr. Calcutta from
 Madras, allocated for use as emergency blockship. 5/12/43 slight damage during bombing raid on Calcutta.
 From 13/12/43 in Admiralty service as coal hulk at Trincomalee. 4/46 t/f to MOT. 10/46 released from
 government service, deemed unseaworthy. 19/5/47 del. at Trincomalee to M. Esmailji Abdul Husein & Co.,
 Bombay for breaking up. Resold to T. Hassanally & Co. and Q 4/48 broken up at Bombay, 3/49 register closed
 [BT389/6/113].

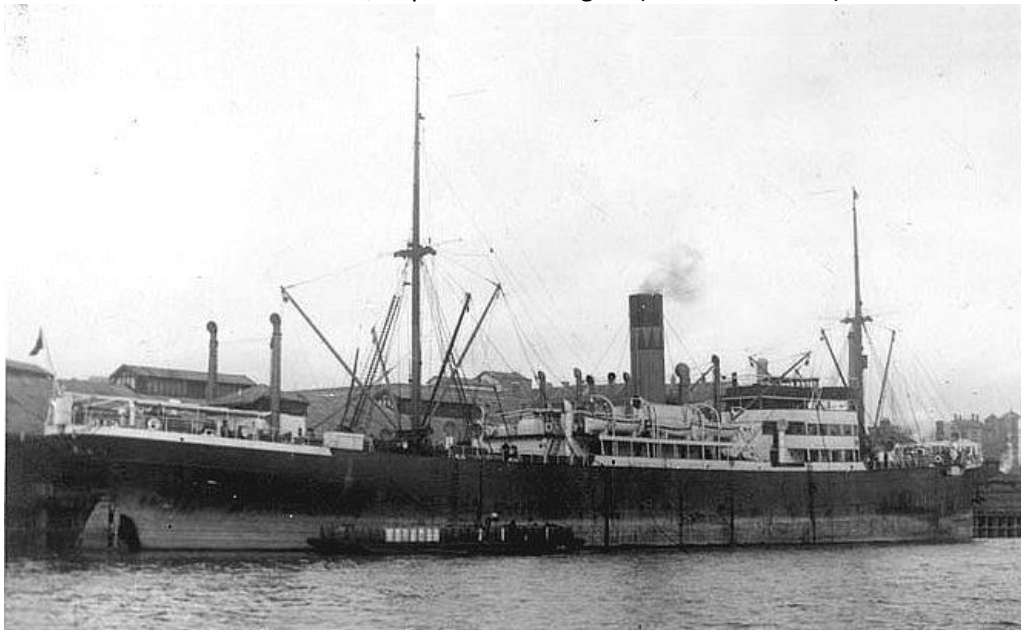


CAPE ST. FRANCIS at Cape Town early 1930s under Mitchell Cotts flag (R.M. Scott/W. Schell).

LEANA (1937-43) 4742 (7690)/14-4 (399.5 x 54.1', T3cy/11k)
 Built by A.G. 'Neptun' Schiffswerft & Maschinenfabrik, Rostock (#337) for Deutsche Australische D.G., Hamburg
 as ULM. 8/14 fitted out as German naval collier. 12/9/14 interned at Ambon (Netherlands Indies). 30/8/19
 surrendered to British Government (British India S.N. Co. Ltd, London mgrs for The Shipping Controller). 12/20
 sold to James Nourse Ltd, London r. TAPTI. 8/37 sold to STW, 10/37 t/f to Leana S.S. Co. Ltd r. LEANA. 1939
 trading HK-Bay of Bengal range. 2-9/40 trading Nauru/Ocean Island to east coast Australia and NZ. 11-12/40
 docking at Hong Kong, then loaded coal at Calcutta (4-16/1/41) for Red Sea, 1/4 Aden to East and S. Africa. 6-
 9/41 Admiralty Collier Service Durban-Straits, then Calcutta (24/9-3/10) for Red Sea. 5/1/42 Durban-Red Sea
 (coal), 18/4 Lourenco Marques-Red Sea, 24/6-7/7 loaded LM/Durban but put back, then 12/7-18/9 repairs at
 Durban, thence Red Sea, c.19/10 at Port Said fire in No. 1 hold, discharge at Alexandria (30/10-6/11). 3/1/43 arr.
 Calcutta for repairs, 24/3 dep. with 7,000t coal for Aden (18-25/4), 15/5 Beira to Port Sudan (coal), then in
 ballast via Aden, Mombasa (26-30/6) to Lourenco Marques but 7/7/43 sunk by torpedo and gunfire from
 submarine (U-198) near Cape Corrientes (25.06S, 35.33E), 2 lives, master taken prisoner [Schell, P&O Heritage,
 BT 389/19/43].



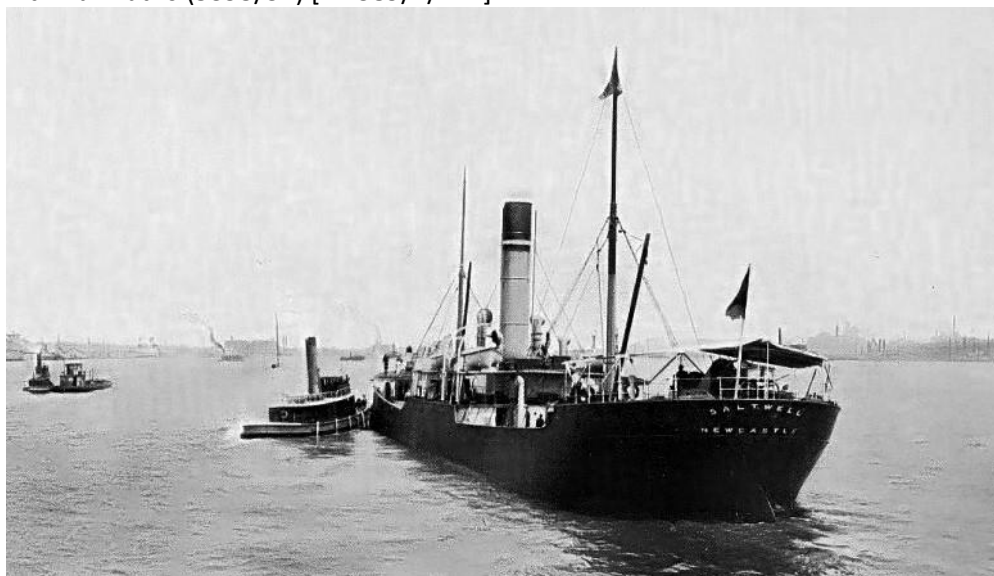
LEANA as TAPTI, depicted at Shanghai (coll. S. Kentwell).



LEANA as TAPTI in James Nourse colours (coll. S. Kentwell).

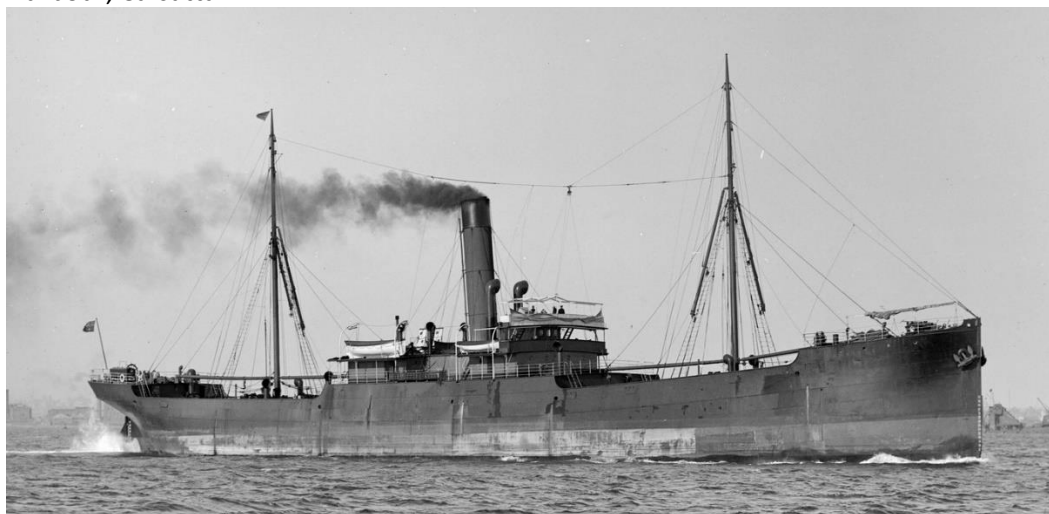
ASIAN (1938-43) 2461 (4000)/00-9 (299.0 x 43.0', T3cy/219nhp/8k by J. Dickinson & Sons, Sund.) Built by Short Bros Ltd, Sunderland (#295) for Northern S.S. Co. Ltd (G.N. Patterson & Co. mgrs), Newcastle as SALTWELL. 1912 sold to Det Selmerske Red., Trondheim r. ALBR. W. SELMER. 1917 taken over by The Shipping Controller (W.H. Stott & Co. Ltd, Liverpool mgrs). 1919 reverted to owners. 1928 sold to A/S Norasiatic Coal Tpts Ltd (C.L. Halvorsen, mgr), Oslo r. GURTH for long-term charter to Kailan Mining Admin. 1/30 mgr E.M. Nilsen-Moe. 8/32 sold to M&Co. r. WINIFRED MOLLER. 7/33 sold to Nelson S.S. Co. (Woo Ping S.S. Co.), Shanghai r. HWAH CHONG. 2/38 sold to Ling Nam S.S. Co. Ltd (Williamson & Co. mgrs), Hong Kong r. ASIAN. 7/2/38 o/v HK-Hongay detained by Japanese and taken to Mokeng (Pescadores Is.), 22/2 rep. returned to Hong Kong. From 9/39 mainly HK-Rangoon range. From 6/41 Samarinda-HK (coal). 7/12/41 at Samarinda, thence Surabaya (26/12), 27/1 sailed for India where 5/3/42 t/f bareboat to Liner Division (BISN Co. Ltd mgrs) for Indian coastal trade. 4/7-3/9/42 at Calcutta (repairs). 4/4/43 at Bombay allocated for bareboat charter to Turkish Govt and proceeded to Alexandria (4/5-10/6), thence Suez where 18/6 charter cancelled and 7/47 after repairs at Karachi

reverted to Indian coastal trade. 1943 reg. t/f to London. 1/10 sailed Karachi for Persian Gulf ports and return (9/12), thence 19/12 via Colombo for Calcutta but 26/12/43 sank off Cape Comorin, S. India (7.45N, 77.40E) after collision with *Harmatris* (5395/32) [BT 389/2/141].



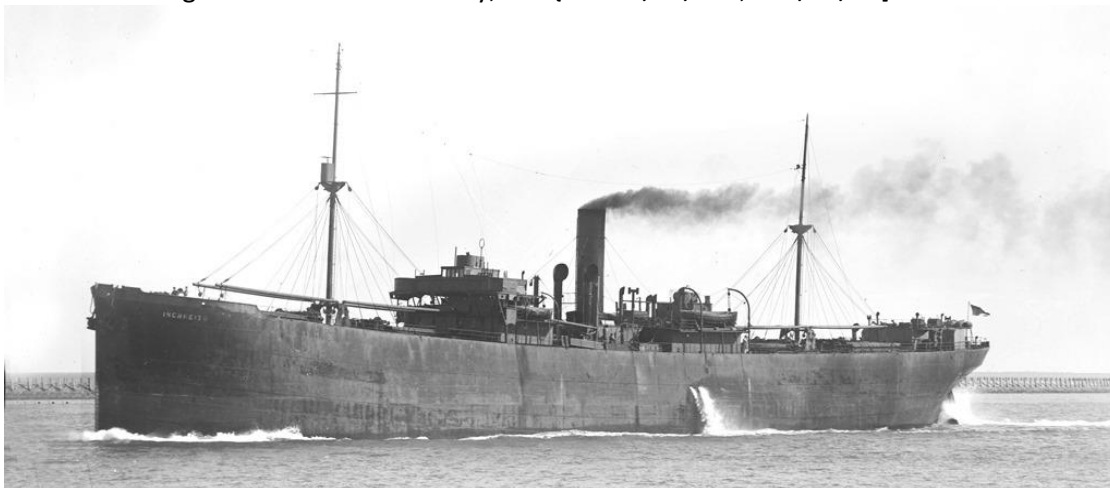
ASIAN as SALTWELL in first decade of the 20th century, Delaware River, assisted by tug BALTIC of P.F. Martin Co. Camden, NJ to the right and Philadelphia on left (<https://www.shipsnostalgia.com/media/saltwell.214071/>).

ASHRIDGE (1938-46) 2884 (4850)/05-2 (325.8 (337.7'oa) x 47.0', T3cyl/9k by Clyde S.B. & Eng. Co. Ltd, Glasgow) Built by Wm. Hamilton & Co., Port Glasgow (#172) with engines for McIlwraith, McEacharn & Co. Pty Ltd, Melbourne (reg. London), 22/2 dep. Port Glasgow to load Cardiff (28/2) via Calcutta (11/4-3/5) for Melbourne (1/6), where 5/05 re-registered. c.4/1918-4/20 req. by Controller of Shipping. 18/4/38 laid up at Newcastle. 2/5/1938 del. at Sydney and reg. t/f to S.T. Williamson, Hong Kong and 5/5 sailed for Hong Kong, where 7/38 t/f to Wing Hong Co. Ltd. 11/2/1942 left Singapore for Batavia (Jakarta) in convoy of 13 ships, 26/2 escorted through Sunda Strait by HMS *Stronghold* (sunk 2/3), 11/3 arr. Ceylon where 13/3 req. by MOT Liner Division (British India S.N. Co. Ltd, mgrs); 20/1-1/3/44 OHMS as collier and mechanical transport ship; 20/3/44 arrived Calcutta and laid up; 1/10/44 OHMS (store ship), 4/1946 ammunition hulk. 7/46 acquired by MOT. 5/1947 sold to Cia Atalaya de Nav. Gen. S.A. (Yannoulatos (Far East) Ltd), Panama. 31/10/1947 deleted LSI. 8/1948 broken up at Diamond Harbour, Calcutta.



Collier ASHRIDGE departing Melbourne in McIlwraith McEacharn colours (Alan Green/SLV).

EMPIRE PLANET (1946-47) 4290 (8200)/23-5 (365.0 x 51.6', T3cy/9k by George Clark Ltd, Sunderland)
 Built by J. Priestman & Co. Ltd, Sunderland (#271) for Cliffside Shg Co. Ltd, Newcastle as BARBARA MARIE. 1924 sold to Sea S.S. Co. Ltd (W. Brown, Atkinson & Co. Ltd mgrs), Newcastle r. PORTSEA. 11/33 sold to "Nivose" Soc. di Nav. (A. Scinicariello mgr), Naples r. CIPRO. 1937 sold to Biagio Borriello (Lauro & Montello mgrs), Naples r. STELLA. 14/8/41 o/v Recife-Bordeaux seized W. of Cape Verde Islands in approx. 25N, 40W by AMC HMS *Circassia*, taken to Bermuda, t/f to MOWT (Golden Cross Line [Bristol Channel] Ltd, Cardiff mgrs) (reg. Hamilton, Bermuda) r. EMPIRE PLANET. 13/10/41 dep. Hamilton to Halifax (18/10/41-8/3/42, docking and repair), then to UK. 11/10/42 Belfast Lough to St John's but 15/10 rudder broke in 55.30N, 15.20W, towed back to Belfast Lough (21/10) for repairs to 15/12, then Cardiff 21/12 to Halifax. 10/43 alloc. to Army Collier Service, 11/11/43 Immingham to Algiers (11-12/12) and 9/2/44 Liverpool to Bona (9-22/4), backloading phosphate from Casablanca (27/4-1/5) to UK, 18/6 Tyne to N. Africa (coal), then 13/8 Casablanca to Clyde (30/8), after repairs 28/9 transatlantic. 11/12/44 Newport to Marseille and Barcelona 16-30/1/45), then London (13-28/2) and Barry for repairs (28/2-28/5), transatlantic (2 voy.) until Hull for discharge and repairs (19/10-16/11). 20/12/45-6/1/46 at Philadelphia loading grain to Antwerp (27/1-1/2), then Cardiff for repairs (9/2-6/5), thence Nova Scotia. 27/6/46 arr. London from Pictou (NS) for softwood discharge, then 10/7 to Tyne for 16/7 delivery to STW, 8/46 reg. at Hong Kong for STW. 1-3/47 laid up at Hong Kong. 4/47 t/f to Inchkeith S.S. Co. r. INCHKEITH. 8/5/47 del. at Bowen (Qld) to ASB, loaded sugar at Lucinda Point, 18/5 ashore in mud in Hinchinbrook Channel (Qld), 21/5 refloated, 14/6 at Sydney, then extended docking and boiler repairs. 11/4/49 at Sydney re-delivered to owners, 14/4 to Hong Kong. 2/3/55 o/v Calcutta-Cochin (5000t coal) grounded on uncharted reef outside Port Meadows, Andaman Is. after loading 700t timber for Bombay, CTL {BT 389/11/622, 389/16/93}.



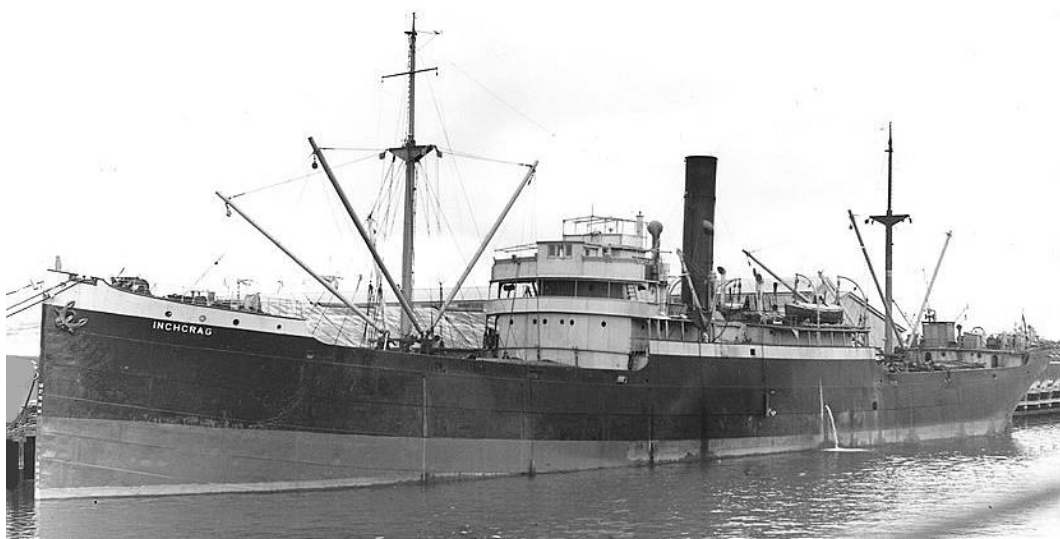
INCHKEITH on Australian Shipping Board charter (V. Young & L. Sawyer).

EMPIRE TYNE (1946-47) 3724 (6350)/23-5 (347.0 x 49.1', T3cy/9k)
 Built by J. Readhead & Sons Ltd, South Shields (#472) for Balls & Stanfield Ltd, Newcastle as STEELVILLE. 1937 sold to Beverley S.S. Co. Ltd (F.L. Dawson & Co. Ltd mgrs), Newcastle r. FRANCES DAWSON. 8/3/41 at Halifax o/v Portland (Maine)-UK (grain) burned out amidships, 9/3 fire extinguished but CTL. 3/6 arr. New York in tow for repairs, there taken over by MOWT (Frank S. Dawson Ltd, Cardiff mgr) (reg. London) r. EMPIRE TYNE, 23/9/41 dep. via Sydney (NS) for Clyde (21/10/41), then transatlantic service. 5/42 t/f to Canadian Shipping Board for coastal service. 1/43 Canada-UK (grain), 4/5 returned Halifax and after repairs 21/6 resumed coastal service, mainly bunker supply from Norfolk (Va). 4/44 sub-charter to Newfoundland Tpt Control Board for coastal service to end year. 1/45 loading timber/pulp for UK but grounding in Buzzard's Bay (Mass.) at S. entrance to Cape Cod Canal and then repairs delayed dep. Halifax to 17/3/45 arr. Liverpool 31/3, then repairs to 11/45. 6/12 Mersey to Malta (18-29/12), then 1/46 Sfax to UK (phosphate), 18/2 Cardiff-Algiers (coal, backloading ore), 4/4 Cardiff-N. Africa (coal, backloading esparto grass). 7/8/46 reg. at Hong Kong (#2/1946) for STW. 1-2/47 docking at Hong

Kong. 3/47 t/f to Inch S.S. Co. r. INCHCRA. 21/4/47 del. at Bowen to ASB. 5/47 placed in Newcastle/Port Kembla-Whyalla (coal/iron ore) trade. 10/8/48 Whyalla to Newcastle where 23/8 prematurely off hire, 28/8 to Hong Kong where 10/48 examination showed fractured and distorted frames. LR 1952/3 rep. sold to Kotani Kisen K.K., Osaka but sale did not proceed. 8/52 demolished by W&Co. at Laichikok, Hong Kong, 11/52 register closed [BT 389/16/89].



INCHCRA at Ocean Pier, Hobart, 8 Dec. 1948 while on ASB charter (D. Kirby/A. Duncan).



INCHCRA (coll. S. Kentwell*).

EMPIRE MALTA (1946-46) 3539 (4165)/44-5 (328.0 x 46.6', T3cy/10½k by Central Marine Eng. Wks, Hartlepool) Built by Wm Gray & Co. Ltd, West Hartlepool (#1167) for MOWT (Cayzer, Irvine & Co. Ltd, London mgrs), intended as EMPIRE SELANGOR but 10/43 revised to EMPIRE MALTA. 5/44 in temporary service as collier NE-London. 4/45 allocated to Special Military Service in SE Asia as Crane Ship, 1/5/45 Liverpool for Calcutta (13/6), then 9/7 via Chittagong to Rangoon (18/7-15/9), Penang (18/9) and Chittagong (3/10). 1946 sold to STW but resold to Indo-China Nav. Co. Ltd, London. 8/46 docked at Hong Kong r. HANGSANG. 1949 reg. t/f to Hong Kong. 11/60 sold to Continental Nav. & Ent. Ltd, Hong Kong r. SLIGHT WIND. 12/64 sold to Sunbeam Nav. Co. S.A. (Patt Manfield & Co. Ltd, Hong Kong), Panama r. SUNBEAM. 23/7/69 towed into Kaohsiung after engine breakdown in S. China Sea. 11/70 broken up at Kaohsiung [BT 389/11/714, 11/510, 27/136].



EMPIRE MALTA as HANGSANG, first of five of the class bought by Jardines for the North Borneo-Hong Kong log trade (Tom Rayner*).

EMPIRE LABRADOR (1946-47) 3539/44-10 (328 x 46.6', T3cy/10½k by Central Marine Engine Works, Hartlepool) Built by Wm Gray & Co. Ltd, West Hartlepool (#1170) for MOWT (Lambert Bros Ltd, London mgrs) and from 31/10/44 temp. in NE-Thames coal trade. 4/45 alloc. to Special Military Service in S.E. Asia as Crane Ship, 21/4 dep. Liverpool for Madras (4-13/6) and Calcutta (16/6) (Hall Line). 24/8/45 Calcutta via Chittagong to Rangoon (2/9-17/10 and 11/11-26/1/46), then from 5/3/46 at Singapore as Resident Crane Ship. 31/5/46 del. at Singapore to STW, 8/6 dep. for Hong Kong (27/6). 7-10/46 trading Hong Kong-Haiphong. 9/46 reg. at Hong Kong to STW. From 11/46 trading Hong Kong-Keelung. 9/47 r. INCHARRAN. 23/9/47 del. at Townsville (Qld) on charter to Australian Shg Board (ASB) for coastal trade, 9/10 loaded Cairns (sugar) for Melbourne, Adelaide (5/11), then refit. 5/12/47 in service from Whyalla (usu. Port Pirie) to Newcastle and/or Risdon (Hobart) until 9/49. 4/48 t/f to Inch S.S. Co. 5/12/49 Whyalla to Sydney (15/12), where 3/1/50 redel. to owners, 11/1 to Hong Kong. 1/5/50 on voyage Hong Kong-Macao intercepted by Communist warship but released on intervention of HMS *Mounts Bay*. 1952 ran aground about 400 miles N. of Hong Kong, salvage assisted by HMS *Cossack*. 12/2/53 fired on by Nationalist LSTs off Shanghai. 13/11/54 detained by Nationalists on voyage Shanghai-Foochow. 4/5/55 fired on by Nationalist forces. 5/55 sold to Indo-China S. N. Co., London r HO SANG. 10/68 sold to Golden River Shg Corp., Panama r. GOLDEN RIVER. 7/4/70 delivered to breakers at Sakaide (Japan) [wartime service from BT 389/16/16]. [also <https://cipharmysteries.com/2014/11/29/a-brief-history-of-the-incharran>].



INCHARRAN passing upriver to Risdon (Hobart), 1948/49 (D. Kirby/NAA).

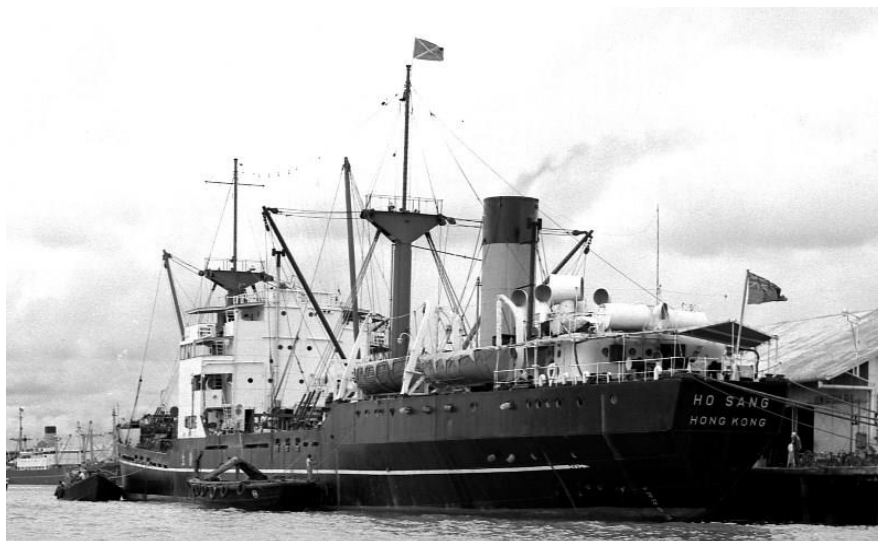


INCHARRAN ex EMPIRE LABRADOR, probably at Adelaide on ASB charter (A. Duncan).



INCHARRAN stranded, presumably the incident 400 m. north of Hong Kong in 1952 (Peter Foxley*).

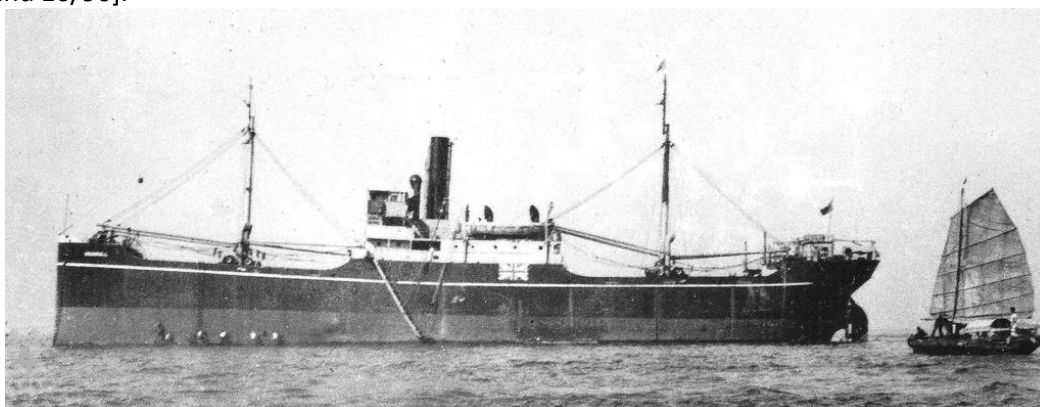
[1955 video showing stopped/anchored off Matsu Island in the Taiwan Strait and raising large ensign:
<https://www.shutterstock.com/video/clip-1078030529-circa-1955---british-naval-ship-hmcs>].



INCHARRAN later as Jardines' HO SANG, with heavier masts (R. Priest/NAA).

EMPIRE TERN (1946-49) 2479 (4966)/19-12 (251.0 x 43.6', T3cy/8k)

Built by Detroit S.B. Co., Wyandotte, Mich. (#269) for USSB as LAKE INGLENOOK. 1926 sold to New England, New York & Texas S.S. Corp., New York. 1928 owners restyled Newtex SS. Corp., New York. 1932 r. TEXAS BANKER. 1940 sold to MOWT (Sir Wm Reardon Smith & Sons Ltd, Cardiff mgrs) r. EMPIRE TERN. After repairs at Glasgow, from 9/40-10/42 UK-Spain/Portugal. 11/42 Reykjavik. 9/12/42 alloc. for use as Cased Petrol Carrier, 7/12-14/2/43 refit at Barry, 14/2 Swansea to North Africa to 6/43, then Casablanca to UK (phosphate). 29/7-12/10/43 at Barry in refit for Coastwise Store Service, then North Africa and Italy. 9/3-6/6/45 Alexandria (repairs), then Greece, 10/45 Italy, 19/12/45 arr. Trieste where 30/11 released but 19/2/46 still laid up. 7/46 sold to STW, 10/46 reg. at Hong Kong. 1-11/47 laid up at Hong Kong. 12/48-2/49 laid up at Hong Kong. 2/49 t/f to Inchmull S.S.Co. Ltd r. INCHMULL. 27/10/49 stopped by Nationalist warship off Foochow, papers help until RN intervention. End-9/50 at Shanghai. c.26/7-c.20/9/51 laid up in Outer Roads, Singapore. 2/53 sold to Sigma Co. Ltd (Wheelock Marden & Co. Ltd mgrs for Yih Zeu-fong), Hong Kong r. SIGMA STAR. 16/10/53 arrived at Osaka for breaking up, 19/10 del. to Shigyo Kozai and broken up for their account by Kimoto Kinsoku Kogyo K.K. [BT 389/12/32 and 16/96].



INCHMULL laid up at Hong Kong (P. Foxley*).

EMPIRE MAGPIE (1946-48) 6318 (9700)/19-10 (395.5 x 55.2', 2ST/11k by Mid West Eng. Co., Indianapolis)

Built by Federal S.B. Co., Kearny (NJ) (#30) for USSB as BELLEMINA. 1937 t/f to USMC. 1941 sold to MOWT (Canadian Pacific Steamships Ltd, London mgrs) r. EMPIRE MAGPIE. 7/46 sold to STW, 10/46 reg. at Hong Kong. Laid up until 4/48 sold to Zui Kong S.S. Co. Ltd (Chinese Maritime Trust Ltd mgrs), Shanghai r. JUI HSIN. 1950 t/f to Pacific Union Marine Corp. (C.Y. Tung, Hong Kong), Panama r. ORIENTAL DRAGON. 1955 t/f to Atlantic Bulk Carrier Inc., Panama r. ATLANTIC UNITY. 9/4/59 arr. at Hirao for demolition by Tonan Boeki K.K.



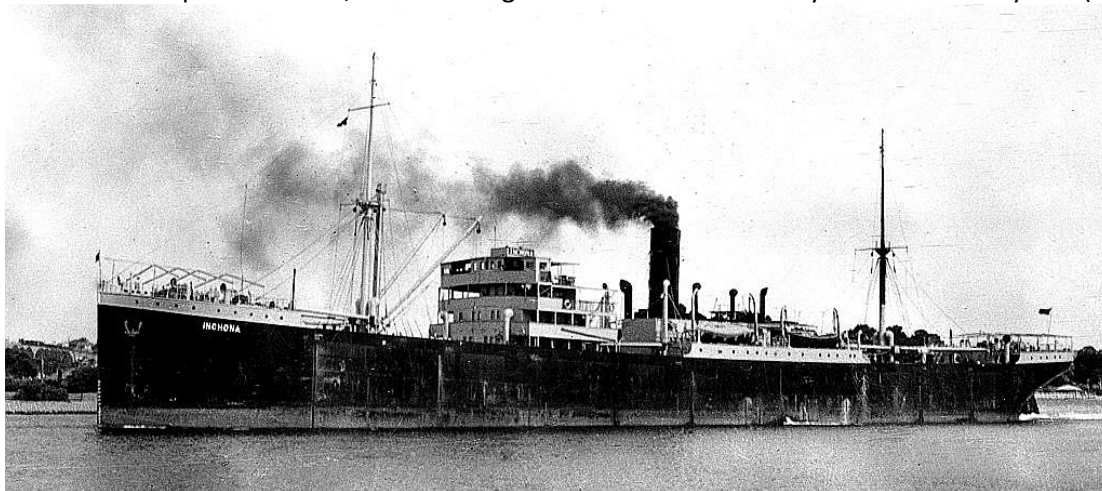
EMPIRE MAGPIE refitted and well-presented at Vancouver as C.Y. Tung's ORIENTAL DRAGON (Ken Thompson/W. Schell).

EGORLOCK (1946-47) 4998 (7334)/14-6 (405.6 x 54.3', T3cy/11k)

Built by Harland & Wolff Ltd, Glasgow (#445) for British & African S.N. Co. Ltd (Elder Dempster & Co. Ltd mgrs.), Liverpool as EGORI (12 pass.). 1915 t/f to Elder Line Ltd. 1917 t/f to African S.S. Co. Ltd. 1933 t/f to Elder Dempster Lines Ltd. 3/39 sold for £14,000 to G.E. Marden (Wheelock & Co. Ltd), Shanghai r. EGORLOCK. By 12/39 trading around Bay of Bengal. 1942 taken over by MOWT (Brown, Jenkinson & Co. Ltd mgrs), reg. London. 7-10/43 Bombay to Persian Gulf (Army stores), then Indian coast until 26/7 at Calcutta. 17/8 to Durban and Cape Town for repairs. 3/45 sold at Cape Town to MOWT (Moller Line Ltd mgrs.). 7/2/46 arr. Durban, 31/3 to Diego Suarez, Tamatave (coal), 13/4 Durban to Tripoli (coal); 2-28/7 at Durban (repairs), then 15-28/8/46 at Colombo, where del. to STW but still under requisition. 1-7/9/46 loading before Calcutta and Bombay (17/9-7/10 to Shanghai 3/11 (5500t cotton and gen.). 3/12 dep. Shanghai for Rangoon (31/12/46-10/1/47 for UNRRA loading 6800t bagged rice to Hong Kong (26/1), then laid up. 10/12/46 reg. t/f to Hong Kong, 29/3/47 r. INCHONA, 3/4/47 t/f to Inchona S.S. Co. Ltd. 15/5/47 after docking ex Hong Kong to Bowen (Qld) where 30/5 del. on charter to ASB for Australian coastal trade, mainly sugar from N. Qld to Sydney/Melbourne. 25/3/49 redel. at Sydney, 6/4/49 to Singapore (wheat), thence Hong Kong. Early 1951 laid up at Hong Kong. 3/51 sold to Hong Kong Chiap Hua Manufactory Co. (1947) Ltd for breaking up at Laichikok, 11/3 work began [Cowden & Duffy, *Elder Dempster Fleet History* #216; BT 389/10/185, 16/97].



EGORLOCK as Elder Dempster's EGORI, first of 6 cargo liners delivered 1914 by three different yards (A. Duncan).

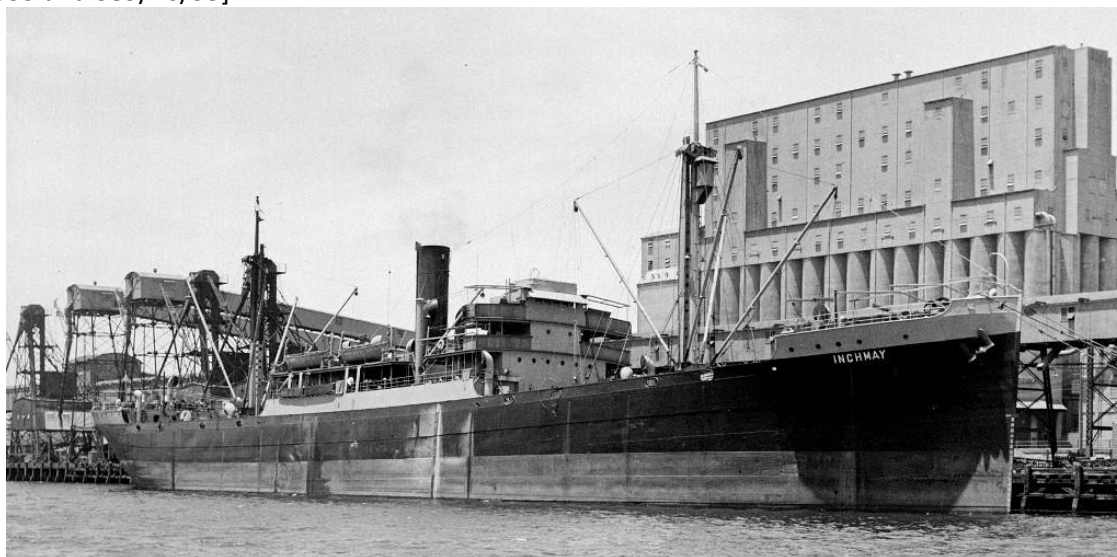


INCHONA ex EGORLOCK in Brisbane River on ASB charter (NAA colln*)



INCHONA at Sydney (coll. Ian Edwards).

EMPIRE GAZELLE (1946-47) 4828 (7630)/20-1 (381.7 x 53.3', T3cy/10½k by Skinner & Eddy Corp., Seattle)
 Built by Todd D.D. & Constr. Corp, Tacoma (#105) for USSB as HIGHO. 1937 t/f to USMC, laid up in James River.
 3/41 sold in lay up to MOWT (T. & J. Harrison Ltd, Liverpool mgrs) (reg. London), 21/7 dep. Norfolk via Halifax for UK, where 8/41 r. EMPIRE GAZELLE, then mainly N. Atlantic except 9/42-4/43 three voy. Melilla-UK (iron ore).
 1/44 collier service in Mediterranean (Italy), then 4-6/44 UK-Gibraltar (coal), Casablanca-UK (phosphorus). 3-5/45 iron ore Pepel (Sierra Leone to UK. 11/46 sold to STW and reg. at Hong Kong. 4/47 t/f to Inchmay S.S. Co. r. INCHMAY. 1/5/47 ex Hong Kong to Bowen where 19/5 del. to ASB for coastal trade, mainly East Coast ports to Hobart. 25/2/49 arr. Sydney from Cairns (sugar), after discharge laid up until 5/4/49 redelivered to owners, 6/4 dep. in ballast to Hong Kong. 8/9/49 driven ashore on Stonecutters Island by typhoon, refloated. 9/51 t/f to W&Co. 12/53 sold to Japanese breakers, 2/1/54 delivered at Yawata for breaking up, 5/54 work completed [BT 389/11/335 and 389/16/95].

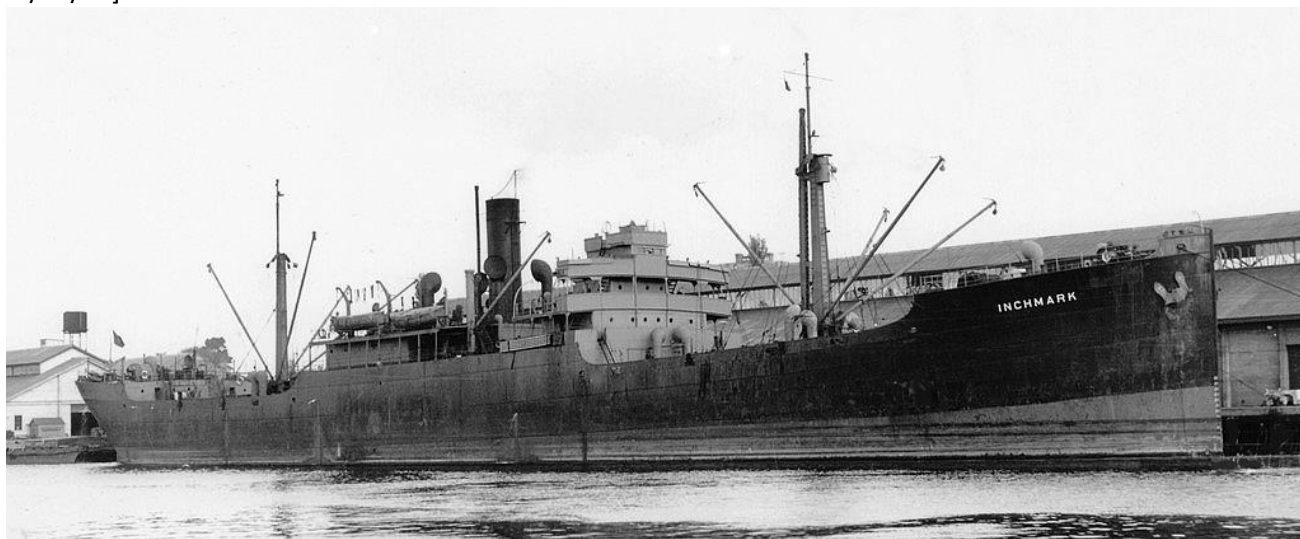


INCHMAY at 7 Glebe Island, Sydney at end of ASB charter (Ian Edwards).



INCHMAY (David Kirby/NAA).

EMPIRE GREBE (1946-47) 5736 (8567)/18-12 (410.4 x 54.2', ST/9½k by General Electric Co., Schenectady) Built by Northwest Steel Co., Portland (Or.) (#19) for USSB as WEST WAUNA. (1/18-5/19 under USN requisition. 1937 t/f to USMC. 1941 sold to MOWT (G. Heyn & Sons Ltd, Belfast mgrs) (reg. London), recond. at Mobile, 24/2/41 dep. for Halifax (6/3-10/4 repairs), then Liverpool (29/4-20/6 repairs) where 5/41 r. EMPIRE GREBE. 11/46 sold to STW and reg. at Hong Kong. 4/47 t/f to Inchmark S.S. Co. r. INCHMARK. 23/7/47 del. at Cairns to ASB. 11/4/49 at Sydney redel. to owners, 29/5 o/v to Hong Kong (ballast) stranded and wrecked on Schildpad Is. (07.5S-132.3E) in Arafura Sea, crew of 8 Australian, 1 NZ officer and 29 Chinese seamen remained on board until salvage tug *Caroline Moller* attended 22/6 but abandoned as CTL, 23/7 took off crew for Hong Kong (1/7) [BT 389/32/56].



INCHMARK 1948 at Princes Wharf, Hobart (Noel Brown).

EMPIRE NIGHTINGALE (1946-47) 5698 (8742)/18-9 (409.5 x 54.2', T3cy/8½k)

Built by Ames S.B. & D.D. Co., Seattle (#8) to order of Cie. Générale Transatlantique but completed for USSB as WESTPORT under USN requisition to 3/19. 1937 t/f to USMC. 11/40 sold at Norfolk (Va) to MOWT (Mungo Campbell & Co. Ltd, Newcastle mgrs) r. EMPIRE NIGHTINGALE, 9/2/41 dep. Baltimore for Halifax for reconditioning (8/3-9/5), then transatlantic (coal/steel). 8/1/43 Clyde for Bougie, N. Africa, then Liverpool 10/3 to Philippeville, Swansea 16/6 to Algiers, then Casablanca (phosphate) to UK (2 voy.) ending Dundee and Aberdeen (26/11-5/1/44 for repairs). 23/1/44 Glasgow to Oran, then voyages UK-Italy/Malta. 12-28/11/44 at Barrow (repairs), then via St Johns (21/12-17/1/45 with defects) to New York (27/1-4/5/45) for docking and repairs, then Cuba (sugar). 6/45 UK ports, then 2 voy. From Casablanca. 6/10/45 Hull to Montreal (20/10-3/11) for Havre and Rouen, 10/12 Barry for Sydney and Boston (3-9/1/46) with steel for Immingham (17/2-5/3), then 8/3-18/10/46 at Cardiff (repairs). 11/46 sold to STW and reg. at Hong Kong, 10/47 r. INCHMULL. 4/48 t/f to Inchmull S.S. Co. 8/48 sold to Scindia S.N. Co. Ltd, Bombay r. JALAMATSYA. 3/53 sold at Bombay to scrap merchant Richard Nathan Corp., New York r. RICNAT [RICHARD NATHAN] for delivery voyage to breakers, 8/8/53 arrived at Bo'ness for demolition by P. & W. MacLellan, Ltd [BT 389/11/565, 389/16/257].



EMPIRE NIGHTINGALE/INCHMULL at Boston in original guise as USSB's WESTPORT (R. Hildebrang/W. Schell).

EMPIRE PUMA (1946-47) 7777 (12,648)/20-3 (439.6 x 60.2', Q4cy/9½k by W. Cramps S.& E.B. Co., Phil.)

Laid down by Pusey & Jones Corp., Gloucester City (NJ) (#15) for Pennsylvania S.S. Co. but req. and completed for USSB as ETHAN ALLEN. 2/33 sold to Lykes Bros-Ripley S.S. Co. Inc., New Orleans but delivery delayed until 1/37 by legal problems. 1938 owners restyled Lykes S.S. Co. Inc. 1940 sold to MOWT (Lyle Shg Co. Ltd, Glasgow mgrs) (reg. London) r. EMPIRE PUMA. 4/5/41 damaged by bombing at Belfast. 1944 mgrs Michalinos & Co. Ltd, London. 11/46 sold to STW and reg. at Hong Kong. 4/47 t/f to Inchwells S.S. Co. r. INCHWELLS. 12/7/47 del. at Cairns to ASB, thence Melbourne (8/8) for refit. 9/47 commenced SA-Lyttelton wheat trade. 28/2/48 Thevenard to Lyttelton (25/3-20/5), 1/6/48 arr. Sydney leaking badly after heavy seas o/v Lyttelton-Thevenard (SA) in ballast, to Newcastle for repairs, thence Melbourne (8/6). 11/7 Thevenard via ports to Lyttelton (30/7), then 23/8 Auckland to Melbourne (3/10), where 14/10/48 redel. to owners, 17/10 for Hong Kong. 4/51 sold to Bellavista Cia Nav. SpA. (Antonios G. Pappadakis), Panama r. POINT CLEAR. 12/52 sold to Cia de Nav. "Stellamaris" S.A., Genoa r. GIACOMO PIAGGIO. 1954 sold to Angelo Ravano di Enrico, Genoa r. ENRICHETTO. 1958 sold to Panamanian Oriental S.S. Corp. (Wheelock Marden & Co. Ltd, Hong Kong), Panama r. SILVANA. 30/5/59 arrived Hong Kong for breaking up by Hongkong Rolling Mills [BT 389/11/639, 389/16/99].



INCHWELLS at Lyttelton in 1947/48 on ASB charter (coll. W. Schell).

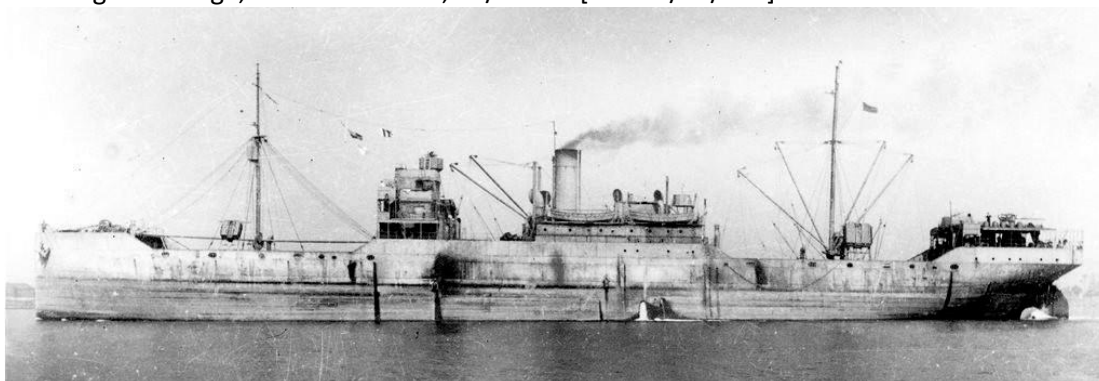


INCHWELLS, islands painted black (coll. S. Kentwell*)



INCHWELLS as ENRICHETTO at Hampton Roads, 24 July 1955 (John Lochhead).

EMPIRE RAZORBILL (1946-47) 5118 (9145)/20-4 (390.0 x 54.2', ST/9k by General Electric Co., Schenectady)
 Built by American Int. S.B. Corp., Hog Is. (Pa) (#1521) for USSB as CONNESS PEAK. 1921 sold to Pioneer S.S. Corp., New York. 1922 reverted to USSB. 2/33 sold to Lykes Bros - Ripley S.S. Co. Inc., New Orleans but delivery delayed until 1/37 by legal problems. 10/38 sold to Wisconsin S.S. Co. Inc, New Orleans (reg. New York) r. ERICA REED. 7/39 sold to American Coast Line Inc. Prudential S.S. Corp.), New York r. EASTERN TRADER. 1940 sold to MOWT (Douglas & Ramsay Ltd, Glasgow mgrs) (reg. London). 9/5/40 dep. San Francisco and LA for Baltimore and New York (2-29/6), then via Halifax to Liverpool (23/7), where r. EMPIRE RAZORBILL. 15/8/40 to Baltimore (31/8-10/9) then via Halifax to UK (17/10-9/12 repairs) for delayed sailing to St Lawrence (coal) but 14/12/40 damaged by U-boat gunfire N. of Rockall (59.31N, 13.15W), diverted to St John's/Louisburg (24/12-24/2/41 for docking/boiler repairs), 5/3 dep. Halifax for UK, 28/3 arr. London, then 17/4-14/6 Grangemouth/Leith for repairs after 5/5 fire. 20/10/40 at Louisburg in tow with boiler trouble, 28/11 completed repairs at Sydney (NS), then boiler blew out, 4/12 dep. for UK...14/3/43 dep. New York for Clyde (2/4-11/7 repairs), then 25/7-11/8 St John's/Botwood (zinc) to UK (24/8-13/11 repairs). On Army Collier Service 27/11/43 to Algiers (24/12/43-5/1/45), back-loading Casablanca (8-22/1) to UK. 29/2 London to New York (1/4-10/5 repairs) and UK (1/6-29/11 repairs at various ports)...21/9-1/10 Norfolk to Marseille (coal), Melilla to Tyne (24/11-30/12/45), then two bauxite loadings Takoradi to UK (Newport). 11/6/46 Newport to Tampa (phosphate), 28/7/46 arr. Garston for discharge, then laid up for delivery 8/46 to Wing Hong Co. Ltd (W&Co.), 11/46, reg. at Hong Kong. 9/10 sailed Liverpool to load Emden for Genoa, then Istanbul (16/11-6/12 loading 5700t grain) for Calcutta (16/1/47). 4/47 sold to Xilas Bros. (E.M. Xilas), Piraeus r. M. XILAS. 4/6/47 while loading rice for Calcutta severely damaged by fire at Koh Sichang anchorage, Gulf of Thailand, 13/7 sank [BT 389/11/657]



EMPIRE RAZORBILL in wartime grey (U.S. Coast Guard/W. Schell print).

INCHARRAN (1947-55) 3539/44
INCHCRAG (1947-52) 3724/23
INCHKEITH (1947-55) 4290/23
INCHMARK (1947-49) 5736/18
INCHMAY (1947-53) 4828/20
INCHMULL (1947-48) 5698/18
INCHONA (1947-51) 4998/14
INCHWELLS (1947-51) 7777/20
INCHMULL (1949-53) 2479/19

see EMPIRE LABRADOR (1946-47)
 see EMPIRE TYNE (1946-47)
 see EMPIRE PLANET (1946-47)
 see EMPIRE GREBE (1946-47)
 see EMPIRE GAZELLE (1946-47)
 see EMPIRE NIGHTINGALE (1946-47)
 see EGORLOCK (1946-47)
 see EMPIRE PUMA (1946-47)
 see EMPIRE TERN (1946-49)

INCHISLAY (1951-59) 1941 (2843)/43 (259.0 x 42.1', T3cy by Prescott Co., Menominee)
 Built by Walter Butler Sbls Inc., Superior (Wi) for WSA as N-3type and b/b chartered to MOWT (Witherington & Everett, Newcastle mgrs) as ASA ELDRIDGE. 7-10/43 Canadian Great Lakes service. 2/12 sailed Halifax for Leith, then coastal service. 5/45 t/f to UK-N. Europe service. 4/47 sold to MOT (same mgrs). 4/51 sold to W&Co. r. INCHISLAY, 1/52 reg. at Hong Kong. 11-17/7/52 ashore on reef in Sulu Sea, on return to Hong Kong chartered

to PRC for Shanghai-Foochow route. 23/9/52 looted of cargo by Nationalist gunboat and junks off Wenchow. 26/6/56 seized by Indonesian corvettes for illegal entry in ballast to Pare, S. Sulawesi, escorted to Surabaya where later released, 4/10 arr. Singapore. 1958 on charter in Indonesian waters. 11/59 sold to Haitong S.S. & Tdg Co. Ltd (China Pacific Co. Ltd), Hong Kong r. CEYLON. 9/62 sold to Ta Hing Co. (HK) Ltd, Hong Kong but promptly resold to P.T. Mask. Pel. Sang Saka, Jakarta r. SANG BALIM. c.1966 r. SANG PERKASA. Last rep. movement 14-18/6/69 at Singapore, likely prior to delivery to breakers (sold 1969 for demolition) [BT 3892/114 and 389/6/228].



INCHISLAY in the Irrawaddy (Tom Rayner*).

INCHULVA (1951-59) 1953 (2843)/43 (258.10 x 42.1', T3cy/10k by Prescott Co., Menominee)
 Built by Walter Butler Sbltrs Inc., Superior (Wi) (#11) as N-3type for WSA and b/b chartered to MOWT (Wm Cory & Son Ltd, London mgrs as ELKANAH CROWELL. 4/47 sold to MOT (same mgrs). 3/51 sold to W&Co. r. INCHULVA. 1/52 reg. at Hong Kong. 14/1/52 bow damaged in collision with Hong Kong with *Lee Ming*. 19/8/57 badly damaged by stranding on Lantung Is. 11/59 sold to Hemisphere Shg Co. Ltd (Ocean Tramping Co. Ltd), Hong Kong r. HANSFORD. 6/60 t/f to People's Republic of China r. HO PING 77. 1967 t/f to Bureau of Marit. Tpt Admin., Shanghai r. ZHAN DOU 77. 1984 r. HE PING 77. 1992 RLR but may have become ZHE HAI.



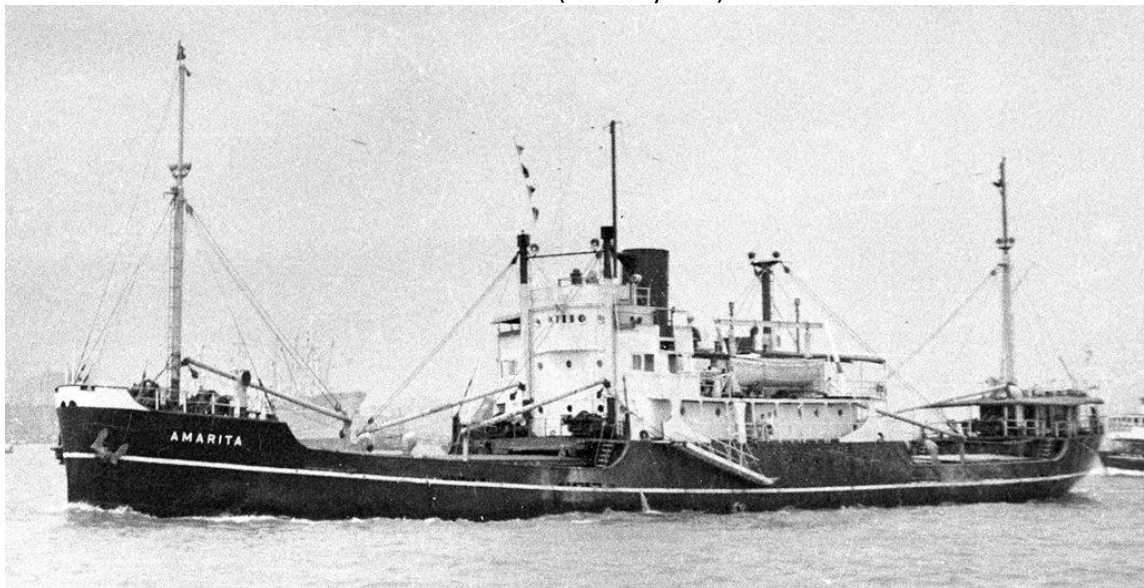
INCHULVA as ELKANAH CROWELL in early peacetime guise at Cardiff Docks (Leslie W. Hansen/Nat. Museum Wales).

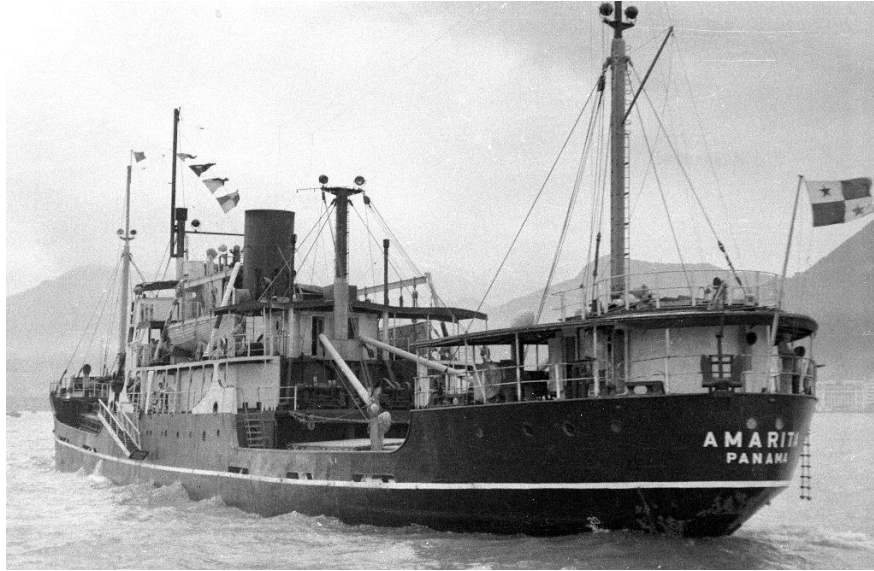
INCHWELLS (II) (1953-59) 1896 (2709)/44 (258.9 x 42.1', C6cy by Ajax Uniflow Co., Corry)

Built by Ingalls S.B. Corp., Decatur (Al) as N-3type for WSA as JAMES A. LITTLE. 1944 b/b chartered to Royal Netherlands Govt (N.V. Kon. Paketvaart Mij, Amsterdam mgrs) r. FORT AMSTERDAM. 10/46 sold to Royal Netherlands Govt (same mgrs). 3/47 sold to KPM for use in Indonesian waters as collier, 1948 r. BUNA BAAI. 29/12/52 sold and 3/53 del. to W&Co. r. INCHWELLS for charter to PRC for Shanghai-Foochow route. 14/11/54 ransacked off Foochow. 3/6/55 strafed by aircraft while entering Foochow. 9/7/55 struck by bomb and strafed at mouth of Min River on voyage Foochow-Shanghai. 11/59 sold to Cia de Nav. Victoria Neptuno S.A. (Teh Hu S.S. Co. Ltd, Hong Kong), Panama r. AMARITA. 1968 sold to Pumoo S.S. Co. Ltd, Seoul. By 23/6/79 in hands of breakers at Kaohsiung (rep. 8/70).



INCHWELLS (Tom Rayner*).





(Top and bottom) INCHWELLS as AMARITA at Hong Kong, 9 April 1960 (R. Maya/W. Schell).



INCHWELLS as AMARITA awaiting demolition at Kaohsiung, 23 June 1970 (W. Schell).

INCHKILDA (1953-59) 1908 (2709)/43 (258.9 x 42.1', C6cy by Ajax Uniflow Co., Corry)

Built by Pennsylvania S.Y. Inc., Beaumont (Tx) (#309) as N-3 type for WSA as SAMUEL YEATON. 1944 b/b

chartered to Royal Netherlands Govt (N.V. Kon. Paketvaart Mij, Amsterdam mgrs) r. FORT WILHELMUS.

21/10/44 stranded on Neale Reef (Old). 9/46 sold to Royal Netherlands Govt (same mgrs). 3/47 sold to KPM for

use in Indonesian waters as collier, 1948 r. ORO BAAI. 30/6/53 del. to W&Co. r. INCHKILDA, chartered to PRC.

26/7/53 seized and looted by gunboats 100 m. W. of Formosa Strait, released on intervention of HMS *Unicorn*.

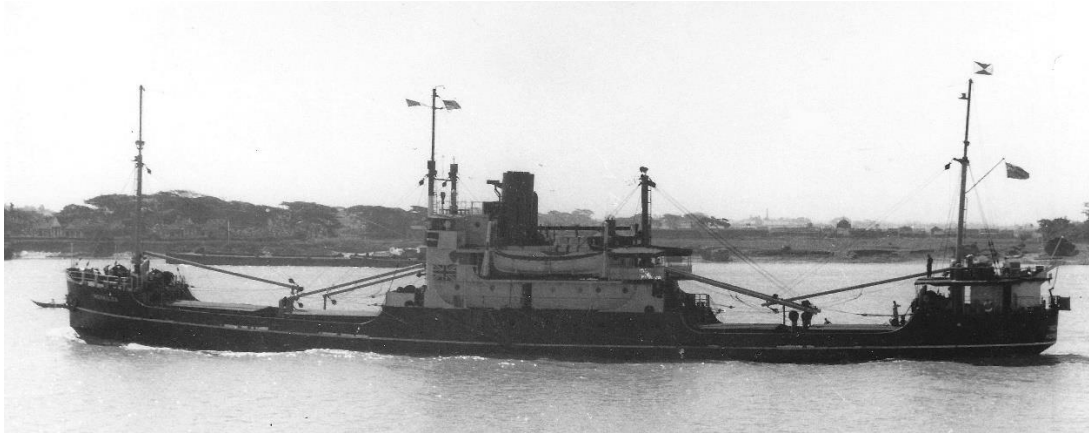
24/8/54 strafed off Matsu. 7/9/54 strafed off Amoy. 17/10/54 shelled in Formosa Strait by unidentified warship.

4/55 on charter to Rangoon & Malaya Tdg Co. for Burma-Singapore rice trade. 1-5/58 on charter in Indonesian

waters. 11/59 sold to Shun Cheong S.N. Co. Ltd, Hong Kong r. JULIANA. 4/60 r. TAIFOOKLOY. 1960-62 on charter

in Indonesia. 9/5/62 laid up at Hong Kong. 1/9/62 blown ashore during typhoon 'Wanda', refloated but 12/62

sold with damage to Hong Kong breakers.



INCHKILDA (Tom Rayner*).

CHCASTLE (1954-66) 5622 (9850)/38-1 (447.5 x 61.6', T3cy/9k by N.E. Marine Eng. Co., Newcastle)
 Built by Short Bros Ltd, Sunderland (#453) for Nitrate Producers' S.S. Co. Ltd (Lawther, Latta & Co. Ltd mgrs), London as **ANGLO-INDIAN**. c.12/2/42 o/v Batavia (12/2)-Colombo hull damage by bombing in East Indies waters, 21/2 arr. Colombo, temp. repairs. 1943 sold to Sir Wm Reardon Smith & Sons Ltd, Cardiff (reg. London). Mid-1948 r. **TACOMA CITY**. 11/54 del. to W&Co. r. **INCHCASTLE**, 1/55 reg. at Hong Kong. 5/66 sold to Wing On S.S. Co. S.A. (Prosperity S.S. Co. Ltd, Hong Kong), Panama r. **LUCKY**. 8/11/69 arrived at Kaohsiung for breaking up [Further WWII service details at BT 389/1/259 and 389/14/87].



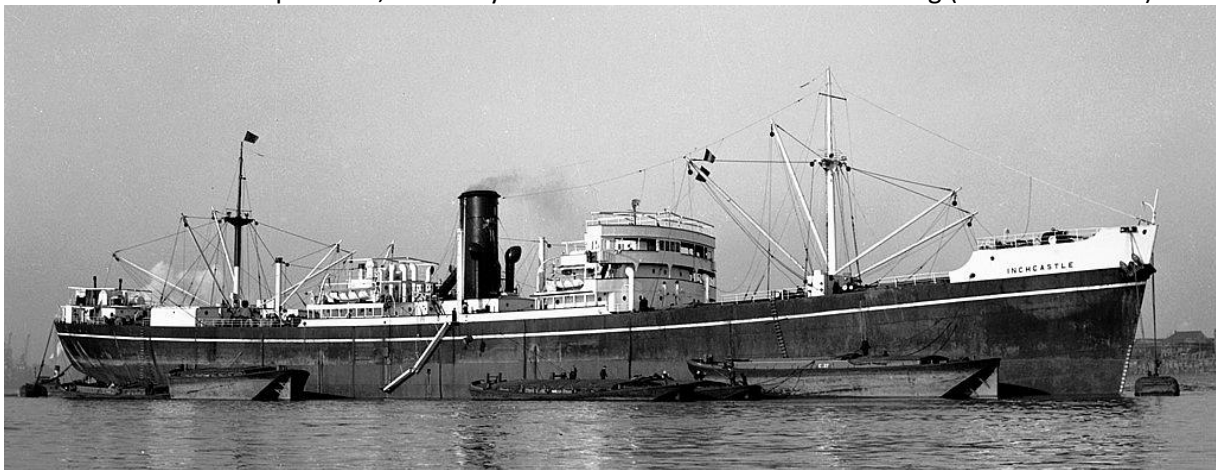
INCHCASTLE at 30 South Wharf, Melbourne (W.G. Volum/NAA).



INCHCASTLE at Colombo, 1959 (Norman Hesketh/Alan Lee).



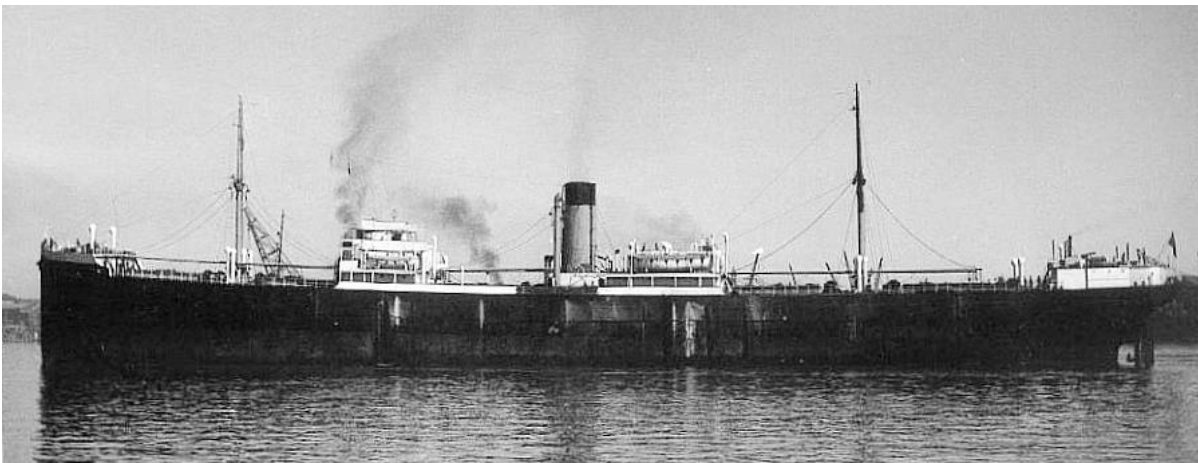
INCHCASTLE at Cape Town, evidently with trial Williamson funnel marking (coll. S. Kentwell).



INCHCASTLE working cargo on Deptford buoys in the Thames (M. Dippy/NAA).

INCHJURA (1955-59) 4654 (8400)/34-11 (427.8 x 54.0', T3cy/12k)

Built by J. Readhead & Sons Ltd, South Shields (#506) for Bank Line Ltd (A. Weir & Co. mgrs), Glasgow as TYNEBANK. WWII service details at BT 389/16/92. 2/55 sold to W&Co., 5/55 r. INCHJURA. 21/6/55 detained by Nationalist forces near Paichuan Is. while attempting to enter Foochow. 8/59 sold to Mitsubishi Shoji K.K., 15/9 arrived at Osaka for demolition, 14/12 work begun at Sakai by Sakaguchi Kosen K.K.



TYNEBANK in Bank line ownership (A. Duncan/Tynebuiltships.co.uk).

INCHMAY (II) (1955-66) 7075 (9707)/44-4 (446.6 x 56.4', T3cy/10k by N.E. Marine Eng. Co., Newcastle)
 Built by Short Bros. Ltd, Sunderland (#480) for MOWT (Blue Star Line Ltd, London mgrs) as refrig. cargo vessel
 EMPIRE CROMER, 24/12/43 launched, 15/1/44 arr. Tyne in tow for fitting engines, 19/2 returned to S'land, 28/4
 maiden voyage to load potatoes Belfast-Bristol, then ballast to Montreal/Quebec, where repairs to 29/8, then
 convoy to Liverpool (17/9). 4/10 dep. Liverpool to River Plate (11/45) loading to Glasgow. 23/1/45 in
 transatlantic service until 26/8 dep. Liverpool for River Plate, again 6/12. 3/46 at Glasgow sold to Donaldson Line
 Ltd, Glasgow r. CORRIENTES. 8/54 sold to Blue Star Line Ltd, London to be OAKLAND STAR but 1/55 resold to
 W&Co. r. INCHMAY, 3/55 reg. at Hong Kong. 3/4/62 broke moorings and blown ashore at Wakayama, 20/4
 refloated, 23/4 at Kobe for repairs. 3/66 sold to National Shg Corp., Karachi for Pakistan-Australia line, 8/66 r.
 KAUKHALI. 2/4/68 arrived at Karachi and laid up, 10/68 sold for breaking up., 5/69 work begun by Eastern Steel
 Co.



INCHMAY as Donaldson's CORRIENTES at Vancouver (Walter E. Frost/VPA).

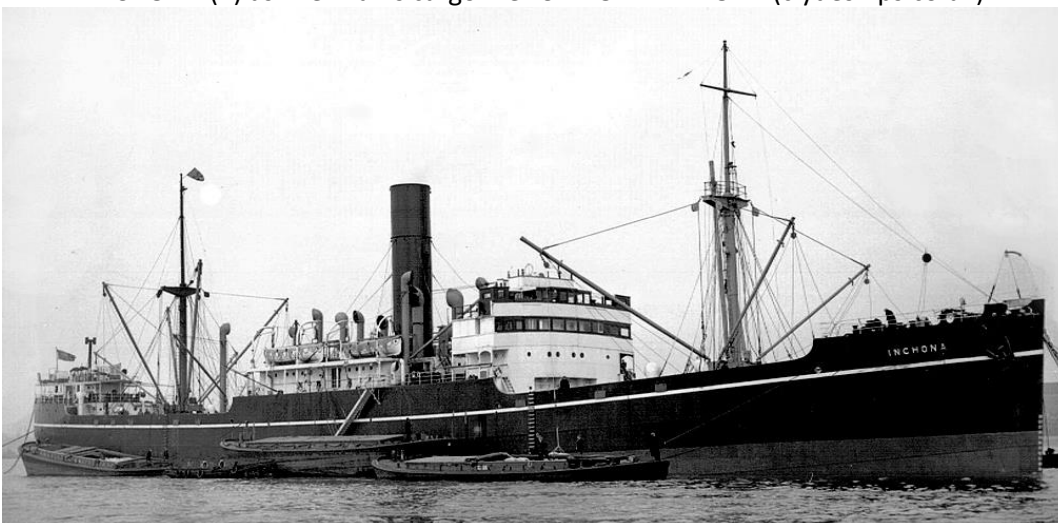


INCHMAY at Nagoya, 24 November 1964, extra accommodation abaft the bridge and on boat deck,
 twin stovepipes at poop for the Chinese crew's galleys (Dr. George Wilson)

INCHONA (II) (1955-55) 5101 (8201)/27-5 (385.4 x 51.8', T3cy/11k)
 Built by Barclay, Curle & Co. Ltd, Glasgow (#615) for Hall Line Ltd (Ellerman Lines Ltd mgrs), Liverpool as CITY OF
 HEREFORD. WWII service details at BT 389/14/67 and 389/7/115. 2/55 sold to W&Co. r. INCHONA. 30/7/55 sold
 for £200,000 to World-Wide S.S. Co. Ltd, Hong Kong with delivery at Uruga r. GOLDEN ALPHA, chartered to
 Yamashita Kisen K.K. 10/2/59 arrived at Osaka for breaking up.



INCHONA (2) as Ellerman's cargoliner CITY OF HEREFORD (clydeships.co.uk)



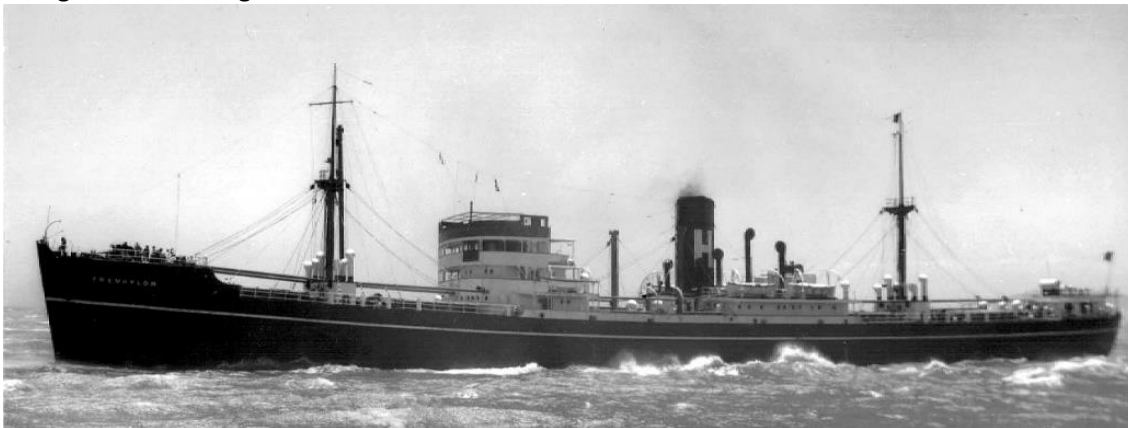
INCHONA ex CITY OF HEREFORD loading in Thames soon after delivery (A. Duncan).



INCHONA depicted as GOLDEN ALPHA, first ship of World-Wide S.S. Co. (Stephen Card painting).

INCHSTAFFA (1955-66) 5255 (9080)/40-3 (447.10 x 56.2', M3cy/10k Doxford)

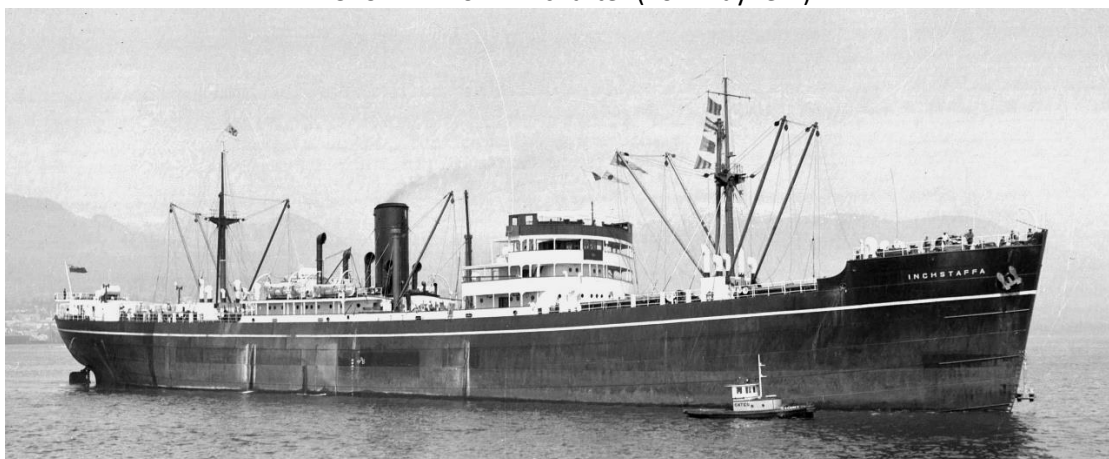
Built by Barclay, Curle & Co. Ltd, Glasgow (#674) for Hain S.S. Co. Ltd, London as **TREVAYLOR**. WWII service details at BT 389/14/67 and 389/21/210. 1946-49 on charter to P&O (mostly UK-Far East). 3/55 sold to W&Co. r. **INCHSTAFFA**. 30/3/61 towed into Rabaul by *Ardee* (7072/42) after engine breakdown. 9/66 t/f to Mullion & Co. (Gibraltar) r. **ARDSTAFFA**. 1967 sold to Yick Fung Shg & Ent. Co. Ltd, Hong Kong (Gib. reg.). 1967 t/f to Southern Shg & Ent. Co. Ltd (Yick Fung Shg & Ent. Co. Ltd), Hong Kong (Gib. reg.) r. **NANKWANG**. 30/11/67 inbound from Whampoa to Shanghai (iron ore) sank off Woosung after grounding when anchor chain parted in heavy weather while awaiting berth at Shanghai.



INCHSTAFFA as Hain Line's **TREVAYLOR** (A. Duncan).

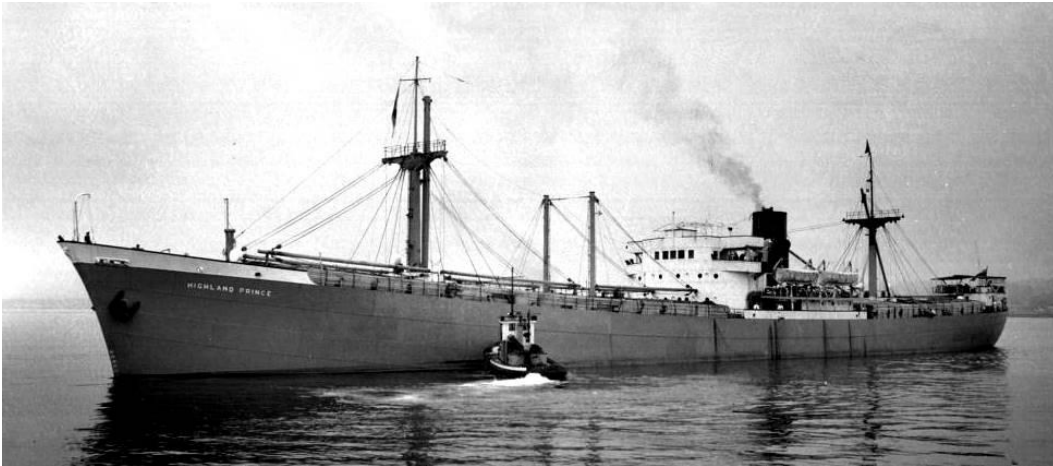


INCHSTAFFA on B.I. charter (Tom Rayner*).



INCHSTAFFA at Vancouver, 14 May 1955 (Walter E. Frost/VPA).

INCHSTUART (1955-69) 7043 (10,250)/42-12 (441.0 x 57.0', M3cy/11k by Wm Doxford & Sons, Newcastle)
Built by Burntisland S.B. Co. Ltd, Burntisland (#264) for Prince Line Ltd (Furness, Withy & Co. Ltd mgrs), London
as **HIGHLAND PRINCE**. 1/43 loaded via Cape for Port Said where 5/43 taken up for Special Service in
Mediterranean [BT 389/15/169]. 4/55 sold for £360,000 to W&Co. r. **INCHSTUART**. 12/59 t/f to Douglas S.S. Co.
Ltd (DL&Co. mgrs) and placed on 1-year charter to Burma Five Star Line for Japan-Straits-Rangoon line, also 1-
2/63. 15/10/68 dep. Hong Kong for Haiphong, next rep. movement 6/6/69 arr. Hong Kong for breaking up by
Leung Yau & Co.



INCHSTUART as Prince Line's **HIGHLAND PRINCESS** arriving Vancouver 17 August 1954 (Walter E. Frost/VPA).



INCHSTUART at 9 Walsh Bay, Sydney (Ian Edwards).

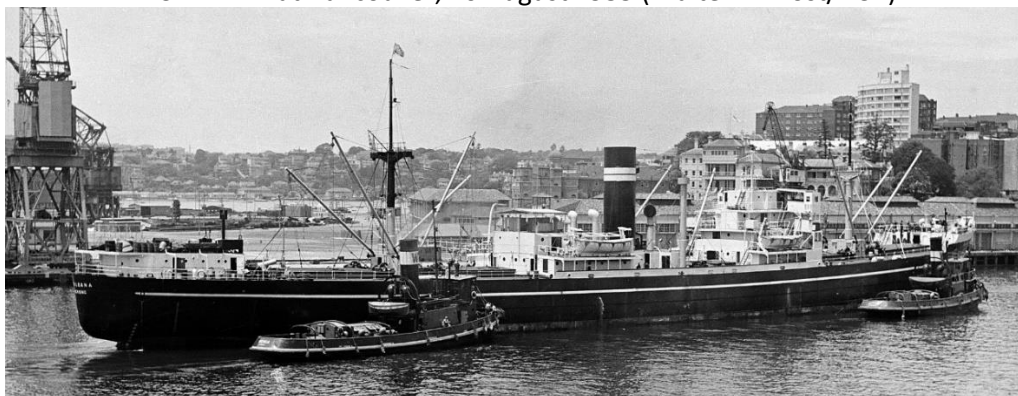


INCHSTUART finishing off a bagged wheat cargo at Port Adelaide in 1961 (Norman Hesketh/Alan Lee).

INCHLEANA (1955-66) 7040 (9420)/43-3 (447.7 x 56.2', T3cy/10k by J.G. Kincaid & Co. Ltd, Glasgow)
 Built by Lithgows Ltd, Port Glasgow for MOWT (Port Line Ltd, London mgrs) as Y4 type EMPIRE TREASURE. 3/43 in service to River Plate, then from 8/43 transatlantic. 8/1/44 swp. Liverpool for Halifax/New York but 15/1 in 50.27N, 33.56W adrift after stern frame fractured in rough weather and lost all propeller blades, taken in tow by salvage tug HMS *Bustler*, 29/1 arr. Newport for repair, 10/2/44 resumed voyage to New York. From 5/44 in service Liverpool-Canada (Cunard/Heyn). 18/3, 22/6/45 Liverpool to River Plate, thence Antwerp (17-28/10), then 11/45 transatlantic service to St John (NB) until 15/4/46 arr. Hull, where 5/46 del. to Donaldson Line Ltd, Glasgow r. GRACIA [BT 389/29/208]. 7/54 sold to Blue Star Line Ltd, London, 12/54 r. OREGON STAR. 5/55 sold to W&Co. r. INCHLEANA. 3/66 sold to National Shg Corp., Karachi r. TETULIA for Pakistan-Australia line. 21/7/68 arr. Chittagong for lighterage use. 5/69 sold to Mohammadia Iron Traders, Dacca for demolition, 18/9 work begun at Chittagong [see also Atkinson, *Blue Star Line*, 2014].



INCHLEANA at Vancouver, 10 August 1955 (Walter E. Frost/VCA).



INCHLEANA at Sydney on BI charter for Calcutta, probably November 1956 (Ian Edwards).



INCHLEANA arriving Hong Kong 11 April 1961 (Petroc/www.shipsnostalgia.com/media/inchleana.165429/full).

INCHMULL (II) (1955-69) 7038 (10,150)/41-4 (442.11 x 56.6', M3cy/10k)

Built by Wm Doxford & Sons Ltd, Sunderland (#671) for MOWT (West Hartlepool S.N. Co. Ltd, W. Hartlepool mgrs) as EMPIRE SPRAY. 6/41 entered transatlantic service. 9/42 loaded Manchester via Cape for Persian Gulf (Strick), 17/12 dep. Abadan via Cape for Paramibo and Trinidad where 2/42 loaded bauxite for New York (2/3/43). 3/43 del. at New York to Royal Netherlands Govt (N.V. Rotterdamsche Lloyd, mgrs) r. GERARD DOU [BT389/11/747]. 9/46 sold to N.V.S.M. "Rotterdam" (Willem Ruys & Zonen mgrs), Rotterdam. 10/47 r. MARKEN. 7/55 sold to W&Co. r. INCHMULL. 10/61-4/62 charter to Burma Five Star Line. 8/66 t/f to Douglas S.S. Co. Ltd (DL&Co. mgrs). 1966 mgrs Mullion & Co. 24/1/69 dep. Sasebo for Kaohsiung, where arr. prior 12/2/69 arr. at for breaking up by Shin Lie Steel Co. Ltd [marhisdata.nl].



INCHMULL awaiting loading at Sydney (Ian Edwards).



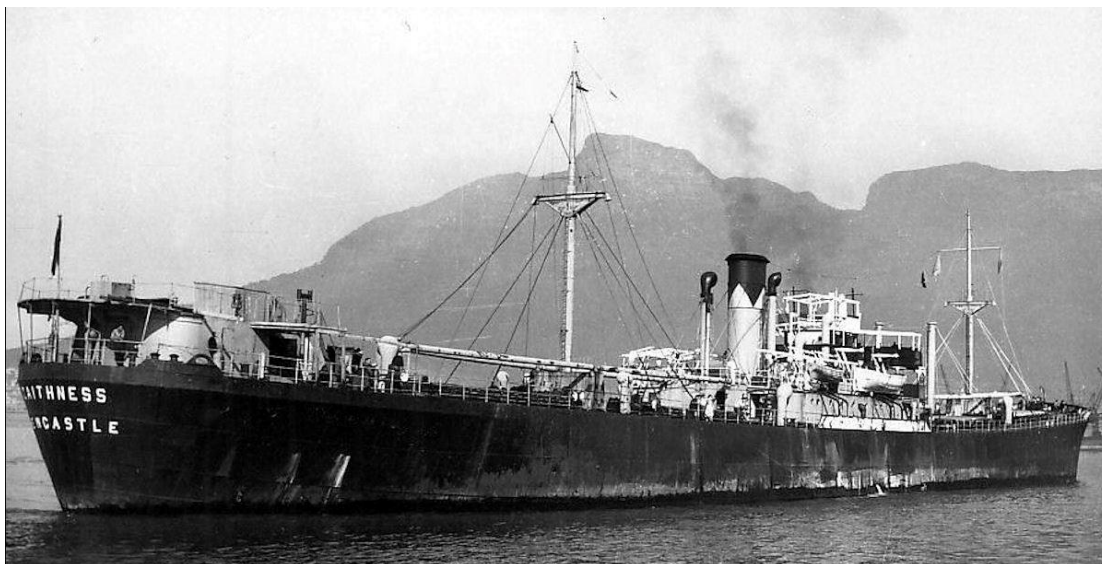
INCHMULL on BI charter (unidentified photographer).



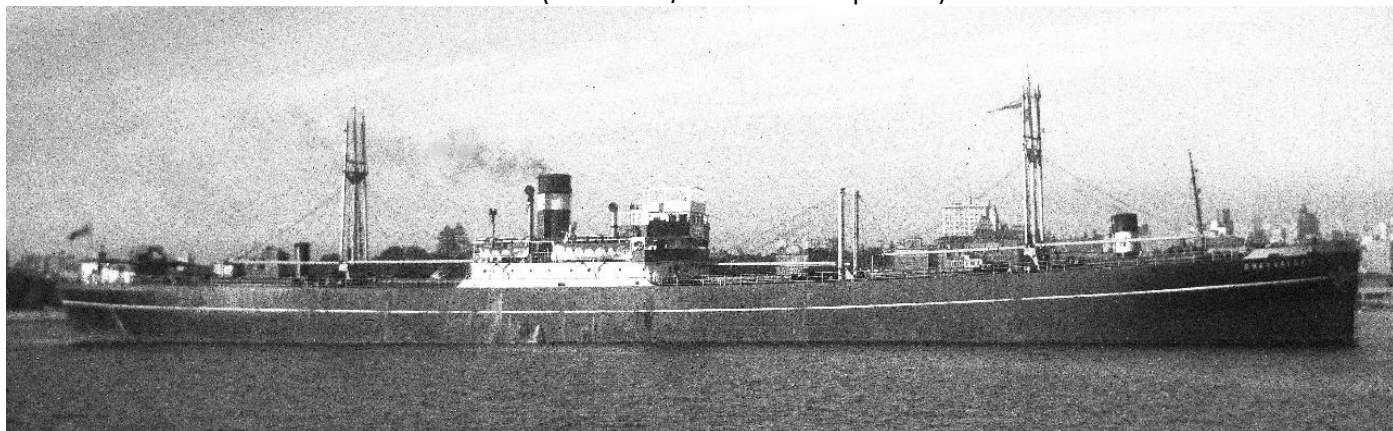
INCHMULL at Colombo, 22 April 1962, on Burma Five Star Line charter (Dr. George Wilson).

INCHARRAN (1955-66) 4970 (9250)/35-11 (427.9 x 54.3', M3cy/10k)

Built by Wm Doxford & Sons Ltd, Sunderland (#616) for B.J. Sutherland & Co. Ltd, Newcastle as CAITHNESS. 11/5/41 dam. by aircraft bombing in 52.03N, 05.24W. Further WWII service details at BT 389/6/17 and 389/16/86. 9/51 sold for £475,000stg to Westralian Farmers Tpt Ltd (Westralian Farmers' Cooperative Ltd, Perth), London to carry coal India to Australia for Commonwealth of Australia, 26/10 del. at Newcastle (UK) r. SWANVALLEY, loaded for BI at London for Calcutta, thence 11/3/52 via Vizagapatnam to Melbourne (8900t coal). 1/4/52 cargo fire when 750nm NW of Geraldton, WA, 5/4 put into Fremantle, fires extinguished in Nos 1 and 5 hold, 11/4 resumed voyage but after fire in No. 2 hold diverted to Adelaide (19/4) for discharge and repairs. 17/1/53 arr. Melbourne end V3 from Calcutta. 23/1/53 chartered to Australian Shg Board for Whyalla-NSW ironstone trade but 16/9/53 Port Kembla to Madras, 12/53 backloading from Yampi Sound. 9/55 sold for £230,000 to W&Co., 22/10 dep. Sydney for docking Singapore, 19/11 del. at Singapore r. INCHARRAN. 7/66 sold to Leecho S.S. Co. S.A. (Yong & Lee Timber Shg Co. Ltd, Hong Kong), Panama r. STAR OF VICTORIA. 17/1/67 o/v Abadan-Muroran (scrap) sprang engine-room leak and abandoned in (26.59N-123.09E) 100 nm. NE of Keelung, presumed sank c.23/1 in 25.11N-123.45E [*The LOG*, Feb. 1987, pp.11-17 re. SWANVALLEY]



CAITHNESS (A. Duncan/Sunderlandships.com).



INCHARRAN as Westralian Farmers' SWANVALLEY inbound past Circular Quay, Sydney (S. Welch/NAA).



INCHARRAN at Rangoon 1958 (Norman Hesketh/Alan Lee).



INCHARRAN at 5 Glebe Island, Sydney, 29 June 1963 to load wheat for Persian Gulf. Prominent stovepipe added above the poop as exhaust for the Chinese crew's galley (A. Travers/NAA).

INCHEARN (1955-66) 7048 (9560)/43-10 (446.4 x 56.2', T3cy/10k by N.E. Marine Eng. Co., Newcastle)
 Built by Armstrong, Whitworth & Co. (SB) Ltd, Newcastle (#4) for MOWT (New Zealand Shg Co. Ltd, London mgrs) as refig. cargo vessel EMPIRE FLAG. 11/43 s'd UK in ballast for New York (8/12), then transatlantic service for Cunard S.S. Co. Ltd [BT 389/11/293]. 2/10/44 s'd Cardiff for River Plate, thence for A. Weir & Co. via Durban, Mauritius to Calcutta (26/1/45). 5/2/45 s'd via Madagascar (3/45) for Algiers and Marseille (28/5), then loaded River Plate (7/45) for UK (10/45). 9/11 s'd Clyde for New York, thence 22/12 for Wilson Line to Bremen, Hamburg (1/46) and 13/3 New York to Holland [BNT 389/16/91]. 16/4/46 del. at Glasgow to Donaldson Atlantic Line Ltd, Glasgow r. CARMIA. 1949 owners Donaldson Line Ltd. 9/54 sold to Blue Star Line Ltd, London r. VICTORIA STAR. 11/55 sold to DSSC (DL&Co. mgrs) r. INCHEARN. 26/3/66 arrived at Osaka for demolition, 5/66 broken up at Izumi-Ohtsu.



INCHEARN completing discharge at Avonmouth (25/8-4/9/64) at end of Ghana Black Star Line charter from Douala (16/7) to Liverpool (R. Parsons/M. Cranfield).



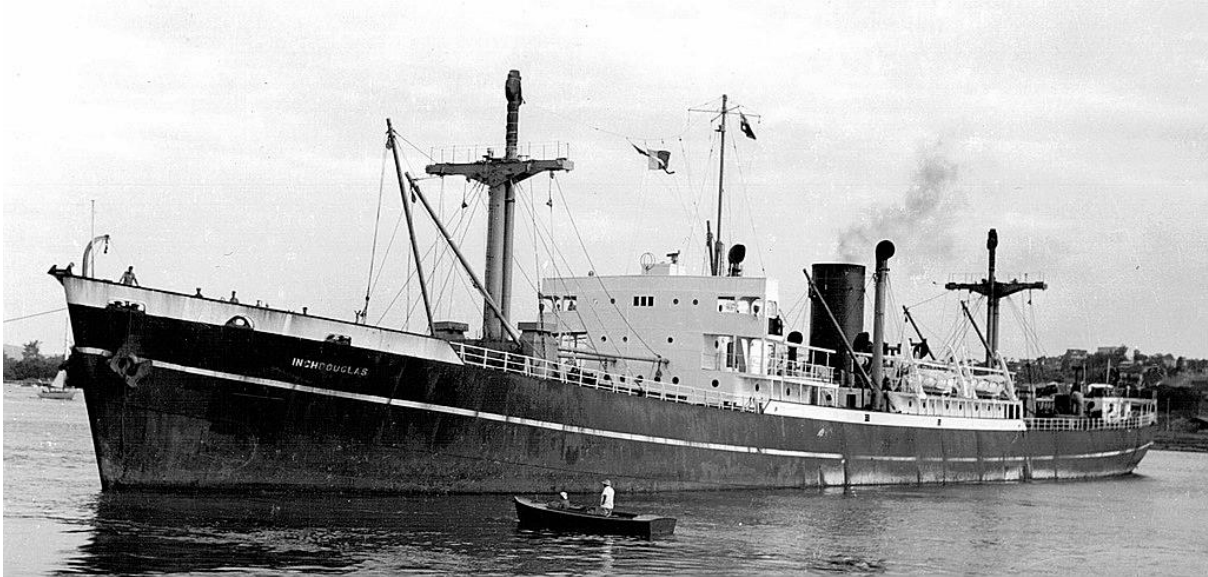
INCHEARN outbound from Avonmouth, 4 September 1964, funnel repainted black (R. Wakeley-M. Cranfield).

Douglas S.S. Co. Ltd

(earlier ships under separate listing)

INCHDOUGLAS (1956-70) 7275 (10,246)/43-5 (442.11 x 56.6', M3cy/10k)

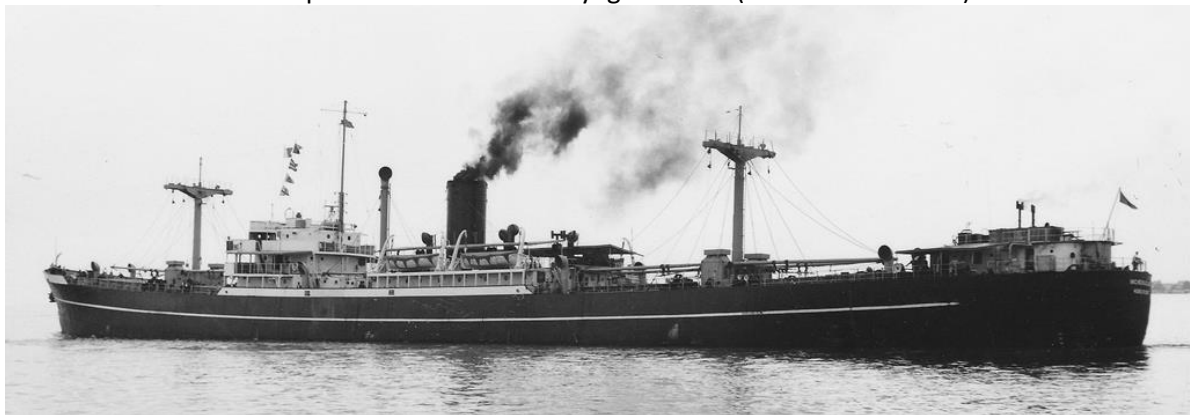
Built by Wm Doxford & Sons, Ltd, Sunderland (#701) for Nolisement S.S. Co. Ltd (Morel Ltd mgrs), London as JERSEY HART, 6/5/43 dep. Sunderland for Middlesboro' where 31/5 completed under alloc. to Special Military M.T. Service. 15/6/43 dep. Clyde for Tripoli (24/7), subsequently supply ship to Italian theatre until 23/6/44 arr. Alexandria [BT 389/17/18]. 1944 sold to Stanhope S.S. Co. Ltd (J.A. Billmeir & Co. Ltd mgrs), London. 1945 r. STANPARK. 1951 sold to Queen Line Ltd (Thos. Dunlop & Sons mgrs), Glasgow r. QUEEN ELEANOR. 2/56 sold to DSSC (DL&Co. mgrs) r. INCHDOUGLAS. 1966 mgrs Mullion & Co. Mid-1966 Anchor Line charter Gujarat-UK. 7/2/70 dep. Singapore o/v Far East-Chittagong, then trading Bay of Bengal, 4/10 arr. Calcutta from Rangoon. 14/11/70 arr. Kaohsiung for breaking up by Hua Eng Copper & Iron Industrial Co. Ltd, 10/12 work began.



INCHDOUGLAS in Brisbane River, March 1957, still with wartime rig (W. Foote).



INCHDOUGLAS outbound from Avonmouth, 24 August 1966, en route from Gujarat (11/7) to Liverpool on Anchor Line voyage charter (Malcolm Cranfield).



INCHDOUGLAS (coll. S. Kentwell*).

INCHSTUART (1959-69) 7043 (10,250)/42

see INCHSTUART (1955-69)

INCHMULL (1966-69) 7038 (10,150)/41

see INCHMULL (1955-69)

INCHONA (1969-75) 5510 (12,000)/60-7(468.8 x 59.8', M4cy/15k Doxford by N.E. Marine Eng. Co. Ltd, Wallsend)
 Built by Austin & Pickersgill Ltd, Sunderland (#362) for Atlantic Shg & Tdg Co. Ltd (W.J. Tatem Ltd mgrs), London
 as GLANELY. 12/69 del. in UK to DSSC (M&Co. mgrs) (London reg.) r. INCHONA. 8/75 del. at Rotterdam to Bardal
 Shg Co. S.A. (Stathatos & Co.), Piraeus r. ALEKOS K. 1978 sold to Alkistis Shg Co. S.A. (An. G. Politis), Piraeus r.
 ARIES. 5/2/82 laid up at Ithaka. 25/4/87 arrived at Alang under Maltese flag for breaking up by Chaudhary
 Industries, 5/87 work began [Schell, Shipspotting]



INCHONA departing Rotterdam, 8 July 1974 (M. Cranfield).



INCHONA at Lyttelton (coll. S. Kentwell*).

Managed Ships

KENILWORTH (1937-47) 5457 (9200)/18-3 (430.2 x 55.0', T3cy/10k by Bair & Co., Stockton)
 Built by Richardson, Duck & Co. Ltd, Stockton (UK) (#662) for Dalgleish S.S. Co. Ltd (R. S. Dalgleish Ltd mgrs),
 Newcastle. 4/4/18 collided with and sank destroyer HMS *Bittern*. 1934 t/f to Worth S.S. Co. Ltd. 7/35 mgrs and
 charterers Yamashita Kisen K.K., Tokyo. ?/12/35 arr. Yokohama from Melbourne (26/10, wheat) under jury rig
 after running out of fuel and burning ship's timber and wheat. 1/37 sold under charter to Foreign Investments
 Ltd (principals American Securities Corp., mgrs. W&Co.), Shanghai (reg. 4/1937). 11/11/37 on approach to
 Calambayanga, N. Camarines (E. Luzon) w. coal (to load ore) SOS ashore in gale on Pinandungan (now Pulang
 Daga) Pt, N. Luzon, 24/11 arrived Manila after refloating. 10/39 on charter to British Phosphate Commissioners.
 3/3/42 bare-boat sub-charter by MOWT to Commonwealth of Australia (BPC mgrs). 25/6-30/9/42 docking at

Sydney, then resumed phosphate trade Makatea-NZ. From 4/43 NSW-Whyalla coal/ironstone trade. 1/46 reverted to MOWT, 11/3 released from requisition at Newcastle [BT 389/17/180]. 20/3/46 arr. Sydney to load on E&A charter for Hong Kong, 22/4 dep. Sydney, prior 25/5 at Hong Kong. 11/46 re-reg. at Hong Kong (as 12/1946). 8-1/47 docked at Hong Kong, then laid up. 9/47 sold to Chinese Maritime Trust Ltd (C.Y. Tung mgr), Shanghai r. TIEN HSING. 1949 reg. t/f to Taiwan. 1953 r. HSIANG YUNG. 1959 broken up in Taiwan.



Dalgleith's KENILWORTH at Avonmouth (York coll./E.N. Taylor print).



KENILWORTH, now dark masts and enclosed upper bridge (NAA colln).

SILKSWORTH (1937-42) 4921 (8549)/22-4 (415.2 x 53.3', T3cy/11k by E. Scott & Co., Newcastle)
 Built by Richardson, Duck & Co. Ltd, Stockton (UK) (#670) for Dalgleish S.S. Co. Ltd (R.S. Dalgleish Ltd mgrs), Newcastle. 11/4/34 rep. adrift with propeller trouble in 135.40E, 42.35N o/v Vladivostok-Muroran. 1934 t/f to Worth S.S. Co. Ltd. 8/35 mgrs and charterers Yamashita Kisen K.K., Tokyo. 1/37 sold under charter to Foreign Investments Ltd (principals American Securities Corp., mgrs. W&Co.) Shanghai. 13/10/37 Chinese crew of 30 refused to sail from Newcastle for Dairen, replaced by 'scratch' crew of Australians, 23/10 sailed, 15/11 arr. Dairen, Japanese crew, 1/38 put back to Manila after Master beaten up by crew. 25/10/39 arr. Shanghai for off-hire docking. 30/11 dep. HK to commence loading from Nauru/Ocean Is. to east coast Australia and NZ. 31/1/41 dep. Sydney via Manila for HK, then 18/3 after docking to Calcutta (1/4) to commence service as Admiralty Collier, initially to HK, then from 8/41 to Red Sea ports. 10/3-3/4 at Calcutta (repairs), 5/4 dep. Sandheads for Aden (coal) via Vizagapatam and Colombo (bunkers) but 6/4/42 sunk by Japanese cruisers *Kumano* and *Suzuya* off Puri in Bay of Bengal.



SILKSWORTH at Buenos Aires in 1931 (R. Maya/W. Schell).

EMPIRE PARK (1949-51) 1350/46-4 (224.5 x 36.8', T3cy by George Clark (1938) Ltd, Sld)

Built by Blyth D.D. & S.B. Co. Ltd, Blyth (#314) for Ministry of War Transport (Straits S.S. Co. Ltd, mgrs) as 'B' type EMPIRE PARK but 2/4/46 on completion delivered on bareboat charter to Anglo-Chinese Shg Co. Ltd (Moller Line Ltd, London mgrs) with registry at Blyth and 20/7/46 arrived Hong Kong for China coast service. 6-8/48 in service Singapore-North Borneo for Anglo-Chinese Shg Co. Ltd (Mollers' (Malaya) Ltd). 12/49 MOT charter to Williamson & Co. Ltd, Hong Kong for DSSC service Hong Kong-Swatow. 7/50 resumed sailings to Swatow after minesweeping. 1/51 sold to ACSC (Mollers' Ltd, Hong Kong mgrs). 7/51 sailing Hong Kong-Bangkok. 8/51 reverted to Williamson & Co. Ltd, Hong Kong. 29/12/51 sold to Ben Line Steamers Ltd (Wm Thompson & Co. mgrs) and re-reg. at Leith. 1/52 began feeder service Bangkok-Singapore r. BENVEG (1351g). 9/62 sold to Ta Hing Co. (H.K.) Ltd, Hong Kong r. GRANDHING. 12/62 sold to China Pacific Nav. Co. Ltd (Hornbeam Co. Ltd), Hong Kong and 1/63 t/f to China Pacific Navigation S.A., Panama. 21-29/11/63 ashore near Tarakan (sailed 30/11 for Hong Kong). 3/64 reverted to Ta Hing Co. (H.K.) Ltd and reg. to Cia. de Nav. Abeto, S.A., Panama r. SUMBAWA for Hong Kong-Indonesia trade. 18/11/64 arr. Hong Kong after c.1/11 running out of fuel in storm in S. China Sea about 300nm from Hong Kong o/v from Surabaya in ballast, taken in tow by tug from Hong Kong but blown towards Hainan Island and, after tug had to drop the tow, assisted by Chinese authorities at Tsam Kong (SCMP, 11/11 and 20/11/64). c.1966 chartered to Vietnam owners and issued with Republic of Vietnam coastal trading licence. 5/68 sold to Asia Marine Co. S.A., (Asia Maritime Co., Ltd, Hong Kong), Panama r. AMARINA [not recorded LR]. 8/68 chartered to Kin Wah Maritime Co. Ltd for service Hong Kong-Saigon/Danang. 10/69 detained off Vung Tau by Gov't of South Vietnam for attempting to smuggle 41 Vietnamese 'draft dodgers' to Hong Kong, 3/70 Master gaoled for 3-5 years along with 18 crew, vessel probably laid up in Saigon area, and later confiscated (SCMP, 11/3/70). 1982 RLR.



EMPIRE PARK at Singapore as Ben Line feeder BENVEG (Dr. George Wilson).

EMPIRE LONGFORD (1951-52) 3703/12-7 (360.2 x 50.1', T3cy/12k)

Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#876) for Melbourne S.S. Co. Ltd, Melbourne as DIMBOOLA. 8/35 sold to Ho Hong S.S. Co. Ltd (Straits S.S. Co. Ltd mgrs), Singapore, conv. by Taikoo D.Y., Hong Kong for South China-Straits deck passenger trade r. HONG SIANG. 8/39 req. by MOT for use as naval stores ship at Trincomalee (later to Calcutta). 1946 dereq. and laid up at Singapore for refit. 5/12/46 resumed service to South China. 30/9/49 arr. Singapore and laid up. 10/50 chartered to Ministry of Transport for use as troopship Singapore-Hong Kong-Korea. 9/51 sold to Ministry of Transport (Williamson & Co. mgrs), London (reg. Hong Kong) for use as troopship Kure-Pusan and reg. at Hong Kong as EMPIRE LONGFORD. 4/52 laid up at Hong Kong and 21/4 del. to BISCO for demolition in UK, 21/6 dep. Hong Kong from Singapore in tow of *Castle Peak* (ex *Growler*, 1943), towed from Singapore, 14/10 dep. Singapore in tow of *Witte Zee* (327/46) and 21/1/53 delivered at Dover for breaking up by Dover Industries Ltd.



EMPIRE LONGFORD as HONG SANG (unknown/coll. S. Kentwell).