

George (Chi Chung) Zee 徐志忠 (d. 1967)

Theta Shipping Co. Ltd, Hong Kong (1954)
South East Asia Shipping & Trading Co. Ltd (1958)
Hongkong Shipping Co. (Panama) Ltd (1961)

SHORT HISTORY & ILLUSTRATED FLEET LIST

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By Howard Dick

Photographs edited and arranged by Stephen Kentwell

h.dick@unimelb.edu.au

skentwell@hotmail.com

With thanks to Malcolm Cranfield, Chris Howell and Bill Schell for photos
and advice on various points.

First posted 2024

This update 24 September 2024

Zee Chi Chung (徐志忠, pinyin Xu Zhi Zhōng), invariably known as George Zee, was one of the less well-known among the Shanghai refugee shipowners who relocated to Hong Kong before Shanghai was taken over by the People's Liberation Army in June 1949. Although his fleet was never larger than five ships, he owned some notable vessels, especially the veteran liner *Ionia ex Baltrover ex Dominica ex Digby* (1913) and the former New Zealand passenger ferry *Tamahine* (1925).

George Zee was a different person from K.S. Zee of Shanghai and Hong Kong, who from 1949 was for a short time beneficial owner under shipbroker Wallem & Co. of at least five ships, respectively *Mina* (2241/18, 1949-50), *Miranda* (3476/20, 1949-50), *Moldova* (4083/11, 1949-58), *Unita* (3586/06, 1949-51) and *Vim* (1127/13, 1949-53). K.S. was an older man who in the mid-1920s had been General Secretary of the Chinese General Chamber of Commerce and was also active in the Chinese YMCA. He may have been father or uncle but Zee is not an uncommon name in Shanghai. For example, in the 1930s there was Zee Yung-ching (d. 1931), wealthy 'compradore' of the P&O Banking Corporation, T.T. Zee of Kincheng Bank, a Capt. Lee Ming-tse, who in the mid-1930s was a master with China Merchants, Mr. S.D. Zee, owner of the Da Chong Auto Body Works, and Zee Fok-san, a rice dealer at Pootung.

George Zee was born in 1914 or 1915 and probably had an English-language education because he is said to have studied at the Princeton Seminary (Presbyterian) at Princeton, New Jersey before establishing himself in Shanghai as a furniture manufacturer ('Hartford Courant', 15/12/2017).

Sometime in the first half of 1949 he relocated to Hong Kong with his family and tools of trade. First mention in the English-language press was in August 1950, when he was fined \$30 for driving without a Hong Kong licence while backing his car into Kadoorie Avenue – evidently he held a Shanghai licence but not yet a Hong Kong one (SCMP, 28/5/50). Better publicity surrounded the ‘grand opening’ in December 1952 of his new furniture showroom in the Princess Theatre Building on the corner at 122 Nathan Road, Kowloon, opposite what would soon be the Miramar Hotel. George Zee & Co. advertised as ‘the only manufacturer of kiln-dried art carved furniture and chests’. These teak and camphorwood products were said to be popular with expatriate and navy personnel, British and American. The factory and presumably the original showroom was at 500A Castle Peak Road, Kowloon. When he applied for naturalization as a British citizen, Zee listed his residential address as No. 27 Peak Road on Cheung Chau (Long Island), now Xavier House of the Ignatian Retreat (gwulo.com).



L: Showroom opening (SCMP, 20 Dec. 1952), R: Princess Theatre Building in 1950s (gwulo-com).

By 1954 the furniture business was so successful that George Zee was able to invest some of the profits in his first ship, perhaps motivated in part by the consideration that in Shanghai’s commercial society banking and shipowning were of higher status than manufacturing, though no doubt he also hoped to do well out of it. The ship was the 25-year-old cargoliner built for British owners as *Thomas Holt* but in December 1954 acquired third-hand from a German firm. Renamed *Theta Star*, she was registered not in Zee’s name but to a nominee company, Theta Shipping Co. Ltd, set up in August 1952 by Mollers’ Ltd, who managed the ship and probably also assisted with finance. She almost came to grief in the North Sea but was able to be refloated and to continue the voyage, reaching Hong Kong in mid-1955 and finding ready employment. In the same month that he purchased *Theta Star*, Zee incorporated in Hong Kong his own shipping company, South East Asia Shipping & Trading Co. Ltd, which initially served as beneficial owner, then registered owner from 1958 when the ship was paid off.



THETA STAR as Thomas Holt Line's THOMAS HOLT (J. Clarkson).

In 1958, through South East Asia Shipping & Trading Co. Ltd, George Zee became one of many Hong Kong shipowners to take advantage of the opportunity to charter ships to Indonesia, which in December 1957 had sought to nationalize the large interisland fleet of the Dutch-flag Koninklijke Paketvaart Maatschappij (KPM). At the end of March 1958, the Indonesian Government was persuaded to relinquish the seized vessels under insurance claim on Lloyd's of London, thereby suddenly creating a big tonnage gap. George Zee was able to charter *Theta Star*. Two years later he added the 4600-dwt former Australian collier *Mandarin Star* ex *Kooralya* (1943) and in 1960 the older 2800-dwt *Hongkong Star* (1919), a cheap purchase from Thai Navy interests but a good charter. These additions were offset by the loss of *Theta Star*, which on 25 February 1961 stranded in the approaches to Jakarta and after refloating was delivered to breakers in Hong Kong.

The gap in Indonesia's interisland shipping fleet was most acute for passenger vessels. At the beginning of 1958, only PELNI's new 6000-grt *Tampomas* (1956) was of any size, supplemented from 1957 by the five smaller ships of the 2575-grt 'B' class. In 1961 PELNI added the 11,000-grt Australian passenger liner *Manoora* (1935) but other passenger vessels had to be chartered. Japanese shipowner Yokoi Hideki contributed *Koan Maru* (1936) and *Oriental Queen* ex *Kanimbla* (1936), which with *Tampomas* and *Ambulombo* allowed restoration of an interisland express service.

When the smaller, 16-knot New Zealand interisland ferry *Tamahine* (1925) became available at the end of 1962, George Zee was able to charter her to the Indonesian Government as *Kowloon Star*. There was some rush to deliver her to Indonesia by February to cover the withdrawal of the larger ships for the pilgrim season, so she sailed from Wellington on 5 January 1963 not to Hong Kong but to Singapore, arriving at the beginning of February. After a three-week stay while work was done on board in the Outer Roads, she proceeded to Jakarta to transform a ferry designed to carry up to 637 passengers on a 4-hour day crossing to accommodate at least a thousand deck passengers (original one-class passenger complement 657) on longer voyages, then in mid-March entered interisland service, mainly between Surabaya and Makassar, about 400 nautical miles, thus just over 24 hours at 16 knots, a bit longer at a more economical 14-15 knots. Zee kept her in Lloyd's 100A1 class.



Rust-streaked KOWLOON STAR laid up at Singapore, early 1969 but with funnels newly repainted in Union Company red from ship's stores (coll. C. Howell).

While in New Zealand to take delivery of *Tamahine*, Zee's attention was drawn to the 1035-grt former New Zealand Government steamer *Matai* (1930), which had been laid up at the southernmost port of Bluff since January 1962. Painted all white, she was another very pretty vessel but had a complement for only 57 passengers and not much cargo space, so her intended purpose is hard to guess. In mid-April 1963 she was handed over to become, with some adjustment of lettering, *Zetai Star* (presumably Ze(e) Tai (= 'great') and after a quick docking at Port Chalmers arrived at Hong Kong a month later to lay up at Sham Shui Po (Shumshuipo), North Kowloon, not far from Zee's showroom and office on Nathan Road. After 1 July 1963 she was no longer reported by 'South China Morning Post' and does not show up in movements elsewhere. Likely as not she remained laid up until delivered to local breakers in March 1965. Meanwhile, in mid-1964 Zee had added the 7520-dwt tramp *Doreen ex Singapore Pearl*, built in 1937 for James Nourse Ltd of London as *Johilla*.

Early in 1965 Zee made a remarkable purchase in the 52-year-old Greek passenger liner *Ionia ex Dominica ex Digby* (1913), which arrived at Hong Kong in mid-May as *Ionian*. After survey, she sailed on 12 June under the Panamanian flag for Indonesia to join *Kowloon Star* in the interisland passenger trade. Just two weeks later, however, on 26 July 1965, for reasons unknown, she capsized alongside the Pelni wharf at Tanjung Priok, became a total loss and had to be broken more or less in situ. No report of the casualty can be found in the local press and, because of the state of war between Indonesia and Britain over the newly formed nation of Malaysia, Lloyd's no longer had a local agent. Apart from a brief entry in Lloyd's List of 3 November, the details remain a mystery. Most likely the new crew, as yet unfamiliar with the old ship, made a simple error. It was a sad loss of quite a famous and much-loved ship.



IONIA off Jeddah, 6 June 1961, during pilgrim voyage, as modernized postwar (Dr. George Wilson).



Stern view of IONIAN capsized at Peln passenger berth at in West No. 1 Harbour, Tanjung Priok, dated 11 November 1965. It is not known how the wreck was removed (UPI/coll. S. Kentwell).

Almost exactly two months later came the Communist coup and military counter-coup in Jakarta. Over the course of 1966 General Suharto's new government introduced drastic measures to deal with rampant inflation and the balance of payments crisis. Zee somehow managed to keep *Kowloon Star* on charter until the end of 1968 but it was apparent that further charters were not to be expected.

Instead, as with *Doreen*, in March 1966 he bought the 8836-dwt, 15-knot British cargoliner *Parima*, renamed *Fortune Dragon*, and in August a 10,510-dwt, 11-knot 'Liberty' renamed *Fortune Sea*. These two purchases built his fleet of four ships totalling 30,000 tons deadweight plus the passenger-carrying *Kowloon Star*.

Then it all came to a sudden, tragic end when on Monday 8 May 1967 George Zee fell to his death from the window of his 18th-floor office in the Realty Building. Described in the 'South China Morning Post' as 'well-known shipowner and furniture manufacturer', he was said to be only 52 years of age, leaving behind a widow and three sons and five daughters. Whether it was a terrible accident or suicide was not subsequently reported. His funeral five days later was well attended. While his widow carried on the furniture business, the fleet was quickly dispersed. It may be that one or two of the ships passed to sons, but *Fortune Dragon* and *Fortune Sea* were almost immediately sold to breakers.

George Zee was a part-time shipowner and one of the smaller ex-Shanghai ones in Hong Kong but he had a good eye for a ship, was the final owner of several well-remembered ones, and established a good reputation. Nevertheless, he is likely to be best remembered for his Chinese-style carved furniture, pieces of which survive around the world, marked by his small manufacturer's plate, and are likely to feature in secondhand and antique catalogues and on Ebay for years to come.

Fleet List

THETA STAR (1954-61) 3585 (4140)/29-8 (350.0 x 47.1', T3cy/10k)

Built by Cammell Laird & Co. Ltd, Birkenhead (#956) for John Holt Line Ltd, Liverpool as THOMAS HOLT. 1951 r. PADDINGTON. 8/51 to F.L. Nimitz, Hamburg r. HANS-ERICH. 1952 r. HANS-ERICH J. NIMTZ. 12/54 sold to Theta Shg Co. Ltd (ben. owner SEA Shg & Tdg Co., mgrs. Mollers Ltd), Hongkong r. THETA STAR, after delivery grounded on Terschelling Is. in storm, towed off. 26/3/55 arr. Hong Kong via Wakamatsu (3626t coal). c.6/55 reg. at Hongkong. 10/56-1/57 on charter to RIL for Japan-HK-Singapore-East Africa line. 1958 t/f to SEA Shg & Tdg Co. for charter in Indonesian waters. 25/2/61 stranded in 05.17S, 106.54E off Kepulauan Seribu [Thousand Is. Archipelago] in the approaches to Jakarta, refloated with damage. Prior 30/4/61 arrived at Hongkong for breaking up by Kowloon Shipping Co., 4/5 work began.



THETA STAR, probably in Chao Phra River, Bangkok (pr. T. Rayner/coll. W. Schell*).

MANDARIN STAR (1960-67) 3168 (4624)/44-1 (328.0 x 46.6', T3cy/10k by Canadian Iron Foundries, Three Rivers)

Built by St John D.D. & S.B. Co., Ltd, St John, New Brunswick, Canada (#16) as 'Scandinavian' type for the Canadian Government (Park S.S. Co. Ltd) and completed 1/1944 as FAWKNER PARK for lend-lease to Australia under Shipping Control Board (Interstate Steamships P/L mgrs), 4/4 arr. Sydney via Panama and refitted for Australian coastal trade, 30/8 commenced service under Shipping Control Board (Interstate S.S. P/L, Sydney, mgrs). 12/44 reg. at Sydney to Commonwealth of Australia. 5/46 management t/f to McIlwraith McEacharn Ltd, Melbourne. 6-8/46 fitted with extra cargo gear, improved accommodation. 8/46 derequisitioned. 10/1946 sold to McIlwraith McEacharn Ltd and re-reg. at Melbourne, 1/47 r. KOORALYA. 8/56 conv. to oil fuel. 2/60 sold to Theta Shg Co. Ltd, Hong Kong, 3/60 reg. t/f to Hong Kong r. MANDARIN STAR, c.30/5 arr. Hong Kong. 1961-65 on charter in Indonesian waters. 4/62 Special Survey (100A1). 7/64 t/f to Mandarin Shg Co. Inc. (Lib. flag). 6/1967 t/f to Fortune Bay Shipping Co. Ltd (Oceanic Tdg Co., Taipei), Liberia r. FORTUNE BAY. 12/67 sold to Dragon Sea Tpt Co. S.A. Panama r. DRAGONBOAT. 4/1968 sold to Sangyo Shinko K.K. for demolition at Izumi-Otsu, Japan [see also T.S. Stevens & H. Dick, *Scottish House*, 2021].



MANDARIN STAR at Melbourne as FAWKNER PARK (A.C. Green/SLV).



MANDARIN STAR at Port Pirie, January 1959, as McIlwraith's collier KOORALYA (Ian Brett/NAA).

HONGKONG STAR (1961-68) 2632 (3793)/19-8 (289.0 x 44.1', T3cy/12k)

Built by Albina Engine & Machine Works Inc. Portland (Or.) (#17) for USSB (reg. Portland) as DOYLESTOWN. 1923 sold to Charles W. Cook (The Charles Nelson Co. Inc.), San Francisco. 1936 sold to Iniskin Drilling Co. Inc., Los Angeles r. INISKIN. 1937 sold to Northland Tptn Co. Inc., Seattle r. NORTH PACIFIC. 1939 sold to Santa Ana S.S. Co. Inc., Seattle. 1947 r. ROBERT. 1948 sold to Cia de Nav. Veritas S.A. (Veritas Co. (Far East) Ltd, New York), Panama. 1954 sold to Royal Thai Navy, Bangkok r. VINAI NAVI. 1956 sold to Thai-Line Co-operation Ltd, Bangkok. 9/61 del. at Hong Kong to Hongkong Shg Co. (Pan.) Ltd (SEA Shg & Tdg Co. Ltd/George Zee, Hong Kong), Panama r. *Hongkong Star* for charter in Indonesian waters. 23/9/68 o/v Palembang-Jakarta (fertilizer) sank 60 miles from Tandjung Priok [Schell].



HONGKONG STAR as ROBERT at Wilmington (Del.), 21 July 1948 (F. Palmer/W. Schell).



HONGKONG STAR at Hong Kong, probably 1961, soon after delivery (coll. W. Schell*).

KOWLOON STAR (1962-69) 1964 (444)/25-10 (274.8 x 40.2', 2Q4cy/ 16k)

Built by Swan, Hunter & Wigham Richardson & Co. Ltd, Newcastle (#1198) for Union S.S. Co. of NZ Ltd, Wellington as *Tamahine* for daytime Wellington-Picton ferry (637 pass. inc. 117 cabin berths, max. 26 cars), 10/25 trials (17.3k). 18/10/25 sd Tyne, 28/10 after minor repairs from Southampton for Wellington (16/12), 21/12 commenced Cook Strait service (3½-4 hr crossing). From 1953 replaced by *Rangatira* (6152/31) in summer months. 4/62 Special Survey. 11/8/62 last sailing from Picton on replacement by car ferry *Aramoana* (4160/62), laid up at Evans Bay, Wellington. 12/62 sold for £16,500 stg to Hongkong Shg Co. Ltd (SEA Shg & Tdg Co. Ltd/George Zee) (Panama flag), 27/12/62 del. r. KOWLOON STAR. 5/1/63 sd Wellington via Townsville, Surabaya for Singapore (3/2) for refit. 27/2/63 sd Singapore for Jakarta on charter to state-owned P.N. Pelni for express interisland passenger service (LR 100A1 class for Indonesian waters), mid-3/63 commenced service, mainly Surabaya-Makassar. After 2/64 interisland movements no longer reported (LSI). Mid-1967 sold to Cia. de Navegacion Sunlite S.A., Panama (principals unknown). c.8/2/69 redel. at Singapore. 4/4/69 arr. Hong Kong to be broken up by Leung Yau [M. Pryce, 'Tamahine', *NZ Marine News*, 54/1 (2006), also 54/2 pp.76-77].



KOWLOON STAR as Union S.S. Coy's TAMAHINE (NZ Ship & Marine Society).



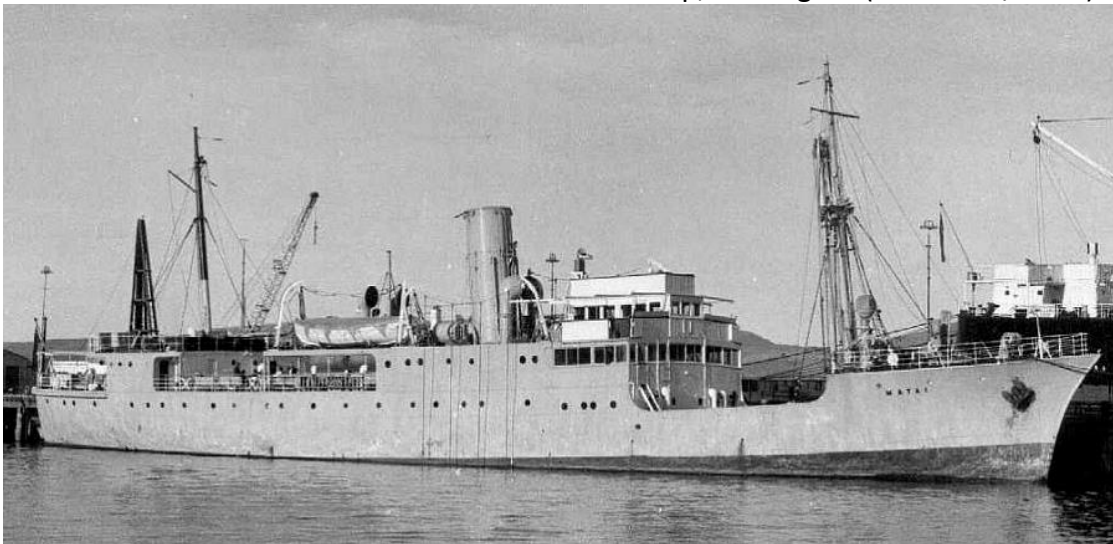
KOWLOON STAR arriving Hong Kong from Singapore on 4 April 1969 for demolition, passenger awnings still rigged forward and on boat deck (Dr. George Wilson).

ZETAI STAR (1963-65) 1050 (800)/30-7 (230.6 x 35.1', 2T3cy/11k)

Built by Hawthorn, Leslie & Co. Ltd, Newcastle (#572) for New Zealand Govt (Marine Dept) as lighthouse tender/survey vessel MATAI, 31/7/30 sd London via Panama. 3/3/41 req. as HMS MATAI (1 x 4"), 10/41 HMNZS MATAI (25th Minesweeping Squadron). 25/4/45 decomm. 1946 refitted at Devonport naval yard. 1948 laid up for sale. 8/49-8/50 on charter to Anchor Co. for Wellington-Nelson ferry. 7/53 conv. for use as cable repair ship. 10/59 t/f to interim Lyttelton-Stewart Island ferry. 1/62 laid up at Bluff. Late 1962 sold to syndicate at Invercargill, then early 1963 resold to Hongkong Shg Co. (Panama) Ltd, Panama. 13/4/63 del. to George Zee at Bluff r. ZETAI STAR, 15/4 sd for docking at Port Chalmers, thence via Townsville to Hong Kong (12/5), where laid up at Shamshuipo. After 1/7/63 no longer reported, likely remained laid up. 3/3/65 demolition began at Hong Kong by Lee Sing Co. [see also I.G. Steverson, *The New Zealand Government's Lighthouse Steamer MATAI*, *The Log*, forthcoming].



ZETAI STAR as NZ Government MATAI on Patent Slip, Wellington (S.C. Smith/NLNZ).



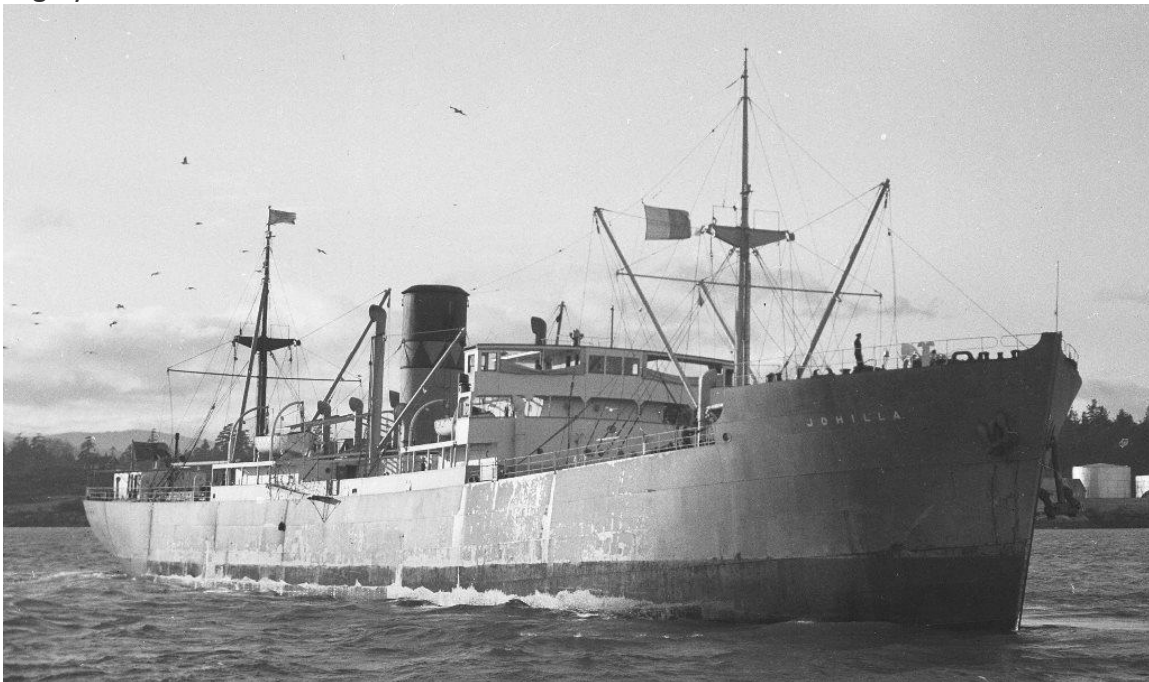
MATAI with later superstructure enhancements (coll. Brent Chambers/tynebuilships.co.uk).



ZETAI STAR ex MATAI arriving Port Chalmers for docking, 16 April 1963 (D. Wright/W. Schell).

DOREEN (1964-68) 4057 (7520)/37-2 (395.5 x 52.9', T3cy-LPT/11k)

Built by Barclay, Curle & Co., Ltd., Glasgow (#661) for James Nourse Ltd, London as JOHILLA. 8/60 sold to Chip Nam Co. Ltd (Chip Seng Co. Ltd, Singapore mgrs), Hong Kong r. SINGAPORE PEARL. 9/62 t/f to Cia de Nav. Darien S.A., Panama r. SENTOSA (w/d from LR class). Mid-1964 sold to Hongkong Shg Co. (Panama) Ltd (SEA Shg & Tdg Co. Ltd/George Zee, Hong Kong), Panama r. DOREEN. 1968 sold to Holly Nav. Co., S.A. (China Pacific Nav. Co. Ltd, Hong Kong), Panama r. PRIMAL VENTURE. 9/68 broken up at Hong Kong by Mollers Ltd.



DOREEN as Nourse's JOHILLA arriving Victoria (B.C.), 24 March 1938 (coll. W. Schell).



DOREEN at Singapore, c.1960, as SINGAPORE PEARL, still registered at London (R. Gabriel/H. Dick*).



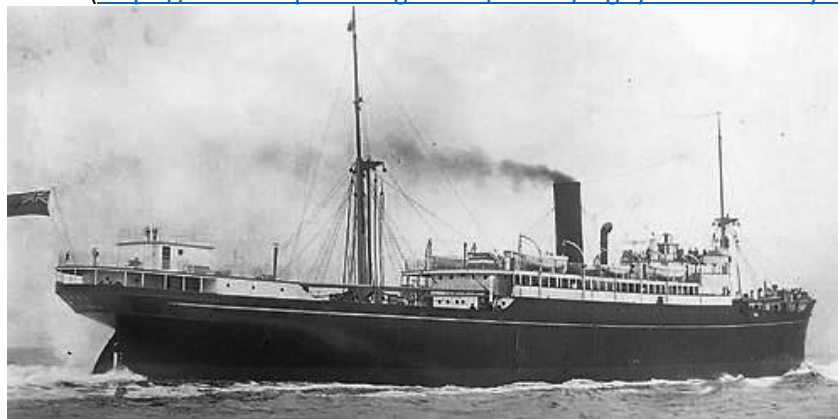
DOREEN on the buoy at Antwerp, 10 October 1965 (R. Maya/W. Schell).

I
ONIAN (1965-65) 4737/13-4 (366.10 x 50.0', T3cy/14k by Richardsons, Westgarth & Co., Hartlepool) Built by Irvine's S.B. & D.D. Co. Ltd, West Hartlepool (#527) for Furness, Withy & Co. Ltd, West Hartlepool for Liverpool-St John's (Newfoundland)-Halifax service (90 cabin pass.) as DIGBY. 11/14 under Admiralty requisition for 10th Cruiser Squadron as armed merchant cruiser HMS DIGBY, 11/15-7/17 on loan to French Navy as ARTOIS, then HMS DIGBY. 1/19 reverted to owners as DIGBY, 20/3 resumed commercial service extending to Boston (Furness Warren Line). 7/25 withdrawn and docked by Queenstown D.D., S.B. & E. Co. for extensive refit (now 101/66/- pass.), t/f to Bermuda & West Indies S.S. Co. Ltd, 9/25 r. DOMINICA, 10/25 reg. Hamilton (Bermuda), 11/25 began New York-West Indies service. From 1930 alternating in Furness Red Cross Line from New York to Halifax, St John's and Montreal. 4/34 sold for £22,500 to Turkish buyers with delivery at Cardiff c.22/5 but delivery did not proceed, 25/6 arr. New York to resume service. 9/35 sold to United Baltic Corp. Ltd, London, 4/12 arr. Tyne for refit (now 64 cabin, 139 third), 12/35 r. BALTROVER, 2/36 began service London-Gdynia-Danzig via Kiel Canal. 21/8/39 arr. London on last voyage. 1-3/40 t/f to MacAndrews service London-Gibraltar-Spain. 4/40 req. 5/40 alloc. to Liverpool-St Johns-Halifax service (Johnston Warren Line).

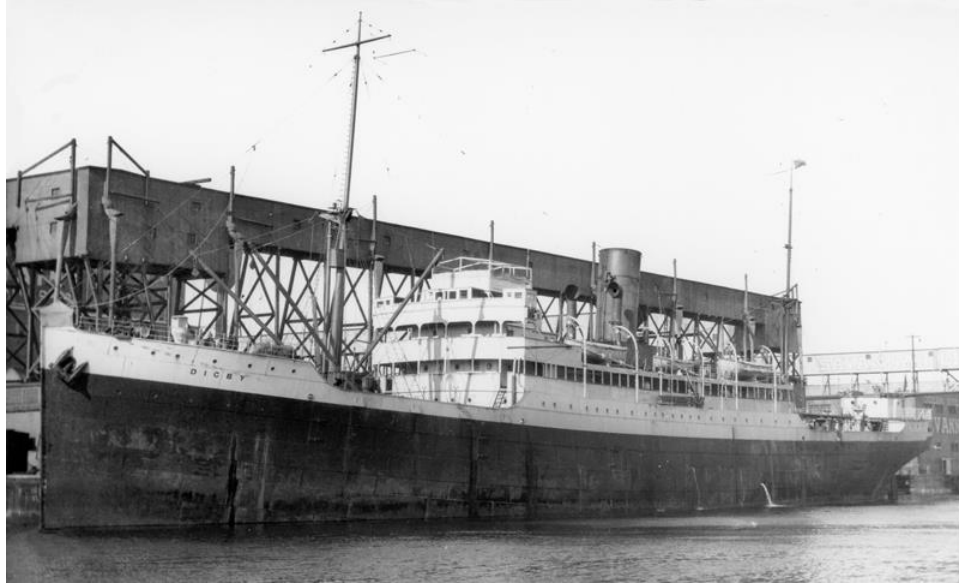
From 1/42 worsening boiler problems, 1/7/44 completed discharge at Liverpool, thence Clyde for repairs. 1/11/44 laid up at Gareloch as grain and seed storeship. 12/9/45 arr. Liverpool where 23/11-3/1/46 in drydock. 24/1/46 laid up in Clyde at Kames Bay (E. Bute), where 13/2 derequisitioned. 2-15/10/46 inspected at Greenock, then Kames Bay until 17/12/46 arr. Glasgow for delivery to Hellenic Mediterranean Lines Co. Ltd, Piraeus r. IONIA for £980,000 modifications and refit by Barclay, Curle & Co. Ltd, Glasgow of passenger accommodation, engines and boilers (now oil fuel, 14½k). 9/48 completed Special Survey, 2/10 arr. Piraeus, 11/48 entered Mediterranean service Marseilles-Genoa-(Naples)-Piraeus-Alexandria-Port Said-Haifa-Beirut-Cyprus (Limassol)-Alexandria-Piraeus (etc.). By 1960 accomm. 66 first, 219 tourist, 84 dormitory, 151 deck, less when cruising (L. Dunn). Mid-1961 pilgrim voyage Indonesia-Jeddah. 4/62 Special Survey. 4/6/64 sd Jeddah on return pilgrim voyage to Casablanca, then reverted to Mediterranean service. 10/64 laid up at Piraeus. Early 1965 sold for £80,000 to Ionia Shipping Co. S.A. (SEA Shipping & Trading Co. Ltd/George Zee, Hong Kong), Panama r. IONIAN, 21/3 sd Beirut for Hong Kong, where 18/5 laid up at Shamshuipo for survey and refit. 12/6/65 sd Hong Kong for Tanjung Priok (Jakarta) to commence charter to P.N. Pelni for passenger service in Indonesian waters but 26/7/65 capsized at Tanjung Priok alongside P.N. Pelni wharf (Harbour 1 West), wreck demolished [An excellent illustrated history of the ship is Peter Kohler, 'The Doughty s.s. Digby' at <https://wantedonthevoyage.blogspot.com/2023/03/the-doughty-ss-digby.html>; also BT389/3/75; L. Dunn, *Passenger Liners*, 1961; www.timetableimages.com].



IONIAN as DIGBY on trials (<https://www.shipsnostalgia.com/media/digby-furness-withy-amp-co.340057/full>).



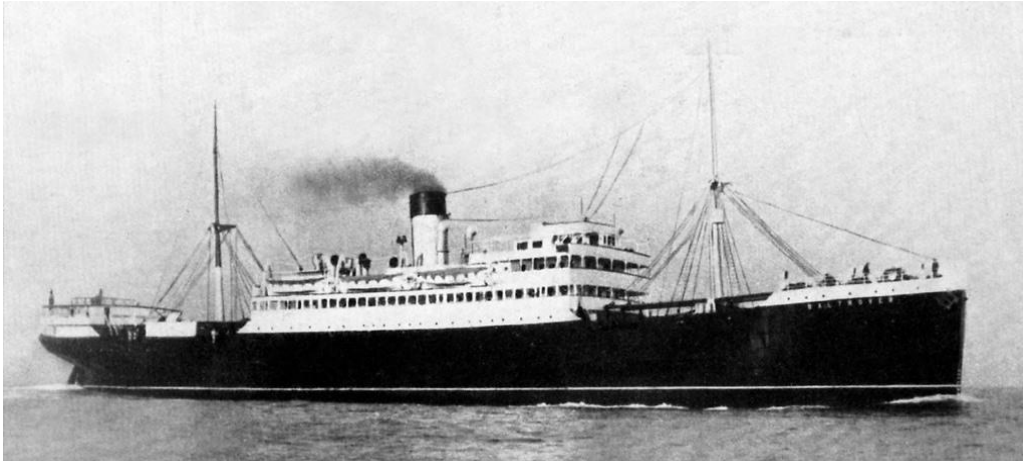
DIGBY on trials (www.hhtandn.org/hartlepool-ships-and-shipping/shipbuilding/205/Irvine%27s%20shipyard/ship/1975/digby).



DIGBY at Boston, 23 March 1924, now Furness Warren Line (R. Hildebrand/W. Schell).



IONIAN as DOMINICA (postcard at www.hhtandn.org/relatedimages/4940/dominica).



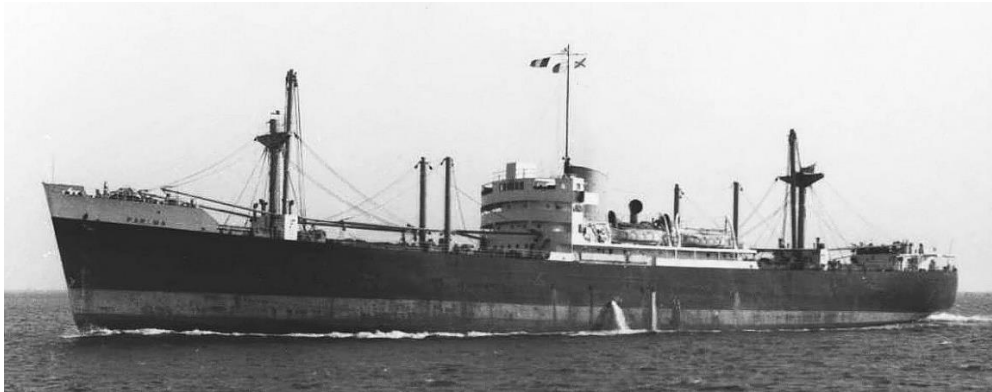
As United Baltic's BALTROVER (<https://www.hhtandn.org/hartlepool-ships-and-shipping/shipbuilding/205/irvines-shipyard/ship/1975/digby/gallery>)



IONIA, probably on trials in the Clyde, Sept. 1948 (Greek Shipping Miracle).

FORTUNE DRAGON (1966-67) 7543 (8836)/44-6 (450.5 x 61.1', M6cy/15k B&W)

Built by Harland & Wolff Ltd, Govan (#1200) for Royal Mail Steam Packet Co., London for River Plate service as PARIMA. 1962 sold to Mary Shipping Co. S.A. (Orizon Shipping Co.), Panama r. MICHALIOS X. 3/66 sold to Ionia Shipping Co. S.A. (George Zee, Hong Kong), Panama r. FORTUNE DRAGON. End-8/66 del. at Kaohsiung to begin 3-month charter to USAID. Prior 4/5/67 arr. Hong Kong, by 24/5 laid up off Stonecutters Is., 1/6/67 del. for demolition by Leung Yau Co.



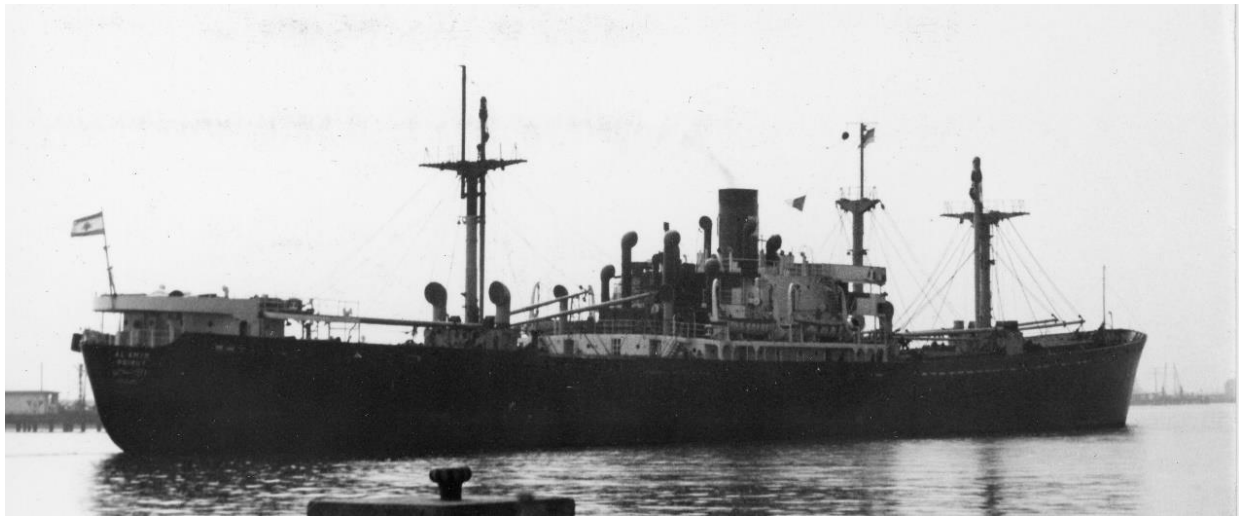
FORTUNE DRAGON as Royal Mail Lines PARIMA (coll. M. Cranfield).



FORTUNE DRAGON at San Francisco, 2 January 1966, as MICHALIOS X (D. Thickers/M.Cranfield).

FORTUNE SEA (1966-67) 7186 (10,510)/43-9 (441.6 X 57.0', T3cy/11k by Joshua Hendy Iron Works, Sunnyvale, Ca.)

Built by California S.B. Corp., Los Angeles (#249) for USWSA and 31/8/43 launched as SAMSON OCCUM but completed for Ministry of War Transport (T. & J. Harrison, mgrs), London as SAMARINDA. 4/47 sold for £139,183 to Charente Steamship Co. Ltd (T. & J. Harrison, Ltd.), Liverpool r. STUDENT. 1/63 sold for £40,500 to Parthenon Shg Corp. (Thrasybule Voyazides, Monrovia r. PARTHENON. 1964 sold to Midsutra Shg Ltd (Michael A. Araktingi), Beirut r. AL AMIN. 8/66 sold to Ionia Shipping Co. S.A. (SEA Shg & Tfg Co./George Zee, Hong Kong), Panama r. FORTUNE SEA. 21/4/67 sd Hong Kong and prior 25/4 arr. Kaohsiung for demolition by Chin Ho Fa Steel & Iron Co. [see also G. Cubbin, *Harrisons*, 1998].



FORTUNE SEA as AL AMIN at Hamburg, 7 June 1964 (A. Kludas/W. Schell).

RRRRR