

Teck Hwa Shipping Co. Ltd (1956)

Compañía Naviera Extremo Oriente S.A., Panama (1959)



(red funnel, black top)

<https://www.crwflags.com/fotw/flags/gb~hft.html#ths>

by Howard Dick

h.dick@unimelb.edu.au

All Rights Reserved 2026

May be cited with acknowledgement to www.oldchinaships.com

First published 28 January 2026

This update 12 February 2026

Introduction

Despite 25 years of business registration, Teck Hwa flourished as a shipowner for only a brief period between 1959 and 1965, a period that began and ended because of changes in maritime policy in Indonesia. Essentially Teck Hwa was an offshore business for Indonesian associates. Like other postwar Singaporean shipping lines such as Kie Hock, Guan Guan, Chuan Ann, Tunas, and Unique, Teck Hwa had principals of Indonesian-Chinese origin who retained business and political ties in Indonesia. Because of rapid inflation and tight foreign exchange restrictions in Indonesia during the 1950s and 1960s, there was wide divergence between official and black-market exchange rates, also legal uncertainty and ever more intrusive regulation.

Singapore was therefore a much safer base for merchants and shipowners who could continue to operate on both sides of the border without their assets being in jeopardy and without the profits being heavily taxed by Indonesia's multiple exchange rate system that imposed high rates to buy 'hard' foreign currency for non-essential imports or remittance but transferred export earnings at just a small fraction of the black market rate. Yet while the other Singaporean companies all navigated these business difficulties as well as the Confrontation campaign (1963-66) between Indonesia and Malaysia and the mid-1960s regime change in Indonesia, Teck Hwa sold out of shipping at this time. The company has left few traces in the historical record, so that sixty years later it is very much a jigsaw puzzle to assemble and make sense of these scattered fragments in Singaporean, Indonesian and Dutch sources. I will be grateful if readers can point out errors or provide further information.

Teck Hwa Shipping Co. Ltd was registered at Singapore on 20 Sept. 1955 with address as 12 Boat Quay and with a commercial frontage onto 46 Circular Road. The shareholders have not yet been ascertained but apparently the principal was Tan Kiam Toen (1916-2008), who is said to have left Fujian, China in 1935 as an orphan (BT, 26/8/16). Evidently he first settled in Java and achieved some prosperity before in July 1956 applying for naturalization as a Singaporean citizen (Sing. Stand., 10/7/56), now having established himself there as a commodities trader. Tan's trading firm was probably Teck Bin Trading Co. Ltd of the same address as Teck Hwa Shipping.

Further information from the Li Foundation relating to his son Tan Cheng Gay suggests that Tan Kiam Toen emigrated first to Java, as the spelling 'Toen' would tend to confirm, as also the statement that he later gifted his house in Glodok, old Jakarta (Kota) to become the Embassy of the People's Republic of China.

Coinciding with Tan's naturalization, Teck Hwa's first vessel in 1956 was the 237-grt wooden auxiliary motorship *Chiat Soon* ex *King Bay* of 1938, registered in Singapore under the British flag and used for trading with the rubber ports of Sumatra. In November 1959 agreement was finalized between the KPM and Teck Hwa to sell four 1800-dwt 'Ba'-class (*Banjoewangi*,

Barito, Barumun, and Batoebahra) with delivery that month at Singapore. Between nine and eleven years old, these fine vessels were registered to a new Panamanian affiliate, S.A. Compania Naviera Extremo Oriente (Far East Navigation Co. Ltd). The older and smaller *Chiat Soon* and *Chiat Hin* were then both sold.

On 4 January 1960 a second agreement was reached between the KPM and Teck Hwa to sell five passenger/cargo 'Ka'-type plus the former cased oil carrier *Minyak* for a total of £560,000 with prompt delivery at Singapore, so the 'Ka'-type were probably £100,000 each, the smaller cargo vessel £60,000. Early in 1961 there was added the slightly older lead ship of the class, *De Eerens* (1947), also at the end of 1960 from Straits Steamship two 528-dwt 'Shelt'-class local traders renamed *Anho* and *Anli*.

The stately 'Ka'-class, of which the KPM owned eight, plus the prototype prewar-designed *De Eerens* (1947), were combination ships with good cabin accommodation for around 60 passengers in three classes plus around 800 deck passengers in the spacious tweendeck. Their role had been to serve the long routes from Java to eastern Indonesia, returning with full cargoes of copra loaded in small consignments over several weeks from outports and villages across the vastness of the Celebes (Sulawesi) and Moluccas (Maluku). Having travelled on one of them around the coast of Sulawesi in early 1974, the author can attest to how sturdy, practical and comfortable they were with timber decks and excellent natural ventilation, at least at sea [see adjacent pdf 'Deck Passage']. The large Dutch-style windows at the forward end of what had been the first- and second-class saloons could be opened and fastened to the deck above, while the sideports could likewise be opened in the tweendeck to allow a natural flow of air at a chugging nine knots or so. In port, the smell of copra became more pervasive, though not unpleasant. Copra beetles travelled for the round voyage but were not hostile. Because of their substantial accommodation and larger crews, the 'Ka'-class ships were less flexible traders than the somewhat smaller 'Ba'-class with engines aft and a larger No. 3 hatch. Both classes had around the same 1800-ton deadweight and good cubic capacity for lighter cargoes such as copra. The 'Ba'-class had accommodation in the bridge house for 12 cabin passengers and could, if required, carry around 350 deck passengers in the tweendeck. Teck Hwa, however, seems to have had no interest in competing for passenger trade, which would have allowed for smaller crews.

Deployment of this fleet of twelve ships was rather *ad hoc* and, unlike *Guan Guan* and *Kie Hock*, without much advertisement as regular lines. One notable exception was mid-January 1960, when *Ancon* was advertised for Bangkok and *Bravo* for Phnom Penh (four days after her sister, *Kie Hock*'s *Selat Madura*). Fortunately, *Lloyd's Shipping Index* did track the ships and two samples from 13 November 1961 and 24 April 1962 give a good overview of the disposition of the fleet ('Ba' or 'Ka' indicate the KPM class):

AVA ('Ka'): 10/11/61 Colombo to Cochin....8/4/62 Bombay via Beypore to Singapore
CARINO ('Ka'): 9/11/61 Colombo to Chittagong.... 28/3/62 Rangoon to Singapore Roads (14/4)
FAMA ('Ka'): 8/11/61 Rangoon to Singapore.... 28/2/62 Chittagong to Singapore (22/3), repairing
GANA ('Ka'): 6/11/61 Penang to Rangoon (10/11).... 18/4/62 Surabaya to Plaju [Palembang]
MERITO ('Ka'): 9/11/61 Port Swettenham via Penang to Rangoon... 14/4/62 Penang to Rangoon (17/4)
VISO ('Ka'): 15/10/61 Port Swettenham to Bangkok.... 24/3/62 Rangoon to Singapore Roads (28/3)
ANCON ('Ba'): 14/10/62 Akyab [Sittwe] to Singapore Roads (21/10)
BRAVO ('Ba'): 5/10 Rangoon via Akyab (18/10) to Singapore.... 13/4/62 Rangoon to Penang
CELESTIAL ('Ba'): 9/11/61 Jesselton [Kota Kinabalu] to Phnom Penh.... 22/4/62 arrived Calcutta
POLLERA ('Ba'): 4/11/62 Hong Kong to Singapore.... 9/4/62 Calcutta to Jakarta
EMPENO: 19/10/61 Singapore Roads to Bangkok.... 6/4/62 Chalna via Rangoon (15/4) to Malacca

These two snapshots reveal that the Teck Hwa ships were trading regionally across Southeast Asia and extending as far as Bombay to the West and Hong Kong to the East. In terms of cargo, the staple was obviously rice from Rangoon or the southwestern Burmese port of Akyab (now Sittwe), or sometimes Bangkok, to Malayan ports (Penang, Port Swettenham, Malacca), Singapore, or Indonesia (these ports apart from Jakarta and Surabaya not necessarily being picked up in LSI reporting). This was a slow handling cargo, shipped in 100-kg bags. There also seem to have been jute bags ('gunnies') from Calcutta, Chalna or Chittagong, all at the head of the Bay of Bengal. In January 1962 Teck Hwa was reported by the KPM as chartering to the Bangkok syndicate Ngow Hock, which previously had shipped rice through Singapore, to trade directly between Bangkok and Sarawak, but the vessel(s) are not identified. There were also longer-term charters. According to Indonesian government records, the 'Ba'-class *Bravo* was chartered to Indonesia from 1960 (to 1963) along with the 'Ka'-class *Gana*, in 1961 also *Viso*, and in 1962 *Ava*, *Carino*, *Merito*, and the 'Ba'-class *Pollera*.

In July/August 1962 the KPM reported that Teck Hwa had been banned from trading to (and within?) Indonesia with their Panamanian-flag ex-KPM ships and had redeployed several of them to trade from Singapore to Rangoon and East Pakistan. The move coincided with the Trikora military campaign launched by Indonesia to forcibly take control of the remnant Dutch colony of West New Guinea (Irian, now West Papua) and the requisitioning of a fleet of commercial vessels to serve as troopships. Probably at least partly in consequence, in September 1962 Teck Hwa agreed to sell seven ships to Indonesia, one to state enterprise P.N. Pelni (*Carino*, renamed *Bian*) and six to P.T. Pelajaran Sriwidjaja Raya (Srilines). *Ava* (renamed *Klingi*), *Gana* (*Komereng*), *Merito* (*Musi*), and *Viso* (*Lematang*) were already on charter, perhaps to Srilines, to which were added *Fama* (*Ogan*) and the smaller *Empeno* (*Ogan*), evidently in substitution for the chartered 'Ba'-class *Bravo* and *Pollera*. Teck Hwa thereby kept control of the four 'Ba'- class (*Ancon*, *Bravo*, *Celestial* and *Pollera*), which through 1963 and despite their Panamanian flag were regular callers at Palembang with rice from Singapore.

A notable feature of the 'block' sale to Indonesia was that the seller was identified not as Teck Hwa but as Afro-Asia Shipping Co. Ltd, which Tan had registered in 1961 as a joint venture with the Bajumi family. Whether Afro-Asia had become the principal behind Cia Nav. Extremo Orient (1959), or whether Afro-Asia was simply acting as a broker, and thereby sharing the profit between Tan and the Bajumis is unclear. At any rate, the six 'Ka'-class were sold for £295,000 each, a total amount of almost £1.8 million. The terms allowed for payment by instalments over several years. Since Bajumi family were 50/50 shareholders with Tan in Afro-Asia, and perhaps before that it in Teck Hwa, and were also through Bajumi Wahab and Irfan Wahab among the dozen or so shareholders in Srilines, the ship sales constituted a related-party transaction.

Having disposed of its interisland tonnage to Indonesia, in mid-November 1962 Teck Hwa took over from Guan Guan Ltd the management of the 4000-dwt motorship *Ever Glory*, hitherto deployed in the Straits-China-Japan trade but now placed in service between the Straits, Persian Gulf and Red Sea ports. Early in 1964 Teck Hwa in its own name purchased the 8800-dwt steamer *Burnside* (1940), which as *Ever Sure* was also placed in service to the Middle East. This trade may well have been associated with the Bajumi family of Arab origin (see below).

Meanwhile, in August 1963, upon President Sukarno's declaration of Confrontation between Indonesia and the newly declared state of Malaysia, trade and shipping had quickly led to the suspension of legal trade between Singapore and Indonesia. The small *Anho* and *Anli* were both redeployed to trade between Singapore and Sarawak.

On 25 May 1965 the KPM's Managing Director (Far East) reported that Teck Hwa was negotiating with P.T. Sriwidjaja Raja Lines to sell three 'Ka-booten' under an arrangement whereby an unnamed financier would pay Teck Hwa in cash and bear the risk of recovering payment by instalments. This report was at first sight somewhat puzzling because Teck Hwa had already sold five of its six 'Ka'-booten to Srilines in September 1962, while the other three (*Kaloekoe*, *Karossa*, and *Kasimbar*) that it had kept for the long supply line from Singapore to Dutch New Guinea had, after the reluctant surrender of that vlast colony in 1963, been delivered to PELNI in the first half of February 1964, thereby with the existing *Bian* (from Teck Hwa) making up a quartette. So which trio were being referred to? The explanation that although the five ships were said to have been sold to Srilines, in fact they were being paid off by instalments. As of mid-1965, only *Klingi* (ex *Ava*) and *Lematang* (ex *Viso*) had actually been paid off. The negotiations must have been finalized soon after the report because *Komereng* (ex *Gana*) was paid off in June 1965. When *Musi* (ex *Merito*) and *Ogan* (ex *Fama*) were paid off is unknown. At the end of September 1965 Indonesia was thrown into even greater turmoil by coup and counter-coup, so Tan was probably lucky to have the funds, whatever the discount, and to be free of the exchange risk.

The same KPM report mentioned that negotiations were further advanced for the sale by Teck Hwa of the four 'Ba'-type for HK\$2 million (cash) at a considerable profit to the financier of HK\$4.5 million per ship! In mid-1965, Teck Hwa did indeed sell all its remaining local and shortsea ships, one 'Ba' class going to Srilines (*Rawas* ex *Ancon*) and three via Goodyear Enterprises (HK) Ltd (controlled by unidentified Panamanian nominees Victoria Enterprises Corp. S.A.) to Djakarta Lloyd (*Teluk Kamrau* ex *Pollera*, *Teluk Korio* ex *Celestial*, and *Teluk Wap* ex *Bravo*), while the two 'Shelts' (*Anho* and *Anli*) were sold to Kie Hock. Djakarta Lloyd deployed the three 'Teluk' ['Bay'] ships to the trade between Hong Kong and Indonesia, returning with cattle from Surabaya and Nusa Tenggara) but only until 1968, when they were sold on to Srilines to become *Kelekar*, *Enim*, and *Rupit* respectively, thereby reuniting the quartette. It brought the strength of the Srilines fleet to eleven vessels, all but RAMBANG (1949, ex-Norwegian MUI HENG) acquired from Teck Hwa, and with a total tonnage of around 21,000 dwt making Srilines for many years the largest private interisland shipping firm in Indonesia. *Rambang* stranded in March 1971 and had to be sold to breakers in Singapore, then in March 1977 *Klingi* capsized off Tanjung Prio, but Srilines never bought another ship. The remaining nine sailed on until May 1984, when the Indonesian Government's new scrapping policy required them all to be laid

up as being over thirty years old. That was the end of the company. By November they were all beached at Merak on Sunda Strait where a scrapyard had been established to cut up the ships as feed for the Krakatau steelworks nearby at Cilegon. It may be noted that all but one Srilines' ex Teck Hwa/KPM ships were named after the Musi River or its tributaries flowing through South Sumatra from the great Barrier Range (Bukit Barisan); the exception was *ancon*, named after a tributary of the Batanghari River that flows through Jambi, which was intended to be her destination port.

The reasons behind Teck Hwa's sudden sell-off were probably twofold. First, in 1965 through Afro-Asia Shipping Co. Ltd Tan bought the 7-storey, mid-1950s-designed Nanyang Building, headquarters of the Chinese newspaper 'Nanyang Siang Pau', on Raffles Square at 63 Robinson Road. The concurrent ship sales – around £165,000 for the four 'Ba'-class plus the outstanding balance of the three 'Ka'-class – would have contributed £200,000-250,000 to finance the purchase of what was for the time a modern building at a prestigious downtown address, subsequently premises for international banks, insurance companies and at least one Japanese trading house. The purchase of property in Singapore was also a way for Indonesian merchants such as the Bajumis to hedge their family wealth and store part of their foreign exchange earnings that would be greatly reduced if exchanged for rupiah through formal channels. Around mid-1969 the building was renamed the Afro-Asia Building. Tan's timing was excellent because CBD property prices were depressed in 1965 because of the turmoil caused by Confrontation but they soared from the late 1960s.

The second aspect is that in 1965, in the midst of Confrontation, new shipping regulations came into effect in Indonesia that required interisland and deepsea shipping firms to own and operate ships under the Indonesian flag, so in order to gain and profit from foreign exchange there was now good reason to place ships under the Indonesia flag.; A further consideration was that the diversion of exports from Singapore to Indonesian ports had created a greater demand for interisland tonnage at the same time that shortage of spare-parts was causing many ships to be laid up, while all ships faced delays loading and unloading because of poorly maintained, congested, and highly inefficient ports. The Bajumi family, who since 1961 had been 50/50 shareholders with Tan in Afro-Asia, and perhaps before that in Teck Hwa, were also through Bajumi Wahab and Irfan Wahab among the dozen or so shareholders in Srilines, so the ship sales by Teck Hwa to Srilines were likely related-party transactions. Srilines thereby became the largest private owner/operator of interisland shipping.

Thus by the second half of 1965 the Teck Hwa fleet had been reduced to just the two larger Middle East traders, of which the steamer *Ever Sure* was laid up in August 1966 and a few weeks later sold to local breakers, while *Ever Glory* was renamed *Singapore Pearl* early in 1967 before sale at the end of the year for charter to Indonesia. That marked the end of Teck Hwa as a shipowner, though it seems to have carried on some activity as an agent and broker until voluntary liquidation, which was agreed by an extraordinary general meeting convened on 30 October 1979 on the 1st floor of the Afro-Asia Building at 63 Robinson Road. The subsequent public notice was posted in the name of Director Tan Choo Pin, daughter of Tan Kiam Toen, who in 1974 had relocated to Hong Kong (ST, 5/11/79). The final general meeting was held on 19 June 1980 (ST, 17/5/80).

Postscript

Tan Kiam Toen and the Bajumis went on to bigger and better things. Their most notable venture in Singapore was Ssangyong Cement (Singapore) Ltd, a joint venture between Korea's Ssangyong Cement Industrial Co. Ltd, Afro-Asia, and the Development Bank of Singapore. Construction of the 600,000-tonne p.a. factory at Jurong commenced in February 1975 for completion in mid-1976 (ST, 25/2/75). Afro-Asia thereby benefited greatly from Singapore's construction boom, while the Afro-Asia property also escalated in value. All went well until the mid-1990s, when there was an acrimonious falling out between the two families, resulting in a series of legal actions over contested valuations of the joint assets, the Indonesian ones, including a Sumatran rubber plantation, to pass to the Bajumis, the Singaporean ones to the Tans.

Tan Senior became a generous benefactor to Fujian, including the Xiamen Overseas Chinese Museum. He died at Hong Kong at the age of 92 on 15 November 2008, leading to prolonged legal dispute by his children over his estate.

The Afro-Asia Building was demolished in 2018 and replaced by a prestigious 19-storey office tower built by Shimizu Corporation and opened in April 2021 under the same name. Afro-Asia and Hong Kong affiliate Afro-Asia International Enterprises Pte Ltd subsequently controlled publicly listed EnGro Corporation Ltd (Singapore), of which Tan's son Tan Cheng Gay became Chairman and CEO, also in due course Vice President of the Singapore Chinese Chamber of Commerce and Industry and 43rd President of the Hokkien Huay Kuan.



Afro-Asia building, old (1957) and new (2021), at 63 Robinson Road (Raffles Square)
(L: rememberingsingapore.org; R: Shimizu Corp.).

Sources

Details on Tan Kiam Toen and Tan Choo Pin are taken from HKSAR High Court (Judgement HCA 439/2020) at https://legalref.judiciary.hk/lrs/common/ju/ju_frame.jsp?DIS=173852&currpage=T, also Kalpana Rashiwala, 'Afro Asia Building owner said to be partnering Shimizu for redevelopment' (*Business Times*, 26/8/16) and Li Foundation (on Facebook, 6/8/21). The Tan vs Bajumi case is 'Afro Asia Shipping Co (Pte) Ltd v Haridass Ho & Partners and Another' (Singapore High Court SGHC 21 (2003, dd 10 Feb.). KPM directors and branch reports to 1965 (Alg. Rijksarchief, Tweede Afdeeling) give some brief details of ship sales and subsequent activities, which are supplemented by the daily *Surabaya Post*. The only source for the fate of the Teck Hwa/Srilines ships is a short article by A.J.J. Mulder, 'Een tijdelijke Slooper in Indonesië' with photos by A.P. de Ridder (kindly provided by M. Lindenborn). Other material on ship registrations and movements is drawn from <https://eresources.nlb.gov.sg/newspapers/digitised>. Ship details are drawn from Lloyd's Register, Lloyd's Shipping Index, the annual Schell registers/Miramar (www.miramarshipindex.nz/), and, in the case of KPM vessels, www.marhisdata.nl (which also has an excellent collection of photos for all these ships). Background on the Indonesian economy in the 1950s and multiple exchange rates is H. Dick, 'The Indonesian Economy in the 1950s: Multiple Exchange Rates, Business Networks and Centre-Region Relations', in ed. H. Samuel & H. Schulte Nordholt (eds), *Indonesia in Transition: Rethinking 'Civil Society', 'Region' and 'Crisis'* (2004), pp. 175-94.

I am grateful to Bill Schell, Martin Lindenborn, and Russell Priest for their ready assistance with photographs and various details.

Fleet List

Abbreviations used in these ship histories:

KPM - Koninklijke Paketvaart Maatschappij (Royal Packet Company)

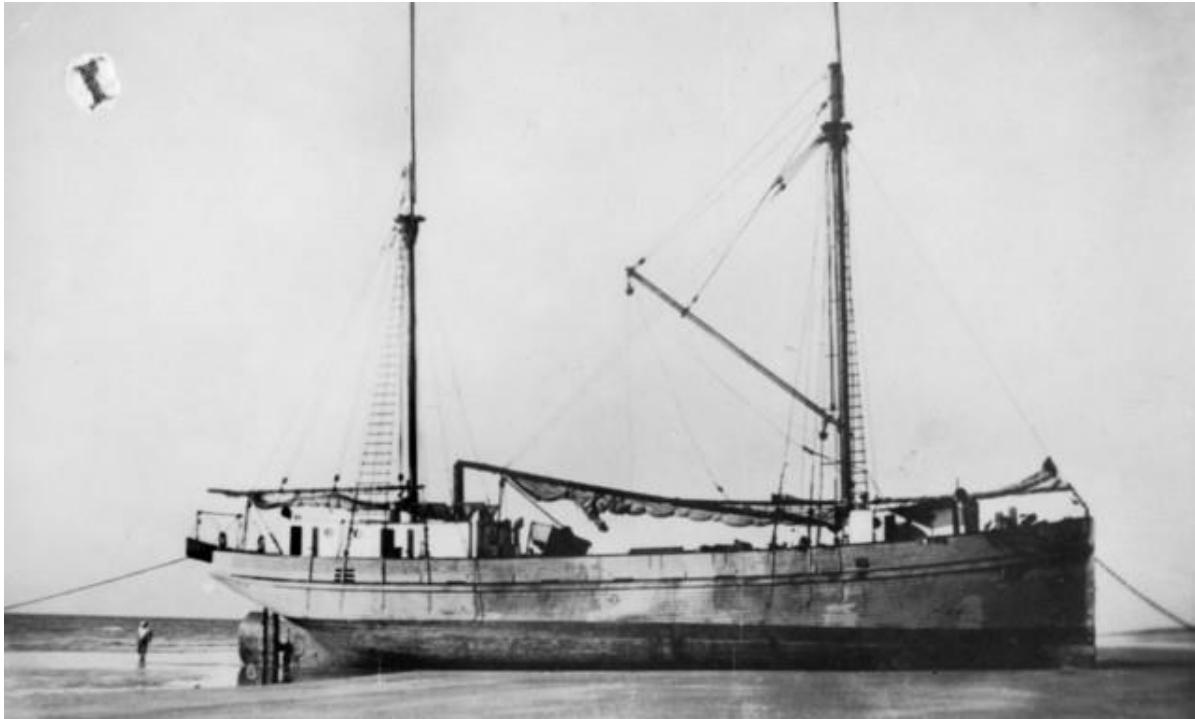
SRL - P.T. Pelajaran Sriwidjaja Raya (Srilines)

THS – Teck Hwa Shipping Cop. Ltd

CHIAT SOON (1956-59) 237(260)/1938-2 (wood aux. ketch, 105.6 x 27.2', M4cy/47nhp/8k by Ruston & Hornsby Ltd, Lincoln)

Built by Edward Howson, Fremantle and 20/1/38 launched as powered lighter for Cossack Lightering & Traders Ltd, Perth (reg. Fremantle), 4/3/38 maiden voy. Fremantle-Carnarvon-Onslow-Pt Samson-Port Hedland-Broome-Derby-Yampi Sound. 8/7/40 req. by RAN for use as examination vessel at Fremantle, 15/8 comm. as HMAS KING BAY (FY-96). 12/11/43 paid off. 15/11-16/2/44 in service as tender. 17/2/44 in Army service (AV-708) on NW and NT coast. 21/2/46 RAN service. 13/9/46 paid off to resume commercial service. 25/2/47 sd Fremantle with produce for Singapore, where chartered by a Chinese trader for operation to Republican port of Cirebon, West Java (West Australian, 4/7/47). 4/47 advertised for sale by tender to Barretto Shg & Tdg Co. Ltd. Singapore. 13/8/47 reg. at Singapore as #35/1947 for

original owners. 11/47 sold to Eric Lancaster Stump [b. Perth, WA 1907, mgr Overseas Corp., Singapore, by 1951 A. Clouet & Co.] under m/g to Cossack L&T and advertised for charter. 7/49 m/g to Barretto S&T (26/5/51 m/g discharged). 9/50 on charter to Soon Bee S.S. Co. Ltd for Singapore-Jambi line. 6/52 in service to Tanjung Pinang and Indragiri. 9/52 off charter. 11/55 sold to Teck Wah Shg Co. Ltd (Teck Bin Tdg Co. Ltd), Singapore r. CHIAT SOON. c.1959 sold to Pan Asia Nav. Co. Ltd (46A Boat Quay), Singapore. 8/60 reg. t/f to Hong Kong. 24/10/63 last rep. at Inner Roads, Singapore. RLR 1967, fate unknown [R. Gillett, *ANZ Warships*, 1983: p. 194].



CHIAT SOON prewar as auxiliary ketch KING BAY at low tide on coast of NW Australia. Postwar appearance was probably modified (AWM #300905).

CHIAT HIN (1958-59) 580 (650)/44-7 (167.2 x 31.7', 2M6cy by General Motors Corp., Cleveland)

Built by Wheeler S.B. Corp., Whitestone (NY) (#75) for U.S. Army as FS-261. 1946 t/f to Chinese Govt (CNRRA Waterways Tpt), Shanghai r. PEONY. 1949 t/f to Panama flag r. MAILINA for blockade running Hong Kong-Amoy. 2/51 reg. to Cheetsum S.S. Co. Ltd, Hong Kong as FLYING BIRD. 6/3/51 arr. Hong Kong on last voyage from Amoy. 21/5/51 arr. Singapore on charter to the Hong Line Ltd, Singapore for Singapore-Jakarta line (15/7, 9/8). 22/8/51 detained c.2 weeks at Jakarta. 10/51 at Singapore r. LUCKY TRADER and placed in Singapore-Jakarta-Palembang-Singapore line. 16/6/52 mortgaged to Ek Liang Hin. End-8/52 arr. off Palembang in ballast and detained for 36 hrs (SS 3/9/52). 18/4/53 mortgage discharged on sale to Hok Lie Realty Co. (Malaya) Ltd, Singapore. Early 1954 reg. at Singapore. 12/58 sold to Teck Hwa Shg Co. Ltd, Singapore, 1/59 r. CHIAT HIN. 10/59 sold to Infeats Ltd (Malayan Ocean Nav. Co.), Hong Kong. Mid-1960 re-reg. at Hong Kong (#41/1960) but trading Singapore-Indonesia. 7/60 sold to Nutmeg S.S. Co. Ltd, Hong Kong and reg. t/f to Hong Kong. 1961 sold to Winston Ltd, Hong Kong. 7/62 sold to Power Nav. Ltd, Hong Kong and reg. t/f to Singapore. 9/63 at outbreak of Confrontation seized in Indonesian waters. Late 1964 sold at auction to P.T. Pelajaran Perintis Lines, Medan r. PERADA. 12/66 paid off. 1971 r. RAHMAT. 4/76 laid up at Tanjung Priok, subsequently sold for breaking up.



CHIAT HIN in Malacca Strait as Indonesian-flag RAHMAT (P. Foxley/W. Schell).

BRAVO (1959-65) 1331 (1869)/48-5 (227.0 x 39.8', M7cy/10k Atlas-Diesel, Stockholm)

Built by N.V. Scheepsbouwwerf Gebroeders Pot, Bolnes (#914) for Dutch Government (KPM mgrs) as BANJOEWANGI. 9/52 sold to KPM. 4/12/57 seized in Indonesia. 3/58 released and proceeded with naval escort to Dutch New Guinea. 13/11/59 del. at Singapore to Cia Nav. Extremo Oriente (THS mgrs), Panama r. BRAVO. 7/7/65 del. for £56,666 to P.N. Djakarta Lloyd, Jakarta r. TELUK WAP for Java-Nusa Tenggara-Hong Kong cattle trade. 1966 sold on HP to SRL, by 10/68 r. RUPIT. 5/84 laid up for scrapping, late 1984 awaiting demolition at Merak, West Java.





BRAVO at Singapore c.31 March 1970 as Srilines' RUPIT (W.G. Volum/NAA).

CELESTIAL (1959-65) 1329 (1853)/50-7 (227.4 x 39.8', M7cy/10k A/B Nydqvist & Holm, Trollhättan)

Built by N.V. Boele's Scheepswerven & Machinefabriek, Bolnes (#935) for Dutch Government (KPM mgrs) as BARITO. 9/52 sold to KPM. 13/11/59 del. at Singapore to Cia Nav. Extremo Oriente, Panama r. CELESTIAL. By 9/62 on charter to SRL. 19/6/65 del. for £42,750 to P.N. Djakarta Lloyd, Jakarta r. TELUK KORIO for Java-Nusa Tenggara-Hong Kong cattle trade. 1968 sold to SRL r. ENIM. 5/84 laid up for scrapping, late 1984 half capsized and awaiting demolition at Merak, West Java.



CELESTIAL ex BARITO in Malacca Strait as Djakarta Lloyd's TELUK KORIO (P. Foxley/W Schell).



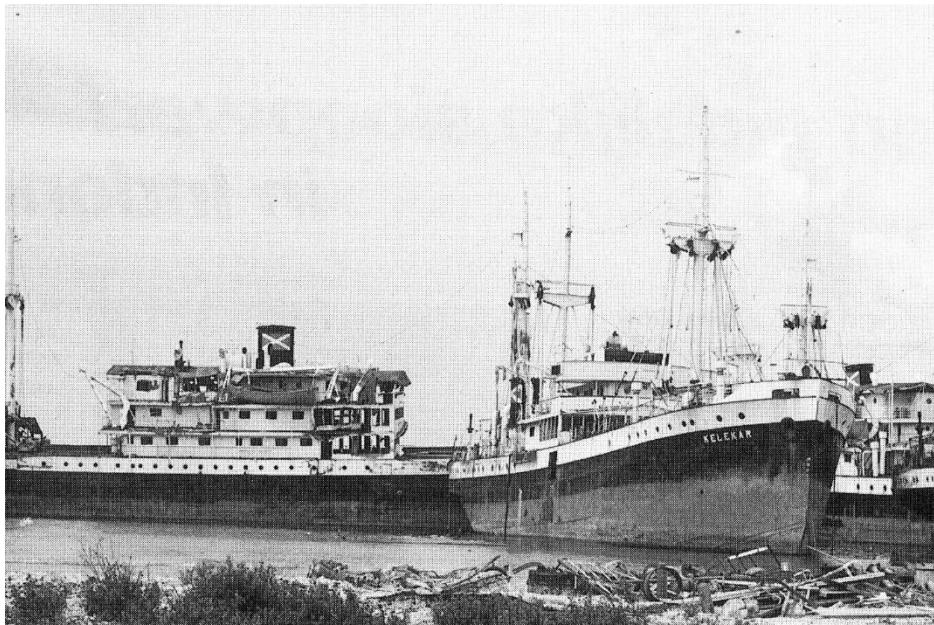
ENIM half capsized at Merak, late 1984 (A.P. de Ridder/Marhisdata).

POLLERA (1959-65) 1331 (1833)/48-5 (227.0 x 39.8', M7cy/10k Atlas-Diesel, Stockholm)

Built by Werf de Noord, Alblasserdam (#614) for Dutch Government (KPM mgrs) as BATOEBAHRA. 9/52 sold to KPM. 19/11/59 del. at Singapore to Cia Nav. Extremo Oriente, Panama r. POLLERA. 1/7/65 del. for £36,666 to P.N. Djakarta Lloyd, Jakarta r. TELUK KAMRAU for Java-Nusa Tenggara-Hong Kong cattle trade. 1968 sold to SRL r. KELEKAR. 5/84 laid up for scrapping, late 1984 awaiting demolition at Merak, West Java.



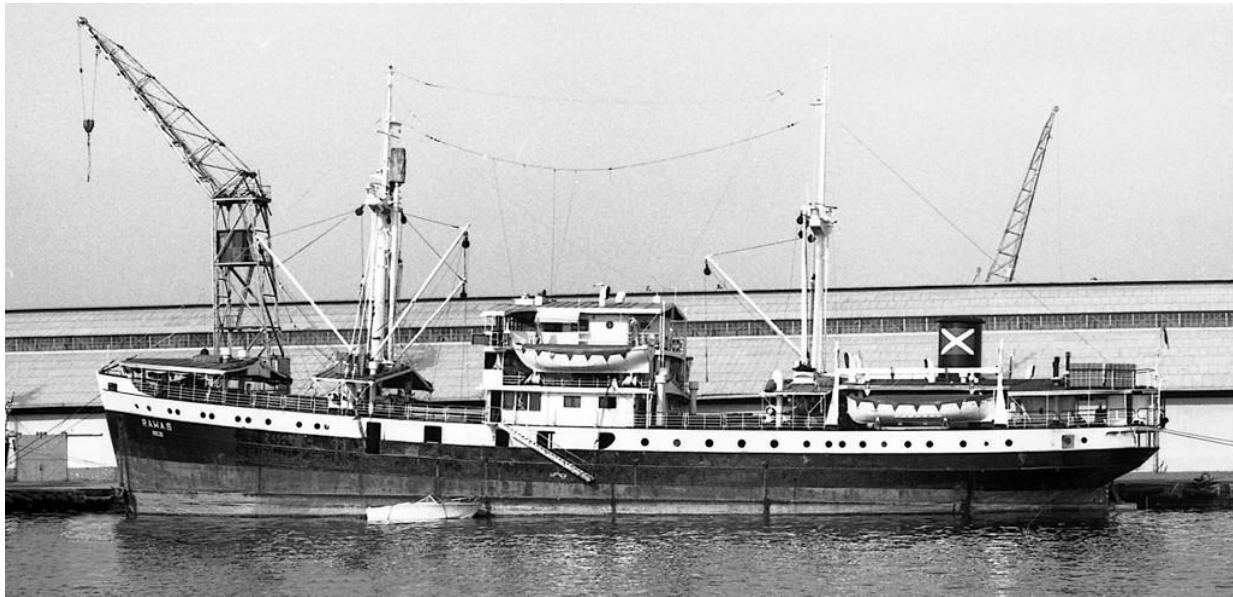
POLLERA ex BATOEBAHRA at Surabaya's inner harbour, Berlian West, 19 April 1960 (R. Maya/W. Schell).



KELEKAR awaiting demolition at Merak, late 1984, MUSI behind
(A.P. de Ridder/Marhisdata).

ANCON (1959-65) 1329 (1833)/50-4 (227.4 x 39.8', M7cy/10k A/B Nydqvist & Holm, Trollhättan)

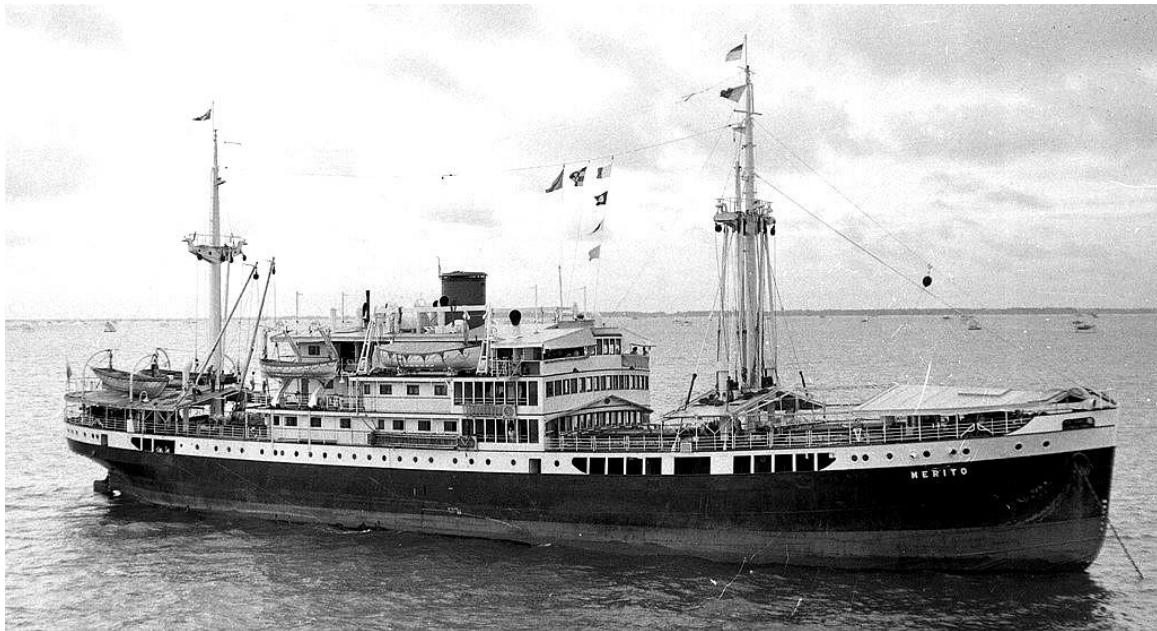
Built by Rotterdamsche Droogdok Mij, Rotterdam (#270) for Dutch Government (KPM mgrs) as BARUMUN. 9/52 sold to KPM. 19/11/59 del. at Singapore to Cia Nav. Extremo Oriente (THS mgrs), Panama r. ANCON. 15/6/65 del. for £28,500 to P.T. Sriwijaya Raya Lines, Jakarta r. RAWAS. 5/84 laid up for scrapping, late 1984 awaiting demolition at Merak, West Java.



ANCON as SriLines' RAWAS alongside at No. 1 Harbour East, Tanjung Priok, August 1974 (H. Dick).

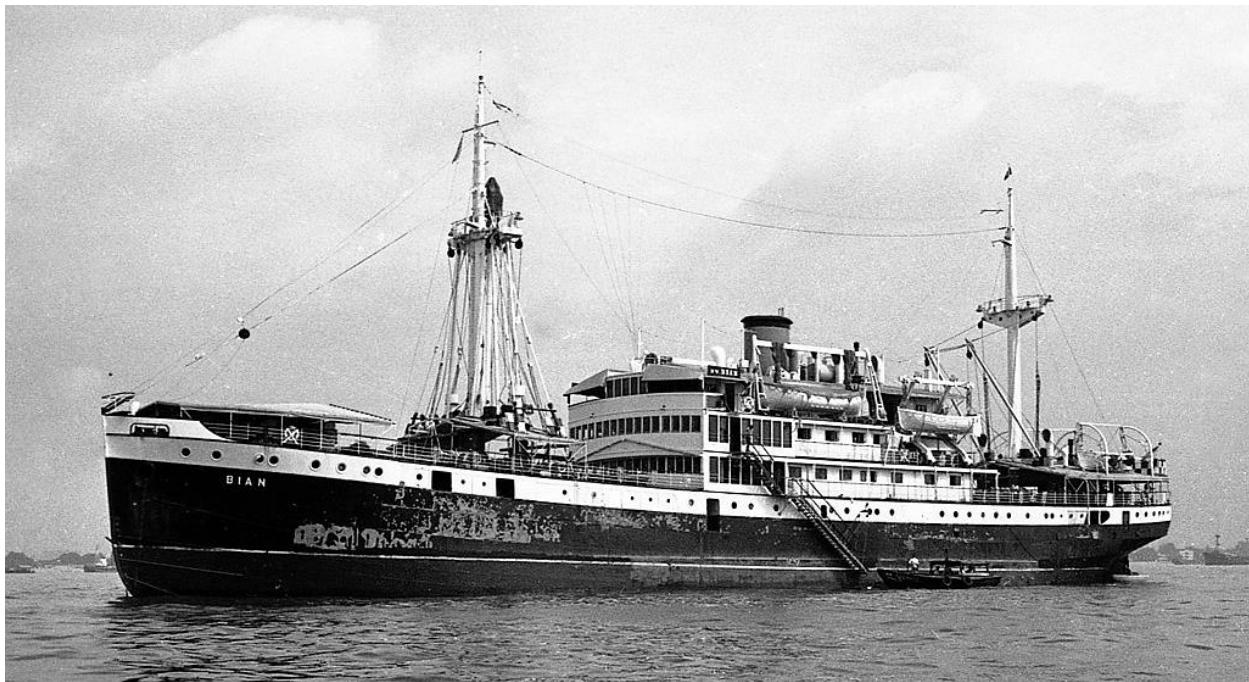
MERITO (1960-62) 2180 (1850)/48-4 (276.11 x 43.2', M5cy/11k Sulzer by N.V. Werkspoor, Amsterdam)

Built by Nederlandsche Dok & Schepsb. Mij, Amsterdam (#402) for Dutch Government (KPM mgrs) as KARATON. 9/52 sold to KPM. 1/60 sold to Cia Nav. Extremo Oriente (THS mgrs), 15/2 del. at Singapore and reg. Panama as MERITO. 9/62 sold to SRL r. MUSI. 5/84 laid up for scrapping, late 1984 awaiting demolition at Merak, West Java.



MERITO ex KARATON waiting for the pilot off Tanjung Priok, 26 April 1960. A clear view into the Forward tween deck, now without passengers. Teck Wah houseflag at main (R. Maya/W. Schell).

CARINO (1960-62) 2199 (1850)/47-11 (276.5 x 43.2', M5cy/11k Sulzer by N.V. Werkspoor, Amsterdam)
Built by van der Giessen & Zonen, Krimpen aan den IJssel (#733) for Dutch Government (KPM mgrs) as KALIANDA. 9/52 sold to KPM. 1/60 sold to Cia Nav. Extremo Oriente (THS mgrs), 27/2 del. at Singapore and reg. Panama as CARINO. 9/62 sold to Government of Indonesia (P.N. Pel. Nasional Indonesia/PELNI), Jakarta r. BIAN. 1969 sold to P.T. Pel. Nusa Nipa, Surabaya (LCI). By 1971 laid up and no longer in BKI class. 1982 sold to P.T. Dumas, Surabaya r. DUMAS PERDANA, 4/82 recommissioned after long lay-up but 9/82 again finally laid up as unseaworthy and subsequently broken up in Indonesia.



BIAN at Singapore, early December 1971 (H. Dick/NAA).

FAMA (1960-62) 2196 (1808)/48-2 (276.5 x 43.2', M5cy/11k Sulzer by N.V. De Schelde, Vlissingen)
Built by van der Giessen & Zonen, Krimpen aan den IJssel (#734) for Dutch Government (KPM mgrs) as KALIANGET. 9/52 sold to KPM. 1/60 sold to Cia Nav. Extremo Oriente (THS mgrs), 22/2 del. at Singapore and reg. Panama as FAMA. 9/62

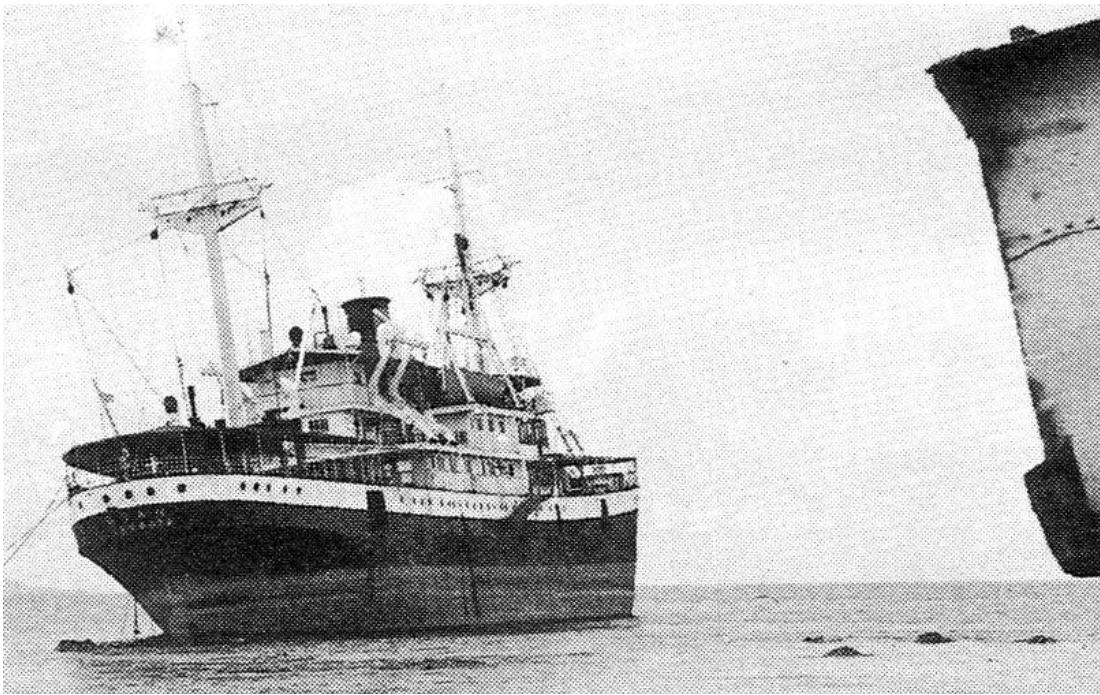
sold to SRL r. OGAN and used mainly in Tanjung Priok-Belawan line. 5/84 laid up for scrapping, by late 1984 beached off and awaiting demolition at Merak, West Java.



FAMA ex KALIANGET arriving at Singapore's Inner Harbour, 13 April 1960 (R. Maya/W. Schell).



FAMA in Malacca Strait bound Belawan-Tanjung Priok as Srilines' OGAN. Marking 'R.L.S. - 40' at bow denotes 'Regular liner Service (ship no.) 40' (P. Foxley/W. Schell).



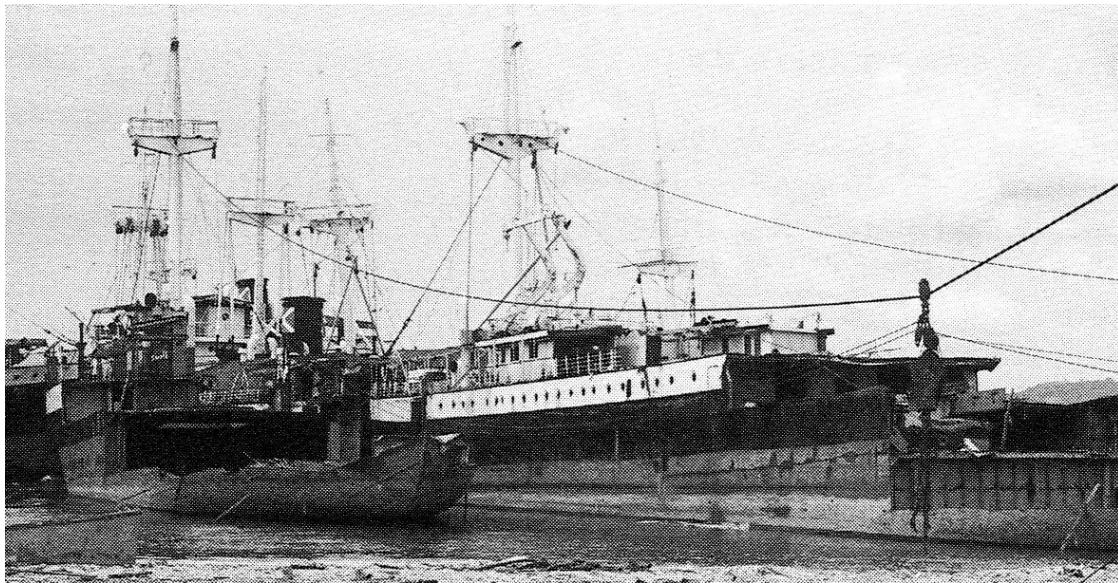
OGAN beached and awaiting demolition at Merak, late 1984
(A.P. de Ridder/Marhisdata).

VISO (1960-62) 2197 (1800)/48-8 (276.11 x 43.2', M5cy/11k Sulzer by N.V. De Schelde, Zaltbommel)

Built by P. Smit Jr, Rotterdam (#592) for Dutch Government (KPM mgrs) as KALABAHI. 9/52 sold to KPM. 4/12/57 seized in Indonesia. 3/58 released and proceeded with naval escort to Dutch New Guinea. 1/60 sold to Cia Nav. Extremo Oriente (THS mgrs), 27/2 del. at Singapore and reg. Panama as VISO. 9/62 sold to SRL r. LEMATANG, 12/64 fully paid off. 5/84 laid up for scrapping, by late 1984 either under or awaiting demolition at Merak, West Java.



VISO at Singapore as Srilines' LEMATANG, sideports lifted open along tweendeck (Chris Gee).



(R) LEMATANG or KOMERING under demolition at Merak, late 1984, (L) RAWAS or RUPIT under demolition (A.P. de Ridder/Marhisdata).

GAN (1960-62) 2198 (1808)/48-6 (276.11 x 43.2', M5cy/11k Sulzer by N.V. De Schelde, Vlissingen)

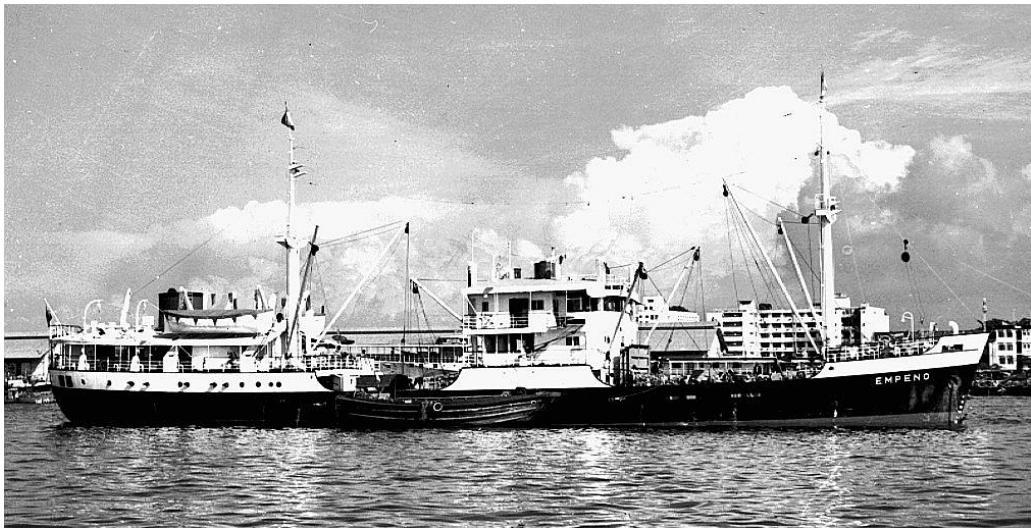
Built by N.V. Mach. & S.B. P. Smit Jr, Rotterdam (#591) for Dutch Government (KPM mgrs) as KAIMANA. 9/52 sold to KPM. 1/60 sold to Cia Nav. Extremo Oriente (THS mgrs), 29/2 del. at Singapore and reg. Panama as GANA. 9/62 sold to SRL r. KOMERING, 6/65 fully paid off. 3/77 replaced *Klingi* in Tanjung Priok-Belawan line. 5/84 laid up for scrapping, by late 1984 either under or awaiting demolition at Merak, West Java.



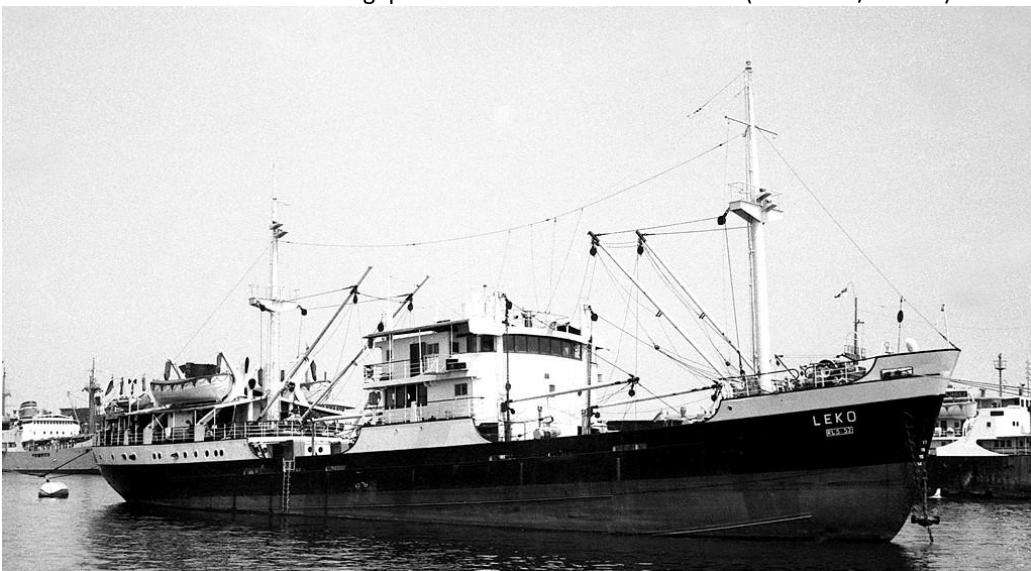
GAN as KOMERING at Donggala, W. coast of Sulawesi, Feb. 1974, in Srilines colours (H. Dick).

EMPENO (1960-62) 1042 (1332)/51-3 (221.6 x 35.0', M6cy/9k by N.V. Gebr. Stork & Co., Hengelo)

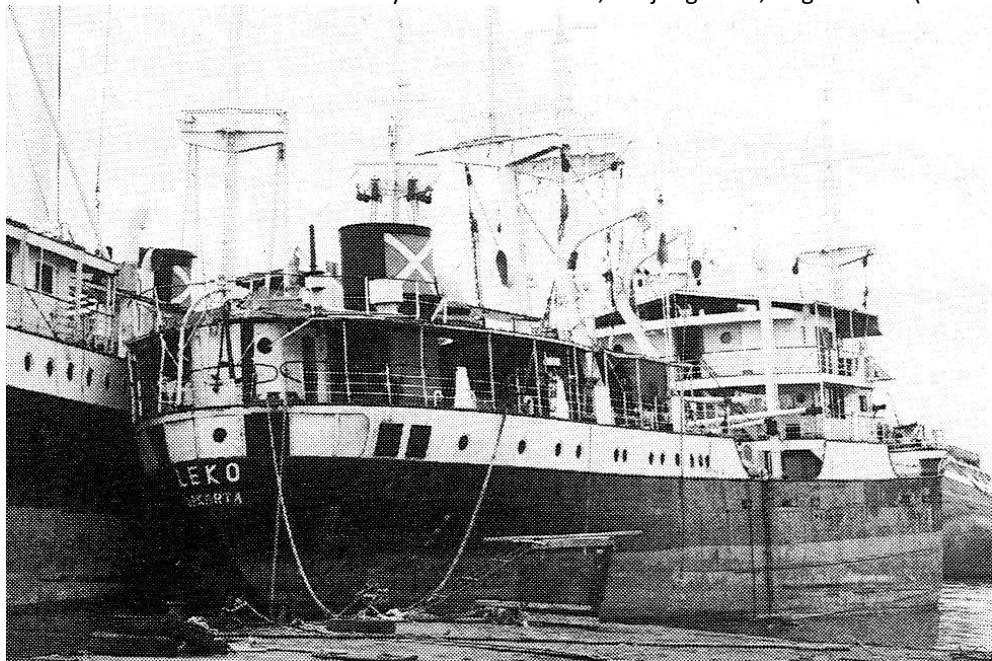
Built by Gebr. Pot, Bolnes (#923) for KPM, Amsterdam as cased-oil carrier MINJAK ['Oil']. 1/60 sold to Cia Nav. Extremo Oriente (THS mgrs), 3/3 del. at Singapore and reg. Panama as EMPENO. 9/62 sold to SRL r. LEKO and deployed in Tanjung Priok-Jambi-Riau line. By 1973 trading Java-Sulawesi. 5/84 laid up for scrapping, by late 1984 awaiting demolition at Merak, West Java



EMPENO ex MINJAK at Singapore c.1960 in Teck Hwa colours (R. Gabriel/H. Dick).



EMPENO as Srilines' LEKO on the buoys in No. 1 Harbour, Tanjung Priok, August 1973 (H. Dick).



LEKO awaiting demolition at Merak, late 1984, intact KELEKAR to port, ENIM ahead
(A.P. de Ridder/Marhisdata).

ANHO (1960-77) 530/45-6 (148.4 x 27.1', M4cy/8k British Polar Engines Ltd, Glasgow)

Built by Goole S.B. Co. Ltd, Goole (#439) as 'Shelt'-type for MOWT (Straits S.S. Co. Ltd mgrs), Hull as EMPIRE SEWARD. 1946 sold to Straits S.S. Co. Ltd, Singapore. 6/47 r. SENGGARANG. 10/60 sold and 11/60 del. to THS, Singapore r. ANHO. 6/65 sold to Kie Hock Shg Co. Ltd, Singapore. 10/66 t/f to Republic of Singapore registry. 1971 t/f to Sakota Ltd S.A., Panama. 1977 sold to Borneo Maritime Tpt (Sabah) Sdn Bhd, Labuan r. SABA. 1996 RLR.



Kie Hock's ANHO berthing at Tanjung Priok, No. 1 Harbour East, 18 September 1973 (H. Dick).

ANLI (1960-72) 530/45-9 (M4cy/148.4 x 27.1', M4cy/8k British Polar Engines Ltd, Glasgow)

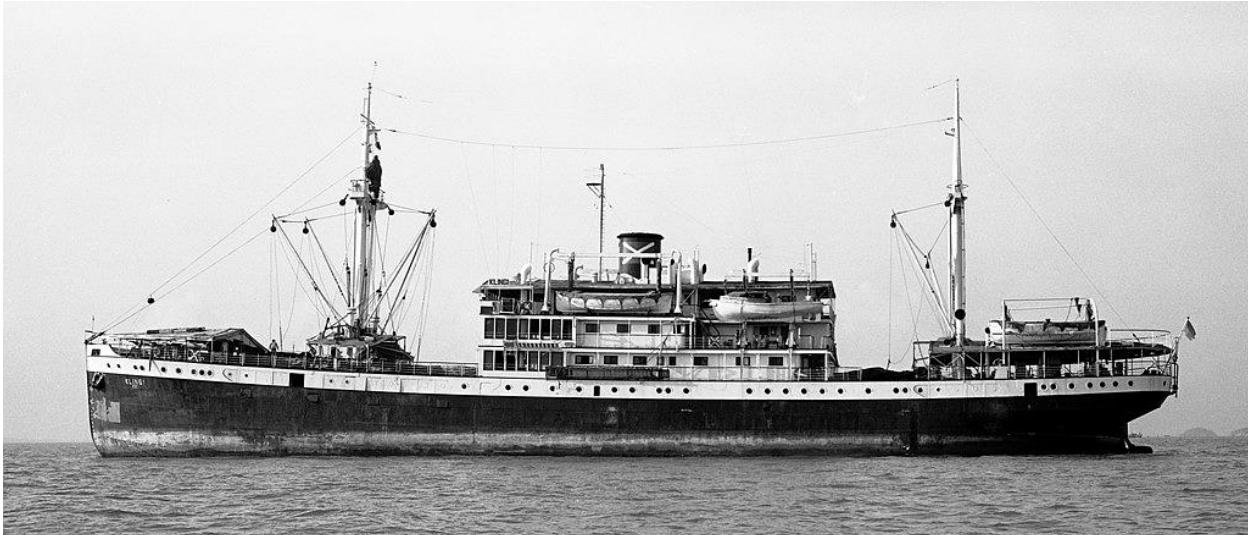
Built by Henry Scarr Ltd, Hessle (#472) as 'Shelt'-type for MOWT Straits S.S. Co. Ltd mgrs), Hull as EMPIRE SEABIRD 1946 sold to Straits S.S. Co. Ltd, Singapore and placed in service Singapore-Port Swettenham. 6/47 r. STIA. 11/60 sold and del. to THS, Singapore r. ANLI. 6/65 sold to Kie Hock Shg Co. Ltd, Singapore. 10/66 t/f to Republic of Singapore registry. 5/72 sold to Global Tptn Ltd, Singapore (reg. Panama) r. GLOBAL TRADER for Singapore-Phnom Penh trade. 1974 sold to Lam Kok Shg Co. Ltd, Singapore (reg. Panama) r. EVER FAITHFUL. 1975 sold to Sunrise Asia Sg Co. Ltd, Singapore (reg. Panama) r. BLUE EAGLE. 1999 RLR.



'Shelt'-type ANLI at Singapore as BLUE EAGLE (Norman Hesketh/Alan Lee).

AVA (1961-62) 2167 (1808)/47-8 (276.11 x 43.2', M5cy/11k Sulzer by N.V. De Schelde, Vlissingen)

Built by P. Smit Jr, Rotterdam (#549) for KPM as DE EERENS. 27/12/60 arr. Singapore from Persian Gulf and after discharge 5/1/61 laid up. 13/1 m/a with THS for £110,000, 30/3 del. at Singapore to Cia Nav. Extremo Oriente and r. AVA. 9/62 sold to SRL r. KLINGI, 12/64 fully paid off, used mainly in Tanjung Priok-Belawan line. 6/3/77 capsized and sank just outside Tanjung Priok harbour, 10 lives. 19/10/77 refloated and scuttled 25 miles offshore in 05.48S, 106.33.30E.



AVA at Singapore, 18 March 1974, as Srilines' KLINGI (Bruce Nicol/NAA).

ANLOK (1962-62) 1041 (1164)/45-11 (tkr, 229.6 x 32.0', M4cy/9k British Polar Engines Ltd, Glasgow)

Built by A. & J. Inglis Ltd, Glasgow (#1302) for MOWT as EMPIRE GROSVENOR, 27/11/45 completed trials and del. to Ministry of Shipping (Anglo-Saxon Petroleum Co Ltd, London mgrs) and reg. at Glasgow. 1947 sold to Anglo-Saxon Petroleum Co Ltd, London r. FRENULINA. 2/51 in dock at Singapore. 4/54 completed lengthening (orig. 890 grt, 193.0') by Hongkong & Whampoa Dock, also fitted with new tanks, 6/54 re-reg. to Shell Petroleum Co. Ltd. 1960 t/f to Shell Tankers Ltd. 9/61 completed survey at Tanjong Pagar Dock, Singapore. 2/62 laid up at Singapore 'pending disposal for breaking up', 17/3/62 del. by Shell (Eastern) Ltd to Siong Huat Hardware Co. Ltd for demolition. 7/62 resold by shipbreakers to THS, Panama r. ANLOK. 1962 sold to P.N. Pertamina, Jakarta r. PERMINA VI. 1974 sold to P.T. Bimoli, Jakarta for use as a coconut oil tanker from Bitung, N. Sulawesi r. BIMOLI 01. 3/86 broken up at Jakarta [clydeships.co.uk; Lloyd's Register Foundation].

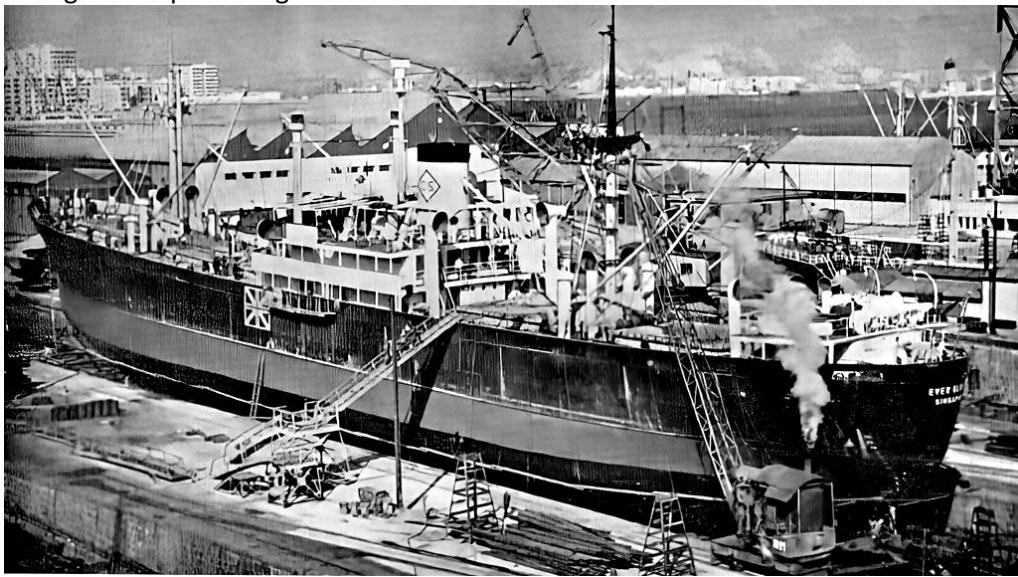


ANLOK as BIMOLI 01 docking at Surabaya (Kees Helder at www.helderline.com).

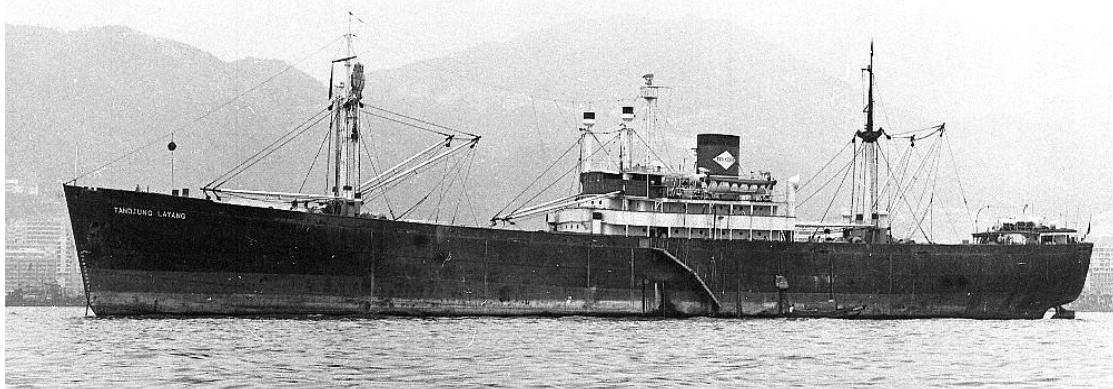
EVER GLORY (1962-67) 2355 (3995)/37-2 (341.8 x 46.2', M6cy/14k by Burmeister & Wain)

Built by Odense Staalskibsværft, Odense (#64) for A/S D/S Svensborg (A.P. Møller), Copenhagen as ROBERT MAERSK.

13/4/40 intercepted by British warships and taken to Calcutta, where req. by Ministry of Shipping/MOWT (Cayzer, Irvine & Co. Ltd mgrs), reg. Dundee. 1943 mgrs T. & J. Brocklebank Ltd. 6/46 reverted to owners. 1955 sold to D/S Jutlandia A/S (Ove Toft), Copenhagen r. BIRGITTE TOFT. 3/58 del. to CSC, Singapore r. EVER GLORY, 28/3 sd Antwerp via Seville for Djibouti, Okinawa and Shanghai. 11/62 sold to Chin Yeong Co. Ltd (Teck Hwa Shg Co. Ltd mgrs), Singapore, LRS 11/12 rep. to be renamed PO AN but did not occur [LR/VRC]. 1965 sold to Teck Hwa Shg Co. Ltd, Singapore. 22/1/67 arr. Singapore from Persian Gulf r. SINGAPORE PEARL. c.11/67 sold to State Marine Enterprise S.A. (Kuo Int. Ltd, Singapore), Panama r. TANDJUNG LAYANG and chartered to Trikora Lloyd, Jakarta for Japan-Indonesia trade. 3/4/70 arr. Hong Kong for demolition by Leung Yau Shipbreaking Co.



EVER GLORY on No. 2 Slipway, Taikoo Dock, Hong Kong, Nov. 1958 with Cathay Shipping 'C S' funnel lettering (*Taikoo Gazette*, Jan. 1959).



EVER GLORY as TANDJUNG LAYANG (Trikora Lloyd funnel) at Hong Kong, 4 April 1970, immediately prior to delivery to breakers (W. Schell).

EVER SURE (1964-66) 5659 (8800)/40-9 (427.6 x 57.2', T3cy/12k J.G. Kincaid & Co. Ltd, Glasgow)

Built by Barclay, Curle & Co. Ltd, Glasgow (#676) for Burns, Philp & Co. Ltd, Sydney (reg. London) for East Australia-Java-Singapore line as BURNSIDE (12 pass.). 9/40 req. by MOWT (B.I. S.N. Co. Ltd mgrs) for service in Indian Ocean and Persian Gulf. 22/9/46 arr. Sydney from Calcutta and 28/9 returned to Owners, 11/46 resumed commercial service. Early 1964 sold to THS, 9/2 sd Sydney on final BP voyage, 10/4/64 reg. at Singapore (#9/1964), 5/64 r. EVER SURE. 7/65 survey overdue. 7/65 surveys overdue. 15/8/66 laid up in Singapore Roads. 10/66 sold for demolition at Singapore and work commenced (Wilkinson & Willson, *The Main Line Fleet of Burns Philp*, NAA, 1977).



EVER SURE as Burns Philp's BURNSIDE in Rejang River, 16 August 1963 (Dr. George Wilson).



EVER SURE in Eastern Roads, Singapore, 6 November 1964 (Dr. George Wilson).

SINGAPORE PEARL (1967-67) 2355/37 *see EVER GLORY (1962-67)*

-o00000o-