

SHANGHAI LICENSED PILOTS' ASSOCIATION AND POST-1945 SUCCESSORS

Howard Dick & Stephen Kentwell

(HD has drafted the text and fleet list to 1949, SK from 1949 onwards)

All Rights Reserved 2020 and 2024

May be cited with acknowledgement to www.oldchinaships.com

h.dick@unimelb.edu.au

skentwell@hotmail.com

This edition published 8 August 2024

Access to the port of Shanghai by the channels through the shifting mud-sands at the mouth of the Yangtse has always been a challenge. In the 1860s steam tugs began cruising off the entrance to tow in foreign sailing ships. Steamers could make their own way, but it became necessary to position – and frequently reposition – light vessels and buoys to mark the unstable channels. In 1871 the Tungsha ('East Sands') light vessel was positioned to mark the eastern limit of the channel while the Kiutoan light vessel was located further up the South Channel. As steamers became larger, the South Channel was dredged and gained precedence over the less certain North Channel. The tributary Whangpoo River from Woosung upstream to the main port of Shanghai was also straightened (Astraea Channel) and dredged to eliminate the Inner Bar. Charts were drawn and revised by the Coast Inspector of the Chinese Maritime Customs and pilots were licensed by the Harbour Master to navigate international vessels safely in and out of Shanghai.

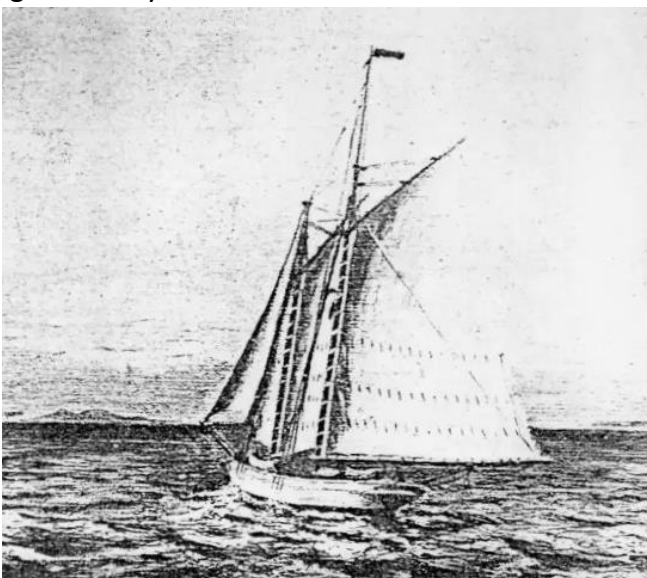


Yangtze Estuary and Channels, c.1930s (Naval Intell. Div., *China Proper III*, Fig. 57)

Foreign, and particularly British, control of shipping in the port after the unequal treaties of the mid-19th century led as a matter of course led to the formation of a cohort of former ship masters who were willing to lead a semi-permanent existence in Shanghai and put their navigational knowledge to good effect as pilots, a job that was vital, well paid and prestigious and ideal for a married man with family. As the port became more and more busy with sailing ships and steamers as well as junks, these pilots were licensed by the Harbour Master, who also oversaw the marine courts of inquiry that investigated any significant incidents, these being not at all uncommon and were well reported in the thriving daily press. Upriver from the mouth of the Whangpoo, however, Yangtse pilots were not licensed and were employed at the discretion of owners, agents and masters.

At the end of 1899, the independent licensed pilots who navigated ships in and out of the port of Shanghai came together to form the Shanghai Licensed Pilots' Association. The news was reported in the New Year of 1900 with D.C. Campbell appointed as President. Through the good offices of the Harbour Master (Capt. Bisbee) and the Shanghai General Chamber of Commerce (with its foreign shipowner representatives) came to agreement over new Pilotage Regulations and tariffs at the invitation and to the satisfaction of the local consuls who exercised legal jurisdiction over foreign-flag vessels (NCH, 14/3/00). According to The China Coaster's Tide Book and Nautical Pocket Manual (1901), by December 1900 there were 36 licensed pilots (none Chinese or Japanese), of whom 20 were attached to foreign shipping companies, two unattached and 14 'cruizing' (sic) pilots. They were coordinated from an office at No. 4A Peking Road with representations or complaints to be directed to the Harbour Master at the Customs House.

At the turn of the century pilots still boarded and disembarked by means of a fleet of around ten small schooners. One such schooner was the *John Prentice*, named for the Chairman of the Shanghai Municipal Council (1901-02). Born in 1847 at Beattock, Scotland, and educated at Greenock, Prentice had moved to Shanghai in 1870 to join Muirhead & Coy, which later merged into shipbuilder, Boyd & Co. and in turn into the Shanghai Dock & Engineering Co. Ltd. Prentice rose through the ranks to hold the controlling interest and become principal of the firm. He would die in Shanghai in May 1925.



Schooner JOHN PRENTICE (cnss.com.cn).

The schooners were handy vessels but their movements were dependent upon winds and tides. Now enjoying a guaranteed stream of revenue from the pilotage fee, in February 1902 the Association agreed to order a specially designed pilot steamer to go on station (NCH, 25/2/02). The order was placed through naval architect and consultant H.F. Carmichael of Hong Kong and he in turn sub-contracted the construction of a wooden-hulled, yacht-like vessel with well-known wooden ferry builders Kwong Tu(c)k-cheong. She would be 253 gross tons on dimensions of 131.2' x 24.5' and be fitted with compound steam engines by Ross & Duncan of Glasgow for a speed of 9½ knots. The frame was of Philippine yakl and the decks of teak. She had accommodation for 27 European pilots as well as for Chinese crew and boatmen. Fittings included steam davits, a towing winch and electric light with provision for wireless (NCH, 26/3/03). Launched on 17 November 1902 as *A.M. Bisbee*, she was named after the former long-serving Harbour Master and Coast inspector. In mid-March 1903 she ran trials and on the 24th sailed for Shanghai to complete fitting out, including the installation of the electric light. On April 30 she ran local trials and a day or so later took up station off the mouth of the main shipping channel, where she would cruise for a month at a time before returning to Shanghai for bunkers, re-storing and maintenance.

The new pilot steamer immediately proved her worth in all weathers. A grateful testimonial by the Master of *Glenesk* on 25 June 1903 pointed to some of the benefits:

Dear Sir,

May I draw your attention to one of the many advantages the steam pilot boat holds over the old-time sailing craft used for that purpose.

Owing to the very heavy sea at the Bell Buoy on the morning of the 23rd inst., it would have been impossible for the pilots to have boarded steamers with any degree of safety, and for the same reason it would have been unsafe to anchor a vessel anywhere within sight of the pilot limits. The steam pilot boat therefore proved herself to be more than useful in leading my steamer, the P. & O. mail, and another steamer into smooth water, where it was safe to supply each vessel with their own pilot.

Channels constantly changing as they do in fast running rivers like the Yangtze make it impossible for deep draft steamers to come inside the Tungsha Lightship without local knowledge of a *recent date*, and for three steamers to have followed a sailing pilot cutter beating in would have been out of the question.... (NCH, 3/7/03).

The vessel's namesake, Captain Aelius Marcellus Bisbee, who had been born in Plympton, Massachusetts in 1841, had arrived in China in the early 1860s as 2nd Mate of an American steamer. He then became First Mate of Russell & Coy's steamer *Pembroke* and Master of the screw steamer *Szechuen*. Sir Robert Hart recruited him to the Chinese Maritime Customs and in 1868, after 2½ years further study back in the United States to improve his qualifications, he took up the position of Divisional Inspector at Foochow. By 1876 he had become Harbour Master at Shanghai while also serving the Chinese Maritime Customs as Coast Inspector with responsibility for hydrography and navigation. His charts of the Yangtse entrance and Whangpoo River are now on-line. Though lately in declining health, he held his offices until his death in his room at the Central Hotel, Shanghai on 7 September 1901 – genealogical sources wrongly date his death as 1909. The obituary in the 'North China Herald' (11/9/01) observed that he was regarded by the pilots as a severe man 'of rugged manner' but held in high esteem, as the naming of the new pilot steamer would confirm.

As soon as *A.M. Bisbee* had proven her worth, it was apparent that a second steamer would be needed so that pilotage did not revert to the old schooners whenever the steamer had to go off-station. It took some time before funding could be secured but in 1905 an order was placed with W.S. Bailey & Co. of Hong Kong for a very similar wooden-hulled steamer delivered in July 1906 as *Yangtse* (Licensed Pilot Boat No. 2). She was 9 feet longer between perpendiculars and without a decorative bowsprit, with a slightly more powerful 350-hp engine by the same builder for a service speed of 10 knots. With all teak decks and woodwork, she was splendidly appointed, as illustrated by the description of the officers' and pilots' dining saloon forward on the main deck: 'The walls are of teak, with polished teakwood styles and white-painted panels, the ceiling being painted white and decked out with gilt. The seats are upholstered in leather, covered with Holland, and the one large and two small dining tables accommodate twenty persons' (NCH, 31/8/06). Amidships was the foreign galley and then the Chinese galley. Below on the forward lower deck was a saloon with sixteen berths and eight settees for the pilots. Engineers and crew were berthed aft. After delivery to Shanghai, she ran official trials on 28 July and entered service a few days later.

A.M. Bisbee and *Yangtse* served in rotation until the mid-1920s. By 1910 the Pilots' Association listed in the Directory at 11 Yuen-Ming-Yuen Road with 38 members (none Chinese or Japanese) plus the Manager. Around 1918 it relocated to the new Yangtze Insurance Association building at 26 The Bund. As evidence of the standing of the pilots and perhaps also of their habits, pride of place at the Long Bar (the 'world's longest bar') on the second floor of the prestigious Shanghai Club (1910) at No. 2 The Bund, was reserved for them, followed further along by ship masters and then captains of industry. Because the bar ran perpendicular to the Bund, the pilots thereby had the prime view over the river and waterfront without any interruption of their drinking, no doubt while they were off duty! It may be noted that from 1911 there was also a Woosung-Hankow Pilots' Association for (foreign) Yangtse river pilots.

By 1923 *A.M. Bisbee* had been twenty years in service, a good time for a hard-working wooden-hulled vessel, and prudently in need of replacement. Accordingly, in February 1923 a much larger steel-hulled steamer was commissioned from the New Engineering & Shipbuilding Works of Shanghai. About 40' longer b.p. and 10' wider than *Yangtse*, she measured 850 gross tons and was powered by an economic triple-expansion instead of a compound engine. Despite the steel hull with five watertight bulkheads, the upper of her two decks was built of teak, as presumably was much of the accommodation. She was launched as *Shanghai* but completed as *Ling Kong*, named after the 'chop' of the Association ('Ling Kong Kong Ssu'). On trials she achieved 12.75 knots, though service speed would have been considerably less. Her bunker capacity of 250 tons allowed for a long time on station.

Still in good condition, *A.M. Bisbee* was sold to Chinese owners, Ninghai Steam Ship Co. of Ningpo, probably for service between Ningpo and Tinghai (Dinghai), the main town in the off-lying Chusan (Zhoushan) Islands. She remained in Lloyd's Register under her original name but would have carried another name in Chinese characters.

In June 1927 *Ling Kong* was joined by a very similar modern consort *Hsin Yangtse* ('New Yangtse') was commissioned from the Shanghai Dock & Engineering Co. Ltd. She was measured with

marginally more enclosed spaces and hence a higher gross tonnage but her dimensions and engines were otherwise identical. The most obvious difference in profile was that her boats were placed further aft. The old *Yangtse* was sold to unknown Chinese owners. Her subsequent history is unknown.

At this point it should be explained that the business of the Association and the ownership of its vessels was actually vested in a separate limited liability company whose shares were held by members of the Association. This Shanghai Pilot Boat Co. Ltd (SPBC) was reorganised in 1923, 1928 and again at the end of 1938, each new company taking over the assets and goodwill of the former company in liquidation. The amount of capital therefore fluctuated, as also the currency in which it was denominated (originally taels, later pounds sterling) but the principal remained that the capital was divided into 40 equal shares held by the members, who were also of that number, except that one or two shares were sometimes held by the Manager and Secretary if not themselves pilots. Under the 1938 reconstruction, the 40 members each held a £3,000 share, equating to a nominal and paid up capital of £120,000. Members and shareholders thereby enjoyed the profits but also bore the risk with every incentive to minimise it. In effect, the Company was a syndicate. New licensed pilots would be approved for admission by examination and character if there was a vacancy through death or resignation and a member would be obliged to transfer his share if wanting to retire to his own country or take up some other occupation. It was an elite organisation and there was always a waiting list with 'apprentice' pilots on standby for a vacancy.



Royal Navy personnel boarding a tender alongside HSIN YANGTSE (Historic Images).

The Boat Company was registered in Shanghai as a British firm, which meant that British pilots were always a majority of the five-member Board, while the nationalities of the other two positions seem to have rotated from year to year. Over time there was also change in the national composition of the membership and shareholders. In the early years all 40 members were European or American. In 1928 when there was agitation for Chinese pilots to be admitted, the principle was accepted but the stringent seagoing qualifications and experience were insisted upon as a matter of safety. After

no progress had been made, in April 1934 the Chinese Government announced that 'ultimately' the rights of foreign pilots would be taken over (NCH, 11/4/34). No deadline was set, but by 1940/41 the 40 members included 3 Chinese as well as 8 Japanese pilots. As of March 1941, Captain T. Kikuchi replaced American Captain Columbus Darwin Smith as the fifth Director, the fourth being French (previously Italian).

Following Pearl Harbour and the Japanese occupation of Shanghai on 8 December 1941, both *Ling Kong* and *Hsin Yangtse* came under Japanese control, the two steamers now coming under Shanghai Mizusaki Kyokai (上海水先協,会), which translates as Shanghai Pilots' Association. It may be assumed that the Japanese members of the Association now took charge. *Ling Kong* was renamed *Whangpoo Maru* (Japanese reading *Koho Maru*) and *Hsin Yangtse* as *Chang Kiang Maru* (*Choko Maru*), thereby using the Chinese name for the river instead of the foreign one. According to a postwar letter by former licensed pilot, Captain Kitano, in late 1944/early 1945 they were converted to cargo vessels to relieve the acute shortage of tonnage. As *Koyo Maru*, *Ling Kong* was lost off the NE tip of Hainan in February 1945. *Choko Maru* was more fortunate, being recovered in Japan at the end of the War and pressed into service by the authority of the Supreme Commander of the Allied Forces (SCAP) under her prewar name of *Hsin Yangtse*.

The British Government was advised that *Hsin Yangtse* would be taken out of service at the end of 1946 for reconditioning and return to her prewar owners. As with other recovered commercial vessels, however, SCAP and Japanese shipyards gave the matter no priority. *Hsin Yangtse* was reconditioned by Maizuru Naval Dockyard but not until 3 February 1948 was she redelivered in Shanghai. After having waited so long, the Pilots' Association was appalled at the state of their former flagship: "Owing to inferior work and the reconversion not being carried out according to the Plans and Specifications submitted by the Company and equipment not being supplied according to the original inventory, the owners found it necessary to carry out repairs, alterations and supply missing equipment before the vessel could be put into operation". Accordingly *Hsin Yangtse* was placed in the hands of Mollers' Shipbuilding & Engineering Works to bring her up to standard, that extra work costing £1,885.19.3 according to their invoice of 8 May. Including supply of other missing on-board equipment and inventory, the total cost of the supplementary refit was around £5,000.

Although the Pilot Boat Company at last had back a fully reconditioned ship, it could no longer operate it. Foreign control over pilotage had terminated with the Japanese occupation. In the middle of that period extraterritoriality was suspended by the Treaty of Chungking, which restored China's full sovereignty. To retain its British legal identity, in August 1946 the Shanghai Pilot Boat Company (1938) Limited was therefore re-registered in Hong Kong (#2077). That move protected its rights of ownership and claims of compensation for wartime seizures and losses but it conferred no right to continue to operate the pilot service, which was transferred to a successor Chinese entity, the Shanghai Tungsha Pilots' Association, which presumably had already been operating an interim pilot vessel. After *Hsin Yangtse* had completed reconditioning and run trials, on 1 May 1948 she was handed over on one-year hire-purchase charter, the sale prices being US\$100,000 less 5% commission to Wallem & Coy.

At an Extraordinary General Meeting held at 37 Foochow Road, Shanghai on 5 May 1948, the old Pilot Boat Co. then agreed upon voluntary liquidation, which would allow the surviving pilots to recover their funds. Nevertheless, as the company file #2077 shows, it would prove to be a protracted exercise, not so much because of the one-year sale period of *Hsin Yangtse*, which fortunately was concluded just weeks before the Communist takeover of Shanghai, as the difficulty of settling the outstanding war claim of £80,768 against the Japanese Government for the loss of *Ling Kong*. Only after this outstanding claim had been transferred to the Custodian of Property in Hong Kong was a final distribution able to be made and, on 20 April 1951, a meeting approved a final winding up. Realised value amounted to US\$201,252 plus HK\$577,239 plus £27,881 sterling, which converted at the average rates of US\$1/£0.3508 and HK\$16/£1, totalled approximately £135,000. After liquidation costs had been deducted, the surviving pilots may not fully have recovered their capital but after so many vicissitudes they could be satisfied with the outcome. The company was deleted from the Hong Kong companies register in August 1951 as 'dissolved'.

Meanwhile, on 22 June 1949 it was reported that wireless contact with *Hsin Yangtse* had been lost. It would transpire that vessel along with other floating and shore assets had been taken over by the People's Republic. Nevertheless, *Hsin Yangtse* remained in service, under the name *Kang Shen* 港申 (meaning 'port explanation' - i.e. 'pilot', pinyin *Gang Shen*), as the mainstay of the pilot service, though by the 1950s trade restrictions and the Nationalist blockade had reduced international traffic to well below prewar levels. Arrangements in the early 1950s for a consort or stand-in during drydocking and maintenance are unknown to us, but in 1953 an evident former RN 'Bar' Class Naval Defence Vessel which could only be the former *HMS Barlight* was transferred from the PLA Navy, and a converted cargo ship was added in 1966, making a total of three station ships in all, a formula which seems to have continued to the present day.

In 1971 a new cruising pilot vessel named *Hu Jian Yin 1* ('Shanghai Administration Pilot 1') was constructed and shortly afterwards a larger ex-Japanese shortsea passenger steamer was transferred from coastal service to become *Hu Jian Yin 2*. Even then, the *Gang Shen* led the service, though at the start of the Cultural Revolution centering on 'Red Guards' was renamed *Qian Wei* ('Front Guard'). As late as 1979 *Qian Wei* could sometimes be seen in steam at the pilot berth beside the park along the Bund. At the start of the 1980s two *Hu Gang Yin* (Shanghai Port Pilot') were added, enabling retirement of now venerable *Qian Wei* (ex *Hsin Yangtse*) and *Hu Jian Yin 2*, both having been built in 1927. In the 2000s two converted Shanghai Maritime Bureau passenger ships were brought in, allowing two further retirements. Their passenger ship accommodation proved very useful, and in 2011 and 2019 two ships of a larger 7,500 gt design were introduced, each able to accommodate over 100 pilots. The *Hu Gang Yin 11* (exceptionally numbered for the year of build) and *Hu Gang Yin 6* are said to be the world's largest pilot ships, and their rest and recreation facilities include gyms with basketball hoops. The ships each serve at sea for 20 days before returning to port. The small *Hu Gang Yin 4* and *Hu Gang Yin 5* appear to have been based at Ningbo.

Over this period the number of vessels piloted soared from 5,500 in 1978 to almost 70,000 in 2018, now including not only Shanghai but also the deepwater container port of Yangshan, the industrial port of Lin Gang, the explosives berth at Jinshan and the up-river bulk port of Baoshan as far as

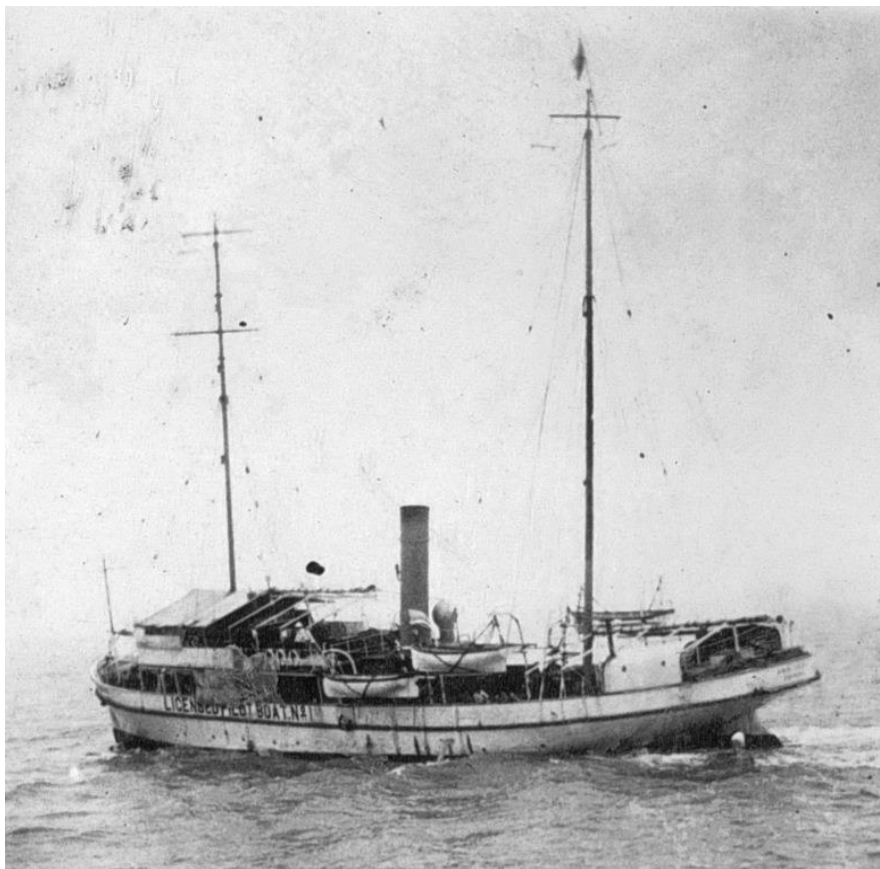
Woosung (where river pilots take over). Multiple pilot vessels are now stationed off the Yangtse estuary serving both North and South Channels and supplemented by smaller fast launches. In October 1986 the Shanghai Maritime Pilots' Association was established and has since become a member of the International Maritime Pilots' Association (www.sh-pilots.com.cn).

Sources: 'North China Herald' (NCH); *Directory of China, Japan, etc.* (various dates, on-line); Peter Hibbard; *The Bund Shanghai* (Odyssey, 2007); Naval Intelligence Division, *China Proper: Vol. III* (July 1945); Hong Kong Company File (#2077); Shanghai Pilots website (www.sh-pilots.com.cn), and C.C. Hsu (pers. comm.) Additional sources for PRC vessels: Jinjiang Evening News 5/7/18, cnss.com.cn, Ville de Tanya blog. Our thanks to Peter Cundall for details of *Ling Kong* and *Hsin Yangtse* under Japanese control.

Fleet List of Powered Pilot Vessels*

* Not listed are smaller launches, including catamaran-type vessels, currently in service.

A.M. BISBEE (1903-23) 253/03-3 (wood, 131.2 x 24.5; C2cy/40rhp, Ross & Duncan, Glasgow)
Built by Kwong Tuck-cheong, Hong Kong for SLPA (later reg. to SPBC) and reg. at Shanghai (Br. flag).
1923 sold to Ninghai S.S. Co., Ningpo, probably renamed NINGHAI. 1961 RLR.

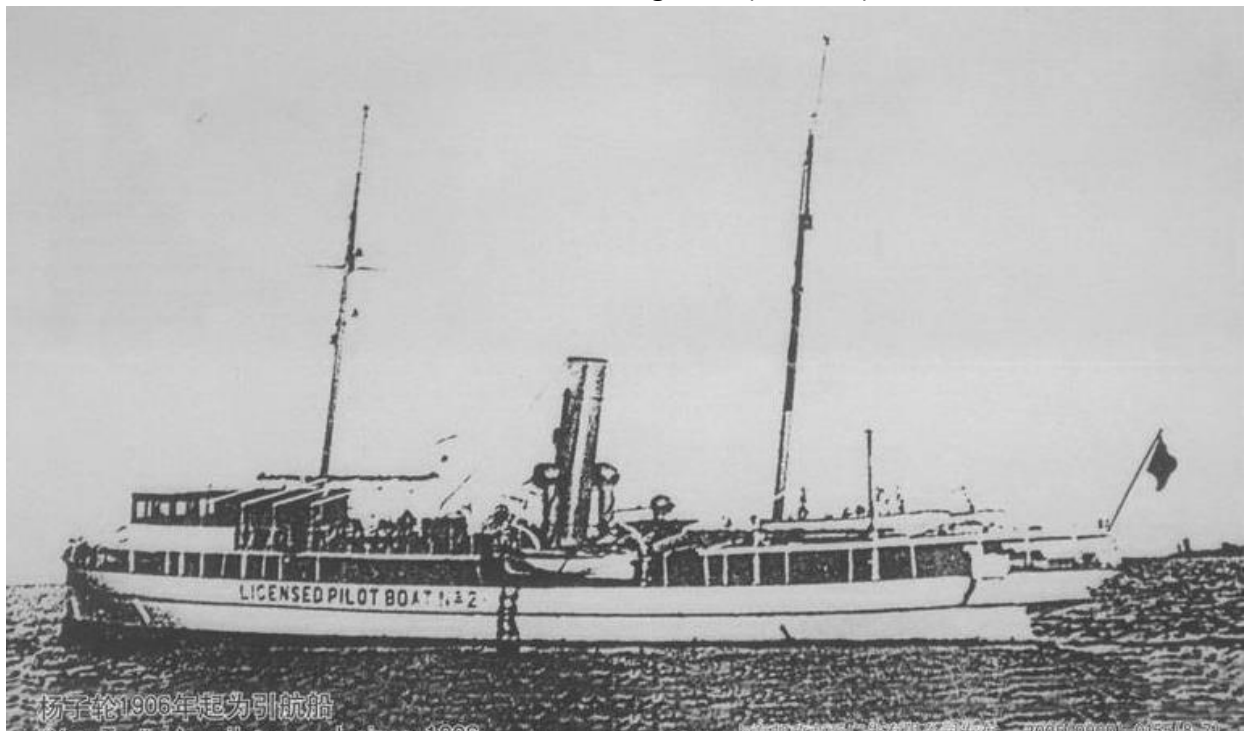


A.M. BISBEE/Licensed Pilot Boat No. 1 on station in 1919, photo by Franklin Walter Locke.
(https://www.flickr.com/photos/michael_locke/15495879901/).

YANGTSE (1906-27) 272/06-3 (wood, 140.6 x24.4; C2cy/40rhp, Ross & Duncan, Glasgow)
Built by W.S. Bailey & Co., Hong Kong for SLPA (owner SPBC) and reg. at Shanghai (Br. flag). 1927
sold to Chinese owners. NFI.



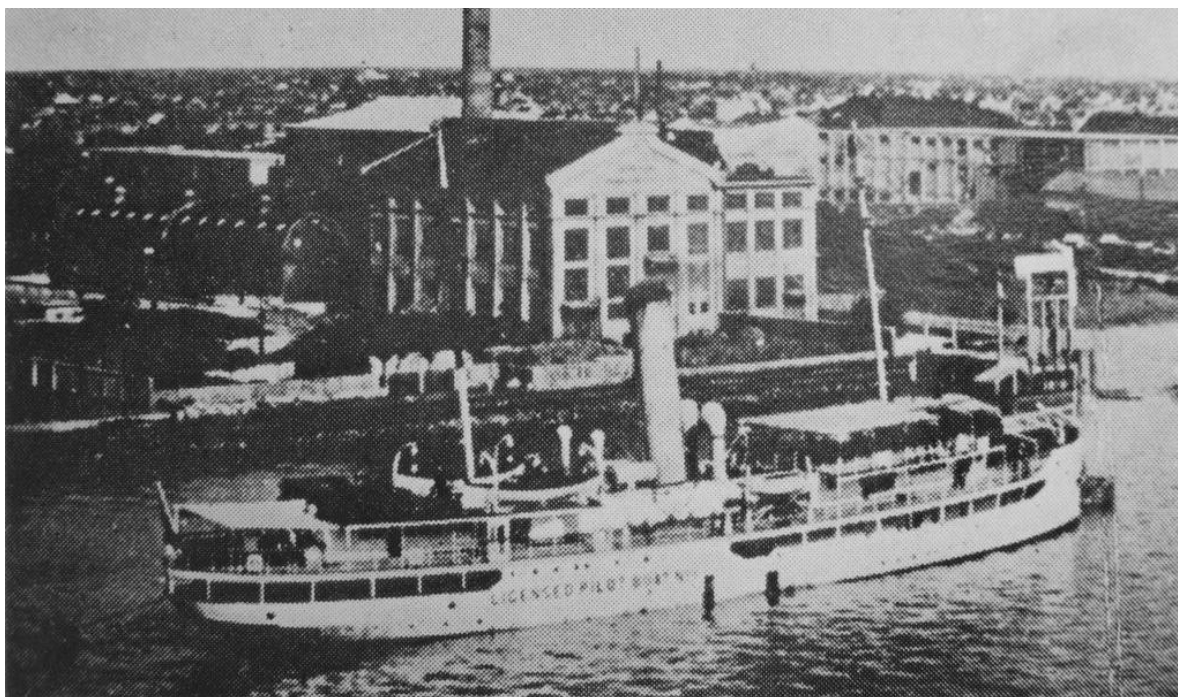
YANGTSE off Woosung 1920 (Internet).



YANGTSE/Licensed Pilot Boat No. 2 showing her yacht-like lines (State Postal Bureau,
in association with Shanghai Harbour Pilotage Administration Station).

LING KONG 領江(1923-41) 850/23-2 (steel, 180.0' x 34.1' x 14.5'; T3cy/186 nhp)

Built and engined by New Engineering & S.B. Works Ltd, Shanghai for SPBC and 24/10/22 launched as SHANGHAI but completed as LING KONG and reg. at Shanghai (Br. flag). 8/12/41 seized by Japanese at Shanghai r. WHANGPOO MARU/KOHO MARU 黃埔丸 operated by Shanghai Mizusaki Kyokai. 10/3/1944 prize proceedings began at Sasebo Prize Court. Late 1944/early 1945 conv. to cargo vessel, probably at Shanghai, and t/f to Japan Govt. 25/2/45 torpedoed and sunk by USS Flasher near eastern entrance to Hainan Strait in 20.01N, 111.17E o/v from Shanghai to S. China ports (6 crew dead).

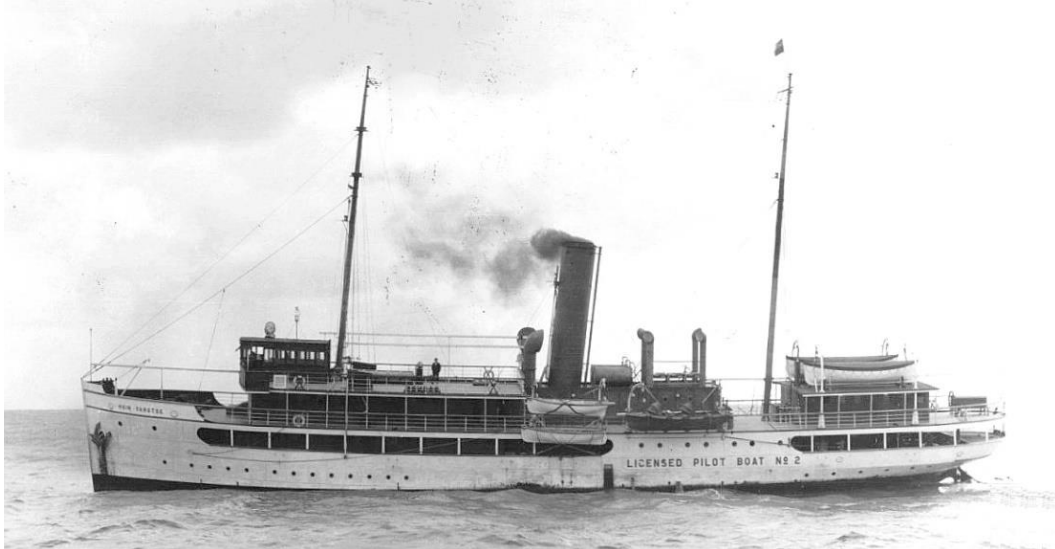


LING KONG (Shanghai Pilot Boat No.1) off Pootung/Pudong (Naval Intell. Div., *China Proper III*: Pl. 46)

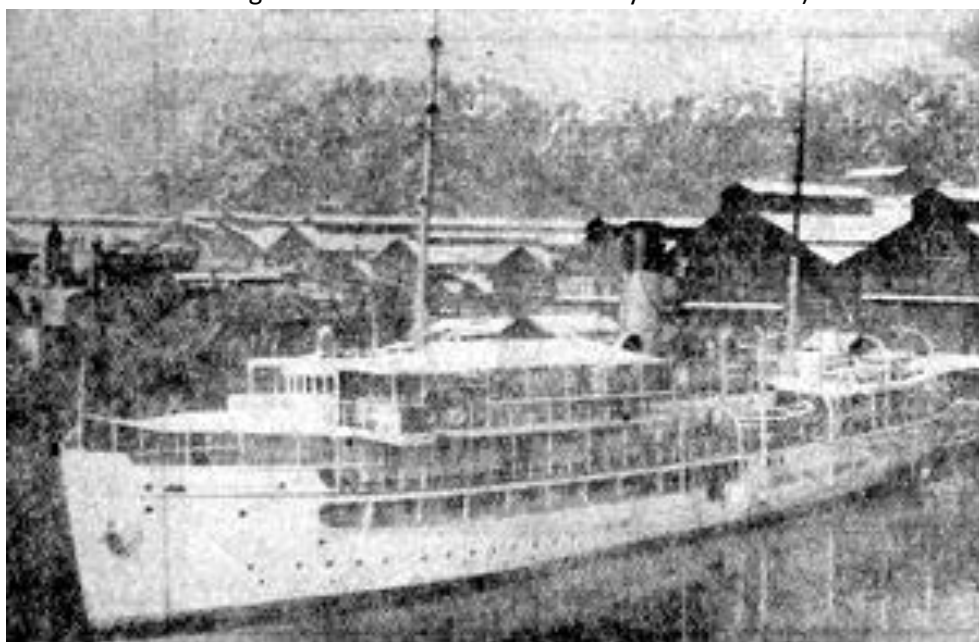


LING KONG forward view (cnss.com.cn).

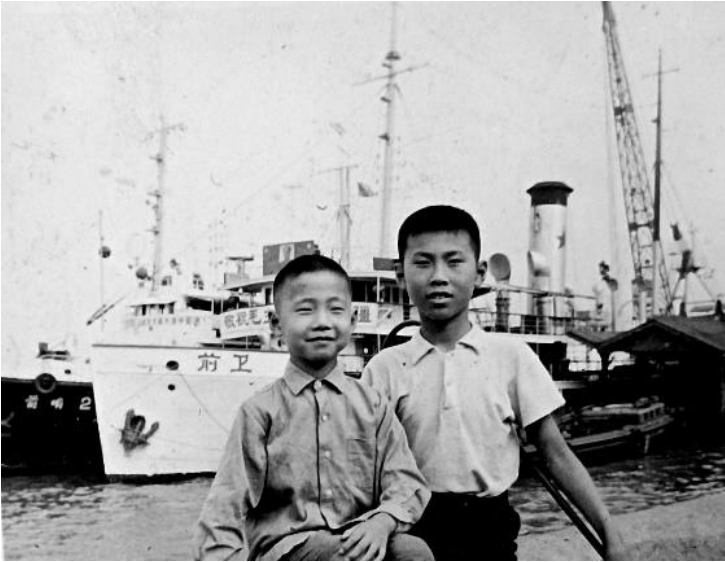
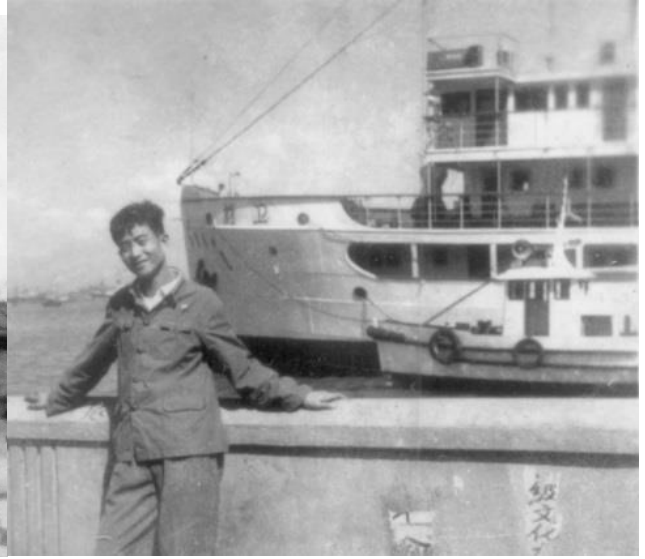
HSIN YANGTSE (1927-41, 1945-47) 921/27-6 (steel, 180.8' x 34.0' x 15.2'; T3cy/187nhp)
 Built and engined by Shanghai Dock & Eng. Co. Ltd, Shanghai for SPBC and reg. at Shanghai (Br. flag).
 8/12/41 seized by Japanese and comm. as pilot tender **CHANG KIANG MARU/CHOKO MARU** 長江丸
 operated by Shanghai Mizusaki Kyokai. 15/7/42 prize proceedings began at Sasebo Prize Court. Late
 1944/early 1945 conv. to cargo vessel, probably at Shanghai, then t/f to Japan Gov't and taken to
 Japan. 30/7/45 strafed and damaged by US aircraft off Himo 紐. Late-1945 recovered in Japan by
 SCAP to be returned in good condition after 31/12/46 [Hansard, 26/10/49]. 1947 reconditioned by
 Maizuru Naval D.Y. 28/12/1947 sailed from Maizuru to Shanghai and 5/2/48 redelivered at
 Shanghai, then further refitted by Mollers' S.B. & Eng. Works. 1/5/48-30/4/49 sold on H.P. charter
 to Shanghai Tungsha Pilots' Association (Chinese flag) to resume normal duties. 6/49 seized by
 Shanghai provisional government and in 1950s resumed station r. **KANG SHEN** 港申 ('port guide' or
 'pilot', pinyin *Gang Shen*). 1966 r. **ZHE WEI** 摘衛 ('select defence'), later r. **QIAN WEI** 前卫 ('front
 defence'). Still existing as such 1979, withdrawn from service 1980, presumed broken up soon after.



HSIN YANGTSE ('Licensed Pilot Boat No. 2') on station in winter (US Naval History and Heritage Command NH 81297 courtesy Frank Moran).



Japanese Government photograph of CHOKO MARU (<http://jpnships.g.dgdg.jp/senreki07/017059.htm>).



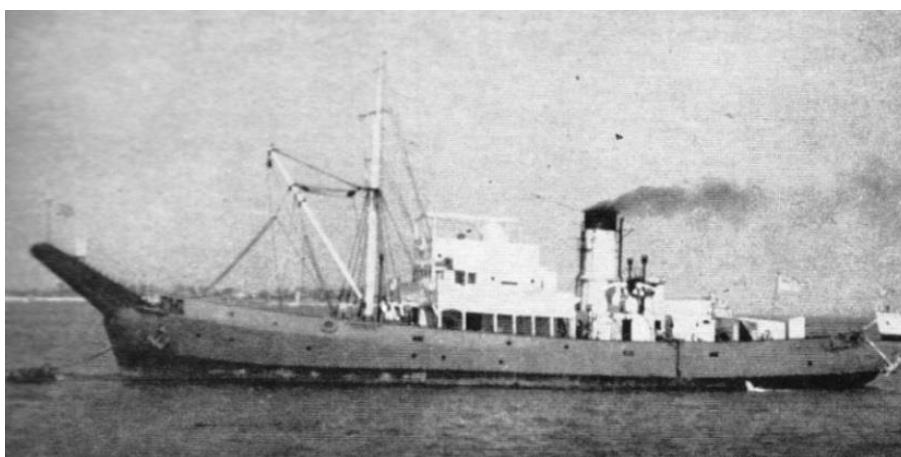
Above 4: ZHE WEI/QIAN WEI in snapshots at the Bund during and after Cultural Revolution (SK coll.)



QIAN WEI at the Bund in 1979 with red band and ?star on silver funnel alongside HU JIAN YIN 2 showing a plain silver funnel (Jean E. Norwood, LOC).

CHANG KIANG MARU/CHOKO MARU (1941-45) see YANGTSE (1927-41, 1945-47)
WHANGPOO MARU/KOHO MARU (1941-45) see LING KONG (1923-41)
KANG SHEN/GANG SHEN (1949-66) see YANGTSE (1927-41, 1945-47)

QIYI LUN 七一轮 ('Ship 71') (1953-70) 730displ./38 (173.5(o.a.) x 32.5', T3cy/11¾k)
 Built by Lobnitz & Co. Ltd, Renfrew for Royal Navy as 'Bar'-class boom defence vessel HMS BARLIGHT. Early-1939 arrived at Hong Kong on China Station. 19/12/41 scuttled in Deepwater Bay. 5/7/42 after salvage placed under repair at Naval D.Y. 20/9/42 commissioned as minelayer M-101 for Imperial Japanese Navy. 1/1/43 attached to the Yokosuka Guard Unit. 1/2/44 redesignated Ma-101 and rated auxiliary netlayer/minelayer. 15/6/44 sunk at Saipan by *USS Halsey Powell* (DD-686), in 15.15N, 145.45E. 1944-45 refloated and repaired by USN and 1947 ceded to Chinese Nationalist (KMT) Navy as a war reparation. Allocated to Chinese Maritime Customs r. HAI HSING 海星. 1/12/48 undertook first voyage transporting gold and silver bullion from Bank of China on Shanghai Bund to Keelung. 6/49 taken over by Chinese Communist (PRC) forces and subsequently commissioned into PRC Navy as QIYI LUN 'Ship 71'. 1953 refitted and recommissioned as Shanghai pilot boat. 1970 became Shanghai Port Auxiliary 602, subsequently GANG XIANG 港象 (lit. 'port elephant'). NFI.
 [clydeships.co.uk and Yao Kaiyang, *Inland Navigation Rights and the Shipping Companies*; www.combinedfleet.com/Ma-101_t.htm, cnss.com.cn]



Original guise as shown by identical RN fleetmate *HMS Barsound* (J.J. Colledge).



QIYI LUN (cnss.com.cn).

QIAN WEI 前卫(1949-66) see YANGTSE (1927-41, 1945-47)

QIAN SHAO 前哨 (1966-69)

Ex-cargo ship WAN SHANG 2 皖商 2. Later r. GANG HONG 港虹 ('port rainbow'). NFI.

[Likely built at Guangzhou or Hong Kong for Guangzhou Maritime Bureau. Similar MINHAI 223 class is 446/69 58.4 (o.a.) x 10.1m; diesel, built by Afai Engineers & Shiprepairers Ltd, Hong Kong.]



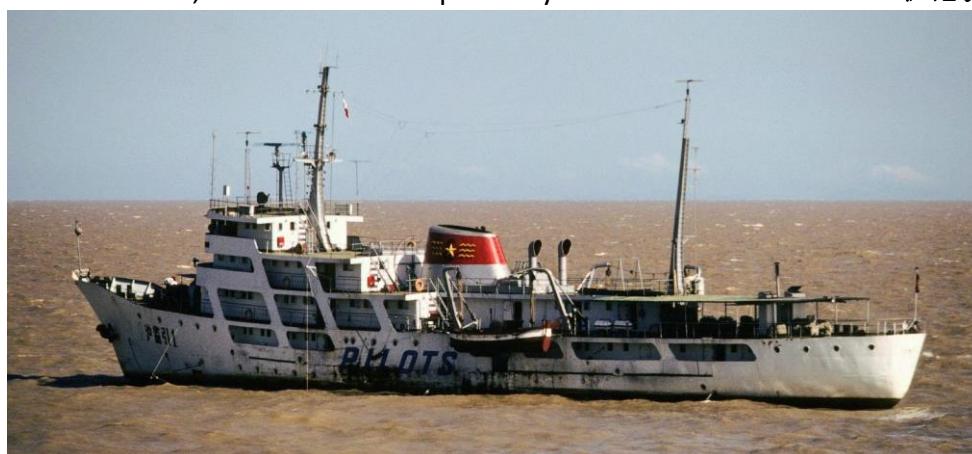
QIAN SHAO fitted with pilot boats (cnss.com.cn).



MIN HAI 224 of the same class originally, for comparison (M. Lennon).

HU JIAN YIN 1 沪监引 1 (1971-c.83)

Further details unavailable, but 1982 or 1983 probably renamed **HU GANG YIN 1 沪港引 1**.



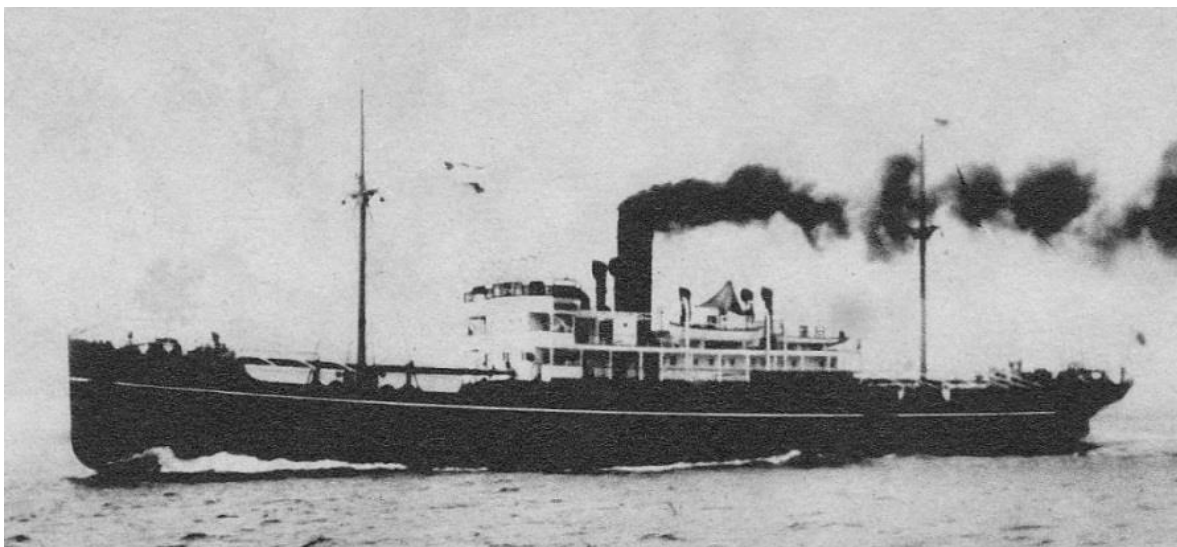
HU JIAN YIN 1 (S. Kentwell colln).



HU JIAN YIN 1 (State Postal Bureau, in association with Shanghai Harbour Pilotage Admin. Station).

HU JIAN YIN 2 沪监引 2 (c.1971-c.83) 2318/27 (285 x 43 x 22; T3cy)

Built by Osaka I. W., Sakurajima (Osaka) for Kinkai Yusen K.K., Tokyo as KEIZAN MARU. 1927 t/f to Nippon Yusen Kaisha K.K., Tokyo, but 1931 reverted to Kinkai Yusen. 5/8/39 contributed as material asset on establishment to Toa Kaiun K.K., Tokyo. 1941 under Army control, 3/3/43 stranded near Koki Island, Pohai Gulf and sank, 15 crew and 1 passenger lost. 1957 refloated and rebuilt 1957-58 at Shanghai as MIN CHU 5 for Shanghai Maritime Bureau for Shanghai/Qingdao, later Shanghai/Dalian service. 3/10/59 carrying only 39 passengers Shanghai/Qingdao at time of 10th anniversary national day. 1966 r. GONG NONG BING 5, 10/65, 9/69 still operating Shanghai-Qingdao. Ca.1971 t/f to Shanghai Pilot Service r. HU JIAN YIN 2, 1979 still in service as pilot tender at Shanghai. 1983 still existing tied up at Shanghai as HU JIAN YIN (no number). NFI. [Sources for identification etc. see SK, MN Jan.2009, blog.sina.com.cn/s/blog_52db8cdb0101h2d5.html]



HU JIAN YIN 2 on trials in 1927 as KEIZAN MARU, from a KYK postcard (S. Kentwell colln).



HU JIAN YIN 2 moored in front of the Bund park in central Shanghai (S. Kentwell colln).



Pilot tender HU JIAN YIN 2 (Markus Berger).



HU JIAN YIN in Shanghai 1982-83 at end of career (Chris Mackey).

HU GANG YIN 1 沪港引 1 (c.1983-92)

see HU JIAN YIN 1 沪监引 1 (1971-c.83)

HU GANG YIN 2 沪港引 2 (1983-04) 1914/75 (8.5 x 77m; SKL diesel, 14k

Built by Qiuxin Shipyard, Shanghai as platform supply ship BIN HAI 702 for Bohai Oil Co. 1983 commissioned as pilot ship HU GANG YIN 2. 2004 withdrawn, 2006 b/u (deleted 2013).



HU GANG YIN 2 (State Postal Bureau, in association with Shanghai Harbour Pilotage Admin. Station).

HU JIAN YIN 沪监引 (c.1983-c.83)

see HU JIAN YIN 2 沪监引 2 (c.1971-c.83)

HU GANG YIN 3 沪港引 3 (1986-13)

Further details unavailable. Auctioned 26/6/13 along with HU GANG YIN 4.



HU GANG YIN 3 (State Postal Bureau, in association with Shanghai Harbour Pilotage Admin. Station).



HU GANG YIN 3 on 8 July 2013 after being auctioned (Alan Lee).



Last photo of HU GANG YIN 3 on 8 July 2013 (Alan Lee).

HU GANG YIN 4 沪港引 4 (c.1986-13) Ca. 300 /7? Diesel.

Builders details unavailable. Offered for disposal at auction 26/6/13 along with HU GANG YIN 3, starting price RMB 100,000 each, NFI.



HU GANG YIN 4 (extreme left) at Ningbo in 1980 (Internet).



HU GANG YIN 4 near Baoshan on 16 October 1991 (Alan Lee).

HU GANG YIN 5 沪港引 5 (1988-**) 397/88 (2x Diesel, Shaanxi Diesel Engine Factory)
Built by Lixin Shipyard, Shanghai for Shanghai Port Authority.



HU GANG YIN 5 is probably the largest launch-type vessel in use at Shanghai in 2020 (Internet).

HU GANG YIN 1 沪港引 1 (2004-c.18) 3858/84 (106.67x15.8x7.7m; 2M/4410hp, 15.5kt)
Built by Qiuxin Shipyard, Shanghai for Shanghai Maritime Bureau as ZHAN XIN 展新. 1998 converted by Guangzhou Boluo Shipyard to cruise ship XIN SHANGHAI of China Shg. Passenger Liner Co Ltd. (Shanghai Marine Group), Shanghai. 14/8/98 maiden voyage Shanghai/Cheju. 1/10/98 first voyage Shanghai/Shengsi/Dongtou. Also voyages Shekou/Haikou. 25/5/04 completed conversion by Shanghai Changhan Dockyard to Shanghai pilot vessel HU GANG YIN 1 沪港引. Still in service 2012 after 35 years, but presumably withdrawn by late-2018.



In original guise as ZHAN XIN (Ville de Tanya).



HU GANG YIN 1 (State Postal Bureau, in association with Shanghai Harbour Pilotage Admin. Station).



HU GANG YIN 1 on 22 September 2018, probably after being decommissioned (Alan Lee).

HU GANG YIN 2 沪港引 2 (c.2006-**) 7160/87 120x18.8x9.6x5.2 m. 2xdiesel engines by Shanghai Hudong Shipyard, 3400hp, 16.3k. 1334 pass 78TEU.

Built by Xingang, Tianjin for Shanghai Maritime Bureau (Wenzhou, Ningbo, sometimes Qingdao services) as XI QUE 喜鹊. By 2005 sold to private owners for Zhoushan route r. WU TONG SHAN 梧桐山. Subsequently conv. to Shanghai pilot ship HU GANG YIN 2 沪港引 2.



XI QUE (Internet photo).



HU GANG YIN 2 ex XI QUE lowering a pilot launch (Internet photo).

HU GANG YIN 11 沪港引 11 (2012-**) /11 (107.95x19m)
Built by Shandong Rushan Shipyard.



HU GANG YIN 11 has the ability to operate at the Yangtze River estuary for more than 20 consecutive days and can accommodate up to 120 pilots to rest and stand by (cnss.com.cn).



HU GANG YIN 11 alongside at Hongkou in central Shanghai on 4 September 2017 (Alan Lee).

HU GANG YIN 6 沪港引 6 (2019-**) 7624/18 (118x19m; accommodation for 100 pilots)
Built by Jiangsu Daijin H.I., Yangzhong. Trials 25/1/19-30/1/19.



HU GANG YIN 6 is an improved version of HU GANG YIN 11, with greater seakeeping features (<http://dj.sipg.com.cn/jlwm/47937.jhtml>).

Pilotage Areas as of March 2020

<https://www.sh-pilots.com.cn/en/PilotageDistrict.aspx>

1. No.1 Pilotage Operation Area at the Estuary of Yangtze River

The major function in this area is for pilots to board and get off ships go through the North Deepwater Channel. Two pilot vessels are respectively at the South Channel and North Deepwater Channel, each operating independently. The piloting operation at the mouth of Yangtze will be around the clock if weather permitting.

2. No.3 Pilotage Operation Area at the Estuary of Yangtze River

The major function in this area is for pilots to board and get off ships go through the South Channel. Two pilot vessels are respectively at the South Channel and North Deepwater Channel, each

operating independently. The piloting operation at the Estuary of Yangtze River will be around the clock if weather permitting.

3. Pilotage Operation Area in Yangshan Deep-Water Harbour

Yangshan Deep-Water Harbor is situated at the mouth of Hangzhou Bay, southeast of Shanghai's Nanhui Luchao Harbor. Since the opening of the Yangshan harbor, the pilotage operation in Yangshan has realized round-the-clock operation if weather permitting and guaranteed 100% security record.

4. Pilotage Operation Area in Lin Gang

The major function in this area is for pilots to board and get off ships in and out of the wharf of Lin Gang New Town

5. Pilotage Operation Area in Jinshan Dock

The major function in this area is for pilots to board and get off ships in and out of the dock of Jinshan Petro-chemical Company, which is mainly for ships loaded with dangerous articles to moor.

6. Baoshan Traffic Launch Area

Baoshan Traffic Launch Area is the place where Shanghai pilots hand over their work to Yangtze River pilots.

7. Pilotage Operation Area in Lvhuashan Anchorage

The Lvhuashan Anchorage is the place where some super large bulk vessels off-load before entering into Shanghai Port because of water limits

8. Headquarters of Shanghai Maritime Pilots' Association

The headquarters of Shanghai Maritime Pilots' Association is located along the Huangpu River, which is the dispatch centre of Shanghai Pilots.

-o000000o-