

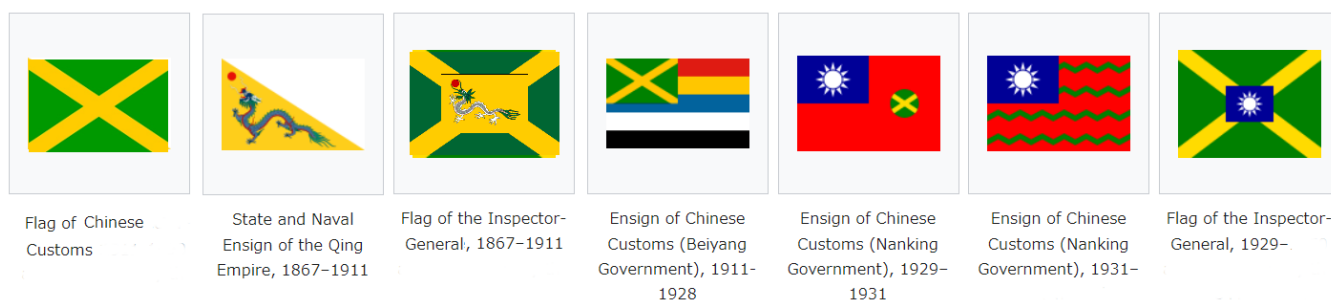
# Government of China

## Imperial Maritime Customs (1868-1911)

### 称大清皇家海关总税务司

## Chinese Maritime Customs (1911-1950)

### 中国海关总税务司



The first flag was designed by H.N. Lay when in England purchasing cruisers for the Chinese Government, 1861-1862.

Robert Hart's Circular No.5 of 30 April 1873 states: "Having reference to my Circular No. 5 of 1867: concerning the Flag to be used by the Customs: I have now to inform you that that Flag [green ground, with yellow diagonal cross] is to be discontinued, and the new Flag [triangular, yellow ground, with red sun and blue dragon,] lately designed and prescribed for Chinese National Vessels, to be substituted. You will accordingly take the necessary steps to issue Flags of the proper kind to the various stations in your district, for the Customs Cruisers, Boats, Lightships, Lighthouses, and all other kinds of Customs property where the use of a flag is befitting."

The two flags on the right continued to be used by the authorities in Taiwan after 1949.

Sources for flags: [https://en.wikipedia.org/wiki/Chinese\\_Maritime\\_Customs\\_Service](https://en.wikipedia.org/wiki/Chinese_Maritime_Customs_Service)  
<https://www.crwflags.com/fotw/flags/cn-custm.html>

By Howard Dick & Stephen Kentwell  
with additional World War II loss info by Peter Cundall

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[h.dick@unimelb.edu.au](mailto:h.dick@unimelb.edu.au) [skentwell@hotmail.com](mailto:skentwell@hotmail.com)

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

The Imperial Maritime Customs (IMC), later the Chinese Maritime Customs (CMC), was established in Shanghai in 1854 to collect on behalf of the Imperial Government the reparations sourced from tariff revenues due under the 'unequal treaties' that had been imposed at the end of the First Opium War in 1842. Following the Second Opium War, from 1856 further reparations and concessions were sought from China, including legalization of the opium trade, opening all of China to foreign merchants, and exempting foreign imports from internal transit duties. The provisions were formalized by the Treaty of Tientsin, confirmed by the Convention of Peking in 1860.

The IMC mechanism was led by the British but supported by other treaty signatories. Commissioners and senior staff were foreign but subject to the Imperial Government and ships in the Customs fleet all flew the Chinese flag. A corruption-free bureaucracy resulted in customs tariff revenue becoming a prime fiscal source for the Chinese Government.

IMC's functions quickly expanded to domestic customs administration (the Native Customs) and Postal administration. Its purview eventually even encompassed loan negotiations, currency reform and financial and economic management. It was also involved in local, provincial and national politics, as well as international affairs.

In due course a Marine Department was formed as a coastguard to improve the safety of navigation along the treacherous China Coast by constructing lighthouses and installing buoys beacons. To provide access and maintain communications and supplies, a small fleet of vessels was brought together, and from the late 1860s, faster and more manoeuvrable steamers. Subsidiary activities were anti-smuggling and anti-piracy patrols, for which purpose and also for self-defence the vessels carried light armaments and were in most cases equivalent to gunboats but were referred to as 'revenue cruisers'. The vessels policed and mapped the China coast and major rivers inland including the Sungari. As required, they also assisted with rescue and salvage. Masters, officers and engineers were foreign, mainly British, crews Chinese, and there was a strong esprit de corps.

Yet although these smart, white-painted steamers were ubiquitous on the China coast and often part of ceremonial events such as fleet reviews, they are little documented, not generally appearing in Lloyd's Register, maritime directories or Navy lists. An overview is the final short chapter in Richard Wright, *The Chinese Steam Navy, 1862-1945* (London, 2000) but even here the listing is far from comprehensive and details are sparse, as are their careers and disposal. This article fills in some detail with the assistance via Proquest of the China press, most notably *The North China Herald*, but still seems rather incomplete. The assistance of readers with any missing details or photographs of the vessels would be welcomed.

In November 1867 foreign merchants at Amoy called for a 'steam revenue cruiser' to be available to each treaty port (NCH, 9/11/67). A year later on 22 December 1868 the iron paddle steamer *Qhua Hsing* (*Kua Hsing*) was reported as having arrived at Shanghai (no port of departure) for disposition by IMC – the builders have yet to be identified and she may have been acquired second-hand. Around 1870 she was joined by the larger composite steam gunboat *Peng Chao Hai*, completed in 1869, perhaps at Foochow, for the Chinese Navy: she disappears by the end of the 1870s. Also added were

two smaller composite steam gunboats, *Fei-Hoo* and *Ling-Feng*, whose builders are also unknown. These four steamers became the core of the prevention fleet on the China coast and Yangtse.

In late 1886 IMC acquired the 819-ton mercantile steamer *Amatista* (1880), hitherto in service between Hong Kong and Manila, and converted her to a flagship revenue cruiser. At some point, according to Wright, there was also the unidentified, 103-ton former steam trawler *Poo-Too* (?1882). Then in 1888 came a trio of well-armed, steel-hulled gunboats from the British naval yard of Armstrong, Mitchell & Co. The 379-ton *Chuen-Tiao* and the 270-ton *Kai-Pan* and *Li-Kin* were all delivered in March 1888 and sailed out in convoy via Singapore and Hong Kong, arriving on station in June 1888. Through the 1890s, the fleet was thereby kept at full strength. The next vessel to be added was the 724-ton *Liu Hsing* (1902), designed by IMC's Superintendent Engineer, J.R. Harding and built in Japan with gas tanks and fittings to supply a new generation of more reliable gas-lit buoys and beacons (NCH, 5 and 12/11/02).

The Imperial Maritime Customs came to an end with the Revolution of November 1911 but with no more than a change of name the work was carried on as the Chinese Maritime Customs. In 1921 the trawler-like *Chiang Lung* was delivered to serve as a light tender and survey vessel in the Lower Yangtse. At the time of her launch in December 1920, it was reported that navigation in the Middle section of the Yangtse between Hankow and Ichang was about to be brought under CMC control (NCH, 18/12/20). For coastal service the big *Hai Hsing*, looking more like a naval corvette than a customs or lighthouse tender, was delivered in 1924 by the New Engineering & Shipbuilding Co. Ltd, followed in 1931 by the near sister *Chun Hsing*. Briggs reports there was a third vessel in the class (name not known) which sank after striking a submerged rock off Foochow.

At the end of 1928, after Chiang Kai-shek's Kuomintang or Nationalist Government had consolidated in Nanking, the foreign powers agree to restore tariff autonomy with effect from 1931, thereby abrogating the 5% maximum tariff that had applied under the 'unequal treaties'. Under the 5% restriction there had been little incentive for smuggling goods other than opium. Once the Nationalist Government began to raise tariffs, however, there was a much greater incentive for smuggling. The Maritime Customs, which still had the responsibility to collect the tariff revenue, was now given an expanded remit to control smuggling. For that purpose, a new fleet of fast preventive cruisers was ordered from the Kiangnan yard in Shanghai. *Hua Hsing* and *Fei Hsing* (both 1932) were followed by a further 13 substantial cutters under what was referred to as an 'expansion scheme' for work on the Yangtse, now under CMC jurisdiction as far as Szechuan. Another two cutters, *Shu Hsing* and *Cha Hsing*, were built for deployment in the Pearl River delta. In 1936 a 370' cargo ship was acquired and as FU HSING converted to a gantry-equipped mothership for up to 10 high-speed anti-smuggling motorboats. The old *Liu Hsing* (1902), *Li-Kin* (1888), *Chuen Tiao* (1888) and *Ping Ching* (1880) remained in commission for coastal lighthouse work.

From November 1937, CMC vessels were seized by the Japanese. Some were commissioned into the Imperial Japanese Navy but in general, CMC vessels were found to be unsuitable for naval or even mercantile use. Some of the fleet remained in service from November 1938 under the 'five bar/ Reformed Government' flag (NCH, 9/11/38) and evidently even under subsequent administrations in China. At least two of the ships, *Poo Chi* (1926) and a 'Hai'- class (1933) could be seen in Shanghai in

the 1980s still continuing with CMC-type harbour duties. While the requirement for customs work was diminished by the Japanese occupation, Marine Department work was still necessary.

Although extraterritorial treaty rights were revoked by the Treaty of Chungking (1943), the Maritime Customs bureaucracy was reorganised after August 1945 under an American Inspector-General, with much restructuring due to the abolition of Treaty Ports but continued inclusion of the Marine Department. Coastguard operations were revived in 1946 with the allocation of five war-built American minesweepers, and the fleet gradually built up.

With the Communist revolution, the foreign executive relocated to Taiwan, where their contracts were terminated in 1950 and the Republic of China Directorate General of Customs became a fully Chinese-staffed agency. It has continued to work also as the Marine Department, today probably making it unique among the world's customs administrations.

On the mainland, according to the Chinese Communist Party's policy of 'complete acceptance and gradual transformation', the old Customs service continued until the early 1950s, when the name was changed to the People's Customs Police Force (PCPF), doubtless with a then much-reduced scale of revenue operations due to the fall off in international trade. In 1955, there were still nine customs offices: Tientsin, Tsingtao, Shanghai, Foochow, Amoy, Swatow, Canton, Kowloon, and Kiangmen. In July 1957, the largest regional establishment, the Kowloon Customs Police Force, was officially abolished. Eventually the PCPF became part of the Customs General Administration of the People's Republic of China. Yao Kaiyang has noted that IMC/CMC was the only bureaucratic agency of the Chinese government to operate continuously as an integrated entity from 1854 to 1950.

Only scarce details are known of the fates of individual ships in the large fleet of the 1930s and late-1940s. No less than 20 CMC vessels were reported to have taken refuge in Hong Kong in 1949, but on 15 June 1950 these ships proceeded to Canton where they anchored off the Shameen. *Hai Hsing* was sold in 1946 to the Ming Sung Industrial Co. Ltd for conversion to a mercantile vessel, subsequently passing to the control of Taiwan before laying up in Hong Kong and then Canton. Although deleted from Lloyd's Register in 1960 for lack of any further report, she took on a new identity as the passenger vessel *Min Chu 8*, subsequently *Gong Nong Bing 8*, and was still in service as such in 1978. *Poo Chi* continued as the main fire float at Shanghai, surviving into the 1980s. *Wen Hsing* was converted into the ferry *Golden City* based in Hong Kong and Guangzhou, and evidently later in Taiwan, remaining in Lloyd's Register until removed in 1992. At least two of the five 'Admirable' class of the late-1940s were decommissioned in Taiwan in 1962 and would have been broken up there.

Sources: IMC/CMC's byzantine diplomacy and politics have been much recounted in histories and biographies, including recently by Donna Brunero, *Imperial Cornerstone in China: the Chinese Maritime Customs Service, 1854-1949* (2006), which also gives good insight into the social aspect in the Treaty Port communities, and Hans van der Ven, [Breaking with the Past: The Maritime Customs Service and the Global Origins of Modernity in China](https://digital.library.adelaide.edu.au/dspace/handle/2440/92534) (2014). Brunero's thesis is accessed via <https://digital.library.adelaide.edu.au/dspace/handle/2440/92534>. The History of the Chinese Maritime Customs Project coordinated 2003-8 by Professor Robert Bickers at the University of Bristol is accessible via <https://research-information.bris.ac.uk/en/projects/the-history-of-the-chinese->

[maritime-customs-service-1854-1949](#). Associated background sources have been collated and can be accessed via [www.chinafamilies.net/records/chinese-maritime-customs-service/](http://www.chinafamilies.net/records/chinese-maritime-customs-service/). Extensive archives are held at Harvard University and may be accessed via <https://library.harvard.edu/collections/chinese-maritime-customs>. Papers and photographs collected by William Wyles can be accessed at the University of Adelaide <https://www.adelaide.edu.au/library/special/mss/wyles/>. *Hai Huan - The Sea Gate* by former CMC Master Christopher Briggs MBE, published in 1997 by one of a number of former CMC personnel who settled in Western Australia contains recollections and photographs, principally of the South China ships. The University of Western Australia has “a set of the extensive publications by CMC”. Information on post-1949 developments in Taiwan has been obtained from the works of Yao Kaiyang. An authorized summary of developments on the mainland up to 1957 may be found at <http://bbs.iying.cn/thread-224613-1-1.html>.

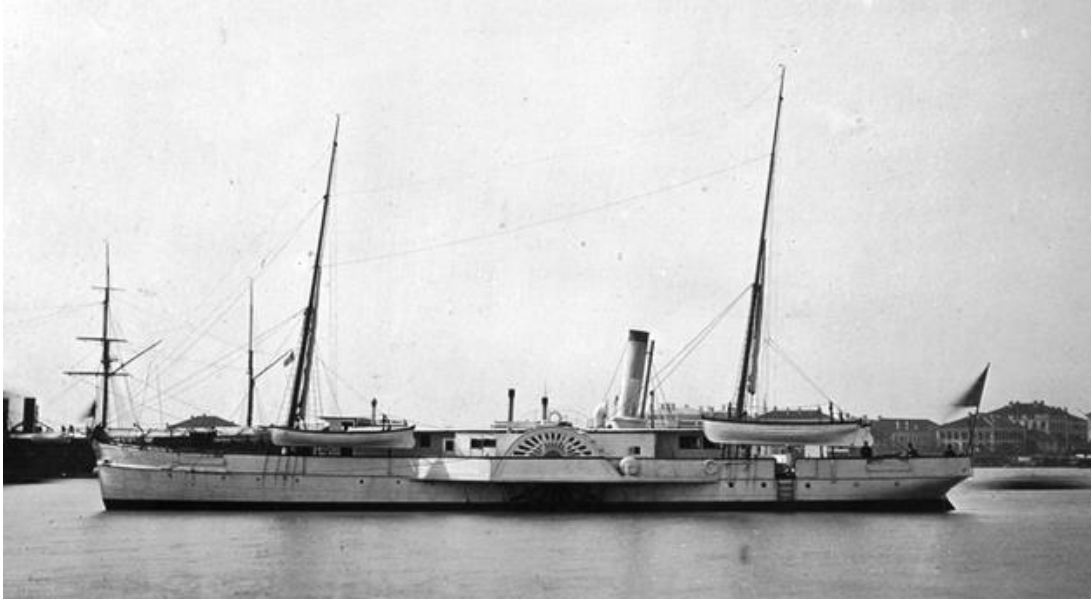
## LIST OF SHIPS

### ‘Revenue Cruisers’ and other major vessels

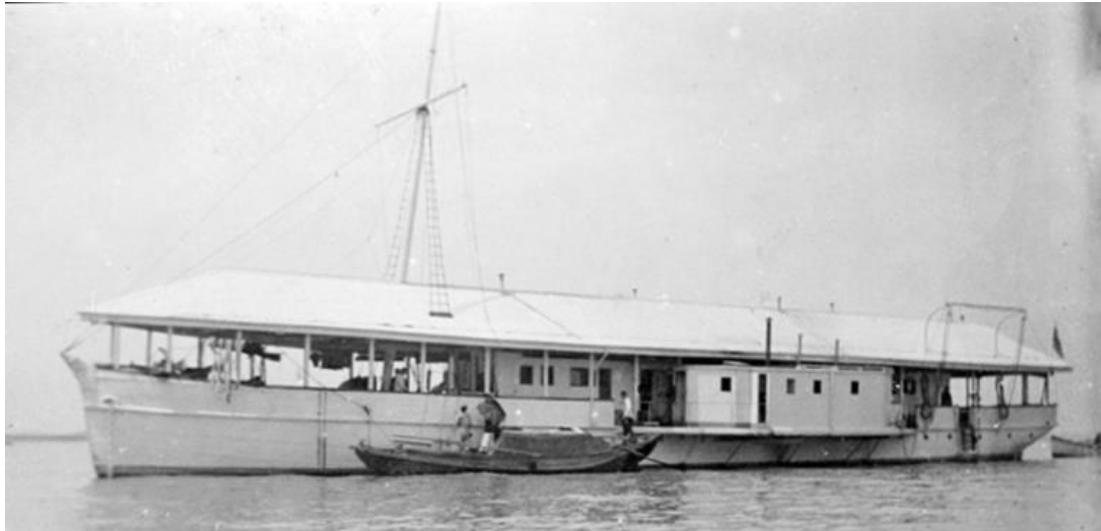
**KUA-HSING** (1868-0?) ???/?68 (iron paddle steamer, dimensions unknown)  
Built by ??? for IMC as KUA HSING (KUA-HSING). 22/12/68 rep. arrived Shanghai as QHUA HSING (Capt. Vassals) without port of departure. By 3/69 rep. in service at Shanghai as QUASHING (Capt. L.G. Vassallo). Nov. 1885 Capt. Andersen retires (since 1874) (NCH, 4/11/85). Nov. 1892 still in commission at Woosung (as KWASHING) (NCH, 4/11/92). Oct. 1911 moored off Yangtzepoo, Shanghai as hulk (NCH, 14/10/11). Subsequently in use by IMC/CMC at Nanking. NFI.



Early KUA-HSING, tall funnel, awnings and sails (1881 Kung Tai panorama, Benett coll.).



KUA-HSING (coll. Henderson UoB DH-s012)



KUA-HSING hulk at Nanking (coll. Hedgeland/UoB He01-065).

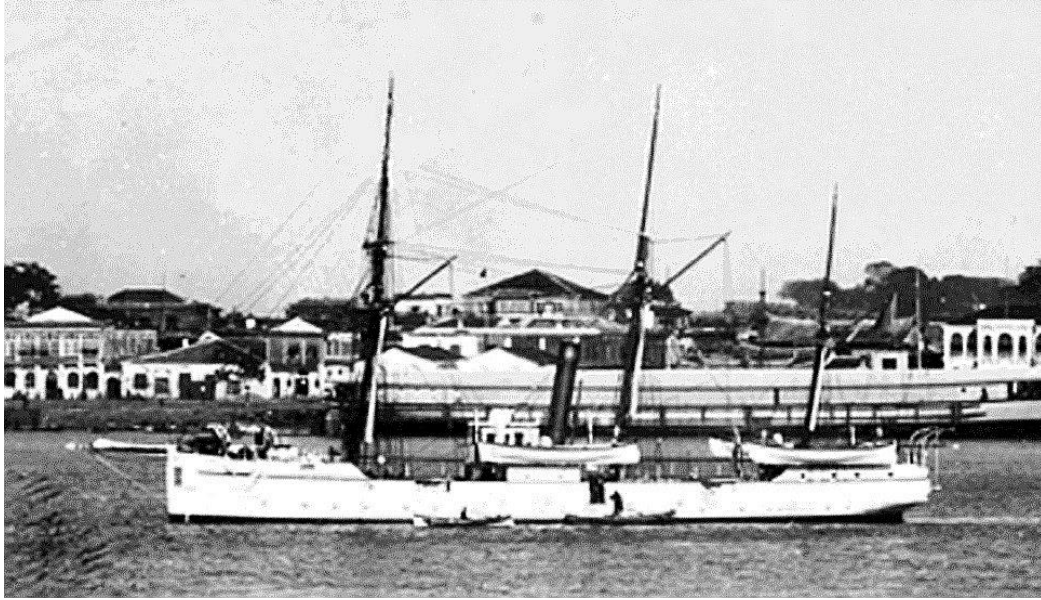
**PENG-CHAO-HAI** (1869-8?) c.600/?69-70 (composite gunboat, 180 x 24', 12k)

Built in ?China for Imperial Chinese Navy (2 x 4.7", 2 x 4") but 187? t/f to IMC at disposal of Governor-General for use at Canton. Mid-1885 still in commission (London & China Telegraph, 26/5/85). NFI.

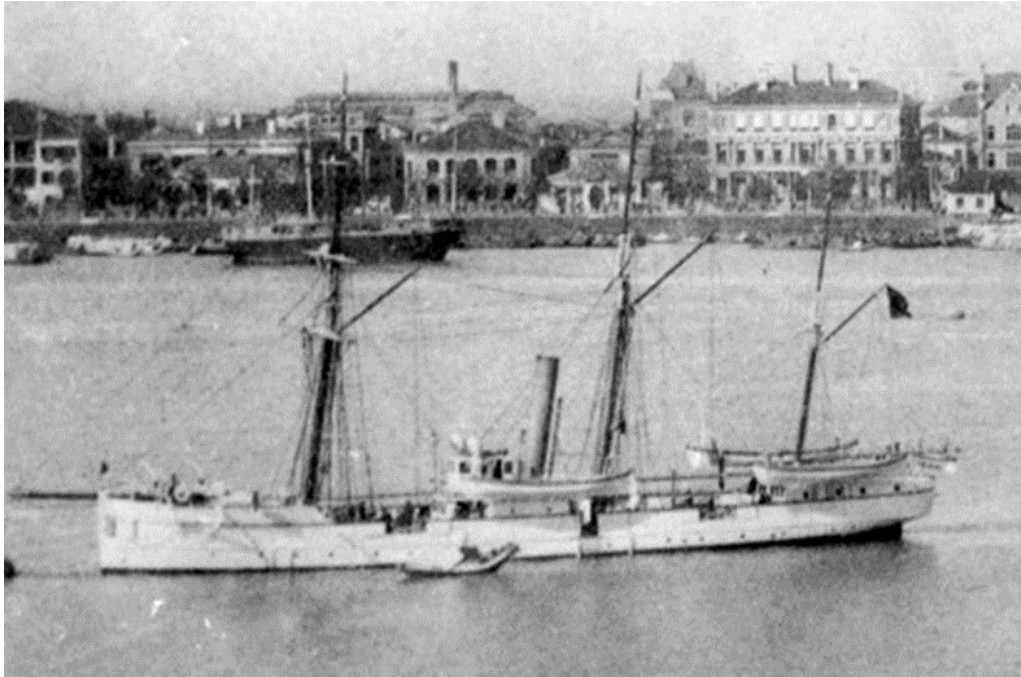
**FEI-HOO** 飛虎 (1869-0?) 319/69 (composite gunboat, 130.3 x 24.2')

Built by ??? for IMC as FEI HOO (FEI-HOO, FEI-HO). By 10/70 in commission. 2/11/84 seized by French off Taiwanfu and taken by prize crew to Keelung, eventually released. 1904 still in commission as survey vessel. NFI.





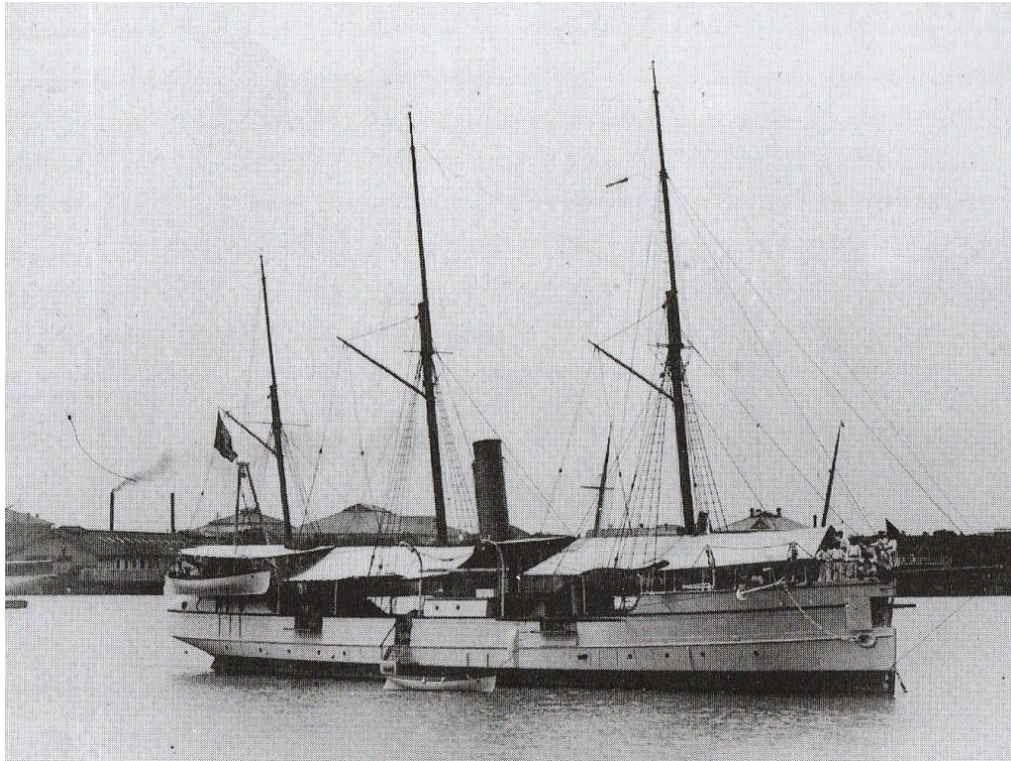
FEI-HOO at Amoy on 22 January 1896 (Carrall family/ UoB Ca01-017),



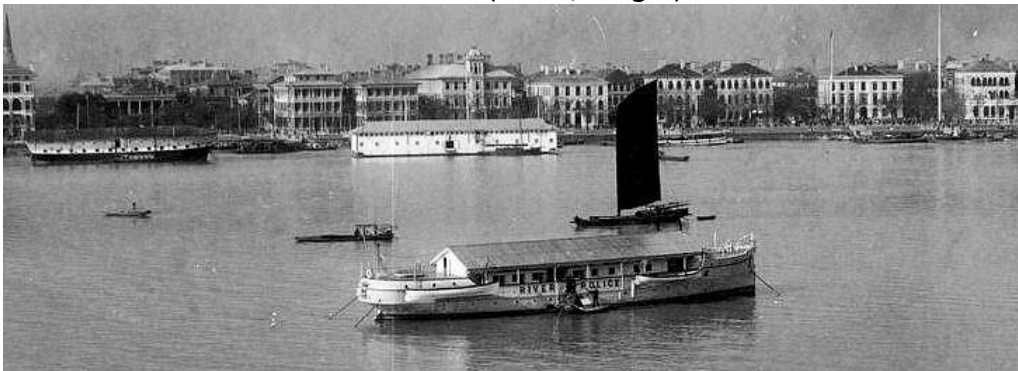
FEI-HOO or LING-FENG at Shanghai (from a panorama)

**LING-FENG** 凌風 (1869-94) 319/69 (composite gunboat, 130.3 x 24.2')

Built by ??? for IMC as LING FENG (LING-FENG). 2/94 at Boyd & Co. yard, Shanghai for conv. to hulk and be moored off Customs House for use by IMC boatmen (replacing *Nimrod* hulk in service since c.1864) (NCH, 2/3 and 29/6/94). By 1912 in use at Shanghai as River Police hulk at Pootung (NCH, 16/11/12), still there in 1920s. 11/37 CMC fire float accommodation hulk at Pootung seized by Japanese, 1/38 returned (same hulk?). NFI.



LING FENG (NMM/Wright).



Above 2: As Shanghai River Police hulk at left, name ?xx KIANG WAN (coll. SK)

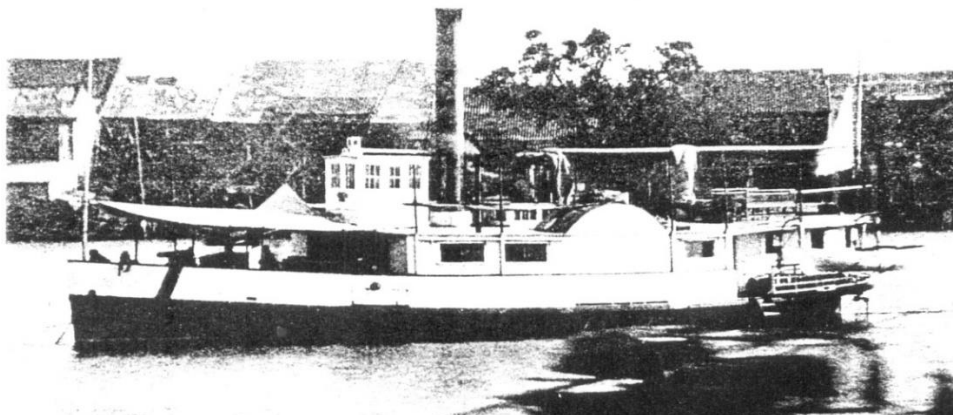




Still there in front of the HKSB building, completed 1923 (O.S.K. Guide 1929).

**CUM FA** (c.1870) small river p.s.

Erected at Whampoa using parts brought from New York. 22/10/56 completed for Thomas Hunt & Co., US flag. [Haviland has a footnote probably owned by Capt. James B. Endicott, with Thos. Hunt & Co., mgrs.] During Anglo-Chinese war of 1856-57, mainly laid up at Macao. 2/58 in river service. 4/5/59 pirated on passage to Macao. 1/67 reported laid up. Eventually became Chinese revenue cruiser at Canton, equipped with 12pdr gun.



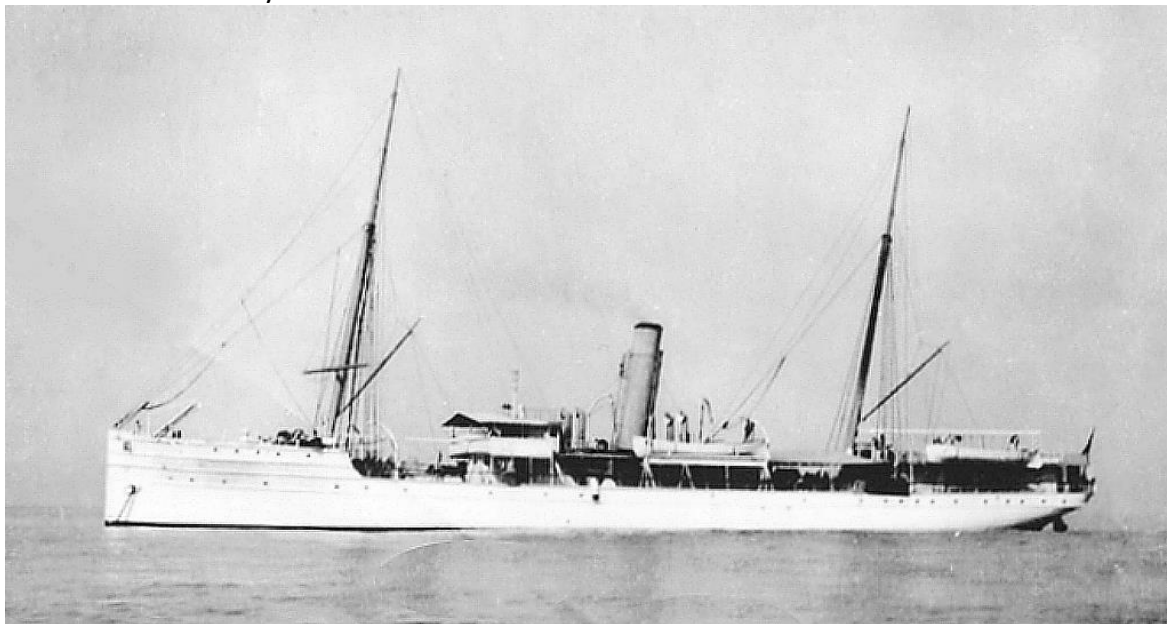
CUM FA (Peabody Museum).

**HAI-CHING** (c.1870)

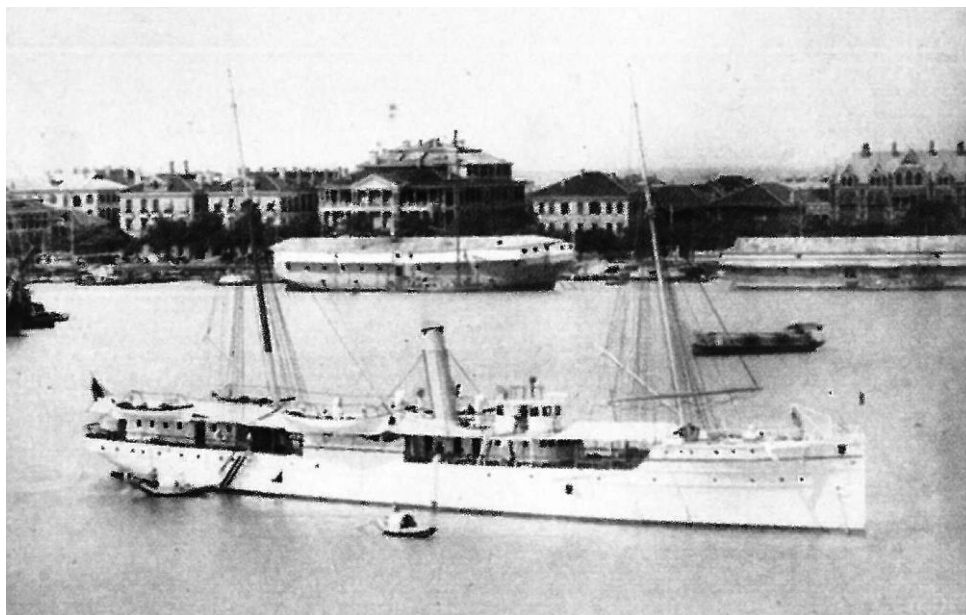
Former smuggler captured in 1865, incorporated into Canton fleet.

**PING CHING** (1886-3?) 819/80-4 (212 x 30'; C2cy/140 nhp/13½k)

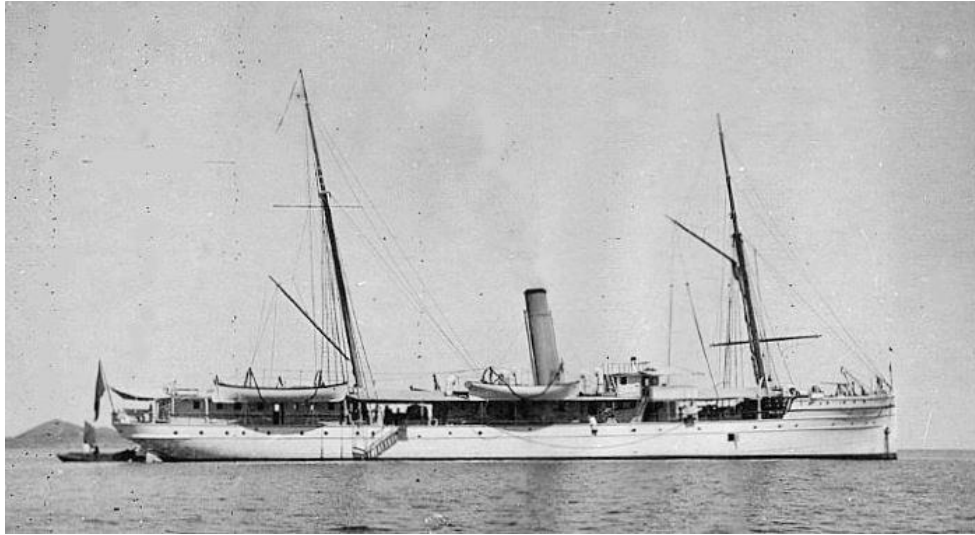
Built by A. McMillan & Sons, Dumbarton (#224) for Olano, Larrinaga & Co., Liverpool (reg. Bilbao) as JORGE JUAN. 4/83 sold to CMSSC r. AMATISTA. Late 1886 sold for \$55,000 to Chinese Govt for use by Chinese Maritime Customs, \$32,000 expended on conversion to lightly armed revenue cruiser, inspection vessel and lighthouse tender r. PING CHING. By 1934 in use as lighthouse tender based at Amoy. Rep. 18/12/37 scuttled at Tsingtao but 20/10/38 still in service as lighthouse tender, 2nd officer killed, 5 crew wounded when mistaken for Japanese vessel and fired upon from shore at Goodhope Lighthouse near Swatow. Impounded by Japan and returned to service as HEICHO MARU. 20/10/44 bombed and sunk off Amoy.



Early PING CHING, open bridge (CMC colln, UoB ID 22951).



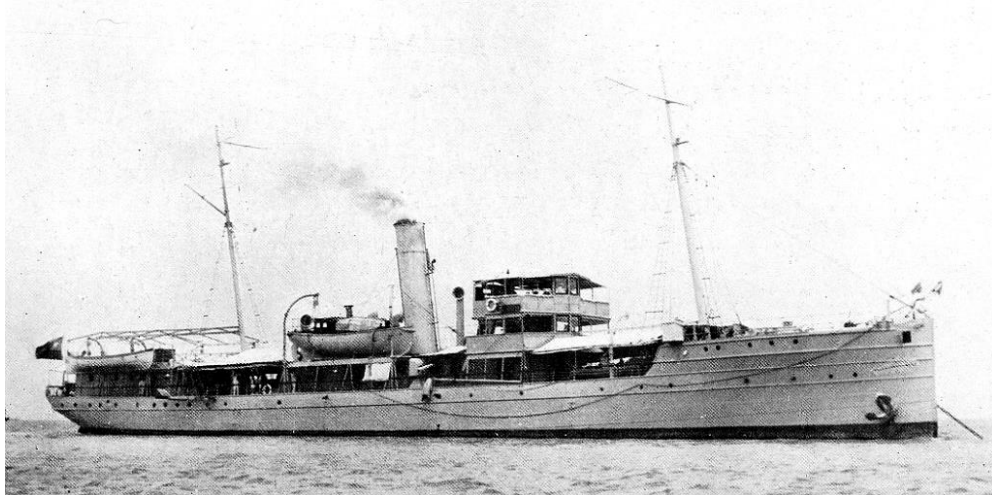
PING CHING in 1879 Shanghai photographic panorama by Kung Tai (Bennet coll.).



PING CHING at Amoy (<https://www.adelaide.edu.au/library/special/mss/wyles/>)



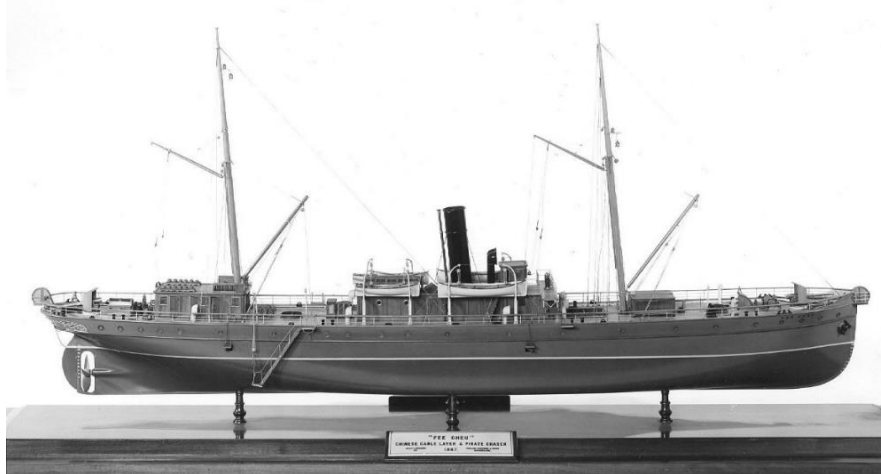
PING CHING at Amoy, extra bridge deck and stern awning (Ebay).



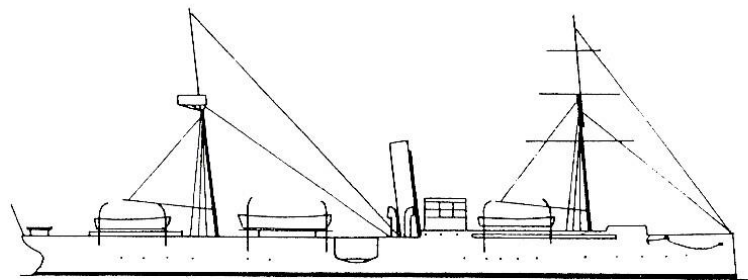
PING CHING (Banister/Harvard).

**FEE-CHEU** 福州 (1887-190?) 1034/87-6 (220.0 x 32.1', T3cy)

Built by Wm Doxford & Sons, Sunderland (#171) for IMC as armed transport and cable-layer for provincial governor of Taiwan (IMC manager/operator) as FEE CHEU (also as FOOCHOW, FEECHEU, FEE-CHIU), 22/6 reg. at London. Based at Foochow and Taiwan. After 1895 t/f to IMC. 1906 RLR but 11/1908 at Amoy as transport FEECHEW. NFI.



FEE-CHEU as built (Mersey Maritime Museum/The Sunderland Site).



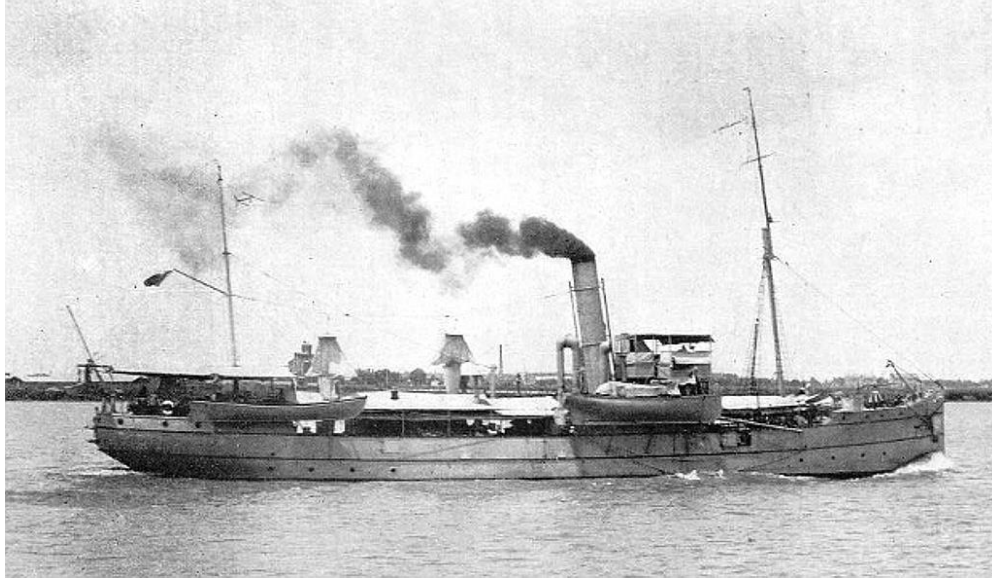
**Probably *Fee Cheu* (1887). Flush deck for cable laying, sponsons amidships for the 6in guns, and a fighting top on the after mast.**

FEE-CHEU: Richard Wright sketch showing a different, possibly lengthened appearance, with comment.

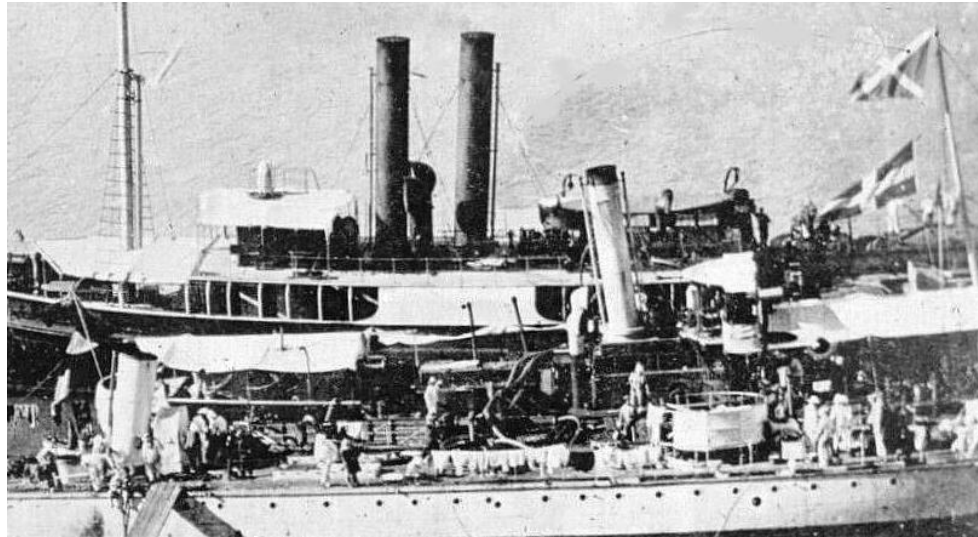
**CHUEN TIAO** 專條 (1888-1941) 379/88-3 (155.0 x 25.1', 2-sc, T3cy/12k by Wallsend Slipway Co.)

Built by Sir W.G. Armstrong, Mitchell & Co. Ltd, Newcastle (#514) for IMC and armed with two 4" guns, two 3pdrs (NCH, 9/6/88). By 1930s employed in anti-smuggling patrol in Yangtse mouth. 12/3/31 rescued survivors from burning river str *Ta Chie*. 2/6/32 3rd officer and 3 crew killed in pirate attack off Woosung. 1940 still in commission (China Coaster's Tide Book). 12/41 scuttled at Hong Kong. 4/6/43 refloated by Japanese salvors r. SONJO MARU 尊條丸 [SONJO is Japanese reading of CHUEN TIAO]. 15/8/43 reg. as special salvage ship but used from later in war as transport. 15/4/45 mined 18 km off Woosung Lighthouse in dense fog on voy. Amoy-Shanghai, troops & equipment. [Starke-Schell, S. Kizu].





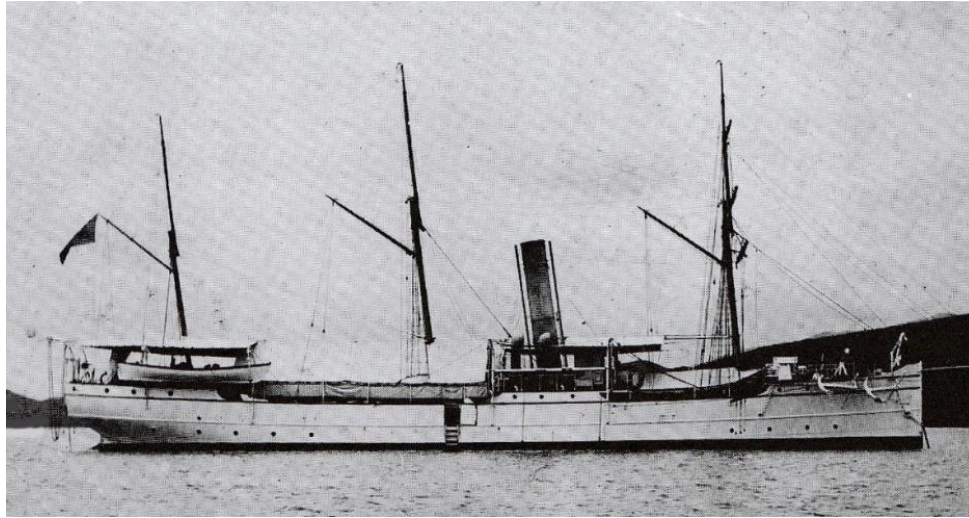
CHUEN TIAO (Banister/Harvard).



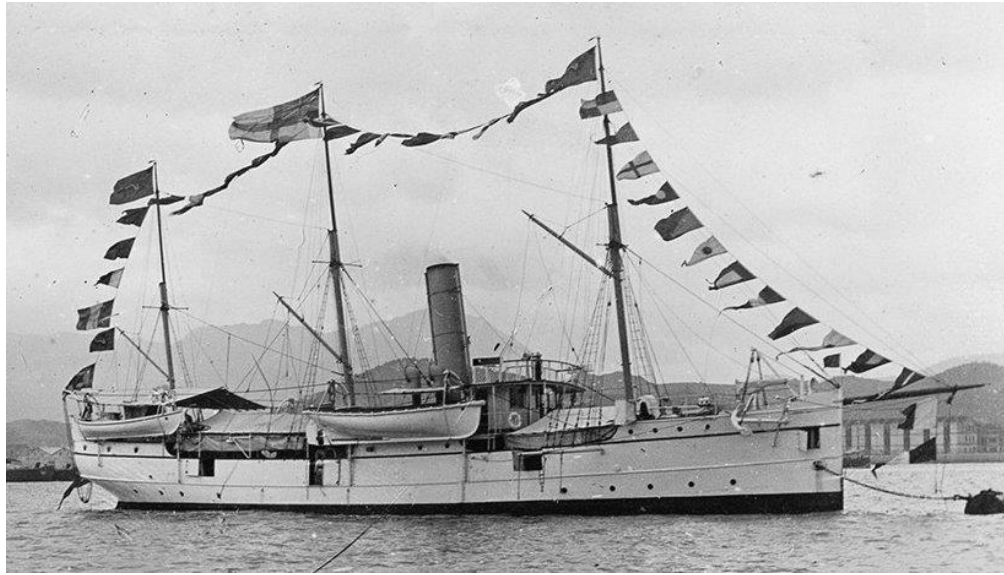
Possible CHUEN TIAO (centre) assisting in the salvage of destroyer HMS TAKU in the Torpedo Depot Camber, Kowloon, after the typhoon of September 1906 (Internet).

**LI KIN** (1888-4?) 270/88-3 (135.0 x 23.1', 2-sc, T3cy/92 nhp 10k by Wallsend Slipway Co.)  
 Built by Sir W.G. Armstrong, Mitchell & Co. Ltd, Newcastle (#515) for IMC as LI KIN (LI-KIN, LIKIN) and armed with two 3pdrs, four 2 pdrs. 1930s based at Hong Kong, 1933 anti-smuggling voyage to Hainan. 1940 still in commission (China Coaster's Tide Book). Possibly seized by Japan and reconstructed as salvage tug NINOSHIMA MARU 似ノ島丸 (ex-RIKIN, 329 grt, 145 x 31') which was recovered 1945 in Japan and allocated SCAJAP No. N101, 1950 returned to Nationalist China, NFI. [Original builder's plans viewable at [http://tynebuiltships.co.uk/L-Ships/Li\\_Kin2L-1888.jpg](http://tynebuiltships.co.uk/L-Ships/Li_Kin2L-1888.jpg)].





LI KIN (NMM/Wright).

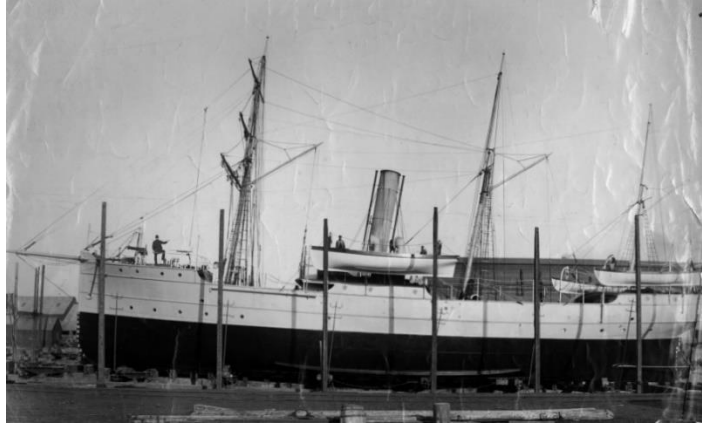


LI KIN at Hong Kong decorated with many flags, including a Royal Navy ensign and a tricolor (SOAS).

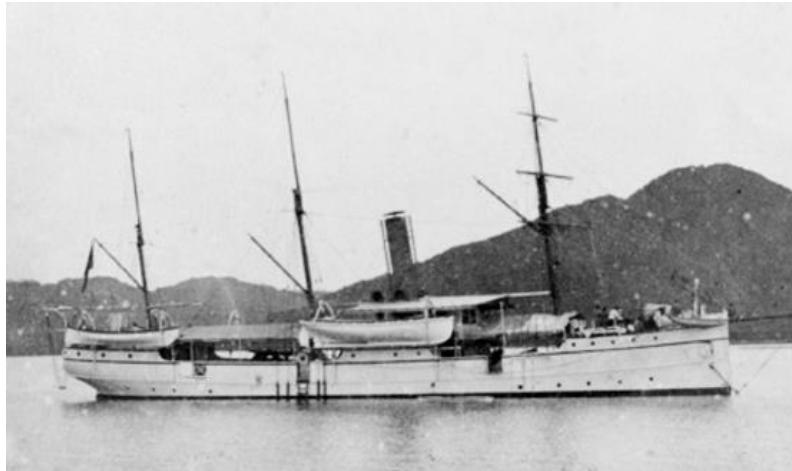


NINOSHIMA MARU postwar (P. Cundall/U.S. National Archives).

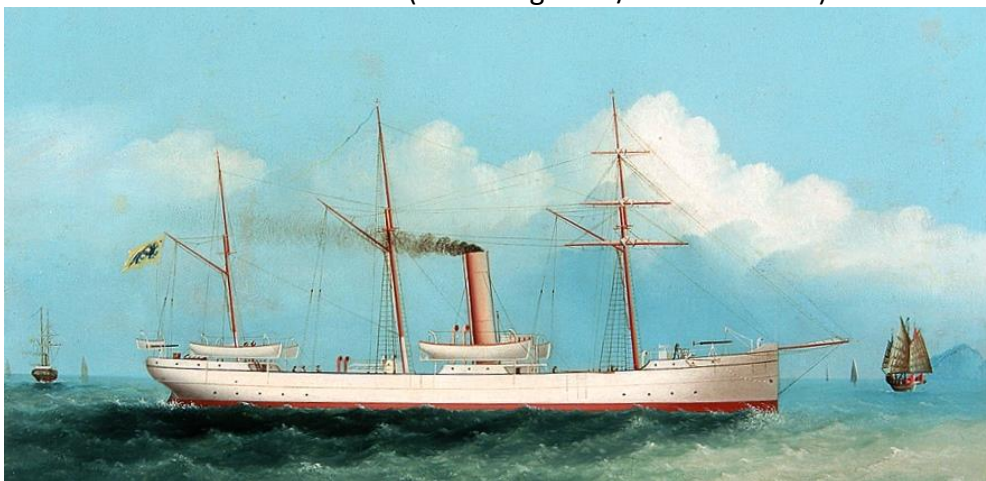
**KAI PAN** 開辦 (1888-c.20) 270/88-3 (135.0 x 23.1', 2-sc, T3cy/92 nhp 10k by Wallsend Slipway Co.)  
Built by Sir W.G. Armstrong, Mitchell & Co. Ltd, Newcastle (#516) for IMC as KAI PAN (KAI-PAN) and armed with two 3pdrs, four 2 pdrs. May 1917 still in commission. 1920 listed for The Admiralty (L.R.). 122 sold to Suleiman Tarmohamed, Bombay, name spelt KAIPAN. 1924 sold to L. E. Lanier, Port Victoria, Seychelles r. AIGLON. 1925 sold to Massinot & Théry, Diego Suarez. 25/12/26 wrecked near Diego-Suarez. [Starke-Schell]



KAI PAN or LI KIN nearing completion (Tyne & Wear Archives/tynebuiltships.co.uk).



KAI PAN in service (coll. Hedgeland/UoB He01-025).



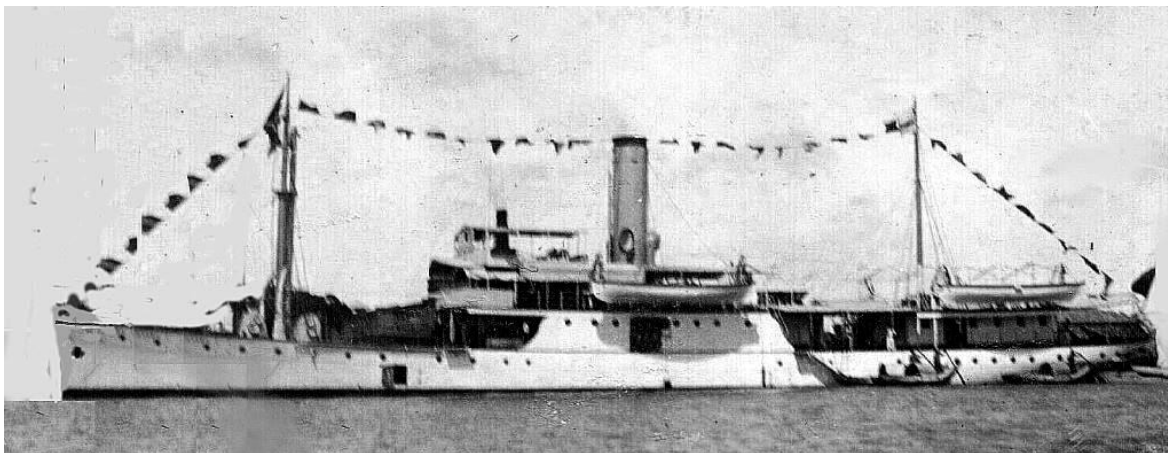
LI KIN or KAI PAN flying the Qing ensign in a Chinese school painting (Hong Kong Maritime Museum).

**POO TOO** (1895-190?) 103/83 (94.5 x 19.3'; 2-sc. C2cy/47 nhp)

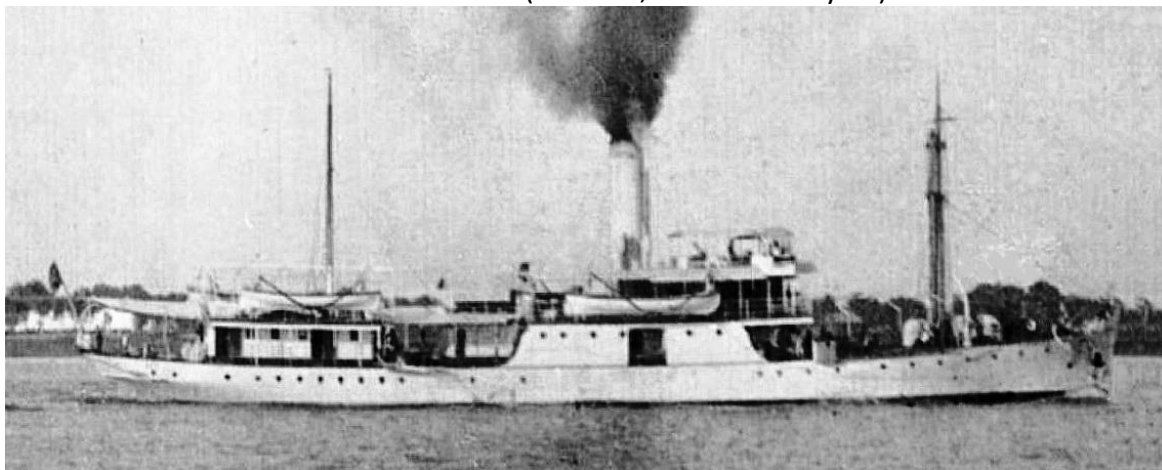
Built by Vulcan Iron Works Co. Ltd, Hull Yorkshire Steam Trawling & Fishing Co. Ltd, Scarborough as trawler PRINCE ALFRED. 1884 sold to William D. Johnston, Montrose. 17/4/86 wrecked 2nm. N. of Stonehaven (5 lives), later salvaged by Ardrossan S.B. Co., refitted, then 1888 reg. to Ceylon S.S. Co. Ltd, London. 1893 sold to H.H. Cunningham, Shanghai r. POO TOO. LR-1895 posted as reg. Chinese Imperial Maritime Customs. By LR-1902 Chinese Govt, Nanking. RLR 1907. NFI.

**LIU HSING** (1902-44) 724/02-9 (194.0 x 27.5', 2-sc, T3cy 173 nhp)

Built by Kawasaki D.Y. Co., Kobe (#36) for IMC with gas tanks and supply fittings (NCH, 5/11/02). 1937 under Japanese control, operating as RYUSEI (Japanese reading of name). 4/41 still on station at Shanghai (NCH, 30/4/41). 24/1/44 bombed and sunk by USAAF aircraft in 26.44N 120.04E (off Santiao, China).



LIU HSING in 1905 (Internet, bow added by SK).



LIU HSING underway in the Whangpoo, 1905 (Internet).





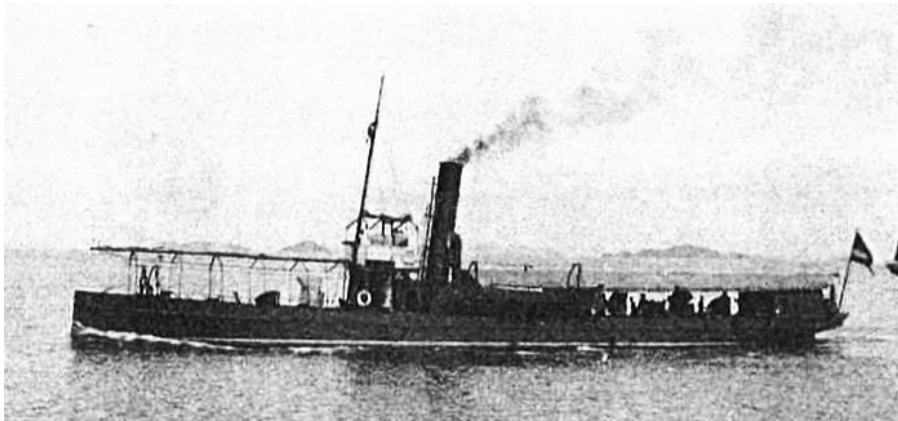
LIU HSING (1934 Shanghai panorama).

**TAN CHING** 联鲸 (1910-??) 500/10 steam powered (175.0(150.0) x 25.0' 900 shp 13.4k)  
Built by Kiangnan D.Y., Shanghai (#94).



Probable TAN CHING (Yao Kaiyang sketch).

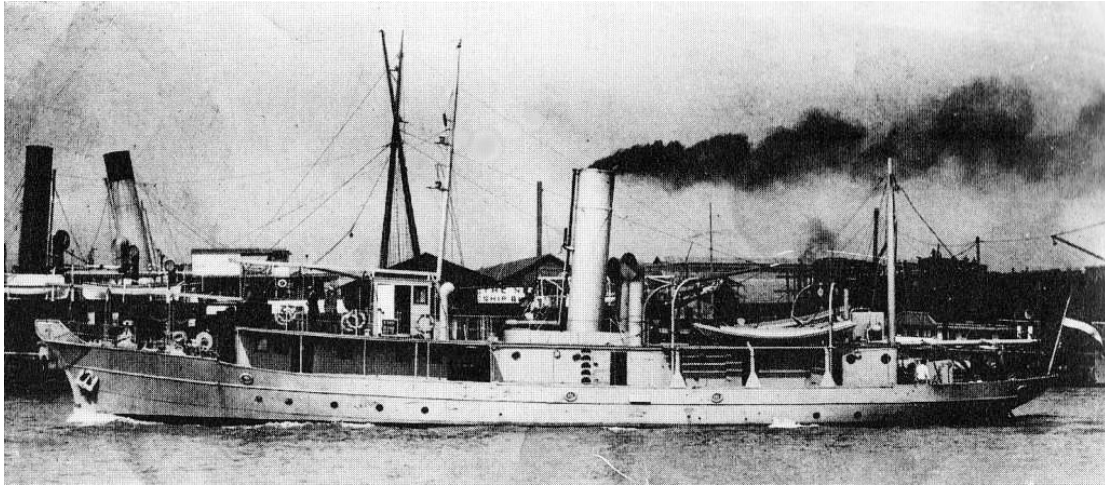
**MACAO** 澳門 (1???-??) No details



Customs cruiser MACAO in the period 1911-28 (Yvonne King/Donna Brunero).

**CHIANG LUNG** 江隆 (1921-??) ???/21 (126.5 x 21.9', 2-sc. T3cy/12k)

Built by New Eng. & S.B. Co. Ltd, Shanghai as light tender for Lower Yangtse, 24/2/21 trials (12k), 3/3 in service, to be based at Kiukiang (NCH, 18/12/20, 5/3/21).



CHIANG LUNG in the period 1921-28 (Wright p.192).



Vessel with resemblances in c.1946 CMC Review at Shanghai (Kongfz.com).

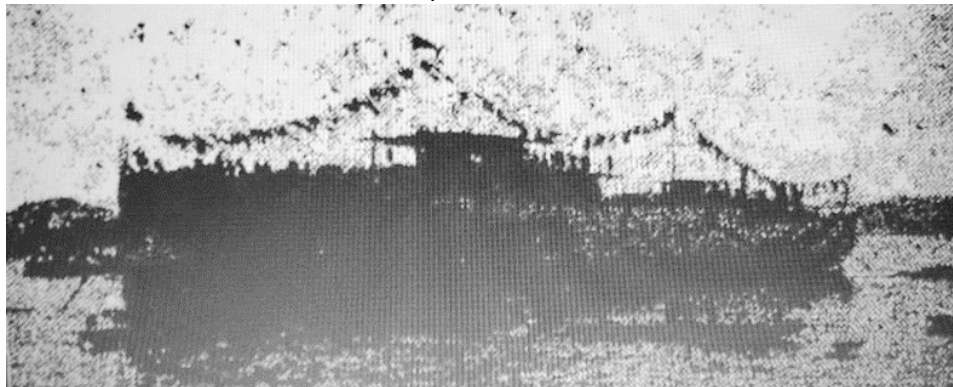


**CHWAN TUNG** (1923-??) orig. 158/21 (90 x 16', 2sc, steam/9/5k)

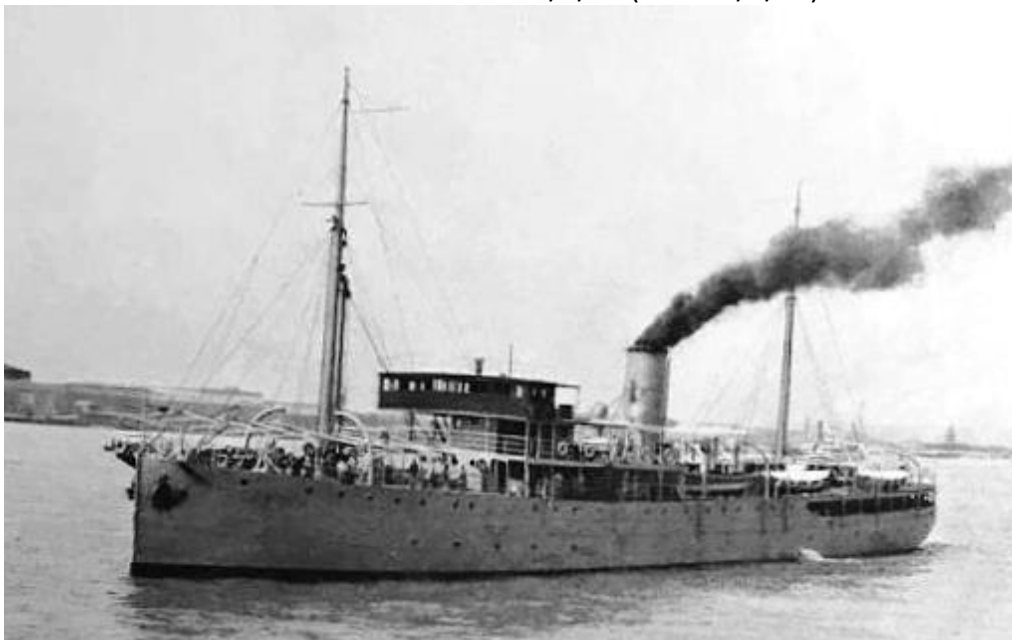
Laid down by Yarrow & Co., Scotstoun as lights tender and surveying vessel for Yangtse Middle River but after yard closed 1921 completed as CHWAN TUNG (#1482), now 179grt, 107 x 18', 2M/270bhp, 18/5/23 reg. Shanghai. NFI.

**HAI HSING** 海星 (1924-46) 1960/24 (260.0(250.0) x 38.0', 2-sc, T3cy/??k)

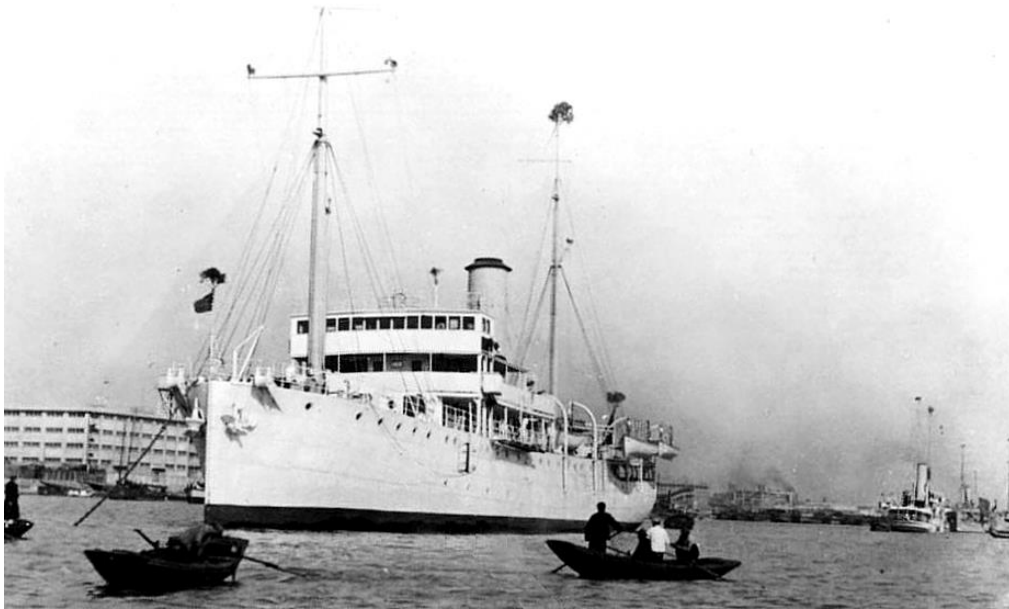
Built by New Engineering & S.B. Co. Ltd, Shanghai for Chinese Maritime Customs as lighthouse and buoy tender HAI HSING. Seized by Japan r. KAISEI 海星. Survived war and recovered (probably at Shanghai). 1946 sold to Ming Sung Industrial Co., Chungking and 1947 conv. to cargo-pass ship r. MING CHUNG 民眾 operating Shanghai/Tientsin/Hong Kong/Guangzhou/Keelung. 10/49 in LR class @ Keelung for Ming Sung. 12/49-1/50 at Yaumati, Hong Kong. 18/6/50 sailed Hong Kong to Shanghai. r. TIEN WAN HSING. 1954 taken over by SMB r. MIN CHU 8. 1/57 and 2/57 assisted in carrying Chinese New Year traffic Shanghai/Ningpo. 10/58 in regular service Dalian/Longkou (Shantung). 1967 r. GONG NONG BING 8, 1978 t/f to Dalian Navigation Bureau, NFI. (RLR 1974 as MIN CHU PA). [http://www.shtong.gov.cn/node2/node2245/node67421/node67426/node67459/userobject1ai64416.html also Taiwan site at http://60.250.180.26/ss/6242.html]



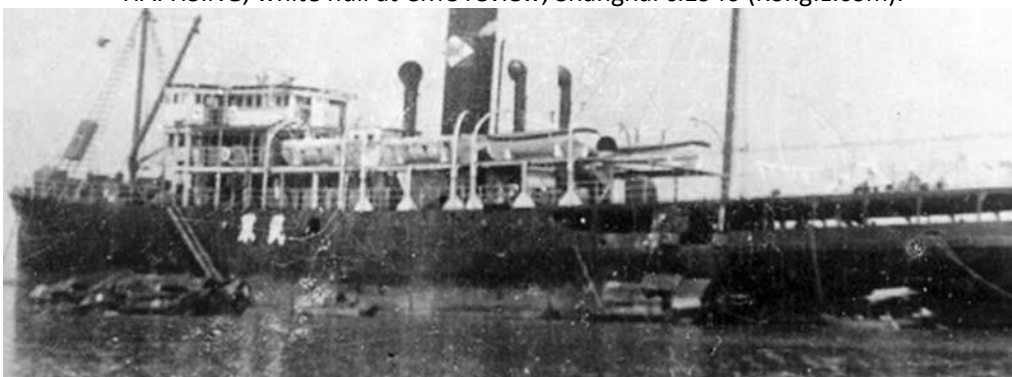
Launch of HAI HSING on 21/4/24 (NCH 26/4/24).



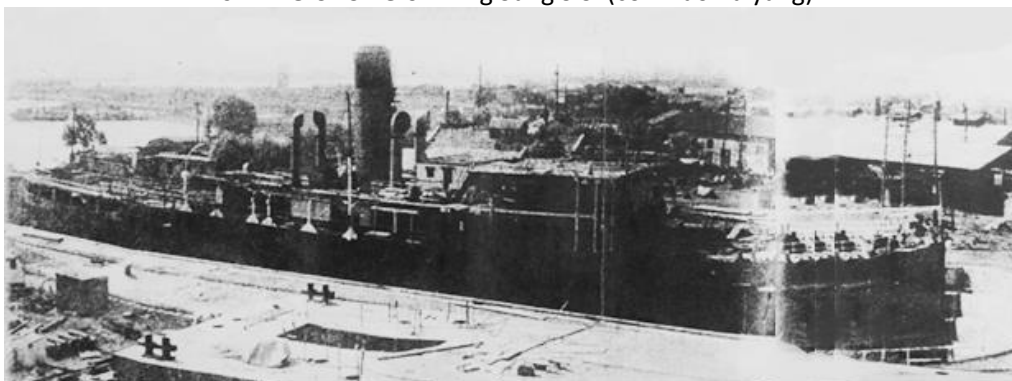
HAI HSING as built, grey hull (coll. SK/builders).



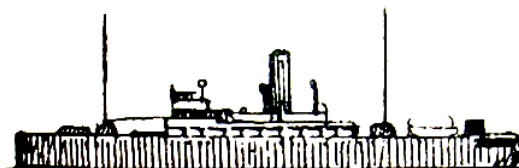
HAI HSING, white hull at CMC review, Shanghai c.1946 (Kongfz.com).



As MING CHUNG of Ming Sung S.S. (coll. Yao Kaiyang).



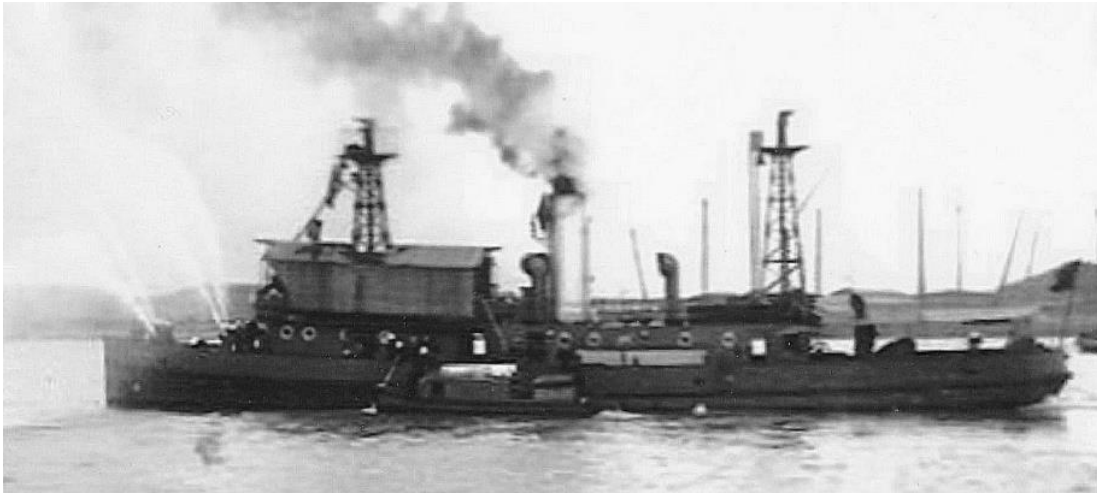
At Xingang Shipyard 1959 (*China Pictorial*).



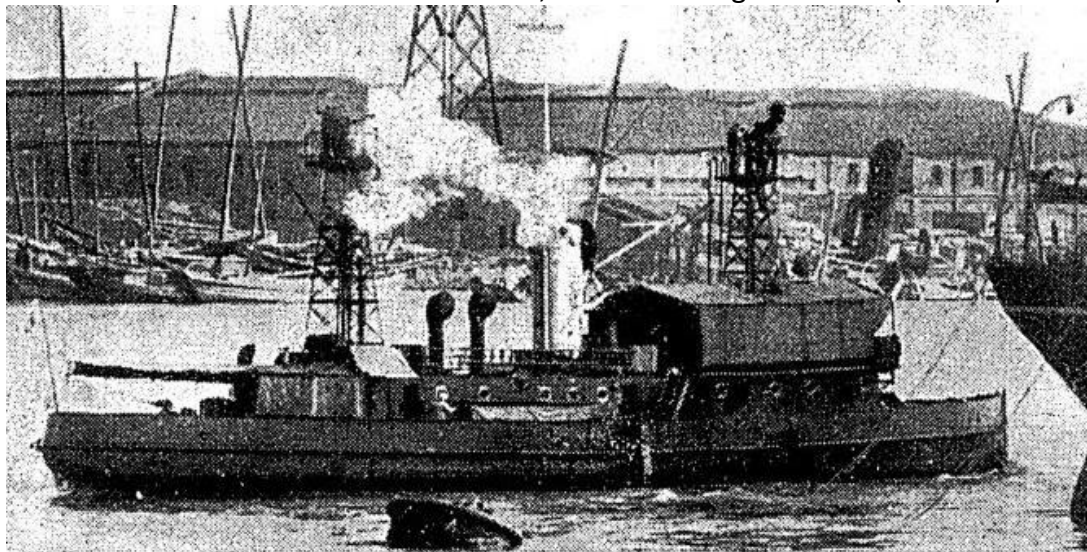
MIN CHU 8 as reconstructed (Talbot Booth).

**HSIA KUANG** (1926-??) 170 displ./26 2-sc. steam supply ship (125(120) x 20', 13k)  
Built by Kiangnan D.Y., Shanghai (#513).

**POO CHI** 普濟 (1926-??) 243 displ./26 single sc. quarantine ship (116.75 (109.75) x 22', ST/10.97k)  
Built by Kiangnan D.Y., Shanghai (#522) for fumigation work. 1932 conv. by New Eng. & S.B. Works to fire float, 27/12/32 recomm. for station at Pootung but soon to Jinkee Road pontoon. 4/36 relocated to Pootung Point mooring adjacent to lower River Police hulk. 11/37 seized by Japanese at Shanghai, 1/38 returned to CMC (NCH, 30/1/38). 11/38 placed under 'Reformed Gov't' (five-bar) flag (NCH, 9/11/38) and continued duties under successive administrations. 1980s still in service under name equivalent to 'Whangpoo Fire Float 1". By 1999 no longer evident. NFI.



Fire float POO CHI after conversion, demonstrating her action (coll. SK).



POO CHI in December 1937 (NCH).





POO CHI at regular post-1936 mooring at Pootung Point (from a Japanese postcard).



Ex-POO CHI photographed from the Shanghai Bund park in mid-1980. Bow numeral seems to be a "3" (coll. SK\*).



Ex-POO CHI airing hoses alongside Bund Garden post-1980 (Peggy Ferroa, *China* 1st pub. 1991).

**(name not known)** (c.1930-3?) c.1900/3? (260.0(256.0) x 28.0', 2-sc., T3cy/??k)

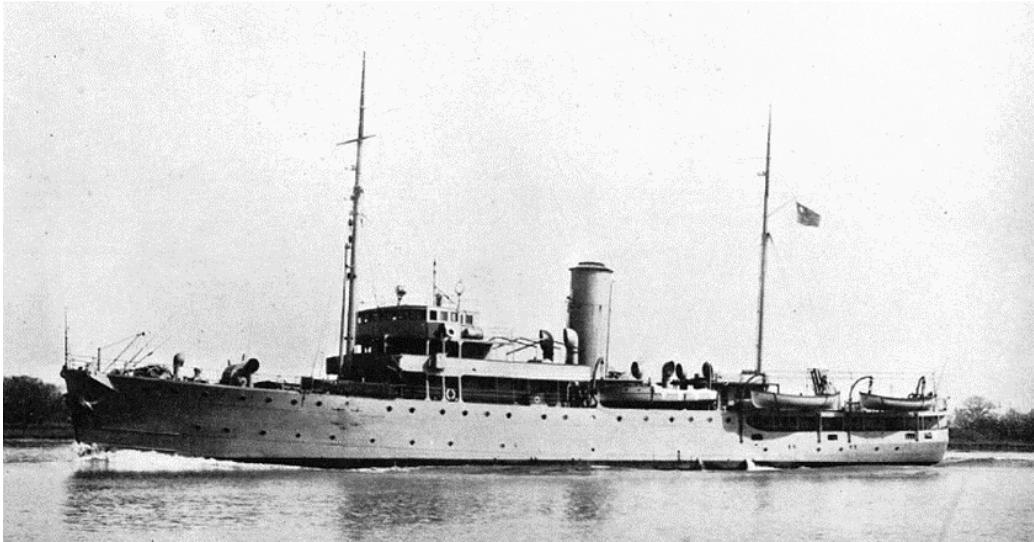
Built by New Engineering & S.B. Co. Ltd, Shanghai. Reported lost early after striking a sunken rock off Foochow. NFI. [Source: Briggs p.130.]

**CHUN HSING/CHUEN HSING** 春星 (1931-4?) c.1900/31 (260.0(256.0) x 28.0', 2-sc., T3cy/??k)

Built by New Engineering & S.B. Co. Ltd, Shanghai, 17/9/31 launched, used as a lighthouse tender.

Broke out of Yangtse at beginning of Japanese attack on Shanghai and fled to Hong Kong. 12/41

scuttled at Hong Kong. Salvaged by Japanese Forces and allocated to IJN as 海徳丸 KAITOKU MARU, NFI.

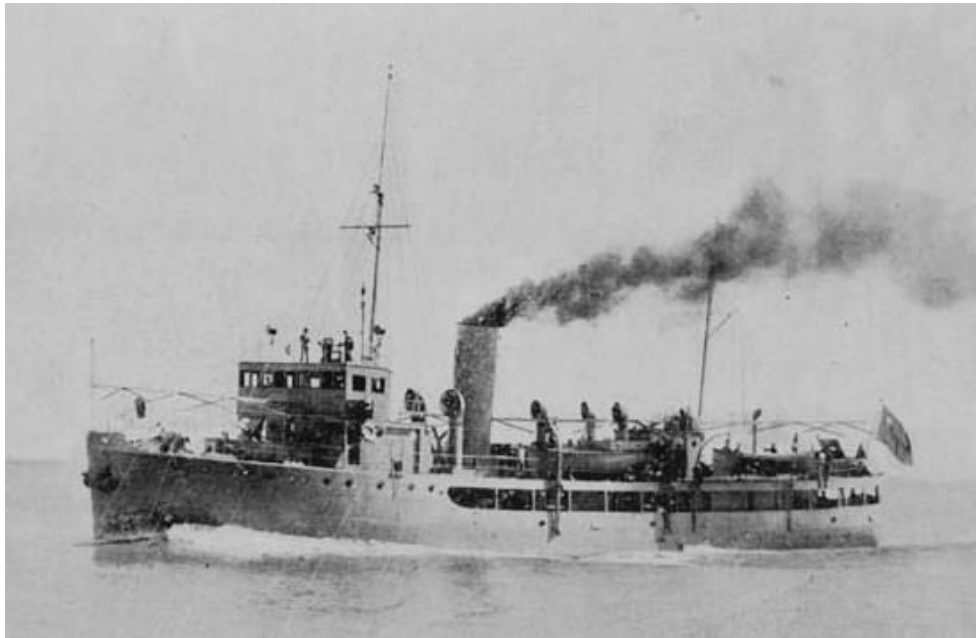


CHUN HSING (Banister/Harvard).

**HUA HSING** 華星 (1932-4?) 592 displ./32-10 (148.0(140.0) x 26.0', 2-sc., T3cy/12.375k on trials)

Built by Kiangnan D.Y., Shanghai (#651), 8/6 launched, 12/10 trials. Based at Chefoo. 12/41 believed

seized by Japanese forces and became IJN communications vessel r. KASEI 華星. NFI. [Ice-strengthened]

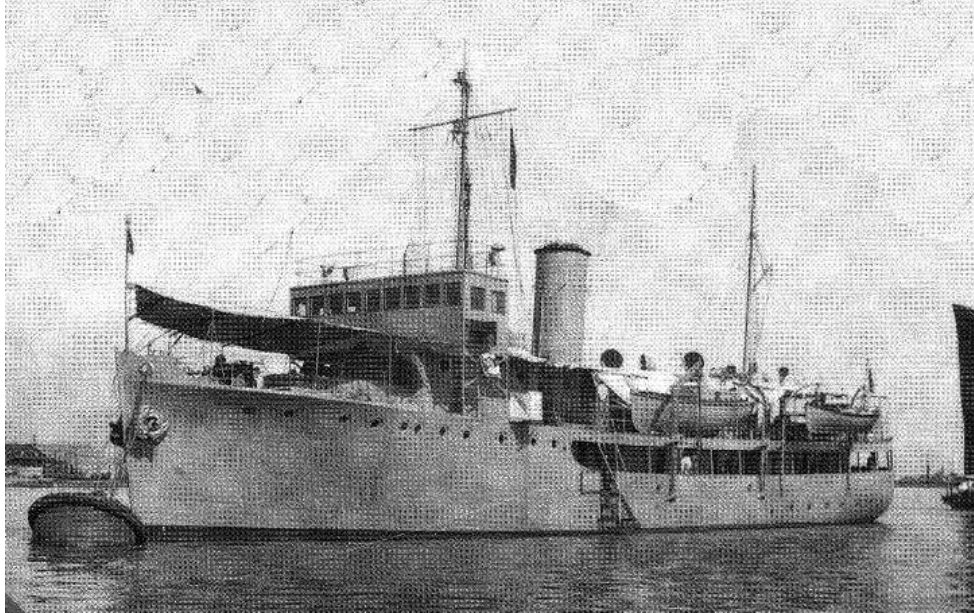


HUA HSING (Virtual Shanghai).

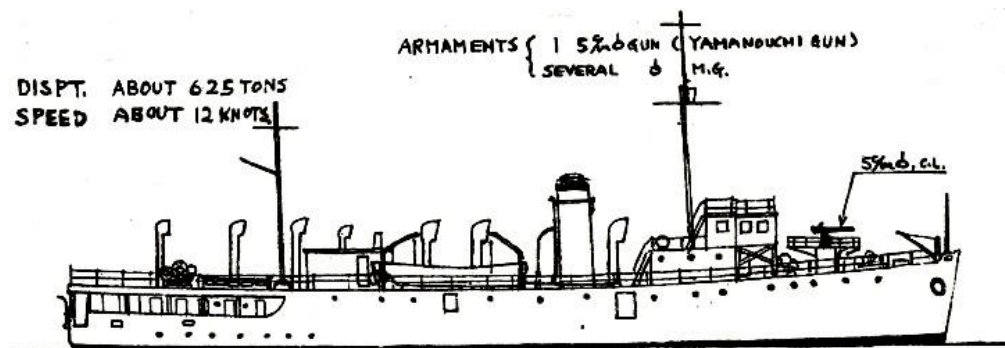


**FEI HSING** 飛星 (1932-4?) 592 displ./32-10 (148.0(140.0) x 26.0', 2-sc., T3cy/12½k)

Built by Kiangnan D.Y., Shanghai (#652), 6/7 launched, 10/11 trials. Assigned to Kowloon protective fleet, operated east of Hong Kong. 12/41 captured by Japan at Hong Kong, became 飛星 HISEI (same characters) then 10/10/42 comm. in IJN as 天海 第三 as TENKAI No.3 (comms. and observation vessel). 11/43 conv. to training vessel for Yokohama harbour guard corps. Post-8/45 under control of SCAJAP Civilian Merchant Marine Committee, TENKAI MARU No.3, (625 grt, SCAJAP No.T108). NFI.



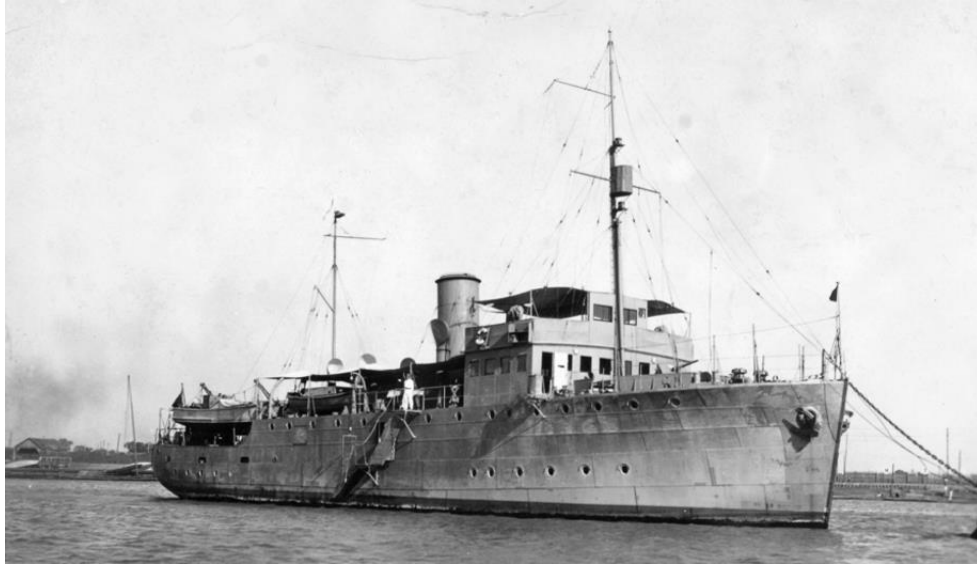
FEI HSING (C. Briggs).



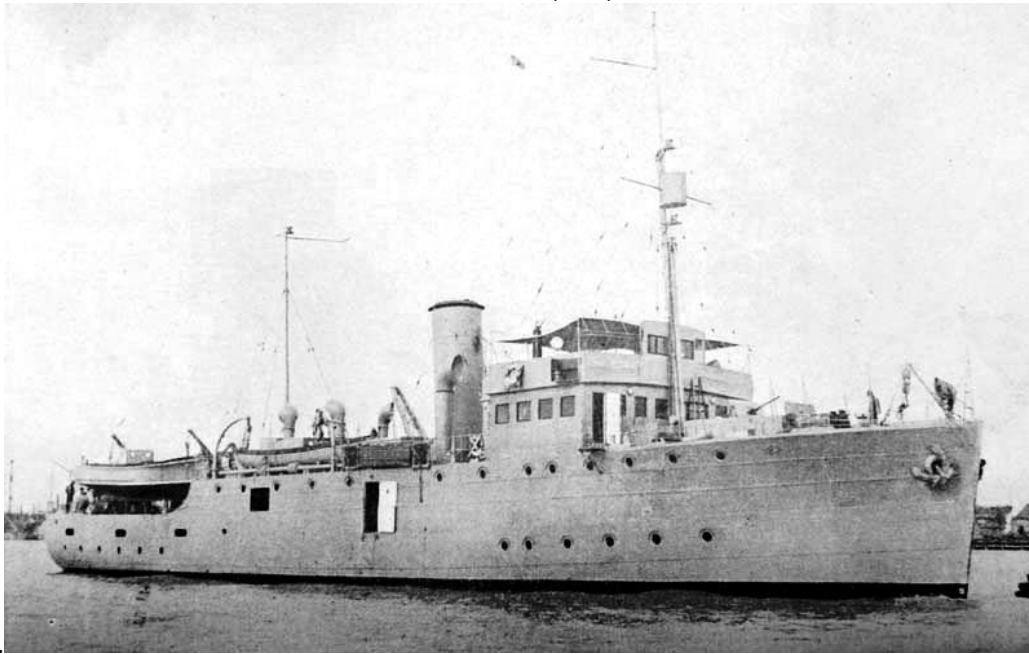
IJMS TENKAI No.3 (Lt. Cmdr. Shizuo Fukui)

**TEH HSING** 德星 (1932-4?) 1032/32 (170(160) x 32', 2-sc. steam/1770shp/12.8k)

Built by Kiangnan D.Y., Shanghai (#669), based at Shanghai. 8/37 escaped to Hong Kong. 12/41 scuttled at Hong Kong, salvaged and allocated to IJN as auxiliary gunboat 南陽 NANYO. Sunk 25/12/43 by USAAF bombers in Mashi Tao (Mazu Is) anchorage. [[http://www.combinedfleet.com/nanyo\\_t.htm](http://www.combinedfleet.com/nanyo_t.htm)]



TEH HSING (UoB)



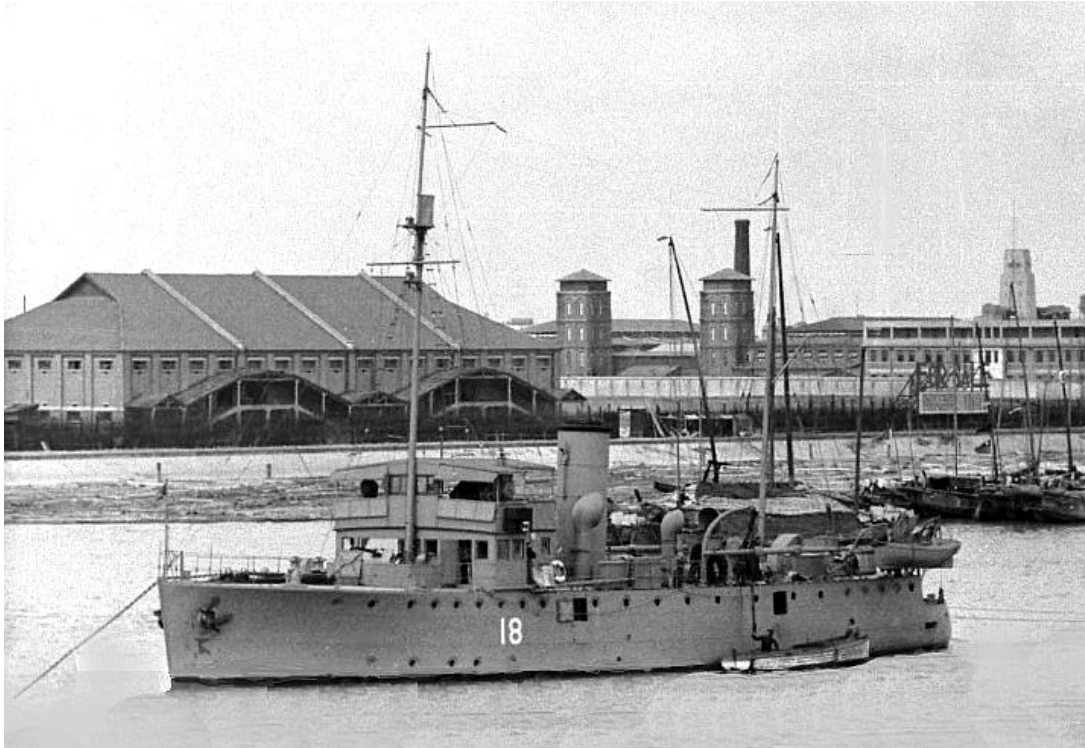
TEH HSING (<http://www.krzzjn.com/show-1339-106800.html>).

**LIEN HSING** 联星 (1932-4?) 1032/32 2-sc. steamship (170(160) x 32' 1930shp/13.13k)  
Built by Kiangnan D.Y., Shanghai (#670). NFI.

**HUO HSING** 和星 (1932-41) 1032/32 2-sc. steamship (170(160) x 32' 2060shp/13.02k)  
Built by Kiangnan D.Y., Shanghai (#671). 12/41 sunk at Hong Kong but salvaged early 1944 and returned to service as transport 宝辰 HOSHIN MARU. 25/7/44 bombed and sunk 82km S of Jieshi Wan in 22.00N 115.50E.

**HAI CHENG 海澄** (1933-4?) 443 displ./33 2-sc. steam anti-smuggling vessel (136.75(128.75) x 25', 1055shp/12.56k)

Built by Kiangnan D.Y., Shanghai (#674). Seized by Japan unknown date, became Communication Ship 海澄 KAICHO (same characters). Evidently transferred to Reformed Govt and shown in Chinese register. 30/8/45 returned.



HAI class no.18 (name not known) at Shanghai (Coll./edit SK).

**HAI AN 海安** (1933-4?) 443 displ./33 2-sc. steam anti-smuggling vessel (136.75(128.75) x 25', 1055shp/12.56k)

Built by Kiangnan D.Y., Shanghai (#675). NFI.

**HAI YAN 海晏** (1933-4?) 443 displ./33 2-sc. steam anti-smuggling vessel (136.75(128.75) x 25', 1040shp/12.65k)

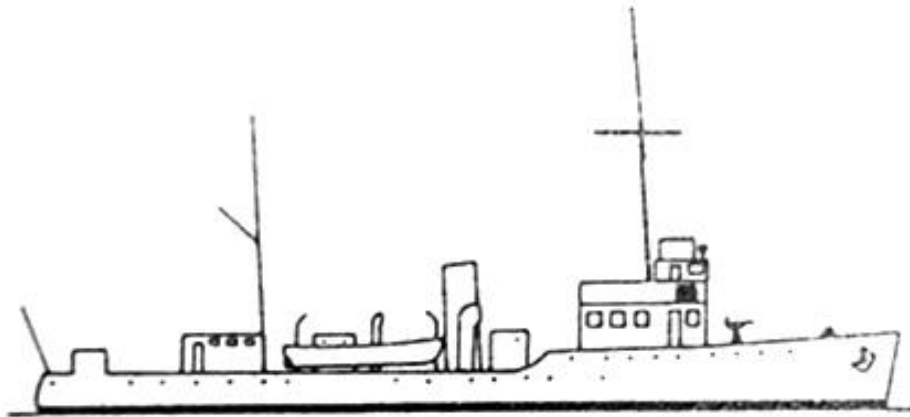
Built by Kiangnan D.Y., Shanghai (#676). Seized by Japan unknown date, became Communication Ship 海晏 KAIAN (same characters). Evidently transferred to Reformed Govt and shown in Chinese register. 30/8/45 returned.

**HAI CHING 海清** (1933-4?) 443 displ./33 (anti-smuggling vesse, 136.75(128.75) x 25.0', 2-sc. Steam/1045shp/12.5k)

Built by Kiangnan D.Y., Shanghai (#677). Seized by Japan unknown date. Became Communication Ship and Tug 海清 KAISEI (same characters). Evidently transferred to Reformed Govt and shown in Chinese register. 30/8/45 returned.

**WEN HSING** 文星 (1933-4?) 340 displ./33 (anti-smuggling vessel, 143.0(135.0) x 23.0', M/1400bhp/14.9k)

Built by Kiangnan D.Y., Shanghai (#678). 15/11/37 seized by Japan at Kinleeyuan Wharf, Shanghai, and commissioned into IJN as 文星 BUNSEI (same characters), used as tender to minesweepers but Fukui reports by 1941 no longer operational. Later became a Communications Vessel (also called a Utility ship). 1945 rep. as sunk cause unknown (probably AB) in unknown location but by 10/49 operating passenger service out of Hong Kong to West River district of Kwangtung Province. 1951 sold to Ng Ping, Hong Kong, conv. to merchant ship r. GOLDEN CITY 金城 (Cantonese GAM SENG, mandarin JIN CHENG). 1954 sold to Oversea Navigation Co., Ltd., Hong Kong. 1958 sold to Tai Shing Shipping Co., Ltd., Hong Kong. 1960 sold to Yau Wing Co., Ltd., Hong Kong. 1961 sold to Au Ming Sueng, Taiwan, NFI. 1992 removed from Lloyd's Register.



WEN HSING and YUN HSING were built for use on the Yangtse (Richard Wright drawing).



WEN HSING (I.) at Ping On Wharf, Hong Kong, 1949 preparing for a voyage to Sanbu, upstream from Kiangmen, Kwangtung Province. Gun still mounted, tip of bow cut off, presumably to facilitate turning in Yinchou Hu creek <https://www.shipsnostalgia.com/media/lee-hong.422419/>).





WEN HSING at Hong Kong after conversion to mercantile GOLDEN CITY (Tom Rayner).



On the Pearl River in PRC service (pub. *China Pictorial* 9/61).

**YUN HSING** 运星 (1933-4?) 340 displ./33 (anti-smuggling vessel, 143.0(135.0) x 23.0', M/1400bhp/14.9k)

Built by Kiangnan D.Y., Shanghai (#679). 1937 seized on Yangtse, t/f to IJN r. UNSEI (運星) rated as a survey ship and then a communications (utility) ship. In 1944 rerated a transport between Shanghai and Japan. After refitting at Kure in 1944 allocated to Osaka Naval Transportation Department. 9/45 recovered in Japan, allocated SCAJAP No.UO23, used as ferry UNSEI MARU between Kobe and Sumoto. NFI.

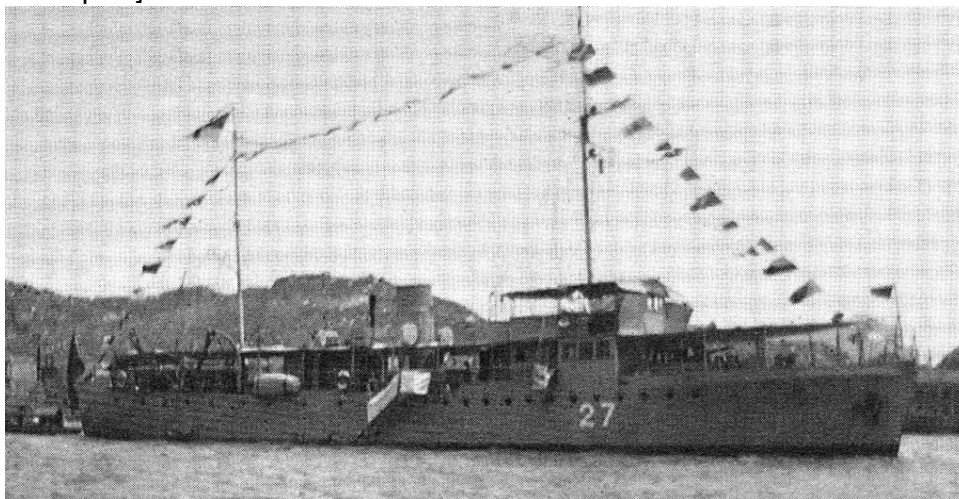


UNSEI MARU operating for Kansai Kisen between Kobe and Sumoto (P. Cundall/US. National Archives).



**SHU HSING/SOO HSING** 权星 (1933-4?) 235 displ./33 (anti-smuggling vessel, 145.0(137.0) x 23.0', 2xM (M.A.N.)/1400bhp/13.6k)

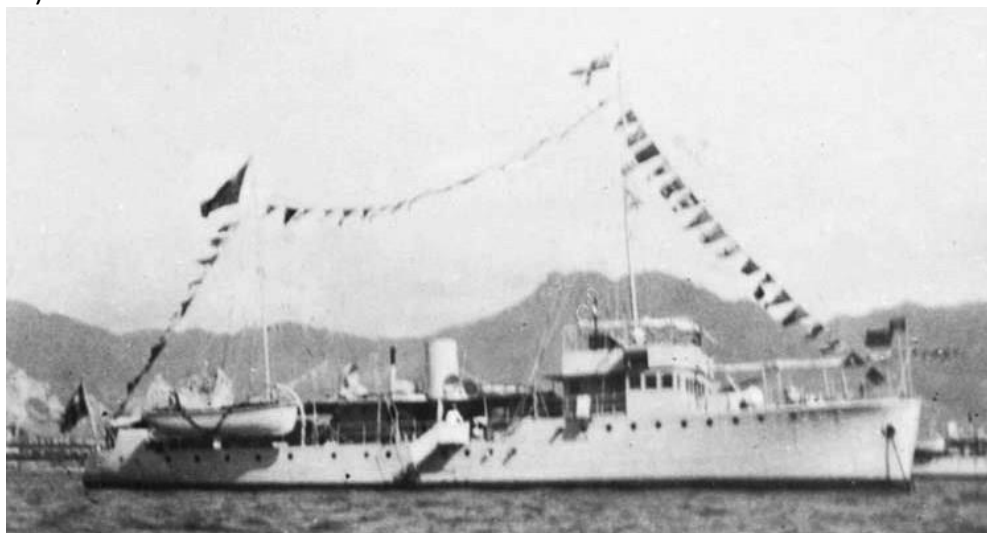
Built by Kiangnan D.Y., Shanghai (#680). SHU HSING: Seized by Japanese unknown location [Hong Kong??], allocated to IJN became auxiliary submarine chaser 淑星丸 SHUKUSEI MARU. Recovered at Hainan Island 8/45. NFI. [Briggs says capable of 15 knots but at full speed the white metal in the bearings would collapse.]



SOO HSING (Christopher Briggs).

**CHA HSING** 查星 (1933-4?) 234 displ./33 (anti-smuggling vessel, 145.0(137.0) x 23.0', M/1400bhp/13.6k)

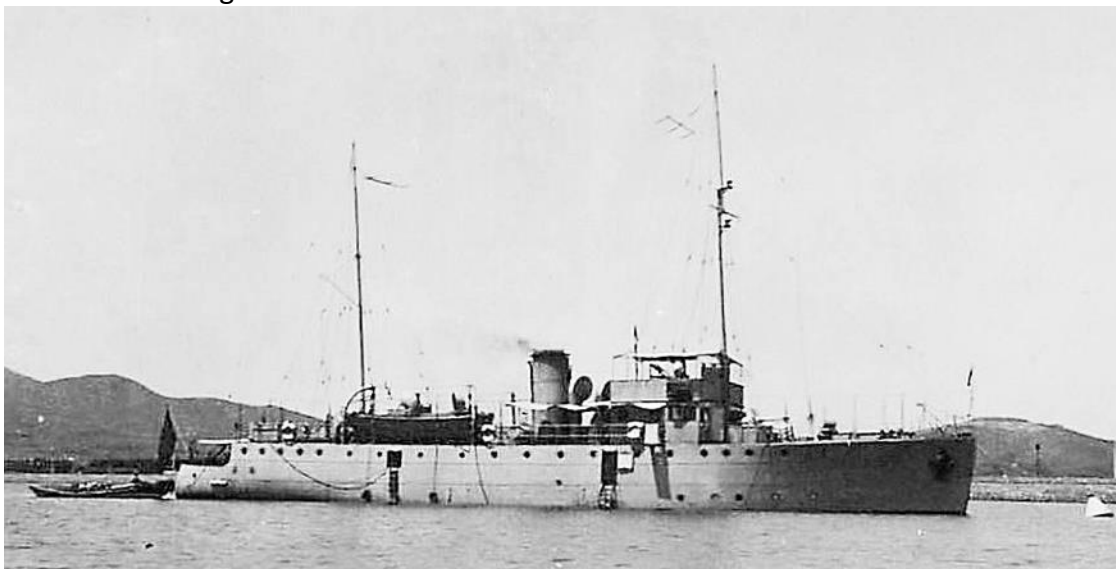
Built by Kiangnan D.Y., Shanghai (#681). 11/12/37 beached at Castle Peak after chased and holed by a Japanese destroyer, crew ashore, vessel towed back into Chinese waters and prize crew placed aboard (NCH, 15/12/37). NFI.



CHA HSING at Hong Kong, differing from SOO HSING in having portholes at two levels (coll. Thomas Johns UoB Jo-s11/<https://www.hpcbristol.net/visual/jo-s11>).

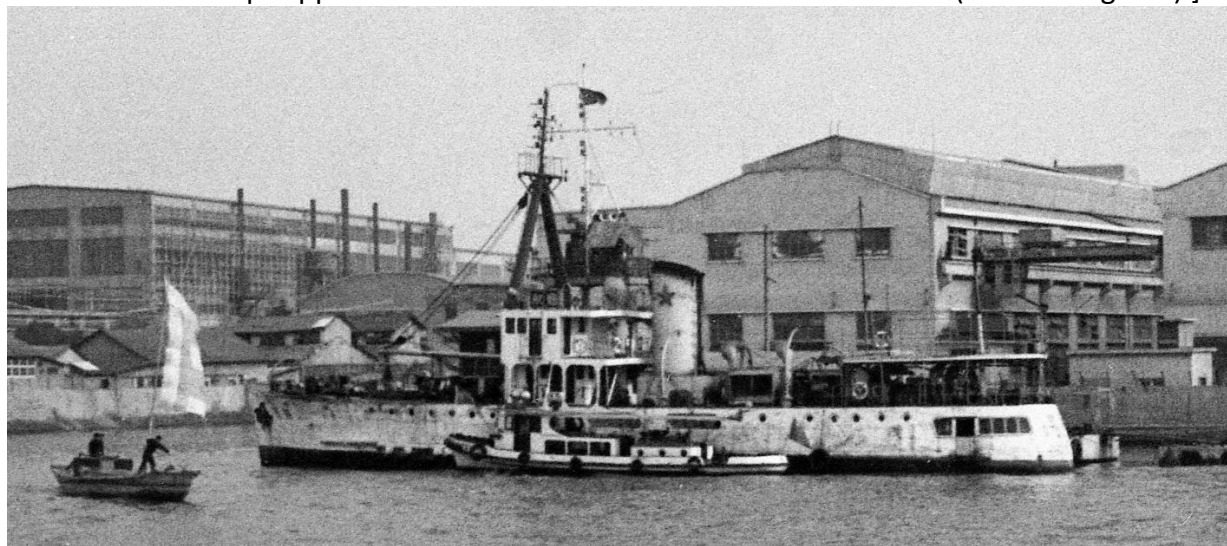
UoB site comment, probably on the basis of photo location: "This boat is either CHA HSING or SHU (SOO) HSING, a shallow draft customs cruiser built with diesel engines, for use in the Canton Delta. The caption on the original print - C.P.S. HAIPING - is incorrect."

**HAI PING** 海平 (1933-4?) 395 displ./33 M anti-smuggling vessel (137.8(129.8) x 24.0', 800bhp/13.23k)  
 Built by Kiangnan D.Y., Shanghai (#682). By 1939 based at Hong Kong. Believed scuttled Hong Kong  
 12/41- no record of salvage.



Likely HAI PING class motorship (coll. SK).

**HAI HUI** 海輝 (1933-4?) 395 displ./33 M anti-smuggling vessel (137.8(129.8) x 24.0', 800bhp/12.64k)  
 Built by Kiangnan D.Y., Shanghai (#683). Seized by Japanese forces as 海輝 KAIKI (same characters). NFI.  
 [Cundall: HAI series ships appear to have been transferred to Reformed Govt (Chinese register).]



Likely HAI PING class still engaged in CMC-type duties at Shanghai in 1980s (John Blake/Alan Lee).

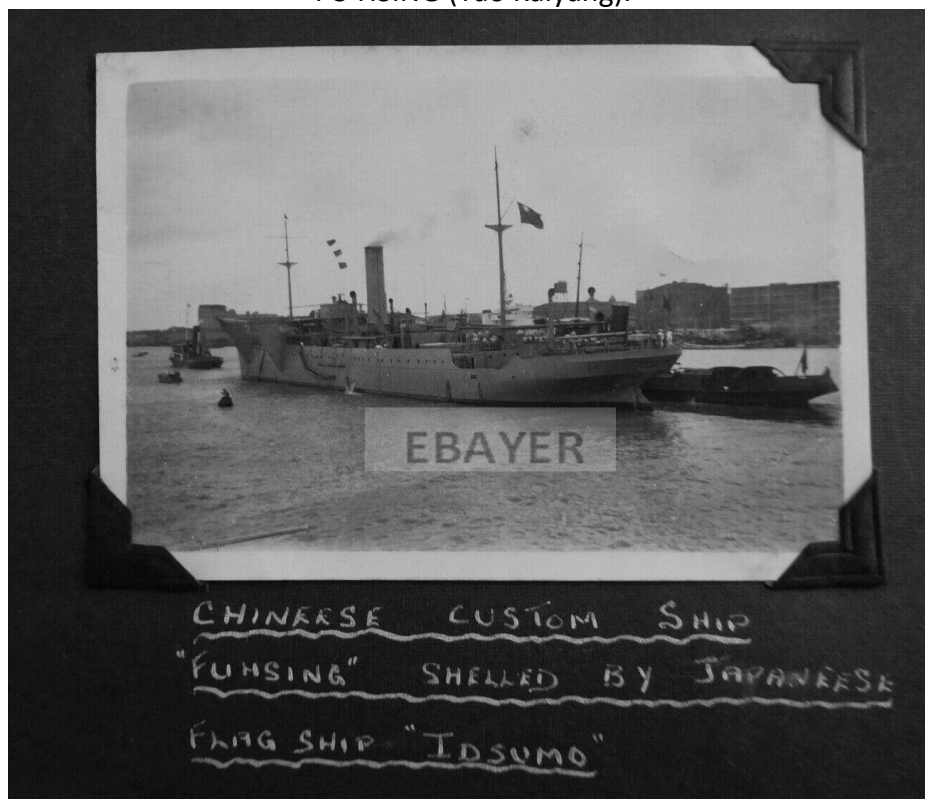
**FU HSING** 福星 (1936-7) 3841/14 (369.7 x 51') T3cy 12k later 7.8k  
 Built by Wm. Gray & Co., Ltd., West Hartlepool (#843) for F. C. Svorono & E. di Pollone, Novorossisk as  
 DRUJBA (DRUZHBA/ДРУЖБА). 3/15 to 1919 req. by Imperial Russian Navy as Black Sea transport N.24.  
 1920 sold to Anglo-Grecian Steam Trading Co. Ltd (C. Doresa & Co.), London r. KODRUS. 1926 sold to  
 Sutton Shipping Co. Ltd (E. M. Trattles), London r. ULLESMERE. 14/1/36 arrived Shanghai from



Sunderland, reportedly for breaking up but sold to CMC, conv. to mothership for up to 10 highspeed anti-smuggling motorboats, r. FU HSING, gantry crane fitted, superstructure built up. 8/37 during Battle of Shanghai shelled and captured by IJN cruiser *Idzumo* when FU HSING's motorboats were mistaken for Chinese torpedo boat [Yao Kaiyang] but evidently returned to CMC control. 15/11/37 taken over by IJN when moored at Kinleeyuan Wharf, 11/37 commissioned by IJN as special work ship HAKUSA 白沙. 20/2/38 re-designated special surveying ship, refitted by Mitsubishi H.I., Yokohama. 1/5/44 re-designated special work ship, 25/9 conversion to repair ship completed at Kure, fitting twin posts with 2 x 20t derricks forward of new tripod mainmast. 10/3/45 re-designated special transport. 30/5/45 s/t by USS *Cobia* (SS-245) in 8.56N, 105.37E, 30 m. off Indochina coast o/v Singapore-Saigon, 8/6 sunk [War movements at [http://www.combinedfleet.com/Hakusa\\_t.htm](http://www.combinedfleet.com/Hakusa_t.htm)] [Starke-Schell, Yao Kaiyang, S. Kizu, S. Fukui, *The China Press* 16/11/37].



FU HSING (Yao Kaiyang).





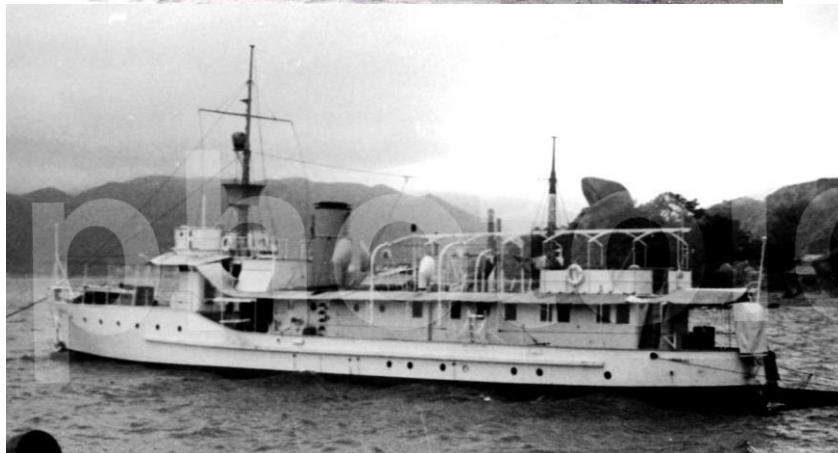
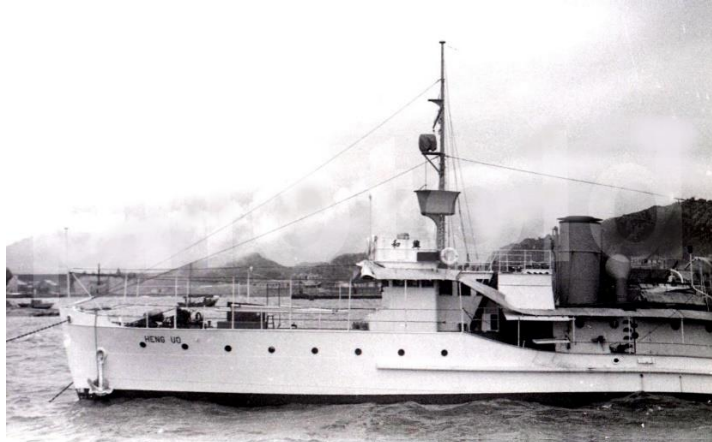


**HENG HO 豐和** (c.1936-4?) details unavailable

Built for Chinese Navy, Canton as gunboat HAI CHOW 海鷗. 16/8/37 while under maintenance at South China Dock and Engineering Co. broke adrift in typhoon and washed ashore c.5am at Ping St, Kowloon. Subsequently commissioned by CMC as HENG HO 豐和. NFI. [<https://gwulo.com/media/19452>].



HAI CHOW aground at Kowloon. Possible CMC flag on funnel (<https://www.krzzjn.comshow-1339-106800.html>).



Disarmed and newly repainted HENG HO at Hong Kong, 1937 (Internet).

**YUNG CHUN** (1946-62) 660 displ./45 (184.5 x 33', M 2xAlco 539 /1710shp/14.8k)  
Built by Willamette Iron & Steel Corp., Portland (Or), 23/7/45 comm. as 'Admirable' class minesweeper USS GAVIA (AM-363). 29/5/46 decomm. and t/f at Shanghai to CMC r. YUNG CHUN (AM52), 1949 relocated to Taiwan. 1/6/62 decomm. and struck. NFI.



YUNG CHUN as USS GAVIA (navsource.org).

**YUNG HSING** (1946-??) 660 displ./45 (184.5 x 33', M 2xAlco 539/1,710shp/15k)  
Built by American Shipbuilding Co., Lorain 25/4/45 comm. as 'Admirable' class minesweeper USS EMBATTLE (AM-226). 29/5/46 decomm. and t/f at Shanghai to CMC, r. YUNG HSING (A7). 1950s still existing in Taiwan but NFI.



Yao Kaiyang's drawing of 'HOONG HSING 鴻星' at Keelung. The name variation is unexplained.

**YUNG KANG** (1946-62) 660 displ./45 (184.5 x 33') M 2xAlco 539/1710shp/15k)  
 10/6/44 l. by American Shipbuilding Co., Lorain (Oh), fitted out as Algiers (Lo). 19/2/45 comm. as  
 'Admirable' class minesweeper USS ELUSIVE (AM-225). 25/5/46 decomm. and t/f at Shanghai to CMC  
 r. YUNG KANG (AM 54), 1949 relocated to Taiwan. 6/1/62 decom. and struck, presume broken up.



USS ELUSIVE in the Whangpoo, 14 May 1946 (Michael B. Kirby/navsource.org).



USS ELUSIVE between two sisters at Pootung (Michael B. Kirby/navsource.org).

**YUNG WAN** (1946-62) 660 displ./45 (184.5 x 33', M 2xBusch Sulzer 539/1710shp/15k)  
 Built by Willamette Iron & Steel Corp., Portland (Or), 16/2/45 comm. as 'Admirable' class minesweeper  
 USS DUNLIN (AM-361). 29/5/46 decomm. and t/f at Shanghai to CMC, 19/7 r. YUNG WAN. NFI.



YUNG WAN as USS DUNLIN at Willamette, March 1945 (US Nat. Archives BS 81064).



**?YUNG xxx** (1946-??) 660 displ./43 (184.5 x 33', M 2xAlco 539/1710shp/15k)

Built by Gulf Shipbuilding Corp., Chickasaw (Al), 23/12/43 comm. as 'Admirable' class minesweeper USS NOTABLE (AM-267). 29/5/46 decomm. and t/f at Shanghai to CMC, new name not known. NFI.

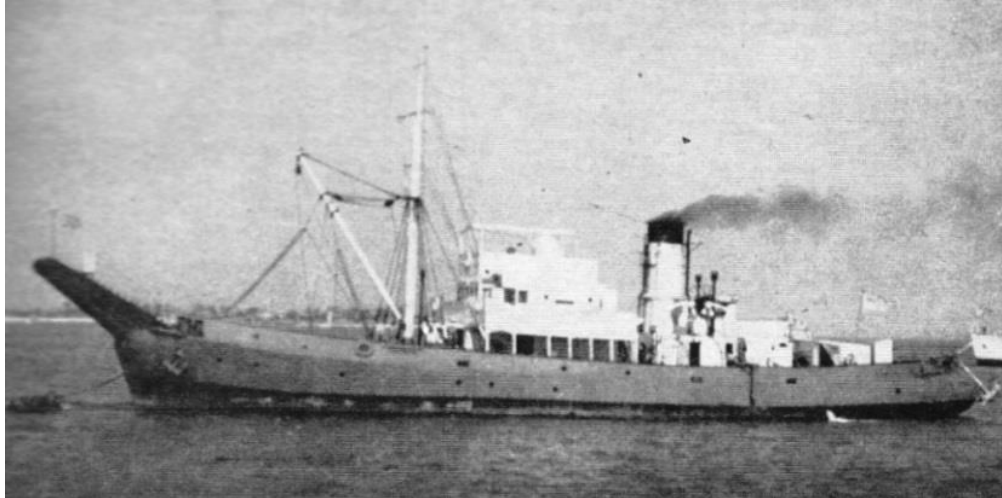


USS NOTABLE at Norfolk, February 1945 (US Nat. Archives BS 94943).

**HAI HSING 海星** (1947-50) 730displ./38 (173.5(o.a.) x 32.5', T3cy/11¾k

Built by Lobnitz & Co. Ltd, Renfrew (#1005) for Royal Navy as 'Bar'-class boom defence vessel, 10/9/38 launched as HMS BARLIGHT. Early 1939 arrived at Hong Kong on China Station. 19/12/41 scuttled in Deepwater Bay. 5/7/42 after salvage placed under repair at Naval D.Y. 20/9/42 commissioned as minelayer M-101 for Imperial Japanese Navy. 1/1/43 attached to the Yokosuka Guard Unit. 1/2/44 redesignated Ma-101 and rated auxiliary netlayer/minelayer. 15/6/44 sunk at Saipan by *USS Halsey Powell* (DD-686), in 15.15N, 145.45E. 1944-45 refloated and repaired by USN, 1947 ceded to Chinese Nationalist (KMT) Navy as a war reparation. Allocated to CMC r. HAI HSING 海星. 1/12/48 undertook first voyage transporting gold and silver bullion from Bank of China on Shanghai Bund to Keelung. 6/49 taken over by Chinese Communist (PRC) forces and subsequently commissioned into PRC Navy as QIYI LUN 'Ship 71'. 1953 refitted and recommissioned as Shanghai pilot boat. 1970 became Shanghai Port Auxiliary 602, subsequently GANG XIANG 港象 (lit. 'port elephant'). NFI. [clydeships.co.uk and Yao Kaiyang, *Inland Navigation Rights and the Shipping Companies*; www.combinedfleet.com/Ma-101\_t.htm, cnss.com.cn]





Original guise as shown by identical RN fleetmate *HMS Barsound* (J.J. Colledge).



CMC's HAI HSING approaching the Bund on the evening of 1 December 1948 (Yao Kaiyang drawing).



Pilot boat **QIYI LUN** (cnss.com.cn).

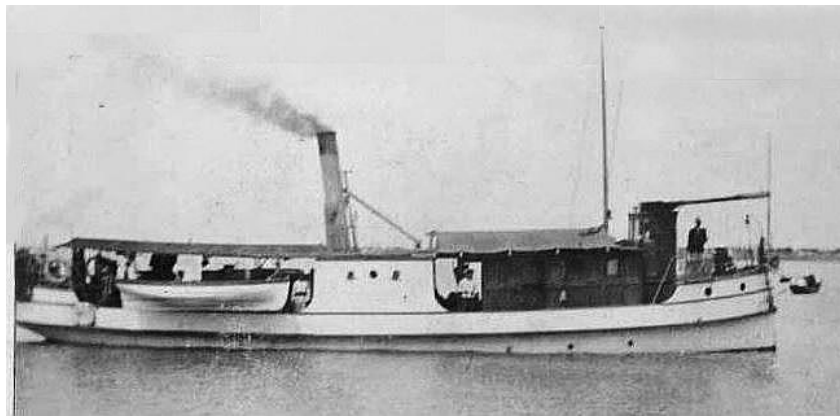
### Other Vessels, Launches

**KWANG FUNG** (1880s or 90s).



KWANG FUNG (UoB Bi-s007).

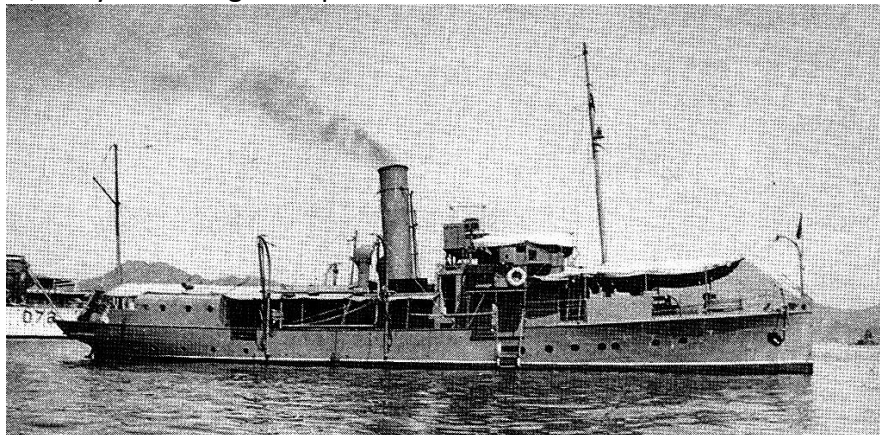
**CHING LAI**



Customs launch CHING LAI (Internet.)

**CHEONG KENG** (at least 1930s)

Large seagoing anti-smuggling steam launch, 1930s stationed at Hong Kong. 17/8/36 grounded at Mirs Bay during typhoon, early refloating anticipated.



CHEONG KENG, a preventative launch. PAK TAU was similar (Christopher Briggs).

**PAK TAU** (at least 1930s)

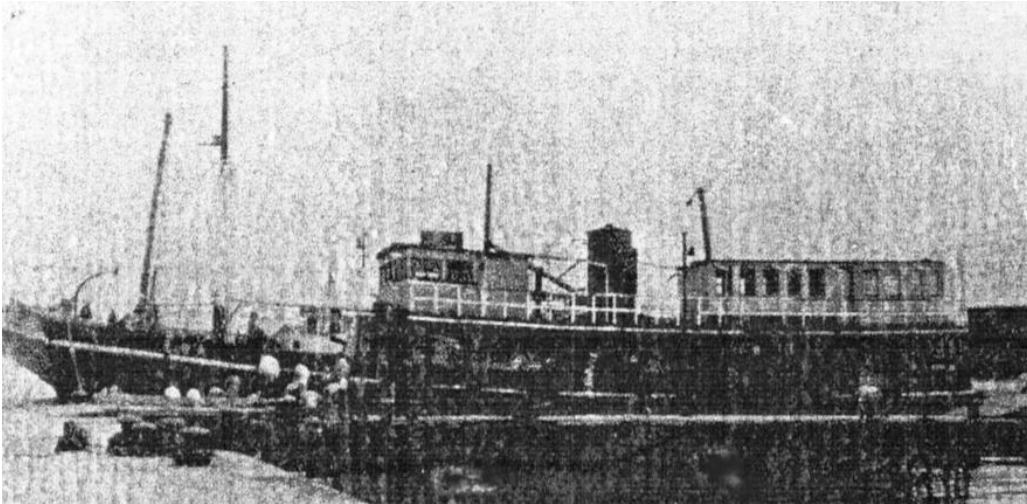
Large seagoing anti-smuggling steam launch, 1930s stationed at Swatow.

**KUAN LUI** (at least 1930s)

Wooden preventative launch, 1930s stationed at Hong Kong, deployed in West River area.

**TING AN** (1935-3?) 135/1935

Seized during Sino-Japanese War became TEIAN MARU and survived war as TEIAN MARU. NFI.



TEIAN MARU after the war (P. Cundall/US. National Archives).

A Customs vessel called **CHIANG HSING** was attacked 2/8/38 by 6 Japanese seaplanes 30 miles below Hankow, was set on fire and ran aground, 3 dead.

### Hulk

**CHENNAN**



Customs hulk CHENNAN at at ?Yülinkung south of Hainan in 1898 (coll. Hedgeland/UoB He-s01).

## Lightships



NEWCHWANG LIGHTSHIP (Banister p. 238)



TAKU LIGHTSHIP (Banister p.230).



Early KUITOAN LIGHTSHIP in Yangtse approaches (Felicity Somers Eve).





Later KIUTOAN LIGHTSHIP (Banister p.176).



TUNG SHA LIGHTSHIP on north side of south channel entrance to Yangtse (Banister p.175).



Lightship in the lower Whangpoo prewar (SK coll.)

### Small vessels built by Kiangnan D.Y. for CMC

Yard No.	Displ./Year	Name	Note
73	15.9/08	FENG-LIOA	w. steam launch Newchwang
103	-/10		lightship
104	-/10		lightship
110	-/11	WEN SHING	w. steam launch 56.0(52.0) x 15'
113	-/11		lightship 54.5 b.p. x 14' river & sea
114	-/11		lightship 54.5 b.p. x 14' river & sea
115	-/11		lightship 54.5 b.p. x 14' river & sea
116	-/11		s. 60 hp kero launch 70.8 b.p. x 13' Sungari River
119	-/11	CHEN HAI 澄海	s. steam launch 95 b.p. x 17' Chefoo
127	-/11		lightship 45 o.a. x 14' river & sea
128	-/11		lightship 45 o.a. x 14' river & sea
129	-/11		lightship 45 o.a. x 14' river & sea
138	-/11	KUANG MING 光明	s. kerosene launch river & sea
151	-/11		lightship 45 o.a. x 14' river & sea
152	-/11		lightship 45 o.a. x 14' river & sea
153	-/11		lightship 45 o.a. x 14' river & sea
154	-/11		lightship 45 o.a. x 14' river & sea
155	-/11		lightship 45 o.a. x 14' river & sea
157	8.77/11	HAI WEI	w. kero launch 45 o.a. x 9' 36hp 10.1k Antung



Rail bridge and revenue cutters at Antung (from a postcard).

175	14.26/13		2sc. s. kero launch 48.8 b.p. x 9.5' 44hp 8.3k Harbin
181	24/13	HU HSING 湖星	w. steam launch 56(52) x 11' 80hp 9.875k Yochow
195	10.54/14	CHING CHEN	s. steam launch 48(44.5) x 10' 35hp 7.84k
207	27/14		lightship 55(52) x 16' Yangtse
208	27/14		lightship 55(52) x 16' Yangtse
243	37/16	FENG SHEN	s. steam launch 60.9(56.9) x 16.5' 100shp 9.679k
258	-/16	CHUNG KIANG	s. steam launch 61(57) x 12'

523	58/26	CHUN CHUANG 順床	2sc. s. kero launch 82(80) x 15' 192hp 11.02k
611	-/30		steel landing boat 38 o.a. x 19' (\$3360)
612	-/30		steel landing boat 27 o.a. x 15' (\$2270)
655	-/30	HUA HSING 華星*	w. kerosene launch 25 o.a. x 7' 15hp 6k
656	-/30	FEI HSING 飛星*	w. kerosene launch 25 o.a. x 7' 15hp 6k
661	93/30	HSIAO CHI 胶濟	s. kerosene launch 78(73) x 15' 93hp 10.66k
662	-/30	HUA HSING 華星*	w. kerosene launch 25 o.a. x 7' 25hp 6k
663	-/30	FEI HSING 飛星*	w. kerosene launch 25 o.a. x 7' 25hp 6k
691	-/33		type "A" steel buoy diameter 12'
723	-/35		type "A" steel buoy (\$25,000)
724	-/35		3-pointed anchor 6 tons 8' (\$4,800)
728	37/35	CHI AN 濟安	s. steam launch 56.25(52) x 11' 100shp 9k
745	-/35		steel mooring buoy
753	-/36		steam launch 32 x 7.5' 100shp 9.55k
754	-/36		steam launch 32 x 7.5' 100shp 9.54k
755	-/36		steam launch 32 x 7.5' 100shp 9.17k
756	-/36		kerosene launch 32 x 7.5' 100hp 9.51k
757	-/36		kerosene launch 32 x 7.5' 100hp 9.81k
766	-/36		rowboat 22 x 4.5'
771	-/36		type "A" steel buoy diameter 12'
772	-/36		type "C" steel buoy diameter 8.5'
773	-/36		3-pointed anchor 12 tons
805	-/37		electrical phased antenna
817	-/47		mooring pontoon 12 x 8'

\*Presumably for installation on revenue cruiser of the same name

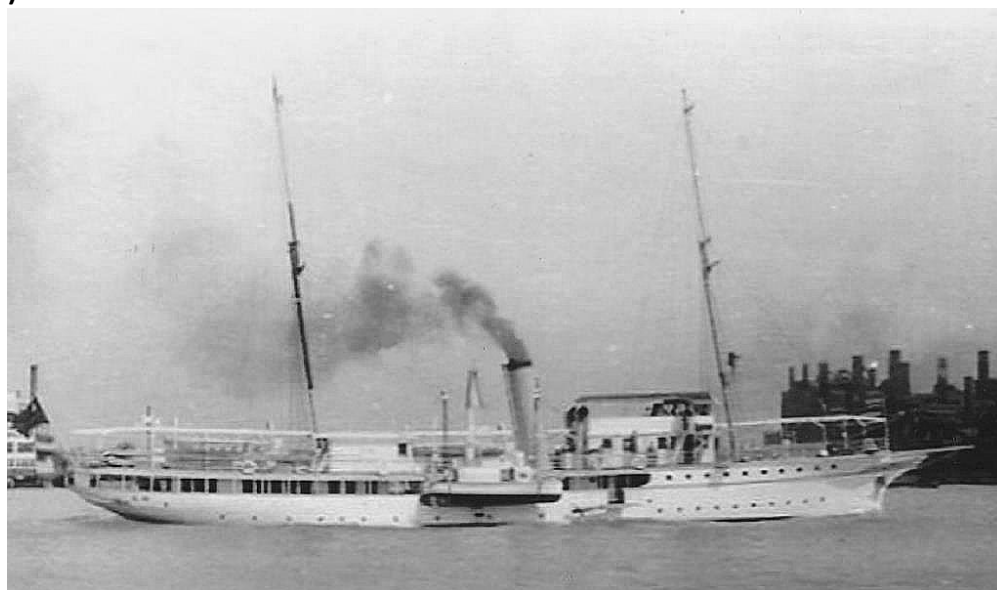
### Unidentified or Possible CMC Vessels

(unidentified)



"Customs cruiser c.1902" in HKMM collection. Misidentification?

(unidentified)



Unidentified possible CMC cruiser at Shanghai in period 1929-38 (coll. SK).

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