

Passenger Ships of the Shanghai Maritime Bureau (Part 1)

MIN CHU 民主 series (1954-66), then GONG NONG BING 工農兵 series

(Coastal operations from Shanghai to Ningbo, Wenzhou, Qingdao, Dalian, and within Bohai.)

ILLUSTRATED FLEET LIST

By Stephen Kentwell & Howard Dick

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skentwell@hotmail.com

h.dick@unimelb.edu.au

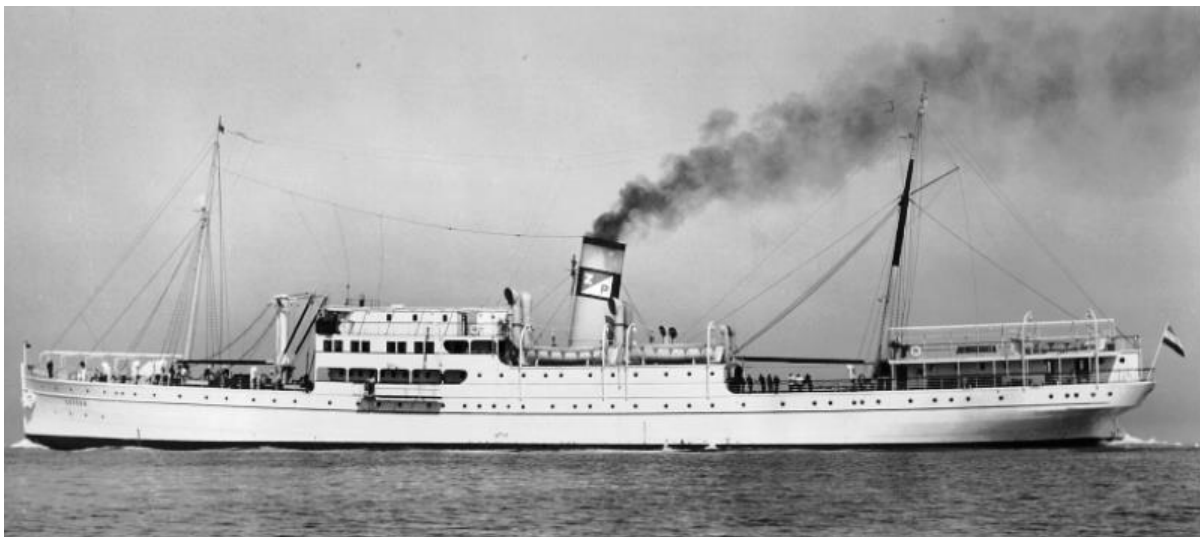
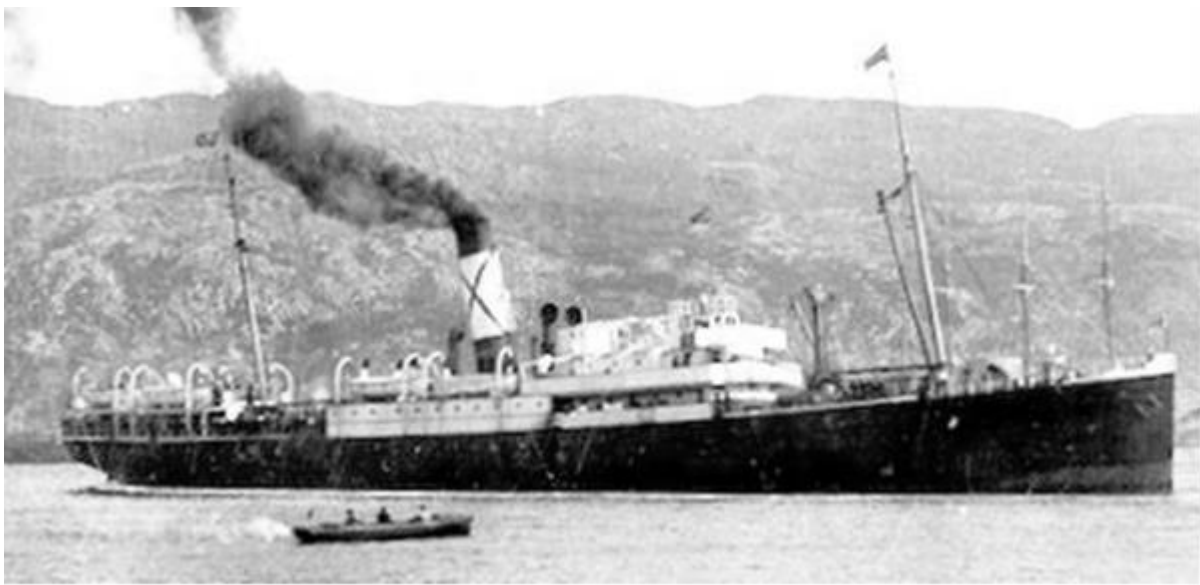
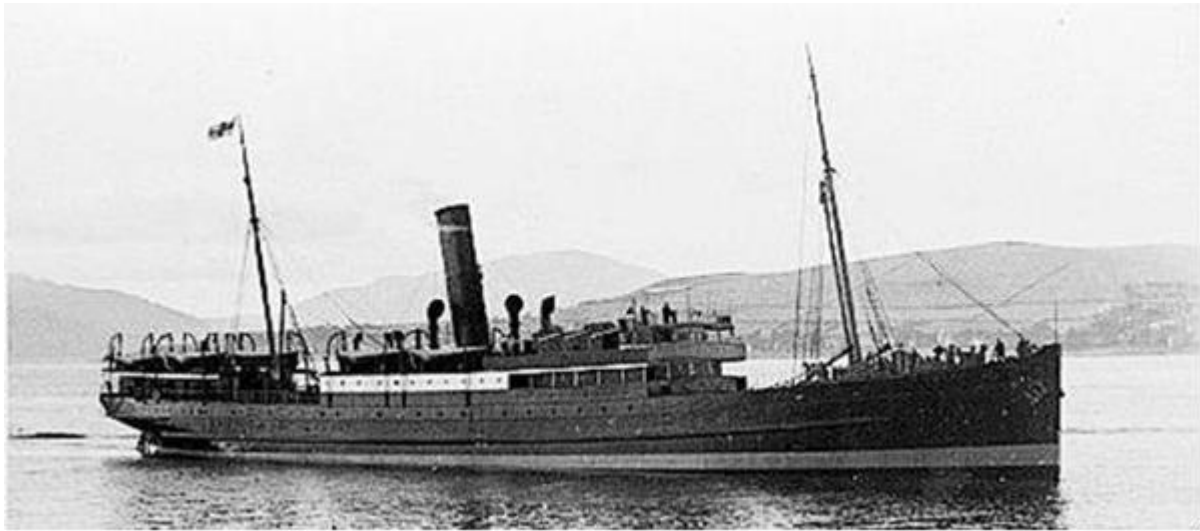
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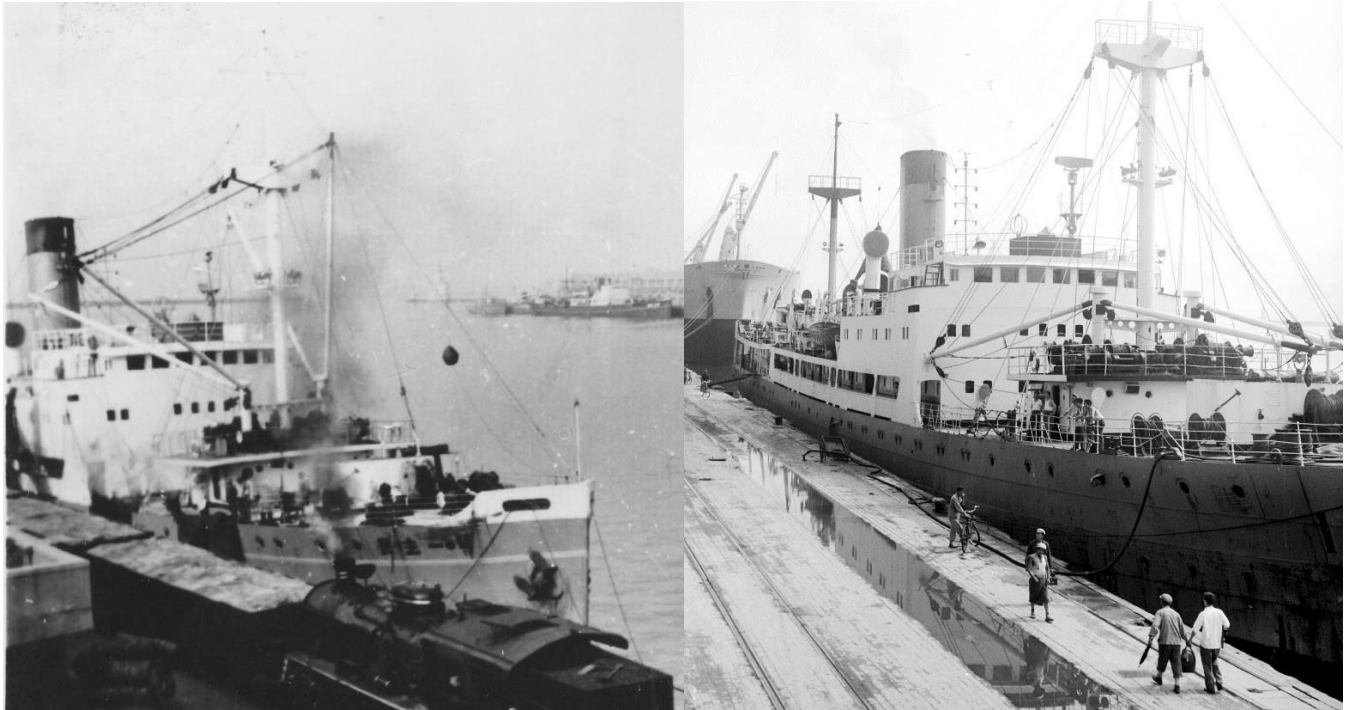
This update posted 22 October 2023

We are grateful to Bill Schell and Flyincloud for their assistance in advancing this list.

MIN CHU 1 (1954) 2390/11 300.0x39.7x17.5 T3cy

Built by Clyde SB & E Co. Ltd, Pt Glasgow for British & Irish Steam Packet Co. Ltd, Dublin as LADY GWENDOLEN. 1916(7) to Russian Navy r. L(Y)UDMILA. 1918 reverted to owners. 7/18 sold to Dundee, Perth & London Shg Co. Ltd, Dundee. 6/19 sold to New York, Newfoundland & Halifax S.S. Co. Ltd ('Red Cross Line', C.T. Bowring & Co. Ltd mgrs), Liverpool r. ROSALIND. 1921 reg. t/f to St Johns. 1/29 taken over by Bermuda & West Indies S.S. Co. Ltd (Furness, Withy & Co. Ltd mgrs.), Hamilton now Furness Red Cross Line. 3/36 sold to Zetska Plovdba AD, Kotor r. LOVCEN and 29/6 ex New York for Trieste and refit for Adriatic service. 5/38 in service Adriatic to Black Sea ports via Istanbul. 11/39 coastal service Dubrovnik to Eastern Mediterranean ports. 1940 t/f to Cia. Centroamericana de Nav. S.A., Panama. 26/9/40 ex Piraeus for New York (21/10). 1/41 in Caribbean service from New Orleans. 10/41 taken over by U.S. Army at Mobile r. COLUMBIA but still trading between British Caribbean ports. 1942 r. BRIGADIER GENERAL HARRY E. RETHERS. 22/10/43 on charter to British Govt for Caribbean service. 14/1/46 laid up at Mobile (now U.S. Maritime Commission). 1946 sold to Chan Kiu Cheong (South China S.S. Co., 28 Connaught Rd, HK) and 11/10/46 as WAH CHUNG [=CHINA] sailed Mobile for Hong Kong (28/11). Early 1947 in service HK-Haiphong. By 4/49 in service HK-North China. 10/50 sold to Grande Shg. Corp. S.A. [PRC], Panama r. TERESA. 12/50 last reported at Shanghai. LR rep. broken up China in 1953 but 1954 t/f to SMB, refitted by Kiangnan Dockyard for Yuan 1.2 million for Dalian-Yantai route r. MIN CHU 1. 10/58 operating Dalian/Yantai. 1967 r. GONG NONG BING 1, still operating Dalian/Yantai. 9/74 broken up [Dalian S.S. Corp. official history p.69]. [LR, Clydeships, VRCs, SCMP, Dalian S.S. Corp. history, Schell plus Ren Quantai in *The Yantai Evening* 7/11/14 http://www.shm.com.cn/ytwb/html/2014-11/07/content_3057913.htm]





MIN CHU 1 successively as LADY GWENDOLEN, ROSALIND, LOVCEN, MIN CHU 1 (photo accessioned August 1965) and GONG NONG BING 1

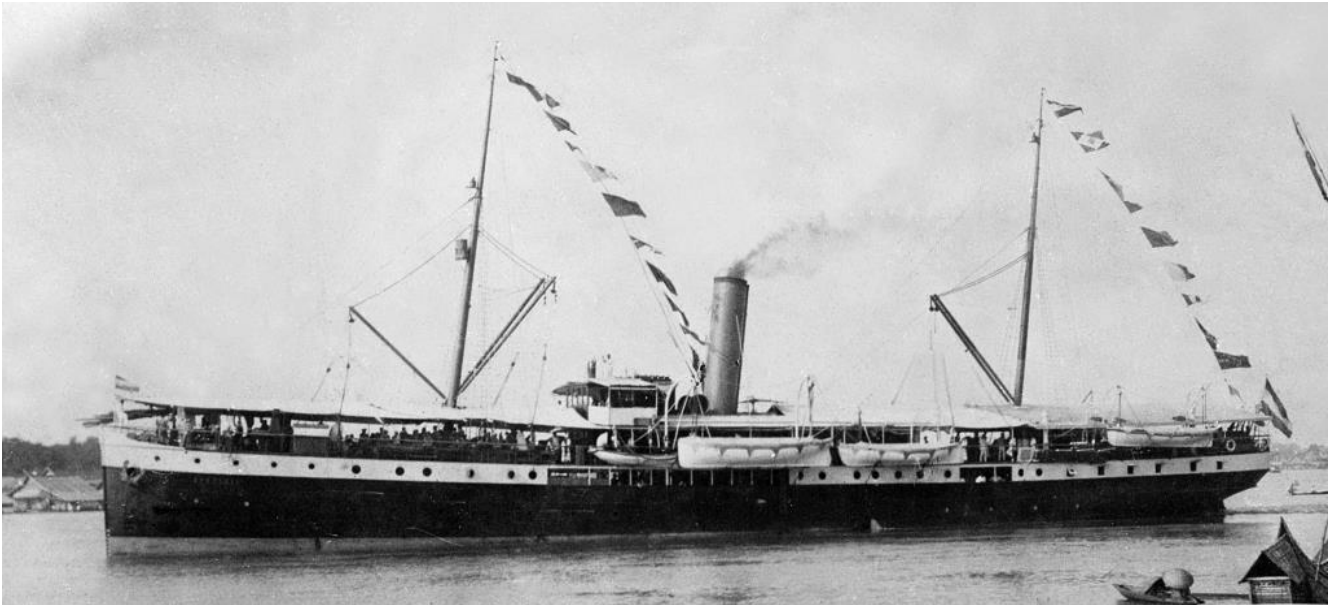
(<http://www.clydesite.co.uk/clydebuilt/viewship.asp?id=15448>;

<http://nicelyturned.tumblr.com/post/28050715034>;

<https://www.zuber-gregovic.me/wp-content/uploads/nave-Lovcen-2.jpg>; SK; SK*).

MIN CHU 2 (1954) 955/90 219.8x31.3x15.6 T3cy 200 pass

Built by Koninklijke Fabriek voor Stoom- en Andere Werktuigen, Amsterdam for Koninklijke Paketvaart Maatschappij, Batavia as SPEELMAN. 7/23 sold to Soc. Des Affreteurs Indochinois, Saigon r. GOUVERNOR GENERAL MAURICE LONG. 1926 Sold to Hai Cheng S.S. Co. Ltd (Nei Hong Hing mgr), Newchwang r. HAI-CHANG - early 1930s operating Lungkow/Dairen/ Tientsin/Newchwang. Ca.1934 t/f to Shanghai registry (now Hai Chang S.S. Co. Ltd). 1937 probably to Manchukuo flag. 1940 requisitioned by Japanese Government as KAISHO GO (海盛号). 1945 reverted to owner r. HAI-CHANG. 1949 under People's Republic of China. 1951 operating as sole vessel in Tientsin/Dalian/Yantai service (service commenced 4/50) for Northern Navigation Bureau, nominal capacity 200 but carrying four times the total number of passengers as 1950. 1954 taken over by SMB r. MIN CHU 2. Early-1956 transferred to Dalian/Weihai, 10/58 timetable shows operating Dalian/Weihai with accommodation for only 5th class passengers. By 1966 rebuilt as HUNG YU, likely continued on Dalian/Weihai service. 1973 refitted at Shanghai Shipyard. Ca.1976 withdrawn and b/u. [Jian Wang in Binhai Times (4/12/13 at http://bhsb.tjbhnews.com/html/2013-12/04/content_7_2.htm) records as operating in early 1950s as passenger ship 海盛 (HAI SHENG/CHENG) with service details indicated above.] [Dalian Bureau list contains further images as HUNG YU.] [1959 RLR as HAI-CHANG after no report for ten years.]



SPEELMAN in Java on maiden voyage (KPM History).

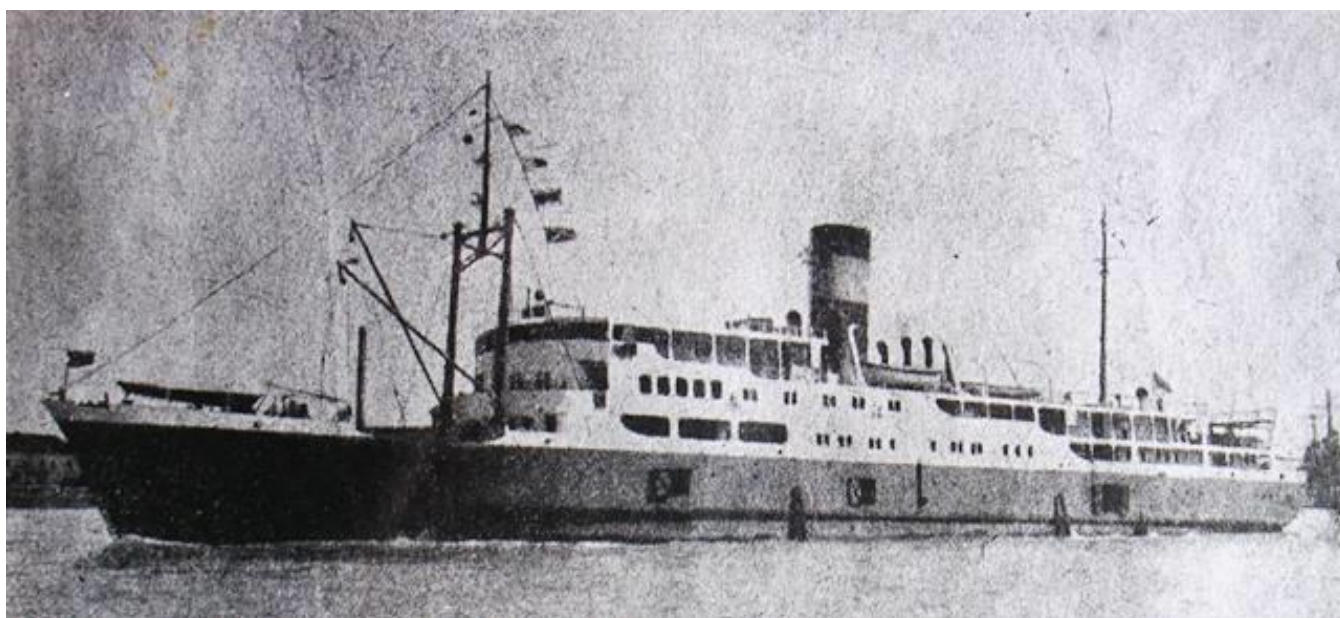


HAI-CHANG at Newchwang before WWII, and as HUNG YU at Shanghai 1973 (postcard SK colln; Harrison Forman-<https://collections.lib.uwm.edu/digital/collection/agsphoto/id/32539/rec/81>).

MIN CHU 3 (1954) 3214/40 328.1x50.0x15.4 T3cy + LPT 1300 pass

Built by Uraga Dock Co. Ltd, Uraga. Ordered by Nisshin Kisen K.K. but completed for Toa Kaiun K.K. as HSING TAI MARU. 8/45 surrendered and allocated to China Merchants S.N. Co., Shanghai r. KIANG TAI. Following 3/12/48 loss of KIANG YA, placed on Shanghai/Ningpo service. 1949 owners restyled as China

People's Steam Nav. Co. name romanised as CHIANG TAI. 14/3/52 recommenced regular Shanghai/Ningpo service for East China Navigation Bureau. 12/54 t/f to SMB r. MIN CHU 3. 17/4/55 sank after striking rock at Taiping Is. (30.5N, 121.4913) but raised and 12/55 returned to service. 10/65 operating overnight Shanghai/Ningpo sailings. 1967 r. GONG NONG BING 3. 2/80, 2/81 in operation for supplementary New Year traffic on Shanghai/Ningpo service. RLR 1992/93 (as CHIANG TAI), NFI. [Identified in multiple Chinese sources, such as <http://zi.qq.com/a/20141005/012323.htm>]



MIN CHU 3 as built (HSING TAI MARU) and postwar as KIANG TAI (builders; I Wen Hua Pao July 1948)



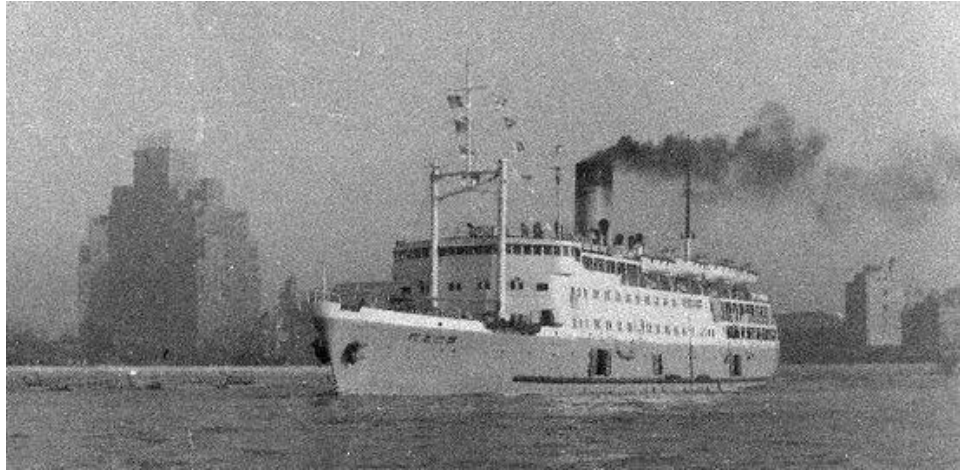
MIN CHU 3 with a new superstructure front, under refit at Shanghai (weibo.com).



MIN CHU 3 in the 1950s, still without radar (<http://60.250.180.26/ss/6156-19.html>).



At Ningpo about to sail at 4pm. White superstructure, but still liferafts (Internet).



MIN CHU 3 heading downstream after negotiating the Whangpoo bend. As with refit photo, Broadway Mansions in background, at left (image.baidu.com).



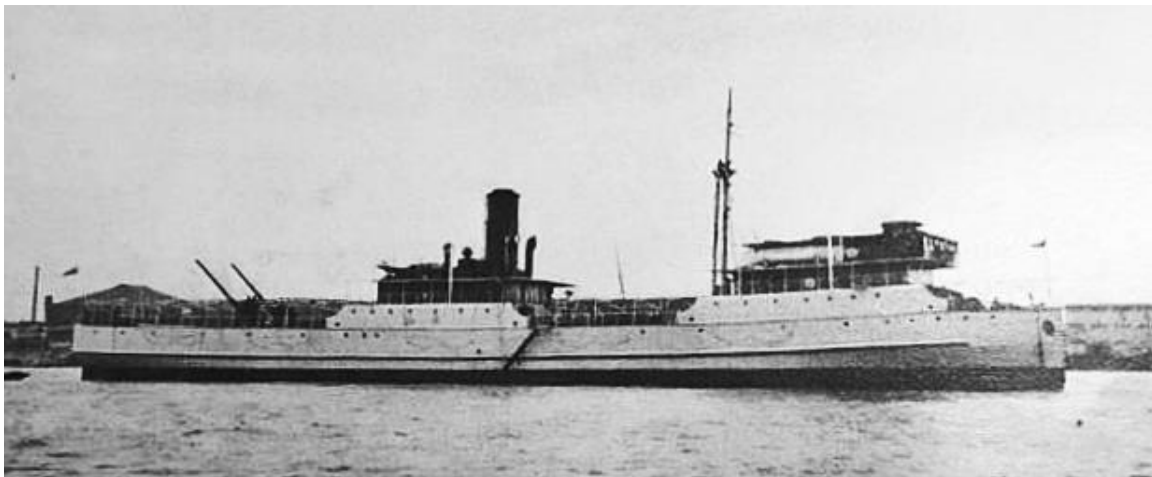
GONG NONG BING 3 at Shanghai in 1977-79 (Ted Scull).



GONG NONG BING 3 turning in the river at Ningpo (www.thepaper.cn).

MIN CHU 4 (1954) 2891/22 290x46.2x20.6 T6cy 300 pass

Built by New Engineering & S.B. Works Ltd, Shanghai for ICSNC as cargo ship for Middle River service. Early-1935 rebuilt to increase passenger capacity, aft cargo hatch removed. 1938-39 on Pearl River. 1940 at Haiphong as storeship. 12/41 req. by R.N. at Singapore for use as naval auxiliary. 2/42 towed damaged HMAS Vendetta from Batavia to Albany. 19/5/42 paid off in Melbourne. 22/5/42 comm. by RAN for use as stores ship. 1/45 under conversion to repair ship. 6/46 redel. to ICSNC in Hong Kong and used as accommodation ship. 9/47 sold to Hoong On S.N. Co. Ltd, Shanghai r. TEH ON. 1949 under control of People's Republic of China on Yangtse line, reported refitted in 1951. 2/53 placed on Shanghai/Ningpo line. 1954 r. MIN CHU 4. 4/58 placed on Shanghai/Ningpo/Wenchow line. Ca.1960 re-converted for Shanghai/Wuhan line, rebuilt to increase cabin passenger capacity to 726, forward cargo hatch removed r. JIANG DE. 11/66 r. DONG FANG HONG 6. 19/2/71 collided with and sank barge at Nanjing carrying 1000 tons of ore, 4 dead. By 1984 sold for use as an accommodation ship for Wuhan port authority on the Wuchang river bank between the Second Wuhan and Wuhan Erqi Yangtze River Bridges. 11/2017 broken up in situ. [*The Log*, 48/2, 2015][The name MIN CHU 4 was reallocated in 1960, see below.]



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



MIN CHU 4 first arrival at Wenchow 17/4/58 (Wenchow city history).



MIN CHU 4 working cargo in the daytime and loading passengers under illumination at night (Wenchow city history; Internet). More photos of this vessel in DONG FANG HONG list, Pt 1.

MIN CHU 5 (1958, name allocated 1954) 2318/27 285x43x22 T3cy 346 pass

Built by Osaka I. W., Sakurajima (Osaka) for Kinkai Yusen K.K., Tokyo as KEIZAN MARU. 1927 t/f to Nippon Yusen Kaisha K.K., Tokyo, but 1931 reverted to Kinkai Yusen. 5/8/39 contributed as material asset on establishment to Toa Kaiun K.K., Tokyo. 1941 under Army control, 3/3/43 stranded near Koki Island, Pohai Gulf and sank, 15 crew and 1 passenger lost. 1957 refloated and rebuilt 1957-58 at Shanghai as MIN CHU 5 for SMB for Shanghai/Qingdao, later Shanghai/Dalian service. 3/10/59 carrying only 39 passengers Shanghai/Qingdao at time of 10th anniversary national day. 1967 r. GONG NONG BING 5, 10/65, 9/69 still operating Shanghai/Qingdao. Mid-1970s t/f to Shanghai Pilot Service as HU JIAN YIN 2, 1979 still in service as pilot tender at Shanghai. 1983 still existing tied up at Shanghai as HU JIAN YIN (no number). NFI. [Sources for identification etc. see SK, MN Jan.2009, also http://blog.sina.com.cn/s/blog_52db8cdb0101h2d5.html]



KEIZAN MARU was built for the Kobe/Tientsin service (Kinkai Yusen postcard, SK colln.).



In PRC coastal service from 1958 (both Internet).



As a pilot tender in the 1980s, moored at the Bund in Shanghai (SK colln.).



MIN CHU 5 as pilot tender HU JIAN YIN 2 (Markus Berger).



HU JIAN YIN in Shanghai 1982-83 at end of career (Chris Mackey).

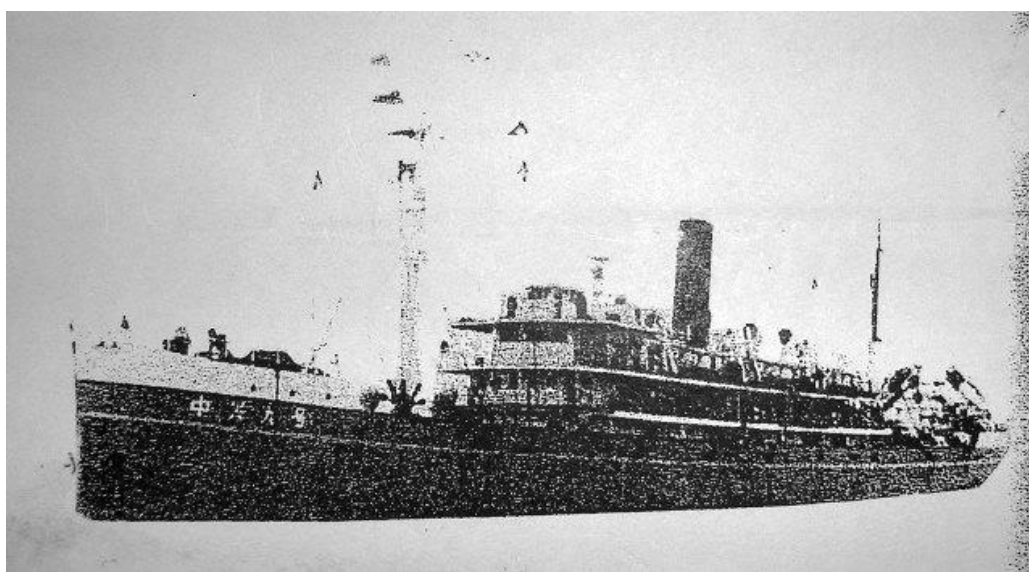


HU JIAN YIN at Shanghai 1983, GONG NONG BING 19 at right (L.W.Demery Jr@Flickr).

'MIN CHU 6' (name allocated 1954 but not used) 3402/99 317.0x42.0x20.1 T3cy 306 pass
 Built by Harlan & Hollingsworth Corp. Wilmington (Del.) for New York & Porto Rico S.S. Co. Inc., New York as PONCE. 10/28 sank at wharf at Hoboken (NJ), raised and refitted. 1934 owners became mgrs. for Agwilines Inc. 1937 relegated to freighter. End 1940 sold to San Juan Shg. Co. Inc., Panama. 3/46 sold to Chung Hsing S.S. Co., Shanghai r. KING HSING. 8/49 special survey Hong Kong, t/f to Panama flag. 1950 Wallem & Co. Ltd, Hong Kong appointed nominee owner r. VEST BAY. 1952 Panamanian registry cancelled for trading with China, t/f to PRC flag r. TAI ER CHUANG. 11/53 merged into joint-venture fleet under management of SMB r. CHUNG HSING (ZHONG XING) 9. 1/6/56 with MIN CHU 9 commenced regular service Shanghai/ Dalian, but soon transferred to Shanghai/Qingdao line. Pre-designated as MIN CHU 6 but 10/65 still operating as CHUNG HSING 9 on Shanghai/Qingdao line. 1967 r. GONG NONG BING 6. 9/69 still operating Shanghai/Qingdao. Still in service 1973, Presume withdrawn mid/late 1970s after replacement by a CHANG Class vessel, and photographic evidence (see below) indicates t/f to the Tianjin-based Ji Hai cargo fleet, r. JI HAI 2. NFI. [Source for GNB 6 identification: Petersen photo identified by HWD, also see Dick/Kentwell/Petersen in MN]



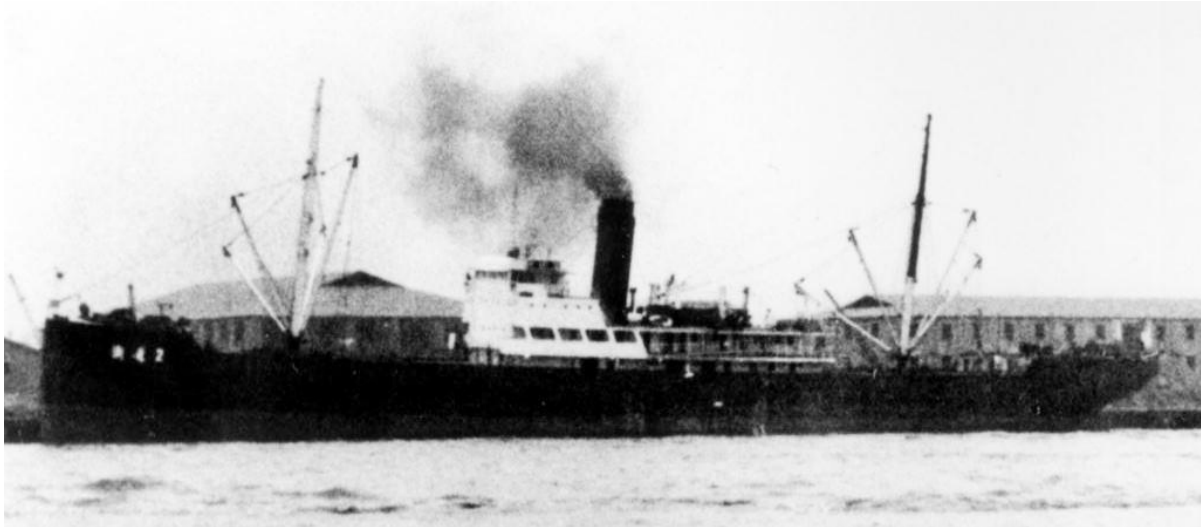
PONCE as built (from a postcard).



CHUNG HSING 9 ex-KING HSING (Ships of China).



GONG NONG BING 6 in the Whangpoo in 1973 (Karsten Petersen - <http://global-mariner.com/index113-1800-1899.html>).

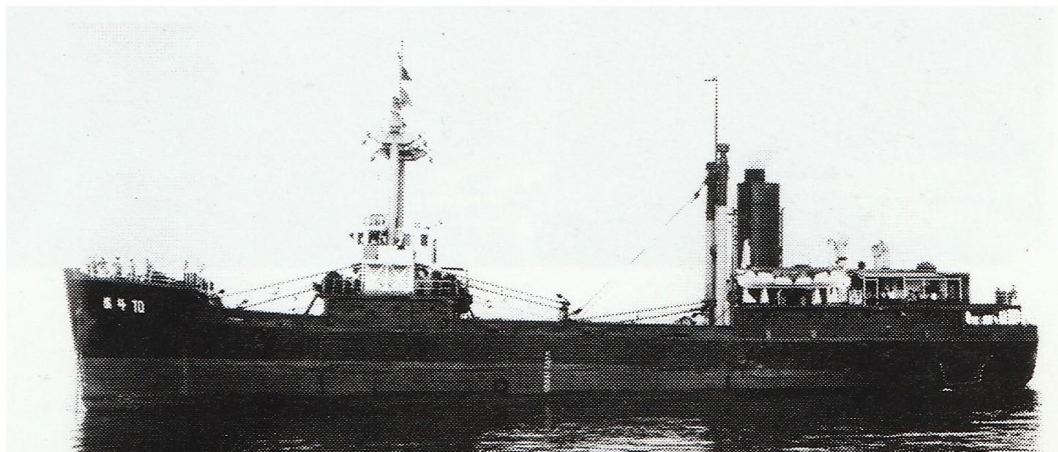


Vessel thought to be ex-GONG NING BING 6, reconstructed in the 1970s as JI HAI 2 (John Blake).

MIN CHU 7 (1954) 1346/1946 ('B'-type Coaster) 224.2 (o.a.) 210x35.5x19.2 T3cy 363 pass
 Launched by Prince Rupert D.D. & Shipyards, Prince Rupert (BC) for Canadian Govt as OTTAWA PALETTE but completed for China Merchants S.N. Co, Shanghai as HAI YUN 海甬. 1950 registered for China People's S.N. Co. By 1956 converted to carry 363 pass. (probably by enclosing hatch wells by a continuous awning deck) and 6/56 as MIN CHU 7 in service Shanghai/Qingdao. 1964 reverted to freighter as HOPING 70. 1966 r. ZHAN DOU 70, 1978 allocated to Dalian Bureau. RLR 1992/93, NFI.
 [http://www.shtong.gov.cn/node2/node2245/node67421/node67426/node67459/userobject1ai64416.html, also Taiwan site http://60.250.180.26/ss/6147.html].



HAI YUN (later MIN CHU 7) or a sister carrying passengers in the Whangpoo prior to 1949 (Illustrated History of CMSNC).

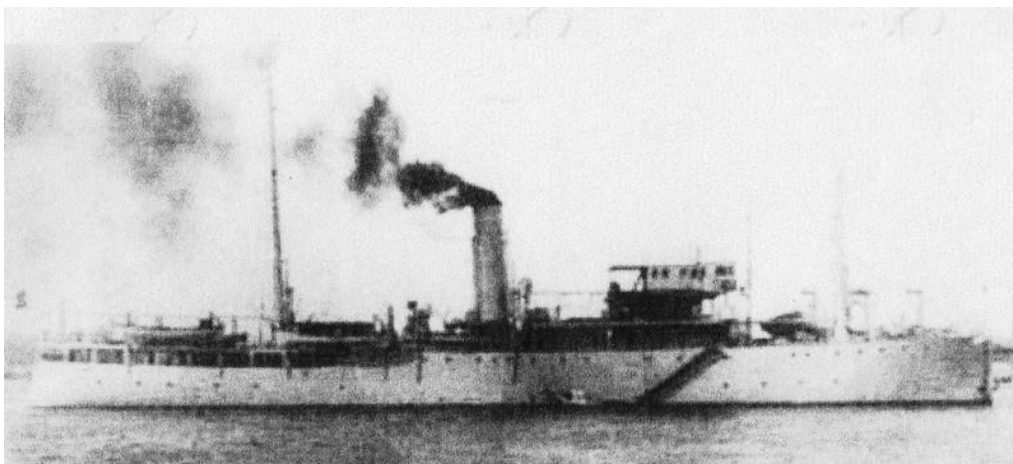


MIN CHU 7 later as ZHAN DOU 70 (Dalian S.S. Corp., pub. 1999).

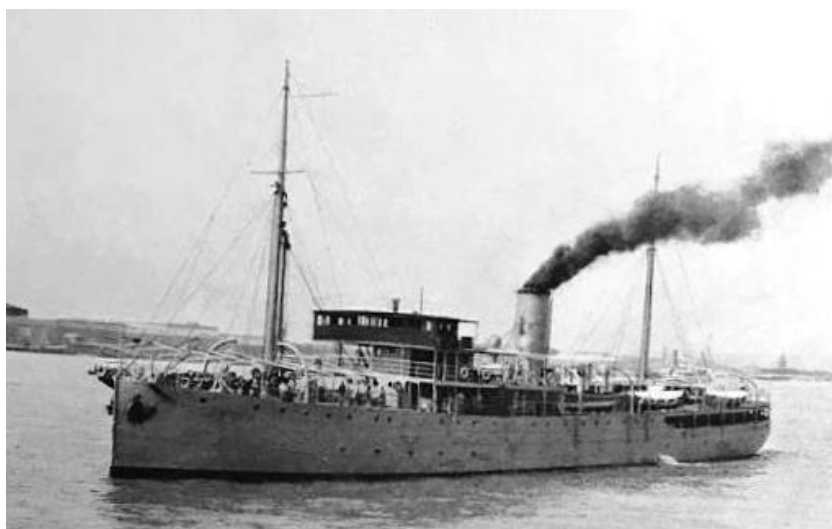
MIN CHU 8 (1954) 1946/1924 260 (o.a.) 250.0x38x18.2 T6cy

Built by New Engineering & S.B. Co. Ltd, Shanghai for Chinese Maritime Customs as lighthouse and buoy tender HAI HSING. 1946 sold to Ming Sung Industrial Co., Chungking and 1947 conv. to cargo-pass ship r. MING CHUNG 民眾 operating Shanghai/Tientsin/Hong Kong/Guangzhou/Keelung. 10/49 in LR class @ Keelung for Ming Sung. 12/49-1/50 at Yaumati, Hong Kong. 18/6/50 sailed Hong Kong to Shanghai. r. TIEN WAN HSING. 1954 taken over by SMB r. MIN CHU 8. 1/57 and 2/57 assisted in carrying Chinese New Year traffic Shanghai/Ningpo. 10/58 in regular service Dalian/Longkou (Shantung). 1967 r. GONG NONG BING 8, 1978 t/f to Dalian Navigation Bureau. 1979 broken up [Dalian S.S. Corp. official history p.69]. (RLR 1974 as MIN CHU PA).

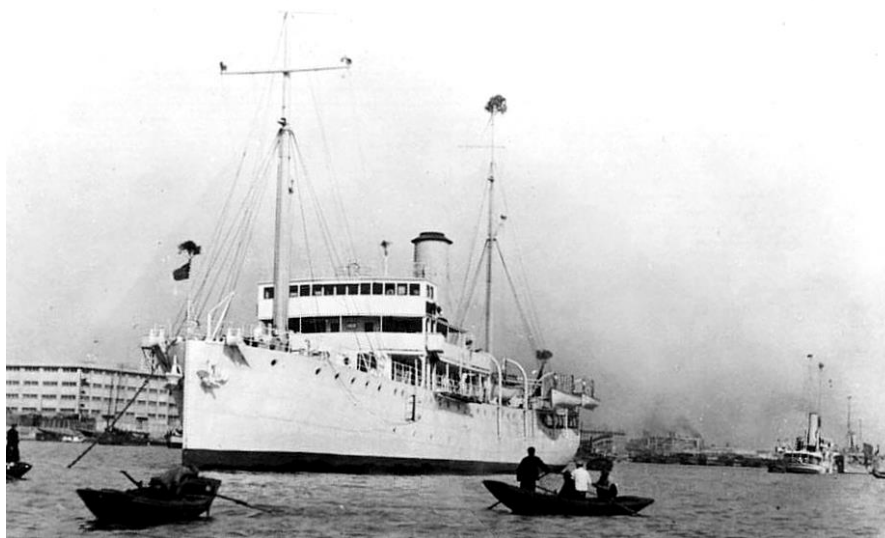
[<http://www.shtong.gov.cn/node2/node2245/node67421/node67426/node67459/userobject1ai64416.html> also defunct Yao Kaiyang site at <http://60.250.180.26/ss/6242.html>]



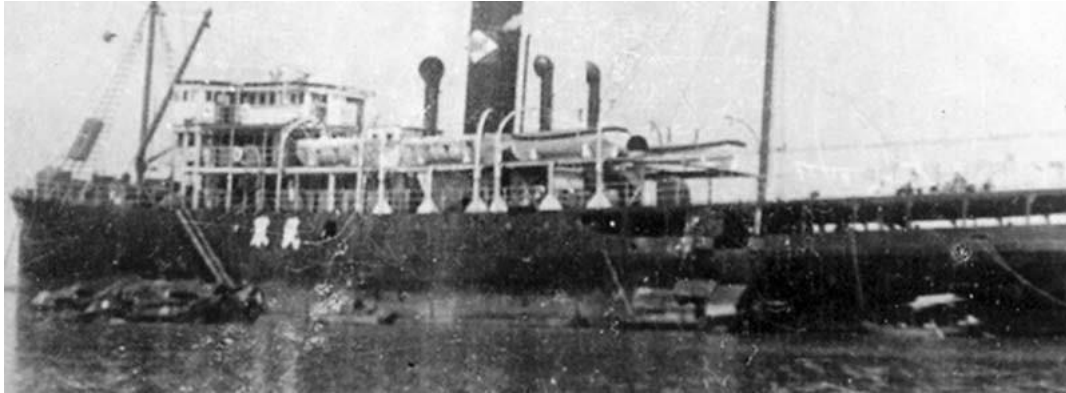
HAI HSING original profile (Richard Wright coll.).



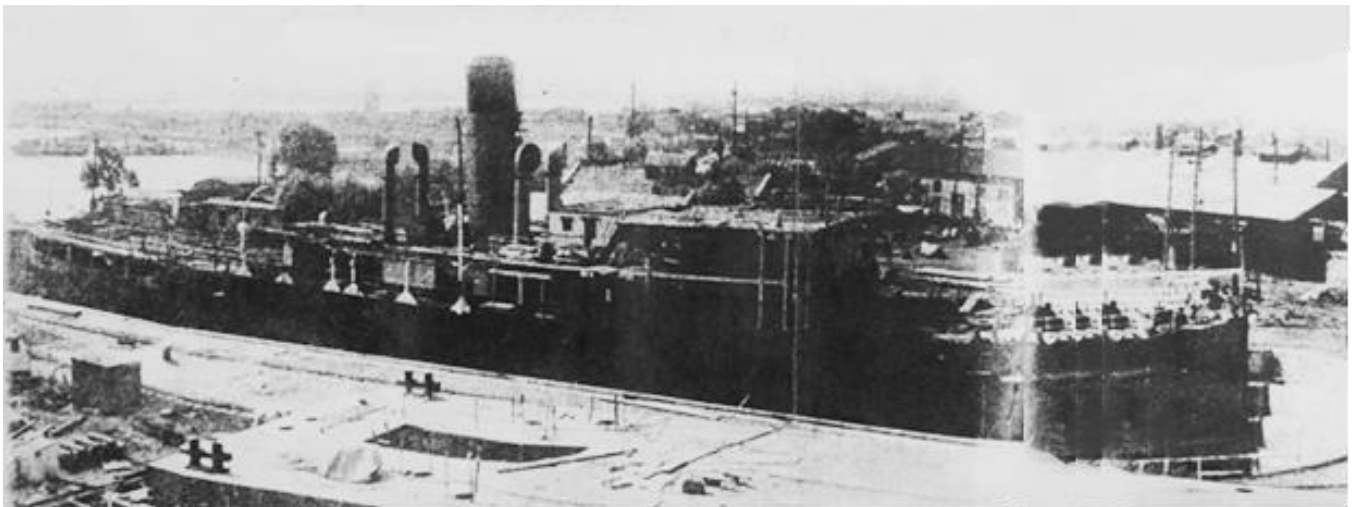
HAI HSING as built (coll. SK/builders).



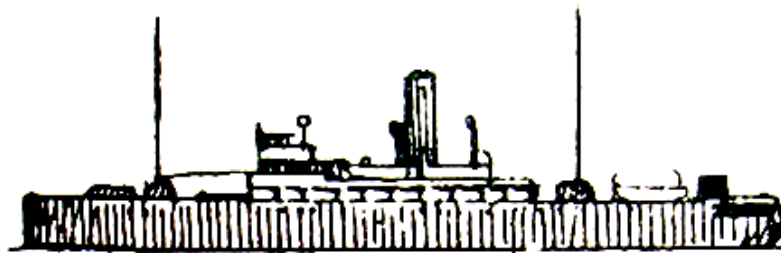
HAI HSING, white hull, at postwar CMC review, Shanghai (Kongfz.com).



As MING CHUNG of Ming Sung S.S. after the war (coll. Yao Kaiyang).



At Xingang Shipyard 1959 (*China Pictorial*).



MIN CHU 8 as reconstructed (Talbot Booth).

MIN CHU 9 (1954) 2220/48 3255 displ. (275.98 o.a.) 260.0x38.0x24.5 T3cy 432 pass
 Built by Chinese Navy Kiangnan Dockyard, Shanghai for China Merchants Steam Nav. Co., Shanghai as PA(I) HSIEN/PO HSIEN 伯先. 1949 remained in mainland waters but following Nationalist bombing attack 20/2/50 capsized at Shanghai No.16/17 pontoon berth, obstructing navigation. 22/7 raised and refitted by Kiangnan Dockyard, completed in 1954 as coastal cargo-passenger ship for Shanghai Bureau. 6/56 as MIN CHU 9 inaugurated Shanghai/Dalian line together with CHUNG HSING 9 but reported soon transferred to Dalian/Tianjin line under Dalian Bureau management. From 1958 in regular service

Dalian/Shidao Islands/Qingdao with a wide range of accommodation. 1967 r. GONG NONG BING 9. 1973 broken up [Dalian S.S. Corp. history]. (RLR 1955 as PAI HSIEN). [Sources: identification as ex PO HSIEN: <http://60-250-180-26.hinet-ip.hinet.net/ss/6154.html>), services incl. termination: <http://qdsq.qingdao.gov.cn/n15752132/n20546827/n26338249/n26360195/n26361708/26362861.html>. [Note engine identical to Mitsubishi Kiangnan T3cy units earlier fitted to the larger KONEI MARU class (2 units), DOSHI MARU and YOJO MARU but hull dimensions do not match Japanese war standard types.]



MIN CHU 9 (Talbot Booth).



Probable GONG NONG BING 9 at Dalian in 1973 (From a postcard SK colln).



Snapshot thought taken at Dalian in front of GONG NONG BING 9 (kongfz.com).

MIN CHU 10 (1955) 2700/1955 262.4x45.9x20.0 T3cy 480 pass

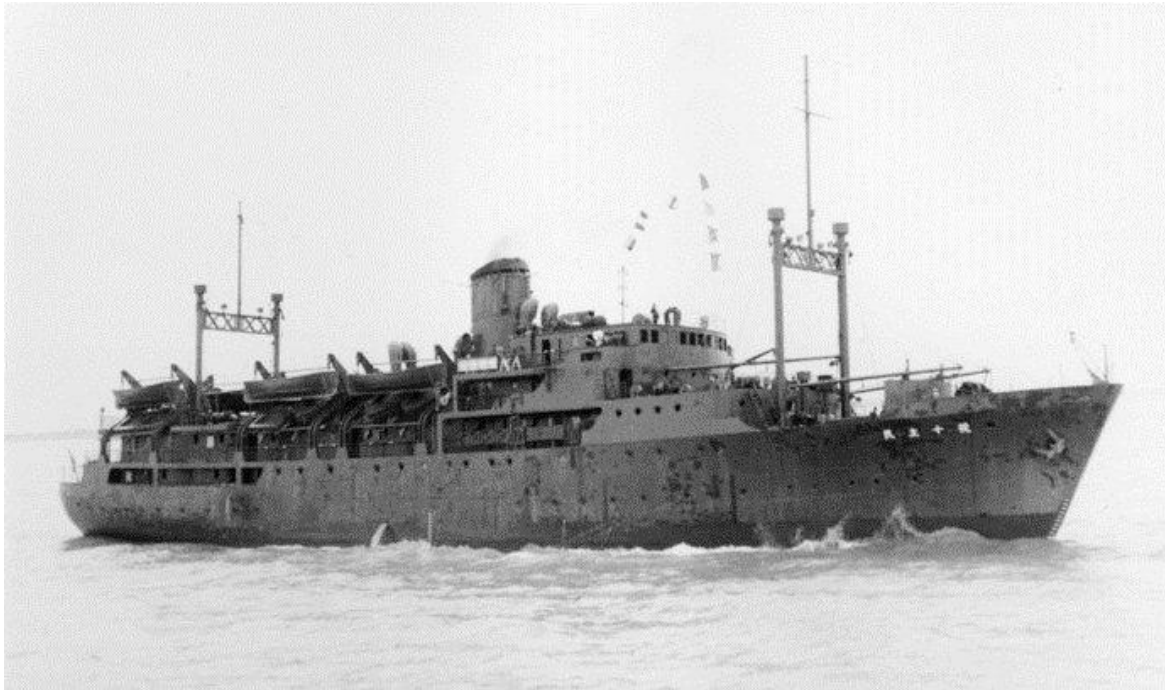
Built by Jiangnan Dockyard, Shanghai for SMB. 27/11/55 completed, early 1956 operating Shanghai/Dalian. 10/58 in regular service Dalian/Tianjin. 11/61 while operated by Dalian Harbour Administration rescued eight crewmen of LIGHTER NO.114 near Hsiaolungshan, Lushun. 1967 r. GONG NONG BING 10. 5/83 withdrawn and broken up.



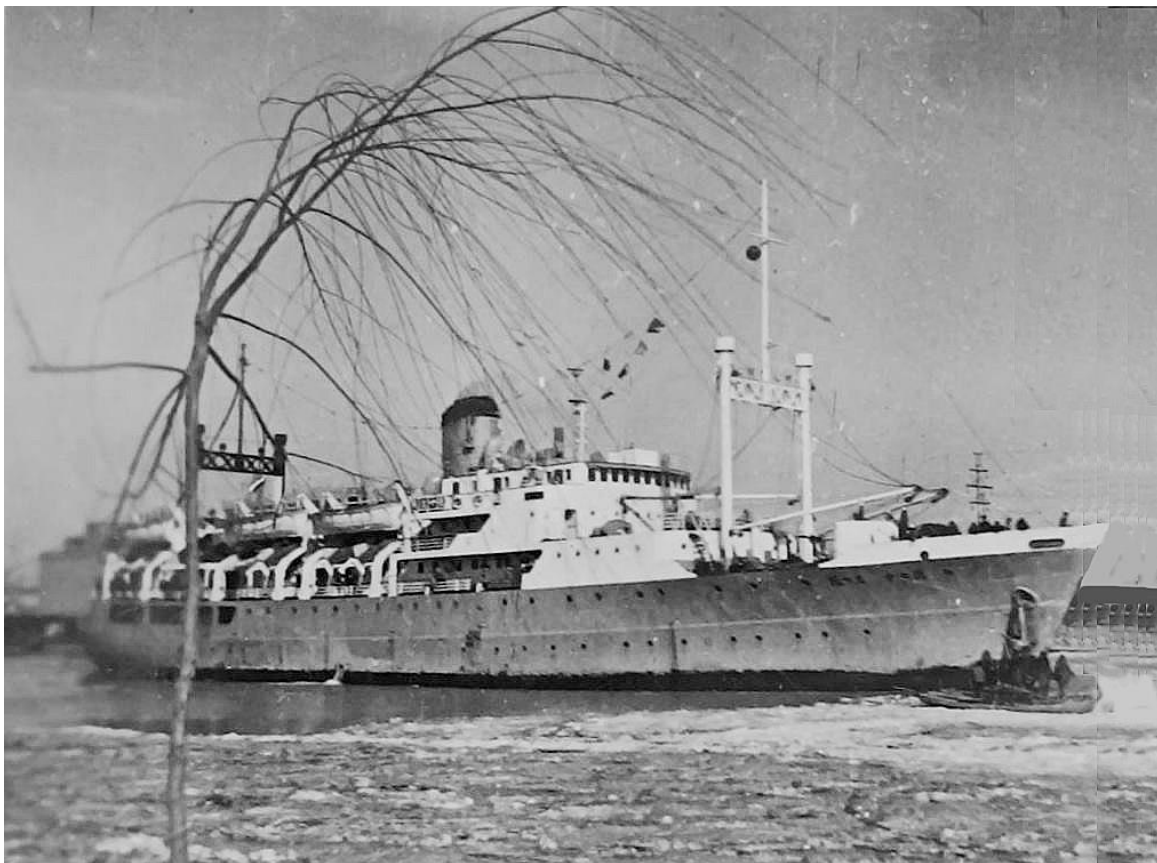
Newly completed MIN CHU 10 (Xinhua).



MIN CHU 10 official artistic view with black hull (SK colln).



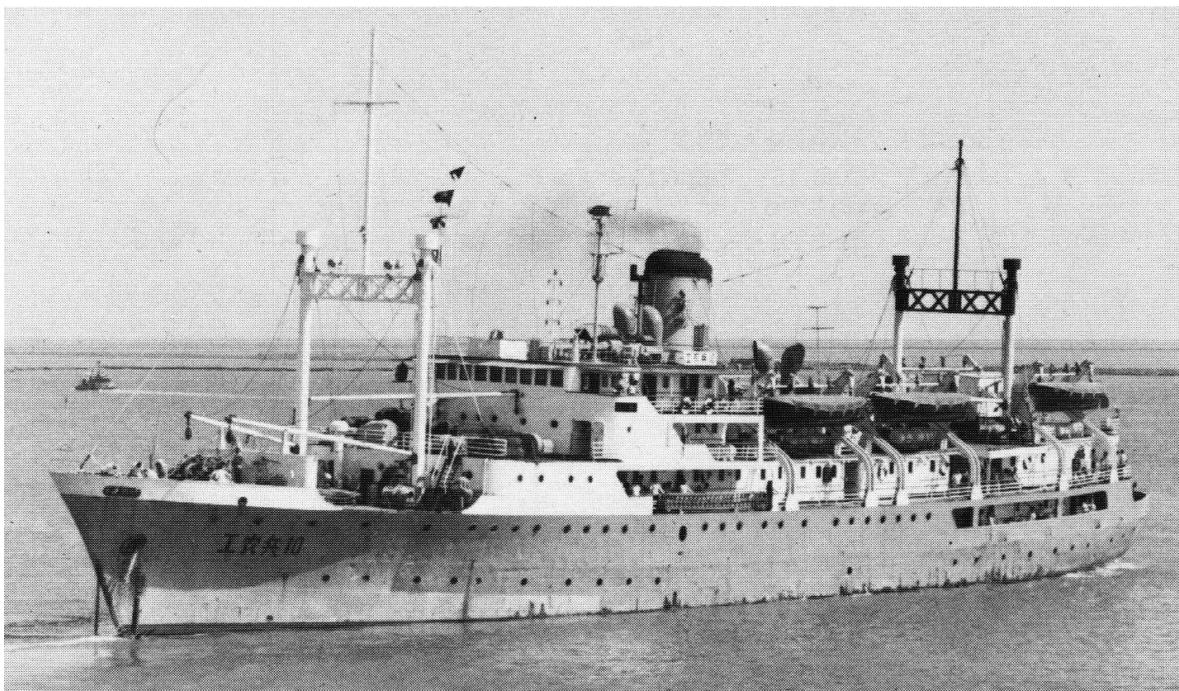
MIN CHU 10 (Xinhua).



MIN CHU 10 in ice, probably at Tianjin (7788.com).



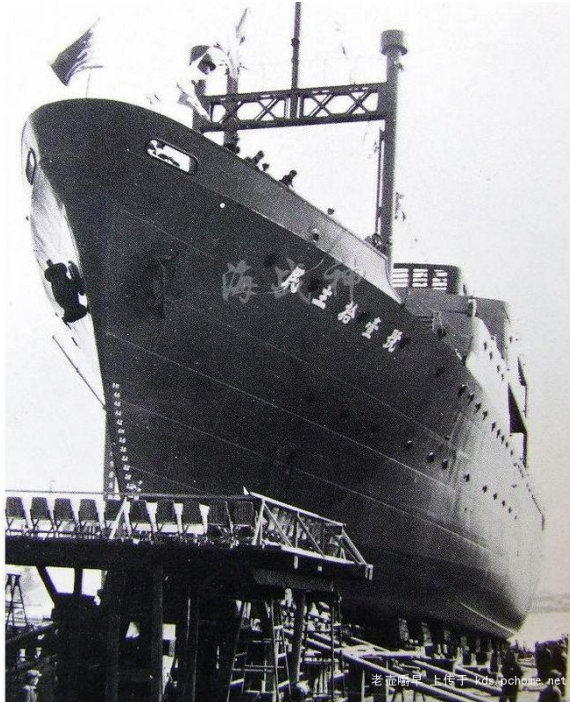
GONG NONG BING 10 or GONG NONG BING 11 post-1966, now fitted with radar and showing the revised grey and white colour scheme (Internet).



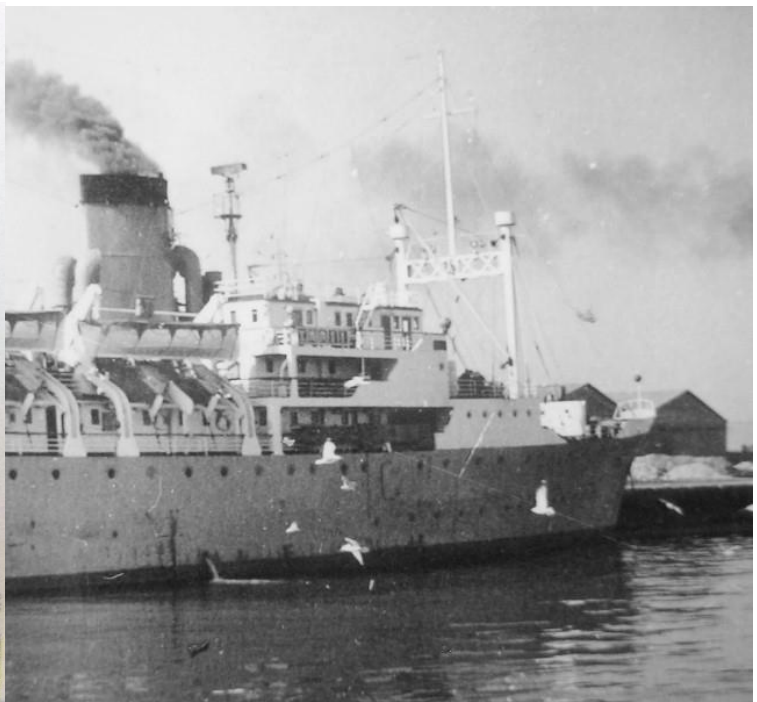
As GONG NONG BING 10 with red-coloured boats August 1981 (H. Furukawa/*Ships and Ports* 1/82).

MIN CHU 11 (1956) 2700/1956 262.4x45.9x20.0 T3cy 480 pass

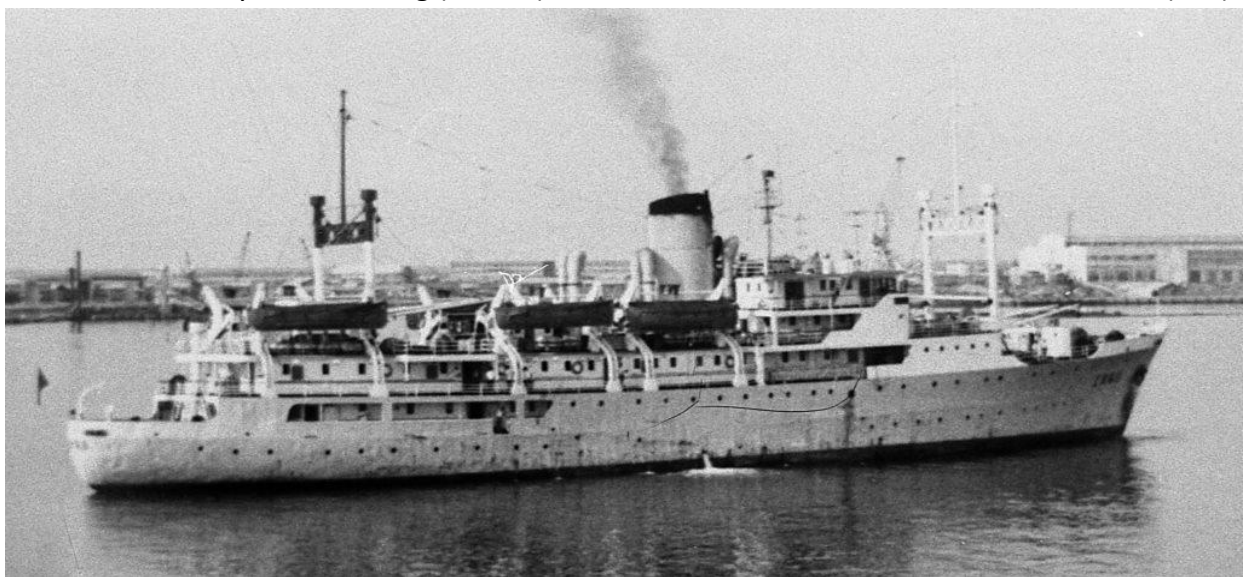
Built by Jiangnan Dockyard, Shanghai for SMB, entering service 4/4/56 with a single voyage to Dalian where placed under control of Dalian Sub-Bureau, operating Dalian/Tianjin. 1967 r. GONG NONG BING 11. 1983 broken up [Dalian S.S. Corp. official history p.69].



MIN CHU 11 ready for launching (Xinhua)



GONG NONG BING 11 at Dalian c.1974 (SK*).



GONG NONG BING 11 (Alan Lee).



GONG NONG BING 11 at Tianjin Xingang August 1981 (H. Furukawa/*Ships and Ports* 1/82).

MIN CHU 12 (1956) 3179/23 310x46.1x22.7 T3cy

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong for Indo-China Steam Nav. Co, London as YUEN SANG. 7/46 sold to China Merchants Steam Nav. Co., Shanghai r. HAI HSIA. 1/50 at Hong Kong hoisted PRC flag and proceeded to Canton, where t/f to China People's S.N. Co., Shanghai. "Set aside in shipyard due to priority for repairing freighters." 1955-56 rebuilt at Shanghai for SMB, 11/56 maiden voyage Shanghai/Qingdao/Dalian as MIN CHU 12. 10/65 still operating Shanghai/Dalian. 1967 r. GONG NONG BING 12. 1973 refitted at Shanghai Shipyard. 1974 transferred to Dalian Navigation Bureau. 1980 broken up [Dalian S.S. Corp. official history p.69].



HAI HSIA (<http://60.250.180.26/theme/theme-33/33-index.html>).



MIN CHU 12 at Dalian (7788.com; SK*).



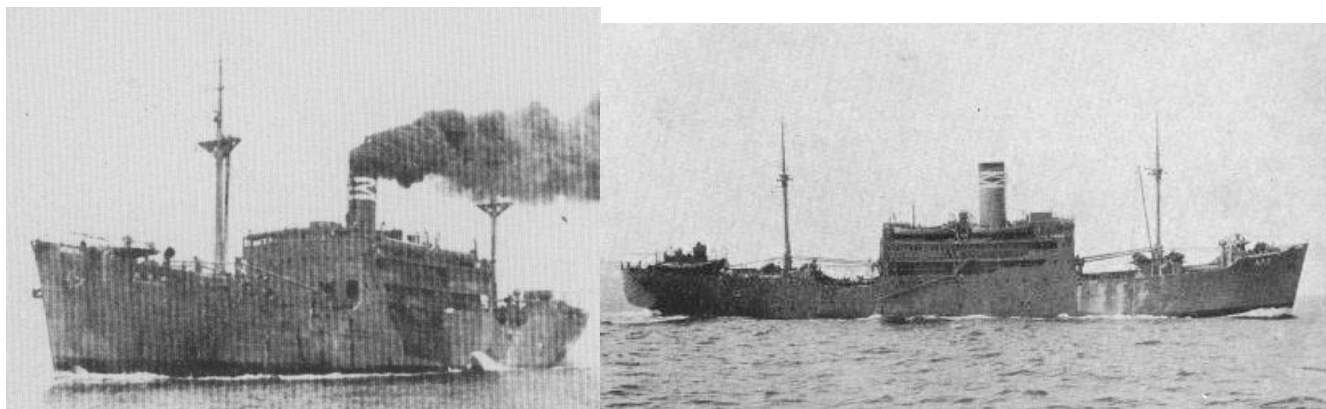
GONG NONG BING 12 at Yantai (Alan Lee colln).



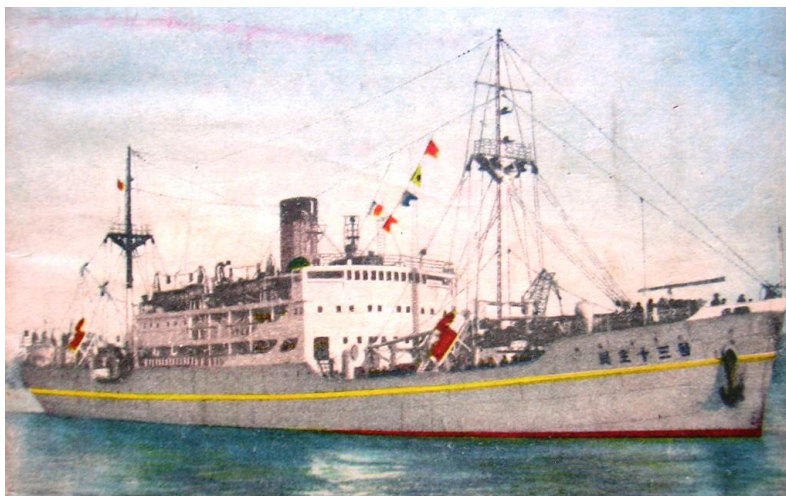
GONG NONG BING 12 at Dalian in 1970s (Postcard Ebay). More photos of this vessel in the Jardine list.

MIN CHU 13 (1957) 3232/43 305.1x44.9x24.9 T3cy

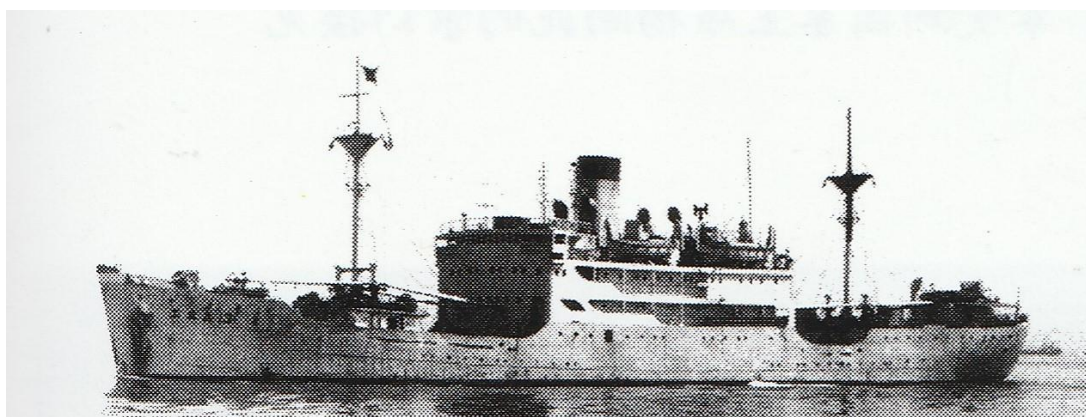
Built by Hakodate Dock Co., Hakodate for Toa Kaiun K.K., Tokyo as TSINAN MARU/SAINAN MARU. 9/9/44 mined off Woosung, one crewmember lost. 1955 raised by Salvage Engineering Bureau of Ministry of Communications. Repaired by Shanghai Shipyard and 6/57 recommissioned with accommodation for over 200 passengers as MIN CHU 13 for Shanghai/Dalian line (still as such 10/65). 1967 r. GONG NONG BING 13. 1982 broken up [Dalian S.S. Corp. official history p.70].



As built TSINAN MARU (l.) and side profile of identical sister CHEFOO MARU (r.) (Kaiun).



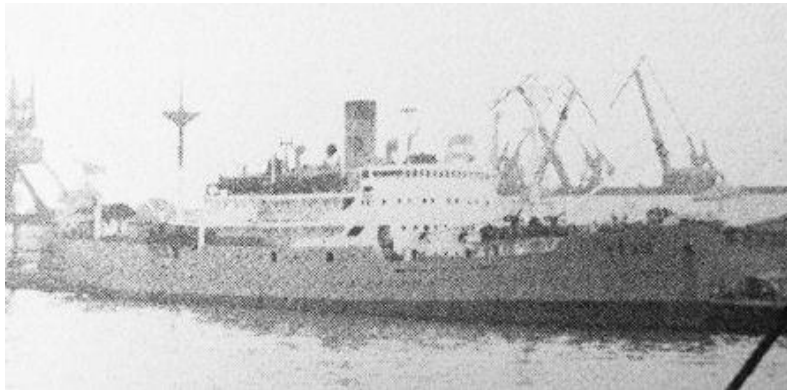
MIN CHU 13 from a 1958 timetable. Yellow ribband is an artist's embellishment, and also the case in the drawing below (both SK colln).



GONG NONG BING 13 (Dalian S.S. Corp., pub. 1999).



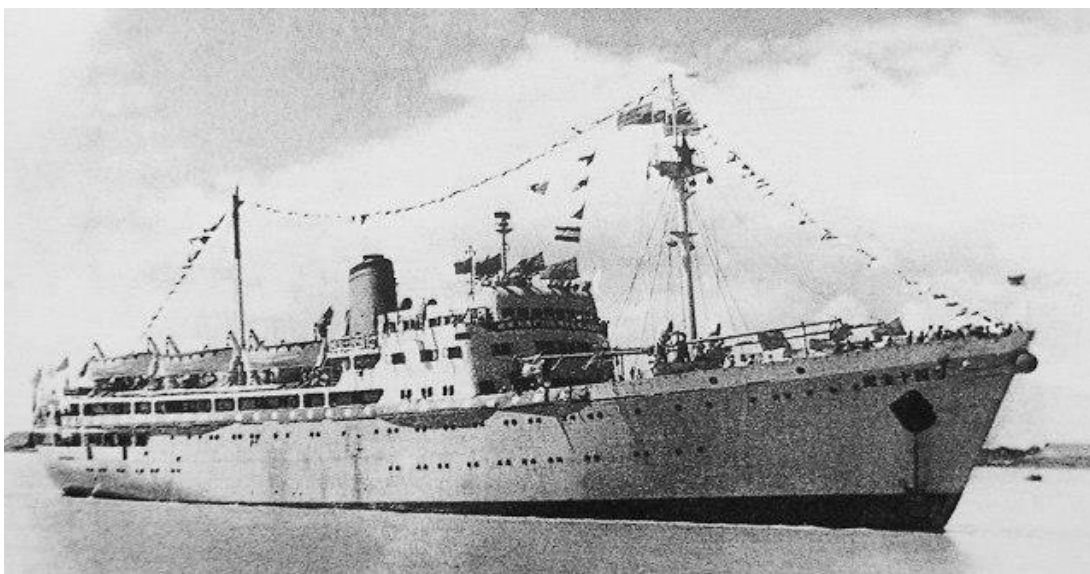
GONG NONG BING 13, 1973, new external stairways, gun at stern and considerable deck cargo (Karsten Petersen).



GONG NONG BING 13 at Dalian August 1981 (H. Furukawa/*Ships and Ports* 1/82).

MIN CHU 14 (1958) 2500/1958 90x4.2 T3cy 500 pass 420t of cargo

Built by Hudong Shipyard, Shanghai for SMB. 10/65 operating Shanghai/Qingdao. 1967 r. GONG NONG BING 14. 2/80, 2/81 used for supplementary New Year traffic on Shanghai/Ningpo service. 1984 deleted from Chinese register.



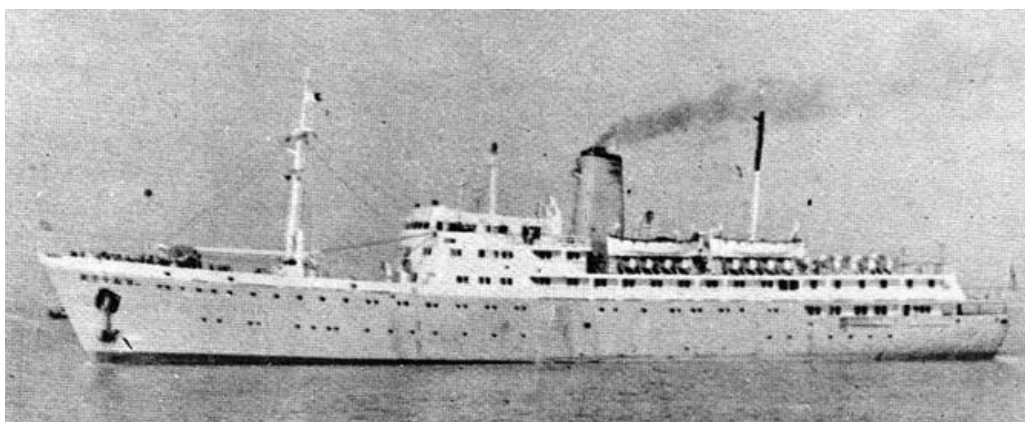
MIN CHU 14 (*Ships of China*).

MIN CHU 15 (1958) 2500/1958 297x? T3cy 520 pass

Built by Xingang Shipyard, Tianjin for SMB. 1967 r. GONG NONG BING 15. Late 1960s introduced to Dalian/Yantai service. 1986 broken up [Dalian S.S. Corp. official history p.70].



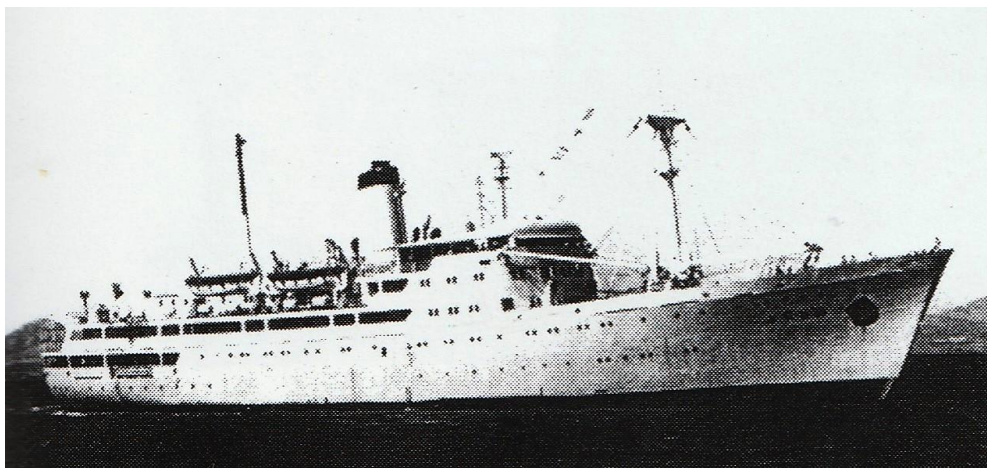
MIN CHU 15 at Shanghai in 1963, showing original six boats (SK*).



MIN CHU 15 pub. 1965 (SK colln).



GONG NONG BING 15 at Tianjin Xingang August 1981 (H. Furukawa/*Ships and Ports* 1/82).



GONG NONG BING 15 (Dalian S.S. Corp., pub. 1999).

MIN CHU 16 (1958) 2500/1958 297x? T3cy 520 pass

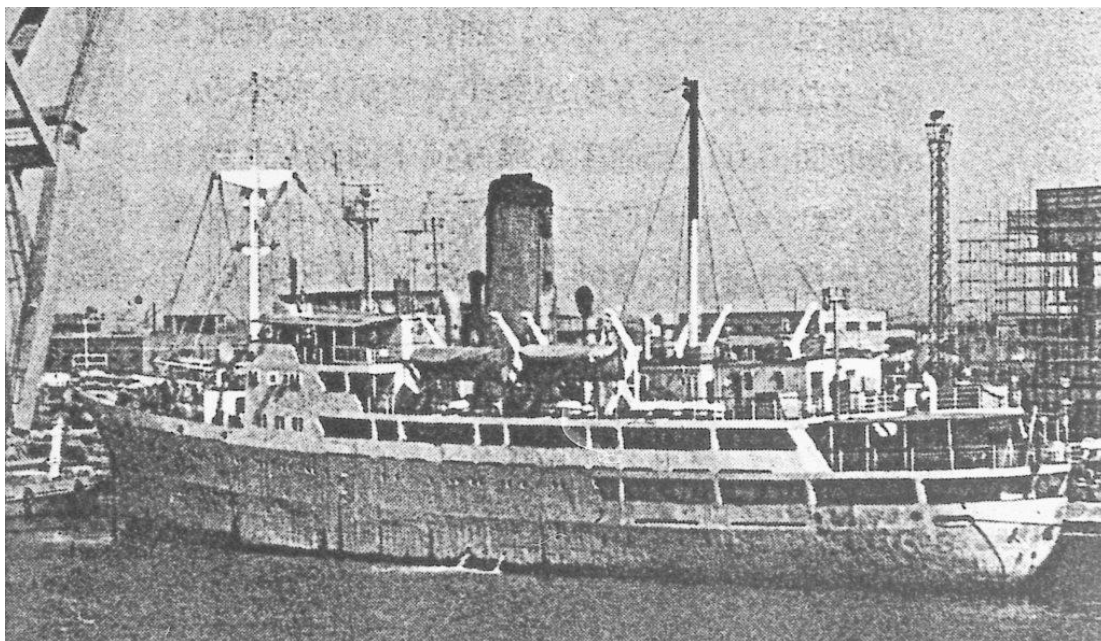
Built by Xingang Shipyard, Tianjin for SMB. 1967 r. GONG NONG BING 16. Late 1960s introduced to Dalian/Yantai service. 3/85 sighted at Tianjiin as TIAN 16. 1987 broken up [Dalian S.S. Corp. official history p.70]..



MIN CHU 16 (Talbot Booth).



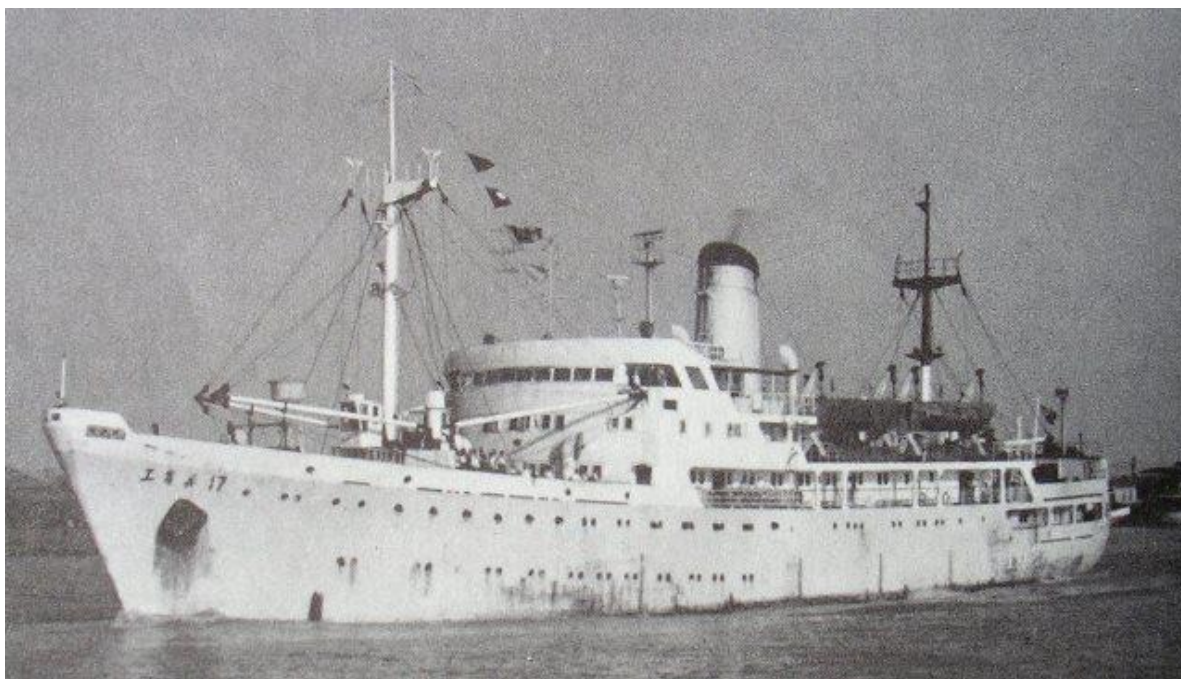
GONG NONG BING 15 or 16 at Dalian, 1974 (From a postcard SK colln).



TIAN 16 ex GONG NONG BING 16 maneuvering at Tientsin in March 1985 (S. Kikuchi/Alan Lee).

MIN CHU 17 (1959) 2500/1959 297x? T3cy 520 pass

Built by Xingang Shipyard, Tianjin for SMB. 10/65 operating Shanghai/Qingdao. 1967 r. GONG NONG BING 17. 9/69 operating Shanghai/Qingdao. Ca. 1985 r. TIAN 17. NFI.



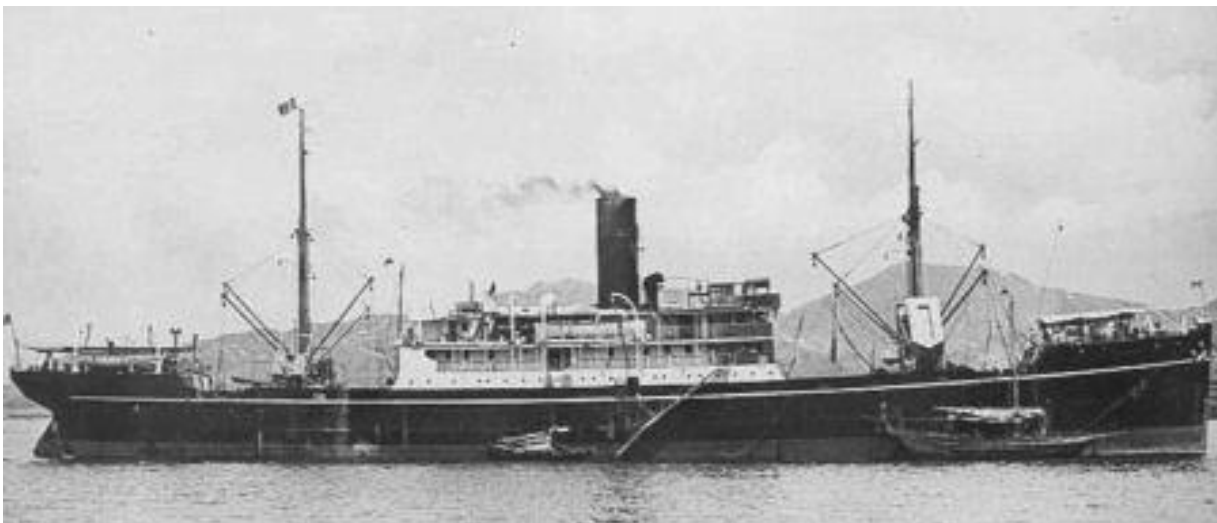
GONG NONG BING 17 at Shanghai (Ted Scull@ *Steamboat Bill Winter* 1979).



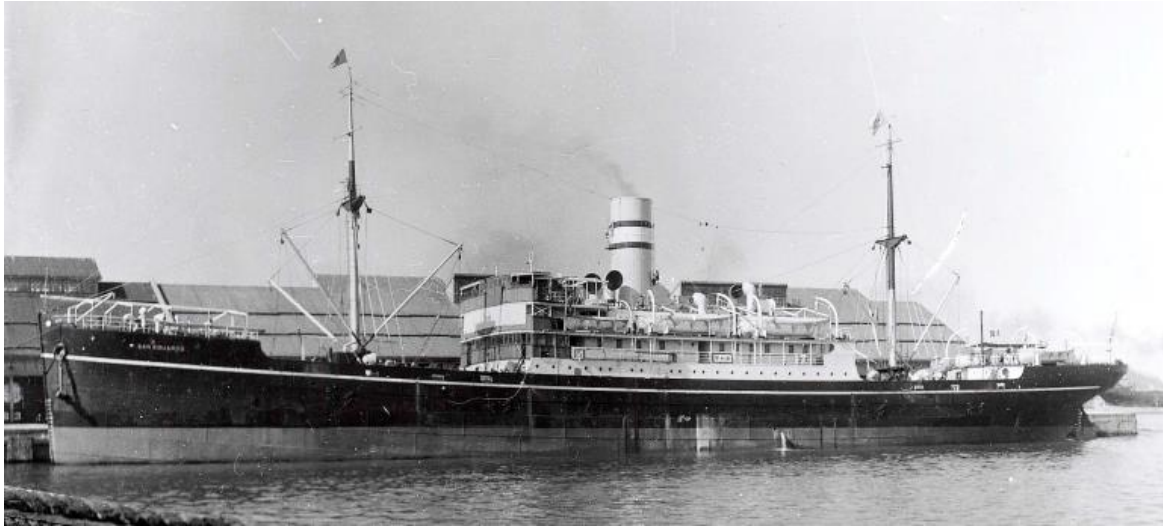
GONG NONG BING 17, Dalian showing active use of aft hatch (*Ships of the World* 5/87).

MIN CHU 4 (II) (1960) 2994/30 312.0x45.2x22.7 T3cy

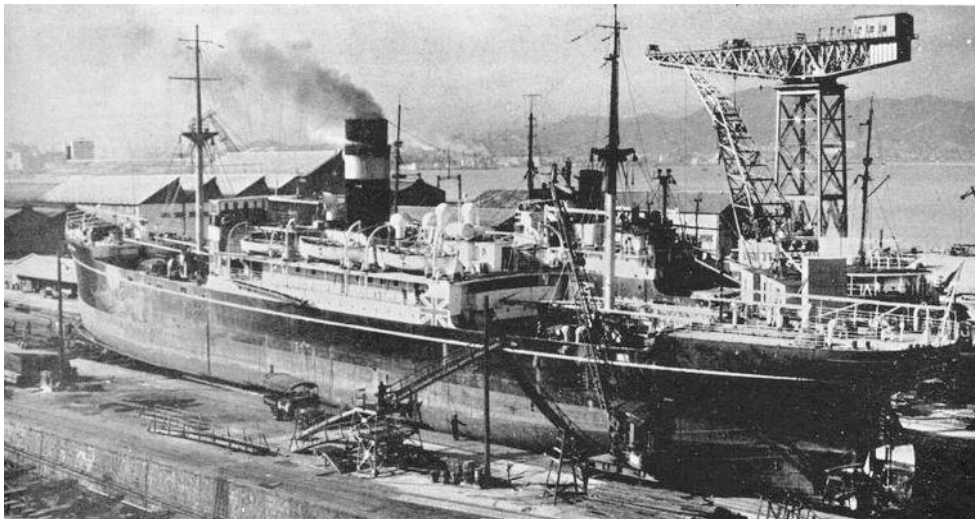
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for China Navigation Co. Ltd, London as TSINAN, certified to carry passengers. 15/8/50 struck mine in Yangtse estuary – 15/11 arrived HK in tow for repairs. 9/51 sold to Cambay Prince S.S. Co.; Ltd (John Manners & Co. Ltd), Hong Kong r. SAN EDUARDO. 10/54 t/f to China Shg Co. Ltd. 12/55 sold to Maritime Investment Co. Ltd (World Wide Co. Ltd), HK and 6/56 r. GOLDEN GAMMA. 9/59 sold to Peninsular Shg Co. Ltd (Ocean Tramping Co. Ltd mgrs, PRC beneficial owners), Panama r. FAIRFORD. 8/60 sold to PRC. No further entry in LR until 1987 deleted as unknown to Chinese authorities but by 1961 r. MIN CHU 4 (II) to replace namesake, used on Shanghai/Dalian direct line (10/65) alternating with HOPING 44. 1967 r. GONG NONG BING 4. Still in northern service out of Shanghai 1973. NFI. [Source for identification: Schell Min Chu list]



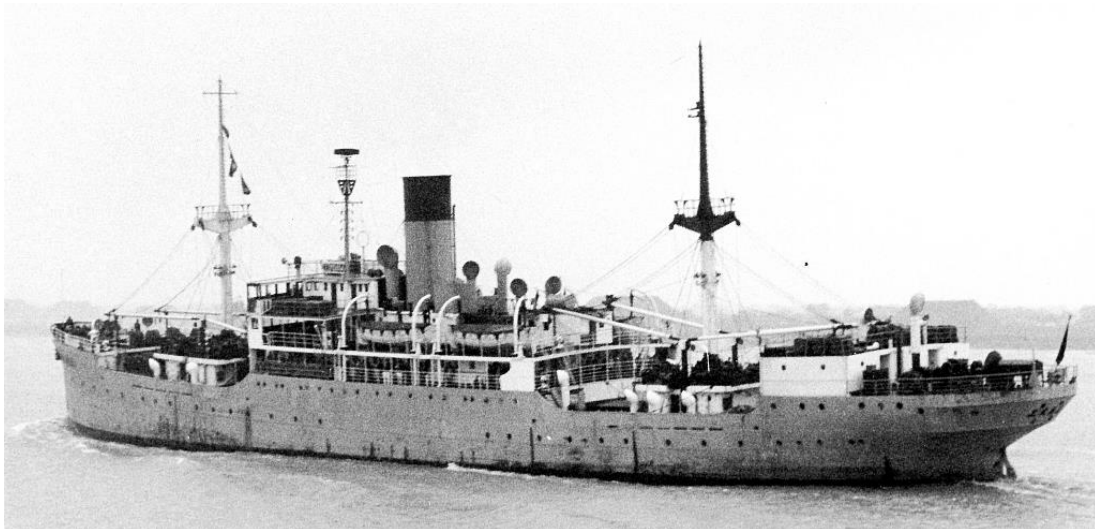
MIN CHU 4 (II) as TSINAN (Wikiswire).



MIN CHU 4 (II) as SAN EDUARDO sailing Japan/China in the early 1950s (Uhachi Kinoshita\OCM).



MIN CHU 4 (II) as GOLDEN GAMMA at Taikoo 12/1/59 (Taikoo DY magazine).



GONG NONG BING 4 at Shanghai 1972 (Göran Ohlsson/Tomas Johannisson).



GONG NONG BING 4 (left) berthed behind GONG NONG BING 17 and CHANG SHAN at Shanghai in 1973 (Harrison Forman, UWM Libraries).

MIN CHU 18 (1960) 3939/1960 346.5 (o.a.) 318.2x49.2x25.2 m 2x2000hp 12kt. 774 pass
 Built by Hutung Shipyard, Shanghai for SMB. 10/65 operating Shanghai/Wenzhou. 1967 r. GONG NONG BING 18. Subsequently seen with the evident name JIAN XIN 健新. 1985 r. QING XIN 庆新. Akaiwa (1991) lists for SMB. LR first lists in 2004, for China Shg. Group, Shanghai, RLR 2011, probably broken up some years before.



MIN CHU 18 (*Ren Min Hua Bao*).



MIN CHU 18 (*Xinhua*).



GONG NONG BING 18 in 1967, unchanged after 7 years in service (YouTube).



GONG NONG BING 18 at Shanghai (Ted Scull@*Steamboat Bill Winter* 1979).



GONG NONG BING 18 about to negotiate the bend in the Whangpoo (Alan Lee).



GONG NONG BING 18 appears to have briefly renamed JIAN XIN 健新 in 1984 or 1985 (Markus Berger).

MIN CHU 19 (1964) 3839/1964 346.5 (o.a.) 318.2x49.2x25.2 m 2x2000hp 12kt. 700-900 pass
 Built by Hutung Shipyard, Shanghai for SMB. 10/65 operating Shanghai/Ningpo. 1967 r. GONG NONG
 BING 19. 1984 r. HE XIN 贺新. LR 1991 for PRC Gov't, Bureau of Maritime Transport Admin, Shanghai
 Branch. RLR 2011, probably broken up some years before.



Presumed GONG NONG BING 19 (six boats versus evident four of GONG NONG BING 18) moored ahead of Yangtse steamer DONG FANG HONG 1 at Shanghai in 1979 (Jean E. Norwood, LoC colln).



GONG NONG BING 19 at Shanghai 12/10/83 (L.W.Demery Jr@Flickr).

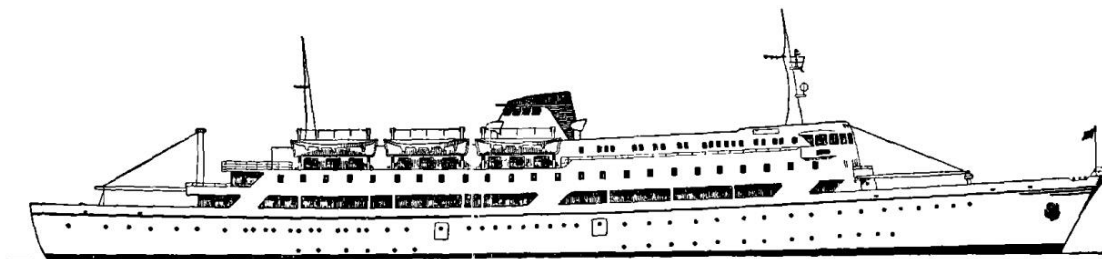


HE XIN. Funnel now painted buff in common with other SMB "XIN" vessels (*Ville de Tanya*).

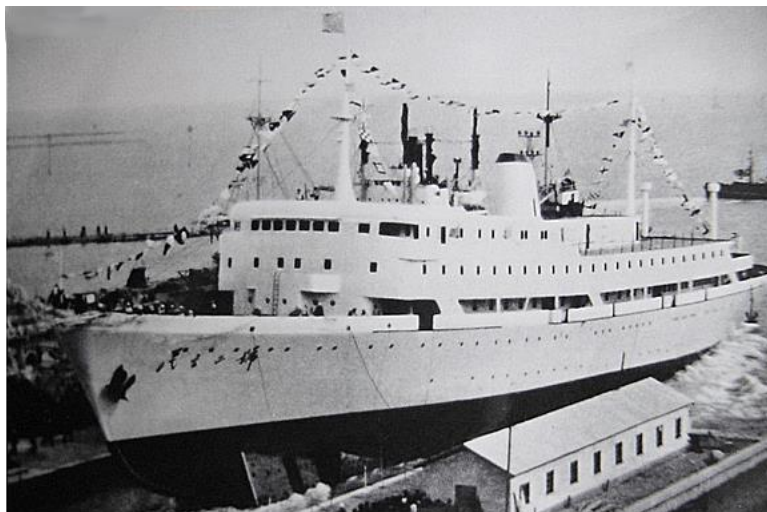


HE XIN at Shanghai 1995-6 (internet).

GONG NONG BING 2 (1968) 4053/1968 (344.5 o.a.) 314.9x49.8x17.0 s. turbine 14kt
 Built by Xingang Shipyard, Tianjin. Launched as MIN CHU 2 but while under construction 1967 r. GONG NONG BING 2, used on SMB's northern express service. 8/81 operating Dalian-Tianjin-Yantai (*Ships and Ports* 1/82). 10/84 sold to Dalian S.S. Co. r. TIAN 2. 1990 broken up [Dalian S.S. Corp. official history p.69]. [First listed LR 2003 for Dalian S.S. Co., Dalian, RLR 2011.



Line drawing showing non-eventuating decorative plating around funnel



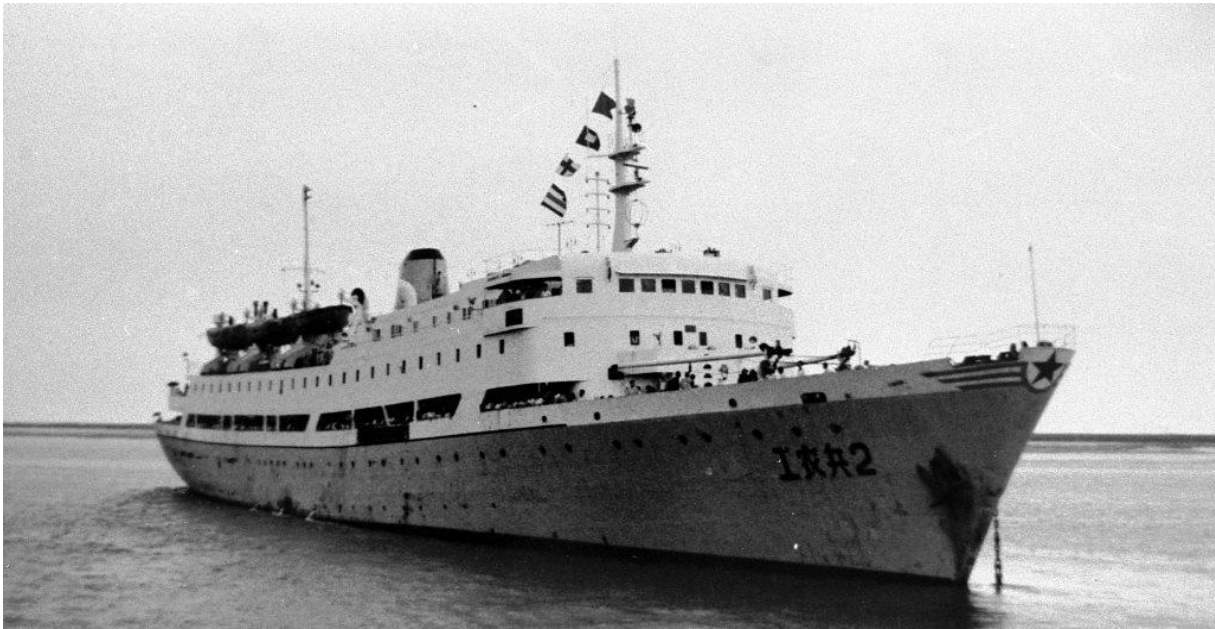
1966 launch of MIN CHU 2, only photo showing this name (Xinhua).



GONG NONG BING 2 on completion in 1968 (Xinhua).



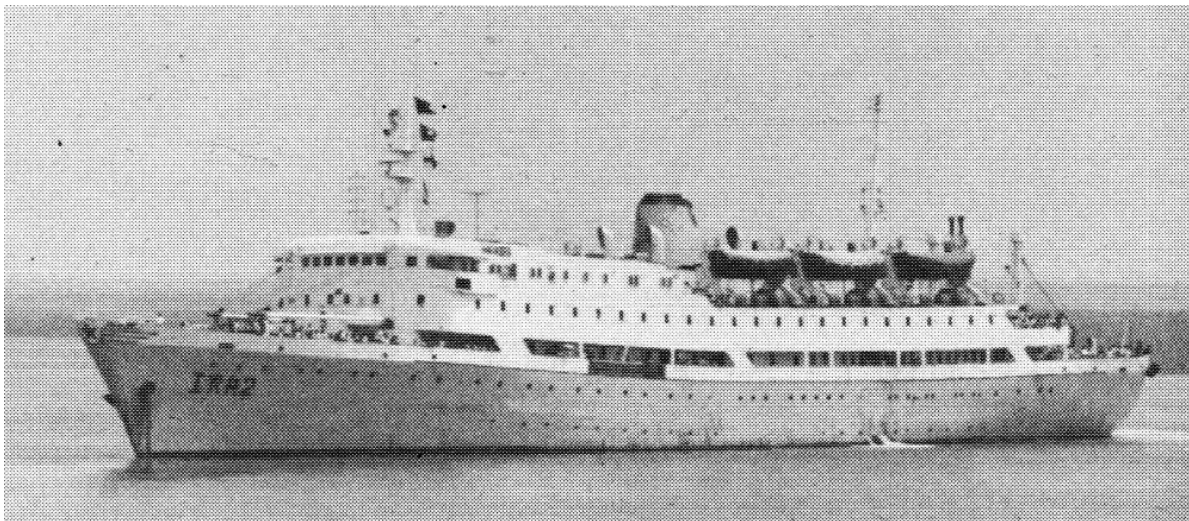
GONG NONG BING 2 in the Cultural Revolution period (Internet).



GONG NONG BING 2, radar revised, still with star on bow (Alan Lee).



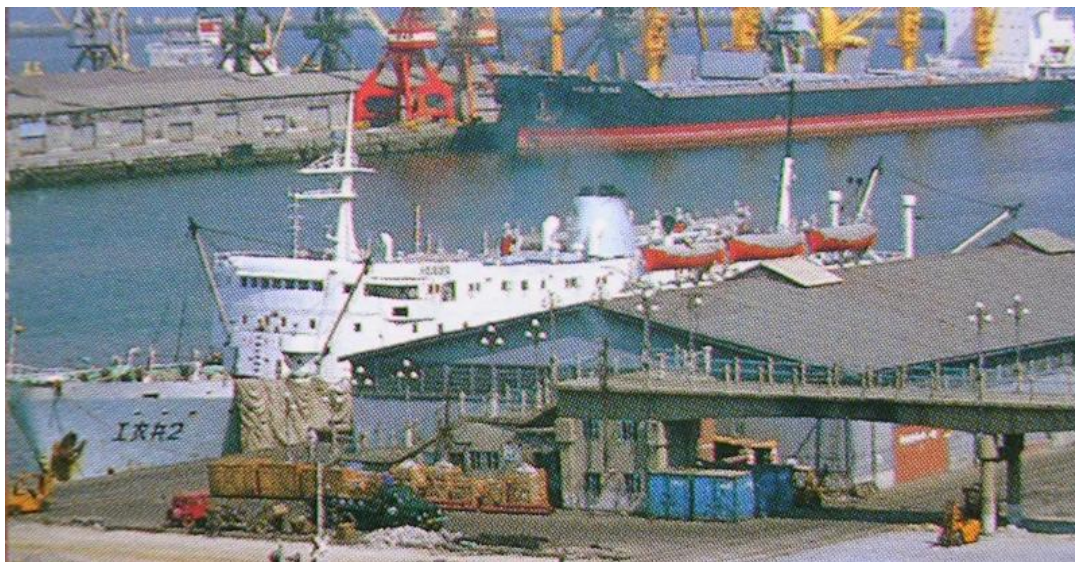
GONG NONG BING 2 in profile (Dalian S.S. Corp., pub 1999).



GONG NONG BING 2 at Tianjin August 1981 (H. Furukawa/*Ships and Ports* 1/82).



GONG NONG BING 2 at Qingdao in 1982 (Internet).



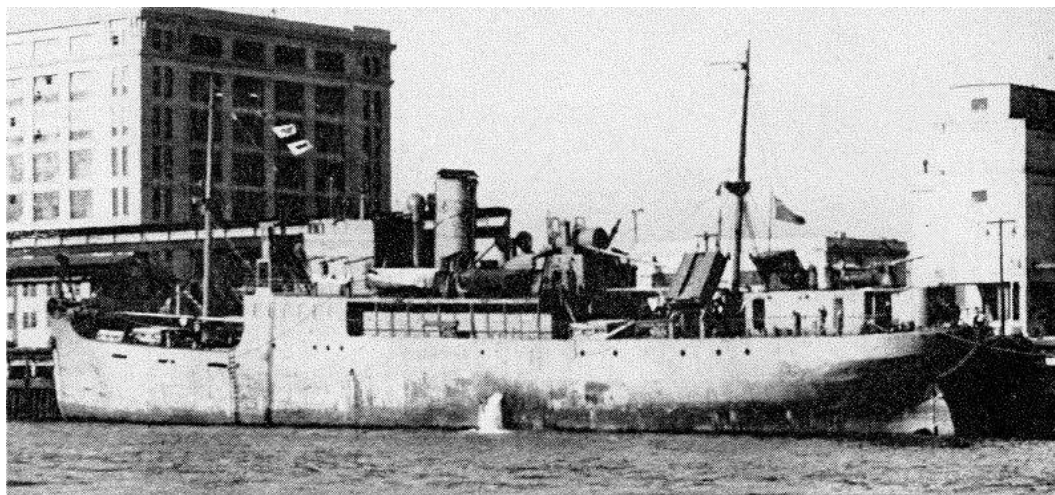
GONG NONG BING 2 at Dalian early 1980s (from a postcard SK colln).

GONG NONG BING 21 1959/32 (1969) 256 (o.a.) 241.6x37.7x19.0 T3cy 9k 163 pass

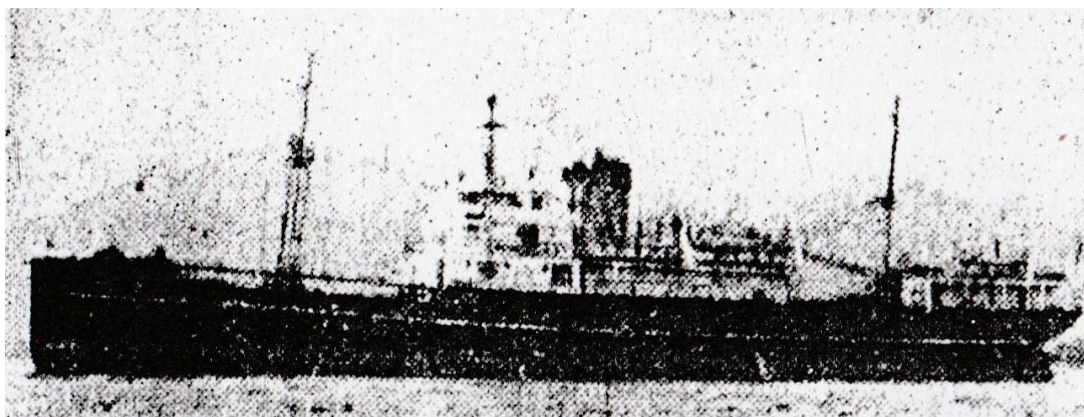
Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle-on-Tyne (Yard No.1475) for Newfoundland Canada Steamships Ltd. (E.C. Phinney, mgr), Halifax as BELLE ISLE. 1942 sold to USWSA, later USMC, Portland for U.S. Army. 12/47 laid up. 1948 sold to China Industrial Corp. Ltd. (W.C.T. Hwang mgr), Shanghai r. CHINA LEADER. 2/49 sold to Everett S.S. Corp. r. SAN ANTONIO (Chinese equivalent XIN NING 新宁). 23/2/49 maiden voyage Manila/Salomague/Currimao/Aparri. 4/49 sold to A. Magsaysay Inc., same service, initial sailing 23/4. 11/6/49 t/f to Manila/Cebu/Tagbilaran/Zamboanga/Davao/Cotabato service. 16/11/49 Manila/Hong Kong. 24/7/50 on voy. Hong Kong to Shanghai w/general cargo, mined and sank midstream in Yangtse near Shanghai, 2 crew dead, 8 injured. 7/6/56 salvage commenced 15/11 raised, subsequently rebuilt as training ship (grt 1950, 100 students) by Shanghai S.Y. 11/57 rep. allocated to Dalian Maritime University, r. HONG ZHUAN (红专). 14/6/60 maiden voyage Shanghai-Dalian. 1969 t/f to Shanghai Maritime Bureau, r. GONG NONG BING 21. 1979 broken up [Dalian S.S. Corp. official history p.70].



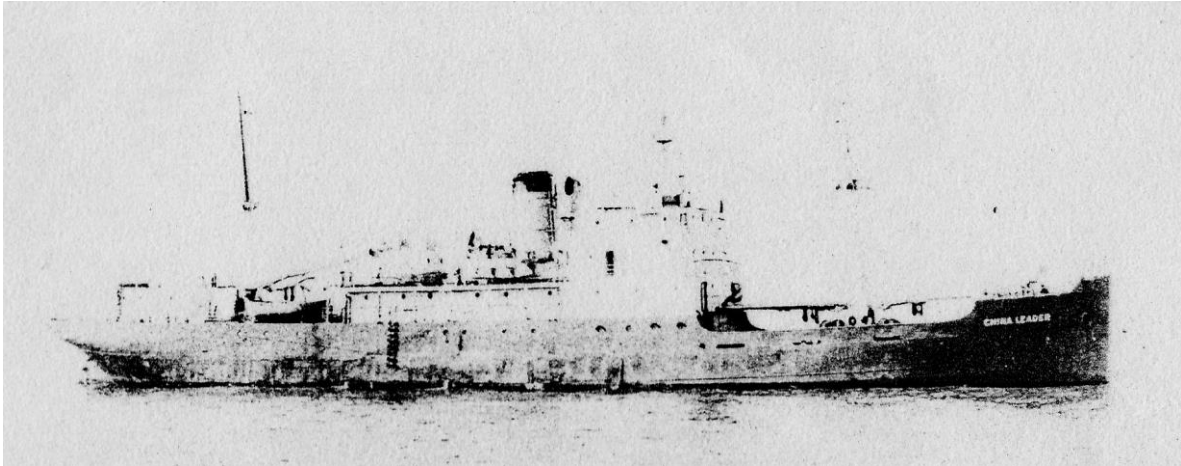
GONG NONG BING 21 was built as BELLE ISLE, seen here at New York (Coll. W. Schell).



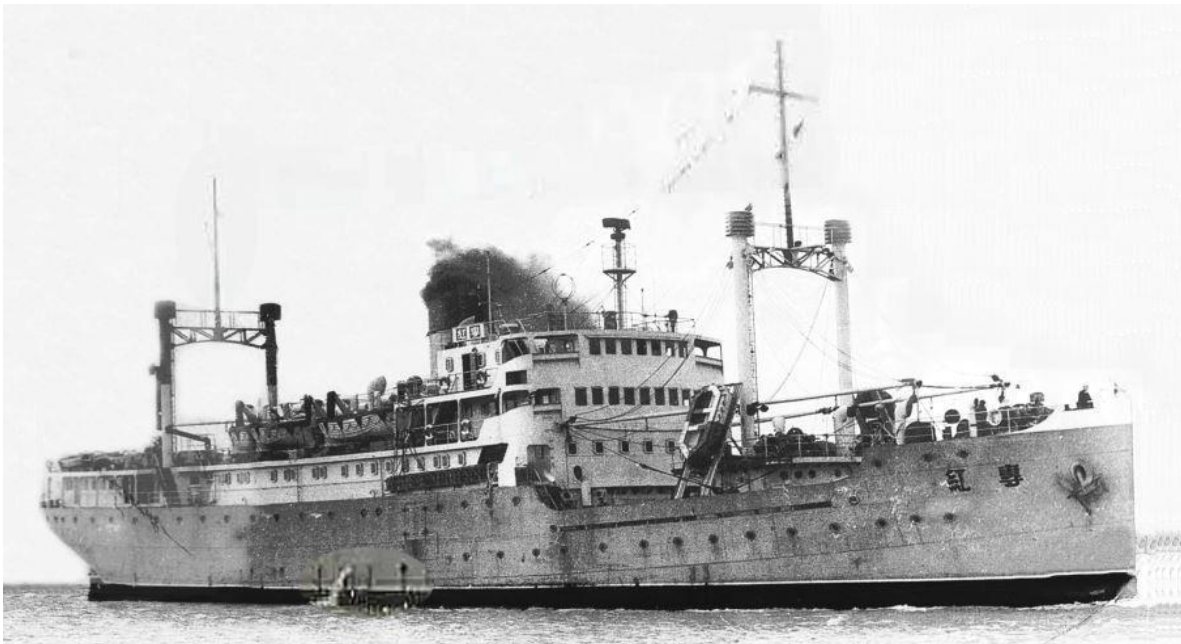
U.S.A.T. BELLE ISLE (U.S. Army Signal Corps).



SAN ANTONIO (Manila Times 26/7/50).



CHINA LEADER earlier under the Chinese Republican flag (SK coll.).



Extensively rebuilt as HONG ZHUAN (Dalian Maritime University).

For details of subsequent passenger ships of the Shanghai Maritime Bureau, see the separate list
 “Shanghai Maritime Bureau Passenger Ships (Part II)”.

For a short history and details of passenger ships of the Dalian Maritime Bureau, see the separate list
 “Passenger Ships Administered by Dalian Steamship Co. & Successor Entities”.

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