

Jardine, Matheson & Company (1852)

China Coast Steam Navigation Company (1873-81)

Indo-China Steam Navigation Company Ltd (1881)

Illustrated Fleet List (1852-1941): Calcutta and China Coast

By Howard Dick & Stephen Kentwell

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May be cited with acknowledgement to www.oldchinaships.com

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The notation 'UoB' indicates a photograph has been sourced from Historical Photographs of China, University of Bristol (www.hpcbristol.net).

This fleet list was originally published in H.W. Dick & S.A. Kentwell, *Beancaker to Boxboat: Steamship Companies in Chinese Waters*, Nautical Association of Australia Inc., Canberra (1988). It has been revised to incorporate further details from H.W. Dick & S.A. Kentwell, *Sold East: Traders, Tramps and Tugs of Chinese Waters*, Nautical Association of Australia Inc. Melbourne (1991) and updated in light of subsequent vessel histories and new information that has come to hand, including through the Board of Trade (BT 389) series on WWII requisitions at www.nationalarchives.gov.uk, the excellent on-line records of www.aberdeenships.com, www.clydeships.co.uk, www.miramarshipindex.nz, www.sunderlandships.com, www.teesbuiltships.co.uk and www.tynebuiltships.co.uk. For some dates and events, however, we have privileged other sources.

Since 1988 we have sought to locate images of each of the vessels. This has been a painstaking task because Jardine, Matheson & Co. themselves have no surviving consolidated pictorial archive of their pre-1945 fleet and in many cases it has been a matter of deducing from unidentified material. Identifications that we regard as unconfirmed are indicated by a question mark but it is possible that some 'confirmed' identifications will need to be corrected in light of further information.

Entries are ordered by years in the fleet, gross tonnage, year of build-month (if known), type (for early ships whether iron/steel screw/paddle steamer), engines (compound (C), triple (T), quadruple (Q) and/or (Exhaust) Steam Turbine/Motor) (2 twin-screw) and builder (engine maker if not the shipbuilder).

Apart from some of the China Coast S.N. Co. ships and the postwar 'Easterns', most ships carried names that romanised two Chinese characters, the second being 'Sang' or 'Shing' for coasters or 'Wo' for river steamers. Chinese observe no spacing between the characters and Jardines were never consistent, even as late as the 1950s, as to whether to romanise them as one or two words and whether to hyphenate. Reporting of the names was also erratic. We have applied the romanisation according to Lloyd's Register.

The illustrations are taken from our two books mentioned above, our own collections, Jardine, Matheson & Co. Ltd, or as otherwise acknowledged in the captions. An asterisk next to the noted source of a photograph indicates that a hard copy, printed off the original negative, is owned by one or both of the authors. Copyright, including by third parties, is claimed on certain of the photographs included in this list. The photographs therefore may not necessarily be available for duplication or publication.

We are grateful to Jardine, Matheson & Co. Ltd for their encouragement and support in updating and illustrating this list, including access to the unpublished manuscript by Colin Hardy, 'Indo-China Steam Navigation Company'.

Our material is made available in the public domain as a research resource. We trust that anyone making use of this information will make appropriate citation. The authors would welcome any advice on errors, omissions or missing images.

Howard Dick & Stephen Kentwell

2 January 2026

Jardine, Matheson & Company steamers (1852-73)

LARRISTON (1852-53) 472/52-9 (w.s.s., 167.5 x 24', 2cy/200 nhp, Robert Napier)

Built by Robert Steele & Co., Greenock for JM&Co. for Calcutta trade, 5/6/52 launched without engines, 9/52 reg. at Glasgow to Joseph Jardine, 1/11 adv. by James Thomson & Co., London as 600t/250hp for Cape de Verde, Cape of Good Hope and Bombay, 27/11 cleared Plymouth. 18/4/53 arr. Shanghai. 2/5/53 at 22.00 hrs on first voyage Shanghai-Calcutta ran onto reef near Turnabout Is. in Haitan Strait, bow stove in and soon broke in two with loss of 31 lives (China Mail, 24/5/53).

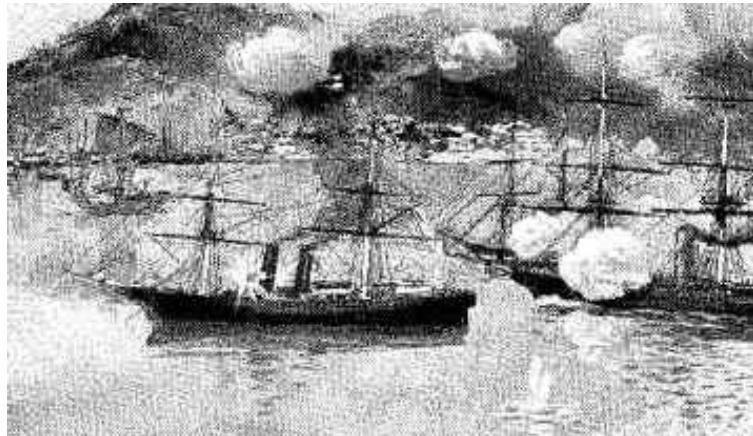


Contemporary depiction of the loss of LARRISTON (*Illustrated London News*).

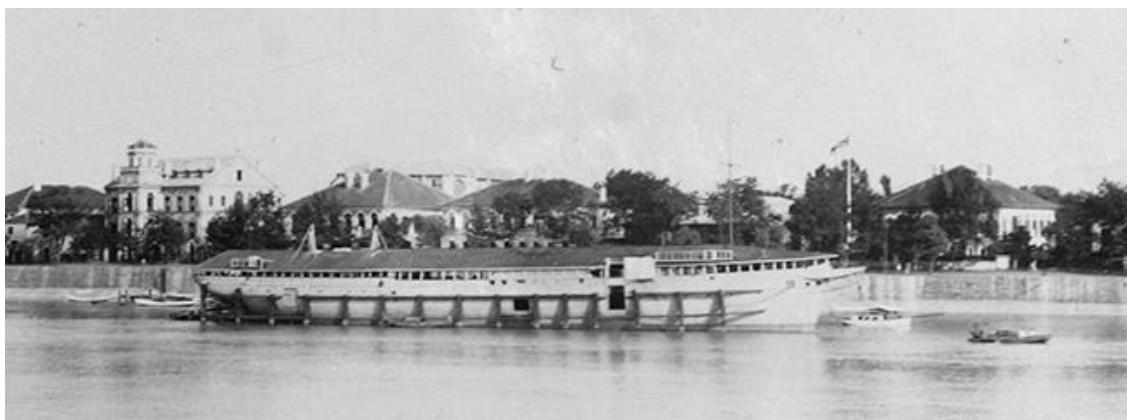
LANCEFIELD (1855-62) 1055/55-2 (i.s.s., 235.4 x 30.8', 2cy/300nhp)

Built by Robert Napier & Sons, Glasgow (#63) for JM&Co. for Calcutta trade, 2/55 reg. at London to Charles Magniac and adv. by James Thomson & Co. (London) and Allan C. Gow (Glasgow) for Calcutta. 7/3/55 sd Greenock via Cape (19/4) for Calcutta (24/5), then 20/6 first opium loading for Hong Kong (7/7). 1856 t/f to Robert Jardine. 2/9/62 departed Shanghai carrying Ernest Satow, 8/9 arrived Yokohama. 10/62 reg. at HK to

Alexander Perceval with certificate of sale (same date) empowering T. Glover to sell in Japan. 11/62 sold to Choshu-han r. NIMBO/JINJU. 16/7/63 sunk by USS *Wyoming* in Shimonoseki Strait, salvaged. 23/3/65 arrived Shanghai under U.S. flag consigned to Russell & Co. Late 1865 under refit at Shanghai. Late-1866 in coastal trade for Russell & Co. 4/67 as YUNG HAI AN operating for Russell & Co. Hong Kong-Shanghai. 1868 Hong Kong-Indian ports. 12/68 sold at auction at Hong Kong for \$25,000, later becoming MANILA (owner unknown) and converted to sail only. 1873 sold to China Navigation Co. Ltd for use as hulk at Changsha r. LANCEFIELD. 1912 sold to Chinese. NFI.



LANCEFIELD as KOSHIN MARU under attack from *USS Wyoming*, as depicted in an 1864 American engraving (navyandmarine.org).



LANCEFIELD hulk, photograph said to be taken at Kiukiang about 1898 (UoB hu01-056).



LANCEFIELD hulk, Changsha (Warren Swire/UoB sw2-056).

FIERY CROSS (1855-62) 1059/55-4 (i.s.s., 235.8 x 31.1', 2cy/300nhp)

Built by Robert Napier & Sons, Glasgow (#64) for JM&Co. for Calcutta trade, 19/1/55 launched, 4/55 reg. at London to Charles Magniac and adv. by James Thomson & Co. from London for Calcutta, 10/6 sd Thames via Cape (13/7), 20/8 arr. Calcutta (67 days, 60 at sea) (Statesman, 23/8/55). 20/9/55 sd Calcutta on m.v. for Straits and Hong Kong (6/10). 1856 t/f to Robert Jardine. 15/8/62 arrived Yokohama for sale, notwithstanding 10/62 reg. at HK to Robert Jardine under certificate of sale (same date) empowering T. Glover to sell in Japan and 9/62 sold to Satsuma-han r. EIHEI MARU. 5/63 wrecked in Akashi Strait between Awaji Is. and Honshu.

HELLESPONT (1856-61) 445/49-9 (i.s.s., 174.52 x 24.28', 2cy/80hp by Maudsley, Sons & Field)

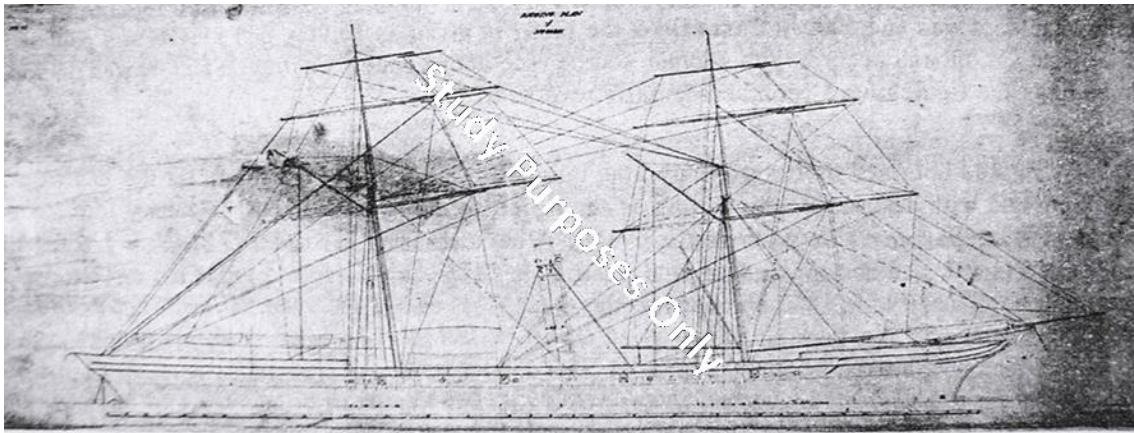
Built by C.J. Mare & Co., Westham (London) for General Screw Stm Shg Co. (Balfour, Laming & Owen mgrs. and agents), London with sisters *Bosphorus* and *Propontis* for a 'new line of str's' from Liverpool to Gibraltar, Malta, and Constantinople, 15/10/49 m.v. from Liverpool. 2/53 adv. by Grindlay & Co. for Port Phillip and Sydney, 28/2 sd Gravesend via Plymouth (4/3, mails), 17/5 arr. Melbourne (12 pass.), 26/5 Sydney, where 6/53 sold to Sydney & Melbourne Steam Packet Co., Sydney for Sydney-Melbourne trade. 12/55 laid up at Sydney. 1/56 mortgage foreclosed and sold to Edye Manning & D. Jones, Sydney. 4/56 in service Hong Kong/Manila for Russell & Co. (on charter?). 8/56 sold by auction at Hong Kong to Douglas Lapraik and promptly resold to Robert Jardine, Hong Kong for coastal trade. 6/61 placed in service on Yangtse River but promptly sold to Howard & Co., Shanghai. 12/62 laid up at Shanghai. Mid-1863 sold to Nichol Latimer & Wm Lent, Shanghai for coastal trade. 21/12/63 sank in collision off Woosung with *Hydaspe* (967/53).



HELLESPONT in General Screw Steam colours (wrecksite.eu).

THEBES (1858-59) 737/57 (i.s.s., 216.8 x 30.1', 2cy/135 nhp)

Built by Wm Denny & Bros, Dumbarton (#60) as speculation for James Denny et al., 7/57 half share sold to A.H. & G.W. Campbell, Liverpool. 7/57 sailed for Madras as troopship. 2/58 rep. sold to Jardine, Skinner & Co. (JM&Co.), Calcutta for China-Calcutta trade. 5/59 chartered to French Govt. 30/8/59 bound Hong Kong-Tourane (Da Nang) struck uncharted rock 14 m. N of False Tinsoa, beached but 2/9 broke up in gale.



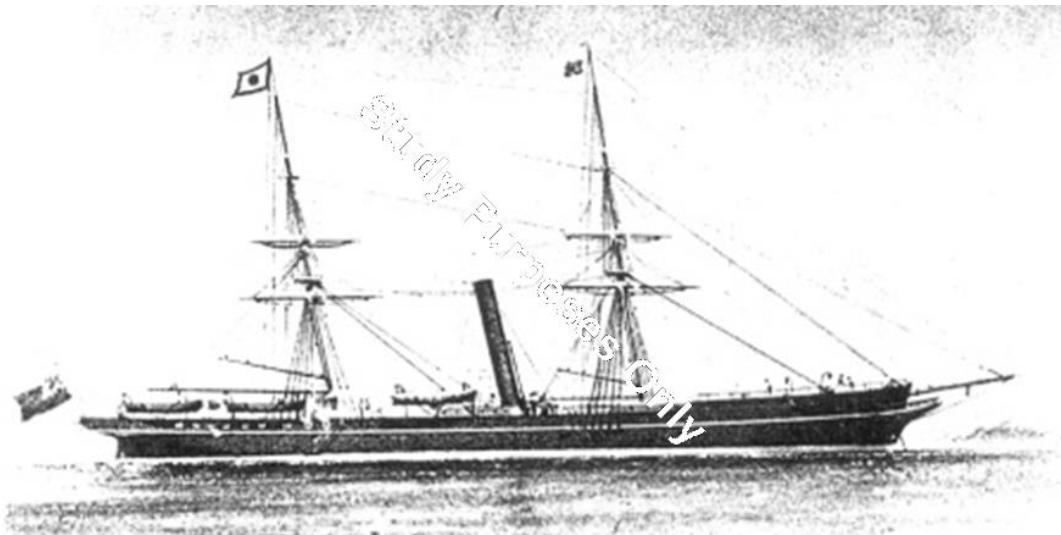
THEBES and sister CARTHAGE (*Denny Collection, NMM*).

CHEVY CHASE (1859-61) 810/59-8 (i.p.s., 156.1 x 22.8', 2cy/285 nhp)

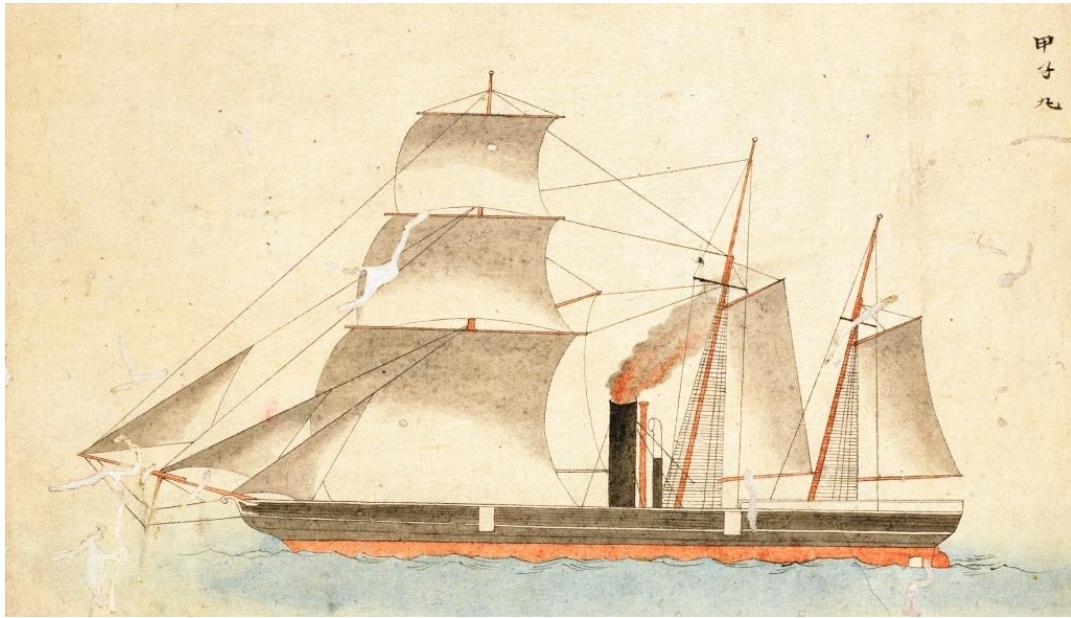
Built by Robert Napier & Sons, Glasgow (#93) for JM&Co. (reg. for C. Magniac, London) and 31/8/59 reg. at London, 20/1/60 arr. Shanghai. 4/60 t/f to A. Perceval, Hong Kong, sold back to builders, 21/2 sd Hong Kong under sail via Anjer, Cape to Liverpool (26/6) with engines for new str, 23/2/62 arr. Clyde, 24/2 towed to Glasgow for lengthening and conversion to screw (963 grt, 247.2') (Morning Journal, 25/2/62), then sold to General S.N. Co., London. 25/2/64 o/v London-Hamburg stranded in River Elbe 20 m. from Hamburg near Juelsand, Brunshausen and by 26/2/64 only masts and funnel above water. 5/65 rep. salvage by Lloyd's Salvage Association unsuccessful [clydeships.co] [NOT i.s.s., 370/1849 by Denny for Newcastle owners and simultaneously plying weekly Newcastle-Hamburg].

CARTHAGE (1861-64) 736/57 (i.s.s., 216.8 x 30.3', 2cy/135nhp)

Built by Wm Denny & Bros, Dumbarton (#61) as speculation for Peter Denny et al. as SYRACUSE but before completion r. CARTHAGE. 7/57 half share sold to A.H. & G.W. Campbell, Liverpool. 8/57 sailed for Madras as troopship. 7/58 entered Calcutta-China trade. 1/61 on charter to JM&Co. for China Coast trade. 6/61 sold to JM&Co. (A. Perceval, Hong Kong reg. owner). 10/64 sold through Glover for \$120,000 to Hizen-han r. KARUTAGO. 8/68 wrecked at Akita (NW Japan) while trooping during the Boshin War. [Note: characters 甲子 may be read in Japanese records as KOSHI, KASSHI, KINOUE or KINOUE but the correct reading here is KARUTAGO, which renders *Carthage*. Wade Giles reading is CHIA TSU or Pingyin JIA ZI].



Painting of CARTHAGE based on original line plans, showing Japanese colours
(NMM, reproduced in Haviland ESNC).



KARUTAGO MARU (sic.) shown in barquentine rig under Japanese ownership in 1868
(Komaba Library, University of Tokyo Image 20)

VIOLA (1862-64) 839/62 (i.s.s., 200 x 27.55', 2cy/??)

Built by George Robinson, Cork for A.G. Robinson, London. Mid-1862 sold to JM&Co. for China Coast, 26/6 sd Cardiff for Singapore and Hong Kong. 12/64 del. to Satsuma-han (Glover & Co. mgrs) r. KAIMON MARU. 4/66 sold to Glover & Co. (Ryle Holme reg. owner), Shanghai r. KIUSHIU [also as KIUSIU, KIU SHU]. 8/68 Trautmann & Co. mgrs. 1/69 sold to JM&Co. and placed in N. China line. 28/8/71 in collision with *Kiangse*, latter found to be at fault. 11/71 sold to Olyphant & Co. (A.R. Hayes Jr & E.A. Hitchcock), Shanghai. 8/74 sold to Japanese Govt r. KIUSHIU MARU for use as troopship in Taiwan invasion. 10/74 t/f to Mitsubishi Mail S.S. Co., Tokyo. 10/85 t/f to Nippon Yusen Kaisha. 4/86 sold to Japan Coal Co. r. TOYOKUNI MARU (now 1174 grt, 84 hp). LR1889 owner Takahama Chujo, Tokyo. 15/1/90 stranded in Shimonoseki Strait, LR-1892/93 overprinted 'lost'.

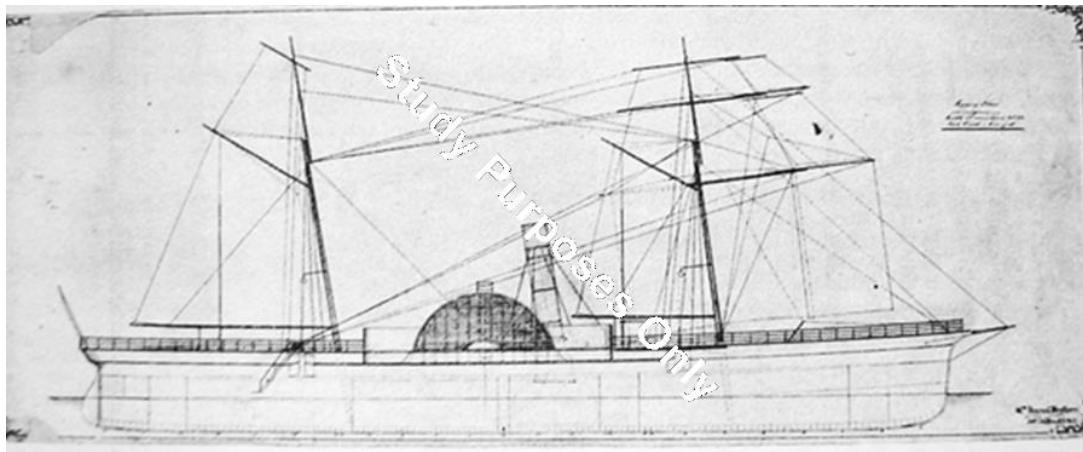
REIVER (1862-68) 1189/62-1 (i.p.s., 306.6 x 31.2', diagonal 2cy/400nhp)

Built by John Laird, Sons & Co., Birkenhead (#275) in style of Holyhead mail strs for JM&Co. for China-Calcutta trade, 20/8/61 launched, light-ship trials 16k, loaded 15k (London & China Express, 26/8/61, Liverpool Albion, 17/2/62). Reg. at London to Robert Jardine, 8/2/62 commenced loading at Liverpool for Cape, Singapore, Hong Kong (McDiarmid, Greenshields & Co.), 2/3 for Hong Kong, 19/5 arr. Singapore, 26/7 arr. Shanghai. 5/63 t/f to A. Perceval, Hong Kong. 19/9/68 o/v Calcutta-Hong Kong stranded S.W. of Preparis Is. (14.875N, 93.63E) between Irrawaddy delta and north Andaman Is. in middle of the entrance to Bay of Bengal, wreck broke up.

RONA (Yangtse service 1862-64, 1866) 1215/62-3 (i.p.s., 235 x 33.2', 2cy/300 nhp/13k)

Built by Wm Denny & Bros, Dumbarton (#81) for JM&Co. for China Coast trade and reg. to Robert Jardine, London, 1/4 advertised 'for specie and passengers' by Allan C. Gow & Co. for Singapore and Hong Kong, 10/4 sd Clyde but 16/4 put back with split cylinder (LCT, 28/4/62), after repairs 17/5 sd for Singapore (25-27/7), thence Hong Kong, 26/9 arr. Shanghai. 12/62 in service to Hankow. 4/67 sold to Glover & Co., Shanghai for Yangtse trade. 7/67 t/f to Union S.N. Co. (Glover & Co. mgrs). 14/4/72 sank in collision with Ava (3361/70) 20 m. off Turnabout Is. (60 lives).

(1862-67) 1215/62 (i.p.s., 235 x 33.2' 2cy/300nhp)



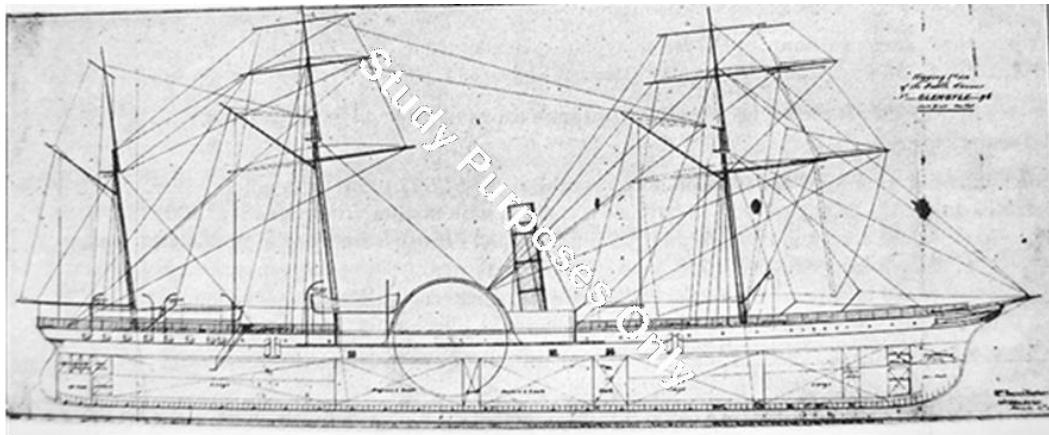
RONA, line drawing (*Denny Collection, NMM*).

CLAN ALPINE (1862-71) 1539/62-12 (i.p.s., 288.5 x 33.1' 2cy/400 nhp)

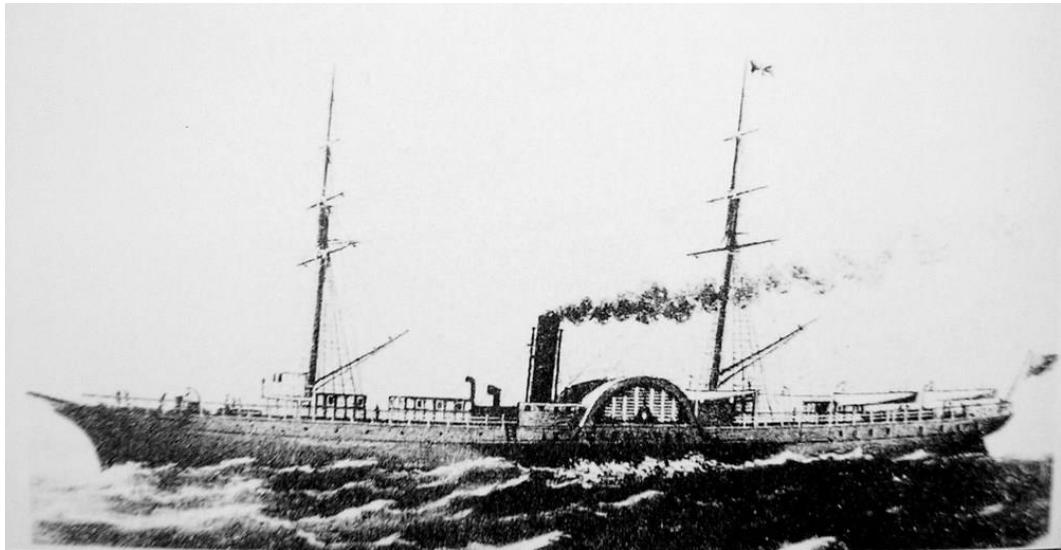
Built by Robert Napier & Sons, Glasgow (#106) for JM&Co. for Calcutta trade, 12/62 reg. at London for Robert Jardine, London and adv. by Allan C. Gow from Glasgow for Singapore and Hong Kong, 3/1/63 sailed Glasgow for Hong Kong (23/3). 5/6/68 boiler explosion at Calcutta (6 dead). 2/69 fire o/v HK-Singapore (5 dead). 12/9/71 arr. Gravesend from Hong Kong via Suez (40,000 boxes tea), after discharge laid up. 11/71 sold to John R. Kelso, North Shields, re-engined by R. Napier & Sons and converted to screw (800 nhp). 1872 t/f to Rio Parana S.S. Co. Ltd (Wright, Kelso & Co. mgrs), Liverpool. Night 1-2/2/73 wrecked in storm at Black Head, 5m. from The Lizard, Cornwall on voyage River Plate-Liverpool via Antwerp (12 lives), CTL, engines, boilers and fittings salvaged by Western Marine Salvage Co. [clydeships, wrecksite]

GLENGYLE (1864-69, Yangtse service 1866-66) 1933/64-6 (i.p.s., 297.3 x 38.3', 2cy/400nhp/14k)

Built by Wm Denny & Bros, Dumbarton (#96) for JM&Co. for China Coast trade, 7/4/64 launched by Mrs Peter Denny (Greenock Advertiser, 9/4/64), and 6/64 reg. for Robert Jardine, London, advertised by Allan C. Gow & Co. for China ('passengers & specie only), 8/7 sd Gareloch via Simon's Bay (15-2/9), Singapore (30/9-2/10) for Hong Kong (11/10, 94 days), where completed fitting out (Glasgow Morning Journal, 17/12/64), then 16/11 arr. Shanghai to commence coastwise service. 9/65 extended to Yokohama. 3-4/66 Calcutta voyage, then 19/5/66 sd Shanghai for Hankow to commence Yangtse service (to 10/67). 3/69 conditional sale to Union S.N. Co., Shanghai, 3/72 bill of sale. 3/73 sold to CNC. 9/11/75 struck rocks off Namoa Is. on voyage Amoy/Swatow - slipped off and sank with heavy loss of life.



Original plan for GLENGYLE (*Denny Collection, NMM*).



GLENGYLE after sale, flying CNC houseflag (John Swire & Sons).



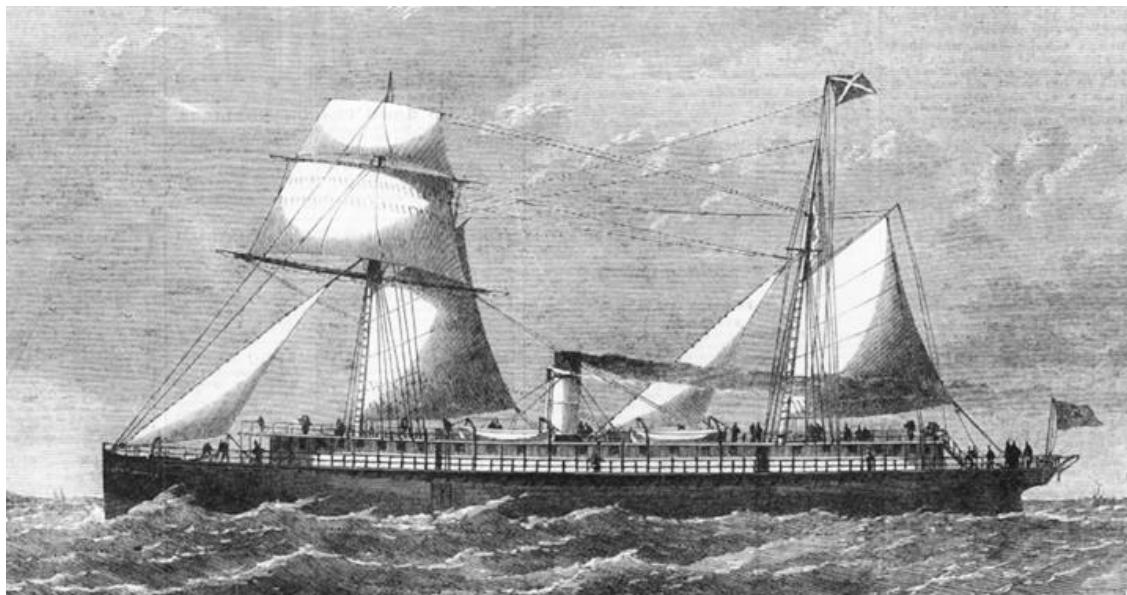
GLENGYLE at Shanghai after sale (John Swire & Sons).



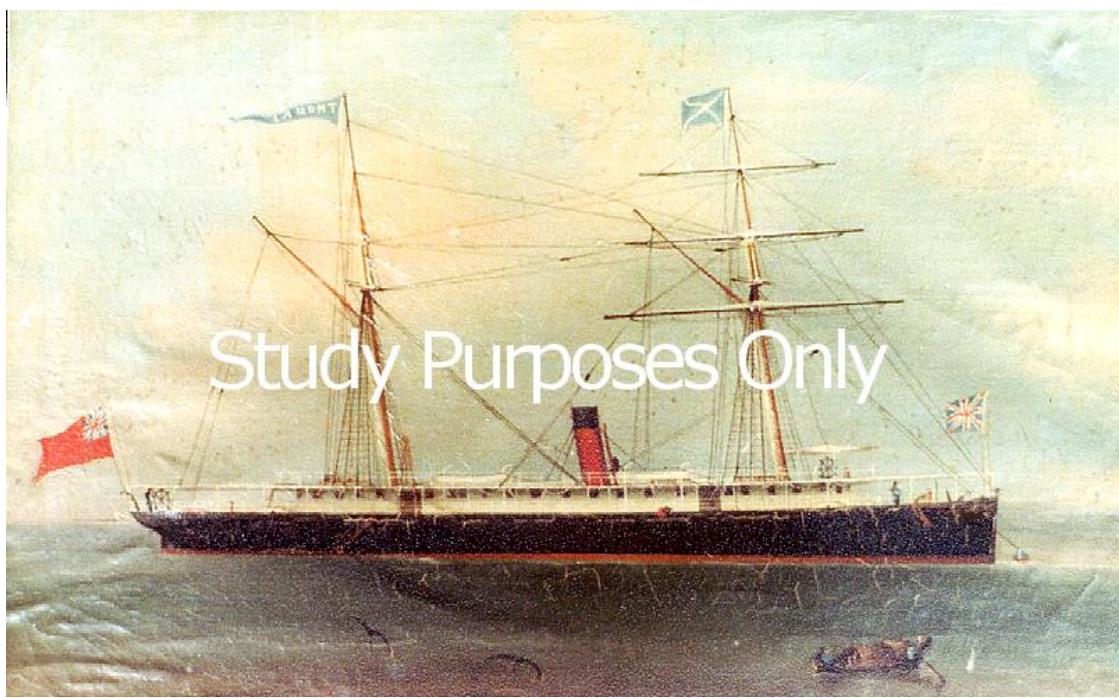
GLENGYLE at Shanghai bund under Swire flag, showing attractive lines (Old Asia Photography).

LAMONT (1867-67) 1402/67-4 (i.s.s, 240.4 x 34.5, 1cy/200nhp/12k)

Built by Robert Napier & Sons, Glasgow (#127) for JM&Co. for Shanghai/Tientsin trade, 13/4/67 reg. at London to Robert Jardine and 26/4 sailed Clyde for Shanghai. 5/67 in gale lost main gaff and boilers moved in cradles c.3.5 inches, breaking most pipes, stopped in Lisbon for repairs, sailing 21/5, Cape to Singapore 27 days, arr. Hong Kong "in excellent condition". 8/67 promptly sold to Shanghai S.N. Co. (Russell & Co. mgrs), Shanghai r. CHIHLI. 1871 sold to Yubin K.K., Tokyo r. CHIRI MARU. 6/75 on collapse of owners t/f to Japan Post Bureau and 9/75 to Mitsubishi Mail S.S. Co., Tokyo for Yokohama/Kobe trade. 6/76 rep. laid up. 11/6/77 damaged in collision with *HMS Audacious* during gale at Yokohama. Hulked. LR-1890 overprinted 'broken up'.



LAMONT as built with hurricane deck saloons and cabins for first-class passengers (*Illustrated London News*).



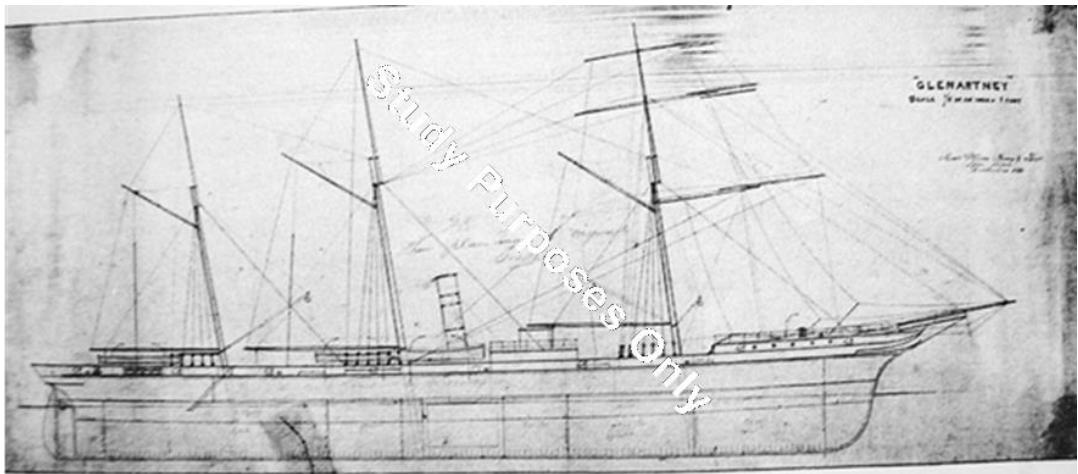
Closeup of LAMONT painting still held by family of initial master Henry Mariano Ramos de Castilla
(https://atkinsgenealogy.au/Castilla_Family-o/e162.htm).

KIUSHIU (1868-71) 839/62

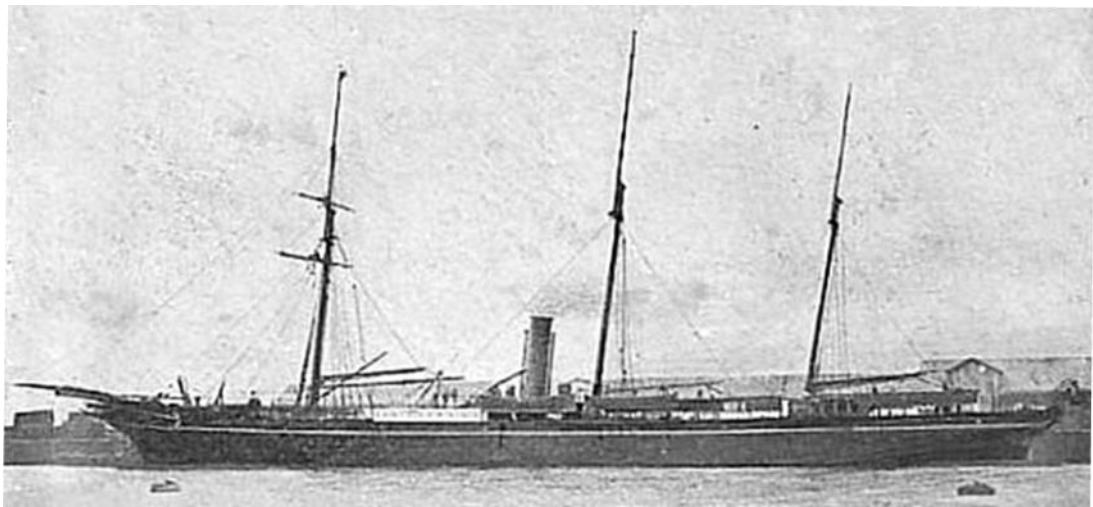
see VIOLA (1862-64)

GLENARTNEY (1869-73) 1750/69-4 (i.s.s., 286.33 x 34.33', 2cy/300 nhp)

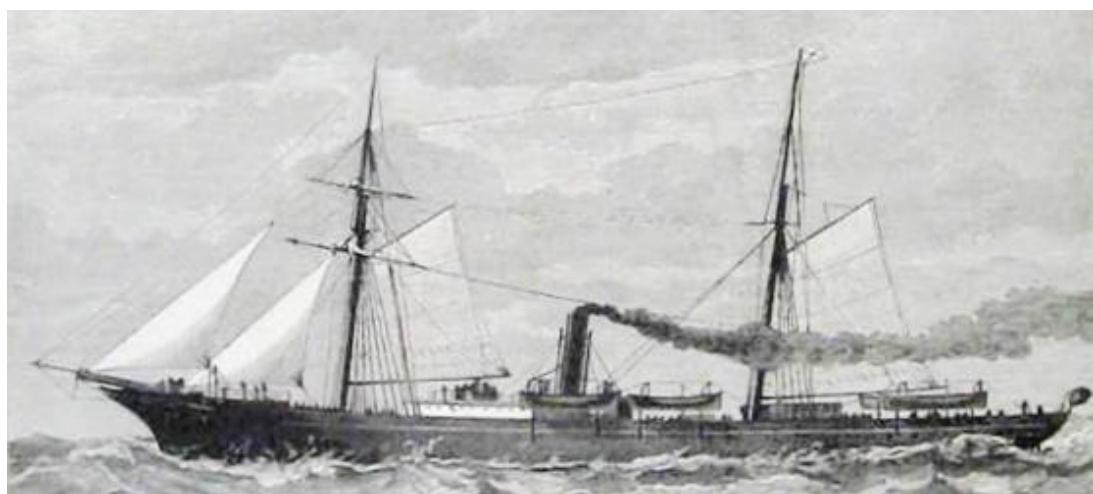
Built by Wm Denny & Bros, Dumbarton (#135) for JM&Co. for Calcutta trade, reg. owner Robert Jardine, London (4/69). 20/4/69 trials. 2/73 sold to Union S.S. Co. Ltd, Southampton r. TEUTON (now 250 pass.). 1875 lengthened 46' (2313 tons, 332.9') and engines compounded by A. & J. Inglis, Glasgow. 1878 new compound engines by Thomas Clark & Co., Newcastle. 30/8/81 struck rocks at Quoin Point near Cape Agulhas bound for Zanzibar, set course for Simonstown but sank suddenly with loss of 236 lives. [Newall, *Union-Castle Line*, 1999: 34]



GLENARTNEY (*Denny Collection, NMM*).



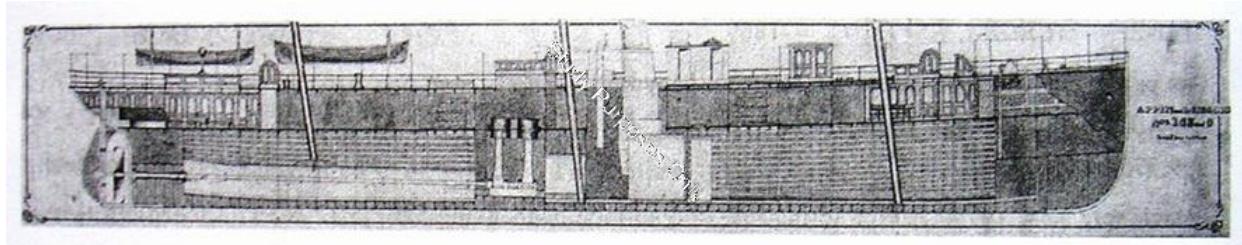
GLENARTNEY (wrecksite.eu).



GLENARTNEY after sale as lengthened TEUTON (*Illustrated London News*).

LISMORE (1869-70) 654/69 (i.s.s.) (C2cyl, 65 nhp) 180 x 27'

Built by Wm Denny & Bros, Dumbarton (#143) for JM&Co. for Shanghai-Foochow trade. 1/1/70 arrived at Shanghai. 2/11/70 sank after striking wreck of junk near entrance to Woosung River.



Cut away drawing of 3-masted LISMORE and APPIN (*Denny Collection, NMM*).



LISMORE or, perhaps more likely, sister APPIN at Tientsin in 1870-72 (Dennis George Crowe).

APPIN (1869-72) 654/69-8 (i.s.s., 180 x 27', C2cy/65nhp)

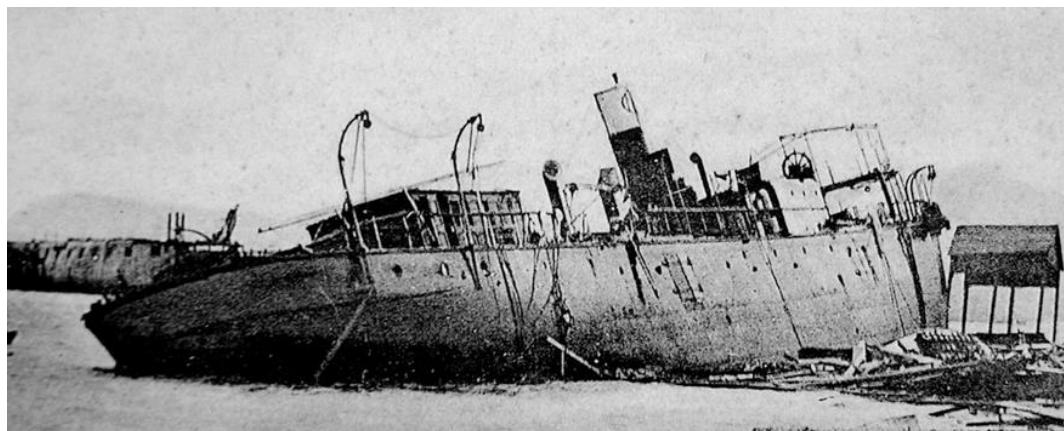
Built by Wm Denny & Bros, Dumbarton (#144) for JM&Co. for China Coast. 16/2/70 arrived at Shanghai. 1/1/73 t/f to CCSNC. Early 1876 completed re-engining (C2cyl, 68 nhp). 1882 sold to O. Ortiz, Manila r. VISAYAS. 1885 sold to Cia Nav. Filipinas, Manila. 1887 sold to I. Tambunting, Manila. 11/89 stranded near Manila. 1890 r. NUESTRA SENORA DEL ROSARIO. 1/95 t/f to Cia Maritima, Manila. ca. 5/5/06 left Manila in tow for Hong Kong for repairs. 18/9/06 while lying at Yaumati blown ashore by typhoon and broke back. c.1907 broken up in situ.



APPIN at Shanghai about 1882 (Kung Tai/Peabody Museum).



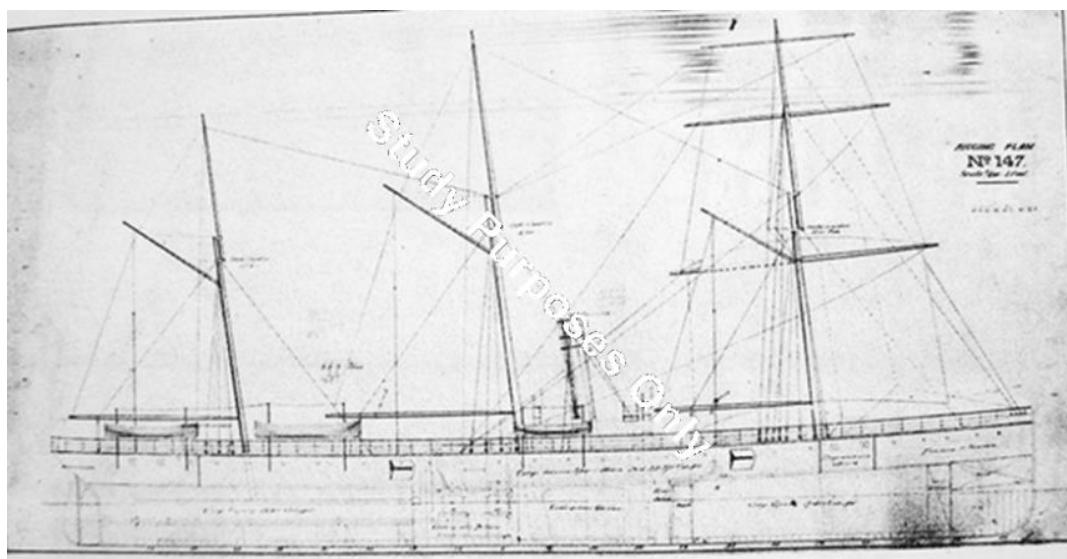
NUESTRA SENORA DEL ROSARIO ex APPIN ashore at Yaumati (A.W. Purnell/SLV).



NUESTRA SENORA DEL ROSARIO wrecked at Hong Kong in 1906 (postcard SK coll.).

PEIHO (1870-72) 1086/70 (i.s.s., 234.9 x 32.5', C2cy/218 nhp)

Built by Wm Denny & Bros, Dumbarton (#147) for Peter Denny for China trade as PEIHO. 11/70 arrived in China and promptly sold to JM&Co. 1/1/73 t/f to CCSNC. c.2/73 r. TAKU. 1/1880 fitted with new engines and boilers by Boyd & Co. (trials 3/80). 1/2/82 t/f to ICSNC. 4/95 t/f to Yangtse River, rebuilt as a river steamer, shortened by 10.2' r. ON WO (1354 g). 30/4/96 sank in collision near Woosung with *Newchwang* (895/77) outbound for Hankow. 300 lives. Late-1932 wreck marked by buoy.



Original plan for PEIHO (*Denny Collection*, NMM).

China Coast Steam Navigation Company (1873)

APPIN (1873-82) 654/69

see APPIN (1869-72)

PEIHO (1873-73) 1086/70

see PEIHO (1870-72)

DRAGON (1873-75) 608/67-1 (i.s.s., 162 x 25.3', C2cy/90 nhp)

Built by Henderson, Coulborn & Co., Renfrew (#88) for E.M. de Bussche, London (2/67) for China Coast. 15/3/67 sailed Glasgow for Shanghai. 7/68 reg. at Shanghai to R.F. Thorburn (Trautmann & Co. agents). 2/69 sold to syndicate of Chinese merchants in Chefoo and Tientsin (J. Holmes & Co. reg. owner). 2/70 placed under mgt of JM&Co. for Shanghai-North China trade. 5/72 t/f to Foochow line. 1/1/73 t/f to CCSNC. 11/75 sold to M.C. Adams, Nagasaki. 5/8/76 stranded inbound to Shanghai, 13/8 refloated. 8/77 serious collision off Woosung with gunboat *HMS Frolic*. 1/80 sold to Mitsubishi Mail S.S. Co., Tokyo r. MATSUMAYE MARU. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 5/99 sold to Yoshida Suburoyemon, Hakodate. Prior to 26/4/05 destroyed by fire at Hegurijima.

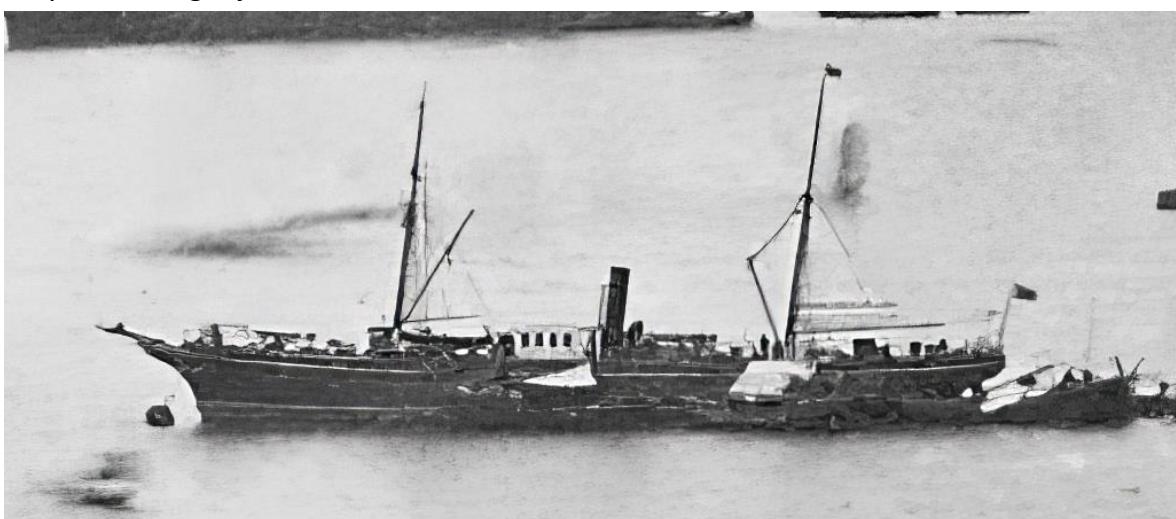


Image thought to be DRAGON or a sister at Hong Kong 1871 (attrib. George Thomson/
[nationalgalleries.org/art-and-artists/78437?artists%5B6397%5D=6397&search_set_offset=3](https://www.nationalgalleries.org/art-and-artists/78437?artists%5B6397%5D=6397&search_set_offset=3))

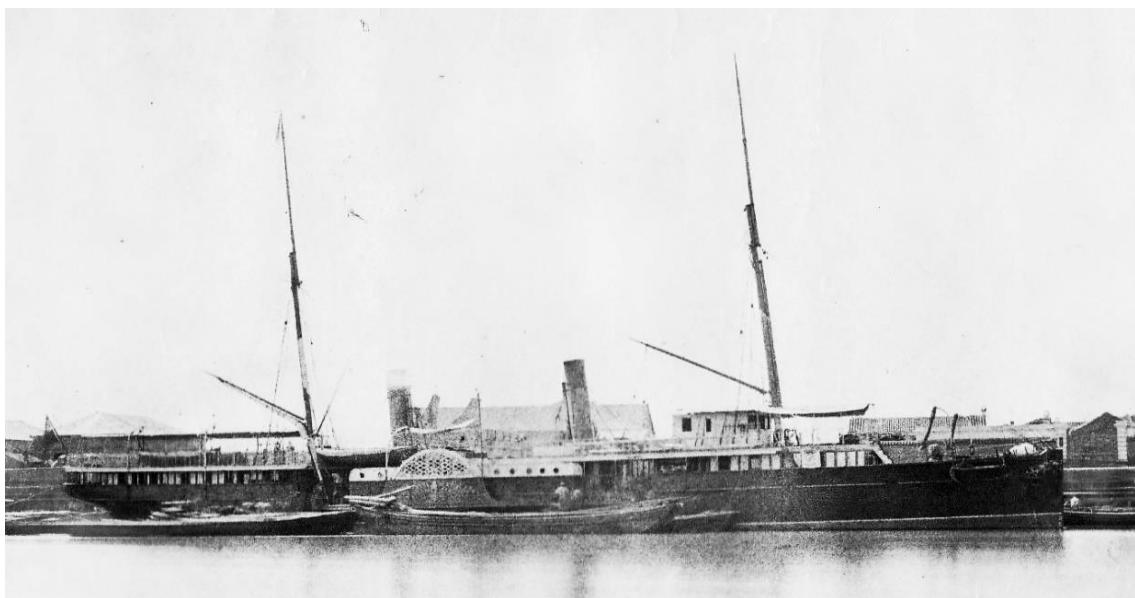


DRAGON'S composite sister COQUETTE (1867) at Nagasaki as SENSAI MARU.

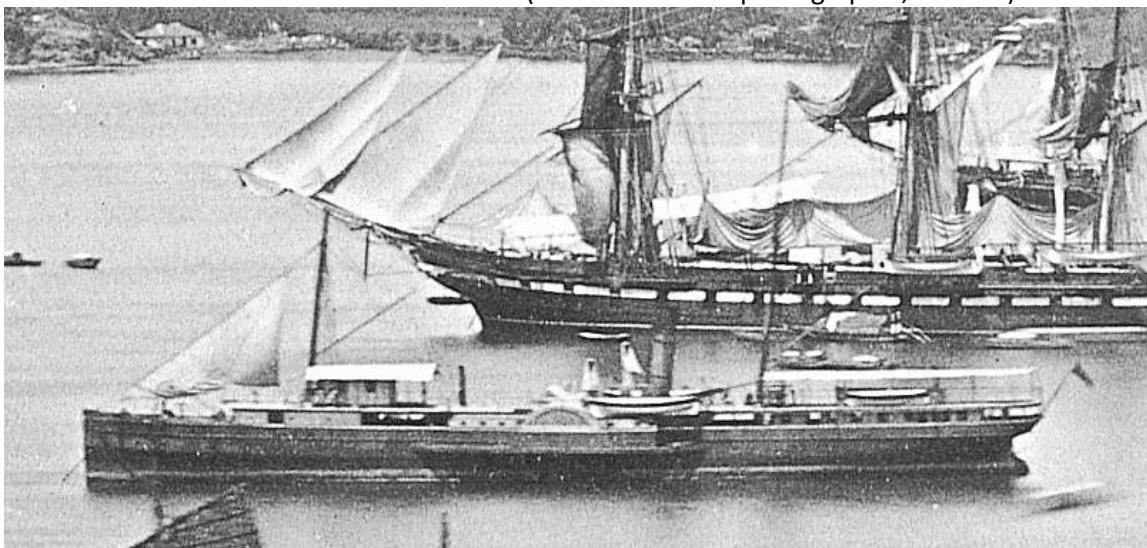
(<https://blog.goo.ne.jp/mc53000/e/7c13a203f930d0298079555337194c7f>).

NANZING (1873-75) 621/62 (i.p.s., 210 x 27.6', C2cy)

Built by Tod & MacGregor, Glasgow (#119), launched 17/2/62 and 26/4 reg. for Meinhard Ernst Robinow (Robinow & Marjoribanks), Glasgow. 20/9/62 registered for B. Harkort with instructions to sell within 18 months. 6/10/62 arrived at Shanghai, reported chartered to General F.T. Ward. Subsequently used on Yangtse River and to Ningpo. 3/63 transferred to Chefoo and Tientsin service, with occasional voyages to Hong Kong. 6/63 presumably registered for Trautmann & Co. 1865 reported reg. for Robert Carrick, Donaldson Moffat and William Keswick, Shanghai. 8/68 mgt t/f to North China Steamer Co. (Trautmann & Co. mgrs). 7/70 sold to Tong King-sing (compradore JM&Co.) and others and placed under mgt. JM&Co. 1872 reg. for William Keswick, Hong Kong. 1/1/73 t/f to CCSNC. 11/74 sold to Japanese buyers with delivery 1/75 but 2/1/75 damaged in collision at Nagasaki with German warship *Arcona* and sale fell through. 2/75 returned to Shanghai and 4/75 sold to China Merchants S.N. Co. for Ningpo line r. TAHYEW. Early-1880 re-engined and converted to screw r. HING SHING (mid-1880 resumed service). 12/4/83 bow holed below waterline in collision with junk in Peiho River near Tientsin. 25/5/83 rammed and sunk by 3-masted schooner *Catherine Marden* 35 m. S of SE Promontory (7 lives). 8/83 wreck blown up. [HWD, Milne, clydeships.co.uk]



NANZING at Tientsin about 1863 (unknown French photographer, coll SK*).



NANZING at Nagasaki minus a funnel, and (upper) broken mast and torn mainsail, in 11/74 to 2/75 (Nagasaki Univ 5301).

HAINING (1873-78) 878/73 (i.s.s., 209.64 x 31.16', C2cy)

Built by Humphrys & Pearson, Hull (#29) to order of JM&Co. and reg. at Port Glasgow to James McAndrew for CCSNC, 3/9/73 arrived at Shanghai. 12/73 reg. at Hong Kong to J. Whittall. 13/4/78 stranded on reef in Miao Tao Islands NW of Chefoo when carried off course in fog by strong currents on voyage Tientsin-Shanghai via Chefoo. Unable to be towed off and by 15/4 awash on side.

TAKU (1873-95) 1086/70

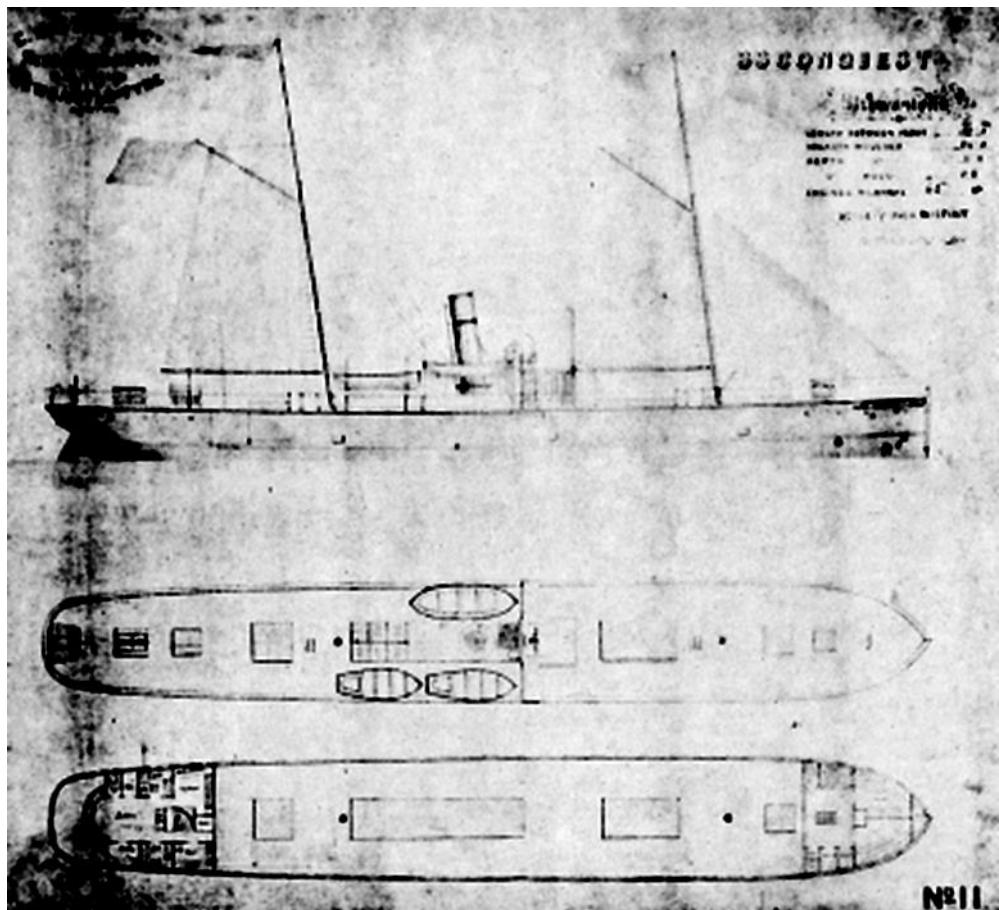
see PEIHO (1870-73)

EUROPE (1874-82) 814/73 (i.s.s., 210.5 x 27.2', C2cy, W.B. Thompson, Dundee)

Built by MacFadyen & Co., Port Glasgow (#3) for Mories, Munro & Co., Glasgow. 3/74 sold to James McAndrew for CCSNC. 3/74 t/f to J. Whittall, 6/74 arrived and reg. in Hong Kong. 8/75 t/f to Wm Keswick. 1/76 fitted out for Foochow trade. 1/2/82 t/f to ICSNC. 5/9/82 outbound from Pagoda Anchorage, Foochow struck uncharted rock near Sharp Peak and quickly sank. Total loss. [Sister ship AMERICA 873/73 (Dent & Co.) wrecked 27/06/81 in 34°10N, 123°8E on an island in the Hydrographer Group, Korean Archipelago on voyage Tientsin-Kuchinotsu in ballast]

CONQUEST (1874-77) 494/74 (i.s.s., 154.7 x 24.2', C2cy, Christie, Gutch, Newcastle)

Built by C.S. Swan & Co., Newcastle (#11) for J. Pile, London but 1/75 after trials reg. at London for F.B. Johnson for CCSNC, 2/4/75 arrived at Shanghai. 10/77 sold over 4-year term to Kwong Li Yuen, Hong Kong (CCSNC still reg. owner). 10/82 Manila/Aparri for F.L. Roxas. 1883 sold to O. Ortiz, Manila. 1885 sold to Cia Nav. de Filipinas, Manila r. LUZON. 1886 sold to Jose (later R.) Reyes, Manila. 1/95 t/f to Cia Maritima, Manila. 30/10/96 wrecked near Manila inbound from Leyte after collision with *Santander* (816/91).



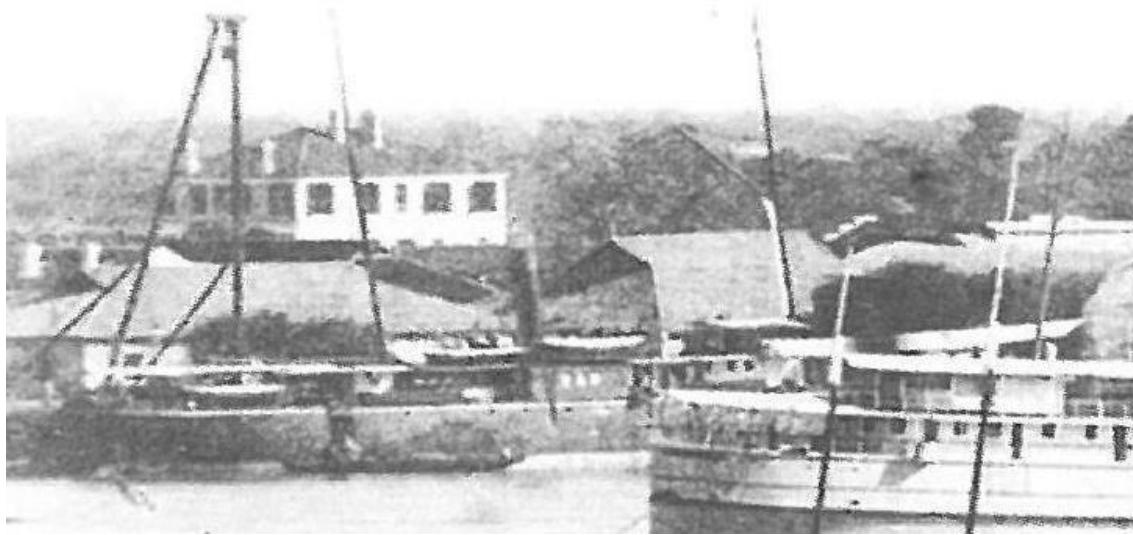
CONQUEST line drawings (Ian Rae coll.).



Possible LUZON ex CONQUEST beside Magellan monument in Pasig River, Manila, 1895-96
(https://farm6.staticflickr.com/5104/5593967253_b0645ffd95_b.jpg).

SIN NANZING (1875-91) 1166/75 (i.s.s., 220.9 x 30.2', C2cy/175 hp)

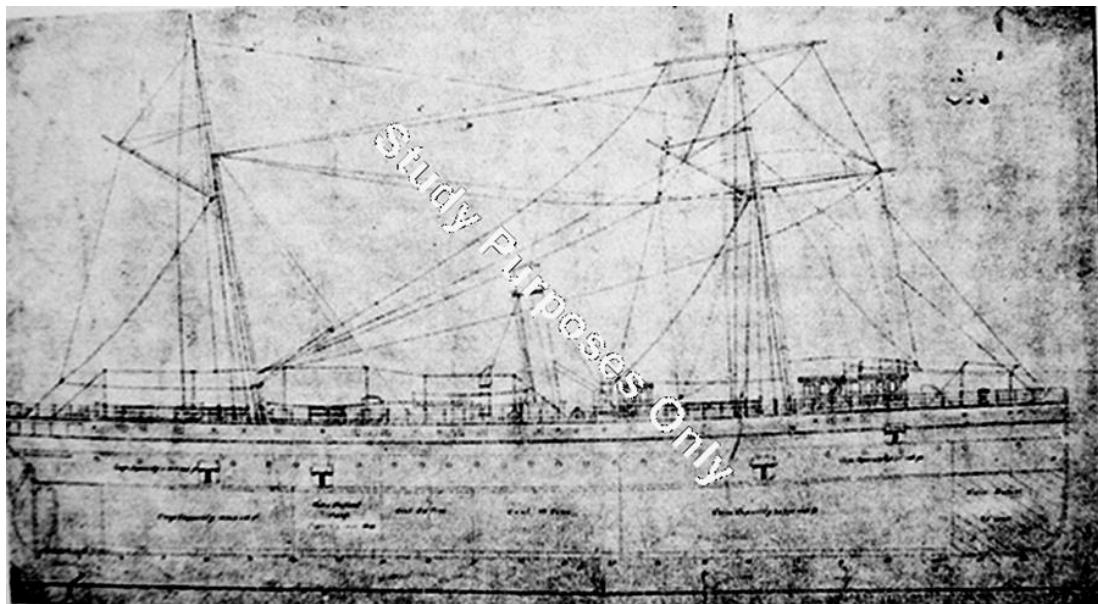
Built by John Elder & Co., Glasgow (#194) and reg. to Wm Keswick for CCSNC, 7/3/76 arrived at Shanghai. 1/2/82 t/f to ICSNC. 17/7/90 while anchored in typhoon at Bullock Harbour on voyage Shanghai-Foochow, lost fore topmast, struck and damaged on either side of bow, and along entire starboard side by *Strathleven* which had dragged anchors. 1891 sold to M.G. Sheveleff, Vladivostok r. VLADIMIR. 1896 sold to Oshima Kogio K.K., Nagasaki r. RIUSEI MARU. 8/98 stranded, salvaged and sold to T. Motoi, Osaka. 1902 sold to S. Nishimura, Osaka. 1903 sold to Y. Fujiyama, Otaru. 1905 sold to K. Hakusin, Osaka (now RYUSEI MARU). 28/10/05 rammed and sunk at anchor by *Taikoku Maru* in Shimonoseki Harbour.



SIN NANZING from a Shanghai panorama (probable Kung Tai).

SHUN LEE (1878-79) 1712/78-7 (i.s.s., 230 x 35' C2cy/188 nhp, pass. 16 1st, 120 2nd, 113 3rd)

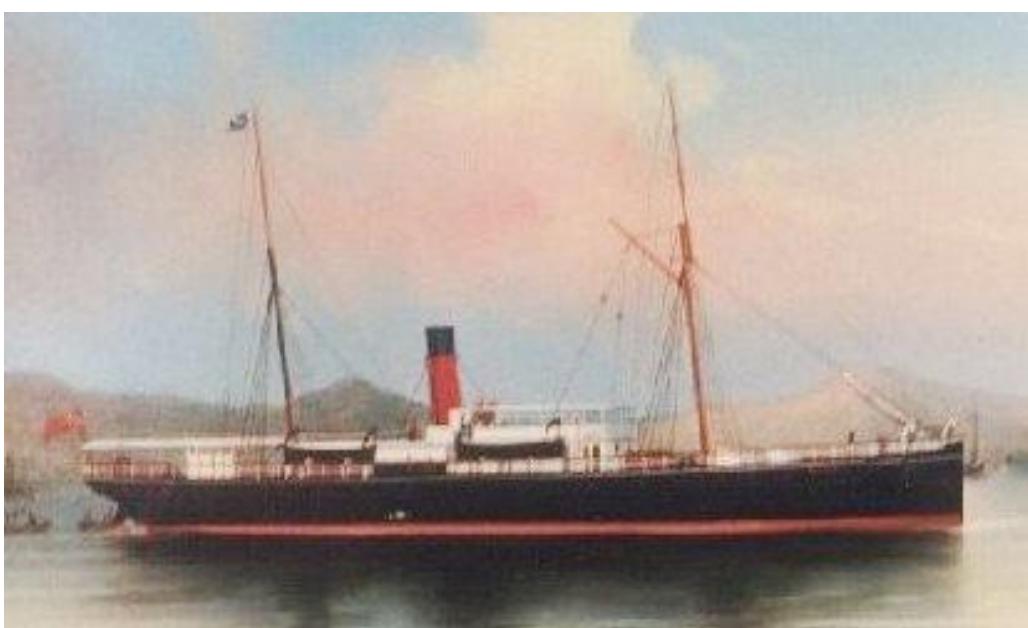
Built by Wm Denny & Bros, Dumbarton (#208) and reg. to J.B. Irving for CCSNC for Shanghai-Tientsin trade, 1/8/78 sailed for Shanghai. 14/6/79 stranded on rocks on SE Promontory bound Shanghai-Chefoo in fog. Total loss.



Original plans for SHUN LEE (*Denny Collection, NMM*).

EL DORADO (1878-05) 1180/74-8 (i.s.s., 240.5 x 32.9', C2cy/130 hp)

Built by Cunliffe & Dunlop, Port Glasgow (#99) for Rio Grande do Sul S.S. Co. Ltd, London as DONNA ISABEL. 1877 sold to J.K. Welch, London. 7/78 reg. at London for J.M. Macdonald for CCSNC r. EL DORADO. 13/10/78 arrived at Shanghai. 1/2/82 t/f to ICSNC. 5/05 sold to J. Morris, Shanghai. 1905 sold to F.A. Brissander, Stockholm (agents Diederichsen, Jebsen & Co.). 1906 sold to Russian Govt (Naval Dept), Vladivostok r. ELDORADO. 1907 sold to Mariner S.S. Assocn, Vladivostok, 1912 sold to S.N. of Count H.H. Keyserling, Vladivostok. 7/7/16 impounded in Vladivostok and 1917 sold to Russian Volunteer Fleet Assocn, Vladivostok. 11/22 evacuated White troops from Vladivostok to Gensan (Korea). 21/6/23 sailed Gensan on charter to Kearny Co. Inc. (Capt. L.D. Kearny) on behalf of Govt of Chekiang and under escort of *Yung-Ping* as YUN-AN with 700 people, 29/6 refused disembarkation at Shanghai, and 1/7 anchored off Chinhai (near Ningpo), months later moored off Woosung in unseaworthy condition. c.5/23 rep. sold and moved to Yangtse Estuary for dismantling but 1/24 lying derelict at Woosung, subsequently rep. sold to Chinese (?Ping An S.S. Co.), beached and broken up.

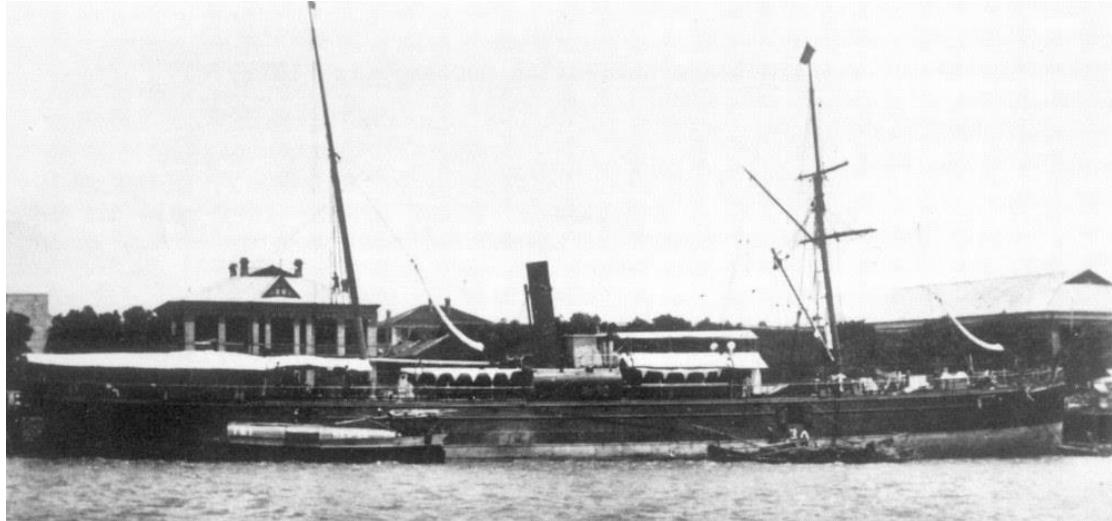


EL DORADO, sister of PECHILI (JM&C).



EL DORADO or PECHILI at Hong Kong (Royal Commonwealth Society/UoC Y30377C).

PECHILI 北直隸 (1880-04) 1160/74-11 (i.s.s., 239.2 x 33.1', C2cy/120 hp, Walker Henderson & Co., Glasgow) Built by Wm Hamilton & Co., Port Glasgow (#28) for Rio Grande do Sul SS Co Ltd, London as RIO GRANDE DO SUL. 1876 sold to J.K. Welch, London. 1877 sold Rigaer D/S G/S, Riga r. NEVA. 1/80 del. at Dundee and reg. to F.B. Johnson, London for CCSNC r. PECHILI, 3/80 arrived at Hong Kong. 23/12/80-10/3/81 icebound at Taku. 1/2/82 t/f to ICSNC. 11/04 sold to unknown Chinese owners (Br. flag, Danish crew). Mid-1905 re-reg. under Norwegian flag (agents Thoresen & Co., Shanghai). 2/9/05 o/v Japan-Shanghai (coal) sprang leaks foundered off Saddle Is. in typhoon, 54 crew rescued by Albenga (4249/98) (1 life) (NCH, 8/9 and 29/9/05).



PECHILI With sister EL DORADO bought secondhand for Shanghai to Tientsin grain trade.

Note the furled sails (unknown photographer/J. van Delden).

Indo-China Steam Navigation Company Ltd (1881)

APPIN, EL DORADO, EUROPE, PECHILI, SIN NANZING, TAKU see CCSNC

FUH WO, KUNG WO, TAI WO see YSNC

SEE WO (1880-86) 1406/80-12 (i.s.s., 242.2 x 31', C2cy by Blaikie Bros., Aberdeen)

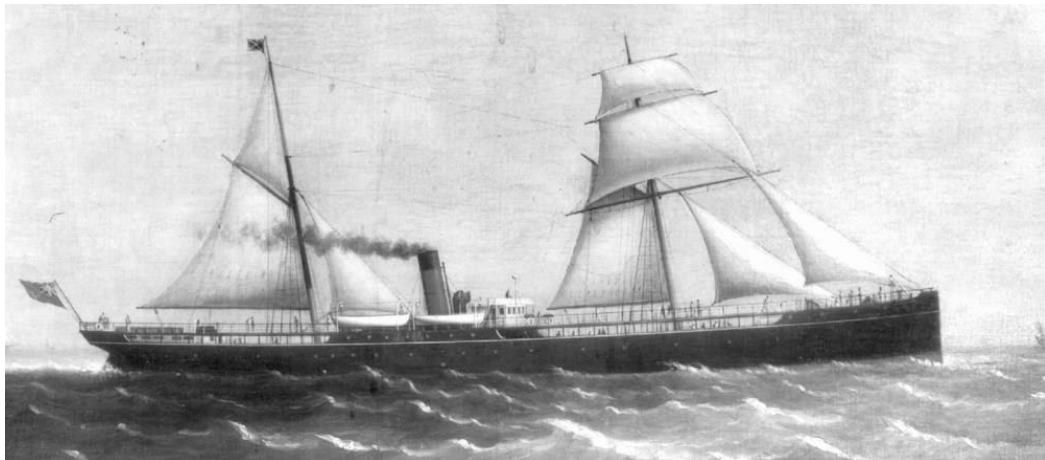
Built by J. Duthie, Sons & Co., Aberdeen (#162) and purchased on stocks by JM&Co. 1/2/82 t/f to ICSNC. 18/3/86 struck Shang Rock off Chekiang coast on voyage Shanghai-Amoy in dense fog and sank in deep water.



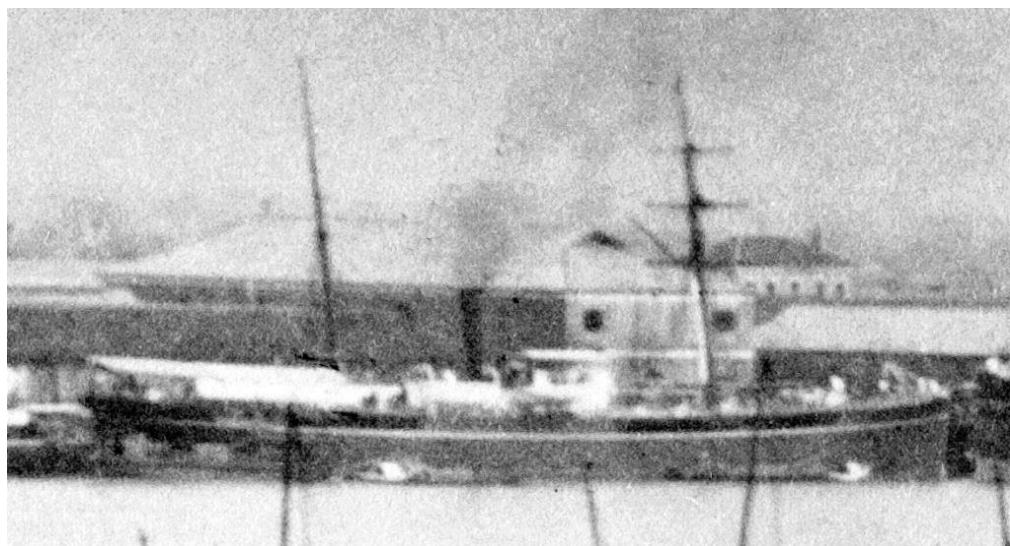
Probable SEE WO at Shanghai (from a Kung Tai panorama).

FOOKSANG 福生 (1881-03) 1557/81-10 (i.s.s., 250 x 35.2', C2cy/175 hp)

Built by Hall, Russell & Co. Ltd, Aberdeen (#224) and purchased on stocks by JM&Co. 1/2/82 t/f to ICSNC. 1903 sold to Iguchi Hambei, Kamezaki r. FUKUSAN MARU. 1911 sold to Okawa Unyu K.K., Okawa. 16/7/12 foundered off Cape Berntaru, Etorofu, Kurile Islands.



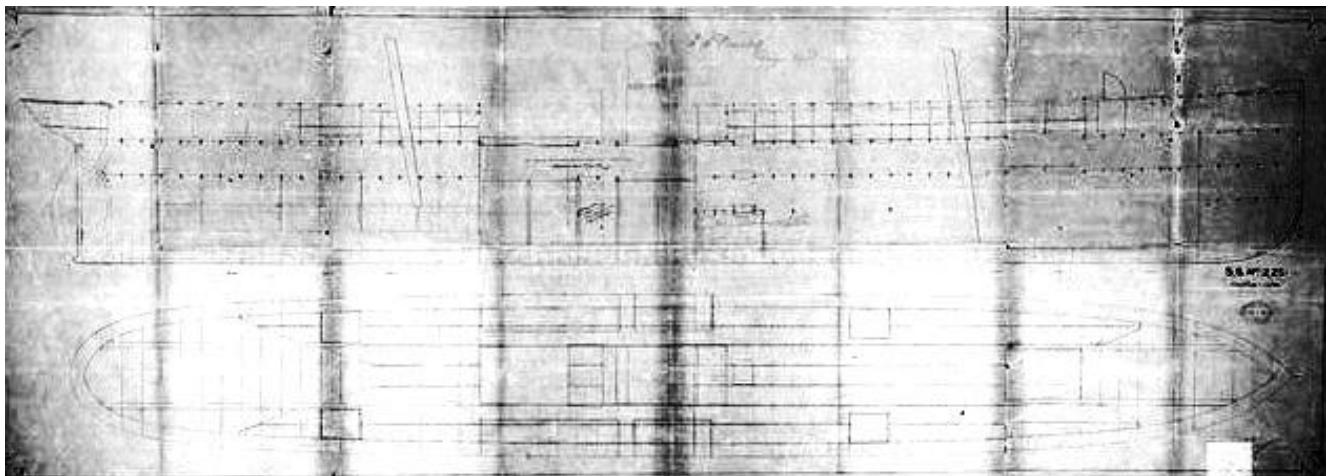
FOOKSANG (JM&C).



FOOKSANG preparing to sail from Shanghai to Swatow on 31/3/91 (Kung Tai (attrib.) UoB dh-s130).

POSANG (1882-84) 1531/82 (i.s.s.) (C2cyl, 200 nhp) 250.2 x 35.3'

Laid down by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#225) for JM&Co., 21/3/82 launched and c. 5/82 completed for ICSNC. 27/5/84 stranded on Fisherman's Is. near mouth of Yangtse on voyage Hong Kong-Shanghai, 10/6 sold as wreck.



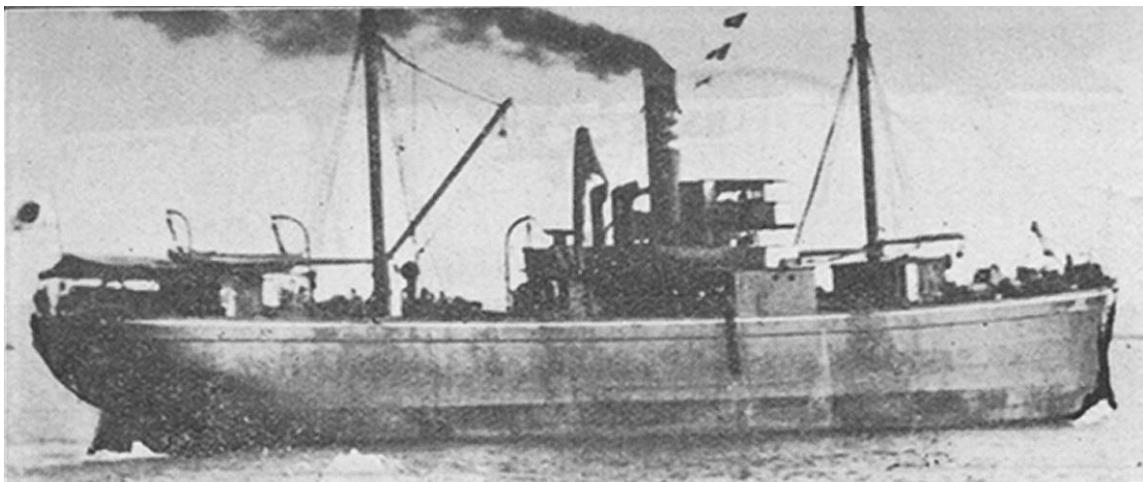
Builder's plans of POSANG indicate two hatches forward and probably one aft (lrfoundation.co.uk).

KWONGSANG (1882-02) 1512/80-4 (s.s.s., 240.4 x 32.2', C2cy/120 hp)

Built by Blackwood & Gordon, Port Glasgow (#155) for Ardrossan Shg Co., Ardrossan as VALENCIA (1355g). 6/82 sold to ICSNC r. KWONGSANG. 1902 sold to Settsu Kogio K.K., Tokyo r. YEIKO MARU. 26/3/04 scuttled to block entrance to Port Arthur, later salvaged. C.1907 sold to Tatsuma Shokai K.K., Osaka (reg. Naruo). C.1910 sold to Sawaguchi, Hakodate. C.1911 sold to Komajiro Hamaguchi, Osaka (reg. Nishinomiya). C.1919 sold to Miyagiya K.K., Amagasaki. C.1922 sold to Kasahara Shoji K.K., Osaka (reg. Amagasaki). C.1923 sold to Okuda Yeikichi, Amagasaki. C.1924 sold to Hokushin Gyogyo K.K., Hakodate. C.1927 sold to Showa Kosen Gyogyo K.K., Tokyo (reg. Hakodate). III/1929 broken up.



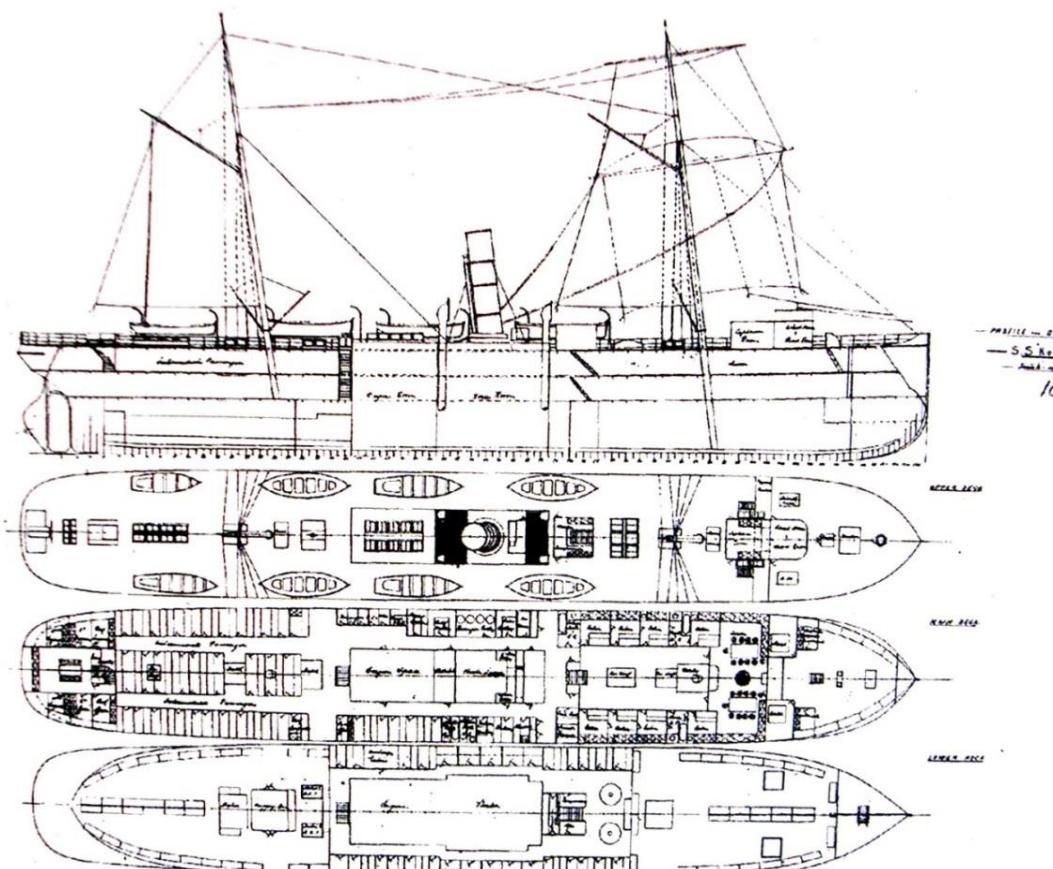
KWONGSANG (JM&C).



KWONGSANG as YEIKO MARU (1916 *Japan Steamships Register*).

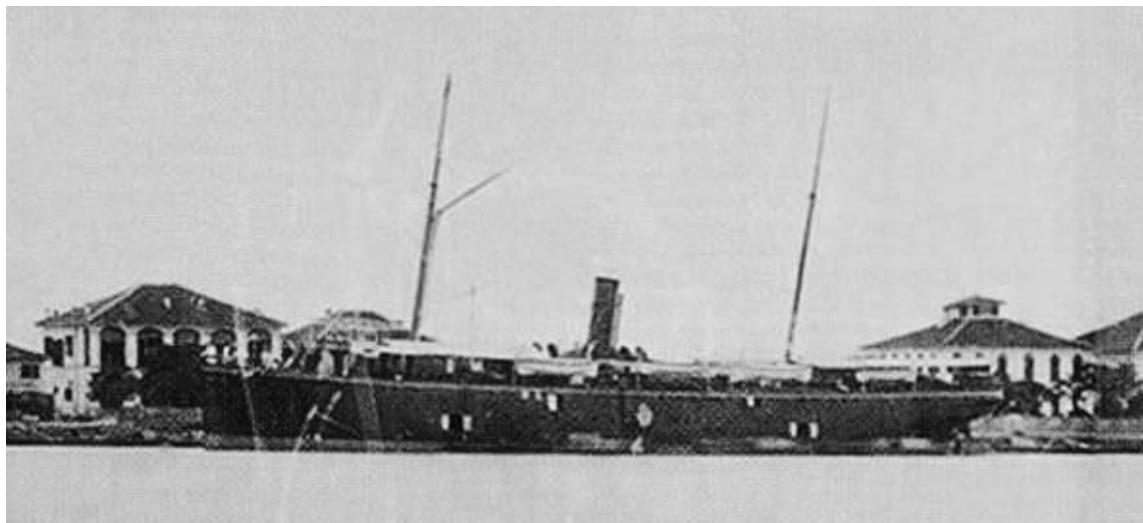
KOW SHING 高升 (1883-94) 2134/83-3 (i.s.s., 250 x 39.2', C2cy/241 hp)

Built by Barrow S.B. Co. Ltd, Barrow-in-Furness (#104) for ICSNC for Shanghai-Tientsin trade. 7/83 arrived at Shanghai. By 10/90 operating Shanghai-Ningpo, still as such 1/92. 20/7/94 while on charter to Chinese Govt and bound Taku-Chemulpo with 1500 troops intercepted by Japanese cruiser *Naniwa* in Asan Strait and sunk by gunfire and torpedo.



VICKERS ARMSTRONG COLLECTION
YARD No. 104, S.S. KOW-SING (1883), FOI
INDO-CHINA STEAM NAVIGATION CO. LTD. LONG

KOW SHING (Vickers Armstrong).



KOW SHING (coll. Yao Kaiyang).1



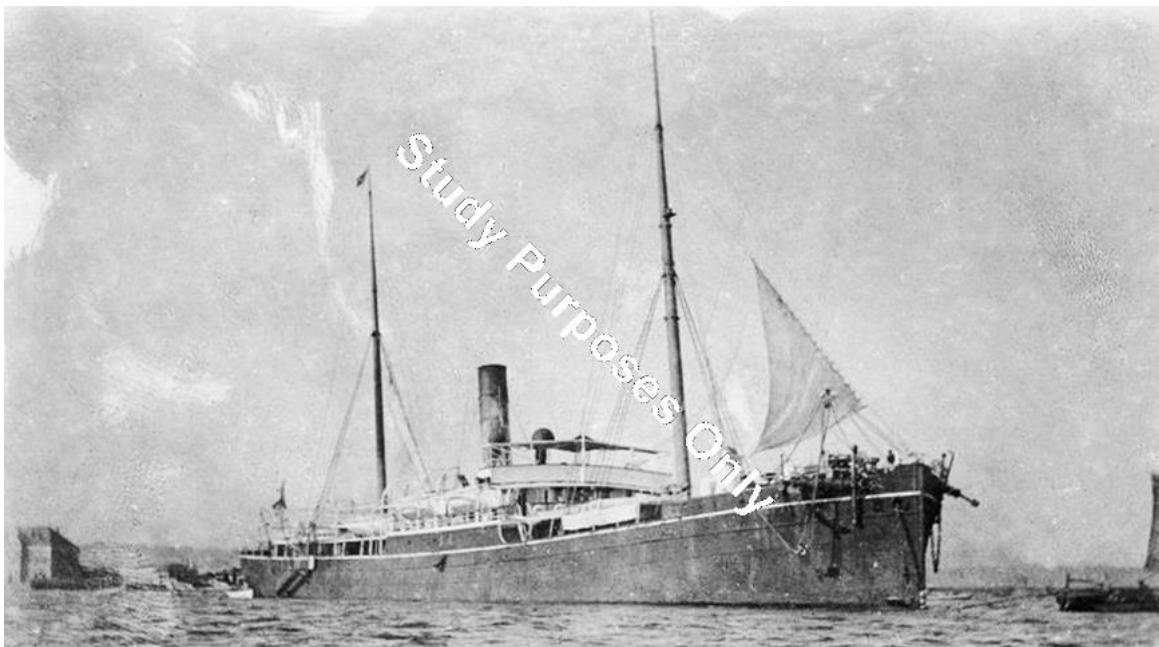
KOW SHING at Ningpo (Internet).



KOW SHING at Shanghai on Ningpo service in March 1891 (Kung Tai (attrib.) UoB dh-s130).

TAI SANG (1883-24) 2326/83 (i.s.s., 290 x 40', C2cyl – 1898 T3cy/282nhp/10k)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#237) for ICSNC. 6-17/6/90 ashore at Swatow after typhoon, forefoot carried away but refloated and repaired at Hong Kong. 1898 engines tripled. 1924 sold to China Coast S.N. Co. Ltd (W.K. Lee mgrs), Shanghai r. HWA TAI. 13/6/26 beached after collision, refloated. 1933 broken up.



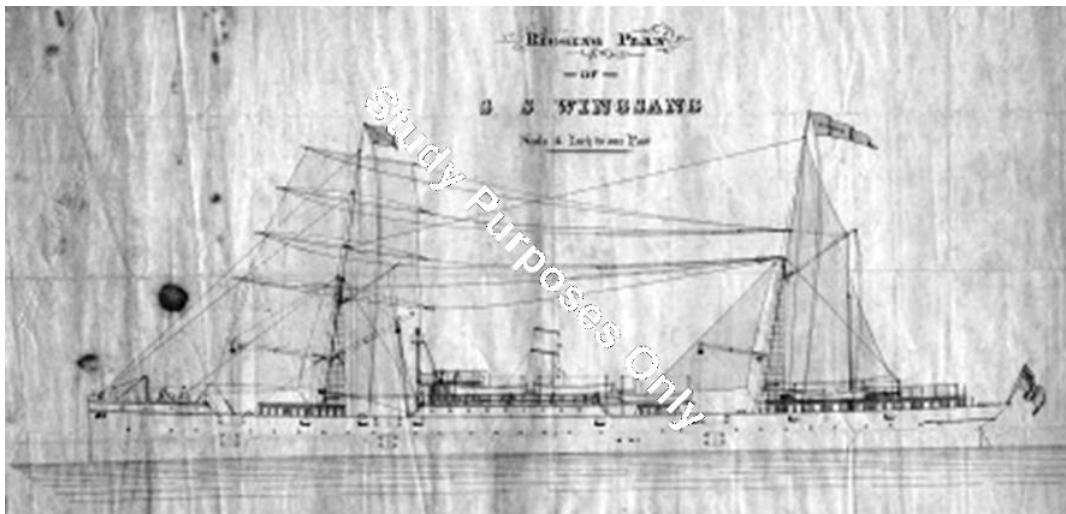
Jardine steamer titled TAK SANG but most likely to be TAI SANG (NMM).



HWA TAI ex TAI SANG after 1926 collision (New Eng. & S.B. Works).

WING SANG 永生 (1883-24) 2339/83 (i.s.s.) (290.5 x 40.2', C2cyl – 1896 T3cy/317nhp/10k)

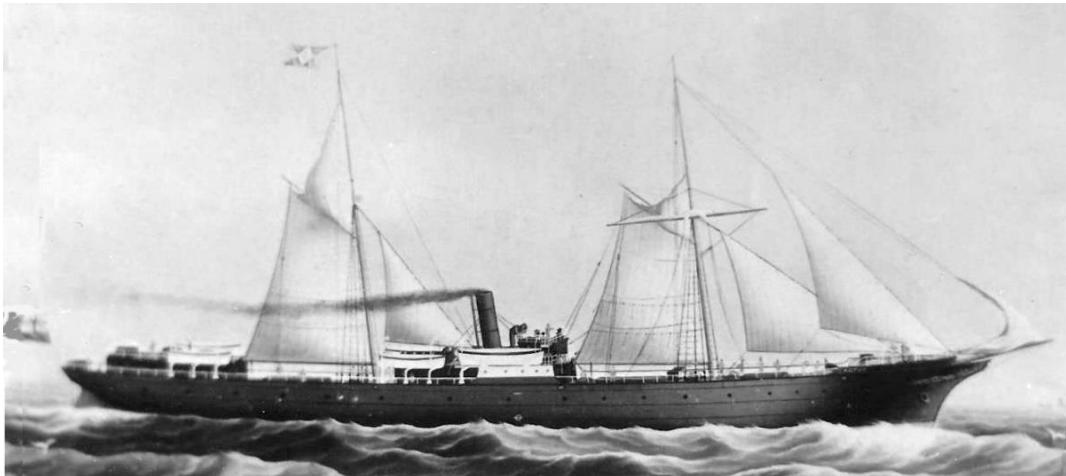
Built by Hall, Russell & Co. Ltd, Aberdeen (#230) for ICSNC. 1896 engines tripled. 1924 sold to Dong Lee S.S. Co. Ltd, Shanghai, later Hong Kong r. TAI LEE No.1. 1934 broken up.



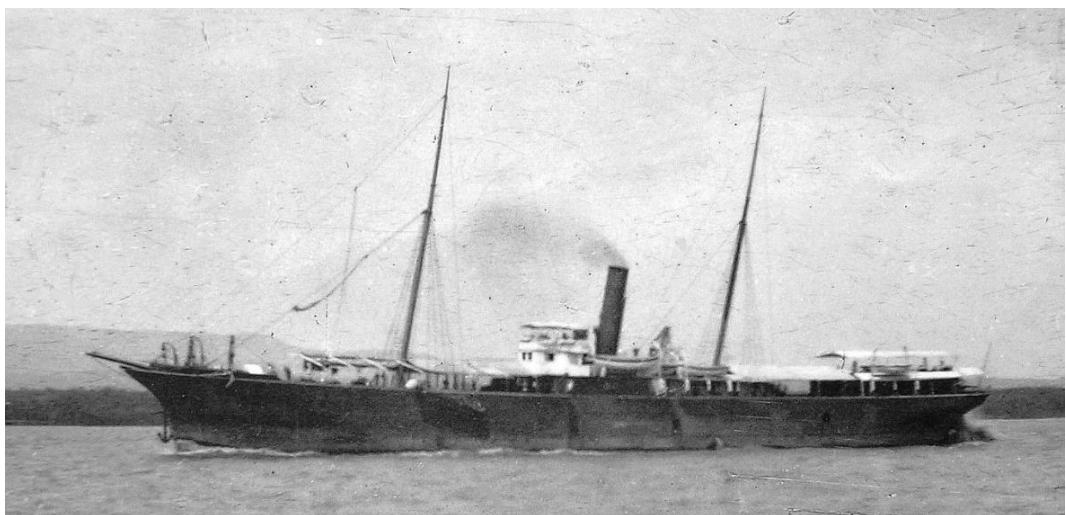
WING SANG, rigging plan (aberdeenships.com).

CANTON 廣東 (1885-04) 1688/80-3 (i.s.s., 285 x 34.3', C2cy/250 hp)

Built by Wigham, Richardson & Co., Newcastle (#120) for J.C. Jacques & Co., London. 8/8/81 in collision at night with *Morpeth* (527/61) while entering Newcastle, NSW, CANTON blamed. 10/5/84 collided with and sank *Stolzenfels* (2328/81) in Saigon River, CANTON at fault. 9/1/85 condemned after fire, sold to Wm Keswick for ICSNC and 4/85 rereg. At Hong Kong. 9/04 sold to Bodo von Fischerz, Shanghai (reg. Hamburg). 1907 sold to Moller Bros, Shanghai. IV/1910 broken up.



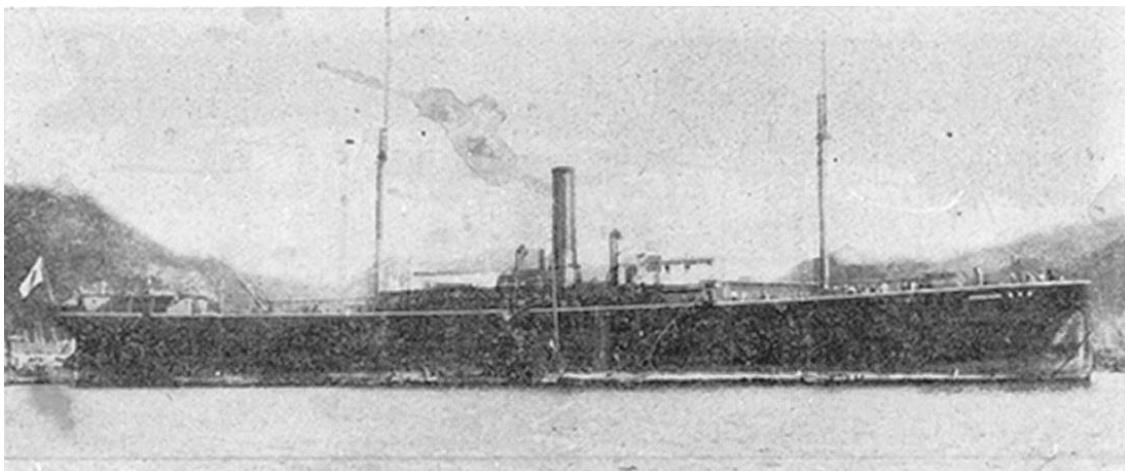
Fully rigged CANTON (Ian Rae coll.).



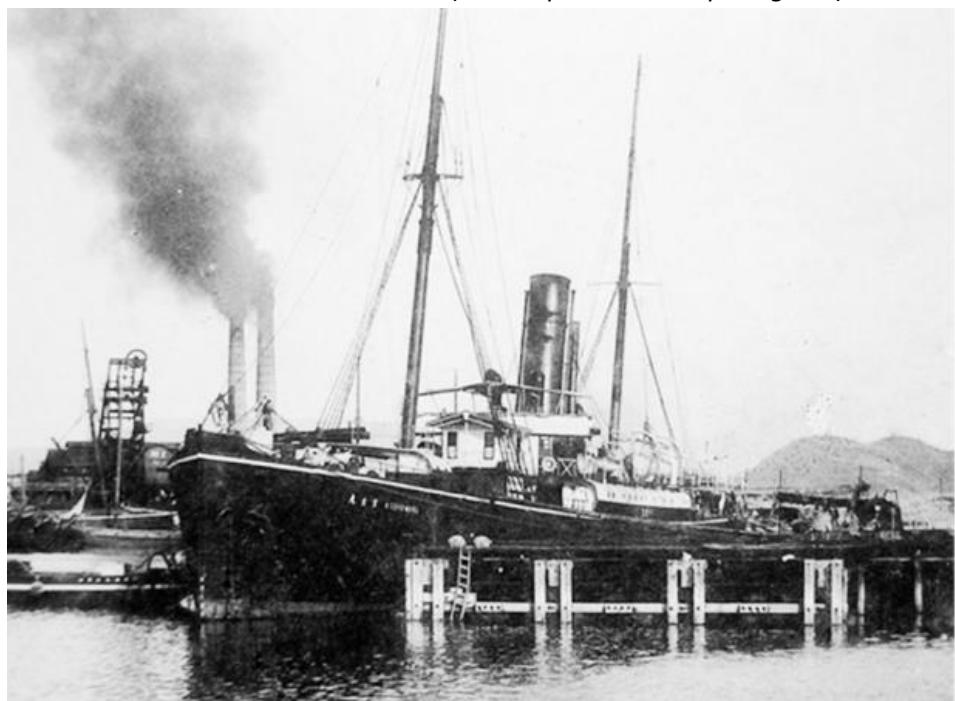
CANTON in the Yangtse, 1897-1904, (Baptist missionary Miss LaVerne Minniss/coll. SK*).

KUT SANG 吉生 (1885-03) 2311/81-4 (i.s.s., 290 x 37.2', C2cy/283 nhp)

Built by Wigham, Richardson & Co., Newcastle (#128) for Wood Bros, Liverpool as DRYBURGH ABBEY. 1885 sold to ICSNC r. KUT SANG. 1903 sold to Taiko Kisen K.K., Osaka r. KICHISHO MARU. 1912 sold to Hizume Shokai K.K., Nanao name romanised as KISSHO MARU. 1916 sold to S. Tsutsumi, Amagasaki. 1920 sold to Towa Kisen K.K., Kobe. 4/5/23 sank in collision with *Seikai Maru* in Shimonoseki Strait o/v Dairen-Shimonoseki with beancake. [Note: The same Chinese characters (吉生) are read in Cantonese as KUT SANG and in Japanese as KICHISHO or KISSHO]



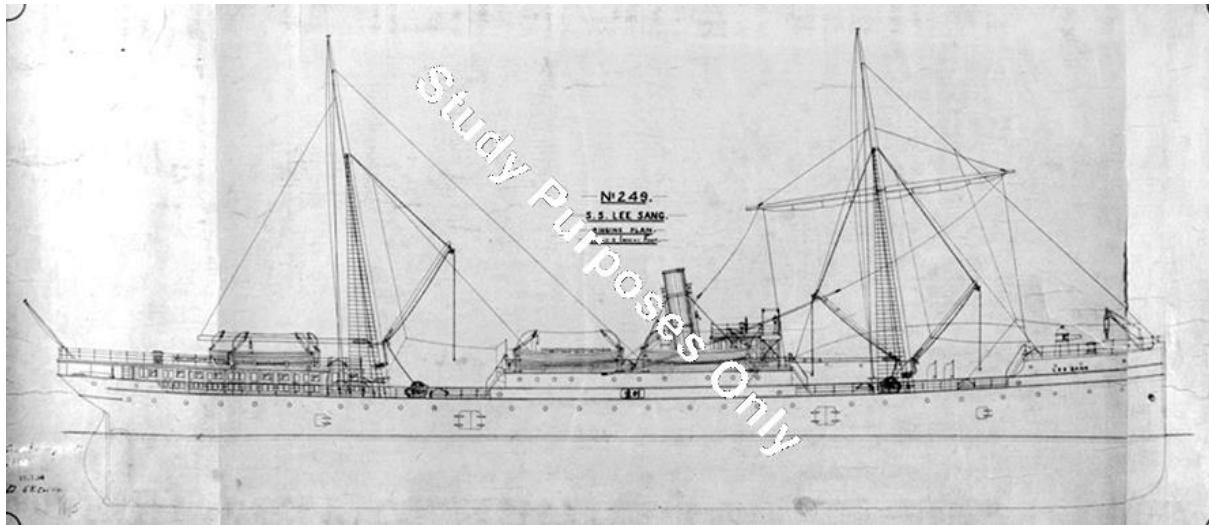
KUT SANG as KISSHO MARU (1916 *Japan Steamships Register*).



KISSHO MARU, shown here bunkering at Miike. Original name lettering (without 'MARU') remains on side of superstructure (postcard SK coll.).

LEE SANG (1885-88) 1697/85-8 (s.s.s., and hereinafter, 250 x 36.2', T3cy/150 nhp)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#249) for ICSNC. 28/7/88 wrecked on Lian-ti-shan rocks near Port Arthur bound Chefoo-Newchwang.



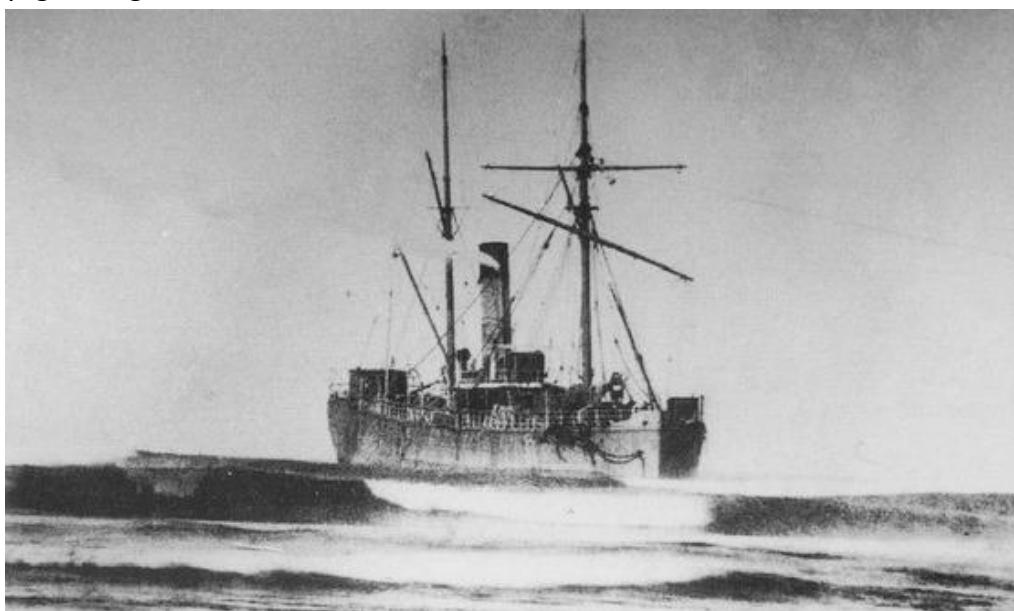
LEE SANG (SSPL 1998-824).

PAUMBEN (1886-87) 1378/86

see YIK SANG (1887-01)

YIK SANG (1887-01) 1378/86-5 (230 x 33', T3cy/138nhp, Hutson & Corbett Ltd, Glasgow)

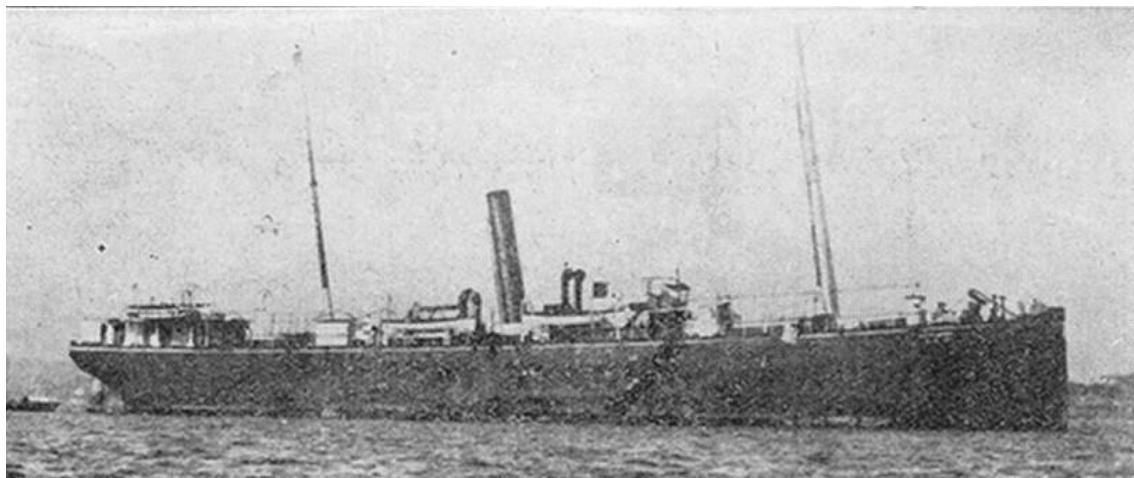
Built by A. McMillan & Son, Dumbarton (#270) for Cape & Natal Merchants' Line and 10/5/86 launched as CAPE MERCHANT but after collapse of the owner reverted to the builder as PAUMBEN before 1887 acquired by ICSNC and completed as YIK SANG. 9/4/94 seized by Japanese and taken to Port Arthur, thence Sasebo, 2/8 released without cargo. 22/6/97 stranded at Iwayasaki in S. of Shimonoseki Strait, refloated with heavy damage and taken to Nagasaki for repairs. 1901 sold to Nippon Shosen K.K., Tokyo r. KOYO MARU. 1912 sold to K. Hamane, Hakodate. 1918 sold to Kensuke Hachiuma, Jinsen (reg. Hakodate, later Nishinomiya). 1922 sold to Abe Kisaburo, Nishinomiya. 1923 sold to Tanaka Kunitaro, Nishinomiya. 1923 sold to Arata Takichi, Otaru (reg. Nishinomiya). 1929 sold to Kakino Kisen K.K., Nishinomiya r. GENRYU MARU. 6/2/30 wrecked at Matsuba on voyage Shiogama-Hakodate.



YIK SANG'S wrecked sister FINLAND ex NATAL MERCHANT (Newall, Union-Castle, p.86).



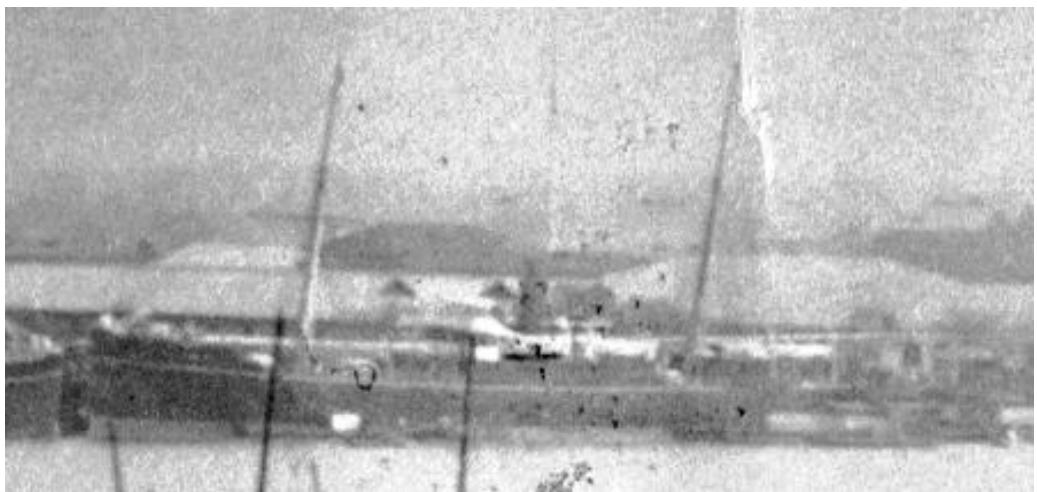
Possible early YIK SANG, at the Shameen (Edward Bangs Drew Coll./Harvard).



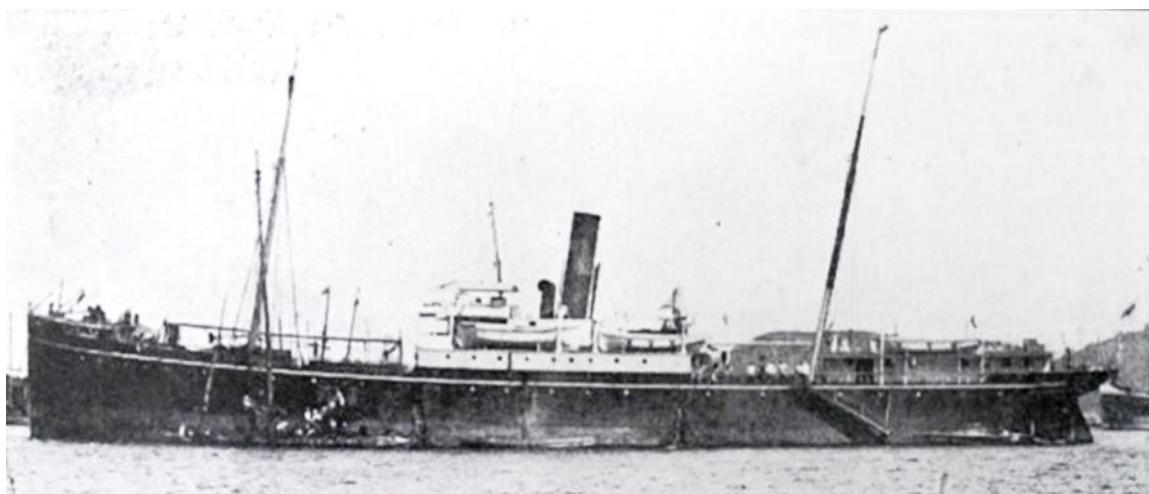
YIK SANG as KOYO MARU (1916 *Japan Steamships Register*).

CHOY SANG (1888-01) 1880/88 (260.4 x 35', T3cy/212 nhp)

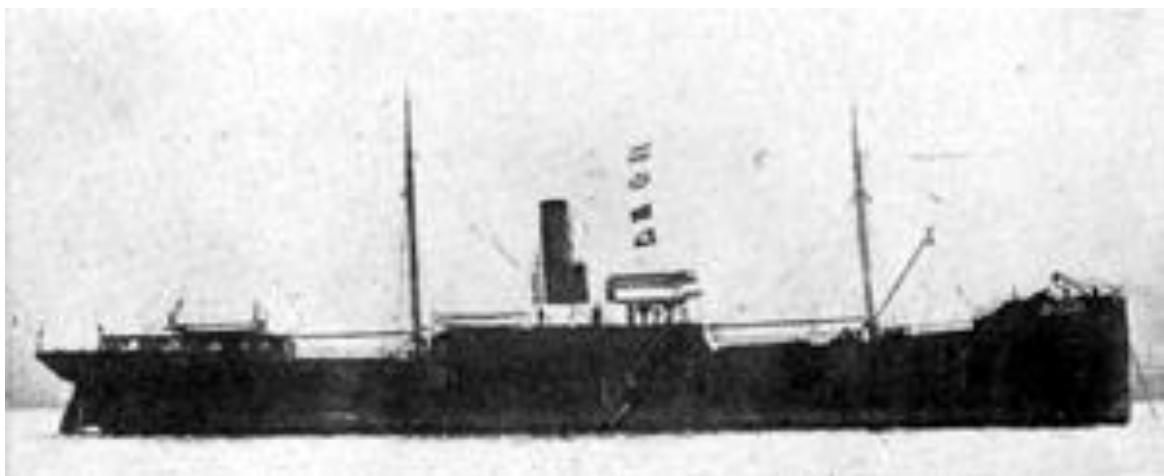
Built by Hall, Russell & Co. Ltd, Aberdeen (#243) for ICSNC, 20/4/88 sailed for China. 1901 sold to Asajiro Miwa, Uraga r. CHOY SANG MARU. C.1905 sold to Itaya Gomei K.K., Otaru (reg. Yokohama, later Nishinomiya). Owners later restyled Itaya Shosen Kaisha. c.1920 sold to Toyo Kisen K.K., Tokyo (reg. Nishinomiya). 1922 sold to Katagiri Torakichi, Niigata. 26/11/25 foundered after striking rock off Ishikawaken (36N, 136E). [Probably salvaged because Japanese sources report 11/32 sold for demolition under the "Scrap and Build Program" to enable the funding of the construction of KOEI MARU of Takachiho Shosen, demolition completed 31/12.]



CHOY SANG at Jardine wharf, Shanghai 31 March 1891 (Kung Tai (attrib.) UoB dh-s130).



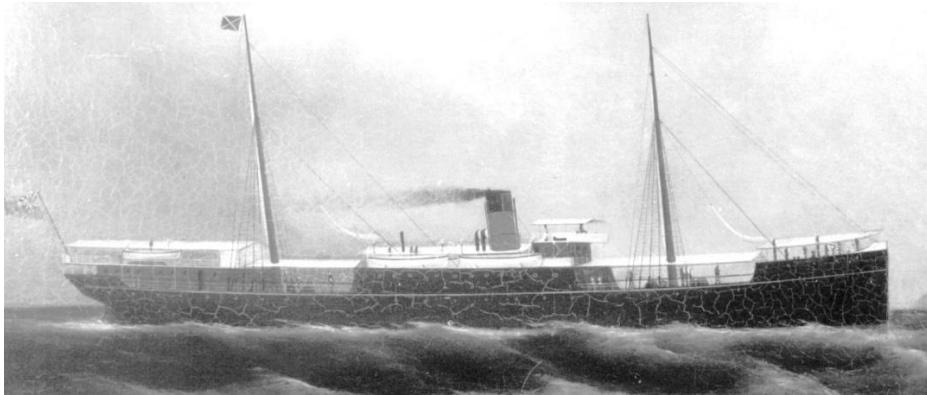
CHOY SANG MARU (1918 *J. Steamships Register*).



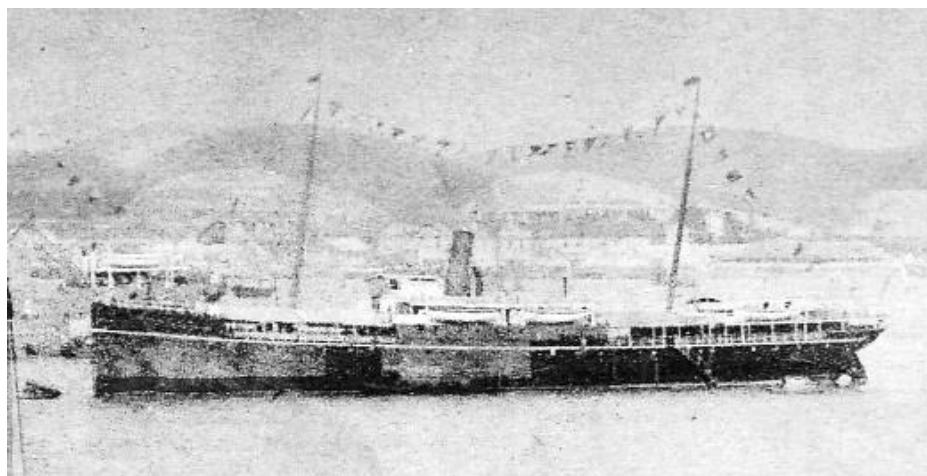
CHOY SANG MARU modernized around 1920 (1924 *J. Steamships Register*).

YUEN SANG (1889-23) 1723/89 (250.2 x 36.2', T3cy/183 nhp)

Built by Hall, Russell & Co. Ltd, Aberdeen (#251) for ICSNC, 7/89 completed. 10/23 sold to Pao Yu Tzai, Newchwang r. YUTA. 9/6/31 collided with and sank submarine *HMS Poseidon* 20 miles N. of Weihaiwei, 21 dead. 1934 t/f to Yu Ta Hong, Newchwang. 3/37 sold to breakers.



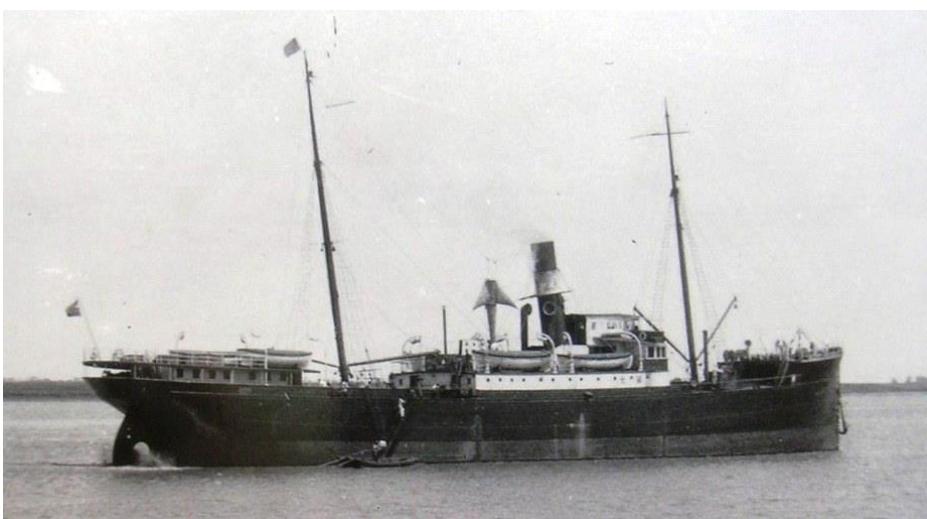
Chinese artist's impression marked as non-existent 'YU SANG'. Probable YUEN SANG (JM&Co).



Likely YUEN SANG at Hong Kong, later in life (postcard SK coll.).



Probable YUEN SANG at Hong Kong shortly before 1923 sale (unknown photographer/coll. SK*).



YUTA ex-YUEN SANG at Newchwang in 1931, showing reduced superstructure amidships and at stern (unknown photographer/coll. SK*).

LIEN SHING (1890-16) 1659/90 (250 x 36.1', T3cy/169 nhp)

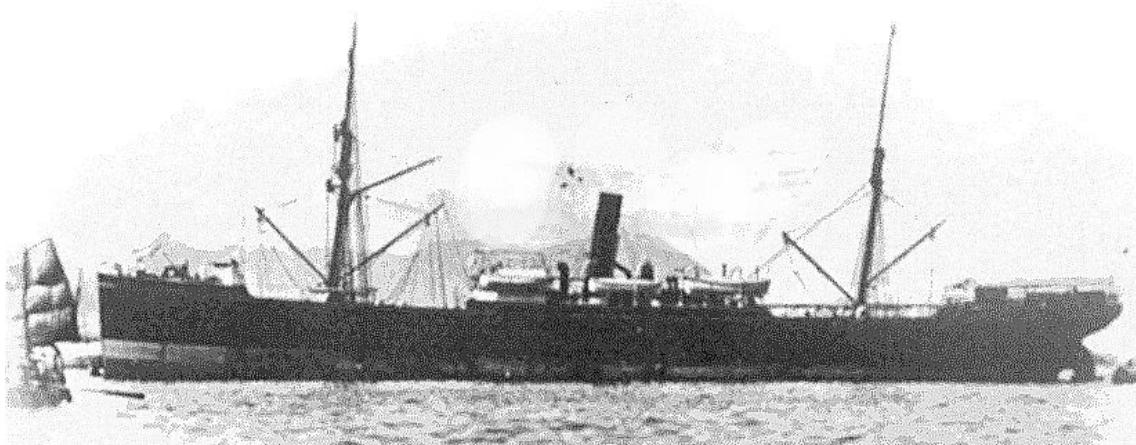
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#263) for ICSNC for Tientsin line. After 4½ months delay in completion, 28/6/90 arrived at Hong Kong. 3/10/91 en route to Hankow collided with and sank small steamer owned by the Governor of Honan off Gough Island near Woosung, 6 dead. 7/9/05 sank *Tejo No.2* (350/75) in collision at Taku. 4/16 sold to Lau Wai Chan, Hong Kong. 9/17 sold to Un Man Chuen, Hong Kong. 30/11/19 struck rock off Keya Point near Saigon inbound from Hong Kong. Total loss (379 lives).



Unidentified JM&C coastal passenger steamer in brigantine rig, likely to be LIEN SHING (JM&C and HKMM).

CHELYDRA (1891-03) 2467/85-12 (316 x 40.5', T3cy/300nhp, Richardson & Sons, Hartlepool))

Built by J.L. Thompson & Sons, Sunderland (#209) for S.S. Chelydra Ltd (Angier Bros mgrs), London. 1891 sold to ICSNC. 1903 sold to K. Oaki, Tokyo r. CHIYO MARU. 27/3/04 sunk as blockship at entrance to Port Arthur.



CHELYDRA (JM&C).

E SANG 怡生 (1891-25) 1783/91 (260 x 36.1', T3cy/169nhp/10k)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#267) for ICSNC. 9/25 sold to Yuan On S.S. Co., Shanghai r. YUAN ON. 1937 broken up.



Chinese School painting of E SANG/WO SANG (Internet).

WO SANG 和生 (1891-25) 1783/91 (260 x 36', T3cy/181 nhp/10k)

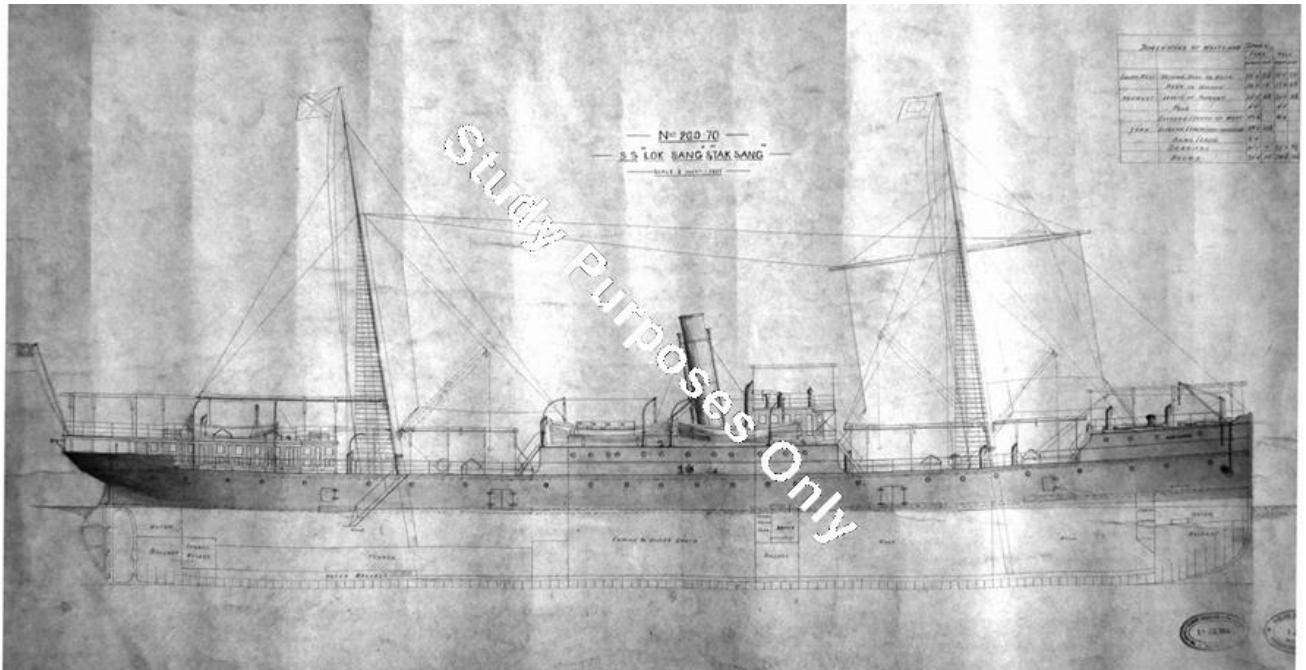
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#268) for ICSNC. 9/25 sold to An Tai S.N. Co., Shanghai r. CHANG TAI. 1935 sold to Ming Sing S.S. Co. Ltd, Shanghai. 1938 rep. sunk as blockship (no details).



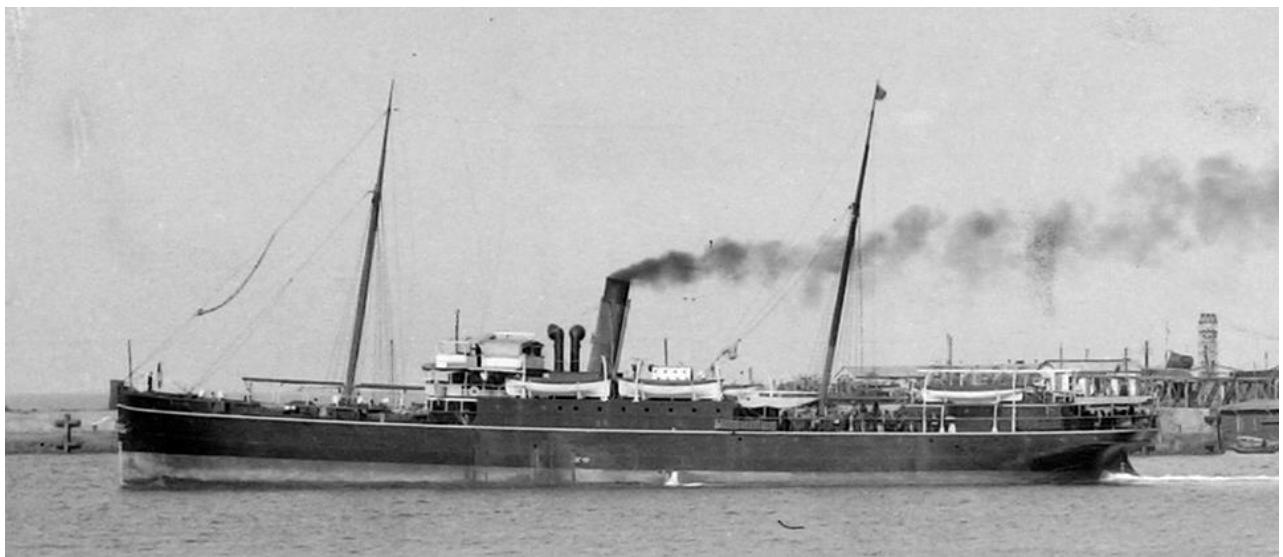
E SANG or WO SANG at Shanghai after sale (From a Shanghai panorama, c.1930, courtesy S.N. Nicholas).

LOK SANG 樂生 (1891-25) 1560/91-12 (250 x 36.1', T3cy/166nhp/10k)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#269) and purchased on stocks by ICSNC. 22/4/06 stranded off North Point on voyage Chefoo-Newchwang. 1914 reboilered. 9/25 sold to Mei Shun S.S. Co. Ltd, Shanghai r. MEI SHUN. 1926 sold to Shawhsing S.S. Co. Ltd, Newchwang r. YUHSING. Listed 12/34, running from Shanghai to southern ports. 25/10/38 bombed and sunk in Yangtse during Nationalist retreat from Wuhan. [Also rep. 8/37 sunk as blockship in Yangtse River.]



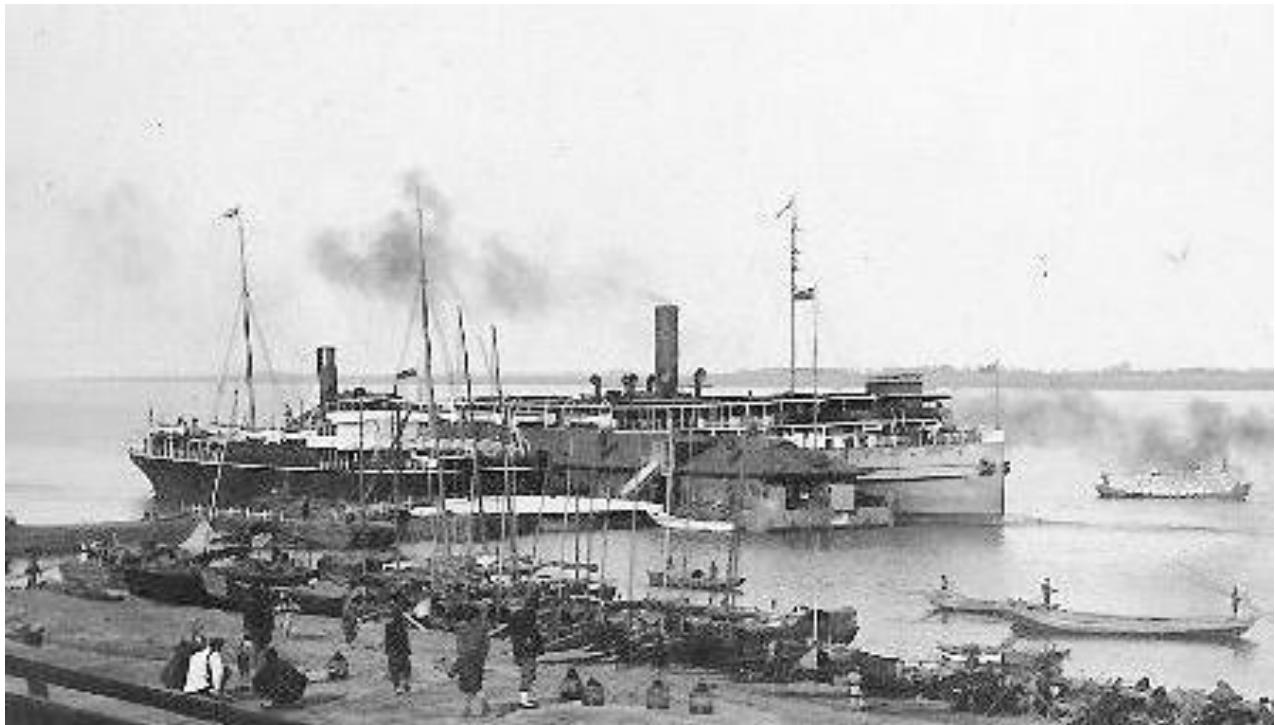
Builder's line drawing of LOK SANG and TAK SANG (Glasgow Public Library).



LOK SANG or TAK SANG at Tsingtao in 1911-12 (Warren Swire/UoB sw03-038).

TAK SANG 德生 (1892-25) 1562/92-2 (250 x 36.1', T3cy/166 nhp/10k)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#270) and purchased on stocks by ICSNC. 1914 reboilered. 9/25 sold to Ta Yuan S.N. Co. Ltd, Shanghai r. TE AN. 1926 sold to Shawhsing S.S. Co. Ltd, Newchwang r. LIENHSING. 10/8/27 after sailing Yingkow-Shanghai with soybean, detained by military forces at Pukuo (entrance to Pudong) but released 13/9. 12/8/30 collided with and sank the same company's *Tong An* at Chengshan, Shantung, 70 dead, 4 missing, 60 rescued. Sent to Shanghai for repairs, returning to Yingkou 30/9. Early 1931 running to Shanghai, carried 2000 (sic) passengers. Late 1934 running from Shanghai to southern ports. 1936 rep. r. TIENHSING. 1938 rep. sunk as blockship at Madang.



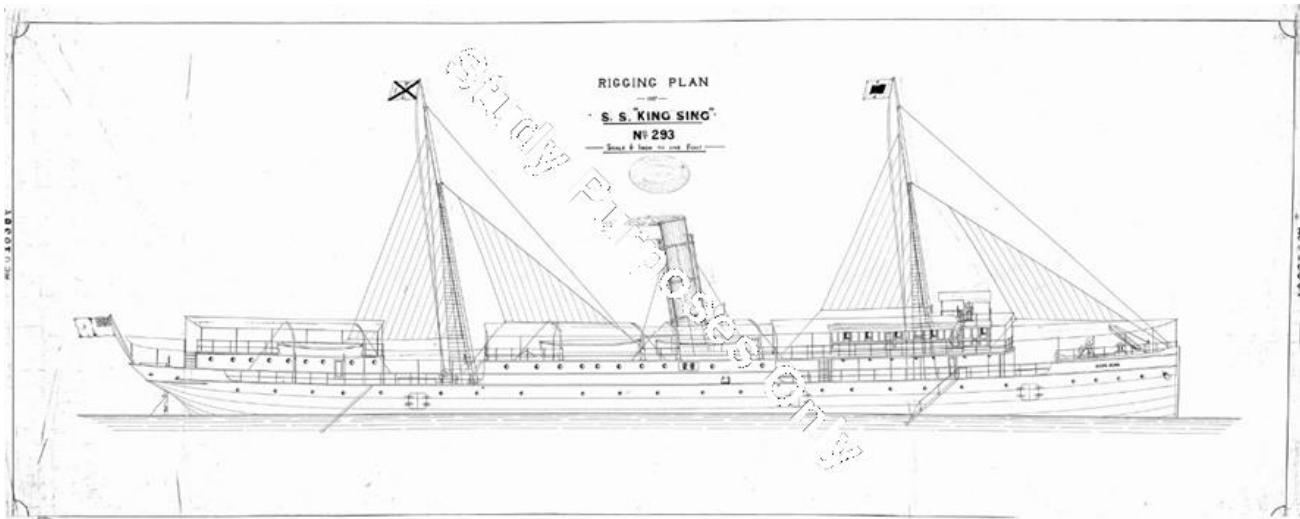
Likely TAK SANG or LOG SANG at Hankow with LOONG WO or TUCK WO (Internet).



TAK SANG or LOK SANG in Whangpoo River, Shanghai, probably in 1923, Jardine houseflag
(attrib. Thyra E. Pederson/ Schlesinger Library, Harvard).

KING SING 慶升 (1895-26) 1983/95 (260.8 x 38.2', T3cy/295 nhp)

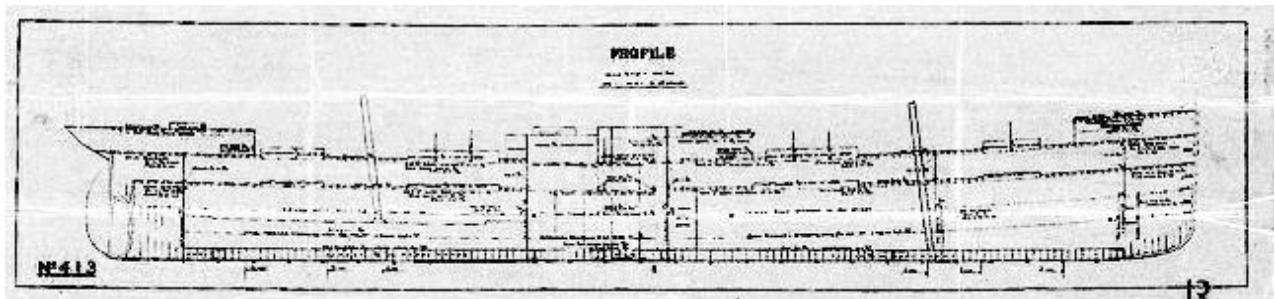
Built by Hall, Russell & Co. Ltd, Aberdeen (#293) for ICSNC for Tientsin line. 1/26 sold to Thio Kim Chuan, Singapore for Banjarmasin trade r. HOCK SENG. 21/4/28 under arrest at Surabaya. 5/11/28 sold at auction to mortgagees. 25/12/28 under tow for Singapore stranded with tug *Kraus* on Karang Katong Reef in Karimun Java Is. In Java Sea. Wreck sold to Asiatic Tdg Co., Surabaya for f.500 for breaking up.



KING SING, rigging plan (aberdeenships.com).

ON SANG (1895-17) 2802/95-10 (310 x 40.6', T3cy/244nhp, North Eastern Marine Eng.)

Built by Sir Raylton Dixon & Co. Ltd, Middlesbrough (#413) for ICSNC. 26/1/96 at end of maiden voyage via Java on hazy night struck Cust Rock near Kowloon Dock, holed and beached near North Point, cargo discharged and 24/1 refloated for docking. 3/7/17 foundered in 32.30S, 29.35E off Port St Johns between Durban and East London o/v from Durban-UK with sugar.



ON SANG's builder's profile indicates two hatches forward and two aft (lrfoundation.co.uk).



Possible ON SANG or SUI SANG at the Shameen (Internet).

SUI SANG (1895-19) 2790/95-12 (309.9 x 41.1', T3cy/275nhp by N.E. Marine Eng. Co. Ltd, Sunderland) Built by Sir Raylton Dixon & Co. Ltd, Middlesbrough (#416) for ICSNC. 7/19 sold to Lai Hing S.S. Co. Ltd (Wo Fat Sing mgr), Hong Kong r. APOEY. 12/23 t/f to Hung Hing S.S. Co. Ltd. 4-5/30 and 8-9/31 HK-Samoa-HK o/c to Gibb, Livingston & Co., HK. 12/33 t/f to Po Hing S.S. Co. Ltd. 16/11/41 at Hong Kong for overhaul. 25/12/41 scuttled at Hong Kong, raised by Japanese and 10/42 recomm. as GYOEI MARU. 14/1/44 sunk by US aircraft near Hong Kong (20.35N, 113.44E). [BT 389/29/8]



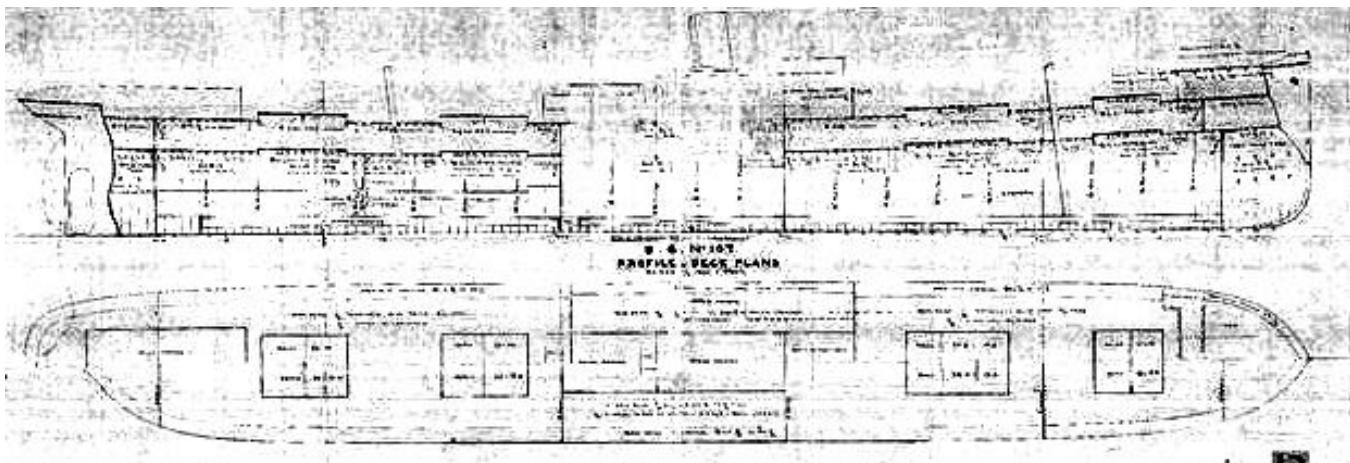
SUI SANG (JM&C).

HIN SANG (1896-11) 2412/90 (290 x 40.1', T3cy/248nhp by N.E. Marine Eng. Co. Ltd, Sunderland) Built by J. Blumer & Co., Sunderland (#107) for Persian Gulf S.S. Co. Ltd, London as TIGRIS. 5/95 sold to Clan Line Strs Ltd (Cayzer, Irvine & Co., Glasgow to be r. CLAN CHISHOLM but 5/95 resold to Wm Keswick, London. 7/96 t/f to ICSNC r. HIN SANG. 5/95 sold to Wm Keswick, London. 7/96 t/f to ICSNC r. HIN SANG. 2/11 sold to C. Yamaki, Uruga r. KAIHEI MARU. 21/7/11 sank after striking rock off Cape Soya (N tip of Hokkaido).

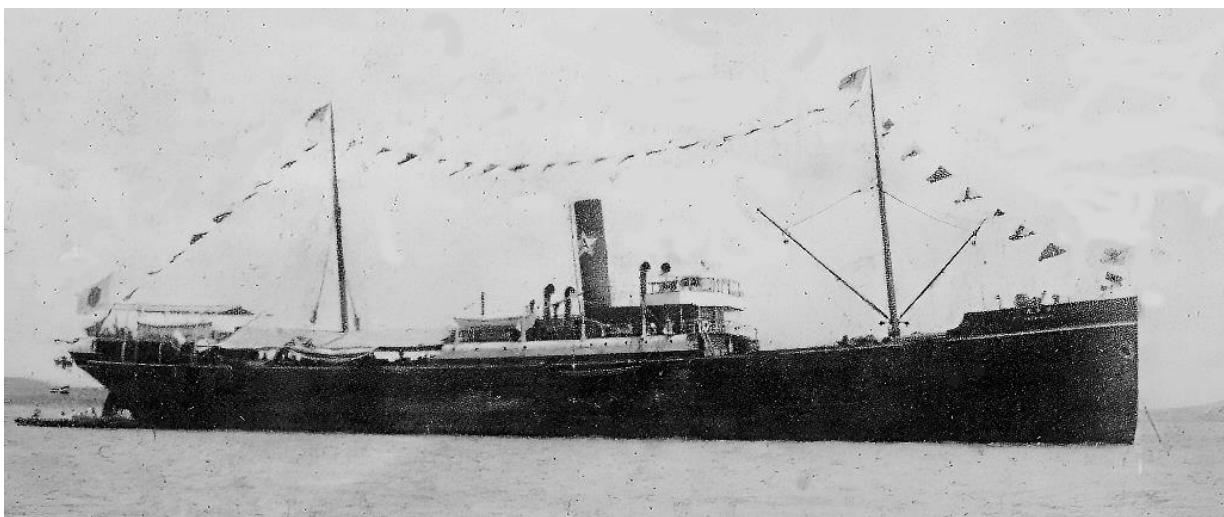


ICSNC vessel at Hong Kong in 1907, presumed to be HIN SANG (unknown photographer/coll. SK).

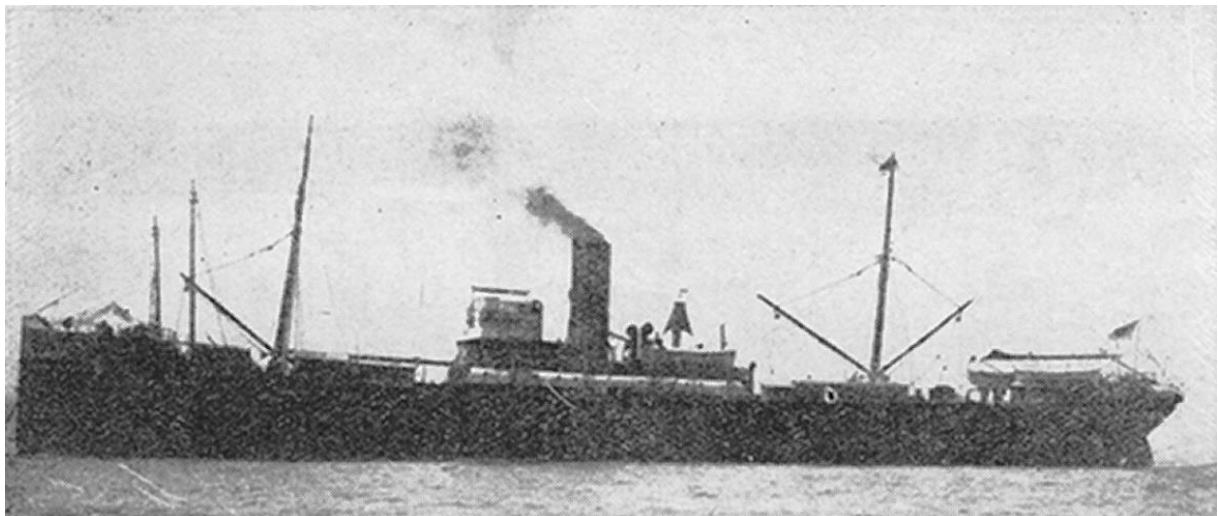
AMARA (1896-11) 2454/91 (289.5 x 40.3', T3cy/248 nhp by N.E. Marine Eng. Co. Ltd, Sunderland) Built by J. Blumer & Co., Sunderland (#108) for Persian Gulf S.S. Co. Ltd, London. 1/95 sold to Clan Line Strs Ltd (Cayzer, Irvine & Co. mgrs), Glasgow to be r. CLAN MENZIES but 7/95 resold to Wm Keswick, London. 7/96 t/f to ICSNC. 2/11 sold to Otowa Aso, Uruga & Nishinomiya r. TAGA MARU. 1913 t/f to Noboru Aso, Nishinomiya. 1915 sold to Shousuke Sawaguchi, Nishinomiya. 1916 sold to Fukugawa Ringyo (1917 Kisen) K.K., Osaka. 1920 sold to Nobukazu Tajima, Kobe. 12/3/25 wrecked at Ichiyezaki, Wakayama on voyage Shibaura-Osaka in ballast.



AMARA's builder's profile. No.1 hatch short, no.2 long (lrfoundation.co.uk).



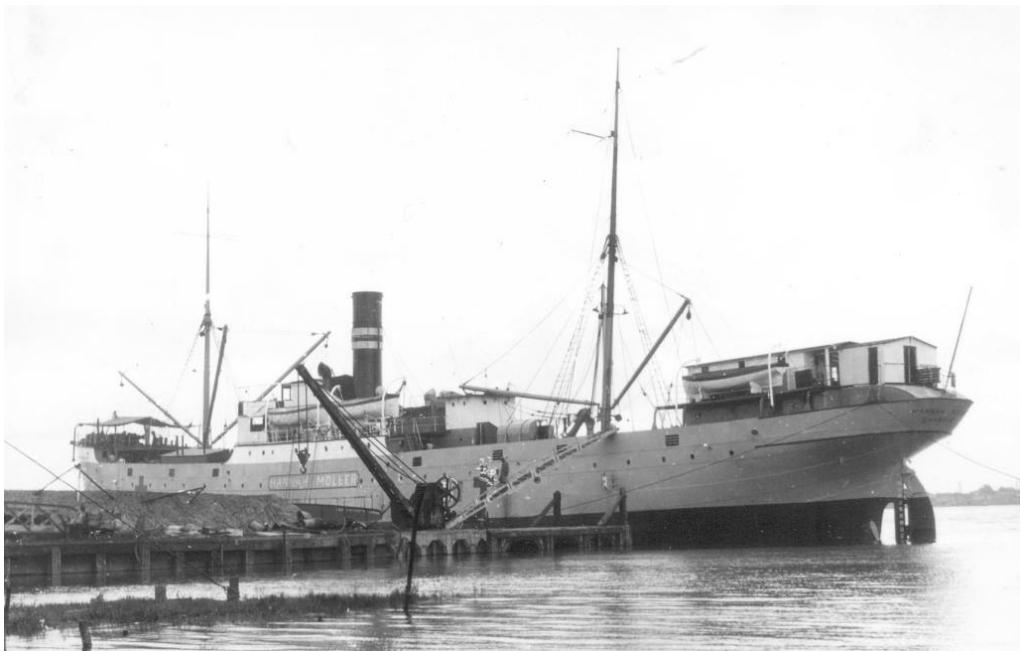
AMARA as TAGA MARU, probably soon after acquisition and renaming (postcard, Imai coll.)



Later TAGA MARU with new midship structure elements, new funnel. (1916 Japan Steamships Register).

CHUN SANG 春生 (1896-25) 2218/96-3 (290 x 40.3', T3cy/212nhp/10k by N. Eastern Marine Eng. Co. Ltd, Sunderland)

Built by Sir Raylton Dixon & Co. Ltd, Middlesbrough (#420) for ICSNC. 5/25 sold to E. Moller, W.R. McBain & E. Basil, Shanghai. 9/25 sold to Lui Ching Fong (Moller & Co.), Shanghai r. KWONG (KWANG) FOH. 1930 t/f to Moller & Co. r. HANNAH MOLLER. 6/32 sold to Ta Tung Hsing S.S. Co., Shanghai r. TUNG SHUN. 8/2/36 wrecked 3 m. S of Mofu Point (NE coast of Hainan Is.) on voyage Foochow-Haiphong in ballast.



CHUN SANG as HANNAH MOLLER, Sept. 1931, with red crosses on hull
after refit for flood relief at Hankow (H. Dick*).

FAU SANG (1896-20) 2251/96 (290 x 40.0', T3cy/209nhp/10k)

Built by Wigham, Richardson & Co., Newcastle (#313) for ICSNC. 26/5/20 stranded on Hainan Head on voyage Hongay-Hong Kong with coal, drifted off and sank.



Unidentified early straight up-and-down coaster at Swatow, possibly CHUN SANG or FAU SANG (Bassange Gallery).

LOONG SANG 龍生 (1898-23) 1738/96-4 (260 x 36.4', T3cy/245nhp/10k, Central Marine Eng. Wks, Hartlepool)

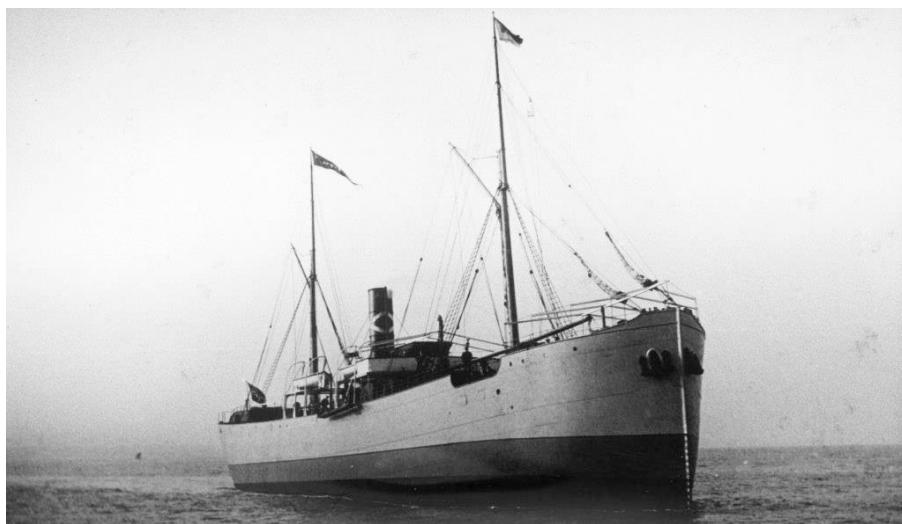
Built by Wm Gray & Co., West Hartlepool (#515) for The African Association Ltd (Thomas Rogerson mgr), London as EBANI. 1897 sold to Africa S.S. Co. Ltd (Elder, Dempster & Co. Ltd mgrs), Liverpool. 10/98 sold to ICSNC r. LOONG SANG. 18/9/06 collision with HAIMUN during typhoon in Hong Kong. 18/8/23 in typhoon broke moorings at Kowloon, drifted, holed in collision with Bluebell and sank off Hong Kong waterfront with loss of 15 lives.



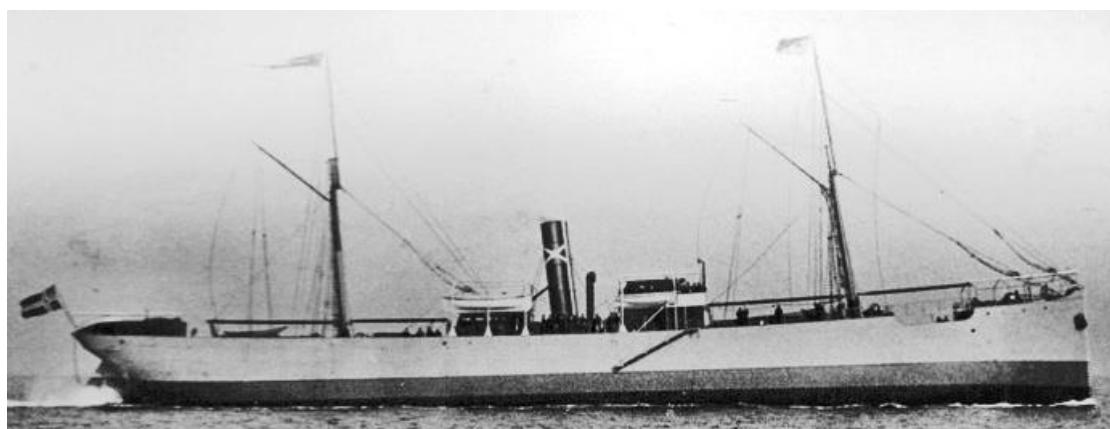
LOONG SANG, moments after sinking (Francis Davidson/UoB RD-s129).

MAUSANG (1898-19) 2161/93 (275.6 x 37.4', T3cy/196nhp, N.E. Marine Eng. Co. Ltd, Sunderland)

Built by Wood, Skinner & Co., Newcastle (#42) for Otto Thoresen, Christiana as SULTAN. 11/96 o/v to Hankow to load Russian tea stranded on sandbank 5 miles above Kiukiang, not refloated until river rose in spring, 14/5/97 arr. Shanghai. 3/6/97 outbound from Newchwang (beancake) stranded in fog in Miaotao Islands. Wreck sold to Taku Tug & Lighter Co., salvaged and 7/7 arr. Taku under own steam. After refit, re-reg. at Shanghai (#10/1898). 7/98 sold for £18,500 to Indo-China S.N. Co. Ltd, London r. MAUSANG, 1899 re-reg. at London (#165/1899). 7/19 sold to Hj. M.H. Nemazee, Hong Kong r. MAJARISTAN. 1922 sold to Tung Lee S.S. Co., Canton r. TUNG LEE. 1929 broken up at Hong Kong (rep. 1930 by Lloyds agents but still listed to LR 1933/34).



Builder's photo of SULTAN (WSS/W. Schell).



MAUSANG as SULTAN (coll. Per Sundfaer/skipshistorie.net).

KUM SANG (1899-23) 3237/99-3 (335 x 43.3', T3cy/370nhp, T. Richardson & Sons Ltd, Hartlepool)

Built by Sir Raylton Dixon & Co., Middlesbrough (#461) for ICSNC for Calcutta trade. 9/5/23 stranded on N Coast of Luzon on voyage Amoy-Manila, 21/5 refloated and taken to Hong Kong. 10/23 rep. sold to Chinese breakers.



Probable KUM SANG at Hong Kong, c.1899 (HKMoH).



Probable KUM SANG at Hong Kong, showing modest rake (Internet).

HIP SANG (1900-04) 1659/99-11 (265.3 x 35.2', T3cy/225nhp/12k, Richardson & Sons Ltd, Hartlepool)

Built by Craig, Taylor & Co., Stockton (#65) for A.C. de Freitas & Co., Hamburg as ETRURIA. Early-1900 sold to ICSNC and 5/01 r. HIP SANG. 16/7/04 on voyage Newchwang-Shanghai intercepted by Russian torpedo boat *Raztorpni* off Pigeon Bay, torpedoed and sunk after failed to stop.



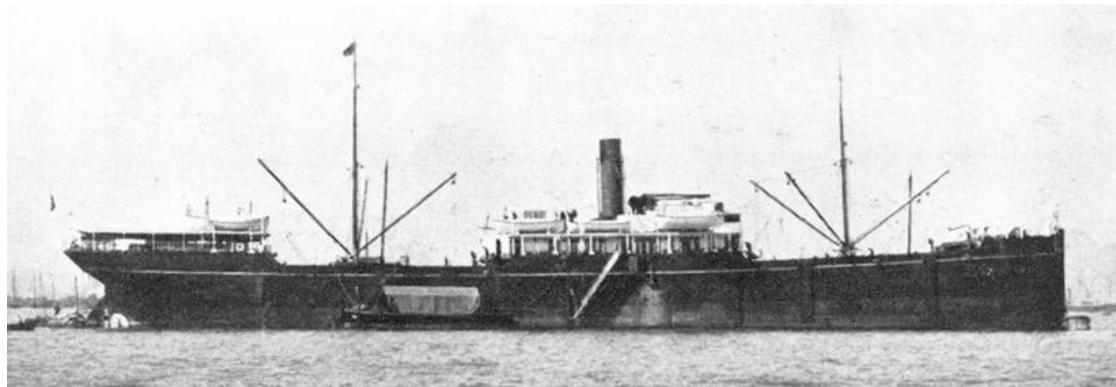
HIP SANG. TING SANG was an identical sister (industrialhistoryhk.org/).

TING SANG (1900-13) 1650/00-1 (265.3 x 35.2', T3cy/225nhp, T. Richardson & Sons Ltd, Hartlepool)

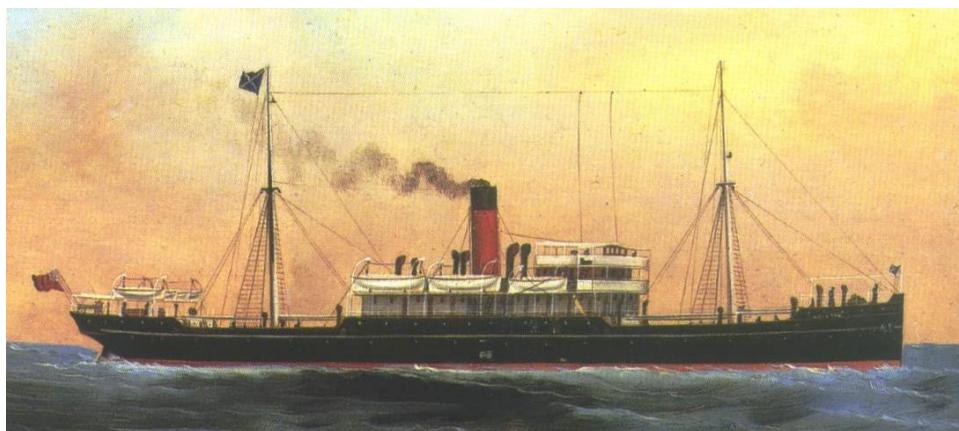
Built by Craig, Taylor & Co., Stockton (#66) for A.C. de Freitas & Co., Hamburg as MACEDONIA. Early-1900 on completion sold to ICSNC and 5/01 r. TING SANG. 7/11/13 stranded on South Kerr Is. in Hainan Strait on voyage Hong Kong-Swatow, 14/11 abandoned and sank.

LAI SANG (1901-28) 3460/01-4 (350.5 x 44.2', T3cy/425nhp/12½k)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#310) for ICSNC for Calcutta trade, 2/7/01 arrived at Shanghai. 2/28 sold to Japanese breakers.



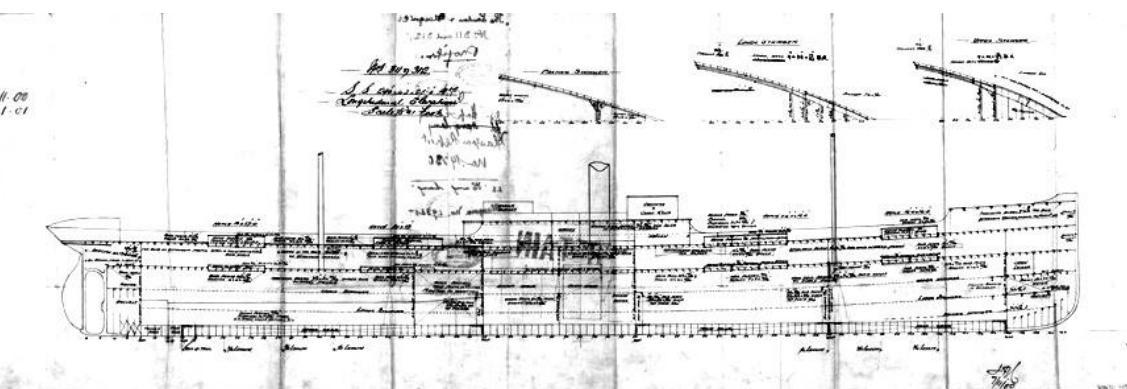
LAI SANG well equipped with eight boats (*20th Century Impressions of Hong Kong, Shanghai*).



LAI SANG, earlier raked design now evolved to a straight up-and-down design (JM&C).

HOP SANG (1901-37) 2149/01-9 (290 x 42', T3cy/224nhp/11k)

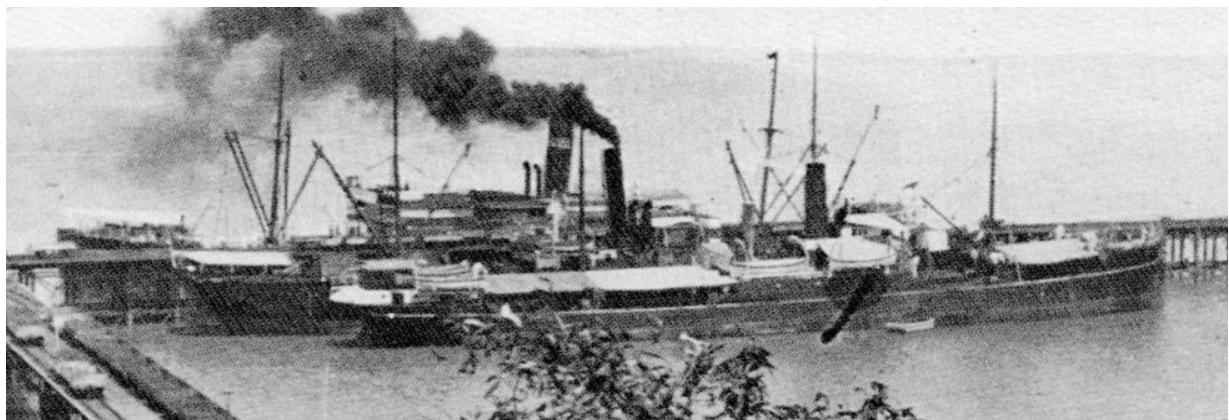
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#311) for ICSNC. 21/3/27 pirated on voyage Swatow-Hong Kong and taken to Bias Bay. 11/3/37 wrecked 1 m. E of Garanbi Light, Taiwan on voyage Takao-Keelung.



HOP SANG builder's profile (LR Foundation).

HANG SANG 恒生 (1901-39) 2343/01-10 (290.3 x 42', T3cy/224nhp/11k)

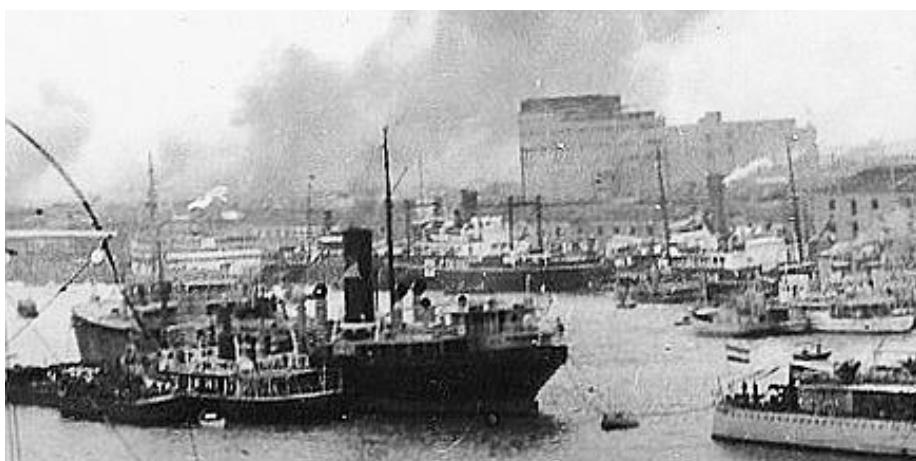
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#312) for ICSNC. 12/39 sold to Pang Kwok Sui, Hong Kong for Tonkin trade, 4/40 r. TAIPOSHAN. 11/40 under MOWT control (mainly HK-Bangkok). 4/12/41 HK to Singapore, thence Colombo and Bombay for docking and repairs. 6/42 allocated as cased-oil carrier. 12/42-5/43 N. Africa and Eastern Mediterranean. 11/43 after repairs redeployed to East Indian Ocean (T. & J. Harrison, Liverpool mgrs). 5/46 reverted to owners at Bombay. 11/46 t/f to Tai On S.N. Co. Ltd. 10/50 sold for breaking up at Cheung Sha Wan, Hong Kong. [BT389/29/103]



HANG SANG with full awnings at the wharf in Darwin, Australia c. 1919 alongside NISSHU MARU (smoke) and Burn Philip's MATARAM moored on the opposite side (HD coll.).



HANG SANG at Shanghai Bund ca.1938-9. HOP SANG was a sister (postcard SK coll.).



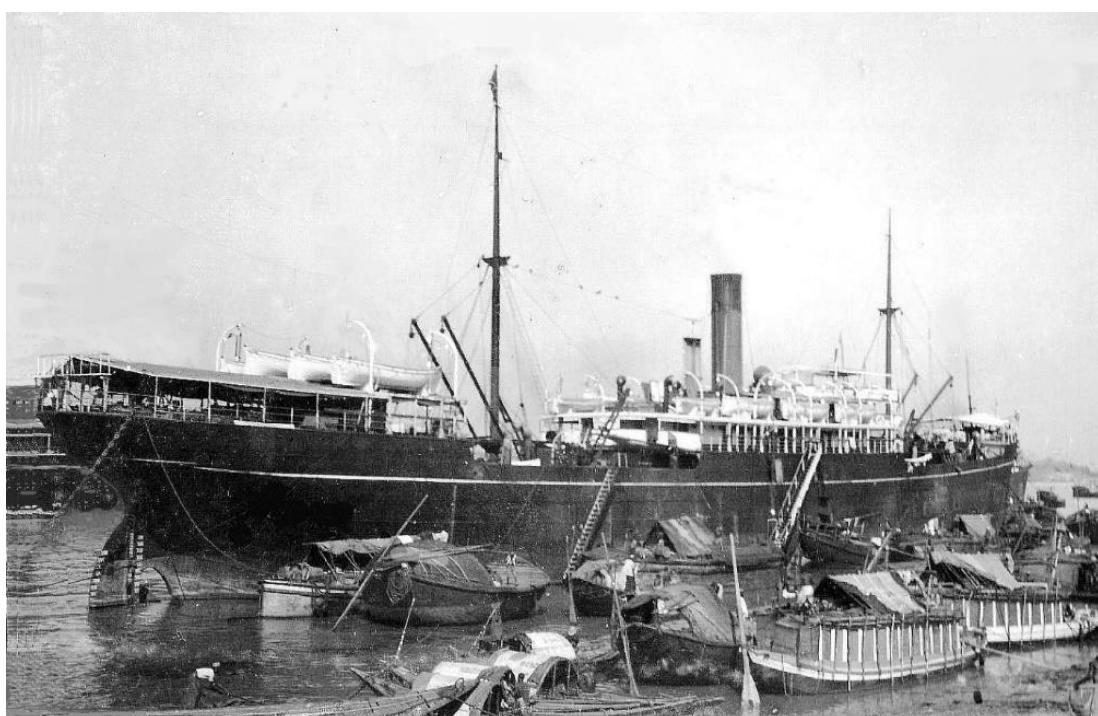
Scene at Kinleeyuan Wharf, Shanghai on 11 November 1937 after Japanese bombings of Nantao (in background) the previous day. HANG SANG at right, southward voyage (arr. 11 November from Tientsin, Chefoo and Tsingtao, sailing 14 November for Foochow, Swatow, Hong Kong and Canton) aft of TAK SANG, (arr. 8 November from Swatow, sailing northward 16 November on reverse route). Small unidentified vessel ahead of TAK SANG and then river steamer *Tembien I.* At one point two burning junks from the boom opposite Nantao threatened to drift against TAK SANG, but were fended off by the fire float *Poochi* and the crew of TAK SANG which manned hoses. Headline in the *North China Daily News* of 12 November read "Blazing Junks from Boom Drift Across Whangpoo – s.s. Taksang in Peril as One Comes Alongside". Engines-aft vessel in foreground is dredge *Chien She* (SK coll.).

NAM SANG (1902-31) 4035/02-3 (370.3 x 47.2', T3cy/480 nhp/13k)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#314) for ICSNC for Calcutta trade. 4/31 sold to Denkichi Fukushima & Co. for breaking up.



NAM SANG showing cranes fitted forward (HD coll.).



NAM SANG moored in the Hooghly. Hydraulic cranes at Nos 2 and 3 hatches, row of boats on poop (coll. H. Dick*)

YIK SANG (1902-08) 1967/02-5 (282 x 40', T3cy/208nhp, Hutson & Sons Ltd, Glasgow)

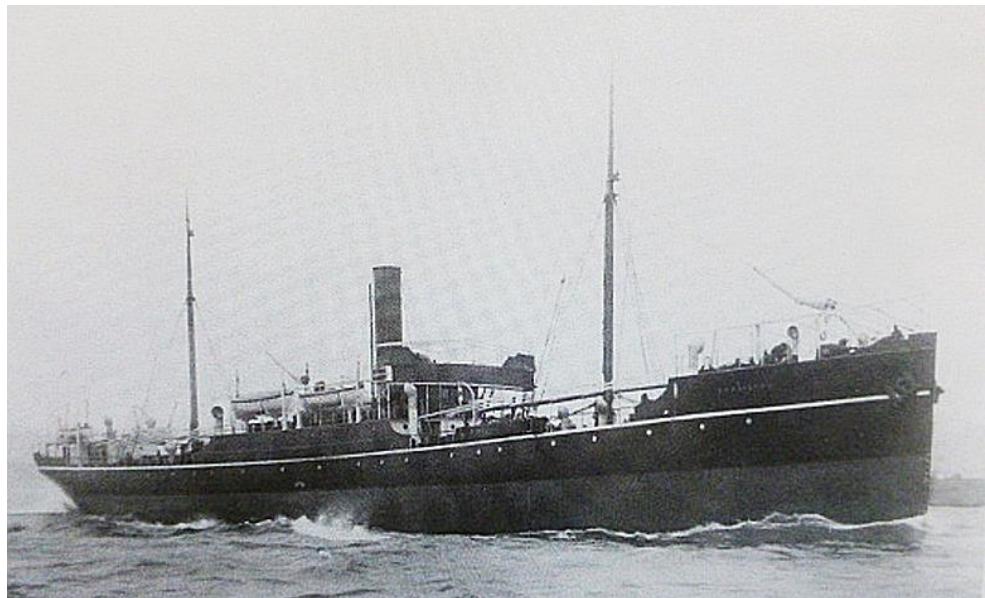
Built by Campeltown S.B. Co., Campeltown (#67) for ICSNC. 15/1/08 wrecked in fog on Brothers Is. near Amoy on voyage Wakamatsu-Hong Kong with coal, 6 lives.



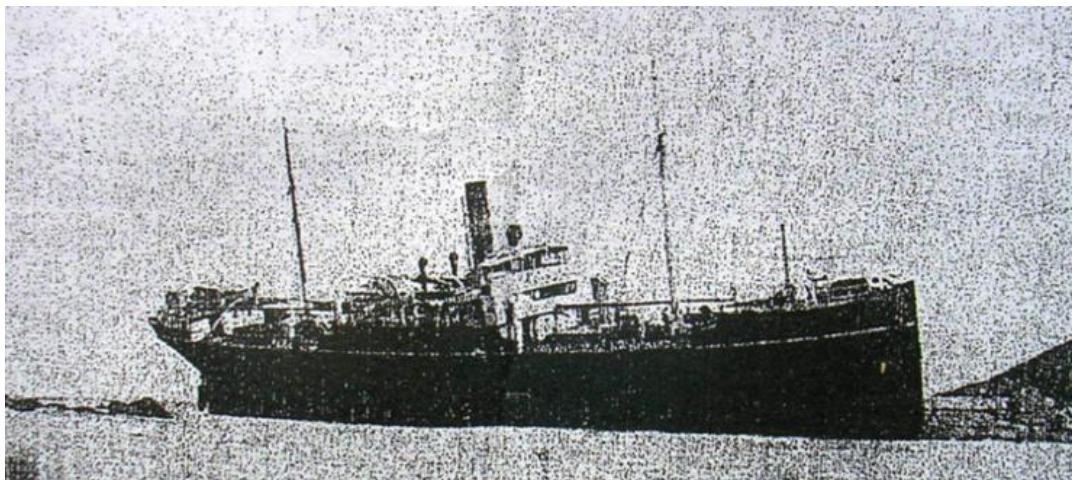
VLIELAND (2029/00), thought to be a sister to YIK SANG (Wrecksite.eu).

CHOY SANG (1902-22) 2284/02-7 (290 x 42.1', T3cy/212nhp/10½k)

Built by Wigham, Richardson & Co., Newcastle (#393) for ICSNC. 2/8/22 ashore on Fort Is. (14 m. N of Swatow) in typhoon on voyage Hong Kong-Shanghai. 14/8 declared total loss, 6/10 wreck sold by auction.



CHOY SANG (*Record 59. P. 160*).



CHOY SANG ashore at Swatow (John Labrum coll.).

KWONG SANG (1902-31) 2283/02-8 (290 x 42.1', T3cy/212 nhp/10½k)

Built by Wigham, Richardson & Co. Ltd, Newcastle (#394) for ICSNC. 10/8/31 foundered in typhoon after striking rocks near Fuyan Is. off Funing Bay (N. of Foochow) on voyage Shanghai-Swatow, 3 survivors rescued from pirates by gunboats.



KWONG SANG was a sister of CHOY SANG (JM&C).



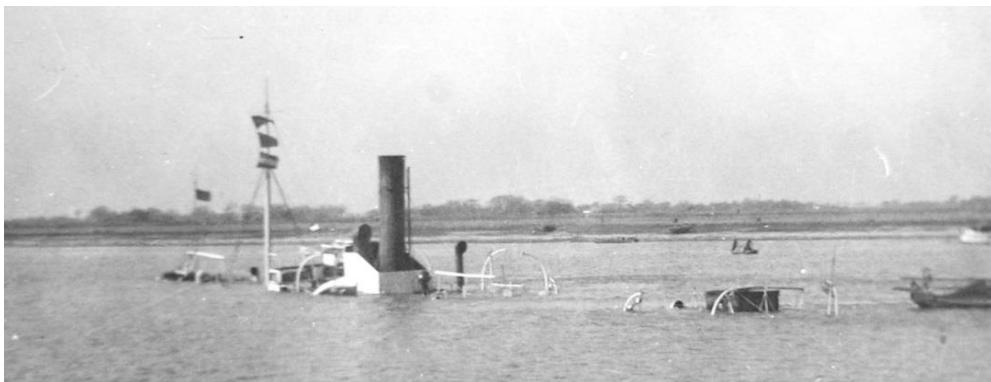
KWONG SANG with furled sails (https://www.thepaper.cn/newsDetail_forward_7002881).

TUNG SHING (1903-26) 1869/03-4 (275.4 x 40', T3cy/226nhp/10k)

Built by Wigham-Richardson & Co. Ltd, Newcastle (#402) for ICSNC. 2/8/22 blown ashore in typhoon at Swatow, 8/1 refloated. 11/1/26 rammed and sunk in Lower Whangpu by *Empress of Asia* (16909/13).



TUNG SHING or WAI-SHING at Hong Kong in the 1920s
dressed for the King's birthday (unknown photographer/coll. SK*).



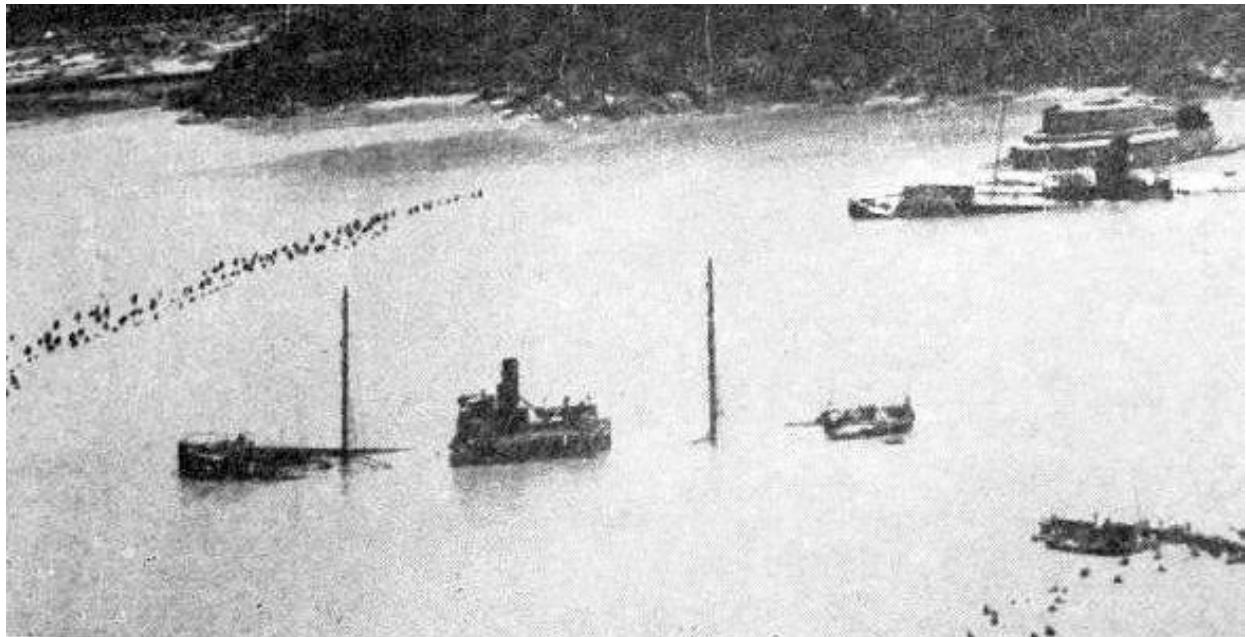
TUNG SHING after the fateful encounter with Canadian Pacific's EMPRESS OF ASIA
(unknown photographer/coll. SK*; empressofasia.com).

WAI-SHING (1903-31) 1865/03-5 (275.3 x 40', T3cy/226nhp/10k)

Built by Wigham-Richardson & Co. Ltd, Newcastle (#403) for ICSNC. 10/8/31 blown ashore in Namkwan Bay near Wenchow while sheltering from typhoon, 20/8 refloated. 9/31 sold to Hong Kong breakers but 3/32 rep. resold to San Peh S.N. Co. Ltd, Shanghai for further trading r. CHING PU. 1938 t/f to Cia Italiana di Nav. S.A.I. (Chinese-Italian Nav. Co. Ltd), Shanghai (Italian flag) r. VESUVIO. 7/40 scuttled as blockship at mouth of Yung River at Chinhai (below Ningpo).



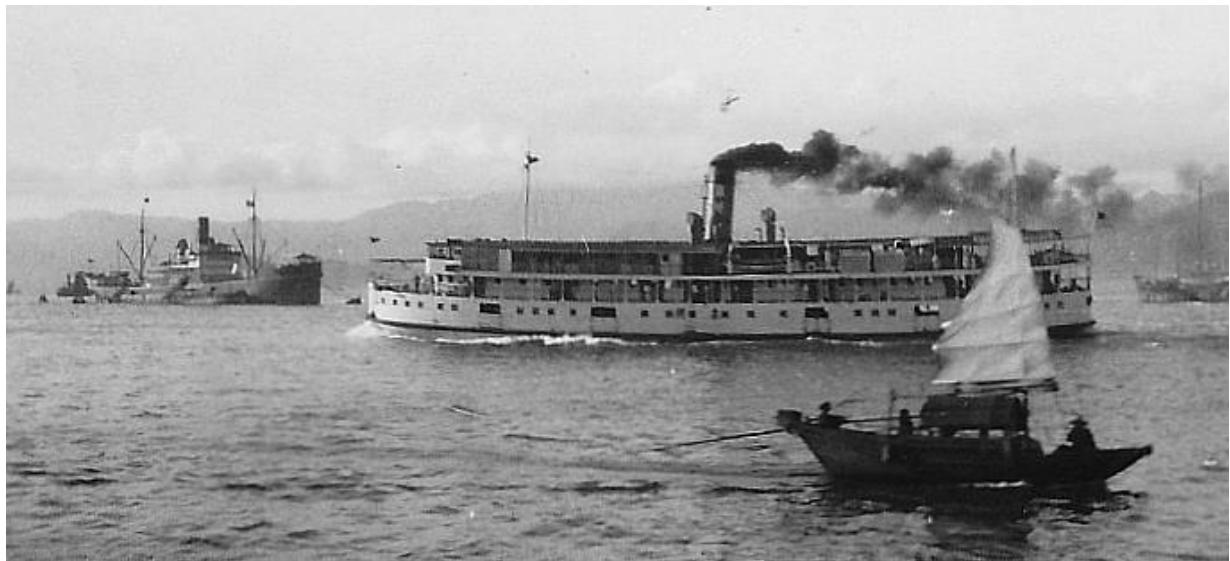
WAI-SHING ashore at Wenchow in August 1931 (NCH 18/8/31).



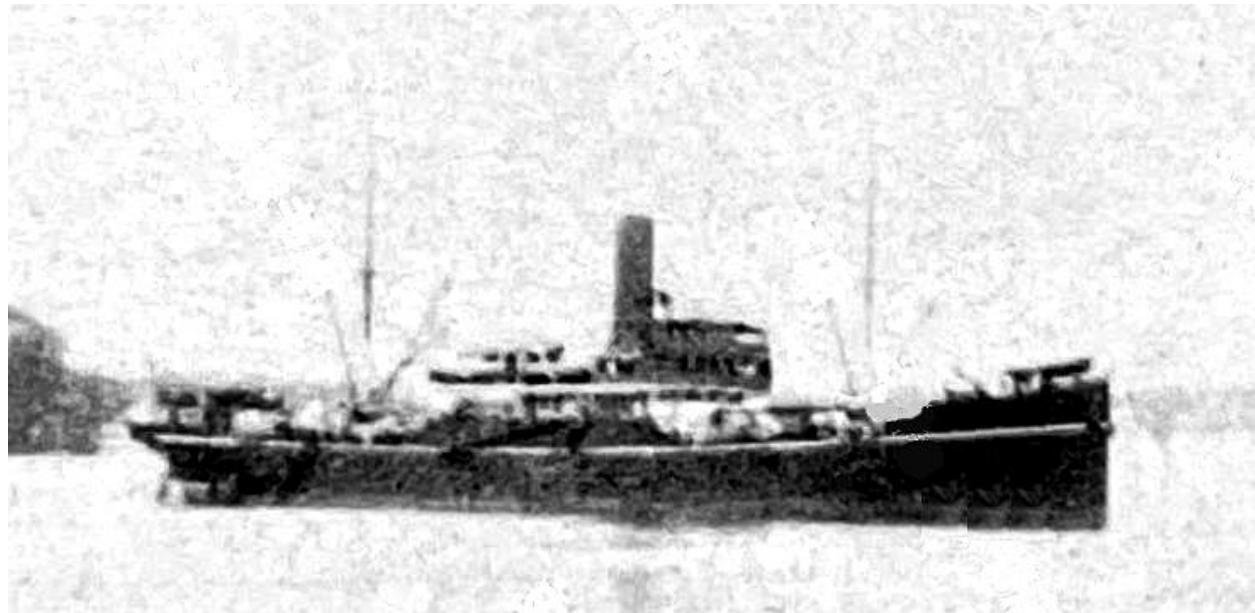
Presumed VESUVIO ex WAI-SHING sunk as blockship at Chinhai (North China Herald).

FOO SHING (1903-46) 2284/03-12 (290.8 x 42.1', T3cy/226nhp/10k)

Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#409) for ICSNC. 19/2/25 stranded on S.W. Lamock Is. near Swatow, 23/2 refloated. 9/43 under mgt BISN beached near Port Okha with fire in No. 3 hold on voyage Karachi/S. India with cotton; 10/43 beached at Bombay with another fire in cotton cargo. 5/46 sold to Tai Ping S.S. Nav. Co. Ltd, Hong Kong r. TAIKINSHAN. 25/6/51 seized by Nationalists, 1/52 released after cargo confiscated. 17/1/52 stranded on Paracel Is. (17.04N, 111.28E) on voyage Swatow-Singapore and broke back, 9 crew lost.



FOO SHING depicted with Macao steamer KONG SO at Hong Kong on the morning of Sunday 20 August 1933. Flying the Blue Peter, FOO SHING is sailing at noon for Tsingtao via Swatow and Shanghai ((unknown photographer/coll. SK*).



FOO SHING or sister (7788.com)



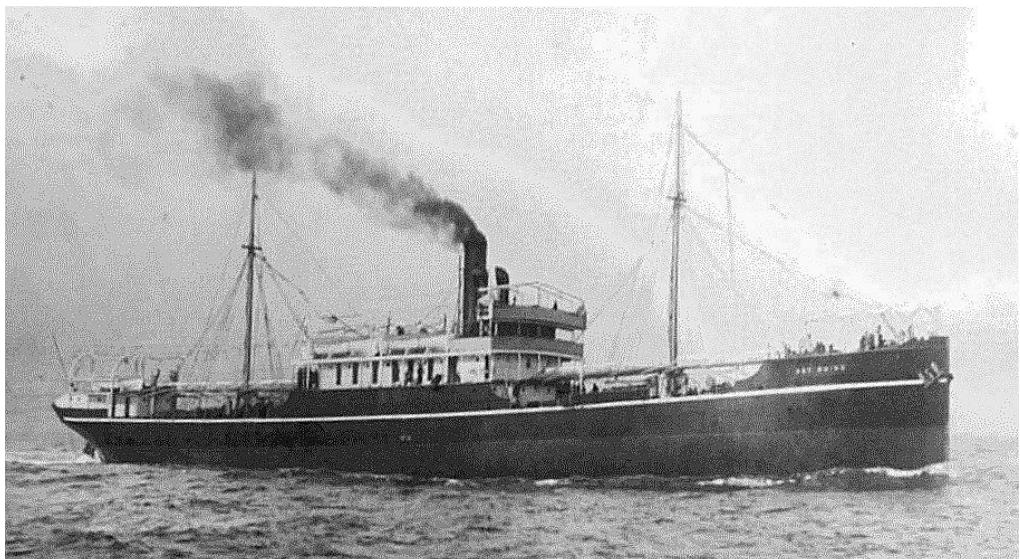
FOO SHING arriving in the protected harbour of Swatow, January 1939 (D. Gammon*).



FOO SHING as TAIKINSHAN ashore on the Paracels in 1952 (H.M.S. Alert website).

YAT SHING (1904-41) 2284/04-2 (290.4 x 42.1', T3cy/226nhp/11k)

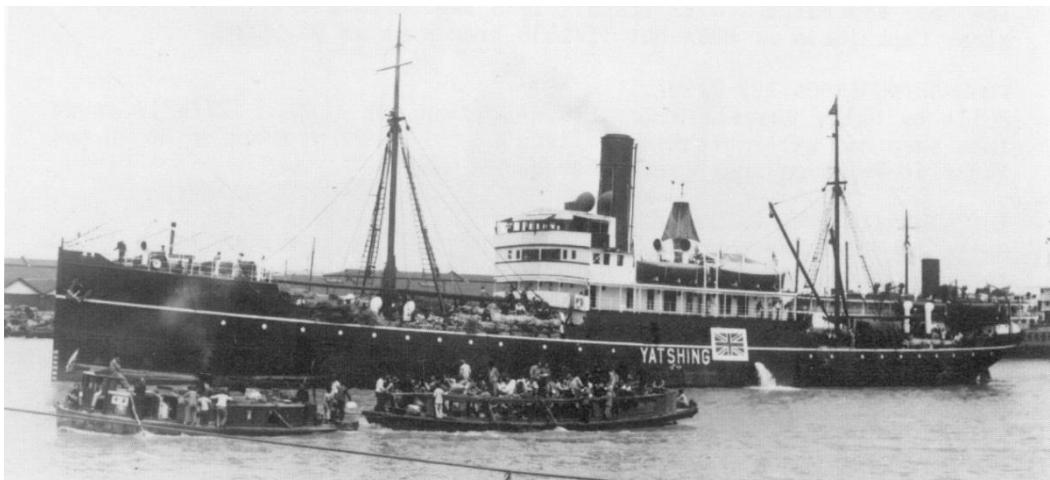
Built by Swan, Hunter & Wigham-Richardson Ltd, Newcastle (#410) for ICSNC. 30/8/27 seized by pirates near Swatow and sailed to Bias Bay, 31/8 released and arrived at Hong Kong. 11/12/41 scuttled at Hong Kong. Salvaged by Japanese and 2/43 r. NISSHO MARU. 17/7/45 mined off Yawata (Kyushu), 3 lost. 20/10/50 wreck raised for breaking up.



YAT SHING. Four-hatch beancaker typical of many built for Jardines up to CHAKSANG and KWAI SANG of 1917 (Ian Rae coll.).



Probable FOO SHING or YAT SHING at Hong Kong, new upper bridge (Internet).



YAT SHING arriving Shanghai, 15 March 1939 (D. Gammon*).

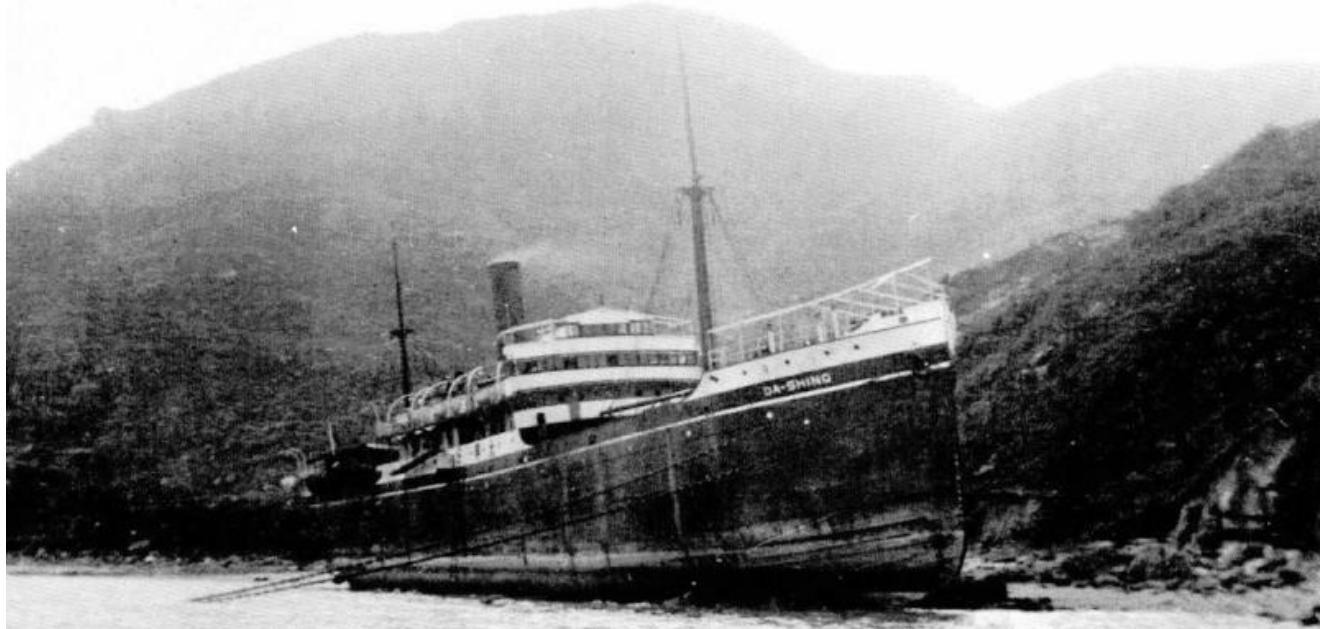
CHEONG SHING (1905-32) 1989/05 (265.5 x 40', T3cy/182nhp/11k, N.E. Marine Eng. Co. Ltd, Sunderland)
Built by W. Dobson & Co., Newcastle (#146) for ICSNC. 7/32 sold to Chinese breakers.



CHEONG SHING or WAI-SHING at Tianjin early 1930s (from a postcard in Yoshihide Kobayashi coll.).

FOOK SANG 福生 (1905-29) 3100/05-7 (331.3 x 44.2', T3cy/370nhp/12k, N.E. Marine Eng. Co. Ltd, Sunderland)

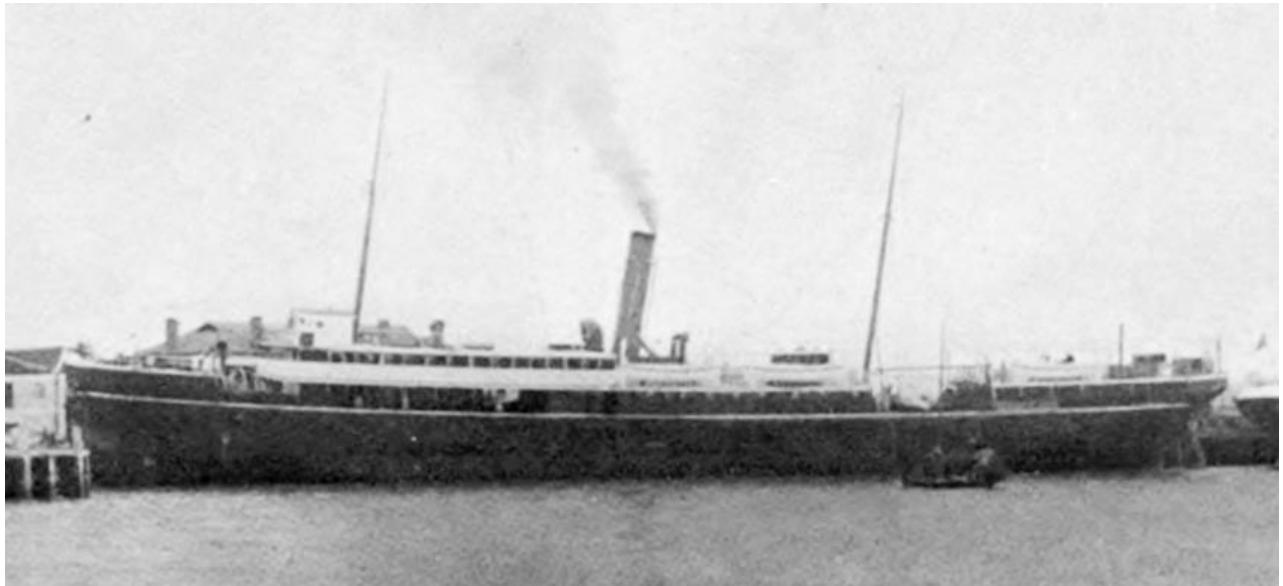
Built by W. Dobson & Co., Newcastle (#139) for ICSNC for Calcutta trade. 18/9/06 slightly damaged in collision during typhoon in Hong Kong. 5/29 sold to Union S.N. Co., Shanghai r. DATZING. 1930 sold to An Tung S.S. Co., Shanghai r. DASHING. 22/11/31 on charter to USSR caught in ice near Kamchatka, 4/32 freed. 9/37 stranded at Hong Kong in typhoon. 1938 reg. o/ship t/f to G. Stamatilatos, Cephalonia r. HERA but II/1938 broken up as DA-SHING.



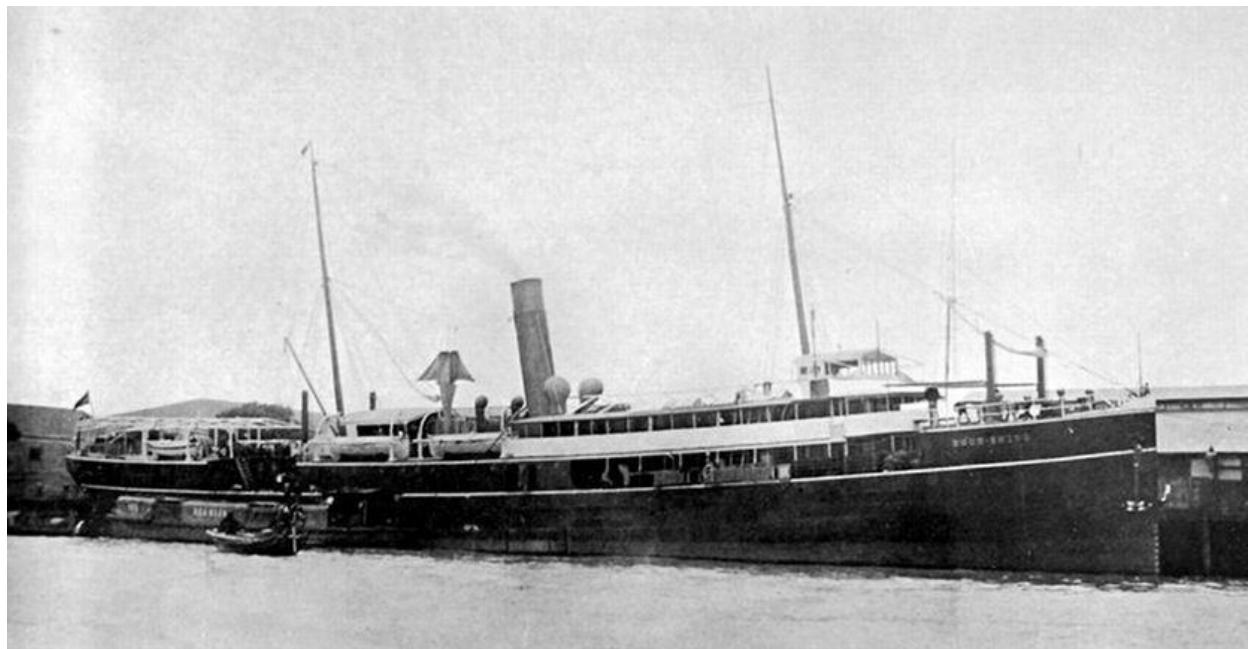
FOOK SANG as DA-SHING, stranded after September 1937 typhoon (coll. H. Dick*).

KOON SHING (1905-22) 2130/05-9 (265 x 40', Q4cy/200nhp)

Built by Hall, Russell & Co. Ltd, Aberdeen for ICSNC. 27/6/19 towed into Shanghai after breaking tailshaft. 29/10/22 at 11.20 hrs sd Shanghai for Tientsin, 31/10/22 at 04.10 hrs struck Bu An Lok rocks at Weihaiwei and quickly abandoned, all 36 pass. and 59 crew saved, Marine Inquiry found navigational error (NCH, 6/1/27), 25/1/27 rep. back broken behind funnel, stern under water (NCH, 27/1/27).



KOON SHING, express northern passenger steamer (Wikipedia).



KOON SHING (Virtual Shanghai ID15023).

KUT SANG 吉生 (1905-18) 4895/05-5 (385.5 x 51.3', Q4cy/555nhp/13k)

Built by Swan, Hunter and Wigham-Richardson Ltd, Newcastle (#726) for ICSNC for Calcutta trade. 18/9/06 damaged in collision with river steamer *Charles Hardouin* during typhoon at Hong Kong. 4/3/09 beached after striking submerged rock at entrance to Haitan Strait, refloated. 29/4/18 torpedoed and sunk by U-105 40 m. ESE of Cape Palos near Oran o/v Genoa-Gibraltar in ballast, 59 lives.



KUT SANG Built for the Calcutta trade. Until loss to enemy action in 1918, Jardines' largest steamer (NMM).

CHIP SHING (1906-35) 1984/05 (265 x 40.2', T3cy/182nhp/10½k)

Built by Hall, Russell & Co. Ltd, Aberdeen (#393) for ICSNC. 17/10/35 sailed Shanghai for delivery to Osaka breakers.

HIN SANG (1913-39) 2929/05-7 (339.9 x 48', T3cy/291nhp/11k by Blair & Co. Ltd, Stockton)

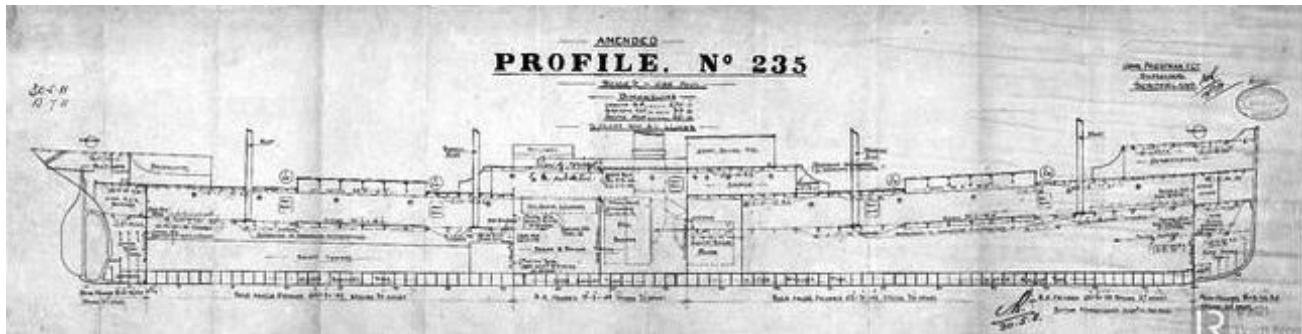
Built by Irvine's S.B. & D.D. Co. Ltd, West Hartlepool (#142) for R. Hardy & Co., West Hartlepool as PARKLANDS. 1913 sold to ICSNC for Borneo timber trade r. HIN SANG. Mid-3/39 delivered to Chinese for breaking up in Kowloon Bay, by end 6/39 'a skeleton' [SCMP, 7/7/39].



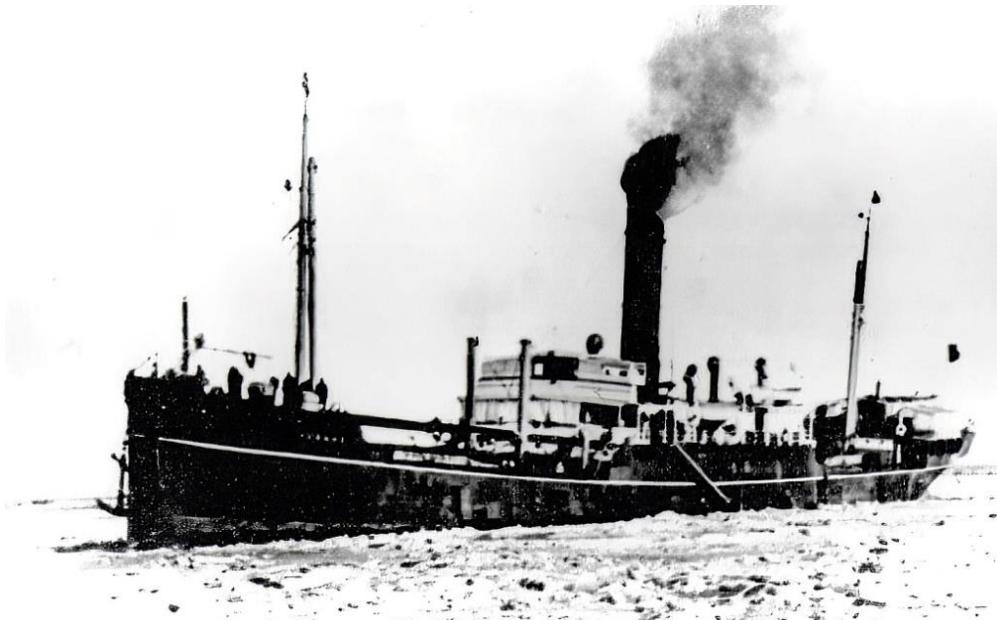
HIN SANG under demolition in Hong Kong, 16 April 1939 (D. Gammon*).

YU SANG (1914-35) 1844/12-2 (250.2 x 39.6', T3cy/260nhp/11k, Richardsons Westgarth & Co. Ltd, Middlesbrough)

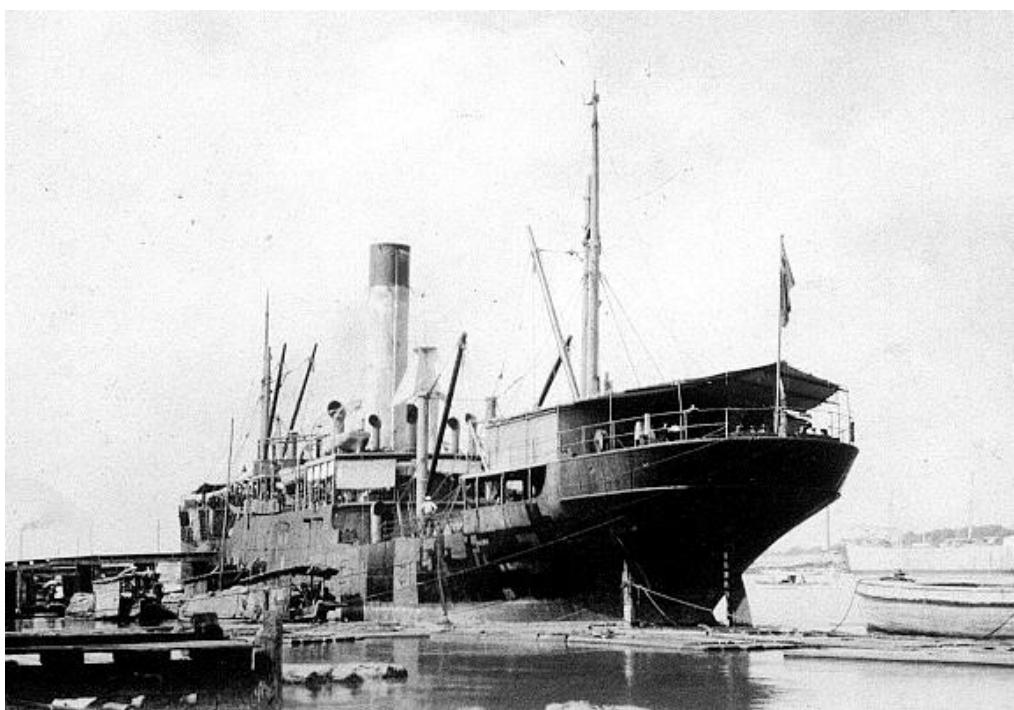
Built by J. Priestman & Co. Ltd, Sunderland (#235) and 25/10/11 launched for Manchu S.S. Co. Ltd, (Matthews, Wrightson & Co. Ltd, mgers), Antung (reg. London) as YI LOONG. 12/12-5-13 on charter HK-Fremantle service (early 2/13 ashore c.1 week near HK, refloated), then HK-Bangkok. 1914 sold to ICSNC r. YU SANG. 4/35 sold to Chinese breakers.



YI LUNG's builder's profile (lrfoundation.co.uk).



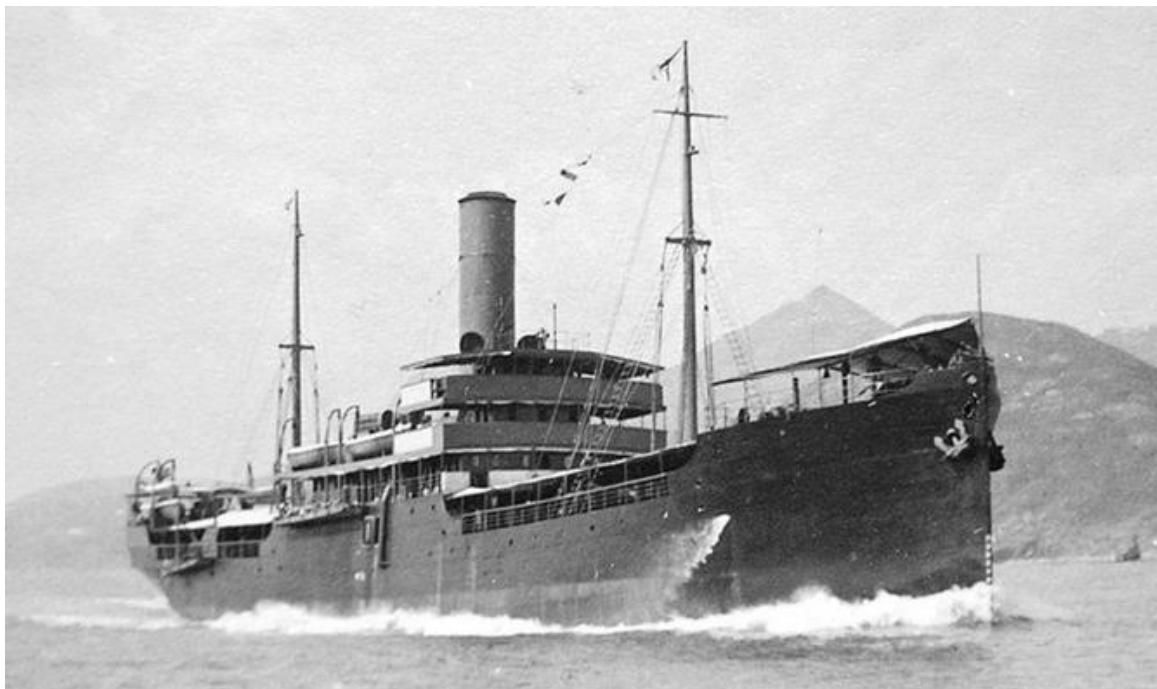
YU SANG pushing through northern winter ice (H. Dick per Capt. J. Pring).



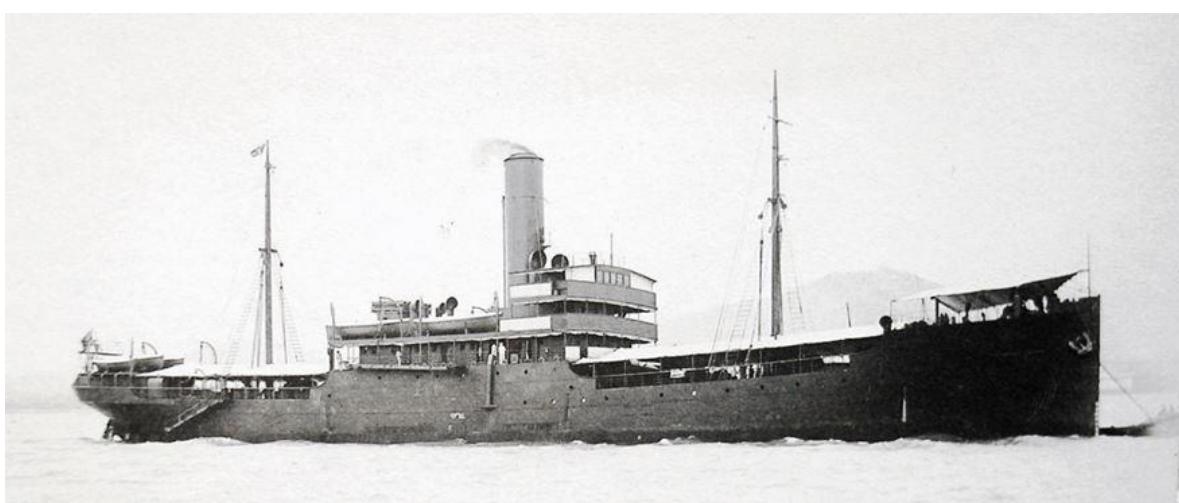
YU SANG. Built for George Shaw for China coast service as YI LOONG (JM&C).

KWAI SANG (1917-47) 2320/17-5 (290.6 x 42.1', T3cy/256nhp/11k)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#552) for ICSNC. 20/1/42 req. by R.N. as Armament Supply Vessel for use in Red Sea. 2/43 in service Alexandria-Benghazi as petrol carrier, then Malta, Sicily, Italy. 1/45 at Bombay for coastal service, 3/45 Calcutta to Akyab, later Rangoon. 12/12/45 returned to HK. 9/47 sold to Cambay Prince S.S. Co. Ltd (John Manners & Co. Ltd), Hong Kong r. SAN EDUARDO. 12/48 sold to Wallem & Co. Ltd, Hong Kong (Panama flag). 12/49 sold to Far Eastern Enterprising Co. Inc, Panama r. LIDO. 4/51 t/f to China People's S.N. Co., Shanghai r. HAI AN. 17/10/52 first ship arriving at Hsinkang port. Later r. HO PING 7 (CHI). 1966 r. ZHAN DOU 7. 1971 broken up [Dalian S.S. Corp. official history p.69].



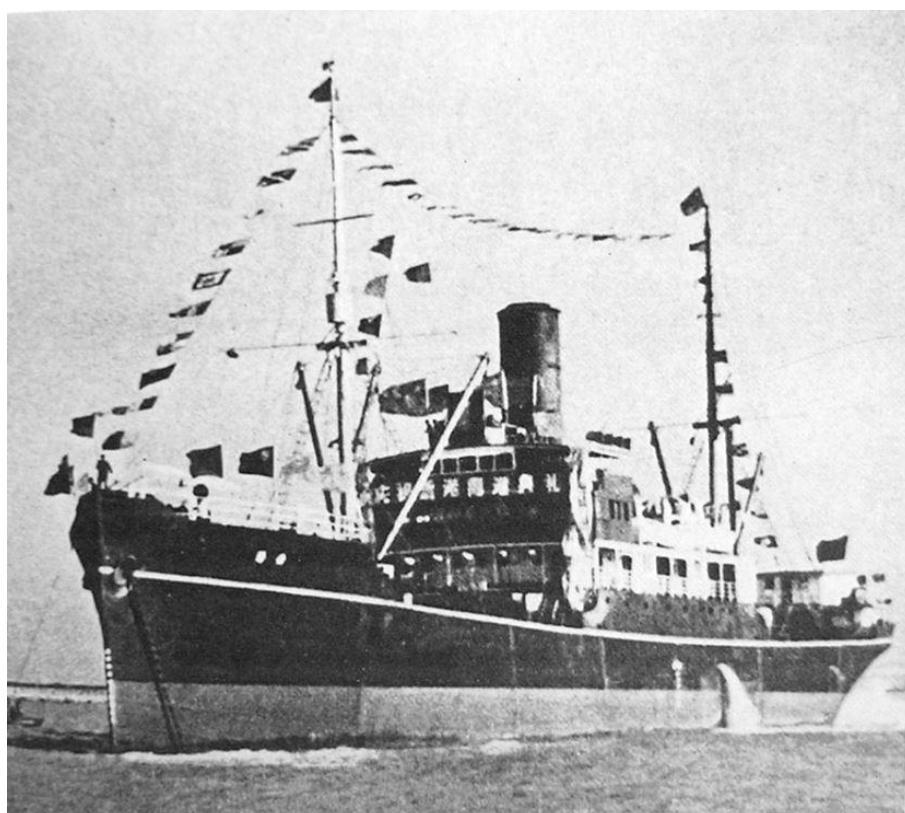
KWAI SANG on trials at Hong Kong in 1917 (HKMM, original photo, unknown photographer, gift of SK*).



KWAI SANG sea trials (HKMM, original photo, unknown photographer, gift of SK*).

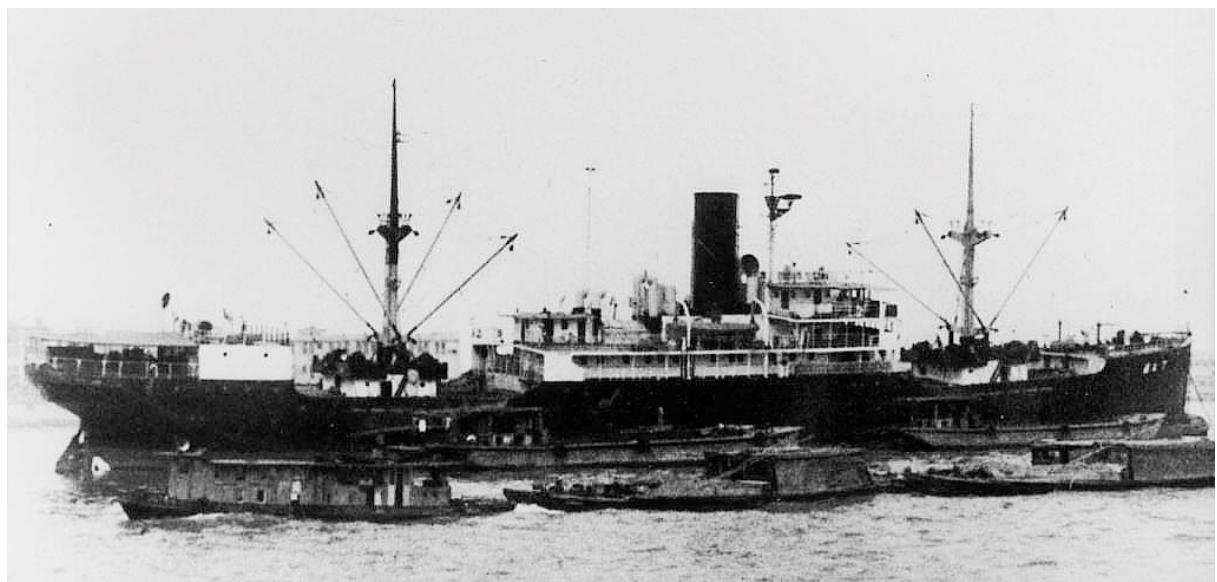


KWAI SANG in peacetime colours at Shanghai on 9 May 1936 (unknown photographer/coll. SK*).



Top, Left: HAI AN ex KWAI SANG as first ship into newly opened Hsinkang port, 17 October 1952 (Xinhua).

Right: HAI AN's name is touched up (China Reconstructs 1953 No.4 p.9).



KWAI SANG as ZHANDOU 7, probable new masts (2 photos attrib. John Blake/Markus Berger coll.).



ZHANDOU 7 in the Whangpoo 1971 (Göran Ohlsson/Tomas Johannisson).

CHAK SANG 漥生 (1917-42) 2358/17-11 (290.6 x 42.1', m, T3cy/256nhp/11k)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#553) for ICSNC. 11/39-9/40 HK-Sandakan. 16/10/40 ex HK for trading Bay of Bengal. 8/41 docked HK. 9/41 resumed trading Bay of Bengal. 21/2/42 sunk by gunfire of Japanese submarine I-166 off mouth of Irrawaddy (15.42N, 95.02E). [BT 389/6/232]



CHAK SANG being prepared for launch at Kowloon. PROSPER adjacent (HK&WD/HKMM ID2008.0197.019b).



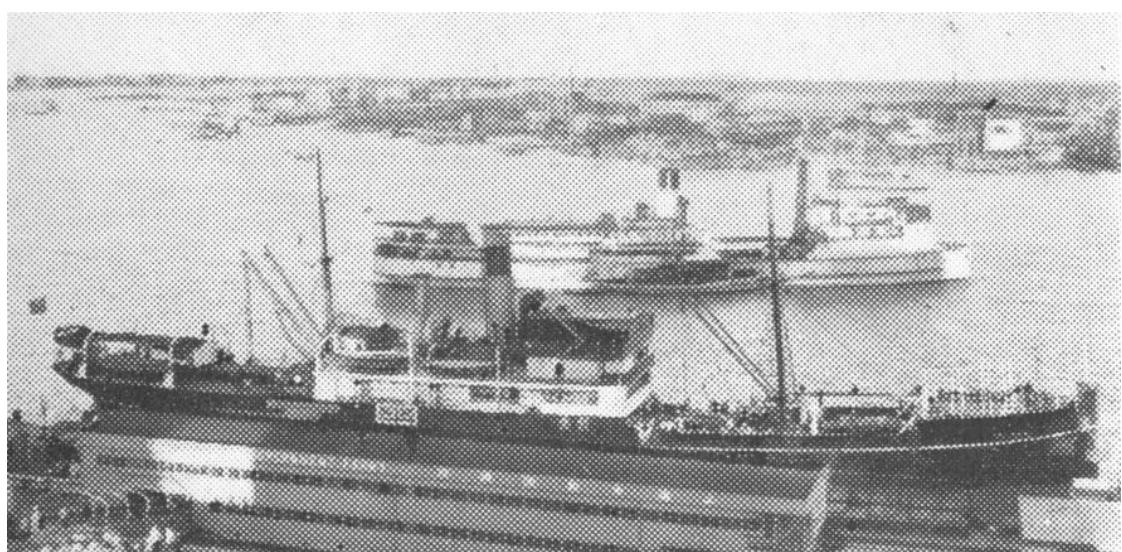
CHAK SANG on Shanghai bund post-8/37, Garden Bridge arches far right. Name reads CHAK SANG at bow, CHAKSANG on side (U.S. Naval History & Heritage Command NH 72455).

LEE SANG (1921-45) 1655/07-3 (265.8 x 37.8', T3cy/163nhp/10½k by J.F. Ahrens, Altona)

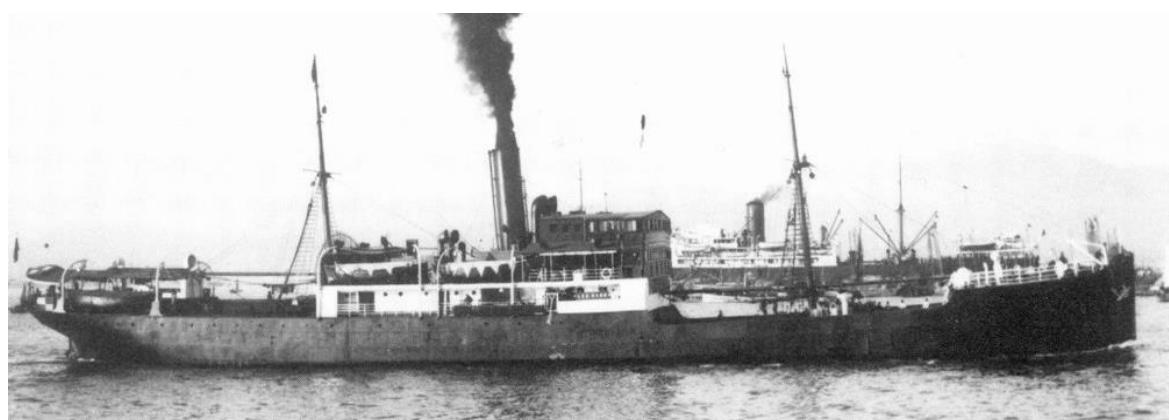
Built by Schiffsw. von H. Koch, Lubeck (#173) for Norddeutscher Lloyd, Bremen as TEO PAO for use as feeder vessel Singapore-Celebes. 8/14 laid up in Amboina. 1917 taken over by British Shg Controller (BISN mgers). 1/21 sold to ICSNC r. LEE SANG. 23/8/32 holed in collision with *Calchas* (10,305/21) in Whangpu. 22/12/32 port bow ripped open in collision with *Tungchow* (2104/14). 19/5/41 to Singapore for Straits-Rangoon service. 11/2/42 Singapore to Batavia, then India (coastal trade). 30/12/42 arrived Alexandria for repairs. 2/42-12/43 Alexandria-Benghazi/Tobruk (cased petroleum). 2-5/44 Red Sea. 7-12/44 mainly Italy. 12/44-6/45 Red Sea. 6-7/45 Haifa. 2/8/45 laid up at Alexandria. 11/45 sold to E.M. Trattles, Alexandria for Mediterranean service. 3/52 sold to Lloyd Mediterraneo S.p.A., Rome r. VALPRATO. 1956 sold to Gennaro Ievoli fu Domenico, Rome r. MIMMO IEVOLI. 1958 sold to 'Flumar' Traffici Marittimi e Fluviali, Rome r. TURNO. Q2/1961 broken up in Italy. [BT389/19/52]



Likely LEE SANG at Shanghai in 1937-38 (Harrison Forman/UWM Libraries).



LEE SANG and PING WO (offshore) at Shanghai, pub. 1938 (*Five Months of War*, NCH C/- Graham Thompson).



LEE SANG at Hong Kong, 15 December 1939 (D. Gammon*).



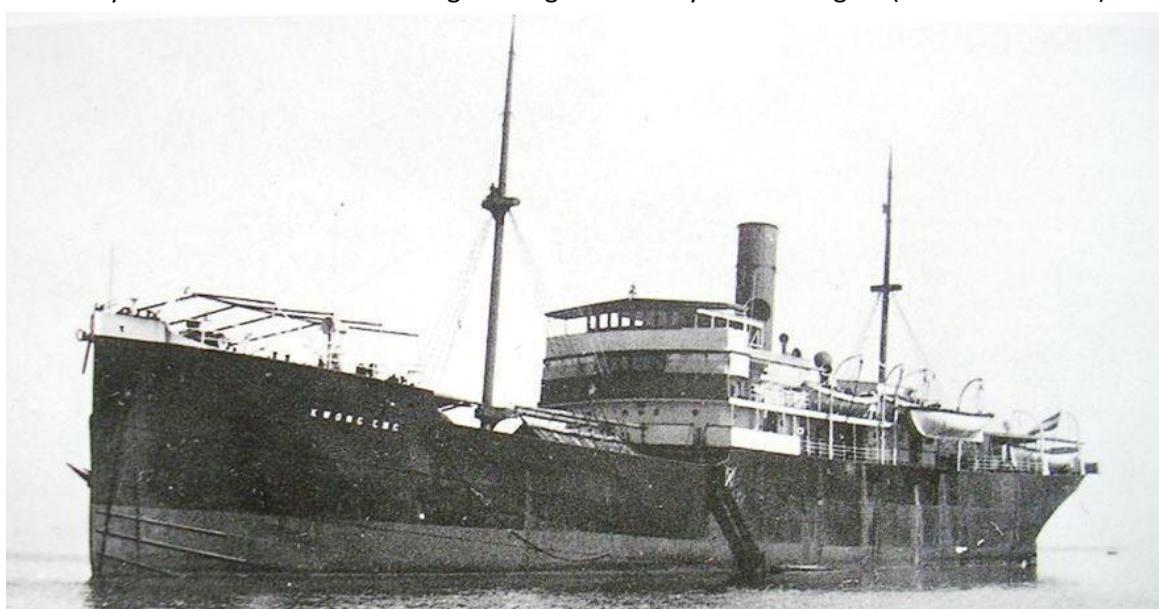
LEE SANG postwar as Italian VALPRATO (FotoFlite).

MING SANG 明生 (1921-30) 1650/06-12 (265.7 x 37.8', T3cy/162nhp/10½k by J.F. Ahrens, Altona)

Built by Schiffsw. von H. Koch, Lubeck for Norddeutscher Lloyd, Bremen (#172) as KWONG ENG for use as feeder vessel Singapore-Celebes. 8/14 laid up in Makassar. 1917 taken over by British Shg Controller (BISN mgrs). 1/21 sold to ICSNC r. MING SANG. 9/30 sold to Madrigal & Co., Manila r. LEPUS. 3/42 seized by Japanese at Cavite (Manila Bay). 7/42 r. REIAN MARU. 28/6/45 struck mine and sank off Shimonoseki.



Likely MING SANG at the New Engineering & S.B. Co. yard in Shanghai (New E.& S.B. Co.).



MING SANG as KWONG ENG (A. Kludas).



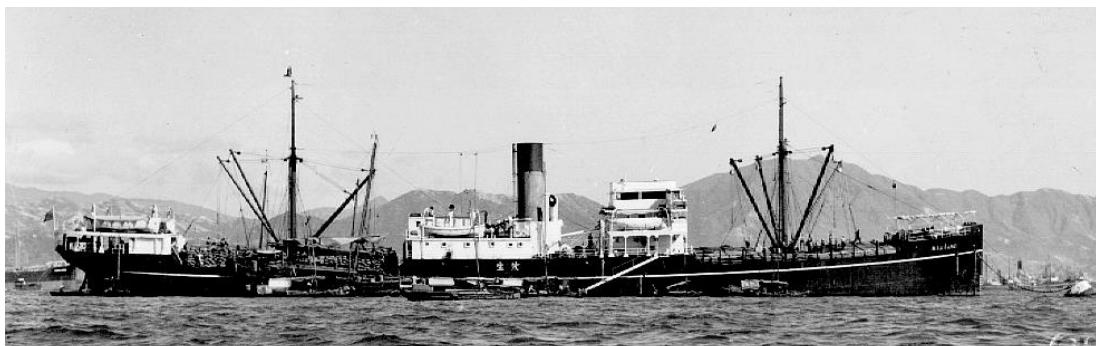
LEPUS, believed c.1939., possibly at Iloilo. (Credit W. Schell).

MAUSANG (1921-43, 1945-50) 3372/20 (331.2 x 46.8', T3cy/10k, pass.)

Built by Shanghai D. & E. Co. Ltd, Shanghai (#1506) for British Shg Controller as single-decker WAR TIARA but after trials 25/5/20 del. to N.E. Ambatielos, Argostoli r. YANNIS. 5/21 sold to ICSNC r. MAUSANG for Sandakan-HK timber trade (209,165 cu. ft bale space in holds plus 9,000 cu. ft sawn timber lashed on foredeck). 27/9/41 sailed Hong Kong for Singapore, then Colombo (8/11), Alexandria (15/12). 25/12/41 military transport for N. Africa supply run (Benghazi and Tobruk). 3-4/42 Haifa-Tripoli. 5-10/42 Red Sea service. 11/42 reverted to Alexandria-N. Africa. 6/43 bareboat charter to Turkish Govt, Istanbul and 7/43 t/f to Turkish flag r. MARAS. 6/45 at Alexandria reverted to British flag. After repairs, 18/9 sailed for Glasgow to discharge, thence Sunderland (11/11) for repairs to 2/2/46, reverting to ICSNC as MAUSANG (pass. certificate for 6 1st, 10 2nd, 140 deck amidships plus 342 on weather deck except typhoon season). 25/5/50 first British ship to run Nationalist blockade of Shanghai. 9/50 sold to Wallem & Co. Ltd, Hong Kong. 10/50 sold to Jebshun Shg Co., Hong Kong r. SHUN LEE. 7/52 sold back to Wallem & Co. (Panama flag) r. HIPPOPOTAMUS. 6/55 sold back to Shun Kee Nav. Co. Ltd, (Jebshun Shg Co. mgers) r. SHUN LEE. 8/6/60 stranded on Pratas Reef in South China Sea on voyage Pasuo (Hainan)-Tientsin with ore. 11/6 broke in two, CTL. [BT389/27/21]



MAUSANG arriving HK, 19 Jan 1940, awnings aft and extra boats imply carrying deck passengers (D. Gammon*).



MAUSANG discharging sawn logs at Hong Kong, late 1940s (King's Studio/H. Dick per Capt. J. Pring).

FAUSANG (1921-41) 2256/21-11 (285 x 42.6', T3cy/298nhp/11k)

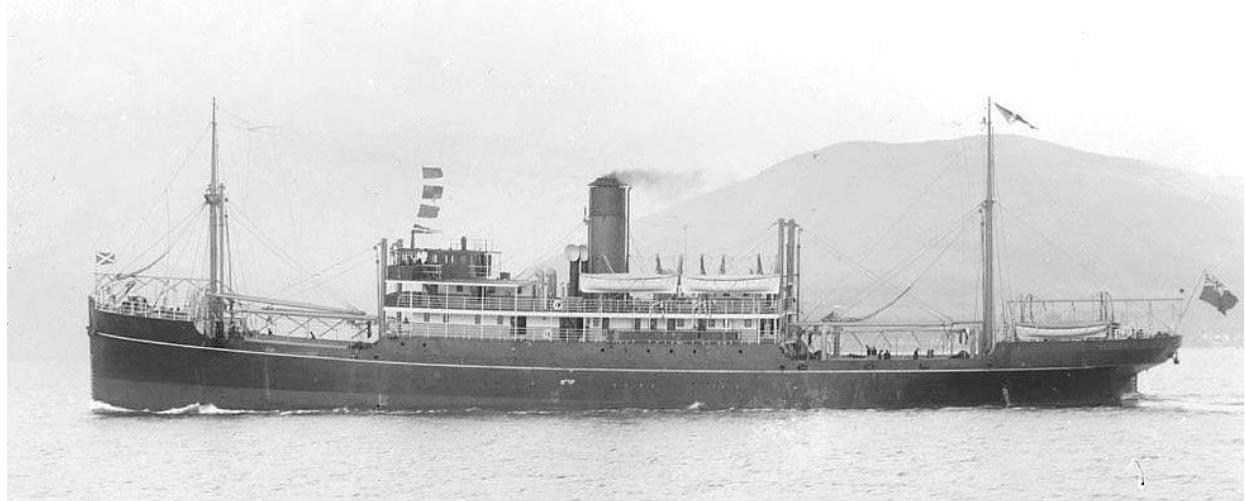
Built by Dunlop, Bremner & Co. Ltd, Port Glasgow (#345) for ICSNC. 11/12/41 scuttled at Hong Kong. Salvaged by Japanese and 8/42 r. FUSEI MARU. 1/9/43 torpedoed and sunk 200 m. SW of Nagasaki (31.28N, 127.42E) by USS *Seawolf*.



FAUSANG (photographer unknown/A. Duncan).

TINGSANG (1922-47) 2256/22-2 (285 x 42.6', T3cy/298nhp/11k)

Built by Dunlop, Bremner & Co. Ltd, Port Glasgow (#346) for ICSNC. 20/2/41 withdrawn from N. China service. 10/12/41 ex HK via Manila for Singapore, thence Surabaya for Sydney (6/1/42) and Geelong for India, where deployed in coastal service. 19/12/46 redel. at Shanghai. 11/47 sold to Tientsin Nav. Co. Ltd. (Chinese Maritime Trust Ltd, mgrs), Shanghai r. TIEN HSIANG. 1950 t/f to Pacifico Union Marina Corp., Panama r. ORIENTAL PHOENIX. 1954 sold to P.C. Ray & Co. (India) Ltd, Calcutta r. RAYANDAMAN. 1957 t/f to Bengal Line Ltd. 9/65 sank at moorings at Calcutta in cyclonic weather while under repairs. 1971 sold to Khanbhai Esoofbhai and 8/11/72 refloated for breaking up. [BT 389/30/15]



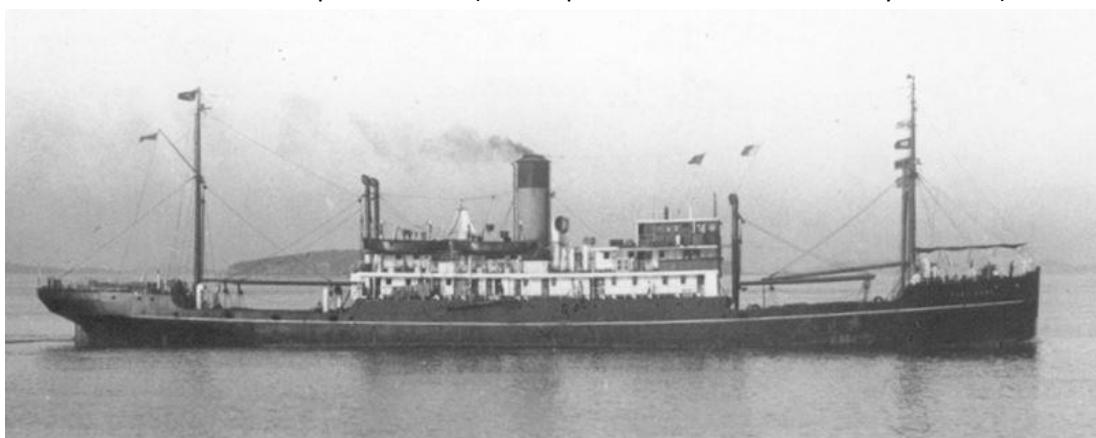
TINGSANG running trials (University of Glasgow P01818).



TINGSANG watercolour by Ivon A. Donnelly (iadonnelly.blogspot.com).



TINGSANG (TING SANG on hull) Tianjin 1930s, new anti-piracy barriers visible at front and rear ends of superstructure (from a postcard in Yoshihide Kobayashi coll.).



TINGSANG departing Hong Kong, 12 December, 1939 (D. Gammon*).



TINGSANG as RAYANDAMAN, near end career but no major external changes apart from removal of anti-piracy barricades (T. Rayner*).

HOSANG (1922-42) 5698/22-3 (411x53.8', T3cy/708nhp by J.G. Kincaid & Co. Ltd, Greenock)

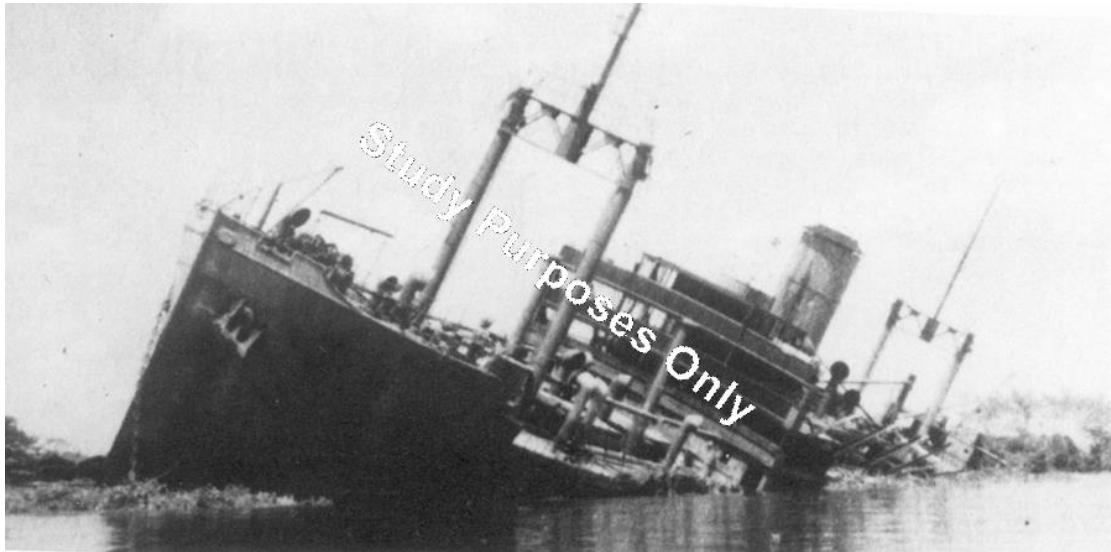
Launched by North of Ireland S.B. Co. Ltd, Londonderry (#97) on 16/11/21 for Cie. Havraise Péninsulaire de Navigation à Vapeur, Le Havre as VILLE DE LYON but purchased by ICSNC and completed as HOSANG for Calcutta trade. 6/2/42 sailed Singapore for Batavia to repair bomb damage at Singapore, but after holds flooding, diverted to Palembang, where beached in Musi River. 13/2/42 seized by Japanese, crew interned. 28/5/43 completed repairs and recomm. as GYOSAN MARU (Dept of Army). 21/11/44 in South China Sea o/v voy. Labuan - Manila torpedoed by USS Flounder in 10.36N, 115.08E (25 m. NW of Sin Cowe Is.), then 26/11 sunk by USS Guavina within the Spratly Island group.



HOSANG purchased on stocks but showing distinct Jardine features (SK coll.).



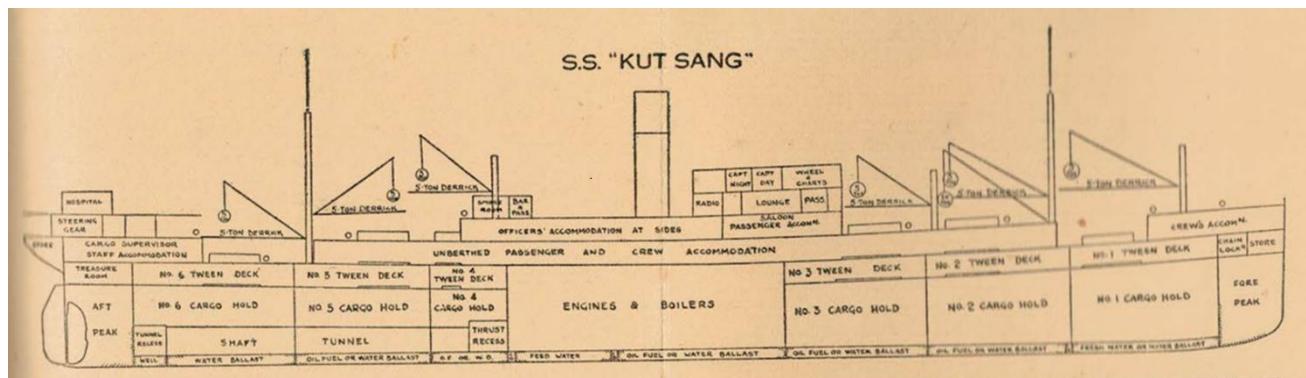
Artist's HOSANG showing heightened bridge (HKMM).



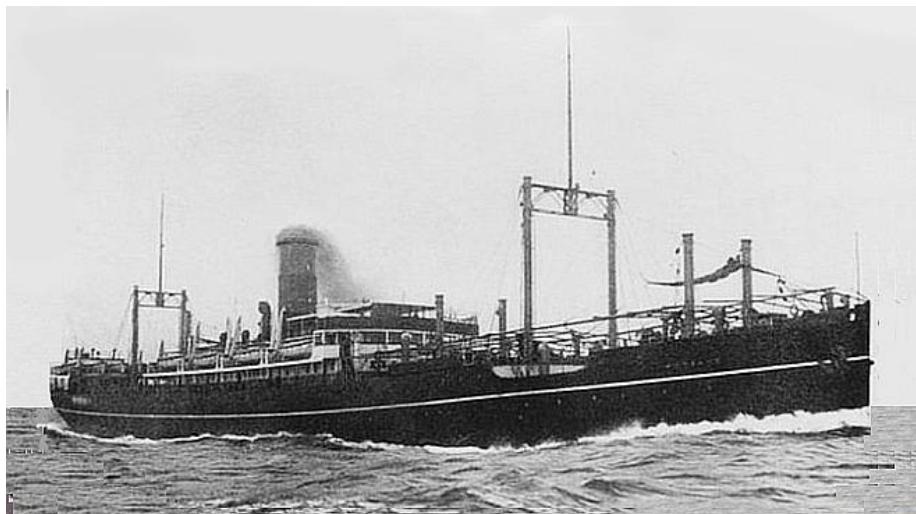
HOSANG beached in Musi River, Palembang with bomb damage early in Japanese occupation
(Royal Tropical Institute, Amsterdam).

KUTSANG 吉生 (1922-51) 5847/22-1 (418.2x43.3', Q4cy/707nhp/12k by Wallsend Slipway Co. Ltd, Newcastle, pass., postwar 23 first, 1435 deck + 105 on weather deck except typhoon season)

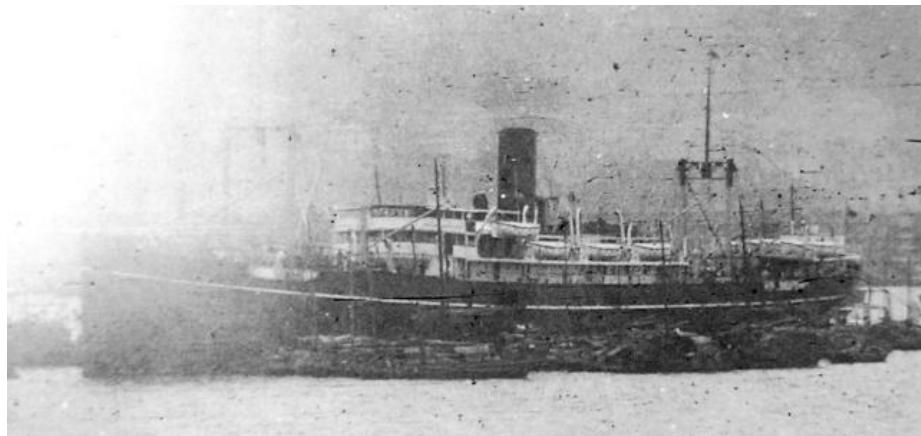
Built by Swan, Hunter & Wigham-Richardson Ltd, Newcastle (#1175) for ICSNC for Calcutta trade, trials 13.6k, 13/2/22 sd Tyne for Hong Kong. 20/11/41 arr. Calcutta and allocated to Army stores/personnel Calcutta-Rangoon, later Akyab vv. to 30/4; 5/42 to Bombay, then from end 6/42 stores/personnel ship for Indian Ocean bases (Addu Atoll, Diego Suarez, Seychelles, Tamatave, Mauritius, etc.) 8/6/43 at Kilindini released to commercial service, then mainly Bombay-Mombasa-Durban range until 26/12/45 arr. Bombay [BT 389/10/137]. 4/51 sold to Eastern S.S. Co. Ltd (Wang Kee & Co.), Hong Kong r. EASTWAY and chartered to Royal Intercean Lines for Japan-Hong Kong-Straits-Sumatra line. 6/6/51 arr. Singapore from Japan and Hong Kong with leaking pipe in hold, 21/6 arr. Singapore for docking with propeller damage o/v Bintan-Tanjung Priok. 7/52 off charter after discharge Japan, then tramping. 7/10/54 outbound from Mormugao with iron ore struck wreck, severe bottom damage, assisted to Bombay for discharge, 2-3/5/55 at Singapore in tow Merchantman (593/45) for Hong Kong, where arr. 17/5/55 for docking and promptly sold for breaking up.



GA plan of KUTSANG showing six holds and tweendecks and long centre island, different sections of crew berthed in focsle, amidships and at the poop. Cargo gear 5t SWL (Agents' Handbook, July 1948).



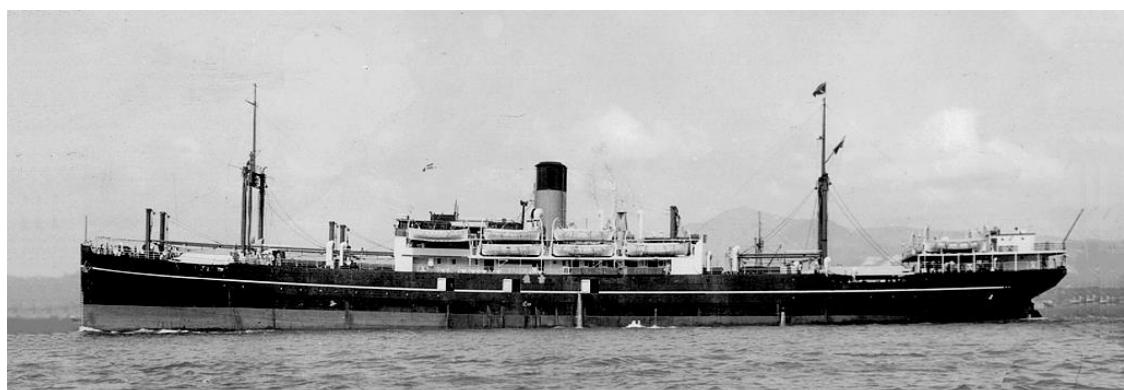
KUTSANG as built (photoship.co.uk).



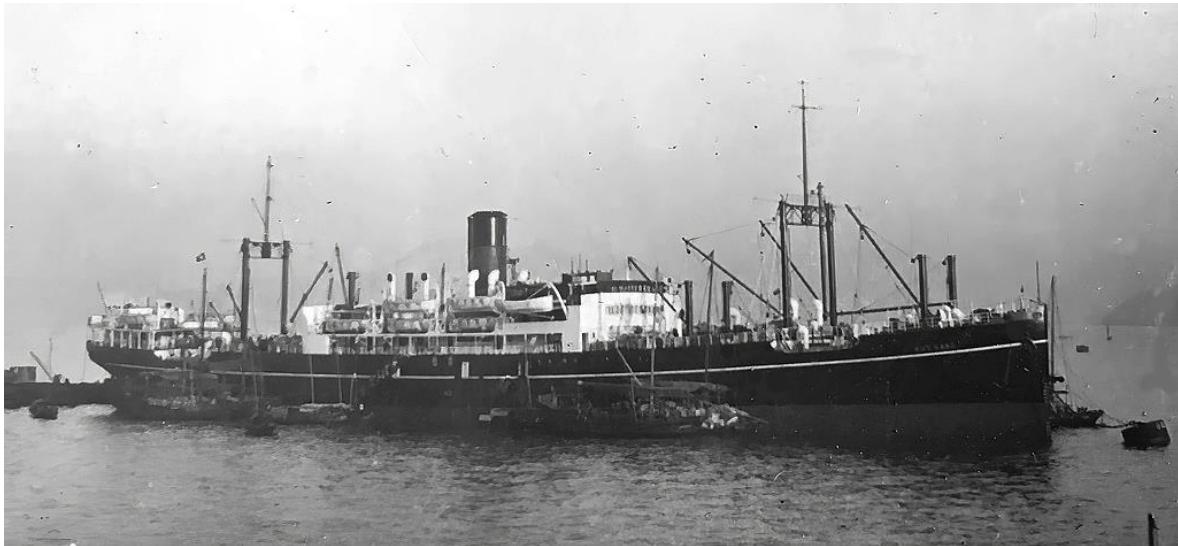
KUTSANG, funnel cap fitted, varnished bridge painted over, mainmast top painted black (coll. SK*).



KUTSANG at Hong Kong in the 1930s (from YouTube video *Hong Kong the Hub of the Orient*).



KUTSANG at Hong Kong after postwar refit, double-stacked boats and long centre island with open ports (587 pass.), portholes in Nos 2, 3, & 4 tween (each c.200) and awning rigged over stowed derricks at No. 5 ('weather deck', 105 pass. in fair weather) (King's Studio/H. Dick per J. Pring).



Loading at Hong Kong after postwar refit (John Quealy).



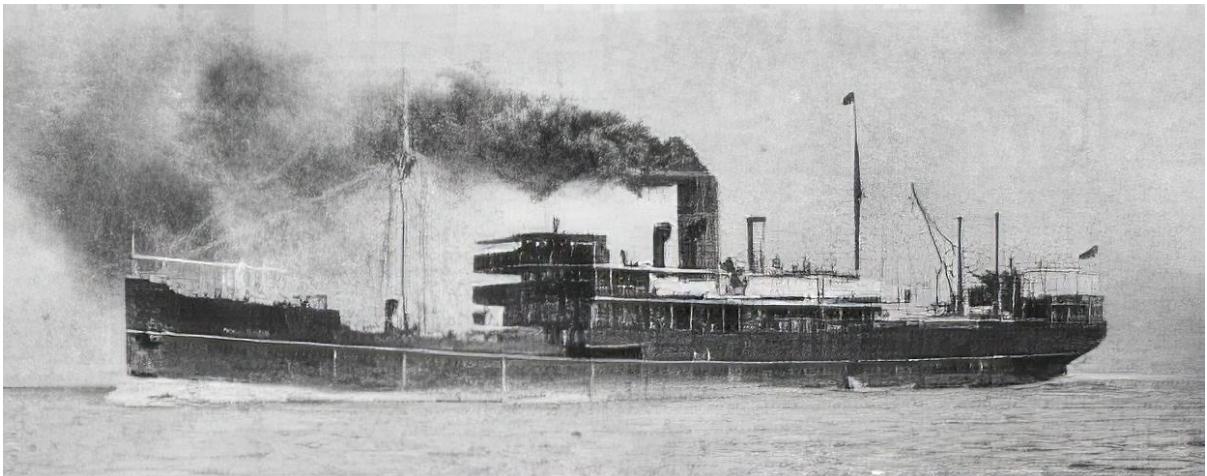
KUTSANG circa 1950, white paint uncharacteristically taken one deck lower (W.J.C. Kitto/Gwulo.com).



Colour suggests just prior to sale in April 1951. Name on bow reads KUT SANG (Internet).

SUI SANG (1923-42) 3229/23-11 (310.0 x 46.1', T3cy/414nhp/12k)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#593) for ICSNC. 2/41 allocated to Military Store Service (India). 6/4/42 Karachi to Bahrein, Basra, Abadan (19/4). 29/4/42 drifted ashore after fire in Shatt-el-Arab at Abadan. 23/5 confirmed CTL [BT 389/29/6].



SUI SANG as built (Hong Kong & Whampoa Dock Co.).



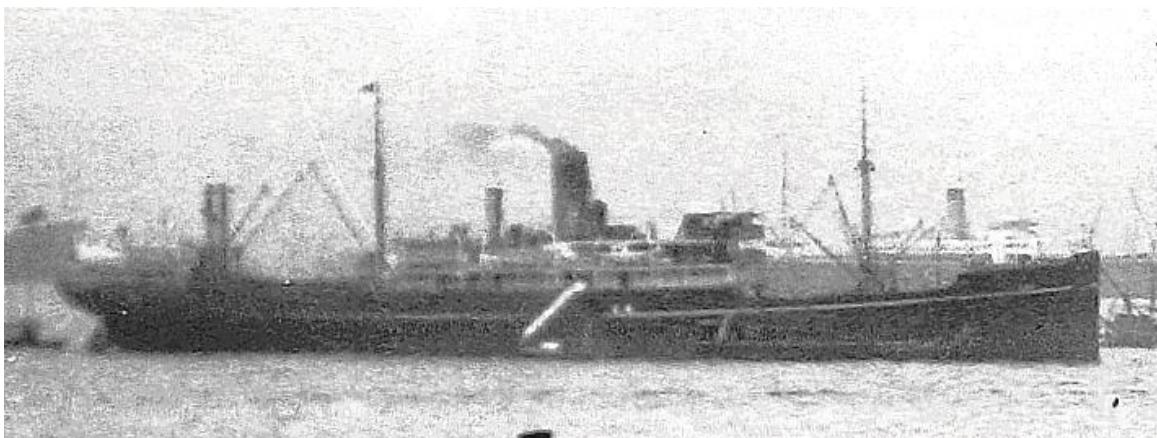
Kowloon, 7 April 1940 showing prominent anti-piracy barricade, forward well evidently eliminated (D. Gammon*).

YUEN SANG (1923-46) 3229/23-12 (310.0 x 46.1', T3Cy/414nhp/12k)

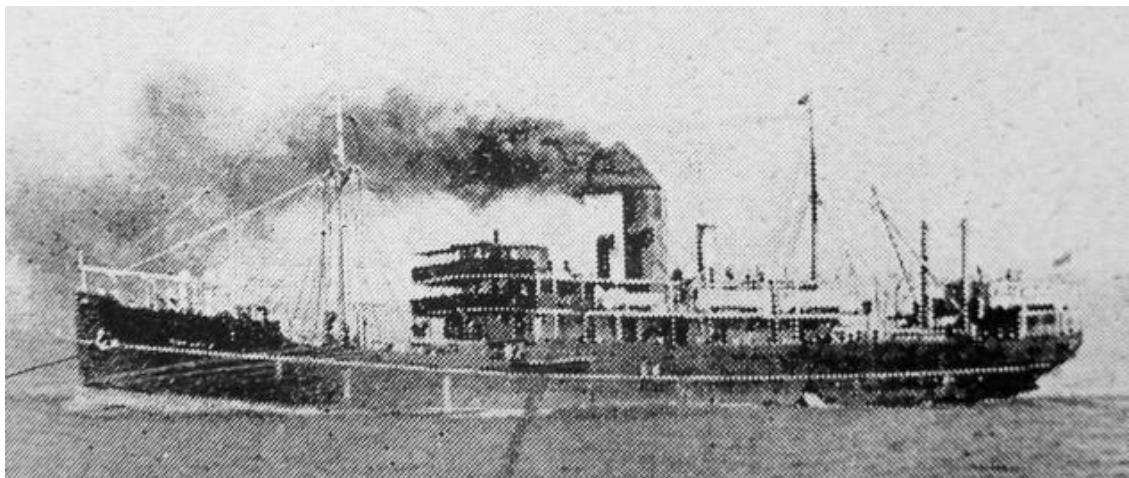
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#594) for ICSNC. 6/2/42 Singapore via Batavia, Colombo to Calcutta, then Red Sea and Indian coasting. 2/43 Calcutta-Chittagong run (2/45 extending to Burma). 12/45-3/46 Straits service. 16/3/46 Singapore via Bangkok for Hong Kong, where derequisitioned [BT 389/32/220]. After one Calcutta voyage 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, 1954 operating for Dalian Maritime Bureau as LI SHENG 利生. 1955-56 rebuilt at Shanghai for Shanghai Maritime Bureau r. MIN CHU 12. 11/56 maiden voyage Shanghai-Tientsin-Dalian. 10/65 still operating Shanghai-Dalian. 22/9/66 r. GONG NONG BING 12. 1973 refitted at Shanghai Shipyard. 1974 transferred to Dalian Maritime Bureau. 1980 broken up [Dalian S.S. Corp. official history p.69].



Builder's model of YUEN SANG (Hong Kong Maritime Museum).



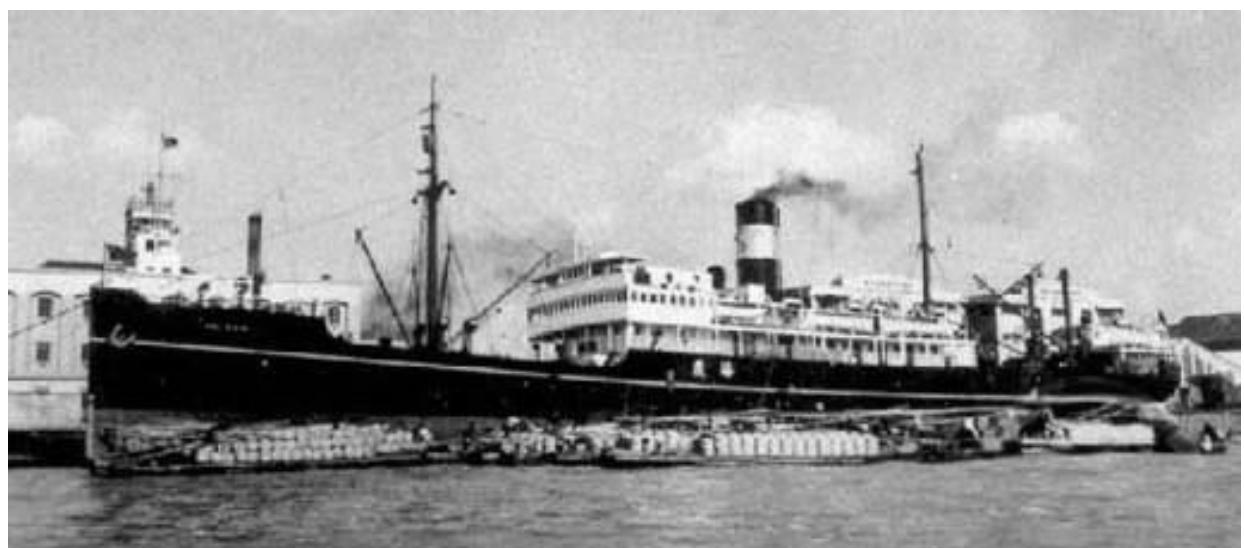
Early YUEN SANG at Hong Kong (Warren Swire/UoB sw05-127).



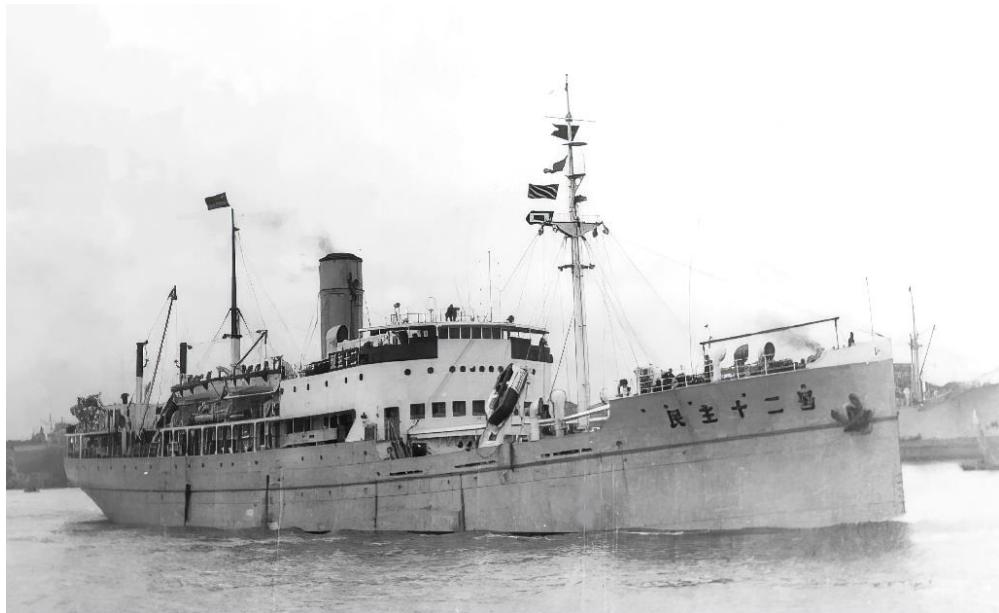
YUEN SANG in Hongkong & Whampoa Dock Co. advertisement in 1929 NYK Guide.



YUEN SANG in 1945/46, top deck enclosed forward but not fitted with anti-piracy plating (NMM).



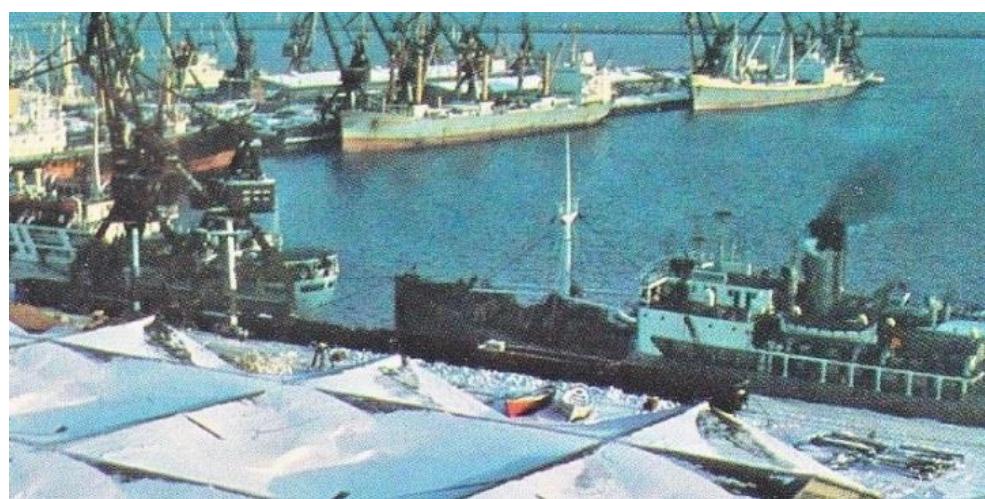
As HAI HSIA, late-1940s (<http://60.250.180.26/theme/theme-33/33-index.html>).



Rebuilt as MIN CHU 12 (offered on kongfz.com June 2025).



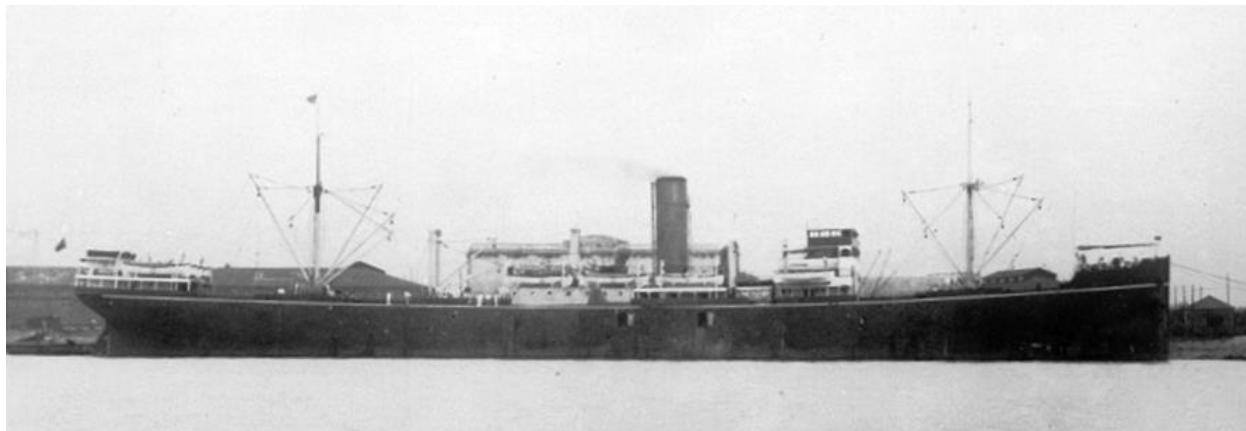
GONG NONG BING 12 ex YUEN SANG at Yantai, formerly Chefoo, aft kingposts now joined (Alan Lee coll.).



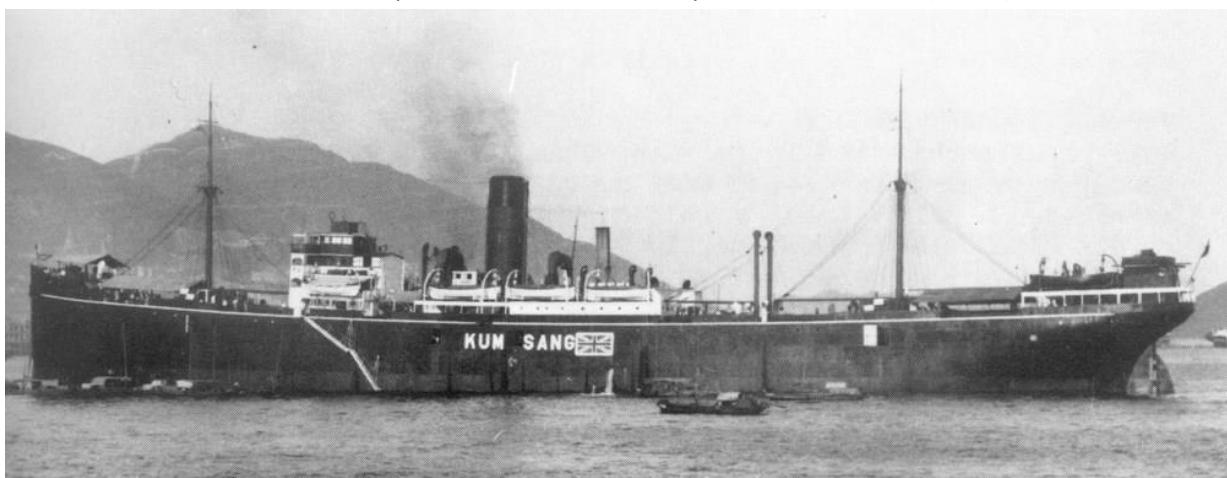
GONG NONG BING 12 ex YUEN SANG at Dalian in 1970s (from a postcard).

KUMSANG (1924-42) 5415/20-4 (420.3 x 55.0', T3cy/712nhp/12k by Richardsons, Westgarth & Co., Ltd Middlesbro')

Built by Sir James Laing & Sons Ltd, Sunderland (#665) for Johnston Line Ltd (Furness Withy & Co. Ltd), Liverpool as BARRYMORE. 9/24 sold to ICSNC for Calcutta trade r. KUMSANG. 30/9/42 torp. and sunk 400 m. W of Sierra Leone (04.07N, 13.40W) while out of convoy o/v Colombo-UK via Durban, Cape Town (27/8-15/9 for repairs) and Walvis Bay (18-19/9). [BT 389/18/71]



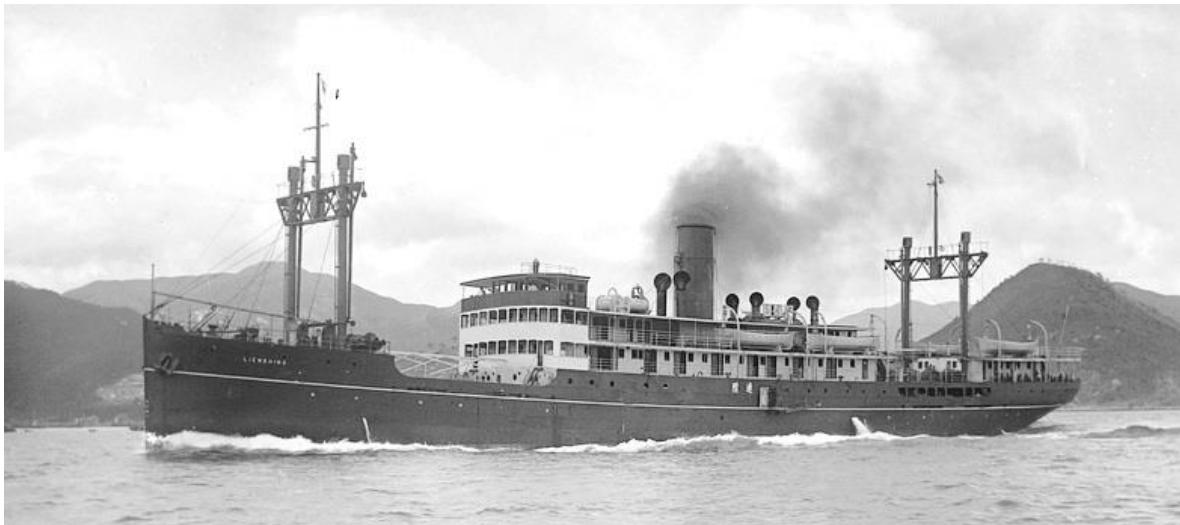
KUMSANG. Acquired from Furness Withy for Calcutta trade (JM&C).



KUMSANG at Hong Kong, 15 July 1939 (D. Gammon*).

LIEN SHING (1924-26) 2417/24-5 (285.0 x 44.3', Q4cy/503nhp, 28 1st, pass. 56 2nd plus 3rd)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#597) for ICSNC for Tientsin line. 12/12/26 at 03.55 hrs after leaving Weihsien o/v Tientsin-Shanghai (due 10.00 hrs) carried off course by strong tidal current and on the northern approach to the Yangtze Channel struck Amherst Rocks (31.10.34N, 122.22.53E) and sank in one hour with loss c.40 lives (China Press, 14/12/26, NCH, 18/12/26), mid-6/27 topmasts showing at 45-degree angle (CP, 19/6/27).

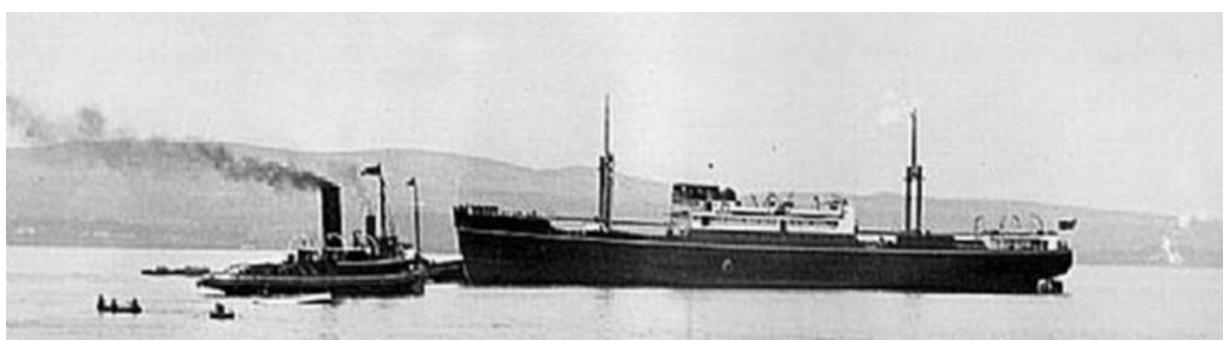


LIENSHING (sic) running trials at Hong Kong (HK&WDC/HKMM- ID 2008.0197.0201).



LIENSHING heavily laden, with deck awnings, canvas vent, and re-angled cowl ventilators (SK coll).

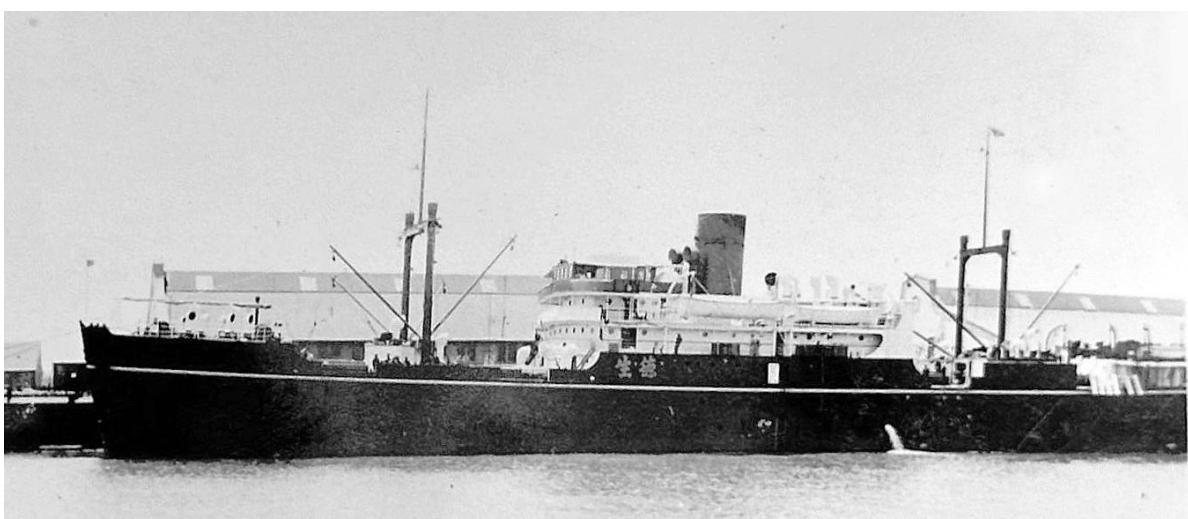
TAKSANG 德生 (II) (1935-42) 3471/35-7 (314.7 x 48.1', Q4cyl+ET/507nhp by D. Rowan & Co. Ltd, Glasgow) Built by Lithgows Ltd, Port Glasgow (#877) for ICSNC. 14/4/41 HK for Straits, then Calcutta-Rangoon-Penang service. 4/4/42 ex Calcutta for Bombay but 6/4 sunk in Bay of Bengal (17.52N, 83.40E) by Japanese carrier-based aircraft.



TAKSANG at launch. First UK order since KUTSANG (1922) (Stuart Cameron/clydesite.co.uk).



TAKSANG on trials in Clyde, ICSN postcard (H. Dick coll.).



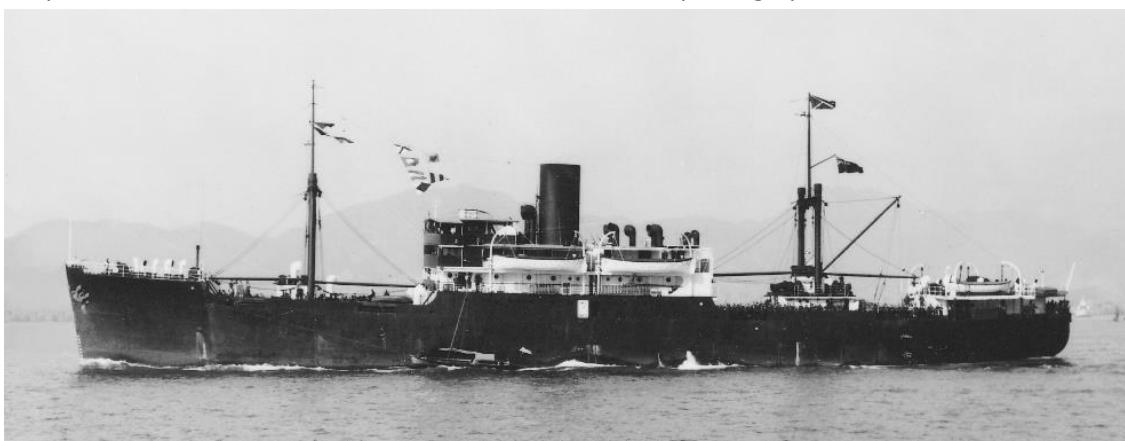
TAKSANG at Tsingtao (offered Feb 2025 on 7788.com).



TAK SANG (c.f. Lloyd's Register) with heightened funnel arriving Swatow, 11 Nov. 1938 (D. Gammon*).



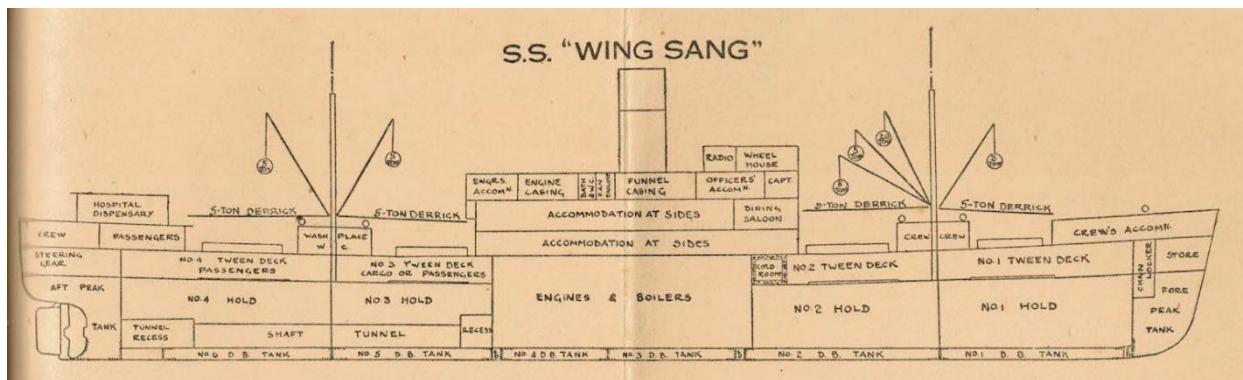
TAKSANG with removable nameboard, re-shortened funnel, presence of military personnel, and absence of hull band in an unsourced photograph dated 12 March 1939.

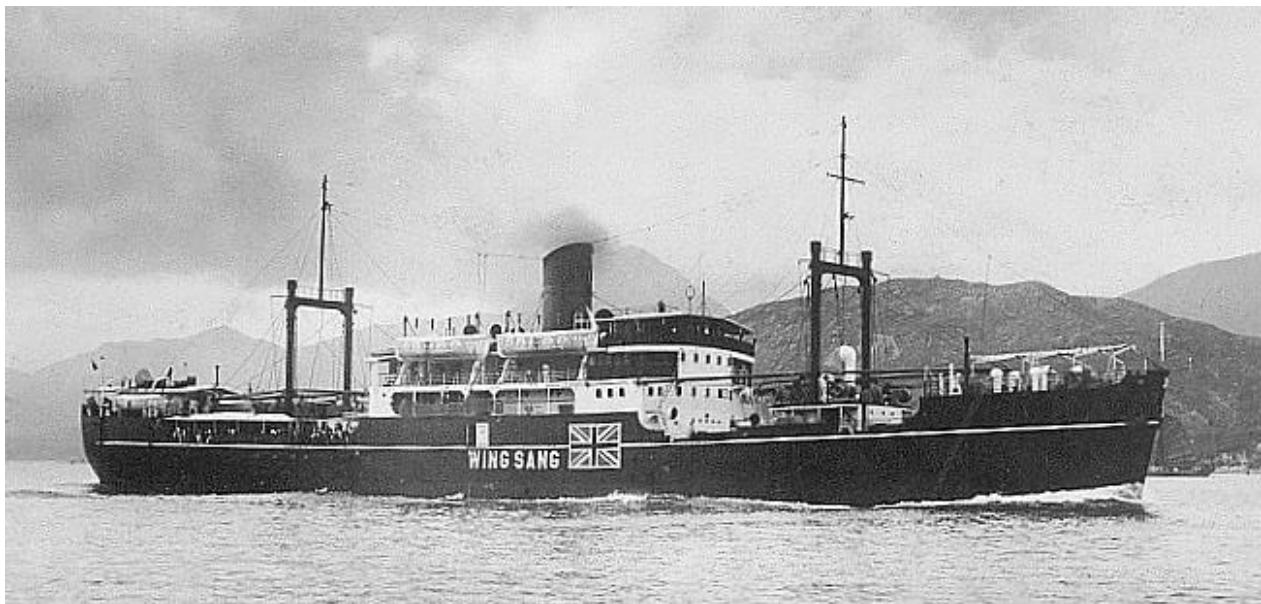


TAKSANG at Hong Kong with ensign in 'war' position, 12 September 1939 (D. Gammon*).

WING SANG 永生 (II) (1938-58) 3560/38-8 (314.9 x 48.1', Q4cyl+ET/549nhp/14k)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#780) for ICSNC. 11/2/52 stopped by armed junks. 19/5/52 attacked by pirates in Formosa Strait, also 21/6/53 (10 casualties). 2/11/54 as WEST INDIAN sailed from Hong Kong for 3-year charter to West Indies Nav. Co. Ltd (j.v. JM&Co., ICSNC and Colonial Devt Corp.) 1/55 in service Trinidad-Islands-Jamaica-v.v.. 6/57 sold to Shun Cheong S.N. Co. Ltd, Hong Kong, 2/58 delivered and r. TAIPOOLOY. 11/63 t/f to Tai Ping S.S. Nav. Co. Ltd, Hong Kong. 2/10/67 laid up at Hong Kong. 1/5/68 under demolition by Fuji Marden.





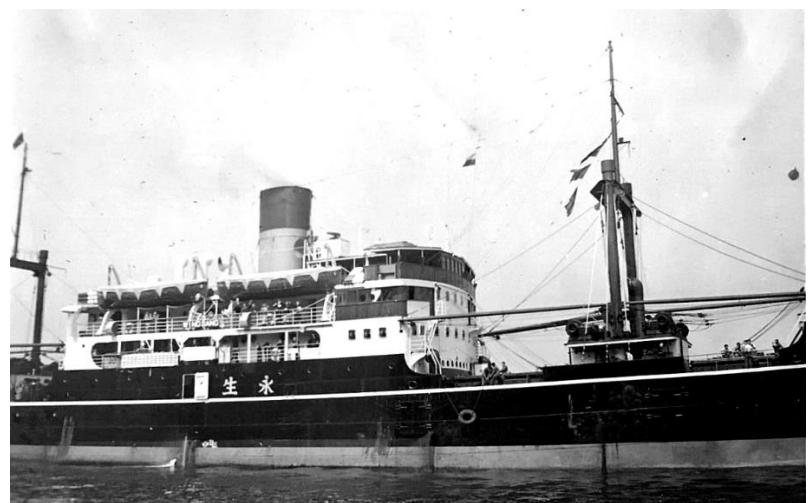
WING SANG as built with sloped funnel top (JM&C).



WING SANG alongside at Kowloon, very early postwar (NMM).



WING SANG alongside at Kowloon, evidently in MOT colours, 1946, steel hatch covers raised (Harvard Yenching Library (Hedda Morrison)).



Left: restored, at Hong Kong, 1953 (Andrew Suddaby@gwulo.com). Right: J. Quealy coll.



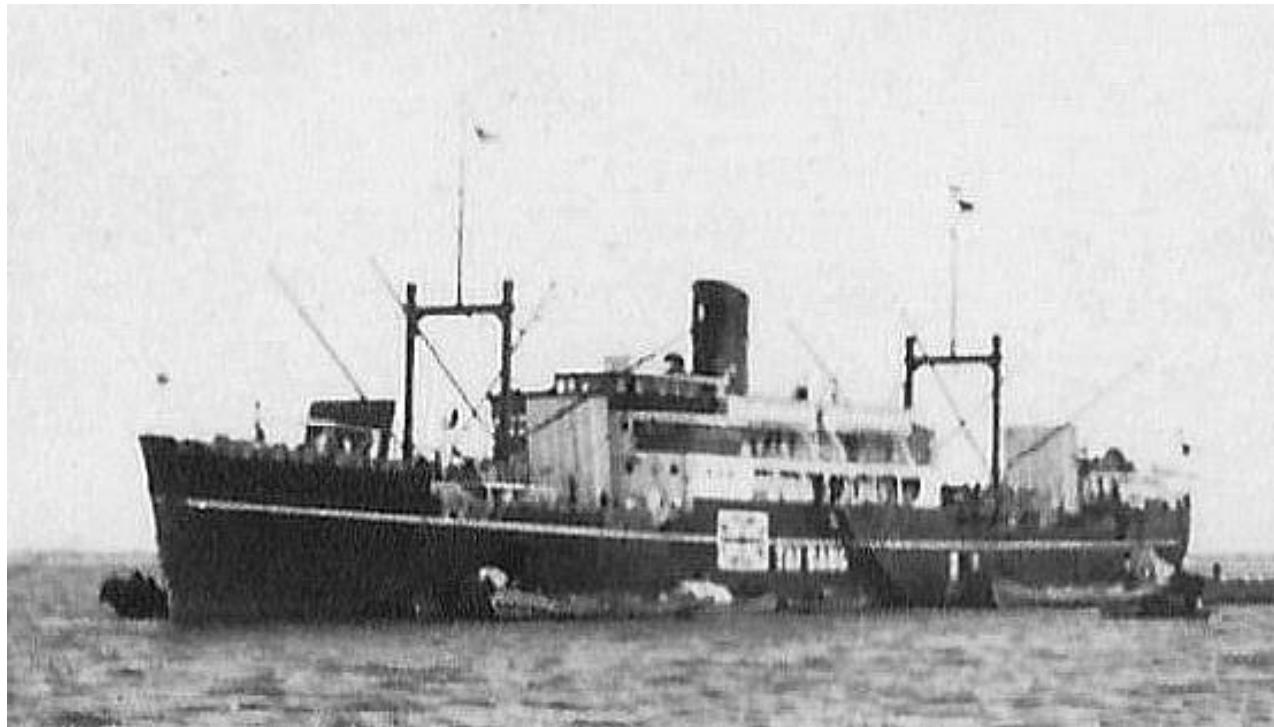
WING SANG on charter as WEST INDIAN but still in Jardine colours lying at a Caribbean port alongside Johnson Warren Line's HEATHMORE (1945) (coll. SK*).



WING SANG (1938-58) as TAIPOOLOY at Singapore c.1960 under Shun Cheung ownership.
Main outward change is radar/signal mast on bridge (R. Gabriel*).

TAI SANG (II) (1938-42) 3555/38-10 (314.9 x 48.1', Q4cyl+ET/549nhp/14k)

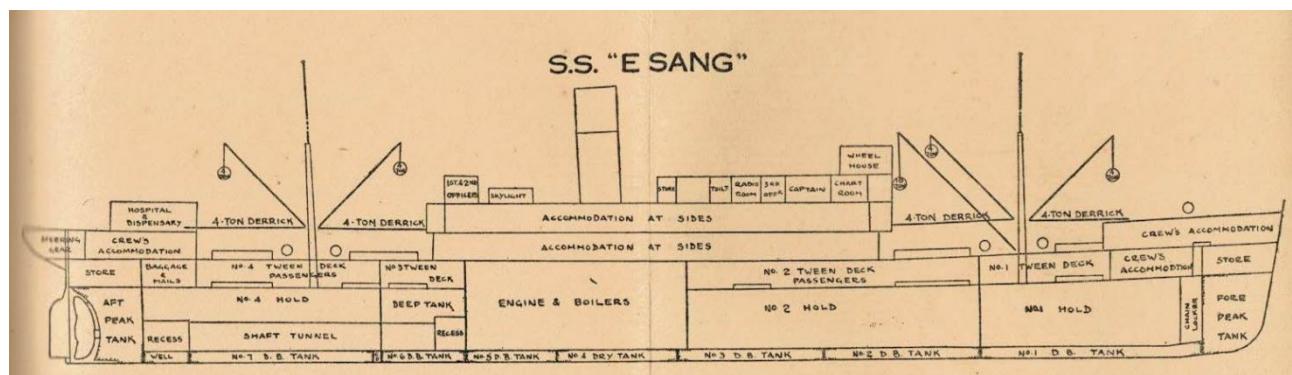
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#779) for ICSNC. 10/40 to Calcutta service. 24/1/42 bombed and sunk in Durian Strait in Riau Archipelago (00.55N, 103.35E), also rep. as having run into an Allied minefield [BT 389/32/135].



The Hong Kong & Whampoa-built TAI SANG had a life of only three years (coll. SK).

E SANG 恰生 (II) (1938-55) 3445/34-9 (329.3 x 47.2', T3cy/388nhp/13k, pass.)

Built by Barclay, Curle & Co. Ltd, Glasgow (#650) for China Merchants S.N. Co. Ltd, Shanghai as HAI HENG, 26/9/34 trials. 8/37 laid up at Hong Kong. 8/38 sold to ICSNC r. E SANG. 9/10/40 ex HK for Singapore, then service around Bay of Bengal. 1951-55 on charter to MOT for Japan-Pusan shuttle. 5/55 sold to On Thai Nav. Co. Ltd (Ngow Hock Co. Ltd, Bangkok mgrs.), Hong Kong r. BLISSFUL. 11/11/68 arrived at Hong Kong for breaking up. [BT 389/10/103]



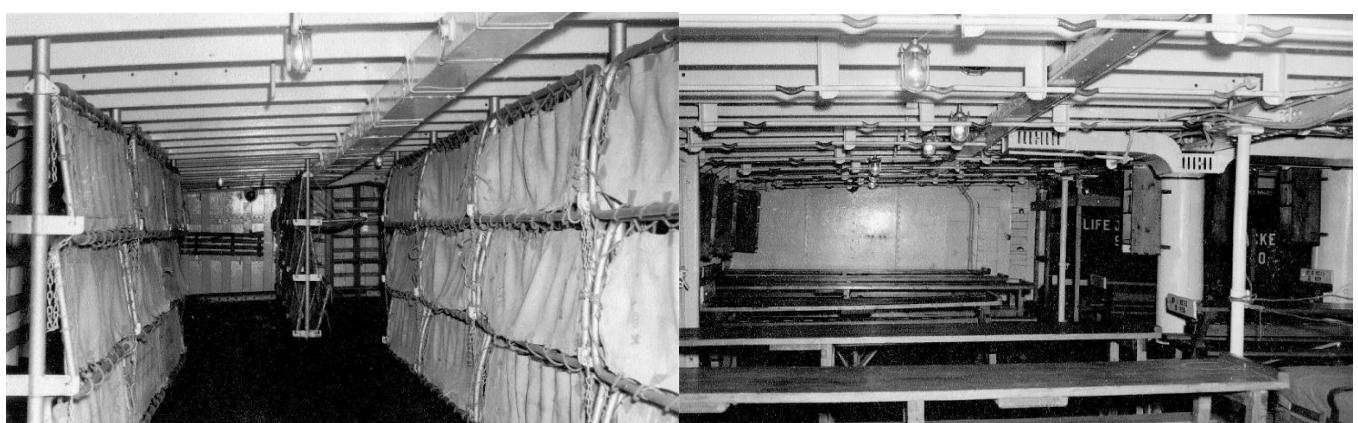
GA plan of E/WO SANG showing 4 holds but short No. 3 with deep tanks, cabin passengers amidships, unberthed in long Nos. 2 & 4 tweendecks, crew forward and aft, 4t. derricks (Agents' Handbook, July 1948).



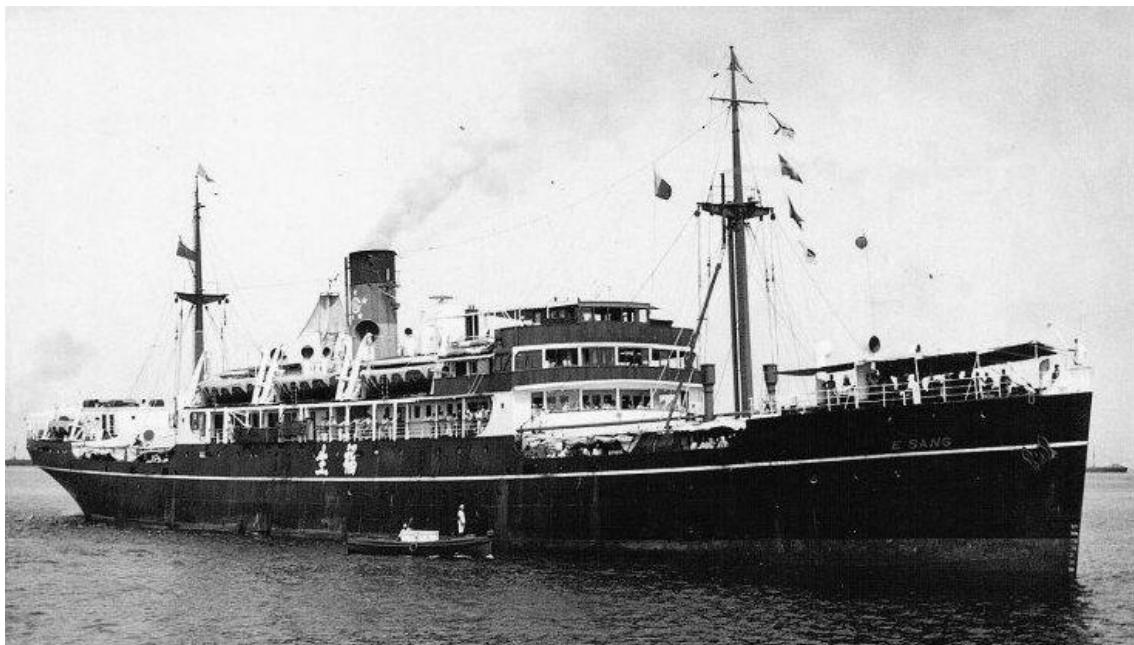
E SANG (JM&C).



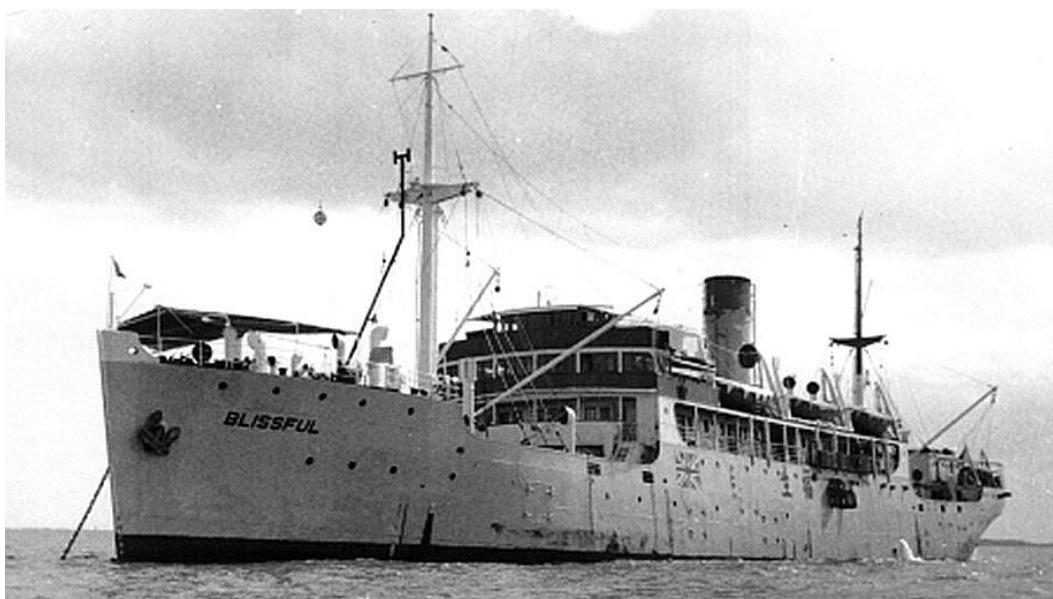
E SANG on MOT charter at Pusan (Slide Treasure Hunt/Ebay).



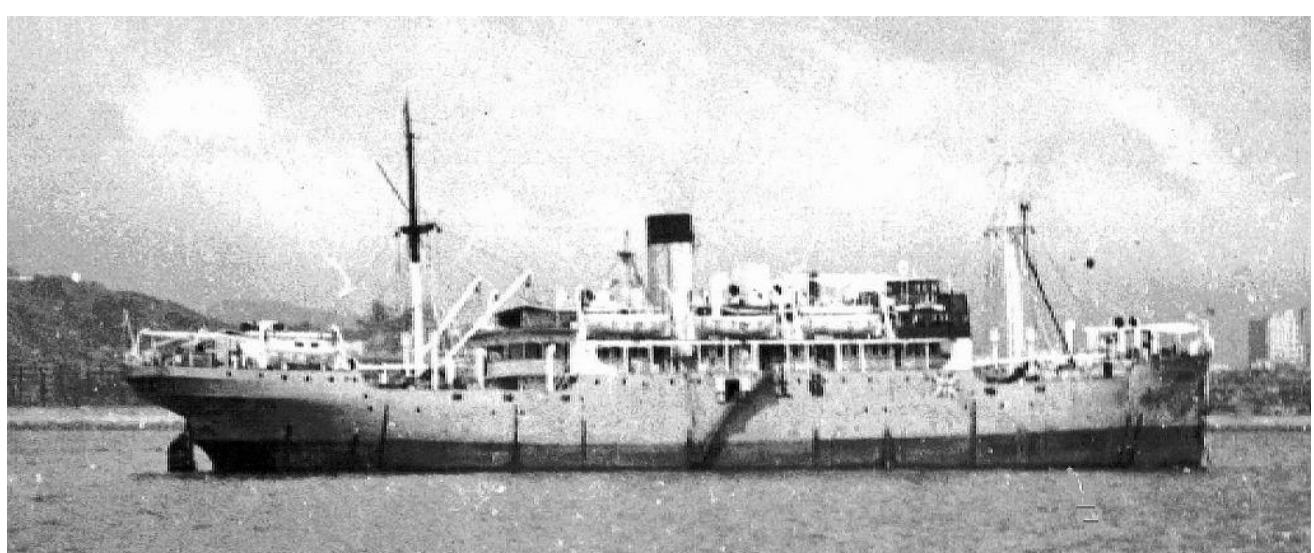
Tweendeck troop accommodation on E SANG, (R) three-tier bunks, (L) soldiers' mess (H. Dick per J. Pring).



E SANG in early 1955 while on On Thai charter prior to sale (Internet).



BLISSFUL ex-E SANG in Ngow Hock colours. Chinese name reads as 'SANG FOOK' ('Lucky Life') (T. Rayner).



BLISSFUL ex E SANG moored at Hong Kong (coll. H. Dick).

MING SANG 明生 (II) (1938-41) 3420/34-10 (328.7 x 47.2', T3cy/383nhp/13k, pass.)

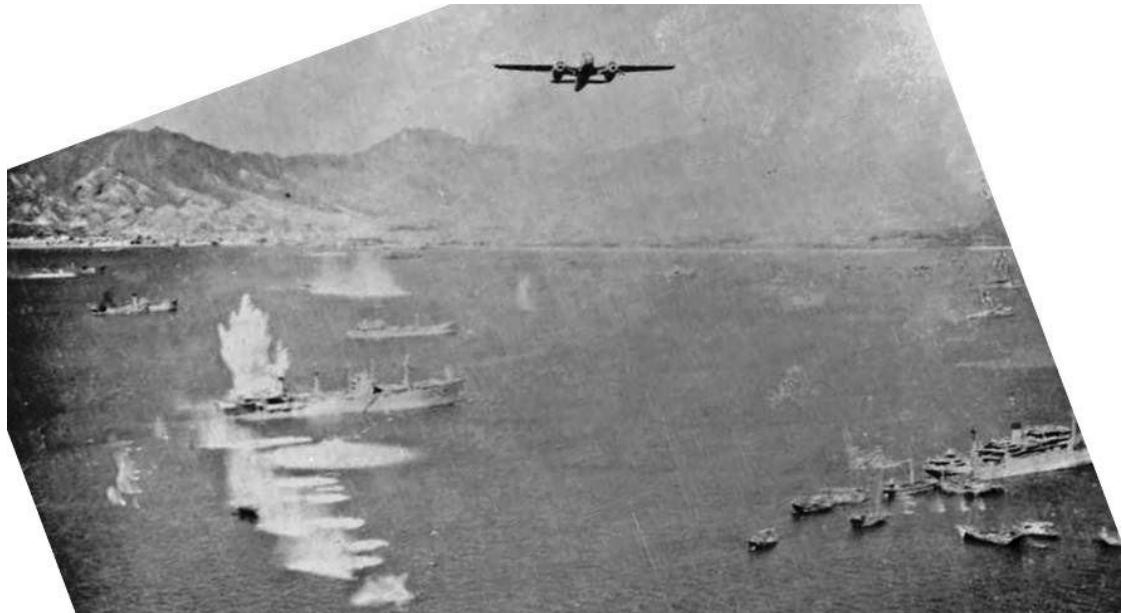
Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1458) for China Merchants S.N. Co. Ltd, Shanghai as HAI LI, 23/10/34 trials. 13/6/37 struck rocks and beached on Saddle Island, 17/6 arrived Shanghai after refloating. 8/37 laid up at Hong Kong. 8/38 sold to ICSNC r. MING SANG. 23/2/41 arrived HK for docking, then no further record. 25/12/41 scuttled at Hong Kong. Salvaged by Japanese and recomm. As BISAN MARU. 18/6/45 mined and sank off Karatsu, Japan (33.58N, 130.44E). 8/49 rep. salvage NE of Wakamatsu abandoned. [BT 389/21/20]



MING SANG at Hong Kong, 7 September 1939 (D. Gammon*).



MING SANG, Hong Kong, 12 December 1939 (D. Gammon*)



BISAN MARU ex MING SANG at far right avoiding serious damage during attack by U.S. B-25 at Hong Kong 16 October 1944 (Volmer, US Army 14th Air Force/coll, P. Cundall).

WO SANG 和生 (II) (1938-56) 3448/34-10 (329.3 x 47.2', T3cy/388nhp/13k, pass.)

Built by Barclay, Curle & Co. Ltd, Glasgow (#651) for China Merchants S.N. Co. Ltd, Shanghai as HAI CHEN, 31/10/34 trials. 8/37 laid up at Hong Kong. 8/38 sold to ICSNC r. WO SANG. By 12/39 in Bombay-Karachi service. 1951-55 on charter to MOT for Kure-Pusan shuttle. 5/56 sold to Shun Cheong S.N. Co. Ltd, Hong Kong r. TAIPOOHONG for S. China-Straits line. 1960-61 on charter in Indonesia. 8/65 t/f to LSSA, Panama r. LORINDA for Hong Kong-Saigon line. End-11/67 under demolition at Hong Kong by Lee Sing Co. Ltd.



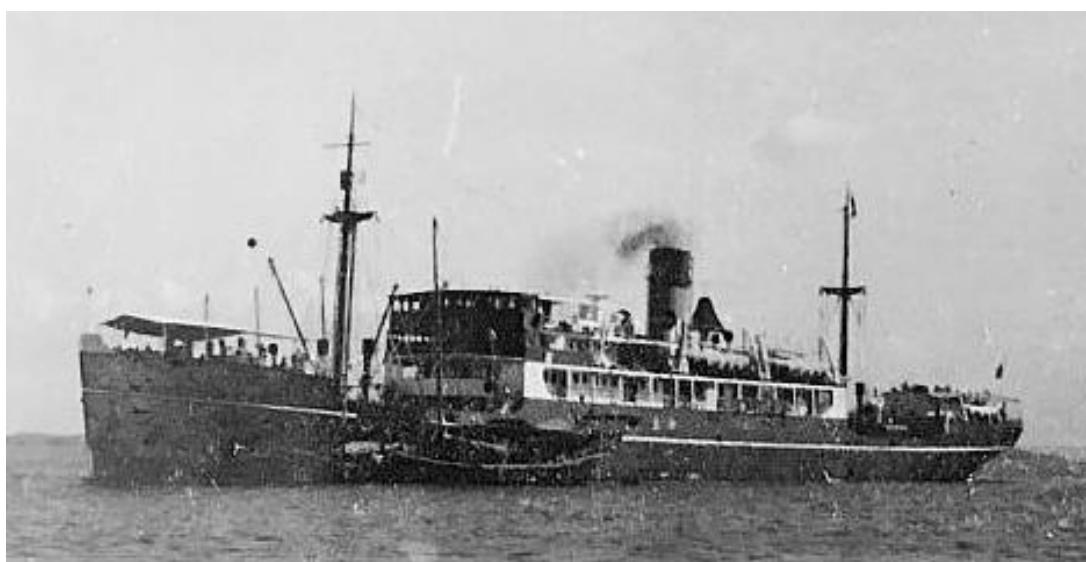
WO SANG (JM&C).



WO SANG at Swatow, 5 October 1939 (D. Gammon*).



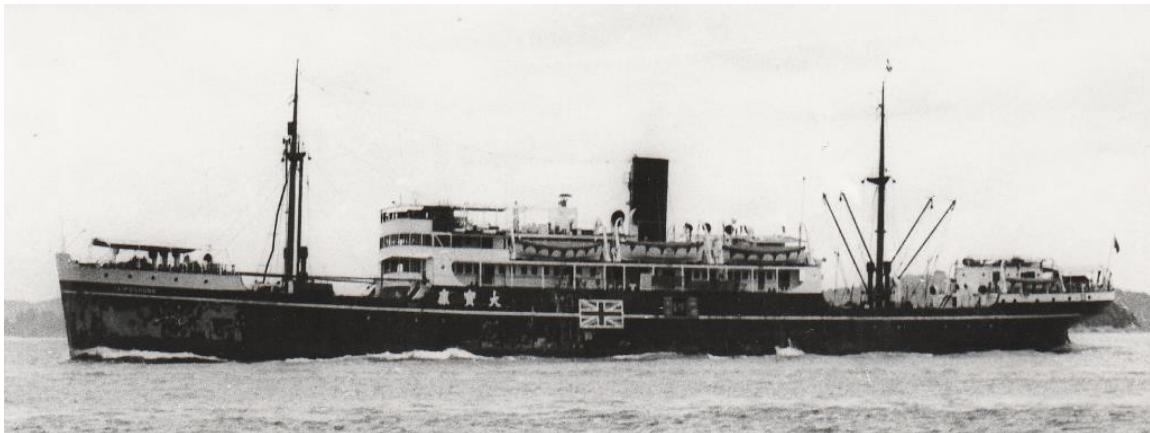
WO SANG postwar, extra deck added to poop (JM&C).



WO SANG postwar (John Quealy).



WO SANG on MOT charter at Pusan (Slide Treasure Hunt/Ebay).



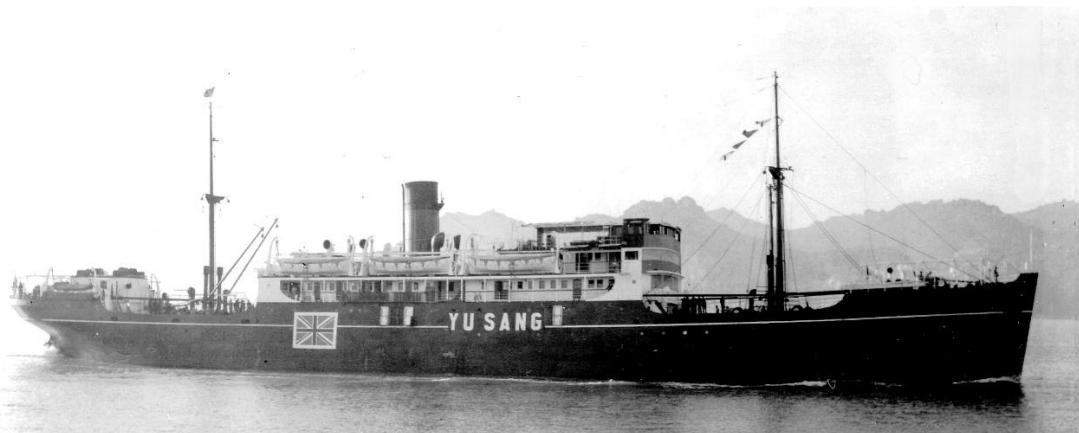
As TAIPOOHONG c.1960, varnished bridge painted over, name in Chinese characters amidships but otherwise little changed from Jardine era (R. Gabriel/HD*).



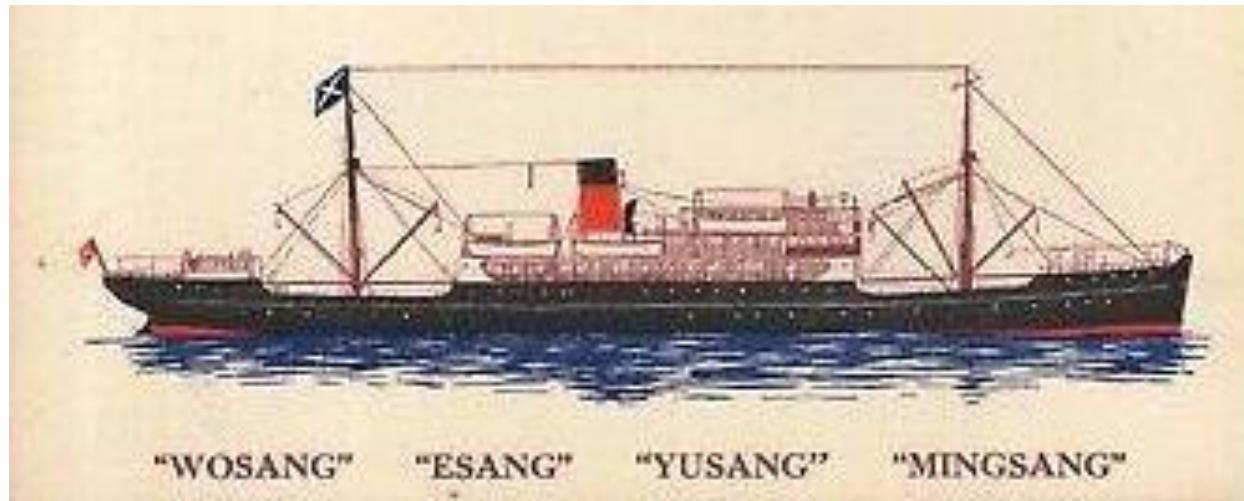
As Panamanian-flag LORINDA 黃安 (HONG ON "Yellow Peace") ex TAIPOOHONG inbound in Saigon River, 11 February 1967, ten months before delivery to breakers (D. Nance/NAA).

YU SANG (II) (1938-42) 3432/34-9 (328.7 x 47.2', T3cy/383nhp/13k, pass.)

Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1456) for China Merchants S.N. Co. Ltd, Shanghai as HAI YUAN, 7/9/34 trials. 21/5/37 holed and ashore at Capsuimun Pass on voyage Canton-Hong Kong, 29/5 refloated. 8/37 laid up at Hong Kong. 8/38 sold to ICSNC r. YU SANG. 10/12/41 at Manila. 6/2/42 at Mariveles, where 26/2/42 requisitioned by US Navy. 9/4/42 exploded after bombed while loading munitions at Mariveles [BT 389/32/222].



YU SANG arriving Swatow 12 December 1938, dipping colours to U.S.S. TULSA (D. Gammon*).

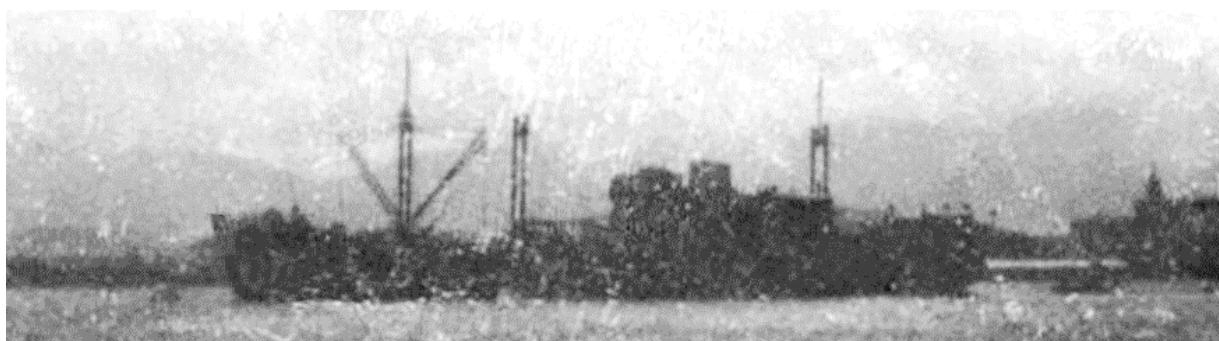


HINSANG 顯生 (1941-41) 4644/41-6 (M) 350 x 53', M6cy/404nhp)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#836) for ICSNC, 20/2/41 delayed launch after loss of steelwork on 11/7/40 with *City of Bagdad* (7506/20). 23/6/41 on completion under liner requisition scheme, 24/6 sailed HK for Rangoon via Singapore. 29/7 returned to HK. 8/41 in service Hong Kong-Sandakan [BT 389/15/188]. 25/12/41 scuttled at Hong Kong. Salvaged by Japanese and 4/43 r. KENSEI MARU. 12/1/45 in convoy bombed and sunk by US aircraft 25m. SE of Phan Rang, southern Vietnam (11.10N 108.55E), 67 crew and 26 others dead.



Model of HINSANG by Mr H.N. Hardie during internment in Stanley Camp (HK),
1942-45 (Matheson & Co., London office).



HINSANG at Hong Kong in wartime grey (JM&C).

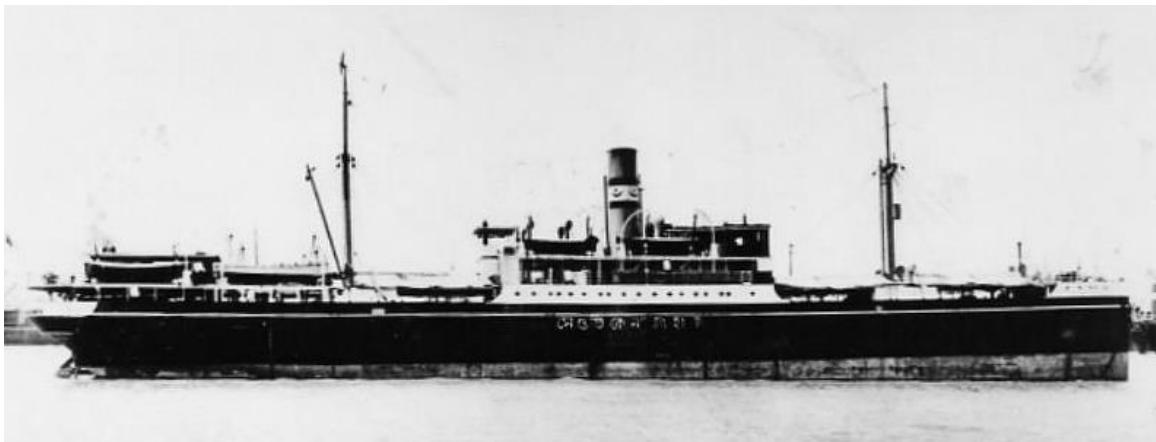


KENSEI MARU ex HINGSANG (Mitsui-OSK war history).

Charters from Wallem & Co. 1930-37

(WO SANG 和生) SANDVIKEN 三民 (1930-37) 2916/26-1 (295.0 x 45.7', T3cy/244nhp/12k, Rankin & Blackmore Ltd, Greenock, pass. 21st, 1100 deck)

Built by Wm Hamilton & Co. Ltd, Port Glasgow (#394) for Wallem & Co. A/S, Bergen for China Coast trade. 15/2/26 trials. 5/26 in service. 21/8/26 while on charter to Soviet S.S. Co. o/v Canton-Shanghai seized by pirates near Hong Kong and taken to Bias Bay. 9/30 on charter to ICSNC for Shanghai-Canton trade as 'WO SANG' (Chinese name). 9/37 redelivered to owners at Singapore. 4/41-5/42 t/c by Norwegian Shg & Trade Mission to British India S.N. Co. 5/42 at Ismailia t/c by MOWT to Treplan for U.S. service. 20/3/43 del. at New York to U.S. War Shipping Admin. 6/8/45 at New York del. to Norwegian Mission in USA. 1957 t/f to Wallem, Steckmest & Co. A/S, Bergen. 7/58-64 on charter in Indonesian waters. 2/59 t/f to Pan Norse S.S. Co. S.A., Panama r. NEGOSAN. 1960 r. NEGO SAN. 1964 sold to Doreen S.S. Corp. S.A. (Quincy Chuang, Hong Kong, mgr), Panama r. CARINA. 22/3/66 o/v Bali-Hong Kong (pigs) stranded off NE Borneo near Sibutu Passage in 04.35N, 119.25E, abandoned but 6/6 refloated. By 11/66 in course of demolition at Hong Kong by Fuji Marden.



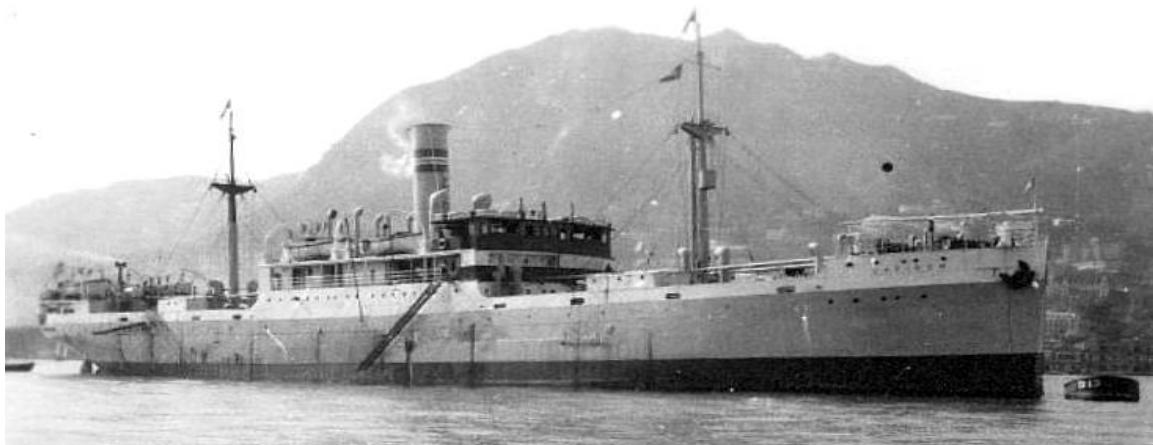
SANDVIKEN (H. Larsen-Feddes).



Likely SANDVIKEN on Jardine charter at Hong Kong in 1937 ((unknown photographer/coll. SK*).

(MING SANG 明生) DAVIKEN 威城景(1931-37) 2922/26-1 (295.0 x 45.7', T3cy/244nhp/12k, Rankin & Blackmore Ltd, Greenock, pass. 21st, 1100 deck)

Built by Wm Hamilton & Co. Ltd, Port Glasgow (#393) for Wallem & Co. A/S, Bergen for China Coast trade. Early 1931 on charter to ICSN for Shanghai-HK/Canton trade as 'MING SANG' (Chinese name). 14/8/37 damaged by bombing during Sino-Japanese hostilities, reverted to owners. 12/41 t/f to British India S.N. Co. Ltd, London. 6/42 to MOWT for Red Sea/E. Mediterranean voyages. 19/8/42 at Aden t/c by MOWT to Treplan and 11/42 sailed S. Africa for Caribbean trading. 22/3/43 del. at New York to U.S. War Shipping Admin. 6/8/45 at New York del. to Norwegian Mission in USA, then Atlantic and N. Europe. 14/2/46 sailed Liverpool for Hong Kong (21/5), where mid-7/46 minor damage in typhoon. 1957 t/f to Wallem, Steckmest & Co. A/S, Bergen. 7/58-64 on charter in Indonesian waters. 2/59 t/f to Pan Norse S.S. Co. S.A., Panama r. NEGOSWAN. 1960 r. NEGOSWAN. 1964 sold to Doreen S.S. Corp. S.A. (Quincy Chuang, Hong Kong, mgr), Panama r. BENORA. 3/68 at Hong Kong awaiting demolition.

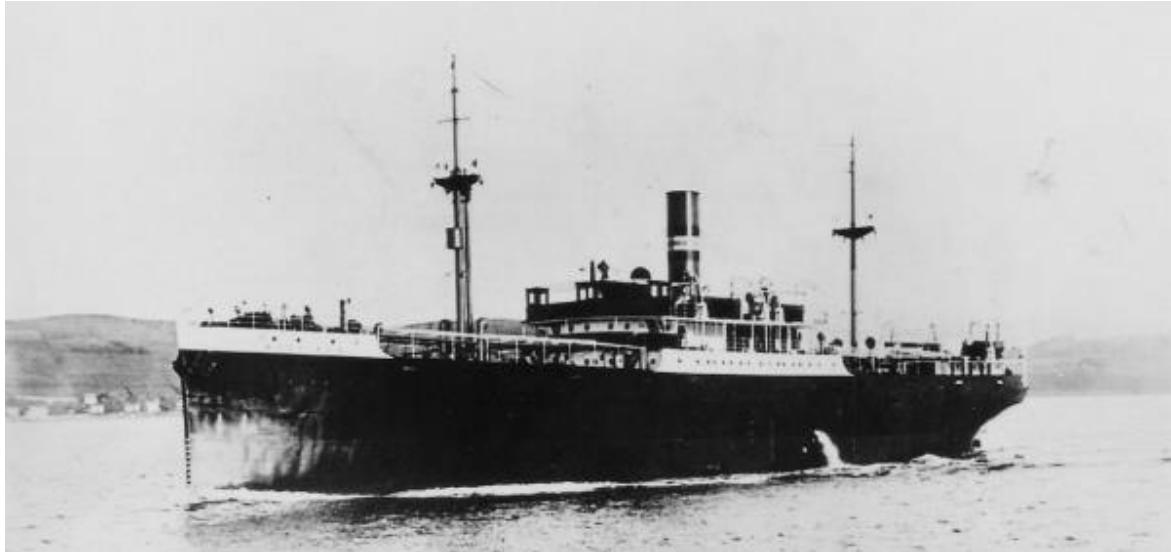


DAVIKEN at Hong Kong (Arne Gundersen).

(E SANG 怡生) NORVIKEN 那威景(1931-37) 2924/25-12 (295.0 x 45.7', T3cy/244nhp/12k, Rankin & Blackmore Ltd, Greenock, pass. 21st, 1100 deck)

Built by Wm Hamilton & Co. Ltd, Port Glasgow (#392) for Wallem & Co. A/S, Bergen for China Coast/Straits trade. Mid-1931 return Singapore-HK via Port. Timor. c.12/31 on charter to ICSN for HK/Canton-Shanghai trade as 'E SANG' (Chinese name). 13/3/33 o/v Shanghai-Hong Kong seized by pirates and looted off Chiling

Pt (75m. S. of Foochow), 10 hostages seized – 14/4 arrived Swatow. 9/37 redelivered to owners. 1939-41 mainly rice trade Bangkok/Rangoon-Hong Kong. 10-12/41 o/c to H.M. Nemazee for Java-Persian Gulf (sugar). 1/42 drydocking at Calcutta. 2/42 allocated to Indian coastal trade (o/c Mackinnon Mackenzie). 20/3 Calcutta-Madras (coal), then Madras-Bombay (ballast) but 9/4/42 bombed by Japanese aircraft, abandoned 6m. offshore, drifted ashore 35m. S. of Batticaloa, E. Coast of Ceylon, 10/4 found set on fire by looters, burned out and broke in two. CTL [BT389/40/194].



Early NORVIKEN (H. Larsen-Feddes).

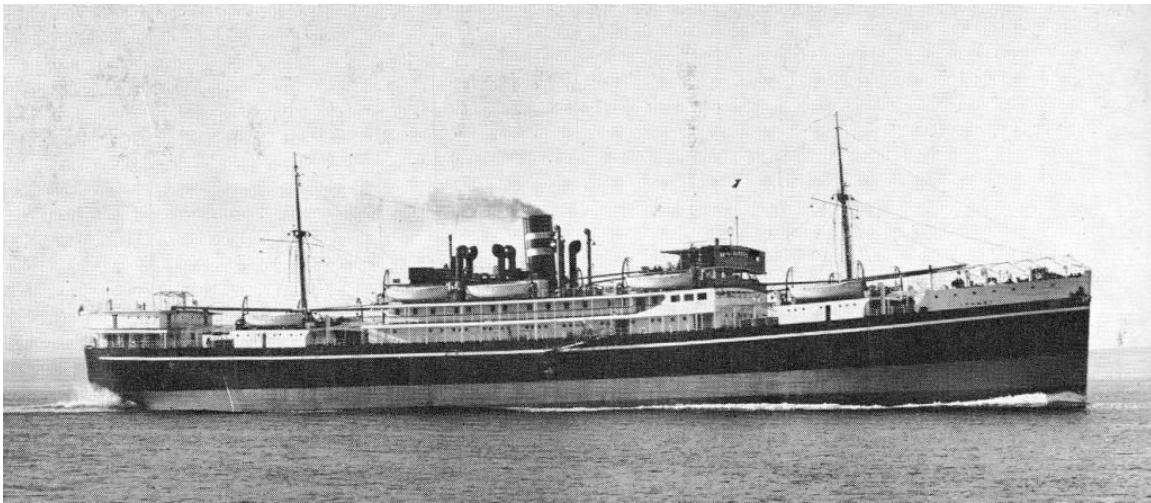


NORVIKEN in Jardine colours c.1931 (Alan Lee coll.).

Other charters 1936-40

ISLAMI (1936-39) 5879/34-11 (408.9 x 65.2' T3cy/517nhp/12k, Rankin & Blackmore Ltd, Greenock pass 98 1st, 1321 deck – postwar figs)

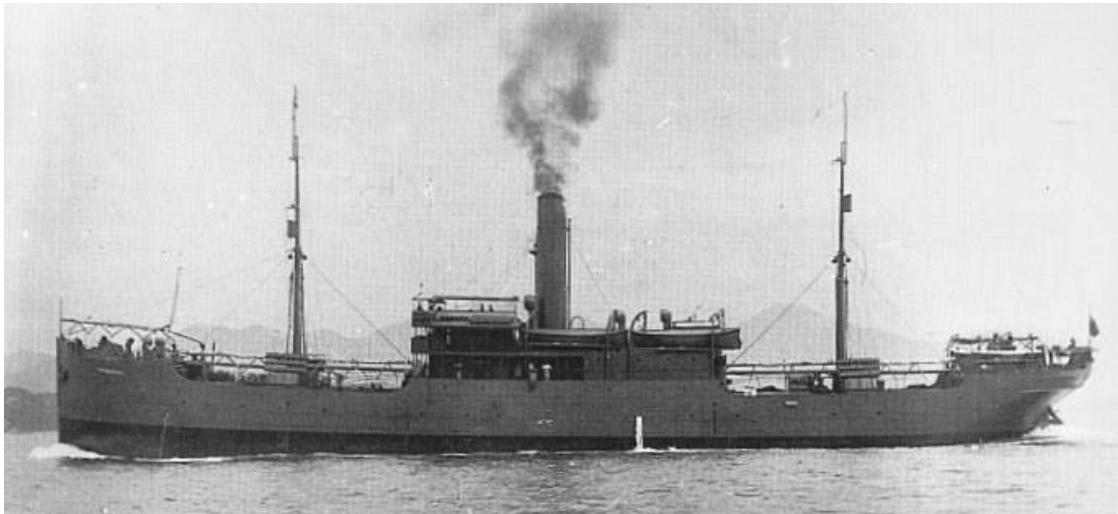
Built by Lithgows Ltd (#873) for Bombay & Persia S.N. Co. Ltd, Bombay for pilgrim trade. 1936-39 off-season charter (approx. May-Oct) to ICSN for Calcutta-China-Japan trade. 12/38 t/f to Mogul Line Ltd. 1947 Indian flag. 30/9/67 delivered at Kaohsiung for demolition by Chin Ho Fa Steel & Iron Co.



ISLAMI on builder's trials (Lithgows Ltd).

(KWANG SANG 廣生) PROMINENT (1936-c.39) 2232/18-02 (270.6 x 40.02', T3cy/215nhp)

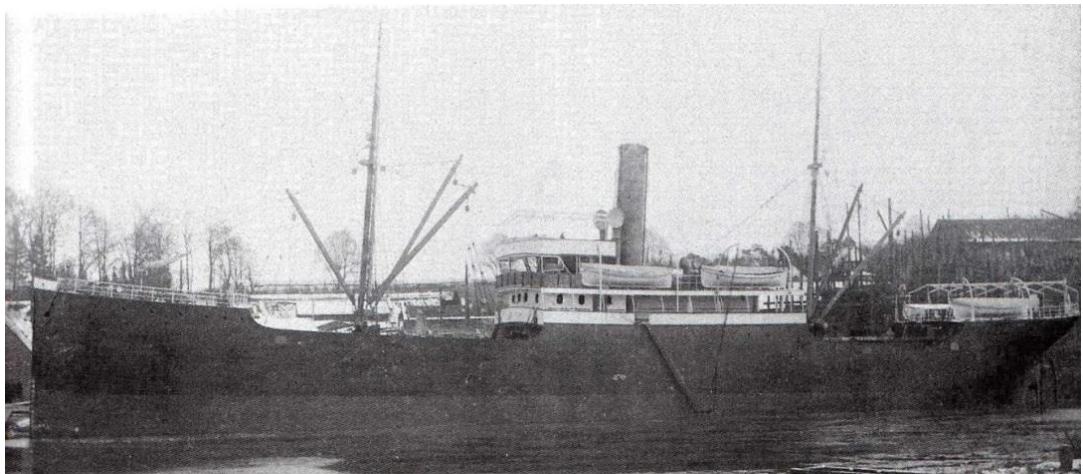
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#555) for Furness, Withy & Co. Ltd, Hong Kong as nominees for D/S A/S Produce (Hans Kiær & Co. A/S), Drammen as PROMINENT. 22/10/17 mgrs H. M. Wrangell & Co. A/S, Haugesund. By 6/36 on charter to ICSN for China Coast. 1/38 mgrs Jacob Odland S.S., Haugesund. 4/40 mgrs Nortraship. 2/3/42 sunk by gunfire from Japanese warships abt. 230 nm south of Java, Indonesia on voyage Tjilatjap/Fremantle, 14 persons lost. Survivors rescued by the Dutch passenger vessel *Zaandam*.



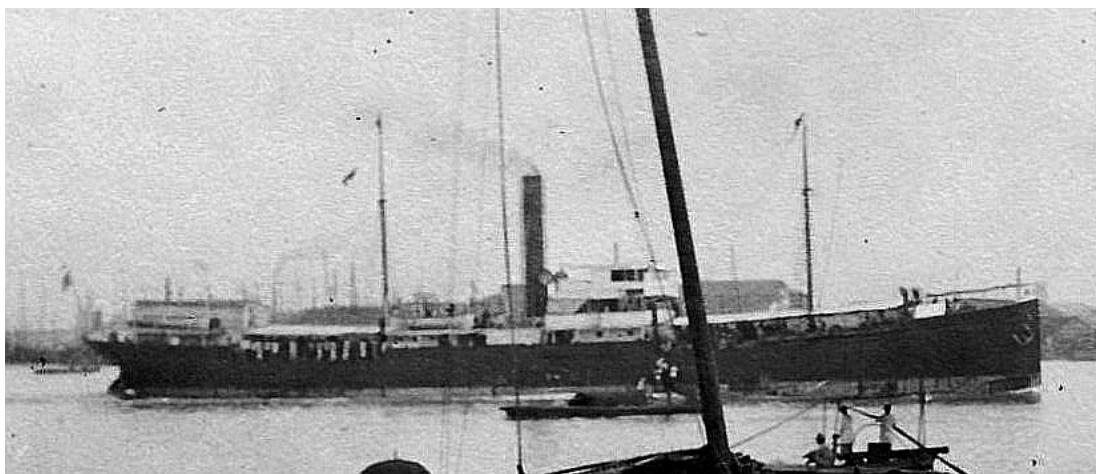
PROMINENT in wartime colours (<https://skipshistorie.net/>).

TAI SEUN HONG 大順康 (1936) 2168/02-12 (297.6 x 39.5', T3cy/167nhp, Ottenser Maschf., Altona)

Built by Henry Koch A.G., Lubeck for Norddeutscher Lloyd, Bremen (#141) as BORNEO. 8/14 interned at Zamboanga, 6/4/17 taken over by USSB, Manila r. NIPSIC (Madrigal & Co. mgrs?). 1920 sold to Madrigal & Co., Manila. 3/24 sold to Shun Tai S.S. Co., Hong Kong r. BORNEO for HK-Haiphong trade. 6/34 sold to Yau Yee Hing, Canton. 1935 sold to Kwong Lee S.S. Co, Fort Bayard, Kwang Chow Wan (Fr.) r. TAI SEUN HONG (English reading TAI SHUN HONG). By 6/36 on charter to ICSN for China Coast. 1940 Vichy French. 4/42 chartered by Teikoku Sempaku K.K., r. TEISHUN MARU and contracted to Toa Kaiun K.K. for operation. 26/8/42 torpedoed and sunk by USS Haddock in 25.53N 121.23E, about 100 nm NNW of Keelung. [A. Kludas NDL List; combinedfleet.com]



TAI SEUN HONG as BORNEO (Hapag-Lloyd A.G.).



Likely BORNEO or TAI SEUN HONG with heightened funnel, enclosed bridge and awnings, easing into anchorage in front of the Shameen in Canton (unknown photographer/coll.SK*).

Our Wo Fat Sing list (South China) contains photographs taken in the 1937-41 period of that company's passenger steamers **LYEEMOON** (1928-43) 2885/08 and **HELIKON** (1930-59) 2232/17 evidently flying Jardine houseflags.

Harbour Scenes



Four Jardine steamers at the Hongkew wharves in Shanghai on the early morning of Tuesday 31 March 1891. From left TAI WO discharging from Lower Yangtse ports, KOW SHING loading for late afternoon sailing for Ningpo, FOOKSANG about to sail for Swatow and CHOY SANG loading for 2 April sailing for Chefoo and Newchwang (Kung Tai/UoB dh-s130).



Tientsin 1930s with TINGSANG about to sail and CHEONG SHING or WAI-SHING (from a postcard in Y. Kobayashi coll.).

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