

Chung Hsing (Zhongxing) Coal Mining Co. Ltd. & associated shipping firms (since 1930)

Chung Wei S.S. Co., Shanghai (CWSSC, 1931-37)
Chung Hsing S.S. Co., Shanghai (CHSSC, 1931-37, 1945-50)
Tai Ping S.S. Co, Shanghai (TPSSC, 1933-37) (part owned by Robert Chen)
Chung Hsing Coal Mining Co., Shanghai (CHCMC, 1934-37)
Taiwan Chung Hsing S.S. Co. Ltd., Keelung (TCHSSC, 1950-68)
Chung Hsing Public-Private Partnership, Shanghai (CHPPP, 1952-54)
Chung Hsing S.S. Co. (PRC-CHSSC), Shanghai of 1/10/54
(absorbed into Shanghai Maritime Bureau (SMB) on 15/4/56)

中興煤礦公司、中興輪船公司

ILLUSTRATED FLEET LIST

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After centuries of small-scale coal mining, in the late 1870s a modern mine was established in Ihsien/Yixian (present day Zhaozuan) in southern Shantung under the patronage of Li Hung-Chang/Hongzhang, Viceroy of Chihli (North China) and Superintendent of Trade. The Chung Hsing [China Prosperity] Coal Mining Co. Ltd. was registered in 1880 with a capital of 20,000 taels. However, the first substantial development, using modern, German machinery did not take place until after World War One, by which time the shareholdings were dominated by names linked to the state and smaller shareholdings held by numerous local warlord interests. Chung Hsing was innovative and highly profitable and, according to Wright, by the early 1920s was the largest purely Chinese shareholding coal company and the third largest such company when foreign-owned companies were also taken into account.

Nevertheless, by the mid-1920s, as Wright explains, Chung Hsing was facing serious challenges. Unlike other mining companies, it had been able to rely on rail transport because the mine was situated close to the Tientsin-Pukow railway, but internecine warfare began to interrupt shipments,

which all but ceased in 1927. The company was still able to ship via the Grand Canal, which also ran south to the Yangtze, but the canal's condition was poor and only a limited quantity could be shipped. A second problem resulted from the rise of the Kuomintang and Chiang Kai-shek's Northern Expedition, which led to demands for substantial contributions to military campaign funds. After these demands had been resisted, in 1928 Kuomintang forces took over the mine and production came to a standstill. Led by General Manager Chu Chi-chien (1872-1964), Chung Hsing fought back fiercely, seeking help in the financial circles of Shanghai and Ningpo and especially from the Chekiang financial clique led by Chang Chingchiang, who was one of Chiang Kai-shek's most important political patrons. Chang was one of the 'Four Elders' of the Koumintang, and from 1928 to 1930, was governor of Chekiang, his and Chiang Kai-shek's home province.



Chu Chi-chien



Chang Ching-chiang



Chien Yung-ming



Robert Chen in 1948

Sources: Internet, Wikipedia, Internet, Zarach

Chu's strategy succeeded and new finance was arranged with several Shanghai banks. Loans of CN\$5 million enabled procurement of new equipment, electrification of operations and restoration of output. The business circles were able to prevail on the KMT to rescind its takeover order in September 1928 after payment of a 'ransom' of CN\$1 million. As the *quid pro quo*, the Chekiang clique took out substantial shareholdings alongside the existing shareholders and set up a new management team. Industrialist Chien Yung-ming of the Chekiang group became General Manager in 1929 with Chu promoted to Chairman. In 1933 Robert Chen (b. 22 July 1905) was appointed secretary of Chung Hsing Coal Mining Co. and later became Director and General Manager of Chung Hsing Steamship Company.

The solution to the transportation problem was the establishment of a shipping fleet. Using the lengthy rail and canal transport to ship to Shanghai involving rail trans-shipment at Pukow outside Nanking represented a bottleneck had always been more expensive than the steamship transportation used by other coal mining companies in North China and placed Chung Hsing at a cost disadvantage. With the assistance of the Chekiang business clique, in 1930 Chien established a Shipping Division. Although details are incomplete, there appears to have been an association with Chung Wei S.S. Co., newly founded by Chen Shuntong (b. Ningpo January 1897), who resigned as Deputy Director at China Merchants S.N. Co. in Shanghai and established the company,

headquartered at Sichuan Road in Shanghai, with a capital of CHN\$300,000. The arrangement had involved the listing as security of the steamship *Tung Foong* which was provided by Chang Chingchiang, renamed *Tai Ping*, and offered on advantageous terms for settlement in two years at 50% of the market price. This represented a tactical win for Chen Shuntong, who had been offered the ship for free, but did not want to become too beholden to Chang. The 3360-dwt vessel was formerly *Corio* owned by Huddart Parker Ltd., Melbourne and had been built as a collier. It would have loaded under long-term charter for Chung Hsing at Pukow, probably mainly for the developing export trade with Japan which, according to Wright, by 1934 had reached 50,000 tons per year, and was projected to grow to 370,000 tons in 1937 out of total output of more than 1.5 million tons.

The second steamship, and first known to have been registered under the Chung Hsing S.S. Co. name, was the 5025-dwt *Hsin Tai Ping* ('New Tai Ping') bought from McIlwraith McEachern in Australia in June 1931. A photograph supplied from Chinese sources shows that by the late-1930s the superstructure had been built up into a solid accommodation block over the full central island and extra boats aft, compared with the modest superstructure of Australian days. A larger crew in colder conditions combined with the desirability of a more modern appearance probably constituted the reasons. This acquisition seems also to have involved an arrangement supporting Chung Wei S.S. Co., to which the ship was eventually transferred, with a probable continuing charter back to Chung Hsing, given that multiple sources state that in 1934 Chung Hsing had contracts to use two vessels on long-term charter. In October 1936, however, *Hsin Tai Ping* went onto a charter to Daido Kaiun and never returned to Chinese control.

A third vessel acquired in 1932 was *Shun Foong*, one of the largest ships under the Chinese flag, which had been built for the German Rickmers company by its own yard in Bremerhaven as recently as 1911. A heavily constructed ship that would have been ideal for coal cargos, it too was evidently purchased under a demise arrangement between Chung Hsing S.S. Co. and Chung Wei S.S., to which it was eventually transferred, and again the policies of Japanese importers favoring that country's companies resulted in it being chartered to Daido Kaiun, never to return. A fourth but smaller vessel under a probable joint arrangement was the smaller 3100-dwt *Hsin Ping* or 'New Peace', acquired by Tai Ping S.S. Co. of Shanghai in 1933, established largely by Robert Chen and notable in repeating the 'Tai Ping' name. In 1937 when the politico-economic environment was deteriorating this vessel was transferred in the opposite direction, to the ownership of Chung Hsing S.S. Co.

With an eye to shipment to Japan, in 1933 agreement was reached with the Longhai railway to build a feeder line from the site of the mines to a new port at Lianyungang south of Shantung which was being built by the Netherlands Harbour Works (Koninklijke Nederlandsche Mij voor Havenwerken). Chung Hsing raised a bond issue of CHC\$1 million to finance the line, which was opened in March 1936 along with its own wharf at Lianyungang which was also completed that year. The Bailianking coal stacks and dock at Pootung, Shanghai were also acquired at this time. The company, with its relatively high quality coal, continued to be profitable, overcoming the setbacks of the Great Depression, difficulties with a militant labour union, problems with the political environment including Japanese attacks from 1932 and shutdowns of the railway. In the mid-1930s Chung Hsing

was producing some 2 million tons of coal annually, second only to the Kailan Mining Administration (5 million tons).

The shipping fleet was consolidated by the acquisition of four relatively modern steamers registered directly in the name of Chung Hsing Coal Mining Co. Ltd, starting with the *Chung Hsing* in 1934. It may be deduced that those close to the mine were not completely satisfied with relying upon the ship managers of the Chekiang clique, for which shipowning and dealing with the fluctuations of the shipping market were more of an end in itself. However, doubtlessly at the behest of the Chekiang clique, the government then introduced a regulation forbidding operators of coal mines to run shipping concurrently. While by the end of 1935 Chung Hsing S.S. Co. no longer owned any ships, the name was revived in 1936 with the purchase of an 1890-built motorized sailing ship *Yi Sung*, probably used as a coal hulk at Lianyungang. A biographical note on Chien Yung-ming states that he founded Chung Hsing S.S. Co., Shanghai in August 1936, but in fact the company was formally established in Shanghai on 1 July 1937 with a with Shanghai-based Li Shao-chi as Chairman and Chien Yung-ming General Manager. Of the capital of 15 million yuan, half was contributed by registering the assets of the existing fleet, excluding the assets of Chung Wei S.S. Co., and half was contributed by shareholders.

At the outbreak of the Sino-Japanese War in 1937, Chung Hsing S.S. Co. was operating a fleet of 6 ships (31,415 tons) plus three tugs and nine steel barges used on the Yangtse, for which no identifying details are available. Two ships were quickly sold abroad, two more sunk in August 1937 as blockships at Pootung and Kiangyin, and *Yi Sung* was sunk in September 1937 as a blockship at Lienyuchieng. In May 1938 in the face of a Japanese invasion taking complete control over the mine, the company gave orders to destroy the Lienyunkang pier and the coal loading facilities.

By the end of 1937 only one steamer remained, transferred to the Norwegian flag under the nominee ownership of Wallem & Co. This was the *Lu Hsing*, ultimately the great survivor, which was photographed by Karsten Petersen behind the bamboo curtain off Tsingtao nearly 40 years later, still operating in direct successor ownership. The arrangement proved profitable and two additional large vessels were acquired for Chung Hsing S.S. Co. via Wallems in 1940. These ships probably represented a diversion of capital to shipping as an end in itself by the mainly Shanghai/Ningpo interests. Their Panamanian registration, free from any overt connection with Chinese interests, protected the ships from Japanese capture at the time. It is conceivable that they were employed transporting coal to Japanese-controlled ports.

The end of the Sino-Japanese War in August 1945 provided new opportunities for the Chung Hsing coal mines. As far as shipping was concerned, the separation of the fleet from the mining company in 1937, the 1943 institution of cabotage, and the availability of a range of cheap secondhand ships, especially surplus tonnage from the United States, allowed Chung Hsing S.S. Co. considerable scope to rebuild its fleet and prosper in its own right.

Under the leadership of Shanghai-based Li Shao-chi, the shipping assets were consolidated into a

single Chung Hsing S.S. Co. fleet. The three large Wallem-managed ships had survived the war under the Norwegian flag and Chung Hsing received £140,000 payment for their requisitions from the British government. Also recovered were the scuttled smaller cargo ship *Chung Hsing* which in 1938 which had been raised and repaired by the Japanese and had managed to survive the war. Additionally in 1948 the new Nationalist government provided compensation of \$300,000 for war losses. A further £150,000 was loaned from the Jiang Jiang Transportation Bank. Chung Hsing Coal Mining Co. also received loans worth US\$456,000. Chung Hsing S.S. Co. then purchased nine vessels, including three passenger/cargo ships (*Chung Hsing*, *King Hsing*, *Ping Hsing*) and five cargo ships (*Chee Hsing*, *Chong Hsing*, *Foo Hsing*, *Hai Hsiang* and *Yung Hsing*) from the United States. Coastal services were then commenced between Shanghai and Tsingtao and Shanghai, Taiwan and Shantung. The large passenger ship *Chung Hsing*, luxuriously fitted out, operated to Taiwan which had been a significant Chung Hsing destination from before the war with branch offices in Keelung and Kaohsiung.

A Chung Hsing passenger and cargo ferry service was commenced on the Whangpoo from Pootung to Poohsi using sailing boats, tugs and barges that had been taken from the Japanese troops (Yuebo, *Voyage in a Century* quoted in Zarach p.44). By early 1949 the fleet is said to have comprised at least 20 vessels of 36,000 gross tons, including smaller vessels. Our list of 10 large ships owned in 1949 totals 34,473 gross tons. Three of the four tugs are named as *Tang Hsing*, *Pu Hsing* and *Hu Hsing*, while the seven barges are named as *Pu Pi*, *Pu I*, *Pu Fei*, *Pu Erh*, *Pu Chieh*, *Pu Tien* and *Pu Hsi*. The fourth tug may have been the *Feng Hsing*, listed as acquired by Chung Hsing S.S. Co. in about 1937.

With the Communist takeover of Shanghai, the majority of large Chung Hsing S.S. Co. ships sailed off to Hong Kong and Taiwan. Arrival of the Chung Hsing company and other ships in Hong Kong with a thousand crew and 800 company staff was a major problem, and Robert Chen who had moved to Hong Kong described (Zarach p. 80) how it was a question of survival for them all: 'their difficulties could hardly be imagined'. Chung Hsing S.S. Co. (H.K.) Ltd. was incorporated by Chen on 12 December 1949, and lasted until 30 September 1966 after long ceasing to be listed as a significant shipowner. In the early 1950s most of the Chung Hsing vessels outside China were registered under the Panamanian flag either to Wallem & Co. or Wheelock Marden & Co.'s subsidiary Far Eastern & Panama Transport Corp., Panama (FEPTC) as nominee owners. The two exceptions were *Yuan Hsing* and *Ting Hsing*, which were re-registered under the Nationalist flag and under new names (without the old "Hsing" nomenclature) for a new company, Taiwan Chung Hsing S.S. Co. In the late 1950s these two old vessels were replaced by two newer ones until the last ship under the Taiwan ownership was sold in 1968.

On the Mainland, in October 1949, following upon the establishment of the People's Republic, Chu Chi-chian (still Chairman of Chung Hsing Coal Mining) and shipping supervisor Li Shao-chi agreed at a meeting at the Ministry of Transportation at Beijing to encourage the return of the its ships from Hong Kong. A factor being the domicile of crews' families on the mainland, *Lu Hsing*, *Ming Hsing*, *Yung Hsing*, *King Hsing* successively returned in 1950 and 1951 and were deployed to augment the

Chinese shipping fleet in the north. Another three, *Chung Hsing*, *Ping Hsing* and *Chong Hsing*, were sold in Hong Kong. According to Chinese sources this was approved by the PRC government to repay debt, and interestingly Zarach (p.89) states that Robert Chen had a share in the ship *Chung Hsing* and the sale provided him with much needed money to pay off his debts, suggesting that the sale was a compromise benefiting both interests within the PRC and exiles in Hong Kong. In 1953 the entire four tug and seven barge fleet was sold to the Yangtze Shipping Bureau, the proceeds being allocated to repay the arrears of wages of employees.



Chu Chi-chien with Premier Zhou En-lai, arranging the paperwork for the public-private partnership involving the mine, facilities and shipping fleet (Internet).

On 30 June 1952, Chung Hsing S.S. Co, and Chung Hsing Coal Mining Co and associated docks and warehouses, together with the vessels of the separate Hai Ying [Sea Hawk] Shipping Co. proposed the formation of a public-private partnership. Following consultations with the Chinese Seamen's Union, the Eastern Region Committee and staff representatives of the companies, approval was given by the Central Financial and Economic Committee and the CPC Shanghai Municipal Committee for formal implementation on 1 November 1953. Assets included Chung Hsing's original *Tai Shan* (formerly *Lu Hsing*, 5860 dwt), *Lin Chen* (formerly *Yung Hsing*, 4675 dwt), *Tsao Chuang* (formerly *Ming Hsing*, 2990 dwt), *Tai Er Chuang* (formerly *King Hsing*, 3850 dwt, 760 pass); and Hai Ying's *Meko* (5075 dwt) and *Aguadulce* (formerly *Hai Nu*, 2000 dwt) for a total of six ships, and the Chung Hsing Coal Mine Bailianjing docks and warehouses.

Meanwhile on 16 June 1953 in Tianjin, a '5 shipping company joint management office' had been set up as a public-private partnership covering the ships and operations of the Hsin Dah Loh/New Continental Shg Co. Ltd., Shanghai (owners of *New Asia*), Wah Shang/Hwah Sung S.S. Co. Ltd, Shanghai (*Hwah Sung*) An Dah S.S Co. Ltd., Shanghai (*An Dah*), Ming Sing S.S. Co. Ltd., Shanghai

(*Hsin Kong*) and Hsin Chih =Grande Shg. Corp (owners of the former *Kaikorai*), involving a reported 5 ships of 25,120 gross tons. On 1 October 1954 this partnership was merged, with the Chung Hsing (and the Hai Ying Co.) public-private partnership into a single public-private entity known as Chung Hsing Steamship Co. with minority private holdings of 31.74%. The numbered 'Chung Hsing' series of names is likely to have been instituted at this time, up to No. 11 or 12.

The public-private partnership was shortlived. On 1 January 1956 it was announced that this merged company would be incorporated into the Shanghai Maritime Bureau. Operationally this was achieved on 15 April 1956 and it was formalized in June 1956 following approvals from the State Council. Apart from retention of the ships' names, probably into the late 1960s, Chung Hsing as a shipowner thereby ceased its nominal existence on the mainland. The Chung Hsing mining properties, including docks and power plants, had already become public-private assets on 1 July 1952. The company name Chung Hsing was abolished as of 24 July 1956. All the assets became fully nationalized on 1 October 1958.

In Hong Kong, Robert Chen went on to found companies Wah Kwong Shipping Co. (with T. Y. Chao), Unique Shipping Agencies Ltd, and Grand Seatrade Shipping Agencies Ltd (with Richard Hsin). In 1985 Chen participated in the establishment of Hong Kong Institute of Sea Transport and was its Honorary Chairman until his death in August 2002.

According to http://seatransport.org/documents/YT_Chen.htm and Stephanie Zarach, Chien Yung-ming became Chairman of Foo Shing S.S. Co. Ltd. (China Union Lines Ltd.), which had been founded by Robert Chen and C.Y. Tung who had made a special trip to the US to acquire eleven U.S. war-built ships for China at discount prices. Chien moved to Hong Kong and then Taiwan, where he died in June 1958. Zarach notes that when he went to Taiwan in March 1950, he took with him the eleven ships owned by Foo Shing (China Union Lines), "notwithstanding the fact that a number of private shipowning companies still owned shares in the firm" (p.89). She explains (p.45) that the retreat to Taiwan had cut off many mainland shareholders from their China Union Lines assets. In his private diary the normally taciturn C.Y. Tung comments with dismay at China Union Lines then liquidating two of its (and China's) three best ships, *Nanking Victory* and *Shanghai Victory*, by selling them to a well-known Middle Eastern operator from prewar with deep China connections and knowledge of Chinese financial dealings: 'How tragic is this! Who is the main culprit behind this? Who is the evil force behind this?' (C.Y. Tung Diary, 10 May 1950).

The 'godfather' of the Chekiang clique, Chang Chingchiang left for Hong Kong and later Europe in 1937. He eventually settled in Riverdale in New York city where, according to Chinese accounts, he reportedly turned to Buddhism and often spent time gazing at the Hudson River and reminiscing with other exiles. After he passed away in September 1950, Chiang Kai-shek provided funds for the funeral. His disciple, shipowner Chen Shuntong, had continued to pursue the claim against Daido Kaiun for the impounding without payment of *Hsin Tai Ping* and *Shun Foong*, visiting Japan for this purpose in 1939, but he died in Shanghai in November 1949 after formally instructing his son Chen Fukang to press ahead with the claim. In 1958 Chen Jr. was released from a spell in prison and

allowed to go to Hong Kong to collect and work with the relevant documentation. Following court judgements in Tokyo, Hong Kong and Shanghai, and the PRC impoundment of a Japanese bulk carrier, in 2014 the successor to Daido Kaiun relented and paid out ¥2.92 billion (around USD 30 million), which evidently passed in large part to the Chinese state.

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A Chung Hsing timeline 中兴煤矿大记事 is available at

http://baike.baidu.com/link?url=4bcDv9iVndGY979PGhWZn9Ix-yySKNc6vpXaS9S1_wztqUUom9g36QmrGQFB-KEYDkeb-qEJn-kY8rL46PJOSK

Also timeline at

<https://baike.baidu.com/item/%E4%B8%AD%E5%85%B4%E7%85%A4%E7%9F%BF%E5%85%AC%E5%8F%B8>

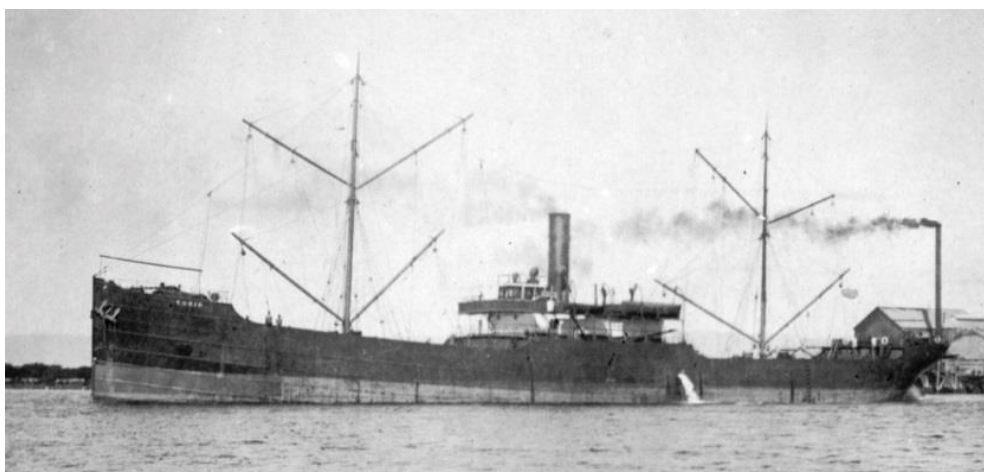
FLEET LIST

Chung Wei S.S. Co., Shanghai (CWSSC, 1931-37)

Tai Ping S.S. Co, Shanghai (TPSSC, 1933-37)

TAI PING 太平 (1931-37) 2061 /98 (3360 dwt)

Built by Wm Pickersgill & Sons, Sunderland (#117) for F.S. Holland, London as FRANCES HOLLAND. 7/00 sold to Huddart Parker Ltd., Melbourne r. CORIO. 10/04 grounded at Catherine Hill Bay (NSW) damaging *Bergedorf* (5108/00). 1/3/10 fractured tailshaft and towed into Sealer's Cove, Victoria by *Schleisen* (5306/07), thence to Melbourne under tow of tug *Nyora* (306/09). 7/26 sold to Sen Chi Feng (National S.S. Co., mgrs.), Shanghai (Chinese flag) r. TUNG FOONG and 19/8 sailed Sydney via Newcastle for Shanghai. Early-1931 sold to CWSSC, Shanghai, r. TAI PING, presumed chartered to Chung Hsing Coal Mining Co. 1937 [n.b. not earlier than 7/37] requisitioned by Government for scuttling as blockship, 27/6/39 Master instructed to scuttle at Tinghai with bow pointed towards Ningpo.



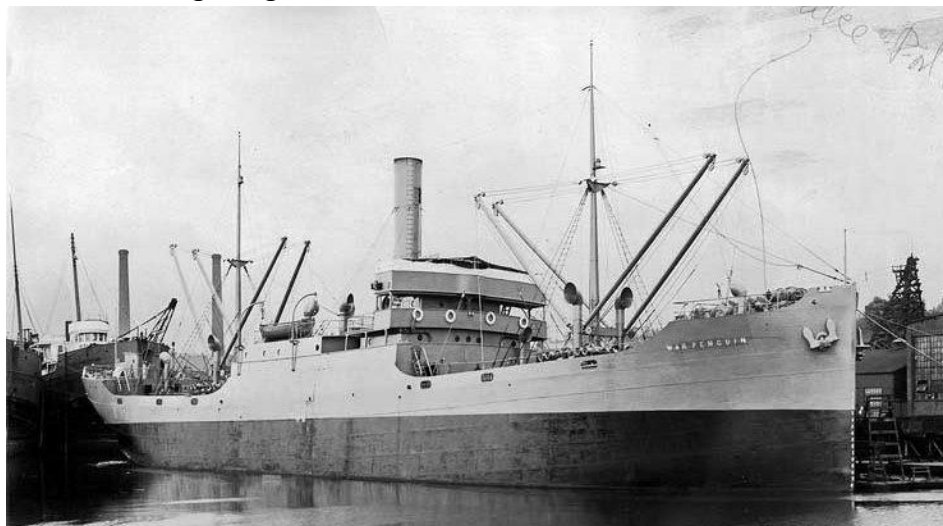
TAI PING as CORIO (Dufty colln SLNSW).



TAI PING (Chen family, http://www.sohu.com/a/73054716_160624).

HSIN PING 新平 (1933-37) 1886/17 (3100 dwt)

Built by American S.B. Co., Cleveland (#463) for British Government, London as WAR CROSS. 1919 sold to Cie des Vapeurs Francais, Le Havre r. ARS. 1924 sold to SA de Gerance et d'Armement, Dunkirk, 1927 r. CAP D'AILLY. 1932 sold to D/S A/S Bestum 2, Oslo r. BLINK. 1933 sold to TPSSC, Shanghai r. HSIN PING. 1937 t/f to CHSSC but 2/9/37 blown ashore by typhoon near Kapsingmun Light, NE Lantau Island, Hong Kong.



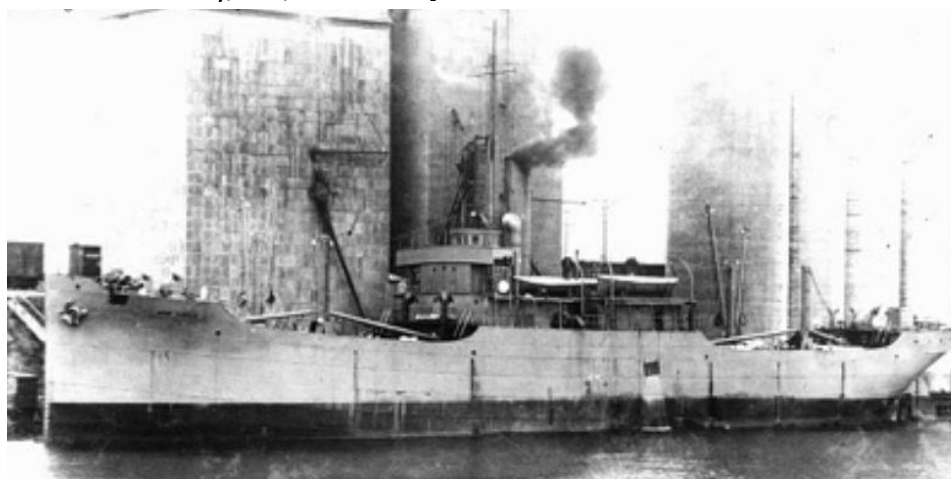
HSIN PING's sister *War Penguin* (<http://www.shipscribe.com/usnaux/ww1/images/h94000/h94487.jpg>).

HSIN TAI PING 新太平 (1934-37)3174/02

see HSIN TAI PING (CHSSC 1931-34)

YUAN CHUAN 源長 (1934-37) 2264/18 (3500 dwt) T3cy

Built by Port Arthur S.B. Co., Port Arthur, Ontario for The Shipping Controller (R.B. Chellew, Truro, mgr), London as WAR HATHOR. 9/19 sold for £88,900 to British India S.N. Co., London r. WARLA. 4/34 sold for £3700 to CWSSC, Shanghai r. YUAN CHUAN. 8/37 scuttled at Kiangyin in Yangtse as blockship. [W.A. Laxon & Perry, B.I., WSS 1994]



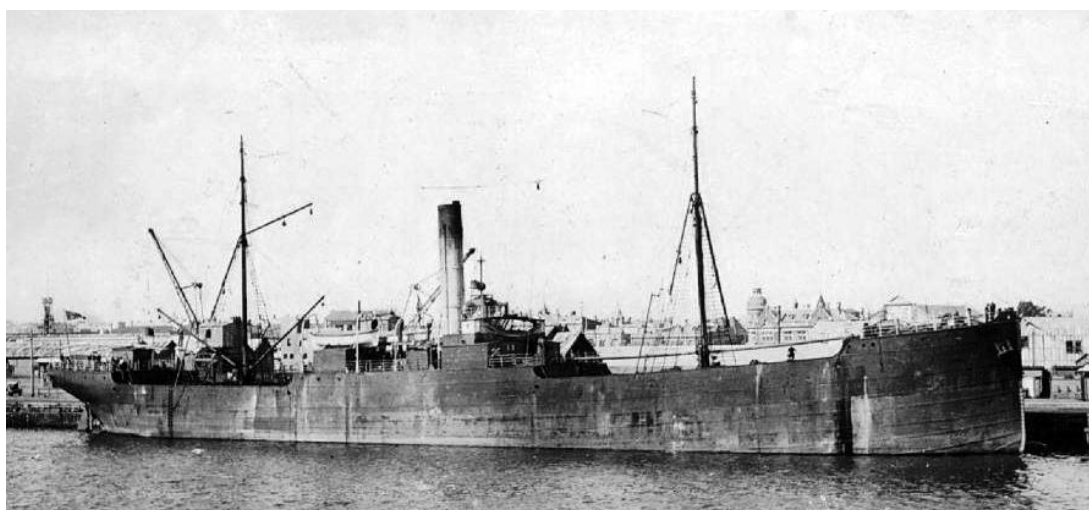
YUAN CHUAN's sister *War Horus* (S. Kizu).

SHUN FOONG 順豐(1935-37) 4185/11

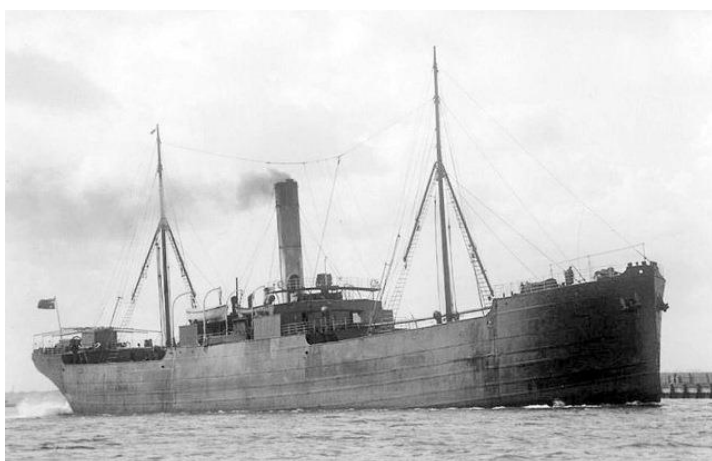
see SHUN FOONG (CHSSC 1932-35)

Chung Hsing S.S. Co., Shanghai (CHSSC, 1931-37)

HSIN TAI PING 新太平 (1931-34, subsequent charter to 10/36?) 3174/02 (5025 dwt)
Built by William Hamilton & Co, Port Glasgow for McIlwraith, McEacharn & Co Pty Ltd, Melbourne as KOORINGA. 4/6/29 laid up at Melbourne. 6/31 sold to CHSSC r. HSIN TAI PING. 1934 t/f to CWSSC. 10/36 twelve month charter to Daido Kaiun K.K. effective 1/11/36, but 8/37 appropriated by Japanese government without payment, r. SHIN TAIHEI MARU 新太平丸, and chartered back to Daido Kaiun. 21/10/38 during typhoon stranded on O-shima, WSW from Yokohama, on passage Karafuto-Nagoya with coal – 28/10 abandoned [Miramar dates as 31/10]. 1/39 reported under salvage by Nisshin Kisen. [In 2007 Shanghai Maritime Court ordered Mitsui-OSK as successor to Daido Kaiun, to pay the successor of the owners of CWSSC 2.92 billion yen in compensation for the loss of HSIN TAI PING and SHUN FOONG (below) - payment was made in April 2014.]



Kooringa in McIlwraith McEacharn colours (ANM5047679).

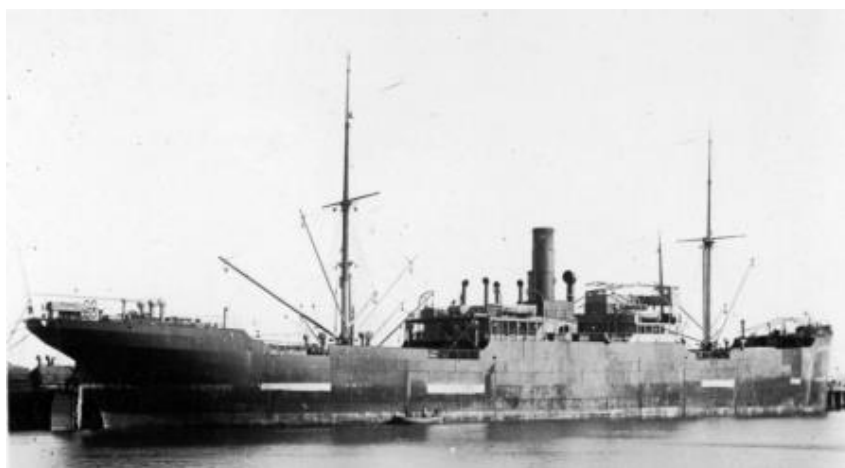


L: HSIN TAI PING as *Kooringa* (Flotilla Australia).

R: HSIN TAI PING (image reversed) as modernised in China with centre island built up and enclosed (<http://www.cankaoxiaoxi.com/tw/20170317/1780935.shtml>).

SHUN FOONG 順豐(1932-35) 4185/11 (claimed 6725 dwt)

Built by Rickmers, Bremerhaven for Rickmers Reismuhlen, Rhederei & Schiffbau AG, Bremerhaven as URSULA RICKMERS. 1917 sold to Deutsche Levante Linie, Hamburg r. BOSPORUS. 1919 taken over by British Government, London. 1921 sold to SS 'Glensloy' Co Ltd, Glasgow r. GLENLUSS. 1932 sold to CHSSC, Shanghai r. SHUN FOONG. 1935 t/f to CWSSC, Shanghai r. SHUN FOONG. 16/9/36 twelve month charter to Daido Kaiun K.K. but 21/8/37 appropriated without payment r. JUNPO MARU and chartered back to Daido Kaiun, later army transport. 25/12/44 torpedoed and sunk by USS *Barbero* in 1.10N 108.20E. [In 2007 the Shanghai Maritime Court ordered Mitsui-OSK, the successor to Daido Kaiun, to pay the successor of the owners of CWSSC yen 2.92 billion in compensation for the loss of HSIN TAI PING (above) and SHUN FOONG, and payment was made in April 2014.]



SHUN FOONG as *Bosphorus* (SLNSW).

YI SUNG 盖蒜 (1936-37) 1833/90 conv. sailing ship, hulk?

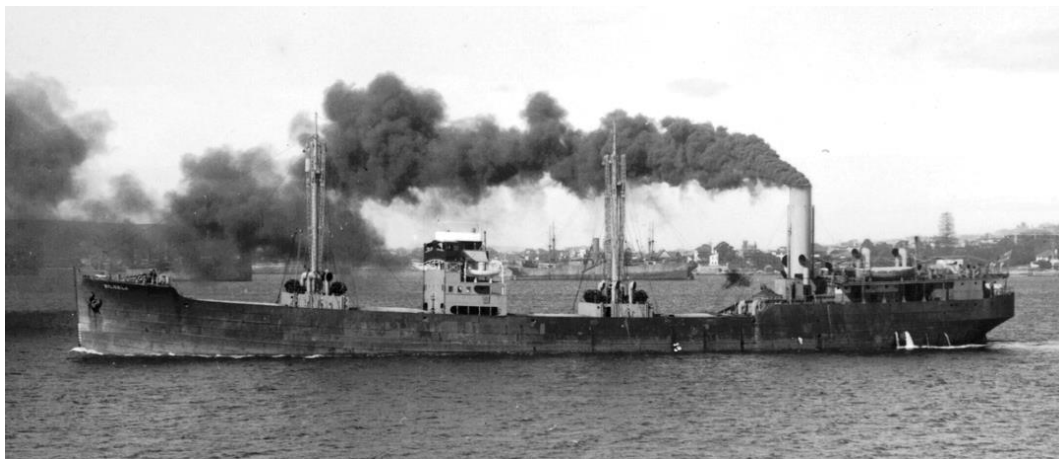
Built by J. Lange, Vegesack (Yard No.331) for Sidenberg, Wendt & Co., Bremen as J.W. WENDT. 1906 sold to Norddeutscher Lloyd, Bremen and reduced to a coal hulk in the Far East. 10/1/21 placed under chattel mortgage to the Philippine National Bank. 1921 sold to Philippine Vegetable Oil Co., Manila r. H.S. EVERETT and fitted with a single screw triple expansion engine (Ono I.W., Osaka), machinery aft. 1923 sold to National Exchange Co. Inc., Manila. 1924 sold to Malaysian Navigation Co. Inc., Manila. 1925 sold to Madrigal & Co., Manila. 1928 r. UNION. 1933 sold to Yi Sung S.S. Co., Shanghai r. YI SUNG. 1936 sold to CHSSC. 9/37 sunk as blockship at Lianyungang.



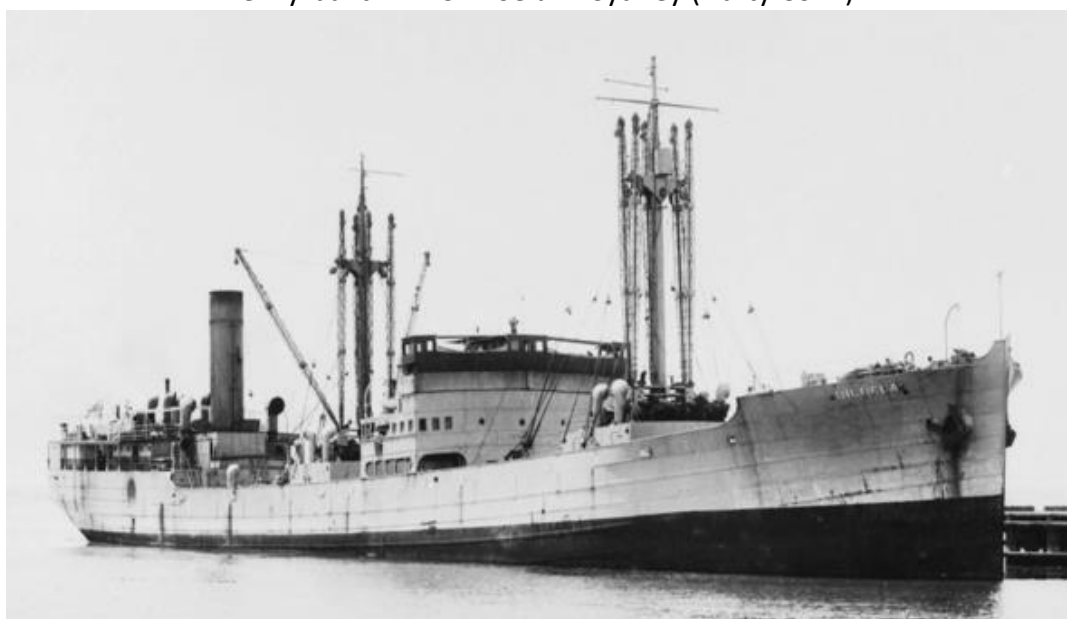
YI SUNG as H.S. EVERETT (postcard in W. Schell colln).

YOH HSING 毓興 (1936-37) 5596/20 (6000t cargo dwt)

Built by Cockatoo Island Dockyard, Sydney for Royal Australian Navy as collier HMAS BILOELA. Said to be the first large steamship ship entirely built from Australian materials to an Australian design. 1921 chartered to Interstate Steamships Pty. Ltd. for 6 months for essential employment in BHP trades – 30/3/22 civilian crew paid off at Sydney. 14/11/27 decommissioned. 3/31 sold to Johan Hvide's Rederi A/S, Bergen r. WOLLERT and 5/31 sailed Newcastle (NSW) for Manila (6000t coal). 1932 sold to Norasiatic S.S. Co. Ltd, Trondheim r. IVANHOE and placed on long-term charter to Kailan Mining Administration. 26/4/36 en voyage Le Havre-Vancouver broke rudder in heavy seas in mid-Atlantic but 27/4 able to resume voyage while awaiting salvage assistance. 1936 sold to CHSSC, late 1937 r. YOH HSING [*Argus*, 10/12/37]. 12/1937 resold to Muir Young S.S. Co. Ltd, London r. CREE. 9/2/40 damaged by aircraft off Rattray Head. 26/4/40 damaged by mine in 52.53N, 02.19E. 22/11/40 on voyage Pepel-Workington via Freetown with iron ore and after straggling from convoy SL-53 torpedoed by U-123 in mid-Atlantic (54.39N 18.50W) with loss of all 45 aboard [*Miramar*].



Newly-built *HMAS Biloea* in Sydney (Dufty Colln).



YOH HSING as *HMAS Biloea* (AWM).

CHUNG HSING 中興 (1937-37) 2748/22
DALAI 大宝 (1937-37) 1482/05 (2475 dwt)
HSIN PING 新平 (1937-37) 3174/02
YIH HSING (1937-38) 3675/19

see CHUNG HSING (CHCMC 1934-37)
see DALAI (CHCMC, 1935-37)
see HSIN PING (TPSSC, 1933-37)
see YIH HSING (CHCMC, 1935-37)

FENG HSING 峰興 (1937-37?)

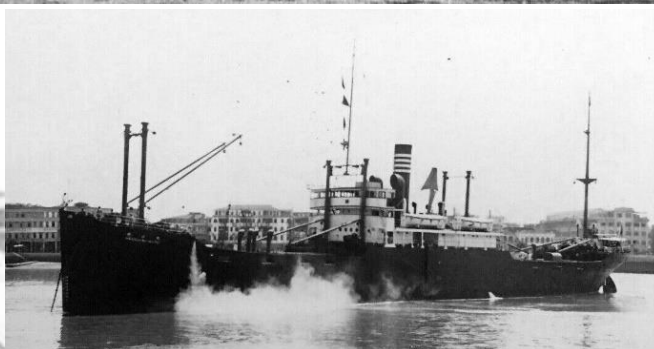
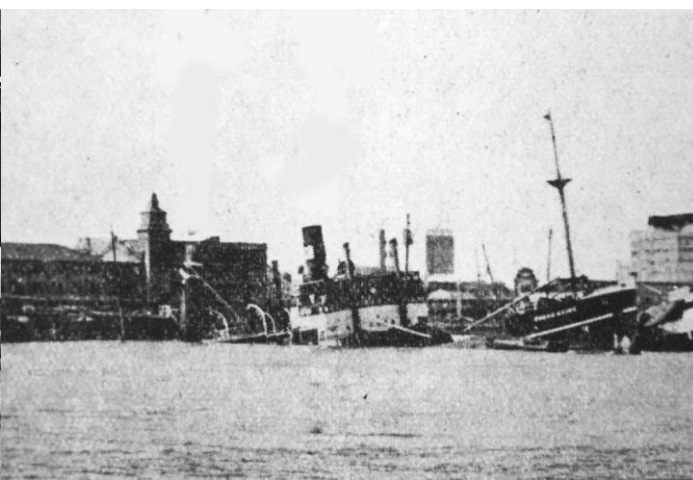
Chinese records state acquired circa 1937. Unidentified, not listed by Chinese sources as a scuttling.

Three prewar tugs are not identified.

Chung Hsing Coal Mining Co., Shanghai (CHCMC, 1934-37)

CHUNG HSING 中興 (1934-37) 2748/22

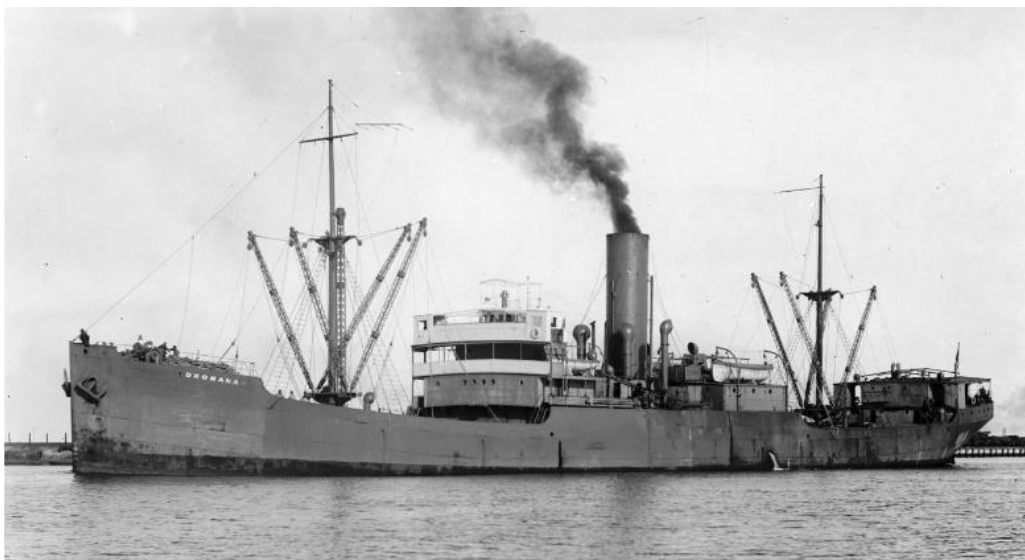
Built by J. Thornycroft & Co., Ltd., Southampton for Dover Shg Co. Ltd. (J. Bell & co. mgrs.), Hull as BELLASCO. 1929 owners styled Bell Line Ltd. 1933 while laid up at Appledore sold to Wallem & Co., Panama r. MOVIKEN. 1934 sold to CHCMC r. CHUNG HSING. 1937 to CHSSC. 7/37 incorporated as a gate at the Nantao boom. c.18/8/37 sunk by Chinese forces in Pootung waterway, Shanghai, 24/2/38 salvage commenced, 1/11 completed. Reconditioned and taken over by Nisshin Kisen K.K., Tokyo r. HENGSHAN (HENSYAN) MARU. 5/8/39 t/f to Toa Kaiun, later r. KOYO MARU. 8/45 reg. for CHSSC as YUAN HSING. 1949 t/f to TCHSSC. 1950 r. AN LUNG. IV/59 broken up in Taiwan.



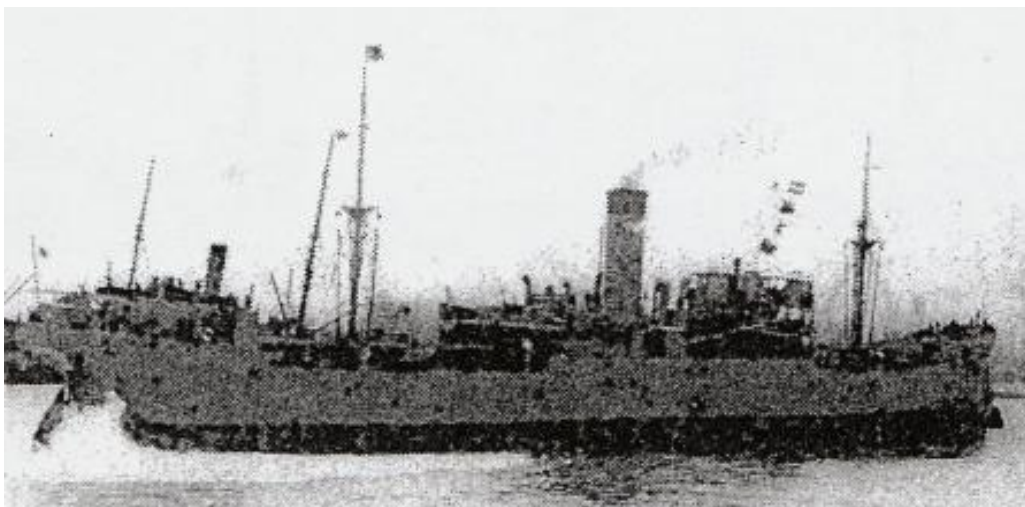
As *Bellasco*, then CHUNG HSING sunk at Shanghai, 1937, refloated and refitted as *Hengshan Maru* (shipsnostalgia.com/Nisshin history/China Steamships Museum/Internet).

YIH HSING (January 1935-37) 3675/19

Built by Williamstown Naval Dockyard, Melbourne for Commonwealth Line of Steamers as DROMANA. 1926 sold to Australian Steamships Pty Ltd, (Howard Smith & Co mgrs). 1/35 sold to CHCMC r. YIH HSING. 1937 t/f to CHSSC. 1938 sold to Java Tdg Co Ltd, Amsterdam r. BEATRICE. 8/12/41 confiscated by Japan in Tokyo Bay r. BIWA MARU. 1/11/42 lost by collision with *Satsuma Maru* (3091/18) in Karimata Strait (3.54S, 109.13E).



YIH HSING as *Dromana* (SLV Green Colln.)



BIWA MARU (Yamashita Shinnihon via Miyata p. 185).

LU HSING 魯興 (March 1935-37) 4171/25

Built by Nüschke & Co. A.G., Stettin for Reed. Viktor Schuppe, Berlin as MERKATOR. 1926 sold to Louis Dreyfus & Cie, Dunkirk r. ELAINE L.D. 3/35 sold to CHCMC r. LU HSING. 2/9/37 blown ashore at Hong Kong during typhoon – refloated. Late-1937 t/f to W&CL (Norw. Flag) r. INVIKEN. 1946 t/f to CHSSC r. LU HSING. 1950 t/f to W&CL r. STORBAY. 1952 rev. to CHSSC (H.K.) under the PRC flag r. TAI S(H)AN. 1/52 return voyage Shanghai/Chinwangtao. 8/52 Panamanian registry cancelled. 1/11/53 t/f to PRC-CHSSC. 10/54 r. CHUNG HSING 4. 6/56 to SMB, presumably r. HOPING 16. 1967 or later r. ZHAN DOU 16. Still in service 1973. NFI.



LU HSING as *Zhan Dou 16* at Tsingtao mid-1973 (Karsten Petersen).

DALAI 大宝 (1935-37) 1482/05 (2475 dwt)

Built by Osborne Graham & Co., Sunderland for D/S G/S Henry Furst, Rostock as HENRY FURST. 8/14 seized by The Admiralty (Everett & Newbigin mgrs), London. 1921 sold to C. Mathisen's Rederi A/S, Bergen r. LIVINGSTONE. 4/29 sold to Asiatic Overseas Co. Ltd, Helsinki r. DALAI. 1929 resold to Union S.S. Co., Shanghai. 1935 sold to CHCMC, not renamed. 1937 t/f to CHSSC. 12/8/37 scuttled as blockship at Kiangyin, Lower Yangtse.

Wallem & Co. Ltd., Shanghai (beneficial owner for CHSSC), Panama (W&CL, 1940-48)

INVIKEN (1937-46) 4171/25

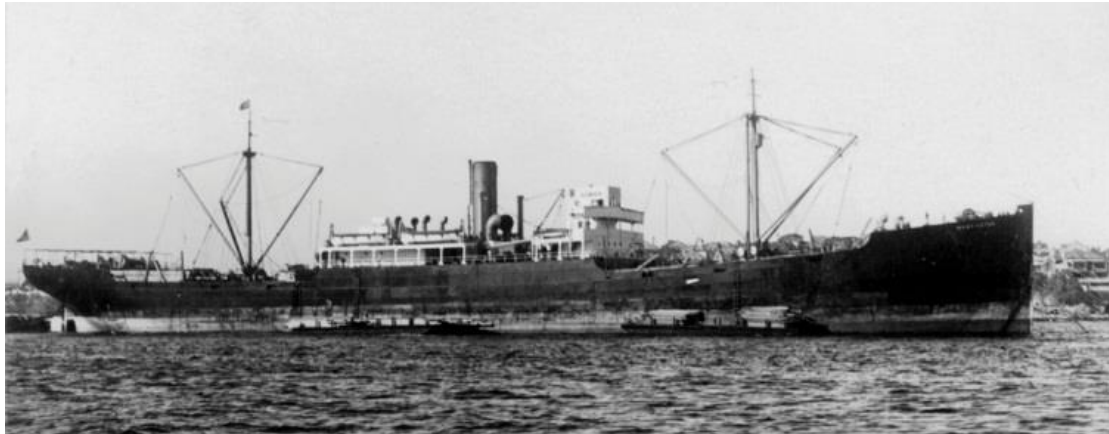
see LU HSING (CHCMC, 1935-37)

SAN RAFAEL (1940-48) 5402/19

Built by Los Angeles S.B. & D.D. Co. Ltd., Los Angeles for USSB as WEST MOMTOP. 1926 sold to California & Eastern S.S. Co., Los Angeles. 1929 sold to States S.S. Co., Portland (OR.). 1930 t/f to Pacific Atlantic S.S. Co. (States S.S. Co. mgrs.) r. SAN RAFAEL. 1940 sold to W&CL. 2/42-2/46 on charter to MOWT (8/44-12/45 sub-charter to Commonwealth of Australia). 1948 t/f to CHSSC, Shanghai r. TING HSING 鼎興. LRS 11/51 t/f to FEPTC r. AN DING. LRS 9/52 reverted to CHSSC, Hong Kong (Taiwan flag), in effect the same as TCHSSC. 1958 b/u at Kaohsiung.

SAN SIMEON (1940-47) 5561/19

Built by Long Beach S.B. Co., Long Beach (Ca) for USSB as WEST KATAN. 1924 sold to F.C. Hill, Los Angeles. 1926 sold to California & Eastern S.S. Co., Los Angeles. 1929 sold to States S.S. Co., Portland (Or.). 1930 t/f to Pacific Atlantic S.S. Co. (States S.S. Co. mgrs.) r. SAN SIMEON. 1940 sold to W&CL. 4/41-3/46 on charter to MOWT (9/44-1/46 sub-charter to Commonwealth of Australia). 1947 sold to Ming Sung Industrial Co. Ltd., Shanghai r. TAI AN. 1949 t/f to Tai An S.S. Co. Ltd., Keelung. Mid-1958 broken up in Taiwan.



SAN SIMEON as *West Katan* (Dufty).

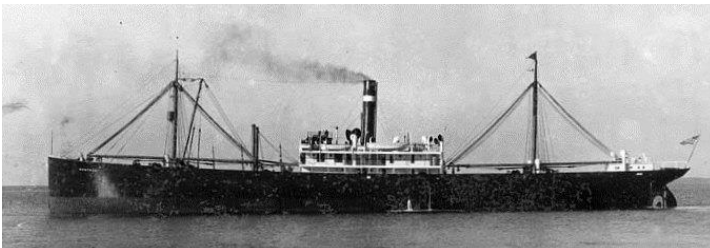
Chung Hsing S.S. Co., Shanghai (CHSSC, 1945-50)

YUAN HSING (1945-49) 2748/22

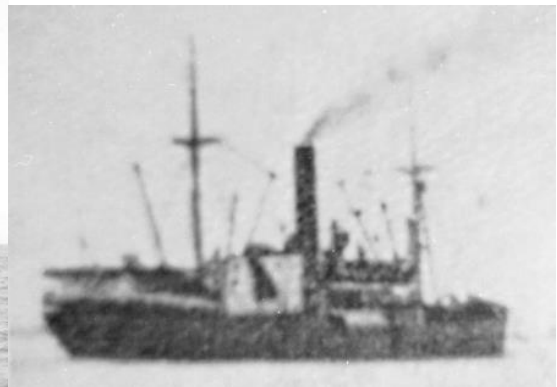
see CHUNG HSING (CHCMC, 1934-37)

CHEE HSING 啟興 (1946-50) 3063/11

Built by Newport News S.B. & D.D. Co., Newport News for New York & Porto Rico S.S. Co., New York as MONTOSO. 1918-19 commissioned in USN. 1935 t/f to Agwilines Inc. 1946 sold to CHSSC r. CHEE HSING. 9/50 sold to FEPTC r. STARSIDE. Reported as scrapped 1951 but reported trading N. China ports 2/52 to 11/52. Likely 1952 reverted to SMB as HOPING 3. 1956 commenced semi-monthly Dalian/Hankow service. 1967 r. ZHAN DOU 3 (last rep. c.1970). NFI.



L: *Montoso* as new (history.navy.mil). R: *USS Montoso* on 8/7/18, gun fitted forward (US National Archives).



L: Comparative image of sister ship *Marianna* (timetableimages.com).

R: HOPING 3, tarpaulin (?) on superstructure (*China Pictorial* 2/59).



CHEE HSING at Shanghai in the late-1940s. Freshly painted in Chung Hsing colours but gun platforms still on top of bridge (Periscope Films/G. Thompson)).



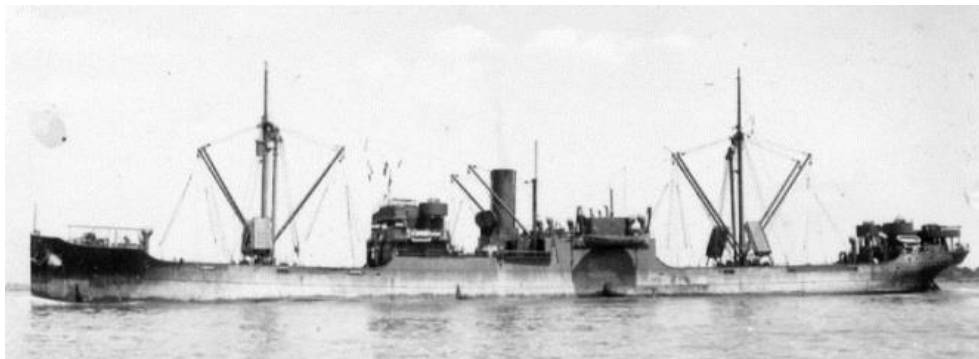
Waterside worker chatting with uniformed patrol person while loading HOPING 3
<http://m.kdslife.com/t/1/15/6757406/?u=0&p=27&look=&sc=315>



ZHANDOU 3 At Dalian, probably early 1970s. Additional accommodation fitted aft (SK*).

CHONG HSING 昌興 (1946-50) 5022/19

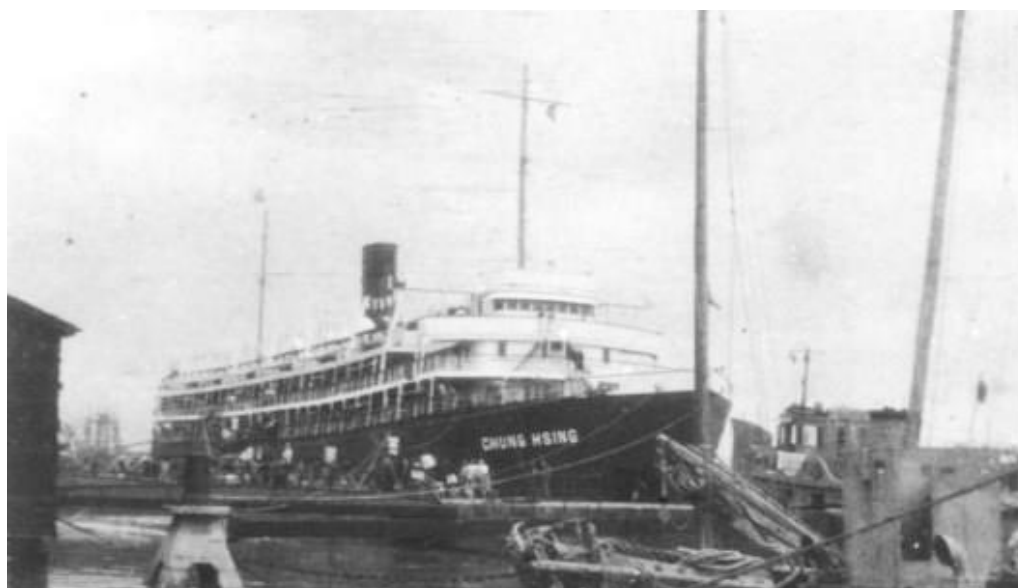
Built by Newport News S.B. & D.D. Co., Newport News for New York & Cuba Mail S.S. Co., New York as AGWISTAR. 1935 t/f to Agwilines Inc. 10/46 sold to CHSSC r. CHONG HSING. 8/50 sold to FEPTC r. FORTUNE STAR. 1953 sold to Wallem & Co. Ltd, Panama. III/53 b/u at Hong Kong.



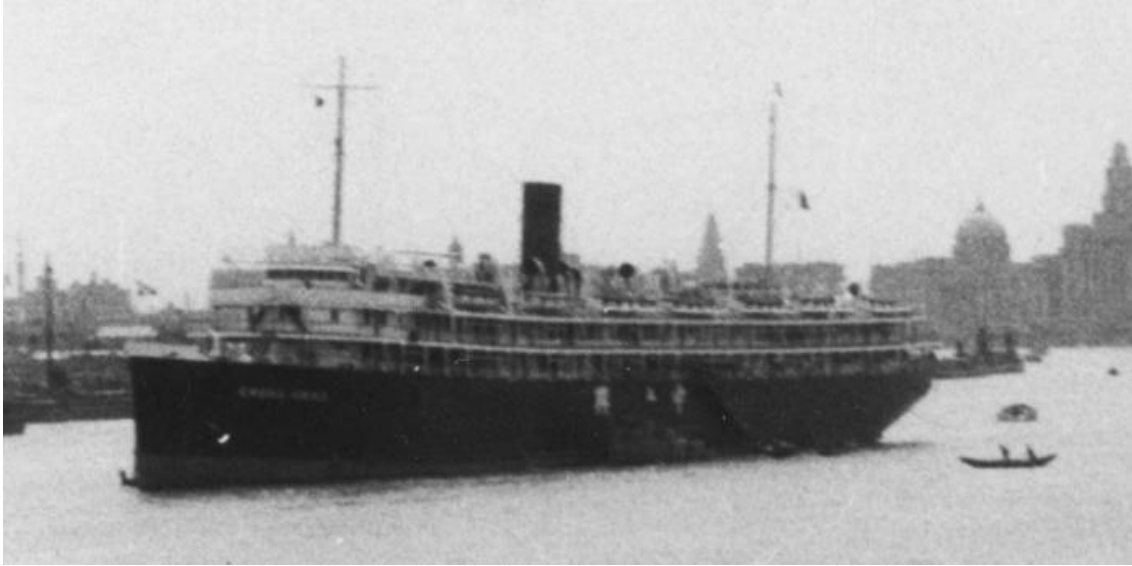
Agwistar (Osmund Enga).

CHUNG HSING 中興 (1946-50) 5646/26

Built by Newport News S.B. & D.D. Co., Newport News for Merchants & Miners Tptn Co Inc., Baltimore as FAIRFAX. 30/8/46 after refit Newport News sailed for Shanghai after sale for \$355,000 to CHSSC r. CHUNG HSING refitted for 600 million yuan by Kiangnan Dockyard, cabins with white bedding and clean bathrooms, restaurant with radio broadcast music, library and sitting-room with piano. End-4/49 sailed to Hong Kong. Subsequently Madrigal & Co. (as agents) advertising 7/49 Haj pilgrim voyage from the Philippines. 1950 undertook a Haj pilgrim voyage from the Philippines, 2000 pilgrims. 7/50 t/f to FEPTC r. PACIFIC STAR. 19/6/51 while under refit by Hong Kong & Whampoa Dock Co. blown ashore at Kowloon Bay, but refloated. 8/51 sold to Indonesia Nav. Co. (INACO), Jakarta for pilgrim trade – 11/11 sailed for Jakarta as BINTANG SAMUDRA. 11/53 laid up at Tanjung Priok. 6/56 sold for breaking in Japan.



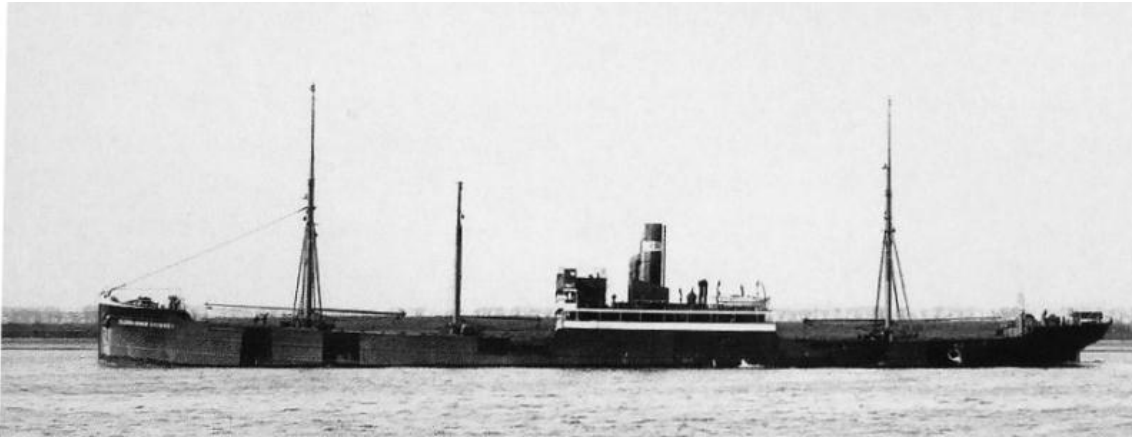
CHUNG HSING at Keelung in August 1947 (SK colln).



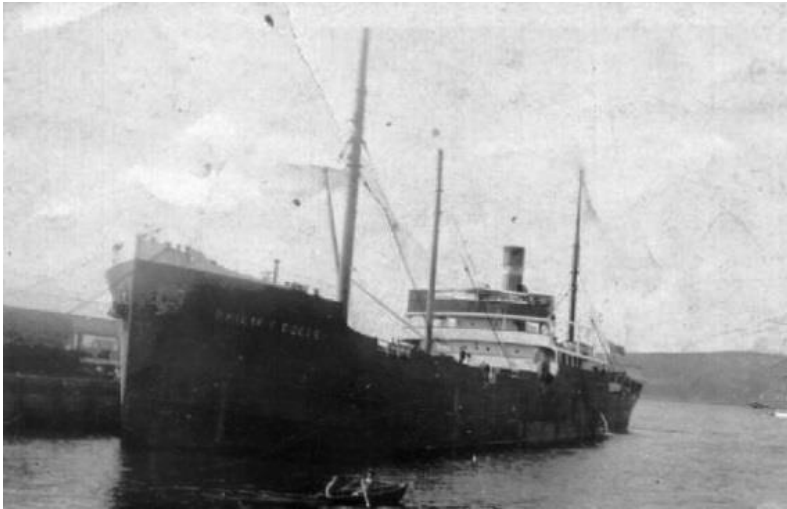
In final hours at Shanghai 28/4/49, Nationalist flag on mainmast in “war” position, photographed from the departing *President Wilson* SK*).

FOO HSING 孚興 (1946-47) 5047/10

Built by Bremer Vulkan, Vegesack for “Clare Hugo Stinnes 1” Dampfs. G.m.b.H., Hamburg as CLARE HUGO STINNES 1. 1919 allocated to The Shg. Controller (Bell, Symondson & Co. mgrs.), London. 3/21 sold to H.A. Powell, London r. PHILIP T. DODGE, but resold to Atlantic Tptn Co. Ltd, Montreal J. Crosthwaite mgr), St. Johns, N.B. (Transported paper from Dalhousie, N.B. including throughout WWII.) 1946 sold to CHSSC r. FOO HSING. 6/5/47 badly damaged after striking rock in 24.59N, 119.28E on voyage Bangkok-Shanghai. Refloated but sold for breaking up.



CLARE HUGO STINNES 1 (Photoship.co.uk)



PHILIP T. DODGE (Internet)

HAI HSIANG 海湘 (1946-47) 2673/20 (Laker)

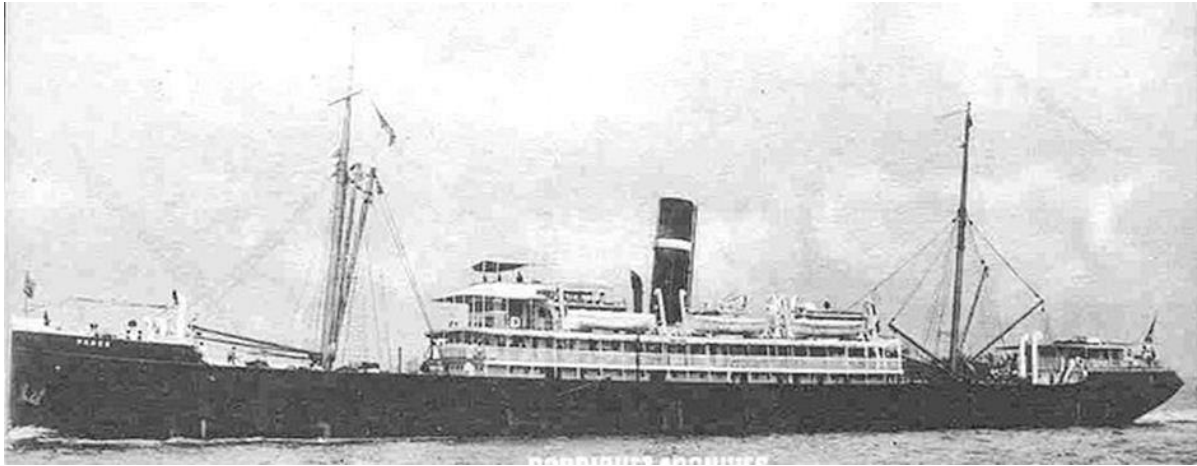
Laid down by McDougall Duluth Co., Duluth for USSB as LAKE FLIPPEN but 4/20 completed as FARGO. 1933 sold to Merchants & Miners Tptn Co., Baltimore r. NANTUCKET. 1941 sold to Norlasco Shg Co. r. NORLAGO. 1942 reverted to Merchants & Miners Tptn Co. 1946 sold to CHSSC, China r. HAI HSIANG. 1947 sold to China Merchants Steam Nav. Co., Shanghai. 1951 sold to Taiwan Nav., Co. Ltd r. CHANG HUA. 1954 broken up in Taiwan.



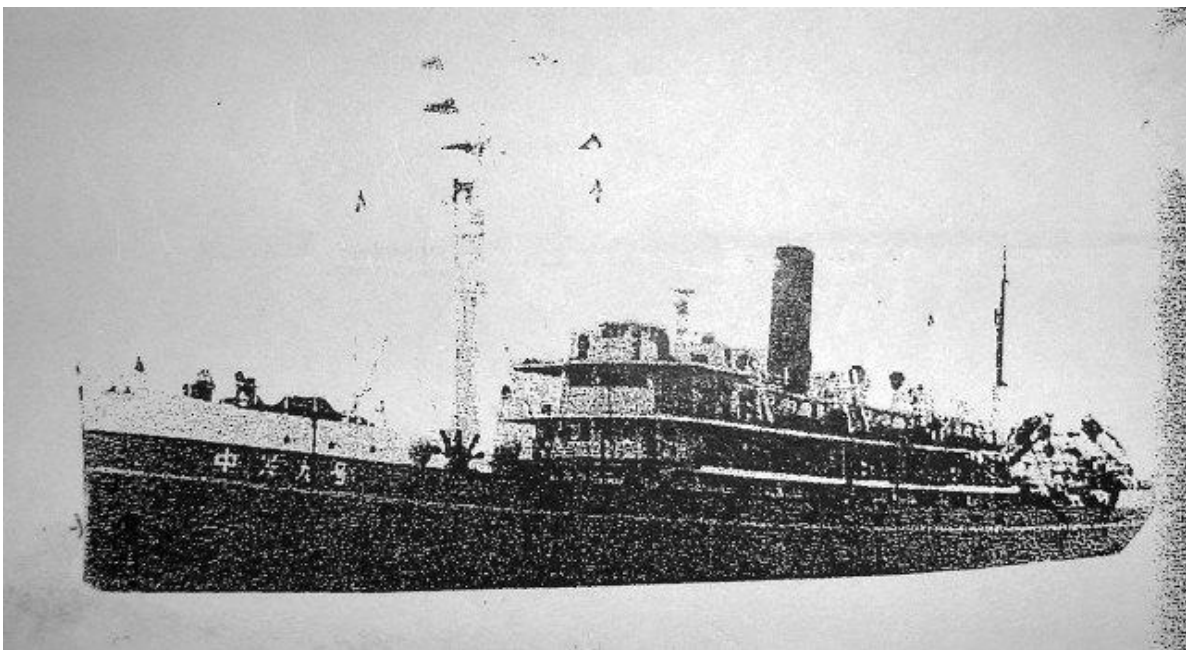
HAI SIANG as *Nantucket*) Bowling Green State University).

KING HSING 景興 (1946-50) 3402/99

Built by Harlan & Hollingsworth Corp. Wilmington (Del.) for New York & Porto Rico S.S. Co. Inc., New York as PONCE. 1934 owners became mgrs. for Agwilines Inc. 1940 sold to San Juan Shg Co. Inc., Panama. 1946 sold to CHSSC r. KING HSING. 1950 t/f to W&CL r. VEST BAY. 1952 Panamanian registry cancelled for trading with China, t/f to CHPPP r. TAI ER CHUANG, then 1954 t/f to PRC-CHSSC r. CHUNG HSING 9. 1/6/56 together with MIN CHU 9 commenced regular service Shanghai/Dalian (760 pass). 10/65 operating as such Shanghai/Tsingtao. By 9/69 operating Shanghai/Dalian as GONG NONG BING 6. Still in service 1973, Presume withdrawn mid/late 1970s after replacement by a CHANG Class vessel, and photographic evidence (see below) indicates t/f to the Tianjin-based Ji Hai cargo fleet, r. JI HAI 2. NFI.



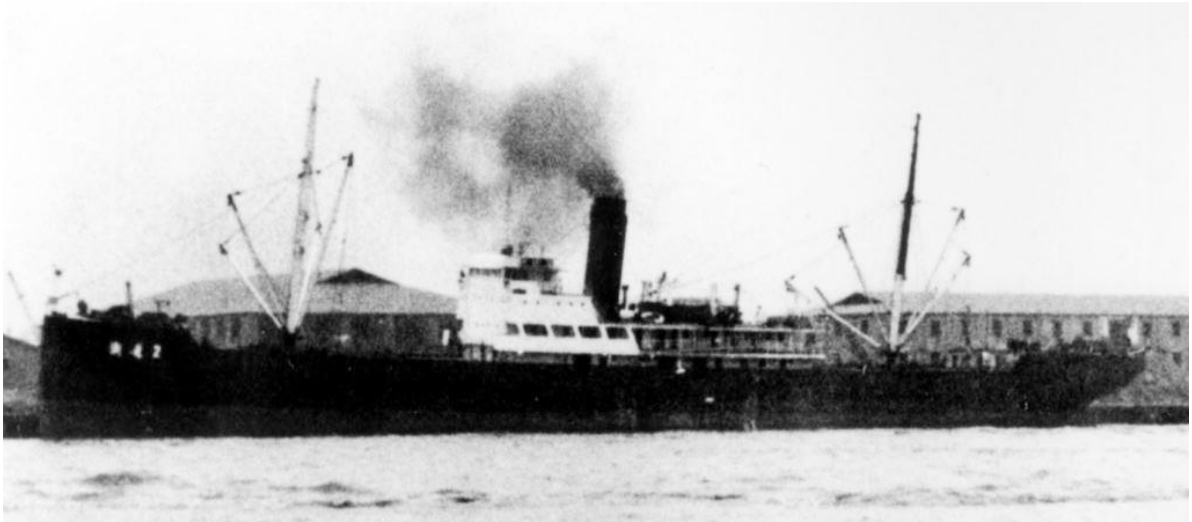
PONCE as built (from a postcard).



CHUNG HSING 9 ex-KING HSING (Ships of China).



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



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

LU HSING 魯興 (1946-50) 4171/25

see LU HSING (CHCMC, 1935-37)

YUNG HSING 永興 (1946-50) 3350/11

Built by Newport News S.B. & D.D. Co., Newport News for New York & Porto Rico S.S. Co., New York as COROZAL. 1918-19 commissioned in USN. 1935 t/f to Agwilines Inc. 1946 sold to CHSSC r. YUNG HSING. 9/50 T/f to FEPTC r. FAIRSIDE. 21/1/51 lost propeller off Japan. 1952 registry cancelled for trading with China. 3/52 t/f to CHPPP r. LIN CHEN, then 1954 t/f to PRC-CHSSC r. CHUNG HSING 8. 6/56 to Shanghai Maritime Bureau. NFI.

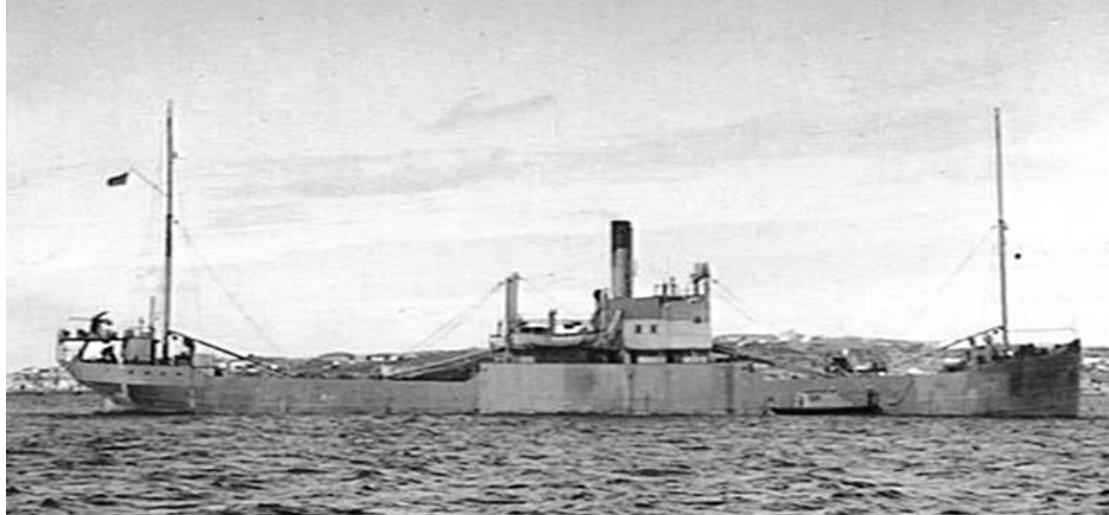


YUNG HSING as *Corozal* (Stuart Smith@shipsnostalgia).

MING HSING 銘興 (1947-49) 1804/17

Built by Sorlandets S.B., Fevig for A/B Transmarin (B. Ingelson mgr), Helsingborg as SONJA. 1021 sold to Aug. Bolten, Wm Miller's Nachf., Hamburg r. BOLAMA. 1925 sold to Skibs. A/S Orsnaes (T. Hyenaes mgr), Tongsborg r. ORJA. 1928 sold to J. Kroger, Tonsberg r. ARDENT. 1930s in service in Far East. 9/42-5/46 sub-charter by MOWT to Commonwealth of Australia. 2/46 sold to Wah Shang S.S.

Co. Ltd, Shanghai and 29/3 sailed Sydney for Hong Kong. 5/46 r. HAI CHEN. 1947 sold to CHSSC r. MING HSING. 2/48 stranded near Tsingtao, refloated. 1949 t/f to W&CL r. OST BAY. 1950 r. WALTER, ownership subsequently Cia Istmena de Tptes Maritimos S.A. (Wallem & Co. mgrs), Panama but 1950/51 t/f to CHPPP r. TSAO CHUANG (TSAO CHENG) 枣庄 [ZAO ZHUANG]. 1/11/53 to CHSSC public-private partnership, 1954 r. CHUNG HSING 10. NFI.



MING HSING as *Ardent* (AWM).



MING HSING (Markus Berger coll., courtesy Alan Lee).

PING HSING 平興 (1947-51) 2059/13

Built by Harlan & Hollingsworth Corp. Wilmington (Del.) for Olson & Mahony, New York as schooner OLIVER J. OLSEN. 1916 sold to Standard Oil Co. (New Jersey), New York r. EL CAPITAN. 1924 sold to J.M. Botts, New York. 1925 sold to Alaska S.S. Co., Seattle r. LAKINA. 1947 sold to CHSSC, Shanghai r. PING HSING, passengers 59 first class, 69 second class, 172 third class, refrigerated cargo, fuel coal

or oil, 1200 horsepower, 10.4k. 1950 t/f to W&CL r. NORBAY. 19/5/51 placed under guard at Singapore and ordered to discharge rubber cargo consigned to China – 5/6 arrived at Hong Kong in ballast. 7/51 sold to South Sea Shg. Co. Ltd, Singapore (Pan. Flag) r. OSCO. III/52 b/u at Hong Kong.



PING HSING as *Lakina* at Kodiak, Alaska (Ebay)

TING HSING 鼎興 (1948-51) 5379/19

see SAN RAFAEL (W&CL, 1940-48)

Wallem & Co., Panama (W&C, 1950-53) (as beneficial owners)

OST BAY (1949-50) 1804/17

see MING HSING (CHSSC, 1947-49)

NORBAY (1950-51) 2059/13

see PING HSING (CHSSC, 1947-50)

STORBAY (1950-52) 4171/25

see LU HSING (CHCMC, 1935-37)

VEST BAY (1950-52) 3402/99

see KING HSING (CHSSC, 1946-50)

WALTER (1950-50/51) 1804/17

see MING HSING (CHSSC, 1947-49)

FORTUNE STAR (1953-53) 5022/19

see CHONG HSING (CHSSC 1946-50)

Far Eastern & Panama Transport Corp., Panama (FEPTC, 1950-53)

(Wheelock Marden & Co. Ltd, Hong Kong nominees and mgrs),

FAIRSIDE (1950-52) 3350/11

see YUNG HSING (CHSSC, 1946-50)

FORTUNE STAR (1950-53) 5022/19

see CHONG HSING (CHSSC, 1946-50)

PACIFIC STAR (1950-51) 5646/26

see CHUNG HSING (CHSSC, 1946-50)

STARSHORE (1950-51) 3063/11

see CHEE HSING (CHSSC, 1946-50)

AN DING (1951-52) 5402/19

see SAN RAFAEL (W&CL, 1940-48)

Taiwan Chung Hsing S.S. Co. Ltd., Keelung (TCHSSC, 1950-68)

AN LUNG (1949-59) 2748/22

see CHUNG HSING (CHCMC, 1934-37)

AN DING (1952-58) 5379/19

see SAN RAFAEL (W&CL, 1940-48)

VAN YUNG (1959-63) 5806/36 motorship

Built by At. & Ch. De France, Dunkirk as LOUIS L.D for Louis Dreyfus & Cie, Dunkirk. 1940 sold to Cie Marseilles de Nav. Coloniale, Marseilles r. FOMALHAUT. 1947 reverted to Louis Dreyfus, Dunkirk as LOUIS L.D. 1954 t/f to Louis Dreyfus & Co. Ltd, London r. LA QUINTA. 1958 sold to United Maritime Trust, later TCHSSC, Taiwan r. VAN YUNG. 21/5/63 at Keelung badly damaged by fire. 10/63 under demolition at Ho Ping Island.

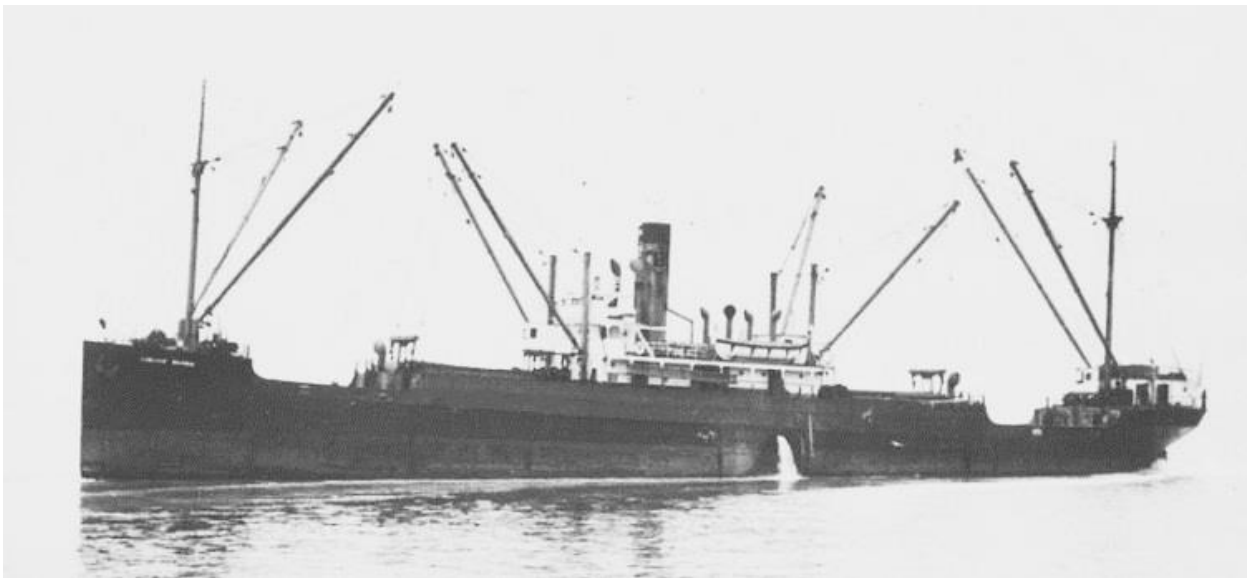
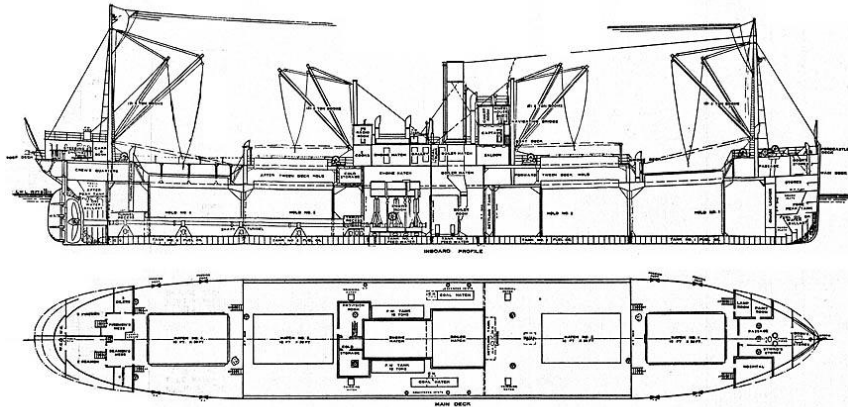


VAN YUNG (Jon Low & Marc Piche).

VAN HWA (1960-60) 2865/18

Built by Albina E. & M. Works, Astoria (Or.) for USSB as CADDOPEAK. 1922 sold to C.W. Cook, San Francisco. 1923 sold to Chas Nelson Co. Inc., San Francisco. 5/37 sold to Burns S.S. Co. Inc., Los Angeles r. LURLINE BURNS. 2/2/42 to USWSA under US Army Transportation Corps agreement with Burns S.S. as agent until 11/6/42 when agency became Alaska S.S. Co., but 1/3/43 agency reverted to Burns S.S. 9/6/43 sold to USN, commissioned 22/9 as BESBORO (AF-66). 3/5/46 decommissioned, 1/6/46 to USMC, 23/5/47 sold to Waterman S.S. Corp, r. LURLINE BURNS, refitted but 1947 resold to Williamson & Co Ltd. (ben. owner Moh. Nemazee, Hong Kong), Panama r. SHAPUR. 1958-60 on charter to Republik Indonesia. 1960 sold to TCHSSC, Keelung r. VAN HWA. 30/10/60 arrived at Kaohsiung for demolition.

EFC Design 1049: 3700 D.W.T. Steel Cargo Ship, Albina Engine & Machine Works Design



VAN HWA as LURLINE BURNS (<http://www.shipscribe.com/mckellar/pix/1049.html>).

VAN FU (1960-68) 7645/43

Built by California S.B. Corp., Los Angeles for USWSA (American-Hawaiian S.S. Co. Inc., San Francisco, mgrs) as PHILIP C. SHERA. 1947 sold to Los Bros & A.K. Pezas (S. Livanos & Co, London, mgrs.), Chios r. IGOR. 1948 mgrs Nomikos Ltd, London. 1953 t/f to A.K. & Igor Pezas. 1956 sold to Pelops Maritime Co. Ltd (World Tramping Agencies, New York mgrs), Chios. 1960 sold to TCHSSC, Keelung r. VAN FU. 11/68 broken up in Taiwan.

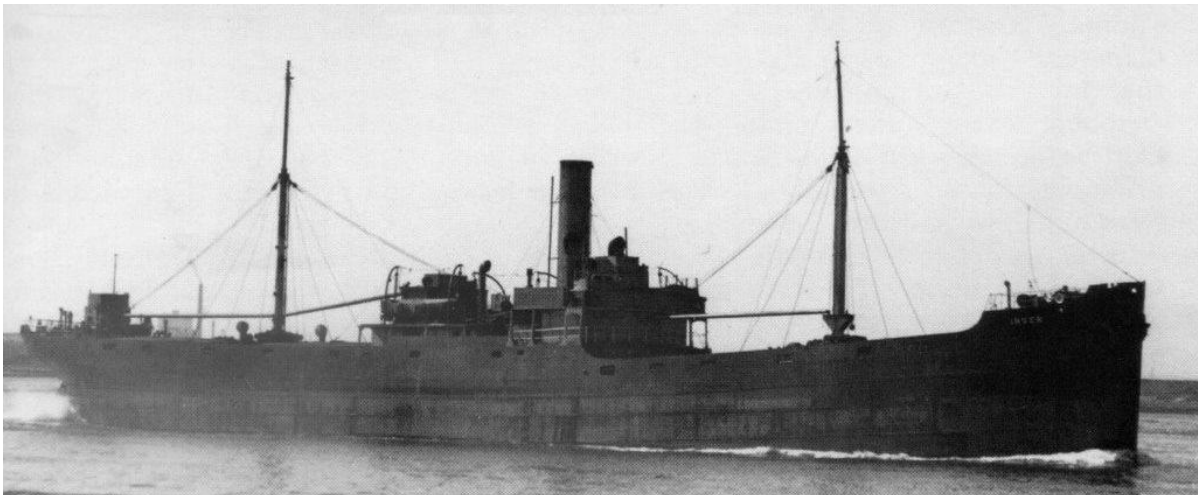


VAN FU as IGOR (Internet).

Chung Hsing Public-Private Partnership, Shanghai (CHPPP, 1952-54)

AGUADULCE 爱多士 (1952-54) 1544/15

Built by Ramage & Ferguson Ltd, Leith for Shamrock Shg. Co. Ltd, Belfast as BELTOY. 1918 t/f to Normandy Shg Co. Ltd, London. 1923 reverted to Shamrock (reg. London). 1946 sold Min Kiang S.S. Co. Ltd, Shanghai r. MIN JEN. 1947 sold to Hai Ying S.S. Co. Ltd., Shanghai r. HAI NU 海牛. 1949 sold to Pacific Union S.S. Co. Ltd, Hong Kong (Pan. flag ben. owner for Hai Ying S.S. Co. Ltd., Shanghai) r. AGUADULCE. 1/52-5/52 sailing between Shanghai and N. China ports. 6/52 class and flag expunged for non-compliance, contributed to CHPPP. 1954 t/f to Shanghai Maritime Bureau, possibly r. CHUNG HSING 12, but passed to Chekiang (Zhejiang) Sub-Bureau r. ZHE HAI 303. Still active at Shanghai 6/82, NFI.



AGUADULCE's original layout as shown by sister *Inver* (WSS).



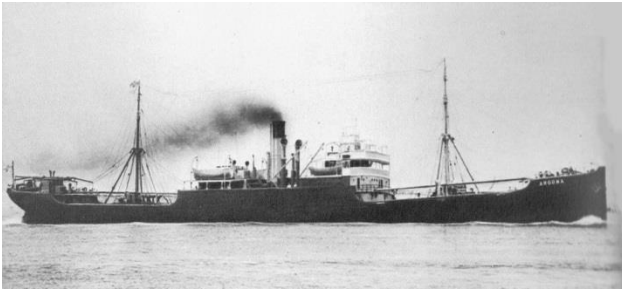
Above 2: ZHE HAI 303 ex AGUADULCE arriving Shanghai on 18 June 1982 with new masts, superstructure plating, hull openings and portholes (Chris Mackie).

LIN CHEN 临城 (1952-54) 3350/11

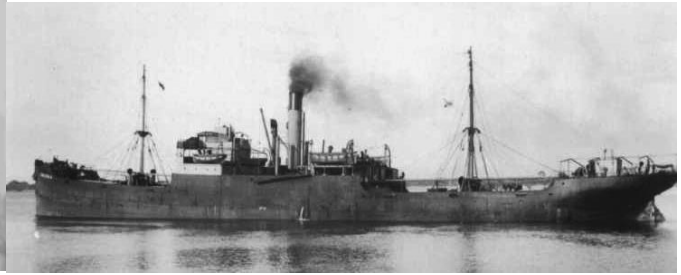
see YUNG HSING (CHSSC, 1946-50)

MEKO 美歌 (1952-54) 3116/18

Built by built by W Beardmore & Co., Dalmuir for The Shipping Controller as WAR TYPHOON. 1921 sold to Mitchell Cotts & Co. Ltd, London r. CAPE OF GOOD HOPE. 1921 sold to Adelaide S.S. Co. Ltd, Adelaide r. AROONA. 28/12/48 laid up at Sydney. 5/49 sold to Union Enterprises Ltd, Honduras r. COLON and sailed via Townsville (24/5) for Hong Kong. 9/50 class expunged, reported defects, t/f to Pacific Union S.S. Co. (beneficial owner PRC), Hong Kong (Honduran flag) r. MEKO [MEKE]. Later t/f to Hai Ying S.S. Co. Ltd., Shanghai. Throughout 1952 trading Shanghai-Chinwangtao-Tientsin-Dalian. 1952 contributed to CHPPP. 11/54 t/f to PRC-CHSSC, renaming CHUNG HSING 6 unconfirmed. 1955 reported b/u at Hong Kong as MEKO. 1956 RLR.

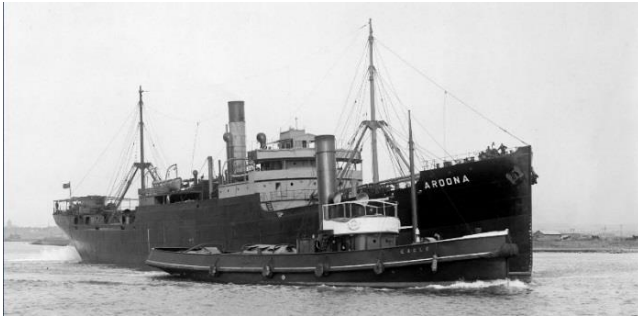


AROONA



SAMM

M. Page



SLV Green Colln.



Flotilla Australia

TAI S(H)AN 泰山 (1952-54) 4171/25
 TSAO CHUANG 枣庄 (1952-54) 1804/17
TAI ER CHUANG 台儿庄 (1952-54) 3402/99

see LU HSING (CHCMC, 1935-37)
 see MING HSING (CHSSC, 1947-49)
 see KING HSING (CHSSC, 1946-50)

Chung Hsing S.S. Co. of 1/10/54 (PRC-CHSSC), Shanghai

(Mostly large freighters, numbered in descending order of size, absorbed into Shanghai Maritime Bureau (SMB) on 15/4/56)

CHUNG HSING 1 (1954-5?) 6103/20 (9414 dwt)

Laid down by G.M. Standifer Constr. Corp., Vancouver (WA.) for USSB as WEEPUISET but completed as ABERCOS. 1941 sold to MOWT (Sir R. Ropner & Co. Ltd, West Hartlepool, mgr) r. EMPIRE PTARMIGAN. 1942 t/f to Norwegian Govt, London r. NORELG. 11/46 sold to Norelg S.S. Co. Co. (Wallem & Co. Ltd, Shanghai, mgr) (Pan. flag). 3/48 sold to New Continental Shg Co. Ltd, Shanghai r. NEW ASIA, req. by Nationalist gov't for trooping. 1/50 reg. owner Wallem & Co. Ltd (Pan. Flag) r. NORELG, sailed Hong Kong-Tientsin where came under management of Tientsin People's Shg. Co. 1951 t/f to PRC (reg. owner Purple Star Shg Co.), Shanghai r. HAO SHENG. Throughout 1952 trading Shanghai-Chinwangtao-N. China ports. 8/52 Pan. registry cancelled, r. CHANGCHUN for Tientsin People's Shg. Co., Tientsin. 7/10/52 took part in re-opening of Hsinking ((Xingang) port, Tientsin. 1/10/54 t/f to PRC-CHSSC-54 r. CHUNG HSING 1. 4/56 t/f to SMB. 1960 RLR as NORELG. NFI.



ABERCOS of USSB (Internet).



ABERCOS photographed in the Manchester Ship Canal with topmasts struck to pass the bridges (from a postcard).



As CHANGCHUN berthing for the re-opening ceremony of Xingang port 7 October 1952.

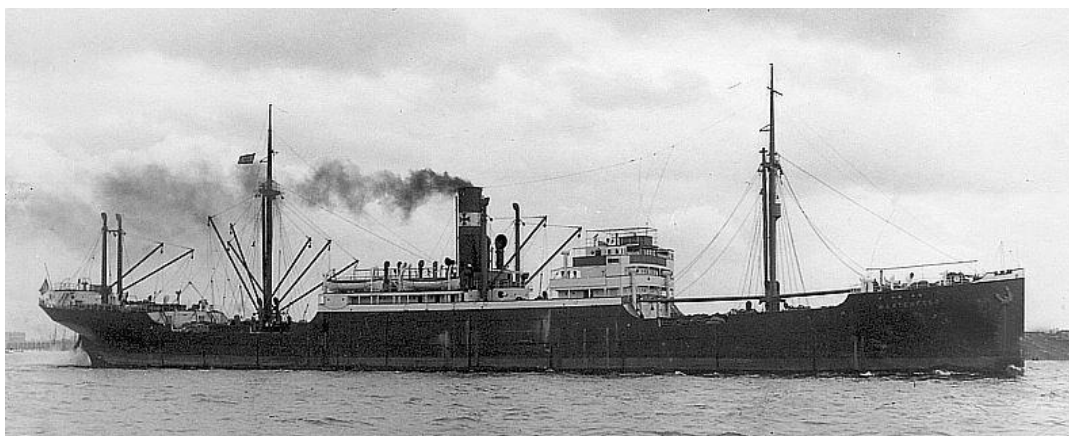


Berthed at Xingang October 1952

(both photos www.360doc.com/content/22/1015/22/36427266_1051865079.shtml).

CHUNG HSING 2 (1954-60) 6128/21

Built by Tecklenborg A.G., Geestemunde for Deutsche D/S A/S 'Hansa', Bremen as WARTENFELS. 4/5/42 scuttled by crew at Diego Suarez. Salvaged by R.N. and allocated to MOWT (British India S.N. Co. Ltd, London mgrs) as EMPIRE TUGELA. 1946 sold to Bird & Co., London. 1947 sold to Oceanic Nav. Co. Ltd, Calcutta r. CHITPUR. 1948 sold to Hwah Sung S.S. Co. Ltd, Shanghai r. HWAH SUNG. 1949 reg. owner Wallem & Co. Ltd, Hong Kong (Pan. Flag) r. NAVIDAD. 1952 reg. owner Purple Star Shg Co., Shanghai. 9/52 Pan. registry cancelled, reverted to Hwah Sung as HWAH SUNG (HAO SHENG). 10/54 taken over by PRC-CHSSC r. CHUNG HSING 2. 1956 t/f to Shanghai Maritime Bureau. 1967 or later r. ZHANDOU 1. NFI.



WARTENFELS as built (Jansen/Fuchs).



ZHANDOU 1 in post-Cultural Revolution appearance (Brian Miller/Alan Lee)

CHUNG HSING 3 (1954-??) 4298/18 (T3cy, 345' x 50')

Delivered 11/18 by Osaka Iron Works Ltd., Osaka to Taisho K. K., Dairen as MEICHU MARU (3944 grt, 6776 dwt). 1918 sold to D/S A/S Storborg (Jacob Ringen A/S), Haugesund r. STORBORG. 1/22 Brummenæs & Torgersen, Managers. 1924 sold to D/S A/S Solvang. 4/25 sold to Ørvigs D/S A/S (Olaf Ørvig), Bergen r. LAVAL COUNTY. 1931 r. LYDER SAGEN and placed on long-term charter to Kailan Mining Administration, Shanghai. 1939 A.M. Wik, manager. 1946 E. Hjelle, manager. 1947 sold to East China S.S. Co. Ltd, Shanghai r. HWA HONG. 1948 sold to An Dah S. S. Co. Ltd, Shanghai r. AN DAH. 1949 reg. owner Wallem & Co. Ltd, Hong Kong (Panama flag) r. SAGEN. 1952 reg. owner Purple Star Shg Co. Ltd (PRC ben. owners), Panama. 1/52 and 2/52 trading Shanghai/Chinwangtao. 8/52 Pan. registry cancelled, t/f to PRC flag (Shanghai) r. AN TU. 10/54 t/f to PRC-CHSSC r. CHUNG HSING 3. Evidently still existing as such, 1962. NFI.



CHUNG HSING 3 showing PRC rebuild

L: http://club.china.com/data/thread/1015/2769/14/55/1_1.html

R: China Reconstructs 7/62 p.33

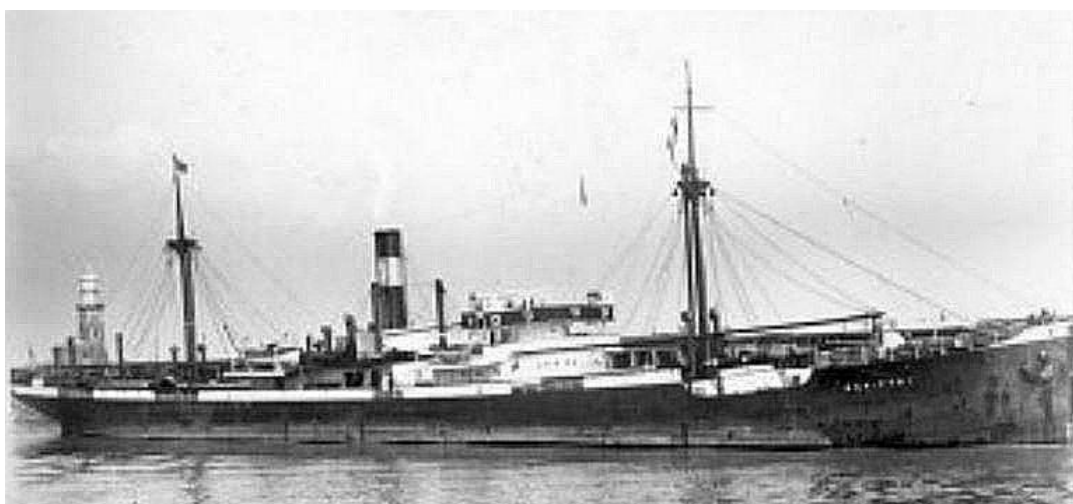
CHUNG HSING 4 (1954-56) 4171/25

see LU HSING (CHCMC, 1935-37)

CHUNG HSING 5 (1954-64) 3451/12

Built by Schiffswerf Henry Koch, Lubeck for Horn Linie A.G., Hamburg as HORNCAP. 1919

surrendered to The Shipping Controller (E. Macbeth & Co. Ltd, Glasgow, mgrs.). 1921 sold to byron S.S. Co. Ltd (V.H. Vernall & Co., mgrs.), London r. MAID OF SYRA. 1923 mgr E. Embiricos. 1931 sold to S.& D. Fafalios, Chios r. NEA THYI. 4/39 sold to John Manners & Co. Ltd (reg. owner Wallem & Co.), Shanghai (Pan. Flag) r. SAN ANTONIO. 4/40 sold to Moh Nemazee (same reg. owner). 1941 t/f to San Antonio S.S. Co. Ltd. 10/46 sold for \$400,000 to New China S.S. Co. Ltd, Shanghai r. HSIN KONG. 5/47 sold to Ming Sing S.S. Co. Ltd (Wang Shi-hsin mgr), Shanghai. 3/49 under Communist control, 1950 reflagged to Far Eastern & Panama Transport Co. Ltd (Wheelock, Marden & Co. Ltd, Hong Kong), Panama r. NORINA, voy. to Hainan and Japan. 1951 t/f back to Wang Shi-hsin (East China Marit. Bureau mgr) as HSIN KONG (SHIN KANG). 10/54 t/f to PRC-CHSSC r. CHUNG HSING 5. 6/56 to Shanghai Maritime Bureau. 2/7/64 collided off Dairen in 37.43N, 122.13E with *Ocean Seigneur* (10,126/56) on voyage from Lianyungang to Dalian with 6100 tons of coal, sank 3/7 at 37.35N 122.42E.



CHUNG HSING 5 as *Nea Thyi* (Wrecksite.eu).

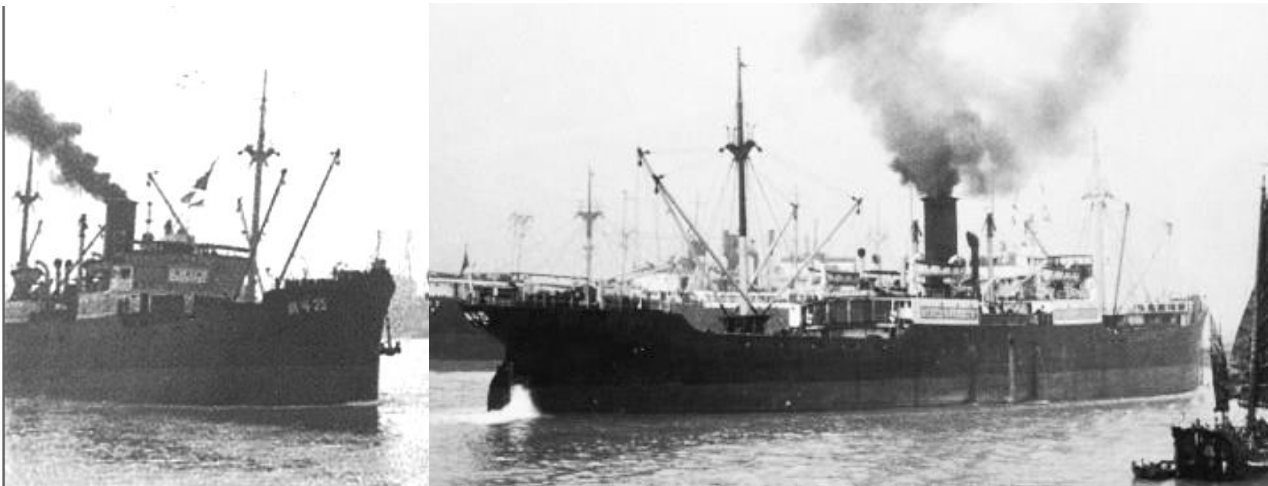
CHUNG HSING 6 not reported but numbers were in descending order of size so logically would have been a renaming or intended name of MEKO (CHPPP, 1952-54) 3116/18.

CHUNG HSING 7 (1954-6?) 3151/18 ("C" class)

Built by Wm Gray & Co. Ltd, West Hartlepool for The Shipping Controller (G.B. Harland & Co. mgrs.) as WAR FOAM. 1919 sold to British Africa Shg & Coaling Co. Ltd (Mitchell, Cotts & Co. mgrs.), Cape Town r. CAPE NATAL. 1920 sold to Union S.S. Co. of NZ Ltd, Wellington and 1921 r. KAIKORAI. 31/10/47 laid up at Port Chalmers. 3/48 sold to Hwah Lee S.S. Co., Shanghai. 1949 sold to Purple Star S.S. Co. (Wallem & Co. Ltd mgrs), Shanghai, then t/f to Grande Shg Corp. S.A., Panama. 1/52 and 2/52 trading Dalian/Shanghai. 5/52 voyage Shanghai-Chinwangtao. 8/52 Pan. registry cancelled, reverted to Purple Star/PRC r. SING WANG HAI. 10/54 t/f to PRC-CHSSC r. CHUNG HSING 7. 6/56 t/f to SMB. 1968 RLR, but photographic evidence suggests by 1967 r. ZHAN DOU 25. NFI.



KAIKORAI at Melbourne (Allan Green@SLV).



ZHAN DOU 25(?) at Shanghai 1967. Likely ex CHUNG HSING 7/*Kaikorai*

With superstructure front built up, extra cabins, new cross-trees and possibly masts, gravity davits and probable new funnel with added cowl.

(<https://www.seefahrtsfreunde-empden.de/seeleute-2/mit-der-dukegat-shanghai/>).

CHUNG HSING 8 (1954-?) 3350/11

see YUNG HSING (CHSSC, 1946-50)

CHUNG HSING 9 (1954-66?) 3402/99

see KING HSING (CHSSC, 1946-50)

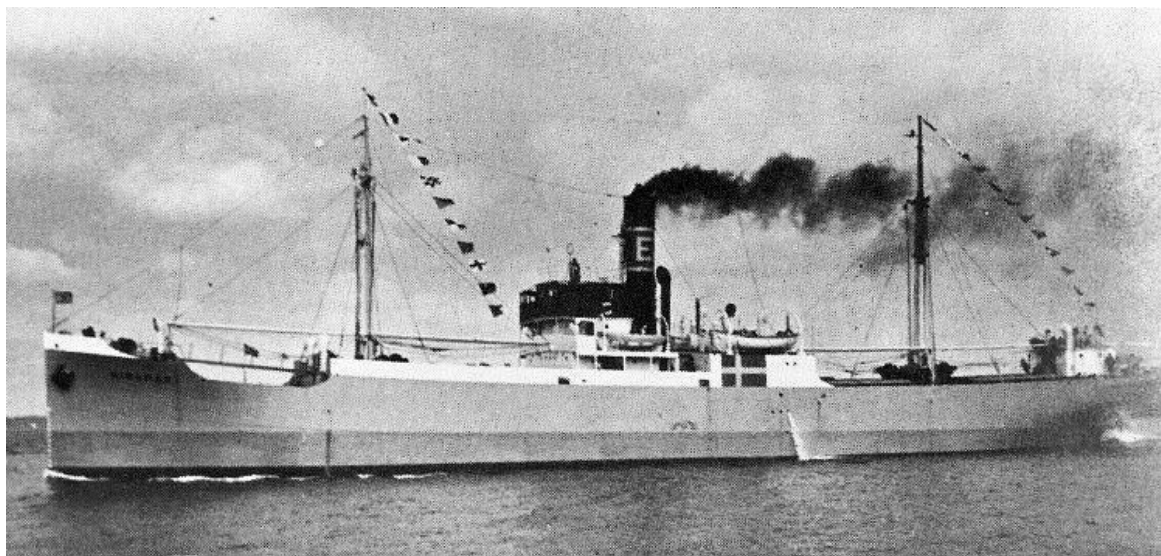
CHUNG HSING 10 (1954-?) 1804/17

see MING HSING (CHSSC, 1947-49)

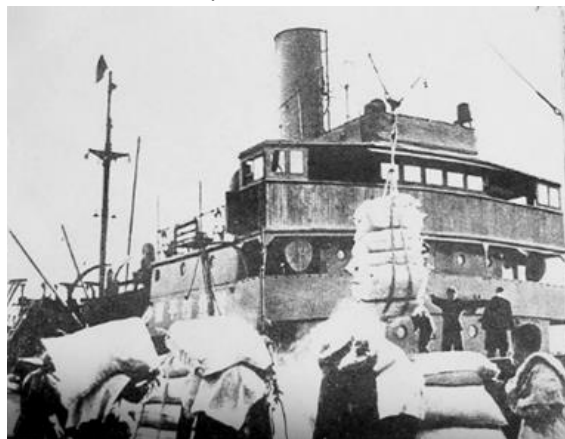
CHUNG HSING 11 (1954-56) 1555/38 T3cy

Built by Helsingborgs Varfs A/B, Helsingborg for Red. Erling A/B, Gothenburg as MIRAMAR, licensed to carry deck passengers in Far East. 3/40 sold at Hong Kong to Rederi A/B Reuter (H.A. Reuter, mgr), Gothenburg. 30/12/41 detained by Japanese at Saigon. Mid 1/42 compulsorily b/b chartered (Teikoku Senpaku, mgr) r. TEIZAN MARU. 8/45 recovered damaged, abandoned to underwriter Maurice Voss. 1946 surveyed at Sakai. 1949 under repair at Osaka. 9/49 reverted to owners as MIRAMAR. 1950 sold to Far Eastern Enterprising Co. Inc. (Farenco, ben. owner PRC), Panama r. ORBITAL. 1951 sold to PRC r. AOBITE 奥比特 (ORBITAL). 1/52-6/52 trading Tientsin-Dalian-Tsingtao

for Dalian S.S. Co.. 8/52 Panamanian registry cancelled. 10/54 t/f to PRC-CHSSC r. CHUNG HSING 11.
6/56 t/f to SMB r. HOPING 11. NFI but if surviving in 1967 would have become ZHANDOU 11.



CHUNG HSING 11 as *Miramar* (Lennart Falleth colln c/- faktaomfartyg.se).



At Tangku (*China Reconstructs* 3/55).



Evident modernised HOPING 11 offered on 7788.com auction site in December 2020.

CHUNG HSING 12 not reported but numbers were in descending order of size so logically would have been a renaming of AGUADULCE (CHPPP, 1952-54) 1544/15.

MEKO 美歌 (1954-55) 3116/18

see MEKO (CHPPP, 1952-54)
