

Charles Eddie Hsu (Hsu Ting Zuo) 許延佐

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Chusan S.S. Co., Shanghai 舟山輪船公司

Shanghai-Haimen-Tinghai (post-1937 also to Wenchow)

Founded 1922 by Chu Pao-san (Zhu Bao San) 朱葆三 (1848-1926) (=Zhu Pei Zen), President of the Chinese Shanghai Chamber of Commerce, investor in many companies including Yih Shg. Co., East, Da Da, Ningshao, Zhanghe, Yonghe, Yongli, Yongan, Zhoushan and other shipping companies. Vice-President Cheng Qingtao, b. Ningpo, Deputy Manager of Chinchang Shipping Bureau 48% of shares held by Ding family. Five of the directors and managers signing the share certificates all related to the Ding family.

Another initial investor was Charles Eddie Hsu (Hsu Ting Zuo who sold his shareholding in 1930. Also Wang Qiyu, Shanghai and Tinghai industrialist Xu Xiangsheng, and small investors, many based in Chusan. Details in <https://read01.com/5MPdRQK.html#.YCES1bAzaM8>.

Two predecessor ships:

錦和 (CHIN HO) (1902-c.05) passenger vessel

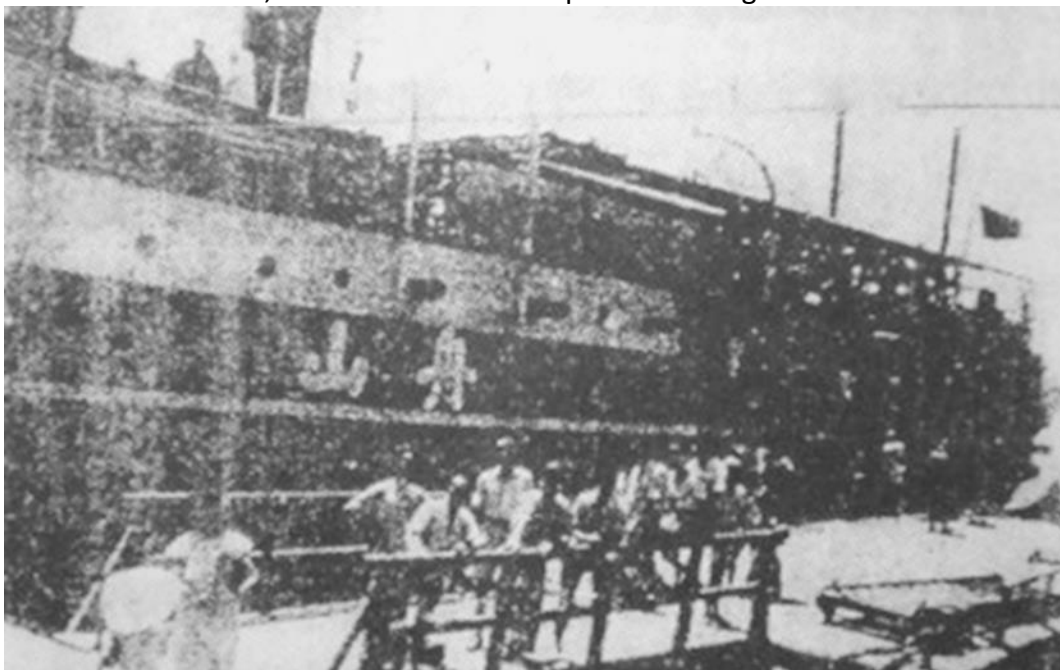
1902 first sailing for Chinchang Shg Bureau, Shanghai-Ningpo-Chenhai-Tinghai, withdrawn several years later.

KO KWEI 可貴 (HO KWEI) (c.1906-16) 376/85 (i.s.s.) 169.6 x 25.0

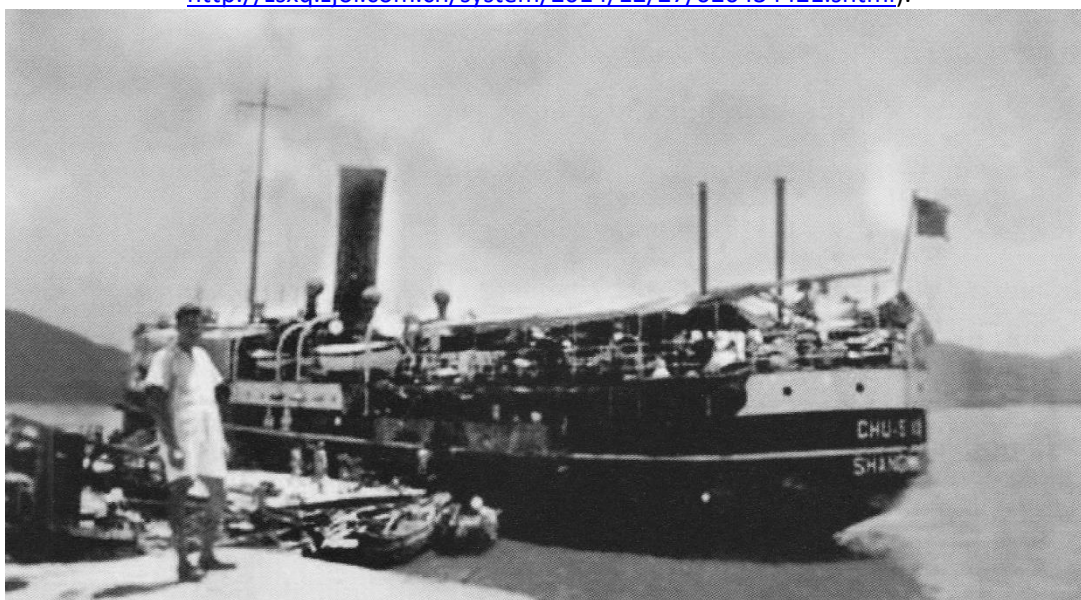
Built by Blackwood & Gordon, Port Glasgow for J. Allan, Penang, for Lee Phee Yeow & Chua Yu Kay, Penang as HO KWEI. 1894 sold to A. Huttenbach, Penang. 1906 sold to E.C. Pearce, Shanghai (British flag). 1909 sold to Kin Chong & Co., Shanghai, name adjusted to KO KWEI. 21/2/16 wrecked on reef at Haimen on voyage Shanghai-Chekiang ports with cased oil & general cargo. [A dedicated WHARF, Ko Kwei Wharf, was built at Tinghai by Chinchang Shg Bureau.]

CHUSAN 舟山 (1922-49) 1253/22 205x33 T3cy 120hp

Built by Shanghai D & E Co, Ltd for Chusan Shg. Co., Shanghai (Chinese flag). 12/6/22 first sailing. 1937 t/f to Dr Ado Nolte, Rudolf Laurenz and Gustav Rohreke (Carlowitz & Co., mgrs), Shanghai (German flag) r. ELBHOF (first listed in LR), also bearing Chinese name 海福 HAI FOO, sailing Shanghai-Haimen-Tinghai-Wenchou. 1945 reverted to Chusan S.S. Co., Shanghai as CHUSAN. By 1950 under control of Nationalist Government in Taiwan, used as a hospital. First served as a hospital ship in Nanjing and when the communist forces approached in Jan. 1949 was moved to Zhoushan and provided services around the archipelago until Zhoushan fell in May 1949 and was moved to Keelung and renamed NAVY HOSPITAL SHIP No.1. 1957 RLR, but believed broken up at Kaohsiung about 1963.



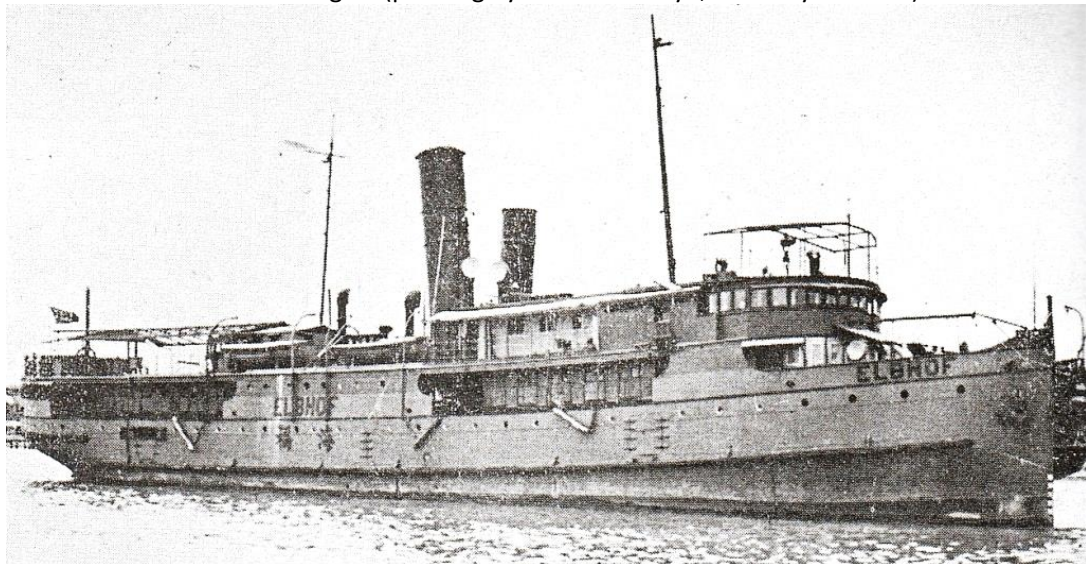
CHUSAN alongside, probably at Tinghai (Zhoushan City Hall of Fame
<http://zsq.zjol.com.cn/system/2014/12/27/020434421.shtml>).



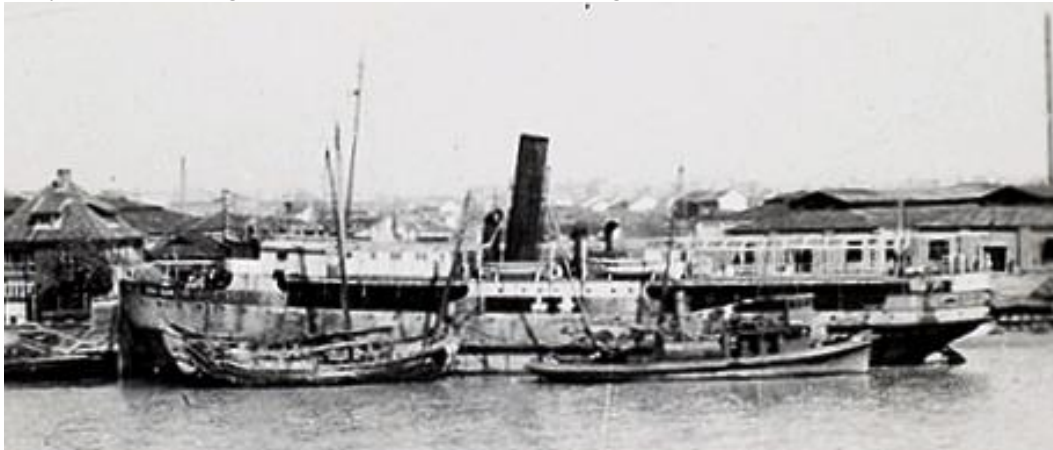
W.H. Hsu standing in front of CHUSAN in which his father Charles Eddie Hsu was an investor (C.C. Hsu).



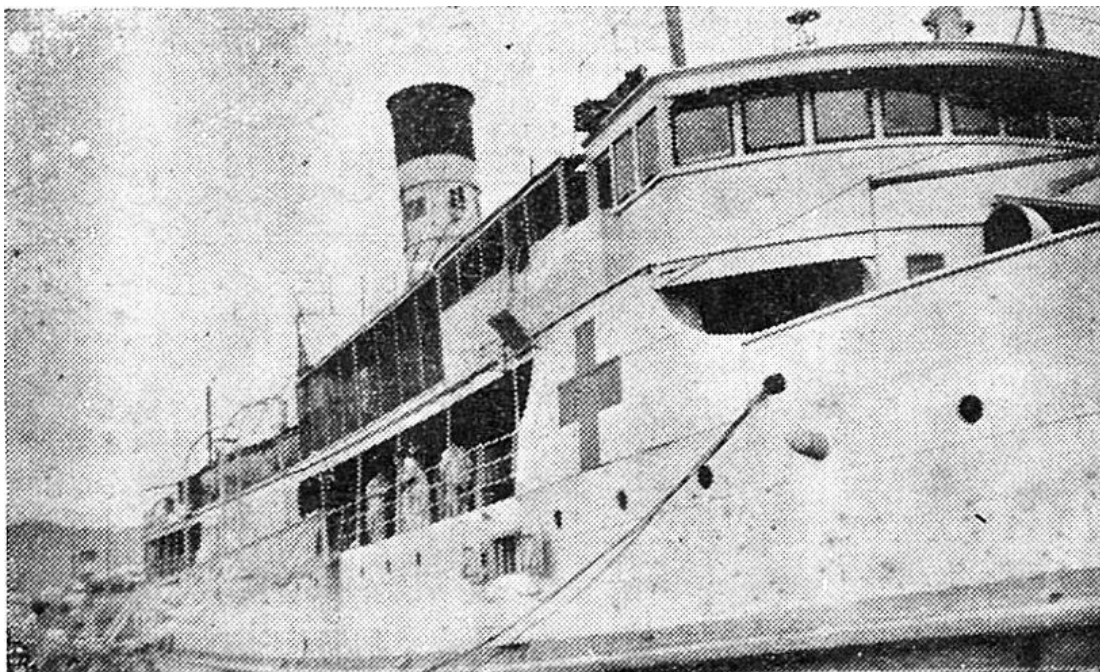
CHUSAN at Tinghai (painting by Robert G. Lloyd, courtesy C.C. Hsu)..



The same ship as German flag ELBHOF (福海 FOO HAI) at Shanghai in 1940 or 1941 (*Sekai Shosen Yoran* p. 99).



CHUSAN at Shanghai in October 1945, undergoing repainting (UoB ev-s13).



CHUSAN in Taiwan as NAVY HOSPITAL SHIP No.1 (*Navy Hygiene 7/52 c/- C.C. Hsu*).

**Yih Lee S.N. Co., Shanghai
(Later known as Eddie S.S. Co.)**

Shanghai-Ningpo, Shanghai-Wenchow
Shanghai-Amoy, HK and Canton

Charles Eddie Hsu (Hsu Ting-Zuo 許廷佐 (1882-1941)

*Eldest son Vung-Kwei 'Eddie' Hsu 許文貴 (1905-2007, who inherited the largest asset,
Eddie Soda Water Co., and later founded Oak S.S. Co. Ltd. in Hong Kong)*

Second son Hsu Wen-Yung 許文榮 (listed as shipowner to 1938, stayed behind in Shanghai, NFI.)

Third son Wen-Hua 'Eddie' Hsu 許文華 (1923-1987, continued and expanded Eddie S.S. in Taipei)

*His grandsons Hsu Chih-Chia (許志嘉) and Hsu Chih-Chien(許志堅) and his grand-daughters
Hsu Wei-Chen (許薇貞) and Hsu Ah-Chen (許愛貞).*

(Since 1998 only Hsu Chih-Chien has remained in the maritime industry.)

Yih Li S.N. Co., Shanghai (1926-35)

Yih Sung S.S. Co., Shanghai (1933-36)

Wenchow & Ningpo S.S. Co. (1931-34)

Empreza Portuguesa de Navegacio e Comercio (1937-40)

Lien Yih S.S. Co. Ltd., Shanghai (1948-49)

Also part ownership of Chusan S.S. Co. (q.v.).

According to York Lo's researches on the Industrial History of Hong Kong website ('A Century of Riding the Waves'), Charles Eddie Hsu (Hsu Ting-Zuo, 許廷佐) was born at Tinghai in 1882 but migrated to Shanghai with his mother after the death of his father, a fisherman, when he was only six years old. At the age of 13, he was referred by foreign missionary to work at the Astor House Hotel in Shanghai, eventually becoming the manager of its Grill Room. Located on Broadway (Daming Lu), the city's finest hotel reopened in January 1911 with 211 rooms and a 500-seat dining room. Eddie carefully saved his earnings from tips until in 1916 he was confident to found C. Eddie & Co. (益利號) and under that aegis to open Eddie Café beside the tramway on the corner at 68 Broadway and 'serving both Chinese and foreign food with live music and entertainment'. Advertised as 'the only "high-class" café in Shanghai', it was an immediate success with assured patronage, including from navy personnel.

With revenue from the café, Eddie Hsu then diversified into a ship chandlery, a metal shop, aerated waters. He listed as 'general storekeeper, ship chandler, navy contractor and coal merchant'. There followed an exchange bank and, in the early 1920s, a night club and cabaret. All these establishments did good business with the U.S. Asiatic Fleet. York Lo notes that in January 1927 he formed Eddie Aerated Water Co (益利汽水廠) to manufacture 'a wide range of soda – orangeade, ginger ale, lemonade, sarsaparilla, and cola ('Eddie Kola')' and with Tang Chun-chuen (鄧振銓) opened Chen Lee Bank (振利銀號).



C. Eddie Hsu and C. Eddie & Co. building in early 1920s with Eddie café on the ground floor and prominent neon signage (York Lo, 2019)

Eddie's first venture into shipping came at the beginning of 1922 when he became part of the Chusan S.S. Co. syndicate headed by magnate Chu Pao-san (Zhu Yusan) to invest in the new steamer *Chusan* (1253/22), delivered by Shanghai Dockyard in June 1922 to run between Shanghai, Haimen and Tinghai. Then in November 1926 Eddie himself became a prime shareholder in Yi Li Steamship Co., which purchased the ex-Russian steamer *Okhotsk* (1908) and in February 1927 after refit placed her in a weekly Shanghai-Wenchow line carrying passengers, mails and cargo. Wenchow was an outpost with a

busy Chinese commerce and its shipping was entirely under the Chinese flag. *Yi Li* (also written *Yi-Li* and *Yili*) was immediately the best ship, outclassing China Merchants' *Kwang Chi* (505/87) and later the larger but older *Hae-An* (1344/73). In September 1931 *Yi Li* gained a consort in *Hsin Yi Li* (663/94), the former South Seas missionary steamer *John Williams*) running further south to Juian. This seems to have been a different syndicate but *Yi Li* S.S. are listed as agents from the end of 1933. Meanwhile, by mid-1932 a third vessel had been added in *Yi Sung* (1833/90), a former sailing ship bought from owners in the Philippines. In this case the owning syndicate was *Yi Sung* S.S. Co., for which *Yili* S.S. Co. acted as agents). From mid-1933 she is believed to have carried general cargoes from Shanghai to Amoy, Swatow, Hong Kong and Canton. By the mid-1930s she was mainly carrying coal from Lianyungang in northern China to Shanghai for the Chung Hsing Coal Mining Co. Ltd to fuel the electric power plants in that city. Eddie Hsu was also operating ex-Japanese ferry steamer *Ning Hsiang* (388/03) and the wooden-hulled *Hsin Yung Chuen* 新永川 (439/94), built for the Chinese Navy at Whampoa.

Flush with success during the 1920s and with confidence from national reunification under the Republican Government, in 1929 Eddie sought to develop an integrated new port and township at the strategic location of Sanmen Bay (Wan) at the southern entrance to the Yangtse and Shanghai. To that end, he mortgaged his ships and other profitable businesses. It was a grand vision but the project was dogged by bad luck. One of his ships was pirated and stripped of valuable cargo en route from Shanghai. In 1931 the Japanese seizure of Manchuria dented confidence. Then in the mid-1930s China was struck by a severe depression brought on by a crisis in the silver-based currency. San Men Bay still needed a lot of investment to become viable. Fellow investors backed out, while at the same time the depression took its toll on the rest of Eddie's business empire. The China Press of 18 August 1936 reported 'an elaborate tea party, held the previous Sunday by Mr and Mrs Eddie Hsu at their Love Lane residence' to celebrate Mrs Hsu's birthday (which was not at this time of year - the reporter may have misunderstood) with thirty of their friends. Then a month later (14 September) the headline 'Eddie Fold Up Shop: Well-known Waterfront, Cabaret Figure Here for Many Years' reported that six of his businesses had closed, being Eddie's long-established Ship Chandler Shop and Eddie's Aerated Water Company, both at 33 Tientsin Road, and Eddie's Metal Shop and Tseng Li Exchange Bank, both at 170 Broadway. The debts were not disclosed but 200 men were said to have been put out of work from these four businesses, besides which Eddie Glass factory and the San Meng Wan Real Estate Company also closed. His interest in the café/night club/cabaret had already been sold in March 1930 to J.H. Browning to become Browning's Cafe. The Sanmen Bay project was taken over by the Chekiang provincial government (China Press, 4/1/36), but any further development was soon overtaken by outbreak of the Sino-Japanese War, when the Bay became a battle front.

Though not mentioned in the press, the ships were also affected. *Hsin Yi Li* had already been sold in 1934. *Li Sung* had been laid up in the Upper Whangpu off Lunghwa in mid-September 1935 and around May 1936 been sold to Chung Hsing Mining Co. and recommissioned for the Pukow-Shanghai coal trade. The reliable *Yi Li* carried on as usual in the Wenchow line but was repossessed by the Mei Yeh Bank and by early 1936 sold on to the Tien Shing S.S. Co. The status of *Hsin Yung Chuen* and *Ning Hsiang* is unknown. Eddie evidently retained some interest in the last three ships and had now began to rebuild his shipping business.

After outbreak of the Sino-Japanese War in July 1937, *Yi Li* was flagged out along with most of the San

Peh fleet to the Chinese-Italian Navigation Co. Ltd as *Comandante Paolini* 寶利 but continued in her accustomed trade to Wenchow, now routed via Tinghai. Towards the end of 1937, *Ning Hsiang* transferred to Empresa Portuguesa de Navegacao e Comercio (Portuguese flag) as *Lisboa*. There is also mention of two other unidentified Portuguese-flag vessels under the beneficial ownership of the Hsu family, *Tempo* (天寶 *Tien Pao*, perhaps ex 台山 (*Tai Shan*) and *Faro* (perhaps ex 福祿 *Fu Lu/Foo Loo*). Notwithstanding these foreign flags, the Japanese kept a close eye on the ships' movements as they sought to run the blockade to small Republican ports and bring provisions back to Shanghai, notably fish from the Chusan Islands. It was a dangerous game of cat-and-mouse. According to NCH (3/5/39), on 13 April 1939 *Lisboa* and *Faro* were both detained outside Woosung by Japanese forces and forced to hoist the Japanese flag, after which they were laid up near the fish market at Yangtzepoo before in November 1940 reportedly being sold to Japanese interests (NCH, 13/11/40 'River Boats Sold for \$500,000': "The sale of five boats flying the Portuguese flag to a Japanese shipping interest will involve a purchase price of CN\$500,000, it was learned yesterday. The boats have been under detention by the Japanese naval authorities for a considerable time and tied to buoys mid-stream opposite the fish market in Yangtszepoo. It is understood the official transfer of the vessels to new owners will be made in a few days. The boats concerned include the ss. *Faro* of the Empreza Portuguesa de Navegacio e Comercio and the ss. *Lisboa* of the same company". Meanwhile, *Hsin Yung Chuen* had been recorded as 'sold' in August 1938 to Reuter, Böckelmann & Co. and re-registered at Shanghai under the German flag as *Kondor* for operation between Shanghai and Yangtze delta ports.

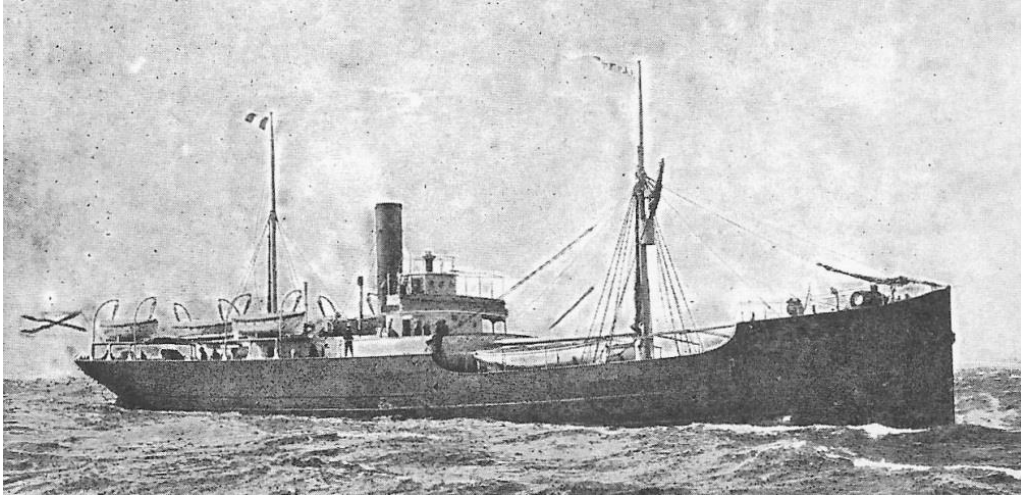
'Shen Bao' (9/5/41) mentions a 新鴻慶 *Hsin Hoong Hsing* (q.v.) as being managed by Yih Lee S.S. as coming into collision with 龍華丸 *Ryuge Maru* (457/18, ON 23803). This vessel of 740 tons net had been reported since mid-1936 as running to Ningpo for Dah Hsin S.S. Co.

By the end of the war all these ships had been lost one way or another except for *Kondor* (ex *Hsin Yung Chuen*), which in 1942 had been reflagged under the Chinese (collaborationist) flag as *Dah Foong*, still under management of the Hsu family. Sadly, Eddie Hsu had died of cancer in 1941 at age 59. It was left to his three sons Vung-kwei (1905-2007), Wen-Yung and Wen-Hua (born at Tinghai in January 1923) to rebuild the business in which they had already served rigorous apprenticeships. That is a separate story set out in *W.H. Eddie Hsu & All His Ships: The 90th Anniversary of Eddie Steamship, 1927-2017* (ed. by Chih-Chien Hsu, 2017), at www.oldchinaships.com (the icon next to that for 'Little Yangtse') and also by York Lo, 'A Century of Riding the Waves: The Hsu Family of Eddie Steamship' at <https://industrialhistoryhk.org/a-century-of-riding-the-waves-the-hsu-family-of-eddie-steamship/>.

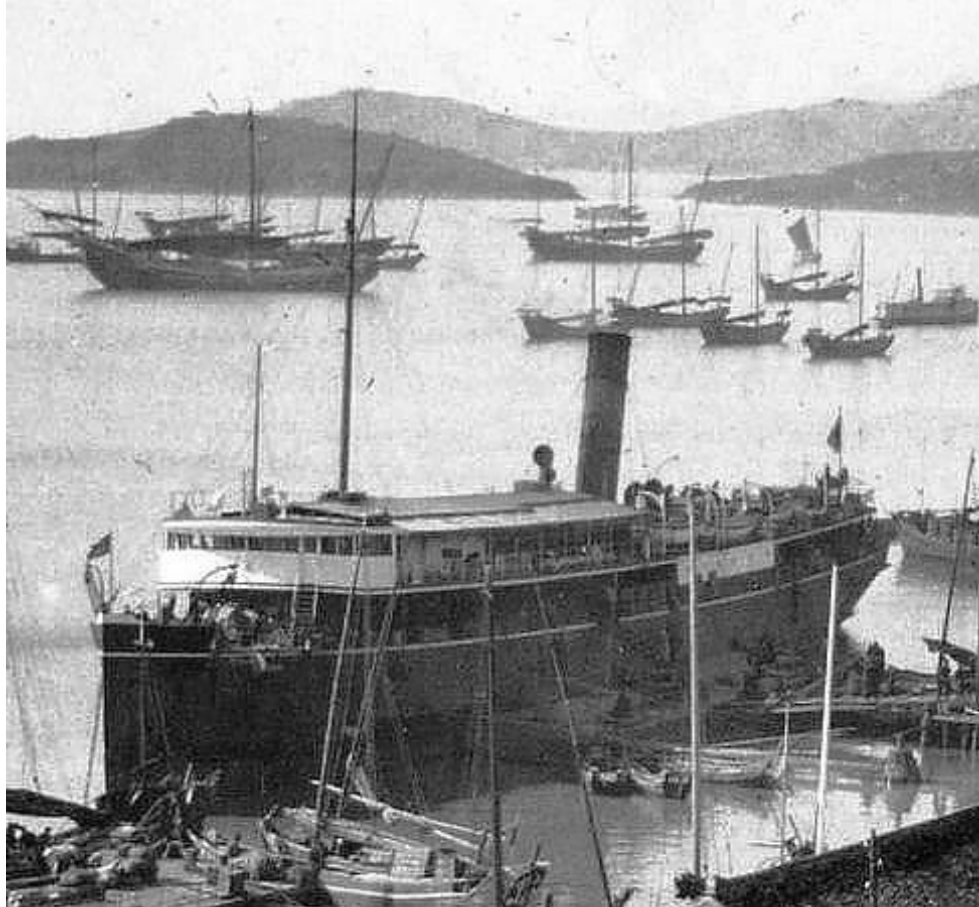
YI LI 益利 (1926-35) 1055/08

Built by Sunderland S.B. Co. Ltd, Sunderland for Russian Navy as OKHOTSK. 11/22 evacuated White troops from Vladivostok for Gensan (Korea). c.25/9/23 refused disembarkation at Shanghai. 10/25 declared Soviet property. 3/26 attempted 'piracy' at Shanghai thwarted by arrests, 5/26 Mixed Court dismissed case, vessel ruled to be Soviet property. Later in 1926 reported seized by Chinese Government as payment for unpaid harbour dues, then 26/11/26 [see Military and Merchant Fleet of Imperial Russia website] sold to Yi Li S.N. Co., Shanghai and 2/27 placed in weekly Shanghai-Wenchow line as passenger/mail steamer YI LI (also reported as YI-LI, YIH LEE, probably also known as EDDIE). By 7/28 calling at Pootoo Island in the Chusan Archipelago en route to and from Shanghai to Ningpo, advertised for Yi Lee S.S. Co., Nantao Bund. Superstructure extended forward but 9/35 Eddie Hsu

bankrupt. 16/12/35 sold to Shanghai Mei Yeh Bank (上海煤業銀行) [[Shanghai 'Sheng Bao'], then by 3/36 sold on to Tien Hsin(g) S.S. Co., Shanghai (as of 6/37). Late 1937 t/f to Chinese-Italian Navigation Co. Ltd (Italian) r. COMANDANTE PAOLINI [with 'Pao Li' characters 寶利 painted on hull]. 12/4/38 reported sailing with passengers and mails for Tinghai and Wenchow (1/39 last press mention). 9/43 on Italian surrender taken over by Gov't of Japan (Toa Kaiun K.K. mgrs). 1943 sunk by air attack at Woosung (unconfirmed).



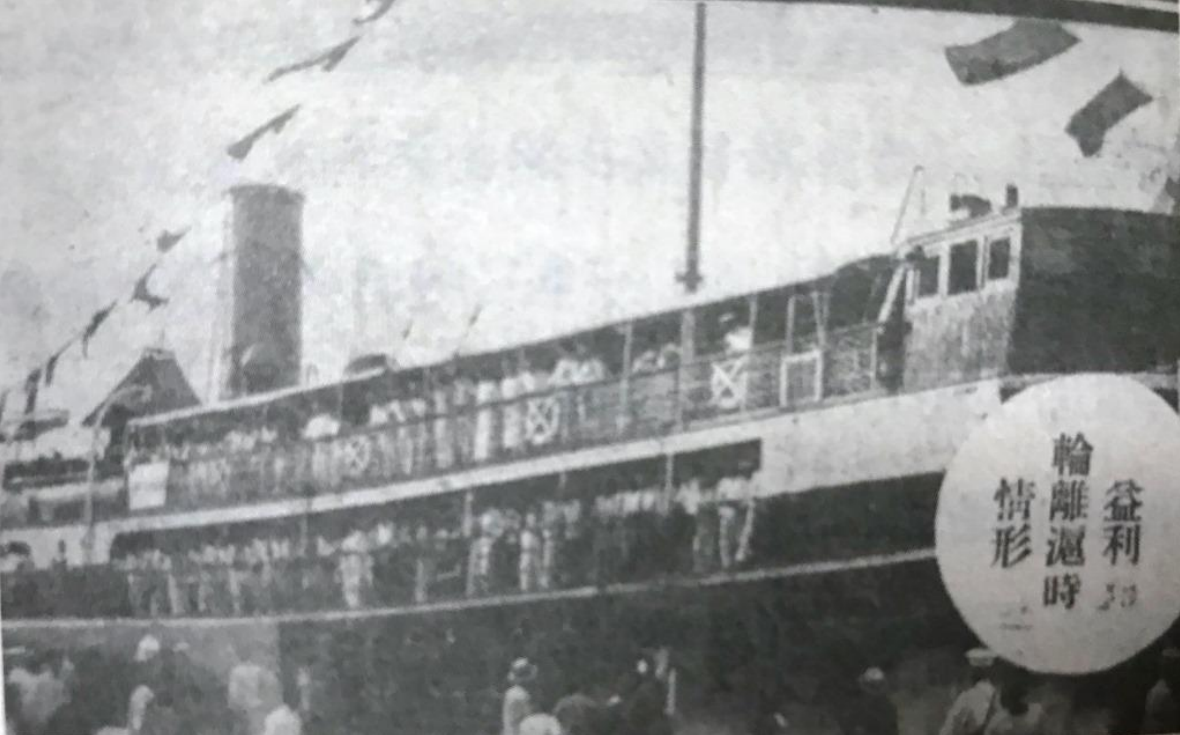
OKHOTSK, later remodeled into HSI LI (Sunderland Advert., Shipbuilder Magazine).



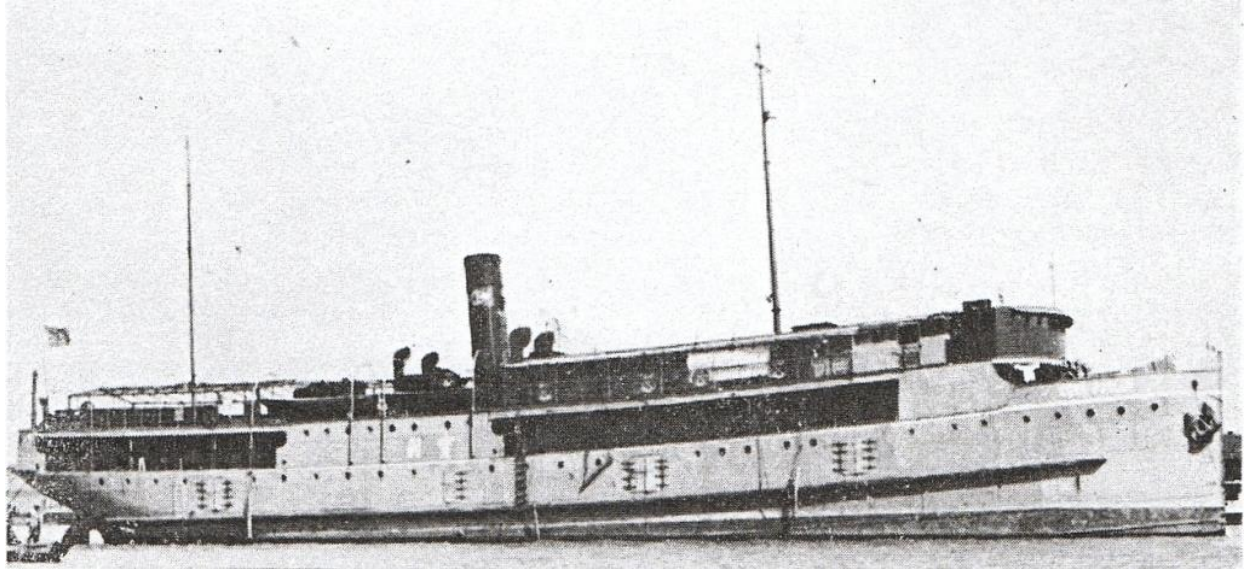
YI LI at Tinghai (Internet via C.C. Hsu).



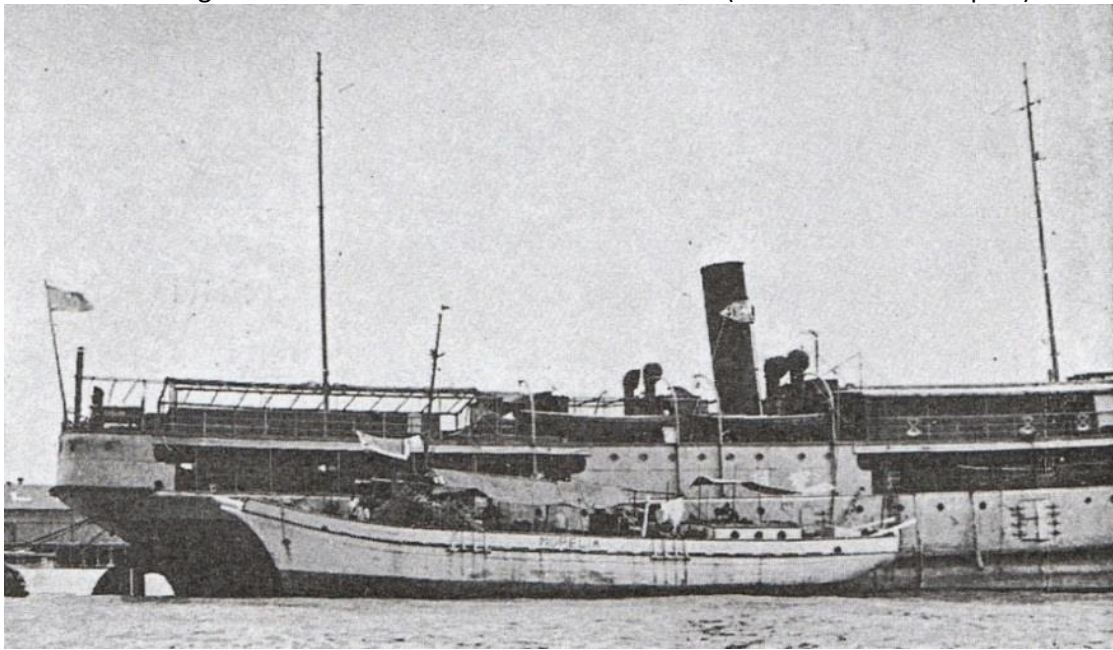
YI LI at Tinghai as depicted in a Robert G. Lloyd painting (courtesy C.C. Hsu).



YI LI at Shanghai on 18 August 1932 superstructure extended forward with bridge updated in expensive varnished wood, main deck now closed forward with lounges and a restaurant (Internet, c/- C.C. Hsu).



Italian-flag COMANDANTE PAOLINI ex YI LI circa 1939 (*Sekai Shosen Yoran* p.90).



COMANDANTE PAOLINI showing enclosed stern, MOPELIA alongside (*Sekai Shosen Yoran* p.296).

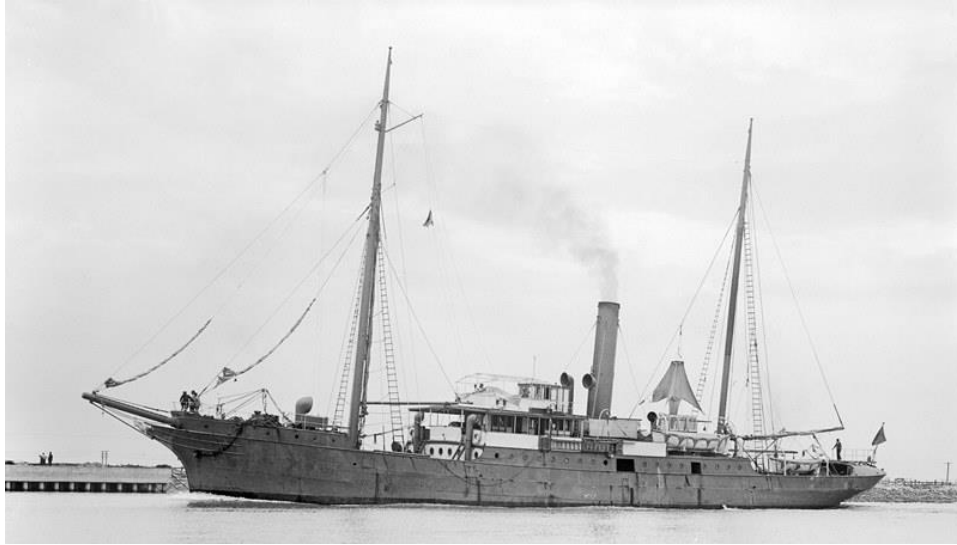
HSIN YI LI 新益利 (1931-1934) 663/94-5 (188.6' x32.2', T3cy/80 nhp)

Built by Robert Napier & Sons, Govan (#427) for London Missionary Society, London for £17,000 as 3-masted barquentine (sails 13,000 sq. ft) JOHN WILLIAMS for work in the South Pacific - 8/3/95 trials (9½ knots). 15/5/94 sailed London via Plymouth and Cape for Australia – c.11/9/94 arrived Sydney via Fremantle, Adelaide, Melbourne and Hobart. 2/13 conv. to 2-m. aux. schooner. 10/30 buyer's inspection, 11/30 sold to Angus & Co., Shanghai on behalf of Chinese interests – 12/12 delivered at Sydney, 15/12 (now Chinese flag) sailed via Thursday Island, Surabaya, Sandakan for Shanghai (12/2/31) and placed in refit by Kiangnan Dock. 27/8/31 after steering failure when outbound to Woosung on trials struck and damaged USS *Isabel* (personal vessel of Commander-in Chief, Asiatic Fleet) at naval anchorage off Bund, minor bow damage to *Hsin Yi Li* (CP, 1/9/31). After repairs entered

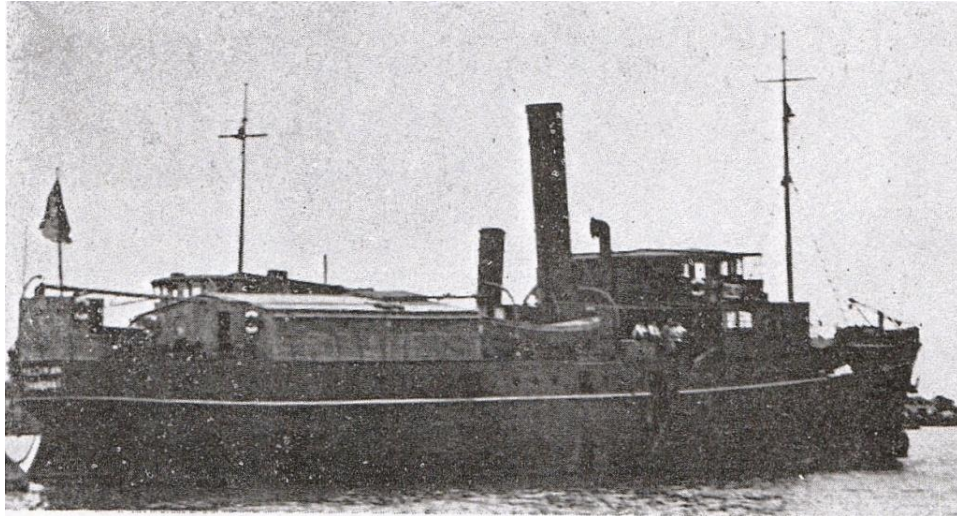
service for Wenchow & Ningpo S.S. Co. (Hsin Cheng S.S. Co. agents), Shanghai as HSIN YI LI. 20/9/33 when operated by Foo Shing S.S. Co. pirated off Chekiang on voyage Shanghai-Juian (just south of Wenchow). By 12/33 agents listed as Yili S.S. Co. (to 1/34). 1934 sold to Sui Ping S. S. Co., Nanking r. HSING SUI PING (HSIN JUI PING). [China YB 1934+ (based on 'Statistics of Shanghai' 1933) lists HSIN SHUI PING (655 grt) for Hu Shing S.S. Co. in service Shanghai-Pinghu]. 1935 sold to Jui On S. S. Co. Ltd., Shanghai, China r. HSIN JUI ON (HSIN JUI AN). 5/5/37 as HSING SUI AN collided with and sank Ningpo Salt Revenue Cruiser No. 14 off Tinghai. 1938 t/f to Heyn & Vissering, Shanghai (German flag) r. PELIKAN. 1940 reverted to Jui An (On) S.S. Co. Ltd. 瑞安輪船公司, Shanghai r. HSIN JUI AN 新瑞安. 16/11/45 commenced service Shanghai-Taiwan with military and civil service personnel [*Ming Bao* 22/11/45]. Still existing 6/48, presumably laid up in Taiwan after 1949. RLR 1961.



JOHN WILLIAMS at Mort's Dock, Sydney, 1899 in original 3-masted configuration (SLNSW).



Two-masted JOHN WILLIAMS, later acquired by Charles Eddie Hsu and renamed HSIN YI LI (A.C. Green, SLV).



German-flag PELIKAN ex HSIN YI LI at Shanghai 1940-41 alongside KONDOR (*Sekai Shosen Yorán* p. 264)



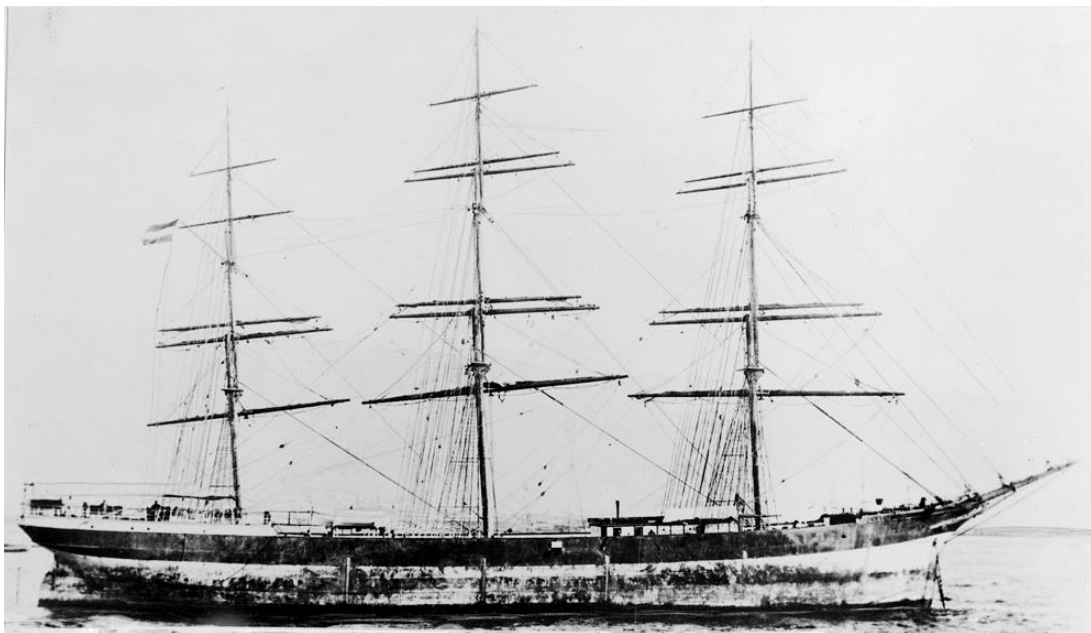
HSIN JUI AN ex PELIKAN at 11 June 1948 Shanghai dragon boat festival (YouTube). Eddie Hsu's grandson C.C. Hsu agrees visible hanzi name is 新瑞安.



Comparison of superstructure sections of prewar and postwar photos, showing convergence.

YI SUNG/YIH SUN 益芬 (1932-36) 1833/90 conv. sailing ship

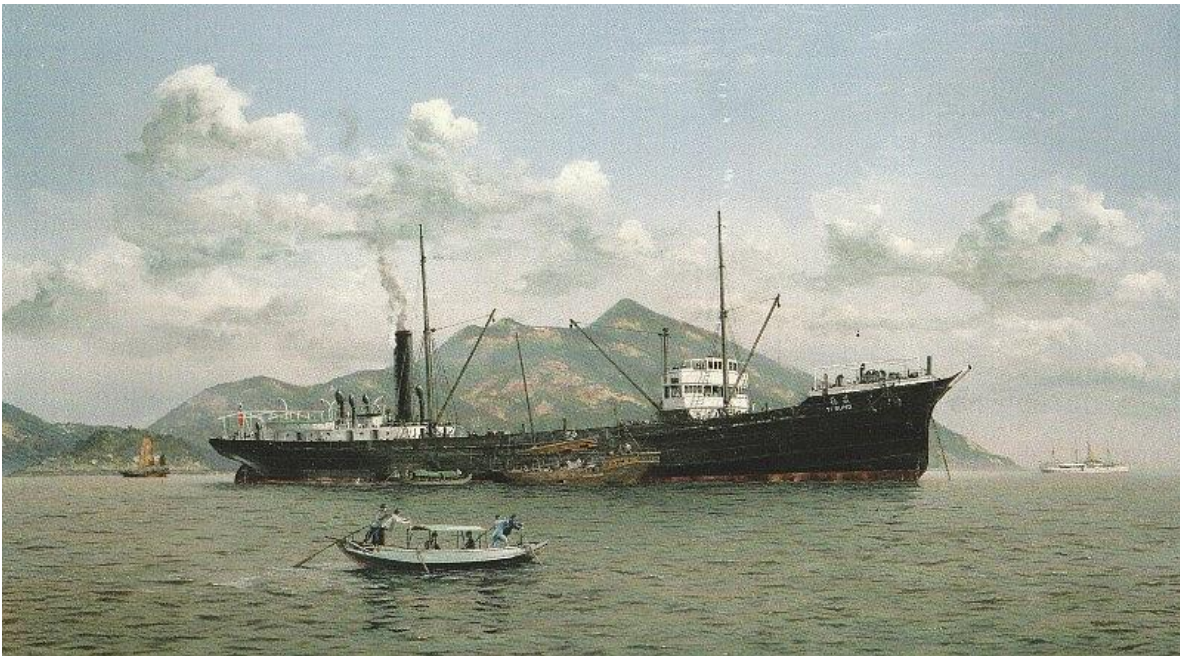
Built by J. Lange, Vegesack (Yard No.331) for Sidenberg, Wendt & Co., Bremen as J.W. WENDT. 1906 sold to Norddeutscher Lloyd, Bremen. 18/8/06 loaded coal (2717t) at North Shields for Singapore (27/1/07), where laid up until 7/07, thence Bangkok for use as coal hulk off Chow Phya (Meinam) bar at Kohsichang. 10/18 rep. sold through T.L. Jackson to Philippine Vegetable Oil Co., Manila. r. H.S. EVERETT and chartered to T.L. Jackson for voyage Philippines-San Francisco [Malaya Tribune, 8/10/1918]. Subsequently fitted with a single screw triple expansion engine (Ono I.W., Osaka), machinery aft. 10/1/21 placed under chattel mortgage to the Philippine National Bank. 1923 reg. to National Exchange Co. Inc., Manila. 1924 sold to Malaysian Navigation Co. Inc., Manila. 1925 sold to Madrigal & Co., Manila. 1928 r. UNION. 1932 sold to Yi Sung S.S. Co. (Yili S.S. Co. agents), Shanghai r. YI SUNG. 6/32 arrived Shanghai from Dairen. By 6/33 in service to Canton. 9/35 laid up off Lunghwa, Shanghai (as of end 3/36). 5/36 sold to Chung Hsing Mining Co., Shanghai and recommissioned for Pukow-Shanghai coal trade. 9/7/37 arrived Shanghai from Wuhu. 9/37 sunk as blockship at Lianyungang.



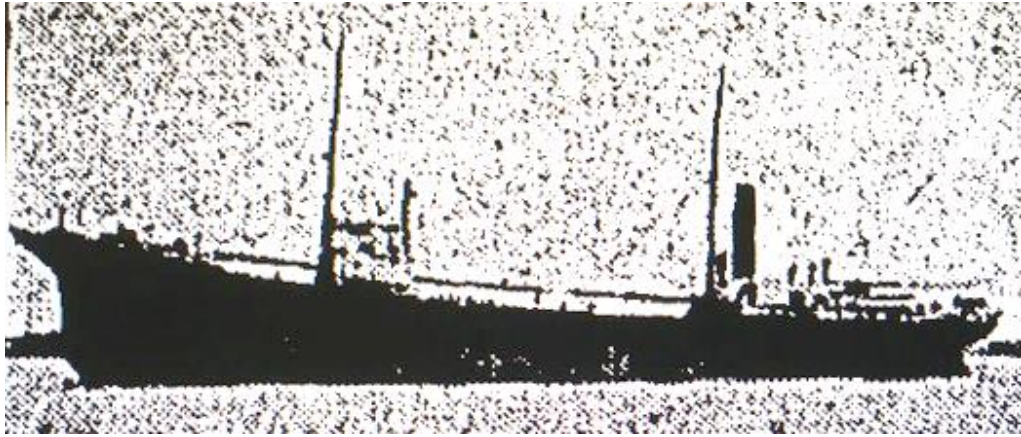
Fully rigged J.W. WENDT, Adelaide December 1896 (Arthur Diedrich Edwards/SLSA PRG 1374/54/26).



YI SUNG as H.S. EVERETT (postcard, W. Schell colln).

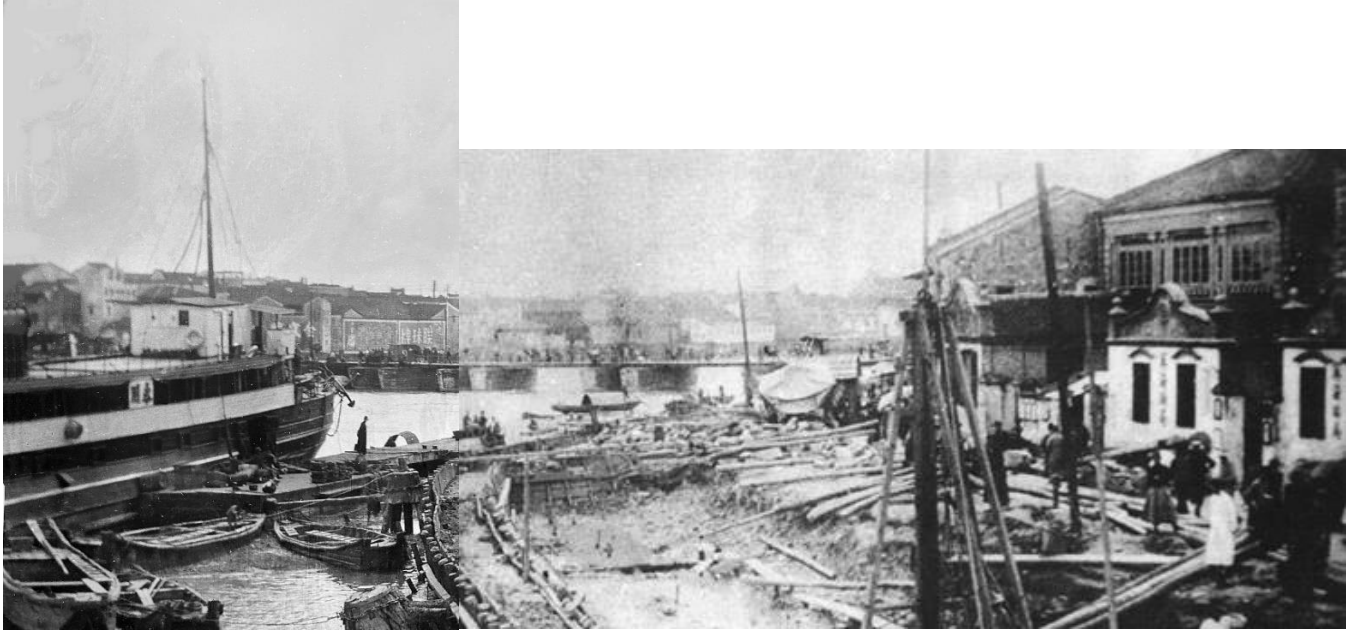


YI SUNG at Lianyungang as depicted in a Robert G. Lloyd painting (courtesy C.C. Hsu).



YI SUNG laid up in Whangpu, March 1936 (*The China Press*, 27/3/36: A1).

HSIN YUNG CHUEN 新永川 (1935-38)/**KONDOR** 高登 (1938-1944)/**DAH FOONG** 達豐(1944-47) 439/89 153.7'x21.7'x9.08' (c.s.s.) 1 deck & shaded deck T3cy Fenwick & Co., Hong Kong
Built by Chinese Gov't Yard, Whampoa for Chinese Navy, Canton, possibly as KUANG MAO. 4/92 reg. at Hong Kong as KWONG MO for Chinese Govt, apparently in course of sale to Chinese owners in Shanghai. 1893 first listed in LR and MNL for Yeoh Ha-ing, Tamsui (Hong Kong reg.) as KWANG MO (originally as KWANG MOW), dimensions 154.3' x 22.6'. 1894 fitted with new engines and boilers by George Fenwick & Co., Hong Kong. 10/6/96 reg. closed. By 1900 reg. under Chinese flag. 1906 removed from LR, possibly after sale to Russian Govt/Navy for service in Far East. 1935 reported acquired as hulk probably named YUNG CHENG at Ningpo from (White) Russian owners by Hsu Wen-Yung, Shanghai and returned to service as HSIN YUNG CHUEN 新永川. 18/8/38 sold to Reuter, Böckelmann & Co., Ningpo, reg. Shanghai (German flag) r. **KONDOR** 高登, operated between Shanghai and various Yangtze ports. 19/10/39 reg. in Hamburg Seagoing Shipping Register for Carl Friedrich Heyn & Carl Emmo Vissering (both Shanghai) via the company Heyn, Bröckelmann & Co., Hamburg with home port Shanghai (German flag). 1942 reflagged Chinese (collaborationist) flag r. **DAH FOONG** 達豐, still under management of Hsu family. 1944 confiscated by the Japanese Navy. 1945 returned to W.H. Eddie Hsu, ROC flag, sailing Shanghai-Ningpo. Early-6/47 foundered in bad weather with loss of 50 out of 200 passengers (Shanghai Shen Bao newspaper). Survivors rescued by fleetmate *Hsiang Lee* (still registered as *Lyminge*, 2499/19). [German history details from: (<https://www.forum-marinearchiv.de/smf/index.php?topic=13934.0>)].



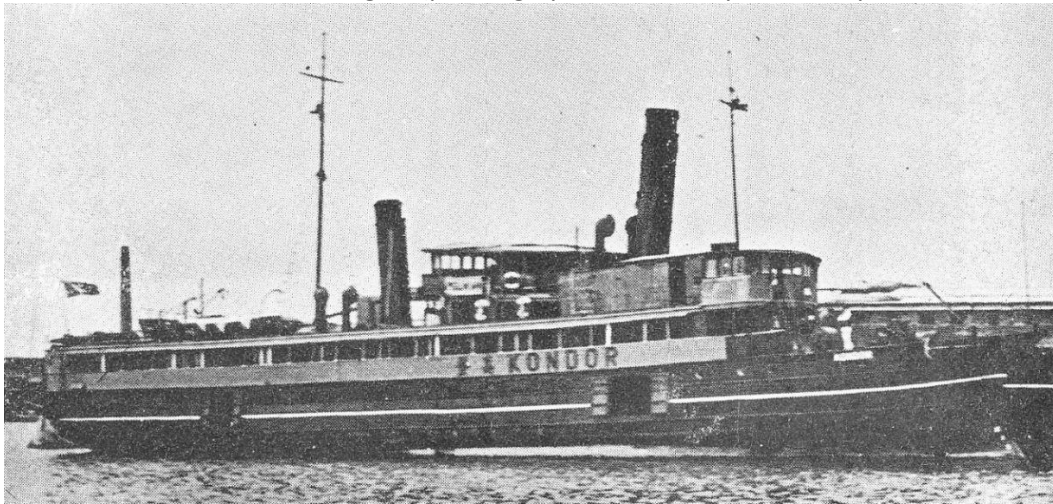
This 1934 photo at Ningpo shows a two hanzi name (Ningbo Maritime Museum; *Old Pictures of Ningbo*).



KONDOR in central Shanghai, probably in 1938 (Internet and SK*).



KONDOR in central Shanghai (painting by Robert G. Lloyd, courtesy C.C. Hsu).



KONDOR alongside PELIKAN at Shanghai 1940-41. Note protruding bow and forefoot
(*Sekai Shosen Yoran* p.264).

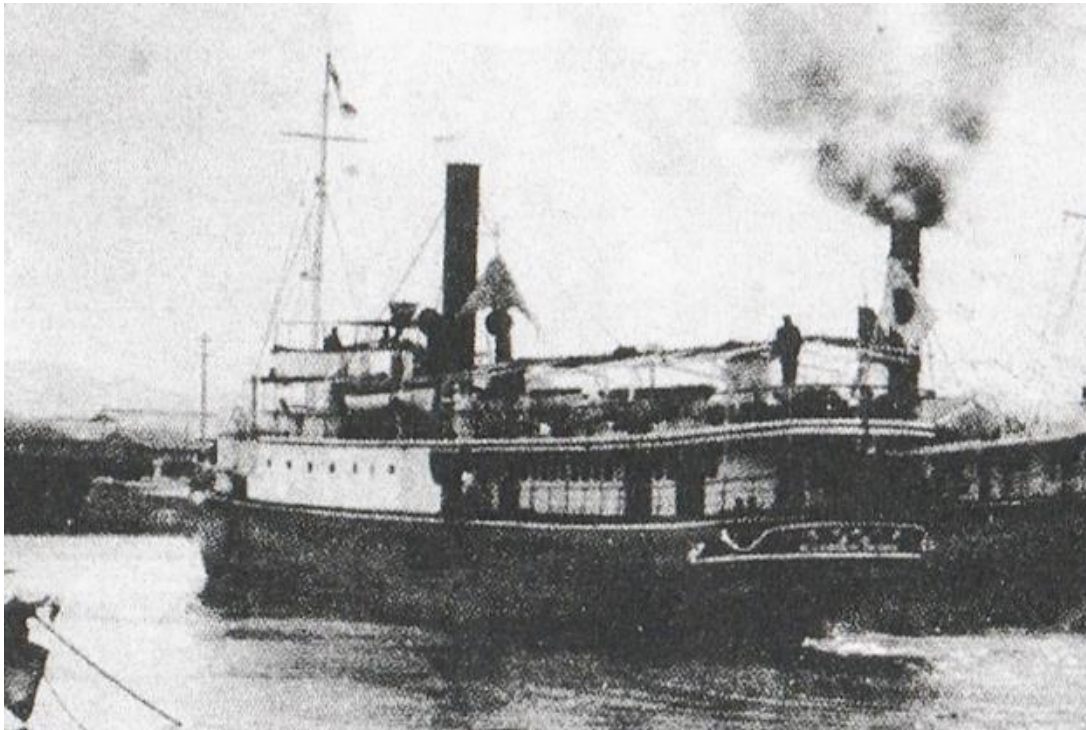


KONDOR & PELIKAN, ALEXANDRA and SANTAREM (late Gunnar Sevald (Wallem & Co.)/H.Dick colln).

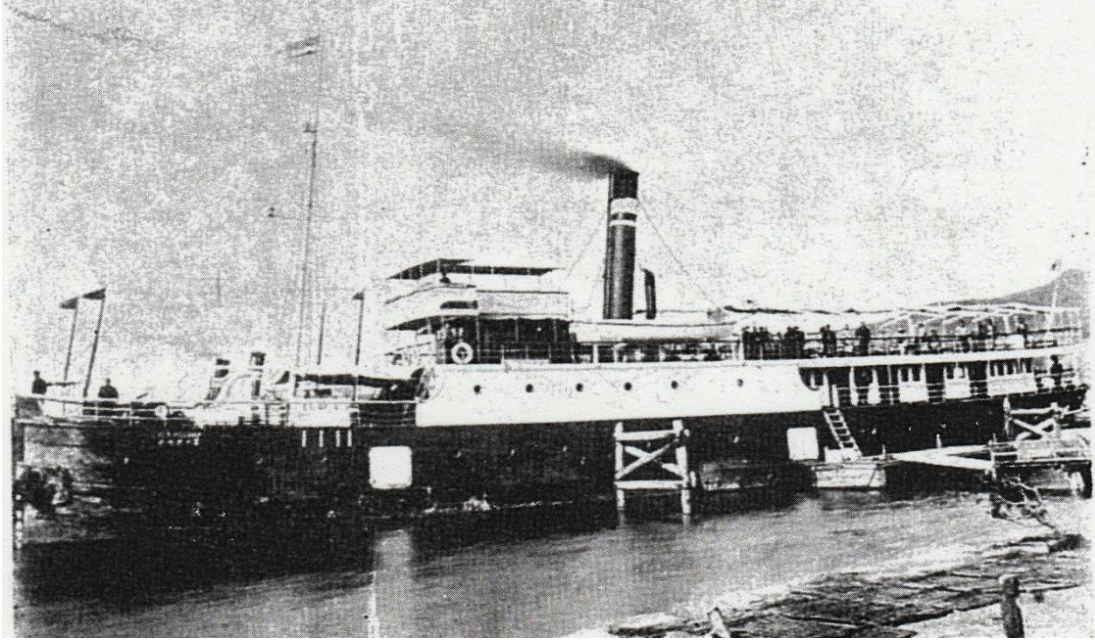


KONDOR & PELIKAN, ALEXANDRA and SANTAREM (late Gunnar Sevald (Wallem & Co.)/H.Dick colln).

NING HSIANG 寧象 (c.1935-37)/ **LISBOA** (1937-40) 388/03 147.4x20.6 w.s.s. T6cy 494 pass
 Built by T. Haruki, Tokushima for Awakuni Kyodo Kisen K.K., Tokushima as KIODO MARU No.6 (later spelt KYODO MARU No.6). 1921 sold to Setsuyo Shosen K.K., Sumoto r. MIKUMA MARU. 1927 sold to Ningshao S.S. Co. r. NING HSIANG (358g). By 1934 sold to Ning Hsiang S.S. Co., Ningpo for Shanghai-Ningpo-Hsiang Shan service. By mid 1930s owner Hsu Wen-Yung. Late 1937 t/f to Empreza Portuguesa de Nav. E Comercio (Port. flag) r. LISBOA. 4/39 reported scuttled as Ningpo as NING HSIANG. [c.4/39 a LISBOA detained by Japanese and impounded at Shanghai (Yangtzepoo) and 11/40 reported sold to Japanese interests. NFI.]



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



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

Plus other Yih Lee S.N. Co. prewar vessels for which information is lacking, listed chronologically:

A book published in 1935 about Chinese industrialists contained an article about Hsu Ting-zuo. That article specifically mentioned that he established the Yi Li Steamship Co. and the Yi Sun Steamship Co. and that he owned the YI LI, the YI SUNG and the **YI TAI** 益泰. The article also mentioned that these ships traded as far south as Amoy, HK and Canton.”

Two unidentified vessels under beneficial ownerships listed by Hsu family 台山 (**TAI SHAN ?**) > **TEMPO** (天寶 **TIEN PAO**) German 4/39 **TIEN PAO** (Portuguese flag from 1937) forced by Japanese forces to sail to Shanghai, detained outside Woosung and forced to hoist J. flag. [NCH 3/5/39] and

Chinese name unknown > **FARO** (福祿 **FULU** or **FOO LOO**) (Portuguese flag from 1937). 13/4/39 boarded and seized off Yangtzepoo by Japanese forces as steaming up Whangpoo to Bund and being held on buoys at Yangtzepoo [NCH 19/4/40].

5/11/40 “River Boats Sold for \$500,000” [NCH, 13 Nov. 1940]: “The sale of five boats flying the Portuguese flag to Japanese shipping interest will involve a purchase price of CN\$500,000, it was learned yesterday. The boats have been under detention by the Japanese naval authorities for a considerable time and tied to buoys mid-stream opposite the fish market in Yangtzepoo. It is understood the official transfer of the vessels to new owners will be made in a few days. The boats concerned include the **ss. FARO** of the Empreza Portuguesa de Navegacio e Comercio and the **ss. LISBOA** of the same company.”

Charles Eddie Hsu died at Shanghai in June 1941, so the above nine or ten ships summarizes the ships that he personally owned, amongst many other activities during his lifetime. But in addition his contribution to shipping is very significant in terms of the fleets built up by his sons and

grandchildren. Subsequent oceangoing vessels in one of the world's largest fleets developed from 1947 by W.H. Eddie Hsu are detailed in '*W.H. Eddie Hsu & All His Ships*' (and may be found on the 'New Wave' page of oldchinaships.com). The eldest son Vung-Kwei 'Eddie' Hsu developed Oak S.S. Co. Ltd, a major player based in Hong Kong. A fleet of bulk carriers was managed from Taipei by a grandson, C.C. Hsu.