

Pearl River Ferries 1945-1996

By Howard Dick & Stephen Kentwell

h.dick@unimelb.edu.au

skentwell@hotmail.com

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We are grateful for the assistance of Klaus Liphard in identifying the Hong Kong wharves

This update posted 22 July 2024

INTRODUCTION

This is the third part of **our list of Pearl River ferries**, covering vessels operating in the period **1945 to 1996**. This period featured a short postwar revival in services to ports in Kwangtung Province, until the Communist Revolution largely ended services from Hong Kong to Chinese ports. On the other hand, ferry services from Hong Kong to Macao showed an accelerating growth, until the total changeover in the latter part of the 20th century to smaller hydrofoils, jetfoils, catamarans and trimarans, which we have not ventured to cover.

Geographically our list covers trades between Hong Kong and Canton (now known as Guangzhou) and from both cities to Macao, locations in Kwangtung (Guangdong) province such as Wuchow (Wuzhou) and Nanning in the West River and Kongmoon (Jiangmen) and Sanbu in the Yinchou Hu creek west of Macao.

Separate lists at oldchinaships.com cover the pioneering **Hong Kong, Canton & Macao Steamboat Co. (HCMSC)**, vessels operating along the coast to the **near north**, such as to Swatow (Shantou), Amoy (Xiamen) and Shanwei; vessels operating **southward** to Kwang Chow Wan (Zhanjiang) and beyond; and passenger vessels operated by the **Guangzhou Maritime Bureau** which, with the exception of *Xing Hu*, *Tian Hu*, *Xi Jiang* and *Tan Jiang* included near the end (1984) of this list, did not operate passenger shipping to Hong Kong.

Vessels are ranked chronologically, and alphabetically when several ships commenced service in the same year. All locations are Hong Kong unless otherwise stated. Years listed represent the period the vessel was in river service or available for such service. Dimensions shown are in feet. [Blue text indicates ships that also served in the joint HCMSC-Swire service \(see separate list for full details including illustrations\).](#)

The Japanese surrender in August 1945 resulted in a gradual recovery in both Hong Kong and Canton, the economies of which had been severely affected by the war. The effect on the ferries was even more devastating. Only very few ships had survived, and even those that did so needed reconstruction and faced issues such as diversion to military use, and residual mines in the Pearl River, which for example, sank the ferry *Miss Orient* (1085/34) six miles from Canton in March 1949 with the loss of 29 lives. Certainly, vessels were quickly repaired and services resumed, including to the West River, but even by October 1949 when People's Republic was proclaimed, ferry fleets had not been fully restored to prewar levels. The following year the PRC ended virtually all direct ferry services from Hong Kong to Chinese Pearl River ports.

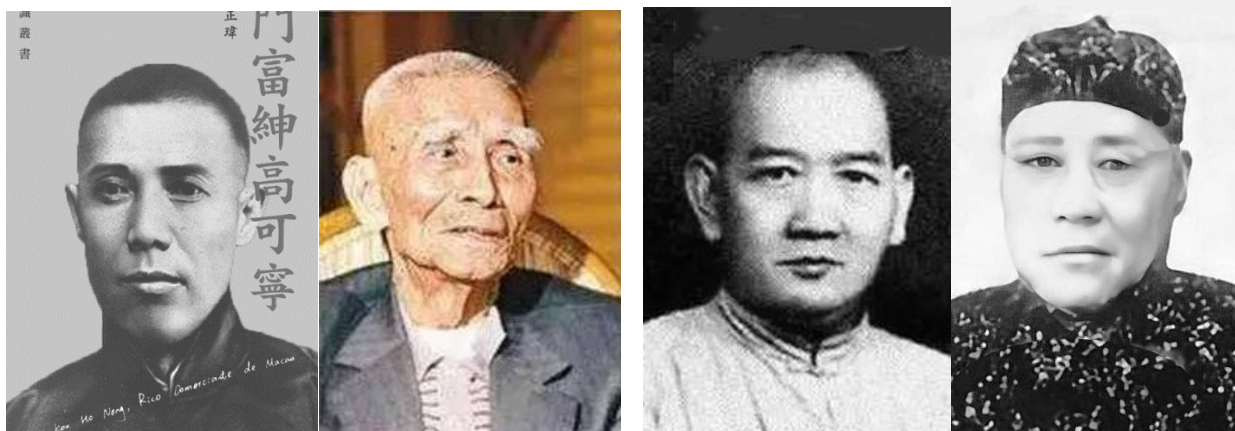
But there remained the destination of the nearby Portuguese colony of Macao, hitherto a secondary destination for the ferries compared with Canton. With its liberal gambling, associated pawnshop and opium (which technically became illegal in 1947) laws that colony had developed from the 19th century as a tourist town for mainland Chinese and Hongkongers. The population grew from about 74,000 in 1910 to about 193,000 in 1924, with numbers then gradually declining. However, once the Sino-Japanese war had begun, the population quadrupled to 700,000 in short space of time as tens of thousands of refugees flooded into neutral Macao. During the Pacific phase of World War II (1941-45), refugees further increased its wealthy population.

Postwar Macao continued to thrive. The casinos, illegal in Hong Kong and China but encouraged by the authorities in Macao, gained in importance as a recreational outlet for increasingly affluent Hong Kongers and tourists from abroad. After 1950, Macao also became a transit point for cargo and passengers to China who either accessed parts of the PRC west of Canton through the overland border, or trans-shipped at Macao to smaller craft. Both elements contributed to the demand for ferry travel, which at that time was the only means of direct access from Hong Kong.

The Macao gambling monopolies had been held and developed successively by several notable individuals. Lo Kau (1848-1907), who by the 1870s had achieved leading positions in the pork, opium and banking/pawnshop and lottery businesses, was granted the exclusive fantan license in the 1880s. We have not uncovered any direct links between Lo and ferry companies, although they probably existed.

The second Macao gambling supremo was Kou Ho-neng (1879-1955), who in 1913 obtained the opium monopoly license, by 1915 had won the fantan concession and in 1917 opened the Fu Hang Money Exchange and the Tak Seng (Shing?) On Pawnshop, the biggest such enterprise in the city located in the vicinity of the gambling houses. The same year he founded in Hong Kong the Tung On Steamship Company, which soon operated several ferries to destinations such as Canton and Macao and between both ports, and from the 1920s the large *Charles Hardouin* and *Paul Beau*. In 1930 the Macao government granted the first comprehensive gambling concession, a monopoly, to the Kou-controlled Lun Lun Company, which was able to operate a wide variety of games of chance. In Kou's time, operation of the hotel, gambling, opium, prostitution and ferry services became interwoven and it became possible to buy a comprehensive package ticket to Macao, something that is still available (without opium) today. In March 1935 the newer *Sai On* and *Tung On* were acquired by Tung On S.S., replacing *Charles Hardouin* and *Paul Beau* on the Hong Kong-Canton route, but the Lun Lun

company fell into financial difficulties and in 1937 was restructured as the Tai Hing company with an emerging heavyweight Fu Tak Lam (1895-1960) as the main shareholder.



Kou Ho-neng (Fundacao Macau & k.sina.com.cn).

Fu Tak Lam, life-long opium smoker (K.sina.com.cn).

Fu had bid unsuccessfully for the 1930 gaming monopoly, then developed an underground casino in Shenzhen, said to be the largest in China and significantly eating into the profits of those in Macao until being closed down by the Nationalists after the war with Japan had commenced in mid-1937. However, with his new financial strength, Fu was able to win the 1937 Macao bid jointly with Kou. He then established Tai Hing S.S. Co. Ltd, which in December 1937 acquired *Charles Hardouin* and *Paul Beau* and placed them on the Macao route as *Kau Tung* and *Macao* (Chinese name *Hou Kong*) respectively. A third vessel was the old *Tin Yat*, which perhaps would have operated Canton-Macao or as a reserve. All three ships were lost during the war when Pearl River ferry services were under Japanese administration.

At the beginning of 1946 the only passenger ships remaining still operation between Hong Kong and Macao were the independent *Kwong Fook Cheong* and *Kwong Sai*. Nevertheless, Fu's property and other investments in Macao had been profitable through the war and in 1946 he is said to have acquired several German-pattern 6-cylinder diesel engines manufactured in Hong Kong for the Japanese occupiers by the Hip Tung Wo Engine & Manufacturing Co. In 1946 he established Tak Kee Shipping & Trading Co. Ltd, which took delivery from Wing On Shing at Cheung Sha Wan, Kowloon of the new 430-grt wooden-hulled motorship *Hudson* 香江 for operating to Canton. At the same yard he then had built the luxurious, triple-screw 1330-grt *Tai Loy* 大来 designed with three screws to take three of the engines and the ship entered its designed Macao service in January 1951. The ship's name used the same prestigious *hanzi* as the prewar hong name of the now defunct Dollar Line, while the funnel colours were the same as the major Portuguese company Companhia Colonial, which occasionally ran passenger ships from Portugal to Macao. *Tai Loy* ran alongside the reconditioned *Lee Hong*, which had been acquired in 1949. To serve his ships, Fu redeveloped Pier 16 of Macau's inner harbor. In Hong Kong the terminus was Po Tak Wharf, in earlier years known as Pasig Wharf.

The closure of most ferry services to the mainland in 1950 and the evacuation to Hong Kong of surviving Yangtse ships, especially those of the Ming Sung company, meant that owners sought to redeploy some of these ships on the Hong Kong-Macao route, which led to intense competition

among a mixed assortment of vessels. At first large Ming Sung vessels such as the *Yu Men* were involved. Eddie Wong's new Ta Hing Co. was prominent with smaller ships, chartering the former Shanghai tug/tender *Merry Moller* (382/27) before introducing the little *Wing Hing* and then the



Early 1950s view of Sheung Wan waterfront. From left the white hulled ferries can be identified as LEE HONG at the former HCMSC Wharf, TAI LOY at Po Tak Wharf, KWONG SAI and KWONG TUNG at Public Pier No. 17 - British Canton Line/Yuen On Steamship Co. Ltd and KWONG FOOK CHEONG at Public Pier No. 19 - Hoi On/Ming Sang Wharf (<https://gwulo.com/media/30606>).

smart converted minesweeper *Cheung Hing* (ex HMAS *Bendigo* – 781/41). He attempted to buy a further two such minesweepers but was prevented by the authorities in Australia. Tsun Nin Chau (CBE) ran the ageing *Kwong Sai* (1309/02) and *Kwong Tung* (1218/04) and in May 1951 replaced the former with CNC's *Fatshan*.

Simtang (on Gwulo) quotes a 1955 press report referring to the demise of a 1950 Hong Kong-Macao shipping alliance that involved seven vessels: 德星 *Takshing*, 大来 *Tai Loy*, 佛山 *Fatshan*, 利航 *Lee Hong*, 廣東 *Kwong Tung*, 廣福祥 *Kwong Fook Cheong* and 金城 *Golden City*. In the period 1952-53 fares were as little as \$1 on the *Kwong Tung* and \$2 for other vessels (\$3 on the new *Tai Loy*). But in 1955 *Lee Hong* was induced to withdraw from the alliance and in July commenced operating independently, sailing from Tai Yip Wharf. By the end of the decade only the *Tai Loy* (1950), *Fatshan* (1933) and the renovated *Takshing* (1924 ex *Sai On*) remained in service, operating from 1958 with coordinated schedules and more expensive ticketing. The main finger piers used by Macao ferries in the Hong Kong island waterfront at Sheung Wan were redeveloped in the late-1950s into the large new Hong Kong Macao Ferry Wharf.



LEE HONG and TAKSHING with celebratory mast-top trees at the new Hong Kong Macao Ferry Wharf (J. Feltham).



Hong Kong Macao Ferry Wharf c.1960

(<https://i.pinimg.com/originals/10/6f/03/106f0320fc4ccd61b8b44aa6f1749e31.jpg>).



Hong Kong Macao Ferry Wharf in 1970, mini-buses having been legalised the previous year (HKPL). The wharf and a Hydrofoil Terminal facing the west terminal were demolished in 1981 to make way for the Shun Tak Centre.

Following Fu's demise in 1960, the exclusive gambling concession was put out to tender in 1962 and won by Stanley Ho (1921-2020), a great-nephew of Sir Robert Ho Tung, the major shareholder of the prewar HCMSC with extensive real estate holdings in Hong Kong and Macao. Ho had moved to Macao during the war and married into Macanese society, his father-in-law holding a prominent position in the hospitality business. According to Jorge Godinho, referenced by Cortés and Vilela, though his trading agency *Agência Comercial Progresso* Ho developed excellent relations with the PRC in the 1950s using Portuguese import licenses to validate cargo and divert the destination of goods from Dili, East Timor to ports in the People's Republic of China. Ho's *Sociedade de Turismo e Diversões de Macau, S.A. (SDTM)*, backed financially by Henry Fok, Teddy Yip and Yip Hon, succeeded in being chosen by the Portuguese governor of Macao, in large part because of this good relationship with the PRC. The exclusive concession continued until 2002 when finally, five more operators were allowed to receive licences.



The late Stanley Ho, Chairman of the Shun Tak Group and Director of Shun Tak Shg. Co. Ltd, chaired by Henry Fok (L: SCMP 1962, R: Daily Telegraph).

SDTM took immediate action to improve the ferry services. In 1962 it registered in Hong Kong the Shun Tak Shg Co. Ltd, which purchased a veteran former British Rail steamer, introduced in 1964 as *Macao* and dwarfing the other vessels on the run. The ship was lavishly refitted, carefully maintained and introduced night club-type entertainment including a striptease show. Simultaneously through the subsidiary Far East Hydrofoil Co., Shun Tak became one of two firms to introduce hydrofoils, thereby cutting passage time to little more than an hour – the other firm was the Hong Kong Macao Hydrofoil Co. This new competition may well have helped to bring about the merger in August 1968 of the other three single ship operators into a new concern known as Tai Tak Hing Co. Ltd, which thereafter ran a joint service with Shun Tak, Tai Tak Hing reviving the old HCMSC 'Shan' (mountain) nomenclatures.



Shun Tak also operated the Panamanian-flag cargo ship MACDILI, seen here in 1977 at Macao, unusually with a “ham” shortwave radio antenna (C. Gee).

The early 1970s saw rapid change. Several ferries became casualties of typhoon 'Rose' in August 1971: *Fatshan* capsized with heavy loss of life, the decommissioned *Lee Hong* also sank, and *Macau* was blown ashore. Although refloated and considered for reconditioning, she was so badly damaged that Shun Tak were forced to buy the venerable Japanese passenger ferry *Nishiki Maru*, 'Queen of the Inland Sea', renamed *Wah Shan* as a stop-gap replacement. In the following year Shun Tak and Tai Tak Hing took delivery from Niigata Shipyard of two of a series of modern conventional ferries, *Nam Shan* and *Tai Shan*. A third sister for Shun Tak, the *Lo Shan*, was added at the end of 1973. A further two vessels of the class, probably initially ordered for the Macao route, were delivered by Niigata Shipyard in 1974 to the Cuban Government (yard nos 1276 and 1306). Last of the older era ferries to be disposed of were the now outsized *Chung Shan* in 1978 and the 1934-built *Wah Shan* in 1979.

In 1974 Shun Tak was listed in Hong Kong as Shun Tak Holdings and has since gone from strength to strength featuring property investments as well as shipping ones: Conwick Investment Ltd; Far East Hydrofoil Company Ltd; Hong Kong Macao Hydrofoil Company Ltd; Sunrise Field Ltd; Tai Tak Hing Shipping Company Ltd (this was the company, then independent, that owned the ferry *Fatshan*); Wealth Trump Ltd; Shun Tak-China Travel Macau Ferries Ltd (formerly known as Hong Kong-Macau New World First Ferry Services (Macao) Ltd); and Companhia de Serviços de Ferry STCT (Macao) (formerly known as New Ferry— Transporte Marítimo de Passageiros (Macao)).

The introduction in 1984-5 by Hong Kong Hi-Speed Ferries Ltd of two fast 650-passenger launches that could do the trip in 1.5 hours as well as the increasing numbers of Boeing Jetfoils relegated the slower (2.5 hour) ferries to late-night and weekend sailings. The last of the conventional Macao route ferries, *Lo Shan*, was withdrawn in May 1990 but evidently remained laid up at Hong Kong for the next 25 years.

Passenger shipping between Hong Kong to Macao is currently undertaken by Shun Tak and other companies primarily using Austal catamarans and US-made Pequot River Shipworks Tri-cats. The

opening of Macau International Airport in November 1995 enables direct international air access. Also in October 2018 the 55-kilometre Hong Kong–Zhuhai–Macau Bridge (HZMB), stated to be both the world’s longest sea crossing and longest open-sea fixed link was opened, enabling some, though restricted, vehicular traffic.

Sources: Content above regarding gambling ownerships in Macao draws upon Pedro Cortés & António Lobo Vilela’s extensive *Uncle Stanley, The Dancing King of Gambling Who Promised and Delivered the Moon* (2022) <https://doi.org/10.1089/glr2.2021.0025>; Lau Jiayu (Dickson Lau) *The history of those Hong Kong and Macau passenger ships* https://www.macaumemory.mo/specialtopic_0a168cbda9d144c4ae521f1a9b2ecbbb; Macau’s second-generation gambling king Fu Laorong: *When the gambling business was booming, Stanley Ho was just a secretary* https://twgreatdaily.com/zh-hans/511515349_120679320-sh.amp; and information contributed by Ls1970 on a weblog at <https://www.uwants.com/viewthread.php?tid=16985327&page=4&nomobile=1>. A Chinese language overview of the high-speed vessels is at https://www.macaumemory.mo/specialtopic_c25060412736440ba32ff87ac2988cb7.

POSTWAR ILLUSTRATED FLEET LIST

FATSHAN 佛山 (1945-51) 2639/33 China Navigation Co.

see **FATSHAN** (HCMSC 1933-31)

FU HAI (1945-c.1960) 358/09 Wah Nam S.S. Co.

see **ROBERT LEBAUDY** (1909-c. 17)

HAI CHU (1945-45) 1098/1923 (Chinese flag owners)

see **HANG CHEONG** (1923-41)

KWONG FOOK CHEONG (1945-c.56) Ming Sang S.S. Co. Ltd

see **KWONG FOOK CHEONG** (1923-42)

KWONG SAI 廣西 (1945-55) 1309/02

see **KWONG CHOW** 廣州 (1902-07)

KWONG TUNG 廣東 (1945-60) 1218/04

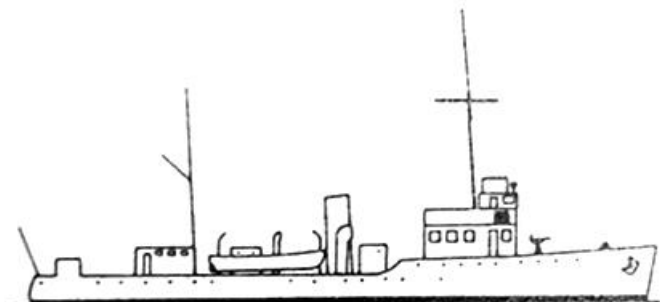
see **KWONG TUNG** 廣東 (1904-41)

WEN SHING 文星 (1946?-51) 417/34 143.0(135.0)x23.0 M 1400bhp 14.92k

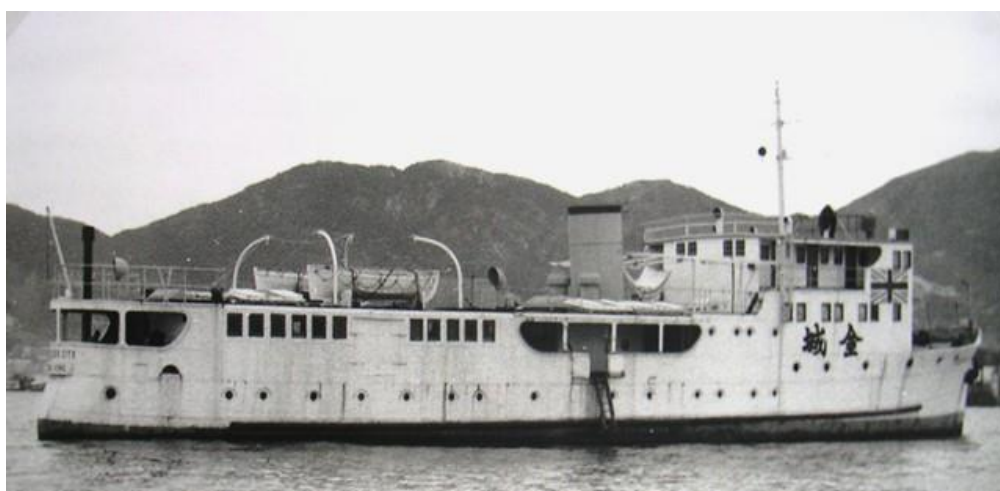
Built by Kiangnan D. & E. Co. Ltd, Shanghai (#678) for Chinese Maritime Customs as **WEN SHING**. 1937 captured by Japan on Yangtse and commissioned into IJN as **BUNSEI** (same characters), used as tender to minesweepers but Fukui reports no longer operational by 1941. 1949 as **WEN SHING** operating passenger service Hong Kong-Sanbu (beyond Jiangmen). 1951 sold to Ng Ping, Hong Kong, rebuilt r. **GOLDEN CITY** 金城 (Cantonese **GAM SENG** or **KAM SHING**, Mandarin **JIN CHENG**). 1954 sold to Oversea Navigation Co., Ltd., Hong Kong. 1958 sold to Tai Shing Shipping Co., Ltd., Hong Kong. 1960 sold to Yau Wing Co., Ltd., Hong Kong. 1961 sold to Au Ming Sueng, Taiwan, NFI. 1992 RLR.



WEN HSING (I.) at Tai Hing Wharf, Hong Kong in 1949 preparing for a voyage to Sanbu, upstream from Jiangmen, Kwangtung Province. Gun still mounted, tip of bow cut off, presumably to facilitate turning in Yinchou Hu creek. Previously this was Tung On Wharf, in 1951 becoming Tai Yip Wharf (<https://www.shipsnostalgia.com/media/lee-hong.422419/> also <https://gwulo.com/media/47345>).



GOLDEN CITY was built as WEN SHING (WEN HSING) 文星 for use on Yangtze by Chinese Maritime Customs (Richard Wright drawing).



GOLDEN CITY with large doored opening beneath boat (Tom Rayner).



Still with flattened bow, on the Pearl River in PRC service (*China Pictorial* 9/61).



Snapshot, probably taken at the Shameen in central Guangzhou, showing GOLDEN CITY (r.) and a 3000 grt 'MEN' class (l.) (Internet).

HUDSON/HONG KONG 香江 (1946-50) 430/46 (w.s.s.) 140.4x29.7', M (believed to be 6cy by Hip Tung Luo Engine & Mfg, HK)

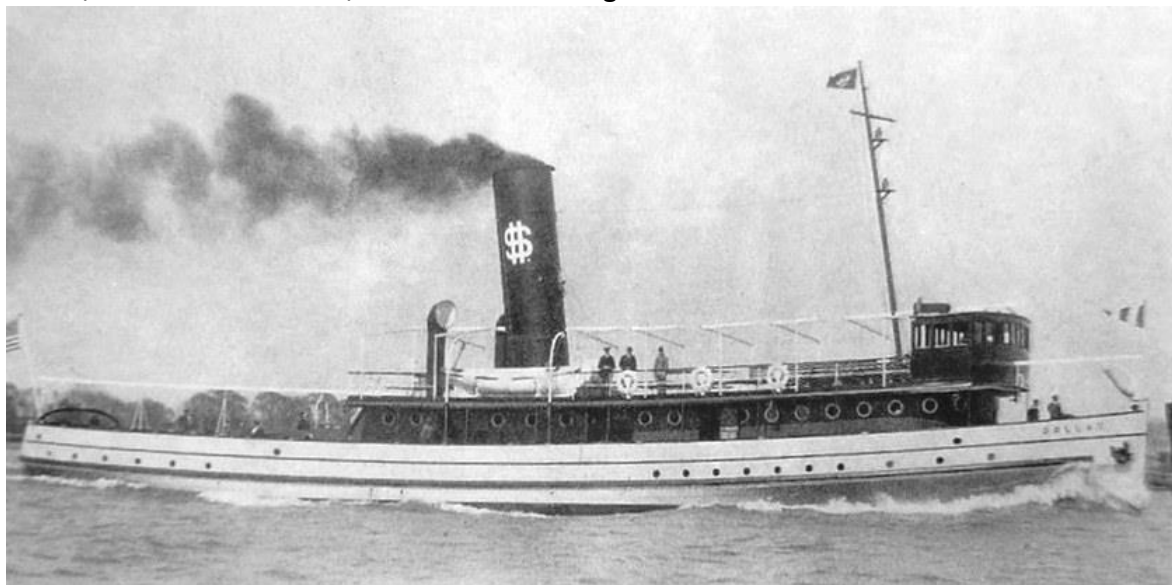
Built by Wing On Shing, Cheung Sha Wan, Kowloon for Tak Kee Shg & Tdg Co. Ltd, Hong Kong as HUDSON, subsequently advertised as operating Hong Kong-Canton for these owners as HONG KONG 香江, presumably an informal rendition of registered name 'Hudson'. 10/7/50 reg. at Hong Kong as WHITESON (ex-HUDSON), employment not known. 6/52 sold to Tong Lian Liong, Singapore for trading to Sumatra but 6/7/52 foundered in 17.00N 114.00E c.70nm N. of Macclesfield Bank o/v Hong Kong-Singapore in ballast.



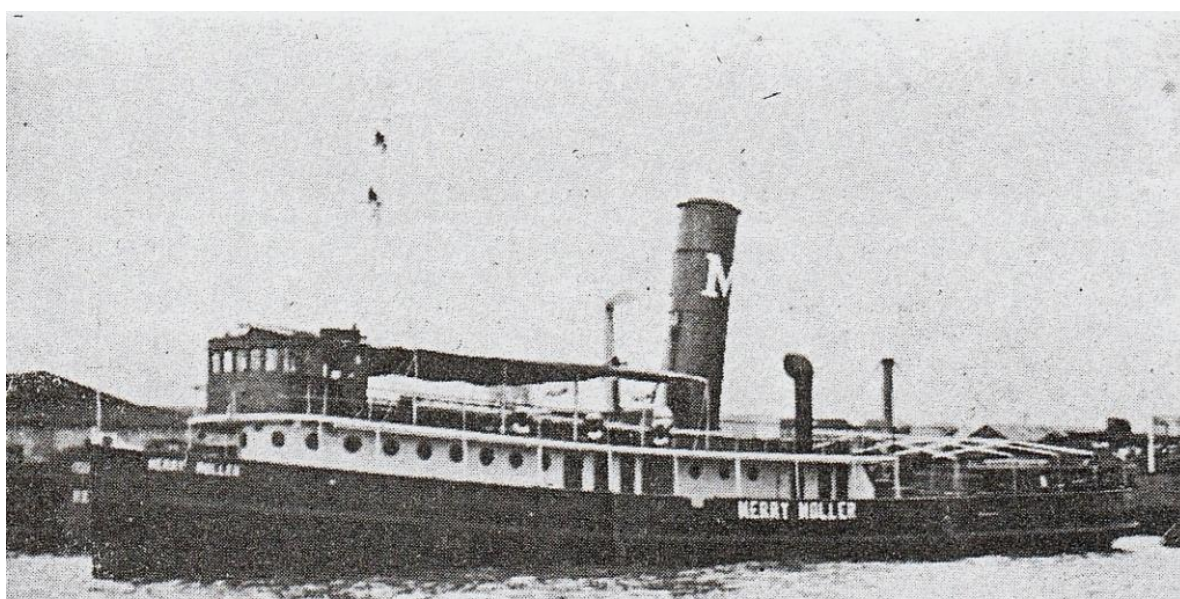
Smartly painted HONG KONG 香江 at Hong Kong
(www.uwants.com/viewthread.php?tid=16985327&extra=&page=3).

MERRY MOLLER (1946-49) 382/26 (141.0x 30.1', T3cy/62nhp by builders)

Built by Kiangnan D. & E. Co. Ltd, Shanghai (#502) for Robert Dollar Co. Inc., San Francisco as DOLLAR. 1939 sold to Mollers' Towages Ltd., Shanghai r. MERRY MOLLER 8/12/41 captured by Japanese forces at Shanghai. 1947 re-reg at Hong Kong for E.B. Moller as MERRY MOLLER. 11/46-5/49 operating ferry service Hong Kong-Macao for Ta Hing Co. (HK) Ltd. 5/49 t/f to Mollers' Towages Ltd. 7/50 r. CARMEN MOLLER. 6/52 r. CASTLE HILL. 2/56 sold for breaking.



MERRY MOLLER in former colours as DOLLAR (Steamboat Bill).

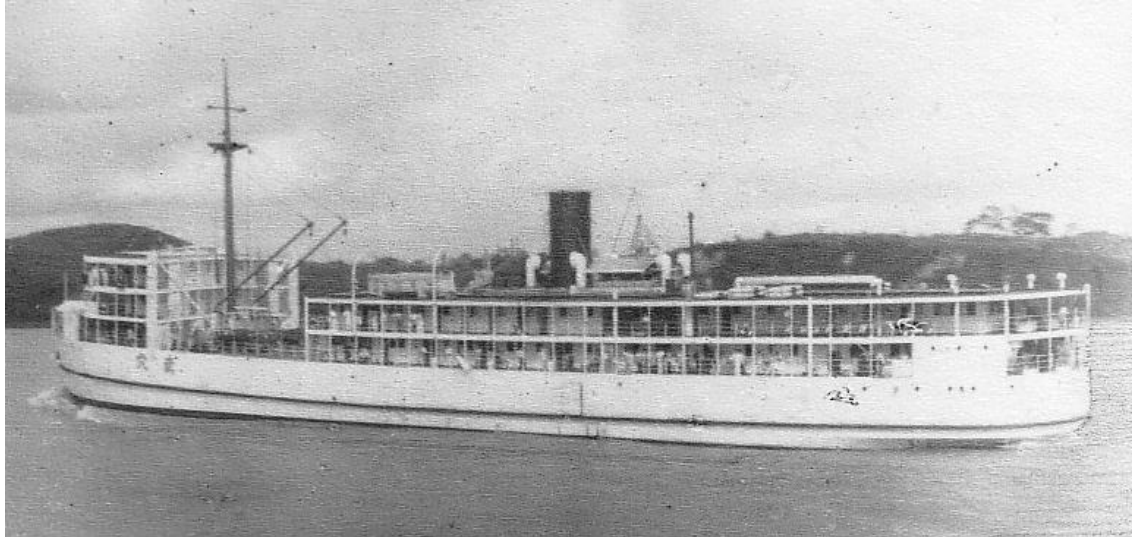


MERRY MOLLER at Shanghai c. 1941 (*Sekai Shosen Yoran* P.297).

WUSUEH 武穴 (1946-50) 3009/31-5 (295.0 x 46.1', 2-M6cy/531nhp/10k Sulzer Bros A.G. Ludwigshafen)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#253) for and 11/5 del. to CNC for Yangtse River, mid-6/31 in service. 1/1/36 stranded in snowstorm above Chinkiang, 26/2 refloated. 19/4/41 Hong Kong for Singapore (25/4). 13/11/41 at Singapore req. by RN for use as hospital ship. 4/3/42 arr. Colombo via Batavia, thence Bombay (9/3). 19/11 Bombay for Calcutta (7/12/42), thence in service

Calcutta-Chittagong. 20/3-3/12/43 refit at Calcutta. From 1/44 also to Cox's Bazaar/Akyab. 2/4/45 arr. Calcutta for refit, 13/12 sailed for Singapore (20/12). 1/46 repat. voyage to Belawan. 4/46 at Singapore released from hospital service. 27/4 Singapore for Hong Kong (4/5). 12/8/46 redel. to CNC and placed in Hong Kong-Canton trade (later to Macao). 9/5/50 damaged in bow-on collision with *Nam Guan* (250t) outside Macao. 8/50 sold to R.N. and conv. in Hong Kong to headquarters and communications vessel HMS LADYBIRD for use in Pusan and Sasebo. 5/53 sold back to CNC but 6/53 sold to Wing Tak for breaking up at Kowloon [BT 389/32/177].



WUSUEH on Pearl River service (Don Brotchie, HMS Falcon website).

HSIN KONG SO (1947-48) 1037/10 (2-sc. 1 stl deck & awning deck, 180.4 x 32.0', T4cy/171nhp Miller & Macafie Ltd, Glasgow)

Built by Napier & Miller, Glasgow for Boscowitz S.S. Co. Ltd (J. Barnsley mgr), Victoria (BC) as VENTURE. 1926 owners restyled Union S.S. Co. of British Columbia Ltd (E.H. Beazley mgr). 1946 sold to Tai Chong Cheang S.S. Co., Shanghai r. HSIN KONG SO. 10/47 reg. owners Wheelock Marden & Co. Ltd, Hong Kong for Tai On Cheung SS. Co., Ltd, Hong Kong, service Hong Kong-Macao. 5/2/48 beached in Southwest Bay, Lantau Island after fire and boiler explosion on voyage Macao-Hong Kong, became CTL. 3/48 sold to Chinese interests, NFI but third photograph below suggests repaired and still in service in Canton area in 1950s.



HSIN KONG SO in earlier years in Canada as VENTURE. (Walter E. Frost, Vancouver City Archives).



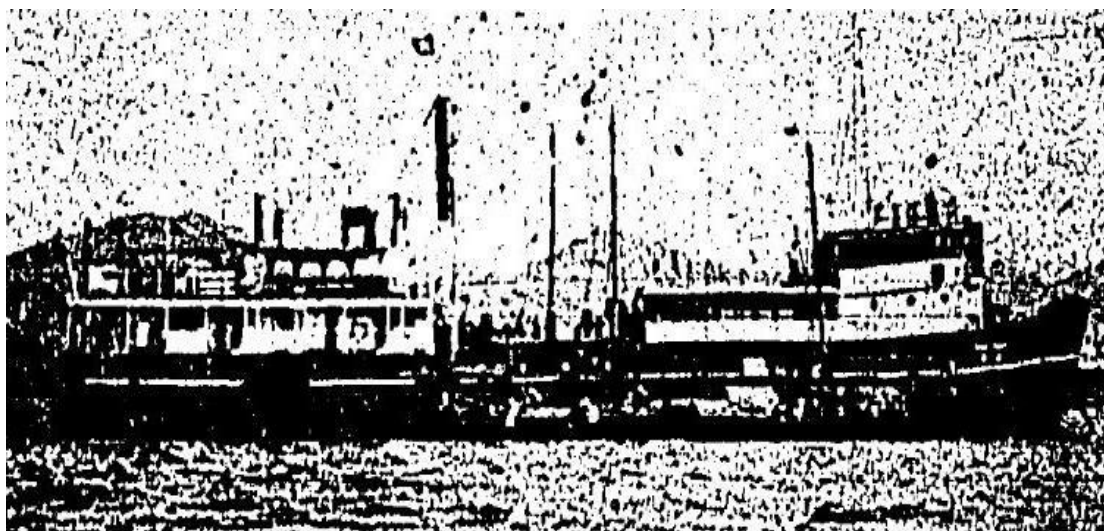
Bow quarter view of VENTURE (Leonard Frank/<https://archives.jewishmuseum.ca/q5myb>).



Vessel in Pearl River, central Canton pub. 1954 (*China Reconstructs* March-April 1954 p.47).

WING HING (1947-49) 563/46 (150.58 x 27.08', T3cy)

Built by A. Hall & Co. Ltd, Aberdeen (#710) for MOWT but completion delayed, 4/4/46 launched as EMPIRE MAYDREAM for The Admiralty (intended mgrs. Singapore Straits S.S. Co. Ltd, mgrs), then sold to Ta Hing Co. (HK) Ltd, Hong Kong and 11/46 completed as MAYDREAM. 4/11 reg. at Aberdeen, 19/12 sailed Southampton for Hong Kong. By 13/2/47 at Singapore. 1/3/47 rep. arr. Hong Kong via Manila for THC. 14/3/47 reg. at Hong Kong for THC (HK) (Capt. Murdoch Campbell for Moller Line (UK) Ltd, mgrs) as WING HING. 1/4/47 m/g \$240,000 to Chartered Bank operating regular service, presumably with passengers, Hong Kong-Macao. 8/10/47 m/g \$0.2m to Mollers Trusts. 13/4/48 both m/g discharged, then 14/4 \$0.4m mortgage to HKSB. 12/1/49 not listed in Ta Hing HK-Macao advertisement. By 1/49 mgrs Wallem & Co. Ltd, Hong Kong operating to Swatow and Amoy. 28/10/49 sailed Hong Kong for Kwang Chow Wan, where detained 5 days by Nationalists seeking troop transfer to Taiwan. 30/11/49 arrived Hong Kong from Swatow with 100 lots of fresh vegetables and oil. 7 mail bags and 150 passengers, 14/1/50 while anchored off Swatow following discharge of cargo, damaged by shrapnel from two 250lb bombs dropped by Nationalist aircraft. 12/2/50 o/v Hong Kong-Amoy with around 100 passengers, 43 Chinese crew and 3 European officers, grounded in heavy weather on Chilang Point (90 m. N. of Hong Kong) and damaged by fire, passengers taken off by City of Kimberley, crew by destroyer HMS Concord. CTL. 9/6/50 wreck rep. sold to Chinese interests..



WING HING wrecked at Chilang Point. Illustration shows forward superstructure extended as extra accommodation for passengers, forward derrick removed (China Mail, 13/2/50).

CHEUNG HING 祥興 (1948-50) 781/41 (186 x 31', 2-sc-T3cy/1750ihp/15k)

Built by Cockatoo D. & E. Co. Ltd, Sydney for RAN as corvette/minesweeper HMAS BENDIGO (J187). Battle honours New Guinea 1942-44 and Okinawa 1945. 1945-46 21st Minesweeping Flotilla, Hong Kong and Amoy. 27/9/46 paid off at Sydney. 5/47 sold to Ta Hing Co. (Hong Kong) Ltd r. CHEUNG HING. 17/7/47 sailed for Hong Kong for conversion to passenger ferry for Hong Kong-Macao run. 30/3/48 m/g for \$0.4m. to Central Trust of China, then 29/11/48 re-m/g \$0.4m to HKSB. 5/3/50 reg. Hong Kong for Ta Hing (Wallem & Co. Ltd mgrs), withdrawn from HK-Macao line, t/f to Swatow/Amoy run. 1/5/50 attacked by Nat. gunboat. 5/6/50 attacked by Nationalist warship off Amoy on return voyage to Hong Kong (arrived 6/5 with 8 passengers dead). 3-4/7/50 under fire from shore batteries. 9/12/50 mortgage discharged. 12/50 sold to A.H. Carroll, Hong Kong for trading between Hong Kong and Amoy. 1953 sold to People's Republic of China Navy, commissioned and rearmed with Soviet weaponry as LOYANG (LUOYANG), said to have been personally inspected three times by Chairman Mao Zedong. 1988 removed from Janes.

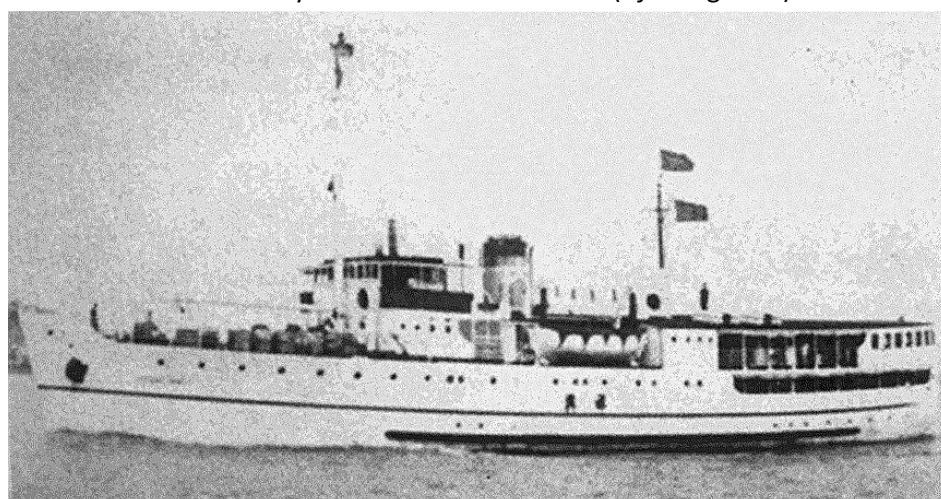
[<https://baike.baidu.com/item/%E6%B4%9B%E9%98%B3%E5%8F%B7%E5%AF%BC%E5%BC%B9%E6%8A%A4%E5%8D%AB%E8%88%B0/10783325?fr=Aladdin>]



Yet-to-be-commissioned BENDIGO on acceptance trials (Ross Gillett).



Rebuilt ferry CHEUNG HING at Macao (*Life* magazine).



CHEUNG HING with extra superstructure and looking smart with a white hull and red funnel bearing a white 大 ("Ta") character (HMAS Bendigo Association).

Travel in Speed and Comfort
HONG KONG/MACAO
T.S.S. **"CHEUNG HING"**
DAILY SAILINGS FROM

HONG KONG TUNG ON WHARF 9.00 a.m.	MACAO No. 18 WHARF 2.30 p.m.
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TA HING CO. (H.K.) LTD. ST. GEORGE'S BUILDING
ICE HOUSE STREET TELS: 31288 31289

電話：三一二八八	大興有限公司	澳開 每日下午二時半	港開 每日上午九時	安 全	祥 興 輪	高速快船	來往港澳
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Ad for CHEUNG HING daily sailings Hong Kong-Macao still using H.K. prewar wharf name (<https://www.uwants.com/viewthread.php?tid=16985327&extra=&page=31>).



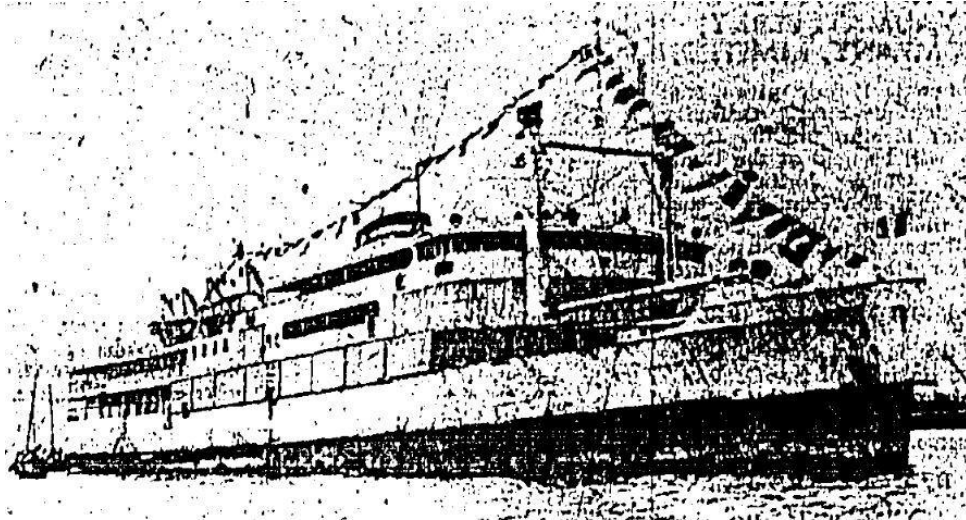
Chairman Mao visiting LOYANG ex CHEUNG HING at Hankow in February 1953
<https://www.163.com/dy/article/HPGVFUOR0546MZVY.html>.

Ming Sung Canadian-built ferries (1948-51, 1948-53, 1949-51)

Seven vessels were designed for the Yangtse but, owing to the Chinese civil war, delivered under the Canadian flag to Hong Kong and subsequently operated in the Pearl River delta, including Hong Kong, Macao and Canton, until their crews hoisted the PRC flag in 1950 and 1951 and proceeded to Canton. The *Montreal Gazette* (20 Aug. 1953) reported that after being laid up for about a year, the seven ships had been converted for cargo carriage. The three 3,000-grt steamers were carrying strategic goods and military materials from Guangzhou to Beihai in Guangxi Province and ports on Hainan Island, while the four 900-grt motorships were operating between Guangzhou and Zhanjiang, then known as Kwangchowwan (Guangzhouwan), formerly Fort Bayard on the Guangdong coast, and also ferrying embargoed Eastern bloc and other cargoes trans-shipped at La Sha Wei Island (Garbage Dump Island) 25 miles west of Hong Kong. Two more 900-grt sisters operated on the Yangtse. Some of these vessels were still afloat in the 1980s (see colour photos below). The outstanding mortgages on the ships were not repaid to the Canadian Government until Canada recognized the PRC, the repayment agreement being dated 4 June 1973.

HU MEN/ FU MEN 虎門 (1949-50) 3079/48-12 (272.9 x 50.0', 4 steam turbines DR geared to 2 shafts, De Laval Steam Turbine Co., Trenton N.J.)

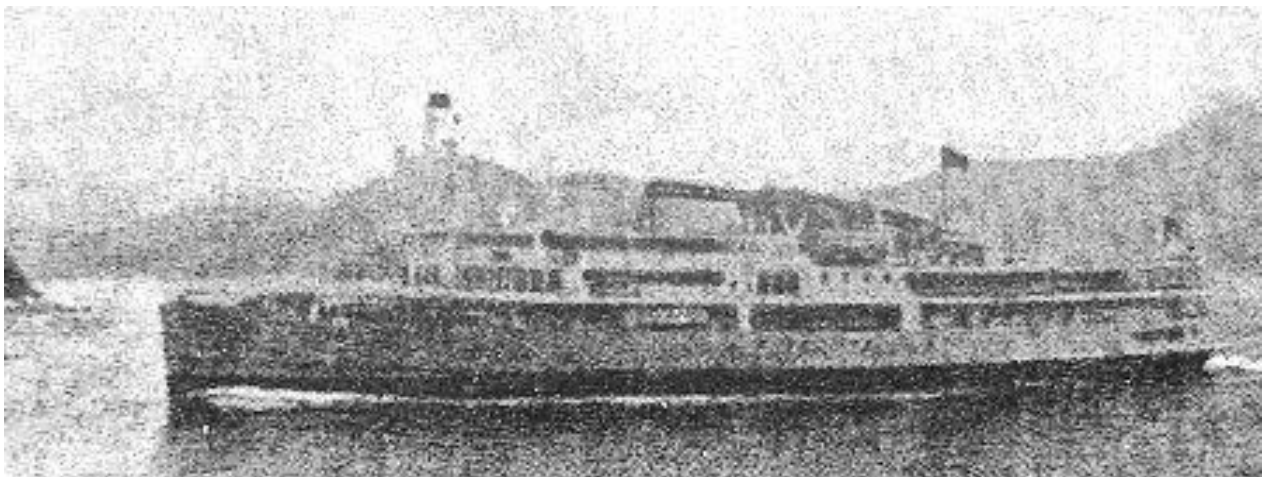
Built by G.T. Davie & Sons, Lauzon. 2/2/49 departed New York, 15/3 arrived Hong Kong via Honolulu. 13/10/53 hoisted PRC flag and taken to Canton. 1966 or 1967 r. HONG WEI 2. NFI.



HU MEN boarded up on arrival Hong Kong 15/3/49 from Canada via N.Y. and Honolulu (China Mail).



HU MEN in South China flying Ming Sung houseflag
(<http://60.250.180.26/theme/theme-32/32-index.html>).



HU MEN (*Ships of China*).



HU MEN (Alan Lee colln).



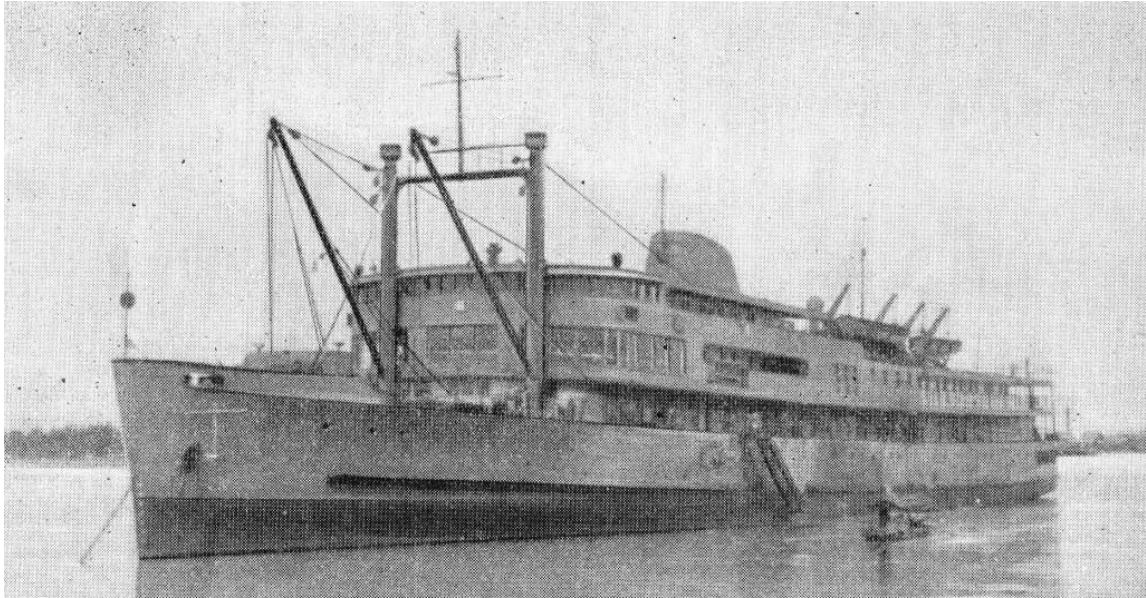
Probable HONG WEI 2 (number indistinct) in 1/80 (SK*).

YU MEN 玉門 (1949-50) 3073/49-1 (272.9 x 50.0', 4 steam turbines DR geared to 2 shafts, De Laval Steam Turbine Co., Trenton N.J.)

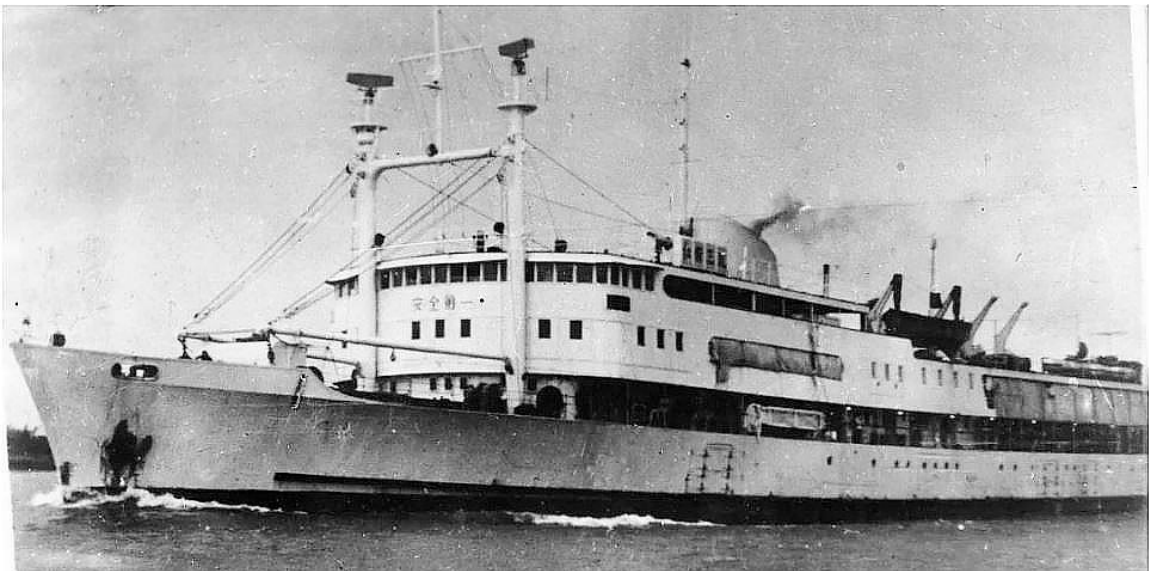
Built by G.T. Davie & Sons, Lauzon. 17/4/49 arrived Hong Kong from Honolulu. 1950 hoisted PRC flag and taken to Canton. 1966 or 1967 r. HONG WEI 3. NFI.



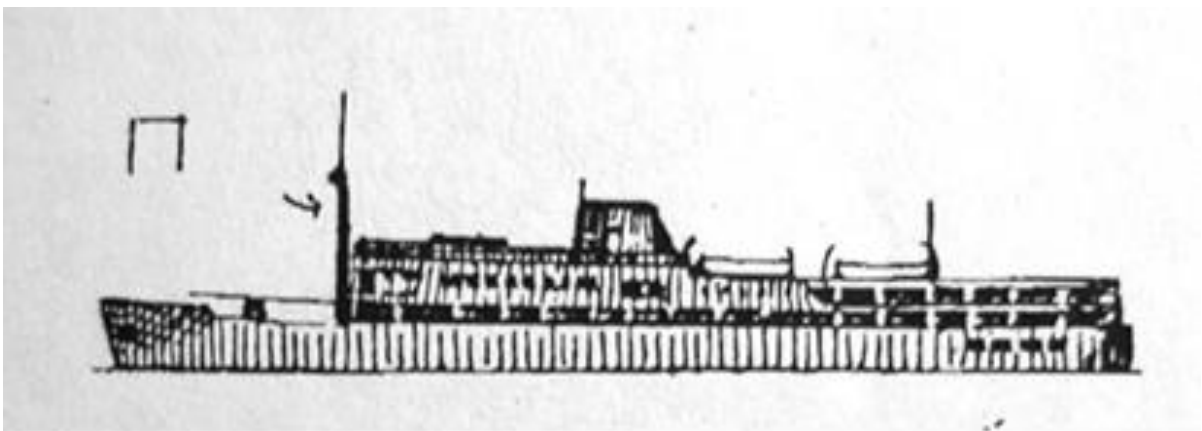
YU MEN at Macao in 1949-50 (<http://www.mdduq.com/unaccomp/26/porto-interior.htm>).



One of the 3 sisters in Guangzhou Bureau colours with substitute stocked anchor (pub. 1958, USSR).



HONG WEI 3 ex YU MEN (https://www.sohu.com/a/324910546_796569).

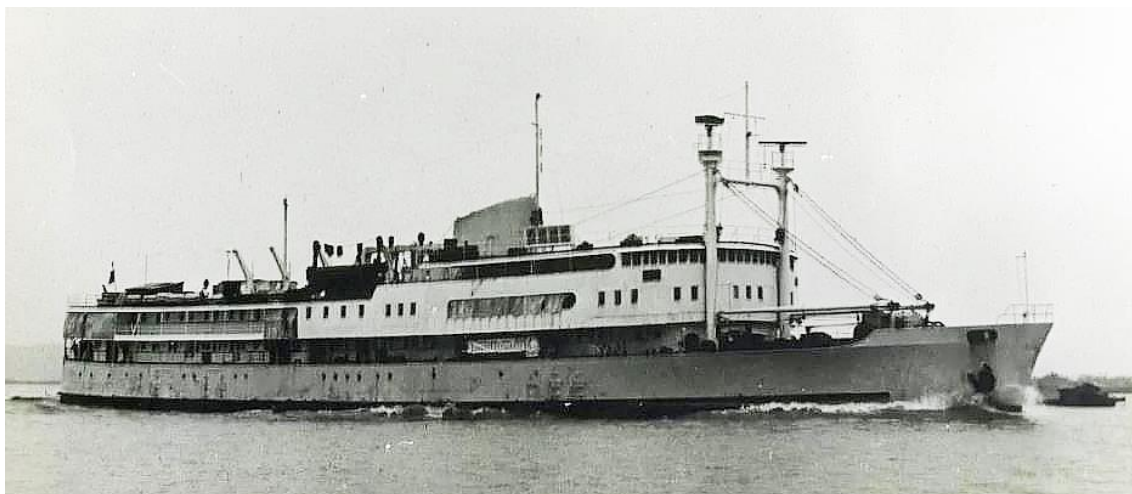


HU MEN or YU MEN renamed **SHUI HSIEN** (Talbot Booth).

YEN MEN/YAN MEN 雁門 (1949-50) 3072/49-7 (272.9 x 50.0', 4 steam turbines DR geared to 2 shafts, De Laval Steam Turbine Co., Trenton N.J.)
Built by G. T.Davie & Sons, Lauzon. 1950 hoisted PRC flag and taken to Canton. Later r. FENG XIAN, 1966 or 1967 r. HONG WEI 4. (16/11/68 sailing Canton to Hainan with students). NFI.



Possible YEN MEN at Hong Kong c.1949, operating to Canton (Film Australia).



HONG WEI 4 ex YEN MEN (https://www.sohu.com/a/324910546_796569).

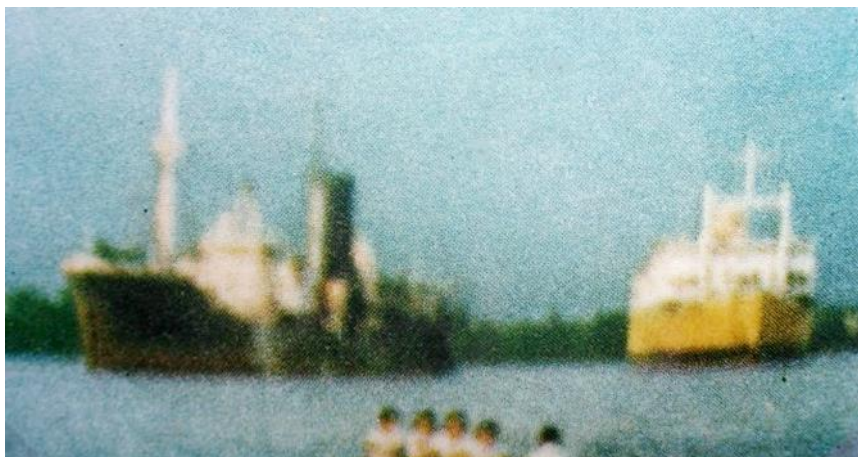


Photo of 3000-grt class probably taken at the Shameen in central Guangzhou (*China Pictorial* 9/61).

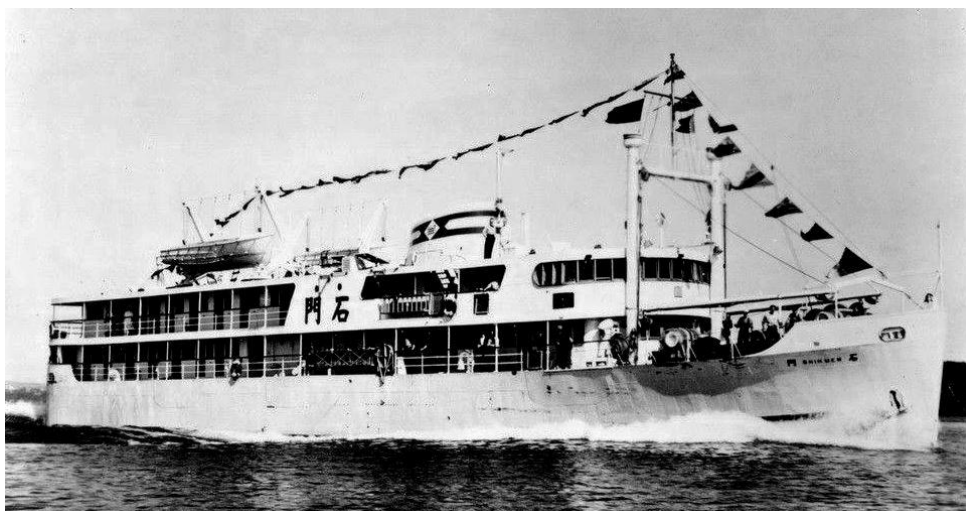
900-grt class

SHIH MEN 石門 (1949-50) 909/48-9 (161.2 x 33.0', 2sc. M each 12 cy GMC, Cleveland, Oh.)

Built by G.T. Davie & Sons, Lauzon. 1950 hoisted PRC flag and taken to Canton. 1966 or 1967 r. HONG WEI 5, 6, 7 or 8. Still existing 1991 in use as accommodation as HANG XIU YI. NFI.



900-grt SHIH MEN of Ming Sung nearing completion at Lauzon on the St. Lawrence River (SK*).



SHIH MEN on completion (Internet).

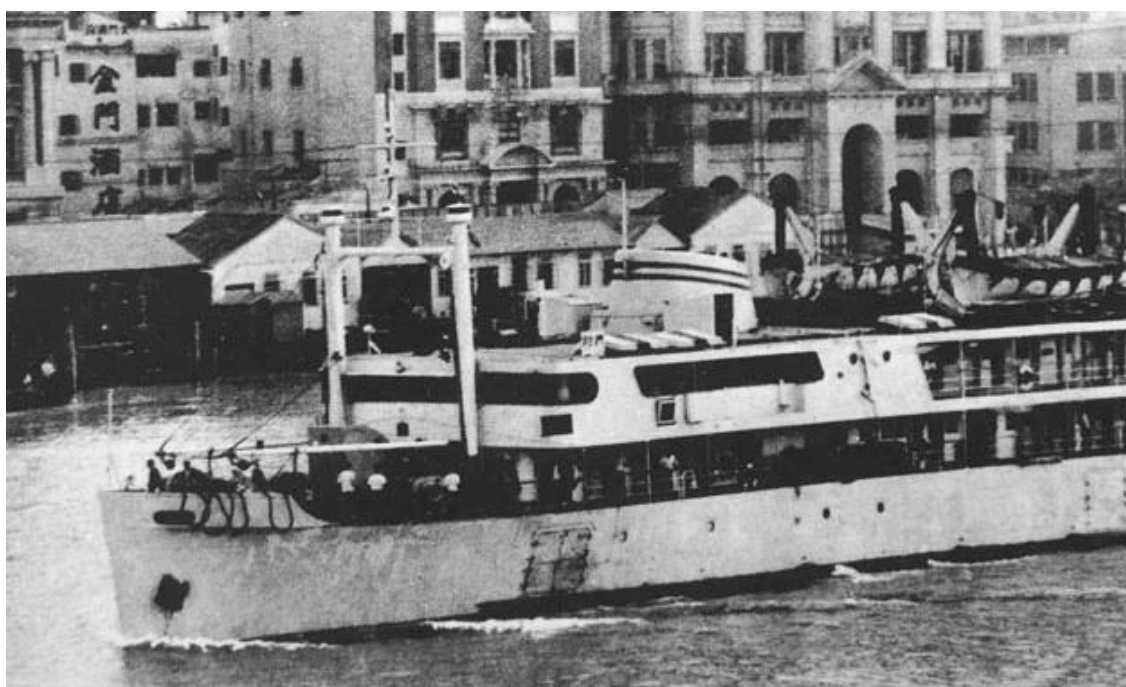


SHIH MEN (Alan Lee colln).



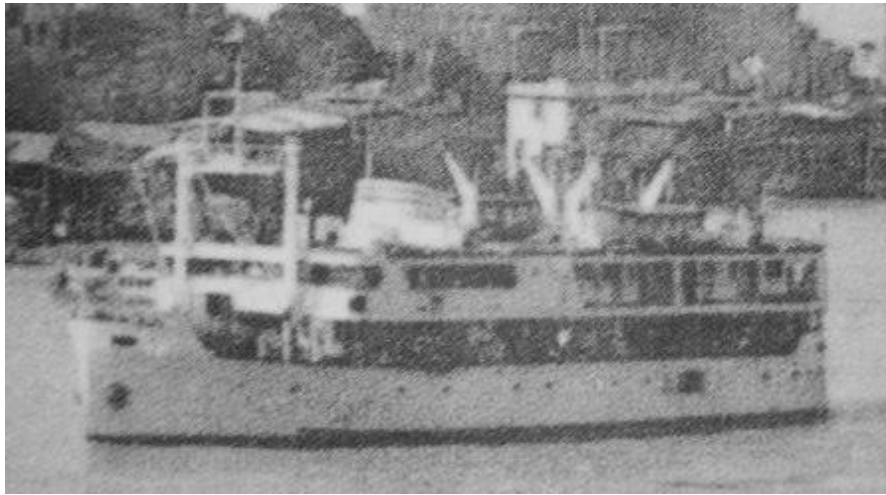
SHIH MEN at Guangzhou in October 1991 as HANG XIU YI. High fittings cut down for passing under a bridge, evidently in use as accommodation (Markus Berger/SK* edit by Harry Stott).

CHI MEN 祁門 904/48 (1949-50) (161.3 x 33.0', 2-sc M each 12 cy GMC, Cleveland, Oh.)
Built by St. Lawrence Metal & Machine Wks Inc., Quebec. Launched as HSU CHOU. 1950 hoisted PRC flag and taken to Canton. 1966 or 1967 r. HONG WEI 5, 6, 7 or 8. NFI.

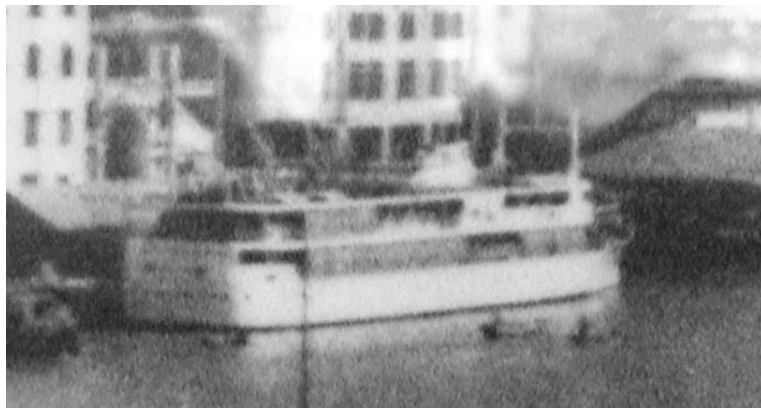


CHI MEN at Canton after Liberation with company markings removed (SK colln).

LONG MEN/LUNG MEN 龍門 (1949-50 901/48-10 (161.3 x 33.0', 2-sc M each 12 cy GMC, Cleveland, Oh.) Built by St. Lawrence Metal & Machine Wks Inc., Quebec.
Launched as LOU CHOU. 1950 hoisted PRC flag and taken to Canton. 1966 or 1967 r. HONG WEI 5, 6, 7 or 8. NFI.

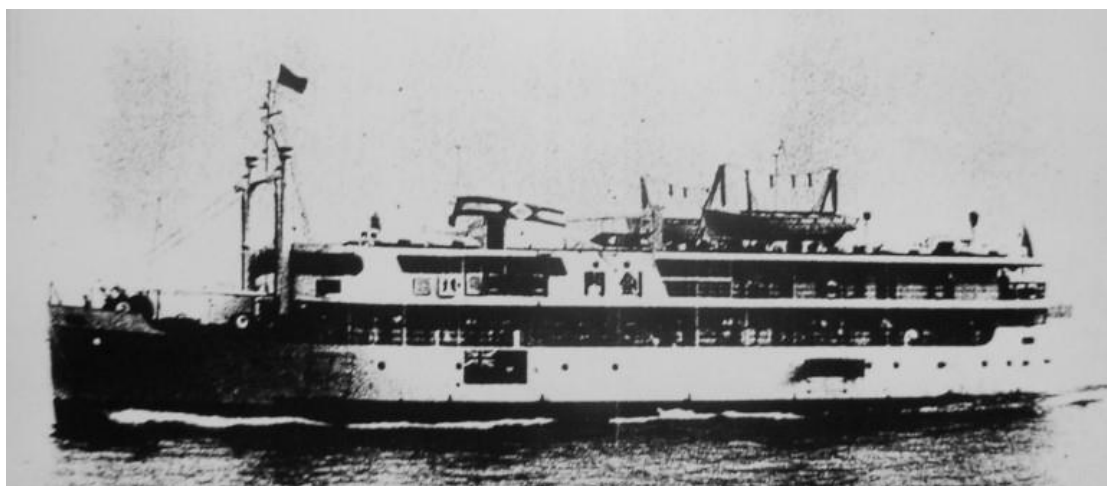


Unidentified 900-grt class at Guangzhou 1950s (*Vogel Canton under Communism*).



Unidentified 900-grt class at Guangzhou (coll. SK).

CHIEN MEN 釧門 (1949-50) 901/48 (161.3 x 33.0', 2-sc M each 12 cy GMC, Cleveland, Oh.)
 Launched as KUEI CHOU. 1950 hoisted PRC flag and taken to Canton. 1966 or 1967 r. HONG WEI 5, 6, 7 or 8. NFI.



CHIEN MEN of Ming Sung under the Canadian flag

MISS ORIENT (1949-49) 1127/34
LEE HONG (1949-71) 1127/34

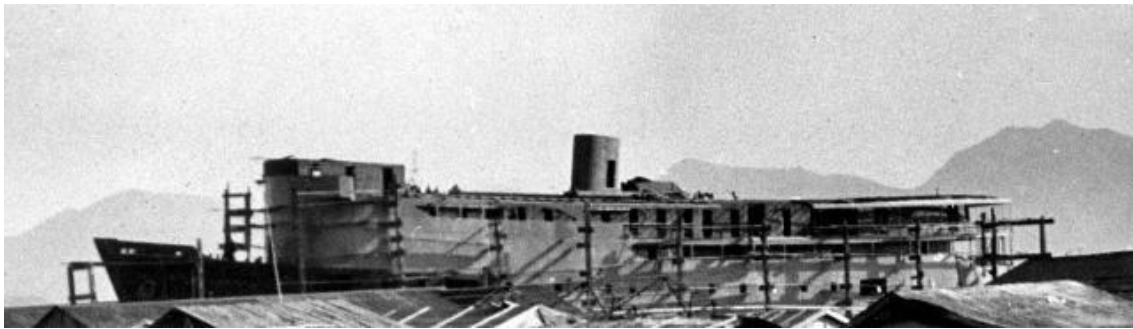
see LEE HONG (1934-39)
 see LEE HONG (1934-39)

TAI LOY 大来 (1950-68) 1330/50 [reg. HK Q1/51] 193.0 (198.5 o.a.) x 36.1', 3-sc. M 3x6cy warbuilt by Hip Tung Luo. Engine & Mfg, HK 15k/12k

Built by Wing On Shing, Cheung Sha Wan, Kowloon for Tak Kee Shg & Tdg Co. Ltd for Hong Kong-Macao service. 7/68 sold to Tai Tak Hing & Co. Ltd r. CHUNG SHAN. 5/78 sold to Pearl River Tptn Co., Canton r. HONG XING 801. 1991 rep. withdrawn from service. RLR 1992.

[<https://industrialhistoryhk.org/mv-tai-loy-hk-macau-ferry-first-steel-vessel-built-hk-post-ww2/>]

[<https://industrialhistoryhk.org/hip-tung-engineering-works-kwa-wan-makers-marine-diesel-engines-japanese-occupation-ww2/>]



TAI LOY taking shape at Cheung Sha Wan (<https://gwulo.com/node/30875/photos>).



TAI LOY on the slipway in 1950 (Henri Cartier Bresson) and launch (www.uwants.com/viewthread.php?tid=16985327&extra=&page=20).



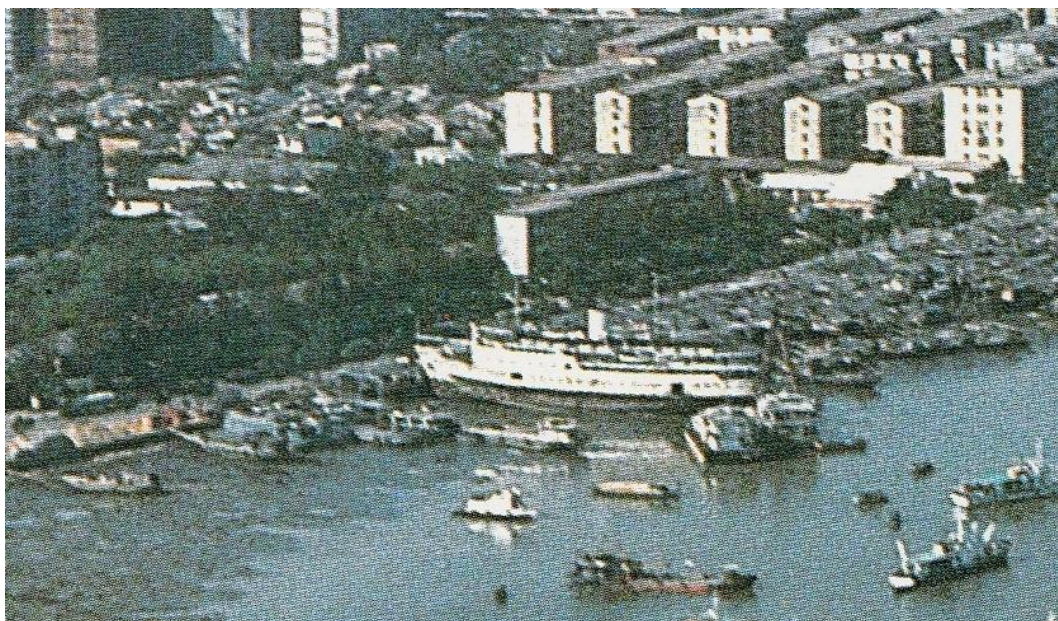
TAI LOY from a postcard (SK colln).



Builder's model of TAI LOY in HKMM, name displayed on funnel with electric illumination (HKMM/SK*).



CHUNG SHAN ex-TAI LOY (Karsten Petersen).



HONG XING 801 near the banks of the Pearl River at Canton (Published by Guangzhou city 10/84).

TAKSHING (1950-68)

FATSHAN 佛山 (1951-51) 2639/33 Man On S.N. Co. Ltd

FATSHAN 佛山(1951-68) 2639/33 Yu On Shg. Co. Ltd

GOLDEN CITY 金城 (1951-61)

see SAI ON (1924-50)

see **FATSHAN** (HCMSC 1933-31)

see **FATSHAN** (HCMSC 1933-31)

see WEN SHING (1946?-51)

MACAU 澳門 (1964-74) 3670/31 2 decks 2-sc. 384.2x47.1 4 steam turbines builders 2,462nhp

Built by Wm Denny & Bros Ltd, Dumbarton (#1252) for London, Midland & Scottish Railway Co. Ltd for Stranraer-Larne service as **PRINCESS MARGARET**, trials 20.7k at 7,462shp. 1947 owners nationalised into British Tpt Commission. 1950-51 conv. to oil fuel. Late-1960 sold to Caledonian Stm Packet (Irish Services) Co. Ltd. 30/3/62 del. at Greenock to Shun Tak Shg Co. Ltd and after conv. at Hong Kong 12/64 reg. as **MACAU** for service Hong Kong-Macao. 17/8/71 blown ashore by typhoon 'Rose', 13/9 refloated with heavy damage and laid up. 3/74 sold to Yau Wing Co. Ltd and del. to Junk Bay for breaking up. 7/74 sold to Tai On Yiu Co. Ltd, 3/75 registry closed after broken up.



Coal-burning **PRINCESS MARGARET** as built, imaged reversed for comparison (Simplon Postcards).



MACAU under renovation at the Ngau Tau Kok industrial estate in 1964 (Allan Lui).



MACAU, here berthed at Victoria Island, was maintained in immaculate condition (Internet).



Sailing from her Hong Kong island berth (South China Morning Post).



Aground at Tsing Yi, 1971 (Govt of HKSAR in M.Jones, *A History of Hong Kong Typhoons From 1874*).



Under damage assessment at Taikoo Dockyard
(<http://macauantigo.blogspot.com/2009/04/princesa-margarida-rebatizado-macau.html>).



At the breaker's yard in Junk Bay (V.H. Young & L. Sawyer).



PRINCESS MARGARET as built (British Rail /Simplon Postcards).

CHUNG SHAN 松山 (1968-78) 1330/50
FATSHAN (1968-71) 2639/33 Tai Tak Hing Co. Ltd

see TAI LOY (1950-68)
see **FATSHAN** (HCMSC 1933-41 for full details
and further photographs)



FATSHAN at Macau berth (<https://m.xuite.net/blog/marcokkmm/hkblog/541367578>)



FATSHAN underway in the Pearl delta (Kevin Lane (*Flickr*)).



Rare view at HK terminal in final colours, evident replaced funnel
(www.uwants.com/viewthread.php?tid=16985327&extra=&page=28).

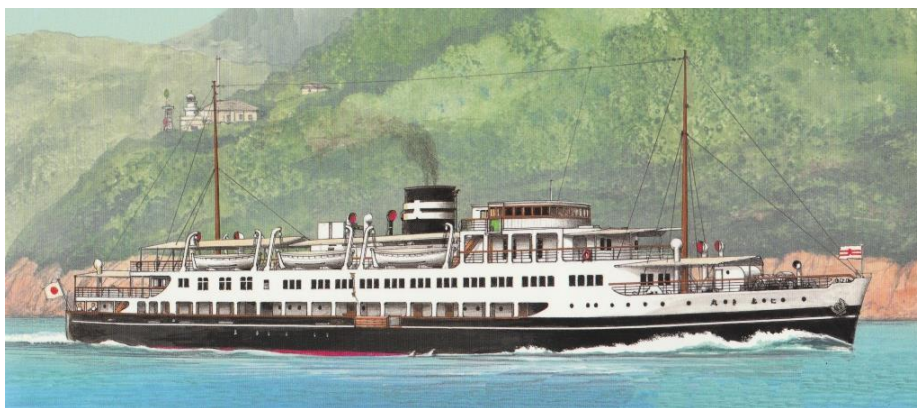


FATSHAN wreck off Lantau island (<https://photo.xuite.net/marcokkmm/19750923/397.jpg>).

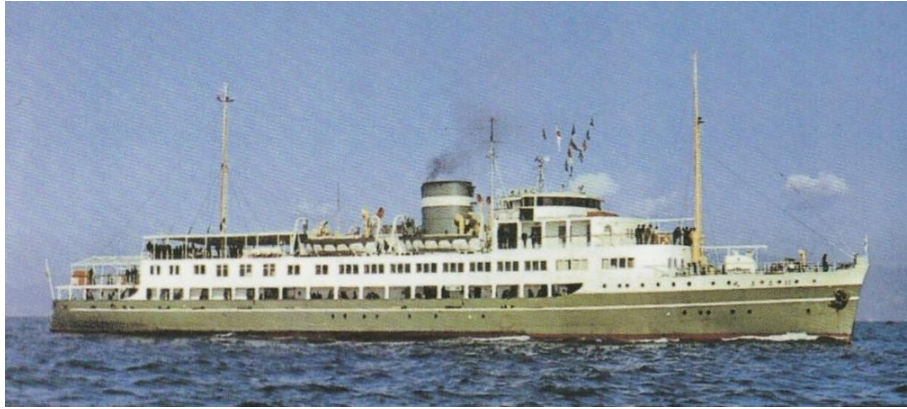
TUNG SHAN 東山 (1968-74) 1950/24 see SAI ON (1924-50)

WAH SHAN 華山 (1971-77) 1838/34 (242.7 x 39.4', 2-sc. 2Mx8cy/ 2,860bhp/17.34k-14k)

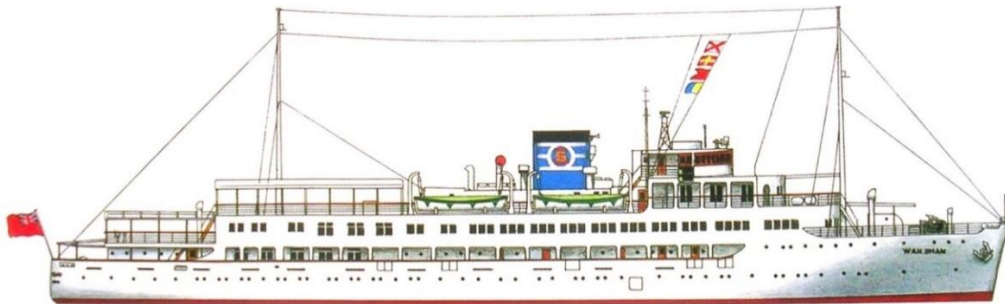
Built by Mitsubishi Jukogyo K.K., Kobe (#410) for Osaka Shosen K.K., Osaka for Osaka-Beppu line as NISHIKI MARU (1938-45 listed as NISIKI MARU). 3/42 t/f to Kansai Kisen K.K., Osaka. 29/3/43 requisitioned by IJN, attached to submarine training school, Kure and Otake. 9/45 reported repatriation voyage(s) to Indochina, SCAJAP number N049. 4/46 resumed Osaka-Beppu service. 11/71 reg. at Hong Kong for Shun Tak Shg Co. Ltd as WAH SHAN. 1972 superstructure enlarged (now 1910 grt). 12/72 t/f to Ravenser Ent. Ltd. 5/77 sold to Vatana Thai Tobacco Co. Ltd, Bangkok for cruise service on Menam River r. ASAVA DEVI. 1981 sold to Maldives Shg Ltd, Male r. SAMAA DHAAN. 3/82 damaged by fire at Male, sold to sold to Mohammed Ali Associates for scrapping, 21/7 work began at Gadani Beach.



NISHIKI MARU as built (Y. Nishimura).



NISHIKI MARU in the 1960s (Kansai Kisen).



WAH SHAN (Y. Nishimura).



In Pearl delta ((www.uwants.com/viewthread.php?tid=16985327&extra=&page=8).



WAH SHAN probably awaiting delivery to new owners (Table Bay Underway Ship Photos).



ASAVA DEVI in Singapore on 28 October 1978 (B. Mulholland/C. Gee coll.).



WAH SHAN in her final short-lived guise as SAMAA DHAAN (SK*).

TAI SHAN 泰山 (1972-89) 2136/72-1 (258.0 x 39.6', 2Mx8cy/5,200bhp/16.75k)

Built by Niigata Eng. Co. Ltd, Niigata (#1156) for Tai Tak Hing Shg Co. Ltd for service Hong Kong-Macao. 25/1/72 aground at Hong Kong in heavy fog. 1989 sold for \$800,000 to Sankey Ent. Ltd., Manila r. MADRIGAL TACLOBAN, but route not approved so r. MADRIGAL ROMBLON for Manila-Odiongan-Malay route. Reported broken up 1994.



TAI SHAN (Niigata Eng. Co.).



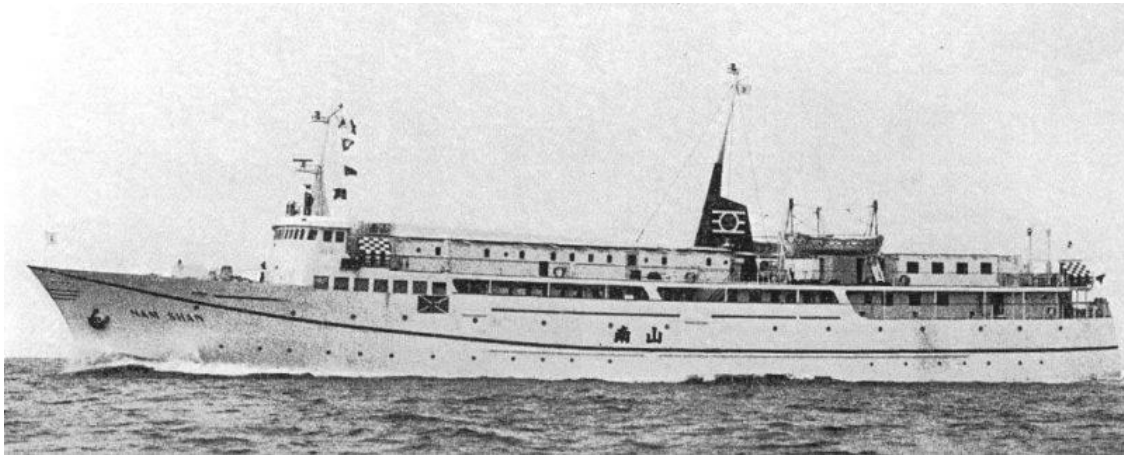
CHUNG CHAN and TAI SHAN at Hong Kong in 1970s (panoramio.com).



TAI SHAN at Macao outer harbor (Johnmightycat1@Flickr).

NAM SHAN 南山 (1972-89) 2142/72-7 (258.0 x39.6', 2Mx8cy/5,200bhp/16.75k)

Built by Niigata Eng. Co. Ltd, Niigata (#1115) for Shun Tak Shg Co. Ltd. 12/72 t/f to Ravenser Ent. Ltd for service Hong Kong-Macao. 1989 sold to Grand Opportunity Ltd., Manila r. MADRIGAL SURIGAO, operating Manila-Odiongan-Maasin-Surigao. Reported b/broken up 1994.



NAM SHAN on trials (Niigata Eng. Co).



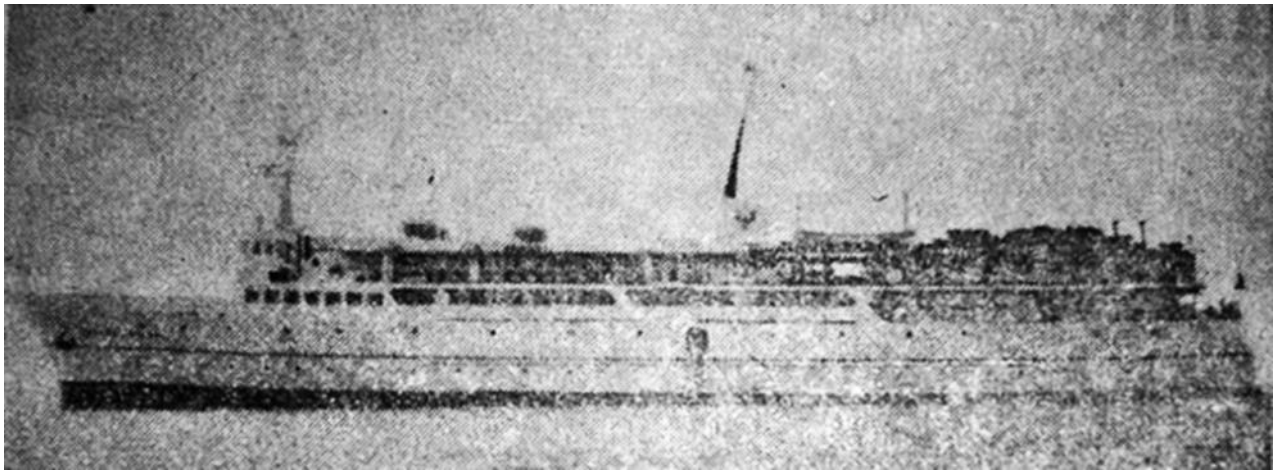
NAM SHAN, no awnings on upper deck (<https://blog.udn.com/jjcat88/19564417>).



NAM SHAN at her Macao berth in 1972 (Internet).



NAM SHAN (SK*).



NAM SHAN as MADRIGAL SURIGAO (*Manila Bulletin* 3/10/89).



MADRIGAL SURIGAO in PNOC Dockyard at Bauan, Batangas, March 1989 (edisonsy/Flickr).

LO SHAN 盧山 (1973-90) 2169/73 (257.84 x 39.6', 2Mx8cy/5,200bhp/16.75k)

Built by Niigata Eng. Co. Ltd, Niigata (#1233) for Shun Tak Shg Co. Ltd for service Hong Kong-Macao. 1/74 t/f to Ravenser Ent. Ltd. 3:30 a.m. on 29/5/90 final sailing Macao-Hong Kong, then laid up at Hong Kong, 11/92 rep. surveys overdue. LR94 (still laid up Hong Kong) owners W.W. Floating Hotels (Cayman Islands) Co., Hong Kong. 1997 out of class. LR2003 owners Maritime Delivery Inc., no location, flag or port of registry. RLR 2016.



LO SHAN (SK*)



LO SHAN (Donald Anderson).



LO SHAN at Victoria, Hong Kong berth 2 July 1986 (Robbie Shaw@shipspotting).



LO SHAN in January 1990 as the sole remaining conventional Macao route ferry. May 1990 withdrawn from service (both Donald Anderson).

XING HU 星湖 (1979-9?) 4158/67 (344.25 x 51.75', 2-sc.M 2x /8cy/19.5k B&W by Ast. Espanoles S.A., Sestao Works, Bilbao 240 pass.)

Built by Soc. Española de Construcción Naval, Matagorda for Naviera de Cruceros S.A. (Ybarra y Cia., Sevilla mgrs), Bilbao as CABO IZARRA. 1970 sold to West Line, Inc. (West Line, Ltd., Vancouver mgrs.), Monrovia r. WEST STAR. 1975 sold to Negros Nav. Co., Philippines r. DOÑA MONTSERRAT. 1979 sold to Guangdong Province Hongkong & Macao Navigation Co., Guangzhou r. XING HU, operating Guangzhou-Hong Kong overnight service, but early 1990s replaced by high-speed ferries. Reported 1999 broken up near Guangzhou, but also reported for sale 5/01. RLR 2005.



XING HU at Hong Kong (SK*).

TIAN HU 天湖 (1981-9?) 2825/64 (289.34 x 53.83', M2x12cy/6400bhp 17.5k Klockner-Humboldt-Deutz)

Launched by N.V. Scheepsbouwwerf Gebr. Pot, Bolnes (#951), completed by N.V. Zaanlandsche Scheepsbouw Mij., Zaanland (#501), Zaandam for Rederi AB Gotland (Sven Axelsson mgr), Visby as VISBY. 31/10 – 21/11/65 chartered to Rederi AB Ålandsfärjan, Viking Line service. ¾/1966 chartered to TT Line. 4/67 Charter to Rederi AB Ålandsfärjan, Viking Line service. 26/12/69 ran aground near Bogskär, towed to Mariehamn for repair. 01/09/66–15/04/70 charter to Rederi AB Slite, Viking Line service. 3/70 sold to Polske Linie Oceaniczne, Poland, 5/70 chartered back to Rederi AB Gotland service. 9/70 redelivered to owners, r. SKANDYNAWIA. 1977 sold to Polska Zegluga Baltycka, Kolobrzeg. 5/81 sold to China Ocean Shipping Co., Guangzhou, later Guangdong Province, Hong Kong & Macau Nav. Co., Guangzhou r. TIAN HU for Guangzhou-Hong Kong overnight service, but replaced by high-speed ferries in the early 1990s. 6/01 r. SHEN HANG 8. 2002 r. YUE HANG 6. 2002 r. TIAN HU. 8/02 reported scrapped.



TIAN HU at Hong Kong 4/82 (HD*).



TIAN HU (Internet).

XI JIANG 西江 (1984-9?) 1448/84 (211.29 x 39.37', M)

Built by Guangdong New China Shipyard – Dongguan also quoted as Guangdong Hope Yue, Dongguan for Beihai Marine Transportation, Beihai for Hong Kong-West River service. 1997 r. BEI BU WAN No.8. NFI.



XI JIANG at Hong Kong, bottom two in July 1984 (3 photos: Donald Anderson).

TAN JIANG 潭江 (1984-?) 1578/84 (218.95x40.68', M 282 pass.)

Built by Guangdong Jiangmen Shipyard for GMB, Kaiping for Hong Kong-West River service. as TAN JIANG, still in service 1991. Later sold to Guangdong Sanfu Transport, NFI.



TAN JIANG at Hong Kong (J. van Delden).



TAN JIANG with damaged mainmast (SK*).



TAN JIANG minus mainmast (VilleDeTanya).



TAN JIANG in October 1991 with evident new mainmast (Donald Anderson).

CHEONG KONG 長江 ('Long River' = 'Yangtse') 1136/84 (1984-97) 2-sc. 205.08x35.43' M 4xVee 16cy Paxman Diesels Ltd, Colchester 11,832bhp
 Built by Vosper Thornycroft UK Ltd, Portsmouth for Gandiage Co. Ltd., (Hong Kong Hi-Speed Ferries Ltd., mgrs) for service Hong Kong-Macao. 1/97 sold to Philippine owners r. FLORINDA 2, used Lucena-Balanacan and subsequently Manila-Lubang island. 1/05 sold for use as a Philippine training ship r. JUAN LUNA, shown on hull as RPLS JUAN LUNA. 30/8/11 RLR as existence in doubt. [Technical details are those for sister JU KONG.]



Thornycroft-built CHEONG KONG (Postcard in SK coll.).



CHEONG KONG and JU KONG at Hong Kong-Macao Ferry Terminal mid-1996,
 faster small catamaran ferry now evident at right



Near end of life as RPLS JUAN LUNA ((<http://glenn-shipsnapshots.blogspot.com/2013/04/rpls-juan-luna.html>)).

JU KONG 珠江 ('Pearl River') 1136/85 (1985-96) (205.08 x 35.43', 2-sc. M 4xVee 16cy/11,832bhp Paxman Diesels Ltd, Colchester)

Built by Vosper Thornycroft UK Ltd, Portsmouth for Ibarrola Co. Ltd., (Hong Kong Hi-Speed Ferries Ltd) for service Hong Kong-Macao. By 1986 reg. For New Hay Ltd, Hong Kong. 1996 sold to Philippine owners r. FLORINDA 1, used Lucena-Balanacan and subsequently Manila-Lubang island. Still existing 2004 but NFI.



JU KONG (SK*).



JU KONG May 1986 (Donald Anderson).



JU KONG (Donald Anderson).



JU KONG at Outer Harbor Pier, Macao August 1987 with the competition – Shun Tak ferry
NAM SHAN or LO SHAN and Far Eastern Hydrofoil Boeing jetfoil ACORES (Tom@flickr)



FLORENTINA ferry at San Carlos in 2004 (homma5433@flickr).

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