

Ching Kee & Co., Chefoo (1909-21) Ching Kee S.N. Co., Chefoo 政記輪船公司 (1921-45)

[Funnel: black. Houseflag: red CK on white ground, Code: CHINGKEE]

ILLUSTRATED FLEET LIST

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The Ching Kee Steam Navigation Company was established at Chefoo (Yantai) in 1906 in the last years of the Manchu (Qing) dynasty by the brothers Chang Pan-Chin (Zheng Pen-Cheng) (張本政) and Chang Pan-Choy (Zheng Pen-Tsai) (張本才) and associates with an initial capital of 40,000 taels. We have not identified any owned vessels until 1909, but the original scope of operations was probably locally around the Gulf of Pohai (Bohai or Yellow Sea), which gave access via Tientsin to the capital at Peking, and in the north to Manchuria and the Japanese enclave of Dairen that had been seized during the Russo-Japanese War of 1904-05. The Chinese website [<https://kknews.cc/history/9o8ry55.html>] mentions that in 1905 un-named businessmen in Chefoo but originating from Shantung initiated fund-raising that resulted in the purchase of a 400-dwt wooden hull steamer which as *Chuan Sheng/Quan Sheng* (全勝 – 'Total Win') commenced a successful passenger service from Chefoo to the treaty port of Newchwang, 180 nm north across the Pohai Gulf. It is possible that this describes the origin of Ching Kee S.N. Chefoo was a minor treaty port on the northeast coast of Shantung province, a poor, hilly peninsula that was a source of migrants and labourers to sparsely populated Manchuria, which supplied soybean and pressed beancake for the ricefields of central and southern China. In this period the outlying ports in the Pohai attracted potential entrepreneurs from Chili and Shantung, stimulating business activity.

In the era of steamships, railways and factories, coal was a vital commodity in seaborne trade and the Chang brothers were quick to diversify in this direction, with the focus being on tramp shipping rather than regular services. In 1909 they acquired from Japanese owners the collier *Sheng Lee* (ex *Jingi Maru*

No. 2), built as *Yung Ping* for the British-owned Chinese Engineering & Mining Company (CEM), which operated China's largest coal mines at Chinwangtao to the north of Tientsin. The principals seem to have decided that it was more profitable to charter in or sub-contract its shipments than to invest in a large fleet of colliers, the more so because it would be idle for the several months over winter when the Gulf iced up. After taking delivery in 1905 of the new collier *Kaiping*, which for the next 36 years would shuttle to and from Shanghai as a company supply ship, CEMC (later Kailan Mining Administration), CEM took no further interest in shipping. This was a boon for Ching Kee, which in 1911 acquired a second collier, the German-built *Knivsborg*, registered in Dairen under the Japanese flag as *Kori-go* ('the Kori') (the two characters read in Chinese as Kwang Lee).

China's revolution of late 1911 gave rise to the Republican era, at first briefly under Sun Yat-sen, then under strongman and general Yuan Shih-kai. Operating between an increasingly strife-torn China, Manchuria and Japanese Dairen, the Chang brothers had to be deft in politics as well as business. It appears that quite early they enlisted the patronage of Chang Tso-lin (Zhang Zuolin) (b. ca 1875), bandit-cum-general who in mid-2012 after various bloody manoeuvres was appointed by Yuan Shih-kai as Governor of Fengtien (now Liaoning) province, the fertile coastal wedge between China proper and Japanese-controlled Dairen and North Korea.

Japanese influence greatly increased after the outbreak of World War I. Japanese forces promptly seized German territories in southern Shantung, notably the port of Tsingtao. In January 1915 the Japanese government submitted the notorious '21 demands' to Yuan Shih-kai, a move resisted by other foreign powers but further destabilising the political situation. After Yuan's illness and death in June 1916, China quickly disintegrated into warlordism. Meanwhile, Chang Tso-lin consolidated his position throughout the rest of the three provinces of Manchuria, with some support from the Japanese side, though he balanced his loyalties to those who held power in North China. Probably around this time Chang became involved with Ching Kee, the benefit being partly logistical and partly the opportunity to gain revenue from the profits. Ching Kee also came under Japanese influence. With wartime shortage of tonnage and buoyant demand for freight, it was able rapidly to expand its fleet, mostly with ships acquired from Japan which was building many ships, and to prosper financially. By 1920 it incorporated with a capital of \$2.5 million, making it at the time the largest private Chinese shipping company.

Through the 1920s, Ching Kee continued steadily to expand its fleet. In the background, however, China was again in tumult. In 1924 with tacit Japanese support Chang Tso-lin sought to extend his control over North China with ambition to move south and reunify the country. In 1926 he did at last occupy Peking but meanwhile Chiang Kai-shek was organizing his Kuomintang armies in Kwantung (Guangdong). In 1927 Chiang launched his northern expedition, seizing control of the cities and fertile provinces of Central China. In early 1928 he moved on to Peking. For Chang it ended in debacle. After he failed to hold the capital, the Japanese government withdrew its support and on 3 June 1928 he was blown up on his train en route back to Mukden. His eldest official son, Chang Hsueh-liang (Zhang Xueliang) then took over in Chinese Manchuria, then in economic chaos because of various emergency measures taken to finance Chang Tso-lin's greater ambitions. Presumably the son also inherited his father's interests in Ching Kee.

The Japanese occupation of Manchuria in September 1931 does not appear to have much affected Ching Kee, though with the reorientation of trade towards Japan its ships were increasingly seen in Japanese ports. By the early 1930s it had branch offices or agents in Dairen, Newchwang, Lungkow (Shantung), Antung, Tientsin, Tsingtao, Shanghai, Hong Kong, and Canton and a fleet of 21 ships of 32,100 gross tons [China YB, 1933]. Ching Kee now ranked as the third largest Chinese shipping company after China Merchants and the Shanghai-based San Peh group of magnate Yu Ya-ching.

In 1933 the disposition of the fleet was as follows [China Yearbook ca. 1934]:

- Dairen via Tientsin, Tsingtao to Hongkong and Canton: *Chian Lee, Tai Lee, An Lee, Shun Lee, Ying Lee, Foo Lee, Feng Lee* (8).
- Shanghai-Antung: *Tong Lee*
- Antung to Tientsin, Chinwangtao, Tsingtao, Chefoo: *Hsun Lee* [?error. *Hsin Lee, Tsun Lee* also listed]
- Tientsin-Chefoo: *Kwang Lee*
- Shanghai-Tientsin: *Chen Lee*
- Lungkow-Yingkow: *Yiu Lee, Kung Lee, Yung Lee, Teh Lee* (4)
- Chinwangtao-Chefoo: *Hung Lee*
- Shanghai-Chefoo: *Chun An*
- Irregular: *Hsin Lee, Tsun Lee, Chung Hwa* (3)

[NB The previous Yearbook gives a slightly different disposition excluding 'irregular' *Tsun Lee, Chung Hwa, Chun An*]

The OSK 'Official Shippers' Guide 1935' in the Dairen section carried a half-page advertisement referring to the company as 'Ship Owners, Shipping Agents, Coal Merchants and Bunkering Contractors ... Time and Cargo Chartering – China Coast and South Sera Services'. Branches were listed as Dairen, Antung, Tientsin, Lungkow and Tsingtao, Agents as Canton, Hong Kong, Swatow, Foochow and Amoy. The fleet was also listed as 25 ships of 60,000 deadweight tons from the 8000-dwt passenger steamer *Chung Hwah* to the little coasters *Kung Lee* and *Yiu Lee*. Mention was also made of a new 52,000 square feet warehouse in Tientsin.

The Japanese assault on North and Central China in August 1937 disrupted normal trading conditions. Tientsin was occupied that month, Shanghai surrendered in December, and Shantung was gradually taken over, Tsingtao on 10 January and Chefoo from 3 February 1938 (www.combinedfleet.com/Tsingtao_t.htm). Ching Kee's established relations with the Japanese in Dairen stood it in good stead and allowed the company to carry on operations in North China under Japanese auspices (?Japanese or puppet flag).

However, six Ching Kee ships (*Sheng Lee, Mao Lee, An Lee, Feng Lee, Englee* and *Hsin Lee*) took refuge in Hong Kong where at anchor in light ship condition they almost immediately became victims of the disastrous typhoon of 2 September 1937. Because the rest of the Ching Kee fleet was operating under the Japanese occupation, the Chinese government declared it to be an enemy company, dissolved it, and by legal action in Hong Kong blocked transfer of those ships to foreign flags, causing them to

remain idle until the Japanese seizure of Hong Kong in December 1941 (Wang, 1972: 103-04).

From 1940 Ching Kee ships in the Japanese sphere were progressively requisitioned by the Japanese Government but in most cases remained in Ching Kee management. By 1944 and 1945 most of them were lost to Allied action, either by bombing or torpedo.

As of late 1945 with the resumption of peace, only one ship remained in service while one other was recovered in Japan. The company attempted to revive services but faced charges of collaborating with the puppet regime. The surviving brother Chang Pan-Chin aged 80 was condemned to death as a traitor by the People's Republic in 1951 and executed.

References

<http://60.250.180.26/RECORD/jpcapture-1.html>

(fates of captured Chinese-flag vessels from Taiwan navy museum site)

<http://www.ric.hi-ho.ne.jp/senbotusen/siryodeta/senbotukisenlist.pdf>

(Japanese war loss list including Chinese vessels – an unattributed summary of Senpaku Uneikai materials, steel steamships of 100 gt and over)

Gavan McCormack, Chang Tso-lin in North China, 1911-1928: China, Japan and the Manchurian Idea. Wm Dawson, Folkestone, 1977.

Wang Kuang, Professor Wang Kuang: His Life and His Works, China Maritime Institute (1972).

<http://60.250.180.26/ss/6222.html> (relevant part of Taiwan navy museum site)

Fleet List

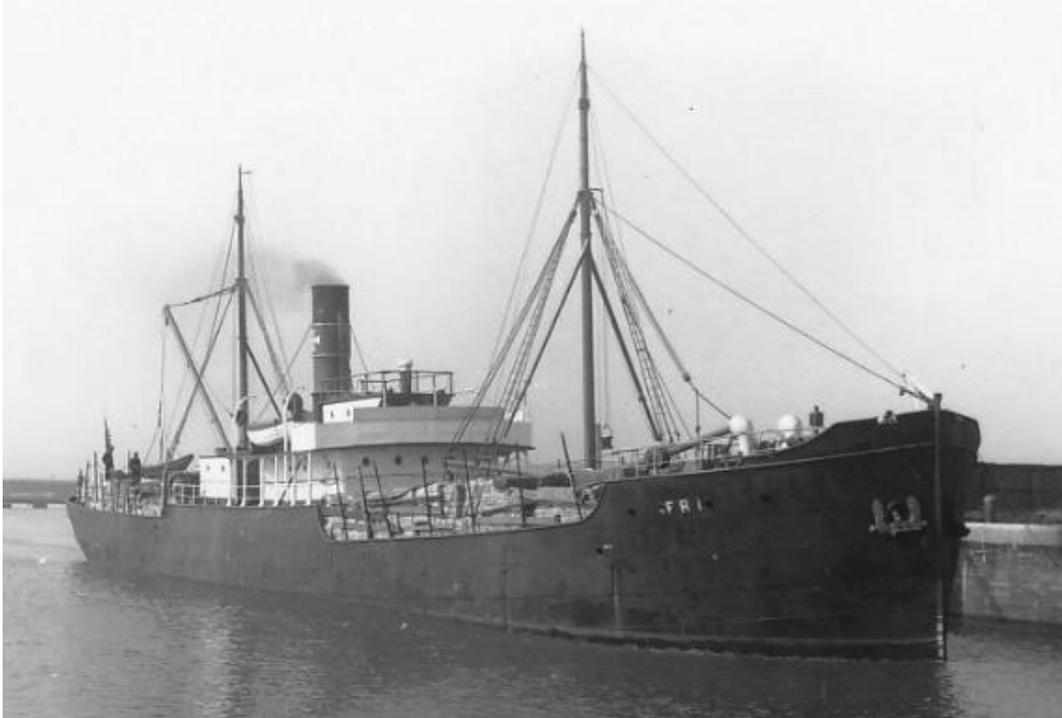
SHENGLIEE 生利 (1909-29) 914/91 also reported as 990/91 (T3cy, 82 nhp) 215.4 x 31.3'
Built by Craig, Taylor & Co., Stockton (#24) reg. to Russell & Co, Stockton, but early-6/91 owners insolvent, reg. to C. Bullock, London. 1892 t/f to Chinese Engineering & Mining Co., Tientsin. 1894-95 reg. at Hamburg to Deutsche-Asiatische Bank A.G. as TE LI, LR 99 as TE-LI of Chinese Engineering & Mining Co., Tientsin. 1901 t/f to Chinese Engineering & Mining Co. Ltd, Shanghai r. YUNG PING. 1905 sold to Kameshiro Shigeru, Osaka r. JINGI MARU No.2. 1907 sold to Yonezo Kaiji, Kobe. 1909 sold to CKC r. SHENGLIEE. 1916 chartered to Shawhsing S.S. Co. for Newchwang-Lungkow route, later coastal. 17/8/29 ran aground and wrecked on W. Niushantao (Island) on voyage Dairen-southern ports.

KORI GO/KWANG LEE 廣利 (1911-24, ca.36-45) 1033/97 T3cy
Built by Howaldtswerke, Kiel for Jebesen D/S, Apenrade as KNIVSBORG. 1911 sold to CKC, Dairen (Japanese flag) r. KORI GO but soon t/f to Chinese flag as KWANG LEE. 24/4/11 collided with and sank steamer MEI FOO in fog near Shanghai. 1924 sold to the Mukden Army to act as munition carrier operating from Newchwang. Refitted at Port Arthur as auxiliary gunboat WEI HAI. 4/28 departed Tsingtao laden with aircraft to attack Haichow. Following 6/28 assassination of Marshall Chang Tso-lin assigned to the Nationalist Navy. C. 1930-31 reverted to CKSN. 31/8/31 left Shanghai for Tsingtao and by 7/9 feared lost in storm. 7/4/33 collided with KYODO MARU No.36 about 18 miles E. of Weihaiwei in fog. Taiwan list says 12/8/39 requisitioned by Japanese government (CKSN mgrs) r. KORI MARU. 5/8/45 torpedoed on south coast of Dairen peninsula in position 38.51N, 121.39E, 8 lost.



TENBU MARU ex VORWARTS was an identical sister of KORI/KWANG LEE (1916 J. Steamships Register).

FOO LEE 福利 (1913-44) 1376/00 T3cy
Built by Nylands Vaerkstad, Christiania for Acties. Fri (Pedersen & Co. mgrs.), Tvedstrand as FRI. 1913 sold to CKC r. FOO LEE [LR 1914/5-1920/1 as FOLEE]. 1940 requisitioned by Japanese government (CKSN mgr) r. FUKURI MARU. 21/11/44 grounded and foundered off mouth of Yellow River, west coast of Korean Peninsula, south of Chongsan Bay.



FOO LEE as FRI (sjohistoire.no/Internet).

YUI LEE 有利 (c.1913-45) 494/13 T3cy Scotts

Built by Heng Chang Dockyard, Shanghai. Listed for CKC from L21 10/45 taken over by China Merchants S.N. Co. at Tientsin r. HAI YUI 海有. Remained in mainland waters after 1949, 12 passengers no longer carried, but NFI. Not listed L49, or under ex-names L50.

TONG LEE 同利 (1914-44) 1408/02 T3cy

Built by Nylands M.V., Oslo for John P. Pedersen & Son, Tvedestrand & Christiana as DAGNY. 1/14 sold to CKC r. TONG LEE. From late-1930s operated by Japan as DORI-GO. 6/7/44 torpedoed and sunk by USS TANG (SS-306) in Chosen Bay (38.50N, 123.35E) with 16 lives.

YUNG LEE (永利 or possibly 勇利) (1914-45) 628/06 T3cy 170.7x23.7x18.0

Built by S. Ono, Osaka for Awanokuni Kyodo Kisen K.K., Tokushima as KIODO MARU No.10. 11/10 major fire damage in Chinese waters. 6/11 r. KIODO MARU No.14. 4/14 sold to CKC, r. YUNG LEE, in late 1930s known as EIRI-GO. 16/6/45 bombed and sunk by US a/c in the Yellow Sea (in 36.33N-121.35E), 1956 RLR. [Also see HAI WANG entry at the end of this list.]

HSIN LEE 新利 (1915-41) 1198/16 T3cy

Built by Osaka I.W., Osaka #868 for CKC as HSIN-LEE. 8/37 took refuge in Hong Kong. 12/41 (presumably c. 20-25 Dec.) scuttled in Kowloon Bay, Hong Kong by British artillery fire, refloated by Japanese salvors 22 Sept 1942, repaired, r. SHINRI MARU placed under Kawasaki Kisen mgt. 9/8/45 mined and sunk in 33.50N/131.19E.

HUNG LEE 宏利 (1915-37) 771/01 C2cy

Built by B. Wencke & Sohne, Hamburg for Deutsch-Australische Dmpfsch. Ges. [DADG], Hamburg as INLANDER. 1906 sold to Schliewinsky & Ziegler, Hamburg r. SASCHA. 1907 sold to Union Commerciale Indo-Chinoise, Haiphong r. GILBERT. 1910 sold to Ko De-sang, Shanghai. 1911 to China Commercial S.N. Co., Shanghai r. LOI YUE. 1915 sold to CKC r. HUNG LEE. 18/12/37 scuttled as blockship at Tsingtao but evidently raised and repaired. As captured EIRI MARU. (宏利丸 772gt) 7/10/44 lost by stranding outside Lianyung harbour, Manchuria, while under IJN control.



HUNG LEE trapped in ice at Chefoo (Ah Fong/UoB si-s11© 2010 Dr William Sinton).



HUNG LEE at Chefoo, no evident ice (Kongfz.com).

KUNG LEE 公利 (1917-39) 543/14 T3cy

Built by Gomei Kaisha Harada Shoko, Osaka on builder's account (Harada Shoko) as HARADA MARU No.2. 15/1/15 stranded in fog in west Pohai on passage Tsingtao-Dairen. 1917 sold to CKC r. KUNG LEE, chartered to Shawhsing S.S. Co. but charter terminated after shaft trouble. 4/3/39 on voyage Dairen-Tsingtao in ballast with passengers struck rock off outer island of Weihaiwei and sank.

SANGLEE (SUNG LEE) (1917-28) 632/14 T3cy 173.3x24.5x17.5

Built by Gomei Kaisha Harada Shoko, Osaka on builder's account as HARADA MARU No.3. 1917 sold to CKC r. SANGLEE. Missing from LCI from 12/28, 1932 RLR. [not in Miramar database as SANG LEE, see HAI WANG entry at the end of this list.]

CHUN LEE 純利 (1919-41) 1200/19 T3cy

Built by Matsuo I.W. & Dockyard, Osaka (Miramar says Nagasaki) #64 for CKC as CHUN LEE. From late-1930s operated by Japan as SHUNRI (?) GO. 23/3/41 wrecked at Yonago (Tottori Pref.).

TAI LEE 泰利 (1920-45) 1829/19 Pass. T3cy

Built by Kisugawa S.B. Yard, Osaka for Mita Kisen G.K., Nagafu, Yamaguchi Pref. as MITA MARU. 1920 sold to CKSN r. TAI LEE. Early 1931 operating Newchwang-Tientsin for Shawhsing S.S. Co. 1940 requisitioned by Japanese government, evidently managed from Dairen by CKSN, as TAIRI MARU. 7/7/45 mined in 33.43N/131.38E near Himejima in Oita Pref, 2 lost.



TAI LEE at Shanghai (Malcolm Rosholt UoB ro-n1082).



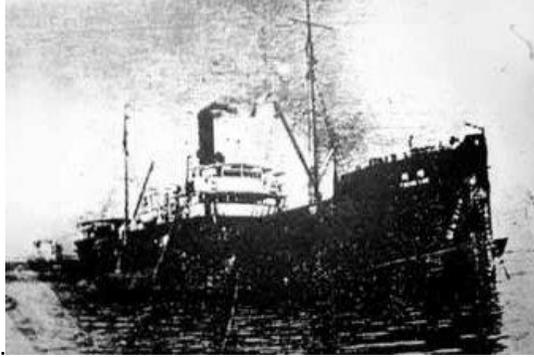
TAI LEE in ice at Chefoo (Ah Fong/UoB si-s06© 2010 Dr William Sinton).

TSENGLEE 增利 (c.1920-??) 967/18 555 net T3cy 190.0x31.0x18.5

Built by Osaka I.W., Osaka. Listed for CKSN from L21, from late-1930s known by Japanese romanisation of name ZORI. 8/49 as TSENGLEE handed over to Chinese Government by SCAJAP at Sasebo, allocated to China Merchants S.N. Co., Shanghai. NFI. 1956 RLR.



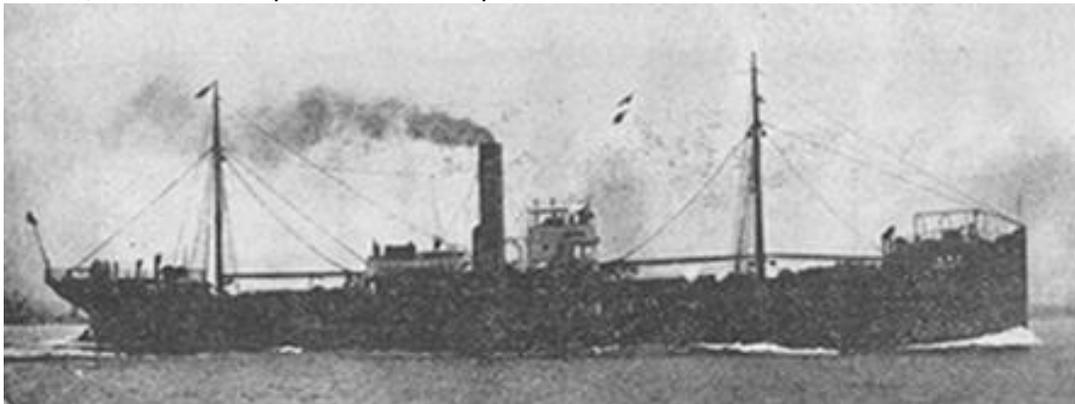
TSENGLEE prewar at Tientsin from a postcard (SK).



TSENGLEE at Tokyo on 15 August 1949 (<http://60-250-180-26.hinet-ip.hinet.net/ss/6154-1.html>).

CHENG LEE 成利 (1921-45) 1200/16 T3cy

Built by Osaka I.W., Osaka for Nihon Kisen K.K., Amagasaki as MIKAGE MARU. 1919 sold to K. Oguma, Amagasaki. 1920 sold to Menuki Shoji K.K., Amagasaki. 1921 sold to CKSN r. CHENG LEE. 194? requisitioned by Japanese government (CKSN mgrs) as SEIRI MARU. 11/5/45 sunk in BB4Y-2s air attack 34.17N, 126.50E, west of the tip of the Korean peninsula.



MIKAGE MARU (1916 J. Steamships Register).



CHENG LEE (Internet).

TEH LEE 得利 (c. 1921-34) 612/16 T3cy

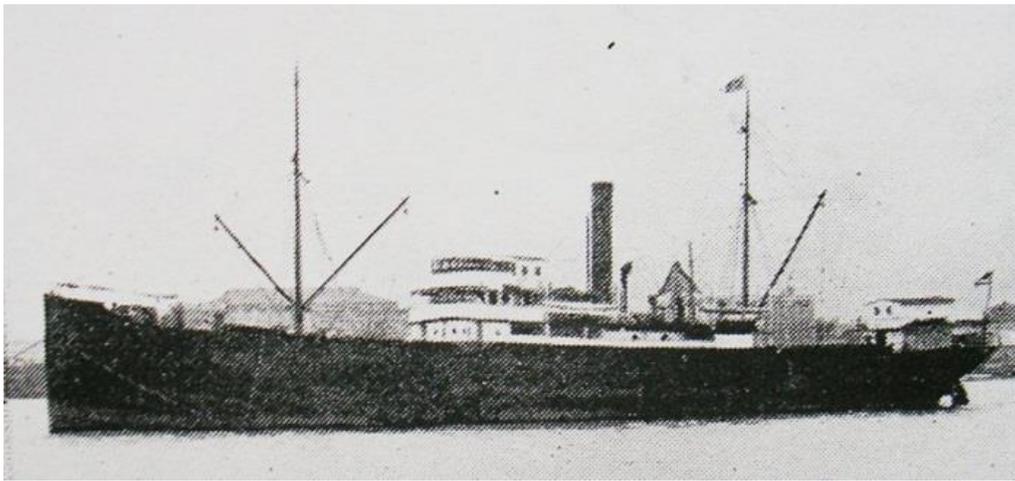
Built by Wakamatsu, Tochigi for S. Hara, Nishinomiya as SHINSEI MARU No.6. Ca. 1921 sold to CKSN r. TEH LEE. 1/10/34 ran aground and wrecked at Lankiakow, 20nm from Lungkow en route Anking-Lankiakow with timber.

YUNG HO (1921-23) 1260/18 T3cy

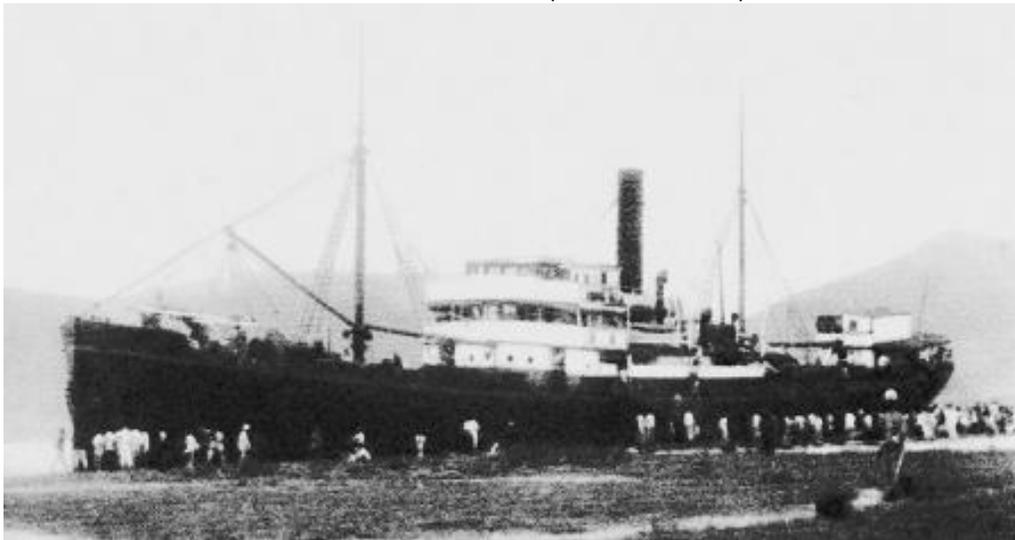
Built by Osaka Dockyard, Osaka for Tanaka Shoji K.K., Osaka as DAITOKU MARU No. 5. 1921 sold to CKSN as YUNG HO. 1923 sold to Jin Ho Steam Nav. Co., Antung. 1927 sold to Shizuo Matsuura, Dairen r. MATSUURA MARU. 1938 owners Matsuura Kisen K.K., Dairen. 14/9/38 on voyage Newchwang-Shanghai with coal, struck submerged wreck and sank off Amherst Rock in the Yangtse delta.

ENGLIE 英利 (1922-??) 1383/01 T3cy

Built by Nylands Vaerkstad, Christiania for A/S Uto (C. Elizen & Co. mgrs.), Christiania as SELUN. 1922 sold to CKSN r. ENGLIE. 8/37 took refuge in Hong Kong. 2/9/37 blown ashore in front of Kowloon Football Field during typhoon. WWII unknown, plausible Japanese name EIRI MARU. 1956 RLR.



ENGLIE from a CKSN ad (OSK Guide 1929).



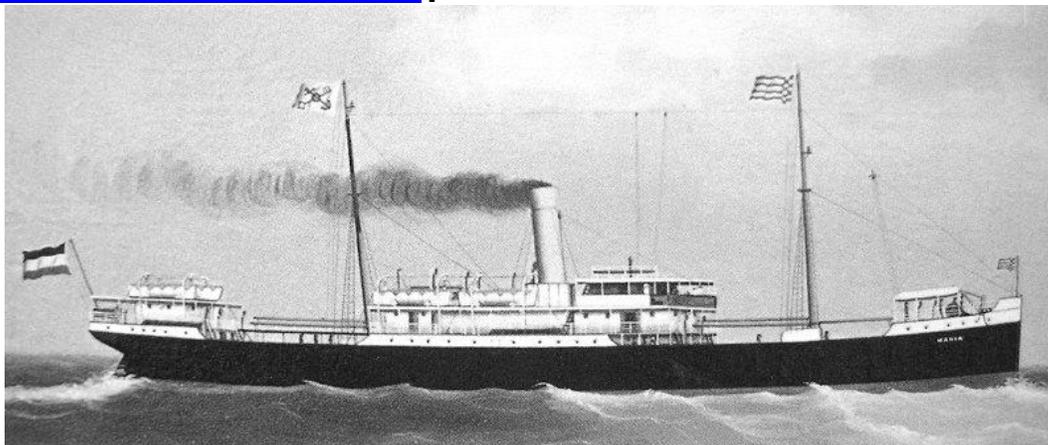
ENGLIE aground on Kowloon waterfront (SK colln).



Probable ENGLEE in photo described on Ebay as 'ship seized at Hong Kong in 1937' (SK colln).

SIANG LEE 祥利 (1922-24) 1790/04 T3cy

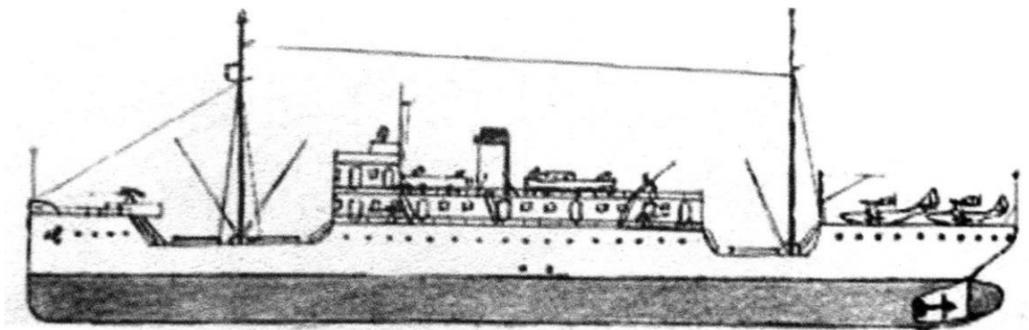
Built by Rickmers Schiffbau A.G., Geestemunde (#128) for Norddeutscher Lloyd, Bremen as MANILA. 8/14 interned in Amboina, 28/8/19 to The Shipping Controller under management of British India S.N. Co. Ltd, London. 1922 sold to CKSN r. SIANG LEE. 7/23 sold to the Mukden Army to act as munition carrier operating from Newchwang, refitted at Port Arthur as auxiliary gunboat CHEN HAI 镇海. 9/24 participated in attack on Chinwangtao. 9-10/11/25 bombarded Wuyue and Chapu. 1926 modified to seaplane carrier. 1927 joined Nationalist forces and under the disguise name of Tachang and in 1927 and 1928 participated in attacks in Woosung and Shanghai areas. Following 1928 assassination of Marshall Chang Tso-lin t/f to the Nationalist Navy, still in commission 1933. 1937 machine guns removed, 25/12/37 scuttled outside Tsingtao small harbor wharf, postwar b/u by Tsingtao Port Authority. [Post-1923 history drawn from <https://zh.wikipedia.org/wiki/%E9%8E%AE%E6%B5%B7%E8%99%9F%E6%B0%B4%E4%B8%8A%E9%A3%9B%E6%A9%9F%E6%AF%8D%E8%89%A6>]



SIANG LEE as MANILA (colln. Dr. K. Knupffer).



Taiwan Navy Museum computer-generated image of CHEN HAI ex SIANG LEE armed and transporting aircraft
(<http://60-250-180-26.hinet-ip.hinet.net/theme/theme-103/103-index0.html>)



CHEN HAI as an aircraft transport (Internet).

HENG TA (1923-27) 1529/02 see SHUN LEE (1927-4?)

MAO LEE 茂利 (1923-42) 1962/11 T3cy

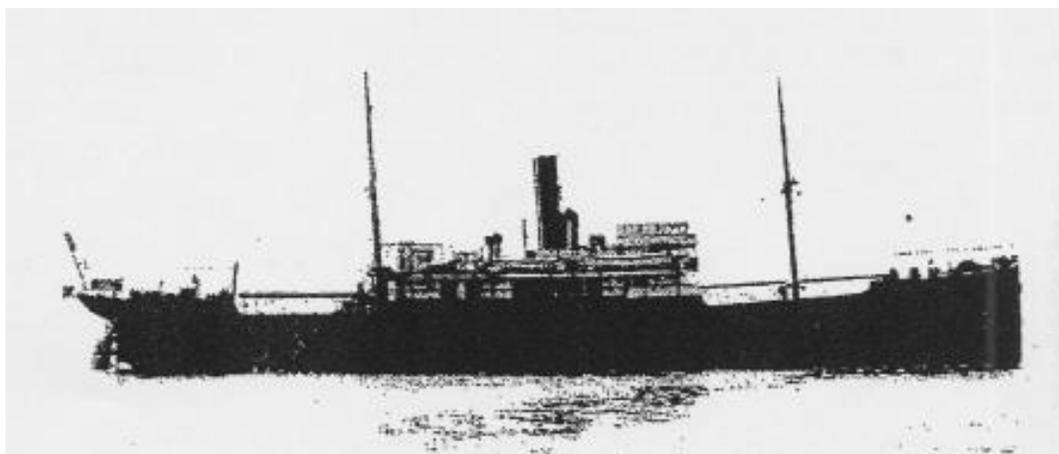
Built by Howaldtswerke, Kiel for Jepsen D/S, Apenrade as KÄTHE. 1917 taken over by Chinese Government, Shanghai r. HWAH-CHIE (HWA CHIA), often on charter to North-East Squadron of Chinese Navy as transport [Wright pp.139-140]. 1923 sold to CKSN r. MAO LEE. Early-1930s on charter to Shawhsing S.S. Co. for Newchwang-Amoy service. 8/37 took refuge in Hong Kong. 2/9/37 partially sunk on Kellett Bank in Hong Kong harbor, refloated and repaired. Commissioned by R.N. as mine carrier but 25/12/41 captured by Japanese forces at Hong Kong. 6/1/42 requisitioned by Japanese government r. HIGASHI MARU, 17/3/43 processed by Sasebo Prize Court. 25/7/45 stranded in Hakata Bay, total loss.



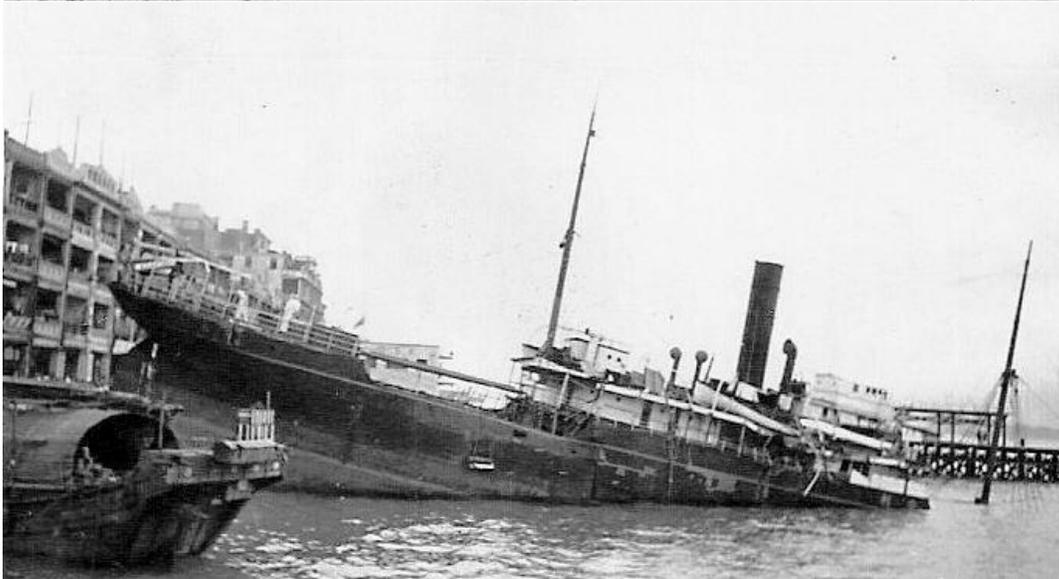
MAO LEE sunk on Kellett Bank, Hong Kong (SK colln).

AN LEE 安利 (1924-45) 1643/05 T3cy

Built by Schiffsw. von Henry Koch, Lubeck for Flensberger D/S G/S v. 1869, Flensburg as SEXTA. 1914 interned in China, 1917 to Chinese Government r. HWAH HSIN. 1924 sold to CKSN r. AN LEE. 8/37 took refuge in Hong Kong. 2/8/37 during typhoon, stern hung on wharf at Kowloon, salvaged and repaired. 25/12/41 captured by Japanese forces at Hong Kong, r. ANRI MARU. 25/6/45 sunk by mine off Mutsuren, 33.58N 138.05E, 13 lives.



SEXTA, later AN LEE (Senzen Sempaku 32-150).

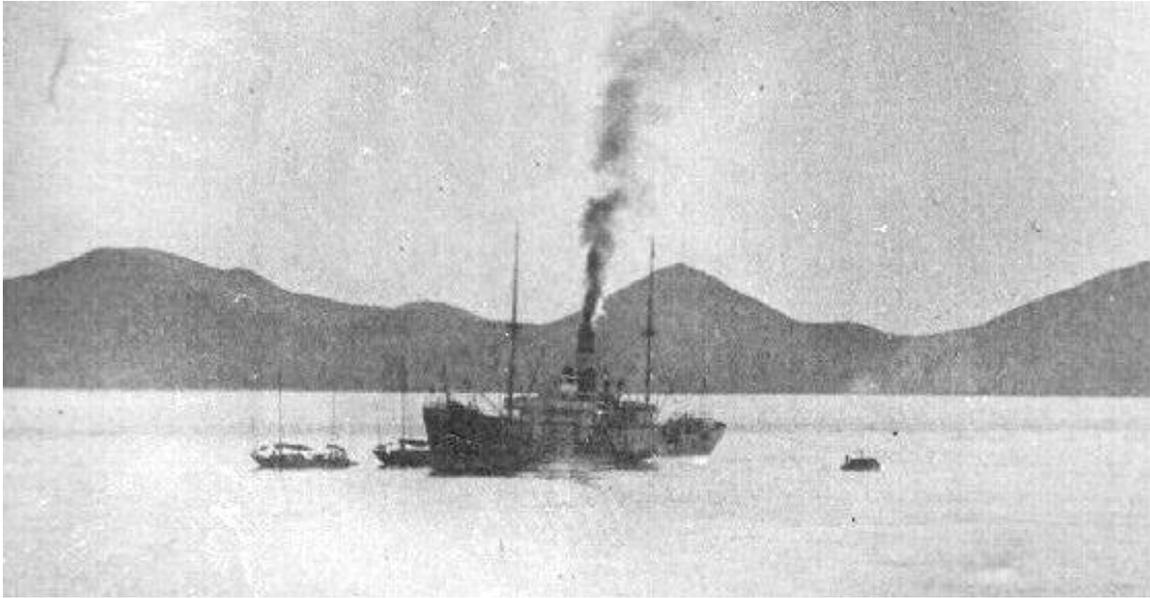


AN LEE after typhoon in Hong Kong (internet photos).

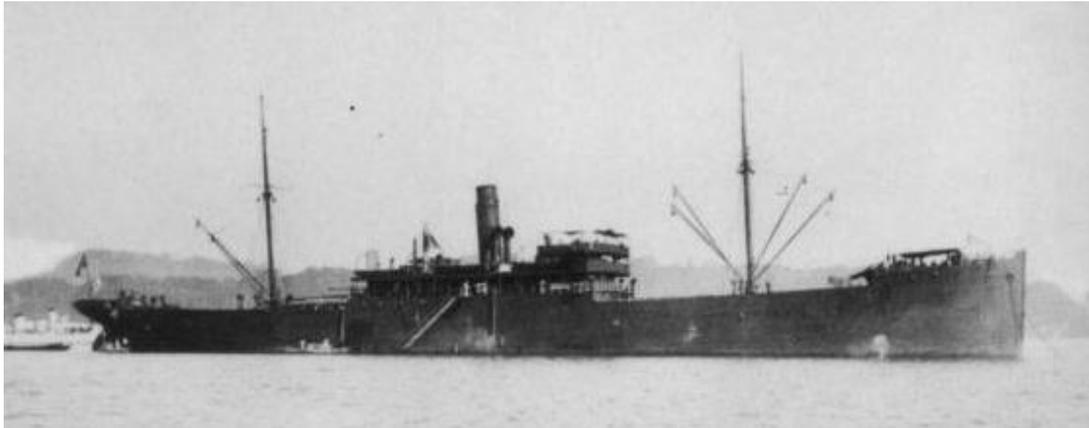
KIA LEE 嘉利 (1924-26) 4176/08 T3cy

Built by Rickmers Akt. Ges, Bremerhaven for Rickmers Rhed. A.G., Bremen as DEIKE RICKMERS. 1914 laid up in Shanghai, 20/3/17 taken over by Chinese Government r. HWAH TING for Steamship Administration, Shanghai. 1/7/20 t/f to mgt of Yu Fong S.S. Co. 1924 sold to CKSN r. KIA LEE. 5/26 sold to Dairen Kisen K.K., Dairen r. HIGASHIOKA MARU (TOKO MARU) 東崗丸. 29/2-15/3/36 requisitioned by Kwantung Army for trooping. 7/3/44 requisitioned by IJN, 12/10/44 on voyage Kaohsiung-Manila torpedoed by submarine USS Ray 12 kilometers N. of Mindoro in 13.32N, 120.21E.

[\[http://www.geocities.jp/tokusetsukansen/J/412/412_131.htm\]](http://www.geocities.jp/tokusetsukansen/J/412/412_131.htm)

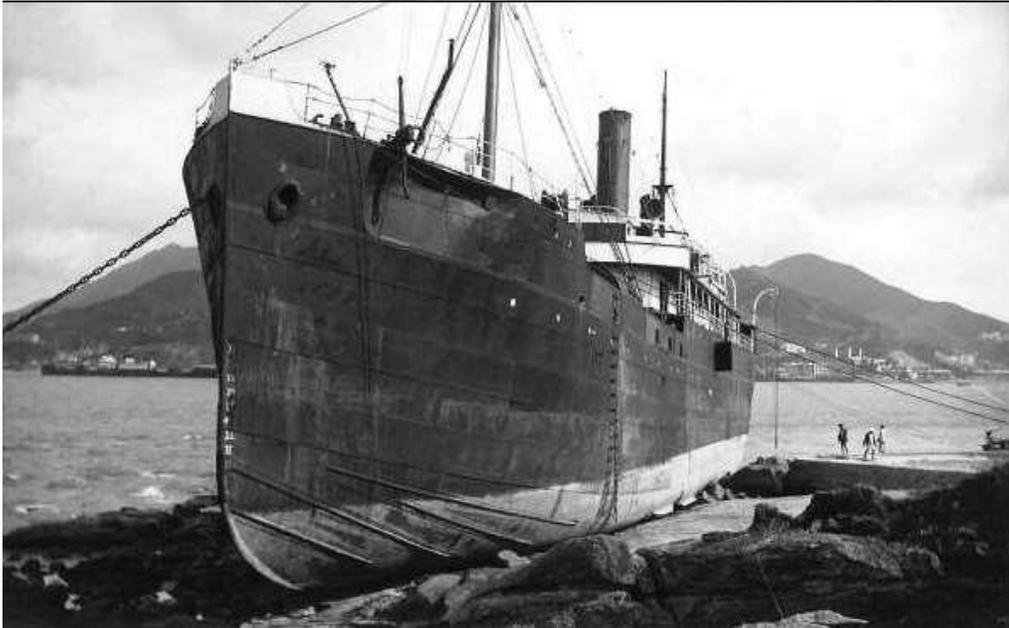


DEIKE RICKMERS aground in Chinese waters in 1911 (SK colln).



KIA LEE's former sister ELLEN RICKMERS as IJN's ROZAN (Wikimedia).

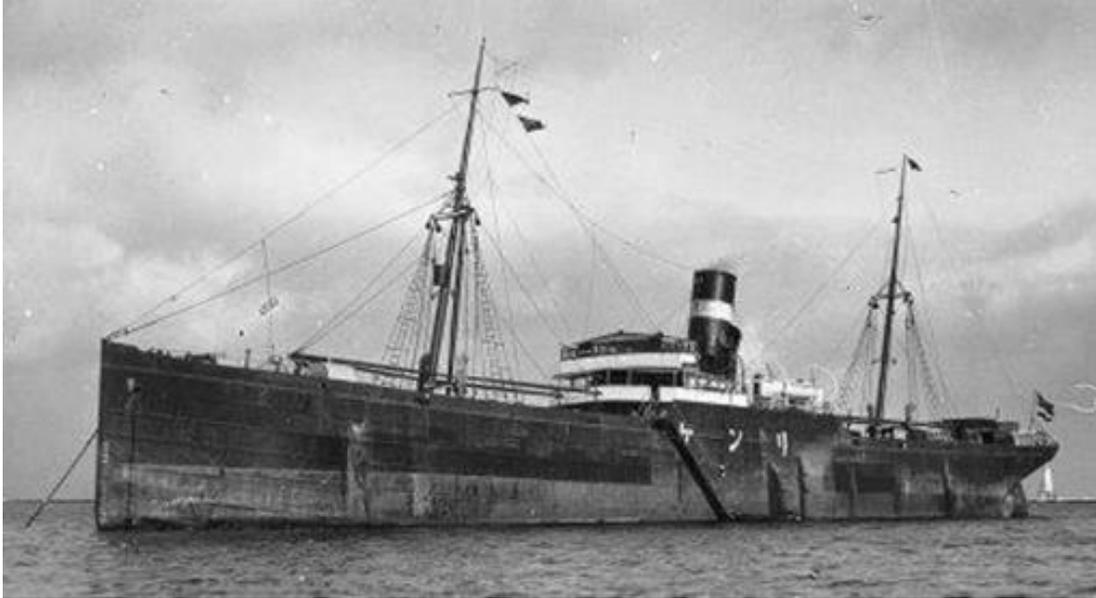
FENG LEE 豐利 (1926-?) 1632/02 also later in LR as FENG-LEE 2061/02 T3cy
 Built by Rickmers Schiffbau A.G., Geestemunde (#123) for Rickmers Rhederei A.G., Bremen as ELLEN RICKMERS. 10/11/03 sold to Norddeutscher Lloyd A.G., Bremen r. SAMSEN. 8/14 laid up in Bangkok. 22/7/17 taken over by Siamese government r. PIN SAMUD. 11/22 sold at Bangkok through L.V. Lang & Co. to Oong Ching Zai, Shanghai and 7/1/23 arrived at Shanghai under Siamese flag. 1926 sold to CKSN r. FENG LEE. Early-1930s chartered to Shawhsing S.S. Co. for Newchwang-Amoy service. 8/37 took refuge in Hong Kong. 2/9/37 blown ashore at Hong Kong during typhoon but salvaged. 25/12/41 captured by Japanese forces at Hong Kong. NFI. Plausible Japanese name HORI MARU. 1956 RLR, but Miramar has a note "last trace 1952".



Top: FENG LEE (A. Kludas) Bottom: Right: after HK typhoon (Swire colln).

CHIAN LEE 乾利 (1927-41) 2883/07 T3cy

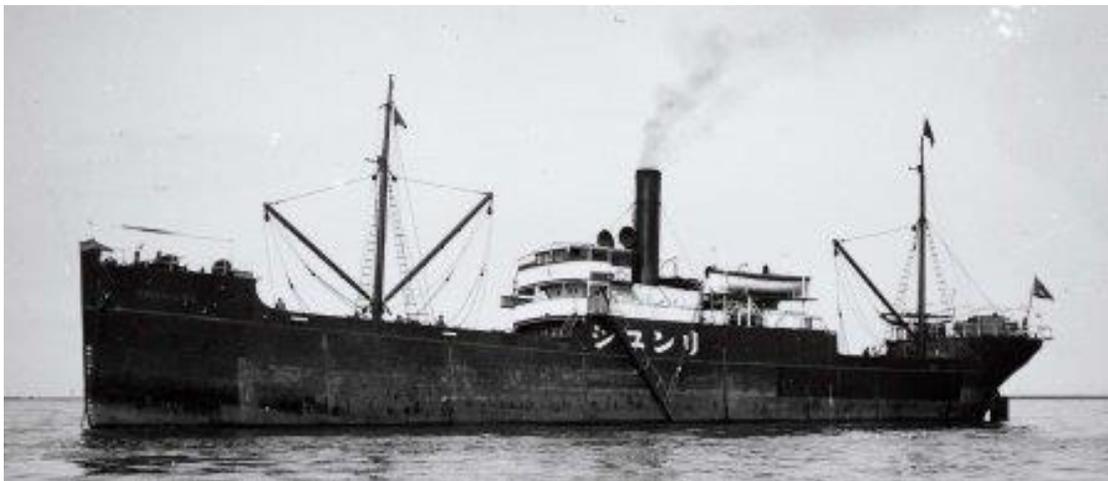
Built by Burmeister & Wain, Copenhagen (#260) for A/S Det Ostasiatiske Kompagni, Copenhagen as SAMUI. 1915 sold to D/S Knut Hanssen, Bergen r. ALEXANDER KJELLAND. 1922 sold to D/S Knutt, Bergen r. LISGAR COUNTY. 1925 sold to D/S Alexander Kjelland (O.Ørvig mgr), Bergen r. ALEXANDER KJELLAND. 1927 sold to CKSN r. CHIAN LEE. Early-1930s on charter to Shawshing S.S. Co. From late-1930s operated by Japan as KENRI GO. 24/4/44 sunk on Korean coast in 34.48N, 125.32E after reported stranding.



CHIAN LEE still flying Chinese flag but with charterer Taiyo Kaiun funnel, showing Japanese name KENRI ケンリ and with bow lettering “CHIANLEE” painted out (OCM).

SHUN LEE 順利 (1927-?) 1529/02 T3cy

Built by Fevigs Jernskibsbyg, Fevig for A/S Kamor, Oslo as KAMOR. 1910 sold to A/S Uto (C. Eitzen & Co. mgrs.), Christiana. 1923 sold to Tai Yi S.S. Co. Ltd. (CKSN mgrs.) r. HENG TA. 1927 taken over by CKC r. SHUN LEE, from late-1930s operated by Japan as ZYUNRI GO (JUNRI GO), “sunk 8/45”, 1956 RLR. [Note: According to the Japanese war loss list, a captured SHINRI MARU 神利丸 3100g was sunk by mine on 9/8/45 north of the Motoyama marker buoy, Yamaguchi Pref., while under Army control.]

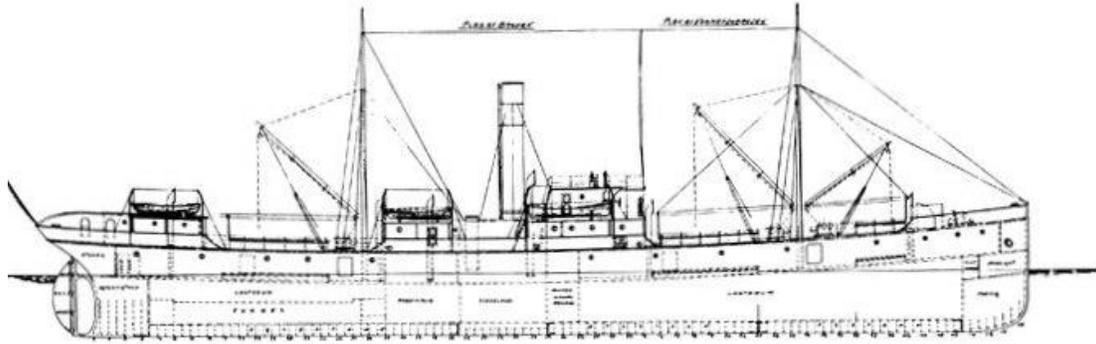


SHUN LEE at Otaru flying the Chinese flag but only showing the Japanese name ZYUNRI ジュンリ (JUNRI) (OCM).

YUEN LEE 元利 (1928-29) 1181/06 T3cy

Built by Trondheims M.V. A/S, Trondheim for A/S D/S Dovre (A. Gjersoe mgr), Trondheim as DOVRE. Early 1911 mgrs Bruusgaard, Kiosterud & Co., Drammen and by 3/11 in service on China coast on

charter to Asiatic Petroleum Co. 1928 sold to CKSN r. YUEN LEE. 20/10/29 sunk off Shanghai in collision with Taian Maru on voyage Foochow-Shanghai with coal.



DOVRE/YUEN LEE from

<http://www.skipshistorie.net/Drammen/DRA438%20Bruusgaard%20Kiosterud/Tekster/DRA43819110200000%20DOVRE.htm>

CHONG LEE 昌利(1932-42) 2040/01 T3cy

Built by G. Seebeck A.G., Geestemunde (#162) for Norddeutscher Lloyd, Bremen as PITSANULOK. 8/14 laid up in Bangkok. 22/7/17 taken over by Siamese government r. PHAN SAMUDH. 1919-20 registered in Marseilles for French Government. 1923 sold to Shimatani Kisen K.K., Nishinomiya r. CHOSEI MARU. 1932 sold to CKSN r. CHONG LEE. 1942 requisitioned by Japanese government (CKSN mgrs) as CHORI MARU. 6/7/45 sunk by mine off Futaoijima Lighthouse in Yamaguchi Pref, 2 lives.



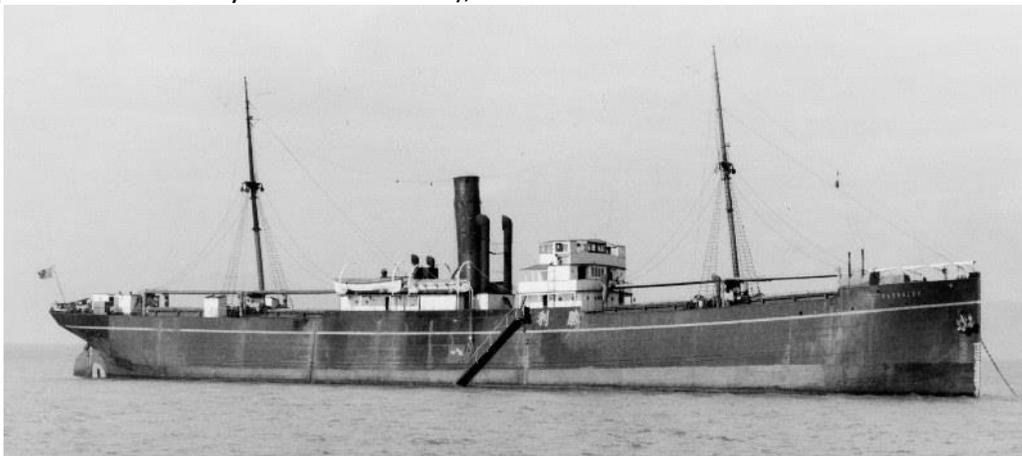
CHONG LEE's sister PETCHANBURI (A. Kludas).



Possible CHONG LEE at Chefoo (Kongfz.com).

SHENG LEE 勝利 (1933-40) 2251/07 T3cy

Built by Mackie & Thompson Ltd., Glasgow for The Adelaide S.S. Co. Ltd, Adelaide as JUNEE. 11/3/30 laid up at Sydney. 12/32 sold to Wallem & Co. Ltd, Shanghai r. GOVIKEN and 15/12 sailed for Hong Kong. 3/33 sold to CKSN r. SHENG LEE. 8/37 took refuge in Hong Kong. 2-3/9/37 blown ashore by typhoon near Quarry Bay, refloated. 1940 taken over by China Merchants Steam Nav. Co. (still laid up). 25/12/41 scuttled at Hong Kong, salvaged by Japanese and 1/43 recommissioned (Nissan Kisen K.K. mgrs) as SHORI MARU. 11/3/45 torpedoed and sunk by USS Sugundo off S. coast of Korea 34.29N 127.55E (Japanese sources say 34.25N 127.54E), 48 crew lost.



SHENG LEE laid up at Hong Kong, 12 March 1939 (D. Gammon/H. Dick).



At Taikoo Dockyard (Swire colln.)

TIEN LEE 天利 (1934-43) 2032/19 T3cy Mitsubishi

Built by Uchida S.B. & Co Ltd., Yokohama for Uchida Kisen K.K., Yokohama as TAIKAI MARU. 1920 sold to A/S D/S Norhaug (M.H. Kongshavn & Sons, mgrs), Haugesund r. M.H. KONGSHAVN. 1924 sold to D/S A/S Varoy (A. Ommundsen mgr), Haugesund. Ca.1928 sold to D/S A/S Golden Gate (Knut Knutsen O.A.S. mgr), Haugesund. 1934 sold to CKSN r. TIEN LEE. From late-1930s operated by Japan as TENRI GO. 12/2/43 mined and sunk in 40.00N, 143.00E, off Iwate prefecture, 4 dead.



TIEN LEE at Otaru showing Japanese name TENRI テンリ with bow lettering "TIENLEE" painted out (OCM)

KIA LEE 加利 (1934-45) 3091/20 T3cy

Built by Port Arthur S.B .Co., Port Arthur, Ont. for Canadian Government Merchant Marine, Montreal as CANADIAN RUNNER. 1928 mgrs Canadian National Steamships Ltd. 1929 r. COLBORNE, 1932 reverted to CANADIAN RUNNER. 1933 sold to Margaree S.S. Co., Montreal. 1934 sold to CKSN r. KIA LEE. From late-1930s operated by Japan as KARI GO. 10/8/45 sunk by air attack off Nanjin harbor, Korea,1 dead.



KIA LEE as CANADIAN RUNNER (Bowling Green State University).

FOO KING 福慶 (1935-38) 3088/20 T3cy

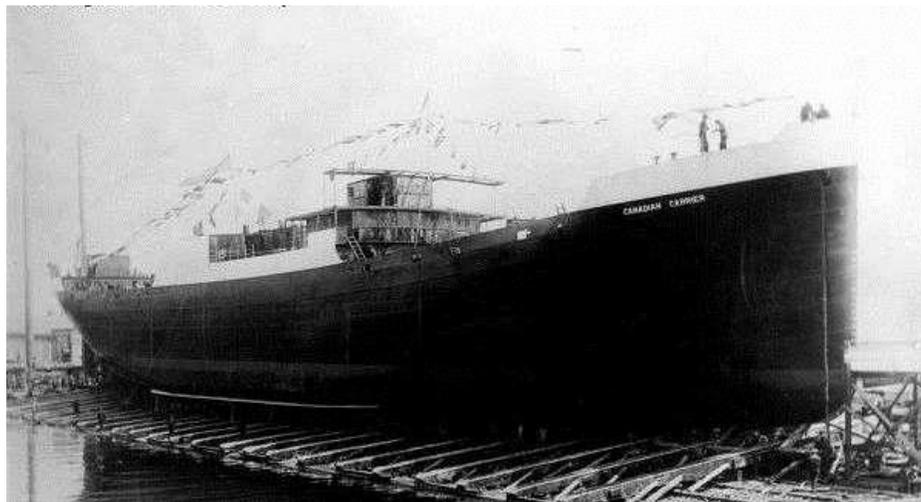
Built by British American S.B. Co., Welland, Ont. for Canadian Government Merchant Marine, Montreal as CANADIAN OTTER. 1928 mgrs Canadian National Steamships Ltd. 1929 r. CHOMEDY, 1932 reverted to CANADIAN OTTER. 1934 sold through Canada Caribbean S.S. Co., Montreal to Valdemar Skogland, Haugesund, r. OTTER. 1935 sold through Chang Chung Yu, Chefoo to CKSN r. FOO KING. 1938 sold to Nisshin Kaiun Shokai Ltd., Kobe, later Matsuoka Kisen r. FUKOKU MARU (富国丸). 12/6/44 [Japanese war loss list 19/6] under army control sunk by U.S. carrier planes northwest of Saipan, 51 crew and 31 military personnel lost.



CANADIAN OTTER under construction in 1920 (Bowling Green State University).

KWEN LEE 坤利 (1935-45) 3107/20 T3cy

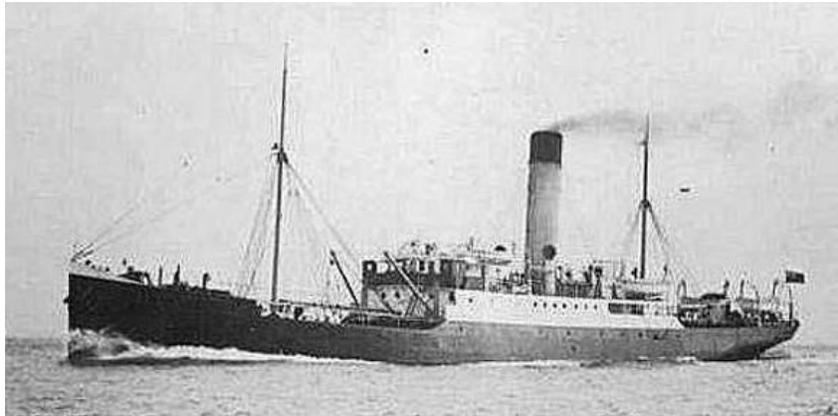
Built by Port Arthur S.B. Co., Port Arthur, Ont. for Canadian Government Merchant Marine, Montreal as CANADIAN CARRIER. 1928 mgrs Canadian National Steamships Ltd. 1929 r. CHAMPLAIN, 1932 reverted to CANADIAN CARRIER. 1934 sold through Canada Caribbean S.S. Co., Montreal to Valdemar Skogland, Haugesund r. CARRIER. 1935 sold to CKSN r. KWEN LEE. 1941 requisitioned by Japanese government (CKSN mgrs) as KONRI MARU. 1/7/45 in convoy torpedoed and sunk by USS Haddo in the Yellow Sea mid-way between Dairen and Weihaiwei, 38.08N, 124.35E with 17 crew, 8 military and 6 civilians lost.



CANADIAN CARRIER on launch day (Bowling Green State University).

HOULEE 保利 (1936-45) 1197/08 Pass T3cy 255.1x33.7

Built by Wm. Gray & Co. Ltd., West Hartlepool for Hull & Netherlands S.S. Co (Abbey Line mgrs), Hull as JERVAULX ABBEY. 1936 owners Townsend Bros. Shg Ltd, Hull. 24/4/36 sold for £9,500 to CKSN r. HOULEE, 17/6 arrived Dairen and chartered to Shawhsing S.S. Co. for Newchwang-Amoy service. Presumed 8/37 took refuge in Hong Kong where 12/41 taken over by Japanese forces and registered under ?Manchukuo flag as HORI GO. 25/3/45 sunk by B-24s of U.S. 5th Air Force in Yangtse estuary near Shanghai (31.11N, 122.23E). [N.B. Coordinates are in coastal waters approaching the Yangtse estuary.]



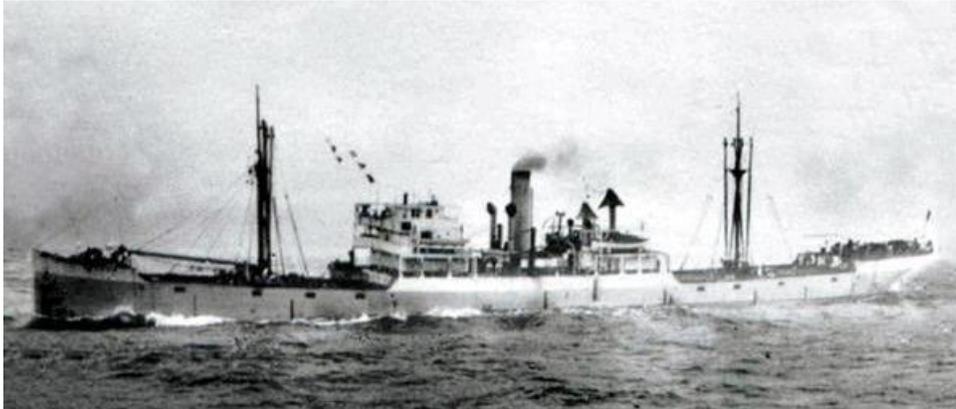
JERVAULX ABBEY – second photo shows bridge has been built up (hhtandn.org/hartlepool-ships-and-shipping/).



Yao Kai-yang's impression of the loss of HORI GO.

WAN SHUN 萬順 (1937-38) 3128/20 T3cy

Built by Lloyd Royal Belge (Gt. Britain) Ltd., Glasgow. Laid down for The Shipping Controller as WAR DELTA but completed for Lloyd Royal Belge S.A., later Cie. Africaine de Nav., Algiers as ALGERIER. 1935 t/f to Cie. Marit. Belge (Lloyd Royal) S.A. (Assoc. Marit. Industries mgrs), Antwerp r. MANIEMA. 1937 sold to Hsu Yi Nien, Chefoo (Liu says as at 5/37 registered for CKSN) r. WAN SHUN. 1938 sold to Nisshin Kaiun Shokai Ltd, Kobe r. KENKOKU MARU. 13/10/43 under army control, torpedoed and sunk by USS Rasher off Ambon 3.49S, 127.40E, 23 crew lost.

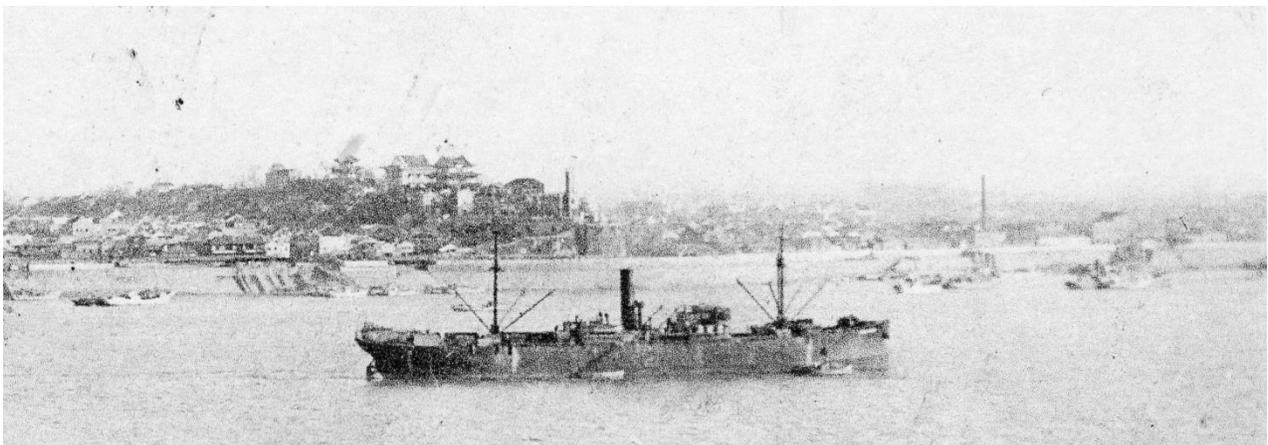


WAN SHUN as ALGERIER (wrecksite.eu).

Managed Vessel (Ching Kee, Shanghai agents)

CHUNG HWAH 中華 (1929-ca.40) 5732/00 also as 6026/00 Pass Q4cy

Built by Wigham, Richardson & Co., Low Walker for Lloyd Austriaco, Trieste as CHINA. 8/14 laid up at Shanghai. 20/3/17 taken over by Chinese Government r. HWAH JAH, 7/20 mgrs Yu Fong S.S. Co, Shanghai. 12/21-8/22 on charter to Wm Katz & Co., Shanghai. 1923-29 assigned to Chinese Navy. 12/23-mid-1924 operated as cadet training ship. 1929 sold to Hai Wueh Trading S.S. Co., Newchwang, later Chefoo r. CHUNG HWAH. From late-1930s operated by Japan as CHUKA-GO. Ca.1940 requisitioned by Japanese government as a captured ship r. 榆林丸 YULIN MARU (Japanese romanisation as YURIN MARU). 21/1/45 sunk by bombing at Takao (Kaohsiung). NFI. 1958 RLR as CHUNG HWA.



CHUNG HWAH anchored in view of the Yellow Crane Tower, Snake Hill, Wuchang (SK colln).

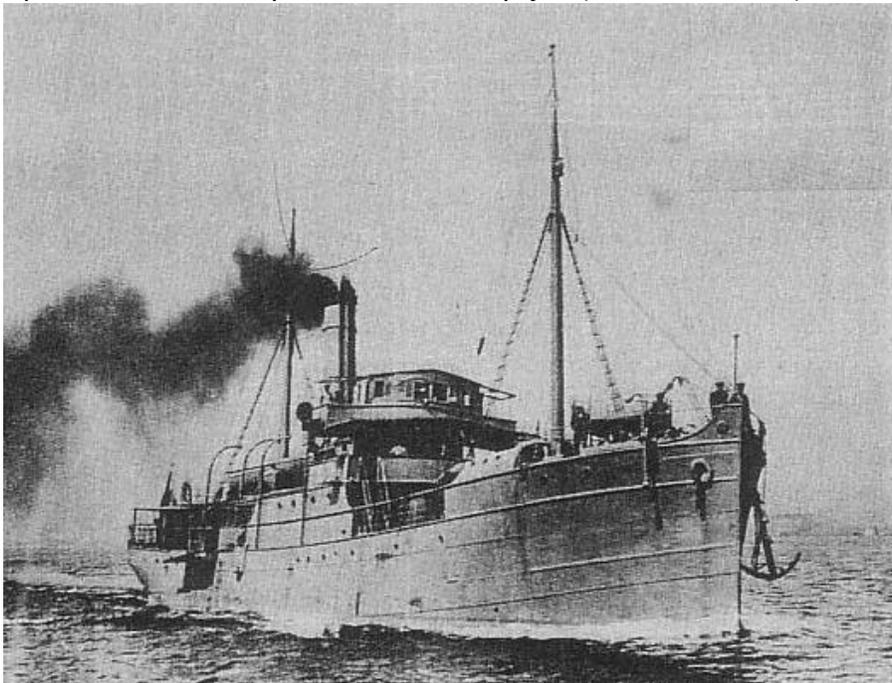


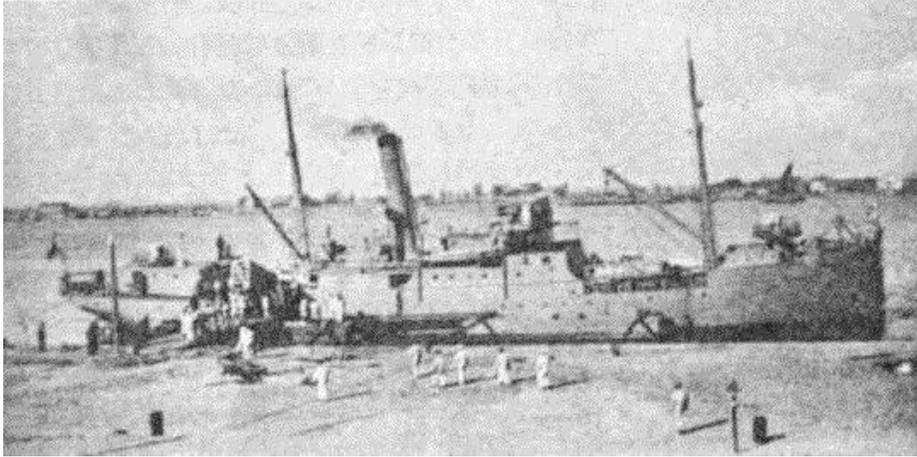
At Otaru prewar under the Manchukuo flag, showing the Chinese name 中華 and beneath that the corresponding Japanese katakana lettering CHUKA チュウカ. Bow Roman lettering has been painted out (OCM).

HAI WANG 海王

(YUNG LEE or possibly SANGLEE link)

HAI WANG 海王 700 displ./06 180.4 (o.a.)x26.9x15.1 520hp 10k of Manchukuo Imperial Navy ?:
Origins unclear to Japanese maritime historians, but said to be built in 1906. 1933 acquired by Manchukuo Imperial Navy, refitted at Kawasaki Zosen (presumably Dairen yard), fitted with two 76mm guns and then 7/9/33 stationed in Coast Guard flotilla at Newchwang, winters at Ryojun (Port Arthur). 1/8/38 grt (sic.) increased to 758. 10/4/45 assigned as military transport in Pohai Gulf area, based in Ryojun. 7/8/45 torpedoed and sunk by USS Billfish off Ryojun (38.45N 121.20E).





HAI WANG of Manchukuo Imperial Navy

Photos: <http://www.geocities.jp/tokusetsukansen/M/105/index.htm>.
<http://60-250-180-26.hinet-ip.hinet.net/ming/2611.html>

[No entry in Miramar for HAI WANG.]

Unidentified Photo



Possible YUNG LEE, KUNG LEE or SANG/SUNG LEE at Shanghai ca. 1938, Chefoo port of registry (UoB ro-n1883).

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