

DONG FANG HONG series Changjiang (Yangtse) Shg. Corp. (CSC)

Steamships of Pre-1949 Origin

1949年以前的“东方红”系列长江轮船航运总公司轮船

ILLUSTRATED LIST

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

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*We gratefully acknowledge the assistance from Yao Kaiyang's website and from Flyincloud.
Notation 'UoB' in the photo credit identifies the source as Historical Photographs of China,
University of Bristol (www.hpcbristol.net).*

An executive order of the Changjiang (Yangtse) Shg. Corp. on 25 November 1966 decreed that large Yangtse steamers with JIANG, MIN and XIN names were immediately (evidently effective 1 December) to be renamed in a new DONG FANG HONG – ‘The East is Red’ – series. Shanghai-Hankow mainline vessels were given numbers from DFH 1 to DFH 10. A daily sailing on this route required seven vessels to be in service each week.

Smaller vessels on shorter routes were given two- or three-digit numbers. Branch allocations for vessels with three digits were DFH 1-- (Chongqing Branch), DFH 2-- (Wuhan Branch), DFH 3-- (Wuhu Branch) and DFH 4-- (Shanghai Branch).

The official *List of ships of Changjiang (Yangtse) Shg. Corp. 1976-1977* and the *Wuhu Changjiang Shg. Co. History (1989)* identify and give histories of many vessels. Several older vessels had apparently been decommissioned by 1976-77, probably including ex KANGTING, probably also ex LUNG ON, DFH 109, etc. Yangtse passenger ships (excluding cruise ships) built after 1949 are covered in our Post-1949 list.

On 1 July 1984 a new executive order advised that all DONG FANG HONG vessels were to be renamed with JIANG names and a number, namely JIANG YU (Chongqing Branch), JIANG HAN (Wuhan Branch), JIANG WU (Wuhu Branch) and JIANG SHEN (Shanghai Branch). It is likely that some of the vessels with names in the range DONG FANG HONG 1 to 9 briefly bore the as yet undocumented names JIANG HAN 9, JIANG HAN 10, JIANG HAN 11 and JIANG HAN 12 before they were laid up and retired soon afterwards.

DONG FANG HONG (no number) 577/25

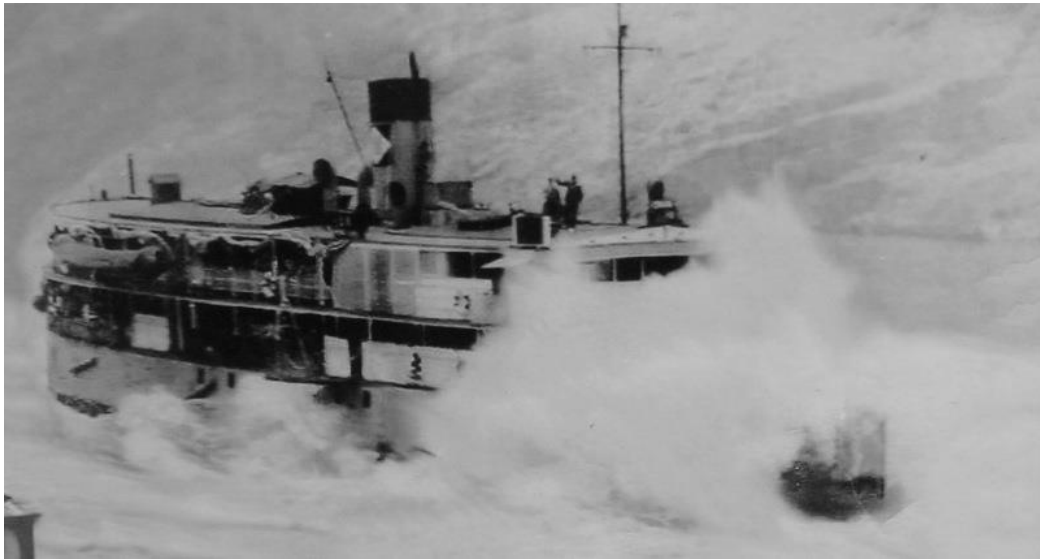
Built by J.L. Thornycroft, Southampton (#1043) as FUSHUN. LR26 Fung K. Yu, Southampton. LR27 no owners, no port, Italian flag. LR28-LR30 Fushun S.S. Co. (Koenig Bros. mgrs), Bremen. From LR31 Shu Ping S.N. Co. (Tong Fu Chao, mgr), Shanghai, name romanised as FOO SHUN. 22/4/32 ownership taken over by Ming Sung Industrial Co. Ltd., Shanghai r. MING CHU 民主. 1936 transported Chiang Kai-shek to Sichuan. 3/43 sunk by Japanese bombing near Badong. Raised and believed 1952-54 rebuilt by Kiangnan Shipyard drawing on Volga River design, 400 pass r. CHIANG HSIA. 27/10/54 first voyage Shanghai/Chungking. 10/55 designated a VIP vessel for leaders and foreign dignitaries. 1958 name romanised JIANG XIA. 26/2/58 Premier Zhou Enlai boarded for inspection of Three Gorges. 29/3/58-1/4/58 Chairman Mao travelled Chungking/Hankow. Again Chairman Mao on board 15/9/58-16/9/58 from Hankow. 30/6/59-1/7/59 Chairman Mao's third voyage accompanied by party and state leaders Liu Shaoqi, Zhu De, Zhou Enlai, Chen Yiwu, Wang Guangmei, Kang Keqing, and Deng Yingchao. 11/66 r. DONG FANG HONG. NFI, but a new JIANG XIA of similar appearance was built in 1975 [See DONG FANG HONG 52 in Part 2 list]. [Chinese sources list CHIANG HSIA's origins as a newbuilding by Kiangnan in 1954].



FUSHUN running builder's trials (Ivon A. Donnelly).



MING CHU (Internet)



MING CHU in the gorges (Internet).



CHIANG HSIA thought to be ex-MING CHU (Xinhua).



DONG FANG HONG at Chungking (coll. SK)



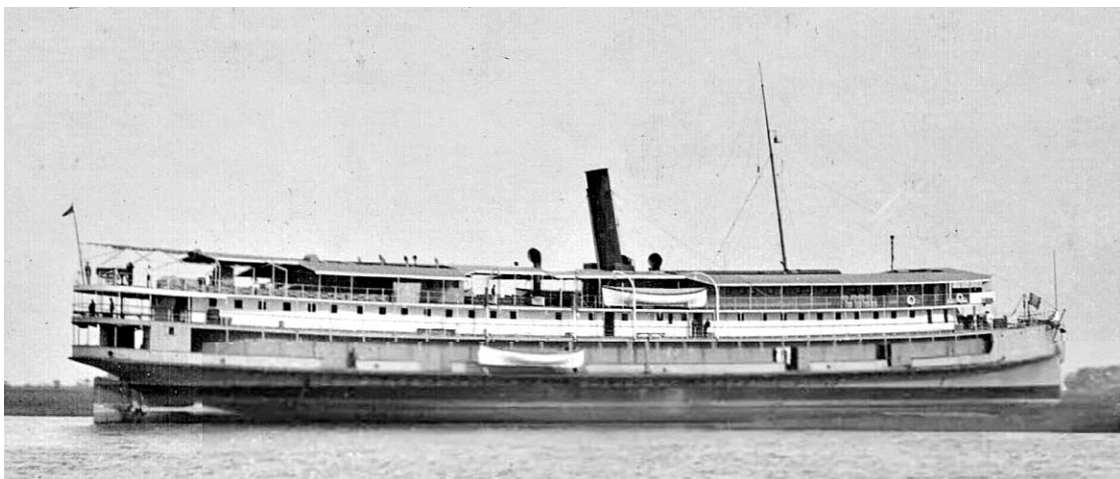
Chairman Mao aboard DONG FANG HONG (Internet).

DONG FANG HONG 1 to DONG FANG HONG 10

(10 largest steamers operating daily Shanghai-Hankou, 10/65 sailing Shanghai 7:30 a.m., arriving Hankou 3 days later at midday; Sailing Hankou 7:00 am, arriving Shanghai 2 days later at 2 p.m.)

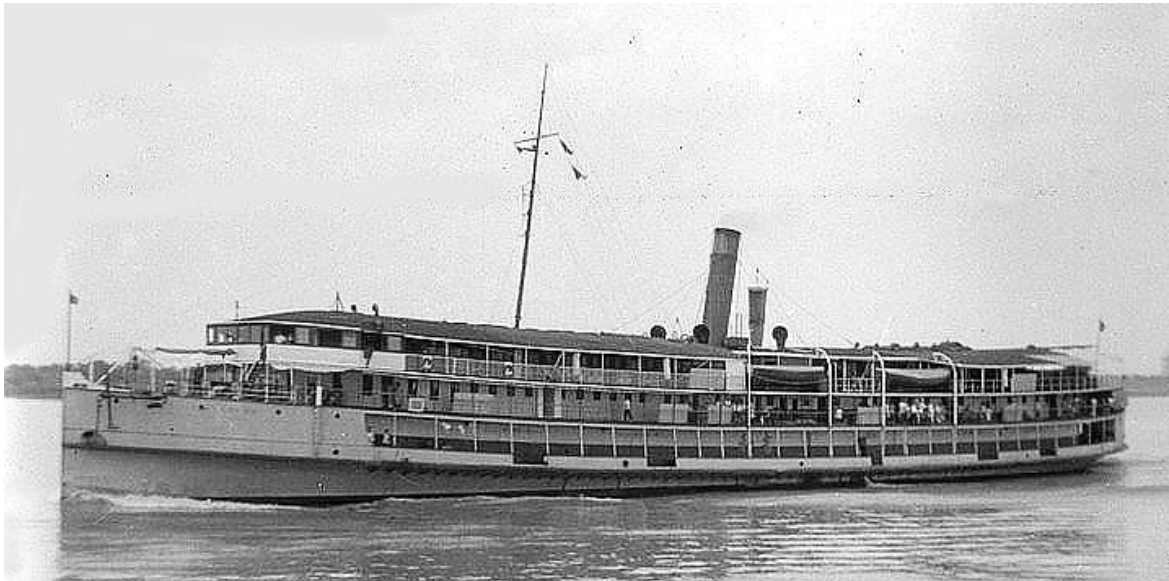
DONG FANG HONG 1 2665/95 (290 x 43', 2sc, T3cyl x 2)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#285) for Indo-China S.N. Co., London as KUT-WO (?吉禾). 8/12/41 seized by Japanese at Hankow. 6/42 to Toa Kaiun K.K., Tokyo r. RENZAN MARU. Became casualty but salvaged and reverted to ICSNC. 5/47 t/f to joint venture An Wo Industries Ltd, Shanghai r. AN KONG 安康. 5/49 under Communist control. 1952 to Ming Sung Shg. Co., Shanghai r. MING CHU 民主. Later t/f to Yangtse Maritime Bureau. 1958 name romanised as MIN CHU. By 1959 rebuilt with modernized hull form and larger superstructure. 12/66 r. DONG FANG HONG 1. Early 1980s withdrawn from service, NFI.

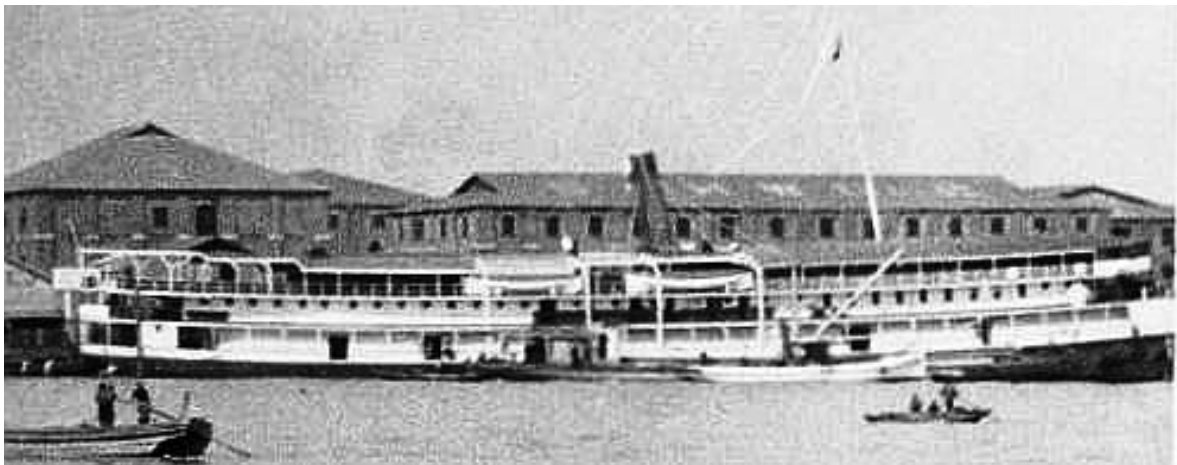


KUT-WO aground in 1911 or 1912 (Internet).

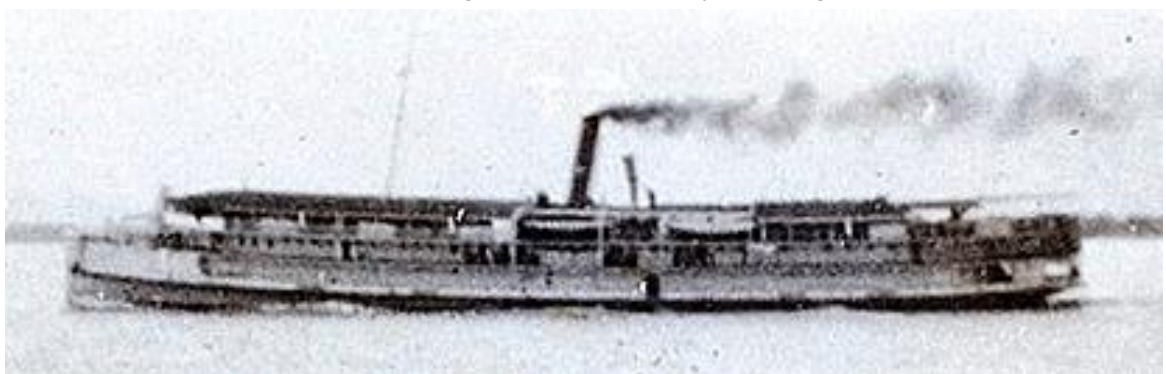




KUT-WO in 1930s, notable sheer for a Yangtse steamer (Alan Lee colln).



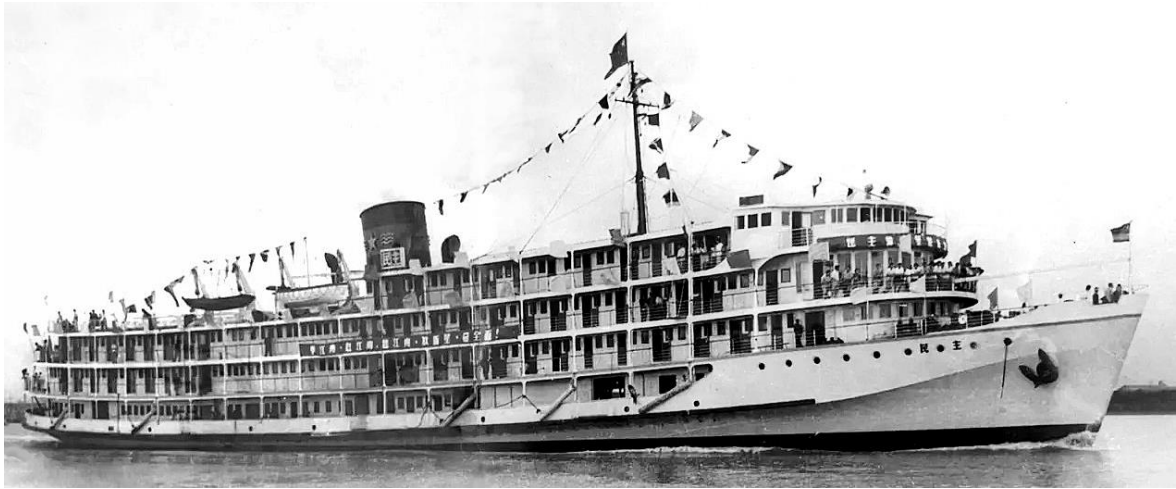
1920s KUT-WO or SUI-WO at Shanghai (US Naval History & Heritage Command NH77134).



KUT WO c.1931 near Shanghai "after being refloated" (Jack Ephgrave/UoB Ep01-234)



Rebuilt MING CHU ex-KUT WO outward bound in Shanghai
<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>.



MIN CHU (image.baidu.com).



MIN CHU approaching Shanghai in 1959 (Dr. George Wilson).



MIN CHU (Hubei Pictorial - https://m.sohu.com/a/193841045_256096/).



Final guise of DONG FANG HONG 1 ex-MIN CHU in late 1970s (Ted Scull).



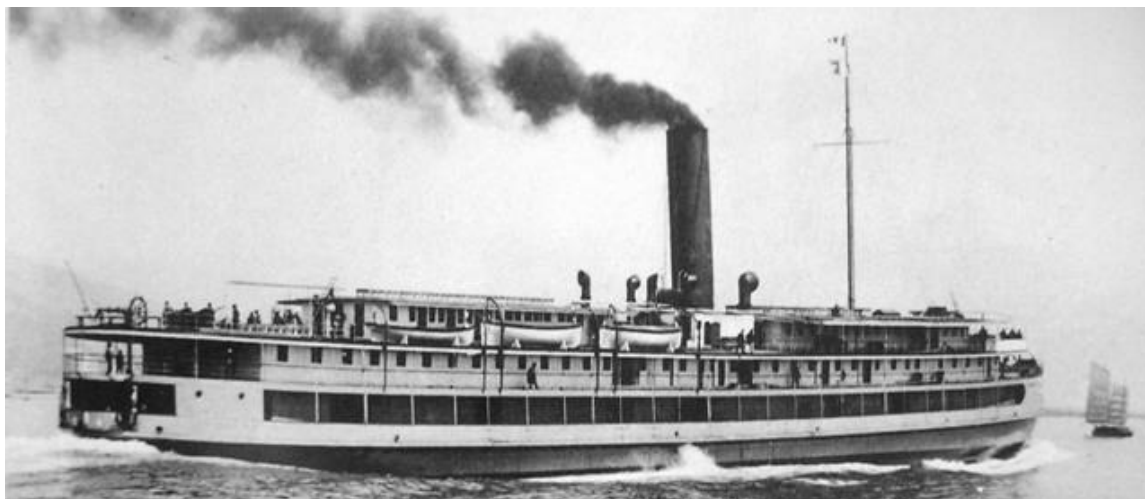
DONG FANG HONG 1 moored behind coastal steamer GONG NONG BING 19 (3839/64) at Shanghai in 1979 (Jean E. Norwood, LoC colln).



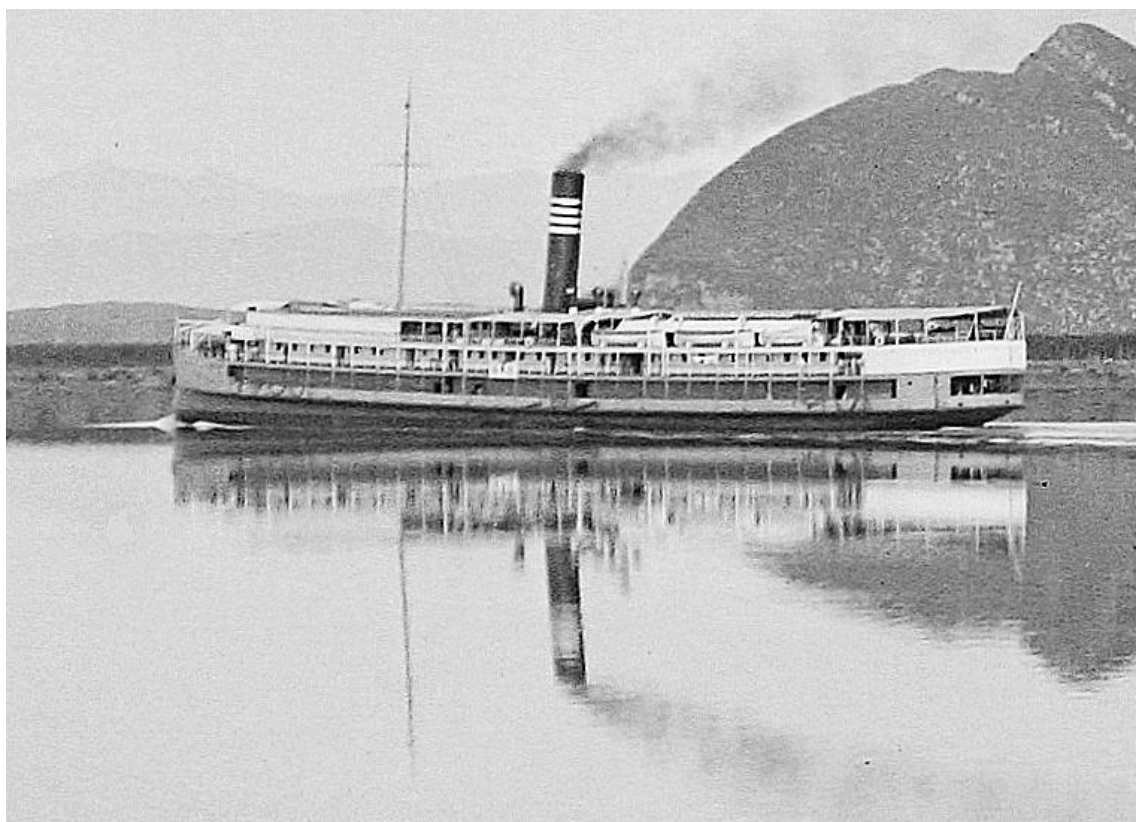
Probable DONG FANG HONG 1 alongside new 5000-ton DONG FANG HONG 11 class c.1980 (YangtseBoats@YouTube).

DONG FANG HONG 2 3298/06 (310.0 x 44.0', 2-sc, T6cy/243 nhp)

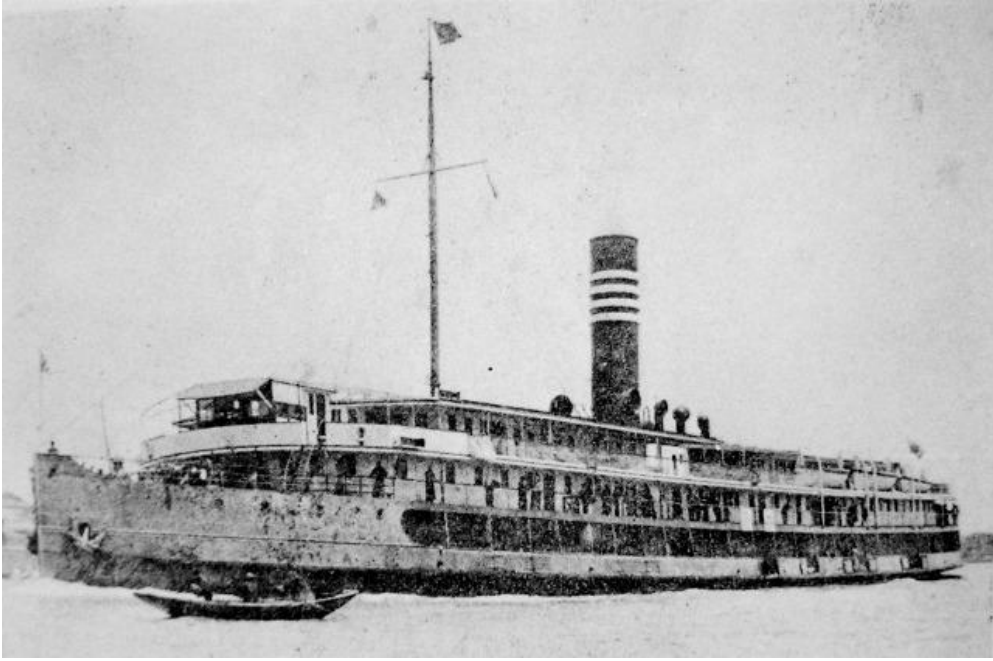
Built by Kawasaki Zosenso, Kobe for Nippon Yusen Kaisha, Tokyo for Yangtse River as YOH YANG MARU. 1907 t/f to Nisshin Kisen K.K. 15/8/37 left Shanghai for Nanking, where seized by Chinese Gov't forces and allocated to China Merchants S.N. Co., Shanghai r. KIANG HAN 江漢. Mid-1939 hauled into Upper Yangtse. 23/6/49 sailed from Nanking with 1000 CCP cadres, arriving Hankow 28/6. 1949 CPSNC, name romanised CHIANG HAN. 12/53 successfully achieved 6 day round trip. 1958 name romanised JIANG HAN. 12/66 r. DONG FANG HONG 2. Rebuilt at Wuhan, new machinery. 28/9/73 received award for safe completion of one million nautical miles. 8/84 seen laid up upstream of Wuhan, NFI.



YOH YANG MARU running trials off Kobe for NYK (Kawasaki H.I.).



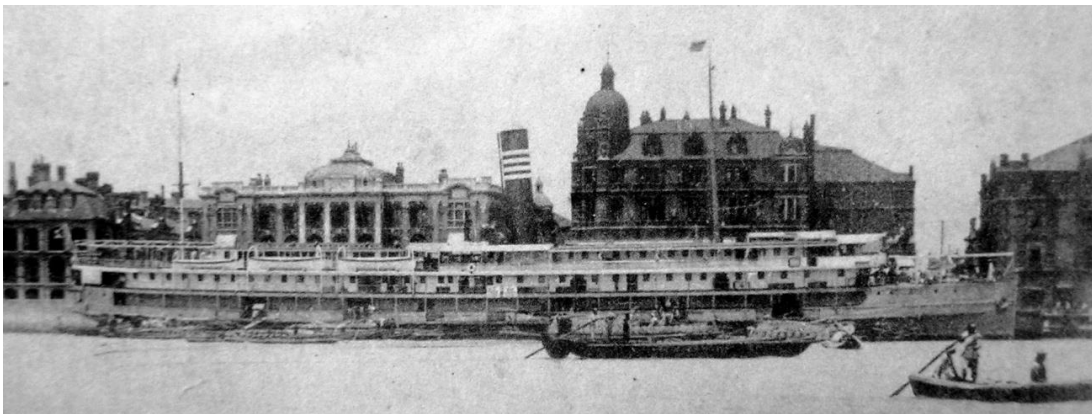
YOH YANG MARU at speed on the Yangtse (Warren Swire/UoB Sw13-030).



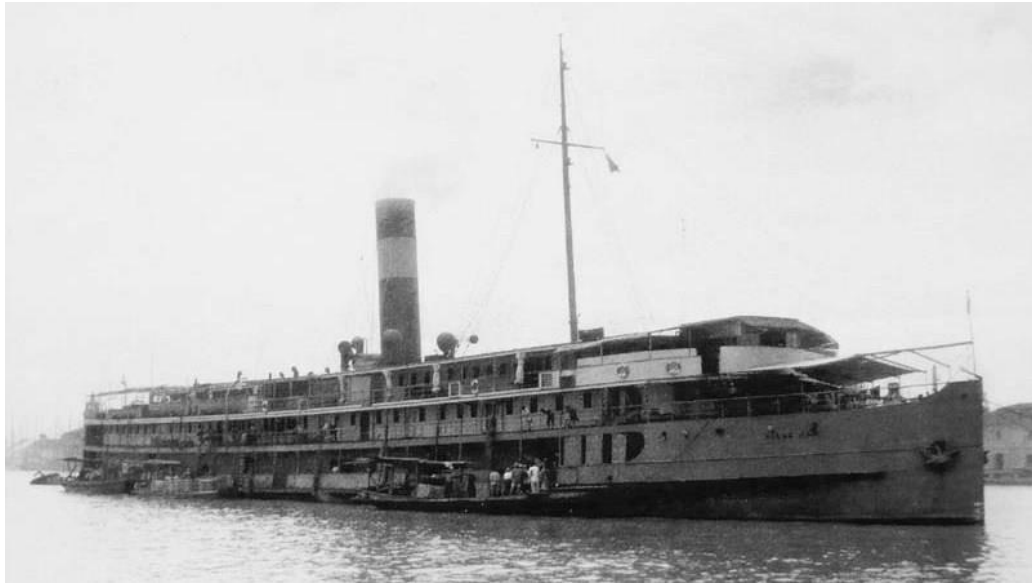
YOH YANG MARU from the Nisshin Kisen history.



YOH YANG MARU damaged after a collision with KIANG HSIN, date unknown (Warren Swire colln).



YOH YANG MARU at Hongkew wharf (postcard in SK colln).



KIANG HAN in late-1940s (coll. Yao Kaiyang).



CHIANG HAN in Changjiang Shg. Corp. colours (<http://ndcjzd.com/NewsInfo.aspx?Id=1228>).



DONG FANG HONG 2 under major refit, evidently receiving a new main boiler. Stern plating/porthole arrangements match YOHYANG MARU identified by LR as CHIANG HAN (*The Yangtse River*).



DONG FANG HONG 2 after refit (<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).



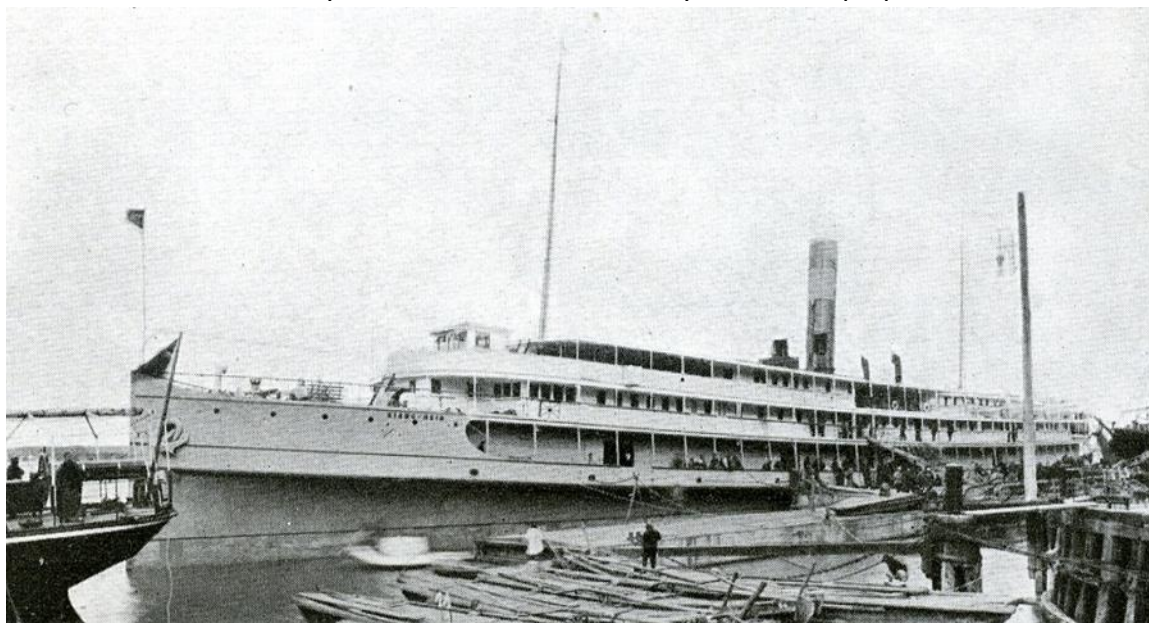
DONG FANG HONG 2 at Shanghai in 1973 (Michael Rogge *Shanghai 40 Years Ago*@YouTube).



Later fitted with broader funnel, as photographed upstream of Wuhan in August 1984 (Donald Anderson).

DONG FANG HONG 3 3372/05 (325.0' x 44.0', 2-sc, T6cy/311 nhp)

Built by S.C. Farnham, Boyd & Co., Shanghai for China Merchants S.N. Co., Shanghai as KIANG HSIN 江新. 23/6/38 sunk by Japanese aircraft in Yangtse near Yochow with loss of 1000 refugees - raised and 6/39 hauled into Upper Yangtse, repaired. 22/5/49 sailed Shanghai for Taiwan but shelled in estuary, captured by Communist forces and returned to Shanghai. 5/9/49 sunk by bombing by Nationalist aircraft at Pootung. 16/11/52 raised, refitted and 19/1/55 re-entered service for Changjiang (Yangtse) Shg. Corp. as CHIANG HSIN. 1958 romanised JIANG XIN. 16/7/66 used by Mao Tse-tung during his swim in the Yangtse. 12/66 r. DONG FANG HONG 3. 30/11/70 boiler explosion, 17 dead. 1981 still in service. Early 1980s still in service but by 8/84 laid up upstream of Wuhan. NFI.



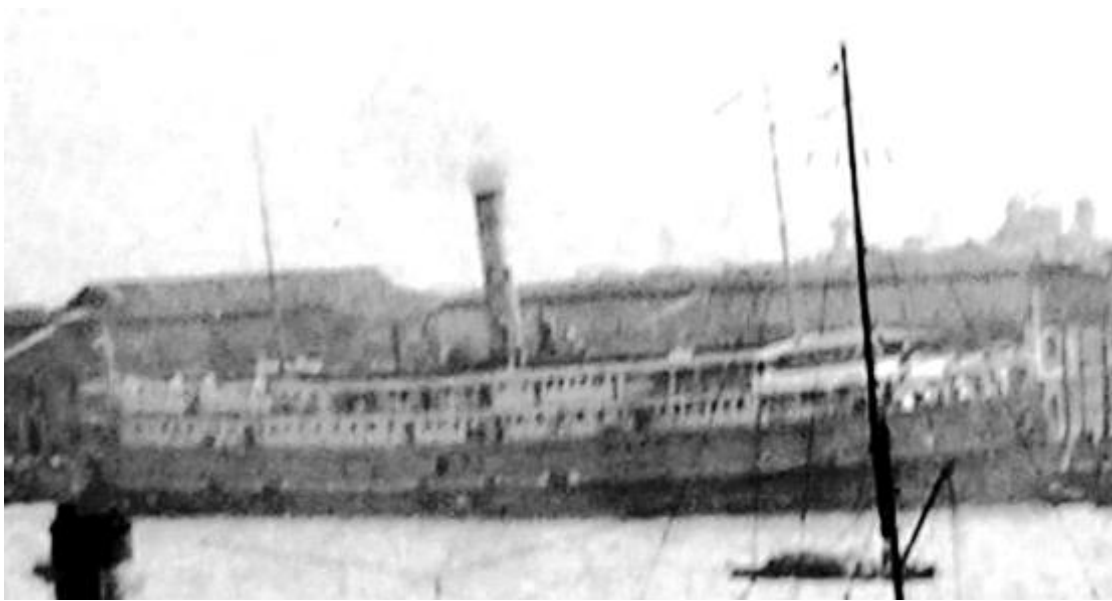
KIANG HSIN (20th Century Impressions of Hong Kong, Shanghai).



KIANG HSIN being surveyed by dockyard and insurance staff after sustaining damage in an undated collision with YOH YANG MARU. Funnel top and base have been repainted yellow, presumably to safeguard the corporate image (Warren Swire colln).



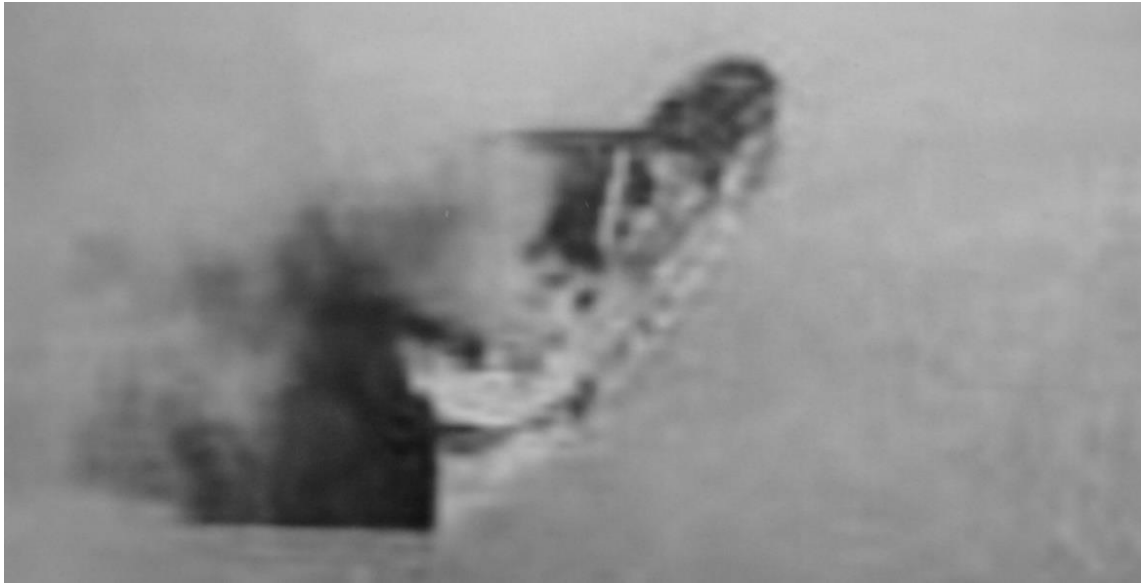
KIANG HSIN c.1930 (Alan Lee colln).



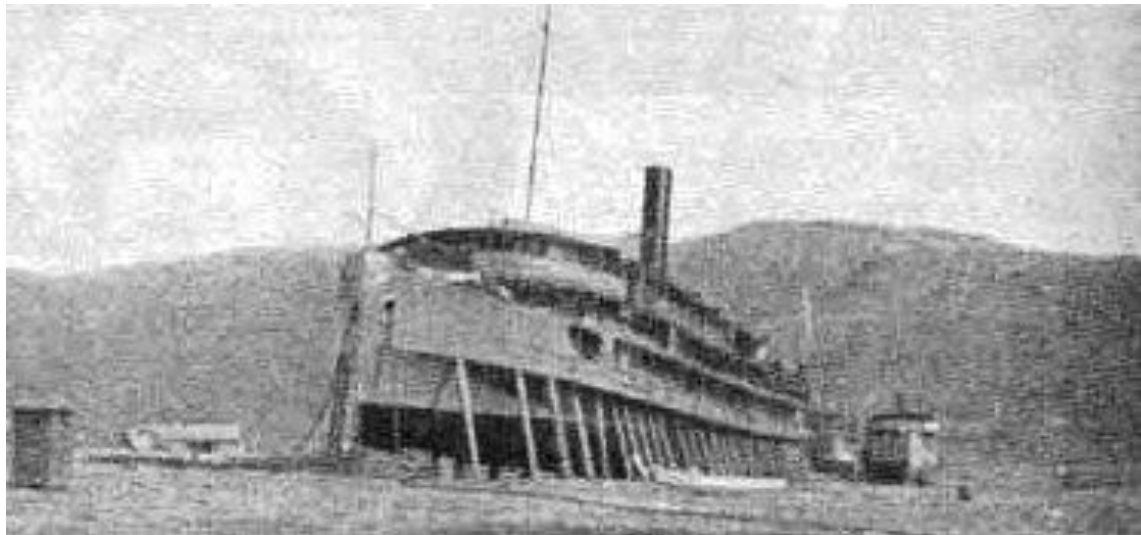
KIANG HSIN at Shanghai ca. 1937 (SK colln).



KIANG HSIN on fire after bombing attack 23/6/38 (SK colln).



KIANG HSIN on fire after bombing attack 23/6/38 (SK colln).



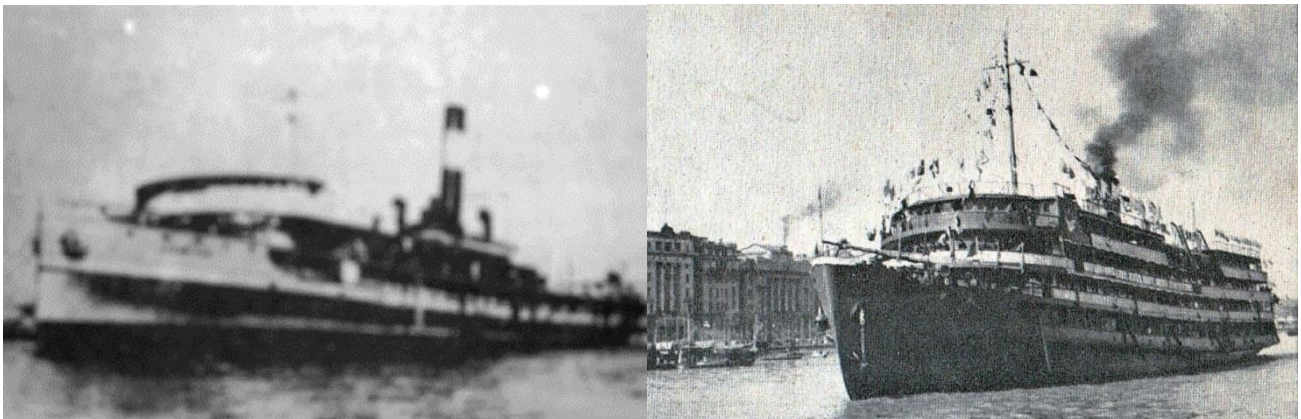
Large river steamers, most probably KIANG HSIN foreground, being repaired during WWII on the banks of the Yangtse at Tangchiato, just outside Chungking (<http://60.250.180.26/ss/6156.html>).



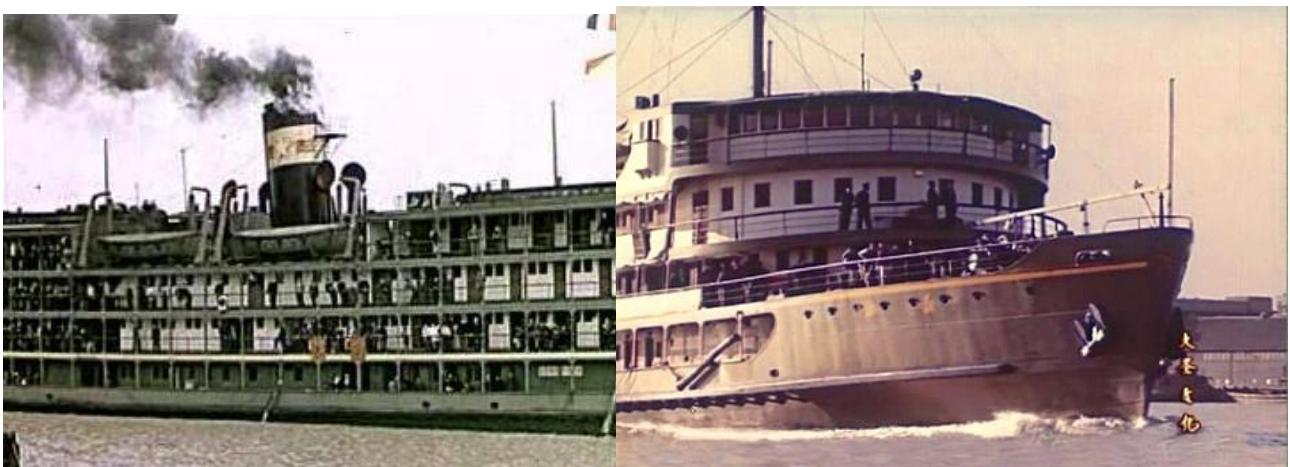
KIANG HSIN at Shanghai in 1947-48 after full restoration (<http://60.250.180.26/theme/theme-41/41-index.html>).



Troops being loaded on KIANG HSIN in 1948-49, probably at Hankow (Internet).

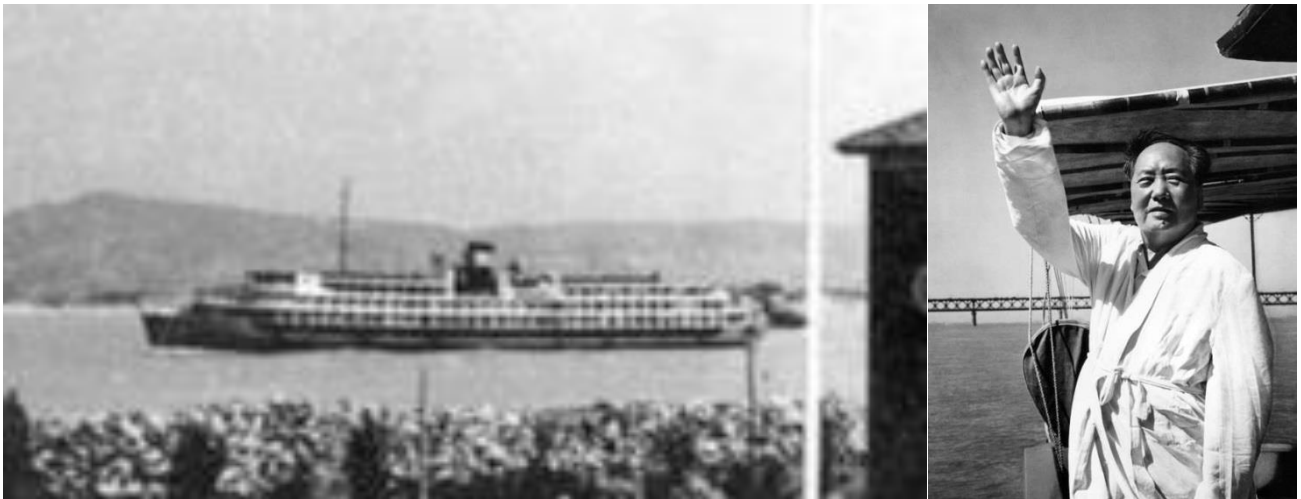


After the 1949 bombing CHIANG HSIN was raised in 1952 and rebuilt, re-entering service in January 1955.

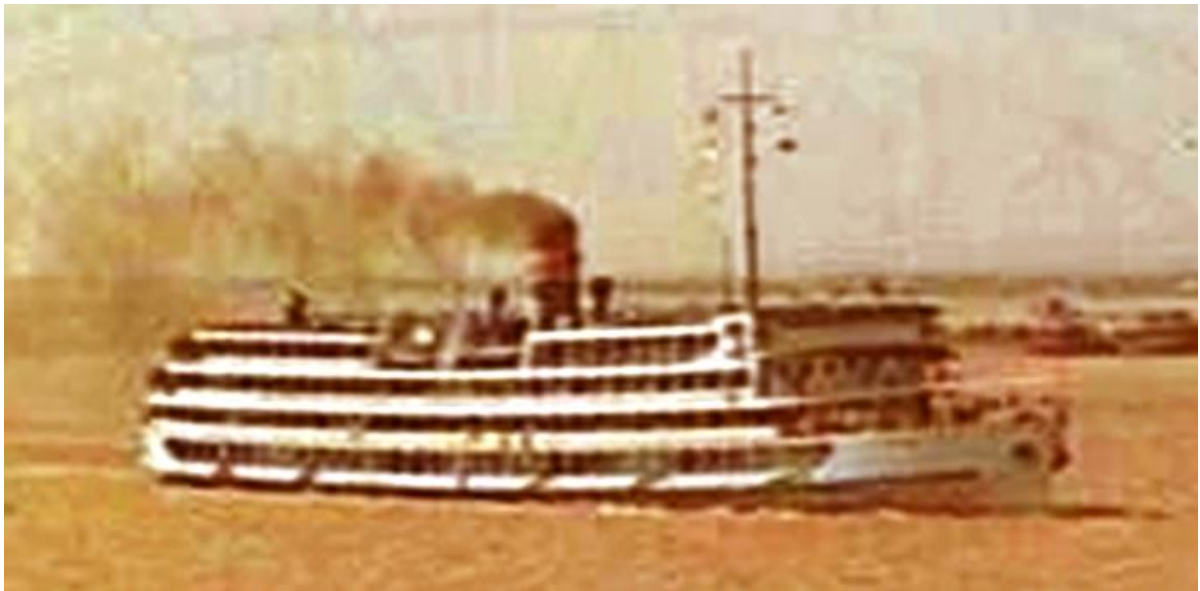


Later CHIANG HSIN wore a brown hull with yellow ribband. The superstructure was white with brown trimmings.

(<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).



Left: From the grounds of the Jiangsu Maritime Institute at Nanjing; Right: Mao Zedong aboard KIANG HSIN for his famous swim in 1966 (<http://www.jmi.edu.cn/72/1d/c1235a29213/pagem.psp>, Xinhua).



(yycqc.com).

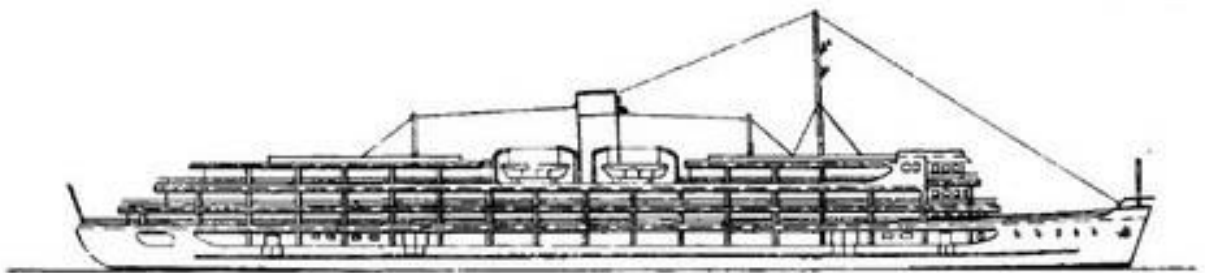
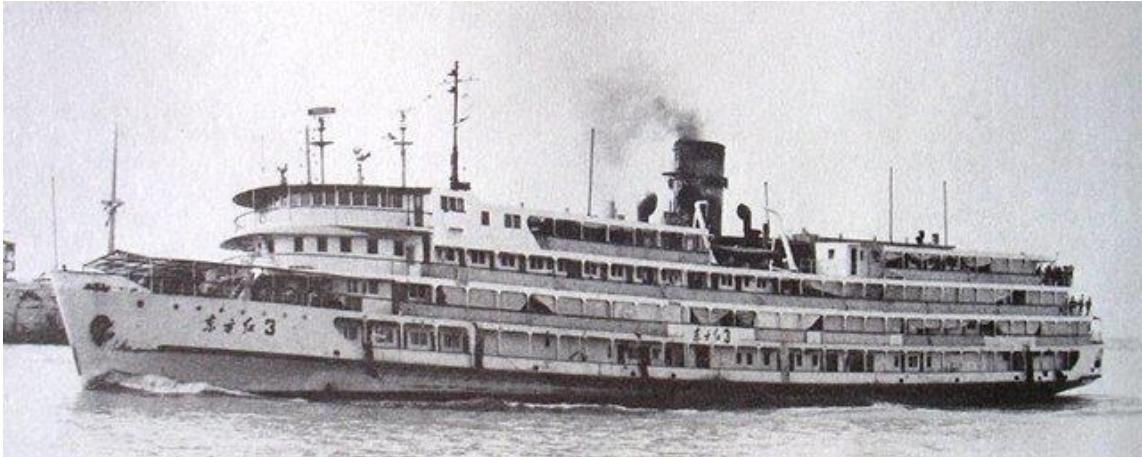


图3 改建后的江新轮外形图

Line drawing of rebuilt CHIANG HSIN (<http://m.sichuanlong.com/a/2018/0510/192190.html>)



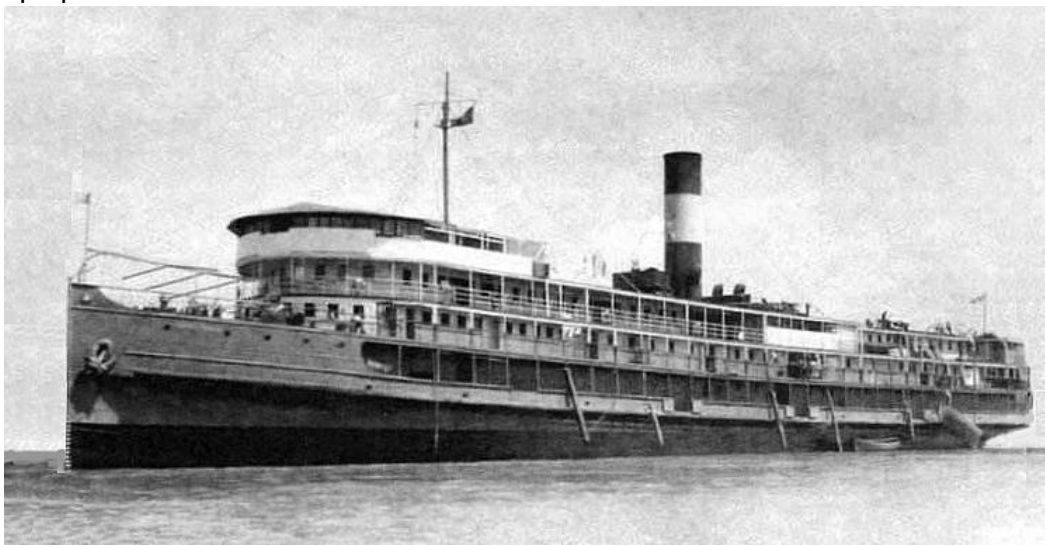
After a further rebuild, mast shortened, upper deck now partially enclosed behind bridge
(Ted Scull, *Steamboat Bill Winter* 1979).



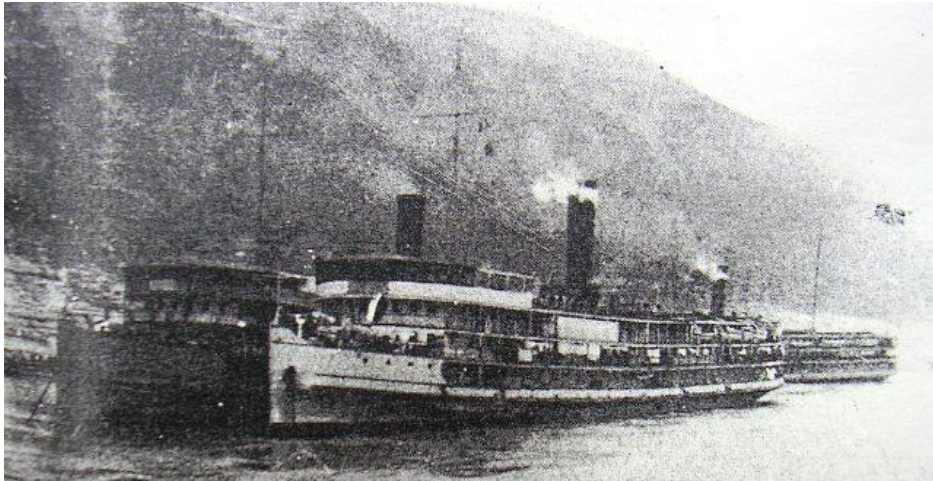
DONG FANG HONG 3 ex KIANG HSIN (large nearer ferry) laid up, Aug. 1984. DONG FANG HONG 2
ex KIANG HAN with slightly raked mast is behind (Donald Anderson).

DONG FANG HONG 4 4327/21-2 (330.4' x 47.4', 2-sc, T6cy/275 nhp)

Built by Shanghai D. & E. Co. Ltd, Shanghai for China Merchants S.N. Co., Shanghai as KIANG SHUN 江順. 7/39 hauled into Upper Yangtse. 1949 CPSNC, name romanised CHIANG SHUN. 12/53 successfully achieved 6 day round trip. Refitted 1956. 1958 name romanised as JIANG SHUN. 12/66 renamed DONG FANG HONG 4, received further, extensive, refit. Early 1980s still in service but by 8/84 laid up upstream of Wuhan. NFI.



KIANG SHUN as built (coll. Yao Kaiyang).

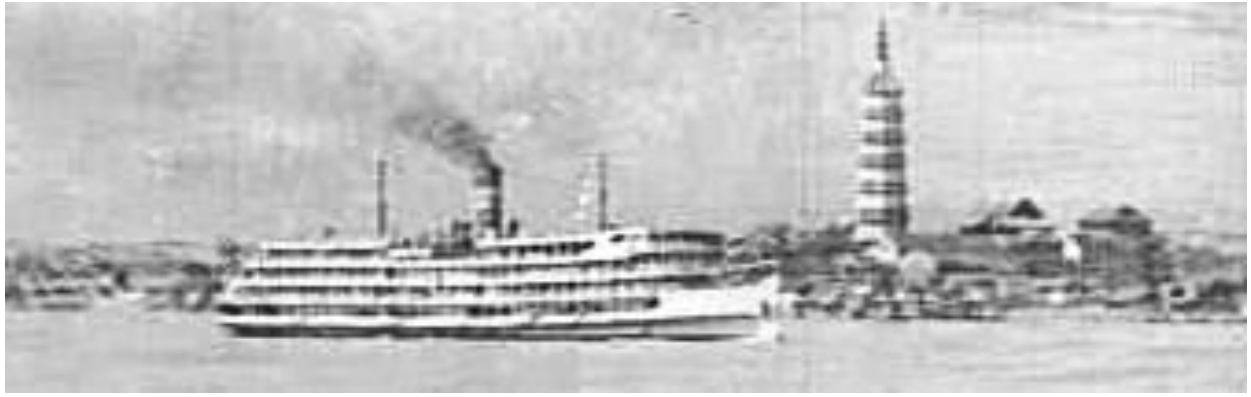


From left, KIANG AN, KIANG SHUN and KIANG HSIN in 1938, probably at Ichang (*Ships of China*).



CHIANG SHUN sailing down the Whangpoo in the 1950s, very similar to prewar appearance.
(From a Shanghai brochure in SK colln)





Photos, thought to be of rebuilt CHIANG SHUN, with revised bridge and mainmast newly fitted (<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).

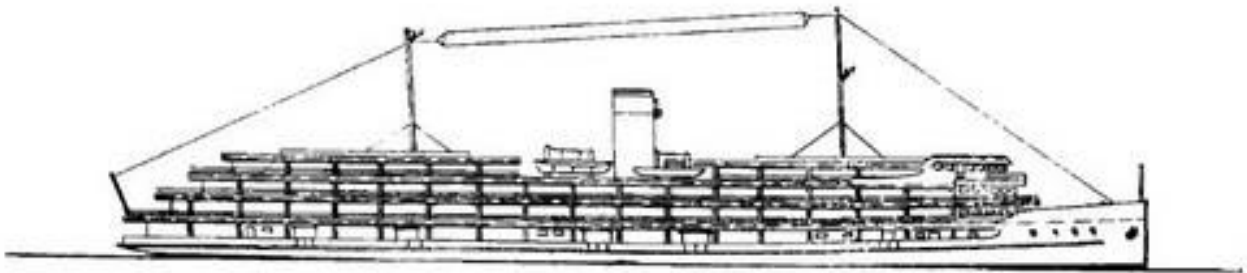
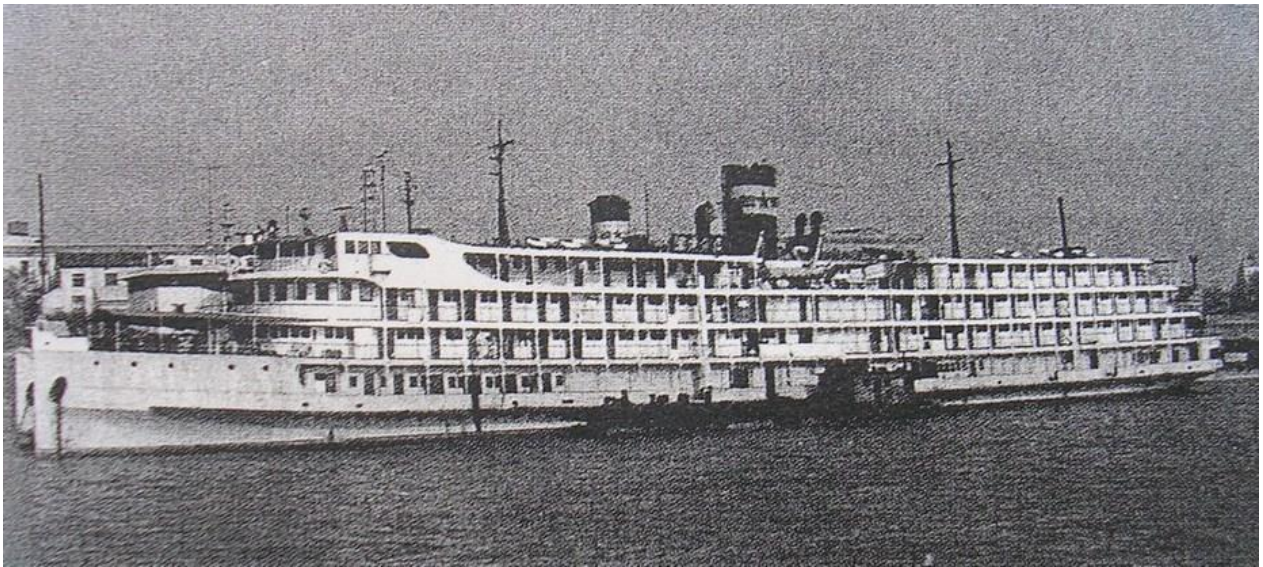


图 2 改建后的江顺轮外形图

Line drawing of rebuilt CHIANG SHUN (<http://m.sichuanlong.com/a/2018/0510/192190.html>).



Folding masts, shorter funnel fitted circa 1956
(<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).



DONG FANG HONG 4, moored alongside DONG FANG HONG 6 circa 1980 (from *Steamboat Bill*).



At Zhongshan Pier, Nanjing on 2 Oct. 1983 (Leeroy W. Demery Jr. @ *Flickr*).



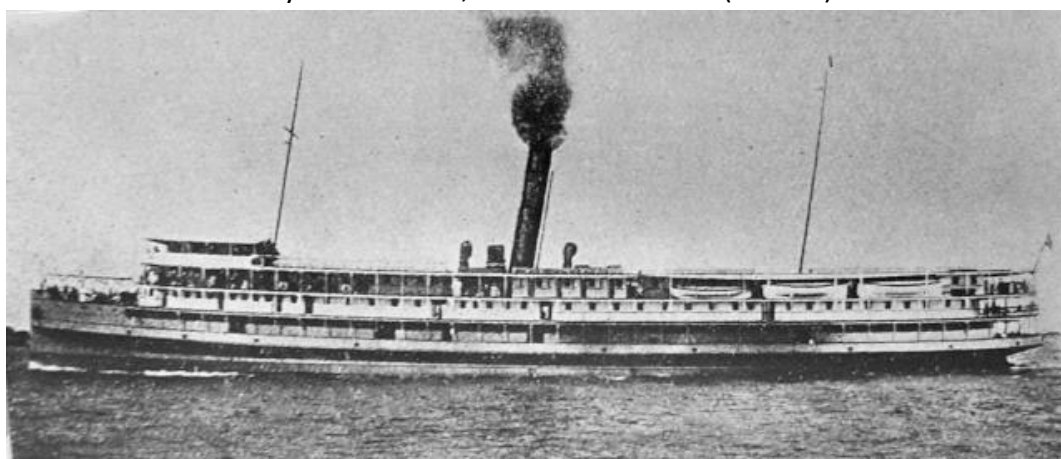
DONG FANG HONG 4 laid up between DONG FANG HONG 233 and DONG FANG HONG 7 (farthest right blue-hulled vessel) in August 1984 (Donald Anderson).

DONG FANG HONG 5 3692/12-8 (340.0 x 46.0, 2-sc, T6cy/175 nhp)

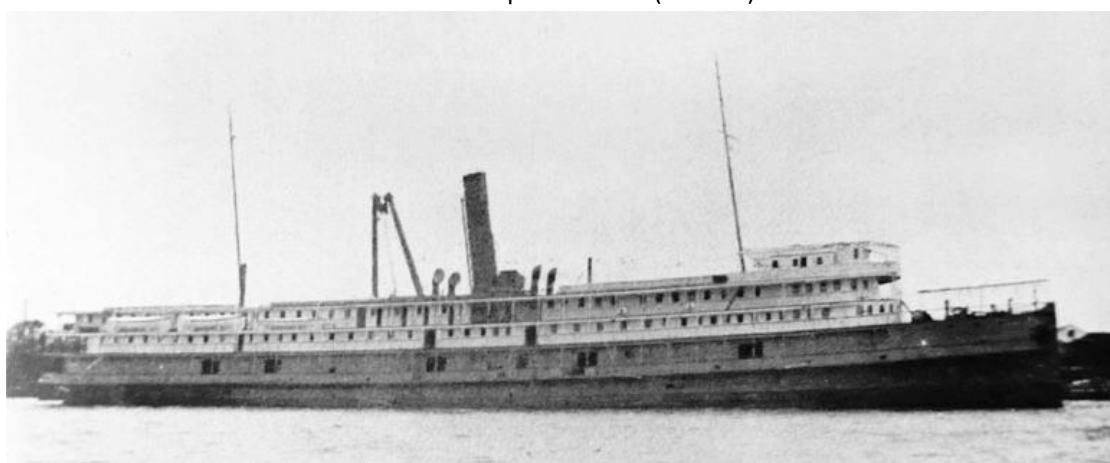
Built by Kiangnan D. & E. Works, Shanghai for China Merchants S.N. Co., Shanghai as KIANG WAH 江華. 3/1/33 holed in collision with *President van Buren* (10533/20) in Whangpoo. 1939 hauled into Upper Yangtse. 8/41 damaged by Japanese bombing near Tsaishanghsien, superstructure burnt out. Postwar reconstructed, romanisation KIANG HWA. 1949 CPSNC, name romanised CHIANG HUA. 12/53 successfully achieved 6 day round trip. 1958 name romanised JIANG HUA. 12/66 r. DONG FANG HONG 5. Still in service 10/65, 8/84 seen laid up upstream of Wuhan. NFI.



Early KIANG WAH, without mainmast (coll. SK).



KIANG WAH prewar view (CMSNC).



KIANG WAH prewar (<http://60.250.180.26/theme/theme-33/33-index.html>).



KIANG WAH burnt out in 1941 (<http://60.250.180.26/ss/6138.html>).



Identified in <http://m.sichuanlong.com/a/2018/0510/192190.html> as DON FAN HONG 5.

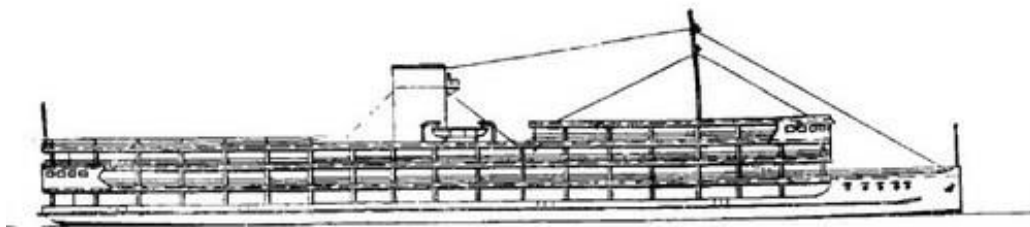


图1 老江华轮的外形图

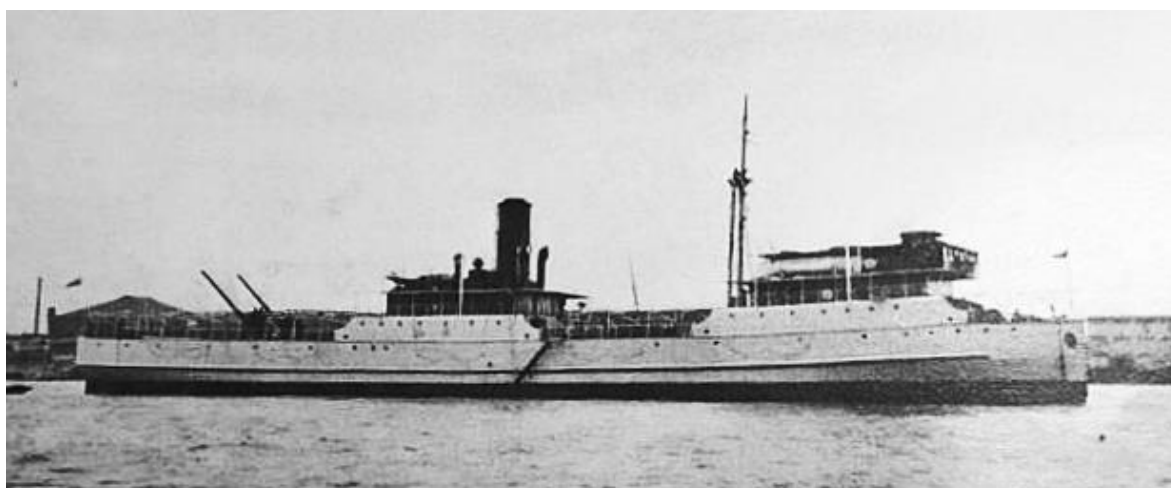
Line drawing of DONG FANG HONG 5 (<http://m.sichuanlong.com/a/2018/0510/192190.html>).



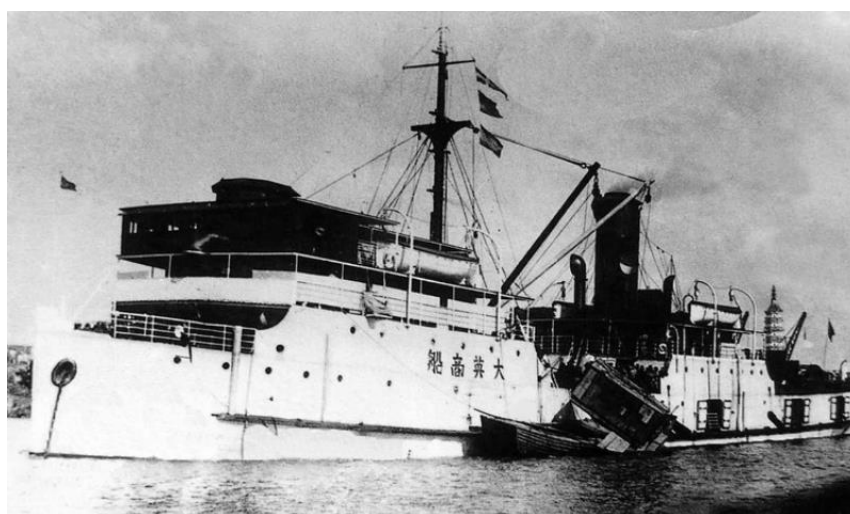
Possible DONG FANG HONG 5 moored astern of coastal steamer GONG NONG BING 19 (3839/64) at Shanghai in 1979 (Jean E. Norwood, LoC colln). See also the 1984 photo of DONG FANG 8 below.

DONG FANG HONG 6 2671/22 (290x46.2', 2 sc, T3cyl x 2)

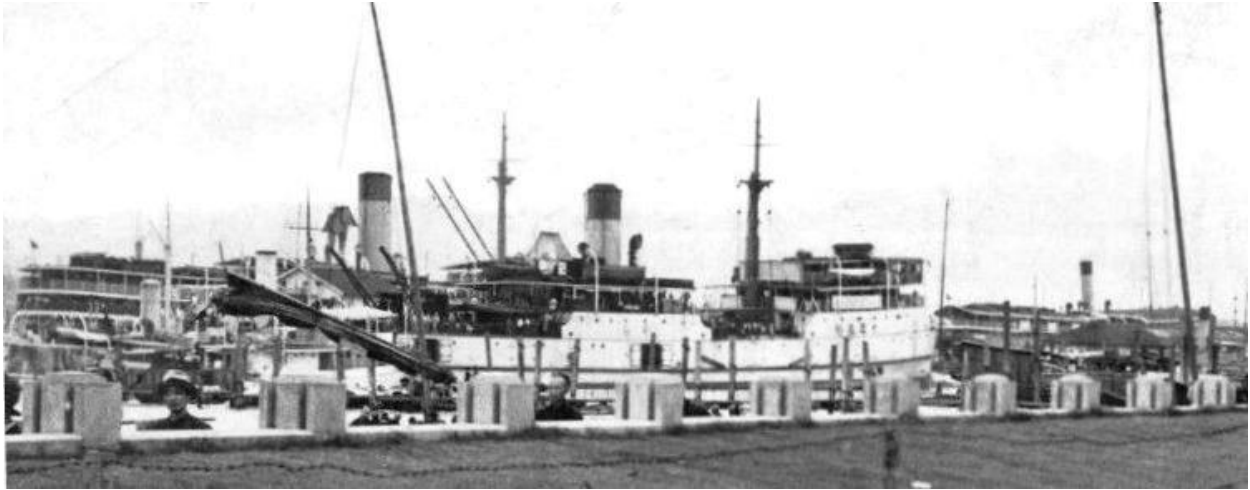
Built by New Eng. & S.B. Works Ltd, Shanghai for Indo-China S.N. Co. Ltd, London for Middle River service as cargo ship PING WO 平禾. Early-1935 rebuilt to increase passenger capacity, aft cargo hatch removed. 1938-39 on Pearl River. 1940 at Haiphong as storeship. 12/41 req. by R.N. as water carrier for use at Singapore. Fitted with 12-pounder gun, sides of forward superstructure removed to improve firing arc. 2/42 towed damaged HMAS *Vendetta* from Batavia to Albany. 19/5/42 paid off. 22/5/42 comm. by RAN for use as stores ship. 1/45 under conversion to repair ship. 6/46 redel. to ICSNC in Hong Kong and used as accommodation ship. 9/47 sold to Hoong On S.N. Co. Ltd, Shanghai r. TEH ON 德安. 1949 under control of People's Republic of China on Yangtse service, reported refitted in 1951. 2/53 placed on Shanghai-Ningpo service, late-1953 or early-1954 r. MIN CHU 4. 4/58 placed on Shanghai-Ningpo-Wenchow service. Ca.1960 re-converted for Shanghai/Wuhan river steamer service, rebuilt to increase cabin passenger capacity to 726, forward cargo hatch removed r. JANG DE 江德. 12/66 r. DONG FANG HONG 6. 19/2/71 collided with and sank barge at Nanjing carrying 1000 tons of ore, 4 dead. By late 1970s withdrawn from service and laid up at Hankow, where photographed 8/84 in very poor condition. Subsequently sold and refitted for use as an accommodation ship for Wuhan port authority on the Wuchang river bank between the Second Wuhan and Wuhan Erqi Yangtse River Bridges. 11/2017 broken up in situ.



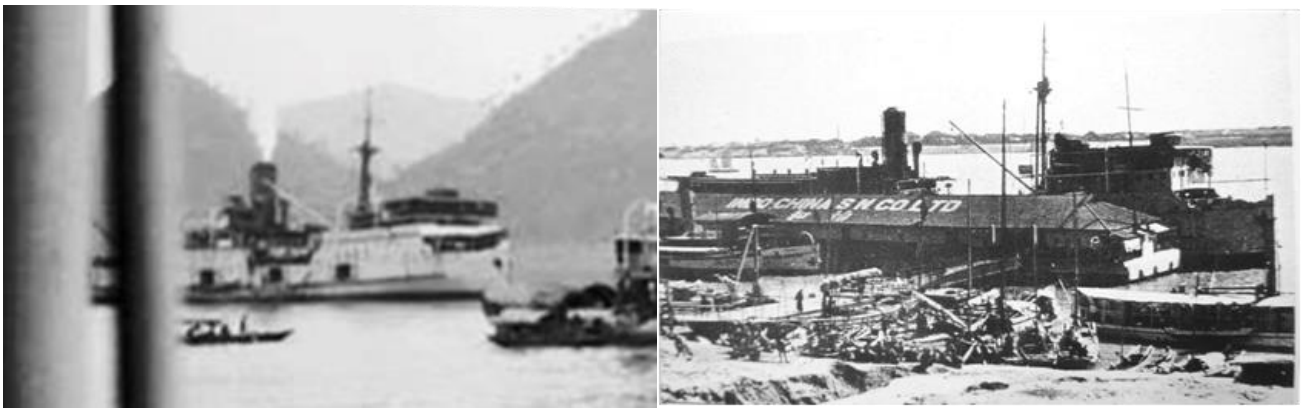
PING WO on completion in 1922 (New Engineering & S.B. Co.).



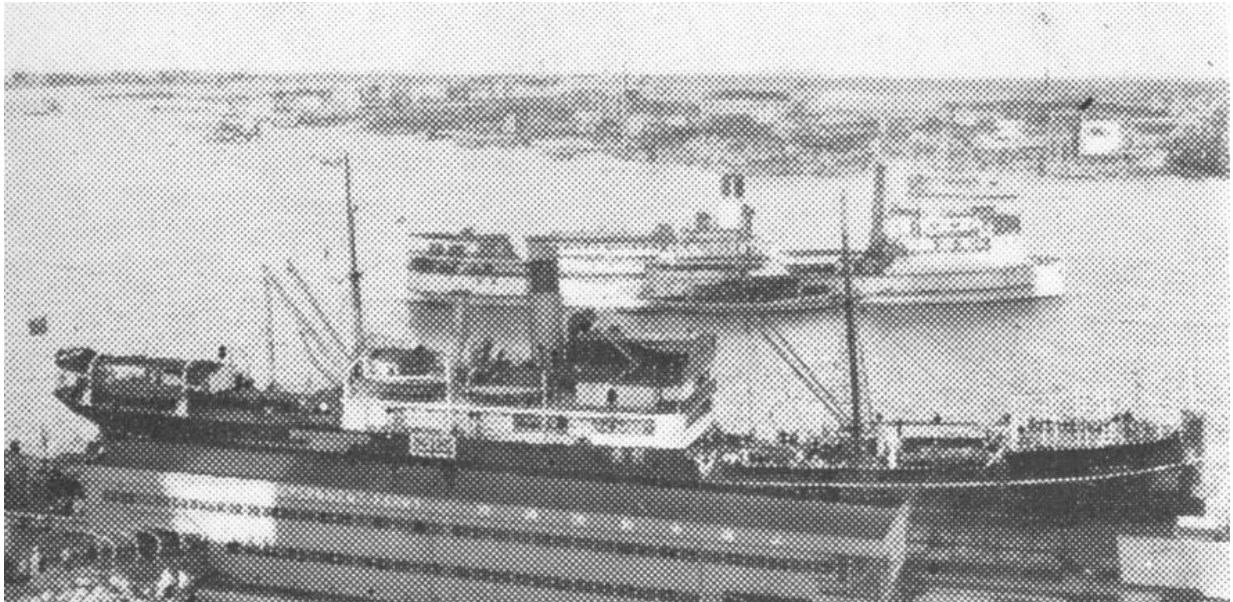
1920s "British Merchant Ship" signage in Chinese (ai.ai.blog).



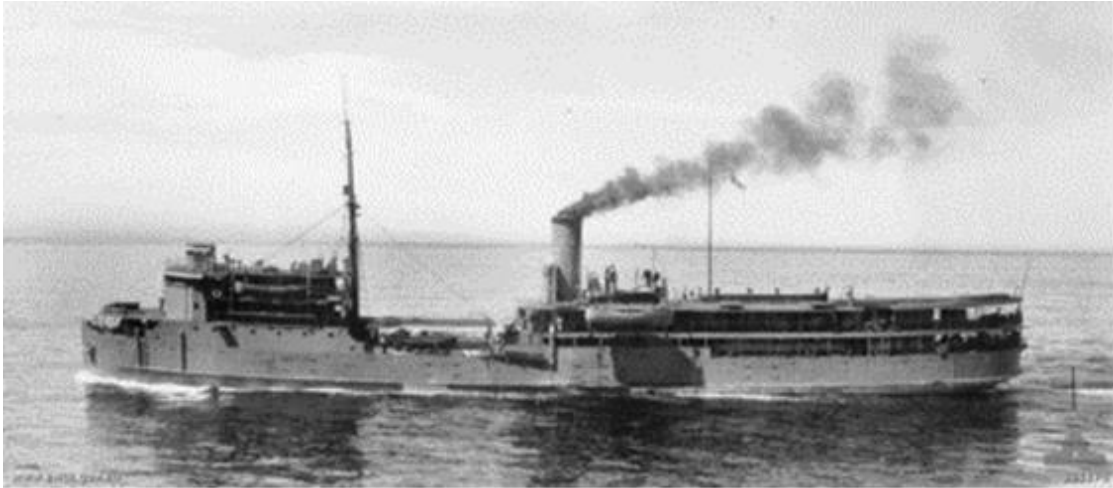
As built, PING WO had minimal superstructure (Internet).



PING WO at Ichang in 1926, and in the late-1930s on the outside berth at Hankow. Superstructure now closed in forward and extended aft, but still good facilities for cargo-carrying (L: John Swire & Sons, R: *China Proper Vol III*).



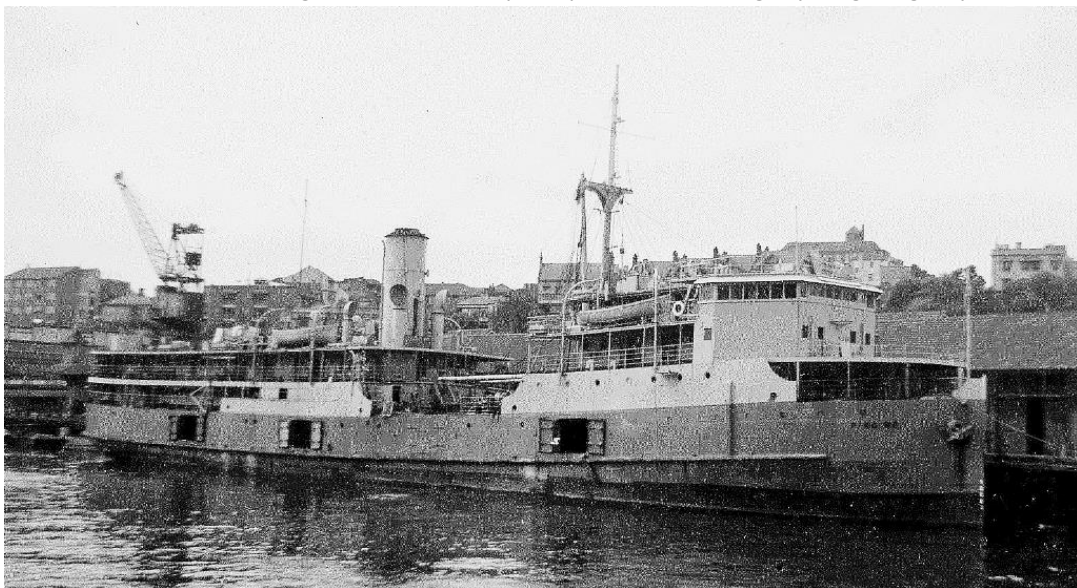
PINGWO (offshore) at Shanghai, pub. 1938 (*Five Months of War*, NCH C/- Graham Thompson).



H.M.A.S. PING WO, gun removed with deeper grey RAN hull, off Port Stephens, NSW in Sept. 42 as tender, store carrier and works ship (AWM Neg No.301176).



H.M.A.S. PING WO with 12 pounder gun mounted at Port Stephens, NSW and as a headquarters ship in Madang, New Guinea (AWM). Naval ensign hoisted on temporary mainmast to signify a fighting ship at war (*Flickr*).

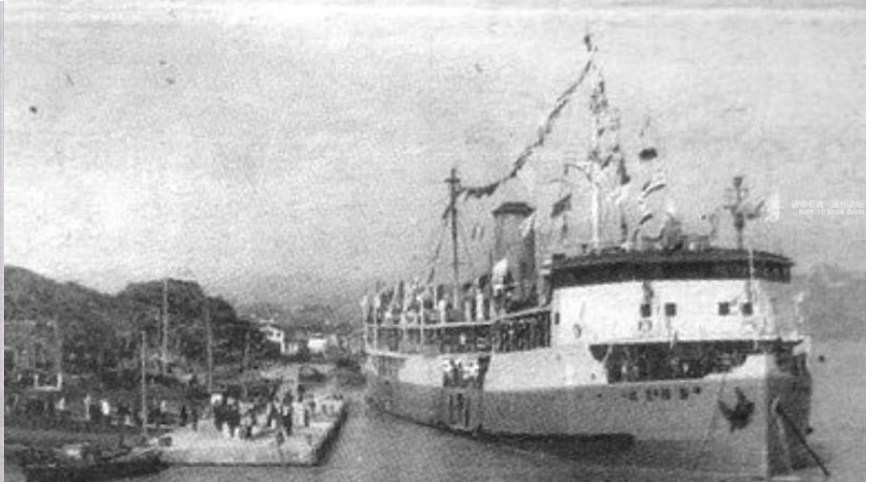


H.M.A.S. PING WO in Sydney 4/46 preparing for the return voyage to China

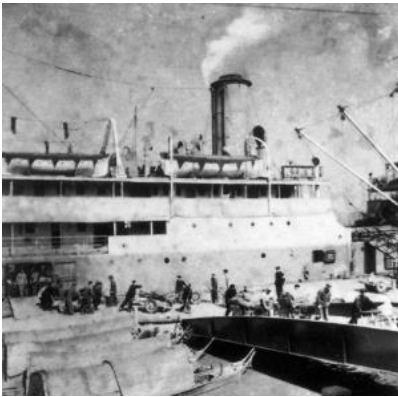
http://www.rmg.co.uk/sites/default/files/media/pdf/Volunteer_issue_8_jan_2012.pdf (Derek Prince).



H.M.A.S. PING WO



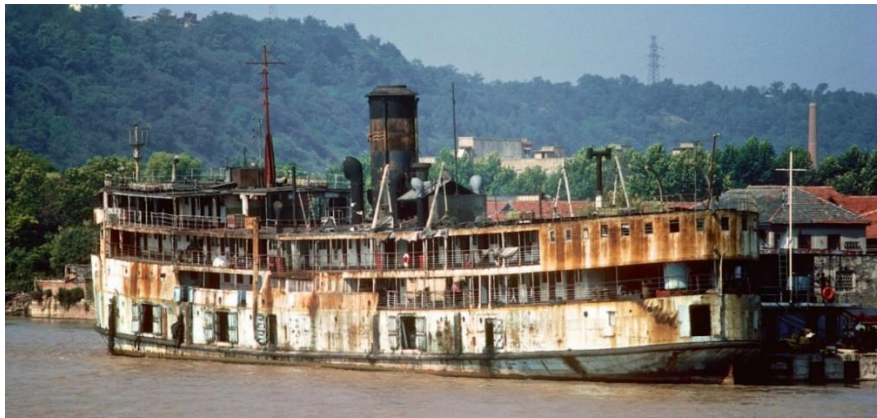
MIN CHU 4 first arrival at Wenzhou 17 April 1958.

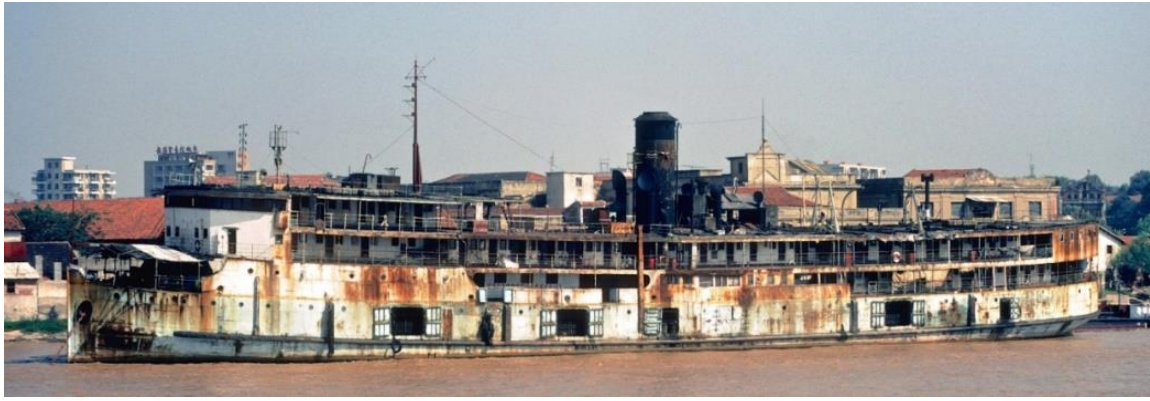


MIN CHU 4 handling cargo and loading passengers at Wenzhou (from the *Wenzhou Port History* (<http://www.66wz.com/dsb/system/2008/05/03/100542098.shtml>)).

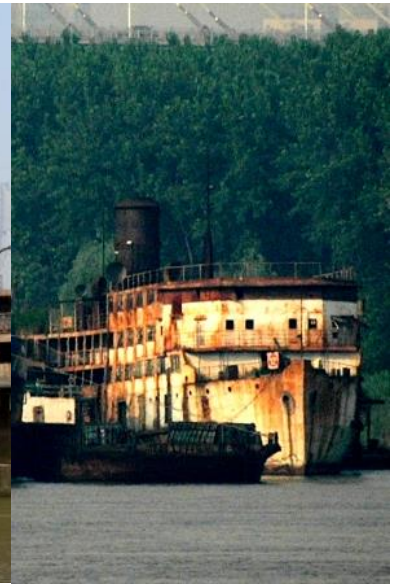


MIN CHU 4 at Ningpo terminal.





Laid up DONG FANG HONG 6 at Wuhan, August 1984 (Donald Anderson).

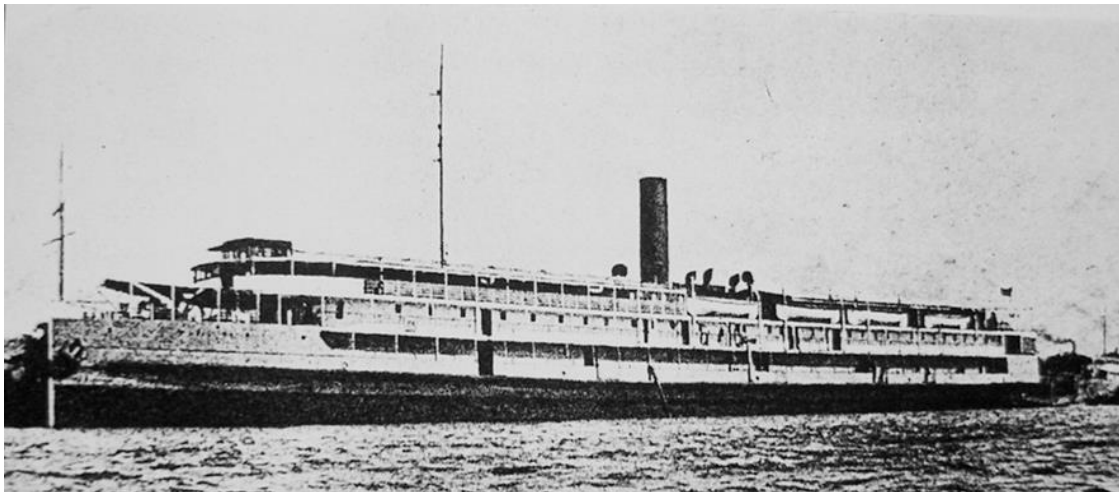




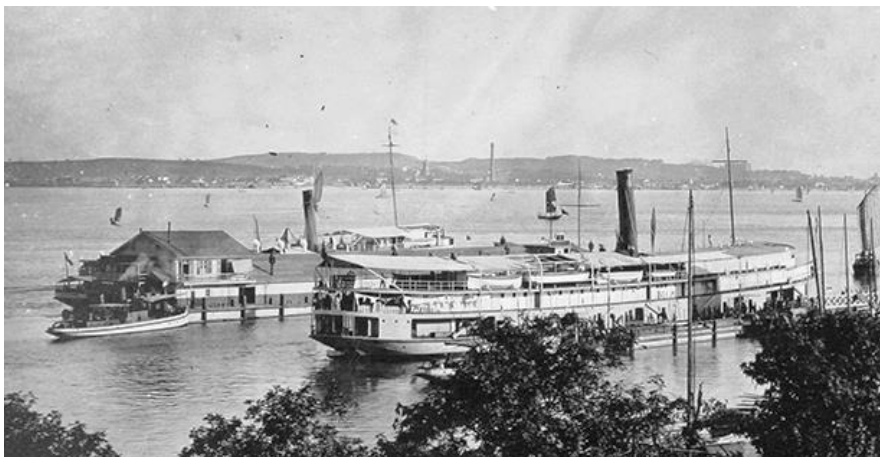
Refitted (with white-painted hull) ca.2015 at Wuhan (Gerolf Drebes; dd@bbs.cnhan).

DONG FANG HONG 7 3770/04 (330 x 46.1', Q4cyl x 2, 228 nhp)

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow for Indo-China S.N. Co., London as TUCK WO (?德禾). 5/12/37 at Wuhu received direct hit in engine-room during Japanese air raid - gutted after fire spread to cotton cargo. LR rep. broken up c.1939 but 8/56 hulk under repair at Shanghai and 6/58 resumed service for Changjiang (Yangtse) Shg. Corp. as JIANG PING 江平. 12/66 r. DONG FANG HONG 7. 8/84 seen laid up upstream of Wuhan. NFI.



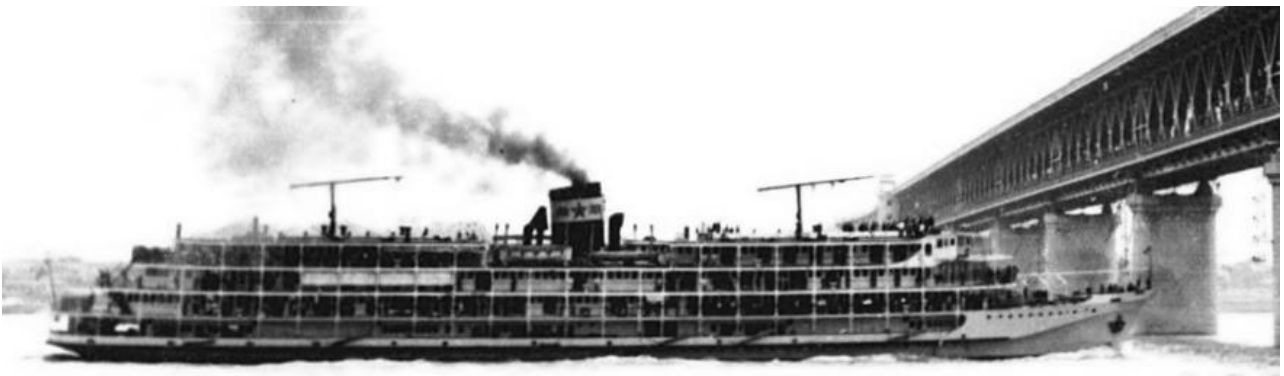
TUCK WO (Wright & Cartwright, 20th Century Impressions of Hong Kong, Shanghai).
Upper wheelhouse later removed.



TUCK WO class at Jardine wharves, Hankow. TUNG WO (1914) at outside berth (Edward Wilkinson/UoB Wi03-18).



TUCK WO on fire and being abandoned, and subsequently heavily damaged by fire after 1937 Japanese bombing raid at Wuhu, but not the end of the story (Upper: SK colln* Lower: JM&C).



JIANG PING ex-TUCK WO, probably on maiden voyage 1958, with masts folded for passing under the newly completed (1957) first Yangtze bridge at Wuhan (http://60year.cjhy.gov.cn/60y01/quzhe/200909/t20090903_133780.html).



JIANG PING represented a very full reconstruction of both hull and superstructure (R. Varns).



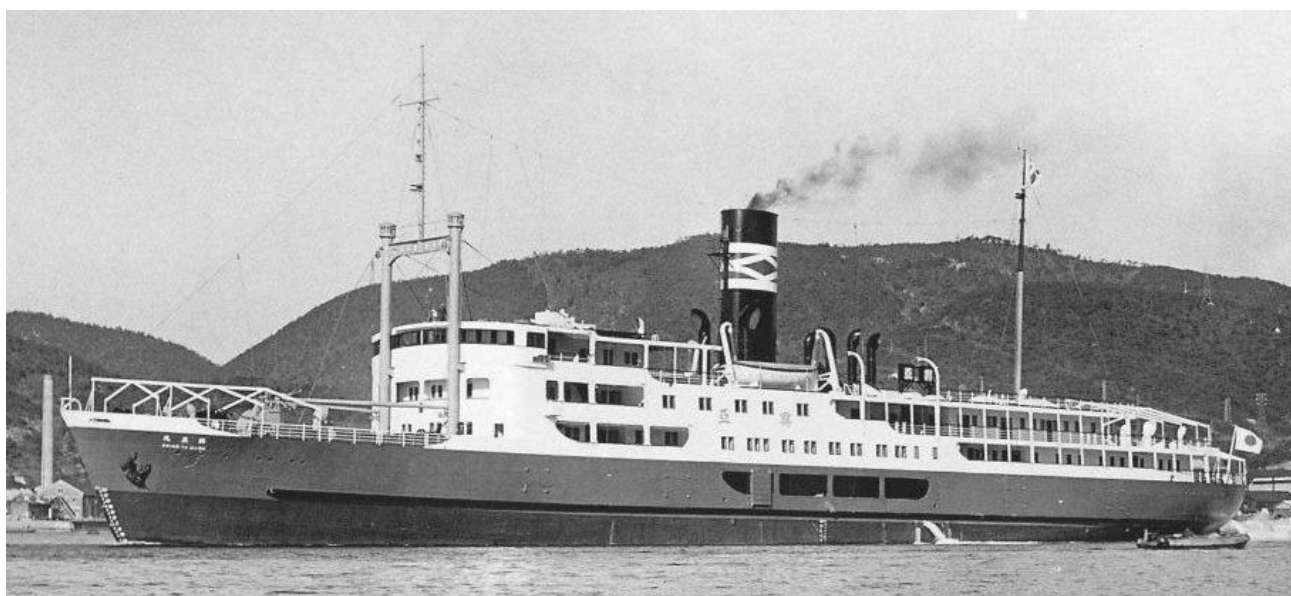
DONG FANG HONG 7 ex TUCK WO at Shanghai 1977-79, new radar and searchlights, shortened masts (Ted Scull*).



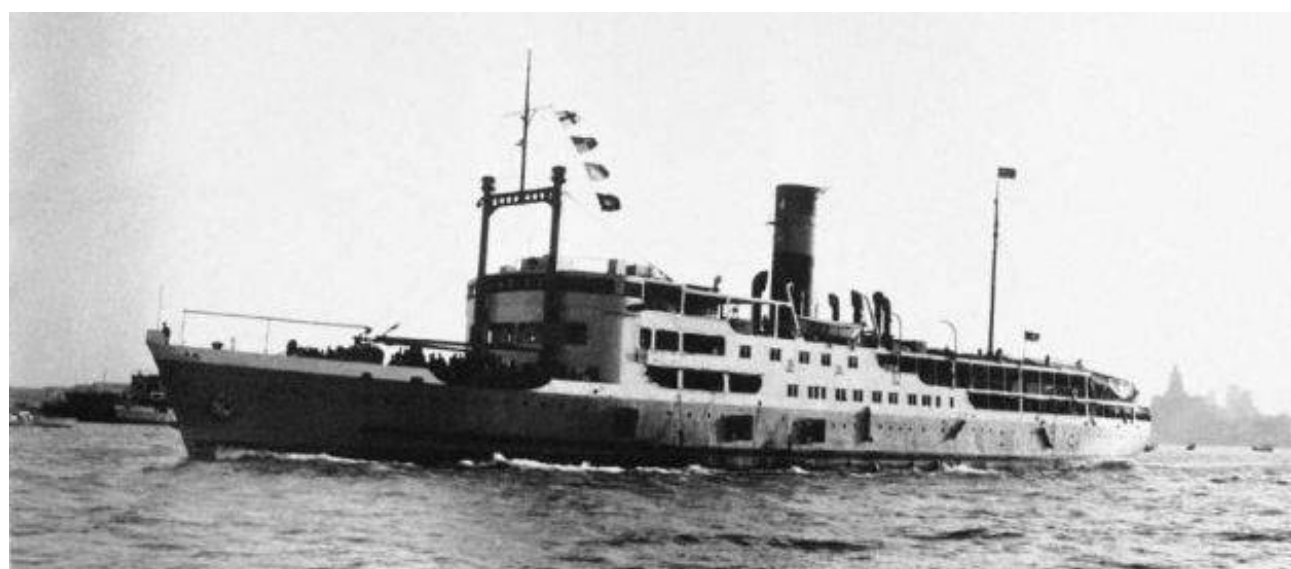
DONG FANG HONG 7 at Shanghai in 1982-83 (Chris Mackey).

DONG FANG HONG 8 3731/40 (322.1 x 50.0', 2sc. reciprocating 4359 ihp)

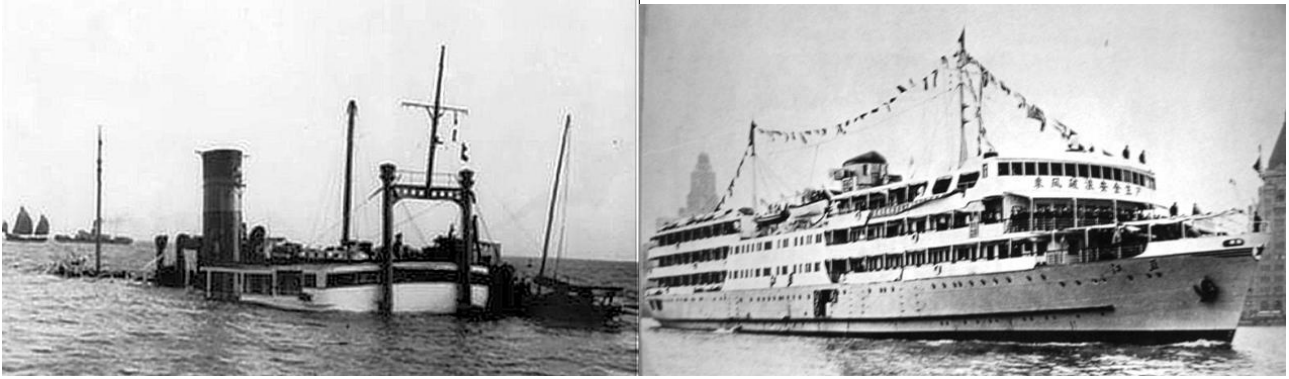
Built by Harima S.B. & E., Aioi. Ordered by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING YA MARU. 8/45 surrendered and allocated to China Merchants S.N. Co., Shanghai as KIANG YA. 3/12/48 struck mine and sank off mouth of Yangtse bound Shanghai/Ningpo (rep. 4000 lives). 10/56 CHIANG YA 江亚 raised and repaired - 2/59 re-entered Shanghai/Hankow service for Changjiang (Yangtse) Shg. Corp. as JIANG YA. 12/66 r. DONG FANG HONG 8. 30/1/79 collided with and sank JIANG XIA (II) in the Caoxie narrows at Nanjing. Reported 1983 withdrawn from service and after lay-up upstream of Wuhan became accommodation vessel at Wuhan Port Moon Bay marina. 6/00 delivered to breakers at Wenzhou (sic, cited by multiple sources), 8/7 severely damaged by fire when oil in engine room ignited. Demolition completed by 2/01.



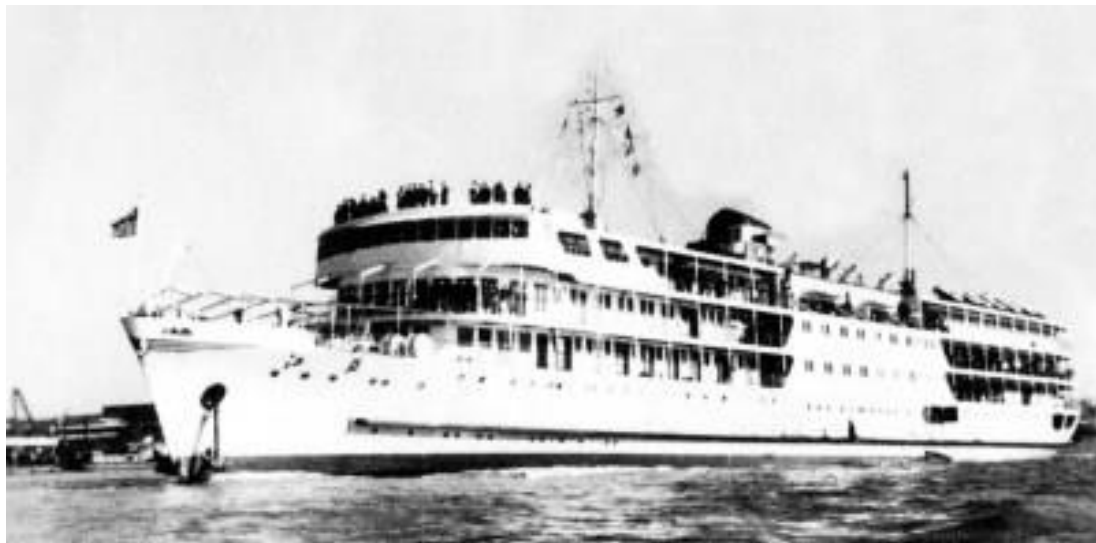
HSING YA MARU getting underway at Aioi (builders).



KIANG YA (Wikipedia).



Left sunken and right reconstructed CHIANG YA (Wikipedia & Xinghua).



CHIANG YA, still with fixed masts in the period 1955-57.

(<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).



Artistic depiction of CHIANG YA with non-existent 5th deck bridge (from a poster).



CHIANG YA in deep water taken before her 1966 renaming (SK colln).



DONG FANG HONG 8 laid up above Wuhan in August 1984. DONG HANG FONG 5 is behind (Donald Anderson).



DONG FANG HONG 8 in retirement at Wuhan, and on fire 8/7/00.

(http://blog.sina.com.cn/s/blog_a504d6ea0101ctkn.html

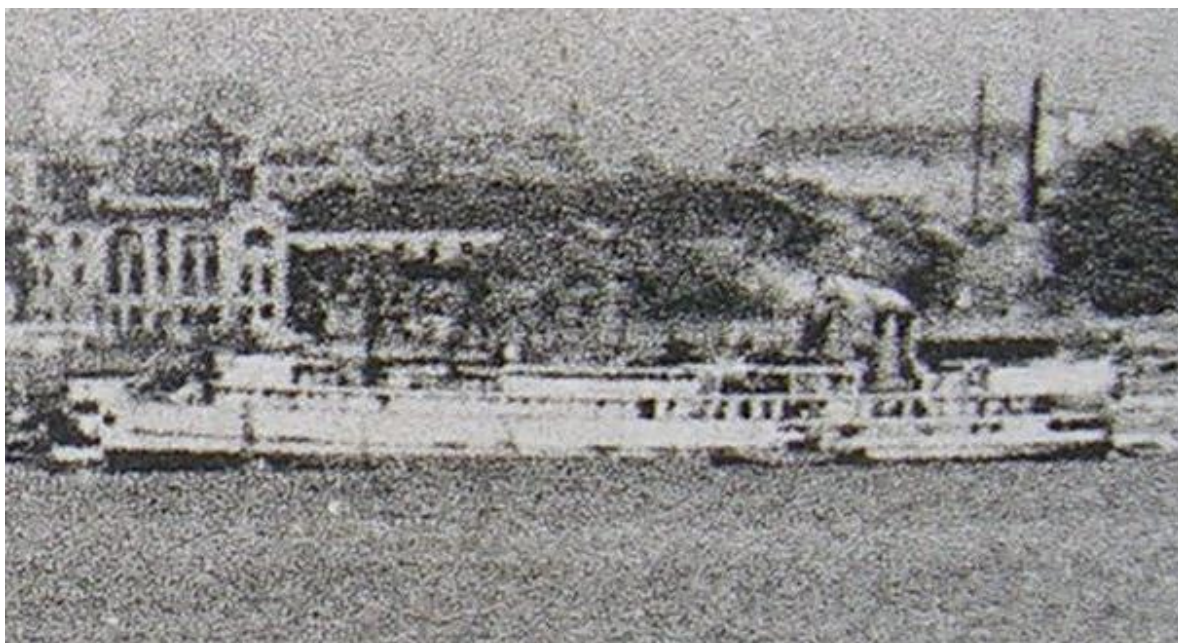
<http://www.famouscase.net/show.php?contentid=4999>).

DONG FANG HONG 9 22517/30-11 (280.6 x 48.1', T3cyl x 2)

Built by Shanghai D. & E. Co. Ltd, Shanghai for Indo-China S.N. Co. Ltd, London as PAOWO for Middle River service. 8/12/41 seized by Japanese at Hankow. 6/42 comm. as RAZAN MARU. 8/45 surrendered and reverted to ICSNC as PAOWO. 10/46 sold to Feng Hwa S.N. Co. Ltd, Shanghai r. SZE MING. 1949 taken over by People's Republic of China and 4/50 t/f to China People's S.N. Co. r. CHIANG MING 江明. 1958 name romanised as JIANG MING. RLR 1961 but rebuilt with new top deck. 12/66 r. DONG FANG HONG 9, evidently 1973 in military use but later operated by Changjiang (Yangtse) Shg. Corp. By 1984 withdrawn from service and laid up, NFI.



PAOWO with derricks and cranes atop superstructure (1930s coll. H. Dick per Capt. J. Pring, colorized HitPaw AI)



PAOWO at Hankow prewar with hatch abaft the bridge (enlargement from postcard SK colln).



DONG FANG HONG 9 hatch removed, top deck built up, funnel raised one deck (7788.com).



Partial DONG FANG HONG 9 in 1973, still in military green (Karsten Petersen).



View at Shanghai published in *Steamboat Bill*, Winter 1979 (Ted Scull).



Later view at Hangkou showing further rebuild aft (Xinhua, pub. 1980).

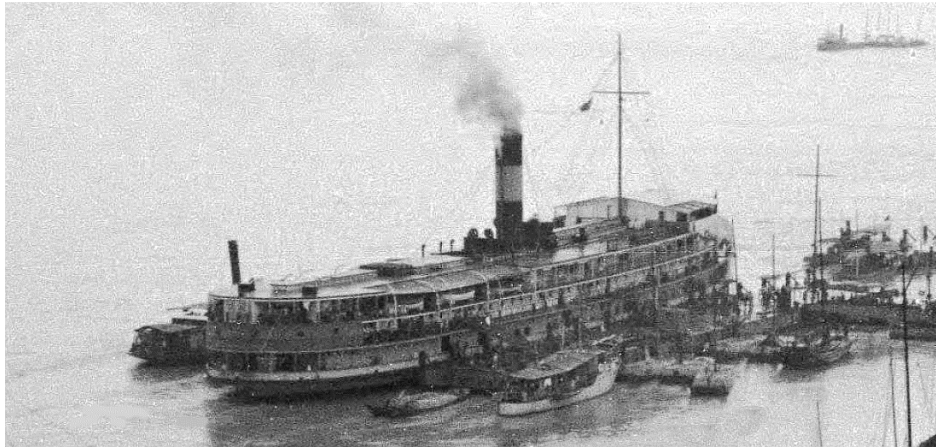


DONG FANG HONG 9 laid up, August 1984 (Donald Anderson).

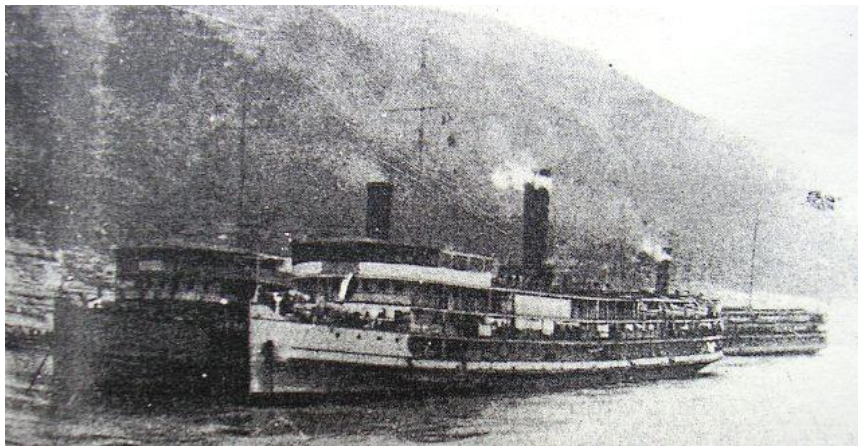
DONG FANG HONG 10 4327/21 finally 4610/21, (330.4' x 47.4', 2-sc, T6cy/275 nhp) 1205 pass
 Built by Shanghai D. & E. Co. Ltd, Shanghai for China Merchants S.N. Co., Shanghai as KIANG AN 江安
 - 27/11/20 launched. 7/39 hauled into Upper Yangtse. 4/50 to China People's S.N. Co. romanised as
 CHIANG AN. LRS 6/51 reported transferred to PLA. 1958 romanised as JIANG AN. 12/66 r. DONG FANG
 HONG 10. Ca.1973 extensively refitted. 1/7/84 r. JIANG HAN 13. Subsequently withdrawn from
 service and sold for use as an accommodation ship.



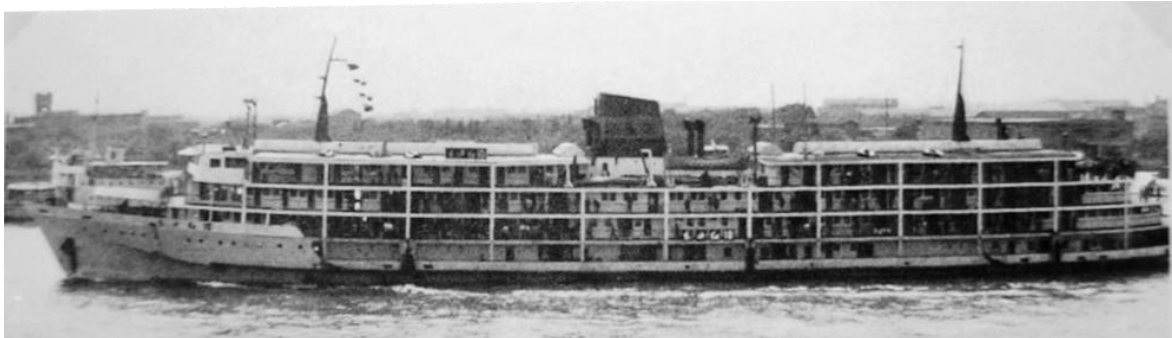
KIANG AN at Hankow prewar (Warren Swire colln).



KIANG AN at Hankow late 1930s (Harrison Forman/UWM Libraries 12523).



KIANG AN, KIANG SHUN and (behind) KIANG HSIN in 1938 at Ichang (*Ships of China*).



DONG FANG HONG 10. Forward section rebuilt similar to DONG FANG HONG 1 and DONG FANG HONG 7.
Aft two-thirds very similar to DONG FANG HONG 4 (Furukawa).



Rebuilt JIANG AN renamed JIANG HAN 13 in July 1984 (Internet).



JIANG HAN 13 ex-DONG FANG HONG 10 in retirement as an accommodation ship [source wrongly identifies as DONG FANG HONG 3] (http://blog.sina.com.cn/s/blog_a504d6ea0101ctkn.html).

The following photograph by Donald Anderson, taken upstream of Wuhan in August 1984, shows laid up mainline Lower River steamers pending retirement, from the left on the outside DONG FANG HONG numbers 8, 3 and 4 and against the riverbank, DONG FANG HONG numbers 5, 2 and 7. The smaller vessel alongside DONG FANG HONG 4 is the 1967-built DONG FANG HONG 233.



Dong Fang Hong 60 Series (Shanghai-Chongqing route)

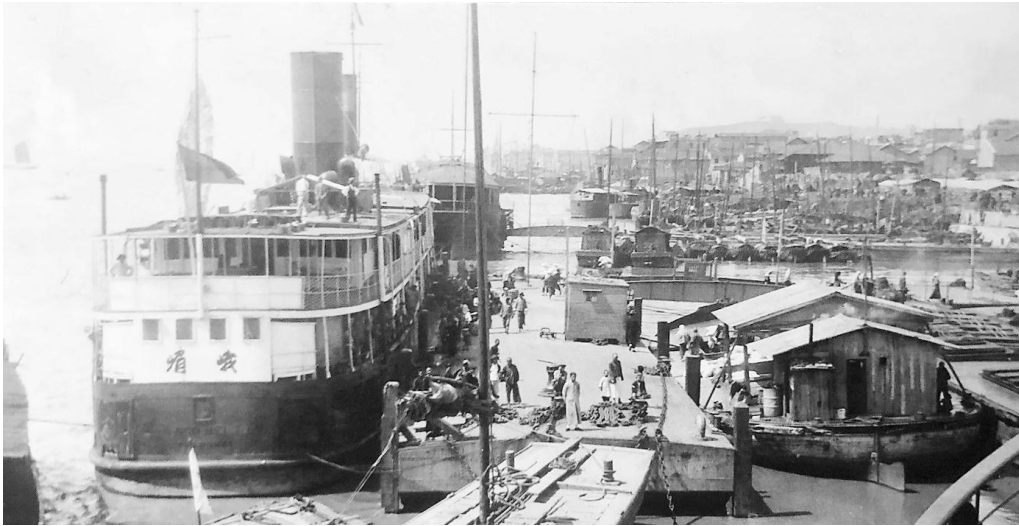
As at 10/65 sailing Shanghai 8:30 am on "4" and "9" days, arriving Chongqing one week later at 6 p.m.; sailing Chongqing 8:00 am on "3" and "8" days arriving Shanghai 5 days later 6:00 a.m.

DONG FANG HONG 61 1077/20 (67.81 (orig. 61.69 o.a.)x 10.06m, 2-sc steamer 2650 shp, 276 pass)
Built by Kiangnan D. & E. Works, Shanghai (#342) for CMSNC. 11/25 ashore on rocks in Middle Yangtse - 5/26 refloated. After repairs re-entered service as NGO MEI 峨嵋. 6/33 stranded on Huatantzu Reef near Peichow - mid-5/34 refloated and taken to Shanghai for repairs. 1937 lengthened and rebuilt by Kiangnan D. & E. and relaunched 26/6/37 as CHIN KIANG 錦江(#748). c.17/9/37 sunk by Japanese aircraft at Nantao, location also rep. as Kiangnan D. & E. Works. Refloated and 10/38 wreck under repair for Wm Hunt & Co., Shanghai (British flag) but 25/10/38 commissioned into IJN as armed utility ship HAYASE, conversion completed 31/10, utilized in Lower Yangtse. 25/3/43 damaged when hit by destroyer KURI at Kiangnan shipyard. 20/9/43 damaged by bombing at Kiukiang. 8/45 recovered by CMSNC r. KIANG HO 江和. 1949 CPSNC, name romanised CHIANG HO. 1958 name romanised JIANG HE. 12/66 r. DONG FANG HONG 61. Still existing 1976 but NFI. Note: Early grt not known, 1077 grt on completion of 1937 refit. Further details incl. war service at http://www.tokusetsukansen.jpn.org/J/Z3G0/Z3G0_001.htm





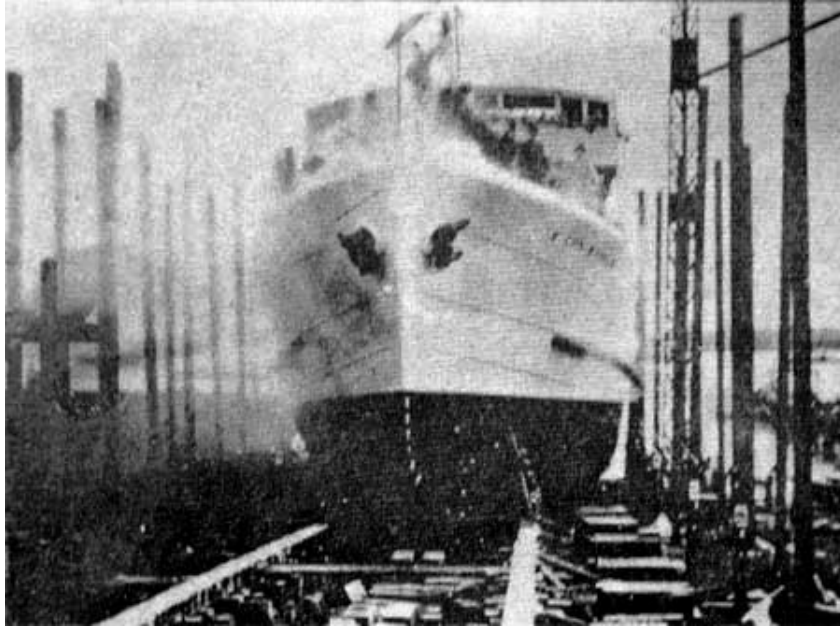
Above 2: KIANG KING ashore in 1925 (SK*).



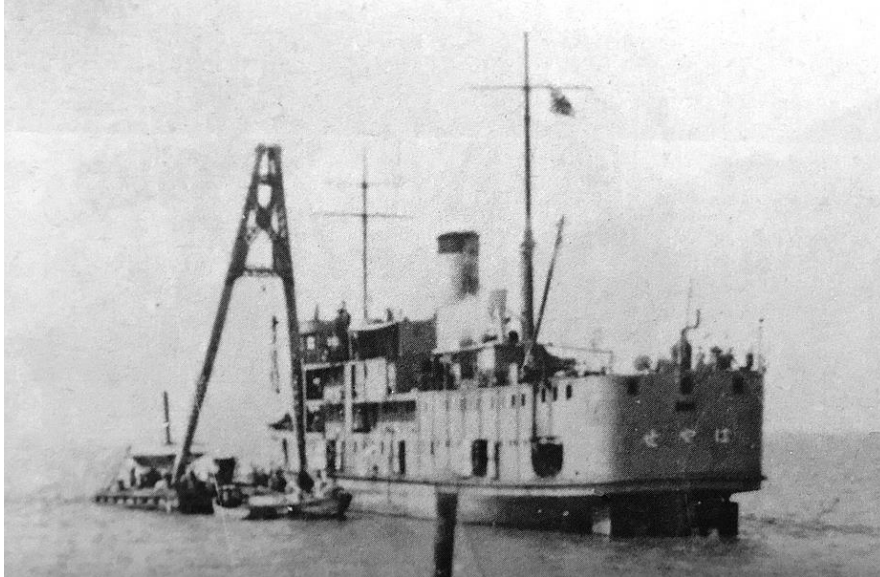
NGO MEI at Hankow (Internet).



Probable NGO MEI aground in 1933 (Warren Swire colln).



Re-launch of renamed CHIN KIANG (<http://60.250.180.26/ss/6138.html>).



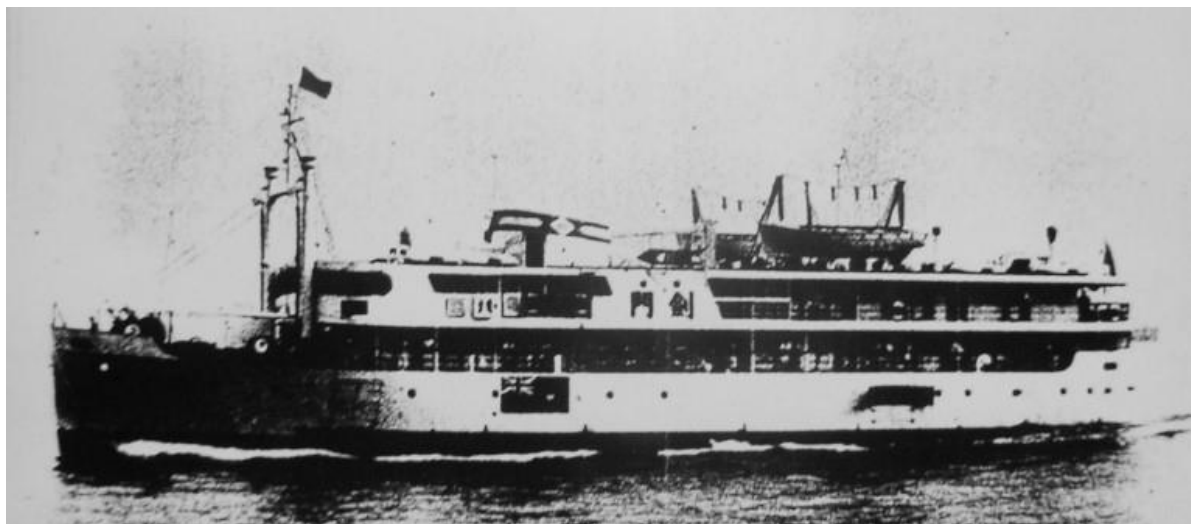
HAYASE (<https://www.zhihu.com/question/267002410>).



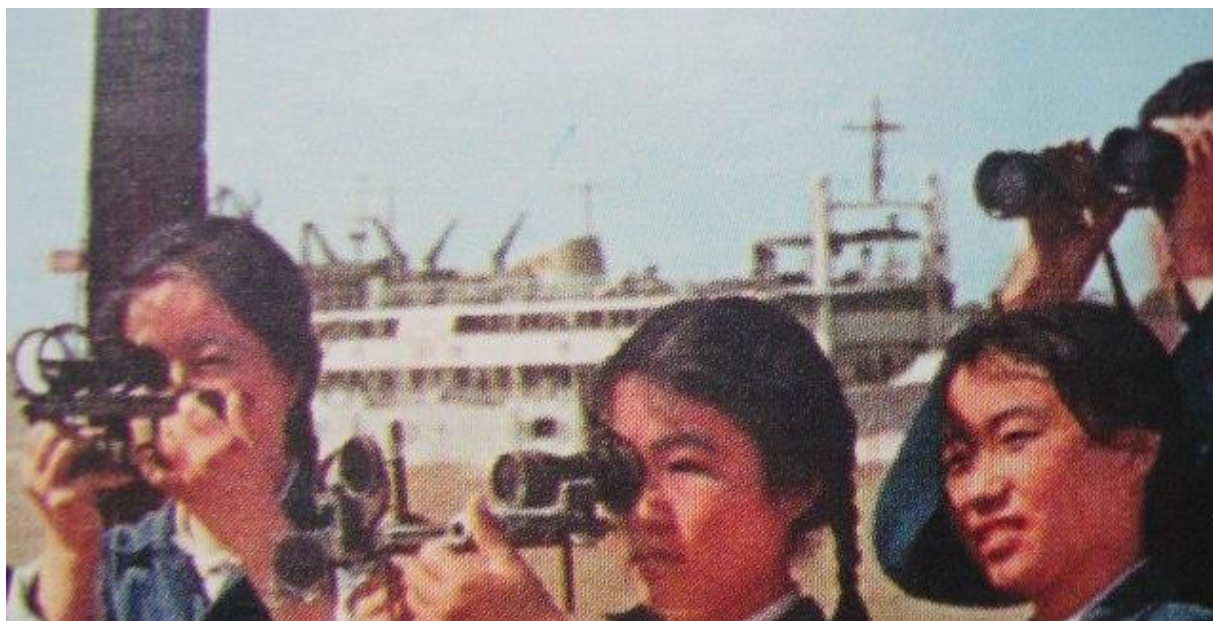
DONG FANG HONG 61 (<https://tieba.baidu.com/p/5176696818>).

DONG FANG HONG 62 909/48-9 (63.4x10.03m, 2-sc. 2x 12cyM/2500 bhp by General Motors Corp., Cleveland, Oh., 266 pass.)

Built by St Lawrence Metal & Machine Wks Inc., Quebec (#70). Launched as WAN CHOU but del. to Ming Sung S.S. Co., Canadian flag, as KUEI MEN 夔門. Post-1949 taken over by Changjiang (Yangtse) Maritime Bureau, used on Shanghai-Chungking route with fortnightly sailings. 12/66 r. DONG FANG HONG 62. 1976 still listed by Changjiang (Yangtse) Shg. Corp. but NFI. 1999 RLR.



Sister CHIEN MEN of Ming Sung under the Canadian flag (SK colln).



Former CHING MEN or KUEI MEN on the Yangtse (*The Yangtse River*).

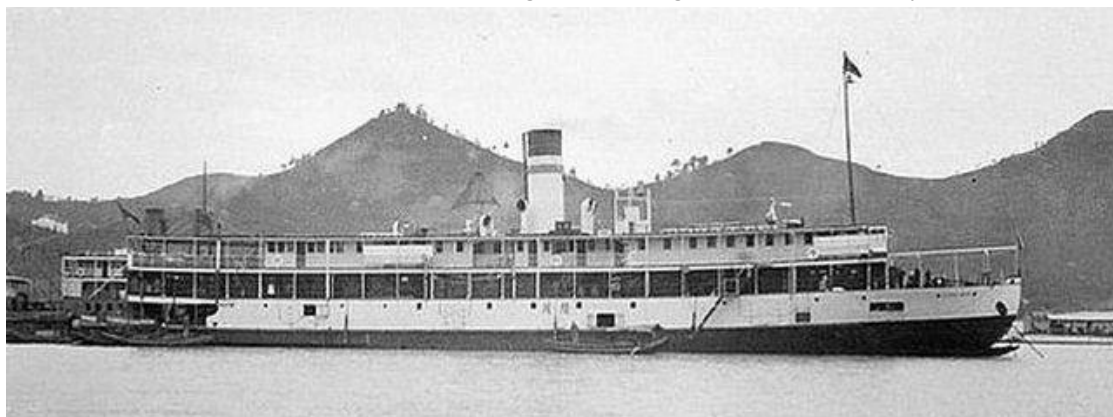
DONG FANG HONG 63 1198/20 (postwar 64.31 x 9.45m, Yangtse MB gives as 66.7 x 9.4m, 2-sc., 2xT3cy/2775 shp by J.I. Thornycroft & Co., Southampton, 260 pass.)

Built by Kiangnan D. & Eng. Works, Shanghai (#328) for Mackenzie & Co. Ltd, Shanghai for Upper Yangtse, intended to be QUEEN OF THE GORGES but 2/3/20 launched as LOONG MOW, 17/6 dep. Shanghai for Ichang-Chungking service. 14/7/20 bow crushed when struck bank 12 m. above Ichang. 1921 reg. to General Manager, W.A. Argent, Shanghai. 4/21 Butterfield & Swire freight and passage agents. 9/23 sold to China Navigation Co. Ltd, London r. WANLIU 萬柳. 29/8/26 attacked by Chinese

troops of General Yang Sen. 5/30 t/f to Taikoo Chinese Nav. Co. Ltd, London and re-reg. at Hong Kong. 31/5/32 abandoned after stranding at Changshouchai 40 m. below Chungking bound for Ichang, broke back, CTL. 5/33 salvaged in two parts, rebuilt and lengthened by subsidiary Ta Chung Hua S.B. Works, Shanghai for Ming Sung Industrial Co. Ltd, Shanghai as MING CHUAN 民權, 26/4/35 reentered service Shanghai-Chungking. During Sino-Japanese War (1937-45) seized by Japanese and r. MARI MARU. 8/45 recovered and reverted to Ming Sung as MING CHUAN. 1949 under PRC control, 1957 refitted, t/f to Yangtse Maritime Bueau. 1958 name romanised and simplified as MIN CHUAN (QUAN) 民权. 10/65 operating Shanghai-Chungking every 14 days. 12/66 r. DONG FANG HONG 63. 1969 rep. broken up (WikiSwire), but 1976 still listed by Changjiang (Yangtse) Shg. Corp., 8/84 laid up upstream of Wuhan. RLR 1971/72 [Shanghai Times, 17/6, 24/6/20. As built 18 First, 50 Second 100 Deck pass.]



QUEEN OF THE GORGES fitting out in Shanghai (Ivon A. Donnelly).



LOONG MOW early 1920s in MacKenzie colours (W. Swire Colln).



Lengthened and completed 1934 as MING CHUAN (<http://60-250-180-26.hinet-ip.hinet.net/ss/6242.html>).



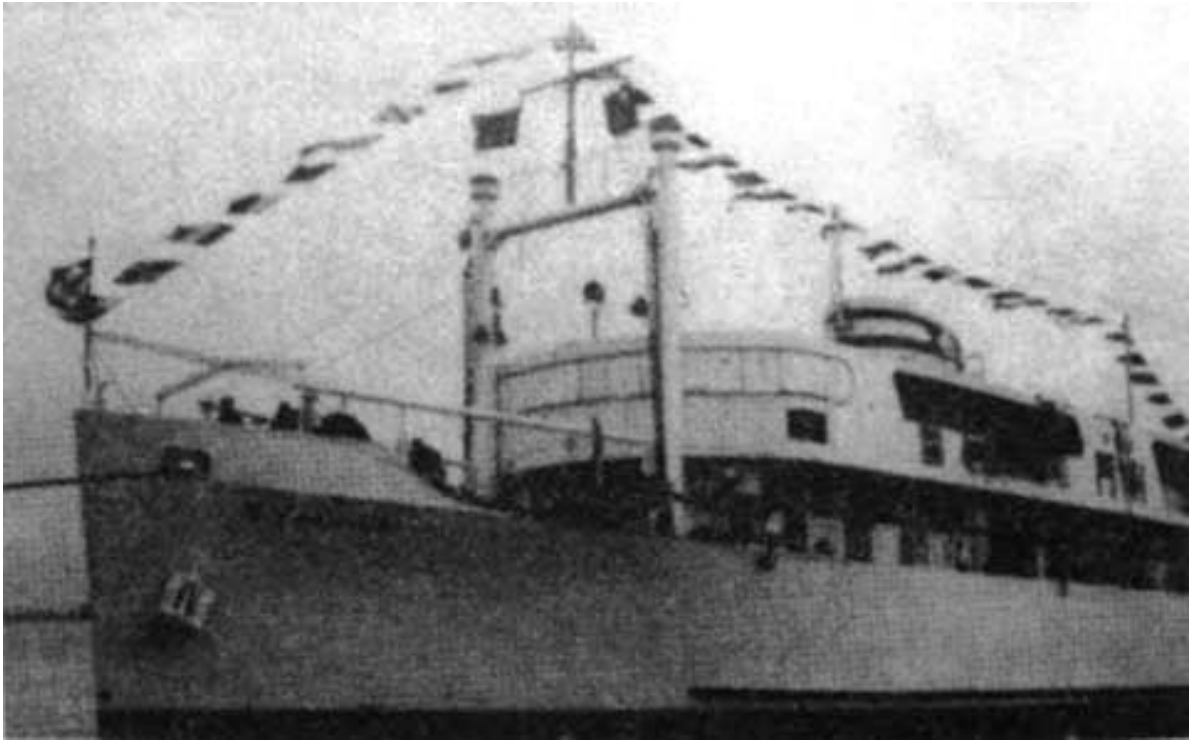
DONG FANG HONG 63, superstructure extended forward (*The Yangtse River*).



DONG FANG HONG 63 laid up upstream of Wuhan in August 1984 (Donald Anderson). Kiangnan Dockyard built around ten similar 1000 grt Upper River-capable ships in the 1920s but only KIANG KING and LOONG MOW are known to have survived to the 1950s.

DONG FANG HONG 64 909/48-9 (63.69 x 10.03m, 2-sc. 2x 12cyM/2500 bhp by General Motors Corp., Cleveland, Oh., 245 pass.)

Built by Geo. T. Davie & Sons Ltd, Lauzon (#40) for Ming Sung S.S. Co., Canadian flag as CHING MEN 荊門. Post-1949 taken over by Changjiang (Yangtse) Maritime Bureau, used on Shanghai-Chungking route with fortnightly sailings. 10/65 as CHING MEN operating Shanghai-Chungking timetable every 14 days. 12/66 r. DONG FANG HONG 64. 1976 still listed by Changjiang (Yangtse) Shg. Corp. but subsequently converted into shoreside accommodation. NFI. 1993 RLR.



CHING MING (<http://60.250.180.26/ss/6242-6.html>).



DONG FANG HONG 64 at Ynyang, Chungking in 1972 (Internet).



DONG FANG HONG 64 (ex CHING MEN) in retirement.

Note:

DONG FANG HONG numbers were not allocated between 65 and 100.

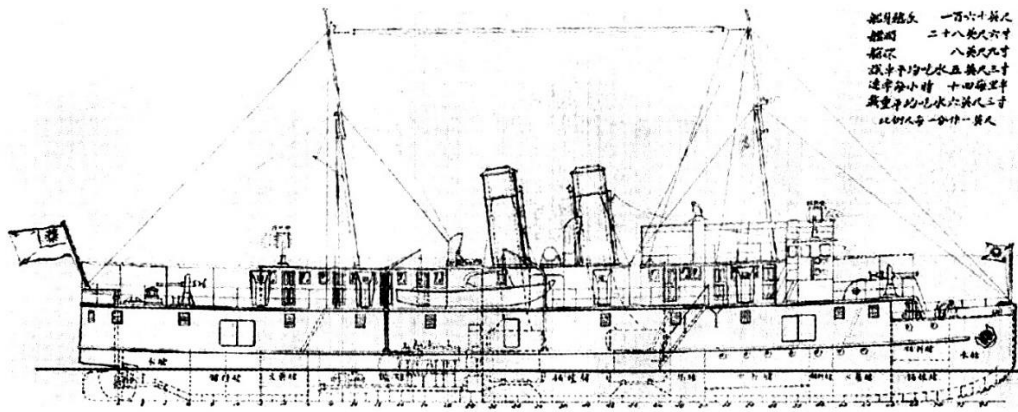
Dong Fang Hong 100, 200 and 300 Series

(100 series based in Chongqing, operating to Yichang; 200 series based in Wuhan operating middle river and locally below Wuhan, 300 series based in Wuhu and operating locally.)

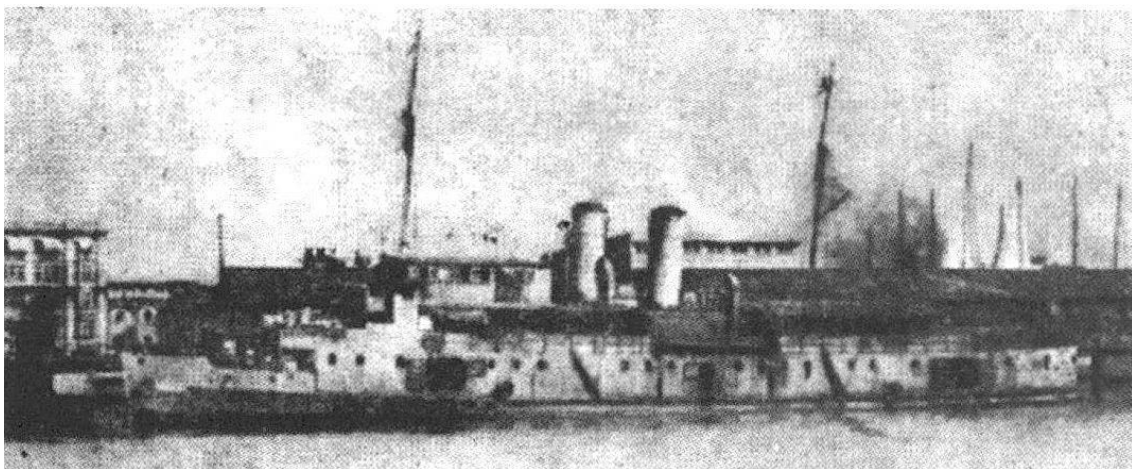
DONG FANG HONG 101 was built by Jiangnan in 1958 and is covered in the Part II document.

DONG FANG HONG 102 c.600/35 (160' (155'b.p.) x 28.5', 2030 shp 12k, 162 pass.)

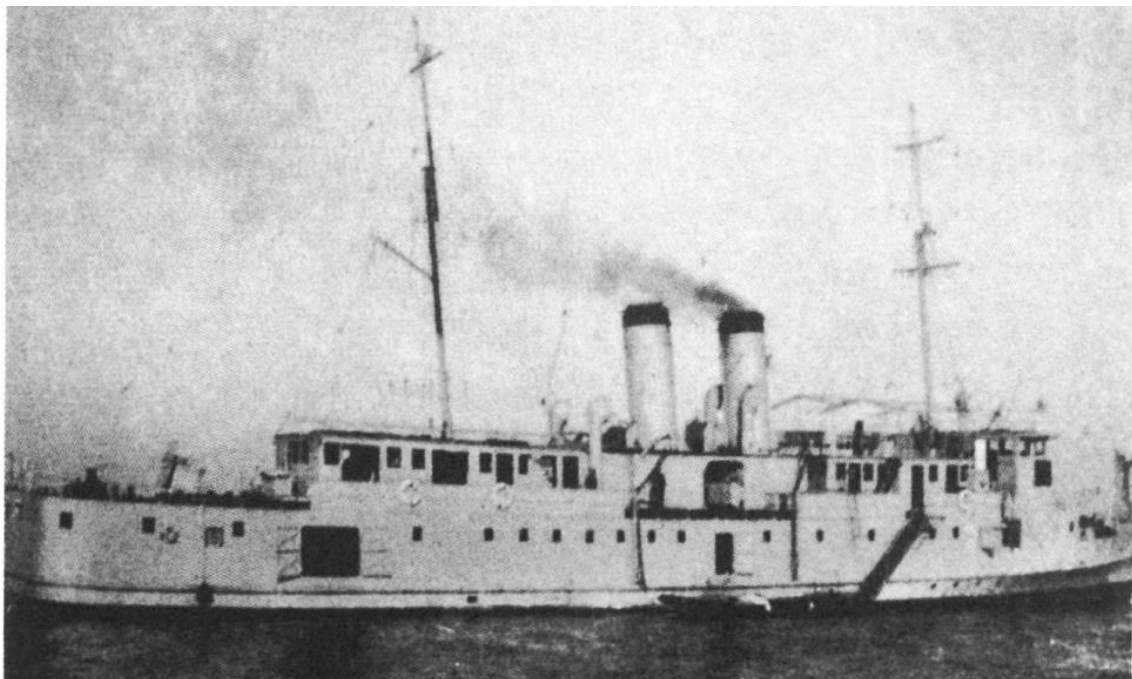
Built by Kiangnan D. & Eng. Works, Shanghai as TUNG HSIN/TONG XIN 同心 for delivery to ROC Navy, Canton, also rep. as Chinese Bandit Suppression Headquarters as gunboat but deployed as troop transport on Yangtse. 12/8/41 sunk by bombing from Japanese aircraft at Zhonggui Shimen in Hubei, raised and repaired at Chungking. 1946 in use as transport. 1949 taken over by Logistics Department of the Central South Military Region in Hankow. 5/53 to Yangtse River Navigation Administration of the Ministry of Communications. 1955 conv. at Chungking to civil passenger and freighter r. CHIANG FENG/JIANG FENG 江豐(丰). 8/66 r. DONG FENG 2. 12/66 r. DONG FANG HONG 102. 14/1/78, in Fengjie County, Sichuan Province hit by barge being towed, capsized on left side left, 14 lives. 7/79 refloated and scrapped.



TUNG HSIN and TUNG TE (below), original naval profile. They drew upon Kiangnan's experience in building USS *Guam* and USS *Tutuila*, similar size and layout (*National Marit. Research 26*).



TUNG HSIN (*National Marit. Research 26*).



TUNG HSIN (*National Marit. Research 26*).



DONG FANG HONG 102. (yycqc.com).

DONG FANG HONG 103 646/35 (160' (155'b.p.) x 28.5', 1910 shp 12k, 168 pass.)

Built by Kiangnan D. & Eng. Works, Shanghai as TUNG TE/TUNG TEH/TONG DE 同德 for delivery to ROC Navy, Canton also rep. as Chinese Bandit Suppression Headquarters as gunboat, but deployed as troop transport on Yangtse. 31/8/41 bombed and sunk in Wanhsien, Szechuan by Japanese forcers, raised and repaired and refitted at Chungking. 12/9/45 serious damage in grounding at Yueyang, returned to Chungking for repairs. 1946 in use as transport. 1949 taken over at Chungking by Chungking Military Control Commission, subsequently in use on Yangtse as CHIANG FA/JIANG FA 江发. 5/61 reported towing 20 lighters in the period when best suited to towing five to seven lighters. 8/66 r. DONG FENG 3. 12/66 r. DONG FANG HONG 103. 12/80 discarded for scrapping.

DONG FANG HONG 106 883/40 (76x7.62m 137x25' 248 pass)

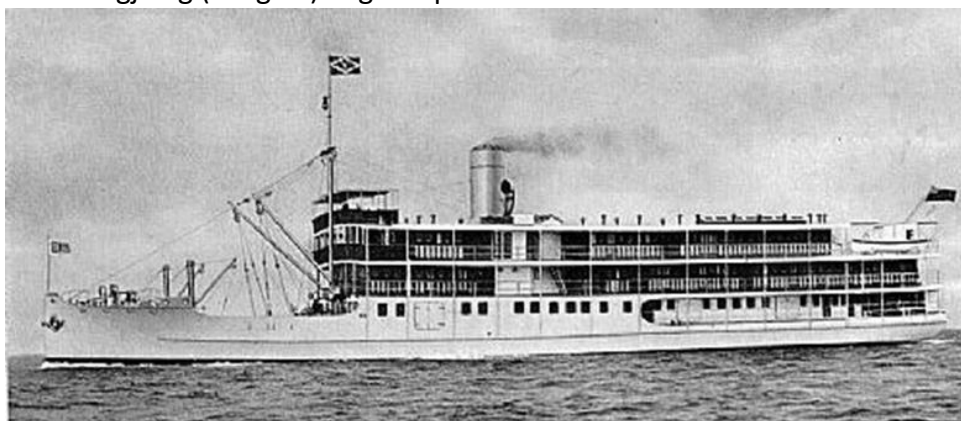
Built by Ming Sung DY, Shanghai for Ming Sung Industrial Co. Ltd as MING WU (民武). 1950s to Ming Sung Shg. Co., Shanghai, later merging to Yangtse Maritime Bureau, 1958 name romanised as MIN CHU. 12/66 r. DONG FANG HONG 106. NFI.



MING WU, later DONG FANG HONG 106 (<http://www.zgsyb.com/news.html?aid=640204/>)

DONG FANG HONG 109 868/22 (203.9 x 33.0', 2-sc, T6cy)

Built by Yarrow & Co. Ltd, Glasgow (#1462)/Taikoo D.Y. & Eng. Co. Ltd, Hong Kong for Mackenzie & Co. Ltd, Hong Kong for Upper Yangtse as WANHSIEN 万州. 1925 sold to China Nav. Co., London. 30/8/26 seized at Wanhsien by Chinese troops of General Yang Sen - 5/9 recovered after attack by British naval party. 1930 t/f to TCNC. 2/41 sold to Ming Sung Industrial Co. Ltd r. MING WAN (presumably 民万). 12/41 reported sunk at Hong Kong. Raised c.1946, returned to Yangtse and subsequently to, refitted with larger superstructure for Yangtse Maritime Bureau. 12/66 r. DONG FANG HONG 109. 1976 no longer listed for Changjiang (Yangtse) Shg. Corp. NFI.



WANHSIEN as originally conceived (Clydesite).



WANHSIEN at Ichang (Warren Swire coll).



DONG FANG HONG 109 in the Cultural Revolution period (photosanxia.com).

DONG FANG HONG 220 55dwt/32 462 pass 120 hp

By 1965 in service for Changjiang (Yangtse) Shg. Corp. as WUHAN. 12/66 r. DONG FANG HONG 220. 1977 sunk.

DONG FANG HONG 230 1041-570dwt/31 (63.9 x 9.2m, 2sc. 800 shp, 570 pass.)

Built by Hu Wan Shin Dockyard, Shanghai for Yu Hsing & Co., Shanghai as HSIN JEN HO 新仁和, in service Shanghai-Haimen. 1948 sold to Ming Sung Industrial Co. Ltd, Shanghai r. MING HO 民和. 1950s t/f to Yangtse Maritime Bureau. 1950s t/f to Yangtse Maritime Bureau. 12/66 r. DONG FANG HONG 230. 1976 no longer listed by Changjiang (Yangtse) Shg. Corp. NFI. 1992 RLR as MING HO.

DONG FANG HONG 231 (410 grt 536 pass 53.82x8.84m steamship 1565 shp)

Built as I KIANG 宜江 (also known as MOTOR LIGHTER No.2) for Yangtze Rapid S.S. Co., Shanghai (U.S. flag), 400 grt, middle river service. Grounded in early 1930s. 1932 Captain Baker captured by Communists and held for 4 1/2 months. 1935 owners bankrupt, sold to Ming Sung Industrial Co., Chungking r. MING CHU 民聚, engines installed into 民运. 1936 hull conv. into barge. Not listed LCI38, 44 or 48. Subsequent name YA HSI. 1955 rebuilt 80 dwt. 12/66 under ownership of Yangtse Bureau r. DONG FANG HONG 231. NFI.

DONG FANG HONG 232 701/46 (prob. error for 1936) (53.83 x 8.8m, 1750 shp, 853 pass.)

Built by Ming Sung DY, Shanghai for Ming Sung Industrial Co. Ltd, Shanghai as MING HSIEN 民宪. 1959 rebuilt for Yangtse Maritime Bureau. 12/66 r. DONG FANG HONG 232. 1976 still listed for Changjiang (Yangtse) Shg. Corp. NFI. 1992 RLR as MING HSIEN.

DONG FANG HONG 301 tonnage unstated/built 1928 392 pass 220 hp

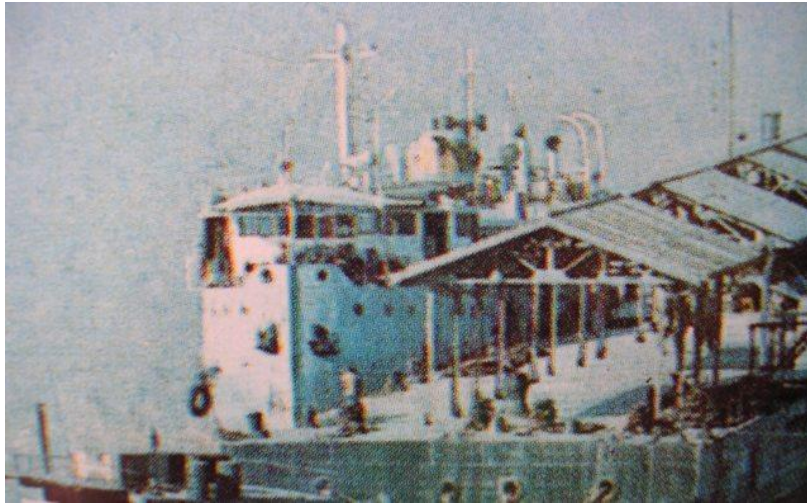
Early history unknown. By 1965 in service for Changjiang (Yangtse) Shg. Corp. as XIN XING. 12/66 r. DONG FANG HONG 301. 4/79 scrapped.

DONG FANG HONG 302 (100 dw 430net)/41 (44.78 x 8.53m, M 240 bhp, 1100, also rep. as 600 pass.)

Probably built at Shanghai, subsequently based at Wuhu as HSIN YUEN 新元. 12/66 r. DONG FANG HONG 302. 1976 still listed for Changjiang (Yangtse) Shg. Corp.. 3/85 scrapped.



Probable HSIN YUEN. Photo sold on kongfz.com in 2014

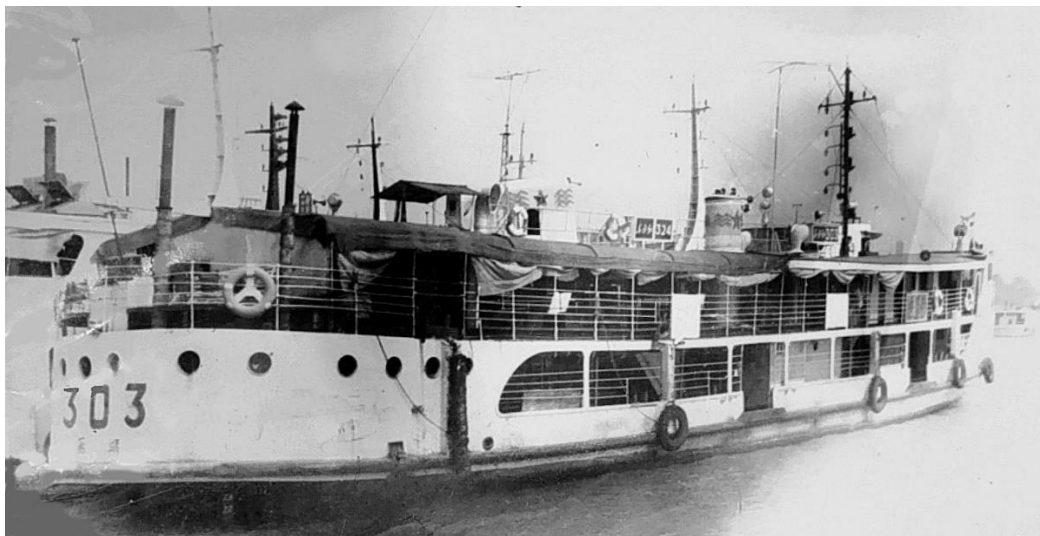


DONG FANG HONG 302 at Wuhu published 1980 (Xinhua).



Photographed at Wuhu 9/10/83 (Leroy W. Delroy Jr/Flickr).

DONG FANG HONG 303 tonnage unstated/built 1919 614 pass 220 bhp
By 1965 in service for Changjiang (Yangtse) Shg. Corp. as HSIN LIAN (XIN LIAN). 11/66 r DONG FANG
HONG 303. 1/7/84 r. JIANG WU 102. 3/85 scrapped.



DONG FANG HONG 303 (7788.com).

DONG FANG HONG 304 20 dwt/47 488 pass 324 hp

By 1965 in service for Changjiang (Yangtse) Shg. Corp. as XIN GUANG. 11/66 r. DONG FANG HONG 304. 1/79 conv. to school ship.

DONG FANG HONG 305 tonnage unstated/built 1915 521 pass 275 hp

By 1965 in service for Changjiang (Yangtse) Shg. Corp. as XIN BAO. 11/66 r. DONG FANG HONG 305. 4/79 scrapped.

DONG FANG HONG 306 tonnage unstated/built 1946 278 pass 180 bhp

By 1965 in service for Changjiang (Yangtse) Shg. Corp. as FEI XUN 飞浚. 11/66 r. DONG FANG HONG 306. 12/80 scrapped.

DONG FANG HONG 308 tonnage unstated/built 1943 wood 298 pass 70 hp

By 1965 in service for Changjiang (Yangtse) Shg. Corp. as FEI XING 飞兴. 11/66 r. DONG FANG HONG 308. 11/79 scrapped.

DONG FANG HONG 309 tonnage unstated/built 1940 wood 330 pass 105 hp

By 1965 in service for Changjiang (Yangtse) Shg. Corp. as FEI ZHEN 飞镇. 11/66 r. DONG FANG HONG 309. 4/79 scrapped.

DONG FANG HONG 310 tonnage unstated/built 1946 308 pass 96 hp

By 1965 in service for Changjiang (Yangtse) Shg. Corp. as RONG CHANG 荣长. 11/66 r. DONG FANG HONG 310. 4/79 scrapped.

DONG FANG HONG 311 tonnage unstated/built 1919 614 pass 220 bhp

By 1965 in service for Changjiang (Yangtse) Shg. Corp. as RONG MAO 荣茂. 11/66 r. DONG FANG HONG 311. 9/79 scrapped.

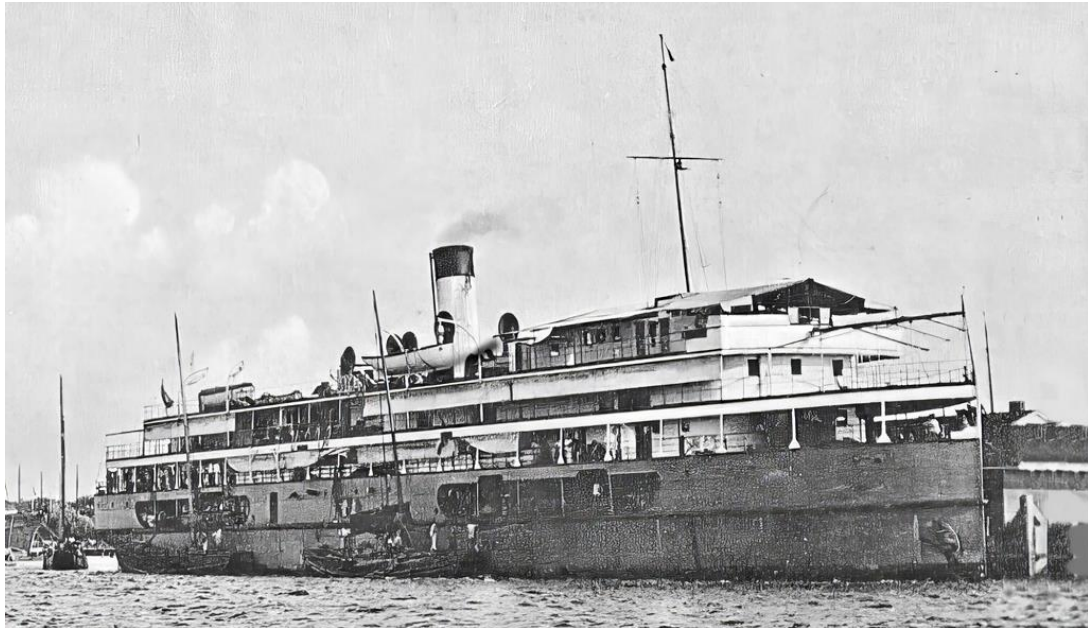
Dong Fang Hong 400 Series

Based in Shanghai, operating in Yangtse estuary

DONG FANG HONG 401 2868 (245 net)/05 1230 pass 71.21x12.5m 1100shp (originally T3cyl x 2 – Caillard & Co., Havre)

Built by At. & Ch. de France, Dunkirk (#18) for Cie. Asiatique de Nav. (Racine, Ackermann & Co., Shanghai mgrs), Dunkirk for Yangtse River as LI-MAO. 6/11 on bankruptcy of owners ICSNC/CNC/China Merchants S.N. Co. acquired 1/3 shares r. LUEN HO. 12/11 sold to Jardine, Matheson & Co., London. 8/12 t/f to Luen S.S. Co. Ltd (Indo-China S.N. Co., mgrs), Hong Kong. 7/29 sold to ICSNC. 10/34 sold to Ning Shin S.S. Co. Ltd, Shanghai r. MING SHIN. 1938 t/f to Cia Italiana di Nav. (Chinese-Italian Nav. Co.), Shanghai (Italian flag) r. ENNA. 9/43 presumed seized by Japanese. Late 1945 recovered. 1947 t/f to San Peh S.N. Co. Ltd, Shanghai r. MING SHIN. 1948 t/f to Hoong On S.N. Co. Ltd, Shanghai. 27/12/49 on voyage Shanghai/Hankow bombed and set on fire by Nationalist aircraft – 29/12 fire extinguished. 5/4/50 refloated. RLR 1958/59 but photographic evidence strongly

suggests rebuilt by Zhonghua Shipyard, Shanghai for Yangtze Shipping Administration, 1964 completed as XIN ZHONG 新中. 11/66 r. DONG FANG HONG 401. 8/84 still in service, NFI. [Chinese sources list XIN HONG/DONG FANG HONG 401's only origins as a newbuilding by Zhonghua in 1964].



LI-MAO (from a postcard).



Bunkering (?) LUEN HO (Billie Love colln, UoB)



LUEN HO at Shanghai loading refugees following Japanese attacks Jan-Feb 1932 (NFAJ film).



LUEN HO, image reversed for comparison purposes (*Virtual Shanghai* ID15080).



1970s view of DONG FANG HONG 401 (*Changjiang River Transportation* pub. 1981 p.21).



DONG FANG HONG 401 with further modifications in 1982-83 (Chris Mackey).



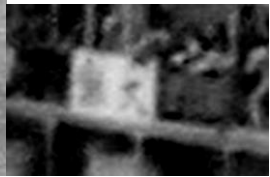
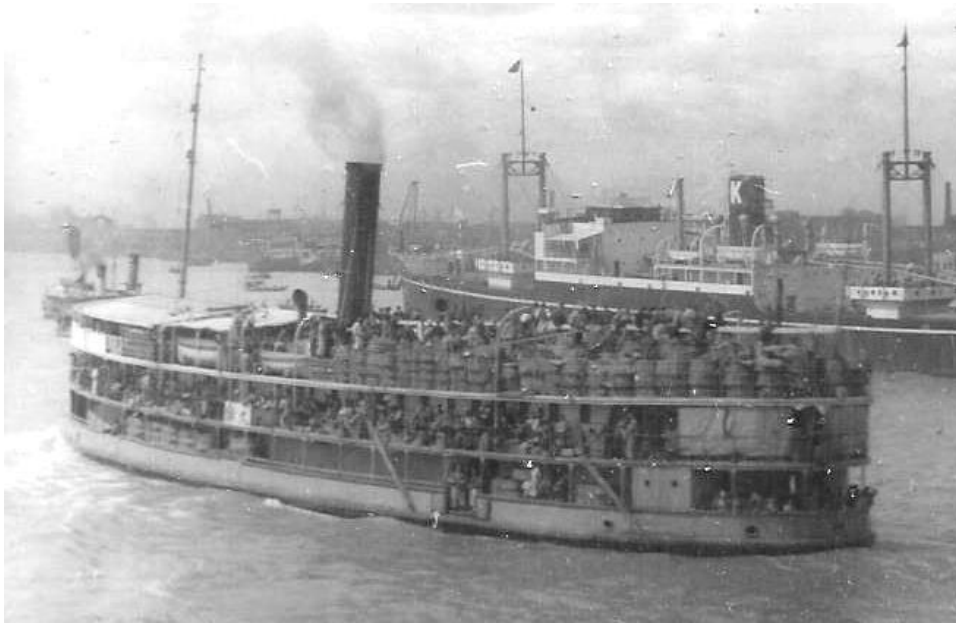
August 1984, last steam-powered Yangtse passenger vessel working out of Shanghai (Donald Anderson).

DONG FANG HONG 402 1456/23 (216.01 x35.99'/65.84 x 10.97m, 2sc. T3cy/1200 shp, 1194 pass.)
 Built by Yangtze Poo Dock Co., Shanghai for Ta Ta (Ta Dah) Steamship Co. Ltd, Nantao as TA CHIE/ TA CHI 大吉 (877 grt). 3/31 gutted by fire 85m. from Woosung o/v Shanghai-Yangchow (200 lives). 1932 salvaged and refitted as TA YU 大豫 (1456 grt). From 1934 operating Shanghai-Tungchow-Yangchow. 1938 t/f to G. Stamatelatos, Piraeus r. ATHENA. 1945 reverted to TDSC r. TA YU. Post-1949 operated by Changjiang (Yangtze) Shg. Corp. as HSIN YU/XIN YU 新豫. 1959 RLR as TA YU, but still existing, 12/66 r. DONG FANG HONG 402. 1976 still listed for Changjiang (Yangtze) Shg. Corp. NFI.

[Reported launched 18/12/1922 as TA CHIE. LR31 (not before or after) lists as TA CHIE 1456/23. The China Yearbook 1931 and 1932 (reflecting Customs list 1929) as 1456/23, CVB 1934-38 as TA YU 1445g (reflecting 'Statistics of Shanghai' 1933). LR 1941 onwards as ATHENA 1456/21 ex TA CHIE, 215 x 35'. 1921 build date is used in Changjiang (Yangtze) Shg. Corp. data.]



TA CHIE after gutted by fire on 11 March 1931 (<http://60.250.180.26/ss/6285-2.html>).



Likely TA YU, at Shanghai with open lower deck (SK*).

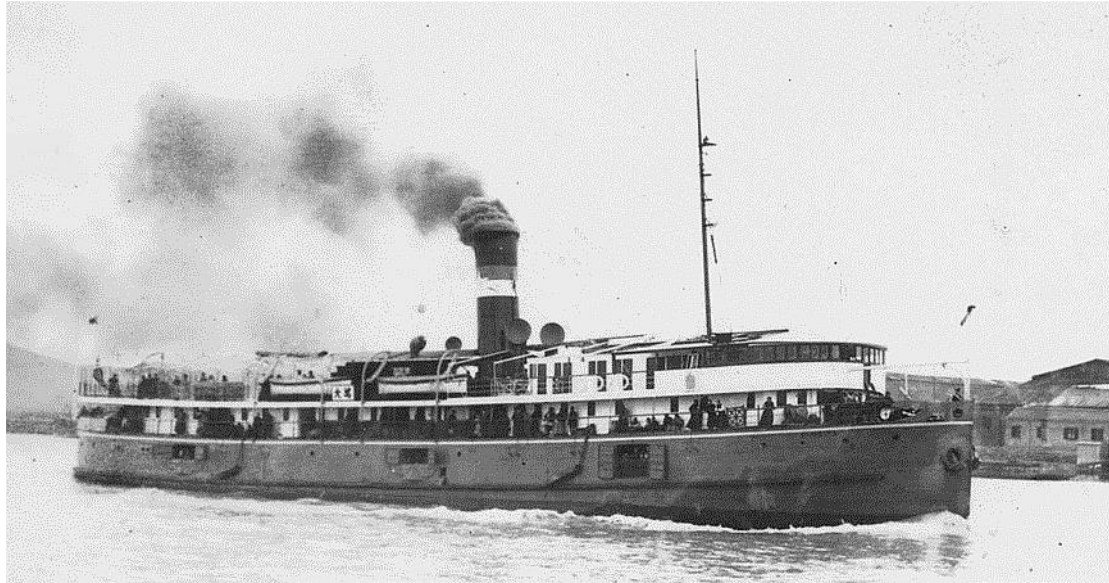


DONG FANG HONG 402 at Shanghai in June 1982 (Chris Mackey).



DONG FANG HONG 402 in 1982-83 (Chris Mackey).

DONG FANG HONG 403 1372/24 (211.74 x 34.55'/64.54 x 10.53m, T3cy/700 shp, 1111 pass.)
Built by Kiousin S.B. & E. Works, Shanghai as HUNG TA 鴻大. 1945 recovered. RLR 1955 but post-1949
operated by Changjiang (Yangtse) Shg. Corp. as HSIN HUNG/XIN HUNG 新鴻. 12/66 r. DONG FANG
HONG 403, in military use at least 1971-73. 1976 still listed by Changjiang (Yangtse) Shg. Corp. NFI.
[LR dimensions 213' x 34'. Prewar listed as carrying 41 first, 42 second, 138 third class pass.]



HUNG TA on the Whangpu, January 1928 (SK*).



HUNG TA, autumn 1945 (SK*).





DONG FANG HONG 403 in evident military colours (*YouTube* - Shanghai & Beijing, 1971 Part 1).



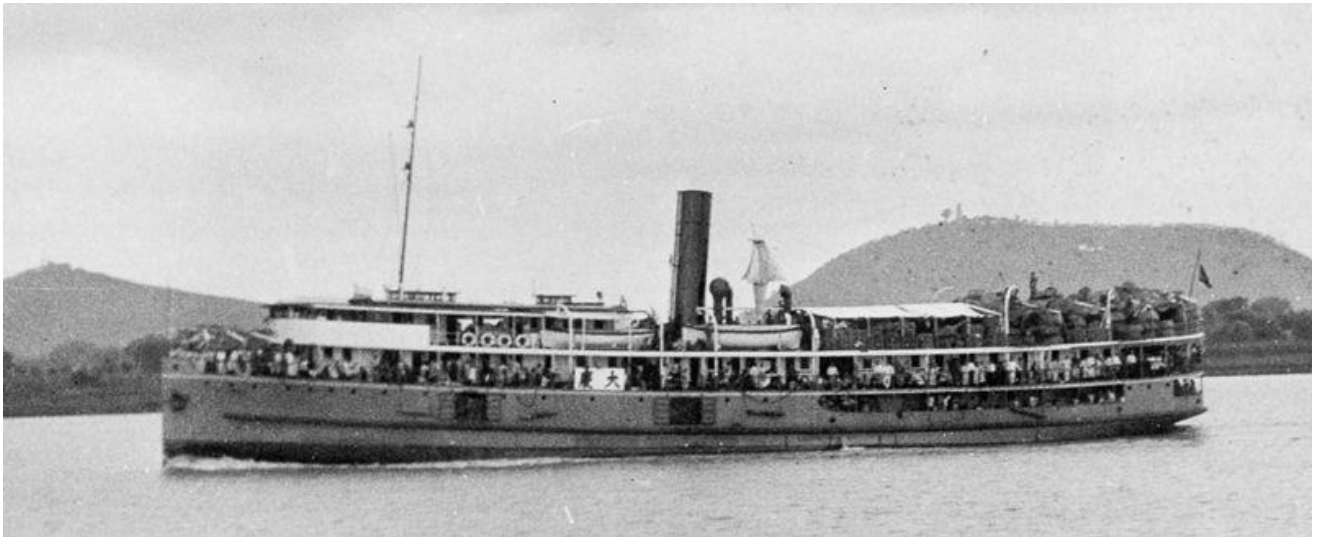
Likely DONG FANG HONG 403 at Pootung in 1973 (Harrison Forman, UWM Libraries).

DONG FANG HONG 404 1406/21 (208.98 x 38.02'/63.7 x 11.59m, 2-sc T3cy/650 shp, 1214 pass.)
Built by Kiangnan D. & E. Works, Shanghai for Ta Ta (Ta Dah) Steamship Co. Ltd, Nantao as TA CHING
大慶. 1938 t/f to G. Stamatelatos, Piraeus r. ATTICA. 1945 reverted to TDSC r. TA CHING. Post-1949
operated by Changjiang (Yangtse) Shg. Corp. as HSIN CHING/XIN QING 新慶(庆). 12/66 r. DONG FANG
HONG 404. Still existing 6/82. NFI.

[China Yearbook 1928, 29/30 as 861/22. CYB 1931, 1932 (reflecting Customs List 1929) as 1406/20. First listed LR31 as 202.1x38.1'. From 1934 operating Shanghai-Tungchow-Yangchow]



DONG FANG HONG 404 in 1981 (Internet).



TA CHING, lower deck closed forward (SK*).

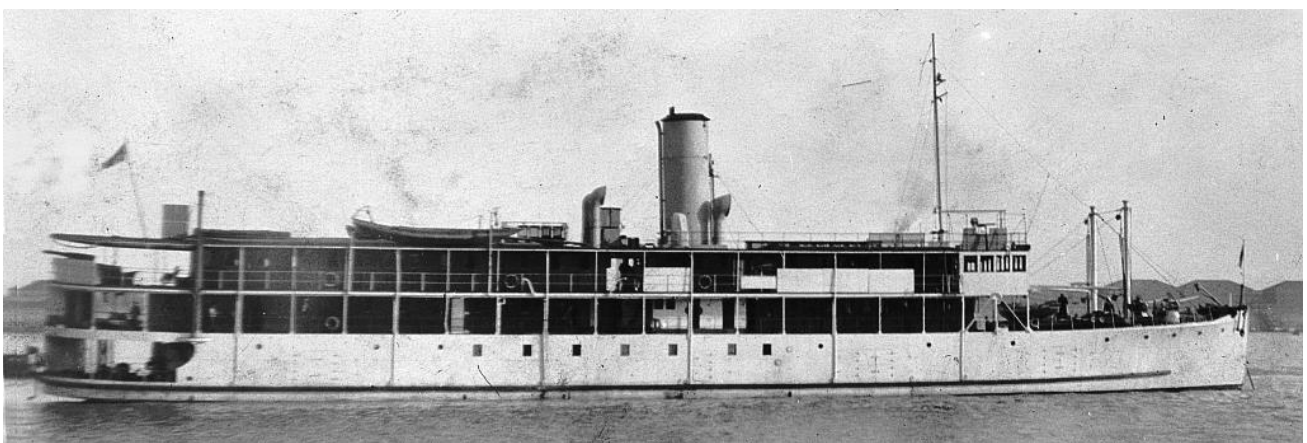


DONG FANG HONG 404 at Shanghai, June 1982 (Chris Mackey).

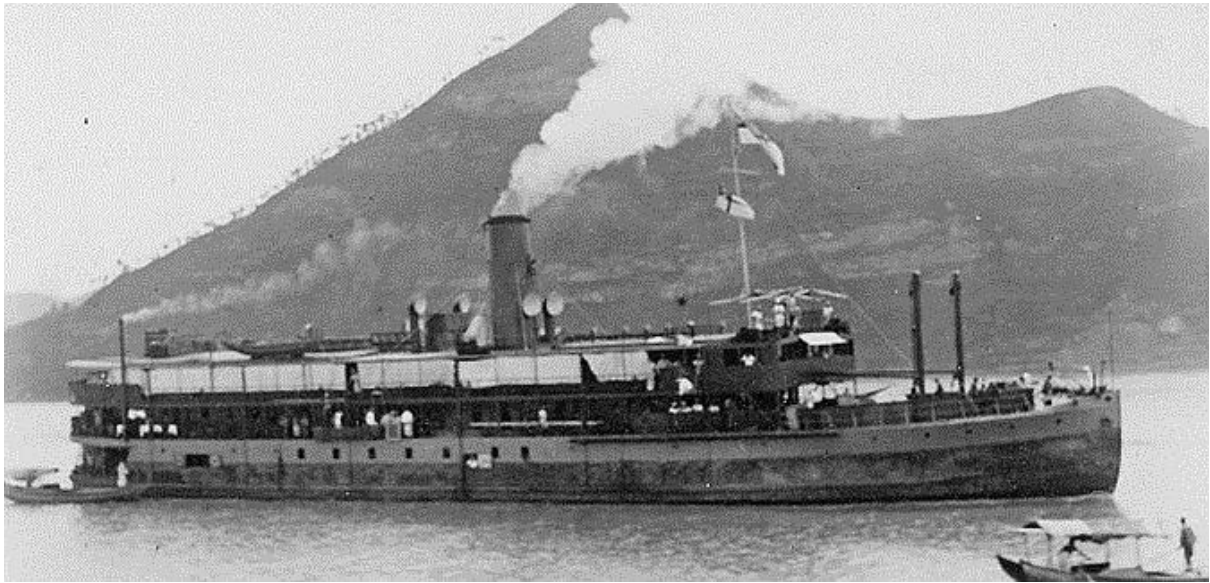
DONG FANG HONG 405 939/25 (202.46 x 33.53'/61.71 x 10.22m, 2-sc., T3cy/840 shp, 946 pass.)
Built by Kiangnan D. & E. Works, Shanghai (#490) for Indo-China Steam Nav. Co., Shanghai for Upper Yangtse as KIA-WO 嘉禾 (1310 grt, 202.25 x 33.1'). 1926 requisitioned and commissioned by RN during anti-British disturbances. 27/9/38 grounded reef on west bank at foot of Kuangyintan Rapid, settling on reef and breaking back in two places as river fell. 18/5/39 refloated, 22/5 arr. Ichang under own power, laid up. 6/8/39 gutted by fire after bomb hit stern during Japanese raid. 8/12/41 hulk seized by Japanese at Ichang, repaired and 7/43 comm. as MATSUSHIMA MARU. Late-1945 recovered by ICSNC. 1/47 sold to Ming Sung Industrial Co. Ltd, Shanghai r. MING FUNG 民豐 (Ming Sung history gives as 民风). 4/48 stranded and sank at Hsiehtan in Upper Yangtse, also reported as at Ichang. Raised and rebuilt for Yangtse estuary service, operated by Changjiang (Yangtse) Maritime Bureau, later Yangtse Shg. Corp. as HSIN FENG/XIN FENG 新豐(丰). 12/66 r. DONG FANG HONG 405. Still existing 6/82. NFI.



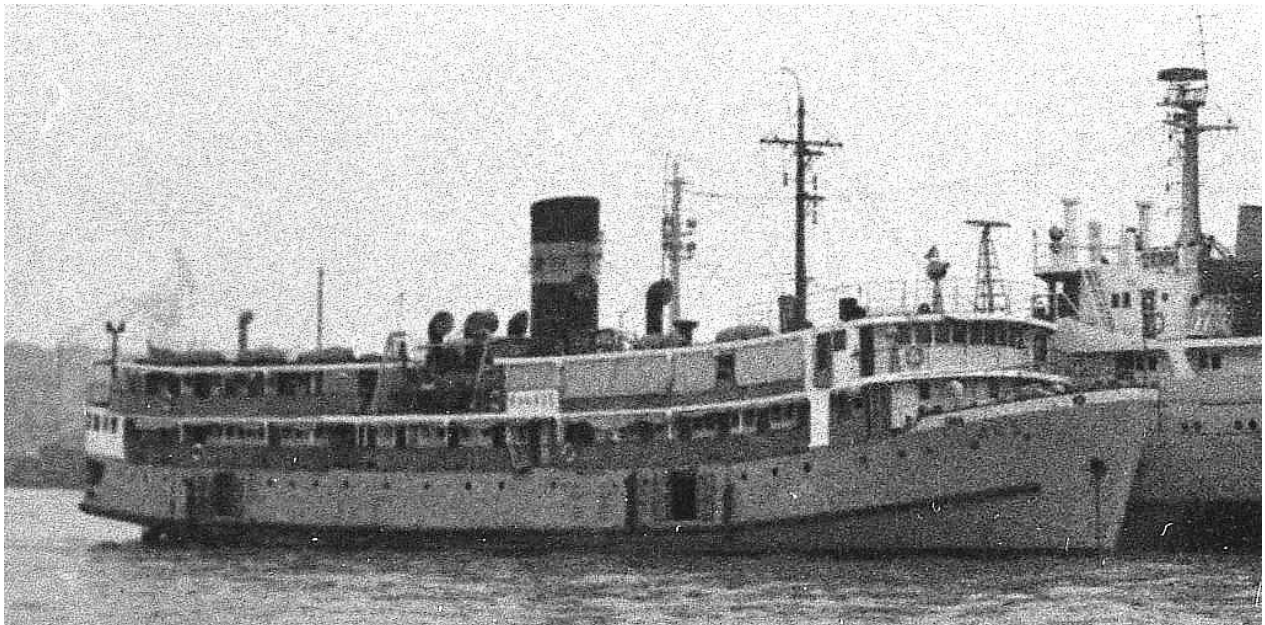
Stranded KIA-WO in Jardine colours (JM&C)



HMS KIA-WO in profile (coll. Graham Thompson).



HMS KIA-WO arriving at Ichang (naval-history.net).



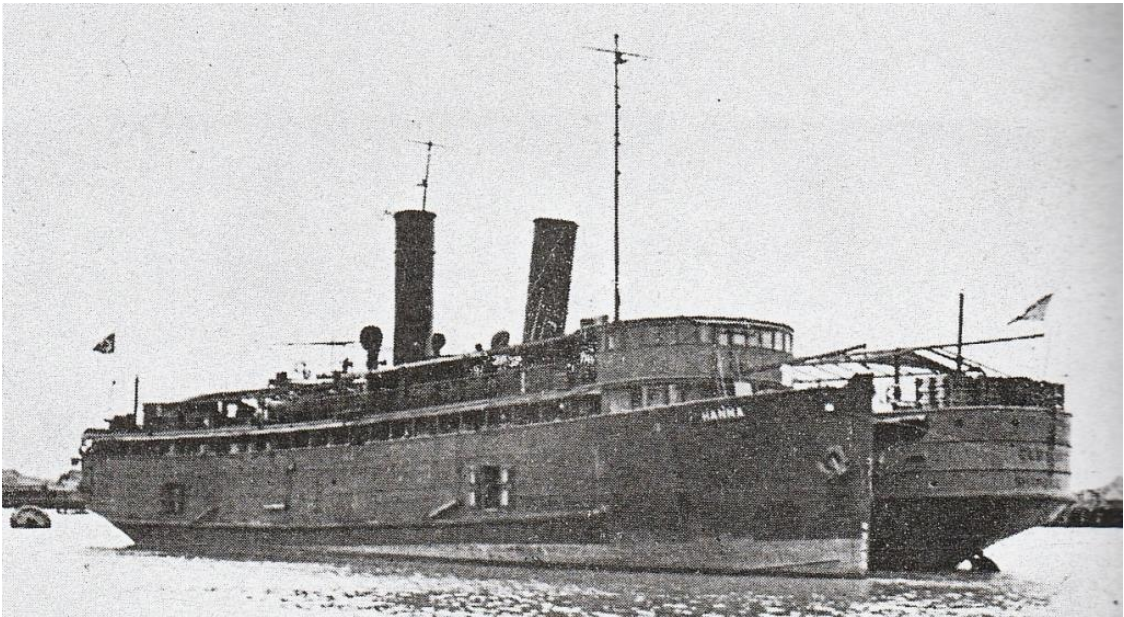
DONG FANG HONG 405 ex KIA-WO with rebuilt bow (Alan Lee colln).

DONG FANG HONG 406 1040/28 (196.19 x 27.49'/59.8 x 8.38m, T3cy/550 shp (Kiangnan), 850 pass.)
Tentatively identified as the vessel built as TAH HSING 1040/27 62.5 x 8.5m steamship:

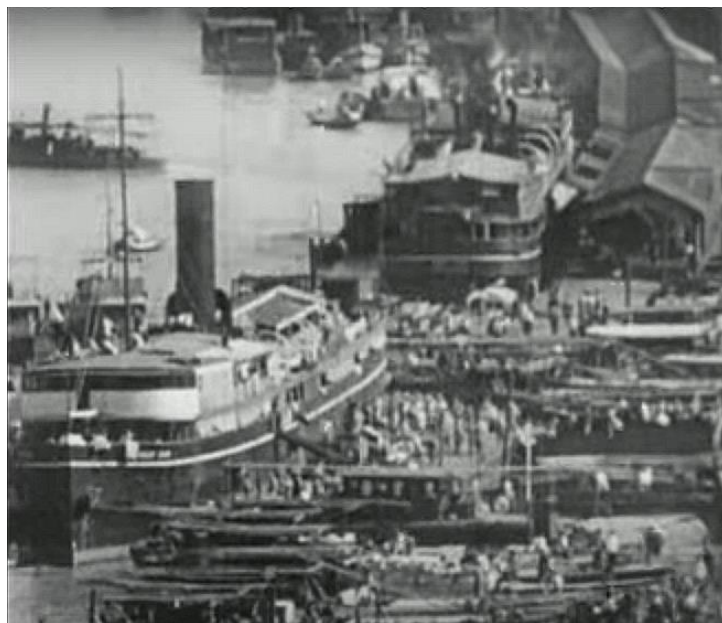
Built by Hongchang E. & S.B. Works, Shanghai for Tah Hsing S.S. Co., Shanghai as TAH HSING. By 1928 sold to Chuan Shan S.S. Co., Shanghai r. CHUAN SHAN. By 7/28 calling at Pootoo Island in the Chusan Archipelago en route to and from Shanghai to Ningpo, advertised for Chuan Shan S.N. Co., Nantao Bund. 1938 t/f to Dr A. Nolte, Rudolf Laurenz & Gustav Rohreke for Carlowitz & Co., Shanghai (German flag) r. HANNA (205 x 28'). 1945 reverted to Chuan Shan S.S. Co. as CHUAN SHAN, active at Shanghai in late-1940s. If identification is correct, probably subsequently operated by Ta Ta (Ta Dah) Steamship Co. Ltd, Nantao, post-1949 operated by Changjiang (Yangtse) Shg. Corp. as HSIN TA/XIN DA 新达(達). 12/66 r. DONG FANG HONG 406. Still existing laid up 10/83. NFI.



CHUAN SHAN at Shanghai, 1937 (Harrison Forman, UWM Libraries).



HANNA, German flag and evidently laid up alongside ELBHOF c.1941 (*Sekai Shosen Yoran* p.99).





Above 2: CHUAN SHAN with built-up superstructure, loading uniformed foreign personnel under a Red Cross flag in May 1948 (both photos from a British Pathe film).



Above 2: Probable DONG FANG HONG 406 at Shanghai 1/10/83 (Leroy W. Delroy Jr.@Flickr).

DONG FANG HONG 407 ???/27 (140.32 x 24.28'/42.77 x 7.74m, 600 shp, 570 pass.)

Unidentified small steamship. Early name likely to have featured SHENG 生. By late-1950s in use in Shanghai/Yangtse area as HSIN SHENG/XIN SHENG 新生. 12/66 r. DONG FANG HONG 407. 1976 still listed for Changjiang (Yangtse) Shg. Corp. NFI.

Changjiang (Yangtse) Shg. Corp. vessel with different-style name

HUA CHUNG/HUA ZHONG 646/24 (150.0 x 26.5', 2-sc, T3cy/56 nhp, 2xWTB mfd. 1917)

Built by Kiangnan D. & Eng. Works, Shanghai for Yangtse Rapid S.S. Co. Ltd, Shanghai (U.S. flag) for Upper Yangtse as CHI PING. 5/35 sold to Taikoo Chinese Nav. Co. Ltd, London r. KANGTING 康定. 1942 t/f to CNC, moored at Chungking. 1948 sold to Chu Wei Sung (formerly C.N. Co.), subsequently under control of PRC as HUA CHUNG. 1958 name romanised as HUA ZHONG. 1961 reported withdrawn from service, 1989 seen ashore at Chongqing by former Swire personnel as storage vessel. NFI.



KANGTING (Wikiswire).

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