

Taiship Co. Ltd, Hong Kong (1951)

泰山有限公司

Wu Deh-Ling (WDL)

Eastwind Nav. Co. Ltd, Hong Kong (est. 8/12/56) (1957)
Northwind Nav. Co. (Panama) Ltd (1958)
Southwind Nav. Co. Ltd, Hong Kong (est. 28/3/58) (1958)
Zephyr Steamship Co. Ltd (est. 12/12/60) (1963)
Bana Nav. Co. Ltd, Liberia (1964)
Holy Co. Ltd, Liberia (1971)
Eno Co. Ltd, Liberia (1976)
Hornchurch Ltd, Hong Kong (1982)
Penta Co. Ltd, Panama (2011)

ILLUSTRATED FLEET LIST

by H.W. Dick & S.A. Kentwell

h.dick@unimelb.edu.au

skentwell@hotmail.com

All Rights Reserved 2025, 2026

May be cited with acknowledgement to www.oldchinaships.com

First published 3 December 2025

This update 16 January 2026

We are grateful to Joseph and William Wu for some important background, to C.C. Hsu and Calvin Cheng for making those contacts, and to Bill Schell, Roger Hurcombe, Alan Lee and Malcom Cranfield. for many rare photographs.

According to Hugh Farmer's brief account on the Industrial History of Hong Kong website, Wu Deh Ling (WDL) (伍德鄰) was born in Ningbo in 1905 and received an English-language education at the Shanghai Baptist College before graduating from the University of the Philippines and starting out in the shipping industry in Shanghai in 1928 with China Merchants. Son William Wu (b. 1940) advises that in 1937 WDL was recruited in Hankow by Yu Ya-ching, principal of San Peh Steam Navigation Co., to assist in relations with foreign customers. Then around 1940, he became the Chinese Manager (comprador) of the British trading house John Manners & Co. (Shanghai) Ltd and there presumably worked closely with the new principal, young Robert de La Sala, with whom he shared some background in the Philippines and who may well have recruited him. Farmer states that WDL began his own shipping ventures in 1942 and was 'also involved in banking and insurance'.

Unless the year '1942' is wrong, this outline misses that in 1941 WDL joined a syndicate of five parties, the others being coal tycoon Hsu Kuei-sheng, C. S. Koo (Tientsin Navigation), C.Y. Tung (Island Navigation), and Wang Shao-ho (unknown) to acquire the US-built 3545-grt steamer *Ramona* ex *Admiral Gove* ex *Surico* (1920), which was registered to Wallem & Co. and placed under the Panamanian flag (King and Cheng, 2004: 273). A few months later following the attack on Pearl Harbour, *Ramona* was seized at Shanghai to become *Hitora Maru*. After being bombed and burned out in the Inland Sea in August 1944, she was towed to the dockyard at Innoshima, where she recovered after the war but judged to be beyond repair. Eventually reparations funds were allocated for her to be reconditioned in Japan before redelivery at Hong Kong in August 1949. According to Koo family recollection in Stephanie Zarach (2007), the surviving partners drew lots as to who would take over ownership. Early in 1951 the ship thereby passed to C.S. Koo as *Valles* and remained in the fleet of the eponymous Valles Steamship Co. until 1967. WDL and C.Y. Tung were both paid out for their shares.

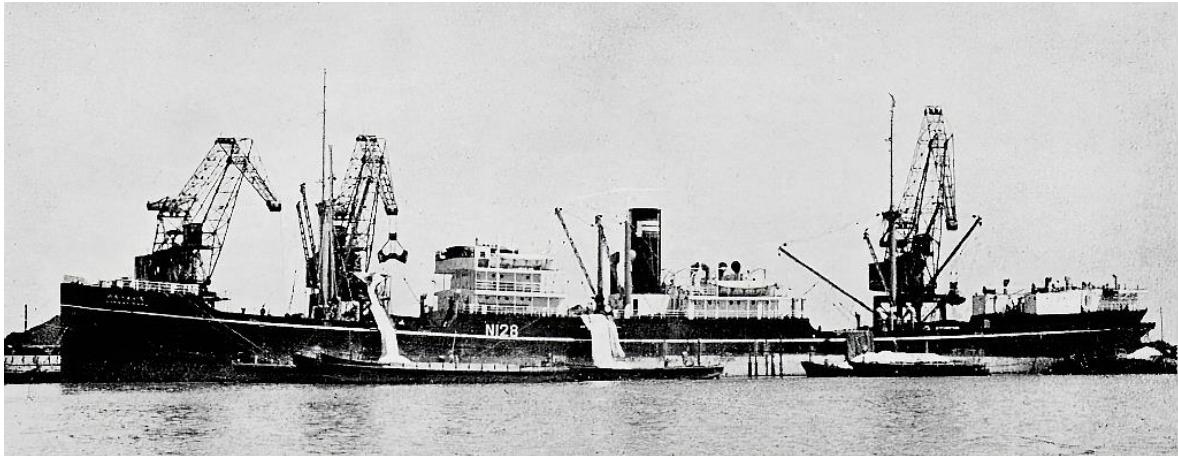


RAMONA (1920) as VALLES after postwar reconditioning (Koo family-Tai Chong Cheang).

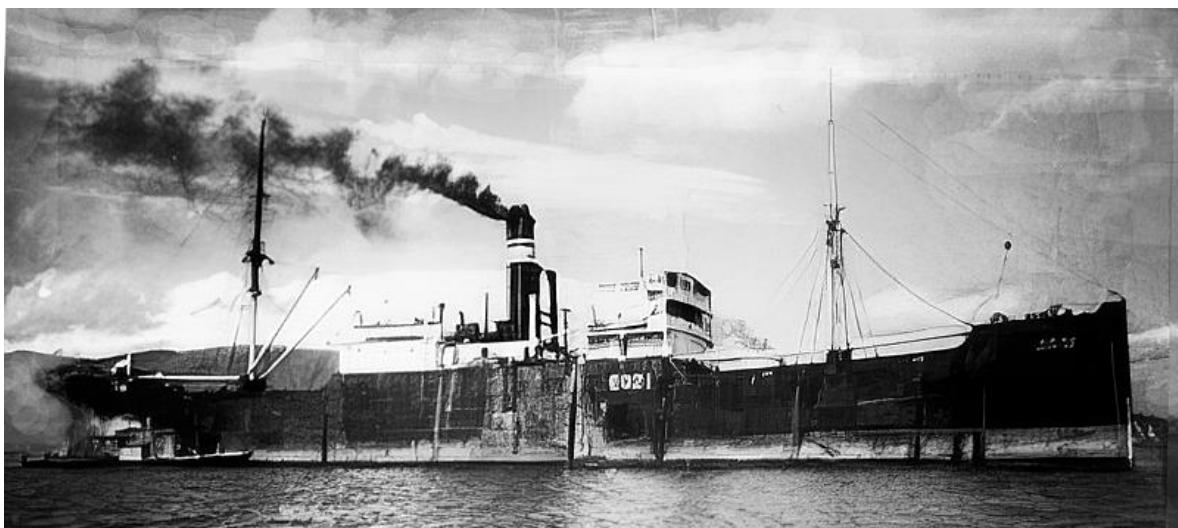
Meanwhile, in 1947 WDL had relocated to Hong Kong. Very likely he was the Chinese nominee owner for the John Manners affiliate Chung Kwok Shipping Co. Ltd of Shanghai and Canton, which operated a small fleet of c.600-grt, British-built LCT's (Landing Craft Tank) that had been rather crudely converted for mercantile use. According to Stephanie Zarach, he briefly became beneficial owner with George Cheng (Ping An S.S. Co. Ltd) and T.Y. Chao and others in the 6560-dwt former British tramp *Kwok Sing* (1925), subsequently John Manners' *San Antonio* (1948-51).

By 1950, WDL was 45 years old, experienced in the shipping industry but still with little capital and no established business. On 20 November 1951 he sought to improve his situation by registering his own firm Taiship Company Ltd in Hong Kong with a modest capital of HK\$1 million, of which \$500,000 was paid up (#3401) – some of this capital probably derived from WDL's share in *Ramona*. WDL of 17F Chatham Road, Kowloon held 425 of the issued shares with the balance held by associates Edward Wei (50) and Yu Cheng-Yung (25). All three were recorded as being Chinese citizens, though in April 1967 WDL, now residing at 27 Chatham Road would be 'naturalised' as a British resident of Hong Kong (SCMP, 11/4/67). WDL's first mention in the Hong Kong press was in late November 1952, when he was reported as one of 38 Hong Kong businessmen who would shortly attend the British Industries Fair (SCMP, 25/4/52). From 1954 Taiship appeared from time to time in the shipping pages as agent for old Hong Kong and Japanese trampships, usually in transit to or from

Japan, either outwards in ballast or in return carrying ore cargoes. The main clients were Japanese owners Daichi Kisen and Kawasaki Kisen.



Daiichi Kisen's NORWAY MARU (ex *Boswell*, 1920), one of the prewar tramps for which Taiship was acting as agents in the early to mid-1950s (*Fune no Kagaku*).



Likewise, Kotani Kisen's ESUTORU MARU (1918), which on 24 June 1954 arrived Hong Kong in ballast ex Shanghai (fertilizer from Yokohama) for Saigon to load scrap (Uhachi Kinoshita/OCM).

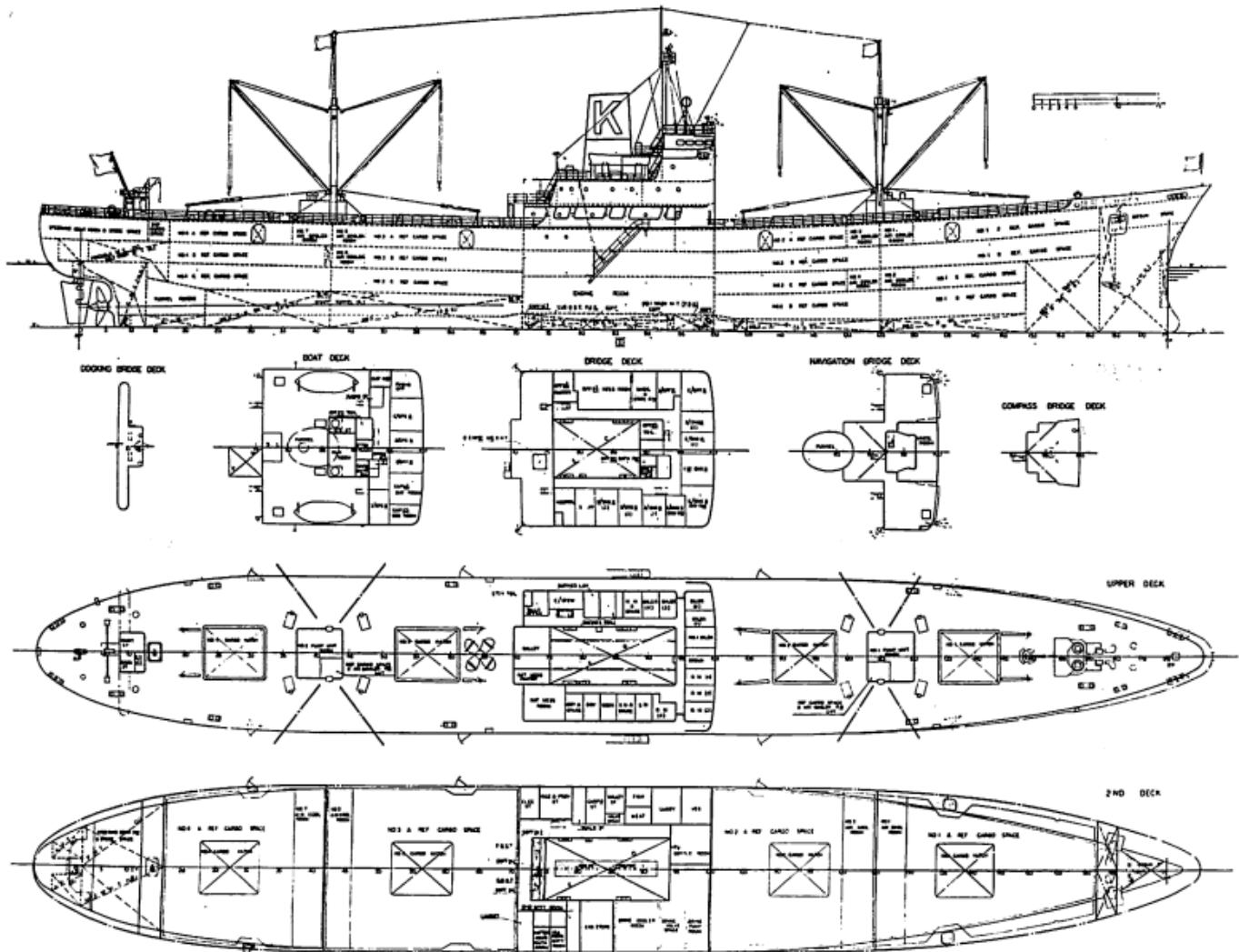
WDL became a shipowner in his own right through Eastwind Navigation Co. Ltd, which was registered in Hong Kong on 8 December 1956 (as #4613) and in mid-February 1957 took delivery from Wheelock Marden of the former CGT cargoliner *Anto* ex *San Pedro* (1931). A year later the shipping vacuum in Indonesia caused by the failed nationalization of the Dutch-flag KPM created sudden opportunity for Hong Kong owners to charter shortsea tonnage. For this purpose, WDL bought the old 3300-dwt 'Laker' *Northwind* (1918) acquired from other Hong Kong Chinese owners and registered in 1958 to Northwind Nav. Co. (Panama) Ltd and the similar *Indora*/*Southwind* (1918), which was registered to another new Panamanian entity, Southwind Nav. Co. Ltd. *Northwind* was replaced in January 1961 by the somewhat smaller but newer, Scandinavian-built *Hiwind* (1938).

In 1959 the 10,750-dwt 'Liberty' *Taiwind* ex *Rowanbank* (1945) was registered to Taiship, as in 1960 was the 10,400-dwt 'Fort'-type *Adawind* (1942). Further secondhand purchases were in 1961 the 3086-dwt, Japanese-built *Bestwind* (1948), in 1963 the 9100-dwt British tramp *Delwind* (ex *Mutlah*) and the 10,100-dwt Japanese-built, converted bulk carrier *Fastwind* (1944), then in 1964 another British tramp, the 10,100-dwt *Shipwind* ex *Great City* (1945). Apart from the smaller *Bestwind*, which was chartered to Indonesia, the 10,000-tonners

seem to have been chartered mainly to Kawasaki Kisen for the carriage of iron ore from India/Southeast Asia to Japan.

Nevertheless, shipowning was only one of several segments of WDL's interests. From offices at 67 Connaught Road (from about 1964 at 13th floor, 28 Des Voeux Road West), Taiship continued to act as Agent in Hong Kong for Japanese firms and specifically Kawasaki and Daiichi Chuo. In February 1961 Hiwind Navigation Co. Ltd was sent up in Hong Kong by WDL and Taiship associate C.Y. Yu with a nominal capital of HK\$500,000 to carry on business as 'shipowners, ship's husbands, etc.' (SCMP, 27/2/61). One of Hiwind's main activities became labour recruitment in China, in the first instance for WDL's own ships but probably also for other local and perhaps some Japanese firms. During the 1960s WDL also built up a good business as a shipbroker, gaining the trust of both Hong Kong and Japanese clients while remaining particularly close to Kawasaki/"K" Line. Whereas in the 1950s and early 1960s Hong Kong shipowners provided Japanese principals with cheap tonnage for bulk commodities, mainly iron ore, from the mid-1960s they were becoming owners of new bulk carriers built in Japanese yards for long-term charter to Japanese interests with cheap Chinese crews. Yue-Kong Pao pioneered this *shikumisen* arrangement through his close association with the Hongkong & Shanghai Bank but WDL played a significant role as a trusted broker in helping other Hong Kong owners to forge relationships with Japanese shipyards and trading houses. Though still resident in Hong Kong, he found himself spending more and more time in Japan. Like any good broker, he kept a low profile and stayed out of the news.

WDL's breakthrough into new tonnage was, surprisingly not a tramp/bulk carrier but a reefer, the 5810-dwt fast fruit carrier *Banador*, delivered in February 1964 by Kawasaki Dockyard, which in July delivered the almost identical *Ecuador Maru* to Kawasaki Kisen which took *Banador* on long-term charter from June 1964. The two ships, the first Japanese-built reefers, were an initiative to diversify Japan's source of bananas. Imports had been liberalized in the late 1950s following GATT membership in 1955 and from around 1960 the primary foreign source was Taiwan. The 20-knot service speed of these new ships allowed the almost 8,000-nm transpacific voyage from Guayaquil to Kobe be completed in a little over a fortnight (1800 nm at around 15 knots), thus just over a month for the roundtrip compared with a fortnight from Davao in the Philippines which was now also a supplying country. *Ecuador Maru* and *Banador* were fitted with four insulated decks forward and three aft; the former was reported to have carried 74,300 stems of bananas on her maiden voyage. Five years later the slightly larger *Banagrande* followed from the same builders and achieved 23.3 knots on speed trials, a slight improvement upon *Ecuador Maru*'s 22.9 knots. Like *Banador*, she was registered in Liberia to Bana Navigation Co. Ltd and chartered to Kawasaki Kisen. However, owing to banana crop problems which had developed in Ecuador, she was placed in service between the Ecuadorian port of Puerto Bolivar and Los Angeles, while *Banador* was now rechartered to run between the Honduran port of Puerto Cortes and New York. *Banador* was sold in 1974, *Banagrande* three years later, and neither lasted much longer, the former being broken up in 1980, the latter in 1984 after just 15-16 years in service. Nevertheless, in early 1984 Taiship revived its interest in reefers by taking over four ten-year-old vessels built by Kawasaki Zosen for banana traders Elders & Fyffes of London. This was essentially a flagging-out operation whereby Taiship took ownership through single-ship companies and leased the ships back to Elders & Fyffes for perishable cargos. The four ships were sold in late 1990. William Wu (pers. comm.) recalls the fleet's reefers as having been troublesome to manage compared with the dry-bulk ships. While they were employable in season for up to six months per year, for the remainder of the time they needed to find general cargos such as difficult-to-handle newspaper print coils.



Builder's plan of ECUADOR MARU (Sempaku, December 1964).

In regard to the dry-bulk fleet, by 1964, after the disposal of older tonnage for scrap and a couple of resales, Taiship was left with five 10,000-tonners, all built in the 1940s, with a combined tonnage of around 40,000 deadweight, a modest size in terms of the fast-growing fleets of Y.K. Pao's World-Wide Shipping and C.Y. Tung's Island Navigation and Orient Overseas Line. Nevertheless, WDL was in the vanguard of Hong Kong owners in switching to newly built bulk carriers. The turning point was around 1964, when WDL formed a relationship with Sanoyasu Dockyard in Osaka that was seeking to break into the export market. On his own account, and presumably with export credit, he ordered three 16,400-dwt, 5-hatch/hold, 14-knot engines-aft bulk carriers designed to serve the transpacific lumber trade and delivered sequentially in July 1966 (*Banario*), September 1966 (*Banasol*) and October (*Delwind*), the first two registered to Bana Navigation, the last to Taiship but all under the Liberian flag. A fourth ship in the series was delivered in December to T.Y. Chao's Wah Kwong group as *New Venture*. WDL and T.Y. had been associated in Shanghai in the late 1940s so it may be assumed that WDL had brokered this transaction, which became Wah Kwong's first newbuild. Instead, WDL took delivery of his fourth Sanoyasu bulk carrier, the 16,300-dwt *Windford*, in October 1968 followed in 1971 by *Holy*, an improved version of the same size with cargo gear on two bipod masts.

Despite the ongoing association with Sanoyasu, WDL began to order from other Japanese yards. In December 1968 he took delivery of a the 23,600-dwt bulk carrier (*Wayway*) from Hitachi, in mid-1969 his first Panamax, the 60,500-dwt Panamax *Blessing* from Maizuru Jukogyo, in mid-1971 the 65,000-dwt Panamax *Grace* from Kawasaki Heavy Industries, and in October 1972 the 26,000-dwt bulk carrier *Mercy* from Hitachi. It may be

noted, thanks to advice from Calvin Cheng, that the order with Kawasaki (#1165) for a Panamax sister to *Grace* was 'flipped' to Y.C. Cheng's International Marine Development Corporation and completed in April 1972 as *Majesty*. There may well have been other such arrangements with WDL's broking clients. In 1974 WDL sold the last of the original two Sanoyasu bulk carriers in favour of the newer and larger 41,100-dwt *Holylight* from Sanoyasu while ordering a 139,500-dwt ore-oil carrier from Kawasaki Dockyard, delivered in May 1976 as *Rio Lindo* and chartered to Kawasaki Kisen for the ore trade from Vizagapatnam (India) or Port Hedland (Western Australia) to Japan.

In the mid-1970s Taiship took delivery of a series of eight single-deck, 2-hold, 8,000-dwt log carriers/ general-cargo vessels, the first six from the Asakawa yard at Imabari, the last two from Kagoshima Dockyard at Kagoshima but fitted with the same Akasaka diesels. All were registered in Liberia and seem to have been deployed in the range Persian Gulf, India, Indonesia and Japan. The ships all appear to have been chartered to Iino Kaiun, an affiliate of Kawasaki Kisen. A ninth of the type (*Kastania*) followed in 1981 from Higaki Zosen but differed in being fitted with Hanshin diesels.

More significant was the purchase in 1980 of the 7-year-old, 117,805-dwt, Swedish-built bulk carrier *Constance*, which was registered to Eno Co. Ltd under the Panamanian flag as *Delwind* (III). She lasted only two years before being sold on.

In 1982 Taiship was listed in Lloyd's Maritime Directory and subsequently Lloyd's Register with address in Tokyo, specifically the 4th Floor of the New Diamond Building at 4-4 Kasumigaseki in Chiyoda-ku, no longer as Managers but as 'Agents only' for ten vessels, all trading under the Liberian flag. Apart from the bulk carriers *Holy* and *Alameda* (ex *Holylight*), the other eight were the log carriers. Co-founder Edward Wei was still Managing Director of Taiship in Hong Kong in the mid-1980s, when he was appointed to the Technical Committee of the American Bureau of Shipping (ABS) in Hong Kong (SCMP, 6/3/95), but since the 1970s WDL's sons William and Joseph were also involved in management. The last three log carriers, *Ramona*, *Lavinia* and *Kastania*, were all sold in 1994, leaving Taiship through Rioship Co. Ltd with just one woodchip carrier (*Forest River*) on charter to Kawasaki Kisen until 1997.

WDL died on 9 February 1995 at age 90, having achieved much in the second half of his life. A simple notice appeared in the 'South China Morning Post' (13 Feb.):

IN LOVING MEMORY

WU DEH LING, dearly beloved husband of Wu
Chang Mei Cheng, devoted father of William,
Veronica, Margaret, Joseph, Rita, Teresa and
Arthur, father-in-law....and loving grandfather...
passed away peacefully on February 9, 1995, at the
Hong Kong Sanatorium and Hospital.

The funeral service followed by Requiem Mass was held at North Point on February 16. The business was already being managed by middle son Dr. Joseph Shao-Kong Wu, who took over his father's shares with the balance held by widow Wu Chang Mei-Cheng while Joseph, Enrique Wu and sister Teresa Siu Lung Ng served as directors. By then Taiship Co. Ltd was not much more than a shell company with its issued capital unchanged since its formation in 1951. The main operating entity and also member of the Hong Kong Shipowners Association (HKSOA) was Taiship Development Ltd (泰山航運有限公司), which had been registered in Hong Kong on 31 August 1993 (#17356159) with an authorized capital of HK\$1 million, of which \$20,000 was paid up in

\$1000 shares. Joseph held 18 of the 20 issued shares and the other two were held by Holy Co. Ltd of Liberia with the directors also being Joseph, Enrique Wu and Teresa Ng.

In 2001 Taiship resumed shipowning through affiliates as joint venture partners with the Norwegian, family-owned Klaveness group in dry-bulk carriers through single-ship companies, specifically Banasol Inc. (*Banasol*, 2001) and Banastar Inc. (*Banastar*, 2001), subsequently also Baffin Shipping AS (*Baffin*, 2016) and Ballard Shipping AS (*Ballard*, 2017). In April 2018, as the Klaveness Group was being restructured prior to its public float, their ownerships were transferred to the newly formed Klaveness Combination Carriers AS. The Wu family's Hundred Roses Corp. thereby became the new company's third-largest shareholder with 5.4% of the capital, reducing to 2.9% as of 31 December 2024, and in 2025 reduced to 0%. From April 2018 to April 2020 Stephanie Wu served as a foundation director of that firm.

As of mid-2025, Taiship Co. Ltd and Taiship Development Ltd, both still privately held, remain 'live' on the Hong Kong companies' register with head office on the 10th Floor of 9 Des Voeux Road West, Hong Kong Central. As of August 2025, the issued capital remained unchanged at just \$20,000 but the two shares originally held by Holy Ltd were now held by Elvira Wu and the directors were now Joseph Wu (President) and the next generation of Elvira Wu and Stephanie Sanvy Wu (also Secretary) with Teresa Ng. The website <www.taiship.com> is not presently available so current activity cannot easily be identified but it includes beneficial ownership of the 75,700-dwt bulk carrier *Penta* and other jointly owned vessels as well as activities in ship agency and ship management.

Taiship therefore belongs to the small elite of former Shanghai shipowning families who after 1949 re-located to Hong Kong and/or Taiwan and were able to survive the vicissitudes of the market and perpetuate themselves into the third and fourth generations, others being the Koo families Valles Steamship and Tai Chong Cheang, the Tung family's Island Navigation, the Chao family's Wah Kwong, the Hsu families' Eddie Steamship and Oak Steamship, the Peng family's Chinese Maritime Transport and Teh Hu Cargocean. Taiship is not the only one of these firms to involve female siblings in management but the only one in which they constitute the majority of the Board.

A note on nomenclature

WDL sought an international clientele and, apart from the hybrid business name and cable address 'Taiship', eschewed Chinese names for ships and affiliated companies. The early ships were named with '-wind' suffixes after compass points or other auspicious variants that no doubt had their Chinese equivalents. This nomenclature was likely influenced by the '-breeze' suffixes used from 1954 by WDL's former employer John Manners & Co. Ltd. 'De/wind' would have been a contraction of 'Deh Ling' and was used three times over.

'Bana', as in Bana Navigation' and the first three newbuilds, is more obscure, suggesting a Spanish origin, but the closest Spanish word is 'baña' (bath). More likely, because *Banador* was a 'reefer', it derives from 'banana', Bana Na(v) being a neat word play and also a simple name not liable to linguistic confusion.

From 1968, some bulk carriers were given names with religious connotations: *Holy*, *Mercy*, *Holylight*.

The mid-1970s log carriers were given a mix of Filipino-Spanish names, including *Ramona*, which revived the name of the 5200-dwt *Ramona ex Surico* that WDL and others had acquired in 1940 and which, after postwar refit, had passed to C.Y. Tung's father-in-law C.S. Koo as *Valles*.

Sources

Farmer, Hugh, D.L. Wu, 伍德鄰, and the Taiship Shipping Group. Industrial History of Hong Kong, 27 January 2021 at <https://industrialhistoryhk.org/d-l-wu-taishing-shipping-group/>.

Hong Kong Special Administrative regions (HKSAR). Companies Registry (Taiship and Taiship Development).

Kawasaki Kisen 50 Year History (in Japanese) August 1969.

Klaveness Combination Carriers. <https://www.combinationcarriers.com/investor-relations/reports-and-presentations> (2018-2024).

South China Morning Post (by Proquest).

Straits Times at <https://eresources.nlb.gov.sg/newspapers>

Zarach, Stephanie. *Changing Places: The remarkable story of the Hong Kong Shipowners*, Hong Kong Shipowners Association, 2007.

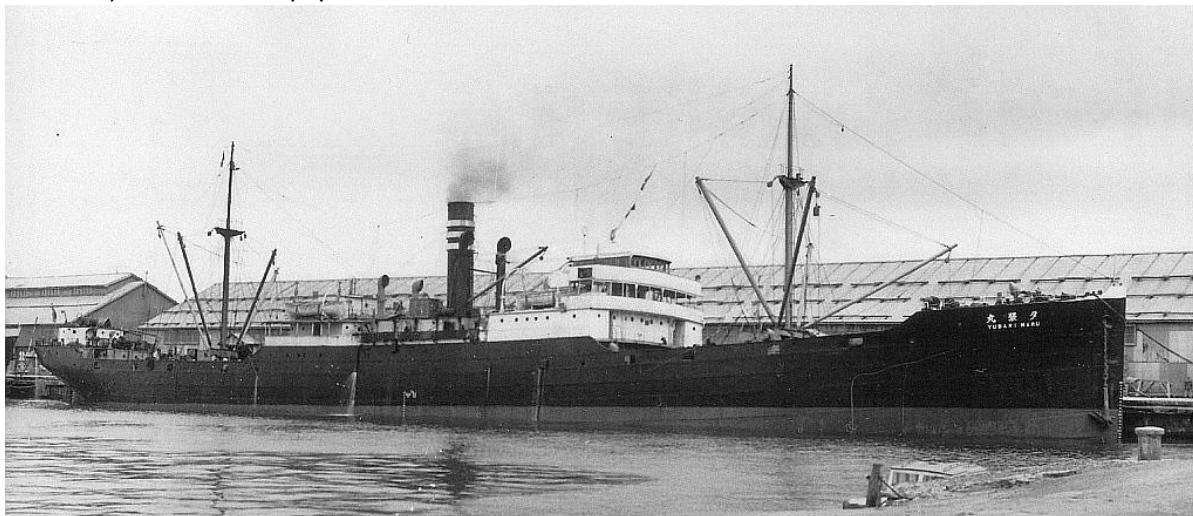
Fleet List

This fleet list has been compiled from the annual Schell registers (to 1970) supplemented by Lloyd's Registers, Miramar (www.miramarshipindex.nz), www.shipspotting.com and www.classnk.or.jp/register.

Taiship's original colours appears to have been black hull and funnel but from *Banador* (1964) newbuilds were completed with a light grey hull and pale yellow/buff funnel though more often in the colours of their contracted long-term charterers.

Chung Kwok Shipping Co. Ltd

KWOK SING (1947-48) 3971 (6560)/25 (352.0 x 50.0', T3cy/9k by Central Marine Eng. Wks, Hartlepool) Built by Wm Gray & Co. Ltd, West Hartlepool for Maclay & McIntyre Ltd, Glasgow as *INGOLA*. 4/40 sold to Tenax S.S. Co. Ltd (Muir, Young Ltd, Glasgow mgrs. for John Manners & Co. Ltd, Shanghai). 5/40 r. *TENAX*. 2-4/46 docked at Newcastle-on-Tyne. Mid-7/46 sd Newcastle (coal) for Bombay (8/9), thence Shanghai, where t/f to Chong Kwoh S.S. Co. Ltd, Shanghai (Chinese flag). 9/46 t/f to Cambay Prince S.S. Co. Ltd. 5/47 t/f to Chung Kwok Shg Co. Ltd (WDL, George Cheng & T.Y. Chao et al.), Shanghai (Chinese flag) r. *KWOK SING*. 11/48 t/f to San Antonio S.S. Co. Ltd (reg. owner Wallem & Co. Ltd), Panama r. *SAN ANTONIO*. 11/51 sold to Mitsui Sempaku K.K., Tokyo r. *YUBARI MARU*. 10/52 sold to Shimatani K.K., Kobe. 26/9/59 driven ashore at Atsumi Bay by typhoon 'Vera', refloated. 30/1/61 demolition commenced at Mukaishima.



KWOK SING ex TENAX as Mitsui's YUBARI MARU in the 1950s at Otaru (Uhachi Kinoshita/OCM).

Taiship Co. Ltd and affiliates

EASTWIND (1957-59) 6348 (7700)/31-4 (447.0 x 57.5', T4cy/14k)

Built by Harland & Wolff Ltd (#893) for Cie Générale Transatlantique, Le Havre as 6/6 freighters (11 pass.) SAN PEDRO. 20/12/42 seized by Germans at Marseille. 15/2/44 released, 21/8 scuttled. 10/46 refloated. 9/47 broke moorings in a gale while under repair at Marseille, heavily damaged. 4/51 returned to service after extensive repairs. 1953 bareboat chartered to Horn Linie GmbH (Westeuropa-Amerika Linien GmbH), Hamburg r. URANUS. 6/55 sold to Ash S.S. Co. Ltd (Wheelock, Marden & Co. Ltd mgrs.), Hong Kong r. ANTO. 2/57 sold to Eastwind Nav. Co. Ltd, Hong Kong r. EASTWIND. 28/2/59 arr. Osaka for breaking up by Miyachi & Co.



EASTWIND in mid-1950s on Horn Linie charter as URANUS (coll. W.A. Schell).

NORTHWIND (1958-61) 2241 (3360)/18-11 (261.10 x 43.7', T3cy/9½k)

Built by Great Lakes Eng. Works, Ashtabula (Oh.) (#203) as 'Laker' for U.S. Shipping Board, Boston as CRATHORNE. 4/26 sold to Peterson S.S. Co. Inc., Cleveland r. FRANK J. PETERSON. 1936 sold to Saginaw Dock & Terminal Co. Inc. (Oglebay, Norton & Co.), Cleveland (reg. at Wilmington, Del.). 1941 mgrs States Marine Corp., New York r. ATLANTIC TRADER. 1946 sold to Foo Shing S.S. Co. Ltd, Shanghai r. HSIN FOO SHIN (George Calafatis, master). 1949 r. TAI YUN. 1949 t/f to Wallem & Co (ben. owner Tai Yuen S.S. Co./K.S. Zee) r. MINA. 1950 t/f to Far East & Panama Transport Corp. (Wheelock, Marden & Co. Ltd mgrs), Panama. 12/58 sold to Northwind Nav. Co. (Panama) Ltd, Panama r. NORTHWIND and placed on charter to Indonesia. 18/1/61 arr. Hong Kong for breaking up, 4/4 work began.



NORTHWIND on 28 April 1960 while on charter in Indonesia and ready to load from the oil refinery wharf at Plaju below Palembang on the Musi River, South Sumatra, topmasts now added (Raul Maya/W. Schell).

INDORA (1958-59) 2358/18 see SOUTHWIND (1959-63)

SOUTHWIND (1959-63) 2358 (3790)/18-11 (300.0 x 44.1', T3cy)

Built by Albina Eng. & Mach. Works, Astoria (Or.) (#7) for U.S. Shipping Board as CADARETTA. 1923 sold to Charles W. Cook, San Francisco. 1925 sold to The Charles Nelson Co. Inc., San Francisco. 5/37 sold to W.H. Wood (Andersen-Middleton Lumber Co., Aberdeen, Wa.), San Francisco. 1946 sold to A/B J. Leonards Rederi & Skeppsmäkleri, Landskrona r. STUREBORG. 1949 t/f to Red. A/B Stureborg (J. Leonard mgr), Landskrona. 1955 sold to Pan Norse S.S. Co. Inc. (Wallem & Co. Ltd mgrs), Panama. 4/58 sold to Southwind Nav. Co. Ltd (Taiship), Hong Kong (Pan. flag) r. INDORA. Q1/1959 r. SOUTHWIND and placed on charter to Indonesia. 16/5/63 arr. Hong Kong to be broken up, 8/6 work began by Patt, Manfield & Co. Ltd.



CADARETTA (Canadian Armed Forces/W. Schell).



SOUTHWIND at Halifax in 1955 as Swedish-flag STUREBORG (coll. W. Schell).

WESTWIND (1959-66) 4998 (9200)/40-12 (439.4 x 54.2', M3cy/11k)

Built by Wm Doxford & Sons Ltd, Sunderland (#666) for Stephens, Sutton Ltd, Newcastle as REAVELEY. 1948 sold to Grenehurst Shipping Co. Ltd, London r. GRENEHURST. 1956 sold to Buries Markes Ltd, London r. LA BARRANCA. 2/59 sold to Eastwind Nav. Co. Ltd, Hong Kong and reg. as #7/1959 as LA BARRANCA, then r. WESTWIND, chartered to Kawasaki Kisen for Malaysia-Japan ore trade, still as such 7/63. 1966 sold to Dalcape Shipping Co. Ltd (International S.S. Co. Ltd), Hong Kong r. UNIVERSAL MARINER. Prior to 18/11/69 arr. Whampoa for breaking up.



WESTWIND in Western Roads, Singapore, 14 Dec. 1964 (Dr. George Wilson).



WESTWIND in Malacca Strait c.1968 as UNIVERSAL MARINER (P. Foxley/coll. W. Schell).

TAIWIND (1959-67) 7219 (10,750)/43-9 (441.6 x 57.0', T3cy/11k by Joshua Hendy Ironworks, Sunnyvale, Ca.) Built by Permanente Metals Corp., Shipyard No. 1, Richmond, Ca. (#2099) as 'Liberty' and launched for USWA as JOHN REED but completed for bareboat charter to MOWT (Andrew Weir & Co. Ltd, Glasgow mgrs), London as SAMPFORD. 1947 sold to mgrs. and reg. at Glasgow to Bank Line Ltd as ROWANBANK, 1950s in service Japan-Hong Kong-East Africa. 27/5/59 arr. Hong Kong from Urangan (9700t sugar). 6/59 del. at Hong Kong to Taiship Co. Ltd and mid-1959 reg. at Hong Kong (#16/1959) as ROWANBANK, then r. TAIWIND. c.1962 t/f to Northwind Nav. Co. (Panama) Ltd, Panama, chartered to Kawasaki Kisen for Malaysia-Japan ore trade, still as such 7/63. 25/7/66 o/v Chiba - Wakamatsu heavily damaged in collision with tkr St. Matthew in 34.33N, 139.01E, towed to Uraga, CTL. 1/67 sold to Amakasu Kogyo K.K. for demolition and broken up at Yokosuka.



'Liberty' TAIWIND at Cape Town as Bank Line's ROWANBANK (R.M. Scott/W. Schell).



TAIWIND under refit at Hong Kong, 17 June 1959, soon after delivery (Dr. George Wilson).

ADAWIND (1960-63) 7104 (10384)/42-11 (439.7 x 57.2', T3cy/11k by Dominion Eng Wks Ltd, Montreal) Built by West Coast Shipbuilders Ltd, Vancouver, B.C. (#109) for bareboat charter to MOWT (Sir R. Ropner & Co. Ltd mgrs.), London) as FORT BRULE. 1947 t/f to USMC. 1948 sold to Scindia Steam Navigation Co., Ltd., Bombay r. JALAMOTI. 3/60 del. at Hong Kong to Northwind Nav. Co. (Panama) Ltd, Panama r. ADAWIND, chartered to Kawasaki Kisen, still as such 7/63. 1963 sold to Interocean Nav. Co. Inc. (Wah Kwong & Co., Hong Kong), Panama ISLAND VENTURE. 23/6/67 arr. at Kaohsiung to be broken up, 9/67 work began.



ADAWIND departing Hong Kong, 21 April 1961, on Kawasaki charter (Dr. George Wilson).

BESTWIND (1961-63) 1999 (3086)/48-6 (296.4 x 41.0', C4cy/9½k)

Built by Mitsubishi Jukogyo K.K., Yokohama (#736) for Tozai Kisen K.K., Yokohama as TOZAI MARU. 1961 sold to Northwind Nav. Co. (Panama) Ltd, Panama r. BESTWIND. 1963 sold to Neptune Marine Corp. (P. S. Li, Hong Kong) Liberia and placed on charter to Indonesia. 1965 arrested in Indonesia. 1966 recovered by owners. 10/66 sold to Hong Huat Hardware Co. Ltd, Singapore for scrapping at Singapore. Q1/1968 rep. broken up.



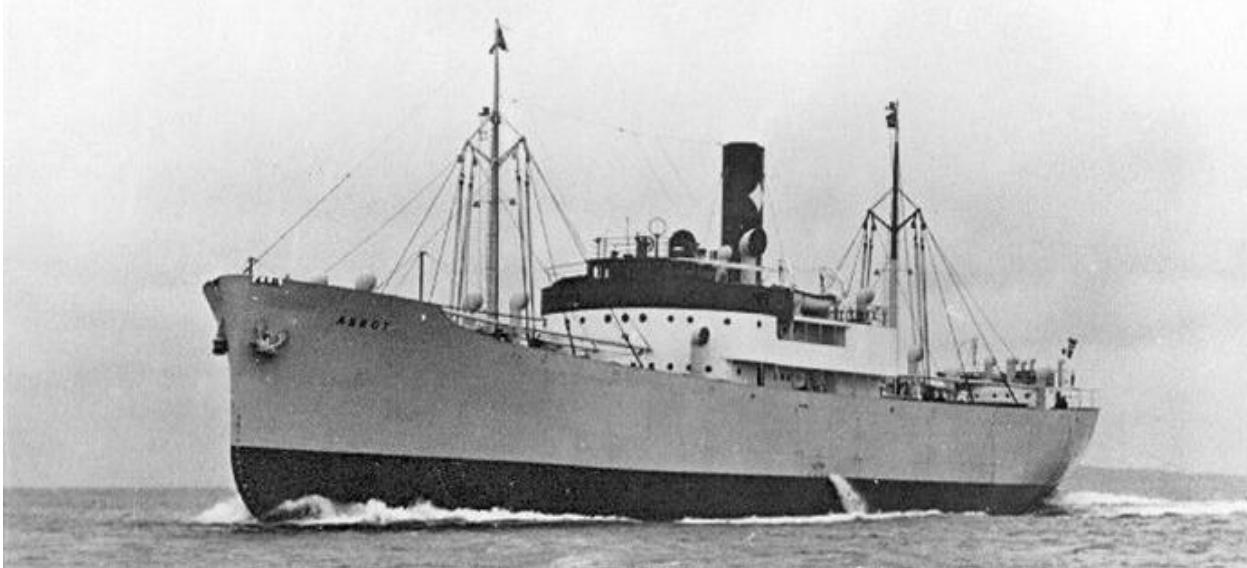
TOZAI MARU on builder's trials in Tozai colours and with SCAP number T289 (Mitsubishi Jukogyo).



BESTWIND at Hong Kong, 29 January 1964 (Dr. George Wilson).

HIWIND (1961-64) 1399 (2500)/38-11 (258.0 x 42.4', C4cy/11k)

Built by A/S Fredrikstad Mek. Verksted, Fredrikstad (#292) for Rederi-A/S Aladdin (J. T. Farsjø), Oslo as ASKOT. 4/40 Notraship mgrs. 3/57 sold to Ceylon Shg Lines Ltd, Colombo r. ATTANAGALLA for Burma-Ceylon rice trade. 26/11/60 o/v Colombo-Hong Kong minor damage in collision in Outer Roads, Singapore with French-flag *Song-Be* (708/49) (ST, 27-28/11/60). 6/1/61 completed repairs at Kowloon Dock prior delivery to Northwind Navigation Co. (Panama) Ltd, Panama r. HIWIND and placed on charter to Indonesia. 1964 sold to Doreen Steamship Corp. S.A. (Fuji, Marden & Co. Ltd/Quincy Chuang, Hong Kong,), Panama r. ANGELINA but remained on Indonesian charter. 1/65 broken up by Fuji, Marden & Co. Ltd, Hong Kong [skipshistorie.net].

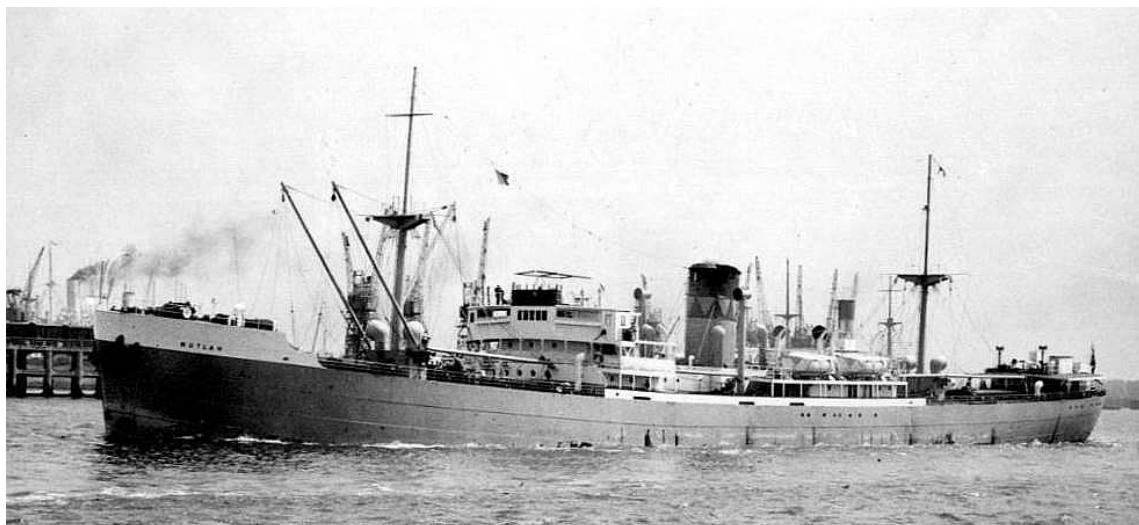


HIWIND as Norwegian-flag ASKOT, probably on trials

(<https://skipshistorie.net/Oslo/OSL368JTFarsjo/Tekster/OSL36819380100000%20ASKOT.htm>).

DELWIND (1963-65) 6652 (9910)/47-1 (431.10 x 55.3', M3cy/11k Doxford by Barclay, Curle & Co. Ltd, Glasgow)

Built by Charles Connell & Co. Ltd, Glasgow (#453) for James Nourse Ltd, London as MUTLAH. 7/63 sold for £80-85,000 to Zephyr S.S. Co. Ltd, Liberia r. DELWIND, chartered to Kawasaki Kisen for Japan-North America bulk and timber trade. 18/3/65 sd Hong Kong in ballast via Bangkok for Tha Sala, S.E. Thailand (to load ore for Japan) but 19/3 stranded on Bombay Reef c.380 nm S. of Hong Kong in South China Sea (16.03N, 112.36E), 20/3 most of crew taken off by *Straat Fremantle* and *Bencleuch*; 1/4 salvage tug *Tai Koo* stood by, 7/4 ship refloated but 8/4 (0300) rep. heavy swell had pushed back onto reef, CTL. 21/4/65 tenders closed for sale 'as lies', 5/65 sold to Man On & Co. to be broken up in situ [LR Foundation; SCMP, 25/5/65].



DELWIND as Nourse's MUTLAH (coll. Stuart Smith).

FASTWIND (1963-70) 7116 (10,207)/44-5 (b.c., 458.1 x 59.10', M8cy/??k by Mitsubishi Nippon H.I., Yokohama) Built by Kawaminami Kogyo K.K., Koyagishima (Nagasaki)(#A28) for Kokoku Kisen K.K., Kobe as 2ARS-type KIZAN MARU (6859 grt, T3cy). Rep. Q4/1953 broken up in Japan but 1954 sold to Sanoyasu Shoji K.K., Osaka r. IZUMI MARU. 1957 re-engined as motorship and rebuilt as bulk carrier. 1959 sold to Chuoh Kisen K.K., Tokyo (reg. Kobe) r. CHUSEN MARU. 1960 t/f to Daiichi Chuo Kisen K.K., Kobe. 18/10/63 sd Penang to Kokura. 12/63 del. to Windhouse S.S. Co. Inc. (Taiship), Liberia r. FASTWIND. 30/12 o/v Tsukumi-Chittagong arr. Singapore Roads in tow after engine failure. 26/2/70 arr. Hong Kong for breaking up by Lee Sing & Co., 25/3 work began [Schell register].



KIZAN MARU's sister YAMAMURA MARU showing original 2ARS profile (Fujiki coll.).



FASTWIND rebuilt as bulk carrier IZUMI MARU, at Vancouver, 1 May 1958 (Walter E. Frost/VCA).

WAYWIND (1963-69) 2877 (4700)/44-7 (328.0 x 46.6', T3cy/10k Canadian Foundries Ltd, Three Rivers) Built by Foundation Maritime Ltd, Pictou (N.S.) (#14) for Ministry of War Transport (Wm Robertson, mgr), London as collier CATARAQUI PARK. Early 1946 sold to Centre d'Approvisionnement de l'Indochine (Cie. des Messageries Maritimes, mgrs), Saigon r. PIGNEAU DE BEHAINE, 29/6 bunkering at Singapore, 11-12/46 Saigon-Pondicherry (3700t rice). 1948 sold to Cie de Transports Océaniques, Paris (reg. Saigon). 1955 sold to Cie Asiatique de Navigation, Djibouti (Fr. flag) r. AMBOULI. 1/56 advert. by C.T.O. line Singapore to Bangkok (F.E. Zuellig, agent). 9/7/56 arr. Singapore w. 3998t coal from Chinwangtao (ST, 10/7/56). c.5/58 placed on charter in Indonesia r. MUKALI. 1963 off charter, sold to Neptune Marine Corp. (Taiship/P.S. Li), Monrovia r. WAYWIND. 1967 t/f to Hiwind Nav. Co. Ltd, Monrovia. 25/10/69 arr. Hong Kong for demolition by Lee Sing Co. Ltd.



WAYWIND as PIGNEAU DE BEHAINE (www.marine-marchande.net/Perchoc/Perchoc-31/Pigneau.jpg)

SHIPWIND (1964-68) 7381 (10,116)/45-2 (444.10 x 56.6', M3cy/11k by Doxford & Sons Ltd, Sunderland (#722) for MOWT (Dodd, Thomson & Co. Ltd, mgrs), Sunderland as EMPIRE TAVOY. 1946 sold to Leeds Shipping Co. Ltd (Sir Wm. Reardon Smith & Sons Ltd), Bideford r. GREAT CITY. 11/64 sold to Taiship Co. Ltd, Hong Kong r. SHIPWIND. 1968 sold to Southern Shg & Ent. Co. Ltd, Hong Kong r. WING KWONG. 1969 t/f to Poon Shun-Po (reg. Mogadishu). 15/1/75 arrived at Shanghai for breaking up.



SHIPWIND at Hong Kong 14 November 1964 (Dr. George Wilson).

BANADOR (1964-74) 6674 (5814)/64-2 (446.3 x 60.11', M9cy/20k MAN)

Built by Kawasaki Dockyard Co. Ltd, Kobe (#1044) as 4-hatch reefer for Bana Nav. Co. Ltd, Liberia, 6/64 placed in long-term charter to Kawasaki Kisen for Ecuador-Japan banana trade. 1974 sold to United Lines Ltd (Tokumaru Kaiun K.K., Tokyo), Liberia r. OCEAN PLUM. 1976 r. GOLDEN APOLLO. 1977 sold to Polestar Lines S.A. (Taiyo Gyogyo K.K., Tokyo), Panama r. SILVER STAR. 17/4/80 demolition began at Inchon by Hang Sung Salvage Co.



Fast reefer BANADOR on speed trials, February 1964 (builder's photo).



BANADOR at Kawasaki D.Y., Kobe 8 February 1964 just prior to owner's trials (A.J. Kentwell).



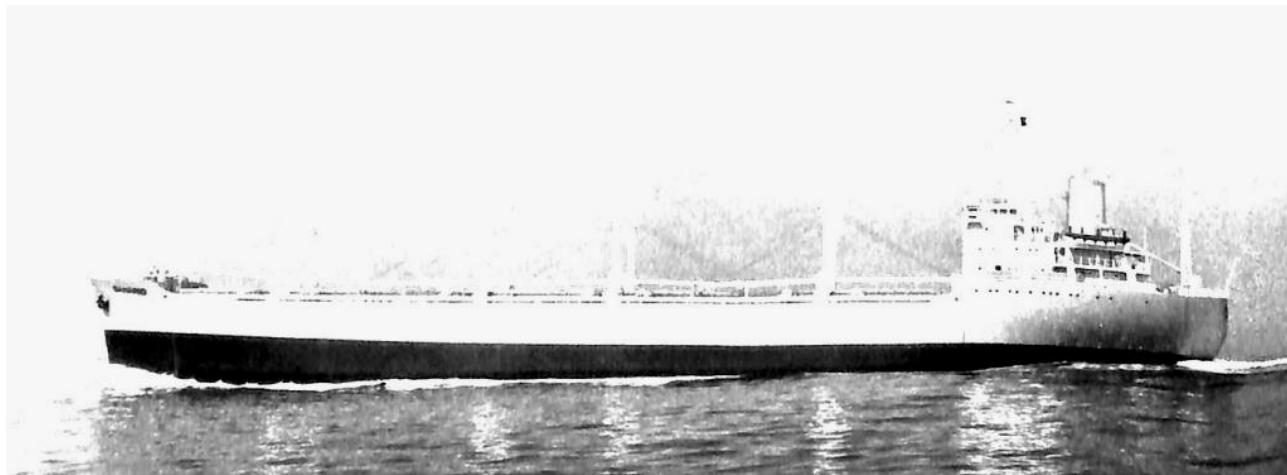
BANADOR at Hobart, March 1966 on Sven Salen charter (D. Kirby).



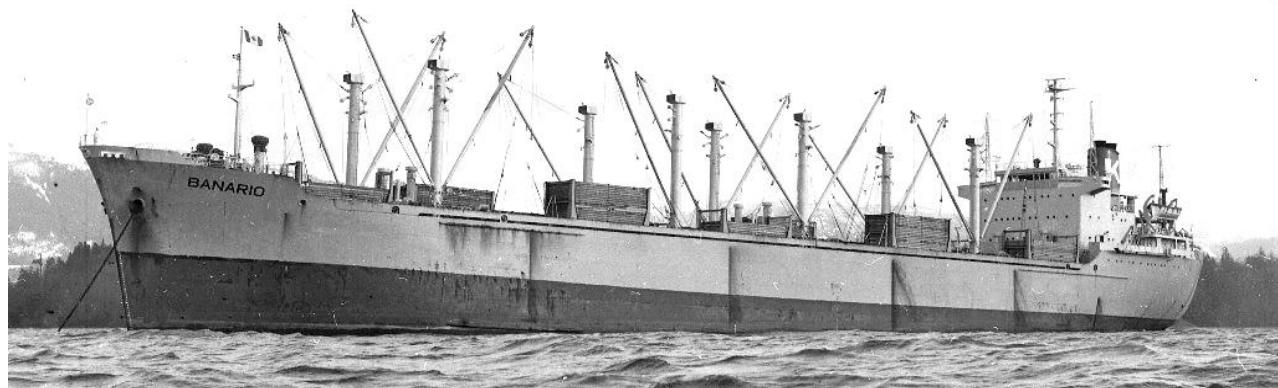
BANADOR as OCEAN PLUM at Rotterdam, 16 May 1975 (M. Cranfield).

BANARIO (1966-74) 9317 (16,399)/66-7 (b.c., 483.11 x 68.3', M6cy/14k (tr. 16.77k) MAN by Kawasaki D.Y. Co. Ltd, Kobe)

Built by Sanoyasu Dockyard Co. Ltd, Osaka (#246) for Bana Nav. Co. Ltd, Liberia as BANARIO. 1974 sold to Mar de Oro Naviera S.A. (Pan Ocean Bulk Carriers Ltd, Seoul), Panama r. PAN STAR. 1979 t/f to Pan Ocean Bulk Carriers Ltd, Busan r. PAN BLESS. 15/10/85 arr. at Busan for demolition by Seo Heung Salvage Corp., 4/11 work began.



BANARIO on lightship trials (Sanoyasu Dockyard).



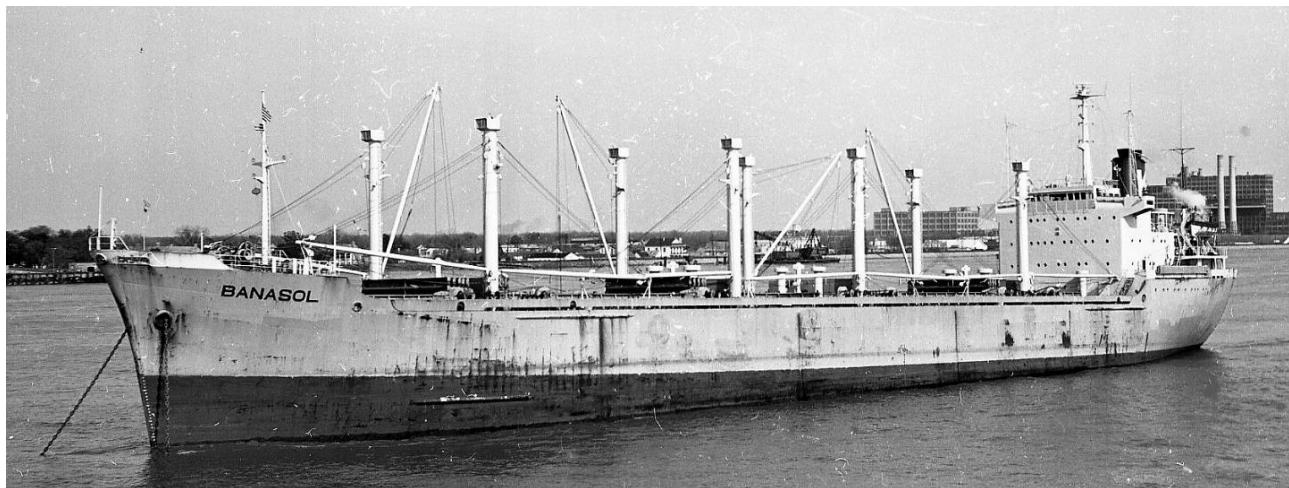
BANARIO at Vancouver, 7 January 1972 (Steve Klassen/coll. W. Schell).



BANARIO at Vancouver, July 1979, as PAN BLESS (?Ken Thompson/W. Schell per A. Duncan).

BANASOL (1966-71) 9317 (16,401)/66-9 (b.c., 483.11 x 67.5', M6cy/14.4k (tr. 16.82k) MAN by Kawasaki D.Y. Co. Ltd, Kobe)

Built by Sanoyasu Dockyard Co. Ltd, Osaka (#250) for Bana Nav. Co. Ltd, Liberia as BANASOL. 1971 sold to Pedder Shg Co. Ltd (Jardine, Matheson & Co. mgrs.), Liberia r. EASTERN GLORY. 1974 sold to Mogul Line Ltd, Bombay r. LOK PRABHA. 27/12/76 o/v Mormugao-Eregli (ore) broke in two and sank and sank off Boyacikoy, Upper Bosphorus after collision with *Matsesta* (9695/64).



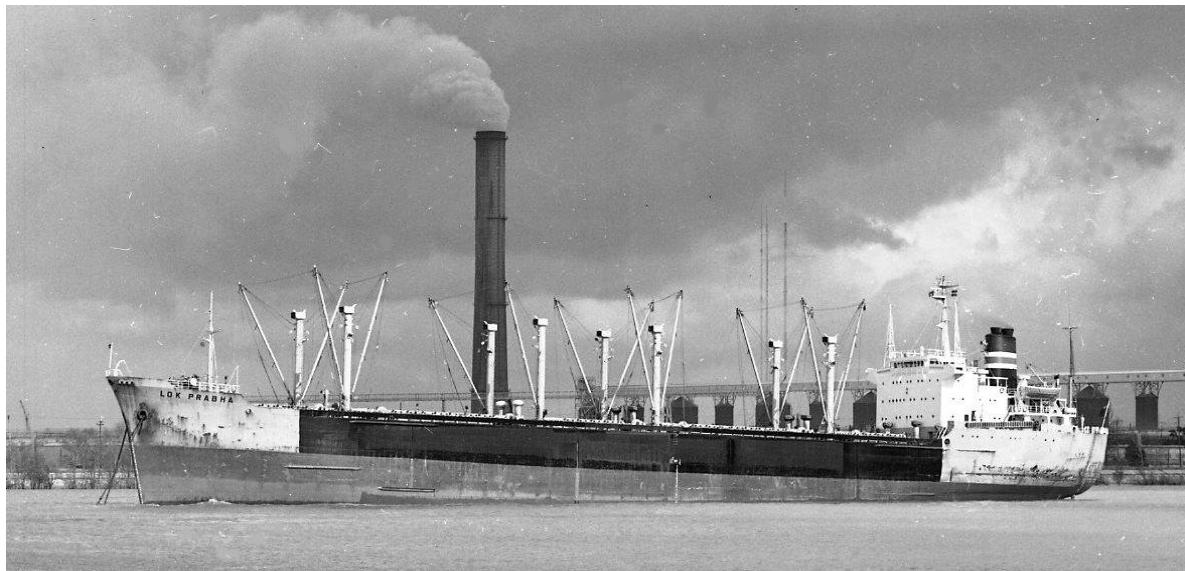
BANASOL at New Orleans, March 1969, on Kawasaki charter (Eric Johnson/coll. W.A. Schell).



BANASOL in the St. Lawrence, 1 August 1970 on Kawasaki charter (Martin Klingsick).



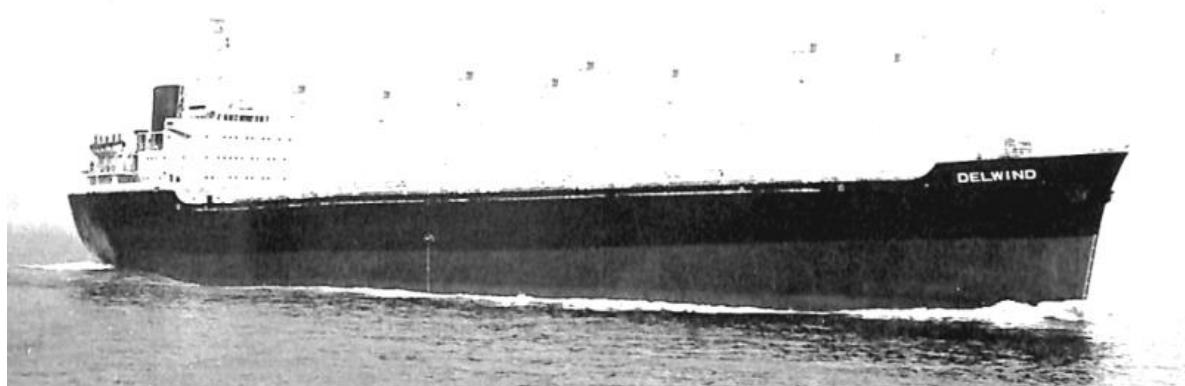
BANASOL as EASTERN GLORY at New Orleans, Sept. 1972 on charter to Daiichi Chuo Kisen
(Eric Johnson/coll. W.A. Schell).



BANASOL at New Orleans, December 1973, as Indian-owned LOK PRAHBA (Eric Johnson/coll. W.A. Schell).

DELWIND (II) (1966-74) 9317 (16,392)/66-10 (b.c., 483.11 x 67.5', M6cy/14.4k (tr. 16.94k) MAN by Kawasaki D.Y. Co. Ltd, Kobe)

Built by Sanoyasu Dockyard Co. Ltd, Osaka (#251) for Taiship Co. Ltd, Liberia as DELWIND. 1974 sold to Soc. Partenopea di Nav. S.p.A., Naples r. SPAN SECONDA. 1978 conv. to ro-ro (5422 grt) r. CLARA EXPRESS. 29/10/83 scuttled off Algiers.



DELWIND on lightship trials (*Fune no Kagaku*).



DELWIND in Sydney Harbour, 17 February 1968, awaiting a berth to discharge a deck cargo of lumber from British Columbia (J. Mathieson/NAA)

WINDFORD (1968-76) 9745 (16,296)/68-10 (b.c., 471.6 x 71.8', M6cy/14½k MAN by Kawasaki DY, Kobe)

Built by Sanoyasu D.Y. Co. Ltd, Osaka (#274) for Windsor Co. Ltd (Taiship), Liberia. 3/69 on charter to Kawasaki Kisen North America-Japan route carrying logs for Antaku Sangyo. 1976 sold to USSR (Far-Eastern Sg Co.), Vladivostok r. UELEN. 1991 t/f to Black Sea Shg Co., Odessa. 1996 sold to Hydra Bulk Carriers Ltd (Morea Freight Brokers Ltd), Valletta r. H-STAR. 2/01 arr. at Alang for demolition.



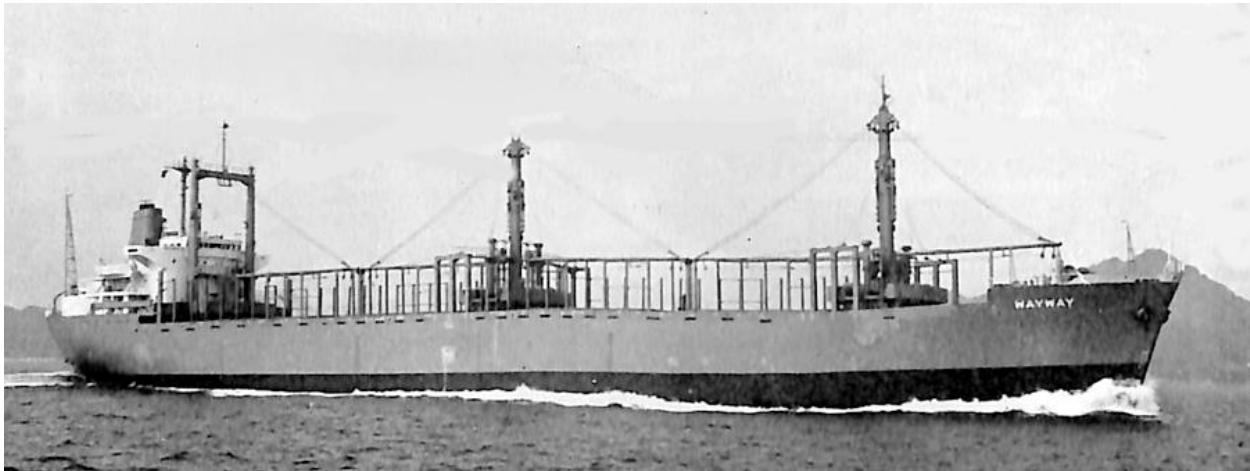
WINDFORD on trials, probably in Mitsui-OSK colours (Sanoyasu D.Y.).



WINDFORD as Russian-flag UELEN in the St. Lawrence, April 1984 (Marc Piche).

WAYWAY (1968-78) 13553 (23,591)/68-12 (b.c., 564.4 x 81.6', M7cy/17k) B&W)

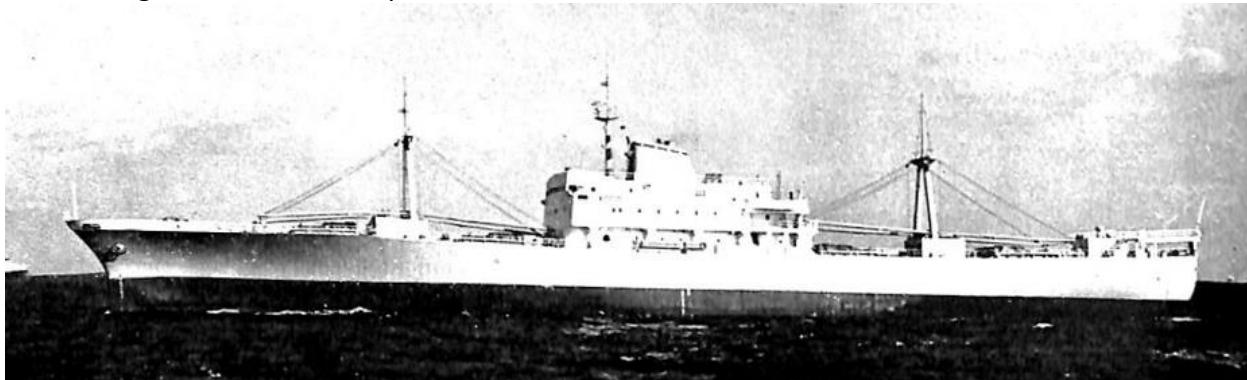
Built by Hitachi Zosen K.K., Innoshima (#4238) for Windsor Shg Co. Ltd, Liberia. 3/69 on charter to Kawasaki Kisen North America-Japan route carrying logs for Nichimen Jitsugyo. 4/78 sold to Langit (Panama) S.A. (Korea Shipping Corp. Ltd), Panama r. MIPO. 1980 sold to Eminence Maritime Inc. (Fraternavis Mgt Inc.), Piraeus r. DEKA CONCORDE. 1985 t/f to Gentleoceans Shg Co., Limassol. R. GENTLEOCEANS. 1986 sold to Oceanvalley Marine Co. Ltd, Limassol r. S.V. PENTE. 1/4/87 sd Osaka for Yantai (Shandong) for demolition.



WAYWAY on trials with stanchions for on-deck logs (Hitachi Zosen).

BANAGRANDE (1969-77) 7005 (7029)/69-1 (462.8 x 60.10', M9cy/21-23.3k (tr.) MAN)

Built by Kawasaki D.Y. Co. Ltd, Kobe (#1098) as reefer for BNC, Liberia, placed on long term charter to Kawasaki Kisen. 1977 sold to Irvington Inv. Co. Ltd (Reefer Lines Pte Ltd, Singapore), Liberia r. APPLE BLOSSOM. 23/10/84 sd Osaka for Shanghai to be broken up.



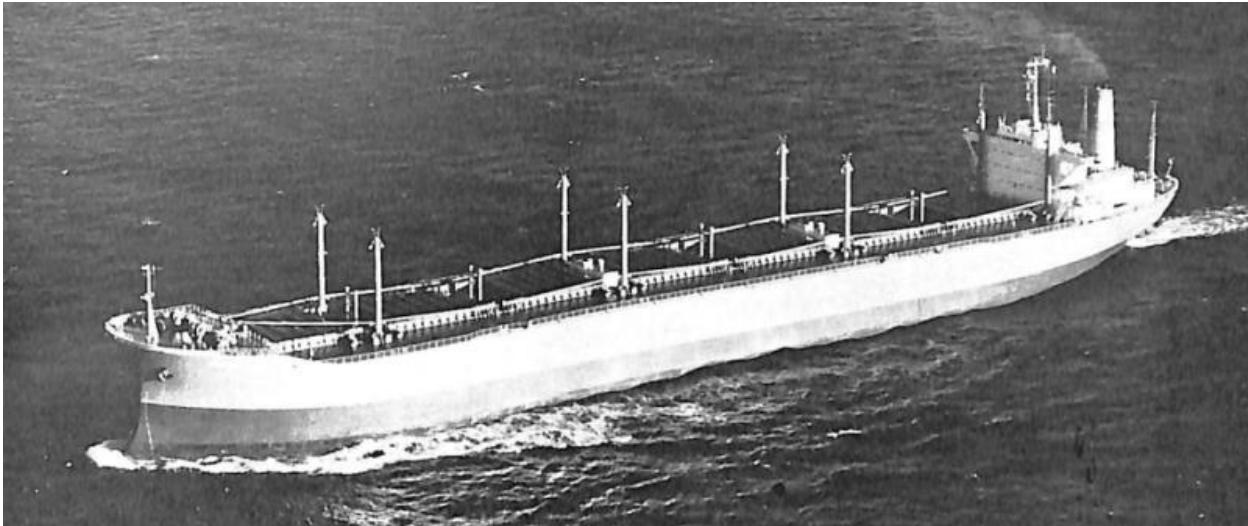
Reefer BANAGRANDE on trials (*Fune no Kagaku* 3/69).



BANAGRANDE on Vaccaro Bros. (Standard Fruit) charter (coll. W. Schell).

BLESSING (1969-73) 30,695 (60,542)/69-10 (b.c., 738.2 (BB) x 105.9', M6cy/15k Sulzer by Mitsubishi Zosen, Harima)

Built by Maizuru Jukogyo Ltd, Maizuru (#1441) for Blessing Nav. Co. Ltd (Taiship), Liberia. 1/73 del. at Kobe to Astro Duradero Armadora S.A. (John C. Hadjipateras & Sons), Piraeus r. K. HADJIPATERAS. 1981 sold to Fasta Sg Inc. (Global Shipping Co., Ltd), Panama r. GLOBAL PACIFIC. 1983 t/f to Global Sg Co Ltd, Busan. 1984 sold to Pan Ocean Sg Co Ltd, Busan. 1988 sold to Volkan Denizcilik ve Ticaret A.S. (Zihni Turgut Guneri Successors), Istanbul r. AMASRA Z. 1989 t/f to Santiago Sg Ltd, Panama. Prior 31/12/92 del. to be broken up in China.



Seven-hatch bulk carrier BLESSING on builder's trials (*Fune no Kagaku* 1/70).



BLESSING subsequently as Greek-flag K. HADJIPATERAS (Malcolm Cranfield).



BLESSING as Greek-flag K. HADJIPATERAS (Arne Sognnes/Shipsspotting).

OCEANIC (1969-76) 4825 (7-60)/1960-3 (396.1 x 54.11', M6cy/13k Sulzer)

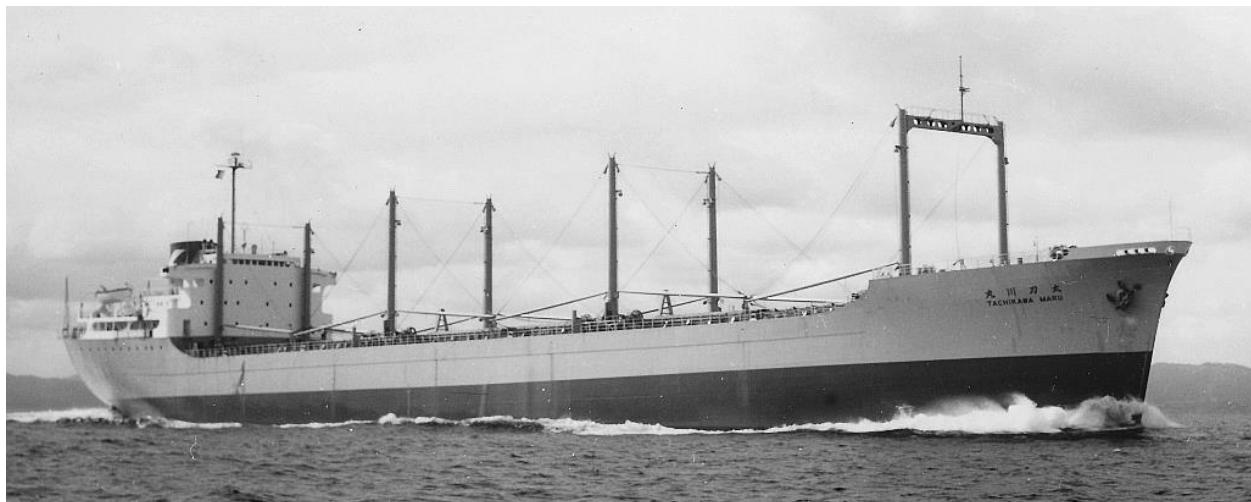
Built by Hitachi Zosen K.K., Mukaishima (#3883) for Kokko Kaiun K.K., Osaka as SHIGESHIMA MARU. 1965 sold to Kokuyo Kaiun K.K., Kobe. Late 1969 sold to Ocean Industries Corp. Inc. (Taiship), Liberia r. OCEANIC. 1976 sold to PT Pelayaran Samudera Karana Line, Jakarta r. KARANA ENAM [VI] for Indonesia-Japan line. 21/3/84 arr. Kaohsiung for demolition by Shyeh Sheng Huat Steel & Iron Works Co. Ltd., 27/3 work began.

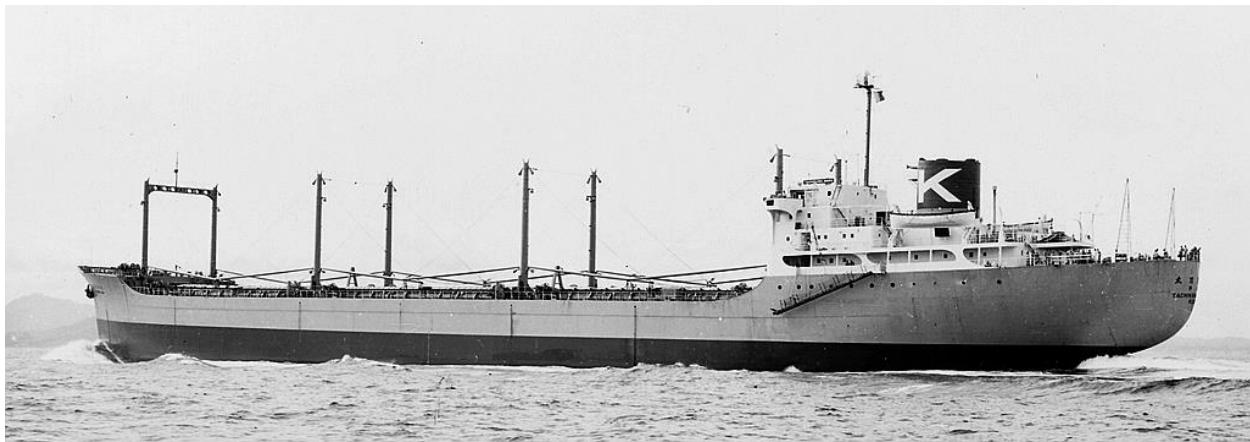


I. Okubo painting of OCEANIC as SHIGESHIMA MARU for launch postcard.

BANALUNA (1970-71) 13,616 (21,733)/61-10 (572.3 x 74.4', M8cy/13½k MAN)

Built by Kawasaki D.Y. Co. Ltd, Kobe (#1009) for Kawasaki Kisen K.K., Kobe as 3-hold ore carrier TACHIKAWA MARU. 1966 t/f to Miyachi Kisen K.K., Kobe. 1970 sold to BNC, Liberia r. BANALUNA. 12/11/71 o/v Tolosa (Tacloban, Leyte)-Kokura (due 16/11) for Kawasaki Kisen (magnetite) last rep. in 19.24N, 127.21E, disappeared during typhoon 'Irma' with all 35 crew (Capt. K. Yumoto).





TACHIKAWA MARU which became the ill-fated BANALUNA, on trials (Kawasaki D.Y.).

GRACE (1971-81) 31,994 (64,912)/71-6 (Panamax, 228.69bb x 32.24m, M7cy/15k)

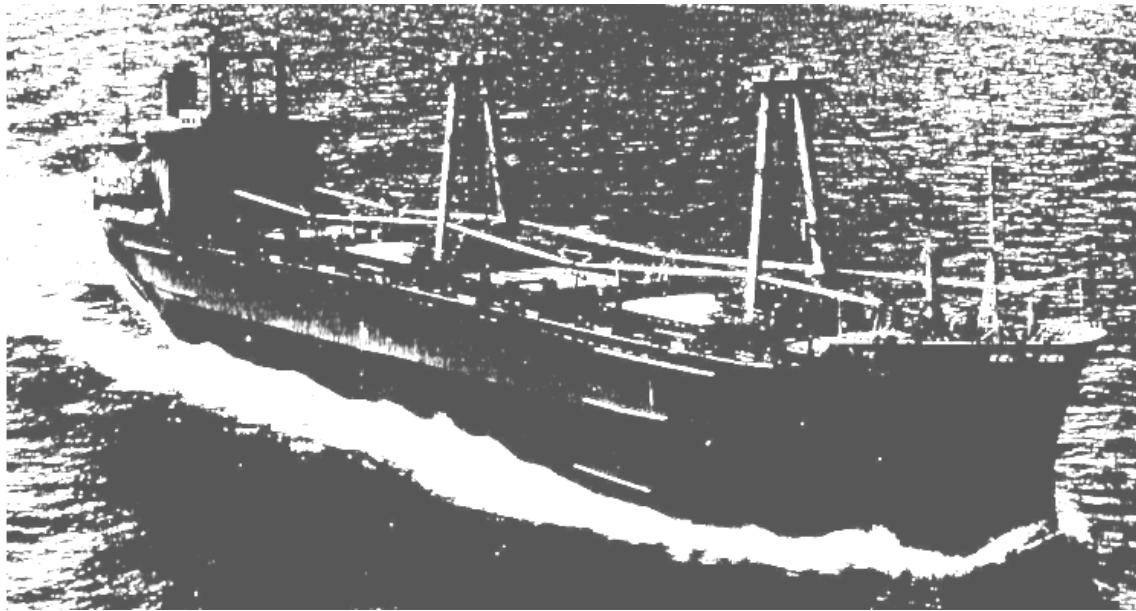
Built by Kawasaki H.I. Ltd, Kobe (#1157) for Blessing Co. Ltd (Taiship), Liberia. 5/81 sold to Sam Ick Lines Co. Ltd, Seoul (reg. Inchon) r. SAMICK ATLANTIC. 1985 sold to Pan Ocean Shg Co Ltd, Seoul (reg. Inchon). 1995 sold to Tristar Shg Lines Ltd, Karachi r. DELTA PEACE. 1998 sold to Hawai Shg Ltd, Belize r. PEACE. 28/1/99 o/v Hamburg-Korea (scrap) foundered off Colombo whilst awaiting repairs.



GRACE as SAMICK ATLANTIC (Roger Hurcombe coll.).

HOLY (1971-83) 9426 (16,300)/71-2 (b.c., 140.0 x 20.5m, M6cy/15k (tr. 18.02k) MAN by Kawasaki D.Y. Co. Ltd, Kobe)

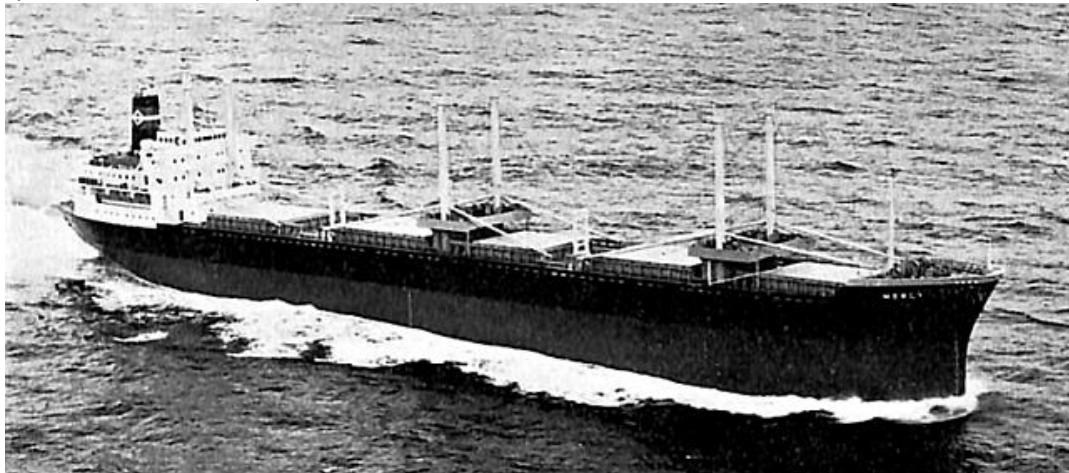
Built by Sanoyasu Dockyard Co. Ltd, Osaka (#300) as geared bulk carrier for Holy Co. Ltd/Taiship, Liberia. 1983 sold to Goldfields Shg Co. Ltd, Liberia r. CITY OF RIO. 1/2/84 attacked and set on fire by Iraqi aircraft in Khor Musa Channel, beached on fire at Bushire. 6/2/85 arr. at Gadani Beach for demolition.



HOLY on trials (Sanoyasu Dockyard).

MERCY (1972-82) 14,783 (26,041)/72-10 (b.c., 172.88 x 22.86m, M 8cy/15k) B&W by Hitachi

Built by Hitachi Zosen, Maizuru (#163/4430) for Safety Co. (Liberia) Ltd (Taiship), Liberia. 1982 sold to Cemre Deniz Ticaret ve Nakliyat AS, Istanbul r. CEMRE 1. c.9/03 r. BANGLA SAHIB (owners unknown). 21/3/04 del. at for demolition (location unknown). [Identical sister ISLAND SUN]



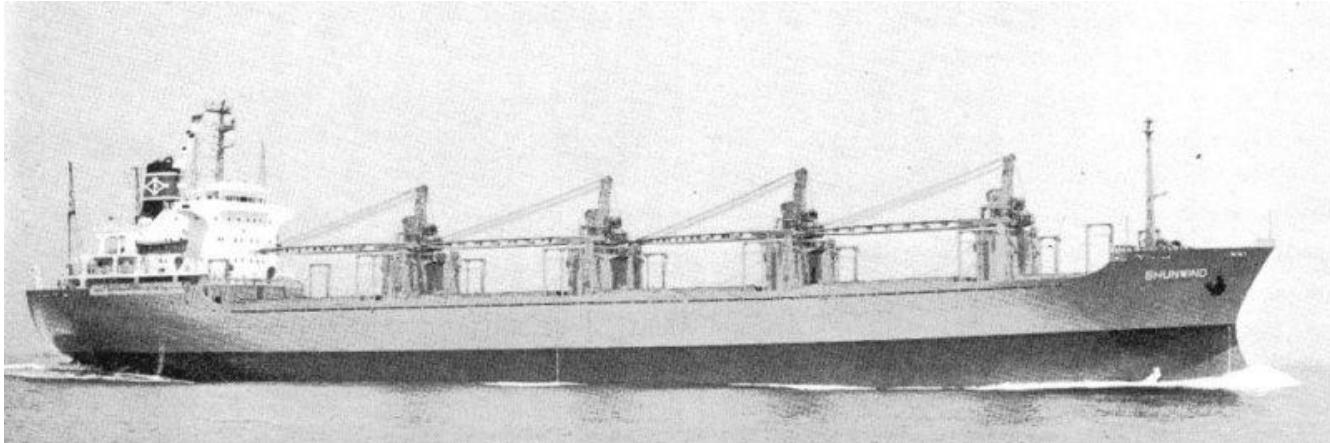
MERCY on trials in Daiichi Chuo colours (Hitachi Zosen).



MERCY as CEMRE I, Hamburg September 1994 (Joerg Sayler/Shipspotting).

SHUNWIND (1973-83) 15980/73-5 (171.95-25.0m, M7cy/17.559k-14.25k by IHI, Aoi)

Built by Hayashikane S.B. & E., Shimonoseki (#1170) for Shunwind Co. Ltd (j.v. Shun Cheong S.N. Co. Ltd and Taiship), Monrovia as SHUNWIND. 1983 sold to Pan Ocean Shg. Co. Ltd, Inchon r. SAMMI BLONDE. 1999 sold to Icepearl Shg Line S.A. (Chang Myung Shg S.A. mgrs.), Phnom Penh r. C. MORNING. 1/04 sold to Ace Harvest Group Ltd (E-Maritime Pte. Ltd, mgrs.), Phnom Penh r. NOORAINA. 1/05 r. N. MINHAJ. 2/05 reported broken up in China. [Sister ASIA DALE, Worldwide group]



SHUNWIND running trials with Iino Kaiun funnel colours (Hayashikane S.B. & E.).

VERONICA (1973-83) 6254 (8130)/73-11 (105.70 x 18.04m, M6cy/12k by Hanshin Nainenki K., Kobe)

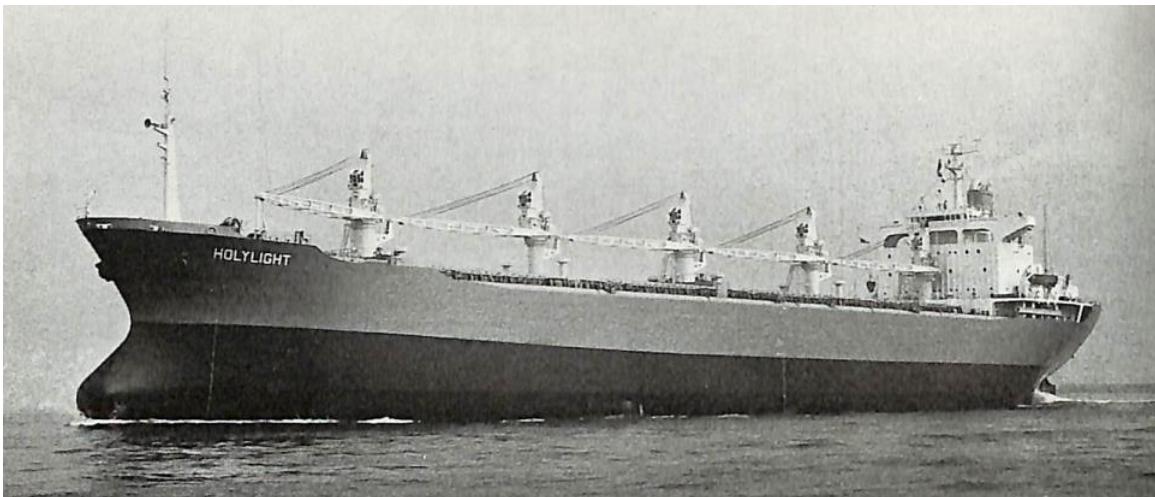
Built by Asakawa Zosen K.K., Imabari (#221) for Veronica Co. Ltd (Taiship), Liberia 1983 sold to Harald Wood Shg Co. Ltd, Limassol r. MATA II. 1988 sold to Carson Shg Co. S.A., San Lorenzo (Ho.) r. TAMA II. 1988 sold to Galaxy Nav. Corp., Panama r. VERONICA. 1989 sold to Uniwise Marine Corp., Panama r. UNIWISE. 1996 sold to SV Marine Co. Ltd, Bangkok r. SV GLORY. 2/9/97 arr. at Sachana, Thailand for demolition.



Log carrier VERONICA (Gerolf Drebes).

HOLYLIGHT (1974-81) 22,246 (41,102)/74-11 (b.c., 173.01 x 27.64m, M7cy/15½k (tr, 17.05k) Sulzer by Sumitomo S.B. & Mchry Co. Ltd, Tamashima)

Built by Sanoyasu Dockyard Co. Ltd, Osaka (#328) for Holy Co. Ltd/Taiship, Liberia. 1983 t/f to Alameda Co. Ltd/Taiship, Liberia r. ALAMEDA. 1983 sold to Alnav Shg Corp., Piraeus r. ALMI SKY. 6/88 r. MARY L. 8/95 sold to Cruise Nav. Inc., Piraeus r. SEA DREAM. 3/8/98 caught fire 200nm off Dakar. 19/1/99 wrecked off Alexandria while in tow.

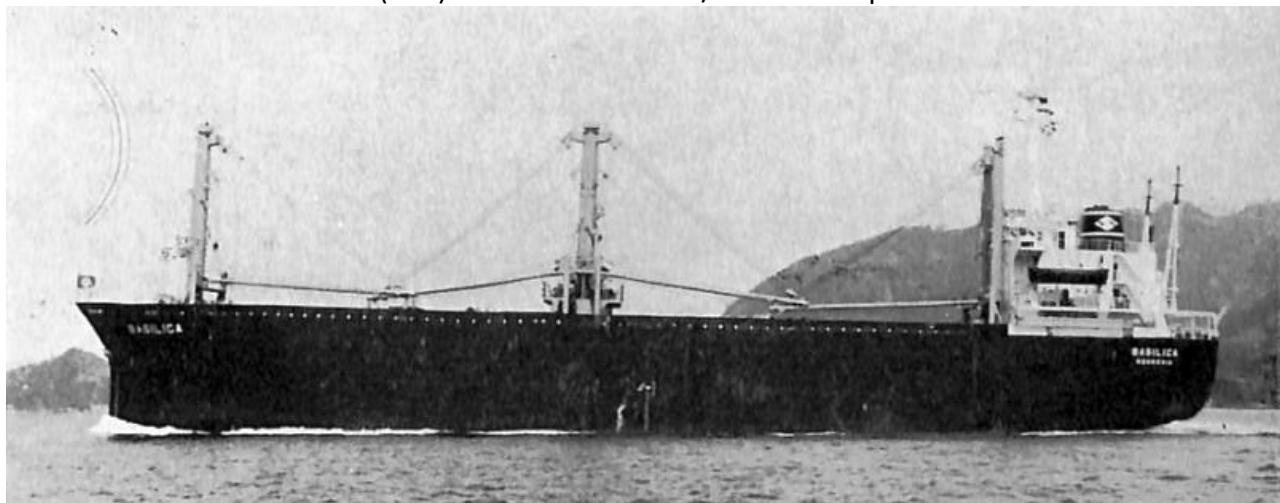


HOLYLIGHT on lightship trials in evident Mitsui-OSK colours (Sanoyasu Dockyard).



HOLYLIGHT as SEA DREAM at Amsterdam, 28 February 1998 (har/shipspotting).

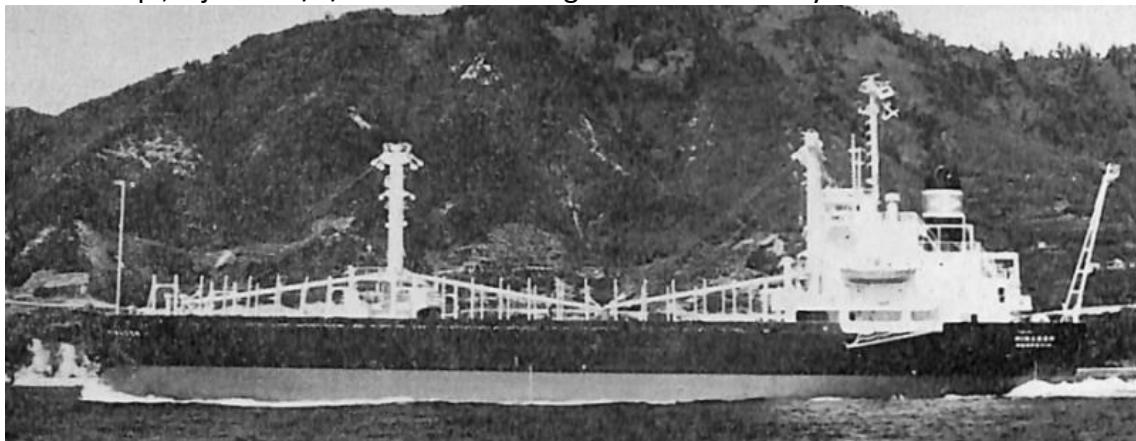
BASILICA (1974-91) 6257 (8127)/74 (gc, 105.7 x 18.19m, M6cy/12k Mitsubishi by Akasaka Tekkoshō, Yaizu) Built by Asakawa Zosen K.K., Imabari (#227) for Veronica Co. Ltd (Taiship), Liberia. 1991 sold to PT Tanto Intim Line, Surabaya r. TANTO JELITA. 1992 r. TANTO MAS. 1992 r. GOLD FAITH. 1995 r. ELEONORA No.8. 1995 r. BONITA. 1995 r. ANDREAS. 1995 sold to PT Hotama Lestari (Ind.) r. LESTARI MULIA. 1999 sold to Michael Kaa Von (Ind.) r. CENDIKIAWAN. 2003 r. AMPANA. 2003 sold to Rozario Ltd, Panama r. BENOA. 2005 r. HO SHUN. 2008 sold to PT Citra Buana Bahari (Ind.) r. NEPTUNUS XI. 10/11 broken up at Jakarta.



BASILICA on trials (Sempaku, July 1974).

MINADOR (1974-84) 4887 (5953)/74-11 (gc, 100.5 x 18.65m, 2M6cy/12½k by Akasaka Tekkosho, Yaizu)

Built by Asakawa Zosen K.K., Imabari (#237) for Mina Co. Ltd (Taiship), Liberia. 1984 sold to Trinos Shg Corp., Panama r. VIJERA. 1991 t/f to Cool Wind Nav. Corp., Kingstown. 1992 t/f to Losinjska Plovidba, Rijeka. 1994 t/f to Cool Wind Nav. Corp., Rijeka. 28/2/02 arrived at Aliaga for demolition by Yazici-Resa.



MINADOR on trials (*Sempaku*, January 1975).



MINADOR as VIJERA (Frafo/Shipspotting).

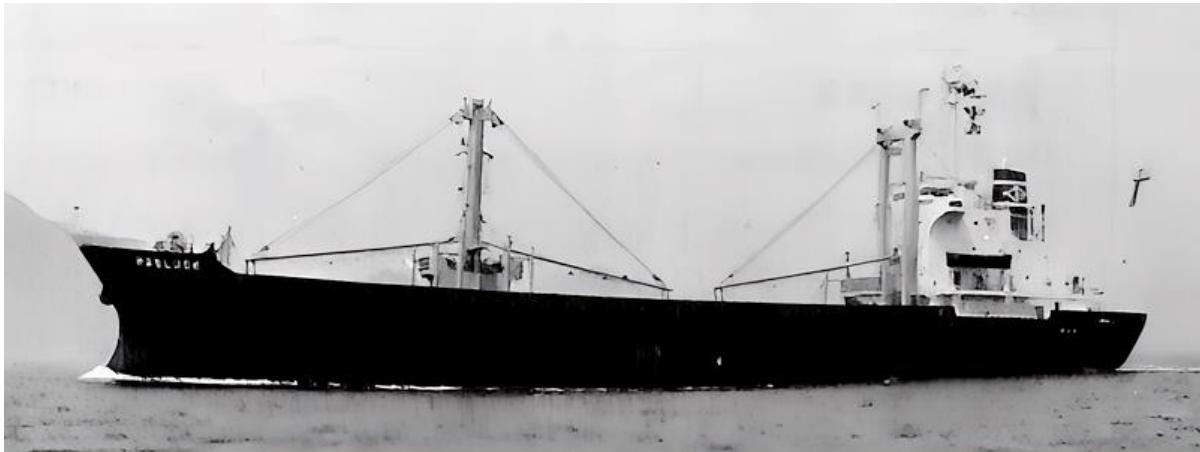
MINAROSA (1975-84) 4837 (5972)/75-1 (gc, 100.5 x 18.65m, 2M6cy/12k by Akasaka Tekkosho, Yaizu)

Built by Asakawa Zosen K.K., Imabari (#240) for Mina Co. Ltd (Taiship), Liberia. 1984 sold to Renzior Securities Corp., Panama r. NADA. 1986 sold to Trinos Sg Corp., Panama. 1989 t/f to Yugoslav flag r. RASA. 1991 t/f to VCT flag, Kingstown. 1992 t/f to Cool Winds Nav. Corp., Rijeka. 18/9/03 arr. Mumbai for demolition.



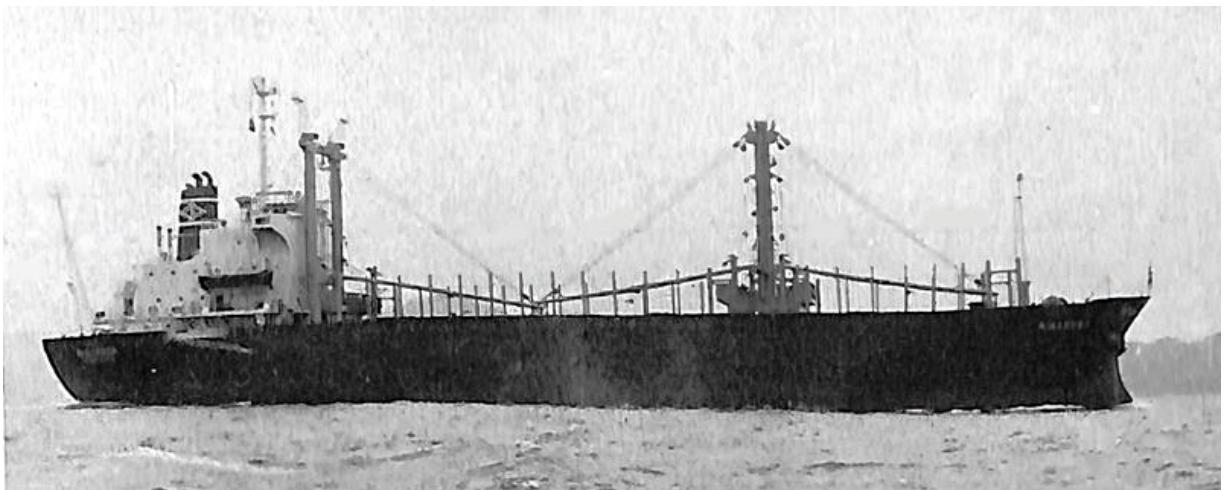
MINAROSA as NADA (Gianpaolo/Shipspotting).

MASLUK (1975-84) 4756 (6147)/75-6 (gc, 102.2 x 18.6m, 2M6cy/12k by Akasaka Tekkoshō, Yaizu)
Built by Asakawa Zosen K.K., Imabari (#245) for Paloma Co. Ltd (Taiship), Liberia. 1984 sold to P.T. Per. Pel. Samudera Gesuri Lloyd, Jakarta r. INDOBARUNA II. 16/2/91 o/v Pohang-Funabashi foundered and lost with all hands 15 miles S. of Omaezaki 16.2.91.



MASLUK on trials in Iino Kaiun colours (*Sempaku*, October 1975).

MASBON (1975-84) 4756 6150)/75-11 (gc, 102.2 x 18.6m, 2M6cy/12k by Akasaka Tekkoshō, Yaizu)
Built by Asakawa Zosen K.K., Imabari (#242) for Madonna Co. Ltd (Taiship), Liberia. 1984 sold to P.T. Per. Pel. Samudera Gesuri Lloyd, Jakarta r. INDOBARUNA I. 1985 t/f to P.T. Indobaruna Bulk Tpt 1/4/00 arr. at ?? for demolition.



MASBON on trials in Iino Kaiun colours (*Sempaku*, July 1975).

RAMONA (1975-94) 6333 (8144)/75-8 (gc, 105.7 x 18.01m, M6cy/12½k by Akasaka Tekkoshō, Tokyo)
Built by Kagoshima Dock Co. Ltd, Kagoshima (#78) for Taiship Co. Ltd, Liberia. 1976 t/f to Eno Co. Ltd, Liberia. 1994 sold to Master Ocean Shg Ltd, Kingstown r. SAMSUN CREATOR. 27/12/95 abandoned and 29/12 sank in 29.12N, 123.22E.



RAMONA at Komatsujima 29 May 1988 (Roger Hurcombe).

LAVINIA (1976-94) 6329 (8144)/76-7 (gc, 105.47 x 17.99m, M6cy/12k by Akasaka Tekkoshō, Tokyo)
Built by Kagoshima Dock Co. Ltd, Kagoshima (#79) for Top Co. Ltd, Liberia. 1994 sold to Hin Lung Shg S.A., Panama. 9/11 RLR, 'existence in doubt'.



LAVINIA at Kobe 21 September 1988, Iino Kaiun charter (Roger Hurcombe).

RIO LINDO (1976-78) 70,787 (139,506)/76-5 (ore-oil, 273.2(BB) x 44.05m, M7cy/16k MAN)
Built by Kawasaki D.Y. Co. Ltd, Kobe (#1226) for Rioship Co. Ltd (Taiship), Liberia for charter to Kawasaki Kisen. 1978 sold to Empresa Maritimas del Estado, Valparaiso for service Huasco-Japan (iron pellets) r. VIÑA DEL MAR. 13/9/96 arr. Chittagong for demolition by Ocean Steel, 14/9 work began.



RIO LINDO on builder's trials in Kawasaki colours (Photo from William Wu who was on bridge).



RIO LINDO as Chilean-flag VINA DEL MAR (John Sins/Shipspotting).

DELWIND (III) (1980-82) 63,742 (117,805)/73-1 (b.c., 263.7 x 52.1m, M9cy/15½k B&W)

Built by A/B Uddevallavarvet, Uddevalla (#248) for A/B Monacus (Märta Bergman), Uddevallavarvet as CONSTANCE. 24/1 del. to A/B Kungsoil, Kungsbacka (same mgrs). 4/9/75 mgrs Leif O. Königsson, Kungsbacka. 6/78 sold to Munkedals A/B, Sweden. 4/80 sold for US\$23.2m. to Eno Co. Ltd, Panama r. DELWIND. 9/82 t/f to Hornchurch Ltd, Hong Kong r. HORNCHURCH. 9/5/87 del. at Chiba to Sole Shg Co. Ltd, Limassol r. CAPE PIONEER. 5/88 sold to Jewsbury Ltd (Unique Shg Agencies Ltd), Hong Kong r. UNIQUE PIONEER. 7/2/91 sold to Atlantic Maritime Enterprises S.A., Piraeus, Hellas/Majuro, Marshall Islands r. COMPASS ARROW. 2/9/91 resold to Compass Maritime Corp., Majuro r. PAN MAPLE. 12/92 sold to Cavourette Shg Co. Ltd, Limassol r. MACLEADER. 10/94 sold to Sea Justice S.A., Piraeus r. LEADER. 1996 sold to Electra Maritime Ltd (Electra Maritime S.A., Piraeus), Limassol. 30/8/96 arr. Chittagong for demolition by S Trading Corp.

[<https://skipshistorie.net>]



DELWIND as COMPASS ARROW (Brian Fisher/Shipspotting).

ALAMEDA (1981-83) 9426/71-2

see HOLYLIGHT (1974-81)

KASTANIA (1981-84) 3811 (6486)/81-2 (log carrier, 105.57 x 16.31m, M6cy/12½k by Hanshin Diesel Works) Built by Higaki Zosen, Imabari for Panama Transworld Leasing S.A. (Maya Enterprise K.K./Taiship), Panama. 1984 sold to South Malaya Leasing Sdn Bhd, Kuala Lumpur r. KEMPAS. 1985 sold to Pomex Maya Sdn Bhd, ?? r. POMEX PROGRESS. 1988 sold to C.I. Cosmos Panama Inc., Panama r. CORNUS. 1992 r. CORAL CROWN. 1996 sold to Orlando Shg Ltd, Limassol r. LINK ASIA. 1996 sold to Bonex Shg & Air Freight Corp., Busan r. BONEX GLORY. 2002 sold to Union Progress Marine Ltd, Kingstown (VCT) r. UNION PROGRESS. 2006 sold to Trustrade Enterprises Pte Ltd, Singapore (reg. Belize) r. CONSULAR. 2010 re-reg. at Freetown (S. Leone) r. AMBASSADOR VII. 2010 sold to PT Fajar Siddiq Lines, Sabang (Ind.). NFI.



KASTANIA as Honduran-flag CONSULAR, at Kakinada, India October 2007 (foggy/Shipspotting).



KASTANIA as CONSULAR, off Singapore February 2008 (Frafo/Shipspotting).



As CORNUS loading containers at Kobe and as AMBASSADOR VII in fog with log cargo at Singapore (both R. Hurcombe, 2/12/91 and 10/6/10).

HORNCHURCH (1982-87) 63,742/73 see DELWIND (1980-82)

DONPAFU (1983-c.88) 32,912 (69,203)/83-8 (b.c., 235.3 x 32.3m, M6-cy/13k Sulzer Mitsubishi H.I., Kobe)
Built by Imabari Zosen, Marugame (#1110) as gearless bulk carrier for Donpafu Co. (Taiship mgrs), Panama. By 1989 mgrs. M.G.S. Managers Co. Inc., Kowloon. 3/93 sold to Mercury Shg Corp. (Kobe Kisen K., Tokyo mgrs.), Manila r. EATON BREEZE. 7/95 sold to Cosco (Singapore) Pte Ltd, Singapore r. JURONG SEA. 9/2006 t/f to Cosco-DTP Shg Co. Ltd, Shenzhen r. PENG ZHEN. 23/4/12 arr. Jiangmen for demolition by Jiangmen Zhong Xin Shipbreaking Co.



DONPAFU clearing Osaka Bay, 10 August 1992, bound Sakaide to Newcastle for coal
on Kawasaki charter (R. Hurcombe)



DONPAFU as JURONG SEA at Rio Grande, Brazil on 3 July 2006 (Marcelo Vieira/Shipspotting)

BARRYDALE (1984-90) 6,513/73-12 (reefer, 134.5 x 20.5m, M10-cy/20.5k MAN)

Built by Kawasaki Dockyard Co. Ltd, Kobe (#1182) as 4-hatch reefer for Elders & Fyffes (Shiplease) Ltd, London as MANZANARES. 4/84 sold to Barrydale Shg Ltd (Taiship), Hong Kong r. BARRYDALE. 7/10/90 arr. Piraeus, where 12/90 del. to Margarita Shg S.A. (Enterprises Shg & Tdg S.A., Athens mgrs), Nassau r. MARGARITA. 1/3/99 demolition commenced at Alang by Mahavir Inductomelt.



BARRYDALE arriving at Puerto Limon, Costa Rica February 1985 (Benoit Donne/SK edit).

BLUESTREAM (1984-91) 6,513/73-4 (reefer, 134.5 x 20.5m, M10-cy/20.5k MAN)

Built by Kawasaki Dockyard Co. Ltd, Kobe (#1181) as 4-hatch reefer for Elders & Fyffes (Shiplease) Ltd, London as MAGDALENA. 4/84 sold to Bluestream Ltd (Taiship), Hong Kong r. BLUESTREAM. 12/90 sold and 1/91 del. to Myrtia Marine S.A. (Enterprises Shg & Tdg S.A., Athens mgrs),, Nassau r. MYRTIA. 3/6/99 demolition commenced at Mumbai.



BLUESTREAM departing Valetta (Capt. Lawrence Dalli).

FLEET WAVE (1984-90) 6,513/72-8 (reefer, 134.5 x 20.5m, M10-cy/20.5k MAN)

Built by Kawasaki Dockyard Co. Ltd, Kobe (#1168) as 4-hatch reefer for Elders & Fyffes Ltd, London as MANISTEE. 1983 t/f to Lincoln Shg. Co. Ltd, London. 4/84 sold to Fleetway Ltd (Taiship), Hong Kong r. FLEET WAVE. 28/9/90 arr. Piraeus for repairs, 12/90 del. to Mimoza Marin S.A. (Enterprises Shg & Tdg S.A., Athens mgrs),, Nassau r. MINOZA. 30/6/99 demolition commenced at Alang.



FLEET WAVE at Genoa (Gianpaolo/Shipspotting).

SKY CLIPPER (1984-90) 6,513/72-12 (reefer, 134.5 x 20.5m, M10-cy/20.5k MAN)

Built by Kawasaki Dockyard Co. Ltd, Kobe (#1169) as 4-hatch reefer for Elders & Fyffes Ltd, London as MAZATEC. 1983 t/f to Lincoln Shg. Co., London. 4/84 sold to Skyrama Ltd (Taiship), Hong Kong r. SKY CLIPPER. 4/11/90 arr. Piraeus for repair of collision damage, 11/90 del. to Magnolia Shg S.A., Nassau r. MAGNOLIA. 1993 t/f to Collett Shg. Inc. (Mayfair Shg Ltd, London mgrs), Nassau. 7/97 sold to Nexus Reefer, Havana r. MAGNOLIA REEFER. 1998 t/f to Naviera Frigorifica Maritima, Nassau. 2002 t/f to Nexus Shg & Tdg Co. Ltd, Nassau. NFI, 2006 deleted, existence in doubt.



SKY CLIPPER outbound at Valetta late-1980s (Mike Griffiths, Shipspotting).

FOREST DUKE (1985-91) 33,609 (52,774)/75-4 (woodchip carrier, 195.0 x 30.0m, M6cy/15½k B&W by Hitachi Zosen, Osaka)

Built by Imabari Zosen, Marugame (#1019) for Angelica Maritime Corp. (Intermarine Inc., New York) Liberia as HONSHU GLORIA. 4/9/85 laid up at Southampton prior to late 1985 sale to Rioship Co. Ltd (Taiship), Liberia r. FOREST DUKE. Early 1991 sold to Marion Nav. S.A., Panama r. FOREST KISHU. 1996 sold to Estable Shg S.A., Panama r. ESTABLE. 1/1/04 deleted.



FOREST DUKE on trials as HONSHU GLORIA in Kawasaki colours (*Fune no Kagaku* 7/75).



FOREST DUKE later as FOREST KISHU, Otago Harbour. 4 January 1995 bound for Japan with woodchips loaded at Port Chalmers (Wayne ACourt).

FOREST RIVER (1991-97) 33,325 (52,775)/75-9 (woodchip carrier 195.0 x 30.0m, M6cy/15k Sulzer by Mitsubishi H.I., Kobe)

Built by Imabari Zosen, Marugame (#1024) for Angelica Maritime Corp. (Intermarine Inc., New York), Liberia as EATON GLORIA. 1985 sold to Oleander Marine S.A., (Toei Marine Co. Ltd, Tokyo), Panama r. EATON RIVER. 1989 t/f to Kawajitsu Nav. S.A, Panama. Mid-1991 sold to Rioship Co. Ltd (Taiship), Panama under Kawasaki Kisen charter r. FOREST RIVER. 1997 sold to Medrar Maritime S.A., Panama r. MEDRAR. 11/99 demolition commenced at Guangdong.



FOREST RIVER on trials as EATON GLORIA in Kawasaki Kisen colours (*Fune no Kagaku* 12/75).



FOREST RIVER loading woodchips at Bell Bay, N. Tasmania, 11 December 1994 (Dale Crisp/coll R. Hurcombe).

BANASOL (II) (2001-18) 38,889 (72,700)/01-1 (Panamax b.c., 225.0 x 32.3m, M7cy/14k)

Built by Oshima S.B. Co. Ltd, Saikai (#10,283) as caustic soda carrier for Banasol Inc. (j.v. Taiship and EGD Shipholding A/S), Oslo. 4/18 t/f to Klaveness Combination Carriers AS, Oslo. 10/21 sold and 12/21 del. to Great Wexing Shipping Co. Ltd (Amoysailing Maritime Co. Ltd, Xiamen mgrs), Hong Kong (reg. Majuro, Marshall Islands) r. GREAT WENXING. 4/22 mgrs Xinfeng Hong Kong Shg Co. Ltd., Hong Kong. 11/22 sold to Nice Glory Ltd (Mascot Ocean Ltd, Xiamen mgrs), Xiamen (still reg. Majuro). 12/25 still in service.



BANASOL at Kwinana 4 September 2021 (Anthony Legg).

BANASTAR (2001-18) 38,889 (72,700)/01-10 (Panamax b.c., 225.0 x 32.3m, M7cy/14k)

Built by Oshima S.B. Co. Ltd, Saikai (#10,289) as caustic soda carrier for Banastar Inc. (j.v. Taiship and EGD Shipholding A/S), Oslo. 8/13 mgrs Klaveness Ship Mgt AS. 4/18 t/f to Klaveness Combination Carriers A/S, Oslo. 11/18 t/f to KCC Shipowning A/S, Oslo (reg. Majuro, Marshall Islands). 12/25 still in service.



BANASTAR at Balikpapan 21 May 2025 (Pak Agen). [Pak Agen = 'The Agent'!]

YUTAI AMBITIONS (2008-21) 39,999 (77,283)/08-11 (Panamax b.c., 225.0 x 32.3m, M6cy/14k by Kawasaki H.I. Ltd)

Built by Oshima S.B. Co. Ltd, Saikai (#10,458) for Yu Ship Co. Ltd/Taiship (Wallem Ship Mgt Ltd), Hong Kong. 11/21 sold for US\$18.7 to Aquila Bulkers Inc. and reg. at Majuro, Marshall Is. as AQUILA. Still trading.



YUTAI AMBITIONS at Antwerp in NYK colours, 2 August 2010 (Alec Sanson).

YUTAI BREEZE (2010-20) 30,962 (55,088)/10-1 (b.c., 189.9 x 32.3m, M6cy/14.5k by Mitsui Eng. & S.B. Co. Ltd) Built by Nantong Cosco KHI, Nantong (#106) as supramax for Pimex Holdings/Taiship (Wallem Ship Mgt Ltd), Hong Kong. 10/20 sold for US\$9.8m. to Union Glory Shg (Pte) Ltd (Indonesian principals, Goldenking Shg (Guangzhou) Co. Ltd mgrs), Singapore r. UNION GLORY. Still trading.



YUTAI BREEZE in Taiship colours loading grain at Newcastle, 7 December 2011 (Roger Hurcombe).



YUTAI BREEZE in the South China Sea 22 April 2012 (Knut Helge Schistad/Shipspotting).

PENTA (2011- *) 40,043 (75,700)/11-9 (Panamax b.c., 225.0 x 32.3m, M5cy/14½k by Kawasaki H.I. Ltd) Built by Oshima S.B. Co. Ltd, Saikai (#10,561) for Penta Co. Ltd/Taiship (Fleet Mgt Ltd mgrs), Panama. In present fleet.



Heavily laden PENTA in Taiship colours arriving at Terneuzen, 24 June 2018 (Roger Hurcombe).



PENTA lightship off Immingham on 28 September 2024 (simonwp/shipspotting).

-o000000000o-