

Yick Fung Shipping & Enterprises Co. Ltd (YFSE)

益丰船务企业有限公司 (est. 19 April 1960)

Chiao Mao Enterprises Ltd (CME) 貿企業有限公司 (16 September 1961)

Tat On Shipping & Enterprises Co. Ltd (TOSE) 達安船務企業有限公司 (11 January 1964)

Southern Shipping & Enterprises Co. Ltd (SSEC) 南方船務企業有限公司 (14 February 1967)

Tong Ling Shipping & Enterprises Co. Ltd (TLSE) 東林船務企業有限公司 (9 December 1969)

ROC Maritime Inc. (1976)

Ceram Shipping Inc. (1976)

Banda Shipping Inc. (1976)

Tai On Shipping Inc. (1977)

Searoc Maritime Inc. (1979)

Hong Fat Shipping Inc. (1980)

Luen Yick Shipping Co. S.A. (1994)

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The intricate story of Yick Fung Shipping & Enterprise Co. Ltd and its affiliated companies traces back to the circumstances and policy debates of Maoist China. In the 1950s, after most of the Chinese merchant fleet had sailed away to Taiwan and Hong Kong, the PRC was left with almost no oceangoing ships and had few means to acquire them. In any case, it was inhibited from operating such vessels under the PRC flag by the continued recognition by much of the non-communist world of the Chiang Kai-shek-led regime in Taiwan as being the legitimate government of China. PRC ships were liable to seizure on the high seas, especially by forces controlled by Taipei, and were uninsurable. Vessels that did call into Chinese ports were blacklisted by the United States government and prohibited from visiting U.S. ports. Furthermore, given the weakness of China's economy, sufficient funds were not available and, under the Marxist-Leninist principles followed by the PRC, the raising or borrowing of

private capital was strictly forbidden. Moreover, there was diminishing expertise for constructing or operating ocean-going vessels.

The PRC therefore had come to rely upon foreign-flag shipping for its deepsea trade. Through commercial arrangement, long-term beneficial ownerships were undertaken of ocean-going ships through companies such as Wallem & Co. and Wheelock Marden, and these were able to operate from foreign ports to China flying British or other non-Chinese flags. British and Scandinavian liner operators restored limited calls at Shanghai and Tianjin (Taku) while Russian- and Polish-flag ships, including some in joint-venture arrangements, carried trade with Eastern-bloc countries. Most notably, through the Ministry of Trade's Sinofracht Chartering & Shipbroking Corporation, from the early 1950s China came to rely heavily upon chartering in foreign-flag ships, principally from Hong Kong-based, British-flag shipowners such as John Manners & Co. Ltd, Mollers and Williamson & Co. Ltd who developed their fleets of serviceable secondhand tonnage with this aim in mind. Costs of charters during the Korean War and Suez boom were prohibitive, with the effect of limiting shipping available to China, China's essential trade and Chinese GDP.

Reliance upon foreign-flag shipowners and allowing a profit margin to such middlemen did not sit comfortably with PRC managers. An answer was needed that preferably did not rely on foreign companies or undermine the PRC's Communist principles. What emerged was the plan that resulted in the creation of Yick Fung and the simultaneous re-direction of the operations of the Ocean Tramping Co., which had been registered in Hong Kong in 1957 as a tool for China to use its limited state funding to acquire a few vessels for the coastal fleet [see separate but parallel study also published as a PDF file on the PRC-related page at oldchinaships.com].

According to a remarkable in-depth and revealing report by Lin Yuxuan of 'Xinde Marine News', sourced below, one Cheng Laichuan, a native of Putian, Fujian was the proactive figure in developing the concept of PRC-owned and operated but Hong Kong-based non-PRC-flag ships. Chen had been a central player in Hong Kong in the early and mid-1950s in arranging foreign flag charters to run the Nationalist blockade to ports such as in Fujian Province. As a resident of Hong Kong, he appreciated low border restrictions ensured that the Colony was now making a significant contribution to the Province of Guangdong and the Chinese economy as a whole as principal gateway for the international marketing of Chinese goods. Indeed, by the mid-to late 1950s Hong Kong was beginning to turn into a densely populated powerhouse with privately held funds starting to be generated in significant volume. Furthermore, after the end of the Suez boom in 1958-9, secondhand ship prices were falling to very low levels. In 1956 a 10,000-dwt warbuilt went for as much as £6.5 million, but by 1959 it had fallen considerably.

In discussions with Fujian Prefectural officials in Fuzhou, Cheng developed the idea of borrowing the funds now available on the Hong Kong market through Hong Kong banks such as HSBC and Standard Chartered which were prepared to offer the full ship purchase funds with a 30% deposit. Purchasing such ships for operation under British and FOC flags which would not only replace the reliance of foreign-owned shipping companies but also generate funding for further acquisitions. In a visit to Beijing in September 1959, he proposed the idea to the Ocean Affairs Bureau of the Ministry of Transport, and in February 1960 it received endorsement from Minister of Transport Wang Shoudao,

although probably due to the idea's questionable validity for a centrally planned economy, the latter cautioned that the method should be properly grasped and developed gradually.

So in 1960, with these approvals Cheng's unlisted Qiaoli Company took the lead in using loans to buy two ships. Under Hong Kong law they needed to be registered under a limited liability company, so he newly established Yick Fung ['profit and fortune'] Shipping and Enterprises Co. Ltd on 19 April 1960, registered in Hong Kong as #5942 with a capital of \$HK1 million. Founding shareholders along with Cheng (2,000/10,000 shares) were Ng Minho (4,000), Ong Hwakune (1,500), Chan Yeetun (1,500,) and Ng Minkon (1,000), of the same address, presumably a brother of the first-named, who was nominated a director along with Cheng. The longer version of Lin Yuxuan's report describes the capital as 'Qiaoli's surplus', so it may be inferred that these individuals were a basis for the syndicate operating as the unlisted Qiaoli company.



From left Cheng Laichuan, Chen Guangyi, Secretary of the Fujian Provincial Party Committee and in an early photo, Transport Minister Wang Shoudao (Xinde Marine News/Internet).

Almost immediately, through Wallem & Co., Yick Fung purchased two 10,000-dwt WWII standards *Shun Fung* and *Ho Fung* which were then operated on a commercial basis, a groundbreaking development. *Ho Fung* is recorded as being placed in service between China and South East Asia and visiting Haiphong during the Vietnam war. It is said that by the end of 1961 operating income had enabled the total repayment of principal and interest and in addition turned in a surplus of RMB 70,000. In 1964 *Ho Fung* and *Shun Fung* were formally transferred to the ownership of Yick Fung.

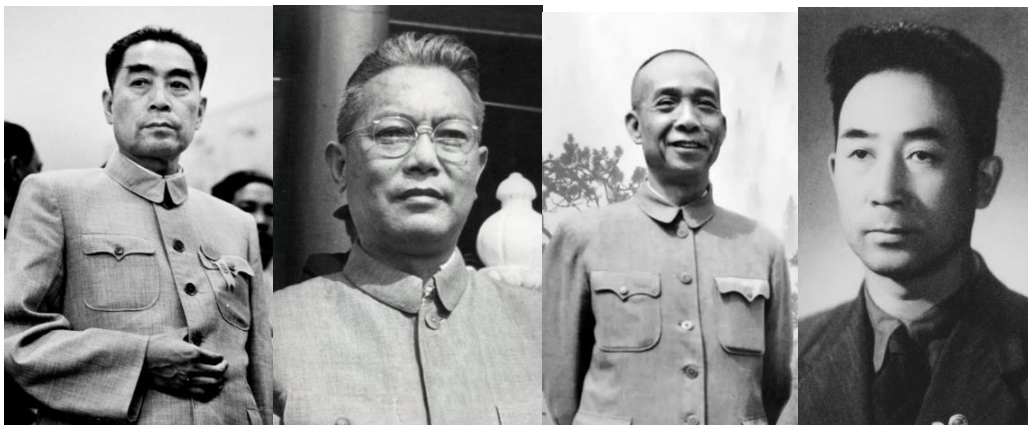
Coinciding with and doubtless resulting from this confidential policy initiative, in February 1960 Ocean Tramping Co. Ltd., which had been established in Hong Kong in mid-1957 for the purchase overseas and delivery to Shanghai of several ships destined for coastal trade, developed a new operational role with its *Dartford* and *Kingford*, both of which loaded from the Straits in mid-1960.

Meanwhile, on 16 September 1961 a parallel shipowning entity was registered in Hong Kong as **Chiao Mao Enterprises Ltd** (#7047). The company was established with a nominal capital of \$1 million, of which just \$72,000 was initially paid up, by Chao Tsiu Shi (360 shares), Mrs Wu Lu Choo (130), Lim Eng Mau of Haadyai, Thailand (90), Line Tien Ching (50), Tsui Pe Chiang (45), Mrs Lin Hsiao Yung of Macao

(30) and Lam a Chung, student (15). Chiao, T.C. Lin and Lam all listed the same address at 33 Kennedy Road. All but the student Lam were listed as directors. In light of the diversity of addresses, it may be presumed that at least some of these shareholdings were by way of patriotic contributions. This time a recommendation from the Ministry was referred to Prime Minister Zhou Enlai, who on 13 November 1962 approved the acquisition of three cargo ships using both the profits from the two Yick Fung ships and an unplanned surplus of the Hong Kong China Merchants Group. This decision was not one to be taken lightly by the Prime Minister, but from the 1950s he had been acutely aware of the need for China to access modern shipping and had frequently called for this to be done.

Thus a few months later Chiao Mao acquired three almost identical Doxford-built conventional tramp motorships from the P&O subsidiary Hain SS. Co. Ltd for Stg 100,000 each: *Trelissick/Kinross* (1949), *Trelyon/Yunglulaton* (1949) and *Treloske/Yungfutary* (1950). P&O was now changing its fleet to the new technology of bulk carriers, but these still relatively young geared 9,000 tonners were well suited to operation between Chinese and Southeast Asian ports. Chiao Mao at first had separate offices at 135 Bonham Strand, Hong Kong but around 1967 were brought under the Yick Fung umbrella. *Yungfutary* stranded and burned out in July 1968. The other two ships were transferred via Somali registry to China Ocean Shipping Company (COSCO) in 1974, which seems to have been the end of any shipowning activity, though the company survived until deregistered in May 1997.

The smooth initial working of the Yick Fung experiment and its benefits in terms of low-cost tonnage controlled fully by the PRC was a compelling one, even if it involved the ideologically dubious means of raising funds on the capital market of Hong Kong. It was one that could be developed further. Nevertheless, there was obvious need for political cover, which led in November 1963 to a carefully worked up joint recommendation from the Ministry of Communications, the Ministry of Foreign Trade, the Ministry of Finance and the People's Bank of China to the Communist Party Central Committee and the State Planning Commission to use funds raised in Hong Kong to directly purchase ships to develop the country's ocean-going fleet. The continuation of the Yick Fung's active operations can be seen as consistent with this proposal, which was approved by Premier Zhou Enlai, known for his extremely carefully balanced decisions, Vice Premier Li Xiannian, a doctrinaire Communist, Vice Premier and Chairman of the State Planning Commission Li Fuchun ("First build the factory and afterward housing") and Vice Premier Bo Yibo, a moderate.



Zhou Enlai, Li Xiannian, Li Fuchun and Bo Yibo (Lisa Larsen/Wikipedia/inf.news/Wikipedia).

The politics certainly were not easy. During the subsequent Cultural Revolution (from late-1966) the 'Capitalist Roder' stance of buying cheap secondhand ships from abroad became an issue of serious political debate, led by Madame Mao, and these gentlemen would have had to wear the consequences. Bo Yibo was jailed for 10 years and his wife died in Red Guard custody. Li Fuchun was suspended from his position for twelve months. It may be noted that even Zhou is said to have been denied medical treatment by Mao when unbeknown to himself, he was subsequently diagnosed with cancer which became terminal.

In January 1964, a leading group for ship purchases was established and a procedure established whereby when buying a ship with a loan in the international market, after the target was selected and the conditions were negotiated, and until 1969 each case had to be submitted to the ocean-going ship purchase leading group for endorsement and reported to Vice Prime Minister Li Xiannian for final approval, this probably being a tradeoff for obtaining Li's reluctant consent in the Party Central Committee. Then Yick Fung and Overseas Tramping Co. signed ship purchase contracts on behalf of COSCO, and the purchased ships which were mainly immediately received and registered by COSCO Guangzhou, COSCO Shanghai and COSCO Tianjin.

Perhaps mindful of the international restrictions of the 1950s, but more obviously to avoid problems with ideological hardliners 2000 km away in Beijing, confidentiality was established as a rule, and there would be no direct phone calls with Beijing about ship purchases in Hong Kong with Hong Kong money. No official confirmation was provided of any connection between Yick Fung or Ocean Tramping and the PRC government although this came to be widely assumed in Hong Kong and overseas shipping circles. In December 1964, the first domestic ship purchased with a loan *London Tradesman* (10,893/63) was acquired and registered for COSCO Guangzhou. To quote Lin Yuxuan, "COSCO became the first company in New China to operate in debt and develop by borrowing money." But this was a carefully guarded secret!

On 11 January 1964 **Tat On Shipping & Enterprises Co. Ltd** was established as a second Yick Fung affiliate for owning and operating ships, being registered in Hong Kong with a similar capital structure to Yick Fung. From the outset Tat On operated from the same office as Yick Fung at Room 1002 and later on the 6th Floor of Wong House at 26-30 Des Voeux Road and by 1969 was listed by Lloyd's Register under Yick Fung along with Chiao Mao. Ng Min Ho was again a director but held only 200 of the 10,000 shares, the balance being held by Ng Tin Wah (5000), Ng Min Kong (800), Cheng Hung (850), Cheng Wai (150 but also a director), Lam Ying Cheong (2800) and Chan Wing Wo (200). In purchases to 1971 it acquired a total of six ships: over the course of the first year it bought three general cargo vessels, *Arctic Ocean* (1956), *Antarctica* (1959) and the older *Red Sea* (1944). *Arctic Ocean* and *Red Sea* initiated the nomenclature that would be adopted by an expanding Yick Fung. Tat On went on to acquire *Yellow Sea* (10,146/1959 ex *Jag Jiwan*) in 1969, then in 1971 both *Atlantic Ocean* (9292/1962 ex *Arya Far* ex *Clan Finlay*) and *North Sea* (9338/1959 ex *Trauenfels*). After *Arctic Ocean* and *Atlantic Ocean* were transferred to COSCO in the mid-1970s, Tat On owned no more ships and was deregistered in June 1997.

Next on 14 February 1967 **Southern Shipping and Enterprises Ltd** (#13,830) was registered in Hong Kong with a fully paid-up capital of \$2 million, now in \$1000 shares. None of the parties were in

common with Yick Fung and its previous affiliates: Ng Pak Fong (1000/2000), Yeung Po Chu (499) and Yin Tsun Ching (499) all lived adjacent in New Village on Peace Road, Canton (Guangzhou), suggesting connection with the Guangzhou Maritime Bureau while Cheung Wing Chun and Kwok Man Kit of Hong Kong each held a single share. The two last served as directors along with Ng Pak Fong, who presumably gave them directions. Southern began operations with the conventional freighters *Nankwang* (1940) and *Nanfung* (1944), then a year later added *Eastern Lion* (1952), *Hai Ning* (1947) and *Wing Kwong* (1945) and in 1969 the converted bulk carriers *Jade Lily* (1952/1961), *Star Lily* (1950/1962) and *White Lily* (1951/1962), the conventional tramp *Starlight* (1944) and a modern freighter *Steed* (1956). Southern operated from its own office on the 12th Floor of 54-56 Connaught Road, Central until in the mid-1970s moving into the new Yick Fung offices in the Sincere Building. The last of these ships were sold off by the end of 1976 and we have no record of further activity.

Meanwhile, under Cheng's guidance Yick Fung Shipping & Enterprises Co. Ltd continued to develop its hitherto role as an operator in its own right. During 1964 *Ho Fung* and *Shun Fung* transferred to the ownership of Yick Fung as well as the two slightly larger general cargo ships acquired as *Venice* (1958) and *Cheung Chau* (1956). *Chang Kiang* (1958) and *East Sea* followed in 1967, then a year later *Hwang Ho* (1958).

Separately, on 1 February 1964 Cheng established Qiaoli Machine Repair Factory. Under the eventual leadership of COSCO this developed and is said to have become COSCO's largest ship repair enterprise in Hong Kong - Youlian (?Union) Shipyard. But following a bout of ill health in 1966, Cheng asked Liu Yunzhou, general manager of China Merchants S.N. Co., Hong Kong, to report to the Ministry of Transport on his behalf, and formally transfer the fleets of Qiaoli and Yick Fung, and Youlian Shipyard to PRC ownership. China Merchants Hong Kong assigned deputy general manager Gao Ming to take over. Cheng also specified that the Yick Fung company, the 11 ocean-going ships acquired by that time, of nearly 100,000 tons, and the ship repair yard in Hong Kong, as well as more than 10 million Hong Kong dollars be transferred to the ownership of the Ministry of Communications free of charge, demonstrating conclusively to Beijing that the enterprises were not private profit-seeking intermediaries.

Yick Fung evolved further in the 1970s and 1980s with further affiliates, some but probably not all of which are listed at the top of this document. Control eventually passed via China Merchants S.N. Co, Hong Kong to the Ministry of Communications in Beijing, whereupon the PRC link was at last publicly revealed. From 1970 the standard port of registration for new acquisitions by Yick Fung and affiliates became Mogadishu, Somalia, at least until 1976, when it changed to Panama. From 1972 the pace of new acquisitions stepped up rapidly evolving from breakbulk cargo ships to bulk carriers and even a cruise ship. By the final ocean-going ship acquisition in 1995, vessels that had been registered for Yick Fung and its known affiliates totaled around 155, as indicated in the lists below. A close relationship was developed with COSCO to which ships were often more quickly transferred, involving choosing and evaluating prospective purchases, obtaining of competent crews from the Hong Kong area, and the above-mentioned ship maintenance and repair.

Under the separate direct purchasing program not involving registration under Yick Fung, the numbers are significantly greater. Just from 1972 to 1974, Yick Fung is said by Lin Yuxuan to have purchased 175

ships of 3.43 million DWT for COSCO. In 1979, the party group meeting of the Ministry of Communications agreed that "Yick Fung and Ocean Tramping shipping companies should be given the right to expand their autonomy, and can directly borrow from banks and raise funds to select and purchase ships operated by the company." With the strong support of the Ministry of Communications and COSCO, the two companies Yick Fung and Ocean Tramping continued to grow and expand. At COSCO Headquarters' Ship-Buying and Ship-Receiving Work Conference in 1980, the Ministry of Communications is said to have commended COSCO's ship-buying work, saying that "in just a few years, the country made a net gain of six to seven million DWT without spending a penny".



MIN FUNG, built as KONG OLAV V, is shown here being repainted at Hong Kong, name readable. Acquired and registered by Yick Fung in 1980 and transferred through COSCO to Fujian operators in 1981 and Guangdong owners in 1983 (Ebay).

By the 1980s there were clearly no more substantial barriers to the commercial purchase and operation of ships by the PRC, so it was no surprise when on 1 November 1994 Ocean Tramping and Yick Fung announced their merger to form COSCO (H.K.) Shipping Co. Ltd, which officially commenced business on 8 February 1996 with 78 ships being operated and 3.97 million deadweight tons managed. Superlatives are difficult to verify but this was claimed to be the largest shipping company in Hong Kong and to have subsequently developed into the world's third largest dry bulk fleet. Many of the ships continued in their current registered ownerships with the same colour schemes, but no further oceangoing ships were added to Yick Fung or Ocean Tramping fleets or affiliates after 1995. As a footnote, the name of Yick Fung was revived in 2019 for a number of Liberian-registered harbour craft. On October 14, 2019, the first batch of 11 series of engineering ships built by Jiangsu Zhenjiang Shipyard (Group) Co., Ltd. for the Guinea bauxite project was two 4200hp dual-purpose full-swivel tugs - "Yituo 101" ", "Yituo 102" was delivered to the ship owner and set sail smoothly. The ship fully embodies the efficient and green development concept in terms of power design, functional matching, safety, and environmental protection, and has reached the international advanced level of similar

products. Its putting into use marks the substantial start-up stage of COSCO Bulk's Guinea bauxite resource cooperation project.

In retrospect, Lin Yuxuan notes that among the benefits brought by Yick Fung and Ocean Tramping is that they opened up new ways to renew the domestic Chinese fleet. After 1970, the work of buying ships progressed rapidly and the domestic fleet enjoyed an average annual growth of about 50 ships. Second, they acted as a flexible buffer for the transfer of ships to Chinese domestic fleets where, because of the Cultural Revolution and other factors, domestic cadres and crews were not well qualified. Yick Fung and Ocean Tramping could operate ships that China's human resources could not yet cope with, allowing transfers from Hong Kong to the PRC flag to be deferred until the bottlenecks were reduced and mainland crews became available. The third point noted by Lin Yuxuan was the cultivation of expertise for China's ocean-going business. Yick Fung and Ocean Tramping were able to take advantage of the favorable position of Hong Kong as an international shipping centre and adopt advanced techniques in international shipping management, thereby creating a 'stable, pragmatic, efficient and compliant' crew team for COSCO.

Sources

Hong Kong Companies Registry, COSCO website, Lin Yuxuan posted 20 April 2020 on Xinde Haishi, full version dated 20 June 2021 accessed at <http://www.0594xyw.com/news-57441.html>, abbreviated version 21 April 2020 at <https://www.xindemarinenews.com/m/view.php?aid=19916>, third version dated 12 July 2020 at <https://www.xindemarinenews.com/m/view.php?aid=21854>, Lloyd's Register, http://www.360doc.com/content/22/0615/20/79932946_1036171000.shtml, Starke-Schell registers, *Miramar*, and *Marine News*. Certain of the detailed ship entries below are transposed and edited from other lists on this site.

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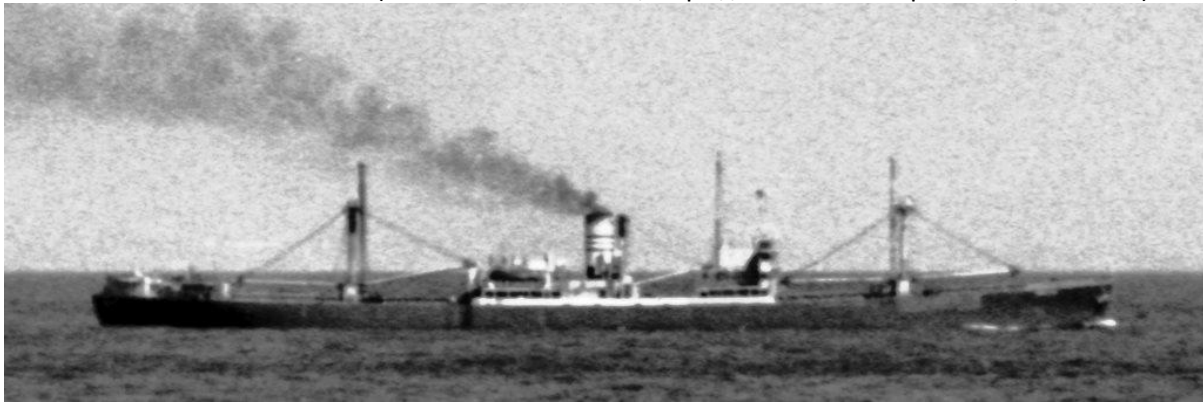
The first two Yick Fung acquisitions (1960)

Wallem & Co. (HK) Ltd (registered owner for YFSE)

SHUN FUNG (1960-64) 7148 (10,713)/45 (441.5 x 57.2', T3cy/11k by Can. Allied-Chalmers, Montreal) Built by North Van Ship Repairs Ltd, Vancouver for Canadian Govt (Park S.S. Co. Ltd, mgrs), Montreal as SIMCOE PARK. 1947 sold to Saguenay Terminals Ltd, Montreal, 1948 r. SUNMONT. 8/60 sold to Wallem & Co. (HK) Ltd (ben. owner YFSE) for Stg 72,500 r. SHUN FUNG. 12/60 t/f to YFSE and reg. at Hong Kong. 5/9/64 blown ashore at Hong Kong by typhoon 'Ruby', and broke back, CTL, 29/10 register closed.



SHUN FUNG as SUNMONT (coll. Claude Meldrum/<https://iancoombe.tripod.com/id19.html>).



SHUN FUNG with Wallem funnel off Cape St. Vincent, September 1960
on delivery voyage to Hong Kong (Dr. George Wilson).

HO FUNG (1960-74) 7121 (10,290)/44-8 (441.6 x 57.1', T3cy/10k by Dominion E.W., Montreal)
Built by Marine Industries Ltd, Sorel for Canadian Govt for bareboat charter to MOWT (Capper,
Alexander & Co. Ltd, London, mgrs) as FORT NOTTINGHAM. 1946 mgrs C. Strubin & Co. Ltd, London.
1949 mgrs R.S. Dalgleish Ltd, Newcastle. 1950 sold to Nova Scotia Marine Ent. Co. Ltd (Counties Ship
Mgt Co. Ltd, mgrs), London r. ALENDI HILL. 10/60 sold to Wallem & Co. (HK) Ltd (ben. owners YFSE),
Hong Kong for Stg 90,000 r. HO FUNG. 11/64 t/f to YFSE. 10/1/74 del. at Shanghai for breaking up.



HO FUNG as British FORT NOTTINGHAM (Bowling Green State University).

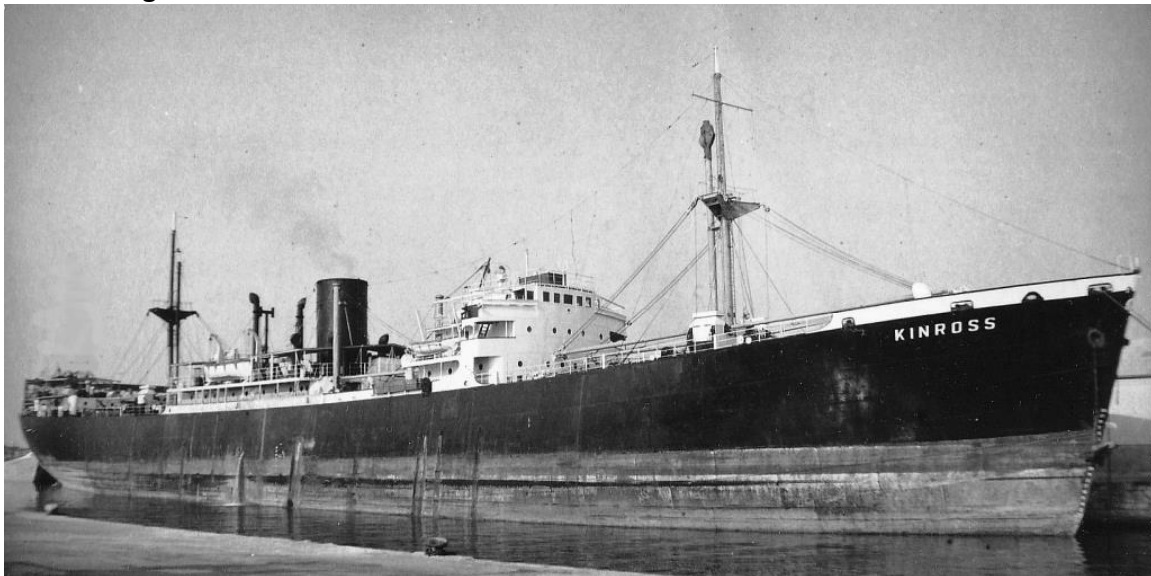


HO FUNG at Sydney, January 1970 (Chris Gee coll.).

Chiao Mao Enterprises Ltd (1961, complete, 3 ships)

KINROSS (1963-74) 5388 (9221)/49-9 (442.11 x 56.6', M4cy/12½k)

Built by Wm Doxford & Sons Ltd, Sunderland (#769) for Hain SS. Co., Ltd., London as TRELISSICK. 1963 sold to CME r. KINROSS (reg. Hong Kong). 1972 t/f to YFSE (reg. Mogadishu). 1974 t/f to Shanghai Marit. Bureau, r. ___ SHAN, probably ZHU SHAN. 1978 rep. as ZHE HAI 106, same owners. June 1982 still active at Shanghai. 1992 RLR.



KINROSS (Alex Duncan*).



Ex-KINROSS at Shanghai in 1976, stern damage, with a name which appears to be ZHU SHAN 珠山 (Michael Rank @<https://www.flickr.com/people/ibisbill/>).



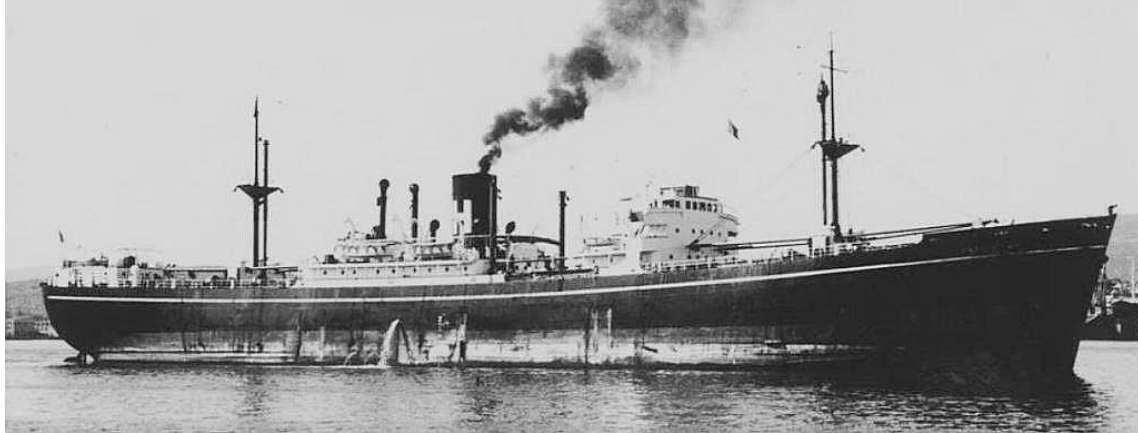
ZHE HAI 106 ex TRELISSICK at Shanghai in 1979, superstructure front filled in (Markus Berger).



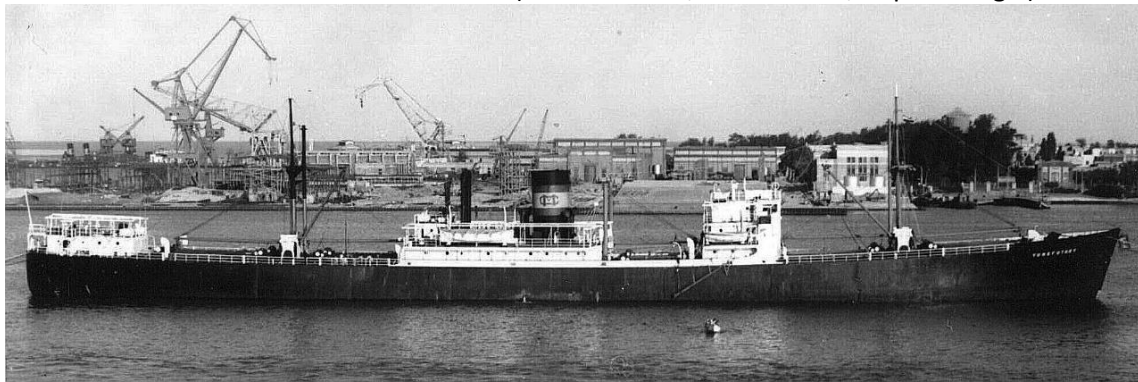
ZHE HAI 106 at Shanghai in June 1982, centre island structural enhancements (Chris Mackey).

YUNGFUTARY (1963-68) 5388/50-4 (442.11 x 56.6', M4cy/12½k)

Built by Wm Doxford & Sons Ltd, Sunderland (#774) for Hain SS. Co., Ltd., London as TRELOSKE. 1963 sold for £100,000 to CME r. YUNGFUTARY (reg. Hong Kong). 23/10/63 sailed Hamburg for Hearaya and by end of year sailing Shanghai-Cuba. 26/7/68 o/v Shanghai-Singapore in bad weather stranded off the coast of Fukien, burned, CTL.



YUNGFUTARY as Hain's TRELOSKE (W.T. Hubbard/Stuart Smith/shipsnostalgia).



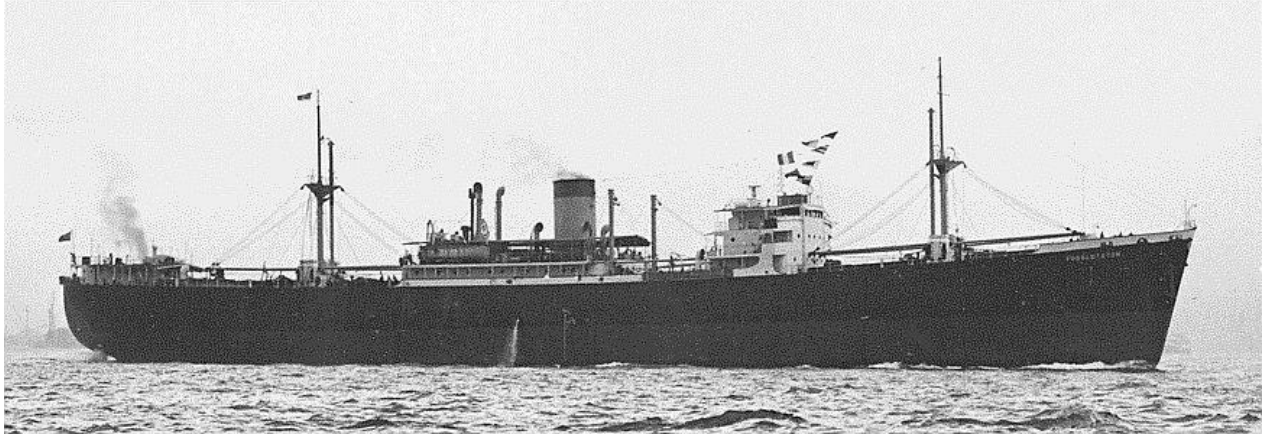
Freshly painted YUNGFUTARY at Port Said on delivery voyage, October 1963.
The Chiao Mao funnel (red and yellow bands) did not endure (DDGHansa/Shipspotting).

YUNGLUTATON (1963-74) 5414 (9152)/49-7 (442.11 x 56.6', M4cy/12½k)

Built by Wm Doxford & Sons Ltd, Sunderland (#769) for Hain SS. Co., Ltd., London as TRELYON. 1963 sold for £100,000 to CME r. YUNGLUTATON (reg. Hong Kong). 1974 t/f to YFSE (reg. Mogadishu). 1974 t/f to COSCO., Shanghai r. HUA SHAN. 1985 t/f to Shanghai Port Administration, Shanghai. 1992 DLR.



TRELYON at speed (coll. Tony Frost/Sunderlandships.com).



YUNGLUTATON at Hong Kong, 10 April 1970 (W. Schell).



YUNGLUTATON with an extra boat firing up at Port Swettenham, 22 August 1973 (Dr George Wilson).



HUA SHAN at Shanghai 20 July 1979, additions to front and centre superstructures (Markus Berger).

Tat On Shipping & Enterprises Co. Ltd (1964, complete, 6 ships)

ARCTIC OCEAN (1964-76) 6192 (12,692)/56-1 (480.0 x 61.9', M8cy/15k by M.A.N.)

Built by Deutsche Werft A.G., Hamburg (#696) for Skibs A/S Golden West (Joh. H. Andresen), Oslo as BLUE MASTER. 1964 sold to TOSE r. ARCTIC OCEAN (reg. London). 1975 reg. t/f to Mogadishu. 1976 t/f to COSCO, Guangzhou r. XIANG YIN. 1985 broken up at Huangpu.



ARCTIC OCEAN in Malacca Strait (P. Foxley*).

ANTARCTICA (1964-71) 6182 (10,880)/59-11 (467.2 x 61.2', M7cy/15k by Gotaverken)

Built by Uddevallavarvet A/B, Uddevalla (#177) for Skibs A/S Hassel (A/S Rederiet Odfjell), Bergen as OLDER. 1964 sold to TOSE r. ANTARCTICA (reg. London). 1971 t/f to COSCO, Shanghai r. NANXIANG, 1978 amended to NAN XIANG. 1982/3 withdrawn from international trade. 1993 DLR.



ANTARCTICA as Norwegian OLDER (<https://www.sjohistorie.no/>).



ANTARCTICA off the Hook of Holland, 23 May 1970, Yick Fung funnel (Adrian Ford).



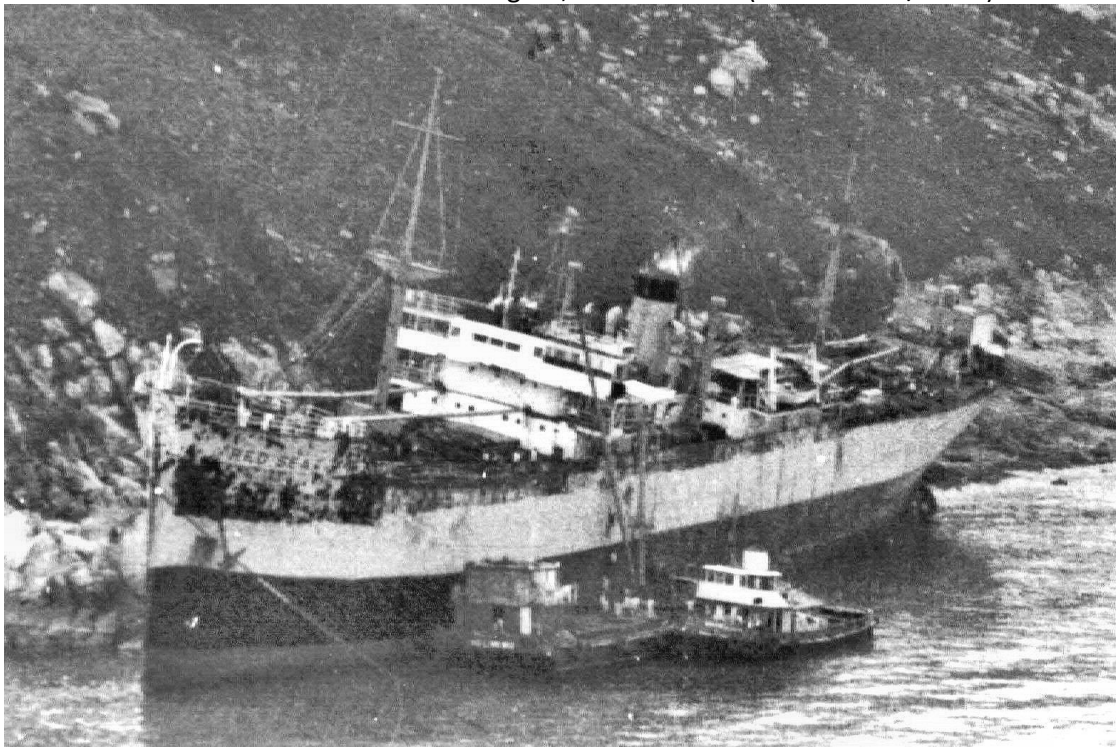
NANXIANG undergoing maintenance at Yokohama 26 April 1975,
name on hull as one word (S. Kentwell).

RED SEA (1966-70) 7026 (9466)/44-5 (432.9 x 56.3', M6cy/12½k by B&W)

Built by Harland & Wolff Ltd, Belfast (#1234) for MOWT (T. & J. Harrison, mgrs), Belfast as EMPIRE RANGOON. 1947 sold to Reardon Smith Line Ltd (Sir Wm. Reardon Smith & Sons, Ltd), Bideford r. HOMER CITY. 1960 sold to Grosvenor Shipping Co. Ltd (Mollers' Ltd, Hong Kong, mgrs), London r. GROSVENOR MARINER. 1966 sold to TOSE r. RED SEA (reg. London). 17/8/71 blown ashore on the NE Lantao Island, Hong Kong in typhoon 'Rose', CTL, subsequently refloated and 9/71 sold for breaking up by Yau Wing Metal Co. Ltd.



GROSVENOR MARINER at Wellington, 2 March 1963 (J. Mathieson/NAA*).



RED SEA ashore at Hong Kong, August 1971 (Alan Lee, edited).

YELLOW SEA (1969-72) 10,146 (14,050)/59-4 (518.4 x64.3', M7cy/16k by MAN, Augsburg)
Built by Schlieker Werft, Willy H. Schlieker K.G., Hamburg (#521) for Great Eastern Shipping Co. Ltd (A. H. Bhiwandiwalla & Co. mgr), Bombay as JAG JIWAN. 1959 r. JALA JAG JIWAN. 1963 reverted to JAG JIWAN. 16/3/69 o/v Calcutta (16/3) to Chiba rep. sold to TOSE, 26/5 dep. Hong Kong for Qinhuangdao as YELLOW SEA. 21/7/70 in collision in 1.57S, 8.37W. 21/8/70 passed Gibraltar o/v Durres (Albania)-Cuba. 1971 t/f to COSCO, Shanghai r. HUAI YIN, 17/9 dep. Rotterdam for Shanghai. After 3/85 withdrawn from international trade, NFI. RLR 1993.



YELLOW SEA as Scindia charter JALA JAG JIWAN at Boston c.1960 (John O'Leary/W. Schell).



COSCO Shanghai's HUI YIN ex-YELLOW SEA in 1970 (A. Duncan/W. Schell).



HUI YIN at Malta, June 1973 (M. Cassar/W. Schell).

ATLANTIC OCEAN (1971-75) 9272 (12142)/62-10 (496.7 x 62.4', M6cy Sulzer by Wallsend Slipway & Engineering Co Ltd, Wallsend)

Built by Swan, Hunter & Wigham Richardson Ltd., Wallsend (#1933) for Clan Line Steamers Ltd, Glasgow as CLAN FINLAY. 1968 sold to Arya National Shipping Lines S.A., Khorramshahr r. ARYA FAR. 1971 sold to TOSE, Mogadushu r. ATLANTIC OCEAN. 1975 t/f to COSCO, Guangzhou r. LI CHUN, last reported sailing from Fukuyama on 21st February 1986 bound for Huangpu - deleted 1992.



ATLANTIC OCEAN as CLAN FINLAY (Malcolm Cranfield).



ATLANTIC OCEAN in the Straits of Malacca (Peter Foxley).



ATLANTIC OCEAN as Guangzhou Bureau's LU CHUN (Shipspotting).

NORTH SEA (1971-71) 9338 (12,350)/59-8 (475.6 x 62.6' M7cy/14.5k by MAN, Augsburg)
Built by H.C. Stülcken Sohn, Steinwerder (#877) for Deutsche Dampfs Ges "Hansa", Bremen as
TRAUTENFELS. 1971 sold to TOSE, Mogadishu r. NORTH SEA but t/f same year to COSCO, Guangzhou r. DA PU.
21/10/92 rep. broken up in China.



DA PU (as one word on hull) in the New Waterway at Rozenburg, 1980 (Jennifer/Shipspotting).

Southern Shipping & Enterprises Co. Ltd (1967, complete, 10 ships)

NANKWANG (1967-67) 5255 (9080)/40-3 (447.8 x 56.2', M3cy/10k by Doxford)
Built by Barclay, Curle & Co. Ltd, Glasgow (#674) for Hain Steamship Co., Ltd., London as TREVAYLOR.
3/55 sold to Williamson & Co., Ltd., Hong Kong r. INCHSTAFFA. 9/66 t/f to Mullion & Co., Ltd., Gibraltar
r. ARDSTAFFA. 1967 sold to YFSE (reg. Gib.). 1967 t/f to SSEC (reg. Gib) r. NANKWANG. 30/11/67
inbound from Whampoa (iron ore) sank at Woosung Anchorage after grounding when anchor chain
broke in heavy weather while awaiting berth at Shanghai.



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

NANFUNG (1967-72) 6688 (9100)/44-6 (475.10 x 59.3', M8cy/13k by Gebr. Stork, Hengelo)
Built by N.V. Nederlandsche Dok & Schpsb. Mij, Amsterdam (#351) for Hamburg Sud-Amerika Linie,
Hamburg. 5/45 surrendered at Kiel to MOWT (Mungo Campbell & Co. Ltd, Newcastle mgrs) r. EMPIRE

WYE. 2/47 sold to Indo-China S.N. Co. Ltd, London, 2/48 r. EASTERN SAGA. 12/67 sold to SSEC (reg. Hong Kong) r. NANFUNG. 4/72 t/f to YFSE (reg. Mogadishu). Q1/1975 rep. broken up in China but t/f to Shanghai Maritime Bureau r. ZHANDOU 12 (bis). NFI. [See Indo-China list for further photographs]



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



EASTERN SAGA berthing at Hobart, 29 April 1965, in Jardine service (K. Barr/Rex Cox).



Early ZHANDOU 12, former EASTERN SAGA, still with topmasts and derricks (John Blake c/- G. Thursby).



ZHANDOU 12, the former EASTERN SAGA with topmasts and some derricks removed
(Alwyn MacMillan c/- Graham Thursby).

EASTERN LION (1968-72) 5476 (9325)/52-7 (465.2 x 58.8', M4cy/13½k Doxford by builder)
Built by Barclay, Curle & Co. Ltd, Glasgow (#727) for Britain SS. Co., Ltd. (Watts, Watts & Co. Ltd, mgrs), London as WINDSOR. 1963 sold to Great Eastern Shipping Co. Ltd, Bombay r. JAG KETU. 1967 sold to Lion International Ltd (Trinity Development Co. Ltd, Hong Kong/ben. owner PRC). 28/1/68 aground off Chimatao o/v to Hirohata, subsequently t/f to SSEC r. EASTERN LION (reg. London). 1972 t/f to YFSE (reg. Mogadishu). 1975 t/f to PRC. 1992 DLR.



EASTERN LION as WINDSOR at London on Nigerian National Lines charter (A. Duncan/W. Schell).



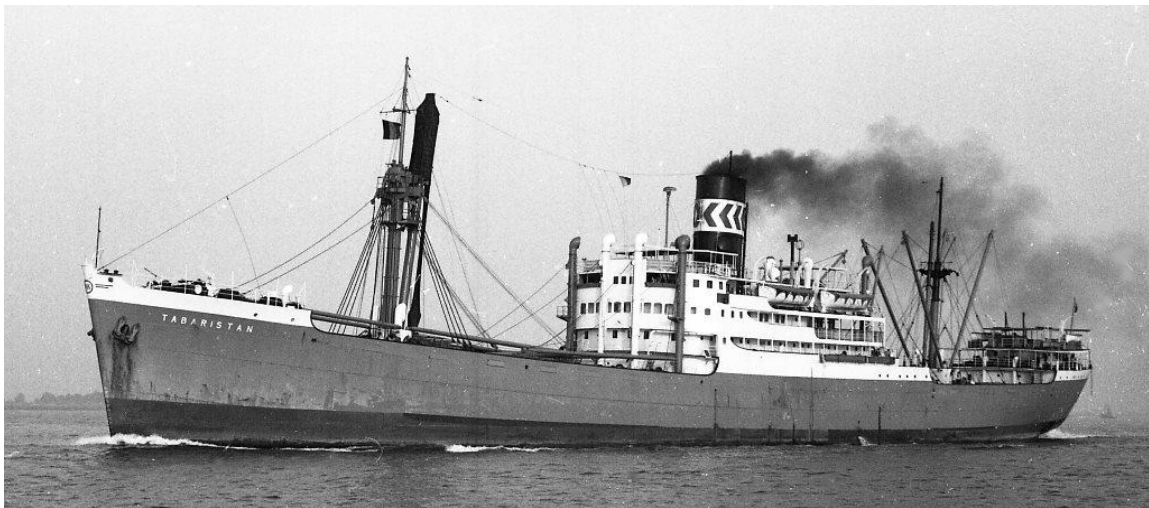
EASTERN LION as Indian-flag JAG KETU (dedge/Shipspotting).



EASTERN LION at Hong Kong, 10 December 1969(W. Schell).

HAI NING (1968-71) 7087 (9625)/47-6 (475.8 x 58.10', T3cy/12¾k)

Built by John Readhead & Sons Ltd, South Shields (#553) for Strick Line, Ltd. (F. C. Strick & Co. Ltd), London as TABARISTAN. 1968 sold to Saint Emmanuel Maritime Co. Ltd (Emm. A. Karavias), Piraeus r. ST. GRIGOROUSA. 1968 sold to SSEC (reg. London) r. HAI NING. 16/11/71 del. at Whampoa to Chinese shipbreakers.



TABARISTAN at Antwerp, 28 May 1954 (Capt. Van Puyvelde/W. Schell).



HAI NING, Hong Kong, 4 July 1970 (W. Schell).

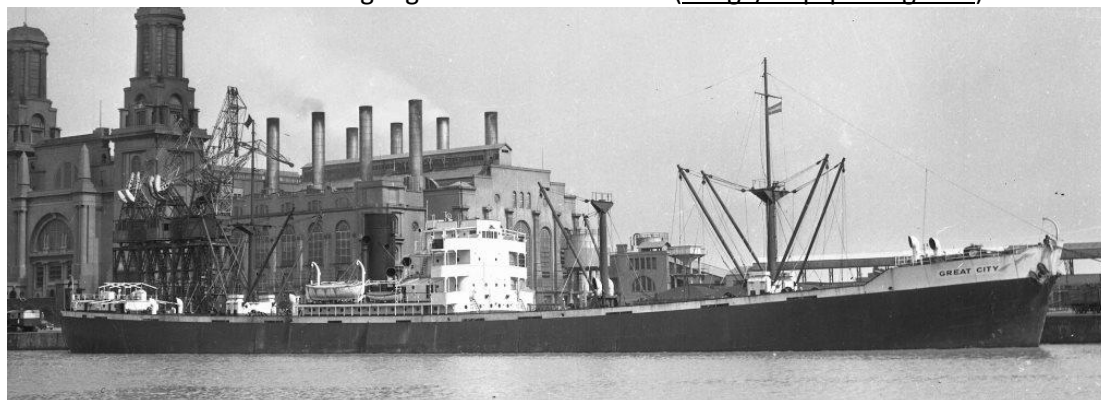
WING KWONG (1968-75) 7381 (10,116)/45-2 (444.10 x 56.6', M3cy/11k by Doxford)
Built by Wm Doxford & Sons Ltd, Sunderland (#722) for MOWT (Dodd, Thomson & Co. Ltd, mgrs),
Sunderland as EMPIRE TAVOY. 1946 sold to Leeds Shipping Co. Ltd (Sir Wm. Reardon Smith & Sons,
Ltd), Bideford r. GREAT CITY. 1964 sold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



SHIPWIND in Malacca Strait on Kawasaki charter (P. Foxley/W. Schell).



SHIPWIND at Chittagong on Kawasaki charter (dedge/Shipspotting.com).



GREAT CITY at Buenos Aires (R. Maya/W. Schell).



WING KWONG, Hong Kong, 7 December 1969 (W. Schell).

JADE LILY (1969-71) (11,753 (17,400)/52-1 (526.9 x 68.6'/13½k by B&W, Copenhagen)
Built by Odense Stålskibsværft A/S, Odense (#117) for A/S D/S Svendborg & D/S af 1912 A/S (A. P. Möller), Copenhagen as oil tanker EBBA MAERSK. 11/61 in hands of Cantieri del Tirreno, Genoa for conv. to bulk carrier. 3/68 t/f to Brigantine Transport Corp., Monrovia r. SERAPHINE. 7/69 sold to SSEC r. JADE LILY (reg. Hong Kong). 17/8/71 during typhoon 'Rose' blew ashore on NE side of Lantao Island, refloated, 9/71 sold for breaking up by Yau Wing Metal Co. [www.jmarcussen.dk/maritim]



SERAPHINE at Vancouver, 6 September 1968 (Walter E. Scott/VPA).



JADE LILY at Sydney July 1970 (Stan Welch/NAA).



JADE LILY wreck (<https://www.shipsnostalgia.com/media/jade-lily.53134/>).

SNOW LILY (1969-76) 11,775 (17,250)/50-7 (b.c., 526.9 x 68.5', M6cy/13½k by Burmeister & Wain)
 Built by Odense Staalskibs., Odense (#110) for A/S D/S Svendborg & D/S af 1912 A/S, Copenhagen as
 tanker METTE MAERSK 10508-17527 dwt). 1962 conv. to bulk carrier. 1968 t/f to Brigantine Tpt Corp.,
 Monrovia r. ELPHINE. 1969 sold to SSEC, Hong Kong r. SNOW LILY. 1976 t/f to Guangzhou Marit.
 Bureau r. HONG QI 117. 11/91 deleted, broken up in China, date uncertain.



SNOW LILY as ELPHINE, at Port Huron (frtrfred/Shipspotting).

STARLIGHT (1969-76) 7371 (10,568)/44-3 (448.6 x 56.4', M6cy/12½k B&W by J.G. Kincaid & Co.)
 Built by W. Denny & Bros. Ltd, Dumbarton (#1378) for MOWT (Hain SS. Co. Ltd, London mgrs.),
 Glasgow as merchant aircraft carrier (MAC)/bulk grain EMPIRE MACDERMOTT. 1947 sold to Buries
 Markes Ltd., London, conv. to conventional cargo ship, 1948 comm. as LA CUMBRE. 1959 sold to
 Canero Cia. Naviera S.A. (Lyras Bros. Ltd), Piraeus r. PARNON. 1969 sold to SSEC (reg. Mogadishu) r.
 STARLIGHT. 1976 t/f to China Ocean Shipping Co. (name unknown). 1992 DLR.



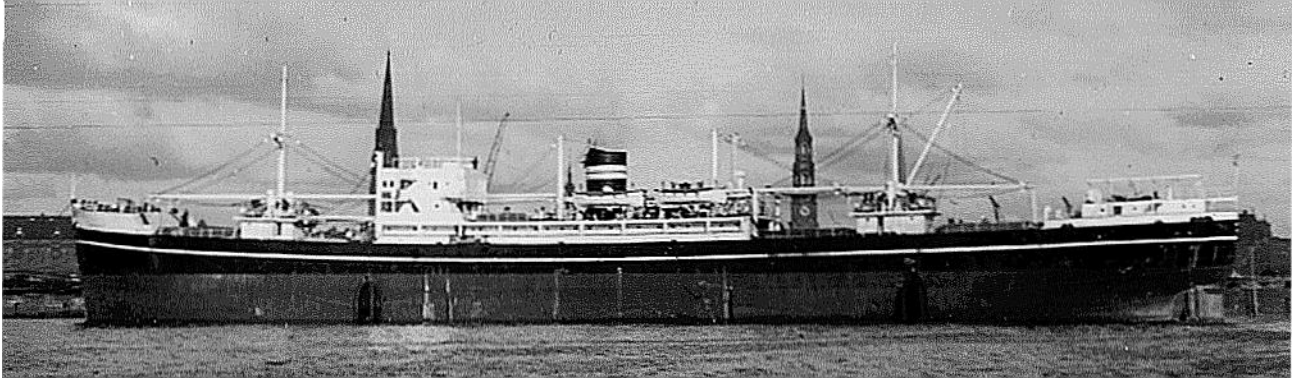
STARLIGHT as Merchant Aircraft Carrier EMPIRE MACDERMOTT
(<https://www.hazegray.org/navhist/carriers/images/rn/macderm.jpg>).



STARLIGHT as LA CUMBRE at Vancouver, 7 March 1952 (Walter E. Frost/VPA).



LA CUMBRE at Cape Town (clydeships.co.uk).



STARLIGHT under the Greek flag as PARNON (Shipspotting.com).

STEED (1969-76) 9074 (12,750)/56-4 (462.10 x 62.8', M8cy/14k by A/B Gotaverken, Gothenburg)
Built by Oresundsvarvet, Landskrona (#149) for Rederi A/B Disa, Stockholm as O.A. BRODIN. 1961 sold to Rederiet for m.s. Broland, Gothenburg r. BROLAND. 1969 sold to SSEC r. STEED. 1974 t/f to YFSE, Mogadishu. 1976 t/f to COSCO, Guangzhou r. XUAN HUA. 1986 r. QING FENG YI HAO and broken up in China.



Swedish-owned O.A. BRODIN on trials (builders).



BROLAND, extended funnel, at Toronto (John Low/Marc Piche).



Yick Fung's curiously named STEED in Straits of Malacca (P. Foxley*).



XUAN HUA at Hamburg 16 January 1983 (Frafo/Shipspotting).

WHITE LILY (1969-75) 11,818 (17000)/51-6 (b.c., 526.9n x 68.4', M6cy 13½k by Burmeister & Wain)
 Built by Odense Staalskibs., Odense (#115) for A/S D/S Svendborg & D/S af 1912 A/S, Copenhagen as
 tanker ELISABETH MAERSK (10623-16930 dwt). 1962 conv. to bulk carrier. 1968 t/f to Brigantine Tpt
 Corp, Monrovia r. JOSEPHINE. 1969 sold to SSEC, Hong Kong r. WHITE LILY. 1972 t/f to YFSE,
 Mogadishu. 1975 t/f to Guangzhou Marit. Bureau r. HONG QI 101. Reported broken up in China II/81.



T. Hagiwara painting of bulk carrier ELISABETH MAERSK in front of Mt. Fuji (Mutual Art).

Tong Ling Shipping & Enterprises Co Ltd (first purchase, 1970)

SAPPHIRE (1970-76) 9460-13615 dwt/57 motorship

Built by Weser Seebeck, Bremerhaven (#821) for Cia Naviera Krina S.A., Monrovia as CAPTANTONIS. 1960 registered at Piraeus. 1963 sold to Sparto Maritima S.A., Piraeus r. SPARTO. 1970 sold to Tong Ling Sg & Enterprises Co. Ltd, Mogadishu r. SAPPHIRE. 1976 t/f to YFSE, Panama r. NEW SAPPHIRE. 1980 t/f to Guangzhou Marit. Bureau r. HONG QI 138. 1991 still existing. 2002 deleted.



HONG QI 138 at Whampoa in August 1988 (Brian Fisher).



Above 2: HONG QI 138 at Whampoa in October 1991 (Markus Berger).

Yick Fung Shipping & Enterprises Co. Ltd (registered purchases 1964-70)

VENICE (1964-78) 8619 (12,350)/58-11 (478.1 x 62.3', M/14½k by B&W)

Built by Wm Gray & Co. Ltd, West Hartlepool (#1293) for Stephenson Clarke Ltd, London as CLEVELAND. 1964 sold to YFSE r. VENICE (reg. Hong Kong). 1972 reg. t/f to Mogadishu. 1976 reg. t/f to Panama. 1978 t/f to COSCO, Guangzhou r. HONG QI 131. 1993 t/f to Zhenxing Shg Co. Ltd, Guangzhou. 2002 RLR.



VENICE at Marseille, April 1972 displaying the Yick Fung funnel marking (coll. Malcolm Cranfield).

CHEUNG CHAU (1964-75) 8566 (11,850)/56-10 (467.3 x 59.11', M7cy/13½k by J.G. Kincaid, Greenock)

Built by Burntisland SB. Co. Ltd, Burntisland (#363) for Fomentador Cia Naviera S.A., Monrovia as ATALANTI M. LIVANOS. 1964 sold to YFSE r. CHEUNG CHAU (reg. London). 1975 t/f to PRC. 1978 t/f to Bureau of Maritime Transport Admin. (Shanghai Branch), Shanghai r. ZHANDOU 17, 1978 amended to ZHAN DOU 17. 1985 r. HE PING 17. 1993 DLR.



CHEUNG CHAU in the Malacca Straits (Peter Foxley*)



ZHAN DOU 17 at Shanghai 1982-3 (both images Chris Mackie).

CHIANG KIANG (1967-70) 6935 (10,430)/58-1 (490.0 x 66.2', M8cy/16k)

Built by A/B Götaverken, Göteborg (#722) for Rederi A/B Transatlantic, Göteborg as cadetship (52 cadets) G.D. KENNEDY. 3/67 sold to YFSE, 7/67 r. CHIANG KIANG (reg. London). 1970 t/f to China Ocean Shipping Co., Guangzhou r. CHANGSHU, later amended to CHANG SHU. 1986 t/f to Jimei Navigation School, Guangzhou r. YU ZHI. 2003 RLR [www.faktaomfartyg.se].



CHIANG KIANG as G.D. KENNEDY Otago Harbour, Dunedin, 13 April 1967 (Chris Howell).



CHIANG KIANG passing Gravesend for London, 3 August 1968 – image reversed (M. Cranfield).



CHANGSHU at Rosenberg, Netherlands, name as a single word (Mike Griffiths).

EAST SEA (1967-72) 9679 (13,330)/58-4 (488.8 x 64.2', M8cy/15k)

Built by A/B Götaverken, Göteborg (#723) for Skibs A/S Nordheim (Halfdan Ditlev-Simonsen & Co., mgr), Oslo as VINGROM. 1961 t/f to Skibs A/S Nordheim, Skibs A/S Kirkøy & Skibs A/S Vito. 1962 t/f to Skibs A/S Nordheim (O. Ditlev-Simonsen, Jr, mgr). 5/67 sold to YFSE r. EAST SEA (reg. Hong Kong). 8/72 reg. at Mogadishu r. NEW EAST SEA. 3/77 t/f to COSCO., Guangzhou r. NINGHUA, 1978 amended to NING HUA. Rep. 1992 broken up in China [www.sjohistorie.no].



Model of VINGROM (<https://skipshistorie.net/Skipsmodeller/Vingrom/VINGROM.htm>).



NINGHUA at Rotterdam, name on hull as single word (DDGHansa/Shipspotting).

HWANG HO (1968-70) 6828 (10,820)/58-8 (502.5 x 62.3', M6cy/15½k by MAN, Augburg)
Built by Nordseewerke Emden G.m.b.H., Emden (#316) for Cie d'Entreprises Maritimes S.A. (Soc. Gén. de Surveillance, Geneva), Monrovia as HENRI G. 1968 sold to YFSE r. HWANG HO (reg. London). 1970 t/f to COSCO, Shanghai r. JIANGYIN, 1978 amended to JIANG YIN. 9/82 last rep. international movement. 1993 DLR.



HENRI G Vancouver, 19 March 1965 (Walter E. Frost/VCA).



JIANGYIN, with name as a single word (DDGHansa/Shipspotting).

FUCHUNKIANG (1970-76) 9139 (13,073)/61-12 (507.8x61.8', M6cy by Gebr. Stork & Co, Hengelo)
Built by Schps. "De Hoop", Lobith for A/S Inger (Jacob Kjode A/S mgrs.), Bergen (#235) as ELIN HOPE.
1970 sold to YFSE, Mogadishu r. FUCHUNKIANG. 1976 t/f to COSCO, Guangzhou r. XIN MING, later
XINMING. 1992 broken up in China.



XINMING (J. Krayenbosch/*).

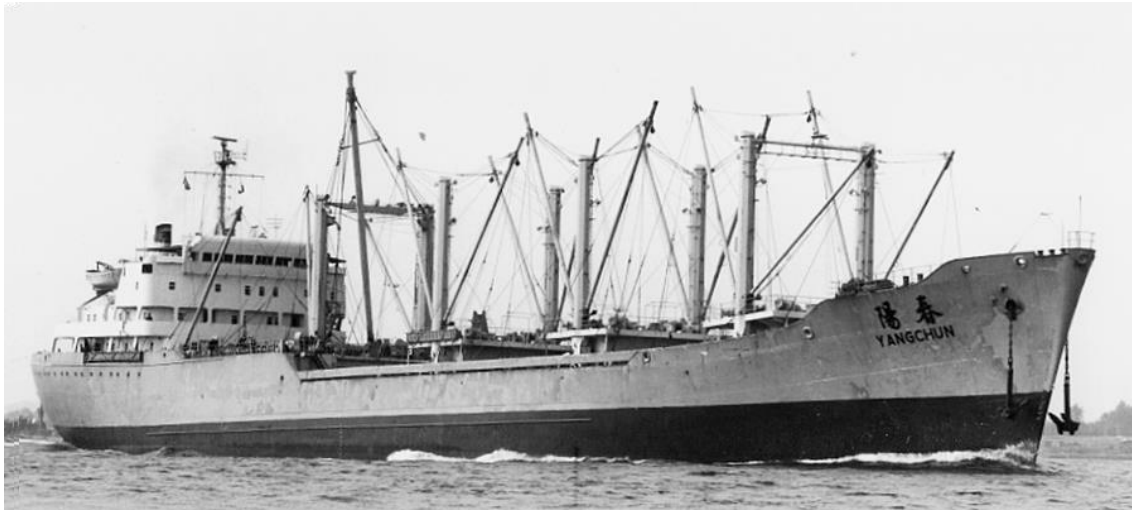


XINMING at Tilbury c.1978 (Bob Scott/Shipspotting).

BER SEA (1970-74) 8269 (12,250)/63-6 (302.2 x 62.4' M6cy/17k Sulzer by G. Clark, Sunderland)
 Built by Smith's Dock Co., Middleton (#1268) for Manchester Liners Ltd., Manchester as MANCHESTER
 COMMERCE. 1970 sold to YFSE, Mogadishu r. BER SEA. 1974 sold to COSCO, Guangzhou r. YANG CHUN,
 later YANGCHUN. 7/10/80 shelled at Khorramshahr, NFI.



MANCHESTER COMMERCE at Detroit, 13 August 1964 (Fred Miller II/Shipspotting).



YANGCHUN, latter pair of kingposts now solidly joined (Shipspotting).

(Continued as an abbreviated listing, source Miramar database drawing upon Lloyd's Register of Shipping.
 Vessels registered with a new name or to a new company or port will appear as a new entry.
 This listing consists of known Yick Fung ships post-1970 but may not be complete.)

Date	Name	GRT	Built	LR/IMO	Owner	Registry
1971	ARABIAN SEA	9225	1960	5142279	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1971	ATLANTIC OCEAN	9292	1962	5074977	Tat On Sg & Enterprises Co Ltd	SOM Mogadishu
1971	INDIAN OCEAN	9835	1961	5352123	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1971	NORTH SEA	9338	1959	5367702	Tat On Sg & Enterprises Co Ltd	SOM Mogadishu
1971	ROSS SEA	5895	1956	5319975	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu



ROSS SEA at Singapore 28 May 1980 (Graham Thursby).

1971	WEDDELL SEA	8877	1961	5308196	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	AEGEAN SEA	12206	1962	5409536	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	ARAFURA SEA	8695	1958	5038313	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	BALI SEA	8525	1960	5015438	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	BANDA SEA	8528	1959	5015397	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	BARENTS SEA	9772	1960	5170355	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	BERING SEA	8621	1952	5284340	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	BLACK SEA	8504	1958	5160623	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	CASPIAN SEA	10519	1958	5030543	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	CELEBES SEA	9013	1950	5269699	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu



1950-built CELEBES SEA at Yokohama 15 November 1973 (S. Kentwell).

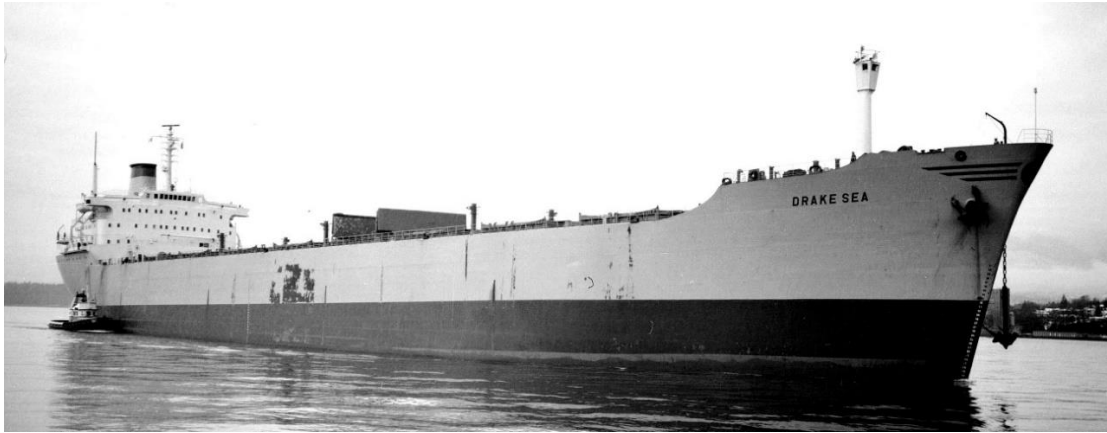
1972	CERAM SEA	15465	1964	6407638	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	CHINA SEA	16404	1964	6409478	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	CORAL SEA	11259	1963	5366033	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	EASTERN LION	7652	1952	5391894	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	FLORES SEA	9184	1964	6500521	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	JAVA SEA	8513	1957	5015402	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	KARA SEA	8648	1951	5216927	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	KINROSS	5388	1949	5424433	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	KORO SEA	14112	1962	5051080	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	NAN FUNG	6631	1944	5096171	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	NEW EAST SEA	9477	1958	5381356	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	NEW NORTH SEA	10577	1953	5035830	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	PACIFIC OCEAN	9864	1962	5367611	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu

1972	RED SEA	11903	1957	5283633	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	SNOW LILY	11658	1950	5233664	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	SULU SEA	12756	1961	5017395	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	TIMOR SEA	15469	1963	5403154	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	VENICE	8619	1958	5075969	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	WHITE LILY	11527	1951	5101500	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1972	WHITE SEA	6145	1955	5119961	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu



WHITE SEA at Hong Kong, March 1976 prior to sailing for Baltimore (Malcolm Cranfield).

1972	ZUIDER SEA	8830	1954	5343756	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	ADRIATIC SEA	17238	1964	6415233	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	ANDAMAN SEA	20463	1963	5413185	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	AZOV SEA	10018	1958	5164837	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	BALTIC SEA	8565	1959	5216082	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	CARIBBEAN SEA	8663	1951	5271484	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	CHUKCHI SEA	11396	1958	5027493	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	GREENLAND SEA	8676	1956	5131086	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	IONIAN SEA	9198	1956	5203023	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	IRISH SEA	10061	1957	5147877	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	LIGURIAN SEA	9956	1961	5281300	Yick Fung Sg & Enterprises Co Ltd	DOM Mogadishu
1973	MINDANAO SEA	8339	1958	5082637	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	MIRTOAN SEA	9410	1958	5267184	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	MOLUCCA SEA	9056	1958	5080706	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	NORWEGIAN SEA	9937	1962	5075567	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	SALTON SEA	11396	1958	5027039	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	SOLOMON SEA	19138	1961	5245382	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1973	TASMAN SEA	18124	1962	5358660	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1974	AMUNDSEN SEA	14985	1961	5038727	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1974	BEAUFORT SEA	15543	1961	5244467	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1974	CRETE SEA	9761	1957	5135496	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1974	DRAKE SEA	27391	1966	6622513	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu



DRAKE SEA Vancouver, 6 February 1975 (Walter E. Frost/VCA).

1974	LIN SHAN	3118	1970	7025970	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1974	MU SHAN	3609	1971	7107039	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1974	SHEN SHAN	3128	1970	7012765	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1974	STEED	9074	1956	5053686	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1974	YUNGLUTATON	5414	1949	5397094	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1975	AI SHAN	1994	1960	5328835	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1975	ARCTIC OCEAN	8701	1956	5046724	Tat On Sg & Enterprises Co Ltd	SOM Mogadishu
1975	BEI SHAN	3640	1958	5048100	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1975	DU SHAN	2731	1964	6421696	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1975	GAO SHAN	4471	1956	5049075	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1975	JUN SHAN	4436	1957	5052187	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1975	KUN SHAN	2738	1964	6411988	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu



KUN SHAN Yokohama November 1975. Sisters LUN SHAN, DU SHAN and PING SHAN (S. Kentwell).

1975	LI SHAN	6387	1957	5155197	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1975	LUN SHAN	2727	1965	6500090	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1975	NANSHAN	3647	1958	5050543	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1975	PING SHAN	2740	1964	6414409	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1975	PO SEA	2203	1961	5179105	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu
1975	YELLOW SEA	4292	1956	5235301	Yick Fung Sg & Enterprises Co Ltd	SOM Mogadishu



Newly acquired second YELLOW SEA, Yokohama August 1975 (S. Kentwell).

1976	AEGEAN SEA	12206	1962	5409536	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	AI SHAN	1994	1960	5328835	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	AZOF SEA	10018	1958	5164837	ROC Maritime Inc	PAN Panama
1976	BARENTS SEA	9772	1960	5170355	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	BEAUFORT SEA	15543	1961	5244467	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	BEI SHAN	3640	1958	5048100	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	CERAM SEA	6759	1958	5114349	ROC Maritime Inc	PAN Panama
1976	CHUKCHI SEA	11396	1958	5027493	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	CORAL SEA	11259	1963	5366033	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	DU SHAN	2731	1964	6421696	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	GAO SHAN	4471	1956	5049075	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	GREENLAND SEA	8676	1956	5131086	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	IONIAN SEA	9198	1956	5203023	The ROC Maritime Inc	PAN Panama
1976	JUN SHAN	4436	1957	5052187	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	KORO SEA	14112	1962	5051080	Ceram Sg Inc	PAN Panama
1976	KUN SHAN	2738	1964	6411988	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	LI SHAN	6387	1957	5155197	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	LUN SHAN	2727	1965	6500090	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	MOLUCCA SEA	9056	1958	5080706	ROC Maritime Inc	PAN Panama



MOLUCCA SEA, Qingdao 30 September 1983 (L.W. Demery/Flickr).

1976	MU SHAN	3609	1971	7107039	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	NANSHAN	3647	1958	5050543	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	NEW RED SEA	11903	1957	5283633	Banda Sg Inc	PAN Panama
1976	NEW SAPPHIRE	9460	1957	5425528	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	NEW SULU SEA	12756	1961	5017395	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	NEW YELLOW SEA	4292	1956	5235301	Ceram Sg Inc	PAN Panama
1976	PING SHAN	2740	1964	6414409	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	PO SEA	2203	1961	5179105	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	ROSS SEA	5895	1956	5319975	Ceram Sg Inc	PAN Panama
1976	SALTON SEA	11396	1958	5027039	Yick Fung Sg & Enterprises Co Ltd	PAN Panama



SALTON SEA Vancouver 31 May 1974 (Walter E. Frost/VCA).

1976	TASMAN SEA	18124	1962	5358660	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	WHITE SEA	6145	1955	5119961	ROC Maritime Inc	PAN Panama
1976	VENICE	8619	1958	5075969	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1976	ZUIDER SEA	8830	1954	5343756	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1977	CHENGPA SHAN	2499	1960	5354652	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1977	NEW CORAL SEA	11259	1963	5366033	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1977	ON PING	9487	1969	6922652	Tai On Sg Inc	PAN Panama
1977	ON SHUN	9749	1968	6914198	Tai On Sg Inc	PAN Panama
1977	ON WO	9746	1968	6901464	Tai On Sg Inc	PAN Panama
1977	TABI SHAN	2449	1961	5362233	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1977	TIAN SHAN	2957	1965	6509357	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1978	BERING SEA	21288	1968	6820995	Banda Sg Inc	PAN Panama
1978	NEW RUBY	9464	1958	5299022	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1978	ON LEE	23188	1970	7000463	Tai On Sg Inc	PAN Panama
1978	ON TAT	9680	1969	7005138	Tai On Sg Inc	PAN Panama
1978	ON TUNG	22759	1973	7369895	Tai On Sg Inc	PAN Panama
1978	ON YEUNG	23187	1972	7117888	Tai On Sg Inc	PAN Panama
1979	MINFU	4545	1965	6508339	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1979	MING YI	6476	1964	5074355	Yick Fung Sg & Enterprises Co Ltd	PAN Panama



Yick Fung's MING YI was renamed TONG HU under the Chinese flag (Donald Anderson).

1979	ON DING	20742	1966	6614243	Tai On Sg Inc	PAN Panama
1979	PETINGO	44920	1967	6702662	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1979	SHOU SHAN	4287	1966	6608804	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1979	ZIJIN SHAN	2799	1960	5353892	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1980	ANDAMAN SEA	22189	1969	6826999	Hong Fat Sg Inc	PAN Panama
1980	BALTIC SEA	34348	1974	7362536	Tong Ling Sg & Enterprises Co	PAN Panama
1980	DANUBE SEA	30502	1980	8017188	Hong Fat Sg Inc	PAN Panama
1980	FALCON SEA	22495	1980	7919810	Tong Ling Sg & Enterprises Co Ltd	PAN Panama
1980	HARMONY SEA	17911	1974	7358212	Hong Fat Sg Inc	PAN Panama
1980	IRISH SEA	16226	1971	7107998	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1980	MIN FUNG	5150	1961	5192640	Yick Fung Sg & Enterprises Co Ltd	PAN Panama
1980	PROSPERITY SEA	22495	1980	7919822	Tong Ling Sg & Enterprises Co Ltd	PAN Panama



Tong Ling Shipping & Enterprises was a Yick Fung affiliate that sometimes used a red funnel a white "T". PROSPERITY SEA, Vancouver c. 1990 (Rick Garcia).

1980	ROC SEA	22495	1980	7904475	Hong Fat Sg Inc	PAN Panama
1980	TOMIS SEA	30502	1980	7906265	Hong Fat Sg Inc	PAN Panama
1981	BALTIC SEA	34348	1974	7362536	Hong Fat Sg Inc	PAN Panama
1982	FENG SHENG	15740	1963	5427746	ROC Maritime Inc	PAN Panama
1982	FENG TENG	15781	1962	5342635	Yick Fung Sg & Enterprises Co Ltd	PAN Panama

1982	FENG TSAI	23839	1966	6612831	ROC Maritime Inc	PAN Panama
1982	HARMONY SEA	17911	1974	7358212	Tong Ling Sg & Enterprises Co Ltd	PAN Panama
1982	KUN SHAN	2738	1964	6411988	Ceram Sg Inc	PAN Panama
1982	YICK FAT	21080	1982	8029416	Hong Fat Sg Inc	PAN Panama
1982	YICK LEE	20897	1982	8025525	Hong Fat Sg Inc	PAN Panama
1982	YICK LUK	21080	1982	8029430	Hong Fat Sg Inc	PAN Panama



YICK LUK of Hong Fat Shipping Inc. at Norte Quay, Sagunto on 02/03/2008. Hong Fat Shipping variously used the Tong Ling funnel (post-1996 sometimes no white "T") as well as the regular Yick Fung funnel (M.H. Lafuente).

1982	YICK SING	20897	1982	8025537	Hong Fat Sg Inc	PAN Panama
1982	YICK WING	21080	1982	8029428	Hong Fat Sg Inc	PAN Panama



Identical (but with YF funnel) YICK WING of Hong Fat Shipping, eastbound in the Kiel Canal (Arne/Shipspotting).

1983	YICK HING	20897	1983	8028620	Hong Fat Sg Inc	PAN Panama
1983	YICK ZAO	20897	1983	8216837	Hong Fat Sg Inc	PAN Panama
1985	AN LUNG	9874	1970	7032856	Ceram Sg Inc	PAN Panama
1985	FENG HUA	14318	1969	6905343	ROC Maritime Inc	PAN Panama
1985	FENG SHUO	14292	1963	5415884	Ceram Sg Inc	PAN Panama
1985	FENG TAI	14318	1969	6914497	ROC Maritime Inc	PAN Panama
1985	FENG YU	14095	1969	7000499	ROC Maritime Inc	PAN Panama
1986	FALCON SEA	22495	1980	7919810	Hong Fat Sg Inc	PAN Panama
1986	FENG SHIANG	16430	1979	7824015	Ceram Sg Inc	PAN Panama
1986	FENG YING	18151	1972	7206483	Ceram Sg Inc	PAN Panama
1986	ORIENT PRINCESS	10151	1967	6708109	ROC Maritime Inc	PAN Panama



Yick Fung affiliate ROC Maritime's ORIENT PRINCESS 14 February 1987 at Singapore.
'SA' on funnel, significance of letters not known (Chris Howell).

1987	FENG CHANG	31742	1972	7211660	Ceram Sg Inc	PAN Panama
1987	FENG SHUN	16339	1972	7223003	Ceram Sg Inc	PAN Panama
1989	YICK SING	20897	1982	8025537	Hong Fat Sg Inc	VUT Port Vila
1990	YOU XUAN	25891	1990	8912625	Yick Zao Maritime Ltd	VUT Port Vila
1990	YOU YI	25891	1990	8912636	Yick Ming Maritime Ltd	VUT Port Vila
1991	YICK HUA	17054	1991	8312136	Yick Hua Maritime Inc	PAN Panama
1985	FENG YU	14095	1969	7000499	ROC Maritime Inc	PAN Panama
1994	FENG HUA	30502	1980	7906265	Hong Fat Sg Inc	PAN Panama
1994	FENG TAI	30502	1980	8017188	Luen Yick Sg Co	PAN Panama
1995	DANUBE SEA	30502	1980	8017188	Luen Yick Sg Co	PAN Panama
1995	FULL CITY	15873	1995	9073672	ROC Maritime Inc	PAN Panama



FULL CITY of 1995 was the last oceangoing ship to be built for Yick Fung, here outbound to Langøtangen via Langesund on 21 July 2005 (Tomas Pinas/Shipspotting).

1995	SHI HUI	36250	1972	7128904	Tai On Sg Inc	PAN Panama
1996	YOU YI	25891	1990	8912636	Calm Sea Maritime Inc	PAN Panama
2019	YICK TUG 101	492	2019	9889394	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2019	YICK TUG 102	492	2019	9889409	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2019	YICK TUG 201	1037	2019	9889435	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2019	YICK TUG 202	1037	2019	9889447	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2019	YICK TUG 203	1037	2019	9889459	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2020	YICK TUG 103	483	2020	9889411	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2020	YICK TUG 104	483	2020	9889423	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2020	YICK TUG 204	1037	2020	9889461	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2020	YICK TUG 205	1037	2020	9889473	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2020	YICK TUG 206	1037	2020	9889485	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2020	YICK TUG 207	1037	2020	9889497	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2021	PROSPERITE	109	2021	9942794	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2021	YICK BARGE 501	9975	2021	9937036	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia
2022	YICK BARGE 502	9975	2022	9937048	Yick Fung Sg & Enterprises Co Ltd	LBR Monrovia

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