

Eddie Wong's Navy:

Ta Hing, Fir/Abeto and associated companies

Ta Hing Co. (HK) Ltd (1946)
Ta Hing Trading Co. Ltd (1947)
International Salvage Association Ltd
Ta An Co. (HK) Ltd (1956)
Fir Steamship Co. Ltd (1956)
Canadian Fir Steamship Co. Ltd (1956)
Hongkong Fir Shipping Co. Ltd (1957)
Fir Line Ltd (1957)
Compania Naviera Abeto, S.A., Panama (1958)
Mercantile Shipping Development Co. Ltd (1963)
Ta Hing Co. (Singapore) (Pte) Ltd (1966)
Abeto Shipping (Panama) Corp., Panama (1970)
Great Malaysia Line (1970)
Elsey Shipping Corp., Panama (1973)

By Howard Dick

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May be cited with acknowledgement to the author at www.oldchinaships.com

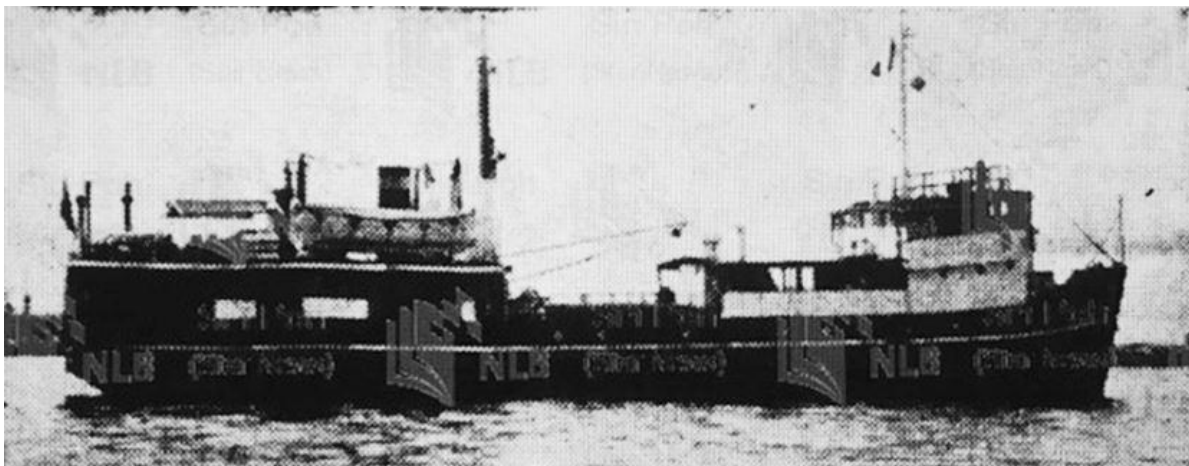
This update posted 19 July 2024

FLEET LIST

WA HING (1946-49) 565/46-5 (151.0 x 27.1'; T3cy/9k by Amos & Smith Ltd, Hull)
Built by Cochrane & Sons Ltd, Selby (#1306) for MOWT, launched 8/9/45 as EMPIRE MAYROVER but completion delayed until 24/5/46 reg. at Hull and 31/5 delivered to MOT (Singapore Straits S.S. Co. Ltd mgrs), then 26/8/46 sold to Lloyd's Albert Yard & Motor Packet Services Ltd (Risdon A. Beazley, Southampton, mgr) and 31/8/46 resold to THCHK. 25/11/46 sailed Singapore for Hong Kong, but put back c.7/12 after bad weather. 23/12/46 Hull register closed. 9/1/47 while discharging cars at Cirebon (W. Java) ordered by Dutch to Semarang to be searched for weapons. 28/1/47 again detained at Cirebon and escorted to Tanjung Priok, where rubber cargo seized, later released and 22/2 returned to Singapore. 13/2/47 reg. Hong Kong for THC(HK) (Capt. Murdoch Campbell for Moller Line (UK) Ltd, mgr). 27/3 seized at Cirebon with relief supplies and escorted to Priok, 29/3 released and proceed to Cirebon to discharge. 1/4/47 m/g \$240,000 to Chartered Bank. 6/47 r. WA HING. 8/10/47 m/g \$0.2m

to Mollers Trusts. 13/4/48 both m/g discharged – 14/4 \$0.4m to HKSB (discharged 18/10/48). 12/48 sold to India General Nav. & Railway Co. Ltd, Calcutta (reg. Chittagong) – 4/49 r. MUMTAZ. 1961 t/f to Pakistan River Strs Ltd, Chittagong. 1972 owners restyled Bangla Desh River Strs Ltd. 1975 t/f to Bangladesh Inland Water Tpt Corp. r. C5-203. Reported scrapped at Chittagong in 1992.

SING HING (1946-51) 565/46-1 (151.0' x 27.0'; T3cy/9k by Amos & Smith Ltd, Hull)
Built by Cochrane & Sons Ltd, Selby (#1305) for MOWT, launched 10/8/45 as EMPIRE MAYRING but completion delayed until 23/11/45 reg. at Hull and 8/1/46 delivered to MOWT (Singapore Straits S.S. Co. Ltd mgrs). 12/9/46 sold to Albert Yard & Motor Packet Services Ltd (Risdon A. Beazley, Southampton mgr), then 16/9/46 resold to THCHK. 23/12/46 Hull register closed. By early 1/47 in service Singapore-Palembang. 13/2/47 reg. at Hong Kong for THC(HK) (Capt. Murdoch Campbell for Moller Line (UK) Ltd, mgr). 1/4/47 m/g for \$240,000 to Chartered Bank. 4/47 r. SING HING. 8/10/47 m/g for \$0.2m to Moller's Trust. 13/4/48 both m/g discharged – 14/4 mortgage for \$0.4m to HKSB. By 12/48 mgrs Wallem & Co., Hong Kong. Mid-11/49 ran Nationalist blockade to Swatow (bombed by Nationalist planes at Swatow, shelled by Communists). 14/1/50 in service Hong Kong-Swatow/Amoy. 18/4/50 fired on by Nat. vessels off Amoy (Master R.A. Young of Sydney). 1/5/50 shelled (1 dead) and detained by Nationalist gunboats when entering Amoy - 30/5 returned to Hong Kong under escort by HMS *Alacrity*. 3-6/9/50 detained three days at Bocca Tigris by PRC authorities but mid-9/50 permit by Navigation Bureau, Canton to operate Canton-Hong Kong-Kwang Chow Wan. 17/4/51 last run HK-Swatow. 5/51 sold to Pakistan S.N. Co. Ltd (A.K. Khan & Co Ltd, mgrs.), Chittagong for service Chittagong-Cox's Bazaar and 19/5 rep. at Singapore en route. 10/7/51 m/g discharged after delivery to Chittagong. 10/51 r. ISLAMABAD. 1972 owners Bangla Desh S.N. Co. Ltd. 8/2007 RLR.



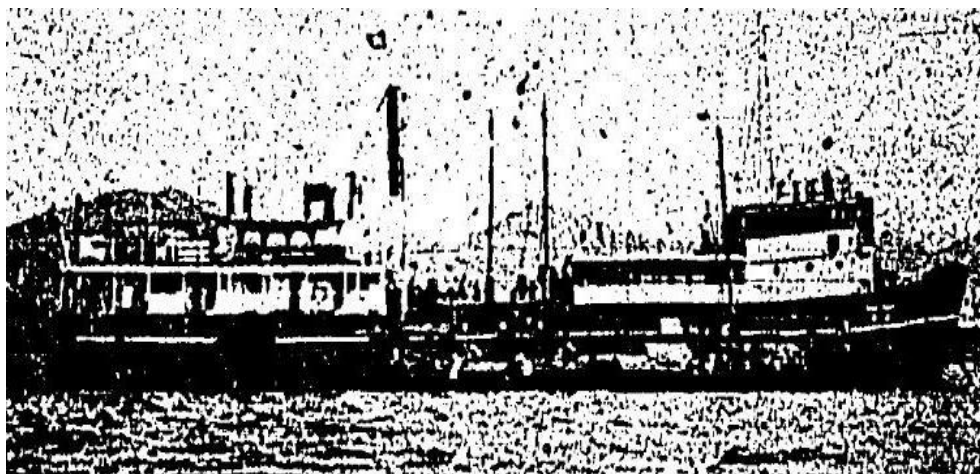
SING HING at Singapore en route to Chittagong and showing piracy protection, also shelter for deck passengers abaft bridge (*Singapore Standard*, 19 May 1951).



SING HING (from a Hong Kong newspaper ad).

WING HING (1946-50) 563/46-11 (140.0 x 27.1'; T3cy/9k)

Built by A. Hall & Co. Ltd, Aberdeen (#710) for MOWT but completion delayed, 4/4/46 launched as EMPIRE MAYDREAM for The Admiralty (intended mgrs. Singapore Straits S.S. Co. Ltd, mgrs), then sold to THCHK and 11/46 completed as MAYDREAM. 4/11 reg. at Aberdeen, 19/12 sailed Southampton for Hong Kong. By 13/2/47 at Singapore. 1/3/47 rep. arrived Hong Kong via Manila for THC. 14/3/47 reg. at Hong Kong for THC (HK) (Capt. Murdoch Campbell for Moller Line (UK) Ltd, mgr) as WING HING. 1/4/47 m/g \$240,000 to Chartered Bank operating regular service, presumably with passengers, Hong Kong-Macao. 8/10/47 m/g \$0.2m to Mollers Trusts. 13/4/48 both m/g discharged, then 14/4 \$0.4m mortgage to HKSB. 12/1/49 not listed in Ta Hing HK-Macao advertisement. By 1/49 mgrs Wallem & Co. Ltd, Hong Kong operating to Swatow and Amoy. 28/10/49 sailed Hong Kong for Kwang Chow Wan, where detained 5 days by Nationalists seeking troop transfer to Taiwan. 30/11/49 arrived Hong Kong from Swatow with 100 lots of fresh vegetables and oil. 7 mail bags and 150 passengers, 14/1/50 while anchored off Swatow following discharge of cargo, damaged by shrapnel from two 250lb bombs dropped by Nationalist aircraft. 12/2/50 o/v Hong Kong-Amoy with around 100 passengers, 43 Chinese crew and 3 European officers, grounded in heavy weather on Chilang Point (90 m. N. of Hong Kong) and damaged by fire, passengers taken off by *City of Kimberley*, crew by destroyer HMS *Concord*. CTL. 9/6/50 wreck rep. sold to Chinese interests.



WING HING aground at Chilang Point as SING HING, shows bridge superstructure has been extended aft to provide extra accommodation for passengers and forward derrick removed (China Mail, 13/2/50).

CHEUNG HING 祥興 (1947-50) 781/41 (186 x 31', 2-sc-T3cy/1750ihp/15k)

Built by Cockatoo D. & E. Co. Ltd, Sydney for RAN as corvette/minesweeper HMAS BENDIGO (J187). Battle honours New Guinea 1942-44 and Okinawa 1945. 1945-46 21st Minesweeping Flotilla, Hong Kong and Amoy. 27/9/46 paid off at Sydney. 5/47 sold to THCHK r. CHEUNG HING. 17/7/47 sailed for Hong Kong for conversion to passenger ferry for Hong Kong-Macao run. 30/3/48 m/g for \$0.4m. to Central Trust of China, then 29/11/48 re-m/g \$0.4m to HKSB. 5/3/50 reg. Hong Kong for THC (Wallem & Co. Ltd mgrs), withdrawn from HK-Macao line, t/f to Swatow/Amoy run. 1/5/50 attacked by Nat. gunboat. 5/6/50 attacked by Nationalist warship off Amoy on return voyage to Hong Kong (arrived 6/5 with 8 passengers dead). 3-4/7/50 under fire from shore batteries. 9/12/50 m/g discharged. 12/50 sold to A.H. Carroll, Hong Kong for trading between Hong Kong and Amoy. 1953 sold to People's Republic of China Navy, commissioned and rearmed with Soviet weaponry as LOYANG (LUOYANG), said to have been personally inspected three times by Chairman Mao Zedong. 1988 removed from Janes.

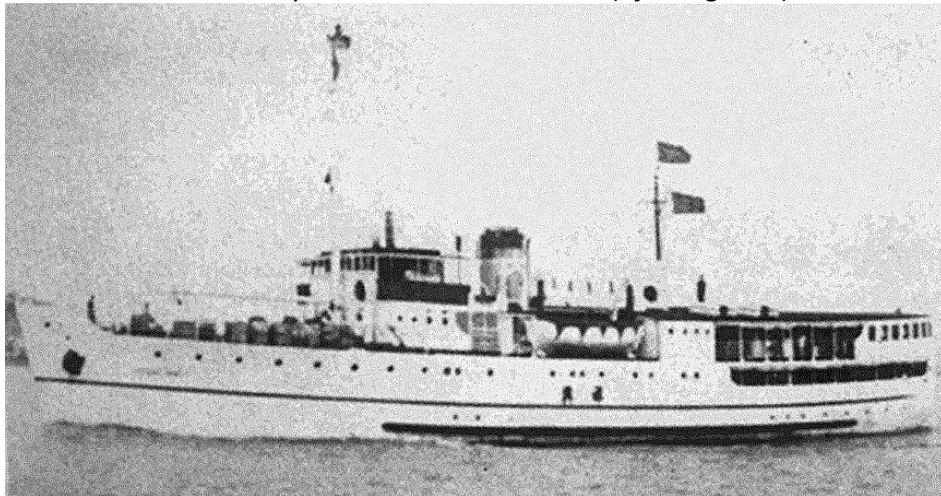
[<https://baike.baidu.com/item/%E6%B4%9B%E9%98%B3%E5%8F%B7%E5%AF%BC%E5%BC%B9%E6%8A%A4%E5%8D%AB%E8%88%B0/10783325?fr=Aladdin>]



Yet-to-be-commissioned BENDIGO on acceptance trials (Ross Gillett).



Rebuilt ferry CHEUNG HING at Macao (*Life* magazine).



CHEUNG HING with extra superstructure and looking smart with a white hull and red funnel bearing a white 大 ("Ta") character (HMAS Bendigo Association).



Chairman Mao visiting LOYANG ex CHEUNG HING at Hankow in February 1953 (<https://www.163.com/dy/article/HPGVFUOR0546MZVY.html>).

BENITA ???/41 (1950-53) (2-sc) Cockatoo D. & E. Co. Ltd, Sydney

Built for RAN as corvette/minesweeper HMAS GOULBURN. 27/9/46 paid off at Sydney. 10/47 sold to Pacific Enterprise Inc. (Capt. S.P. Bell). Resold to P.J. Lobo & Co, Hong Kong and 12/50 resold to A.H. Carrol, Hong Kong as agent for Ta Hing Co (Hong Kong) Ltd for conversion to mercantile service and reg. at Honduras as BENITA but 1/51 export licence refused. Later sold to American Tdg & Shg Co. 1953 sold to John Manners & Co. (Aust.) Pty Ltd, Sydney. From 11/53 at Iron Cove partially dismantled including removal of engines. 1/9/55 left Sydney with *Carmencita* in tow of *Isabel* for Samarai, where left for use by Nelson & Robertson P/L as a copra hulk [Aust. Station Int. Summary, 1 Nov. 1955].

CARMENCITA ???/41 (1950-53) (2-sc) HM Naval Dockyard, Williamstown (Vic.)

Built for RAN as corvette/minesweeper HMAS BALLARAT. 27/9/46 paid off at Sydney. 7/47 sold to China Traders Ltd (Liang Lai Yuen & Gladys Cheung), Hong Kong. 12/50 sold to Ta Hing Co. (HK) Ltd for conversion to mercantile service and reg. at Honduras as CARMENCITA but 1/51 export licence refused. Later sold to American Tdg & Shg Co. Ltd. 1953 sold to John Manners & Co. (Aust.) Pty Ltd, Sydney and from 11/53 partially dismantled at Iron Cove, Sydney. 1/9/55 with *Benita* left Sydney in tow of *Isabel*. 12/9 broke tow 500m NE of Townsville – 20/9 recovered and 29/9 ex Cairns in sole tow for Kobe via HK [Aust. Station Int. Summary, 1 Nov. 1955].



BENITA and CARMENCITA laid up at 28B Darling Harbour, Sydney, probably early 1951 after refusal of export licence. All armaments removed. Port of registry newly painted. Not rigged for tow (Ian Edwards collection).

ADMIRAL CHASE (1951-52) 3286/20-8 (324.0 x 46.2, 1ST by Westinghouse)

Built by Submarine Boat Corp. (NJ) (#125) for Electric Boat Corp., New York as SUTRANSCO. 1929 sold to Admiral Line (Pacific S.S. Co. Ltd mgrs), Seattle r. ADMIRAL CHASE. 1939 sold to American Tdg & Shg Co., San Francisco. 1941 sold to W.R. Carpenter Oversea Shg P/L, Port Moresby. 1/43-11/46 req. by Commonwealth of Australia. 8-10/45 shipped 5,000 tons of Red Cross supplies to Singapore. c.1949 t/f to Island Airways Ltd. 12/49 t/f to Island Tpts (New Guinea) Ltd, Port Moresby. 3/2/51 arrived ex Samarai at Sydney for docking. 3/51 sold to THCHK (Wallem & Co. mgrs), HK under m/g to HKSB. 10/3 refused clearance at Sydney but 13/3 for Sumatra with flour pending charter to Indonesian interests. 7/51 rep. owners Stanley S.S. Co. Ltd, Hong Kong o/c to Tai Tung Shg Co. trading Shanghai-Foochow. 13/1/52 after engine trouble at Colombo broke tow from *Caroline Moller* W. of Nicobar Is. but completed tow to HK. 12/52 sold to Lucas S.S. Co. Ltd (Yih Zeu Fong), Hong Kong and 27/12/52 demolition began at Hong Kong, 2/1/53 mortgage discharged.



ADMIRAL CHASE at Sydney, 14 May 1949 in W.R. Carpenter colours (D. Finch/NAA).

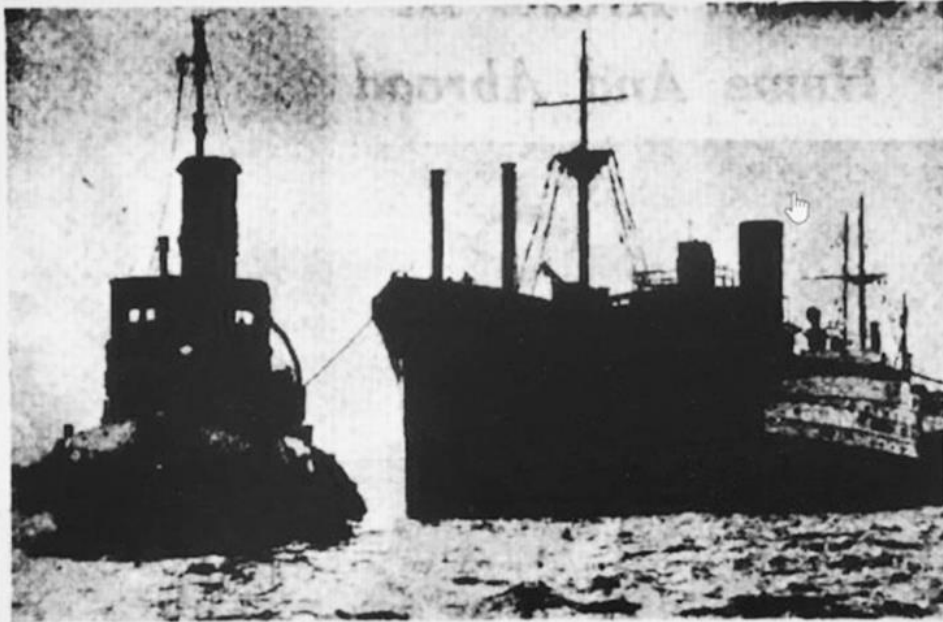
MUNGANA (1951-51) 3351/1920-10 (331.0 x 37.9', T3cy)

Built for NSW Government Dockyard, Newcastle (#41) for the Commonwealth Govt Line of Steamers (reg. Port Adelaide) as EURELIA. 1926 sold to AUSN Co. Ltd, London (reg. Melbourne) r. MUNGANA. 20/11/50 laid up at Sydney. 1/51 sold to Henderson, Trippe & Co. Ltd. 21/2 ex Sydney in tow of *Christine Moller* (557/1942) for Samarinda to load coal for HK, then delivery to breakers. SCMP 9/3/51 rep. sold to THCHK. Q2/1951 broken up at Hong Kong by A.H. Carroll (associate of THCHK).



MUNGANA laid up at 7 Circular Quay, Sydney (Ian Edwards collection).

PREPARING FOR LONG OCEAN TOW

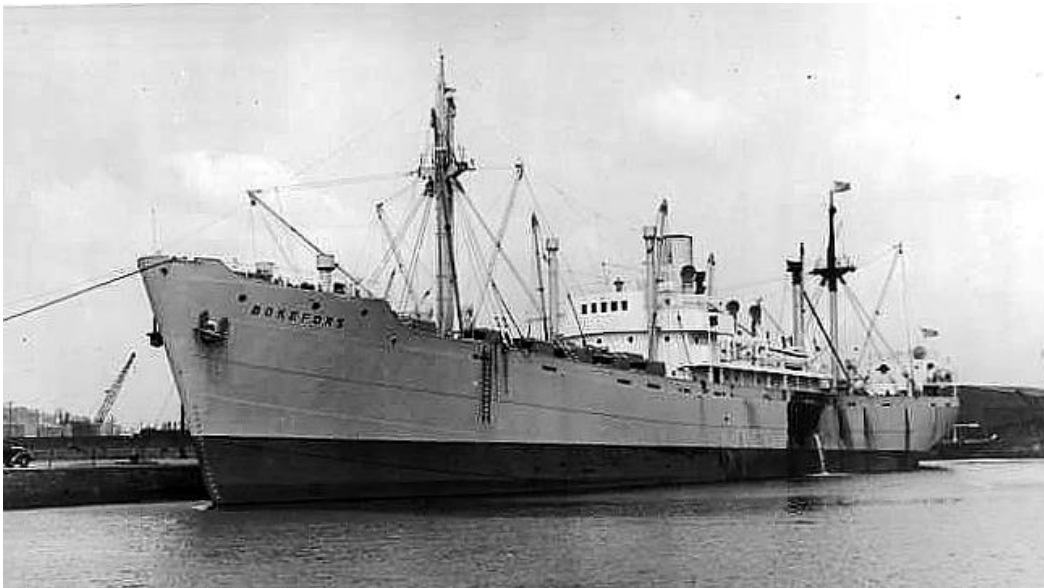


The Sydney Harbour tug, Wonga, manoeuvred the freighter, Mungana, alongside the ocean-going tug, Christine Moller, just inside the Heads yesterday. The Christine Moller was to have left for Hong Kong last night with the Mungana in tow, but was delayed because the wireless operator was missing.

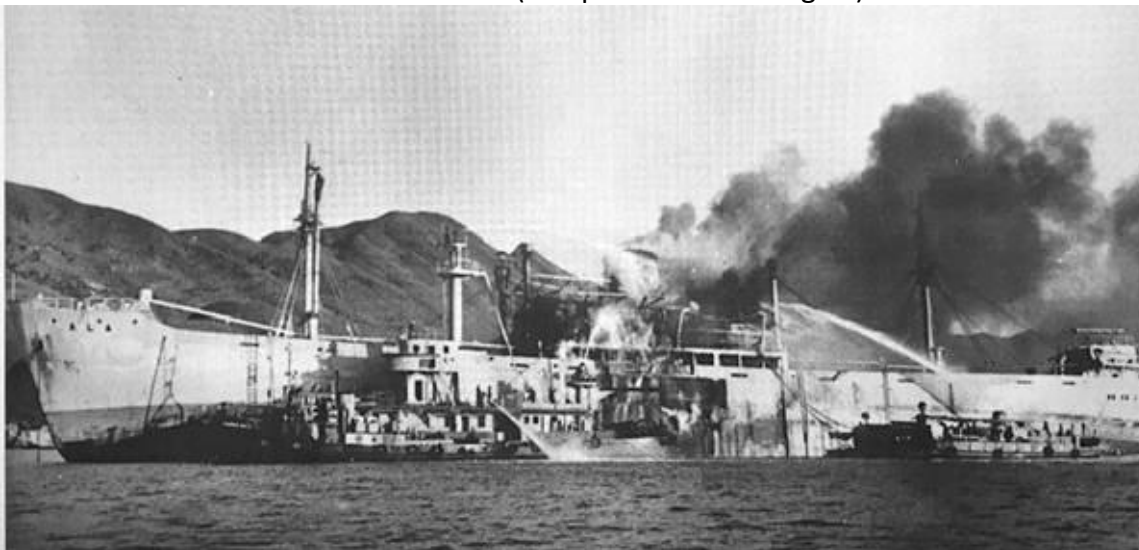
MUNGANA leaving Sydney in tow (*Sydney Morning Herald*, 21 February 1951).

ALA (1956-56) 2909 (5295)/46-8 (359.6' x 51.0', C4cy +ET by B&Wain)

Laid down by Aalborg Vaerft A/S Aalborg (#81) for Hamburg-Amerika Linie as 'Hansa'-type NOBISTOR but seized by Danish Govt and 1/6/45 launched as KEGNAES. 1946 sold to Rederi A/B Soya (Olof Wallenius, mgr), Stockholm r. TRAVIATA. 1947 sold to A/B Allhems Forlag (Rederi A/B Clipper, mgrs), Malmö r. BOKEFORS. 1953 sold to E. B. Aaby's Rederi A/S, Oslo r. ALA. 1956 on hire purchase to Ta An S.S. Co. Ltd, Hong Kong through Wallem & Co. Ltd, Hong Kong. 29/10/56 o/v Swatow-Hong Kong caught fire about 50nm from Hong Kong in 22.20N-114.52E, taken in tow by salvage tug *Taikoo* and towed into Hong Kong where 30/10 beached at Junk Bay where 2/11 fire extinguished, CTL. Hulk sold to Wheelock, Marden & Co. Ltd and towed to Japan, where cut in two and given new engine room. 4/57 re-registered at Hong Kong to Wheelock, Marden & Co. Ltd as MOONLOCK. 5/57 t/f to Far Eastern & Panama Transport Corp. (WM&Co. mgrs), Panama r. MOON. 17/11/60 o/v Sandakan-Osaka sunk in collision with *Nisshun Maru* (9999/1955) c.29 miles SSE of Ashizuri Misaki (32.19N-133.18E). [Sold East, Schell]

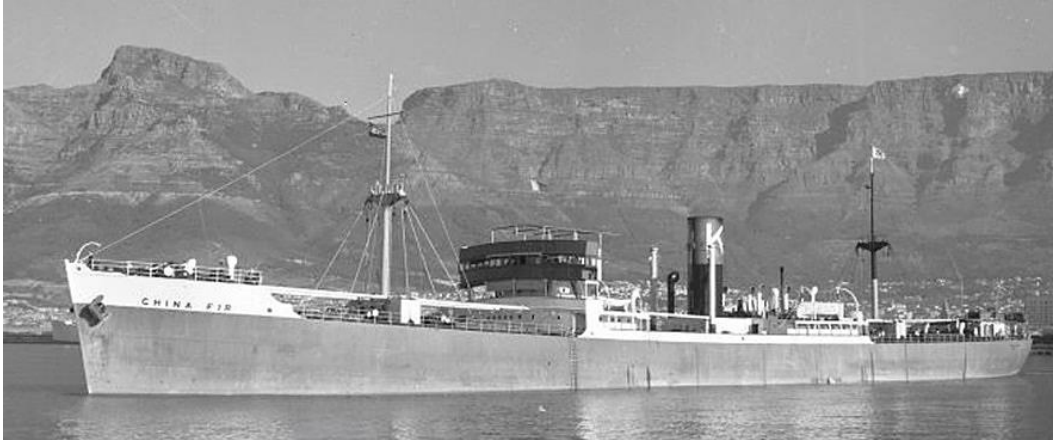


ALA as BOKEFORS (liverpoolmuseums.org.uk).

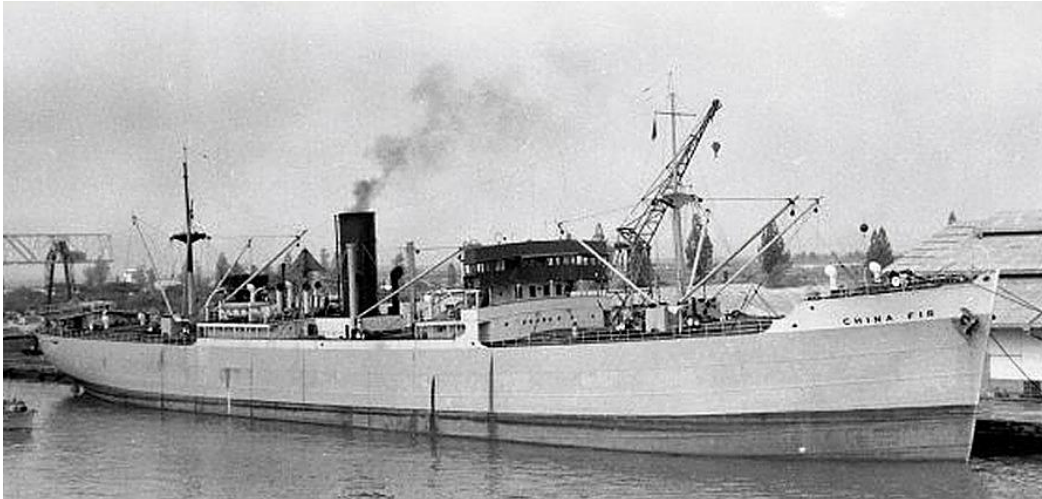


ALA on fire at Hong Kong c.1 November 1956 ([gijsha at shipsnostalgia](http://gijsha.at/shipsnostalgia)).

CHINA FIR (1956-61) 5450 (10,000)/37-9 (447.2 x 56.2', T3cy by Richardsons, Westgarth, Hpl)
Built by W. Pickersgill & Sons Ltd, Sunderland for Atlantic Shg & Tdg Co. Ltd (W.J. Tatem Ltd 10grs.),
London as NORTHLEIGH. 9/56 reg. at Hong Kong for Fir S.S. Co. Ltd r. CHINA FIR. 11/56 m/g to HKSB.
4/58 m/g 'B' to China Engineers. 9/59 m/g d/c and t/f to Hongkong Fir S.S. Co. Ltd re-m/g to HKSB &
China Engineers. 3/61 t/f back to FSSC. 18/4/61 stranded on Lamtong Island while leaving Hong Kong
for Japan with iron ore, broke back. 6/61 declared CTL.



CHINA FIR ex NORTHLEIGH sailing Cape Town on Kawasaki charter (R. Moffat Scott/W. Schell).



CHINA FIR at Surabaya, 19 April 1960, in China Pacific colours (R. Maya/W. Schell).



Half-sunken CHINA FIR sunk off Lamtong Island, 23 April 1961 (Dr. George Wilson).

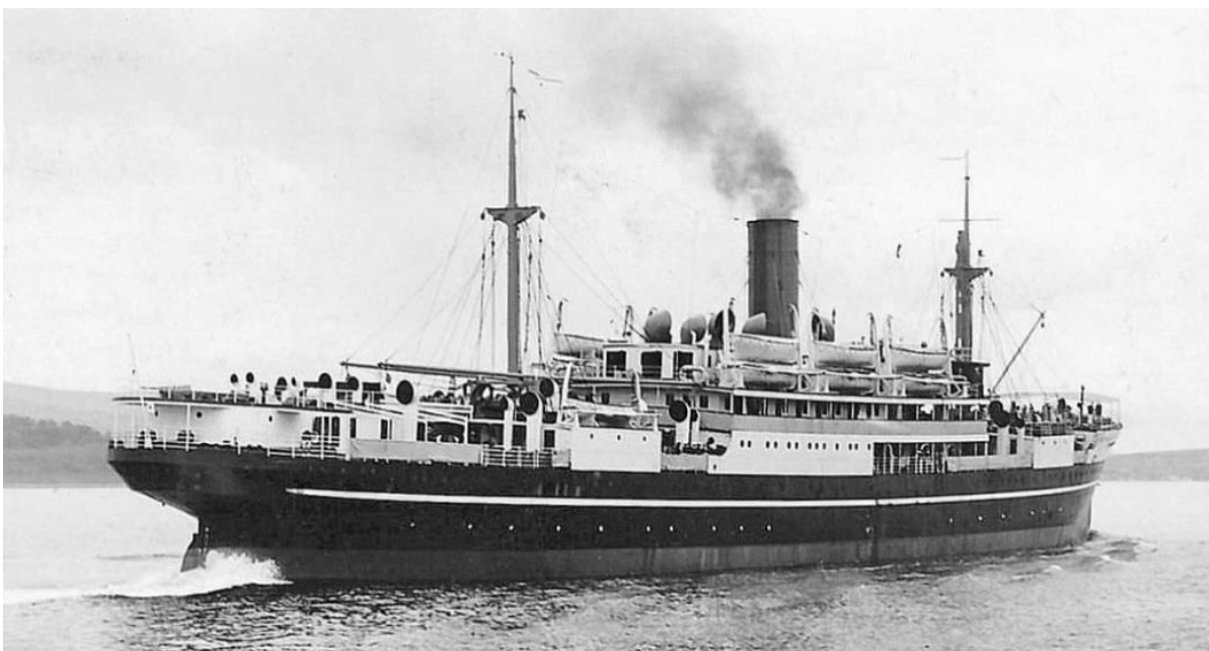
CANADIAN FIR (1956-58) 7339 (11,090)/20-11 (495.4oa x 58.6', T3cy/692nhp)

Built by J.C. Tecklenborg A.G., Wesermunde for Deutsche D.G. 'Hansa', Bremen as FRAUENFELS. 26/8/39 arrived at Massawa and laid up. 4/4/41 set on fire and scuttled. After port seized 8/4/41 by British naval forces, 4/10/42 raised, allocated to MOWT r. EMPIRE NIGER. 3/4/43 sailed in tow to Karachi for repairs, then 23/12/44 to Bombay for further repairs. Mgt allocated to British India S.N. Co. Ltd. 22/1/45 to Mormugao to load ore for Swansea (22/3 via London for refit). MOWT (British India S.N. Co. Ltd, 11grs.) and 10/42 r. EMPIRE NIGER. 7/45-5/46 as Mechanical Transport Ship employed mainly Calcutta-Straits. 27/2/47 (10,000t), 7/4, c.2/7 arrived Singapore from Rangoon with rice. 12/47 at Singapore sold to Oceanic Nav. Co. Ltd, Calcutta and 1/48 r. BELAPUR. 3-10/49 Japan-China/HK-Persian Gulf o/c Everett Orient Line. 11/49 loaded steel in Japan for Australia. 30/6 struck submerged object while entering Keelung, 10/7 laid up at Hong Kong for repairs and sale. 9/50 reg. at Hong Kong to Pang Kwok Sui for trading out of N. China/Dairen. 3/5/52 aground near Dalian in 38.52N, 121.39E, refloated and 6/5 in tow to Dalian for docking. 25/6/54 arrived at Yokohama for scrapping but 2/55 sold in Japan for HK\$1.44m. to Keystone Shg Co. Ltd, Hong Kong r. SNOWDON HILL. 12/56 sold to Canadian Fir S.S. Co. Ltd r. CANADIAN FIR. 10/58 sold to Canton Shg Co., Canton r. NAN HAI 141. 5/12/63 demolition commenced at Hong Kong by Wise Investment Co. Ltd [Laxon, *BI*; Mitchell & Sawyer, *Empire Ships*].

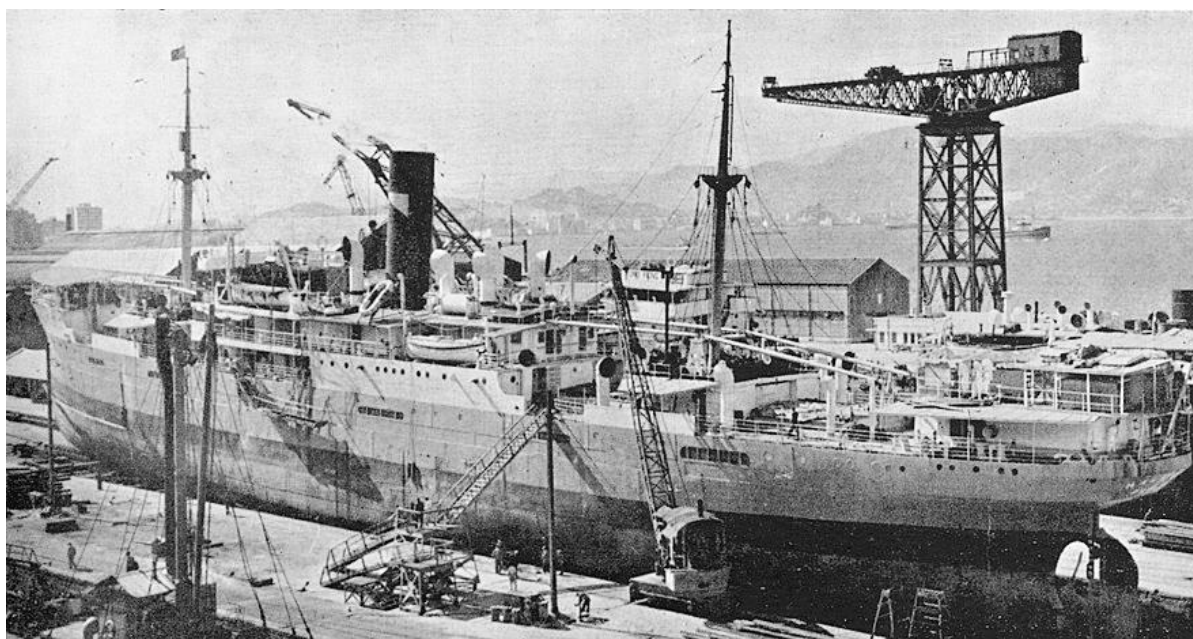


BELAPUR in Oceanic colours at Port Adelaide, January 1950 while discharging steel from Japan via Fremantle. German origins are very apparent (J.Y. Freeman/NAA).

MALAYA FIR (1957-61) 3760 (4030)/27-5 (348.3 x 47.6', T3cy by Rankin & Blackmore Ltd, Greenock) Built by Lithgows Ltd, Port Glasgow (#795) for Asiatic S.N. Co. Ltd, London as MAHARAJA for Calcutta-(Rangoon)-Port Blair (Andaman Islands) line. 11/34 owners taken over by British India S.N. Co. Ltd, London. 4/42 t/f to Indian coastal trade. 6-7/42 to Persian Gulf, then from 8/42 mainly Colombo-Cochin-(Bombay) run. 10/45 arrived Calcutta and 11/45 chartered to Govt of India [BT 389/20/26]. 12/56 reg. at Hong Kong to Ebony S.S. Co. Ltd (Oriental S.S. Co. Ltd/E.N. Ensor) (Wheelock, Marden & Co. Ltd, mgrs). 1/57 r. JENNIFER. 4/57 while under refit in Japan sold for \$165,000 to HKFSSC, Hong Kong r. MALAYA FIR with substantial alterations after refit (from 2,892 to 3760 grt). 5/57 del. at Singapore for charter to Indonesia as troopship. 8/57 sub-chartered to DAAD. Late 1957 returned to Singapore for refit to carry 1,200 troops. 1/58 t/f to CdN Abeto, Panama flag, still under m/g. 1960 on charter to RI for repatriation voyages Indonesia-China. 1961 sold to RI (DAAD) r. ADRI IX. 1962 sold to P.T. Pel. Sang Saka, Jakarta r. SANG GAYO. 1968 r. SANG DJAJA. 9/68 broken up at Hong Kong by Leung Yau Shipbreaking Co. Ltd.



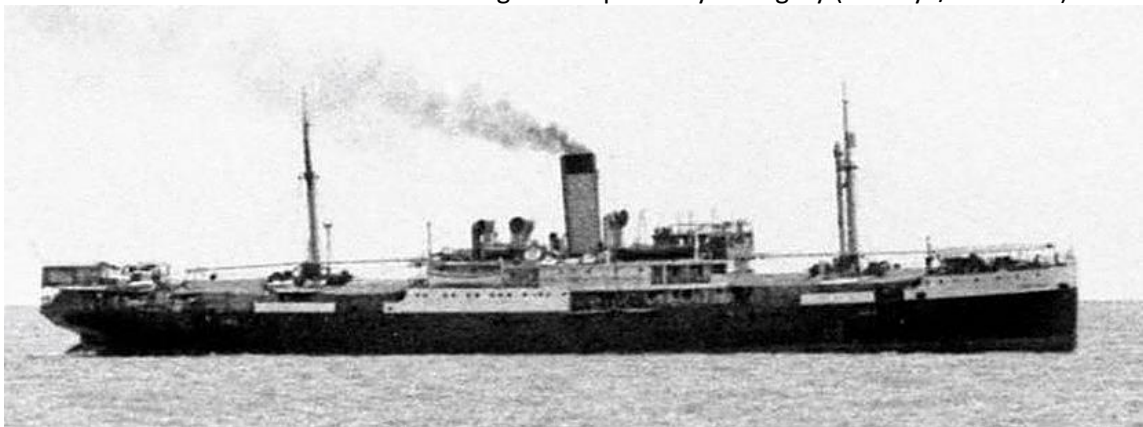
MAHARAJA later MALAYA FIR in the Clyde after completion in May 1927. Cabin plus deck passenger accommodation in awning and tween decks, twelve double-stacked boats amidships and two more aft. Funnel was later painted buff (clydeships.co.uk).



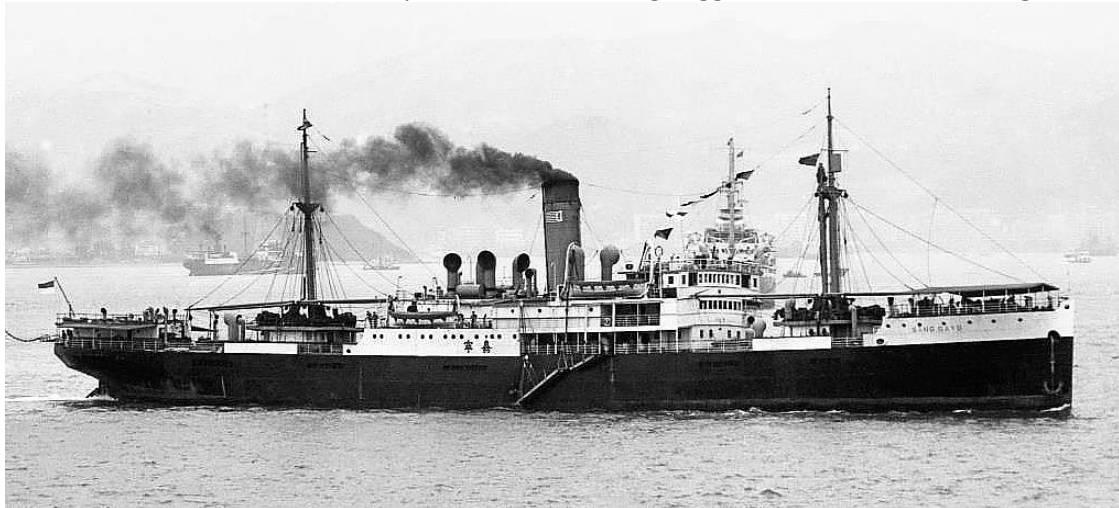
MALAYA FIR ex MAHARAJA on No. 2 Slipway at Taikoo in 1958 (Taikoo Dockyard #12).



MALAYA FIR anchored inside the breakwater at Tanjung Priok, 26 April 1960, on charter to the Indonesian Army Transport Section (DAAD). The funnel device is a rotated diagonal section of the white-and-red Indonesian flag. Hull is probably dark grey (R. Maya/W. Schell).



SANG GAYO in Malacca Strait, 29 Sept. 1962, with awnings rigged fore and aft (Dr. George Wilson).



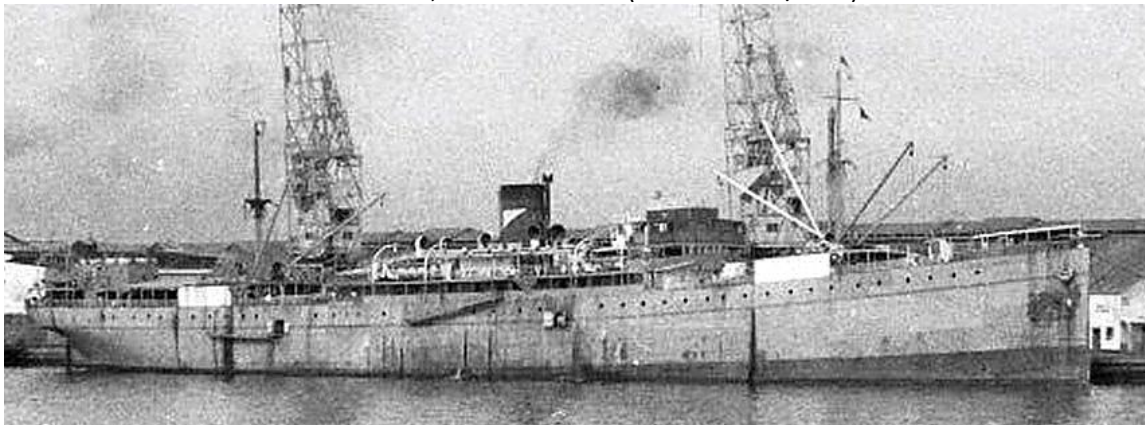
SANG GAYO (寧嘉 or NING-GA) ex ADRI IX ex MALAYA FIR steaming out of Hong Kong, probably Bound for Whampoa, 1 February 1964. Wooden bridgework now painted (Dr. George Wilson).

HONGKONG FIR (1957-62) 5395 (9131)/31-10 (430.4 x 56.2'; M8cy)

Built by Wm Denny & Bros. Ltd, Dumbarton (#1250) for own account (O.G. Trinder, London, mgr) and reg. Glasgow as ARDENVOHR for charter to Australind S.S. Co. Ltd for UK-Australia line. 8/36 sold to New Zealand Shg Co. Ltd, London. 10/37 re-reg. at Plymouth r. KAIMATA and placed in MANZ Line (Trinder, Anderson & Co., mgrs), outward. 11/54 t/f to Avenue Shg Co. Ltd, London r. ANTRIM. 2/57 sold for \$397,500 to HKFSSC and 4/5/57 reg. HK for HKFSSC as HONGKONG FIR and converted to troopship. 5/58 t/f to CdN A under m/g. 6/58 t/f to Panama flag. 20/8/60 engine room fire at Taikoo Dockyard, Hong Kong. 1962 sold to RI (DAAD) r. ADRI X. 9/63 sold to P.T. Affan Raya Line, Djakarta r. AFFAN-EL-BAHAR for Indonesia-Japan line. 10/64 t/f to P.T. Pel. Sang Saka r. SANG PRATIWI. 12/67 r. PALA. 10/5/69 demolition commenced at Hong Kong by Hung Shing Wire Works Co. Ltd, 25/6 completed [further detail at Laxon, et al., *Crossed Flags*, pp. 76-77].



KAIMATA as cargoliner in New Zealand Shipping Co. service at Adelaide, March 1952, en route to UK (J.Y. Freeman/NAA).



HONGKONG FIR at Tanjung Priok, 16 April 1960, after extensive refit: tweendeck converted to passenger space, continuous open deck amidships, awnings around boat deck, more structures aft and shade housings at the masts (R. Maya/W. Schell).

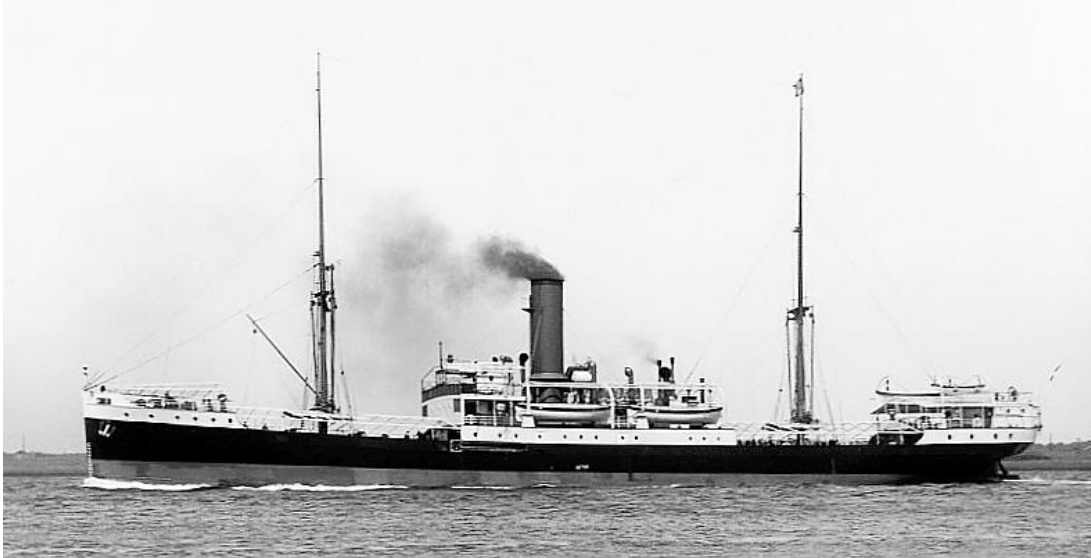


HONGKONG FIR at Tanjung Perak/Surabaya, 22 June 1961 (Dr. George Wilson).



AFFAN-EL-BAHAR ex HONGKONG FIR at Kobe, Nov. 1964. Temporary mast housings now removed, boat moved forward, extra boats at the stern (Dr. George Wilson).

DJAKARTA FIR (1959-62) 1788 (2475)/28-7 (280.6 x 42.2', C4cy by Mij Fijenoord, Rott.)
 Built by Rijkee & Co., Rotterdam (#182) for KPM, Amsterdam as collier SIDAJOE. 2/3/42 scuttled at Surabaya – 30/4/44 raised by Japanese and recomm. by Japanese Govt (Yamashita Kisen K.K., mgrs) as SHINJU MARU. 8/45 recovered at Singapore. 30/10/45 reverted to KPM and 1/49 recomm. by KPM as SIDAJOE. 12/57 seized at ?? Early 4/58 released, 7/4/58 arrived at Singapore and laid up in Outer Roads. 7/11/58 sailed Singapore for HK in tow of *Baud*. 12/58 under sale to CdN Abeto (Fir Line Ltd), Hong Kong and 7/2/59 delivered r. DJAKARTA FIR (Panama flag). Refitted to carry 950 troops and by mid-1959 on charter to Tentara Nasional Indonesia/Army. 1962 sold to Republik Indonesia (Djawatan Angkutan Angkatan Darat/Army Transport Dept), Jakarta r. ADRI XII. 1969 LR rep. t/f to Navy. NFI.



SIDAJOE (flipped image) on trials, July 1928. Primarily a freight ship but awning frames in both wells and extra boats for deck passengers (marhisdata.nl).



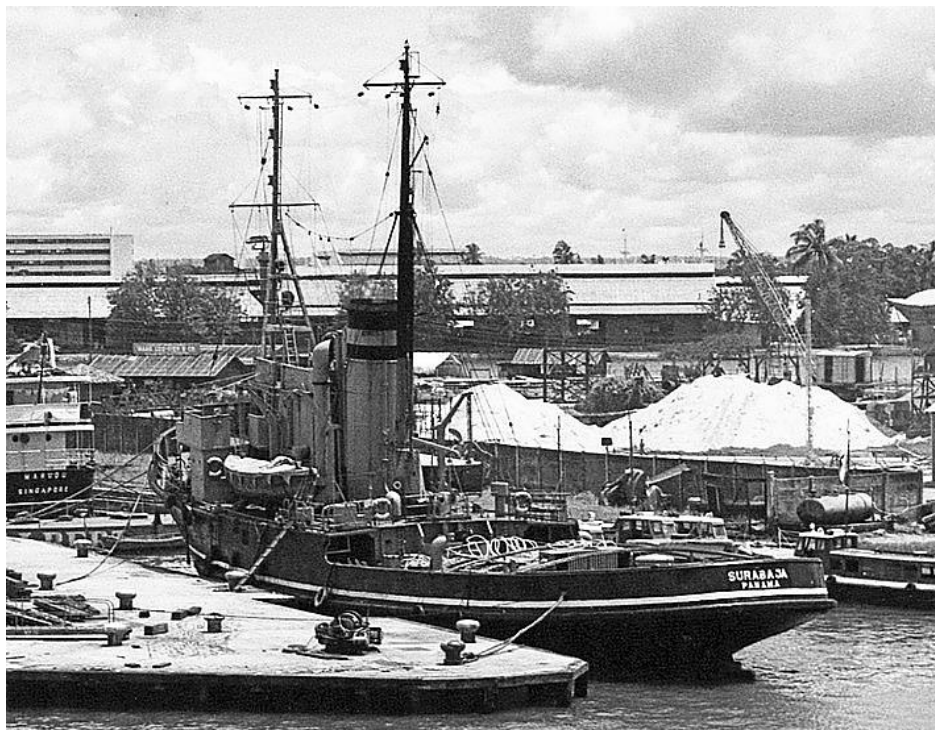
DJAKARTA FIR at Tanjung Perak, Surabaya, as a troopship, 22 June 1961 (Dr. George Wilson).

DJAWA FIR (1961-61) 6436 (7730)/48-11 (401.8 x 54.3', T3cy by Rankin & Blackmore Ltd, Greenock)
 Built by Wm Denny & Bros. Ltd, Dumbarton for BISN Co. Ltd, London for Calcutta-Straits China-Japan
 line as FULTALA. 9/60 sold for £116,000 to THC(HK). 1/61 reg. at Hong Kong to Fir S.S. Co. Ltd. 27/1/61
 t/f to THC(HK) under m/g to HKSB for \$2m. DJAWA FIR. 27/2/61 m/g discharged. 9/3/61 register closed
 on sale to RI (DAAD) r. ADRI XI. 1969 to ALRI. 12/70-1/71 broken up at Kaohsiung by China Steel Ltd.



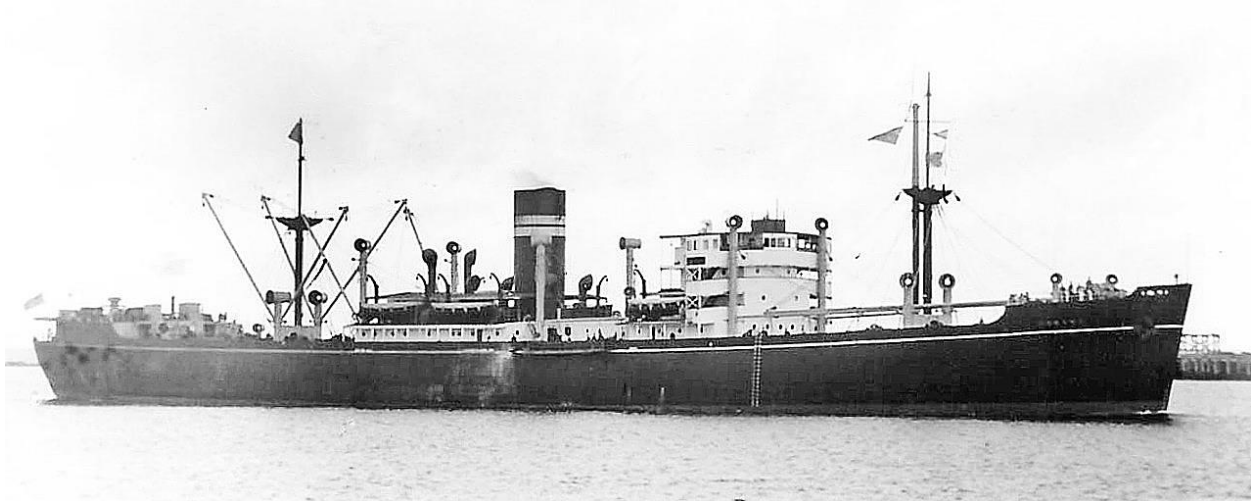
DJAWA FIR under refit at Hong Kong, early 1961, with repainted hull and extended stern house (H. Dick collection, edited M. Cranfield).

GRIPER (1962-62) 597/42 (tug) (157.0 x 33,2', T3cy by C.D. Holmes & Co. Ltd, Hull)
Built by Cochrane & Sons Ltd, Selby for RAN as rescue tug HMS GRIPER. By 10/46 on station at Singapore, towing ex IJN cruiser *Takao* for scuttling. 12/46 sold to Singapore Harbour Board for service as salvage tug GRIPER. 10/1948 reg. at Singapore. 7/4/61 laid up. 28/2/62 sold to THC(HK) Ltd, Panama r. SURABAJA. 1962 resold to Govt of Indonesia. By 1970 t/f to P.N. Bahtera Adiguna, Jakarta. By 1974 at Surabaya attached to P.N. Pengerukan (State Dredging Company). Rep. broken up in Indonesia in 1991.



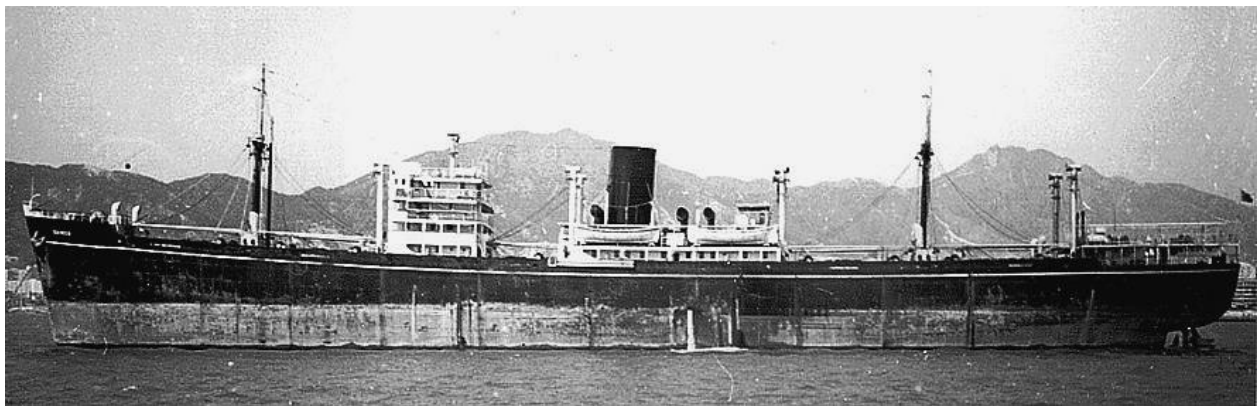
SURABAJA at Singapore, 8 March 1962, still in Harbour Board colours but hull freshly painted and new name and registry. Straits S.S. MARUDU in drydock (Dr. George Wilson).

NEPTUNE FIR (1962-62) 5444 (9200)/46-4 (441.6 x 57.6', T3cy+LPT by J.G. Kincaid & Co., Grk)
Built by Wm Denny & Bros. Ltd, Dumbarton (#1401) for BISN Co. Ltd, London as ORMARA. 1/62 sold to THC(HK) for £120,000 and reg. at Hong Kong as NEPTUNE FIR. 8/2 m/g HKS B for \$92,000, 26/3 m/g discharged after sale 23/3 to RI (DAAD) r. ADRI XIII. 20/12/70 demolition began at Kaohsiung by China Steel (Kaohsiung) Ltd.



NEPTUNE FIR as ORMARA in B.I. service (clydeships.co.uk).

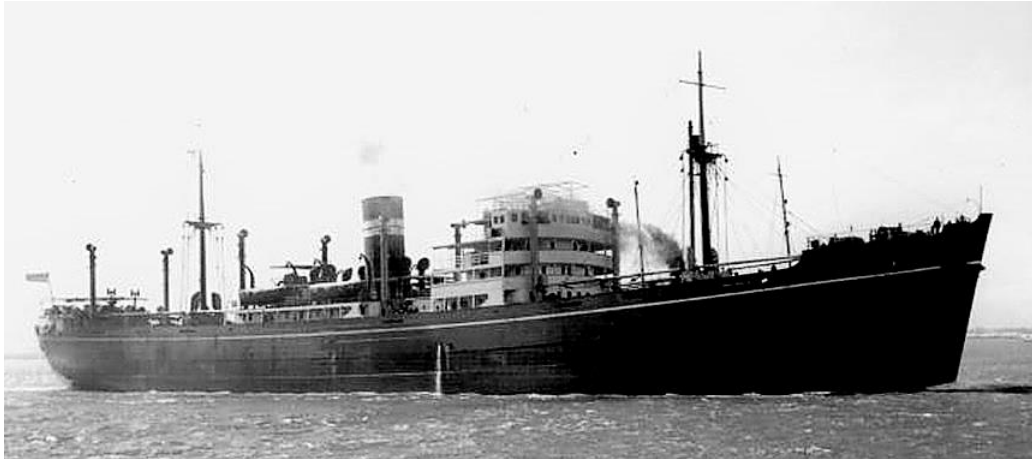
DAIREN (1962-62) 5695 (9200)/46-3 (446.0 x 57.6', T3cy+LPT)
Built by J. Readhead & Sons Ltd, South Shields (#548) for BISN Co. Ltd, London as OBRA. 1/62 sold to China Pacific Nav. Co. Ltd, Hongkong r. DAIREN. 26/3/62 sold to THC(HK) and converted to troopship with deck extended aft. 31/3/62 resold to RI (DAAD) r. ADRI XIV. 25/9/64 capsized and sank at Kobe during typhoon 'Wanda', CTL. 2/65 sold to Fukada Salvage Co., refloated and 5/65 scrapped at Etajima.



DAIREN laid up at Hong Kong in China Pacific colours, early 1962 (coll. H. Dick).

RUTHY ANN (1962-62) 5697 (9150)/46-5 (446.0 x 57.6', T3cy+LPT)
Built by W. Readhead & Sons Ltd, S. Shields (#549) for BISN Co. Ltd, London as OKHLA. 12/61 sold for £123,000 to Red Anchor Line Ltd (Chris Moller, mgr), Hong Kong r. RUTHY ANN. 6/62 sold to THC(HK)

and reg. at Hong Kong. 27/6/62 m/g to HKSB for \$105,750 during conversion to troopship with decks extended aft. 13/8/62 m/g discharged and register closed on sale to RI (Army) r. ADRI XV. 2/71 engine breakdown 250 m. E. of Singapore o/v Indonesia-Taiwan, towed into Singapore. 25/2/71 sold to China Steel (Kaohsiung) Ltd and 1/3/71 under demolition.



OKHLA in B.I. service (coll. H. Dick).

CEYLON (1962-62) 1941 (2843)/43-7 (259.0 x 42.1', T3cy by Prescott Co., Menominee)
 Built by Walter Butler Shipbuilders Inc., Superior (Wi) for WSA for b/b charter to MOWT (Witherington & Everett, Newcastle mgrs) as ASA ELDRIDGE. 7-10/43 Canadian Great Lakes service. 2/12 sailed Halifax for Leith, then coastal service. 5/45 t/f to UK-N. Europe service. 4/47 sold to MOT (same mgrs). 4/51 sold to Williamson & Co. r. INCHISLAY - 1/52 reg. at Hong Kong for charter to PRC for Shanghai-Foochow route. 23/9/52 looted of cargo by Nationalist gunboat and junks off Wenchow. 26/6/56 seized by Indonesian corvettes for illegal entry to Sulawesi - taken to Surabaya where later released. 11/59 sold to Haitong S.S.& Tdg Co. Ltd (China Pacific Co. Ltd), Hong Kong r. CEYLON. 9/62 sold to Ta Hing Co. (HK) Ltd, Hong Kong but promptly resold to P.T. Mask. Pel. Sang Saka, Jakarta r. SANG BALIM. c.1966 r. SANG PERKASA. 1969 sold, presumed to Taiwan breakers [BT 3892/114 and 389/6/228].



CEYLON as SANG PERKASA in Malacca Strait (Peter Foxley).

GRANDHING (1962-63) 1351/46-4 (224.5 x 36.8', T3cy by George Clark (1938) Ltd, Sld)
 Built by Blyth D.D. & S.B. Co. Ltd, Blyth (#314) for Ministry of War Transport (Straits S.S. Co. Ltd, mgrs) as 'B' type EMPIRE PARK but 2/4/46 on completion delivered on bareboat charter to Anglo-Chinese Shg Co. Ltd (Moller Line Ltd, London mgrs) with registry at Blyth and 20/7/46 arrived Hong Kong for China coast service. 6/48 in service Singapore-North Borneo for ACSC (Mollers' (Malaya) Ltd). 12/49 MOT charter to Williamson & Co. Ltd, Hong Kong for service Hong Kong-Swatow. 7/50 resumed sailings to Swatow after mine clearance. 1/51 sold to ACSC (Mollers' Ltd, Hong Kong mgrs). 7/51 sailing Hong Kong-Bangkok. 8/51 sold to Williamson & Co. Ltd, Hong Kong. 29/12/51 sold to Ben Line Steamers Ltd (Wm Thompson & Co. mgrs) and re-reg. at Leith. 1/52 began service Singapore-Bangkok, 2/52 r. BENVEG (1351g). 9/62 sold to Ta Hing Co. (H.K.) Ltd, Hong Kong r. GRANDHING. 12/62 sold to China Pacific Nav. Co. Ltd (Hornbeam Co. Ltd), Hong Kong and 1/63 t/f to China Pacific Navigation S.A., Panama. 21-29/11/63 ashore near Tarakan (sailed 30/11 for Hong Kong). 1964 reverted to Ta Hing Co. (H.K.) Ltd and reg. to Cia. de Nav. Abeto, S.A., Panama r. SUMBAWA. Subsequently chartered to Vietnam owners and issued with Republic of Vietnam coastal trading licence. 1968 sold to Asia Marine Co. S.A., (Asia Maritime Co., Ltd, Hong Kong), Panama r. AMARINA [not recorded LR]. 4/70 detained by Gov't of South Vietnam, probably laid up in Saigon area, and later confiscated. 1982 RLR.



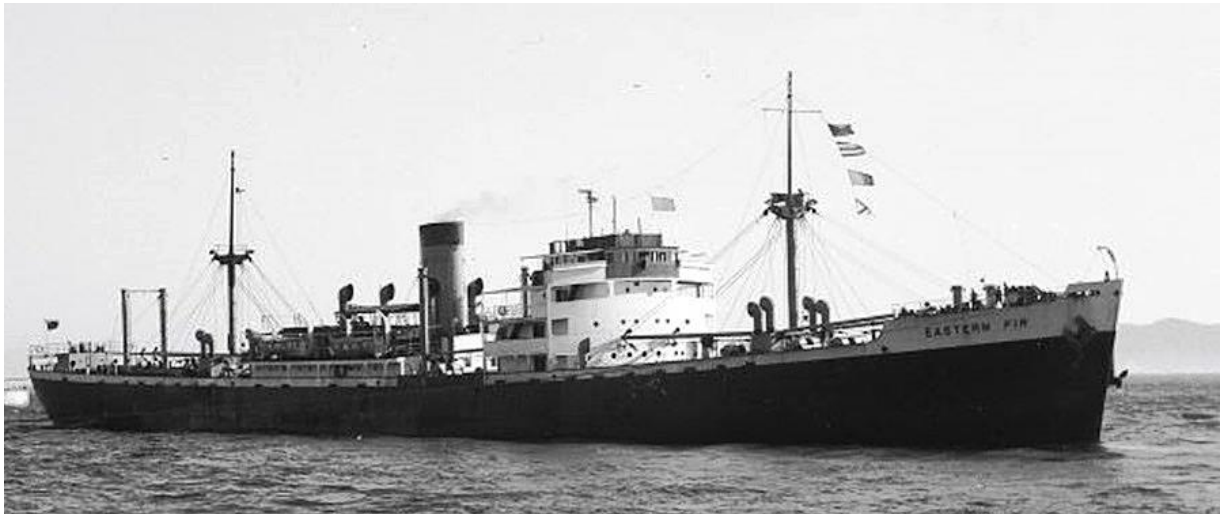
GRANDHING as Ben Line's Bangkok feeder BENVEG at Singapore, July 1959 (Dr George Wilson).

ASIA FIR (1962-65) 5328 (9270)/49-6 (440.10' x 57.2', M3cy)
 Built by C. Connell & Co. Ltd, Glasgow (#460) for Denholm Line Strs Ltd, Greenock as CARRONPARK. 1/9/62 blown ashore lightship on N. Lantau Is., Hong Kong by typhoon 'Wanda', 8/10 refloated. 12/62 sold to China Pacific Nav. Co. Ltd, Hongkong r. ASIA FIR. 14/2/63 m/g HSB – 5/5/65 discharged on sale to Cambay Prince S.S. Co. Ltd (John Manners & Co. Ltd), Hong Kong r. ASIA BREEZE. 10/70 del. to Asiatic Nav. Inc. (Atlas Shg Lines Inc., Manila), Panama r. ATLAS NAVIGATOR. 21/8/72 arrived at Visakhapatnam in tow with engine trouble. 1973 sold 'as lies' to Eastern Metal Traders Ltd, Bombay and 13/3/73 arrived at Bombay for breaking up – 6/74 demolition commenced by Tayabbhai Mohammedbhai & Co.



ASIA BREEZE ex ASIA FIR at Hong Kong, 1 July 1970 (W. Schell).

EASTERN FIR (1963-66) 4986(8850)/50-12 (447.5 x 56.2', M7cy by J.G. Kincaid & Co., Greenock)
Built by Lithgows Ltd, Port Glasgow for Basra Stm Shg Co. Ltd (Galbraith, Pembroke & Co. Ltd mgrs), London as SHERBORNE. 1952 sold to Graig Shg Co. Ltd (Idwal Williams & Co. Ltd mgrs), Cardiff r. GRAIG. 5/63 sold to THHK r. EASTERN FIR. 6/6/63 m/g HKS. 1/66 t/f to Fir Line Ltd (Liberian flag). 2/66 m/g discharged on sale to Mr Markam, Jakarta r. TJAKRA DONIA SATU. 1966 t/f to Lib-Norse S.S. Co. Ltd, Liberia (Wallem & Co. mgrs) r. NORMARK I. 1969 sold to Wing On S.S. Co., Liberia r. LUCKY I. 23/7/77 arrived at Kaohsiung for breaking up but 26/7 driven ashore by typhoon 'Thelma' – 10/11 breaking up commenced in situ by Nan Lung S. & I. Works.

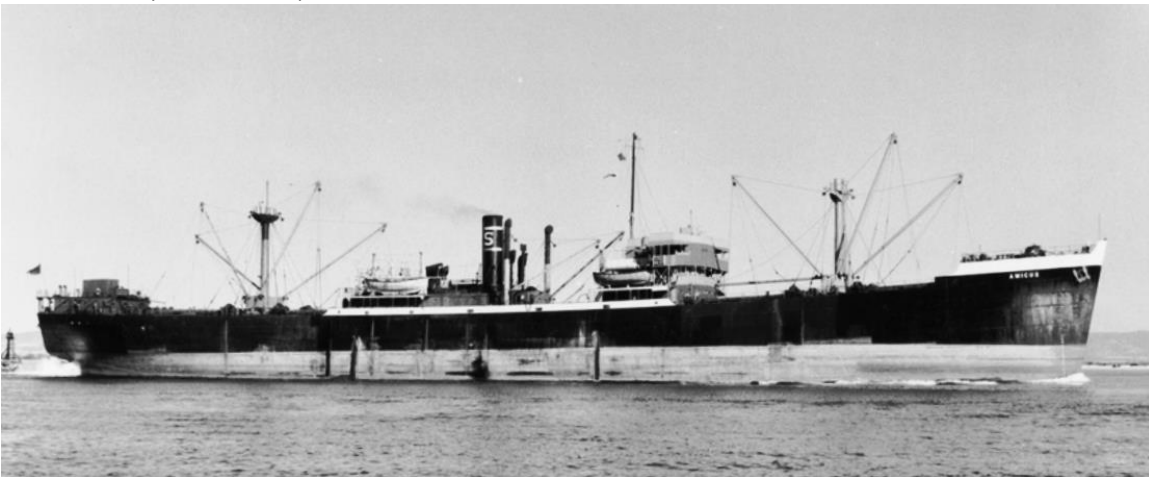


EASTERN FIR at Gibraltar, July 1965 (A. (Bert) Warwick/W. Schell).



LUCKY E ex EASTERN FIR in Malacca Strait (Peter Foxley/W. Schell).

PACIFIC FIR (1964-68) 7125(9910)/44-1 (447.10 x 56.2', T3cy by John Brown & Co. Ltd, Clydebank) Built by Vickers-Armstrong Ltd, Barrow for MOWT as EMPIRE NOBLE (W.H. Seager & Co. Ltd, mgrs). 1946 sold to Tempus Shg Co. Ltd (same mgrs), Cardiff r. AMICUS. 11/46-56 on charter to Australian Shipping Board (McIlwraith, McEacharn Pty Ltd, mgrs), then BHP for iron ore/coal trades. 5/63 sold to Southland Nav. & Commerce Ltd, Hong Kong r. LEELA. 2/64 sold to THHK r. PACIFIC FIR. 5/64 t/f to FLL (Lib. flag). 6/2/68 abandoned with leaks in 22.37N, 121.42E o/v Mormugao-Osaka before drifted ashore at Koto Soh, SE Taiwan, where broke in two. CTL.



PACIFIC FIR as AMICUS at Port Adelaide in the 1950s (coll. Arbon-Le Maistre, SLSA PRG 1324/1098).

FLORES (1964-66) 3107 (4575)/30-4 (332.10' x 47.2', T3cy by J.G. Kincaid & Co., Greenock) Built by Ardrossan Dockyard Ltd, Ardrossan for Union S.S. Co. of New Zealand, Dunedin as WAIMARINO. 10/56 laid up at Port Chalmers. 6/57 sold to San Roberto S.S. Co. S.A. (John Manners & Co. Ltd, HK), HK r. SAN EDUARDO. 1958-63 on charter in Indonesia. 2/64 sold to Mercantile Shg Devt Co. Ltd (THHK), Panama r. FLORES. 5/65 repossessed. 3/66 sold to Oriental Trader Nav. Co. S.A. (China Pacific Nav. Co. Ltd, HK), Panama r. CONTINENTAL TRADER. 1968 sold to Pacific S.S. Co. r. PACSEA but 3/12/68 as CONTINENTAL TRADER arrived at Hong Kong for breaking up.



SAN EDUARDO ex WAIMARINO departing Port Chalmers for Hong Kong, 10 June 1957, still in Union S.S. Co. colours (Ian Farquhar).

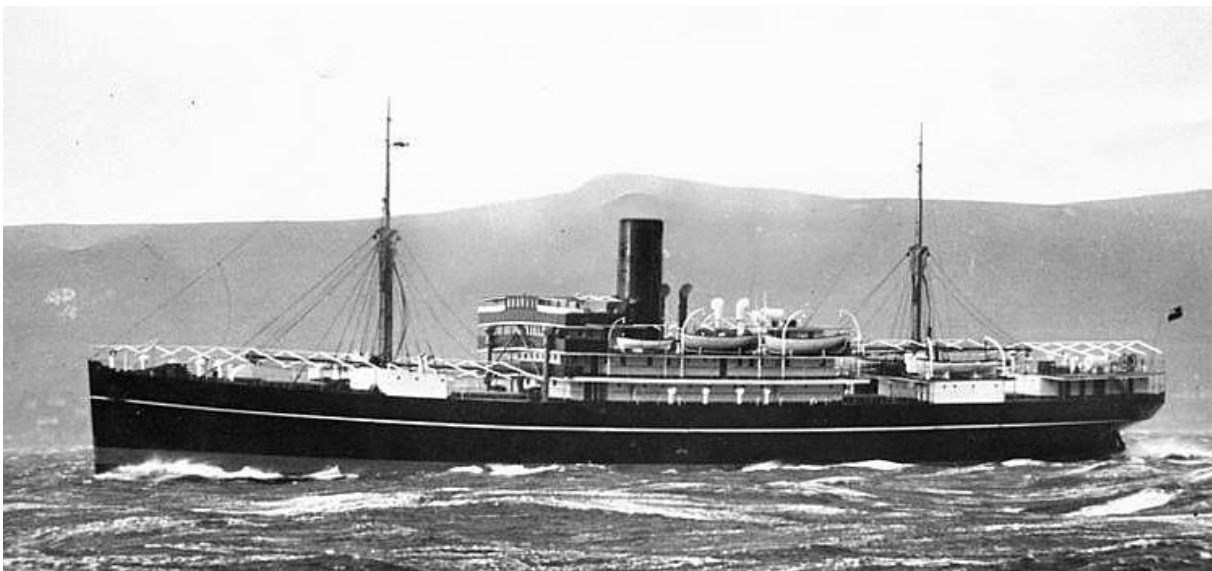


SAN EDUARDO at Singapore in Manners colours (R. Gabriel/H. Dick).

LOMBOK (1964-66) 3165 (4445)/30 (m.s., 351.0oa x 50.2', M6cy/762nhp)

Built by Scott's S.B. & E. Co. Ltd, Greenock for China Navigation Co. Ltd, London for China-Straits trade as ANSHUN. 8/39 req. by RN for use as Stores Issuing Ship and 19/1-17/3/40 on station at Freetown (Sierra Leone). 4/40 resumed China-Straits service. 6/12 sailed Hong Kong for Manila, where 10/12 some damage by bombing, 3 dead. 13/12 sailed Manila via Balikpapan for Fremantle. 31/12/41 engine breakdown en route to Fremantle and towed 1,127nm by *Hanyang*, 2/1/42 arriving Fremantle for repairs. 3/42 comm. by RN for use as Stores Issuing Ship HMAS *Anshun* (Y-1) but 26/6/42 t/f to US War Shipping Admin. and 1/7 sailed Fremantle via Melbourne (87/7-4/8) and Brisbane (8-28/8) to Papua New Guinea. 2/9 sailed Townsville for Milne Bay, where 6/9 sunk by gunfire from IJN cruiser *Tenryu* and sank on side next to wharf. 24/2/44 raised, patched and towed to Sydney, arriving 15/7 and laid up. Owners abandoned to MOWT and in turn to Commonwealth of Australia. 6/46 hulk purchased by

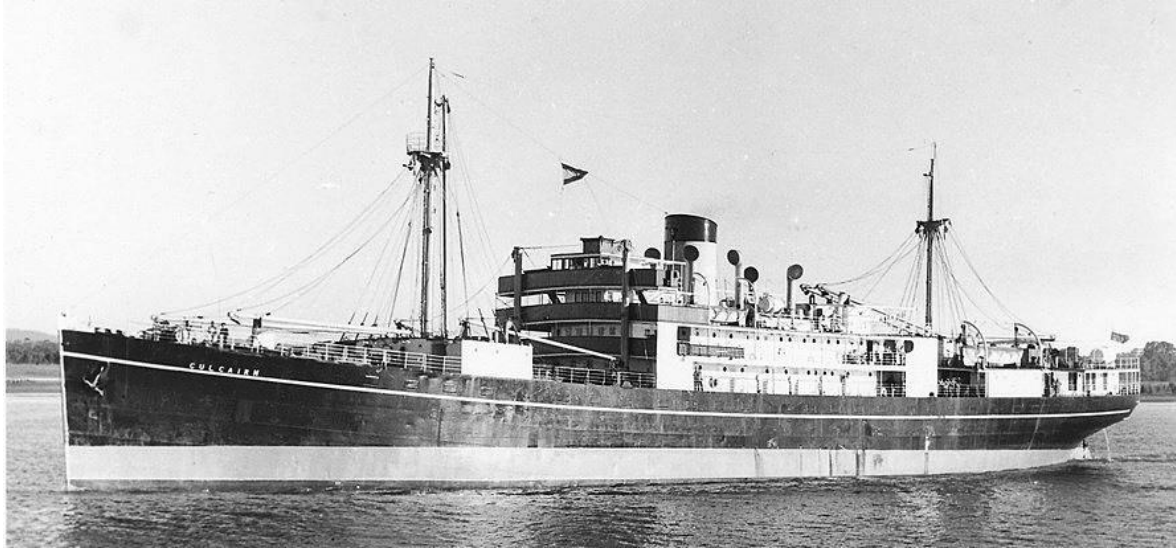
James Patrick & Co. Pty Ltd, Sydney, refitted by Cockatoo Dock and 8/48 entered East Coast-Darwin service as CULCAIRN (12 passengers). 9/52 withdrawn for major survey, then 3/53 placed in Melbourne-Sydney-Brisbane line. 1/5/62 del. at Sydney to Pan Norse S.S. Co. (Wallem & Co. Ltd), Panama. 1964 r. LOMBOK (ben. owner Mercantile Shg Devt Co. Ltd, Hong Kong/THCHK) for Indonesia-HK cattle trade. 10/1/66 serious fire damage at Surabaya. 9/5/66 arrived at Hong Kong under tow and 1/7/66 delivered for breaking up by Ming Hing Co. Ltd [Sold East, Wikiswire, BT 389/1/283].



ANSHUN on trials in Firth of Clyde. Anti-piracy plating added later (Wikiswire).



ANSHUN on her side at Milne Bay wharf (Australian War Memorial).



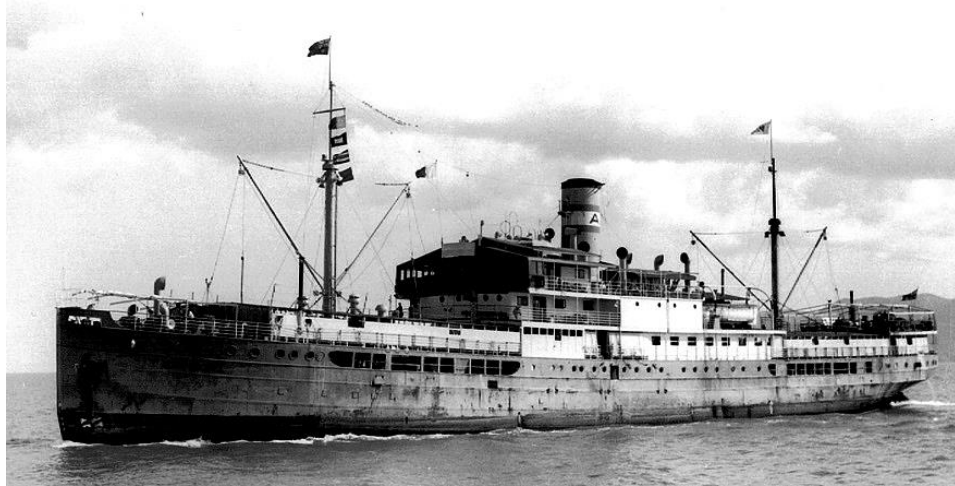
Refitted CULCAIRN at Brisbane in James Patrick & Co. colours. Same layout but new funnel, only twelve passengers so fewer boats (R.C. Pulley).



CULCAIRN at Sydney, June 1962. Newly painted hull, Pan Norse funnel (J.S. Mathieson).

SUMBA (1964-64) 2156(1475)/30-3 (312.2'oa x 46.2', C4cy/256nhp)

Built by Rotterdamsche D.D. Mij, Rotterdam (#166) for KPM, Batavia as VAN SWOLL (37/22/1238 pass.). 12/47 reg. t/f to Amsterdam. 6/55 del. to Isabel Nav. Co. S.A. (John Manners & Co. Ltd), Panama and converted to cattle carrier r. SAN MIGUEL. 12/56 sold on HP to American Shg & Tdg Co. Ltd, Hong Kong. 2/59 repossessed. 1/64 t/f to San Miguel Nav. Co. S.A., Panama on HP to THHK r. SUMBA. 5/12/64 arrived at HK for breaking up by Kowloon Steel & Iron Works Ltd, 10/3/65 work began [marhisdata.nl].



SUMBA as cattle carrier SAN MIGUEL (John Manners & Co.) leaving Townsville, August 1957, on American Trading Co. charter (W. Foote).

SUMBAWA (1964-75) see **GRANDHING** (1962-63) 1351/46

TIMUR (1964-66) 3296 (4283)/43-6 (327.11 x 46.6', T3cy/10k by Central Marine Eng. Works, Hartlepool)

Built by Wm Gray & Co. Ltd, West Hartlepool (#1149) for MOWT (Connell & Grace Ltd, London, mgs) as EMPIRE MOUNTAIN. 5/43 allocated to Liner Division and 29/6 sailed for Middlesbro' to load for Bombay, then Indian coastal service. 27/9/46 arrived Singapore from Vizagapatnam (coal). 3/47 Moller Line (UK) Ltd mgrs. 1949-50 running blockade of China Coast. 6/50 on charter to KPM in Indonesia. Late-1950 sold to Moller Line Ltd, London. 13/2/51 loaded 2,000 tons of rubber at Penang for Canton [Sing. Standard, 13/2/51]. 3/51 r. HANNAH MOLLER. 1/52 t/f to Mount Line Ltd r. MOUNT PARKER. 4/52 off charter. 7/52 sold to Australian Shipping Board for use as collier r. CARCOOLA. 10/54 reg. at Melbourne. 11/56 sold to Cambay Prince S.S. Co. Ltd (John Manners & Co. Ltd), Hong Kong, delivered 12/56 r. TEES BREEZE. 1958-63 on charter in Indonesia. 2/64 t/f to San Roberto S.S. Co. S.A., Panama under HP to Mercantile Shg Devt Co. Ltd, HK r. TIMUR. 2/66 repossessed and sold to Oriental Trader Nav. Co. S.A. (CPNC, Hong Kong), Panama r. VICTORIA TRADER. 24/7/67 sailed Hong Kong for Keelung for breaking up by Chou's Iron & Steel Co. Ltd.



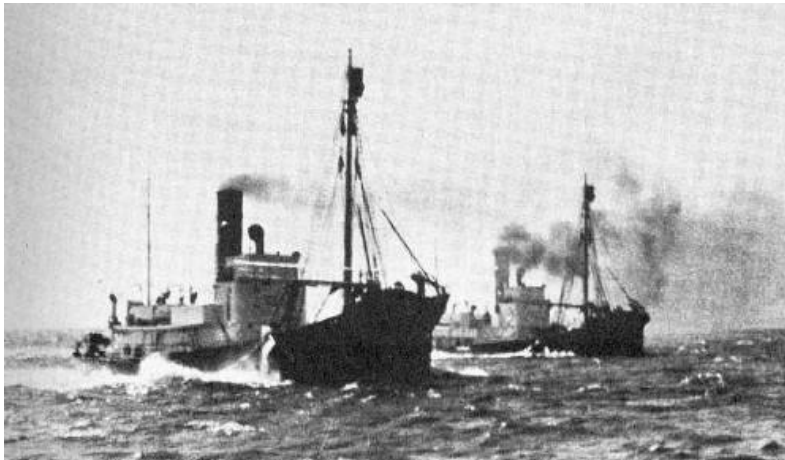
TIMUR was acquired as Manners' TEES BREEZE (coll. SK*).

KOS I (1964-64) 254/29-7 (whaler, 125.0 x 24.1', T3cy/75nhp)

Built by Smith's Dock Co. Ltd, Middlesbrough (#861) for Hvalfangerselskapet 'Kosmos' A/S (Anders Jahre mgr), Sandefjord. 1936 t/f to Hvalfangerselskapet Antarctic A/S (Bruun & von der Lippe, mgrs), Tönsberg. 7/40 req. by Royal Norwegian Navy r. SVOLVAER. 3/41 req. by Admiralty as anti-submarine vessel FY-359. 6/45 reverted to owners as KOS I. 2/52 sold to Whale Products Pty Ltd, Sydney (reg. Brisbane). 6/52 in service. Late 1961 laid up at Brisbane. 1963 auctioned to Gurley Station P/L, then to W.J. Powell & Co. P/L. 1964 sold to THHK. 1964 sold to Tuna & Trawling Industries P/L. 1965 dismantled alongside wharf. 29/1/69 hulk sunk – ca. 4/69 raised. 18/4/71 scuttled off Tangalooma resort, Moreton Island [D. Jones, *Whalers of Tangalooma*; teesbuiltships].

KOS II (1964-64) 254/29-7 (whaler, 125.0 x 24.1', T3cy/75nhp)

Built by Smith's Dock Co. Ltd, Middlesbrough (#862) for Hvalfangerselskapet 'Kosmos' A/S (Anders Jahre mgr), Sandefjord. 1936 t/f to Hvalfangerselskapet Antarctic A/S (Bruun & von der Lippe, mgrs), Tönsberg. 4/41 req. by Admiralty as anti-submarine vessel. ?10/41 r. HORTEN. 6/45 reverted to owners as KOS II. 2/52 sold to Whale Products Pty Ltd, Sydney (reg. Brisbane). 6/52 in service. Late 1961 laid up at Brisbane. 1963 auctioned to Gurley Station P/L, then to W.J. Powell & Co. P/L. 1964 sold to THHK. 1964 sold to Tuna & Trawling Industries P/L. 1965 refitted for use as trawler but mainly laid up. 1971 sold for dismantling. 30/9/72 scuttled off Cowan Cowan, Moreton Island as artificial reef.



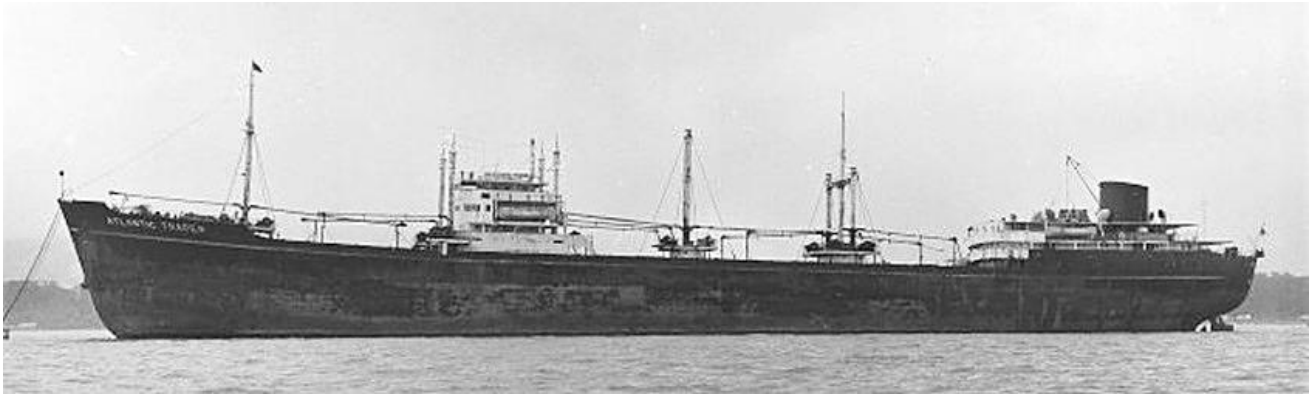
Whaler KOS II nearside (<https://www.timetravelclub.com.au/2019/08/moretonwhales.html>).

BEL ABETO (1965-65) 9986 (15,910)/51-2 (tkr, 514.10' x 66.0', M8cy by A/B Götaverken)

Built by Öresundsvarvet A/B, Landskrona (#110) for Smedvigs Tankrederi A/S (Peder Smedvig), Stavanger as VESTAN. 1965 sold to CdN Abeto, Panama r. BEL ABETO. 1965 sold to Cia de Nav. Atlantic S.A (China Pacific Nav. Co. Ltd, Hongkong, mgrs), Panama and conv. to bulk carrier (9,474 grt) r. ATLANTIC TRADER. 1970 sold to Cia Marietta Nav. Ltda S.A. (F. S. Mao & T. C. Lee, Hong Kong), Panama. 1973 sold to Fairmont Maritime Co. Ltd, S.A., Panama r. FAIRMONT. 1974 sold to Mercury Maritime Co., Ltd (Great Eastern Maritime Co., Ltd, Hong Kong, mgrs), Panama r. MERCURY. 1977 sold to Northeast Mercantile Co. (Pte), Ltd, Panama r. WALLPORT. 1977 Splendour Maritime Co., Ltd S.A. (Balbridge Enterprises, Ltd, Hong Kong, mgrs), Panama r. SPLENDOUR I. 1980 r. GREEN BAY. 1/9/80 demolition began at Kaohsiung by Li Chong Steel & Iron Works Co. Ltd [Schell].



BEL ABETO as tanker VESTAN departing Rotterdam (Roger Sherlock/W. Schell).



BEL ABETO as ATLANTIC TRADER on the buoy at Hong Kong, 11 April 1970, after conversion to dry bulk carrier (W. Schell).

PACIFIC ABETO (1966-82) 8491 (11125)/50-12 (512.7 66.4', 3ST by Parsons Marine)
 Laid down by Greenock Dockyard Ltd, Greenock (#474) for The Clan Line Ltd, Glasgow but sold on stocks to Pacific S.N. Co. Ltd, Liverpool and completed as FLAMENCO. 7/66 sold to CdN Abeto r. PACIFIC ABETO, refitted at Hong Kong by China Pacific Eng. for use as pilgrim ship (1500 passengers). 7/11/66 in typhoon 'Emma' dragged anchors, collided with *Eastland Trader* and blew ashore on Stonecutters Island, refloated days later for repairs. Early 1967 completed refit and placed on HP to new pilgrim line P.T. Per. Pelajaran Arafat, Jakarta. 15/5/67 grounded leaving Djibouti for Jeddah— 21/5 refloated, 27/5 sailed Jeddah for Indonesia. 1971 paid off by Arafat and t/f to Indonesian registry. 31/8/76 laid up at Tanjung Priok. 10/80 towed to Singapore for docking but 1981 sold to metal merchant P.T. Kusuma Tunas Badja, Jakarta, then resold to Bangladesh breakers and 22/8/81 arrived Chittagong for breaking up.



FLAMENCO in Pacific S.N. Co. service as 12-passenger tweendeck cargoliner (C. Hill).



PACIFIC ABETO light-ship in Straits of Malacca, no passengers but life rafts at masts. Accommodation extended aft at No. 4 hatch and row of 'tweendeck portholes visible beneath green hull band (Peter Foxley).

BELLE ABETO (1966-76)12,007/51-12 (536.9 x 64.6', M2x8cy/16k Sulzer by Cie de Const. Méc., St Denis)

Built by Ch. & At. de la Loire, St Nazaire (#350) for Cie de Nav. Sud-Atlantique (Cie Maritime des Chargeurs Réunis), Paris (reg. Bordeaux) for Europe-Brazil-River Plate line (110 first, 326 third class) as LAËNNEC. 1/62 t/f to Cie des Messageries Maritimes, Paris. 7/66 del. At Le Havre to CdN Abeto r. BELLE ABETO, refitted by ?? for use as pilgrim ship and placed on HP to Arafat. 1971 paid off. 29/7/76 while bunkering at Sasebo prior to departure for Jakarta (in ballast), oil spill caused caught fire in engine-

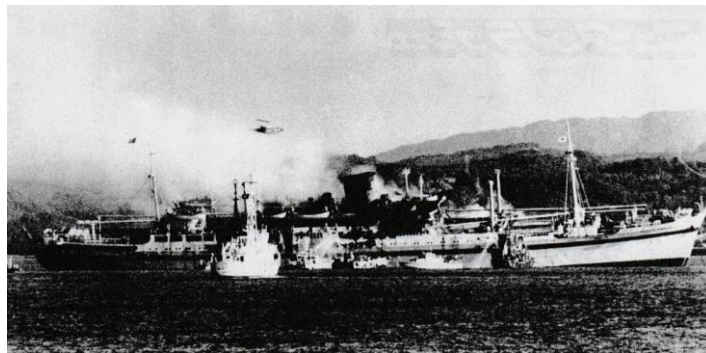
room and rapidly spread amidships, all 81 crew taken off, 31/7 sank from weight of water, CTL, sold for scrap. 7/77 salvage operations commenced [*Ships of the World*, Oct. 1976]



BELLE ABETO at speed in Straits of Malacca (Peter Foxley).



BELLE ABETO in off-season lay-up at Tanjung Priok, mid-1972. Externally almost unchanged except for structures above No. 2 hatch and boats at mainmast (H. Dick).



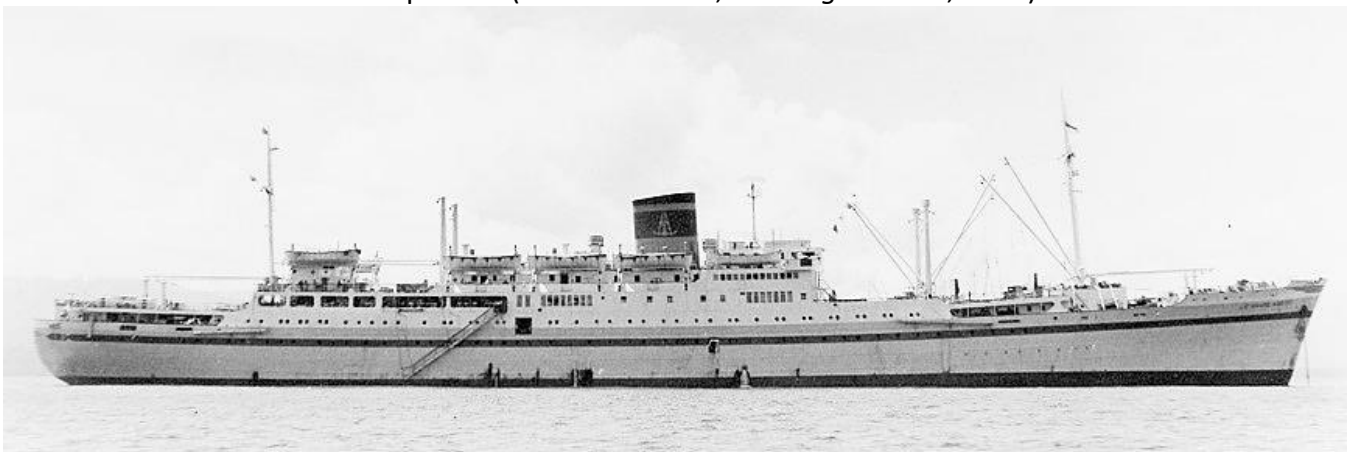
BELLE ABETO burning amidships, fire tugs attending, Sasebo, c.5pm, 29 Sept. 1976 (Mitsunori Noda in *Ships of the World*, Oct. 1976).

LE HAVRE ABETO (1967-83) 12,007/52-8 (538.1 x 64.5', M2xM8cy/16k Sulzer by Cie de Const. Méc., St Denis)

Built by Ch. & At. de la Loire, St Nazaire (#351) for Cie de Nav. Sud-Atlantique (Cie Maritime des Chargeurs Réunis), Paris (reg. Bordeaux) for Europe-Brazil-River Plate line (110 first, 326 third class) as CHARLES TELLIER. 1/62 t/f to Cie des Messageries Maritimes, Paris. 1/67 laid up at Le Havre. 8/67 sold to CdN Abeto for conversion to pilgrim ship and 15/8/67 placed on HP to Arafat r. LE HAVRE ABETO. 28/3/78 laid up at Tanjung Priok. 2/83 to P.T. Kusuma Tunas Badja, Jakarta and 17/6/84 arrived at Chittagong for breaking up by Diamond Steel Products and demolition began same day.



Sistership LAENNEC in Sud-Atlantique colours (red funnel) reversed for comparison (Laurence Dunn, *Passenger Liners*, 1961).

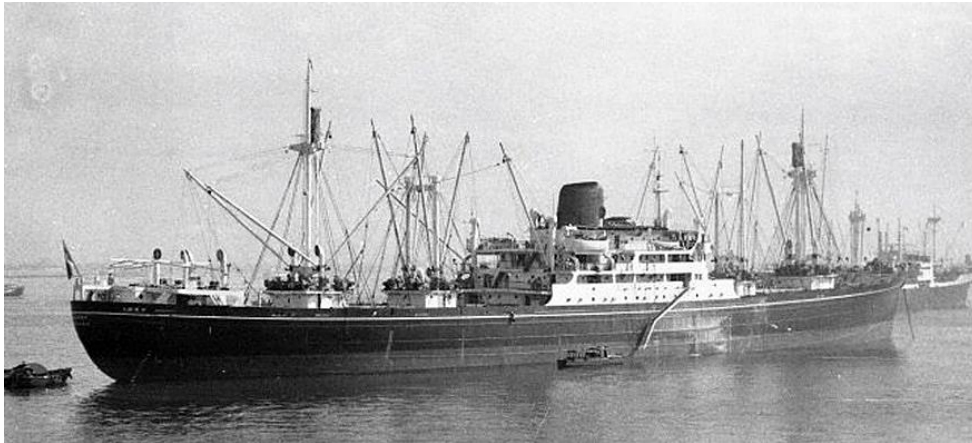


LE HAVRE ABETO anchored off Donggala, Central Sulawesi, early 1970s (H. Dick collection).

LA GRANDE ABETO (1967-70) 8536 (10818)/50-12 (536.9' x 64.5', M2x8cy Sulzer by Cie de Const. Méc., St Denis)

Built by Arsenal de la Marine Nationale, Brest for Cie des Messageries Maritimes, Dunkirk as cargoliner (12 passengers) MEINAM. 3/65 laid up at Hamburg. 2/67 del. to CdN Abeto for conversion to pilgrim ship r. LA GRANDE ABETO. Intended conversion and HP to Arafat did not proceed. 1970 sold to Kie

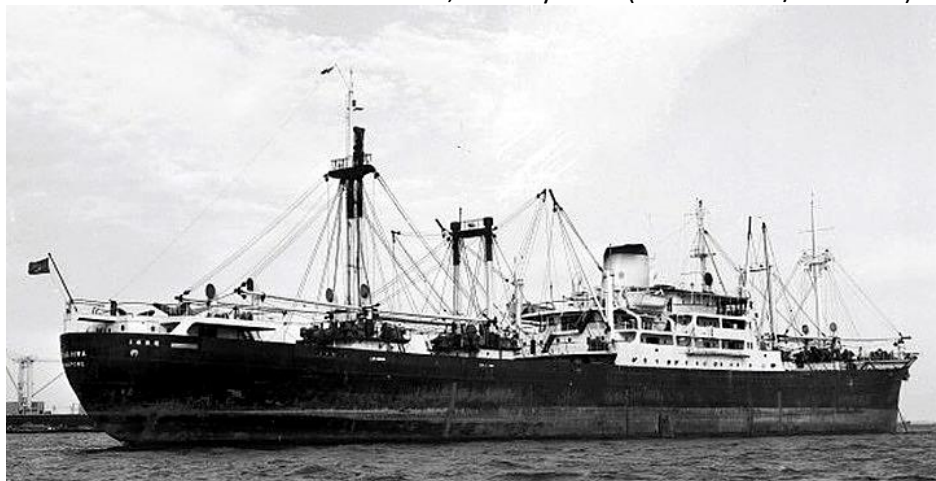
Hock Shipping (Hong Kong) Co., Ltd, Panama r. TONG HWA. 197? t/f to Somali flag. 1977 t/f to Thay Hien Gwan (1969) Pte Ltd, Singapore. 30/12/77 arrived at Incheon for demolition by Bando Steel & Iron Co. and 11/3/78 work began [es-conseil.fr/pramona/meinamII, Schell].



MEINAM at Singapore, 14 April 1960, in Messageries service (R. Maya/W. Schell).



LA GRANDE ABETO at New Orleans, January 1970 (Eric Johnson/W. Schell).



TONG HWA ex LE GRANDE ABETO ex MEINAM at Singapore, May 1977 (S. Klassen).

MEI ABETO (1967-83) 12,654/52-10 (536.10 x67.10', M2x8cy/16k Sulzer by Cie de Const. Méc., St Denis)
Built by Ch. & At. de St Nazaire (Penhoet), St Nazaire (#K14) for Cie Maritime des Chargeurs Réunis, Paris (reg. Le Havre) for Europe-Brazil-River Plate line (110 first, 326 third class) as LOUIS LUMIÈRE. ?2/62 t/f to Cie des Messageries Maritimes, Paris. 9/67 del. At Le Havre to CdN Abeto for conversion to pilgrim ship and placed on HP to Arafat r. MEI ABETO. 27/7/77 laid up at Tanjung Priok. 2/83 sold to P.T. Kusuma Tunas Badja, Jakarta and 20/5/84 delivered at Chittagong for breaking up.



MEI ABETO, the more streamlined of then trio ('mei' - Chinese for 'pretty') at speed in Straits of Malacca. Extra passenger space built around No. 2 hatch (Peter Foxley).



MEI ABETO, crowded with passengers, Donggala, Central Sulawesi, c.1972 (H. Dick colln).



MEI ABETO at Tanjung Priok, 1973, in Pelni colours for interisland service (H. Dick).

EMPRESS ABETO (1970-71) 13,520/54
PRINCESS ABETO (1970-71) 13,520/53

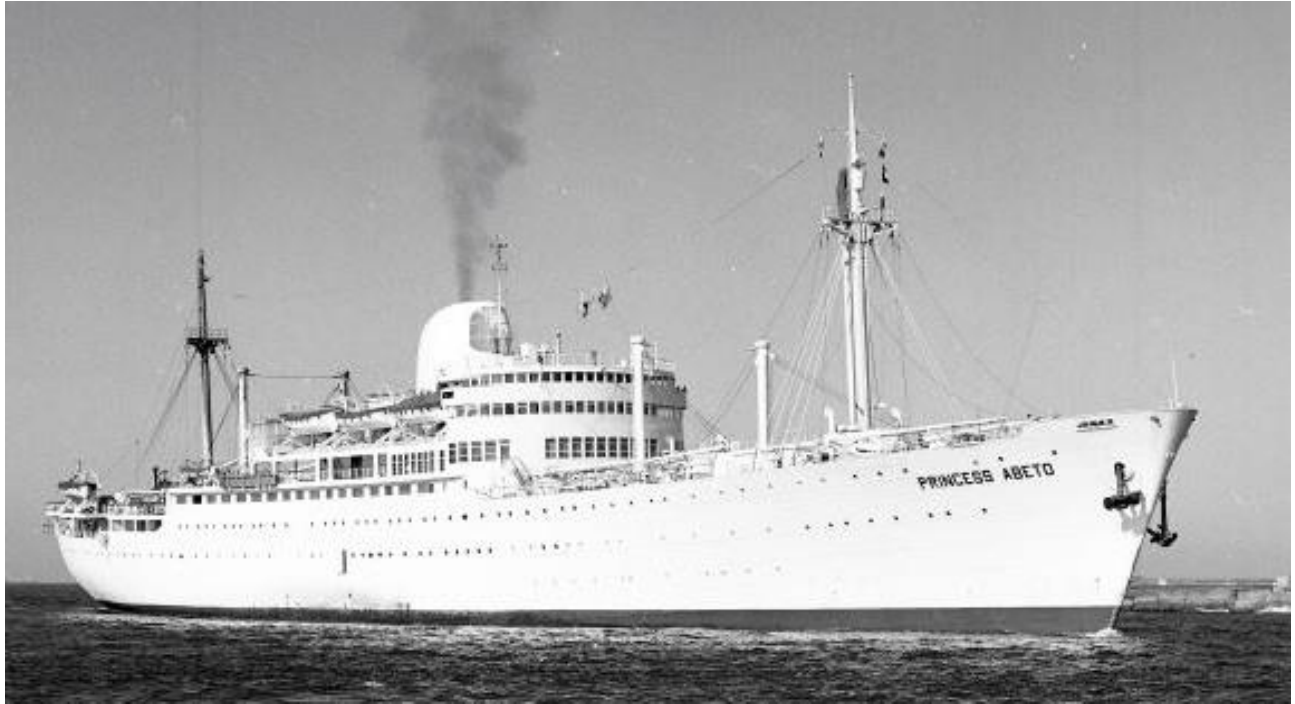
see MALAYSIA RAYA (1971-76)
see MALAYSIA KITA (1972-74)



CAMBODGE (1952), sister ship of EMPRESS ABETO & PRINCESS ABETO on trials
(Laurence Dunn, *Passenger Liners*, 1961).



Messageries' PACIFIQUE ex VIET-NAM at Durban, January 1969, forward well
deck now filled in (Trevor Jones).



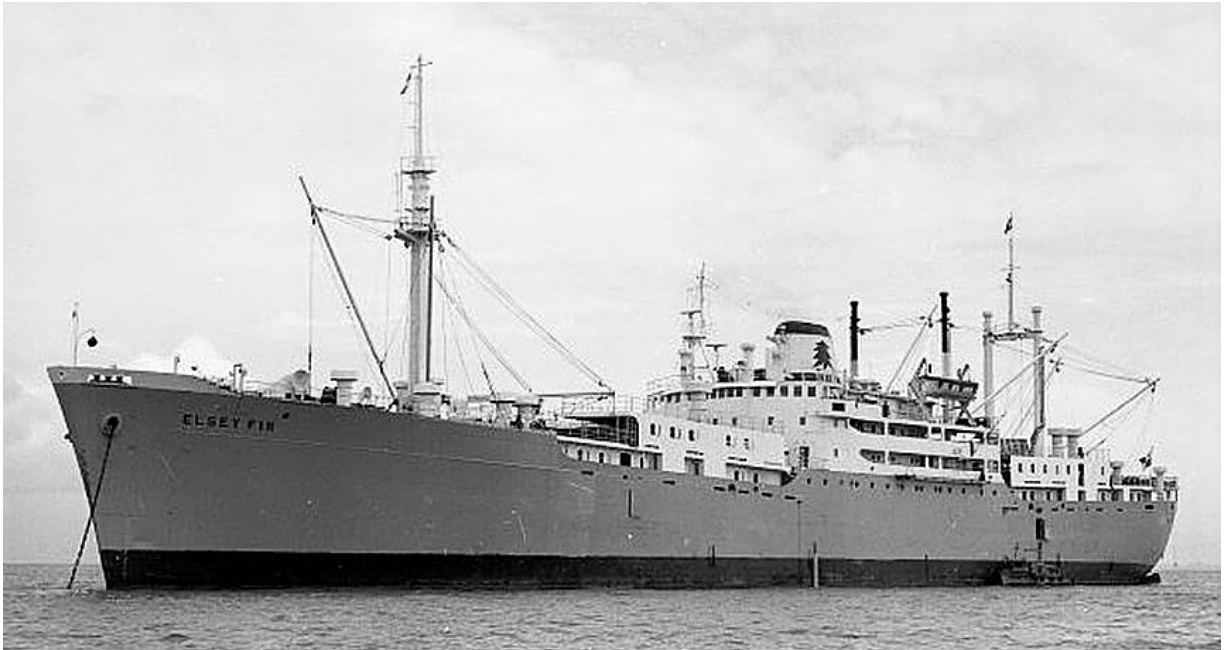
PRINCESS ABETO at Durban, 16 March 1971, still all-white MM livery but MM houseflag painted out on funnel (D. Shackleton/W. Schell).

ELSEY FIR (1973-77) 7030 (7900)/55-7 (460.4' x 60.8', 2x6cy by FCM, Havre)

Built by Forge & Ch. de la Méditerranée, La Seyne for to Cie des Messageries Maritimes, Dunkirk for France-Australia service as cargo liner EUPHRATE. 5/73 sold to Elsey Shg Corp. (FLL), Panama and refitted at Singapore for carriage of cattle r. ELSEY FIR. 1977 sold by Moscow Narodny Bank as mortgagee to Kingfisher Shg Co. Inc. (Shorthorn Trading Ltd, Hong Kong), Liberia r. ORIENT CLIPPER. 29/9/83 final voyage from Jeddah to Shanghai, where delivered prior to 1/11 to Chinese National Metals & Minerals Import & Export Corp. for breaking up.



EUPHRATE at Rotterdam in Messageries colours (R. Sherlock/W. Schell)



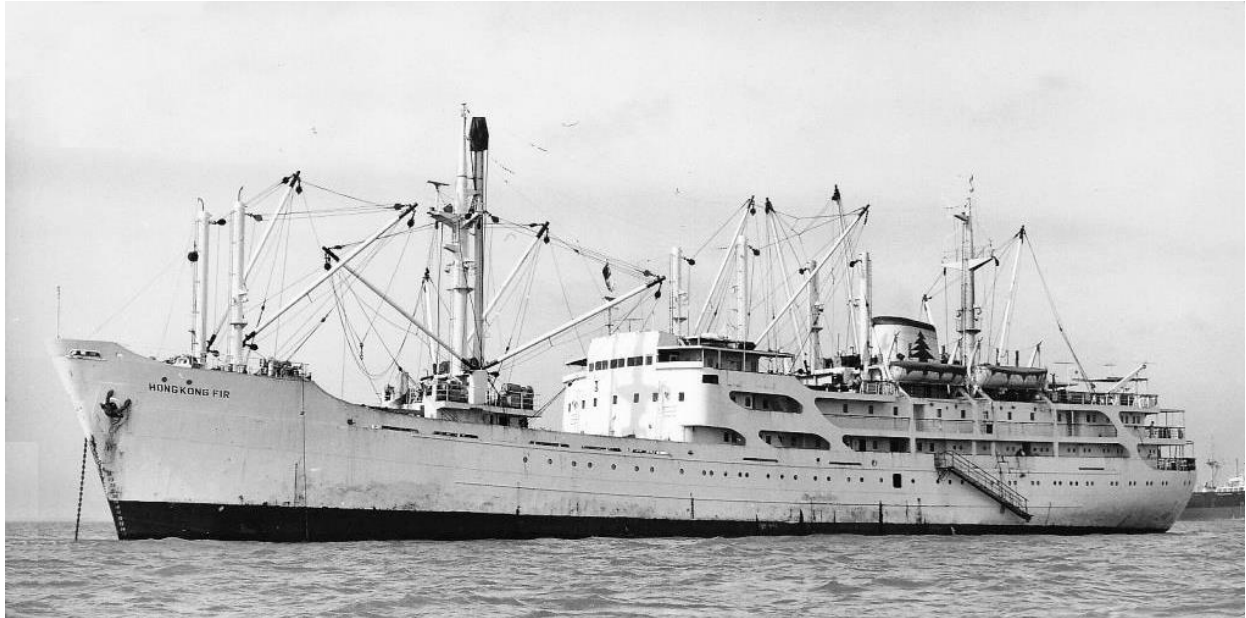
ELSEY FIR ex EUPHRATE (1955), Eddie Wong's best cattle carrier, at Singapore, March 1975. Focslie extended, well deck filled in, structures above Nos 2-5 hatches, and ventilators added (V. Young).



ELSEY FIR as ORIENT CLIPPER in Malacca Strait, April 1979 (Peter Foxley/W. Schell).

HONG KONG FIR (1973-74) 4129/62-11 (323.10 x 50.5', M7cy British Polar Ltd, Glasgow)
 Built by Evans, Deakin & Co. P/L (#42), Brisbane for Government of Western Australia (W.A. State Shipping Service, later Shipping Commission), Fremantle as KANGAROO, 8/12 maiden voyage in Fremantle-NW ports trade (94 pass., 300 cattle). 4/74 withdrawn from service. 17/5 del. at Fremantle to CdN Abeto, Panama r. HONG KONG FIR and 20/5 sailed for Hong Kong for refit. 1974 sold to Fayez

Tdg & Shg Estab. (Hussan Mohamed Fayez & Sons), Jeddah r. YARA and converted to carry c.1,000 pilgrims, off-season in Red Sea trade [Plowman, 'Coast to Coast', 2007] 1980 t/f to Globe International Co. Ltd. 12/12/89 arrived at Chittagong for breaking up by Taher Co. Ltd, 14/2 work began.



HONGKONG Fir at Singapore, 15 March 1974, outwardly unchanged except for white hull and Fir Line/Abeto funnel (R. Priest/NAA).

GREAT MALAYSIA LINE

[24 July 1970, 60% Ta Hing Co. & Fir Line Ltd, subsequently Malaysian control]

MALAYSIA BARU (1971-72) 13,520/52 see **MALAYSIA KITA** (1972-74)

MALAYSIA RAYA (1971-76) 13,520/54-5 (531.10 x 72.4', 2x3ST/21k)

Built by Ch. Navale de la Ciotat, La Ciotat (#170) for Cie des Messageries Maritimes, Bordeaux for Indochina trade as LAOS. 1970 sold to Abeto Shipping (Panama) Corp.), Panama for conversion at HK to pilgrim ship r. EMPRESS ABETO. Ca.10/71 t/f to GML r. MALAYSIA RAYA. 23/8/76 caught fire at anchor at Port Kelang – beached, fire extinguished, but CTL. 17/12/76 delivered to Selco Ltd – 12/4/77 left in tow of the *Salviceroy* (492/72) for Kaohsiung, 27/4 arrived and 7/7 demolition work begun by Kuo Dar Steel & Iron Enterprise.



LAOS at Singapore, late 1960s, forward well now filled in and Messageries houseflag on funnel (A. Duncan/W. Schell).



All-white MALAYSIA RAYA in Malacca Strait. No. 2 (with well) and No. 3 hatches suppressed and accommodation extended to the foremast (Peter Foxley).

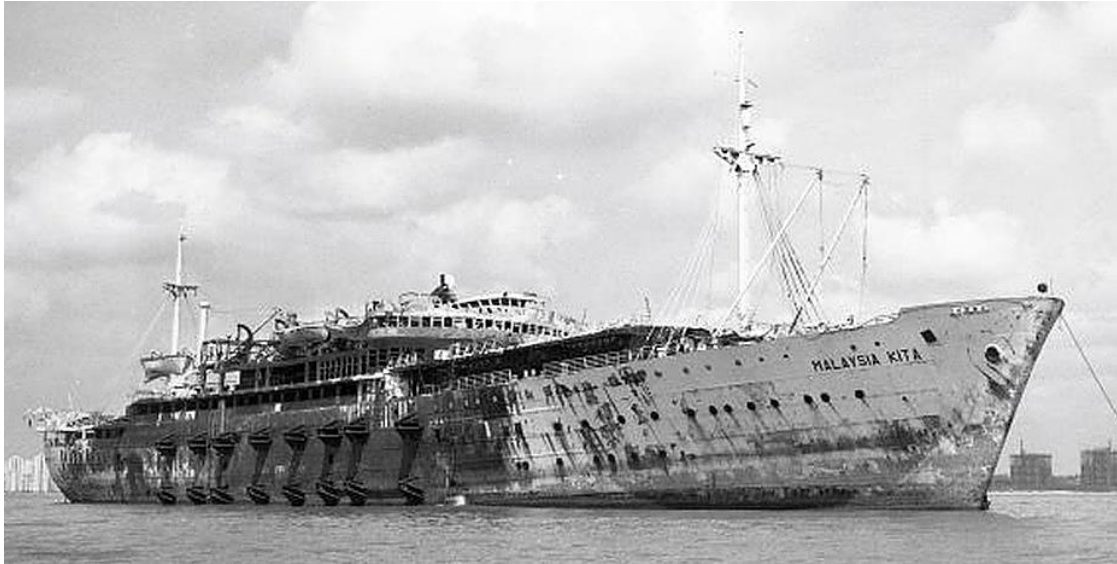


MALAYSIA RAYA burnt out amidships while anchored at Port Kelang (Peter Foxley).

MALAYSIA KITA (1972-74) 13,520/53-7 (531.7 x 72.4', 2x3ST/21k by At. & Ch. De Bretagne, Nantes)
Built by Ch. Navale de la Ciotat, La Ciotat (#168) for Cie des Messageries Maritimes, Marseilles for France-Indochina-Far East line as VIET-NAM. 9/67 t/f to France-South Pacific-Australia line r. PACIFIQUE. 8/70 sold to Abeto Shipping (Panama) Corp.), Panama for conversion at HK to pilgrim ship r. PRINCESS ABETO. 1971 rep. on charter to Austasian Cruises Pty Ltd for 35-day cruises from Townsville via Darwin (later Port Moresby) to Singapore via ports (500 pass.) but advertised schedule curtailed, c.10/71 t/f to GML r. MALAYSIA BARU. 1972 r. MALAYSIA KITA. Late 11/5/74 while under repair in Eastern Anchorage, Singapore caught fire, towed out and 12/5 capsized off Tanjong Katong, CTL. 25-26/6/75 raised and beached by Singapore Ocean Salvage (Wallem & Co.). 22/4/76 left in tow for Kaohsiung for breaking up.



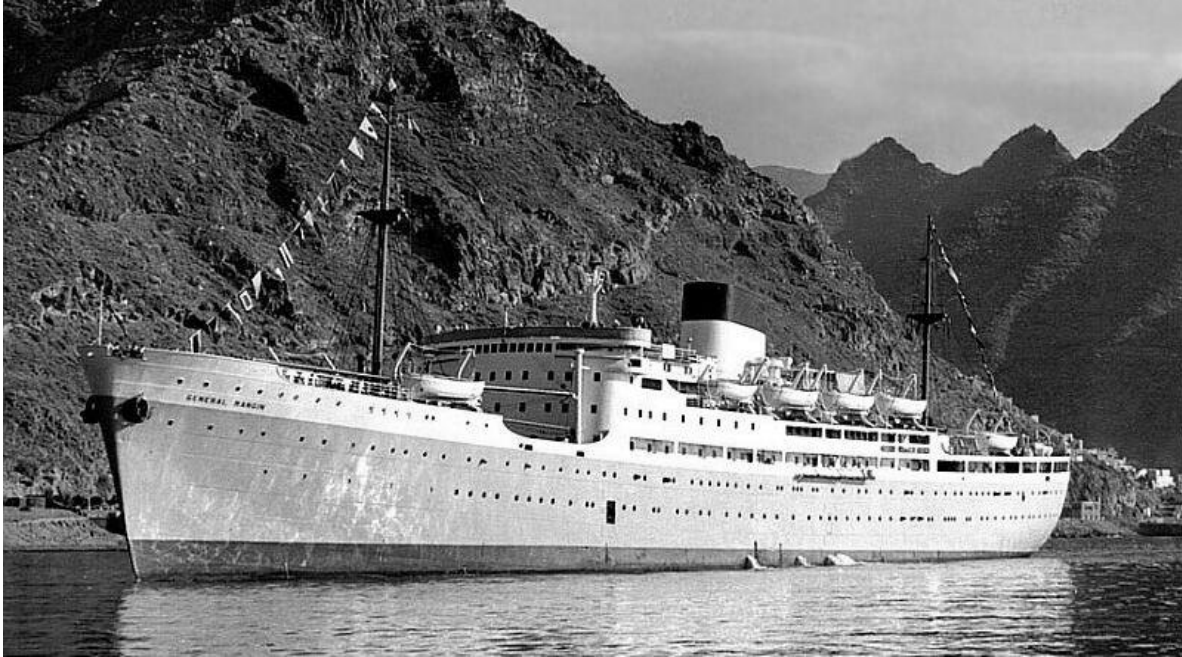
MALAYSIA KITA in Malacca Strait in Great Malaysia Line service (Peter Foxley).



Gutted MALAYSIA KITA at anchor off Singapore after being righted and refloated in June 1975. Shackles for the salvage wires are still welded to the side (S. Klassen/W. Schell).

EASTERN QUEEN (1972-77) 12,457/53-3 (531.6 x 64.8', M2x9cy/16k B. & Wain)

Built by Ch. & At. de St Nazaire (Penhoët), St Nazaire (#R14) for Cie de Nav. Fraissinet & Cyprien Fabre for service Marseille- West Africa as GENERAL MANGIN. 1965 t/f to Nouvelle Cie de Paquebots, Marseille. 1968 reported sold to Chandris Cruise Lines to become *Festivita* but 4/7/69 final sailing Marseille to Cotonou, Benin, then sold to Philippine President Lines Inc., Manila and 28/10/69 sailed Marseilles for Manila as PRESIDENT, then after refit in service Manila-Kobe-Yokohama to coincide with Osaka Expo (3-9/70). 1/72 sold to Cia. de Nav. Abeto, Panama r. EASTERN QUEEN and given A\$1.5 million refit prior to 5/5/72 first fortnightly sailing Singapore-Fremantle (750 pass.) on charter to Singapore-Australia Shipping Co. Pte Ltd (SASCO)/Far East Travel Centre. 6/74 announced would replace MALAYSIA KITA (burned out 5/74) in pilgrim trade. 12/7/74 last sailing from Fremantle and after arrival at Singapore transferred to GML (1700 pilgrims), off-season Singapore-Madras. After decline in Singapore-Madras passengers, 8/76 for sale at Singapore under offer to Shipping Corporation of India but after fire 23/8 on *Malaysia Raya* returned to pilgrim trade for 1976/7 season. 4/77 on failure of GML taken over under mortgage by Moscow Narodny Bank and laid up at Singapore. 9/77 sold for S\$5.7 million to Bangladesh Shipping Corporation, Chittagong for Chittagong-Singapore line r. HIZBUL BAHR. 16/2/80 inaugurated Chittagong-Dubai line. 12/80 arrived at Chittagong on last commercial voyage. 2/81 t/f to People's Republic of Bangla Desh (Navy Dept) and 4/81 comm. as accommodation ship SHAHEED SALAHUDDIN. 27/6/85 broken up at Chittagong by Karnafuli Metal Works [see also ssmaritime.com/General-Mangin.htm].



GENERAL MANGIN as built (R. Goossens).



EASTERN QUEEN as PRESIDENT at Yokohama, 5 June 1971 (Michio Yamada/S. Kizu).



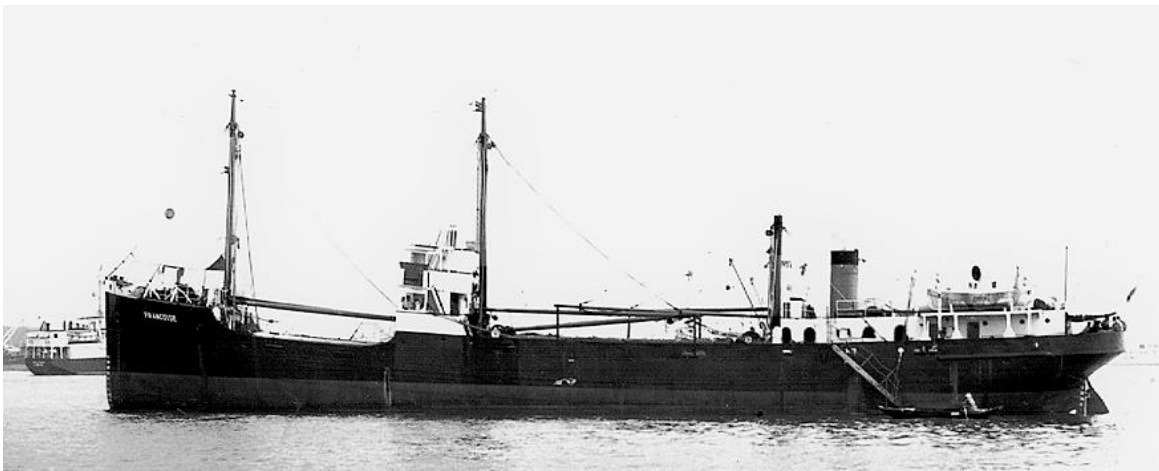
EASTERN QUEEN at Fremantle in Fir Line colours (Jennifer/Shipspotting).



EASTERN QUEEN at Singapore in GML colours (collection N. Hesketh/A. Lee).

Hornbeam S.S. Co. Ltd (1958)

FRANCOISE (1959-60) 733/20-10 (188.0 x 29.5', M6cy by McIntosh & Seymour Corp., Auburn)
 Built by J.S. White & Co. Ltd, Cowes for John Saunders Ltd (Lythgoe Prince & Co., mgrs), Sunderland as RIVER WEAR. 9/24 sold to Canterbury Steam Shg Co. Ltd, Christchurch r. STORM. 28/7/38 arrived Sydney for re-engining from T3cy to motorship. 1956 sold to Crescent Corp., Panama as 12/56 sailed Wellington for Japan as ROSE PEARL. 10/57 arrested at Darwin. Late 1957 sold to Cia de Nav. Victoria Neptuno (The Hu S.S. Co. Ltd, HK mgrs.), Panama r. AMONEA. 1958 sold to HSSC r. FRANCOISE. 1960 sold to Cathay Shg Corp. (Guan Guan Shg Ltd, Singapore, mgrs), Panama r. BATU MAS. 1964 t/f to Tptes Mar. de San Blas, Panama r. CHEVALIER. 1965 t/f to Cia de Nav. Santos S.A., Panama r. SAFFI. 1966 reverted to San Blas as CHEAVALIER. 1966 t/f to King Line S.A., Panama r. KING TIGER. 10/72 arrived at Singapore for breaking up.

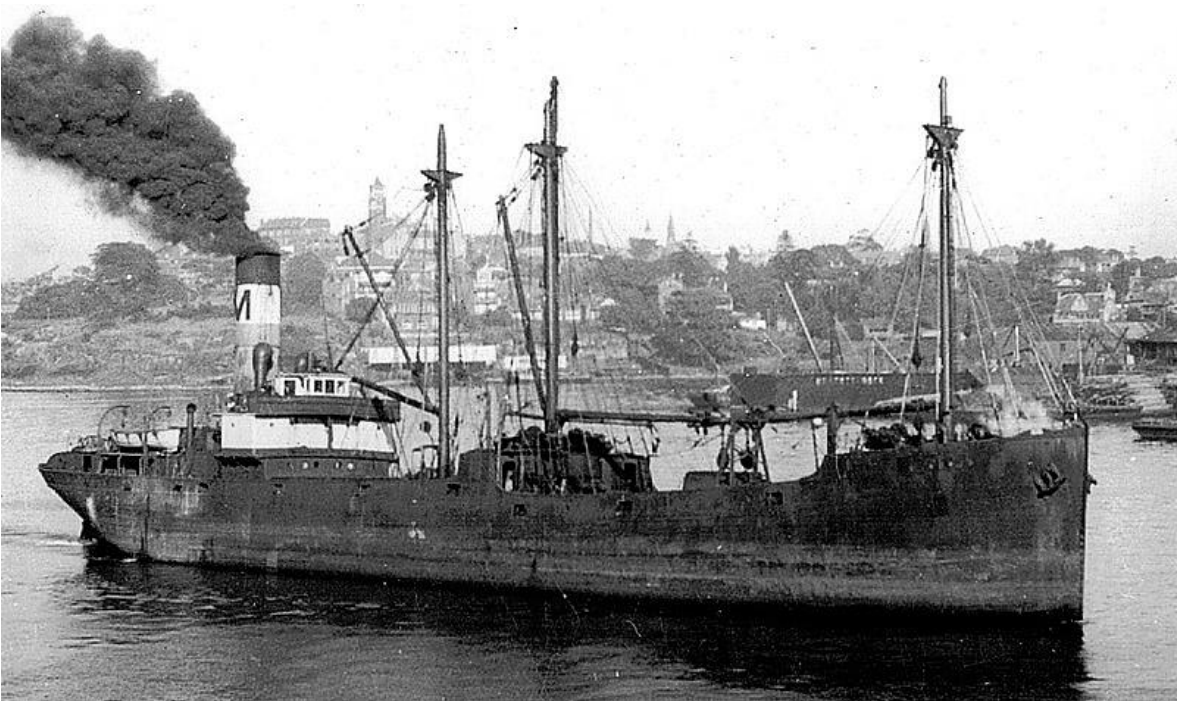


FRANCOISE at Singapore c.1960 (R. Gabriel/H. Dick).



KING TIGER ex FRANCOISE alongside at Singapore, Dec. 1971 (H. Dick).

CANOPUS (1959-59) 1337/03-5 (259.0 x 35.1', T3cy by Wallsend Slipway Co. Ltd, Wallsend)
Built by C.S. Swan Hunter Ltd for Westport Coal Co. Ltd, Dunedin. 1940 sold to R.W. Miller & Co. Pty Ltd, Sydney. 5/59 sold to HSSC who sought extension of survey to proceed to Hong Kong with scrap but necessary repairs and alterations deemed too expensive and 8/59 sold on to Hurley & Dewhurst Pty Ltd, Sydney for demolition at Sydney [<https://hec.lrfoundation.org.uk/archive-library/documents/lrf-pun-002978-002988-0016-r>].



R.W. Miller's coal-burning collier CANOPUS departing Sydney for Newcastle, coalgrabs stowed (H. Dick collection).