Passenger Ships of the Shanghai Maritime Bureau (Part 1)

MIN CHU 民主 series (1954-66), then GONG NONG BING 工農兵 series

(Coastal operations from Shanghai to Ningbo, Wenzhou, Qingdao, Dalian, and within Bohai.)

ILLUSTRATED FLEET LIST

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May be cited with acknowledgement to the authors at www.oldchinaships.com

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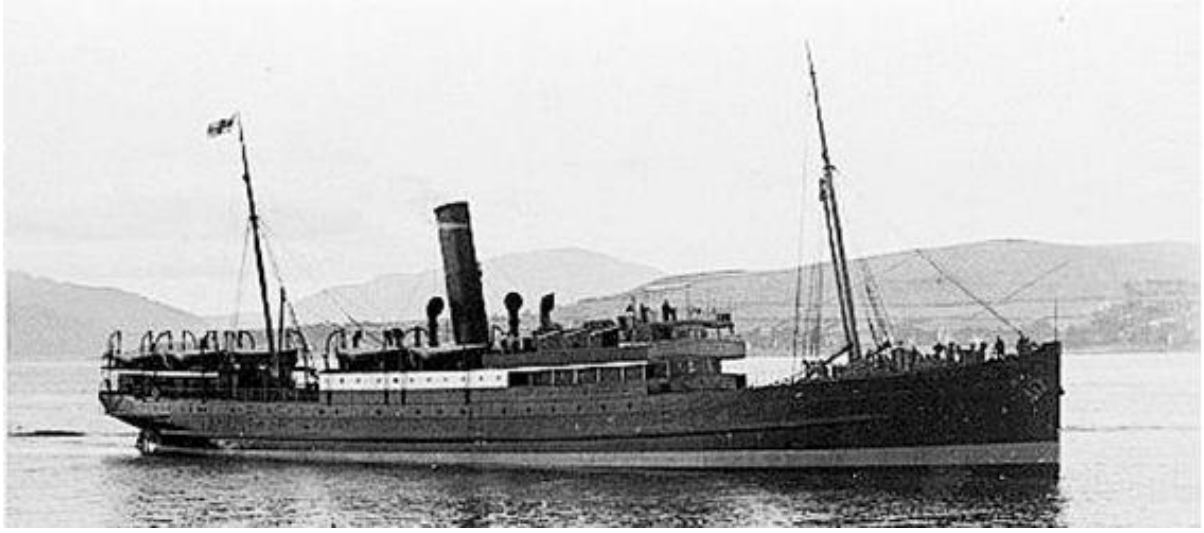
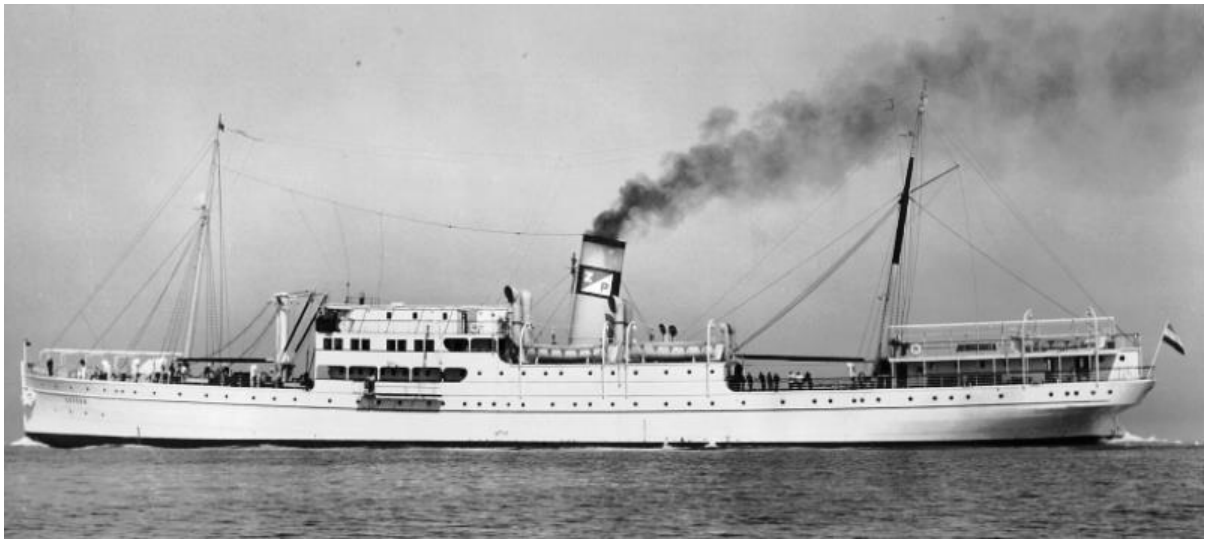
We are grateful to Bill Schell for his assistance in advancing this list.

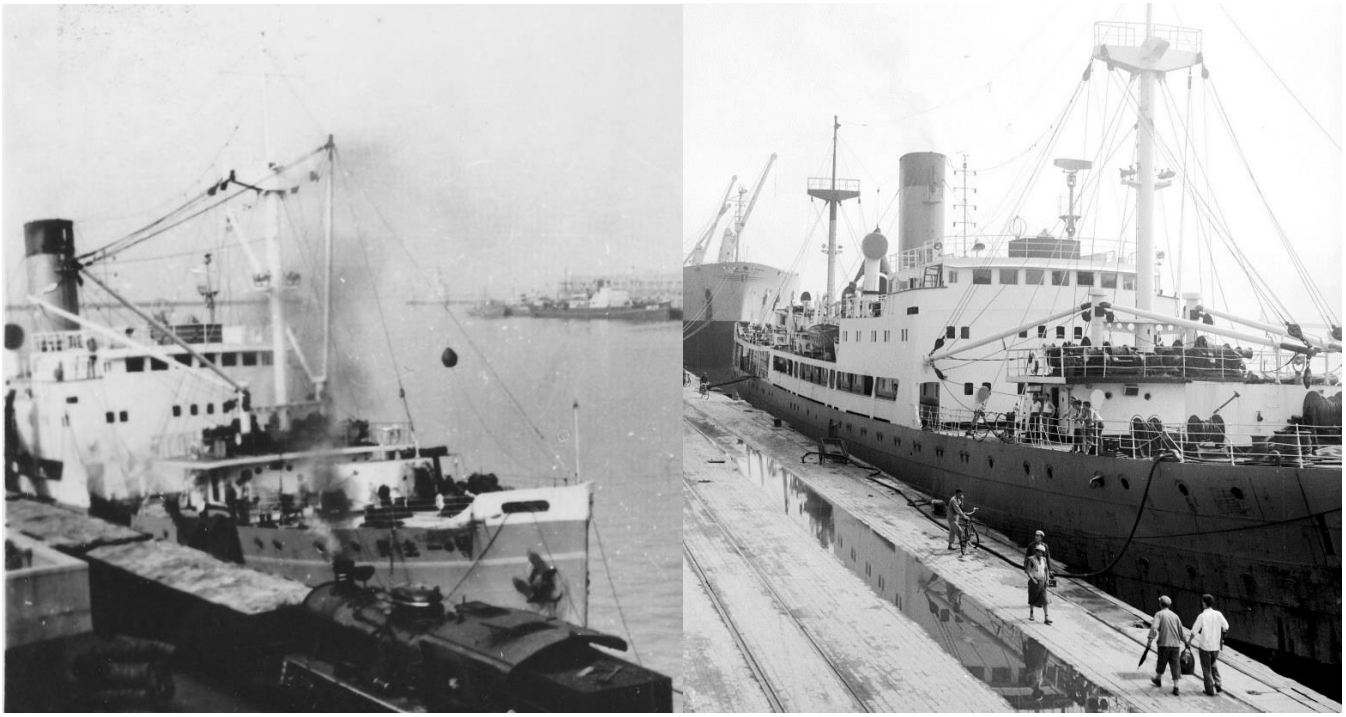
MIN CHU 1 (1954) 2390/11 300.0x39.7x17.5 T3cy

Built by Clyde SB & E Co. Ltd, Pt Glasgow for British & Irish Steam Packet Co. Ltd, Dublin as LADY GWENDOLEN. 1916(7) to Russian Navy r. L(Y)UDMILA. 1918 reverted to owners. 7/18 sold to Dundee, Perth & London Shg Co. Ltd, Dundee. 6/19 sold to New York, Newfoundland & Halifax S.S. Co. Ltd ('Red Cross Line', C.T. Bowring & Co. Ltd mgrs), Liverpool r. ROSALIND. 1921 reg. t/f to St Johns. 1/29 taken over by Bermuda & West Indies S.S. Co. Ltd (Furness, Withy & Co. Ltd mgrs.), Hamilton now Furness Red Cross Line. 3/36 sold to Zetska Plovidba AD, Kotor r. LOVCEN and 29/6 ex New York for Trieste and refit for Adriatic service. 5/38 in service Adriatic to Black Sea ports via Istanbul. 11/39 coastal service Dubrovnik to Eastern Mediterranean ports. 1940 t/f to Cia. Centroamericana de Nav. S.A., Panama. 26/9/40 ex Piraeus for New York (21/10). 1/41 in Caribbean service from New Orleans. 10/41 taken over by U.S. Army at Mobile r. COLUMBIA but still trading between British Caribbean ports. 1942 r. BRIGADIER GENERAL HARRY E. RETHERS. 22/10/43 on charter to British Govt for Caribbean service. 14/1/46 laid up at Mobile (now U.S. Maritime Commission). 1946 sold to Chan Kiu Cheong (South China S.S. Co., 28 Connaught Rd, HK) and 11/10/46 as WAH CHUNG [=CHINA] sailed Mobile for Hong Kong (28/11). Early 1947 in service HK-Haiphong. By 4/49 in service HK-North China. 10/50 sold to Grande Shg. Corp. S.A. [PRC], Panama r. TERESA. 12/50 last reported at Shanghai. LR rep. broken up China in 1953 but 1954 t/f to SMB, refitted by Kiangnan Dockyard and r. MIN CHU 1. 10/58 operating Dalian/Yantai. 1967 r. GONG NONG BING 1, still operating Dalian/Yantai, but likely withdrawn 1968 or 1969 after new GONG NONG BING 2 in Shanghai/Dalian service, freeing up GONG NONG BING 15 and 16 for regular Pohai Gulf service.

[LR, Clydeships, VRCs, SCMP, Schell plus Ren Quantai in *The Yantai Evening* 7/11/14 http://www.shm.com.cn/ytwb/html/2014-11/07/content_3057913.htm]



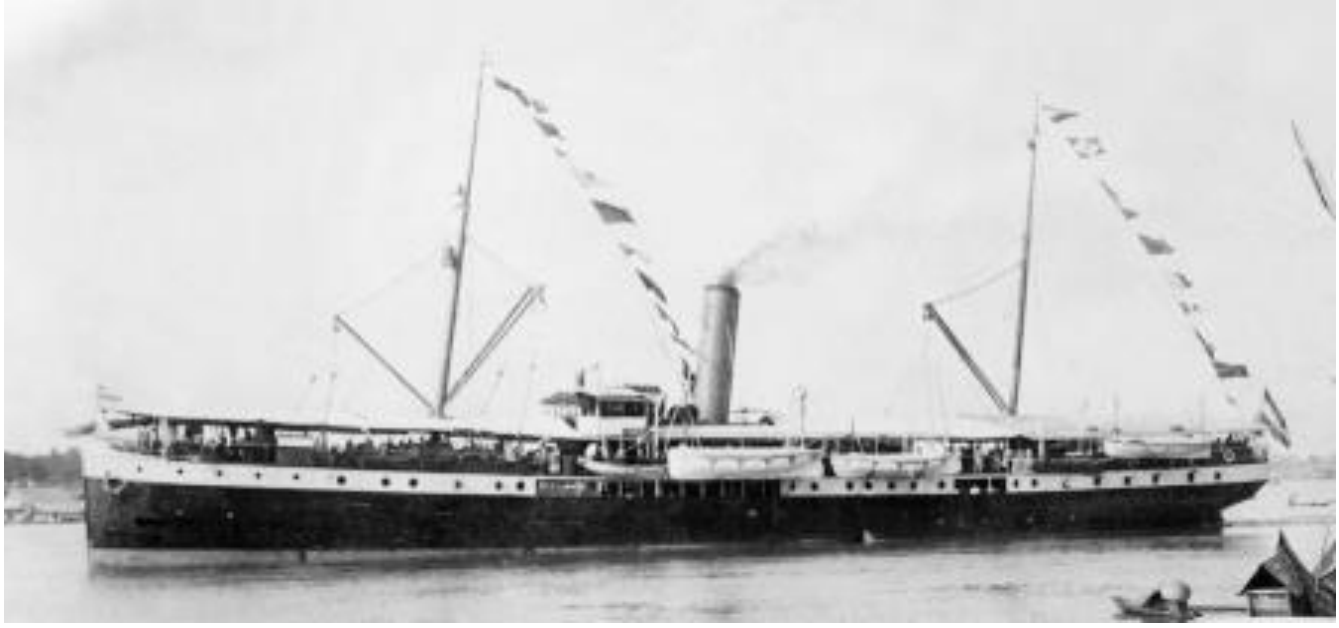




MIN CHU 1 successively as LADY GWENDOLEN, ROSALIND, LOVCEN, MIN CHU 1 and GONG NONG BING 1 (http://www.clydesite.co.uk/clydebuilt/viewship.asp?id=15448; http://nicelyturned.tumblr.com/post/28050715034; https://www.zuber-gregovic.me/wp-content/uploads/nave-Lovcen-2.jpg; SK; SK*).

MIN CHU 2 (1954) 955/90 219.8x31.3x15.6 T3cy 200 pass

Built by Koninklijke Fabriek voor Stoom- en Andere Werktuigen, Amsterdam for Koninklijke Paketvaart Maatschappij, Batavia as SPEELMAN. 7/23 sold to Soc. Des Affreteurs Indochinois, Saigon r. GOUVERNOR GENERAL MAURICE LONG. 1926 Sold to Hai Cheng S.S. Co. Ltd (Nei Hong Hing mgr), Newchwang r. HAI-CHANG - early 1930s operating Lungkow/Dairen/ Tientsin/Newchwang. Ca.1934 t/f to Shanghai registry (now Hai Chang S.S. Co. Ltd). 1937 probably to Manchukuo flag. 1940 requisitioned by Japanese Government as KAISHO GO (海盛号). 1945 reverted to owner r. HAI-CHANG. 1949 under People's Republic of China. 1951 operating as sole vessel in Tientsin/Dalian/Yantai service (service commenced 4/50) for Northern Navigation Bureau, nominal capacity 200 but carrying four times the total number of passengers as 1950. 1954 taken over by SMB r. MIN CHU 2. Early-1956 transferred to Dalian/Weihai, 10/58 timetable shows operating Dalian/Weihai with accommodation for only 5th class passengers. By 1966 rebuilt as HUNG YU, likely continued on Dalain/Weihai service. 1973 refitted at Shanghai Shipyard. Ca.1976 withdrawn and b/u. [Jian Wang in Binhai Times (4/12/13 at http://bhsb.tjbhnews.com/html/2013-12/04/content_7_2.htm) records as operating in early 1950s as passenger ship 海盛 (HAI SHENG/CHENG) with service details indicated above.] [Dalian Bureau list contains further images as HUNG YU.] [1959 RLR as HAI-CHANG after no report for ten years.]



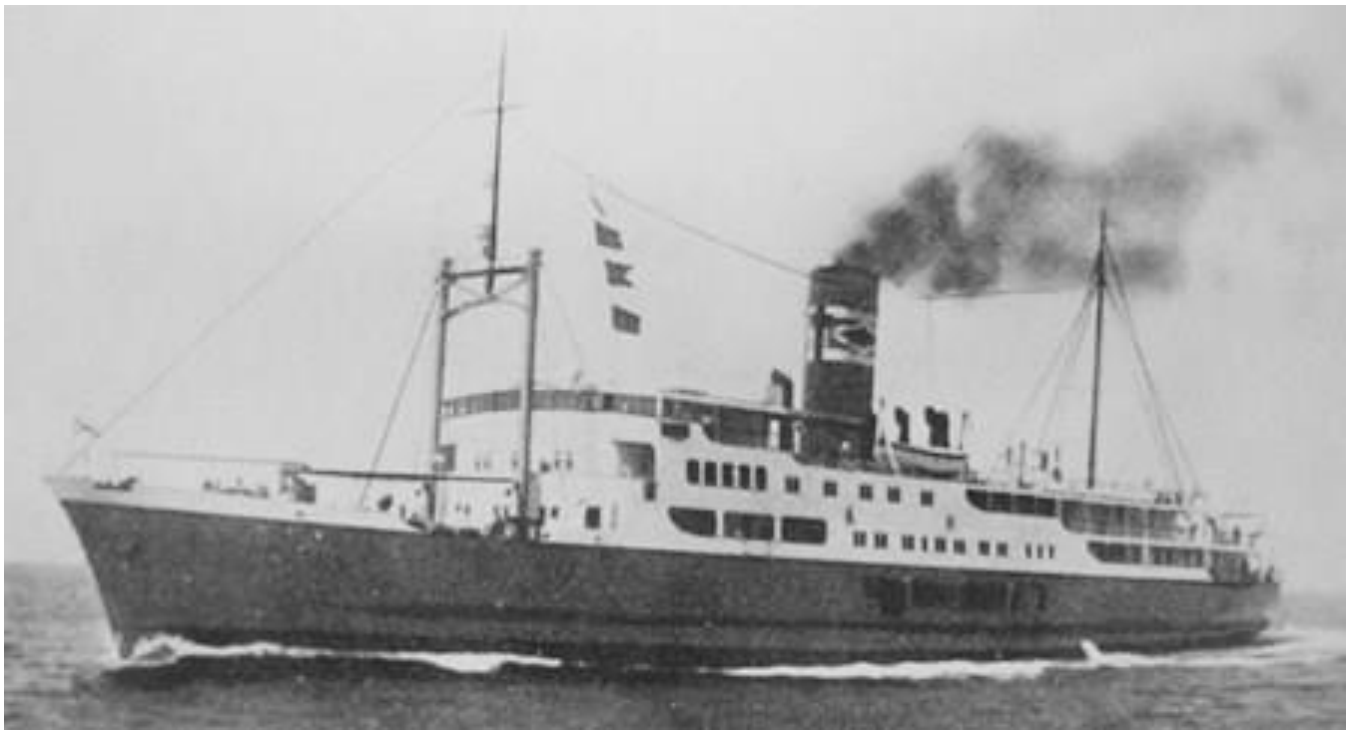
SPEELMAN in Java on maiden voyage (KPM History).

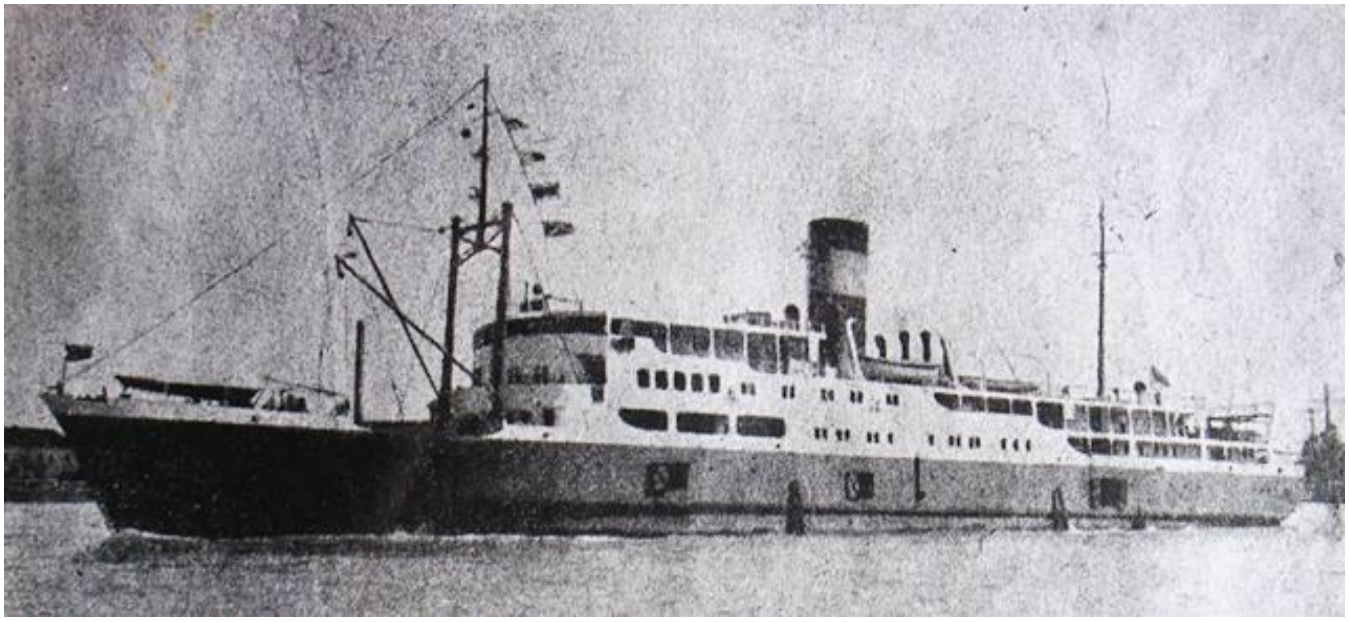
HAI-CHANG at Newchwang before WWII, and HUNG YU at Shanghai 1973 (postcard SK colln; Harrison Forman-https://collections.lib.uwm.edu/digital/collection/agsphoto/id/32539/rec/81).

MIN CHU 3 (1954) 3214/40 328.1x50.0x15.4 T3cy + LPT 1300 pass

Built by Uraga Dock Co. Ltd, Uraga. Ordered by Nisshin Kisen K.K. but completed for Toa Kaiun K.K. as HSING TAI MARU. 8/45 surrendered and allocated to China Merchants S.N. Co., Shanghai r. KIANG TAI.

Following 3/12/48 loss of KIANG YA, placed on Shanghai/Ningpo service. 1949 owners restyled as China People's Steam Nav. Co. name romanised as CHIANG TAI. 14/3/52 recommenced regular Shanghai/Ningpo service for East China Navigation Bureau. 12/54 t/f to SMB r. MIN CHU 3. 17/4/55 sank after striking rock at Taiping Is. (30.5N, 121.4913) but raised and 12/55 returned to service. 10/65 operating overnight Shanghai/Ningpo sailings. 1967 r. GONG NONG BING 3. 2/80, 2/81 in operation for supplementary New Year traffic on Shanghai/Ningpo service. RLR 1992/93 (as CHIANG TAI), NFI. [Identified in multiple Chinese sources, such as http://zj.qq.com/a/20141005/012323.htm]



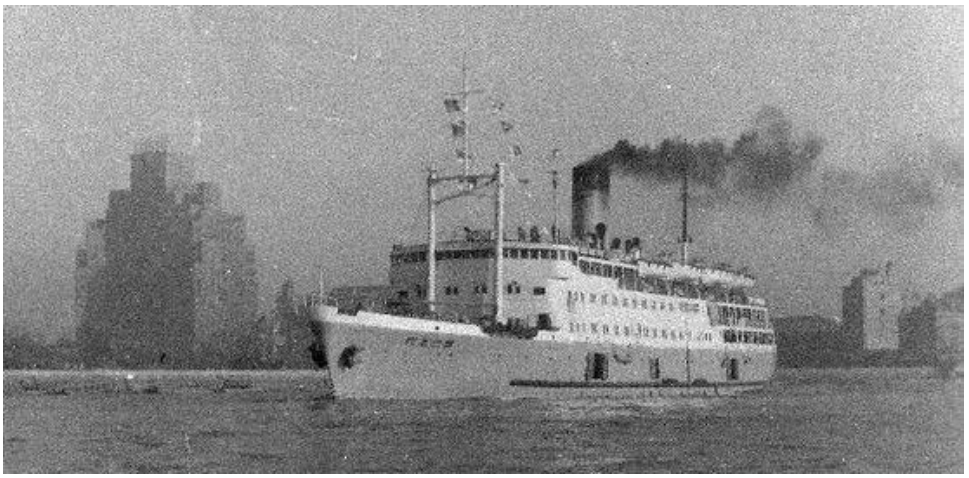


MIN CHU 3 as built (HSING TAI MARU) and postwar as KIANG TAI (builders; I Wen Hua Pao July 1948)

MIN CHU 3 with a new superstructure front, under refit at Shanghai (weibo.com).

MIN CHU 3 in the 1950s, still without radar (http://60.250.180.26/ss/6156-19.html).

At Ningpo about to sail at 4pm. White superstructure, but still liferafts (Internet).



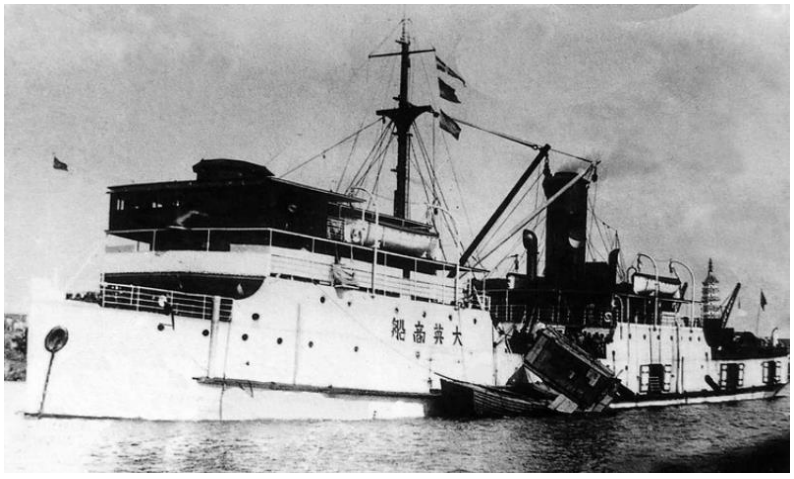
MIN CHU 3 heading downstream after negotiating the Whangpoo bend. As with refit photo, Broadway Mansions in background, at left (image.baidu.com).

GONG NONG BING 3 at Shanghai in 1977-79 (Ted Scull).

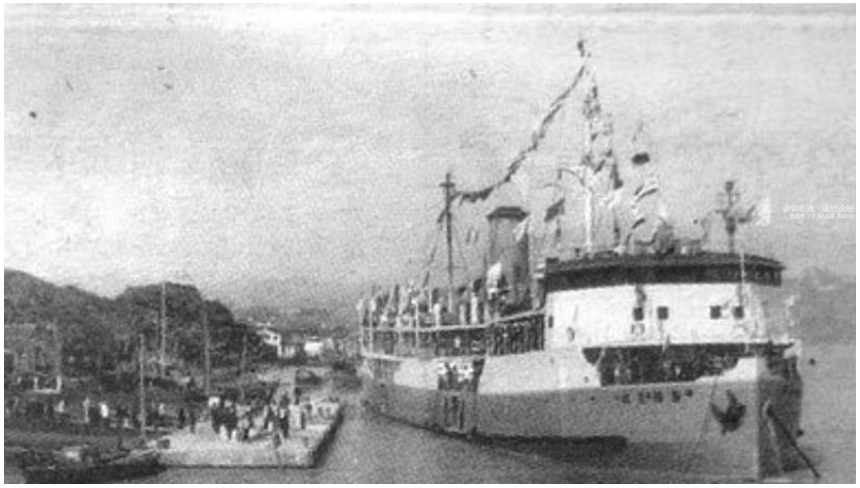
GONG NONG BING 3 turning in the river at Ningpo (www.thepaper.cn).

MIN CHU 4 (1954) 2891/22 290x46.2x20.6 T6cy 300 pass

Built by New Engineering & S.B. Works Ltd, Shanghai for ICSNC as cargo ship for Middle River service. Early-1935 rebuilt to increase passenger capacity, aft cargo hatch removed. 1938-39 on Pearl River. 1940 at Haiphong as storeship. 12/41 req. by R.N. at Singapore for use as naval auxiliary. 2/42 towed damaged HMAS Vendetta from Batavia to Albany. 19/5/42 paid off in Melbourne. 22/5/42 comm. by RAN for use as stores ship. 1/45 under conversion to repair ship. 6/46 redel. to ICSNC in Hong Kong and used as accommodation ship. 9/47 sold to Hoong On S.N. Co. Ltd, Shanghai r. TEH ON. 1949 under control of People's Republic of China on Yangtse line, reported refitted in 1951. 2/53 placed on Shanghai/Ningpo line. 1954 r. MIN CHU 4. 4/58 placed on Shanghai/Ningpo/Wenchow line. Ca.1960 re-converted for Shanghai/Wuhan line, rebuilt to increase cabin passenger capacity to 726, forward cargo hatch removed r. JIANG DE. 11/66 r. DONG FANG HONG 6. 19/2/71 collided with and sank barge at Nanjing carrying 1000 tons of ore, 4 dead. By 1984 sold for use as an accommodation ship for Wuhan port authority on the Wuchang river bank between the Second Wuhan and Wuhan Erqi Yangtze River Bridges. II/2017 broken up in situ. [*The Log*, 48/2, 2015][The name MIN CHU 4 was reallocated in 1960, see below.]



PING WO as built (aiai.blog)

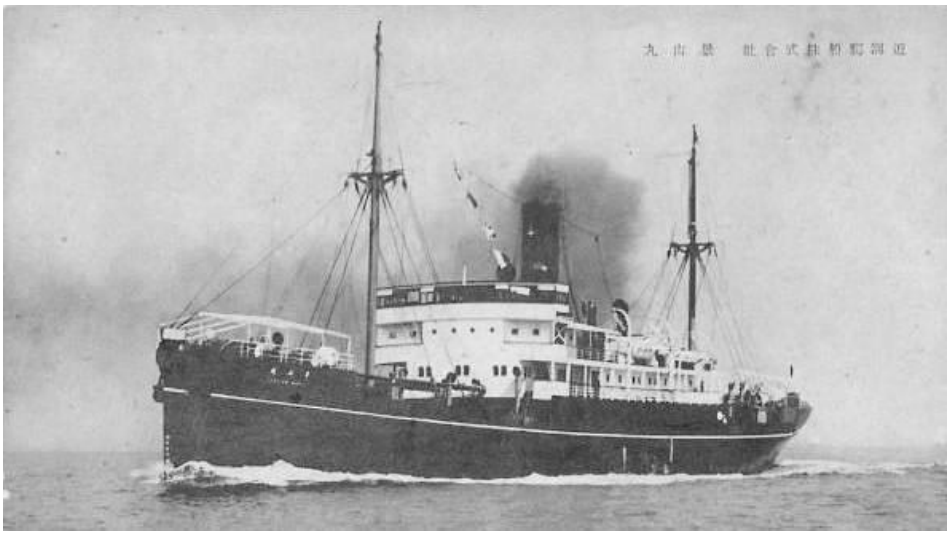


MIN CHU 4 first arrival at Wenchow 17/4/58 (Wenchow city history).

MIN CHU 4 working cargo in the daytime and loading passengers under illumination at night (Wenchow city history; Internet). More photos of this vessel in DONG FANG HONG list, Pt 1.

MIN CHU 5 (1958, name allocated 1954) 2318/27 285x43x22 T3cy 346 pass

Built by Osaka I. W., Sakurajima (Osaka) for Kinkai Yusen K.K., Tokyo as KEIZAN MARU. 1927 t/f to Nippon Yusen Kaisha K.K., Tokyo, but 1931 reverted to Kinkai Yusen. 5/8/39 contributed as material asset on establishment to Toa Kaiun K.K., Tokyo. 1941 under Army control, 3/3/43 stranded near Koki Island, Pohai Gulf and sank, 15 crew and 1 passenger lost. 1957 refloated and rebuilt 1957-58 at Shanghai as MIN CHU 5 for SMB for Shanghai/Qingdao, later Shanghai/Dalian service. 3/10/59 carrying only 39 passengers Shanghai/Qingdao at time of 10th anniversary national day. 1967 r. GONG NONG BING 5, 10/65, 9/69 still operating Shanghai/Qingdao. Mid-1970s t/f to Shanghai Pilot Service as HU JIAN YIN 2, 1979 still in service as pilot tender at Shanghai. 1983 still existing tied up at Shanghai as HU JIAN YIN (no number). NFI. [Sources for identification etc. see SK, MN Jan.2009, also http://blog.sina.com.cn/s/blog_52db8cdb0101h2d5.html]



KEIZAN MARU was built for the Kobe/Tientsin service (Kinkai Yusen postcard, SK colln.).

In PRC coastal service from 1958 (both Internet).

As a pilot tender in the 1980s, moored at the Bund in Shanghai (SK colln).

MIN CHU 5 as pilot tender HU JIAN YIN 2 (Markus Berger).

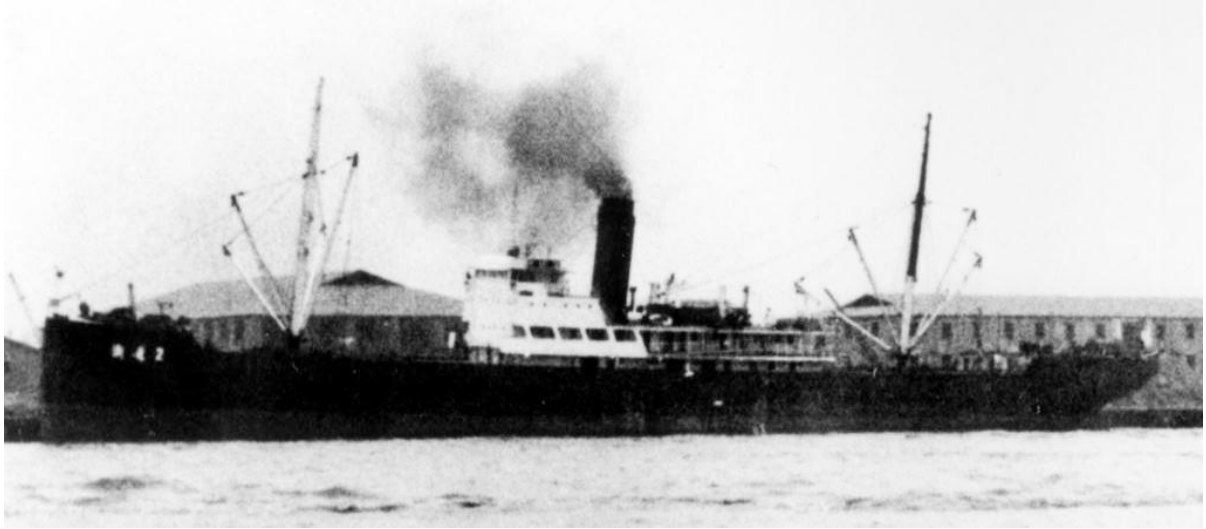
HU JIAN YIN in Shanghai 1982-83 at end of career (Chris Mackey).

HU JIAN YIN at Shanghai 1983, GONG NONG BING 19 at right (L.W.Demery Jr@*Flickr*).

'MIN CHU 6' (name allocated 1954 but not used) 3402/99 317.0x42.0x20.1 T3cy 306 pass
Built by Harlan & Hollingsworth Corp. Wilmington (Del.) for New York & Porto Rico S.S. Co. Inc., New York as PONCE. 10/28 sank at wharf at Hoboken (NJ), raised and refitted. 1934 owners became mgrs. for Agwilines Inc. 1937 relegated to freighter. End 1940 sold to San Juan Shg. Co. Inc., Panama. 3/46 sold to Chung Hsing S.S. Co., Shanghai r. KING HSING. 8/49 special survey Hong Kong, t/f to Panama flag. 1950 Wallem & Co. Ltd, Hong Kong appointed nominee owner r. VEST BAY. 1952 Panamanian registry cancelled for trading with China, t/f to PRC flag r. TAI ER CHUANG. 11/53 merged into joint-venture fleet under management of SMB r. CHUNG HSING (ZHONG XING) 9. 1/6/56 with MIN CHU 9 commenced regular service Shanghai/ Dalian, but soon transferred to Shanghai/Qingdao line. Pre-designated as MIN CHU 6 but 10/65 still operating as CHUNG HSING 9 on Shanghai/Qingdao line. 1967 r. GONG NONG BING 6. 9/69 still operating Shanghai/Qingdao. Still in service 1973, Presume withdrawn mid/late 1970s after replacement by a CHANG Class vessel, and photographic evidence (see below) indicates t/f to the Tianjin-based Ji Hai cargo fleet, r. JI HAI 2. NFI. [Source for GNB 6 identification: Petersen photo identified by HWD, also see Dick/Kentwell/Petersen in MN]

PONCE as built (from a postcard).

GONG NONG BING 6 in the Whangpoo in 1973 (Karsten Petersen - http://global-mariner.com/index113-1800-1899.html).

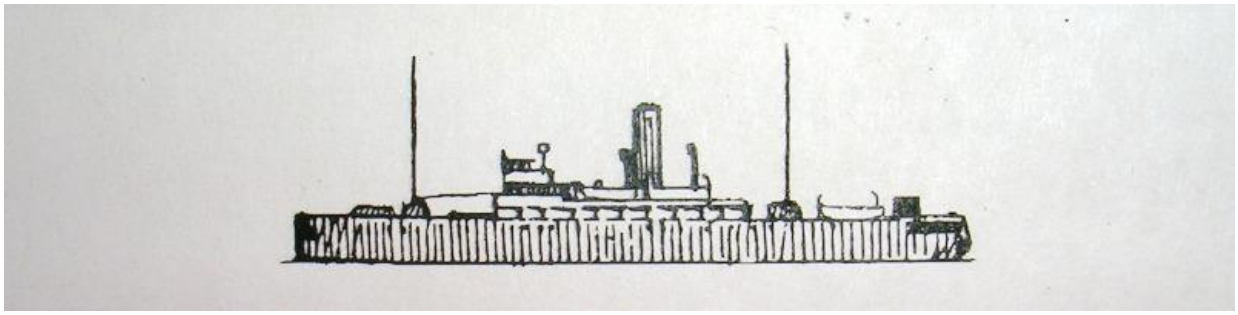


Vessel thought to be ex-GONG NING BING 6, reconstructed in the 1970s as JI HAI 2 (M. Berger colln).

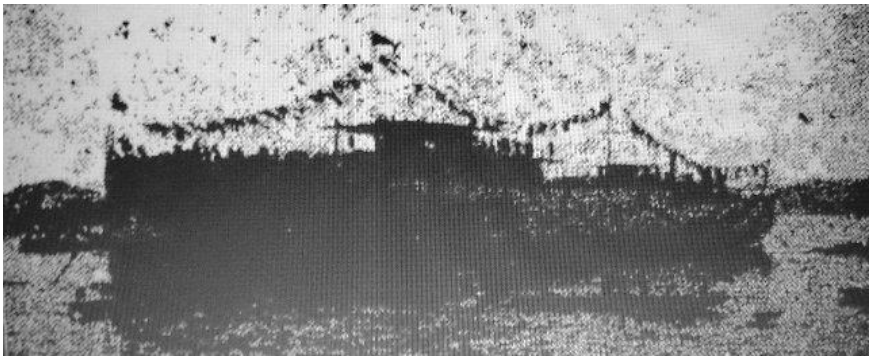
MIN CHU 7 (1954) 1346/1946 ('B'-type Coaster) 224.2 (o.a.) 210x35.5x19.2 T3cy 363 pass
Launched by Prince Rupert D.D. & Shipyards, Prince Rupert (BC) for Canadian Govt as OTTAWA PALETTE but completed for China Merchants S.N. Co, Shanghai as HAI YUN 海甬. 1950 registered for China People's S.N. Co. By 1956 converted to carry 363 pass. (probably by enclosing hatch wells by a continuous awning deck) and 6/56 as MIN CHU 7 in service Shanghai/Qingdao. 1964 reverted to freighter as HOPING 70. 1966 r. ZHAN DOU 70, 1978 allocated to Dalian Bureau. RLR 1992/93, NFI.
[http://www.shtong.gov.cn/node2/node2245/node67421/node67426/node67459/userobject1ai64416.html, also Taiwan site http://60.250.180.26/ss/6147.html].

HAI YUN (later MIN CHU 7) or a sister carrying passengers in the Whangpoo prior to 1949 (Illustrated History of CMSNC).

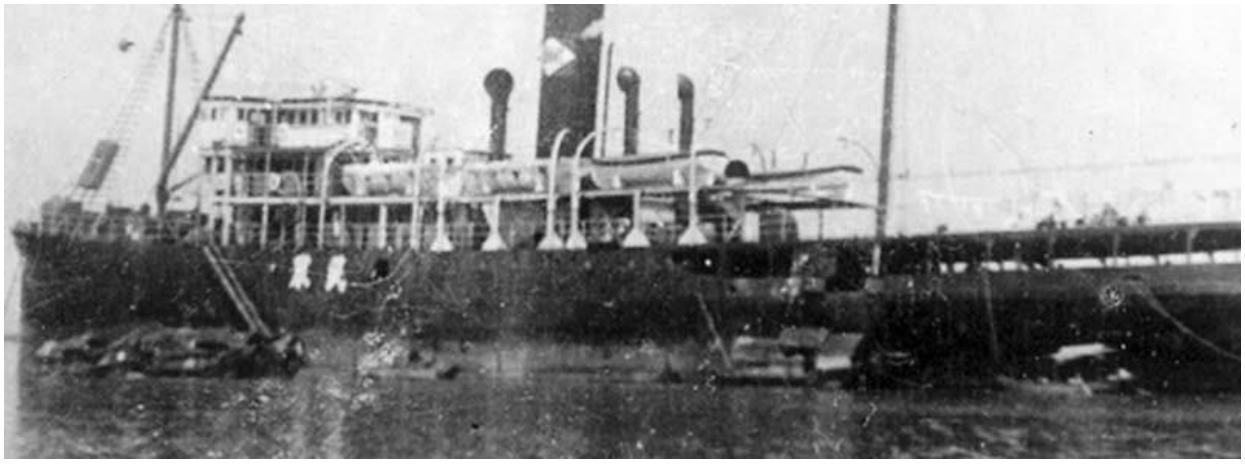
MIN CHU 8. (1954) 1946/1924 260 (o.a.) 250.0x38x18.2 T6cy
Built by New Engineering & S.B. Co. Ltd, Shanghai for Chinese Maritime Customs as lighthouse and buoy tender HAI HSING 1946 sold to Ming Sung Industrial Co., Chungking and 1947 conv. to cargo-pass ship r. MING CHUNG 民眾 operating Shanghai/Tientsin/Hong Kong/Guangzhou/
Keelung. 10/49 in LR class @ Keelung for Ming Sung. 12/49-1/50 at Yaumati, Hong Kong. 18/6/50 sailed Hong Kong to Shanghai. r. TIEN WAN HSING. 1954 taken over by SMB r. MIN CHU 8. 1/57 and 2/57 assisted in carrying Chinese New Year traffic Shanghai/Ningpo. 10/58 in regular service Dalian/Longkou (Shantung). 1967 r. GONG NONG BING 8, 1978 t/f to Dalian Navigation Bureau, NFI. (RLR 1974 as MIN CHU PA). [http://www.shtong.gov.cn/node2/node2245/node67421/node67426/node67459/ userobject1ai64416.html also Taiwan site at http://60.250.180.26/ss/6242.html]



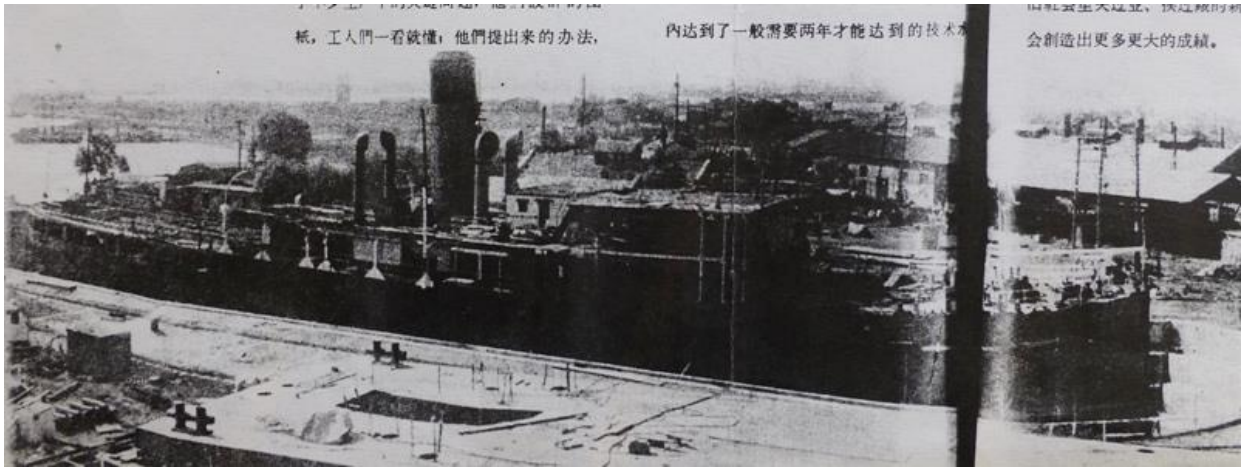
MIN CHU 8 as reconstructed (Talbot Booth).



Launch of HAI HSING on 21/4/24 (NCH 26/4/24).

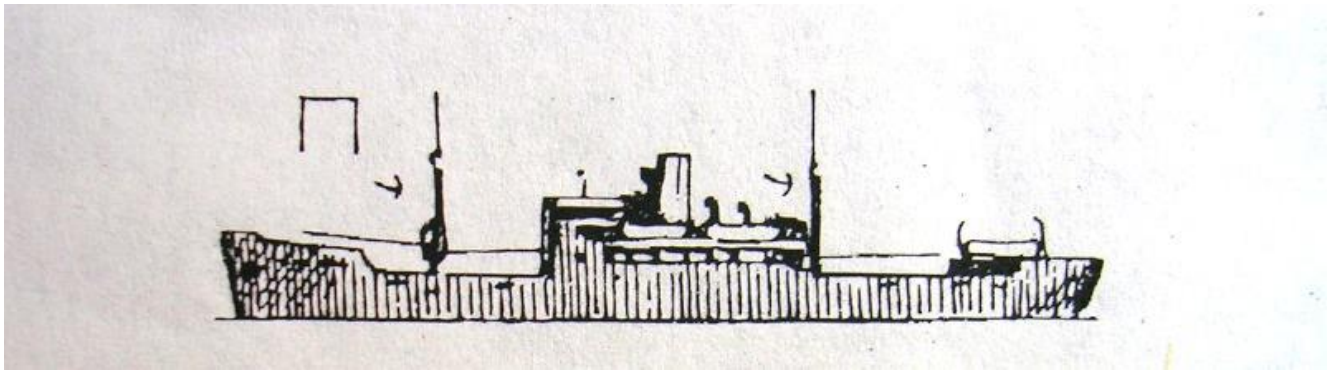


MING CHUNG of Ming Sung S.S. after the war (http://60.250.180.26/theme/theme-32/32-019.jpg).

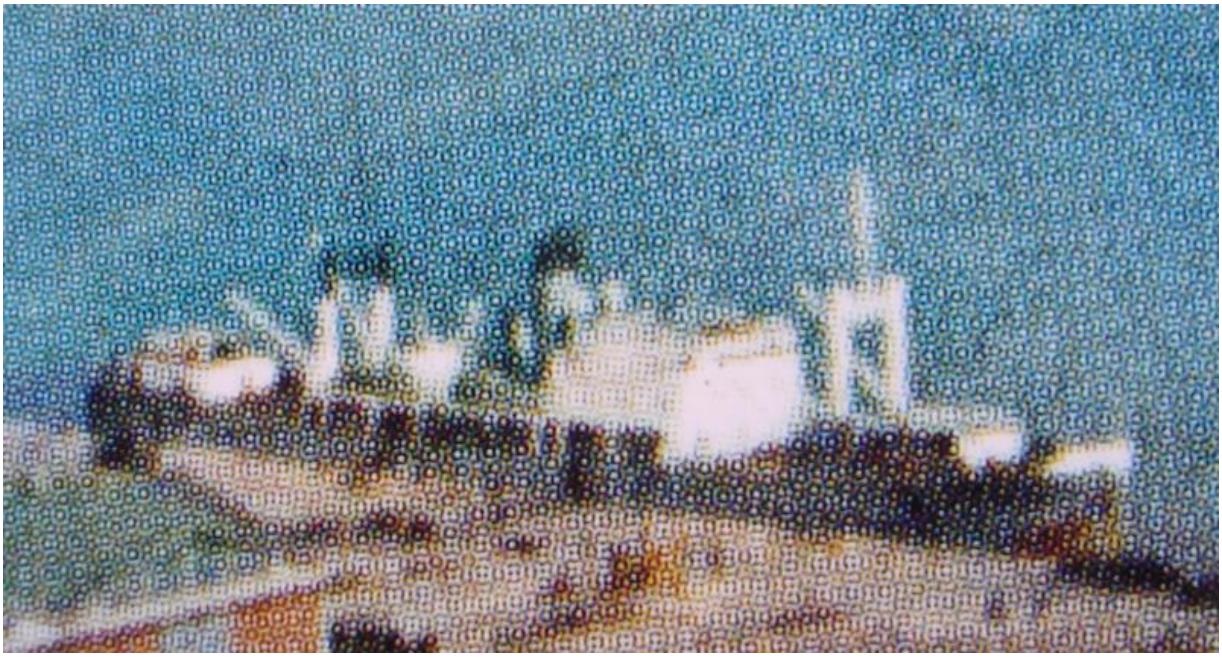


At Xingang Shipyard 1959 (*China Pictorial*).

MIN CHU 9 (1954) 2220/48 3255 displ. (275.98 o.a.) 260.0x38.0x24.5 T3cy 432 pass
Built by Chinese Navy Kiangnan Dockyard, Shanghai for China Merchants Steam Nav. Co., Shanghai as PA(I) HSIEN/PO HSIEN 伯先. 1949 remained in mainland waters but following Nationalist bombing attack 20/2/50 capsized at Shanghai No.16/17 pontoon berth, obstructing navigation. 22/7 raised and refitted by Kiangnan Dockyard, completed in 1954 as coastal cargo-passenger ship for Shanghai Bureau. 6/56 as MIN CHU 9 inaugurated Shanghai/Dalian line together with CHUNG HSING 9 but reported soon transferred to Dalian/Tianjin line under Dalian Bureau management. From 1958 in regular service Dalian/Shidao Islands/Qingdao with a wide range of accommodation. 1967 r. GONG NONG BING 9. 4/82 withdrawn when passenger service terminated, presume b/u (RLR 1955 as PAI HSIEN). [Sources: identification as ex PO HSIEN: http://60-250-180-26.hinet-ip.hinet.net/ss/6154.html), services incl. termination: http://qdsq.qingdao.gov.cn/n15752132/n20546827/n26338249/n26360195/n26361708/26362861.html. Note engine identical to Mitsubishi Kiangnan T3cy units earlier fitted to the larger KONEI MARU class (2 units), DOSHI MARU and YOJO MARU but hull dimensions do not match Japanese war standard types.



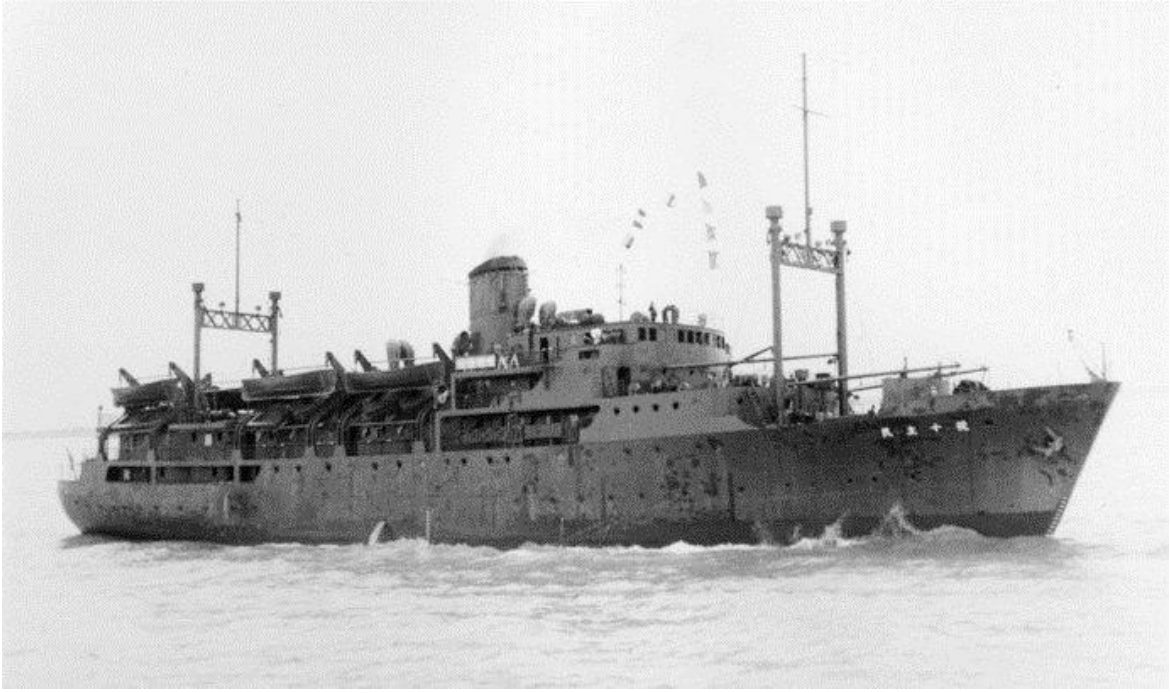
MIN CHU 9 (Talbot Booth).



Probable GONG NONG BING 9 at Dalian in 1973 (From a postcard SK colln).

MIN CHU 10 (1955) 2700/1955 262.4x45.9x20.0 T3cy 480 pass
Built by Jiangnan Dockyard, Shanghai for SMB. 27/11/55 completed, early 1956 operating Shanghai/Dalian. 10/58 in regular service Dalian/Tianjin. 11/61 while operated by Dalian Harbour Administration rescued eight crewmen of LIGHTER NO.114 near Hsiaolungshan, Lushun. 1967 r. GONG NONG BING 10. 5/83 withdrawn and assumed broken up. 1984 deleted from Chinese register.

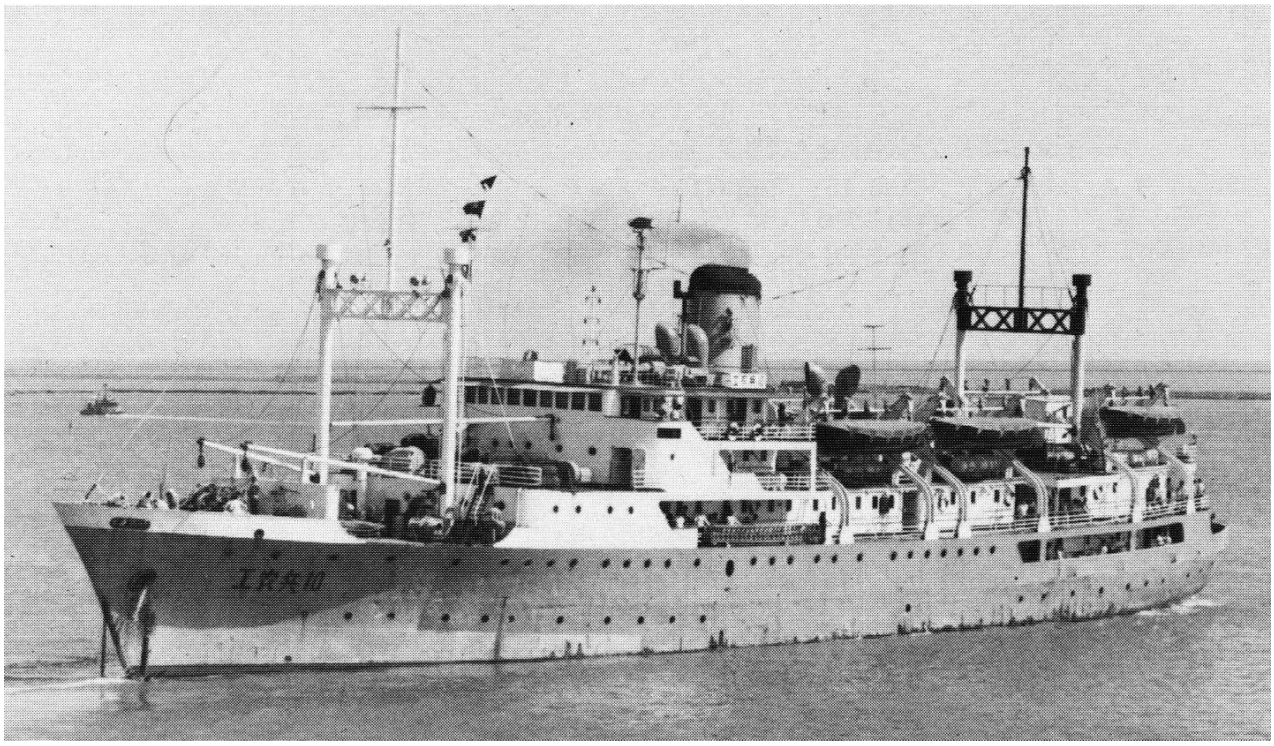
Newly completed MIN CHU 10 (Xinhua).



MIN CHU 10 (Xinhua).

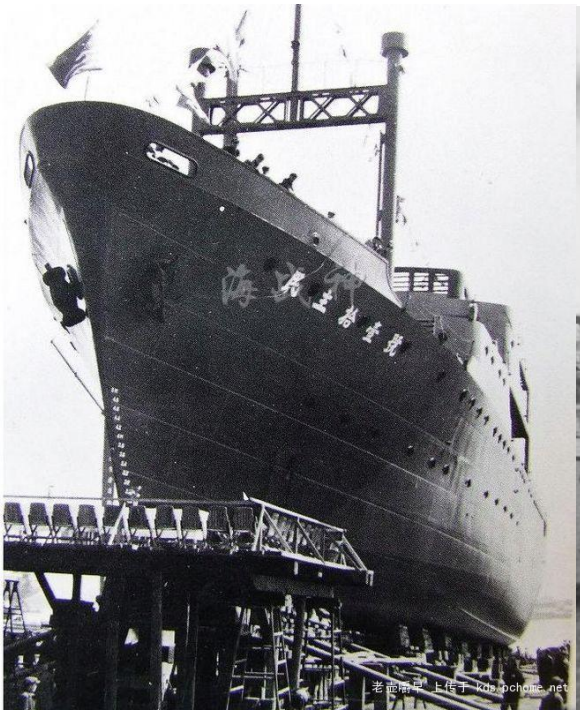
MIN CHU 10 official artistic view with black hull (SK colln).

GONG NONG BING 10 or GONG NONG BIN 11 post-1966, now fitted with radar and showing the revised grey and white colour scheme (Internet).

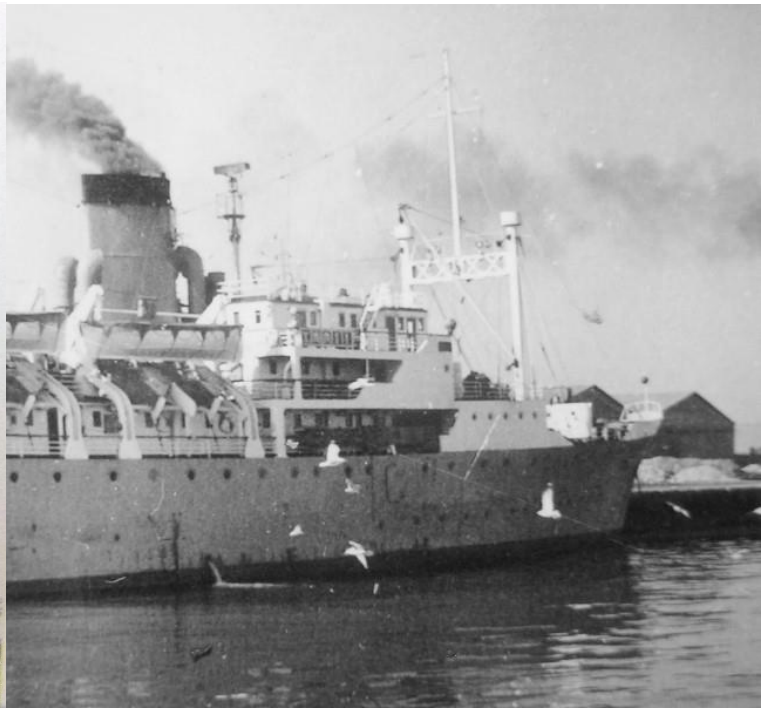


As GONG NONG BING 10 with red-coloured boats August 1981 (H. Furukawa/*Ships and Ports* 1/82).

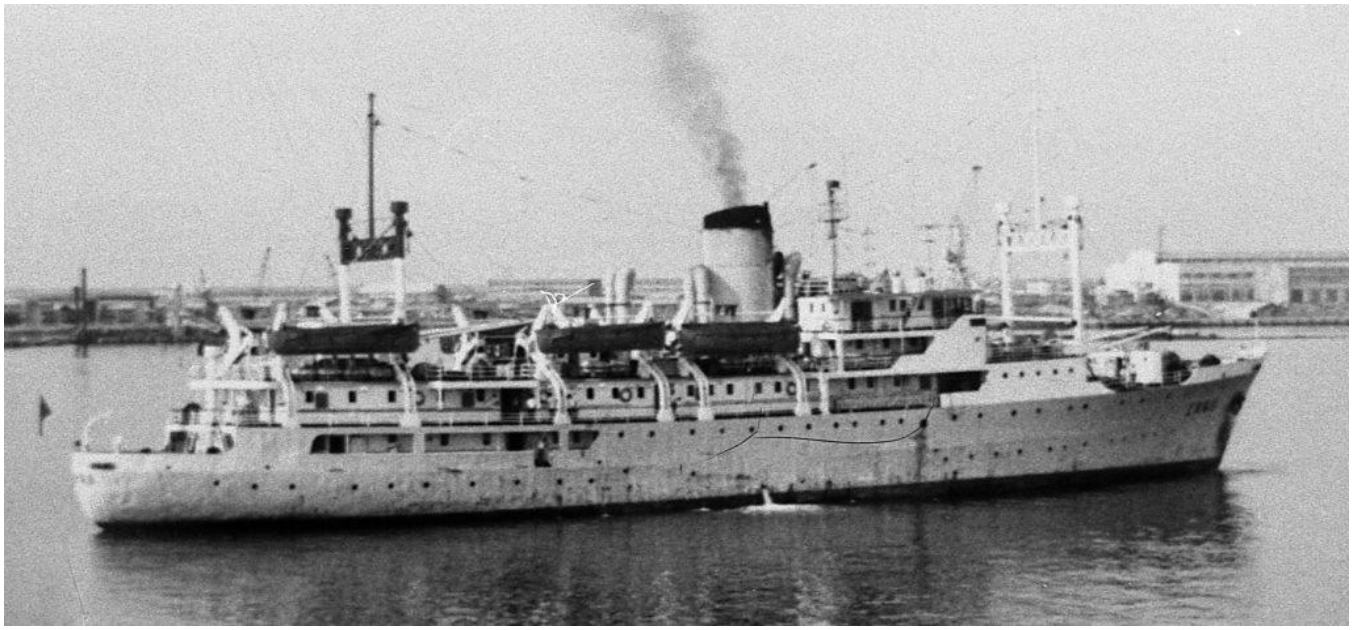
MIN CHU 11 (1956) 2700/1956 262.4x45.9x20.0 T3cy 480 pass
Built by Jiangnan Dockyard, Shanghai for SMB, entering service 4/4/56 with a single voyage to Dalian where placed under control of Dalian Sub-Bureau, operating Dalian/Tianjin. 1967 r. GONG NONG BING 11. 1984 deleted from Chinese register.



MIN CHU 11 ready for launching (Xinhua)



GONG NONG BING 11 at Dalian c.1974 (SK*).

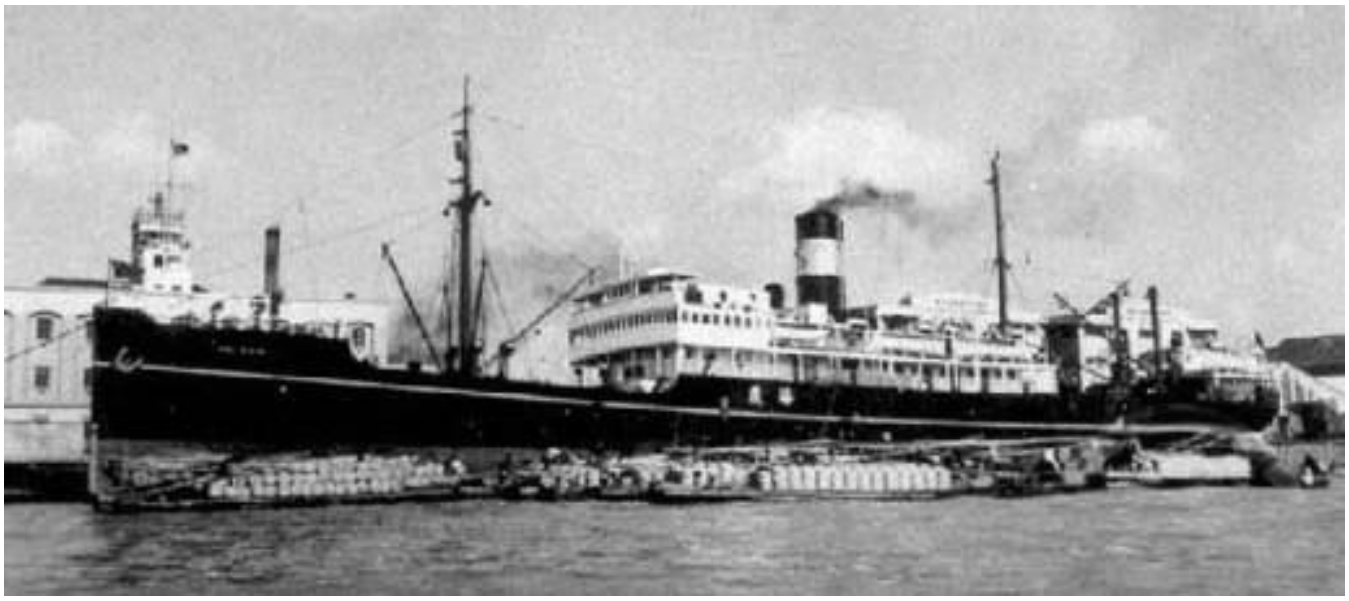


GONG NONG BING 11 (Alan Lee).

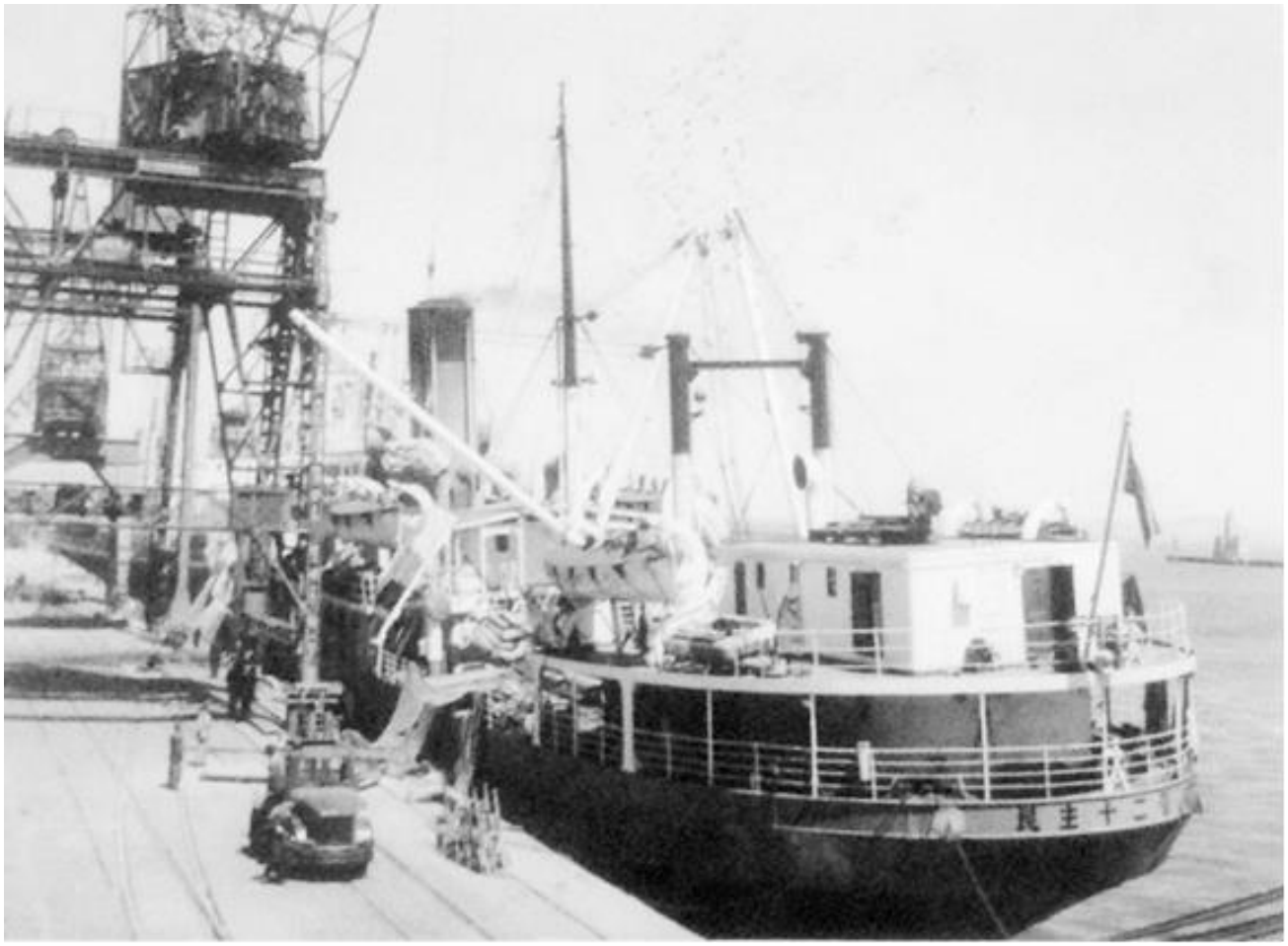
GONG NONG BING 11 at Tianjin Xingang August 1981 (H. Furukawa/*Ships and Ports* 1/82).

MIN CHU 12 (1956) 3179/23 310x46.1x22.7 T3cy

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong for Indo-China Steam Nav. Co, London as YUEN SANG. 7/46 sold to China Merchants Steam Nav. Co., Shanghai r. HAI HSIA. 1/50 at Hong Kong hoisted PRC flag and proceeded to Canton, where t/f to China People's S.N. Co., Shanghai. “Set aside in shipyard due to priority for repairing freighters.” 1955-56 rebuilt at Shanghai for SMB, 11/56 maiden voyage Shanghai/Qingdao/Dalian as MIN CHU 12. 10/65 still operating Shanghai/Dalian. 1967 r. GONG NONG BING 12. 1973 refitted at Shanghai Shipyard. 1974 transferred to Dalian Navigation Bureau. 1980 reported broken up.

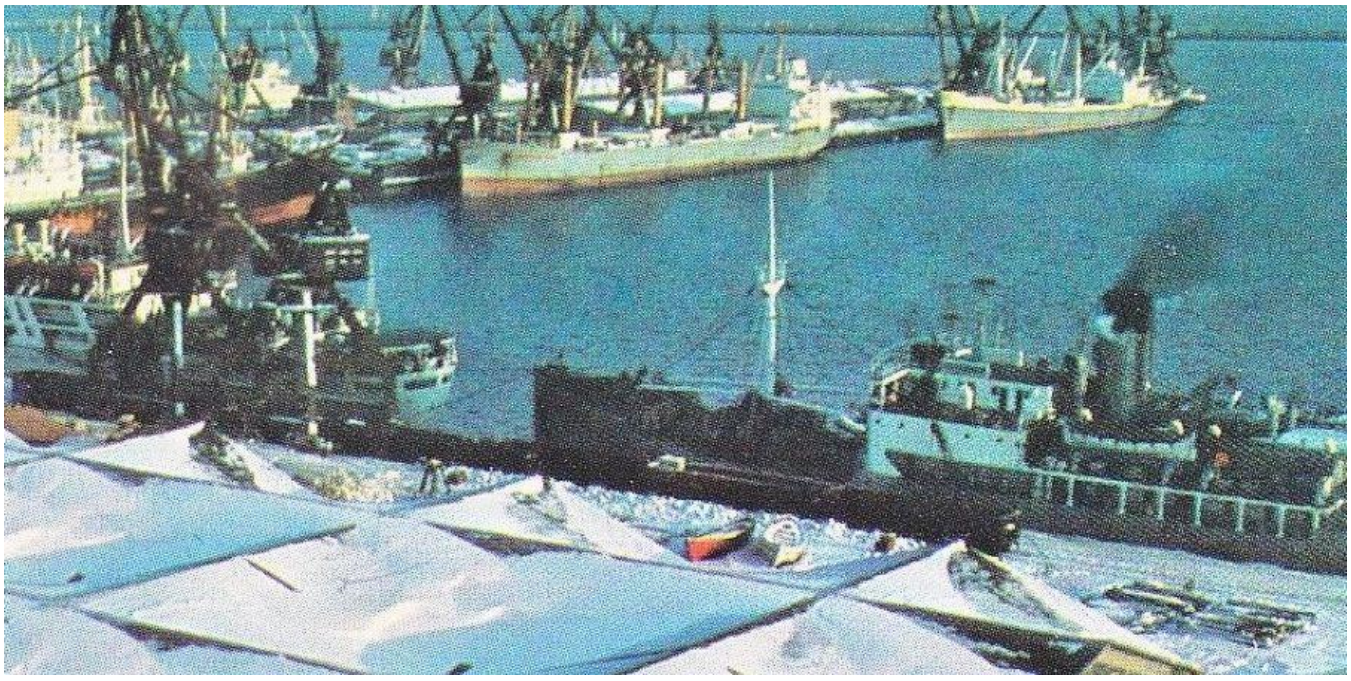


HAI HSIA (http://60.250.180.26/theme/theme-33/33-index.html).



MIN CHU 12 at Dalian (Internet; SK*).

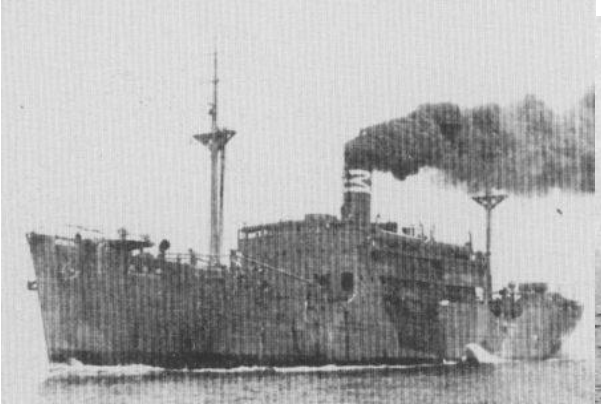
GONG NONG BING 12 at Chefoo (Alan Lee colln).

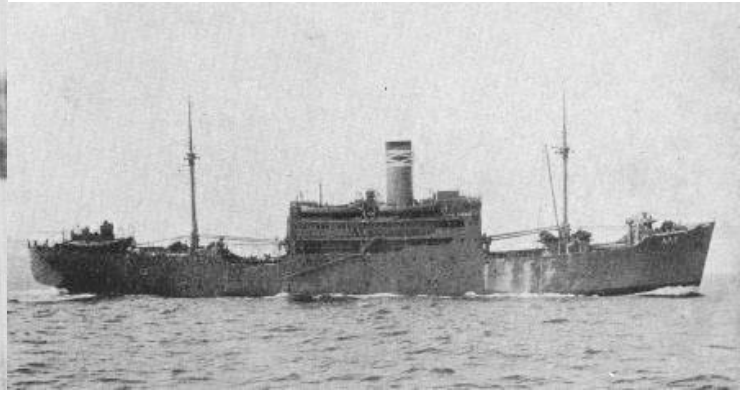


GONG NONG BING 12 at Dalian in 1970s (Postcard Ebay). More photos of this vessel in the Jardine list.

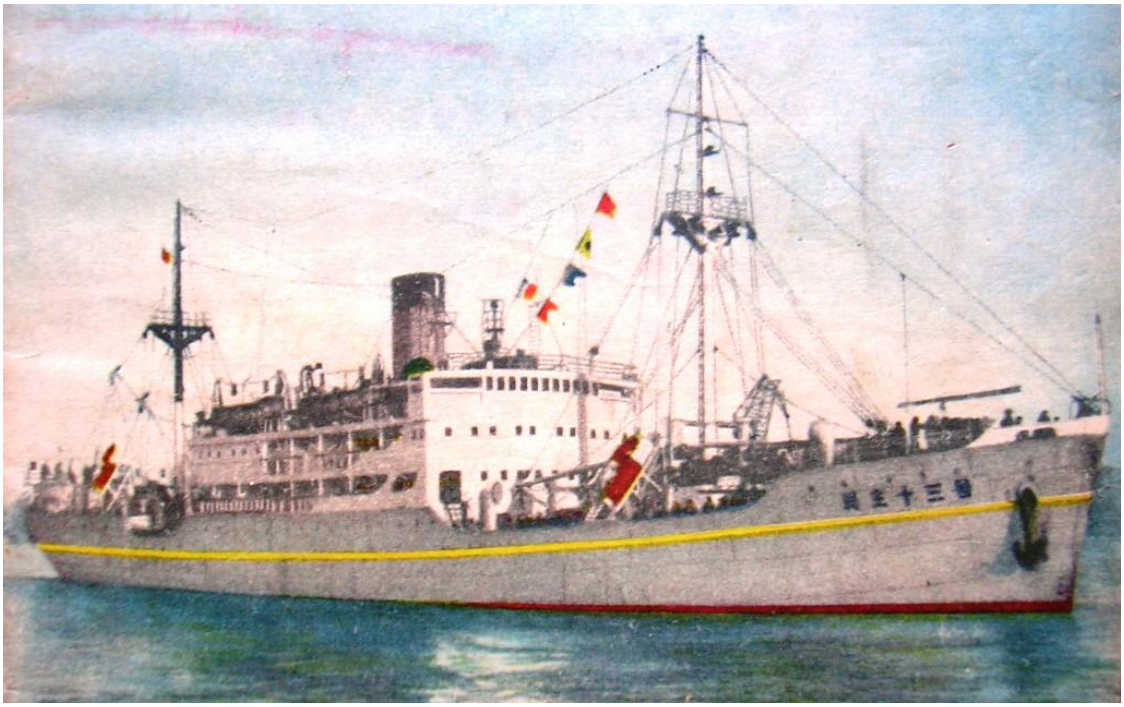
MIN CHU 13 (1957) 3232/43 305.1x44.9x24.9 T3cy

Built by Hakodate Dock Co., Hakodate for Toa Kaiun K.K., Tokyo as TSINAN/SAINAN MARU. 9/9/44 mined off Woosung, one crewmember lost. Mid-1950s salvaged, repaired by Jiangnan Dockyard, Shanghai, and 6/57 recommissioned as MIN CHU 13 for Shanghai/Dalian line (still as such 10/65). 1967 r. GONG NONG BING 13. 1982 broken up. [Source Yamada & Noma]

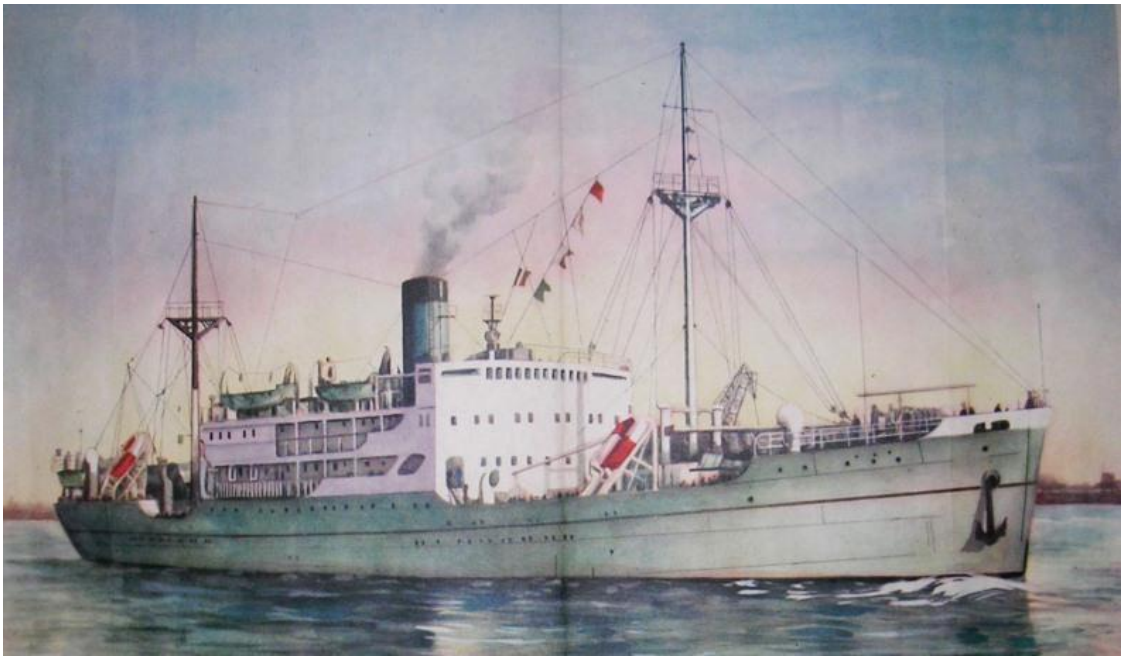




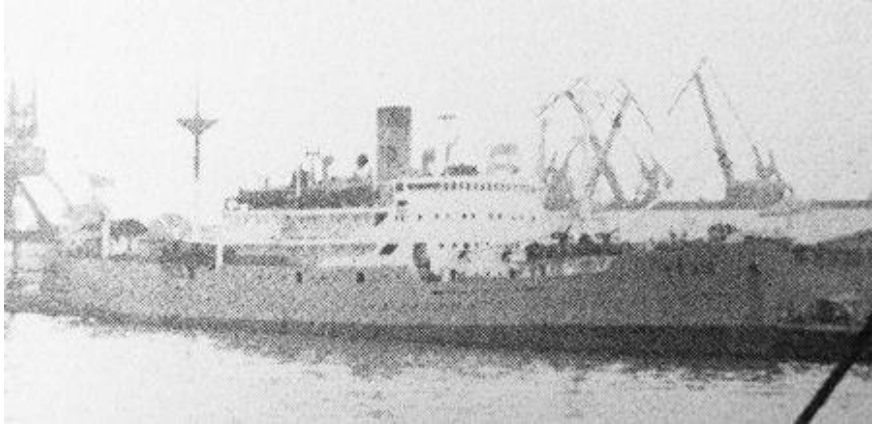
As built TSINAN MARU (l.) and side profile of identical sister CHEFOO MARU (r.) (Kaiun).



MIN CHU 13 from a 1958 timetable. Yellow ribband is an artist's embellishment, and also the case in the drawing below (both SK colln).

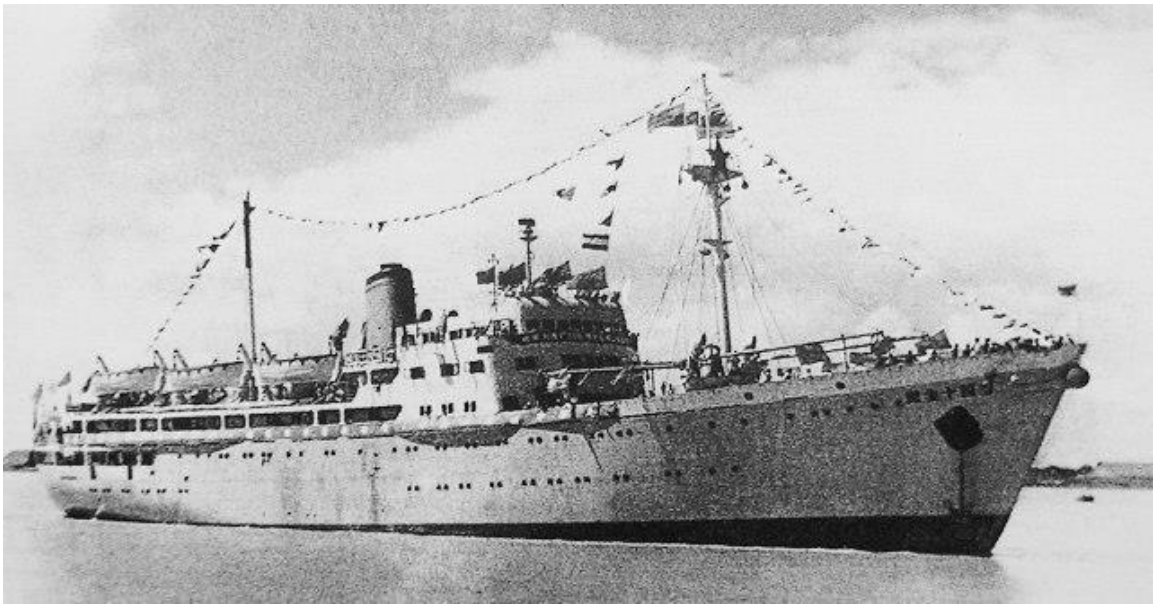


GONG NONG BING 13 in 1973, with new external stairways, gun still mounted at the stern and considerable deck cargo (Karsten Petersen).



GONG NONG BING 13 at Dalian August 1981 (H. Furukawa/*Ships and Ports* 1/82).

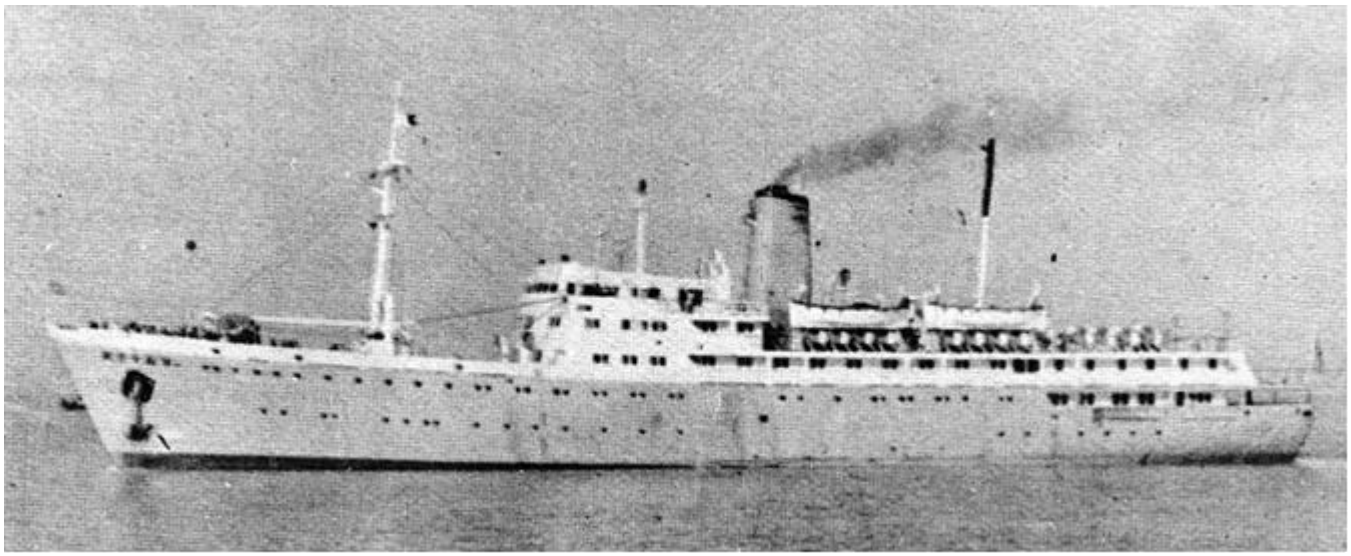
MIN CHU 14 (1958) 2500/1958 90x4.2 T3cy 500 pass 420t of cargo
Built by Hudong Shipyard, Shanghai for SMB. 10/65 operating Shanghai/Qingdao. 1967 r. GONG NONG BING 14. 2/80, 2/81 used for supplementary New Year traffic on Shanghai/Ningpo service. 1984 deleted from Chinese register.



MIN CHU 14 (*Ships of China*).

MIN CHU 15 (1958) 2500/1958 297x? T3cy 520 pass
Built by Xingang Shipyard, Tianjin for SMB. 1967 r. GONG NONG BING 15. Late 1960s introduced to Dalian/Yantai service. NFI.

MIN CHU 15 at Shanghai in 1963, showing original six boats (SK*).

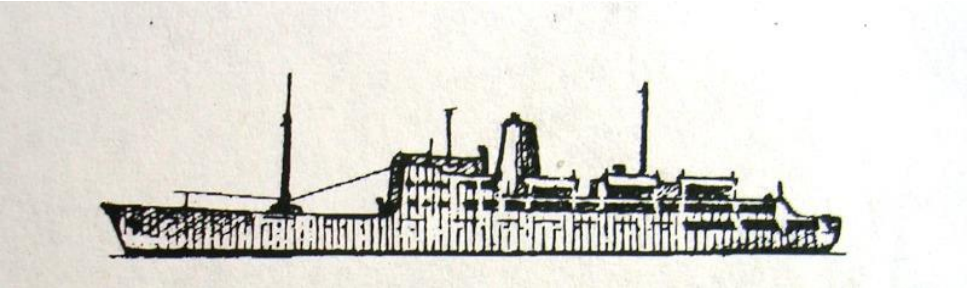


MIN CHU 15 published 1965 (SK colln).

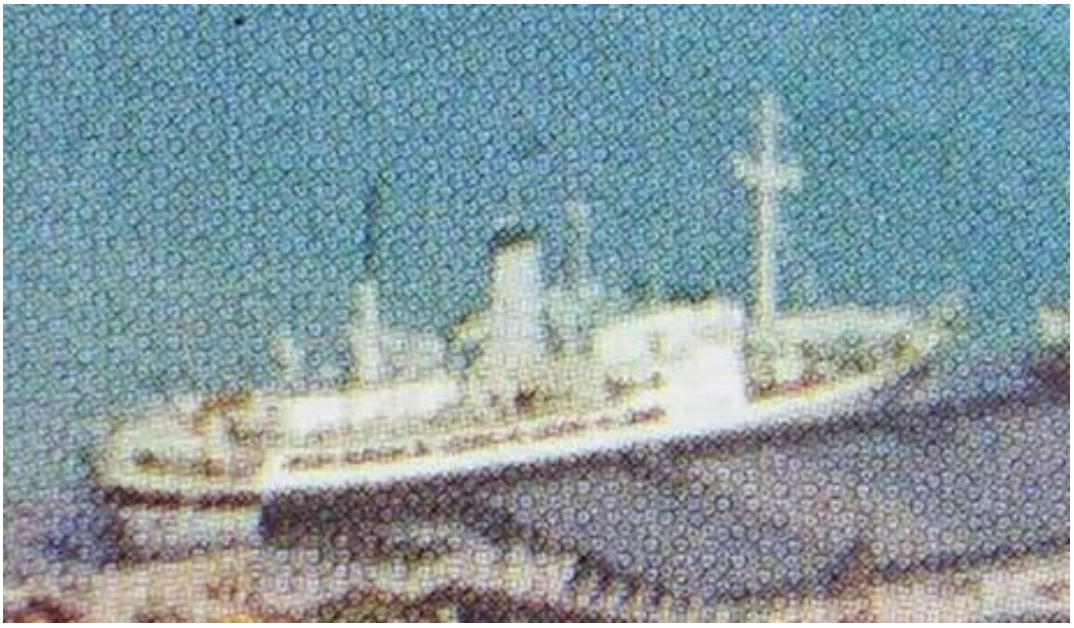
GONG NONG BING 15 at Tianjin Xingang August 1981 (H. Furukawa/*Ships and Ports* 1/82).

MIN CHU 16 (1958) 2500/1958 297x? T3cy 520 pass

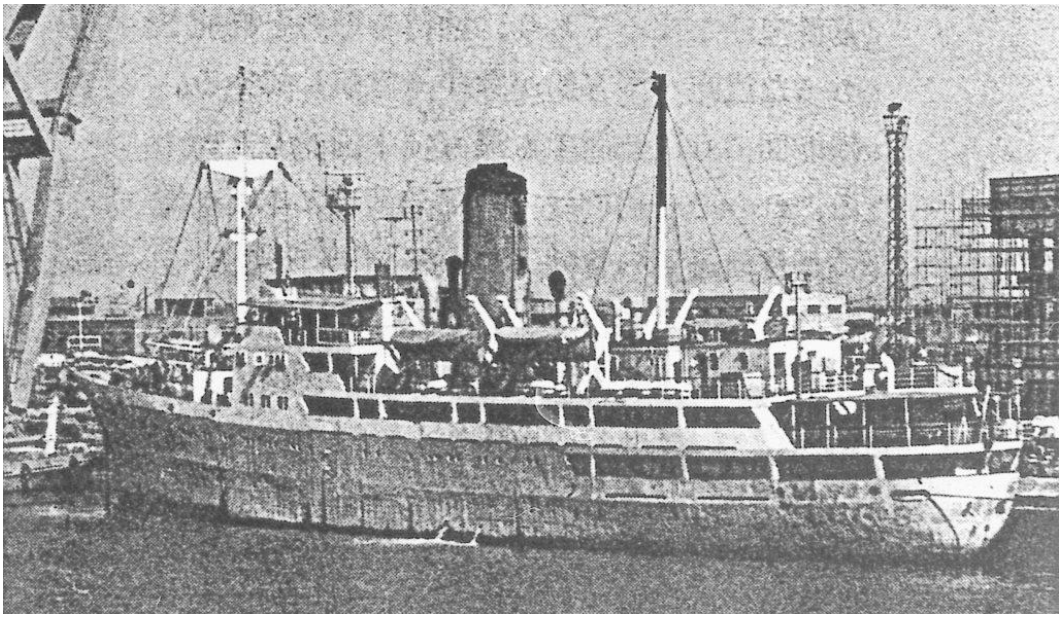
Built by Xingang Shipyard, Tianjin for SMB. 1967 r. GONG NONG BING 16. Late 1960s introduced to Dalian/Yantai service. 3/85 as TIAN 16, sighted at Tianjiin, presumably arriving for scrapping.



MIN CHU 16 (Talbot Booth).



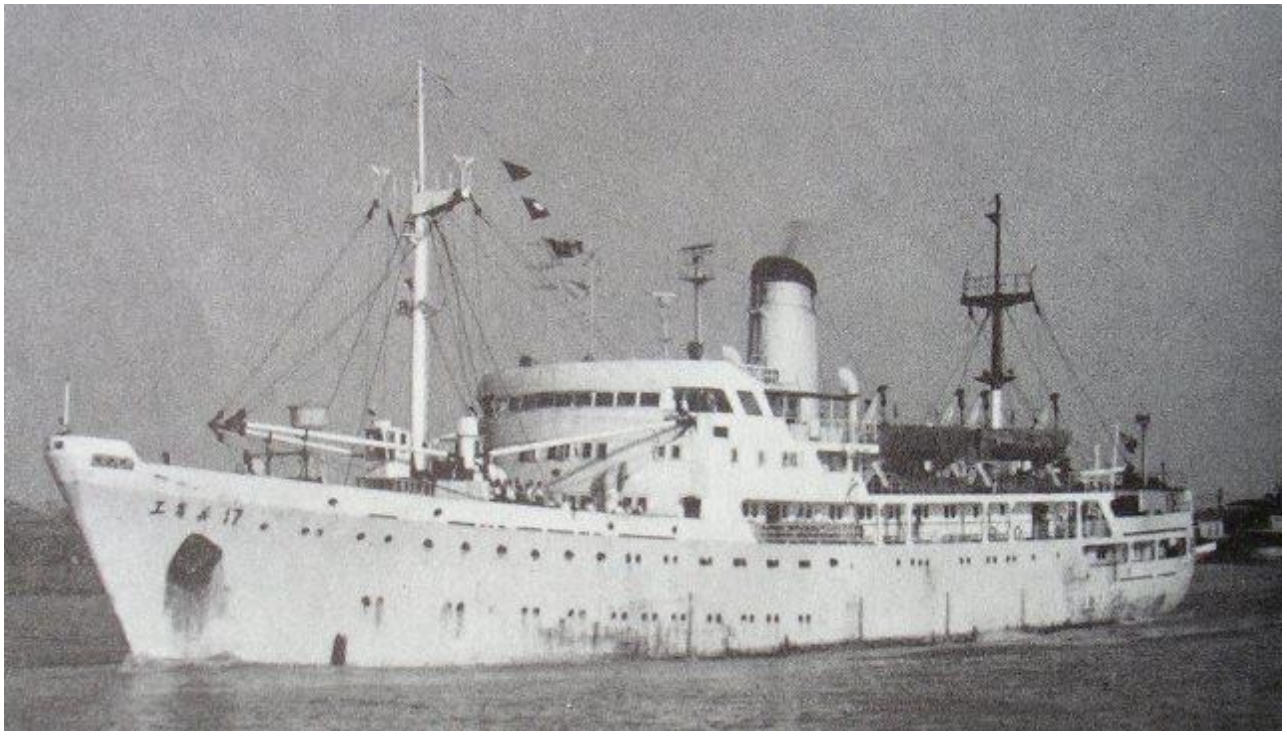
GONG NONG BING 15 or 16 at Dalian, 1974 (From a postcard SK colln).



TIAN 16 ex GONG NONG BING 16 being maneuvered at Tientsin in March 1985, presumably in preparation for scrapping (S. Kikuchi/Alan Lee).

MIN CHU 17 (1959) 2500/1959 297x? T3cy 520 pass

Built by Xingang Shipyard, Tianjin for SMB. 10/65 operating Shanghai/Qingdao. 1967 r. GONG NONG BING 17. 9/69 operating Shanghai/Qingdao. Still existing 1986 as probably the last operational GONG NONG BING. NFI.

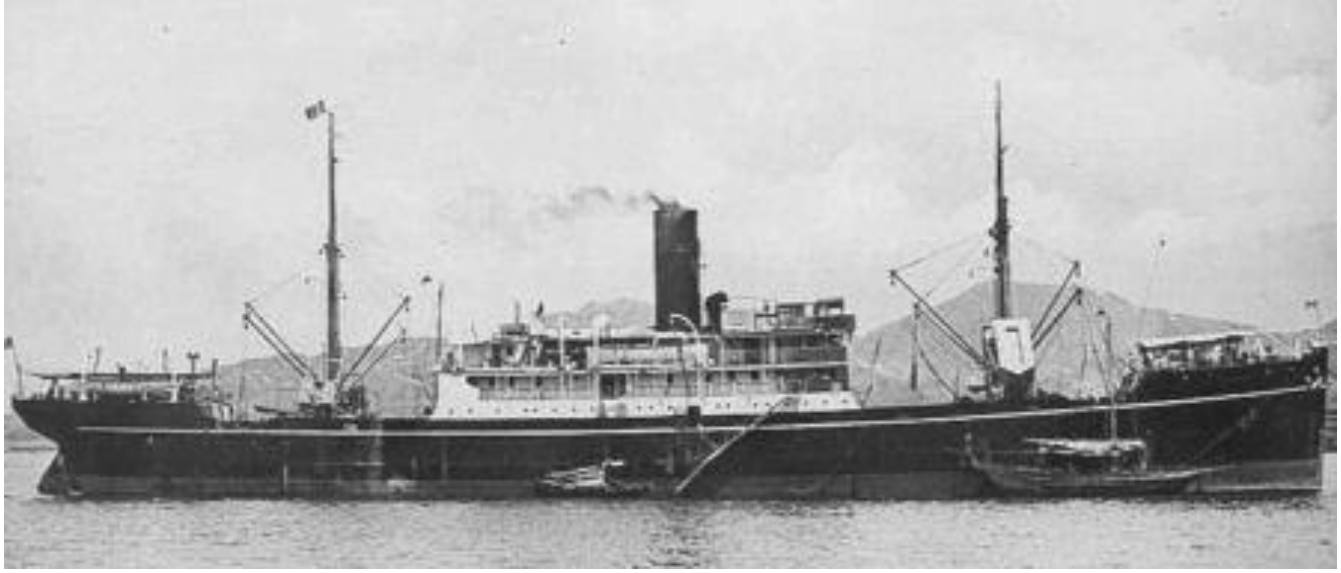


GONG NONG BING 17 at Shanghai (Ted Scull@ *Steamboat Bill Winter 1979*).

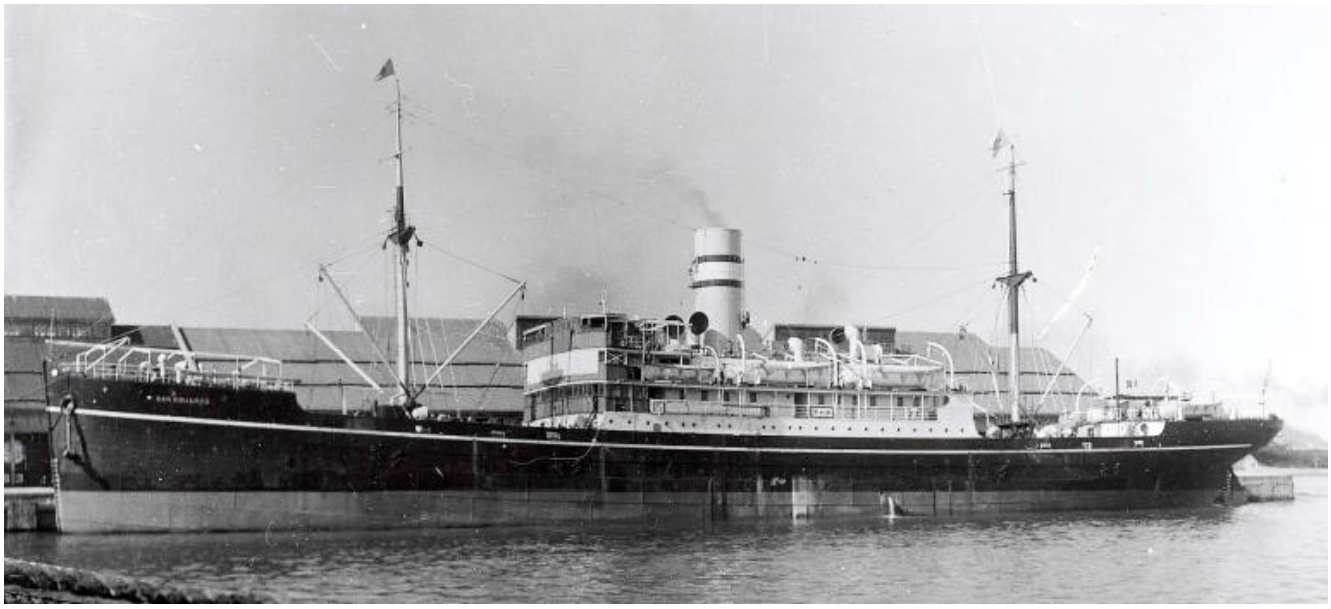
GONG NONG BING 17, Dalian 1986-87, showing active use of aft hatch (*Ships of the World* 5/87).

MIN CHU 4 (II) (1960) 2994/30 312.0x45.2x22.7 T3cy

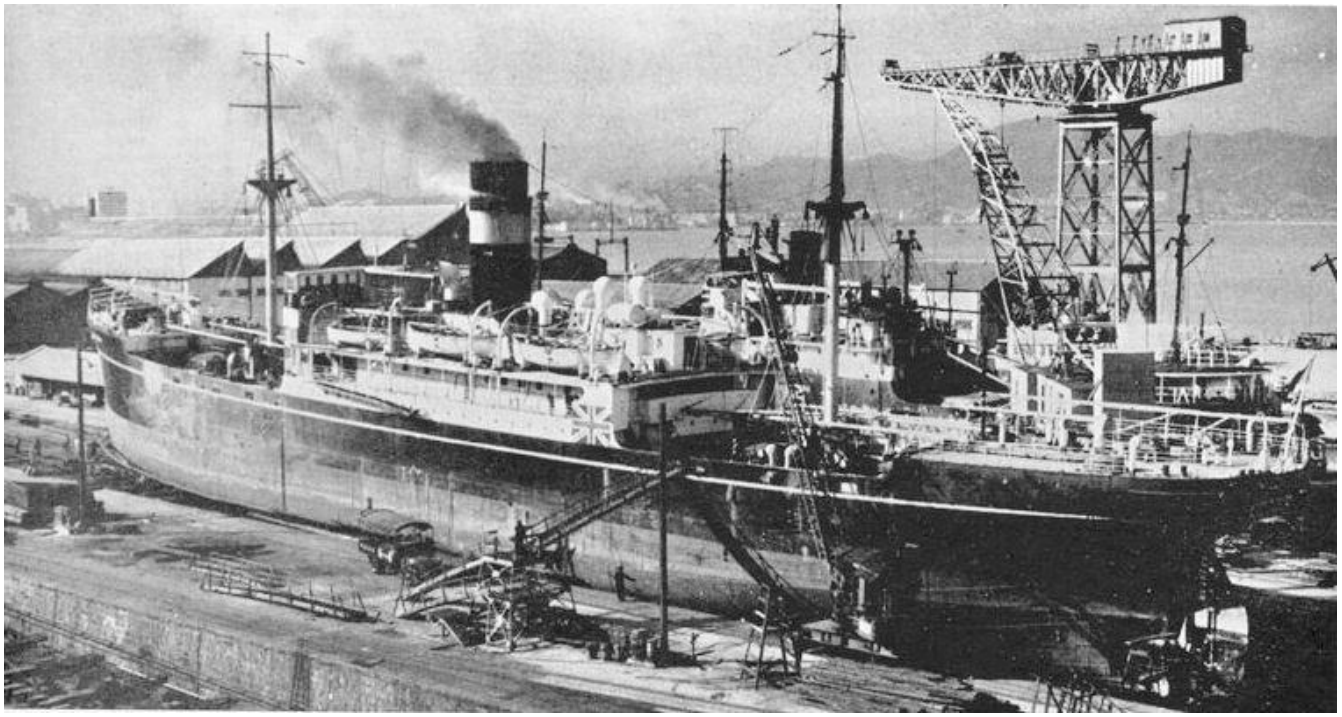
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for China Navigation Co. Ltd, London as TSINAN, certified to carry passengers. 15/8/50 struck mine in Yangtse estuary – 15/11 arrived HK in tow for repairs. 9/51 sold to Cambay Prince S.S. Co.; Ltd (John Manners & Co. Ltd), Hong Kong r. SAN EDUARDO. 10/54 t/f to China Shg Co. Ltd. 12/55 sold to Maritime Investment Co. Ltd (World Wide Co. Ltd), HK and 6/56 r. GOLDEN GAMMA. 9/59 sold to Peninsular Shg Co. Ltd (Ocean Tramping Co. Ltd mgrs, PRC beneficial owners), Panama r. FAIRFORD. 8/60 sold to PRC. No further entry in LR until 1987 deleted as unknown to Chinese authorities but by 1961 r. MIN CHU 4 (II) to replace namesake, used on Shanghai/Dalian direct line (10/65) alternating with HOPING 44. 1967 r. GONG NONG BING 4. Believed still in northern service out of Shanghai 1973. NFI. [Source for identification: Schell Min Chu list]



MIN CHU 4 (II) as TSINAN (Wikiswire).



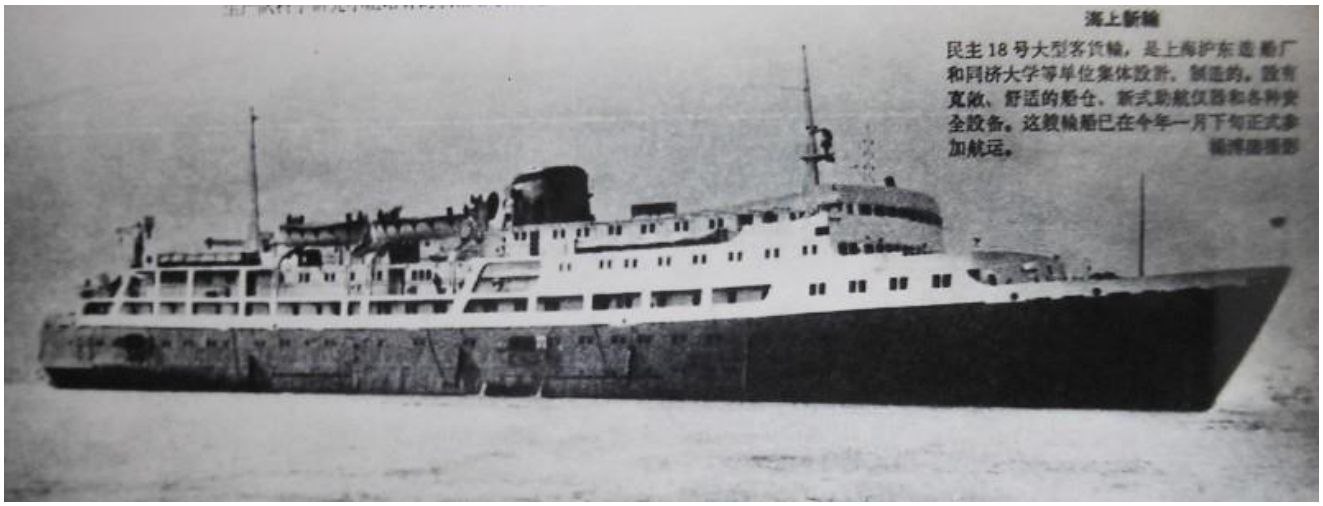
MIN CHU 4 (II) as SAN EDUARDO sailing Japan/China in the early 1950s (Uhachi Kinoshita@OCM).



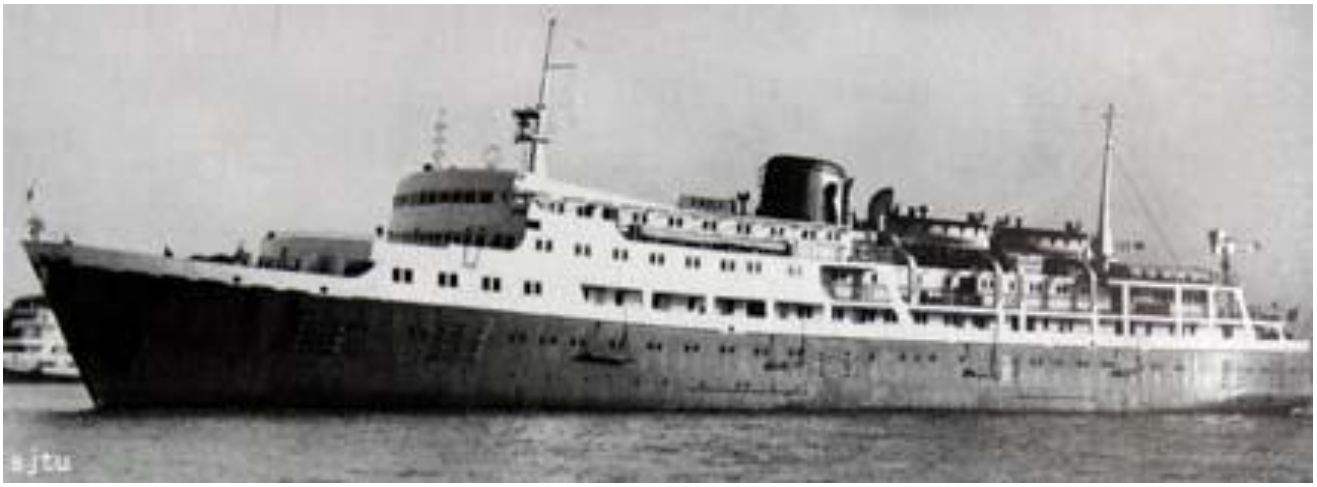
MIN CHU 4 (II) as GOLDEN GAMMA at Taikoo 12/1/59 (Taikoo DY Magazine).

Likely GONG NONG BING 4 (left) berthed behind GONG NONG BING 17 and CHANG SHAN at Shanghai in 1973 (Harrison Forman, UWM Libraries).

MIN CHU 18 (1960) 3939/1960 346.5 (o.a.) 318.2x49.2x25.2 m 2x2000hp 12kt. 774 pass
Built by Hutung Shipyard, Shanghai for SMB. 10/65 operating Shanghai/Wenzhou. 1967 r. GONG NONG BING 18. Subsequently seen with the evident name JIAN XIN 健新. 1985 r. QING XIN 庆新. Akaiwa (1991) lists for SMB. LR first lists in 2004, for China Shg. Group, Shanghai, RLR 2011, probably b/u some years before.

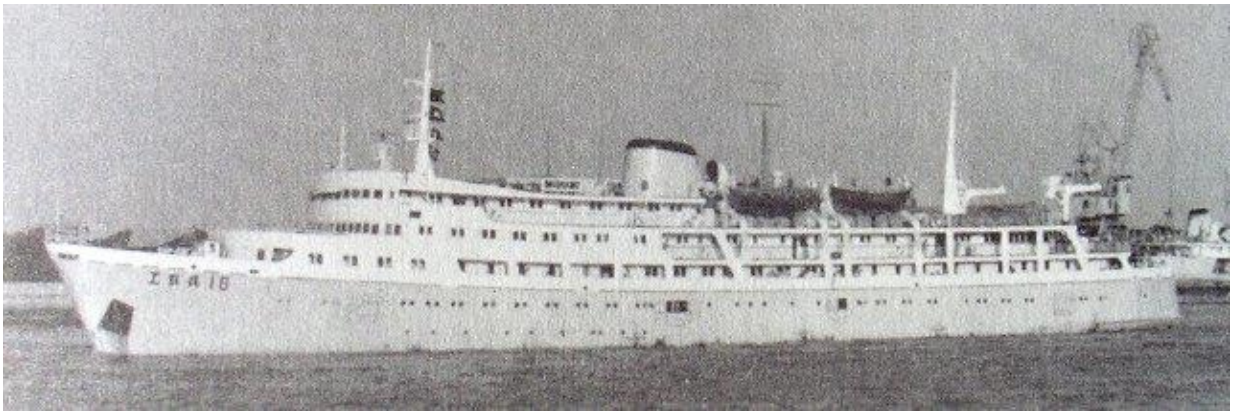


MIN CHU 18 (*Ren Min Hua Bao*).



MIN CHU 18 (Xinhua).

GONG NONG BING 18 in 1967, unchanged after 7 years in service (YouTube).



GONG NONG BING 18 at Shanghai (Ted Scull@*Steamboat Bill Winter 1979*).

GONG NONG BING 18 about to negotiate the bend in the Whangpoo (Alan Lee).

GONG NONG BING 18 appears to have briefly renamed JIAN XIN 健新 in 1984 or 1985 (Markus Berger).

MIN CHU 19 (1964) 3839/1964 346.5 (o.a.) 318.2x49.2x25.2 m 2x2000hp 12kt. 700-900 pass
Built by Hutung Shipyard, Shanghai for SMB. 10/65 operating Shanghai/Ningpo. 1967 r. GONG NONG BING 19. 1984 r. HE XIN 贺新. LR 1991 for PRC Gov't, Bureau of Maritime Transport Admin, Shanghai Branch. RLR 2011, probably b/u some years before.

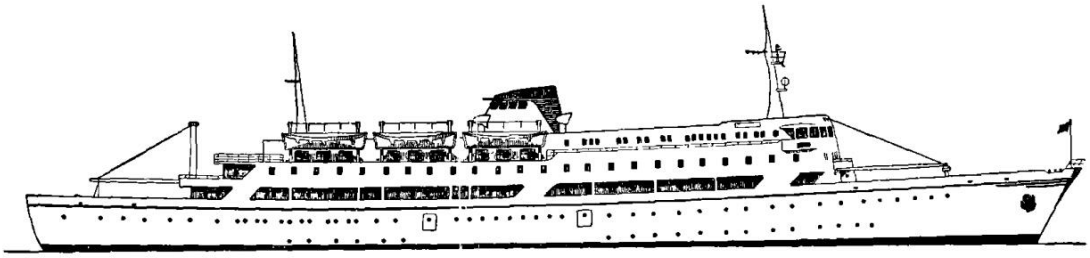
Presumed GONG NONG BING 19 (six boats versus evident four of GONG NONG BING 18) moored ahead of Yangtse steamer DONG FANG HONG 1 at Shanghai in 1979 (Jean E. Norwood, LoC colln).

GONG NONG BING 19 at Shanghai 12/10/83 (L.W.Demery Jr@*Flickr*).

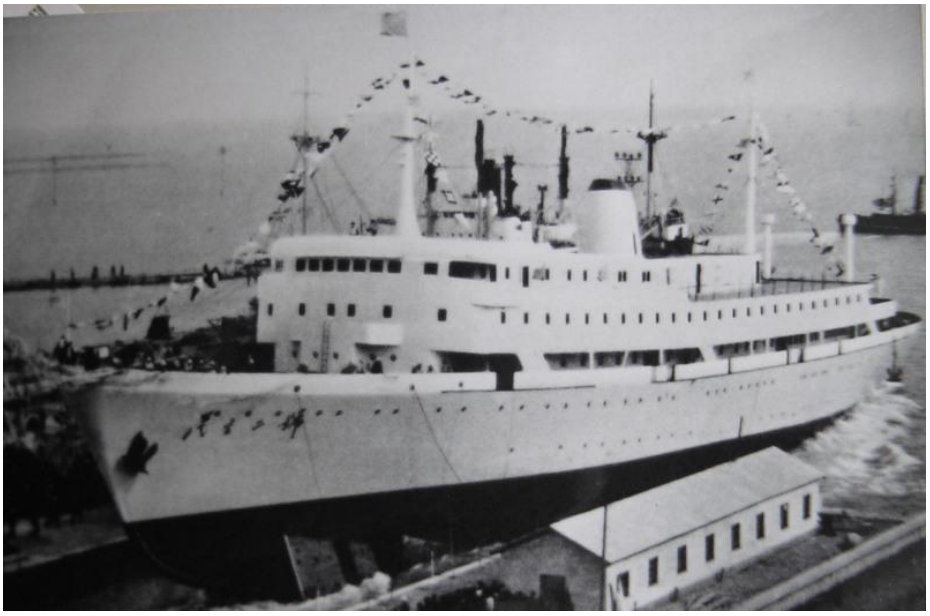
HE XIN. Funnel now painted buff in common with other SMB "XIN" vessels (*Ville de Tanya*).

GONG NONG BING 2 (1968) 4053/1968 (344.5 o.a.) 314.9x49.8x17.0 s. turbine 14kt

Built by Xingang Shipyard, Tianjin. Launched as MIN CHU 2 but while under construction 1967 r. GONG NONG BING 2, used on SMB's northern express service. 8/81 operating Dalian-Tianjin-Yantai (*Ships and Ports* 1/82). 1985 sold to Dalian S.S. Co. r. TIAN 2. RLR 2011, probably b/u some years before. [First listed LR 2003 for Dalian S.S. Co., Dalian, but not in evidence at Dalian 9/08 when the Dalian Bureau was disposing of its last non-vehicular passenger ships.]

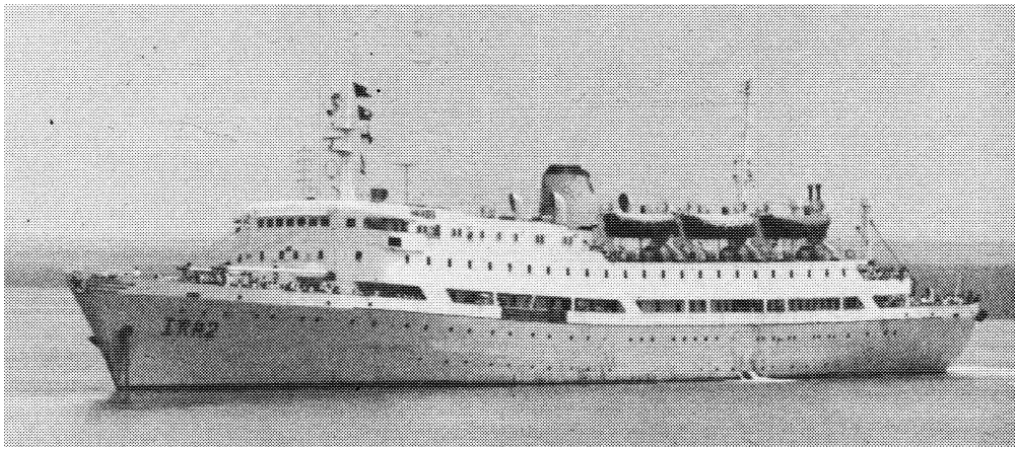


Line drawing showing non-eventuating decorative plating around funnel



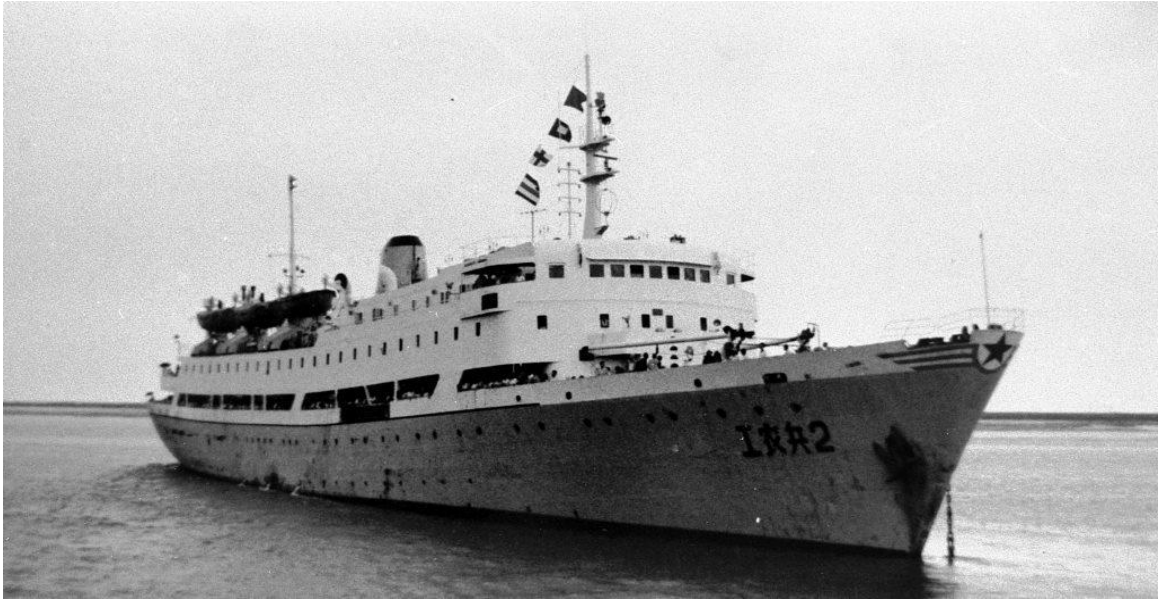
1966 launch of MIN CHU 2 (Xinhua).

Two views of GONG NONG BING 2 in the Cultural Revolution period (both Internet).

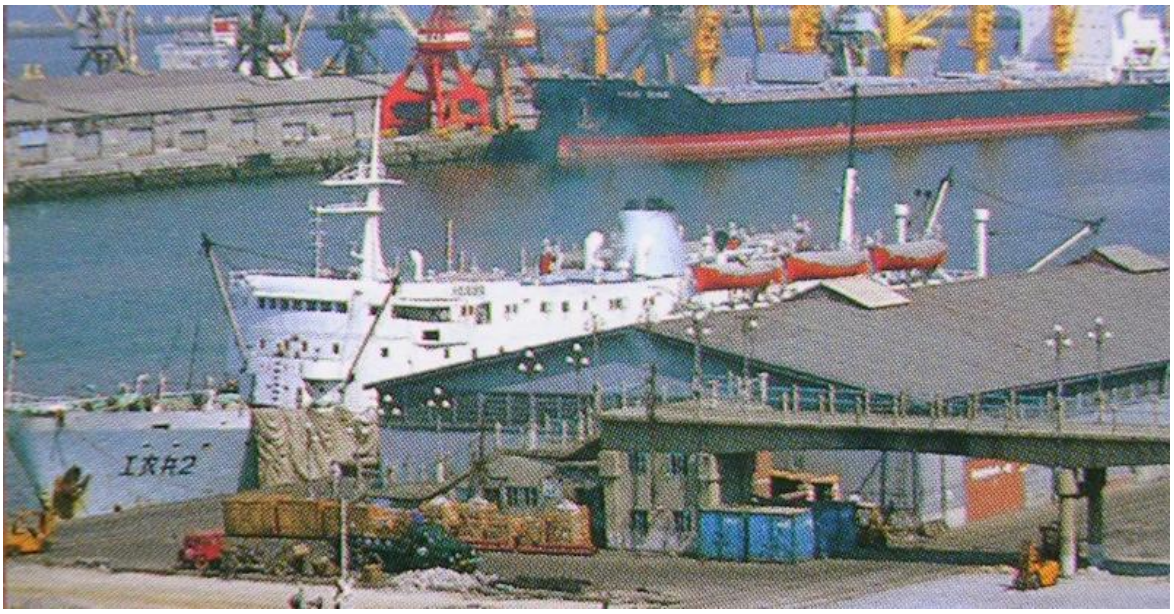


GONG NONG BING 2 at Tianjin August 1981 (H. Furukawa/*Ships and Ports* 1/82).

GONG NONG BING 2 at Qingdao in 1982 (Internet).



GONG NONG BING 2, radar revised, still with star on bow (Alan Lee).



GONG NONG BING 2 at Dalian early 1980s (from a postcard SK colln).

For details of subsequent passenger ships of the Shanghai Maritime Bureau, see the separate list "Shanghai Maritime Bureau Passenger Ships (Part II)".

For a short history and details of passenger ships of the Dalian Maritime Bureau, see the separate list of "Passenger Ships Administered by Dalian Steamship Co. & Successor Entities".