

# Standard Oil Co. (1901) 米國美孚洋行

1911 fleet t/f to Standard Oil Co. of New York (SOCONY)

1931 fleet t/f to Socony-Vacuum Oil Company, Shanghai

*Grover says over first two decades 16 vessels the size of small ships, seven steamers (four around 1000t) and nine motorships (largest 300t)*

## ILLUSTRATED FLEET LIST

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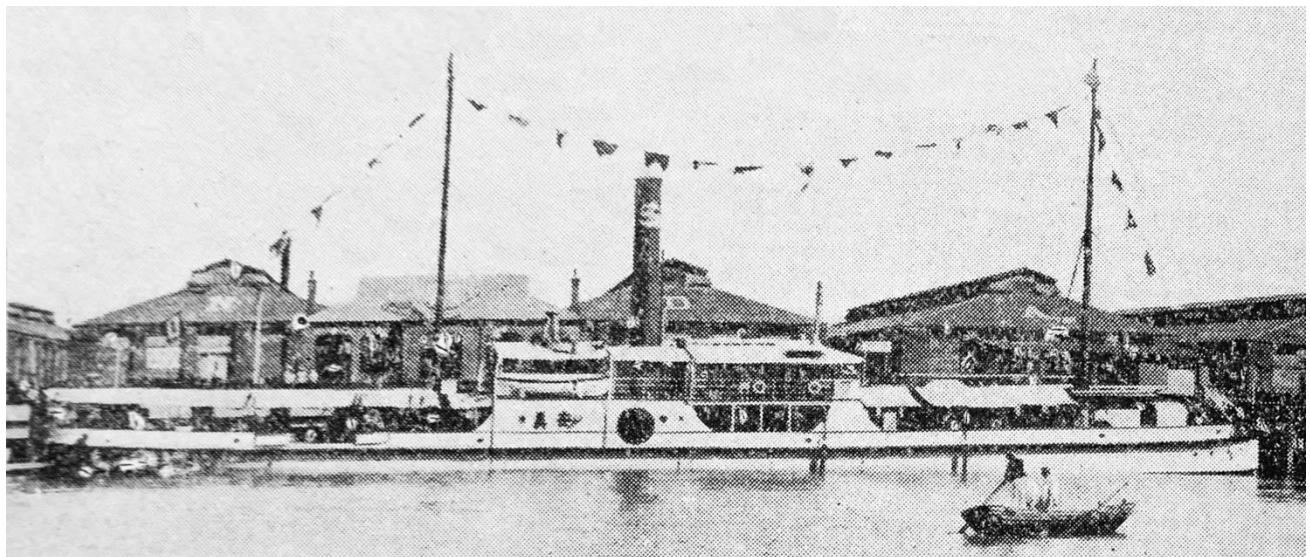
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**\*May be cited with acknowledgement to the authors at [www.oldchinaships.com](http://www.oldchinaships.com)\***

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

This update posted 23 January 2026

**MEI AN** 美安 (1901-37) 934/01 In service 1901. Coal fired, over 190'.  
12/12/37 sunk without survivors by Japanese aircraft in Yangtse along with escort USS PANAY.



MEI AN photographed at Standard Oil Wharf at Woosung in 1920  
(*Far Eastern Review* September 1920/Peter Crush coll.).



Acrobats performing alongside MEI AN (SK\*).

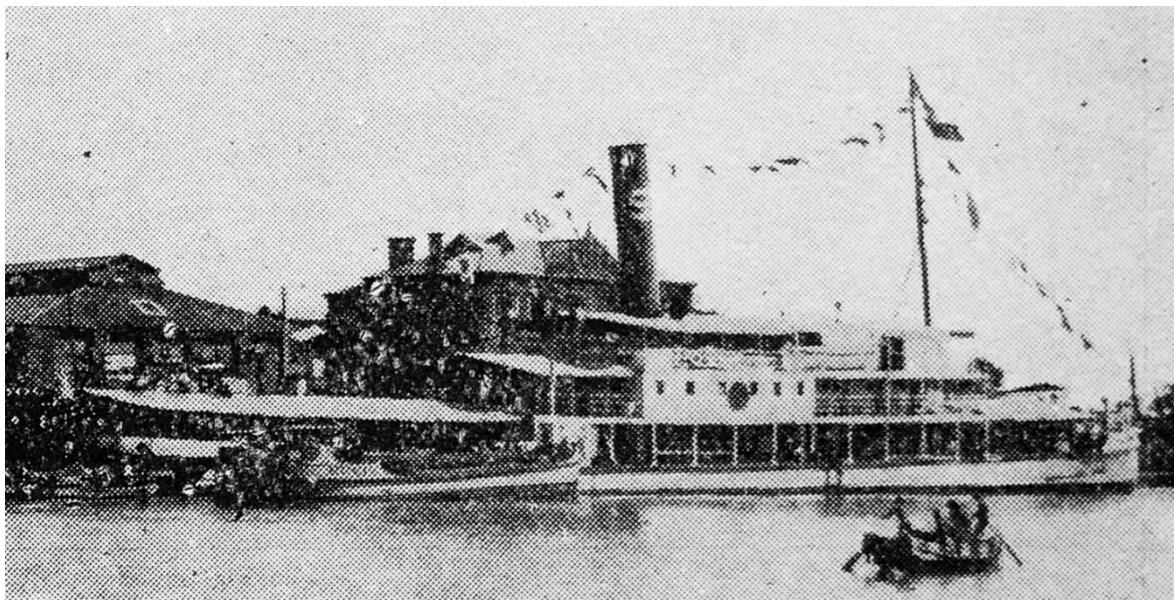


MEI AN photographed from USS PANAY on 12/12/37 shortly before being attacked by Japanese bombers (USN).

**MEI HU** (1911-??) 224/11 1-sc, paraffin motor (Gardner), 140.0'  
Built by Vulcan ironworks, Shanghai. 1920 RLR.

**MEI FOO/MEIFOO** (1912-41) 912/12 2 x T3cy, 2-sc, 240x40x9.3

Built by New Eng. & S.B. Works, Shanghai as MEIFOO (=LR). 1/2/28 while towing MEI HUNG grounded in Middle river, towed off by USS GUAM. 1937 hit a ferry at Nanking in fog. 12/37 anchored upstream from USS PANAY, unaware of Japanese attack. 12/37 captured by Japan but released. Ca. 1938 rep. reg. at Manila. 8/12/41 seized by Japanese forces at Ichang, r. AKATSUKI MARU, operated by Department of the Army. 14/1/45 sunk by U.S. air attack, in Poyang Lake (29.00N-116.00E).



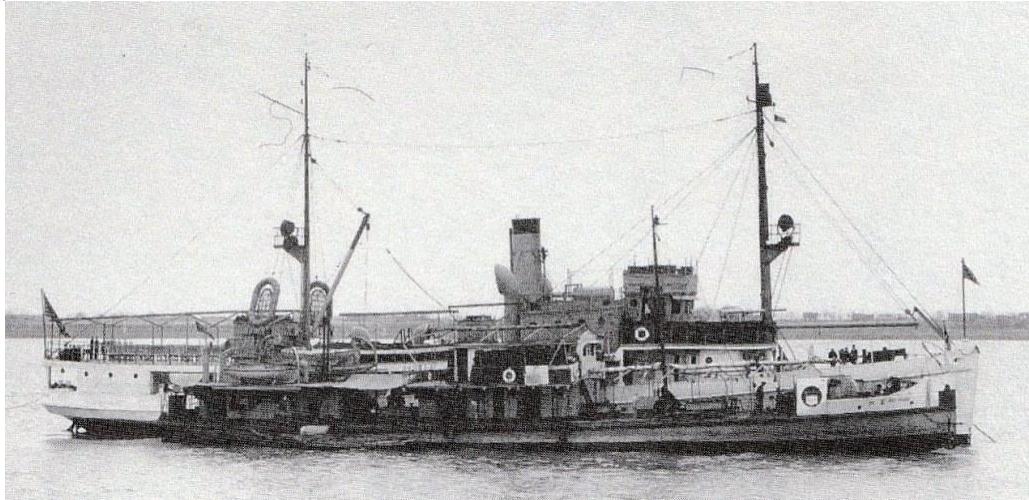
MEI FOO described as the largest of Standard Oil's river steamers, photographed at Standard Oil Wharf at Woosung in 1920 (*Far Eastern Review*, September 1920/Peter Crush coll.).



MEI FOO (at back) photographed at Hankow depot on 8/8/32. MEI LU alongside (USN - NH71977).

**MEI HUNG** 242/12 m.

Small motorship, fate unknown. 1/2/28 while being towed by MEI HUNG, the latter grounded in Middle river, towed off by USS GUAM. Not listed as such LR 1941-42.



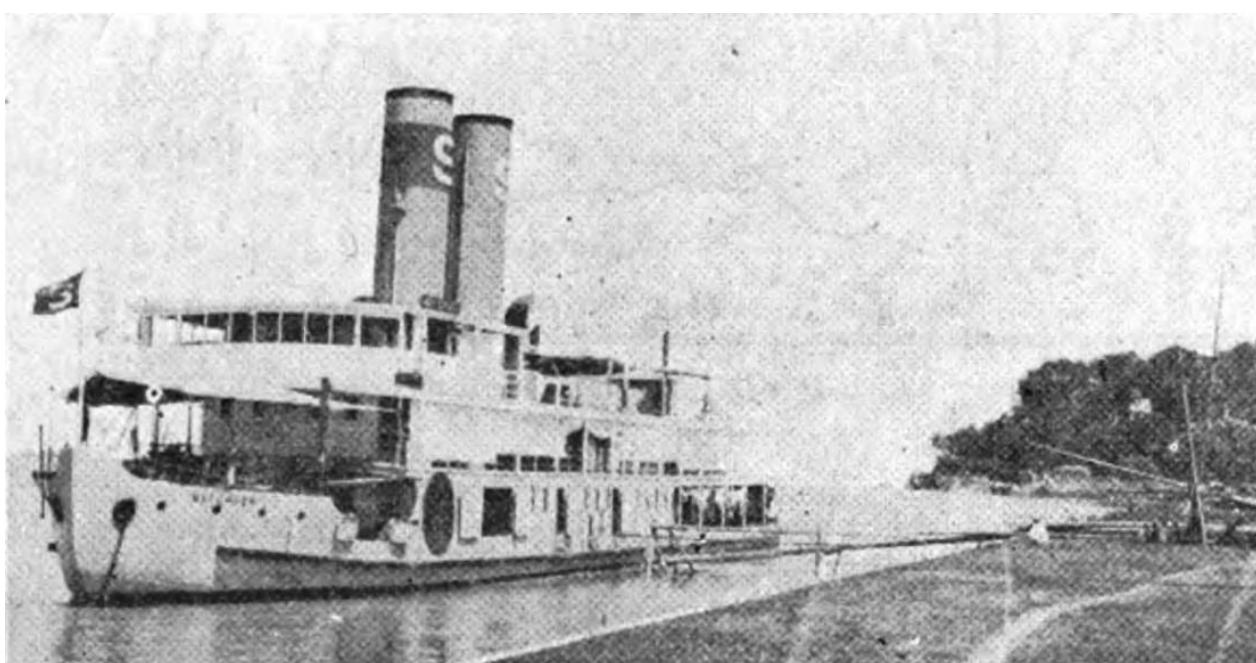
MEI HUNG (nearsid) with USS PIGEON (*Glen Howell Diaries*).

**MEI MING** (1912-36) 241/12 twin sc. m.

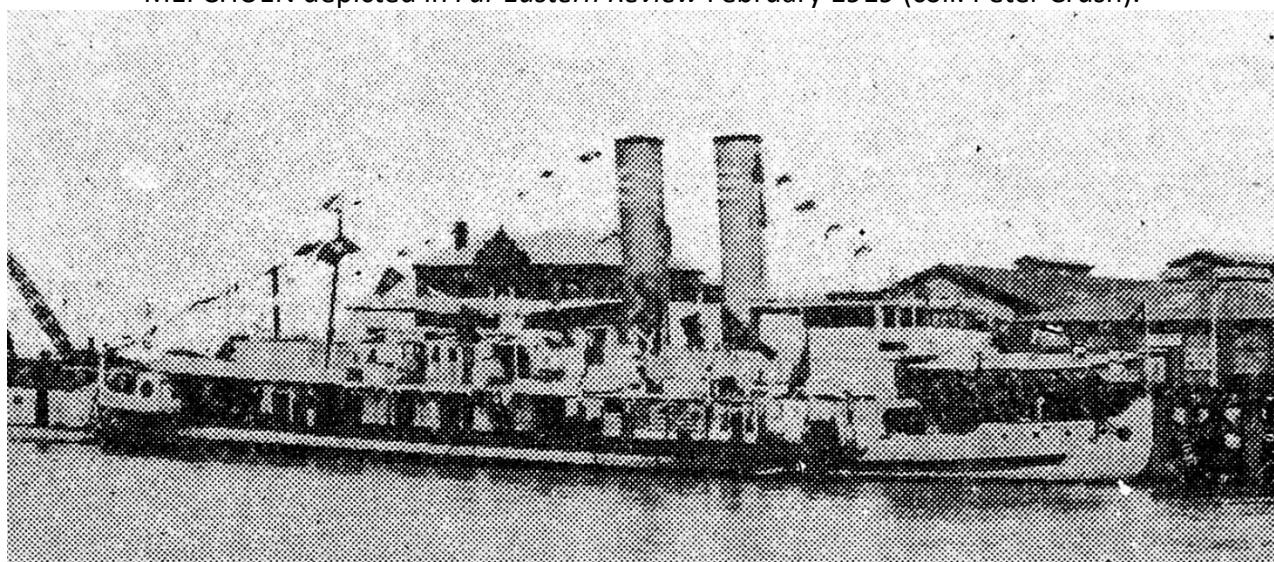
Built by New Eng. & S.B. Works, Shanghai for Standard Oil as MEI MING. 1937 t/f to Standard Sempaku K.K., Yokohama r. STANDARD MARU (151g). Still listed LR 1947-48 but not as such in 1952-53.

**MEI CHUEN** (1915-18) 798/15 2xsteam reciprocating, 2sc. 190'

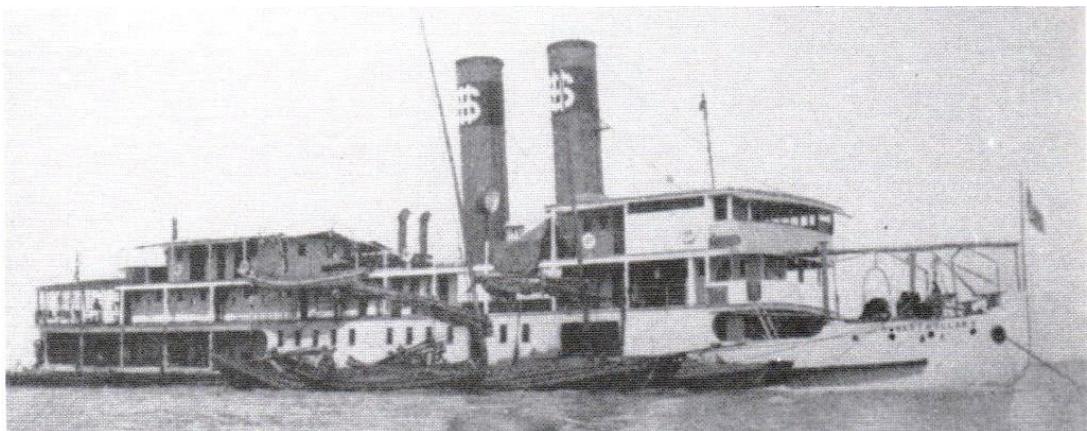
Built by Sing Fah Yung, Shanghai for Szechuan Railway S.S. Co. but promptly sold to Standard Oil Co. of New York as MEI CHUEN. 1920 sold to RDCL r. ROBERT DOLLAR II and refitted for passengers, 24/4 first sailing to Ichang. 30/6/20 fired upon, returned fire with machine guns (NCH 10/7/20). After winter overhaul and new boilers, 5/21 in service to Chungking (NCH, 28/5/21). 11/21 beached at Lochi below Chungking, r/f and prior 20/11 arr. Ichang en route to Shanghai for repair. 4/23 minor propellor damage near Wanhsien. 24/4/24 struck rock on descent from Chungking, partially submerged, total loss, with fatalities. Boilers, deck fittings and sixty feet of bow salvaged.



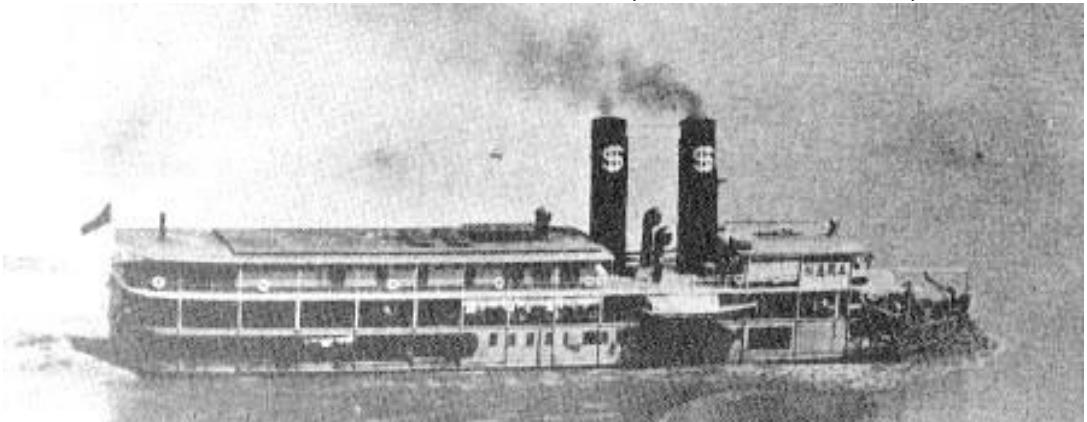
MEI CHUEN depicted in *Far Eastern Review* February 1919 (coll. Peter Crush).



MEI CHUEN at Standard Oil Woosung Wharf, launch alongside  
(*Far Eastern Review* September 2020/coll. Peter Crush).



MEI CHUEN rebuilt as ROBERT DOLLAR II (*Steamboat Bill* Fall 1990).



ROBERT DOLLAR II (Grover, attributed to NHHC).

**MEI YUN** (1915-??) 274/15 m.

1927 at Changsha, 1938 refused permission to go from Upper River to Shanghai. Fate unknown

**MEI SHAN** (1915-??) 274/15 m.

1930 stopped for carrying rice. 1/32 looted 119m above Hankow (Grover). Fate unknown.

**MEI TAN** 美灘 (1917-3?) 212/17 steam tug

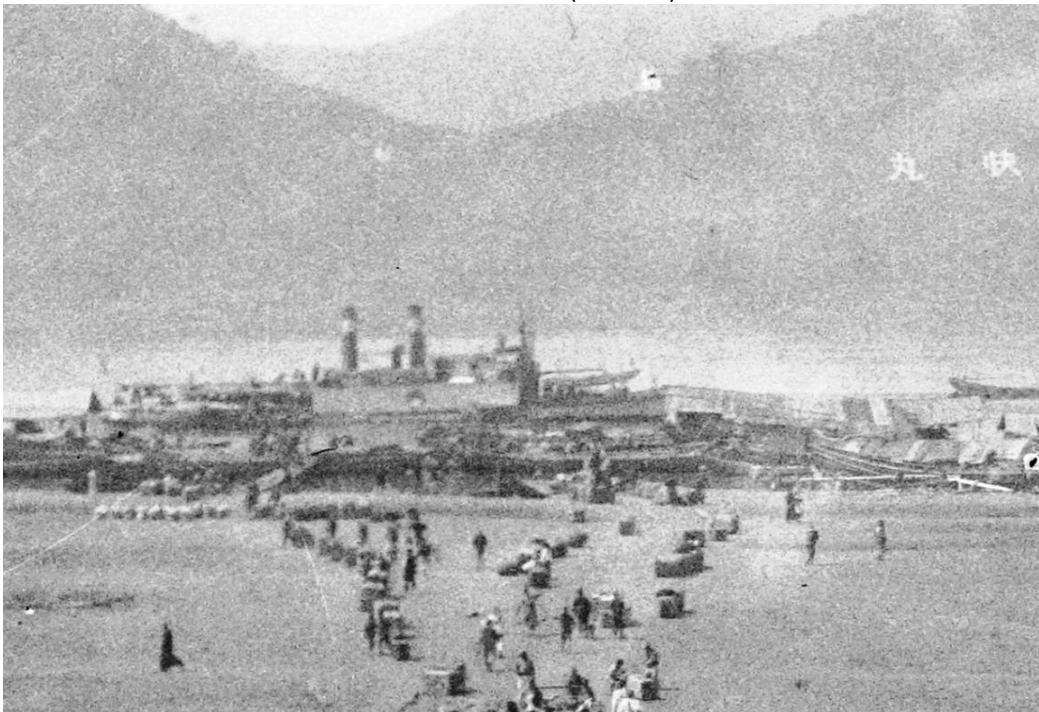
Built in China for Standard Oil Co. as MEI TAN. 5/17 first Standard Oil vessel to reach Chungking. 1920 grounded about 30 miles below Chungking. 193? Sold to YRSS r. YEH TAN 泄灘. 1935 sold to Ming Sung Industrial Co., Chungking r. MING JUI. 1936 rebuilt, used on Upper River. LCI 12/48 says existence doubtful. NFI.



2-funnelled tug MEI TAN alongside a lighter at Ichang (Swire colln UoB).



MEI TAN at Wuhu (Internet).



MEI TAN at Ichang (UoB sw26-119).

**MEI NAN** (1918-41) 364/18 steam-powered  
12/41 captured by Japan.

**MEI CHUEN (II)** (1923-c.29) 975/23 2sc. T6cy builders 3600shp 200x38x8.5

Built by Shanghai D. & E., Shanghai for Standard Oil Co. as MEI CHUEN (II). 1926 brought 70 refugees downstream from Szechuan, but not mentioned in news reports after 1930, presumably out of service following accident. 1935 sold to Ming Sung Industrial Co. Ltd., converted to lighter r. MING CHUNG 民眾. 1937 rebuilt 1062 grt r. MING LIEN 民聯, 140 pass, engines renovated by Pingliang Dock to develop only 1000shp, 12k. Reported further rebuilt by Ming Sung Dockyard, Shanghai, 230'x32', 1329 grt. 1953 rebuilt to Soviet specifications for cargo carriage only at Chung Hua Dockyard, Shanghai for Ming Sung service to Chungking length 88m (290') long, 2726 displ., r. TA CHUNG. [LCI 12/48 says existence doubtful] [Survey of Mainland Press 11/53 pp29-36, 876 p.39, 921 p.16], NFI. Possibly later r. REN MIN 1.



Possible MEI CHUEN (II) at Ichang 1930s (SK\*).



Probable MING LIEN at Shanghai 1930s (Internet).

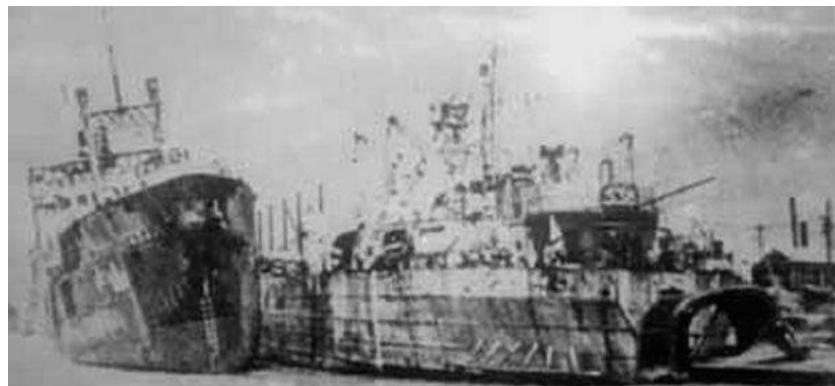


MING LIEN under camouflage (location unknown) on 7 March 1939.

(<https://baijiahao.baidu.com/s?id=1816925410970901452&wfr=spider&for=pc>).



Unidentified Upper River vessel, 1920s hull but modernised superstructure photographed by Harrison Forman with Chinese Nationalist forces in Hubei in 1942. Surmised to be MING LUEN ex MEI CHEN (II).



Army Ship 538 and LST captured by Communist forces at Nanking, 1949 (Xinhua)

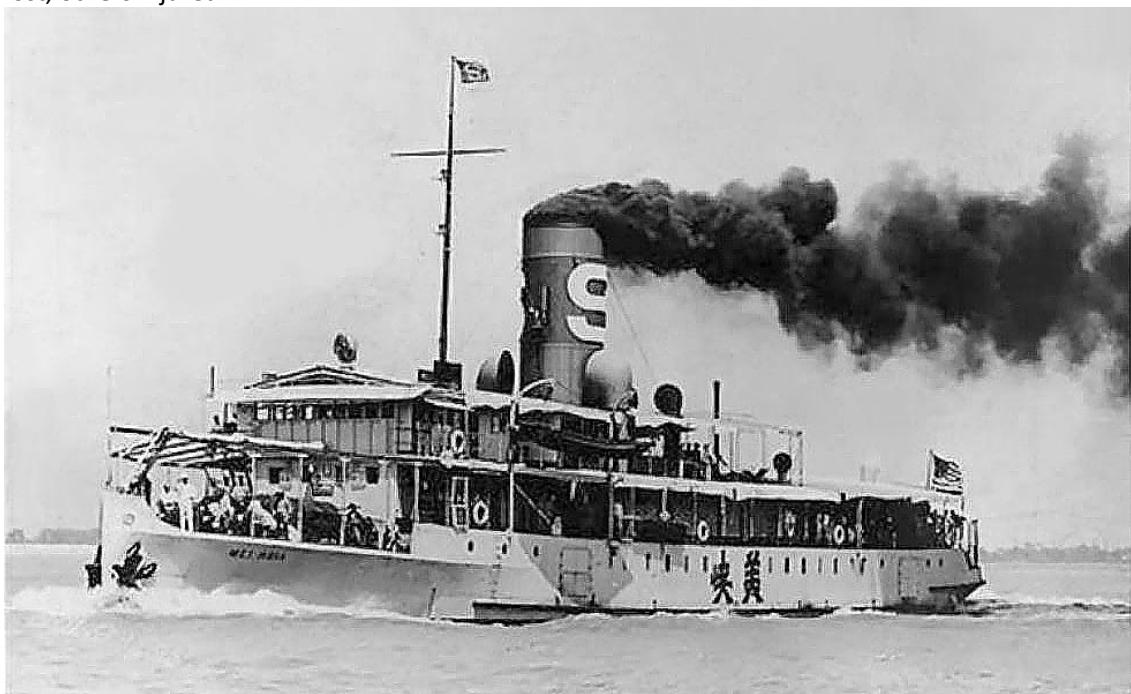


TA CHUNG, said to be ex-MING LUEN ex-MING LUNG ex-MEI CHUEN (Xinhua/coll. SK).

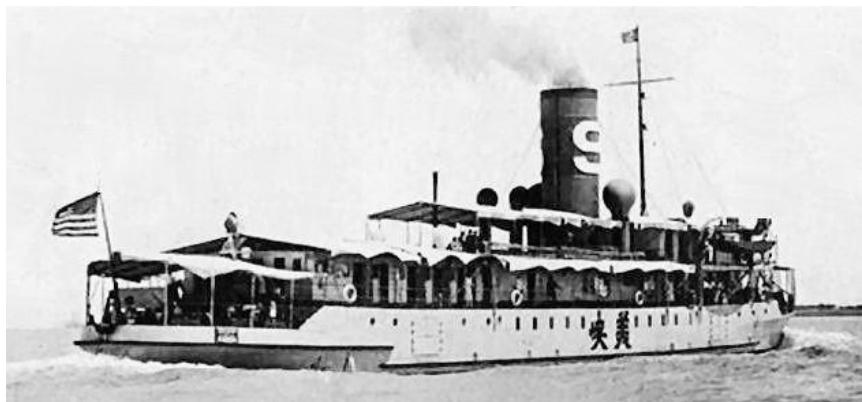
**MEI HSIA (1926-37) 1048/26 tanker 206'x32'**

Built by New Engineering & Shipbuilding Works, Ltd., Shanghai for Standard Oil Co. of New York, Shanghai.

12/12/37 bombed by Japanese aircraft and sunk with USS PANAY near Kaiyuan Wharf, Yangtze River, with refugees, master lost, others injured.



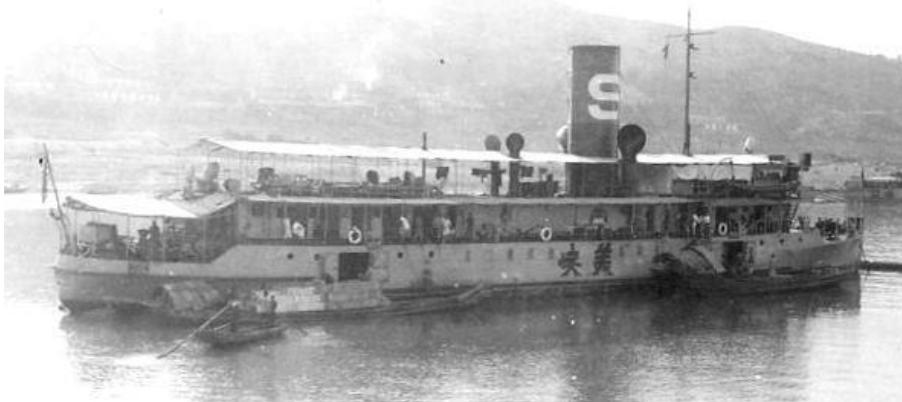
MEI HSIA one mile below Pootung installation on maiden voyage 14 July 1926 (Exxon Mobil Corp).



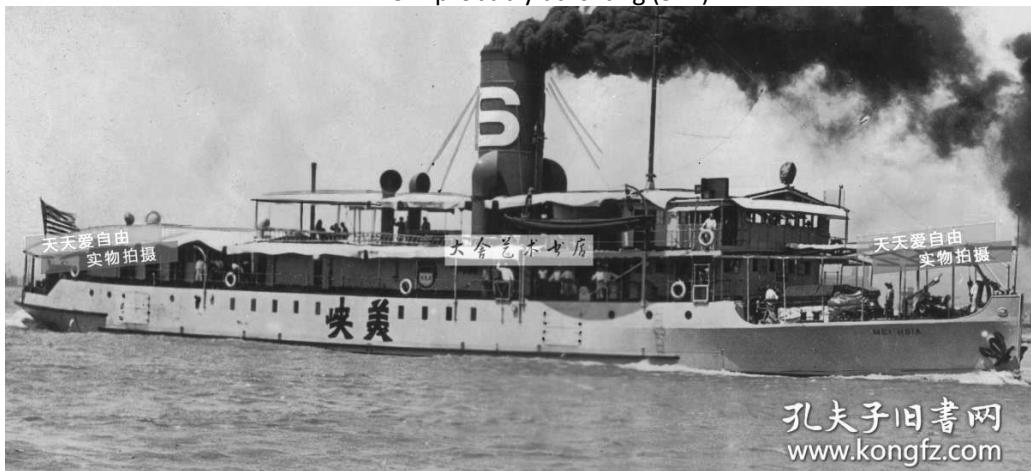
MEI HSIA, probably at Pootung (Exxon Mobil Corp.).



MEI HSIA (near right) anchored at Hankow in 1926 or 1927 (Graham Thompson).

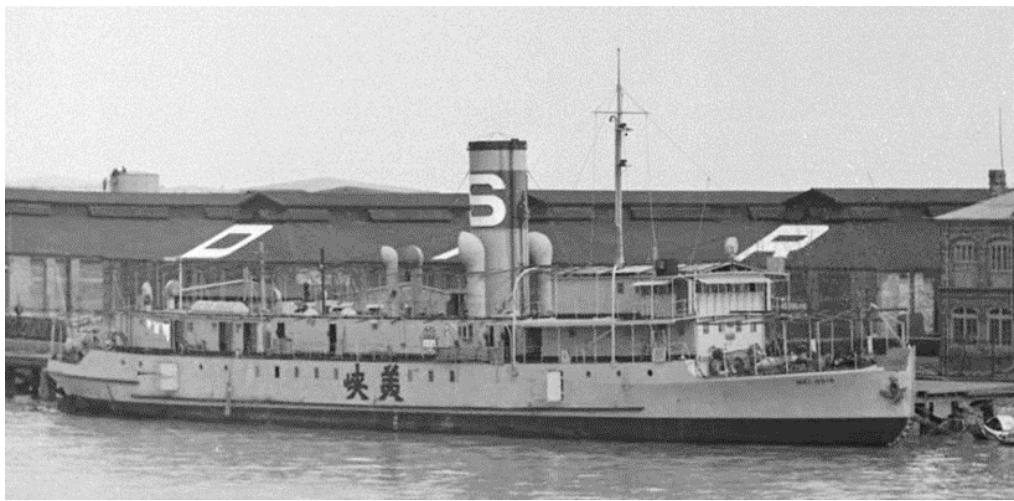


MEI HSIA probably at Ichang (SK\*).



MEI HSIA (offered on kongfz.com Jan 2026).

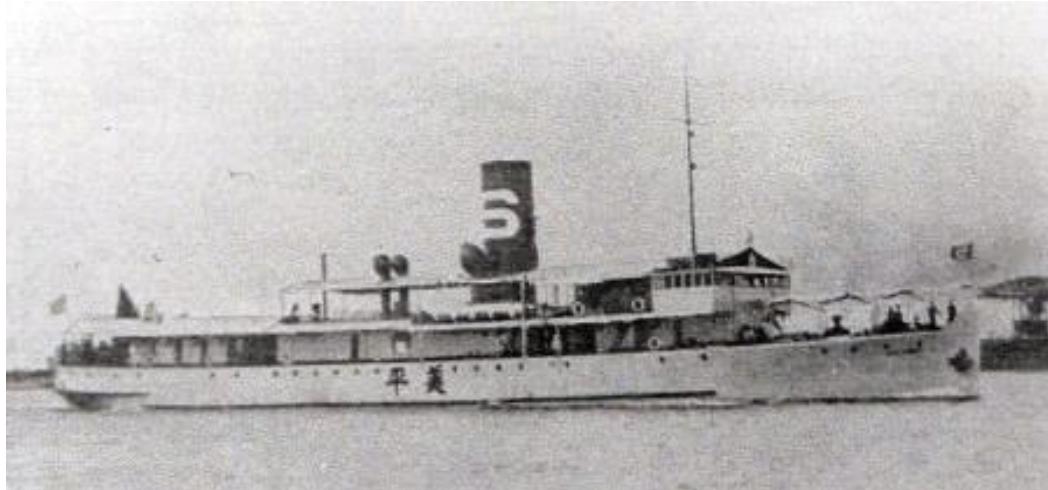
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www.kongfz.com



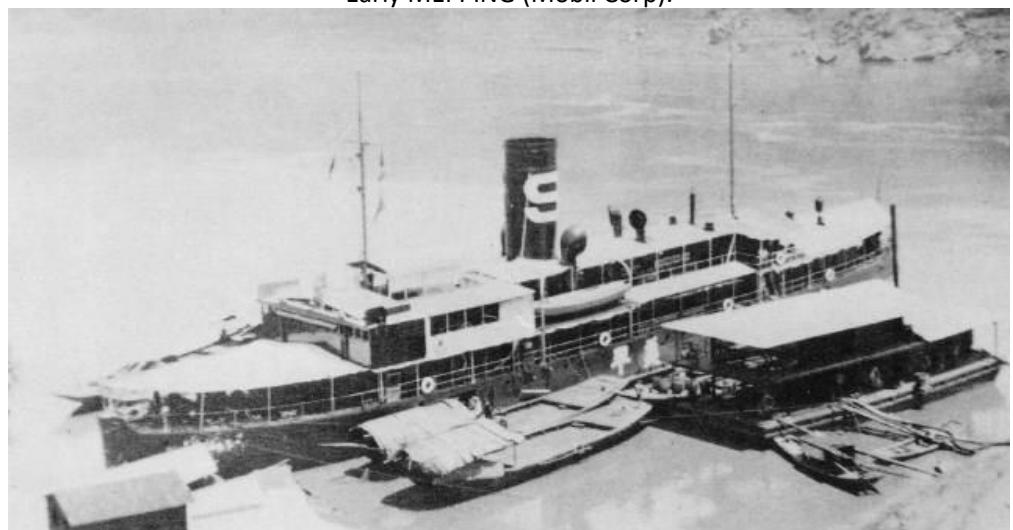
MEI HSIA at Shanghai in 1937 before her loss (Harrison Forman, UWM Libraries).

**MEI PING** (1928-37) 1050/28 206' T3cyx2 2 sc. bulk tkr

Built by New Engineering & S.B. Works, Shanghai. 1928 reported grounded. Reconstructed with extra accommodation, 1118g. 1937 housed Commander, Yangtze Patrol for 10 days. 12/12/37 bombed by Japanese aircraft and sunk in Yangtse along with USS PANAY.



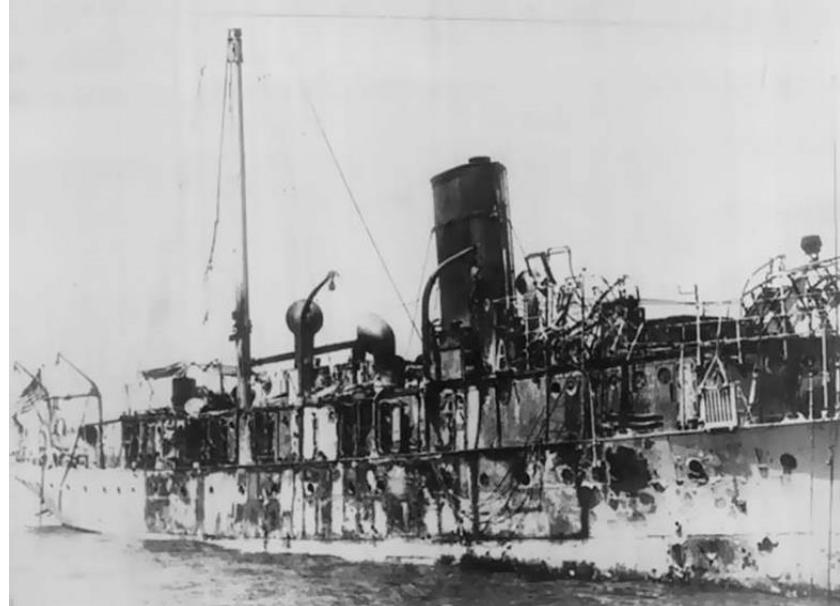
Early MEI PING (Mobil Corp.).



MEI PING at Wanhsien late-1937, enlarged superstructure (*My War with Imperial Japan*).



MEI PING (centre), MEI HSIA (left) and MEI AN (right) following USS PANAY to their destinies on 12/12/37 (USN).



MEI PING after Japanese bombing (coll. Yao Kaiyang).

**MEI LU** 305/27 m.

5/28 clash at Fowchow with soldiers, largest motorship in fleet, fate unknown





MEI LU was the fleet's largest motorship (USNHC/SK\*).



Probable MEI LU assisting distressed KING WO around 1933 (Hugh D. Whiting@HMSFalcon.com).

**MEI CHENG** (1937-48) 212/37 T3cy

Built by Ta Chung Hua S.B. & Eng. Works, Shanghai. 1948 sold to Ming Sung Shg. Co., Shanghai, r. SUNG JUI. Still as such L66.

**MEI FOO** (1946-48?) 713/45 m. fuel tkr, 6cy Union Diesel

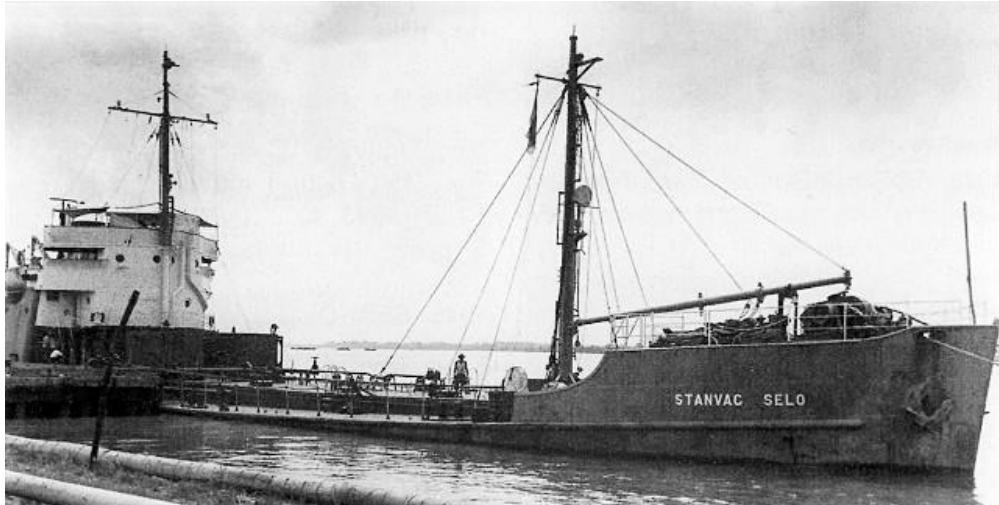
Built by Albina E. & Mchy Works, Portland for USN as YOG 66. 1946 sold to Standard-Vacuum Oil Co. r. MEI FOO. Ca.1948 r. STANVAC 201, then r. STANVAC 311. Ca.1954 r. STANVAC MEI SHAN. 1962 r. MOBIL MEI SHAN. Still existing L66 for Mobil Petroleum Co. Inc. (no port of registry), USA.



A YOG series tanker, sister to MEI FOO (wikimapia.org).

**MEI PING** (1946-48) 1294/44 T1-M-A2 tkr, 8cy National Supply Co.

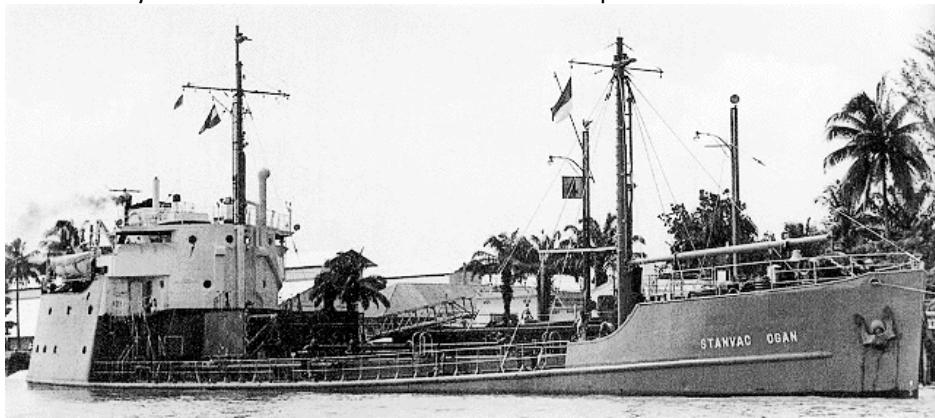
Built by Todd-Galveston D.D. Inc., Galveston. Launched 28/6/43 for USN as RODESSA but 14/12/43 r. MANOKIN, launched 25/1/44. 3/10/44 t/f to USMC but 27/10/44 commissioned in USN. 10/46 sold to Standard-Vacuum Oil Co. and registered to Oriental Trade & Transport Co. Ltd, Toronto (reg. Hong Kong) r. MEI PING. 11/48 t/f to Standard-Vacuum Tankvaart Mij, The Hague r. STANVAC SELO. 6/59 t/f to Petroleum Shg Services Co. Inc. (Petroleum Transport N.V., The Hague as Managers), Panama. 1960 Managers Stanvac N.V., The Hague. 1963 r. SEA HORSE (Esso International Inc., New York as managers). 1973 t/f to Petroleum Tankship Co. Inc., Panama. 1976 sold to Investment Promotion Enterprises Ltd, Bangkok. 1979 sold to Choke Anaut Chimphorn Ltd, Bangkok. 1988 RLR.



MEI PING as STANVAC SELO ([www.aukevisser.nl](http://www.aukevisser.nl)).

**MEI AN** (1947-48) 1292/45 T1-M-A2 tkr, 8cy National Supply Co.

Built by East Coast Shipyards Inc., Bayonne for USN. 3/2/45 commissioned as USS WAKULLA. 14/11/46 t/f to USMC. 1947 sold to Oriental Trade & Transport Co. Ltd (Standard-Vacuum Oil Co.), Toronto (reg. Hong Kong) r. MEI AN. 11/48 t/f to Standard-Vacuum Tankvaart Mij, The Hague r. STANVAC OGAN. 6/59 t/f to Petroleum Shg Services Co. Inc. (Petroleum Transport N.V., The Hague as Managers), Panama. 1960 Managers Stanvac N.V., The Hague. 10/61 lengthened amidships by Taikoo Dockyard. 1963 r. SEA RAVEN (Esso International Inc., New York as Managers). 1967 sold to Mobil Oil Malaysia Ltd r. MOBIL SERVICE. 1980 broken up.



MEI AN as STANVAC OGAN, at Palembang in 1956 ([www.aukevisser.nl](http://www.aukevisser.nl)).

**MEI SHAN** (1947-48) 1299/45 T1-M-A2 tkr, 8cy National Supply Co.

Built by East Coast Shipyards Inc., Bayonne for USN. 9/2/45 commissioned as USS WAUPACA. 1947 sold to Standard-Vacuum Oil Co. r. SHAN. 1948 t/f to Oriental Trade & Tpt Co. Ltd, Toronto (reg. Hong Kong) r. STANVAC No.312, then STANVAC 312. 1949 r. STANVAC MEIFOO. 1954 reverted to Standard-Vacuum Oil Co r. STANVAC VISAYAS 11. 1962 t/f to Mobil Oil Philippines Inc., Cebu. r. MOBIL VISAYAS. 1969 sold to Del Mar Carriers, Philippines r. LAPU-LAPU CARRIER, 1975 r. LEAP DAL 1975 r. VIRA. Reported arrived 20/11/77 at Jurong for breaking.



MEI SHAN as STANVAC MEIFOO ([www.aukevisser.nl](http://www.aukevisser.nl)).

#### Smaller Vessels

**MEI FOO V** launch 1937. Description of “MEI FOO launches” (plural).

**MEI FOO IX** lost in Japanese air attack 12/12/37.

**MEI FOO XI** damaged in Japanese air attack 12/12/37.

**BULK JUNK 163** lost in Japanese air attack 12/12/27.

**LIGHTER No.206** damaged in Japanese air attack 12/12/37

**MEI HU** kerosene burning motorship, out of fleet after WWI

**MEI HSING** 60hp launch, Min River to Kiating

**MEI HAN** 60hp several trips to Hinanfu, 800 miles above Hankow on Han River

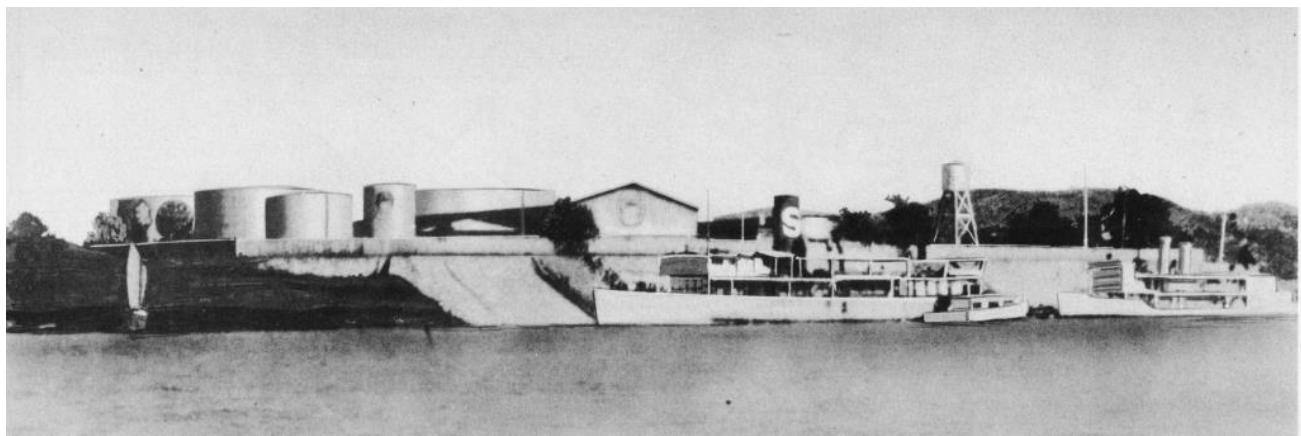
**MEI HUA** 1929 court case re collision with junk

**MEI HSIANG** large launch on upper river, 1930 sank a junk at Chungking

**MEI YI** smaller motor tanker about 80' existing 1937

**MEI YING A** MEI YING under tow by MEI LU in Upper River, 1/2/28. Smaller motor tanker about 80' existing 1937.

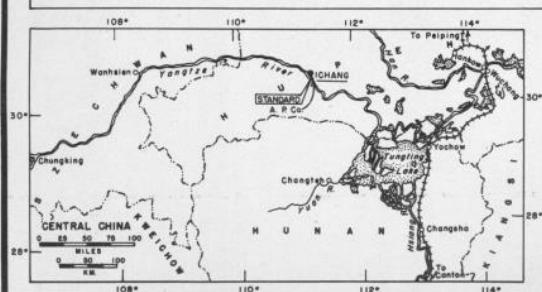
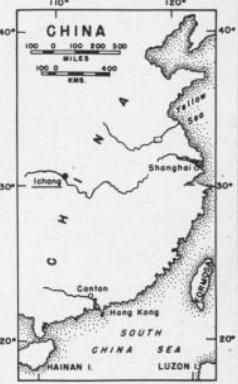
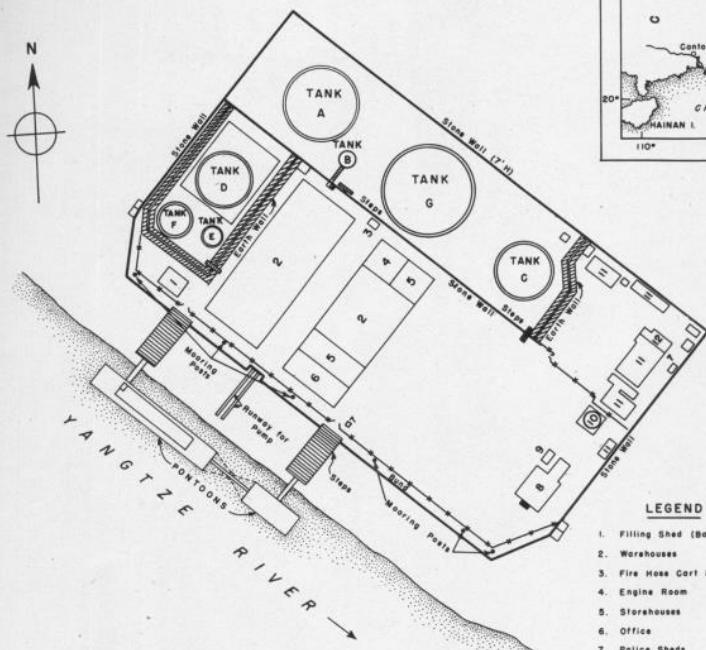
**Standard-Vacuum oil installation at Ichang** (Graham Thompson colln).



MEI PING and unidentified vessel alongside

**NORTH CHINA  
ICHANG INSTALLATION  
STANDARD-VACUUM OIL COMPANY**

100 50 0 100 200 300  
50 25 0 50  
FEET METERS  
Approximate Scale



TANKS		
NO.	DIMENSIONS	PRODUCT
A	9'3" X 35'	DIESEL OIL
B	20' X 20'	KEROSENE
C	70' X 30'	-
D	70' X 30'	DIESEL OIL
E	25' X 30'	-
F	40' X 24'	KEROSENE
G	11'5" X 40'	-
		BB. CAPACITY
		41,075
		1,040
		19,170
		19,800
		2,500
		5,200
		70,650