

# Shaw Hsing/Shawhsing/Zhaoxing S.S. Co. Newchwang (Yingkou) (1909-50)

(c.1931 head office moved to Shanghai, postwar 122 Canton Road)

肇興輪船公司 / 肇兴轮船公司



Shawhsing houseflag with original and later funnels

## ILLUSTRATED FLEET LIST

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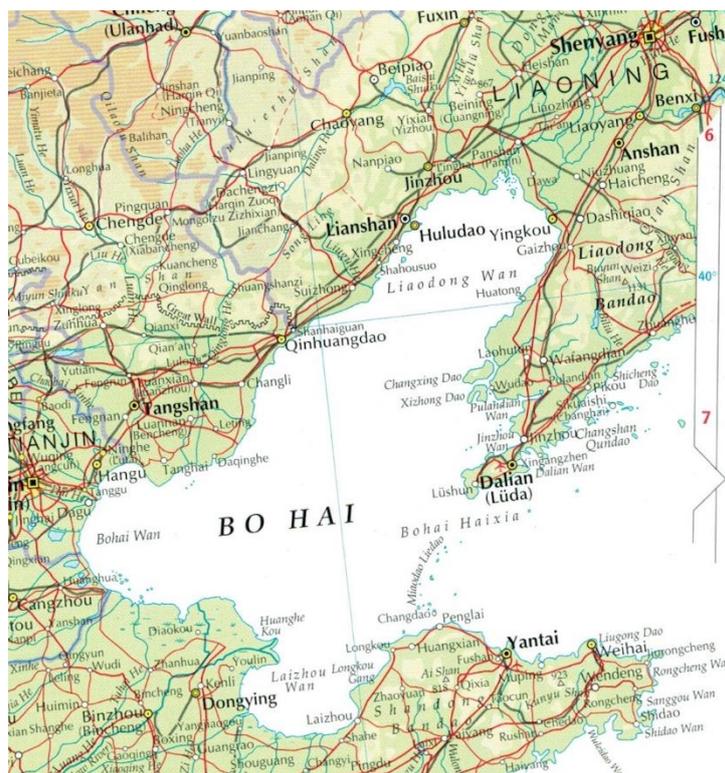
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The port of Yinkow at the mouth of the Liao River (Liaohe) has long been the point of access to the fertile river basin of what is now the province of Liaoning. During the Qing (Manchu) Dynasty, this heartland was officially closed to Han settlement and foreign trade but both these restrictions were eased after China's defeat by Britain in the Second Opium War. At Yinkow a treaty port was opened in 1861 known as Newchwang, a small foreign settlement adjacent to the Chinese town. A busy junk trade developed across the Bay of Pechili (Bohai) between the northern shore of populous Shantung (Shandong) Peninsula and the Liao River, bringing in the labour force needed to open up this new agricultural frontier. A staple crop was soybean, of which large tonnage was pressed in animal-powered grinding mills to extract the oil, after which the big wheels of compressed beancake were shipped south as fertiliser for use in ricefields. In the mid-1870s the British firm of

Butterfield & Swire placed simple cargo steamers on the run from Bohai ports to Shantung, Shanghai and South China. Jardines and China Merchants subsequently copied these 'beancakers', largely displacing the sailing junks except in local trade around Bohai. Following Japan's victory against Russia in the Russo-Japanese War (1904-1905) and its takeover of the South Manchurian Railway, Japanese influence steadily grew in the treaty settlement of Newchwang but it was never a large foreign settlement, and always much smaller than Tientsin (Tianjin). In Yinkow the Chinese merchant guilds remained powerful and in 1907, following upon formation of the Chinese Chamber of Commerce in Shanghai in 1902, combined in a Yinkow Chamber of Commerce. Just two years later this body would be the basis for mobilizing community support for a local steamship venture.



Bohai ports. Clockwise from bottom right, Weihai (Weihaiwei), Yantai (Chefoo), Penglai (Tengchow), Longkou (Lungkow) (all Shandong Peninsula), Tianjin (Tientsin), Qinhuangdao (Chinwangtao), Yinkow (Newchwang) and Liao River valley to Shenyang (Mukden) top right, Liaodong Peninsula: Lushun (Ryojun/Port Arthur) and Dalian (Dairen/Dalny) (*Times Concise Atlas*).

Shaw Hsing (Zhaoxing) Steamship Co. (zhao = 'beginning', xing = 'prosperity') has equal claim with Ching Kee & Co. to being the oldest privately owned Chinese company in the Northern trade. Chinese sources reveal that the formation of Shaw Hsing was under way from late 1909, two years before the Wuchang uprising and the consequent revolution that overthrew the Qing dynasty. Shaw Hsing was very much a community effort that drew on patriotic feelings as well as local networks. The lead promoter Lee Jai-yuen (also transliterated as Li Heng-chun/Zi Xuyuan, born 1868) of Lungkow (Longkou), had relocated from Lungkow to Yinkow in 1886 at age 18 and built the family merchant house Yishun into the city's leading firm with affiliates in Dalian, Harbin, etc., and also a prominent bank in Lungkow. In 1907 he had become the foundation Deputy Manager and from

1913 President of the Yinkow Chamber of Commerce. He was supported by his fourth brother Lee Tze-cho (also transliterated as Li Heng Duan/Zi Zichu, born 1880), who had graduated in Commerce from Waseda University in Tokyo. Around this time Yishun was also pioneering the application of steam power to the oil pressing industry, whose rapid expansion would underpin the prosperity of Yinkow.

Shaw Hsing's capital was set at one million silver dollars, paid up initially to 150,000 yuan and drew contributions not only from fellow Shantung (especially Lungkow) merchants but also from Yinkow gentry, and scholars. The Chamber itself bought 1,000 shares. By the time the first general meeting was held on 24 June 1910, a ship had already been purchased for \$120,000 (silver dollars), an office found, and a wharf had been leased from the Yinkow branch of the Bank of China. The 1237-grt *Shawhsing* (1895), recently refitted in Hong Kong, was delivered in Shanghai on 30 July and arrived in Yinkow on 21 August with a lavish on-board tea ceremony three days later for several hundred people to inaugurate the new company. At first the company operated under a temporary sailing permit, then in 1915 after some bureaucratic to-and-fro was re-registered under the Republican Government's newly issued Regulations for the Registration of Shipping Companies (1914).

Shawhsing's Articles of Association specified that in spring and summer the company would ply from Yinkow to Tengchow and Lungkow in northeast Shantung, the closest Shantung ports [see map], and to other ports around Bohai, then in autumn and winter, when the Liao River and often the Bay itself iced up, to Chinese ports over a range between the Yellow Sea, East China Sea and South China Sea, including the Yangtze River. With the exception of Newchwang/Yinkow and Chefoo/Yantai, these Bohai ports were not treaty ports so had the character of local trade and were not subject to extra-territoriality. There was plenty of cargo both ways, rice and coal inwards to Yinkow, soybean, other crops and soybean cake outwards, plus seasonal labour moving both ways between Shantung and Manchuria. First mention of *Shawhsing* in the Shanghai press was the 'North China Herald' of 9 December 1910, which reported the vessel in bound from Newchwang on 2 December under Norwegian master Weidemann and to the agency of Ningshao S.N. Co. This would have been the first winter sailing beyond Bohai. The arrangement with Ningshao lasted until the end of 1920, then transferred to the affiliated San Peh until in 1922 Shaw Hsing opened its own branch at 5 Canton Road.

Shawhsing came into immediate competition with Swire's China Navigation Company's steamer *Wenchow* on the Yinkow-Lungkow route and was subjected to fierce rate-cutting. According to the China Yinkow Network (CYN, 24 April 2018), passenger fares were pegged back to zero. Shaw Hsing was placed under enormous pressure but supplemented the free fares and food with gifts of towels, soap, noodles and other items. In its first year of operation Shaw Hsing lost the huge sum of 11,240 yuan but with community support was able to show absolute determination. In the end it was Swire that took the initiative to reconcile and in June 1911 agreed to abandon the Yinkow-Lungkow route and transfer the offices and warehouses in Lungkow to Shaw Hsing. It was probably the first victory of a private Chinese steamship company over a foreign rival.

Shawhsing's greater challenge was internal dissension. With so many shareholders, 25 directors, and clashes of stakeholder interests and egos, plus all the political complications arising from the transition to Republican government, then the presidency of Yuan Shihkai and his brief rule as emperor until March 1916, followed by the rise of warlordism, it is hardly surprising that the first decade was a tumultuous one. The first chairman, Wang Yuanhan/Wang Dizhai (1867-1936) with 300 shares owed his position to being deputy general manager of the Yingkou Branch of the Bank of China, whose cooperation was needed to secure the wharf. Likewise appointed to a senior position was Hu Yumen (Jun-kai), deputy director of the Bank of Communications. Though chief promoter and the equal largest shareholder (2,000 shares), Li Hengchun was only vice chairman. In Imperial China, officials held much higher status than merchants but the continuing availability of credit was an important consideration, the more so in the face of foreign competition. Nevertheless, the early losses dismayed many shareholders and officeholders. In 1911, after some acrimony and the resignation of co-promoter and general manager Chen Zicheng (~~Chen Junzi~~), Wang Yuanhan yielded his position as Chairman to Li Heng-chun, while in 1914 the latter's brother Li Heng-duan/Zichu became General Manager and increased his shareholding from 300 to 1500 shares. That was not quite the end of the dissension. On 2 June 1916 the 'Malaya Tribune' as far away as Singapore carried a report from the 'Shengking Times' alleging that *Shawhsing* had been chartered out at well below the market rate for trading beyond Bohai. More details are not available.

For the first decade Shaw Hsing seems to have remained a single-ship firm, but chartered in vessels, notably from Yantai-based Ching Kee & Co. Nevertheless, there was progress. CYN (14/10/2018) records that in March 1915 Shaw Hsing purchased the land on the banks of the Liaohe River and built wharfs, warehouses, and office buildings.



Shaw Hsing's old Yingkow office, now identifying as an annex of the Central Hospital (China Yinkow Network, 14/10/2018).

To compensate for wartime inflation and to finance expansion, in 1920 Shaw Hsing's capital was increased to 1.5 million yuan in 50-yuan shares. With these additional funds, the company first bought the 832-ton *Nagata Maru No. 27* in Japan and after refit placed in service as *Yunghsing*. Then in 1921 it took over the 1,140-ton *Tong An* (1891 ex *Upolu*) and 600-ton *Tungyuan* (1901, ex *Cavanba*, later *Lai Hsing*) from British agent and shipowner Van Ess & Co. of Yinkow. There followed in 1922 the bigger 2,030-ton ex German *Hohsing* (1900) and in 1926 the 1,600-grt ex-Jardine beancakers *Lienhsing* (1892) and *Yuhsing* (1891). Thus by the mid-1920s Shawhsing deployed a fleet of seven vessels ranging in size from 832 to 2,030 gross tons and in age from around 10 to 35 years old. Even if several units could be described as elderly, the company seems to have bought well and maintained their ships. Wang Juelin observes that General Manager Li Zichu took a personal interest in navigation, encouraged the training of seagoing personnel and Captain Chen Qianqing, and instigated the opening of the China Radio School in North Szechuan Road, Shanghai – subsequently *Hohsing* became the first Chinese-flag ship to be equipped with both short- and long-wave radio. Shaw Hsing's branch network was also expanded: Lungkow (1910) was followed by Shanghai (1922), Dalian (1924), Tsingtao (Qingdao) in 1930 and, at some point, also Tientsin (Tianjin). The Shanghai office was located in the International Settlement at 46 Szechuen Road, later moving to Canton Road.

Van Ess & Co. merits a brief interpolation. Arthur Bulkeley Iffland van Ess was born in 1881 in China while his probably Dutch-born father, Ari Willem, was Constable to the British legation at Beijing (later at Chefoo/Yantai). As a young man A.B. became Assistant to the leading Newchwang merchant house of Bush & Co. before setting up his own firm A. Van Ess & Co. around 1908 with the agency for the East Asiatic Company of Copenhagen. In mid-1915 he bought from Australia the passenger-cargo steamers *Upolu* (1891), then in 1917 *Cavanba* (1901). The diversification into shipping was probably triggered by the outbreak of World War I, when Japan seized German possessions in Shantung and German-flag shipping was interned. By 1919 Van Ess & Co. identified in the North China Hong List as 'Import, Export & Steamship Owners' with agencies for Pacific Mail, Swedish East Asiatic, (Danish) East Asiatic Co., Toyo Kisen and Ellermans, also several insurance companies. There would have been Chinese capital. *Upolu* was chartered out, between July 1917 and August 1920 as a collier between Chinwangtao and Shanghai, most often charter to the Kailan Mining Administration but at other times to Wallem & Co., Thoresen & Co. or Ningshao S.N. Co. The deployment of *Cavanba* was not reported at Shanghai so most likely the ship was used between Bohai ports. Then in August 1921 both were sold to Shaw Hsing to become *Tong An* and *Tungyuan* (later *Lai Hsing*) respectively. As with San Peh and Mollers, it was not uncommon for a British merchant to stand as guarantor and registered owner under the British flag until a loan or mortgage had been discharged. Van Ess & Co. did not resume shipowning but carried on business into the 1930s – A.B. retired from 'The Gables', Newchwang to Surrey and died there on 15 January 1951 at age 80.

In the 1920s Shaw Hsing's ships were seen in most Chinese ports. After delivery in April 1920, the

little *Yunghsing* was deployed in the summer months around Bohai Gulf (Tianjin, Dalian, Tengchow, Lungchow, Yantai, Chinwangtao, etc.), then in winter, when Gulf rivers and ports iced up, as far north as Vladivostok and more often south with beancake to Shanghai, up the Yangtse to Wuhu, further down the coast to Amoy (Xiamen), Swatow (Shantou), Canton (Guangzhou), and Hong Kong, and sometimes also to Japanese ports. By mid-1924, *Shawhsing* was plying between Yingkow and Shanghai and the larger vessels *Hohsing*, *Lienhsing*, *Yuhsing* were regular callers at Shanghai to/from Gulf ports, including Tientsin. By the beginning of 1929 Shaw Hsing's Shanghai office was representing not just its own ships but also those of Chihli-Shantung Lines of Taku and Yu Ta Hong of Yinkow. According to 'The China Press', of 18 February 1929, Shaw Hsing had no fewer than nine ships in port in Shanghai, four of its own and five under agency.

Establishment of the Republican Government in Nanking in 1927 brought a measure of stability to Central China. After the assassination of North China/Manchuria warlord Zhang Zuolin by Japanese in June 1928, his son Zhang Xueliang was persuaded to recognise nominal Republican supremacy (the Northeast Flag Replacement). At last *Shawhsing* was no longer plying between separate jurisdictions and subject to arbitrary wartime requisitions. One early measure of the new Republican government, no doubt as much to raise revenue as for efficient administration, was to require companies to apply to re-register their incorporation. *Shawhsing's* new certificate of incorporation was issued on 12 September 1929, signed by Minister of Commerce (later Finance) H.H. Kung, brother-in-law of President Chiang Kai-shek. A year and a half later, on 9 May 1931, the 14 directors wrote to apply to relocate the head office from Yinkow to Shanghai, which evidently was approved, though Lloyd's Register continued to give the address as 'Main Street, Newchwang' through to the end of the 1930s. There was also internal reorganisation in 1931 when founder Li Hengchun died at only 63 years of age and was succeeded as Chairman and General Manager by his younger brother.



L: Certificate of incorporation, September 1929. R: Lee Tze-cho (Li Heng Duan/Zi Zi Chu) (1883-1960).

Notwithstanding the Japanese invasion of Manchuria in September 1931 and declaration of the puppet state of Manchukuo in the following year, Li continued to invest with others in Yinkow and Manchuria. Particular attention was given to (marine) insurance. In March 1928, the Li brothers founded Zhaotai Marine & Fire Insurance Company with branches in Shanghai, Shenyang and Harbin, then in October 1932 Li Zichu with Chen Qianqing invested in establishment of the China Marine Accident Insurance Company, while in June 1933 Zhaotai took up equity in the establishment of the Chinese Merchants United Insurance Company. China Yinkow Network (CYN, 24 April 2018) also mentions the Yingkou Textile Factory, Luang Weaving Factory, and in Shenyang the Fengtian Huiye Bank, which later merged with Yingkou Commercial Bank and Fushun Bank to form Xingya Bank.

As far as Shaw Hsing was concerned, the company had the misfortune to lose *Tongan* in collision with its own *Lienhsing* off the Shantung Peninsula in March 1930 with over seventy lives lost, then four years later *Shawhsing* was sunk in collision in the Whangpu, this time without loss of life. The replacement vessels, the 2,500-ton ex British trampship *Kun Hsing* and, from 1934, the 700-ton Japanese-built coaster *Fuhsing* (1910) kept the size of the fleet to seven ships of around 10,000 gross tons up to the outbreak of the Sino-Japanese war in July 1937. *Tienhsing* (ex *Lienhsing*) and *Kunhsing* were both requisitioned and sunk as blockships, *Yuhsing* bombed and sunk in the Yangtse. The other four vessels carried on under Japanese control until 1 June 1942 when forcibly incorporated along with the surviving vessels of other local firms into the joint venture Manshu Kaiun K.K. with a fleet of 17 vessels of 22,000 tons (CYN, 24/4/2018). *Yunghsing* was sunk in collision in March 1944, *Fuhsing* was sunk by air attack near Amoy in March 1945 and *Hohsing* mined in Wakasa Bay on the Japan Sea coast of Honshu Island just a fortnight before the end of the War. Only *Lai Hsing* was recovered in seaworthy condition.

With compensation for war losses, in early 1947 Shawhsing was able to acquire through Wallem & Co. the 44-year-old passenger-cargo steamer *Wing Fook* (1903 ex Holt's Singapore-Fremantle liner *Charon*), now renamed *Hsiang Hsing*. CYN (24/4/2018) states that the ship was owned jointly with Kong Shiquan, a member of the Kong Xiangxi family. At first both steamers plied between Shanghai and northern ports, then as conditions worsened in the north, to southern ports. On 3 January 1949 near Foochow *Hsiang Hsing* collided with and sank the Portuguese-flag steamer *Masbate*, which by a remarkable coincidence happened to have been built in 1895 as *Juno*, a sister to *Clio*, Shawhsing's first ship [see illustration below]. In mid-1949 *Lai Hsing* was requisitioned by the Republican government to assist in the evacuation of Shanghai. A Harrison-Forman photo (below) shows her with an assortment of cargo on the wharf at Keelung. In August 1949, while crowded with troops and their families, the 48-year-old *Lai Hsing* stranded and sank in the Chusan (Zhoushan) Islands that Republican forces were seeking to build up as a base to control access to the Yangtse estuary. That left only *Hsiang Hsing*, which on 10 May under Capt. K.H. Ngau had arrived at Hong Kong from Shanghai and Canton and laid up at North Point. Subsequently she recommissioned but in March 1950 had the misfortune to strand in the Outer Harbour of Keelung, the fifth Shawhsing vessel to become a casualty in the month of March out of only nine large vessels that the company owned.

This extraordinary run of misfortune must be something of a maritime record. Shawhsing Steamship Co. is not known to have acquired further ships but as of May 1965 at Roosevelt Road, Taipeh (4<sup>th</sup> floor) was advertising in the U.S. 'Foreign Commerce Weekly' to buy a 10,000-ton 'Liberty' ship ('condemned ship acceptable'). This is the last known report. Li Hengduan remained behind in China and died in Shanghai on 28 October 1957 (also given as 1960).

Shaw Hsing is now barely a footnote in China's 20<sup>th</sup> century maritime history but it was a pioneering venture with patriotic motivation and strong community support that challenged the foreign shipping companies and prevailed. It is good that local historians in Yingkou are now recovering its fascinating story.

### Sources

The above text draws heavily on Chinese-language materials accessed from Baidu at [blog.sina.com.cn/u/3272992017](http://blog.sina.com.cn/u/3272992017): Xingshun's assistance to Yujia Li Hengchun and historical materials of Zhaoxing Shipping Company (21 February 2017), also from the Chinese Yinkow Network blog at [kknews.cc/history/9o8ry55.html](http://kknews.cc/history/9o8ry55.html). Both blogs draw on contemporary reports in 'Shengking Times' as well as official documents. We have also taken details from the English language press in Shanghai through ProQuest. There are some inconsistencies which we may not have resolved.

## Fleet List

*Note. As with other Chinese fleets, the two-character names were sometimes anglicized as one word, sometimes as two. Lloyd's Register records one word but the only photo that allows the name to be read shows it to be painted LAI HSING on the stern. The same applies to the company name Shawhsing/Shaw Hsing.*

### **SHAWHSING 肇興** (1910-34) 1237/95-10 (T3cy)

Built by J. Scott & Co., Kinghorn (#93) on builder's account, 17/10/95 launched as CLIO for the Singapore trade and after fitting out 26/10 sailed Burntisland. 10/95 re-reg. at Singapore prior to t/f to T.C. Bogaardt. 8/12/95 arrived Singapore and t/f to Straits S.S. Co. Ltd, Singapore. 11/99 sold to A.O. Meyer, Singapore and re-reg. at Hamburg (German) as CHIENG MAI. 1/00 t/f to NDL, Bremen. 10/06 sold to Handel & N.V. Stoomvaart Maatschappij Bandjer (N.V. Stoomvaart Maatschappij Bandjer, mgrs), Bandjermasin r. SARIE BANDJER. 10/08 reverted under mortgage back to Behn, Meyer & Co. for NDL and chartered to KPM. 7/6/09 in bad weather stranded in Sunda Strait near Anjer – refloated under own steam with extensive bottom damage. After temporary repairs at Tanjung Priok, sailed to Singapore (25/6), where docked and then laid up. 6/10 sold to E.C. Wilks, Hong Kong and refitted at HWD, Kowloon. 6/10 sold to SSSCL for Tls 120,000. Operated at first between Yingkow, Tengchow (Dengzhou) and Lungkow in Shandong province. Late 1915, Pohai freezes, ship sent to Amoy with beancake. 1921 on profitable charters to San Peh and also Chang An Co. of Foochow, operating Tianjin, Shanghai and Fujian. 4/24 damaged by Nationalist shelling in a southern port (location unknown). 22/5/24 commenced Yingkow-Shanghai service, sailings every 10 days, but 8/9/24 suspended owing to the second Zhili Fengtian War. 4/3/34 in collision with *Wan*

*Hsiang* (1862/03) and 5/3 sank upright in Whangpu River off Hunt's Wharf, Shanghai. 5/34 Far Eastern Salvage Co. began work to blow up and remove the wreck in pieces. [Note: Scott & Co. in 1873 constructed CLIO (230x28'/120hp) for Bristol General S.N. Co. This 1895 vessel (230x32/130hp) may have been a cancelled order for those owners.]



JUNO (1895), the identical sister of SHAWHSING ex CLIO, as built in Straits S.S. Co. colours (Dundee Art Galleries & Museums). 1921 under profitable charter to 'Russell hong' (CMSSC?). 1927 completed 21 round voyages to Tientsin.



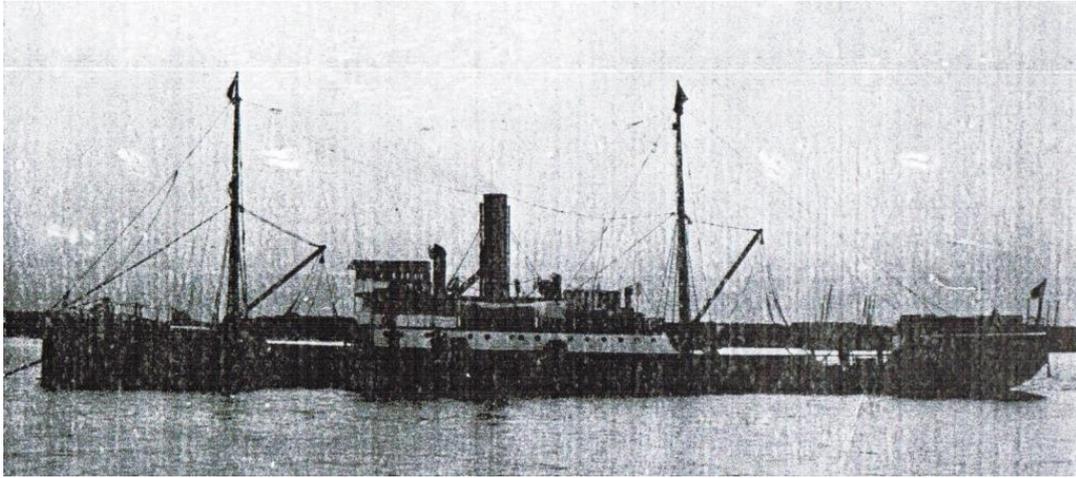
Sunken SHAW HSING off Hunt's Wharf, Shanghai (China Press, 11 March 1934)

**YUNG HSING 榮興** (1920-42) 832/15-4 (T3cy)

Built by Sanjuro Nagata, Osaka for Kusakabe K.K., Gifu as NAGATA MARU No. 27. 1920 sold at Kobe to SSSCL for 345,000 taels, refitted Kawasaki, Dairen for 18,623 taels, 12/4/20 arrived Newchwang. 6/10/28 damaged in collision with *Hsin Kong* (2146/06) of CMSNC at Taku (Dagu), Tientsin, cargo damaged by submersion, more than 200 passengers in water, 10 dead. Early 1931 running Yinkow-Tientsin. Late-1934 running Yinkow to northern ports (1050g). Late 1930s known as EIKO-GO 榮興号 [same characters]. 1/42 t/f to Manshu Kaiun K.K. r. EIKO MARU 榮興丸 (854g). 19/3/44 sunk in Pohai Sea (38.45N 120.13E) in collision with *Hsin Tai* (481/70) on course to or from Tientsin.



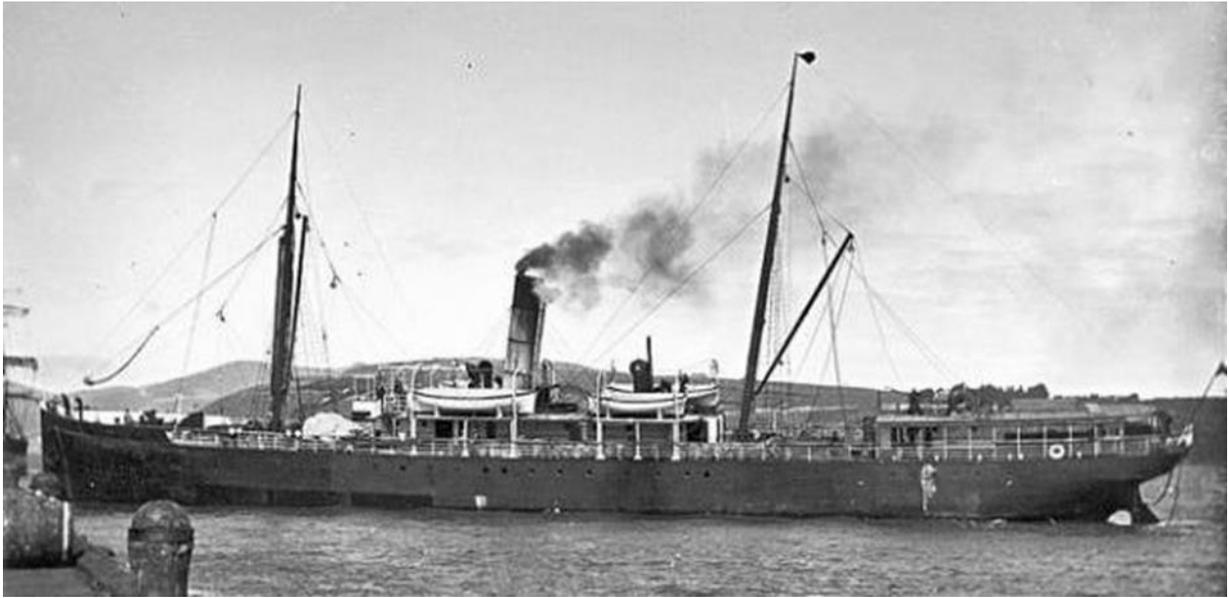
YUNG HSING overflowing with troops in the Yangtze, 14 October 1929 (SK\*).



YUNG HSING showing superstructure addition and removal of lifeboat (US National Archives/Peter Cundall).

**TONG AN/TUNG AN 同安** (1921-30) 1141/91 (Q4cy)

Built by Fleming & Ferguson, Paisley (#169) for Union Steamship Co of New Zealand Ltd., Dunedin as UPOLU for Auckland-Pacific islands trade. 12/03 sold to Lever's Pacific Plantations Ltd, Sydney for general cargo/copra trade with South Pacific Islands. 12/11 sold to Brisbane Milling Co. Ltd, Brisbane for Sydney-Brisbane wheat and general cargo trade (now 28 8/14 requisitioned for use as RAN Submarine Depot Ship HMAS UPOLU, mother ship for HMA submarines AE1 and AE2 and sailed to Rabaul (9/14), thence Suva (10/14). 19/11 returned to Sydney. 9/12/14 redelivered to owners and laid up at Rose Bay for sale or charter. 1915 sold to A.B. Iffland van Ess, Shanghai and 22/7 sailed Sydney for Shanghai via Samoa, Suva (23/8) and Swatow. 1916 sold to G. McBain, Shanghai. 3/17 on charter to Ching Kee & Co. struck sunken rock 10m. off Amoy outbound to Dairen in ballast, made Shanghai under own steam for docking. 2/18-2/19 and 3-8/20 on charter to Kailan Mining Administration. 8/21 sold to SSSCL for Tls 125,000 r. TONG AN/TUNG AN, used Yingkow-Longkou. 12/8/30 on passage Tsingtao-Newchwang with coal sunk in collision with the same company's *Lienhsing* at Chengshan, Shantung, 70 dead, 4 missing, 60 rescued. [Note: Ship still listed on company's books at end of 1934 but no other evidence of continued existence.]



UPOLU (N.Z. Ship & Marine Society).



Photo of TONG AN at Newchwang from the Chinese auction site kongfz.com in 2021.

**TUNGYUAN (TUNG YUAN/TONG YUAN/TUNG YUEN) 同源 (1921-32) 573/01 (T3cy)**

Built by Bow McLachlan & Co. Ltd, Paisley (#143) for G.W. Nicoll, Sydney for Sydney-North Coast NSW passenger/cargo service as CAVANBA. 7/9/01 sailed Paisley via Cape for Sydney (20/11), trials 2/12 at 11-12k. 3/05 Nicoll fleet taken over by North Coast S.N. Co., Sydney. 29/5/16 sailed Sydney for Hong Kong (26/6) for local trading. 8/16 capsized on side in harbour (N. Vietnam), subsequently righted and towed by Taikoo to Haiphong, thence Hong Kong (26/9), where placed in Taikoo Dock for lengthening by 50 feet with additional passenger accommodation and new bridge. 2/17 sold to marine engineer Donald Macdonald, Sydney and reg. at Hong Kong. 7/17 resold to Arthur B. Iffland van Ess, Newchwang (reg. Hong Kong). 6/17-21 requisitioned by Hong Kong Govt, also March-April 1919 to Bombay on Admiralty charter. 8/21 sold to SSSCL for 60,000 taels r. TUNGYUAN (initial

listing in LR as TUNGYUNG). 8/8/21 rescued 200 passengers from *Lung/Long Shun* ex *Vita* 890/90) stranded on reef near Fujin Pao Island, who were ferried out in junks, and taken to Longkou. 10/21 t/f to Chinese flag. Early 1931 operating to Tientsin. Also reported early 1930s operating Yingkow-Longkou. 1932 r. LAI HSING 来興, listed 12/34, running out of Yingkow to other northern ports. 12/41 under Japanese control as RAIKO GO [same characters] (Manshu Kaiun K.K. mgrs). Late 1945 recovered undamaged at Tsingtao. 14/11/45 commenced Shanghai-Tsingtao service. 9/4/47 arrived Longkou from Tsingtao with more than 100 members of KMT Huangxian Demobilization Association. 1/48 regular cargo passenger service Shanghai-Tientsin. 1949 requisitioned by Republican Govt to assist in evacuation of Shanghai. 8/49 grounded and sank in Chusan (Zhoushan) Archipelago on voyage with Nationalist troops and their families.



CAVANBA mooring at Coffs Jetty about 1911 (Coffs Harbour Regional Museum mus07-2948).



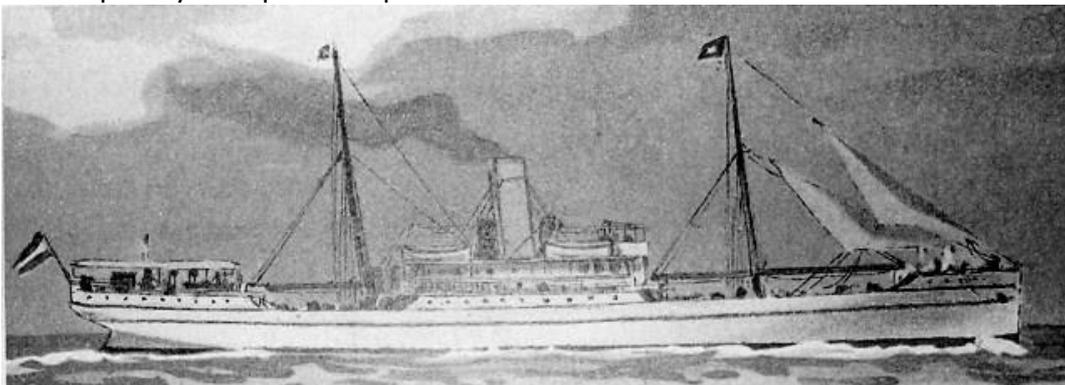
CAVANBA offloading passengers by basket at Coffs Harbour. The swell made alongside disembarkation too dangerous (Flotilla Australia).



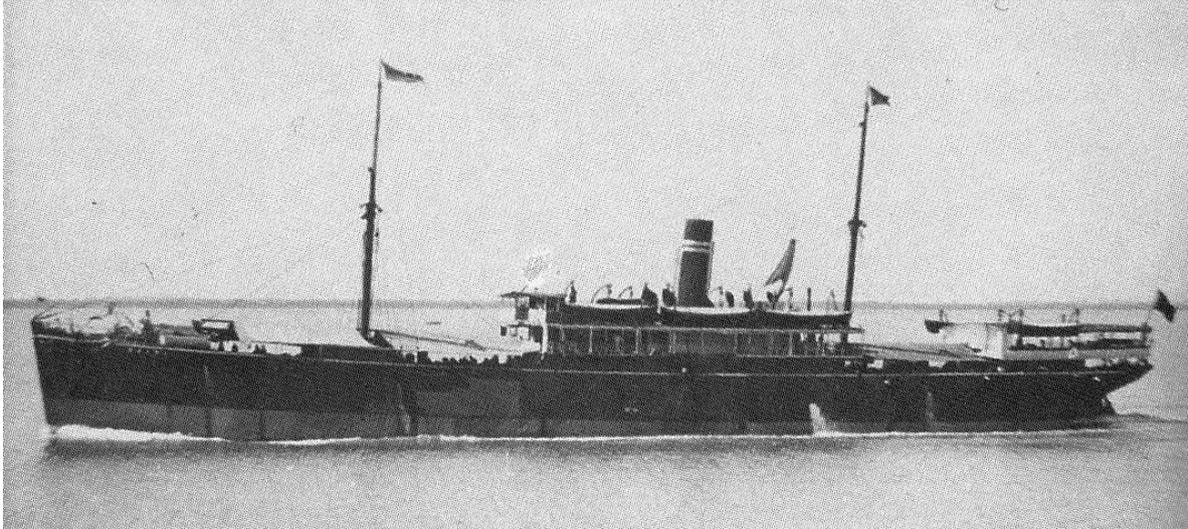
LAI SING at Keelung in mid-1949. As lengthened, LAI HSING carried two boats and had a higher bridge. Also displays the new funnel marking (Attrib. Harrison Forman).

**HOHSING 和興** (1922-42) 2030/00-12 (T3cy)

Built by Workman Clark & Co. Ltd., Belfast for Norddeutscher Lloyd, Bremen for Singapore/Bangkok service as TANGLIN. 18/10/02 dropped blade from propeller while entering Moreton Bay and dry-docked at Brisbane. 1903 chartered to convey members and equipment of the German Antarctic expedition to the Kerguelen Islands, where to join expedition ship *Gauss*. 1908 sold to Bengal Steam Navigation Company. 15/9/10 sold together with sister *Paknam* by auction at Rangoon to British India Steam Navigation Company, London for a total of Rs 600,000, r. ZIRA. 1916/1917 serving as an Indian Expeditionary Force transport, 1918 returned to Bangkok-Singapore service. 7/22 sold to SSSCL for £9,121 (150,000 taels) r. HOHSING. 1927 fitted with radio. Late 1934 running out of Yingkow to northern ports. 1/42 t/f to Manshu Kaiun as WAKO GO [same characters]. 3/8/45 under Army control mined off Wakasa Bay, Western Honshu. 1950 wreck located in shallow water and subsequently cut up for scrap.



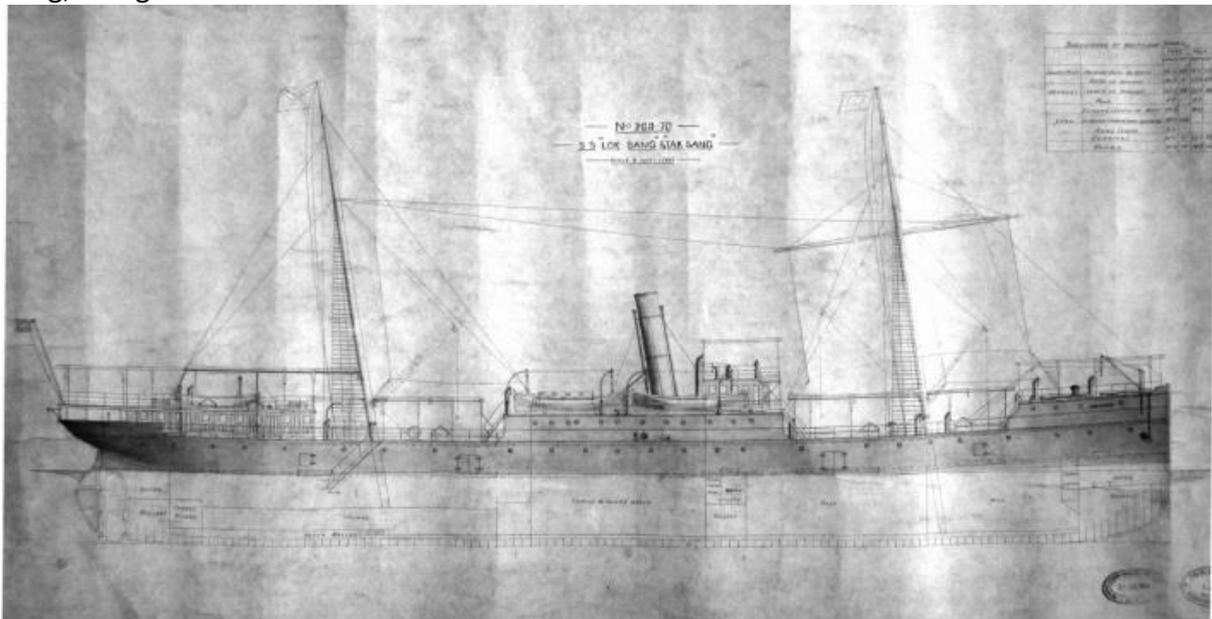
TANGLIN (NDL History).



HOHSING's identical sister ZAIDA (P&O coll./W. Laxon).

**LIENHSING** LUENHSING 联興 (1926-36) 1599/92-2 (T3cy, 166 nhp) 250 x 36.1'

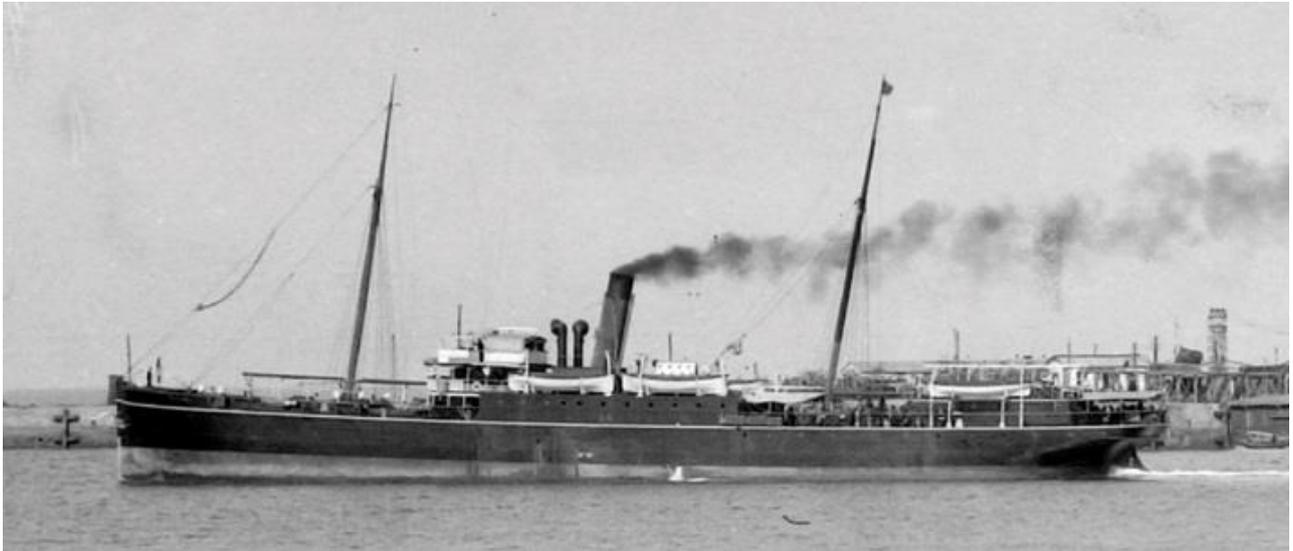
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#270) and purchased on stocks by Indo-China S.N. Co., London, completed as TAK SANG. 1914 reboilered. 9/25 sold to Ta Yuan S.N. Co. Ltd, Shanghai r. TE AN. 1926 sold to SSSCL r. LIENHSING. 10/8/27 after sailing Yingkow-Shanghai with soybean, 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 Yingkow 30/9. Early 1931 running to Shanghai, carried 2,000 (sic.) passengers. 5/33 outbound from Pootung sprang leaks after bow struck EAC's *Afrika* in the Whangpu, returned to berth for transhipment of cargo and repairs. Late 1934 running from Shanghai to southern ports. 1936 rep. r. TIENHSING (天興). 1938 rep. sunk as blockship at Madang, Kiangsi.



TAK SANG builder's line drawing (Glasgow Museum).

**YUHSING** 裕興 (1926-38) 1656/91-12 (T3cy, 166 nhp) 250 x36.1'

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#269) and purchased on stocks by Indo-China S.N. Co. London, completed as LOK SANG. 1926 sold to SSSCL r. YUHSING. Listed 12/34 running from Shanghai to southern ports. 25/10/38 bombed and sunk in Yangtse during Nationalist retreat from Wuhan. Note: In December 1946 shareholders entrusted Shanghai manager Li Zichu to lodge a reparation claim. Photos of the wreck were kept in his Shanghai home but were lost when the residence was set on fire during the Cultural Revolution.



LOK SANG or TAK SANG at Tsingtao in 1911 or 1912 (Warren Swire Collection ID16088).

**KUNHSING** 鯤興 (1932-37) 2455/10 also 1597/10 (T3cy)

Built by A. Roger & Co., Port Glasgow (#414) for Kelvin Shg Co. Ltd (H. Hogarth & Sons mgrs), Ardrossan as BARON RENFREW. 1/32 sold to SSSCL for £12,000 and 17/5 arrived Shanghai for delivery and r. KUN HSING. 1-12/34 on charter to CMSNC running Tsingtao to southern ports. 3/35 outbound to Dairen struck sunken rock 10 nm. off Amoy, damaging keel, but under own steam to Shanghai for docking. 12/8/37 scuttled at Kiangyin.

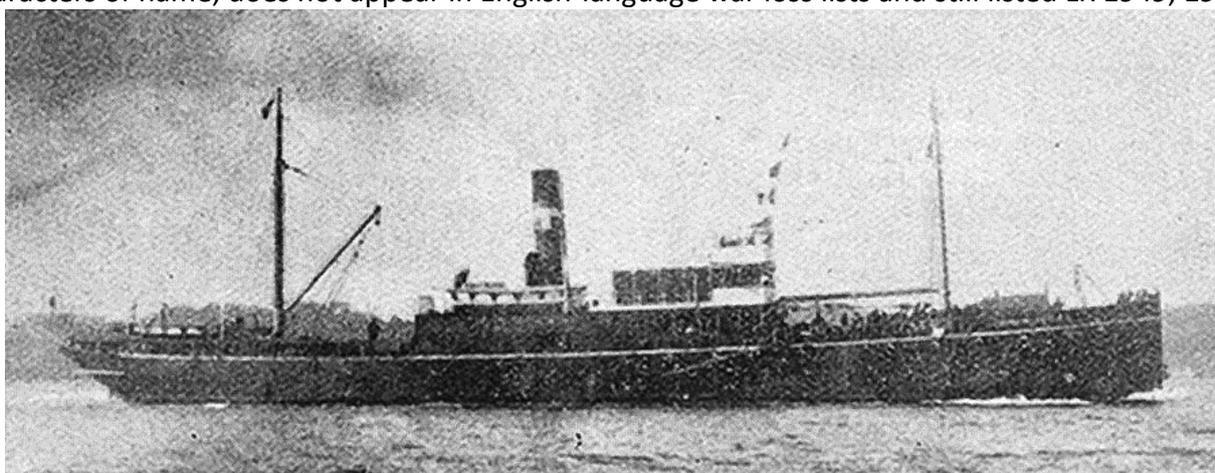


KUNHSING as BARON RENFREW beneath Brunel's bridge, Bristol (W. Schell/York Collection).

**LAI HSING 来興** (1932-49) 573/01      see **TUNGYUAN** (1921-32)

**FUHSING 复興** (1934-41) 696/10 (T3cy)

Built by G.S.K. Harada Shoko, Osaka on builder's account as SEIUN MARU No.10. 1913 sold to Chosen Yusen K.K., Jinsen r. CHUSEI MARU 忠清丸. 1934 sold to Wan Tai & Co., Lungkow r. WAN TAI. Shipowners 1936 list WAN TAI for SSSCL but Chinese sources already list 12/34 as FUHSING for SSSCL, running out of Yingkow to other northern ports, reported as FUSHING-GO, presumably Manchukuo flag. 12/41 under Japanese control as FUKUSEI MARU, characters of name changed to 福星丸, operated by IJN. 20/3/45 sunk by bombing south of Amoy (23.45N 117.38E), 8 lost of 158 on board. [Source: Yukihiro Miyata. Presumably owing to confusion about changed homonymous characters of name, does not appear in English-language war loss lists and still listed LR 1949, 1950.]



As CHUSEI MARU (1916 J. Steamship Register).

**JUI HSING 瑞興** listed 12/34 (Unlocated LR 1930-38)

**CHIANG HSING 江興** listed 12/34 (Unlocated LR 1930-38)

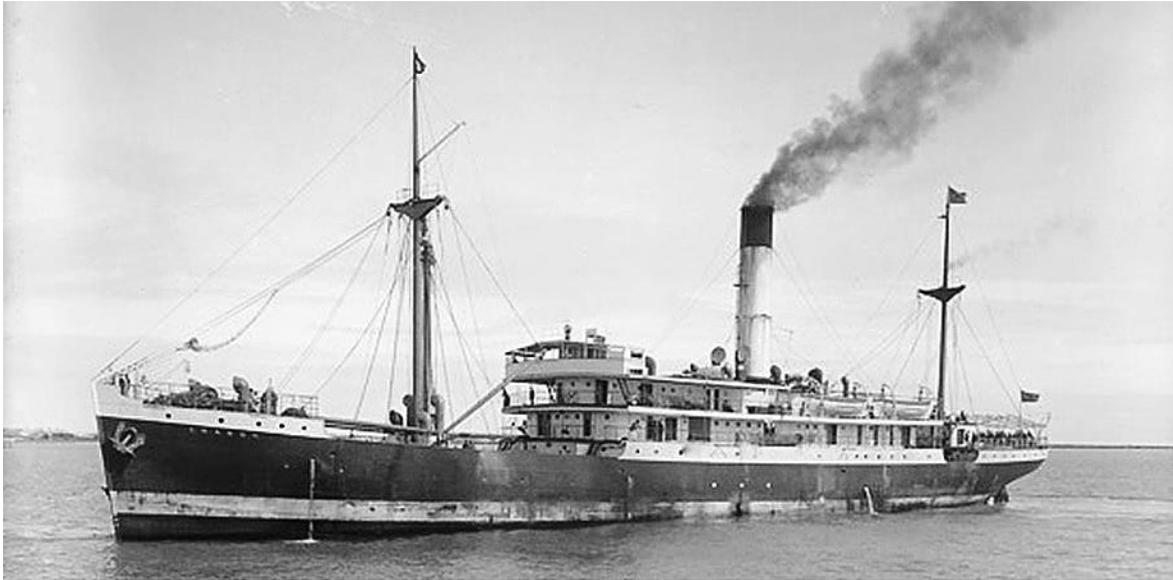
**CHIE/CHI HSING 捷興** listed 12/34. 1937 scuttled in Yangtse as blockship. (Unlocated LR 1930-38)

**TIEN HSING 天興** (1936-38) 1599/92      see **LIAN XING 联興** (1926-36)

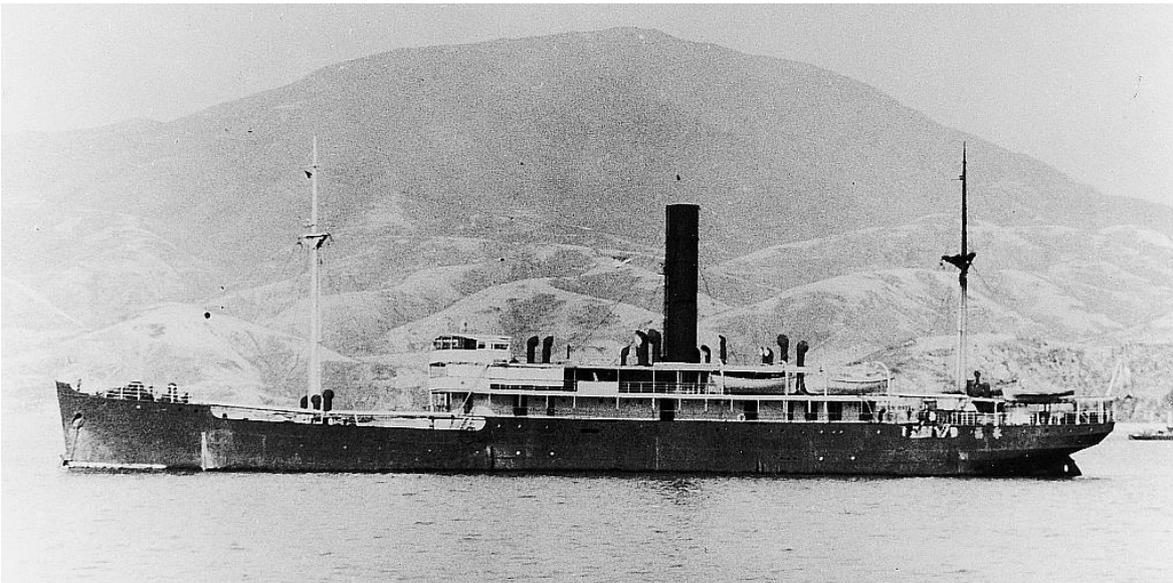
**HSIANG HSING 祥興** (1947-50) 2274/03 (T3cy)

Built by Caledon S.B. & Eng. Co. Ltd., Dundee for Ocean S.S. Co. Ltd. (A. Holt & Co. Ltd, Mgrs), Liverpool for WA-Straits passenger/cattle/cargo trade as CHARON. 2/25 sold to Quach Dam, Swatow r. YUAN LEE. 1/27 t/f to Yuan Hseng S.S. Co. Ltd. (Quach Dam, later heirs mgrs.), Swatow. 1935 sold to Mok Hing Kiu, Hong Kong r. KING LEE. 8/35 sold to Kwang Tung Products Sales Bureau, Canton r. WING FOOK 永福. 1941 sold to Wallem & Co. Ltd (ben. owner Moh. Nemazee), Panama r. IRIS. 1947 sold to SSSCL for 1.15 million yuan (£120,000), r. HSIANG HSING. 2/47 arrived Shanghai. 3/47 to 10/47 operating regularly Yingkow-Shanghai, soybeans shipped from Yingkow, food, medicine and other daily necessities shipped from Shanghai, considerable profit. From 10/47 northeastern Liaoning-Shenyang campaign, vessel no longer visiting north, but operating Shanghai-Hong Kong, Southeast Asia. 31/1/49 at 0530 hours in fog collided with and sank *Masbate* (767/95) 18 miles NE of the Tungyin Island Lighthouse near Foochow, 23 rescued, 25 lives lost, *Hsiang Hsing* holed above waterline. 7/3/50 stranded in Outer Harbour, Keelung, refloated and broken up. [Note: Taiwan site

lists the 1947-1953 CHEUNG HING 祥興 – Cantonese reading of the same name - ex HMAS *Bendigo* for Shaw Hsing S.S. Co., but this is erroneous as that vessel was owned by Ta Hing Co. (Hong Kong) Ltd.]



HSIANG HSING as CHARON (SLWA).



HSIANG HSING laid up at Hong Kong, October 1939, as WING FOOK (D. Gammon\*)

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