

Passenger Ships Administered by Dalian Steamship Co., Dalian Maritime Bureau & Successor Entities

ILLUSTRATED FLEET LIST

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After Japan surrendered in 1945, Dalian was a Soviet military-controlled area. According to the Dalian S.S. Corp. Official History (pub. 1999), in 1949 the CCP's Luda (Lushan & Dalian) Prefectural Committee decided that Tongli Company, run by the Dalian Finance Commission, would prepare for the establishment of a Dalian shipping company. On April 20, 1949, Dalian S.S. Co. was established as a private joint-stock company with a registered capital of 1.5 billion yuan (old currency) and 70 employees of whom 50 were seafarers. Head office was 53 Zedong Road, Dalian. The company name was, in effect, the same as that of the Japanese Dairen Kisen K.K., which before the war had been the main operator of steamship services in the Pohai Gulf area and through to Shanghai. The general manager of Tongli Company, served concurrently as the first general manager of Dalian S.S. Co. Cargo sailings had commenced under Tongli auspices even before Dalian S.S. Co. had been established. On June 2, passenger sailings commenced with the 200-ton salvaged wooden-hulled steamer *Dong Feng 6* on the Dalian-Yantai route. She was soon followed by the 471-grt converted salvage tug *Dong Feng 5*, evidently placed on the route Yilongkou-Dalian-Tianjin.

Next in August 1949 Dalian S.S. Co. commenced a Dalian-Shanghai service with what is described variously as a cargo ship and a cargo-passenger ship *Dong Feng 2*, the rebuilt former China Merchants' N3-type Hsuan Huai, which on 2 November 1948 had been severely damaged by fire in the River Liao near Yingkou (Newchwang) with loss of many lives following an explosion in the cargo of petrol. The unidentified 500-ton *Hai Sheng* (later known as *Min Chu 2*) was reported operating by 1951 as the sole vessel in Tientsin-Dalian-Yantai service. The Shanghai service subsequently seems to have gone into abeyance until Dalian was returned from the Soviets in 1955, being revived in 1956 by *Chung Hsing 9* (1899).

As a state-owned enterprise, Dalian Steamship Company was not allowed to raise capital, so early efforts focused on ways to encourage the central government to allocate state resources for the

building up of a shipping fleet. The major decisions taken tended to be repositioning where the company stood in the Chinese bureaucracy. It is notable that over the period until 1984, the company was restructured around ten times. Restructuring has continued, albeit at a slower pace, and tends to follow a cyclical pattern of closer affiliation with the Shanghai Bureau (presumably gaining better access to funding), then greater independence for Dalian. For the record we have recounted this history in some detail.

In a reorganization in March 1950, the Northeast People's Government decided to rename the company the Dalian Navigation Office, affiliated to the Northeast Navigation Administration. Subsequently services were opened from Dalian to Tianjin (4/50), to Weihai (7/50), to Mongkou (9/50), to Shidao and Qingdao (9/50) and to Changshan County (10/52). In March 1951 the Ministry of Communications decided to establish three shipping bureaus, namely: Beiyang (Hebei, Shantung and Liaoaning Provinces) District Maritime Bureau, East China Maritime Bureau, and South China Maritime Bureau. In a rationalization on 26 January 1953, the two regional maritime Bureaus of East China and Beiyang were merged to form the Shanghai Maritime Bureau.

From the mid-1950s, older passenger ships that were reconditioned and a few new vessels were added to the northern services of the Shanghai Maritime Bureau's *Min Chu* fleet. In preparation for the commencement of its regular northern line services in April 1956 by *Chung Hsing 9* (refer *Min Chu 6* and *Min Chu 9*, the Shanghai Bureau established a full Branch Office in Dalian. In January 1957, to strengthen the supervisory work of Pohai Gulf passenger and cargo vessel services to which the new *Min Chu 10* and *Min Chu 11* had been added, this office was reorganised into a Dalian Sub-bureau of the Shanghai Maritime Bureau. In January 1958, the Ministry of Communications decided that all passenger and cargo shipping administered both by the Dalian Sub-bureau and otherwise in the Pohai Gulf should be turned over to the Dalian Harbour Bureau's jurisdiction. This rather sharp change to local control is long remembered in Dalian as "the merger of port and shipping", forming the Dalian Maritime Transport Bureau.

Nevertheless, on 1 July 1962 the Ministry of Communications decided to re-assign the Dalian Maritime Transport Bureau to the jurisdiction of the Shanghai Maritime Bureau and restore the structure of a Dalian Office of the Shanghai Maritime Bureau. On 1 June 1964 after the establishment of the Northern District Maritime Bureau, the Shanghai Maritime Bureau was reorganized into the Shanghai Steamship Company and the Dalian office was renamed the Dalian Branch. On 8 July 1968 the Ministry of Communications decided to cancel the Shanghai Steamship Company and restore the Shanghai Maritime Bureau. The Dalian Branch then became the Dalian Branch of the Shanghai Maritime Bureau.

In the early 1970s new passenger ships started to be delivered to the Dalian Branch for Pohai Gulf service, exclusively from the Xingang yard in Tientsin, starting with the two 4300-grt ships of the *Tian Shan* class. On 1 January 1978 the Dalian Branch was once again separated from the Shanghai Maritime Bureau and merged with the Dalian Ocean Shipping Company to form the Dalian Maritime Administration. On 1 January 1980 the Ministry of Communications decided that the

Dalian Maritime Sub-Branch should be separated from the Dalian Maritime Administration and placed under the Shanghai Maritime Administration to restore the Dalian Maritime Sub-Bureau. From 1981 the Sub-Bureau took delivery of four 5000-grt passenger ships of the *Tian Hu* class, followed from 1983 by the three 5500-grt ships of the *Tian He* class. Two further vessels of this class for delivery in 1985 were evidently cancelled in favour of the acquisition of ships with vehicular decks.

On 22 December 1984 the Dalian Maritime Branch was separated from Shanghai Maritime Bureau to re-establish Dalian Steamship Company as a first-level state enterprise (bureau level). In 1985 the first roll-on/roll-off ferry (7000-grt) was acquired secondhand from D.F.D.S. in Copenhagen, and followed by a number of similar ships. Apart from three secondhand ro-ro ships, none of the Bohai Gulf passenger vessels were listed in Lloyds Register until 1991, when they first started to appear under the title Dalian S.S. Co. On 1 June 1993 this title was revised to Dalian Marine Transport Co. Ltd. (DMTC), Dalian.

The first of two much larger 15,000-ton ro-ro ferries was ordered from the Netherlands, arriving in 1995 and introducing a new colour scheme. In August 1998 DMTC associated with the Shanghai Bureau to form China Shipping Passenger Liner Co. Ltd (CSPLC). The DMTC hull colour scheme was modified by replacing the word 'Dalian' with 'China' and a new CSPLC funnel marking was adopted. The Dalian-based fleet then gradually changed to the larger ro-ro ferries. The last two non-ro-ro passenger ships were disposed of in October 2008.

In September 2016 the Dalian Bureau officially became COSCO Shipping (Dalian) Co. Ltd. and CSPLC became COSCO Shipping Passenger Transport Co. Ltd., and subsequently COSCO Shipping Ferry Co., Ltd. Also in 2016 the strategic alliance with Shanghai was also extended to Guangzhou COSCO Shipping. The passenger ships based variously in Dalian, Shanghai and Guangzhou continue to be painted in CSPLC colours. Of the passenger ships and ferries, in this list we have endeavored to list only those passenger vessels based in Dalian.

SOURCES

This narrative has particularly drawn upon *Dalian Steamship Corporation* (Dalian Maritime University 1 April 1999, ISBN 7-5362-1267-1) and the history published on the COSCO Ferry homepage <http://ferry.coscoshipping.com/col/col6086/index.html> (downloaded 24/1/20).

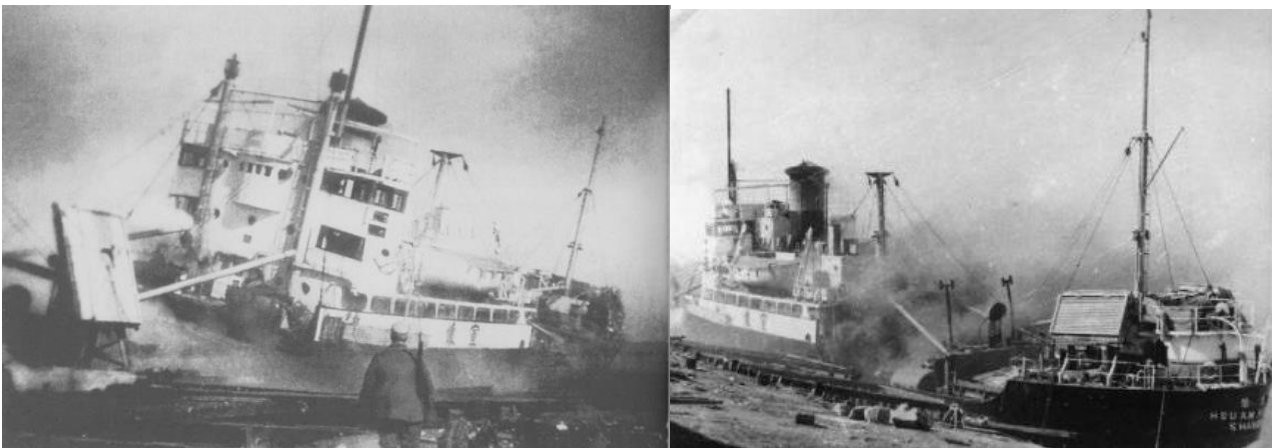
The fleet list has been checked against Akiawa's 1991 list of Chinese merchant vessels.

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The following initial three vessels are identified in the Dalian Steamship Corp.
Official History (1999), pp. 8, 11 and 296.

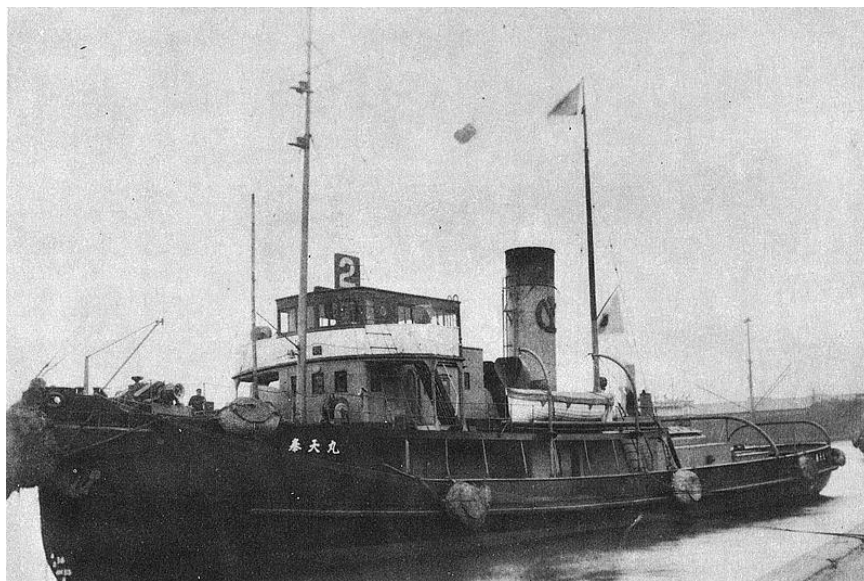
DONG FENG 2 東風 2 'ORIENTAL 2' (1949-?) 1926/45 (N3)

Laid down by Avondale Marine Ways Inc., New Orleans for USWSA as SAMUEL R. CURWEN but bareboat chartered to MOWT (Wm France Fenwick & Co. Ltd, mgrs) as NORTHERN MASTER. 1945 mgrs John Swire & Sons Ltd. 1946 mgrs Moller Line (UK) Ltd. 1947 sold to Chinese Gov't r. TENG 1402. 1948 sold to CMSNC r. HSUAN HUAI. 2/11/48 severely damaged in River Liao near Yingkou (Newchwang) with loss of 10 lives following explosion in cargo of petrol. [Edward Chen on Axis History Forum notes around 2000 troops died in the fire: "On October 31, as the PLA siege ring closed in on Yingkou, the 52nd Corps was prepared to ship out. At 0500 hours, Liu's corps HQ staff plus organic units and the NRA 25th Division left Yingkou on two other steamers, while the 2nd Division (numbering about six thousand men) was still loading aboard the MV Hsuan Huai when she unfortunately caught fire while alongside a pier. Those on the main deck and upper holds—the division's 4th Regiment and part of the 6th Regiment—managed to abandon ship and reach shore, to be embarked on smaller vessels and evacuated out of Yingkou. Those in the lower holds—most of the 5th Regiment and the rest of the 6th Regiment, the division's organic units and artillery battalion—were trapped by overcrowding in the stairwells and over two thousand men lost their lives" <http://forum.axishistory.com/viewtopic.php?t=135833>]. Subsequently rebuilt as cargo-passenger ship DONG FANG 2 ('Oriental 2') of the new government's Dalian Steamship Company, 4/49 first sailing in new a Dalian-Shanghai service. NFI.



HSUAN HUAI fire (<http://forum.axishistory.com/viewtopic.php?t=135833>; Internet).

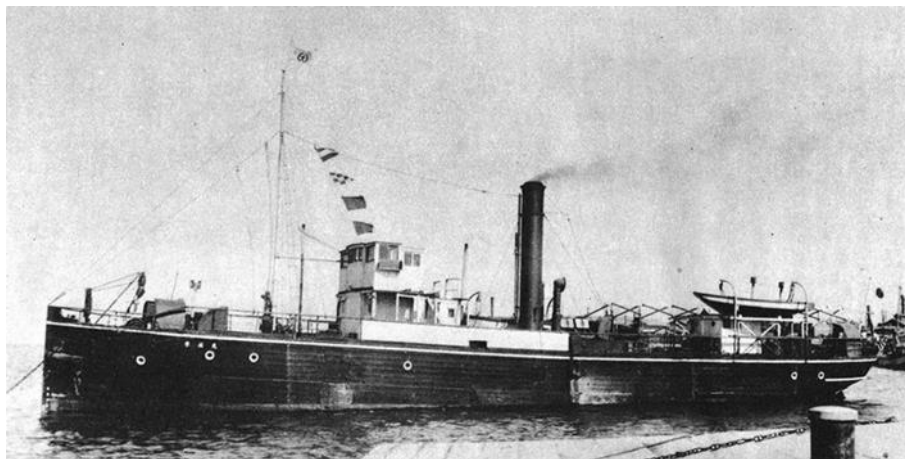
DONG FENG 5 東風 5 'ORIENTAL 5' (1949-?) 471/21 T3cy ocean salvage tug conv. to pass. ship
 Built by Kobe Steel, Aioi (#64) for Minamimanshu Tetsudo K.K., Dairen as HOTEN MARU (427 grt).
 27/11/44 grounded in Port Arthur Bay (Ryojunwan), abandoned, and sank. Postwar salvaged by
 Xinglong Trading Company r. TIANJIN. 1/49 t/f to mgt of Dalian Zhongxi Co. 3/49 t/f to Yantai
 Coastal Defense Office but vessel unusable. 5/49 rev. to Dalian Zhongxi Co. then to Dalian S.S. Co. r.
 DONG FENG 5 “and became the first steel sea passenger and cargo liner in the history of our large
 ships” [Dalian S.S. Corp. Official History p.11]. Evidently used Yilongkou-Dalian-Tianjin. NFI.



DONG FENG 5 as salvage tug HOTEN MARU (S. Kizu/IJN).

DONG FENG 6 東風 6 'ORIENTAL 6' (1949-50) 200/? Wooden hull
 Build details unavailable. Sunken vessel salvaged by Xinglong Trading Co., after repairs 3/49 sold to
 Tongli Co. r. DONG FENG 6, maiden voy. Dalian-Yantai, subsequently to Weihai, Tianjin, Qingdao,
 Shidao, etc. [Dalian Steamship Corp. History p.8]. 4/50 handed over to civilian company. NFI.
 Although a direct link has not been found, the following vessel appears to be a good fit:

USA MARU 179/22 Wooden hull Reciprocating engine 9k 187 3rd class pass
Built at Shimoda, Japan for Goshi Kaisha Usa Sokai, Dairen as USA MARU. 1931 sold to Dairen Kaiun Goshi Kaisha, Dairen. 1937 t/f to Dairen Kaiun K.K. 1/40 sold to Dairen Kisen K.K., Dairen, major refit of hull and engines. 19/1/45 bombed and sunk in 39.09N, 122.52E, between Guanglu and Waichangshan Islands, about 100km NE of Dairen, NFI.

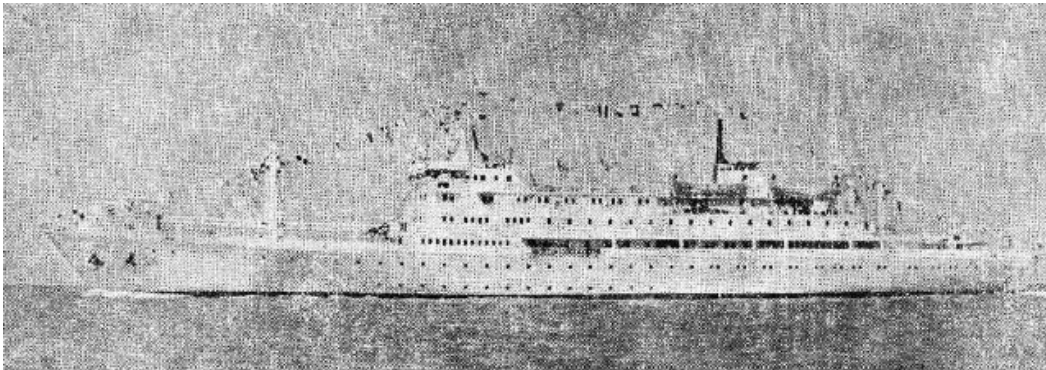


Dairen-based prewar coastal passenger ship USA MARU (S.Kizu/IJN).

The following fifteen Dalian-based passenger vessels operated by the Shanghai Maritime Bureau (SMB) with their assignment in 1954 of 'MIN CHU' 民主 (and then 'GONG NONG BING') 工農兵 and subsequently 'TIAN' 天 names are covered in our SMB Passenger Ships Part I list and therefore here are cross-referenced only. Please refer to that list for full details. Dates here refer to period controlled from Dalian.

- HAI JING 海京 / MIN CHU 1 / GONG NONG BING 1 (1950-67)**
- HAI SHENG 海盛 / MIN CHU 2 (1950-6?)**
- HAI YONG 海甬 / MIN CHU 7 (1950-53, 1978-78)**
- HAI WAN XING 海王星 / MIN CHU 8 / GONG NONG BING 8 (1950-79)**
- MIN CHU 9 / GONG NONG BING 9 (1956-73)**
- MIN CHU 10 / GONG NONG BING 10 (1955-83)**
- MIN CHU 11 / GONG NONG BING 11 (1956-83)**
- MIN CHU 12 / GONG NONG BING 12 (1956-80)**
- MIN CHU 13 / GONG NONG BING 13 (1957-82)**
- MIN CHU 14 / GONG NONG BING 14 (1958-84)**
- MIN CHU 15 / GONG NONG BING 15 / TIAN 15 (1956-86)**
- MIN CHU 16 / GONG NONG BING 16 / TIAN 16 (1956-87)**
- MIN CHU 17 / GONG NONG BING 17 / TIAN 17 (1959-?)**
- MIN CHU 2 (bis) / GONG NONG BING 2 / TIAN 2 (1984-90)**
- GONG NONG BING 21 (1969-79)**

TIAN SHAN 天山 (1974-ca.12) 4299/74 m 1308 pass **TIAN SHAN** 天山 (1974-ca.12) 4299/74 m 1308 pass
Built by Xingang Shipyard, Tianjin. 8/7/75 maiden voyage Dalian/Yantai. RLR 2012.



TIAN SHAN (Xingang).



TIAN SHAN at Yantai (Internet).



TIAN SHAN or TIAN HUA at Dalian 1986-87, kingposts not yet joined (*Ships of the World* 5/87).

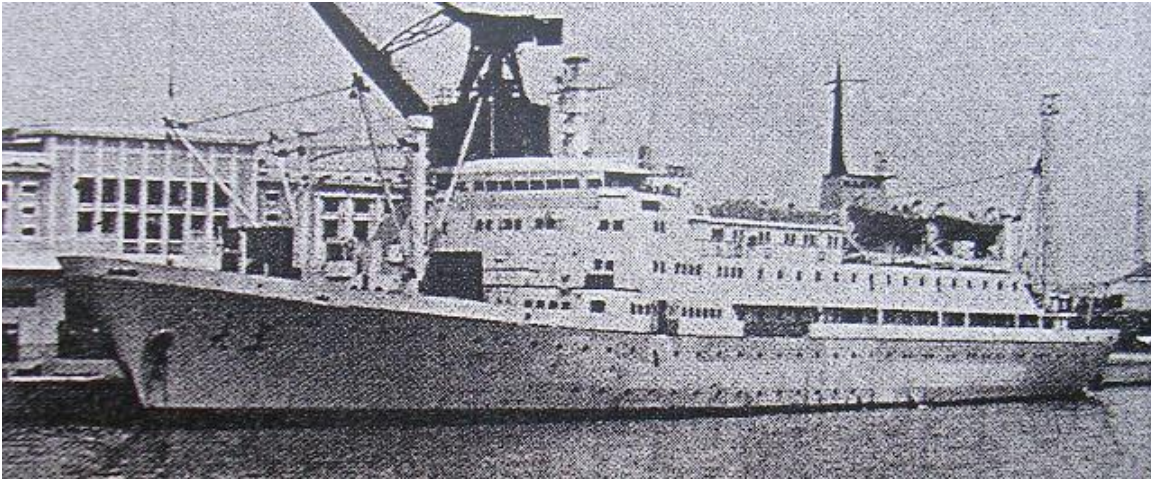


Later view of TIAN SHAN (Dalian S.S. Corp. History).

TIAN HUA 天华 (1976-ca.13) 4299/76 m 1320 pass
Built by Xingang Shipyard, Tianjin. Sister to TIAN SHAN. RLR 2012



TIAN SHAN or TIAN HUA at Dalian in 1970s (from a postcard)



TIAN HUA at Yantai (*Ships of China*).

TIAN HU 天湖 (1981-ca.12) 5002/81-1 m 1137 pass
Built by Xingang Shipyard, Tianjin Still listed LR 2023 for Dalian SSC.



TIAN HU sailing Yantai 20/5/87 for Dalian (*Ships of the World 9/87*)



TIAN HU at Yantai in October 1991 (Alan Lee).

TIAN CHI 天池 (1981-ca.12) 5002/81-10 m 1133 pass

Built by Xingang Shipyard, Tianjin. Still listed L07 for Dalian SSC. RLR 2012.



TIAN CHI at Yantai (Furukawa, *Ships and Ports*).

TIAN TAN 天潭 (1982-?) 5002/82 m 1200 pass Sulzer

Built by Xingang Shipyard, Tianjin LR says cargo only but all data identical to 2 ho TIAN HUAI except engines Shanghai rather than Winterthur. 1/83 entered service. Still listed L98 for Dalian SSC. L01 CSPLC. Still in LR 2023 for COSCO Shg. Ferry Co. Ltd, Dalian.



Model of TIAN TAN class



TIAN TAN in original colours (7788.com).



TIAN TAN at Dalian 5/6/06 (Graeme Nicol@Flickr).



TIAN TAN at Dalian 27/10/06 (Brian Yap@Flickr).

TIAN HUAI 天淮 (1983-08) 5002/83-2 m Sulzer 1130 pass
Built by Xingang Shipyard, Tianjin L01 CSPLC, 2/10/08 departed Dalian for breaking.



TIAN HUI transitioning - CSPLC funnel - from early colour scheme (from a postcard)



TIAN HUI in CSPLC colours (Przemek Mrowiec@ Shipspotting).



TIAN HUI de-storing at Dalian 28/9/08 (SK*).

TIAN HE 天河(1983-?) 5492/83 m Sulzer 1098 pass

Built by Xingang Shipyard, Tianjin. 12/11/84 arrived Dalian and entered service. Listed L98 for Dalian SSC. L01 CSPLC. Rep. no longer in service by 10/08 but still in LR 2023 for COSCO Shg. Ferry Co. Ltd, Dalian.



TIAN HE, cranes not yet fitted (*Ships of China*).



TIAN HE or TIAN JIANG (from a postcard).



TIAN HE or TIAN JIANG with 'DG' funnel marking (7788.com).

TIAN JIANG 天江 (1984-08) 5492/84-7 m 1120 pass

Built by Xingang Shipyard, Tianjin, 6/7/84 first arrived Dalian. 9/08 sold for breaking, departed Dalian 2/10/08.



TIAN JIANG, probably on completion (Chinese Classification Society 30-year booklet).



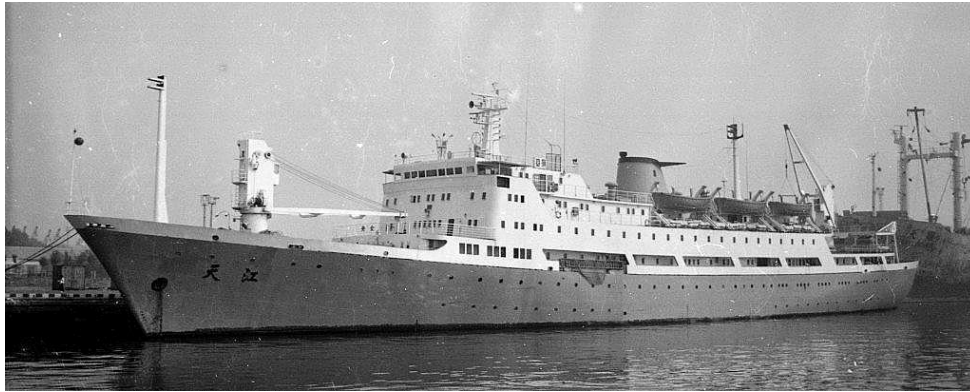
TIAN JIANG (Dalian S.S. Corp. History).



TIAN JIANG at Tianjin 3/84 (M. Kikuchi, *Ships and Ports*).



TIAN JIANG 21/5/87 at Dalian (*Ships of the World* 9/87).



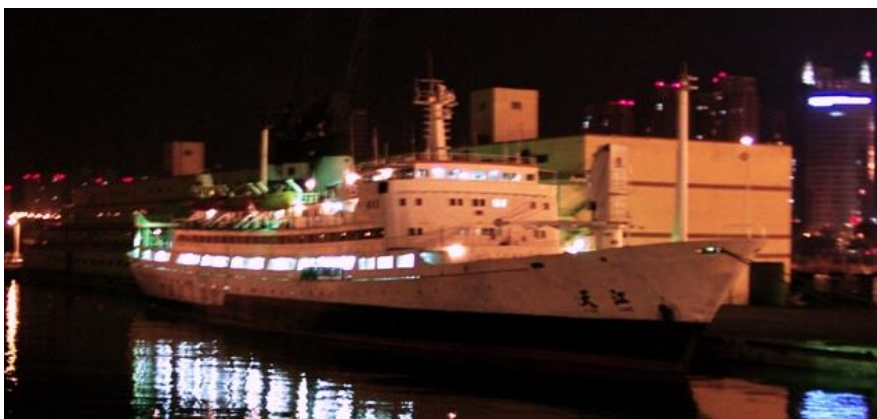
TIAN JIANG at Yantai in October 1991 (Alan Lee).



TIAN JIANG in the new CSPLC colours (from a postcard).



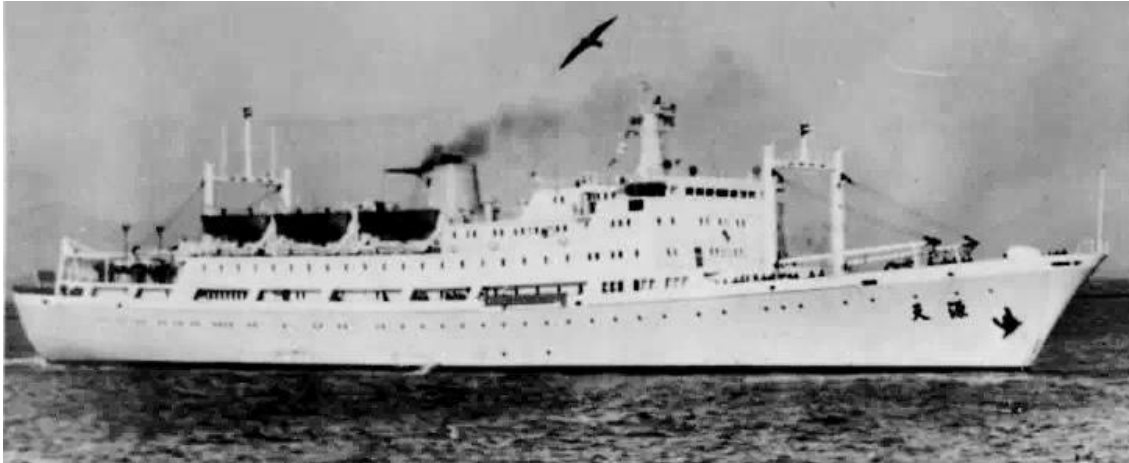
TIAN JIANG (Przemek Mrowiec@Shipspotting).



TIAN JIANG de-storing at Dalian 29/9/08 (SK*).

TIAN YUAN 天源 (1984-?) 5495/84 m Sulzer 1120 pass

Built by Xingang Shipyard, Tianjin. 6/7/84 arrived Dalian and entered service. 8/12/97 damaged by engine room fire at Xingang, Tianjin and capsized due to inflow of firefighting water. Raised and repaired. Withdrawn from service by 10/08. [Not in Miramar or LR.]



TIAN YUAN (<http://m.wedalian.com/wxarticle-show-id-147339.html>).



TIAN YUAN (Dalian S.S. Corp. History).



Presumed capsized TIAN YUAN at Xingang, rear mast evidently removed (Internet).

TIAN E 天鵝 (1985-03) 7697/69 1100 pass 150 cars 16k.

Built by Cantieri Navali del Tirreno e Riuniti S.p.A., Riva Trigoso, Genova for D.F.D.S., Copenhagen as AALBORGHUS. Seasonally renamed on charter: Dana Sirena (4/6/71 – 3/11/75); Olau Dana (3/11/75 – 3/5/76); Dana Sirena (3/5/76 – 20/4/77); Robin Hood (21/4/77 – 23/12/77); Dana Sirena (23/12/77 – 9/5/78); Robin Hood (9/5/78 – 4/10/78); Dana Sirena (4/10/78 – 19/5/79); Robin Hood (19/5/79 – 19/11/79); Dana Corona (19/11/79 – 6/3/85). 1979 extensively rebuilt, funnel lengthened. 1983 laid up. 12/6/84 arrived Dalian. 6/2/85 reg. for COSCO, later Dalian SSC 6/3 r. TIAN E (meaning 'heavenly swan'). 1999 t/f to China Shg. Passenger Liner Co Ltd., Dalian. As "DONG HAI No.1" 28/9/02 set on fire during anti-terrorism exercise in Yangtze delta. 2003 sighted laid up in Yangtze delta with severe list to starboard, presumed soon b/u but not RLR until 7/09.



TIAN E (Dalian S.S. Corp. History).



TIAN E in COSCO colours and destruction in anti-terrorism exercise (Right: CNSPHOTO).

TIAN PENG 天鵬 (1990-02) 4007/68

Built by Werft Nobiskrug GmbH, Rendsburg, Tyskland for B & I Line, Dublin as MUNSTER. 6/83 sold to Ahmad Armoush, Panama later Petra Nav., Jeddah r. FARAH 1. 7/2/91 arrived Dalian. 9/91 registered for COSCO (Dalian SSC). 2002 broken up in China.



TIAN PENG as MUNSTER (Jon Godsell@Shipspotting).



TIAN PENG at Dalian on 9 October 1991 (Alan Lee).



TIAN PENG (Dalian S.S. Corp. History).

TIAN XIANG 天翔 (1990-1?) 2715/76

Built by Guangzhou Shipyard, Guangzhou for Guangzhou Maritime Bureau as HONG WEI 13. 1980 r. FU RONG 芙蓉. 1990 sold to Dalian Maritime Bureau r. TIAN XIANG. 2012 RLR.



FU RONG (Chinese Classification Society 30 year booklet).



TIAN XIANG loading (7788.com).



TIAN XIANG (Internet).

TIAN KUN 天鯤 (1991-01) 3722/64

Built by Werft Nobiskrug GmbH, Rendsburg, Tyskland for Lion Ferry A/B, Halmstad a PRINS BERTIL. 1/66 sold to Ministry of Transportation, Canada for operation by Canadian National Railway Co. as LEIF EIRIKSSON. 1976 sold to Maginos Shg., Piraeus r. IONIAN STAR. 9/91 sold to COSCO. 3/01 sold for breaking.



TIAN KUN (SK colln).



TIAN KUN (Dalian S.S. Corp. History).

CAI QIAO 彩桥 (1993-94) 6174/75-85 ro-ro cargo

Built by Juliana Gijonesa, Gijon. Launched 14/3/75 as MONTE BUSTELO, presumably for Naviera Aznar S.A., Bilbao but rebuilt and relaunched 4/79. 14/8/85 rep. completed by Astilleros Armon Gijon, Gijon as DELFIN DEL BALTICO (2002 grt). 1992 r. ALEGRIA I (reg. Valetta). 20/4/93 sold to Dalian S.S. Corp. r. CAO QIAO. Conv. to passenger/cargo ro-ro ship by Tianjin Shipyard. 17/11/94 r. TIAN YING (3953 grt) for Bohai Gulf service. Ca 2006 removed from service and presumably scrapped. NFI. [Not in LR or Miramar as CAI QIAO or TIAN YING]



MONTE BUSTELO (Tanner).



TIAN YING in March, 1996 (7778 .com).



TIAN YING in China Shipping Passenger Liner Co. Ltd colour scheme (official postcard).



TIAN YING (Internet).

HAI YAN 海燕 (1993-?) 478/ fast ferry, further details unavailable.



HAI YAN (Dalian S.S. Corp. History).

TIAN YING 天鷹 (1994-c.06) see CAI QIAO (1993-94)

TIAN LU (1995-06) 2692/71 74.5x14.0x10.1x4.1m 284 pass 17k
Built by United Ship Yard Co., Perama for Shg. & Tourist Co. Frangiskos Frangoudakis S.A., Piraeus as GEORGIOS (3944g). 1985 sold to China National Machinery Import Export Co., later Guangzhou Marit. Tpt. Group, Guangzhou r. HONG MIAN. 7/95 sold to CSPLC r. TIAN LU. Still as such LR 2011, described as a cargo ferry. (Also reported 7/06 r. DONG PENG 1, same owners.) RLR 2012.



TIAN LU as GEORGIOS (<http://www.adriaticandaegeanferries.com/fragline>).



TIAN LU as HONG MIAN (*Ships of China*).

TIAN HONG 天鸿 (1995-?) 2145/? Roro passenger ferry

Listed in Dalian S.S. Co. official history, whereas TIAN LU is not. Possibly a renaming, not in LR.

BANG CHUI DAO 棒捶岛 (1995-) 15660/95 937 pass

Built by van der Giessen de Nord, Krimpen for DMTC as BANG CHUI DAO. 1998 owners CSPLC.



BANG CHUI DAO at Valetta in DMTC colours (*Shipspotting*).



BANG CHUI DAO in new colours at Dalian 1/10/08 (SK*).

HAI YANG DAO 海洋岛 (1995-) 15560/95 937 pass

Built by van der Giessen de Nord, Krimpen for DMTC as HAI YANG DAO. 1998 owners CSPLC.



HAI YANG DAO fitting out in the Netherlands (*Shipspotting*).



HAI YANG DAO (*Shipspotting*).

CHANG XING DAO 长兴岛 (2000-) 17961/82

Built by Cant. Nav. Reuniti, Ancona for Lloyd Triestino S.p.A., Trieste as cargo ship TORRE DEL GRECO (7432gt). 1988 sold to Tirrenia di Navigazione S.p.A., Genoa, converted at Palermo to passenger ship r. CAPO SANDALO. 10/98 laid up. 2000 sold to CSPLC r. CHANG XING DAO. 17/7/00 maiden voyage Dalian/Yantai. Still in LR 2023 for COSCO Shg. Ferry Co. Ltd, Dalian.



CHANG XING DAO early colour scheme



CHANG XING DAO after early morning arrival at Weihai from Dalian 30/9/08 (SK*).



CHANG XING DAO 5 p.m. arrival at Dalian from Weihai 27/3/10 (SK*).

FU XING DAO 复兴岛 (2000-05?) 12304/95

Built by De Merwede S.&M., Hardinxveld (#667) for Shanghai Hai Xing Shg. Co. Ltd., Shanghai as YU JIN XIANG. Later sold to CSPLC, r. FU XING DAO. 15/4/01 first sailing (passengers & containers) Dalian-Yantai. 2008 sold to Chuangyuang Assets Management Co. Ltd., Qinhuangdao r. XIN YU JIN XIANG. [Name FU XING DAO not shown in LR or Miramar.] [Details from COSCO Ferries webpage and https://idyllicocean.com/vdb/ship18_vsl_info.php?id=2416]



FU XING DAO as YU JIN XIANG (Internet)



FU XING DAO subsequently as XIN YU JIN XIANG (Dae Sung Choi)

PU TUO DAO 普陀岛 (2005-) 16234/05 1428 pass

Built by Jiangnan Shipyard, Linhai for CSPLC as PU TUO DAO. 3/6/05 maiden sailing Dalian-Yantai.



PU TUO DAO making an early morning arrival at Dalian 1/10/08 (SK*).



PU TUO DAO showing revised funnel marking (CSPLC).

HU LU DAO 葫芦岛 (2005-) 16234/05 1428 pass

Built by Jiangnan Shipyard, Linhai for CSPLC as HU LU DAO. 14/9/05 maiden sailing Dalian-Yantai.



HU LU DAO arriving Dalian 27/3/10 (SK*).

LONG XING DAO 龙兴岛 (2010-) 24572/10 1400 pass

Built by Guangzhou International Shipyard, Guangzhou for CSPLC as LONG XING DAO. 6/1/11 first sailing Dalian/Yantai.



LONG XING DAO (CSPLC).

QING SHAN DAO 青山岛 (2011-16) 24572/11 1400 pass

Built by Guangzhou International Shipyard, Guangzhou for CSPLC as QING SHAN DAO. 16/1/12 first voyage Yantai-Dalian. 2016 r. NAN HAI ZHI MENG for southern China operations



QING SHAN DAO (CSPLC).

YONG XING DAO 永兴岛 (2011-) 24572/11 1400 pass

Built by Guangzhou International Shipyard, Guangzhou for CSPLC as YONG XING DAO. 29/4/11 inauguration ceremony at Dalian.



YONG XING DAO (vesseltracker.com).

CHANG SHAN DAO 长山岛 (2012-) 24572/12 1400 pass

Built by Guangzhou International Shipyard, Guangzhou for CSPLC as CHANG SHAN DAO. 18/6/12 first voyage Dalian/Yantai.



CHANG SHAN DAO (CSPLC).

JI LONG DAO 吉龙岛 (2021-) 43195/21 1375 pass

Built by Guangzhou International Shipyard, Guangzhou (#18121028) for CSPLC as JI LONG DAO.
3/9/21 Maiden voyage Dalian-Yantai.



JI LONG DAO (CSPLC).

XIANG LONG DAO 祥龙岛 (2021-) 43195/21 1375 pass

Built by Guangzhou International Shipyard, Guangzhou for CSPLC as XIANG LONG DAO.



XIANG LONG DAO (CSPLC).

Notes:

Akaiwa (1991) lists two further units of the Xingang-built TIAN series, **TIAN PU** 5492/85 and **TIAN XIANG** 5492/85, same hull and engines as the other 5,000 ton ships, capacity 1300 pass. Neither vessel was listed in LR, the name TIAN XIANG was allocated to a secondhand purchase in 1983 and a larger vehicular ferry TIAN E was acquired in 1985. It is therefore presumed the two Xingang orders were cancelled at an early stage.

Miramar lists a **TIAN YUN** 5500/84 Built by Xingang Shipyard (#248), Tianjin, few other details. Presumed to be error for TIAN YUAN 5495/84 (q.v.). Still in LR2016 but not as such by LR2023.

The Dalian S.S.. Corp. official history does not appear to mention TIAN PU 5492/85, TIAN XIANG 5492/85 or TIAN YUN 500/84.

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