

Pearl River Ferries – Vessels Introduced 1830-1883

ILLUSTRATED LIST

By Howard Dick & Stephen Kentwell
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Historical Photographs of China, University of Bristol (www.hpcbristol.net)

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Following the list which we published of the fleet of the pioneering **Hong Kong, Canton & Macao Steamboat Co. (HCMSC)** and the associated ships of the **China Navigation Co.**, we are publishing in three parts the ships operated by other owners in the Pearl River. The separate HCMSC history put together by Howard notes the emergence of Chinese competition against the 1865 company following its pooling agreement of October 1879 with John Swire & Co., principally on its Hong Kong-Canton line. It was natural that competitors, though operating less impressive, often wooden-hulled steamers and usually registered and advertised under the Hong Kong flag were able to undercut the well-capitalized HCMSC and Swires with their fixed rates for passengers and freight. Over the years several but not all competitors who constructed new steel ships were bought out by HCMSC, as shown in that fleet list, or by HCMSC's major shareholder, Sir Robert Ho Tung. But no sooner was one firm bought out than another emerged. We do not have full details of the intertwining of the main ownerships, but this quite extensive illustrated list is intended to provide an indicative record with a focus on the individual ships.

The list, originally published in two parts, is now organized into three parts each covering a little over 50 years:

- **1830 to 1883** which was a pioneering era in which foreigners had almost exclusive control of the new steamship technology;
- **1884 to 1941** which saw growing populations, Chinese capital and mainly Chinese shipbuilding spurring an almost explosive growth of ferry services in the Pearl River delta until shut down from the late-1930s by the Japanese invasion and World War II;
- **1945 to 1996** when, after a short postwar revival, the Communist Revolution largely ended services from Hong Kong to Chinese ports but on the other hand, ferry services from Hong

Kong to Macao showed a healthy growth, until the total changeover to smaller hydrofoils, jetfoils, catamarans and trimarans, which we have not ventured to cover.

Separate lists at oldchinaships.com cover vessels operating along the coast to the **near north**, such as to Swatow (Shantou), Amoy (Xiamen) and Shanwei; vessels operating **southward** to Kwang Chow Wan (Zhanjiang) and beyond; and passenger vessels operated by the **Guangzhou Maritime Bureau** which, with the exception of *Xing Hu*, *Tian Hu*, *Xi Jiang* and *Tan Jiang* included near the end (1984) of our study, did not operate passenger shipping to Hong Kong.

The period to 1867 in our list below, compiled in the first instance by Stephen Kentwell, draws heavily on Professor E. K. Haviland's published research outcomes in textual format 'Early Steam Navigation in China' (The American Neptune 1956-58, Addenda & Corrigenda April 1960) and 'Early Steam Navigation in China: Hong Kong and the Canton River' (The American Neptune 1962). Some vessels made only one or two commercial voyages, sometimes with only a few passengers, but as a rule, these have are included as far as possible. Also referred to is A.D. Blue's essay 'Early Steamships in China' (Journal of the Royal Asiatic Society Hong Kong Branch Vol 13 – 1973). The entries in the later part of this period and post-World War II draw substantially from research, some unpublished, by Howard Dick.

Services were between Hong Kong and Canton (now known as Guangzhou) and from both cities to Macao, locations in Kwangtung (Guangdong) province such as Wuchow (Wuzhou) and Nanning in the West River and Kongmoon (Jiangmen) and Sanbu in the Yinchoru Hu creek west of Macao.

Vessels are ranked chronologically, and alphabetically when several ships commenced service in the same year. All locations are Hong Kong unless otherwise stated. Years listed represent the period the vessel was in river service or available for such service. Dimensions shown are in feet. The means of propulsion in this period was steam (1cy, C2cy, T3cy and ST). [Blue text cross-references ships that also served in the joint HCMSC-Swire service \(see separate list for details including illustrations\)](#).

ILLUSTRATED LIST OF SHIPS

FORBES [1830] 161/29 (w.p.s.)

Built by Howrah Dock Co., Calcutta. 1829 chartered by Jardine, Matheson & Co. to tow sailing vessel *Jamesian* to China, 18/4/30 arrived Macao, 26/4/30 arrived Lintin, 1/5/30 at Canton, subsequently returned to Calcutta.

KING-FA (1832)

Steamer advertised in Canton newspapers 1832. Haviland (ESNC 1) suggests may have been a hoax.

JARDINE [1836] 58 net/35 (w.p.s.) 81.75 x 17.08'

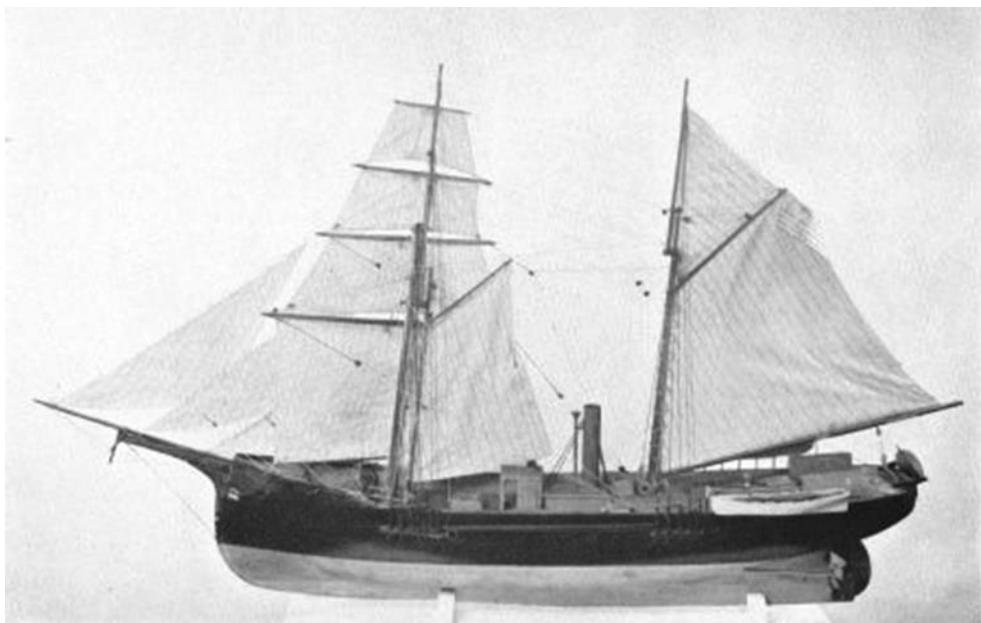
Built by Alexander Hall & Co., Aberdeen (#68) for Jardine, Matheson & Co. for £500. Intended for Lintin-Hong Kong-Whampoa service, permission refused after one voyage achieved Lintin-Chuenpe-Lintin-Macao without passengers, engines removed and under sail eventually used Lintin-Whampoa. Still listed for Jardine, Matheson & Co.'s China coast services in 1840 [Described (incorrectly?) on Aberdeenships.com as 'yacht'].

CORSAIR (1846-?) 186/27 (w.p.s.) 120 x 20', engines by David Napier, Belfast

Built by J Wood & James Barclay, Port Glasgow for George Langtry, Belfast. 1828 chief engineer killed in boiler explosion. 24/2/1830 ran down and sank Cardigan sloop *Ceres* (Liverpool for Newry, herrings) in Liverpool Bay; *Ceres*' master died, three crew saved. 1/2/1835 on voyage Liverpool-Belfast collided with steamer *Eclipse* (Liverpoool for Belfast) off Copeland Islands but no serious damage (press reports that the latter sank in a few minutes with the loss of all passengers and crew were erroneous [chydeships.co.uk]). 1837 in service Dundalk-Liverpool for Dundalk Steam Packet Co., Dundalk. 1838 owners Newry Steam Packet Co. 10/10/40 sent under sail to Australia by Whittington & Co of London with a view to creating an intercolonial steamship concern to be named 'South Australia, Australia & Van Dieman's Land Steam Navigation Co'. 3/3/41 arrived Adelaide and laid up until 10/41 chartered for twelve months by Port Phillip Steam Nav. Co, Melbourne for Melbourne-Launceston service. 8/42 t/f to Melbourne-Geelong service. 1843 sold to E. Bennett and reg. at Sydney. 11/44 owned by Capt. Thomas Larkins, London. NFI. December 1845 departed Australia for Hong Kong, arriving 28/1/46. Under owner/master Capt. Larkins used Canton-Hong Kong, supported by Jardine, Matheson & Co., two round trips per week. 1846-49 carrying mails for Augustine, Heard & Co. 1847 mgrs Holmes and Bigham. Early 1849 laid up, registry transferred from Sydney to Hong Kong, (16 shares each by W. Soames, W. Biggs, A. Wilson and A. Viegas). 10/1/50 lying at Hong Kong. NFI.

MIDAS (1845-46) 148/44 (w.2-s.s.) 100 x 21.825', engines by Hogg & Delemater, N.Y.

Built Samuel Hall, East Boston, for J.M. Forbes, Robert B. Forbes and W.C. Hunter, all of Russell & Co. 4/11/44 departed New York, first American steamer to round Cape of Good Hope. 21/5/45 arrived Hong Kong, then **first American steamship service in China**. Operating Hong Kong-Macao, two round trips per week. 6/4/46 departed Hong Kong for Macao and Manila, reported sunk but 21/5/46 arrived back in Macao from Ilocos. Following boiler problems early 1847 returned to USA under sail via Cape Horn. Engines removed, sold to Padelford and Fay, operated Savannah-Rio de Janeiro. NFI.



Model of pioneer U.S. steamship MIDAS, hand-built by Robert B. Forbes (*American Neptune* I-1
http://www.pem.org/library/american_neptune/AuxiliarySteamshipsAndRBForbes.pdf).

EDITH (1845-45) 407/44 (w.s. barque) 121 x 26.25', engines by Hogg & Delemater, N.Y.
Built by Samuel Hall, East Boston for R.B. Forbes and Thomas H. Perkins Jr. 18/1/45 departed New York for Bombay and China, 2/9/45 arrived Macao from Bombay. 11/9/45 arrived Hong Kong. 8/10/45 departed Hong Kong for Shanghai but returned damaged in bad weather. 19/10/45 departed again but returned to Hong Kong, cargo offloaded. 8/12/45 departed Whampoa for Rio de Janeiro and Boston, on arrival chartered to the U.S. War Department and sold to them in 1846. Subsequently t/f to Navy Department for service in Gulf of Mexico, taken around Cape Horn, and c8/49 lost in fog off Santa Barbara.



EDITH oil painting in U.S. Naval Academy Museum (*American Neptune* I-1).

FIREFLY (1846-47) 20/46 (i.s.s.)

Fabricated at New York for Robert B. Forbes in association with Hayden Hezekiah Hall, transported to Whampoa where assembled. Operating Canton-Whampoa, later shipped to San Francisco. Possibly the screw tug of this name arrived Astoria from San Francisco in 1853 and lost 24/2/54 by capsizing off Tanzy Point, Columbia River.

CANTON (1849-59) 348/48 (i.p.s.) 172.7 x 21.4'

Built by Tod and McGregor, Glasgow (#49) for Peninsular & Oriental S.N. Co., London for Hong Kong-Canton/Macao branch service. 28/3/48 launched, 9/6/48 registered. 25/6/48 departed Southampton but collided with barque *John Woodhall* off Isle of Wight, 27/6 returned to port. 4/7/48 sailed again via Cape of Good Hope, 19/2/49 arrived Hong Kong. Commenced service with informal mails arrangement. 29/9/49 assisted becalmed HMS *Columbine* against pirate junks. 25/1/51 on passage Cumsingmoon-Canton struck a sunken rock near Cumsingmoon anchorage, not refloated until 5/3. 6/53 towed stranded sailing vessel *Falcon* off Ly-ee-mun Pass. 1856 employed as hospital ship. 9/56 to 1/57 out of service after striking sunken rock in Canton River. Subsequently coastal service to 4/58. 5/58 again listed as a Pearl River steamer, but 1859 offered for sale. 5/10/59 driven ashore at Macao during a typhoon, broke in two and became a total loss.



Image supplied by P&O to www.clydesite.co.uk shows CANTON towing HMS Columbine into action between Hong Kong and Canton against pirate junks in 1849

CANTON (1849-55) 139 net/49 (w.p.s.)

Built by William Pitcher, Norfleet, Kent for Hong Kong & Canton Steam Packet Co. (UK flag) for service Hong Kong-Canton/Macao. Hull and engines at a cost of Stg10,543. Mgrs Augustus Carter, later George Lyall & Co. 15/8/54 sold to Captain James Endicott (of Russell & Co.), placed under Peruvian flag and operated Canton-Macao but NFI after 1855.

HONG KONG (1849-60) 232/49 (w.p.s.)

Built by Wiliam Pitcher, Norfleet, Kent for Hong Kong & Canton Steam Packet Co. (UK flag) for service Hong Kong-Canton/Macao. Mgrs Augustus Carter, later Lyall & Co. (UK flag). 8/50 under repairs following fire. 15/8/54 sold to Lyall, Still & Co. 1/57 chartered by The Admiralty as gunboat. 11/57 after reboilering and thorough overhaul operating coastwise Hong Kong-Swatow-Amoy. 2/58 resumed service Hong Kong-Canton but 1/60 advertised for sale. Not listed 1862.

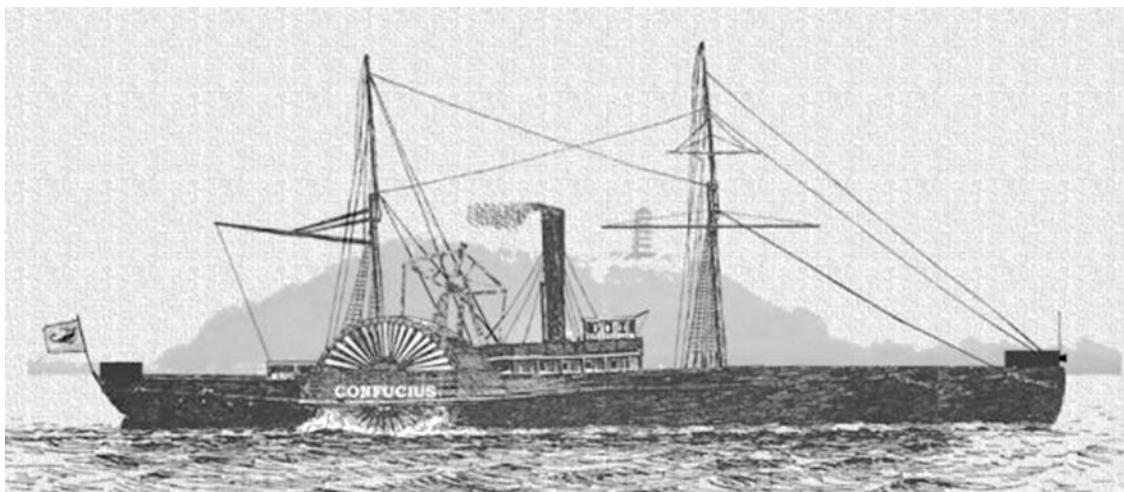
SPARK (133/50 (1850-c70) Capt. James B. Endicott see SPARK (HCMSC. 1871-83)

SIR CHARLES FORBES (1851-54, 1856-60) 211/46 (w.p.s.)

Built at Mercantile Dock, Magazon for Bombay S.N. Co. Chartered to Peninsular & Oriental S.N.Co. to substitute for *Canton* 1/51 to Spring 1854 and 9/56 to 1/57. 5/56 operating Hong Kong-Canton twice weekly. 1/57 chartered by The Admiralty as gunboat. 7/57 resumed Hong Kong-Macao service. 2/58 operating Hong Kong-Canton and Hong Kong-Macao as needed. 25/3/58 agent listed as D. Poonjabhoy. 15/4/58 agent listed as D. Sassoon & Sons. 29/4/58 chartered to tow American ship *Loochoo* to Macao. 1859 in regular service Hong Kong-Macao, P.F. Cama & Co. agents. 1/60 sold to Admiral Hope for \$45,000 to act as water boat on northern expedition, to be r/n HMS WATERMAN.

CONFUCIUS (1853-53) 468/53 (w.p.s.) 161 x 26.67', 1cy Vertical Beam by H.R. Dunham & Co., N.Y.

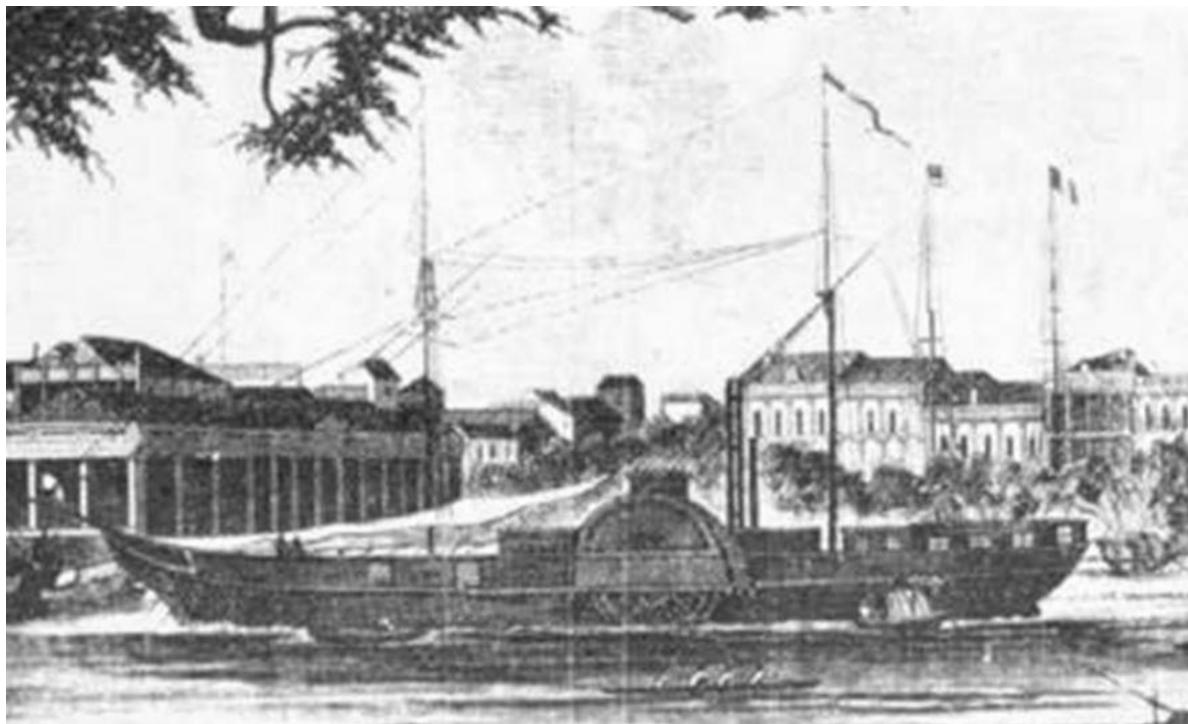
Built by Thomas Collyer, New York for Russell & Co. 15/9/53 arrived Hong Kong via Singapore, consigned to Russell & Co. Used on Hong Kong-Canton/Macao services. By 12/53 transferred to Shanghai where used primarily for towing vessels between Woosung and the sea. 8/55 sold to Chinese government for \$90,000, conv. to gunboat. Probably the gunboat of this name in General Ward's fleet, which as of 8/63 was in the Chinese Transport Service, subsequently used as a dispatch vessel, and 1870 wrecked near Tiger Hill on the Yangtse.



Sketch of a painting of CONFUCIUS in the Peabody Museum, including edits
(<http://yangshen.oldchinabooks.com/images/Confucius screen print fm Ch 12.png>).

QUEEN (1853-57) 137/53 (w.p.s.)

Built by Lamont, Hong Kong for Bowra & Co., Hong Kong and Whampoa for river service but chartered on completion to Commodore Matthew Galbraith Perry, USN to protect U.S. interests in Canton. 1855 sold to interests associated with Capt. James B. Endicott, used on river service, 23/2/57 sailed Hong Kong for Macao, captured by Chinese soldiers, master and engineer murdered, destroyed by fire at Chu-chune. [Sometimes referred to as **THE QUEEN**.]



QUEEN at Canton (http://hongkongsfirst.blogspot.jp/2011_11_25_archive.html).

ANN (1854-??) 239/39 wood 3-m schooner

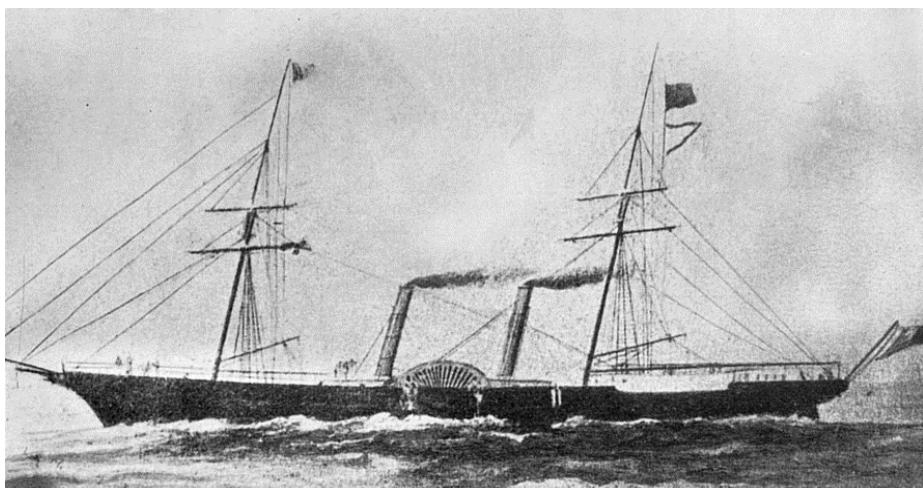
Built by Thomas Isemonger, Littlehampton, Sussex for shareholders in Cork, but eventually acquired by William Ian Ogilby & Moore, London. Ca.1864 lengthened and rebuilt with steam engine, 5/50 sold to Henry William Schneider, London. 3/10/50 sold to James Hartley, Director, Peninsular & Oriental S. N. Co. 1851 rebuilt and sent to Australia, 12/53 new engines. 12/9/54 arrived Hong Kong 4/10/54 advertised operating Hong Kong-Macao-Whampoa-Canton, also Cumsingmoon subject to inducement. 5/55 sold to B.E. Carniero, Macao, later 1856 following repair of machinery and thorough overhaul returned to Canton River service, but by 1867 to coasting trade.

MIRAGE (1854-c.60) 101/54-5 (wood 2-m screw str)

Built by John Cowper at Whampoa for F.J. Anger (Hong Kong) & Wm Allanson (Canton), but 7/56 reverted to builders, managed by Douglas Lapraik. 6/56 operating Hong Kong-Macao, agents William Pistau & Co. 2/57 Lapraik advertising MIRAGE as having undergone alterations to make more suitable for towage. 3/58 still listed as a Pearl River steamer by 'China Mail', but register subsequently closed as broken up.

TARTAR (1854-55) 369/53-9 (w.p.s.) 172.8 x 22.6' trunk geared steam engine by Maudsley, Sons & Field, 150nhp, 557ihp 12k

Built by Thomas White & Sons, Cowes for Peninsular & Oriental S.N. Co., London for Hong Kong-Cumsingmoon-Canton branch service, arrived Hong Kong 15/4/54. 5/55 chartered by The Admiralty as HMS TARTAR, 28/8/55 sold to The Admiralty for service as a dispatch vessel and early 11/55 r. HMS COROMANDEL. Served in Arrow War (1856–1860), firing the first shot of the war on 23/10/56 during capture of Canton. Later served in the Battle of Fatshan Creek (1857), and the First and Third Battles of the Taku Forts in 1858 and 1860. 1859 sunk in action against the Peiho Forts but raised, repaired and returned to service. 1866 sold to R. Byrne & Co., Hong Kong. 1867 sold to Kishu Han, Japan and r. NARUTO. 1868 sold to Glover & Co., Nagasaki, 5/69 registered at Hong Kong as NARUTO. 1869 converted to screw propulsion, but 1870 following bankruptcy of owners sold to Wright and Co., Nagasaki, resold to Iwatani Shozo, Osaka but sale not registered in ship's British papers. 1871 acquired by Hunt & Co. of Nagasaki who appointed Netherlands Trading society as agents to sell the ship. Extensively repaired but subject of litigation, after a few coastal voyages broken up in 1876 riddled with white ants.



Wikipedia illustration of HMS COROMANDEL in mercantile colours.



Unidentified early British steamship at Canton, perhaps based on TARTAR (Internet).



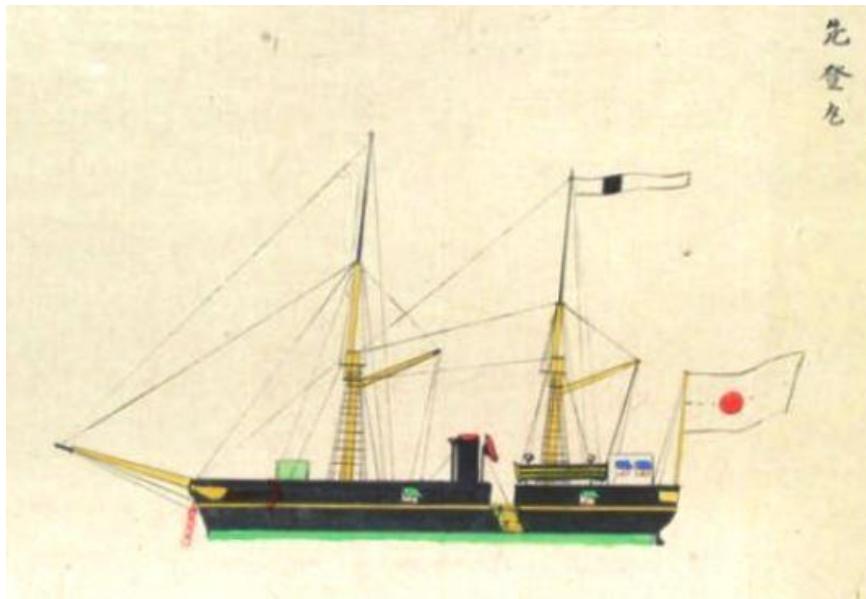
Similar 'circa 1850' (Eldreds.com).

IRON PRINCE (1855-62) (1864-64) 180/45 (i.s.s.)

Built by James Hodgson & Co., Liverpool, evidently on own account. 9/9/53 arrived Sydney from London, subsequently operating on Australian coast. After several changes of ownership, 1854 registered in Sydney for Edye Manning and Robert Scott Ross. From 8/54 on 6-month charter for service between Port Adelaide and Port Elliot. 11/9/55 arrived Hong Kong from Sydney, placed in service Hong Kong-Canton until War of 1856. 1857 coasting and Taiwan. 9/58 sold to Adam Scott, resumed service Hong Kong-Canton, same service 1859. 6/5/62 attempted piracy on passage Hong Kong-Macao, mate killed. 25/7/62 all shares sold to Capt. Norman Hill, sent to Shanghai, 10/62 in service Shanghai-Ningpo. 1/64 reintroduced to Hong Kong-Macao service. III/64 sent to Yokohama, said sold to Japan, probably the vessel r. SENTO MARU for the Shogunate (Milne) and b/u at Nagasaki 1865.



IRON PRINCE at Canton 1863 (Dutton & Michaels).

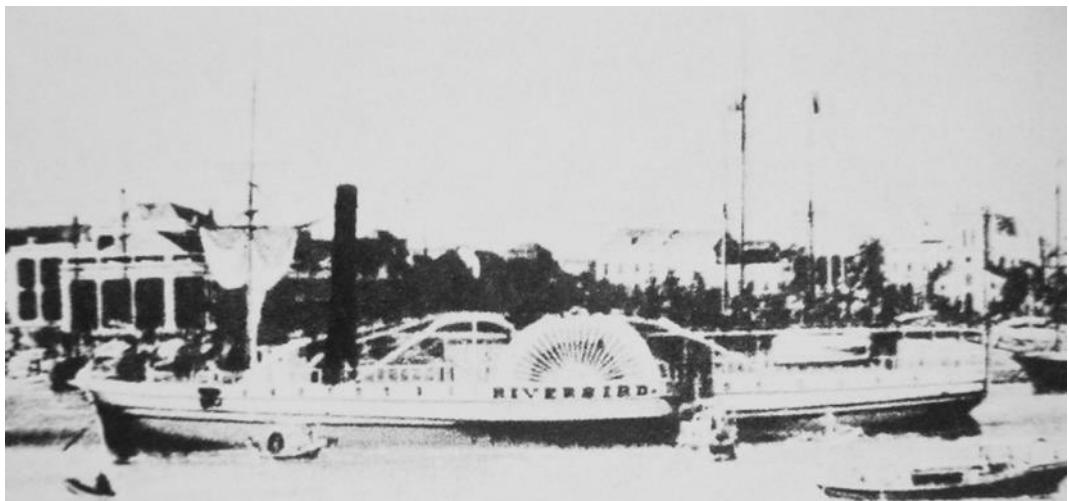


Y. Tamaoki's contemporary drawing of SENTO MARU (Hakodate Central Library).

RIVER BIRD (1855-56) 527/54 (w.p.s.) 174x30.67 1cy vertical beam by Fulton

Built by Samuel Sneden, Brooklyn for Robert S. Sturgis, Capt. James B. Endicott and Gideon Nye Jr. Laid down as YANKEE, name later changed to FUNG SHUNG, completed as RIVER BIRD for A.A. Low, J.O. Low, and E.H.R. Lyman. 5/2/55 sailed New York via Cape Verde Islands, 24/5/55 arrived Macao. Used Hong Kong-Macao for about a year, excluding extensive period of lay-up with engine and structural damage incurred 20/12/55, thence two sailings per week Hong Kong-Canton. 1856 sailings ceased during War of 1856. 4/2/57 departed Hong Kong for Calcutta via Singapore under charter to British Government during Indian Mutiny. Later in 1857 wrecked in Hooghly River.





RIVER BIRD at Canton (*FEER/American Neptune*).

EAGLET (1855-??) 165/54 (w.p.s.)

British steamer built at Cochin, 6/55 arrived Hong Kong from Calcutta. Acquired for \$40,000 by Chinese owners, principally used for convoying lorchas and junks, 10/54 boiler damage. Subsequently operating Hong Kong-Swatow-Amoy. 1/57 hired as a harbor guard at Hong Kong. Later in 1857 r. TOEWAN, John Burd & Co. agents. NFI.

ROSE (1855-61) 105/55 ('postal steamer') (i.p.s.)

Ordered from Robert Stephenson & Co., Newcastle by Murrow, Stephenson & Co., Hong Kong, erected by William Ross, Hong Kong for service Hong Kong-Canton. 12/55 laid up with machinery problems. 28/5/56 holed and sunk on rocks off Castlepeak Point, refloated and repaired and in service 1858 when owners failed. 4/58 advertised for sale on behalf of receivers for Murrow, Stephenson & Co., acquired by Capt. James B. Endicott, U.S. flag. 5/61 sent to Shanghai, placed on Shanghai-Ningpo route. Later in 1861 to General F.T. Ward's fleet and then to Chinese Transport Service. Last reported 2/64 in lay-up at Shanghai. Later sold to Compradore Acheong, returned to Pearl River r. LINTIN. Still existing 1866. NFI.

THISTLE (1855-56) 105/55 ('postal steamer') (i.p.s.)

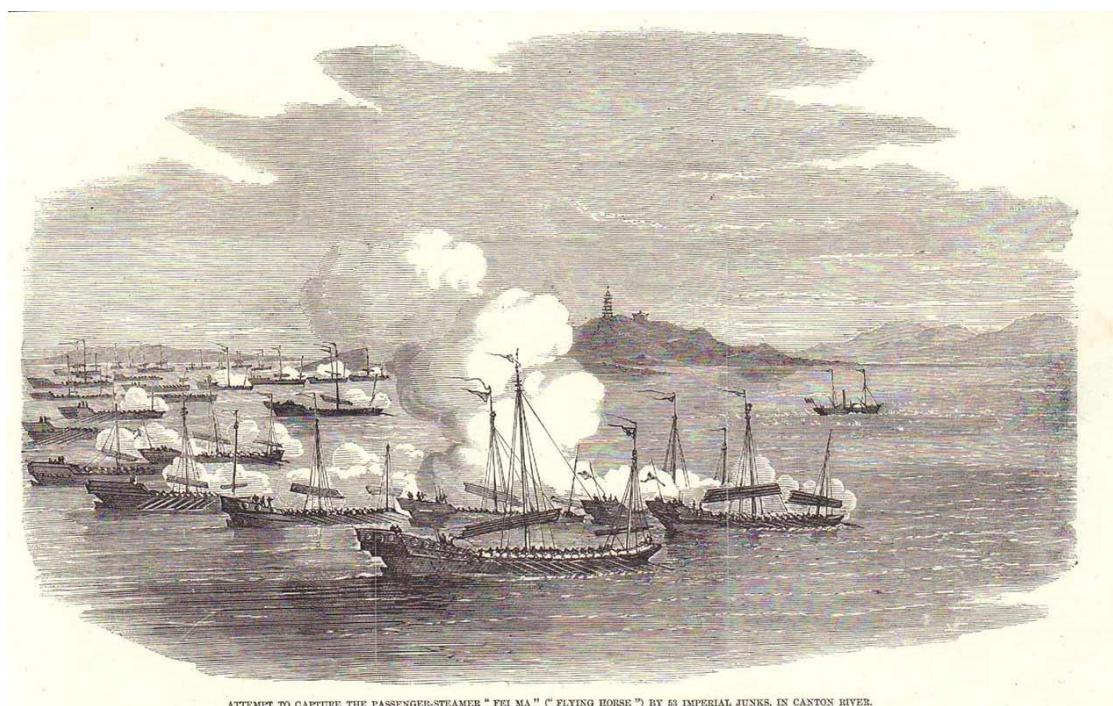
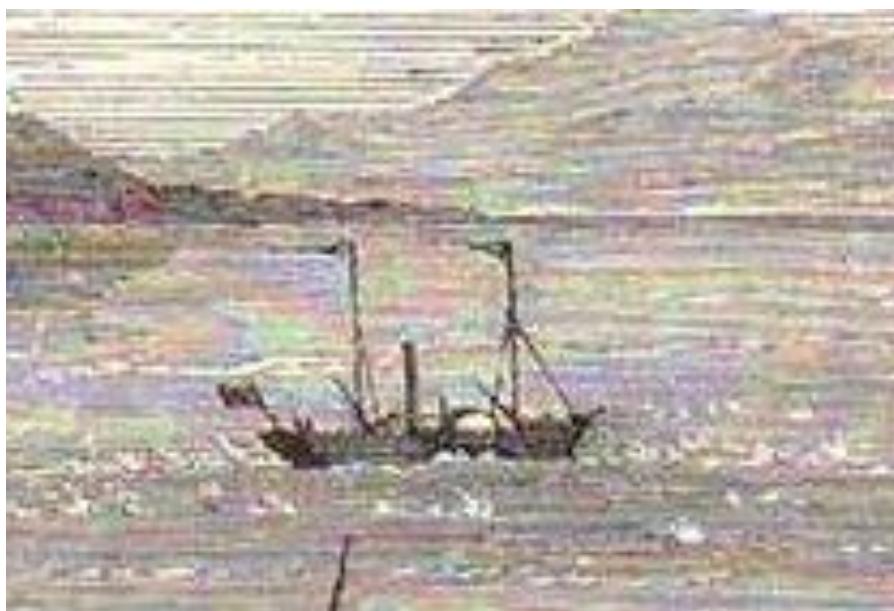
Ordered from Robert Stephenson & Co., Newcastle by Murrow, Stephenson & Co., Hong Kong, erected by William Ross, Hong Kong, in service Hong Kong-Canton. 30/12/56 pirated off Second Bar Creek on passage Canton-Hong Kong and set afire; towed to Hong Kong by HMS *Barracouta*. Advertised for auction on 18/4/57. Laid up Hong Kong in the name of Captain Currie in damaged condition until registry closed 24/1/61.

SHAMROCK (1856-58) 105/56 ('postal steamer') (i.p.s.)

Ordered from Robert Stephenson & Co., Newcastle by Murrow, Stephenson & Co., Hong Kong, completed by William Ross, Hong Kong, in service Hong Kong-Canton. 4/58 advertised for sale on behalf of receivers for Murrow, Stephenson & Co., subsequently D.N. Canajee agents. 10/11/58 sold foreign at Hong Kong, British registry closed, NFI.

FEI-MA (a.k.a. translation of name, **FLYING HORSE**) (1856-62) 193/56 (w.p.s.)

Built by J.C. Couper, Whampoa for Lyall, Still & Co. (UK flag) and Henry Castilla. In service Hong Kong-Canton before War of 1856, last voyage 9/1/57. 2/58 in regular service Hong Kong-Macao. 1859 operating Hong Kong-Canton, sometimes Macao, for Lyall, Still & Co., 5/5/59 pirated o/v Macao-West River, soon refloated. 1860 operating Hong Kong-Canton every other day. 1862 still in service but 4/62 sold by auction to E. Moses & Co. for Shanghai-Ningpo service. 1/10/65 laid up at Shanghai. 1/66 sold to Russell, Sturgis & Co. 12/2/66 ex Shanghai for Manila for service Manila-Sual, r. SUDOESTE (also as SOUTHWESTERN =BCR). By 12/69 Manila-Cebu for I. Roca. NFI



Above 2: Attempt to capture the passenger-steamer "Fei-Ma" ("Flying Horse") by 53 Imperial junks in Canton River (Illustrated London News 14/3/57).

LILY (1856-56) 413/56 (w.p.s.)

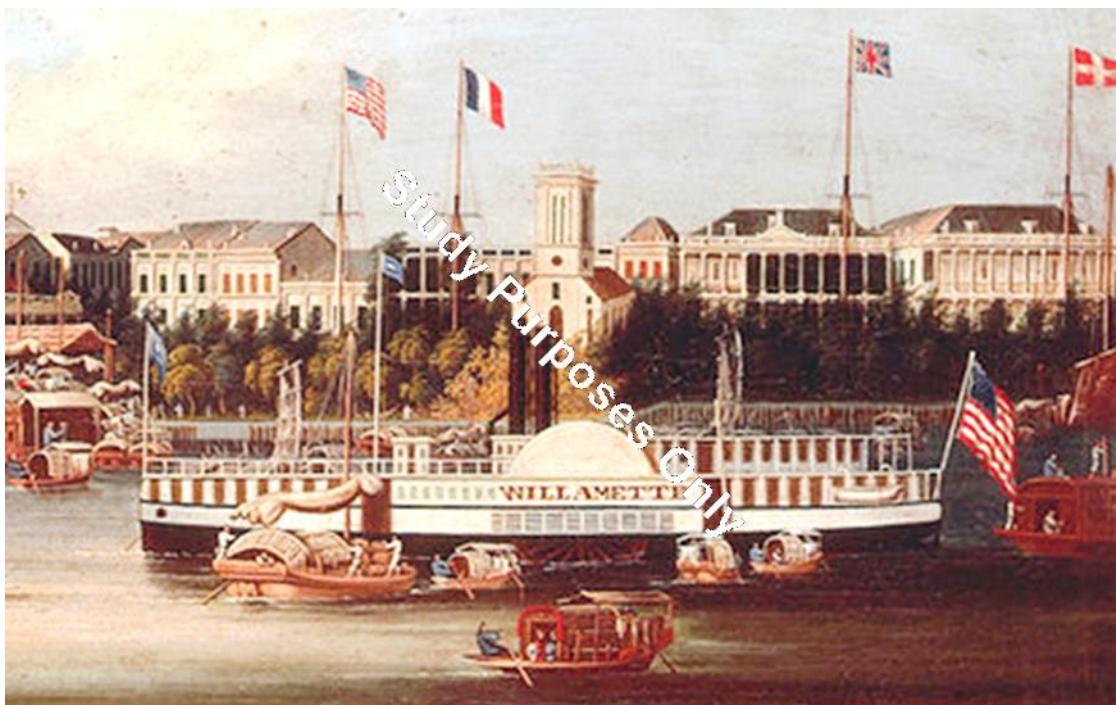
Built by J.C. Cowper, Whampoa for Capt. James B. Endicott, perhaps using engines from CANTON 140/49. 8/56 placed on Hong Kong-Canton twice weekly service and after a few months t/f to coastal service. 1857 placed on coastwise service out of Hong Kong, later towage. 1/59 reported deckhouses permanently removed. NFI.

SQUIRREL (1856-58) 47/46 (w.s.s.)

Built by William Ross, Hong Kong on owners account, using salved engine from a Russian prize the previous year at Ayan. 22/3/58 sold to B.S. Fernandes (Portuguese flag), probably Macao-Hong Kong-Canton-Kongmoon. 8/58 as SQUIRREL employed guarding Macao harbour. 5/60 offered for sale, 7/61 sent to Shanghai r. PAYSAN. NFI.

WILLAMETTE (1856-61) 370/49 (i.p.s.) 155.5 x 28.16' Engines by Harlan & Hollingsworth

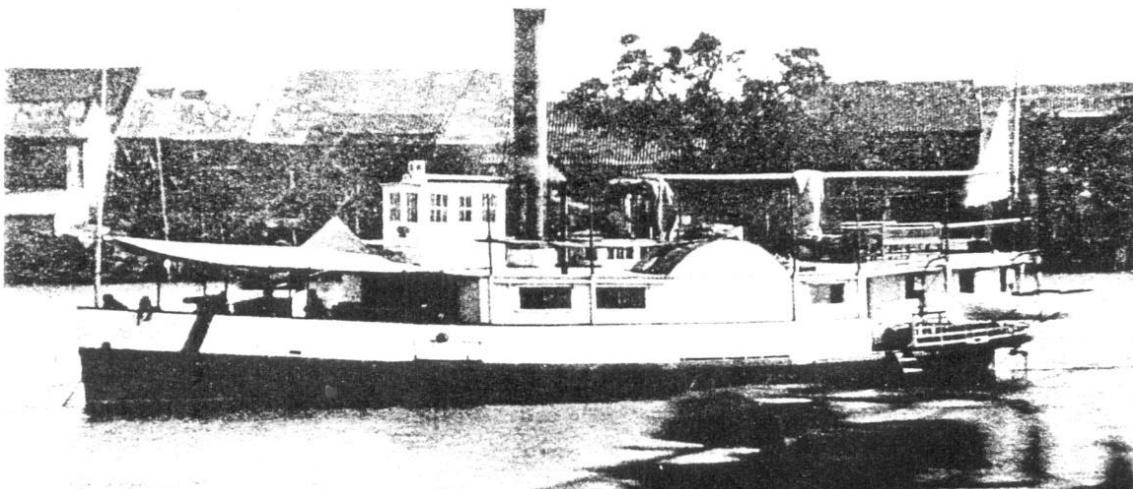
Built by Harlan & Hollingsworth, Wilmington for George W. Aspinwall, Philadelphia, 2/8/50 registered. 5/8/50 Pacific Mail S.S. Co registered as owners. 9/3/51 arrived Astoria, Oregon for service on the Columbia River, but c.1852 sold. 1855 sold to California S.N. Co., sent to China, 29/8/55 arriving Hong Kong under sail consigned to Jardine, Matheson & Co., 1/1/56 commenced service Hong Kong-Canton. 10/56 service interrupted owing to War of 1856, 1/12/56 in irregular service Hong Kong-Macao. 1/6/57 to 31/1/58 in regular Hong Kong-Macao service. 2/58 sold to Russell & Co. associates for \$23,000 for Hong Kong-Canton service, 11/2 departed Hong Kong on first voyage following lifting of the Chinese blockade. 28/5/61 sold for \$30,000 to interests subsequently associated with Shanghai S.N. Co and c.7/61 entered service Shanghai-Hankow. 5/62 sold for \$50,000 to new owners, Chapman, King & Co. agents, subsequently operated by General F.T. Ward and then Chinese Transport Service. NFI.



WILLAMETTE at Canton (NMM).

CUM FA (1856-67) small river p.s.

Erected at Whampoa using parts brought from New York. 22/10/56 completed for Thomas Hunt & Co., US flag [Haviland footnotes 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. NFI.



CUM FA (Peabody Museum).

INVEIJADO (1858-60) 47/56

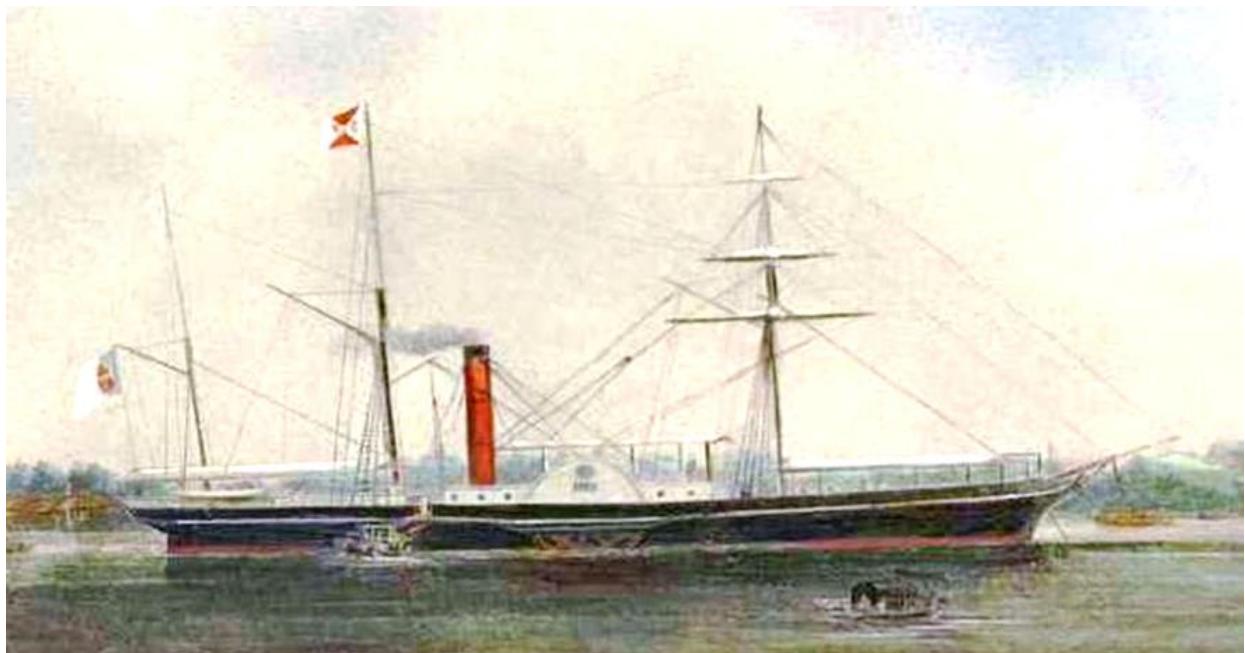
see SQUIRREL (1856-58)

SHAMROCK (1858-59) 294/41 (i.p.s.) 147.5 x 19.4', 1cy/100hp

Built by William Patterson, Bristol for Hunter River S.N. Co., later Australasian S.N. Co. 10/41 in Sydney-Morpeth service. 1843 Sydney-Melbourne service. 10/57 sent to China, 2/58 arrived Hong Kong. Owned by B.S. Fernandes (Portuguese flag), probably Macao-Hong Kong-Canton-Kongmoon. Late 1859 vessel detained, after payment transferred to coastal trade. 22/3/60 wrecked at Black Head, near Namoa, on voyage Amoy-Hong Kong. [Sydney register gives builders as Bush & Beddoes, Liverpool, but they are known to have operated a foundry at Bristol which casted hull plates]



SHAMROCK by Australian maritime historian Dickson Gregory (pub. 1928).



SHAMROCK at Sydney (National Library of Australia).



Extract from Canton panorama by Sunqua dated 1855 to 1860 thought to show updated SHAMROCK with extended superstructure and minus 3rd mast (*Power and Perspective*).



Same vessel depicted in a painting at Macao (Wikipedia).

SIR JAMSETJEE JEEJEEBHOY (1858-81) 126/49 (w.p.s.)

Built by Dhunjibhoy Rustamjee Wadia, Magazon Mogul Dock, Bombay for Bombay S.N. Co. (Jeejebhoy Dadabhoy & Sons mgrs), Bombay. 6/2/55 sold to Peninsular & Oriental S.N. Co., London, extensively refitted for trooping. 6/56 chartered to British Gov't for Persian campaign. 1858 overhauled at Bombay, then 23/8/58 arrived at Hong Kong consigned to P&O, placed in Hong Kong-Macao-Canton service. Late-1859 sold to comrador Achong, continued in Pearl River service. 1869 sold to Kwok Ah Poo, Hong Kong. 12/81 sold for breaking up.



Unidentified non-British steamship at Canton (Internet).

MEI LEE ('GOOD PROFIT') (1859-61) 101/59 (w.p.s.)

Built near Hong Kong for Chinese owners, US flag, 1859 in service as a Pearl River steamer. 14/5/61 pirated off Whampoa, master and purser killed. 1861 sold to Capt. Norman Hill, registered British as CRICKET, sent to Shanghai. Traded on Yangtse consigned to Dent & Co. By 9/61 sold to the Taoutai, operated by Ward & Co., US flag, then to General Ward and Chinese Government fleets. NFI.

TAHN WAN/TANG WAN (1859-60) 188/52 (i.p.s.) 139.6 x 17.7', 2x1cy Scott, Sinclair & Co., Greenock
Built by John Scott & Sons, Greenock for Duncan Hoyle, Thomas Kincaid and others as DUNCAN HOYLE.
Owners reconstituted as Geelong S.N. Co. Sent to Australia under sail only. 11/55 sold to G. W. Walker,
B. Rout & F. Haller, all of Hobart, for abortive Melbourne-Tasmania service. 1858 sold to Australasian
S.N. Co., reported resold to Grafton S.N. Co. for service between Sydney and the Clarence River. 11/59
sold to Jones & Sharp, Sydney, sent to Hong Kong, arriving 26/11/59. Placed in Pearl River service for
B.S. Fernandes as TAHN WAN.. [c.f. Haviland note on probable renaming]. 2/60 reported sold to a Mr.
Alish for \$35,000 but 4/60 sold to French Navy in Hong Kong. 07/01/66 sank.

UNDINE (1859-61) 196/59 (w.p.s., 134 ft, E: sidelever (50 nhp) [41182]

Launched 4/1/59 by G. Harper & Co., Hong Kong for unknown owners for towage at Bangkok. 3/59
reg. at Hong Kong to Douglas Lapraik. 20/4/59 first sailing Hong Kong-Swatow. 6/59 plying Hong Kong-
Macao. 3/60 laid up at Hong Kong. 6/60 re-engined and reboilered at Whampoa. 2/1/61 registry
closed on sale to French Govt. NFI.



Unidentified 2-masted Douglas paddle steamer, suggested to be UNDINE
Anthony J. Hardy, on loan to Hong Kong Maritime Museum

WHITE CLOUD (1859-65) 521/59 Augustine Heard & Co.

see WHITE CLOUD (HCMSC, 1865-74)

FEI SEEN (1860, 1862-66) 343/60 Ruttonjee Dhunjee-shaw

see FEI SEEN (HCMSC, 1865-66)

FIRE DART (1860-61) 678/60 Augustine Heard & Co.

see FIRE DART (HCMSC, 1865-70)

BO PEEP (1861-61) 82/60 (w.s.s.)

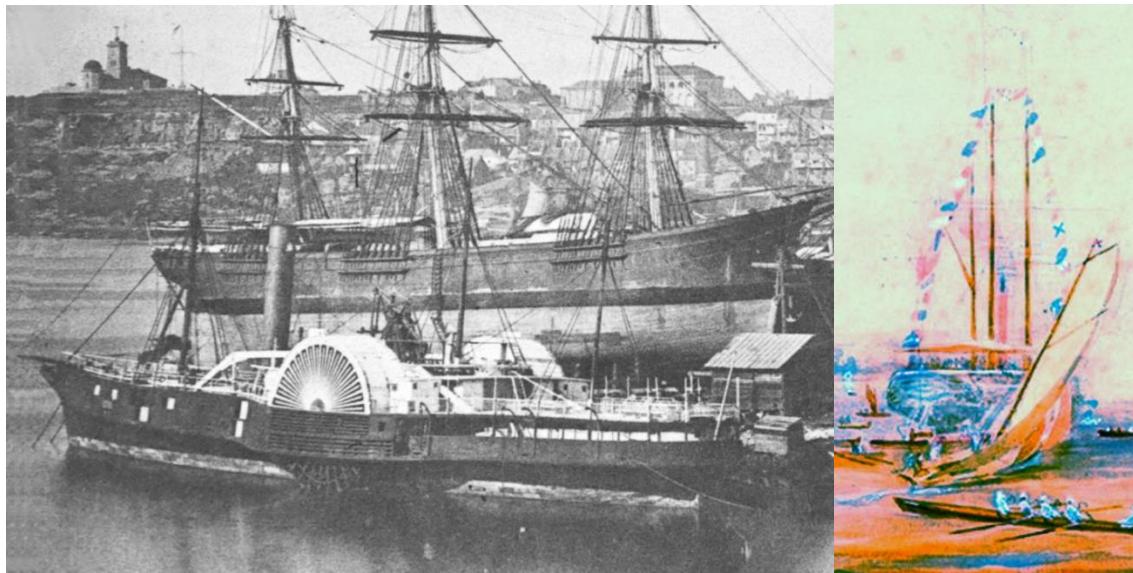
Built at Whampoa, 1/61 registered Hong Kong for Victorian owners for evident use around Hong Kong but 3/61 sold to Oxford & Co., 4/61 sent to Shanghai, then to Chinese Government and General Ward's fleet. NFI.

EXPRESS (1861-2, 1865) 489/61 (i.p.s.) 222 x 30', C2cy/280nhp

Built by James & George Thomson, Govan (#55) for Lyall, Still & Co, Hong Kong for Hong Kong-Canton service. Delivered under sail to Hong Kong. Reported 1861 mortgaged to Jardine, Matheson and Guthrie. 7/7/62 inaugurated Jardine, Matheson & Co. regular service Shanghai-Hankow. 2/5/65 departed Shanghai for Hong Kong on cessation of Yangtse service, operated Hong Kong-Macao by D. Ruttonjee & Co. but late-1865 laid up. 13/11/65 sold to Arthur Abraham David Sassoon for Shanghai-Ningpo service. 2/68 bought by Russell & Co. in connection with gaining Ningpo monopoly, to be broken up. Reported 3/8/68 sold to David Sassoon, Hong Kong. 11/68 sold "foreign", NFI.

GOVERNOR GENERAL (1861) 462/48 (3-m w.p.s.) 209 x 30 1',cy vertical beam by T.F. Secor, N.Y.

Built by William H. Webb, New York as NEW ORLEANS. Almost immediately taken over by U.S. Government for use in the Mexican War as transport for troops and horses. 10/10/49 reg. with G. Godfrey as owner. 5/2/50 sailed New York for San Francisco for Empire City Line to operate San Francisco-Panama. 12/7/51 sold by auction at Panama to Mr. Rolston of Garrison & Fretz for \$50,000, 15/8 started service to San Francisco. 1852 chartered by Cornelius Vanderbilt for similar service. 10-11/3/53 departed San Francisco for Sydney via Nukahiva, Tahiti, Tongatabu and Moreton Bay, arriving 14-15/5/53. Sold for £7000 to Melbourne Steam Packet Company r. GOVERNOR GENERAL. 28/4/54 offered for sale at auction. 6/55 renovations worth nearly £4000/nearly £6000 completed by Mort's Dock, Balmain. 12/55 owners insolvent. 7/56 sold to Australasian Steam Nav. Co. (ASN), Sydney by liquidators for £7000, spar deck removed, operating Sydney-Melbourne. "1856 sold to Edye Manning, Sydney" [Mackellar]. 17-18/6/57 damaged by storm after leaving Sydney, returned to port. 2/59 after period of lay-up, renovations completed by ASN works at Pyrmont. 1/60 flagship for Watsons Bay Regatta, reddish funnel and buff masts. 12/60 refit completed, 1/1/61 despatched by ASN to Hong Kong for sale, 17/3 arrived Hong Kong, 23/3/61 HK-Macao in 3 hours 23 minutes, red funnel, cream superstructure, 26/3/61 registered at Hong Kong to Dent & Co. for Yangtse service, 21/4/61 first sailing Shanghai-Hankow. Third merchant steamship and first British merchant ship to reach Hankow, thereafter sailing Shanghai-Hankow approximately once every three weeks. 8/10/63 to at least 3/64 operating Shanghai-Ningpo but then converted to hulk, engines installed in newly built *Yangtsze* (1187/68, wrecked near Nagasaki 3/71). 1867 owners Dent & Co. bankrupt, hulk sold to Shanghai S.N. Co. 1871 discarded, 22/5/72 register closed on breaking up.



GOVERNOR GENERAL post-July 1856 at ASN works, Pyrmont (SLNSW IR238236) and as flagship for the Watson's Bay regatta in January 1860 (NLA). She made one or two voyages Hong Kong-Macao-Hong Kong before being sold to Dent & Co. for use on the Yangtse.

HANKOW (1861-65) 726/60 (w.p.s.) 213.5 x 30.5', 1cy vertical beam Morgan by ?I.W., N.Y. Built by Thomas Collyer, New York for E.J. Hale & John M. Forbes (P.S. Forbes & Co.). 20/8/61 arrived Hong Kong, placed in Hong Kong-Canton service (Russell & Co.). 21/7/65 caught fire at Canton, brought alongside the Shameen but burnt out, total loss.



Russell's HANKOW at Hong Kong (Internet).



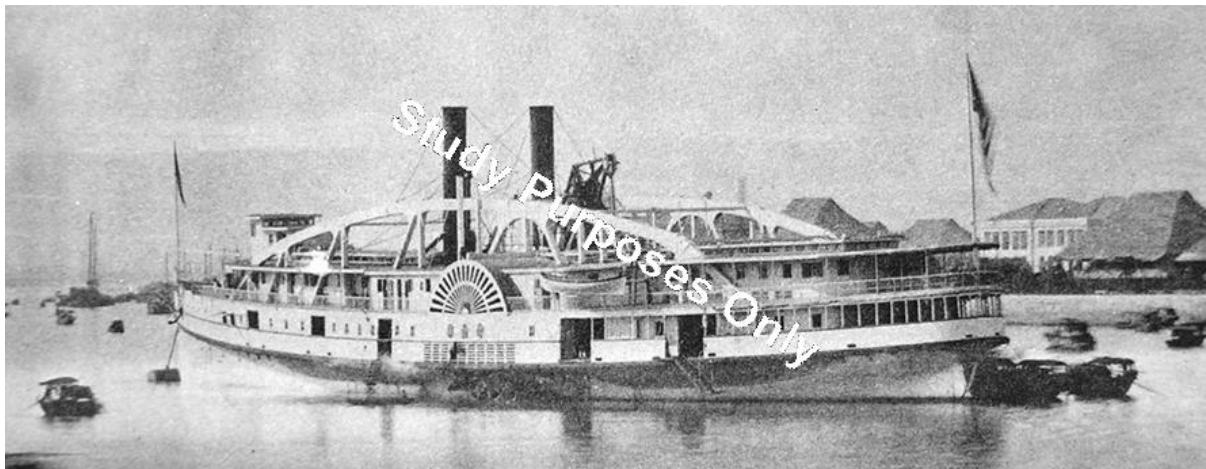
HANKOW at Hong Kong showing green ribband and fender (Internet).

FEI WAN/FI WAN (1863-67) 130/62 Hugh McDougall & Co see FEI WAN (HCMSC, 1871-77)
KINSHAN (1863-65) 850/1863 Augustine Heard & Co. see KINSHAN (HCMSC, 1865-82)

PRINCE ALBERT (1863-?) 125/52 (i.p.s.) 132.9 x 18.9', 1cy/100nhp steeple by Lewis Potter, Glasgow
Built by Smith & Rodger, Govan (#30), for Lewis Potter, Glasgow. 1853 sold to James Rae, Melbourne, employed as a tug at Port Phillip. 1853 sold to R. & S. Raleigh, Melbourne. 1856 sold to T. Norton, Melbourne. 1860 sold to G.W. Cole, Melbourne. 1860 sold to F. Greer, Dunedin New Zealand. 22/10/1860 arrived Dunedin, placed in South Island coastal trade, now 192grt. 3/62 following Greer's insolvency returned to Cole for auction. 2/5/62 departed Melbourne, 5/8/62 arrived Hong Kong, 3/63 registered as Hong Kong for John Lamont. Early 1864 operating Hong Kong-Canton for Compradore Acheong. 9/65 started refit and reboilering. 23/6/66 seized by Chinese gunboat *Haiching* after entering a non-treaty port seeking shelter from a storm, NFI.

LINTIN (c.1864-?) 105/55 see ROSE (1855-61)

PLYMOUTH ROCK (1864-66) 3017/63 (w.p.s.) 284.0 x 41.6', 1cy vertical beam by Allaire Works, N.Y.
Built by Westervelt & Son, New York for J.M. & P.S. Forbes with 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.



PLYMOUTH ROCK at Canton with name in Chinese lettering (Peabody Museum).

FEI PANG/FEE PANG (c.1865-66) 114t also 163/61 (w.s.s.) 112 x 24.5'

Built by Sebastiano Liquori, Eden Landing CA for Richard Barrow of Eden Landing as schooner UNION STAR and soon converted to steam. 10/4/62 reg. for Captain Georg Balchen, 6/6/62 arrived Shanghai, sold to Wheelock & Co. 19/6/62 boiler explosion on trial blowing funnel, mast and deckhouses overboard, 16 lives. Rebuilt as MONITOR, thought to have operated on Yangtse. 3/65 in service in Pearl River for H.K. Drake & Co., as FEI PANG/FEE PANG(US flag). Early 1866 under Portuguese flag. By 2/1/67 sold Russia r. WOLGA. Lost 1868.

ELFIN (1865-65) 234/62 (w.s.c.) 129.0 x 22.4'

Built by Stewart, Cardigan (Prince Edward Island). 28/3/63 sold to James Baines and Joseph Greaves, Liverpool, sent to China. 8/65 running Hong Kong-Macao. 12/65 sold to Capt. Robert Carroll, Hong Kong, subsequently running coastal. 16/5/66 sold to Robert Byrne (as an agent), Shanghai. NFI.

KIUKIANG (1865-66) 700/64 Russell & Co

see **KIUKIANG** (HCMSC, 1866-92)

POYANG (1865-66) 828/61 Russell & Co

see **POYANG** (HCMSC, 1866-75)

SPEC (1867-71) 130/62 Capt. James B. Endicott

see **FEI WAN** (HCMSC, 1871-77)

ICHANG 宜昌 (1875-81) 1049/73 China Navigation Co.

see **ICHANG** (HCMSC, 1875-81)

NGAN PING (1878-78) 368/64 (i.p.s.) 178.0x25.3 2x1cyl/98nhp diagonal

Built by Thomas Wingate & Co., Glasgow (#77), intended for Cia. Pernambucana, Pernambuco, as IPOJUCA but 29/5/65 reg. at Glasgow for John Bell, Prestwick r. JAPAN, sent to Far East. 5/66 sold through Alt. & Co. to Geishu (Aki)-han for \$110,000 r. HOAN-GO. 3/69 in operations against Enomoto in Hokkaido, but otherwise little used. 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 HB. Endicott, Hong Kong r. NGAN KING. 4/78 sold to CMSNC r. KIANG PING, used on Canton-Macao service. Q4/93 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 PING (1878-93) 368/64 (i.p.s.) see **NGAN PING** (1877-78)

PINGON (1881-c.90) 550/65 (655 old tons) (w.s.s.) originally 169.8 x 27.5' (also 175 x 28'), 1cy/40hp inverted direct acting by Neafy & Levy, Philadelphia

Built by William Cramp & Sons, Philadelphia for E.A. Souder & Co., registered 5/10/65 for A. Getty & Co. as MONEKA, operating to Charleston. 4/69 sold to Edward W. Corlies, Brooklyn and sent to the Far East via Singapore (26-31/7/69). Traded on China coast and between China and Japan, 28/7/71 sold to John M. Mackie, Hong Kong for similar service r. PINGON. III/74 extensively refitted and lengthened by Boyd & Co., (219.0 x 26.8') but outstanding financial claims by Russell & Co. and foreclosed to Hong Kong & Shanghai Banking Corp. (Chairman William H. Forbes). 8/74 stranded for several weeks on rocks at Inasa, Nagasaki. 1875 to early 1877 fortnightly sailings Shanghai-Nagasaki. 7/77 badly damaged in gale but repaired. Subsequently operating Shanghai-Ningpo for Ningpo S.N. Co. 1878 reg. for E. Cunningham & Co. and later Russell & Co. 1881 t/f to the British flag, reg. Hong Kong for F. Henderson, J.A. Harvie and F.F. Carozzi (806g). LR 1890-91 overprinted as 'broken up'. Note 'Ping On Wharf' at Sheung Wan, Hong Kong existing by 1920s.



Ping On Wharf at Sheung Wan, Hong Kong, probably 1930s (SK colln).

[HANKOW 漢口 \(1882-06\) 3973/73-12 China Navigation Co. see HANKOW \(HCMSC, 1882-06\)](#)

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