

Jardine, Matheson & Company (1852)

China Coast Steam Navigation Company (1873-81)

Yangtse Steam Navigation Company Ltd (1879-81)

Indo China Steam Navigation Company Ltd (1881)

Illustrated Fleet List (1852-1976)

By Howard Dick & Stephen Kentwell

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May be cited with acknowledgement to www.oldchinaships.com

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

This fleet list was originally published in H.W. Dick & S.A. Kentwell, *Beancaker to Boxboat: Steamship Companies in Chinese Waters*, Nautical Association of Australia Inc., Canberra (1988). It has been revised to incorporate further details from H.W. Dick & S.A. Kentwell, *Sold East: Traders, Tramps and Tugs of Chinese Waters*, Nautical Association of Australia Inc. Melbourne (1991) and updated in light of subsequent vessel histories and new information that has come to hand, including through the Board of Trade (BT 389) series on WWII requisitions at www.nationalarchives.gov.uk, the excellent on-line records of www.aberdeenships.com, www.clydeships.co.uk, www.miramarshipindex.nz, www.sunderlandships.com, www.teesbuiltships.co.uk and www.tynebuiltships.co.uk. For some dates and events, however, we have privileged other sources.

Since 1988 we have sought to locate images of each of the vessels. This has been a painstaking task because Jardine, Matheson & Co. themselves have no surviving consolidated pictorial archive of their pre-1945 fleet and in many cases it has been a matter of deducing from unidentified material. Identifications that we regard as unconfirmed are indicated by a question mark but it is possible that some 'confirmed' identifications will need to be corrected in light of further information.

Entries are ordered by years in the fleet, gross tonnage, year of build-month (if known), type (for early ships whether iron/steel screw/paddle steamer), engines (compound (C), triple (T), quadruple (Q) and/or (Exhaust) Steam Turbine/Motor) (2 twin-screw) and builder (engine maker if not the shipbuilder).

Apart from some of the China Coast S.N. Co. ships and the postwar 'Easterns', most ships carried names that romanised two Chinese characters, the second being 'Sang' or 'Shing' for coasters or 'Wo' for river steamers. Chinese observe no spacing between the characters and Jardines were never consistent, even as late as the 1950s, as to whether to romanise them as one or two words and whether to hyphenate. Reporting of the names was also erratic. We have applied the romanisation according to Lloyd's Register.

The illustrations are taken from our two books mentioned above, our own collections, Jardine, Matheson & Co. Ltd, or as otherwise acknowledged in the captions. An asterisk next to the noted source of a photograph indicates that a hard copy, printed off the original negative, is owned by one or both of the authors. Copyright, including by third parties, is claimed on certain of the photographs included in this list. The photographs therefore may not necessarily be available for duplication or publication.

We are grateful to Jardine, Matheson & Co. Ltd for their encouragement and support in updating and illustrating this list, including access to the unpublished manuscript by Colin Hardy, 'Indo-China Steam Navigation Company'.

Our material is made available in the public domain as a research resource. We trust that anyone making use of this information will make appropriate citation. The authors would welcome any advice on errors, omissions or missing images.

Howard Dick & Stephen Kentwell

24 November 2019

Jardine, Matheson & Company steamers (1852-73)

LARRISTON (1852-53) 472/52 (w.s.s.) (2cyl, 200 nhp Napier) 167.5 x 24'

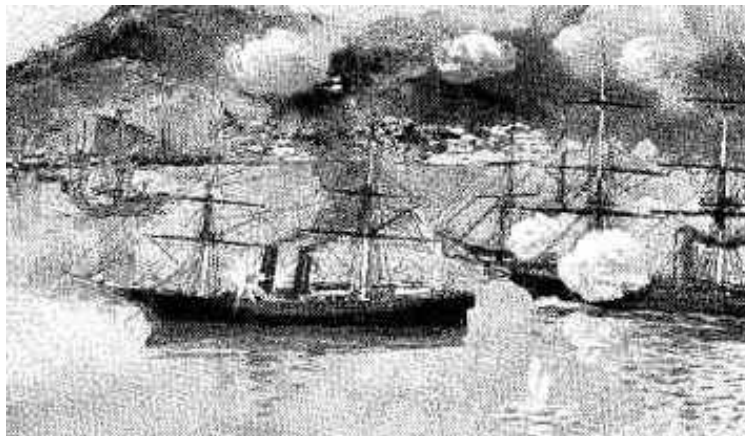
Built by Robert Steele & Co., Greenock for JM&Co. for Calcutta trade – 9/52 reg. at Glasgow to Joseph Jardine. 18/4/53 arrived at Shanghai. 2/5/53 on first voyage Shanghai-Calcutta ran onto reef near Turnabout Is. in Haitan Strait. Bow stove in and soon broke in two with loss of 31 lives.



Contemporary depiction of the loss of LARRISTON (*Illustrated London News*).

LANCEFIELD (1855-62) 1055/55 (i.s.s.) 235.4 x 30.8'

Built by Robert Napier & Sons, Glasgow (#63) for JM&Co. for Calcutta trade – 2/55 reg. at London to Charles Magniac. c.24/2/55 sailed Greenock and 7/7 arrived Hong Kong. 1856 t/f to Robert Jardine. 2/9/62 departed Shanghai carrying Ernest Satow - 8/9 arrived Yokohama. 10/62 reg. at HK to Alexander Perceval with certificate of sale (same date) empowering T. Glover to sell in Japan. 11/62 sold to Choshu-han r. NIMBO/JINJU. 16/7/63 sunk by USS *Wyoming* in Shimonoseki Strait - salvaged. 23/3/65 arrived Shanghai under U.S. flag consigned to Russell & Co. Late 1865 under refit at Shanghai. Late-1866 in coastal trade for Russell & Co. 4/67 as YUNG HAI AN operating for Russell & Co. Hong Kong-Shanghai. 1868 Hong Kong-Indian ports. 12/68 sold at auction at Hong Kong for \$25,000, later becoming MANILA (owner unknown) and converted to sail only. 1873 sold to China Navigation Co. Ltd for use as hulk at Changsha r. LANCEFIELD. 1912 sold to Chinese. NFI.



LANCEFIELD as KOSHIN MARU under attack from *USS Wyoming*, as depicted in an 1864 American engraving (navyandmarine.org).



LANCEFIELD hulk, photograph said to be taken at Kiukiang about 1898 (UoB hu01-056).



LANCEFIELD hulk, Changsha (Warren Swire/UoB sw2-056).

FIERY CROSS (1855-62) 1059/55 (i.s.s.) (300nhp) 235.8 x 31.1'

Built by Robert Napier & Sons, Glasgow (#64) for JM&Co. for Calcutta trade – 4/55 reg. at London to Charles Magniac. 6/10/55 arrived at Hong Kong. 1856 t/f to Robert Jardine. 15/8/62 arrived Yokohama for sale, notwithstanding 10/62 reg. at HK to Robert Jardine under certificate of sale (same date) empowering T. Glover to sell in Japan and 9/62 sold to Satsuma-han r. EIHEI MARU. 5/63 wrecked in Akashi Strait between Awaji Is. and Honshu.

HELLESPONT (1856-61) 445/49 (i.s.s.) (2cyl, 80hp) 174.52 x 24.28'

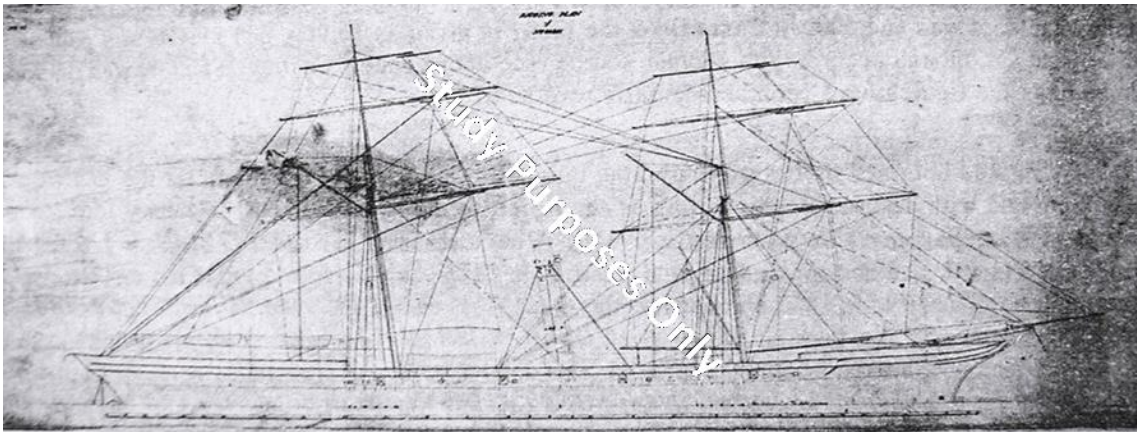
Built by C.J. Mare & Co., Westham (London) for General Screw Stm Shg Co., London. 6/53 sold to Sydney & Melbourne Steam Packet Co., Sydney. 12/55 laid up at Sydney. 1/56 mortgage foreclosed and sold to Edye Manning & D. Jones, Sydney. 4/56 in service Hong Kong/Manila for Russell & Co. (on charter?). 8/56 sold by auction at Hong Kong to Douglas Lapraik and promptly resold to Robert Jardine, Hong Kong for coastal trade. 6/61 placed in service on Yangtse River but promptly sold to Howard & Co., Shanghai. 12/62 laid up at Shanghai. Mid-1863 sold to Nichol Latimer & Wm Lent, Shanghai for coastal trade. 21/12/63 sank in collision off Woosung with *Hydaspe* (967/53).



HELLESPONT in General Screw Steam colours (wrecksite.eu).

THEBES (1858-59) 737/57 (i.s.s.) (2cyl, 135 nhp) 216.8 x 30.1'

Built by Wm Denny & Bros, Dumbarton (#60) as speculation for James Denny et al. - 7/57 half share sold to A.H. & G.W. Campbell, Liverpool. 7/57 sailed for Madras as troopship. 2/58 rep. sold to Jardine, Skinner & Co. (JM&Co.), Calcutta for China-Calcutta trade. 5/59 chartered to French Govt. 30/8/59 bound Hong Kong-Tourane (Da Nang) struck uncharted rock 14 m. N of False Tinsoa - beached but broke up 2/9 in gale.



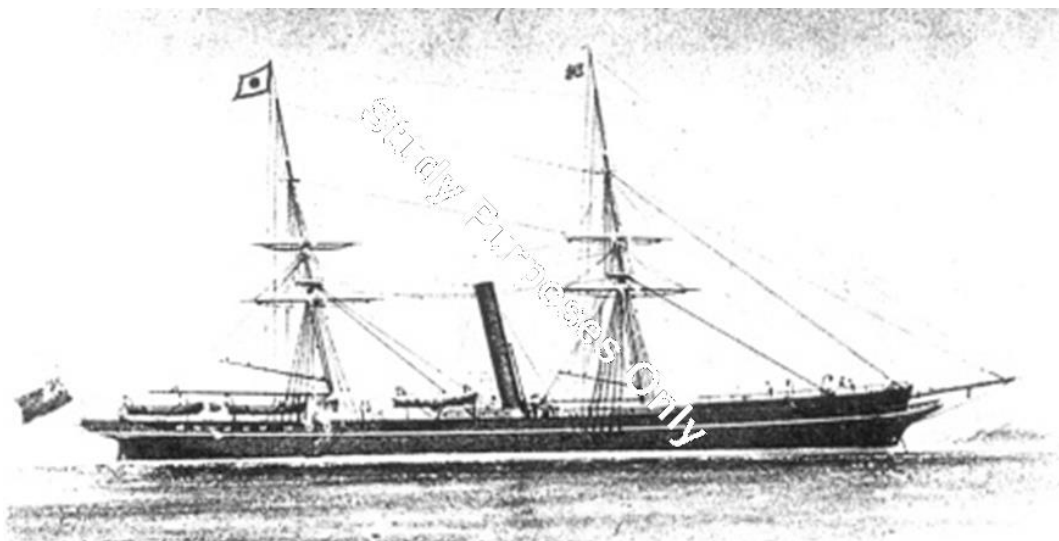
THEBES and sister CARTHAGE (Denny Collection, NMM).

CHEVY CHASE (1859-62) 810/59 (i.s.s.) (2cyl, 285 nhp) 156.1 x 22.8'

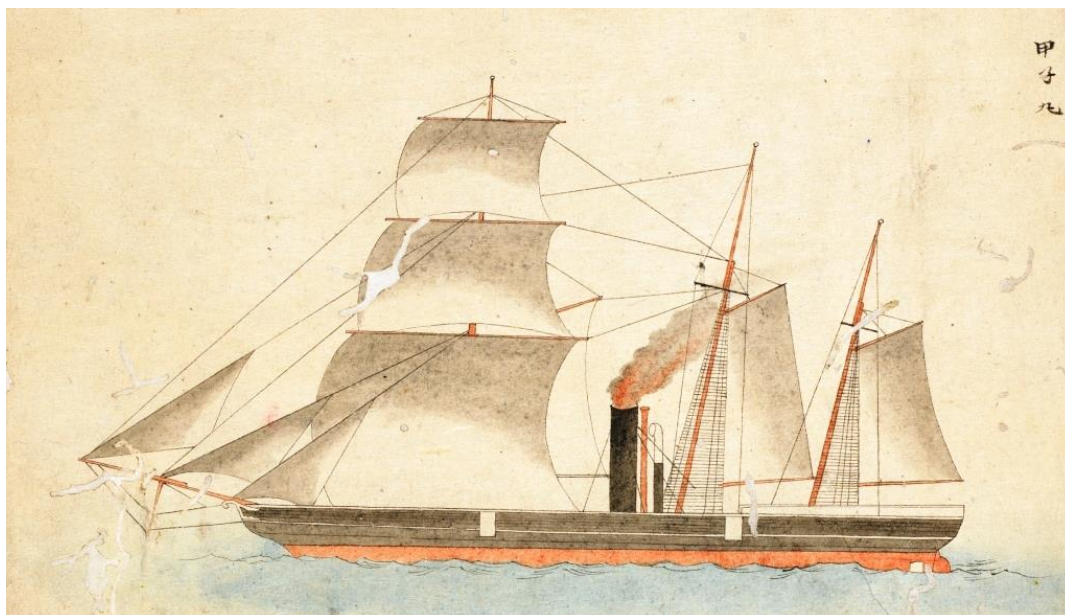
Built by Robert Napier & Sons, Glasgow (#93) for JM&Co. (reg. for C. Magniac, London) and 31/8/59 reg. at London. 4/60 t/f to A. Perceval, Hong Kong. 1862 sold back to builders and lengthened (963 grt, 247.2') for General S.N. Co., London. c.25/2/64 struck ground in River Elbe 20 m. from Hamburg near Juelsand, Brunshausen and by 26/2/64 only masts and funnel above water. 5/65 rep. salvage unsuccessful [Schell].

CARTHAGE (1861-64) 736/57 (i.s.s.) (2cyl, 135 nhp) 216.8 x 30.3'

Built by Wm Denny & Bros, Dumbarton (#61) as speculation for Peter Denny et al. as SYRACUSE but before completion r. CARTHAGE. 7/57 half share sold to A.H. & G.W. Campbell, Liverpool. 8/57 sailed for Madras as troopship. 7/58 entered Calcutta-China trade. 1/61 on charter to JM&Co. for China Coast trade. 6/61 sold to JM&Co. (A. Perceval, Hong Kong reg. owner). 10/64 sold through Glover for \$120,000 to Hizen-han r. KARUTAGO. 8/68 wrecked at Akita (NW Japan) while trooping during the Boshin War. [Note: characters 甲子 may be read in Japanese records as KOSHI, KASSHI, KINOUE or KINOUE but the correct reading here is KARUTAGO, which renders *Carthage*. Wade Giles reading is CHIA TSU or Pingyin JIA ZI.]



Painting of CARTHAGE based on original line plans, showing Japanese colours (NMM, reproduced in Haviland ESNC).



KARUTAGO MARU (sic.) shown in barquentine rig under Japanese ownership in 1868 (Komaba Library, University of Tokyo Image 20)

VIOLA (1862-64) 839/62 (i.s.s.) (2cyl) 200 x 27.55'

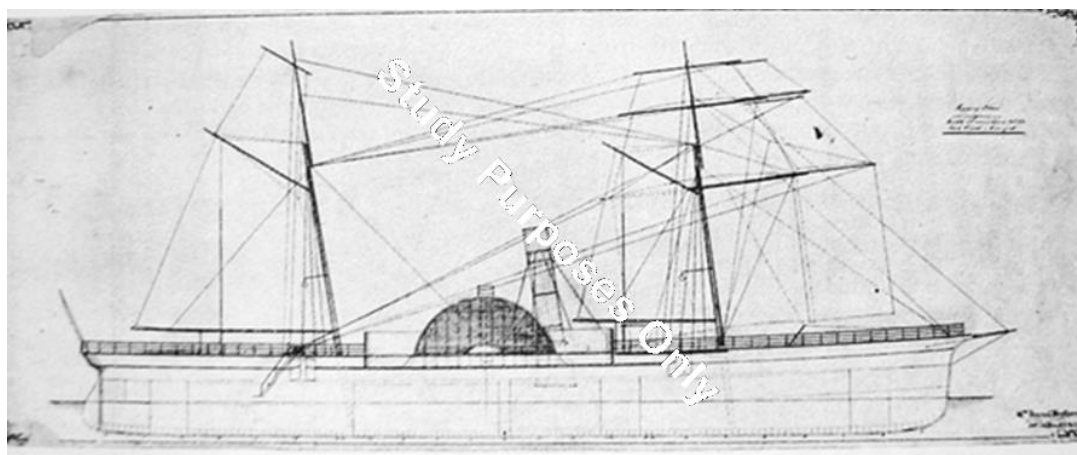
Built by George Robinson, Cork for A.G. Robinson, London. 7/62 sold to JM&Co. for China Coast. 12/64 del. to Satsuma-han (Glover & Co. mgrs) r. KAIMON MARU. 4/66 sold to Glover & Co. (Ryle Holme reg. owner), Shanghai r. KIUSHIU [also as KIUSIU, KIU SHU]. 8/68 Trautmann & Co. mgrs. 1/69 sold to JM&Co. and placed in N. China line. 18?? re-engined (?336 nhp). 28/8/71 in collision with *Kiangse*, latter found to be at fault. 11/71 sold to Olyphant & Co. (A.R. Hayes Jr & E.A. Hitchcock), Shanghai. 8/74 sold to Japanese Govt r. KIUSHIU MARU for use as troopship in Taiwan invasion. 10/74 t/f to Mitsubishi Mail S.S. Co., Tokyo. 10/85 t/f to Nippon Yusen Kaisha. 4/86 sold to Japan Coal Co. r. TOYOKUNI MARU (now 1174 grt, 84 hp). LR1889 owner Takahama Chujo, Tokyo. 15/1/90 stranded in Shimonoseki Strait - ?refloated. LR-1892/93 overprints 'lost'.

REIVER (1862-68) 1189/62-1 (i.s.s.) (mchy not identified) 306.6 x 31.2'

Built by John Laird, Birkenhead (#275) for JM&Co. for Calcutta trade - reg. at London to Robert Jardine. 26/7/62 arrived at Shanghai. 5/63 t/f to A. Perceval, Hong Kong. 19/9/68 stranded S.W. of Preparis Is. (N entrance to Bay of Bengal) on voyage Calcutta-Hong Kong. Wreck broke up.

RONA (1862-67) 1215/62 (i.p.s.) (2cyl, 300 nhp) 235 x 33.2'

Built by Wm Denny & Bros, Dumbarton (#81) for JM&Co. for China Coast trade - reg. for Robert Jardine, London. 26/9/62 arrived at Shanghai. 4/67 sold to Glover & Co., Shanghai for Yangtse trade. 7/67 t/f to Union S.N. Co. (Glover & Co. mgrs). 14/4/72 sank in collision with *Ava* (3361/70) 20 m. off Turnabout Is. - 60 lives.



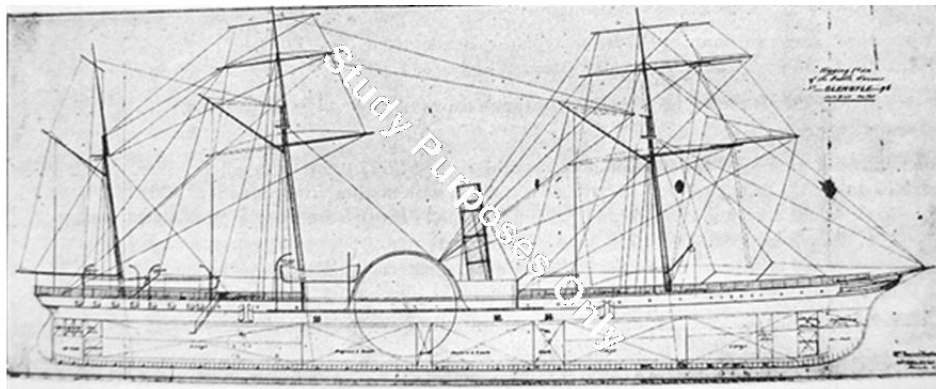
RONA, line drawing (*Denny Collection*, NMM).

CLAN ALPINE (1862-71) 1539/62 (i.p.s., 2cyl, 400 nhp) 288.5 x 33.1'

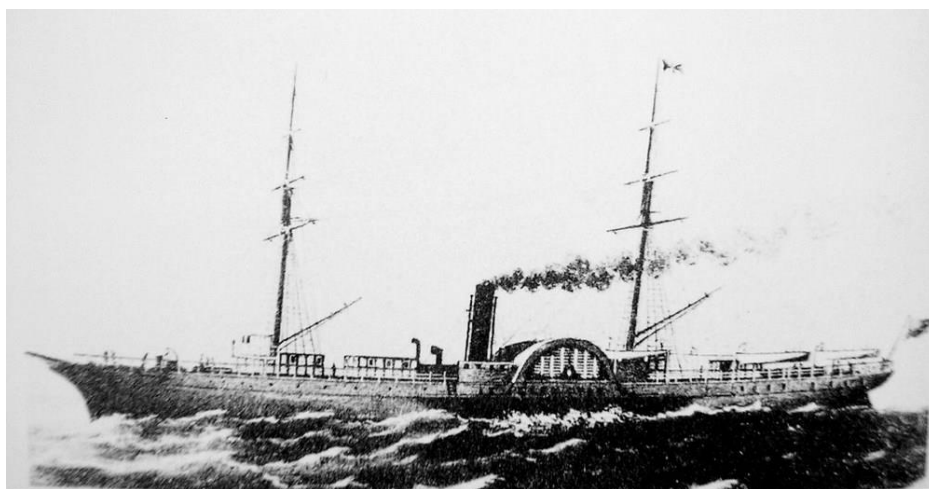
Built by Robert Napier & Sons, Glasgow (#106) for JM&Co. for Calcutta trade – 12/62 reg. at London for Robert Jardine, London. 3/1/63 sailed Glasgow for Hong Kong (23/3). 5/6/68 boiler explosion at Calcutta (6 dead). 2/69 fire o/v HK-Singapore (5 dead). Late 1871 sold to John R. Kelso, North Shields, re-engined by Napier and converted to screw (800 nhp). 1872 t/f to Rio Parana S.S. Co. Ltd (Wright, Kelso & Co. mgrs.), Liverpool. Night 1-2/2/73 wrecked in storm at Black Head, 5m. from The Lizard, Cornwall on voyage River Plate-Liverpool via Antwerp (12 lives), CTL—engines, boilers and fittings salvaged by Western Marine Salvage Co. [clydeships, wrecksite]

GLENGYLE (1864-69) 1933/64 (i.p.s.) (2cyl, 400 nhp) 297.3 x 38.3'

Built by Wm Denny & Bros, Dumbarton (#96) for JM&Co. for China Coast trade - 30/3 del. and 6/64 reg. for Robert Jardine, London. 3/69 conditional sale to Union S.N. Co., Shanghai - 3/72 bill of sale. 3/73 sold to CNC. 9/11/75 struck rocks off Namoa Is. on voyage Amoy/Swatow - slipped off and sank with heavy loss of life.



Original plan for GLENGYLE (*Denny Collection, NMM*).



GLENGYLE after sale, flying CNC houseflag (*John Swire & Sons*).



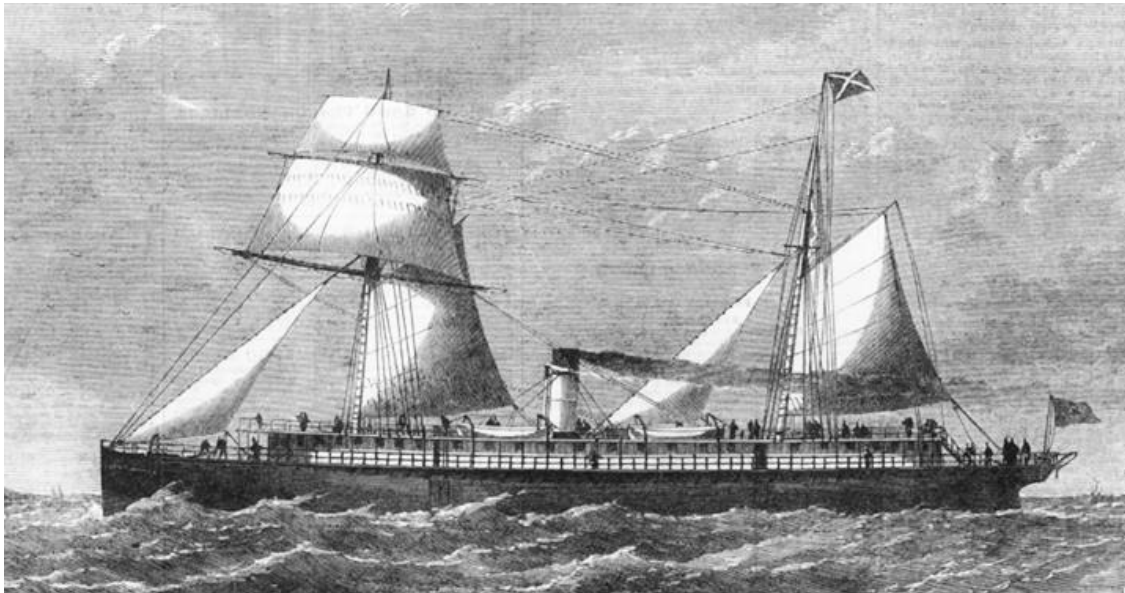
GLENGYLE at Shanghai after sale (*John Swire & Sons*).



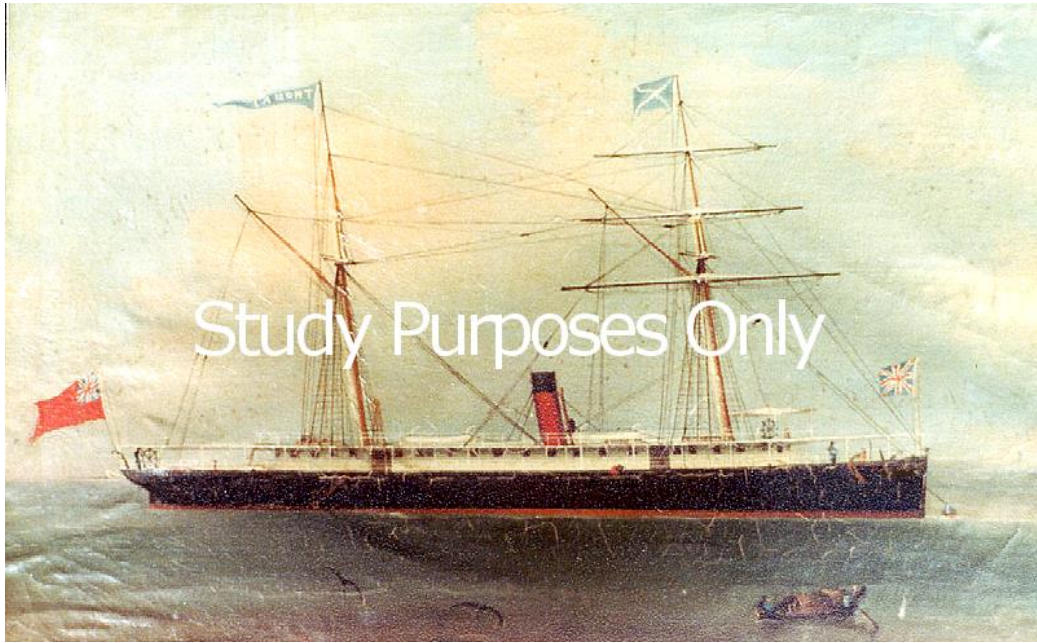
GLENGYLE at Shanghai bund under Swire flag, showing attractive lines (Old Asia Photography).

LAMONT (1867-67) 1402/67-4 (i.s.s.) 240.4x34.5 (1cyl, 200 nhp, 12k) 240.4 x 34.5'

Built by Robert Napier & Sons, Glasgow (#127) for JM&Co. for Shanghai/Tientsin trade – 13/4/67 reg. at London to Robert Jardine and 26/4 sailed Clyde for Shanghai. 5/67 in gale lost main gaff and boilers moved in cradles c.3.5 inches, breaking most pipes, stopped in Lisbon for repairs, sailing 21/5, Cape to Singapore 27 days, arrived Hong Kong "in excellent condition". 8/67 promptly sold to Shanghai S.N. Co. (Russell & Co. mgrs), Shanghai r. CHIH LI. 1871 sold to Yubin K.K., Tokyo r. CHIRI MARU. 6/75 on collapse of owners t/f to Japan Post Bureau and 9/75 to Mitsubishi Mail S.S. Co., Tokyo for Yokohama/Kobe trade. 6/76 rep. laid up. 11/6/77 damaged in collision with *HMS Audacious* during gale at Yokohama. Hulked. LR-1890 overprinted 'broken up'.



LAMONT as built with hurricane deck saloons and cabins for first-class passengers (*Illustrated London News*).



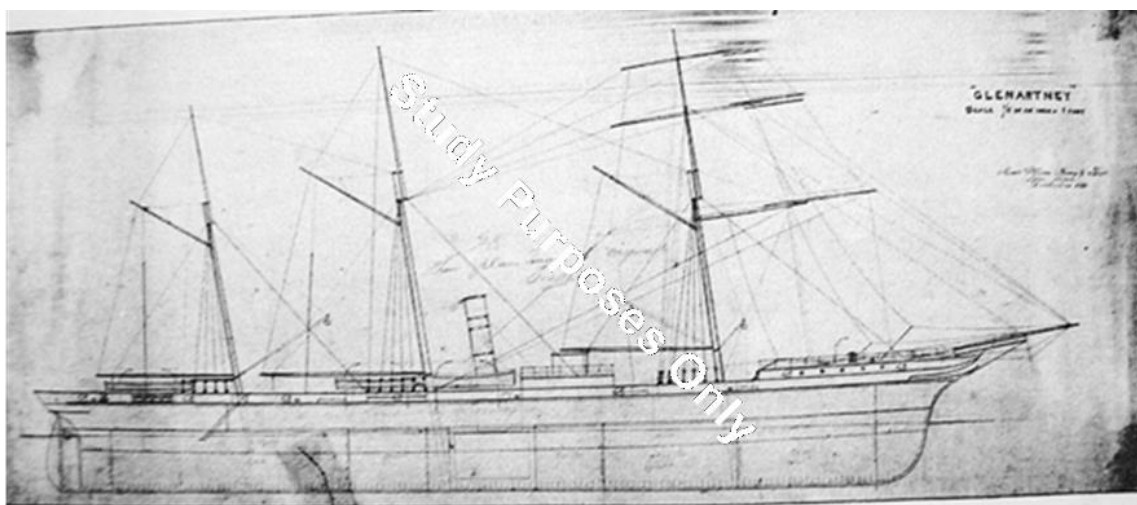
Closeup of LAMONT painting still held by family of initial master Henry Mariano Ramos de Castilla (https://atkingenealogy.au/Castilla_Family-o/e162.htm).

KIUSHIU (1868-71) 839/62

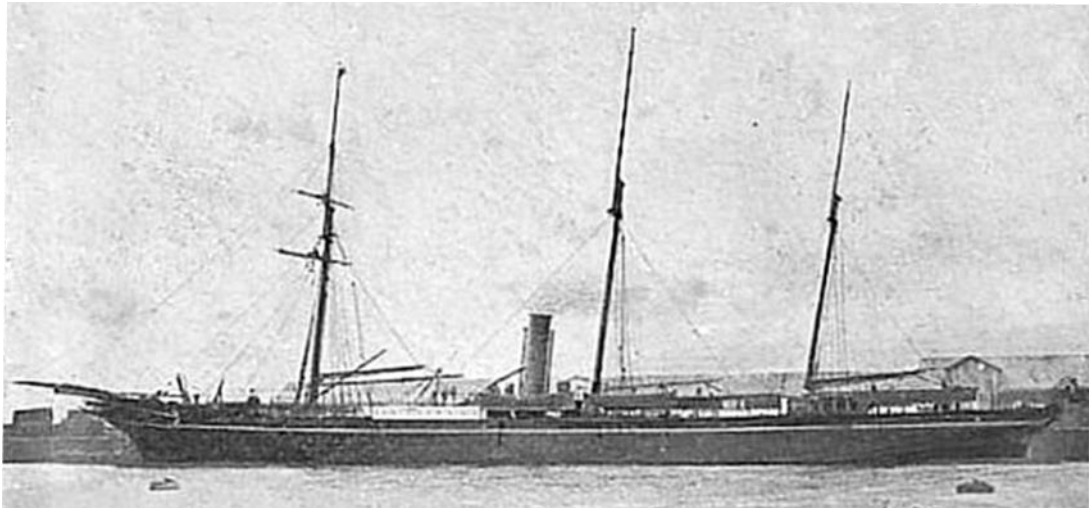
see VIOLA (1862-64)

GLENARTNEY (1869-73) 1750/69-4 (i.s.s.) (2cyl, 300 nhp) 286.33 x 34.33'

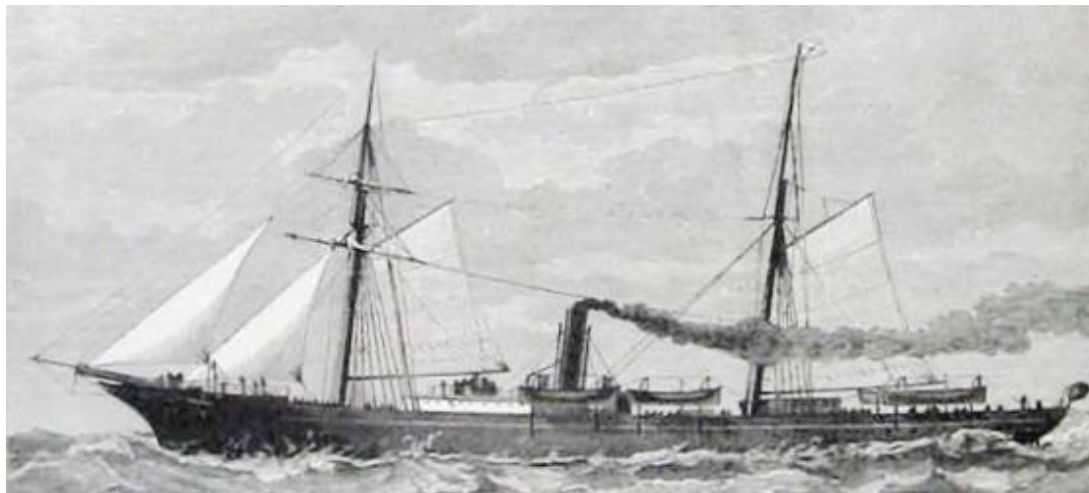
Built by Wm Denny & Bros, Dumbarton (#135) for JM&Co. for Calcutta trade - reg. owner Robert Jardine, London (4/69). 20/4/69 trials. 2/73 sold to Union S.S. Co. Ltd, Southampton r. TEUTON (now 250 pass.). 1875 lengthened 46' (2313 tons, 332.9') and engines compounded by A. & J. Inglis, Glasgow. 1878 new compound engines by Thomas Clark & Co., Newcastle. 30/8/81 struck rocks at Quoin Point near Cape Agulhas bound for Zanzibar - set course for Simonstown but sank suddenly with loss of 236 lives. [Newall, *Union-Castle Line*, 1999: 34]



GLENARTNEY (*Denny Collection*, NMM).



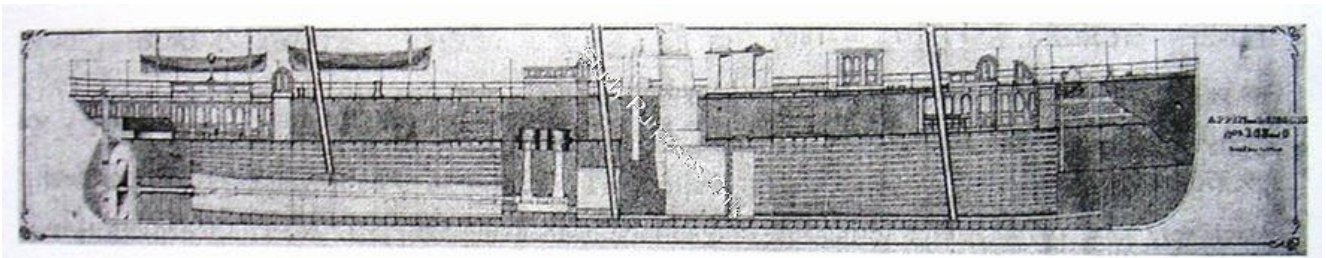
GLENARTNEY (wrecksite.eu).



GLENARTNEY after sale as lengthened TEUTON (*Illustrated London News*).

LISMORE (1869-70) 654/69 (i.s.s.) (C2cyl, 65 nhp) 180 x 27'

Built by Wm Denny & Bros, Dumbarton (#143) for JM&Co. for Shanghai-Foochow trade. 1/1/70 arrived at Shanghai. 2/11/70 sank after striking wreck of junk near entrance to Woosung River.



Cut away drawing of 3-masted LISMORE and APPIN (*Denny Collection*, NMM).



LISMORE or, more likely, sister APPIN at Tientsin in 1870-72 (Dennis George Crowe).

APPIN (1869-72) 654/69-8 (i.s.s.) (C2cyl, 65 nhp) 18 0x 27'

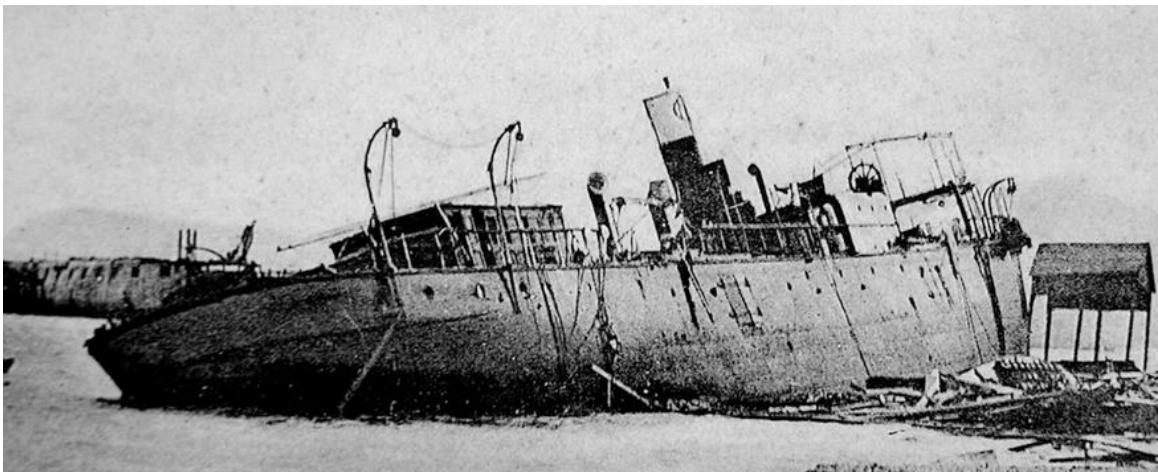
Built by Wm Denny & Bros, Dumbarton (#144) for JM&Co. for China Coast. 16/2/70 arrived at Shanghai. 1/1/73 t/f to CCSNC. Early 1876 completed re-engining (C2cyl, 68 nhp). 1882 sold to O. Ortiz, Manila r. VISAYAS. 1885 sold to Cia Nav. Filipinas, Manila. 1887 sold to I. Tambunting, Manila. 11/89 stranded near Manila. 1890 r. NUESTRA SENORA DEL ROSARIO. 1/95 t/f to Cia Maritima, Manila. ca. 5/5/06 left Manila in tow for Hong Kong for repairs. 18/9/06 while lying at Yaumati blown ashore by typhoon and broke back. c.1907 broken up in situ.



APPIN at Shanghai about 1882 (Kung Tai/Peabody Museum).



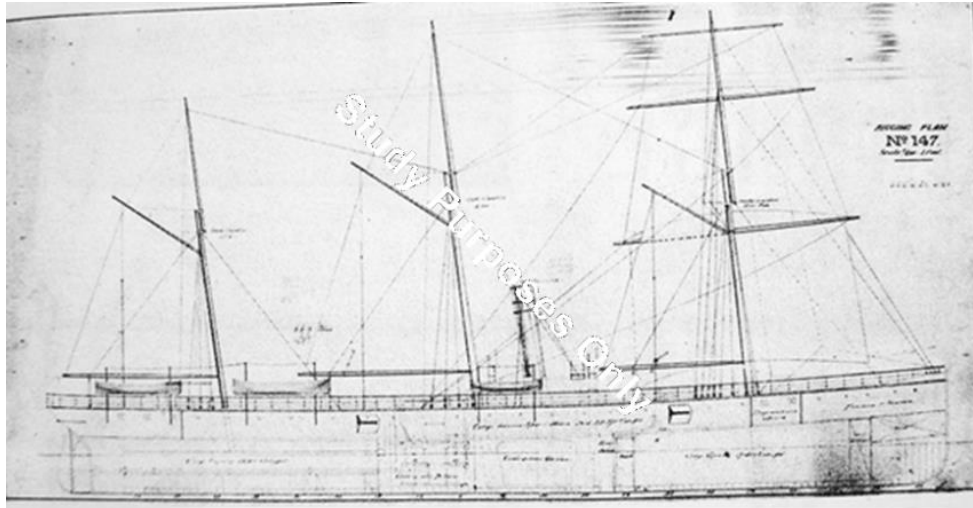
NUESTRA SENORA DEL ROSARIO ex APPIN ashore at Yaumati (A.W. Purnell/SLV).



NUESTRA SENORA DEL ROSARIO wrecked at Hong Kong in 1906 (postcard SK coll.).

PEIHO (1870-72) 1086/70 (i.s.s.) (C2cyl, 218 nhp) 234.9 x 32.5'

Built by Wm Denny & Bros, Dumbarton (#147) for Peter Denny for China trade as PEIHO. 11/70 arrived in China and promptly sold to JM&Co. 1/1/73 t/f to CCSNC. c.2/73 r. TAKU. I/1880 fitted with new engines and boilers by Boyd & Co. (trials 3/80). 1/2/82 t/f to ICSNC. 4/95 t/f to Yangtse River, rebuilt as a river steamer, shortened by 10.2' r. ON WO (1354 g). 30/4/96 sank in collision near Woosung with *Newchwang* (895/77) outbound for Hankow. 300 lives. Late-1932 wreck marked by buoy.



Original plan for PEIHO (*Denny Collection, NMM*).

China Coast Steam Navigation Company (1873)

APPIN (1873-82) 654/69

see APPIN (1869-72)

PEIHO (1873-73) 1086/70

see PEIHO (1870-72)

DRAGON (1873-75) 608/67-1 (i.s.s.) (C2cyl, 90 nhp) 162 x 25.3'

Built by Henderson, Coulborn & Co., Renfrew (#88) for E.M. de Bussche, London (2/67) for China Coast. 15/3/67 sailed Glasgow for Shanghai. 7/68 reg. at Shanghai to R.F. Thorburn (Trautmann & Co. agents). 2/69 sold to syndicate of Chinese merchants in Chefoo and Tientsin (J. Holmes & Co. reg. owner). 2/70 placed under mgt of JM&Co. for Shanghai-North China trade. 5/72 t/f to Foochow line. 1/1/73 t/f to CCSNC. 11/75 sold to M.C. Adams, Nagasaki. 5/8/76 stranded inbound to Shanghai - 13/8 refloated. 8/77 serious collision off Woosung with gunboat *HMS Frolic*. 1/80 sold to Mitsubishi Mail S.S. Co., Tokyo r. MATSUMAYE MARU. 1/10/85 t/f to Nippon Yusen K.K., Tokyo. 5/99 sold to Yoshida Suburoyemon, Hakodate. Prior to 26/4/05 destroyed by fire at Hegurijima.

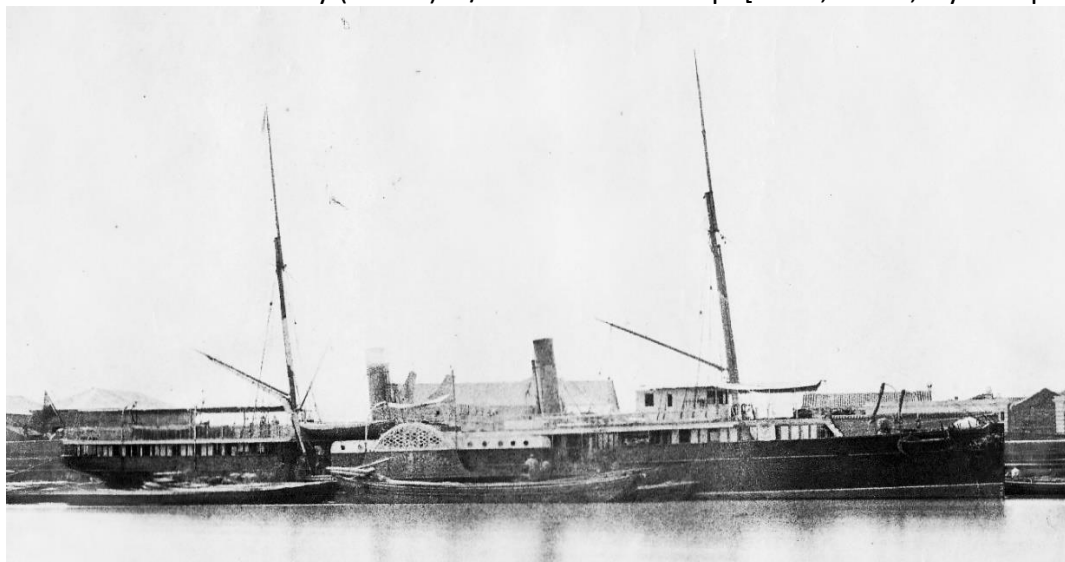


DRAGON'S composite sister COQUETTE (1867) at Nagasaki as SENSAI MARU.

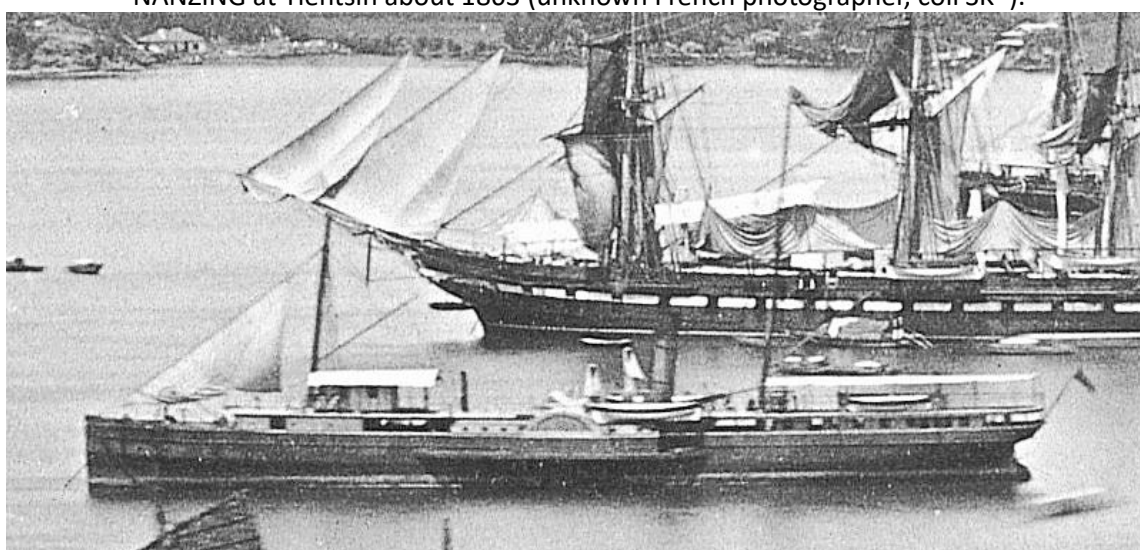
(<https://blog.goo.ne.jp/mc53000/e/7c13a203f930d0298079555337194c7f>).

NANZING (1873-75) 621/62 (i.p.s.) (C2cyl) 210 x 27.6'

Built by Tod & MacGregor, Glasgow (#119), launched 17/2/62 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 River 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 JM&Co.) and others and placed under mgt. JM&Co. 1872 reg. for William Keswick, Hong Kong. 1/1/73 t/f to CCSNC. 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 China Merchants S.N. Co. for Ningpo line r. TAHYEW. Early-1880 re-engined and converted to screw r. HING SHING (mid-1880 resumed 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 (unknown French photographer, coll SK*).



NANZING at Nagasaki minus a funnel, and (upper) broken mast and torn mainsail, in 11/74 to 2/75 (Nagasaki Univ 5301).

HAINING (1873-78) 878/73 (C2cyl) 209.64 x 31.16'

Built by Humphrys & Pearson, Hull (#29) to order of JM&Co. and reg. at Port Glasgow to James McAndrew for CCSNC - 3/9/73 arrived at Shanghai. 12/73 reg. at Hong Kong to J. Whittall. 13/4/78 stranded on reef in Miao Tao Islands NW of Chefoo when carried off course in fog by strong currents on voyage Tientsin-Shanghai via Chefoo. Unable to be towed off and by 15/4 awash on side.

TAKU (1873-95) 1086/70

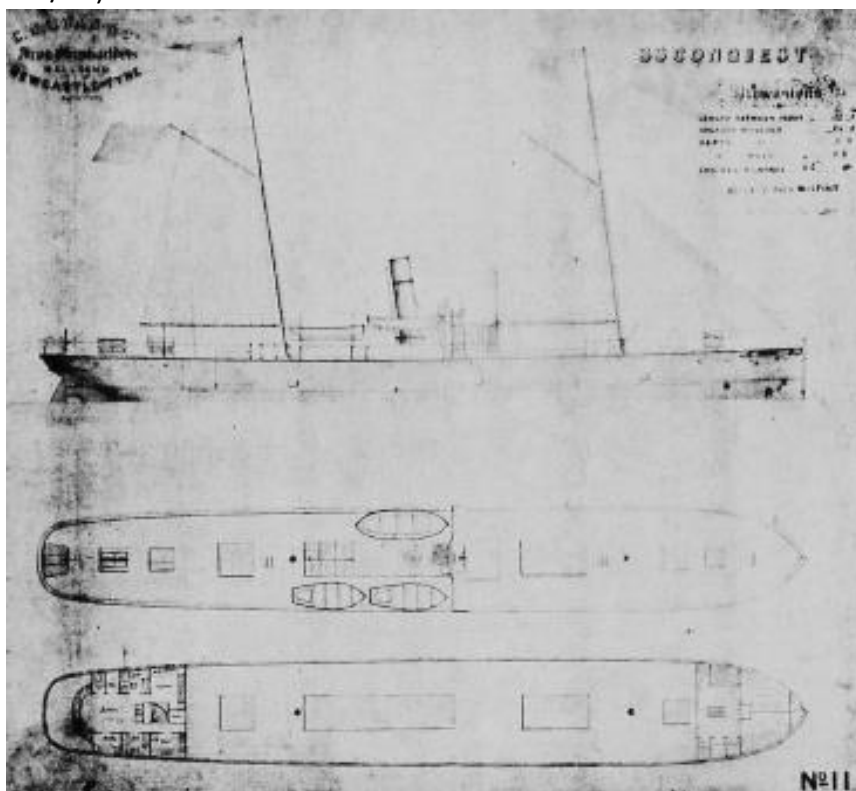
see PEIHO (1870-73)

EUROPE (1874-82) 814/73 (i.s.s.) (C2cyl, W.B. Thompson, Dundee) 210.5 x 27.2'

Built by MacFadyen & Co., Port Glasgow (#3) for Mories, Munro & Co., Glasgow. 3/74 sold to James McAndrew for CCSNC. 3/74 t/f to J. Whittall - 6/74 arrived and reg. in Hong Kong. 8/75 t/f to Wm Keswick. 1/76 fitted out for Foochow trade. 1/2/82 t/f to ICSNC. 5/9/82 outbound from Pagoda Anchorage, Foochow struck uncharted rock near Sharp Peak and quickly sank. Total loss. [Sister ship AMERICA 873/73 (Dent & Co.) wrecked 27/06/81 in 34°10N, 123°8E on an island in the Hydrographer Group, Korean Archipelago on voyage Tientsin-Kuchinotsu in ballast]

CONQUEST (1874-77) 494/74 (i.s.s.) (C2cyl, Christie, Gutch, Newcastle) 154.7 x 24.2'

Built by C.S. Swan & Co., Newcastle (#11) for J. Pile, London but 1/75 after trials reg. at London for F.B. Johnson for CCSNC - 2/4/75 arrived at Shanghai. 10/77 sold over 4-year term to Kwong Li Yuen, Hong Kong (CCSNC still reg. owner). 10/82 Manila/Aparri for F.L. Roxas. 1883 sold to O. Ortiz, Manila. 1885 sold to Cia Nav. de Filipinas, Manila r. LUZON. 1886 sold to Jose (later R.) Reyes, Manila. 1/95 t/f to Cia Maritima, Manila. 30/10/96 wrecked near Manila inbound from Leyte after collision with *Santander* (816/91).



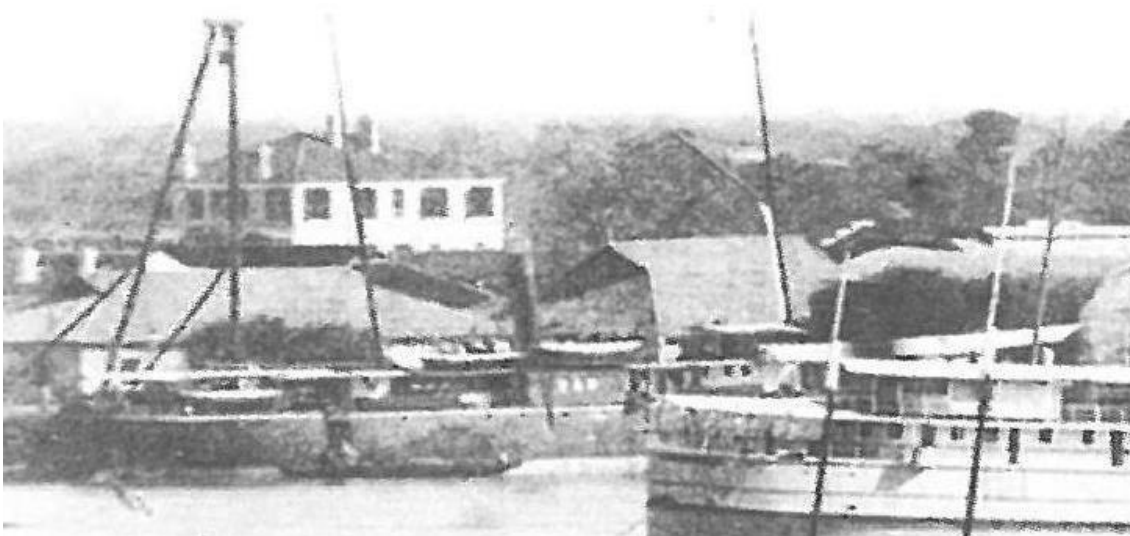
CONQUEST line drawings (Ian Rae coll.).



Possible LUZON ex CONQUEST beside Magellan monument in Pasig River, Manila, 1895-96
(https://farm6.staticflickr.com/5104/5593967253_b0645ffd95_b.jpg).

SIN NANZING (1875-91) (i.s.s.) 1166/75 (C2cyl, 175 hp) 220.9 x 30.2'

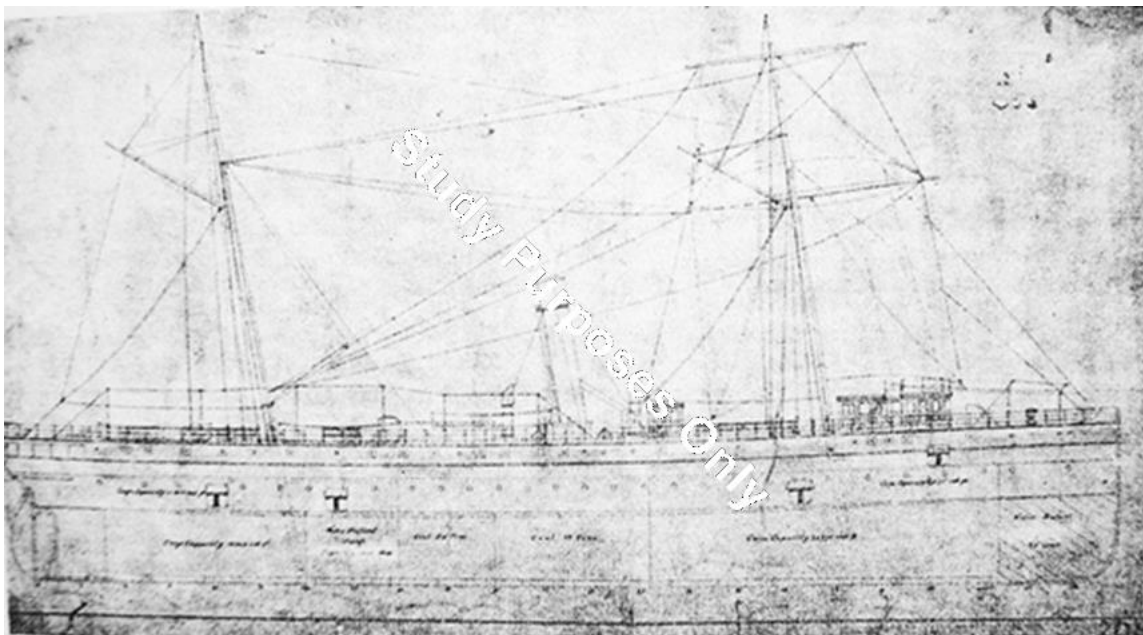
Built by John Elder & Co., Glasgow (#194) and reg. to Wm Keswick for CCSNC - 7/3/76 arrived at Shanghai. 1/2/82 t/f to ICSNC. 17/7/90 while anchored in typhoon at Bullock Harbour on voyage Shanghai-Foochow, lost fore topmast, struck and damaged on either side of bow, and along entire starboard side by *Strathleven* which had dragged anchors. 1891 sold to M.G. Sheveleff, Vladivostok r. VLADIMIR. 1896 sold to Oshima Kogio K.K., Nagasaki r. RIUSEI MARU. 8/98 stranded - salvaged and sold to T. Motoi, Osaka. 1902 sold to S. Nishimura, Osaka. 1903 sold to Y. Fujiyama, Otaru. 1905 sold to K. Hakusin, Osaka (now RYUSEI MARU). 28/10/05 rammed and sunk at anchor by *Taikoku Maru* in Shimonoseki Harbour.



SIN NANZING from a Shanghai panorama (probable Kung Tai).

SHUN LEE (1878-79) 1712/78 (C2cyl, 188 nhp) 230 x 35'

Built by Wm Denny & Bros, Dumbarton (#208) and reg. to J.B. Irving for CCSNC for Shanghai-Tientsin trade - 1/8/78 sailed for Shanghai. 14/6/79 stranded on rocks on SE Promontory bound Shanghai-Chefoo in fog. Total loss.



Original plans for SHUN LEE (*Denny Collection, NMM*).

EL DORADO (1878-05) 1180/74-8 (iron, C2cyl, 130 hp) 240.5 x 32.9'

Built by Cunliffe & Dunlop, Port Glasgow (#99) for Rio Grande do Sul S.S. Co. Ltd, London as DONNA ISABEL. 1877 sold to J.K. Welch, London. 7/78 reg. at London for J.M. Macdonald for CCSNC r. EL DORADO. 13/10/78 arrived at Shanghai. 1/2/82 t/f to ICSNC. 5/05 sold to J. Morris, Shanghai. 1905 sold to F.A. Brissander, Stockholm (agents Diederichsen, Jebsen & Co.). 1906 sold to Russian Govt (Naval Dept), Vladivostok r. ELDORADO. 1907 sold to Mariner S.S. Asscn, Vladivostok, 1912 sold to S.N. of Count H.H. Keyserling, Vladivostok. 7/7/16 impounded in Vladivostok and 1917 sold to Russian Volunteer Fleet Asscn, Vladivostok. 11/22 evacuated White troops from Vladivostok to Gensan (Korea). 21/6/23 sailed Gensan on charter to Kearny Co. Inc. (Capt. L.D. Kearny) on behalf of Govt of Chekiang and under escort of *Yung-Ping* as YUN-AN with 700 people, 29/6 refused disembarkation at Shanghai, and 1/7 anchored off Changhai (near Ningpo), months later moored off Woosung in unseaworthy condition. c.5/23 rep. sold and moved to Yangtse Estuary for dismantling but 1/24 lying derelict at Woosung, subsequently rep. sold to Chinese (?Ping An S.S. Co.), beached and broken up.

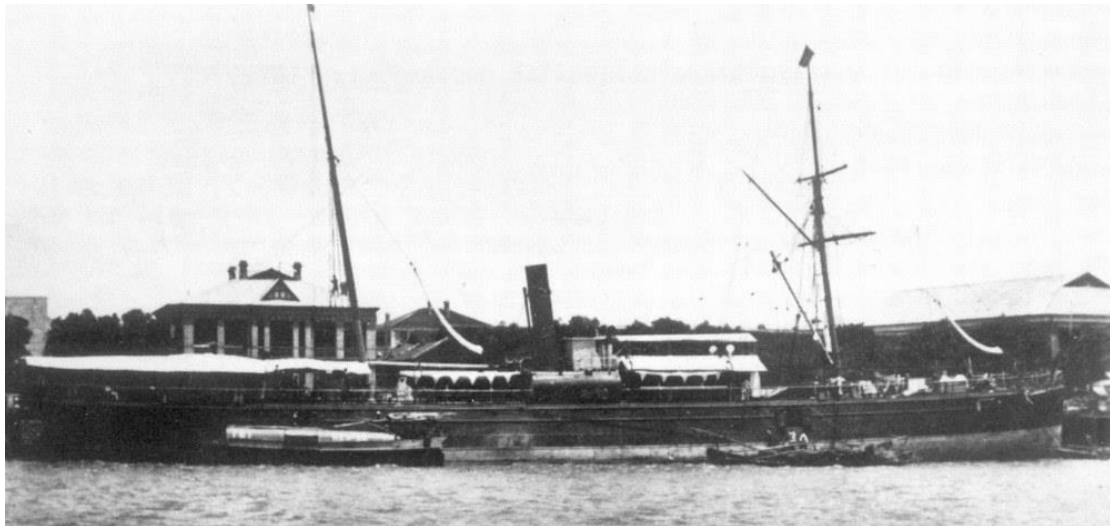


EL DORADO, sister of PECHILI (JM&C).



EL DORADO or PECHILI at Hong Kong (Royal Commonwealth Society/UoC Y30377C).

PECHILI (1880-04) 1160/74-11 (i.s.s.) (C2cyl, 120 hp, Walker Henderson & Co.) 239.2 x 33.1'
 Built by Wm Hamilton & Co., Port Glasgow (#28) for Rio Grande do Sul SS Co Ltd, London as RIO GRANDE DO SUL. 1876 sold to J.K. Welch, London. 1877 sold Rigaer D/S G/S, Riga r. NEVA. 1/80 del. at Dundee and reg. to F.B. Johnson, London for CCSNC r. PECHILI - 3/80 arrived at Hong Kong. 23/12/80-10/3/81 icebound at Taku. 1/2/82 t/f to ICSNC. 1904 sold to unknown Russian owners (Russian Govt?). Presumed seized by Japanese as 2/9/05 foundered off Saddle Is. in typhoon on voyage Japan-Shanghai with coal - crew rescued by *Albenga* (4249/98) (1 life).

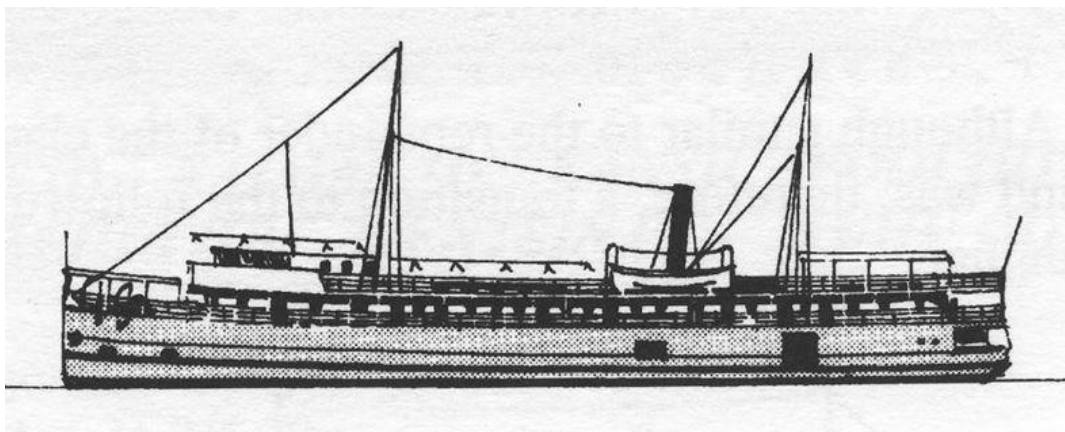


PECHILI With sister EL DORADO bought secondhand for Shanghai to Tientsin grain trade.
Note the furling sails (unknown photographer/J. van Delden).

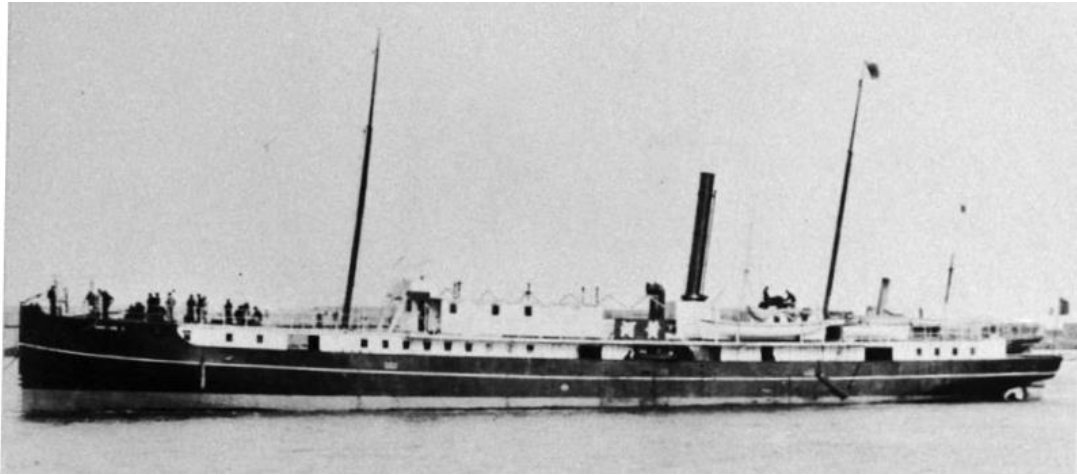
Yangtse Steam Navigation Company Ltd (1879)

KUNG WO (1879-95) 982/79 (i.s.s.) (C2cyl, 52 hp) 204 x 26.1'

Built by Boyd & Co., Shanghai (#15) for YSNC - 24/9/79 maiden voyage. 1/2/82 t/f to ICSNC. 4/95 sold to Viceroy of Nanking for trooping and general duties r. KIANG SHUN. 24/6/96 delivered by Kiangnan Pay & Defence Dept on charter to Bennertz & Co., Shanghai for Shanghai-Hankow trade r. KIANG NING but 24/8/96 detained by Chinese authorities at Shanghai and laid up in Lower reach pending resolution of charter dispute. 21/12/97 restored to Bennertz & Co., who 6/1/98 sub-chartered to John Baessler to load kerosene for Hankow, but 4.30am on 9/1 sank at berth through overloading and poor trim. 1/98 Boyd & Co., Shanghai contracted to salvage after upperworks floated away on the tide – by 5/98 raised and laid up as a hulk (10/98). 1899 after refit including new upperworks sold to China Nav. Co. Ltd, London r. HOANG HO and by 10/99 in service at Taku Bar. 1900 in service Shanghai-Tinghai (Chusan Is.). 1901 to 12/03 in local service around Pechili (Bohai) Gulf. 1/04 t/f to Amoy-Chuanchow line. 16/5/04 wrecked at Chimmo Bay near Amoy on voyage Amoy-Chinchu.



KUNG WO/FUH WO (Duncan Haws).



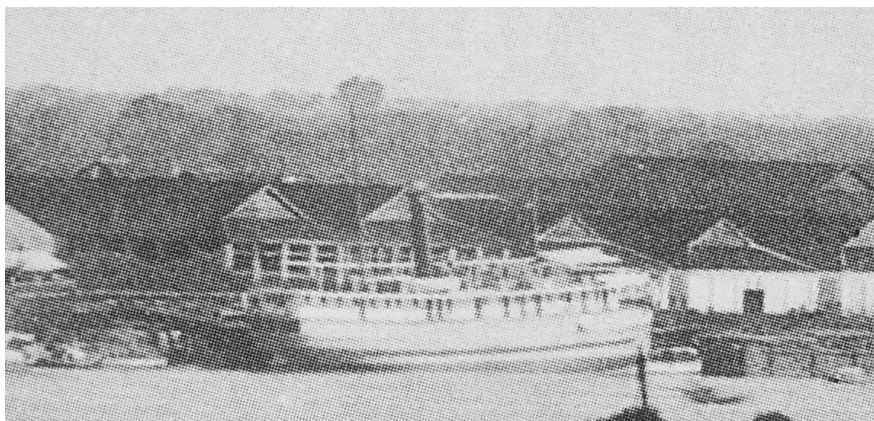
KUNG WO as CNC's coastal steamer HOANG HO (Wikiswire).

FUH WO (1879-00) 992/79 (i.s.s.) (C2cyl, 52 hp) 204 x 26.1'

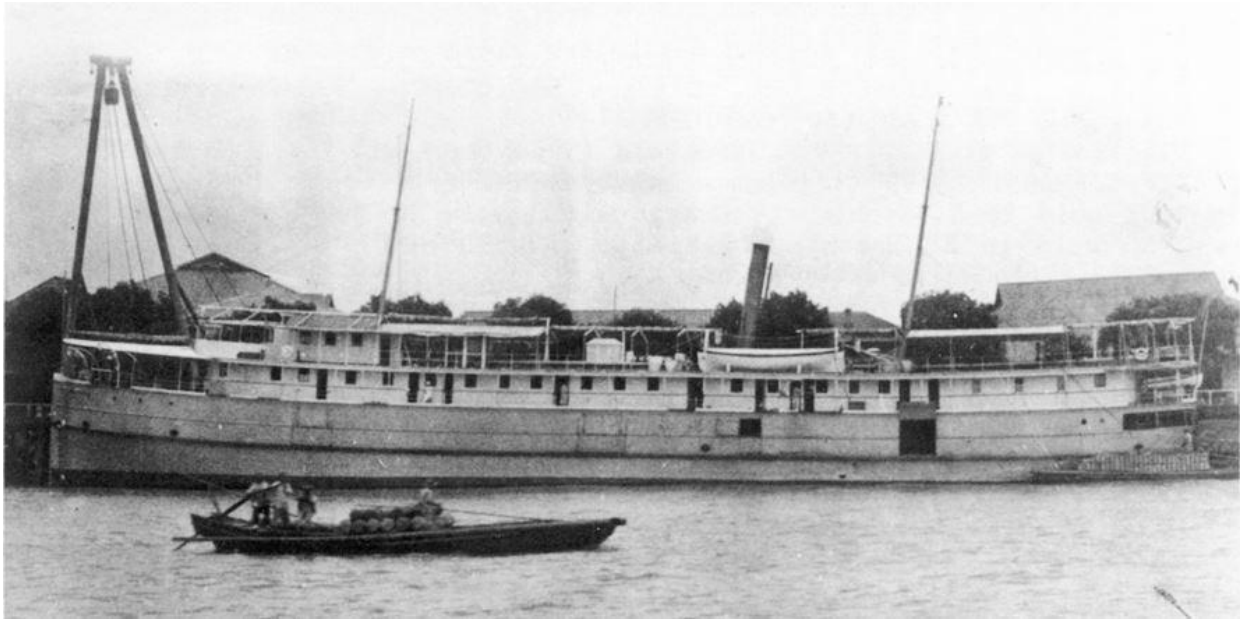
Built by Boyd & Co., Shanghai (#16) for YSNC - 26/11/79 maiden voyage. 1/2/82 t/f to ICSNC. 6/00 sold to G. McBain, Shanghai. 2/04 G. McBain deceased. 1910 sold to Anglo-Saxon Petroleum Co. Ltd, London. 1924 sold to Thong Ek S.S. Co. (Theng Seng Hie mgr), Pontianak r. KHOEN LIE. 3/31 sold for breaking up at Tanjong Rhu, Singapore.



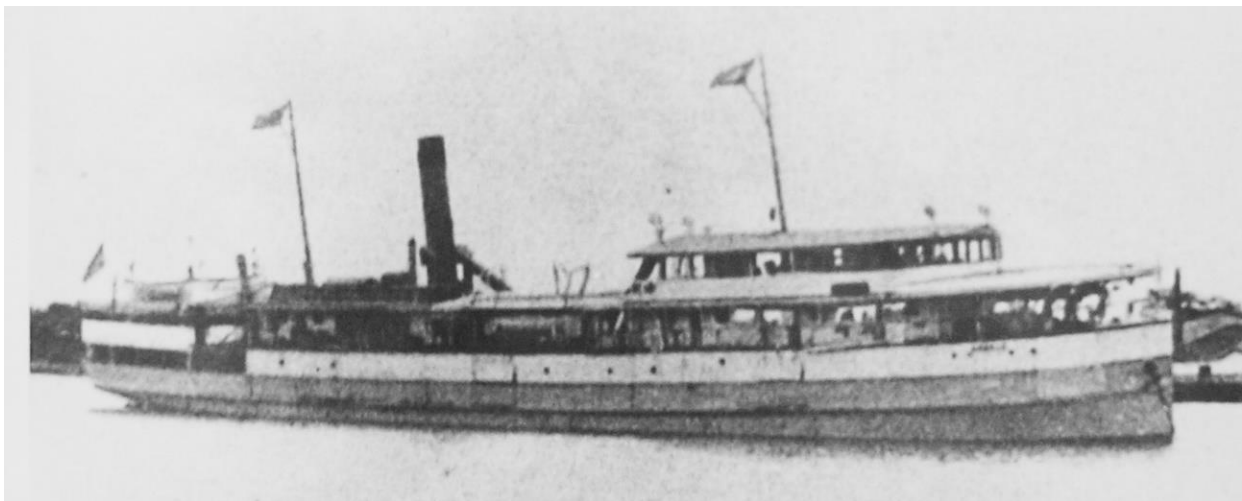
KUNG WO or FUH WO at Ichang 1890s (Internet).



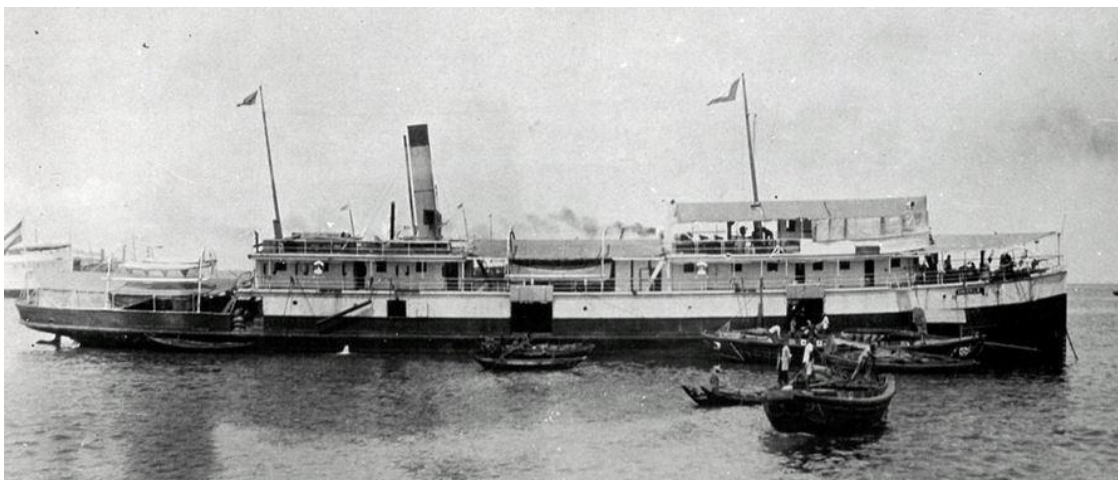
KUNG WO or FUH WO at Shanghai (From a late-1880s panorama by Kung Tai).



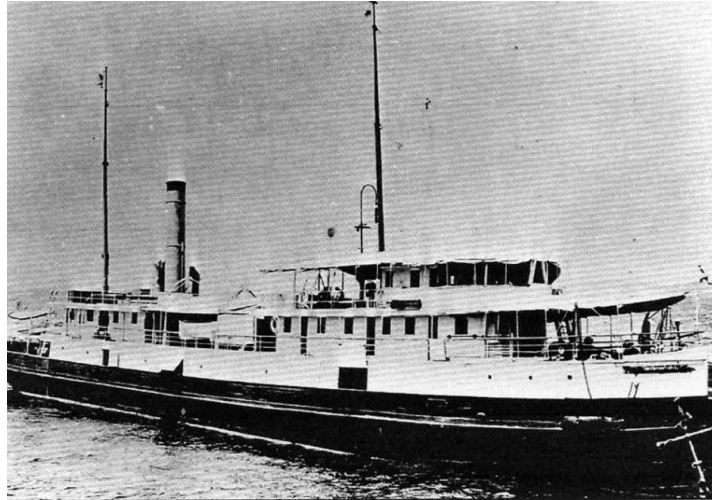
FUH WO at Shanghai (unknown photographer/J. van Delden).



FUH WO in later life with reduced superstructure as KHOEN LIE (H. Dick coll.).



KHOEN LIE showing hull openings (Royal Tropical Institute, Amsterdam).



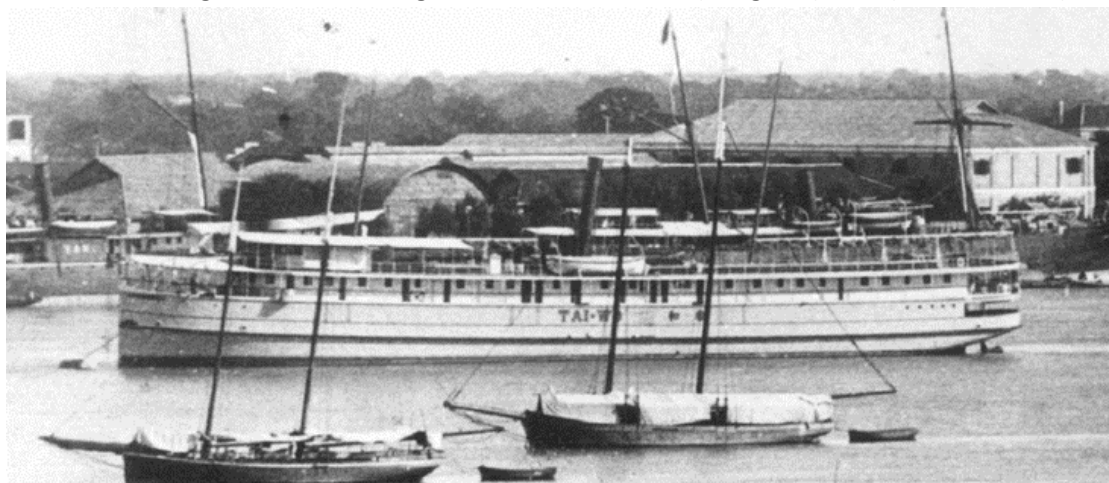
Closeup of KHOEN LEE ex FUH WO (photoship/co.uk).

TAI WO (1881-95) 1324/81 (i.s.s.) (C2cyl, 93 hp) 239.6 x 27'

Built by Boyd & Co., Shanghai for YSNC - 4/6/81 maiden voyage. 1/2/82 t/f to ICSNC. 29/5/90 rescued 9 persons from burning from burning steamer Paoching near Centaur Shoal on passage Shanghai-Hankow. 14/1/95 wrecked on Centaur Shoal in the Yangtse River bound Shanghai-Hankow.



TAI WO in original form at Shanghai on 31 March 1891 (Kung Tai (attrib.) UoB dh-s130).



TAI WO at Shanghai, top deck built up aft (JM&C (from a Kung Tai panorama)).

Indo-China Steam Navigation Company Ltd (1881)

APPIN, EL DORADO, EUROPE, PECHILI, SIN NANZING, TAKU see CCSNC

FUH WO, KUNG WO, TAI WO see YSNC

SEE WO (1880-86) 1406/80-12 (i.s.s.) (C2cyl – Blaikie Bros, Aberdeen) 242.2 x 31'

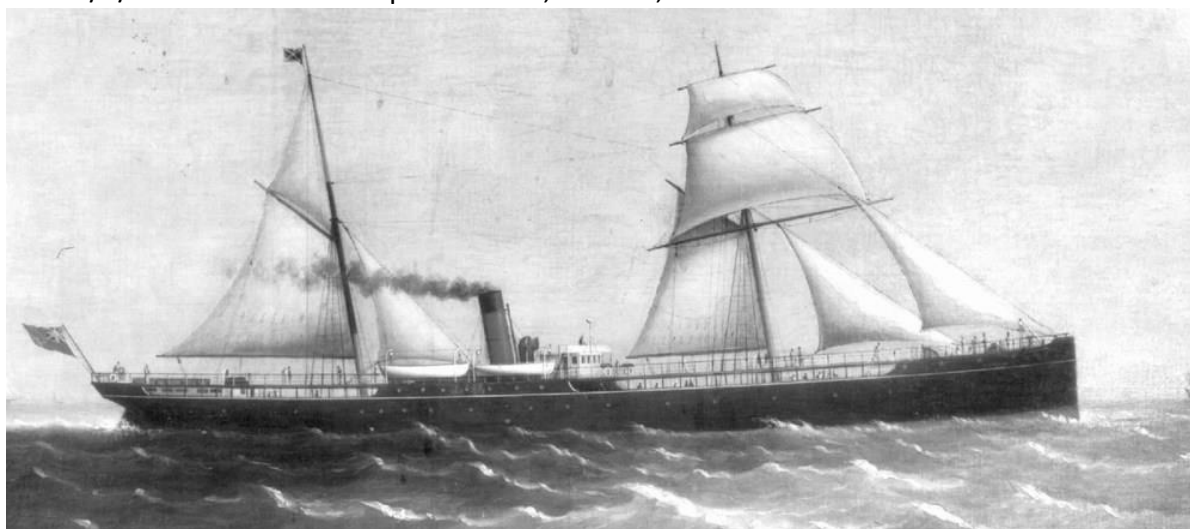
Built by J. Duthie, Sons & Co., Aberdeen (#162) and purchased on stocks by JM&Co. 1/2/82 t/f to ICSNC. 18/3/86 struck Shang Rock off Chekiang coast on voyage Shanghai-Amoy in dense fog and sank in deep water.



Probable SEE WO at Shanghai (from a Kung Tai panorama).

FOOKSANG (1881-03) 1557/81-10 (i.s.s.) (C2cyl, 175 hp) 250 x 35.2'

Built by Hall, Russell & Co. Ltd, Aberdeen (#224) and purchased on stocks by JM&Co. 1/2/82 t/f to ICSNC. 1903 sold to Iguchi Hambei, Kamezaki r. FUKUSAN MARU. 1911 sold to Okawa Unyu K.K., Okawa. 16/7/12 foundered off Cape Berntaru, Etorofu, Kurile Islands.



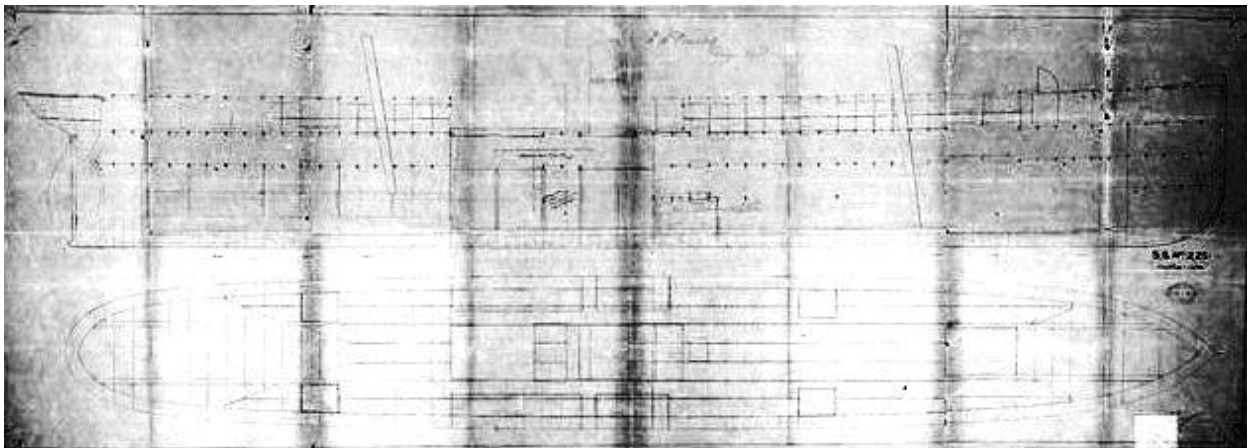
FOOKSANG (JM&C).



FOOKSANG preparing to sail from Shanghai to Swatow on 31/3/91 (Kung Tai (attrib.) UoB dh-s130).

POSANG (1882-84) 1531/82 (i.s.s.) (C2cyl, 200 nhp) 250.2 x 35.3'

Laid down by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#225) for JM&Co., 21/3/82 launched and c. 5/82 completed for ICSNC. 27/5/84 stranded on Fisherman's Is. near mouth of Yangtse on voyage Hong Kong-Shanghai – 10/6 sold as wreck.



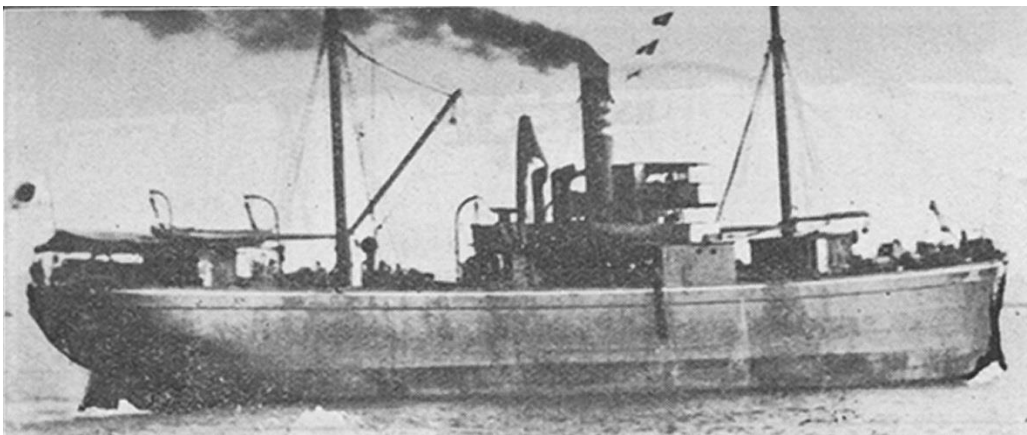
Builder's plans of POSANG indicate two hatches forward and probably one aft (Irfoundation.co.uk).

KWONGSANG (1882-02) 1512/80-4 (s.s.s.) (C2cyl, 120 hp) 240.4 x 32.2'

Built by Blackwood & Gordon, Port Glasgow (#155) for Ardrossan Shg Co., Ardrossan as VALENCIA (1355g). 6/82 sold to ICSNC r. KWONGSANG. 1902 sold to Settsu Kogio K.K., Tokyo r. YEIKO MARU. 26/3/04 scuttled to block entrance to Port Arthur – later salvaged. C.1907 sold to Tatsuma Shokai K.K., Osaka (reg. Naruo). C.1910 sold to Sawaguchi, Hakodate. C.1911 sold to Komajiro Hamaguchi, Osaka (reg. Nishinomiya). C.1919 sold to Miyagiya K.K., Amagasaki. C.1922 sold to Kasahara Shoji K.K., Osaka (reg. Amagasaki). C.1923 sold to Okuda Yeikichi, Amagasaki. C.1924 sold to Hokushin Gyogyo K.K., Hakodate. C.1927 sold to Showa Kosen Gyogyo K.K., Tokyo (reg. Hakodate). III/1929 broken up.



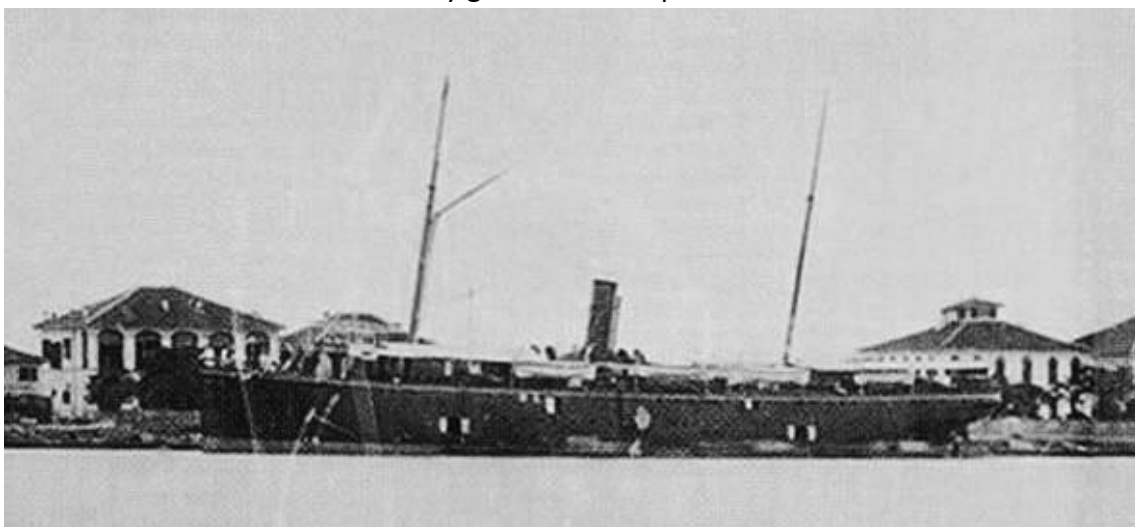
KWONGSANG (JM&C).



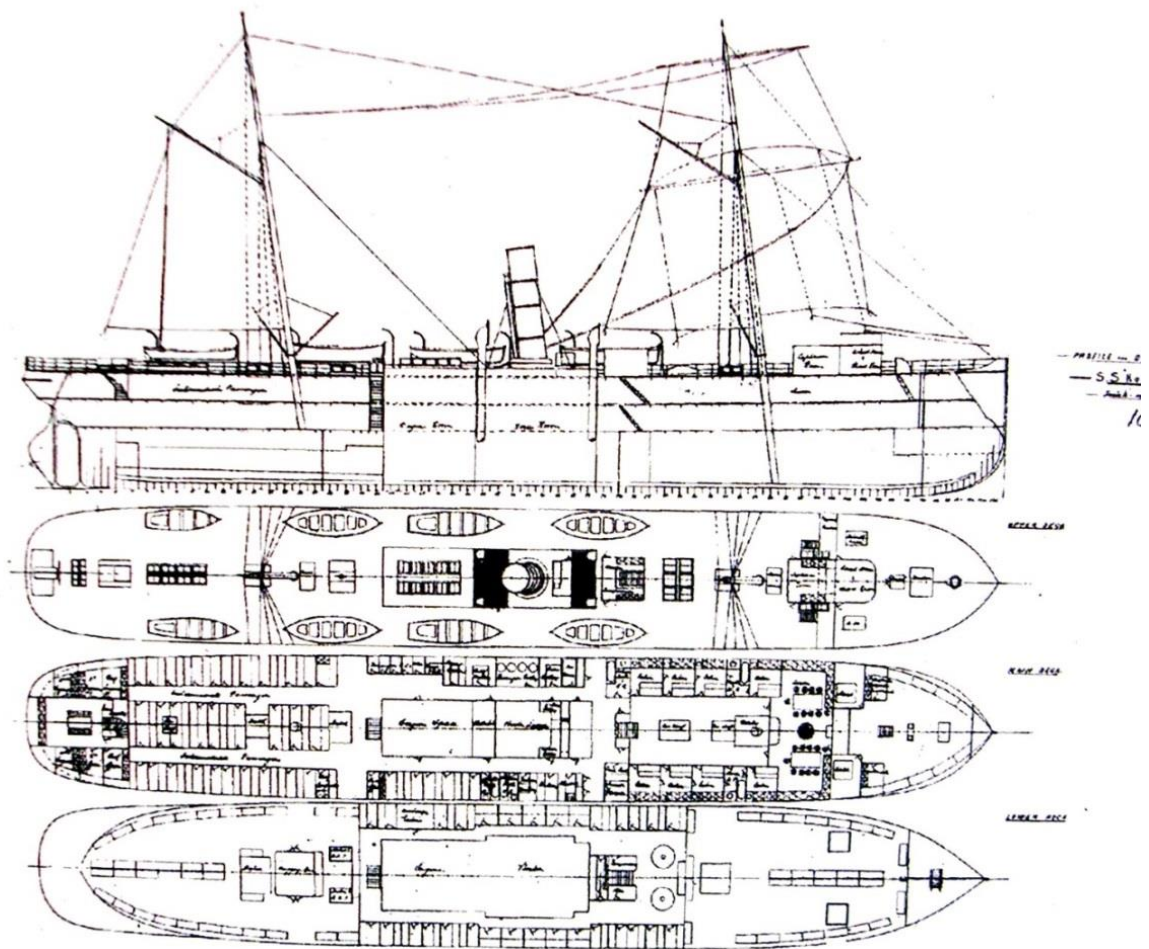
KWONGSANG as YEIKO MARU (1916 *Japan Steamships Register*).

KOW SHING (1883-94) 2134/83-3 (i.s.s.) (C2cyl, 241 hp) 250 x 39.2'

Built by Barrow S.B. Co. Ltd, Barrow-in-Furness (#104) for ICSNC for Shanghai-Tientsin trade. 7/83 arrived at Shanghai. By 10/90 operating Shanghai-Ningpo, still as such 1/92. 20/7/94 while on charter to Chinese Govt and bound Taku-Chemulpo with 1500 troops intercepted by Japanese cruiser *Naniwa* in Asan Strait and sunk by gunfire and torpedo.



KOW SHING (coll. Yao Kaiyang).



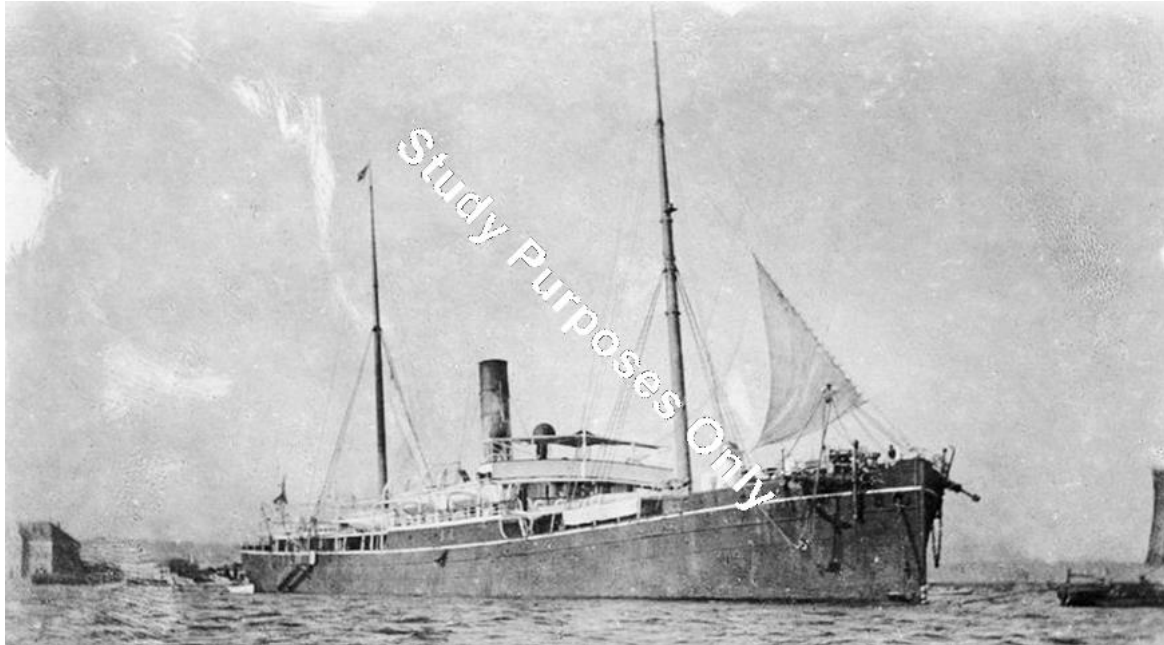
VICKERS ARMSTRONG COLLECTION
YARD No. 104. S.S. KOW-SING (1883). For
INDO-CHINA STEAM NAVIGATION Co. LTD. LONDON

KOW SHING (Vickers Armstrong).

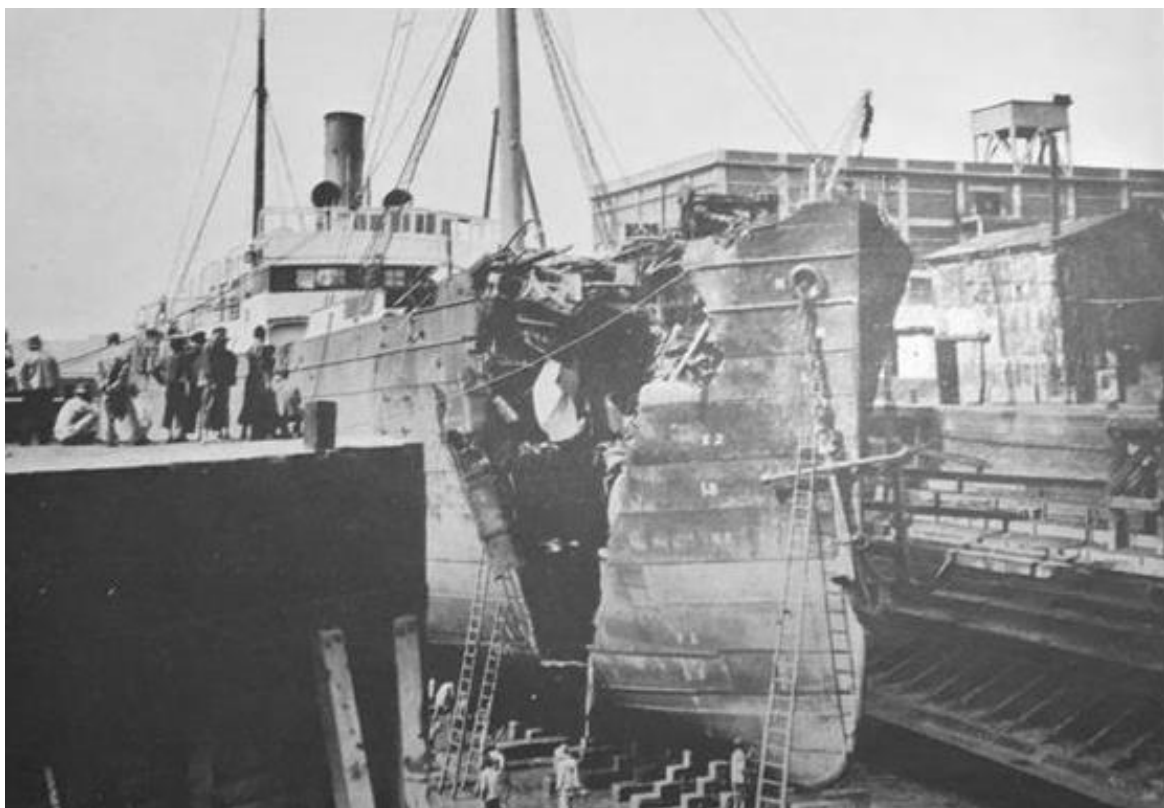


KOW SHING at Ningpo (Internet).

TAI SANG (1883-24) 2326/83 (i.s.s.) (C2cyl – 1898 T3cyl, 282 nhp) 290 x 40'
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#237) for ICSNC. 6-17/6/90 ashore at Swatow after typhoon – forefoot carried away but refloated and repaired at Hong Kong. 1898 engines tripled. 1924 sold to China Coast S.N. Co. Ltd (W.K. Lee mgrs), Shanghai r. HWA TAI. 13/6/26 beached after collision – refloated. 1933 broken up.

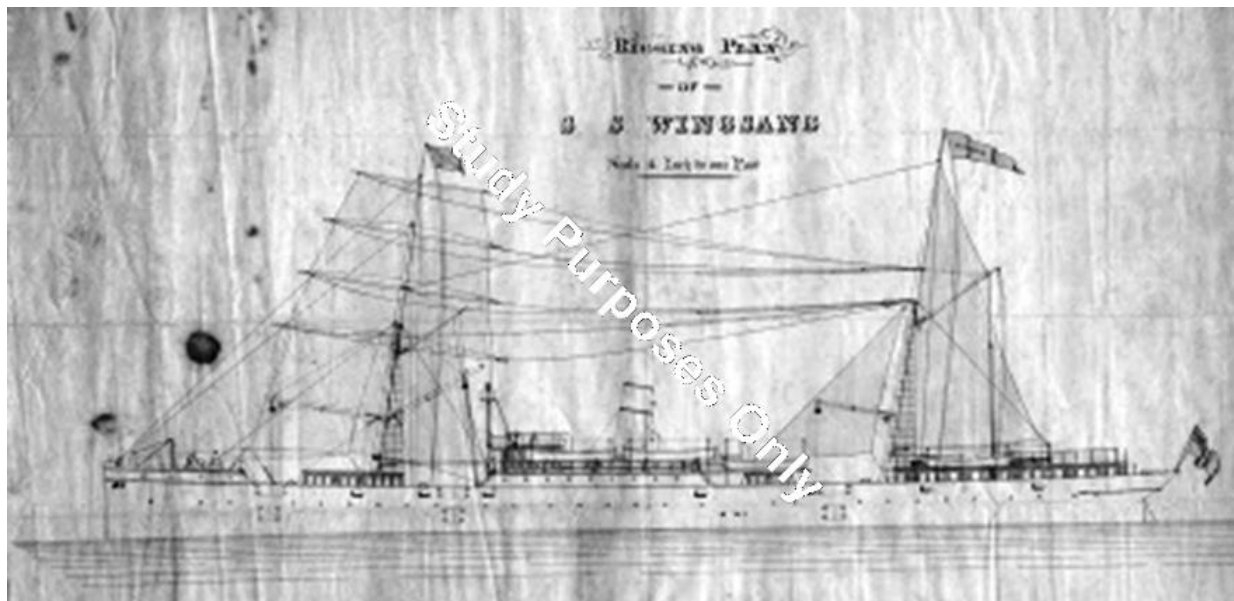


Jardine steamer titled TAK SANG but most likely to be TAI SANG (NMM).



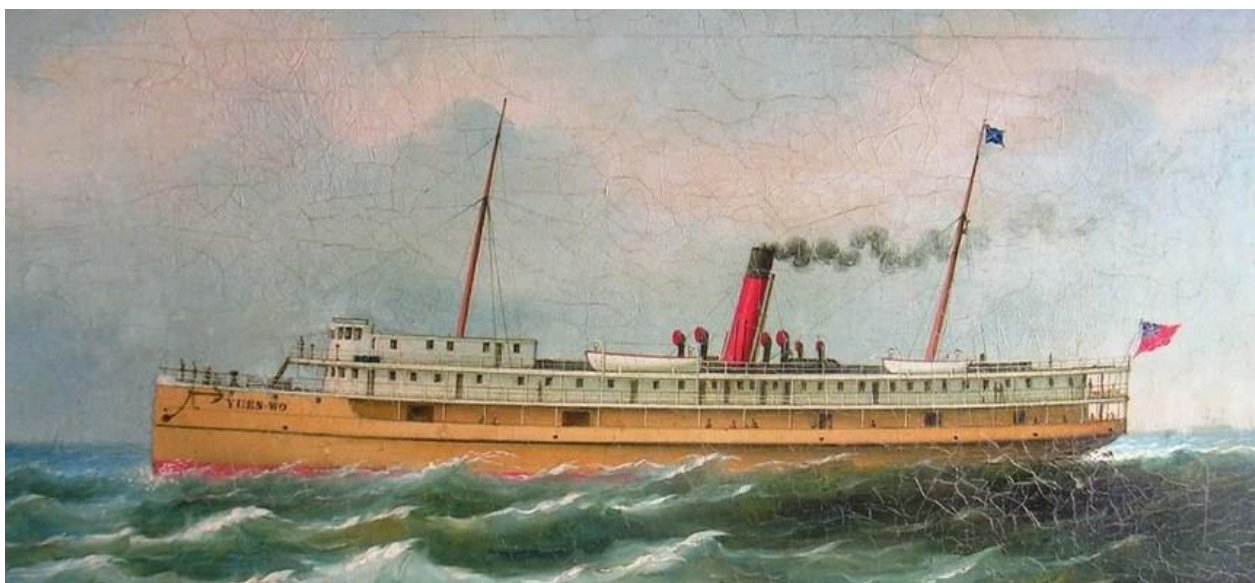
HWA TAI ex TAI SANG after 1926 collision (New Eng. & S.B. Works).

WING SANG (1883-24) 2339/83 (i.s.s.) (C2cyl – 1896 T3cyl, 317 nhp 10k) 290.5 x 40.2'
Built by Hall, Russell & Co. Ltd, Aberdeen (#230) for ICSNC. 1896 engines tripled. 1924 sold to Dong Lee S.S. Co. Ltd, Shanghai, later Hong Kong r. TAI LEE No.1. 1934 broken up.

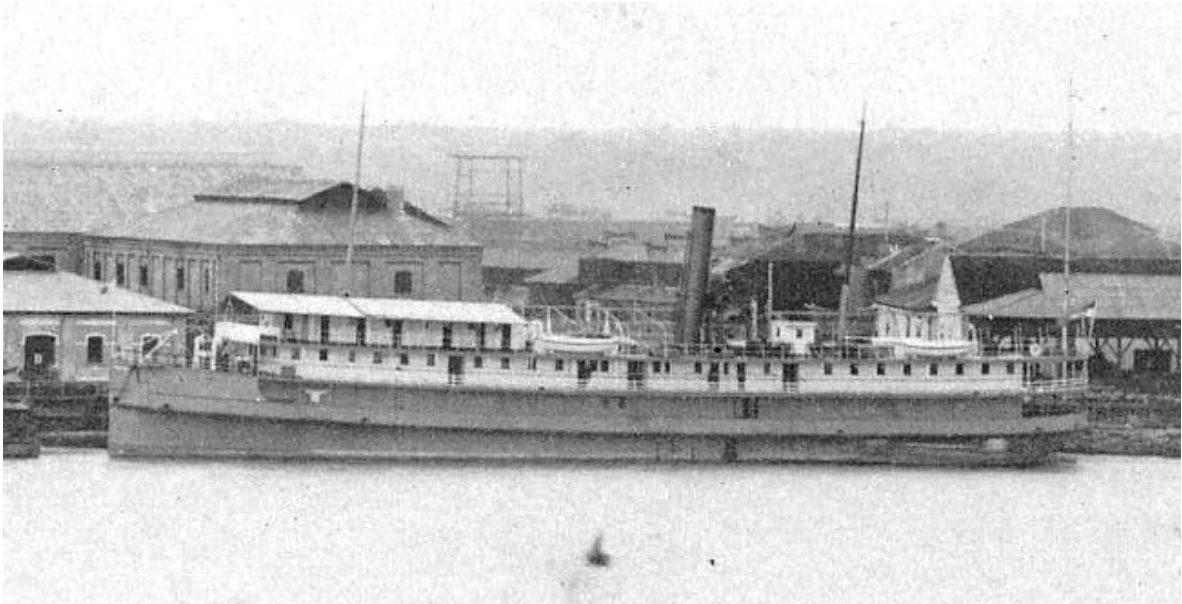


WING SANG, rigging plan (aberdeenships.com).

YUEN WO (1884-05) 2521/84 (s.s.s.) (C2cyl x 2, Barclay Curle) 273.5 x 40.5'
Built by S.C. Farnham & Co., Shanghai (#65) for ICSNC. 27/4/05 burnt out by fire at Tungchow on Yangtse – 9/5 arrived at Shanghai in tow and abandoned to underwriters. Hull bought back and converted to pontoon hulk for use at Chinkiang.



When built, YUEN WO was probably the largest merchant steamship constructed East of Suez.
Chinese school painting based on line plans (unknown Chinese school artist/coll.SK).



YUEN WO at Shanghai on 30/10/98 (Tuck Tai panorama, cudl.lib.cam.ac.uk/view/PH-Y-30377-F/1).



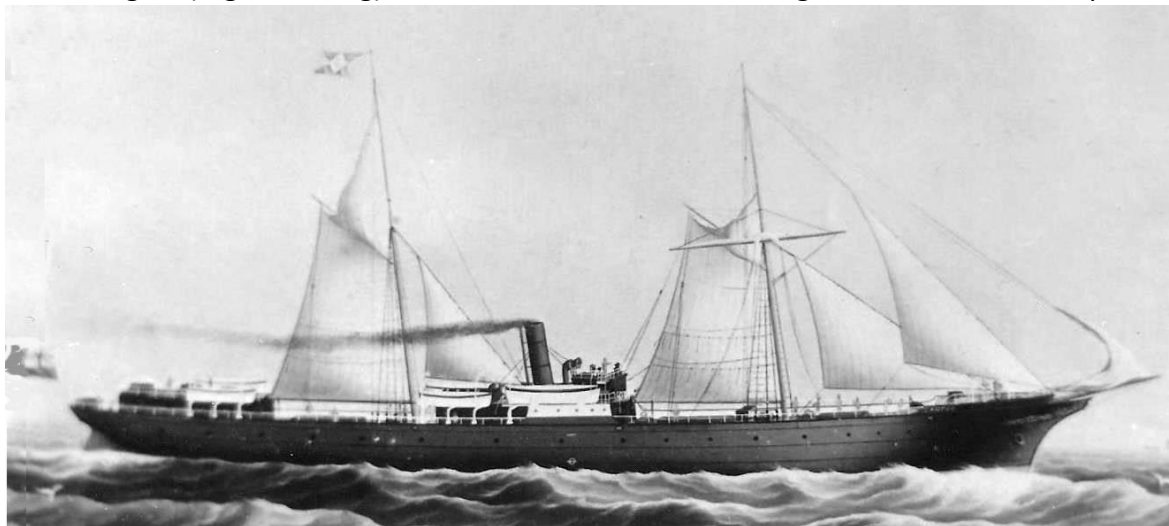
At Hankow YUEN WO on the outside of MADRAS hulk, CHANG WO inside (unknown photographer/coll. SK*).



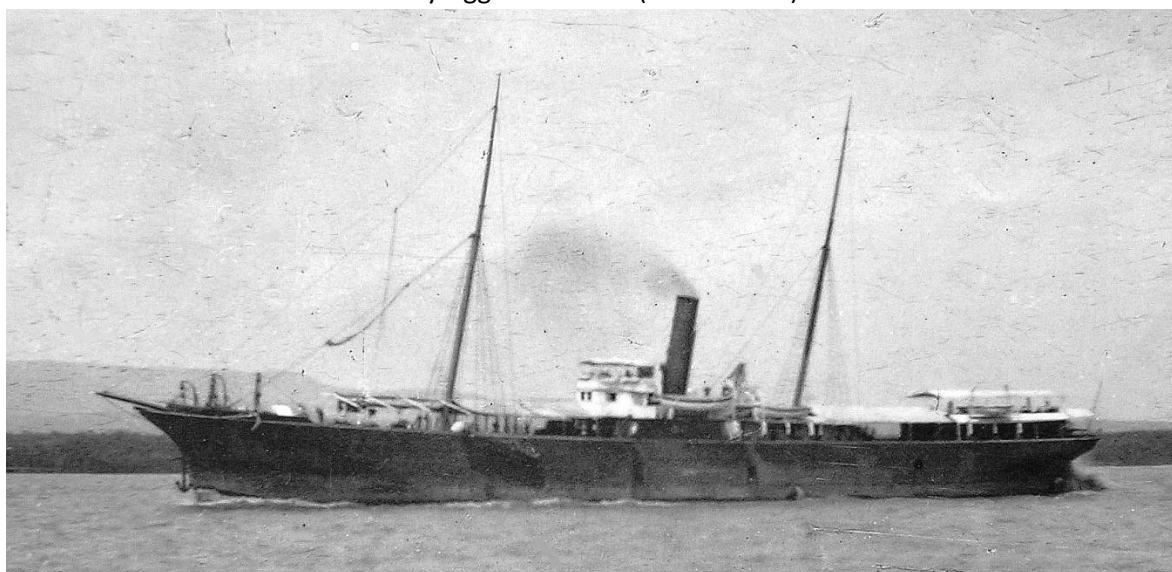
YUEN WO as a hulk at Nanking (UoB Sw08-051).

CANTON (1885-04) 1688/80-3 (i.s.s.) (C2cyl, 250 hp) 285 x 34.3'

Built by Wigham, Richardson & Co., Newcastle (#120) for J.C. Jacques & Co., London. 8/8/81 in collision at night with *Morpeth* (527/61) while entering Newcastle, NSW, CANTON blamed. 10/5/84 collided with and sank *Stolzenfels* (2328/81) in Saigon River, CANTON at fault. 9/1/85 condemned after fire – sold to Wm Keswick for ICSNC and 4/85 rereg. At Hong Kong. 9/04 sold to Bodo von Fischerz, Shanghai (reg. Hamburg). 1907 sold to Moller Bros, Shanghai. IV/1910 broken up.



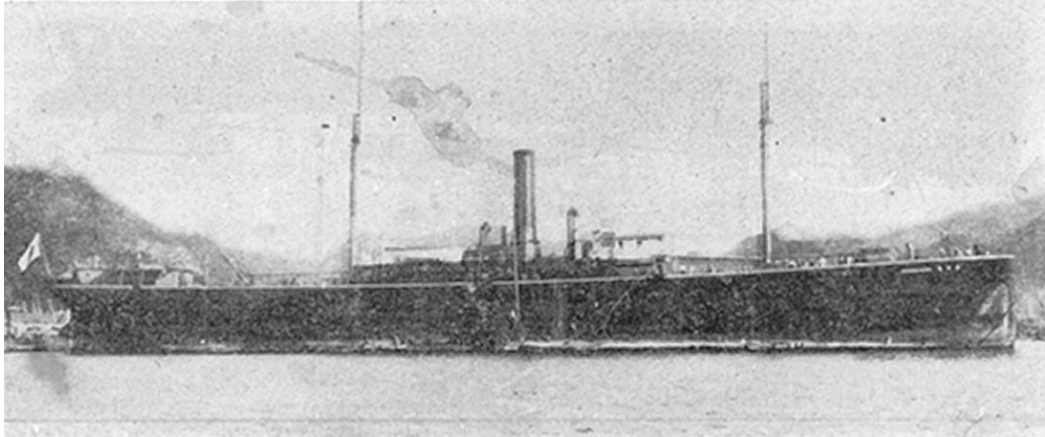
Fully rigged CANTON (Ian Rae coll.).



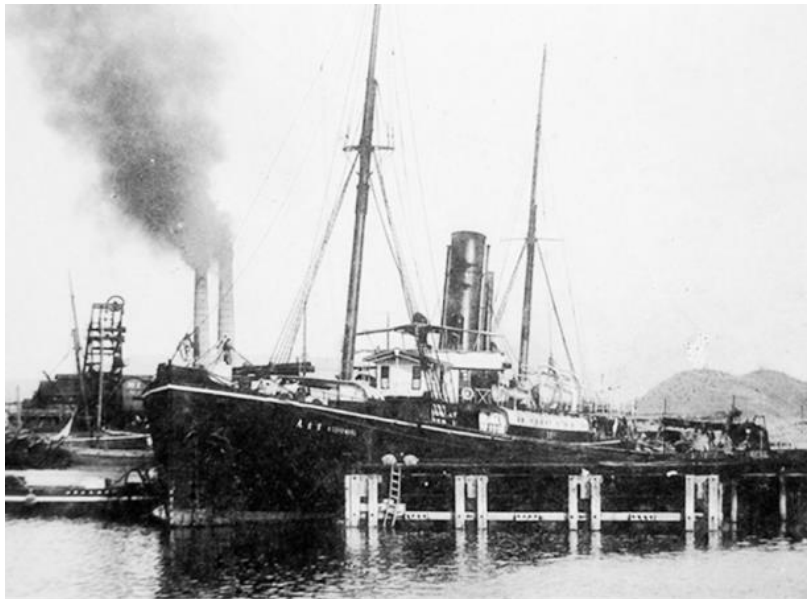
CANTON in the Yangtse, 1897-1904, (Baptist missionary Miss LaVerne Minniss/coll. SK*).

KUT SANG (1885-03) 2311/81-4 (i.s.s.) (C2cyl, 283 nhp) 290 x 37.2'

Built by Wigham, Richardson & Co., Newcastle (#128) for Wood Bros, Liverpool as DRYBURGH ABBEY. 1885 sold to ICSNC r. KUT SANG. 1903 sold to Taiko Kisen K.K., Osaka r. KICHISHO MARU. 1912 sold to Hizume Shokai K.K., Nanao name romanised as KISSHO MARU. 1916 sold to S. Tsutsumi, Amagasaki. 1920 sold to Towa Kisen K.K., Kobe. 4/5/23 sank in collision with *Seikai Maru* in Shimonoseki Strait o/v Dairen-Shimonoseki with beancake. [Note: The same Chinese characters (吉生) denote KUT SANG, KICHISHO and KISSHO]

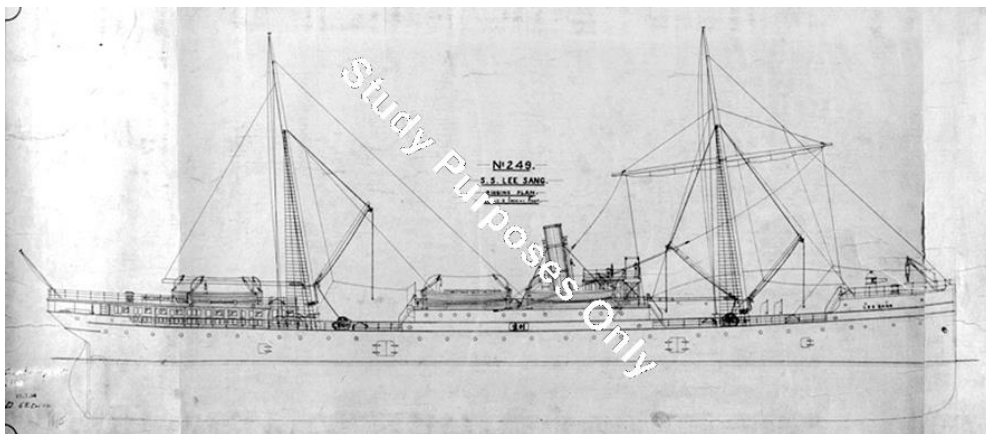


KUT SANG as KISSHO MARU (1916 Japan Steamships Register).



KISSHO MARU, shown here bunkering at Miike. Original name lettering (without 'MARU') remains on side of superstructure (postcard SK coll.).

LEE SANG (1885-88) 1697/85-8 (s.s.s., and hereinafter) (T3cyl, 150 nhp) 250 x 36.2'
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#249) for ICSNC. 28/7/88 wrecked on Lian-ti-shan rocks near Port Arthur bound Chefoo-Newchwang.



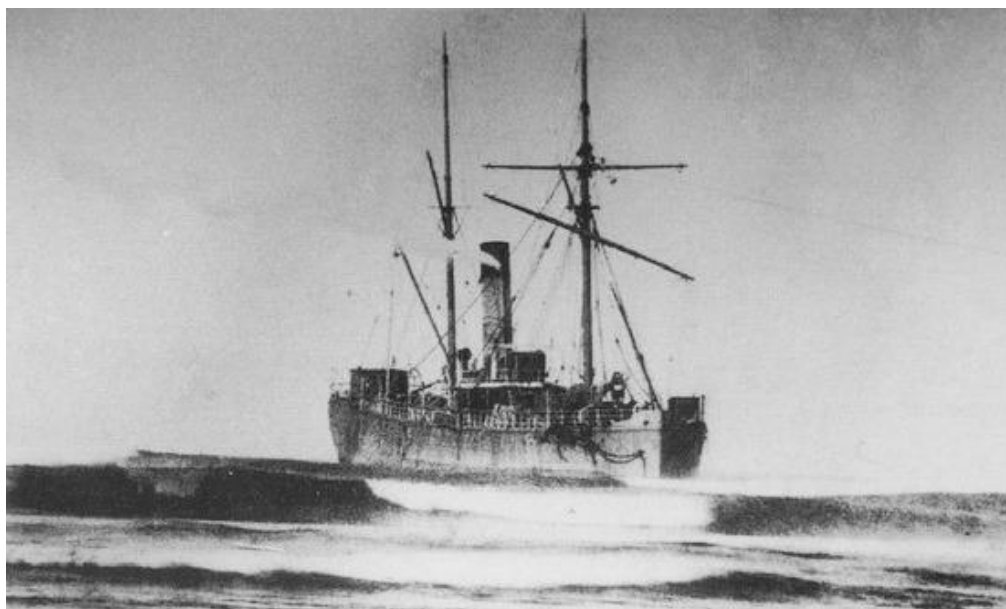
LEE SANG (SSPL 1998-824).

PAUMBEN (1886-87) 1378/86

see **YIK SANG** (1887-01)

YIK SANG (1887-01) 1378/86-5 (T3cyl, 138 nhp, Hutson & Corbett) 230 x 33'

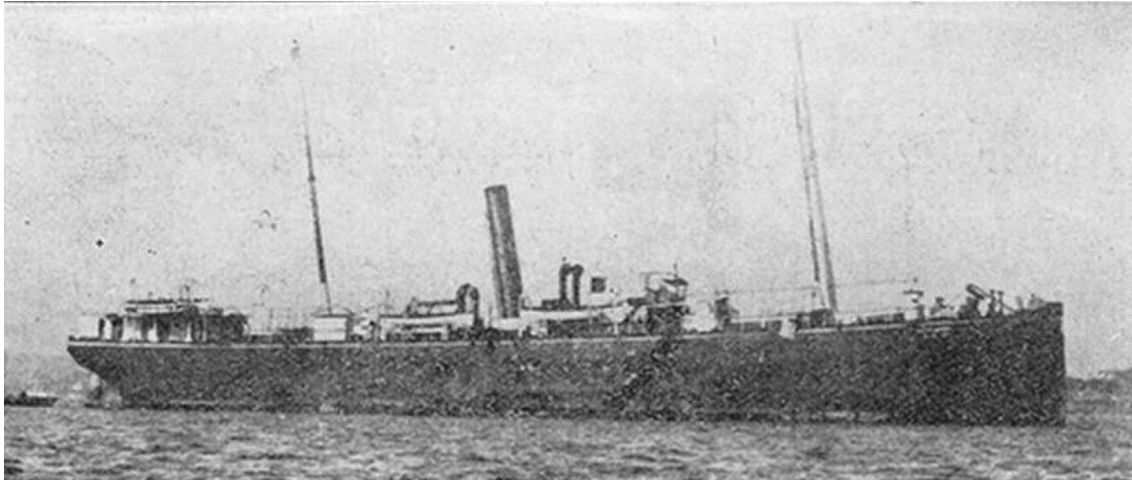
Built by A. McMillan & Son, Dumbarton (#270) for Cape & Natal Merchants' Line and 10/5/86 launched as CAPE MERCHANT but after collapse of the owner reverted to the builder as PAUMBEN before 1887 acquired by ICSNC and completed as YIK SANG. 9/4/94 seized by Japanese and taken to Port Arthur, thence Sasebo – 2/8 released without cargo. 22/6/97 stranded at Iwayasaki in S. of Shimonoseki Strait – refloated with heavy damage and taken to Nagasaki for repairs. 1901 sold to Nippon Shosen K.K., Tokyo r. KOYO MARU. 1912 sold to K. Hamane, Hakodate. 1918 sold to Kensuke Hachiuma, Jinsen (reg. Hakodate – later Nishinomiya). 1922 sold to Abe Kisaburo, Nishinomiya. 1923 sold to Tanaka Kunitaro, Nishinomiya. 1923 sold to Arata Takichi, Otaru (reg. Nishinomiya). 1929 sold to Kakino Kisen K.K., Nishinomiya r. GENRYU MARU. 6/2/30 wrecked at Matsuba on voyage Shiogama-Hakodate.



YIK SANG'S wrecked sister FINLAND ex NATAL MERCHANT (Newall, Union-Castle, p.86).



Possible early YIK SANG, at the Shameen (Edward Bangs Drew Coll./Harvard).



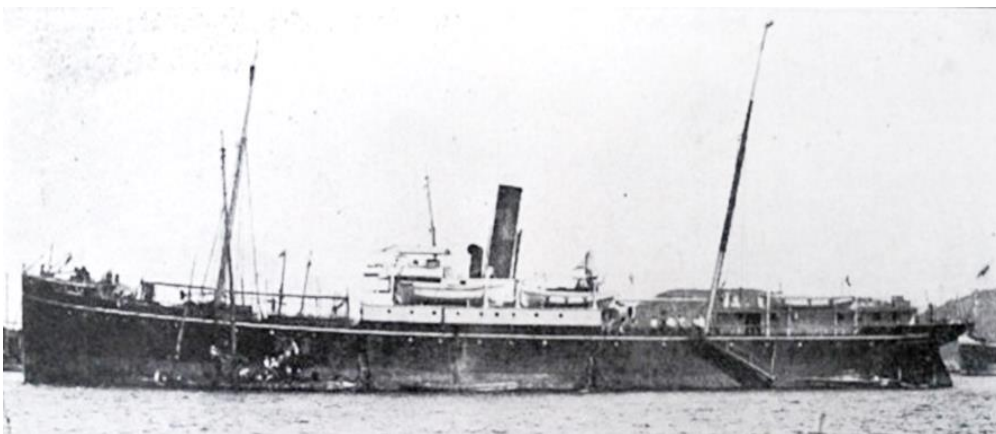
YIK SANG as KOYO MARU (1916 *Japan Steamships Register*).

CHOY SANG (1888-01) 1880/88 (T3cyl, 212 nhp) 260.4 x 35'

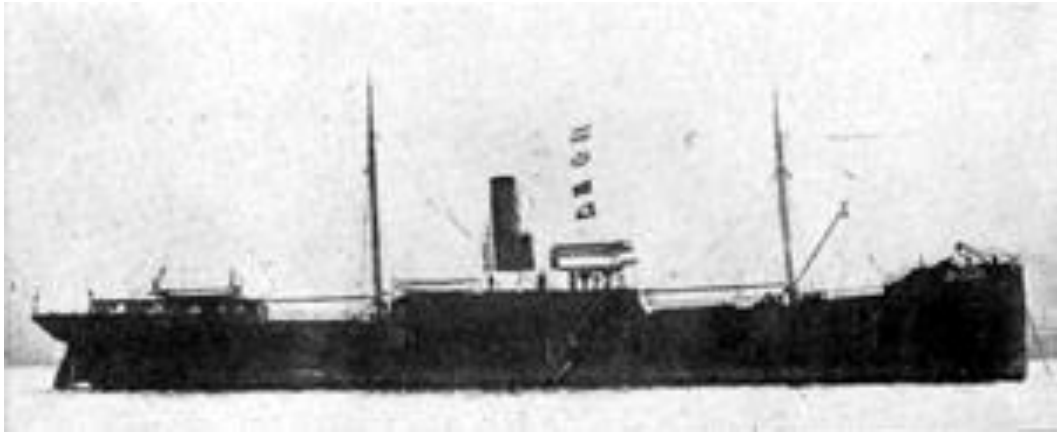
Built by Hall, Russell & Co. Ltd, Aberdeen (#243) for ICSNC – 20/4/88 sailed for China. 1901 sold to Asajiro Miwa, Uruga r. CHOY SANG MARU. C.1905 sold to Itaya Gomei K.K., Otaru (reg. Yokohama – later Nishinomiya). Owners later restyled Itaya Shosen Kaisha. c.1920 sold to Toyo Kisen K.K., Tokyo (reg. Nishinomiya). 1922 sold to Katagiri Torakichi, Niigata. 26/11/25 foundered after striking rock off Ishikawaken (36N, 136E). [Probably salvaged because Japanese sources report 11/32 sold for demolition under the “Scrap and Build Program” to enable the funding of the construction of KOEI MARU of Takachiho Shosen, demolition completed 31/12.]



CHOY SANG at Jardine wharf, Shanghai 31 March 1891 (Kung Tai (attrib.) UoB dh-s130).



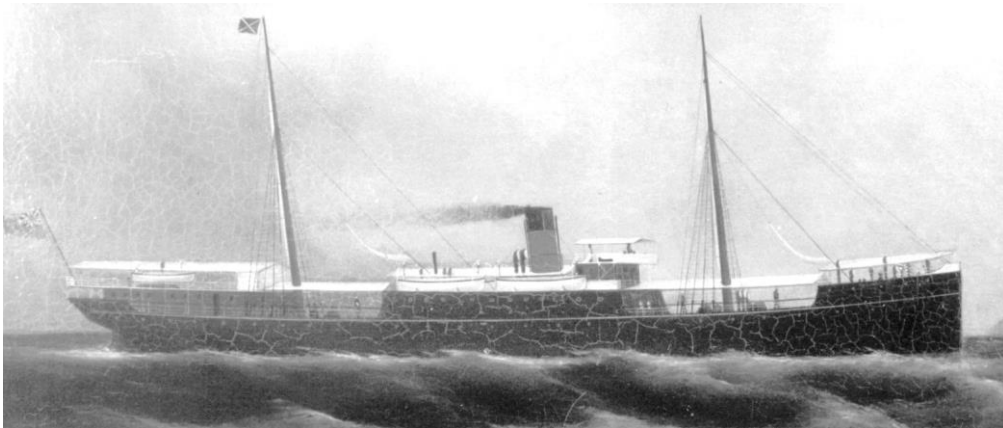
CHOY SANG MARU (1918 *J. Steamships Register*).



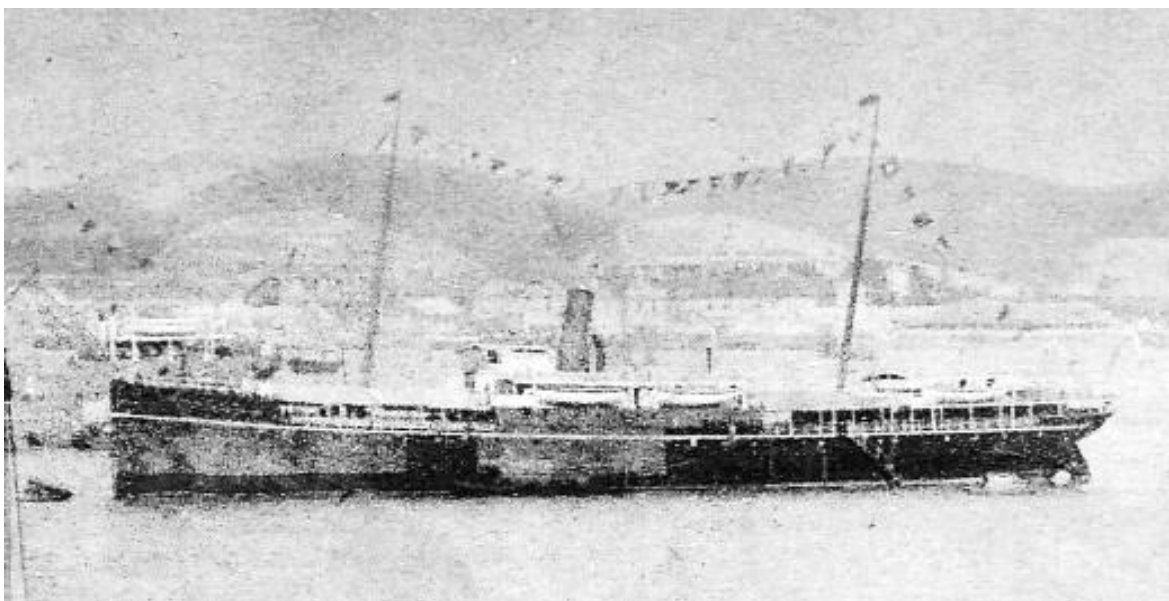
CHOY SANG MARU modernized around 1920 (1924 *J. Steamships Register*).

YUEN SANG (1889-23) 1723/89 (T3cyl, 183 nhp) 250.2 x 36.2'

Built by Hall, Russell & Co. Ltd, Aberdeen (#251) for ICSNC – 7/89 completed. 10/23 sold to Pao Yu Tzai, Newchwang r. YUTA. 9/6/31 collided with and sank submarine *HMS Poseidon* 20 miles N. of Weihaiwei, 21 dead. 1934 t/f to Yu Ta Hong, Newchwang. 3/37 sold to breakers.



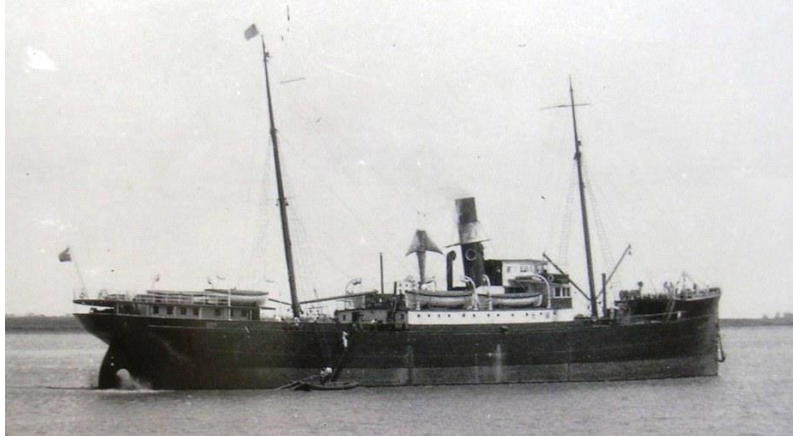
Chinese artist's impression marked as non-existent 'YU SANG'. Probable YUEN SANG (JM&Co).



Likely YUEN SANG at Hong Kong, later in life (postcard SK coll.).



Probable YUEN SANG at Hong Kong shortly before 1923 sale (unknown photographer/coll. SK*).



YUTA ex-YUEN SANG at Newchwang in 1931, showing reduced superstructure amidships and at stern (unknown photographer/coll. SK*).

LIEN SHING (1890-16) 1659/90 (T3cyl, 169 nhp) 250 x 36.1'

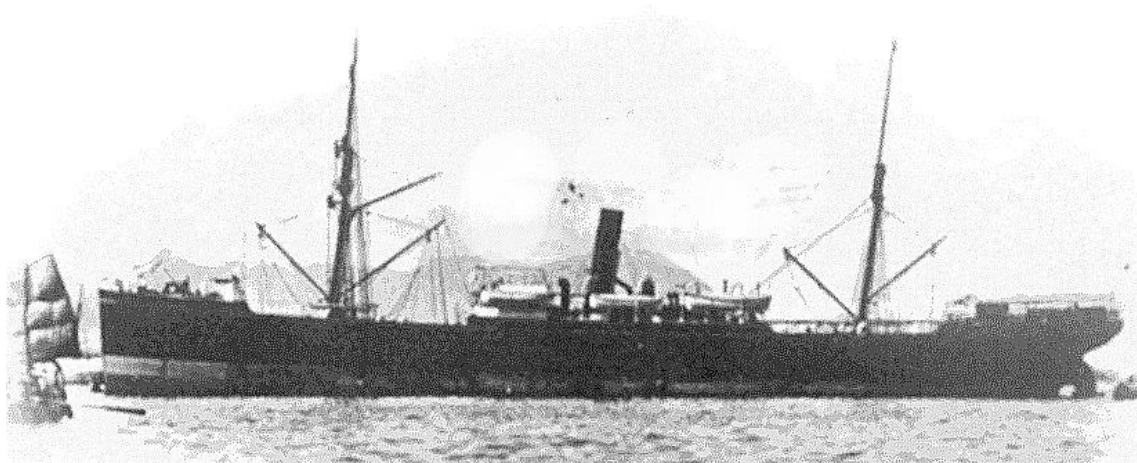
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#263) for ICSNC for Tientsin line. After 4½ months delay in completion, 28/6/90 arrived at Hong Kong. 3/10/91 en route to Hankow collided with and sank small steamer owned by the Governor of Honan off Gough Island near Woosung, 6 dead. 7/9/05 sank *Tejo No.2* (350/75) in collision at Taku. 4/16 sold to Lau Wai Chan, Hong Kong. 9/17 sold to Un Man Chuen, Hong Kong. 30/11/19 struck rock off Keya Point near Saigon inbound from Hong Kong. Total loss (379 lives).



Unidentified JM&C coastal passenger steamer in brigantine rig, likely to be LIEN SHING (JM&C and HKMM).

CHELYDRA (1891-03) 2467/85-12 (T3cyl, Blair & Co., Stockton) 316 x 40.5'

Built by J.L. Thompson & Sons, Sunderland (#209) for S.S. Chelydra Ltd (Angrier Bros mgrs.), London. 1891 sold to ICSNC. 1903 sold to K. Oaki, Tokyo r. CHIYO MARU. 27/3/04 sunk as blockship at entrance to Port Arthur.



CHELYDRA (JM&C).

E SANG (1891-25) 1783/91 (T3cyl, 169 nhp) 260 x 36.1'

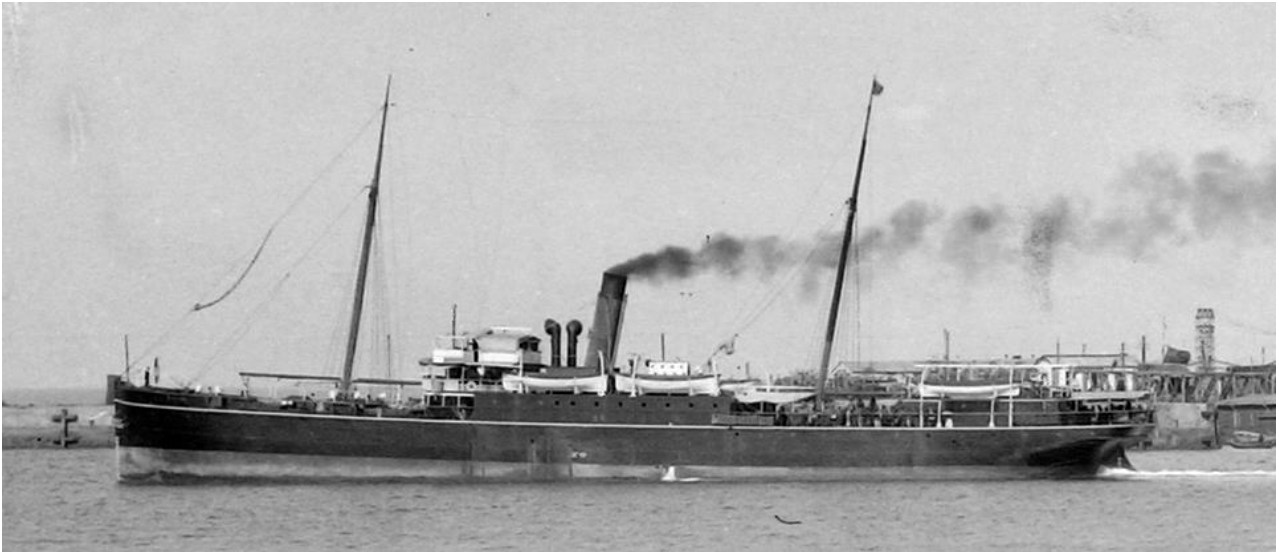
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#267) for ICSNC. 9/25 sold to Yuan On S.S. Co., Shanghai r. YUAN ON. 1937 broken up.



Chinese School painting of E SANG/WO SANG (Internet).

WO SANG (1891-25) 1783/91 (T3cyl, 181 nhp) 260 x 36'

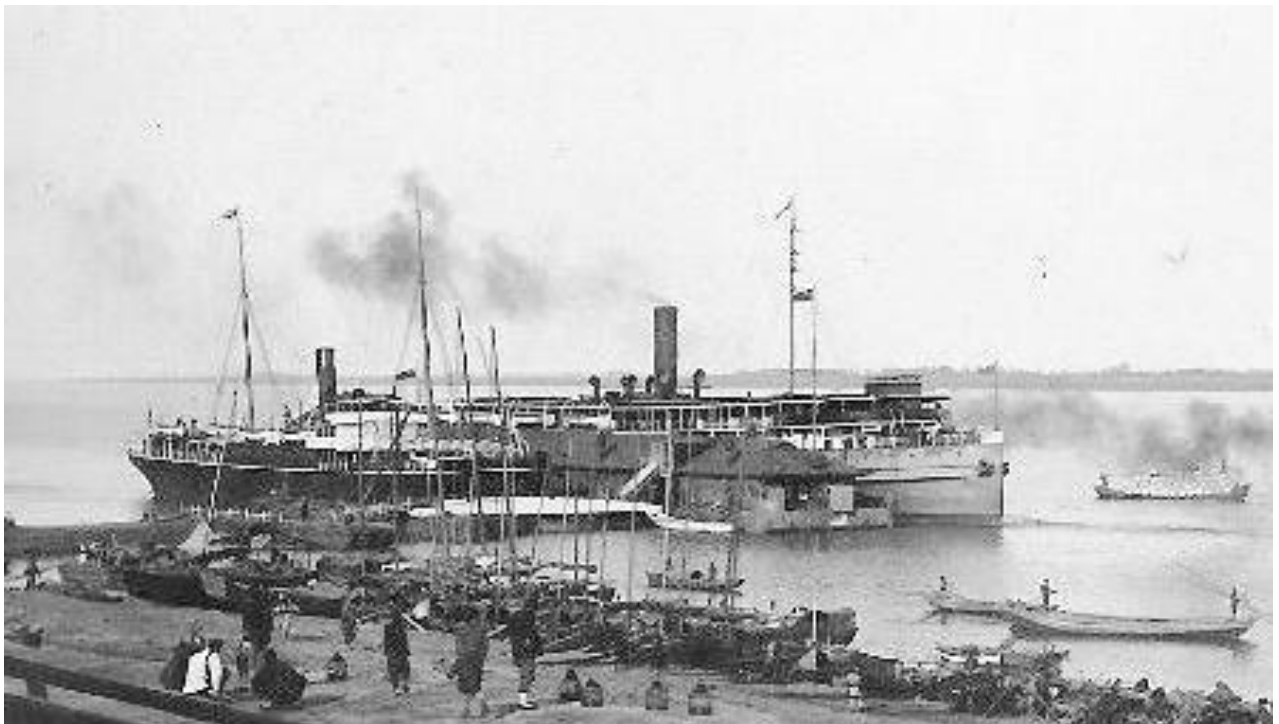
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#268) for ICSNC. 9/25 sold to An Tai S.N. Co., Shanghai r. CHANG TAI. 1935 sold to Ming Sing S.S. Co. Ltd, Shanghai. 1938 rep. sunk as blockship (no details).



LOK SANG or TAK SANG at Tsingtao in 1911-12 (Warren Swire/UoB sw03-038).

TAK SANG (1892-25) 1562/92-2 (T3cyl, 166 nhp) 250 x 36.1'

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#270) and purchased on stocks by ICSNC. 1914 reboilered. 9/25 sold to Ta Yuan S.N. Co. Ltd, Shanghai r. TE AN. 1926 sold to Shawhsing S.S. Co. Ltd, Newchwang r. LIENHSING. 10/8/27 after sailing Yingkow-Shanghai with soybean, detained by military forces at Pukuo (entrance to Pudong) but released 13/9. 12/8/30 collided with and sank the same company's *Tong An* at Chengshan, Shantung, 70 dead, 4 missing, 60 rescued. Sent to Shanghai for repairs, returning to Yingkou 30/9. Early 1931 running to Shanghai, carried 2000 (sic) passengers. Late 1934 running from Shanghai to southern ports. 1936 rep. r. TIENHSING. 1938 rep. sunk as blockship at Madang.



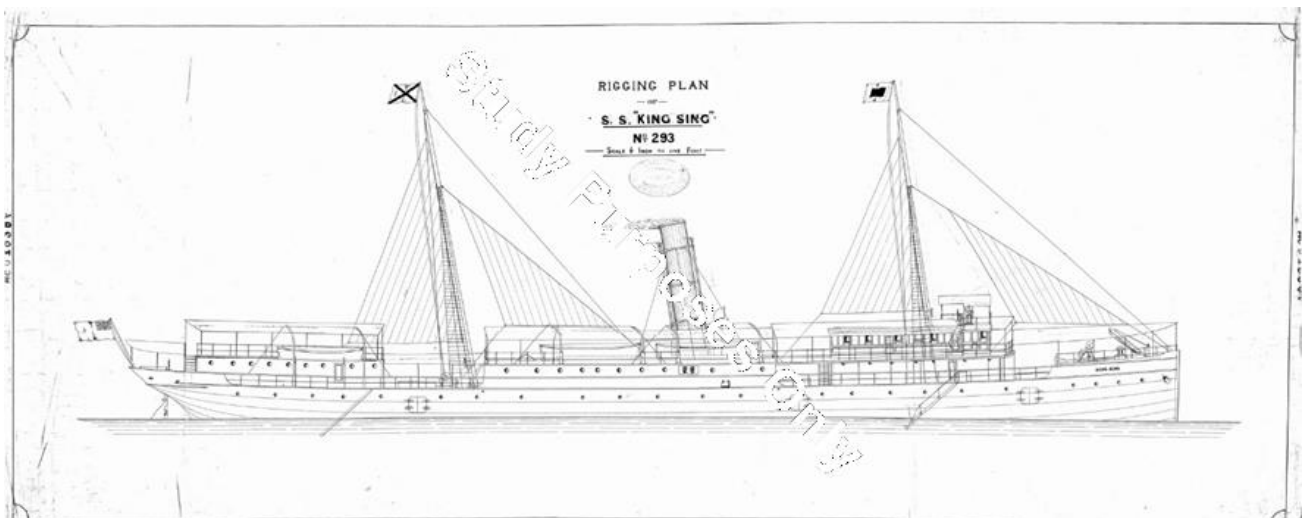
Likely TAK SANG or LOG SANG at Hankow with LOONG WO or TUCK WO (Internet).



TAK SANG or LOK SANG in Whangpoo River, Shanghai, probably in 1923, Jardine houseflag
(attrib. Thyra E. Pederson/ Schlesinger Library, Harvard).

KING SING (1895-26) 1983/95 (T3cyl, 295 nhp) 260.8 x 38.2'

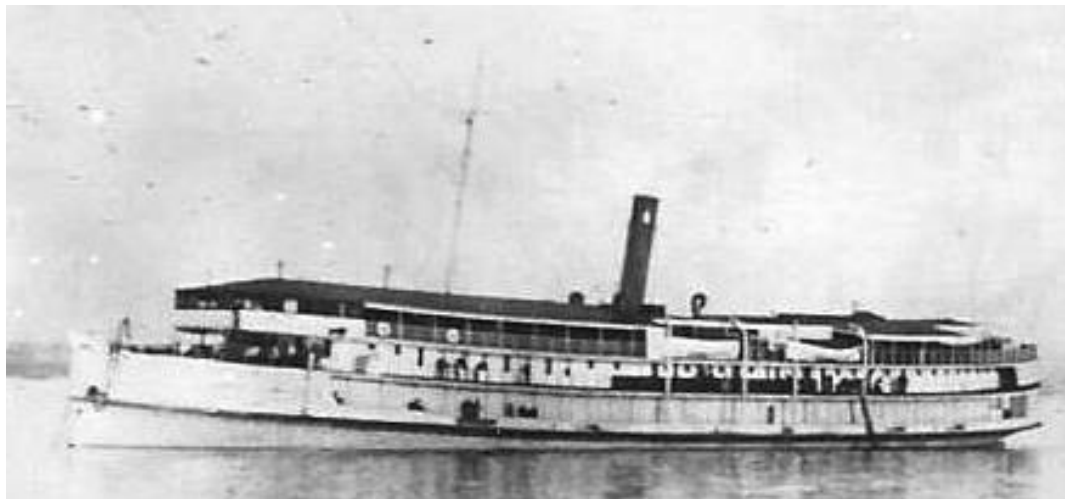
Built by Hall, Russell & Co. Ltd, Aberdeen (#293) for ICSNC for Tientsin line. 1/26 sold to Thio Kim Chuan, Singapore for Banjarmasin trade r. HOCK SENG. 21/4/28 under arrest at Surabaya. 5/11/28 sold at auction to mortgagees. 25/12/28 under tow for Singapore stranded with tug *Kraus* on Karang Katong Reef in Karimun Java Is. In Java Sea. Wreck sold to Asiatic Tdg Co., Surabaya for f.500 for breaking up.



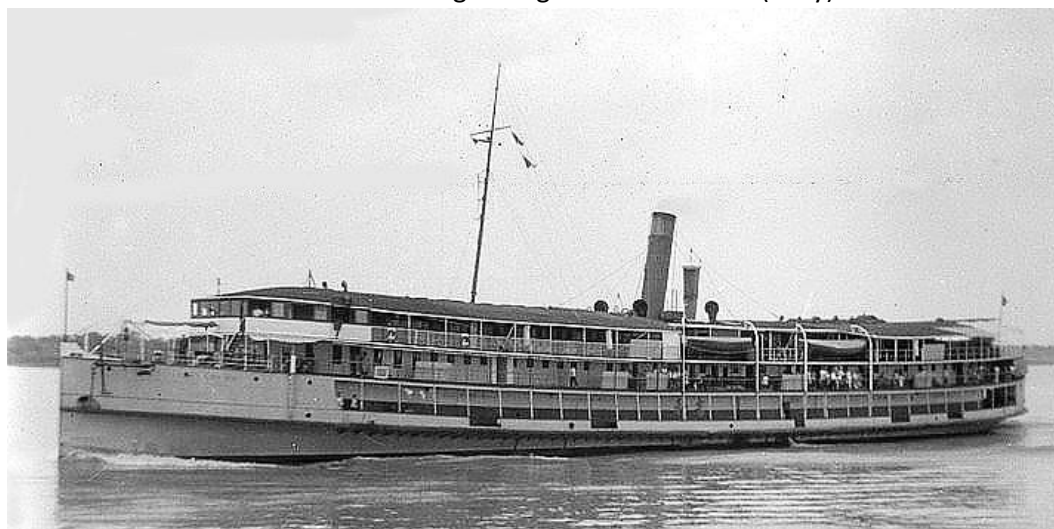
KING SING, rigging plan (aberdeenships.com).

KUT-WO (1895-41) 2665/95 (T3cyl x 2) 290 x 43'

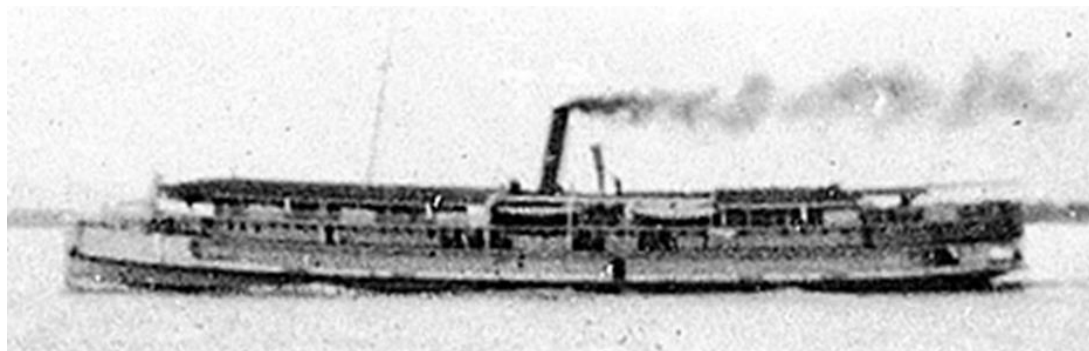
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#285) for ICSNC. 8/12/41 seized by Japanese at Hankow. 6/42 to Toa Kaiun K.K., Tokyo r. RENZAN MARU. Became casualty but salvaged and reverted to ICSNC. 5/47 t/f to joint venture An Wo Industries Ltd, Shanghai r. AN KONG. 5/49 under Communist control. 1952 to Ming Sung Shg Co., Shanghai r. MING CHU. 1958 name romanised as MIN CHU. Ca. 1960 rebuilt with modernized hull form and larger superstructure. 12/66 r. DONG FANG HONG 1. Early 1980s withdrawn from service, NFI.



KUT-WO at Nanking during 1927 evacuation (Ebay).



KUT-WO in 1930s (Alan Lee coll.).



KUT-WO "after being refloated" c.1931 (Jack Ephgrave/UoB Ep01-234).



KUT-WO preparing to sail from Shanghai on Friday, 17 August 1937 (both Harrison Forman/UWM Libraries).

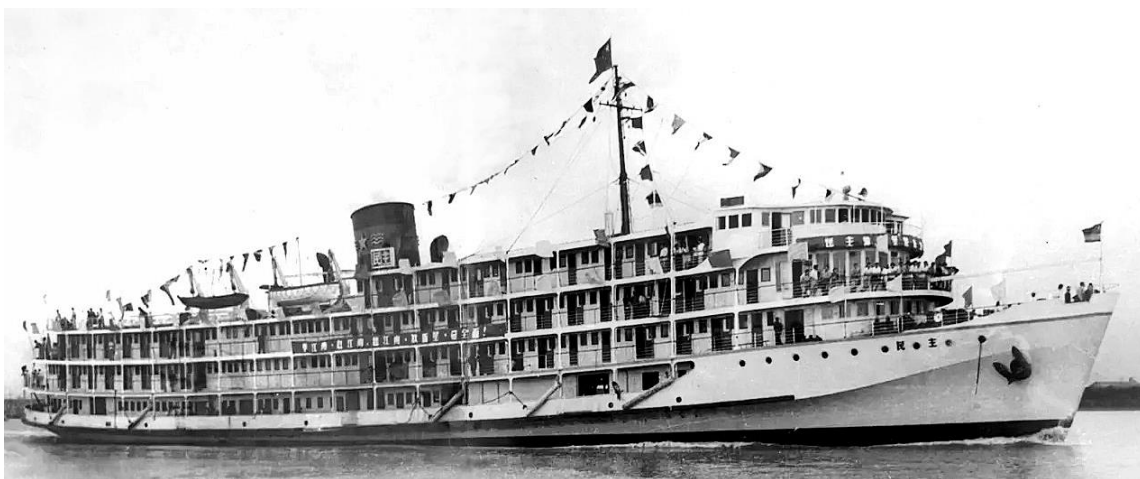


Unidentified Ming Sung steamer, Shanghai 1940s or early 1950s, plausibly MING CHU ex-KUT-WO (Internet).



Rebuilt KUT-WO as MING CHU burning Chinese coal, outward bound in Shanghai.

(<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).

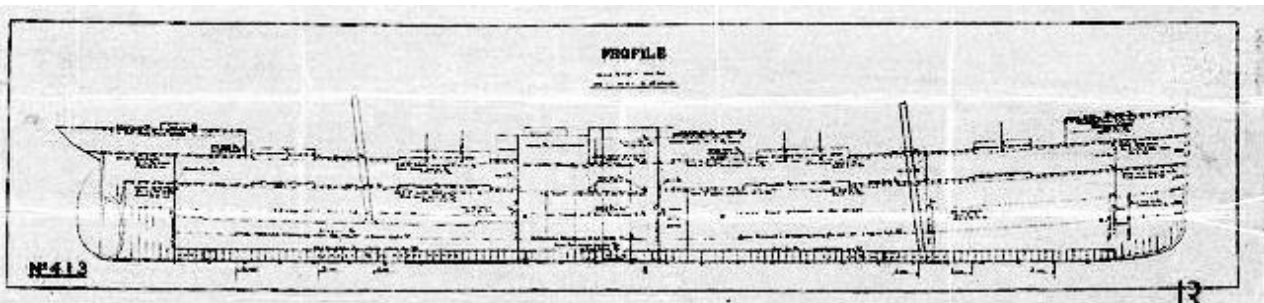


MIN CHU (image.baidu.com).



Final guise of DONG FANG HONG 1 in late 1970s (Ted Scull).

ON SANG (1895-17) 2802/95-10 (T3cyl, 244 nhp, North Eastern Marine Eng.) 310 x 40.6'
 Built by Sir Raylton Dixon & Co., Middlesbrough (#413) for ICSNC. 26/1/96 at end of maiden voyage via Java on hazy night struck Cust Rock near Kowloon Dock, holed and beached near North Point – cargo discharged and 24/1 refloated for docking. 3/7/17 foundered in 32.30S, 29.35E off Port St Johns between Durban and East London o/v from Durban-UK with sugar.



ON SANG's builder's profile indicates two hatches forward and two aft (Irfoundation.co.uk).



Possible ON SANG or SUI SANG at the Shameen (Internet).

SUI SANG (1895-19) 2790/95-12 (T3cyl, 275 nhp, N. Eastern Marine Eng.) 309.9 x 41.1'
Built by Sir Raylton Dixon & Co., Middlesbrough (#416) for ICSNC. 7/19 sold to Lai Hing S.S. Co. Ltd (Wo Fat Sing mgr), Hong Kong r. APOEY. 12/23 t/f to Hung Hing S.S. Co. Ltd. 4-5/30 and 8-9/31 HK-Samoa-HK o/c to Gibb, Livingston & Co., HK. 12/33 t/f to Po Hing S.S. Co. Ltd. 16/11/41 at Hong Kong for overhaul. 25/12/41 scuttled at Hong Kong – raised by Japanese and 10/42 recomm. as GYOEI MARU. 14/1/44 sunk by US aircraft near Hong Kong (20.35N, 113.44E). [BT 389/29/8]



SUI SANG (JM&C).

ON WO (1895-96) 1354/70

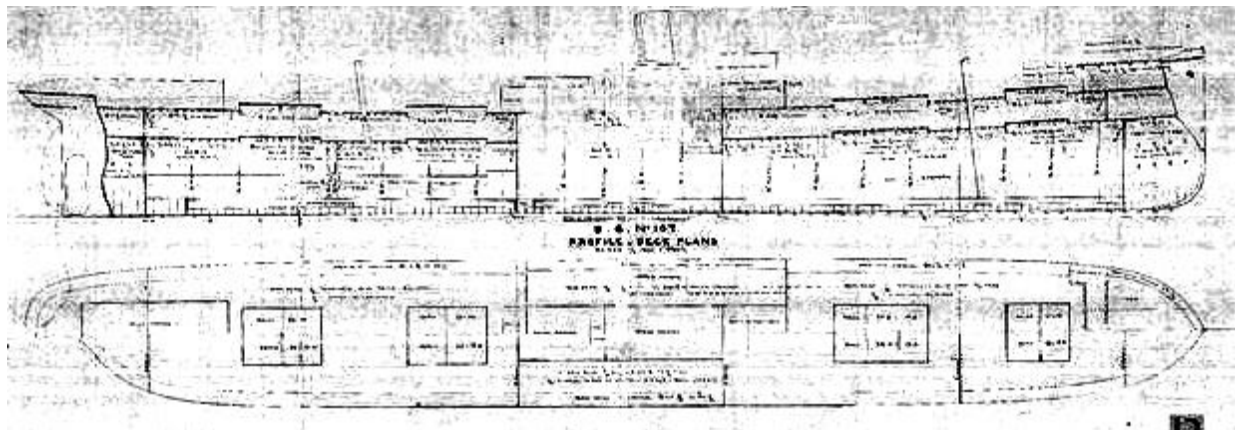
see PEIHO (1870-73)

HIN SANG (1896-11) 2412/90 (T3cyl, North Eastern Marine Eng.) 290 x 40.1'
Built by J. Blumer & Co., Sunderland (#107) for Persian Gulf S.S. Co. Ltd, London as TIGRIS. 5/95 sold to Clan Line Strs Ltd (Cayzer, Irvine & Co., Glasgow to be r. CLAN CHISHOLM but 5/95 resold to Wm Keswick, London. 7/96 t/f to ICSNC r. HIN SANG. 5/95 sold to Wm Keswick, London. 7/96 t/f to ICSNC r. HIN SANG. 2/11 sold to C. Yamaki, Uruga r. KAIHEI MARU. 21/7/11 sank after striking rock off Cape Soya (N tip of Hokkaido).

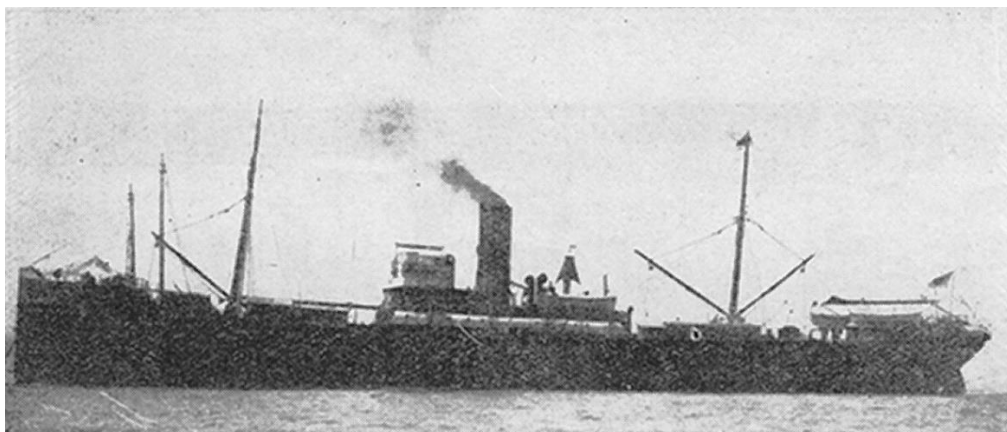


ICSNC vessel at Hong Kong in 1907, presumed to be HIN SANG (unknown photographer/coll. SK).

AMARA (1896-11) 2454/91 (T3cyl, 248 nhp, North Eastern Marine Eng.) 289.5 x 40.3'
 Built by J. Blumer & Co., Sunderland (#108) for Persian Gulf S.S. Co. Ltd, London. 1/95 sold to Clan Line Strs Ltd (Cayzer, Irvine & Co. mgrs), Glasgow to be r. CLAN MENZIES but 7/95 resold to Wm Keswick, London. 7/96 t/f to ICSNC. 2/11 sold to Otowa Aso, Uraga & Nishinomiya r. TAGA MARU. 1913 t/f to Noboru Aso, Nishinomiya. 1915 sold to Shousuke Sawaguchi, Nishinomiya. 1916 sold to Fukugawa Ringyo (1917 Kisen) K.K., Osaka. 1920 sold to Nobukazu Tajima, Kobe. 12/3/25 wrecked at Ichizaki, Wakayama on voyage Shibaura-Osaka in ballast.

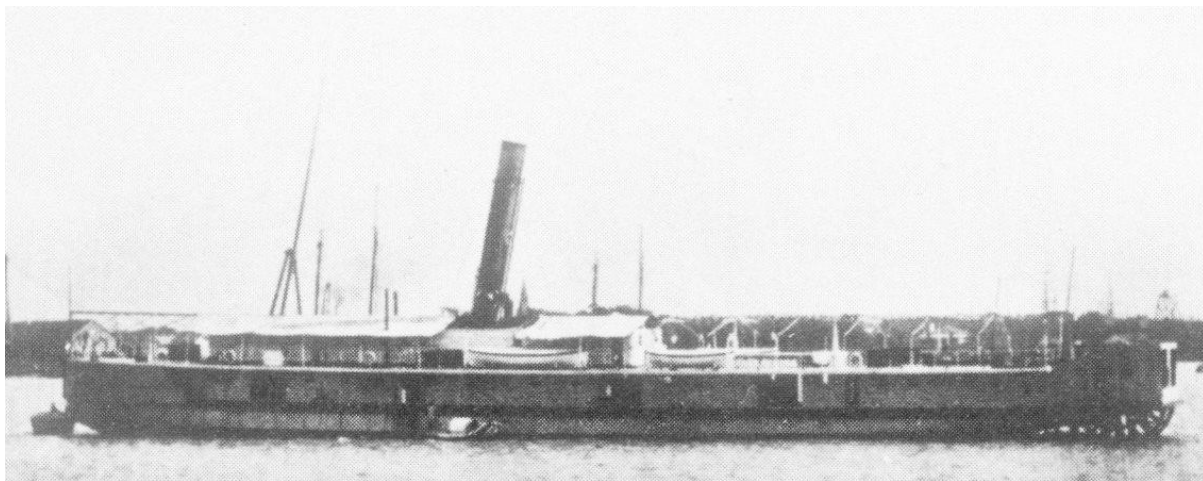


AMARA's builder's profile. No.1 hatch short, no.2 long (Irfoundation.co.uk).



AMARA as TAGA MARU with new focsle, midship structure elements, new funnel. (1916 Japan Steamships Register).

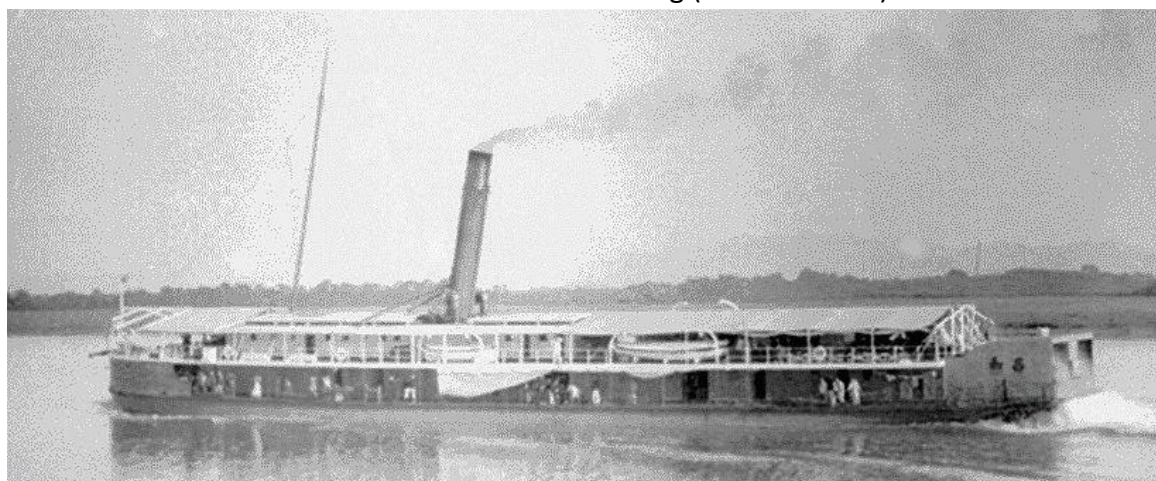
CHANG WO (1896-31) 1065/91 (stern-wheel paddler) (C2cyl x 2, 80 rhp, Bow, McLachlan & Co., Paisley) 200 x 40'
 Built by S.C. Farnham & Co., Shanghai (#232) for H. Smith, Shanghai for Hankow-Ichang trade. 1896 sold to ICSNC. 26/12/21 ashore on Mopanshi Rock near Yochow – 9/1/22 refloated and beached at Hankow for repairs. 10/31 sold to local breakers.



Early CHANG WO, open aft (JM&C).



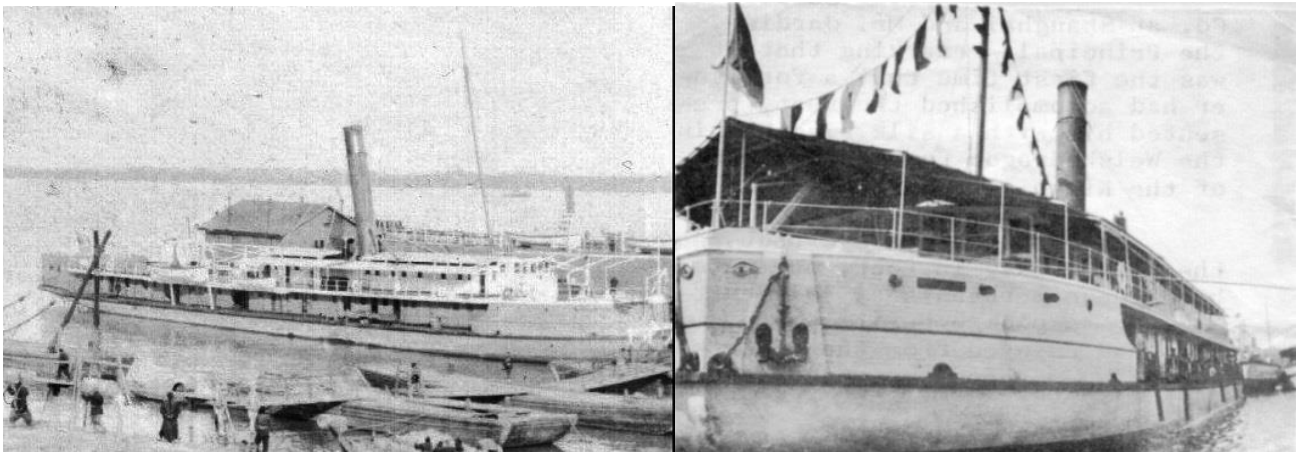
CHANG WO anchored at Ichang (UoB Pa-01-41).



CHANG WO with awnings extended aft (Warren Swire/UoB sw13-044).

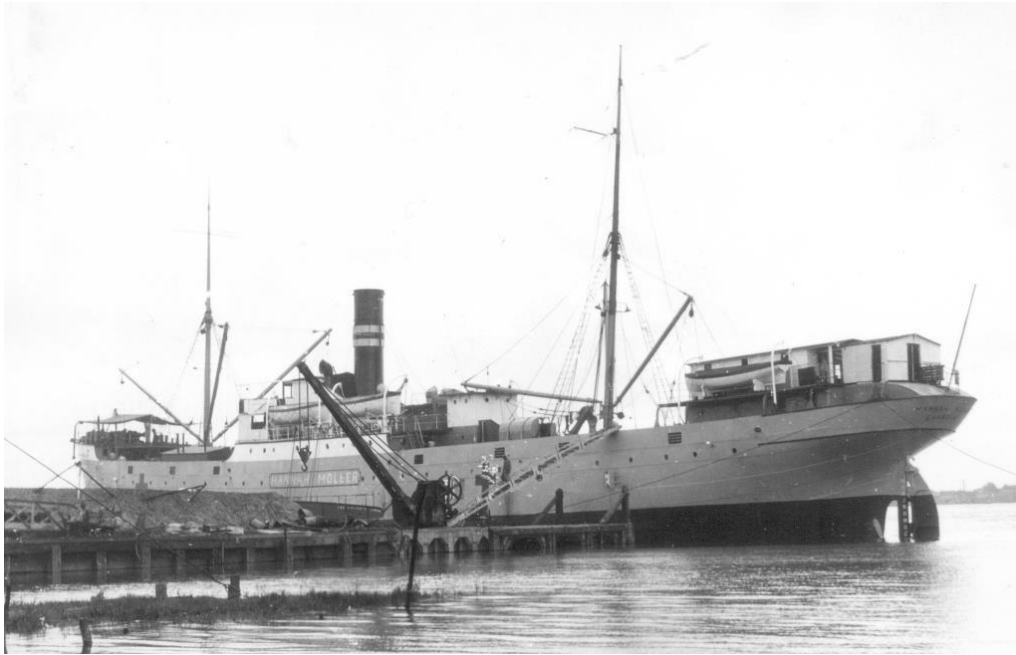


CHANG WO in dock at Shanghai (*Tombow* postcard in SK coll.).



CHANG WO at Hankow c.1905 (Internet); showing ornamental 'eyes' (JM&C).

CHUN SANG (1896-25) 2218/96-3 (T3cyl, 212 nhp, N. Eastern Marine Eng.) 290 x 40.3'
 Built by Sir Raylton Dixon & Co., Middlesbrough (#420) for ICSNC. 5/25 sold to E. Moller, W.R. McBain & E. Basil, Shanghai. 9/25 sold to Lui Ching Fong (Moller & Co.), Shanghai r. KWONG (KWANG) FOH. 1930 t/f to Moller & Co. r. HANNAH MOLLER. 6/32 sold to Ta Tung Hsing S.S. Co., Shanghai r. TUNG SHUN. 8/2/36 wrecked 3 m. S of Mofu Point (NE coast of Hainan Is.) on voyage Foochow-Haiphong in ballast.



CHUN SANG as HANNAH MOLLER, Sept. 1931, with red crosses on hull after refit for flood relief at Hankow (H. Dick*).

FAU SANG (1896-20) 2251/96 (T3cyl, 209 nhp) 290 x 40.0'

Built by Wigham, Richardson & Co., Newcastle (#313) for ICSNC. 26/5/20 stranded on Hainan Head on voyage Hongay-Hong Kong with coal – drifted off and sank.



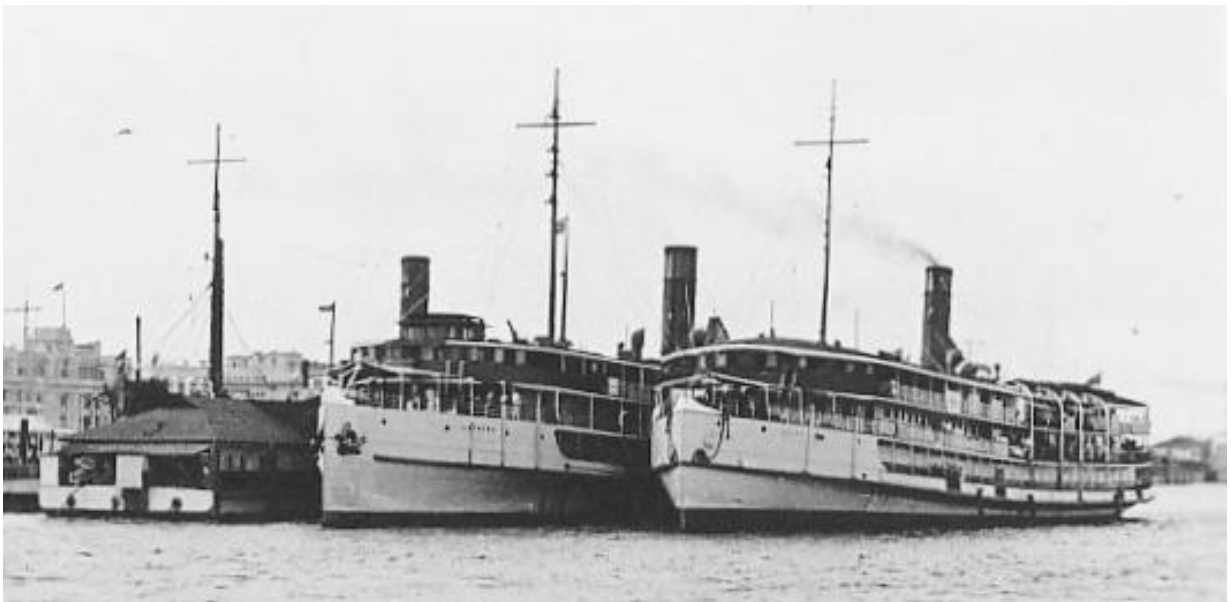
Unidentified early straight up-and-down coaster at Swatow, possibly CHUN SANG or FAU SANG (Bassange Gallery).

SUI-WO (1896-42) 2672/96 (T3cyl x2, 150 nhp) 290 x 43.1'

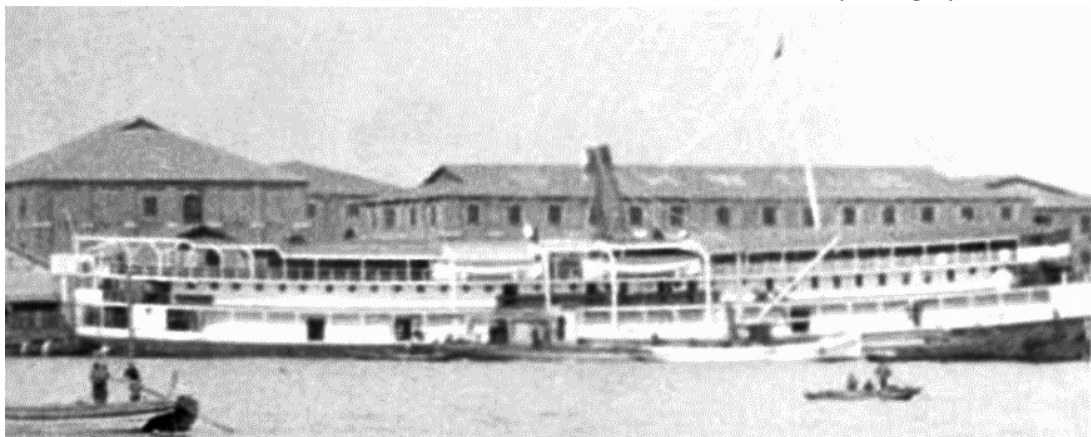
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#288) for ICSNC. 25/12/34 stranded in Yangtse – 3/1/35 refloated. 31/12/40 sailed Hong Kong for Singapore (6/1/41), then to Penang (v.v.). 18/11/41 req. by RN for use as boom defence accommodation ship at Singapore. 13/2/42 bombed and sunk. [BT 389/29/8]



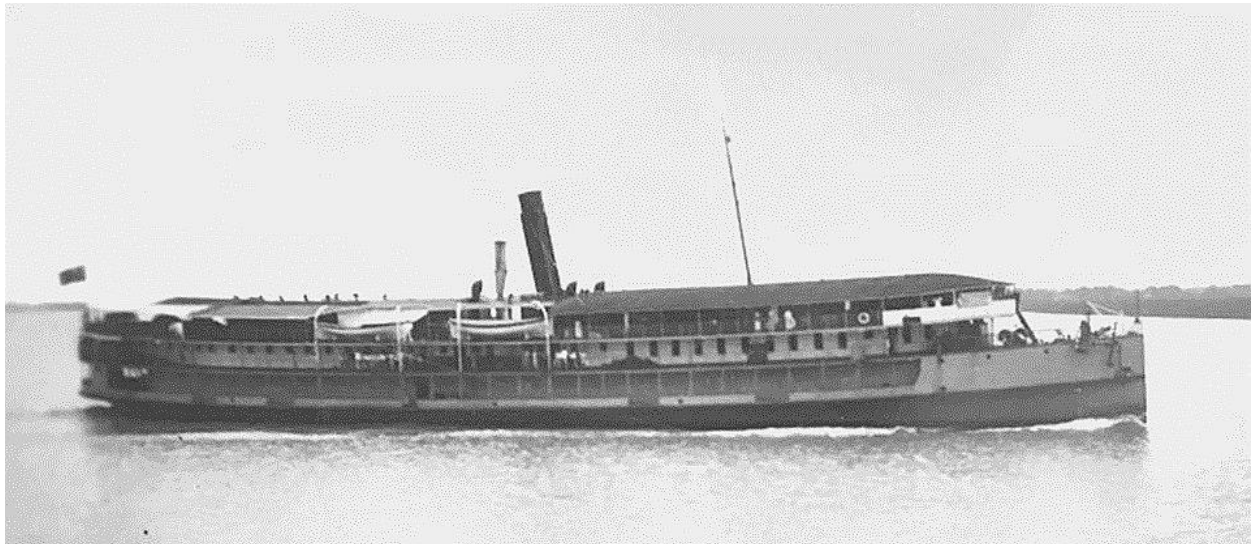
SUI-WO at Shanghai in 1936-7 facing TUCK WO (ANMS0386[035], gift from Bill Gale).



KUT-WO or SUI-WO at Hankow on the outside of LOONG WO (unknown photographer/coll. SK*).



1920s KUT-WO or SUI-WO at Shanghai (U.S. Naval History & Heritage Command NH77134).



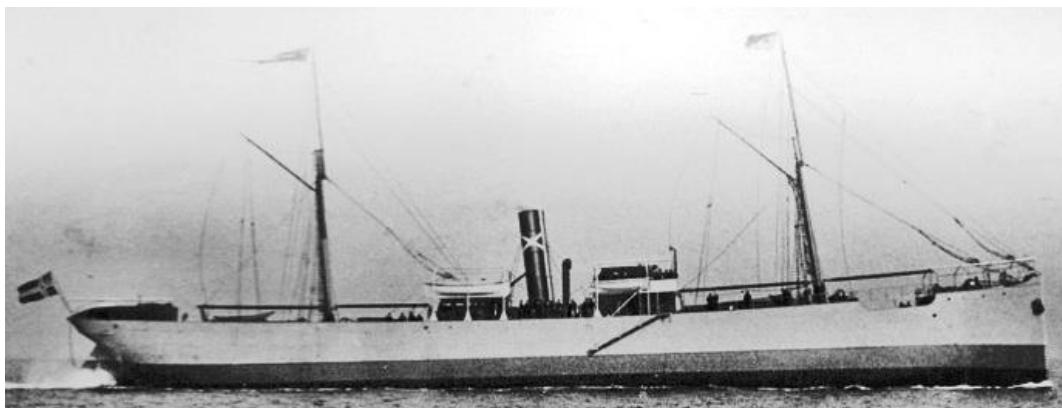
KUT-WO or SUI-WO (Internet).

LOONG SANG (1898-23) 1738/96-4 (T3cyl, 245 nhp, Central Marine Eng. Wks) 260 x 36.4'
Built by Wm Gray & Co., West Hartlepool (#515) for The African Association Ltd (Thomas Rogerson mgr), London as EBANI. 1897 sold to Africa S.S. Co. Ltd (Elder, Dempster & Co. Ltd mgrs), Liverpool. 10/98 sold to ICSNC r. LOONG SANG. 18/9/06 collision with HAIMUN during typhoon in Hong Kong. 18/8/23 in typhoon broke moorings at Kowloon, drifted, holed in collision with Bluebell and sank off Hong Kong waterfront with loss of 15 lives.

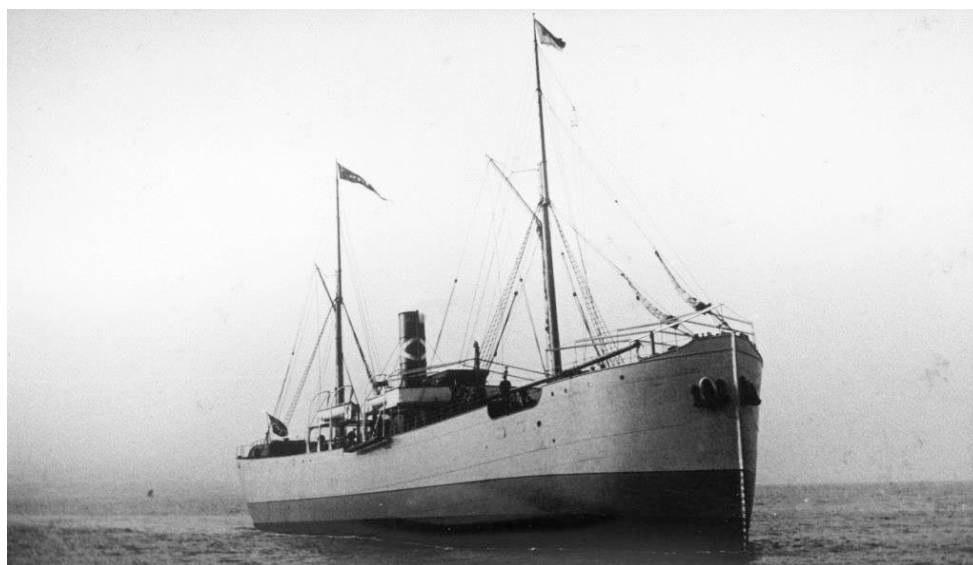


LOONG SANG, moments after sinking (Francis Davidson/UoB RD-s129).

MAUSANG (1898-19) 2161/93 (T3cyl, 196 nhp, N. Eastern Marine Eng.) 275.6 x 37.4'
Built by Wood, Skinner & Co., Newcastle (#42) for Otto Thoresen, Christiana as SULTAN. 11/96 o/v to Hankow to load Russian tea stranded on sandbank 5 miles above Kiukiang, not refloated until river rose in spring, 14/5/97 arr. Shanghai. 3/6/97 outbound from Newchwang (beancake) stranded in fog in Miaotao Islands. Wreck sold to Taku Tug & Lighter Co., salvaged and 7/7 arr. Taku under own steam. After refit, re-reg. at Shanghai (#10/1898). 7/98 sold for £18,500 to Indo-China S.N. Co. Ltd, London r. MAUSANG, 1899 re-reg. at London (#165/1899). 7/19 sold to Hj. M.H. Nemazee, Hong Kong r. MAJARISTAN. 1922 sold to Tung Lee S.S. Co., Canton r. TUNG LEE. 1929 broken up at Hong Kong (rep. 1930 by Lloyds agents but still listed to LR 1933/34).



MAUSANG as SULTAN (coll. Per Sundfaer/skipshistorie.net).



Builder's photo of SULTAN (WSS/W. Schell).

KUM SANG (1899-23) 3237/99-3 (T3cyl, 370 nhp, T. Richardson & Sons) 335 x 43.3'
Built by Sir Raylton Dixon & Co., Middlesbrough (#461) for ICSNC for Calcutta trade. 9/5/23 stranded on N Coast of Luzon on voyage Amoy-Manila – 21/5 refloated and taken to Hong Kong. 10/23 rep. sold to Chinese breakers.

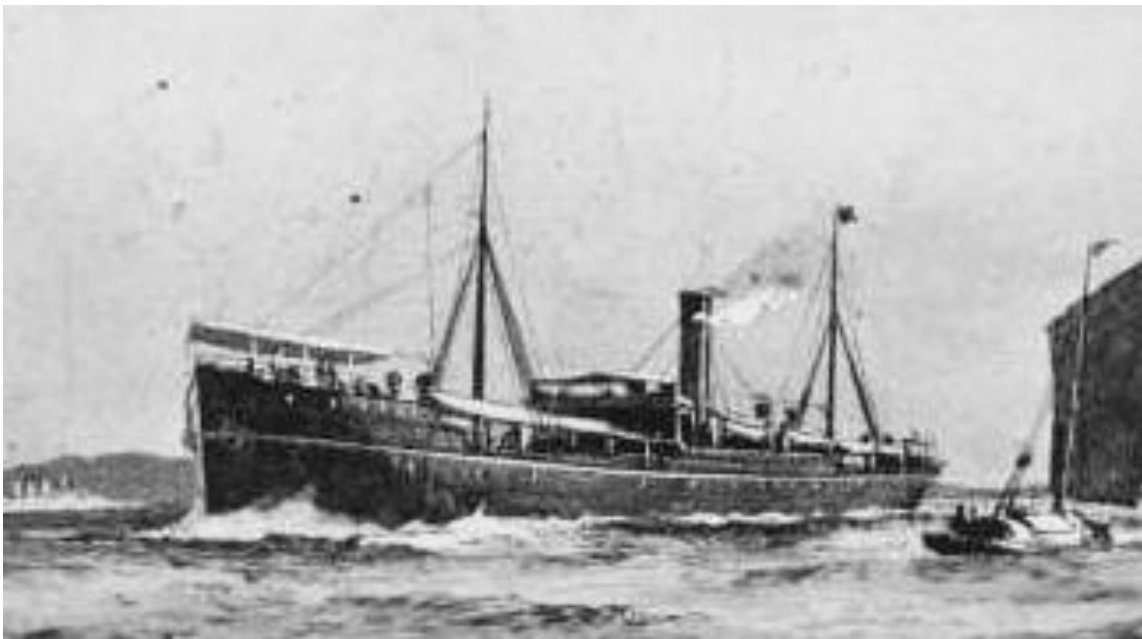


Probable KUM SANG at Hong Kong, c.1899 (HKMoH).



Probable KUM SANG at Hong Kong, showing modest rake (Internet).

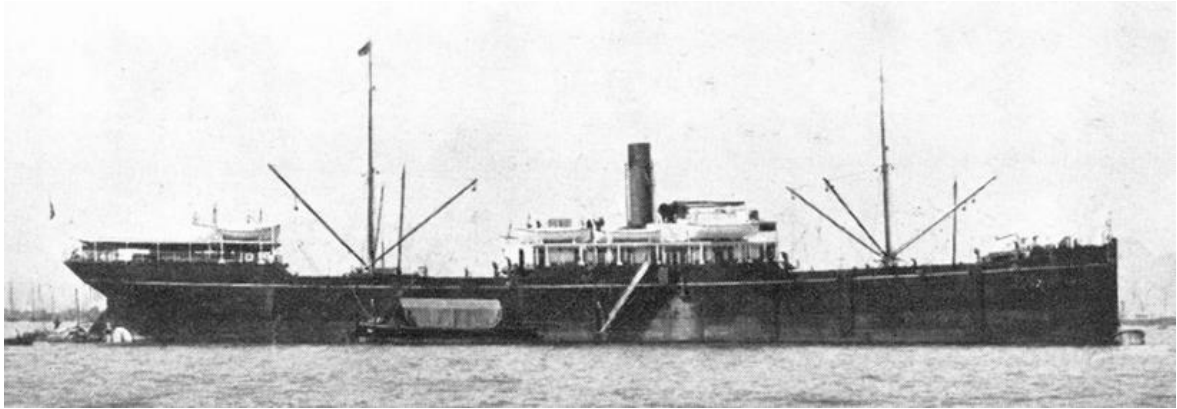
HIP SANG (1900-04) 1659/99-11 (T3cyl, 225 nhp, T. Richardson & Sons) 265.3 x 35.2'
Built by Craig, Taylor & Co., Stockton (#65) for A.C. de Freitas & Co., Hamburg as ETRURIA.
Early-1900 sold to ICSNC and 5/01 r. HIP SANG. 16/7/04 on voyage Newchwang-Shanghai
intercepted by Russian torpedo boat *Raztorpni* off Pigeon Bay– torpedoed and sunk when failed to stop.



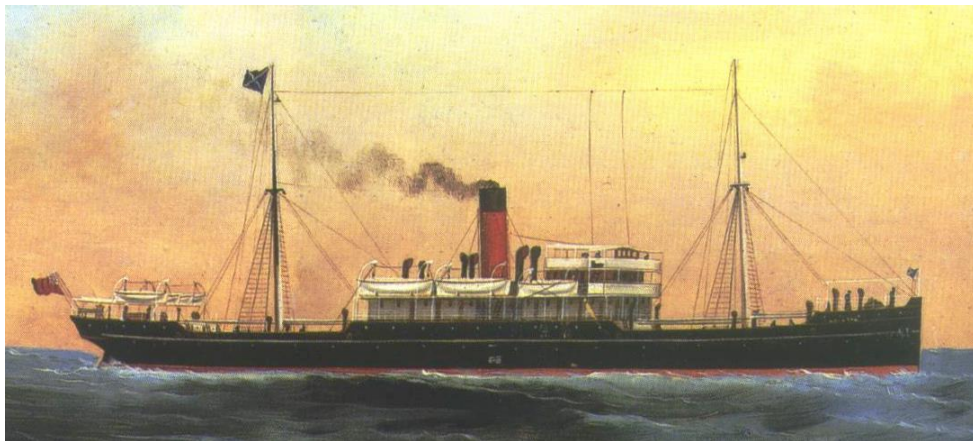
HIP SANG. TING SANG was an identical sister (<https://industrialhistoryhk.org/indo-china-steam-navigation-company-19th-century-supplementary-information/>).

TING SANG (1900-13) 1650/00-1 (T3cyl, 225 nhp, T. Richardson & Sons) 265.3 x 35.2'
Built by Craig, Taylor & Co., Stockton (#66) for A.C. de Freitas & Co., Hamburg as MACEDONIA.
Early-1900 on completion sold to ICSNC and 5/01 r. TING SANG. 7/11/13 stranded on South Kerr Is.
in Haitan Strait on voyage Hong Kong-Swatow – 14/11 abandoned and sank.

LAI SANG (1901-28) 3460/01-4 (T3cyl, 425 nhp) 350.5 x 44.2'
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#310) for ICSNC for Calcutta trade –
2/7/01 arrived at Shanghai. 2/28 sold to Japanese breakers.



LAI SANG (20th Century Impressions of Hong Kong, Shanghai).

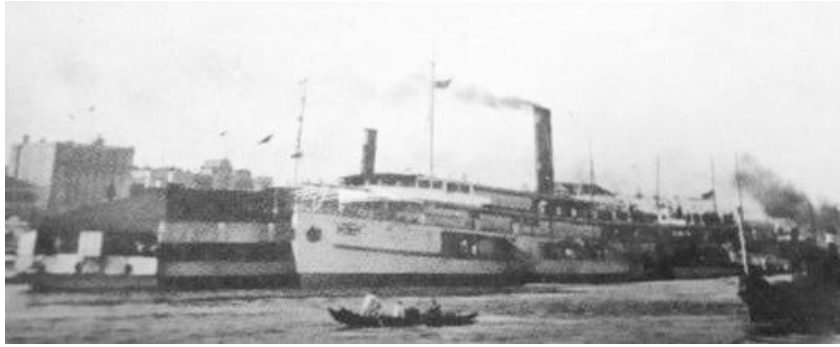


LAI SANG, earlier raked design now evolved to a straight up-and-down design.
Well equipped with eight boats (JM&C).

KIANG WO (1901-41) 2175/01 (T3cyl, 124 nhp, Farnham Boyd) 280 x 42.1'
Built by Boyd & Co. Ltd, Shanghai (#91) for ICSNC for Hankow-Ichang trade – 7/01 launched.
8/12/41 seized by Japanese at Ichang and 3/42 comm. Under Japanese flag as KOWA MARU.
20/2/45 mined and sunk off Wards Beach in Yangtse [not ROZAN MARU mined on same date near Taku].



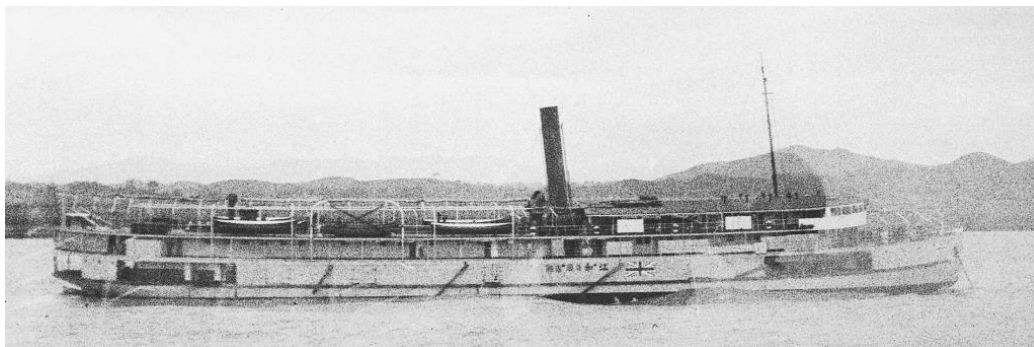
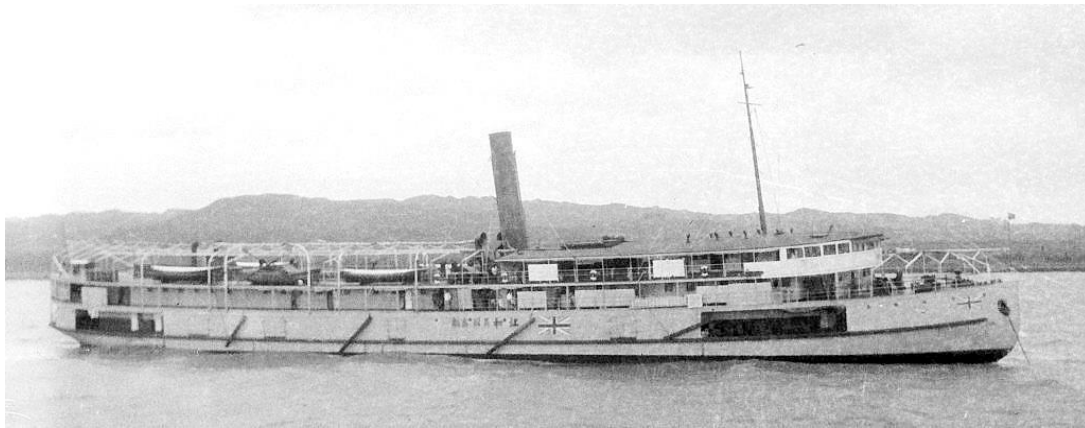
KIANG WO (centre) at Hankow about 1905 (Matheson & Co., *China in Turmoil*).



KIANG WO at Hankow (kongfz.com).



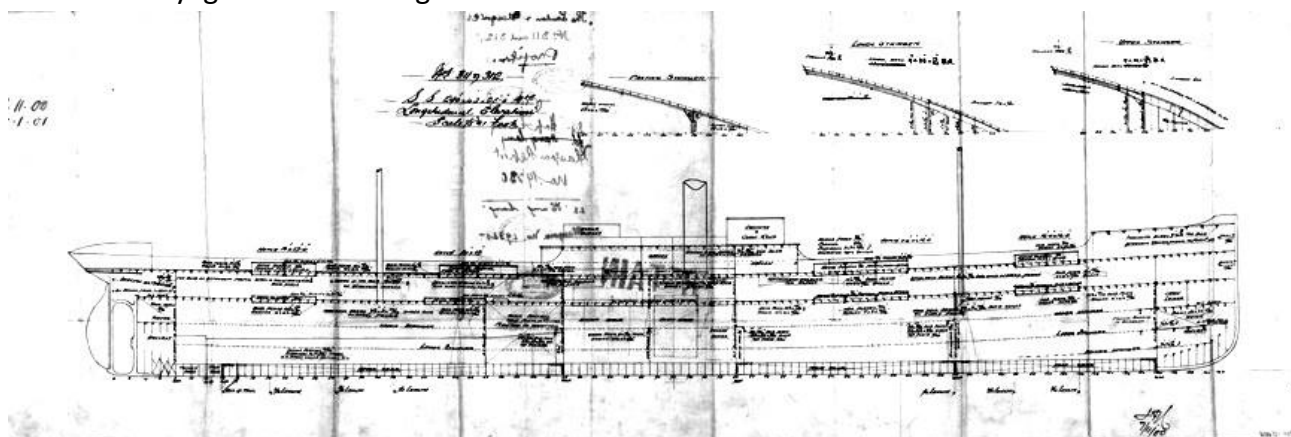
KIANG WO at Hankow December 1927 (unknown photographer/coll. SK).



Two views with Union Jack on hull (Alan Lee coll.).

HOP SANG (1901-37) 2149/01-9 (T3cyl, 224 nhp) 290 x 42'

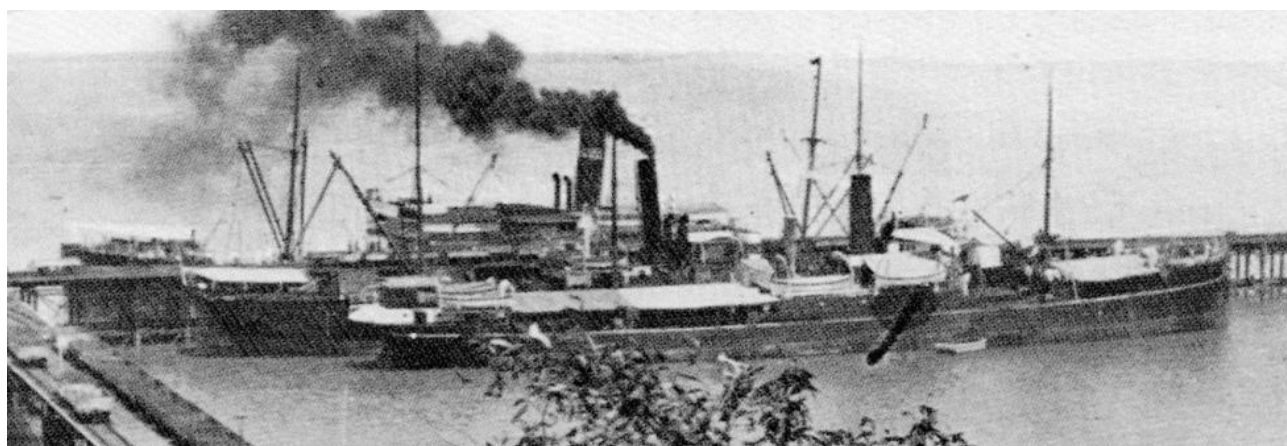
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#311) for ICSNC. 21(23?)/3/27 pirated on voyage Swatow-Hong Kong and taken to Bias Bay. 11/3/37 wrecked 1 m. E of Garanbi Light, Taiwan on voyage Takao-Keelung.



HOP SANG builder's profile (LR Foundation).

HANG SANG (1901-39) 2343/01-10 (T3cyl, 224 nhp) 290.3 x 42'

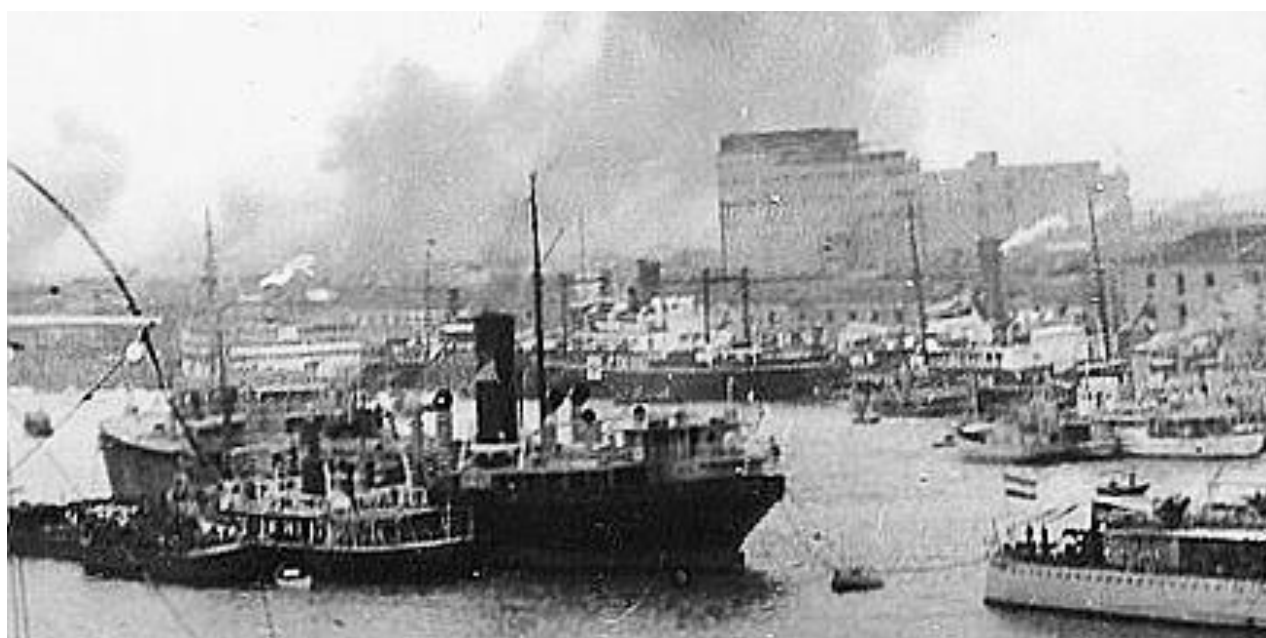
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#312) for ICSNC. 12/39 sold to Pang Kwok Sui, Hong Kong for Tonkin trade – 4/40 r. TAIPOSHAN. 11/40 under MOWT control (mainly HK-Bangkok). 4/12/41 HK to Singapore, thence Colombo and Bombay for docking and repairs. 6/42 allocated as cased-oil carrier. 12/42-5/43 N. Africa and Eastern Mediterranean. 11/43 after repairs redeployed to East Indian Ocean (T. & J. Harrison, Liverpool mgrs). 5/46 reverted to owners at Bombay. 11/46 t/f to Tai On S.N. Co. Ltd. 10/50 sold for breaking up at Cheung Sha Wan, Hong Kong. [BT389/29/103]



HANG SANG with full awnings at the wharf in Darwin, Australia c. 1919 alongside NISSHU MARU (smoke) and Burn Philip's MATARAM moored on the opposite side (HD coll.).



HANG SANG at Shanghai Bund ca.1938-9. HOP SANG was a sister (postcard SK coll.).



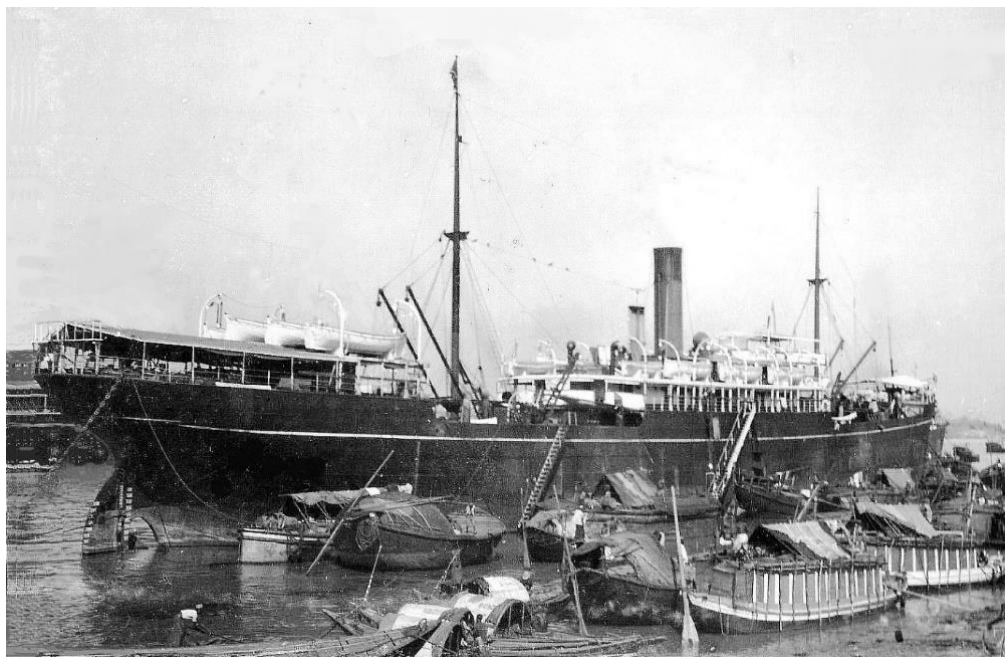
Scene at Kinleeyuan Wharf, Shanghai on 11 November 1937 after Japanese bombings of Nantao (in background) the previous day. HANG SANG at right, southward voyage (arr. 11 November from Tientsin, Chefoo and Tsingtao, sailing 14 November for Foochow, Swatow, Hong Kong and Canton) aft of TAK SANG, (arr. 8 November from Swatow, sailing northward 16 November on reverse route). Small unidentified vessel ahead of TAK SANG and then river steamer *Tembien I*. At one point two burning junks from the boom opposite Nantao threatened to drift against TAK SANG, but were fended off by the fire float *Poochi* and the crew of TAK SANG which manned hoses. Headline in the *North China Daily News* of 12 November read "Blazing Junks from Boom Drift Across Whangpoo – s.s. Taksang in Peril as One Comes Alongside". Engines-aft vessel in foreground is dredge *Chien She* (SK coll.).

NAM SANG (1902-31) 4035/02-3 (T3cyl, 480 nhp) 370.3 x 47.2'

Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#314) for ICSNC for Calcutta trade.
4/31 sold to Denkichi Fukushima & Co. for breaking up.



NAM SANG showing cranes fitted forward (HD coll.).



NAM SANG moored in the Hooghly. Hydraulic cranes at Nos 2 and 3 hatches, row of boats on poop (coll. H. Dick*)

YIK SANG (1902-08) 1967/02-5 (T3cyl, Hutson & Sons, Glasgow) 282 x 40'

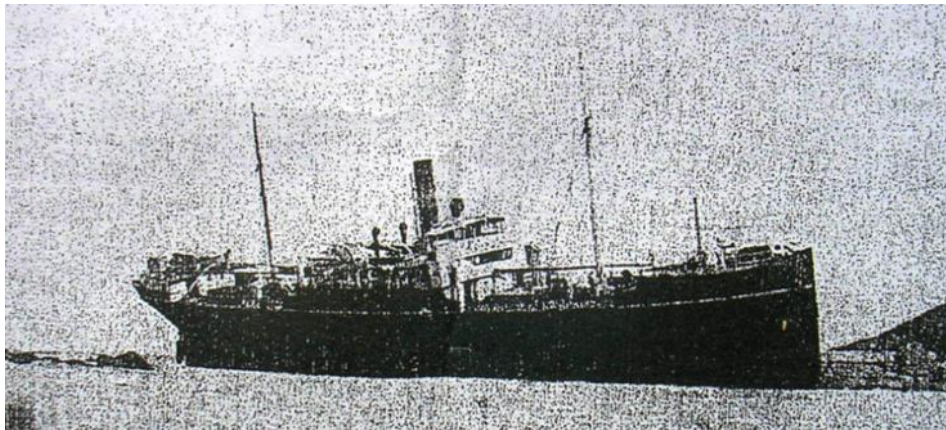
Built by Campeltown S.B. Co., Campeltown (#67) for ICSNC. 15/1/08 wrecked in fog on Brothers Is.
near Amoy on voyage Wakamatsu-Hong Kong with coal, 6 lives.



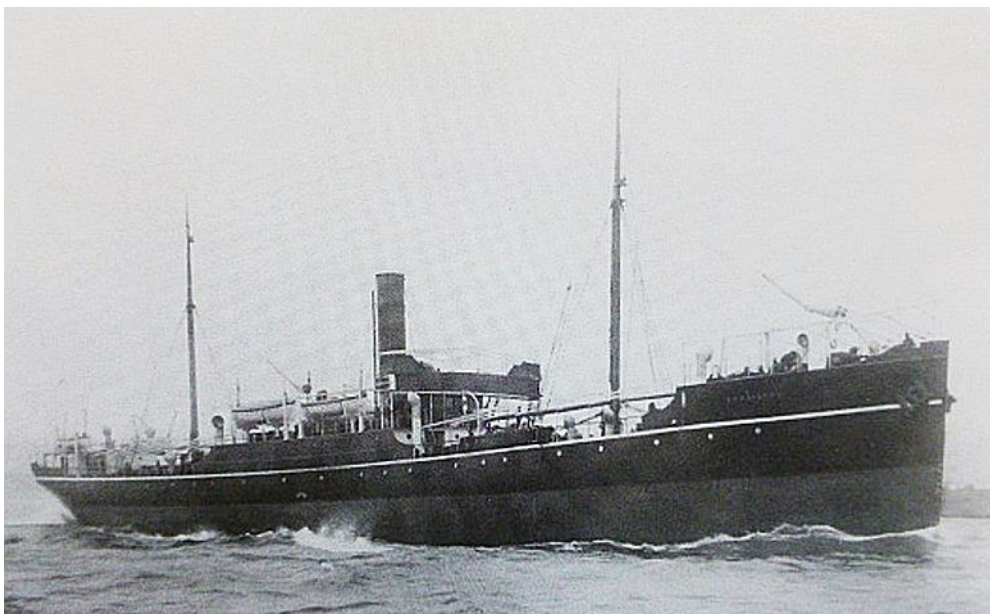
VLIELAND (2029/00), thought to be a sister to YIK SANG (Wrecksite.eu).

CHOY SANG (1902-22) 2284/02-7 (T3cyl, 212 nhp) 290 x 42.1'

Built by Wigham, Richardson & Co., Newcastle (#393) for ICSNC. 2/8/22 ashore on Fort Is. (14 m. N of Swatow) in typhoon on voyage Hong Kong-Shanghai. 14/8 declared total loss – 6/10 wreck sold by auction.



CHOY SANG ashore at Swatow (John Labrum coll.)



CHOY SANG (*Record* 59. P. 160).

KWONG SANG (1902-31) 2283/02-8 (T3cyl, 212 nhp) 290 x 42.1'

Built by Wigham, Richardson & Co., Newcastle (#394) for ICSNC. 10/8/31 foundered in typhoon after striking rocks near Fuyan Is. off Funing Bay (N of Foochow) on voyage Shanghai-Swatow – 3 survivors rescued from pirates by gunboats.



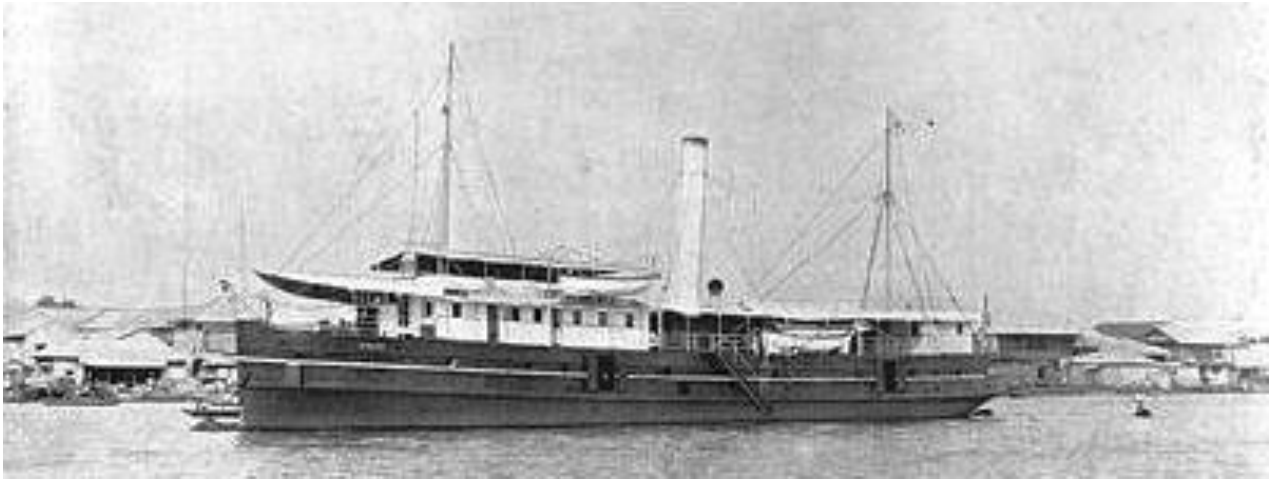
KWONG SANG was a sister of CHOY SANG (JM&C).



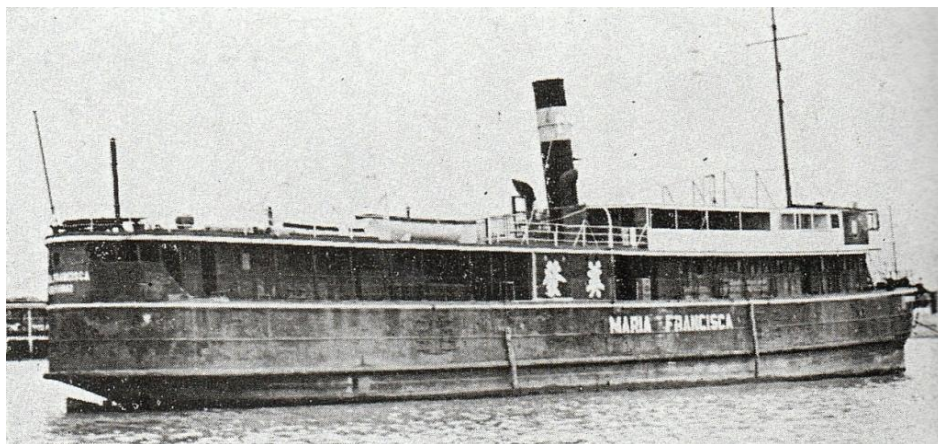
KWONG SANG with furled sails (https://www.thepaper.cn/newsDetail_forward_7002881).

COLUMBIA (1903-07) 534/00 (T3cyl, 29 nhp, Farnham Boyd) 160 x 24.6'

Built by S.C. Farnham, Boyd & Co. Ltd, Shanghai for own account. 13/7/03 arrived from Manila and laid up at Shanghai. 11/03 sold to ICSNC. 6/07 sold to D/S Ges. Russ (East Asiatic Co.), Vladivostok r. SIBIR. 1910 t/f to Siam S.N. Co. Ltd, Bangkok r. KRAT. 1925 sold to Foo Shing S.S. Co., Shanghai r. JUI PING 瑞平. Ca. 1938 transferred to Portuguese flag, r. MARIA FRANCISCA, unofficial Chinese name 美發 (MEI FA) (591 g). By 12/41 t/f to collaborationist Chinese flag. Evidently still existing 1945, 1949 to control of People's Republic of China. RLR 1955/56 'no further information'.



COLUMBIA as SIBIR (<http://snesejler.dk/bill80.htm>).



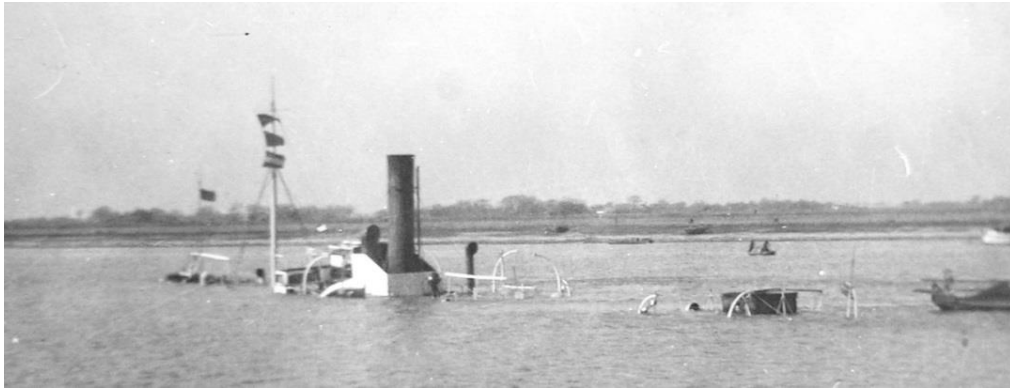
In later years showing names MARIA FRANCISCA and 美發 (MEI FA), collaborationist Chinese flag but owned by Portuguese (Sekai Shosen Yoran p.263).

TUNG SHING (1903-26) 1869/03-4 (T3cyl, 226 nhp) 275.4 x 40'

Built by Wigham-Richardson & Co., Newcastle (#402) for ICSNC. 2/8/22 blown ashore in typhoon at Swatow - 8/1 refloated. 11/1/26 rammed and sunk in Lower Whangpu by *Empress of Asia* (16909/13).



TUNG SHING or WAI-SHING at Hong Kong in the 1920s dressed for the King's birthday (unknown photographer/coll. SK*).



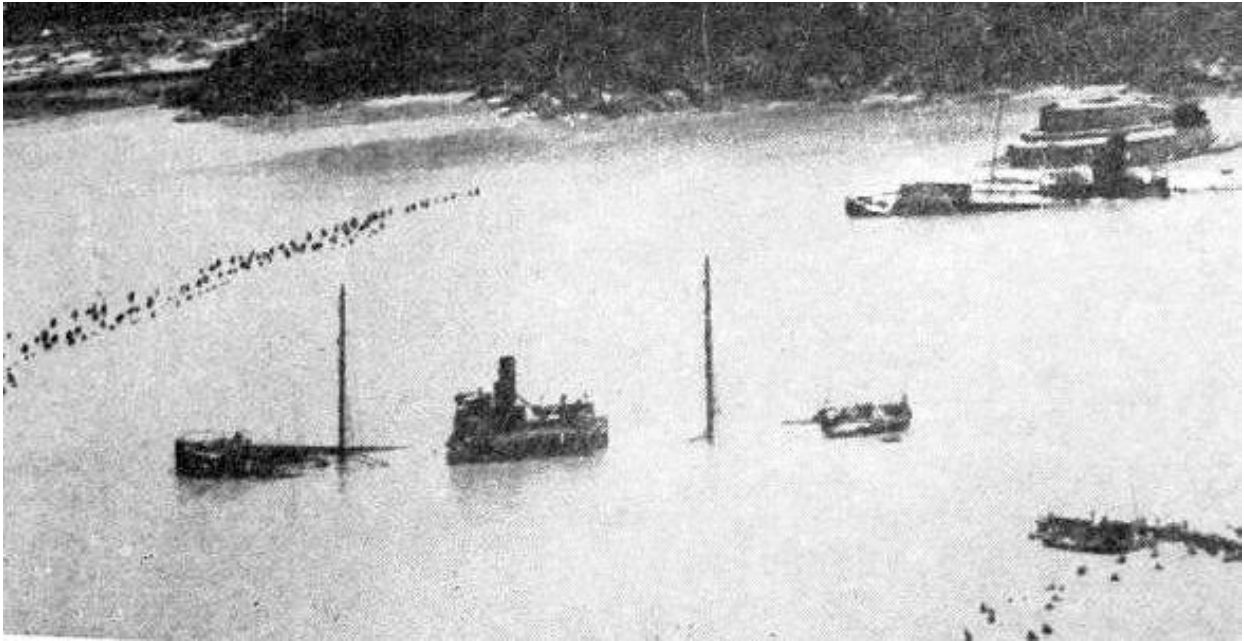
TUNG SHING after the fateful encounter with Canadian Pacific's EMPRESS OF ASIA
(unknown photographer/coll. SK*; empressofasia.com).

WAI-SHING (1903-31) 1865/03-5 (T3cyl, 226 nhp) 275.3 x 40'

Built by Wigham-Richardson & Co., Newcastle (#403) for ICSNC. 10/8/31 blown ashore in Namkwan Bay near Wenchow while sheltering from typhoon - 20/8 refloated. 9/31 sold to Hong Kong breakers but 3/32 rep. resold to San Peh S.N. Co. Ltd, Shanghai for further trading r. CHING PU. 1938 t/f to Cia Italiana di Nav. S.A.I. (Chinese-Italian Nav. Co. Ltd), Shanghai (Italian flag) r. VESUVIO. 7/40 scuttled as blockship at mouth of Yung River at Chinhai (below Ningpo).



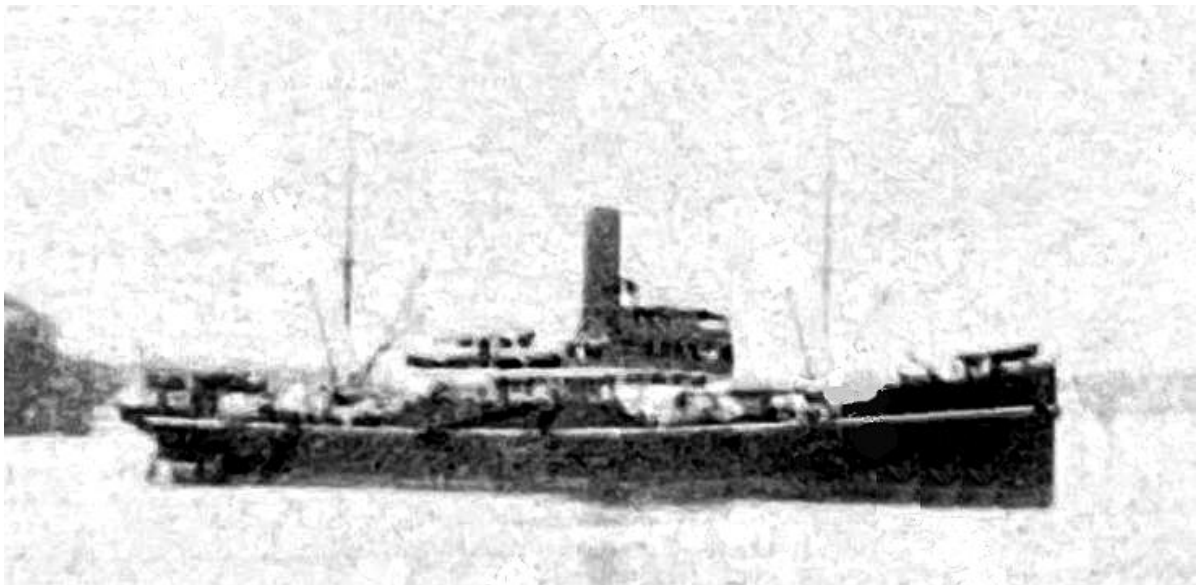
WAI-SHING ashore at Wenchow in August 1931 (NCH 18/8/31).



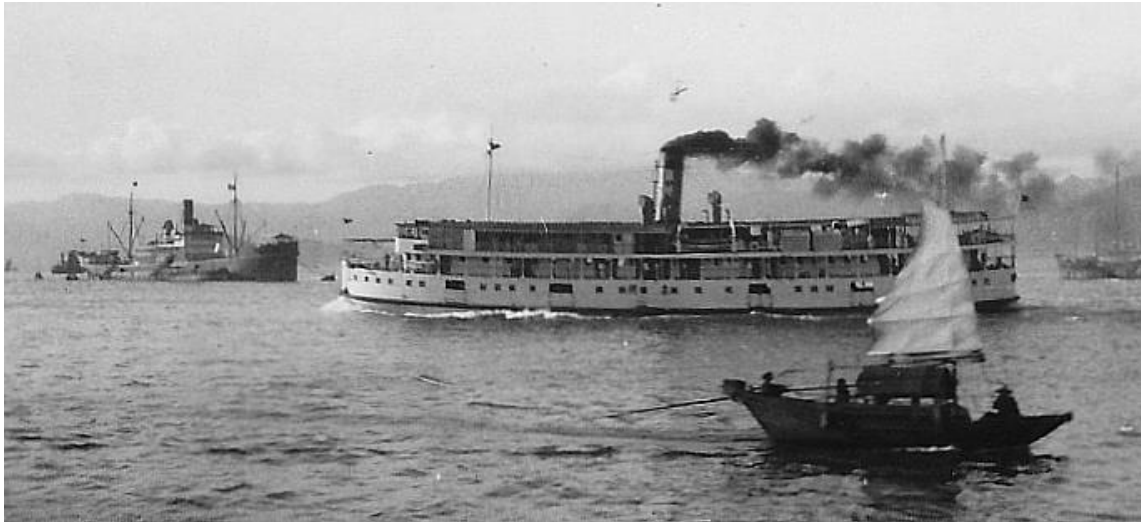
Presumed VESUVIO ex WAI-SHING sunk as blockship at Chinhai (North China Herald).

FOO SHING (1903-46) 2284/03-12 (T3cyl, 226 nhp) 290.8 x 42.1'

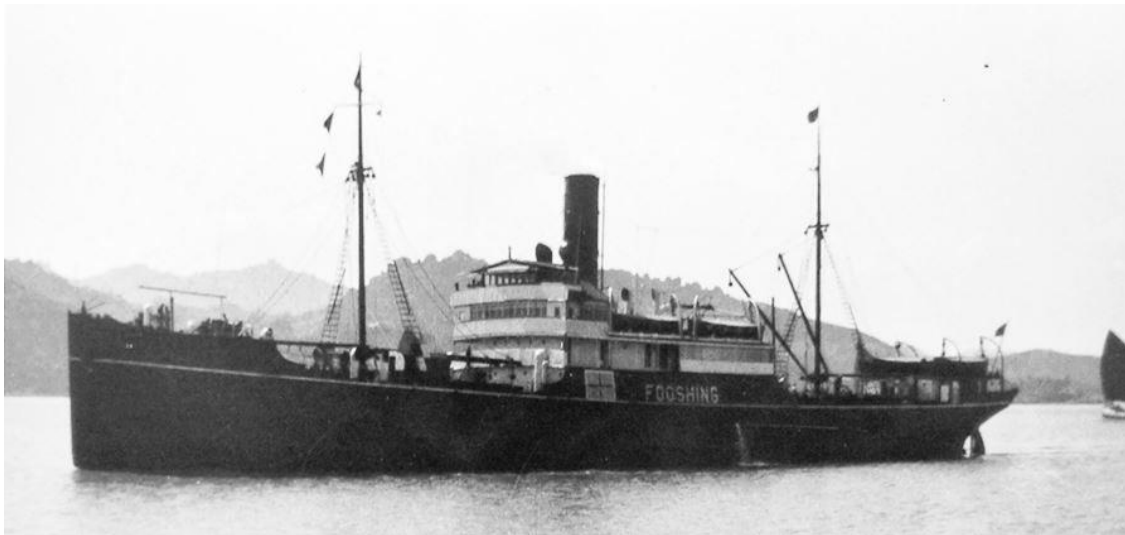
Built by Swan, Hunter & Wigham-Richardson Ltd, Newcastle (#409) for ICSNC. 19/2/25 stranded on S.W. Lamock Is. near Swatow - 23/2 refloated. 9/43 under mgt BISN beached near Port Okha with fire in No. 3 hold on voyage Karachi/S. India with cotton; 10/43 beached at Bombay with another fire in cotton cargo. 5/46 sold to Tai Ping S.S. Nav. Co. Ltd, Hong Kong r. TAIKINSHAN. 25/6/51 seized by Nationalists - 1/52 released after cargo confiscated. 17/1/52 stranded on Paracel Is. (17.04N, 111.28E) on voyage Swatow-Singapore and broke back - 9 crew lost.



Unidentified early 20th century Jardines freighter (7788.com)



FOO SHING depicted with Macao steamer KONG SO at Hong Kong on the morning of Sunday 20 August 1933. Flying the Blue Peter, FOO SHING is sailing at noon for Tsingtao via Swatow and Shanghai ((unknown photographer/coll. SK*).



FOO SHING arriving in the protected harbour of Swatow, January 1939 (D. Gammon*).



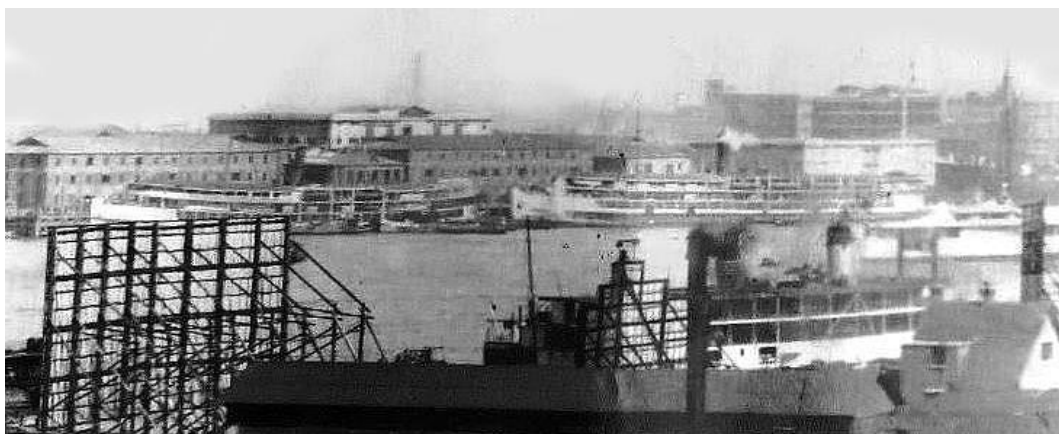
FOO SHING as TAIKINSHAN ashore on the Paracels in 1952 (*H.M.S. Alert* website).

TUCK WO (1904-37) 3770/04 (Q4cyl x 2, 228 nhp) 330 x 46.1'

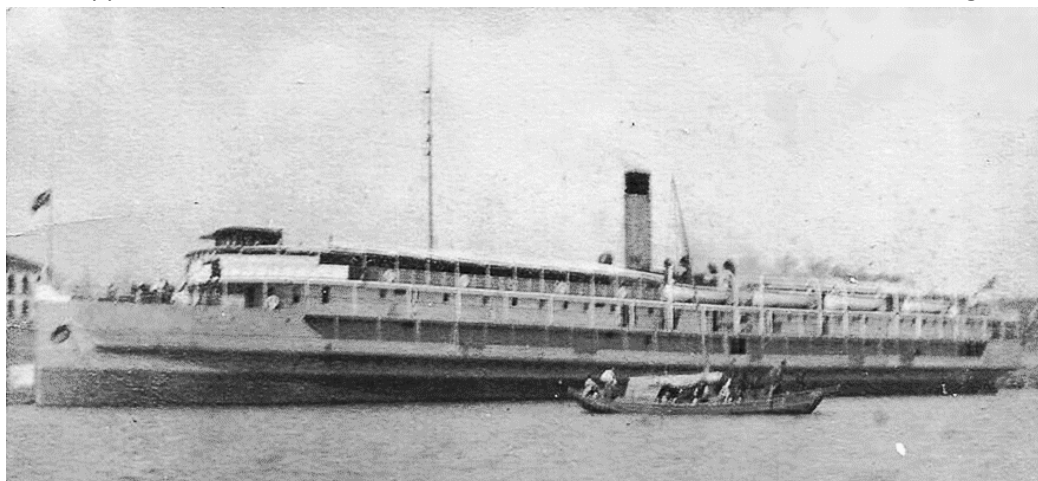
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#320) for ICSNC. 5/12/37 at Wuhu received direct hit in engine room during Japanese air raid - gutted after fire spread to cotton cargo. LR rep. broken up c.1939 but 8/56 hulk under repair at Shanghai and 6/58 resumed service for China People's Steam Navigation Co., Shanghai as CHIANG PING. 11/66 r. DONG FANG HONG 7. 8/84 seen laid up upstream of Wuhan, NFI.



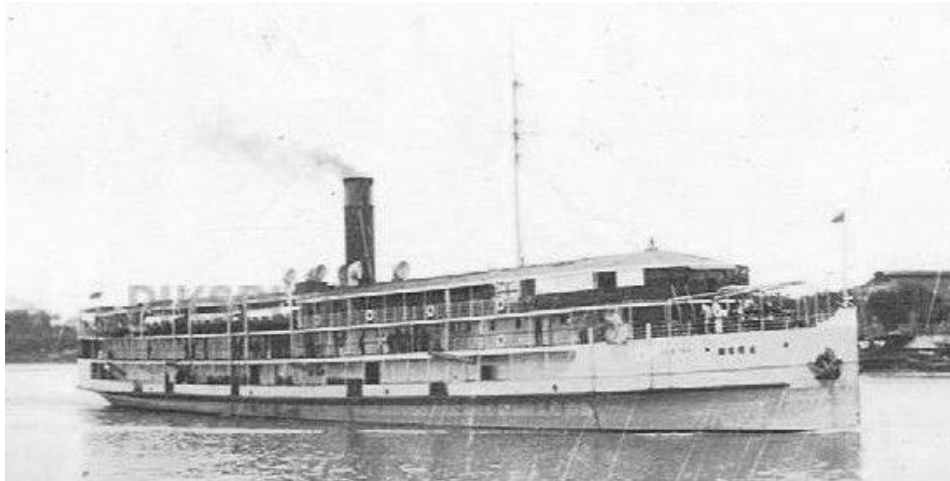
Jardine wharves, Hankow about 1905. From left CHANG WO, KUT WO, cargo steamer and then TUCK WO or LOONG WO on the outside (M& Co.).



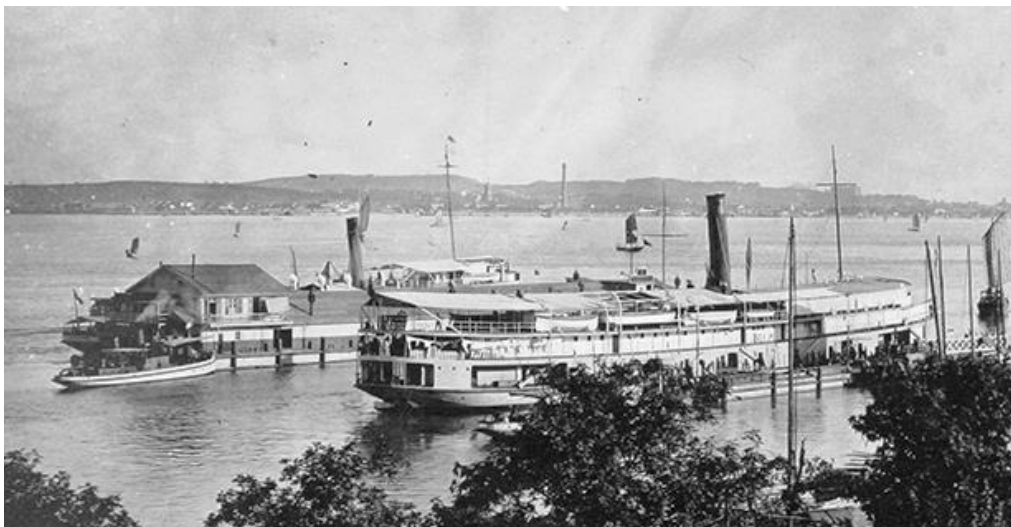
Jardine river steamers at Shanghai from a 1934 panorama. Nearside FUH WO, at opposite bank KUT WO or SUI WO at left and LOONG WO or TUCK WO at right.



Almost new TUCK WO at Hankow missing anchor, from a card signed 29/3/06 (coll. SK*).



TUCK WO, "British merchant ship" signage at the bow in Chinese, upper wheelhouse evidently removed in 1930s (Piksplus).



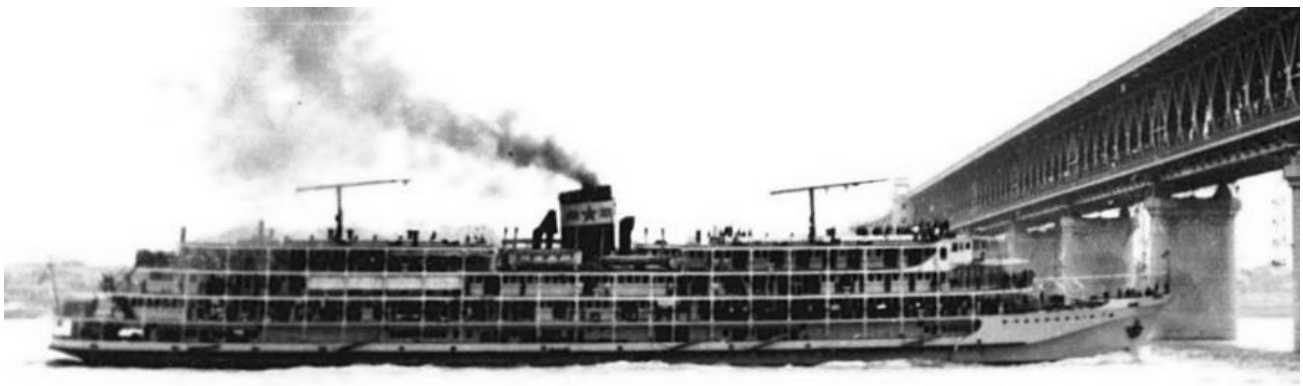
TUCK WO or LOONG WO at Jardine wharves, Hankow. TUNG WO (1914) at outside berth (Edward Wilkinson/UoB Wi03-18).



TUCK WO on fire and being abandoned at Wuhu after Japanese bombing raid, 5 December 1937 ((unknown photographer/coll. SK*).



Gutted TUCK WO, but not the end of the story (JM&C).



JIANG PING, reconstructed TUCK WO, probably on maiden voyage 1958, masts folded for passing under the new Yangtse bridge at Wuhan (http://60year.cjhy.gov.cn/60y01/quzhe/200909/t20090903_133780.html).



JIANG PING represented a very full rebuild of both hull and superstructure (R. Varns).



DONG FANG HONG 7 ex TUCK WO at Shanghai 1977-79, new radar and searchlights, shortened masts (Ted Scull*).



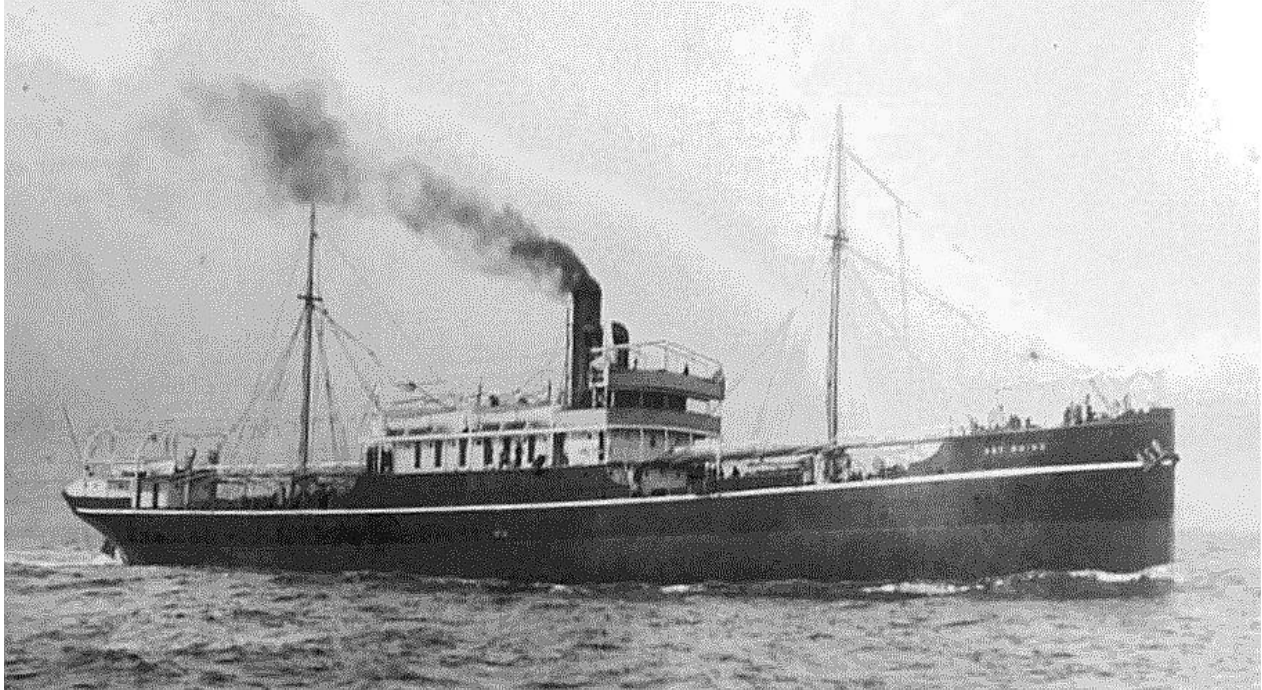
78 year old DONG FANG HONG 7 ex TUCK WO at Shanghai in 1982-83 (Chris Mackey)



Last glimpse of the stern of the 80 year old DONG FANG HONG 7 ex TUCK WO, on the inside of DONG FANG HONGs 233 and DONG FANG HONG 4, laid up upstream of Wuhan in August 1984. The vessel against the riverbank inside of DONG FANG HONG 7 is REN MIN 34 (Donald Anderson).

YAT SHING (1904-41) 2284/04-2 (T3cyl, 226 nhp) 290.4 x 42.1'

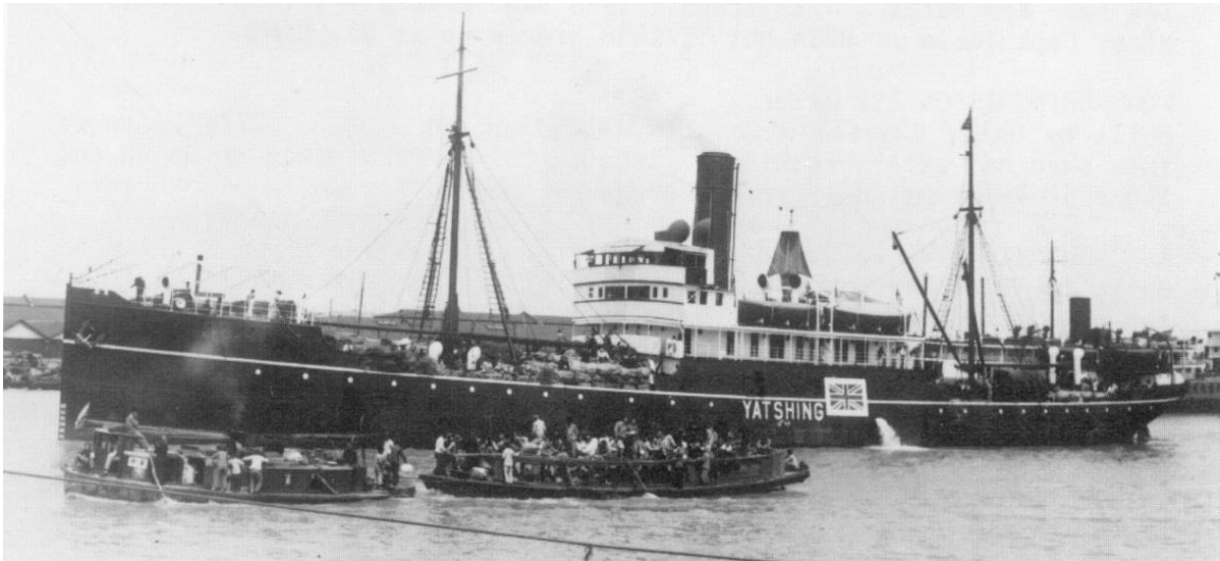
Built by Swan, Hunter & Wigham-Richardson Ltd, Newcastle (#410) for ICSNC. 30/8/27 seized by pirates near Swatow and sailed to Bias Bay - 31/8 released and arrived at Hong Kong. 11/12/41 scuttled at Hong Kong. Salvaged by Japanese and 2/43 r. NISSHO MARU. 17/7/45 mined off Yawata (Kyushu), 3 lost. 20/10/50 wreck raised for breaking up.



YAT SHING. Four-hatch beancaker typical of many built for Jardines up to CHAKSANG and KWAI SANG of 1917 (Ian Rae coll.).



Probable FOO SHING or YAT SHING at Hong Kong (Internet).



YAT SHING arriving Shanghai, 15 March 1939 (D. Gammon*).

CHEONG SHING (1905-32) 1989/05 (T3cyl, 182 nhp, N. Eastern Marine Eng.) 265.5 x 40'
 Built by W. Dobson & Co., Newcastle (#146) for ICSNC. 7/32 sold to Chinese breakers.



CHEONG SHING or WAI-SHING at Tianjin early 1930s (from a postcard in Yoshihide Kobayashi coll.).

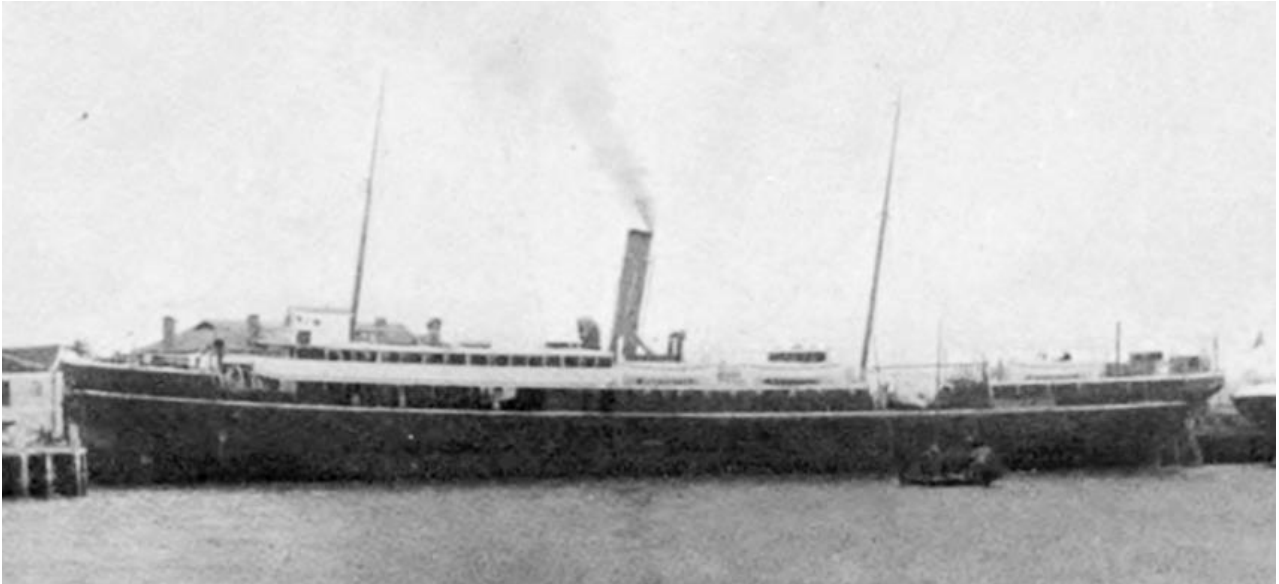
FOOK SANG (1905-29) 3100/05-7 (T3cyl, 370 nhp, N. Eastern Marine Eng.) 331.3x44.2
 Built by W. Dobson & Co., Newcastle (#139) for ICSNC for Calcutta trade. 18/9/06 slightly damaged
 in collision during typhoon in Hong Kong. 5/29 sold to Union S.N. Co., Shanghai r. DATZING. 1930
 sold to An Tung S.S. Co., Shanghai r. DASHING. 22/11/31 on charter to USSR caught in ice near
 Kamchatka - 4/32 freed. 9/37 stranded at Hong Kong in typhoon. 1938 reg. o/ship t/f to G.
 Stamatilatos, Cephalonia r. HERA but 11/1938 broken up as DA-SHING.



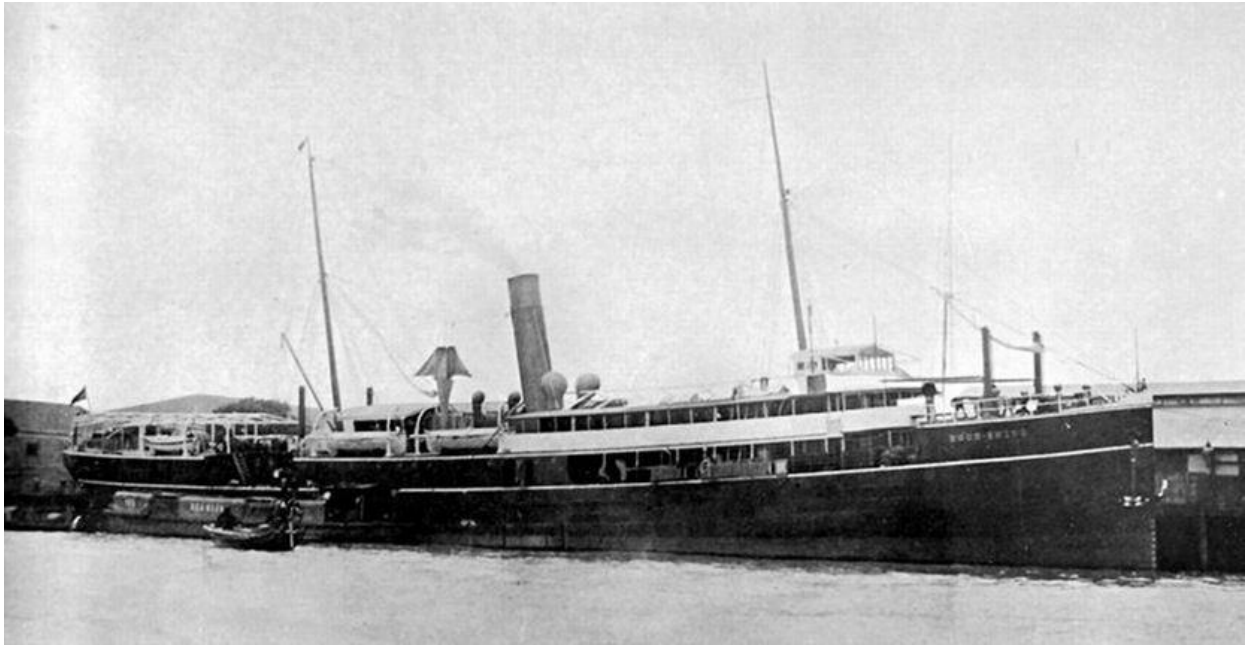
FOOK SANG as DA-SHING, stranded after September 1937 typhoon (coll. H. Dick*).

KOON SHING (1905-22) 2130/05 (Q4cyl, 200 nhp) 265 x 40'

Built by Hall, Russell & Co. Ltd, Aberdeen for ICSNC. 27/6/19 towed into Shanghai after breaking tailshaft. 31/10/22 wrecked on Bu An Lok rocks at Weihaiwei on voyage Shanghai/Tientsin.



KOON SHING, express northern passenger steamer (Wikipedia).



KOON SHING (*Virtual Shanghai* ID15023).

KUT SANG (1905-18) 4895/05-5 (Q4cyl, 555 nhp) 385.5 x 51.3'

Built by Swan, Hunter and Wigham-Richardson Ltd, Newcastle (#726) for ICSNC for Calcutta trade. 18/9/06 damaged in collision with river steamer *Charles Hardouin* during typhoon at Hong Kong. 4/3/09 beached after striking submerged rock at entrance to Haitan Strait - refloated. 29/4/18 torpedoed and sunk by U-105 40 m. ESE of Cape Palos near Oran o/v Genoa-Gibraltar in ballast - 59 lives.



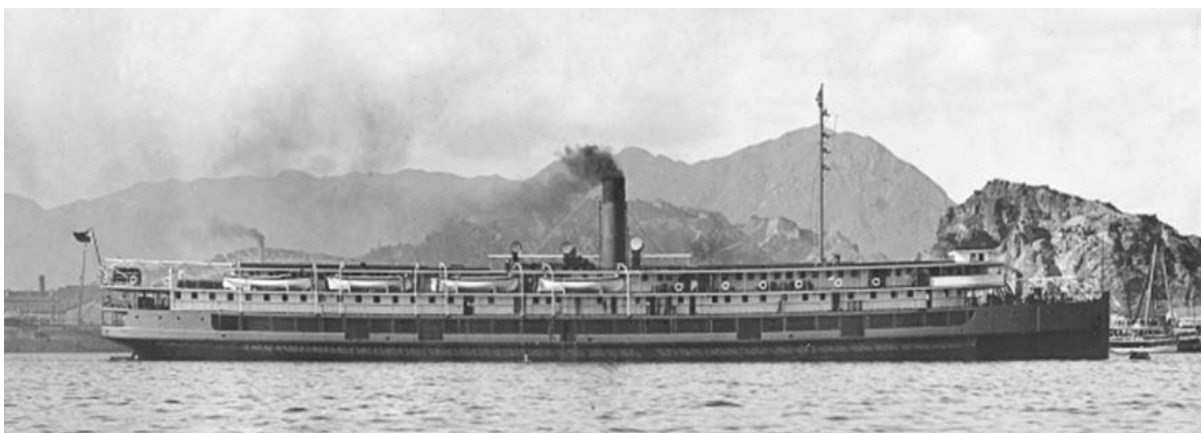
KUT SANG Built for the Calcutta trade. Until loss to enemy action in 1918, Jardines' largest steamer (NMM).

CHIP SHING (1906-35) 1984/05 (T3cyl, 182 nhp) 265 x 40.2'

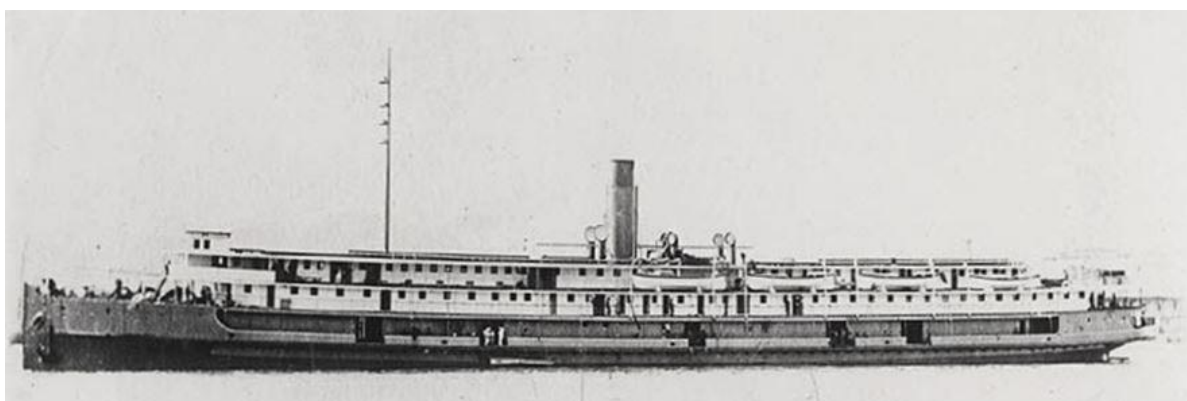
Built by Hall, Russell & Co. Ltd, Aberdeen (#393) for ICSNC. 17/10/35 sailed Shanghai for delivery to Osaka breakers.

LOONG WO (1906-41) 3923/06 (Q4cyl x 2, 228 nhp) 330 x 46.1'

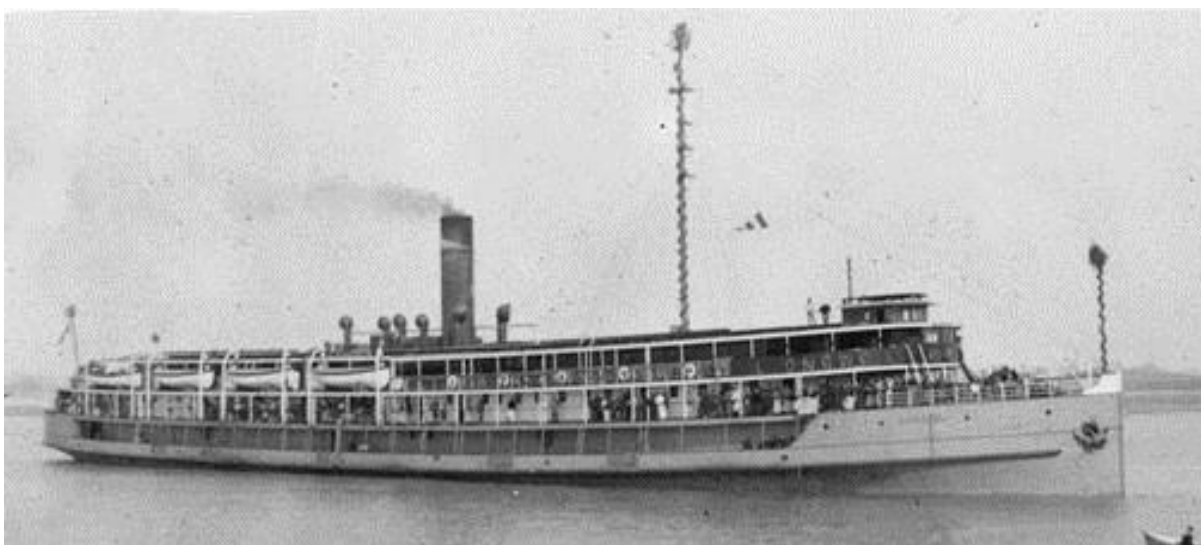
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#387) for ICSNC. 8/12/41 seized by Japanese at Hankow. 1/42 r. KOSAN MARU. 19/3/45 mined and sunk below Chinking in Yangtse River (32.05N, 119.56E).



Newly-completed LOONG WO on a buoy at Kowloon pending voyage to Shanghai (Internet).



LOONG WO, almost identical to Glasgow-built TUCK WO (Ernest G. Best Coll. SLNSW).



LOONG WO with decorated masts, possibly on maiden arrival at Hankow (China Postcard/flickr).



LOONG WO at Hankow ((unknown photographer/coll. SK*).



LOONG WO (Internet).

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

see LUEN YI (China Nav. Co., 1911-12)

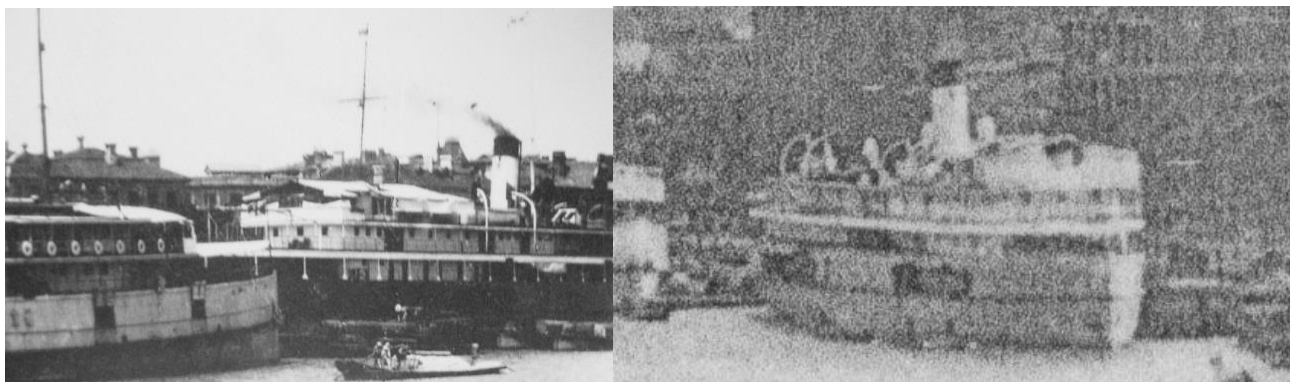
LI-TA (one third owned 1911-11) 2868/05

see HSIN PEKING (Chia Nav. Co., 1911-36)

LUEN HO (1911-34) 2868/05 (T3cyl x 2, 136 nhp, Caillard & Co., Havre) 278.2 x 42.9'

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 San Peh S.N. Co. Ltd, Shanghai r. MING SHIN. 1948 t/f to Hoong On S.N. Co. Ltd, Shanghai. 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 or sister in Cie. Asiatique de Nav. Colours (Swire/SK*)



Bunkering (?) LUEN HO (Billie Love coll., UoB)



LUEN HO or sister LUEN YI (Warren Swire coll.).



LUEN HO, image reversed for comparison purposes (*Virtual Shanghai* ID15080).



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).

HIN SANG (1913-39) 2929/05-7 (T3cyl – Blair & Co., Stockton) 339.9 x 48'

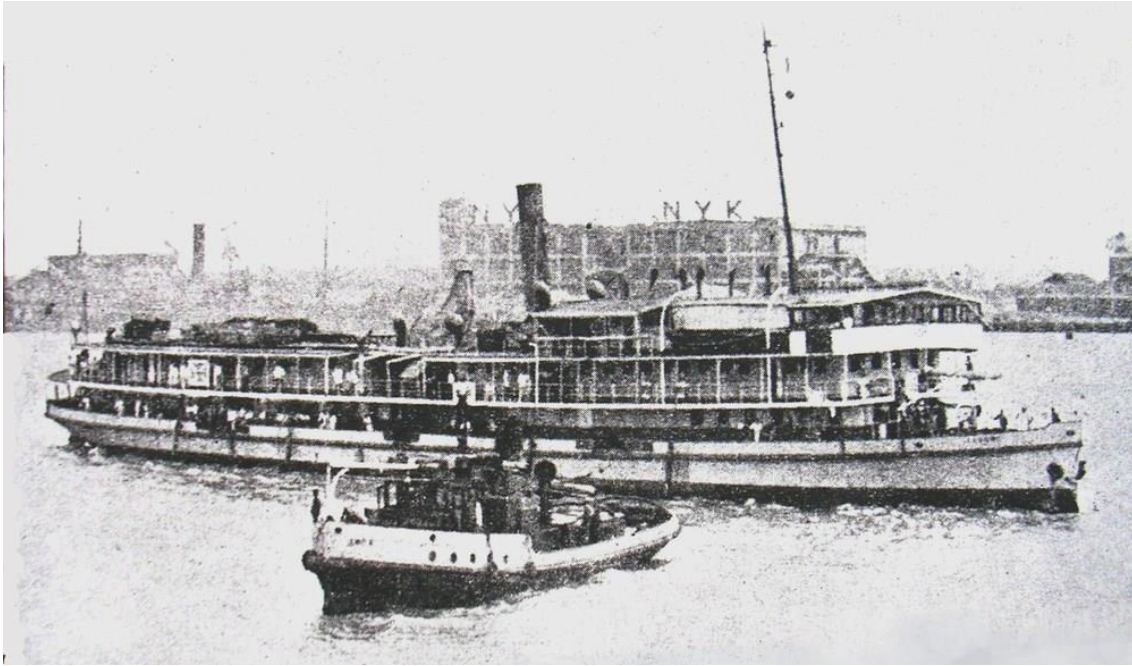
Built by Irvine's S.B. & D.D. Co. Ltd, West Hartlepool (#142) for R. Hardy & Co., West Hartlepool as PARKLANDS. 1913 sold to ICSNC for Borneo timber trade r. HIN SANG. Mid-3/39 delivered to Chinese for breaking up in Kowloon Bay, by end 6/39 'a skeleton' [SCMP, 7/7/39].



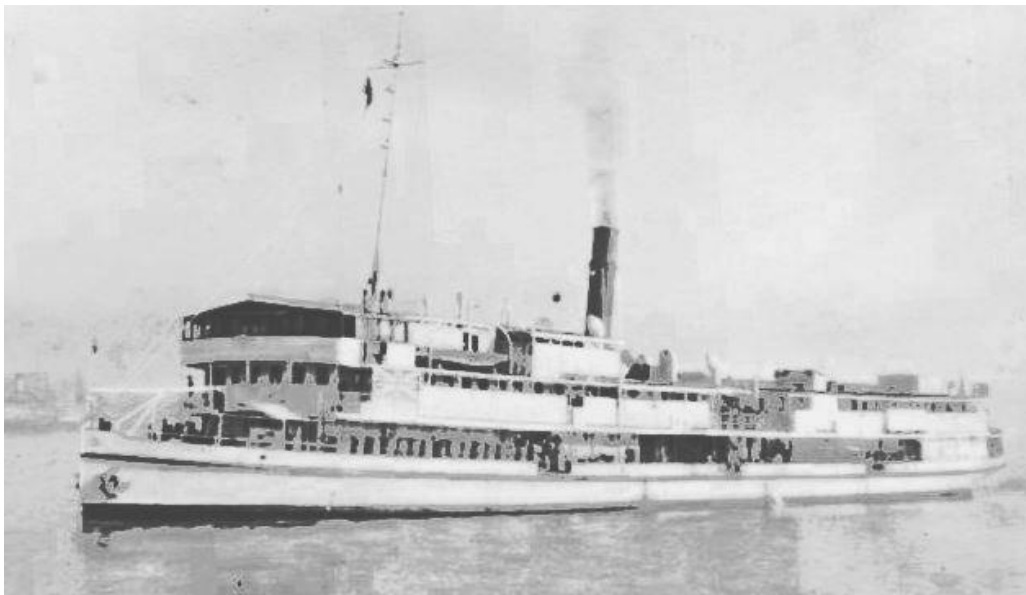
HIN SANG under demolition in Hong Kong, 16 April 1939 (D. Gammon*).

TUNG WO (1914-41) 1315/14 (T3cyl x 2, 89 rhp) 235 x 40.1'

Built by Shanghai D. & E. Co. Ltd, Shanghai (#1335) for ICSNC for middle Yangtse. 4/38 seized by Japanese and taken to Tsungming Is. but released on intervention of HMS *Cricket*. 1940 req. by R.N. as armed boarding ship for examination service. 13/12/41 bombed and sunk at Penang. 1942 refloated by IJN and temporarily repaired. 2/9/42 departed Penang under tow of transport IJN *Heito Maru* for Singapore, where anchored in Johore Strait under repair by POW crew. 1943 repairs completed, r. DOWA MARU, placed under custody of the Kaigunsho (Navy Department) and operated as a transport around Singapore. 8/45 still mobile, but in neglected condition, presumed eventually scuttled or broken up.

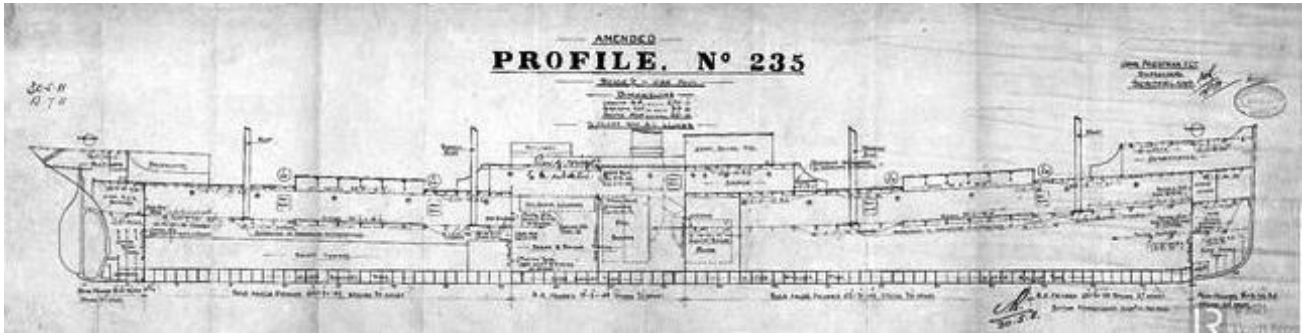


TUNG WO, middle river steamer built in Shanghai (*North China Herald*).

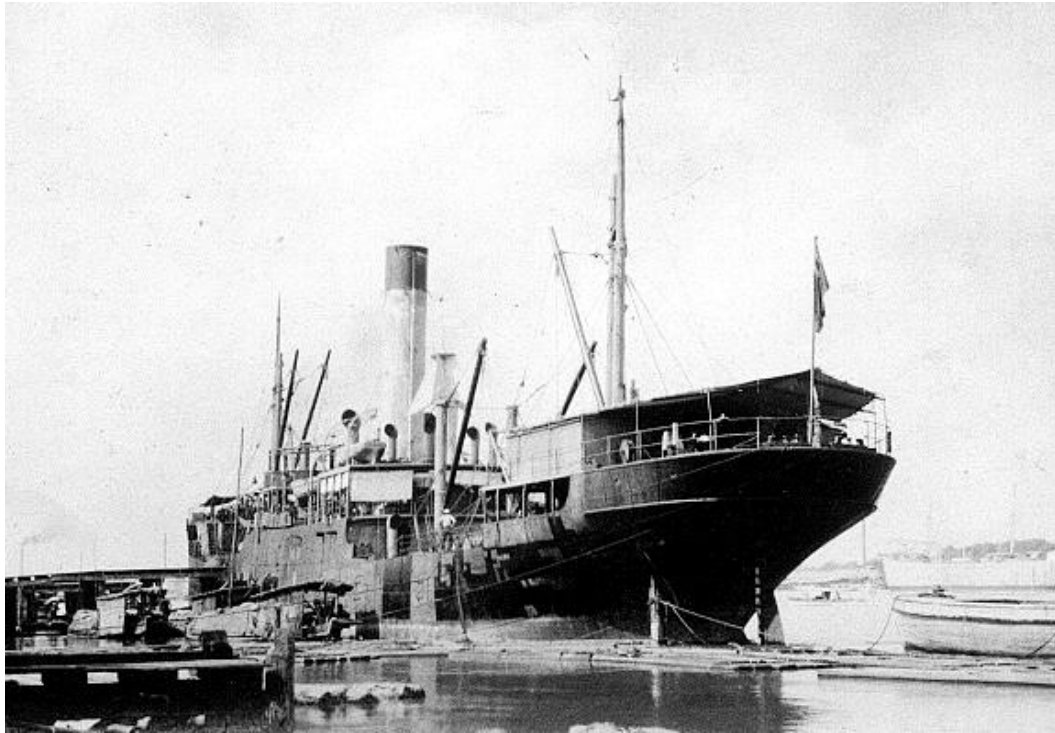


(SteveC/http://www.combinedfleet.com/dowa_t.htm)

YU SANG (1914-35) 1844/12-2 (T3cyl, Richardsons Westgarth & Co., Middlesbrough) 250.2 x 39.6'
Built by J. Priestman & Co., Sunderland (#235) and 25/10/11 launched for Manchu S.S. Co. Ltd,
(Matthews, Wrightson & Co. Ltd, mgrs), Antung (reg. London) as YI LOONG. 12/12-5-13 on charter
HK-Fremantle service (early 2/13 ashore c.1 week near HK, refloated), then HK-Bangkok. 1914 sold
to ICSNC r. YU SANG. 4/35 sold to Chinese breakers.



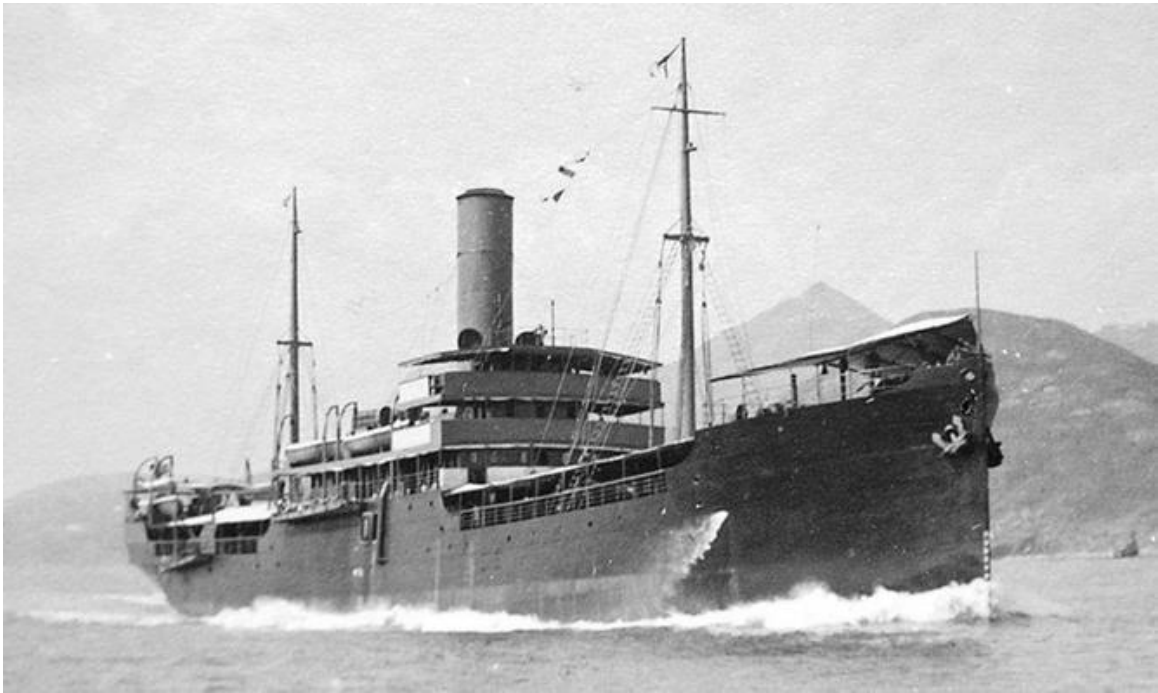
YI LUNG's builder's profile (Irfoundation.co.uk).



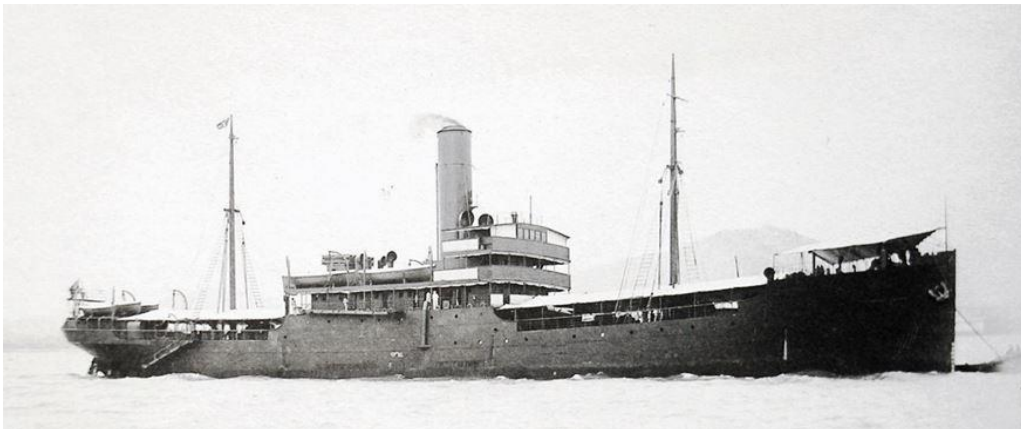
YU SANG. Built for George Shaw for China coast service (JM&C).

KWAI SANG (1917-47) 2320/17-5 (T3cyl) 290.6 x 42.1'

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#552) for ICSNC. 20/1/42 req. by R.N. as Armament Supply Vessel for use in Red Sea. 2/43 in service Alexandria-Benghazi as petrol carrier, then Malta, Sicily, Italy. 1/45 at Bombay for coastal service, 3/45 Calcutta to Akyab, later Rangoon. 12/12/45 returned to HK. 9/47 sold to Cambay Prince S.S. Co. Ltd (John Manners & Co. Ltd), Hong Kong r. SAN EDUARDO. 12/48 sold to Wallem & Co. Ltd, Hong Kong (Panama flag). 12/49 sold to Far Eastern Enterprising Co. Inc, Panama r. LIDO. 4/51 t/f to China People's S.N. Co., Shanghai r. HAI AN. 17/10/52 first ship arriving at Hsinkang port. Later r. HO PING 7 (CHI). 1966 r. ZHAN DOU 7. 1971 broken up [Dalian S.S. Corp. official history p.69].



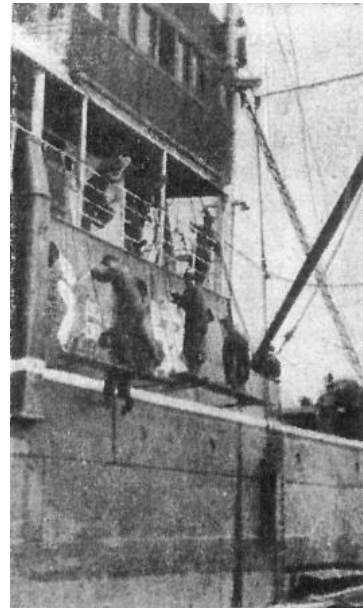
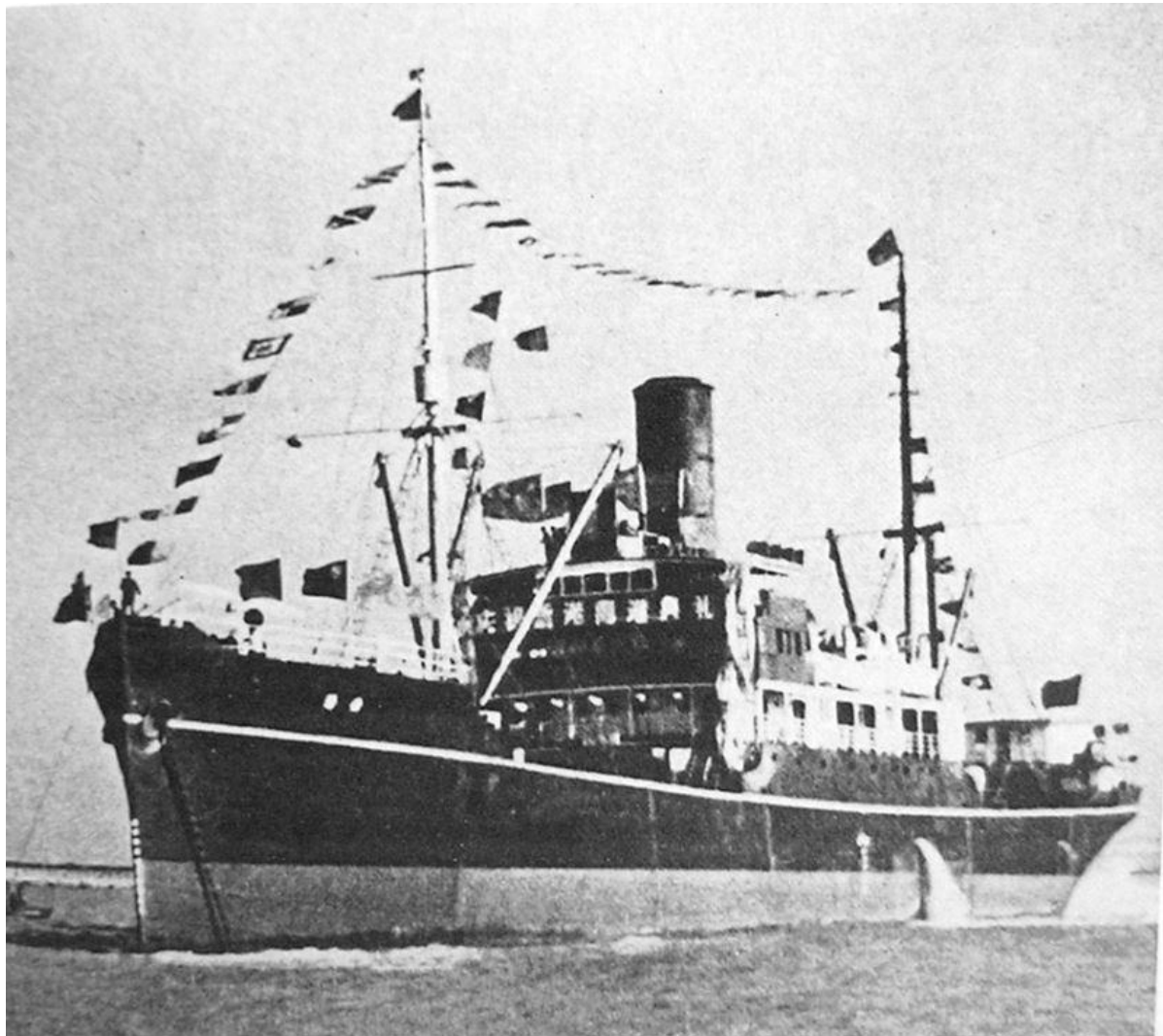
KWAI SANG on trials at Hong Kong in 1917 (HKMM, original photo, unknown photographer, gift of SK*).



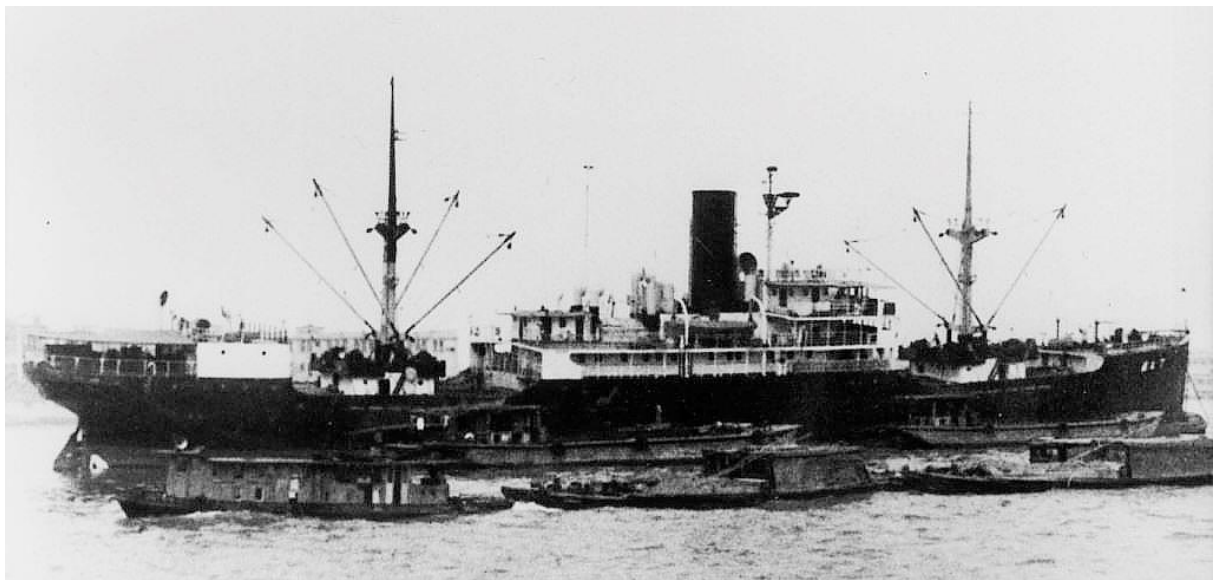
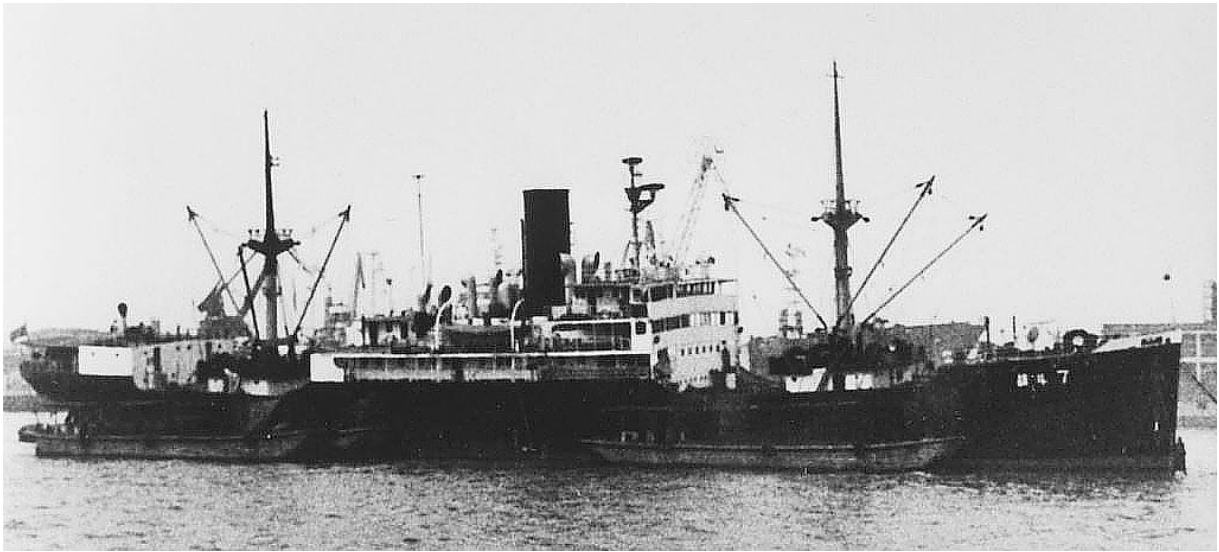
KWAI SANG sea trials (HKMM, original photo, unknown photographer, gift of SK*).



KWAI SANG in peacetime colours at Shanghai on 9 May 1936 (unknown photographer/coll. SK*).



Top, Left: HAI AN ex KWAI SANG as first ship into newly opened Hsinking port, 17 October 1952 (*Xinhua*).
Right: HAI AN's name is touched up (*China Reconstructs* 1953 No.4 p.9).



KWAI SANG as ZHANDOU 7, probable new masts (2 photos attrib. John Blake/Markus Berger coll.).



ZHANDOU 7 in the Whangpoo 1971 (Göran Ohlsson/Tomas Johannisson).

CHAK SANG (1917-42) 2358/17-11 (T3cyl) 290.6 x 42.1'

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#553) for ICSNC. 11/39-9/40 HK-Sandakan. 16/10/40 ex HK for trading Bay of Bengal. 8/41 docked HK. 9/41 resumed trading Bay of Bengal. 21/2/42 sunk by gunfire of Japanese submarine I-166 off mouth of Irrawaddy (15.42N, 95.02E). [BT 389/6/232]



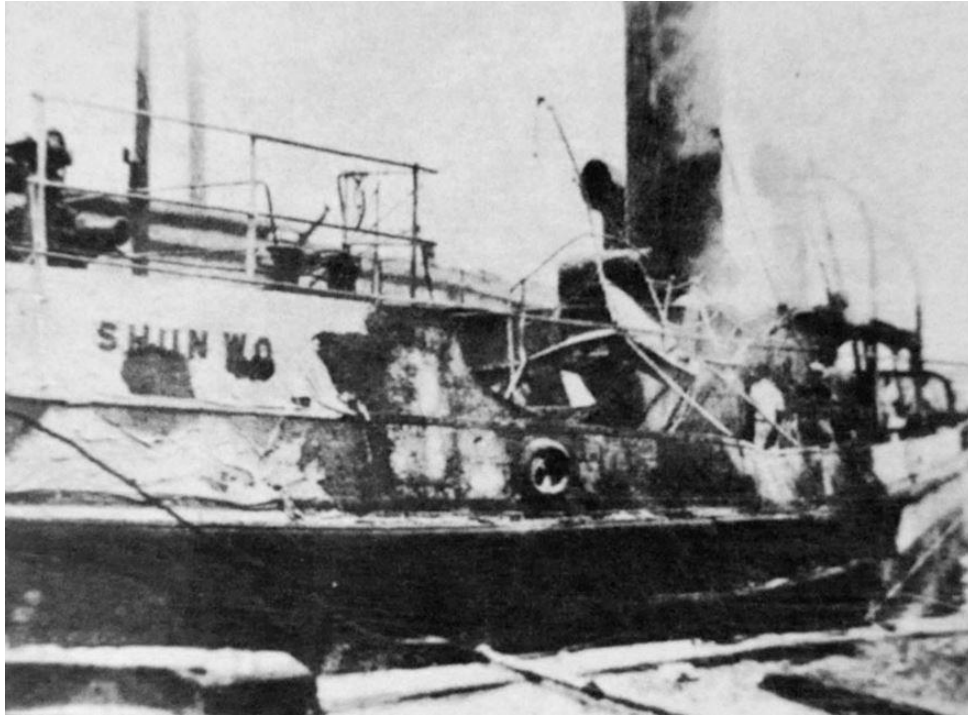
CHAK SANG being prepared for launch at Kowloon. PROSPER adjacent (HK&WD/HKMM ID2008.0197.019b).



CHAK SANG on Shanghai bund post-8/37, Garden Bridge arches far right. Name reads CHAK SANG at bow, CHAKSANG on side (U.S. Naval History & Heritage Command NH 72455).

SHUN WO (1917-41) 220/17 (tug) (C2cyl) 125 x 22.1'

Built by Kiangnan D. & E. Works, Shanghai (#300) for ICSNC for use at Kiukiang on Yangtse River. 7/30 seized at Yochow by Communist forces (also reported as pirates) and set on fire - recovered and taken to Shanghai for repairs. Requisitioned at Hong Kong as auxiliary patrol vessel. 12/41 scuttled at Hong Kong. NFI.



SHUN WO with fire damage (<http://60.250.180.26/theme/theme-44/44-index.html>,
<http://60-250-180-26.hinet-ip.hinet.net/theme/theme-85/85-index4.html>).

HAN WO (1919-41) 248/19 (tug) (T3cyl) 140 x 26/1'

Built by New Eng. & S.B. Works Ltd, Shanghai for ICSNC for Yangtse River. Requisitioned at Hong Kong as auxiliary patrol vessel. 11/40 comm. by R.N. as minesweeper for use in Chinese waters. 12/41 scuttled at Hong Kong near Repulse Bay. 22/7/51 towed into Cheung Sha Wan, Hong Kong after salvage by Consolidated Eng. & Salvage Co. Ltd. Presume broken up.



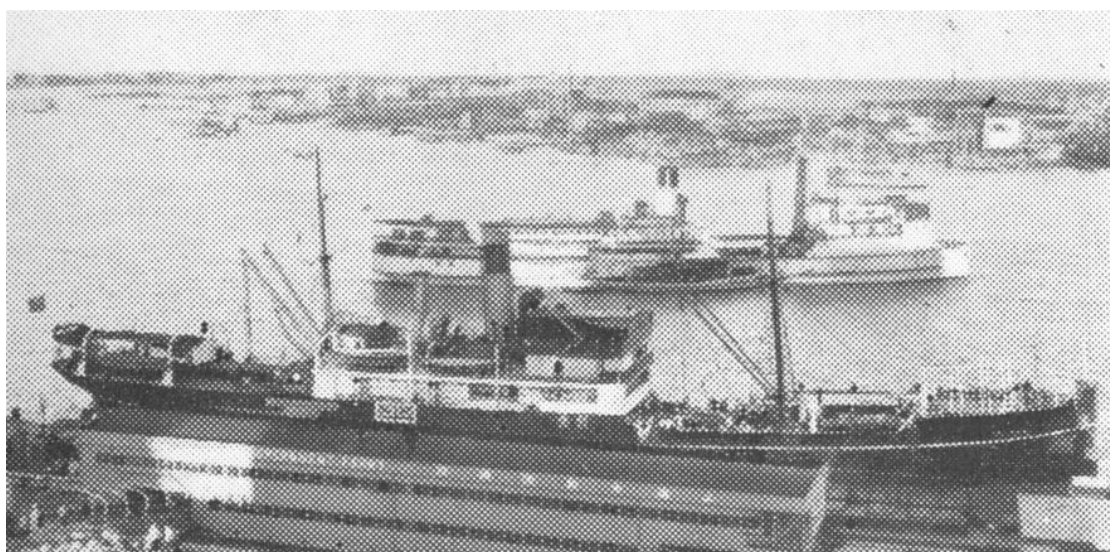
HAN WO at Hankow, inside lighter. SHUN WO was slightly smaller (*China Proper Vol III*).

LEE SANG (1921-45) 1655/07-3 (T3cyl – J.F. Ahrens, Altona) 265.8 x 37.8'

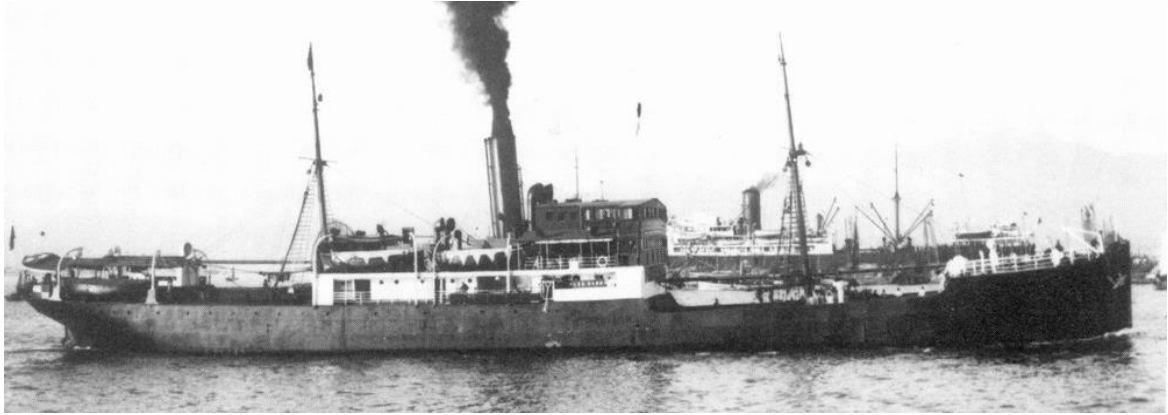
Built by Schiffsw. von H. Koch, Lubeck (#173) for Norddeutscher Lloyd, Bremen as TEO PAO for use as feeder vessel Singapore-Celebes. 8/14 laid up in Ambon. 1917 taken over by British Shg Controller (BISN mgrs). 1/21 sold to ICSNC r. LEE SANG. 23/8/32 holed in collision with *Calchas* (10,305/21) in Whangpu. 22/12/32 port bow ripped open in collision with *Tungchow* (2104/14). 19/5/41 to Singapore for Straits-Rangoon service. 11/2/42 Singapore to Batavia, then India (coastal trade). 30/12/42 arrived Alexandria for repairs. 2/42-12/43 Alexandria-Benghazi/Tobruk (cased petroleum). 2-5/44 Red Sea. 7-12/44 mainly Italy. 12/44-6/45 Red Sea. 6-7/45 Haifa. 2/8/45 laid up Alexandria. 11/45 sold to E.M. Trattles, Alexandria for Mediterranean service. 3/52 sold to Lloyd Mediterraneo S.p.A., Rome r. VALPRATO. 1956 sold to Gennaro Ievoli fu Domenico, Rome r. MIMMO IEVOLI. 1958 sold to 'Flumar' Traffici Marittimi e Fluviali, Rome r. TURNO. Q2/1961 broken up in Italy. [BT389/19/52]



Likely LEE SANG at Shanghai in 1937-38 (Harrison Forman/UWM Libraries).



LEE SANG and PING WO (offshore) at Shanghai, pub. 1938 (*Five Months of War*, NCH C/- Graham Thompson).



LEE SANG at Hong Kong, 15 December 1939 (D. Gammon*).



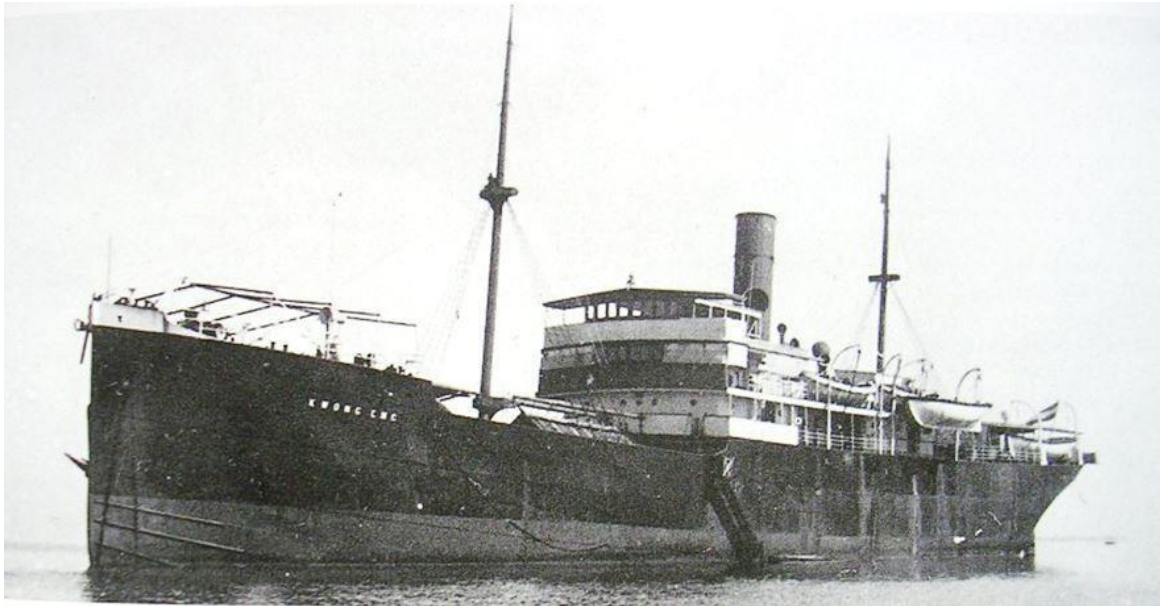
LEE SANG postwar as Italian VALPRATO (FotoFlite).

MING SANG (1921-30) 1650/06-12 (T3cyl – J.F. Ahrens, Altona) 265.7 x 37.8'

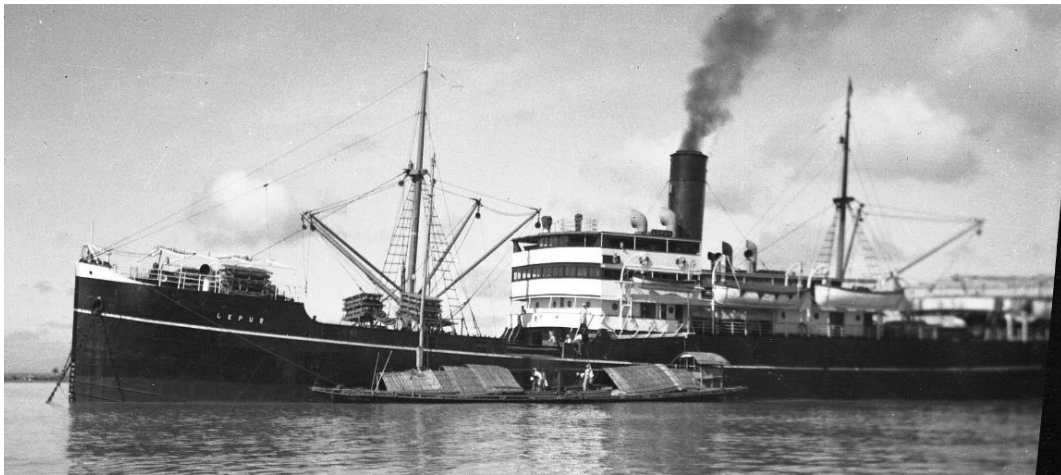
Built by Schiffsw. von H. Koch, Lubeck for Norddeutscher Lloyd, Bremen (#172) as KWONG ENG for use as feeder vessel Singapore-Celebes. 8/14 laid up in Makassar. 1917 taken over by British Shg Controller (BISN mgrs). 1/21 sold to ICSNC r. MING SANG. 9/30 sold to Madrigal & Co., Manila r. LEPUS. 3/42 seized by Japanese at Cavite (Manila Bay). 7/42 r. REIAN MARU. 28/6/45 struck mine and sank off Shimonoseki.



Likely MING SANG at the New Engineering & S.B. Co. yard in Shanghai (New E.& S.B. Co.).



MING SANG as KWONG ENG (A. Kludas).



LEPUS, believed c.1939., possibly at Iloilo. Credit W. Schell.

MAUSANG (1921-43, 1945-50) 3372/20 (T3cyl) 331.2 x 46.8'

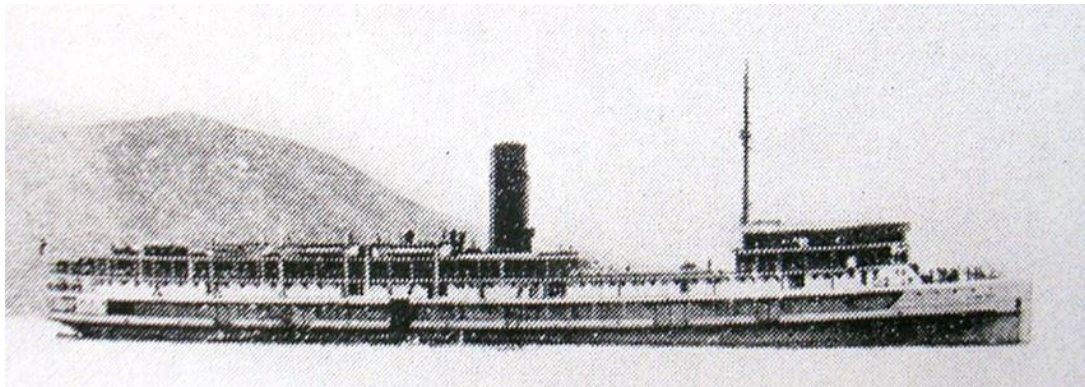
Built by Shanghai D. & E. Co. Ltd, Shanghai (#1506) for British Shg Controller as WAR TIARA but after trials 25/5/20 del. to N.E. Ambatielos, Argostoli r. YANNIS. 5/21 sold to ICSNC r. MAUSANG for Sandakan-HK timber trade. 27/9/41 sailed Hong Kong for Singapore, then Colombo (8/11), Alexandria (15/12). 25/12/41 military transport for N. Africa supply run (Benghazi and Tobruk). 3-4/42 Haifa-Tripoli. 5-10/42 Red Sea service. 11/42 reverted to Alexandria-N. Africa. 6/43 bareboat charter to Turkish Govt, Istanbul and 7/43 t/f to Turkish flag r. MARAS. 6/45 at Alexandria reverted to British flag. After repairs, 18/9 sailed for Glasgow to discharge, thence Sunderland (11/11) for repairs to 2/2/46, reverting to ICSNC as MAUSANG. 25/5/50 first British ship to run Nationalist blockade of Shanghai. 9/50 sold to Wallem & Co. Ltd, Hong Kong. 10/50 sold to Jebshun Shg Co., Hong Kong r. SHUN LEE. 7/52 sold back to Wallem & Co. (Panama flag) r. HIPPOPOTAMUS. 6/55 sold back to Shun Kee Nav. Co. Ltd, (Jebshun Shg Co. mgrs) r. SHUN LEE. 8/6/60 stranded on Pratas Reef in South China Sea on voyage Pasuo (Hainan)-Tientsin with ore. 11/6 broke in two, CTL. [BT389/27/21]



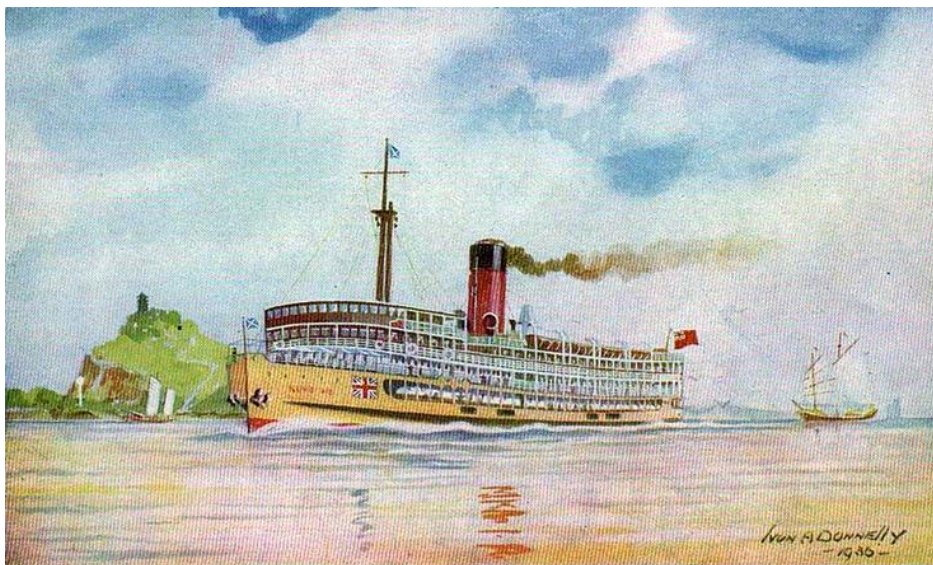
MAUSANG arriving Hong Kong, 19 January 1940, awnings aft and extra boats imply carrying deck passengers (D. Gammon*).

KUNG WO (1921-42) 4636/21 (Q4cyl x 2) 350 x 48.5'

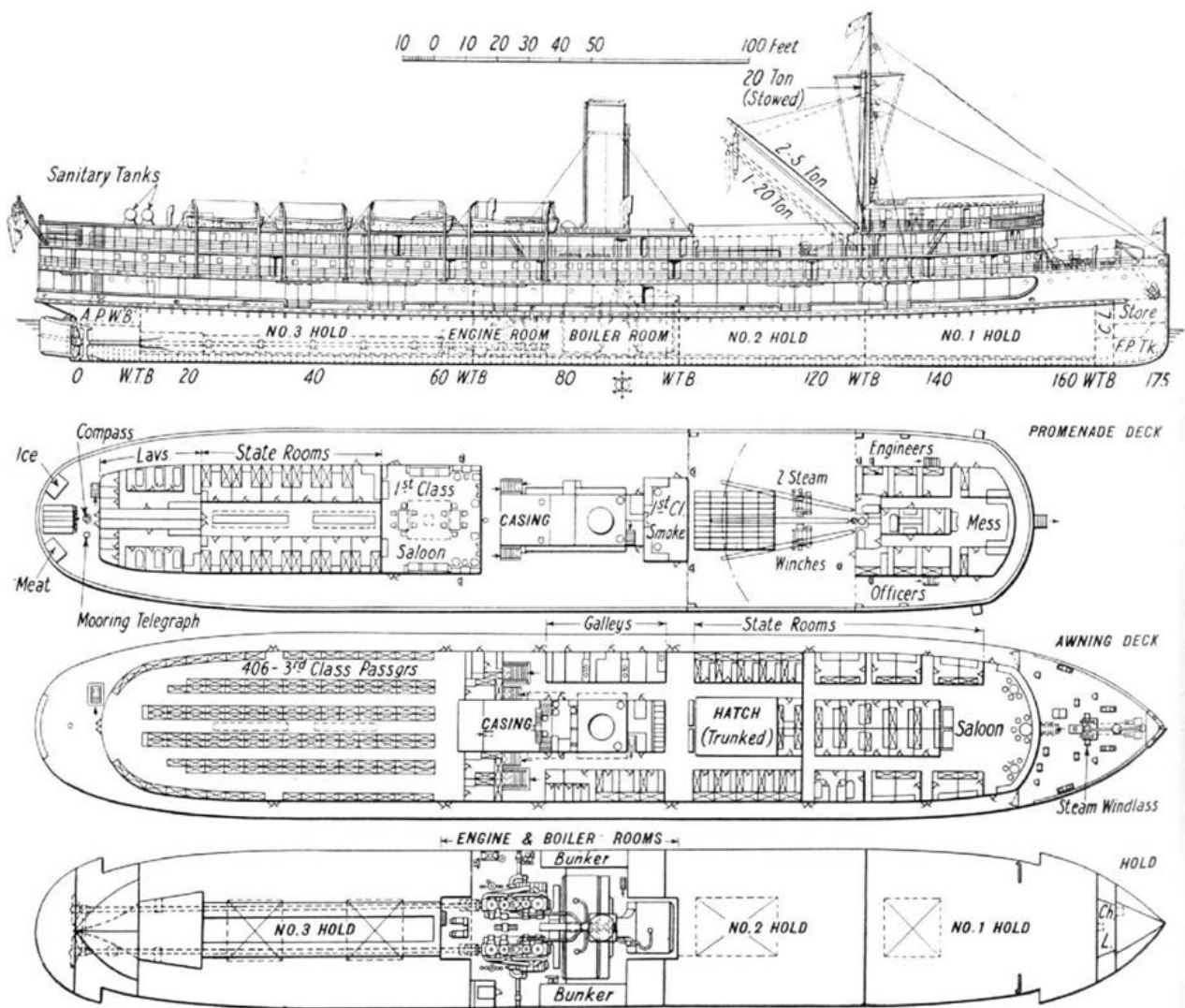
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#579) for ICSNC. 9/7/34 fire in cotton cargo at Shanghai. By 1939 laid up at Shanghai. 1940 at Haiphong as storeship. 30/8/41 rep. at Singapore. 18/9/41 OHMS, designated as minelayer. 28/1/42 rep. as depot ship. 14/2/42 bombed and sunk off Bangka Is. bound Singapore/Australia.



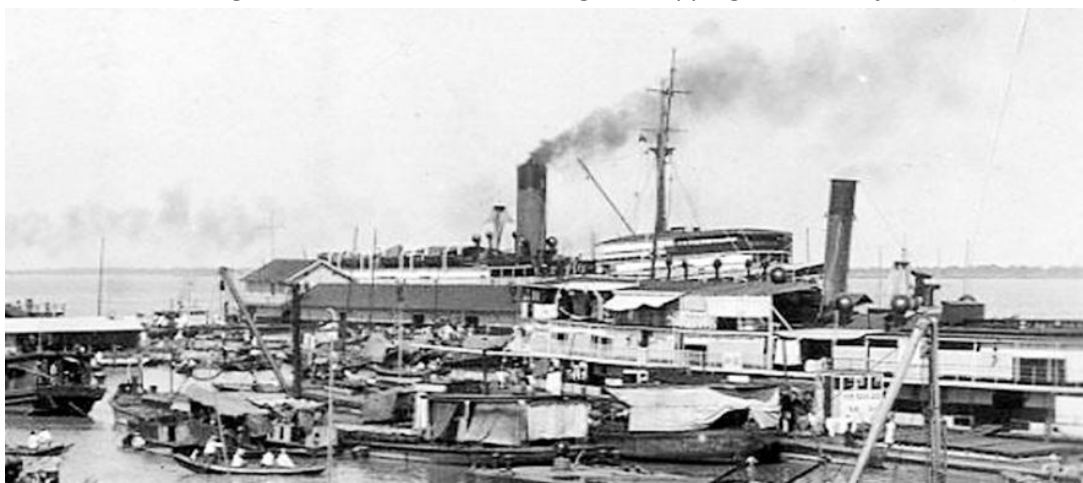
KUNG WO at Hong Kong on completion (HWD Co.)



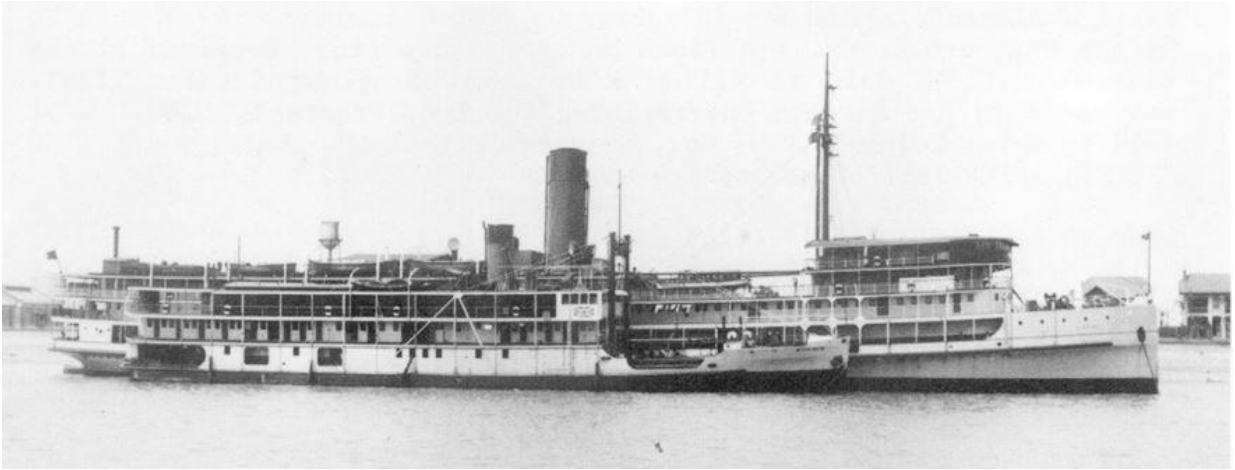
KUNG WO passing Little Orphan Island, displaying attractive ICSNC river steamer colour scheme (Ivon A. Donnelly).



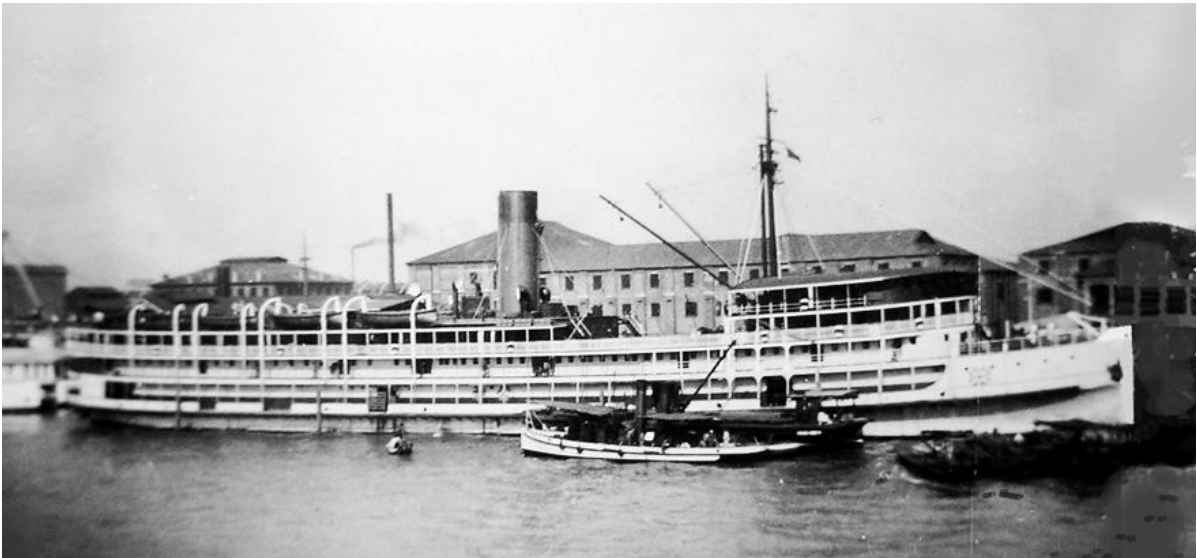
KUNG WO Largest river steamer on the Yangtse (*Shipping Wonders of the World*).



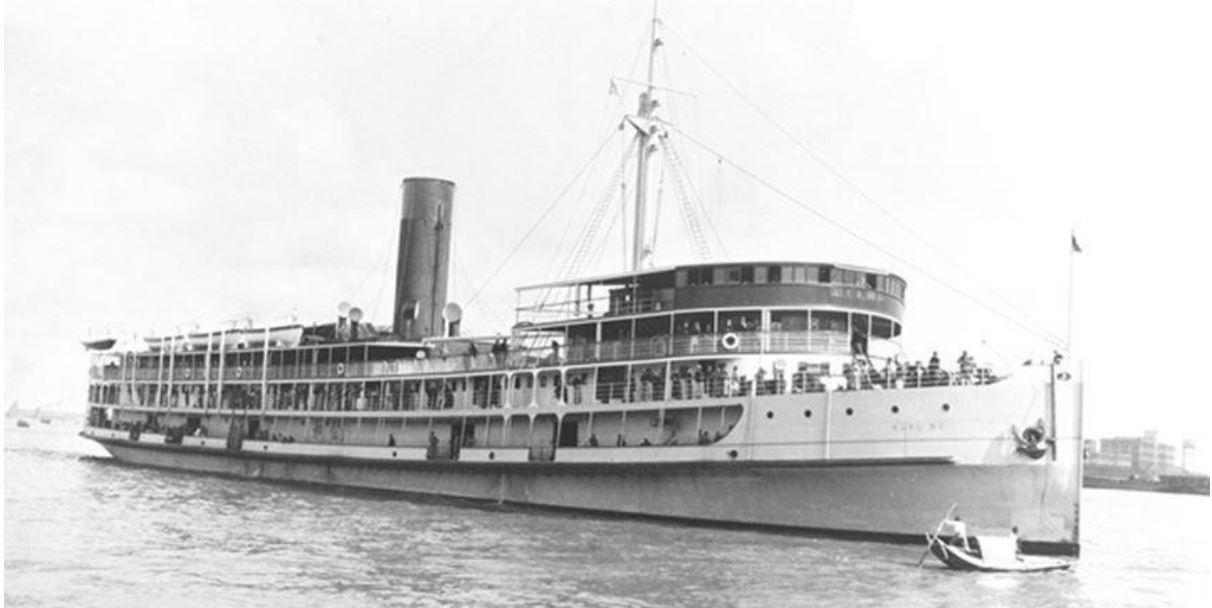
Newly-built KUNG WO at Hankow during 1921 floods (Internet).



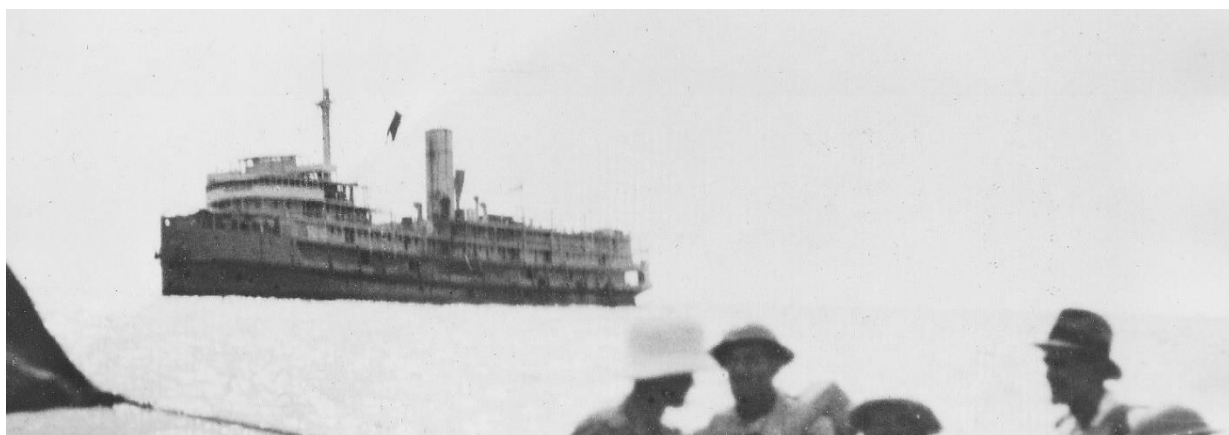
KUNG WO laid up at Shanghai, 10 May 1939, with upper river steamer FUH WO alongside (D. Gammon*).



Early view of KUNG WO handling cargo at Shanghai ((unknown photographer/coll., edit SK*).



KUNG WO (U.S. Naval History & Heritage Command NH 77128).



Last boat away from the damaged H.M.S. KUNG WO (photographer unknown/coll. SK).

FAUSANG (1921-41) 2256/21-11 (T3cyl) 285 x 42.6'

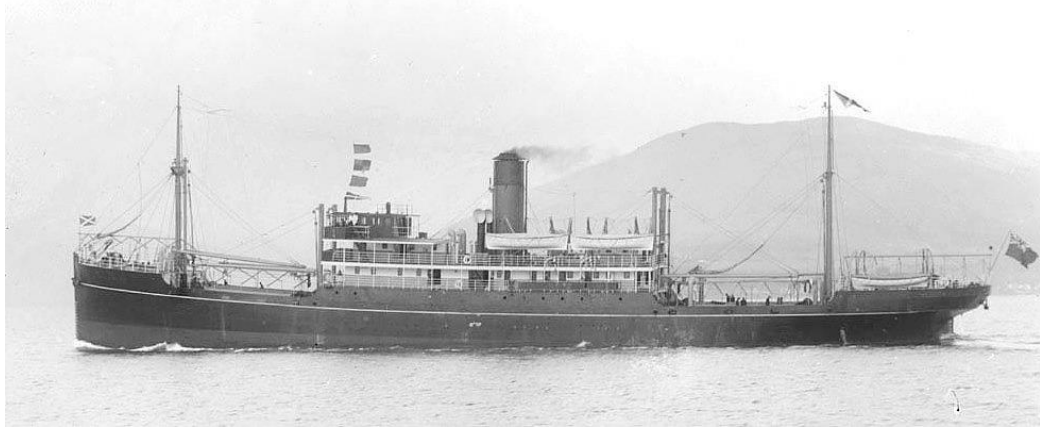
Built by Dunlop, Bremner & Co. Ltd, Port Glasgow (#345) for ICSNC. 11/12/41 scuttled at Hong Kong. Salvaged by Japanese and 8/42 r. FUSEI MARU. 1/9/43 torpedoed and sunk 200 m. SW of Nagasaki (31.28N, 127.42E) by USS *Seawolf*.



FAUSANG (photographer unknown/A. Duncan).

TINGSANG (1922-47) 2256/22-2 (T3cyl) 285 x 42.6'

Built by Dunlop, Bremner & Co. Ltd, Port Glasgow (#346) for ICSNC. 20/2/41 withdrawn from N. China service. 10/12/41 ex HK via Manila for Singapore, thence Surabaya for Sydney (6/1/42) and Geelong for India, where deployed in coastal service. 19/12/46 redel. at Shanghai. 11/47 sold to Tientsin Nav. Co. Ltd. (Chinese Maritime Trust Ltd, mgrs), Shanghai r. TIEN HSIANG. 1950 t/f to Pacifico Union Marina Corp., Panama r. ORIENTAL PHOENIX. 1954 sold to P.C. Ray & Co. (India) Ltd, Calcutta r. RAYANDAMAN. 1957 t/f to Bengal Line Ltd. 9/65 sank at moorings at Calcutta in cyclonic weather while under repairs. 1971 sold to Khanbhai Esoofbhai and 8/11/72 refloated for breaking up. [BT 389/30/15]



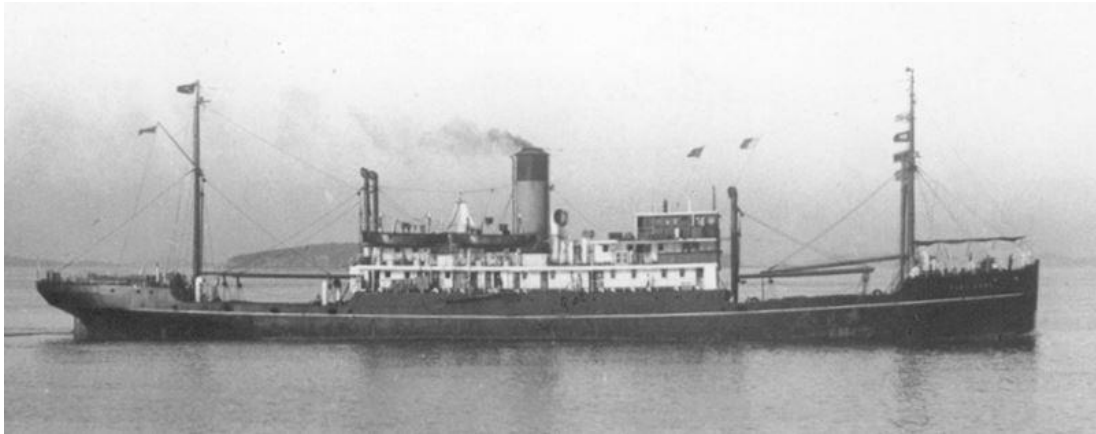
TINGSANG running trials (University of Glasgow P01818).



TINGSANG watercolour by Ivon A. Donnelly (iadonnelly.blogspot.com).



TINGSANG (TING SANG on hull) Tianjin 1930s, new anti-piracy barriers visible at front and rear ends of superstructure (from a postcard in Yoshihide Kobayashi coll.).



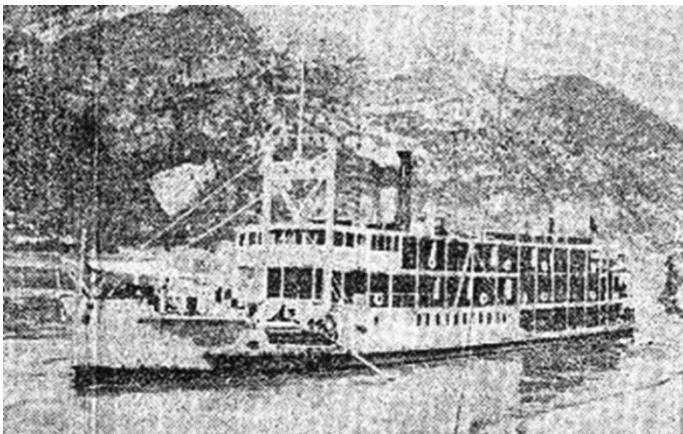
TINGSANG departing Hong Kong, 12 December, 1939 (D. Gammon*).



TINGSANG as RAYANDAMAN, near end career but no major external changes apart from removal of anti-piracy barricades (T. Rayner*).

FUH WO (1922-42) 953/22 (T3cyl x 2) 211.4 x 33.1'

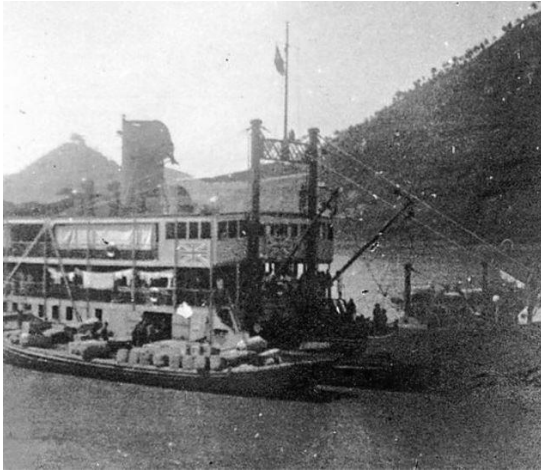
Built by Yarrow & Co. Ltd, Glasgow (assembled in Shanghai) (#1611) for ICSNC for Upper Yangtse. Following tailshaft breakages in 1923 and 1924 rebuilt with larger tailshafts and additional shaft brackets. 7/37 stranded on rock between Chungking and Wanh sien - all compartments flooded but refloated, beached and patched. 1940 req. by R.N. as auxiliary patrol vessel. 15/2/42 after escape from Singapore beached and blown up at Bangka Is. to avoid capture by Japanese.



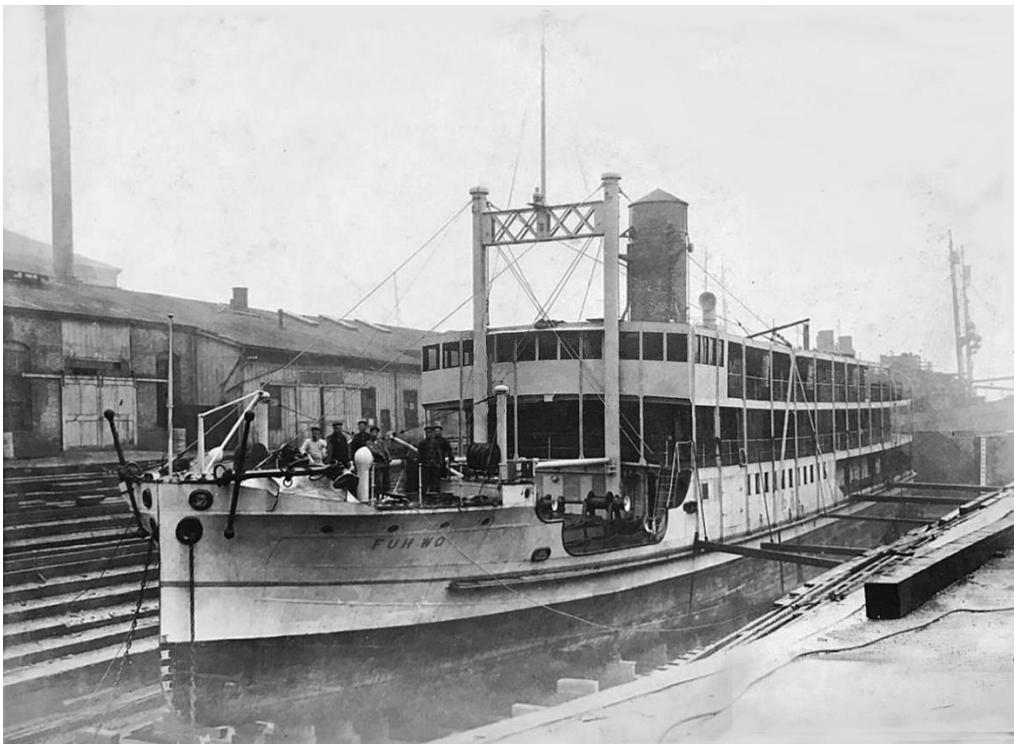
FUH WO (*The Evening News* 10/9/26).



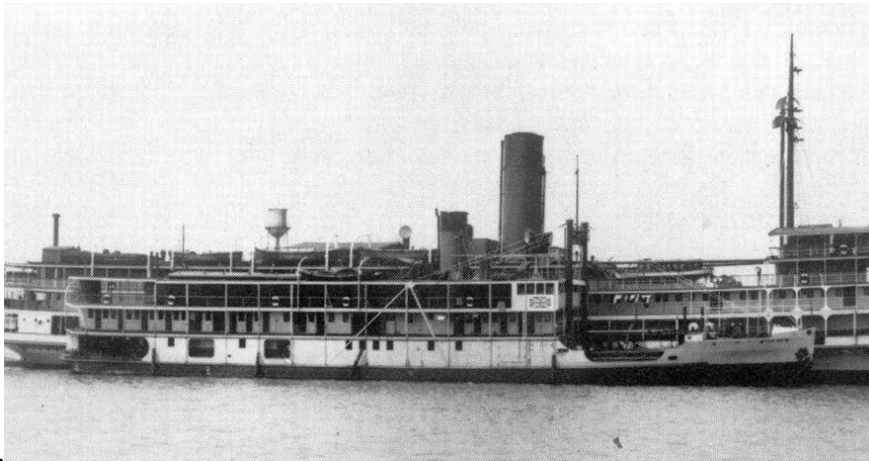
Advertising brochure.



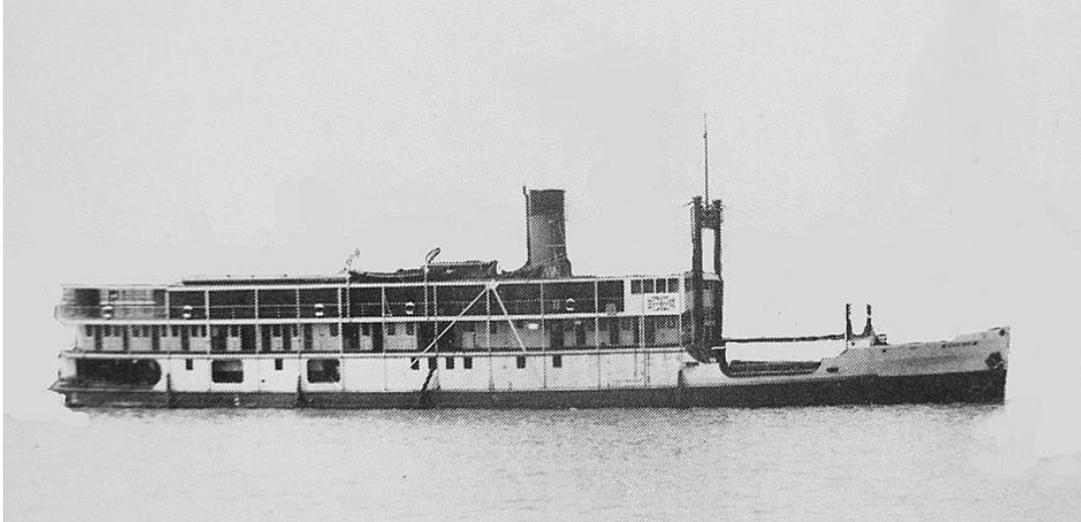
L: Working cargo at Ichang 10 July 1936 (Phoebe Tuck); R: (Ivon A. Donnelly)



FUH WO in Shanghai Dock & Engineering Co. graving dock (Internet).



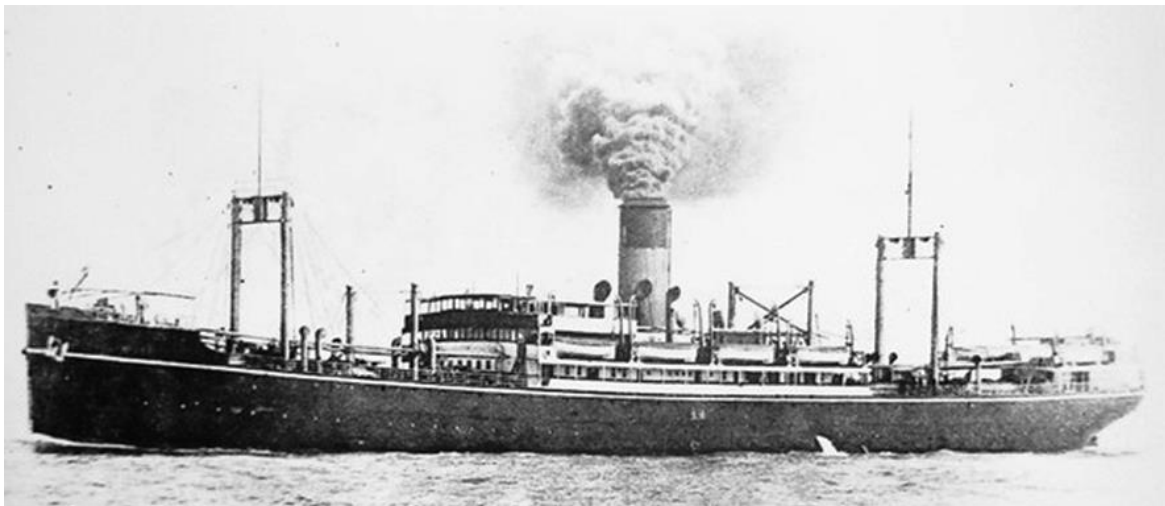
FUH WO laid up at Shanghai alongside KUNG WO (D. Gammon*).



FUH WO at Shanghai, 10 May, 1939 extracted from above photo (SK edit/D. Gammon).

HOSANG (1922-42) 5698/22-3 (T3cyl— J.G. Kincaid & Co., Greenock) 411x53.8'

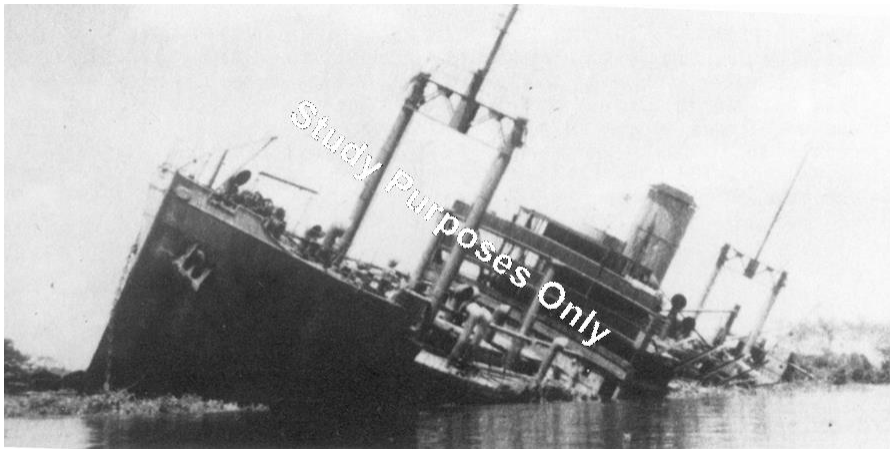
Launched by North of Ireland S.B. Co. Ltd, Londonderry (#97) on 16/11/21 for Cie. Havraise Péninsulaire de Navigation à Vapeur, Le Havre as VILLE DE LYON but purchased by ICSNC and completed as HOSANG for Calcutta trade. 6/2/42 sailed Singapore for Batavia to repair bomb damage at Singapore, but after holds flooding, diverted to Palembang, where beached in Musi River. 13/2/42 seized by Japanese, crew interned. 28/5/43 completed repairs and recomm. as GYOSAN MARU (Dept of Army). 21/11/44 in South China Sea o/v voy. Labuan - Manila torpedoed by USS Flounder in 10.36N, 115.08E (25 m. NW of Sin Cowe Is.), then 26/11 sunk by USS Guavina within the Spratly Island group.



HOSANG purchased on stocks but showing distinct Jardine features (SK coll.).



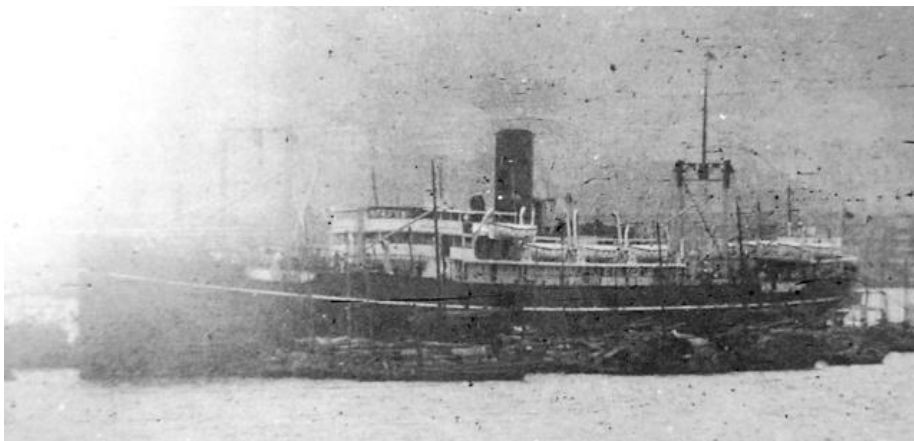
Artist's HOSANG showing heighten bridge (HKMM).



HOSANG beached in Musi River, Palembang with bomb damage early in Japanese occupation (Royal Tropical Institute, Amsterdam).

KUTSANG (1922-51) 5847/22-1 (Q4cyl – Wallsend Slipway Co.) 418.2x43.3'

Built by Swan, Hunter & Wigham-Richardson Ltd, Newcastle (#1175) for ICSNC for Calcutta trade. 4/51 sold to Eastern S.S. Co. Ltd (Wang Kee & Co.), Hong Kong r. EASTWAY. 7/10/54 struck unidentified object off Mormugao - severe bottom damage. 17/5/55 arrived at Hong Kong in tow for breaking up.



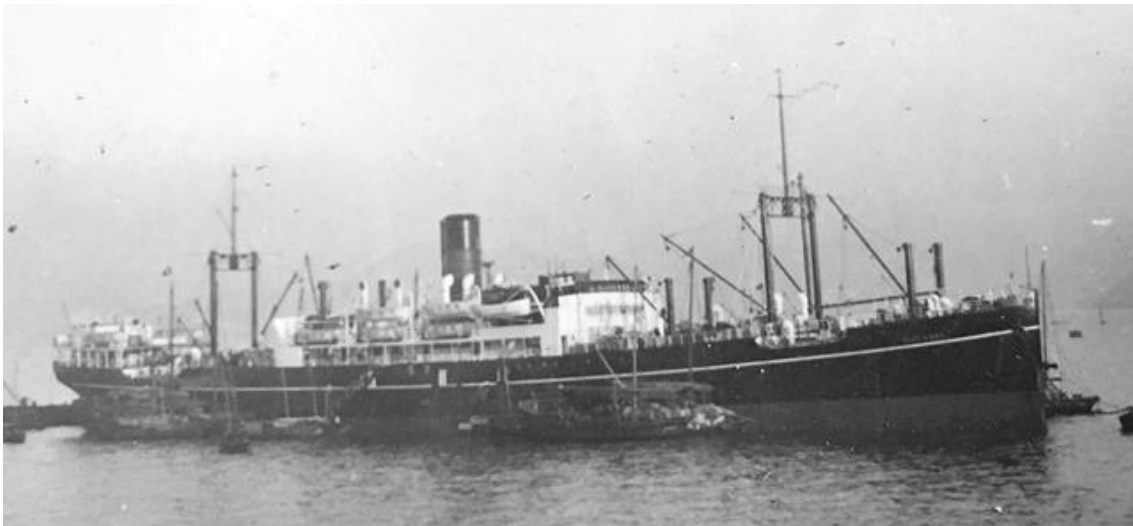
KUTSANG as built (unknown photographer/coll. SK*).



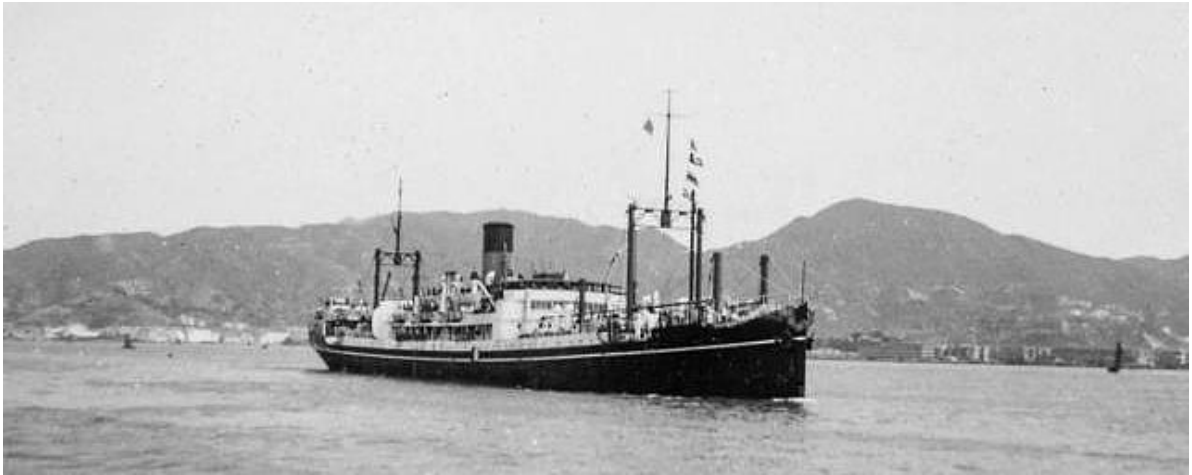
KUTSANG, superstructure now blocked off with anti-piracy barriers (NMM)



KUTSANG at Hong Kong in the 1930s (from YouTube video *Hong Kong the Hub of the Orient*).



KUTSANG at Hong Kong, postwar (John Quealy).



KUTSANG postwar with white paint uncharacteristically taken one deck lower (W.J.C. Kitto/Gwulo.com).

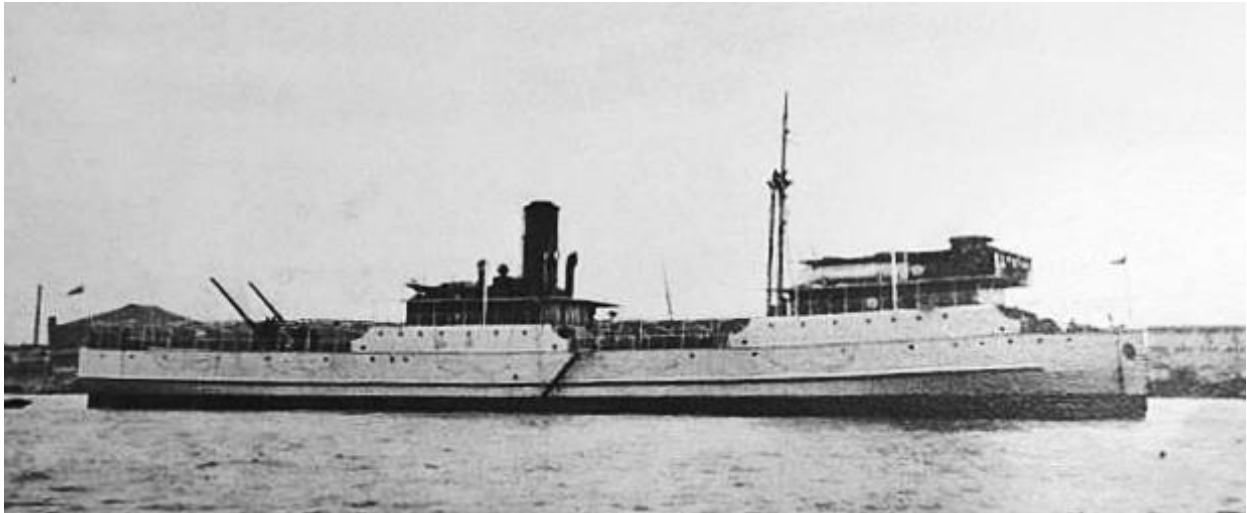


Colour suggests just prior to sale in April 1951. Name on bow reads KUT SANG whereas registered name is KUTSANG (Internet).

PING WO (1922-47) 2671/22 (T3cyl x 2) 290x46.2'

Built by New Eng. & S.B. Works Ltd, Shanghai (# n/a) for ICSNC for Middle River service as a cargo ship. Early-1935 rebuilt to increase passenger capacity, aft cargo hatch removed. 1938-39 on Pearl River. 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, Western Australia. 19/5/42 paid off. 22/5/42 comm. by RAN for use as stores ship in New Guinea. 1/45 under conversion to repair ship. 6/46 redel. to ICSNC in Hong Kong and used as accommodation ship. 9/47 sold to Hoong On S.N. Co. Ltd, 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 express Shanghai-Wuhan service, rebuilt to increase cabin passenger capacity to 726, forward cargo hatch

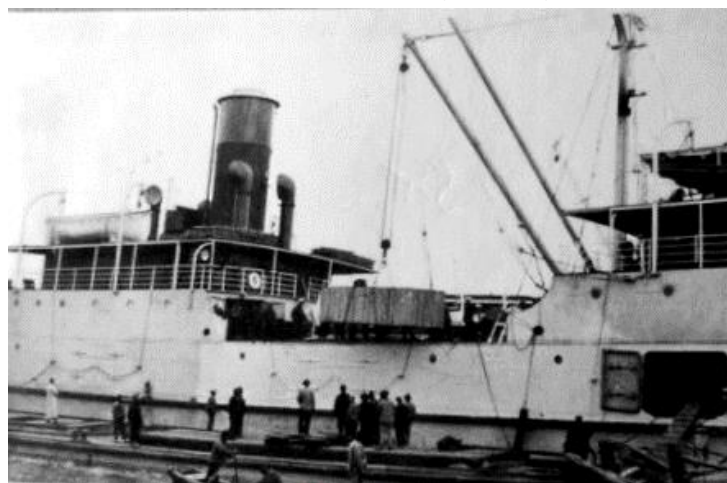
removed r. JIANG DE. 11/66 r. DONG FANG HONG 6. 19/2/71 collided with and sank barge at Nanjing carrying 1000 tons of ore, 4 dead. By late 1970s withdrawn from service and laid up at Hankow, where photographed 8/84 in very poor condition. Subsequently sold and refitted for use as an accommodation ship for Wuhan port authority on the Wuchang river bank between the Second Wuhan and Wuhan Erqi Yangtze River Bridges. IIQ/2017 broken up in situ.



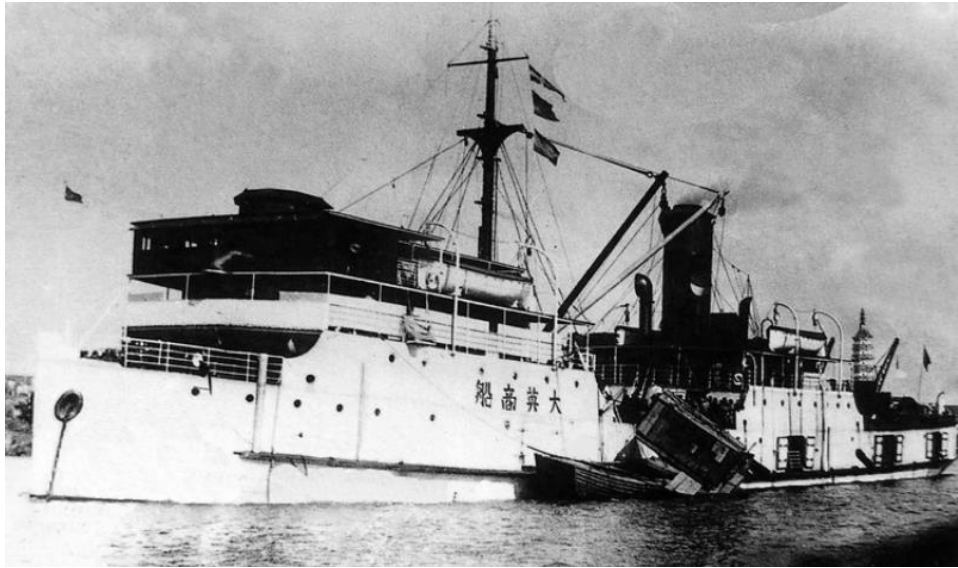
PING WO on completion in 1922 (New Engineering & SB Co.).



PING WO at Hankow (Internet).



As built with minimal superstructure and a cargo hatch aft (Internet).



1920s "British Merchant Ship" signage in Chinese (ai.ai.blog).



PING WO at Ichang (Naval History Heritage Command NH221618 colorized 2024).



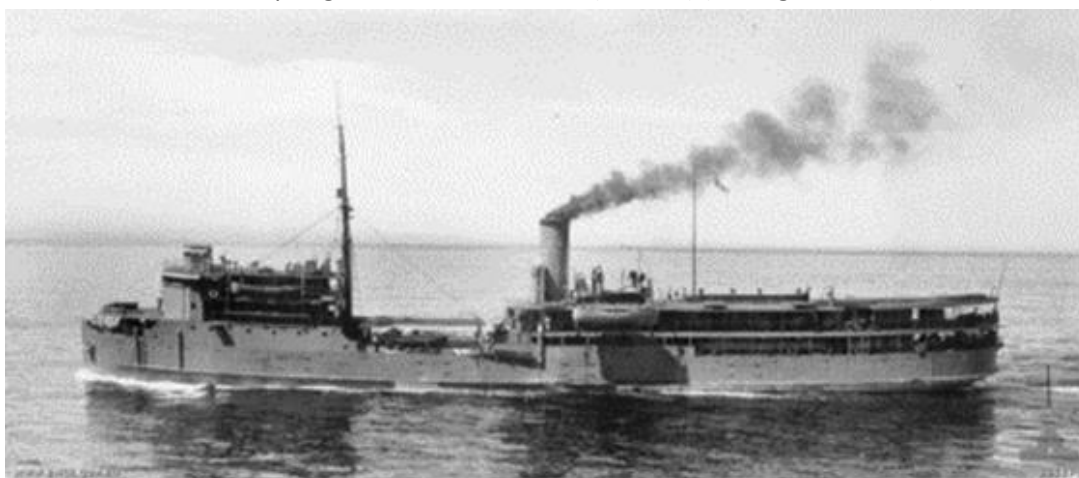
PING WO working cargo at Ichang (Warren Swire/UoB sw07-006).



PING WO at Hankow in 1930s. Superstructure now closed in forward and extended aft, but still with a trunked cargo hatch (*China Proper Vol III*, UK Naval Intelligence, 1945).



HMAS PING WO in early 1940s. Front bridge corners removed by R.N. to improve firing arc for 12-pdr gun, later dismantled (as here) (M Neg No.301177).



HMAS PING WO with off Port Stephens, NSW, Sept. 1942 as tender, store carrier and works ship (AWM Neg No.301176).



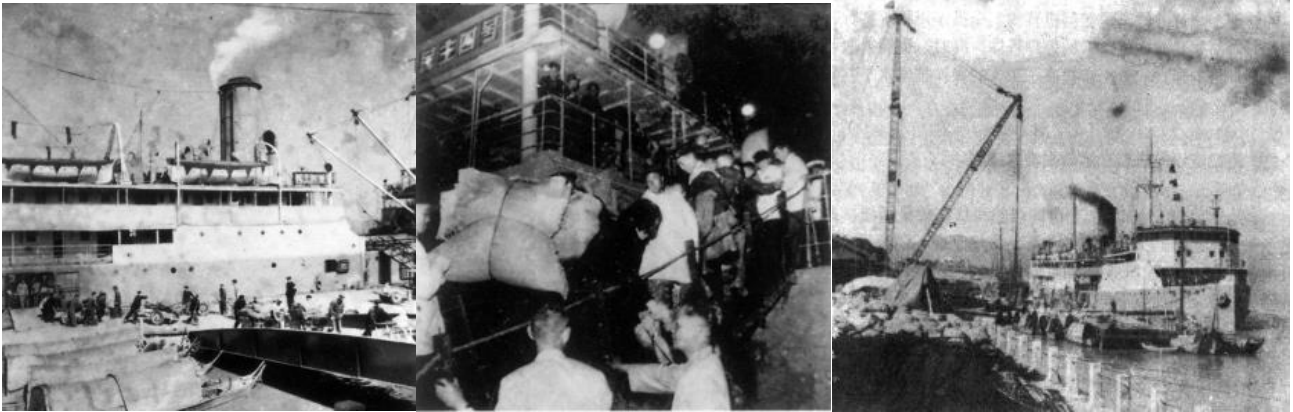
HMAS PING WO at Woolloomooloo, Sydney, April 1946, preparing for return voyage to Hong Kong (D. Prince).



MIN CHU 4 at Ningpo terminal.



MIN CHU 4 first arrival at Wenzhou 17 April 1958 (*Wenzhou Port History*).



MIN CHU 4 from the *Wenzhou Port History*. (<http://www.66wz.com/dsb/system/2008/05/03/100542098.shtml>).



Laid up DONG FANG HONG 6 at Wuhan, August 1984 (Donald Anderson).



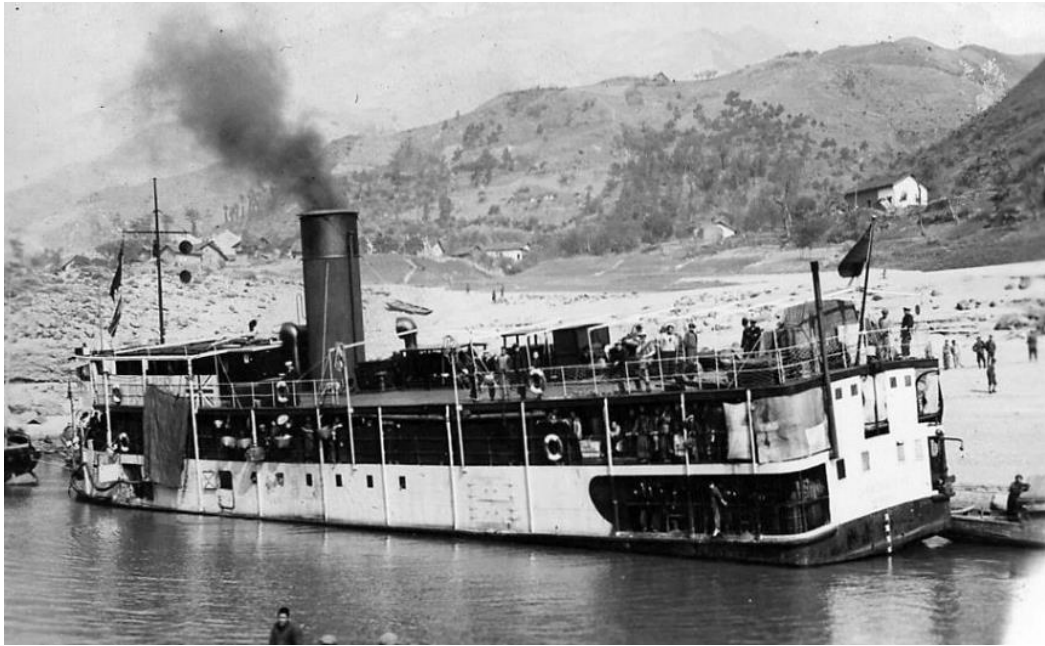
Refitted DONG FANG HONG 6 ex PING WO ca.2015 at Wuhan (dd@bbs.cnhan).



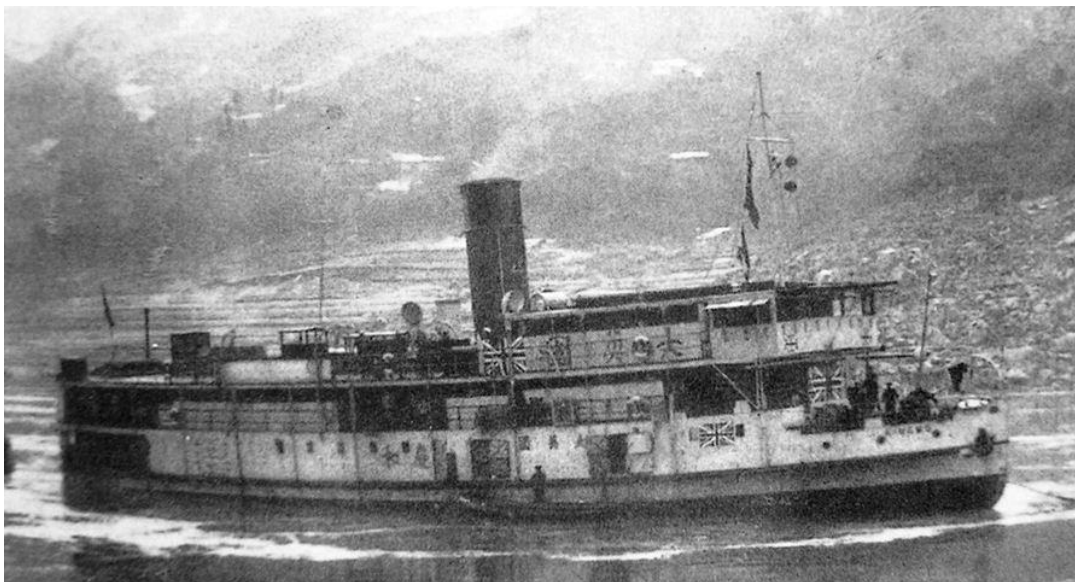
Refitted DONG FANG HONG 6 ex PING WO ca.2015 at Wuhan (dd@bbs.cnhan).

KINGWO 庆和 (1923-33) 617/23 (T3cyl x 2; boilers 1917) 147.1 x 28.0

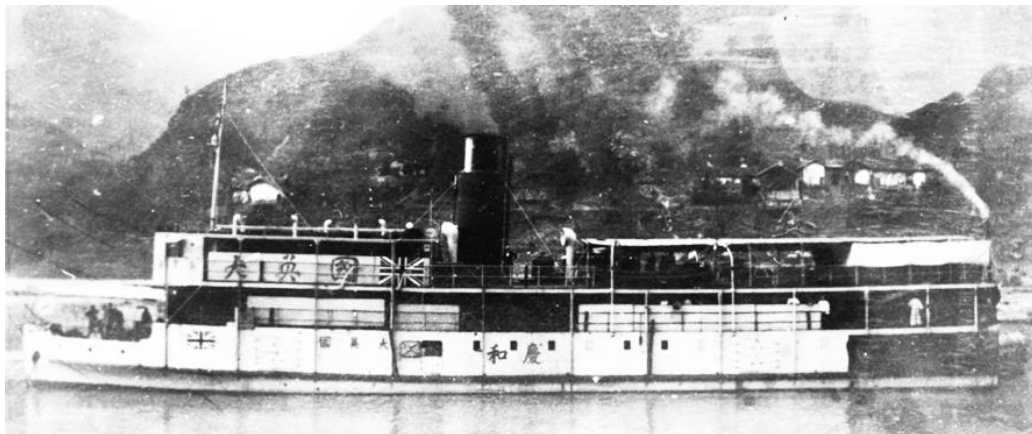
Built by Kiangnan D. & E. Works, Shanghai (# n/a) 'on spec' as Upper Yangtse steamer. Option taken up by China Navigation Co. Ltd, London but when lapsed sold to ICSNC and launched as KINGWO. 15/11/23 badly holed 10 m. above Chungking. 21/12/29 stranded on Hsiaoyingling, but refloated. 1933 r. HSIN CHANG WO. 6/8/39 burnt out at Ichang when fire spread from adjacent *Kia-Wo* after bombing by Japanese aircraft. 8/12/41 seized by Japanese at Ichang and 2/42 comm. as NANKAI MARU. Late-1945 recovered by ICSNC. 1946 sold to Chinese interests. NFI.



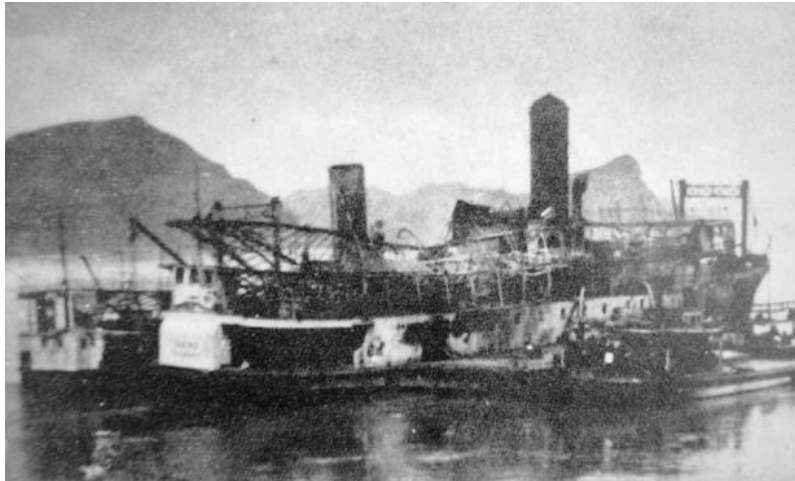
Upper Yangtze steamer KINGWO evidently aground about 1933 (Hugh D. Whiting/HMSFalcon.com).



KING WO showing prominent British markings (*Yangtze Reminiscences* - J. Swire & Sons).



KING WO with awnings set up on the upper deck aft (Internet).



Burnt-out HSIN CHANG WO ex KINGWO behind KIA-WO (*The Lion and the Dragon*).

SUI SANG (1923-42) 3229/23-11 (T3cyl) 310.0 x 46.1'

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#593) for ICSNC. 2/41 allocated to Military Store Service (India). 6/4/42 Karachi to Bahrein, Basra, Abadan (19/4). 29/4/42 drifted ashore after fire in Shatt-el-Arab at Abadan. 23/5 confirmed CTL [BT 389/29/6].



Hong Kong-built SUI SANG at Kowloon, 7 April 1940 showing prominent anti-piracy barricade.

Flush decked whereas near-sister YUEN SANG below had a well forward (D. Gammon*).

YUEN SANG (1923-46) 3229/23-12 (T3CYLc) 310.0 x 46.1'

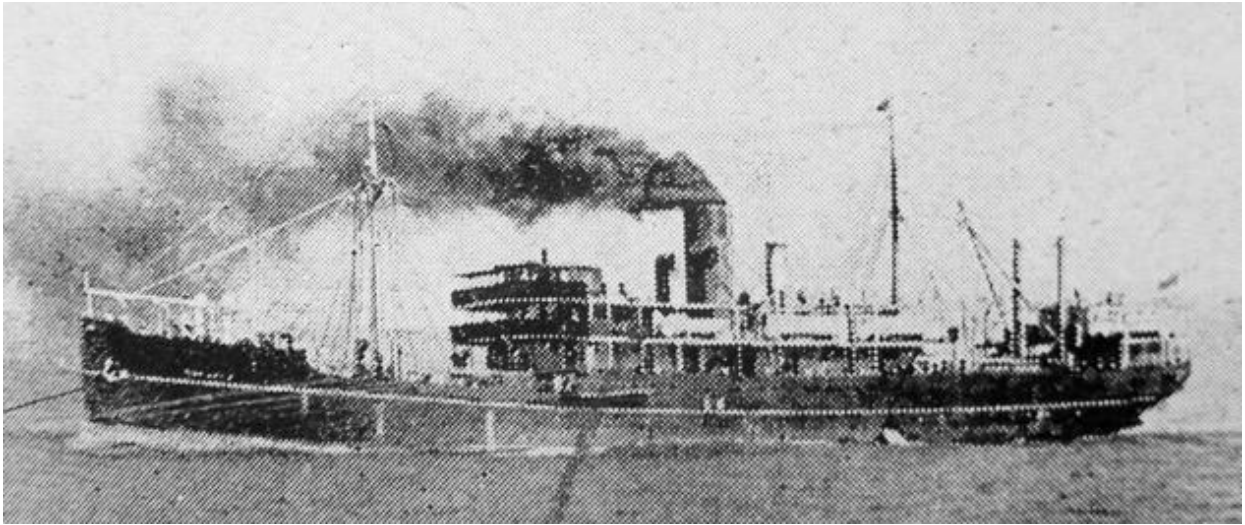
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#594) for ICSNC. 6/2/42 Singapore via Batavia, Colombo to Calcutta, then Red Sea and Indian coasting. 2/43 Calcutta-Chittagong run (2/45 extending to Burma). 12/45-3/46 Straits service. 16/3/46 Singapore via Bangkok for Hong Kong, where derequisitioned [BT 389/32/220]. After one Calcutta voyage 7/46 sold to China Merchants Steam Nav. Co., Shanghai r. HAI HSIA. 1/50 at Hong Kong hoisted PRC flag and proceeded to Canton, where t/f to China People's S.N. Co., Shanghai, 1954 operating for Dalian Maritime Bureau as LI SHENG 利生. 1955-56 rebuilt at Shanghai for Shanghai Maritime Bureau r. MIN CHU 12. 11/56 maiden voyage Shanghai-Tientsin-Dalian. 10/65 still operating Shanghai-Dalian. 22/9/66 r. GONG NONG BING 12. 1973 refitted at Shanghai Shipyard. 1974 transferred to Dalian Maritime Bureau. 1980 broken up [Dalian S.S. Corp. official history p.69].



Builder's model of YUEN SANG (Hong Kong Maritime Museum).



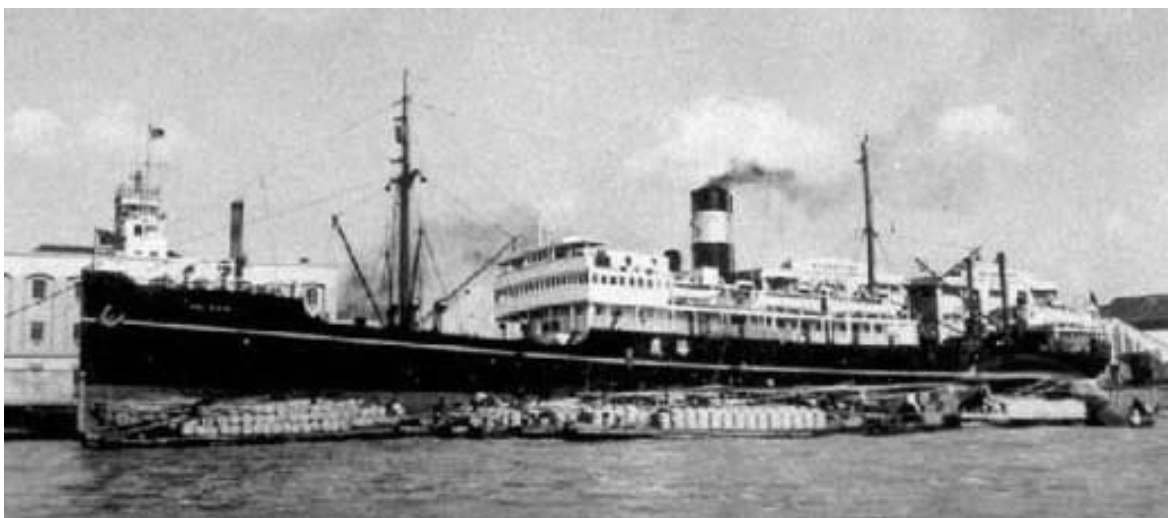
Early YUEN SANG at Hong Kong (Warren Swire/UoB sw05-127).



YUEN SANG in Hongkong & Whampoa Dock Co. advertisement in 1929 NYK Guide.



YUEN SANG in 1945/46 with superstructure enclosed forward (NMM).



As HAI HSIA, late-1940s (<http://60.250.180.26/theme/theme-33/33-index.html>).

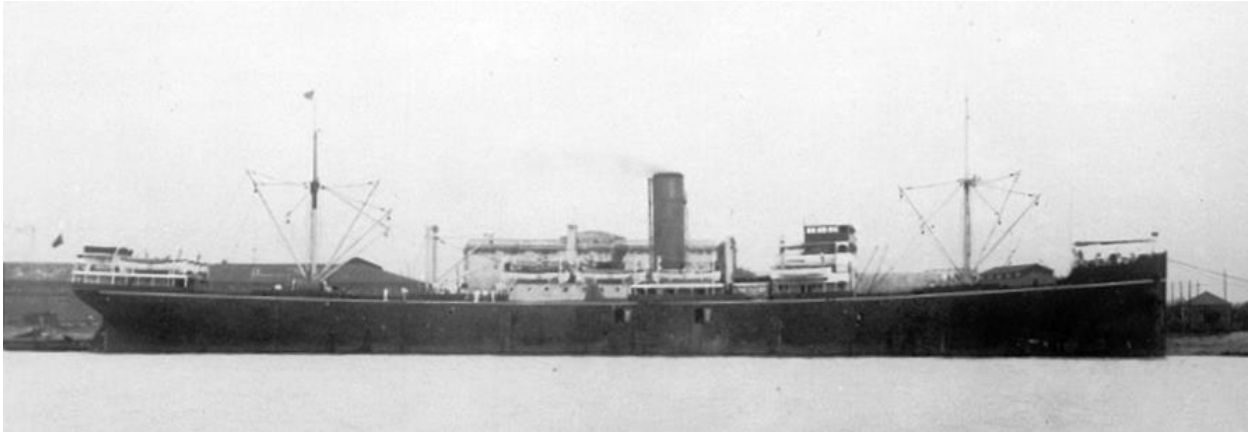


GONG NONG BING 12 ex YUEN SANG at Yantai, formerly Chefoo (Alan Lee coll.).



GONG NONG BING 12 ex YUEN SANG at Dalian in 1970s (from a postcard).

KUMSANG (1924-42) 5415/20-4 (T3cyl – Richardsons, Westgarth & Co., Middlesbro') 420.3 x 55.0'
Built by Sir James Laing & Sons Ltd, Sunderland (#665) for Johnston Line Ltd (Furness Withy & Co. Ltd), Liverpool as BARRYMORE. 9/24 sold to ICSNC for Calcutta trade r. KUMSANG. 30/9/42 torp. and sunk 400 m. W of Sierra Leone (04.07N,13.40W) while out of convoy o/v Colombo-UK via Durban, Cape Town (27/8-15/9 for repairs) and Walvis Bay (18-19/9).[BT 389/18/71]



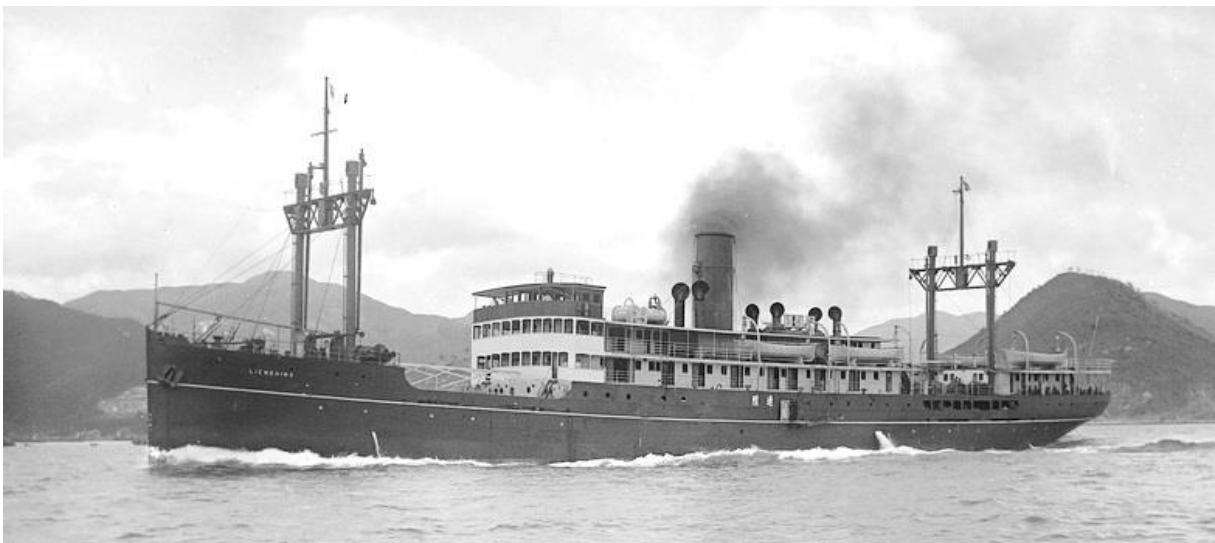
KUMSANG. Acquired from Furness Withy for Calcutta trade (JM&C).



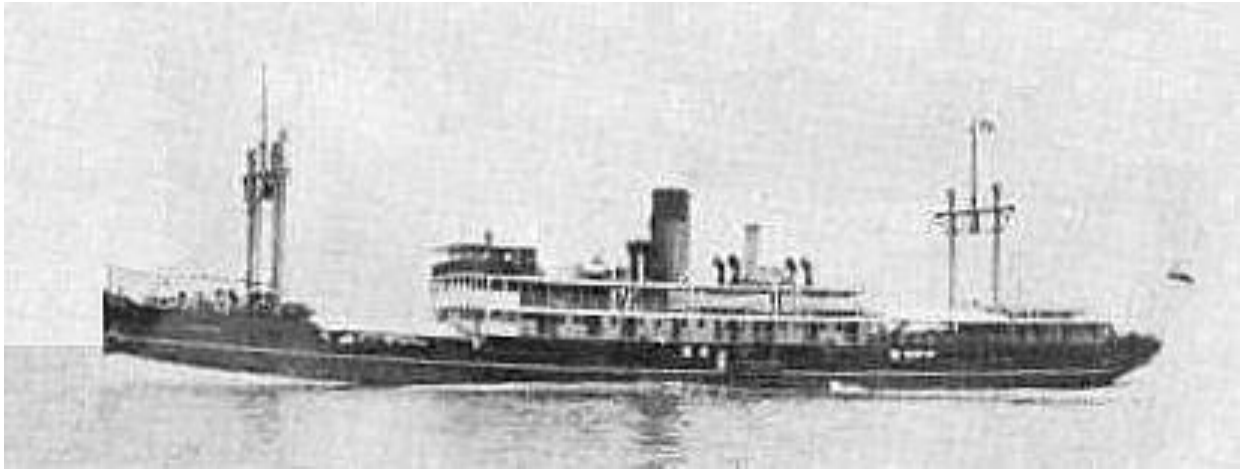
KUMSANG at Hong Kong, 15 July 1939 (D. Gammon*).

LIEN SHING (1924-26) 2417/24-5 (Q4cyl) 285.0 x 44.3

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#597) for ICSNC for Tientsin line. 12/12/26 struck Amherst Rocks off Weihaiwei on voyage Shanghai-Tientsin and sank in one hour with loss c.40 lives.



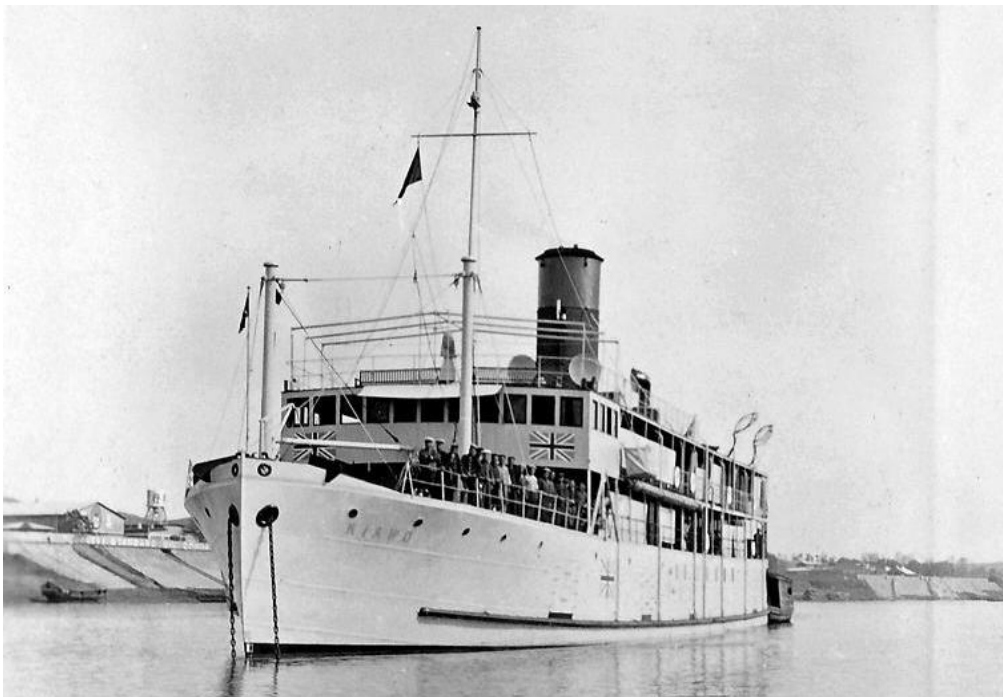
LIENSHING (sic) running trials at Hong Kong (HK&WDC/HKMM- ID 2008.0197.0201).



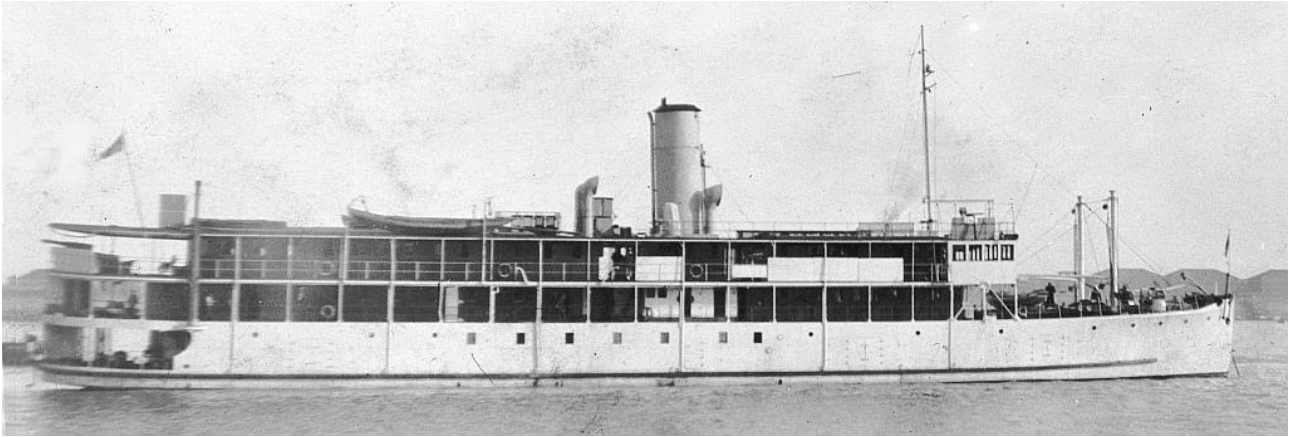
LIENSHING heavily laden, with deck awnings, canvas vent, and re-angled cowl ventilators (SK coll).

KIA-WO (1925-47) 1310/25 (T3cyl x 2) 202.5 x 33.1'

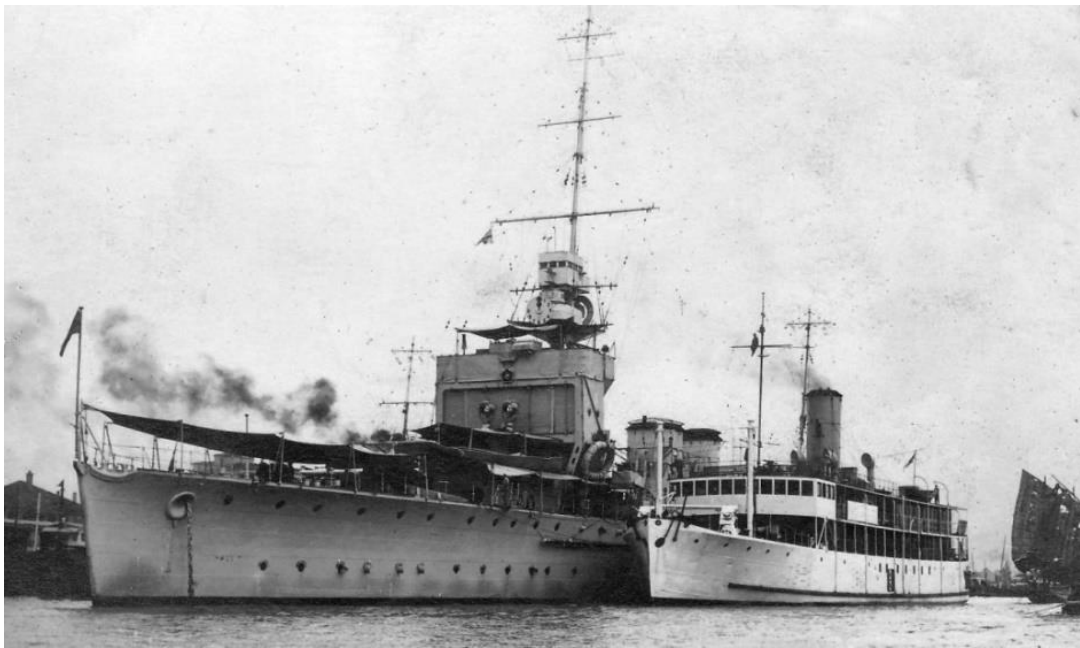
Built by Kiangnan D. & E. Works, Shanghai (#490) for ICSNC for Upper Yangtse as KIA-WO 嘉禾. 1926 requisitioned and commissioned by RN during anti-British disturbances. 27/9/38 grounded reef on west bank at foot of Kuangyintan Rapid, settling on reef and breaking back in two places as river fell. 18/5/39 refloated, 22/5 arr. Ichang under own power, laid up. 6/8/39 gutted by fire after bomb hit stern during Japanese raid. 8/12/41 hulk seized by Japanese at Ichang, repaired and 7/43 comm. as MATSUSHIMA MARU. Late-1945 recovered by ICSNC. 1/47 sold to Ming Sung Industrial Co. Ltd, Shanghai r. MING FUNG 民豐. 4/48 stranded and sank at Hsiehtan in Upper Yangtse, also reported as at Ichang. Raised and rebuilt for Yangtse estuary service, operated by Changjiang (Yangtse) Shg. Corp. as HSIN FENG/XIN FENG 新豐(丰). 12/66 r. DONG FANG HONG 405 (939 grt, 202.46 x 33.53'/61.71 x 10.22m). Still existing 6/82. NFI.



New KIAWO (sic.), then the largest Upper River steamer of any company (naval-history.net).



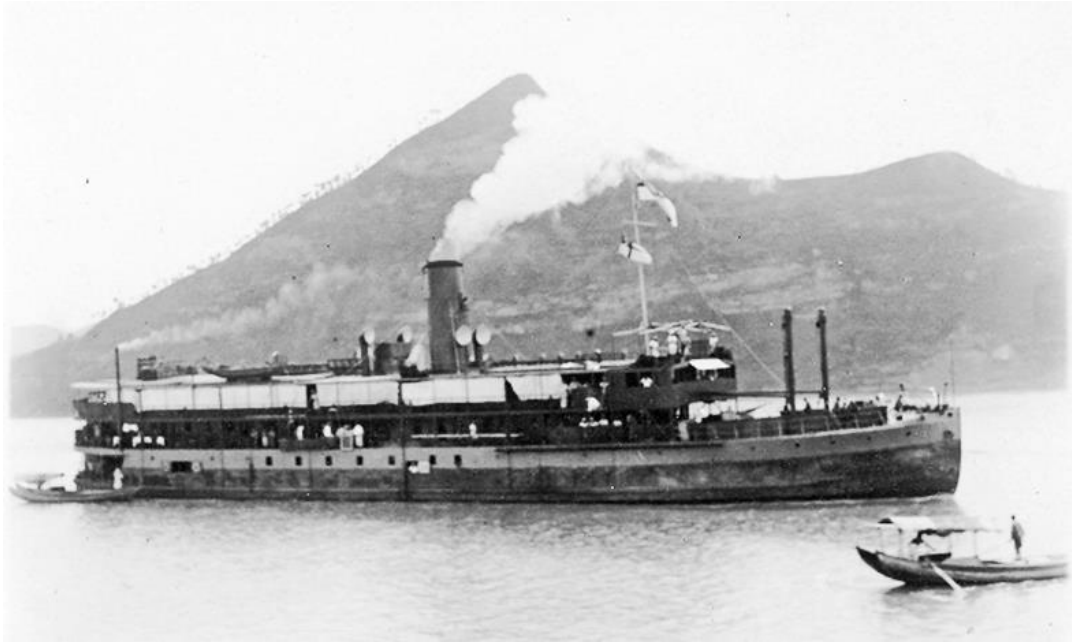
HMS KIA-WO in profile (coll. Graham Thompson).



HMS KIA-WO at Hankow in 1926, lying alongside HMS DAUNTLESS.
(<http://bertcross.blogspot.com/2017/>).



HMS KIA-WO (unknown photographer/coll. SK*).



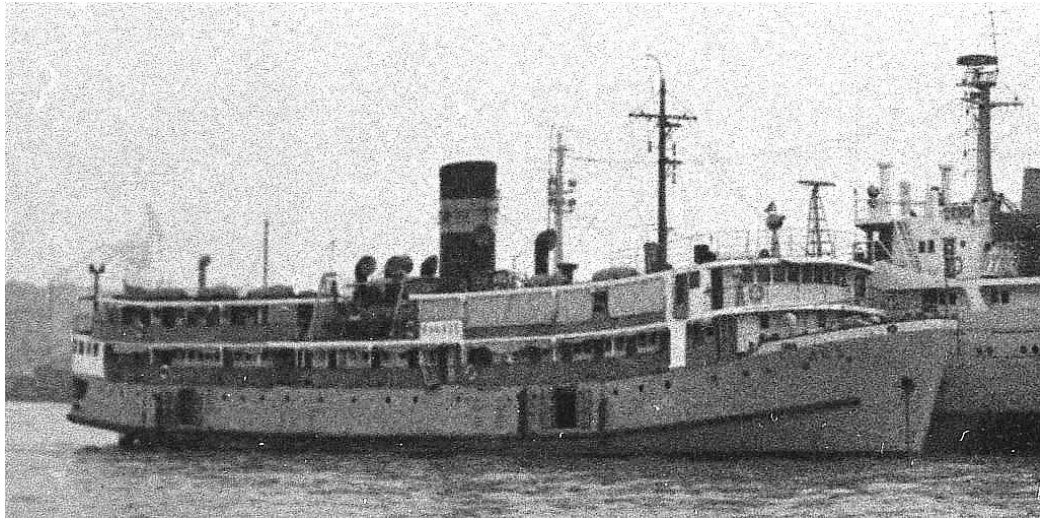
HMS KIA-WO arriving at Ichang (naval-history.net).



KIA-WO from an Ivon A. Donnelly painting used in company advertising, KING WO behind.



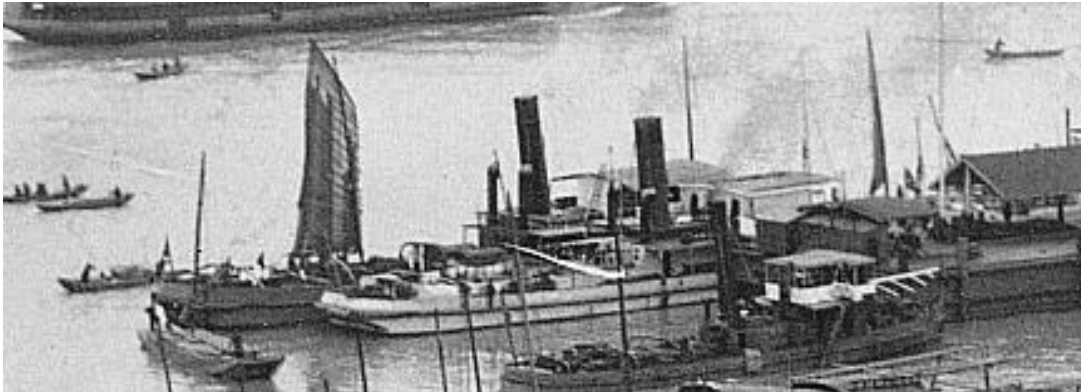
KIA-WO (not the advertising view) (JM&C).



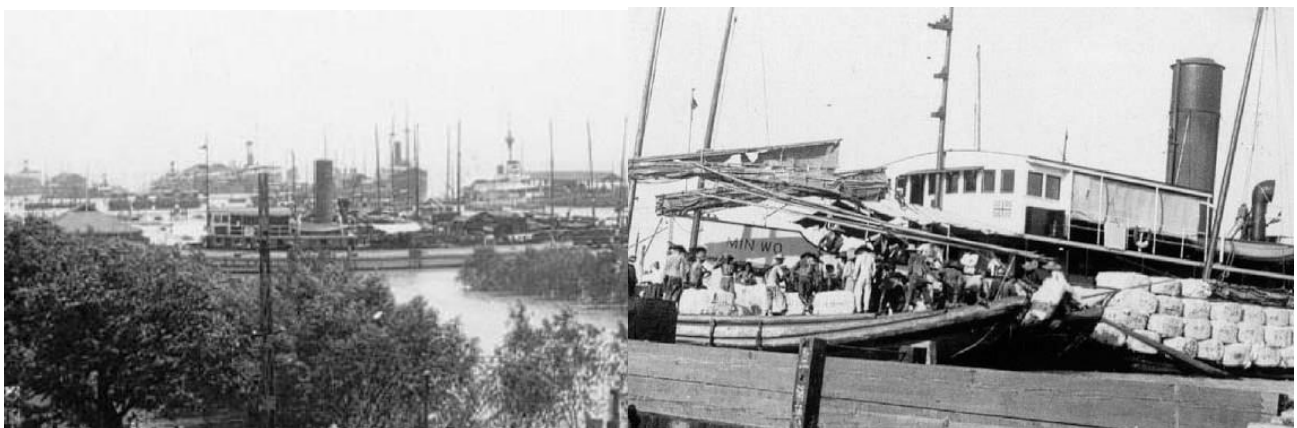
DONG FANG HONG 405 ex KIA-WO with rebuilt bow (Alan Lee coll.).

MIN WO (1925-41) 285/25 (tug) (T3cyl x 2) 150 x 28'

Built by Shanghai D. & E. Co. Ltd, Shanghai (#1686) for ICSNC for use on Yangtse. 12/41 seized by Japanese at Hankow. After 1949 likely became CHANG JIANG 202, which was by 8/84 was laid up for discarding upstream from Wuhan (see photo).



MIN WO (centre) at Hankow about 1927 (Graham Thompson).



2 views of MIN WO at Hankow during 1935 floods (Stanley Till/HMSFalcon.com).



MIN WO (closest to camera) and evidently SHUN WO (inside) at Hankow about 1937
(Harrison Forman/UWM Libraries).



CHANG JIANG 202, probable ex-MIN WO laid up upsteam from Wuhan 8/84 (Donald Anderson).

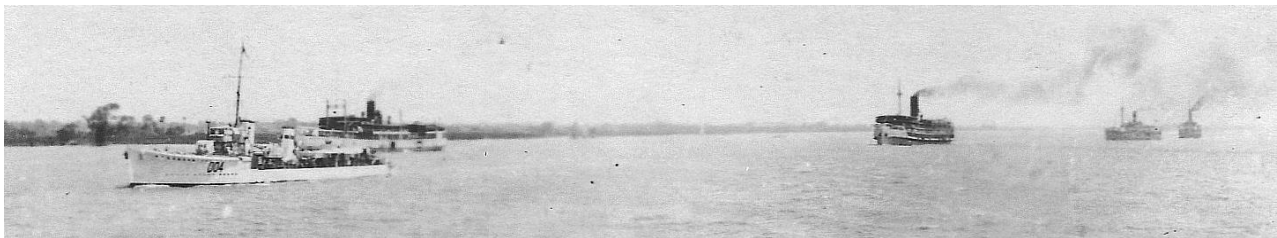
SIANGWO (1926-42) 2595/26-8 (T3cyl x 2) 275.0 x 46.1'

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#625) for ICSNC Middle River service. 15/9/31 ashore at Hankow. 7/39 at Tientsin. 1940 req. by R.N. as auxiliary anti-submarine vessel. 10/12/40 at Hong Kong, thence Singapore arriving 16/12. 13/2/42 bombed by Japanese aircraft while fleeing south from Singapore - beached at Muntok on Bangka Is. and abandoned.

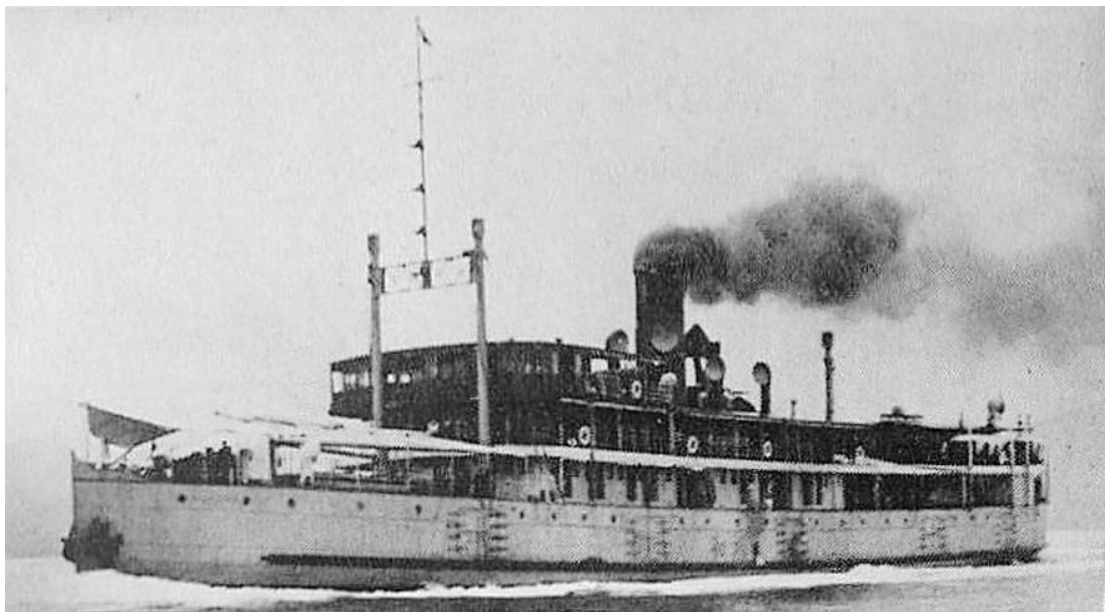


SIANGWO with LUEN HO also at Jardine wharves, Hankow.

(http://hbwh.wenming.cn/sense_wh/201612/t20161216_3001886.html).



HMS SERAPH escorting the new SIANGWO, KUNG WO and other vessels in a 1927 Yangtse convoy
(unknown photographer/coll. SK*).



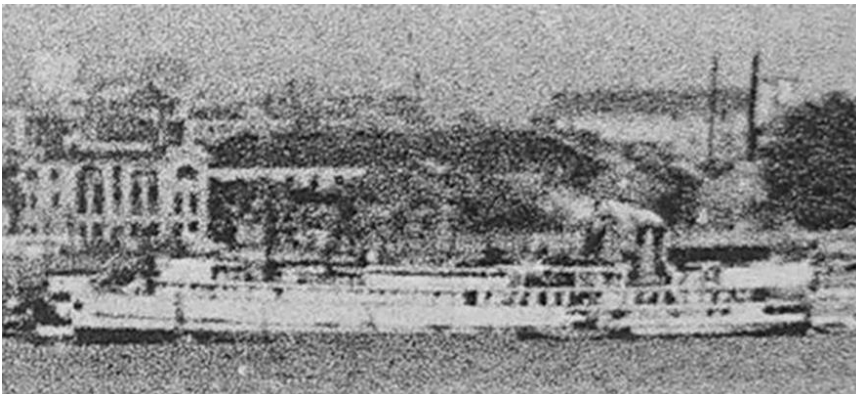
SIANGWO on trials. Emphasis on cargo and 'tween-deck capacities
but no split superstructure (HK&WDC advertising in *OSK Guide* 1929).



SIANGWO in unfamiliar waters at Tientsin, July 1939 (Warren Swire /UoB sw08-150).

PAOWO (1930-46) 2517/30-11 (T3cyl x 2) 280.6 x 48.1'

Built by Shanghai D. & E. Co. Ltd, Shanghai (#1784) for ICSNC for Middle River service. 8/12/41 seized by Japanese at Hankow. 6/42 comm. as RAZAN MARU. 8/45 surrendered and reverted to ICSNC. 10/46 sold to Feng Hwa S.N. Co. Ltd, Shanghai r. SZE MING. 1949 taken over by People's Republic of China and t/f to China People's S.N. Co. r. KIANG MING. LR 1959/60 listed as CHIANG MING. LR1960/61 'river and harbour duties'. RLR 1961 but rebuilt with new top deck. 11/66 r. DONG FANG HONG 9. By 8/84 laid up upstream of Wuhan, NFI.



Left: PAOWO at Hankow, prewar. Hatch abaft bridge as per KUNG WO and PING WO (postcard coll. SK).

Right: DONG FANG HONG 9. Hatch removed, top deck built up, funnel raised one deck (7788.com).



DONG FANG HONG 9 later view at Wuhan showing further rebuild enclosing stern aft (*Xinhua*).



Partial DONG FANG HONG 9 in 1973, in military green (Karsten Petersen).



View at Shanghai published in *Steamboat Bill*, Winter 1979 (Ted Scull).



degahk Donald Anderson

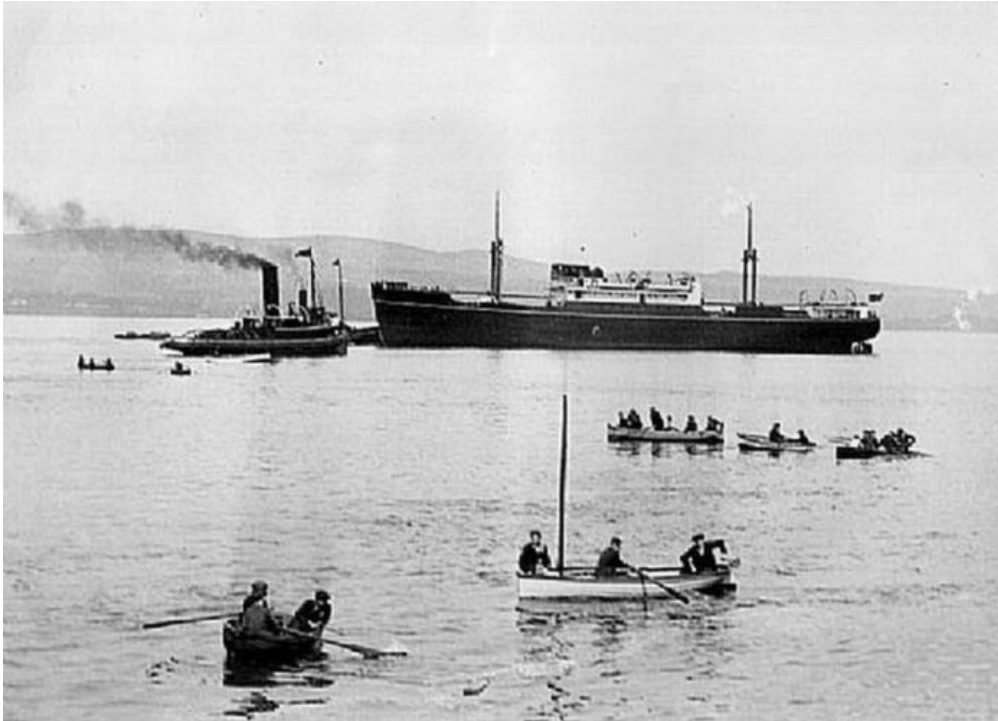
DONG FANG HONG 9, the former PAOWO, laid up in August 1984 (Donald Anderson).

HSIN CHANG WO (1933-46) 582/23

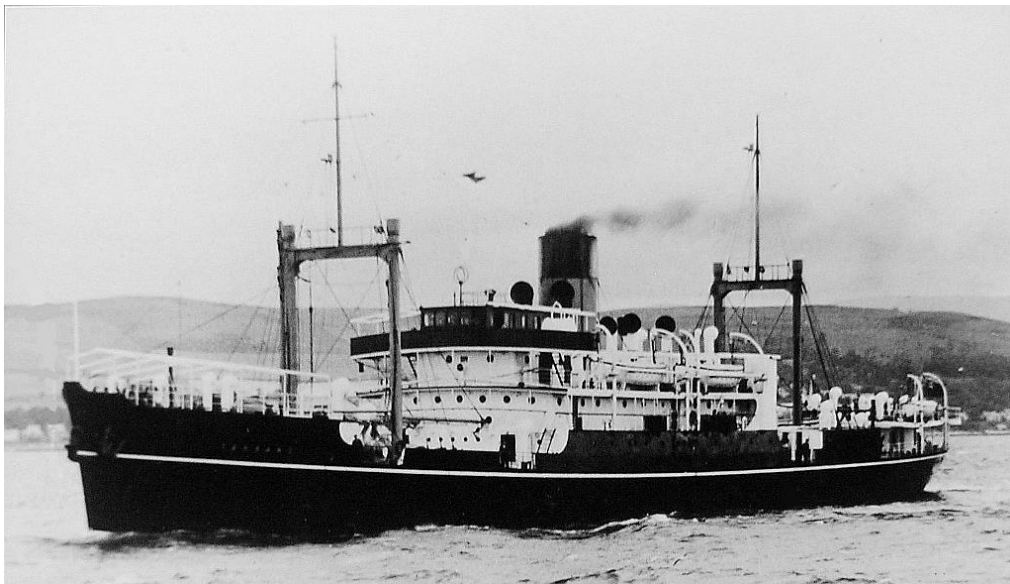
see **KING WO (1923-33)**

TAK SANG (1935-42) 3471/35-7 (Q4cyl+ET – D. Rowan) 314.7 x 48.1'

Built by Lithgows Ltd, Port Glasgow (#877) for ICSNC. 14/4/41 HK for Straits, then Calcutta-Rangoon-Penang service. 4/4/42 ex Calcutta for Bombay but 6/4 sunk in Bay of Bengal (17.52N, 83.40E) by Japanese carrier-based aircraft.



TAK SANG at launch. First UK order since KUTSANG (1922) (Stuart Cameron/clydesite.co.uk).



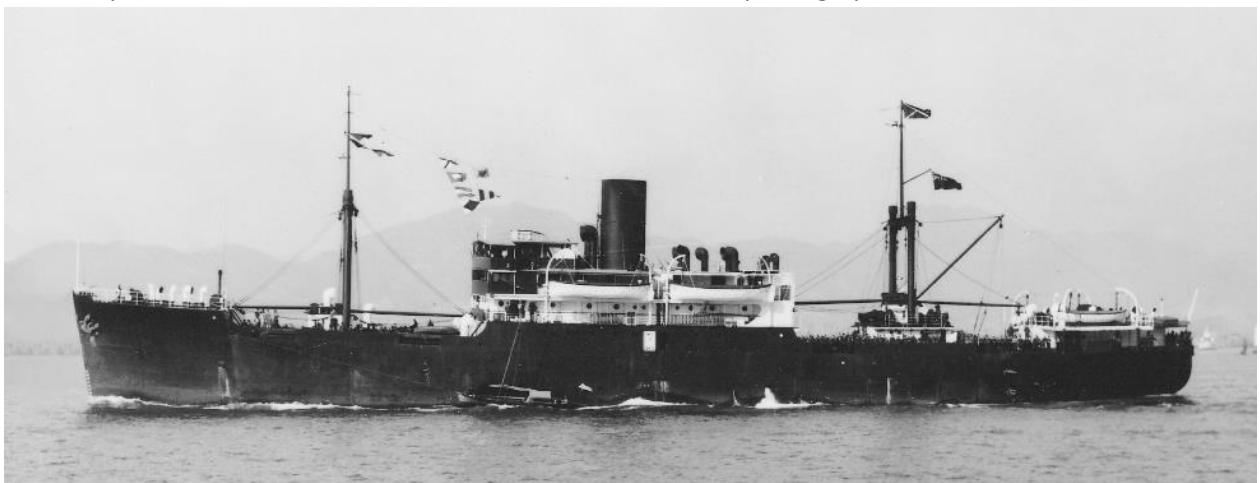
TAK SANG on trials in Clyde, ICSN postcard (H. Dick coll.).



TAK SANG with heightened funnel arriving Swatow, 11 Nov. 1938 (D. Gammon*).



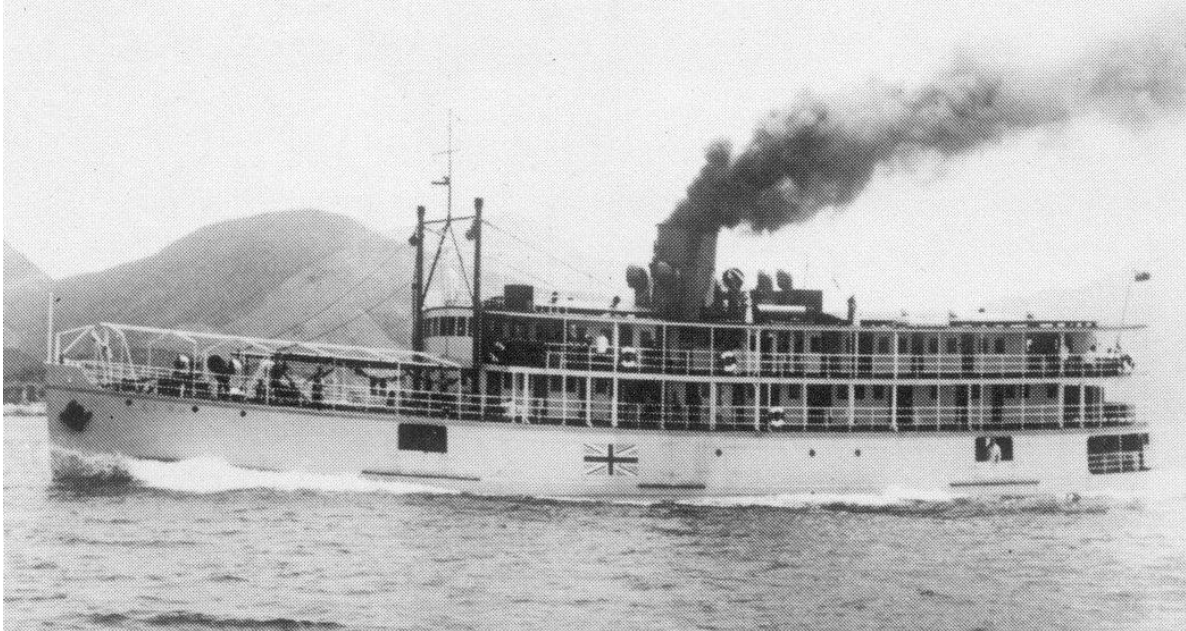
TAK SANG with removable nameboard, evidently re-shortened funnel, presence of military personnel, and absence of hull band in an unsourced photograph dated 12 March 1939.



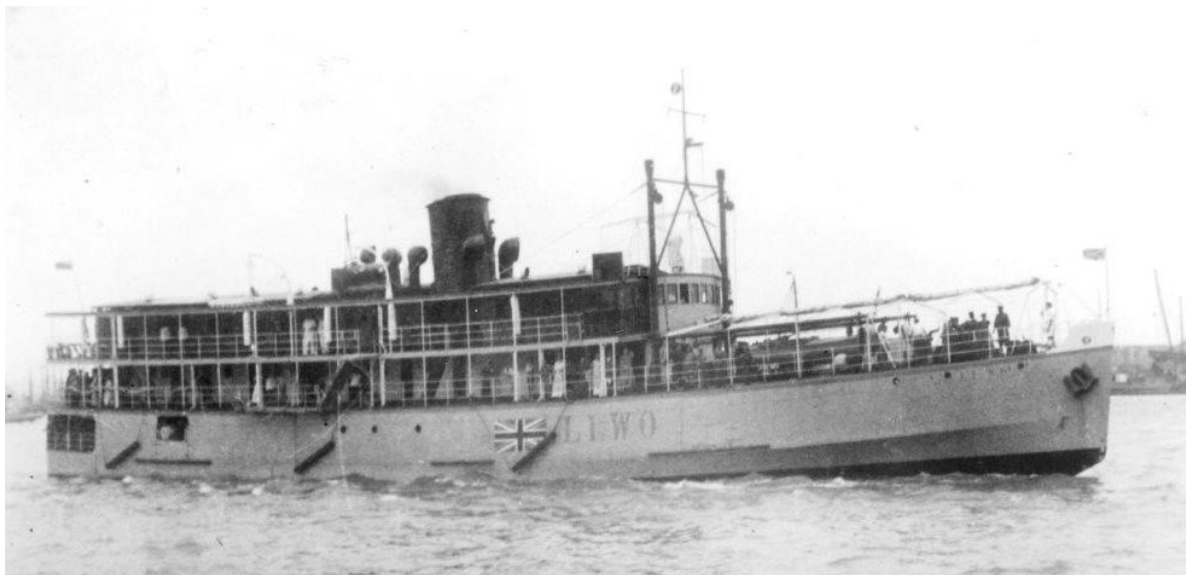
TAK SANG at Hong Kong with ensign in 'war' position, 12 September 1939 (D. Gammon*).

LI WO (1938-42) 707/38-4 (T3cyl x2) 163.8 x 30.1'

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#778) for ICSNC for Upper Yangtse. 6/40 req. by R.N. as auxiliary patrol vessel. 14/2/42 bound Singapore-Batavia steamed into Japanese convoy – attacked convoy, ramming and setting fire to a transport before forced to abandon ship. 74 of 84 killed – Commanding Officer awarded posthumous VC.



LI WO running trials in Hong Kong, evidently before fitting funnel cap (JM&C).

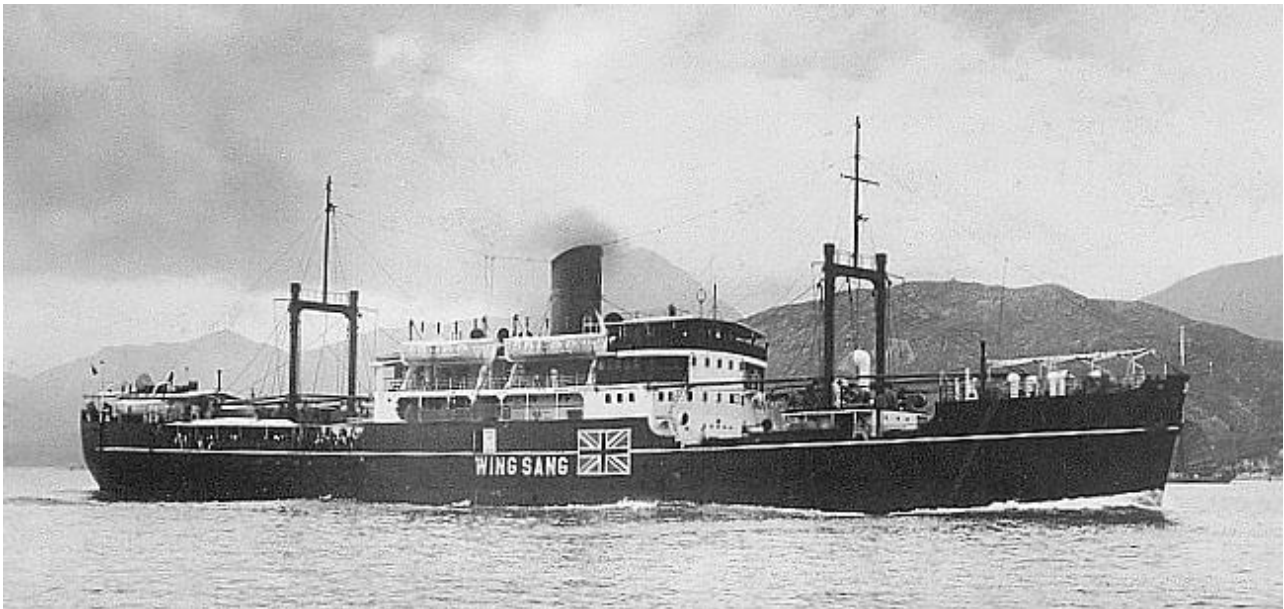


LI WO (name in large lettering on hull) in post-1937 China (JM&C).



Model of HMS LI WO in Imperial War Museum, provided courtesy ICSNC, Matheson & Co., and Hong Kong & Whampoa Dock Co. Ltd.

WING SANG (1938-58) 3560/38-8 (Q4cyl+ET) 314.9 x 48.1' Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#780) for ICSNC. 11/2/52 stopped by armed junks. 19/5/52 attacked by pirates in Formosa Strait – also 21/6/53 (10 casualties). 2/11/54 as WEST INDIAN sailed from Hong Kong for 3-year charter to West Indies Nav. Co. Ltd (j.v. JM&Co., ICSNC and Colonial Devt Corp.) 1/55 in service Trinidad-Islands-Jamaica-v.v.. 6/57 sold to Shun Cheong S.N. Co. Ltd, Hong Kong – 2/58 delivered and r. TAIPOOLOY. 11/63 t/f to Tai Ping S.S. Nav. Co. Ltd, Hong Kong. 2/10/67 laid up at Hong Kong. 1/5/68 under demolition by Fuji Marden.



WING SANG as built with sloped funnel top (JM&C).



WING SANG alongside at Kowloon, very early postwar (NMM).



Left: WING SANG alongside at Kowloon, evidently in MOT colours, 1946, steel hatch covers raised (Harvard Yen-ching Library (Hedda Morrison). Right: restored, at Hong Kong, 1953 (Andrew Suddaby@gwulo.com).



WEST INDIAN showing presence at a Caribbean port, Johnson Warren Line's HEATHMORE alongside (coll. SK*).



WING SANG (1938-58) as TAIPOOLY at Singapore c.1960 under Shun Cheung ownership.
Main outward change is radar/signal mast on bridge (R. Gabriel*).

TAI SANG (1938-42) 3555/38-10 (Q4cyl+ET) 314.9 x 48.1'

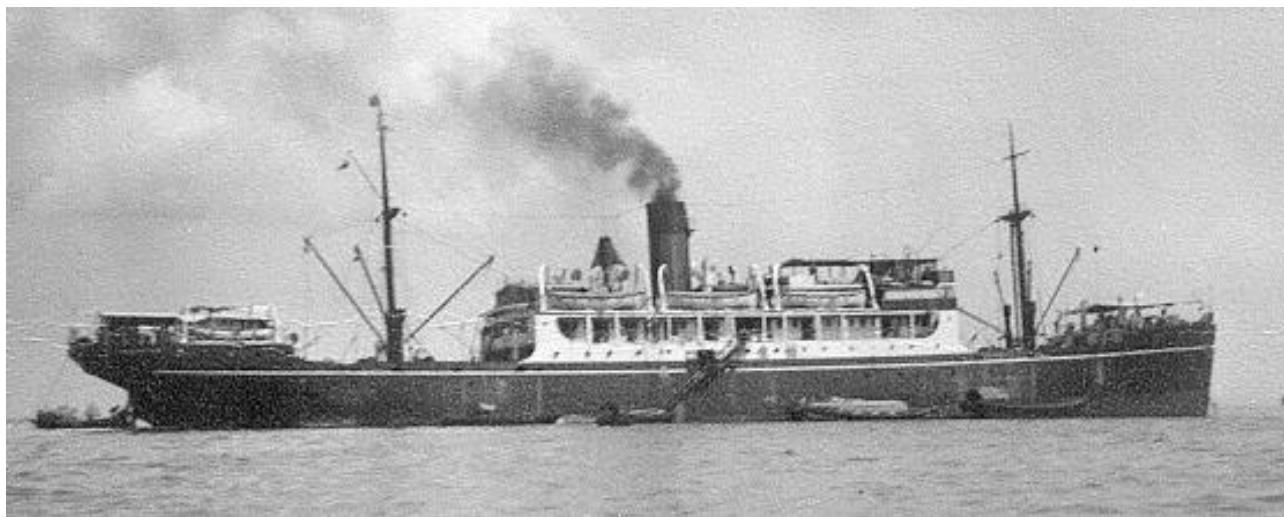
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#779) for ICSNC. 10/40 to Calcutta service. 24/1/42 bombed and sunk in Durian Strait in Riau Archipelago (00.55N, 103.35E) – also rep. as having run into an Allied minefield. [BT 389/32/135]



The Hong Kong & Whampoa-built TAI SANG had a life of only three years (coll. SK).

E SANG (1938-55) 3445/34-9 (T3cyl) 329.3 x 47.2'

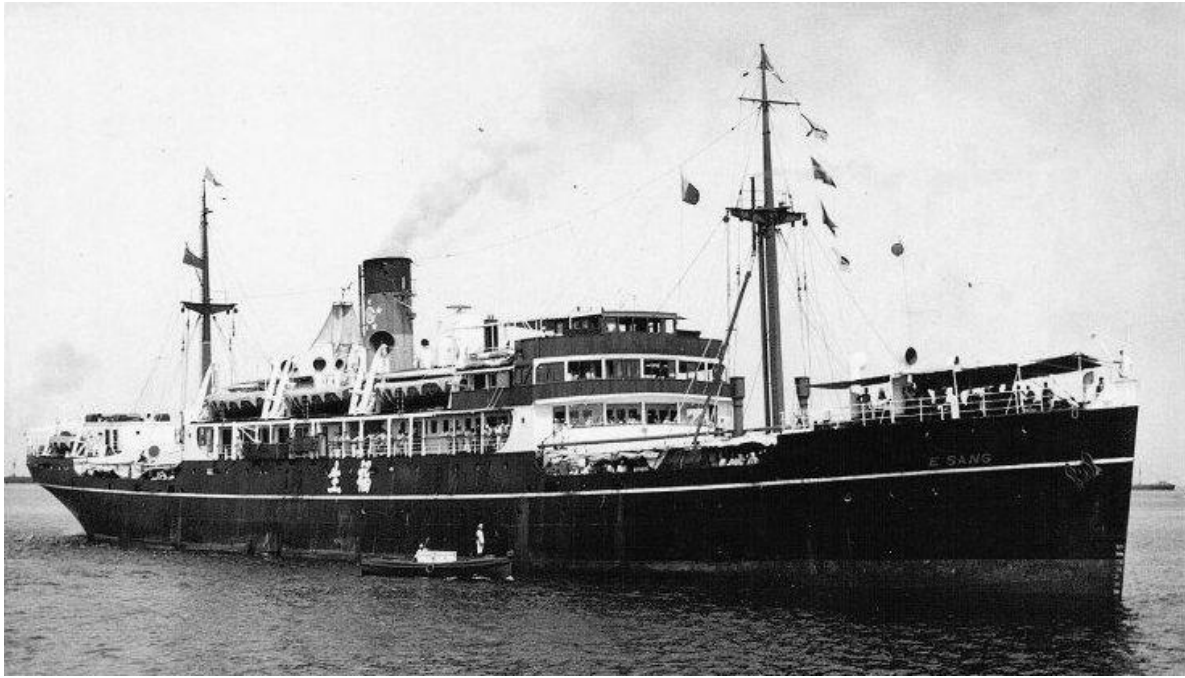
Built by Barclay, Curle & Co. Ltd, Glasgow (#650) for China Merchants S.N. Co. Ltd, Shanghai as HAI HENG – 26/9/34 trials. 8/37 laid up at Hong Kong. 8/38 sold to ICSNC r. E SANG. 9/10/40 ex HK for Singapore, then service around Bay of Bengal. 1951-55 on charter to MOT for Japan-Pusan shuttle. 5/55 sold to On Thai Nav. Co. Ltd (Ngow Hock Co. Ltd, Bangkok mgrs.), Hong Kong r. BLISSFUL. 11/11/68 arrived at Hong Kong for breaking up. [BT 389/10/103]



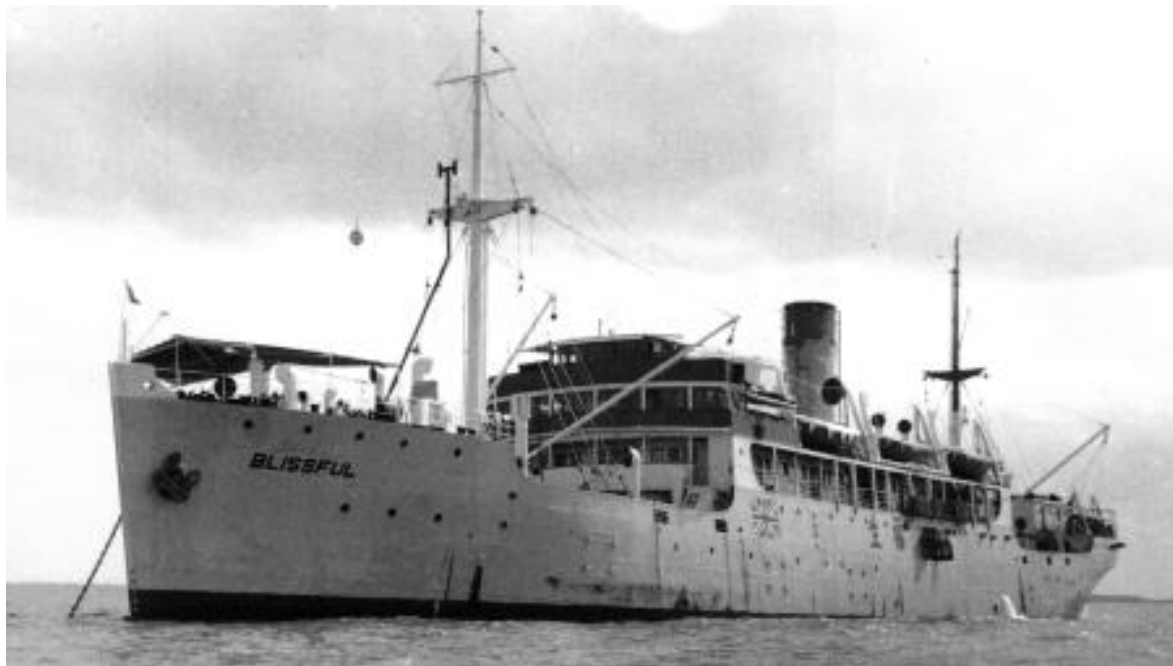
E SANG (JM&C).



E SANG on MOT charter at Pusan (Slide Treasure Hunt/Ebay).



E SANG in early 1955 on On Thai charter prior to sale (Internet).



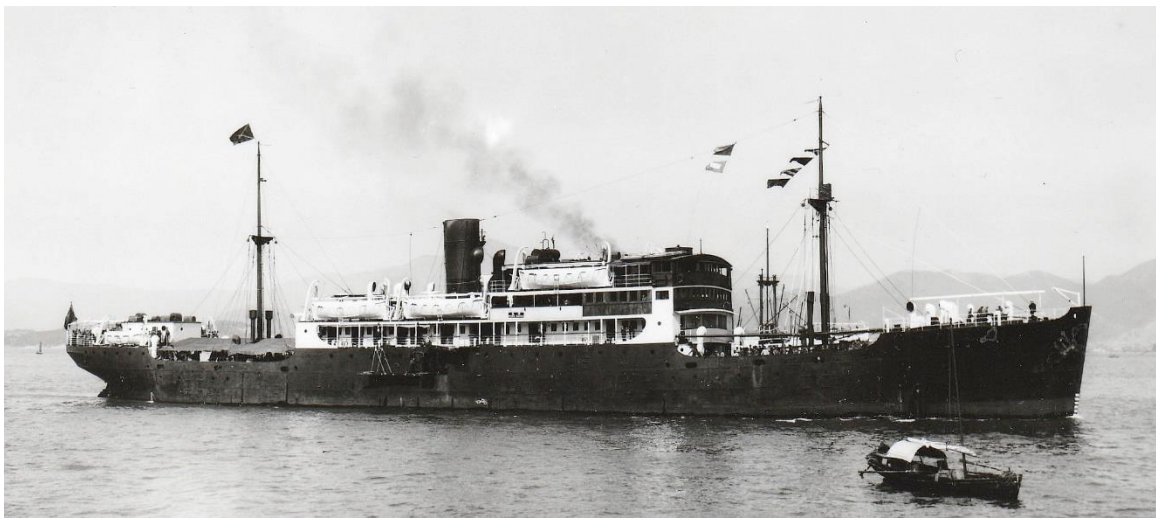
BLISSFUL ex-E SANG in Ngow Hock colours. Chinese name reads as 'SANG FOOK' ('Lucky Life') (T. Rayner).

MING SANG (1938-41) 3420/34-10 (T3cyl) 328.7 x 47.2'

Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1458) for China Merchants S.N. Co. Ltd, Shanghai as HAI LI – 23/10/34 trials. 13/6/37 struck rocks and beached on Saddle Island – 17/6 arrived Shanghai after refloating. 8/37 laid up at Hong Kong. 8/38 sold to ICSNC r. MING SANG. 23/2/41 arrived HK for docking, then no further record. 25/12/41 scuttled at Hong Kong. Salvaged by Japanese and recomm. As BISAN MARU. 18/6/45 mined and sand off Karatsu, Japan (33.58N, 130.44E). 8/49 rep. salvage NE of Wakamatsu abandoned. [BT 389/21/20]



MING SANG at Hong Kong, 7 September 1939 (D. Gammon*).



MING SANG, Hong Kong, 12 December 1939 (D. Gammon*)



BISAN MARU ex MING SANG at far right avoiding serious damage during attack by U.S. B-25 at Hong Kong 16 October 1944 (Volmer, US Army 14th Air Force/coll, P. Cundall).

WO SANG (1938-56) 3448/34-10 (T3cyl) 329.3 x 47.2'

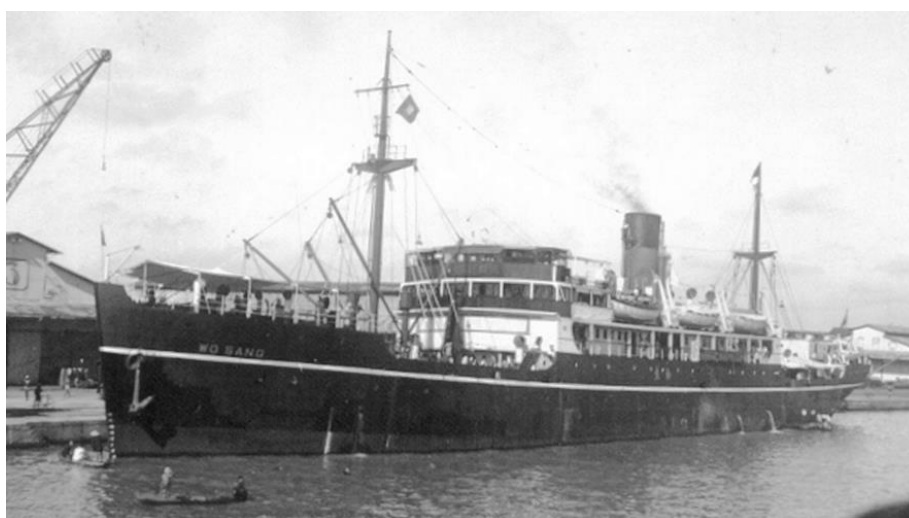
Built by Barclay, Curle & Co. Ltd, Glasgow (#651) for China Merchants S.N. Co. Ltd, Shanghai as HAI CHEN – 31/10/34 trials. 8/37 laid up at Hong Kong. 8/38 sold to ICSNC r. WO SANG. By 12/39 in Bombay-Karachi service. 1951-55 on charter to MOT for Kure-Pusan shuttle. 5/56 sold to Shun Cheong S.N. Co. Ltd, Hong Kong r. TAIPOOHONG for S. China-Straits line. 1960-61 on charter in Indonesia. 8/65 t/f to LSSA, Panama r. LORINDA for Hong Kong-Saigon line. End-11/67 under demolition at Hong Kong by Lee Sing Co. Ltd.



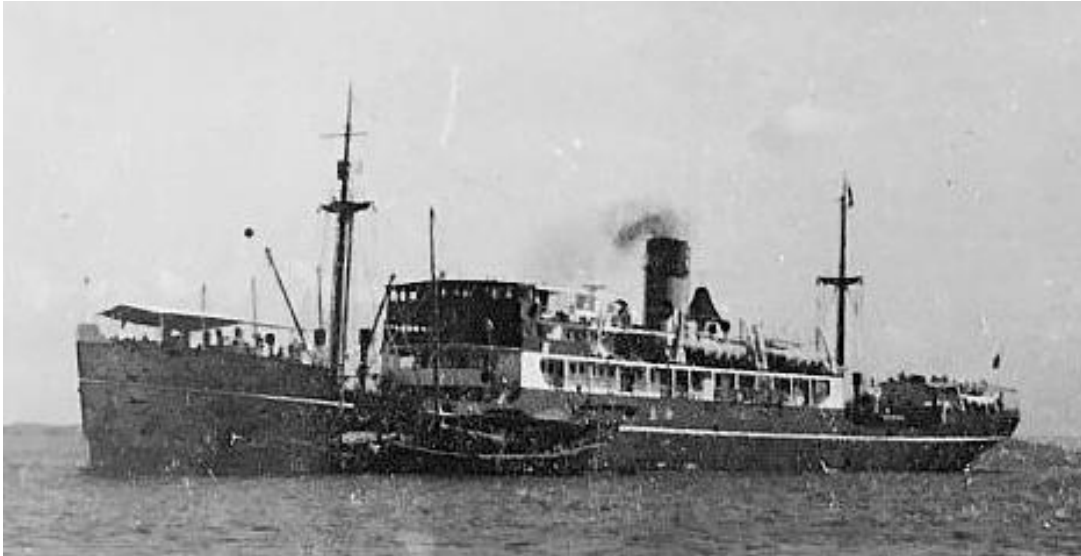
WO SANG (JM&C).



WO SANG at Swatow, 5 October 1939 (D. Gammon*).



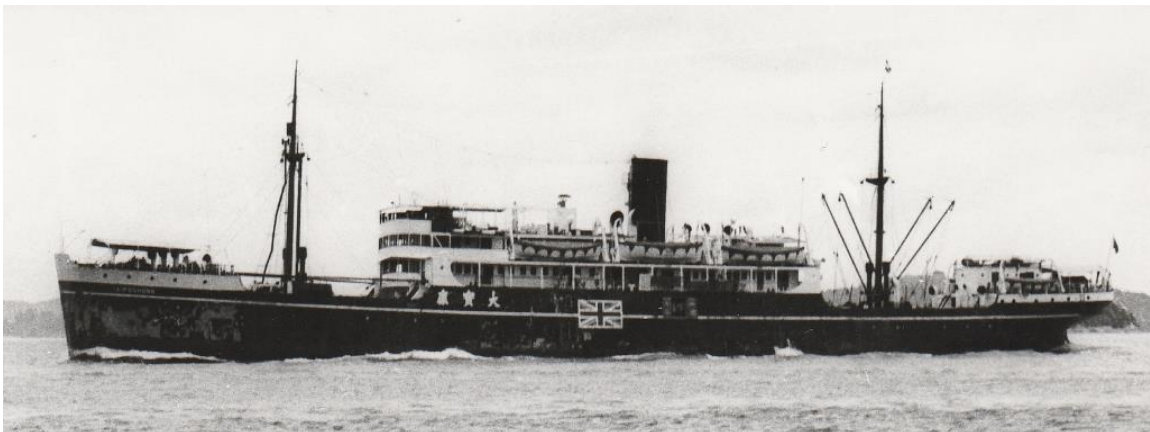
WO SANG postwar, extra deck added to poop (JM&C).



WO SANG postwar (John Quealy).



WO SANG on MOT charter at Pusan (Slide Treasure Hunt/Ebay).



As TAIPOOHONG c.1960, varnished bridge painted over, name in Chinese characters amidships but otherwise little changed from Jardine era (R. Gabriel/HD*).



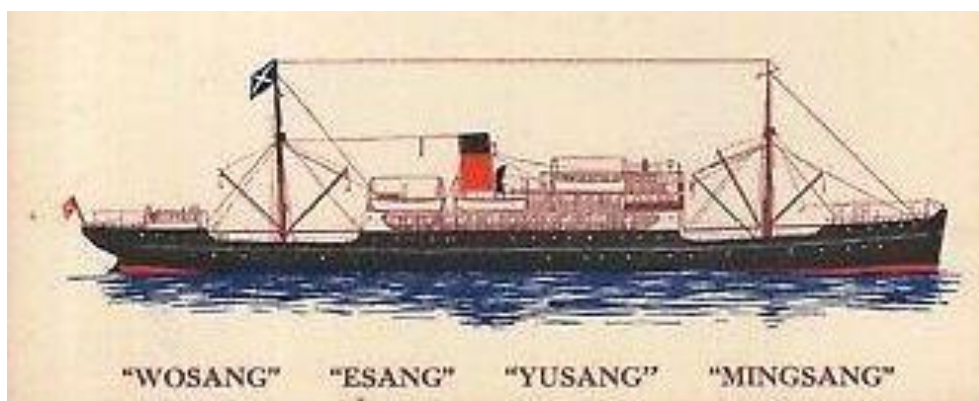
As Panamanian-flag LORINDA 黃安(HONG ON “Yellow Peace”) ex TAIPOOHONG inbound in Saigon River, 11 February 1967, ten months before delivery to breakers (D. Nance/NAA).

YU SANG (1938-42) 3432/34-9 (T3cyl) 328.7 x 47.2'

Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1456) for China Merchants S.N. Co. Ltd, Shanghai as HAI YUAN – 79/34 trials. 21/5/37 holed and ashore at Capsuimun Pass on voyage Canton-Hong Kong, 29/5 refloated. 8/37 laid up at Hong Kong. 8/38 sold to ICSNC r. YU SANG. 10/12/41 at Manila. 6/2/42 at Mariveles, where 26/2/42 requisitioned by US Navy. 9/4/42 exploded after bombed while loading munitions at Mariveles [BT 389/32/222].



YU SANG arriving Swatow 12 December 1938, dipping colours to U.S.S. TULSA (D. Gammon*).



HINSANG (1941-41) 4644/41 (M) 350 x 53'

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#836) for ICSNC. 20/2/41 delayed launch after loss of steelwork on 11/7/40 with *City of Bagdad* (7506/20). 23/6/41 on completion under liner requisition scheme. 24/6 sailed HK for Rangoon via Singapore. 29/7 returned to HK. 8/41 in service Hong Kong-Sandakan [BT 389/15/188]. 25/12/41 scuttled at Hong Kong. Salvaged by Japanese and 4/43 r. KENSEI MARU. 12/1/45 in convoy bombed and sunk by US aircraft 25m. SE of Phan Rang, southern Vietnam (11.10N 108.55E), 67 crew and 26 others dead.



Model of HINSANG by Mr H.N. Hardie during internment in Stanley Camp (HK), 1942-45 (Matheson & Co., London office).



HINSANG at Hong Kong in wartime grey (JM&C).



KENSEI MARU ex HINGSANG (Mitsui-OSK war history).

TAKSANG (1946-62) 3318/46-1 (T3cy/12k – Clark) 328 x 47.1'

Built by Short Bros Ltd, Sunderland (#488) to MOWT design as storeship for Burma campaign, 11/44 redesigned for ICSNC China coast service, 1/46 completed. 8/62 sold to Peninsular Shg Co. Ltd (Ocean Tramping Co. Ltd), Hong Kong r. ROCHFORD. 9/71 broken up at Whampoa.



TAKSANG and identical sister LOKSANG belonged to a MOWT class based on the prewar TAKSANG (1935) and replaced war losses TAKSANG and TAISANG (Short Bros.).



Updated TAKSANG, anchored presumably in the Hooghly (unknown photographer/coll. SK*).



ROCHFORD on a buoy at Hong Kong presumably 1960s, still with Jardines white ribband (<https://www.xindemarinenews.com/m/view.php?aid=19916>).



ROCHFORD ex TAKSANG in Malacca Strait, 2 October 1970, from *British Sovereign* (Paul Gleam, posted Aug. 2005 at shipsnostalgia).



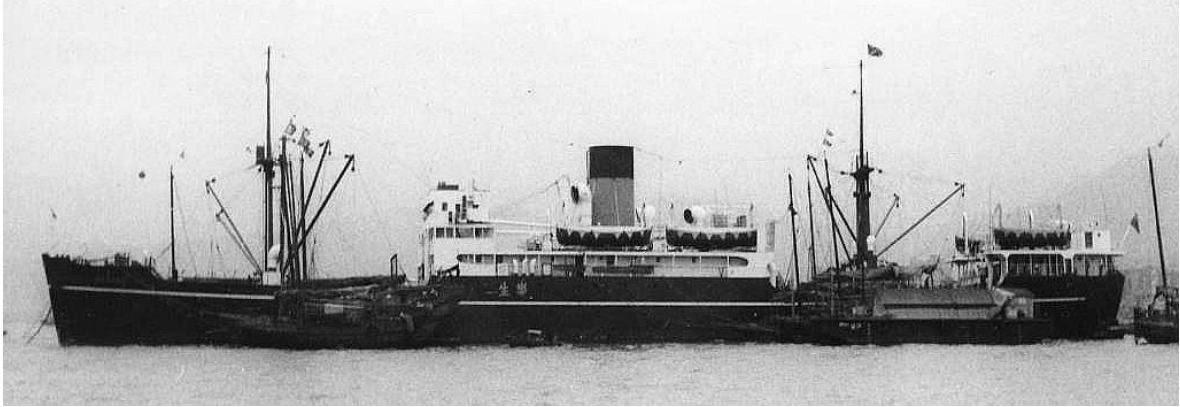
ROCHFORD (identifiable by boat position at end of superstructure) at Zhanjiang (Kwangchow Wan) on a final voyage (*China Reconstructs* 9/72).

LOKSANG (1946-61) 3318/46-3 (T3cy/12k – Clark) 328 x 47.1'

Built by Short Bros Ltd, Sunderland (#489) to MOWT design as storeship for Burma campaign, 11/44 redesigned for ICSNC China coast service, 3/46 completed. 9/61 sold to Ocean Tramping Co. Ltd, Hong Kong r. FRANKFORD. 14/10/71 arrived at Canton for breaking up.



LOKSANG on the Hooghly near Calcutta (Margaret Way/shipspotting.com).



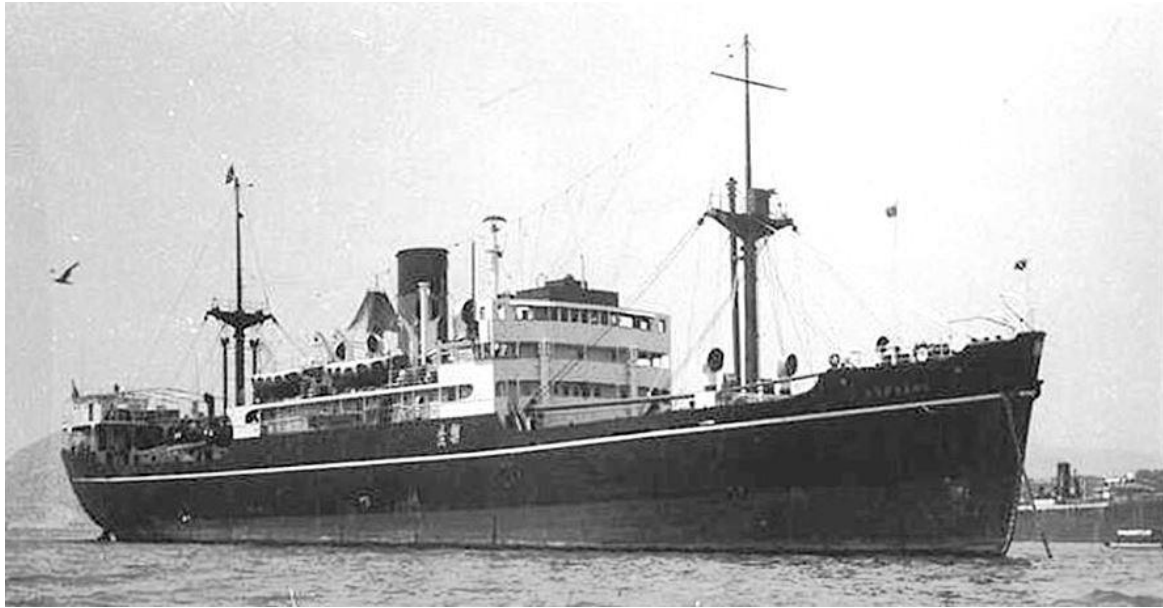
Early LOKSANG at Hong Kong, no radar, six boats (unknown photographer/T. Rayner/coll. SK*).



LOKSANG (unknown photographer/coll. SK*).



LOKSANG (photoships.co.uk)



LOKSANG was employed on the Calcutta line. Canvas vent hoisted (photoships.co.uk).



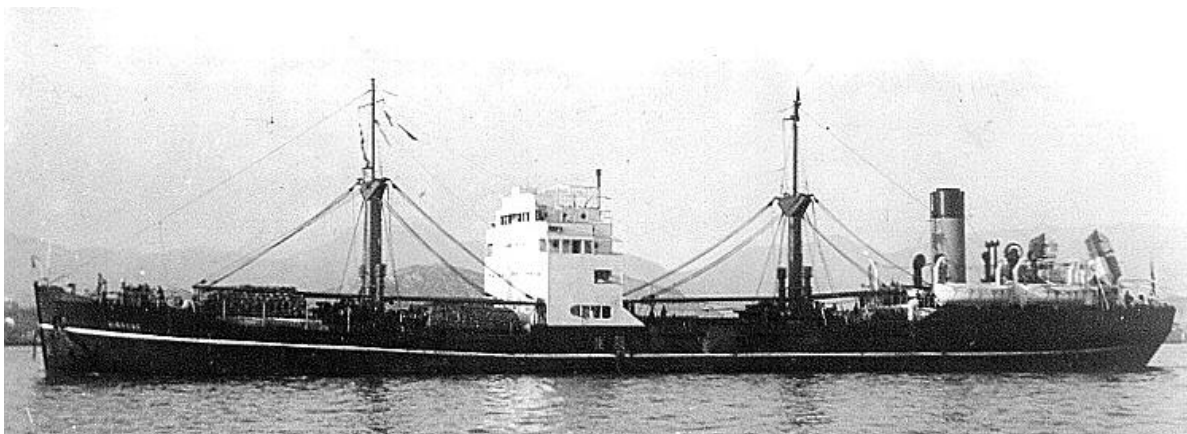
Above 2: FRANKFORD ex LOKSANG, 11 November 1968, from RFA *Tarbatness*, now only two boats (Dr. George Wilson).

HANGSANG (1946-60) 3541/44-5 (T3cy/10.5k – Central Marine Engine Works) 328 x 46.6'
Built by Wm Gray & Co. Ltd, West Hartlepool (#1167) for MOWT (Cayzer, Irvine & Co. Ltd, London mgrs) as EMPIRE MALTA. 5/44 in service as collier NE-London. 1/5/45 Liverpool for Calcutta, then Bay of Bengal. 1946 sold to S.T. Williamson, Hong Kong. 8/46 resold to ICSNC r. HANGSANG. 11/60 sold to Continental Nav. & Ent. Ltd, Hong Kong r. SLIGHT WIND. 12/64 sold to Sunbeam Nav. Co. S.A. (Patt Manfield & Co. Ltd, Hong Kong), Panama r. SUNBEAM. 23/7/69 towed into Kaohsiung after engine breakdown in South China Sea. 11/70 broken up in Kaohsiung.



HANGSANG First of five 'Empire Malta' class bought by Jardines, mainly used in the North Borneo-Hong Kong timber trade (unknown photographer/Tom Rayner*).

HINSANG (1946-65) 3541/44-7 (T3cy/10.5k - Central Marine Engine Works) 328 x 46.6'
Built by Wm Gray & Co. Ltd, West Hartlepool (#1168) for MOWT (Cayzer, Irvine & Co. Ltd, London mgrs) as EMPIRE PERLIS. 7/46 sold to ICSNC r. HINSANG. 1/49 reg. Hong Kong. 3/65 sold to Kinabatangan Shg Co. Ltd, Hong Kong r. KOWLOON. 12/68 t/f to Concordia Kinabatangan Shg Co. S.A., Panama and 1969 r. HORIS. 29/12/69 foundered in Celebes Sea (3.53N, 119.23E) after developing leaks on voyage Surabaya-Hong Kong.

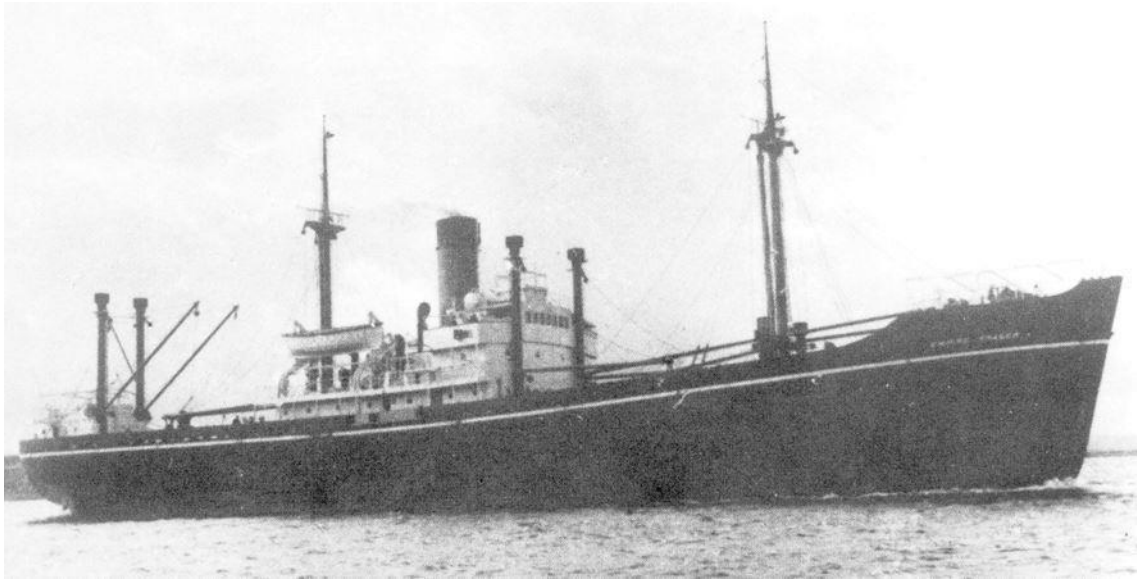


HINSANG (unidentified photographer/coll.SK).



Above 2: HINSANG at Hong Kong (both John Quealy).

CHAKSANG (1947-49) 1931/44 (2C2cy/10 – Deutsche Werft, Hamburg) 301.5 x 44.4'
Built by N.V. P. Smit Jr Maschb., Rotterdam (#587) for Norddeutscher Lloyd, Bremen as 'A'-type Hansa WESERBRUCK. 5/45 surrendered incomplete to MOWT (ICSNC mgrs) and 3/46 completed for MOT as EMPIRE FRASER. 2/47 sold to ICSNC – 11/47 r. CHAKSANG. 1/49 reg. Hong Kong. 7/9/49 capsized on side at moorings in Hong Kong after explosion – 13 missing. Ruled as sabotage by marine enquiry. 20/3 raised but 22/3/50 sank during typhoon. 31/3/50 wreck raised and beached at Lai Chi Kok. 4/50 sold for breaking up as lay.



EMPIRE FRASER in Jardine colours (Peter Foxley).



Above 2: CHAKSANG capsized in Hong Kong harbor after explosion in No. 2 hatch (cover hanging over the side) in September 1949 (J. Ireland*).

EASTERN SAGA (1947-67) 6631/44-6 (M8cy/13k – Gebr. Stork, Hengelo) 475.10 x 59.3'
 Built by N.V. Nederlandsche Dok & Schpsb. Mij, Amsterdam (#351) for Hamburg Sud-Amerika Linie, Hamburg. 5/45 surrendered at Kiel to MOWT (Mungo Campbell & Co. Ltd, Newcastle mgrs) r. EMPIRE WYE. 2/47 sold to ICSNC – 2/48 r. EASTERN SAGA. 12/67 sold to Southern Shg & Ent. Co. Ltd, Hong Kong r. NANFUNG. 4/72 sold to Yick Fung Shg & Ent. Co. Ltd, Hong Kong (Somali flag). By early 1975 t/f to Shanghai Marit. Bureau r. ZHANDOU 12. NFI.



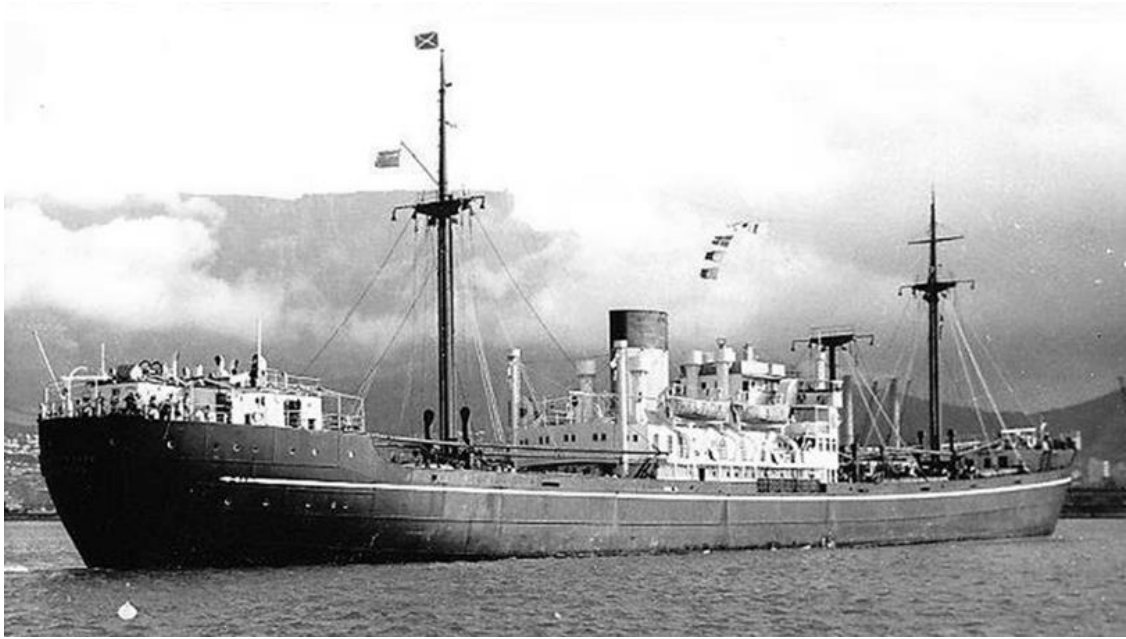
EASTERN SAGA in earlier guises as ESMERALDA (with gun platforms) and EMPIRE WYE, still lacking the second pair of kingposts (K-H Schwadtke; L. Dunn).



EASTERN SAGA at Sydney (Russell Priest/ NAA coll.).



EASTERN SAGA (from a company postcard).



EASTERN SAGA at Cape Town showing typical German hull corrugations (Table Bay Underway).



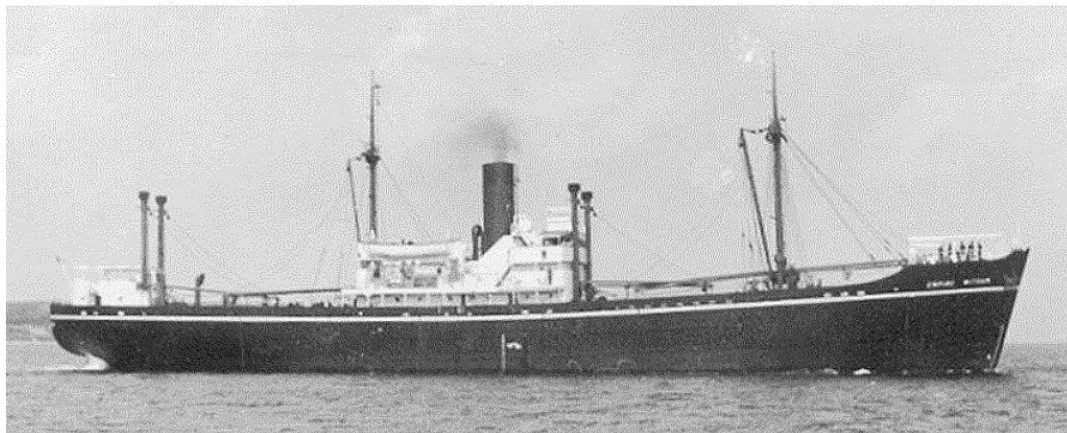
EASTERN SAGA berthing at Hobart April 1965 (Kingsley Barr/ coll. Rex Cox).





Above 2: ZHANDOU 12 ex EASTERN SAGA still trading after reported sale for breaking up, now without topmasts (Above two photos by Alwyn MacMillan c/- Graham Thursby).

CHOYSANG (1947-60) 1919/44 (C4cy/10½k – Rheinmetall-Borsig, Berlin) 301.2 x 44.6'
 Built by John Cockerill S.A., Hoboken (#702) for Neptun Linie, Bremen as 'A'-type Hansa AEOLUS.
 5/45 surrendered to MOWT (ICSNC mgrs) r. EMPIRE WITHAM. 2/47 sold to ICSNC - 2/48 r.
 CHOYSANG. 1/49 reg. Hong Kong. During Korean War served as ammunition ship. 9/60 sold to
 Hemisphere Shg Co. Ltd (Ocean Tramping Co. Ltd), Hong Kong r. MILFORD. 1967 sold to Continental
 Nav. Co. Ltd, Panama r. SALAMANCA. 22/3/69 arrived at Hong Kong for breaking up by Lee Sing Co.



EMPIRE WITHAM, a variant of the German war standard 'Hansa' class (JM&C).



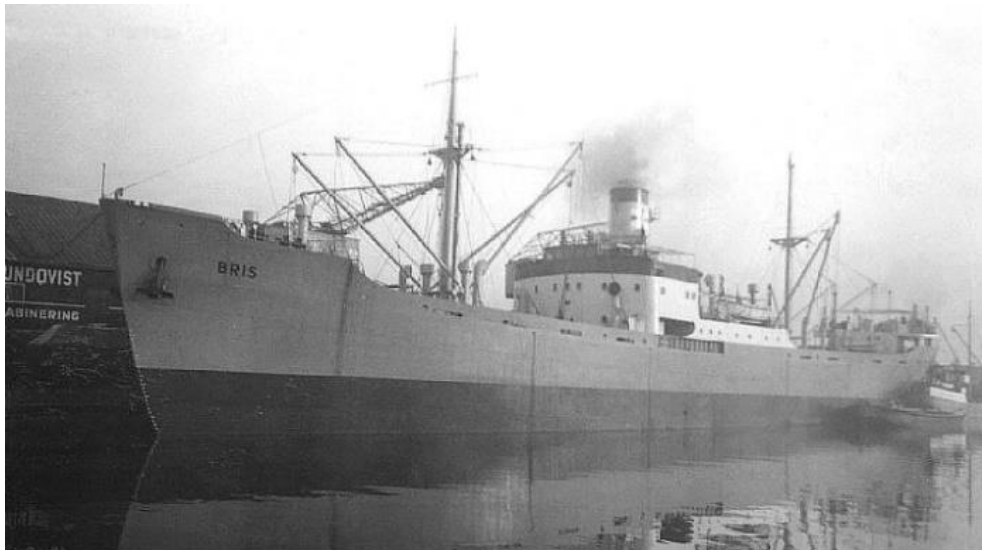
CHOYSANG subsequently as MILORD (Dr. George Wilson),

HEWSANG (1949-63) 3539/44-11 (T3cy/10.5k - Central Marine Engine Works) 328 x 46.6'
Built by Wm Gray & Co. Ltd, West Hartlepool (#1173) for MOWT (Joseph Constantine S.S. Line Ltd, Middlesbrough mgrs) as EMPIRE BERMUDA. 6/45 allocated to SEA Command as storeship. 7/9/45 sailed Dover via Antwerp, Suez for Hong Kong (26/10). 11/46 mgrs Moller Line (U.K.) Ltd. 12/46 - 5/49 on charter to KPM in Indonesian waters. 6/49 sold to ICSNC r. HEWSANG. 12/63 sold to Sunshine Nav. Co. S.A. (Patt Manfield & Co. Ltd, Hong Kong mgrs), Panama. r. SUNSHINE. 7/8/64 driven ashore by typhoon at Tamal in Philippines - 10/8 refloated with bottom damage. 3/70 broken up in Taiwan.



Immobile SUNSHINE ex HEWSANG in care of Hongkong & Whampoa Dock Co.
harbour tugs, 14 November 1964 (Petroc/shipsnostalgia.com).

CHUNSANG (1949-56) 2808/46 (Q4cy-ET/10½k – Götaverken) 305.4 x 44.5'
Laid down by Gavle Varvs & Verks. Nya A/B, Gavle (#66) for D.G. Hansa, Bremen as ROSENECK but after Surrender allocated to Norway and launched for Martin Thorvik, Oslo as MARTIN THORVIK. 1946 completed for D/S A/S Truls (M. Thorvik mgr) as BRIS and chartered to Bruusgaard Kiosterud & Co. for Hong Kong-Bangkok trade. 10/49 sold to ICSNC for HK-N. China trade r. CHUNSANG. 2/56 sold to Wallem & Co. Ltd, Hong Kong r. NEGOBLA. 10/57 t/f to Wallem & Co. A/S, Bergen. 1968 t/f to Pan Norse S.S. Co. S.A., Panama. 1968 sold to Nam Fong Shg Co. Ltd, Hong Kong (Somali flag) r. RIVER DRAGON. 1969 sold to On Ping Nav. Co. Ltd S.A., Hong Kong (Somali flag) r. ON PING. 3/4/70 laid up at Singapore. 2/71 demolition in progress.



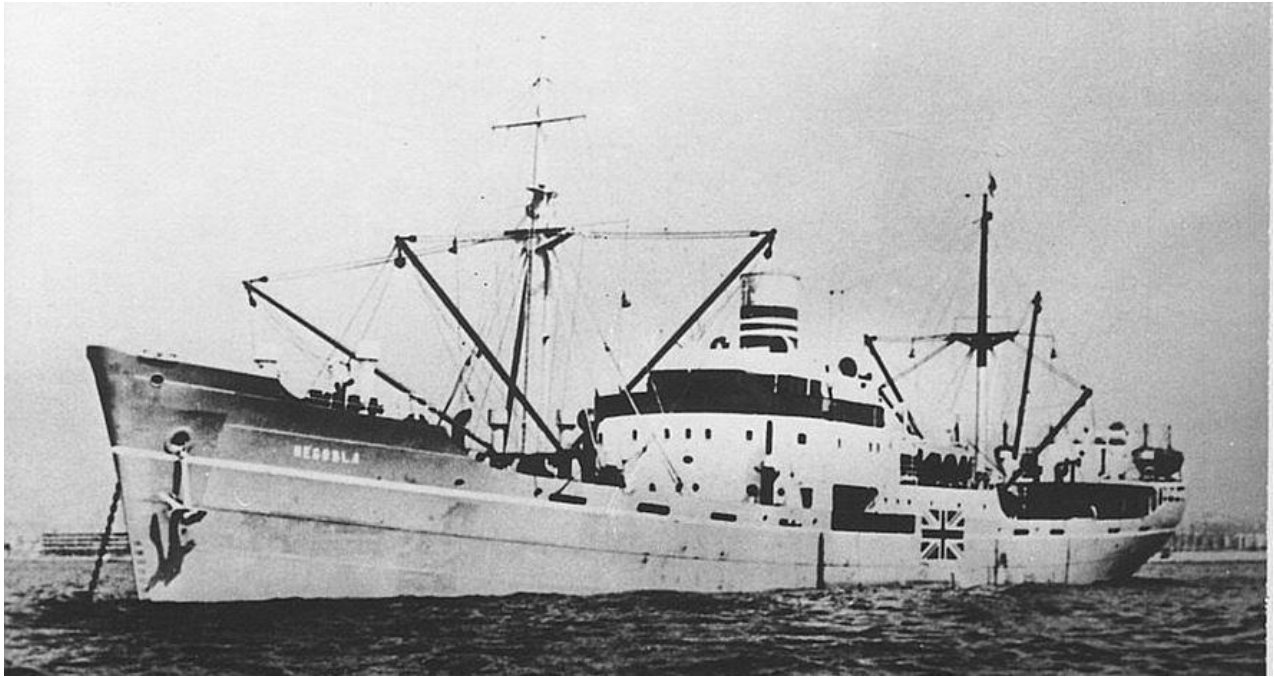
CHUNSANG as BRIS (Bernhard von Schenck/ddghansa-shipsphotos.de)



CHUNSANG at Hong Kong in profile, with extra boats aft for a larger Asian crew (John Quealy).



CHUNSANG (John Quealy).



CHUNSANG later as Wallems' NEGOBLA (Peter Keihlmann/ddghansa-shipsphotos.de).

EASTERN GLORY (1949-66) 6491/49-11 (ST3/16k Parsons) 473.1 x 61.7'

Laid down by J.L. Thompson & Sons Ltd, Sunderland (#660) for Silver Line Ltd, London for round-the-world service as SILVERYEW but 4/49 sold on stocks to ICSNC and completed 11/49 as EASTERN GLORY. 12/56 dereq. after service during Suez crisis. 5/66 sold to The Ben Line Strs Ltd (Wm Thomson & Co.), Leith r. BENNACHIE. 15/9/71 arrived at Kaohsiung for breaking up.



EASTERN GLORY at Hong Kong (from a JM&C postcard).



At Melbourne with fewer boats and taller kingposts aft (Patrick Appleton/shipping.com).

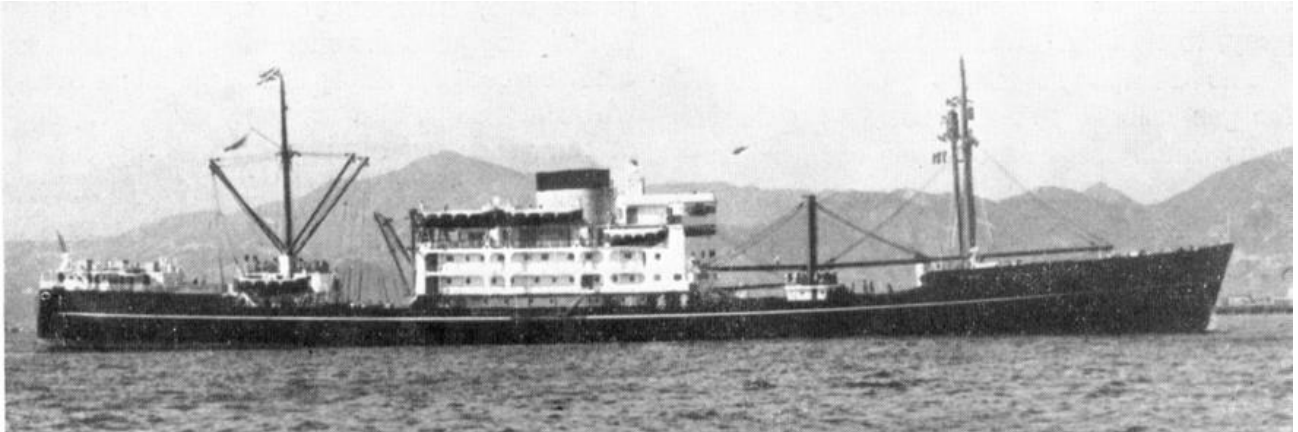


As BENNACHIE (Chris Howell/shipping.com).

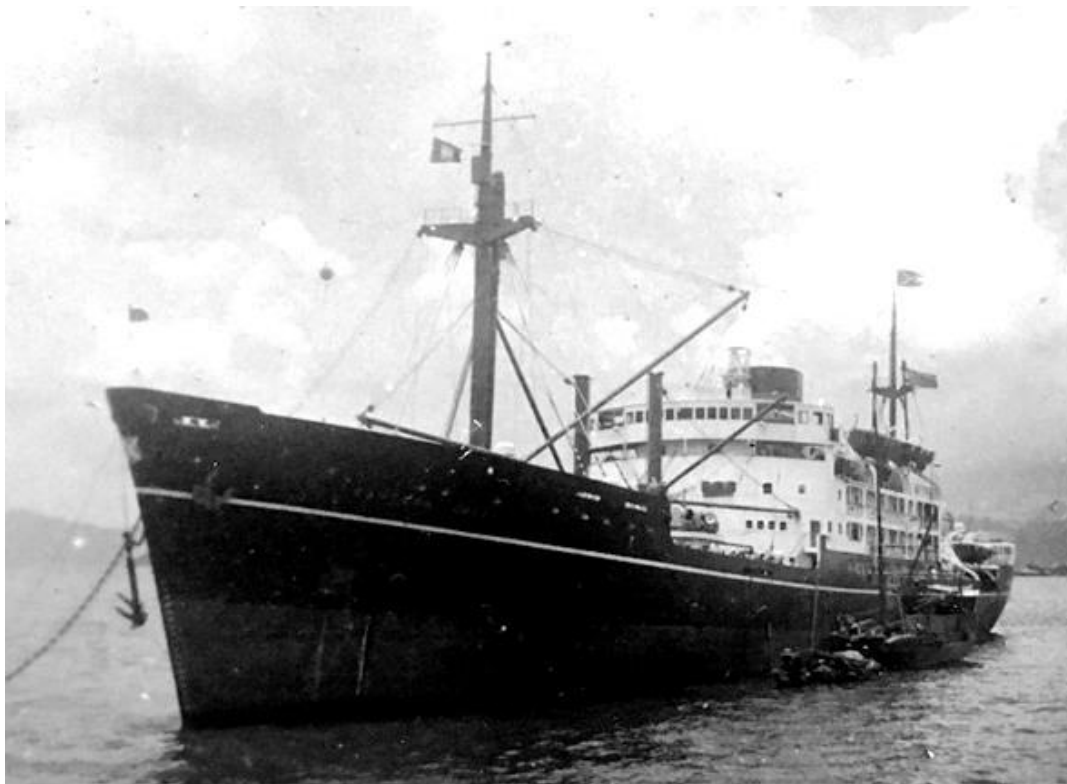


BENNACHIE with radar re-situated atop funnel (Ian Schiffman/coll. SK).

EASTERN QUEEN (1950-70) 8644/50-8 (pass 26 1st, 32 Asiatic cabin, 500 unberthed, 180 deck, also 130 crew) (ST2/16k, trials 18.706k/6 hrs) 454.9 x 63.2'
Built by Wm Denny & Bros Ltd, Dumbarton (#1431) for ICSNC for Calcutta trade – 8/50 completed. 6/54 560 bars of smuggled gold confiscated at Calcutta. 1956 and 1960 chartered to French Gov't (Messageries Maritimes mgrs.) for repatriation of Vietnamese from New Caledonia. 5/4/58 record Brisbane-Yokkaichi passage of 9d 12h 42m (Master J.E. Thomson). 5/11/58 record Brisbane-Yokkaichi passage of 9d 6h 6m. 6/68 half-ownership t/f to Dominion Nav. Co. Ltd. 2/70 sold to Wicklow Shg Co. Ltd (Mullion & Co. Ltd), Gibraltar r. WICKLOW. 22/2/74 arrived at Whampoa for breaking up.



EASTERN QUEEN as originally built for the Calcutta line with squat funnel and minimal plating around the centre island (JM&C).



EASTERN QUEEN at Hong Kong, early 1950s, with extra plating around the centre island for anti-piracy protection as per original plan. Jardine houseflag on the stem (John Quealy).



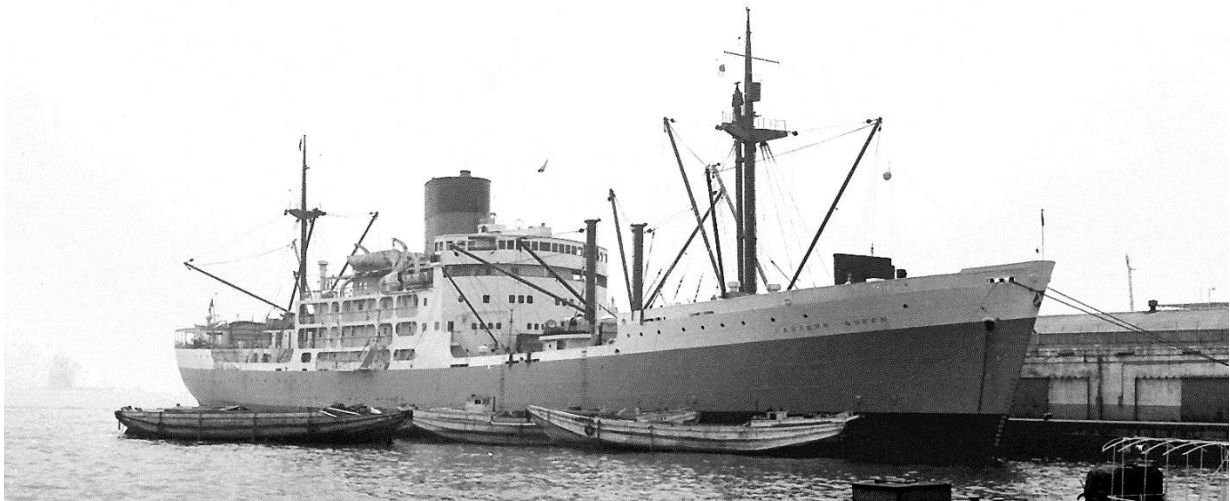
EASTERN QUEEN as she appeared in mid-career on the Australia-Japan run.
Traditional Jardine scheme of black paint on the sides of the centre island (Roger Martin/ NAA).



EASTERN QUEEN with white hull, 1960, during French repatriation charter (David Kirby/ NAA).



EASTERN QUEEN, still 8 boats, at speed. The ship was known for her fast passages between Australia and Japan, averaging 17.61k on a 1958 voyage with passengers, general cargo and 12,000 bales of wool (DFEL).



Working cargo at Central Pier, Nagoya (Nanomaru/shipping).)



EASTERN QUEEN after 1968 in the colours of Dominion Far East Line combining the red Jardine Matheson funnel with H.C. Sleigh olive-green hull. Lifeboats beside mainmast now removed (DFEL).



At Sydney in DFEL colours (attrib. Jim Freeman/coll. SK* slide via Ian Schiffman, edit by Harry Stott).



WICKLOW at Avonmouth 16 July 1972 on arrival from Bombay with a cargo of animal feedstuffs (M. Cranfield).



WICKLOW off Portishead, North Somerset 26 August 1972. 'RD' logo denotes the principal Rodney Mullion.
No longer carrying passengers and only two boats (M. Cranfield).



WICKLOW arriving at Cape Town Feb. 1974 bound for Whampoa and shipbreakers (Ian Schiffman/M. Cranfield)

EASTERN STAR (1951-69) 6523/51-12 (ST3/16k) 461.7 x 60'

Built by Harland & Wolff Ltd, Belfast (#1438) for Common Bros & Matheson & Co. 5/51 ICSNC full owners. 12/51 completed as EASTERN STAR. 3/69 sold to Jebshun Shg Co. Ltd, Hong Kong to be r. PRECIOUS DIAMOND but 20/7/69 caught fire after explosion during refit at Hong Kong. 26/7 extinguished - 12 lives. 2/11/69 bids closed for sale by tender 'as lies' at anchor off Hunghom. 24/12/69 arrived at Keelung in tow for breaking up.



EASTERN STAR approaching Lyemun Pass, Hong Kong, outward bound (JM&C).



Postcard of EASTERN STAR off Bennelong Point, Sydney before construction of the Opera House (JM&C).



EASTERN STAR arriving at Hobart on 7 April 1963 (Kingsley Barr/ coll. Rex Cox).



EASTERN STAR approaching Risdon (Hobart) to load zinc ingots, 9 November 1963 (Noel Brown/ coll. Rex Cox).

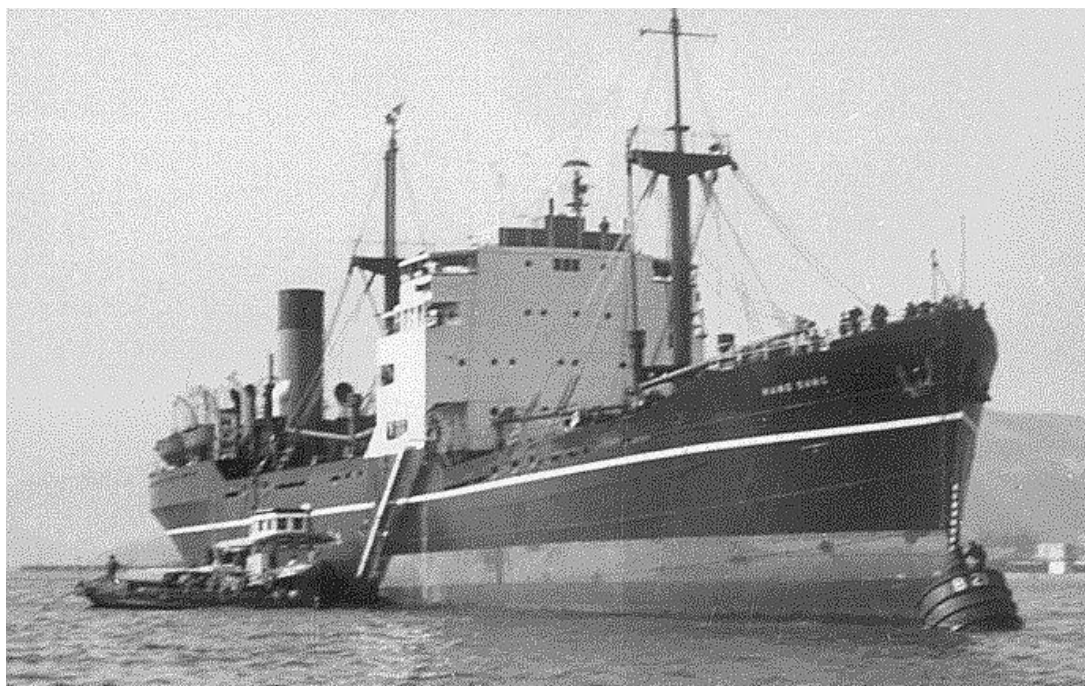


EASTERN STAR on fire in Hong Kong, July 1969, during refit soon after sale (A. Taylor*).

HOP SANG (1954-62) 3541/44-9 (T3cy/11k - Central Marine Engine Works) 328 x 46.6'
Built by Wm Gray & Co. Ltd, West Hartlepool (#1169) for MOWT (H. Hogarth & Sons, Ardrossan mgrs) as EMPIRE NEWFOUNDLAND. 8/46 mgt t/f to H.P. Lenaghan, Belfast. 1949 t/f to Irish Bay Lines (H.P. Lenaghan & Sons Ltd mgrs), Belfast. 10/49 sold to F.T. Everard & Sons Ltd, London r. ETHEL EVERARD. 6/54 sold to ICSNC - 10/54 del. and r. HOP SANG. 1/62 r. HANG SANG. 8/68 sold to Fui Nam Co. Ltd, Hong Kong r. HOI SOON. 12/68 t/f to Chan Cheung Man (Fui Nam Co. Ltd mgrs) (Somali flag). 12/3/70 delivered to Yuen Hing Godown Co. for demolition at Hong Kong.



HOP SANG at Bohayan Is. Darvel Bay North Borneo (Butters/
<https://www.shipsnostalgia.com/media/s-s-hop-sang-bohay-an-is-darvel-bay-north-borneo.454178/>).



In later guise as HANG SANG (JM&C).

WEST INDIAN (1954-58) 3560/38

see WING SANG (1938-54)

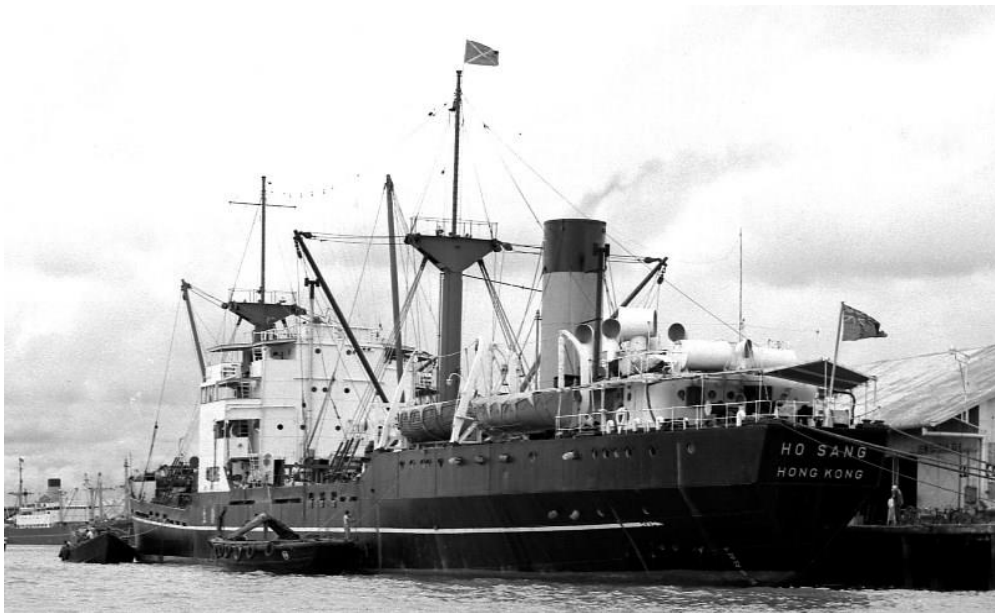
HO SANG (1955-68) 3550/44-10 (T3cy/10.5k - Central Marine Engine Works) 328 x 46.6'
Built by Wm Gray & Co. Ltd, West Hartlepool (#1170) for MOWT (Lambert Bros Ltd, London mgrs) and from 31/10/44 temp. in NE-Thames coal trade. 4/45 alloc. to Special Military Service in S.E. Asia as Crane Ship, 21/4 dep. Liverpool for Madras (4-13/6) and Calcutta (16/6) (Hall Line). 24/8/45 Calcutta via Chittagong to Rangoon (2/9-17/10 and 11/11-26/1/46), then from 5/3/46 at Singapore as Resident Crane Ship. 31/5/46 del. at Singapore to STW, 8/6 dep. for Hong Kong (27/6). 7-10/46 trading Hong Kong-Haiphong. 9/46 reg. at Hong Kong to STW. From 11/46 trading Hong Kong-Keelung. 9/47 r. INCHARRAN. 23/9/47 del. at Townsville (Qld) on charter to Australian Shg Board (ASB) for coastal trade, 9/10 loaded Cairns (sugar) for Melbourne, Adelaide (5/11), then refit. 5/12/47 in service from Whyalla (usu. Port Pirie) to Newcastle and/or Risdon (Hobart) until 9/49. 4/48 t/f to Inch S.S. Co. 5/12/49 Whyalla to Sydney (15/12), where 3/1/50 redel. to owners, 11/1 to Hong Kong. 1/5/50 on voyage Hong Kong-Macao intercepted by Communist warship but released on intervention of HMS *Mounts Bay*. 1952 ran aground about 400 miles N. of Hong Kong, salvage assisted by HMS *Cossack*. 12/2/53 fired on by Nationalist LSTs off Shanghai. 13/11/54 detained by Nationalists on voyage Shanghai-Foochow. 4/5/55 fired on by Nationalist forces. 5/55 sold to ICSNC r HO SANG. 10/68 sold to Golden River Shg Corp., Panama r. GOLDEN RIVER. 7/4/70 de. to breakers at Sakaide (Japan) [wartime service from BT 389/16/16]. [also <https://ciphermysteries.com/2014/11/29/a-brief-history-of-the-incharran>].



As INCHARRAN stranded, presumably the incident 400 m. n. of Hong Kong in 1952 (Peter Foxley*).



INCHARRAN probably at Adelaide on ASB charter (A. Duncan).



HO SANG at Singapore with heaver masts (R. Priest/ NAA).



HO SANG at Kudat, North Borneo sharing pier with KUNAK of Straits S.S. Co. (Derek Longly/shipsnostalgia).

EASTERN MUSE (1955-70) 3602/55-10 (M&cy/12½k - MAN-Kawasaki) 384.6 x 53.4'

Launched 23/6/55 by Kawasaki D.Y. Co. Ltd, Kobe (#938) for China Shg Co. Ltd (John Manners & Co. Ltd mgrs), Hong Kong as EAST BREEZE but after trials sold to ICSNC and del. as EASTERN MUSE. 11/70 sold to Java Int. Corp. (John Manners & Co. Ltd mgrs), Liberia r. EAST BREEZE and placed on hire purchase to P.T. Per. Pel. Samudera Trikora Lloyd, Jakarta for Indonesia-Japan trade. 24/7/74 del. to purchasers in Tanjung Priok r. SURAKARTA. 28/3/84 arrived at Gadani Beach and 28/4 demolition began by Parama International.



EAST BREEZE running trials with a plain funnel marking (Kawasaki D.Y. Co. Ltd).



EASTERN MUSE and sister EASTERN MAID were purchased from Kawasaki D.Y. (Dedge/shipping.com).



EASTERN MUSE (shipsnostalgia.com).

EASTERN MAID (1956-70) 3603/55-10 (M8cy/12½k – MAN-Kawasaki) 384.6 x 53.4'

Launched 22/7/55 by Kawasaki D.Y. Co. Ltd, Kobe (#939) for China Shg Co. Ltd (John Manners & Co. Ltd mgrs), Hong Kong as WEST BREEZE and on completion chartered to ICSNC with option of purchase. 1956 sold to ICSNC r. EASTERN MAID. 9/70 sold to Thai Mercantile Marine Ltd, Bangkok r. SAWAD SAMUT. 1971 mgrs Ocean Shg & Ent. Ltd, Hong Kong. 1972 sold to P.T. Per. Pel. Samudera Indonesia, Jakarta r. MARAKATA. 16/9/72 driven ashore at Kishiwada by typhoon 'Helen' - refloated but 23/9/72 arrived at Osaka in tow for demolition by Mitsui Bussan K.K.



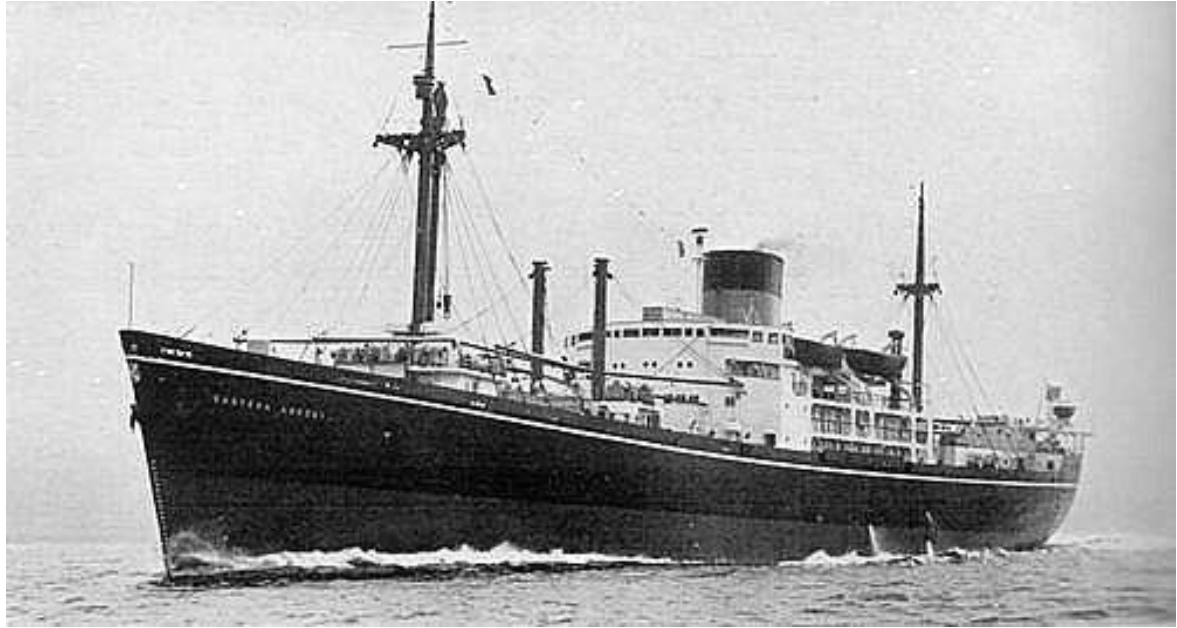
EASTERN MAID in profile (company postcard).



EASTERN MAID, unusually with white kingposts so perhaps on charter 1955, working cargo at Hong Kong (W.E. Burton/shipping.com).

EASTERN ARGOSY (1956-70) 6907/56-4 (14 pass/85 crew) (ST/16k2) 465 x 63.2'

Built by Wm Denny & Bros Ltd, Dumbarton(#1478) for ICSNC, 4/56 delivered (trials 18.86k). 9/1/66 stranded on Clacks Reef, 130 m. N of Cooktown (Qld) - 4/2 refloated by tug *Carlock*. 8/70 sold to Santa Marina Shg Co. S.A., Piraeus r. MARINA. 1973 sold to Christopher Shg Corp., Monrovia r. YOUNGSTOWN. 1973 r. MR. NICO. 24/3/74 arrived at Kaohsiung for demolition by Hua Eng Copper & Iron Corp.



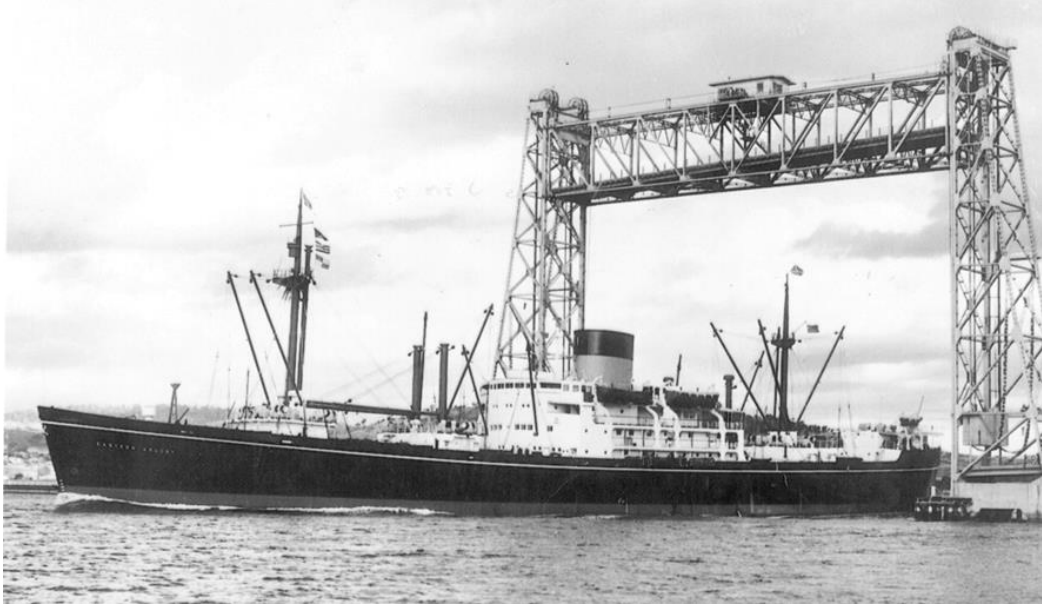
EASTERN ARGOSY on sea trials (Wm. Denny & Bros.).



The majestic lines of EASTERN QUEEN and EASTERN ARGOSY (depicted) were drawn up by Jardine staff in a WWII Internment camp in Hong Kong (Russell Priest/NAA).



EASTERN ARGOSY berthing at Hobart June 1960 (Noel Brown/ coll. Rex Cox).



EASTERN ARGOSY going through Hobart's old floating bridge en route to Risdon 22 June 1960 (JM&C).



EASTERN ARGOSY passing under Hobart's old floating bridge en route to Risdon 22 June 1960 (Kingsley Barr/Rex Cox) after berthing at Hobart a few days earlier.

EASTERN TRADER (1959-72) 6914/59-2 (M5cy/14k, Doxford) 481.0 x 62.3'

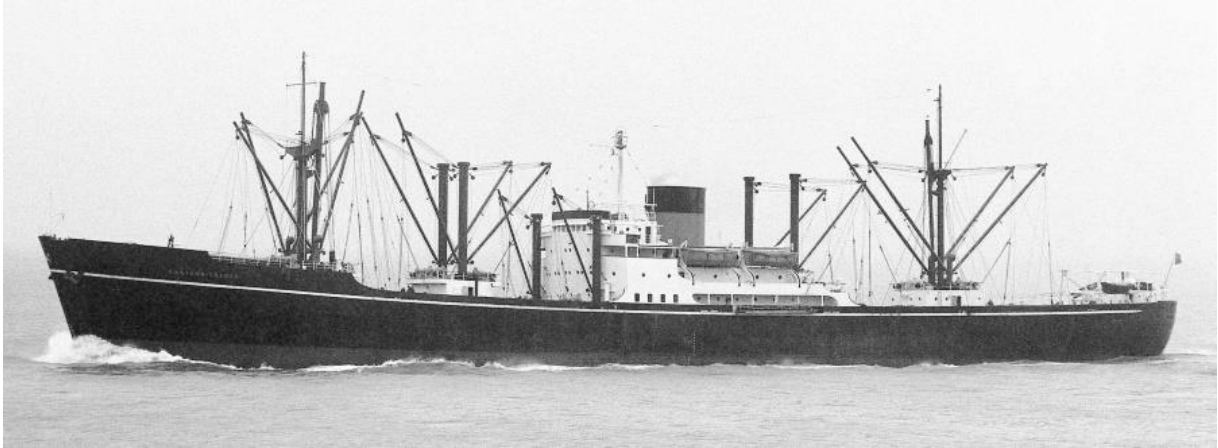
Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1962) as modified Furness Withy design after option taken up by ICSNC in 1956 for deployment in the charter market, launched 15/9/58. Maiden voyage to Far East with grain charter Vancouver-Kobe. 8/59-6/60 Japan-HK-Straits-Calcutta line (replaced by *Eastern Moon*).7/60-3/64 Japan-HK-Australia, then chartered out [see Appendix]. 6-12/67 Chargeurs Réunis charter US East Coast/Gulf-Straits (CTO Line). 1970-71 Messageries Maritimes charter. 8/12/71 o/v Noumea (19/10)-Le Havre put in to St. John's, Nfld after cargo shifted. 1-7/72 East Africa National Shg Lines charter. 7/72 on River Tyne del. to Santiren Shg Co. Ltd (Mycali Maritime Corp. S.A., Piraeus), Nicosia (reg. Famagusta) r. CHRYSOVALANDOU DYO. 23/1/74 aground in Feitoria Channel bound Porto Alegre (Brazil)-Santos, 10/2 refloated. 1974 reg. t/f to Limassol. 24/4/80 inbound from Nagoya (vehicles) stranded off entrance to Mombasa, refloated next day, CTL. 13/1/81 left Mombasa in tow for Karachi and 3/4/81 arrived at Gadani Beach for breaking up by Geofmon International.



EASTERN TRADER arriving at Risdon (Hobart), November 1963 (Noel Brown/ coll. Rex Cox).



EASTERN TRADER on Messageries charter arriving at Venice, 4 June 1970, for drydocking (A. Taylor*).



EASTERN TRADER in ICSNC colours but on charter off Portishead outbound from Avonmouth, June 1971 (M. Cranfield). Modified from designs of *Rowanmore* (1956) and *Mystic* (1959).



EASTERN TRADER on East Africa National Shipping Line charter off Portishead outbound from Avonmouth, July 1972, just prior to delivery to Greek owners (D. Chaplin/M. Cranfield).



CHRYSOVALANDOU DYO at Cape Town, 25 January 1979 (Trevor Jones).

EASTERN MOON (1960-71) 5338/47 (M9cy/15k) 440.8 x 56.4'

Built by Burmeister & Wain's Maskin & Skibsb. A/S, Copenhagen (#668) for Leif Hoegh & Co. A/S, Oslo as HOEGH SILVERMOON. 9/60 sold to ICSNC r. EASTERN MOON. 5/3/64 disabled by engine room explosion in Port Phillip Bay about 4 miles off Rosebud, crew member severely injured and Rosebud doctor taken on board, vessel towed to Melbourne, assisted by two tugs. 11/71 sold to Hong Kong Islands Shg Co. Ltd, Hong Kong (Panama flag) r. LAMTONG CHAU. 16/8/75 stranded on Somali Coast (11.50N, 50.32E) - 8/9 arrived at Aden in tow after refloating 28/10/78 delivered at Shanghai to China Metal Import & Export Corp. for breaking up.



EASTERN MOON departing Hobart 14 January 1967. Jardine houseflag marking on bow, but Dominion Far East Line houseflag with H.C. Sleigh star at centre at mainmast (Noel Brown/ coll. Rex Cox).



EASTERN MOON at Hobart in 1968 (Kingsley Barr/ coll. Rex Cox).



EASTERN MOON working cargo at Kobe in late-1970 (SK).

EASTERN ROVER (1961-74) 4408/61-11 (M4cy/14½k – Hawthorn, Leslie Eng. Ltd) 404 x 57.3'
 Built by J.L. Thompson & Sons Ltd, Sunderland (#706) for ICSNC for Bengal service - 11/61 completed. 1/74 sold to Hong Kong Pacific Shg Co. Ltd (Hong Kong Islands Shg Co. Ltd, Hong Kong), Panama r. TSING YI ISLAND - placed in service Hong Kong-Australia. 1978 sold to Tarbat Shg Corp. S.A., Panama r. SMARAGD RUTHIE. 1979 t/f to Hong Kong Orient Shg Co. Ltd S.A., Panama r. LAMTONG CHAU. 1980 sold to Shun Cheong S.N. Co. Ltd, Hong Kong (Panama flag) for HK-Singapore trade r. CHEONGWIND. 6/4/83 arrived at Kaohsiung for demolition by E Chang Iron Steel Works Co. Ltd.



EASTERN ROVER (depicted on trials) and EASTERN RANGER were ICSNC's last conventional cargo liners. A development of TAK SANG (1935) without 'tweendeck passenger spaces (JM&C).



EASTERN ROVER passing Dominion Nav.-owned running partner FRANCIS DRAKE or GEORGE ANSON showing ICSNC funnel colour (mastermariners.org.au).



As LAMTONG CHAU of Hong Kong Islands Line (Chris Howell).



As CHEONGWIND of Shun Cheong S.N. Co. (Ian Schiffman/SK* edit by Harry Stott).

EASTERN RANGER (1962-74) 4408/62-4 (M4cy/14½k – Hawthorn, Leslie Eng. Ltd) 404 x 57.3'
 Built by J.L. Thompson & Sons Ltd, Sunderland (#707) for ICSNC for Bengal service - 4/62 completed.
 1/74 sold to Hong Kong Atlantic Shg Co. Ltd (Hong Kong Islands Shg Co. Ltd, Hong Kong), Panama r.
 GREEN ISLAND for service Hong Kong-Australia. 1979 sold to Shun Cheong S.N. Co. Ltd, Hong Kong
 (Panama flag) for HK-Singapore trade r. SINGWIND. 13/4/83 arrived at Kaohsiung for demolition
 by Dah Yung Steel Manufacturing Co, (completed 18/4/83).



EASTERN RANGER departing Hobart for Risdon on 7 October 1973 (Rex Cox).



EASTERN RANGER at Rangoon with quarantine and departure flags, ensign in high position as preferred by ICSNC postwar (Harry Stott coll.).

HANG SANG (1962-68) 3541/44

see HOP SANG (1954-62)

EASTERN CAPE (1967-67) 8977/56 (M7cy/17½k – Burmeister & Wain) 496 x 64.3'

Built by Deutsche Werft A.G., Hamburg (#698) for Leif Hoegh & Co. A/S, Oslo as HOEGH CAPE. 26/10/61 collided in fog with *Waitemata* (7364/46) off San Francisco. 7/67 sold to ICSNC r. EASTERN CAPE. 8/67 t/f to Dominion Nav. Co. Ltd, Hong Kong. 1969 t/f to Dominion Far East Line (HK) Ltd. 1971 sold to Pacific International Lines (Pte) Ltd, Singapore r. KOTA TANJONG. 6/8/74 extensively damaged amidships by fire while lying at Kuwait – towed to Singapore for repairs. 1/2/83 arr. Bombay for breaking.



HOEGH CAPE at Vancouver (Walter E. Frost/CVA).



EASTERN CAPE, one of two German-built sisters bought in 1967 for trading from the Far East to Australian/NZ (photoship.co.uk).

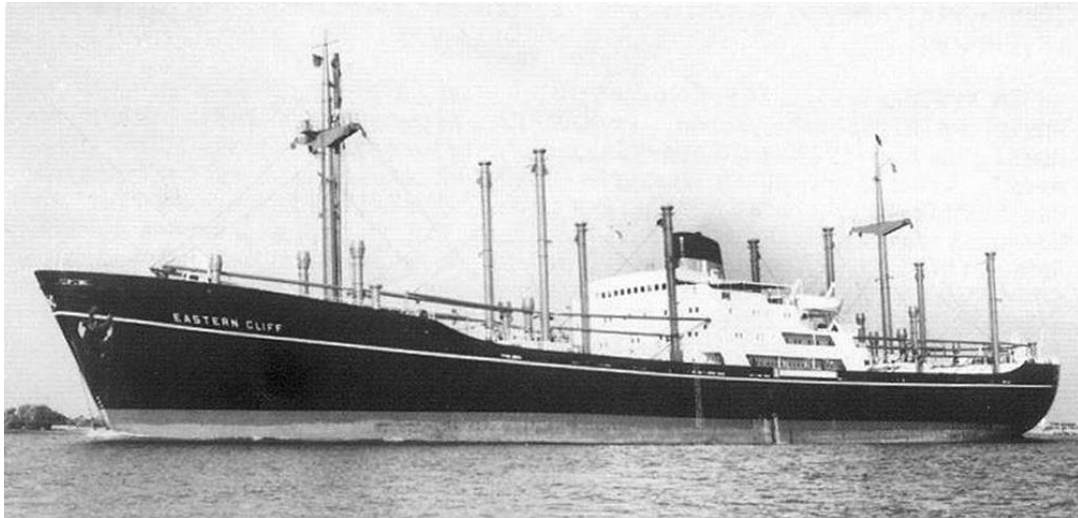


EASTERN CAPE wearing the funnel colours of Dominion Nav. joint owner H.C. Sleight (Peter Foxley).



KOTA TANJONG ex EASTERN CAPE at Singapore, 11/74 with fire damage, awaiting repairs (H. Dick*).

EASTERN CLIFF (1967-69) 9194/56 (M7cy/17½k – Burmeister & Wain) 496 x 64.3'
Built by Deutsche Werft A.G., Hamburg for Leif Hoegh & Co. A/S, Oslo (#704) as HOEGH CLIFF. 6/67 sold to ICSNC r. EASTERN CLIFF. 1969 t/f to Dominion Far East Line (HK) Ltd. 1972 sold to Ocean Tramping Co. Ltd, Hong Kong r. BIHUA. 1979 t/f to People's Republic of China (Guangzhou Bureau of Maritime Transport Admin. South Shameen), Canton r. HONG QI 134. 1991 sighted handling cargo at Guangzhou. End-2007 removed from Equasis database as no longer existing. Presume broken up some years earlier.



EASTERN CLIFF at Port Adelaide, June 1968 (Jim Freeman/NAA*).



EASTERN CLIFF as Guangzhou Bureau's HONG QI 134, shifting berth on the Chao Phaya River, Bangkok about 1990 (shipsunderway.co.uk).

Dominion Far East Line (Hong Kong) Ltd

(50% ICSNC, 50% Dominion Nav. Co. Ltd)

EASTERN CAPE (1969-71) 8977/56 see ICSNC (1967-67)

EASTERN CLIFF (1969-72) 9194/56 see ICSNC (1967-69)

MARCO POLO (1969-71) 9232/62-8 (pass) (2M8cy/17k – Burmeister & Wain) 477.8 x 61.2'

Built by Soc. Espanola de Const. Nav., Bilbao (#104) and del. 8/62 to Cia Nacional de Nav. Costiera Autarquia Federal, Rio de Janeiro for Brazilian coastal passenger trade as PRINCESA ISABEL. 1967 t/f to Cia de Nav. Lloyd Brasileiro, Rio de Janeiro. 10/69 sold laid up at Rio to Dominion Far East Line, conv. by Barclay, Curle & Co. to cruise ship r. MARCO POLO. 30/6/70 began first cruise. 1971 sold to Dominion Nav. Co. Ltd, Nassau (reg. Glasgow) and chartered back to Dominion Far East Line. 1974 reg. at Hong Kong. 10/78 sold to Arkley Nav. Ltd (Kavounides Shg Co. 166oder, Piraeus) r.

AQUAMARINE for service Hong Kong-Hsinking-Kobe. 29/4/80 arrived at Hong Kong for modernization. 18/8/81 laid up at Piraeus and taken over by Commercial Bank of Greece. 1988 sold to Epitoriki S.S. Co. Ltd, Piraeus for Mediterranean cruises r. ODYSSEUS. 12/95 sold to Royal Olympic Cruises Ltd, Piraeus. 4/05 sold at auction to Mantovana Holding Ltd (V. Ships Leisure S.A.M.), Panama r. LUCKY STAR for gambling cruises from Macau, later Singapore. 2008 sold to Indian shipbreakers r. LUCKY. 25/1/08 arrived at Alang and 5/2 beached for demolition.



MARCO POLO bought in 1969 by DFEL and converted to a cruise ship, based in Australian ports (M. Dippy/NAA*).



MARCO POLO differed from other DFEL pass. ships in having a blue hull. Here at Sydney in 1971 (Jeff Eastwood).



MARCO POLO at speed in the Straits of Malacca (Peter Foxley/coll. SK).



MARCO POLO in later life as Epitoriki Line's ODYSSEUS (Bert Pellegram/shipping.com).

Flinders Shipping Co. Pty Ltd

(50% ICSNC, 50% Dominion Nav. Co. Ltd)

MATTHEW FLINDERS (1970-75) 9334/70-6 (ro-ro c.s.) (Mx3/21k - MAN-Kawasaki)

181.7 (BB) x 25m, later 210.41 (BB) x 25m

Built by Kawasaki H.I. Ltd, Kobe (#1140) for Flinders Shg Co. Pty Ltd for Japan-Australia trade - 10/7/70 arrived at Sydney on maiden voyage. 4/75 sold to Australian National Line, Melbourne r. AUSTRALIAN EXPLORER. 3-4/78 lengthened by builders (11,353 tons). 7/11/86 arrived at Kaohsiung for demolition by Chi Hsiang Steel Enterprise Co.



Vehicle deck container ship MATTHEW FLINDERS at Kobe a few hours after launching (Philip Kentwell*).



MATTHEW FLINDERS, ESS denotes 'Eastern Searoad Service' (K. Barr/*The Log*).



MATTHEW FLINDERS as ANL's AUSTRALIAN EXPLORER, after lengthening (*Flotilla Australia*).

JAMES COOK (1975-76) 21,708/75-9 (ro-ro c.s.) (Mx3/22½k – MAN-Kawasaki) 222.26 (BB) x 30.05m
 Built by Kawasaki H.I. Ltd, Kobe (#1227) for Flinders Shg Co. Ltd for Japan-Australia trade. 1/76 sold to Australian National Line, Melbourne r. AUSTRALIAN ESCORT. 3/89 r. ANRO MELBOURNE. 4/92 sold to Plixia Trading Ltd (Optimus Maritime Co., mgrs), Limassol r. MAKEDON. 1994 t/f to Laconia Gulf S.A., Piraeus. 17/9/97 arrived at Alang for demolition.



JAMES COOK replaced MATTHEW FLINDERS in the Eastern Searoad Service (H. Dick coll.*).



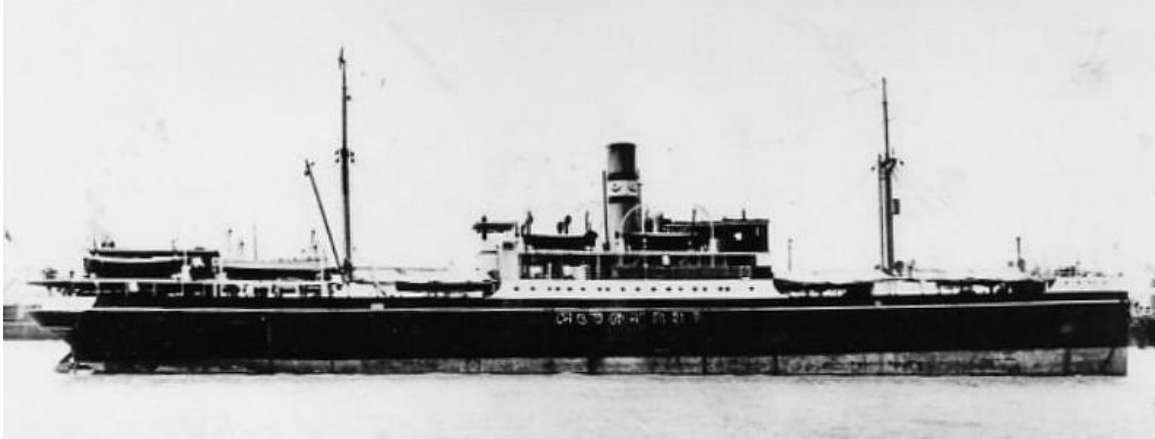
AUSTRALIAN ESCORT ex-JAMES COOK, sold with her service rights to ANL (gorgs8/Flickr).

Notable ICSNC chartered vessels

Charters from Wallem & Co. 1930-37

(WO SANG) SANDVIKEN (1930-37) 2916/26-1 (295.0 x 45.7', T3cy/244 nhp, 12k, Rankin & Blackmore Ltd, Greenock, pass. 21st, 1100 deck)

Built by Wm Hamilton & Co. Ltd, Port Glasgow (#394) for Wallem & Co. A/S, Bergen for China Coast trade. 15/2/26 trials. 5/26 in service. 21/8/26 while on charter to Soviet S.S. Co. o/v Canton-Shanghai seized by pirates near Hong Kong and taken to Bias Bay. 9/30 on charter to ICSNC for Shanghai-Canton trade as 'WO SANG' (Chinese name). 9/37 redelivered to owners at Singapore. 4/41-5/42 t/c by Norwegian Shg & Trade Mission to British India S.N. Co. 5/42 at Ismailia t/c by MOWT to Treplan for U.S. service. 20/3/43 del. at New York to U.S. War Shipping Admin. 6/8/45 at New York del. to Norwegian Mission in USA. 1957 t/f to Wallem, Steckmest & Co. A/S, Bergen. 7/58-64 on charter in Indonesian waters. 2/59 t/f to Pan Norse S.S. Co. S.A., Panama r. NEGOSAN. 1960 r. NEGO SAN. 1964 sold to Doreen S.S. Corp. S.A. (Quincy Chuang, Hong Kong, mgr), Panama r. CARINA. 22/3/66 o/v Bali-Hong Kong (pigs) stranded off NE Borneo near Sibutu Passage in 04.35N, 119.25E, abandoned but 6/6 refloated. By 11/66 in course of demolition at Hong Kong by Fuji Marden.



SANDVIKEN (H. Larsen-Feddes).



Likely SANDVIKEN on Jardine charter at Hong Kong in 1937 ((unknown photographer/coll. SK*).

(MING SANG) DAVIKEN (1931-37) 2922/26-1 (295.0 x 45.7', T3cy/244 nhp, 12k, Rankin & Blackmore Ltd, Greenock, pass. 21st, 1100 deck)

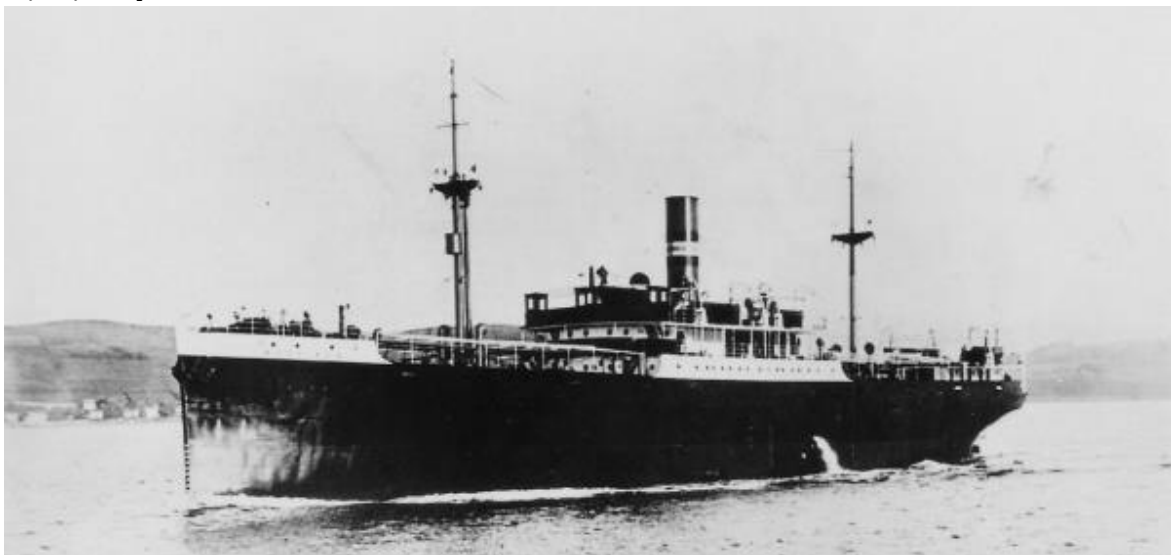
Built by Wm Hamilton & Co. Ltd, Port Glasgow (#393) for Wallem & Co. A/S, Bergen for China Coast trade. Early 1931 on charter to ICSN for Shanghai-HK/Canton trade as 'MING SANG' (Chinese name). 14/8/37 damaged by bombing during Sino-Japanese hostilities, reverted to owners. 12/41 t/f to British India S.N. Co. Ltd, London. 6/42 to MOWT for Red Sea/E. Mediterranean voyages. 19/8/42 at Aden t/c by MOWT to Treplan and 11/42 sailed S. Africa for Caribbean trading. 22/3/43 del. at New York to U.S. War Shipping Admin. 6/8/45 at New York del. to Norwegian Mission in USA, then Atlantic and N. Europe. 14/2/46 sailed Liverpool for Hong Kong (21/5), where mid-7/46 minor damage in typhoon. 1957 t/f to Wallem, Steckmest & Co. A/S, Bergen. 7/58-64 on charter in Indonesian waters. 2/59 t/f to Pan Norse S.S. Co. S.A., Panama r. NEGOSWAN. 1960 r. NEGO SWAN. 1964 sold to Doreen S.S. Corp. S.A. (Quincy Chuang, Hong Kong, mgr), Panama r. BENORA. 3/68 at Hong Kong awaiting demolition.



DAVIKEN at Hong Kong (Arne Gundersen).

(E SANG) NORVIKEN (1931-37) 2924/25-12 (295.0 x 45.7', T3cy/244 nhp, 12k, Rankin & Blackmore Ltd, Greenock, pass. 21st, 1100 deck)

Built by Wm Hamilton & Co. Ltd, Port Glasgow (#392) for Wallem & Co. A/S, Bergen for China Coast/Straits trade. Mid-1931 return Singapore-HK via Port. Timor. c.12/31 on charter to ICSN for HK/Canton-Shanghai trade as 'E SANG' (Chinese name). 13/3/33 o/v Shanghai-Hong Kong seized by pirates and looted off Chiling Pt (75m. S. of Foochow), 10 hostages seized – 14/4 arrived Swatow. 9/37 redelivered to owners. 1939-41 mainly rice trade Bangkok/Rangoon-Hong Kong. 10-12/41 o/c to H.M. Nemazee for Java-Persian Gulf (sugar). 1/42 drydocking at Calcutta. 2/42 allocated to Indian coastal trade (o/c Mackinnon Mackenzie). 20/3 Calcutta-Madras (coal), then Madras-Bombay (ballast) but 9/4/42 bombed by Japanese aircraft, abandoned 6m. offshore, drifted ashore 35m. S. of Batticaloa, E. Coast of Ceylon, 10/4 found set on fire by looters, burned out and broke in two. CTL [BT389/40/194].



Early NORVIKEN (H. Larsen-Feddes).

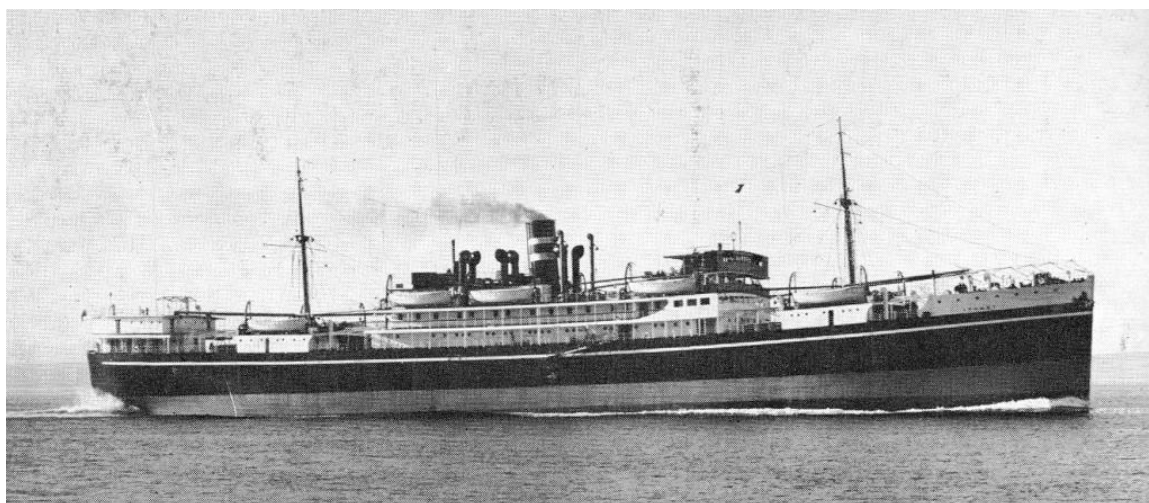


NORVIKEN in Jardine colours c.1931 (Alan Lee coll.).

Other charters 1936-40

ISLAMI (1936-39) 5879/34-11 (408.9 x 65.2' T3cy/517nhp, 12k, Rankin & Blackmore Ltd, Greenock pass 98 1st, 1321 deck – postwar figs)

Built by Lithgows Ltd (#873) for Bombay & Persia S.N. Co. Ltd, Bombay for pilgrim trade. 1936-39 off-season charter (approx. May-Oct) to ICSN for Calcutta-China-Japan trade. 12/38 t/f to Mogul Line Ltd. 1947 Indian flag. 30/9/67 delivered at Kaohsiung for demolition by Chin Ho Fa Steel & Iron Co.

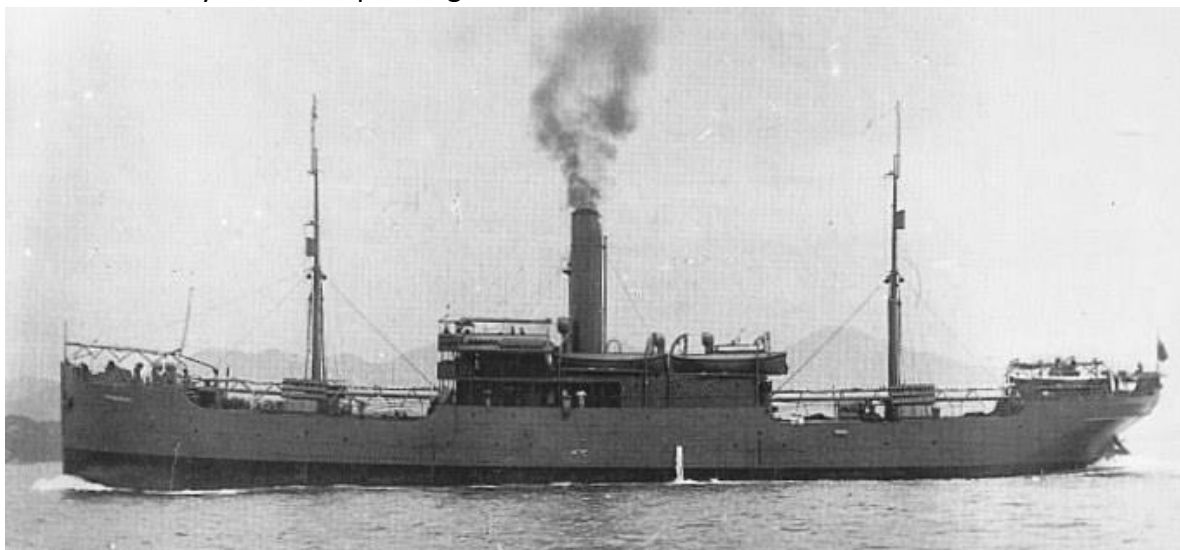


ISLAMI on builder's trials (Lithgows Ltd).

(KWANG SANG 廣生) PROMINENT (1936-c.39) 2232/18-02 (270.6 x 40.02' T3cy/215nhp)

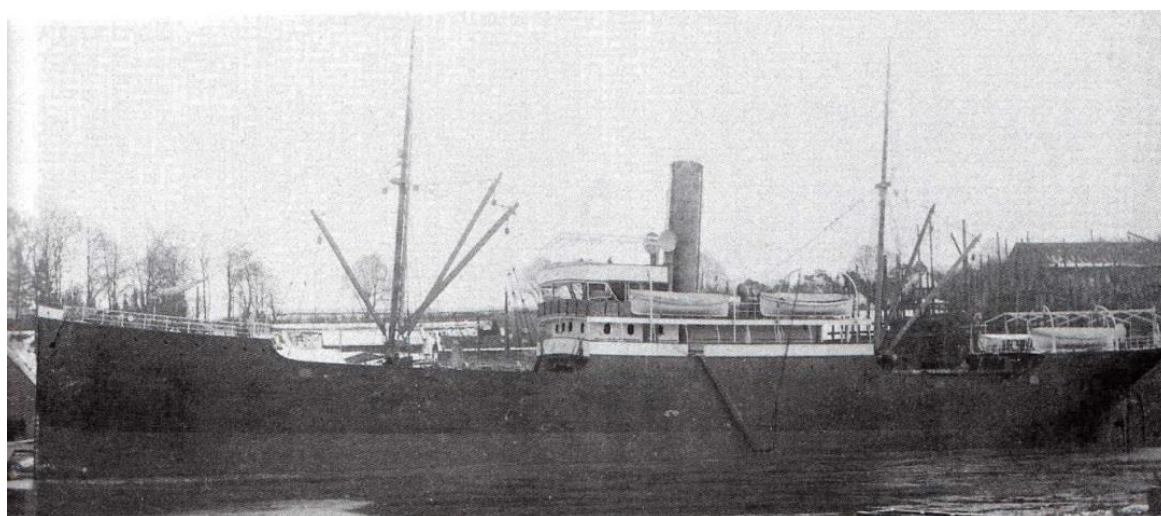
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#555) for Furness, Withy & Co. Ltd, Hong Kong as nominees for D/S A/S Produce (Hans Kiær & Co. A/S), Drammen as PROMINENT. 22/10/17

mgrs H. M. Wrangell & Co. A/S, Haugesund. By 6/36 on charter to ICSN for China Coast. 1/38 mgrs Jacob Odland S.S., Haugesund. 4/40 mgrs Nortraship. 2/3/42 sunk by gunfire from Japanese warships abt. 230 nm south of Java, Indonesia on voyage Tjilatjap/Fremantle, 14 persons lost. Survivors rescued by the Dutch passenger vessel *Zaandam*.

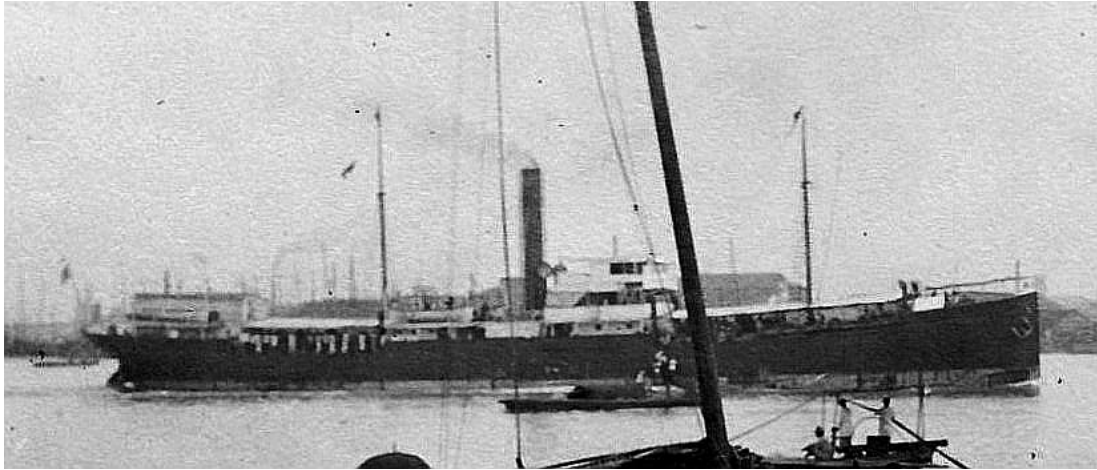


PROMINENT in wartime colours (<https://skipshistorie.net/>).

TAI SEUN HONG 大順康 (1936) 2168/02-12 (297.6 x 39.5' T3cy/167nhp, Ottenser Maschf., Altona) Built by Henry Koch A.G., Lubeck for Norddeutscher Lloyd, Bremen (#141) as BORNEO. 8/14 interned at Zamboanga, 6/4/17 taken over by USSB, Manila r. NIPSIC (Madrigal & Co. mgrs?). 1920 sold to Madrigal & Co., Manila. 3/24 sold to Shun Tai S.S. Co., Hong Kong r. BORNEO for HK-Haiphong trade. 6/34 sold to Yau Yee Hing, Canton. 1935 sold to Kwong Lee S.S. Co, Fort Bayard, Kwang Chow Wan (Fr.) r. TAI SEUN HONG (English reading TAI SHUN HONG). By 6/36 on charter to ICSN for China Coast. 1940 Vichy French. 4/42 chartered by Teikoku Sempaku K.K., r. TEISHUN MARU and contracted to Toa Kaiun K.K. for operation. 26/8/42 torpedoed and sunk by USS Haddock in 25.53N 121.23E, about 100 nm NNW of Keelung. [A. Kludas NDL List; combinedfleet.com]



TAI SEUN HONG as BORNEO (Hapag-Lloyd A.G.).



Likely BORNEO or TAI SEUN HONG with heightened funnel, enclosed bridge and awnings, easing into anchorage in front of the Shameen in Canton (unknown photographer/coll.SK*).

Our Wo Fat Sing list (South China) contains photographs taken in the 1937-41 period of that company's passenger steamers **LYEEMOON** (1928-43) 2885/08 and **HELIKON** (1930-59) 2232/17 evidently flying Jardine houseflags.

Post-WWII Charters

EMPIRE FARRAR (1945-47) 1923/44-7 (301.4 x 44.5', Q4cy/11k)

Built by Stettiner-Oderwerke A.G., Stettin (#851) as 'Hansa-A' type for H. Ferdinand D/S, Rocktock as MICHAEL FERDINAND. 5/45 seized as prize at Sønderborg, Denmark by British Forces and allocated to MOWT (Indo-China S.N. Co. Ltd, mgrs) as EMPIRE FARRAR. 1947 mgrs Stratton Shg Co. Ltd (W.A. Phillips, Anderson & Co. Ltd, London). 8/49 sold to Stanley S.S. Co. Ltd, Hong Kong r. ADMIRAL HARDY. 11/55 sold to I/S Sig-Vim (Sig S. Årstads Red. A/S, mgrs), Bergen. 1965 sold to Scanship Corp. S.A. (Sea Express Line), Panama r. DUMAI TRADER. 1965 sold to Manchester Nav. Co. Ltd, Liberia. 20/3/70 arr. Kaohsiung for breaking up by Victory Steel & Mchry Corp. [Mitchell & Sawyer, Empire Ships, 2nd edn].



EMPIRE FARRAR later under the Norwegian flag as ADMIRAL HARDY. CHAKSANG (1947-49) and CHOYSANG (1947-60) were also of this 'Hansa' type (Norman Hesketh/ coll. Alan Lee).

Charter from Bibby Line for Australian service 1963-64

EASTERN PRINCESS (1963-64) 7218/60 (490.83 x 63.75'; M6cy/16k Doxford)

Built by Fairfield S.B. & E. Co., Govan (#792) for Bibby Line Ltd., Liverpool as YORKSHIRE. 1963-64 chartered to ISNC for Australian service r. EASTERN PRINCESS. 1964 r. YORKSHIRE. 1971 sold to Bordagain Shg Co. Ltd, Liberia r. BORDABEKOA. 1981 sold to Inter Douglas S.A., Panama r. SEA RELIANCE. 1/5/84 arrived at Alang for breaking by Apollo Vikas Steel.



EASTERN PRINCESS at Sydney wearing a Jardine houseflag and funnel colours during 1963-64 charter (J. Mathieson*).



EASTERN PRINCESS berthed at Hobart, May 1963 (Kingsley Barr/coll. Rex Cox).

Harbour Scenes



Four Jardine steamers at the Hongkew wharves in Shanghai on the early morning of Tuesday 31 March 1891. From left, TAI WO discharging from Lower Yangtse ports, KOW SHING loading for a late afternoon sailing for Ningpo, FOOKSANG about to sail for Swatow and CHOY SANG loading for a 2 April sailing for Chefoo and Newchwang (Kung Tai/UoB dh-s130).



Scene from Kobe Port Tower Saturday 8 February 1964 including EASTERN ROVER, loading for Calcutta via Hong Kong and other Asian ports, and EASTERN MOON, loading for Sydney and other Australian ports (A.J. Kentwell*).