

Hoong On S.N. Co. Ltd, Shanghai (1918)

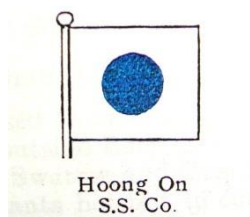
鴻安輪船公司

Hoong On S.S. Co. Ltd (Inc.) Hong Kong (1910)

Hoong On S.S. Co. Ltd, Hong Kong (1904)

Shanghai Mutual S.N. Company (1890)

Appendix: Shanghai Steamship Co. Ltd, Hong Kong (1890)



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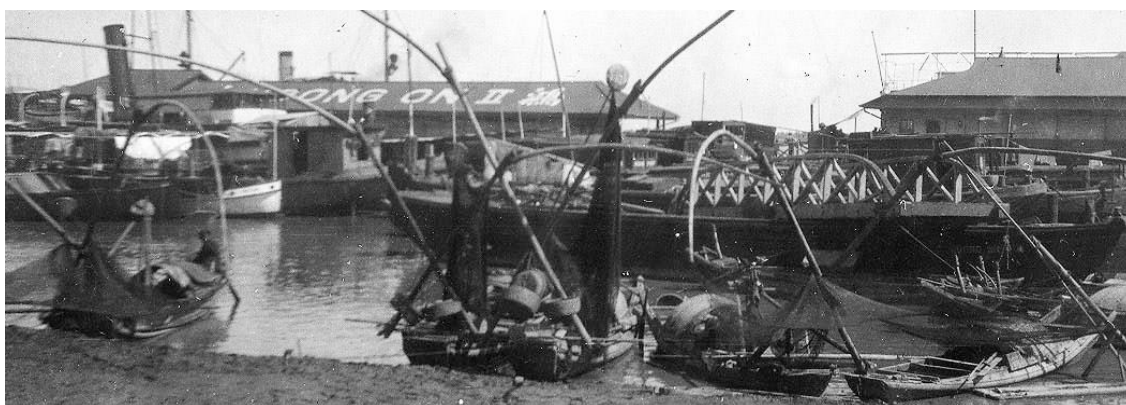
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Hoong On berth at Hankow, c.1900 (Internet).

By the 1880s by Jardine's Indo-China S.N. Co. Ltd, Swire's China Navigation Co. Ltd, and China Merchants S.N. Co. dominated shipping on the Yangtse from Ichang and Hankow down to Shanghai. Nevertheless, there were still a few independents steamers, mostly under the British flag. George

McBain (q.v.) owned *W. Cores de Vries/Hualee* and *Sual/Suilee*. Two smaller steamers were the Shanghai-built *Paohua* (665/85) and, from 1889, the second-hand *Ella* 784/70. In 1889 the new Farnham-built *Pao-Ching* (1410/89) was brought onto the river while somewhat larger *Chang On* (1661/90) was under construction at the same yard. At the beginning of 1890 the shareholders in the last four British-flag vessels came together to form the Shanghai Mutual S.N. Company. Details are sparse. The company was barely mentioned in the press and may have been an association or syndicate rather than a registered limited liability company. It suffered an early setback when the new *Pao-Ching* burned out in May 'pending delivery' to Shanghai Mutual. Nevertheless, the new *Chang On* ran trials on 1 May and became flagship of the new fleet alongside *Ella* and *Paohua*. *Pao-Ching* was rebuilt and in 1891 recommissioned as *Teh Hsing*.

Shanghai Mutual does not appear in Lloyd's Register. The ships were registered in Shanghai under the British flag to various and oft-changing owners. In the absence of register details it is impossible to distinguish full owners from part-owners and/or nominees. For example, the new *Chang On* was first registered to B.A. Clarke, a year later to H. Mandl and by 1894 to J.R. Greaves, R.W. Astill and J.M. MacGregor, then A.P. MacEwen. Presumably they were all parties to Shanghai Mutual. Some of them represented the Managing Agents, first Brodie A. Clarke & Co., then A.R. Greaves & Co. H. Mandl & Co. was a merchant house at Shanghai and Tientsin. R.W. Astill was an engineer. Captain Ernest Walter Tisdall was a long-time shipmaster on the China Coast, having commanded China Merchants' *Lee Yuen* in the 1870s. Andrew Moore, registered owner of *Paohua*, was her Chief Engineer at the time of his death in Kiukiang in February 1893 – registered ownership then passed to his wife. Another case was the steamer *Ella*. In 1889 her first local owner was William Forbes Sharp, but within a few weeks he had transferred part ownership to A. A. Davie, the ship's Chief Engineer, and a Mrs Stout. Sharp died in April 1891, after which the ship was purchased at auction by managing Agent A.R. Greaves. In mid-1893 this became a matter of legal dispute with an aggrieved Mr. Davie, who claimed to have had acceptance of a prior offer to buy the balance of shares. The picture that emerges is one of partners in merchant houses pooling capital with shipmasters, engineers, friends and associates to finance their ventures, much as was the case in Britain and elsewhere. Almost invisibly, there was also Chinese capital. After the trials of *Chang On*, Mr Kit Sang made a toast 'on behalf of the Chinese owners' (NCH, 2/5/90).

Notwithstanding the complexities of ownership, management of the vessels was in the hands of Managing Agents. This institution was typical of the China Coast, including the ships of Indo-China S.N. Co. Ltd (managed by Jardine, Matheson & Co.) and those of China Navigation Co. Ltd (managed by Butterfield & Swire). In the case of the Mutual ships, the locus of management was Hankow, initially, as mentioned, in the hands of Brodie A. Clarke & Co. Born at Nairn in Scotland in May 1844, Clarke had gone out to China in 1863 and started out with the Chinese Maritime Customs before joining Jardine's. In the 1880s he was posted to Hankow and there opened his own firm before in 1891 taking on a partnership in Hopkins, Dunn & Co. of Shanghai and in 1909 rising to Senior Partner. A.R. Greaves had been a merchant at Hankow since at least 1879 and by 1891 his firm of A.R. Greaves & Co. was Managing Agents of *Ella* and from July 1891 also owner. About 1893 they took over from Clarke as Managing Agents of the Mutual ships. Greaves was a leading figure in the Hankow community and prominent in municipal affairs (Hankow Ratepayers' Association). In 1893 Charles Edward Geddes became partner in the firm which around in mid-1903 became Geddes &

Co. Ltd ('Wha-Chong'), which continued as Managing Agents of all four ships. In the 1893 legal case, they are noted as charging 5% commission on freights from Hankow to Shanghai, a standard rate. Indeed, a Managing Agency earning a steady 5% off the top was usually a better business than shipowning, which suffered the fluctuations in profit. At the same time, the Managing Agent leased the wharfage and hulks at Hankow and other river ports and incurred expenses for these as well as labour.

In 1904 the Hoong On Steamship Co. Ltd was registered in as a British company at 8 Des Voeux Road, Hong Kong and took ownership of *Chang On*. Nevertheless, Geddes & Co. continued as Managing Agents for *Changon* as well as *Tehshing*, *Ella* and *Pao-Hua*, though the two smaller and older vessels were sold to Chinese owners towards the end of the decade. By this time competition on the Yangtse had greatly intensified. In 1900 German-flag Norddeutscher Lloyd had opened a branch line of river steamers, then in mid-1903 Japanese Nippon Yusen bought out McBain's interest. Then in 1907 Nisshin Kisen was formed as a consolidated Japanese line and a formidable competitor to Jardine's, Swires's and China Merchants. Hoong On/Geddes was now the sole 'independent', while representing as agents and probably have transshipment arrangements with Austrian Lloyd, American-Asiatic S.N. Co. and The Ben Line of Steamers – they also held agencies for several insurance companies.

Perhaps to allow increased capital and bring in new shareholders, in May-June 1910 Hoong On was reformed as Hoong On S.S. Co. Ltd (Inc.) with the ships and hulks being transferred across (NCH, 10/6/10). For the time being Geddes & Co. remained as Managing Agents but the Chinese interest was now more prominent and the firm could best be described as Anglo-Chinese. Those attending first meeting of the company in June 1910 were Wong Sze-hsing (Chairman) and Tung Lan-fang (Director) and also Chen Pa-hong alongside Geddes & Co. partners Thomas Cock and Alexander Samson. A year later when the first agm convened on 31 July 1911 at Geddes & Co. offices in Shanghai to review the accounts to 31 March 1911, S.H. Wong was in the chair and **Yu Ya-ching**, then General Manager of Ningpo-Shaoshing S.N. Co., had become a Director, while Cock and Samson also attended along with T.J. Roche as Secretary. Despite stiff competition, a modest profit was recorded and prudently carried forward without dividend.

Around 1 April 1912 Managing Director Wong died at age 60 (NCH, 6/4/12), which left Yu Ya-ching as the key figure. By the fourth agm in July 1914 he had become Chairman while other directors were Fu Hsiao-en (a leading shareholder in China Merchants), Sun Tsze-ching, Cock and now also Eric Moller, principal of his own shipping firm. A 10% dividend was declared for 1913/4, as also for the year 1915/6. Yu struck out on his own in 1913 by formation of the San Peh S.N. Co. and at the same time was relieved of his position with Ningshao. Over the next few years he would rely upon Eric Moller as his British nominee and guarantor while he built up his own fleet.

By 1918 Yu Ya-ching was confident enough to liquidate the old British company and re-register Hoong On Steam Navigation Co. Ltd in Shanghai as a Chinese company in its own right and with increased capital. It proved to be poor timing. Jardine's. Swire's and China Merchants combined in stiff competition against the challenge from Yu's San Peh and Hoong On companies and, according to NCH, the latter incurred 'enormous losses'. In some desperation, Yu approached the Chinese government to guarantee a 6% dividend 'to encourage Chinese enterprise' and, remarkably, was

successful in his audacious bid. How long the arrangement lasted is unknown but 1920 ushered in a worldwide recession that held Yu's ambitions in check until the mid-1920s. By this time Hoong On had become a virtual subsidiary of his shipping empire, though until the mid-1930s it retained a separate office on Shanghai's Canton Road.

Nevertheless, Hoong On survived as a separate entity, whether because of its minority shareholders or its wharfage and cargo rights. In 1919 it added the Middle River stern-wheeler *Tse Kiang* (1114/01) to its fleet and, after her loss by fire, replaced her with the more powerful Upper River steamer 1927 *Fu Yang* (987/22). For the main line it took over from San Peh the twin-funnelled former Hong Kong-Canton steamer *Chang Hsing* (ex *Heung Shan*, 2907/90) which, after extensive rebuild at the San Peh Works, entered service in November 1927 as the company's flagship. Then in 1929/30 Hoong On took delivery from the San Peh Works of four 500-ton high-powered motorships for the Upper River. With three Lower River steamers, the four motorships working through to Ichang and *Fu Yang* on the Upper River, Hoong On was now a considerable enterprise, whose strength was multiplied by working in closely with San Peh's own fleet of river steamers – the latter's *San Peh* (700/30) was under Hoong On management and photographs show *Chang On* and *Fu Yang* as wearing San Peh funnel colours. By the 1930s San Peh/ Hoong On ranked with Jardines, Swires, Nisshin and China Merchants as a fifth force on the Yangtze.

The Sino-Japanese War (1937-45) was devastating. *Chang On* and *Teh Hsing* became casualties and Yu himself died in 1945. Nevertheless, *Chang Hsing* survived, as did most of the smaller ships. With the purchase in September 1947 of Jardine's *Ping Wo* (2891/22) to become *Teh On* (a combination of 'TEH (Hsing)' and '(Chang) ON') and the transfer from San Peh of *Ming-Shin* (2343/05) and *Sui Tai* (1367/99), Hoong On was able to resume operations, now without any competition from foreign lines. Then in May 1948 *Chang Hsing* had the misfortune to strand and sink 40 miles above Woosung. A year later the People's Republic took control of Central China and Shanghai. After a brief period of joint operation from 1953, the government took over the surviving private steamers in 1955. The fate of the smaller vessels is unknown but *Teh On* lasted, remarkably, until 2017, albeit in the last few years as a floating accommodation vessel at Wuhan.

NOTES

R.W. Astill (Eng.) 1881 to Shanghai in charge of water Works. c.1911 to Wuchang as Sup. Eng of Hanyehping Corp. May 1920 returned Home and died 21 March 1921 (NCH, 16/4/21).

Brodie A. Clarke. Born Nairn 1844, to China 1863, initially CMC (Taiwan), then JM&Co. 1880s at Hankow. 1891 partnership in Hopkins, Dunn & Co., Shanghai. 1909 Senior Partner. Died c.3 October 1931 at Shanghai (NCH, 6/10/31).

Thomas Cock. Born c.1873, 1894 joined Greaves & Co., later partner, ret. 1925, d. 17/3/41 at Shanghai aged 69 (NCH, 26/3/41).

Andrew Moore, CE of PAOHUA, died at Kiukiang on 10 Feb. 1893 age 53 (NCH, 16/2/93).

Alexander Samson. Partner Geddes & Co., c. 1899 director Shanghai Ice, Cold Storage & Refrigeration Co. Ltd, 10/3/00 m. at Shanghai (wife died of fever in 1926). C.1908 Director of Aer Tawah Rubber Co. Ltd, later also Samagaga Rubber Co. Ltd.

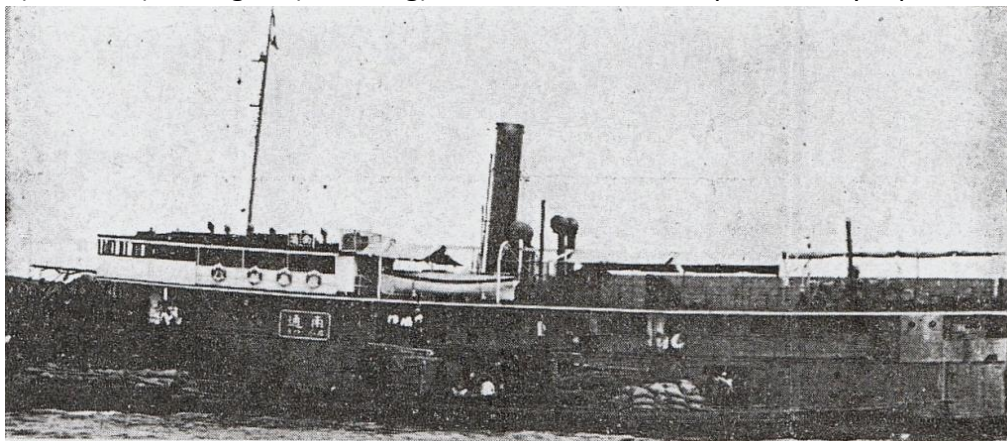
Ernest Walter Tisdall (Captain) to China by 1875 (married), then (and 1878) Master of LEE YUEN. By 1892 Marine Superintendent of Shanghai Steamship Co.; Ltd, perhaps also Shanghai Mutual.

Sources: Mainly 'North China Herald' and as listed for Yu Ya-ching/San Peh.

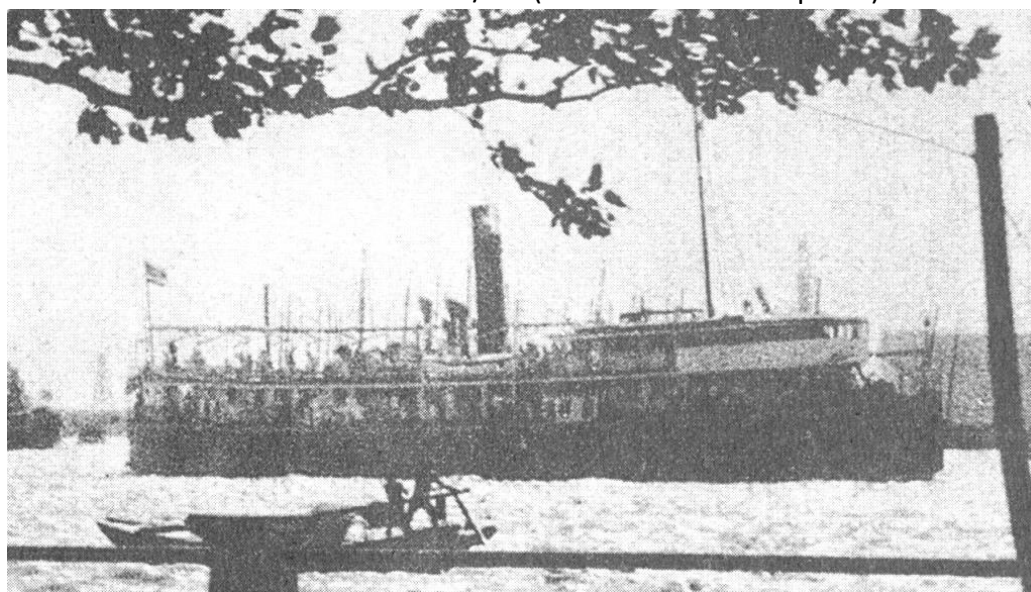
Fleet List

PAO-HUA (1885-0?) 665/85 (iron, 191.8 x 22.3', C4cy/40 hp)

Built by S.C. Farnham & Co., Shanghai (#118) for Andrew Moore (m. eng. and reg. owner), Shanghai for Yangtse trade. 10/2/93 A. Moore died at Kiukiang. 1893 t/f to Mrs P.A. Moore. 1894 sold to W.A. Cabelle, Shanghai. 1900 sold to B.A. Clarke, Shanghai. 21/11/06 from Hankow laid up at Shanghai. 8/07 sold to Ilbert & Co. (reg. owner for Chun Liang Yue), Shanghai. 1909 t/f to Chun Liang Yue (Toong/Tung Yue Hong), Shanghai. 1920 sold to Ching Chi Chang, Ningpo. 1931 t/f to Pao Hua S.S. Co., Shanghai. 9/34 in service to N. Kiangsu for Ping An S.S. Co., Nantao. 1938 t/f to China American S.S. Co. Inc. (Don Line), Shanghai (Port. flag) r. DON JOAO. 4/39 rep. seized by Japanese. 1941 RLR.



NANTONG 南通 663g puppet Chinese flag operating Shanghai-Tiensheng in 1940-41 would appear to match PAO-HUA 665/85 (*Sekai shosen Yoran* p.296)



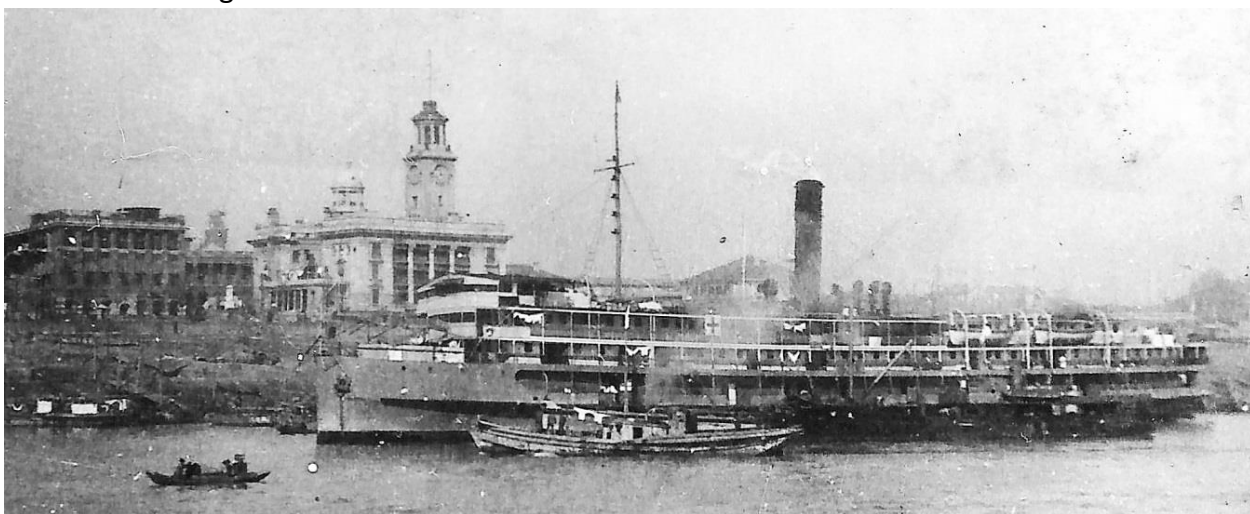
Almost certainly the same vessel photographed from the Bund garden (Graham Thompson).

ELLA (1889-07) 784/70-10 (iron, 3-mast, 197.5 x 25.3', C2cy/75 nhp)

Built by J. Scott & Sons, Inverkeithing (#44) for Albert Stolz et al., Leith. 1873 sold to J. Cormack, Leith. 1882 sold to W.B. Maciver & Co., Glasgow. 1889 sold to William Forbes Sharp, Hankow (reg. Shanghai) and 10/89 classed for river trade only. By 12/89 A.A. Davie (Eng.) and Mrs Stout also part-owners. 4/91 W.F. Sharp died. 8/91 passed at auction to A.R. Greaves, Hankow. 1900 t/f to A.R. Greaves & Co. 1903 t/f to C.E. Geddes, Shanghai. 1907 sold to Sir Pas Fei, Shanghai. 1910 sold to Shing Yu & Co., Shanghai r. YUNG LIE. 1920 sold to Chin Li Sheng, Shanghai. 26/1/28 sank.

PAO-CHING (1889-90) 1410/89-8 (iron, 212.0 x 30.1', 2-sc., C4cy/85 rhp, 1 dk & shade dk)

Built by S.C. Farnham & Co., Shanghai (#216) for Bucheister & Co. (A. Moore reg. owner), Shanghai as PAO-CHING (1072g). 29/5/90 (pending sale to Shanghai Mutual S.N. Co.) caught fire 5 hours after departure from Shanghai near Centaur Shoal (master, 2nd engineer and nearly 30 Chinese passengers dead). Reconstructed by builders for Capt. E.W. Tisdall (reg. owner), Shanghai as TEH HSING. 1/91 laid up at Shanghai (Melchers & Co.), but from 4/3 for at least six months sailing Hankow-Ichang on charter to Butterfield & Swire. 1893 reg. owner R.W. Astill (Shanghai Mutual S.N. Co.), Shanghai. 8/10 sold to Hoong On S.S. Co. Ltd, Hong Kong. 17/5/11 badly damaged in collision with *Kung Ping* (2705/94) near Kiangyin. 3/19 rep. t/f Chinese flag, but recorded [Miramar] with continuing Hong Kong registry. 19/8-23/10/20 ashore. 2/9/37 blown ashore near Stanley, Hong Kong Is. in typhoon - refloated. 1937 t/f to CINC r. SAVIO. 1938 bombed and sunk by Japanese aircraft near Ichang.



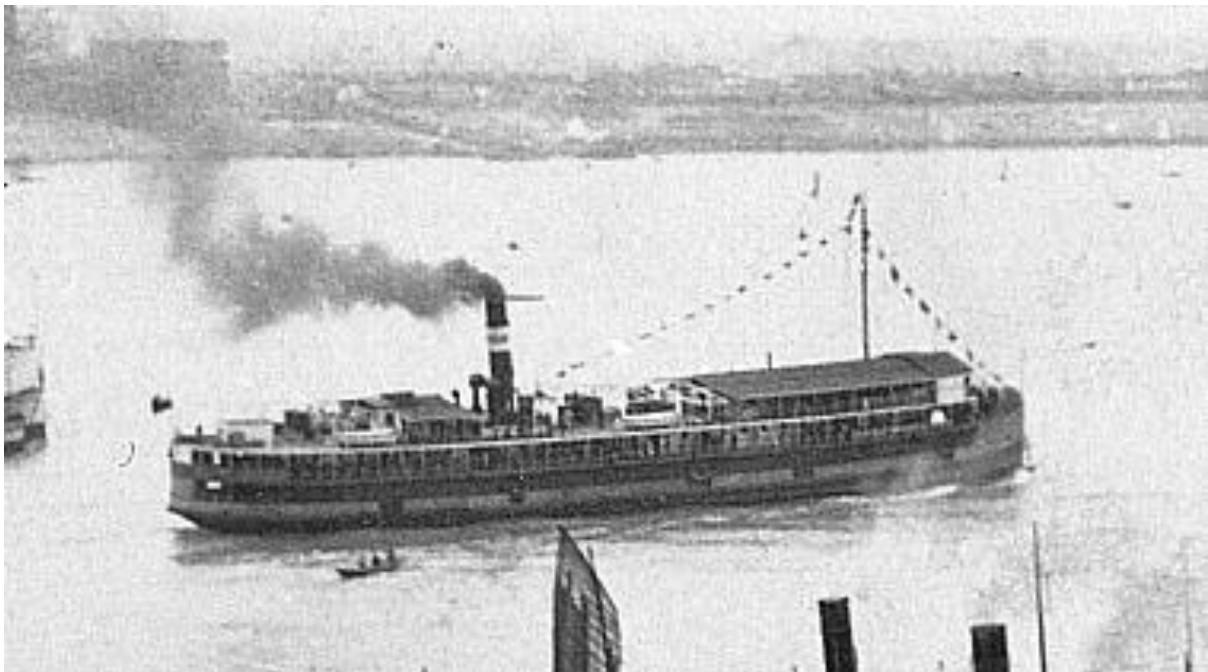
Probable TEH HSING ex PAO-CHING at Hankow near the new (1924) Customs House, evidently in use as a Red Cross ship (SK*). This image is taken from an old 5.5x4 cm contact print sold in a Chinese internet auction in 2020.



Evidently same vessel in same location (far right), but this time with a mainmast for improved wireless communication. From a postcard, datable 1924-31.

CHANG ON 長安 (1890-37) 1393/90-5 (212.8' x 30.6', 2-sc, C4cy/85 rhp)

Built by S.C. Farnham & Co., Shanghai (#202) for Shanghai Mutual S.N. Co. (B.A. Clarke reg. owner), Shanghai. 1892 r.o. H. Mandl. 1893 r.o. J.R. Greaves, R.W. Astill & J.M. MacGregor. A.P. MacEwen and after 1897 A.W. Astill. 1904 lengthened 32' to 244.8' (248' o.a., 1661 grt). 11/04 reg. at Hong Kong for Hoong On S.S. Co. Ltd. 3/19 t/f to Chinese flag. 1937 t/f to CINC r. PANARO. 1939 rep. in Nationalist control above Haichow. Unconfirmed war loss.



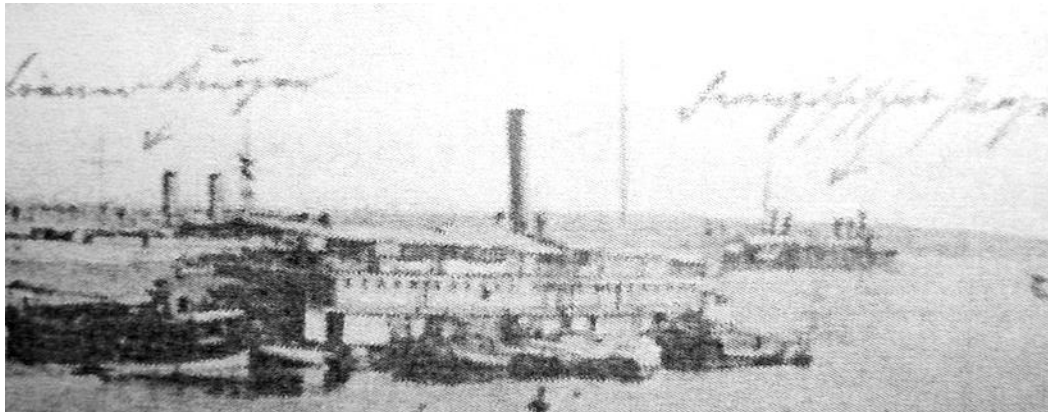
Lengthened CHANG ON at Hankow, 1926 or 1927, in San Peh colours (Graham Thompson)

TEH HSING (1893-38) 1642/89

see PAO-CHING (1889-90)

TSE KIANG (c.1920-26) 1114/01-3 (s.w.)

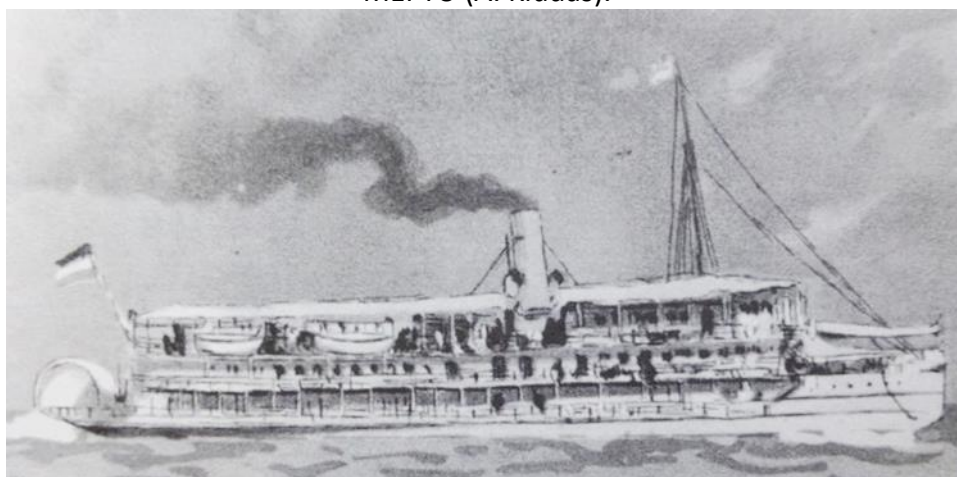
Built by S.C. Farnham & Co., Shanghai (#547) by Melchers & Co., Shanghai for Hankow-Ichang service as MEI YU. 5/01 sold to Norddeutscher Lloyd, Bremen for same service. 1904 rebuilt (1114grt). 1912 chartered out, 1913 sold to China S.S. Co, Changsha. 1914 RLR. By 1920 sold to HOSNC for use on Middle Yangtse r. TSE KIANG. 4/12/26 gutted by fire at anchor in Whangpoo off Lunghua Arsenal during overhaul - 16/12 sold to O.S. Lieu, Shanghai for breaking up. [HD: Note name similarity with Little Upper River TZE SUI (also known as ITALIA).]



MEI YU (later TSE KIANG) at Hankow on 11 November 1904. (NDL history).



MEI YU (A. Kludas).

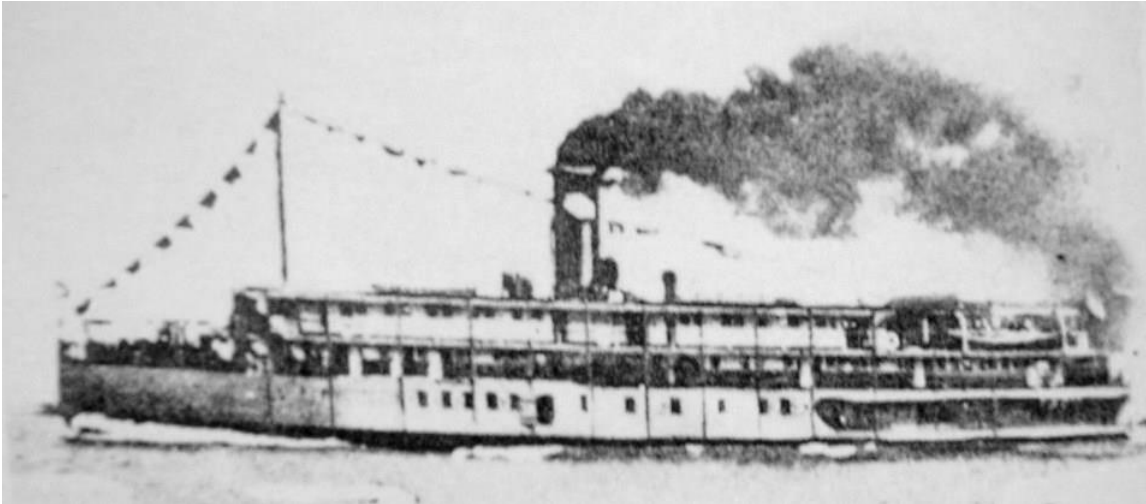


Artist's impression of MEI YU (NDL history).

CHANG HSING (1927-37) 2907/90

see **CHANG HSING** (SPSNC, 1926-27)

FU YANG 富陽 (1927-37?) 987/22 Built at Shanghai for American West China Nav. Co. Ltd, Shanghai as MEIREN. Said to have been rebuilt from a 1913 vessel (HWD quoted in footnote 9 Grover Ch.9.) 1927 sold to HOSNC r. FU YANG for Shanghai-Ichang line. 2/9/36 struck rock 30 m. above Ichang, beached at Ichang, then largely submerged - 18/6/37 refloated but boiler explosion when under way, towed back to Ichang, 4/7 arrived Shanghai in tow of *Hoong Yuan*, repairs incl. new hull expected cost \$200,000 and take months (CP, 21/6, 6/7, 14/7/37). NFI. [Note a *FU YUNG* prior to March 1931 total loss in Kunglingtan Rapids.]



FU YANG as MEIREN (D. Grover).



FU YANG in the Upper River (SK*).

HOONG HENG 鴻亨 (1929-48) 504/29 (168.0' x 26.0', 2-sc, M8cy by Koerting)
Built by San Peh Eng. Works, Shanghai for HOSNC. 1948 t/f to SPSNC. After 1949 NFI.

HOONG YUAN 鴻元 (1929-5?) 479/29 (168.0' x 26.0', 2-sc, M6cy/55 nhp, Motorenf 'Deutz' A.G., Köln)
Built by San Peh Eng. Works, Shanghai for HOSNC. After 1949 NFI.

HOONG CHEN 鴻貞 (1930-48) 555/30 (168.0' x 26.6', 2-sc, M8cy/74 nhp, Benz Motorf, Mannheim)
Built by San Peh Eng. Works, Shanghai for HOSNC. 1948 t/f to SPSNC. After 1949 NFI.

HOONG LI 鴻利 (1930-5?) 555/30 (168.0' x 26.6', 2-sc, M8cy/74 nhp, Benz Motorf, Mannheim)
Built by San Peh Eng. Works, Shanghai for HOSNC. After 1949 NFI.

SAN PEH (1930-49) 700/30

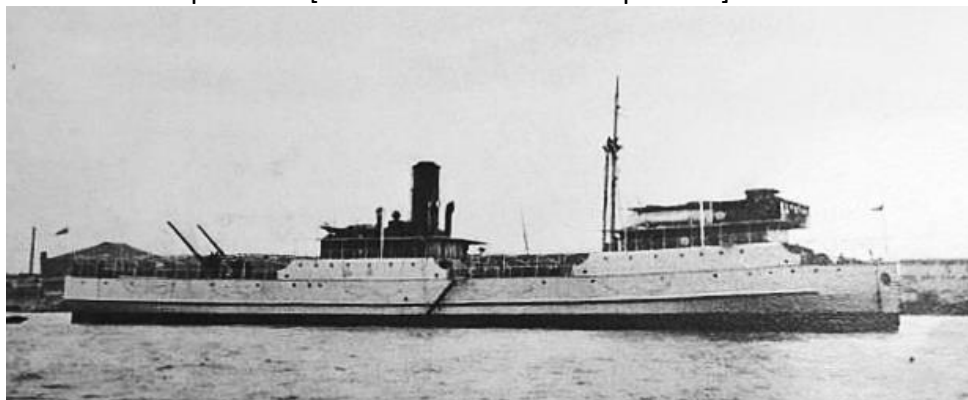
see SAN PEH (SPSNC, 1930-49)

SHOU CHANG (1935-3?) 622/25

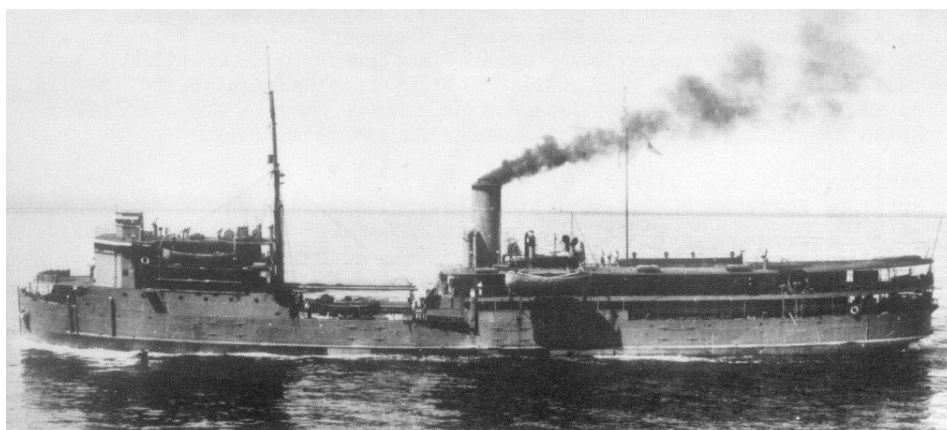
Built by Chu Hsing D.Y. for Yung Chang Nav. Co. (Chao Hou-tsing) for Hankow-Ichang service as YUNG CHANG. 3/35 sold under lien to HOSNC r. SHOU CHANG for Upper Yangtse service. 4/35 labour dispute at Ichang. 4/1/36 arrived Shanghai from Changsha (4/36). NFI.

TEH ON 德安(1947-5?) 2891/22 (290.0' x 46.2', 2-sc, T6cy)

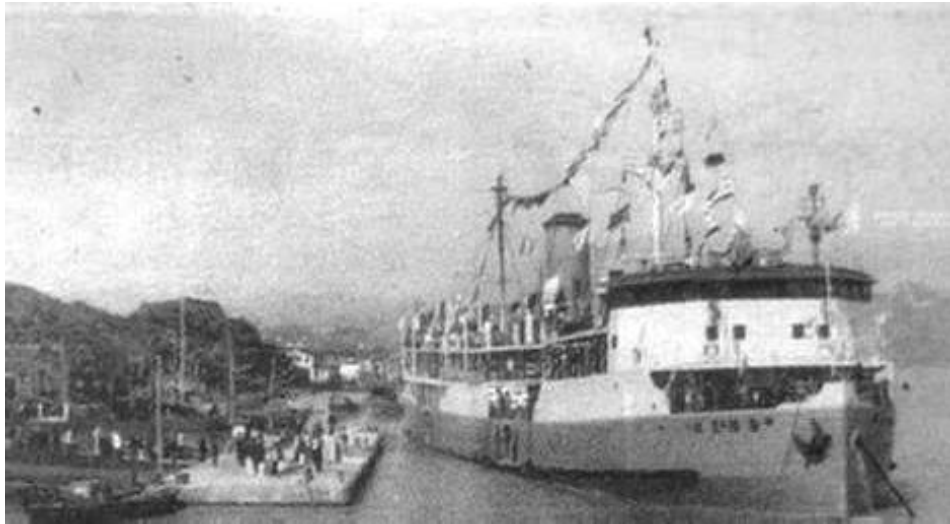
Built by New Eng. & S.B. Works Ltd, Shanghai for Indo-China S.N. Co. Ltd., London for Middle River service as cargo ship PING WO 平和. Early-1935 rebuilt to increase passenger capacity, aft cargo hatch removed. 1940 at Haiphong as storeship. 12/41 req. by R.N. as water carrier for use at Singapore. Fitted with 12-pounder gun, sides of forward superstructure removed to improve firing arc. 2/42 towed damaged HMAS *Vendetta* from Batavia to Albany. 19/5/42 paid off. 22/5/42 comm. by RAN for use as stores ship and tender. 1/45 under conversion to repair ship. 6/46 redel. to ICSNC in Hong Kong and used as accommodation ship. 9/47 HOSNC, Shanghai r. TEH ON. 1949 under control of People's Republic of China on Yangtse service, reported refitted in 1951. 2/53 placed on Shanghai-Ningpo service, late-1953 or early-1954 r. MIN CHU 4. 4/58 placed on Shanghai-Ningpo-Wenchow service. c.1960 re-converted for Shanghai-Wuhan river steamer service, rebuilt to increase cabin passenger capacity to 726, forward cargo hatch removed r. JIANG DE. 11/66 r. DONG FANG HONG 6. 19/2/71 collided with and sank barge at Nanjing carrying 1000 tons of ore, 4 dead. By late 1970s withdrawn from service and laid up at Hankow, where photographed 8/84 in very poor condition. Subsequently sold and refitted for use as an accommodation ship for Wuhan port authority on the Wuchang river bank between the Second Wuhan and Wuhan Erqi Yangtze River Bridges. Q2/2017 broken up in situ. [See ICSNC list for more photos.]



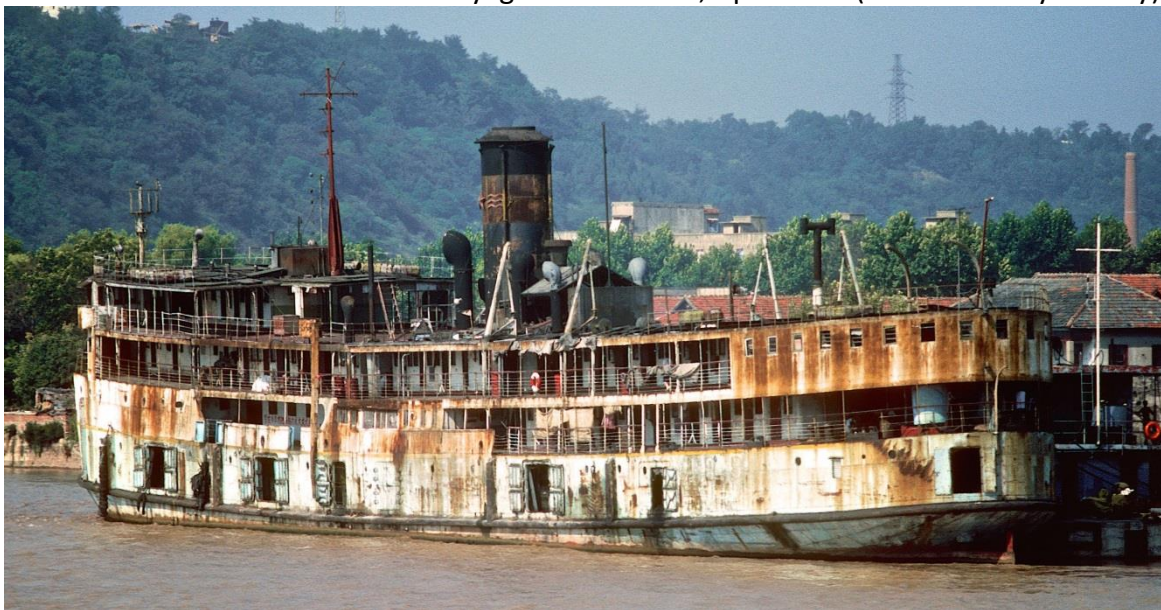
PING WO on completion in 1922 (New Engineering & SB Co.).



H.M.A.S. PING WO off Port Stephens, NSW in September 1942 as tender, store carrier and workshop for amphibious training base H.M.A.S. Attack. Later became TEH ON (AWM).



TEH ON as MIN CHU 4 on maiden voyage to Wenchow, April 1958 (Wenchow City History).



TEH ON as DONG FANG HONG 6, laid up at Hankow in August 1884 (Donald Anderson).



Refitted DONG FANG HONG 6 ex TEH ON ca.2015 at Wuchang (dd@bbs.cnhan).

MING-SHIN (1948-50) 2343/05 see MING-SHIN (SPSNC, 1934-37)

SUI TAI (1948-5?) 1367/99 see SUI TAI (SPSNC, 1937-48)

also unidentified small vessels (unlisted LR):

Sales certificate for Hoong On tug **YUNG KING** at Shanghai c.1937. Also tug **HAN ON** (ex Salisbury '48 - 71/43) and (China Yearbook 1934-38) **WU KANG** (148g, Lower Yangtse) and a **YANG I/I YANG**.

APPENDIX

Shanghai Steamship Co. Ltd (1890)

(B.A. Clarke & Co., Shanghai, General Managers)

Some months after the Shanghai Mutual S.N. Co. had been formed to coordinate the several river steamers, on 23 September 1890 the Shanghai Steamship Co. Ltd was registered in Hong Kong to take over three coastal steamers. *Fei Lung* and *Fei Ma* had been trading between Shanghai and North China in the ownership and under the agency of **W. Hewett & Co.**, merchants and commission agents of London and Shanghai. An advertisement dated 24 Nov. 1876 advised the opening of a branch in Shanghai under Mr H.J. Such with authority to sign (NCH, 7/12/76, etc.). Having arrived in Shanghai in the 1870s, **Herbert J. Such** had become partner and then head of Hewett & Co. *Fei Lung* and *Fei Ma* were both registered at Shanghai in his name. However, **B.A. Clarke & Co.**, who were also interested in the Shanghai Mutual S.N. Co., now took over as General Managers and in fact by mid-1890 all three ships had already been re-registered to them. Captain E.W. Tisdall, formerly of China Merchants, served as Marine Superintendent (NCH, 11/11/92). Shanghai Steamship continued to deploy the ships between Shanghai and Tientsin, returning with beancake from Newchwang. It was a steady trade, but the company did not enjoy good fortune. *Fei Ma* was lost in collision off Woosung in December 1892 and was not replaced. It may be presumed that the three established firms, China Navigation Co., Indo-China S.N. Co. and China Merchants did their best to discourage an independent rival. *Fei Lung* was sold in mid-1895 in the prospect of resale in Japan while *Fei Ching* may have been chartered to China Merchants, who bought her in 1898. Notwithstanding the early end to the shipping venture, the Managing Agents continued to thrive in other lines of business. Such died suddenly in Shanghai on 2 Aug. 1912 at age 65 (NCH, 3/8/12). Brodie A. Clarke remained in Shanghai until his death in October 1931 as 'The Grand Old Man' (NCH, 6/10/31).

FEI LUNG (1890-95) 1180/82-1 (iron, 240.0' x 33.0', C2cy/130 hp, T. Clark & Co., Newcastle)

Built by J. Blumer & Co., Sunderland (68) for W. Hewett & Co. Ltd, London for China Coast. 1889 t/f to H.J. Such, (partner), Shanghai. 1890 sold to B.A. Clarke & Co., Shanghai. 1894 t/f to Capt. E.W. Tisdall, Shanghai. 5/95 sold to P.A. Lieder, Shanghai (reg. Hamburg). 1895 resold to Goeimon Kishimoto, Osaka r. HOSHIU MARU. 28/12/95 o/v Nagasaki-Taiwan via Kagoshima on charter to Mr

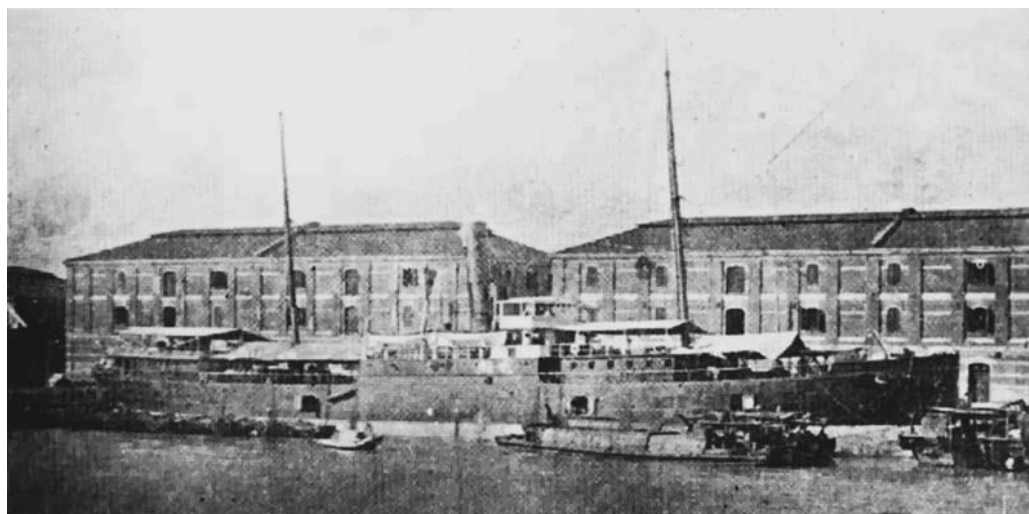
Hashigume wrecked on reef 5m. from Ishigaki, Yaeyama Islands –222 pass/72 crew landed ashore, lifeboat sailed to Keelung to call on rescue (NCH, 31/1/96).



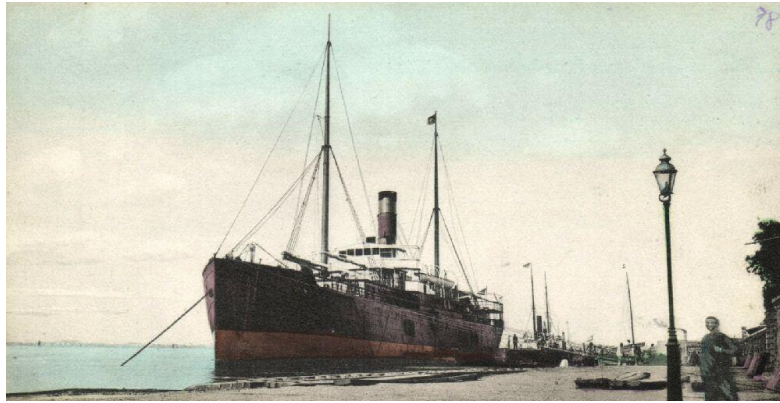
FEI LUNG's half sister ARNOLD ex CAPRI 1181/81-1 (Blumer Yard No. 59) (wrecksite.eu).

FEI MA (1890-92) 888/73-3 (iron, 231.8' x 26.9', C2cy/97hp, J. Readhead & Co., S. Shields)
Built by Soc. Anon. des Cales et Chantiers de l'Escaut, Antwerp for T.C. Engels & Cie, Antwerp as WATERGEUS (198.5', 773 grt). 1881 lengthened (888 grt). 1888 sold to Herbert J. Such (Hewett & Co.), Shanghai r. FEI MA. 1889 sold to B.A. Clarke & Co., Shanghai. 8/12/92 beached after struck in bows by overtaking *Hangchow* on Inner Bar, Woosung bar o/v Shanghai-Tientsin, 9/12 sank.

FEI CHING 飛鯨 (1890-94) 1539/83 (iron, 253.0' x 56.0', C2cy/188 hp)
Built by Claperède & Cie, Rouen for Cie du Senegal, Marseilles as FALABAH. 1890 sold for B.A. Clarke & Co., Shanghai for Shanghai Mutual S.N. Co. Ltd, Hong Kong r. FEI CHING and by 9/90 in dock at Shanghai. 12/10/90 ashore at Taku – refloated after 25/10. 1894 t/f to Ph. A. Lieder, Hamburg. 1895 t/f to E.W. Clements, Shanghai. 1898 sold to CMSNC. 1900 t/f to British flag (S.W. Maitland, Shanghai reg. owner) r. FALABAH. 1901 reverted to CMSNC as FEICHING. 28/8/25 beached after springing leak - refloated. 10/1/26 wrecked 60 m. N of Swatow inbound from Shanghai.



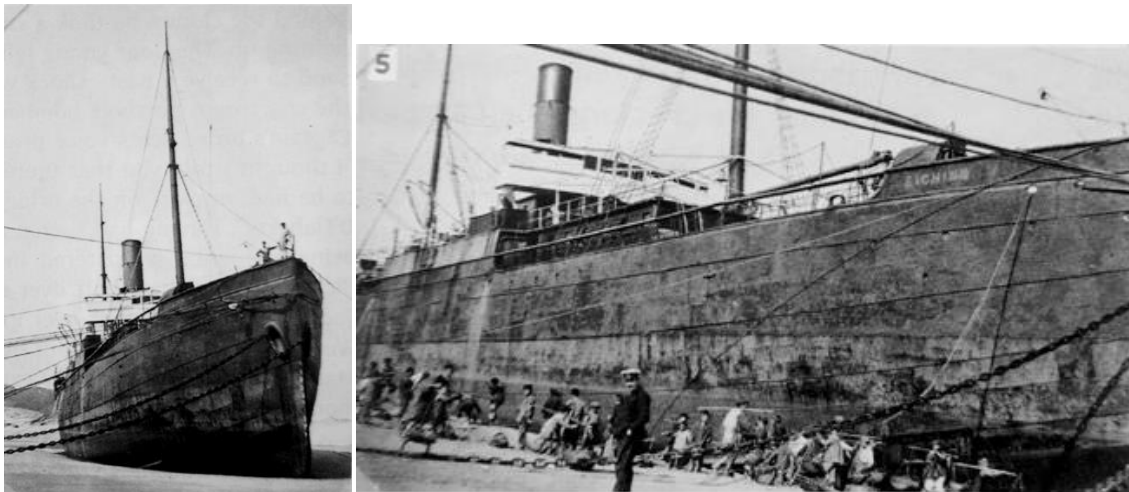
FEICHING (coll. Yao Kaiyang).



FEICHING at Bush Brothers' Wharf, Newchwang (Internet).



FEICHING at Wenchow in 1922 (Internet).



FEICHING aground at Swatow in 1925 (Colln Andrew B. Dawson).