

# Chinese Polish Joint Stock Shipping Company (Chipolbrok)

(中波輪船股份公司 Zhōng bō lúnchuán gǔfèn gōngsī

a.k.a. Chińsko-Polskie Towarzystwo Okrętowe/Zhongbo Steamship Co. Ltd)

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photos arranged by Stephen Kentwell

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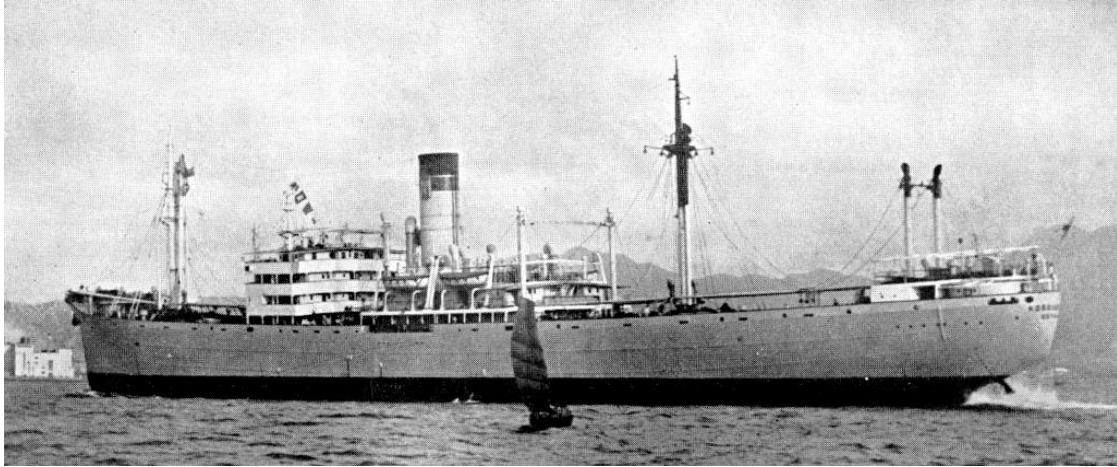
*Our thanks to Malcolm Cranfield, Martin Lochte-Holtgreven, Risto Brzoza and Bill Schell for their generous assistance in supplying photographs and to Marcin Trojanowski for his further advice.*

Note: The Polish alphabet includes nine letters using diacritical signs (ą, ć, ę, ł, ń, ó, ś, ź, ż). These are utilized in the text below but in the ensuing fleet list, apart from the initial entry, we limit to the lettering that appears in Lloyd's Register of Shipping. Since 1986 Chipolbrok has tended to avoid using Polish diacritical letters in ship names.

After the 1949 revolution, the new People's Republic of China (PRC) was unable to conduct deepsea shipping under the Chinese flag because of its very limited diplomatic recognition and the American-backed nationalist blockade of Chinese ports. The PRC's first deepsea shipping operation commenced in 1951 as a joint venture with the Polish Government through state-owned Polskie Linie Oceaniczne (PLO, or Polish Ocean Lines/POL), itself formed just six months previously on 2 January 1951 as a nationalization of the hitherto privately owned Gdynia-America Shipping Lines and the associated short-sea operator Żegluga Polska [Polish Navigation] S.A. and Polish-British Shipping Partnership ('Polbryt') ([www.pol.com.pl](http://www.pol.com.pl)). As of Lloyd's Register 1950/51, Gdynia-America Lines had a fleet of 19 ships, including the transatlantic liners *Batory* (14,287/1936) and *Sobieski* (11,030/39), the latter ceded in March 1950 to the USSR as *Gruziya*, while Żegluga had 29 smaller vessels and Polish-British another four.

According to Wikipedia, a treaty of friendship, trade and navigation had been signed between the Republic of China and Poland in Nanjing in 1929. At that time there was a significant Polish community in Harbin. Diplomatic relations resumed in October 1949, now between two Communist governments. Outbreak of the Korean War in June 1950 gave impetus to opening a direct shipping line. (Then) Gdynia-America Line's 9380-dwt, German-built *Warta* (1940) was the first ship to arrive in China, arriving off Taku Bar in October 1950 to unload 'Czechoslovakian automobiles and machinery and Polish industrial and army equipment, including light industry machinery' and return with barter exchange goods including 'pig iron, tungsten, antimony, hog castings, tea and menthol' ('Malaya Tribune', 30/10/50). This may have been part of the reason why Gdynia-America Lines' President, Roman Kytylowski, was taken into custody when he flew into New York just before Christmas in December 1950 ('Singapore Standard', 25/12/50).

The newly formed POL carried on the new line to China with another big ex-German steamer *Kosciuszko* (1939), which bunkered at Singapore on 2 February 1951 en route from Gdynia to Dalian and arrived back on 26 March from Taku Bar to Gdynia. On the outward voyage she was noted as having a large crew of 76, on the return voyage nine Polish passengers, mainly from Harbin in Manchuria. Some of the crew were probably officials sent to negotiate with their PRC counterparts.



KOŚCIUSZKO departing Hong Kong after special survey at Taikoo D.Y., c.1960 (Taikoo Newsletter #8).

The Chinese-Polish (Joint Stock) Shipping Company (中波轮船股份公司 Zhōng bō lúnchuán gǔfèn gōngsī, rendered in short form as 中波轮船公司 Zhōng bō lúnchuán gōngsī - Chinese-Polish Steamship Co. Ltd) was established officially on 15 June 1951 as the PRC's first foreign joint-venture company with head office in Tientsin (from 1962 Shanghai) and branch office in Gdynia. In Poland the firm was known as Chińsko-Polskie Towarzystwo Okrętów which translates as 'Chinese-Polish Shipping Company'. The English-language acronym Chipolbrok (Chinese-Polish Broking) carries over from the original necessary subterfuge that there was no Chinese ownership. The ships were registered under the Polish flag to the newly formed Polskie Linie Oceaniczne (Polish Ocean Lines/POL). Whereas the Polish-owned ships were named after national heroes or cities, the names of the Chinese-owned ships were differentiated in reflecting the PRC's revolutionary socialism, thus *Braterstwo* ('Brotherhood' or 'Fraternity'), *Jedność* ('Unity'), *Pokój* ('Peace'), *Przyjaźń Narodów* ('National Friendship'), *Przyszłość* ('Future'), etc.

The initial fleet consisted of six vessels, *Pułaski* (1928), *Warszawa* (1940) and *Kościuszko* (1939) contributed by the Polish Government and *Braterstwo* (1917), *Przyszłość* (1942) and *Jedność* (1943) by the Chinese Government. All were secondhand but also big ships of at least 10,000 deadweight tons. The three Chinese ships had been acquired in 1950/51 were beneficially owned through shipowners and shipbrokers Wheelock, Marden & Co. Ltd of Hong Kong and were registered under the Panamanian flag to their nominee company, Far Eastern & Panama Transport Corporation as *Montesa*, *Morella* and *Modena*. To disguise their transfer to the Polish flag, they were briefly re-registered to Compania Istmena de Transportes Maritimos S.A. of Panama. It may be noted that Wheelocks retained property and business in Shanghai and sought to cultivate a good relationship with the PRC government, though in 1952 they had to agree to transfer those assets in return for being allowed to repatriate their foreign staff.

Chipolbrok was established in the midst of and because of the Korean War, which helped the venture to thrive. There was plenty of outward strategic cargo from Eastern bloc countries to China and North Korea and enough in return, plus options to top up in the Straits, Rangoon or Indian ports. By way of example, in January 1951 after heavy weather *Mikolaj Rej* made an unscheduled bunker call at Hong Kong en route to China with what was said to be 9,000 tons of steel rails (SCMP. 16/1/51). Local agents were the PRC's agency company Far East Enterprising Co. (Farenco). On a return voyage in September 1956, *Braterstwo* was noted as arriving in Singapore with 9,000 tons of iron ore from Yulingkong to top up at Singapore and Penang with 950 tons of rubber (SCMP, 22/9/56). The carriage of 9,000 tons of iron ore from Manchuria to Poland may have filled the ship but underlined the concern in Poland that the line was an uneconomic burden.

In January 1954 SCMP gave some background on operations based upon a Polish article from Gdynia that had been picked up by the Paris correspondent of the 'Manchester Guardian'! Perhaps the most interesting point was that the outward cargoes were 'assembled' in Gdynia from Eastern bloc and sometimes even Western European countries, then shipped direct via Suez, except sometimes for a bunker call at Augusta, Sicily, thereby avoiding any complications in regard to the composition and destination of the cargo. For return loadings, however, few restrictions needed to be observed. Some PLO vessels were said to be deployed in the Far East carrying cargoes from Rangoon (rice) and Ceylon (rubber), China having become Ceylon's main export customer for rubber since the U.N. embargo in May 1951, to which Ceylon was not a party. Crews were said to be fairly evenly mixed, except that the Master was Polish, engine-room Polish and deck crew Chinese, with each nationality having its own cook. The Polish Master and Chinese Mate would communicate in English. Another Chinese officer would be the Party representative. The article concluded that there was a general supposition in Gdynia that the venture had been undertaken at the behest of the Soviet Union, that is Stalin, and was of little benefit to Poland, though because of the level of secrecy there was no way of knowing.

U.S. intelligence soon became aware of Chipolbrok. In October 1953 the CIA reported five Chipolbrok ships as trading with China, though evidently it was unaware of the full scale of the fleet. The following year it was reported that no fewer than eight foreign-flag vessels had arrived at Whampoa in the fortnight since 10 July. It was also ascertained that Chinese crew were employed under the Polish flag. In 1952 *Braterstwo* was reported to have a Chinese chief officer, boatswain, storeman and carpenter. American reconnaissance flights and surveillance were manifestations that the China Coast was effectively a war zone. U.S. aircraft monitoring the approaches were also liaising with Nationalist warships on standby to intercept 'suspicious' vessels bound for Chinese ports. As protection, PLA gunboats escorted Chipolbrok ships over the last 400 miles from the southern tip of Hainan to the Pearl River. The passage north from Whampoa and through Taiwan Strait, however, was especially vulnerable. The tanker *Praca* was seized in October 1953 and the freighter *Prezydent Gottwald* in May 1954, both taken to Kaohsiung, where the Chinese crew members (17 on *Praca*, 12 on *Prezydent Gottwald*) were arrested and charged with treason, thereby facing the death penalty. Some Polish crew, including the masters of *Praca* and *Prezydent Gottwald* sought and were granted asylum, subsequently being allowed entry to the United States, while the others were repatriated. Despite Polish diplomatic protests, neither ship was returned.

From 1955 onwards, tensions began to subside and incidents became less frequent. The more predictable situation gave rise to two noteworthy trends. First, Chipolbrok added several tankers, including the newly built

*Beskidy* and *Tatry*, both ordered in 1955 from Finnish yard Rauma-Repola, to ship fuel, especially high-octane aviation fuel, of which China had no domestic production, being almost entirely reliant upon coal. Second, after the Chinese Government had identified deepsea shipping as a national priority, Chipolbrok began to take delivery of new freighters from Polish and Yugoslav yards. In September 1956 four modern freighters were ordered from Brodogradiliste 'Split' (Brodosplit) in Yugoslavia. Over the next few years the fleet was expanded by a combination of new, secondhand and renovated tonnage. Moreover, as Harbron (1962) explained, by 1958 the China line accounted for 30% by volume of Poland's ocean commerce and was starting to become commercially viable (p. 60). He noted that POL's new, streamlined 16-knot, 10,000-dwt cargo liners of the B-54 type delivered from 1956 onwards on the prototype of *Marceli Nowotko* were usually commissioned on the China line, returning via Southeast Asia to load rubber, hence *Djakarta* (1961).

It is interesting to compare the Polish B-54-type, of which Chipolbrok commissioned *Reymont* (1958), eighth in what would be a long series from Stocznia Gdanska, with the seven ships of similar size delivered by Brodosplit as the largest part of a series of 18 such ships delivered to Yugoslav and foreign owners between 1958 and 1962. The Brodosplit ships were just over 500-feet long with deadweight of around 13,000 tons as closed shelter-deckers but there were two significant differences. First, while the B-54 ships had 8-cylinder diesels for a speed of 16 knots, the Brodosplit ships had 6-cylinder Fiat diesels for one less knot of service speed but more economical fuel consumption. Second, whereas the B-54 type (*Reymont* and later also *Konopnicka*) had engines and accommodation amidships, the 'no-frills' Brodosplit ships had split superstructures with engines aft. That not only gave a long centre section for heavy cargo but also would also have allowed physical separation between Polish officers and up to six passengers forward and Chinese crew aft. Anecdotal reports suggest that relations were not always amicable. These new ships allowed older vessels to be retired or, in some cases, be transferred to the China coast – *Braterstwo* (1917) was still trading coastwise as late as 1976 as *Zhandou 61*, by then 59 years old.



Chipolbrok's third Yugoslav-build MONIUSZKO at Singapore, 20 February 1980 (Don Brown/Simon Olsen).

It may be noted that in February 1952 POL/Chipolbrok cooperated to set up a similar Sino-Czech joint venture Cechofracht – from April 1959 Czechoslovak Ocean Shipping Company – with its operations based in a leased area of a free trade zone near Szczecin (prewar Stettin) but sailing under the Czech flag with Czech officers and registry at Prague. It was reported that ten secondhand ships had been acquired through dealers in Hong Kong and 'other Eastern ports' and that 300 Chinese were boarding in seamen's homes at Gdynia while the ships

were being refitted (SCMP, 3/3/52). What eventuated seems to have been something more modest. The rationale was apparently to release some Polish ships from the China line to the strategic Polish Levant Line, which was said to be supplying arms and munitions to the Near East, notably Egypt. Nevertheless, by 1954 Chipolbrok had increased its fleet by another eight ships, that is 4 + 4 on a pro rata basis according to the founding agreement.

In April 1961 China Overseas Shipping Corporation (COSCO) was established as China's national deepsea shipping line. Although Chipolbrok thereby lost its founding rationale, by then it had become a substantial operation in its own right and with the goodwill of POL could trade with countries that had not yet recognised the PRC. It may also have been a consideration that worsening relations between the PRC and the Soviet Union made the Polish/East European connection all the more useful. At any rate, the PRC Government maintained its commitment to Chipolbrok, whose fleet numbered 18 vessels by the end of 1961, that is 28 commissionings less 7 transfers (5 to PRC, 1 to Poland, 1 to a Sino-Czech joint venture), 2 seized by Taiwan and one scrapped.

A snapshot of movements in 'Lloyd's Shipping Index' of November 1961 shows that although most ships were still trading between China and Eastern Europe, there were significant diversions. For example, *Przyszłość* had arrived from Gdynia at the then East Pakistan port of Chalna, *Jedność* was calling at Cochin en route from Hainan to Aden, *Kościuszko* had passed Istanbul en route from Whampoa to the Romanian Black Sea port of Constantza, *Marian Buczek* was on passage via Jakarta and Madras, *Paweł Finder* from Gdynia to Djibouti, *Reymont* from the Egyptian port of Kosseir on the Red Sea after loading phosphate for Stettin, and the new *Szymanowski* from the Bulgarian Black Sea port of Varna to Genoa, presumably en route to Gdynia. It would be many years before the COSCO fleet was large enough to serve such a worldwide network. Until the 1970s it complemented Chipolbrok rather than substituting for it.

In early September 1965, diplomatic agreement was signed between the governments of Poland and PRC to amend the founding agreement so that some ships could be manned fully by Chinese crews and fly the Chinese flag. The first ship said to be transferred was the 'Liberty' *Przyszłość*, renamed *Jiading*, though it may be noted that *Lao Dong ex Warszawa* and *Hoping 61 ex Braterstwo* had previously been transferred out of Chipolbrok to the Chinese flag. After the rapprochement between China and the United States and also Japan in 1972, ships under the PRC flag ceased to be at risk in international waters and consequently there was no longer need for secrecy about the Chipolbrok operation. Accordingly, from 1977 the Polish-flag vessels were listed separately from Polish Ocean Lines under Chińsko-Polskie Towarzystwo Okrętowe S.A. of Gdynia while the Chinese-flag vessels were listed under COSCO.

From *Shaoxing* (1978), Chinese-flag additions were built in Chinese yards, initially by Shanghai Dockyard, while *Jan Długosz* (1984) would be the last ship to be built for Chipolbrok in a Polish or North European yard. As POL experienced worsening financial difficulties, the next five ships in the mid-1980s would be secondhand, four 22,000-dwt Japanese-built multi-purpose ships from Wilhelmsen and another 24,000-dwt Norwegian-built.

By the time the Berlin Wall fell in 1989, POL had become unwieldy and could no longer be sustained by a weakened Polish state. In 1991 most of its shipowning and ship operations were privatized. Chipolbrok carried



on but gravitated into the orbit of COSCO and, with the exception of a series of ships from the Brodogradiliste yard in Croatia, all new ships have since been built in China.



DA YU, formerly Wilhelmsen's TSU, at Cuxhaven, 11 May 1991 (Gerald Sorger/shippingpotting).

By 2017, Chipolbrok boasted net assets of over US\$300 million and a fleet of 17 multi-purpose vessels with heavy-lift capability and a total capacity of almost 500,000 dwt tons. Apart from Head Office in Shanghai and the Branch Office in Gdynia, there was the wholly owned subsidiary Chipolbrok America Inc. in Houston (USA), a joint venture agency in Singapore, representative offices in Beijing and some other major cities, and a network of agencies in other main world ports. To maintain competitiveness, Chipolbrok was putting together its own logistics service platform of shipping agencies, freight forwarding companies and container storage/transportation companies, while also being involved in real estate and financial investments with shareholding in other companies. Between 2021 and 2024 Chipolbrok took delivery of six new 200m, 62,000-dwt multi-purpose ships with four cranes capable of 300-ton tandem lifts for heavy equipment. They have five large holds and movable tweendecks for over-sized cargo and a flat upper deck for carrying wind turbine sections. These ships are now deployed worldwide, not only in the original Europe-China trade but also to the Americas and Australia. What has not changed is the joint venture arrangement, whereby ships are delivered alternately to the Polish and Chinese partners, but ships are now registered under flags of convenience. Of the latest multipurpose ships, the Chinese ones are registered in Hong Kong, the Polish ones in Liberia.



Limassol-registered, Superflex-1800-type KRASZEWSKI (31,300 dwt/2011 Dalian S.Y.) northbound in Great Bitter Lakes, 18 October 2023 (M. Lochte-Holtgreven).

## Sources

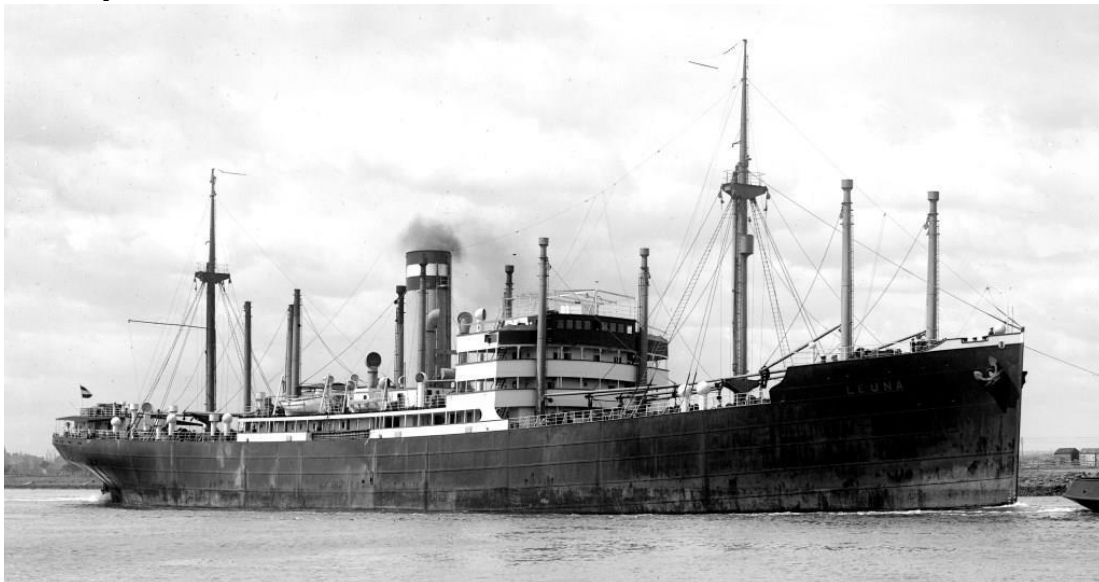
Until 1977 Chipolbrok was a clandestine operation under the POL umbrella. John D. Harbron, *Communist Ships and Shipping* (Adlard Coles, 1962) summarises what was known up to 1961.

On its 60-year anniversary, a detailed illustrated history *Chipolbrok, 1951-2011* was published in Polish, some of which is published in English on Chipolbrok's website [www.chipolbrok.pl](http://www.chipolbrok.pl), which lists all the ships in sequence along with their years in the fleet. Further detail is available from the excellent website [www.plo.com.pl](http://www.plo.com.pl), which covers detail also available in Polish in the 70<sup>th</sup> anniversary volume *Polskie Linie Oceaniczne, 1951-2021*. Further detail has been gleaned from the daily press in Hong Kong and Singapore, also CIA reports dating from the 1950s that have now been released online.

## Fleet List

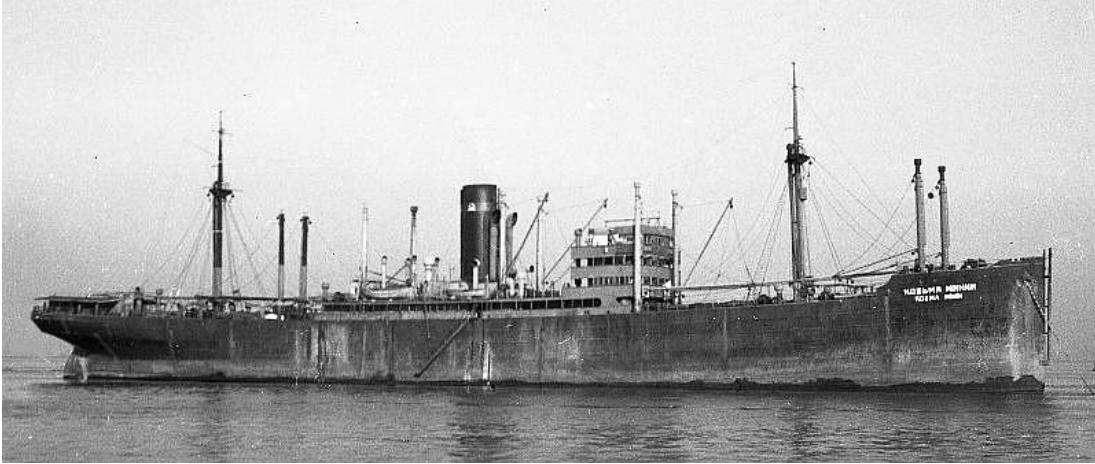
The sequence of ships and their period in the fleet follows the list published at [www.chipolbrok.pl](http://www.chipolbrok.pl), as does deadweight tonnage. Gross tonnage, year of build, dimensions and engine details are according to Lloyd's Register but speed, number of passengers and disposal are referenced from the website [www.plo.com.pl](http://www.plo.com.pl), which also carries photos of most but not all early Chipolbrok ships. Owners and fates are derived from the Schell-Starke annual registers and Miramar and cross-checked with Malcom Cranfield, 'Second hand Polish Shipping, 1947-1978', *Shipping Today & Yesterday* (Jan. and Feb. 2020). Further detail has been gleaned from the Hong Kong (Proquest) and the Singapore press ([eresources.nlb.gov.sg/newspapers](http://eresources.nlb.gov.sg/newspapers)).

**PULASKI** (1951-1959) 7083 (10,100)/1928-4 (484.0 x 61.1', 2ST/14k by Allgemeine Elec. Ges., Berlin)  
Built by Flensburger Schiffs Ges., Flensburg (#372) for Hamburg-Amerika Linie, Hamburg for German Australia Line (prior 11/26 D.A.D.G.) as DADG-type LEUNA. 7-8/38 sailed Australia-Germany via Cape Horn in search of HAPAG's missing cadet training ship *Admiral Karpfanger* ex *L'Avenir*, 1912). 18/8/39 at Lisbon o/v Antwerp-Australia, then at sea until 22/11 arr. Kiel by northerly route. 1944 at Hamburg heavily damaged by bombing, beached, refloated and repaired. 5/45 surrendered at Trondheim with bottom damage. 21/2/46 del. to USSR r. KOZMA MININ. 1947 t/f to Gdynia-America Shg Line Pte Ltd, Gdynia r. PULASKI. 24/1/49 collided in Scheldt with *Lissekerk* (7219/43), beached with forehold flooded, 1 dead, 2 injured. 1/51 t/f to POL. 6/51 t/f to POL/Chipolbrok, 9/51 class withdrawn. 2/53 bunkered at Tanjung Priok en route to Dalian. 7/54 loading rubber from Java for PRC. 1959 t/f to PPDiUR [Deepsea Fishing & Fishery Service Co.] 'Gryf', Szczecin. 6/69 stripped at Gdansk by Gdanska Stocznia Remontowa. 4/71 demolition began [war service details from Arnold Kludas per Bill Schell].





PULASKI prewar at Melbourne as Hapag's LEUNA (A.C. Green/SLV).



PULASKI as KOZMA MININ at New York, October 1946 (R. Scozzafava/W. Schell).



PULASKI post-1960 rebuilt for PPDiUR as fisheries mother ship with extra accommodation on boat deck and aft (coll. H. Stott).

**WARSZAWA/ LAO DONG** (1951-1963) 6021 (10,527)/1940-7 (459.0 x 63.6', 2M9cy/13k by Nordberg Mfg Co., Milwaukee)

Built by Tampa S.B. Corp., Tampa (#33) for U.S. Gov't, New York as C2-type SEA WITCH. 1947 sold to Rederi A/B Pulp, Stockholm r. AXEL SALEN for transpacific Salen Skaugen Line. 27/4/48 engineer critically injured when cylinder exploded c.320 miles from mouth of Yangtze. 1951 sold to Hagbard Dannel A/B, Stockholm r. BASTASEN. c.8/51 sold to POL/Chipolbrok, Gdynia r. WARSZAWA. 1963 t/f to Guangzhou Maritime Bureau for operation by COSCO r. **LAO DONG**. 12/63 class withdrawn. 1970 r. HONG QI 149. 1992 deleted.



C2-type WARSZAWA at Suez Bay in 1960 (Norman Hesketh/Malcolm Cranfield).





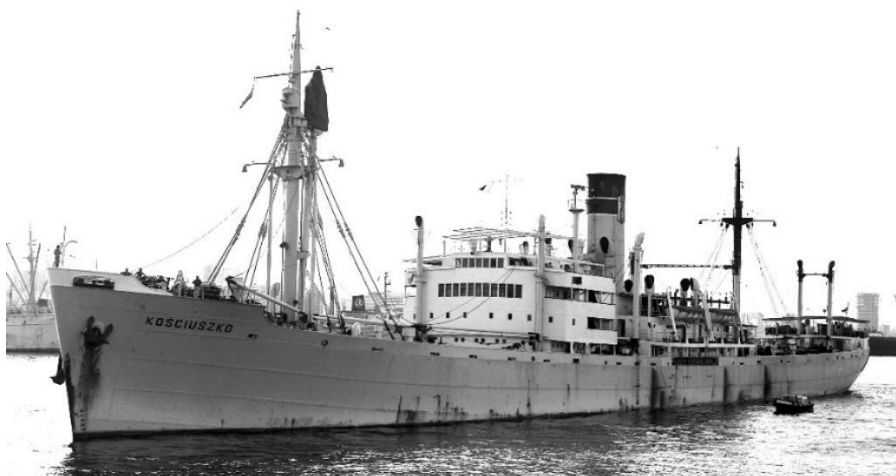
COSCO's LAODONG in the English Channel (Fotoflite/W. Schell).

**KOŚCIUSZKO** (1951-1970) 7707 (10,395)/1943 (515.1 x 62.8', T4cy+LPT/15½k)

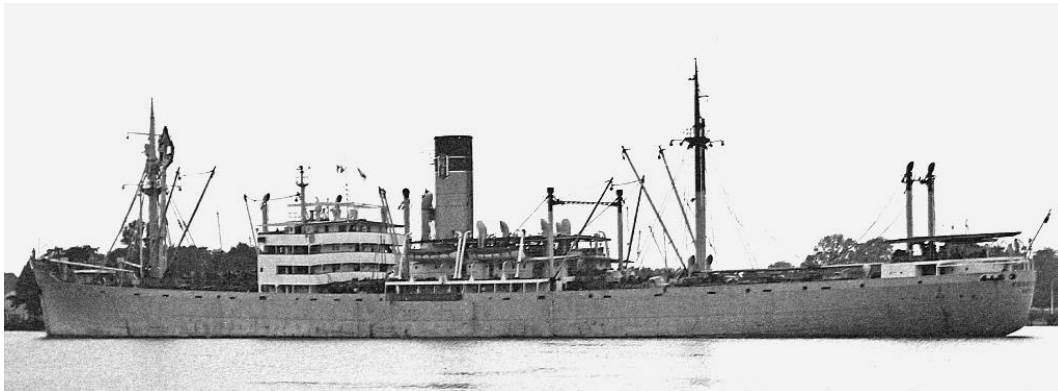
Launched 9/39 by Deutsche Schiff- und Maschinenbau A.G. 'Weser', Bremen (#974) for Deutsche D/S G/S 'Hansa', Bremen as RHEINFELS but 3/43 completed by Odense Staalskibs, Odense (#108). 23/4/45 wrecked off Halle, Sweden. 3/4/46 raised and towed to Flensburg, where del. to USSR r. ADMIRAL NACHIMOV. 1947 t/f to Polish Govt r. KOSCIUSZKO. 6/48 completed survey at Antwerp and classed 100A1 (now oil fuel) and comm. by Gdynia America Shipping Lines, Gdynia. 1/51 t/f to POL. 6/51 t/f to POL/Chipolbrok. 2/53 bunkered at Tanjung Priok en route to Dalian. 10/6/70 sd Hong Kong ex Haiphong for Nampo, North Korea, where del. for breaking up [L. Gray & R. Pöpper, "Hansa", WSS 1967].



KOSCIUSZKO at Port Louis, Mauritius, 23 March 1969 (Dr. George Wilson).



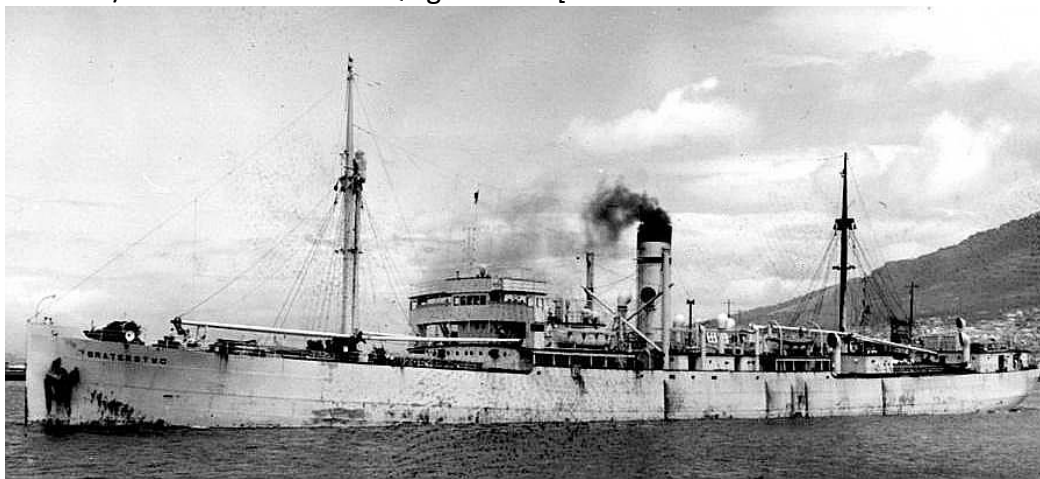
KOSCIUSZKO at Las Palmas, April 1969 (Bertil Palm/coll. Malcolm Cranfield).



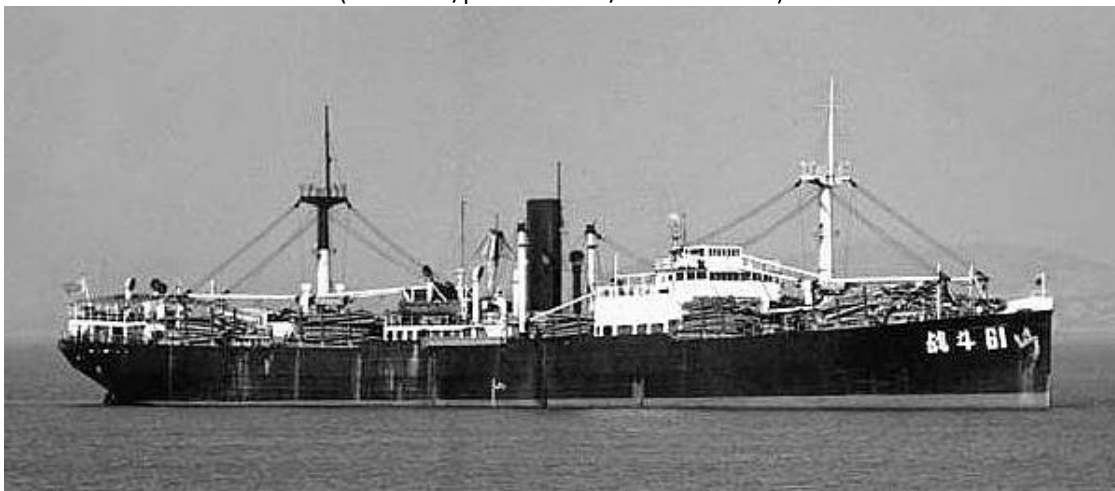
KOSCIUSZKO at Brunsbüttel westbound in Kiel Canal, 16 June 1969 (G. Thursby).

**BRATERSTWO** (1951-59) 7841 (11,887)/17-1 (427.0 x 56.2', T3cy/9k)

Built by Union Iron Works Co., Alameda (Ca.) (#138) for N.S. Bjonness & Son, Tönsberg as TALABOT. 1919 t/f to N.S. Bjonness & Sons D/S Rederi A/S. 3/35 sold to Coumantaros Bros, Piraeus r. EKATERINI COUMANTAROU. 22/1/41 sd Fremantle to Piraeus (1/4), where 4/41 damaged during several German bombing raids, 20/5 del. on time charter to MOWT, then under own power to Suez (minor repairs) and Calcutta (26/7) for docking to c.3/9. 1945 t/f to Ekaterini Cargo S.S. Co. Ltd, Piraeus. 2-3/46 repairs at Bristol prior to redelivery [BT 389/35/295]. 1951 sold to Far Eastern & Panama Transport Corp. (Wheelock, Marden & Co. Ltd, Hong Kong mgrs), Panama r. MONTESA. 1951 t/f to Cia Istmena de Tptes Maritimos S.A., Panama. 1951 t/f to POL/Chipolbrok, Gdynia r. BRATERSTWO. 10/53 under repair at Shanghai. 12/59 sold to PRC r. HOPING 61. 1966 r. ZHANDOU 61. 8/76 still in service at Qingdao. NFI ['Braterstwo' means 'brotherhood' or 'fraternity'].



BRATERSTWO, old and slow but a good cargo carrier, at Cape Town, January 1957 (R.M.Scott/pr. A. Duncan/coll. W. Schell ).

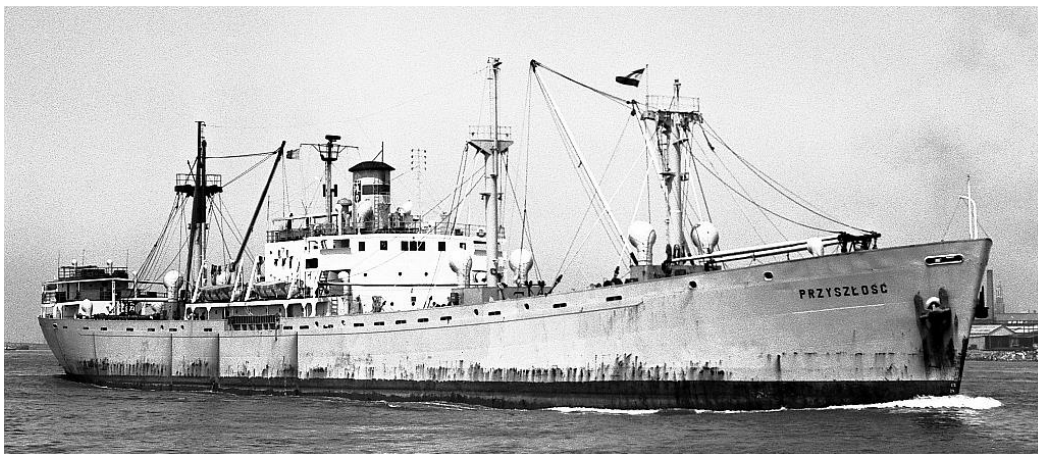




Above 2: BRATERSTWO rebuilt as ZHANDOU 61, Qingdao, August 1976 (Karsten Petersen).

**PRZYSZŁOŚĆ/JIADING (嘉定)** (1951-1968) 7218 (10,330)/42-12 (441.6 x 57.1', T3cy/11k by General Mchry Corp., Hamilton)

Built by Houston Shipbuilding Corp., Houston (#23) for U.S. War Shipping Administration (reg. Houston) as AMELIA EARHART. 10/11/48 o/v Singapore-Honolulu (bauxite) under charter to Lykes Bros. stranded in Natuna Islands in 02.47N-108.36E, 20/11 refloated by tug *Argonaut* and towed 300 miles to Singapore, where 24/11 declared CTL, sold for scrapping but mid-1949 sold to Mollers (HK) Ltd and 4/7/49 towed from Singapore for Hong Kong by *Allegiance II* for repair at Hongkong & Whampoa Dock. 10/50 sold to Far Eastern & Panama Transport Corp. (Wheelock, Marden & Co. Ltd, Hong Kong, Panama and 2/51 in service as MODENA. 10/51 t/f to Cia Istmena de Transportes Maritimos S.A. and promptly t/f to Polskie Linie Oceaniczne, Gdynia for operation by Chipolbrok r. PRZYSZLOSC. 9/65 t/f to China Ocean Shipping Co. (COSCO) r. JIADING. 6/67 last reported international movement. 1968 sold, presumably for demolition. RLR 1993.



'Liberty'-type PRZYSZLOSC arriving at Rotterdam in 1965. When acquired by PRC after repair and refit she was virtually a new ship (coll. Malcolm Cranfield).



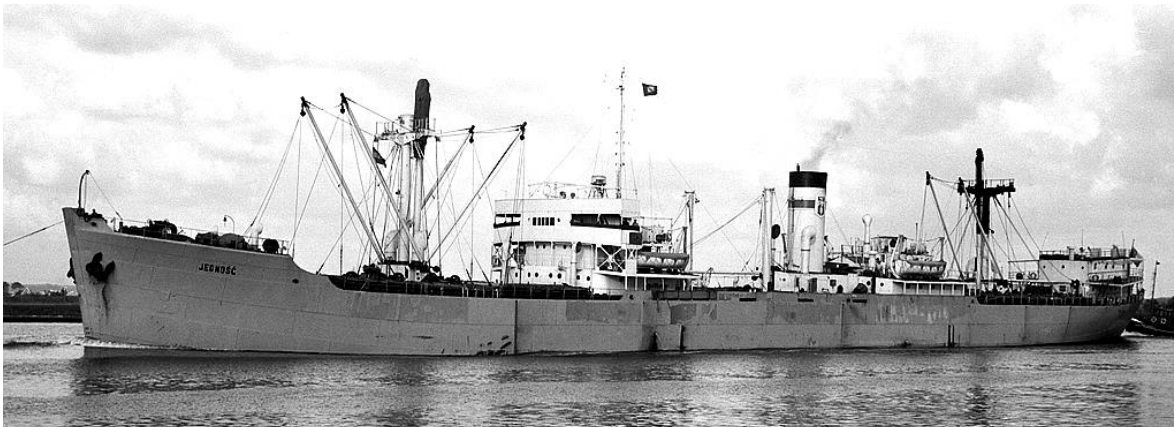


JIADING London, March 1967 during Cultural Revolution. Slogan 'Chairman Mao Zedong's thought guides great Red navigation' (Peter Fitzpatrick coll, c/- Malcolm Cranfield).



PRZYSZLOSC as JIADING passing Kiel (Bertil Zandelin/W. Schell).

**JEDNOŚĆ** (1951-1963) 7022 (10,170)/43-4 (445.4 x 56.4', T3cy/11k by David Rowan & Co. Ltd, Glasgow) Built by Chas. Connell & Co., Ltd., Glasgow (#441) for Ministry of War Transport (Connell & Grace Ltd mgrs), Glasgow as EMPIRE CELIA. 5/46 chartered and 1947 sold to Putney Hill S.S. Co. Ltd (Counties Ship Mgt Co. Ltd), London r. PUTNEY HILL. 2/49 t/f to London & Overseas Freighters Ltd r. FOREST HILL. 1950 r. LONDON STATESMAN. 1/51 sold to Far Eastern & Panama Transport Corp. (Wheelock, Marden & Co. Ltd, Hong Kong), Panama r. MORELLA. 10/51 t/f to Cia Istmena de Transportes Maritimos S.A. 11/51 t/f to POL, Gdynia for operation by Chipolbrok r. JEDNOSC. 29/4/63 arr. Hong Kong for breaking up by Lee Sing Co., 15/5 work began.



JEDNOSC on the North Sea Canal outbound from Amsterdam. PRC's second large war-built acquisition (G. Bunschoten/Malcolm Cranfield).

**WARTA/PREZYDENT GOTTWALD** (1951-1954) 5593 (9380)/1940-4 (414.0 x 55.0', M5cy/11½k by MAN, Augsburg)

Laid down by Lübecker Flender-Werke A.G., Lübeck (#274) for A/S Borgestad, Porsgrunn as BRATLAND, 20/4/40 seized at yard by German authorities still incomplete and allocated to Deutsches Reich (Leth & Co., mgrs) r. WARTHE. 12/40 t/f to Hamburg-Amerik. Packetfahrt A.G., Hamburg. 18/12/44 sunk at Gdynia by air attack, 6/3/46 refloated by Polish salvors. 5/49 repairs completed and comm. by Gdynia America Shipping Lines, Gdynia as **WARTA**. 10/50 arr. Tientsin as first Polish-flag ship since diplomatic relations. 1/51 t/f to POL, then to POL/Chipolbrok. 1953 r. **PREZYDENT GOTTWALD**. 13/5/54 en route via Whampoa to N. China intercepted by Chinese Nationalist warship off E. Coast of Taiwan (23.24N, 128.27E) and escorted to Kaohsiung, 32 Polish crew detained on board, 12 Chinese crew arrested for trial, vessel seized by prize court and 1954 t/f to Chinese Nationalist Navy r. TIEN CHU. 1968 broken up in Taiwan.



PREZYDENT GOTTWALD in English Channel (Skyfoto/W. Schell).

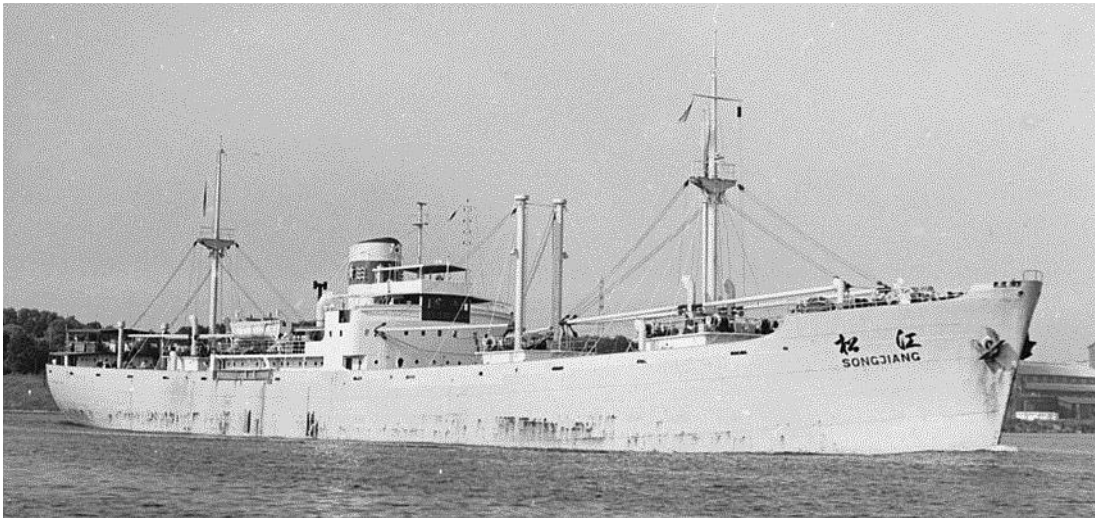
**POKÓJ/ SONG JIANG (松江)** (1951-1971) 4959 (9,062)/1945-9 (440.8 x 56.1', M8cy/13½k)

Built by Akt. Burmeister & Wain, Copenhagen (#671), launched 1943, compl. 1945 for A/S D/S Dannebrog, Copenhagen as DANSBORG. 1951 sold to POL/Chipolbrok, Gdynia r. POKOJ (12 pass.). 1965 t/f to Guangzhou Maritime Bureau for operation by COSCO r. SONG JIANG. 1976 r. HONG QI 135. 1991 reported broken up in China.



Danish-built, Chinese-owned POKOJ on the River Scheldt, 27 September 1961 (Charlie Hill/Malcolm Cranfield).





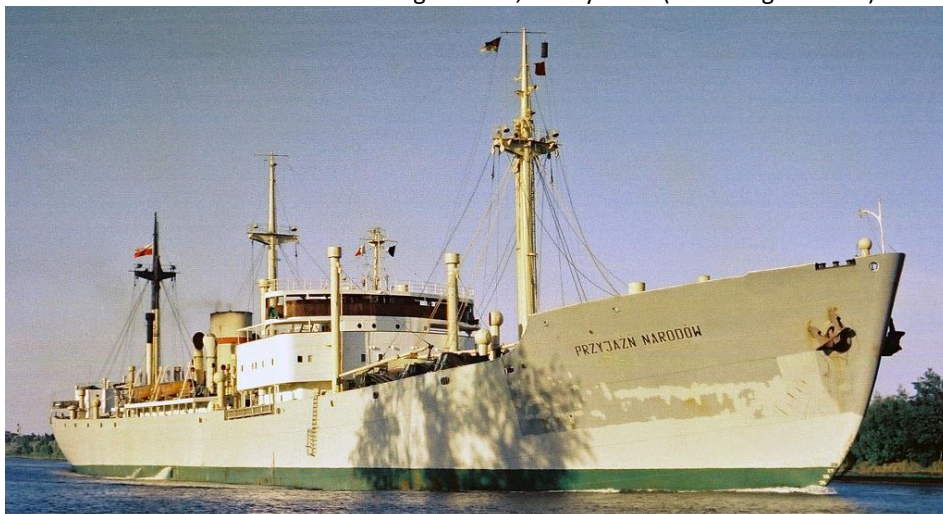
POKOJ as GMB's SONG JIANG (coll. Ian G.B. Lovie).

**PRZYJAŻN NARODÓW** (1951-1972) 8876 (10,129)/1937-4 (479.0 x 59.5', 2M5cy/16k)

Built by Bremer Vulkan, Vegesack (#729) for A/S D/S af 1912 og A/S D/S Svendborg (A.P. Møller), Copenhagen as MARCHEN MÆRSK. 9/4/40 arr. New York after fall of Denmark, subsequently to Manila, where 3/41 detained. 10/7/41 req. by USMC (reg. Panama) r. CALDERA. 1941 t/f to War Shipping Administration (American President Lines Ltd, mgrs) r. PERIDA. 5/46 returned to owners r. MARCHEN MÆRSK. 1951 sold to POL/Cipolbrok, Gdynia r. PRZYJAZN NARODOW (8 pass.). 9/71 rep. sold to Chinese breakers, 21/9 sd Gdynia via Mauritius (27/10). Mid-1/72 arr. Whampoa for demolition by 'Machinepex'.



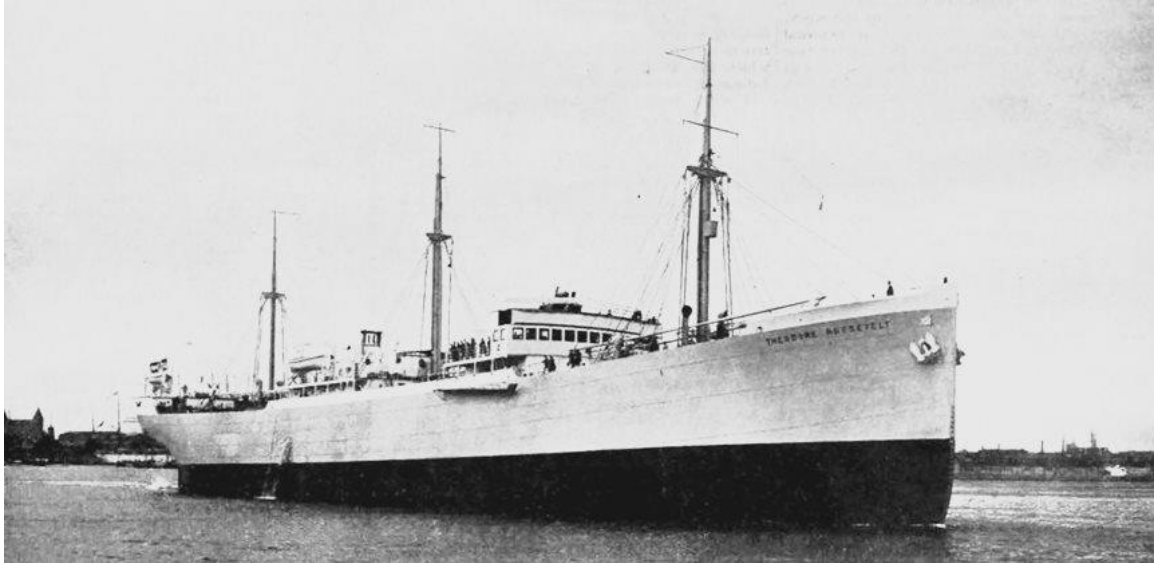
PRZYJAZN NARODOW bunkering at Aden, 6 May 1959 (Dr. George Wilson).



PRZYJAZN NARODOW transiting the Kiel Canal in 1969 (Hans-Wilhelm Delfs).



**MIKOŁAJ REJ/ NANHAI 148 (南海 148)**(1951-1960) 5614 (9405)/20 -8 (3-mst, 425.5 x 55.2', 2M6cy/9½k)  
Built by Burmeister & Wain, Copenhagen (#310) for A/S Ganger Rolf, Oslo as THEODORE ROOSEVELT. 1936 sold to Erling H. Samuelsen's Rederi II A/S, Oslo r. HELGOY. 1950 sold to Polish Ocean Lines, Gdynia r. MIKOLAJ REJ for services to South America and Asia (China, India, Pakistan). c.24/4/51 completed five-month voyage to China. 6/51 t/f to POL/Chipolbrok. 1960 t/f to Guangzhou Maritime Bureau for domestic service r. NAN HAI 148. 1971 RLR 'no trace'.



MIKOLAJ REJ as the early motorship THEODORE ROOSEVELT (*The Engineer* 3/9/20)



MIKOLAJ REJ at Ymuiden (G. Bunschoten/W. Schell)

**WSPÓŁPRACA** (1953-1956) 6175 (9020)/1921-5 (tkr, 427.0 x 53.8', T3cy/11k)  
Built by Bethlehem S.B. Corp., Sparrow's Point, Md (#4208) for Lutetian Nav. Co. Ltd (Davies & Newman Ltd), London as HENRY DEUTSCH DE LA MEURTHE. 1930 sold to A/S Mosvolds Rederi IV (M. Mosvold), Kristiansand r. TORBORG. 1937 t/f to M. Mosvold, Farsund. 3/4/40 arr. Rotterdam, after fall of Norway t/f to Uteflåte (Norwegian Overseas Fleet) under mgt of Notraship, New York. 1948 sold to Neste O/Y (A/B Henry Nielsen O/Y), Helsingfors r. NESTE. 1953 sold to POL/Chipolbrok r. WSPOLPRACA. 6/12/56 passed Brunsbüttel en route to Bremerhaven for demolition by Eisen & Metall K.G. Lehr & Co. [wartime movements at [www.warsailors.com/singleships/torborg.html](http://www.warsailors.com/singleships/torborg.html)].



WSPOLPRACA in English Channel (Skyfotos/W.A. Schell).

**PRACA** (1951-54) 8410 (8207)/21-2 (tkr, 464.4 60.2', T3cy/10k by Hooven, Owens, Renschler Co., Hamilton, Ont.)

Built by Northwest Bridge & Iron Co., Portland (Or.) (#41) for Swiftsure Oil Tpt Co. (C.D. Mallory & Co. Inc. mgrs.), New York as SWIFTARROW. 1924 t/f to New England Oil S.S. Co. Inc., Wilmington, Del. 1930 t/f to Boat Owning & Operating Co., Inc. 1939 t/f to Swiftarrow S.S. Co., Inc. 1941 t/f to Oldwood Inc. (same mgrs.). 1942 t/f to Grosvenor Dale Co. 1948 sold to Cia Internacional de Vapores Ltda (Stavros S. Niarchos), Panama r. ATLANTIC II. 1951 sold to Cia Istmena de Transportes Maritimos S.A. (Wheelock, Marden & Co. Ltd, Hong Kong), Panama r. TAVIRA. 1951 t/f to POL/Chipolbrok, Gdansk r. PRACA. 6/10/53 o/v Constantza-Shanghai (fuel and arms) seized in Taiwan Strait by Nationalist warship, taken to Kaohsiung, 17 Chinese crew arrested. 12/7/54 eighteen Polish sailors repatriated after Master (L. Wasowski) and 11 crew granted asylum. 10/54 vessel seized as prize and allocated to Associated Merchants Shipping Agency, Taipeh but rep. c.1955 commissioned into Nationalist navy as HO LAN. Janes rep. broken up c.1964.



PRACA as ATLANTIC II at Boston, 12 October 1949 (Earle Boyd/W. Schell).

**EDWARD DEMBOWSKI** (1954-1961) 4750 (9205)/1941-6 (432.2 x 56.8', M6cy/14k)

Built by Eriksbergs Mek. Verks. A/B, Göteborg (#304) for Rederi A/B Jamaica (Sven Salén), Stockholm as SVEN SALÉN. 1954 sold to POL/Chipolbrok r. EDWARD DEMBOWSKI (4 pass.) 1961 t/f to POL. 18/7/73 arr. Gdansk, withdrawn from service, outfitted as stationary training ship for Liceum Morskie (Maritime High School) at Gdynia, 10/74 commissioned. 10/4/84 arr. at Santander for breaking up.



EDWARD DEMBOWSKI as SVEN SALEN at Port Adelaide 19 January 1952 (J.Y. Freeman/NAA).



EDWARD DEMBOWSKI as SVEN SALEN at Cape Town, October 1953 (J.J. d'Vries, snr/NAA).



EDWARD DEMBOWSKI ex SVEN SALEN on Kiel Canal, 3 July 1968 (Malcolm Cranfield).

**MARIAN BUCZEK** (1954-1968) 7053 (10,312)/1943-7 (446.5 x 56.2', T3cy/10k)

Built by John Readhead & Sons Ltd, South Shields (#534) for Pachesham S.S. Co. Ltd (Runciman (London) Ltd), London as KELMSCOTT. 1949 sold to Queen Line Ltd. & Cadogan S.S. Co. Ltd (Thos. Dunlop & Sons), Glasgow r. QUEEN ANNE. 1954 sold to POL/Chipolbrok r. MARIAN BUCZEK. Prior 30/3/68 arr. Whampoa for demolition.





MARIAN BUCZEK as QUEEN ANNE in North Sea Canal (G. Bunschoten/coll. Malcolm Cranfield).



MARIAN BUCZEK westbound in Kieler Bucht, 23 August 1963 (Wim Grund/coll. Malcolm Cranfield).

**MALGORZATA FORNALSKA/ CHONGMING (崇明)** (1955-1977) 8396 (9740)/1942-1 (472.4 x 60.7', M4cy/14k by S.A. Ansaldo, Genoa)

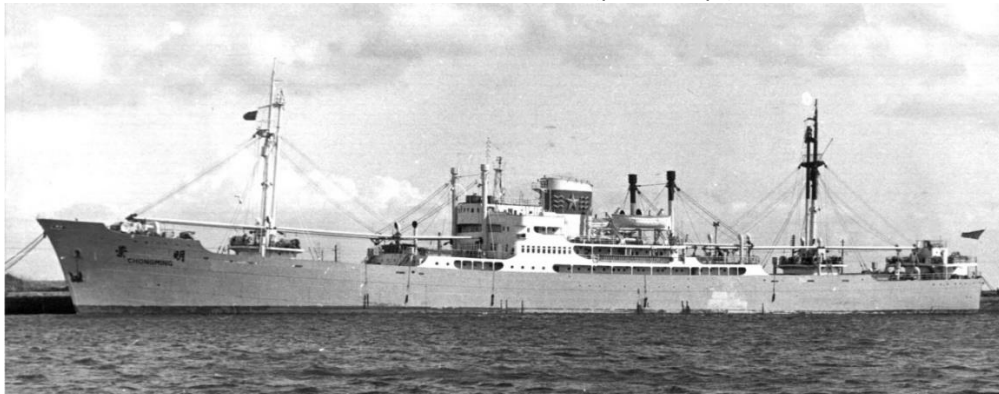
Built by Ansaldo, Sestri Ponente (#324) for "Garibaldi" S.A. Cooperativa di Nav., Genoa as LUCIANO MANARA. 1944-48 out of service. 1948 fitted with passenger accommodation. 1953 reconverted to cargo ship, r. GIUSEPPE CANEPA. 1955 sold to POL/Chipolbrok, Gdynia r. MALGORZATA FORNALSKA (8 pass.). 1965 sold to Guangzhou Maritime Bureau r. CHONG MING. 1977 r. HONG QI 144. 1991 r. HANG XIU 2. 1992 RLR.



Italian-built MALGORZATA FORNALSKA at Singapore, 4 May 1963 (Dr. George Wilson).



MALGORZATA FORNALSKA (plo.com.pl).



MALGORZATA FORNALSKA as CHONG MING (Ian Lovie).



HANG XIU 2 minus lifeboats and with new hull openings, anchored in the Pearl River near Guangzhou in October 1991, probably in use as a stationary hold cleaning vessel (Markus Berger).

**PAWEŁ FINDER** (1956-1970) 4924 (9,063)/1948-4 (429.10 x 56.4', T3cy/10½k by Central Marine Eng. Wks, Hartlepool)

Laid down by Wm Gray & Co. Ltd, W. Hartlepool (#1210) for MOWT but construction halted at end of WWII, 29/10/47 launched for Soc. Paulista de Nav. Matarazzo Ltda, Sao Paulo as ERMILINO MATARAZZO but completed 4/48 for Williamson & Co. (ben. owner Moh. Nemazee/Nowrooz S.S. Co.; Wallem & Co mgrs), Panama as NOWROOZ. 1/51 sold to Suisse Atlantique Soc. de Nav. Mar S.A., Basle r. LAUSANNE. 1955 t/f to Oceana Shg A.G., Chur r. LUCENDRO. 1/56 sold to POL/Chipolbrok, Gdynia r. PAWEŁ FINDER. 19/11/65 serious damage in collision at Gdynia with *Rion* (10,893/34), latter CTL. 22/2/70 arr. Shanghai, ostensibly for breaking but reg. by Shanghai Marit. Bureau as ZHE HAI 108. 2/80 seen anchored light-ship at Shanghai. NFI.



PAWEŁ FINDER as LUCENDRO at Vancouver 8 February 1955 (Walter E. Frost/CVA).



PAWEŁ FINDER outbound from Rotterdam in 1966 (coll. Malcolm Cranfield).



PAWEŁ FINDER as ZHE HAI 108 at Shanghai, July 1979 with closed superstructure front for extra cabins (Markus Berger).



ZHE HAI 108 anchored in Shanghai Roads, February 1980 (Karsten Petersen).



**BESKIDY** (1957-1958) 3320 (4398)/1957-1 (tkr, 344.10 x 48.6', M6cy/12k MAN by Kieler Howaldtswerke)  
Built by Rauma-Repola OY, Rauma (#84) to order (1955) of China National Transport Machinery Import Corp.  
but completed for POL/Chipolbrok. 10/58 del. at Odessa t/ to Sudoimport (USSR) for voyage to PRC, where t/f  
to Chinese flag r. CHIEN SHE 10. 1967 t/f to Shanghai Maritime Bureau r. DA QING 10. 1986 rep. broken up in  
China.



BESKIDY at Gdynia (from *Polskie Linie Oceaniczne 1951-1921*).



GLORY ex SAMBU (Indonesian Navy) '69 ex GUDERMES '59 (1956) was the third of the Rauma-built coastal tankers for USSR, followed by LOKBATAN (1956), then BESKIDY (1957) and TATRY (1957) (coll. R. Brozza).

**TATRY** (1957-1958) 3319 (4398)/1957-7 (tkr, 344.5 x 48.6', M6cy/12k MAN by Kieler Howaldtswerke)  
Built by Rauma-Repola OY, Rauma (#85) to order (1955) of China National Transport Machinery Import Corp.  
but completed for POL/Chipolbrok. 10/58 del. at Odessa to t/ Sudoimport (USSR) for voyage to PRC, where t/f  
to Chinese flag r. CHIEN SHE 11. 1967 t/f to Shanghai Maritime Bureau r. DA QING 11. 1986 rep. broken up in  
China.



TATRY (from book *Chipolbrok, 1951-2011*).



**PIENINY** (1957-1960) 13,040/1941-11 (tkr, 491.7 x 61.0', M6cy/13k)

Launched 11/41 by Eriksbergs M/V, Gothenburg (#296) for Rederi A/B Motortank (T. E. J:son Broström), Göteborg as TANKLAND, 5/45 commissioned. By 1950 Dan-Axel Broström mgr. by 1954 Gunnar Larsson mgr. 1957 sold to POL/Chipolbrok, Gdynia r. PIENINY. 10/60 t/f to PRC r. CHIEN SHE 14, class withdrawn. 1967 t/f to COSCO r. DA QING 14. By 1971 discarded (DA QING 14 bis). 1992 RLR.



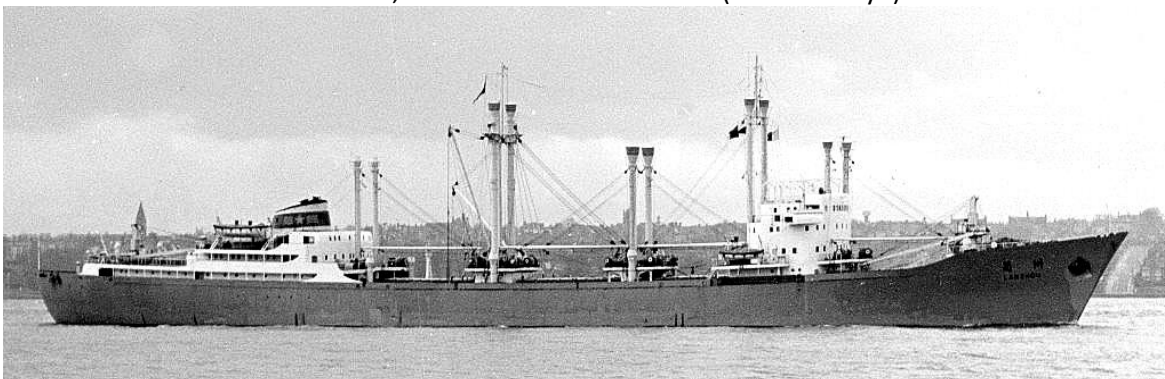
Swedish wartime-built tanker PIENINY on ESSO charter as TANKLAND (Skyfotos/pr. R. Sherlock). ).

**ŽEROMSKI** (1957-1959) 6503 (10,070)/1957-10 (518.0 x 65.7', 4M8cy/16k by Maschb. Halberstadt)

Built by VEB Warnowwerft, Warnemünde (#302) for Deutsche Seereederei, Rostock as VÖLKERFREUNDSCHAFT. End-1957 sold to POL/Cipolbrok) r. ZEROMSKI (12 pass.). 1959 sold to Czechoslovak Ocean Shipping, Prague r. ORAVA. 1965 t/f to COSCO r. LAN ZHOU. By 1969 in service China-East Africa. 1976 t/f to Guangzhou Salvage Branch, Guangzhou r. SUI JIU LAO 6. 1993 RLR.



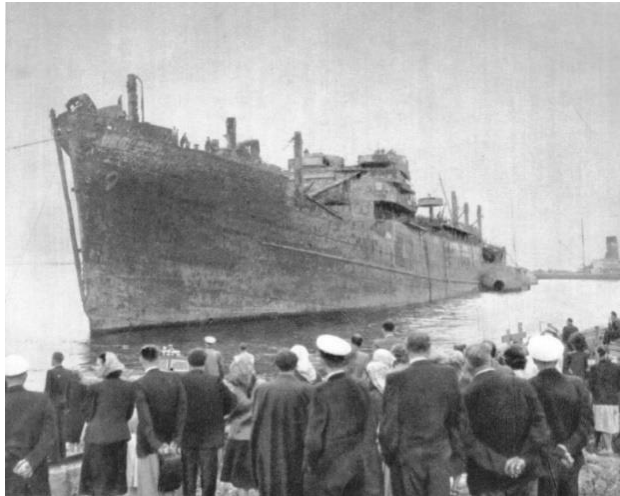
LAN ZHOU, name on hull as one word (Peter Foxley\*).



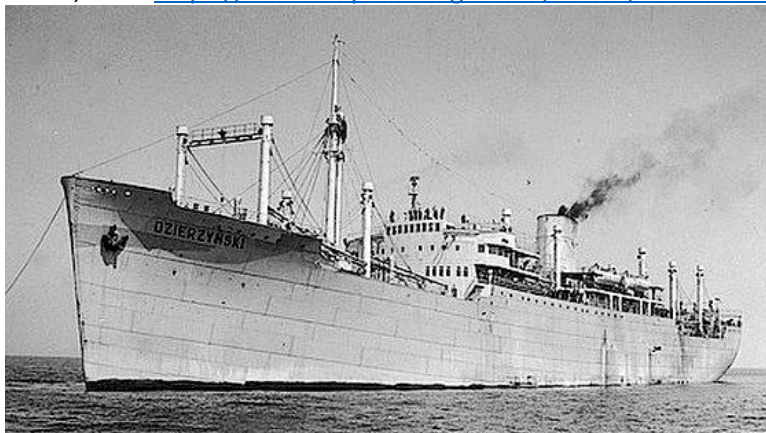
ZEROMSKI as LAN ZHOU in 1987 (W.D. Harris/W. Schell).

**DZIERŻYŃSKI** (1957-1961) 12,636 (12,812)/1940 (554.4 x 71.0', 2M6cy/17k, 12 pass.)

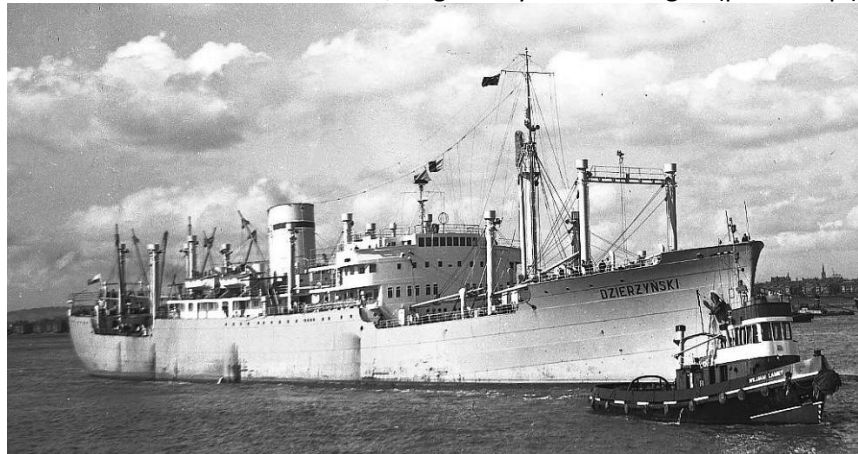
Launched by Akt Burmeister & Wain Maskin & Skibsbyggeri, Copenhagen (#646) as refrig. cargo ship (12 pass.) for Blue Star Line Ltd, London and 30/12/39 launched as ADELAIDE STAR but 9/4/40 seized by Kriegsmarine while fitting out, 8/40 allocated to Kriegsmarine and completed as submarine depot ship SEEBURG. 11/40 under management of Hamburg-Amerika Linie. 11/40 completed trials and positioned at Gdynia. 1/12/44 torpedoed by SHCH-407 in Gulf of Danzig (54.39N, 18.39E). 1945 wreck ceded to Poland as war prize. 1951/2 wreck raised by Polish salvors and beached at Gdynia, subsequently refitted for POL as DZIERZYNSKI. 1957 comm. by POL/Chipolbrok. 1961 t/f to POL. 19/9/63 o/v Shanghai-Gdynia struck pier while passing along the Wester Schelde and sprang leaks, engine-room flooded, beached at Lillo, 1/10 refloated after lightening and beached at Leifenshoek, where broke in two on falling tide. Sold as lies to Jos de Smedt & Co. and 1964-66 broken up in situ [Atkinson, *Blue Star Line*, 95-97].



SEEBURG being raised, 1952 <https://www.shipsnostalgia.com/media/mv-seeburg-raised.216887/>



DZIERZYNSKI ex ADELAIDE STAR, original layout unchanged (plo.com.pl).



DZIERZYNSKI at Liverpool with tug WILLIAM LAMEY (V. Young & L. Sawyer).





DZIERZYNSKI passing Gravesend in early 1960s (coll. Malcolm Cranfield).

**REYMONT** (1958-1979) 6606 (10,276)/1958-8 (504.11 x 63.9', M8cy/16k by S.A. Fiat, Turin)  
 Built by Stocznia Gdanska, Gdansk (#B54/8) for POL/Chipolbrok. 16/4/79 o/v Gdynia-Rostock midships accommodation gutted by fire 10 miles NW of Bornholm (55.19N, 15.01E), CTL. 19/6/79 arr.at Bilbao in tow and light ship for demolition by Hierros Ardes S.A., 9/79 work began.



REYMONT berthed at Birkenhead, 5 July 1970, an early B-54 type with conventional masts (Paul Boot).



REYMONT passing through Bitter Lakes, 28 November 1977, in Chipolbrok colours (coll. Malcolm Cranfield).

**CHOPIN/ WUXING (吴兴)** (1959-1981) 6987 (13,044)/1959-8 (502.3 x 62.0', M6cy/15k by S.A. Fiat, Turin)  
 Built by Brodogradilište 'Split' (#152) for POL/Chipolbrok (6 pass.). 1978 t/f to COSCO, Shanghai r. WU XING. 1981 r. XUE CHENG. 1983 t/f to Shanghai Port Affairs Administration, Shanghai r. CHENG SHAN. Aug. 2010 RLR 'existence in doubt'.





WU XING at Kiel, 8 September 1979 with Chipolbrok funnel ('C' is obscured) (M. Lochte-Holtgreven).



CHENG SHAN (coll.SK).

**ZAMENHOF/ YUCHENG** (1959-1982) 9191 (13,044)/59-11 (502.3 x 62.0', M6cy/15k by S.A. Fiat, Turin)  
 Built by Brodogradilište 'Split', Split (#154) for POL/Chipolbrok (6 pass.). 1982 t/f to China Ocean Shipping Co., ?Shanghai r. YU CHENG. 1983 t/f to Shanghai Port Affairs Administration, Shanghai r. LU SHAN. May 2011 RLR 'existence in doubt'.



2<sup>nd</sup> Yugoslav new-build ZAMENHOF at Holtenu eastbound on Kiel Canal, 11 June 1980 (Malcolm Cranfield).





ZAMENHOF/YU CHENG at Shanghai 10 March 1998 as LU SHAN (Aleksandar Simeonov).

**MONIUSZKO** (1960-1982) 6947 (12,666)/1960-4 (502.3 x 62.0', M6cy/15k by S.A. Fiat, Turin)  
 Built by Brodogradilište 'Split' (#152) for POL/Chipolbrok (6 pass.). 1982 t/f to COSCO, Shanghai r. HUA XING.  
 1987 t/f to Shanghai Hai Xing Shg Co., Shanghai. 2000 RLR.



3<sup>rd</sup> Yugoslav new-build MONIUSZKO at Rotterdam, 19 September 1966 (coll. W. Schell).



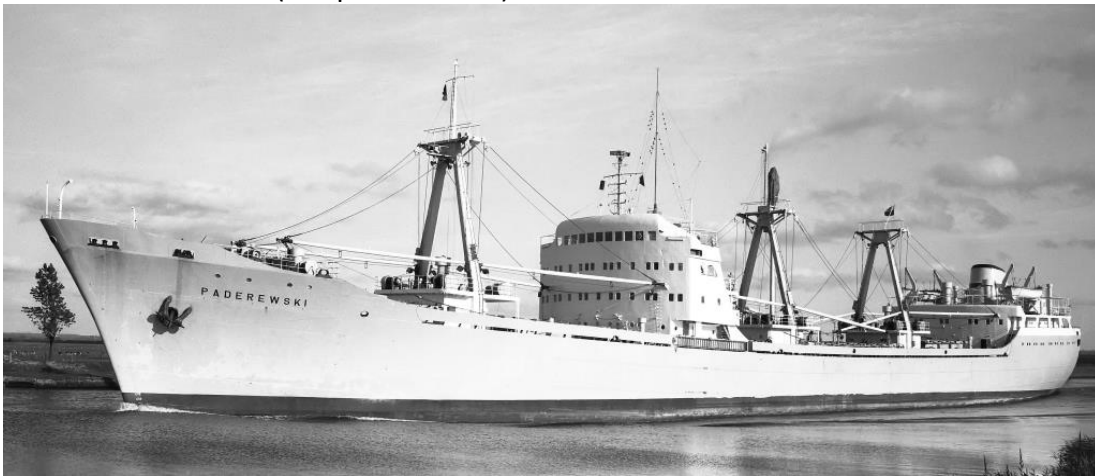
MONIUSZKO in the Kiel Canal 30 June 1968 (Malcolm Cranfield).

**BENIOWSKI/ TAIHING** (1960-1985) 10,443 (14,935)/1960-1 (516.9 x 65.10', M6cy/16k Sulzer)  
 Launched by N.V. Koninklijke Mij. 'De Schelde', Vlissingen (#296) as ARGO ALTIS but completed for POL/  
 Chipolbrok as BENIOWSKI. 1971 t/f to COSCO, Shanghai r. TAI XING. 1985 t/f to Shanghai Jin Jiang Shipping  
 Corp. Ltd, Shanghai TONG JIANG. Aug. 2010 RLR 'existence in doubt'.



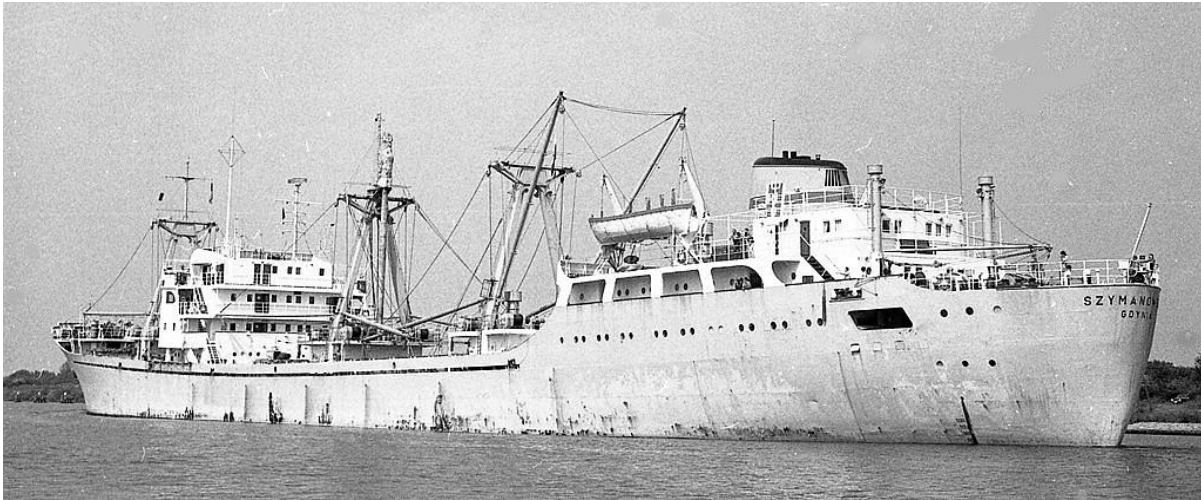
Dutch-built BENIOWSKI, here at Rotterdam, June 1970, was bought after launch (Malcolm Cranfield).

**PADEREWSKI** (1960-1986) 9267 (12,466)/1960-10 (501.4 x 62.0', M6cy/15½k by S.A. Fiat, Turin)  
 Built by Brodogradilište 'Split' (#161) for POL/Chipolbrok. Prior to 22/6/86 arr. Shanghai for demolition.  
 Possibly t/f to COSCO r. XIA SHAN (see photo above). NFI.



Above 2: 4<sup>th</sup> Yugoslav new-build PADEREWSKI on Kiel Canal, 29 June 1968 inbound to Gdynia (Malcolm Cranfield).

**SZYMANOWSKI** (1961-1983) 9203 (12,690)/1961-6 (502.8 x 61.11', M6cy/15k by S.A. Fiat, Turin)  
 Built by Brodogradilište 'Split', Split (#168) for POL/Chipolbrok. 1983 t/f to Bureau of Maritime Administration,  
 Shanghai Branch, Shanghai r. FANG XING. 1985 t/f to Shanghai Hai Xing Shipping Co., Shanghai. 26/6/96 under  
 Panamanian flag arr. Alang for demolition, 2/7 beached, 25/7 work began by Arya Shipbreaking Co.



SZYMANOWSKI in the Kiel Canal, 26 June 1972 (coll. W. Schell).

**NOWOWIEJSKI** (1962-1986) 9186 (12,699)/1962-9 (503.2 x 62.0', M6cy/15k by S.A. Fiat, Turin)  
 Built by Brodogradilište 'Split', Split (#171) for POL/Chipolbrok. 15/2/86 arr. Huangpu (Shanghai) for breaking up.



6<sup>th</sup> Yugoslav new-build NOWOWIEJSKI in the Scheldt, 25 May 1975 (Rudy Kleijn/W. Schell).

**KONOPNICKA/ YIXING** (1962-1980) 9690 (11,778)/1962-6 (504.11 x 63.9', M6cy/16k Sulzer, 12 pass.)  
 Built by Stocznia Gdanska, Gdansk (#B-54/24) with engines by H. Cegielski, Poznan for POL/Chipolbrok. Just prior to delivery, engine room fire at shipyard, 26 deaths. By mid-1979 r. YI XING. Prior 30/10/80 arrived Shanghai with fire damage and laid up for repairs (LSI, 2/82). 1982 t/f to COSCO, Shanghai r. ZHEN XING, 10/82 sd China for Australia. 1987 sold to Shanghai Hai Xing Shg Co. Ltd., Shanghai. 1999 sold to China Shg Development Co. Ltd., Shanghai. RLR 2005.



B-54-type KONOPNICKA in the Kiel Canal, June 1969, with deck cargo of mobile cranes (coll. W. Schell).





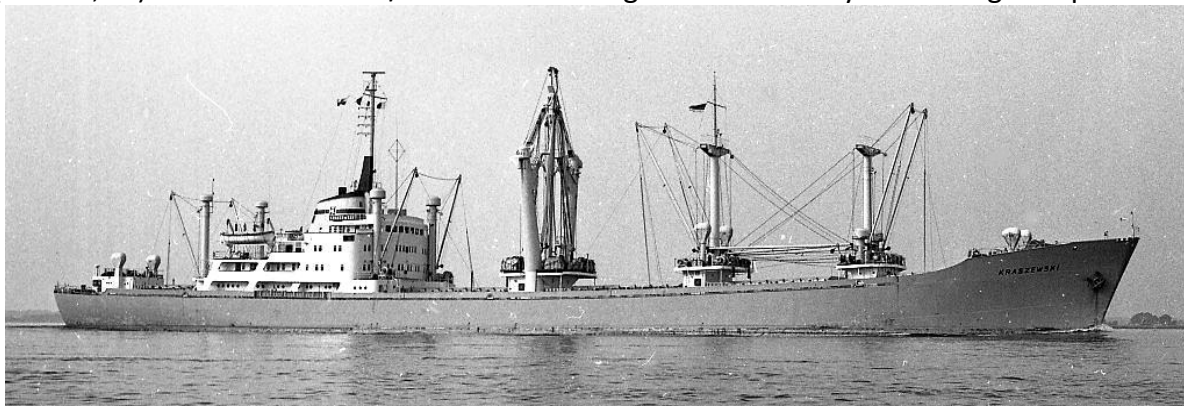
Chipolbrok's 2<sup>nd</sup> B-54 type KONOPNICKA as ZHEN XING departing Sydney, Oct. 1982 (unknown/W. Schell).

**WIENIAWSKI/ BAOXING (宝兴)**(1963-1985) 9190 (12,699)/1962-12 (5021 x 62.0', M6cy/15k by S.A. Fiat, Turin)  
 Built by Brodogradilište 'Split', Split (#176) for POL/Chipolbrok. 1977 t/f to COSCO r. BAO XING. 1985 t/f to Nanjing Huaxia Maritime Corp., Nanjing r. HUA XIA. 1996 sold to An Da K Shg Inc., Belize (Hong Kong) r. GOLDEN RIVER. RLR 2005 (presumed sold for scrapping in China c. 1997).



BAO XING ex WIENIAWSKI in the Kiel Canal (coll. W. Schell).

**KRASZEWSKI** (1963-1988) 10,363 (14,403)/1963-3 (503.0 x 66.8', M7cy/16k Burmeister & Wain)  
 Built by Odense Stålskibsværft A/S, Odense (#164) for POL/Chipolbrok. 1988 t/f to Conway Shipping Corp. S.A., Panama (COSCO, ??) r. HANG FOOK. 11/92 demolition begun at Calcutta by K.E. Salvage Corp.



KRASZEWSKI at Antwerp, September 1968 (Capt. van Puyvelde/W. Schell).

**DŁUGOSZ/ JIAXING (嘉兴)** 1963-1988) 10,362 (14,429)/1963-9 (503.0 x 66.8', M7cy/16k Burmeister & Wain)  
 Built by Odense Stålskibsværft A/S, Odense (#169) for POL/Chipolbrok. 1970 t/f to COSCO r. JIA XING.  
 1988 t/f to COSCO Hebei Province Subcorp., Qinhuangdao. 1995 r. LUCKY NUMBER SEVEN. 1995 sold to Sea Hawk Shipping Ltd, Panama r. SEA HAWK, then t/f to Belize r. ON TAI. 30/8/96 arr. Chittagong and demolition begun same day by Namreen Enterprise.



Danish-built DLUGOSZ as JIAXING in Malacca Strait (P. Foxley/W. Schell).

Vessels added from 1970 onwards listed below:

34. LUFENG (1970-1973) (12,320)/1970 (Warnowwerft)
35. XINFENG (1970-1973) (12,320)/1970 (Warnowwerft)
36. LUCJAN SZENWALD (1971-1986) 12,181/1971 (Stocznia Gdanska)
37. WŁADYSŁAW ORKAN (1971-1987) 12,181/1971 (Stocznia Gdanska)
38. BOLESŁAW PRUS / BISHENG (1973-1990) 13,650/1973 (A.G. 'Weser')
39. ADAM ASNYK (1974-1991) 15,100/1974 (A.G. 'Weser')
40. DEXING (1974-1990) 15,100/1974 (A.G. 'Weser')
41. CHANGXING (1975-1991) 15,100/1975 (A.G. 'Weser')
42. LEOPOLD STAFF (1977-1991) 16,220/1977 (A.G. 'Weser')
43. YONGXING (1977-1987) 16,070/1977 (A.G. 'Weser')
44. SHAOXING (1978-1987) 13,720/1978 (Shanghai S.Y.)
45. FREDRO (1979-1994) 16,698/1979 (Gdanska Lenina)
46. LUBAN/LU BAN (1981-2010) 16,152/1981 (Shanghai S.Y.)
47. PARANDOWSKI (1982-1997)/15,754 1982 (Gdanska Lenina)
48. ZHANGHENG/ ZHANG HENG (1982-1997) 16,078/1982 (Shanghai S.Y.)
49. KARŁOWICZ (1982-1997) 15,754/1982 (Gdanska Lenina)
50. CEYNOWA (1983-2010) 15,622/1983 (Gdanska Lenina)
51. HUATUO (1983-2010) 15,753/1983 (Shanghai S.Y.)
52. QUYUAN/ QU YUAN (1983-1997) 15,753 (Shanghai S.Y.)
53. JAN DŁUGOSZ (II) 1984-2010) 15,622/1984 (Gdanska Lenina) (1997 Cypriot flag)
54. PRACA (II) 1985-2003) 22,050/1977 (Nippon Kokan as *Tennessee*) (1985 Cypriot flag)
55. CAILUN/CAI LUN/ CARNIVAL (1986-2008) 21,980/1977 (Nippon Kokan as *Tysla*)



CAI LUN ex TYSLA at Singapore, 29 November 1986, some months after delivery but still orange Wilhelmsen hull and black instead of yellow background on funnel (M. Lochte-Holtgreven).

- 56. POKÓJ (II) (1986-2008) 22,060/1977 (Nippon Kokan as *Terrier*)
- 57. DAYU/DA YU/EVER HAPPY (1986-2006) 22,060/1977 (Nippon Kokan as *Tsu*)
- 58. B. PRUS (1987-2009) 24,230/1979 (Kaldnes M/V as *Concordia Sun*) (1988 Cypriot flag)
- 59. LIBAI/LI BAI (1988-2011) 18,144/1988 (Jiangnan)
- 60. LUXUN/LU XUN (1988-2011) 18,144/1988 (Jiangnan)
- 61. CHOPIN (II) (1989-2011) 18,144/1988 (Jiangnan) (1996 Cypriot flag)
- 62. MONIUSZKO (II) (1989-2011) 18,144/1989 (Jiangnan)



MONIUSZKO (II) in Red Sea passing Port Tewfik, 31 May 1996 (Malcolm Cranfield).

- 63. SZYMANOWSKI (II) (1991-2016) 22,130/1991 (Brodogradiliste, Rijeka)
- 64. WIENIAWSKI (II) (1992-c.2013) 22,130/1992 (Brodogradiliste, Rijeka)



65. BAO ZHENG completed as JIA XING (II) (1992-c.2015) 22,109/1992 (Brodogradiliste, Rijeka)
66. CHONG MING (II) (1993-c.2016) 22,109/1993 (Brodogradiliste, Rijeka)
67. TAI XING (II) (1997-2012) 22,271/1997 (Brodogradiliste, Rijeka) 2012 r. HONG XING (2012-2017)
68. NORWID (1998+) 22,258/1998 (Brodogradiliste, Rijeka)
69. YONG XING (II) (1998-c.2020) 22,271/1998 (Brodogradiliste, Rijeka) (HK flag)
70. WŁADYSŁAW ORKAN (2003+) 30,435/2003 (Shanghai S.Y.) 1904 teu (Maltese flag)
71. CHIPOLBROK MOON (2004+) 30,435/2004 (Shanghai S.Y.) 1904 teu (HK flag)
72. CHIPOLBROK SUN (2004+) 30,435/2004 1904 teu (Shanghai S.Y.) 1904 teu (HK flag)
73. LEOPOLD STAFF (II) (2004+) 30,435/2004 (Shanghai S.Y.) 1904 teu (Maltese flag)
74. DA DAN XIA (2009+) 20949/2009-10 (Huanghai S.B.) 1648 teu (Lib. flag)
75. ADAM ASNYK (2009+) 30,332/2009-11 Dalian S.Y.) 1904 teu (Cypriot flag)
76. CHIPOLBROK STAR (2010+) 30,346/2010 (Dalian S.Y.) 1904 teu (HK flag)
77. PARANDOWSKI (2010+) 30,291/2010 Dalian S.Y.) 1904 teu (Maltese flag)
78. CHIPOLBROK GALAXY (2010+) 30,330/2010 (Dalian S.Y.) 1904 teu (HK flag)
79. KRASZEWSKI (II) (2011+) 30,300/2011-10 (Dalian S.Y.) 1904 teu (Cypriot, later Lib. flag)
80. DA TONG YUN (2011+) 20454/2011-11 (Huanghai S.B. Co) 1648 teu (Lib. flag)
81. CHIPOLBROK COSMOS (2011-17) 30,281/2011-12 (Dalian S.Y.) 1904 teu 2017 r. QIAN KUN (2017+)
82. CHIPOL CHANGJIANG (2015+) 25,471/2015-1 (Jiangsu Newyangzi S.B.) 1880 teu (HK flag)
83. CHIPOL HUANGHE (2015+) 25,471 2015-3 (Jiangsu Newyangzi S.B.) 1880 teu (HK flag)
84. CHIPOL TAICHU (2015+) 25,471/2015-8 (Jiangsu Newyangzi S.B.) 1880 teu (HK flag)
85. CHIPOLBROK PACIFIC (2015+) 31,600/2015-12 (Shanghai S.Y.) 1923 teu (HK flag)
86. NOWOWIEJSKI (II) (2016+) 31,600/2016-3 (Shanghai S.Y.) 1923 teu (Cypriot flag)
87. CHIPOL DONGHAI (2016+) 25,471/2016-3 (Jiangsu Newyangzi S.B.) 1880 teu (HK flag)
88. CHIPOLBROK ATLANTIC (2016+) 31,600/2016-7 (Shanghai S.Y.) 1923 teu (HK flag)
89. PADEREWSKI (II) (2016+) 31,600/2016-12 (Shanghai S.Y.) 1903 teu (Cypriot flag)
90. CHIPOL XIONGAN (2019+) 20,973/2012-3 (Huanghai S.B. as *Kingfisher*) 1699 teu (Lib. flag)
91. CHIPOL BAOAN (2019+) 22,863/2009-10 (Zhejiang Ouhua S.B. as *Medamur*) 1158 teu (Lib. flag)
92. CHIPOL CHANGAN (2020+) 22,863/2010-5 (Zhejiang Ouhua S.B. as *Rome Trader*) 1158 teu (Lib. flag))
93. CHIPOL GUANGAN (May 2020+) 20,973/2011-12 (Huanghai S.B. as *Kingcup*) 1709 teu (Lib. flag)



CHIPOL GUANGAN ex-KINGCUP at Cairns (Keith Goldie/shipping.com).

94. CHIPOL TAIAN (2020+) 22,863/2010-2 (Zhejiang Ouhua S.B. as *San Marino Trader*) 1158 teu (Lib. flag)
95. CHIPOL YONGAN (2020+) 22,863/2010-7 (Zhejiang Ouhua S.B. I. as *Berlin Trader*) 1158 teu (Lib. flag)

- 96. TAI XING (III) (2021+) 61,250/2021-12 (CSSC Chengxi S.Y.) 804 teu (HK flag)
- 97. HERBERT (2022+) 61,250/2022-2 (CSSC Chengxi S.Y.) 804 teu (Lib. flag)
- 98. PILECKI (2022+) 61,250/2022-5 (CSSC Chengxi S.Y.) 804 teu (Lib. flag)
- 99. YONG XING (III) (2022+) 61,250/2022-6 (CSSC Chengxi S.Y.) 804 teu (HK flag)
- 100. YU AN (2023+) 61,250/2023-12 (Kouan S.B., Taizhou) 804 teu (HK flag)



Heavily laden YU AN in the North Sea 13 July 2024 (Martin Lochte-Holtgreven).

- 101. BOYM (2024+) 61,250/2024-8 (CSSC Chengxi S.Y.) 804 teu (Lib. flag)



BOYM sixth ship of the large multipurpose TAI XING (III) class, on trials (builders).

