

Guangzhou Maritime Bureau NAN HAI & HONG QI Series Cargo Ships

1951 South China Maritime Administration, Kwangchow (SCMA)

1953 Kwangchow Maritime Bureau (GMB), Kwangchow

1961 (certain ships only) China Ocean Shipping Co. (COSCO), Guangzhou

1985 Guangzhou Maritime Transport (Group) Co., Guangzhou

1998 China Shipping Container Lines Co. Ltd, Guangzhou

1998 China Shipping International Intermodal Co. Ltd, Guangzhou

2001 COSCO Shipping Development Co., Guangzhou

By Stephen Kentwell

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skentwell@hotmail.com

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This list deals with the Nan Hai and Hong Qi cargo ships of the Kwangchow (Guangzhou) Maritime Administration and Bureau. For the passenger ships, which had a separate naming system, see our Guangzhou Maritime Bureau passenger ships list.

Following the Communist victory in China in 1949, vessels under the new administration's control were registered for China People's Steam Navigation Co., utilizing the pre-existing government apparatus of China Merchants S.N. Co. with headquarters in Shanghai. In March 1951, during a second national shipping conference held in Beijing, the Ministry of Communications announced the division of the centralized CPSNC into three regional operations, namely Beiyang [North China], East China (Shanghai and Yangtse) and South China Maritime Administrations (SCMA). In May 1953 a regional Bureau structure was introduced that combined the East China and Beiyang administrations into a Shanghai Maritime Bureau (SMB) and the South China Maritime Administration into a Guangzhou Maritime Bureau (GMB). This separation acknowledged the reality that north and south China were cut off by sea by the U.S.-backed Nationalist blockade enforced from Taiwan. While the blockade has long since been lifted, the Guangzhou Maritime Bureau has retained its independence. From this time vessels were registered in the name of the Bureau, although further structural reorganisations did occur.

At the outset the Guangzhou (then romanised as 'Kwangchow') Bureau had only a very small number of oceangoing ships centering on certain former China Merchants vessels which in 1949 were located in Hong Kong or Canton, in many cases avoiding the hostilities in the north, and in some cases to escape Nationalist claims of ownership, plus some owned by the Ming Sung Industrial Co. which from the late 1940s had moved its main area of operations from the Yangtse to the Pearl River. Prominent among the Ming Sung vessels were seven passenger ships built postwar in Canada with Canadian finance, designed for use on the Yangtse, but delivered to Hong Kong (refer Guangzhou Bureau passenger ships list). For the ships of these two groups, in most cases the crews had hoisted PRC flags in 1950-51 and sailed to Canton.

A major factor in the operation of PRC vessels in subsequent decades was the non-recognition by international insurers of PRC-flagged vessels, which ran the danger of being seized by the authorities in Taiwan. This was an issue which affected the Guangzhou Bureau in particular, which could not operate shipping to Hong Kong, the major trans-shipment port, or to ports in Southeast Asia and further abroad that could not accept uninsurable ships. Another factor was that the Canadian-financed ex-Ming Sung ships, for which loan repayments were now not being made, were subject to possible seizure on behalf of the mortgagees.

Smaller PRC vessels such as powered junks, lighters, and tugs did visit Hong Kong with PRC cargoes, and the more limited risk could be borne by Chinese state indemnity. But vessels over about 500 tons after they had passed to foreign owners needed the protection of foreign insurance, which Chinese flag-ships could not offer, and this also applied to their cargoes. The solution had two main aspects.

The first was to charter or purchase ships for operating under other flags, such as those of Hong Kong, Panama and Somalia. Prominent among such shipowner companies which became active on a large scale in the 1960s were Southern Shipping & Enterprises Co. Ltd, Hong Kong and Nan Yang Shipping Co., both probably owned by the Guangzhou Bureau, and Yick Fung Shipping & Enterprises Co. Ltd and Ocean Tramping Co. Ltd associated with both the Guangzhou and Shanghai Bureaus. Vessels operated by these companies often were transferred later on to one of these two Bureaus and hoisted the Chinese flag as they became older and too costly to keep in Lloyds, AB, Veritas or NKK class, but this limited their sphere of operations to Chinese ports. [See separate list of ships of Ocean Tramping Co.]

As the Taiwan-based military threat receded, the second and more permanent solution was the establishment of the state-owned China Ocean Shipping Company (COSCO) on 27 April 1961 to operate Chinese-flag ships on international services with foreign insurance classification. In the first instance, these were ships of satisfactory quality acquired from abroad, but as the standard of Chinese shipbuilding improved, ships newly built and classified by foreign societies became the mainstay of the COSCO fleet. The COSCO head office was located in Beijing but at the beginning Guangzhou was of necessity the principal operational branch, Shanghai not being established until 1 April, 1964. In its first year COSCO acquired the motor passenger liners *Guang Hua* ('Beautiful China' 14,216/30 ex *Highland Princess*) and *Xin Hua* ('New China' 2335/42 ex *Sigurd Jarl*), as well as Chinese-built coasters *Hoping* ('Peace', 5024/57 ex *Hoping 25*) and *You Yi* ('Friendship', 4882/59, ex *Hoping 58*), and then proceeded to build up its own fleet with both secondhand purchases from overseas and new construction.

The relationship between the GMB and COSCO Guangzhou was a close one, and certain of the GMB ships in this list were clearly operated at times by COSCO, some, but not all, such vessels being provided with COSCO-type names. There is also a discernable trend where some older COSCO or PRC FOC ships were transferred to the GMB, given *Hong Qi* names, and thereafter operated on China domestic routes.

In 1962 the COSCO passenger steamer *Zhong Hua* (built as a 'Liberty' and under conversion in 1960 – see *Hoping 54 bis*) was exchanged for the SMB steamer *Hoping 54* in an arrangement whereby both ships were temporarily transferred to Polish Ocean Lines and reflagged in order to pass safely through the Taiwan Straits. Another two-way transfer may have occurred in 1961 when a modern Polish vessel

was added to the SMB fleet for a short period as *Hoping 50*, and the *Hoping 25* and *Hoping 58* were moved south to the GMB fleet.

In 1951 the SCMA began renaming its major cargo ships with *Nan Hai* (南海 – ‘South Sea’) names plus a numeral, the first known being *Nan Hai 157*. This series soon encompassed the eight China Merchants S.N. Co. seagoing cargo ships known to have passed to the SCMA’s control, a 1911-built freighter acquired via Panamanian-flag disponent owners, and in 1953, three cargo vessels which had been operated in the South China region by the Ming Sung Industrial Co., presumably now coming under government ownership. In 1955-58 five new East-European-built freighters were acquired via Comintern and assigned numerals 135 and 155-159. These seventeen vessels would all have been used on services from Canton to the ports in Kwangchow province, especially Kwangchow and Hoihouw in the south, and embargoed Eastern bloc and other cargoes trans-shipped at La Sha Wei Island (Garbage Dump Island) 25 miles west of Hong Kong. During the Nationalist embargo lasting until around 1962, they would not have travelled to northern Provinces, apart, perhaps, from ports in the southern extremity of Fukien Province.

It may be noted that ‘Nan Hai’ names for ships have been fairly common over the years in China, Japan (‘Nankai’) and Korea (‘Nam Hae’), and we are therefore unsure if this series can precisely be said to have commenced in the Pearl River Area in the PRC period. For instance, during World War II, the large ferry *Fatshan* under Japanese control in this area was known as NANKAI 201 (in Chinese NAN HAI 201). The list as presented here only covers vessels operated in South China in the PRC period.

At the very end of the 1950s and just before the establishment of COSCO, efforts were made to commence limited international voyaging. The handful of cargo ships acquired by the GMB in this period may have made a few early voyages to East Africa with their *Nan Hai* names. By the mid-1960s GMB cargo ships were able to travel through the Taiwan Strait, so that expanded operations were then able to link ports in Guangdong with ports in all regions of China, although intra-Guangdong transport remained a major focus. The fourth group of acquisitions detailed below, 1965-71, focused on new ships for serving local coastal and regional ports and a few larger secondhand vessels. The last group of vessels, built and acquired 1975-85 and including many bulk carriers, were used on coastal routes and for international voyaging, even as far as the U.K.

In conformance with political directives in November 1966 to rename the regional Bureau merchant fleets with revolutionary names, the *Nan Hai* series ships were all renamed with *Hong Qi* (赤旗 ‘Red Flag’) names using the same number for each ship. Somewhat confusingly a new *Nan Hai* series almost immediately started to be used for Guangzhou-based vessels in the offshore oil industry, but these ships are excluded from this list of cargo ships. In the late-1970s shipping ownership in China was liberalized and often privatized, and the GMB acquired no new *Hong Qi* ships after 1985.

Photographs of the early *Nan Hai* and *Hong Qi* ships with these names are notably rare and we would appreciate any contributions which might be available. Ships in these series operated mainly south from Guangzhou to Chinese coastal ports, in the era up to the 1980s when they usually were not classified by non-Chinese Societies, did not call into HK or foreign ports, and even did not usually call into Chinese ports near or above the Taiwan Straits, so there were few opportunities for foreign photographers.

The numbers used in this series are less logical than the Shanghai *Hoping/Zhandou* series numbers which were generally sequential in timewise sense. They appear to have been allocated in non-sequential parcels in different periods, and were often dispensed at different paces, or sometimes not used. The known numbers (excluding the separate post-1967 oil industry 'Nan Hai' vessels) run in blocs from 081 to 206 and from 300 to 303 plus the one-off 1018 with missing numbers being **097, 098, 099, 100**, 104, 109, **111**, 114, 127, 129, 133, 140, 143, 155, 166, 172, 174, 178, 179, 185, 190, **198** and **199**. The majority of these missing numbers were probably not actually allocated to ships and perhaps even deliberately skipped over to create the impression of a larger fleet than actually existed. The bolded figures appear to be lapsed unused numbers at the end of a batch of newbuildings. On the other hand, known repeated numbers, generally after a substantial time gap, were 120, 154, 162, 163, 165, 173, 176 and 177.

FLEET LIST

First Acquisition Group 1951-53 (Extant Canton-based coastal cargo ships)

NAN HAI 157/HONG QI 157 (1951) 2895-4700 dwt/45 'Revised' Park T3cy

Built by Foundation Maritime Ltd, Picton N.S. (#22) for Canadian Gov't (Park S.S. Co. Ltd mgrs) as MULGRAVE PARK. 1946 sold to CMSNC r. DUN YU 登禹. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC and registered for CPSNC, Canton. 1951 reported r. NAN HAI 157 (LR). 1967 r. HONG QI 157. LR 1984/85 lists owners as Bureau of Transport Admin., Canton. 1983 reported b/u in China [Miramar]. Early-1985 RLR as 'reported condemned'.



DUN YU (coll. Yao Kaiyang).

NAN HAI 160 (1951) 5330/11 410.1 x 52.2' T3cy

Built by Chas. Connell & Co., Ltd., Glasgow (#338) for Palace Shipping Co., Ltd. (Macvicar, Marshall & Co., mgrs), Liverpool as FRANKMERE. 1920 sold to Scindia Steam Navigation Co., Ltd., Bombay, 1921 r. JALAVIHAR. 1951 sold to PRC, disponent owners Wallem & Co., Ltd., Panama (Rostro Shipping Co., Ltd mgrs), Panama r. ROSTRO. Following refit at Hong Kong, sailed to Whampoa, registered for GMB r.

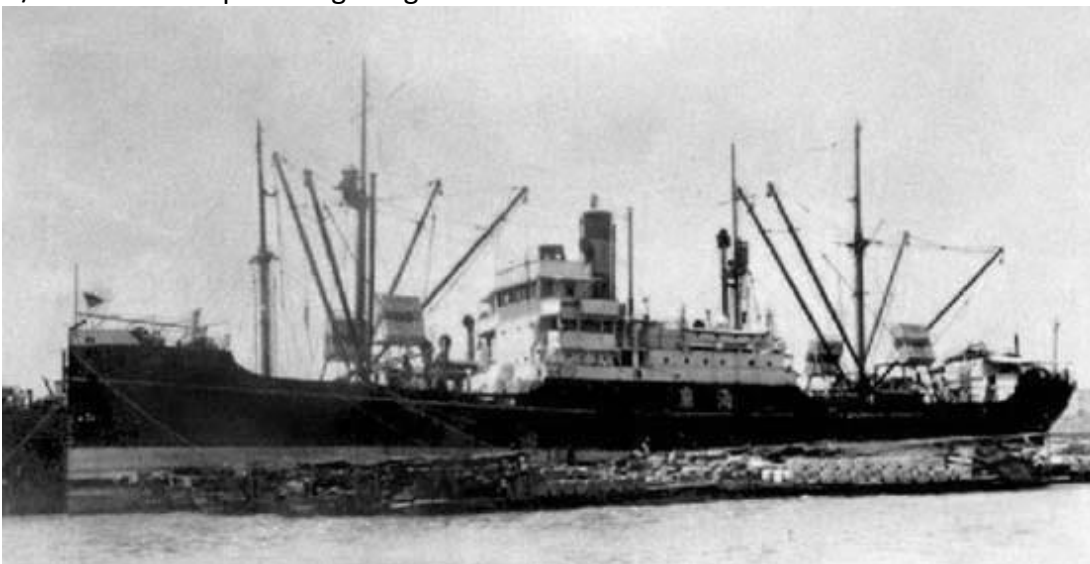
NAN HAI 160. 1957 RLR. [Source for identification: *Ships in China* pub. 1988; also tentatively identified in *Starke-Schell*.] [Talbot Booth 1959, Illustration #493, 424' lists erroneously as built in USA 1919.]



NAN HAI 160 as ROSTRO (clydeships.co.uk.)

NAN HAI 162 (c.1951) 2656/19 T3cy

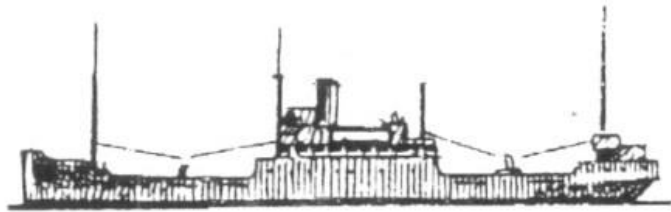
Built by Great Lakes Eng. Works, Ashtabula (#508) for USSB as LAKE SINGARA. 1928 sold to International Packing Co., Seattle r. INTERNATIONAL. 1942 sold to Smith Douglas, US. 1943 sold to USWSA. 1946 sold to CMSNC r. HAI KANG 海康. 4/48 sailed Shanghai with 40 gendarmes for Chinese occupation forces in Japan. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC, registered for Far Eastern Shipping & Trading Co., Canton r. MING SHAN. By 1956 t/f to GMB r. NAN HAI 162. III/1964 broken up in Hong Kong.



HAI KANG (coll. Yao Kaiyang).

NAN HAI 163 (c.1951) 1873-2757 dwt/45 'N3' T3cy

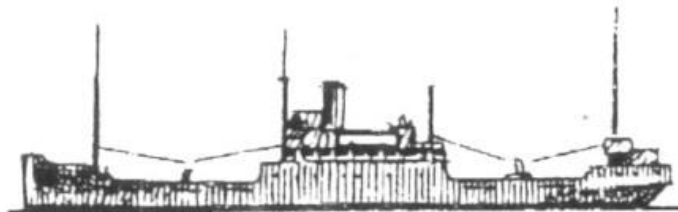
Built by McCloskey & Co., Tampa (#26) for USWSA as NORTHERN CHIEFTAIN and on lend/lease to MOWT (Currie Line Ltd mgrs). 1947 sold to Chinese Gov't r. TENG 1401. 1947 sold to CMSNC r. CHIAO JEN 教仁. 28/7/49 mined with machinery but no hull damage - after survey, 1950 crew hoisted Communist flag and took to Canton. Registered for CPSNC, later GMB. Ca.1951 r. NAN HAI 163. By 1959 listed as PRC troop transport. 1967 stricken from PRC Navy list.



N3 type

NAN HAI 165 (c.1951) 1873-2757 dwt/44 N3 T3cy

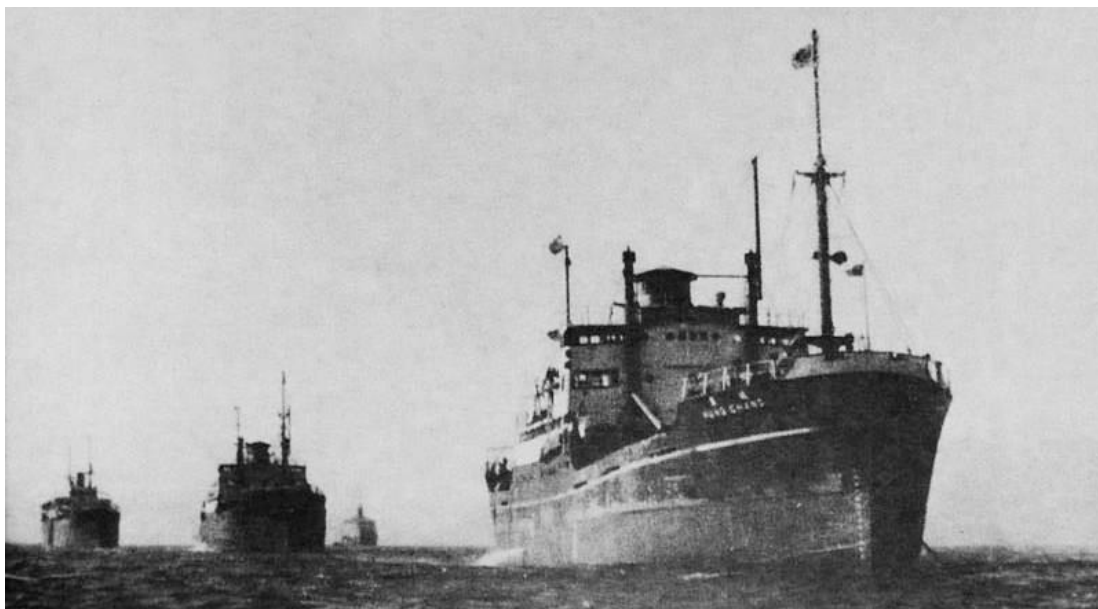
Built by Avondale Marine Ways Inc., New Orleans (#50) for USWSA as NATHANIEL INGERSOLL. 1946 t/f to Chinese Gov't r. HAI HSIAO. 1946 sold to CMSNC r. TSAI ER. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC and registered for CPSNC, later GMB. Ca.1951 r. NAN HAI 165. [LR continues with CMSNC, Kaohsiung.] RLR by 1978, NFI.



N3 type

NAN HAI 173 / HONG QI 173 (c.1951) 1873-2757 dwt/45 'N3'

Built by McCloskey & Co., Tampa (#27). Launched for USWSA as NORTHERN PIONEER but completed for USWSA and bareboat chartered to Greek Gov't as ZACKYNTHOS. 1945 reverted to USMC as NORTHERN PIONEER and bareboat chartered to MOT (Wm France Fenwick & Co. Ltd, mgrs). 1947 sold to Chinese Govt r. TENG 1407. 1947 sold to CMSNC and 1948 r. HUNG CHANG. 1950 sailed by crew from Hong Kong to Canton, taken over by GMB r. NAN HAI 173. 1967 r. HONG QI 173. RLR by 1978, NFI.



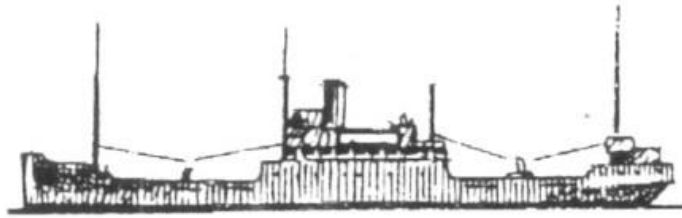
HUNG CHANG (coll. Yao Kaiyang).



Yao Kaiyang's illustration of HUNG CHANG without houseflag or ensign at Hong Kong, perhaps raising steam for escape to Canton.

NAN HAI 175 / HONG QI 175 (c.1951) 1873-2757 dwt/44-6 'N3' C6cy

Built by Avondale Marine Ways Inc., New Orleans (#48) for USWSA as E.C. GARDNER. 1946 t/f to Chinese Gov't r. HAI LIEN. 1946 sold to CMSNC r. LIN SHEN 林森. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC and registered for CPSNC, later GMB. Ca.1951 r. NAN HAI 175. 1967 r. HONG QI 175. RLR 1992, NFI.



N3 type

NAN HAI 176 (c.1951) 1878-2757 dwt/45-3 'N3'

Built by Avondale Marine Ways Inc., Westwego (#52) for USWSA as JOSIAH A. MITCHELL. 1947 sold to Chinese Gov't r. TENG 1406. 1947 sold to CMSNC r. CHENG KUNG 成功. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC and registered for CPSNC, later GMB. Ca.1951 r. NAN HAI 176. RLR by 1978.



NAN HAI 176 as built as JOSIAH A. MITCHELL (E. Johnson).

NAN HAI 177 (c.1951) 1873-2756 dwt/44 'N3'

Built by Pendleton Shipyard Co., New Orleans (#113) for USWSA as BENJAMIN M. MELCHER. 1946 t/f to Chinese Gov't r. HAI JEN. 1946 sold to CMSNC r. TENG KENG 鄧鏗. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC and registered for CPSNC, later GMB. Ca.1951 r. NAN HAI 177. RLR by 1978, NFI. [LR continues with CMSNC, Kaohsiung.]



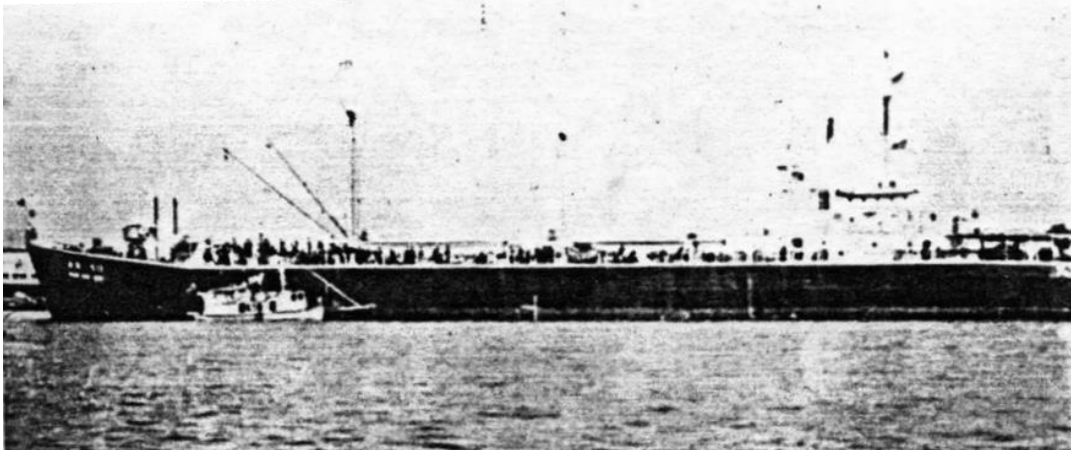
TENG KENG, later NAN HAI 177, was a standard N3 'Jeep' (*I Wen Hua Pao* 7/48).

NAN HAI 180 (c.1953) 3327/43 (2-sc M-GM) LST type

Built by Missouri Valley Bridge & Iron Co., Evansville (Ind) for U.S. Navy as LST 174. 1948 sold to Ming Sung Industrial Co. Ltd, conv. To merchant ship r. SUI YUAN 綏遠. 1949 reg. Panama r. LA COLORADA. Ca.1953 t/f to GMB r. NAN HAI 180. NFI.

NAN HAI 181 (1953) 1625-4080 dwt/43-1 motorship

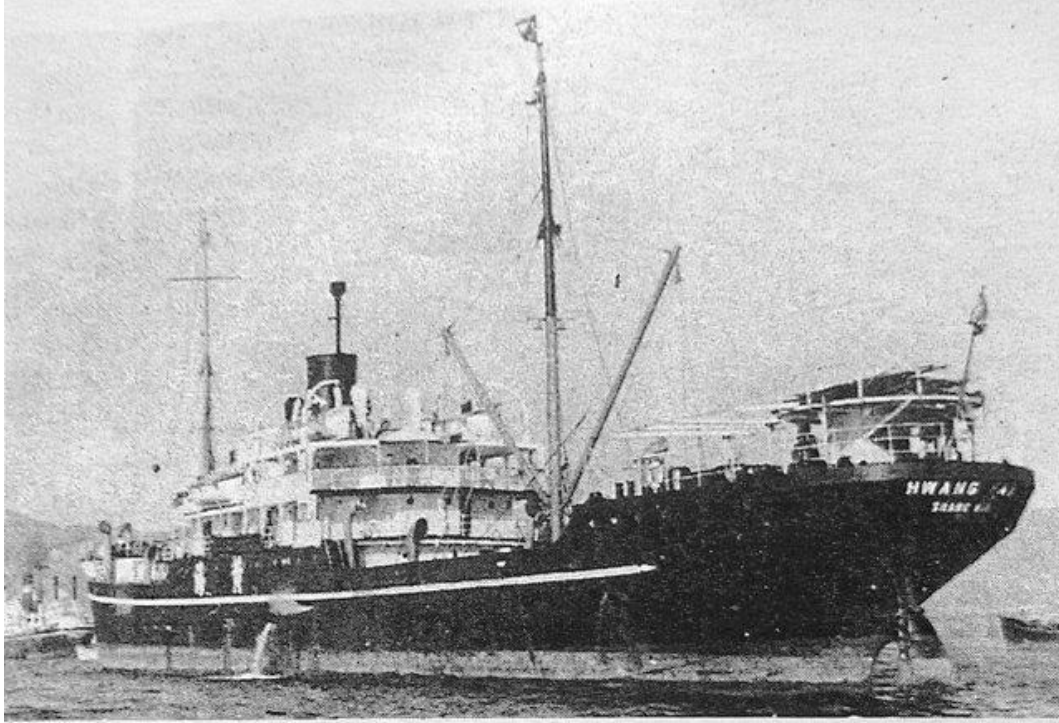
Built by Bethlehem S.B. Corp., Quincy (#1531) for U.S. Navy as LST-370. 1948 sold to Ming Sung Industrial Co. Ltd r. TING YUAN 定遠. 1950 r. LA CAPIRENA. 1951 taken over by GMB, 1953 r. NAN HAI 181. NFI.



NAN HAI 181 (https://www.sohu.com/a/324910546_796569).

NAN HAI 182 (1953) 1789/20 (2-sc)

Built by Nova Scotia Steel & Coal Co. Ltd, New Glasgow for Canadian Sapper Ltd, Montreal as CANADIAN SAPPER. 1929 r. CONNECTOR. 1946 sold to Ming Sung Industrial Co. Ltd, Shanghai r. HWANG HAI 黃海. 1950 t/f to Cia Tpte Oriental, Panama r. LA CARMELA. 1953 t/f to Trans Ocean Corp (Panama) Ltd, Panama hoisted PRC flag and taken to Canton, reg. for GMB, r. NAN HAI 182. NFI. [SE, p. 93]



HWANG HAI (*Ships of China*)



HWANG HAI, later NAN HAI 182 (https://www.sohu.com/a/324910546_796569).

Second Acquisition Group 1956-57 (five new vessels built in Poland and East Germany)

NAN HAI 136 (1956) (638-813 dwt/55) "B 53" type motorship

Built by Komuny Paryskie, Gdynia for Polish Ocean Lines, Gdynia as ORLOWO. 1956 sold to GMB, later Guangdong Province, Hong Kong & Macau Nav Co, Guangzhou r. NAN HAI 136. NFI, deleted 1993.



MMF H13

3856. NAN HAI 136. RC/Pd 1955; C; 600; 57.64
x 4.25 (189.11 x 13.94); M; 10.5; Ex ORLOWO
1956. 'B 53' Type. 'Melitopol' Class.

NAN HAI 155 / HONG QI 155 (1957) (3247/58 'Kolomna' type)

Built by VEB Schiffswerft Neptun, Rostock as KIZIL (KISIL) of USSR, resold to China r. NAN HAI 155 after delivery at Shanghai. 1967 t/f to GMB r. HONG QI 155. 1993 deleted. [LR briefly listed original Chinese name as HOPING 155. Miramar mistakenly extrapolates this to ZHANDOU 155].



HONG QI 155 in 1980. NAN HAI 156 was a sister (Donald Anderson).



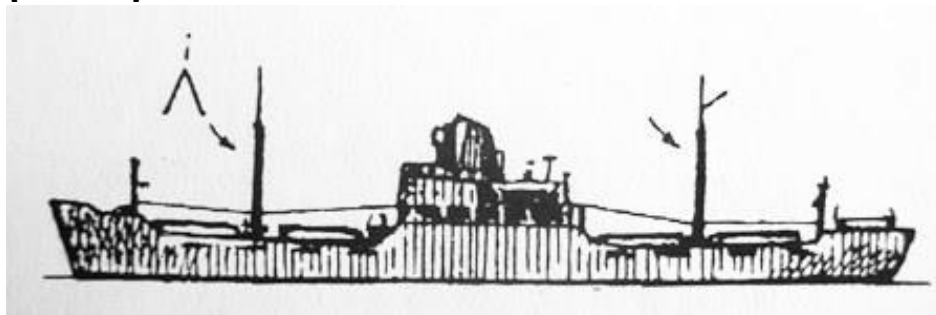
HONG QI 155 (Wolfgang Kremer coll./Jim Shaw).

NAN HAI 156 / HONG QI 156 (1957) 3247/58 'Kolomna' type

Built by VEB Schiffswerft Neptun, Rostock as KUNGUR of USSR, resold to China r. NAN HAI 156 after delivery at Shanghai. 1967 t/f to r. HONG QI 156. 1993 deleted. [LR briefly listed original Chinese name as HOPING 156. Miramar mistakenly extrapolates this to ZHANDOU 156].

NAN HAI 158/ HONG QI 158 (1957) (2579-3200 dwt/56-12) C4cy

Built by Stocznia Szczecinska, Szczecin for Polish Ocean Lines as B-32 type collier JAMNO but allocated to PRC. 1957 reg. for Shanghai Maritime Bureau r. HOPING 35 but same year reallocated to GMB r. NAN HAI 158, 1957 described in official media as “best ship in South China”. 1967 r. HONG QI 158. 1993 deleted [Miramar].



(Talbot Booth).

NAN HAI 159/HONG QI 159 (1957) (2582-3200 dwt/57-2) C4cy

Built by A. Warskiego Szczecinska, Szczecin for Polish Ocean Lines as B-32 type collier LEBSKO but allocated to GMB r. NAN HAI 159. 1967 r. HONG QI 159. 1993 deleted [Miramar].



NAN HAI 159. NAN HAI 158 was a sister (Xinhua).

Third Acquisition Group 1958-61 (larger ships bought from abroad prior to setting up of COSCO)

NAN HAI 141 (1958) 7487/20 J. T3cy

Built by C. Tecklenburg AG, Wesermünde for Hansa Line, Bremen as FRAUENFELS. 4/4/41 set on fire and scuttled at Massawa, Italian Somaliland. Salvaged by RN, to MOWT in 1942 r. EMPIRE NIGER. 1948 sold to Oceanic Navigation Co. Ltd., Calcutta r. BELAPUR. 12/49 arrived Fremantle from Japan with steel. 9/50 reg. at Hong Kong to PKS. 2/55 sold to Keyston Shg. Co. Ltd., Hong Kong r. SNOWDON HILL. 12/56 sold

to Canadian Fir S.S. Co., Hong Kong r. CANADIAN FIR. 10/58 sold to GMB r. NAN HAI 141. 12/63 scrapped in Hong Kong.



NAN HAI 141 as BELAPUR photoship.co.uk

NAN HAI 142 (1958) 7210-10865 dwt/44-4 'Liberty'-type T3cy

Built by Bethlehem-Fairfield Shipyard, Baltimore for USWSA for bareboat charter to British MOWT as SAMSPELGA. 1947 sold to Bank Line Ltd (A. Weir & Sons mgrs.), Glasgow r. SPRINGBANK. 1958 sold to GMB r. NAN HAI 142. 1992 deleted from LR.



NAN HAI 142 as SPRINGBANK (Woody-low).

NAN HAI 145 / HONG QI 145 (1959) 6001-8610 dwt/43-3 T3cy

Built by Pickersgill, Southwick (#257) for Britain S.S. Co. London as CHERTSEY. 1947 sold to Kingsborough Shg Co. Ltd, Glasgow r. KINGSBOROUGH. FREMANTLE, WA. 1951 sold to Graig Shg Co. Ltd, Cardiff r. GRAIGLWYD. 1959 sold to Wallem & Co. Ltd, Hong Kong r. NORDWIND. Same year resold to GMB, Guangzhou r. NAN HAI 145. 1967 r. HONG QI 145. 1992 deleted from LR.



KINGSBOROUGH at Fremantle November 1949, tug UCO alongside (AWM 303492).



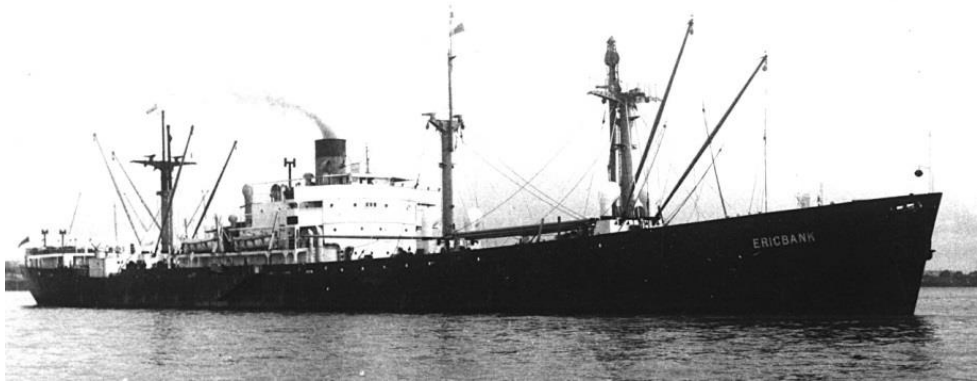
GRAIGLWYD at Vancouver, May 1958 (Walter E Frost/CVA 447-4135).



NAN HAI 145 as NORDWIND for a few months in 1959, at Hamburg prior to transfer to China (Schovfinn/Shipspotting).

NAN HAI 146 (1959) 7500-10,850 dwt/44 'Liberty'-type T3cy

Built by Bethlehem-Fairfield Shipyard, Baltimore for USWSA for bareboat charter to British MOWT (Orient S.N. Co. Ltd, London mgrs) as SAMEVERON. 1947 Trinder, Anderson & Co. mgrs. 4/47 sold to Bank Line Ltd (A. Weir & Sons mgrs.), Glasgow r. ERICBANK. 1959 sold to GMB, Guangzhou r. NAN HAI 146. 1960 under structural refit as a passenger ship at Guangzhou Shipyard, 7/60 Lloyds 100A1 Class withdrawn. After est. of COSCO on 27/4/61, seen at Hong Kong in COSCO colours as ZHONG HUA. 20/9/62 at Guangzhou t/f to Polish Ocean Lines, Gdansk r. IGNACY KRASICKI, sailed by Polish crew to Shanghai where 7/10 t/f to Shanghai Maritime Bureau r. HOPING 54. 1967 r. ZHANDOU 54. 1973 refitted at Shanghai Shipyard. NFI.



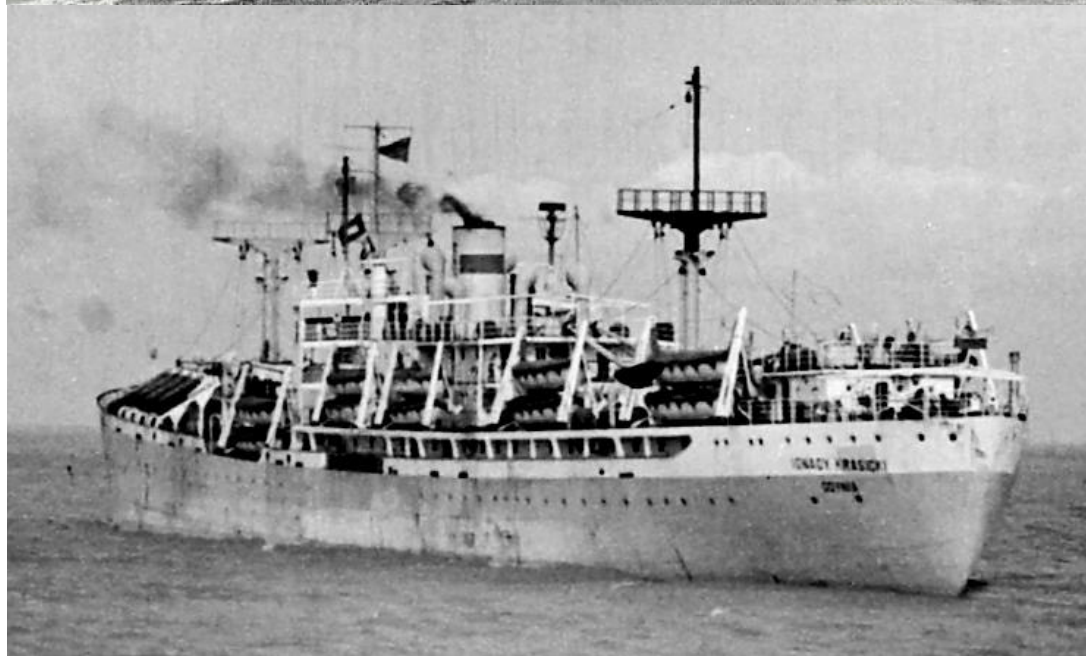
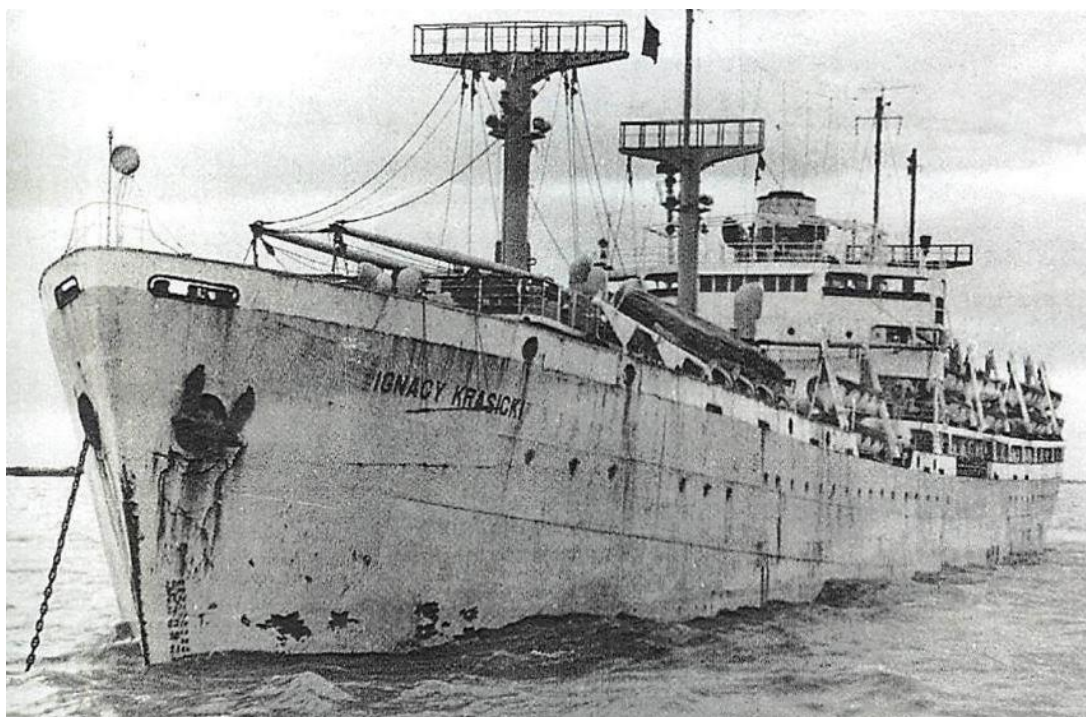
NAN HAI 146 as ERICBANK (Allen Collection).

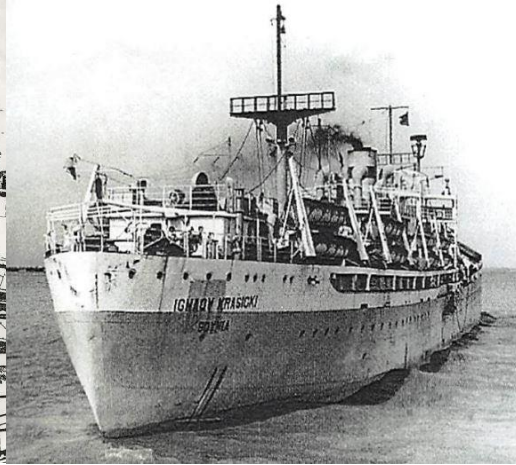
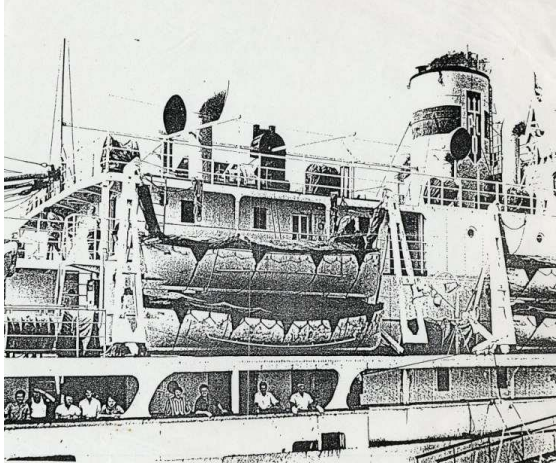


ZHONG HUA at Hong Kong after extensive rebuilding at Guangzhou (Ralph Varns/H. Dick*).



Acclaimed painting by Song Wenzhi of ZHONG HUA under refit at Guangzhou Shipyard in 1960 (sz.gov.cn/en_szgov/aboutsz/whatson/content/post_1348736.html).





Four photos of IGNACY KRASICKI on its sole voyage, in September-October 1962, from Guangzhou to Shanghai (coll. Malcolm Cranfield).



ZHANDOU 54 at the Shanghai Shipyard in 1973 (Harrison Forman, UWM Libraries).

NAN HAI 147 / HONG QI 147 (1959) 7219-10865 dwt 'Liberty'-type T3cy

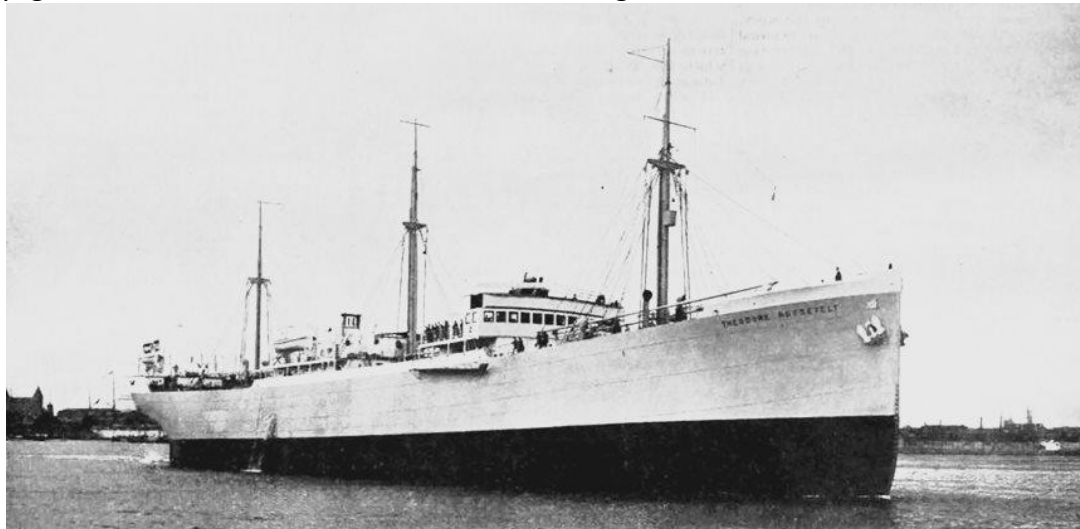
Built by Bethlehem-Fairfield Shipyard, Baltimore (#2309) as SAMNID (launched 15/1/44 by film star Mary Pickford) for USWSA and b/b chartered to MOWT (Blue Star Line mgrs.), London. 28/04/1947 sold Blue Star Line Ltd. for \$135,000, del. 2/07/1947 r. PACIFIC STAR for the north Pacific service. 1951 t/f to Lamport & Holt Line Ltd., Liverpool, r. LALANDE but resold 1951 to S.A. Importazione Carboni e Nav., Savona r. NINFEA. 1959 sold to Chinese Gov't, Guangzhou r. NAN HAI 147. 1967 r. HONG QI 147. Reported b/u China 1980s (deleted from LR 1992).



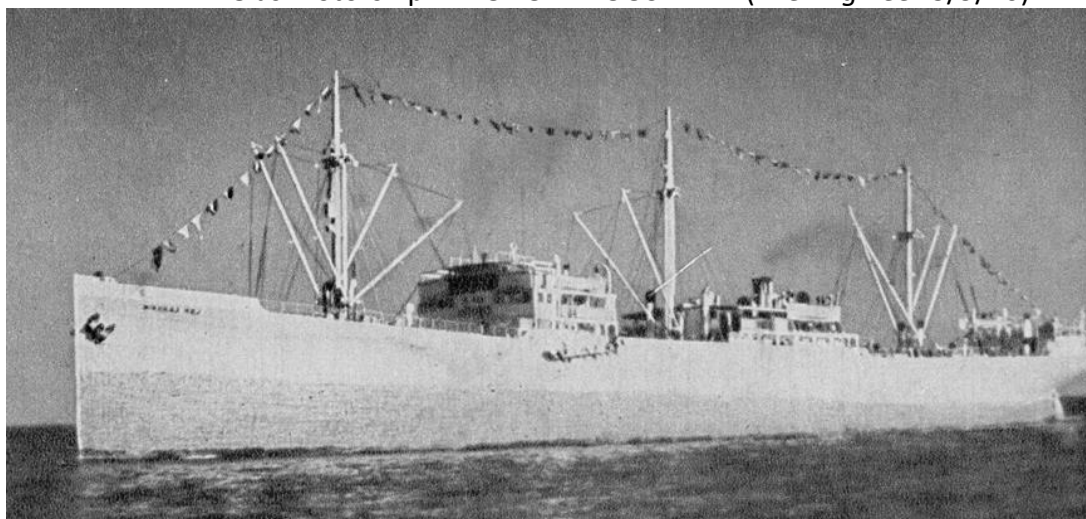
NAN HAI 147 as PACIFIC STAR (coll. Fraser Darrah/bluestarline.org).

NAN HAI 148 (1960) 7116/20-8 motorship

Built by Burmeister & Wain, Copenhagen (#310) for A/S Ganger Rolf, Oslo as THEODORE ROOSEVELT. 1936 sold to Erling H.Samuelsen's Rederi II A/S, Oslo r. HELGOY. 1950 sold to Polish Ocean Lines, Gdynia r. MIKOLAJ REJ for services to South America and Asia (China, India, Pakistan). c.24/4/51 completed five-month voyage to China. 1960 sold to Chinese Gov't, Guangzhou r. NAN HAI 148. 1971 deleted, 'no trace'.



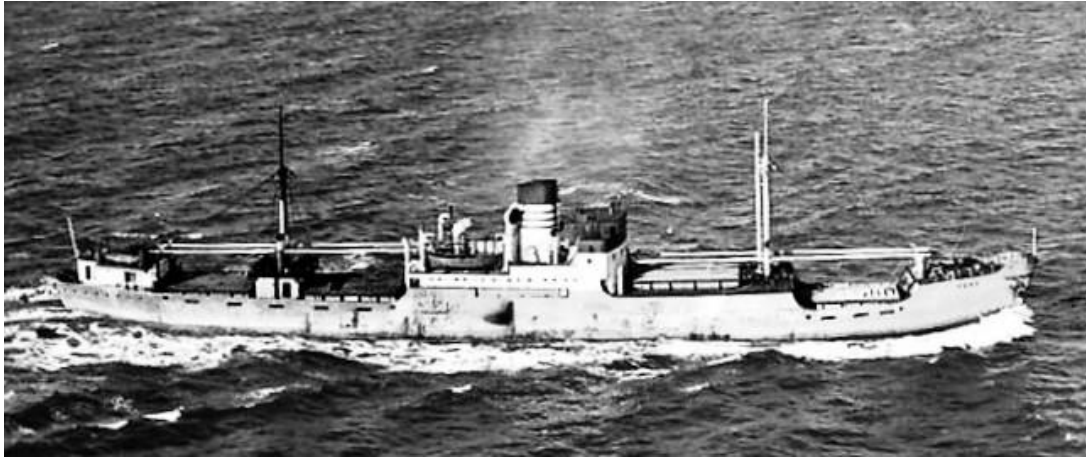
NAN HAI 148 as motorship THEODORE ROOSEVELT (*The Engineer* 3/9/20)



NAN HAI 148 as Polish MIKOLAJ REJ (<https://www.graptolite.net/Facta Nautica/Mikolaj Rej.html>).

NAN HAI 154 / HONG QI 154 (1961) 2459-3590 dwt/50-4 T3cy

Built by Blyth DD & SB Co., Cowpen Quay for Skibs A/S Vilhelm Torkildsens Rederi, Bergen as FANA. 1959 sold to Skips A/S Orion. Oslo r. NEPOS. 1960 sold to Olaf Pedersens Rederi A/S, Oslo r. SUNNY BOY. 1961 sold to GMB r. NAN HAI 154. 1967 r. HONG QI 154. 11/91 deleted, reported possibly broken up 1984-5.



NAN HAI 154 / HONG QI 154 as NEPOS (ehellesskip.com/skipshistorie.net/Oslo/OSL456BruusgaardBodtkerNaess/Tekster/OSL45619590100000%20NEPOS.htm).

Fourth Group 1965-71 (new ships for intra-Guangdong routes plus three inter-Provincial)

NAN HAI 151 / HONG QI 151 (1965) 3090-4429 dwt/65-10 motorship

Built by Galati S.N., Galati (#539) for GMB as NAN HAI 151. 1967 r. HONG QI 151. 21/4/92 sunk in collision off Shantou with Haixing of Shantou Shg. Co. on voyage Fancheng-Shanghai with 3789.6 tons of white sugar in 75,792 packs [<https://byt.xiebao18.com/datum/show-6744.html?msclid=b865a6f0c6ca11ec85cc4b09f65d0c97>]. Evidently raised and repaired as 1993 t/f to Zhenxing Shg Co. Ltd, Guangzhou. 20/9/10 deleted as existence in doubt.



HONG QI 151 at Qinhuangdao, April 20 1991, name impressive in red lettering (Markus Berger).



HONG QI 151 at Shanghai (Chris Mackie).

NAN HAI 152 / HONG QI 152 (1966) 3090-4429 dwt /68 motorship

Built by Galati S.N., Galati (#562) for GMB. 1993 sold to Guangzhou Hailong Shg Co., Guangzhou. 1995 sold to Chiu Yang Shg Corp., Belize City r. FU YANG. 5/9/11 deleted, existence in doubt.

NAN HAI 153 / HONG QI 153 (1966) 3090-4429 dwt /68 motorship

Built by Galati S.N., Galati (#563) for GMB as NANN HAI 153. 1967 r. HONG QI 153. 5/1/69 arrived via Haiphong off Yudao, Nghe An Province, North Vietnam to unload rice. 1993 sold to Hengda Shg Co., Guangzhou. 27/9/10 deleted 'existence in doubt'.

HONG QI 137 (1967) 7968-9140 dwt/55 motorship

Built by Vickers-Armstrong, High Walker (#147) for Ocean SS Co. Ltd, Liverpool as DEMDOCUS. 1970 t/f to Glen Line Ltd, Liverpool r. GLENROY. 1972 t/f to Ocean SS Co. Ltd, Liverpool r. DEMDOCUS. 1973 sold to Nan Yang Shg Co., Mogadishu r. HUNGZIA. 1976 t/f to Dawn Maritime Corp. S.A., Panama. 1979 t/f o GMB r. HONG QI 137. 2/82 reported broken up in China.



HONG QI 137 as HUNGZIA in the Straits of Malacca (Peter Foxley).



HUNGZIA flying the Panamanian flag at Hong Kong with a black hull, May 1977 (Karsten Petersen).

HONG QI 150 (1968) 3090-4000 dwt/68 motorship

Built by Galati S.N., Galati (#569) for GMB. 1991 t/f to Hainan Haisheng Shg Co. Ltd, Haikou. 20/12/11 deleted, existence in doubt.



HONG QI 150 (https://gimg2.baidu.com/image_search).



HONG QI 150 at Guangzhou (Wolfgang Fricke).

HONG QI 081 (1969) 875-1114 dwt/69 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 1989 sold to Beihai Marine Tptn Co., Beihai r. GUI HAI 081. 6/3/12 deleted, existence in doubt.

HONG QI 082 (1969) 874-1202 dwt/69 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 1992 sold to Fujian Hulan Anda Sg Co., Quanzhou r. AN DA 125. 18/6/12 deleted, existence in doubt.

HONG QI 083 (1969) 875-1202 dwt/69 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 1972 sold to Bangladesh Inland Water Tpt Corp, Chittagong r. TITAS. NFI.

HONG QI 084 (1969) 875-1202 dwt/69 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 1972 sold to Bangladesh Inland Water Tpt Corp, Chittagong r. TURAG. 16/2/12 deleted, 'existence in doubt'.



HONG QI 084 was one of a Guangzhou-built class thought to comprise 14 sisters (Mike Lennon).

HONG QI 085 (1969) 874-1202 dwt/69 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. Built for GMB. 1972 sold to Bangladesh Inland Water Tpt Corp, Chittagong r. ATRAI. 16/2/12 deleted 'existence in doubt'.

HONG QI 086 (1969) 851-1202 dwt/69 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 1989 sold to Beihai Marine Tptn Co., CHN Beihai r. GUI HAI 086. 1999 t/f to Beihai Guihai Shg Co. Ltd, Beihai. 30/5/12 deleted 'existence in doubt'.

HONG QI 096 (1969) 875-1202 dwt/69 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 1994 t/f to Guangzhou Maritime Tpt (Group) Co., Guangzhou. 16/2/12 deleted, 'existence in doubt'.

HONG QI 139 (1969) 6815-9270 dwt/48-5 motorship

Built by W. Doxford & Sons, Pallion #747 for Charente S.S. Co. Ltd, Liverpool as INTERPRETER. 1967 sold to Polina Armadora S.A., Piraeus r. TAXIARCHIS MICHAEL. 12/12/69 arrived at Whampoa for demolition but recommissioned by GMB as HONG QI 139. NFI.



Only known photograph of HONG QI 139 ex INTERPRETER
<https://www.shipsnostalgia.com/media/unknown-hong-qi-139.124636>

HONG QI 160 (1969) 3247-4500 dwt/68 motorship

Built by Galati S.N., Galati for Romanian Gov't as ILIA. 1969 sold to GMB r. HONG QI 160. 9/1/12 deleted, existence in doubt.



Above2: HONG QI 160 at Hainan February 1997, decorated for Chinese New Year (Gerald Sorger).

HONG QI 191 (1969) 1831-2235 dwt/69 motorship 'Sopot' Class

Built by Ivan Dimitrov, Rousse (#6) for Nav. Maritime Bulgare, Varna as MELNIK, same year sold to GMB r. HONG QI 191. 14/6/12 deleted, existence in doubt.



Sister ship KALOFR (coll. Anders Thoren).

HONG QI 192 (1969) 1831-2235 dwt/69 motorship 'Sopot' Class

Built by Ivan Dimitrov, Rousse (#8) for Nav. Maritime Bulgare, Varna as RAZLOG, same year sold to GMB r. HONG QI 192. 14/6/12 deleted, existence in doubt.



Sister ship TROJAN (coll. Anders Thoren).

HONG QI 088 (1970) 871-1202 dwt/70 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 1991 sold to Anhui Wanjiang Shg Co., Nanjing r. 91 TIE SHAN. 2003 r. SEN YANG. NFI.

HONG QI 089 (1970) 871-1202 dwt/70 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 18/6/12 deleted, existence in doubt.

HONG QI 091 (1970) 866-1202 dwt/70 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 1991 sold to Guijiang Sg Co., Beihai r. GUI HAI 091. 1997 sold to Beihai Guihai Shg Co. Ltd, Beihai. 30/5/12 deleted, existence in doubt.

HONG QI 092 (1970) 866-1202 dwt/70 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 1991 sold to Guijiang Sg Co., Beihai r. GUI HAI 092. 1997 sold to Beihai Guihai Shg Co. Ltd, Beihai. 30/5/12 deleted, existence in doubt.

HONG QI 093 (1970) 871-1202 dwt/70 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 22/2/12 deleted, existence in doubt.

HONG QI 094 (1970) 871-1202 dwt/70 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 22/2/12 deleted, existence in doubt.

HONG QI 095 (1970) 871-1202 dwt/70 motorship

Built by Guangzhou Shipyard, Guangzhou for GMB. 22/2/12 deleted, existence in doubt.

HONG QI 149 (1970) 6160-8656 dwt/40-7 'C2' type motorship

Built by Tampa S.B. Corp., Tampa (#33) for U.S. Gov't, New York as SEA WITCH. 1947 sold to Rederi A/B Pulp, Stockholm r. AXEL SALEN. 1951 sold to Hagbard Dannel A/B, Stockholm r. BASTASEN. 1951 sold to Polish Ocean Lines, Gdynia r. WARSZAWA. 1963 sold to GMB, probably for charter to COSCO, r. LAODONG. 1970 r. HONG QI 149. 1992 deleted.



HONG QI 149 as LAODONG in the Straits of Malacca (Peter Foxley).

HONG QI 161 (1970) 3182-4795 dwt/70 motorship

Built by Galati S.N., Galati for GMB. 19/9/11 deleted, existence in doubt.



HONG QI 161 at Hong Kong (Mike Lennon).

HONG QI 110 (1971) 7379-9541 dwt/71 motorship

Built by Georgi Dimitrov, Varna for GMB. 3/10/11 deleted, existence in doubt.

HONG QI 162 (1971) 3247-4500 dwt/71 motorship

Built by Galati S.N., Galati (#599) for GMB. 1989 sold to Guangzhou Hailong Shg Co., Guangzhou. 16/12/11 deleted, existence in doubt.

Fifth Acquisition Group 1975-85 (coastal routes and international bulk voyages)

HONG QI 101 (1975) 11527-17000 dwt/51 motor bulk carrier

Built by Odense Staalskibs., Odense (#115) for A/S D/S Svendborg & D/S af 1912 A/S, Copenhagen as tanker ELISABETH MAERSK (10623-16930 dwt). 1962 conv. to bulk carrier. 1968 t/f to Brigantine Tpt Corp, Monrovia r. JOSEPHINE. 1969 sold to Southern Sg & Enterprises Co. Ltd, Hong Kong r. WHITE LILY. 1972 t/f to Yick Fung Shg & Enterprises Co. Ltd, Mogadishu. 1975 t/f to GMB, r. HONG QI 101. Reported broken up in China 11/81.



HONG QI 101's ill-fated identical sister JADE LILY ex EBBA MAERSK
(<https://www.shipsnostalgia.com/media/jade-lily.53134/>).

HONG QI 102 (1975) 9013-10322 dwt/50 motorship

Built by Naka Nippon Jukogyo K.K., Kobe (#828) for Det Ostasiatiske Kompagni, Copenhagen as PANAMA. 1972 sold to Yick Fung Shg & Enterprises Co Ltd, Mogadishu r. CELEBES SEA. 1975 t/f to GMB, r. HONG QI 102. Reported later with a different Chinese name and the number 14. 1986 reported broken up in China.



HONG QI 102 as Yick Fung's CELEBES SEA (Peter Foxley).

HONG QI 103 (1975) 8504-11830 dwt/58 motorship

Built by Flensburger, Flensburg (#572) for Detjen Schiffahrt K.G., Hamburg as INDUS. 1968 r. ARYA INDUS. 1970 r. INDUS. 1972 sold to Yick Fung Shg & Enterprises Co. Ltd, Mogadishu r. BLACK SEA. 1975 t/f to GMB r. HONG QI 103. 2002 deleted.



HONG QI 103 as BLACK SEA (Peter Foxley).



HONG QI 103 at Whampoa, October 1991 (Markus Berger).

HONG QI 105 (1975) 10577-14675 dwt/53 motor bulk carrier

Built by Kockums M.V., Malmo (#362) for Rederi A/B Clipper, Malmo as tanker OCEAN CLIPPER) 19882-15810 dwt). 1960 sold to Banner Shg Co. Ltd, London r. BANNERVILLE. 1961 conv. to bulk carrier. 1970 sold to Seven Isles Shg Corp., Piraeus r. CALYPSO. 1972 sold to Yick Fung Shg & Enterprises Co. Ltd, Mogadishu r. NEW NORTH SEA. 1975 t/f to GMB r. HONG QI 105. RLR 1991-2.



HONG QI 105 as BANNERVILLE, at Vancouver (Walter E. Frost).

HONG QI 106 (1975) 10061-15220/75-11 motorship

Built by Flender, Lubeck-Siems (#483) for Schulte & Bruns K.G., Emden as HENRIETTE WILHELMINE SCHULTE. 1973 sold to Yick Fung Shg & Enterprises Co. Ltd, Mogadishu r. IRISH SEA. 1975 t/f to GMB r. HONG QI 106. 1993 deleted.



HONG QI 106 off Shanghai in 1982-3 (Chris Mackey).

HONG QI 107 (1975) 7004-9158 dwt 2xsteam turbines

Built by Wm. Hamilton & Co., Glen, Glasgow (#521) for Cunard S.S. Co. Ltd Liverpool as ANDANIA. 1969 r. MACHARDA 1971 sold to Soja Shg (Liberia) Inc., Panama r. HUMI MAHIS. 1973 sold to Ocean Tramping Co. Ltd, Mogadishu r. YUNGJIAN. 1975 t/f to GMB r. HONG QI 107. 1986 broken up in China.



HONG QI 107 in 1969-71 as MACHARDA (shipnostalgia).

HONG QI 108 (1975) 7004-9180 dwt 2xsteam turbines

Built by Wm. Hamilton & Co., Glen, Glasgow (#522) for Cunard S.S. Co. Ltd Liverpool as ALAUNIA. 1969 r. MALANCHA 1971 sold to Soja Shg (Liberia) Inc., Panama r. HUMI NASITA. 1973 sold to Ocean Tramping Co. Ltd, Mogadishu r. YUNGMING. 1975 t/f to GMB r. HONG QI 108. 1993 deleted.



HONG QI 108 as ALAUNIA (kevindavies.co.uk).



HONG QI 108 as HUMI NASITA (Peter Foxley).



HONG QI 108 at Shanghai in August 1984 (Donald Anderson).

HONG QI 126 (1975) 6904-9972 dwt/54-9 motorship

Built by Weser, Bremen (#1287) for Deutsche Dampfs Ges "Hansa", Bremen as GUTENFELS. 1968 sold to COSCO, Guangzhou r. JI LIN. 1975 r. HONG QI 126 by GMB. 1993 deleted.



HONG QI 126 as GUTENFELS, at Philadelphia (DDG Hansa@shipspotting).

HONG QI 163 (c.1975) (5024-6117 dwt [Akaiwa says 4707-7240 dwt]/57-59Uniflow steam engine, 5cy (Hudong) 2400 hp 11k

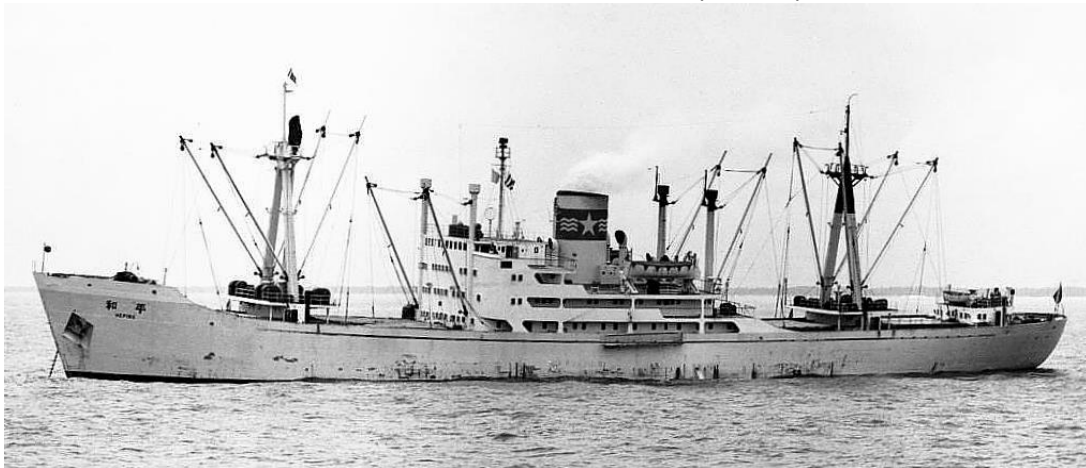
Built by Dalian D.Y., Dalian for Shanghai Maritime Bureau, Shanghai as HOPING 25. 1961 t/f to COSCO, Guangzhou r. HEPING. 1962 sailed to Guinea with aid materials as the first voyage outside Asia by a PRC ship [Muller]. 1965 reported voyaging to North Vietnam. Ca.1975 t/f to GMB r. HONG QI 163. 1993 RLR [Miramar]. [*LR early 1960s rep. HOPING 25 as 3000/58. Later and evidently in error reported HOPING 25 (bis) as a 1959 build that became ZHANDOU 25.*]



The new HOPING 25 at Dalian (Xinhua*).



HOPING 25, later HONG QI 163 (Xinhua).

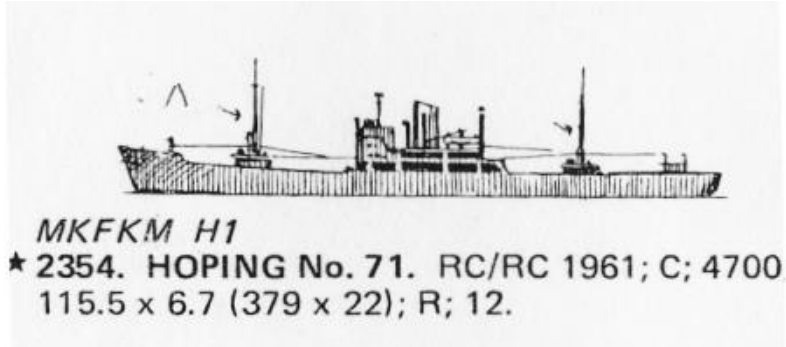


The former HOPING 25 in COSCO colours as HEPING (Dr George Wilson/Alan Lee).



HONG QI 163 (https://www.sohu.com/a/330430972_796569).

HONG QI 164 (c.1975) (4711-6800 dwt/61) 'Canadian Pacific' steam engine 2500 hp 12 k.
 Built by Dalian D.Y., Dalian for Shanghai Maritime Bureau, Shanghai as HOPING 71. 1964 t/f to COSCO, Shanghai r. LIAO YUAN. 18/6/64 commenced regular sailings from Shanghai to Japanese ports. Still as such 5/71, but reported subsequently t/f to GMB r. HONG QI 164. May have borne the name ZHANDOU 71 in the interim. 11/80 sailing for SMB as ZHANDOU 25. Still existing 1982 but NFI.



HOPING 71. The Talbot-Booth drawing indicates one deck less of superstructure and bipod masts.



Believed to be ex HOPING 71, COSCO's LIAO YUAN at Yokohama 1 May 1971 (Michio Yamada*).



ZHANDOU 25 bis in 1979 (Markus Berger).

HONG QI 112 (1976) 11903-17270 dwt/57 motor bulk carrier

Built by A.G. Weser, Bremen (#1313) for Unterweser Reederei A.G., Bremen as PRAUNHEIM. 1972 sold to Yick Fung Shg & Enterprises Co. Ltd, Mogadishu r. RED SEA. 1976 sold to Banda Shg Inc., Panama r. NEW RED SEA. 1976 sold to GMB r. HONG QI 112. 1993 deleted.



HONG QI 112 as PRAUNHEIM (<https://www.buesummaritim.de/nostalgie68.html>).

HONG QI 113 (1976) 10519-15650 dwt/58 motor bulk carrier

Built by for P/R August Leonhardt, Hamburg as AUGUST LEONHARDT. 1972 sold to Yick Fung Shg & Enterprises Co Ltd., Mogadishu r. CASPIAN SEA. 1976 t/f to GMB r. HONG QI 113. 22/10/92 reported arrived for demolition.



HONG QI 113 as AUGUST LEONHARDT (www.akpool.de/ansichtskarten/2869004/).

HONG QI 117 (1976) 11568-17250/50 dwt motor bulk carrier

Built by Odense Staalskibs., Odense (#110) for A/S D/S Svendborg & D/S af 1912 A/S, Copenhagen as tanker METTE MAERSK 10508-17527 dwt). 1962 conv. to bulk carrier. 1968 t/f to Brigantine Tpt Corp., Monrovia r. ELPHINE. 1969 sold to Southern Sg & Enterprises Co. Ltd., Hong Kong r. SNOW LILY. 1976 t/f to GMB r. HONG QI 117. 11/91 deleted, broken up in China, date uncertain.



HONG QI 117 as ELPHINE, at Port Huron (frtrfred@Shipspotting).

HONG QI 120 (1976) 6229-10290 dwt/56motorship

Built by Jan Smit, Alblasterdam (#558) for Stoomvaart Mij. "Oostzee", Amsterdam as WITMARSUM. 1972 sold to Ocean Tramping Co. Ltd, Mogadishu r. MINFUNG. 1976 t/f to CMB r. HONG QI 120. 1977 sold to owners in Nanjing r. XUANWU. 12/6/81 photographed at Hong Kong but subsequently broken up in China.



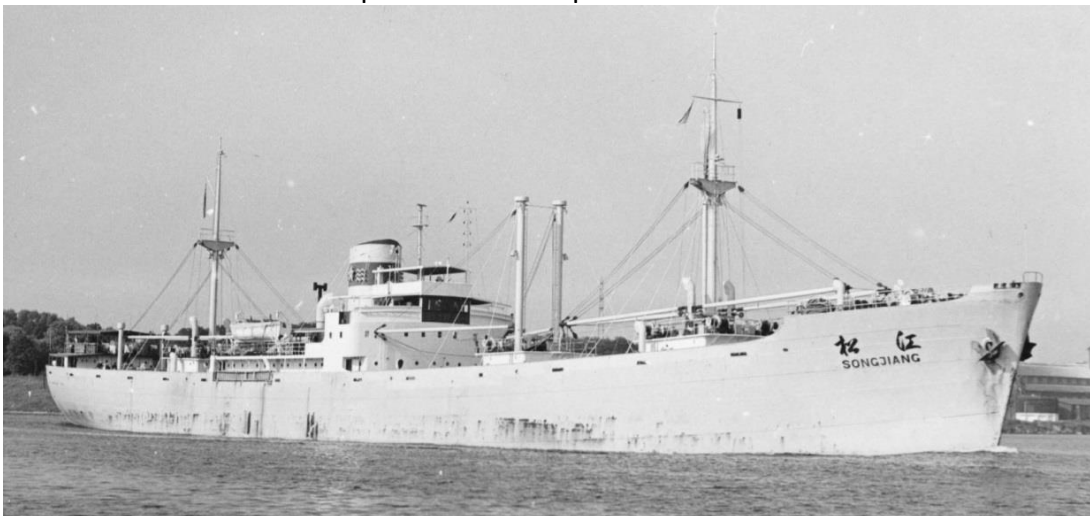
HONG QI 120 as WITMARSUM exiting the Kiel Canal locks at Brunsbüttel eastbound for Malmö, June 1969 (<https://www.shipsnostalgia.com/media/witmarsum.471534/>)



XUAN WU ex HONG QI 120 at Hong Kong (Chris Mackey).

HONG QI 135 (1976) 4984-8920 dwt/44-5 motorship

Built by Burmeister & Wain, Copenhagen (#671) for A/S D/S Dannebrog, Copenhagen as DANSBORG. 1951 sold to Polish Ocean Lines, Gdynia r. POKOJ. 1966 sold to GMB for operation by COSCO, r. SONG JIANG. 1976 r. HONG QI 135. 1991 reported broken up in China.



GMB's SONG JIANG was renamed HONG QI 135 in 1976 (Ian G.B. Lovie).

HONG QI 1018 (1976) 2688-3237 dwt/76 motorship

Built by Guangzhou Wenchong, Guangzhou for GMB. 1989 r. 1018. 1994 sold to Rizhao Great Ocean Shg Co., r. FU LAI SHAN. 1999 sold to Shandong Province International Marine Shg Co., Qingdao r. ZHEN ZHU QUAN. 25/1/12 deleted, existence in doubt.



ZHEN ZHU QUAN ex HONG QI 1018 at Longkou, May 2010 (Alex Matevko).

HONG QI 115 (1977) 8917-12701 dwt/57 motorship

Built by Taranto C.N., Taranto (#155) for Aurora Shg Corp., Monrovia as MARY SOPHIA. 1961 sold to Cie Maritime des Chargeurs Reunis, Dunkirk r. NAUSICAA. 1972 sold to Ocean Tramping Co. Ltd, Mogadishu r. FEIHANG. 1977 t/f to GMB r. HONG QI 115. 1993 deleted.



HONG QI 115 at Dunkirk as NAUSICAA (J. Robert Bowman/digitalmuseum.org).

HONG QI 116 (1977) 8757-12900 dwt/57 motorship

Built by Taranto C.N., Taranto (#152) for Aurora Shg Corp., Monrovia as CALLIOPE. 1961 sold to Cie Maritime des Chargeurs Reunis, Dunkirk r. NARA. 1972 sold to Ocean Tramping Co. Ltd, Mogadishu r. FEITA. 1977 t/f to GMB r. HONG QI 116. 13/7/10 deleted, existence in doubt.



HONG QI 116 at Whampoa August 1988 (Brian Fisher/Shipspotting).

HONG QI 118 (1977) 8708-12326 dwt/58 motorship

Built by Riuniti, Palermo (#216) for Industriale Marittima Sicula SpA., Palermo as SUNETNA. 1964 sold to Hemisphere Shg Co. Ltd, London r. JOLLITY. 1977 t/f to GMB, r. HONG QI 118. 1993 deleted.



HONG QI 118 as SUNETNA, 7/61 off Penarth (Des Harris/Malcolm Cranfield).

HONG QI 119 (1977) 7661-9150 dwt/56-1 motorship

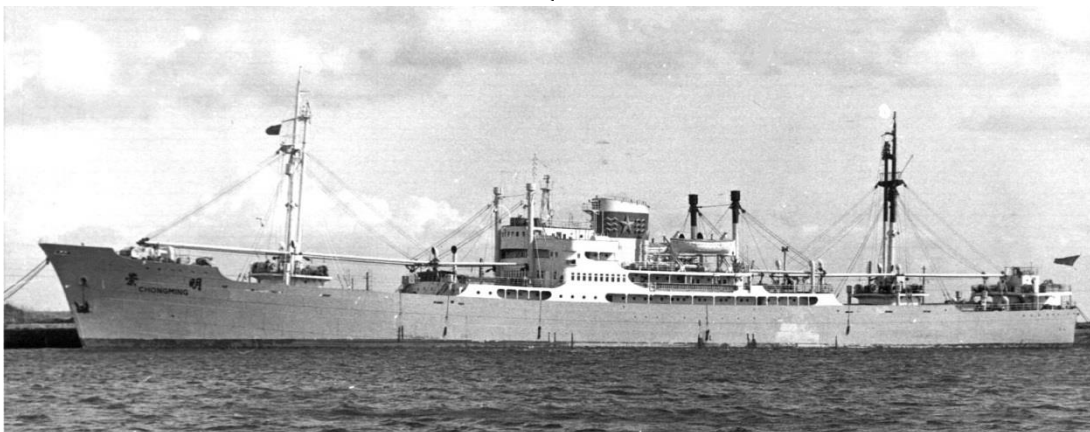
Built by Harland & Wolff, Belfast for Ocean SS Co. Ltd, Liverpool as DOLIUS. 1970 t/f Glen Line Ltd, Liverpool r. GLENFRUIN. 1972 reverted to Ocean SS Co. Ltd, Liverpool as DOLIUS. 1972 sold to Ocean Tramping Co Ltd, Mogadishu r. HUNGMIEN. 1974 t/f to United Freighter Corp (Panama) S.A., same name. 1977 t/f to Chinese Gov't, Guangzhou r. HONG QI 119. 1983 t/f to SMB, Shanghai r. ZHANDOU 51. 11/91 RLR.



ZHANDOU 51 ex HONG QI 119 in Yangtse delta, three pairs of kingposts removed (Donald Anderson).

HONG QI 144 (1977) 8396/9596 dwt/42-1 motorship

Built by Ansaldo, Sestri Ponente (#324) for "Garibaldi" S.A. Cooperativa di Nav., Genoa as LUCIANO MANARA. 1944-48 out of service, 1948 fitted with passenger accommodation. 1953 reconverted to cargo ship, r. GIUSEPPE CANEPA. 1955 sold to Polish Ocean Lines, Gdynia r. MALGORZATA FORNALSKA. 1965 sold to GMB r. CHONG MING. 1977 r. HONG QI 144. 1991 r. HANG XIU 2. 1992 deleted.



HONG QI 144 as CHONG MING (Ian Lovie).



HANG XIU 2 minus lifeboats and with new hull openings, anchored in the Pearl River near Guangzhou in October 1991, probably in use as a stationary hold cleaning vessel (Markus Berger).

HONG QI 121 (1978) 12075-19067 dwt/78 motor bulk carrier
Built by Jiangnan, Shanghai for GMB. 2/1/11 lost.





Above 2: HONG QI 121 at Southampton, April 1986 (Brian Fisher).



HONG QI 121 in new COSCO colours (Internet)

HONG QI 122 (1978) 12075-19067 dwt/78 motor bulk carrier

Built by Jiangnan, Shanghai for GMB. 2007 r. JIN PAN LING. 28/4/11 arrived for breaking in China.

HONG QI 123 (1978) 12110-19067 dwt/78 motor bulk carrier

Built by Jiangnan, Shanghai for GMB. 1985 reg. for Silver Shan Nav. Inc., Monrovia r. SILVER SONG. 2000 reverted to GMB as HONG QI 123. 28/11/11 arrived for breaking in China.



HONG QI 123 (G. Fiebiger).



HONG QI 123 (Internet).

HONG QI 131 (1978) 8619-12350 dwt/58-11 motorship

Built by Gray, West Hartlepool (#1293) for Stephenson Clarke Ltd, London as CLEVELAND. 1964 sold to Yick Fung Sg & Enterprises Co. Ltd, Mogadishu r. VENICE. 1976 t/f to Panamanian flag. 1978 t/f to China Ocean Shg Co., Guangzhou r. HONG QI 131. 1993 t/f to Zhenxing Shg Co Ltd, Guangzhou. 2002 deleted.



VENICE at Marseilles on delivery voyage, April 1972 (coll. Malcolm Cranfield).



HONG QI 131 at Shanghai, 1982-3 (Chris Mackey). Deck beneath bridge now fully enclosed.

HONG QI 120 bis (1979) 12110-18886 dwt/79-7 Jiangnan, Shanghai motor bulk carrier
Built by Gray, West Hartlepool (#1293) for GMB. 29/12/11 arrived for breaking at Wuhu by Digang Dili Material Recycling.



HONG QI 120 bis, Shanghai April 1987 (Markus Berger).



HONG QI 120 bis, cargo gear removed (coll. Markus Berger).

HONG QI 124 (1979) 12110-19067 dwt/79-7 motor bulk carrier
Built by Jiangnan, Shanghai for GMB. 28/12/11 arrived for breaking at Wuhu by Digang Dili Material Recycling.



HONG QI 124 at Guangzhou in October 1991 (coll. Markus Berger).



HONG QI 124 (Jochen Wegener)



HONG QI 124 (coll. Markus Berger).



HONG QI 124 off Shanghai without derricks (AAA@shipspotting).

HONG QI 125 (1979) 12110-18886 dwt/79-7 motor bulk carrier
Built by Jiangnan, Shanghai for GMB. 14/6/11 deleted, 'existence in doubt'.

HONG QI 130 (1979) 6110/55-5 T3cy
Built by J. Readhead & Sons Ltd, South Shields for Diamante Soc de Transportes SA, Piraeus as DIAMANTIS PATERAS. 1957 r. KYVERNITIS. 1959 sold to SMB r. HOPING 54. 31/8/62 at Shanghai t/f to Polish Ocean Lines, Gdansk r. WINCENTY KABLUBEK, sailed by Polish crew to Guangzhou where 19/9 t/f to COSCO r. XING HUO. 1979 r. HONG QI 130. RLR 1992.



HONG QI 130 as DIAMANTIS PATERAS (Greek Shipping Miracle).



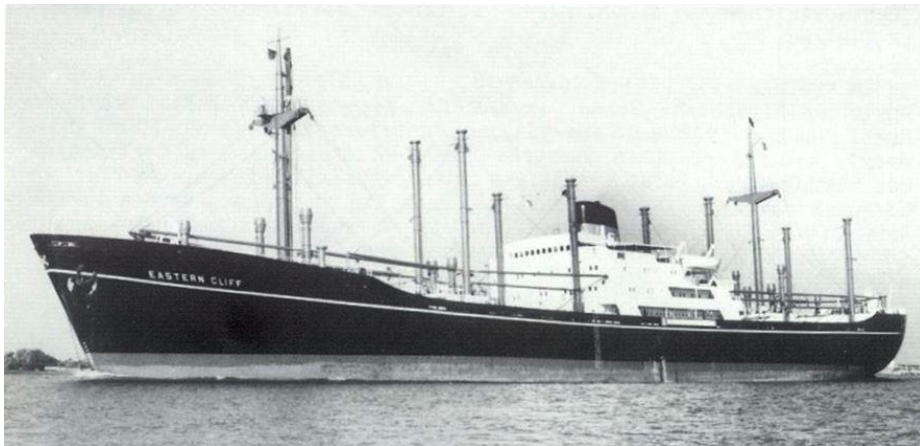
XING HUO later HONG QI 130 with bridge structure built up (Internet).



XING HUO later HONG QI 130 at Rotterdam, 21 June 1970. Superstructure front enclosed for extra accommodation (Malcolm Cranfield).

HONG QI 134 (1979) 9194/56 motorship

Built by Deutsche Werft A.G., Hamburg (#704) for Leif Hoegh & Co. A/S, Oslo as HOEGH CLIFF. 6/67 sold to ICSNC r. EASTERN CLIFF. 1969 t/f to Dominion Far East Line (HK) Ltd. 1972 sold to Ocean Tramping Co. Ltd, Hong Kong r. BIHUA. 1979 t/f to People's Republic of China (GMB, South Shameen), Guangzhou r. HONG QI 134. 1991 sighted handling cargo at Guangzhou. 1994 listed for Guangzhou Maritime Transport (Group) Co., Guangzhou. End-2007 removed from Equasis database as no longer existing.



EASTERN CLIFF at Port Adelaide, June 1968 (Jim Freeman/NAA*).



HONG QI 134 at Singapore (coll. Malcolm Cranfield).



HONG QI 134 on the Chao Phaya River, Bangkok about 1990 (shipsunderway.co.uk).



HONG QI 134 at Qingdao about 1990, six hatches clearly visible (Jakob Kaufmann).

HONG QI 165 (1979) 2950-4435 dwt/57-7 motorship

Built by Finnboda Varf., Stockholm (#367) for Stockholms Rederi A/B Svea Stockholm as SVENSKSUND. 1973 sold to Ocean Tramping Co. Ltd, Mogadishu r. BAODI. 1976 t/f to Highseas Nav. Corp. S.A., Panama. 1979 t/f to GMB r. HONG QI 165. 1993 deleted.



HONG QI 165 as Ocean Tramping's BAODI, at Yokohama, September 1975 (SK*)

HONG QI 167 (1979) 2613-3788 dwt/79 motorship

Built by Guangzhou Huangpu, Guangzhou for GMB. 1998 sold to Heilongjiang Marine Shg Co., Guangzhou r. HUIKAI. NFI

HONG QI 132 (1980) 8924-12873 dwt/57-3 motorship

Built by Breda, Marghera (#202) for Marittima Napoletana Soc. di Nav., Naples as ALBATROS. 1964 sold to Hemisphere Shg Co. Ltd, London r. NEBULA. 1976 t/f to Nan Yang Shg Co., Mogadishu r. NEBULAE. 1980 t/f to GMB r. HONG QI 132. 1992 deleted.



ALBATROS departing from Port Adelaide in 1963 (Chris Finney).



HONG QI 132 subsequently in the Straits of Malacca as NEBULA (Peter Foxley).

HONG QI 138 (1980) 9460-13615 dwt/57 motorship

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



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



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

HONG QI 168 (1980) 2613-3692 dwt/80 motorship
 Built by Guangzhou Huangpu, Guangzhou for GMB. 1996 sold to Yantai International Marine Shg Co.,
 Qingdao r. LU HAI 602. NFI.

HONG QI 169 (1980) 2613-3692 dwt/80 motorship
 Built by Guangzhou Huangpu, Guangzhou for GMB. NFI.

HONG QI 185 (1980) 3679-4887 dwt/80-5 motorship

Built by Brodosplit, Split (#298) for GMB. 1988 t/f to Silver Sea Nav. Inc., Monrovia r. SILVER HUA. 1997 reverted to GMB r. HONG QI 185. 1/1/13 deleted 'existence in doubt'.



HONG QI 185 at Shanghai (Markus Berger).

HONG QI 186 (1980) 3679-4887 dwt/80-8 motorship

Built by Brodosplit, Split (#299) for GMB. 1/1/13 deleted 'existence in doubt'.



HONG QI 186 at Shanghai, April 1987 (simonwp@shipspotting.com).



HONG QI 186 anchored in Ha Long Bay, 1996 (Peter Melissen).

HONG QI 187 (1980) 3679-4887 dwt/80-1 motorship

Built by Brodosplit, Split (#300) for GMB. 2001 r. XIANG DONG for COSCO Shg Dev. Co., Guangzhou.
1/1/13 deleted, 'existence in doubt'.

HONG QI 188 (1980) 3679-4887 dwt/80-10 motorship

Built by for GMB. 2/12 deleted 'existence in doubt'.

HONG QI 189 (1980) 3679-4887 dwt/80-12 motorship

Built by Brodosplit, Split (#302) for GMB. 1999 r. XIANG CHUN. 2/12 reported broken up.



HONG QI 189 at Singapore, November 1984 (Pieter Inpijn).

HONG QI 200 (1980) 12110-18886 dwt/80-7 motor bulk carrier

Built by Jiangnan, Shanghai for GMB. Still existing 2006. NFI.



HONG QI 200 at Southampton, March 1986 (Brian Fisher).



HONG QI 200 minus cargo gear at Shanghai, August 2006 (Michael Neidig).

HONG QI 201 (1980) 12110-18886 dwt/80-1 motor bulk carrier
 Built by Jiangnan, Shanghai for GMB. 12/9/12 arrived Xinhui for demolition by Jiangmen Yinhu Ship Breakers Co.



HONG QI 201 at Shanghai 1982-3. Six sisters also operated as HONG QIs (Chris Mackey).



HONG QI 201 at Hong Kong, February 1984 (Donald Anderson).



In Suez Canal, March 1989 (Malcolm Cranfield).



HONG QI 201, cargo gear removed (Vladimir Knyaz).

HONG QI 202 (1980) 12110-18886 dwt/80 motor bulk carrier
Built by Jiangnan, Shanghai for GMB. 30/5/12 arrived for demolition.

HONG QI 203 (1980) 12110-18886 dwt/80-7 motor bulk carrier
Built by Jiangnan, Shanghai for GMB. 29/5/12 arrived for demolition.



HONG QI 203 (Kongfz.com).



HONG QI 203 minus cargo gear (coll. Markus Berger).

HONG QI 301 (1980) 11396-15900 dwt/58-6 motor bulk carrier

Built by Blohm & Voss, Steinwerder (#800) for N.V. Van Nievelt, Goudriaan & Co's Stoomvaart Mij., Rotterdam as ASMIDISKE. 1973 sold to Yick Fung Shg & Enterprises Co. Ltd, Mogadishu, later Panama r. SALTON SEA. 1980 sold to GMB r. HONG QI 301. 16/8/10 deleted 'existence in doubt'.



HONG QI 301as SALTON SEA at Vancouver, May 1974 (Paul Willie).

HONG QI 302 (1980) 15543-22600 dwt/61-10 motor bulk carrier

Built by Lithgows Ltd., Port Glasgow for I/S m.s. Mylla, Oslo as MYLLA. 1965 sold to I/S Sunmalka, Oslo r. SUNMALKA. 1970 sold to Siculo Ligure Cia Armatoriale Siciliana S.p.A., Palermo, later "Siculo Sarda" Cia Armatoriale Siculo S.p.A., Palermo r. SUNPRINCE. 1974 sold to Yick Fung Sg & Enterprises Co. Ltd, Mogadishu, later Panama r. BEAUFORT SEA. 1980 t/f to GMB r. HONG QI 302. 2003 deleted.



HONG QI 302 (Malcolm Dippy).

HONG QI 303 (1980) 16528-26814 dwt/63-3 motor bulk carrier

Built by Thompson, J.L., North Sands (#703) for A/S Kollbjorg & Odd Bergs Tankrederi A/S, Oslo as KOLLFINN. 1974 sold to China Ocean Shg Co., Guangzhou r. DAN HAI. 1980 t/f to GMB r. HONG QI 303. 1996 reported broken up in China.



DAN HAI, later HONG QI 303 (N.J. Kirby/Malcolm Dippy).



Newly renamed HONG QI 303 at Vancouver, July 1980 ('K.W.'/coll. Malcolm Cranfield)

HONG QI 128 (1981) 6235-10800 dwt/55-6 motorship

Built by Bartram & Sons, South Dock, Sunderland for Buries Markes Ltd, London as LA ORILLA. 1961 sold to A/S Norske Saltkompagni, Bergen r. SALINA. 1966 sold to COSCO, Guangzhou r. HUANG SHI. 1981 r HONG QI 128 by GMB. 1992 deleted.



HUANG SHI, later HONG QI 128 at Gravesend (Alex Duncan).

HONG QI 173 bis (1981) 3883-5202 dwt/81-4 motorship

Built by Guangzhou Wenchong, Guangzhou for GMB. 1999 conv. to containership, 4119gt r. XIANG LING. 2006 sold to Shanghai Puhai Shg Co. Ltd, Shanghai. NFI.



XIANG LING ex HONG QI 173 at Shanghai, October 2005 (Markus Berger).

HONG QI 204 (1981) 12096-19131 dwt/81 motor bulk carrier
Built by Jiangnan, Shanghai for GMB. 3/9/12 delivered for demolition.



HONG QI 204 (Rosenkranz Shipphotos).



HONG QI 204 in Yangtze with derricks removed, January 2012 (Vladimir Knyaz).

HONG QI 170 (1983) 3883-5202 dwt/83 motorship
Built by Guangzhou Wenchong, Guangzhou for GMB. 1990 sold to Shenzhen Shg Co., Shekou r. NAN PENG. 1998 sold to Shanghai San Dao Shg Co. Ltd, Shanghai r. DONG PENG. 1999 conv. to products tanker, 3858-4998dwt. NFI.

HONG QI 205 (1983) 12382-19239 dwt/83 motor bulk carrier
Built by Jiangnan, Shanghai for GMB. 1997 sold to Adios Shg Co. Ltd, Limassol r. BULK EMERALD. 2003 transferred to Panamanian flag r. MAYA B. 2007 sold to Sagbas Shg S.A., Panama r. H. NECAT SAGBAS 2007 sold to Blue Marine Shg Ltd Inc, Panama and later Giurgiulesti, r. SAMI CANBAZ. 18/11/11 arrived at Alang for demolition, work commenced 30/11 by Rai Metal Works.



SAMI CANBAZ at Singapore, December 2007 (Andreas Schlatterer).

HONG QI 193 (1984) 2608-3560 dwt/84 motorship

Built by Guangzhou Huangpu, Guangzhou for GMB. 1996 sold to Dalian Longjiang International Marine Shg Co., Dalian r. MO HE. 2008 sold to Sun Angel Co. Ltd., Freetown r. SUN PRINCESS. 2009 sold to Korea Miyang Shg Co., Wonsan r. MI YANG 5. NFI.

HONG QI 194 (1984) 2656-3612 dwt/84-10 motorship

Built by Guangzhou Huangpu, Guangzhou for GMB. 1995 sold to Wuhan Changfu Shg Co., Wuhan r. CHANG FU 1. 2002 sold to Nanjing Tanker Corp, Nanjing, conv. to asphalt tanker r. LIANG ZHOU. 2008 sold to Far East Shg & Trade Inc., Funafuti r. TIRTA SAMUDRA XVII. 2008 re-registered for P.T. Tirta Arung Inti Niaga, Dumai. 13/12/11 arrived at Xinhui for demolition by Jiangmen Yinhu Ship Breaking.



HONG QI 194 at Dalian, October 1991 (Markus Berger).

HONG QI 195 (1984) 2608-3612 dwt/84 motorship

Built by Guangzhou Huangpu, Guangzhou for GMB. 1997 sold to Tianjin Tianhe Shg Co., Tianjin PENG FEI. 2003 sold to Tientsin Sino-Interest Marine Shg Co. Ltd, Belize City r. PAN OCEAN 9. 2004 sold to Bestline International Shg Co. Ltd, Belize City r. BEST LINE. 2005 t/f to Korea Daehung Tptn, North Korea. 2008 re-registered at Moroni. 2011 t/f to Honduras flag r. ODYSSEUS. 25/11/08 became CTL, 20/6/11 arrived at Aliaga for demolition by Isyksan.



BEST LINE as a wreck at Istanbul, September 2009 (minthi@shipspotting.com).



Written off BEST LINE ex HONG QI 195 at Istanbul in September 2010 (Peter Fox).

HONG QI 206 (1984) 12382-19239 dwt/84 motor bulk carrier

Built by Jiangnan, Shanghai for GMB. 1997 sold to Adler Shg Co. Ltd, Limassol r. BULK SAPPHIRE. 2003 sold to Riamar Shg Co. Ltd & another, Panama r. LADY MAFRA. 2007 sold to Ataduru Denizcilik ve Gemi, Istanbul, then H UG Denizcilik Turizm Insaat, Istanbul r. GOZDE D. 2011 sold to Capeshore Resources & Tdg, Moroni r. CS ALPHA. 30/4/12 delivered at Gadani Beach for demolition, 1/5 work begun.



BULK SAPPHIRE at Swansea, June 2002 (Denis Shaddick).

HONG QI 154 bis (1985) 3994-5205 dwt/85 motorship

Built by Mawei Shipyard, Mawei, Fuzhou for GMB. 1999 r. XIANG FENG. NFI.



XIANG FENG ex HONG QI 154 at Port Klang in May 2008 (Ivan Meshkov).

HONG QI 176 (1985) 3948-5206 dwt/85 motorship

Built by Wuchang, Wuhan for GMB. 1999 r. XIANG HENG. NFI.

HONG QI 177 (1985) 3948-5206 dwt/85 motorship

Built by Wuchang, Wuhan for GMB. 1999 r. MU DAN XIANG. 2006 r. HAO MIN. 2009 r. SHENG AN. NFI.



HONG QI 177, Dalian October 1991 (Markus Berger).

HONG QI 171 (1985) 3948-5200 dwt/85 motorship

Built by Wuhu S.Y., Wuhu for GMB. 1999 r. LAN HUA XIANG. 2006 r. HAO FU. 2008 r. UG 1. 2008 r. UNION GLORY 1. 28/10/10 arrived Tianjin for demolition.

HONG QI 196 (1985) 2612-3590 dwt/85-7 motorship

Built by Guangzhou Huangpu, Guangzhou for GMB. 1995 r. WEN FENG SHAN. 2008 r. YUE CHENG. 2009 r. PALLAVI C. 2012 r. RISING GLORY. NFI.

HONG QI 197 (1985) 2612-3619 dwt/85 motorship

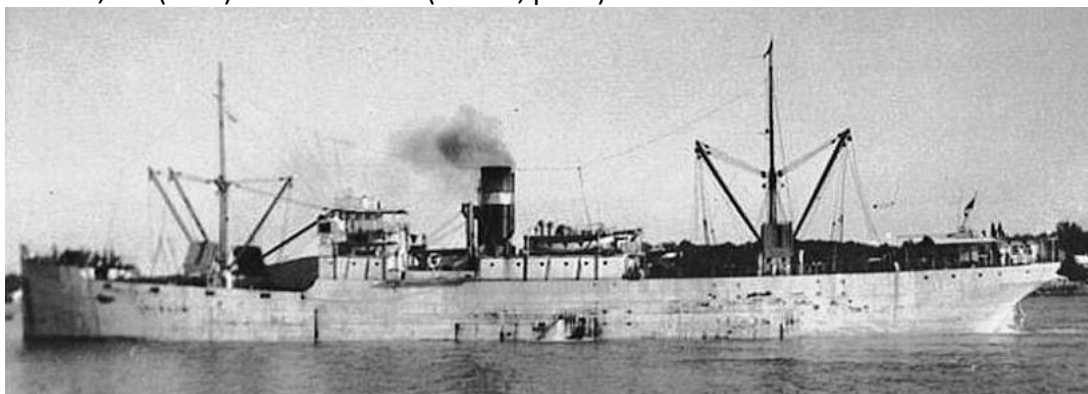
Built by Guangzhou Huangpu, Guangzhou for GMB. 1998 r. RAO HE. NFI.



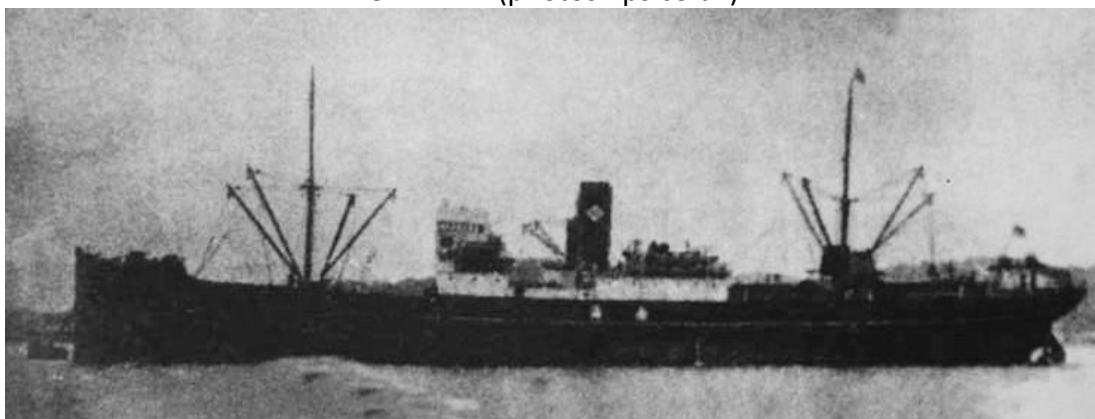
Unidentified QING TAI, formerly HONG QI 197 or a sister (coll. Markus Berger).

For the record, the following vessels with NAN HAI or HONG QI names can be discounted as unrelated to our study

NAN HAI (no number) operated privately by Ming Sung in South China pre-SCMA and GMB
(1946-50) 3663/19 Wallace SY Ltd, Vancouver (ex *Nan Hai* '50, *Cavelier* 46, *Canadian Aviator*). 1950 t/f
Cia Tpte Oriental, HK (Pan.) r. La Chorrera (see SE, p. 93)



CAVELIER (photoships.co.uk).



NAN HAI in Ming Sung colours (Internet).

HONG QI (no number) 11469/63:

COSCO cargo ship HONG QI 11469/63 Name predated implementation of the GMB's HONG QI series –
Entry in our COSCO China newbuilds list.

Post-1967 NAN HAI oil industry vessel types not relevant to above cargo ships list:

NAN HAI 132 (1967) 470 /67-8
NAN HAI 138 (1970) 498/61-7
NAN HAI 139 (1970) 1303/70
NAN HAI 148 (1991) 1594/91
NAN HAI 201 (1974) 499/74

NAN HAI 202 (1975) 499/75
NAN HAI 203 (1976) 499/75
NAN HAI 205 (1979) 499/75
NAN HAI 206 (1978) 1597/78
NAN HAI 207 (2005) 1597/79
NAN HAI 208 (2005) 1190/79
NAN HAI 209 (2005) 1190/79
NAN HAI 210 (1986) 1405/86
NAN HAI 211 (1986) 1405/86
NAN HAI 212 (1992) 1633/84
NAN HAI 213 (1992) 1400/81
NAN HAI 215 (1994) 1963/83
NAN HAI 216 (2002) 1631/83
NAN HAI 217 (2001) 1598/01
NAN HAI 218 (2001) 1598/01
NAN HAI 219 (2002) 1595/02
NAN HAI 220 (2003) 1890/03
NAN HAI 221 (2003) 1890/03
NAN HAI 222 (2004) 2314/04
NAN HAI 601 (1977) 2464/77

The following HONG QI (no number) would fit at no. 140, but more likely was a Shanghai Red Guard event unrelated to the GMB:

HONG QI (1970) 5266/42-11 Burmeister & Wain, Copenhagen (#657) motorship
Laid down for A.F.Klaveness & Co A/S, Oslo, taken over while building by Die Deutsche Kriegsmarine, named as GOTENLAND but launched and completed as GOSLAR. 1945 t/f to Skibs A/S Steinstad (A.F. Klaveness & Co A/S mgrs.), Oslo r. HOPEVILLE. 1967 sold to Argyros Cia. Naviera S.A., r. OINOUSSIAN HOPE. 1968 r. ESPERANZA. 15/4/70 arrived at Shanghai for demolition, but evidently taken over by Red Guards, named 'HONG QI', decorated with Maoist portrait and slogans, laid up at Shanghai and was still as such 4/71. NFI.



ESPERANZA (coll. Malcolm Cranfield).



HONG QI (no number) photographed at Shanghai by Audrey Topping in either April 1971 or September-October 1972.

The following two Lloyds HONG QI entries are considered inaccurate and have been discounted:

?HONG QI (no number or port of registry) (1970) 3182-4172 dwt/70 motorship
 Built by Galati SN, Galati. 14/12/11 deleted, existence in doubt. [Likely duplicate entry for HONG QI 161 (3182/70)]

?HONG QI 155 bis (1974) 3247-4500 dwt/74-10 motorship
 Built by Galati S.N., Galati for GMB. 19/9/11 deleted, existence in doubt. [Entry is doubtful because of contemporary existence, documented in photographs, of HONG QI 155 of 1958]

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