

SHIPPING: TONNAGE OF VESSELS ENGAGED IN THE CARRYING TRADE FROM AND TO FOREIGN COUNTRIES AND BETWEEN THE OPEN PORTS.

PERCENTAGE CONTRIBUTED BY PRINCIPAL FLAGS, 1918 AND 1928.

1918.		1928.	
Tons	Percentage	Tons	Percentage
80,247,706	4.08%	152,630,001	2.95%
Chinese*	27.14%	Dutch	1.73%
Japanese	31.51%	Norwegian	2.48%
Other		German	2.43%
Flags		American	4.17%
21,782,704		Chinese*	23.93%
3,270,260		British	36.71%
80,247,706		British	37.27%
British	29,911,369	Other	
Japanese	25,283,373	Flags	
Other		Total	152,630,001
Flags		British	56,036,567
21,782,704		Japanese	39,065,724
3,270,260		Chinese*	26,522,221
80,247,706		American	6,364,102
British	29,911,369	German	3,703,228
Japanese	25,283,373	Norwegian	3,786,532
Other		Dutch	2,647,609
Flags		Other	
21,782,704		Flags	4,504,618
3,270,260		Total	152,630,001
80,247,706			

* Including Junks entered and cleared at the Maritime Customs.

929/30

SHIPPING IN 1927.

In continuation of our report in the 1928 CHINA YEAR BOOK, the following official report from the "Foreign Trade of China, 1927,"** must be included.

In a year which proved so disastrous to China trade, little comfort can be derived from shipping statistics. The number of steamers which entered and cleared at the various ports of China during 1927 amounted to 106,588 with an aggregate of 112 million tons. The first figures quoted are the lowest since 1918; the second the lowest since 1921. It may be recalled, for the sake of interest, that the figures for 1926 were 117,319 steamers and 132.2 million tons, while in 1925 they amounted to 120,092 steamers and 124.5 million tons. With sailing vessels, the case was much better, and here we are able to record a total of 47,687 entrances and clearances, aggregating 4.16 million tons, as compared with 41,677 vessels and 3.4 million tons in 1926 and, in 1925, 47,654 vessels and 3.6 million tons. The total aggregate figures during 1927 for steamers and sailing vessels, therefore, amounted to 154,275 vessels, representing 116.2 million tons, as compared with 158,996 vessels, with a total of 134.6 million tons in 1926, and 167,746 vessels aggregating 128.2 million tons, in 1925.

The figures for 1927 are at first sight depressing, as they would seem to indicate a steady downward trend in shipping activities where China is concerned; but it must be remembered that the year under review was fraught with peculiar difficulties. The increase of piracy, the dangers attending navigation on the Yangtze owing to intensified civil warfare and sporadic revolution, the suspension of supplies from source to outlet, the uncertainty and enhanced cost of labour in handling cargo, and the forced withdrawal, due to military activities, of vessels under the Chinese flag—all these were adverse factors arising from a period of transition in the history of the country. Other hindrances to trade inevitably followed upon such conditions, but the above summary is sufficient for the day. Apart from the political aspect there were troubles within the merchant service itself, now happily settled, which placed one of the local British fleets out of commission for two months, from July to September. And, finally, the sailing of the Haiho confined direct shipments to Tientsin to vessels of comparatively shallow draught. If in the light of these many adversities we turn once more to the shipping figures for the year, we are bound to admit that the decline is not so serious as might have been expected under the circumstances nor is there any reason to apprehend that it will continue. The improvements of trade and the quieter conditions with which the year ended justify a more optimistic estimate of the coming year's possibilities.

As regards the part taken by various nationalities in such shipping activities as prevailed throughout this troubled year, reference to the table appended to this report will show that, despite all discouragements, Great Britain maintained her position on the list, though with a greatly decreased margin of superiority over her next competitor. The total entrances and clearances under the British flag amounted to 33,791, against 36,474 in 1926; and the tonnage so represented aggregated 40.2 million tons, as compared with 47.6 million tons in the preceding year. Closely following in order, though with somewhat reduced figures for which her boycott troubles may be partly responsible, comes Japan, with entrances and clearances amounting to 27,105, as against 29,654 in 1926, and a total of 35.7 million tons, against 38.9 million tons in the previous year. Chinese shipping experienced another heavy decline, profiting little from such adversities as beset its competitors, seeing that its movements were restricted in the effort to escape commandeering under the pressure of military necessity. The figures for the last two years under the Chinese flag, amount to: 35,937 vessels and 18.2 million tons in 1927, 39,614 vessels and 26.4 million tons in 1926. The American flag shows a decline from 5,338 vessels in 1926 to 4,844 vessels in 1927, the tonnage figures being 6.49 and 5.57 million

* Issued by the Chinese Maritime Customs.

tons respectively. A reduced trade explains these figures. The German flag, on the other hand, which has been moving steadily of late towards its old position, showed a further advance from 813 vessels and 2.99 million tons in 1926 to 955 vessels and 3.26 million tons in 1927, taking the place formerly held by the Norwegian flag, which in this year receded to 1,959 vessels and 2.93 million tons, as compared with 2,407 vessels and 3.3 million tons the year before. Among other nationalities, the Dutch, Italian, Portuguese, and Swedish flags show an advance, and the Danish, French, and Russian a decline.

In view of what has already been written on the subject of shipping, it may be inferred that the year 1927 was not a very advantageous one to the freight market. Harvests were generally good, but transport difficulties, already referred to, hindered the movement of produce; and although ample tonnage was available during the year—at least as far as ocean shipping was concerned—profits were greatly reduced by increased overhead expenses, not the least of which was the enhanced cost of working cargo, due to the demands of the labour unions.

Despite these disadvantages, freight rates to Europe were maintained at conference rates with few alterations. In the case of silk (fine, yellow, and wild), tea and general cargo, they remained as quoted in last year's report. As regards oil in bulk, the rate opened at 80 shillings per 40 cubic feet, but was lowered on the 15th January to 55 shillings for bean oil and 65 shillings for groundnut and rape-seed oil per 200 hundredweights. After some fluctuation these rates were finally quoted at 60 shillings and 70 shillings respectively. There was ample tank space but little oil available.

Freight rates to the United States, on the other hand, declined about 50 per cent. from the preceding year's quotations, partly on account of the general shortage of cargo and partly because of the competition from the Japanese companies.

COASTWISE TRADE was subject to restrictions from which ocean shipping was exempt. Here there was no great competition to keep rates down; on the contrary, there was at times a real shortage of shipping. The commandeering of Chinese vessels and the suspension of activity by one firm, due to a strike, of which mention has already been made, the boycotting of British and Japanese steamers at various times, and the dangers to which small vessels of the coasting type, were so often exposed, were among the causes which contributed to produce these conditions. To these must be added certain local complications which had their influence on the trend of freight rates. The sailing of the Haiho has already been mentioned. To illustrate its effect on trade it will be sufficient to quote comparative figures for the December quarters of the last two years. In 1926, during that period, 11 vessels arrived at Tangku and 542 at the Tientsin Bund, in 1927 the figures were 254 arrivals at Tangku and 317 at Tientsin. While these altered conditions had little effect on ocean shipping, whose deeper draught as a rule precluded entry into the river, the additional lighterage which became necessary in the case of coast-borne cargo contributed to an increase in freight charges amounting to about 30 per cent. On the Upper Yangtze the risks attending navigation were such that exceptionally high salaries, together with a special bonus for each successful trip, were conceded to the masters of vessels. These and other expenses resulted in an unprecedented rise in freight rates, as much as 11s : 30 being charged for a single bale of goods, where 11s : 4.00 or 11s : 5.00 had been the normal tariff.

Hongkong Shipping in 1927.

The following report from Hongkong completes the data on that subject: The upward trend of the Colony's shipping trade was definitely established once again in 1927, and this in spite of the fact that the China Navigation Company's steamers were held up by a strike for over two months. † The ocean-

† *Shipping and Engineering.*

going figures reveal an encouraging advance on the figures for last year. 25,700,164 tons entering the port, a figure over 4,000,000 tons above last year, and only exceeded by the peak year of 1924, and by a little over two hundred thousand tons in 1923. These figures do not represent the entire foreign trade, as the linking of river-steamers and junks, brings the total number of vessels entering the port engaged in foreign trade to 51,289 with a tonnage of 36,834,014 as compared with 30,234 vessels and 28,371,104 tons last year. The full comparison shows increases under all heads except one, a most remarkable slump in traffic in local trade being recorded, partially due to an extension of the Harbour limits, which now include places for which statistics were formerly required. The decrease shown is 280,269 launches representing 8,178,174 tons. The Harbour Master's Reports from which these figures are derived show that total shipping entering and clearing ports in the Colony during the year 1927 amounted to 398,707 vessels of 44,127,161 tons. There was an increase in British ocean-going shipping of 460 ships of 403,023 tons. Foreign ocean-going vessels show an increase of 2,299 ships and an increase of 3,982,445 tons. British river steamers show an increase of 3,273 ships and an increase of 1,826,653 tons. This increase in ships and tonnage is due to the vessels again running on the Canton and West rivers. Foreign river steamers show an increase of 5,064 ships with an increase of 453,420 tons. In steamships not exceeding 60 tons employed in foreign trade there is an increase of 5,064 ships with an increase in tonnage of 146,044 tons. Junks in foreign trade show an increase of 9,027 vessels, and an increase of 1,651,325 tons. Junks in local trade show a decrease of 2,355 vessels and an increase of 45,989 tons. The total revenue of the Harbour Department during the year was \$1,000,229.80 as against \$820,888.39 collected in the previous year showing an increase of \$179,341.41 or 17.92 per cent. 285,593 emigrants left Hongkong for various places during the year 1927 (216,527 in 1926). Of these 138,263 were carried in British ships and 147,330 in foreign ships. 181,100 returning emigrants were reported to have been brought to Hongkong from the several places to which they had emigrated either from the Colony or from Coast Ports, as against 128,661 in 1926. Of these, 100,889 arrived in British ships and 80,211 in foreign ships.

SHIPPING IN 1928.

It was not until the middle of February, 1928, that conditions began to revert to normal. A report on shipping on the Yangtze at this time may here be reproduced. †

A condition which many be described as approaching the normal on the Lower Yangtze is indicated in the return to the old schedule of stopping at the minor non-Treaty ports between Shanghai and Hankow, by Messrs. Butterfield & Swire, and Jardine, Matheson & Co.—a practice which was begun again just a week ago.

Since interruption of shipping a year ago, ships belonging to these companies had been in the habit of stopping only at the Treaty ports on the run, and such minor ports as Anking (capital of Anhwei), Tatsung, etc., were not called at. With the resumed schedule, however, passengers only are taken on, and no cargo.

In other respects, too, information gleaned from local shipping office shows that the lower river service, from Shanghai to Hankow, is practically on its old status. It should be borne in mind, however, that not more than two-thirds of the usual number of ships operating upon this run are in use on the river at the present time, a statement which applies to shipping in general on the Lower Yangtze.

† *North China Daily News*, February 12, 1928.

Of interest to travellers making frequent trips to Hankow is the recently installed service by Messrs. Jardine, Matheson & Co., of an "intermediate" class, which provides ample satisfaction at considerably reduced rates. One way fare to Hankow in the intermediate class cabin is now, \$35, or \$70 return passage, while a first-class cabin costs \$66 one way and \$100 for return.

If conditions on the lower part of the river are improving rapidly, the same cannot be said of middle and upper river conditions. Above Hankow the situation continues to be chaotic. About one half the usual number of ships are in operation above Hankow to Ichang, and not more than one-fourth, if so many, on the upper reaches from Ichang to Chungking.

A convoy service, instituted in December, is provided once a week for British ships making the run from Hankow to Ichang. While this has provided the necessary protection in the bandit-infested and distanded soldier area, on this stretch of the Yangtze free movements of ships naturally are restricted and this entails a consequent restriction of trade on the middle river. Moreover, trade in this area depends largely upon trade conditions on the upper river where it can be said that conditions are so chaotic as to make movement of cargoes practically nil.

Conditions at Shasi and vicinity are best described in the report of a representative of a local shipping company which included the text of a letter received by him from bandits of the neighborhood. The bandits advised this agent to reply forthwith to their demands as to how much silver it was the practice of his company to ship in their steamers from Shanghai to Hankow, in what ships was the alluring cargo to be found, together with dates of sailing and sundry items to enable them more easily to fall upon their coveted prey. Failure to comply with their naive request would, the bandits assured the agent, result in a "spectacular" demonstration on their part. As for the foreign gunboats, the bandits continued, they could be used to frighten the "people," but could not intimidate "fire," the latter presumably referring to the rifles of the signatory warriors. Details as to how the reply was to be sent, posted on a godown with a set of signals indicating the number of thousands of dollars in silver, which might be expected to arrive into their eager grasp, were also included in the letter for the agent's edification.

With reference to the upper Yangtze, a report reaching Shanghai shows that during recent weeks, 16 steamers have been commandeered by the military for use as transport of troops and supplies. Three of these ships are the property of the Yangtze Rapids Steamship Co., the report states, and one of the ships, all of which were forced to make the run when the water was too low for their draught, had to be beached in consequence of this indiscriminate usage.

Recently, Japanese steamship companies have stopped their upper river service, also. Previously, they had carried an armed guard and the fear now is that to continue to do so in the existing circumstances could result only in some kind of "incident," which it is their intention to avoid. In consequence they have stopped their service.

Another branch of the river, which in normal times is the scene of a flourishing shipping trade, branching off from Hankow to Changsha, now shows trade practically non-existent. A few tugs and lighters are being used owing to the low water at this time of the year, which is always a recurrent factor in navigation of the Yangtze, and which prevents adequate protection by gunboats, such as can be given on the middle river.

Tugs and lighters have been pressed into service on the middle river also, but the present convoy system has curtailed, somewhat, the necessity for this. Moreover, a report comes to hand of a tug and lighter captured around Cherglin by bandits who demanded a "foreigner" for holding to ransom. The operation of tugs and lighters above Yochow is now prohibited, according to a local river shipping company.

Yangtze Shipping in 1928.

The most complete review of Yangtze shipping during 1928 appears in an article by A. J. Clements, *parts of which are herewith reproduced.

There are now over seventy steamers and motor ships on the Upper Yangtze, owned and operated by numerous companies, both foreign and Chinese. America is represented by the Standard Oil and the Yangtze Rapids Co., Britain by the Asiatic Petroleum Co., Butterfield & Swire, and Jardine, Matheson & Co., France by the Union Franco-Chinoise de Navigation; Germany by Koenig Bros., Japan by the Nishin Kisen Kaisha; China by the San Peh Steam Navigation Co.; and many others.

Among this fleet of seventy vessels and more, there are various types embodying experience gained in the navigation of the river during the past thirty years. Steam driven vessels, burning coal, are in the majority, but oil burners are also in evidence, and on the smaller steamers internal combustion engines, using oil, have been tried with success. The vessel naturally fall into two classes, namely high-water and low-water. For about seven months in the year, from mid-April to late November the river rises to its high levels; from early December to mid-April it falls to low levels, varying from year to year.

The size of vessel considered by certain river authorities to be the most suitable for operation during the high water season is of 190 ft. length, with a beam of 33 ft. and a draught of 9 ft. For low level operations, a vessel of 145 ft. length, a beam of 28 feet, and a draught up to 7 ft. 6 in. is regarded as the most satisfactory type. Vessels of these latter dimensions can operate right down to and below zero on the river gauge.

During high water and the freshest season, when the current in the rapids is very swift and strong, and whirlpools in the gorges are most dangerous, the smaller boats, of limited speed and engine power, find it difficult, if not impossible, to operate. At this period vessels suitable for low levels can be taken off the Ichang-Chungking run, and put into service on the higher reaches of the Yangtze between Chungking, Luchow, and Suifu, and for a short time even to Kiating, on the river Min. The Kiating, a tributary of the Yangtze, also offers scope for the employment of the smaller vessels at high water, from Chungking to Hoehow and places beyond. Similarly, on the return of the low water season, the larger vessels with a deeper draft are at a disadvantage on the upper river. At such times it is customary to put them into service on the middle Yangtze, or to send them to Shanghai for refit and overhaul.

The distance from Ichang to Chungking by river is 350 miles. Under normal conditions upward-bound steamers can do the journey in 3½ to four days, making Wushan or Kueifu the first day, Wanhsien the second, Mileage 266 the third, and Chungking on the fourth, arriving early or late, according to the class of boat. Downward-bound, the journey can be done in two days, Wanhsien being reached on the first evening and Ichang the second. Steamers travel from sunrise to sunset, and anchor during the night.

Signal stations have been established at the lower and upper ends of dangerous places on the river, such as the Kung Ling Tan, and in past years something was done to improve the channel, but present conditions call loudly for further attention. The principal obstruction to navigation, the second of the Pearl rocks, still remains. Most of the accidents which occur at the Kung Ling are caused, directly or indirectly, through the Pearls. When the local level is 1 ft. 6 in., two of the rocks are visible. At such a time, by a little well directed work, at the cost of a few thousand dollars, these rocks could be blasted and the channel cleared, to the infinite relief of shipping. By the removal of the Pearl rocks, ships of larger size and deeper draft could operate all the year round.

At the Hsin Tan, in low water, when the gradient is so pronounced, steamers generally heave over. The method usually followed is to take the steamer up into the rapid as far as she will go under her own power, until the force of the current brings her to a standstill. She is then held there under full steam whilst a cable is taken ashore and fastened to a convenient rock above the rapid. A bamboo hawser is also brought on board to allow of manual assistance from a horde of trackers on the bank. When the cable from the ship has been secured to the rock, the trackers put their weight on the hawser, the ship's windlass is started and the cable drawn in, thus hauling the vessel over the rapid.

At the Hsin Tan and certain other of the major rapids, where heaving is necessary, it is probable that vessels could heave over by their own machinery without assistance from trackers on shore, but the custom was established by the old-time junks, which could not get over the rapids without additional help, and now that steamers have largely displaced junks on the upper river, at certain points trackers have transferred their services to steamers and developed a lucrative business. There is less labour than formerly, for the trackers allow the windlass to do most of the hauling, but they see to it that the returns are greater. Some shipping companies pay a maintenance fee of \$50 per month to the Trackers Guild for the handling of ships' cables at the rapids, and a haulage fee from \$150 upwards according to the size of the vessel.

During the low water season of 1927-28, the new American gunboat *Tuivila*, with engines of 3,200 horse power, steamed the Hsin Tan with the local water level around 2 ft., a most unusual feat and the first time this rapid has been ascended unaided, at such a low level.

The rapids take a heavy toll on shipping. Accidents are most frequent during the low water season. From January to June of the present year, the Kung Ling alone accounted for nine, namely, one total wreck, three vessels seriously damaged and requiring repairs at Shanghai, and five minor accidents. At other places there were ten accidents, resulting in slight damage to the vessels concerned, and one wreck. The passage of the rapids is a continuous contest in which the skill of the man, aided by mechanical power, is pitted against the forces of nature. The outcome of the struggle, losses notwithstanding, is a winning fight for man.

Steaming the rapids puts a severe strain on a vessel. To overcome the force of the current, which in places runs at twelve knots and more an hour, engines are let out to their full capacity, causing intense vibration throughout the ship. Occasionally engine trouble develops when the steamer is in the rapid and she is forced backwards downstream. Then a cool head and sound judgment are needed by the captain and crew. The loss of a rudder is a frequent occurrence. This danger is overcome by equipping the vessel with more than one. Experience has shown the need of double or triple rudders, according to the width of the ship's beam.

Few vessels come through a season scatheless. Sooner or later most of them strike, but that does not necessarily mean the end of the ship's career. Some meet with several accidents in the course of a season. If the resultant damage is slight, such as a hole in the hull, repairs can be effected on the way by the liberal use of cement. If serious, after temporary repairs locally, the vessel must proceed to Shanghai for proper attention. When accidents occur in which there is danger of the vessel sinking, she is taken down stream and beached at the first suitable spot. It is worthy of note that in most of the accidents which have occurred to steamers on the Upper Yangtze, loss of life has been practically nil.

Most of the vessels in operation are insured. Risks being great, rates are high. Insurance on hull and machinery runs to 6 per cent. per annum; cargo is covered separately. Rates vary according to the nature of the risk involved. In the case of Chinese vessels, foreign insurance companies insist on a foreign captain being in charge, and on all ships on which insurance is effected, the character and qualifications of the captain must first be approved by the insurance company.

Ten years ago, in more peaceful times, the trip through the gorges was widely advertised by shipping companies, and arrangements were made to attract foreign tourist traffic, but in recent years the activities of military free-booters and brigands on the upper Yangtze have discouraged this branch of the business. Now only the more venturesome are prepared to run the risks attendant on the journey, and ordinary foreign passengers who come and go in limited numbers are chiefly returning missionaries, business men and officials, who "needs must" make the journey to carry on their work.

Many steamers flying the Chinese flag, and some Chinese-owned vessels under foreign registration, leave port dangerously overloaded. In the interests of shippers of cargo and the travelling public, this should not be allowed. Ships thus overloaded incur great risks, for, in the event of an accident causing an inflow of water into the hold, the ship's buoyancy has been so reduced that the addition of, say, fifty tons of water would make it almost impossible to keep her afloat.

The Naval Patrols.

Foreign gunboats have been stationed on the river for many years for the protection of foreign shipping, and during recent years their services have been urgently required. The British Admiralty has just added three modern gunboats to the Yangtze patrol, specially designed and equipped for service on the upper river. The American Government has gone one better and added four. The control of certain sections of the river by rival military chiefs and brigand bands has led to a great deal of arbitrary interference with shipping and the commandeering of ships for the transport of troops and military supplies. Firing on ships both by soldiers and brigands has become a common practice, and continues to-day in spite of severe reprisals.

On occasions, vessels lying at anchor for the night, unprotected, have been boarded by bandits, and the captain and members of the crew taken off and held for ransom. Passengers, too, both Chinese and foreign, have suffered serious injury and loss from soldiers and bandits. Latterly, conditions became so bad that ships could only travel safely in convoy, under escort of a gunboat, or with an armed guard of marines on board.

On a recent trip from Ichang to Chungking, three ships of the Yangtze Rapids Steamship Co., escorted by the U.S.S. *Guam*, proceeded as far as Wanhsien, where they anchored for the night, when they were boarded by a representative of General Yang Sen, who informed the ships' officers that the ships were required to transport troops to Fowchow. The vessels were not available for military service, and only the presence of the gunboat and the firm attitude of her commander prevented them from being commandeered.

Previous to this incident, the *Hsiang Chi*, a German-owned vessel, had been seized by General Yang Sen and actually used by him in his attack on the city of Fowchow. As a result, the vessel was riddled by rifle-fire. After being forcibly detained for fifteen days, the ship was finally released and a sum of \$5,000 (one-third in silver and two-thirds in promissory notes of doubtful value) handed to the captain for himself and the crew, as a solatium for their hardship. The company received nothing to cover the damage to the ship and the loss of business during her forced detention.

Chinese-owned vessels are subject to military requisition at all times, hence some are very keen on getting foreign registration to secure the protection of a foreign flag. In previous years there have been grave abuses along these lines, but latterly regulations governing registration and the flying of foreign flags have been more rigidly enforced, with good results. Of the security odd vessels now in commission on the Upper Yangtze, eleven fly the American flag, fifteen the British, three the French, one the Finnish, two the German, six the Japanese, three the Swedish, and thirty the Chinese, so there are ample Chinese ships available for military purposes without interfering with foreign shipping. In addition, certain military officials have at least eight ships of their own on the upper river.

The percentages of the total shipping of the British Empire, Japan, China and America for the past seven years are as follows:—

Country	1922	1923	1924	1925	1926	1927	1928
British Empire	39.99	35.99	36.27	30.82	32.67	29.93	32.74
Japan	25.03	26.08	24.26	26.59	27.96	29.11	24.78
China	17.09	18.14	17.00	19.13	15.05	15.87	18.25
America	10.14	10.63	10.58	10.56	12.05	10.33	9.85
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00

The tonnage and percentages of the shipping to and from American Pacific Ports (that is U.S.A. and Canada) are as follows:—

Country	1926	1927	1928
British Empire	2,323,029 Tons	2,025,590 Tons	2,191,913 Tons
Japan	1,199,088 Tons	862,721 Tons	882,401 Tons
China	1,054,935 Tons	992,555 Tons	961,097 Tons
America	807,299 Tons	821,560 Tons	882,401 Tons
Total	5,384,442 Tons	4,648,442 Tons	4,151,515 Tons

The tonnage for America, British Empire and Japan for the past six years was as follows:—

Country	1923	1924	1925	1926	1927	1928
America	1,972,218	2,041,203	1,891,649	2,323,029	2,025,590	2,191,913
British Empire	1,267,445	1,278,117	1,151,065	1,199,088	862,721	882,401
Japan	807,299	846,375	821,560	1,054,935	992,555	961,097
Total	3,975,772	4,337,582	3,898,536	4,648,442	3,915,115	4,151,515

Shipping Returns for the Port of Shanghai.

The following data with regard to 1928† is exceedingly valuable, as a precursor of the official report which has not yet been issued:—

Shipping returns for the port of Shanghai for the year 1928 as compiled by the Chamber from the Customs Daily Returns, show the total tonnage entered and cleared as 34,583,369 against 29,676,549 in 1927.

The following figures for 1922, 3, 4, 5, 6, 7, and 8—show the total tonnage of each country:—

Country	1922	1923	1924	1925	1926	1927	1928
British Empire	11,097,454	10,629,787	11,435,565	9,234,918	11,084,325	8,883,220	11,323,760
Japan	6,952,681	7,702,538	5,359,841	7,976,726	5,106,462	4,707,955	8,568,975
China	4,747,725	5,357,489	7,646,963	7,976,726	9,486,090	8,641,073	8,568,975
America	2,816,020	3,140,257	3,336,967	3,164,429	4,088,571	3,064,415	3,391,152
Holland	572,692	602,126	674,949	770,777	713,232	787,362	720,190
Norway	319,320	225,244	706,783	678,365	825,625	727,884	1,146,112
Denmark	215,344	204,068	284,113	2:1,008	278,837	175,963	3,309,298
Russia	2,970	22,243	60,301	108,217	143,952	130,371	311,358
Italy	88,660	169,458	314,847	273,745	269,202	317,277	311,358
France	660,712	784,730	769,691	812,662	797,864	1,022,585	1,091,803
Sweden	83,610	100,556	123,535	108,807	181,845	175,609	159,373
Germany	212,856	537,750	758,530	847,409	913,455	1,037,584	1,234,209
Siam	2,628	—	—	—	—	—	—
Panama	25,259	17,390	—	—	15,980	3,412	—
Philippines	2,688	—	—	28,188	20,884	—	—
Spain	24,014	35,765	3,176	—	—	—	—
Greece	—	—	—	2,046	—	—	—
Brazil	—	—	—	4,162	—	328	—
Portugal	—	—	—	1,991	—	—	—
Poland	—	—	—	—	6,142	—	—
Belgium	—	—	—	—	—	1,183	—
Mexico	—	—	—	—	—	328	—
Argentina	—	—	—	—	—	—	3,774
Finnish	—	—	—	—	—	—	0.01
Total	27,770,044	29,530,835	31,528,416	29,957,026	33,932,466	29,676,549	34,583,369

The comparative tonnage for the United Kingdom, Japan, China and America for the past six years is as follows:—

	1923	1924	1925	1926	1927	1928
British Empire	6,396,244	6,510,452	4,947,636	6,315,791	4,793,181	6,648,671
Japan	3,243,723	3,215,092	2,934,143	3,523,161	3,335,605	3,567,801
China	5,331,811	5,333,187	5,707,031	5,081,973	4,630,228	6,271,901
America	288,340	233,098	223,916	291,544	175,154	162,758
Total for all Countries	15,994,639	16,542,268	15,184,872	16,627,790	13,990,412	17,974,561

The percentages were as follows:—

	1923	1924	1925	1926	1927	1928
British Empire	39.98	39.36	32.58	37.98	34.21	36.99
Japan	20.28	19.44	19.32	21.19	23.93	19.85
China	33.33	32.24	37.59	30.56	33.05	34.90
America	1.80	1.41	1.48	1.75	1.24	0.90

Ocean Shipping.

The tonnage and percentages of ocean shipping were as follows:—

	1926	1927	1928
British Empire	4,768,534	4,090,039	4,675,089
Japan	5,962,929	5,305,468	5,001,174
China	24,489	77,727	51,464
America	3,797,027	2,889,261	3,228,394
Holland	562,173	696,359	626,503
Norway	150,859	176,404	412,419
Russia	88,728	103,694	—
Italy	206,957	264,494	306,012
France	744,894	983,969	1,081,425
Germany	623,071	834,248	884,374
Sweden	152,355	115,683	131,838
Denmark	187,644	145,378	210,116
Panama	7,990	3,412	—
Belgium	6,142	—	—
Spain	20,884	—	—
Total	17,304,676	15,686,137	16,908,808

Per-centage

The percentages for the past six years were as follows:—

	1923	1924	1925	1926	1927	1928
America	45.20	47.06	48.52	49.97	51.74	52.80
British Empire	31.87	29.47	29.52	25.80	22.04	21.25
Japan	20.30	19.51	21.07	22.70	25.34	23.15
Norway	—	—	—	1.11	0.82	1.90
Denmark	—	—	—	0.06	—	0.24
China	—	—	—	0.19	—	0.09
Italy	—	—	—	0.04	—	0.10
France	—	—	—	0.06	0.06	—
Sweden	—	—	—	0.07	—	0.31
Belgium	—	—	—	—	—	0.08
Holland	—	—	—	—	—	—

Coast and River.

The tonnage and percentages of coast and river were as follows:—

	1926	1927	1928
British Empire	6,315,791	4,793,181	6,648,671
Japan	3,523,161	3,335,605	3,567,801
China	5,081,973	4,630,228	6,271,901
America	291,544	175,154	162,758
Holland	151,039	91,003	93,687
Norway	674,766	551,480	733,693
Russia	55,224	26,677	—
Italy	62,245	52,782	5,346
France	52,970	38,616	10,378
Germany	290,384	203,336	349,835
Sweden	29,430	59,926	27,535
Denmark	91,193	30,585	99,182
Panama	7,990	—	—
Mexico	—	328	—
Argentina	—	1,183	—
Portugal	—	328	3,774
Finland	—	—	—
Total	16,627,790	13,990,412	17,974,561

Per-centage

The comparative figures for the United Kingdom, Japan and America for the past six years are as follows:—

Year	United Kingdom	Japan	America
1928	4,675,089	5,001,174	3,228,394
1927	4,090,039	5,287,468	2,889,261
1926	4,768,534	5,962,929	3,797,027
1925	4,287,282	5,042,583	2,940,513
1924	4,925,123	4,431,871	3,103,669
1923	4,233,543	4,459,815	2,951,917
1922	4,336,196	4,459,815	2,951,917
1921	14,986,158	14,772,154	17,304,676
1920	29,03	34,13	19,91
1919	32,87	29,57	20,71
1918	31,27	32,88	21,06
1917	32,87	32,88	21,06
1916	32,87	32,88	21,06
1915	32,87	32,88	21,06
1914	32,87	32,88	21,06
1913	32,87	32,88	21,06
1912	32,87	32,88	21,06
1911	32,87	32,88	21,06
1910	32,87	32,88	21,06
1909	32,87	32,88	21,06
1908	32,87	32,88	21,06
1907	32,87	32,88	21,06
1906	32,87	32,88	21,06
1905	32,87	32,88	21,06
1904	32,87	32,88	21,06
1903	32,87	32,88	21,06
1902	32,87	32,88	21,06
1901	32,87	32,88	21,06
1900	32,87	32,88	21,06
1899	32,87	32,88	21,06
1898	32,87	32,88	21,06
1897	32,87	32,88	21,06
1896	32,87	32,88	21,06
1895	32,87	32,88	21,06
1894	32,87	32,88	21,06
1893	32,87	32,88	21,06
1892	32,87	32,88	21,06
1891	32,87	32,88	21,06
1890	32,87	32,88	21,06
1889	32,87	32,88	21,06
1888	32,87	32,88	21,06
1887	32,87	32,88	21,06
1886	32,87	32,88	21,06
1885	32,87	32,88	21,06
1884	32,87	32,88	21,06
1883	32,87	32,88	21,06
1882	32,87	32,88	21,06
1881	32,87	32,88	21,06
1880	32,87	32,88	21,06
1879	32,87	32,88	21,06
1878	32,87	32,88	21,06
1877	32,87	32,88	21,06
1876	32,87	32,88	21,06
1875	32,87	32,88	21,06
1874	32,87	32,88	21,06
1873	32,87	32,88	21,06
1872	32,87	32,88	21,06
1871	32,87	32,88	21,06
1870	32,87	32,88	21,06
1869	32,87	32,88	21,06
1868	32,87	32,88	21,06
1867	32,87	32,88	21,06
1866	32,87	32,88	21,06
1865	32,87	32,88	21,06
1864	32,87	32,88	21,06
1863	32,87	32,88	21,06
1862	32,87	32,88	21,06
1861	32,87	32,88	21,06
1860	32,87	32,88	21,06
1859	32,87	32,88	21,06
1858	32,87	32,88	21,06
1857	32,87	32,88	21,06
1856	32,87	32,88	21,06
1855	32,87	32,88	21,06
1854	32,87	32,88	21,06
1853	32,87	32,88	21,06
1852	32,87	32,88	21,06
1851	32,87	32,88	21,06
1850	32,87	32,88	21,06
1849	32,87	32,88	21,06
1848	32,87	32,88	21,06
1847	32,87	32,88	21,06
1846	32,87	32,88	21,06
1845	32,87	32,88	21,06
1844	32,87	32,88	21,06
1843	32,87	32,88	21,06
1842	32,87	32,88	21,06
1841	32,87	32,88	21,06
1840	32,87	32,88	21,06
1839	32,87	32,88	21,06
1838	32,87	32,88	21,06
1837	32,87	32,88	21,06
1836	32,87	32,88	21,06
1835	32,87	32,88	21,06
1834	32,87	32,88	21,06
1833	32,87	32,88	21,06
1832	32,87	32,88	21,06
1831	32,87	32,88	21,06
1830	32,87	32,88	21,06
1829	32,87	32,88	21,06
1828	32,87	32,88	21,06
1827	32,87	32,88	21,06
1826	32,87	32,88	21,06
1825	32,87	32,88	21,06
1824	32,87	32,88	21,06
1823	32,87	32,88	21,06
1822	32,87	32,88	21,06
1821	32,87	32,88	21,06
1820	32,87	32,88	21,06
1819	32,87	32,88	21,06
1818	32,87	32,88	21,06
1817	32,87	32,88	21,06
1816	32,87	32,88	21,06
1815	32,87	32,88	21,06
1814	32,87	32,88	21,06
1813	32,87	32,88	21,06
1812	32,87	32,88	21,06
1811	32,87	32,88	21,06
1810	32,87	32,88	21,06
1809	32,87	32,88	21,06
1808	32,87	32,88	21,06
1807	32,87	32,88	21,06
1806	32,87	32,88	21,06
1805	32,87	32,88	21,06
1804	32,87	32,88	21,06
1803	32,87	32,88	21,06
1802	32,87	32,88	21,06
1801	32,87	32,88	21,06
1800	32,87	32,88	21,06
1799	32,87	32,88	21,06
1798	32,87	32,88	21,06
1797	32,87	32,88	21,06
1796	32,87	32,88	21,06
1795	32,87	32,88	21,06
1794	32,87	32,88	21,06
1793	32,87	32,88	21,06
1792	32,87	32,88	21,06
1791	32,87	32,88	21,06
1790	32,87	32,88	21,06
1789	32,87	32,88	21,06
1788	32,87	32,88	21,06
1787	32,87	32,88	21,06
1786	32,87	32,88	21,06
1785	32,87	32,88	21,06
1784	32,87	32,88	21,06
1783	32,87	32,88	21,06
1782	32,87	32,88	21,06
1781	32,87	32,88	21,06
1780	32,87	32,88	21,06
1779	32,87	32,88	21,06
1778	32,87	32,88	21,06
1777	32,87	32,88	21,06
1776	32,87	32,88	21,06
1775	32,87	32,88	21,06
1774	32,87	32,88	21,06
1773	32,87	32,88	21,06
1772	32,87	32,88	21,06
1771	32,87	32,88	21,06
1770	32,87	32,88	21,06
1769	32,87	32,88	21,06
1768	32,87	32,88	21,06
1767	32,87	32,88	21,06
1766	32,87	32,88	21,06
1765	32,87	32,88	21,06
1764	32,87	32,88	21,06
1763	32,87	32,88	21,06
1762	32,87	32,88	21,06
1761	32,87	32,88	21,06
1760	32,87	32,88	21,06
1759	32,87	32,88	21,06
1758	32,87	32,88	21,06
1757	32,87	32,88	21,06
1756	32,87	32,88	21,06
1755	32,87	32,88	21,06
1754	32,87	32,88	21,06
1753	32,87	32,88	21,06
1752	32,87	32,88	21,06
1751	32,87	32,88	21,06
1750	32,87	32,88	21,06
1749	32,87	32,88	21,06
1748	32,87	32,88	21,06
1747	32,87	32,88	21,06
1746	32,87	32,88	21,06
1745	32,87	32,88	21,06
1744	32,87	32,88	21,06
1743	32,87	32,88	21,06
1742	32,87	32,88	21,06
1741	32,87	32,88	21,06
1740	32,87	32,88	21,06
1739	32,87	32,88	21,06
1738	32,87	32,88	21,06
1737	32,87	32,88	21,06
1736	32,87	32,88	21,06
1735	32,87	32,88	21,06
1734	32,87	32,88	21,06
1733	32,87	32,88	21,06
1732	32,87	32,88	21,06
1731	32,87	32,88	21,06
1730	32,87	32,88	21,06
1729	32,87	32,88	21,06
1728	32,87	32,88	21,06
1727	32,87	32,88	21,06
1726	32,87	32,88	21,06
1725	32,87	32,88	21,06
1724	32,87	32,88	21,06
1723	32,87	32,88	21,06
1722	32,87	32,88	21,06
1721	32,87	32,88	21,06
1720	32,87	32,88	21,06
1719	32,87	32,88	21,06
1718	32,87	32,88	21,06
1717	32,87	32,88	21,06
1716	32,87	32,88	21,06
1715	32,87	32,88	21,06
1714	32,87	32,88	21,06
1713	32,87	32,88	21,06
1712	32,87	32,88	21,06
1711	32,87	32,88	21,06
1710	32,87	32,88	21,06
1709	32,87	32,88	21,06
1708	32,87	32,88	21,06
1707	32,87	32,88	21,06
1706	32,87	32,88	21,06
1705	32,87	32,88	21,06
1704	32,87	32,88	21,06
1703	32,87	32,88	21,06
1702	32,87	32,88	21,06
1701	32,87	32,88	21,06
1700	32,87	32,88	21,06
1699	32,87	32,88	21,06
1698	32,87	32,88	21,06
1697	32,87	32,88	21,06
1696	32,87	32,88	21,06
1695	32,87	32,88	21,06
1694	32,87	32,88	21,06
1693	32,87	32,88	21,06
1692	32,87	32,88	21,06
1691	32,87	32,88	21,06
1690	32,87	32,88	21,06
1689	32,87	32,88	21,06
1688	32,87	32,88	21,06
1687	32,87	32,88	

manding to be put ashore, which the Captain reluctantly had to do. They drifted away by their own aid and by the numerous native fishing craft that came inquisitively alongside and ere long the ship was fairly deserted save for the voracious and covetous-looking hangers-on who stayed in the vicinity bent on taking what advantage of the situation their abilities offered. As it happened they finally gained sufficient courage to attempt to rush the vessel, but were met by the officers armed with automatic pistols provided by Captain Van de Watering of the *Tjitaroem*. The Captain of the *Tjitaroem* first became aware that something unusual was in the air when he picked up an empty lifeboat of the *Hsinchi* while still some distance from Foochow bound for Shanghai from Hongkong and the Java ports. Because of the weather Captain Van de Watering ran under the lee of the Incog Lighthouse and by means of flares and such signal flags as could be utilized sought information of his find, but without results. The next morning when the sea had calmed, there suddenly appeared alongside a native fishing craft with one of the crew of the *Hsinchi* bearing word from Captain Tollefson to the lighthouse of his plight and asking help. Immediately the *Tjitaroem* weighed anchor and though the exact position of the ship was not known, embarked on a minute search among the islands for the ill-fated vessel, meanwhile broadcasting by wireless for news of the vessel. None came from any source and though the ship talked with Tsingtao there was no enlightenment. Continuing her search the *Tjitaroem* finally made out the *Hsinchi* and quickly ran alongside to the dismay of the many native junks who had ranged up bent on evident mischief. Once in communication with the stricken ship, and aware of the situation with the Chinese in the vicinity, Captain Van de Watering lost no time in making the plight of the *Hsinchi* known over his wireless and more especially asking help from whatever armed vessels might be in the neighbourhood. Answers were received from Chinese gunboats that help was coming at top speed and after reinforcing the slender armory of the *Hsinchi* with four pistols from his own store, Captain Van de Watering proceeded to Shanghai. It was his opinion that the ship could be salvaged and he was happy to report that the cargo had not been touched, and that any discomfort experienced by the passengers was occasioned by their own frenzied desire to be rid of the ship and be set ashore. A later report was to the effect that a company of armed Chinese guards were standing aboard the beached vessel to prevent looting on the part of the natives still hovering around. The China Merchants' Co., immediately on hearing of the wreck despatched the s. *Hsuan* to the aid of the doomed ship but, as neither vessel is equipped with wireless, no word has been received of the progress made in transferring the cargo or other details.

News was received in Shanghai later that the *Hsinchi* had been burnt to the water's edge by pirates. The report comes through the British Naval authorities who state that H.M.S. *Serapis* learned that the *Hsinchi* was being looted and hastened to the scene at Tai Island. On arrival in the vicinity it was seen that only the hull remained and two large junks were seen moving away from the scene under full sail. The man-of-war effected the capture of the junks, moved the loot to the island and held the pirates at the disposal of the Chinese authorities who afterwards took them over. A report was also received to the effect that Foochow Chinese authorities had been communicated with at the time of the looting or thereabouts and promised to send a gunboat, but later replied that the weather was too rough and consequently no aid could be given at that time.

The "Hsin Wah" Disaster.

On January 16, 1929, the China Merchants Steam Navigation Company Steamer, the *Hsin Wah*, while approaching the Lyceum Pass, the Eastern entrance to Hongkong Harbour, sunk with a loss of 300 lives. Although no public inquiry was held, a coroners' enquiry was held in connection with the death of the captain a British subject. The Coroners' jury held:†

† *Shipping and Engineering*, February 22, 1929.

Owing to the death of the Captain, the officer on watch and the quarter-master who was at the wheel at the time of the disaster, we are unable to state the cause of the ship's stranding. We therefore return as our verdict:—"That the cause of the victim's death was 'Found drowned as a result of the ship's sinking.'" During the course of the hearing of the evidence, it has been forcibly borne upon us that the present system of dissemination and broadcasting signals of disasters is much too cumbersome to ensure prompt assistance to ships in distress. Had the news of the disaster been immediately broadcasted, other vessels, if any, in the vicinity of the wreck would have rushed to the scene and thereby would have, in all probability, saved many lives. We therefore recommend that the Government look into the question as soon as possible, with a view to rectifying existing conditions. We further recommend that the Harbour Master, or some other officer, be authorized and instructed by his Government to deal directly and promptly in matters of this kind. Also, that the Police patrol boats should be of a type sufficiently sea-worthy to undertake hazardous rescue work of this nature—as they appear to be the only craft in the Harbour that are available at all times—and that the men in charge of these boats should be sufficiently qualified to handle them in rough seas.

No public enquiry was held by the Chinese Government although the ship was of Chinese registry. *The China Critic*, a Chinese weekly publication, commented on the incident as follows:—*

The sinking of s.s. *Hsin Wah*, on January 16, when approaching Lyceum Pass, the eastern entrance to Hongkong Harbour, with the consequent loss of over 300 lives, is the greatest scandal in the shipping world within recent years. The steamer, 1,940 tons, belonged to the China Merchants Steam Navigation Company. She left Shanghai on January 11 and called at Swatow whence she sailed on January 15 for Hongkong, carrying some 20 new passengers in addition to those from Shanghai. She passed too close to the northern end of Waglan Island and struck a rock at 3.40 on the morning of January 16. In a few minutes the vessel got off and attempted to reach the shore but sank 300 yards northwest of Waglan at 4.45 a.m.

Of the six life boats on board, only one was launched. On this were 20 people. Of them only four were passengers while the others were members of the crew!

The boat carried a wireless apparatus, but there was no operator. Consequently several boats that passed by the sinking boat in the dark did not detect its distress!

The story of the accident has been told by one of the survivors, the boatswain:

The str. *Hsin Wah* left Swatow at noon on Jan. 15 with 300 Chinese passengers, of whom twenty were from Swatow and the remainder from Shanghai. She encountered heavy seas and a strong wind but the weather was very clear. The second officer, Mr. Kuo Ching-hui, was on watch when at 3.40 in the morning the bow of the *Hsin Wah* struck a rock. The ship was badly holed, water rushing in rapidly.

Out of the six life-boats on board one, No. 3, was put in the water but apparently no more were launched. I and fifteen other members of the crew, all natives of Ningpo, and four Chinese passengers, two of whom were Cantonese, tied lifejackets round our chests and got into the life-boat, which was tossed about in the heavy seas.

After being an hour in the water we sighted a junk just as the *Hsin Wah* turned over and sank. I did not see anything of the Captain, or the other officers and the rest of the crew and passengers.

* *China Critic*, January 24, 1929.

Almost a week has passed since the accident, and yet nothing has been done either by the company nor by the Government for the relief of the bereaved families. True, the Minister of Communications has reprimanded the Managing Director of the company, but what is a demerit compared with the loss of 300 lives? The negligence of the officer in charge is of a most serious criminal nature, and so is that of the Company. Whose fault was it that the vessel carried no operator of the wireless? Whose fault was it that the life boats except one were not even launched? Whose fault was it that the captain was not on duty only a few miles from the Harbour? Whose fault was it that the vessel should have struck a rock in clear weather? The company owes the public an immediate investigation, and the Government an official inquiry. Not only should the officers of the vessel be punished if any were still alive, but also the officers of the Company should be subject to the most severe examination and, if necessary, adequate punishment. The public must be protected at any cost, and bereaved families indemnified so as to prevent a recurrence of this kind.

The China Merchants Steam Navigation Company is only too well known for its inefficient management. When the Nationalist Government took over its control and undertook its reorganisation, much hope was felt at the time for its rejuvenation. Months have gone by, and yet, except a few supplements published with the local Chinese newspapers, nothing further has been heard about the progress of this Company. Slowly politics has crept in, and instead of a united effort to put its affairs on a sound basis we see its shareholders fighting each other from day to day. The only party that seems to profit by this is the Chinese press in which the views of the opposing factions are expressed in paid announcements.

When one reviews the history of this Company, one's strength fails. Its beginning was most auspicious. It controlled over 50 vessels in the beginning, but now half of the number is gone. The Company has almost unlimited assets in the form of wharves in Shanghai and elsewhere, but its credit has fallen in the course of time. Some of its directors have enriched themselves, but the small shareholders have yet to experience the thrill of a dividend. A purely Chinese concern, yet it has been run on the compradore system, with the profits going into the pockets of the compradores and with holes bored into the coffers of the Company. But for the efforts of the Government, the company would have passed into foreign control ere this. Yet the efforts of the Government have been merely negative. It has prevented the Company from passing out of Chinese control, but it has failed to help develop it as a Chinese concern. This slow process of disintegration has resulted not only in considerable losses to the company and its shareholders, but also in the inefficiency of its service. If the company had been properly managed, the present case, the sinking of the *Hsin Wah*, would never have happened. Now that it has happened the Government seems to sit by, unwilling to take a firm hand in the affair. The dead cannot be recalled, and, of course, business must go on. The Company must be protected, and let the bereaved families be damned. What is a life in China after all?

The following notification was issued at the end of February by the Harbour Master of the Port of Shanghai:†

"Chinese shipowners are kindly requested to note that all Chinese officers and engineers employed in their vessels must be in possession of certificates of competence or service for the rank they hold.

† *Shipping and Engineering*, March 1, 1929.

Such certificates are issued by the Nanking authorities. Those not in possession of certificates by March 28, 1929, will not be recognized by this office as being entitled to appointment as masters, officers or engineers.

This circular is issued on information received from the Nanking Chiao-tungpi.

It is to be assumed that this order was a step taken in the direction of assuring the competency of Chinese ships' officers.

Other Disasters.

Another disaster was the loss of the Norddeutscher Lloyd freighter *Griessen* on the Burton Island on March 12. The vessel was sighted by the P. & O. S. *Khibia*, which in a wireless stated that the vessel was broken in two. The *Griessen* registered a gross tonnage of 6,514 and was a freighter with small passenger accommodations.

On March 27, the *Kangtai*, 2,700 tons, collided with the Italian man-of-war *Libia* and sank about one mile off Woosung Spit buoy. About 30 persons were drowned. The following is from *Shipping and Engineering*:†

Two infants were drowned and just as is known at present over 30 persons are missing. The wreck occurred just after noon while the *Libia* was at anchor just off Woosung waiting to receive survivors from the Italian destroyer *Maggia* which was wrecked at Heachu Island near Foochow two days previously and is also a total loss. Survivors from the ill-fated *Kangtai* were brought to Shanghai in the Customs Cruiser *Likin*. They presented a forlorn appearance and some told pitiful tales of their adventure. It appears that the *Kangtai* left Vladivostok on March 21, with a full cargo of aspen logs (matchwood log) and approached Woosung just before noon on March 27. The *Libia* was anchored about one mile off the breakwater and the *Kangtai* was seeking an anchorage. As she approached the *Libia*, she apparently reduced speed and the strong flood tide swept the vessel on to the under-water ram on the bow of the man-of-war ripping a huge hole amidships abaft the engine-room near No. 3 hold. The master, Captain A. Rasmussen, ordered full speed astern and did move away from the man-of-war but the water rushed into the engine-room and the ship drifted helplessly away with the tide. With the engines out of commission, the starboard anchor was dropped but the ship even at this time—a matter of two minutes—was settling stern first and getting a list to starboard which increased with startling rapidity. Her damage was on the starboard quarter. Panic reigned on board, there being 88 passengers, 12 of whom were foreigners and the ship's crew consisted of 40 hands. Men, women and children jumped into the water and the confusion was appalling. The *Libia* had already lowered her boats and many Italian sailors dived into the sea and rescued many souls taking them into the lifeboats and then to the war vessel. Reports show that the bravery exhibited and the conduct of the officers and men from the man-of-war was magnificent. But for their prompt action many more lives would have been lost, as nothing but the bow of the *Kangtai* was visible ten minutes after the occurrence. In 40 minutes the vessel had completely disappeared and she now lies in the fairway in ten fathoms. It was at the time when the ill-fated vessel was about to disappear that the *Likin* appeared on the scene having noticed the disaster when at a distance of about three miles. She first noticed the clouds of steam and the vessel keeling over with the sea dotted with boats. She put on a big turn of speed and arrived in time to save many. She had just come from another wreck which took place 13 miles off Woosung in which the s. *Foochai* is a total loss. Frantic efforts to save all were made by officers and crew of the *Likin* and their efforts are described by survivors as magnificent. At this time also an American destroyer appeared on the scene and stood-by. Observing, however, that the *Likin* and the *Libia* had the situation well in hand, she proceeded to Shanghai. Chinese junks also played a part in the rescue work and also a Japanese steamer was present. The port doctor's launch, *Poolong*

† *Shipping and Engineering*, March 29, 1929.

in which was Dr. S. B. H. Aylward rendered invaluable assistance and it was on this launch that the two little Chinese girls were taken after being picked up unconscious. All efforts at artificial respiration were unfortunately unsuccessful. The Shanghai Harbour Master's launch also was promptly in attendance and later the wreck was temporarily marked by lifeboats of the *Lifin*. Subsequently the Revenue Cruiser *Liuhsing* substituted these with wreck buoys. A prompt piece of work Mr. Longworth, the Harbour Master, met the *Lifin* on her arrival at the tug boat buoys on March 27 at 5 p.m. and transferred the survivors to his launch. They were then conveyed to the Customs Jetty. The first news of the disaster reached Shanghai just before 2 p.m. the Harbour Master immediately acquainting the rough position of the wreck to local shipping companies. The *Libia* had wirelessly the disaster to the *Cabofo* in the harbour here and it was through this vessel that further details were available and the exact position of the wreck known. An S.O.S. had been sent out by the wireless operator on the *Kangtai* but the *Libia* was very prompt in dealing with the situation and it was not necessary for vessels other than those in the immediate vicinity to rush to the scene. It was reported that some junk loaded with survivors overturned and that lives were lost as a result. The *Kangtai* is owned by the Tung Yu Steamship Co. whose agents are then Anglo-Danish Co., 8 French Bund. Her cargo consisted of 6,000 cubic feet of match logs. She carried 88 passengers and 40 crew. Her captain and officers are foreigners. It is known that the captain was saved but he travelled to Shanghai on another vessel. The ill-fated ship was formerly the *Hua Lee No. 1* and her original name was the *Sirius* flying the German flag. Built in Flensburg, Germany, some 30 years ago, she was 259-ft. in length, breadth, 38-ft. depth 20.5-ft.

There were a number of other disasters in China waters during the first half of 1929.

THE CHINA MERCHANTS STEAM NAVIGATION COMPANY.

The case of the China Merchants Steam Navigation Company attracted considerable attention, as this is the largest Chinese-owned and managed interest in shipping. This company was organized in 1874,* with the object of trading in ports not open to foreign shipping in accordance with Treaty provisions. It failed to obtain this monopoly. The principal officials interested in the Company were Li Hung-chang and Sheng Kung-pao whose descendants still remain important shareholders. Large amounts of the money of Hongkong, Shanghai and Ningpo merchants were invested, so that in recent times, the Company was divided into two principal cliques, the Cantonese and the Ningpo cliques. This led to trouble throughout recent years.

During the civil wars commencing in 1924 and ending in 1927, the ships of the China Merchants Steam Navigation Company were sequestered by various militarists, so that in some instances, ships were actually destroyed whilst others were seriously damaged. In April, 1927, a committee of 11 was appointed by the Nationalist Government to examine the accounts and improve the organization and general business conditions of the Company. This report indicated corruption and mismanagement. It was found that directors of the Company had organized private companies for the sale of supplies, such as coal, hardware, etc., which enjoyed almost monopolistic privileges. Finally, the National Government took over the re-organization of the Company under the Ministry of Communications and appointed Mr. Chao Tieh-chiao as Managing-Director, who took office on February 27, 1928.

That the management of the Company, since this event, has not been satisfactory is evident from the following petition addressed to the Government by an organization of the shareholders of the Company:

* *Encyclopedia Sinica*, p. 101.

"The China Merchants Steam Navigation Co., Ltd., is the greatest Chinese steamship company of private ownership.† When the Government appointed officers at the beginning to supervise the management of the Company, it was with an intention to protect its right of navigation as well as the interests of the Company's shareholders and without any desire to deprive the shareholders of their private ownership. It has unfortunately happened, however, that the board of directors was dissolved by the Government and the shareholders' meeting indefinitely postponed. With its business declining and debts increasing, the Company is on the verge of bankruptcy. In order to protect their own interests, the shareholders have no alternative but to struggle for the restoration of the Company to their own control.

"From the beginning the Company was registered as a company entirely owned and managed by Chinese merchants and in this respect does not differ from the Ching Kee S. N. Co., in the north and the San Peh S. N. Co., in the south, which are up to the present free from governmental interference.

"It has been repeatedly declared by the Government authorities themselves that the shareholders are the masters of the Company; that the shareholders' meeting has the highest powers; that the shareholders are expected not to relinquish their own rights, the Government being only to supervise and not to manage the Company; that the governmental supervision may be abolished as soon as the board of directors is organized; and that the Government will protect the private interests of the people, strictly forbidding the rumour of confiscation.

"In spite of these declarations, however, the Company has been at first supervised, then reorganized, and then taken over and managed by the Government. Recently comes into existence a queer invention called 'Governmental management of private institution' and the proposal of joint administration by the Government and the merchants has been adopted. According to the organization rules of the Ministry of Communications, private ownership of navigation companies is permissible and the power of the Government over such companies is limited to supervision. Strictly speaking, the way in which the Government deals with the China Merchants Steam Navigation Company has gone too far away from their own declarations and their authority.

"The assets of the Company are estimated to be worth more than forty million taels and the Company's navigating lines extend in all directions. In view of the successful unification of the country, the Company's business has a promising future. But the present authorities do not seem to avail themselves of the opportunity. The navigation of the southern line was suspended until public complaints compelled its restoration. The discharge of the Manager of Tientsin Office brought about the strike of workmen and the interruption of traffic, causing great loss to the Company. And the most startling news is that the houses of the Kinleeyuan Wharf which are the most valuable property of the Company, have been leased to the Kiu Chong Company for a long term of 30 years at a very low rental.

"On the application of the Shareholders Union which was based on the declaration that the Company would be handed back to the shareholders, the Ministry of Communications sanctioned the share registration and the shareholders' meeting to be convened on June 15 last. But this has not been carried out, for the time allowed for registration of shares was extended and the shareholders' meeting has been indefinitely postponed.

"The above are some of the most serious sufferings of the Company and the indefinite postponement of the shareholders' meeting is the private obstacle to its recovery. If private interests should be placed at the mere mercy of the

† *South China Morning Post*, December 14, 1928.

Government and thus deprived of the protection of law, the result would discourage all industries and the sacrifice of one company would mean the sacrifice of numerous business enterprises.

"The petitioners, representing more than eight thousand shares conclude with the prayer that the Ministry of Communications be instructed immediately to convene the shareholders' meeting, which has been long sanctioned, for the purpose of solving the complicated problem."

The position of the foreign staff employed by the Company had become difficult indeed. Men were dismissed for no reason at all, after many years of labour. Two cases are here cited from a letter to the Editor of *Shipping and Engineering* :*
 "The first case is that of a chief officer with seven years' service to his credit and who was summarily dismissed from the *Tungwah* on March 14 last for an alleged offence which was due to the negligence of Chinese ratings and entirely beyond the control of the officer in question. The dismissal of this officer was made by Mr. Yang Yin. When the questionable procedure of summarily dismissing an officer of substantial service was submitted personally to Mr. Yang Yin, he retorted, 'we are a Chinese company and will do as we like.'"

The second case is that of the chief engineer of the *Kiangwah* with twenty-six years' service to his record. The vessel arrived from Hankow and subsequent to a faction fracas on the steamer regarding the possession of a quantity of opium, which drug it was later elicited had been concealed in one of the boilers, it was 'deemed' that the chief engineer was responsible and he was suspended and reduced to the rank of second engineer. On representations being made to the Company, a member of the directorate eventually conceded, that "he would try and induce Mr. Yang Yin to review the case." It is patent, from this statement alone, that the position of Mr. Yang Yin, unofficially, is superior to that of the directorate. On the chief officer of the *Kiangwah* (another employee of fourteen years' service) being made aware of the treatment meted out to his colleague, he was so incensed that he tendered his own resignation to the Company, which was immediately accepted; a junior foreign officer was transferred from the *Haean* to the position of chief officer of the *Kiangwah*, the services of the remaining foreign deck officer of the *Haean* were dispensed with and two Chinese officers were appointed to the *Haean*. The next resignations were those of the captain (seven years' service) and the chief officer of the *Kiangwah*, followed by the resignation of the captain (seven years' service) of the *Kiangteen*. In the case of the last named, the company are indebted to him to an extent of, approximately, \$1,500, which sum represents three months' home leave pay unpaid, yet, again through Mr. Yang Yin, payment of this amount has been absolutely refused, despite the fact that the comprador order is signed by the Company's marine superintendent and also passed for payment by the signatures of two members of the former directorate.

This situation became so severe that on April 24, 1928 :

Lieut.-Commander Kenworthy asked the Secretary of State for Foreign Affairs whether his attention has been called to the position of the British officers in the China Merchants' Steam Navigation Company in China; is he aware that about 170 of them have received no wages since the end of November and others have been waiting for a much longer time; that the control of the Company has been taken over by the Nanking Government and the Nationalist authorities appear to be taking no action to ensure that the wages are paid; and that many of these men, with families, are on the borderland of starvation; and what action His Majesty's Government proposes to take for their immediate relief?

The Under-Secretary of State for Foreign Affairs (Mr. Godfrey Locker-Lampson)—According to my information, the first three parts of the hon. and gallant Member's question are generally in accordance with the facts, except that

* *Shipping and Engineering*, April 13, 1928.

the number of British subjects involved is considerably less than 170. Representations have been made to the Nationalist authorities on the subject of the default, and every effort will be made with a view to securing payment of the wages due to the British employees in this, as in other nationalized concerns. Lieut.-Commander Kenworthy.—What is the result of the representations made?

Mr. Locker-Lampson.—There has been no result as yet, but a telegram has just been sent with instructions to make further representations.

Lieut.-Commander Kenworthy.—Will the hon. Gentleman take as vigorous action in this case as he would if the aggrieved persons were wealthy property owners?

Mr. Locker-Lampson.—We always do our best, where it can be done, to protect British lives, property and interests.

Commander Kenworthy's figure of 170 included some Norwegians and White Russians.

On November 18, 1928, the Shareholders of the China Merchants Steam Navigation Company placed an advertisement in the Chinese press in Shanghai from which the following excerpts have been taken : *

The China Merchants Limited Liability Steamship Company has been in existence for more than fifty years. It has a capital of Tls. 40,000,000 and is the largest privately owned concern of its kind in China. The Nationalist Government took a hand in the concerns of this company, first by sending an official to examine our books, and then by sending another as official Director. The idea doubtless was to protect the Nationalist interest in shipping on the one hand, and to care for the interests of the shareholders on the other. There was originally no intention of taking over the business and running it as a government concern or of taking the business permanently out of our control. But the meeting of Directors has been dissolved and the shareholders' meeting indefinitely postponed. Our business daily decreases and our liabilities increase, so that bankruptcy stares us in the face.

If it is contended that shipping companies should be under government control, then there are other companies, with tonnage comparable to ours, like the *Ching Kee* company in the north and the *San Peh* company in the south and there is no evidence that the Board of Communications has any intention of interfering with their management. Moreover, if we look at such companies as ours in Europe and America, it will be seen that they are all privately owned and frequently receive financial assistance from the Government.

According to the public declaration of the official Director in taking office and the board of examination, (1) the control of a limited liability company rests with the Directors and the supreme authority is vested in the shareholders; (2) they expressed a wish that the shareholders would not let their authority slip as the Government merely occupied the position of Director and would not interfere in the conduct of business, and (3) that when the shareholders were organized according to law and the board of Directors functioning, the official Directorate would be abrogated and the company be treated as an ordinary business concern.

The Government gave great weight to the principle of popular control and those spreading rumours that the Government meant to confiscate the business would be severely punished. All these declarations were just and proper, but the Directorate ere long proceeded to reconstruction and from reconstruction to control and after control appointed an official Director. Now, suddenly, there is talk of making the China Merchants Company a private business under Gov-

* Original in the *Shunpao*—translation in the *North China Herald*, November 24, 1928.

ernment management or a business under the dual control of the merchants and Government. Before the lips were dried the words spoken were eaten. This breach of faith on the part of the Government may be condoned but what about the ruin of the business?

If we read the regulations issued by the Board of Communications for the control of shipping companies, section nine, we see that privately owned companies are permitted and government control is limited to the appointment of a Director. This is quite clear, yet the Government not only enlarges the powers of the Director, but it robs the people of their powers. The order in which this is enjoined is very strictly worded and yet it distinctly controverts the Government's own regulations for the organization of limited liability concerns. A Republic is founded on strict observance of law; if those in authority do not abide by the constitution, those under them cannot be expected to respect the laws. The Government proclaims to the world that it rules according to law and yet it fails to observe the law; how then can it impress the people with the justness of its actions? This is the second reason why we shareholders dare not hold our peace.

The China Merchants Company being a purely business organization it never issued any shares to the Government nor received subsidies from it. In the first year of the Emperor Kuang Hsu we amalgamated with the Chee-chang company and, because our capital was insufficient, the Viceroy advanced government funds amounting to more than Tls. 1,900,000, interest to be paid as it fell due. This was repaid within a few years' time, thus showing that a loan bearing interest is a very different thing from a government subsidy. Our business then steadily increased and we paid the Government some lakhs of taels annually as may be proved from our books. Now, without any reason assigned the Government proposes to place our business under official control—surely there is no right in this.

At a meeting of shareholders of our company in 1914 it was decided to separate the shipping and property departments into two separate concerns and the assets of the property department amounting to shares worth Tls. 4,400,000 were entirely separated from those of shipping. The shares represented in the shipping department were 84,000 of the value of Tls. 100 each, making a total capital of Tls. 8,400,000. But if these combined assets are taken at their market value they are worth more than Tls. 40,000,000. The routes served by our steamers reach to Tientsin and Chefoo in the north and to Swatow and Canton in the south. On the west we touch Chungking and Ichang and in the east Woosung and Shanghai; in all more than 10,000 miles (11). Now the country is unified and peace established business prospects are exceedingly favourable, but since government control was instituted we see no method in administration. And since the reconstruction our line to the south seas has ceased to operate.

The most important element in the organization of a limited liability company is the shareholders' meeting. The Government has repeatedly announced that the authority for the conduct of these companies rests with the shareholders. The Directorate in calling a meeting of shareholders always declare that all contemplated action waits on the decision of the meeting. This proves that those directing the company's operations have always regarded the shareholders as having a controlling interest in the business and, for that reason, the calling of such a meeting must not be unduly postponed.

The financial committee, acting on the published announcement of the official Director that, when reorganization was completed, the company would be returned to the control of the shareholders, has requested that a meeting of shareholders be convened and the original constitution of the company restored.

The Board of Communications, pressed by public opinion, ordered that the names of shareholders should be sent in by May 15 and the meeting called for June 15. This was published but, suddenly, basing its action on a single letter from the chairman of the Board of Directors, it excused itself on the ground that many shareholders could not have been reached by the notice and prolonged the time for sending in names until July 5, and said that the shareholders' meeting must wait till after the register has been completed.

Now the time for sending in names has been passed by some months, and the register of shareholders numbers more than half of the shares held, yet there is no sign that the meeting will be called. Does it mean that our company's shareholders are to have no standing? The voice of the Board of Communications shares one thing, but its actions said something different. There is no greater example of shilly-shallying than this and what effect will it have on the people's faith in the Government? This is the fourth reason why we dare not keep silence.

The above shows the great injury that has been done to the China Merchants Steamship Company and the root of the trouble is the failure to fix a date for a meeting of shareholders. To sum up, the China Merchants Company is, first and last, purely a mercantile concern. Seeing that the Executive Committee publicly announced its wish that the shareholders would bestir themselves and the official Directorate stated a time for convening the meeting of shareholders and permitting the management to revert to private control, can it, before the seat on which it sat when making this decision is cool, reverse this policy?

If the Government can, at its pleasure, give or take away positions of trust in a purely mercantile company, then who will guarantee that any industry of any importance will not be placed in the same position? If the laws cease to give protection and the people's property be utterly destroyed, those who have invested capital tremble and those who have not done so will hesitate before taking risks.

The loss in shipping has undoubtedly been serious. Among the ships meeting disaster the China Merchants toll was exceptionally high, the most serious being the *Hsinchi* and the *Hsin Kong*.

PIRACY.

There was less piracy during 1928 and the first half of 1929, than during previous years. The co-operation between the Hongkong Government and the Canton authorities, particularly, General Li Chi-sen (Li Chai-sum), was responsible for the lessening of this evil.

The Irene Piracy.*

This piracy attracted unusual attention because a British submarine, the "L-4", shelled the ship in question. On December 22, 1927, Dr. C. C. Wu, Minister of Foreign Affairs of the Nationalist Government, addressed a note to Sir Miles Lampson, H.B.M. Minister concerning this piracy and the action of the British Submarine, which might have made co-operation between Hongkong and Canton difficult, were it not that the protest was not pressed. Dr. Wu's note follows:—
Your Excellency,†

I. I have the honour to draw your attention to the case of the S.S. *Irene* which constitutes a flagrant instance of disregard of international law and the dictates of humanity.

* See CHINA YEAR BOOK, 1928, p. 699.

† *Kuo Min News Agency*.

2. Sufficient time has elapsed for the outstanding facts of the case to come to light and the following statement of these facts may be taken as undisputed. The S.S. *Irene*, of some 800 tons, flying the Chinese flag, was proceeding from Shanghai to Amoy with passengers and cargo when she was seized, on the 19th of October 1927, by bandits who had boarded her as passengers. They proceeded to rob the passengers and compelled the officers to alter course to Bias Bay, near Hongkong. The vessel passed several ships without molesting them.

On the evening of the 20th, while approaching with darkened lights her enforced destination, she was sighted by a British warship, the submarine "L. 4." His suspicions aroused, the commander of the submarine signalled to the *Irene* to stop and played his searchlight on her. When he found that his signals were not heeded, and that a blank shot and warning shots across the bow did not have the desired effect, he fired five or six solid shots and explosive shells into her at approximately 300 yards' range. The ship was disabled and, fire breaking out, she sank with all her cargo. Of the 258 passengers and crew on board, 24 at least were killed or drowned. Seven persons were arrested and tried before the Supreme Court of Hongkong on a charge of piracy and condemned to death.

3. It has been assumed, in connection with this case that it was one of piracy.

Whatever may be the municipal law of different States in regard to this crime, according to international law, the action of the bandits on board the *Irene* did not constitute piracy. The essence of this international crime lies in its danger to the security of life and property on the high seas, in the pirate's scouring the ocean and attacking merchant ships of any and every nation without discrimination, in the spirit and intention of universal hostility. It is this consideration which has caused the pirate to be regarded as *hostis humani generis* and to be amenable to the jurisdiction of any state whose vessel can capture him. This definition of the crime of piracy according to the law of nations is not only supported by eminent jurists but has also been authoritatively stated by the Committee of Experts of the League of Nations for the Progressive Codification of International Law so recently as February 1926, and communicated to the members of the League, including, of course, Great Britain.

4. Such being the law, its application to the case of the *Irene* presents no difficulties. The bandits who seized the ship and plundered the passengers might perhaps be considered as pirates according to the law of England or other states, but they were not pirates according to international law, since they limited their activities to her alone and did not molest other ships which were encountered. As to the ship, she was herself a victim and was not a menace to shipping on the high seas. Thus she was not a pirate ship, but, at most according to municipal law, a pirated ship. In regarding the bandits as pirates and the *Irene* as a pirate ship in the international sense of the word, the British commander was acting illegally.

5. Suspecting that something was amiss with the *Irene*, the submarine commander was entitled to verify her true character, provided he exercised this right judiciously and took responsibility for the consequences. To open fire with solid shots and explosive shells on a ship, small, unarmed and crowded with passengers, must require ample justification for such drastic action not to be condemned before the bar of law or of public opinion.

An examination of the circumstances shows that, far from such action being justifiable or even excusable, everything pointed to its being entirely unnecessary. The British commander should have known from the behaviour of the *Irene*, and from similar incidents which have occurred in the past, that the object of the bandits was to make away with their booty and land at Bias Bay. Even if the ship were a pirate ship according to international law, he had only

the right to capture the ship and to bring the pirates to trial; he had not the right to destroy the ship and to kill the pirates without trial.

The question whether he could have exercised his right without resorting to extreme measures can admit of only one answer. Though it was night, he had his searchlight on the *Irene*. He was close to her, as the range was only 300 yards when he opened fire; so that there was no danger of her running away. He knew that the bandits, in order to get ashore, must take to small boats and go a long distance, during which time they would be completely commanded by his guns. Furthermore he was within but a short distance of several other British warships which could and did come to his assistance, and one of which was indeed so close and came so quickly that it was able to rescue a number of the *Irene's* passengers from drowning. Yet only a few minutes intervened between the signaling to stop and the firing. It is, to say the least, inexplicable why a warship should be in such great haste to fire on a merchant ship which was unarmed and of smaller tonnage. There is therefore little doubt that the commander of the submarine "L. 4." had not used all possible and available means to capture the bandits before he bombarded and sank the *Irene*.

6. The *raison d'être* for any action taken against the bandits should have been the seizure of their persons for trial and the recovery of plundered property. It is difficult to reconcile either with reason or with the dictates of humanity an action which, in order to bring to justice some seven suspected criminals, did not hesitate to imperil the safety of 258 other persons and actually to cause the death of at least 24 of them, and which, in order to recover plundered property, deliberately proceeded to send that property, the ship's entire cargo, and the ship itself to the bottom of the sea.

7. I may further point out that Bias Bay is Chinese territorial waters. It therefore follows that all persons arrested therein should be handed over to the Chinese authorities for trial. Besides repudiating any suggestion that any portion of Bias Bay is part of the high seas and to place on record that China regards the whole of that bay to be territorial, I have to protest against the action of the Supreme Court of Hongkong in attempting to exercise jurisdiction in Chinese waters.

8. In view of the foregoing considerations, I have the honour to request that the following actions be taken by the British Government:

- (a) An expression of regret for violation of China's territorial sovereignty;
- (b) Compensation and indemnity in respect of persons dead or injured, cargo and ship lost or damaged in the sinking of the *Irene*;
- (c) Adequate punishment of the commander of the submarine "L. 4.";
- (d) Surrender of the seven persons detained in Hongkong to the Chinese authorities for trial.

9. It is needless to add that there is every intention on the part of the Nationalist Government to punish with utmost severity acts of lawlessness such as that perpetrated on the S.S. *Irene*, and to clean up bandits' nests such as that at Bias Bay at the first opportunity, and that, in the carrying out of such intentions, the legitimate co-operation of British warships, which have a base at Hongkong in the neighbourhood of the Bay, is not unappreciated. The purpose of this dispatch is none other than to ensure, even in the pursuit of criminals, that China's territorial sovereignty shall be respected and that the methods and measures used in such pursuit shall be reasonable and proper and shall display the regard for innocent lives and property.

I avail myself of this opportunity to convey to Your Excellency the assurance of my highest consideration.

(Signed) CHAO-CHU WU,
Minister of Foreign Affairs.

In January 1929 a hearing took place before the Supreme Court at Hongkong of an action against Lieut. Commander F. J. C. Halahan, of the Submarine L. 4, brought by the China Merchants' Steam Navigation Co., who claimed \$350,000 damages and \$1,000 a day for the loss of the use of the *Irene*.

Judgment with costs was given for the defendant, who maintained that he had fired under express orders from his superiors.

The Sunning Piracy.*

Mr. Joseph William Hurst,† second officer of the *Sunning* at the time of its being pirated, was awarded the honour of Officer of the Most Excellent Order of the British Empire for his heroism in connection with this piracy. Mr. George Cormack, Chief Engineer, was awarded the honour of Member of the Most Excellent Order of the British Empire.

A River Piracy.

A minor piracy occurred in the Yangtze on December 18, 1927, when H.M.S. *Teal*‡ proceeding downriver between Ichang and Hankow, on her way to Shanghai, received information that three lighters belonging to Messrs. Butterfield & Swire had been captured by bandits in the vicinity of Temple Hill which is about 40 miles south of Shasi. The *Changing*, another B. & S. tug which had managed to escape when the hold-up occurred had given the signal for relief after arrival at Chenglin. Meanwhile the bandits were devoting but a share of their attention to the three lighters, which they looted mildly, as they were busy with other operations, notably on the *Wantung* and the *Haiping*, two cargo-craft thought to belong to Young Brothers. The latter they captured and sent down river as transport for six of their number who had been wounded, when some other upriver vessel, thought to have been Japanese, dashed into their activities.

That the bandits thought to return to the three lighters was fairly evident as they had by no means made a thorough job of their piracy. In the meanwhile, however, the *Teal* arrived late on the afternoon of December 18, and about two hours late the *Changing* under convoy of the *Mantis*. The *Teal* thereupon started downriver with the *Changing*, the three lighters and an A.P.C. craft.

Having arrived at N. 7 Crossing, known to be a dangerous point on account of a swan's neck curve in the river, it was found advisable to anchor for the night, but it developed that the *Changing* and her tow would have to go a little further downriver for anchorage, as their anchors would not hold in the immediate vicinity of the *Teal*'s anchorage. They put up for the night, therefore, about a quarter of a mile away, but not before a small armed guard had been sent on board from the *Teal*, with instructions to thwart any further attempts on the part of the bandits thereabouts.

The following morning the party started downriver, but rounding the curve the vanguard received a peppering of fire from the bank where presumably the same bandits as those which had first attacked the *Changing* were established, awaiting an Italian steamer which bore into sight as the firing began.

To the consternation of the desperadoes, fire was returned by the armed guard in the *Changing*, and they took to flight back to the village. They had come out of the village which lies along an embankment at this point in the river, and were well down on the river's bank when they started their attack. As no resistance had been anticipated by them, proved in the fact that they had no look-out posted to advise them of the rapidly approaching *Teal*, their surprise was complete. Then the *Teal* opened fire on the village, as the *Changing* and lighters swung out into

* CHINA YEAR BOOK, 1928, p. 677.

† *Shanghai Times*, January 6, 1928.

‡ *North China Daily News*, January, 13, 1928.

the stream. Eleven rounds of six-pounder and more than 600 rounds from Lewis guns were involved in the surprise-party as a reminder to the bandits that the moment was auspicious for playing their trade. The houses of the village were mostly matcheds and the extent of damage could not be ascertained, but it was plainly evident that a large percentage of the shells burst upon impact.

As a quick sequel to this, information was passed on to H.M.S. *Cricket* further down that the *Haiping*, which the *Teal* had passed on her way to the relief of the party of lighters but which had given no signs of distress, should be given chase. This was done, the *Cricket* overtaking the *Haiping* speedily and the bandits on board her were captured and the *Haiping*'s release effected forthwith.

The San Nam Hoi Piracy.

This piracy occurred on January 17, 1928. It seems as though the Kongmoon Seamen's Union and the Canton Union had got into a dispute in the course of which the Compradore of this ship and his nephew had become involved. Some of the crew had been dismissed and had sworn vengeance.

The *San Nam Hoi* left Hongkong on January 16, and shortly after she had cleared the Compradore warned the Captain that he had heard rumours of an attempt to pirate the vessel. All went well until about twenty minutes after the vessel had left Kongmoon, when the pirates, estimated at about thirty in number, attacked the bridge, having first murdered two and wounded and overpowered the other four Indian guards. The Chief Officer, Mr. H. Conway was fatally wounded during the first attack. Captain Sparke, and Mr. M. F. Houghton (Chief Engineer) managed to close the grilles, and keep the pirates at bay, sounding the steam siren continuously while they were resisting. The pirates did not occupy the engine-room and after attempting vainly to force their way on to the bridge, set the ship on fire, and jumped overboard, swimming to sampans in the vicinity. The fire was easily extinguished, and the officers continued shooting at the escaping pirates. Fifteen alleged pirates were captured by the Kongmoon police, who also reported picking up the bodies of three others, and it was stated that eight of the prisoners were shot on January 18.

The outrage is believed to have been instigated by the Kongmoon Seamen's Union.

A Coroner's inquest was held at Hongkong on February 1, into the death of Mr. H. Conway, late Chief Officer. The jury returned the following verdict:—

"We find that the late Mr. Harry Conway and the two Indian guards met their death as a result of bullet wounds received during an encounter with pirates on board the s.s. *San Nam Hoi* on January 17th, 1928, on a voyage from Kongmoon.

"We return a verdict of wilful murder against Chu Kai Shuen (one of the pirates recognised) and others unknown.

"We are of the opinion that the Captain had taken all necessary precaution and that the ship was adequately protected against piracy. We are satisfied that the Captain, the late Chief Officer, the Chief Engineer and the Indian guards did their best under the circumstances to protect the ship, and but for their outstanding bravery, the ship would have fallen into the hands of the pirates.

"We extend our sympathy to the family of the late Mr. Conway and the Indian guards."

Hiroo Maru Piracy.†

This ship was captured off Haichow by pirates and was recaptured by the Japanese destroyers *Tsubaki* and *Tsushima*.

* *Hongkong Weekly Press*, February 17, 1928.

† *North China Daily News*, February 14, 1928.

The steamer *Hirao Maru* was on its way to Haichow from Shanghai and was anchored off Tsingkow on February 11 when the str. *Kaitsu Maru* approached her and a junk put off from the *Kaitsu*. This was seen to be filled with pirates, so the *Hirao* hastily drew anchor and steamed off, but not before the pirates had fired, killing a seaman and wounding the captain. The *Hirao* reported the incident at Haichow, as a result of which a Japanese gunboat was sent from Tsingao and the destroyer *Tsubaki* from Port Arthur. The latter recaptured the *Kaitsu*.

Another Japanese steamer which has reached Haichow reports that she encountered a similar experience to that of the *Hirao Maru* on February 10.

The Hsin Wah Piracy.

The China Merchants' Steam Navigation Company's steamer *Hsin Wah* was pirated between Shanghai and Hongkong on March 14, 1928, when pirates disguised as passengers seized the ship. The following are the details:*

The *Hsin Wah* left Shanghai on April 12th at 3.30 p.m. with about 300 Chinese passengers and a general cargo totalling about 300 tons. Everything went well until the 14th at 7 p.m. Captain M. P. Jensen, master of the *Hsin Wah*, was then in his cabin. He heard a commotion on deck, and rushed out and was met by two armed men. They took him to the bridge, where he found that the Chief Officer, Mr. Licitis, was also in the hands of other robbers.

On the bridge, the pirates made the captain understand that they wanted the ship's armoury, and seeing that resistance was out of the question Capt. Jensen ordered Mr. Licitis to surrender all arms on board the ship. These consisted of six revolvers, six Greener shot guns and 500 rounds of ammunition. The pirates took charge of the weapons, after which a general ransacking of the ship and passengers was commenced.

A pirate, who appeared to have some knowledge of seamanship, pointed in the direction of Sam Chau Inlet to Captain Jensen and instructed him to take the vessel there. There was no alternative but to obey, and setting a southerly course Sam Chau Inlet was reached on Sunday night when anchor was dropped. Captain Jensen, who had been kept on the bridge throughout this long spell, was then allowed to retire to his cabin. On Monday morning he was again taken to the bridge under armed escort and ordered to take the ship further up the inlet, where a sampan met the pirates.

The work of transferring the loot to the shore was commenced immediately. But a launch came in sight and the work stopped and one of the ship's boats was hurriedly lowered. The pirates made for the land taking with them the Captain, Chief Officer, five passengers and three members of the crew. The launch, however, went on its way and, reassured by this, the robbers once more returned to the *Hsin Wah*. They left the Captain and the Chinese ashore, but took Mr. Licitis back with them.

The task of looting was very soon in full swing again. No fewer than 15 pirates were busily engaged in rifling the ship's cargo and passengers' property. A ship load was sent to the beach and then a return was made for more. In this way the pirates had practically carried away all they wanted when the passing of a Chinese gunboat gave them their second fright.

The gunboat was steaming along from the west but the sight of the merchantman caused it to stop. This was too much for the pirates and again they left hastily for the shore.

Once on terra firma, the thought predominant in the mind of the pirates appeared to be to get as far as they could from the gunboat. But they did not leave their loot behind. They took the cargo with them and also the Chinese captives. Captain Jensen, however, was forgotten and jumping into one of the boats lying on

* Hongkong Weekly Press, April 20, 1928.

the beach he rowed back to his ship and signalled to the gunboat for assistance. The gunboat came up to the entrance of the inlet, and as she could not proceed any further, the *Hsin Wah* despatched two boats to take an armed party ashore for the purpose of giving chase to the robbers.

The landing party divided themselves into groups and scoured the island for over two hours but all came back with the report that not a soul was to be seen.

Captain Jensen took command of his ship again and sailed for Hongkong under the escort of the Chinese as far as to Tun I Ang Island.

The Tean Piracy.*

The *Tean*, a Butterfield and Swire Steamer, left Haiphong on Thursday, May 24th, and arrived at Hoihow on the 26th. It was at this port that the pirates embarked as passengers. The vessel was scheduled to leave Hoihow on Sunday morning at 5 a.m., but the free-booters did not wait till then but attacked the officers and captured the ship at about 4.15 a.m. They held the officers up with their weapons and ordered the ship to be taken to Bias Bay.

The Indian guards were overpowered at the first onslaught, and after all the Officers had been seized and deprived of their weapons the pirates ordered steam to be got up, and a course set for Bias Bay. Kerosene was brought up in readiness to set fire to the ship in the event of any interference, and the officers were warned that they would be shot if any warship appeared. On arrival at Bias Bay the pirates had two life-boats lowered, and manned them from the ship's crew. In these, they carried off the Chief and Second Officers and their loot, as well as several Chinese passengers. While the party was ashore H. M. S. *Somme* appeared on the scene, followed by the Customs Cruiser *Yung Shing*. The latter immediately sent a party in pursuit, and succeeded in releasing the two officers, and the boat's crews. The body of a returned Chinese emigrant from Australia, whose head had been battered in, was also recovered.

On May 31 the Chinese naval vessel *Chingshan* proceeded to Bias Bay, and found and released a number of hostages.

The "Anking" Piracy.

The China Navigation Co's s. *Anking*, which left Singapore on September 23 on her way to Hongkong via Hoihow, Swatow and Amoy, with 1,400 deck passengers, was pirated in the Gulf of Tongking in the afternoon of September 26. The master, Mr. C. E. Plunkett-Cole, was wounded, while the Chief Officer, Mr. D. C. Jones, and the Chief Engineer, Mr. H. Thomson, who had been in the service of the company for 26 years, were killed. The Chinese quartermaster was also killed.

The piracy occurred on the evening of September 26. The *Anking* was a day and a half's journey from Hoihow, the first port of call. At seven o'clock, while most of the officers were at dinner, a gang of about 40 pirates, who had been travelling as passengers, made their appearance. Some of them rushed on to the bridge. Captain Plunkett-Cole and the Chief Officer, Mr. Jones, were surprised, but they put up a gallant resistance. The pirates, however, opened fire at point-blank range. The mate was shot dead, hit in the head and chest. The master dropped wounded, with bullets in both thighs. The Chinese quartermaster who had courageously joined in the fight, was instantly killed. At the same time, a number of the pirates attacked the Chief Engineer, Mr. Thomson, who was on the promenade deck. He pluckily closed with the ruffians but was shot in the head and the left side. Second officer, Mr. J. W. Bennett, rushed to his colleague's aid, using a club for a weapon, and put up a heroic stand. The odds, however, were too great and the officers were forced to retreat, the second mate being finally borne down by the weight of numbers and overpowered. The Chief Engineer, covered with blood, staggered past the saloon and reached the surgeon's cabin. The door was locked, and he sank, mortally wounded.

* Hongkong Weekly Press, June 1, 1928.

the pirates moving their base to Hong-hoi Bay. His Majesty's Consul-General at Hankow reports that the Chinese authorities there have made a great many arrests of persons suspected of having taken part in the piracy of the s.s. *Shasi*, and that they appear to be dealing with the matter energetically. Compensation has in the past been paid by the Government of Hongkong in the case of the death or injury of officers of British ships as the result of resistance to piratical attacks, but now that the piracy regulations, which imposed on shipowners certain duties in connection with the prevention of piracy, have been abolished in accordance with their wish so as to leave them a free hand to take their own measures, it seems likely that the Hongkong Government will consider that the responsibility for compensating the families of the officers should also devolve on the shipowners.

Mr. Locker (Essex, S.E., U.).—Is it not a fact that the real responsibility for suppressing piratical activity rests with the Chinese authorities and that these authorities are well aware of the identity of the pirates? Will the right hon. gentleman make representations to the Chinese authorities? Mr. Locker-Lampson.—We have made representations and the Chinese authorities, so far as we know, are doing their best in the matter, and we are co-operating. Sir B. Peto (Barnstaple, U.).—Is there any reason to suppose that the best the Chinese can do will save British officers from being murdered? No further answer was given.

On November 23, the *North China Daily News* reported that the British War Office had instructed the South China and North China commands to detail 60 men from various units to board British passenger steamers plying between Shanghai and Hongkong or in any piracy area.

The "Hsin Chi" Piracy.

This was a piracy of a different type from those described above. The China Merchants' Steamer *Hsin Chi* left Shanghai for Foochow at 5 p.m. on November 6, 1928 with four foreign and a large number of Chinese passengers. She encountered fog shortly after sailing, but the Chinese passengers were so anxious to reach Foochow that the Captain against his better judgment, pushed on, and on Nov. 8 at 2.25 p.m. the vessel grazed an uncharted rock. Captain Tolleisen decided for the safety of the passengers, to seek a safe anchorage where the vessel could be beached, if necessary. He therefore made for Tai Island, where he dropped anchor and the Chinese passengers were taken off. Next day it was found that water had risen above the tween decks, so the vessel was beached. The local fishermen then appeared on the scene and endeavoured to board and loot the vessel. They were at first successfully repelled by the efforts of the officers and crew. On the 10th there was considerable looting, and a Chinese motor-boat with an armed guard, and two junks which appeared on the scene ignored requests for assistance, and merely took away the Chinese passengers. The pirate craft were reinforced on the 11th when the Dutch vessel *Tjitaroem* opportunely arrived, took off the foreign passengers, and supplied the officers with firearms. Shortly after her departure rifle fire was opened from a junk, and the ship was again boarded and looted. The next morning (12th) the ship was found to be on fire. This was evidently the work of pirates who continued to loot the vessel, and all efforts to extinguish the flames failed. On the 13th H.M.S. *Serapis* appeared and intercepted and captured two large junks with nineteen pirates and quantities of loot on board. The officers and crew were taken off the same day by the China Merchants' str. *Hacan*, the *Hsin Chi* then being a total loss.

There were several minor piracies, which are not important enough to report.

INSIDE STORY OF PIRATE ACTIVITIES.

Mr. Li Chung-yin contributed the following interesting article on piracy to the *China Mail*, Hongkong, which gives what appears to be an inside account of pirate activities in the Bias Bay region :—

The third officer, Mr. A. I. Campbell, was resting on a deck-chair. Before he had a chance to rise he was struck on the forehead with a weapon. He managed to reach the bridge somehow, only to receive a stab in the back. He fell by the side of his chief's dead body. The other officers, Mr. A. W. Norris, second engineer, Mr. E. C. O. Bird, third engineer, and Mr. T. Curry, supernumerary third engineer, also were overpowered. The pirates seized the armoury and gained control of the whole ship. The bodies of Mr. Jones and Mr. Thomson and of the Chinese quartermaster were thrown overboard. Captain Plunkett-Cole and Mr. Campbell were laid on settees and their wounds dressed by the ship's surgeon, Dr. Woo. The second officer, Mr. Bennett, was ordered to navigate the vessel. He was placed under guard and told to steer for Swatow. Except for short intervals of rest he remained on the bridge 54 hours, until the *Anking* anchored.

The passengers, all Chinese, were mustered on deck and systematically searched by a number of the pirates. The others attended to the luggage below. The officers' cabins were ransacked. Some cases of cargo, mostly tweeds and woollens, were broken open. The search lasted 10 hours. When it was over a huge pile of loot had accumulated on deck.

Bias Bay was given a wide berth for fear of warships, and the *Anking* entered Honghai Bay without incident, anchoring at Rose Head at one o'clock in the morning. Gathering their loot, the pirates disembarked in three life-boats, taking seven Chinese passengers for ransom, and also carrying off Mr. Bird, but the third engineer and the sailors were subsequently released and allowed to return to the vessel. The total haul is estimated at \$80,000, besides a large quantity of jewellery and other valuables. The ship weighed anchor at day-light, and arrived in Hongkong the same afternoon. Captain Plunkett-Cole and Mr. Campbell were immediately taken to hospital.

QUESTIONS IN PARLIAMENT.

The *Anking* Piracy was referred to in Parliament on November 14, as follows :—
Nov. 14.—Mr. Locker-Lampson, Under-Secretary to the Foreign Office (Wood Green), replying to questions by Sir R. Thomas (Anglesey, L.) and other members, said :—On September 26 the British steamship *Anking*, en route from Singapore, was attacked by pirates who had come on board as passengers. The captain was wounded and two British officers and one Chinese quartermaster were killed. The ship was taken by the pirates to Hong-hoi Bay, east of Bias Bay. On November 3 the British steamship *Shasi* was similarly seized by pirates on the Yangtze, about 11 miles below Hankow. One Chinese member of the crew was killed and one wounded, and an American passenger was seriously wounded. The pirates confined themselves to looting the personal effects of passengers, officers and crew. There seems to be no evidence that piracy is on the increase; in fact, as compared with previous years, the situation shows some improvement.

As a result of the *Anking* piracy the General Officers Commanding, Shanghai and Hongkong, were authorised to provide military guards on steamers on the Hongkong, Amoy, Swatow, and Singapore routes. Similar authority had previously been given to the General Officer Commanding, Malaya. In addition to the normal patrolling by his Majesty's ships of the main steamer routes and the known centres of piracy in China, on November 10 arrangements were initiated for putting armed naval guards on British steamers on the Lower and Middle Yangtze. It is not clear that an increased number of gunboats would be a certain cure for this evil, and the naval Commander-in-Chief has not, up to date, recommended any such increase.

Representations as to the need of taking effective action against the pirates' lairs are constantly made to the various Chinese authorities concerned. His Majesty's Consul-General at Canton reports that the authorities there have shown some activity in dealing with the base at Bias Bay and killed a number of pirates and released some of their prisoners. From the subsequent case of the s.s. *Anking* it appears that their action has been only partially effective, and may have simply resulted in

Except for chance arrests thanks to the unearthing of stolen property or dangerous weapons, what action that has been taken by the Hongkong Police in the past, with or without the co-operation of the Royal Navy and the Chinese authorities, has been based on information laid by one gang against another. But the men who really count, that is, those who put up the money for piracies, are still at large living with every semblance of respectability a quiet life in the Colony. So far only one has been roped in by the long arm of the law. And he was more of an adventurer than a backer. He has been deported as an undesirable in the absence of evidence to convict him for his misdeeds. The others remain immune, simply because nobody has collected sufficient data about them for banishment, much less to sustain prosecution in open Court. Overland raids by the Hongkong Police over the frontier, in conjunction with the local Chinese General, did prove fruitful some years ago. But here, again, jealousy among the outlaws proved the strongest weapon against them. New "hands" had been financed by an old schemer in Hongkong. Old "hands" resented their intrusion. Word reached parties in touch with the Police. Action was taken forthwith. The rank and file was broken up; but the schemer was safe in British territory.—I am referring to the occasion when firearms removed by pirates from vessels were returned to this Colony. The *alpha* if not the *omega* of a piracy must be a "bad egg," employed on the intended victim. He gets in touch, probably through go-betweens, with somebody high up in the world of crime. Finally he is sponsored if his scheme is considered feasible. He then meets the immediate subordinates of the financier but not that august personage himself. An expedition is decided upon. The grand master delegates his No. 1 to take passage in the ship marked out and lay down the plan of campaign. The No. 1's attributes are resource, a degree of daring, some knowledge of seamanship and navigation, and a smattering of English preferably. But this is not necessarily the man who stalks the bridge chatting to the officers after the vessel is captured, who gives the impression that he is the leader. The No. 1 very likely directs operations from a secluded spot because he knows the danger of identification. The financier never risks direct action. Then the motley crowd is collected and these are now all natives of Waichow (the hinterland of Bias Bay) or of Hoifung (the district around Honghai Bay). Some of them may never have been robbers before; but they must have experience of firearms and must be trusted by the man who is to direct them.

How a piracy is carried out from the time of the first shot to the point of disembarkation is common knowledge. Very few are aware, however, that the revolvers and pistols used in such affairs are often smuggled on board by one or several of the crew. What happens after the pirates land has always remained a mystery. Confederates wait, of course, at the rendezvous, whether it be Bias Bay or Honghai Bay. And the change of venue in the cases of the *Tean* and *Anking* emphasizes the sinister influence enjoyed by part-time robbers over the countryside. When a financier has put out the money, he makes sure that the proceeds, if any, get into proper hands. Accordingly, he appoints his own nominee to supervise the landing. This man is only at Bias Bay when there is business. Otherwise he stays in Hongkong, Canton or Macao, as fancy dictates. That is one reason why pirates are so hard to trace even by the Chinese military. Let me, first of all, explain the conditions up-country. There are not many robbers who live permanently beyond the pale. Take as an example, a robber chieftain with a following of 300. A hundred or half his strength might be reservists. That is to say, they are farmers until the call of mobilisation goes forth. The head provides them with arms—and a share of the spoils. Owing to the chaos of the last ten years, very few rich men stay in their own villages. Their lives would not be worth a moment's purchase if they did. In consequence, local bullies spring up. I use this term because it is a fairly close translation of the very common Chinese name; but it is apt to be misleading

in English. It denotes a man who has the means of forcing his will on clansmen and neighbours. Comparative wealth comes his way. Accordingly, he also lives away. When commissioned by a financier to do so, this powerful man goes home, rallies his following, waits for the arrival of the prize, and helps to store it *without fear* of disturbance by villagers who, because of their geographical position, must be subject to reprisals if such are carried out by the Royal Navy. Loss of homes burned down can be made good; but death at the hands of the strong man of the neighbourhood where his displeasure incurred would be irrepairable.

Before dealing with the disposal of swag, I feel it incumbent on me to set out what chances the Kwangtung Government has of eradicating the pirates' receivers. The pirates are not resident in Bias Bay. In the old days, a title gained at the Imperial examinations, or age, invested one with authority and responsibility. The mandarins, by holding an elder as hostage, could always get a bad character from the same clan. Not so now. Times have changed. A "young party" has sprung up in every village or hamlet, with the new trend of thought. And it is the leader of each set of young irresponsibles that the Canton rulers have to hunt down ruthlessly to stamp out "receiving" at Bias Bay. Piracy on inland waters, robbery on land and banditry in the mountains have all had a bad reverse. It remains to be seen if anything can be done in the direction which will please the world even more. What do the part-time seagoing pirates and their land associates do in their spare time besides farming? They are also engaged in the highly profitable occupation of levying "safe conduct" money at rates as follows:—\$1.50 per mow of rice fields (an acre is $4\frac{1}{2}$ mow); 50 cents per ton per voyage on the larger junks; \$6 per trip for smaller native craft; and \$300 or more per salt junk that passes their waters. Such men are mostly Hoklos, i.e., natives of the maritime districts on the east coast of Kwangtung between Bias Bay and Swabue. There is a sprinkling of Hakkas but all of these speak the Hoklo dialect as well. When men are forced away by pirates into captivity there is no advance payment to the gang. Ransom is divided by the financier after it is received. Booty is dealt with otherwise. Money is shared forthwith. Valuables and property are spread out among a host of hiding places. In a few days a feverish gathering of the clans follows. Those of the rank and file who have means or can find relatives to lend them some enter into the auctions with zest. Only those who took part can bid. Any man can make an offer up to the limit of his share, even if he has no money. Small articles and not too expensive jewellery are subsequently sold in nearby markets. More costly stuff and merchandise are moved to Canton and other cities for disposal, being sent overland, then by boat down a tributary the East River, and then the East River itself. When the steam-launch *Wo Fat Shing* was pirated in Hongkong harbour on October 12, 1927, \$30,000 in gold bars was spirited away. Such a large quantity was not easy to get rid of. So the financier bought the lot at the auction—excepting a few bars given away at first in part payment to those who carried out the robbery—and put up the money for distribution. A small portion of the gold remains hidden in a nearby city to-day. To wit, Sheklung, on the Canton-Kowloon Railway (Chinese section). The balance has been converted by goldsmiths in the countryside into jewellery and then sold in small lots through the agency of women who wore them to divert suspicion. Incidentally, two men arrested at different times are each undergoing sentence of three years' hard labour.

Cases are on record in which the firearms for piratical expeditions were purchased in Hongkong, although the point of embarkation was Singapore or Shanghai. The weapons were smuggled aboard here and not brought out until the time for action on the return voyage. One such purchase of arms and ammunition fell through at the last moment. The would-be buyer had, perforce, to rush an assortment down from his collection in the interior; and this arrived just in time to catch the vessel marked down for attack. In connection with the fitting out of expeditions, I learned

towboat, 11 cargo lighters and one pontoon, which is somewhat short of our usual output. We also entered into a contract for the construction of a large and most modern type of vessel fitted with full Diesel engines for service between Shanghai and the middle Yangtze. This vessel is now rapidly nearing completion, having been launched a fortnight ago and is expected to be delivered to her owners within the next few weeks.

You will be interested to hear that she is the largest full Diesel vessel to be placed in this service and it can be confidently expected that she will be found, in every way, justifying the expectations and enterprise of her owners, the Yangtze Mail Line.

The falling away in our turnover in connection with construction work need not, however, cause you concern. It is in no way due to dissatisfaction with the class of work turned out by your company but has been brought about entirely by the virtual stoppage in construction work by local shipowners following the disastrous state of affairs which arose as a result of the disturbances in the Yangtze River two years ago. This called a halt in building programmes, but confidence is now being steadily restored and there are distinct signs of a return to normal conditions and increased activity. We have recently booked orders for seven more lighters and a pontoon and inquires for larger vessels are also being received, so I hope before long the works will be fully employed again in this class of activity.

At the same time it must be realized that the new tariff imposing, as it does, substantial duties upon material and component parts necessary in construction work, particularly on large and more important vessels, is going to prove a serious handicap, and may possibly result in the diversion of much construction work to other building centres which, otherwise, would have come to Shanghai. It seems a little anomalous that, if a Chinese shipping company, or any company, operating vessels in these waters, wish to acquire new tonnage, they can have a vessel built abroad or at Hongkong, and can then operate it in the Yangtze or on the coastal trade or, for the matter of that, in any trade, and it will not cost the owners one cent in duty. Should, however, the vessel be built in Shanghai, it will represent, when completed, in cost a considerable percentage in respect of Customs duty paid upon the raw materials and essential parts. To such extent, therefore, the recently introduced tariff cannot be regarded as very scientific, and I would suggest, for the consideration of the authorities concerned, that, in any revision of the tariff, raw material and component parts to be utilized in construction (thereby providing labour for Chinese workmen) should either be admitted duty free or, upon proof that such material or parts had been actually utilized in shipbuilding, full rebate of any duty paid should be allowed.

U.S.S. Guam and U.S.S. Tutuila*

For many years the United States has been represented on the rivers in Asiatic waters by a number of old gunboats, none of which were constructed for this particular duty, with the exception of two—the *Monocacy* and the *Palos*. These two vessels were assembled at the Navy Yard, Mare Island, California, taken apart, shipped to Shanghai, then put together and launched at a local dockyard.

About five years ago, the Navy Department decided that it would be necessary to build some new vessels for this service for replacements and the General Board made a study of the characteristics that a gunboat should have for service on the Yangtze.

On March 1, 1926, contracts were signed with the Kiangnan Dock & Engineering Works of Shanghai, China, for the construction of six gunboats of their design and of three different classes. Two of these vessels, the smallest class, will be described, and results of their trials given.

The design of the *Guam* and *Tutuila* is a credit to Mr. B. R. Mauchan, recognized among shipping circles in China as the greatest authority on vessels for service on the Yangtze river. This alternative design, submitted by the Kiangnan Dock & Engineering Works, was accepted by the Navy Department on recommenda-

* *The Far Eastern Review*, December 1928.

that one financier declared that he was willing to furnish, \$100,000 for preliminary investigation expenses and the armory required for the piracy of any trans-Pacific liner. Lam Choy, alias Lam Kwanshan, who has been deported, is alleged to have plotted for such an ambitious prize before he was caught. He was arrested in a house of ill fame at Yaumati. Accusations against him were that he had actually led several attacks. He was a talented linguist and had been to sea in his younger days. The downfall of this man was due essentially to information from a rival gang, given while he stayed here for a "holiday." Even in Shanghai he often approached men employed on big ships, it being said that he would never rest content until he had carried out an unprecedented coup. Scheme as they might, the pirates have come to the conclusion that trans-Pacific liners are humanly impossible to rob. Their size is likely to attract attention once off the route and a few hours out of schedule time would raise an immediate hue and cry. Large numbers of Chinese passengers do sail from and arrive at Hongkong, but only to and from ports on the other side and all such have passports. Any undue embarkation at or for an immediate port would require explanation and automatically, precaution as well. The best insurance lies, however, in that there are so many departments on these galleons of the ocean. The pirates would have to be at least 100 strong if not 200. That number would be unwieldy. The risk of the secret leaking out would be increased with every additional recruit. And there are too many sections of the crew at least one of each of which has to be bribed into complicity before pirates can find out the situation and hours of duty pertaining to the bridge, engine-room and wireless—to mention no other vital parts of a ship—before a small measure of success can be assured.

SHIPBUILDING.

Shanghai's position as an important shipbuilding and ship-repairing centre is due almost entirely to the existence of four concerns:—The Shanghai Dock and Engineering Co., Ltd; the Kiangnan Dock and Engineering Works; the New Engineering and Shipbuilding Works, Ltd; and the Societe Franco-Chinoise de Constructions Metalliques et Mechaniques. The first and third are British concerns; the second is owned by the Chinese Government; and the fourth is a Franco-Chinese establishment. All engage in the construction and repair of ships on a large scale.

After the labour and political troubles of 1926 and 1927, shipbuilding in 1928 took on a new phase of activity. Mr. H. E. Arnhold, Chairman of the New Engineering and Shipbuilding Works in his annual address describes the affairs of his Company, which characterize the entire industry, Mr. Arnhold said:—*

"I told you last year that, in 1927, our turnover in respect of repair work was nearly double that of the previous year. I am particularly pleased to be able to tell you to-day that this improvement has not only been maintained but has been considerably increased.

In this connection, I would like to record the loyal co-operation of the staff at the works who have cheerfully shouldered the additional burden thrown upon them by the increased turnover of the company.

The new executive has most assiduously devoted itself to furthering the company's interest in every conceivable way and the slow but steady improvement in general conditions of trade in China throughout the past year gave them fuller scope in their endeavours than might otherwise have been the case. You can rest assured that, if the outlook continues to brighten, the management and staff can be relied upon to develop the company's activities to the fullest extent possible.

Before leaving the subject of turnover, I must make reference to a falling away in construction work. During the year the company completed the construction of eight motor sampans for the United States Navy, two steam towboats, one motor

* *North China Daily News*, March 15, 1929.

tion of the Commander-in-Chief of the U. S. Asiatic Fleet and of the Commander of the Yangtze Patrol Force. This class was to have a length of 150 feet, draft not over 5 feet 3 inches and a guaranteed speed over the measured mile of not less than 14.5 knots.

NAMES.

The *Guam* was commissioned as a U.S. gunboat on December 28, 1927, and the *Tutuila* on March 2, 1928.

GENERAL DATA.

Length between perpendiculars, feet and inches	150-00
Length over all, feet and inches	159-03.25
Length on L.W.L., feet and inches	149-09
Beam, moulded, feet and inches	27-00
Beam on L.W.L., feet and inches	27-00.125
Beam, extreme, feet and inches	27-11
Draft, designed fresh water, feet and inches	5-03
Displacement on designed draft, tons	387
Displacement per inch on L.W.L., tons	7-55

GENERAL DESCRIPTION.

The general data of the hull of the *Guam* and *Tutuila* is as given above. They are twin screw open stern boats with three rudders and a spoon bow. The contract required a speed of not less than 14.5 knots over a measured mile and a fuel capacity to give a steaming radius of 1,000 miles at 10 knots.

The design was for 14.5 knots at 320 R. P. M. and 1950 I. H. P. The trial results were 14.5 knots at 323 R. P. M. and 1410 I. H. P. for the *Guam* and 322 R. P. M. and 1385 I. H. P. for the *Tutuila*. The steaming radius required was 1,000 miles at 10 knots. The bunkers of each vessel hold 77.48 tons of fuel oil at standard gravity and temperature. In the case of the *Guam* the trial results indicate that it requires 39.42 tons per 100 miles leaving a possible reserve supply of 38.06 tons, and in the case of the *Tutuila* the corresponding figures are 34.75 tons and 42.73 tons. The maximum speed and corresponding I. H. P. were: *Guam*, 15.62 knots and 2048 I. H. P.; *Tutuila*, 15.61 knots and 1956 I. H. P.

BOILERS.

The two oil burning boilers are located front to front in a single fireroom with ample working space between. They are of Thornycroft design and manufacture, oil burning, express type, with one steam drum of 3 feet 6 inches diameter, and two water drums of 22 inches diameter. The heating surface is 2,600 square feet each; 1,468 cold drawn steel tubes of 1 1/8-inch diameter, .116 mils thick, the longest tube is 5 feet 10 11/16 inches; 144 cold drawn steel tubes of 1 3/8-inch diameter, .128 mils thick, the longest tube is 6 feet 6 7/8-inches. The furnace volume per boiler is 270 cubic feet. The working pressure is 250 pounds.

Boilers are fitted with two Klingler type water gauge glasses, automatic feed regulator, and all other usual fittings. The safety valves are fitted with easing gear which may be operated from outside the boiler room on the main deck. The steam and water drums are covered with from 2 to 3 inches of magnesia lagging, reinforced with chicken wire, and protected on the water drums with sheet metal, and the steam drum by asbestos cloth.

Each boiler has its own uptake and smoke pipe, with manhole in uptakes, four handholes at base of outer smoke pipe, manholes in steam and water drums, and soot doors in casing for use in inspection and cleaning.

Each boiler has arranged on the front along the bottom three mechanical atomizers on Thornycroft oil burners, and in the centre, over these burners an electric driven Ray Rotary oil burner for port use.

Chinese Navy Gunboat "Hsein Ning".

The first of a number of Chinese Gunboats to be completed is the River Gunboat *Hsein Ning*.*

* *Far Eastern Review*, March 1929.

PRINCIPAL DIMENSIONS.

Length over all	180'0"
Length between perpendiculars	170'0"
Breadth moulded	24'0"
Depth moulded	11'0"
Draft with normal equipment	6'0"

The entire vessel is constructed of steel. The pilot house and other vital parts of the vessel are protected by bullet proof steel. There are three rudders operated by either power or hand steering gear. The power steering gear being capable of putting the rudders hard over in fifteen seconds when the vessel is going full speed ahead. Anchor handling arrangements consist of steam windlass and steam capstans and may be operated by hand in event of failure of steam power and are of sufficient capacity to handle the anchors which are 2,000 pound stockless bower anchors. The vessel is equipped with two 26 1/2" motor sampans and two 22'0" sampans with proper modern boat handling and stowage arrangements. There is a flooding system for flooding magazines, etc., fresh and salt water system, drainage system, fire system, flushing system, modern plumbing, voice tubes and modern radio equipment.

In the deck house, quarters are provided for one admiral, nine staff and other officers and under the forecastle deck, quarters are provided for seventy chief petty officers and enlisted men.

The propelling machinery consists of two sets high speed inverted direct-acting surface condensing triple expansion engines constructed to withstand a working pressure of 250 pounds per sq. in. driving two solid brass propellers. The engine room contains all the necessary auxiliary machinery such as condenser, circulating pump, feed water heater, air pump, feed pumps, donkey pumps, sanitary pump, etc. all of the latest design.

Two water tube boilers built by Thornycroft & Co. designed for 250 lbs. working pressure and burning coal furnish steam for the vessel.

Electrical equipment consists of two 25 kw., 120 volts compound wound, reduction-gear turbo generators and one 10 kw., 120 volt D. C. Compound oil-engine-driven generator. There are two lighting circuits, one battle circuit and one standard circuit. There is an electric general alarm gong system provided as well as officers call bell system also two 24" search lights and one 8" search light.

Ordnance consists of the following:—

- One—4.7 Quick firing gun on bow
- One—4" Quick firing gun on stern
- Three—6 Pounders on forecastle and bridge
- One—3" Anti-aircraft gun on bridge

Progressive trials

Speed	I.H.P.	Boiler Pressure	Vacuum	Slip %	R.P.M.
8	137.89	250 lbs.	26"	20.1	150
10	303.8	"	27"	22.47	190
12	656.2	"	27 1/2"	28.01	250
14	1073.0	"	27 1/2"	29.3	290
17	2255.0	"	26"	31.92	390

The "Hsin Yang Maru."

The Shanghai Dock and Engineering Co., Ltd. successfully launched from their Pootung Shipyard in April, 1929 the new steel twin screw s. *Hsin Yang Maru* built to the order of Messrs. Nisshin Kisen Kaisha for their passenger and cargo service between Hankow and Ichang. The vessel is an improved type of the *Tang Yang Maru* built and engaged by the Dock Company for the same owners two years ago. She is 246-ft. long by 40-ft. broad and designed to carry 1,000 tons dead-

* *Far Eastern Review*, May 1929.

SUMMARY OF LIGHTS, LIGHT-VESSELS, LIGHT-BOATS, BUOYS, AND BEACONS IN CHINESE WATERS.

Customs District.	Lights.	Light-vessels.	Light-boats.	Buoys.	Beacons.	Total.
Pakhoi	—	—	—	3	—	3
Kiungchow	4	—	—	3	2	9
Kongmoon	4	—	—	—	2	6
Samshui	2	—	1	—	1	4
Wichow	—	—	—	14	—	14
Canton	23	—	—	16	15	54
Swatow	7	—	—	3	1	11
Amoy	4	—	—	10	16	30
Foochow	6	—	—	15	14	35
Santuaio	2	—	—	1	1	6
Wenchow	2	—	—	1	2	5
Ningpo	6	—	—	1	5	12
Shanghai	17	4	—	35	38	94
Chinkiang	14	—	6	9	24	53
Wuhu	13	—	4	—	13	30
Kiukiang	33	—	16	—	36	85
Hankow	20	—	18	—	18	56
Yochow	13	—	5	34	100	152
Changsha	4	—	—	2	32	38
Shasi	—	—	—	—	101	101
Ichang	—	—	—	—	20	20
Chefoo	13	—	—	4	8	25
Tientsin	6	1	2	1	9	19
Newchwang	—	1	—	11	14	26
Antung	2	—	—	—	—	2
Harbin	78	—	—	112	933	1,123
Total.....	273	6	52	275	1,405	2,011

weight on 8-ft. 8-in. draft, and constructed under the survey of the Japanese Government surveyors and British Corporation and will be classed in this Society for their special river class. On the saloon deck a large and luxuriously appointed saloon with four two berth state rooms is placed forward for first class passengers, while amidships are five two berth cabins for Chinese first class and five four berth cabins for Chinese second class passengers, also rooms for chief comradore, stewards and pilots; and spacious accommodation for 152 Chinese third class passengers is placed aft. On the bridge deck are large comfortably appointed rooms for the captain, officers and engineers aft of the wheel house. The propelling machinery constructed in the Dock Company's workshops consists of two sets of triple expansion surface condensing engines, supplied with steam from one large and one small cylindrical multitubular boilers fitted with Howden's system of forced draft and built to survey requirements for a working pressure of 200 lb. per square inch. The auxiliary machinery includes Weir's independent vertical feed pumps and direct contact feed heater; a separate combined set of air, circulating, feed, bilge, and sanitary pumps driven by a compound vertical engine, one 15 K.W. electric generating set driven operated by Mc-Taggart Scott's telemotor gear from the bridges, Emerson Walker steam windlass and capstan on saloon deck forward and steam capstan on saloon deck aft.

Other Launchings.*

Chinese Gunboat Launched. The launching of the gunboat *Yang Sui*, constructed at the Kiangnan Dockyards to the order of the Chinese Navy, for service in the Upper Yangtze, took place recently.

New Vessels for the Yangtze Service.—The newest ship of the Yangtze Rapid Steamship Company, the *Tu* slid down the way at the Huh Hsing yard on the Nantao Bund and will shortly be placed in commission on the usual up-river run by her owners.

The new addition to the Yangtze Rapid line is the largest of the fleet and embodies many new features not heretofore found in river boats. She is driven by two Benz full Diesel motors supplied through Messrs. Jebsen & Co. and is capable of 1,050 horsepower, which will drive her at an estimated speed of 15 knots. **New N. Y. K. Vessel.**—The Kiangnan Dock and Engineering Works launched a twin screw steamer built to the order of the Nishin Kisen Kaisha for their Ichang-Chungking service. The vessel is for all the year round service, 153-ft., by 29-ft. beam by 8-ft. 6-in. deep to main deck, draft 6-ft. 6-in. fully loaded, to carry passengers, general cargo and a certain quantity of wood oil in deep tank. The upper deck is arranged for 1st and 2nd class Chinese passengers, and officers and foreign passengers are accommodated on the bridge deck. Arrangements have also been made to accommodate a certain number of third class Chinese on the main deck, when this space is not being used for cargo.

The propelling machinery consists of twin triple expansion engines developing about 2,200 indicated horsepower constructed at the works, with two Thornycroft water tube boilers, which will drive the ship at a speed of about 14 knots loaded. This vessel is a sister ship of the well-known steamers *I-Ling* and *I-Ping*, previously constructed by the Kiangnan Dock, which have proved themselves very successful ships.

New Gunboats for China are Launched.—Three river gun-boats, *Poh Hsien*, *Fu-Yen* and *Chia-Lu*, of Kiangsu province were launched at the Kiangnan dockyards. The gun-boat, *Cheng-Chi*, which was launched last year, and the three vessels launched lately were built by the Kiangnan dockyards for a sum of \$240,000 from the Kiangsu provincial treasury.

* *Far Eastern Review*, February, 1929.

Not in file?
in Yangtze
Far Eastern Review
1929

780

INLAND WATERS STEAM NAVIGATION: VESSELS REGISTERED, 1923 TO 1927.

Port	ON REGISTER AT END OF YEAR.					ON REGISTER AT END OF YEAR.			TOTAL.		
	1923		1924		1925		1926			1927.	
	No.	No.	No.	No.	No.	No.	No.	No.		Foreign Flag.	Chinese Flag.
ANTUNG	19	27	28	22	22	13	2	22	22	11	33
DAIREN	5	15	44	56	56	53	56	33	33	20	53
NEWCHANG	28	20	31	11	12	11	11	3	3	9	12
TIENSIN	52	48	52	56	10	11	11	18	18	37	55
LUNGKOW	2	2	1	1	1	1	1	1	1	1	1
CHEFOO	16	26	31	14	4	8	8	2	2	8	10
KIAOCHOW	9	9	7	12	11	5	5	12	12	6	18
CHUNGKING	7	8	17	6	2	3	2	2	2	3	5
SHASI	16	19	26	26	2	24	24	2	2	98	118
CHANGSHA	109	120	125	130	5	17	17	20	20	276	368
HANKOW	330	347	383	364	6	4	2	92	92	52	65
KIUKIANG	53	57	57	64	3	13	15	15	15	29	44
WUHU	46	46	42	40	30	26	12	12	12	25	37
NANKING	27	30	34	37	1	8	8	3	3	44	47
CHINKIANG	39	40	39	45	10	36	36	169	169	457	617
SHANGHAI	420	441	490	554	99	99	99	10	10	2	12
SOOCHOW	10	10	9	10	2	3	3	6	6	20	20
NINGPO	22	22	22	23	3	6	6	11	11	11	11
WENHOU	4	7	5	7	7	6	2	2	2	53	65
FOOCHOW	39	42	53	62	4	1	1	12	12	72	122
AMOY	83	90	96	112	29	19	19	50	50	103	118
SWATOW	78	92	101	111	26	19	19	103	103	802	905
CANTON	708	755	754	879	174	148	148	103	103	6	31
KONGMOON	15	18	22	27	4	2	2	5	5	3	8
SAMSHUI	8	8	10	10	19	13	13	19	19	41	60
WUJOW	39	53	51	54	19	13	13	14	14	4	18
NANNING	21	21	22	18	26	26	26	1	1	2	2
KIUNGCHOW	1	1	2	3	1	1	1	2	2	2	2
PAKHOI	1	1	2	3	1	1	1	2	2	2	2
TOTAL	2,205	2,373	2,554	2,754	552	449	449	662	662	2,195	2,857

SHIPPING: VESSELS ENTERED AND CLEARED, 1923 TO 1927.

FLAG.	1923	1924	1925	1926	1927.
American	4,994	6,435	5,859,851	5,338	4,844
Brazilian	—	—	23,499	31	—
British	51,965,230	55,715,925	42,942,484	47,645,090	33,791
Chilian	104,676	234,050	128,904	—	40,258,049
Danish	459,065	616,026	556,592	707,211	529,937
Dutch	1,644,279	1,799,826	1,844,326	1,891,722	2,273,536
French	1,839,731	2,185,806	2,008,834	2,321,632	1,894,614
German	1,369,016	2,085,966	2,486,057	2,995,127	3,260,717
Italian	396	1,021	699,837	731,499	992,695
Japanese	33,288,617	34,759,884	35,081,116	38,948,844	35,745,535
Mexican	25,063	26,294	27,261	29,654	27,105
Norwegian	588	1,544	2,422,556	2,407	2,366
Polish	65,703	44	17,919	3,301,874	2,932,578
Portuguese	581,507	2,912	629,426	447,094	589,537
Russian	255,138	183	279,287	454,504	216,683
Spanish	24,014	23	28,964	18,884	—
Swedish	114,408	122	189,071	252,258	296,964
Non-Treaty Powers*	142,754	95	966	15,980	4,068
Chinese Shipping	29,022,086	44,806	29,908,706	26,451,690	18,218,215
Junkst	56,415	49,945	44,110	38,549	3,418,215
Total	182,722	141,432,827	128,202,625	134,659,606	116,210,785

* Vessels of Foreign type, owned by Chinese, and sailing under the Chinese flag. † Vessels of Chinese type, built and owned by Chinese, entered and cleared at the Maritime Customs

The Shipping for the years 1918 to 1927 has been divided between Steamers and Sailing Vessels in the following proportion:—

YEAR.	STEAMERS	SAILING VESSELS	Total
1918	98,420	95,147	193,567
1919	112,654	97,190	209,754
1920	121,338	89,271	210,609
1921	125,432	89,134	214,566
1922	123,401	63,027	186,428
1923	122,373	60,349	182,722
1924	132,213	54,169	186,382
1925	120,092	47,654	167,746
1926	117,319	41,677	158,996
1927	106,588	47,687	154,275
	74,201,372	6,046,334	80,247,706
	89,844,371	5,881,564	95,725,935
	99,642,210	4,624,485	104,266,695
	109,319,714	5,299,830	114,619,544
	119,354,968	4,776,393	124,131,361
	127,279,000	4,025,556	131,304,556
	136,829,598	4,603,229	141,432,827
	124,516,464	3,686,161	128,202,625
	132,249,431	2,410,175	134,659,606
	112,048,073	4,162,712	116,210,785

REGULAR LINES, CARGO AND/OR PASSENGER.

Ocean Steam Ship Co., Ltd. & China Mutual S. N. Co., Ltd. (Blue Funnel Line)
 Canadian Pacific Ocean Services.
 "Glen" and "Shire" Lines.
 Ellerman & Bucknall S. S. Co., Ltd.
 "Ben" Line of Steamers Ltd.
 "Prince" Line
 Lloyd Triestino.
 Holland-Oost Azie Lijn.
 Hamburg-Amerika Linie.
 East Asiatic Co., Ltd. of Copenhagen.
 Swedish East Asiatic Co. of Gothenburg.
 Dodwell Line (James Chambers & Co.)
 Struthers and Barry.
 Tampa Inter-Ocean S. S. Co.
 Pacific Mail Steamship Co.
 Norddeutscher Lloyd, Bremen.
 Messageries Maritimes.
 P. & O., B. I. E. & A. Lines
 N. Y. K. Line.
 Oregon Oriental Line
 Dollar Steamship Line.
 American Oriental Mail Line.
 O. S. K.
 Soviet Mercantile Fleet.
 Wilh. Wilhelmsen Line of Norway.
 Yangtze Rapid S.S. Co.

Steamer.	Built.	Gross Register Tonnage.
ASIATIC PETROLEUM CO. (NORTH-CHINA) LTD. (British)		
Asiatica	1909	318
Ah Kwang	1913	612
Chin Kwang	1926	537.65
Fu-Kwang	1922	1402
Hai Kwang	1926	898.62
Shu Kwang	1924	731.54
Tien Kwang	1925	730.93
Wo Kwang	1927	349.66
Yang Peh	1916	311
CANTON NAVIGATION COMPANY, LTD. (British)		
Wachow	1909	436
CHIU ON S. S. Co., LTD. (British)		
Hydrangea	1916	1131
Chiu On	1904	20
CHINA IMPORT & EXPORT LUMBER Co., LTD. (British)		
Tseang Tah	1915	769
Hsin Tseanglah	1918	986
CHINA MERCHANT'S STEAM NAVIGATION Co. (Chinese).		
Feiching	1883	1539
Hue-ai	1873	1344
Hsin Chang	1905	2000
Hsin Fung	1891	1846
Hsin Ming	1907	2133

Steamer.	Built.	Gross Register Tonnage.
CHINA NAVIGATION Co., LD.—(Continued).		
Kalgan	1921	2655
Kanchow	1905	2001
Kangling	1926	423
Kaying	1922	2626
Kian	1907	1195
Kiangsu	1921	2661
Kiating	1925	423
Kinguan	1921	2653
Kintang	1926	423
Kiuikiang	1898	1985
Kiungchow	1921	2653
Kueichow	1905	2001
Kwangchow	1921	2626
Kwangse	1898	1985
Kwangtung	1921	2626
Kwetyang	1921	2644
Liangchow	1905	1939
Linan	1903	2211
Luchow	1905	2000
Nanchang	1922	2485
Nanning	1922	2485
Neuchuang	1922	2485
Nganlin	1883	2732
Ninghai	1925	2484
Ningpo	1898	1985
Patung	1923	48
Poolung	1919	86
Poyang	1891	2551
Shantung	1915	2549
Shansi	1898	1984
Shasi	1910	1327
Shengking	1895	1650
Shuntien	1904	1758
Sianglan	1905	1195
Sinkiang	1915	2646
Siushan	1926	296
Soochow	1921	2604
Suiting	1926	296
Suiyang	1917	2590
Sunning	1916	2555
Szechuen	1920	2604
Taikoo	1917	83
Taikoo Hang	1924	32
Taming	1903	2209
Tatung	1891	2548
Tean	1904	2202
Tungchow	1914	2104
Wanhsien	1921	867
Wanliu	1920	1111
Wantung	1921	1114
Wenchow	1923	3112
Whangpu	1921	3204

Steamer.	Built.	Gross Register Tonnage.
CHINA MERCHANT'S STEAM NAVIGATION Co.—(Continued).		
Hsin Kiangteen	1921	3659
Ka Ho	1891	1680
Kiang An	1921	3141
Kiangching	1900	1682
Kiang Hsin	1905	3372
Kiang Shun	1921	3141
Kiangtiah	1882	1682
Kiangteen	1870	2012
Kiang Wah	1912	3696
Kiangyau	1883	3098
Kung Ping	1894	2705
Kwang Chi	1887	505
Kwang Lee	1883	2159
Kwang Tah	1883	2474
Kwei Lee	1893	—
Taishun	1896	1962
Too Nan	1881	1537
Tung Wah	1906	1176
Yu Sun	1900	1696
CHINA NAVIGATION COMPANY, LTD. (British)		
Anhui	1925	3494
Anking	1925	3494
Antang	1926	3494
Changchow	1901	1948
Changlo	1917	248
Changning	1921	251
Chang Sha	1922	2493
Changteh	1914	244
Chetiang	1914	2171
Chenan	1903	2209
Chengling	1915	141
Chengpu	1924	28
Chengtu	1914	2218
Chen Yang	1922	144
Chinhua	1903	2207
Chinkiang	1898	1986
Chinkong	1917	250
Chuchow	1925	30
Chungking	1914	2171
Chusan	1921	158
Chusan	1914	2218
Chuling	1920	207
Fatshan	1887	2616
Fenotien	1905	1765
Foohow	1895	1994
Hanyang	1901	1956
Hsin Peking	1905	2866
Huichow	1905	2001
Hupoh	1901	1951
Ichang	1898	1984

Ch. XIX

Gross Register Tonnage.

Built.

Steamer.

Steamer.	Built.	Gross Register Tonnage.
DAIREN KISEN KABUSHIKI KAISHA.—(Continued).		
Ryoho Maru	1918	3,191
Saiko Maru	1914	4,639
Saitsu Maru	1905	1,037
Sakaki Maru	1923	3,402
Sensan Maru	1901	2,775
Shinton Maru	1929	1,576
Shintan Maru	1929	1,576
Tairai Maru	1929	4,273
Toho Maru	1916	4,716
Tensen	1929	2,775
Tonan Maru	1914	4,370
Tencho Maru	1916	1,261
Tientsin Maru	1907	2,317
Toke Maru	1919	4,168
Yeian Maru	1901	3,825
Yeiyan Maru	1902	2,156
Yekishin Maru	1900	993
Yen Dai Maru	1916	3,461

HAN YEH PING IRON & COAL CO. (Chinese) 1908 952

HOONG ON S. N. CO., LTD. 1896 2950

Chang Hsing 1890 1661

Chang On 1889 1642

Teh Hsing 1889 1642

INDO-CHINA STEAM NAVIGATION CO., LTD. (British)

Chak Sang 1917 2,358

Chang Wo 1891 1,065

Cheong Shing 1905 1,989

Chib Shing 1906 1,984

Ewo III 1927 250

Fausang 1921 2,256

Foo Shing 1903 2,284

Fuh Wo 1922 953

Han Wo 1919 248

Hang Sang 1901 2,143

Hin Sang 1905 2,929

Hop Sang 1901 2,149

Hosang 1922 5,698

Kia Wo 1925 953

Kiang Wo 1901 2,209

King Wo 1923 617

Kum Sang 1920 5,415

Kung Wo 1921 4,636

Katsang 1922 5,847

Kut Wo 1895 2,665

Kwai Sang 1917 2,320

Kwong Sang 1902 2,283

Lee Sang 1901 3,460

Loongwo 1907 1,655

Luenho 1906 3,923

Mausang 1905 2,868

Ming Sang 1920 3,372

Min Wo 1907 1,650

1925 287

Gross Register Tonnage.

Built.

Steamer.

Steamer.	Built.	Gross Register Tonnage.
CHINA NAVIGATION CO., LTD.—(Continued).		
Woesung	1918	3,426
Wichang	1914	3,204
Yingchow	1905	2,000
Yingling	1923	81
Yunnan	1901	1,953
Taiyuen	1929	
Tsinan	1929	
Wuhu	1929	
(HING KEE S. N. CO., LTD (Chinese)		
An Lee	1906	1,643
Chenglee	1916	1,200
Chian Lee	1907	2,888
Chan Lee	1919	1,203
Englee	1901	1,383
Feng Lee	1902	1,632
Foo Lee	1900	1,376
Hsin Lee	1916	1,198
Hung Lee	1901	771
Kung Lee	1914	549
Kwang Lee	1897	1,033
Mao Lee	1911	1,962
Shenglee	1891	924
Tai Lee	1919	1,829
Teh Lee	1916	612
Tong Lee	1902	1,408
Tsenglee	1918	967
Yiu Lee	1913	494
Yung Lee	1906	628
Shun Lee	1902	1,529
Yuen Lee	1906	1,215

DAIREN KISEN KABUSHIKI KAISHA.

Anzan Maru 3,890

Bajon Maru 4734

Choiun Maru 2,245

Chohet Maru 1,717

Dairen Maru 3,748

Hakushin Maru 1,482

Holen Maru 3,975

Ishin Maru 1,440

Kairyu Maru 4,365

Kanseishi Maru 4,804

Kojun Maru 2,189

Kokuryu Maru 6,112

Kojo Maru 1,681

Manshu Maru 5,266

Montatsu Maru 3,645

Moko Maru 7,144

Oyama Maru 3,857

Roko Maru 3,228

Ryohet Maru 724

Gross Register Tonnage.

Gross Register Tonnage.

Built.

Steamer.

INDO-CHINA STEAM NAVIGATION Co., LTD.—(Continued).

Steamer.	Built.	Gross Register Tonnage.
Nam Sang	1902	4035
Ping Wo	1922	
Shun Wo	1917	220
Siang Wo	1926	2671
Sui Sang	1923	3229
Sui Wo	1896	2672
Tingsang	1922	2256
Tuck-Wo	1904	3770
Tung Wo	1914	1337
Wai-Shing	1903	1865
Yat Shing	1904	2284
Yu Sang	1912	1844
Yuen Sang	1923	3229

JAVA-CHINA-JAPAN LIJN. (Dutch).

Tijpanas	1903	3815
Tijliuwong	1905	4809
Tijbodas	1906	4660
Tijkini	1907	4597
Tijlarom	1910	5775
Tjimanook	1911	5620
Tjimenteng	1913	6403
Tjikampok	1913	6360
Tjipandak	1914	6665
Tjikembang	1914	8013
Tjisondart	1915	8039
Tjisalak	1917	5787
Tjileboet	1918	5707
Tjikandi	1921	7903
Tjibesar	1922	10,820
Tjibarang	1922	9505
Tjisaroeca	1925	7089
Tjicadak	1928/29	7803

KAILAN MINING ADMINISTRATION.

Flag.	Flag.
Katping (Owned)	British
Amur (Chartered)	Norwegian
Braaland	Norwegian
A. W. Brekke	Norwegian
Cedric	Norwegian
Corona	Norwegian
Gurth	Norwegian
Haukelijell	Norwegian
Hudson	Norwegian
Isabelle Moller	Norwegian
Loonghua	Chinese
Ravnfjell	Norwegian
Rowena	Norwegian
Sanyo Maru	Japanese
Shinsei Maru	Japanese
Tonjer	Norwegian
Unita	Norwegian

MOLLER & Co.

Daisy Moller	1914	6600
Erica Moller	1920	7400
Isabel Moller	1905	4000
Minnie Moller	1905	5000
Nancy Moller	1885	4,900

NINGPO SHAO SHING S. N. Co., LTD. (Chinese)

Hsin Ningshao	1914	2551
Ning Shao	1905	1920
Yungshin	1885	999

NISSHIN KISEN KABUSHIKI KAISHA (Japanese)

Changyang Maru	1922	1033
Chialing Maru	1927	366
Fengyang Maru	1915	3977
Fouling Maru	1929	621
Hsiyang Maru	1929	1696
Huashan Maru	1926	2089
J Yang Maru	1921	943
Kinzan Maru	1918	1704
Lushan Maru	1920	2531
Nanyang Maru	1907	3310
Paling Maru	1907	2427
Siangk'ang Maru	1903	935
Siangyang Maru	1907	3302
Suiyang Maru	1917	3078
Sunshan Maru	1921	2529
Tachang Maru	1901	2421
Tachi Maru	1901	1891
Tajoo Maru	1900	2555
Tahung Maru	1905	1643
Talee Maru	1900	2005
Tangshan Maru	1926	2089
Tangyang Maru	1927	1573
Wooling Maru	1906	1458
Yohyang Maru	1906	3298
Yuenkiang Maru	1903	875
Yunyang Maru	1922	1037

SAN PEH STEAM NAV. Co., LTD. (Chinese)

Fengpu	1907	1819
Futung	1907	1819
Fu-Yang	1922	750.00
Hsin-Ning-Shin	1906	2175.27
Hua-Shan	1910	2750.00
Ningshin	1913	2897
Shinon	1893	1753
Shin Ping	1903	1895
Wan-Hsiang	1903	2096.00
Tai-Shan	1907	1752.98
Fei-Hu	1906	1734.84
Ming-Hao	1906	1734.84
Shin-Shih	1898	1966.55
Wu-Hsiang	1927	625.00

Steamer.	Built.	Gross Register Tonnage.
TA TA S. N. Co. (Chinese).		
Kuang Tsiang	Built 1912	387
Ta Ching	1922	861
Ta Chie	1923	877
Ta Ho	1902	604
Ta Te	1891	801
Ta Ning	1903	153

YANGTZE RAPID S.S. Co. (American).

s. Chichien
s. Chiran
s.s. Chiping
s.s. Chitta
s.s. Ihing
M.V. Iping
M.V. Ita
M.V. Ichang (Building)

Steamer.	Built.	Gross Register Tonnage.
SHAWHSING S. S. Co., LTD. (Chinese)		
Hohsing	1900	2030
Lienhsing	1891	1559
Shaohsing	1895	1276
Tong An	1891	1141
Tongyuen	1901	573
Yunghsing	1915	832
Yu-hsing	1891	1559
SOUTH CHINA S.S. Co. (Chinese)		
Hwah Peng	1894	2600
Hwah Wu	1893	4249

SOUTH MANCHURIA RAILWAY Co.

TUGS.	Built	Tonnage
Boshin Maru	1908	31
Boto Maru	1908	224
Bujun Maru (Bunkering vessel) ..	1924	800
Choshun Maru	1912	64
Choto Maru	1912	61
Dairen Maru	1921	440
Heilo Maru (Dredger)	1911	569
Hokusan Maru	1920	109
Hokuto Maru	1910	58
Holen Maru	1921	429
Kaiyo Maru	1905	69
Kinto Maru	1914	75
Kokuto Maru	1921	109
Meiji Maru	1908	31
Meiji Maru	1904	41
Myoho Maru	1910	462
Nansan Maru (Hopper)	1910	152
Nanto Maru	1910	416
Ryusan Maru	1910	416
Sansan Maru	1915	76
Scito Maru	1913	73
Shino Maru	1907	107
Soya Maru	1912	419
Taisan Maru (Hopper)	1909	102
Tetsuo Maru	1899	36
Tokiuwa Maru	1908	223
Yento Maru		

STANDARD OIL COMPANY OF NEW YORK. (American).

Vessel.	Built.	Gross Register Tonnage.
S/S Mei An	1901	934
Mei Chuen	1923	975
Mei Foo	1912	912
Mei Hsia	1926	1048
Mei Nan	1918	364
Mei Ping	1927	About 1060
M/V Mei Hung	1912	242
Mei Lu	1927	305
Mei Ming	1912	241
Mei Shan	1915	274
Mei Yun	1915	274