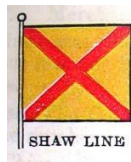


G.L. Shaw, Antung (Manchuria) & Foochow 怡隆洋行 (Yi-Loong)



Illustrated Fleet List (1912-1949)

By Howard Dick & Stephen Kentwell
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Peter Stursberg, 'No Foreign Bones in China' (U. of Alberta, 2002) is the fullest and most reliable account of Captain Shaw. The family history is filled out by Allen Alger (www.algerclan.org) and David Mason at Geneanet. Where details conflict, we have tried to resolve by other sources.

We are grateful to Charlotte Bleasdale for assistance with the Swire aspect of this story and in making available the two photographs acknowledged below, also to Bill Schell.

This update posted 3 August 2024

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

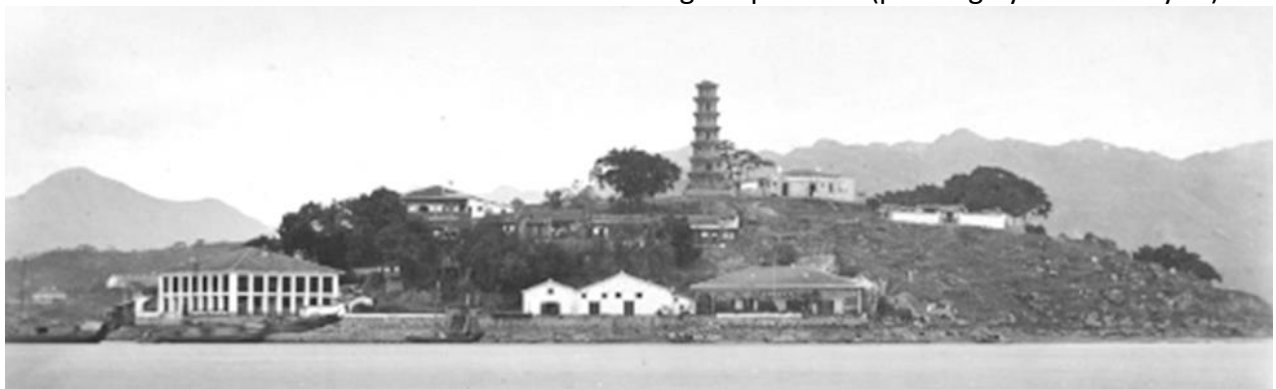
INTRODUCTION

George Lewis Shaw was the eldest son of English-born Protestant Irishman Samuel Lewis Shaw (1821-1908) by his second marriage to a Japanese woman, 'Ellen' O'sea Shaw (née Matsumuro, 1857-1935). Though born at Hampstead in October 1821, Captain Lewis was raised by his uncle George at Fermoy, County Cork before going to sea at age thirteen and, taking up employment with the East India Company. In due course he found himself at Penang, where in November 1843 he married Anna Nail, daughter of the town's doctor, and had four children by her, two daughters and an elder son who died in infancy at Mandalay. Peter Stursberg's short biography 'No Foreign Bones in China' (2002) recounts that for several years in the early 1860s, evidently after the death of Anna, he commanded the steam yacht of Burmese King Mindon, who ruled at Mandalay from 1853. In the mid-1860s he went to the China Coast and at the end of 1865 took command for Gibb, Livingstone & Co. of the fine paddle steamer *Dumbarton* (1462/1864) on the Hong Kong-Amoy-Shanghai run. In August 1866 he took the ship to Yokohama for sale to the Japanese

Government, then in December likewise took Captain Macfarlane's tug *Island Queen* to Nagasaki, though in this case a sale did not eventuate. Perhaps in 1867 he returned to UK to spend time with his dying uncle. On return to the China coast, he worked for Gibb, Livingstone & Co. (P&O agents) as a pilot, then in 1868 came ashore at Pagoda Island on the Min River below Foochow, the busy centre of the China tea trade. Working as a marine surveyor, he occupied a mansion beside the famous pagoda. On 2 December 1879 at age 58 he remarried to a young Japanese woman, 'Ellen' O'sea Shaw (née Matsumuro, 1857-1935), said to have been the sister of a Japanese merchant whom he had come to know at Foochow, and by her had another five sons and three daughters, of whom the eldest was George Lewis Shaw, born on 25 January 1880. Captain Shaw continued to work as a surveyor at Foochow into his eighties and around the turn of the century was also in charge of the Lighter & Cargo Boat Co. for Jardine, Matheson & Co. He died at Foochow on 8 June 1908 at age 86. His wife 'Ellen' survived him by twenty-seven years. According to grandson Peter Stursberg (by Mary Ellen Shaw, 1885-79) from his aunt Julia (1881-84), no Japanese was ever spoken in the family home, though 'Ellen' corresponded with her family in Japan and in later years made annual visits.



Paddle steamer Dumbarton on trials off Ailsa Craig in April 1864 (painting by William Taylor).



Pagoda Island and Luoxing Pagoda c.1870, Captain Shaw's residence at right, (Tung Hing/Getty).

Captain Shaw's oldest surviving son Samuel Lewis, Jnr is identified as having been born at Penang in February 1851. He was sent back to UK for schooling before returning east. By 1871 he was working as a clerk with Eymond, Henry & Co. of Bangkok. He retired to UK and died in London in February 1931. While part of the family's complicated genealogy, he is not relevant to the story of his half-brother.

George Lewis Shaw (b. 1880) was educated at the Freemasons' boarding school in Shanghai before commencing his commercial apprenticeship. By around 1900 he was employed by Jardine, Matheson & Co., agents for the British & Korean Corporation Ltd, as the store manager at the Gwendoline gold mine at Unsan (then as Eunsan), South Pyeongan Province in NW Korea (NCH, 18/8/20, 27/5/04). In the mid-1900s he married a Japanese woman, Saito Fumi (b. 1880 at Inuyama, an old castle town inland from Nagoya) and their eldest son, Samuel Lewis, was born in 1908. Meanwhile, around 1907, Shaw had moved a short distance north and set up business on his own account at the recently opened treaty port of Antung (Andong/ Dandong) on the Chinese bank of the Yalu River that borders Korea (from 1910 a Japanese colony) on Korea Bay, the northern end of the Yellow Sea. His firm known in Chinese as 'Yi Loong Hong [Happy and Bounteous Firm]' and in Korean as (Y)ilyungyanghaeng), was the sole British merchant house in that otherwise Japanese town and held agencies for most non-Japanese steamship lines, insurance companies and manufactures.

An Official Guide to Eastern Asia: Trans-Continental Connections issued in 1913 by The Imperial Japanese Government Railways gave extensive detail on Antung. After taking over the South Manchurian Railway as part of the spoils of victory in the Russo-Japanese War (1904-05), the Japanese had relaid and widened the rail line between Antung and the provincial capital of Fengtien (Mukden/Shenyang). Antung itself had been gazetted as a treaty port in 1903 by treaty with the United States and opened in 1907 on completion of the (Chinese Maritime) Customs House. The Japanese took the lead in laying out a new town on a grid pattern between the Yalu River and the railway. As of 1910 the population of both the old and the new town was recorded as 20,000, of whom around 8,000 were Japanese (including the garrison), plus a season influx between April and October of a work force of perhaps another 40,000 people, mostly from Shantung. Foreign trade was dominated by imports (6.6m. taels), but there were significant exports (2.6m. taels) of timber, beancake and silk, about two-thirds being oriented to Korea and Japan. Local trade mainly to Dairen, Tientsin, Chefoo and Shanghai was primarily timber (3.5m. taels), all rafted down the Yalu River, plus beancake and other items (0.9 m. taels). Foreign trade was dominated by the big Japanese houses of Mitsui and Okura while OSK provided steamship service to Dairen, Korea, Kobe and Yokohama, the voyage to Japan taking six days. Besides Japan, the U.S. and U.K. also maintained consulates, but Shaw (listed as dealing in tobacco, sugar and miscellaneous articles) and the German firm of Carl Wolter & Co. ('Sei Chang', agents for Hamburg America Line and Norddeutscher Lloyd) were the only notable two non-Japanese foreign houses. Domestic trade was tightly controlled by Chinese guilds.

Shaw came into wider prominence around 1909 when he objected to Japanese plans to build a fixed bridge across the Yalu River to connect the South Manchurian and the Korean rail lines. For the Japanese government the bridge was a strategic priority to complete a continuous rail link from Tokyo through to Moscow and the European network, that is continuous except for the railway ferry between Shimonoseki and Busan. Shaw's establishment on the bund would have been cut off. After he had persuaded the British and Chinese authorities to make strong diplomatic representations, in 1910 the Japanese government reluctantly agreed to incur the substantial extra cost of completing it as a swing bridge. The almost completed central span and mechanism was then washed away by a disastrous flood in August 1910,

delaying its opening until the following year. Shaw earned the gratitude of the Chinese for ensuring that the junk trade was able to be maintained.



The Yalu bridge with the swing span (Internet).

The 1912 'Directory and Chronicle for China, Japan, etc.' reveals how quickly Shaw had built up the business. For British firms, he was definitely 'Our Man in Antung', representing Asiatic Petroleum and George McBain's Langkat company (both kerosene), Chinese Engineering & Mining Co. and The Pekin Syndicate (both coal), China Navigation Co. Ltd and Indo-China S.N. Co. Ltd (both coastal shipping), Ocean Steamship, China Mutual, Glen Line, Robert Dollar Co., China Pacific Railway Mail S.S. Co. and Pacific Mail S.S. Co. (all ocean shipping), London & Lancashire Fire Insurance, Royal Exchange Association, Guardian Assurance, and China Mutual Life (all insurance), and China Sugar Refining. However, the amount of agency business handled in this Sino-Japanese town was likely to have been fairly small. Shaw's main line of business was as General Manager of The Yalu Saw Mills, rival to the Japanese-owned Yalu Timber Coy, together constituting the town's most important industry. George as General Manager was assisted by his brothers Robert Edward (b. 1886, d. Java in internment, 1945) as Superintendent Engineer (also of the Saw Mills) and Frederick William (b. 1884, d. Philadelphia 1969), who presumably handled the insurance business, having previously been Foochow Manager of the China Mutual Life Insurance Co. Ltd after some years working as Assistant to commission house Brockett & Coy. He would later manage a branch at Mukden. According to Stursberg, G.L. was quite an autocrat and when the youngest brother Charles Leonard (b. 1895) declined to train usefully as a marine engineer he was cut out.



Shaw's Bund, Antung c. 1923 (John Swire & Sons, sw03-104).



Shaw's Godown, Antung c. 1923 (John Swire & Sons, sw03-105).

In 1910 Shaw ventured into shipowning by ordering a sizeable passenger/cargo vessel from the Priestman yard at Middlesbrough. The ship was launched on 25 October 1911 as *Yi Loong*, completed early in the following year, and registered in London to the Manchu Steamship Co. Ltd. Lloyd's Register listed the managers as Matthews, Wrightson & Co. Ltd but the directors were not only J.W. Mathews and E.G.H. Wrightson but also G.L. Shaw, while Geo. L. Shaw of Antung were Managing Agents. Captain E. Wrightson took command of the ship. Matthews was presumably Shaw's London agent and guarantor. Shaw would have intended the ship to be his supply line with Chefoo and Shanghai, but by the time of its arrival in North China in mid-1912, Shaw had become local agent for both Swire's China Navigation Co. Ltd and

Jardine Matheson's Indo-China S.N. Co. Ltd. *Yi Loong* would have been an awkward challenge to that duopoly. A deal must have been done because by December 1912, at the end of the northern season, the ship was running on charter from Hong Kong to Fremantle, then after two roundtrips interspersed with a grounding, was redeployed to the Bangkok-Hong Kong rice trade before in 1914 being sold to Jardines to become their *Yu Sang*.

As an Irish descendant, Shaw was encouraged by Irish independence in 1916 to provide material assistance to Korean nationalists seeking to regain independence from Japan, which in 1910 had forcibly imposed colonial rule. Under the protection of the British flag, he supported the Provisional Government formed in Shanghai on 1 March 1920 and allowed members, including Provision President Syngman Ree, to take safe passage on Swire and Jardine ships and to use his residence in Antung as a safe house. As he was entitled to do under extra-territoriality, he refused to allow searches of those ships (including CN Company's *Wenchow* and *Kweilin*) or his house, reportedly known as the 'Antung citadel' (NCH, 18/8/20), thereby infuriating the Japanese authorities. Shaw was said to have been 'very prudent' and 'seldom put his foot out of doors' but on 11 July 1920, after he had crossed the border to the railway station without passport to meet his wife and family coming back from Japan, he was arrested on return by order of the Governor-General of Korea and for a month held incommunicado in spartan conditions, latterly in the notorious Seodaemun Prison in Seoul. This triggered a diplomatic incident and media storm that in mid-August 1920 escalated to the British House of Commons. By order of the Japanese Prime Minister, Shaw eventually was released in mid-November and on 19 November, in company of the British vice-consul, returned to Antung to an enthusiastic welcome from foreigners and Chinese alike (NCH, 18/12/20).

Shaw's extra-curricular political activities and his persona non grata status with the Japanese authorities would have been enough reason for Butterfield & Swire to decide in 1922 to open their own agency in Antung. In March 1923 Taikoo Dockyard in Hong Kong completed the small tug *Yungling* (81 tons) for use at Antung and in the same year a property file was opened for building the agent's house.

After the invasion and total occupation of Manchuria in September 1931, the local Japanese authorities resorted to all kinds of tactics to destroy Shaw's business and reportedly he incurred substantial losses. In September 1932 the Japanese authorities imposed heavy tonnage dues on British-flag shipping calling at Antung and Newchwang, then in 1934 refused to open the swing bridge below the Antung Bund. After diplomatic representations had failed, Butterfield & Swire withdrew their British agent in favour of Chinese staff. The Agent's house was leased to the (Japanese) Police and the harbour tug *Yungling* was sent to Shanghai and laid up.

As the Japanese tightened their hold on Antung, Shaw sought to diversify into shipping. His first purchase in mid-1932, was the Singapore-Sarawak steamer *Rajah of Sarawak*, which he renamed *Shinфу*, probably intended, like the former *Yi Loong*, for trading between Antung, Shantung (Chefoo) and Shanghai. The second purchase, *Shinyu*, was an old 2,200-dwt collier. In August 1934 Shaw was reported as stopping over for ten days in Vancouver en route from and to Shanghai by the liner *Empress of Japan*, presumably in connection with the recent purchase of two laid-up war-built Canadian freighters, each of 3,900-dwt, also for use mainly in the coal trade as *Shinai* and *Shinkuang*. The fleet was completed by purchase of the case-oil carrier *Texaco XI*, which as *Kuching* (1904) had been built as a consort to *Rajah of Sarawak/Shinфу* and now became *Shinhwa*. These ships mainly tramped on the Shanghai 'spot' market. As of November 1936,

Shinai was fixed for five coal trips Tsingtao-Shanghai at \$1.50/ton, *Shinyu* for one, while *Shinhwa* was fixed Pukow-Shanghai (coal) at \$1.35/ton. Later that month, however, *Shinhwa* was loading at Antung (bean oil, raw silk and medicines) for Shanghai while *Shinkwang* was fixed for two end-season voyages from Newchwang, 30,000 piculs of beans at \$0.25/picul, then 50,000 piculs at the same rate. Through 1937, however, the usual fixtures were coal from Pukow, Tsingtao or Tongku. *Shinkwang* was time-chartered for a year from February 1937 at a yen rate, presumably to Japanese.

Following upon the outbreak of the Sino-Japanese War in July 1937 and with a Japanese stranglehold on North China, Shaw reluctantly left Antung for Shanghai. In September *Shinfu* became one of the fleet of ships evacuating refugees from Shanghai to Ningpo, and later also to Tinghai and Haimen. In April 1938 Shaw re-established himself at Foochow. Nevertheless, the 1941 China Trade Directory still listed under Antung 'Shaw Geo. L. (Yi Loong) importer and exporter, steamship owner and insurance agent, Geo L. Shaw, S.G. Shaw, A.A. Mardas', so it may be that a small agency business was maintained until December 1941.

On 13 November 1943, probably under house arrest, if not internment, Shaw died in Foochow of unknown causes. Postwar it transpired that he had died intestate. J.C. Cobbett was appointed administrator to settle matters, including war loss claims. Of the ships, only *Shinfu* had survived the war but in unseaworthy condition. According to Ancestry, Shaw's two sons, Samuel Lewis (1908-1986) and Lewis Lees (1913-2007) both survived him, as also his wife Fumi Saito, who died in 1957. Shaw was honoured posthumously in 1963 by the Republic of Korea for his contribution to national independence.



G.L. Shaw (Independence Hall of Korea)

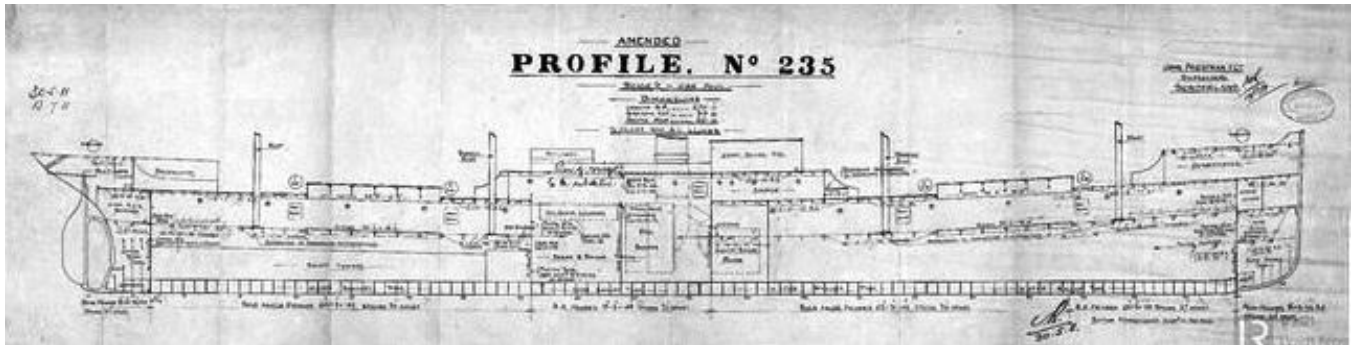
Apart from *Yi Loong*, Shaw's early vessels are not identified. From 1932, however, there was rapid growth of the fleet, suggesting an infusion of Chinese capital. Sisters *Shinfu* (1901) and *Shinhwa* (1904) had both cabin and tweendeck accommodation for deployment in the seasonal labour trade between Shantung

(Chefoo) and Antung; the other units were conventional freighters able to carry beancake from Antung to Chefoo, Shanghai and sometimes further south to Swatow. By late 1937 operations had been redirected from Shanghai south to Fukien ports. By mid-1939, after closure of Foochow by Japanese naval blockade, most vessels were operating as colliers. All ships were registered under the British flag but at different ports.

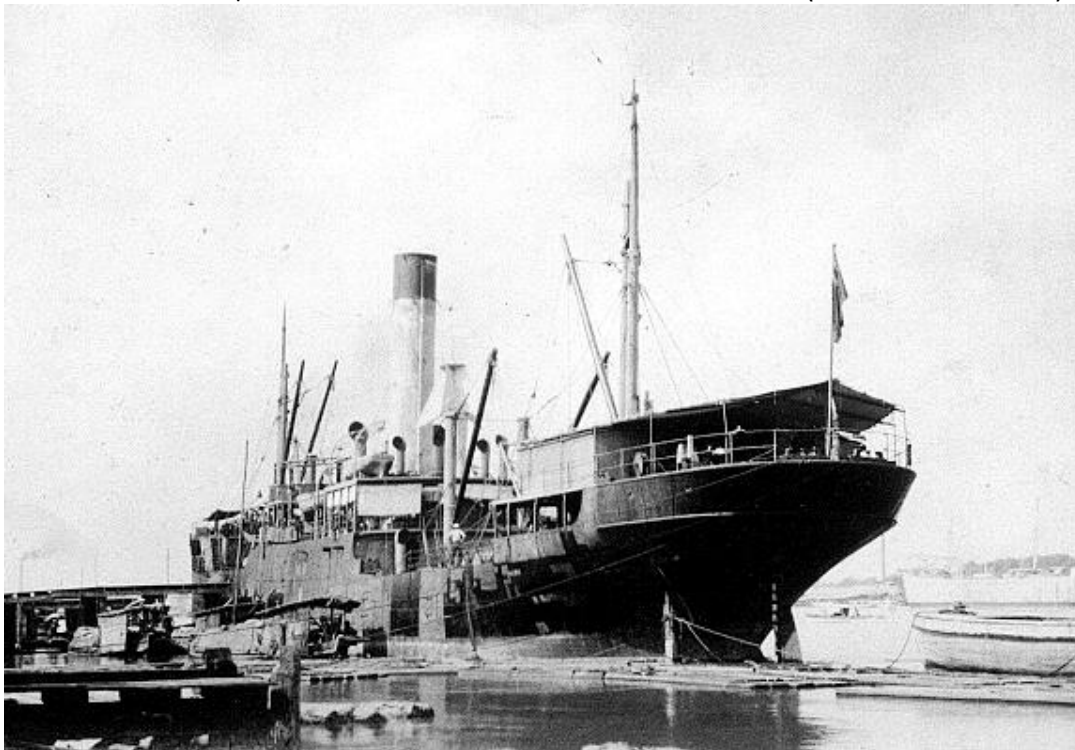
FLEET LIST

YI LOONG 怡隆 (1912-14) 1844/12-2 (pass/cargo; T3cyl)

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). 12/12-5/13 on charter for 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.



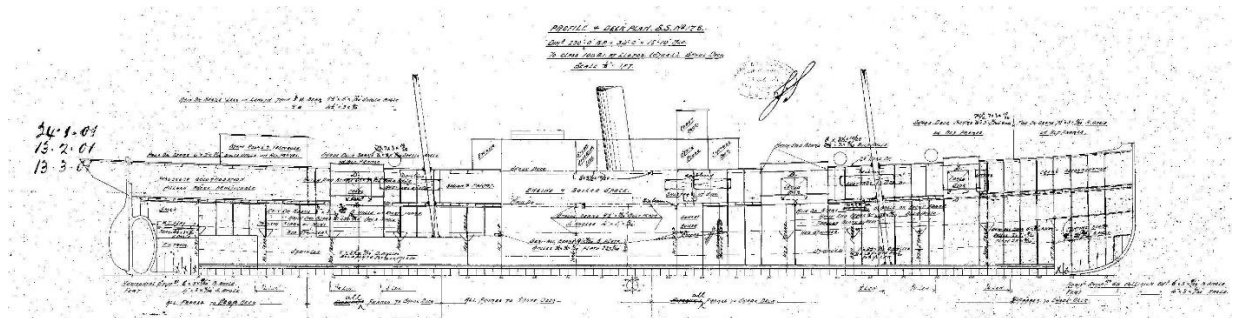
YI LUNG's builder's profile indicates two hatches forward and two aft (lrfoundation.co.uk).



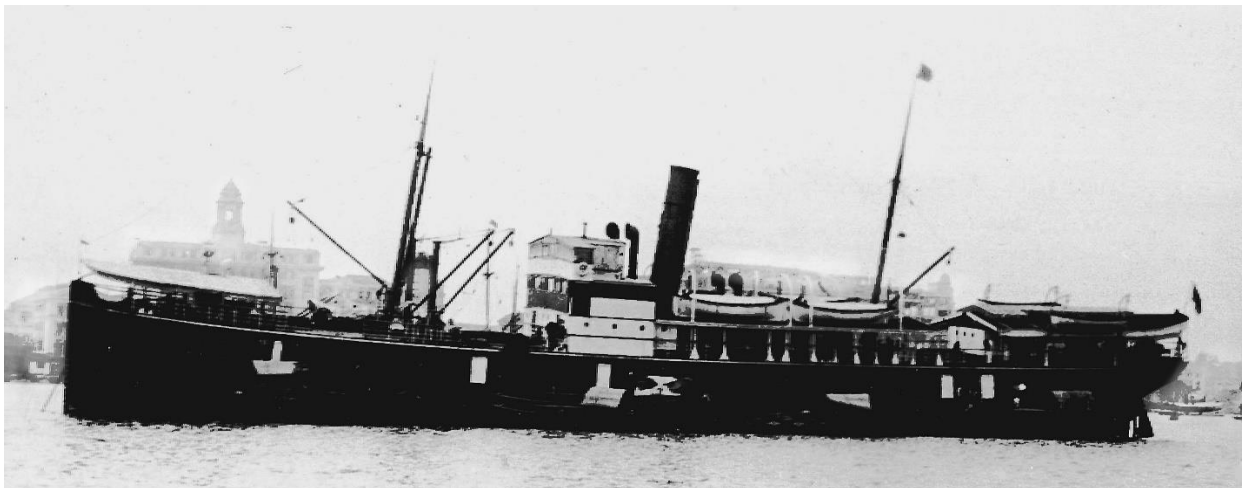
YI LOONG in later years as Indo-China S.N. Company's YU SANG (Jardine, Matheson & Co.).

SHINFU 神福 (1932-49) 1452/01 T3cy/9½k, builders

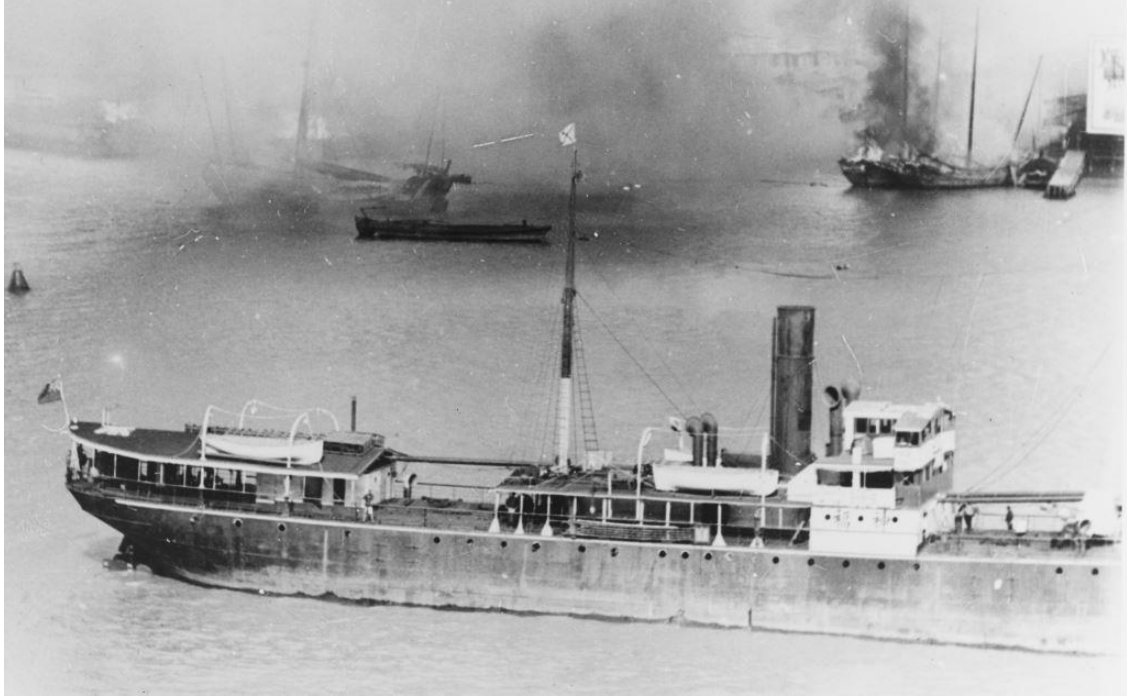
Built by Ramage & Ferguson Ltd, Leith (#178) for Singapore & Sarawak S.S. Co. Ltd, Kuching as RAJAH OF SARAWAK (pass. 16/14/549),10/01 ran trials (11½k) and reg. to The Borneo Co., London. 3/12/01 arr. Singapore, 4/12 reg. t/f to Kuching. 1/6/19 t/f to reconstructed Sarawak S.S. Co. Ltd under Chinese control. 7/31 owners taken over by Straits S.S. Co. Ltd, Singapore. Mid-1932 sold to G.L. Shaw (reg. Singapore) and placed in service to Shantung. 9/32 public application (dd. Antung, 8/8) to be r. SHINFU. 1/12/32 mutiny at Chefoo, after which all deck officers Japanese. By 1/40 running Shanghai-Kiangkou. 4/12/40 Hong Kong for Singapore, thence Burma-Straits rice trade. 22/1/42 arrived Calcutta for repairs, c.9/42 assessed as not worthy of further repair. 14/11/42 arrived Trincomalee for Admiralty service as a coal hulk. 30/11/43 death of G.L. Shaw. c.8/46 decommissioned and 10/46 awaiting redelivery to owners. 1/3/48 Shaw's administrator, J.C. Cobbett, Singapore advised Shaw had died intestate. 11/49 hulk sold to Dharambir Manoharlal (Gill & Co. (Shg) Ltd), Bombay. 5/50 rep. broken up at Bombay.



RAJAH OF SARAWAK builder's side profile (Irfoundation.co.uk).



RAJAH OF SARAWAK at Singapore in the late-1920s (Alg. Rijksarchief, KPM Archive).



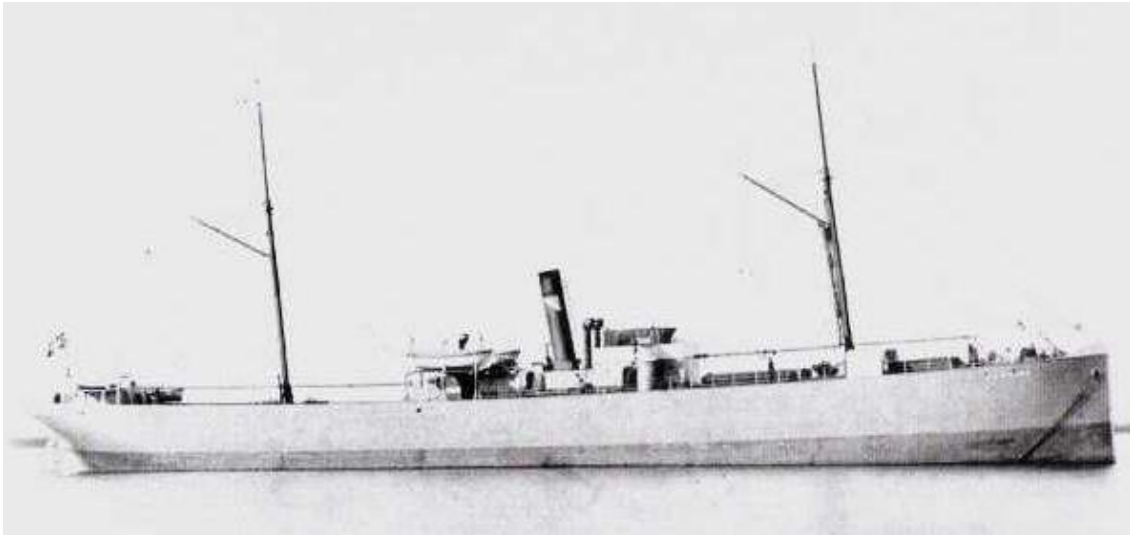
SHINFU, upright masts and funnel, at Pootung Point during the abortive Chinese bombing of I.J.N. cruiser Idzumo on 13 August 1937 (U.S. Naval History & Heritage Command NH77957).



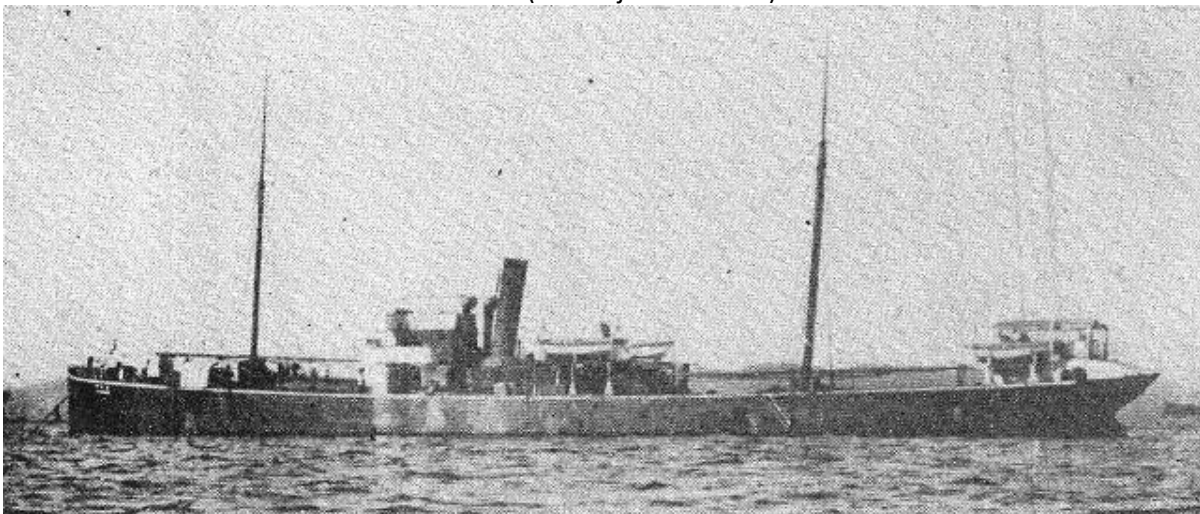
SHINFU departing Shanghai for Tinghai and Haimen with about 400 passengers and 500 tons of general cargo at 3 pm on 10 November 1937 after the Japanese bombing of Nantao, French sloop DUMONT D'URVILLE in foreground (U.S. Naval History & Heritage Command NH77894).

SHINYU 神祐 (1932-42) 1615/94 T3cy J. Clark & Co., Sunderland

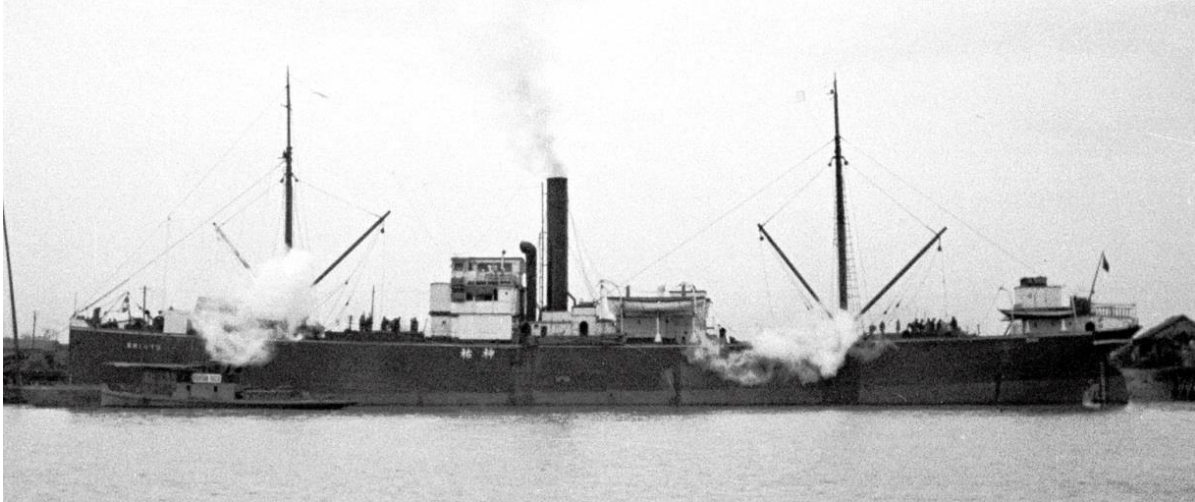
Built by J. Blumer & Co., Sunderland (#128) for I/S D/S Terriers Rederi (W. Wilhelmsen, mgr), Tonsberg as TERRIER. 1909 sold to K. Kishimoto, Hamadera r. SHIN-YU MARU 神祐丸. 1912 sold to K. Fukagawa, Nishinomiya. 1914 sold to Seishichiro Nakamura, Nishinomiya. 1921 sold to Kuribayashi Shosen K.K., Tsurumi. c.1930 superstructure and funnel modernised. 1932 sold to G.L. Shaw (reg. Shanghai r. SHINYU. 3/4/39 in Whangpu outbound to Foochow damaged in No. 1 hold (port side) in collision with *Husan Maru*. By late 1939 Keelung-Shanghai (coal). 1940-41 Samarinda (or Palembang) to Shanghai (HK) (coal). 7/12 o/v Samarinda-HK diverted to Manila, thence 28/12 Surabaya where 27/1 docking for minor repairs. 2/3/42 scuttled at Surabaya. No record of salvage.



TERRIER (www.sjohistorie.no).



SHIN-YU MARU (1924 *J. Steamships Register*).



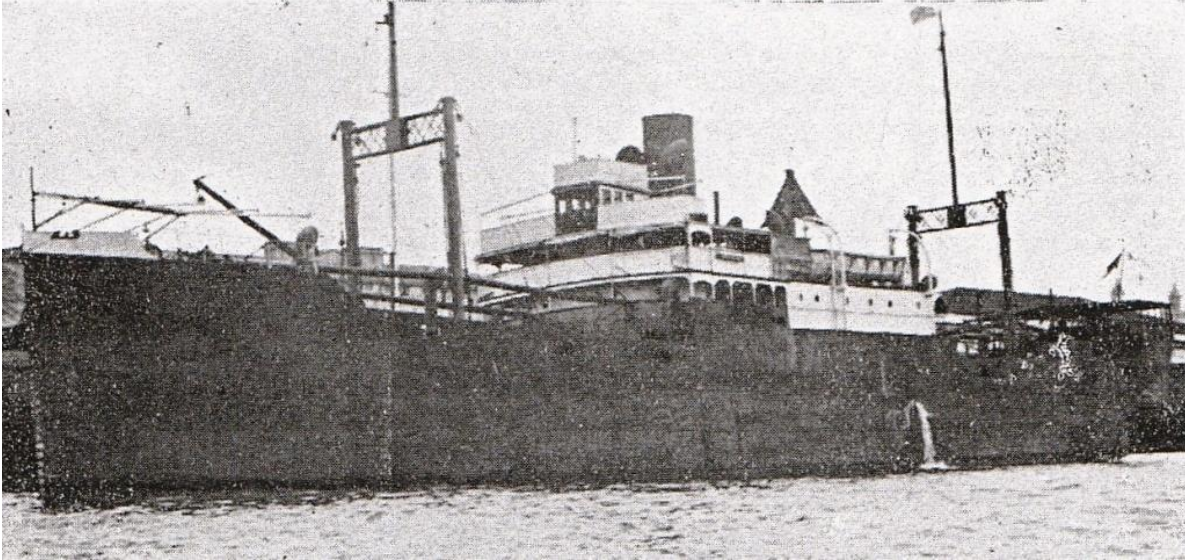
SHINYU at Shanghai in about 1937, showing the outcome of a late 1920s refit.
(Malcolm Rosholt UoB Ro-n0636).

SHINAI 神愛 (1932-41) 2410/20 T3cy, builders

Built by Collingwood S.B. Co. Ltd, Kingston, Ontario (#15) for Canadian Gov't Merchant Marine Ltd, Montreal as CANADIAN BEAVER and deployed between Montreal and British Columbia via Panama. 1928 mgrs Canadian National Steamships Ltd. 1933 sold to W.E. Redfearn, Montreal. 1933 owners SS Beaver Ltd (Great Lakes Inter-Coastal Line Ltd), Montreal. 1934 sold laid up at Vancouver to Empire Shipping Co. Ltd, Vancouver, resold to Dulien Steel Products Inc. (Louis Dulien), Seattle) and promptly 7/34 sold on to G. L. Shaw (reg. Vancouver) r. SHINAI. Early to mid-1939 trading Shanghai-Foochow. 9-10/39 Shanghai-Keelung, then to Haiphong or rice from Rangoon to Straits, HK or Shanghai. 5/40 at Calcutta. 11-15/7/41 stranded in Pohai Gulf, temporary repairs at Tientsin, then 8/41 docked at Shanghai, 9/41 resumed rice trade Rangoon to Singapore or Shanghai. 7/12/42 sailed HK for Singapore but held up at Kuching where crew refused to sail after bombing attack. c.24/12/41 scuttled in river at Kuching prior to Japanese occupation. 15/3/44 refloated by Japanese salvors r. SHINAI MARU 志内丸 (operator Nanyo Kaiun K.K.). 17/9/44 bombed and sunk by USN Catalinas in Tioro Strait (04.07S-122.44E), SE Celebes while under Imperial Army control.



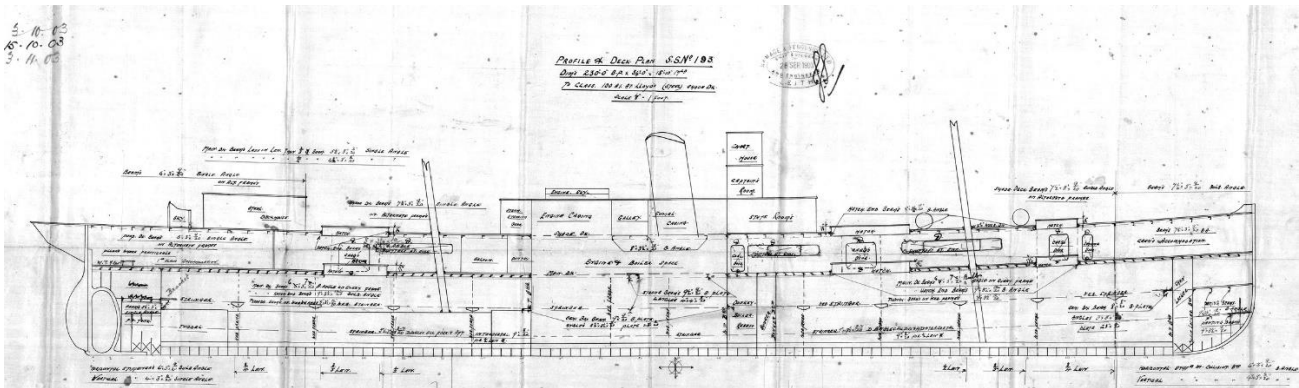
CANADIAN BEAVER (Walter E. Frost@VCA).



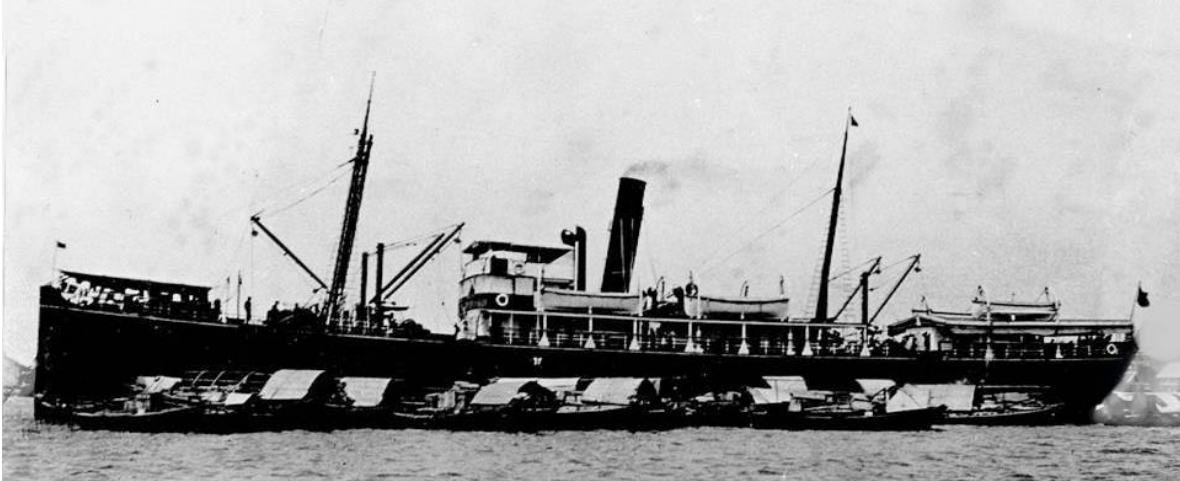
SHINAI ('Divine Love') at Shanghai, masts revised for better wireless (*Sekai Shosen Yoran* p. 150).

SHINHWA (1934-41) 1460/04 T3cy/9½k, builders

Built by Ramage & Ferguson Ltd., Leith (#193) for Singapore & Sarawak S.S. Co. Ltd, Kuching as KUCHING (pass. 16/8/625). 5/04 reg. to The Borneo Co., London, 27/5 sd Burntisland, 8/7 arr. Singapore, reg. t/f to Kuching. 1/6/19 t/f to reconstructed Sarawak S.S. Co. Ltd under Chinese control. 7/31 owners taken over by Straits S.S. Co. Ltd, Singapore. 4/32 sold through Barretto & Co. to Texas Shg Co. (China) Ltd, Hong Kong and 9/33 re-reg. at Hong Kong as TEXACO XI for use as a cased oil carrier. 5/35 sold and delivered at Shanghai to G.L. Shaw (reg. Hong Kong) and 10/35 r. SHINHWA. 3/39 advised owner Tsung Shaw, Foochow. Late 1939 Shanghai-Santu (to 4/40). 30/10/40 arrived Singapore to enter Burma-Straits rice trade. 11/41 arrived Shanghai for repairs. 6/12 sailed Shanghai but 8/12/41 boarded and seized by Japanese Navy in Chiling Bay near Hong Kong and directed to Amoy. 1942 r. TAKASAKI MARU. 17/9/45 sank in typhoon Makurazaki off Hagi (another report says sunk inside Susa Port nearby). Wreck subsequently caused damage to the local fishery stocks and after bureaucratic argument was eventually salvaged in 1950 and scrapped. 1/50 register closed, 'owner deceased'.



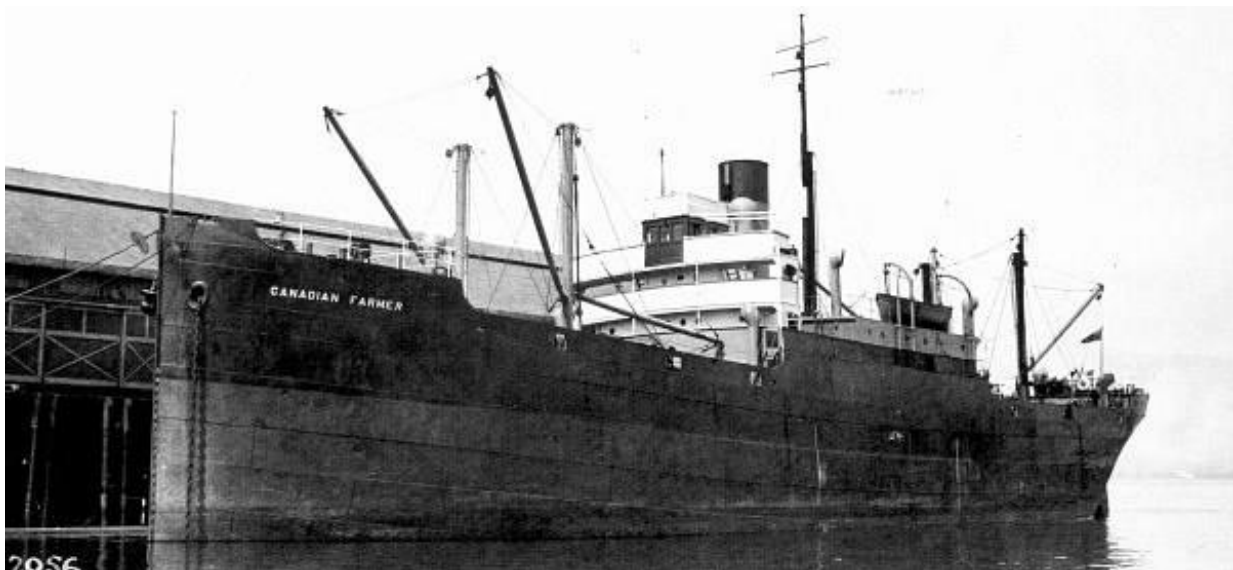
KUCHING builder's side profile (Irfoundation.co.uk).



SHINHWA as KUCHING at Singapore in the late-1920s, kingposts added (Alg. Rijksarchief, KPM Archive).

SHINKUANG (1934-42) 2441/20 T3cy, builders

Built by Collingwood S.B Co., Collingwood, Ontario (#65) for Canadian Gov't Merchant Marine Ltd, Montreal as CANADIAN FARMER and deployed between Montreal and British Columbia via Panama. 1928 mgrs Canadian National Steamships Ltd. 1932 sold to W.E. Redfearn, Montreal. 1933 reg. to SS Farmer Ltd (Great Lakes Inter-Coastal Line, Ltd, Toronto), Montreal. 1934 sold to U. F. Andersson, Nystad (Finnish flag) r. WESTER. 1934 sold to G. L. Shaw (reg. Shanghai) r. SHINKUANG. Early 1939 Shanghai to Foochow or Chuanchow, then 10/39 Shanghai-Chinwangtao until 10/40. 5/11 HK to Singapore, then from 12/40 Bombay and Karachi to Persian Gulf ports. 1/42 to Calcutta. After 2/42 loading at Rangoon, Bassein, 5/3 returned to Calcutta for repairs and docking. 5/4 sailed Calcutta (Sandheads) for Madras but 6/4/42 sunk by Japanese cruisers *Kumano* and *Suzuya* off Puri in Bay of Bengal.



CANADIAN FARMER (Bowling Green State Univ.).

Also small harbour/river craft for use on Yalu River (from Mercantile Navy List)

ANLUNG (1923-??) 39/23 (w. launch, 50.9 x 13.0 x 6.7)

Built by G.L. Shaw, Antung for own use at Antung. 1936 reg. at Shanghai. 6/1939 rep. 'out of commission'. NFI.

YILUNG (1930-??) 37/30 (w. launch, 61.6 x 11.0 x 6.0)

Built at Shanghai, probably for G.L. Shaw. 1938 reg. at Shanghai to G.L. Shaw. NFI.

HSINGLUNG (1932-??) 31/32 (w. launch, 47.1 10.0 x 4.9)

Built by G.L. Shaw, Antung for own use at Antung. 1936 reg. at Shanghai. 6/1939 rep. 'out of commission'. NFI.

KWAILUNG (1932-4?) 152/32 (w. lighter, 74.0 x 22.0 x 6.0; 2 x Japanese oil engines)

Built by G.L. Shaw, Antung for own use. 1936 reg. at Shanghai. War loss. NFI.

HSIN TAILUNG (1933-??) 113/33 (w. lighter, 68.0 x 20.1 x 5.3; 2 x oil engines/1926)

Built by G.L. Shaw, Antung for own use. 1936 reg. at Shanghai. Still listed LR 1947-48. NFI.

FOOLUNG (1938-??) 60/18 (w. launch, 61.8 x 15.6 x 7.0)

Built at Osaka for Japanese owners as YEIHO MARU. 1938 Sold to G.L. Shaw. 1936 reg. at Shanghai. 6/1939 rep. 'out of commission'. NFI.

-o000000000o-