

Indo-China Steam Navigation Company Ltd (1881)

Illustrated Fleet List (Part II: 1946-1976)

By Howard Dick & Stephen Kentwell

h.dick@unimelb.edu.au

skentwell@hotmail.com

All Rights Reserved 1973, 1988, 2019, 2026

May be cited with acknowledgement to www.oldchinaships.com

This update posted 2 January 2026

Introductory notes (see also Part I)

Entries are ordered by years in the fleet, gross tonnage, deadweight tonnage, year of build-month (if known), type, length x breadth (feet), engines (compound (C), triple (T), quadruple (Q) and/or (Exhaust) Steam Turbine/Motor) (2 twin-screw), speed, and engine builder (engine maker if not the shipbuilder). These data are cross-checked with Lloyd's Register, the W. Schell registers and Miramar with further details from the *South China Morning Post*, Trove (Australian newspapers) and the *Straits Times*. Some further details of passengers, cargo spaces and gear are taken from the *Agents' Handbook* (1 July 1948) and ICSNC ship plans and specifications by courtesy of former Jardine Master, Capt. John Pring.

It should be noted, as explained in Part I, that Owner's names and Lloyd's Register do not always correspond, e.g. HOSANG/HO SANG. Early postwar style was one word

Illustrations are taken from our own collections, Jardine, Matheson & Co. Ltd, or as otherwise acknowledged in the captions. We are grateful to Capt. John Pring, for entrusting to us a set of prints that are made available in this update. An asterisk next to the noted source of a photograph indicates that a hard copy, printed off the original negative, is owned by one or both of the authors. Copyright, including by third parties, is claimed on some photographs included in this list. The photographs therefore may not necessarily be available for duplication or publication.

We are grateful to Jardine, Matheson & Co. Ltd for their encouragement and support in updating and illustrating this list, including access to the unpublished manuscript by Colin Hardy, 'Indo-China Steam Navigation Company'.

Our material is made available in the public domain as a research resource. We trust that anyone making use of this information will make appropriate citation. The authors would welcome any advice on errors, omissions or missing images.

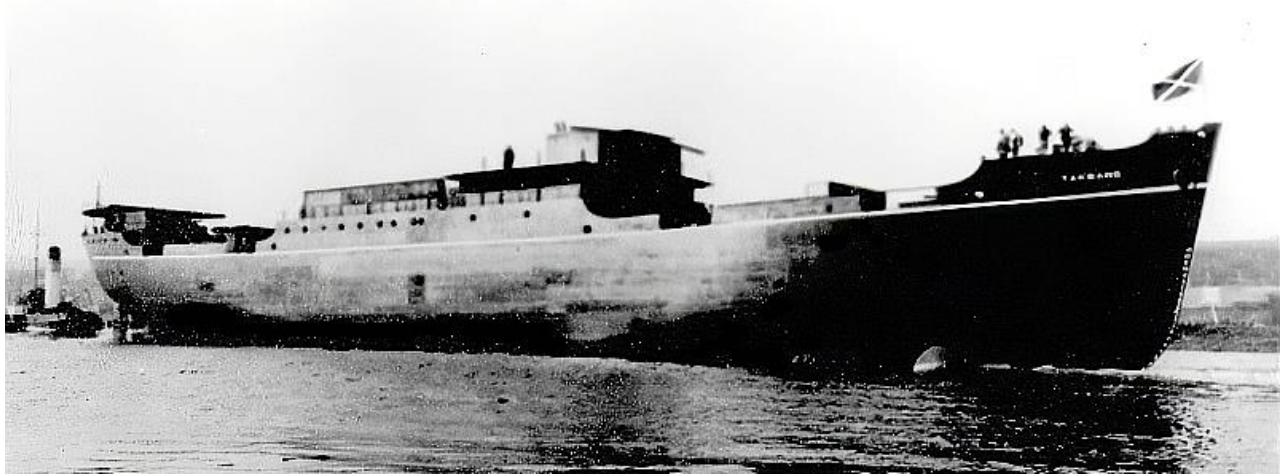
Howard Dick & Stephen Kentwell

24 November 2019, updated 2 January 2026

Fleet List (1946-76)

TAKSANG 德生 (1946-62) 3318 (3700)/46-1 (328 x 47.1', T3cy/12k by George Clark (1938) Ltd, Sunderland, 3 x 2-berth cabins, no deck pass.)

Built by Short Bros Ltd, Sunderland (#488) to MOWT design as storeship for Burma campaign (1 x 30-ton derrick), 11/44 redesigned for ICSNC China coast service, 1/46 completed. 8/62 sold to Peninsular Shg Co. Ltd (Ocean Tramping Co. Ltd), Hong Kong r. ROCHFORD. 9/71 broken up at Whampoa.



TAKSANG at launch on 6 September 1945 (coll. H. Dick per Capt. J. Pring).



TAKSANG and identical sister LOKSANG belonged to a MOWT class based on the prewar TAKSANG (1935) and replaced war losses TAKSANG and TAISANG (Short Bros.).



In 1950s with radar fitted and *hanzi* name (coll. H. Dick per Capt. J. Pring).



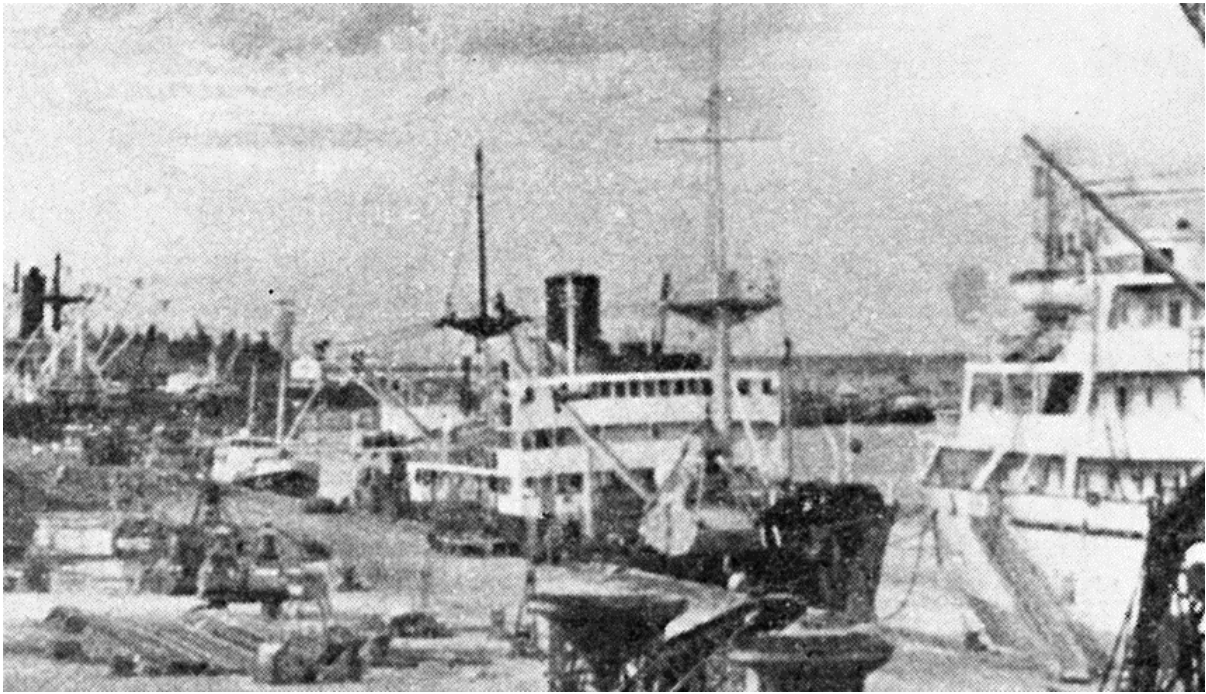
Updated TAKSANG, anchored presumably in the Hooghly (unknown photographer/coll. SK*).



ROCHFORD on a buoy at Hong Kong presumably 1960s, still with Jardines white ribband (<https://www.xindemarinenews.com/m/view.php?aid=19916>).

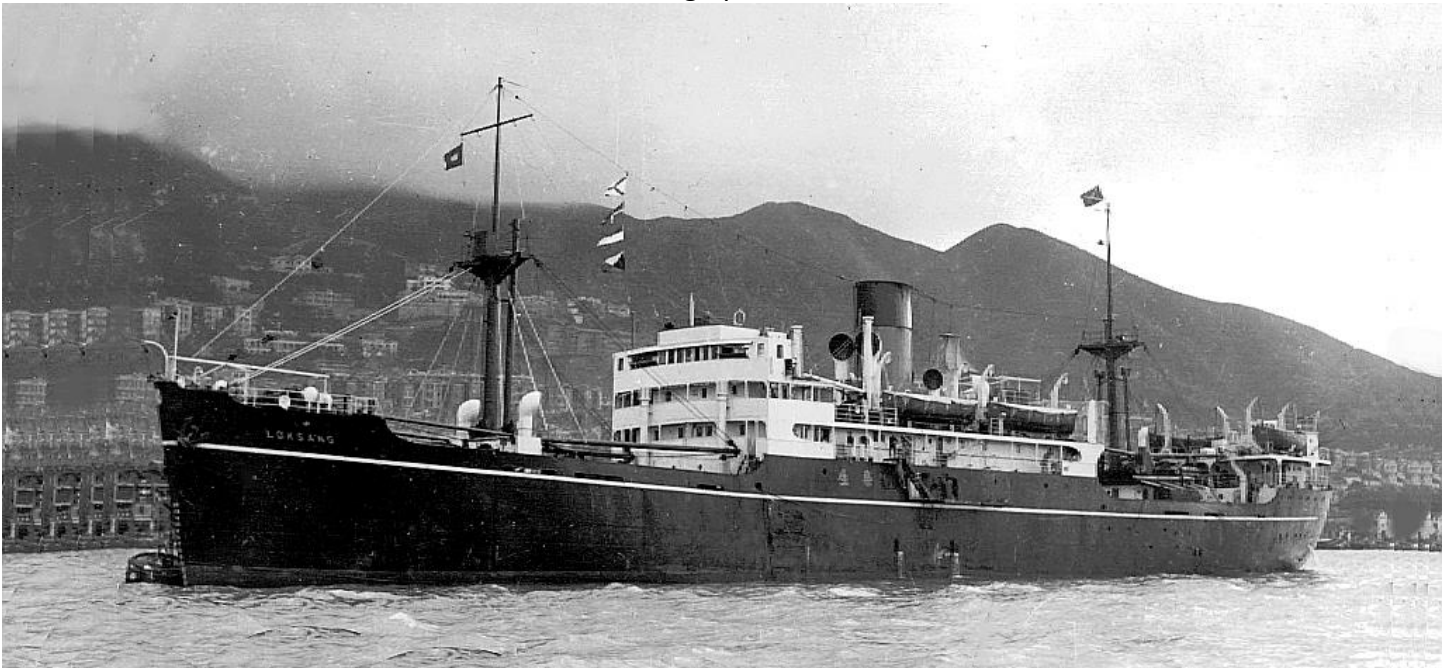


ROCHFORD ex TAKSANG in Malacca Strait, 2 October 1970, from *British Sovereign* (Paul Gleam, posted Aug. 2005 at shipsnostalgia).

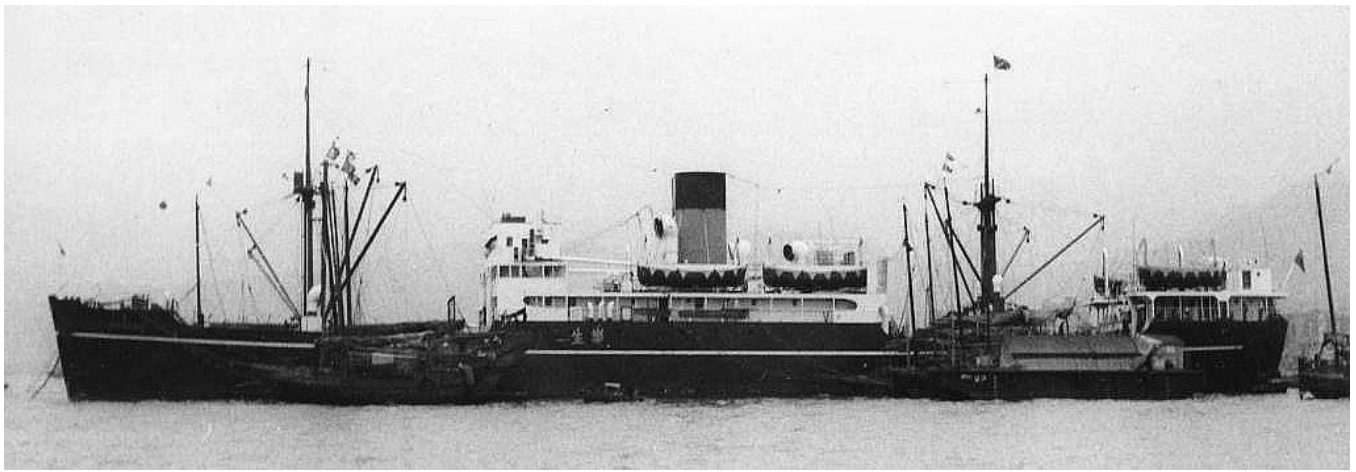


ROCHFORD (identifiable by boat position at end of superstructure) at Zhanjiang (Kwangchow Wan) on a final voyage (*China Reconstructs* 9/72).

LOKSANG 樂生 (1946-61) 3318 (3730)/46-3 (328 x 47.1', T3cy/12k by George Clark (1938) Ltd, Sunderland, 2 x 3-berth cabins, 167 tweendeck + 33 weather deck pass. except typhoon season)
 Built by Short Bros Ltd, Sunderland (#489) to MOWT design as storeship for Burma campaign, 11/44 redesigned for ICSNC China coast service, 3/46 completed. 9/61 sold to Ocean Tramping Co. Ltd, Hong Kong r. FRANKFORD. 14/10/71 arrived at Canton for breaking up.



LOKSANG at Hong Kong flying Blue Peter (H. Dick per Capt. J. Pring).



Early LOKSANG at Hong Kong, still no radar and six boats (unknown photographer/T. Rayner/coll. SK*).



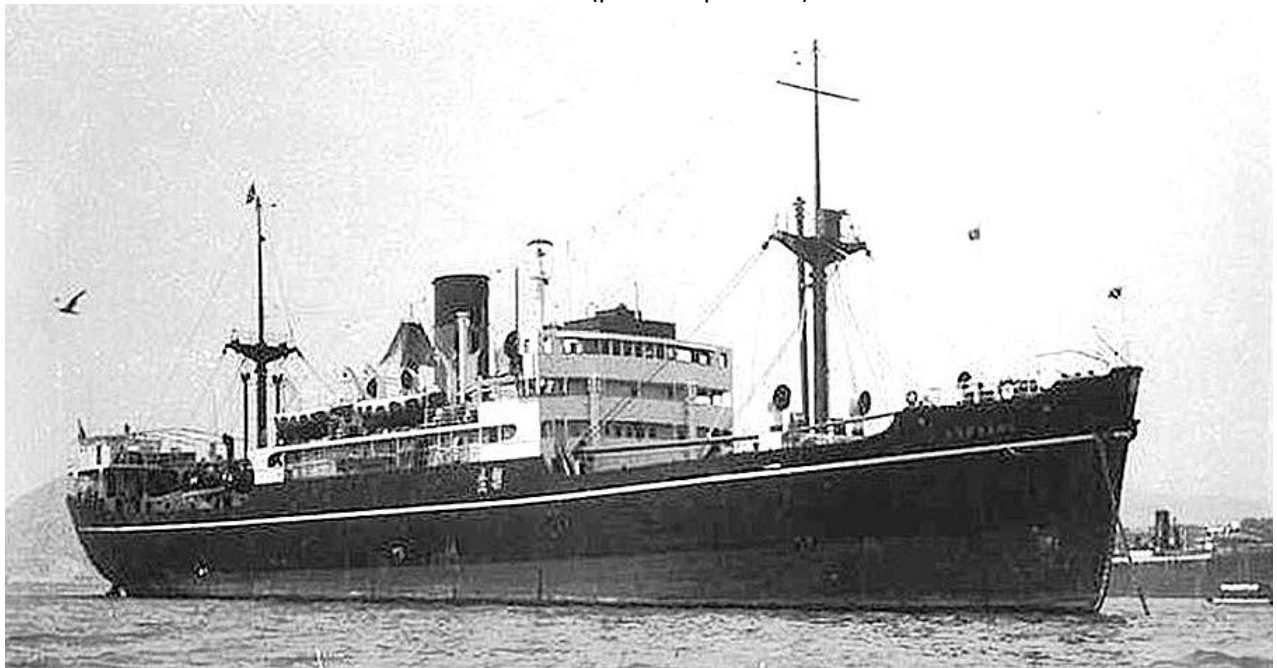
LOKSANG on the Hooghly near Calcutta (Margaret Way/shipspotting.com).



LOKSANG, now with radar mast (unknown photographer/coll. SK*).



LOKSANG (photoships.co.uk)



LOKSANG with new radar mast and canvas vent hoisted (photoships.co.uk).





Above 2: FRANKFORD ex LOKSANG, 11 November 1968, from RFA *Tarbatness*,
now only two boats (Dr. George Wilson).

HANGSANG 恒生 (1946-60) 3541 (4165)/44-5 (328 x 46.6', T3cy/10k by Central Marine Engine Works, Hartlepool, Owner's cabin)

Built by Wm Gray & Co. Ltd, West Hartlepool (#1167) for MOWT (Cayzer, Irvine & Co. Ltd, London mgrs) as EMPIRE MALTA. 5/44 in service as collier NE-London. 1/5/45 Liverpool for Calcutta, then Bay of Bengal. 1946 sold to S.T. Williamson, Hong Kong. 8/46 resold to ICSNC r. HANGSANG. 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 South China Sea. 11/70 broken up in Kaohsiung.

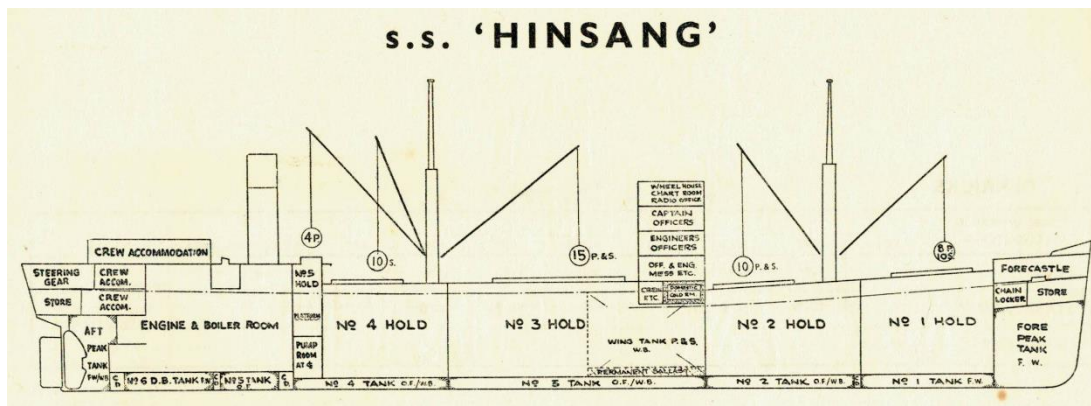


HANGSANG - First of five 'Empire Malta' class bought by Jardines, mainly used in the North Borneo-Hong Kong timber trade (both coll. H. Dick per Capt. J. Pring).

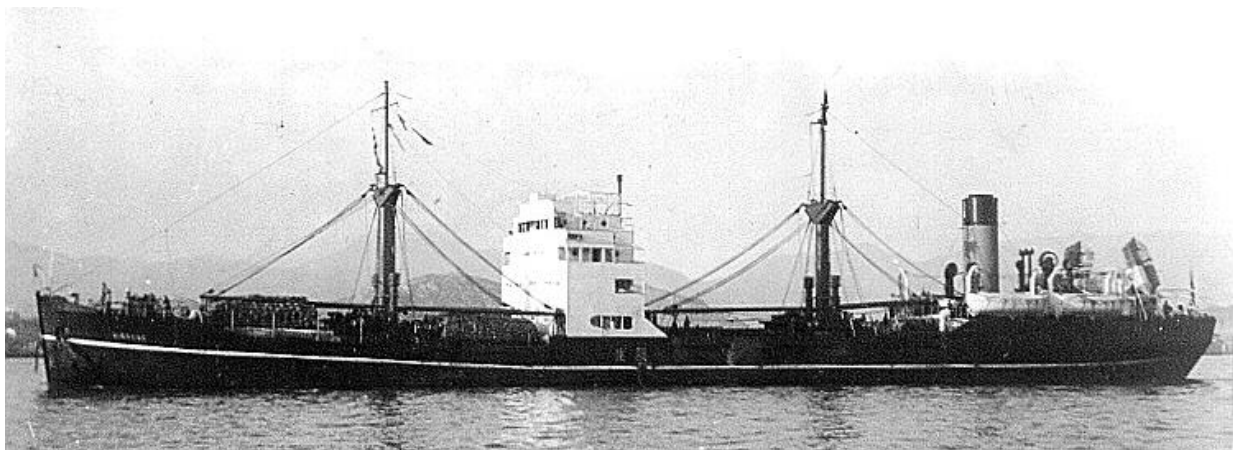


HANGSANG, Union Jack prominently on superstructure (unknown photographer/Tom Rayner*).

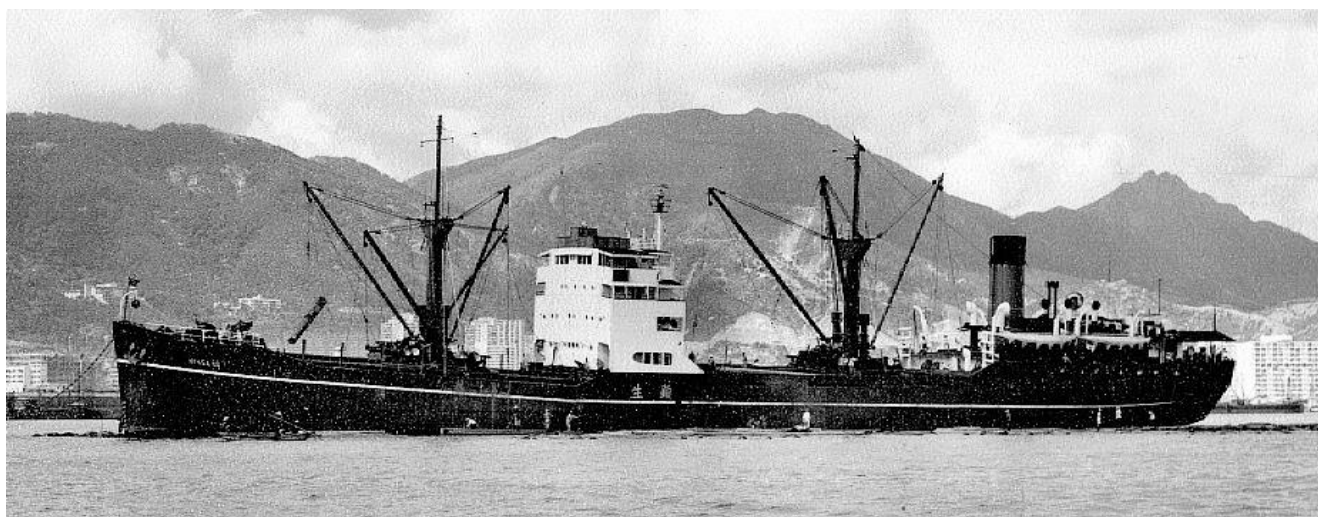
HINSANG 顯生 (1946-65) 3541 (4131)/44-7 (328 x 46.6', T3cy/10k by Central Marine Engine Works, Hartlepool, Owner's cabin, 10t derricks, 15t at No. 3)
 Built by Wm Gray & Co. Ltd, West Hartlepool (#1168) for MOWT (Cayzer, Irvine & Co. Ltd, London mgrs) as EMPIRE PERLIS. 7/46 sold to ICSNC r. HINSANG. 1/49 reg. Hong Kong. 3/65 sold to Kinabatangan Shg Co. Ltd, Hong Kong r. KOWLOON. 12/68 t/f to Concordia Kinabatangan Shg Co. S.A., Panama and 1969 r. HORIS. 29/12/69 foundered in Celebes Sea (3.53N, 119.23E) after developing leaks on voyage Surabaya-Hong Kong.



GA of log carrier HINSANG, sisters identical, all 4 single-deck holds, officers forward at bridge, crew aft, but HOSANG and HOPSANG/HANGSANG 15t derricks at No. 2 and No. 3.



HINSANG arriving Hong Kong with logs on deck (photographer unknown/coll.SK).



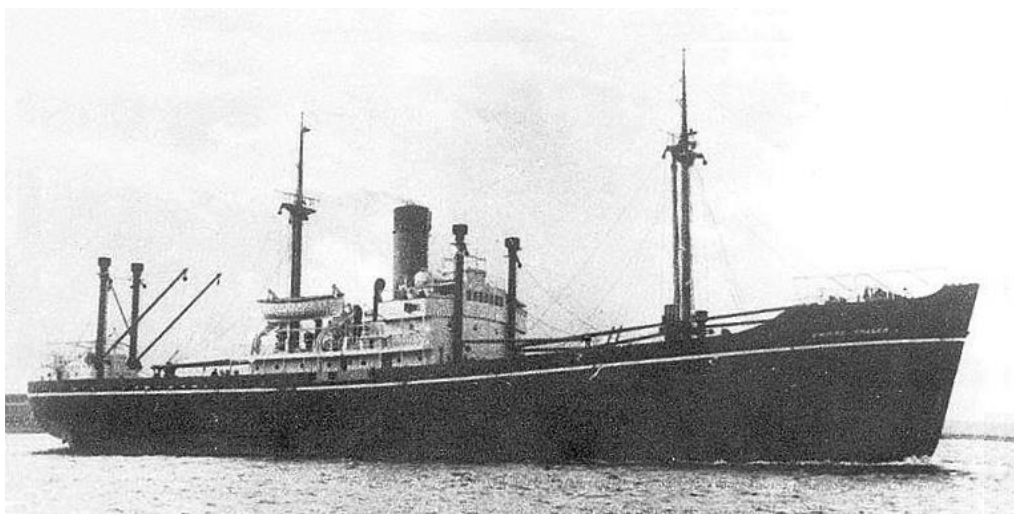
HINSANG (coll. H. Dick per Capt. J. Pring).



HINSANG also at Hong Kong (John Quealy).

CHAKSANG 澤生 (1947-49) 1931 (3120)/44 (301.5 x 44.4', 2C2cy/11k by Deutsche Werft, Hamburg, 2-berth cabin)

Built by N.V. P. Smit Jr Maschb., Rotterdam (#587) for Norddeutscher Lloyd, Bremen as 'A'-type Hansa WESERBRUCK. 5/45 surrendered incomplete to MOT (ICSNC mgrs) and 3/46 completed for MOWT as EMPIRE FRASER. 8/46 sd Middlesbro' for Far East. Mid-11/46 first postwar export of silk from Yokohama. 2/47 sold to ICSNC, 11/47 r. CHAKSANG. 1/49 reg. Hong Kong. 7/9/49 capsized on side at moorings in Hong Kong after explosion – 13 missing. Ruled as sabotage by marine enquiry. 20/3 raised but 22/3/50 sank during typhoon. 31/3/50 wreck raised and beached at Lai Chi Kok. 4/50 sold for breaking up as lay.



EMPIRE FRASER in Jardine colours (Peter Foxley).



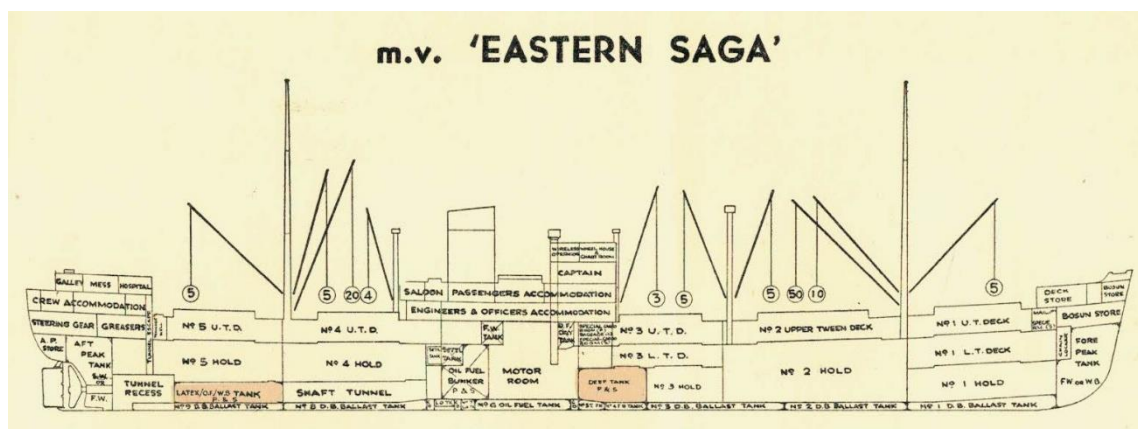
Above 3: CHAKSANG capsized in Hong Kong harbor after explosion in No. 2 hold (hatch cover hanging over the side) in September 1949 (coll. H. Dick: J.C. Ireland, Capt. J. Pring).

EASTERN SAGA (1947-67) 6631 (9200)/44-6 (475.10 x 59.3', M8cy/12½k by Gebr. Stork, Hengelo, 12 pass. in 4 double-berth, 4 single, deep tanks, 50t heavy lift)

Built by N.V. Nederlandsche Schipsb. Mij, Amsterdam (#351) for Hamburg Süd-Amerika Linie, Hamburg. 5/45 surrendered at Kiel to MOWT (Mungo Campbell & Co. Ltd, Newcastle mgrs) r. EMPIRE WYE and taken to Hawthorn, Leslie & Co. Ltd yard at Newcastle for refit. 25/11/45 sd for Antwerp, 12/12 sd for Hamburg but 13/12 off Frisian Is. sent SOS, steering broken, anchors dragging, in tow to Tyne for repairs, 12/1/46 sd for Hamburg, then tramping. 2/47 sold to ICSNC. 20/2 sd Galveston for London (11/3). 19/4 sd Antwerp for Haifa, 1/5 sd Gravesend for Alexandria, then via Suez to Singapore (23/6) and Miike, 21/7 arr. Hong Kong and after refit early 8/47 first sailing to Straits, Calcutta. 2/48 r. EASTERN SAGA. 12/67 sold to Southern Shg & Ent. Co. Ltd, Hong Kong r. NANFUNG. 4/72 sold to Yick Fung Shg & Ent. Co. Ltd, Hong Kong (Somali flag). By early 1975 t/f to Shanghai Marit. Bureau r. ZHANDOU 12. NFI.



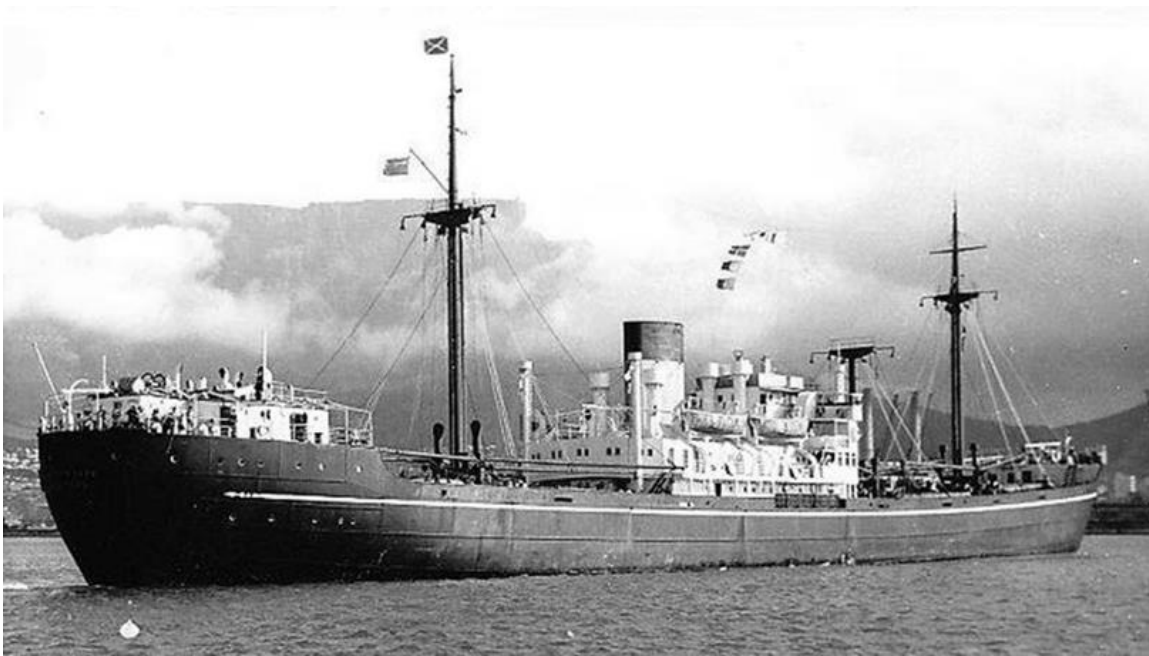
EASTERN SAGA in earlier guises as ESMERALDA (with gun platforms) and EMPIRE WYE, still lacking the second pair of kingposts (K-H Schwadtke; L. Dunn).



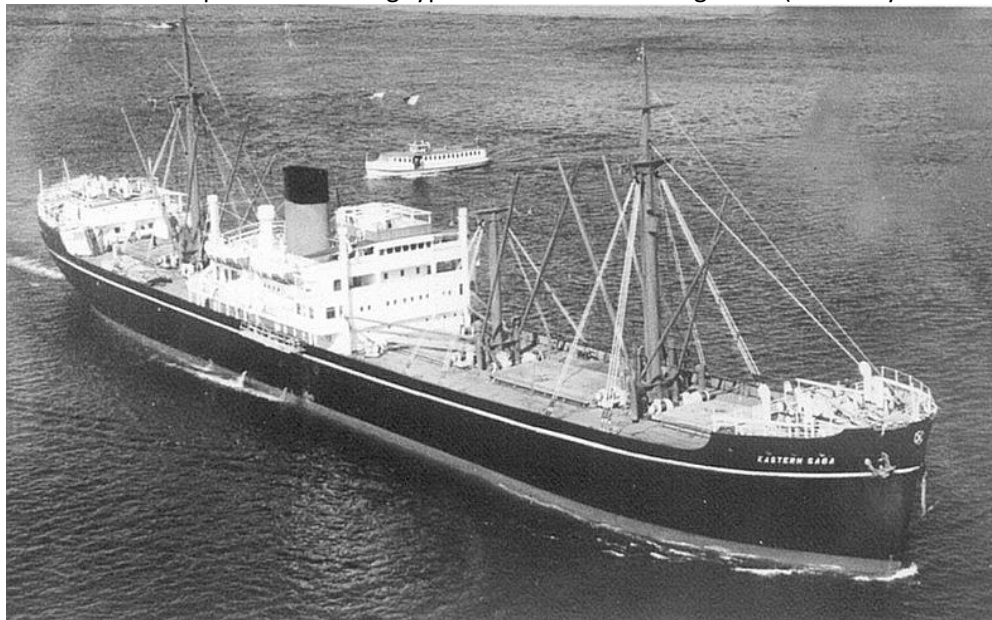
GA plan of EASTERN SAGA, deep tanks shown in orange (ICSNC per Capi. J. Pring).



EASTERN SAGA (from a company postcard).



EASTERN SAGA at Cape Town showing typical German hull corrugations (Table Bay Underway).



EASTERN SAGA at Sydney (Russell Priest/ NAA coll.).

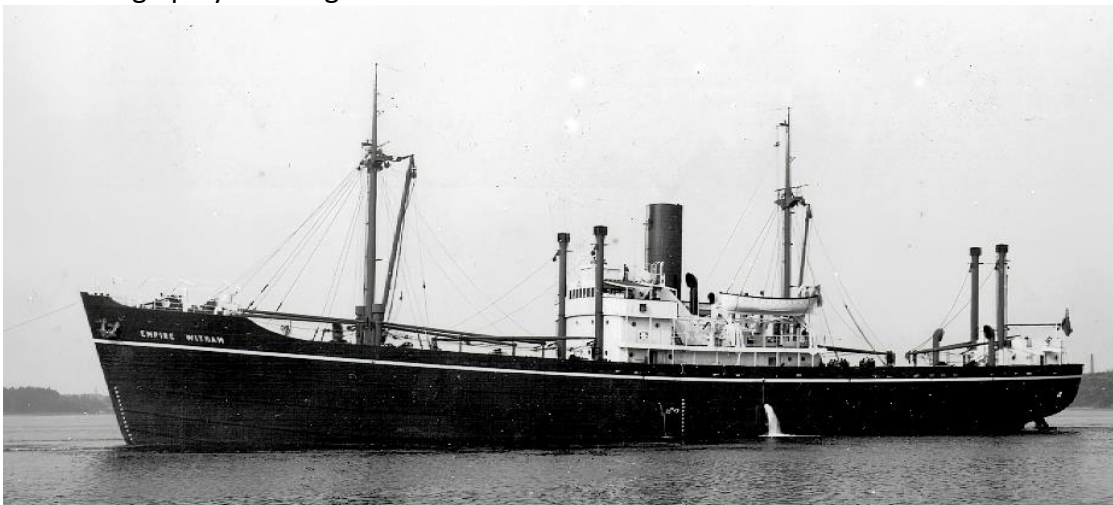


EASTERN SAGA berthing at Hobart April 1965 (Kingsley Barr/ coll. Rex Cox).

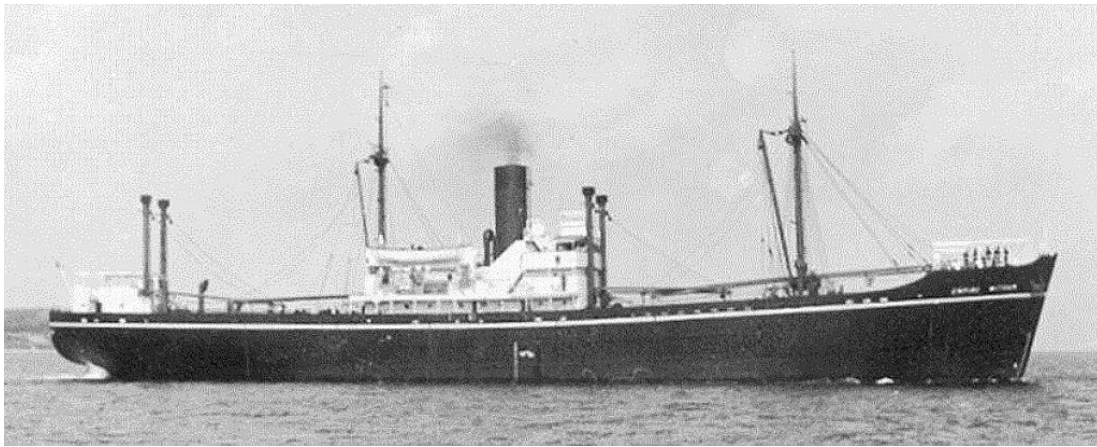


Above 2: ZHANDOU 12 ex EASTERN SAGA still trading after reported sale for breaking up, now without topmasts (Above two photos by Alwyn MacMillan c/- Graham Thursby).

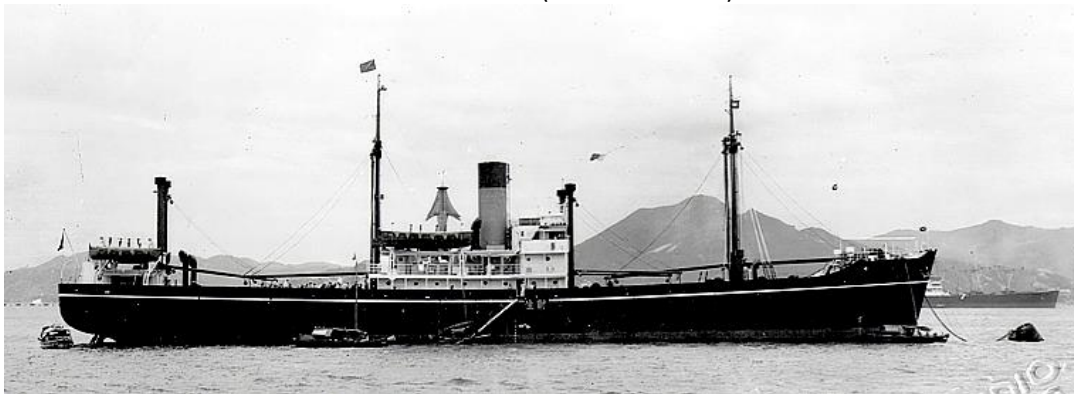
CHOYSANG (1947-60) 1919 (3070)/44 (301.2 x 44.6', C4cy/11k by Rheinmetall-Borsig, Berlin, 2-berthg cabin) Built by John Cockerill S.A., Hoboken (#702) for Neptun Linie, Bremen as 'A'-type Hansa AEOLUS. 5/45 surrendered to MOWT (ICSNC mgrs) r. EMPIRE WITHAM. 2/47 sold to ICSNC. 2/48 r. CHOYSANG. 1/49 reg. Hong Kong. During Korean War served as ammunition ship. 9/60 sold to Hemisphere Shg Co. Ltd (Ocean Tramping Co. Ltd), Hong Kong r. MILFORD. 1967 sold to Continental Nav. Co. Ltd, Panama r. SALAMANCA. 22/3/69 arrived at Hong Kong for breaking up by Lee Sing Co.



CHOYSANG as EMPIRE WITHAM at Gravemound, 17 May 1946, under ICSNC management.
A Belgian variant of the German war standard 'Hansa' class (H. Dick per Capt. J. Pring).



EMPIRE WITHAM (coll. S. Kentwell).



CHOY SANG at Hong Kong, probably late 1940s, extra boats fitted aft for Asian crew (King's Studio/H. Dick per Capt. J. Pring).



CHOYSANG subsequently at Hong Kong as Ocean Tramping's MILFORD (Dr. George Wilson).

HEWSANG (1949-63) 3539 (4210)/44-11 (328 x 46.6', T3cy/10k by Central Marine Engine Works, Hartlepool, 10t derricks, 15t at No. 3)

Built by Wm Gray & Co. Ltd, West Hartlepool (#1173) for MOWT (Joseph Constantine S.S. Line Ltd, Middlesbrough mgrs) as EMPIRE BERMUDA. 6/45 allocated to SEA Command as storeship. 7/9/45 sailed Dover via Antwerp, Suez for Hong Kong (26/10). 11/46 mgrs Moller Line (U.K.) Ltd. 12/46 - 5/49 on charter to KPM in Indonesian waters. 6/49 sold to ICSNC r. HEWSANG. 16/12/63 sold to Sunshine Nav. Co. S.A. (Patt Manfield & Co. Ltd, Hong Kong mgrs), Panama. r. SUNSHINE. 7/8/64 driven ashore by typhoon at Tamal in Philippines - 10/8 refloated with bottom damage. 3/70 broken up in Taiwan.



Immobile SUNSHINE ex HEWSANG in care of Hongkong & Whampoa Dock Co. harbour tugs, 14 November 1964 (Petroc/shipsnostalgia.com).

CHUNSANG 春生 (1949-56) 2808 (3750)/46 (305.4 x 44.5', Q4cy-ET/10½k by A/B Götaverken)

Laid down by Gavle Varvs & Verks. Nya A/B, Gavle (#66) for D.G. Hansa, Bremen as ROSENECK but after Surrender allocated to Norway and launched for Martin Thorvik, Oslo as MARTIN THORVIK. 1946 completed for D/S A/S Truls (M. Thorvik mgr) as BRIS and chartered to Bruusgaard Kiosterud & Co. for Hong Kong-Bangkok trade. 10/49 sold to ICSNC for HK-N. China trade r. CHUNSANG. 2/56 sold to Wallem & Co. Ltd, Hong Kong r. NEGOBLA. 10/57 t/f to Wallem & Co. A/S, Bergen. 1968 t/f to Pan Norse S.S. Co. S.A., Panama. 1968 sold to Nam Fong Shg Co. Ltd, Hong Kong (Somali flag) r. RIVER DRAGON. 1969 sold to On Ping Nav. Co. Ltd S.A., Hong Kong (Somali flag) r. ON PING. 3/4/70 laid up at Singapore. 2/71 demolition in progress.



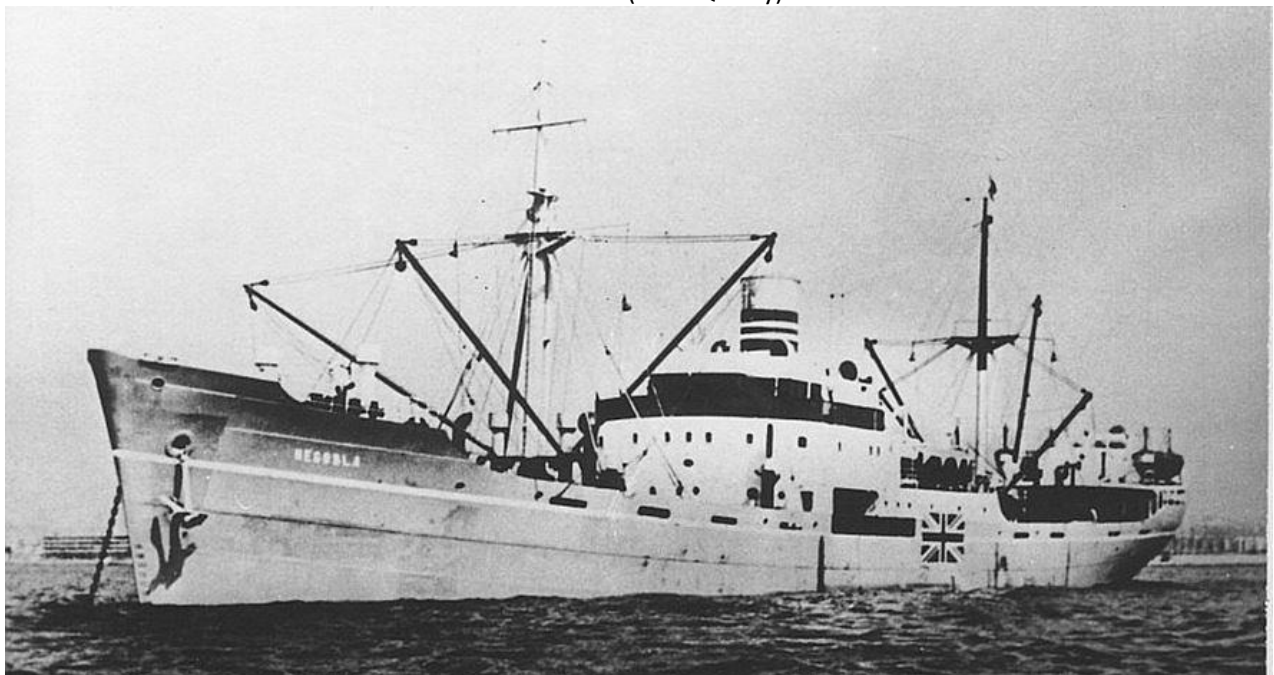
CHUNSANG as Norwegian BRIS (Bernhard von Schenck/ddghansa-shipsphotos.de).



CHUNSANG at Hong Kong, late 1940s, with extra boats aft for Asian crew (King's Studio/H. Dick per Capt. J. Pring).

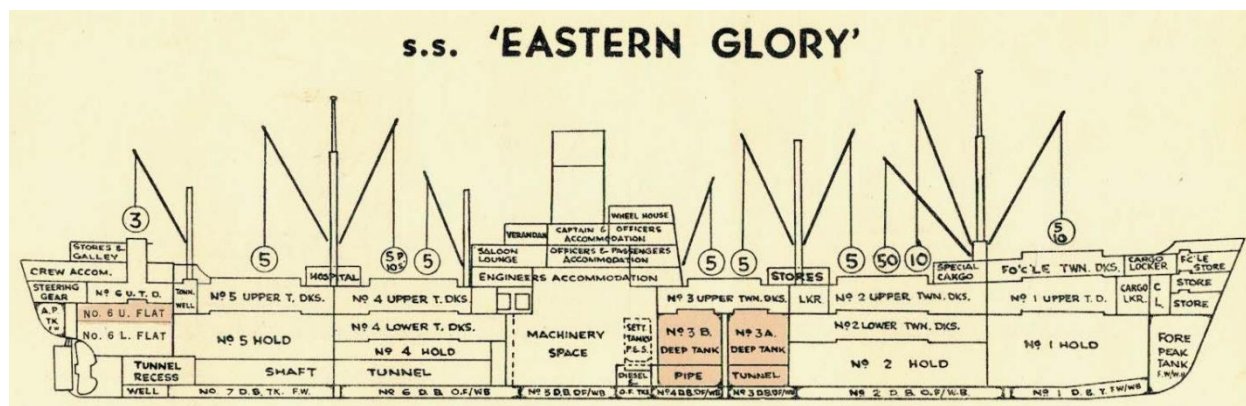


CHUNSANG (John Quealy).



CHUNSANG later as Wallem's NEGOLLA (Peter Keihlmann/ddghansa-shipsphotos.de).

EASTERN GLORY (1949-66) 6491 (9755)/49-11 (473.1 x 61.7', ST3/15-16k by Parsons Marine Turbine Co. Ltd, Wallsend, 12 pass., double tweendecks, deep tanks, 50t heavy lift)
 Laid down by J.L. Thompson & Sons Ltd, Sunderland (#660) for Silver Line Ltd, London for round-the-world service as SILVERYEW but 4/49 sold on stocks to ICSNC and completed 11/49 as EASTERN GLORY. 12/56 dereq. after service during Suez crisis. 5/66 sold to The Ben Line Strs Ltd (Wm Thomson & Co.), Leith r. BENNACHIE. 15/9/71 arrived at Kaohsiung for breaking up.



GA plan of EASTERN GLORY showing double tweendecks, long No. 2 hold with 50t lift, 2304t deep tanks (coloured) at No. 3, pass. and officers amidships, crew aft (ICSNC per Capt. J. Pring).



EASTERN GLORY at Hong Kong (from a JM&C postcard).



At Melbourne with fewer boats and taller kingposts aft (Patrick Appleton/shipspotting.com).



As BENNACHIE (Chris Howell/shipping.com).

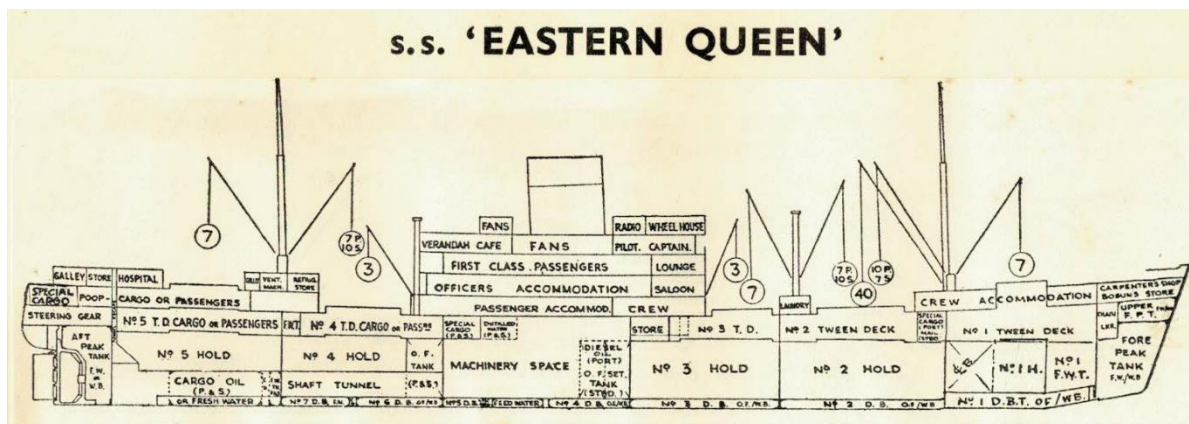


BENNACHIE with radar re-situated atop funnel (Ian Schiffman/coll. SK).

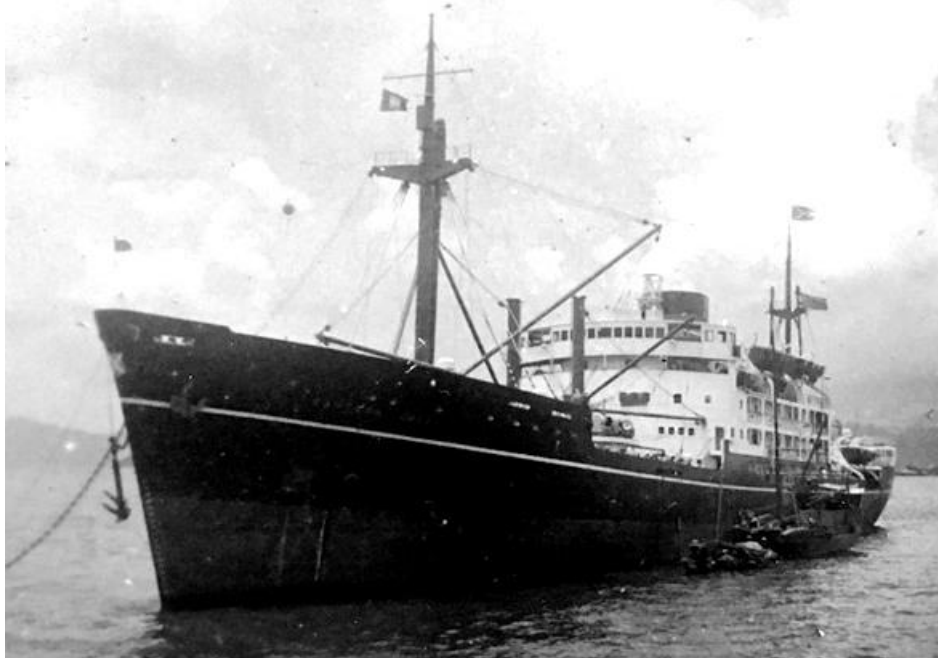
EASTERN QUEEN (1950-70) 8644 (8900)/50-8 (454.9 x 63.2', ST2/16k, pass. 27 1st, 32 Asiatic first, 55 2nd, 488 bunked tweendeck and poop, 180 unberthed on weather deck, subsequently restricted to total 199 pass., also 130 crew, deep tanks, no refig. space, 40t heavy lift)
 Built by Wm Denny & Bros Ltd, Dumbarton (#1431) for ICSNC for Calcutta trade, 8/50 completed, on trials 18.706k over 6 hrs. 6/54 560 bars of smuggled gold confiscated at Calcutta. 1956 and 1960 chartered to French Gov't (Messageries Maritimes mgrs.) for repatriation of Vietnamese from New Caledonia. 5/4/58 record Brisbane-Yokkaichi passage of 9d 12h 42m (Master J.E. Thomson). 5/11/58 record Brisbane-Yokkaichi passage of 9d 6h 6m. 6/68 half-ownership t/f to Dominion Nav. Co. Ltd. 2/70 sold to Wicklow Shg Co. Ltd (Mullion & Co. Ltd), Gibraltar r. WICKLOW. 22/2/74 arrived at Whampoa for breaking up.



EASTERN QUEEN as originally built for the Calcutta line with squat funnel and minimal plating around the centre island (JM&C).



GA plan of EASTERN QUEEN in 1960s showing first-class, officers and second-class pass. amidships, third-class passenger spaces in No. 5 tweendeck and poop, 40t heavy lift at foremast (ICSNC per Capt. J. Pring).



EASTERN QUEEN at Hong Kong, early 1950s, with extra plating around the centre island for anti-piracy protection as per original plan. Jardine houseflag on the stem (John Quealy).



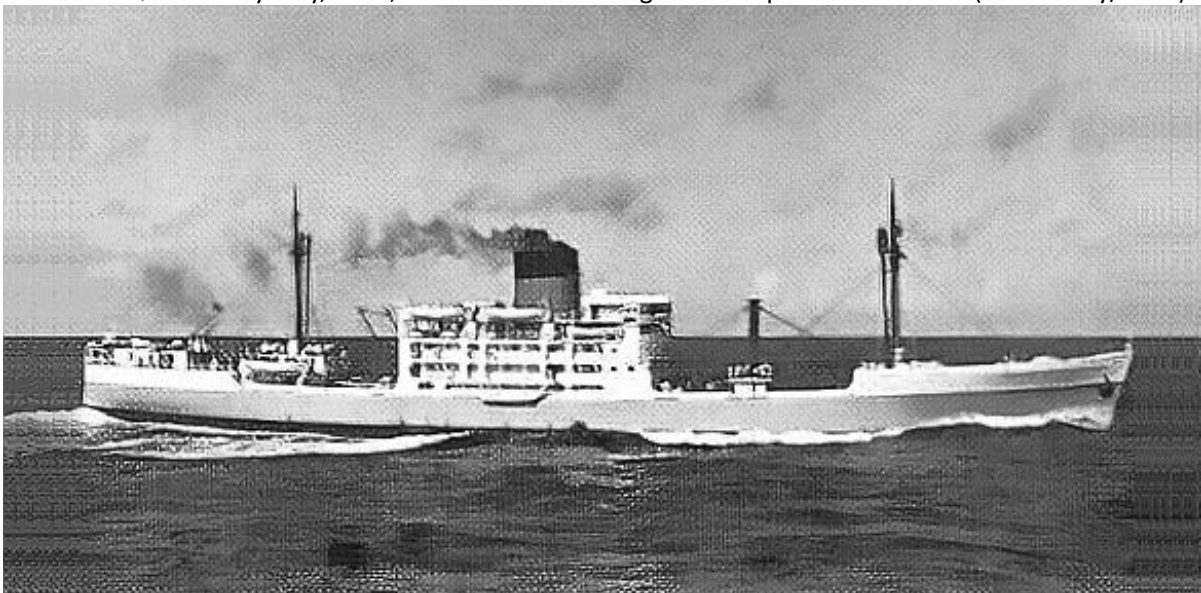
EASTERN QUEEN at Sydney as she appeared in mid-career on the Australia-Japan run. Traditional Jardine scheme of black paint on the sides of the centre island (Roger Martin/ NAA).



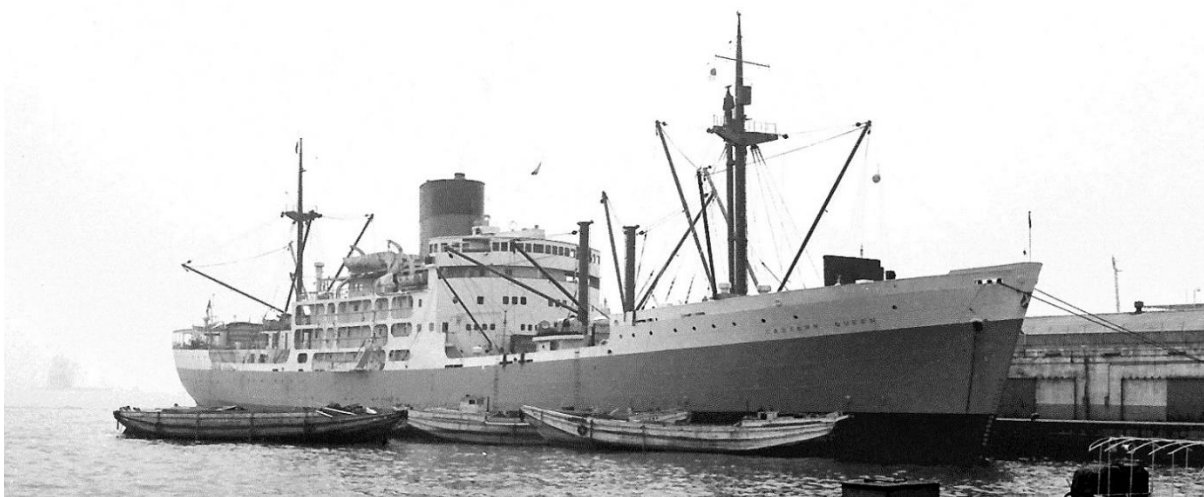
EASTERN QUEEN, Geelong 1956 (Jim Payens - 5x4 inch Linhof monorail camera/Museums Victoria).



EASTERN QUEEN at Sydney, 1960, with white hull during French repatriation charter (David Kirby/ NAA).



EASTERN QUEEN, still 8 boats, at speed. The ship was known for her fast passages between Australia and Japan, averaging 17.61k on a 1958 voyage with passengers, general cargo and 12,000 bales of wool (DFEL).



EASTERN QUEEN working cargo at Central Pier, Nagoya (Nanomaru/shipping).



EASTERN QUEEN after 1968 in the colours of Dominion Far East Line combining the red Jardine Matheson funnel with H.C. Sleigh olive-green hull. Lifeboats beside mainmast now removed (DFEL).



At Sydney in DFEL colours (attrib. Jim Freeman/coll. SK* slide via Ian Schiffman, edit by Harry Stott).



WICKLOW at Avonmouth 16 July 1972 on arrival from Bombay with animal feedstuffs (M. Cranfield).



WICKLOW off Portishead, North Somerset 26 August 1972. 'RD' logo denotes the principal Rodney Mullion. No longer carrying passengers, only two boats, and without swimming pool (M. Cranfield).

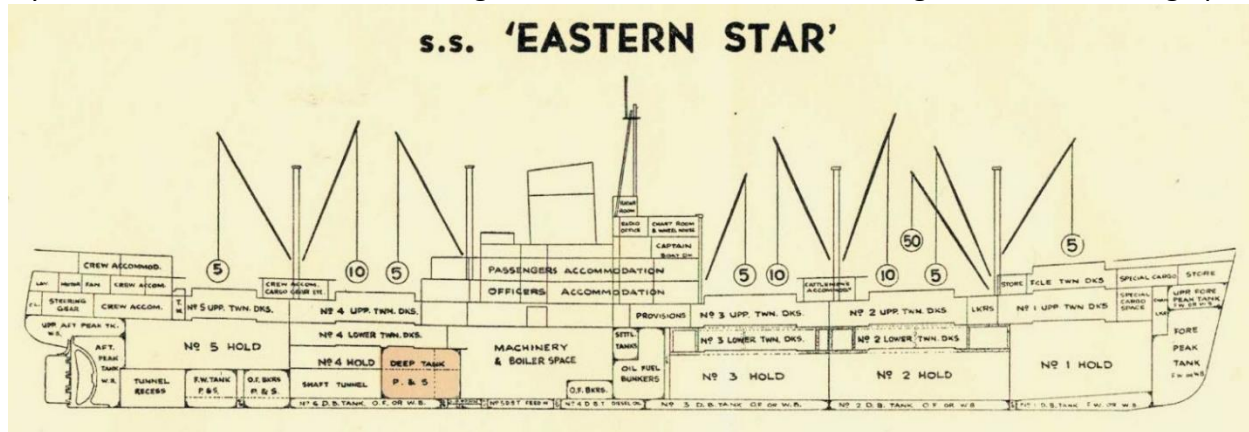


WICKLOW arriving at Cape Town Feb. 1974 bound for Whampoa and shipbreakers (I. Schiffman/M. Cranfield)

EASTERN STAR (1951-69) 6523 (8604)/51-12 (461.7 x 60', ST3/15-16k, 2 twin-berth, 8 single cabins, double tweendecks, 25,500 cu. ft refrig., deeptanks, 50t heavy lift)

Built by Harland & Wolff Ltd, Belfast (#1438) for Common Bros. & Matheson & Co. 5/51 ICSNC full owners. 12/51 completed as EASTERN STAR. 3/69 sold to Jebshun Shg Co. Ltd, Hong Kong to be r. PRECIOUS DIAMOND but

20/7/69 caught fire after explosion during refit at Hong Kong. 26/7 extinguished - 12 lives. 2/11/69 bids closed for sale by tender 'as lies' at anchor off Hunghom. 24/12/69 arrived at Keelung in tow for breaking up.



GA plan of EASTERN STAR. Refrigerated lockers below kingposts in Nos. 2 & 3 lower tweendecks, kingpost house for cattlemen, aft kingpost house for crew, also poop (ICSNC per Capt. J. Pring).



EASTERN STAR approaching Lyemun Pass, Hong Kong, outward bound (JM&C).



Postcard of EASTERN STAR off Bennelong Point, Sydney before construction of the Opera House (JM&C).



EASTERN STAR arriving at Hobart on 7 April 1963 (Kingsley Barr/ coll. Rex Cox).



EASTERN STAR approaching Risdon (Hobart) to load zinc ingots, 9 November 1963 (Noel Brown/ coll. Rex Cox).

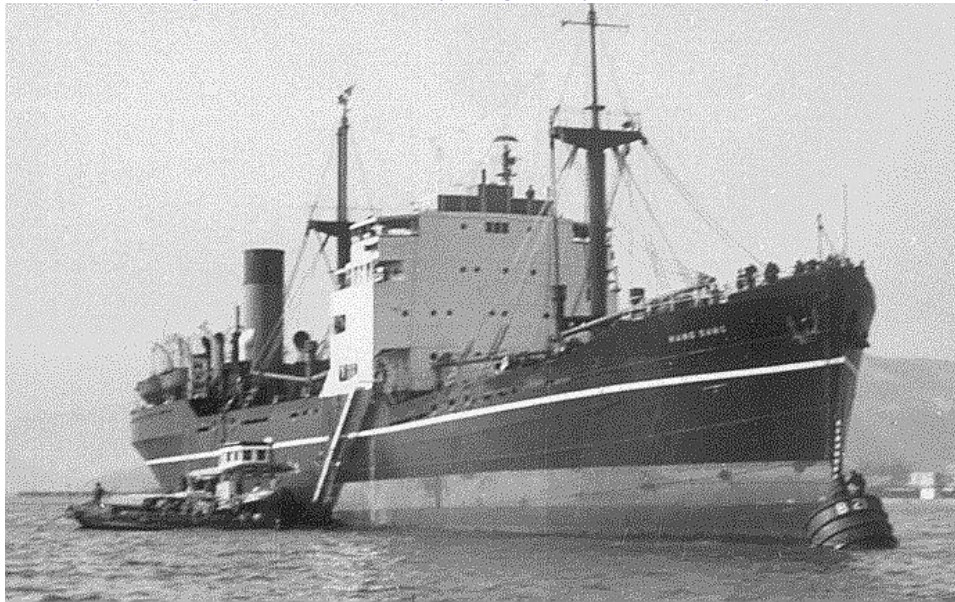


EASTERN STAR on fire in Hong Kong, July 1969, during refit soon after sale (A. Taylor*).

HOP SANG (1954-62) 3541 (4150)/44-9 (328 x 46.6', T3cy/11k by Central Marine Engine Works)
 Built by Wm Gray & Co. Ltd, West Hartlepool (#1169) for MOWT (H. Hogarth & Sons, Ardrrossan mgrs) as
 EMPIRE NEWFOUNDLAND. 8/46 mgt t/f to H.P. Lenaghan, Belfast. 1949 t/f to Irish Bay Lines (H.P. Lenaghan &
 Sons Ltd mgrs), Belfast. 10/49 sold to F.T. Everard & Sons Ltd, London r. ETHEL EVERARD. 6/54 sold to ICSNC,
 10/54 del. and r. HOP SANG. 1/62 r. HANG SANG. 8/68 sold to Fui Nam Co. Ltd, Hong Kong r. HOI SOON. 12/68
 t/f to Chan Cheung Man (Fui Nam Co. Ltd mgrs) (Somali flag). 12/3/70 delivered to Yuen Hing Godown Co. for
 demolition at Hong Kong.



HOP SANG with log cargo at Bohayan Is. Darvel Bay North Borneo (Butters/
<https://www.shipsnostalgia.com/media/s-s-hop-sang-bohayan-is-darvel-bay-north-borneo.454178/>).



HOP SANG in later guise as HANG SANG (JM&C).

WEST INDIAN (1954-58) 3560/38

see **WING SANG** (1938-54)

HO SANG (1955-68) 3550 (4140)/44-10 (328 x 46.6', T3cy/10k by Central Marine Engine Wks, 10t derricks, 15t at Nos. 2 and 3)

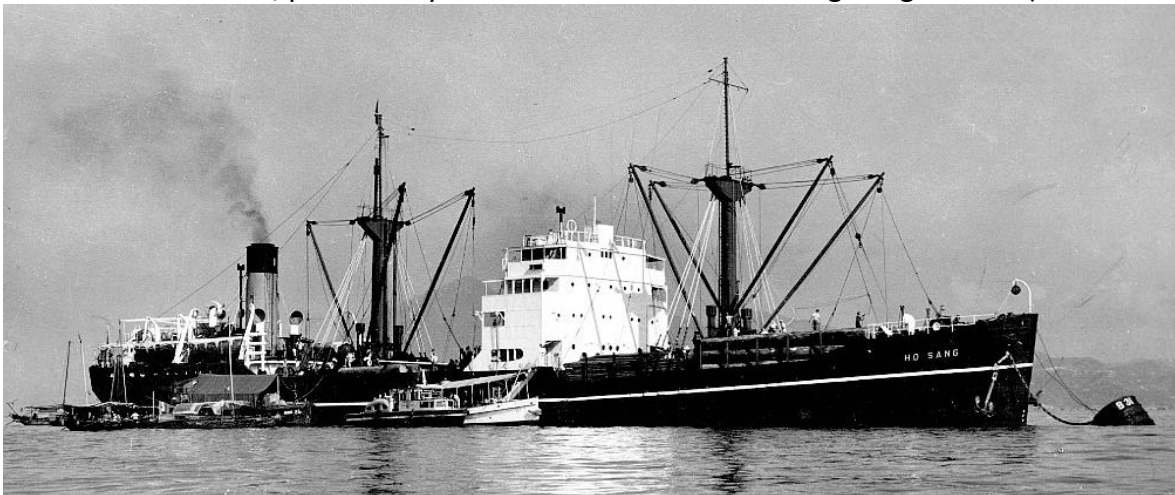
Built by Wm Gray & Co. Ltd, West Hartlepool (#1170) for MOWT (Lambert Bros Ltd, London mgrs) and from 31/10/44 temp. in NE-Thames coal trade. 4/45 alloc. to Special Military Service in S.E. Asia as Crane Ship, 21/4 dep. Liverpool for Madras (4-13/6) and Calcutta (16/6) (Hall Line). 24/8/45 Calcutta via 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 ICSNC r HO SANG. 10/68 sold to Golden River Shg Corp., Panama r. GOLDEN RIVER. 7/4/70 de. 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>].



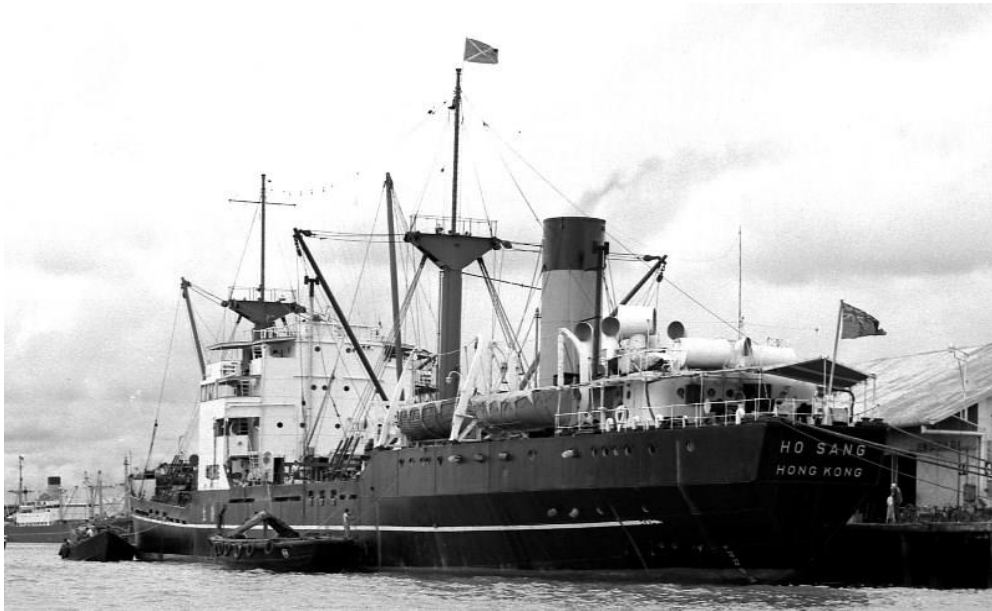
INCHARRAN probably at Adelaide on ASB charter (A. Duncan).



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



HO SANG with masts renewed (H. Dick per Capt. J. Pring).



HO SANG at Singapore (R. Priest/ NAA).



HO SANG at Kudat, North Borneo sharing pier with KUNAK of Straits S.S. Co. (Derek Longly/shipsnostalgia).

EASTERN MUSE (1955-70) 3602 (6226)/55-10 (384.6 x 53.4', M8cy/12½k MAN-Kawasaki, Owner's Suite, derricks 5t + 25t heavy lift, deeptanks)

Launched 23/6/55 by Kawasaki D.Y. Co. Ltd, Kobe (#938) for China Shg Co. Ltd (John Manners & Co. Ltd mgrs), Hong Kong as EAST BREEZE but after trials sold to ICSNC and del. as EASTERN MUSE. 11/70 sold to Java Int. Corp. (John Manners & Co. Ltd mgrs), Liberia r. EAST BREEZE and placed on hire purchase to P.T. Per. Pel. Samudera Trihora Lloyd, Jakarta for Indonesia-Japan trade. 24/7/74 del. to purchasers in Tanjung Priok r. SURAKARTA. 28/3/84 arrived at Gadani Beach and 28/4 demolition began by Parama International.



EAST BREEZE running trials with plain funnel marking (Kawasaki D.Y. Co. Ltd).



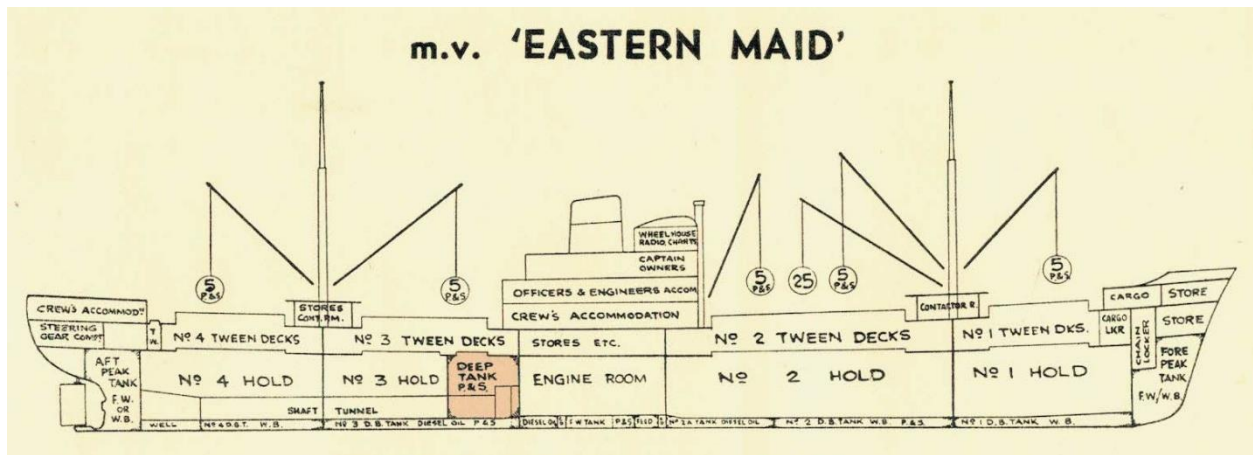
EASTERN MUSE and sister EASTERN MAID were purchased from Kawasaki D.Y. (Dedge/shipping.com).



EASTERN MUSE (shipsnostalgia.com).

EASTERN MAID (1956-70) 3603 (6237)/55-10 (384.6 x 53.4', M8cy/12k MAN-Kawasaki, Owner's Suite, derricks 5t + 25t heavy lift, deep tanks)

Launched 22/7/55 by Kawasaki D.Y. Co. Ltd, Kobe (#939) for China Shg Co. Ltd (John Manners & Co. Ltd mgrs), Hong Kong as WEST BREEZE and on completion chartered to ICSNC with option of purchase. 1956 sold to ICSNC r. EASTERN MAID. 9/70 sold to Thai Mercantile Marine Ltd, Bangkok r. SAWAD SAMUT. 1971 mgrs Ocean Shg & Ent. Ltd, Hong Kong. 1972 sold to P.T. Per. Pel. Samudera Indonesia, Jakarta r. MARAKATA. 16/9/72 driven ashore at Kishiwada by typhoon 'Helen' - refloated but 23/9/72 arrived at Osaka in tow for demolition by Mitsui Bussan K.K.



GA plan of EASTERN MAID (as EASTERN MUSE), only 5t derricks except for 25t heavy list, two 300t deep tanks, first Jardine ship to berth some crew amidships (ICSNC per Capt. J. Pring).



EASTERN MAID in profile at Hong Kong (company postcard).



EASTERN MAID, unusually with white kingposts May 1968, working cargo at Hong Kong (W.E. Burton/shipping.com).



EASTERN MAID in Malacca Strait after reversion to John Manners as EAST BREEZE and placed on demise charter to Trihora Lloyd (P. Foxley).

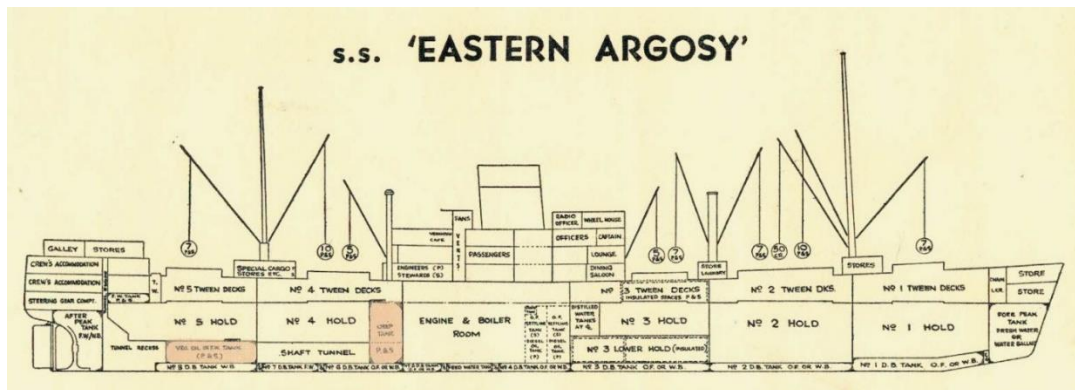
EASTERN ARGOSY (1956-70) 6907 (8720)/56-4 (465 x 63.2', 2ST/16k, 12 pass. in 8 single, 2 double cabins/85 crew, deep tanks, 34,000 cu. ft. refrig., 50t heavy lift)
Built by Wm Denny & Bros Ltd, Dumbarton (#1478) for ICSNC, 4/56 delivered (trials 18.86k). 9/1/66 stranded on Clacks Reef, 130 m. N of Cooktown (Qld), 4/2 refloated by tug *Carlock*. 8/70 sold to Santa Marina Shg Co. S.A., Piraeus r. MARINA. 1973 sold to Christopher Shg Corp., Monrovia r. YOUNGSTOWN. 1973 r. MR. NICO. 24/3/74 arrived at Kaohsiung for demolition by Hua Eng Copper & Iron Corp.



EASTERN ARGOSY on sea trials (Wm. Denny & Bros.).



The majestic lines of EASTERN QUEEN and EASTERN ARGOSY (depicted) were drawn up by Jardine staff in a WWII Internment camp in Hong Kong (Russell Priest/NAA).



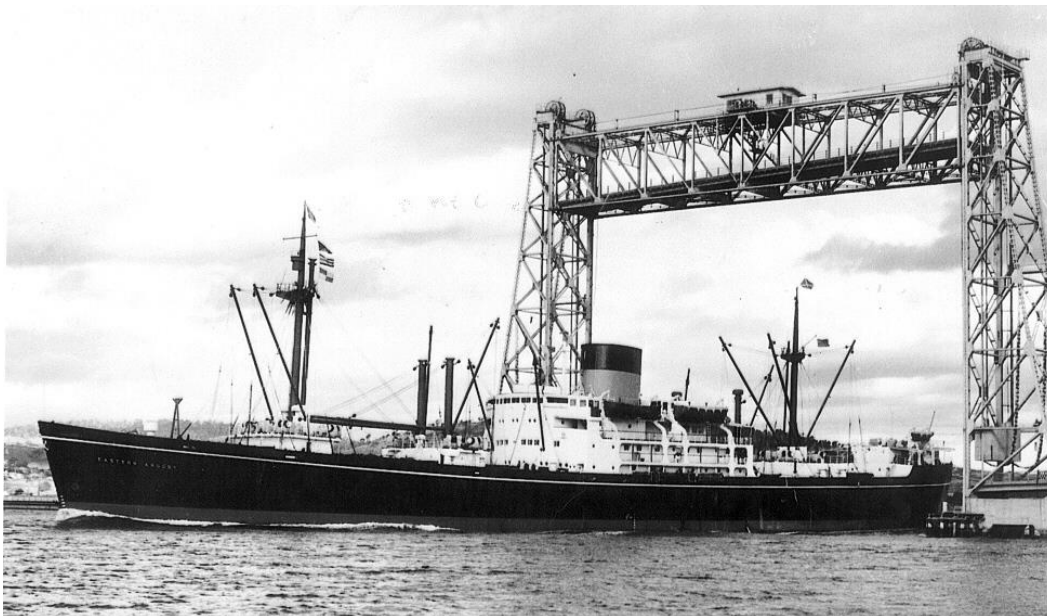
GA plan of EASTERN ARGOSY, cargo spaces and gear very similar to EASTERN QUEEN but insulated spaces at No. 3 tween and lower hold, deep tanks forward of No. 4 and below No. 5. Crew aft (ICSNC per Capt. J. Pring).



EASTERN ARGOSY berthing at Hobart June 1960 (Noel Brown/ coll. Rex Cox).



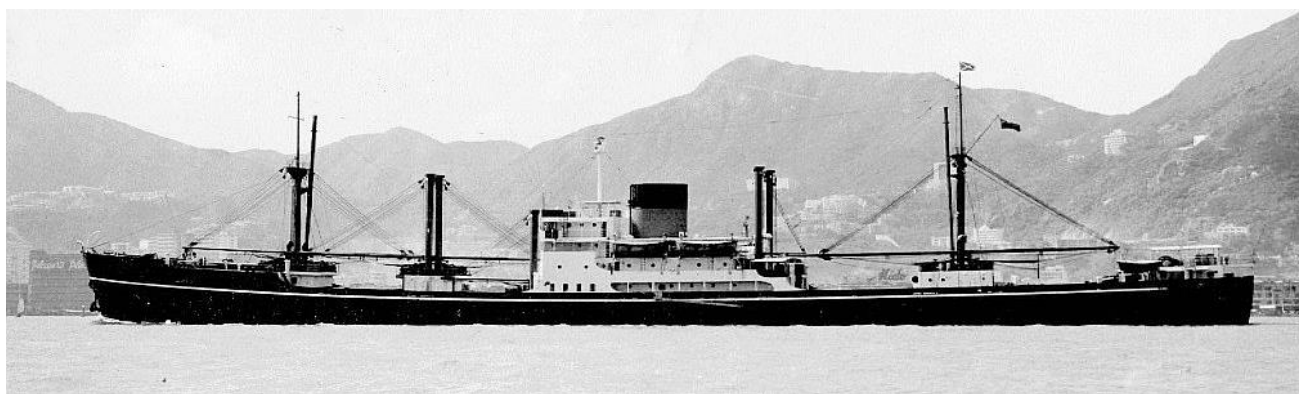
EASTERN ARGOSY approaching Hobart's old floating bridge en route to Risdon 22 June 1960 (Kingsley Barr/Rex Cox) after berthing at Hobart a few days earlier.



EASTERN ARGOSY going through Hobart's old floating bridge 22 June 1960 (JM&C)

EASTERN TRADER (1959-72) 6914 (10,828)/59-2 (481.0 x 62.3', M5cy/14½k Doxford, Owner's Suite, 50t, 20t heavy derricks, deep tanks)

Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1962) as modified Furness Withy design after option taken up by ICSNC in 1956 for deployment in the charter market, launched 15/9/58. Maiden voyage to Far East with grain charter Vancouver-Kobe. 8/59-6/60 Japan-HK-Straits-Calcutta line (replaced by *Eastern Moon*). 7/60-3/64 Japan-HK-Australia, then chartered out [see Appendix]. 6-12/67 Chargeurs Réunis charter US East Coast/Gulf-Straits (CTO Line). 1970-71 Messageries Maritimes charter. 8/12/71 o/v Noumea (19/10)-Le Havre put in to St. John's, Nfld after cargo shifted. 1-7/72 East Africa National Shg Lines charter. 7/72 on River Tyne del. to Santiren Shg Co. Ltd (Mycali Maritime Corp. S.A., Piraeus), Nicosia (reg. Famagusta) r. CHRYSOVALANDOU DYO. 23/1/74 aground in Feitoria Channel bound Porto Alegre (Brazil)-Santos, 10/2 refloated. 1974 reg. t/f to Limassol. 24/4/80 inbound from Nagoya (vehicles) stranded off entrance to Mombasa, refloated next day, CTL. 13/1/81 left Mombasa in tow for Karachi and 3/4/81 arrived at Gadani Beach for breaking up by Geofmon International.



EASTERN TRADER at Hong Kong (ICSNC postcard).



EASTERN TRADER arriving at Risdon (Hobart), November 1963 (Noel Brown/ coll. Rex Cox).



EASTERN TRADER on Messageries charter arriving at Venice, 4 June 1970, for drydocking (A. Taylor*).



EASTERN TRADER in ICSNC colours but on charter off Portishead outbound from Avonmouth, June 1971 (M. Cranfield). Modified from designs of *Rowanmore* (1956) and *Mystic* (1959).



EASTERN TRADER on East Africa National Shipping Line charter off Portishead outbound from Avonmouth, July 1972, just prior to delivery to Greek owners (D. Chaplin/M. Cranfield).



CHRYSOVALANDOU DYO at Cape Town, 25 January 1979 (Trevor Jones).

EASTERN MOON (1960-71) 5338 (8179)/47 (440.8 x 56.4', M9cy/14-15k, no pass., no refrig. space, deep tanks, 3-5t derricks plus 1 x 8¾t)

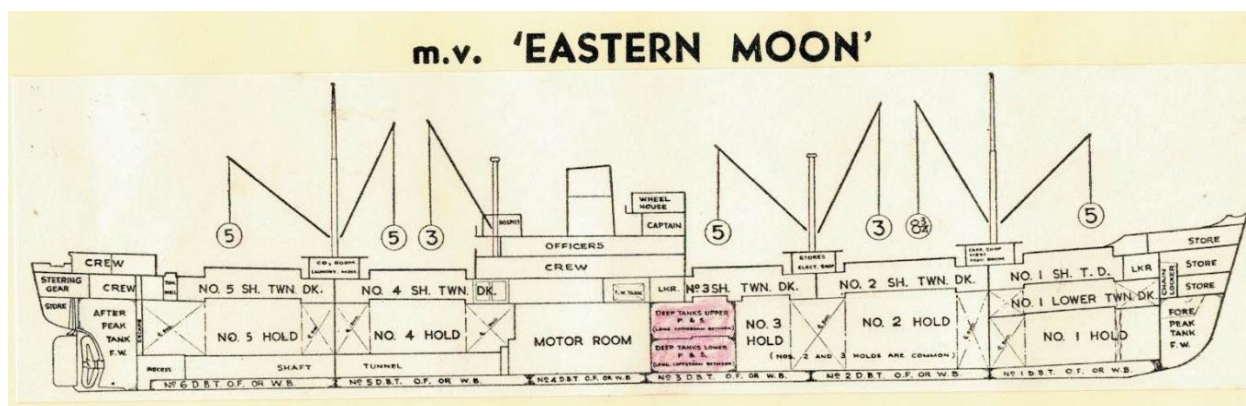
Built by Burmeister & Wain's Maskin & Skibsb. A/S, Copenhagen (#668) for Leif Hoegh & Co. A/S, Oslo as HOEGH SILVERMOON. 9/60 sold to ICSNC r. EASTERN MOON. 5/3/64 disabled by engine room explosion in Port Phillip Bay about 4 miles off Rosebud, crew member severely injured and Rosebud doctor taken on board, vessel towed to Melbourne, assisted by two tugs. 11/71 sold to Hong Kong Islands Shg Co. Ltd, Hong Kong (Panama flag) r. LAMTONG CHAU. 16/8/75 stranded on Somali Coast (11.50N, 50.32E) - 8/9 arrived at Aden in tow after refloating 28/10/78 delivered at Shanghai to China Metal Import & Export Corp. for breaking up.



EASTERN MOON departing Hobart, 14 January 1967. Jardine houseflag on bow, but Dominion Far East Line houseflag with centred H.C. Sleigh star at mainmast (Noel Brown/ coll. Rex Cox).



EASTERN MOON at Hobart in 1968 (Kingsley Barr/ coll. Rex Cox).



GA plan EASTERN MOON, short No. 3 hold with 1200t deep tanks, derricks only 3-5t SWL except No. 2 at foremast (8½t), no passengers, crew amidships and aft (ICSNC per Capt J. Pring).



EASTERN MOON working cargo at Kobe in late-1970 (SK).

EASTERN ROVER (1961-74) 4408 (6952)/61-11 (404 x 57.3', M4cy/14½k by Hawthorn, Leslie (Eng.) Ltd, Newcastle)

Built by J.L. Thompson & Sons Ltd, Sunderland (#706) for ICSNC for Bengal service. Mid-1969 t/f to Japan-Hong Kong-East Australia line. 1/74 sold to Hong Kong Pacific Shg Co. Ltd (Hong Kong Islands Shg Co. Ltd, Hong Kong), Panama r. TSING YI ISLAND and placed in service Hong Kong-Australia. 1978 sold to Tarbat Shg Corp. S.A., Panama r. SMARAGD RUTHIE. 1979 t/f to Hong Kong Orient Shg Co. Ltd S.A., Panama r. LAMTONG CHAU. 1980 sold to Shun Cheong S.N. Co. Ltd, Hong Kong (Panama flag) for HK-Singapore trade r. CHEONGWIND. 6/4/83 arrived at Kaohsiung for demolition by E Chang Iron Steel Works Co. Ltd.



EASTERN ROVER (depicted on trials) and EASTERN RANGER were ICSNC's last conventional cargo liners. A development of TAK SANG (1935) without 'tweendeck passenger spaces (JM&C).



EASTERN ROVER passing Dominion Nav.-owned running partner FRANCIS DRAKE or GEORGE ANSON showing ICSNC funnel colour (mastermariners.org.au).



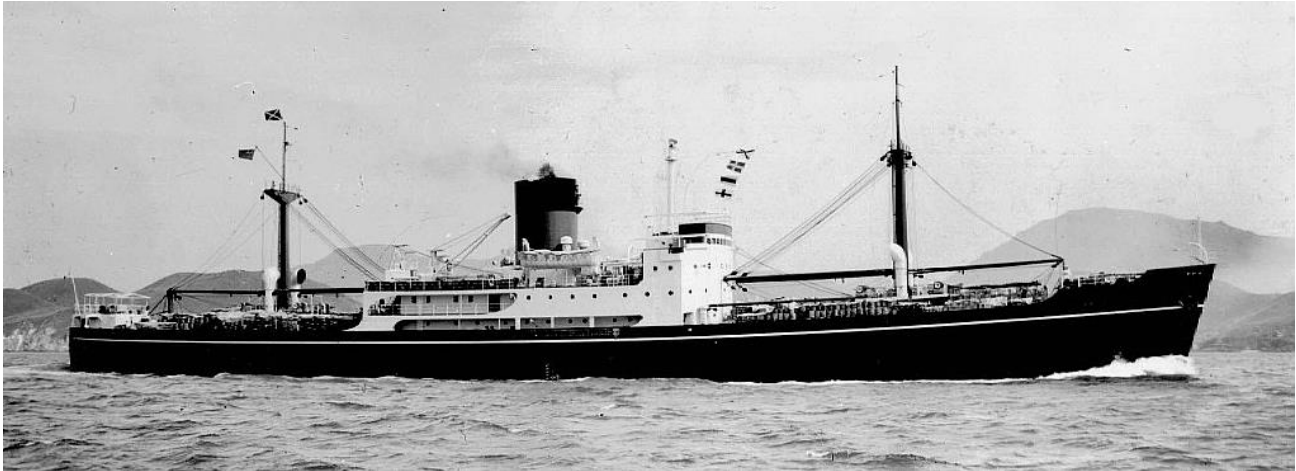
As LAMTONG CHAU of Hong Kong Islands Line (Chris Howell).



As CHEONGWIND of Shun Cheong S.N. Co. (Ian Schiffman/SK* edit by Harry Stott).

EASTERN RANGER (1962-74) 4408 (6952)/62-4 (404 x 57.3', M4cy/14½k by Hawthorn, Leslie (Eng.) Ltd, Newcastle)

Built by J.L. Thompson & Sons Ltd, Sunderland (#707) for ICSNC for Bengal service. Mid-1969 t/f to Japan-Hong Kong-East Australia line. 1/74 sold to Hong Kong Atlantic Shg Co. Ltd (Hong Kong Islands Shg Co. Ltd, Hong Kong), Panama r. GREEN ISLAND for service Hong Kong-Australia. 1979 sold to Shun Cheong S.N. Co. Ltd, Hong Kong (Panama flag) for HK-Singapore trade r. SINGWIND. 13/4/83 arrived at Kaohsiung for demolition by Dah Yung Steel Manufacturing Co, (completed 18/4/83).



EASTERN RANGER at Hong Kong with deck cargo (ICSNC postcard).



EASTERN RANGER at Rangoon with quarantine and departure flags, ensign in high position as preferred by ICSNC postwar (Harry Stott coll.).



EASTERN RANGER inbound to Risdon on 7 October 1973 to commence northbound loading (Rex Cox).

HANG SANG 恒生 (1962-68) 3541/44

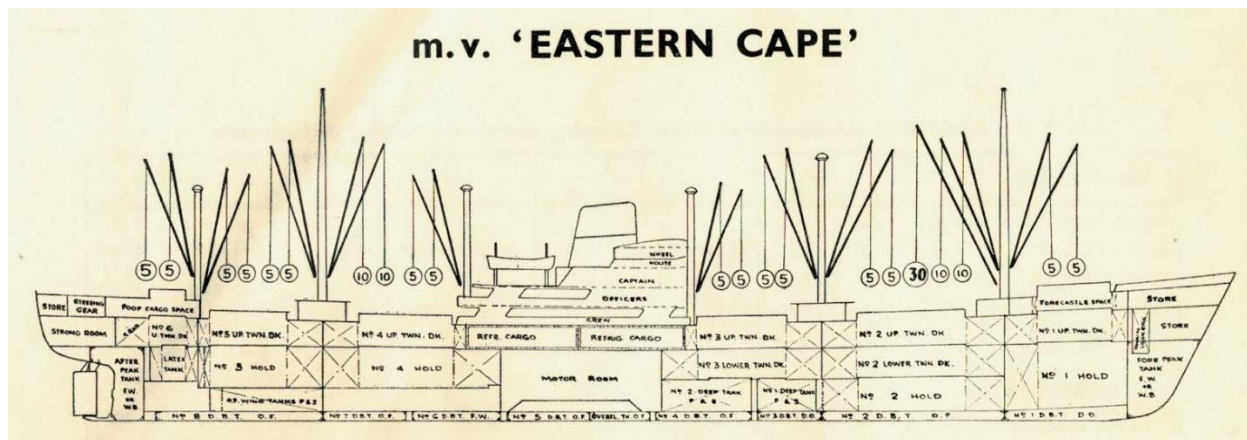
see HOP SANG (1954-62)

EASTERN CAPE (1967-67) 8977 (10,400)/56 (496 x 64.3', M7cy/16-17½k by Burmeister & Wain, Owner's Suite plus single, double tweendecks forward, 20,000 cu. ft refrig., deeptanks, 30t lift)

Built by Deutsche Werft A.G., Hamburg (#698) for Leif Hoegh & Co. A/S, Oslo as HOEGH CAPE. 26/10/61 collided in fog with *Waitemata* (7364/46) off San Francisco. 7/67 sold to ICSNC for Japan-Australia line r. EASTERN CAPE. 8/67 t/f to Dominion Nav. Co. Ltd, Hong Kong. 1969 t/f to Dominion Far East Line (HK) Ltd. 1971 sold to Pacific International Lines (Pte) Ltd, Singapore r. KOTA TANJONG. 6/8/74 extensively damaged amidships by fire while lying at Kuwait, towed to Singapore for repairs. 1/2/83 arr. Bombay for breaking.



EASTERN CAPE as HOEGH CAPE at Vancouver (Walter E. Frost/CVA).



GA plan of EASTERN CAPE (EASTERN CLIFF) showing double tweendecks forward, 1426t deep tanks at No. 3, refig. lockers amidships, crew amidships (ICSNC per Capt. J. Pring).



EASTERN CAPE, one of two German-built sisters bought in 1967 for trading from the Far East to Australia/NZ (photoship.co.uk).



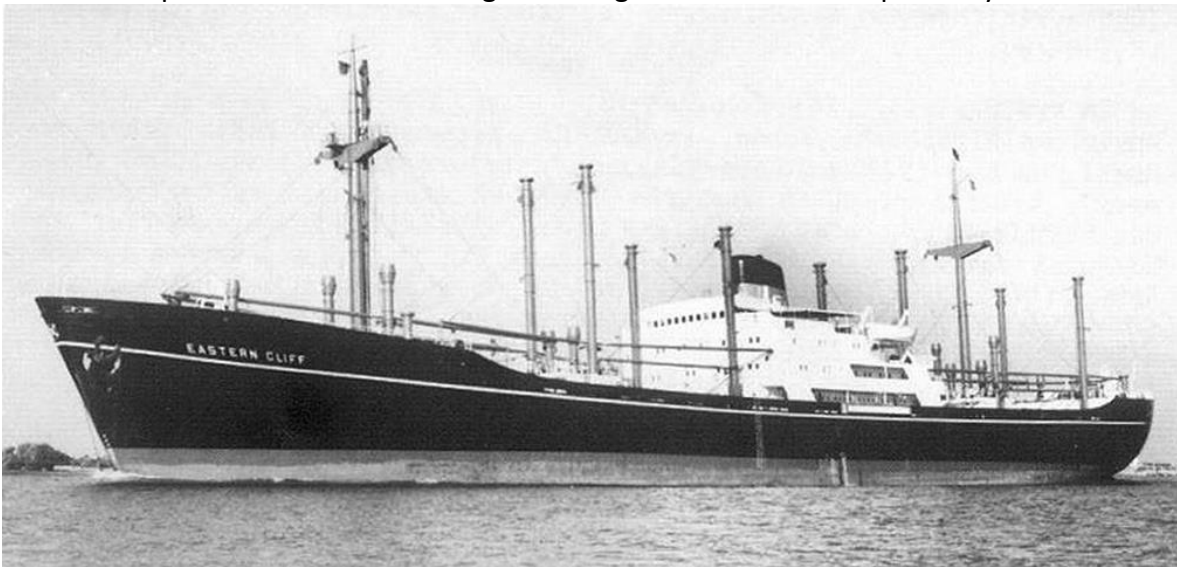
EASTERN CAPE in Malacca Strait with the buff funnel of Dominion Nav., reg. owner 1967-69 (Peter Foxley).



KOTA TANJONG ex EASTERN CAPE at Singapore, November 1974 with fire damage, awaiting repairs (H. Dick*).

EASTERN CLIFF (1967-69) 9194 (10,300)/56 (496 x 64.3', M7cy/17½k by Burmeister & Wain, Owner's Suite, 1 single cabin, double tweendecks forward, deep tanks, 30t heavy lift)

Built by Deutsche Werft A.G., Hamburg for Leif Hoegh & Co. A/S, Oslo (#704) as HOEGH CLIFF. 6/67 sold to ICSNC for Japan-Australia line r. EASTERN CLIFF. 1969 t/f to Dominion Far East Line (HK) Ltd. 1972 sold to Ocean Tramping Co. Ltd, Hong Kong r. BIHUA. 1979 t/f to People's Republic of China (Guangzhou Bureau of Maritime Transport Admin. South Shameen), Canton r. HONG QI 134. 1991 sighted handling cargo at Guangzhou. End-2007 removed from Equasis database as no longer existing. Presume broken up some years earlier.



EASTERN CLIFF at Port Adelaide, June 1968 (Jim Freeman/NAA*).



EASTERN CLIFF as Guangzhou Bureau's HONG QI 134, shifting berth on the Chao Phaya River, Bangkok about 1990 (shipsunderway.co.uk).

Dominion Far East Line (Hong Kong) Ltd

(50% ICSNC, 50% Dominion Nav. Co. Ltd)

EASTERN CAPE (1969-71) 8977/56 see ICSNC (1967-67)

EASTERN CLIFF (1969-72) 9194/56 see ICSNC (1967-69)

MARCO POLO (1969-71) 9232/62-8 (pass., 477.8 x 61.2', 2M8cy/17k by Burmeister & Wain)

Built by Soc. Espanola de Const. Nav., Bilbao (#104) and del. 8/62 to Cia Nacional de Nav. Costiera Autarquia Federal, Rio de Janeiro for Brazilian coastal passenger trade as PRINCESA ISABEL. 1967 t/f to Cia de Nav. Lloyd Brasileiro, Rio de Janeiro. 10/69 sold laid up at Rio to Dominion Far East Line, conv. by Barclay, Curle & Co. to cruise ship r. MARCO POLO. 30/6/70 began first cruise. 1971 sold to Dominion Nav. Co. Ltd, Nassau (reg. Glasgow) and chartered back to Dominion Far East Line. 1974 reg. at Hong Kong. 10/78 sold to Arkley Nav. Ltd (Kavounides Shg Co., Piraeus) r. AOUAMARINE for service Hong Kong-Hsinkang-Kobe. 29/4/80 arrived at Hong Kong for modernization. 18/8/81 laid up at Piraeus and taken over by Commercial Bank of Greece. 1988 sold to Epitoriki S.S. Co. Ltd, Piraeus for Mediterranean cruises r. ODYSSEUS. 12/95 sold to Royal Olympic Cruises Ltd, Piraeus. 4/05 sold at auction to Mantovana Holding Ltd (V. Ships Leisure S.A.M.), Panama r. LUCKY STAR for gambling cruises from Macau, later Singapore. 2008 sold to Indian shipbreakers r. LUCKY. 25/1/08 arrived at Alang and 5/2 beached for demolition.



MARCO POLO differed from other DFEL pass. ships in having a blue hull. Here at Sydney in 1971 (Jeff Eastwood).



MARCO POLO (Mark Mulligan).



MARCO POLO at speed in the Straits of Malacca (Peter Foxley/coll. SK).



MARCO POLO in later life as Epitoriki Line's ODYSSEUS (Bert Pellegam/shippingpotting.com).

Flinders Shipping Co. Pty Ltd

(50% ICSNC, 50% Dominion Nav. Co. Ltd)

MATTHEW FLINDERS (1970-75) 9334 (15,010)/70-6 (ro-ro c.s.) (181.7 (BB) x 25m, later 210.41 (BB) x 25m, Mx3/21k MAN-Kawasaki)

Built by Kawasaki H.I. Ltd, Kobe (#1140) for Flinders Shg Co. Pty Ltd for Japan-Australia trade - 10/7/70 arrived at Sydney on maiden voyage. 4/75 sold to Australian National Line, Melbourne r. AUSTRALIAN EXPLORER. 3-4/78 lengthened by builders (11,353 tons). 7/11/86 arrived at Kaohsiung for demolition by Chi Hsiang Steel Enterprise Co.



Vehicle deck container ship MATTHEW FLINDERS at Kobe a few hours after launching (Philip Kentwell*).



MATTHEW FLINDERS, ESS denotes 'Eastern Searoad Service' (K. Barr/*The Log*).



MATTHEW FLINDERS as ANL's AUSTRALIAN EXPLORER, after lengthening (*Flotilla Australia*).

JAMES COOK (1975-76) 21,708 (23,629)/75-9 (ro-ro c.s., 222.26 (BB) x 30.05m, Mx3/22½k MAN-Kawasaki)
 Built by Kawasaki H.I. Ltd, Kobe (#1227) for Flinders Shg Co. Ltd for Japan-Australia trade. 1/76 sold to Australian National Line, Melbourne r. AUSTRALIAN ESCORT. 3/89 r. ANRO MELBOURNE. 4/92 sold to Plixia Trading Ltd (Optimus Maritime Co., mgrs), Limassol r. MAKEDON. 1994 t/f to Laconia Gulf S.A., Piraeus. 17/9/97 arrived at Alang for demolition.



JAMES COOK replaced MATTHEW FLINDERS in the Eastern Searoad Service (H. Dick coll.*).



AUSTRALIAN ESCORT ex-JAMES COOK, sold with her service rights to ANL (gorgs8/Flickr).

Post-WWII Charters

EMPIRE FARRAR (1945-47) 1923 (3120)/44-7 (301.4 x 44.5', Q4cy/11k, 2-berth cabin)
 Built by Stettiner-Oderwerke A.G., Stettin (#851) as 'Hansa-A' type for H. Ferdinand D/S, Rocktock as MICHAEL FERDINAND. 5/45 seized as prize at Sønderborg, Denmark by British Forces and allocated to MOWT (Indo-China S.N. Co. Ltd, mgrs) as EMPIRE FARRAR. 1947 mgrs Stratton Shg Co. Ltd (W.A. Phillips, Anderson & Co. Ltd, London). 8/49 sold to Stanley S.S. Co. Ltd, Hong Kong r. ADMIRAL HARDY. 11/55 sold to I/S Sig-Vim (Sig S. Årstads Red. A/S, mgrs), Bergen. 1965 sold to Scanship Corp. S.A. (Sea Express Line), Panama r. DUMAI TRADER. 1965 sold to Manchester Nav. Co. Ltd, Liberia. 20/3/70 arr. Kaohsiung for breaking up by Victory Steel & Mchry Corp. [Mitchell & Sawyer, Empire Ships, 2nd edn].



EMPIRE FARRAR later under the Norwegian flag as ADMIRAL HARDY. CHAKSANG (1947-49) and CHOYSANG (1947-60) were also of this 'Hansa' type (Norman Hesketh/ coll. Alan Lee).

Charter from Bibby Line for Australian service, 1963-64

EASTERN PRINCESS (1963-64) 7218 (10,040)/60 (490.83 x 63.75', M6cy/16k Doxford)

Built by Fairfield S.B. & E. Co., Govan (#792) for Bibby Line Ltd, Liverpool as YORKSHIRE. 1963-64 chartered to ISNC for Australian service r. EASTERN PRINCESS. 1964 r. YORKSHIRE. 1971 sold to Bordagain Shg Co. Ltd, Liberia r. BORDABEKOA. 1981 sold to Inter Douglas S.A., Panama r. SEA RELIANCE. 1/5/84 arrived at Alang for breaking by Apollo Vikas Steel.



EASTERN PRINCESS at Hong Kong (H. Dick Capt. per J. Pring).



EASTERN PRINCESS at Sydney wearing a Jardine houseflag and funnel colours during 1963-64 charter (J. Mathieson*).



EASTERN PRINCESS berthed at Hobart, May 1963 (Kingsley Barr/coll. Rex Cox).

Harbour Scene



Scene from Kobe Port Tower Saturday 8 February 1964 including EASTERN ROVER, loading for Calcutta via Hong Kong and other Asian ports and EASTERN MOON loading for Sydney and other Australian ports (A.J. Kentwell*).

-o00000o-