

CHINA MERCHANTS S.N. CO. (1872) 招商局輪船公司

Illustrated Fleet List of Yangtse and Ningpo Steamers only

[See also full China Merchants S.N. Co. list in three separate pdfs]

By Howard Dick & Stephen Kentwell

All Rights Reserved 1988, 2023

May be cited with acknowledgement to www.oldchinaships.com

h.dick@unimelb.edu.au

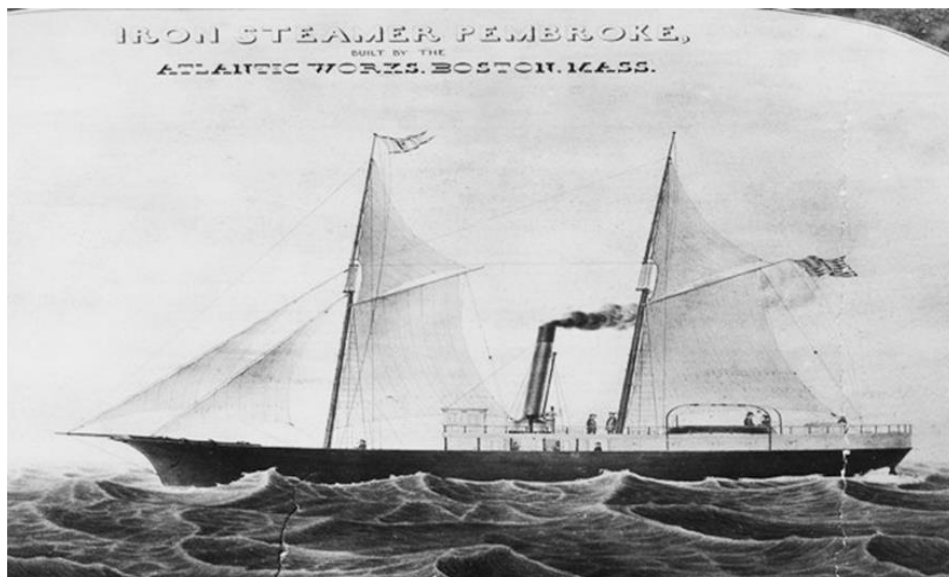
skentwell@hotmail.com

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

This edition published 23 January 2023

TUNGTING (1874-82) 241/60 (i.s.s. 113.5 x 24.7', VB, Atlantic Works, East Boston)

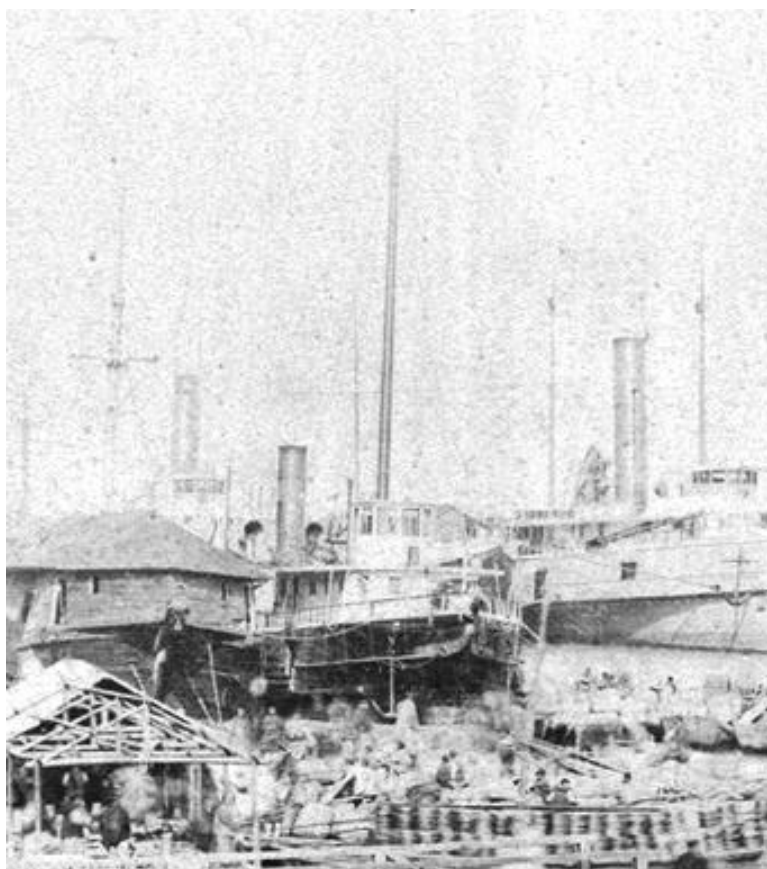
Built by Atlantic Works, Boston for William E. Coffin & Co., Boston for Boston-Portland service as PEMBROKE. 10/60 after trials sold to Commonwealth of Massachusetts. By 5/61 owners R.B. Forbes et al. 4/62 arrived at Shanghai and t/f to Shanghai S.N. Co. for service on Yangtse and subsequently Shanghai-Foochow and Shanghai-Nagasaki. 1863 attacked by Choshu-han gunboat in Shimonoseki Straits, resulting in subsequent bombardment of shore positions by *USS Wyoming* 16/7/63. 12/65 sold to Satsuma-han, Kagoshima, to be r. HAKODADI MARU, but immediately resold to Portuguese subject. 5/67 sold to Uwajima-han r. TEMPOROKU. 4/72 sold to D.R. Spedding (reg. owner) & Tong King-sing, Shanghai r. TUNGTING and operated on the Yangtse. 3/74 sold to CMSNC (mgr. Tong King-sing) subject to repairs and new boilers. 1882 rep. hulked.



TUNGTING as PEMBROKE (Mariners Museum).

HAN YANG (1874-74) 326/72-1 (iron, 135', 9k)

Built in U.K., shipped out in pieces with engines and erected by S.C. Farnham, & Co. at Pootung for Morris, Lewis & Co. et al., Shanghai for Shanghai-Hankow trade. 3/74 on charter to CMSNC, sailing Shanghai-Hankow. 17/8/74 reg. at Hong Kong to George McBain (64/64) under mortgage to R.W. Sitte, A. Brown & W.D. Pryor, Shanghai. 12/76-1/77 lengthened 40' by Boyd & Co., Shanghai and 1/77 rereg. for G. McBain (now 175', 463 grt). 1/78 mgt t/f from CMSNC to Morris & Co. (by 10/80 G. McBain agents). 19/11/80 sank 300m above Shanghai after collision in Yangtse with *Kung Wo* (982/79) (8 lives) – refloated under supervision of Geo. McBain and Chief Eng. and 2/81 towed between pontoon and lighter back to Boyd & Co., Shanghai for repair. 29/10/82 at 0300 holed in collision with American lorch Annie off Kushang Light on voyage Hankow-Shanghai, run into bank, passengers and crew ashore, then toppled into deeper water becoming total loss (NCH, 11/1/72, 18/1/77, 15/2/81, 15/11/82).

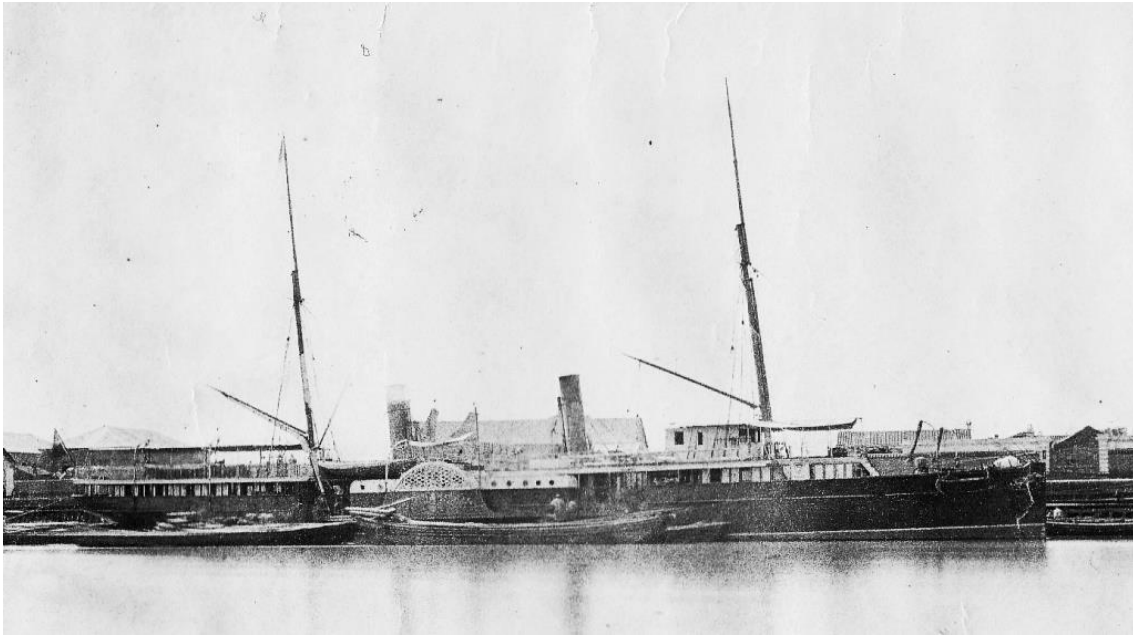


Likely HANYANG at Hankow 1874 (Boiarskii Colln, Nat Library of Brasil).

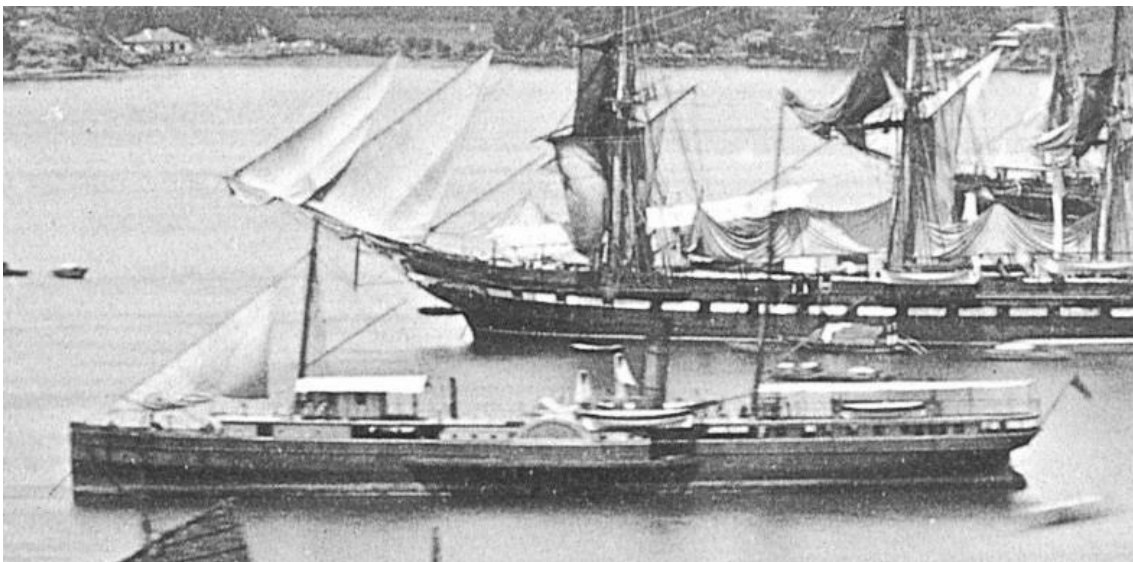
TAHYEW (1875-80) 621/62 (i.p.s. 210.0 x 27.6', C2cy/300nhp)

Launched by Tod & MacGregor, Glasgow (#119) 17/2/62 as NANZING and 26/4 reg. for Meinhard Ernst Robinow (Robinow & Marjoribanks), Glasgow. 20/9/62 registered for B. Harkort with instructions to sell within 18 months. 6/10/62 arrived at Shanghai, reported chartered to General F.T. Ward. Subsequently used on Yangtse and to Ningpo. 3/63 transferred to Chefoo and Tientsin service, with occasional voyages to Hong Kong. 6/63 presumably registered for Trautmann & Co. 1865 reported reg. for Robert Carrick, Donaldson Moffat and William Keswick, Shanghai. 8/68 mgt t/f to North China Steamer Co. (Trautmann & Co., mgrs). 7/70 sold to Tong King-sing (compradore Jardine Matheson & Co.) and others and placed under mgt. JM&Co. 1872 reg. for William Keswick, Hong

Kong. 1/1/73 t/f to China Coast S.N. Co. 11/74 sold to Japanese buyers with delivery 1/75 but 2/1/75 damaged in collision at Nagasaki with German warship *Arcona* and sale fell through. 2/75 returned to Shanghai and 4/75 sold to CMSNC for Ningpo line r. *TAHYEW*. Early-1880 re-engined and converted to screw r. *HING SHING* - mid-1880 resumed coastal service. 12/4/83 bow holed below waterline in collision with junk in Peiho River near Tientsin. 25/5/83 rammed and sunk by 3-masted schooner *Catherine Marden* 35 m. S of SE Promontory (7 lives). 8/83 wreck blown up. [HWD, Milne, clydeships.co.uk]

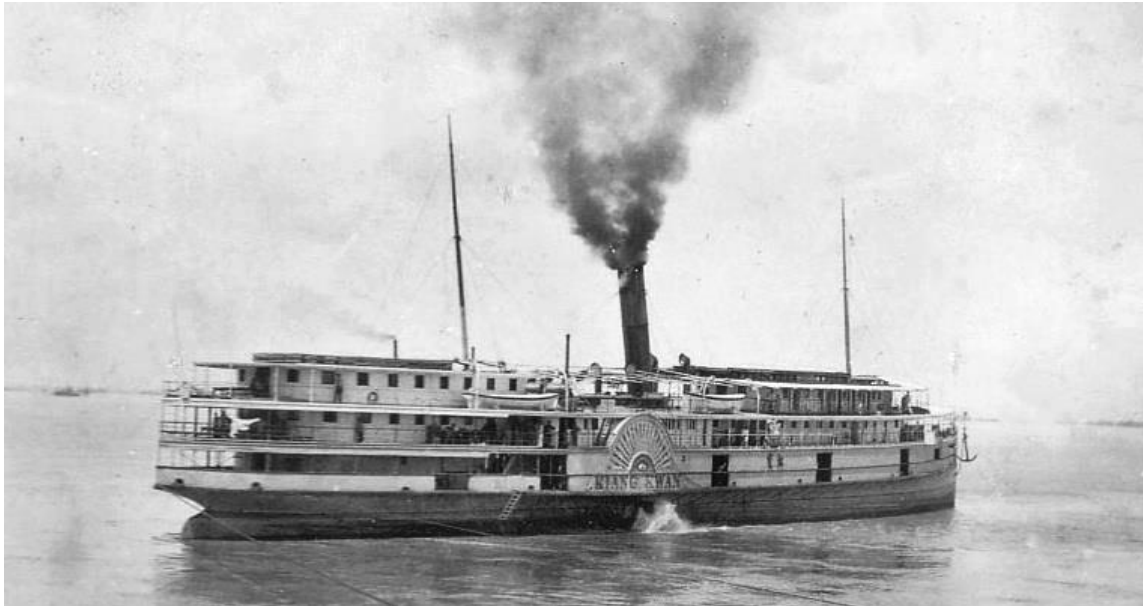


NANZING at Tientsin about 1863 (SK*).

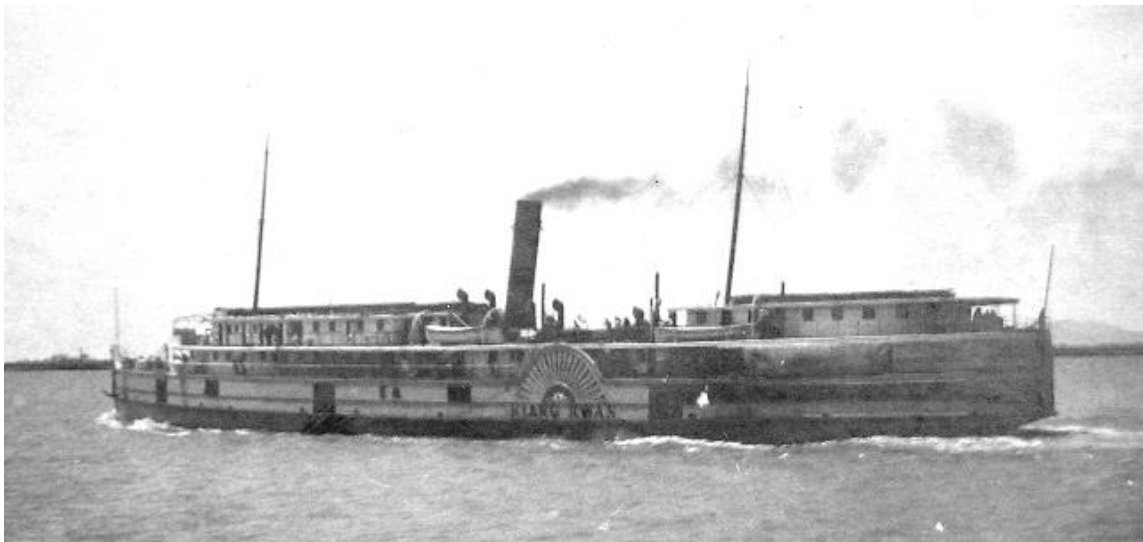


NANZING at Nagasaki minus one funnel, broken mast and torn topsail, probably Feb. 1875 (Nagasaki Univ 5301).

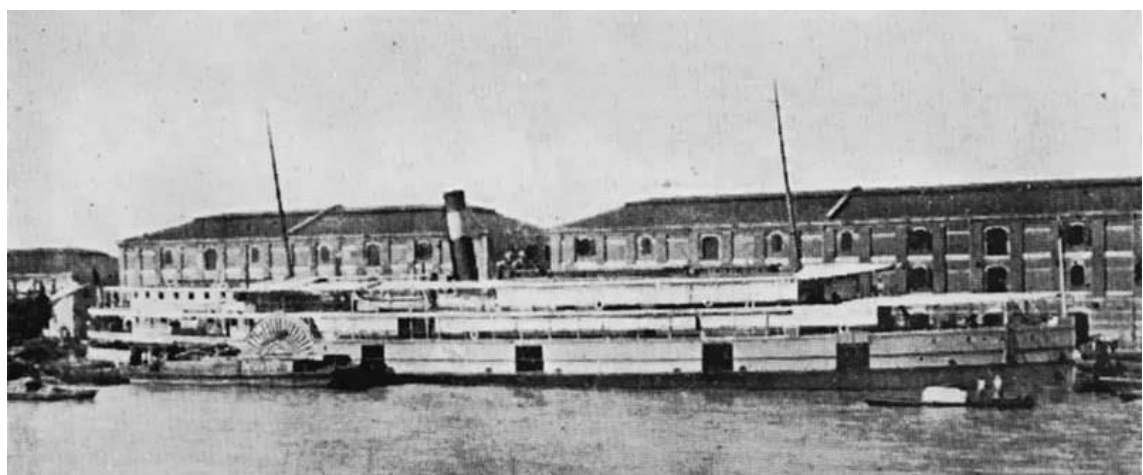
KIANG KWAN 江寬 (1876-18) 1647/76-8 (i.p.s. 230.1 x 40.2', C2cy/250 hp)
 Built by A. & J. Inglis, Glasgow (#126) for CMSNC for Yangtse River. 18/10/76 arrived at Shanghai.
 c.1900 lengthened (2200 tons). 25/4/18 sank in collision off Hankow with Chinese gunboat *Chutsai*.



KIANG KWAN, probably at Glasgow on completion (George Carr, clydesite.co.uk).



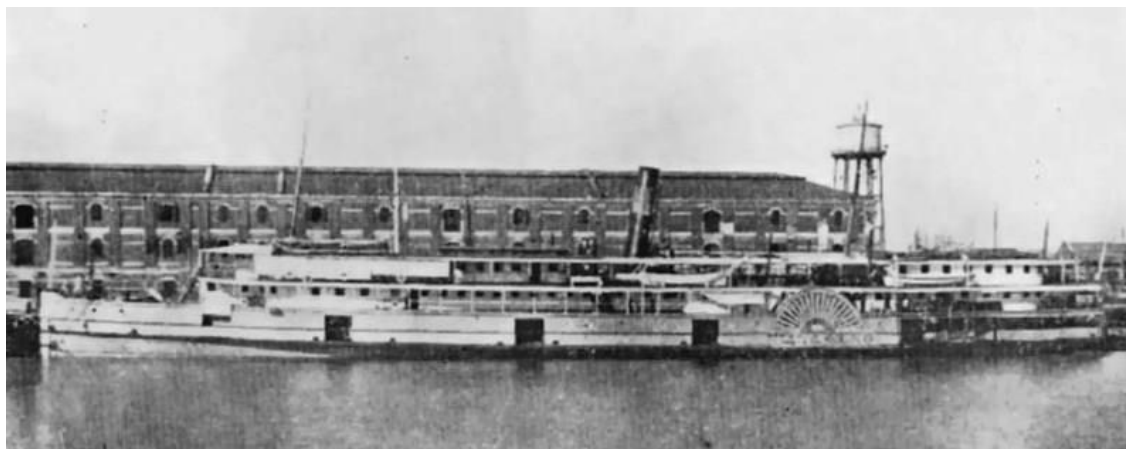
KIANG KWAN operating on the Yangtse (SK*).



KIANG KWAN in summer rig (<http://60.250.180.26/theme/theme-41/41-index.html>).

KIANG YUNG 江永 (1876-26) 1451/76-9 (i.p.s. 250.1 x 40.2', C2cy/250 hp)

Built by A. & J. Inglis, Glasgow (#127) for CMSNC for Yangtse service. 2/11/76 arrived at Shanghai. c.1900 lengthened (1921 tons). Mid-1890 beached after collision with *Kiangyu* (1883). 16/10/26 burnt out at Kiukiang after explosion in ammunition cargo while carrying troops - 88 crew missing.



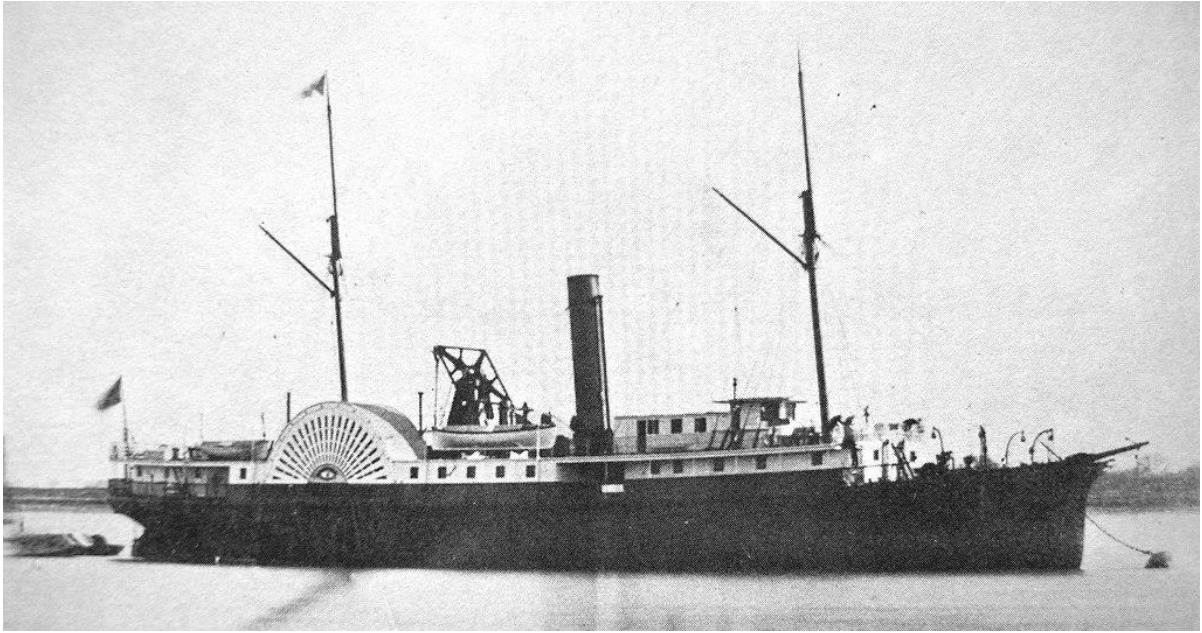
KIANG YUNG (<http://60.250.180.26/theme/theme-41/41-index.html>).



KIANG YUNG at Shanghai "with refugees" (Internet).

HAESAN 海珊 (1877-82) 1086/61 (w.p.s. 204 x 33.6', VB, Henry Essler & Co., Brooklyn)

Built by Lawrence & Foulkes, Brooklyn (NY) for Paul S. Forbes as KIANGSE. 4/6/62 arrived at Shanghai and placed in service on Yangtse for Shanghai S.N. Co. 6/64 t/f to Ningpo trade. 1867 reboilered. 28/8/71 in collision with *Kiushu* (839/62). 1873 chartered to Pacific Mail for two voyages to Japan. 16/6/74 arrived Nagasaki from Shanghai, chartered to China Trans-Pacific S.S. Co. for their Shanghai-Kobe-Yokohama service pending *Ly-ee-moon*'s return following conversion to screw propulsion. Following insolvency of operators, c.9/74 returned to Ningpo service. 1/3/77 sold to CMSNC r. HAESAN. 2/4/82 arrived Shanghai - laid up and conv. to hulk.

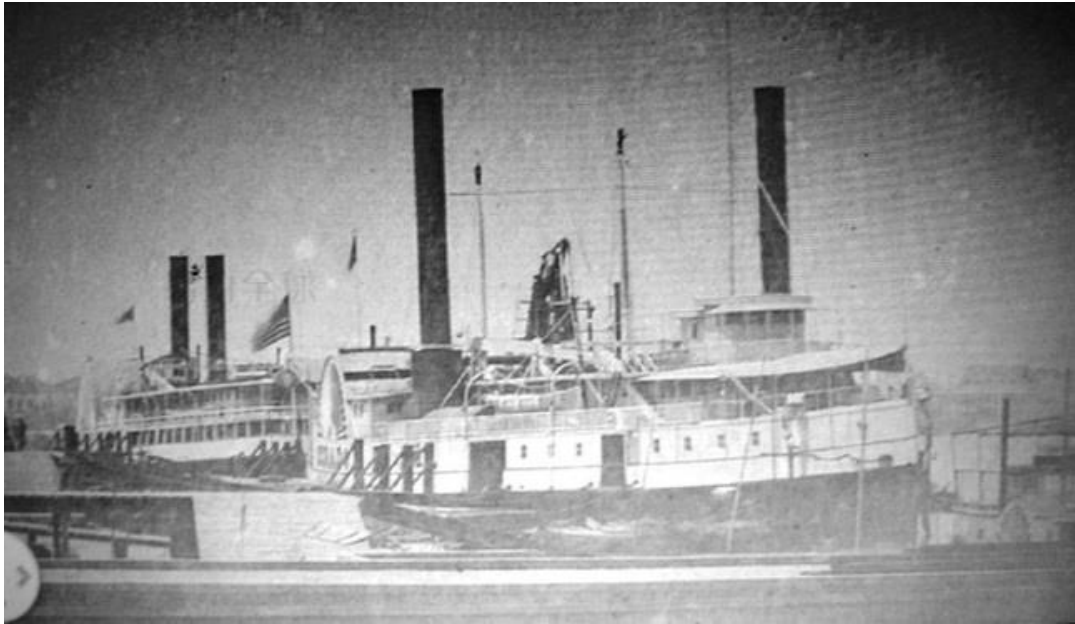


HAESAN in Shanghai S.N.C. colours as KIANGSE (Peabody Museum).

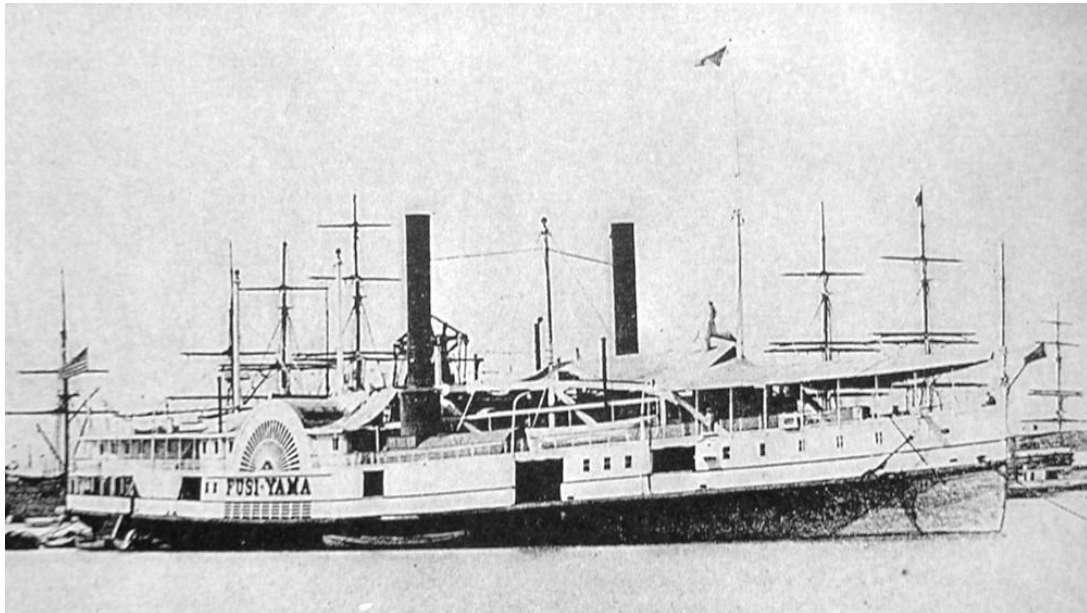


HAESAN at Shanghai in 1882 (Kung Tai/Peabody Museum).

HWAI YUEN (1877) 1215/63 (c.p.s. 270 x 37', VB, Neptune Iron Works, NY)
 Erected by C.S. Collyer & A.G. Lambert at Shanghai for Dent & Co. for Yangtse trade as FUSIYAMA.
 10/66 sold to Shanghai S.N. Co. 7/10/68 t/f to the U.S. Consulate General at Shanghai and operated
 under American consular sailing letters. 1/3/77 sold by Shanghai S.N. Co. to CMSNC r. HWAI YUEN
 but dismantled same year.



FUSIYAMA (r.) at the Shanghai SNC wharves, Shanghai (epailive.com).



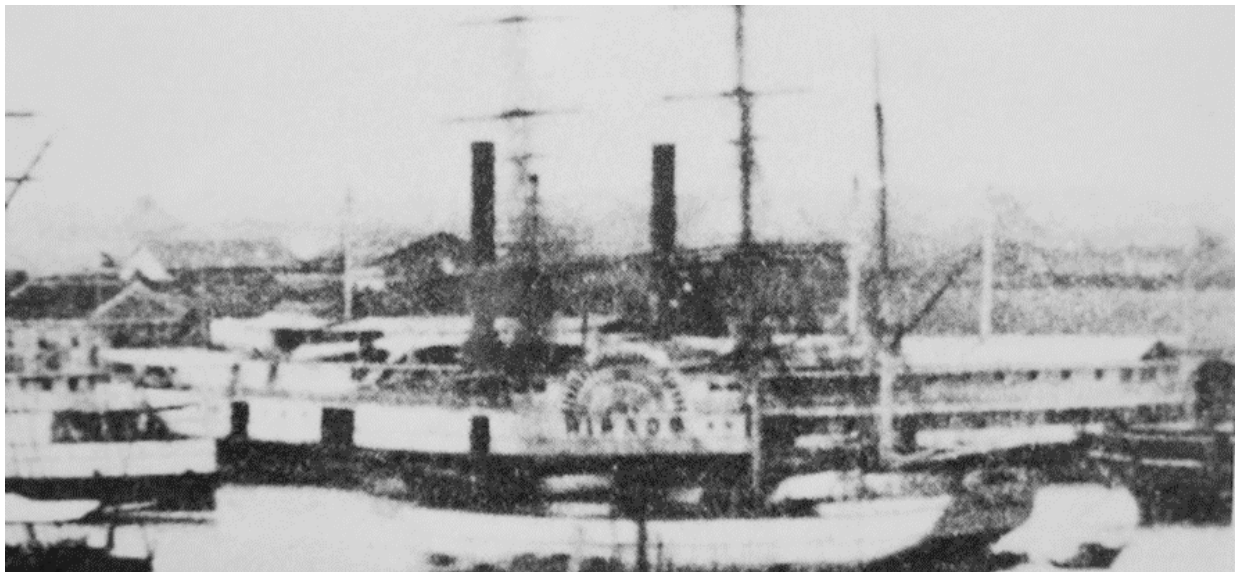
HWAI YUEN sailing for Dents as FUSIYAMA (Peabody Museum).

KIANG CHANG 江長 (1877-78) 3856/76 (i.p.s. 327 x 50', VB, Neptune Iron Works, NY)
 Fabricated by J. Elder & Co., Glasgow, delivered to Shanghai in sections 6/75 and erected at Hongkew for Shanghai S.N. Co. with rebuilt engine from *Kiang Loong* (945/62) - 30/11/75 launched as SZECHUEN. 8/76 reg. under American flag. 1/3/77 sold to CMSNC r. KIANG CHANG. 4/2/78 wrecked after striking Hen and Chicken Rocks off Porpoise Bluff downstream from Kiukiang on voyage Hankow/Shanghai.



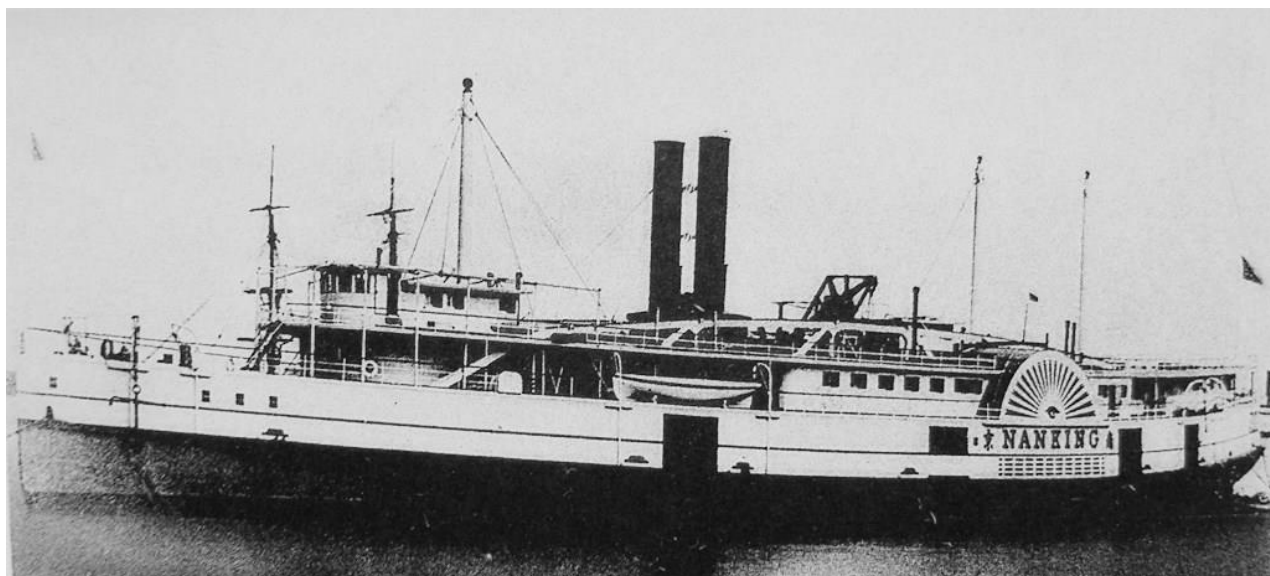
KIANG CHANG's origin KIANG LOONG showing Neptune-made "walking beam" of engine (Internet).

KIANG CHING 江靖 (1877-82) 1294/65 (i.p.s. 265 x 36', VB, Neptune Iron Works, NY)
 Erected by C.S. Collyer & A.G. Lambert at Shanghai for Dent & Co. for Yangtse trade as HIRADO.
 10/66 sold to Shanghai S.N. Co. 1/3/77 sold to CMSNC r. KIANG CHING. 16/5/82 arrived at Shanghai
 - laid up and conv. to hulk.



Distant view of KIANG CHING as HIRADO (Peabody Museum).

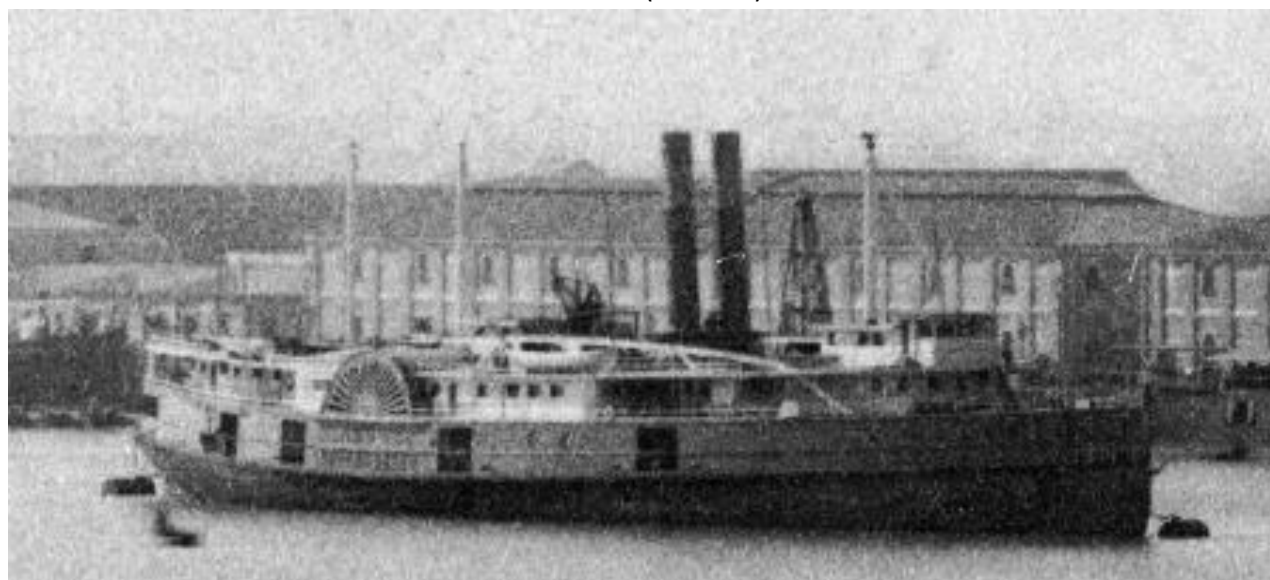
KIANGFOO 江孚 (1877-25) 2330/74 (c.p.s. 295.5 x 50', VB 1cy, Morgan Iron Works, New York)
 Erected by A.G. Lambert & Miers Coryell (SSNC marine sup't) at Hongkew with frames constructed
 by T.F. Rowland's Continental Iron Works, Greenpoint and rebuilt engine from *Chekiang* (1264/62)
 for Shanghai S.N. Co. - 26/3/73 launched and 10/73 entered service as NANKING. 1/3/77 sold to
 CMSNC r. KIANGFOO (title t/f 1/78). 1/1925 broken up.



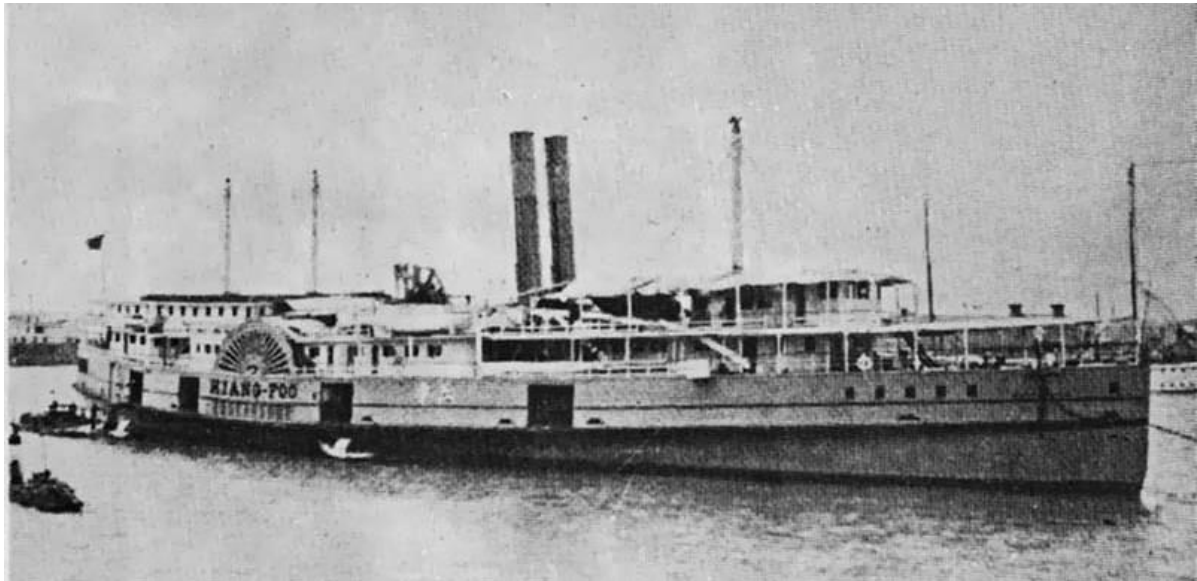
KIANGFOO as NANKING of Shanghai S.N.Co. (*American Neptune*).



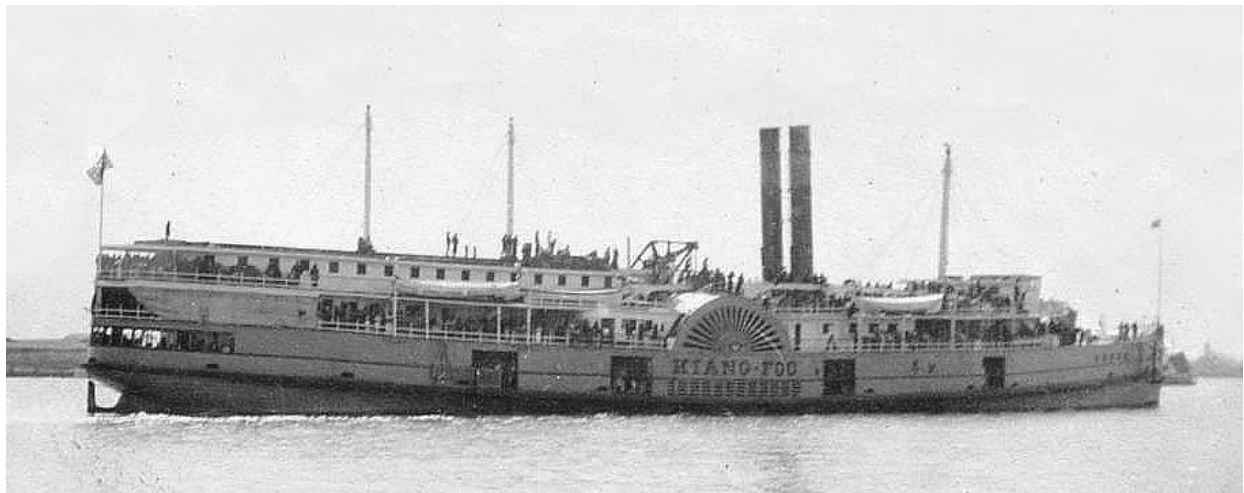
NANKING (SK colln).



KIANG FOO in March 1891 (UoB DH-s109).



KIANG FOO with new awnings forward and cabin accommodation aft
(<http://60.250.180.26/theme/theme-41/41-index.html>).



KIANG FOO photographed in 1911 by Robert Dollar (SK*).



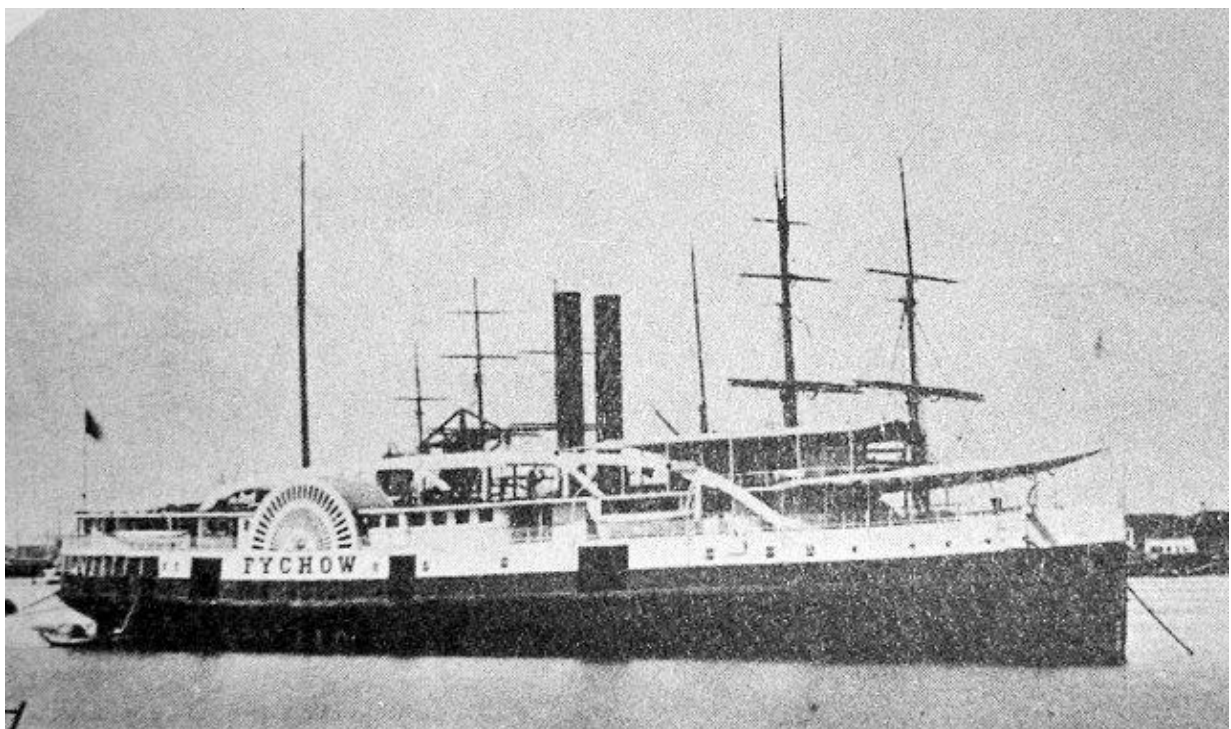
KIANG FOO in the 20th century (SK*).



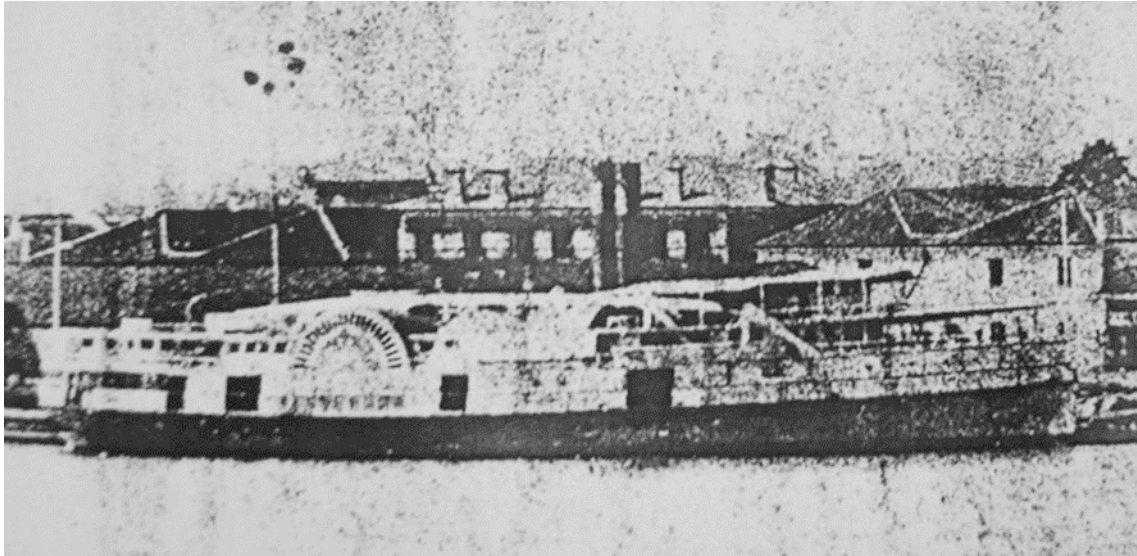
KIANG FOO closeup (SK*).

KIANG PIAU 江表 (1877-90) 1495/66 (w.p.s. 253' x 40', VB 1cy, Fletcher, Harrison & Co., Hoboken, NY)

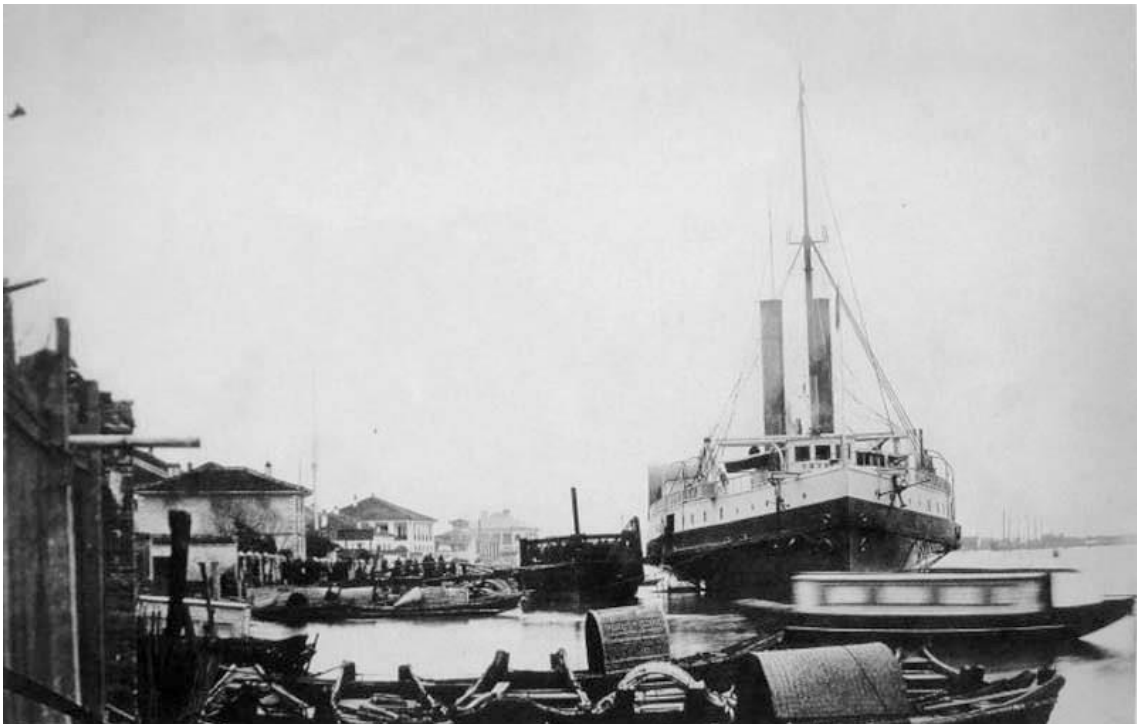
Built by Jeremiah Simonson & Co., New York for New York & Philadelphia S.B. Co., New York as NAUTILUS but laid up before completion. 1868 sold to John M. Forbes and sailed for Far East. 1868/69 sold to Alt & Co., Nagasaki. 2/70 del. to Tosa-han r. KOYONOGA. 11/71 t/f to Tsukumo Shokai. 4/72 sold by auction at Hyogo to Shanghai S.N. Co. r. FYCHOW. 1/3/77 sold to CMSNC r. KIANG PIAU. 20/5/88 laid up at Shanghai. 3/90 sold at auction at Shanghai by Wheelock & Co. to Chinese. LR 1892/93 gives owners as Shun Chang - overprinted as 'broken up'.



KIANG PIAU as Shanghai S.N. Co.'s FYCHOW (Peabody Museum).

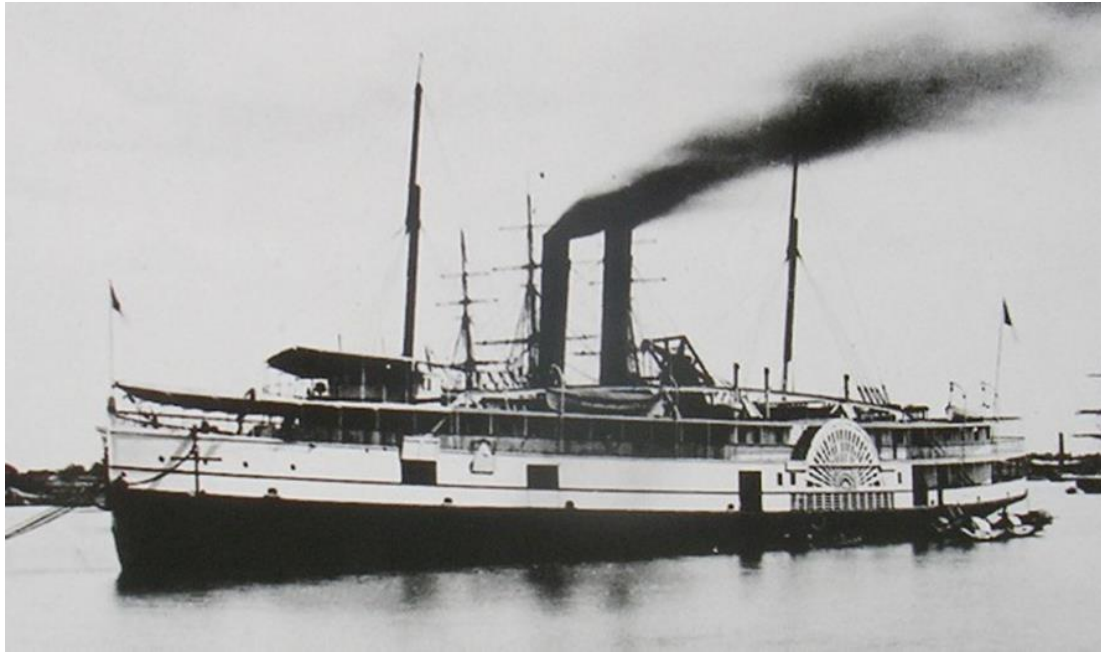


Externally little changed as KIANG PIAU (Mariners Museum).



KIANG PIAU's sister ship CHUSAN (ex WALRUS)
(<http://60.250.180.26/theme/theme-43/43-index.html>).

KIANGTEEN 江天 (1877-41) 2010/70 (i.p.s., 273.2 x 41.5', VB/250 hp, later C2cy/333 nhp)
Built by A. & J. Inglis, Glasgow (#68) for Shanghai S.N. Co. as MONING 墨寧. 9/6/70 arrived at
Shanghai - 21/6 t/f to American flag r. HUPEH. 1/3/77 sold to CMSNC r. KIANGTEEN. 6/5/90 trials
after re-engining and reboiling by S.C. Farnham & Co., Shanghai. 1894 t/f to China Nav. Co. Ltd r.
MONING 貿寧. 1895 reverted to CMSNC as KIANGTEEN. Early-1938 t/f to Wm Hunt & Co., Shanghai.
12/41 scuttled at Shanghai.

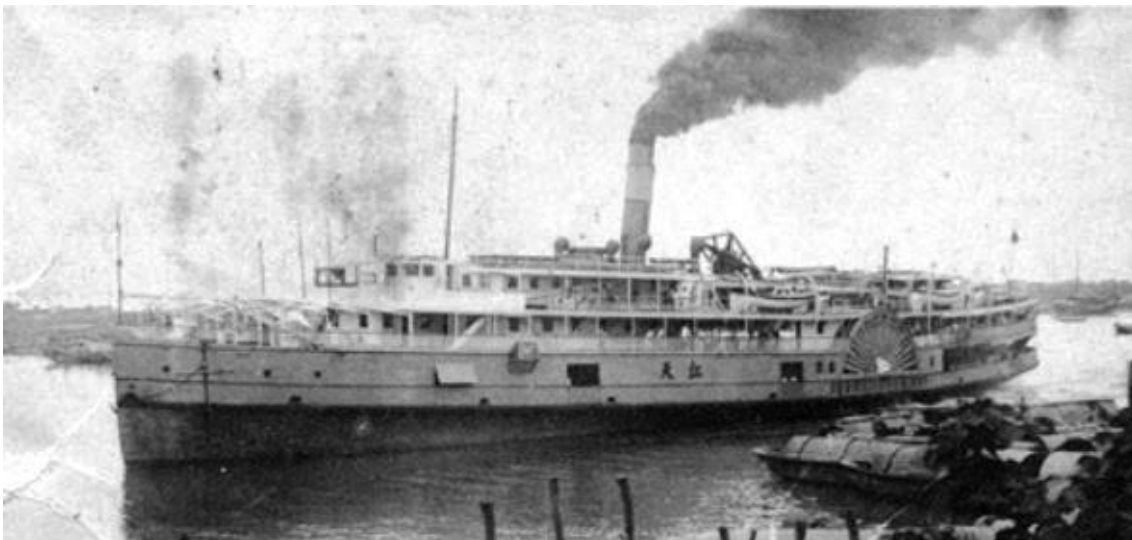


HUPEH as built with twin funnels and hog frames (Peabody Museum).

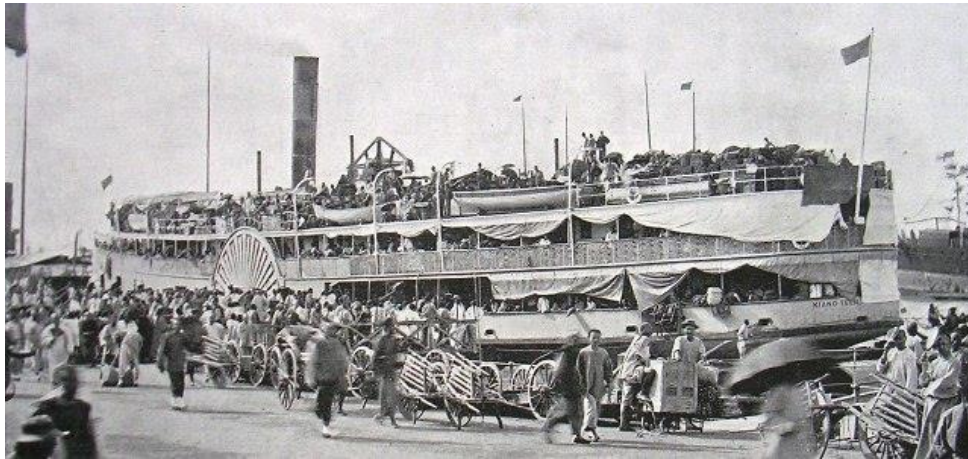


Single funnelled KIANGTEEN at Ningpo Bund

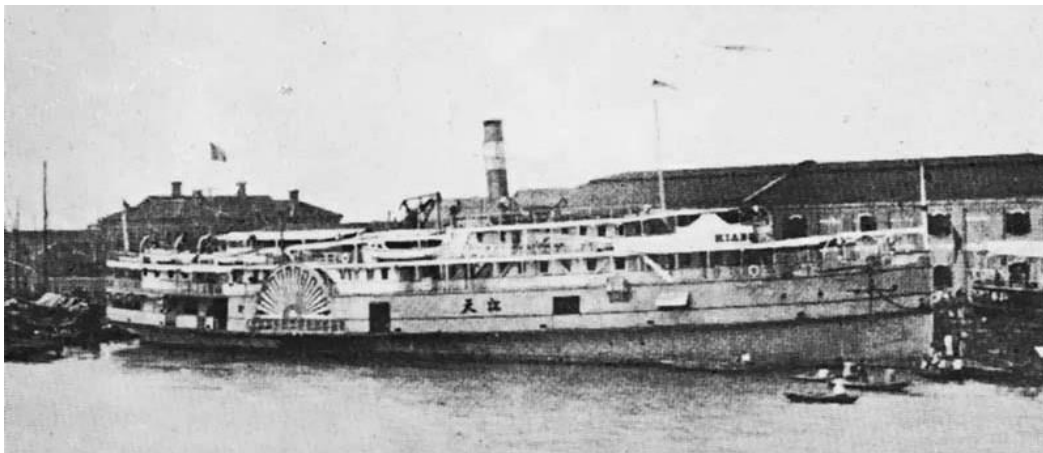
<https://auction.artron.net/paimai-art5123390024/>



KIANGTEEN arriving at Ningpo (from a postcard).

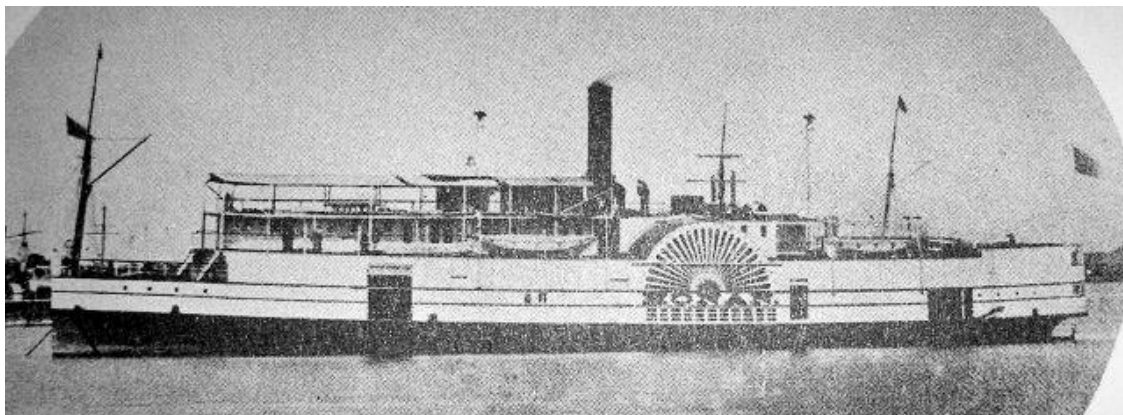


KIANGTEEN at the turn of the century (*The Sphere*. 8 Dec 1900).



KIANGTEEN as she appeared for the main part of her 71 year career. In June 1870 her American part owner J.B. Forbes commented "The *Moning* is a fine ship – staunch and strong – and with a big belly, but her bow isn't worth a cent and she will be slow." However, Shanghai S.N. Co.'s masters and engineers later advised that the ship, although slow when light, was fast when fully loaded (coll. Yao Kai-yang).

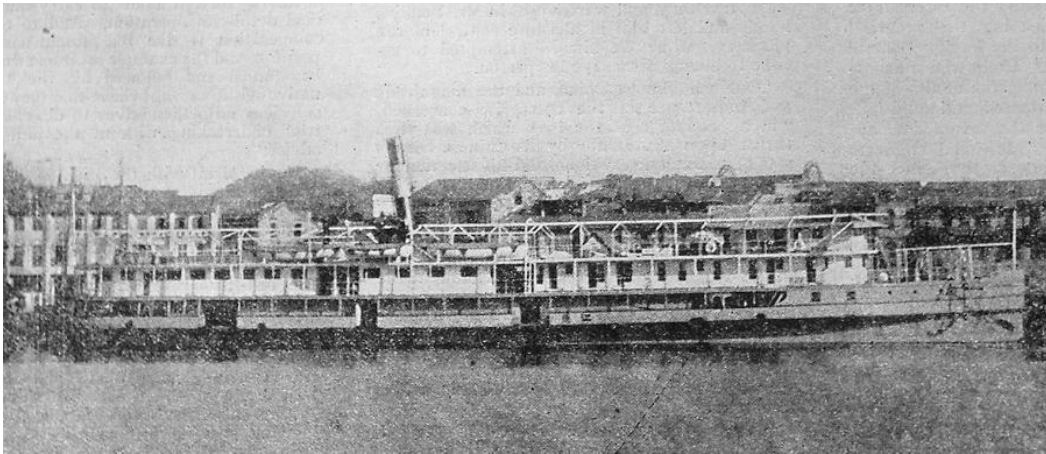
KIANGTUNG 江通 (1877-22) 566/71 (i.p.s., later i.s.s. 218.0 x 31.2', 1cy/188 nhp, NY)
Erected by Shanghai S.N. Co. Ltd in Shanghai for Shanghai S.N. Co. with engines from *Tah Wah* (590/62) - launched 1/2/71 as HONAN. 1/3/77 sold to CMSNC r. KIANGTUNG. 30/4/22 burnt out 9 m. from Wuchow on voyage Shasi-Hankow.



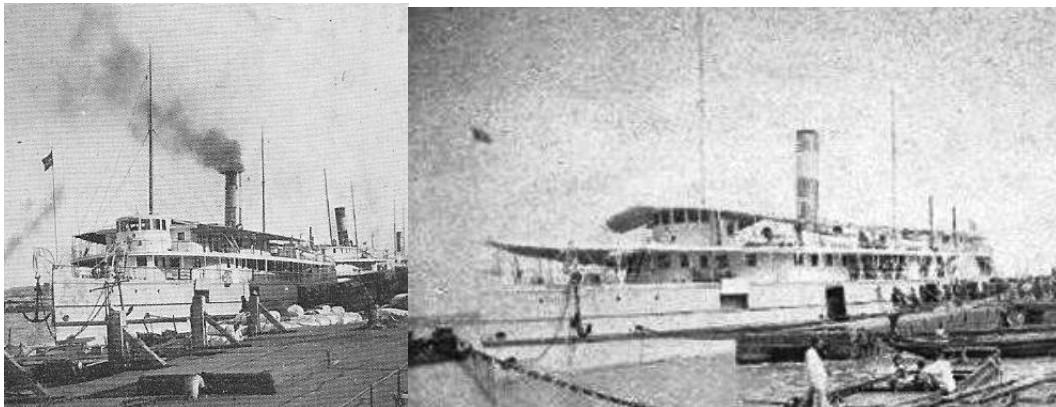
HONAN built as a paddle steamer with closed decks (Peabody Museum).



KIANGTUNG at Shanghai in 1882 (Kung Tai/Peabody Museum).

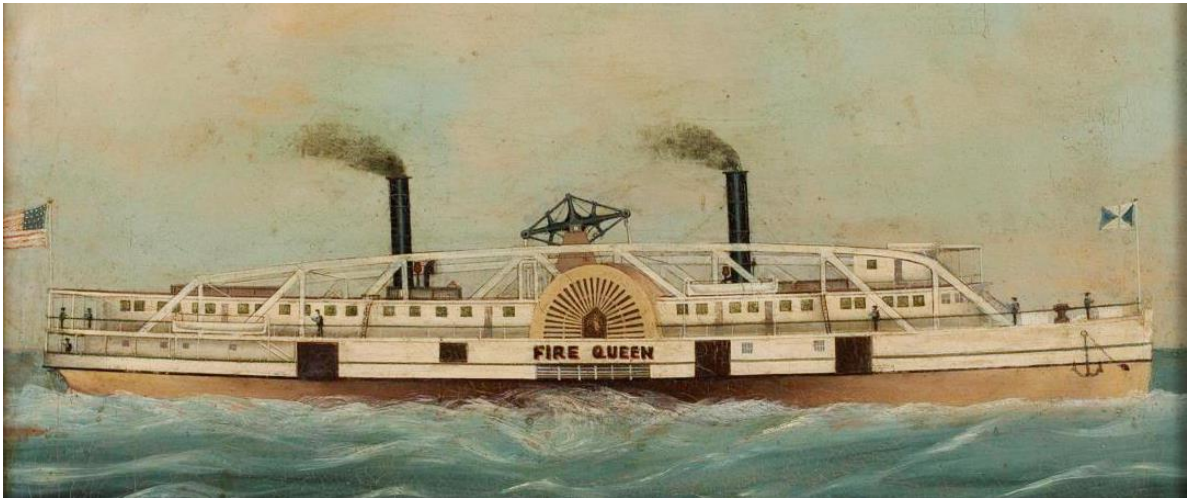


KIANGTUNG after conversion to a screw steamer (photoship.co.uk; epailive.com).

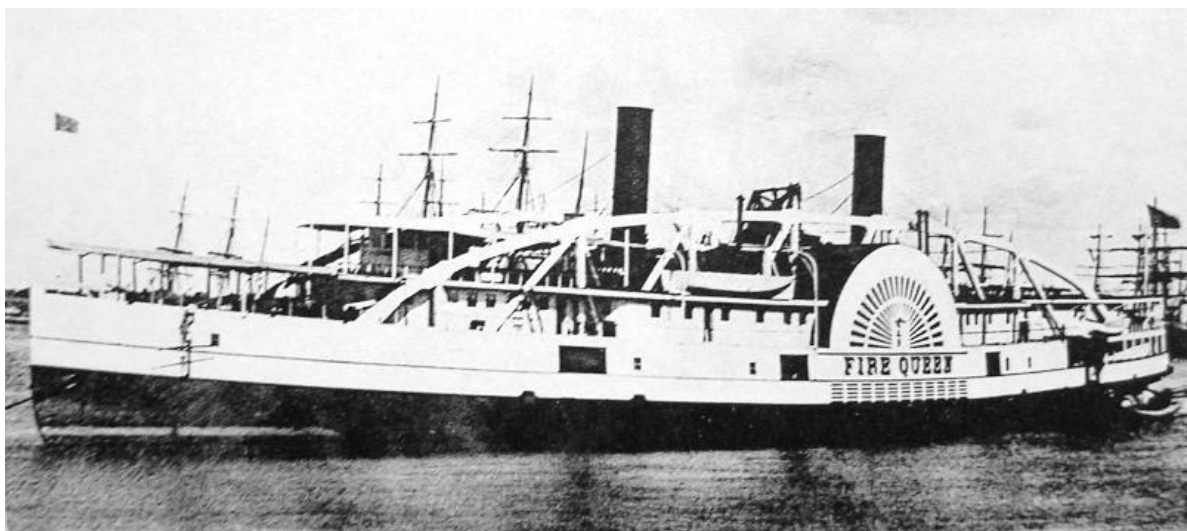


KIANGTUNG bow view from an old postcard (Ebay) and at KIANGTUNG at Kiukiang (<http://www.xlrww.cn/news/wh/jxri/2009/03/31/355/>).

KIANGWAE 江匯 (1877-78) 3801/64 (w.p.s. 317.4 x 47.0', VB, Allair Works, New York)
Built by John Englis & Son, New York for Lindsay & Co., Shanghai as FIRE QUEEN - 1/11/64 arrived at Shanghai. 12/65 sold to Shanghai S.N. Co. 1866 laid up for 3 months with broken shaft. 1/3/77 sold to CMSNC r. KIANGWAE. 1878 dismantled.



FIRE QUEEN was the last and largest steamer specifically built in U.S. for the Yangtse.
(Northeast Auctions).



KIANGWAE as FIRE QUEEN (Peabody Museum).

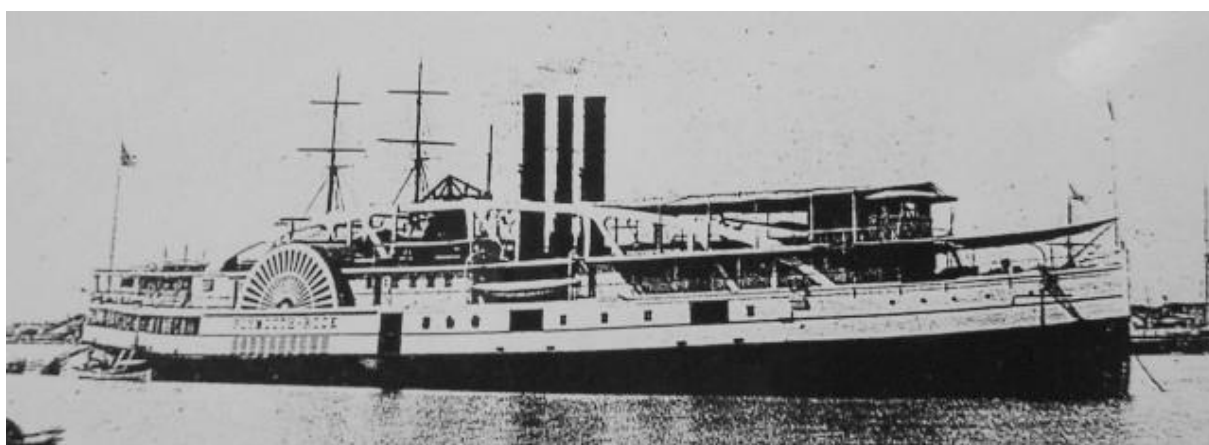
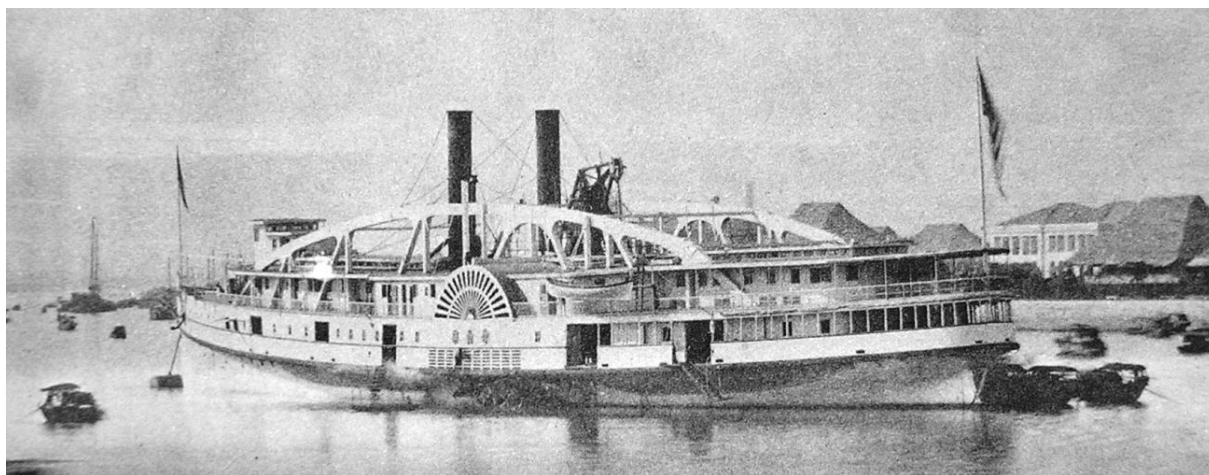


FIRE QUEEN at Shanghai in 1873

H.C. Cammidge

KIANGYUEN 江源 (1877-78) 3017/63 (w.p.s. 284.0 x 41.6', VB, Allaire Works, NY)

Built by Westervelt & Son, New York for J.M. & P.S. Forbes as PLYMOUTH ROCK. Engines from the Lake Erie steamer PLYMOUTH ROCK (1854). 9/7/64 sailed New York for New Brunswick where reg. under British flag as FOONG SHUEY. 8/8/64 sailed New York for Hong Kong where t/f to American flag as PLYMOUTH ROCK and entered Hong Kong-Canton service for Russell & Co. 6/66 t/f to Shanghai S.N. Co. for Yangtse trade. 1872 renovated and reboilered. 1/3/77 sold to CMSNC r. KIANGYUEN. 1878 dismantled.



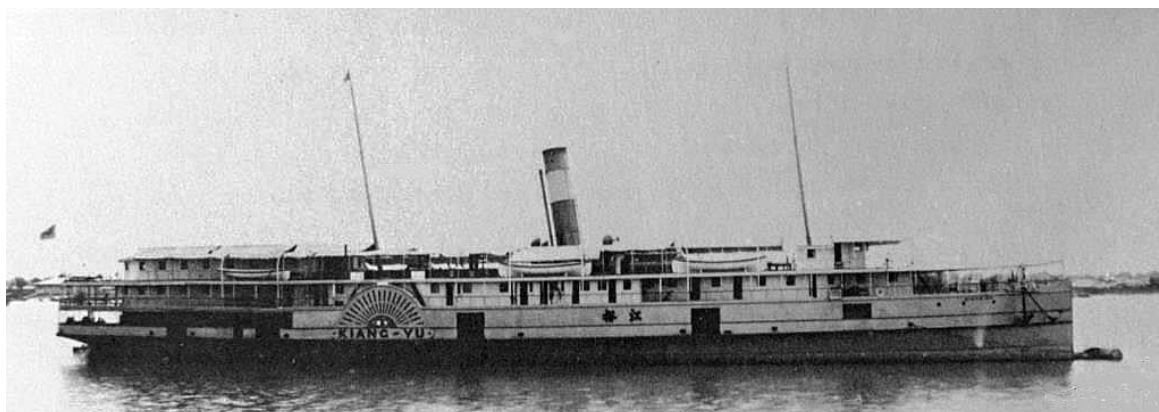
KIANGYUEN as PLYMOUTH ROCK of Shanghai S.N. Co., the upper photo with two funnels and Chinese lettering said by Haviland to be before 1872 reboiling (S. Dutton, Peabody Museum).

KIANG PING (1878-93) 368/64 (i.p.s. 177.2 x 24.0', 2cy/80 hp)

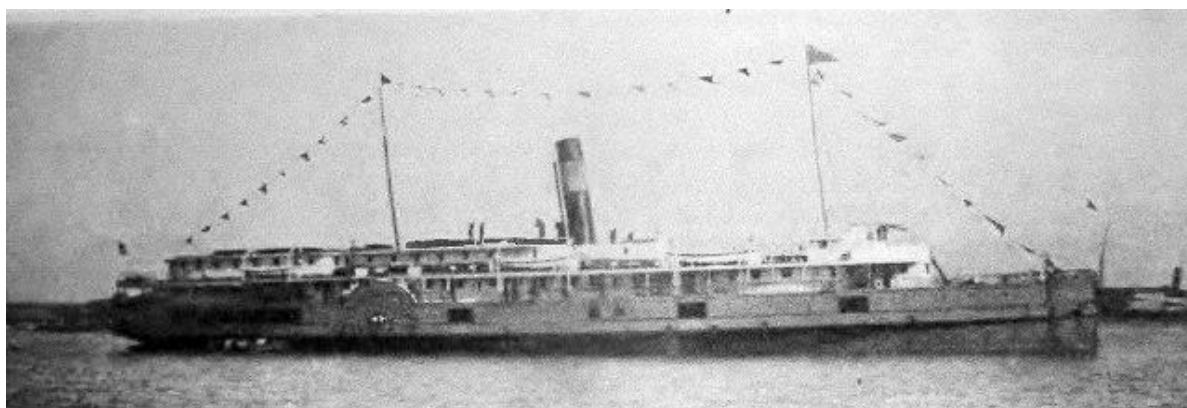
Built by Thomas Wingate & Co., Glasgow (#77), presumably for Cia Pernambucana, Pernambuco, as IPOJUCA. Renamed JAPAN, sold 5/66 through Alt. & Co. to Geishu (Aki)-han for \$110,000 r. HOAN-GO. 3/69 in operations against Enomoto in Hokkaido. 4/74 for sale in Yokohama and subsequently to A.O. Gay (US flag) r. HOAN MARU. End-1876 reg. at Shanghai. 1877 r. SOOCHOW. 1877 sold to H.A. Jenkins as reg. owner for Ningpo Chinese syndicate. 8/77 sold to H.B. Endicott, Hong Kong r. NGAN KING. 4/78 sold to CMSNC r. KIANG PING, used Shanghai-Ningpo, then Canton-Macau. IV/1893 conv., to landing pontoon. [*This vessel (O.N. 52603) sometimes confused with Japan (539/65, O.N. 52747) which during 1870s was in service between Singapore and Penang*]

KIANG YU 江裕 (1883-38) 3098/83-4 (s.p.s. 300.0 x 42.0', C2cy/300 hp)

Built by A. & J. Inglis, Glasgow (#173) for CMSNC. 19/4/83 sailed for China. 19/5/38 rep. sunk as blockship 4nm below Matang (below Kiukiang).

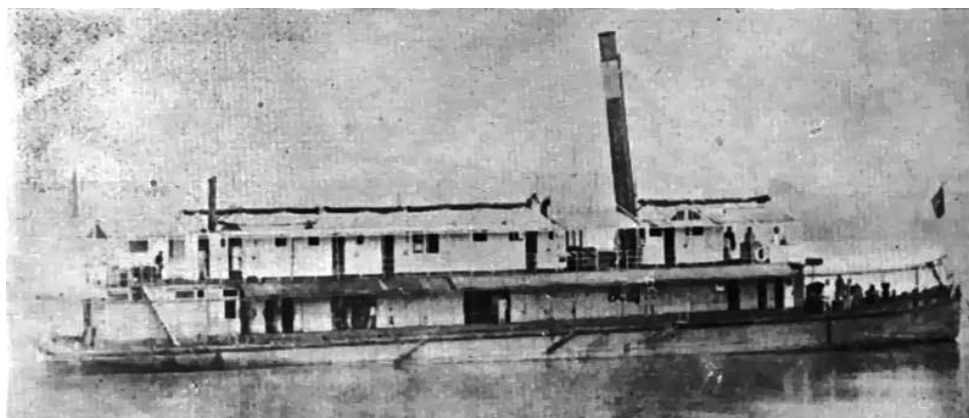


KIANG YU, last large paddle-driven steamer built for the Yangtse (Internet image).



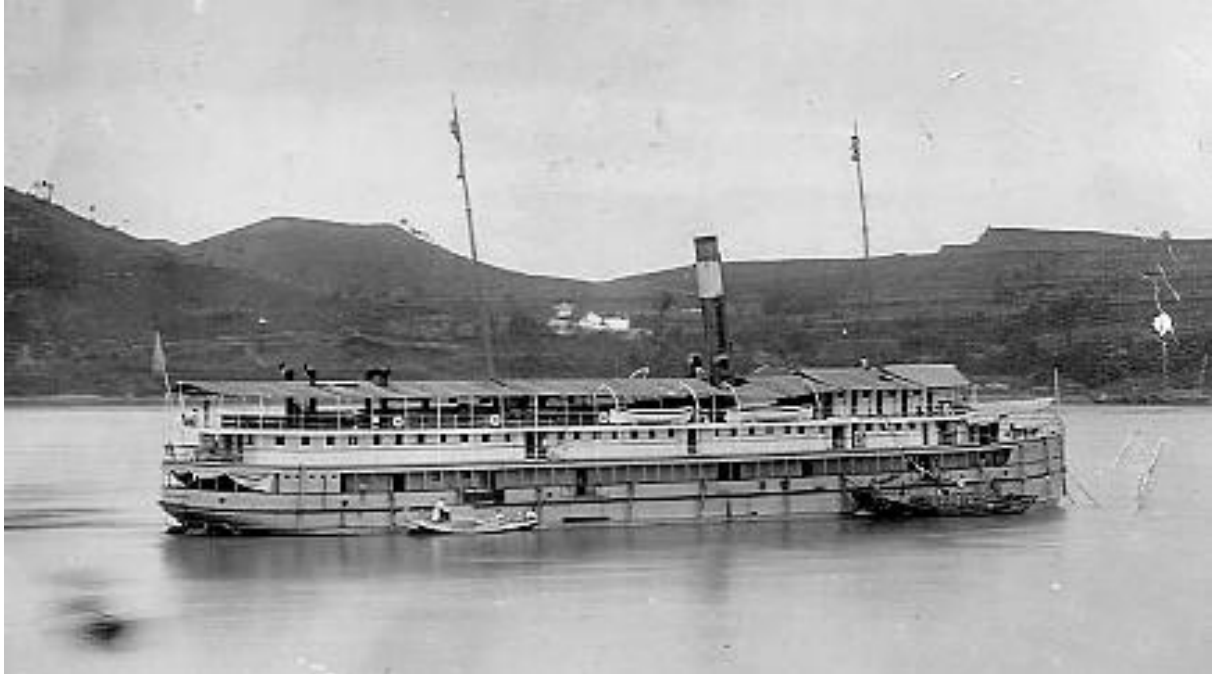
KIANG YU dressed overall to mark Chinese New Year 1912, the first year of the Republic of China. ("M.B." in *China's Millions*, 6/12, p.86 <http://imageserver.library.yale.edu/digcoll:19198/500.pdf>).

KULING 固陵 (1890-26) 498/88-2 (s.s.w. 160 x 27', C4cy/80 hp, Bow, McLachlan & Co., Paisley)
Fabricated by J. McArthur & Co, Paisley, Paisley (#47), erected by Boyd & Co., Shanghai, 5/12/87
launched and 2/88 reg. for Upper Yangtze S.N. Co. (A.J. Little, mgr), Shanghai. Laid up after
permission for navigation on Upper Yangtze refused by Chinese authorities. 12/89 purchased by
Inspector-General of Customs. 4/90 t/f to CMSNC for Hankow-Ichang trade. 1926 hulked at
Kiukiang.

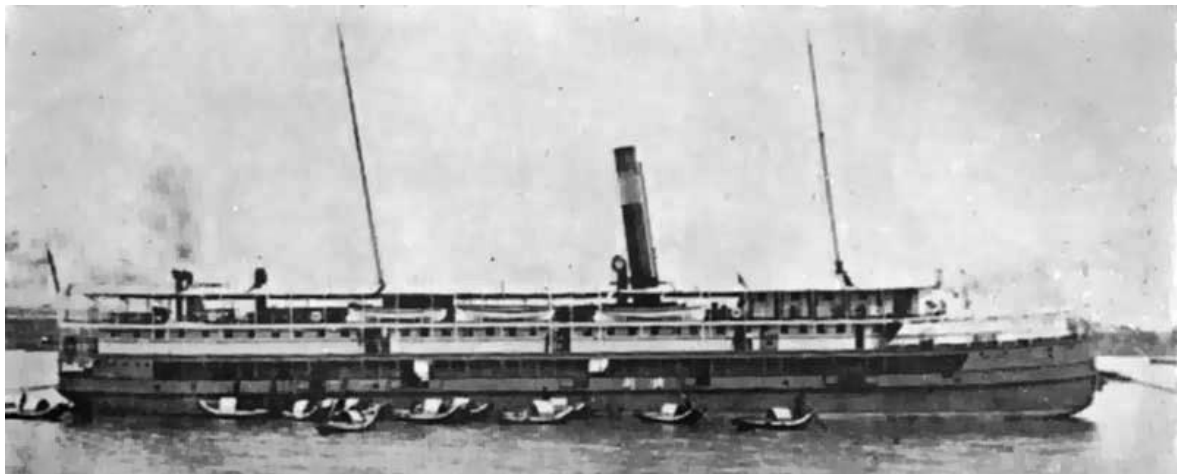


KULING (coll. Yao Kai-yang)

KWEI LEE 快利 (1893-41) 1293/93 (250.0 x 40.0', 2-sc. T3cy/94 hp, David Rowan & Son, Glasgow)
Fabricated by Napier, Shanks & Bell, Glasgow (#66) for CMSNC, erected by S.C. Farnham & Co.,
Shanghai and 24/11/93 ran trials. Early-1938 taken over by Wm Hunt & Co. Rep. 12/41 sunk by
bombing at Chefoo, later salvaged, but Lloyds War Losses as lost 1/43 at Szechuen (Upper Yangtse).
1946 owners rep. vessel as broken up.



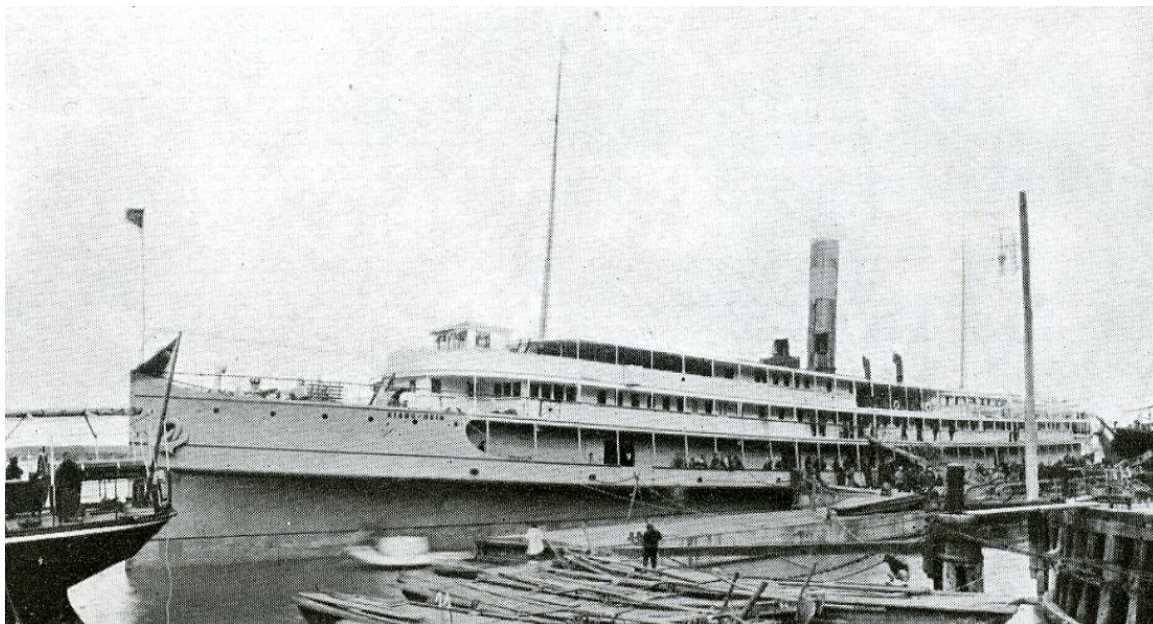
KWEI LEE (Internet).



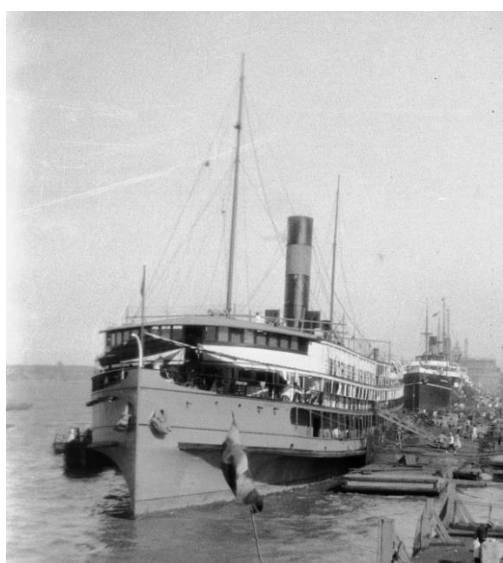
Another view of KWEI LEE showing an extra boat
<http://60.250.180.26/theme/theme-41/41-index.html>).

KIANG HSIN 江新 (1905-49) 3372/05 (325.0 x 44.0', 2-sc, T6cy/311 nhp)
Built by S.C. Farnham, Boyd & Co., Shanghai (#984) for CMSNC as KIANG HSIN. 23/6/38 sunk by
Japanese aircraft in Yangtse near Yochow with loss of 1000 refugees - raised and 6/39 hauled into
Upper Yangtse, repaired. 22/5/49 sailed Shanghai for Taiwan but shelled in estuary, captured by
Communist forces and returned to Shanghai. 5/9/49 sunk by bombing by Nationalist aircraft at
Pootung. 16/11/52 raised, refitted and 1/55 reentered service for Yangtse Shipping Administration

as CHIANG HSIN. 1958 romanised JIANG XIN. 16/7/66 used by Mao Tse-tung during his swim in the Yangtse. 11/66 r. DONG FANG HONG 3. 30/11/70 boiler explosion, 17 dead. Early 1980s still in service but by 8/84 laid up upstream of Wuhan, NFI.



KIANG HSIN (20th Century Impressions of Hong Kong, Shanghai, pub. 1908).



KIANG HSIN c.1930 (Alan Lee colln).



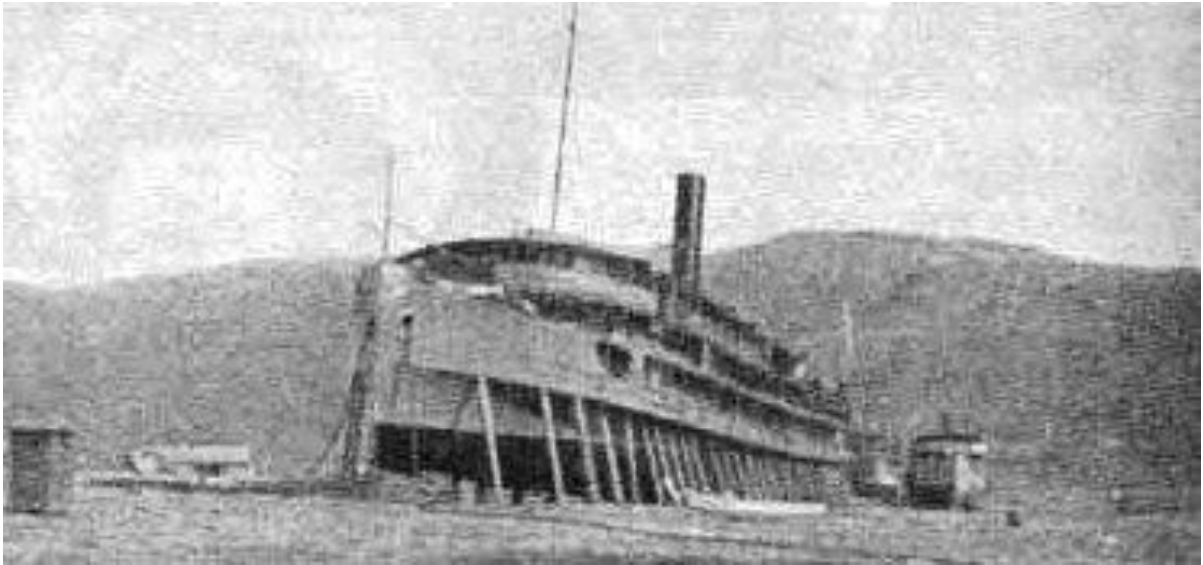
KIANG HSIN under refit at Pootung, 1934 (Internet).



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



Above 2: KIANG HSIN on fire after bombing attack 23/6/38 (SK colln).



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



KIANG HSIN reconstructed postwar with rounded bridge and no mainmast (coll. Yao Kai-yang).



Troop being loaded on KIANG HSIN, probably at Hankow (Internet).



DONG FANG HONG 3 ex KIANG HSIN (large ferry nearside) laid up, Aug. 1984. DONG FANG HONG 2 ex KIANG HAN is behind (Donald Anderson).

LI FONG (one third owned 1911-11) 2868/05

see KIEN KUO (1929-40)

LI-MAO (one third owned 1911-11) 2868/05

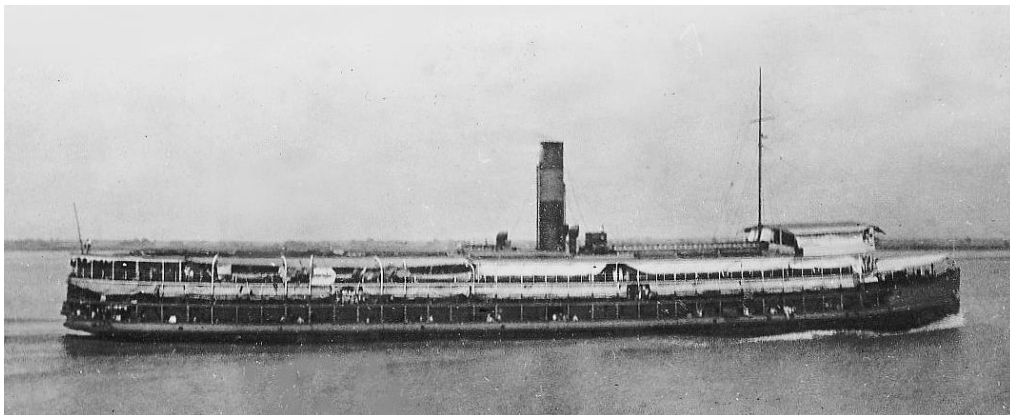
see LUEN HO (Indo-China S.N. Co. 1911-34)

LI-TA (one third owned 1911-11) 2868/05

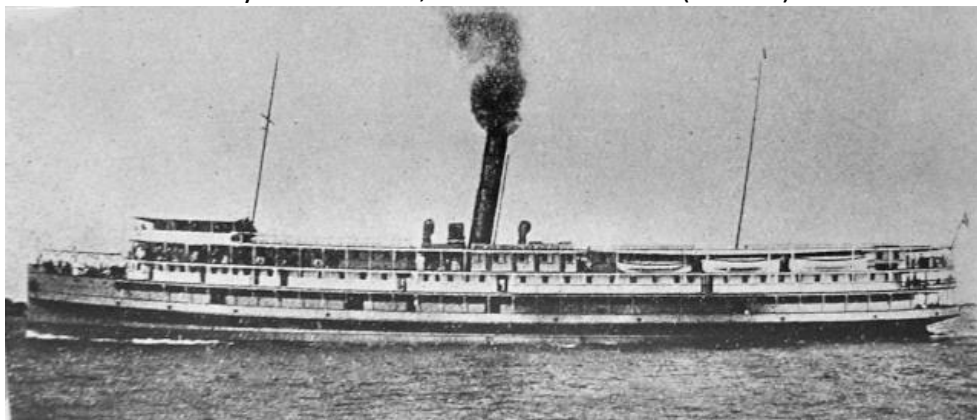
see HSIN PEKING (China Na. Co., 1911-36)

KIANG WAH 江華 (1912-50) 3692/12-8 (340.0 x 46.0', 2-sc, T6cy/175 nhp)

Built by Kiangnan D. & E. Works, Shanghai (#124) for CMSNC. 3/1/33 holed in collision with President van Buren (10533/20) in Whangpoo. 1939 hauled into Upper Yangtse. 8/41 damaged by Japanese bombing near Tsaishanghsien, superstructure burnt out. Postwar reconstructed, romanisation KIANG HWA. 1950 t/f to CPSNC, name romanised CHIANG HUA. 1958 name romanised JIANG HUA. 1966 r. DONG FANG HONG 5. Still in service 10/65, Early 1980s still in service but by 8/84 laid up upstream of Wuhan, NFI.



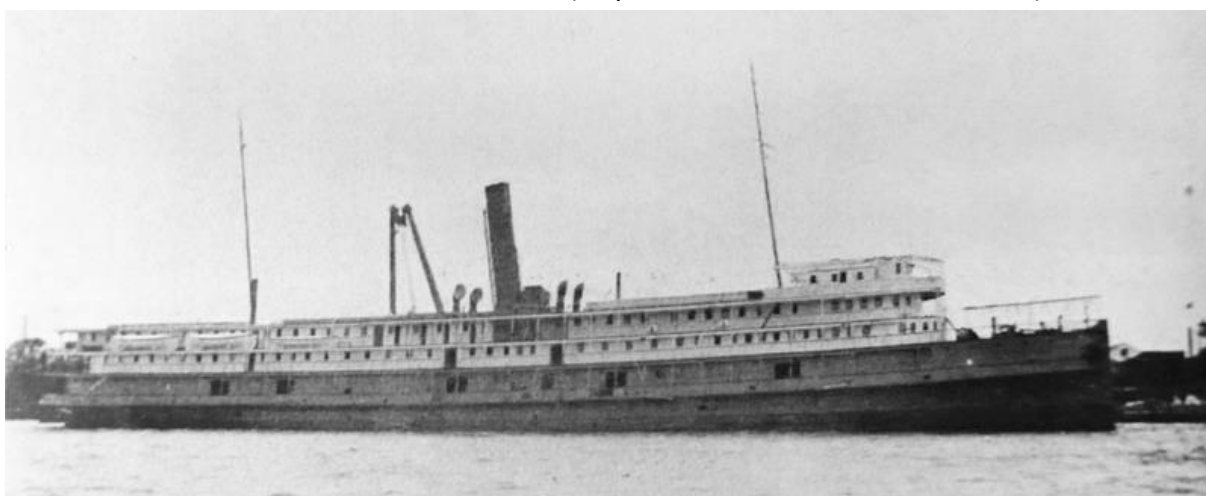
Early KIANG WAH, without mainmast (coll. SK).



KIANG WAH prewar, described as the largest and fastest (16.5 k) steamer built in China (CMSNC).



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



KIANG WAH postwar (coll. Yao Kai-yang).



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

Later fitted with wider funnel.

KIANG KING (1920-26) 1077/20 (196.5 x 31.0', 2-sc. T6cy/98 nhp)

Built by Kiangnan D. & E. Works, Shanghai for CMSNC. 11/25 ashore on rocks in Middle Yangtse - 5/26 refloated. After repairs re-entered service as NGO MEI 峨嵋. 6/33 stranded on Huatantzu Reef near Peichow - mid-5/34 refloated and taken to Shanghai for repairs. 1937 rebuilt by Kiangnan D. & E. and relaunched 26/6/37 as CHIN KIANG. c.17/9/37 sunk by Japanese aircraft at Nantao. Refloated and 10/38 wreck under repair for Wm Hunt & Co., Shanghai (British flag). 12/41 seized by Japanese

(r. ?). 1945 recovered by China Merchants S.N. Co. r. KIANG HO 江和. 1949 CPSNC, name romanised CHIANG HO. 1958 name romanised JIANG HE. 12/66 r. DONG FANG HONG 61. Still existing 1976 but NFI.



KIANG KING aground in 1925 (Don Brotchie).



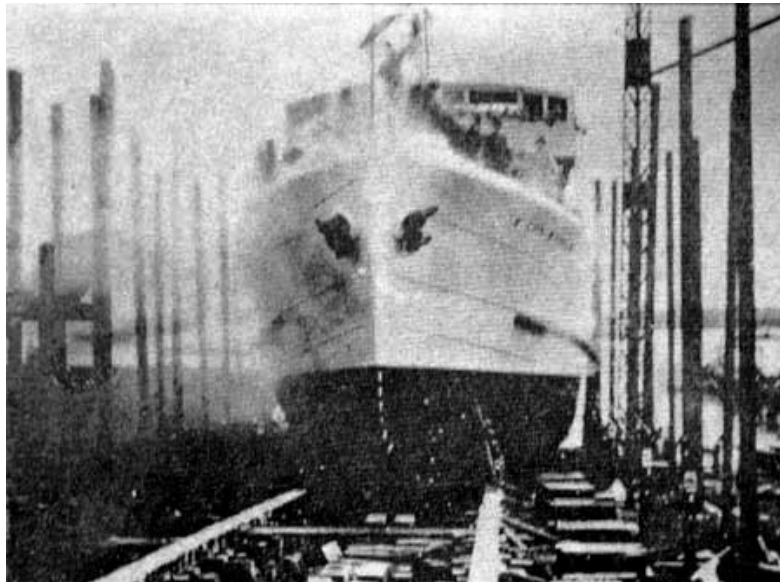
KIANG KING ashore in 1925 (SK*).



NGO MEI at Hankow (Internet).



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



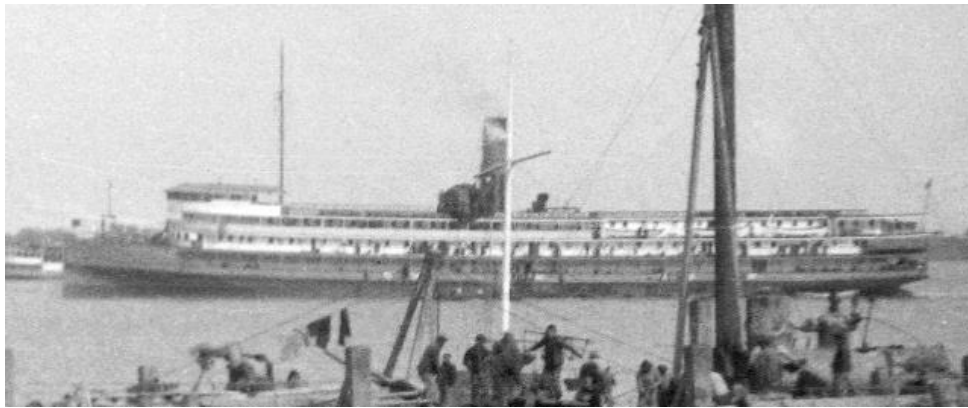
Re-launch of renamed CHIN KIANG (<http://60.250.180.26/ss/6138.html>).



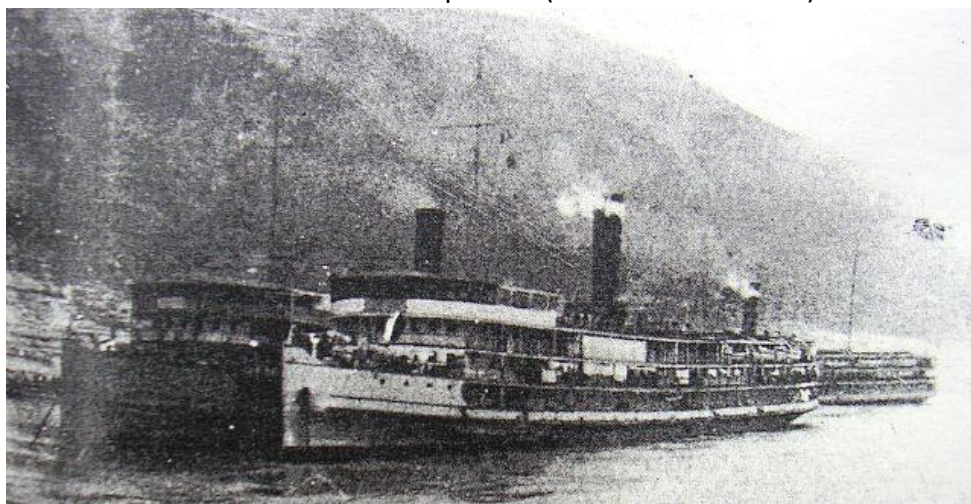
DONG FANG HONG 61 (<https://tieba.baidu.com/p/5176696818>).

KIANG AN 江安 (1921-50) 4327/21-2 (330.4 x 47.4', 2-sc, T6cy/275 nhp)

Built by Shanghai D. & E. Co. Ltd, Shanghai (#1549) for CMSNC - 27/11/20 launched. 7/39 hauled into Upper Yangtse. 1950 t/f to CPSNC romanised as CHIANG AN. LRS 6/51 reported transferred to PLA. Cinematographic evidence suggests 1971 reverted to civilian control r. DONG FANG HONG 403, then extensively refitted r. DONG FANG HONG 10. 1/7/84 renamed JIANG HAN 13. By 8/84 laid up upstream of Wuhan. Subsequently sold for use as an accommodation hulk, NFI.



KIANG AN at Hankow prewar (Warren Swire colln.).



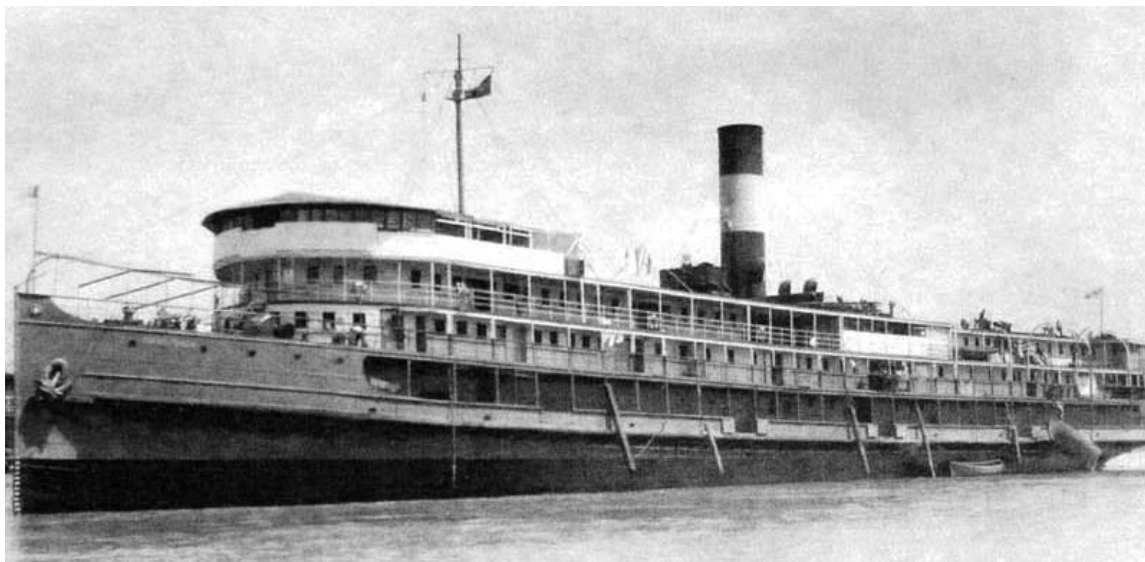
KIANG AN, KIANG SHUN and (behind) KIANG HSIN in 1938 at Ichang (*Ships of China*).



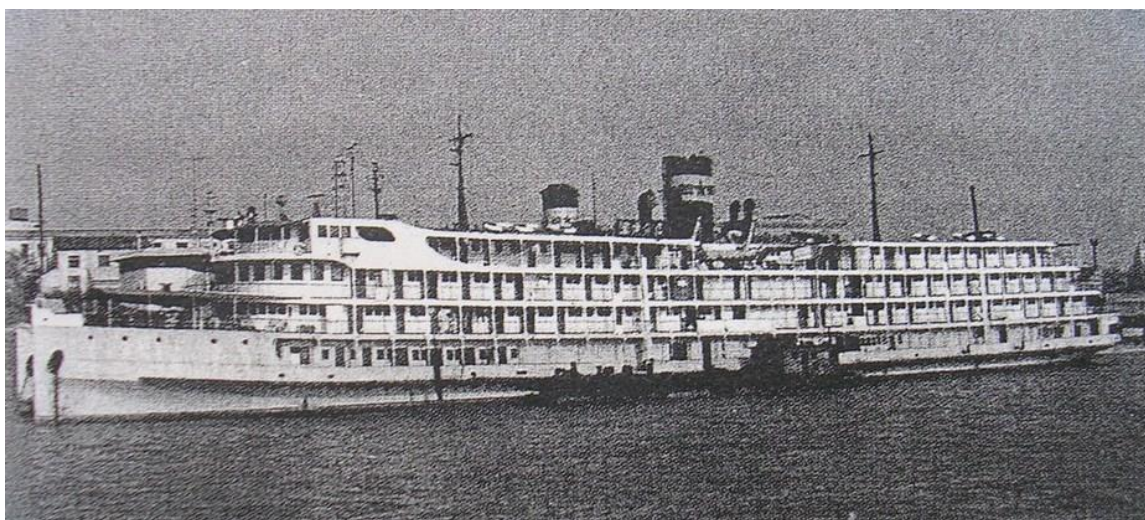
JIANG HAN 13 ex-KIANG AN late-1980s in retirement as accommodation ship. [Photo source http://blog.sina.com.cn/s/blog_a504d6ea0101ctkn.htm mis-identifies as ex-DONG FANG HONG 3].

KIANG SHUN 江順 (1921-50) 4327/21-8 (330.4 x 47.4', 2-sc, T6cy/275 nhp)

Built by Shanghai D. & E. Co. Ltd, Shanghai (#1556) for CMSNC. 7/39 hauled into Upper Yangtse. 1950 t/f to CPSNC, name romanised CHIANG SHUN. Refitted 1956. 1958 name romanised as JIANG SHUN. 1966 renamed DONG FANG HONG 4, received further, extensive, refit. Early 1980s still in service but by 8/84 laid up upstream of Wuhan, NFI.



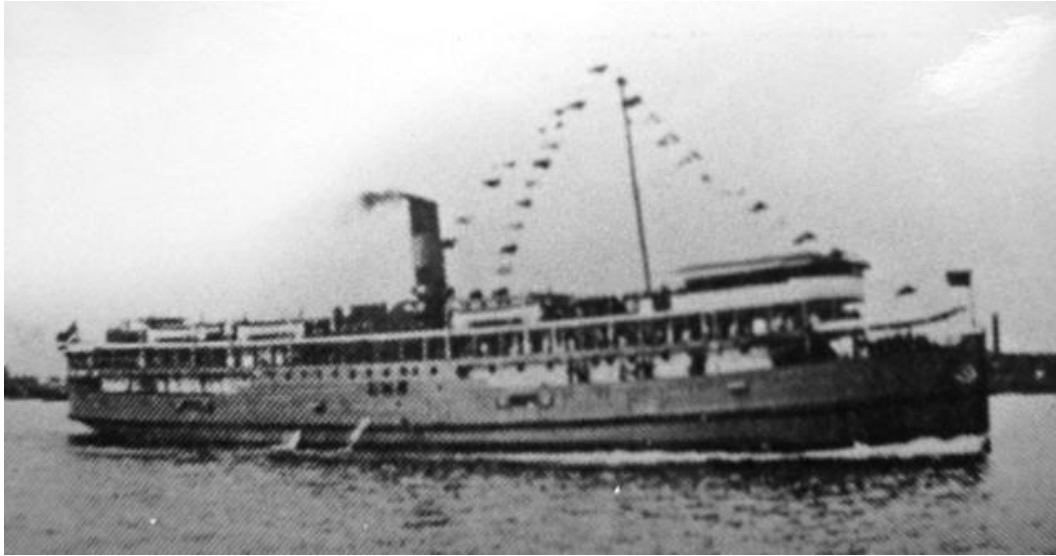
KIANG SHUN (<http://60.250.180.26/theme/theme-33/33-index.html>).



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

HSIN KIANGTEEN 新江天 (1921-38) 3645/21-12 (300.0 x 48.2', 2-sc, T8cy/227 nhp)

Built by Shanghai D. & E. Co. Ltd, Shanghai for CMSNC for Shanghai-Ningpo line. 1938 t/f to Hunt S.S. Corp. (A.C. d'Encarnacao), Macao r. JUNIE. 7/40 scuttled as blockship at mouth of Yung River at Chinhai (below Ningpo).



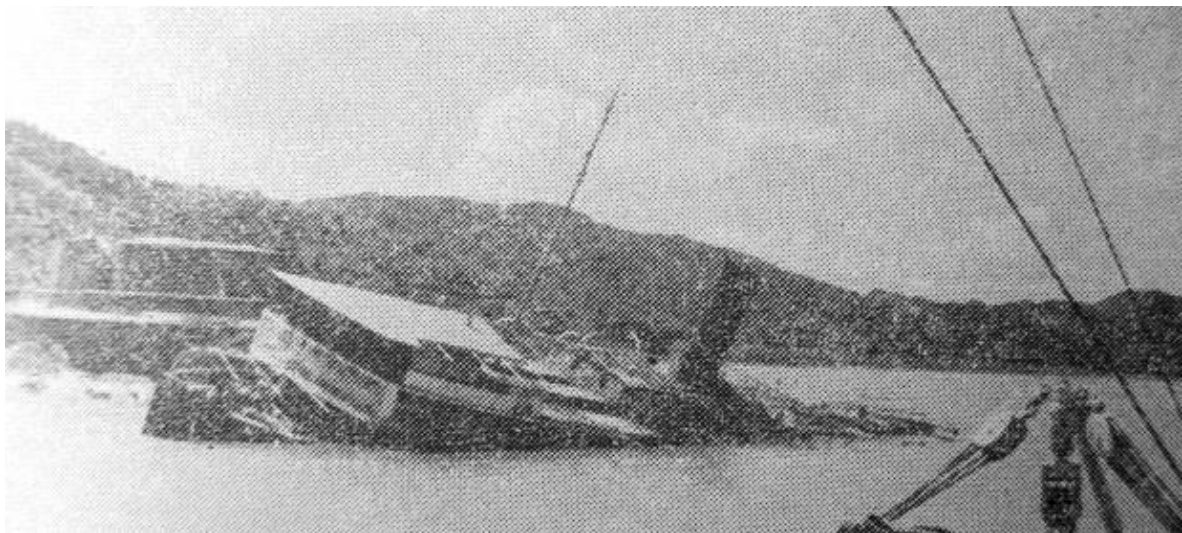
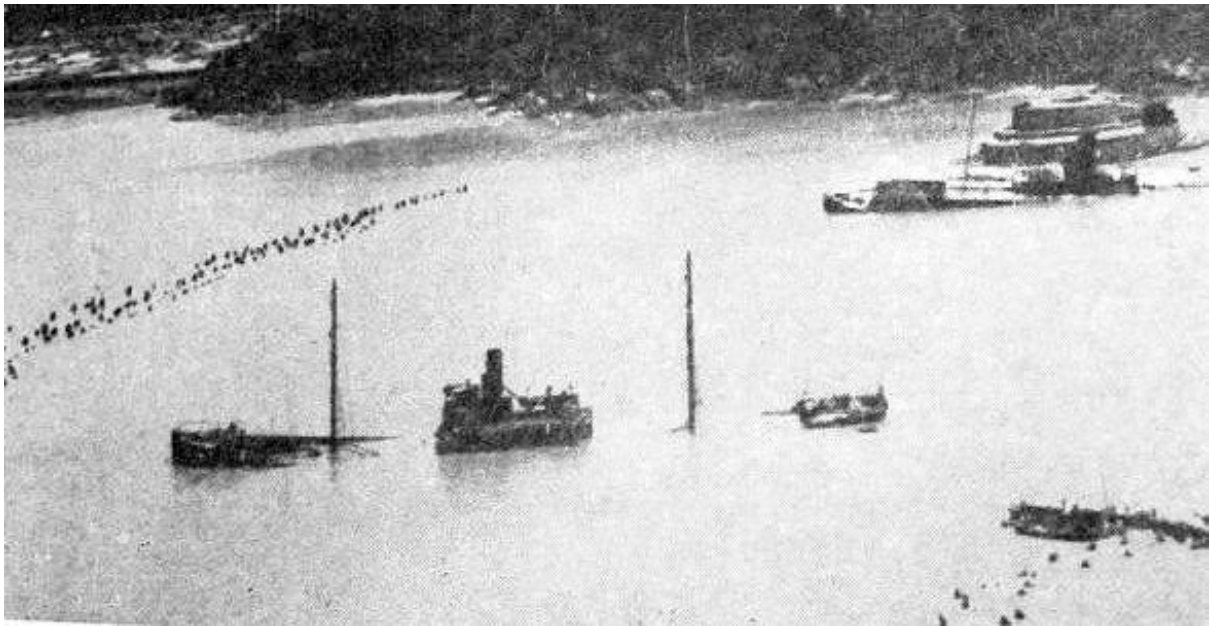
HSIN KIANGTEEN (CMSNC).



From a magic lantern slide (http://blog.sina.com.cn/s/blog_53215c7f0100bm8k.html)



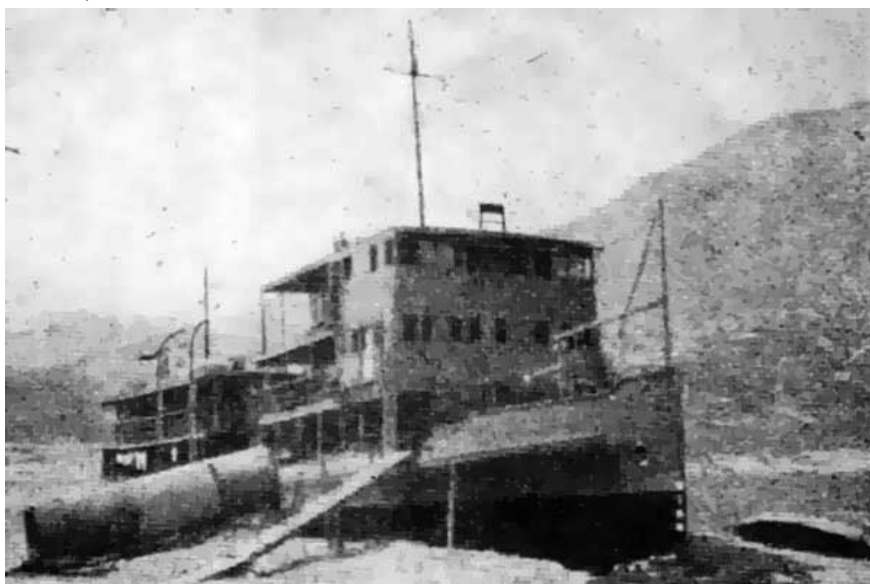
Damaged propeller blades under repair, Shanghai 1937 (Harrison Forman, UWM Libraries).



HSIN KIANGTEEN (right) scuttled at the mouth of the Yung River (Top: North China Herald, Centre: <http://60.250.180.26/ss/6138.html> Lower: M. Hori, *Ships of the World* 11/71 p.93).

LI-CHI (1923-45) 305/22 (tug, 141.0' x 26.0', 2-sc, T6cy/53 nhp)

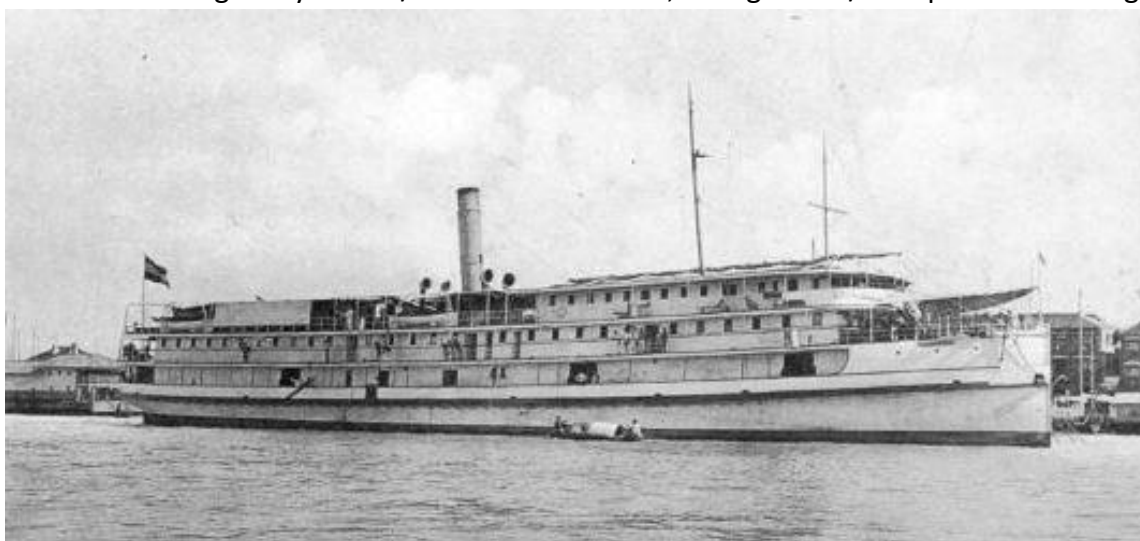
Built by Yangtze Eng. Works Ltd, Hankow for unknown owners as a tug. 1923 to CMSNC for use on Upper Yangtse, evidently refitted as a passenger steamer for use above Chungking. Postwar r. KIANG CHI. 1950 t/f to CPSNC, name romanised CHIANG CHI. 1958 name romanised as JIANG CHI. NFI.



KIANG CHI (coll. Yao Kai-yang).

KIANG CHING (1924-41) 1682/00-8 (247.7 x 30.0', 2-sc, T6cy/82 nhp)

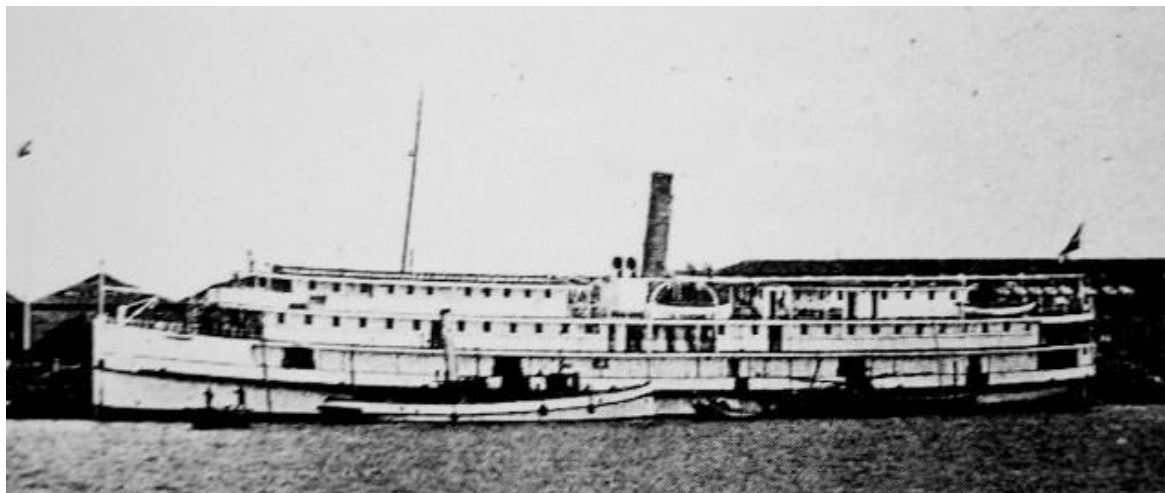
Built by S.C. Farnham & Co., Shanghai (#544) for Melchers & Co., Shanghai for Yangtse trade as MEI LEE. 5/01 sold to Norddeutscher Lloyd (Melchers & Co., mgrs), Bremen. 8/14 interned in Shanghai. 20/3/17 seized by Chinese Govt and t/f to Chinese Govt S.S. Admin., Shanghai r. HWAH LEE. 1920 and later 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 – 11/1926 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 KIANG CHING, at Chinkiang (from a postcard).

KIANG TA (1925-46) 1682/00 (247.7 x 30.0', 2-sc, T6cy/82 nhp)

Built by S.C. Farnham & Co., Shanghai (#546) for Norddeutscher Lloyd (Melchers & Co., Shanghai mgrs), Bremen for Yangtse trade as MEI DAH. 8/14 interned in Shanghai. 20/3/17 seized by Chinese Govt and t/f to Chinese Govt S.S. Admin., Shanghai r. HWAH TA. 1925 sold to CMSNC r. KIANG TA. 9/40 taken onto Upper Yangtse. 1946 apparently broken up (probably with war damage).



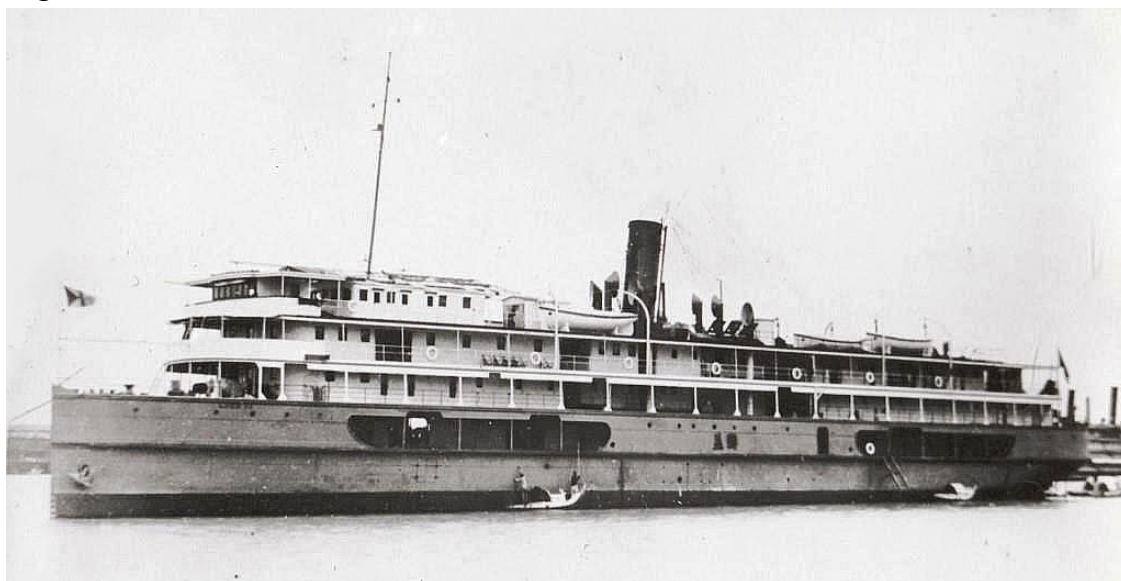
MEI DAH class (OSK Guide).

NGO MEI 峨嵋 (1926-37) 1077/20

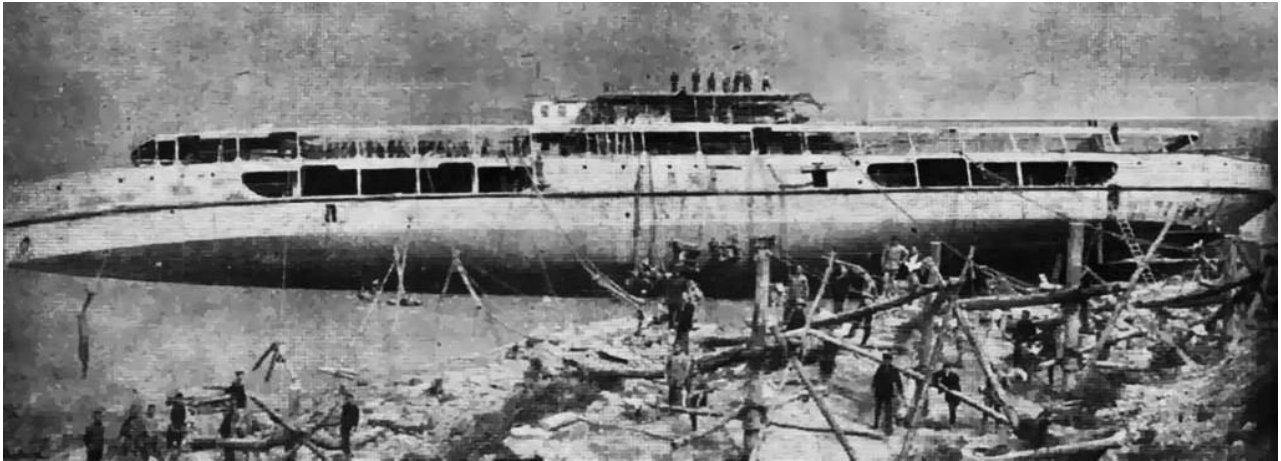
see KIANG KING (1920-26)

KIEN KUO 建國 (1929-40) 2770/06-1 (278.2 x 42.9', 2-sc, T6cy/136 nhp, Caillard & Cie, Havre)

Built by At. & Ch. de France, Dunkirk (#19) for Cie. Asiatique de Nav. (Racine, Ackermann & Co., Shanghai mgrs), Dunkirk for Yangtse River as LI-FONG. 12/11 on bankruptcy of mgrs sold to China Navigation Co. Ltd, London but 8/12 t/f to Luen S.S. Co. Ltd (CMSNC mgrs), Hong Kong r. LUEN YI 聯益. 7/29 sold to CMSNC r. KIEN KUO. Mid-1939 hauled onto Upper Yangtse. 3/9/40 bombed by Japanese aircraft and capsized in Taitso Bay, Szechuan. Righted and refloated, refurbished with reduced superstructure r. KIANG KIEN. 21/10/49 stranded in Man Lu Bay, Quemoy outbound for Kaohsiung in ballast.



LUEN YI (unidentified photographer/A. Duncan)



Capsized KIEN KUO under salvage in Taitso Bay, Szechuan (coll. Yao Kai-yang).



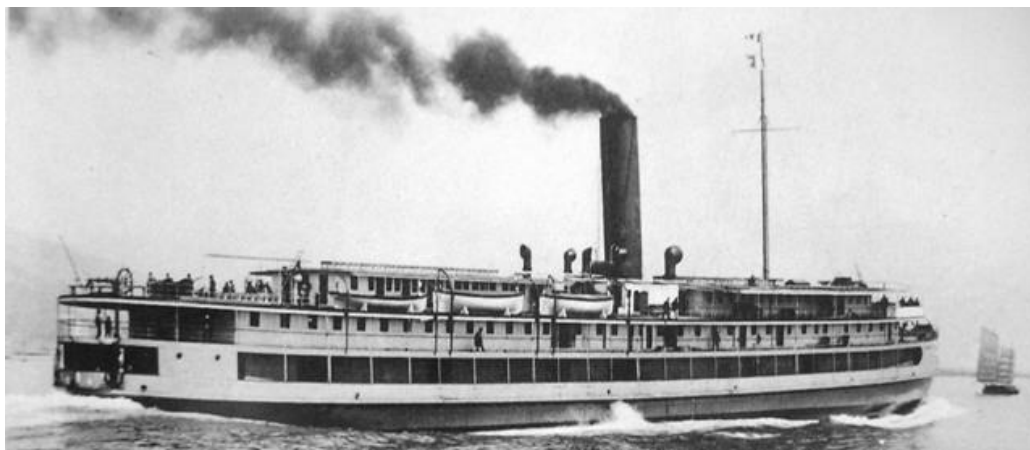
Refloated KIEN KUO in Taitso Bay (<http://www.cmhk.com/n6/n41/c5396/content.html>).



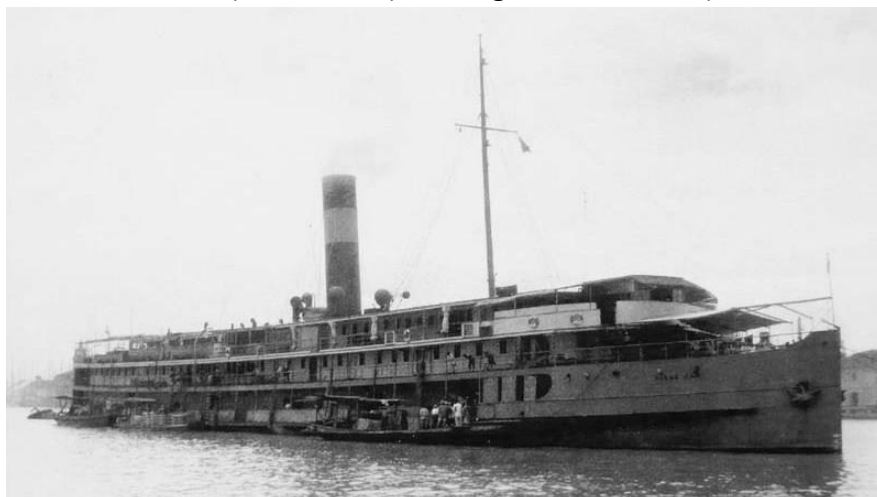
KIANG KIEN (coll. Yao Kai-yang).

KIANG HAN 江漢 (1937-50) 3298/06 (310.0 x 44.0', 2-sc, T6cy/243 nhp)

Built by Kawasaki Zosensho, Kobe(#282) for Nippon Yusen Kaisha, Tokyo for Yangtse River as YOH YANG MARU. 1907 t/f to Nisshin Kisen K.K. 15/8/37 left Shanghai for Nanking, where seized by Chinese Gov't forces and allocated to CMSNC r. KIANG HAN. Mid-1939 hauled into Upper Yangtse. 1950 t/f to CPSNC, name romanised CHIANG HAN. 1958 name romanised JIANG HAN. 1966 r. DONG FANG HONG 2. Rebuilt at Wuhan, new machinery. 28/9/73 received award for safe completion of one million nautical miles. By 8/84 laid up upstream of Wuhan, NFI



YOH YANG MARU (KIANG HAN) running trials off Kobe (Kawasaki H.I.).



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



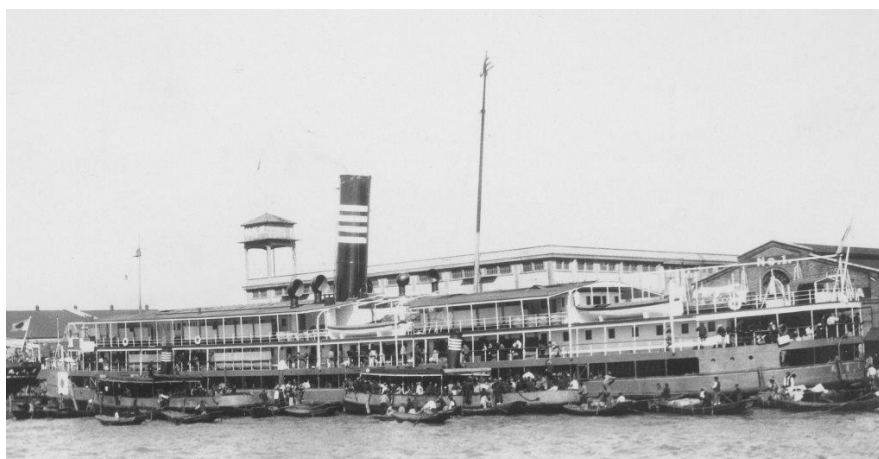
CHIANG HAN in Yangtse Bureau colours (<http://ndcjzd.com/NewsInfo.aspx?Id=1228>).



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

KIANG SHIAN 江襄 (1937-39) 2712/01-10 (282.1 x 39.4', 2-sc, T6cy/202 nhp)

Built by Mitsubishi Zosensho, Nagasaki (#132) for Osaka Shosen Kaisha, Osaka as TACHANG MARU/DAITEI MARU. 1907 transferred to Nissin Kisen K.K. 15/8/37 left Shanghai for Nanking where seized by Chinese and allocated to CMSNC, r. KIANG SHIAN. Subsequently burnt out and abandoned aground in the upper reaches of Lan Hsi Creek, some 6 m. downstream from Hankow. 9/8/39 recovered by NKK and 11/39 t/f to Toa Kaiun. Evidently repaired. 29/12/43 sunk by aircraft in Yangtse downstream from Anking.



KIANG SHIAN as TACHANG MARU (Top, OSK colours: S. Kizu, Bottom, Nisshin colours: SK*).

JUNIE (1938-40) 3645121

see HSIN KIANGTEEN (1921-38)

AN HWA (1943-50) 285/35 (121 x 22', 2-sc. T6cy, pass)

Built by Kiangnan Dock & Eng. Works, Shanghai for Chinese Maritime Customs, Shanghai as AN HWA. By 1943 on charter to CMSNC. c.1945 CMSNC owners. 1949 taken over by PRC, presume 1950 t/f to CPSNC. RLR 1993/94, NFI.

KIANG KING 江慶 (1943-50) 571/37 (139 x 25', 2-sc. T6cy)

Built at Chungking as YET KING (owners unknown). c.1943 sold to CMSNC r. KIANG KING, refitted. 1950 t/f to CPSNC, name romanised CHIANG KING. RLR 1992/3, NFI.



Labeled KIANG KING stranded in the Upper River, possibly as YET KING
(<http://60.250.180.26/theme/theme-33/33-index.html>).



KIANG KING at Hubei ca.1942 (Harrison Forman, UWM Libraries).



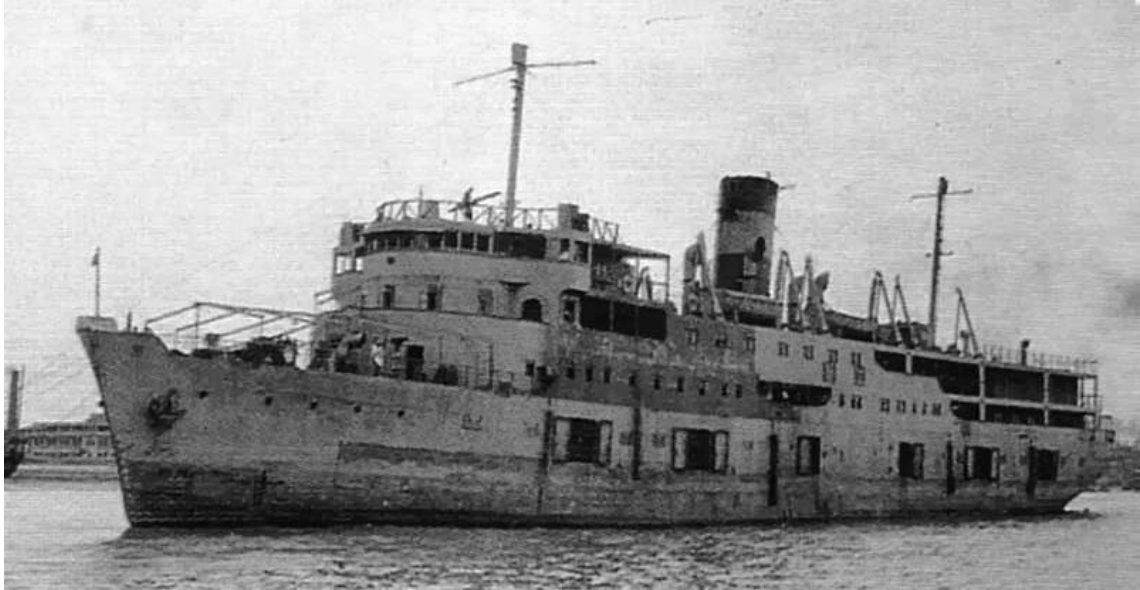
Unidentified similar former state-owned steamer being used for accommodation at Nanjing, August 1984 (Donald Anderson).

KIANG CHI 江濟 (1945-50) 380/22

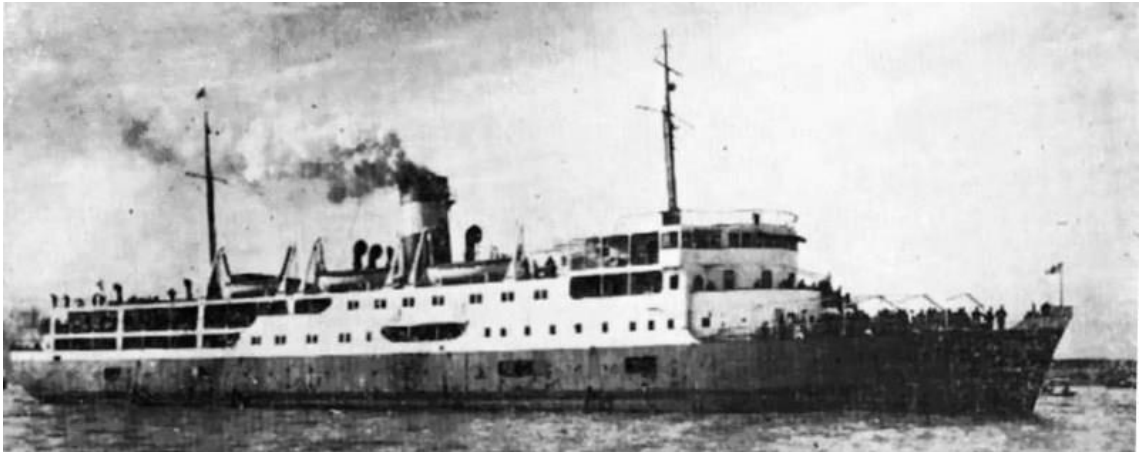
see LI CHI (1923-45)

KIANG CHING /KIANG GING 江靜 (1945-49) 3764/40 (307.0 x 47.6', 2sc. T6cy Kawasaki Dockyard Co. Ltd, Kobe, mfd. 1907, originally fitted to NAN YANG MARU)

Built by Tsurumi Seitetsusho, Yokohama. Launched for Nisshin Kisen K.K. but completed for Toa Kaiun K.K. as NINGPO MARU for Shanghai-Ningpo service. 1945 surrendered, r. DONG HWA but sold to CMSNC, r. KIANG CHING/GING. 6/5/49 departed Shanghai for Chusan Islands with Chiang Kai-shek and family, later sailed to Taiwan, laid up. 1950s in use as stationary restaurant (and probably hotel) at Keelung, later as 'floating hotel' at Kaohsiung. 1959 broken up in Taiwan.

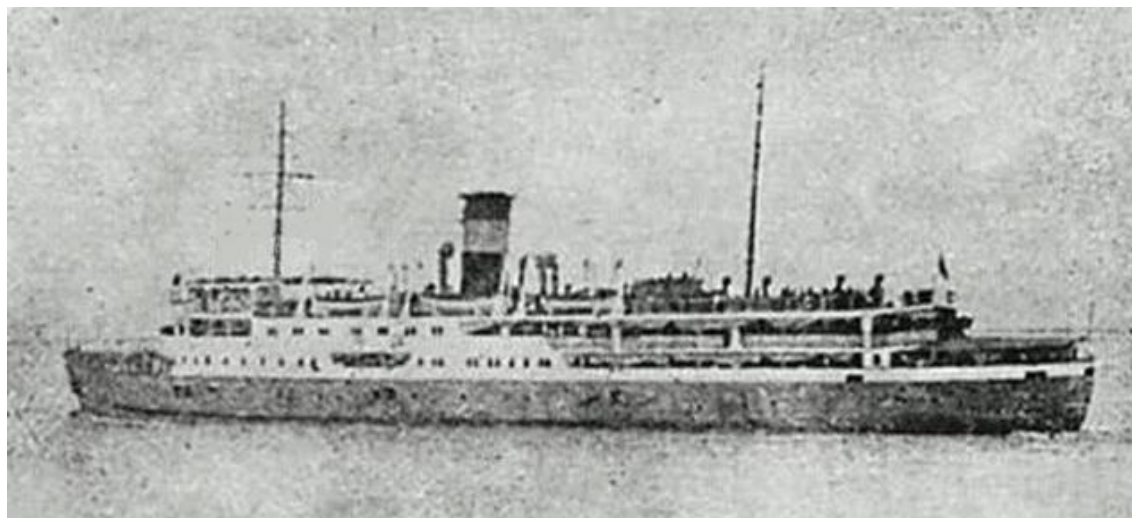


KIANG GING as a transport with plentiful side openings.



KIANG GING refitted for commercial service.

(Above two photos <http://60.250.180.26/theme/theme-33/33-index.html>).



KIANG GING (<https://kknews.cc/history/qbpqaro.html>).



(CC Hsu colln).



KIANG GING with evident CMSNC houseflag in use as accommodation ship at Kaohsiung.
<http://60.250.180.26/theme/theme-33/33-index.html>.



KIANG GING as 'Kaohsiung Floating Hotel' (Harrison Forman, UWM Libraries).

KIANG HO 江和 (1945-50) 1077/20

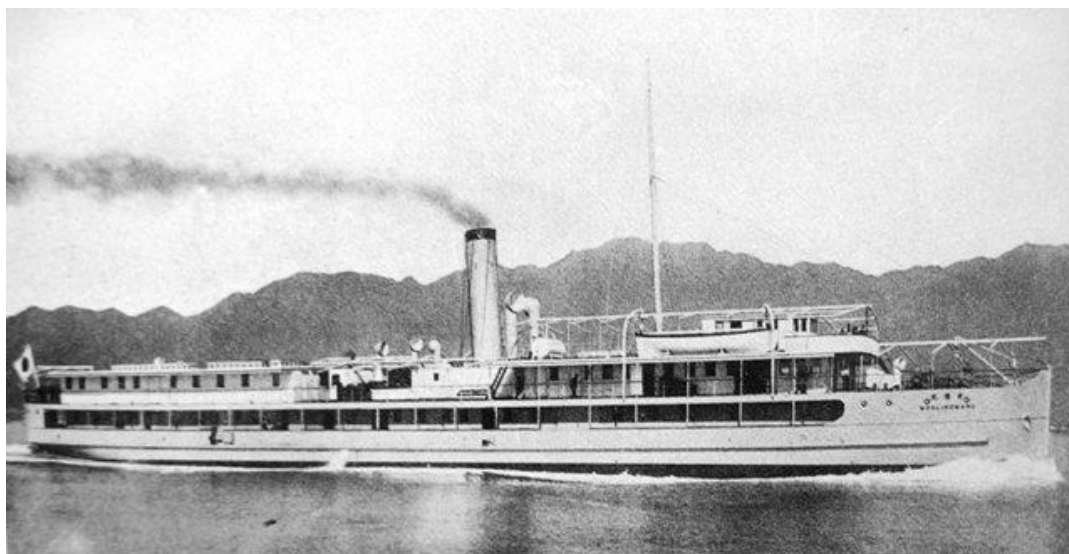
see Kiang King (1920-26)

KIANG KIEN 江建 (1945-49) 2239/05

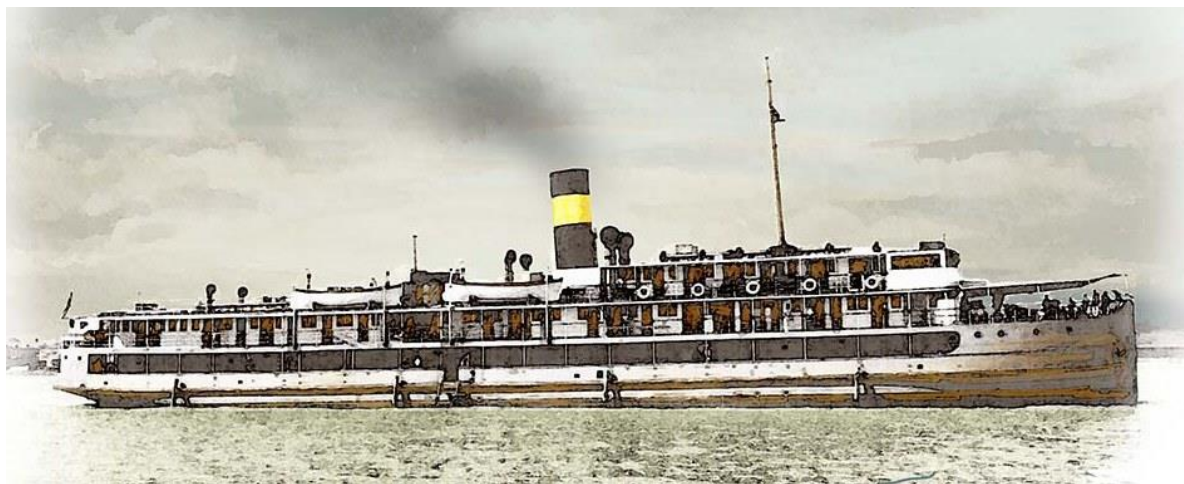
see Kien Kuo (1929-40)

KIANG LING 江陵 (1945-49) 1298/06 (228.8 x 39.5', 2sc. T6cy)

Built by Kawasaki Zosensho, Kobe for Hunan Kisen K.K. as WOO-LING MARU. 1907 t/f to Nisshin Kisen K.K., Tokyo. 23/9/38 fire damage. 5/8/39 t/f to Toa Kaiun K.K., Tokyo. 1945 surrendered and allocated to CMSNC r. Kiang Lung. 1949 under Communist control. 30/9/49 as Kiang Ling Liberation sunk in Yangtse by Chinese gunners in error for *HMS Amethyst* – 'several hundred' dead.



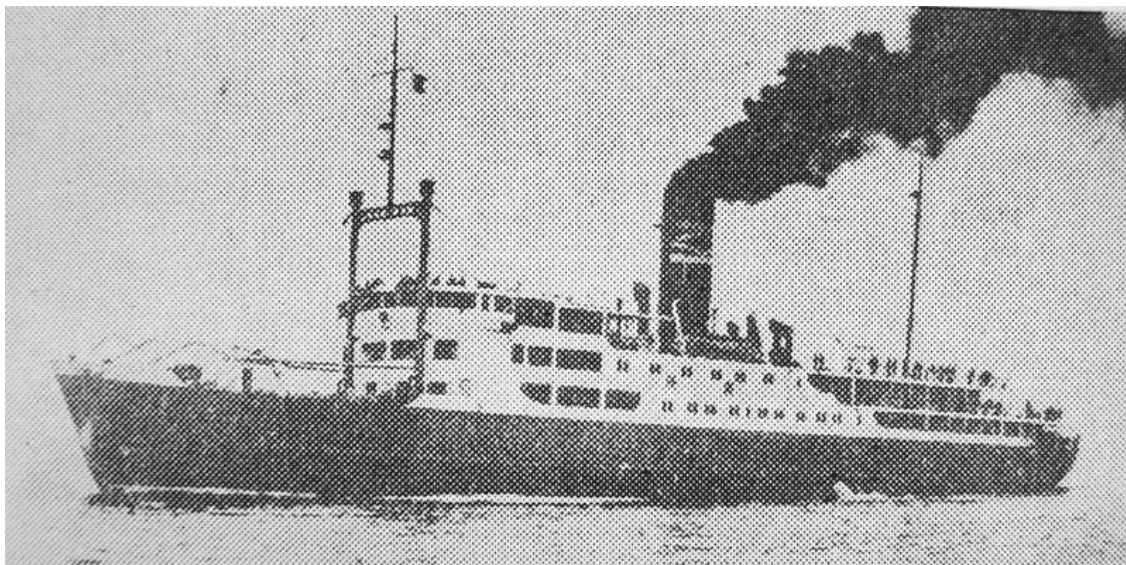
WOO-LING MARU (KIANG LING) running trials (Kawasaki H.I.).



KIANG LING photo-based painting by Yao Kaiyang indicating an extended upper deck.

KIANG LUNG 江隆 (1945-49) 3214/40 (319.0 x 50.0', 2sc. T6cy)

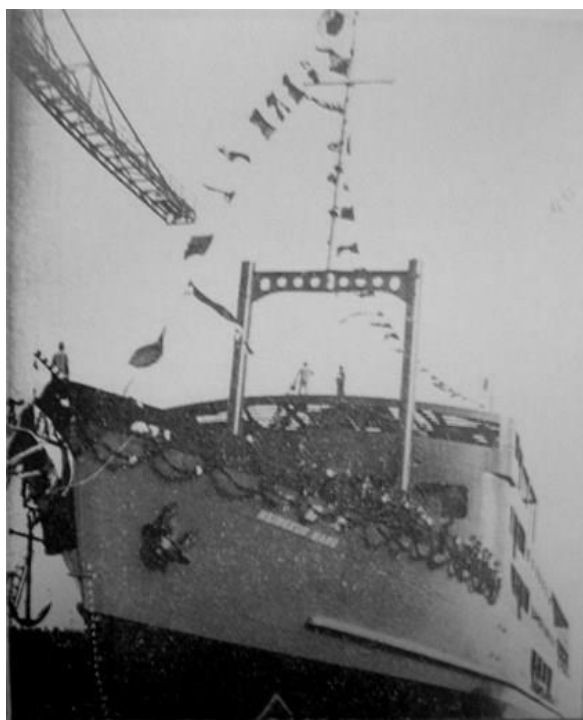
Ordered from Osaka Iron Works, Osaka by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING LUNG MARU. 8/45 surrendered and allocated to CMSNC r. Kiang Lung. Mid-1949 evacuated to Taiwan, laid up. 1959 broken up in Taiwan.



KIANG LUNG as HSING LUNG MARU (Hitachi Zosen).

KIANG NING 江寧 (1945-49) 3486/41 (321.7 x 50.3', 2sc. T6cy)

Ordered from Tsurumi Seitetsusho, Yokohama by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING KUO MARU. 8/45 surrendered and allocated to CMSNC r. KIANG NING. Mid-1949 evacuated to Taiwan, laid up. 1959 broken up in Taiwan.



KIANG NING launched as HSING KUO MARU (Kaiun)

KIANG PING 江平 (1945-49) 3214/40 (321.7 x 50.0 2sc. T8cy)

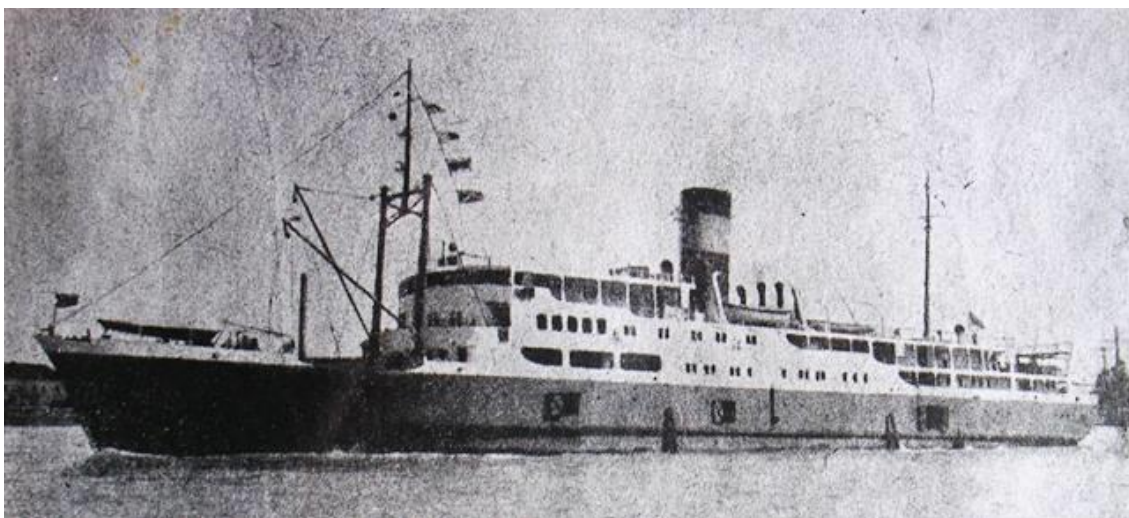
Ordered from Uraga Cock Co. Ltd, Uraga by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING PING MARU. 8/45 surrendered and allocated to CMSNC r. KIANG PING. Mid-1949 evacuated to Taiwan, laid up. 1959 broken up in Taiwan.



KIANG PING launched as HSING PING MARU (Kaiun)

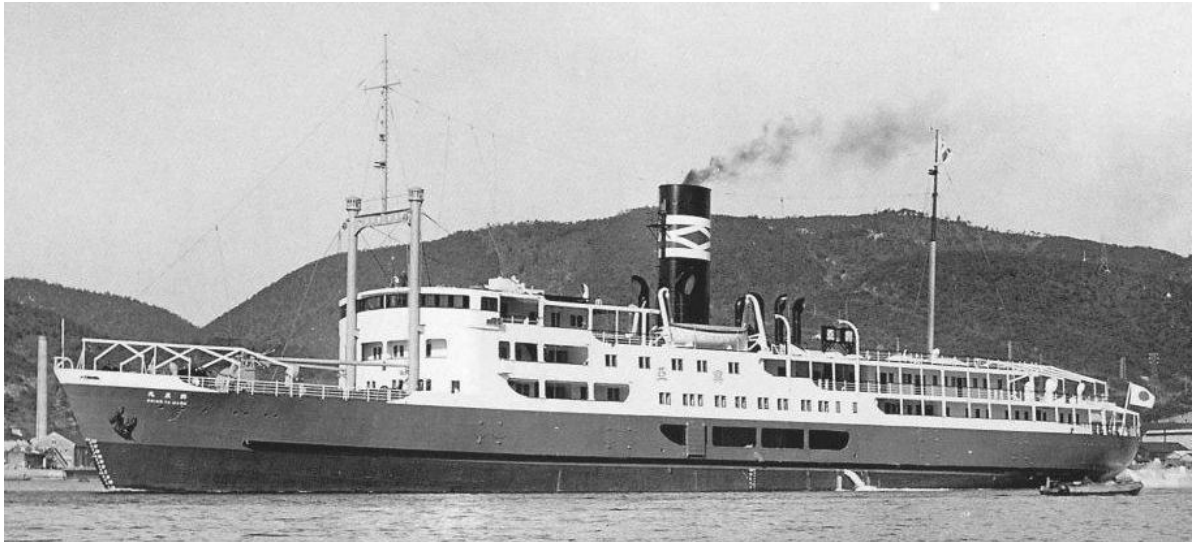
KIANG TAI 江泰 (1945-50) 3214/40 (321.8 x 50.0', 2sc. T8cy)

Ordered from Uraga Dock Co. Ltd, Uraga by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING TAI MARU. 8/45 surrendered and allocated to CMSNC r. KIANG TAI. 4/50 t/f to CPSNC name romanised as CHIANG TAI. 195? t/f to coastal service as MIN CHU 3. 17/4/55 sank after striking rock at Taiping Is. (30.5N, 121.4913) but 12/55 returned to service. 10/65 operating overnight Shanghai-Ningpo sailings. 1967 r. GONG NONG BING 3. 2/81 still in operation for New Year traffic on Shanghai-Ningpo service. RLR 1992/93 (as CHIANG TAI), NFI.

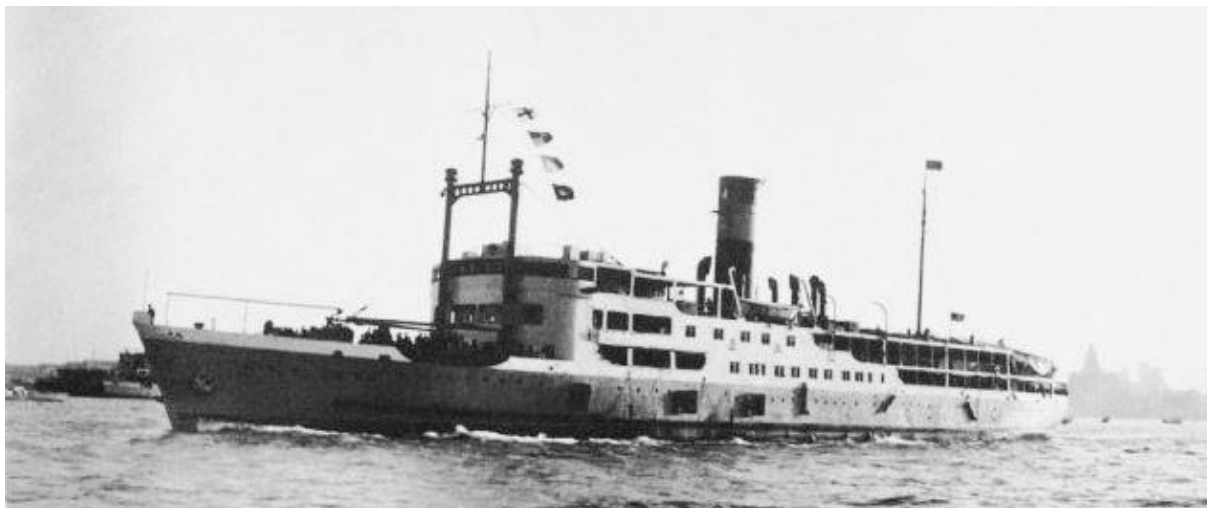


KIANG TAI was one of 5 similar coastal/river vessels inherited from Toa Kaiun, three of which went to Taiwan and two of which provided long service for PRC (I Wen Hua Pao July 1948).

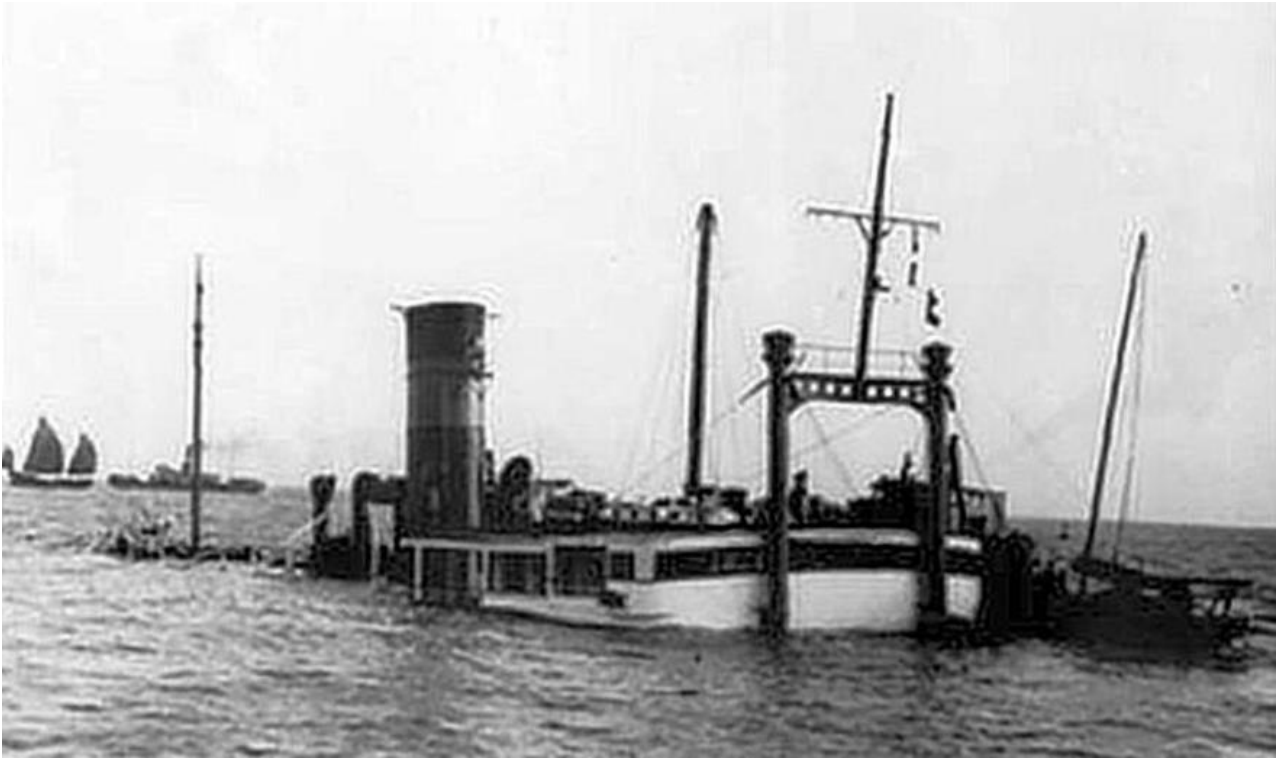
KIANG YA 江亞 (江亚) (1945-48) 3731/40 (322.1 x 50.0', 2sc. reciprocating 4359 ihp)
Ordered from Harima S.B. & E., Aioi (#274) by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING YA MARU. 8/45 surrendered and allocated to CMSNC as KIANG YA. 3/12/48 struck mine and sank off mouth of Yangtse bound Shanghai-Ningpo (rep. 4000 lives). 10/56 CHIANG YA raised in two sections and repaired. 2/59 re-entered service for Yangtse Shipping Administration Shanghai-Hankow as JIANG YA. 1966 r. DONG FANG HONG 8. 30/1/79 collided with and sank JIANG XIA in collision in the narrows at Nanjing. 1983 withdrawn from service and became accommodation vessel at Wuhan Port Moon Bay marina. 6/00 sold to breakers at Wenzhou - 8/7 severely damaged by fire when oil in engine room ignited. Demolition completed by 2/01.



HSING YA MARU getting underway at Aioi (builders).



KIANG YA (Wikipedia).

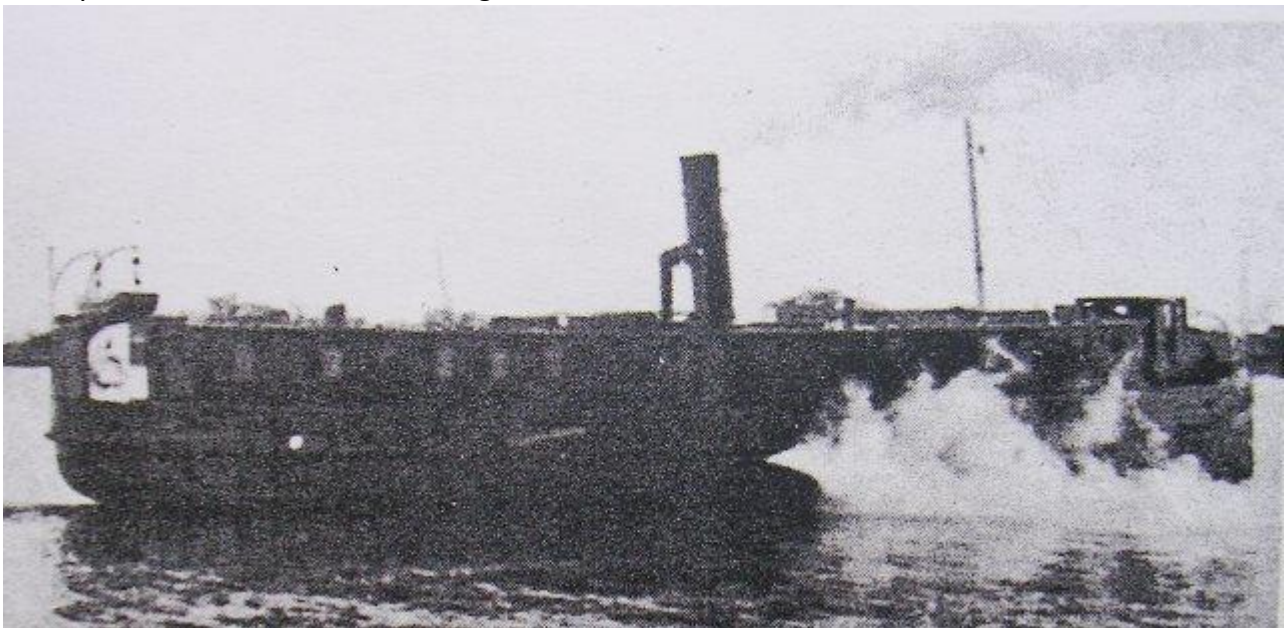


KIANG YA sunk at Tungsha (Wikipedia).

Miscellaneous Vessels

HENG HSIN 恆新 ??/09 (90 ft, 80 hp, 9k.)

Built by Kiousin S.B. & E. Works, Shanghai.



HENG SHIN was a small river steamer and probably tender (*Ships of China*)

LI 利 Class

LI 101, LI 102, LI 103, LI 103, LI 105, LI 106, LI 107, LI 108, LI 109, LI 110

Class of small craft postwar, described as lighters.



LI 106 (coll. Yao Kai-yang).

Unidentified



Unidentified Chusan or Ningpo-type steamer, freshly painted in CMSNC colours
at Shanghai Bund late-1945 (Walter Arrufat

http://www.chinatoday.com/history/shanghai_1945_photos/3_shanghai_1945_photos_78.htm).



Vessel wearing CMSNC funnel in early colour slide at Shanghai dated 3 Dec 1945 (Rosemary Booker <http://www.vcea.net/VDB/Files/?Table=Image&ID=Image.ID.26161.No.0&Op=O>).



Photo taken at Shanghai by a G.I. late in 1945 (Ebay).

-o000000000o-