

Chip Hwa Shipping & Trading Co. Ltd, Singapore

Lou Gaw Tong and successors (1948-69)

Burma Navigation Corp. Ltd, Rangoon (1948)

Sino-Burma Shipping Co. Ltd, Rangoon (1948)

Lou Shipping Corp., Panama (1956)

Hwa Aun Co. (HK) Ltd, Hong Kong (1961)

S.A. Transportes Dorados, Panama (1962)

S.A. Transportes Prosperados, Panama (1962)

By Howard Dick

h.dick@unimelb.edu.au

*with thanks to Malcolm Cranfield, Dr. George Wilson,
Chris Gee and Bill Schell for photos and advice
and to Stephen Kentwell for editing.*

All Rights Reserved 2023

May be cited with acknowledgement to www.oldchinaships.com

First published 6 February 2023

This revision 7 December 2025

Lou Gaw Tong (also rendered as Lau and Low) was born in Penglai village, Anxi county in Fujian (Fukien) Province of China around 1892. Anxi is a district of Quanzhou (also known as Zhangzhou, Chuanchow and Zaiton), China's main port for foreign trade at the time of Marco Polo but by the 19th/20th centuries eclipsed by Xiamen (Amoy) to the immediate south and Fuzhou (Foochow) to the north. Lou was the second youngest of seven sons of an Imperial official who was said to have been head of the provincial department of education. His father died, however, when he was young and the family fell on hard times. Lou missed out on formal education, having to work from a young age to support the family. At age 18, thus around 1910, he took ship for the British colony of Burma, where he opened a general store and eventually owned a chain. No doubt he also traded in rice, being farmers' main source of income. The Japanese capture of Rangoon in March 1942 forced him to flee to Republican China but he returned to Burma after the war to resurrect the business.

Burma had been devastated by the war, including the sinking of the entire fleet of the Irrawaddy Flotilla Company. Lou owned the Aik Hong Rice Mill in Rangoon and saw opportunity to buy up surplus British military vessels and in 1948/49 to refit them in Singapore for commercial service, the smaller ones (LCTs) to ship paddy rice down to Irrawaddy to the mills in Rangoon, the bigger ones (LSTs) to ship the milled rice from Rangoon to Singapore. Lou formed alliance with U Aung Sein, Managing Director of the Burma Trading Corporation, which chartered the converted LCTs *Chip Lam*, *Chip Lin*, *Chip Oo* and *Chip Tee* for the Irrawaddy and coast trade. U Aung Sein's Burma Navigation Co. acquired the LST *Chit*

Sein while Lou registered the LST *Chong Ya* in Amoy to trade under the Republican Chinese flag. In 1949/50 she was shipping rice from Bangkok to Macao, leading to several encounters with nationalist warships trying to enforce a blockade against Chinese/PRC-flag tonnage.

Following the independence of Burma on 4 January 1948, Chip Hwa Shipping & Trading Company was registered in Singapore on 24 January 1948 and incorporated on 18 October of that year, these actions coinciding with the purchase and refit of the afore-mentioned LCTs and LSTs. Several months later, a public notice advertised the firm as conducting business from 1 April 1949 at the prestigious address of 2-D Finlayson Green. Two months later the converted LCTs *Chip Lin* and *Chip Tee* were registered in Singapore to Chip Hwa before transfer to Burmese registry in December. Registry details for *Chip Lam* and *Chip Oo* are not available. Chip Hwa soon relocated to 'Chinatown' at 173B Cecil Street, then in the mid-1950s and more permanently adjacent to the waterfront at 54 Teluk Ayer Street. In the mid-1950s Lou would build a family villa in the new housing estate on Jervois Road (Nos 95-96, later also 99) – the site is now luxury apartments.

Also in the mid-1950s as the economic situation in Burma further deteriorated and more and more industries were nationalised, Lou began to diversify Chip Hwa into general dry cargo shipping. In April 1955 for \$550,000 he bought two old Shell tankers, *Aletta* and *Aldegonda*, and spent another \$600,000 to have them converted to useful dry-cargo vessels as *La Paz* and *Glory* (ST, 27/5/55). A year later he bought the Swedish motorship *Petersborg*, originally *Kolsnaren* (1923) and the British tramp *King Neptune* (1928). As *King On* and then *King Aun*, the former was registered in Singapore as *King On*, then *Kian Aun*, the latter in Panama to Lou Shipping Corporation as *Wing On*. With eight vessels, Lou was now becoming one of Singapore leading shipowners. It would have been no coincidence that in



Bankers' dinner, May 1956, Chaw Woon facing, Gak Tong second right, younger Wee Mon Cheng nearest (SFP, 17/5/56).

May 1956 he as Chairman of Chip Hwa with his brother Chaw Woon (Director) and Wee Mon Cheng (Manager) hosted a dinner at the Cathay Restaurant for 'prominent members of the Colony's banking fraternity', including G.A.P. Sutherland (General Manager, Chartered Bank), J. Wilson (Sub-Manager), K.A. Anderson (Accountant) and their wives (Singapore Free Press, 17/5/56). It may be deduced that the new ships had been purchased with a line of credit from the Chartered Bank. This would have been a bold initiative by what was still effectively a British colonial bank but times were changing. In 1956 start-up Hong Kong shipowner Y.K. Pao gained finance from the Hongkong & Shanghai Bank to buy his

second ship (R. Hutcheon, 'First Sea Lord', 2006).

Chip Hwa's activities extended beyond ship-owning and operation to ship-broking and agency. They were also importers and exporters, primarily of rice, and through the associated Chong Lee Co. of the same address, 45 Telok Ayer Street, were exclusive agents in Singapore and Malaya for the new Japanese line of Yanmar diesels, tillers and sprayers. There was a showroom at 446 Victoria Street and a branch in Kuala Lumpur at 89 Jalan Ampang. Managing Director was Lou's eldest son Kiat Bin, a graduate of Tan Kah Kee's Chip Bee School in Amoy and who in August 1950 had married fellow student Miss Ng Lay Hua in Singapore (MT, 14/8/50). In 1959 Chong Lee advertised jointly with Chop Leong Seng and in the early 1960s combined as Chong Lee Leong Seng Co. Ltd with Lou Kiat Lee, Lou Chaw Woon and Peh Sih Bin (son-in-law?) as directors alongside three Kuah family (Straits Times Directory).

YANMAR Diesel Engine

T65 OUTBOARD MOTOR

ST-95

TYPE LD

SPECIAL FEATURES

(1) Superior Durability & Solid Construction.
(2) Easy Starting & Simple Handling.
(3) Most Economical Engine
(as consumption of fuel & lubricating oil is exceedingly low)

Sole Agents for Singapore & Malaya:
CHONG LEE COMPANY, LIMITED.
45, Telok Ayer Street, Singapore 1. Tel: 79511 & 79512
89, Ampang Street, Kuala Lumpur. Tel: 86702

YANMAR SHOW ROOM
446, Victoria Street, Singapore 7. Tel: 25407

Agents:
CHOP LEONG SENG, 462, Victoria Street, Singapore 7. Tel: 36860
SOON CHEONG LTD., 33/34, Pekin Street, Singapore Tel: 71982 & 71983

Chong Lee advertisement, October 1958 (*Straits Times*).

In December 1956 Chip Hwa Shipping & Trading Co. Ltd was registered in Hong Kong (#4622), then in November 1957 Lou registered Hwa Aun Company Ltd as a distinct Hong Kong entity (#4930) with a nominal capital of \$4 million, of which just over half was paid up. Shareholders were Lou (14,000 shares of \$100), his wife Tan Lwee (3,000), his son Kiat Bin (4,000), and Lou's brother Chaw Woon (500). Directors were Lou (also Chairman of Chip Hwa, Singapore), Chaw Woon (also Managing Director of Chip Hwa), Lou's son Kiat Bin (Managing Director of Chong Lee) and son Kiat Lek (Managing Director of the Hoe Aik Rice Mill in Rangoon). Kiat Lek was given as Burmese nationality, the other three as Chinese, thus none were British and none were resident in Hong Kong, which may explain why the company was struck off in November 1960.

In December 1957 the Indonesian Government seized the fleet and premises of the Dutch-flag Kon. Paketvaart Maatschappij. Intervention by Lloyd's of London obliged the Government to return the ships three months later but they were banned from returning to Indonesian waters. This created a huge vacuum in interisland shipping that was filled by chartered tonnage, mainly from Hong Kong. Chp Hwa were able to earn good rates by chartering *Chong Ya*, now renamed *Honest*, for this purpose. By 1959 Lou was ailing and on 10 February 1960 he died at his villa at 99 Jervois Road, Singapore at age 68. According to notices published in the Straits Times (12 and 13/2/60), he left a widow, 4 sons and 6 daughters. Two sons managed the business in Rangoon, two in Singapore. His brother Lou Chaw Woon took over the Singapore business with Gak Tong's son Kiat Bin.



Photo of Lou Gak Tong that accompanied the report of his death, 'Ship Company Chief Dies' in *Straits Times*, 12 February 1960.

The Hong Kong business was re-registered on 9 March 1961 (#6549) as Hwa Aun Company (Hongkong) Ltd with the paid-up capital of \$500,000 shared equally between Kiat Bin, Chaw Woon, Kiat Lek and Chew/Chaw Peng with U Saw Win (probably his wife), all now resident in Singapore but only Kiat Bin being a British subject. Chaw Woon was still Chinese, Kiat Lek, Chaw Peng and U Saw Win all Burmese. The new firm looks to have been a 50/50 venture between the sons Kiat Bin and Kiat Lek and Lou's brothers Chaw Woon and Chaw Peng.

In the mid-1960s the fleet expanded significantly with good general cargo tonnage, all motorships: in 1962 the short-lived *Pulau Bali*, formerly the RFA supply ship *Bacchus* (1936), which was chartered out to Indonesia, in 1963 the Bank Line tramp *Eskbank* (1937)/*Hsin Ann*, in 1964 the British Phosphate Commission's *Trienza* (1938)/*Lee Aun*, and in 1965 for £182,500 T. & J. Harrison's cargo-liner *Herdsmen* (1947)/*Hock Aun*. These last three were all placed under the Hong Kong subsidiary Hwa Aun (HK) Co. Ltd while older Singapore-registered ships (*Glory*, *Wing On*, *Kian Aun*) were transferred to Panamanian subsidiaries and the remaining war-built tonnage disposed of. Except for occasional voyage charters, they operated as tramps over the range Persian Gulf-India-Southeast Asia-Japan with occasional voyages to Australia, usually to load scrap for Japan (*Lee Aun* made several such voyages 1965-67). Nevertheless, for whatever reason, this burst of expansion turned out to be a swansong. *La Paz* was laid up at Singapore in 1966 and broken up the following year, as were *Hsin Ann* and *Lee Aun*, the last

after a casualty. On February 1967 *Hock Aun* was mortgaged to the Chartered Bank for M\$1.4 million, then sold November 1968 to Pacific International Lines for further trading as *Kota Selamat*. That left only the 45-year-old veteran *Kian Aun* (1923), which traded until December 1969, when laid up in Singapore for demolition a few months later. Hsin Aun (HK) Co. Ltd was not dissolved until August 1996 so there may have been some ongoing non-shipowning activities.

Chip Hwa's presence in the shipping industry lasted just twenty years, quite a short time, but it was a significant venture in the 1950s as the first Singaporean company to venture beyond the immediate sphere of Southeast Asia into Asia-wide tramp shipping, a sphere otherwise dominated by British firms and Hong Kong Chinese, many in 1948/9 relocated from Shanghai. As far as can be determined, Chip Hwa/Hwa Aun never engaged in advertised liner shipping like contemporary Kie Hock, Guan Guan and Pacific International Lines. Chip Hwa/Hwa Aun was also notable in building a fleet of motorships (apart from *Pulau Bali ex Bacchus*) and seems to have had good technical support. The first generation made a promising start. Just why the second generation was unable to consolidate after the mid-1960s is unknown but family dissension is likely to have played a role. Nevertheless, Chip Hwa remained a live company on the Singapore companies register until 9 September 2008, by which time a new Chip Hwa Shipping (Pte) Ltd had been registered (30 April 2008) in the field of 'ship management services'. That latter company was struck off on 21 March 2019.

There is a postscript that elucidates. Lou Gak Tong's American-born granddaughter Julie Chen (1970) is a well-known news anchor and producer for CBS. In interviews in 2014 and 2015 ('Who Do You Think You Are'), she revealed the secret of her family background, namely that over his lifetime her maternal grandfather had nine wives, eleven known children by six of them, and 'countless mistresses'. Julie's mother, Lou's daughter by his first wife Tan Lwee, grew up in Rangoon before marrying China-born David Chen and migrating to the U.S. (Wikipedia). Even by the standards of rich Chinese, it was therefore a complex family and obviously lacked the cohesion and single-minded purpose needed to consolidate and survive the vicissitudes of the maritime industry.

A note on characters, names and meanings

Chinese company and ship names mean nothing to most Westerners but Chinese owners take great care to select auspicious ones, as also, of course, for their children.

集 CHIP/JI means 'to gather'/'gathering'/'gathered together' or 'coming together'.

華 HWA, also rendered Hua/Hoa/Wha/Wah/Hwah denotes China (Zhong Hua).

CHIP HWA (Hokkien) could therefore be loosely translated to mean 'United China' with implicit reference to the Overseas Chinese diaspora of which Lou was part. The name therefore had a more idealistic connotation than business names that more commonly refer to profit, prosperity and good fortune.

安 AUN (Burmese reading), usually rendered as ON, AN or ANN means 'peace' or 'stability'.

HWA AUN (as in the Hong Kong company) therefore means 'Peaceful China'.



Hwa Aun Co. letterhead revised in 1961 for new Hwa Aun Co. (HK) Ltd but Chinese reading (from right) as Hong Kong Hwa Aun Ltd Co.

Ships' names, anglicised according to the Hokkien (Fukien) reading, were mostly compounds with one or more of these characters, for example WING ['Eternal'/'Ever'] **ON**, KIAN [probably as Fu-KIEN/Fujian] **AUN**, HSIN ['New'] **ANN**, LEE ['Profit'] **AUN**, HOCK ['Prosperity'] **AUN** while LA PAZ is Spanish for 'Peace'. KOTA SELAMAT ex HOCK AUN would have kept the same character for 'Selamat' [Malay]/'Aun'. Chinese characters were usually painted somewhere on the superstructure.

Sources

Singapore press at eresources.nlb.gov.sg/newspapers, Hong Kong Companies Registry, Singapore and Hong Kong shipping registers, Lloyd's Register, Schell registers, the Miramar and marhisdate.nl websites, Wikipedia and Esther Lee, 'Julie Chen Reveals Family Secret on The Talk: My Grandfather Was a Polygamist' at <https://www.usmagazine.com/celebrity-news/>.

Fleet List

CHIP TEE 451/4? *(186.0 x 30.3', M/24cy Davey Paxman)

Built by Redpath Brown, Glasgow as LCT-459 for British Army. After conversion for mercantile use, reg. Singapore as 6/1949 for CHSTC as CHIP TEE. 7/12/49 t/f to Sino-Burma Shg Co. Ltd, Rangoon (advised 26/8/49). RLR 1951 but probably still trading in Burmese waters.

CHIP LIN 451/4? (186.0 x 30.3', M24cy Davey Paxman)

Built by Redpath Brown, Glasgow as LCT for British Army. After conversion for mercantile use, reg. Singapore as 6/1949 for CHSTC. 7/12/49 t/f to Sino-Burma Shg Co. Ltd, Rangoon (advised 26/8/49). RLR 1951 but subsequently rep. wrecked 6/7/53 off Chebuda Island (approx. 18.47N, 93.30E) and sank next day.

CHIP LAM (194?-??) 3578/44-? (308.5 x 49.11', M)

Built for ?? as ?? 194? Sold to Burma Nav. Corp. Ltd, Rangoon. 4/49 running HK-Bangkok o/c to Chin Seng Hong. NFI.

CHIP OO (no details, probably as CHIP LAM/LIN/TEE), *plus two others*

CHIT SEIN (1948-54) 3578 (3700)/44-? (327.9 x 49.11', M/no details)

Built in UK as LST-???? 1948 sold to Burma Nav. Corp. Ltd, Rangoon and conv. to mercantile use as CHIT SEIN. c.9/48 in service. 4/51 detained at Lok Seumawe. 1954 t/f to CHSTC r. CHONG HSING. 1957 t/f to LSC (Pan. Flag) r. LIBERTED I. 12/65 under demolition at Singapore, 3/66 completed.

CHONG YA (1947-57) 3580 (3600)/44-5 (327.9 x 50.2', 2M/12cy General Motors Corp.)

Built by Bethlehem S.B. Corp., Quincy for USN as LST-1021. 12/44-8/47 on lend-lease to RAN. Late 1947 Sold to Sino-Burma Shg Co. Ltd (Burma Nav Corp. Ltd), Rangoon r. CHONG YA. 4/49 at Singapore under Chinese Reg. (Amoy). 3/7/50 rep. recently detained off Macao (from Bangkok) and taken to Taiwan. 11/57 t/f to CHSTC (reg. Panama) r. HONESTA. 30/12/57 o/v Menado-Singapore (copra charter for Lian Sin Tdg Co., Singapore) seized by Indonesian Navy and taken to Pulau Sambu, 2/1 released [Straits Budget, 8/1/58]. 1958 chartered to Indonesia. 1962 t/f to Transportes Prosperados, Panama r. PROSPERA (still on charter in Indonesia). 1964 sold to P. Sutharom, Bangkok r. SINDHU SIAM. Probably broken up prior to 1970.



CHONG YA/HONESTA/PROSPERA ex LST-1021 as SINDHU SIAM in Malacca Strait, 1965-68 (P. Foxley/W. Schell).

NEW ASIA (1952-64) 880 (1590)/44 (218.0 x 31.1', M6cy made in Japan)

Built in Tokyo, Japan (probable 2E-type, details unknown but probably as tkr NANSHIN MARU No. 1. (830/43-12 Harima, 203.0 x 31.2', M4cy Kinoshita Tekkosho). 9/45 seized by British and recomm. as M.T.S. No. 8. Reg. at Singapore (45/1947) for Ministry of Transport. 5/48 t/f to Custodian of Property. 6/48 r. LAM KOK. 9/48 re-reg (25/1948) to Lam Hai Shg Co. Ltd, Singapore. 6/49 sold to Chan Pan Teck, Singapore. 1/9/49 register closed on sale to War Veteran Organization Agricultural Co. Ltd, Bangkok (advice dated 21/7/49). NFI but 1/52 NEW ASIA (similar dimensions, no previous names) rep. in Inner Roads, Singapore. 2/52 advert. (1500 dwt) for Bangkok (W.H. Brennan & Co.). 1954 first listed LR to Pho Siong Lim (Chip Hwa Shg & Tdg Co., Singapore as mgrs), Medan. c.1964 sold on HP to Astri Line r. PISANG BARANGAN. 4/69 rep. in port at Singapore. 1970 permit for sale overseas, presume broken up in Singapore.

CHONG HSING (1954-57) 3578/44 see CHIT SEIN (1948-54)

CHIT MYANMA (1955-??) 786/44 (196.5 x 30.1', 3M/12cy Davey Paxman blt 43/fitted 55)
 Built Redpath, Brown & Co., Ltd, Glasgow for British Army as LCT-7019. 195? sold to Burma Nav Corp. Ltd, Rangoon and 1955 conv. at Rangoon by own yard, 11/55 completed. 5/58-3/61 regular calls at Singapore. Later transferred to Burma Ports Corp., Rangoon. 20/1/75 o/v Akyab-Rangoon (salt & general cargo) stranded off Henry Rocks Lighthouse on W. coast of Burma (18.52N-93.26E), slipped off and sank.



CHIT MYANMA, bow and stern, moored off Collyer Quay, Singapore, c.1960 (R. Gabriel).

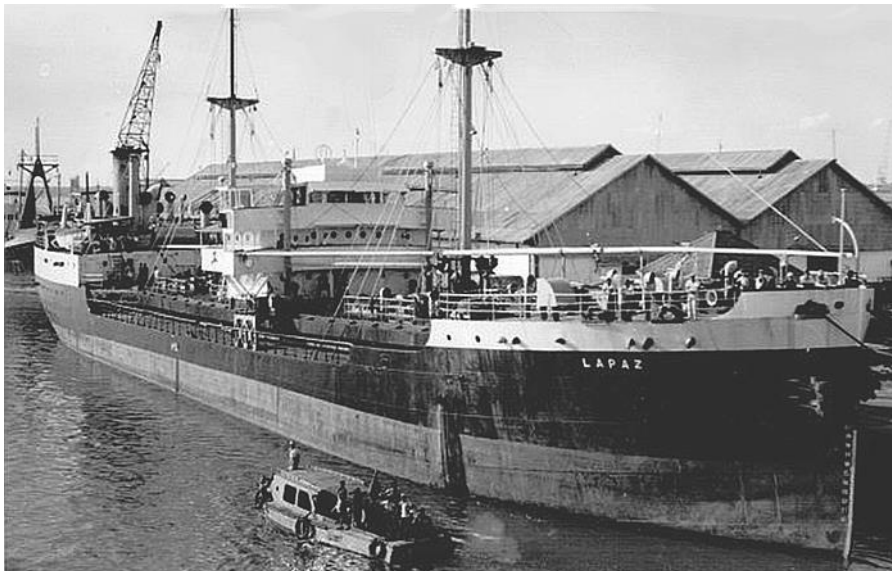
SING HONG SENG (1957-60) 667 (620)/31-5 (208.0 x 33.9', 2-sc. 2M8cy/?k General Motors Corp.)
 Built by New Eng. & S.B. Works Ltd, Shanghai (#687) as bulk oil and products tkr for Asiatic Petroleum Co. (North China) Ltd, Shanghai as HO KWANG. 22/2/42 departed Batavia for Colombo in convoy SJ7 without escort. 1943 t/f to SCCL, London. 12/51 t/f to Shell Co. of Singapore Ltd (reg. London) r. TA U SHAN. 9/53 reg. at Hong Kong to Wallem & Co. Ltd, fitted with cargo gear. 1954 r. NAN YANG. 3/55 sold to South Ocean Nav. Co. Ltd, Hong Kong [presumably beneficial owners from 1953]. 1/57 LR class lapsed, sold to CHSTC (reg. Hong Kong), re-engined (blt 1957) r. SING HONG SENG. 8/60 r. TIAN ANN. 8/61 sold to Kuala Langsa Nav. Co. S.A., Penang (Pan. flag) r. KUALA LANGSA. 1964 sold to Yew Lian Nav. & Tpt S.A., Panama r. SILVER STAR. 10/67 sold to P.T. Per. Pel. Deli Madju, Belawan for use as palm oil tanker r. DELIMA 102. 5/84 laid up for scrapping (RLR 1990).



Chip Hwa's converted river tanker SIN HONG SENG at Singapore, c.1960 (R. Gabriel).

LA PAZ (1955-67) 3085 (3841)/27-4 (305.0 x 50.4', 2M6cy/10k Werkspoor)

Built by Caledon S.B. & E. Co. Ltd, Dundee (#308) to order of Anglo-Saxon petroleum Co. Ltd, London but prior to launch t/f to N.V. Nederlandsche-Indische Tankstoomboot Mij, Den Haag, as ALETTA, 2/27 towed to Amsterdam for fitting engines. 1950 t/f to Nederlandsche-Indonesische Tankvaart Mij, Den Haag. 1/55 laid up at Singapore. 4/55 sold to LSC (Pan. Flag) and conv. to dry cargo vessel r. LA PAZ. 9/56 LR class lapsed. 3/58 released at P. Samboe after seizure by Indonesian Navy o/v to Sumatra [ST, 14/3/58]. 5/4/66 arr. Singapore and laid up, subsequently sold to local breakers, 3/67 work began [marhisdata.nl].



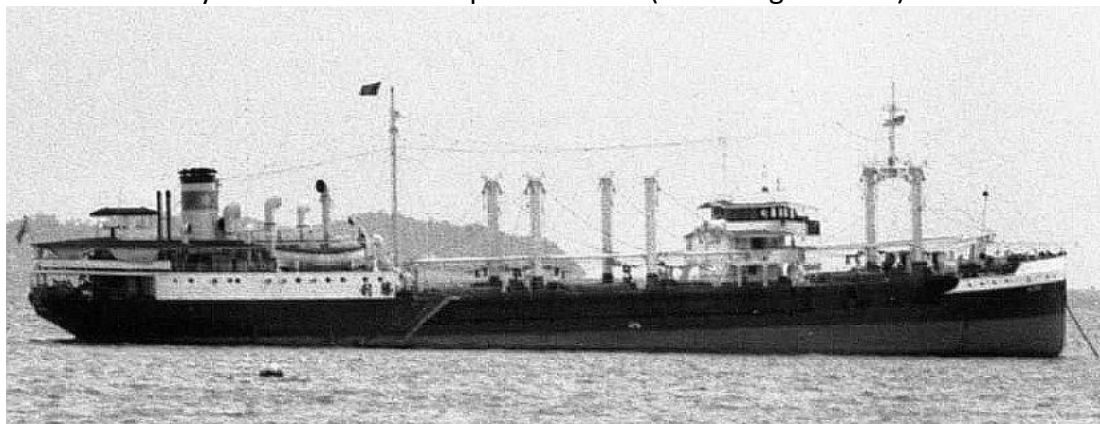
Panamanian-flag, converted tanker LA PAZ ex ALETTA at Surabaya, 24 April 1960. The character 'An'['peace'/'paz') can be read below the bridge wing (R. Maya/W. Schell).

GLORY (1956-65) 2271 (2800)/31-3 (312.6 x 48.2', 2M6cy Werkspoor)

Built by N.V. Werf Gusto, Schiedam (#658) for N.V. Nederlandsche-Indische Tankstoomboot Mij, Den Haag, as ALDEGONDA. 2/3/42 scuttled at Surabaya. 7/9/42 raised by Japanese salvors and recomm. As AITEN MARU. 9/45 recovered at Singapore. 3/48 lengthened at Hong Kong by ???. 1950 t/f to Nederlandsche-Indonesische Tankvaart Mij, Den Haag. 1/55 laid up at Singapore. 4/55 sold to CHSTC and conv. to dry cargo vessel with three sets of kingposts, to be named LA FE but 1/56 reg. at Singapore as GLORY. 2/63 t/f to LSC, Panama. 1/65 broken up at Singapore [marhisdata.nl, Singapore register].



Converted tanker GLORY ex ALDEGONDA at Port Swettenham, 18 Nov. 1959 with plain yellow-and-black Chip Hwa funnel (Dr. George Wilson).



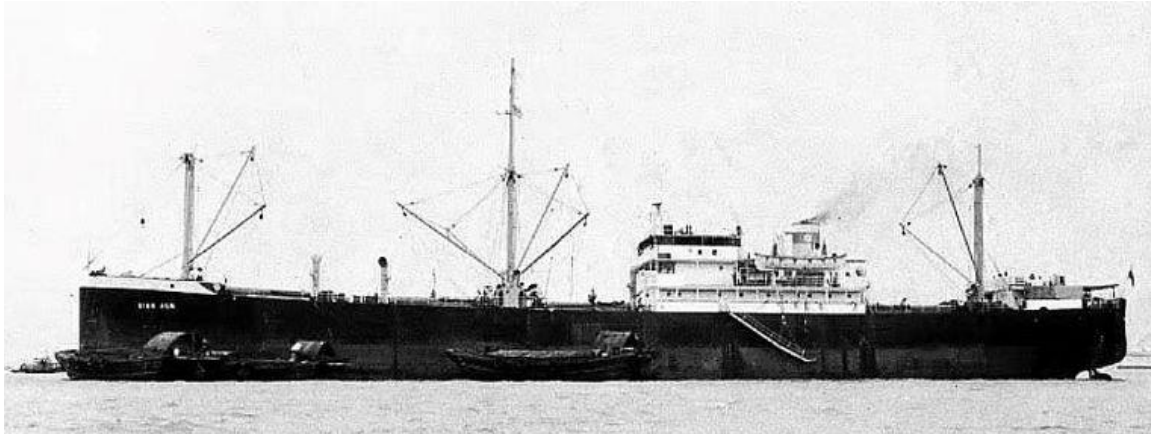
GLORY at Penang, 22 Sept. 1962 (A) and at Singapore, 2 April 1963 (B) with Lou Shipping Corp. funnel. The two-character Chinese name below the lifeboat cannot be deciphered (Dr. George Wilson).

KING ON (1956-57) 2376 (4730)/23-6 (316.0 x 45.6', M6cy/11k)

Built by A/B Götaverken, Gothenburg (#375) for Red. A/B Transatlantic, Gothenburg as KOLSNAREN. 1942 sold to Red. A/B Soya (O. Wallenius), Stockholm. 1944 r. RIGOLETTO. 1947 sold to Råå Red. A/B (M. Jonasson), Råå, 1948 r. JOBURG. 1951 sold to Red. A/B Bifrost (Jarl R. Trapp), Gothenburg r. PETERSBORG. 1956 sold to CHSTC. 2/57 del. in Sweden r. KING ON [8th ship]. 7/57 r. KIAN AUN. c.9/57 reg. at Singapore (14/1957). 12/8/59 reg. t/f to HK. 6/61 t/f to Hwa Aun Co. (HK) Ltd. 4/62 t/f to Transportes Dorados S.A., Panama. 17/12/69 arr. Singapore on last voyage and laid up for demolition, 4/70 work began by Hong Huat Hardware Co. Ltd.



KIAN AUN ex KOLSNAREN (1923) at Singapore c.1960 in plain Chip Hwa colours (R. Gabriel).



KIAN AUN at Singapore in 1968 under Panamanian-flag subsidiary (shipsnostalgia).

WING ON (1957-68) 5235 (8331)/28-4 (417.3 x 54.10', M6cy/10k)

Built by Harland & Wolff Ltd, Belfast (#762) for King Line Ltd (Dodd, Thomson & Co. Ltd), London as KING NEPTUNE. 1957 sold to CHSTC (reg. Singapore as 4/1957) r. WING ON. 8/59 reg. to HK. 6/61 t/f to Hwa Aun Co. (HK) Ltd. 3/63 t/f to Transportes Dorados S.A., Panama. 9/63 LR class withdrawn. 15/8/68 arr. Kaohsiung for breaking up.



WING ON at Fremantle, c.1962 with Hwa Aun funnel (John Greenhill/Rex Cox – ed. SK).

KIAN AUN (1957-69) ?2376/23-6 see KING ON

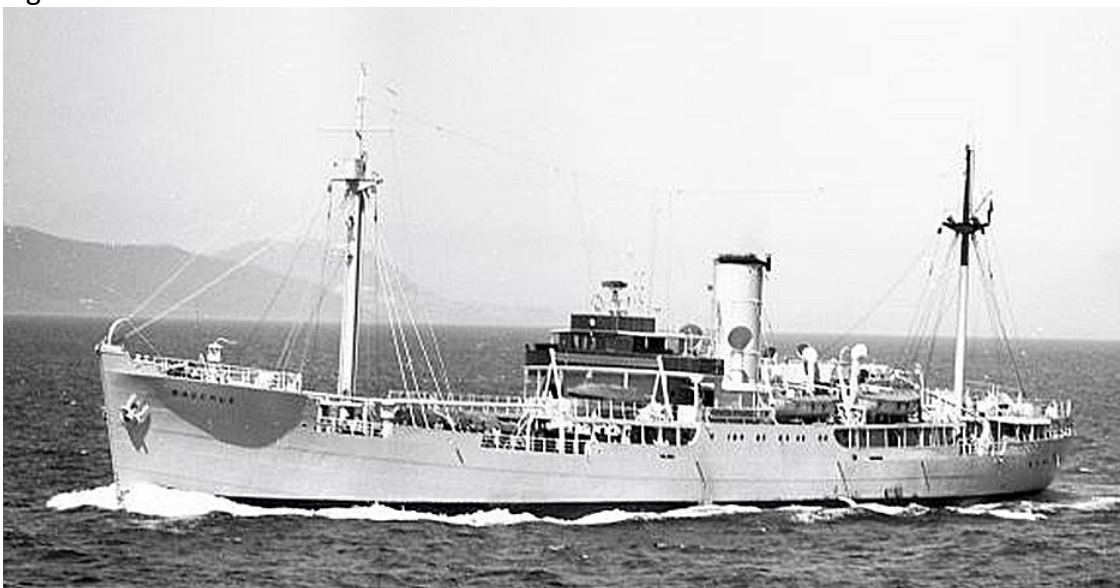
HONESTA (1957-62) 3578/44 see CHONG YA

LIBERTED I (1957-65) 3578/44 see CHIT SEIN

TIAN ANN (1960-61) 667/31 see SING HONG SENG (1957-60)

PULAU BALI (1962-64) 3249 (3580)36-9 (338.5 x 49.4', T3cy/12k N.E. Marine Eng. Co.)

Built by Caledon S.B. & E. Co. Ltd, Dundee (#358) for The Admiralty as storeship BACCHUS. 1946 UK-Suez-Far East supply run. 13/4/62 decomm. at Singapore. 8/62 sold at Singapore to CHSTC (reg. Panama) r. PULAU BALI. 1962-63 on charter to Indonesia. 12/8/64 beached at Singapore for breaking up by Hong Huat Hardware Co.



PULAU BALI as RFA BACCHUS off Tarifa, N. Africa, 20 May 1960 (Dr. George Wilson).

PROSPERA (1962-64) see CHIT SEIN

HSIN ANN (1963-67) 5137 (9040)/37-4 (438.8 x 55.6', M4cy/13k)

Built by Wm Doxford & Sons Ltd, Sunderland (# 631) for Inver Tpt & Tdg Co. Ltd (A. Weir & Co. mgrs), Glasgow as ESKBANK. Prior 8/63 sold to Hwa Aun Co. (HK) Ltd, Hong Kong r. HSIN ANN. 13/6/67 arr. at Singapore Roads for demolition Hong Huat Hardware Co., 4/8 reg. closed.



HSIN ANN as Bank Line's ESKBANK outbound from Durban, 23 Feb. 1959 (D. Shackleton).



HSIN ANN ex ESKBANK at Basra, Feb. 1966, on Burma Five Star Line charter (J. Solomon/NAA).

LEE AUN (1964-67) 6333 (9650)38-2 (457.6 x 60.0', M8cy/12k J.G. Kincaid & Co., Glasgow)

Built by Lithgows Ltd, Port Glasgow (#896) for British Phosphate Commissioners, London as TRIENZA, 24/2 Glasgow to Melbourne via Panama, Nauru. 7/64 sold to Hwa Aun Co. (HK) Ltd, Hong Kong, 9/8 sailed Christmas Island for delivery at Singapore, where r. LEE AUN. c.18/4/67 stranded on Palauig Reef, S. of Masinloc, NW Luzon, refloated and proceeded to Newcastle (30/5) and Sydney (14/6) to load scrap, 5/7 for Japan. 27/8/67 arrived Singapore prior to delivery to National Iron & Steel Mills, Singapore for breaking up, 9/10 register closed.



LEE AUN as BPC's TRIENZA arriving Hobart (Reg. Wilson/NAA).



LEE AUN southbound in ballast in Malacca Strait, still with grey BPC hull (Peter Foxley/W.A. Schell).

HOCK AUN (1965-68) 6822 (9270)/49-1 (460.8 x 60.0', M5cy/14k)

Built by Wm Doxford & Sons Ltd, Sunderland (739) for Charente S.S. Co. Ltd (T.& J. Harrison mgrs), Liverpool as HERDSMAN. 7/65 sold for £182,500 to Hwa Aun Co. (HK) Ltd, Hong Kong r. HOCK AUN. 11/68 sold to Pacific International Lines (Pte) Ltd, Singapore, 1/69 r. KOTA SELAMAT and placed in liner service to Colombo, Karachi, Persian Gulf and Red Sea. 12/3/69 damaged in collision off Port Sudan, 10/4 resumed service after temporary repairs. 9/11/73 del. at Whampoa for breaking up [G. Cubbin, *Harrisons of Liverpool*, 2003].



HOCK AUN as T. & J. Harrison's cargo-liner HERDSMAN, late 1950s, location unknown (Internet, ed. Malcolm Cranfield).



Well-kept HOCK AUN almost finished loading at North Quay, Fremantle (from Calcutta), Feb. 1966 (Geoff Atterton/WSS Fremantle collection).



HOCK AUN as PIL's KOTA SELAMAT at Hong Kong, 26 June 1970 (W.A. Schell/coll. M. Cranfield).