

Yu Ya-ching - Ningpo and Yangtse ships

ILLUSTRATED LIST

Extracted from the full lists of:

Ningpo Shaoshing (Ningshao) S.N. Co. Ltd (1909-c.49)
SAN PEH STEAM NAVIGATION COMPANY LTD (1914-c.54)
Hoong On Steam Navigation Co. Ltd (HOSNC) (1918-c.54)
Ningshin Steamship Co. Ltd (NSSC) (1918-c.54)
Chinese-Italian Navigation Co. Ltd (CINC) (1937-43)

By Howard Dick & Stephen Kentwell

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h.dick@unimelb.edu.au

skentwell@hotmail.com

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

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

This update posted 19 January 2026

Ningpo Shaoshing (Ningshao) S.N. Co. Ltd. 寧紹輪船公司

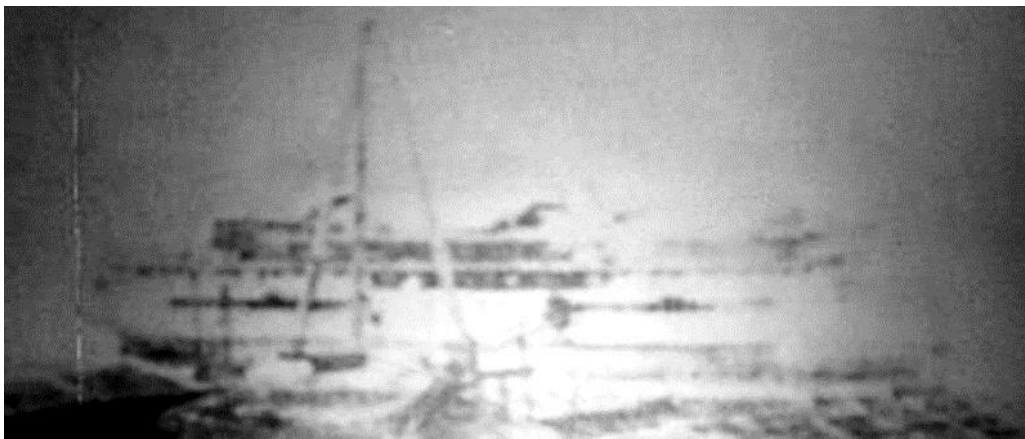
(est 21/6/08, first meeting of shareholders 11/10/08, capital of 1 million Tls fully paid up)

[Known under Japanese rule as Neisho Shosen 寧紹商船]

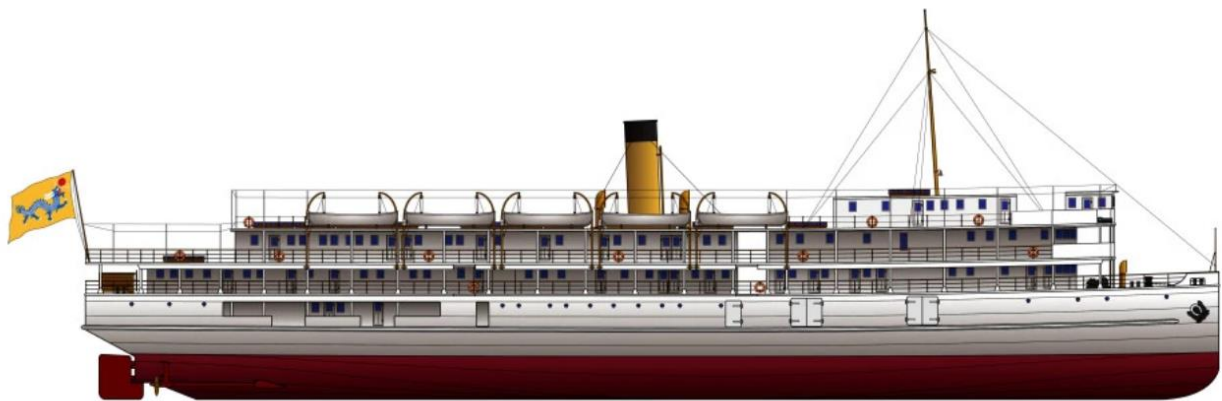


NING SHAO 寧紹 (1909-40) 2641 (later 3074)/05 (280.0 x 48.0', 2-sc, T6y)

Ordered from Foochow Arsenal (#44) by Cie Asiatique de Nav. (Racine, Ackermann & Co., Shanghai mgrs) as one of 3 sisters (others cancelled) for Yangtse service. Reported completed 1906 but NFI until 11/09 acquired from Foochow Government. 10/7/09 commenced service for NSNC on Ningpo line. 11/14 t/f to Shanghai-Hankow line. Ca. 6/40 sunk by Japanese aircraft at Yu Ping Shan upstream from Ichang.



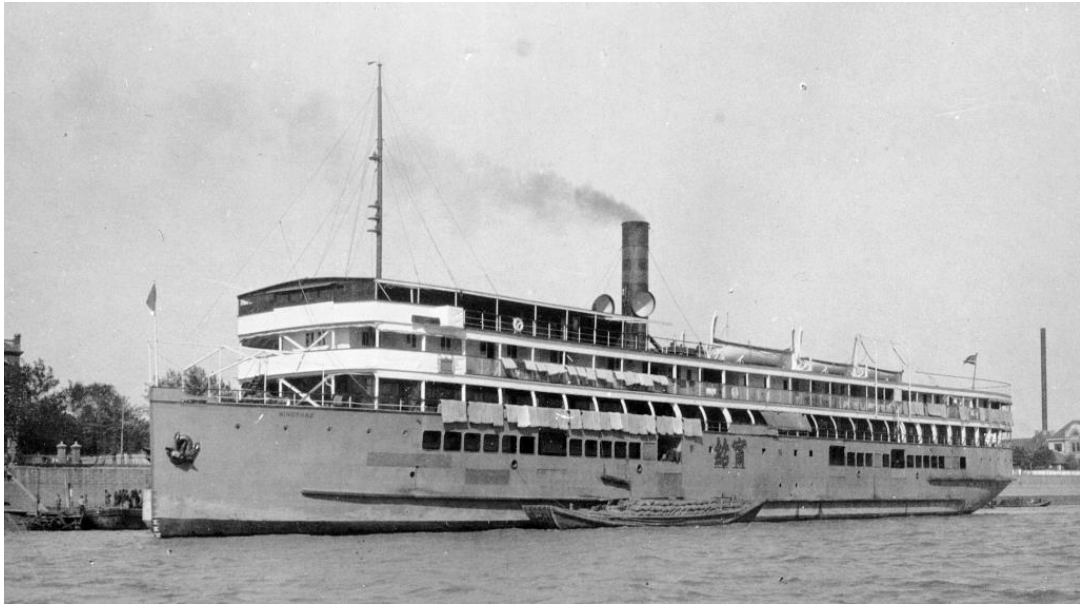
NING SHAO fitting out at Foochow (Foochow Museum, Mawei).



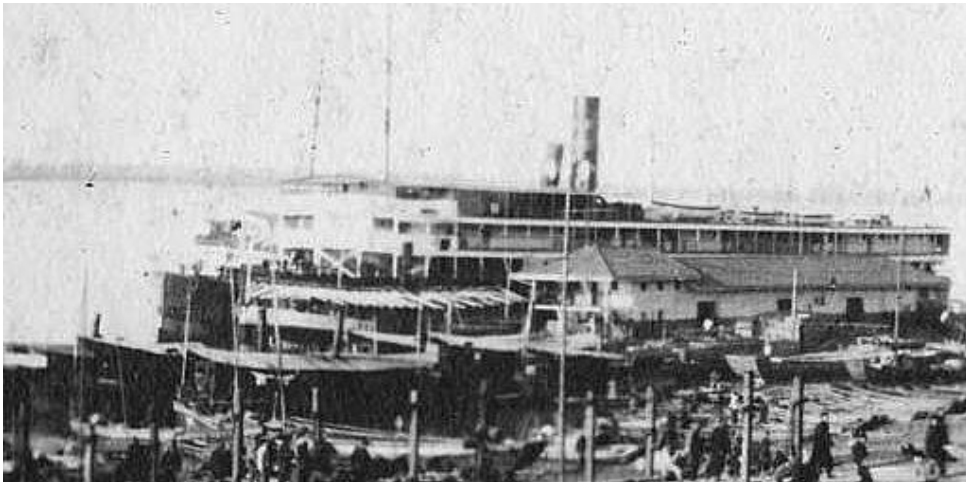
Modern line drawing envisioning NING SHAO as built (Ziye Guanshi/<https://origin-view.inews.qq.com/a/20220609A06B8V00>)



NING SHAO at Ningpo (Cixi Archives Hall Museum, Ningpo/
https://view.inews.qq.com/k/20210625A01SUD00?web_channel=wap&openApp=false).



NING SHAO at Hankow after transfer to the Yangtse service (Photo from *Report on Consolidation & Neutralization of transportation in China*, US Department of Commerce, Peking, 1918, in collection of Graham Thompson).



at Kiukiang (Yale colln).

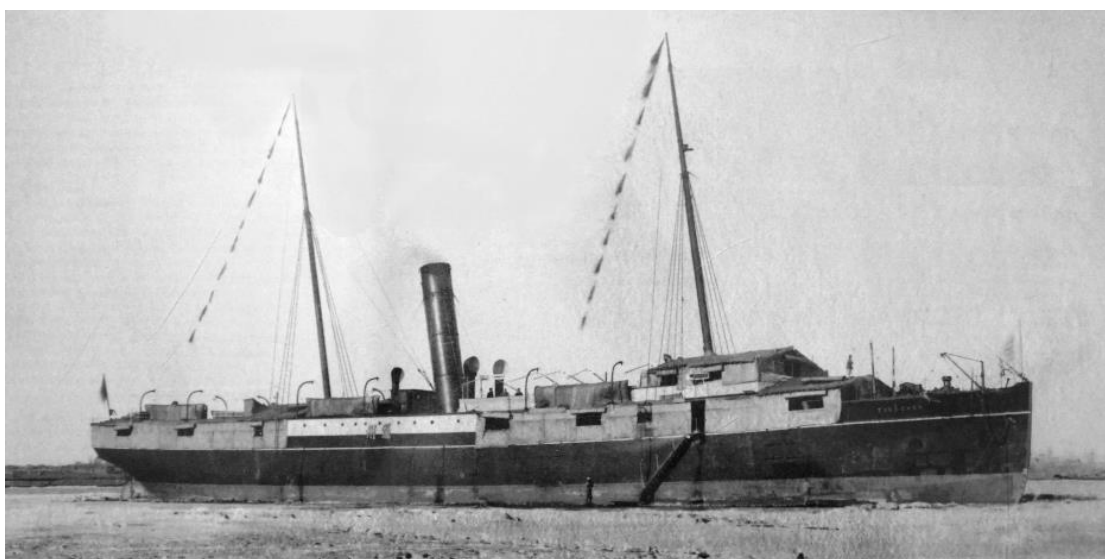


Starboard view, probably with black hull (Internet).

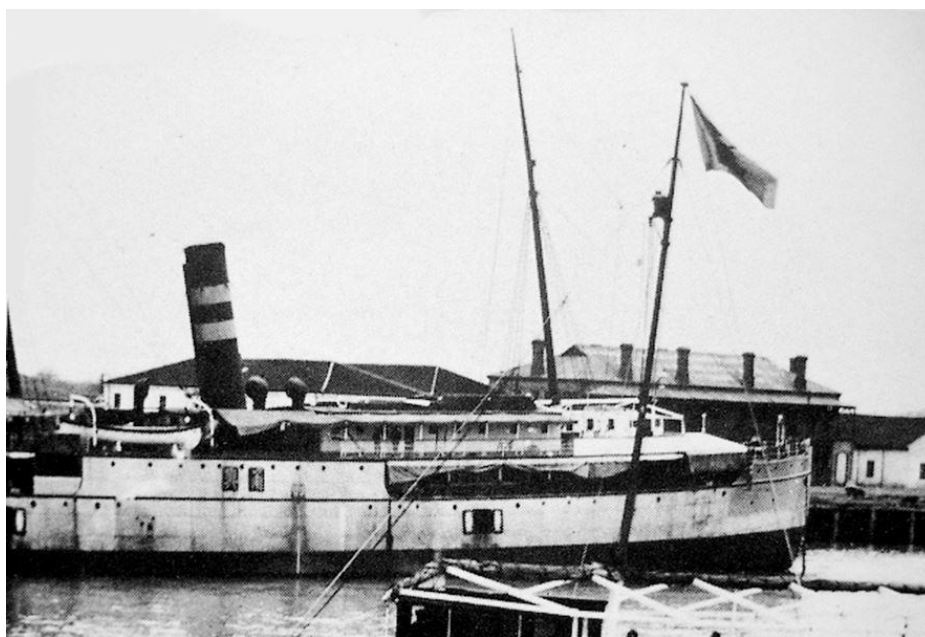
YUNGSHIN 甬興 (1909-33) 999/86 (256.3 x 34.2', 2-sc, C4cy)

Built by Scott & Co., Greenock (#245) for CNC as TUNGCHOW. 11/04 sold to Diedrichsen, Jebsen & Co., Hamburg on behalf of Russian Ministry of War for use as supply vessel r.

DNEIPR/DNPR/DNIEPR. 3/12/04 reported captured by IJN, taken to Sasebo. 1906 sold to Far Eastern S.S. & Nav. Co., Vladivostok. 1909 sold to NSNC r. YUNGSHIN and refitted as a passenger ship, sailing 29/8 for Ningpo. Briefly stranded while carrying 250 passengers. 18/7/15 in rough seas whipped up by typhoon stranded on a mudbank off Tsungming Island - refloated several days later without damage. 24/7/15 carried German Consul to Ningpo for a meeting with Yu Ya-Ching, transfer by *Tsepeh* to home at Wenlansah, the port of Sanpao. 7/18 switched to Foochow line. By 1/21 into early 1922 running about 3-weekly to Vladivostok and on occasion arrested for carrying contraband. By 8/22 back on Ningpo run and apparently to least 8/27 (running vs *Hsin Kiangteen*). 1/5/33 stranded on Chusu Island on voyage Foochow-Shanghai – looted. CTL.

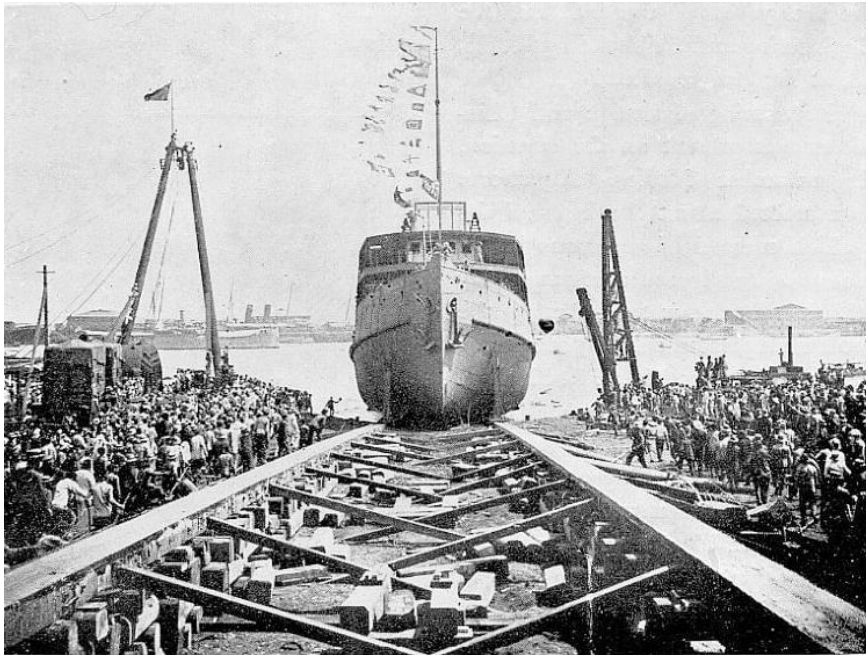


TUNGCHOW iced in in the Peiho below Tientsin in 1895-6 (CNC).



YUNGSHIN (A. Kludas).

HSIN NINGSHAO 新寧紹 (1914-37, 1942-45) 2551/14-11 (289.5 x 46.0', 2-sc, T6cy Richardsons, Westgarth & Co. Ltd, Middlesborough) As built: Passengers 64 First, 140 Second plus Deck. Built by New Eng. & S.B. Works Ltd, Shanghai (#249) for NSNC for Ningpo line – 11/11/14 ran trials. 5/7/31 collided at Shanghai with *Isabel Moller*. 5/7/32 at Shanghai collided with and severely damaged CN Co. *Szechuen*, latter found to be at fault. 12/37 t/f to Carlowitz & Co., Shanghai r. MOHLENHOF (German flag). 3/42 reverted to HSIN NINGSHAO [Japanese SHIN NEISHO GO 新寧紹号 of Neisho Shosen, Chinese flag]. 1/7/45 bombed and sunk in air attack in position 30.10N 122.10E about 9 km N of Paichuan, Chusan Island, Chusan Group, 2 crew lost.



HSIN NINGSHAO entering the water at Shanghai on 23/6/14 after having been christened by Miss Liu Kwe-ching, a relative of Yu Ya-ching (Social Shanghai).



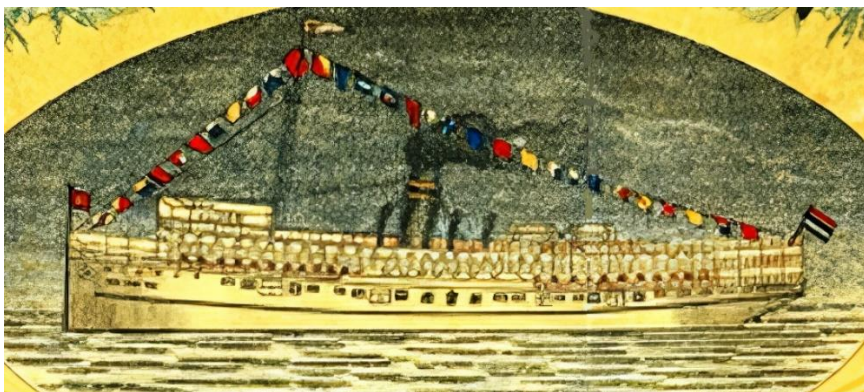
Early HSIN NINGSHAO (SK*).



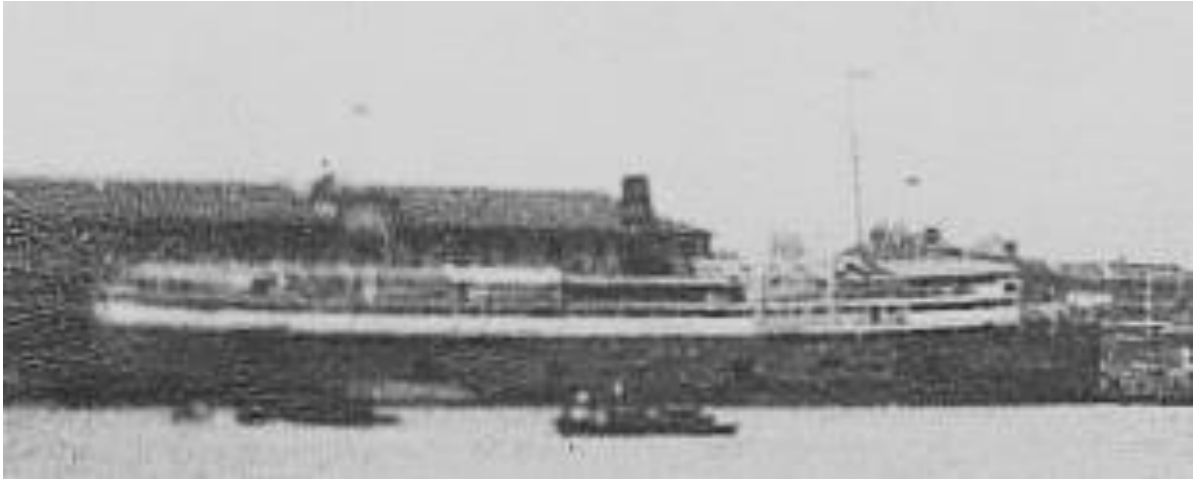
Contemporary sketch of HSIN NINGSHAO at the mouth of the Yongjiang River next to Ningpo
http://nbb.zhxxww.net/gaer/zqsb/zq_sbww/200609/20060905112717.asp.



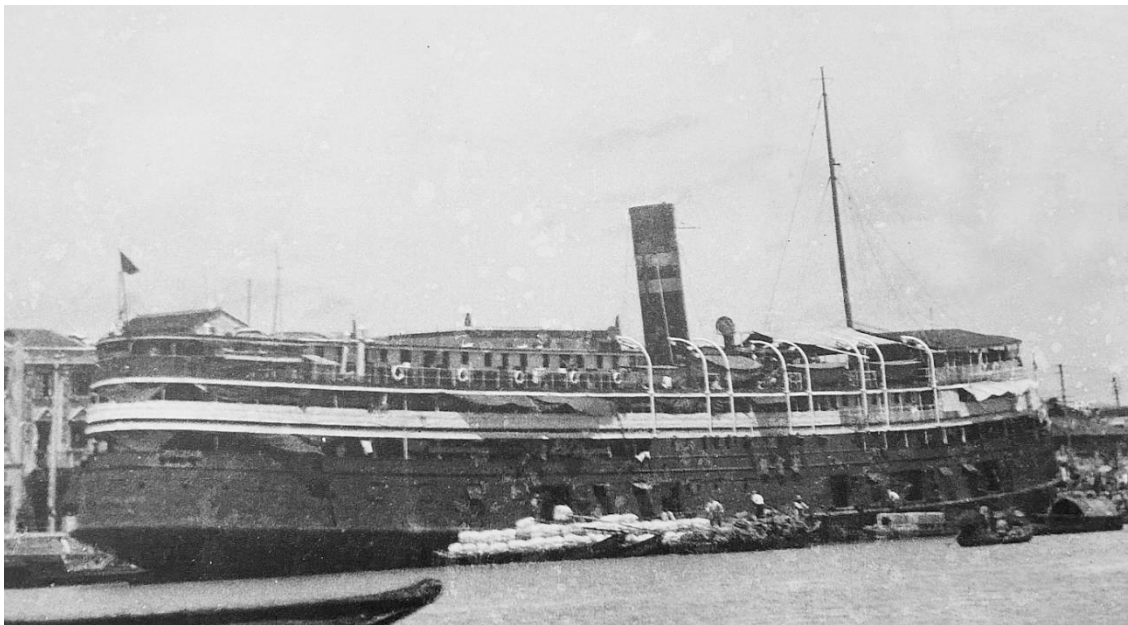
From an advertising poster (SK*).



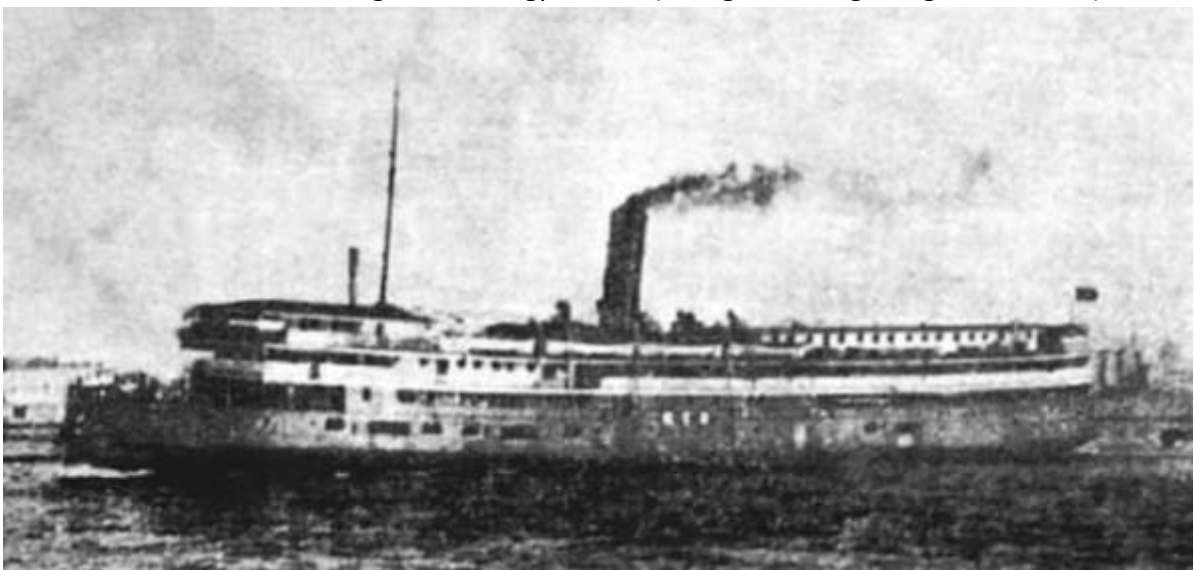
HSIN NINGSHAO depicted on Ningshao share certificate (Internet).



HSIN NINGSHAO early profile, main deck still not yet enclosed (Internet).



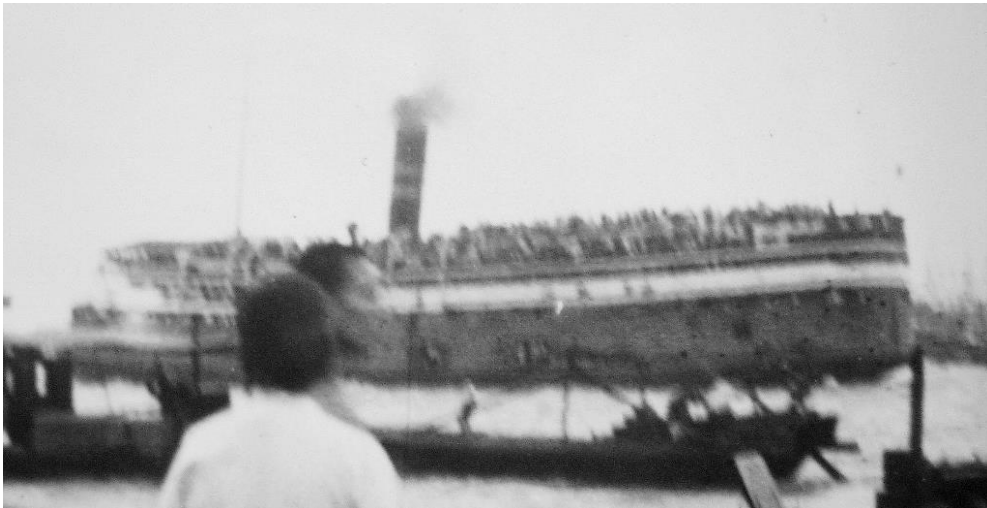
HSIN NINGSHAO alongside at Ningpo 1934 (Wang Zhi-Xiang/Ningbo Museum)



HSIN NINGSHAO in the 1930s (<http://60.250.180.26/theme/theme-46/46-index.html>).



HSIN NINGSHAO without deck canvas at a coastal anchorage (Internet)



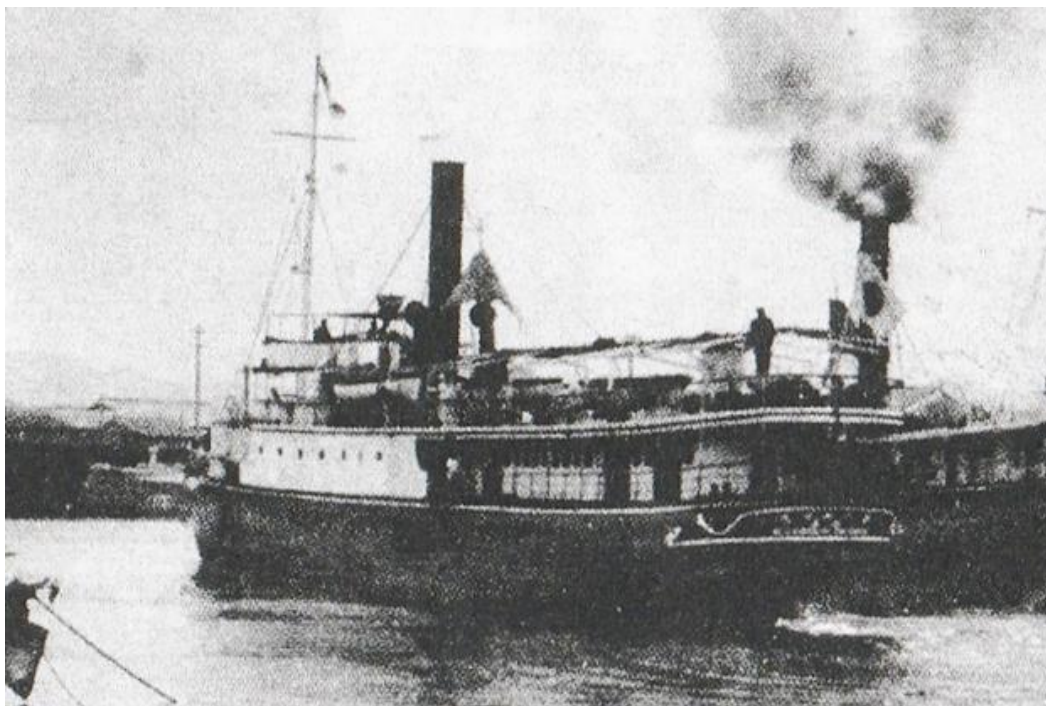
HSIN NINGSHAO sailing Shanghai for Ningpo overloaded with refugees, 3 September 1937, following the renewed Japanese offensive from August 23 (SK*).



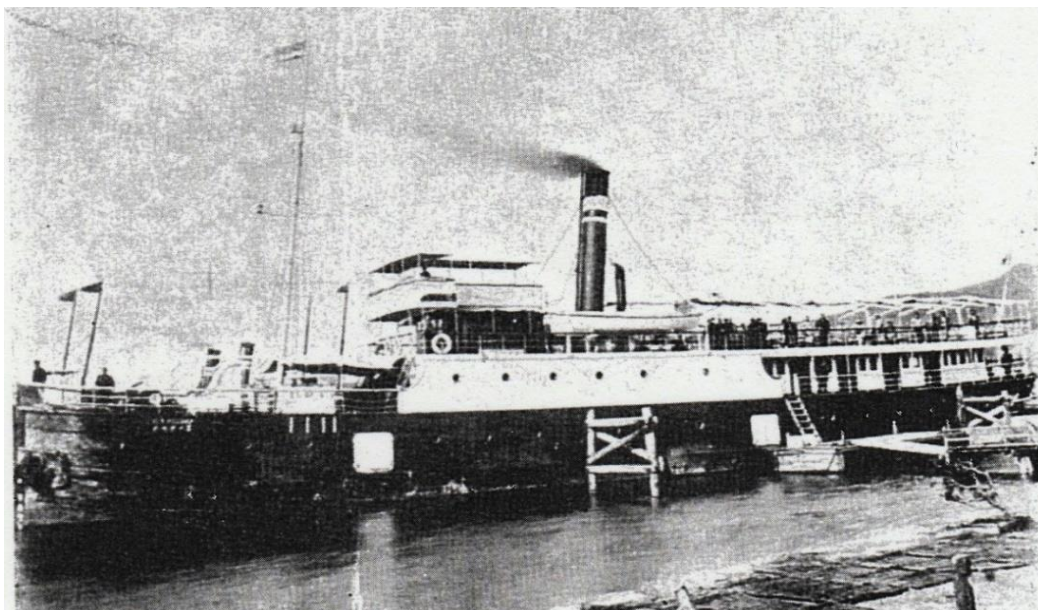
HSIN NINGSHAO alongside at Shanghai with Swire rival HSIN PEKING offshore (SK*).

NING HSIANG 寧象 (1927-c.34) 358/03 147.4x20.6 w.s.s. T6cy 494 pass

Built by T. Haruki, Tokushima for Awakuni Kyodo Kisen K.K., Tokushima as KIDO MARU No.6 (later spelt KYODO MARU No.6)(388 grt). 1921 sold to Setsuyo Shosen K.K., Sumoto r. MIKUMA MARU. 1927 sold to Ningshao S.S. Co. r. NING HSIANG (358g). By 1934 sold to Ning Hsiang S.S. Co., Ningpo for Shanghai-Ningpo-Hsiang Shan service. By mid 1930s owner Hsu Wen-Yung. Late 1937 t/f to Empresa Portuguesa de Nav. E Comercio (Port. flag) r. LISBOA. 4/39 reported scuttled at Ningpo as NING HSIANG. [c.4/39 a LISBOA detained by Japanese and impounded at Shanghai (Yangtzepoo) and 11/40 reported sold to Japanese interests. NFI.]



NING HSIANG as KIDO MARU No.6 at Tokushima (from a postcard c/- Y. Morita, *Fune to Minato*).



KIDO MARU No.6, later NING HSIANG from the Awakuni Kyodo Kisen official history.

NING CHING (1930-37) 1693/15-11 (T3cy)

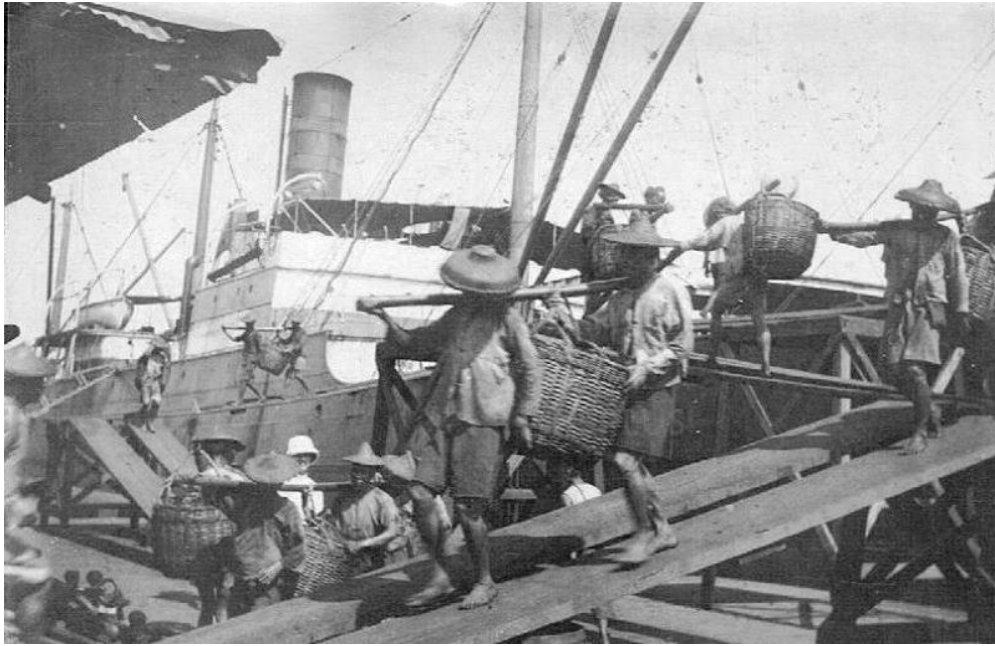
Built by Laxevaags Maskin & Jernskibsbyggeri, Bergen (#121) for Rederi P. Kleppe, Bergen as HARRIET. 4/22 sold to C. Mathison, Bergen r. IMATACA. 4/30 sold to NSNC, 2/31 r. NING CHING. 1933 replaced *Yungshin* in Foochow trade. 1937 sunk as a blockship at Matang. [Sister HSU CHOW of United Navigation Co. Ltd (N. Tsu), Shanghai 1618/17, ex ESCONDIDO, ex HALLGJERD]



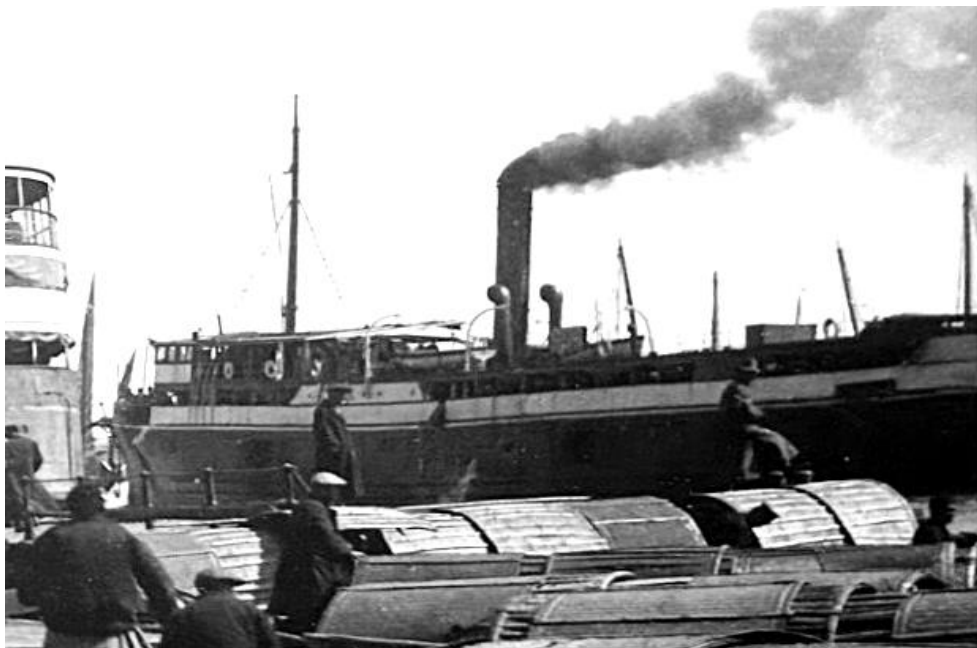
Undated probable NING CHING in front of the weather tower at Shanghai bund (Internet).



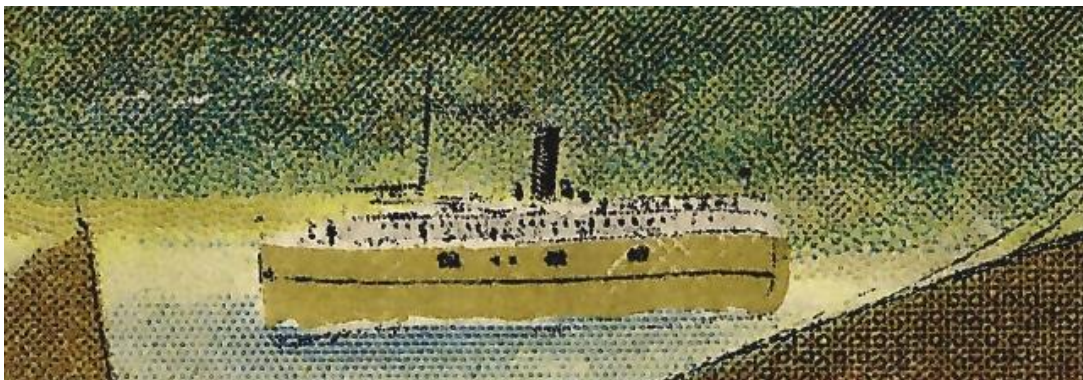
Probable rebuilt NING CHING with San Peh funnel marking, in front of Ningshao Office at Ningpo (<http://www.nbyh.info/Item/4205.aspx>).



Possible NING CHING or HSU CHOW (Internet).



Assumed NING CHING alongside at Ningpo 1934 (Wang Zhi-Xiang/Ningbo Museum).



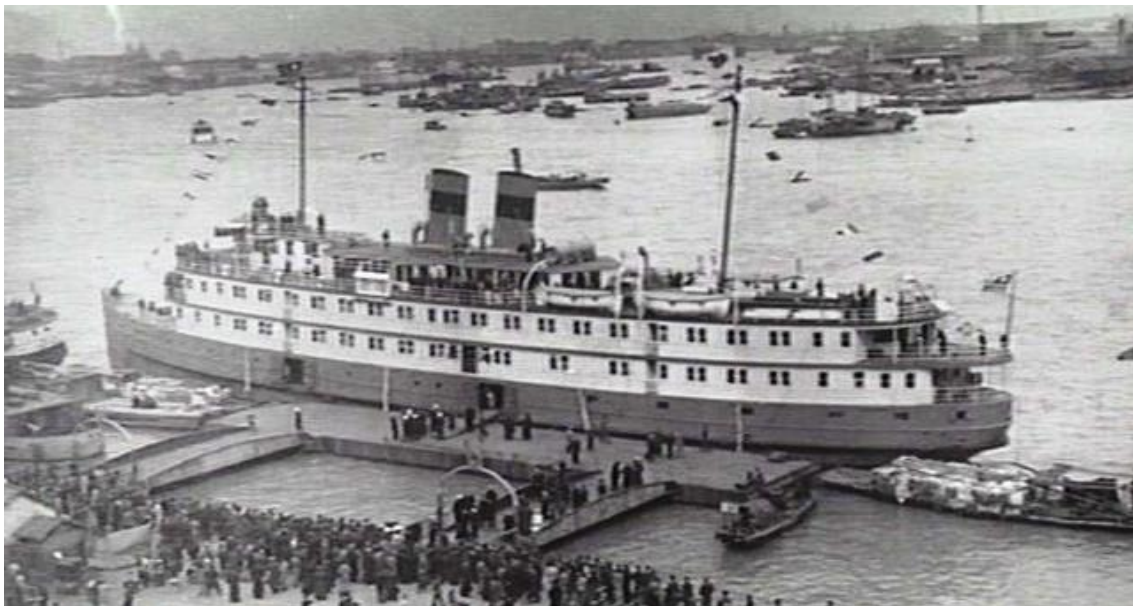
1930s illustration in company poster suggesting removal of NING CHING's mainmast (SK*).

Vessels operating under Ningshao S.N. Co. agency

MOHLENHOF (1937-42) 2551/14

see HSIN NINGSHAO (NSNC, 1914-37)

HA-SIN 海新 (HAI HSIN) (1946-49) 2484/10 (246.8 x 42.3', 2-sc, T8cy Detroit S.B. Co., Detroit)
Built by Detroit S.B. Co., Wyandotte (#180) for Richelieu & Ontario Nav. Co. Ltd, Chicago for Lake Erie/Kingston line as ROCHESTER. 1915 t/f to Canada S.S. Lines Ltd, Chicago. 1920 t/f to Montreal for Montreal/Quebec-Saguenay River line r. CAPE ETERNITY. 1935 sold to Seaway Lines Ltd (F. Walmsley mgr), Montreal r. GEORGIAN. 1940 sold to Lakeway Lines Ltd, Montreal. 1941 req. by RCN for use as accommodation ship at St. Johns, Newfoundland r. HMCS AVALON II. 5/42 sold to RCN. 1946 sold to Wah Shang S.S. Co. Ltd, Shanghai r. HA-SIN (HAI HSIN). 1/11/46 reported initial sailing Shanghai-Ningpo, Ningshao S.N. Co. agents. 7/49 damaged in air attack at Shanghai, believed broken up.



HA-SIN at Shanghai 7 April 1947 on a formal occasion (AWM Neg. No.303355
<https://www.awm.gov.au/collection/C249283>).

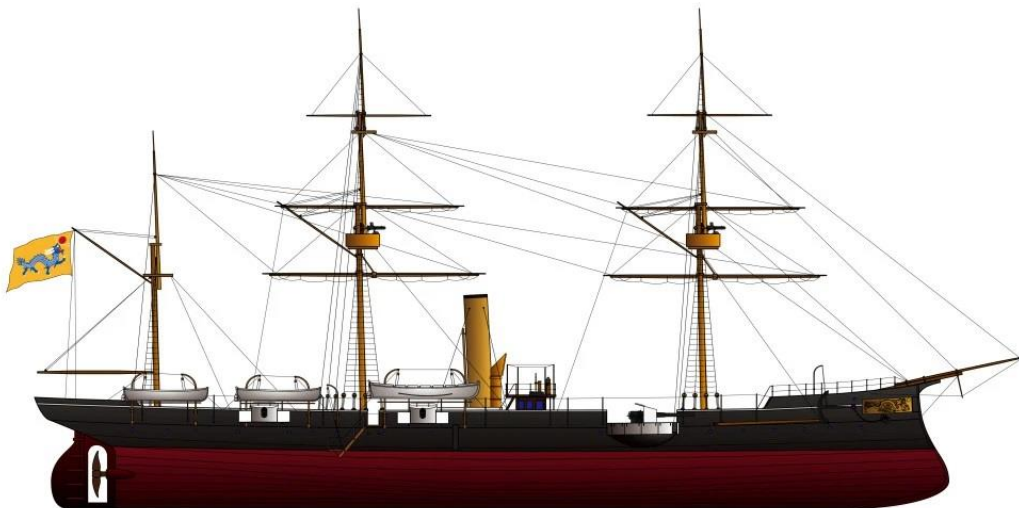


Photo dated 1947 in YouTube video 'Shanghai from 1850 to 2021'.

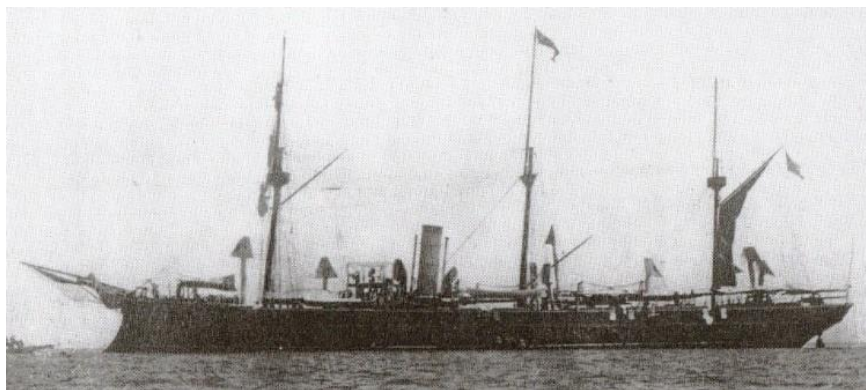
San Peh S.N. Co. Ltd (SPSNC) 三北輪埠公司



SHIN YUE 升有 (c.1920-25) 1230/86 as built 2100 displ. c.s.s. 250 x 36' 2400 ihp 14k
Built by Foochow Arsenal, Foochow for Chinese Navy as fast cruiser CHING CH'ING/KING-CHING/
JING QING 鏡清. 1/84 laid down, 11/8/86 trials, armament then fitted at Kiangnan Arsenal. By 1903
relegated to training cruiser. 12/15 minus engine and armaments undergoing repairs at Kiangnan
Arsenal. By early 1920s discarded, sold to SPSNC, refitted as Upper River steamer, r. SHIN YUE.
25/8/25 lost near Hinghua. [<https://read01.com/GJLDD.html>, Wright, The Chinese Steam Navy, NCH
11/12/15]



CHING CH'ING (<https://new.qq.com/rain/a/20220609A06B8V00?no-redirect=1>)



CHING CH'ING's sister HUAN T'AI (Marius Bar/TCSN p.68).



SHIN YUE aground, stern propped up (SK*).



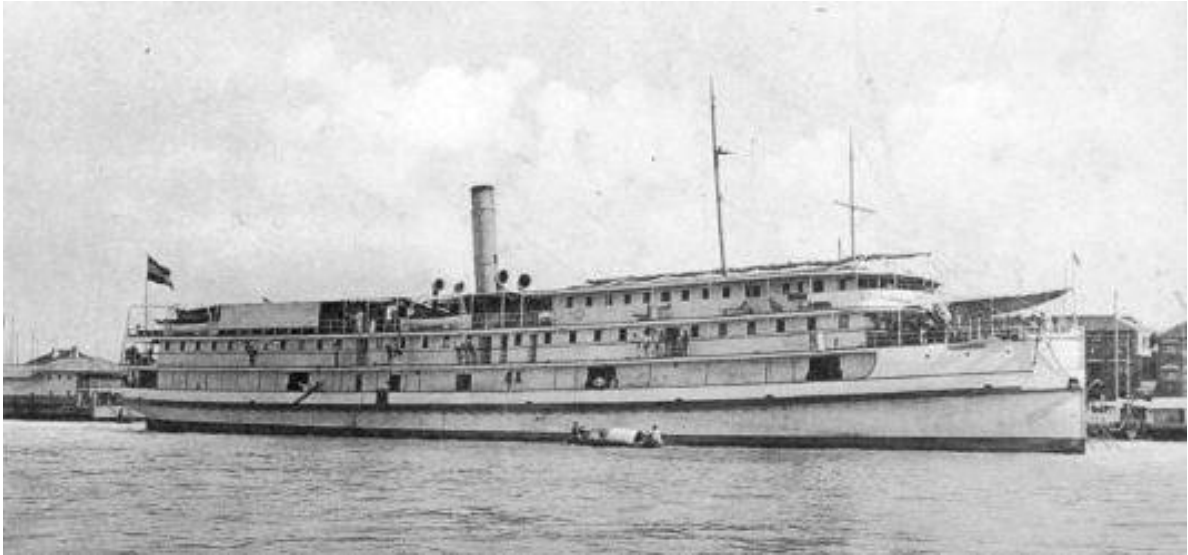
SHIN YUE, partially sunk on rocky ledge (Internet).



SHIN YUE, back broken (Internet).

HWAH LEE (Chartered vessel, c.1919-24) 1682/00-8 (247.7 x 30.0', T6cy/82 nhp)
 Built by S.C. Farnham & Co., Shanghai (#544) for Melchers & Co., Shanghai for Yangtse trade as MEI
 LEE. 5/01 sold to Norddeutscher Lloyd (Melchers & Co., mgrs), Bremen. 8/14 interned in Shanghai.
 20/3/17 seized by Chinese Govt and t/f to Chinese Govt S.S. Admin., Shanghai r. HWAH LEE. 1920

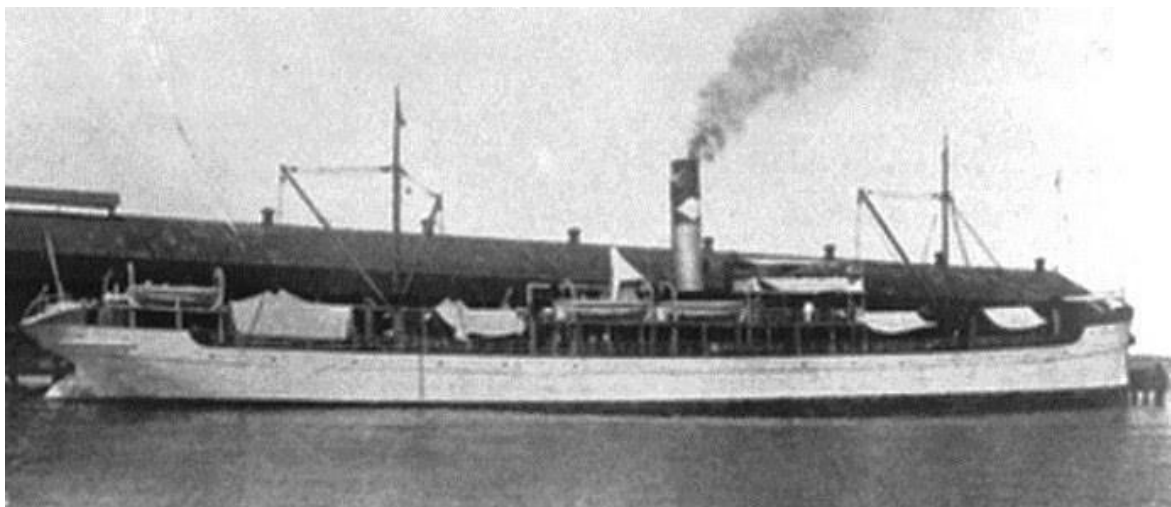
and later operating in Lower Yangtse for San Peh S.N. Co. 9/24 on charter to CMSNC r. KIANG CHING for Hankow-Ichang service went ashore 'in paddy field' on first trip, dug out and refloated. Sold to CMSNC and repaired. Early 11/25 holed forward and ashore below Patung on falling river – spring 1926 refloated and to Shanghai for repairs. 11/11/26 rep. on 2nd up-river trip after repairs stranded on bank below Feng Tu at 45-degree list on falling river but spring 1927 refloated. 19/9/29 badly holed by shellfire near Ichang. Early-1938 t/f to Wm Hunt & Co., Shanghai. 12/41 rep. sunk at Shanghai.



MEI LEE, later HWAH LEE, at Chinkiang (from a postcard).

HSIN NINGSHIN 新寧興 (1926-37) 2175/06-2 (269.6 x 39.0', T3cy, Richardsons, Westgarth & Co. Ltd, Middlesborough)

Built by Fevigs Jernskibsbyg, Arendal (#56) for H.A. Meyer, Tönsberg as BERTHA. 1917 sold to Skibs A/S Loddings Red. III (T. Lodding, mgr), Oslo. 1926 sold to SPSNC r. HSIN NINGSHIN. 1937 t/f to CINC r. TIRSO. 12/41 presume under Japanese control, subsequently war loss. 1951 RLR.



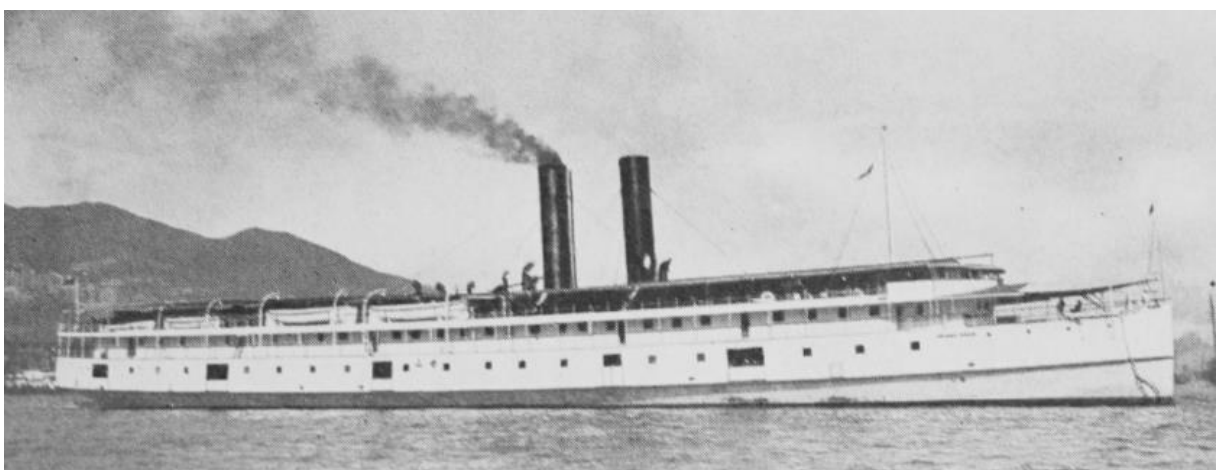
KAREN of H.A. Meyer, Tönsberg was virtually identical to BERTHA of the same owners which became HSIN NINGSHIN (skipshistorie.net).



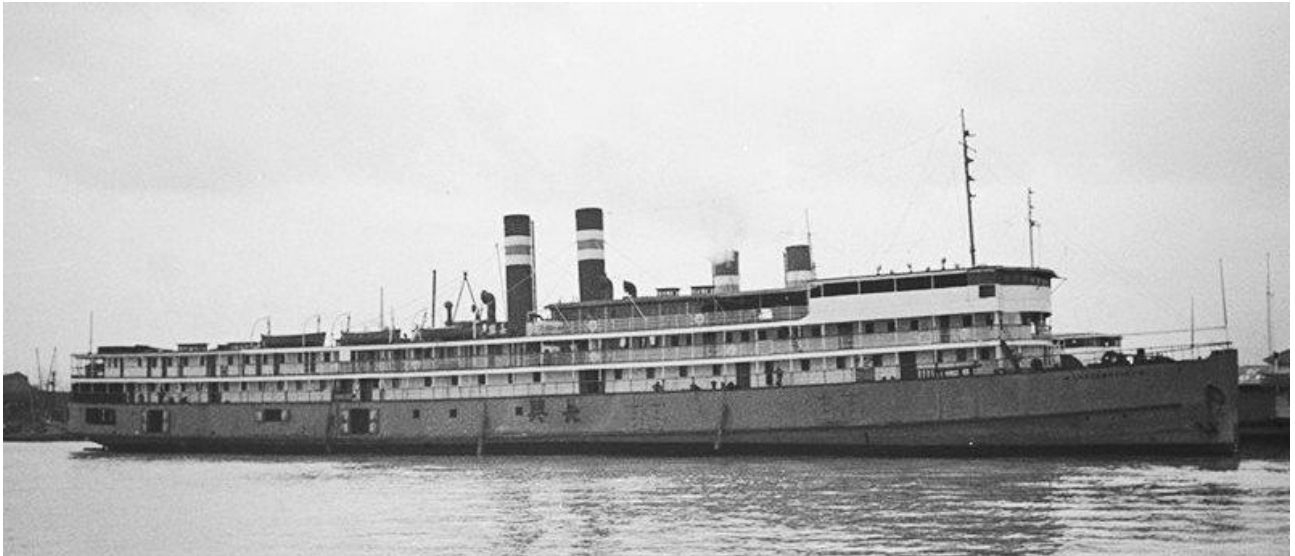
Grey-hulled vessel with tumblehome, candidate for rebuilt HSIN NINGSHIN.

CHANG HSING 長興(1926-27) 2907/90-4 (290.0 x 54.0', 2-sc, T6cy)

Built by Ramage & Ferguson Ltd, Leith (#96) for Hong Kong, Canton & Macao S.B. Co. Ltd, Hong Kong as HEUNG SHAN. 1910 reboilered. 29/2/24 struck Junk Rock 12 m. below Canton in fog - beached with decks awash. 1/4 sold by auction to Yik Wing S.S. Co., Hong Kong. 5/12/24 refloated and towed to Hong Kong for reconditioning. 7/26 sold to SPSNC and towed to Shanghai where rebuilt with two funnels and lengthened (40') by San Peh Eng. Works. 11/27 entered Yangtse service for HOSNC as CHANG HSING. 1937 t/f to CINC r. APRILIA. 1945 t/f to SPSNC r. CHANG HSING. 9/5/48 stranded and sank at Tungchow, 40 m. above Woosung.



CHANG HSING in HCMSC service as HEUNG SHAN (HCMSC advert. in *OSK Guide*).



CHANG HSING at Shanghai after reconstruction (Malcolm Rosholt UoB ro-n0993).

WU HSING (1927?-32) 689/23

Built for unknown owners as MESSOLINA - subsequently KWEI MIN, CHANGYUAN. c.1927 sold to SPSNC r. WU HSING. 14/9/29 stranded on rock 25 m. above Ichang - refloated. 11/7/32 wrecked 131 m. above Ichang. Salvaged, rebuilt and mid-1933 re-entered Upper Yangtse service as FU HWA 富華 (also FUHWA and FOO HWA). 26/9/36 at Ichang explosion in tween deck from gasoline vapour, 2 killed but no serious damage to vessel. Fate after 1938 unknown.



WU HSING at Chungking (SK*).



WU HSING at Ichang (from a postcard)



WU HSING aground in the Upper Yangtse, probably showing the separate strandings, in 1929 and 1932 (Warren Swire colln, <http://60.250.180.26/ss/6138.html>, Ebay, coll. SK*).



Rebuilt as FU HWA (Taken 1938 from *USS Monocacy*/coll.SK*).

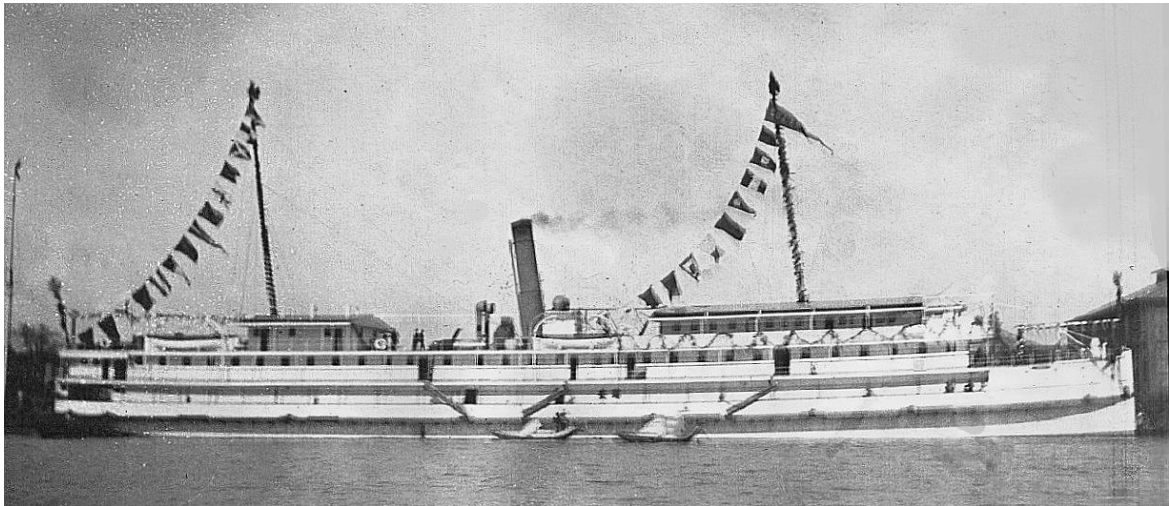
SAN PEH 三北 (1930-49) 700/30 (2-sc, M6cy by Benz Co.)

Built by San Peh Eng. Works, Shanghai for SPSNC (Hoong On S.N. Co. mgrs) as SAN PEH. 11/8/37 sailed Shanghai for Changsha. RLR 1938 but evidently survived war in Upper River. 4/47-1/48 laid up at Shanghai. 28/4/49 sunk at Wuhu in air attack.

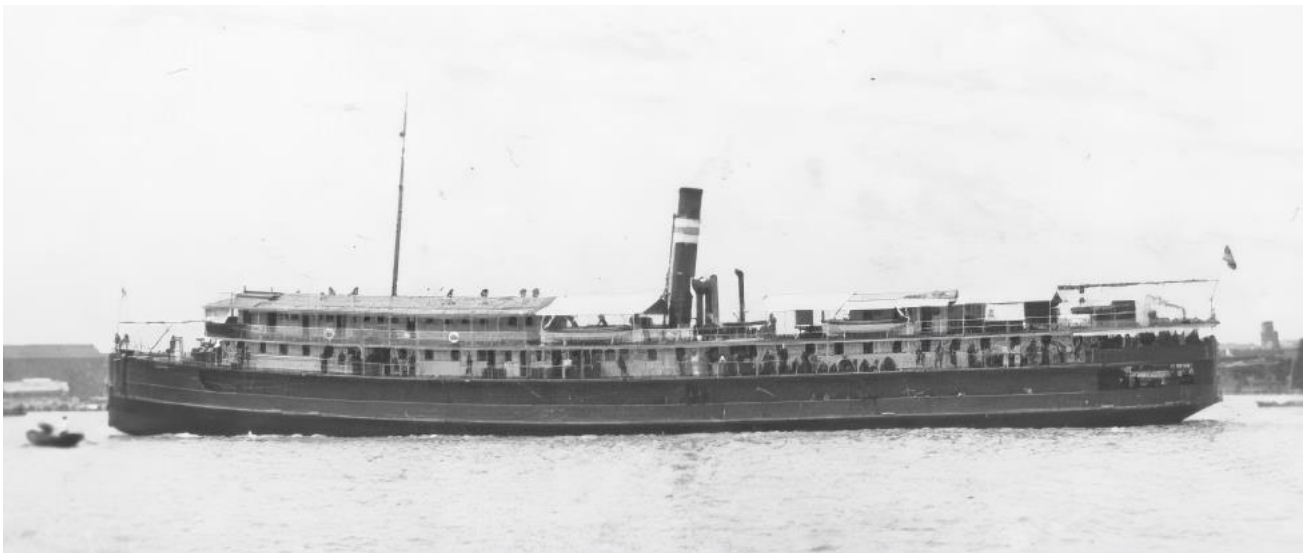
(no image available)

LUNG ON 龍安 (1936-37) 1682/99-11 (238.0 x 30.1', 2-sc, T6cy, 96 rhp)

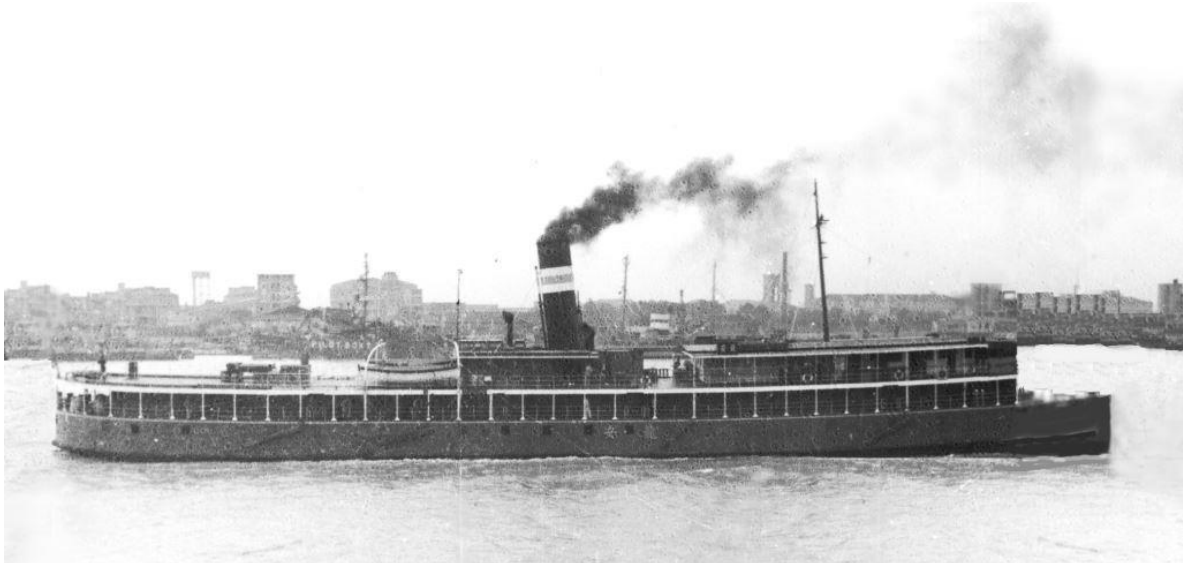
Built by S.C. Farnham & Co. Ltd, Shanghai (#519) for Rickmers Rhed. A.G., Bremen for Shanghai-Hankow trade as SUI-AN. 1901 sold to Hamburg-Amerika Paketf. A.G., Hamburg. 12/06 sold to Hong Kong, Canton & Macao S.B. Co. Ltd, Hong Kong for Hong Kong/Macao trade. 8/11/16 upperworks destroyed by fire at Macao – rebuilt and 10/17 resumed service. 19/11/22 seized by pirates and looted on voyage Hong Kong-Macao (2 dead). 11/36 sold to SPSNC – 29/1/37 entered Shanghai-Hankow service as LUNG ON. 1937 t/f to CINC r. LAMONE. Rep. sunk 1942 under Senpaku Uneikai control but raised. 1945 recovered and reverted to SPSNC as LUNG ON. Mid-1949 requisitioned by Nationalist authorities to support operations at Tinghai but sunk in the subsequent retreat.



Yangtze steamer SUI AN decorated when new (Internet).



LUNG ON at Hankow in 1937, open lower deck restored after HK-Macao service (SK*)



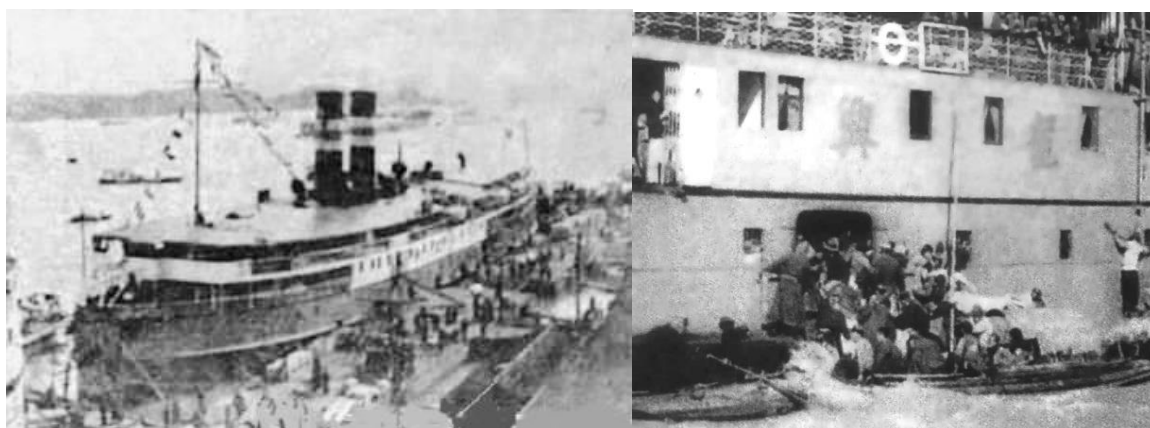
LUNG ON subsequently refitted as a coastal steamer with lower deck sealed up, presumably operating Shanghai to Ningpo and Wenchow (Graham Thompson/SK edit).

LUNG SHIN 竜興(1936-37) 3063/23-10 (300.4 x 54.1', 2-sc, T3cy)

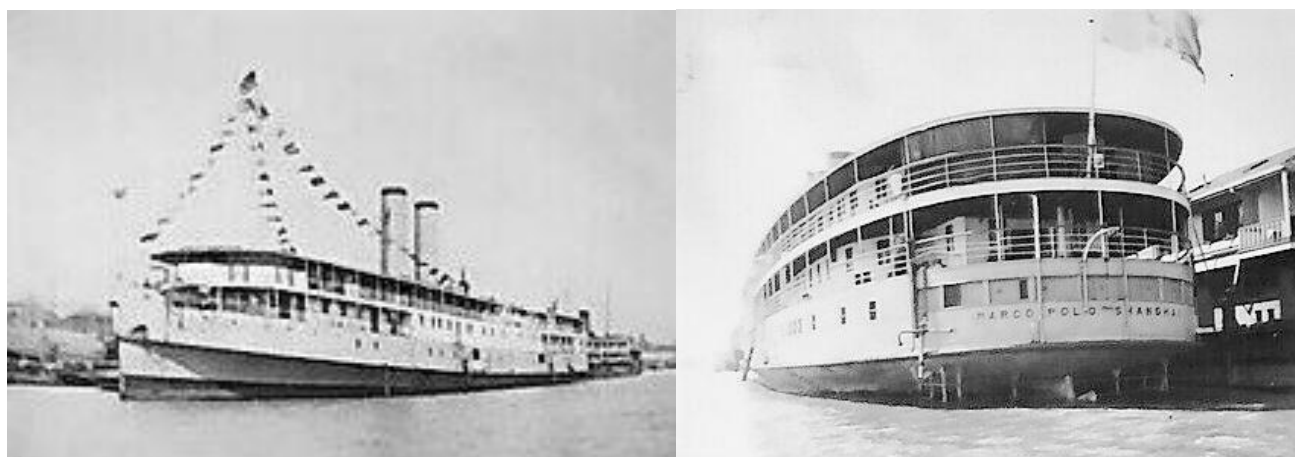
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong for Hong Kong, Canton & Macao S.B. Co. Ltd, Hong Kong as LUNG SHAN. 11/36 sold to SPSNC r. LUNG SHIN and refitted by San Peh Eng. Works - 9/1/37 entered Yangtse service. 1937 t/f to CINC r. MARCO POLO. 12/41 req. by Japanese r. MARUKO MARU 丸子丸. 16/7/45 struck mine and sank c.4 m. from Woosung. One crewman lost.



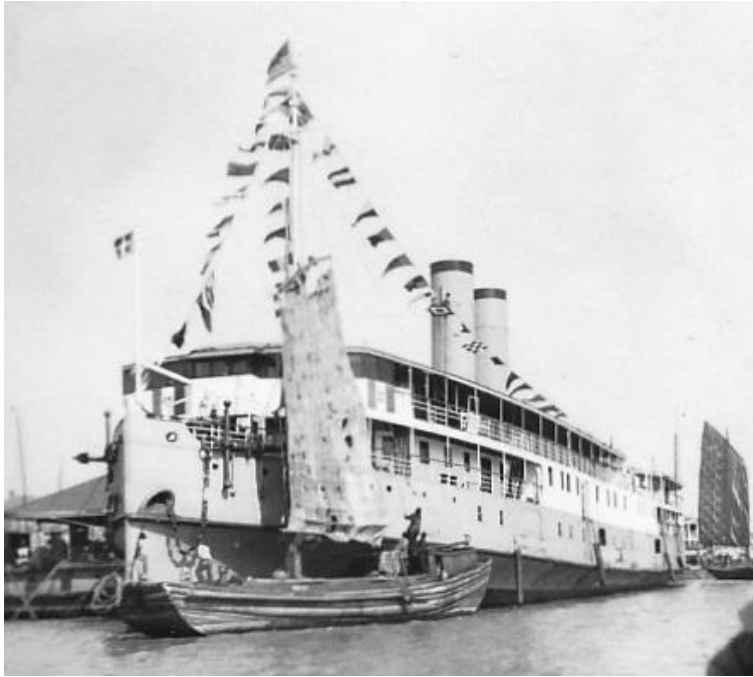
LUNG SHIN, probably January 1937 prior to maiden voyage (Malcolm Rosholt UoB ro-n1200).



Left: On arrival at Hankow (Pei Chen Hua Chien 北晨画刊 16/1/37). Right: Passengers scrambling aboard LUNG SHIN, said to be at Nanking as Japanese forces approached in early December 1937 (<http://60.250.180.26/theme/theme-46/46-index.html>).



MARCO POLO at Shanghai 1937, home port Shanghai (Italian flag). (Internet, both views).



MARCO POLO in 1937 (SK*).



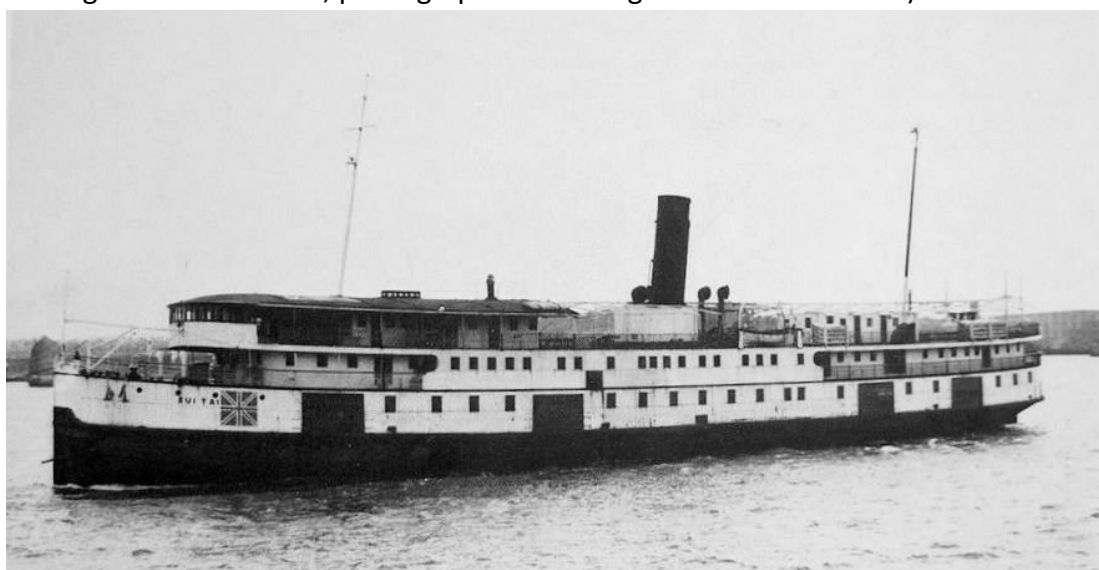
MARCO POLO at Hankow in 1938 (Internet).



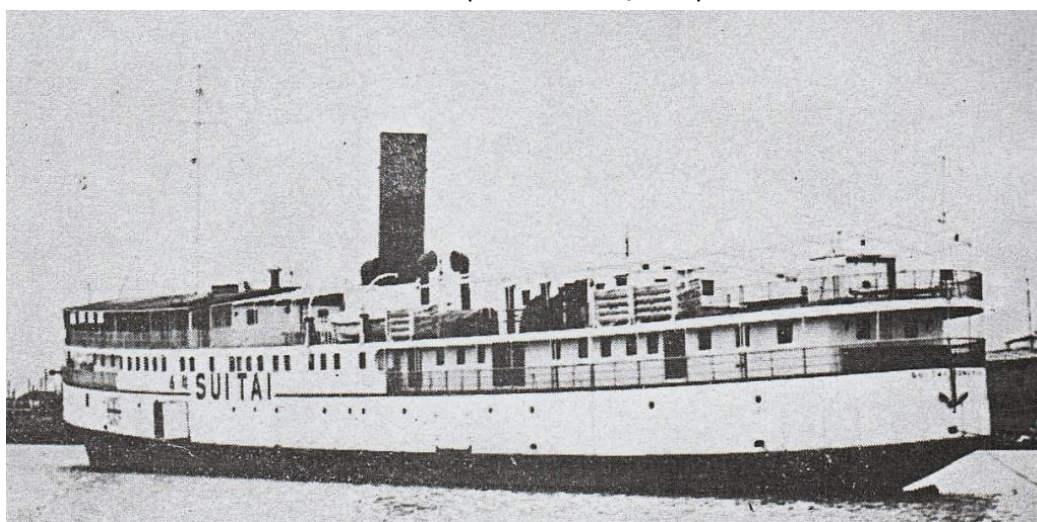
MARCO POLO active at Ichang with CINC houseflag now painted on funnel (Capt. Torrible/Swire).

SUI-TAI 瑞泰(1937-5?) 1816/99-10 (238 x 30.15', 2-sc, T6cy, 96 rhp)

Built by S.C. Farnham & Co. Ltd, Shanghai (#520) for Rickmers Rhed. A.G., Bremen for Shanghai/Hankow trade as SUI-TAI. 1901 sold to Hamburg-Amerika Paketf. A.G., Hamburg. 12/06 sold to Hong Kong, Canton & Macao S.B. Co. Ltd, Hong Kong for Hong Kong-Macao trade. 24/8/28 gutted by fire at Hong Kong - rebuilt. 1937 sold to SPSNC (reg. owner N.J. Asquith, Hong Kong). 8/12/41 scuttled at Shanghai but raised by Japanese r. JOSAN MARU (JOOSAN MARU) 常山丸. 14/9/44 badly damaged by US aircraft at Tayen, Yangtse but late-1945 recovered and reverted to SPSNC as SUI-TAI. Reconstructed by Yu Kong Shia shipyard, superstructure reduced and cargo hatches added. 4/46 reg. t/f to Shanghai. 1948 t/f to HOSNC. 195? taken over by Yangtse Navigation Bureau, possibly as JIANG SUI. 11/67 renamed in DONG FANG HONG series. (See DONG FANG HONGs of Prewar Origin list for photos of an unidentified vessel in the DONG FANG HONG 400 series showing some similarities, photographed at Shanghai in October 1983.) RLR 1959 as SUI-TAI.



SUI TAI at Hong Kong, September 1939, showing extensive rebuilding for Pearl River service after 1928 fire (D. Gammon/HD*).



Subsequently at Shanghai, still under the British flag (*Sekai Shosen Yoran* p.41).



SUI TAI on completion of reconstruction 1945-6, with message of thanks to the shipyard (SK colln)

LUNG ON (1945-5?) 1617/99

see LUNG ON (SPSNC, 1936-37)

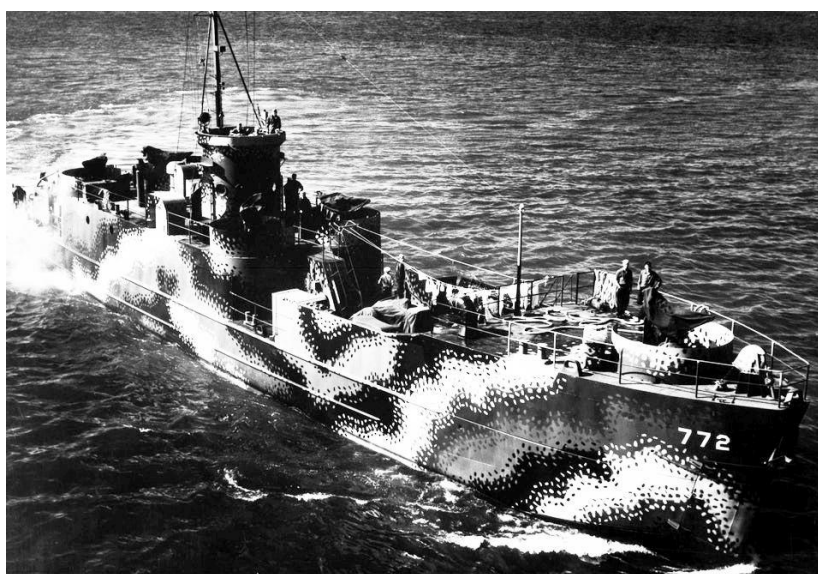
CHANG HSING (1945-48) 3412/90

see CHANG HSING (SPSNC, 1926-27)

WAI NEI 偉義(1947-5?) 313/44-7 (158.5 x 23.25', 2sc. 2 Detroit diesel 6051 quad-71, 1600 bhp)1
Built by Commercial Iron Works, Portland (Or.) for U.S. Army as LCI (R)-772. 2/47 t/f to USMC for disposal. 1947 sold to SPSNC r. WAI NEI. After 1949 to PRC Navy. NFI.



navsource.org/archives



LCI(R) -772 at Astoria, Oregon 30 July 1944 (navsource.org/archives).

HOONG CHEN (1948-5?) 552/30

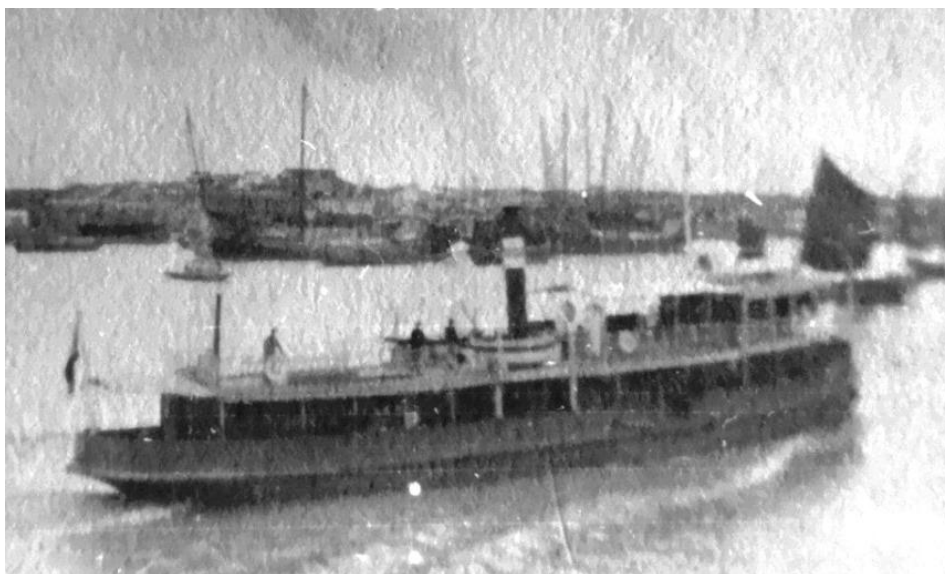
see HOONG CHEN (HOSNC, 1930-48)

HOONG HENG (1948-5?) 504/29

see HOONG HENG (HOSNC, 1929-48)

Also small steamers operating from Ningpo (unlisted Lloyd's Register)

TSZPEH 慈北 (1913-38?) 235/94 Early owners unknown. 1913 sold to Hsiao San Peh S.N. Co. Ltd. By 1930s listed in service Tinghai-Hsiangshan-Taichow-Wenchow. Name also rendered as TZE-PEH. Probably 1938 t/f to CINC (name and fate unknown).



Assumed early view of TSZPEH undated (7788.com).



Assumed TSZPEH alongside at Ningpo 1934 with bridge structure extended aft and stern plated in around the upper deck (Wang Zhi-Xiang/Ningbo Museum).

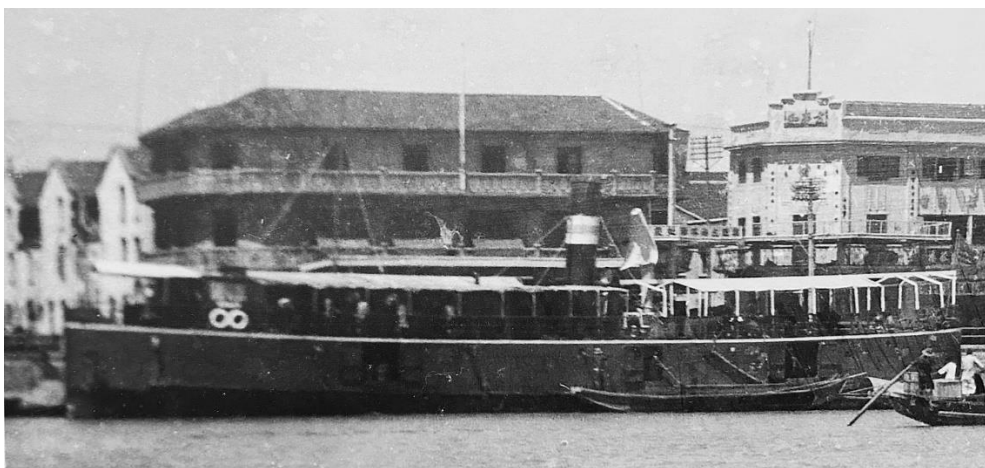


Assumed TSZPEH at Chenhai (Zhenhai), mouth of Yongjiang River below Ningpo, 1930s (7788.com).

CHINPEH 鎮北 (1918-38) 164/14 (116 x 18', M, tug)

Built by Heng Chang-xiang (恒昌祥) for SPSNC for service Tinghai-Hsiangshan-Taichow-Wenchow. 1938 t/f to CINC r. LIPARI. 8/9/43 scuttled at Shanghai. Salvaged by Japanese r. RIO MARU 里王丸. Recovered postwar. NFI.

YAOPEH 姚北 (1922-37?) 241/22



Assumed YAOPEH alongside at Ningpo 1934 (Wang Zhi-Xiang/Ningbo Museum)

YUNG HONG (1929-38?) 174/29 Probably 1938 t/f to CINC (name and fate unknown).

Other small steamers (unlisted Lloyd's Register)

Yao Kai-yang's China Steamships Museum site mentions **HE MING 鶴鳴**.

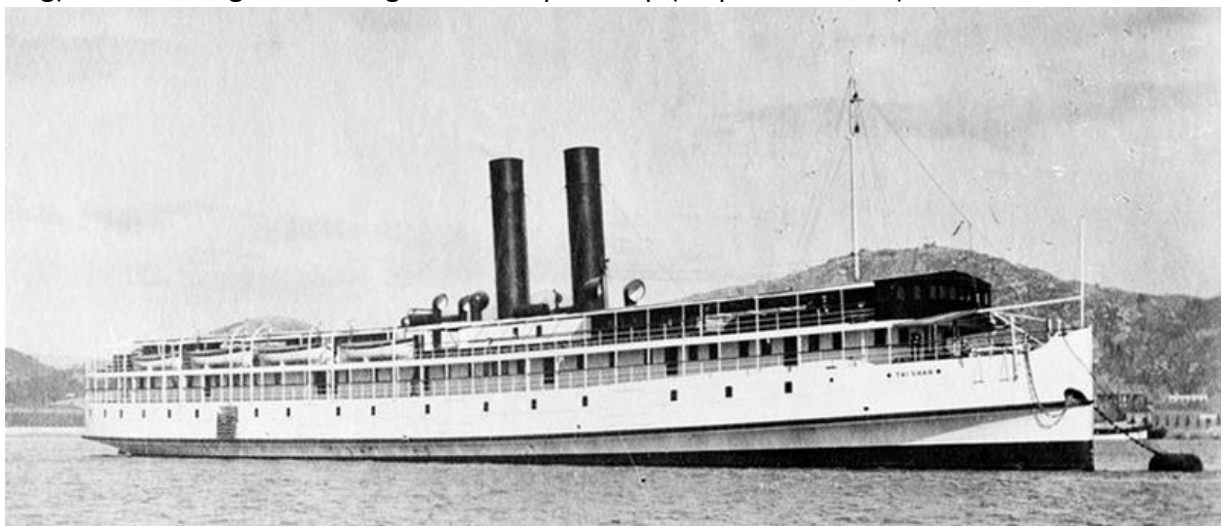
Matsuura mentions "San Peh's" **WU KANG 武康** 14/3/37 Dep. Hankow 17/3/37 arr Nanking taking 80 hours sailing time and using 33 tons of fuel. The vessel is also mentioned in a 1943 Toa Kaiun report on San Peh. This vessel (148 gt) is listed for Hoong On S.N. Co in China Yearbooks during the 1930s.

A 1943 Toa Kaiun report on San Peh mentions **SHU FENG** 蜀豐 (185.49g, 82.7') operating Nanking-Kiukiang and **YU FENG** 渝豐(252g, 102 x 20') operating Hankow-Ichang.

Ningshin Steamship Co. Ltd. (NSSC) 寧興輪船公司

NINGSHIN 寧興 (1917-37) 3439/13-11 (291.6 x53.1', 2-sc, T6cy)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#524) for Hong Kong, Canton & Macao S.B. Co. Ltd, Hong Kong as TAISHAN. 10/17 laid up. 11/17 sold to NSSC, Shanghai (transferred 7/18) r. NINGSHIN. 3/10/24 seized by pirates off Wenchow and taken to Bias Bay. 2/10/25 seized by pirates off Wenchow. 1937 t/f to CINC r. TEMBIEN I. 12/41 req. by Japanese r. TOKUHEI MARU 德平丸. 31/8/44 sunk by aircraft near Kiukiang (also rep. 30/6/45 bombed and sunk in Yangtse near Tatung) while serving as an unregistered hospital ship (18 patients dead).



NINGSHIN as TAISHAN at Hong Kong in HCMSC colours (Internet).



NINGSHIN, reconstructed with full new upper deck (Virtual Shanghai).



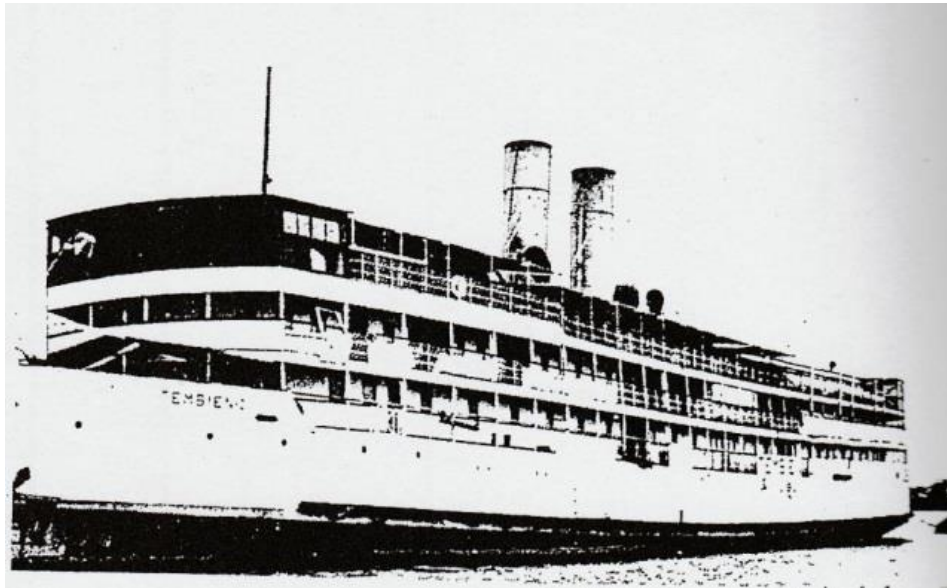
NINGSHIN, probably at Ningpo (Internet)



NINGSHIN at Ningpo (Ningbo Museum).

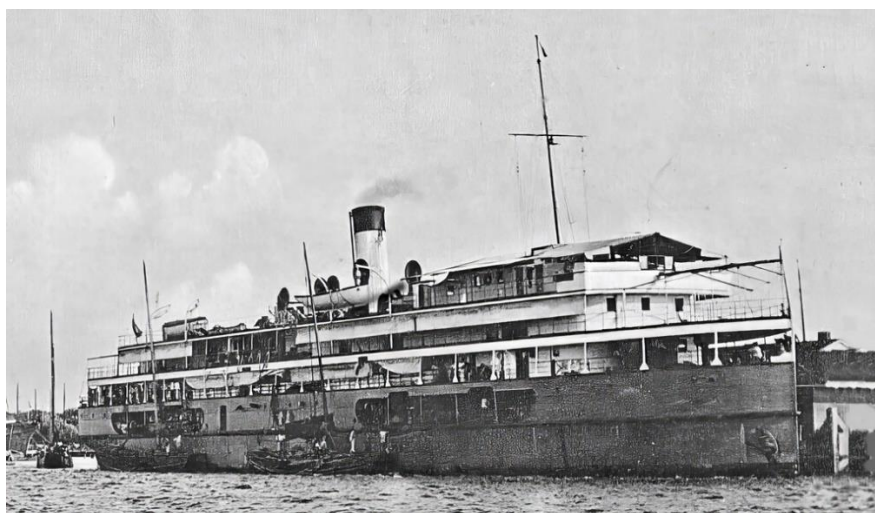


'TEMBIEN' at Shanghai late 1937 in colours of Chinese-Italian Nav. Co. Ltd. (Malcolm Rosholt UoB).



Later TEMBIEN I on a buoy, plain funnel marking (*Sekai Shosen Yoran* p. 88).

MING-SHIN 明興 (1934-37) 2868/05-11 (278.2 x 42.9', 2-sc, T6cy by Caillard & Cie, Le Havre)
 Built by At. & Ch. de France, Dunkirk (#18) for Cie. Asiatique de Nav. (Racine, Ackermann & Co., Shanghai mgrs), Dunkirk for Yangtse River as LI-MAO. 6/11 on bankruptcy of owners ICSNC/CNC/China Merchants S.N. Co. acquired 1/3 shares r. LUEN HO. 12/11 sold to Jardine, Matheson & Co., London. 8/12 t/f to Luen S.S. Co. Ltd (Indo-China S.N. Co., mgrs), Hong Kong. 7/29 sold to ICSNC. 10/34 sold to Ning Shin S.S. Co. Ltd, Shanghai r. MING SHIN. 1938 t/f to Cia Italiana di Nav. (Chinese-Italian Nav. Co.), Shanghai (Italian flag) r. ENNA. 9/43 presumed seized by Japanese. Late 1945 recovered. 1947 t/f to SPSNC r. MING SHIN. 1948 t/f to HOSNC. 27/12/49 on voyage Shanghai/Hankow bombed and set on fire by Nationalist aircraft – 29/12 fire extinguished. 5/4/50 refloated. RLR 1958/59 but photographic evidence strongly suggests rebuilt by Zhonghua Shipyard, Shanghai for Yangtse Shipping Administration, 1964 completed as XIN ZHONG 新中(2868 (245 net 1230 pass 71.21x12.5m 1100shp). 11/66 r. DONG FANG HONG 401. 8/84 still in service, NFI. [Chinese sources list XIN HONG/DONG FANG HONG 401's only origins as a newbuilding by Zhonghua in 1964].



LI-MAO (from a postcard)



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



LUEN HO (*Virtual Shanghai* ID15080).



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



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



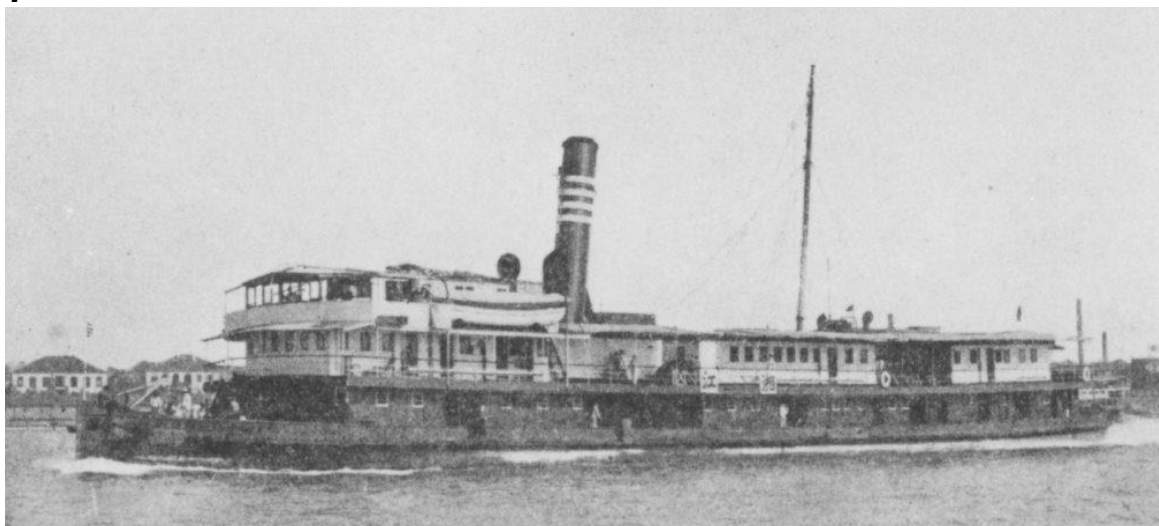
DONG FANG HONG 401 with further modifications in 1982-83 (Chris Mackey).



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

YUNG-KIA 永嘉(1935-5?) 883/03 (202.6 X 37.4', 2-sc, T6cy)

Built by Osaka Iron Works, Osaka for Hunan Kisen as SIANG KIANG MARU. 14/8/06 damaged by engine-room fire at Changsha. 1907 t/f to Nisshin Kisen Kaisha. 10/33 sold to Ta Yuen S.S. Co., Shanghai r. TACHONG 6/35 listed to SPSNC but reg. to NSSC, Shanghai r. YUNG KIA (1070.85g). 9/47-2+/48 reconstructed by San Peh Dockyard, Shanghai. No further reports. [Yungkia is an outport south of Wenchow.][From LR 1974 listed nominally for COSCO, still as YUNG-KIA. 1990 delisted. RLR 1992.]



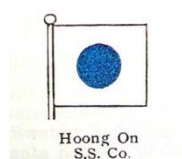
YUNG KIA as SIANG KIANG MARU (Nisshin Kisen).



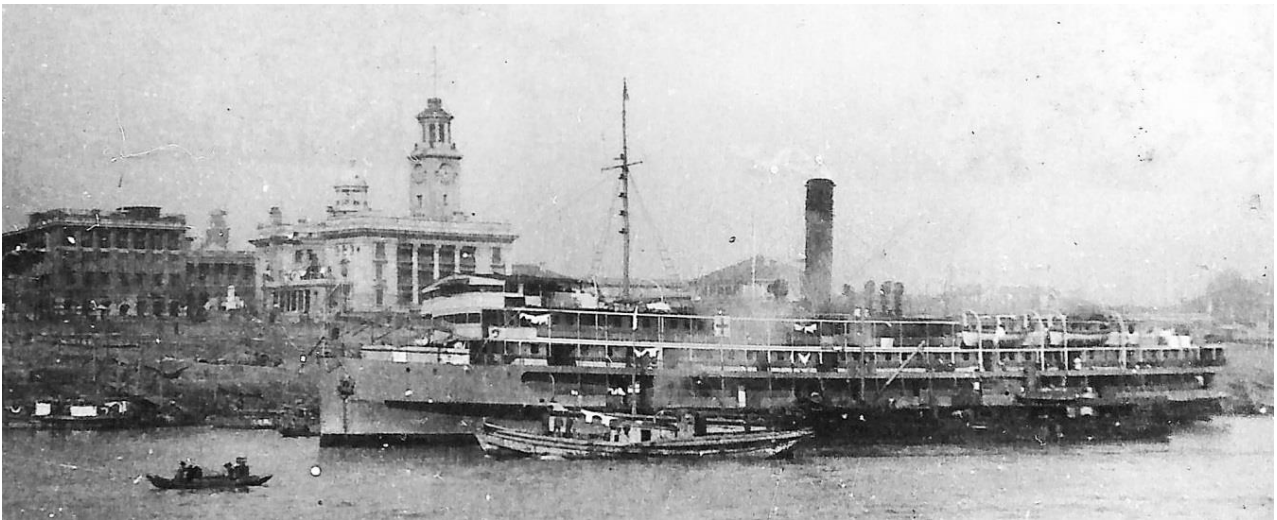
REN MIN 20, plausible reconstructed YUNG KIA, photographed at Hankow in August 1984 (Donald Anderson).

Hoong On S.N. Co. Ltd, Shanghai (acquired 1918)

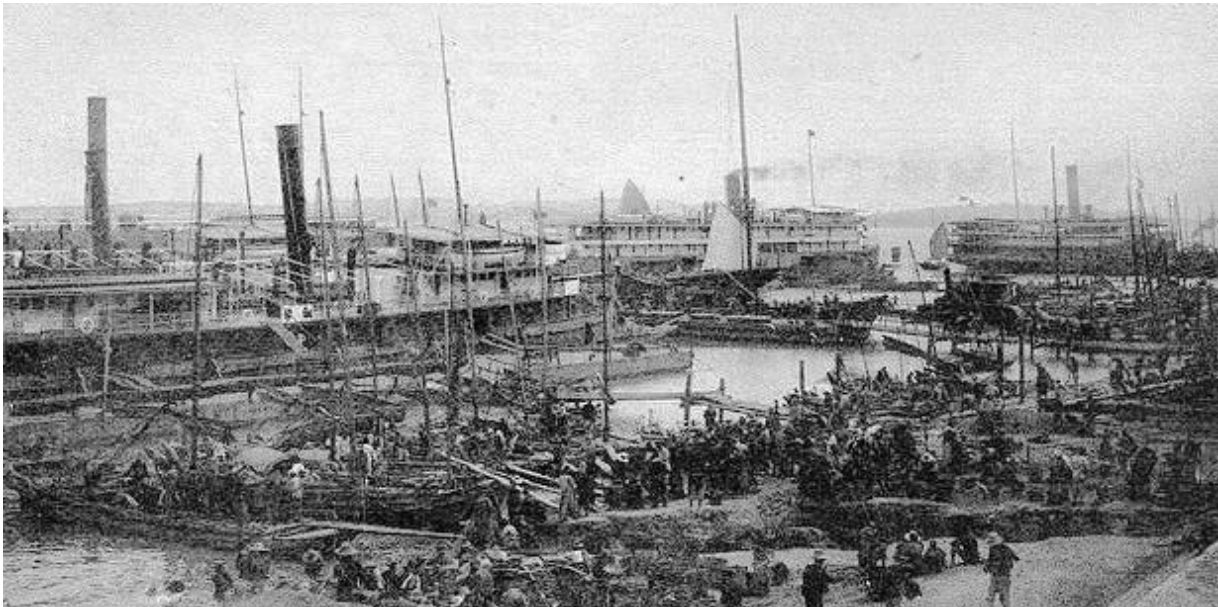
鴻安輪船公司



TEH HSING (1918-37) 1410/89-8 (iron, 212.0 x 30.1', 2-sc., C4cy/85 rhp, 1 dk & shade dk)
 Built by S.C. Farnham & Co., Shanghai (#216) for Bucheister & Co. (A. Moore reg. owner), Shanghai as PAO-CHING (1072g). 29/5/90 (pending sale to Shanghai Mutual S.N. Co.) caught fire 5 hours after departure from Shanghai near Centaur Shoal (master, 2nd engineer and nearly 30 Chinese passengers dead). Reconstructed by builders for Capt. E.W. Tisdall (reg. owner), Shanghai as TEH HSING. 1/91 laid up at Shanghai (Melchers & Co.), but from 4/3 for several months sailing Hankow-Ichang on charter to Butterfield & Swire. 1893 reg. owner R.W. Astill (Shanghai Mutual S.N. Co.), Shanghai. 8/10 sold to Hoong On S.S. Co. Ltd (British flag). 17/5/11 badly damaged in collision with *Kung Ping* (2705/94) near Kiangyin. 3/19 t/f Chinese flag. 19/8-23/10/20 ashore. 2/9/37 blown ashore near Stanley, Hong Kong Is. in typhoon - refloated. 1937 t/f to CINC r. SAVIO. 1938 bombed and sunk by Japanese aircraft near Ichang.



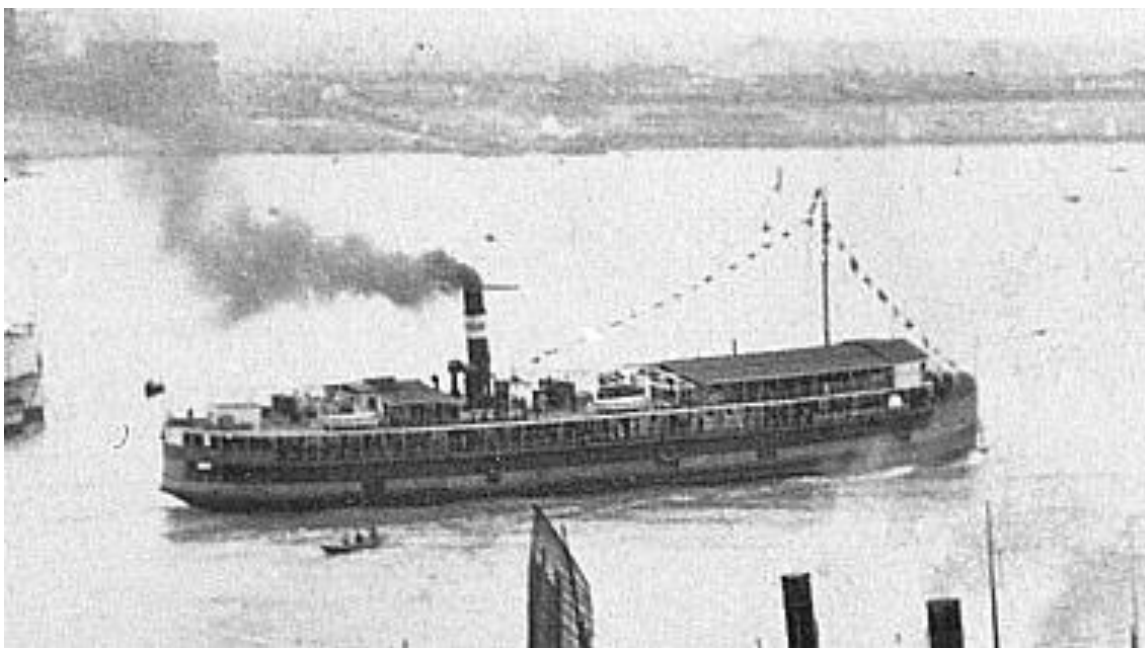
Probable TEH HSING at Hankow near the new (1924) Customs House, evidently in use as a Red Cross ship (SK*). This image is taken from an old 5.5x4cm contact print sold in a Chinese internet auction in 2020.



Evidently same vessel in same location (far right), but this time with a mainmast for improved wireless communication. From a postcard, datable 1924-31.

CHANG ON 長安 (1918-37) 1393/90-5 (212.8' x 30.6', 2-sc, C4cy/85 rhp)

Built by S.C. Farnham & Co., Shanghai (#202) for Shanghai Mutual S.N. Co. (B.A. Clarke reg. owner), Shanghai. 1892 r.o. H. Mandl. 1893 r.o. J.R. Greaves, R.W. Astill & J.M. MacGregor. A.P. MacEwen and after 1897 A.W. Astill. 1904 lengthened 32' to 244.8' (248' o.a., 1661grt). 11/04 reg. at Hong Kong for Hoong On S.S. Co. Ltd. 3/19 t/f to Chinese flag. 1937 t/f to CINC r. PANARO. 1939 rep. in Nationalist control above Haichow. Unconfirmed war loss.



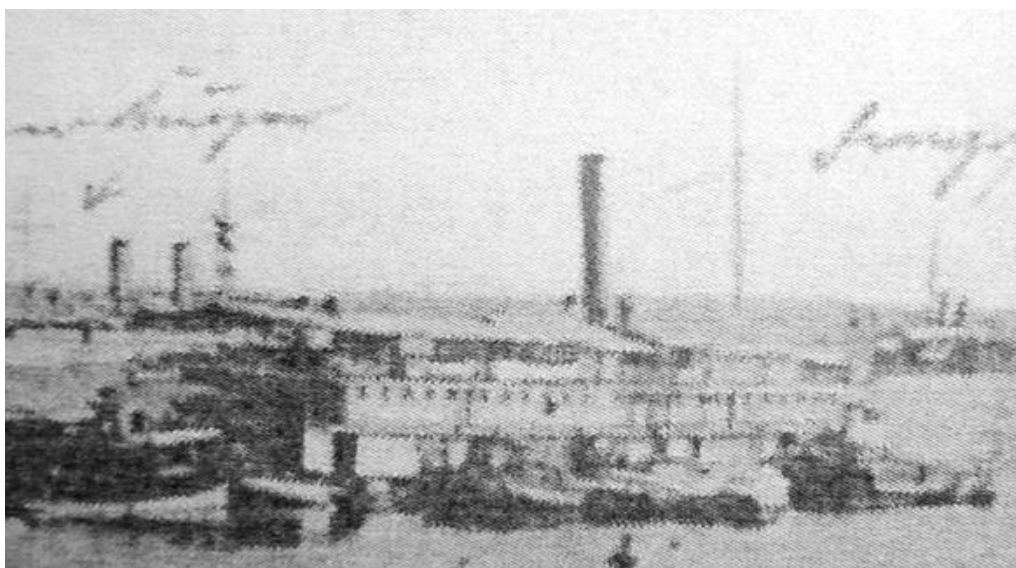
Lengthened CHANG ON at Hankow, 1926 or 1927, in San Peh colours (Graham Thompson).

TSE KIANG (c.1920-26) 1114/01-3 (s.w.)

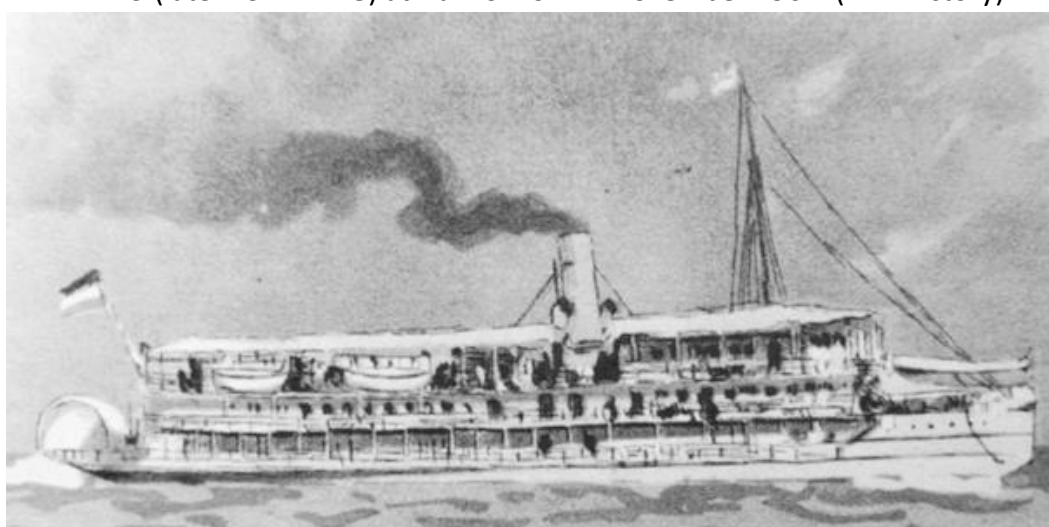
Built by S.C. Farnham & Co., Shanghai (#547) by Melchers & Co., Shanghai for Hankow-Ichang service as MEI YU. 5/01 sold to Norddeutscher Lloyd, Bremen for same service. 1904 rebuilt (1114grt). 1912 chartered out, 1913 sold to China S.S. Co, Changsha. 1914 RLR. By 1920 sold to HOSNC for use on Middle Yangtse r. TSE KIANG. 4/12/26 gutted by fire at anchor in Whangpoo off Lunghua Arsenal during overhaul - 16/12 sold to O.S. Lieu, Shanghai for breaking up.



MEI YU (A. Kludas).



MEI YU (later TSE KIANG) at Hankow on 11 November 1904. (NDL history).



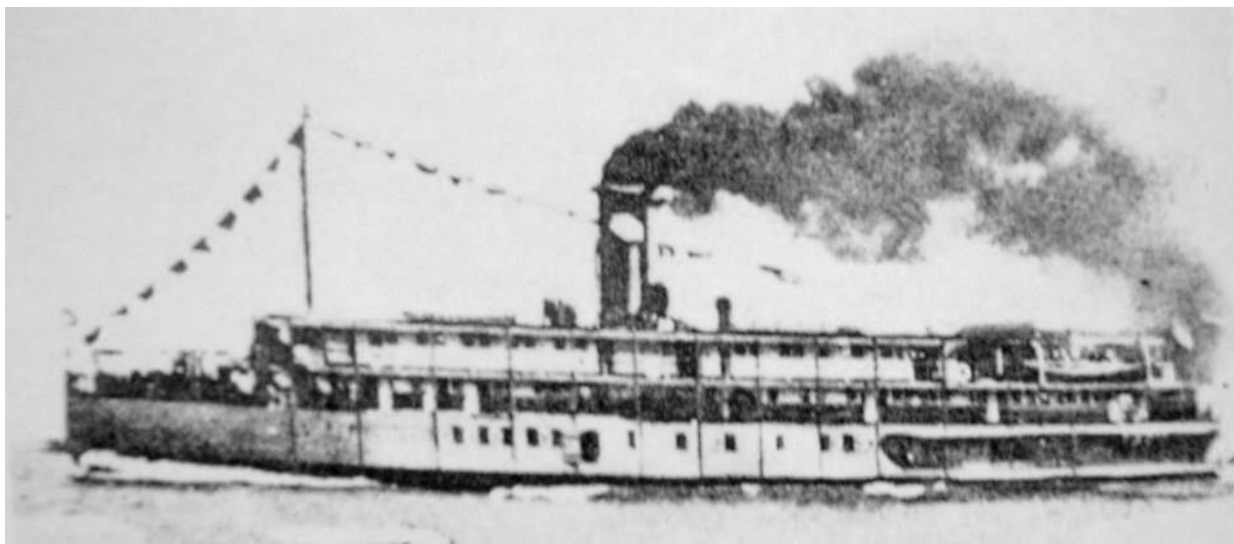
Artist's impression of MEI YU (NDL history).

CHANG HSING (1927-37) 2907/90

see CHANG HSING (SPSNC, 1926-27)

FU YANG 富陽(1927-37?) 987/22

Built at Shanghai for American West China Nav. Co. Ltd, Shanghai as MEIREN. Said to have been rebuilt from a 1913 vessel (HWD quoted in footnote 9 Grover Ch.9.) 1927 sold to HOSNC r. FU YANG for Shanghai-Ichang line. 2/9/36 struck rock 30 m. above Ichang, beached at Ichang, then largely submerged - 18/6/37 refloated but boiler explosion when under way, towed back to Ichang, 4/7 arrived Shanghai in tow of Hoong Yuan, repairs incl. new hull expected cost \$200,000 and take months (CP, 21/6, 6/7, 14/7/37). NFI



FU YANG as MEIREN (D. Grover).



FU YANG in the Upper River (SK*).

HOONG HENG 鴻亨(1929-48) 504/29 (168.0' x 26.0', 2-sc, M8cy by Koerting)

Built by San Peh Eng. Works, Shanghai for HOSNC. 1948 t/f to SPSNC. After 1949 NFI.

HOONG YUAN 鴻元 (1929-5?) 479/29 (168.0' x 26.0', 2-sc, M6cy/55 nhp, Motorenf 'Deutz' A.G., Köln)

Built by San Peh Eng. Works, Shanghai for HOSNC. After 1949 NFI.

HOONG CHEN 鴻貞(1930-48) 555/30 (168.0' x 26.6', 2-sc, M8cy/74 nhp, Benz Motorf, Mannheim)

Built by San Peh Eng. Works, Shanghai for HOSNC. 1948 t/f to SPSNC. After 1949 NFI.

HOONG LI 鴻利 (1930-5?) 555/30 (168.0' x 26.6', 2-sc, M8cy/74 nhp, Benz Motorf, Mannheim)

Built by San Peh Eng. Works, Shanghai for HOSNC. After 1949 NFI.

SAN PEH (1930-49) 700/30

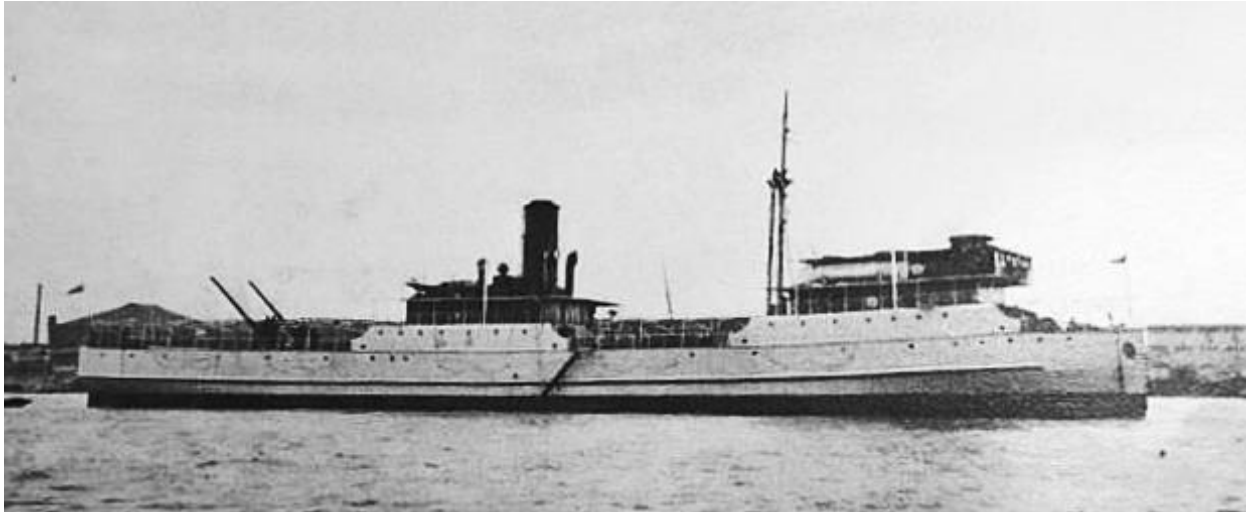
see SAN PEH (SPSNC, 1930-49)

SHOU CHANG (1935-3?) 622/25

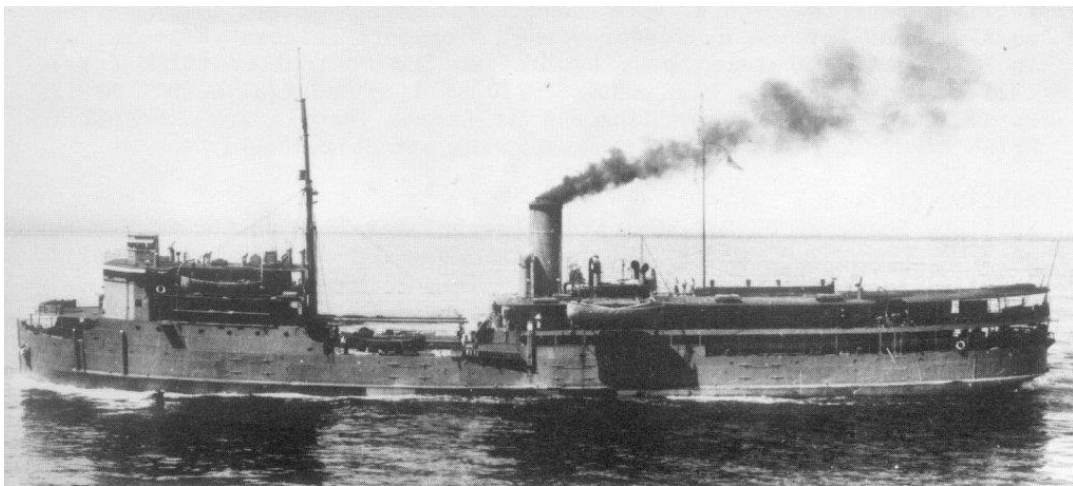
Built by Chu Hsing D.Y. for Yung Chang Nav. Co. (Chao Hou-tsing) for Hankow-Ichang service as YUNG CHANG. 3/35 sold under lien to HOSNC r. SHOU CHANG for Upper Yangtse service. 4/35 labour dispute at Ichang. 4/1/36 arrived Shanghai from Changsha (4/36). NFI.

TEH ON 德安(I947-53/4) 2891/22 (290.0' x 46.2', 2-sc, T6cy)

Built by New Eng. & S.B. Works Ltd, Shanghai for Indo-China S.N. Co. Ltd., London for Middle River service as cargo ship PING WO 平和. Early-1935 rebuilt to increase passenger capacity, aft cargo hatch removed. 1940 at Haiphong as storeship. 12/41 req. by R.N. as water carrier for use at Singapore. Fitted with 12-pounder gun, sides of forward superstructure removed to improve firing arc. 2/42 towed damaged HMAS *Vendetta* from Batavia to Albany. 19/5/42 paid off. 22/5/42 comm. by RAN for use as stores ship and tender. 1/45 under conversion to repair ship. 6/46 redel. to ICSNC in Hong Kong and used as accommodation ship. 9/47 HOSNC, Shanghai r. TEH ON. 1949 under control of People's Republic of China on Yangtse service, reported refitted in 1951. 2/53 placed on Shanghai-Ningpo service, late-1953 or early-1954 r. MIN CHU 4. 4/58 placed on Shanghai-Ningpo-Wenchow service. c.1960 re-converted for Shanghai-Wuhan river steamer service, rebuilt to increase cabin passenger capacity to 726, forward cargo hatch removed r. JIANG DE. 11/66 r. DONG FANG HONG 6. 19/2/71 collided with and sank barge at Nanjing carrying 1000 tons of ore, 4 dead. By late 1970s withdrawn from service and laid up at Hankow, where photographed 8/84 in very poor condition. Subsequently sold and refitted for use as an accommodation ship for Wuhan port authority on the Wuchang river bank between the Second Wuhan and Wuhan Erqi Yangtze River Bridges. Q2/2017 broken up in situ. [See ICSNC list for more photos.]



TEH ON as PING WO on completion in 1922 (New Engineering & SB Co.).



H.M.A.S. PING WO off Port Stephens, NSW in September 1942 as tender, store carrier and workshop for amphibious training base H.M.A.S. Attack. Later became TEH ON (AWM).



TEH ON as MIN CHU 4 on maiden voyage to Wenchow, April 1958 (Wenchow City History).



TEH ON as DONG FANG HONG 6, laid up at Hankow in August 1884 (Donald Anderson).



Refitted DONG FANG HONG 6 ex TEH ON ca.2015 at Wuchang (dd@bbs.cnhan).

MING-SHIN (1948-50) 2343/05

see MING-SHIN (SPSNC, 1934-37)

SUI TAI (1948-5?) 1367/99

see SUI TAI (SPSNC, 1937-48)

also unidentified small vessels (unlisted in LR):

Sales certificate for Hoong On tug **YUNG KING** at Shanghai c.1937. Also tug **HAN ON** (ex Salisbury '48 - 71/43) and (China Yearbook 1934-38) **WU KANG** (148gt, Lower Yangtse) and a **YANG I/I YANG**.

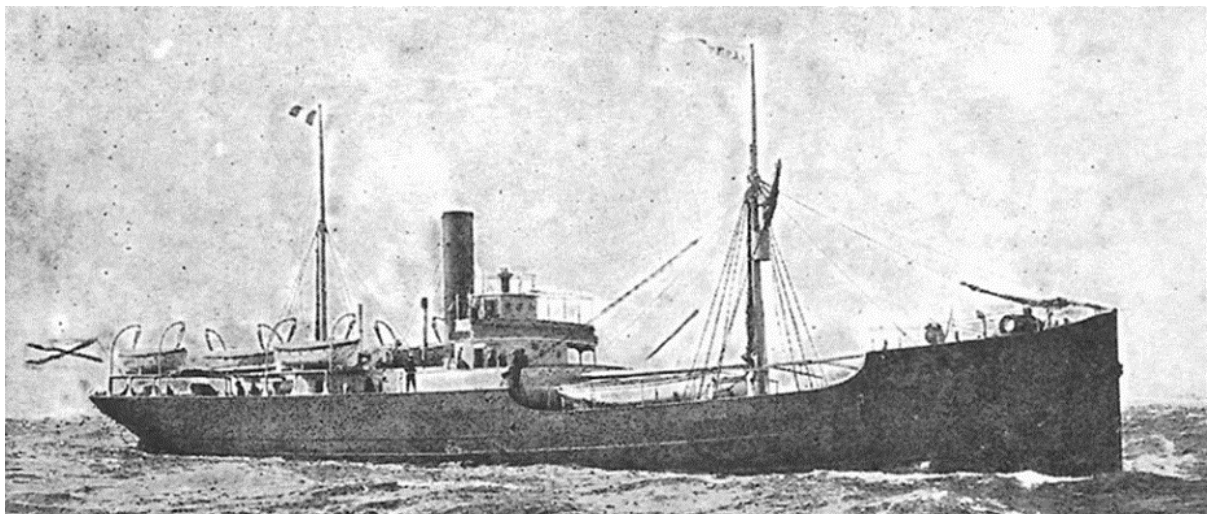
Chinese-Italian Nav. Co. Ltd (CINC)



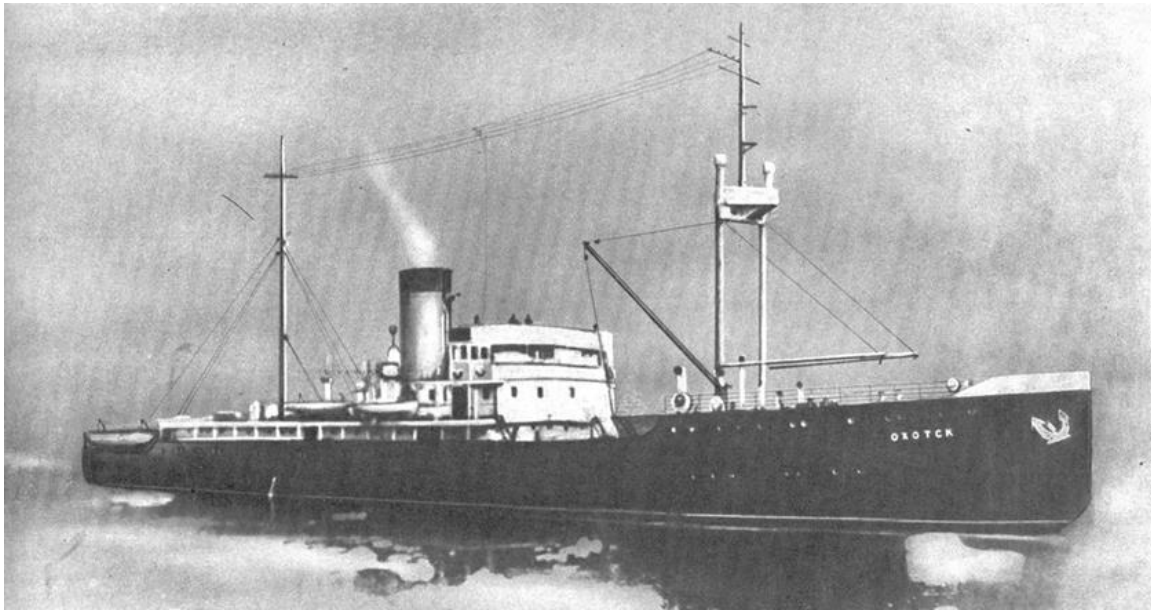
Funnel: house flag on a black ground.

APRILIA	see CHANG HSING (SPSNC, 1927-37)
ENDERTA	see LUNG SHIN (SPSNC, 1929-37)
ENNA	see MING-SHIN (NSSC, 1934-37)
LAMONE	see LUNG-ON (SPSNC, 1936-37)
MARCO POLO	see LUNG SHIN (SPSNC, 1936-37)
PANARO	see CHANG ON (HOSSC, 1919-37)
SAVIO	see TEH HSING (HOSSC, 1919-37)
TEMBIEN 1	see NINGSHIN (NSSC, 1918-37)
TIRSO	see HSIN NINGSHIN (SPSNC, 1926-37)

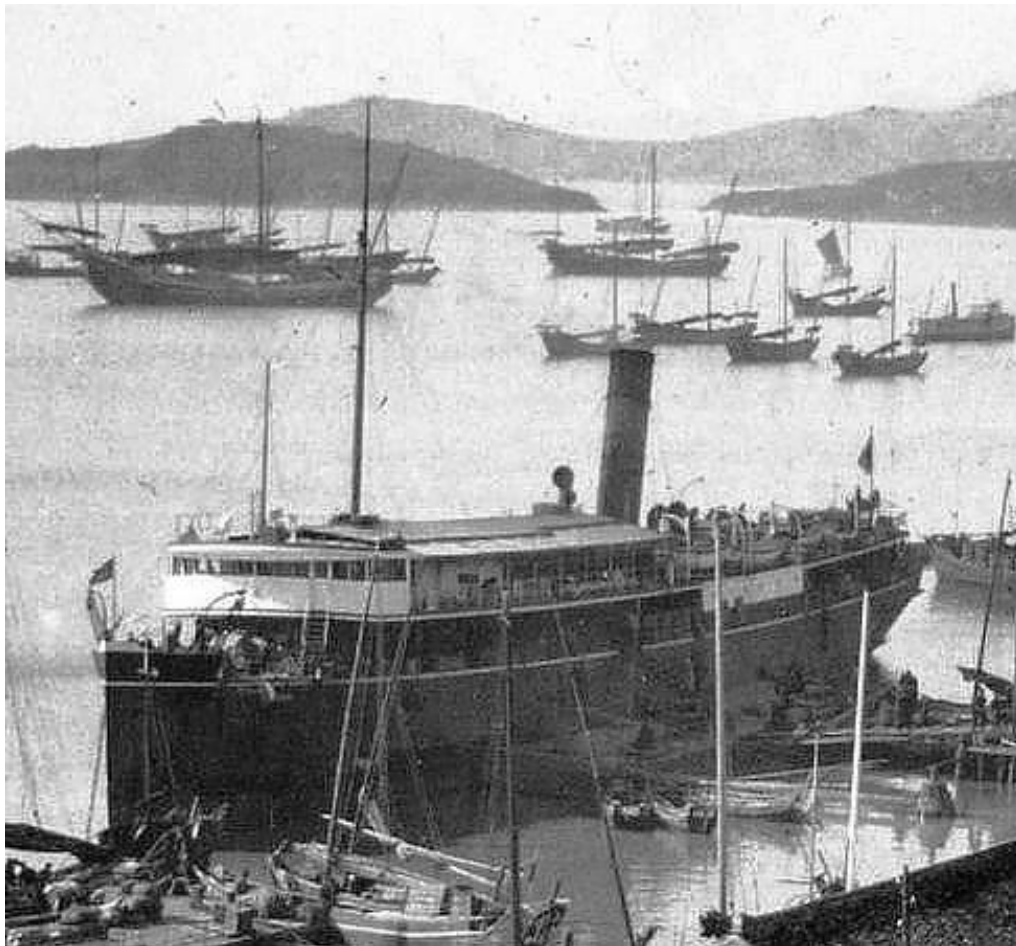
COMMANDANTE PAOLINI (1938-43) 1104/08-4 (193.5 x 29.5', T3cy by G.T. Grey, S. Shields)
 Built by Sunderland S.B. Co. Ltd, Sunderland (#247) for Russian Navy as OKHOTSK. 11/22 evacuated White troops from Vladivostok for Gensan (Korea). c.25/9/23 refused disembarkation at Shanghai. 10/3/25 fired on defecting transport Mongugai. 2 killed 7 injured. 1926 sold to Yi-Li ('Eddie') S.N. Co., Shanghai as payment for expenses of the Russians, r. YI-LI 益利. 1935 on collapse of Eddie Group sold to Tien Hsin S.S. Co., Shanghai. 1938 sold to CINC r. COMANDANTE PAOLINI [with 'Pao Li' characters 寶利 painted on hull]. 9/43 on Italian surrender taken over by Gov't of Japan (Toa Kaiun K.K., mgrs). 1943 rep. sunk by air attack at Woosung.



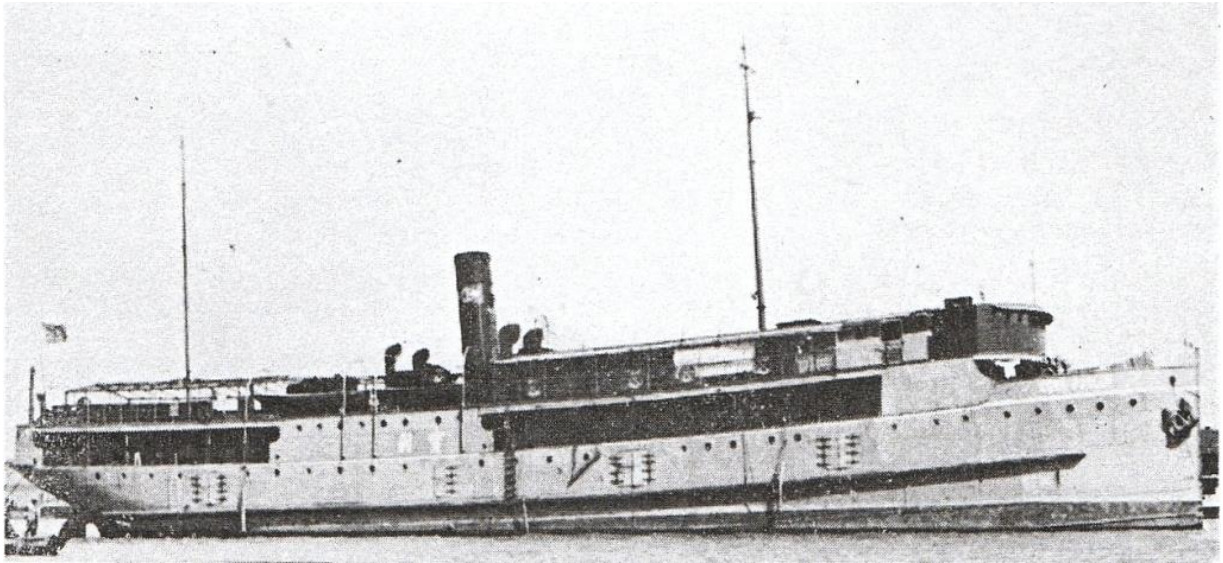
OKHOTSK (Sunderland Ad, Shipbuilder Magazine).



OKHOTSK (http://korabley.net/news/gidrograficheskoe_sudno_okhotsk/2015-01-04-1739)



YI-LI at Tinghai (Internet via owner's grandson C.C. Hsu).



COMMANDANTE PAOLINI with Chinese name PAO LI 寶利 painted on hull] (*Sekai Shosen Yoran*).

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