

# The 57 PRC-built COSCO Cargoliners of 1959-85

1961 China Ocean Shipping Co., Shanghai  
1961 China Ocean Shipping Co., Guangzhou  
1972 China Ocean Shipping Co., Tianjin  
1982 Tianjin Ocean Shipping Co., Tianjin  
1983 Shanghai Ocean Shipping Co., Shanghai  
1983 Guangzhou Ocean Shg Co, Guangzhou  
1993 Shenzhen Ocean Shg Co., Shekou  
1998 COSCO Container Lines, Shanghai  
2001 COSCO Shipping Development Co., Guangzhou  
2004 COSCO Shg Co. Ltd, Guangzhou

(all abbreviated in this list to COSCO plus port of registry)

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By the beginning of the 1960s China had turned its attention from restoring Yangtse and coastal shipping to the creation of a Chinese-flag ocean shipping fleet. Although the People's Republic came into being in October 1949, economic damage from the Sino-Japanese War (1937-45) followed by the Civil War (1945-49), then the loss in 1949 of a considerable part of the merchant fleet, imposition of the coastal blockade and continuing maritime attacks from Taiwan as well as the protracted implementation of a socialist economic regime and the lack of international recognition all served to hold back the emergence of Chinese-flag shipping on international routes. Priority was given instead to the development of a domestic cargo fleet, primarily operated by the Shanghai and Guangzhou Maritime Bureaus, as well as the increasing use of flag-of-convenience vessels, mostly owned through subsidiaries such as Ocean Tramping Co. Ltd [see study posted on 'New Wave' page of [oldchinaships.com](http://oldchinaships.com)].

The threat of attacks by Taiwanese naval forces on PRC-flag shipping continued to be a major obstacle throughout the 1950s. PRC flag-ships and their cargoes were internationally uninsurable. Nevertheless, the emerging need to operate Chinese ships from Guangzhou to Tanzania in conjunction with the construction of the Tanzam Railway plus the desirability of operating ships from Shanghai and north China ports to Japan were key factors that led to the establishment in April 1961 of China Ocean

Shipping Co. (COSCO) in Shanghai and Guangzhou. Furthermore, although the PRC was not yet operating international liner services it would have been well aware of the need to eventually compete alongside the large high-speed cargoliners now starting to emerge on Far Eastern routes such as the US 'Mariner' type (171.8m o.a., 19,500 shp, from 1952) and Ben Lines' 'Benloyal' class (167.5m o.a., 15,500 shp, from 1959). The PRC was also very conscious of the need to counter the inroads into the European and Transpacific cargoliner trades and Conferences being made by Taiwan-based shipowners.

A first step was the commencement of planning and construction in 1958-60 at the two leading shipyards, the Red Flag Shipyard in Dalian and the Jiangnan (formerly spelled Kiangnan) Shipyard in Shanghai of three large and fast cargo ships designed for overseas services. A head start was made at Dalian using the existing design of the Soviet 'Leninskiy Komsomol' class. These ships of 170.7m (o.a.) and 11,500-grt with six hatches and bipod masts were turbine-powered at 13,000 shp for a service speed of 17 knots, maximum 19 knots, thus almost equivalent to the 'Mariner' class. The Dalian yard had built a number of smaller ships while under Japanese control and then in the 1950s under Soviet control, including tankers from 1957. The first of these two large Dalian-built cargoliners, *Yue Jin*, was completed in April 1959, commemorated by issue of a postage stamp. A sister *Hong Qi* had just been completed in April 1963, at which time *Yue Jin* was assigned to a widely publicized COSCO inaugural voyage to Japanese ports, but was lost at the outset of this voyage.

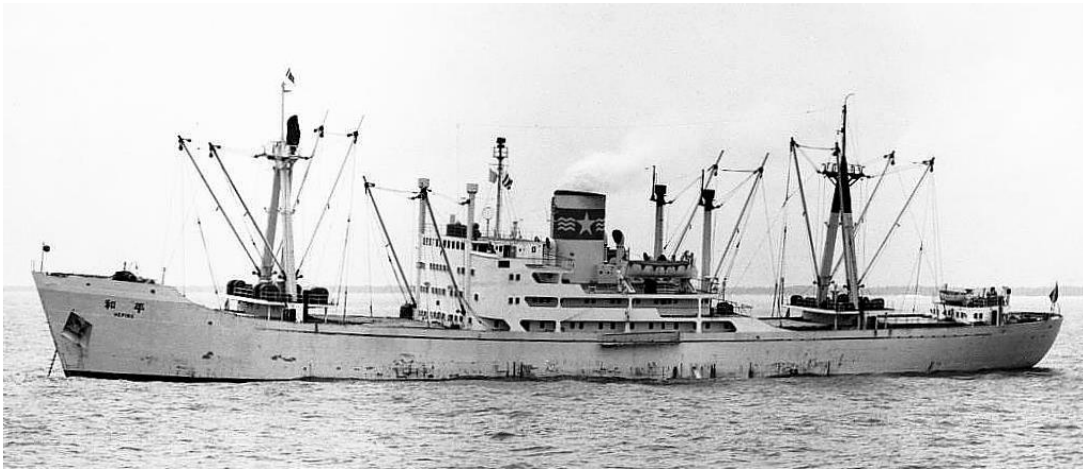


YUE JIN (跃进 'Leap Forward', Dalian 1959) was transferred to COSCO in April 1961 (Xinhua).

The Jiangnan Shipyard in Shanghai, founded in 1865, was also known for its technical capabilities. Its equivalent vessel, of one-only 5-hatch design but generally similar in appearance to *Yue Jin*, including the bipod masts and long forecastle, was the 9,000-grt *Dong Feng*, completed in December 1965 after a protracted construction, notably entirely from Chinese materials, down to the radar and an 8,300 bhp Chinese diesel engine. The Taiwan navy threat having by then receded, both *Hong Qi* and *Dong Feng* started to be used on overseas voyages, but in the mid-1960s China was not yet in a position to construct more such ships within China. Instead it concentrated on buying good quality secondhand vessels that were coming onto the market from European owners while also from 1965 building a few new ships in Europe, mainly at East European yards.

The focus at Chinese shipyards continued to be on vessels for domestic routes. In 1958-60 four more classes of cargo ships were under construction. Next in size were eight 4,800-grt 'China coaster'-type vessels of Chinese design built at Dalian and Jiangnan in 1958-64, each of different appearance and all steam-powered; three 3,000 grt vessels built at Dalian and Hudong, around 10 copies of the Soviet 'Khasan'-type 2300-grt cargo ships built in Dalian and several different yards in Shanghai; and finally, two slightly smaller 2000-grt, engines-aft motorships built by Hudong S.Y., Shanghai. [These 23 ships are covered in the introductory text and fleet list sections of the Shanghai Maritime Bureau 'Hoping'/'Zhandou' Cargo Ship list at the 'PRC' page of oldchinaships.com].

If we confine this study to the China-built ships, COSCO's first acquisitions in 1961 were YUE JIN and two of the Shanghai Maritime Bureau's 4,800-grt Chinese-built coasters, renamed *Heping* ('Peace') and *You Yi* ('Friendship'), and the latter two were used out of Guangzhou on services to South East Asia and probably as far as East Africa.



Shanghai Bureau's HOPING 25 (Dalian 1959) was transferred to COSCO Guangzhou in 1961 and renamed HEPING (和平 'Peace', Dalian 1959), as shown here (Dr George Wilson/Alan Lee).

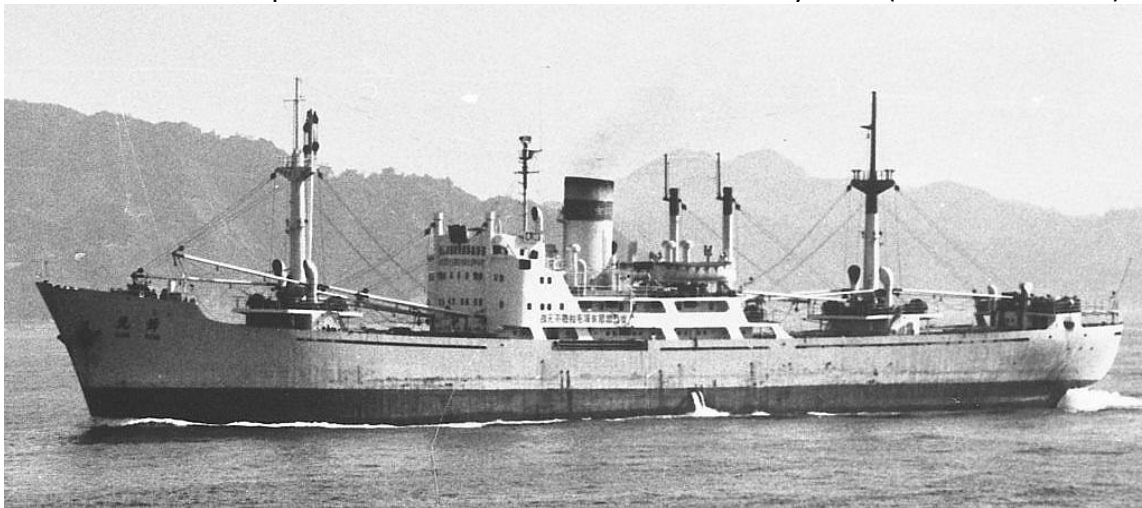


Similarly HOPING 58 (Jiangnan, 1959) became COSCO Guangzhou's YOU YI (Kongfz.com).

Regular services northward out of Shanghai commenced in June 1964 with the transfer to COSCO of a further two ships of the Shanghai Bureau's 4,800-grt group, *Liao Yuan* and *Xiang Feng*, which commenced regular sailings to Japanese ports.



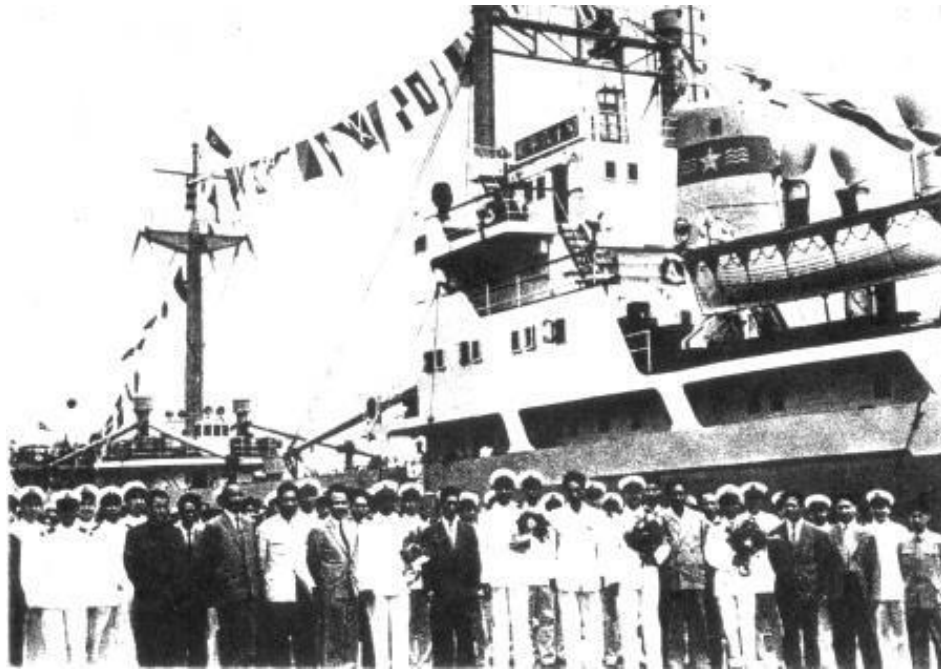
LIAO YUAN (燎原 'Unstoppable') (Dalian, 1961), 1964 renaming of HOPING 71 operating between North China and Japan from June 1964. At Yokohama 1 May 1971 (Michio Yamada\*).



XIANG FENG (相逢 'Meet'), 1964 renaming of HOPING 77 (Dalian, c.1962) (Alan Lee coll.).

Probably largely for political considerations, the 2,000-grt motorship *Hoping 60* was simultaneously chartered in mid-1964 from the Shanghai Bureau and sailed to Nampo in the DPRK in COSCO colours.





Fifth - HOPING 60 (Hudong, 1959), COSCO funnel colours, though with a black hull, at Nampo, North Korea, June 1964 (Renmin Huabao 3/65)



HOPING 60's layout is better understood by this photo of her sister, HOPING 67 (Hudong, 1960) shown in later years as ZHANDOU 67 (Chris Mackey).

The last two ships of eight-ship 4,800-grt group, both steam-powered, probably with Hudong-made 5-cylinder uniflow engines, were delivered in 1964 not to the Shanghai Bureau but directly to COSCO Shanghai (and are therefore listed below under the bipod heading) as *Jian She* and *Tuan Jie*, both being deployed on the newly-inaugurated Japan service. Although COSCO operated many ships with bipod masts, the *Hoping 25/Heping* (photo above), her Jiangnan-built Shanghai Bureau half-sister *Hoping 28*, and the five bipod ships listed below are believed to be the only bipod-masted cargoliners built in Chinese shipyards.

Plans for the construction in China of further new cargoliners were delayed by the turmoil of the Cultural Revolution (1967 onwards) and the ensuing first ships of the 9,000-bhp, later 12,000-bhp 'Yang/Feng' class, similar in size and layout to *Dong Feng* but with pole masts, were only completed in 1969-71. The first, *Gao Yang*, the only one of the class to be built at Dalian, would have suffered most from the quality control issues which plagued Chinese shipbuilding during the Cultural Revolution, politics rather than construction being foremost on the minds of workers. The full story is not known, but years later it was revealed the ship was completed in 1969 under the name *Xiang Yang*.

Malcolm Cranfield's photographic profile below of the next ship, *Chao Yang*, built at Jiangnan, shows the simplicity of the initial design, with a long fo'c'sle and poop, and the absence of sheer. All 32 ships of this group were equipped with a heavy-lift derrick of 30-60 tons capacity. Later ships were mostly given a prominent bulbous bow which became a point of recognition, sometimes a crane forward, and the last few vessels, a transom stern. All the ships in this list had only single rows of hatches.

Other shipyards were now brought into the action. The *Feng Lei* was completed at Shanghai Shipyard in 1970 on standing ways that had previously accommodated only a vessel of 2,378 grt, through extra way supports being constructed simultaneously with the vessel. This considered to be a significant achievement, a commemorative postage stamp was issued, but there was heavy loss of life in a disastrous fire when the ship was being bunkered for the first time at the yard while welding was still taking place. From 1972 ships of this class were also built at the Zhonghua Shipyard in Shanghai, and from 1974 at the Guangzhou Shipyard and for some reason the latter vessels were not given a bulbous bow. The last of the 32 ship 'Yang/Feng' class was completed in Guangzhou in 1980.

In the meantime, in 1972 delivery commenced at Dalian of the ten-vessel 'Da Ye' class, a somewhat more sophisticated version, of similar overall size to the 'Yang/Feng' class with Stülcken heavy-lift derricks, a longer No.3 hatch, and only the No.5 hatch aft of the superstructure. Deliveries were soon commenced also from Jiangnan, as well as a final three ships in 1977-79 from the Shanghai Shipyard after a gap, without bulbous bows but with transom sterns. Again, engine power was either 9,000 bhp (usually Chinese-made engines) or 12,000 bhp.

The final group of five 6,000-grt geared COSCO cargoliners were four-hatch (three forward, one aft) ships built at the new Tianjin Xingang shipyard in 1981-85, with Kawasaki-built 6,000-bhp M.A.N. engines. The first three were given 30-ton Stülcken derricks, but the last two were uncharacteristically only equipped with pairs of regular kingposts without a heavy-lift capacity. A further five slightly shorter vessels, superstructure fully aft, were built up to 1985 at this yard as log carriers but, not being cargoliners, are excluded from our list.

COSCO was soon operating these vessels worldwide. Pending the delayed Chinese adoption of containerisation, these ships along with the numerous ships bought in this period from abroad became a mainstay of COSCO's front line international services at the end of the Mao era, throughout the Deng era and beyond. As China's road infrastructure improved, in the late 1990s China's port and container-handling infrastructure took off, dovetailing well with the end of the economic lives of these ships which had an average lifespan of around 25 years. Generally limited at the end by their impracticality

for carrying containers, a few converted for bulk-carrying roles lasted longer, the Guangzhou-built ZHENG YANG of 1980, for example, going to the breakers in 2015.

*This list by definition only covers cargoliners delivered to COSCO that were built in China up to the end of 1985. It does not cover other types of COSCO vessels such as containerhips, log carriers, bulk carriers, tankers or Chinese-built cargo vessels that were not owned by COSCO. State-owned passenger and cargo ships newly built for up to about 1980 for domestic services are covered in our PRC regional Maritime Bureau lists. Separate lists will cover cargoliners built for COSCO in overseas yards and cargoliners that were secondhand purchases by COSCO.*

*Vessels listed below are sub-divided by builder according to four broad chronological categories:*

- *Bipod Vessels 1959-64 (Five Ships)*
- *'Yang/Feng' Class 1969-80 (32 Ships)*
- *'Da Ye' Class Five-Hatch 10,000 grt Stülcken Heavylift Cargoliners 1972-79 (Ten Ships)*
- *'Ling Yun' Class Tianjin-built Four-Hatch 6,000 grt Cargoliners 1980-85 (Five Ships)*

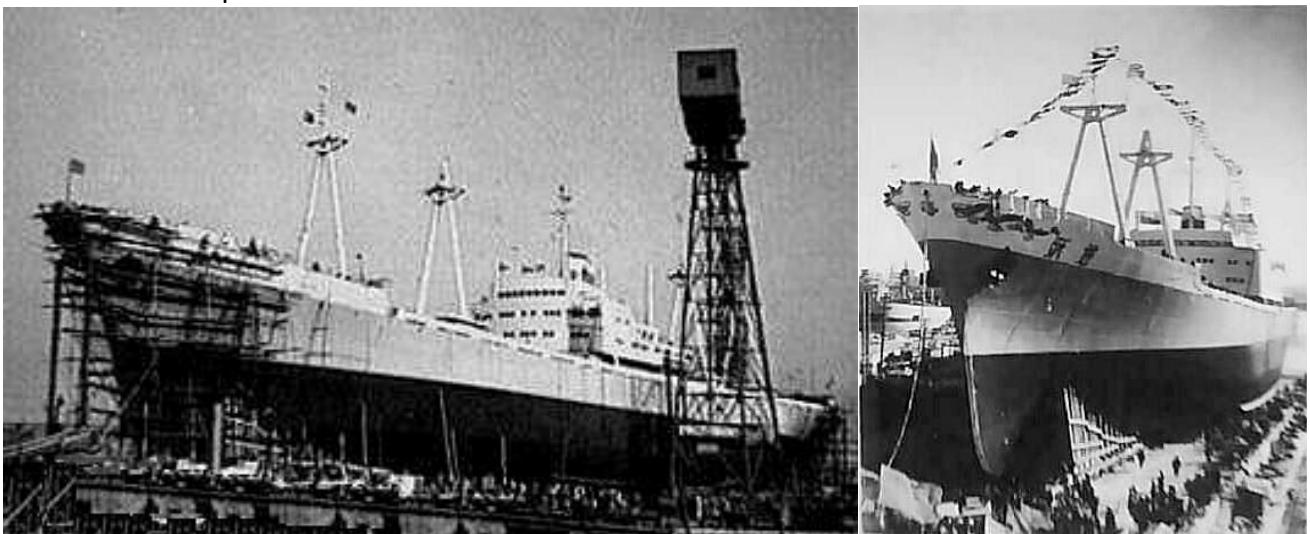
*We have been unable to locate a photograph of Tianjin-built ZHUANG YUN, or the Zhonghua-built FENG PING under this COSCO name. Contributions of relevant illustrations from readers would be welcome.*

## **Bipod Vessels 1959-64 (5 Ships)**

Dalian S.Y. Co., Dalian

**YUE JIN** (跃进, 'Leap Forward') 11484/59-4 170.7x21.8m 2xST (assumed Kirov, Leningrad, 13,000 shp 17/19k) 'Leninskiy Komsomol' Class

Built by Red Flag S.Y., Dalian for Chinese Gov't. 4/61 t/f to COSCO, Shanghai. 30/4/63 departed for Japanese ports on first COSCO voyage to Japan but on 1/5 at 1345 holed in port side on Liancourt Rock, 1710 sank in deep water.



YUE JIN on slipway (Zhong Yang Xin Ying) and being launched with bow anchors shown fitted (7788.com).





YUE JIN under construction viewed by newly repatriated Chinese from Indonesia (Xinhua)



YUE JIN (<https://p3-search.byteimg.com/obj/labiz/aca004908b6781d8d2c890b692d44e77>)





YUE JIN fitting out (*China Pictorial* 1/59 p.24).



YUE JIN's movements in the first four years of her life are unknown, but she is unlikely to have ventured south of Shanghai or into the Pacific (Official photograph/Internet).

**HONG QI** (紅旗 'Red Flag') 11469 (15925)/63-4 169.9x21.8m 2xST (Kirov, Leningrad 13,000 shp 17/19k)

'Leninskiy Komsomol' Class

Built by Dalian S.Y. Co., Dalian for COSCO. 2/5/06 deleted, existence in doubt.





HONG QI at Hong Kong (Ian Schiffman\*).



HONG QI while moored at Malta 29 April to 16 May, 1976 (coll. SK\*/Malcom Cranfield edit).

**TUAN JIE/ TUAN CHIEH** (团结, 'Unity') (4940-6185 dwt/64 121.0x16.0m steam-powered  
Built by Dalian S.Y., Dalian for COSCO, Shanghai as TUAN JIE (originally listed as TUAN CHIEH), used initially on Japan services. 9/10 RLR, existence in doubt.



TUAN JIE was undoubtedly steam-powered, probably with a Hudong-designed 5cyl. uniflow (coll. SK\*).



TUAN JIE at Yokohama 28 February 1974 (S. Kentwell\*).

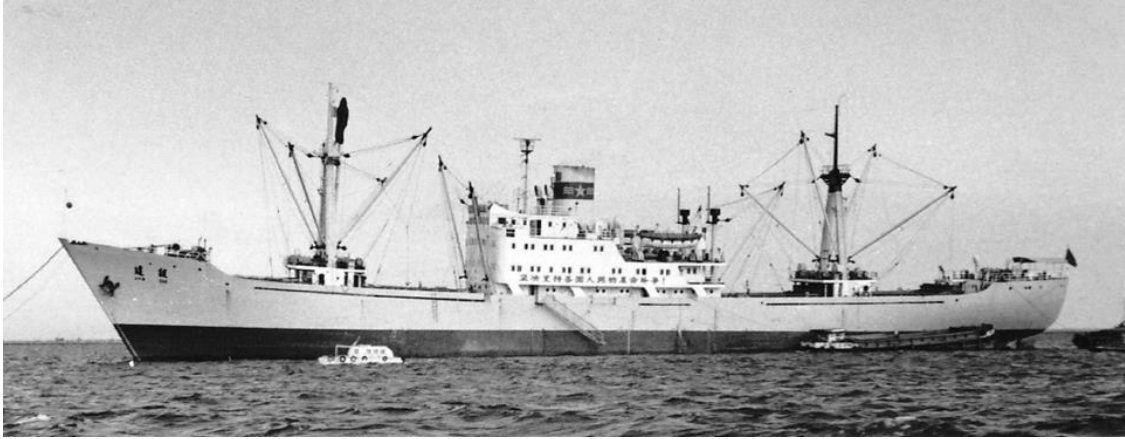
Jiangnan S.Y., Shanghai

**JIAN SHE** (建設, 'Construction') (4872-6079 dwt/64 115.0x16.0m steam-powered

Built by Jiangnan D. & E., Shanghai for COSCO, Shanghai as JIAN SHE, used on Japan services. 14/4/74 wrecked in Naruto Strait on voyage Kobe-Tientsin.



Early JIAN SHE, probably fitting out at Jiangnan in 1964 (7788.com).



JIAN SHE at Kobe c.1971 showing Maoist slogans. Wrecked with several other ships in the Naruto Strait soon after sailing from Kobe in April 1974 (P. Kentwell\*).



Starboard side of steam-powered JIAN SHE (Alan Lee).

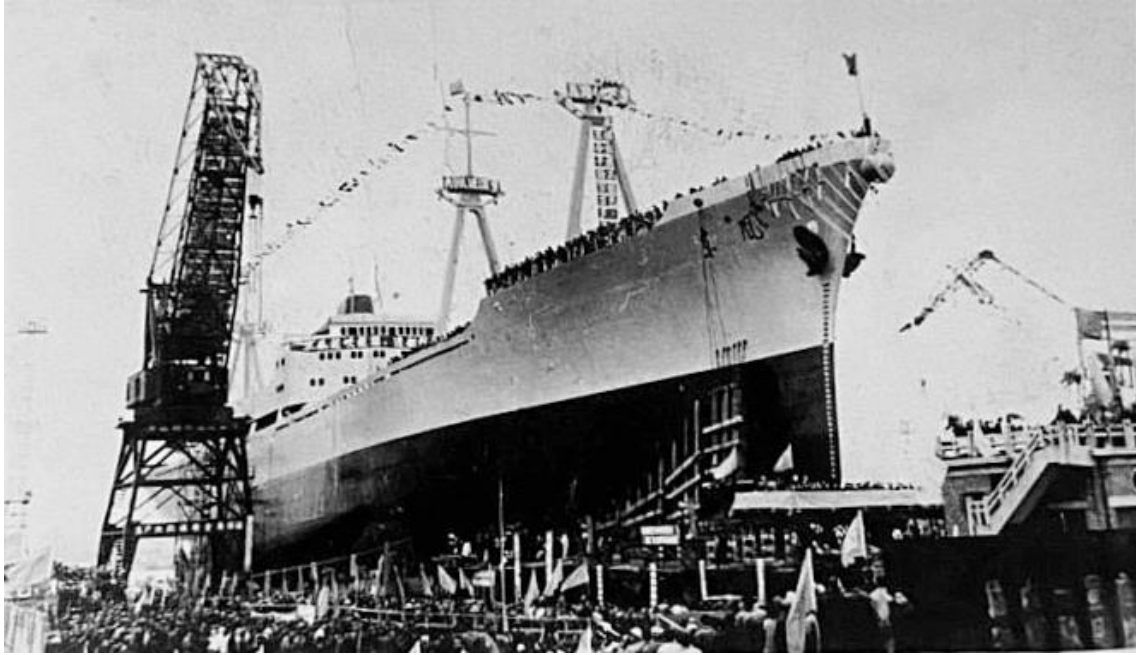


JIAN SHE at Shanghai in 1971, moored directly behind ZHANDOU 7, formerly Jardines' *Kwai Sang* of 1917 (7788.com).



**DONG FENG** 東風 ('East Wind') 9351 (13488)/65-12 161.4x20.2m M (Hudong, Shanghai 8300bhp 15½k)

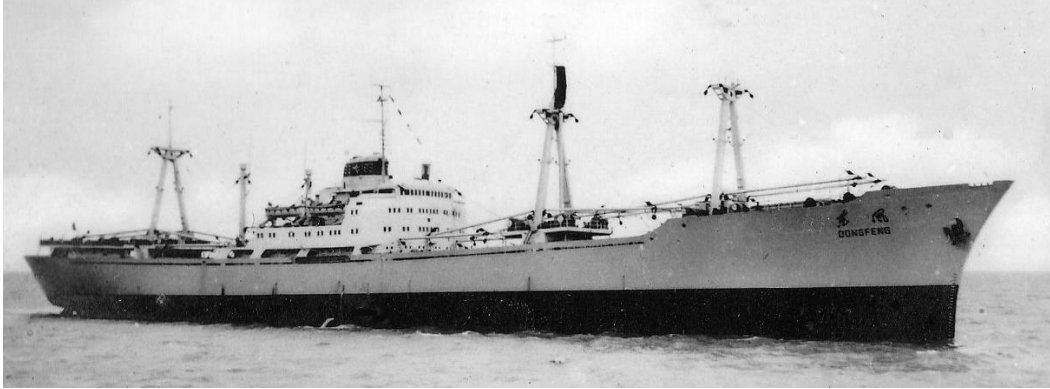
Built by Jiangnan D.Y., Shanghai for COSCO, Shanghai. 24/8/10 deleted, existence in doubt. [In early years listed in LR as 'EAST WIND' 10000/60. Miramar contravenes later editions of LR in giving year of build as 1960.] [Sekai no Kansen 5/68 (Yamada) says 11<sup>th</sup> COSCO ship to visit Japan, all Chinese parts.]



DONG FENG at launch (7788.com).



Launched DONG FENG (7788.com).



On completion (Jiangnan D.Y.).



On first visit to Kobe, April 1968 (M. Yamada/*Ships of the World* 5/68).

Slogan reads "Strive forward along the revolutionary waterway opened by Chairman Mao!".



DONG FENG at Vancouver 5 April 1970, still with a Mao portrait (Walter E. Frost/VCA).



DONG FENG at Yokohama in late-1981 or early-1982 (S. Kentwell\*).

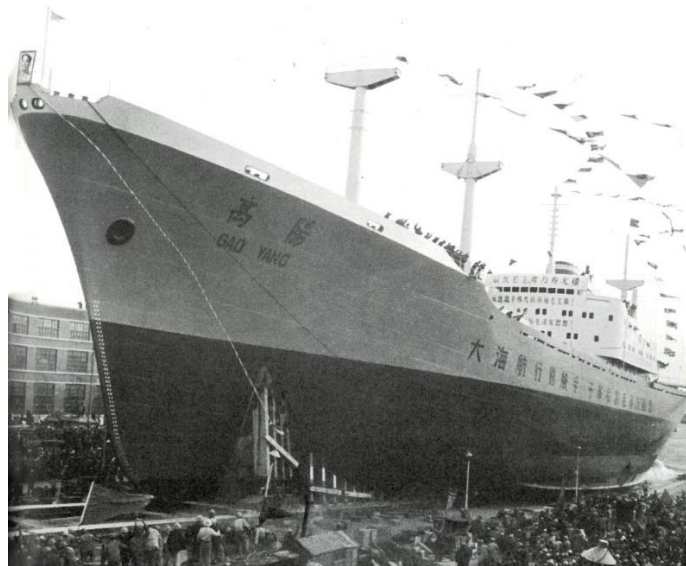


## 'Yang/Feng Class' 1969-80 (32 Ships)

Dalian S.Y. Co., Dalian

**GAO YANG** 高陽 details not known, no recorded sailings, quality issues)

Under construction 1968-69 by Red Flag S.Y., Dalian. According to Starke-Schell/Miramar, much later reported as being the previous name of XIANG YANG (next in the list) which matches external appearance in detail. The name was repeated for the last (1979) Shanghai S.Y.-built vessel in the Stülcken heavylift series.



Launch of GAO YANG at Dalian after hull was built in 39 days. (*China Reconstructs* 2/69 p.49)

**XIANG YANG** 9917 (14602)/69 161.3x20.4m M (B&W, Copenhagen 9000bhp 16k)

Built by Dalian S.Y. Co., Dalian for COSCO, Shanghai. Many years after completion stated to have had the previous name of GAO YANG [Miramar]. 14/6/12 deleted, existence in doubt. [This was the only vessel of this class built at Dalian which concentrated on building the larger DA QING tankers and the later Stülcken-equipped cargo ships.]



XIANG YANG in the Straits of Malacca (Peter Foxley\*)

Jiangnan S.Y., Shanghai

**CHAO YANG** 9911 (14465)/70 161.3x20.5m M (B&W, Copenhagen 9000bhp 16k)

Built by Jiangnan S.Y., Shanghai for COSCO, Shanghai. 7/2/97 arrived Alang for demolition by Shirdi Steel Traders, work beginning 2/3.



Celebrations for CHAO YANG on completion (coll. S. Kentwell\*)



CHAO YANG in the Straits of Malacca (Peter Foxley\*).



Profile of CHAO YANG showing simplicity of initial design, long fos'c'stle and poop, absence of sheer (Malcolm Cranfield/shipping.com). One 30- or 60-ton heavylift derrick. Subsequent vessels had kingposts against front of superstructure and more prominent supports between superstructure and hull. Later usually a bulbous bow, sometimes a crane for'd, and the last few vessels, a transom stern.

**YUE YANG** 9875 (14103)/71-2 161.3x20.5m M (B&W, Copenhagen 10,000bhp 16k)  
Built by Jiangnan S.Y., Shanghai for COSCO, Shanghai. 1983 t/f to Shanghai Ocean Shg Co. 1998 t/f to COSCO Container Lines. 6/6/11 deleted, existence in doubt. [First of the series to feature kingposts at front of superstructure.]



YUE YANG launch alongside dredge XIAN FENG (*China Reconstructs* 10/70).



YUE YANG (Peter Foxley\*)





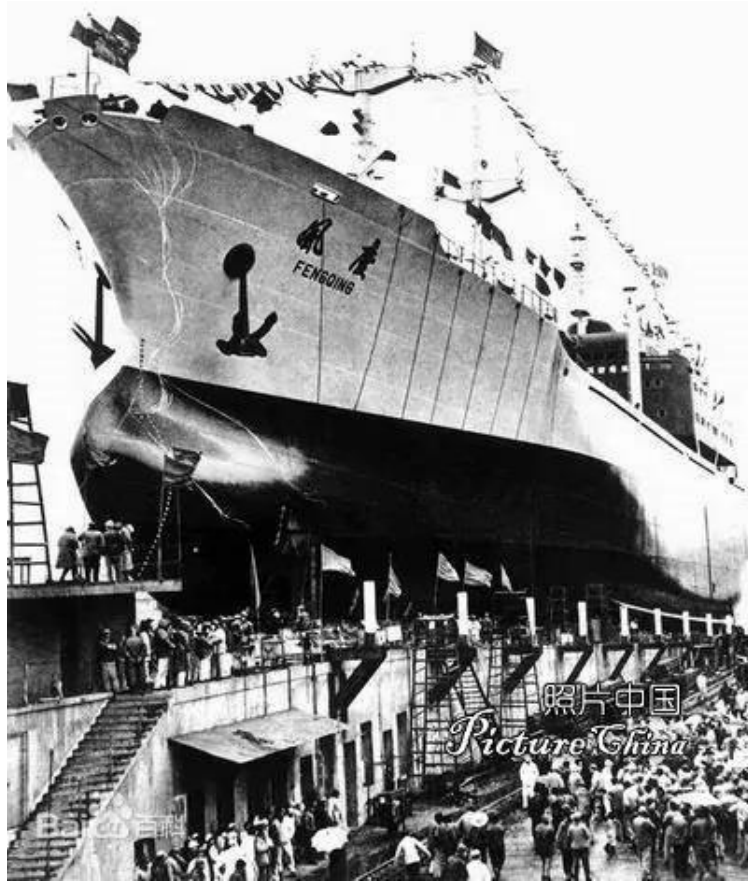
Pristine YUE YANG at Bremen (coll. Markus Berger).



Only GAO YANG/XIANG YANG and YUE YANG (above) had a knuckle along the fo'c'stle (coll. SK).

**FENG QING** 9821 (14802)/73 161.3x20.4m M (Hudong by builders, 9000bhp 16k)

Built by Jiangnan S.Y., Shanghai for COSCO, Shanghai. 30/9/74 arr. Shanghai on conclusion of 32,000 nautical mile maiden voyage across Indian and Atlantic Oceans and to Europe, via Cape. 1998 t/f to COSCO, Guangzhou. 6/99 b/u China.



FENG QING launch showing massive bulbous bow (Picture China).



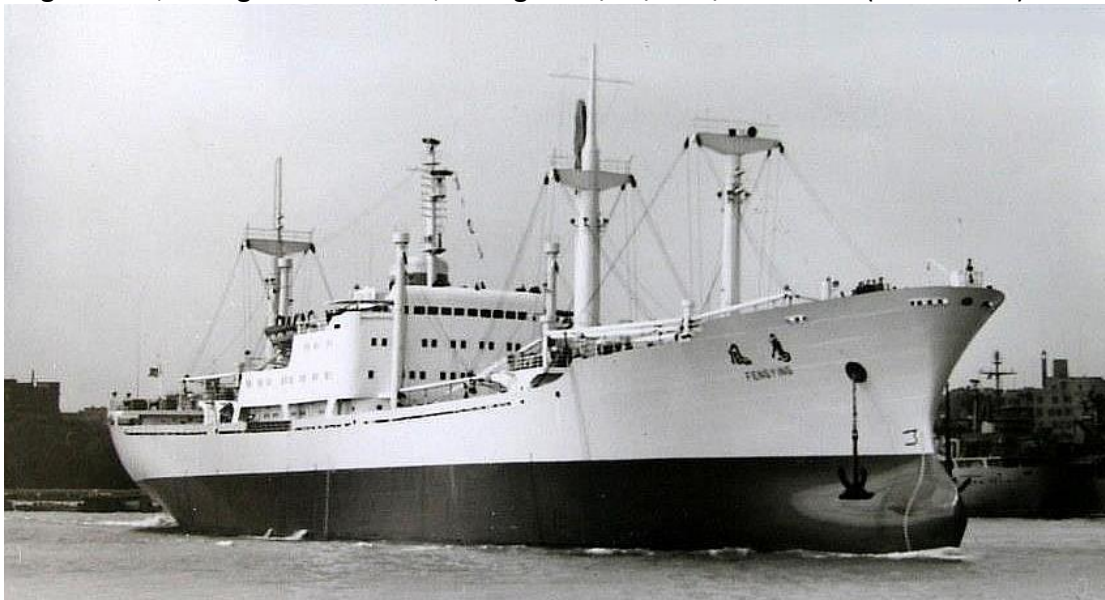
FENG QING berthing at Hongkou, Shanghai 30 September 1974 at conclusion of maiden voyage (chinaposters.net).





FENG QING, Singapore, February 1981 (Brian Fisher/shipspotting.com).

**FENG YANG** 9921, later 10365 (14760)/73 161.3x20.4m M (Sulzer, Rijeka, 12,000bhp 17k)  
Built by Jianguan S.Y., Shanghai for COSCO, Shanghai. 5/11/98 b/u Calcutta (Amar Steel).



Brand new FENG YANG heading down the Huangpu (kongfz.com).



FENG YANG (Gerolf Drebes/shipspotting.com).



**FENG YAN** 10273 (14729)/74 161.3x20.4m M (Sulzer, Rijeka, 12,000bhp 17k)  
Built by Jiangnan S.Y., Shanghai for COSCO, Shanghai. 6/12 deleted.



FENG YAN departing Pasajes in northern Spain, 1 March 1987 (Fernando Casañez/shipspotting.com)

**FENG YI** 10273 (14729)/74 161.3x20.4m M (Hudong by builders, 9000bhp 16k)  
Built by Jiangnan S.Y., Shanghai for COSCO, Shanghai. 5/98 b/u Mumbai.



FENG YI (photoship.co.uk).

**FENG YING** 10273 (14729)/74 161.3x20.4m M (Sulzer, Poznan, 12,000bhp 17k)  
Built by Jiangnan S.Y., Shanghai for COSCO, Shanghai. 1999 t/f to COSCO, Guangzhou. 5/99 b/u China.



FENG YING (photoship.co.uk).

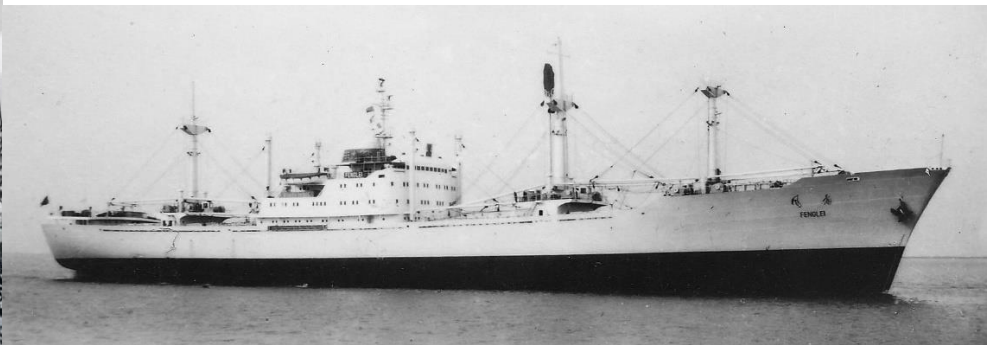


FENG YING (photoship.co.uk)

Shanghai S.Y., Shanghai

**FENG LEI** 9948 (13340)/70 161.3x20.4m M (Hudong, Shanghai. 9000bhp 16k)

Built by Shanghai S.Y., Shanghai for COSCO, Shanghai. 31/8/70 when fueling before trials sparks ignited a spill of light diesel fuel, destroying bridge, engine room console, communication and navigation equipment, "15 dead 60 seriously injured". 1991 Sold to Lucimient Shipping Corp. S.A. (mgrs Sung Hang Shipping Co. Ltd., Hong Kong), Panama r. TRANSPACE. 1996 r. FAST WIN. 1996 b/u Mumbai.



FENG LEI at at launch and completion, only 'FENG' ship without a bulbous bow (Shanghai S.Y.).





FENG LEI (Brian Fisher/Shipspotting.com)..



FAST WIN probably at Singapore shortly prior to voyage to breakers (Carimar/shipspotting.com).

**FENG YUN 9975 (14793)/72-3 161.3 20.4m M (Hudong, Shanghai, 9000bhp 16k)**  
Built by Shanghai S.Y., Shanghai for COSCO, Shanghai. 1998 b/u China.



FENG YUN (March 1972) introduced the bulbous bow to the series (Markus Berger).

**FENG GUANG** 9974 (14793)/72-10 161.3x20.4m M (Hudong, Shanghai. 9000bhp 16k)  
Built by Shanghai S.Y., Shanghai for COSCO, Shanghai. 1991 r. FENG GUANG HAI. 1994 XIN FENG  
GUANG ZHOU. 2011 deleted.



FENG GUANG (Peter Foxley\*).



FENG GUANG (photoship.co.uk)

**FENG HUA** 9975 (14793)/73 161.3 x 20.4m M (Shanghai M.W, 9000bhp 16k)  
Built by Shanghai S.Y., Shanghai for COSCO, Shanghai. 1998 t/f to China Shg Development Co. Ltd.  
Tramp Co. 2011 deleted.



FENG HUA (attrib. Markus Berger).





FENG HUA in Tramp Co. Colours, crane evidently supplemented by post and derricks (Markus Berger).

**FENG LANG** (1977 r. **FENG JIN**) 9988 (14880)/73 161.3x20.4m (Hudong, Shanghai, 9000bhp 16k)  
Built by Shanghai S.Y., Shanghai for COSCO, Shanghai. 2011 deleted.



FENG LANG (Mike Lennon\*).



FENG JIN ex FENG LANG heavily laden at Maasvlakte, Rotterdam, May 1989 (Frafo/shipspotting.com).

**FENG BAO** (1978 r. **FENG HANG**) 10273 (14770)/74 161.1x20.4m (Hudong, Shanghai, 9000bhp 16k)  
Built by Shanghai S.Y., Shanghai for COSCO, Shanghai. 2012 deleted.



FENG BAO at sea (Karsten Petersen).



FENG HANG ex FENG BAO at Riga, Latvia (Lee Brown/shipspotting.com).

**FENG CHI** 10365 (14770)/75 161.3x20.4m (Hudong, Shanghai, 9000bhp 16k)  
Built by Shanghai S.Y., Shanghai for COSCO, Shanghai. 2012 deleted.



FENG CHI (J. Seyler).





FENG CHI in new COSCO colours (photoship.co.uk).

**FENG MING** 10111 (14823)/75 161.3x20.4m M (Hudong, Shanghai, 9000bhp 16k)  
Built by Shanghai S.Y., Shanghai for COSCO, Shanghai. 6/99 b/u China.



FENG MING (photoship.co.uk).



FENG MING at Hong Kong, February 1990 (Donald Anderson).



**FENG CAI 9973 (14878)/76 159.5x20.4m M (builders, 9000bhp 16k)**  
Built by Shanghai S.Y., Shanghai for Shanghai Marit. Bureau, Shanghai. 1999 t/f to China Shg Development Co. Ltd. Tramp Co. 2011 deleted.



FENG CAI at Shanghai (SimonWP/shippingpotting.com)



FENG CAI at Shanghai in Tramp. Co. colours (Simeonov/shippingpotting.com).

**FENG MAO 9988 (14823)/76 159.4x20.4m M (not stated, assumed Hudong 9000bhp 16k)**  
Built by Shanghai S.Y., Shanghai for COSCO, Shanghai. 1997 t/f to COSCO, Guangzhou. 2000 b/u China.



FENG MAO at Aalborg, June 1991 (Arnes/shippingpotting.com)..



FENG MAO in the Saigon River, May 1998 (carimar/shipspotting.com).

**FENG ZHAN** 9989 (14780)/76 159.5x20. 4m (Hudong, Shanghai, 9000bhp 16k)  
Built by Shanghai S.Y., Shanghai for COSCO, Shanghai. 2012 deleted.



FENG ZHAN at Istanbul (Frafo/shipspotting.com).





FENG ZHAN at Shanghai (Markus Berger).

Zhonghua D.Y., Shanghai

**XI YANG** 9974 (14973)/72 161.3x20.4m M (Shanghai D.Y., 9000bhp 16k)

Built by Zhonghua D.Y., Shanghai for COSCO. 13/5/11 deleted, existence in doubt.



XI YANG Shanghai, 1982-3 (Chris Mackie).

**FENG GE** 10273 (14760)/74 161.3x20. 4m (Hudong, Shanghai, 9000bhp 16k)

Built by Zhonghua D.Y., Shanghai for COSCO, Shanghai. 6/12 deleted.





FENG GE at Rotterdam (DDGHansa/shipping.com).



FENG GE (Ros Coll.).

**FENG XIANG** 10273 (14793)/74 161.3x20. 4m (Hudong, Shanghai, 9000bhp 16k)  
Built by Zhonghua D.Y., Shanghai for COSCO, Shanghai. 1983 t/f to COSCO, Guangzhou. 6/12 deleted.



FENG XIANG (photoship.co.uk).



FENG XIANG at Hong Kong, October 1992 (Donald Anderson).

**FENG TAO** (by 1997 r. **FENG LI 風麗**) 10365 (14760)/75 161.3x20. 4m M (Hudong, Shanghai, 9000bhp 16k)  
Built by Zhonghua D.Y., Shanghai for COSCO, Shanghai. 1983 t/f to COSCO, Guangzhou. 11/11 deleted.



FENG TAO (NOKRos Coll.).







Above 2: FENG LI ex FANG TAO, 1 July 1997 (Markus Berger).

**FENG TAI** 9973 later 10365 (14878)/77-7 159.5x20.4m M (not stated, assumed Hudong, Shanghai, 9000bhp 16k)

Built by Zhonghua D.Y., Shanghai for COSCO, Shanghai 1997 t/f to COSCO, Guangzhou. 2005 t/f to COSCO Shg Specialized, Guangzhou. 2006 t/f to COSCO Shg Specialized, Shanghai r. JIN RUN 7. 12/08 b/u China.



FENG TAI at Hong Kong, February 1990 (Donald Anderson).



FENG TAI (photoships.co.uk).





FENG TAI (Michael Neidig).



JIN RUN 7 in colours of COSCO Shg Specialized as a probable collier (photoship.co.uk).

**FENG SHENG** (3/99 r. **FENG PING**) 9973 later 10365 (14878)/78-7 159.5x20.4m M (Sulzer, Poznan, 12,000bhp 17k)

Built by Zhonghua D.Y., Shanghai for COSCO, Shanghai 3/99 r. FENG PING. 2007 r. LE FENG JIN GANG. 10/11 b/u in China.



FENG SHENG (photoship.co.uk).



FENG SHENG (Zimmerman-Verhuele/Marinetraffic.com).



LE FENG JIN GANG at Shekou, June 2008 (Ivan Meshkov/shipspotting.com).

Guangzhou D.Y., Guangzhou

**LIAO YANG** 9856 (14683)/74-7 161.3x20.4m M (Sulzer, Poznan, 12,000bhp 17k)

Built by Guangzhou D.Y., Guangzhou for COSCO, Guangzhou. 1983 t/f to Guangzhou Ocean Shg. Co., grt 9910. 3/9/97 arrived at Alang for demolition by Shivam Engineering.



LIAO YANG with bent mast at Rotterdam (DDGHansa's grandfather's collection/shipspotting.com).



**XIN YANG** 9918 (1483)/75-7 161.3x20.5m M (Sulzer, Poznan, 12,000bhp 17k)  
Built by Guangzhou D.Y., Guangzhou for COSCO, Guangzhou. 1983 t/f to Guangzhou Ocean Shg. Co. grt  
9910. 7/7/97 arrived at Alang for demolition.

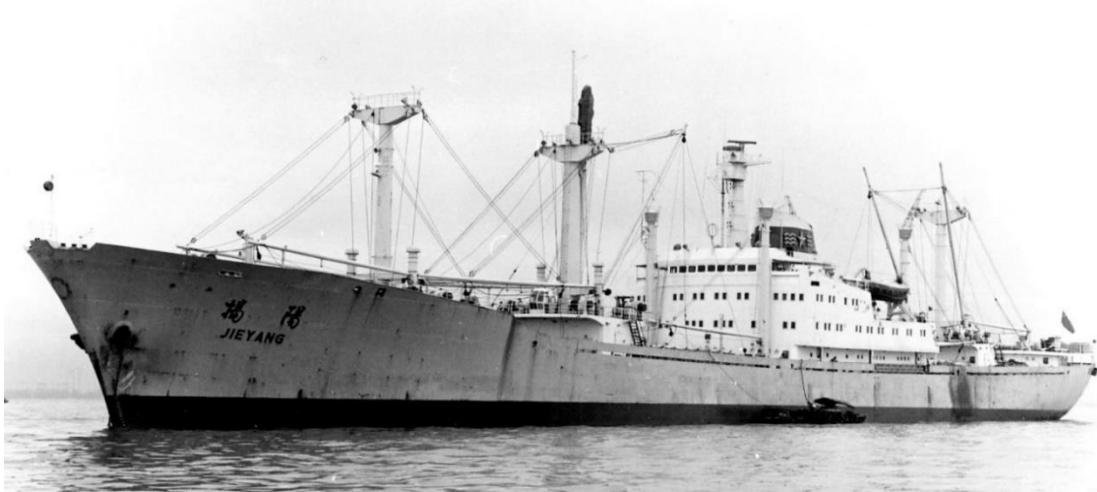


XIN YANG at Rotterdam (DDGHansa's grandfather's collection/shipping.com).



XIN YANG at Rozenburg, August 1992 retrofitted with capsule lifeboat,  
funnel extension and mast adjustments (Henk Kouwenoven/shipping.com).

**JIE YANG** 9913 (14212)/76 161.0x20.4m M (Hudong, Guangzhou Diesel E.W., 12,000bhp 17k)  
Built by Guangzhou D.Y., Guangzhou for COSCO, Guangzhou. 1986 t/f to Guangzhou Ocean Shg. Co. r.  
YANG CHENG. 1998 t/f to Guangzhou Maritime Tpt (Group) Co Ltd. 6/6/11 deleted, existence in doubt.



Guangzhou-built JIE YANG and sisters did not have a bulbous bow, and had an incline in the superstructure plating between the bridge and lifeboat (DDG Hansa/shipping.com).

**HUI YANG** 9913 (14270)/77 161.3x20.4m (Sulzer, Poznan, 12,000bhp 17k)

Built by Guangzhou D.Y., Guangzhou for COSCO, Guangzhou. 1998 sold to Guangdong Sun Font Sg Co (g.t. 10313). 2009 sold to Qingyuan Yuanfeng Shg Co. Ltd, Qingyuan, 2011 r. LI YUAN HE SHUN. 6/12 deleted, existence in doubt.



HUI YANG had a particularly sturdily plated signal/radar mast between bridge and funnel (coll. SK).



HUI YANG at Rotterdam (frafo/shipping.com).





HUI YANG at Hong Kong February 1990 (Donald Anderson).



HUI YANG reduced to a probable collier, at Shanghai 4 July 2009 (caesaro\_97/shipping.com).

**HUAI YANG** 9925 (14270)/79-7 161.3x20.4m (Sulzer, Poznan, 12,000bhp 17k)  
Built by Guangzhou D.Y., Guangzhou for COSCO. 2005 t/f to COSCO Shg Co Specialized Shg Co. 6/06 r.  
HAI XING 15. 8/10 r. LI FENG HE TAI. 11/12/12 b/u at Jingjiang by Su Heng Ocean Engineering Co.

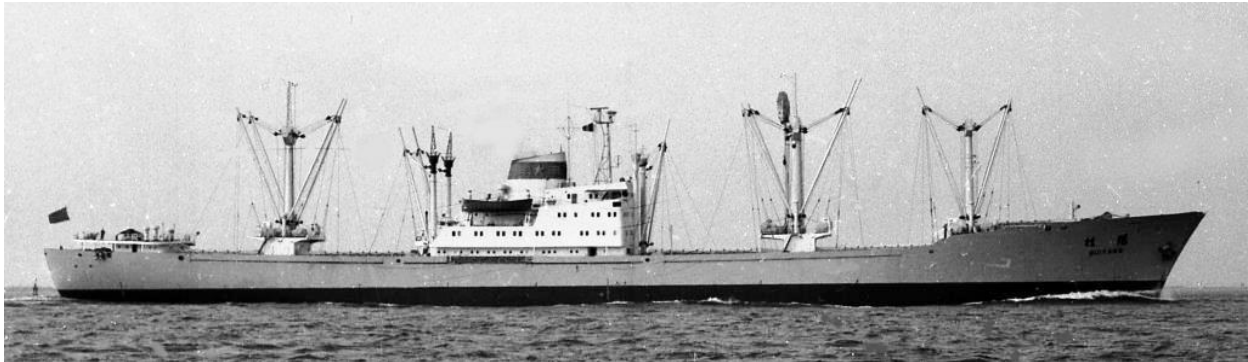


HUAI YANG at Hamburg, 22 May 1980 (Andreas Hoppe/Shipping.com).



**GUI YANG 9913 (14273)/79** 161.3x20.4m (Sulzer, Poznan, 12,000bhp 17k)

Built by Guangzhou D.Y., Guangzhou for COSCO. 1983 sold to Lianyungang Ocean Shg Co., Lianyungang. 13/3/98 as a w/o casualty arrived Alang for demolition.



GUI YANG in the Scheldt below Antwerp, May 1980 (Coll. W. Schell).

**ZHENG YANG 9925 (14270)/80-7** 161.3x20.4m, later lengthened (Sulzer, Poznan, 12,000bhp 17k)

Built by Guangzhou D.Y., Guangzhou for COSCO. 1995 sold to Guangdong Sun Font Shg Co., Guangzhou. 2015 sold to Trio Maritime Ltd, Moroni r. YUAN. 18/3/15 arrived Chittagong for demolition, work beginning 9/4. [Believed to be the last traditional superstructure-amidship cargo ship built anywhere in the world]



ZHENG YANG at Singapore with a few 40' containers (frafo/shipping.com).



ZHENG YANG at Hong Kong, 10 June 2007, lengthened as a bulk carrier (MO Roy/shipping.com).



## Five-Hatch 10,000-grt Stülcken Heavylift Cargoliners (10 Ships)

Dalian S.Y. Co., Dalian



Dalian port and shipyard in 1972 or 1973. In the foreground are LIAN GUAN 11 (originally TIJUCA of 1926) and a small tanker, possibly Dalian-built DA QING 12. On the other side of the pier behind LIAN GUAN 11 is coastal passenger ship GONG NONG BING 15 or 16. Astern, at far right is LIAO HAI 2 (thought to be originally SUECIA of 1944). In the distance in front of the tall chimney is what appears to be one of the three Jiangnan-built ships listed below, although the aft kingposts cannot be discerned. At the shipyard tanker DA QING 31 is on the stocks, another GONG NONG BING passenger ship is behind, while the three Stülcken-equipped cargo ships fitting out are assumed to be the below DA YE, DA FENG, and not yet fitted with kingposts aft, DA LI. In the centre PLA vessels include an evident LST (largely hidden by the warehouse) and opposite at the dockyard, a likely minesweeper and frigate.

**DA YE 9862 (13209)/72** 163.0x20.8m M (not stated, assumed Sulzer, Rijkeka, 12,000bhp 17k)  
Built by Dalian S.Y. Co., Dalian for COSCO, Tianjin. 30/4/96 arrived Chittagong for breaking.



DA YE inbound at Tilbury, 17 October 1981. New formulation of four hatches forward, long No.3 hatch and Stülcken heavylift derrick (John Jones/shipping.com).

**DA FENG 9628 (13209)/73-7** 163.0x20.4m M (Sulzer, Rijkeka, 12,000bhp 17k)  
Built by Dalian S.Y. Co., Dalian for COSCO, Tianjin. 1983 g.t. 10129. 1/2/98 arrived Alang for breaking.



DA FENG with 120-ton Stülcken derrick (Internet).



DA FENG in Genoa Roads, 1985 (Gianpaulo/shipping.com).

**DA LI 9628 (13000)/74-7 163.0x20.8m M (Sulzer, Rijkeka, 12,000bhp 17k)**  
Built by Dalian S.Y. Co., Dalian for COSCO, Tianjin. 1983 g.t. 10129. 9/7/98 arrived Alang for breaking, work commencing 21/7.



DA LI on completion, but evidently minus stern kingposts (Dalian S.Y./coll. SK\*).





DA LI (DDGHansa/shipspotting.com).

**DA XING** 9628 (13209)/74 163.0x20.4m M (not stated, assumed Sulzer, Rijkeka, 12,000bhp 17k)  
Built by Dalian S.Y. Co., Dalian for COSCO, Tianjin. 1983 g.t. 10129. 3/4/98 b/u.



DA XING at Singapore (Brian Fisher/shipspotting.com).



DA XING at Hong Kong, December 1981 (Donald Anderson).

Jiangnan S.Y., Shanghai

**LI YANG** 10269 (14056)/73 161.5x21.2 M (Hudong, Shanghai Diesel E.W. 10,000bhp 17.5k)  
Built by Jiangnan S.Y., Shanghai for COSCO, Shanghai. 1/6/98 arrived at Alang for demolition.



LI YANG, Jiangnan version with dual kingposts (J.K. Byass\*).

**QING YANG** 10268 (14145)/73 161.5x21.2 M (Hudong, Shanghai Diesel E.W. 9,000bhp 17k)  
Built by Jiangnan S.Y., Shanghai for COSCO, Shanghai. 1998 g.t. 10415. 11/98 b/u.



Launch of QING YANG. YI YANG to port (*China Reconstructs* 7/72).





QING YANG in the Straits of Malacca carrying boilers or similar on deck (Peter Foxley\*).



QING YANG (Patrick Hill/shipping.com).



QING YANG at Hong Kong, February 1996 (Donald Anderson).



QING YANG showing full Stülcken derrick layout (DDG Hansa/shipping.com).

**YI YANG** 10341 (14145)/73-7 161.5x21.2 M (Hudong, builders 9,000bhp 17k)  
Built by Jiangnan S.Y., Shanghai for COSCO, Shanghai. 1998 g.t. 10415. 6/12 deleted, existence in doubt.



YI YANG at Antwerp, 60-ton Stülcken derrick (DDG Hansa/shipping.com).

Shanghai S.Y., Shanghai

**DAN YANG** 10313 (13720)/77 161.9x21.2m M (not stated, assumed Hudong, Shanghai Diesel E.W. 9,000bhp 17k)

Built by Shanghai S.Y., Shanghai for COSCO. 1998 gt 10610. 2004 t/f to COSCO Shg Specialized, Guanzhou. 31/3/09 b/u in China.



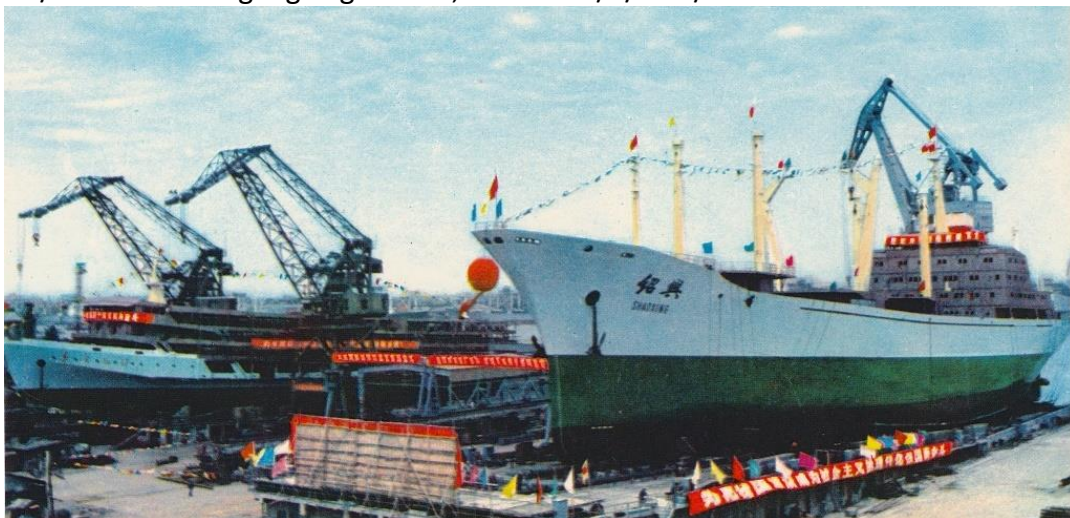


DAN YANG at Cardiff, 1985 (Chris Howell/shipping.com).



DAN YANG at Pasages, Spain 1997 (valeriano aguete/shipping.com).

**SHAO XING** 10326 (13720)/78-9 161.9x21.2m M (Hudong, Shanghai Diesel E.W. 9,000bhp 17k)  
Built by Shanghai S.Y., Shanghai for COSCO (Chinese-Polish Joint Shg. Co.), Shanghai. 1990 t/f to COSCO, Shanghai r. SHUI CHEN. 1998 t/f via Liberian flag as COLOMBO STAR to COSCO, Guangzhou, r. r. SHUI CHEN. 2005 t/f to COSCO Angang Shg Co. Ltd, Dalian. 10/3/11 b/u.



Launch day for SHAO XING and river ferry DONG FANG HONG 17 (Xinhua).



SHUI CHEN ex SHAO XING (Gerald Sorger/shipping.com).

**GAO YANG** 10351 (13720)/79 162.0x21.2m M (Hudong, Shanghai Diesel E.W. 9,000bhp 17k)  
Built by Shanghai S.Y., Shanghai for COSCO, Shanghai. 1997 t/f to COSCO, Guangzhou. 10/02 b/u in China.



GAO YANG at Yokohama early 1980s (SK\*).



GAO YANG (SimonWP/shipping.com). The three Shanghai S.Y.-built 60-ton Stülcken vessels (1977-79) had transom sterns and were not given bulbous bows.





Above 2: GAO YANG off Hong Kong airport, October 1996 (Donald Anderson).

## Tianjin-built 124m Four-Hatch 6,000 grt Cargoliners (5 Ships)

Tianjin Xingang S.Y., Tianjin

**LING YUN** 5860 later 5941 (7728)/80 124.0x18.0m M (M.A.N., Kawasaki, Kobe 6000 bhp 15.5k)  
 Built by Tianjin Xingang S.Y., Tianjin for COSCO, Tianjin. 1990 t/f to Fortune Eva Shg S.A., Panama r.  
 FORTUNE EVA. 1996 t/f to COSCO, Tianjin. 1998 t/f to COSCO, Guangzhou. 12/04 deleted, existence in  
 doubt.



LING YUN, 30-ton Stülcken derrick, at Yokohama in late-1981 or early-1882 (S. Kentwell\*).

**XIANG YUN** 5860 later 6241 (7228)/80-7 124.0x18.0m M (M.A.N., Kawasaki, Kobe 6000 bhp 15.5k)  
Built by Tianjin Xingang S.Y., Tianjin for COSCO, Tianjin. 1983 t/f to COSCO, Guangzhou. NFI.



XIANG YUN 30-ton Stülcken evidently reconfigured with two lighter derricks at Singapore May 1992 (Martin Klingsick/shipping.com).

**ZHUANG YUN** 6241 (6320)/81 124.0x18.0m M (M.A.N., Kawasaki, Kobe 6000 bhp 15.5k)  
Built by Tianjin Xingang S.Y., Tianjin for COSCO, Tianjin. 1997 t/f to COSCO, Lianyungang then COSCO, Guangzhou. 10/12 deleted, existence in doubt. [NO IDENTIFIED PHOTO, appearance as per LING YUN/XIANG YUN.]

**DENG YUN** 5860 later 6241 (7223)/82 124.0x18.0m M (M.A.N., Kawasaki, Kobe 6000 bhp 15.5k)  
Built by Tianjin Xingang S.Y., Tianjin for COSCO, Tianjin. 1997 t/f to COSCO, Guangzhou. 2005 t/f to COSCO, Guanghai. 24/11/06 arrived Chittagong for breaking, work beginning 19/12.



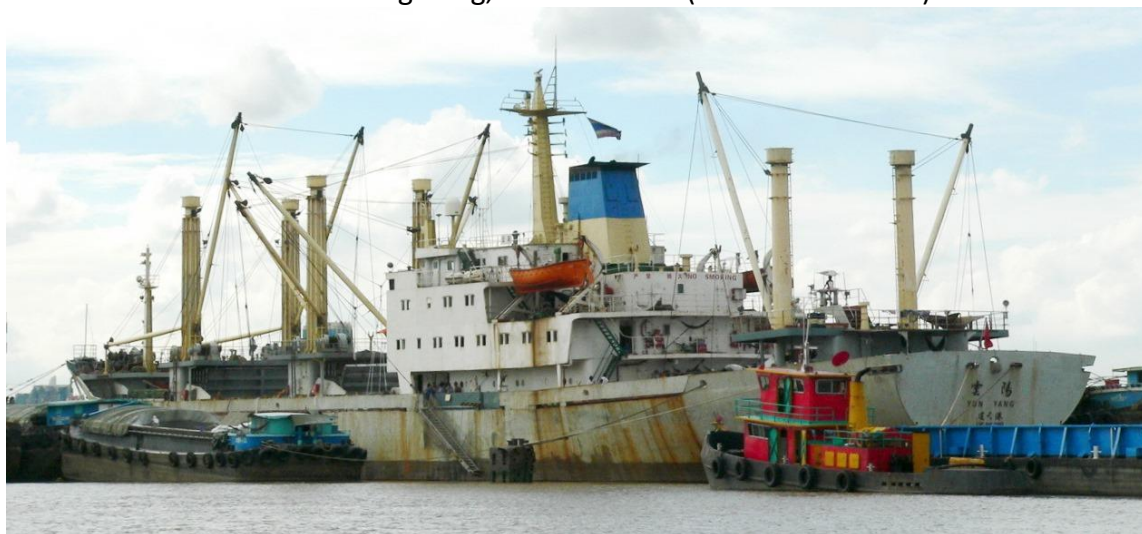
DENG YUN at Singapore, February 2006 (Martin Klingsick/shipping.com).



**ZI YUN** 6241 (6320)/84 124.0x18.0m M (assumed M.A.N., Kawasaki, Kobe 6000 bhp 15.5k)  
Built by Tianjin Xingang S.Y., Tianjin for COSCO, Tianjin. 10/06 t/f to COSCO Lianyungang r. YUN YANG,  
8/10 still in service but NFI.



ZI YUN at Hong Kong, October 1997 (Donald Anderson).



YUN YANG at Bangkok, August 2010 (Stephane Barbedienne/shipspotting.com).