

Pre-WWII Chinese-owned/chartered shipping from Hong Kong to Kwang Chow Wan, Haiphong and Saigon

(supplement to Shun Cheong S.N. Co. Ltd and Wo Fat Sing lists)

ILLUSTRATED FLEET LIST

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We thank Peter Cundall for assistance with details.

First posted 16 March 2024

This update 28 April 2024

Although by 1880 Chinese merchants were running small steamers from Hong Kong to what was then Tonkin (Haiphong), Annam and Cochin (Saigon), after the decisive French victory in the Sino-French War of 1883-84 the tightening of French colonial control redirected the main import/export trade to France. From 1893 a weekly Haiphong-Hong Kong line was opened under the French flag and given a boost by the French occupation from 1899 of what became the treaty port of Kwang Chow Wan (Fr. Kouang-Tchéou-Wan, Pinyin Guangzhouwan and its town of Fort Bayard, present day Zhanjiang). Notwithstanding, Chinese steamers continued to do a busy trade carrying general cargo (especially Chinese goods) southbound from Hong Kong and returning with rice and cattle from way-ports on Hainan. The following list, which is not comprehensive, identifies those steamers in regular service for Chinese owners, often working together in kongsi (syndicates), from the early 1920s with registry in Hong Kong, Canton or Macao. Discharge in Hong Kong was at wharves around Kennedy Town where the abattoirs were located along with rice godowns.

After the Japanese occupation of the Chinese part of Shanghai in August 1937 and the subsequent blockade of the China Coast, cargo for 'Free China' was redirected through Kwang Chow Wan and Haiphong, leading to a surge in demand for shipping space. Jardines and Swires increased their capacity on what hitherto had been a minor line to Haiphong while Chinese lines also bought and chartered

additional tonnage, including such fine ships as the Norwegian-flag sisters *Helikon* and *Prosper*. These charters were given unofficial Chinese names (not recorded in Lloyd's Register) that are listed below.

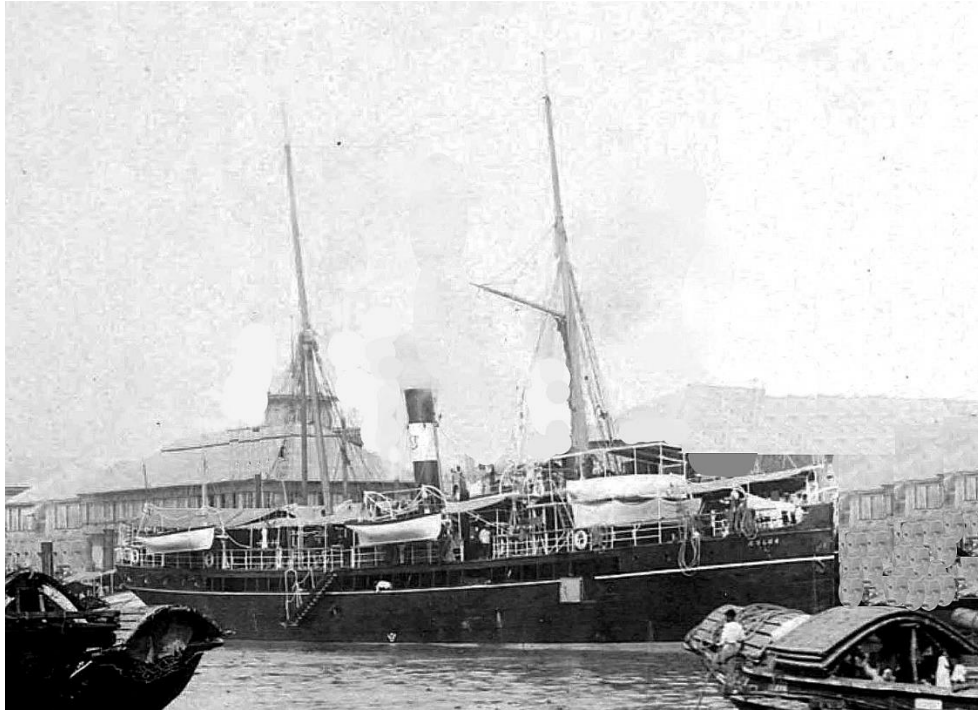
In July 1939 the main Chinese Kongsí, Tai Fung, split. Owners Wing Wah and Wing Wo moved their ships to the agency of the Tai Yau S.S. Co. Ltd of 44 Des Voeux Road. In January Tai Yau under the management of Mak Man Sang had acquired the former British coaster *Hareldawins*, so now had three ships. *Tai Poo Sek*, built in 1882 for New Zealand owners as the passenger liner *Manapouri*, was brought in with *New Mathilde* under the agency of Shun Cheong & Co., thereby reviving the name of the agency under which *Tai Poo Sek* had operated in the early 1930s. Shun Cheong does not yet appear to have been a shipowner. *New Mathilde*, previously a regular in the Haiphong trade, had been brought back from the Philippines in April 1939 by Pang Kwok Sui of Hong Kong and placed in the KCW trade, initially under Tai Fung agency. Pang's origins are not known but he appears to have been associated with Kwong Lee S.S., owner of the larger *Tai Seun Hong*, which since 1939 had been on charter to Jardine's Indo-China S.N. Co. Unfortunately *New Mathilde* was wrecked near Fort Bayard in October 1939. Perhaps with the proceeds of the insurance, Pang then bought Jardine's old beancaker *Hang Sang* (1901) and in April 1940 renamed her *Taiposhan*.

In December 1941 and almost immediately after Pearl Harbour, Japan attacked Hong Kong. The British-flag *Hareldawins* was torpedoed off the coast of Luzon while trying to reach Manila. *Wing Wah*, *Wing Wo* and *Taipoosek* were protected by their Portuguese and French flags but eventually came under Japanese control and were lost to Allied action. *Taiposhan* was fortunate to escape south and survived the war under the control of the British Ministry of War Transport.

See also the adjacent Marty & d'Abbadie (via the Singapore page), Shun Cheong and Wo Fat Sing histories and lists.

Fleet List

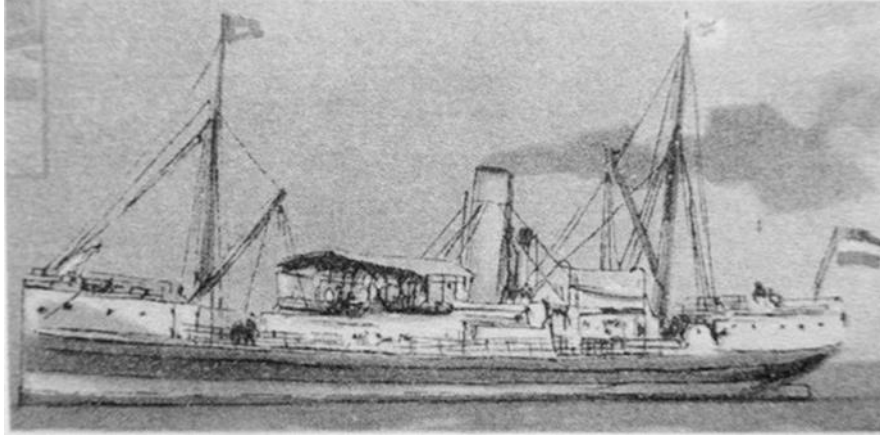
HOI FOOK/KWONG CHOW WAN/TAISZEMA (1910-c.33) 511/79-11 (iss, 166.8 x 25.0', C2cy/57nhp)
Built by Ramage & Ferguson, Leith (#14) for McLeod & Co. but first reg. to John Ferguson as AEOLUS. 1880 del. to Manila and reg. to McLeod & Co., Manila. 1894 t/f to CM. 10/97 stranded but refloated. c.1910 sold to Yuen Hung Lee & Co., Canton r. HOI FOOK. 1911 sold to Chan Sung Mai, H.K. (reg. Macao) r. KWONG CHOW WAN. 1917 r. TAISZEMA (19/20). 1920 sold to Yuen Fat S.N. Co. Ltd (Yuan Fat Hong, HK (reg. Macao). By 1927 agents Wing Heung Co. Mid-1933 YFH bankrupt. RLR 1933. Fate unknown but very likely broken up at Hong Kong c.1933.



AEOLUS in the Pasig river in 1900 (University of Michigan/SK edit).

ANJOU (1922-23) 599/99-11 (142.7 x 25.0', T3cy/59rhp by A. Mancour, Nantes)

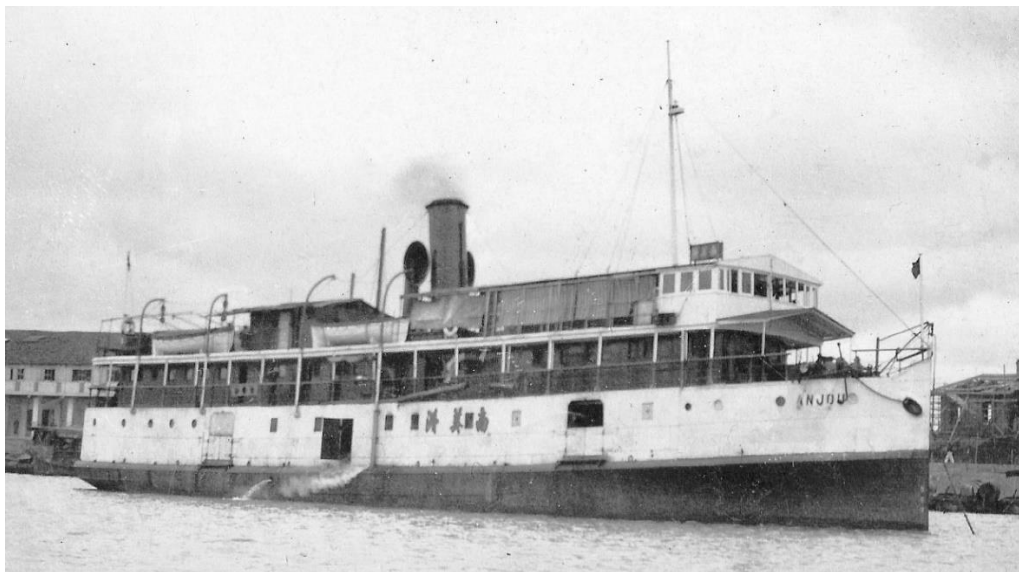
Built A. Legal, Nantes for Soc. Nantaise de Transportation à la Guyane, Nantes as ANJOU (331grt). 8/11/00 sold to Norddeutscher Lloyd, Bremen r. ASAHAN, sailing Penang-Sumatra and Singapore-Pontianak. 1906 sold at Bangkok r. ANJOU. 1913 sold to Ong Hock Siang, Singapore. 8/14 re-measured 307 grt). 1/17 sold to Ho Hong S.S. Co. Ltd., Singapore. 11/22 sold to Hung Kwok Lung, Canton. 7/23 reg. at Hong Kong to U Lai Tai. 18/8/23 grounded on Stonecutters Island during typhoon [unidentified photo]. 9/23 sold to Tung Lee S.S. Co., Hong Kong, presume extensively refitted for operations on Pearl River and known unofficially as 南美洋 (NAM/NAN MEI YANG). 1/27 sold to Tam Pik Shan (Tam Ping Wa), later Hung Hing Tat, Hong Kong. 7/29 sold by order t public auction back to Tam Pik Shan. 1934 sold to Geo.L. Fenton, Hong Kong. 1/35 sold to Mok Hing Kiu, Hong Kong. 2/37 reg. closed on sale to Li Shuen Wai, Canton. 1940 [likely 1938 or prior] sold to Wong Tze Shan, Macao (Port. flag). 1961 broken up, 1965 RLR. [Some details from W. Laxon's Straits S.S. list]



ASAHAN (Drechsel, NDL History).



Probable ANJOU aground on Stonecutters Island after typhoon of 18 Aug. 1923 (SK colln).



Reconstructed ANJOU (NAM MEI YANG) at Canton, probably in late 1930s (SK*).

NEW MATHILDE 大宝星 (1922-36) 1,410/06

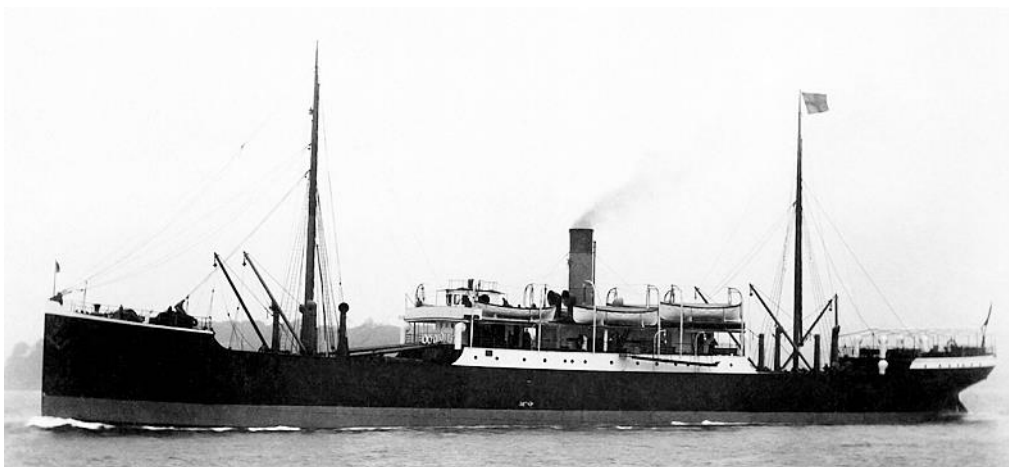
see entry in Shun Cheong list (1939-39)

REIMS/SUN KONG/OU CHAO 澳洲 (c.1923-35) 522/91-4 (w.s.s., 159.0 x 24.7', T3cy/74nhp by G. Clark Ltd, Sunderland)

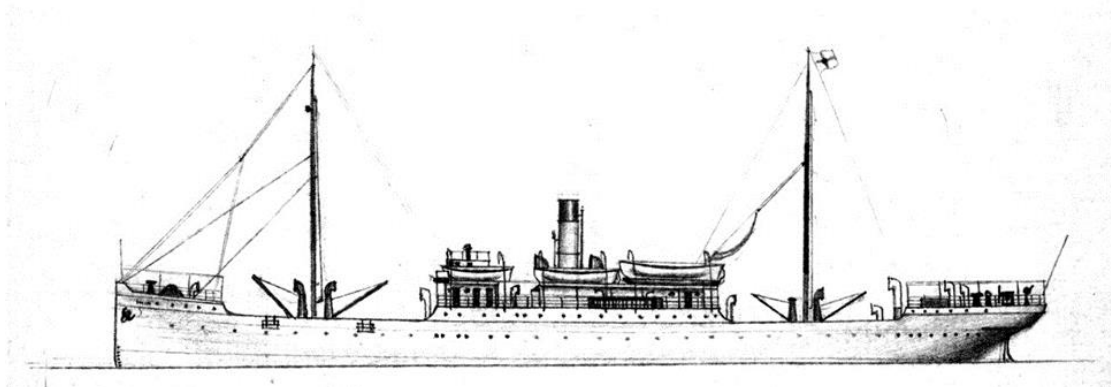
Built by Edwards S.B. Co. Ltd, Newcastle (#54) for A.V. Barretto, Manila as SAN ANTONIO. 4/7/93 stood by burning *Don Juan* off San Fernando, NW Luzon, took off survivors and towed hulk to Manila. c.20/7/93 in typhoon stranded at Salomague, S. Ilocos, NW Luzon, early 9/93 refloated and towed to Manila by Gloria. While lying at Cavite, further damage (est. \$35,000) by collisions during typhoon (SFP, 18/10/93). 10/93 sold to Sy Giang, Manila and tenders called for new hull, refit r. SAN JOAQUIN. 1899 t/f to U.S. flag. 1903 Sy Giang mgrs for F. Legaspi (12/04). 1905 sold to L.P. Sy Juiliong, Manila. By 3/06 sold to Siy Cong Beng, Manila r. BAN YEK. 1920 owners restyled Siy Cong Beng & Co. By 1923 trading from Hong Kong as REIMS (Fr. flag). 18/8/23 blown ashore on N of Stonecutters Is., 11/9 refloated and docked at Kowloon. By 1/32 trading HK-Kwangchow Wan as SUNKONG. 193? sold to Tai Fung S.S. Co. Ltd (Wong Tze Shang), Hong Kong r. OUCHAO (澳洲). 10/4/35 o/v KCW-HK stranded in fog at Tai Ngan Shan, c.40 miles from Hong Kong, total loss (HKDP, 16/4/35).

TAI FOOK SING 大福星? (1925-35) 2242/97-3 (279.7 x 43.5', 2-sc. T3cy/272nhp, pass.)

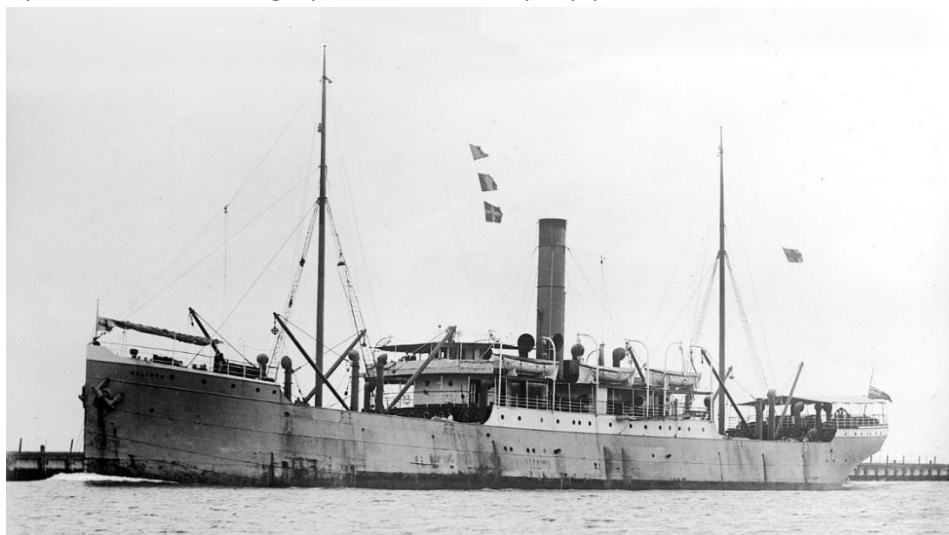
Built by Scott & Co., Greenock for Adelaide S.S. Co, Adelaide (#344) for Melbourne-N. Queensland passenger-cargo trade as ALLINGA. 13/3/97 sailed Glasgow and 30/5 arrived at Adelaide. 1/20 sold for £38,000 to Hadji M.H. Nemazee, Hong Kong, 27/2 cleared Sydney for Hong Kong and 3/20 reg. at Hong Kong for Clifford Edgecombe, Sydney c/- shipbrokers Lane & Dawson Ltd. 5/21 r. LORESTAN. 10/22 on charter to Kunst & Albers to evacuate 400 White Russian refugees from Vladivostok to Shanghai. 1923-25 in South China-Straits trade. 2/24 t/f to Oriental Nav. Co., Hong Kong. 9/25 sold to To Tze Tuan & Tse Ma Yuan, Canton (reg. address 137 Wing Lok St., Hong Kong) for Saigon rice trade r. TAI FOOK SING. 1935 sold for breaking up at Shanghai.



ALLINGA was built as Adelaide S.S. Co.'s ALLINGA ((W. Livermore/State Library of Victoria).).



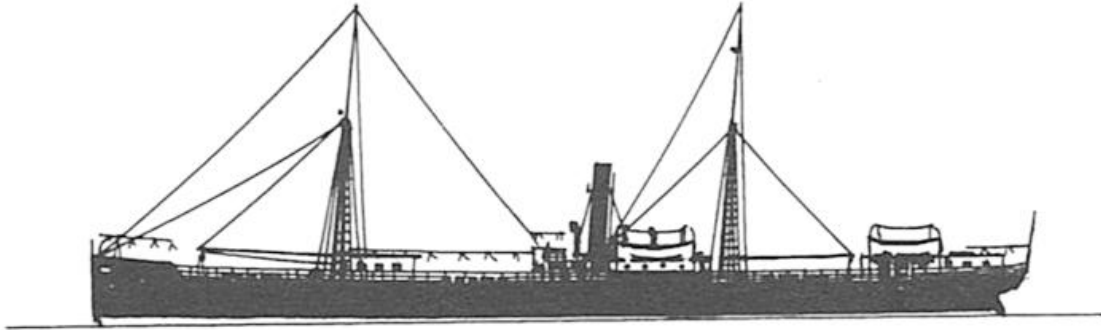
Profile by Allan Green with a grey hull and revised poop paintline but still a short funnel (SLV).



ALLINGA with a subsequently heightened funnel (A.C. Green/SLV).

YAN ON (c.1925-27) 1087/76-2 (iron, C2cy.)

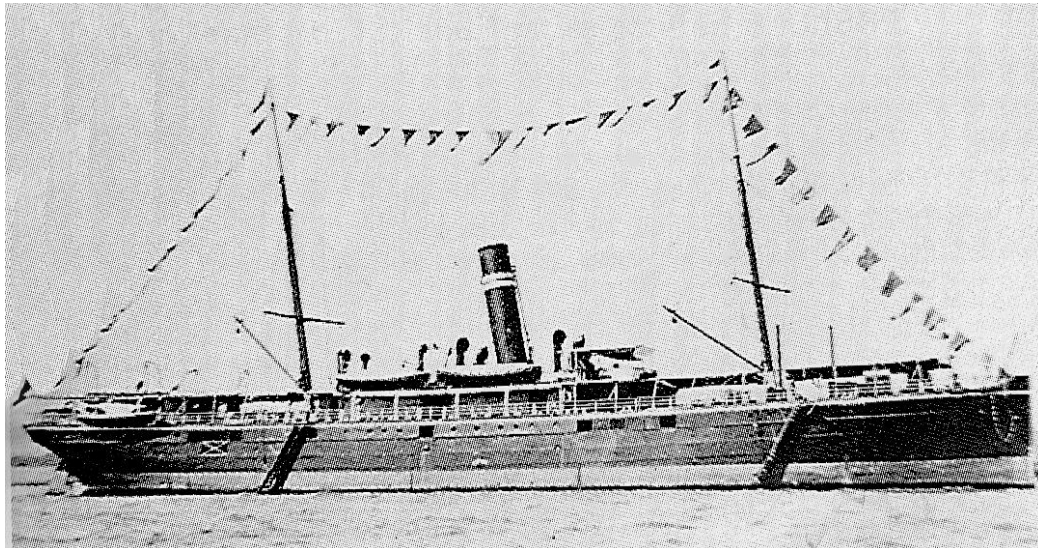
Built by Scott & Co., Greenock (#169) for China Nav. Co. Ltd, London as CHEFOO. 5/6/76 arrived Shanghai. 19/8/79 o/v Amoy-Shanghai struck Ockseu Island in fog, holed, but refloated and 21/8 made Amoy, where docked and repaired to c.1/10. 3/04 o/c to 'The Daily Mail', London for use as press dispatch vessel during Russo-Japanese War. 8-9/04 salvaged cargo from wreck (12/8) of Norwegian str *Unison* in Pechili Strait. 12/04 sold for £6,000 to Bandinel & Co. (F.D. Farmer), Shanghai on behalf of Chinese interests. 1907 reg. owner F.D. Farmer. c.1913 sold to Chang Tze-yang, Chefoo. 4/11/16 rep. put back to Vungro Bay, Indo-China after disabled o/v to Hong Kong, Kowloon Dock tug sent to assist and tow to Hong Kong. 8/20 brought stranded crew of Russian str *Patrokal* from Vladivostok to Shanghai after latter seized and sailed to Japan. 1921 sold to Den Ting Kee, Shanghai. c.1925 sold to Yan Woo S.S. Co. (Yin Tsze Chun), Hong Kong r. YAN ON for service Hong Kong-Kwang Chow Wan. 7/27 arrived Hong Kong under jury rig after rudder damage, then resold for \$24,000 to Chow Chung Pang. c.6/28 laid up at Shamshuipo, Hong Kong. 11/28 towed from Hong Kong to Canton for use as a hulk [Schell 1876; NCH 2/9/79, 18/3/04, 4/11/16, 19/8/20, 17/11/28].



Sketch of CHEFOO (Duncan Haws).

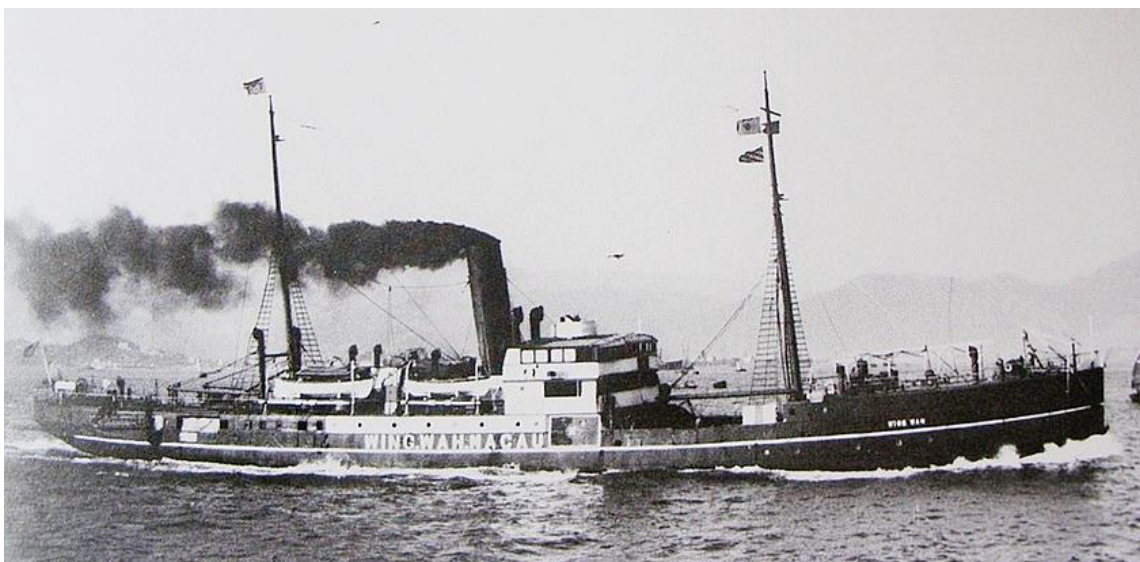
TAI POO SEK 大宝石 (1927-35) 1960/81 see **TAI POO SEK** (1935-45) in Shun Cheong list

WING WO 永和 (1927-4?) 1195/90-4 (239.8 x 34.1', T3cy/274nhp by Dunsmuir & Jackson, Glasgow)
 Built by Ailsa Shipbuilding Co. Ltd, Troon (#16) for British India S.N. Co. Ltd, London as KASARA. 1/23 sold at Bombay to Capt. T.R. Nicol, Hong Kong. 1924 sold to Cheng Shui Fong, Canton. By mid-1927 sold to Chup Yick S.S. Co. Ltd (Wong Tze Shan, 96 Conn. Rd W.), Hong Kong (reg. Macao, Port. Flag) r. WING WO for trading HK-KCW (Teen Shing & Co. agents). 9/1/30 arr. HK from KCW for Chup Yick & Co. (Port. flag, Capt. de Lemos). 6/30 agents Wo Hop & Co. 2/34 agents Tai Fung & Co. 7/39 agents Tai Yau S.S. 1940 owner became Wong Kwok Pang, Hong Kong (reg. Macao). Presumed war loss (?GYONAN MARU). [Laxon & Perry, P&O Heritage = 1931 to "N.G. & Loo Chee, Canton" and 1932 to Chup Yick r. WING WO].



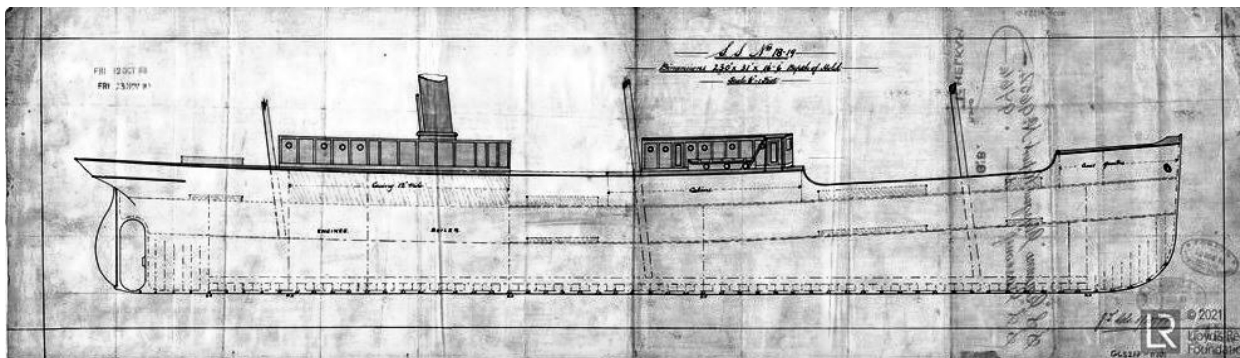
WING WO as B.I.'s KASARA (P&O Heritage).

WING LEE (1928-35) 1311/96-2 (239.7 x 35.6', T3cy/214nhp by Hutson & Son, Glasgow)
Built by Wm Hamilton & Co., Port Glasgow (#125) for Douglas S.S. Co. Ltd, Hong Kong as HAI-MUN, 4/96 reg. at Hong Kong. 1-6/04 on charter to 'The Times', London for use as wireless ship during the Russo-Japanese War. 18/9/06 damaged in collision with Loongsang (1738/96) in typhoon at Hong Kong. 5/10 sold to unknown French buyers but sale evidently fell through as 6/10 rereg. for DSSC. 3/16 sold to Li Po Kwai, Hong Kong. 4/16 t/f to Po Shun S.S. Co., Hong Kong. 7/23 sold to Tung Tai, Panama. 17/10/27 seized by pirates and sailed to Sanchuen - 28/10 returned to Macao. 1928 sold to Kan Ying Chong (Foo Yow & Co.), Hong Kong r. WING LEE. 5/31 rereg. at Hong Kong for Yu Yuen Hop Kee Co. Ltd (Yu Yuen S.S. Co.). 7/35 sold to Lee Yu Fong, Macao r. WING WAH. 6/43 sunk by Japanese submarine near Haiphong. Raised and repaired by Japanese r. EIKA MARU. 2/6/45 torpedoed and sunk by USS Tambour in Gulf of Tonkin (20.30N, 107.57E).



WING WAH at Hong Kong, Dec. 1941 under Portuguese flag (D. Gammon*).

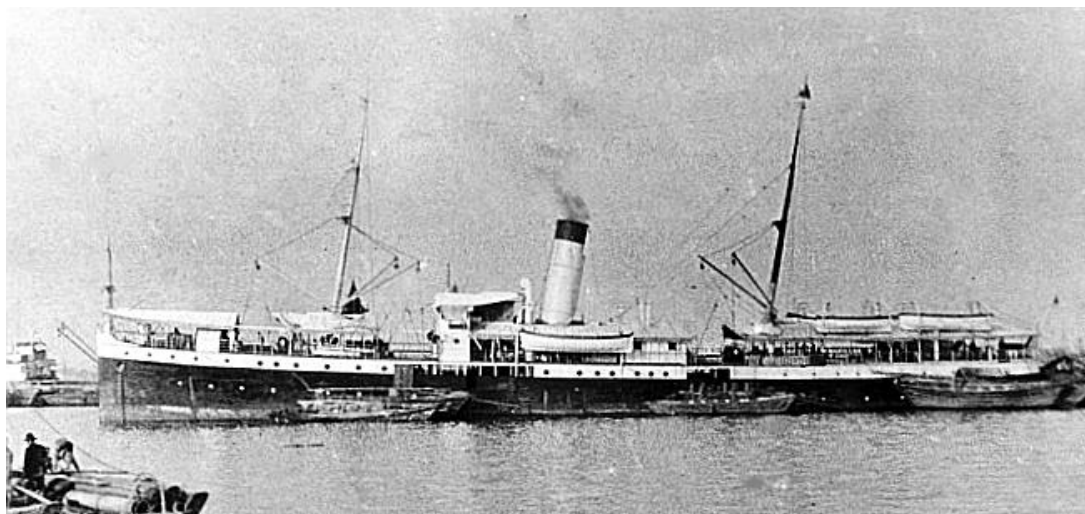
TCHEKAM (1930-4?) 1158/90-2 (230.0 x 31.1', T3cy/202nhp)
Built by Samuel McKnight & Co., Ayr (#19) for Moss S.S. Co. Ltd, Liverpool for Bordeaux service as GUIENNE. 1904 sold to J. Cormack & Co., Leith r. TEUTON. 1912 sold to J.M. Poizat, Manila r. ROBERT POIZAT. 24/11/12 blown ashore in San Juanico Strait o/v Tacloban-Samar, refloated and repaired. 1917 sold to Hoc Yik S.S. Co. (Siy Cong Bieng & Co. Inc. mgrs), Manila r. CHIAT YEK. 1927 sold to Tung Yik & Co., Hong Kong r. POO TYE. 1930 sold to Yuen Wah Chiu (Ping On S.S. Co., Hong Kong), Canton r. TCHEKAM. c.9/37 t/f to Panamanian flag. Rep. 1/10/37 seized by Japan, taken to Taiwan, where still held as of 6/3/40. RLR 1955.



Builder's line plan dated 5/10/88 for GUIENNE which later became TCHEKAM (Lloyd's Foundation).

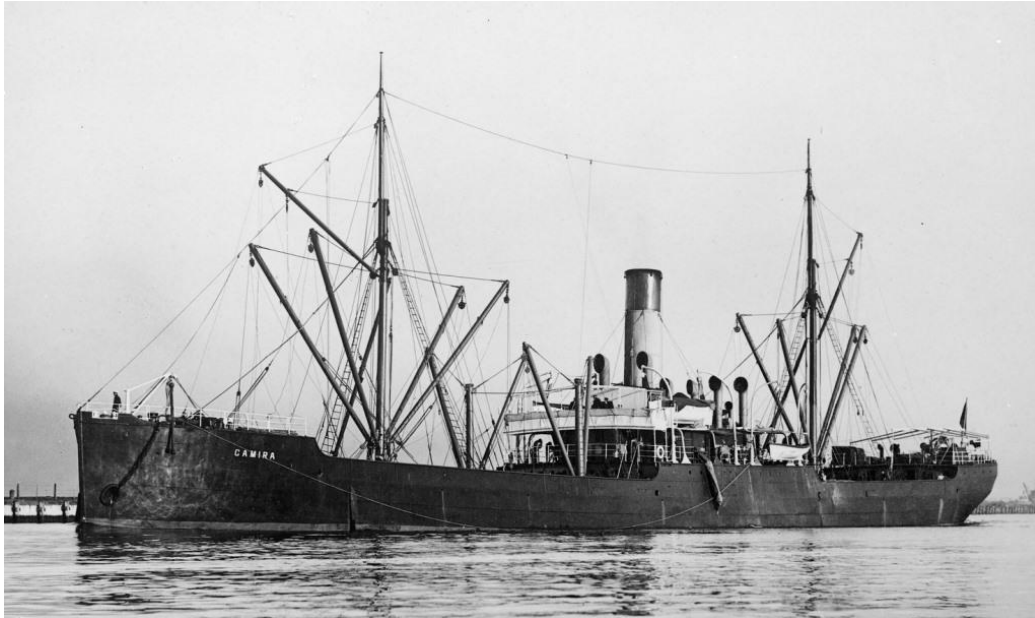
TIN SENG 天成 (1932-1941) 1036/90-10 (234.5 x 32.8', T3cy/203nhp)

Built by Nederlandsche Stoom. Mij, Rotterdam (#154) for Kon. Paketvaart Mij, Amsterdam as VAN DIEMEN. 9/24 sold to Soc. des Affreteurs Maritimes Indochinois (SAI), Saigon r. REAM. 1926 sold to Cie des Grand Lacs de l'Indochine, Saigon r. SAINT PIERRE DES LACS. 1929 reverted to SAI r. GOUVERNEUR-GENERAL MAURICE LONG II. 12/31 sold to S.A. Mang, Haiphong. 30/9/32 sold to An Beng Kuen, Hong Kong, 12/32 resold to Nam Lee Co. syndicate, Hong Kong (69 Conn. Rd W) (reg. Canton) r. TIN SENG and 1/33 in HK-KCW trade. 2/34 agents Tai Fung Co., Hong Kong. By LR 1938/39 owners c/- Tai Fung S,S. Co. Ltd (25 Conn. Rd). 13/2/38 detained by destroyer *Mikazuki* at Wanshan Island (between Macao and Hong Kong). 1941 reg. for J. Gov't r. MIKAZUKI MARU 三日月丸. 24/10/41 chartered to Toa Kaiun. 17/5/45 rep. to have struck mine and sunk in Grand Canal, China [marhisdata.nl; Kizu].



REAM at Singapore, October 1924 (coll. J.G. Nierop/<https://www.marhisdata.nl/schip?id=6877>).

COMMANDANT HENRI RIVIERE 大廣州, later 燈山 (c.1934-41) 2600/94-10 (312.0 x 40.2', T3cy/317nhp)
Built by Naval Construction & Armaments, Barrow (#228) for Cayzer, Irvine & Co., Glasgow as CLAN CAMPBELL. 1913 sold to Adelaide S.S. Co. Ltd, Adelaide (reg. Newcastle, NSW) r. CAMIRA. 1925 sold to W. McBain, Shanghai r. YUNG-NING. 1927 sold to Cie. Extreme Orientale, Haiphong. 1928 sold to Louis Dubost, Haiphong r. COMMANDANT HENRI RIVIERE. 1934 operating Hong Kong-Haiphong on charter to Chinese operator, 1935 sold to Shiu Tsing Hong, Canton. Operating unofficially as TAI KUANG CHOW 大廣州, later as TANG SHAN 燈山. 12/41 sunk by aircraft bombing at Canton.

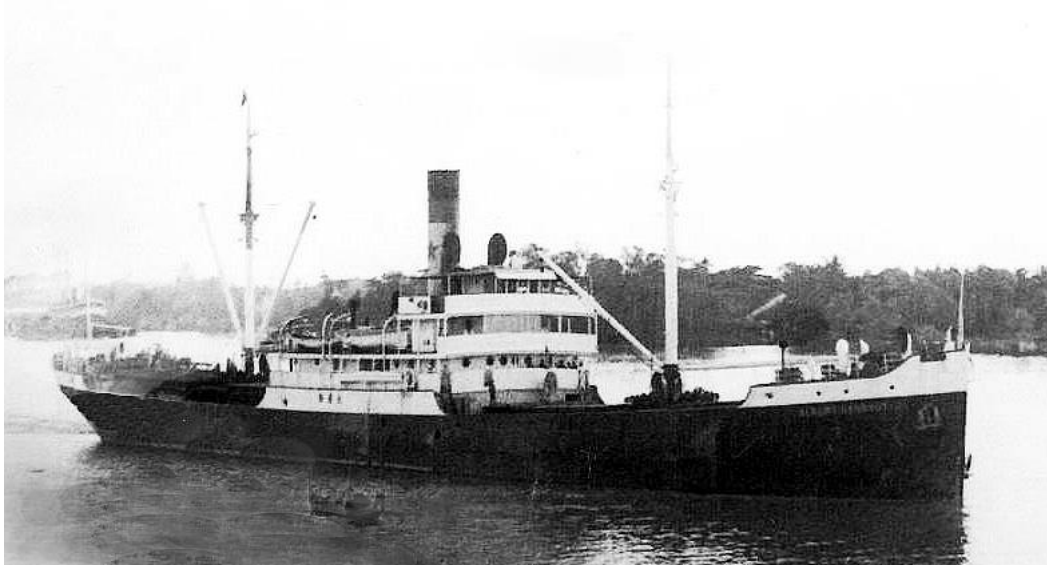


COMMANDANT HENRI RIVIERE as CAMIRA (A.C. Green/State Library of Victoria).

WING WAH (1935-43) 1311/96

see **WING LEE** (1929-35)

ALBERT SARRAUT 大廣西 (1937-40?) 2156/21-3 (270.3 x 39.5', T3cy by At.& Ch. de la Loire, Nantes)
Built by Saigon D.Y., Saigon for Govt of Indo-China, Saigon as ALBERT SARRAUT. 1931 t/f to Soc. Maritime Indochinoise, Saigon r. GOUVERNEUR GÉNÉRAL A. SARRAUT but 1935 reverted to Govt of Indo-China as ALBERT SARRAUT. c.1937-40 evidently on charter to Shun Cheong or affiliate. 3/45 taken over by Japan r. ETSUNAN MARU. 29/5/45 mined and sunk off Chumphon, Siam in position 10.30N 99.24E, although French also claim bombed off Chogao, Indochina on 6/8/45. [Unofficial Chinese name on charter 1937-40 was 大廣西 TAI KUANG SAI.]



ALBERT SARRAUT bearing the name 大廣西 TAI KUANG SAI on the centre island (<https://www.marine-marchande.net/Perchoc/Perchoc-01/Albert-Sarrault.jpg>).



Wartime ALBERT SARRAUT (T. Fujii via S. Kizu).

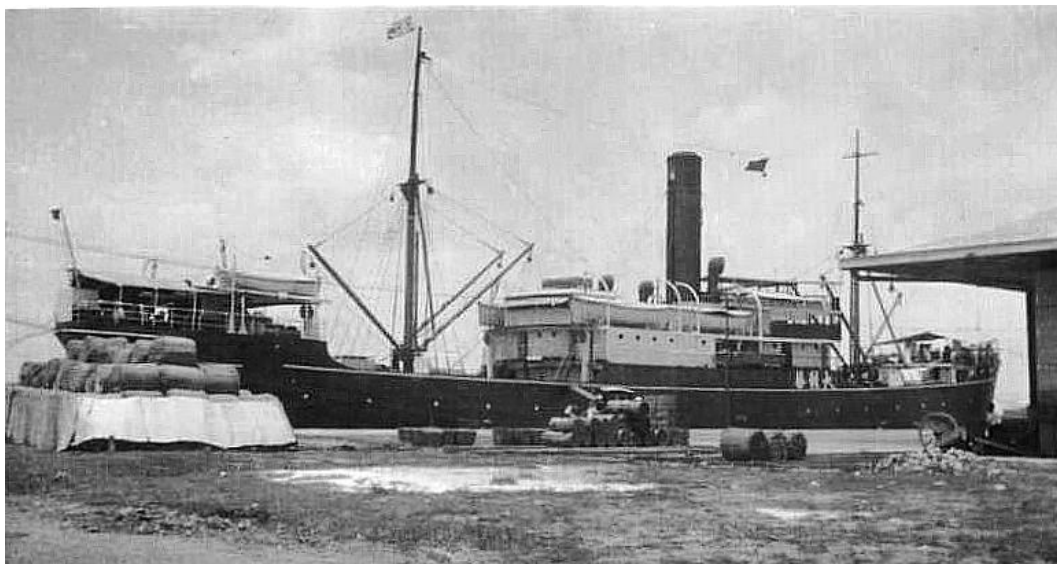
HELIKON (TAI CHUN HWA) 大中華 (1937-40) 2232/17-9 (270.6 x 40.1, T3cy/215nhp, pass.)

Ordered by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#547) for Bruusgaard, Kiosterud & Co. but completed 9/17 under requisition for nominee Furness Withy & Co. Ltd (reg. Hong Kong). 1919 t/f to BKC, Drammen. 1930 t/f to Luen Hing S.S. Co. Ltd (WFS mgrs), Hong Kong. 20/7/30 seized by pirates 16 m. S. of Hong Kong - taken to Bias Bay. 13/10/32 seized by pirates near Bias Bay and taken to Hong Hai Bay, where released 45 hours later. 1933 /f to Tai Hing S.S. Co. Ltd, Hong Kong. c.1937-40 on charter to Shun Cheong or affiliate. 1948 t/f to Wo Fat Sing Ltd, Hong Kong. 21/6/55 boarded by Nationalist forces off Foochow. 14/11/59 arrived at Hong Kong for demolition but resold to Pan Norse S.S. Co. S.A. (ben. owner Oriental S.S. Co. - Wallem & Co. Ltd, Hong Kong mgrs), Panama for further trading. 21/12/61 arrived Hong Kong for demolition by H.K. Chiap Hua Mfy Co. (1947) Ltd - 15/2/62 work commenced. [Unofficial Chinese name during charter ca.1937-40 was 大中華 TAI CHUN HWA.]



HELIKON bearing the Chinese name TAI CHUN HWA 大中華 - 'Greater China' at Swatow, Dec. 1938 in Wo Fat Sing colours (D. Gammon*- R. Priest edit).

PROSPER (TAI LEE HWAH) 大利華 (1937-40?) 2232/17-12 (270.6 x 40.1', T3cy/215nhp, pass.)
 Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#554) for Furness, Withy & Co. Ltd, Hong Kong as nominees for D/S A/S Produce (Hans Kiær & Co. A/S), Drammen as PROSPER. 22/10/17 mgrs H. M. Wrangell & Co. A/S, Haugesund. 1/38 mgr Jacob Odland S.S., Haugesund. Traded on China coast and ca.1937-40 appears to have been on charter to Shun Cheong or affiliate. 4/40 mgrs Nortraship. 10/45 Returned to owners. 1/59 sold to Ngow Hock Co. Ltd, Bangkok. 11/68 b/u at Kaohsiung. [Unofficial Chinese name during charter was 大利華 TAI LEE HWAH]



Ship identified as PROMINENT but likely PROSPER at Saigon bearing the Chinese name TAI LEE HWAH, PROSPER's unofficial Chinese name (Ole. Chr. Benestad,/sjohistorie.no).

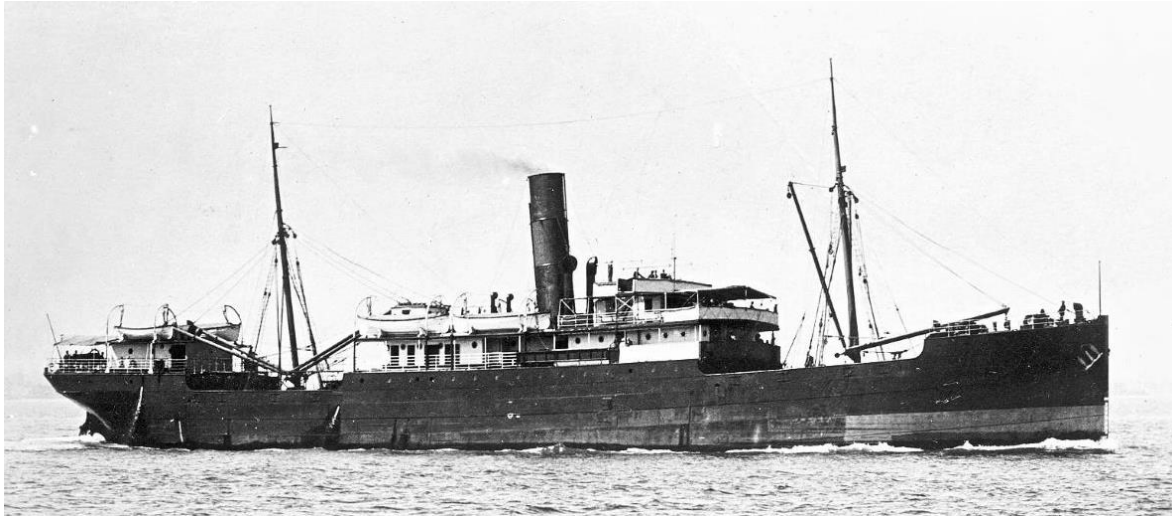


PROSPER in 1960s Malacca Strait in Ngow Hock colours and under Thai flag (P. Foxley/W. Schell).

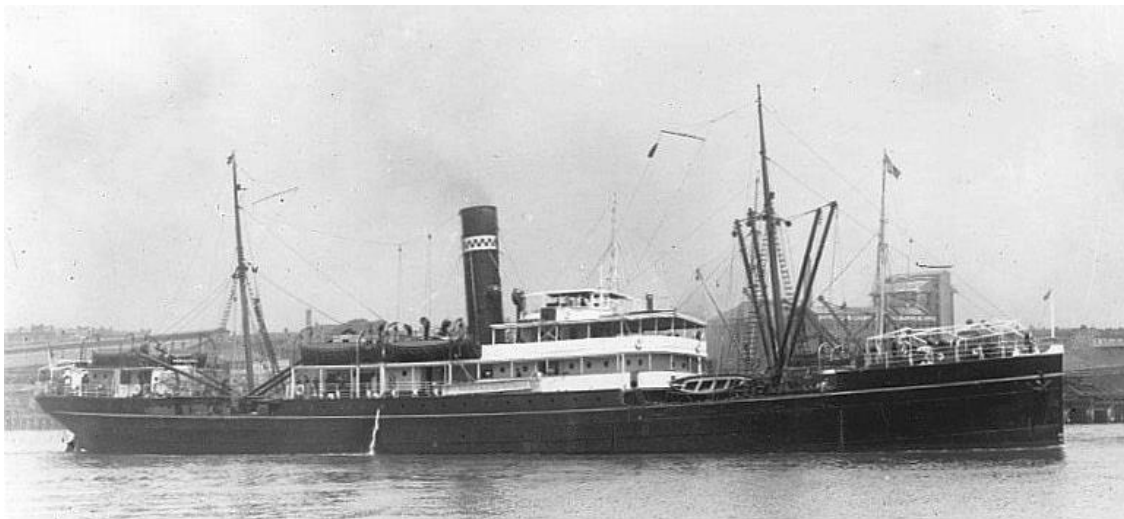


PROSPER in Ngow Hock colours at her home port of Bangkok (Ebay).

SHUN CHIH 春潮 (TAI PING YANG) 太平洋 (1937-39) 1899/02-4 (280.2 x 38.2', T3cy/249nhp, pass.)
 Built by Caledon S.B. & Eng. Co. Ltd, Dundee (#162) for Melbourne S.S. Co. Ltd, Melbourne as SYDNEY for Sydney-Melbourne-Adelaide-Fremantle service, 14/4/02 sd Dundee via Cape Town for Melbourne (22/6). 2/09 t/f to Sydney-Melbourne-NW Tasmania service. 11/17 sold to Burns, Philp & Co. Ltd, Sydney r. MELUSIA for service Sydney-Rabaul. 12/3/27 sd Sydney for Java and Singapore (4/4), where 4/27 del. to China Pacific S.S. Co., Shanghai r. SHUN TSZE. 5/10/28 reported running Hong Kong-Saigon overloaded with passengers (327 adults, 65 children, 75 crew -certified to carry 212). 10/31 sold to Lai Hing S.S. Co. Ltd (WFS), Hong Kong, romanised as SHUN CHIH. 12/33 /f to Sing Hing S.S. Co. Ltd, Hong Kong. 1937 to mid-1939 on evident charter to Shun Cheong or affiliate. 25/12/41 scuttled in Hong Kong harbour - salvaged by Japanese r. 春湖丸, mgrs Kawasaki Kisen r. SHUNCHO MARU. 8/5/45 sunk by mine off Yoshimi, Yamaguchi Pref. (34.04N 130.5E), around 80 dead. [Unofficial Chinese name 太平洋 (TAI PING YANG) under likely charter 1937 to mid-39, when reverted to 春潮 (SHUN CHIH)] [see also Wilkinson & Willson, *The Main Line Fleet of Burns Philp*, 1981].



SHUN CHIH pre-1914 as Melbourne S.S. Co.'s SYDNEY (I.G. Farquhar).



Subsequently at Sydney as Burns Philp's MELUSIA (R. Dufty).

HARELDAWINS (1939-41) 1523/01-8 (255.0 x 33.7', T3cy/195nhp)

Built by Wigham Richardson & Co. Ltd (#379), Newcastle for Cork S.S. Co. Ltd, Cork as HARELDA. 2/17-3/19 on hire to The Admiralty as 'Q' decoy ship (various names). 1922 t/f to British & Continental S.S. Co. Ltd, Liverpool. 11/38 sold to Bertram C. Hobbs, London. 1/39 reg. at HK to Tai Yau S.S. Co. Ltd (Mak Man Sang, mgr), Hong Kong (44 Des Voeux Rd) as HARELDAWINS. 10/12/41 torp. and sunk by Japanese sub. (I-124) 8 m. W. of Barigayos Point, Luzon o/v Hong Kong-Manila [tyneships, Miramar].



HARELDA (Stuart Smith at tynebuiltships.co.uk)

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