

Jebshun Shipping Company (Ltd) (1950)

捷順船務有限公司



Duffield Drawing

Winly Navigation Co. Ltd (1951)

Shun Kee Navigation Co. Ltd 順記航業有限公司 (1954)

Choon Kee Navigation Co. 俊記航業有限公司 (1954)

Cheong Kee Navigation Co. Ltd 璋記航業有限公司 (1956)

Kam Kee Navigation Co. Ltd 錦記航業有限公司 (1956)

Hong Kong United Investments Ltd 香港永恆置業有限公司 (1964)

Chan Moo Chu, Mogadishu (1968)

By Howard Dick

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Jebshun & Co. was established in Swatow (Shantou) in 1931 by Teochew/ Chiuchow merchant Lam Choon-cheong (林俊璋). According to York Lo (2018), Lam, or C.C. as he became best known, had been born in 1900 in Chao-an (潮安) district and graduated from the Tung Wen Institute in Amoy (Xiamen) with some proficiency in English. After accumulating a modest capital, in 1926 he registered in Hong Kong the Chui Yick S.S. Co. (益輪船) with Lam Chi-fung (林子豐), 1892-1971, later also Ka Wah Bank and Baptist College) and Chan Tse-chiu (陳子昭) to trade between Swatow, Hong Kong and Thailand and Singapore. In 1931 Lam went his own way to set up Jebshun & Co. to import rice from Thailand. By 1933 he was trip-chartering Norwegian-flag ships and evidently did quite well.



Lam Choon-cheong (from York Lo, 2018).

It is not known how Lam survived through the Sino-Japanese War (1937-45) but in 1947 Jebshun resumed chartering with the British-flag *Empire Park* for the Hong Kong-Swatow trade and the Norwegian-flag China coaster *Prosper* (1917) for the deck passenger trade between Amoy, Swatow, Hong Kong and the Straits (Singapore and Penang).



Crowded PROSPER, evidently early postwar and probably on Jebshun charter with light grey hull and yellow funnel not yet displaying Jebshun houseflag (Sverre Meling/Ingvild Helle).

The revived Jebshun was well connected in Swatow and Hong Kong while in Singapore its agents Wah Seng Shipping Co. dominated the diminished postwar Swatow trade, even handling the business for Butterfield & Swire (China Navigation) and other foreign lines. From July 1950 Jebshun chartered from Pang Kwok Sui the former Heap Eng Moh/KPM steamer *Jeep Hee* ex *Giang Ann* (1902) to run the Nationalist blockade between Hong Kong and Shanghai. The character 'Jeep'/'Jeb' suggests a close connection. Unfortunately, in the following month she struck a mine off Woosung and sank with her cargo, though without loss of life. As a replacement, in October 1950 Jebshun Shipping Co. (not yet incorporated) bought the larger freighter *Mausang*, which in mid-year had been used by Jardine Matheson's Indo-China S.N. Co. to reopen its line between Hong Kong and Shanghai. The ship was bought from Wallem & Co., but it may be presumed that they were acting as brokers for the as yet little known Jebshun company. She was renamed *Shun Lee*, thereby beginning what would become a familiar nomenclature.

On 4 December 1950 with the backing of extended family and associates, Lam formed the shipping and trading firm of Winly Navigation Co. Ltd (#3183) with a capital of \$1 million in 1,000 shares of \$1,000 each. The two initial subscribers Lam Yee Cho and Lam Kam Kwan (Andrew) duly took up 200 and 100 shares respectively and became directors along with (Mrs) Kwok Po Yu (50 shares), all of 24 Blue Valley Road, Happy Valley. As set out below, the other seven shareholders included Lam Yao Wing (180) in Shanghai and Lin (Lam) Chao Chuen (180) in Tsingtao. Winly thereby combined family capital from both Hong Kong and China at an early stage when the People's Republic was seeking to mobilise private capital to relieve the acute shortage of coastal tonnage.

<u>Name</u>	<u>Address</u>	<u>Description</u>	<u>No. of shares allotted.</u>
Mr. Lam Yee Cho (林岳初)	24 Blue Pool Road, Hongkong.	Merchant	200
Mr. Lam Yao Wing (林有榮)	Apt.12,455 Fook Shing Road C. Shanghai.	Merchant	180
Mr. Lin Chao Chuen (林超群)	76 Kwansien Road, Tsingtao.	Merchant	180
Miss Kwok Po Yuk (郭寶玉)	24 Blue Pool Road, Hongkong.	Married Woman	150
Mr. Lam Kam Kwan (林錦堂)	24 Blue Pool Road, Hongkong.	Merchant	100
Miss Yung Hei Lan (翁喜蘭)	24 Blue Pool Road, Hongkong.	Spinster	120
Miss Shu Yuk Sing (蕭玉仙)	24 Blue Pool Road, Hongkong.	Spinster	40
Mr. Lo Keon Kan (盧冠芹)	97 Caine Road, Hongkong.	Merchant	10
Mr. Chan Kiu Cheong (陳修昌)	68 Bonham Strand West, Hongkong.	Merchant	10
Mr. Tsang Ngiap Boon (曾業文)	4 Leighton Hill Road, (1st floor) Hongkong.	Merchant	10
			<u>1,000</u>

Curiously, C.C. Lam was not listed as not a party, though his wife Kwok Po Yuk was both shareholder and director. It may be presumed that Lam Yee Cho of the same address as Po Yuk and son Lam Kwan (Andrew) was Yee Cho's father who, as patriarch, would have been able to mobilise the capital of the extended family network.

By early 1951 Jebshun/Wah Seng were chartering from Norwegian owner H.M. Wrangell the newly built China coasters *Hoi Wong* ('Sea Emperor') (1948) and *Hoi Houw* ('Sea Empress') (1949) for the S. China-Straits trade, returning with cotton from Bombay for Taku/Tientsin. In June 1951 Winly bought the old *Edendale* (1897) from the same Singapore owners as *Jeep Hee* and placed her in service between Hong Kong and Swatow, in effect replacing the passenger/cargo service long maintained by Douglas S.S. Co. but suspended at the beginning of that year.

In March 1952 Winly bought from a Greek Cypriot owner the 3300-dwt *Tekfros*, the former British coaster *Esneh ex Western Coast* (1919). Like *Edendale*, she was not officially renamed and traded on the China Coast under her Greek name, only in 1958 becoming *Shun On*. By then *Edendale* had been lost by stranding at Swatow in January 1955, then 58 years old, while *Tekfros* had recently been transferred to the newly established Choon Kee Nav. Co., which would be incorporated on 18 October 1955 along with Kam Kee Nav. Co. Ltd.

Meanwhile, Jebshun had been carrying on the South China-Straits trade with the chartered Norwegian-flag *Hoi Wong* (1948) which was fitted out to carry 10 first-class passengers in air-conditioned cabins plus almost a thousand unberthed deck passengers, though licensed in Hong Kong for about 800. On her first trip to Singapore in June 1949 she carried around 700 deck passengers, mostly immigrants (Malaya Tribune, 1/6/49). Despite establishment of the PRC government in 1949, passenger traffic continued, albeit on a lesser scale. Some was family reunion, some repatriation, and some family-linked migration to Singapore or Penang. Accounts of third-class passenger travel are impossible to find, at least in the English sources, but an interview in May 2024 with Mr Woot Chin Tien of Singapore was enlightening. In 1956, at age 14 with a guardian he took a seven-day passage on Jebshun's *Hoi Wong* from Haikou (prewar Hoihow), the northern port on Hainan Island to return to rejoin his father in Singapore, where he had been born. Passengers were berthed under the hatches in the after 'tween deck on canvas tarpaulins laid along the deck. There they spread their bamboo mats and belongings and stretched out to sleep, single men, women and families mixed together with children sleeping between them – at nights the lights were left on to discourage anything untoward. Heads (toilets) were fore and aft. For the first three days the weather was calm and the voyage was pleasant enough. Tea was served at 7am, a rice lunch with small salt fish and vegetables at 11 and much the same at 5pm. Extra food and treats could be bought from a small shop but were expensive. Bowls and utensils were provided by the ship but passengers had to bring their own water containers to be filled on board. In between meals, passengers could sit or lie around and talk, or go up on deck. An awning was rigged above the hatches to allow good ventilation. After three days, however, the weather turned rough off the coast of Vietnam and the hatches had to be closed. Without any good ventilation, the air became more and more stifling, not helped by some passengers being seasick and throwing up into buckets. The last half of the trip simply had to be endured.

As it happened, eight years later Mr Woot again travelled on *Hoi Wong* after having been contracted in Singapore to work for two years at the phosphate mine on Christmas Island, south of Java. This was a very different experience because the Phosphate Commission that managed the mine needed to

recruit a willing work force. The chartered *Hoi Wong* had now been refitted with better ventilation, double bunks in the tweendeck and tables for sitting and eating. There were only around fifty passengers, the food was much better and there was even cheap beer at \$1 per bottle. There were few restrictions on movement about the ship and the weather was good throughout the five-day voyage.

In December 1954, through the newly formed associate Shun Kee Navigation Co. Ltd, Jebshun had acquired from her Danish owners the 6820-dwt pioneer motorship *Fionia* (1914), re-registered in Hong Kong as *Hoi Kung*, presumably for some consistency with the chartered *Hoi Wong*. A year later *Hoi Kung's* old engines failed and after being assessed as beyond economical repair the ship was sold to local breakers.

Following upon the formation on 12 June 1952 of Shun Kee Navigation Co. Ltd, on 18 October 1955 the principals registered two more shipowning subsidiaries, Cheong Kee Nav. Co. Ltd and Kam Kee Nav. Co. Ltd. In January 1956 Cheong Kee acquired from Straits S.S. Co. the small steamer *Tung Song*, renamed *Shun Fung*, and two years later the former American, latterly Baltic passenger steamer *Baltavia* (1924), renamed *Shun Shing* for the South China-Straits run.

Jebshun Shipping Co. Ltd (#4623) was belatedly incorporated in Hong Kong on 14 December 1956 with a modest capital of \$500,000 divided into 500 shares of \$1000 each, fully paid up. The principal shareholders and directors were Lam Choon Cheong (120) and his son Andrew Lam Kam Kwan (140) along with Choy Yong Yee (50) as the managing director. The balance of shares were held by C.C.'s three wives Kwok Po Yu, Yung Hee Lam (85) and Siu Yuk Sin (55) and then student son Wilson Lam Kam Ho (25). All shareholders were directors of Jebshun and also of the four shipowning companies (Cheong/Choon/Kam/Shun Kee). The office address was, as Winly, at 68 Bonham Strand West.

The original shipowning firm, Winly was dissolved a few months later in July 1957. In the first half of 1955 the shares had been consolidated in the hands of Lam Yee Cho (320), Lam Kam Kwan (306) and wives Hei Lan (238), Yuk Sing (102) and Po Yuk (34), then in September 1956 application was made for voluntary liquidation. Presumably after settlement of insurance on the loss of *Edendale*, in April 1957 \$2.1 million was paid out to the five remaining shareholders. Jebshun as the successor company was firmly in the control of C.C. and son Andrew.

In November 1957, eleven leading Hong Kong Chinese shipowners came together to form the Hong Kong Shipowners Association (HKSOA). According to Stephanie Zarach's history, Jebshun was one of the founding members with China Pacific S.S. Co., Fir Line Ltd, Great Southern S.S. Co., Nanyang Steamships, Ping An S.S. Co., Shun Cheong Navigation Co., Tai Yip Co., Western S.S. Co., Wah Kwong & Co. and World-Wide S.S. Co. Jebshun's Andrew Lam was elected to be the first Chairman. Although Jebshun's five ships of around 25,000 tons (dwt) was as yet no large fleet, at that time the other then companies were also quite modest. Jebshun had been operating for a decade in its own right and had achieved some recognition in Hong Kong, Singapore and beyond.

With the assistance of Lambert Brothers as London agents, from 1959 Jebshun moved into the booming regional charter market that was buoyed by Japan's rapidly growing demand for raw materials, especially iron ore, coal and scrap. Sale of the little *Shun Fung* at the beginning of 1958 and *Tefkros* in 1959 left only *Shun Shing* and the chartered *Hoi Kung* to carry on the passenger/cargo trade between South China and the Straits. followed with purchase of the war-standard *City of Cardiff/Shun*

Wing, Jebshun moved to build up a fleet of 10,000-dwt tramps. *Shun Wing* was followed in successive years by the 10,000-dwt warbuilt standard *Shun Tai*, also a 10-knot steamer, and the slightly smaller (8900-dwt) but faster (13-knot) motorship *Shun Wah* (1938). After a three year gap, *Jeb Lee* ex *Fru menton* (1944) followed in 1964, another 10,000-dwt, 10-knot steamer but, more practically, with engines amidships. *Jeb Lee* was registered to Hong Kong United Investments Ltd, a general purpose company that had been registered years previously on 8 March 1956.

In the mid-1960s *Shun Tai* became well known in the scrap trade from Australia to Japan, loading every four months or so between April 1963 and March 1967, as did *Jeb Lee* ex *Fru menton* (1944) from October 1964 to July 1967, while *Shun Wing* made two scrap loadings in 1963 and *Shun Wah* in April 1965 and February 1966, though more often loading from New Zealand. They also carried ore from Mormugao to Japan, rice from Bangkok or Rangoon, jute from Calcutta, and so on.



SHUN TAI at Hobart, October 1964, loading scrap dumped onto the wharf in bits and pieces and lifted by grabs. The ship is well down after prior loading at Sydney and Melbourne. Still in wartime rig (no topmasts) but a tall stovepipe added aft for the Chinese crew's galley (G. Allan/R. Cox).

After C.C. Lam died in 1966 – by coincidence in the same year as competitor Shun Cheong's patriarch Hui Oi Chow, the business was taken over by his sons Andrew, Wilson and K.Y. Lam, who gradually renewed and expanded the fleet of conventional tramps. Some months after *Shun Wah* (I) (1938) had been sold to breakers, in late 1967 Jebshun returned to the secondhand market to buy another 10,000-dwt slow tramp, British India's Doxford standard motorship *Pundua* (1954), renamed *Shun On*, followed in the next year by the fairly similar *Vercharmian* ex *Bradford City* (1943), renamed *Shun Wah* (II).

Taking advantage of the availability of good liner tonnage being released by containerisation, in December 1968 under Somali registration Jebshun purchased from Danish owners the 15-knot cargoliner *Malaya*, renamed *Precious Jade*, then in March 1969 the sleek, 16-knot Indo-China S.N. Coy's

Australian trader *Eastern Star* (1951), to be renamed *Precious Diamond*. Jebshun also moved from its old premises at 68 Bonham Road to more modern offices in Rooms 1003/4 on the 10th floor of Wong House at 26-30 Des Voeux Road West – the old address is now part of the Wilton complex. Survey of movements in Lloyd's Shipping Index shows that by 1969 most of the fleet was engaged on time charter to the People's Republic of China. While the older tramps were lifting coal from Chinwangtao or iron ore from Pasuo (Hainan), the better ships were trading as far as Poland (general), Cuba (sugar), Constantza (Black Sea) as well as carrying ore from Goa or jute from the Bay of Bengal. The PRC charters which may also have been a factor in several transfers to the Somali flag under the nominee Chan Moo Chu.

At this point Jebshun's fortunes suddenly turned sour. In March 1969 *Shun Tai*, now registered under the Somali flag at Mogadishu, was lost in collision off Singapore with the loss of the Master and ten crew, then in July *Eastern Star* burned out while under refit at Kowloon. They were replaced by British India's 10,080-dwt, 14½-knot cargoliner *Chanda* (1944), renamed *Precious Pearl*, and P&O's 15½-knot cargoliner *Coromandel* (1949), renamed *Shun Hing* (II), and a year later a near sister in British India's *Chandpara* (1949), renamed *Precious Ruby*. Meanwhile, the casualty listed mounted. Barely six months after purchase, *Precious Ruby* stranded near Dairen, North China. Seven months later *Precious Pearl* sank under tow in the South China Sea.



SHUN HING ex COROMANDEL at Hong Kong, February 1970, being repainted from P&O to Jebshun colours (W.G. Volum/NAA).

Jebshun had become uninsurable and could not recover from these blows. In December the brothers applied for voluntary liquidation and *Shun On* ex *Pundua* was laid up at Singapore. Early in 1972 *Precious Jade* was sold en route from Gdynia to China and at the end of the voyage delivered to Chinese breakers, *Shun Wah* ex *Vercharmian* was delivered to Japanese breakers in May 1972 and *Shun Wing* ex *City of Cardiff* to Taiwan breakers in September. Meanwhile, the run of bad luck had continued when in June 1972 *Shun Hing* ex *Coromandel* blew ashore at Manila during a typhoon and had to be written off as a CTL. That left *Shun On* as the last surviving unit, reported as being broken up in Singapore during 1973, though possibly in the previous year.

After *Jeep Lee* had been sunk by a mine in 1950, *Edendale* lost by stranding in 1955 and *Shun Lee* ex *Mausang* likewise in 1960, but excluding the engine failure that brought *Hoi Kung* ex *Fionia*'s long career to a close, plus another four ships lost in just three years between 1969 and 1972 makes a total of seven losses for a fleet that was never large. Admittedly one loss was by act of war and one by typhoon but the other five losses were attributable to human error, which is hardly a proud record. As a family company Jebshun never achieved the financial leverage that allowed contemporary firms such as World-Wide, Wah Kwong, Oak and Teh Hu to build fleets of large, modern bulk carriers. Its operational life as a shipowner of just twenty-two years (1950-72) was quite short. Nevertheless, Jebshun deserves to be remembered for its important role after 1949 along with Shun Cheong in reviving the passenger trade between South China and Southeast Asia, subsequently for a decade or so as a significant Hong Kong tramp owner and, not least, as a leader in the founding of the Hong Kong Shipowners Association.

Nomenclature

Jebshun (捷順) consists of the characters 捷 (Jié/'victory'), as in Jebmei and, by alliteration, Jebesen, and 順 (Shun-Jun/ 'order'), thus translating auspiciously as something like 'triumphal order' ('order' here meaning 'state of affairs', not a command). 'Jeep' as in JEEP HEE 捷喜 is the same 'Jié' character. Apart from *Hoi Kung* (named to correspond with the chartered *Hoi Wong* or 'Sea King) and *Jeb Lee*, ships were given names with 'Shun' compounds, thus SHUN TAI ('Safe'), SHUN ON ('Peace'), SHUN HING (Prosperous), SHUN SHING, SHUN WAH ('Chinese'), SHUN WING ('Glory'), etc. From 1969 new acquisitions were named 'Precious', for which the *hanzi* is not known. Shipowning subsidiaries were all given the suffix 'Kee'/'Ki' (記, record/history), thus Shun Kee (after Jeb *Shun*), Choon Kee (after Lam *Choon* Cheong), Cheong Kee (ditto) and Kam Kee (after Lam *Kam* Kwan). Lam is a Cantonese/Teochew reading of the more widely used clan name 'Lin'林.

Sources

Jebshun ships first came to my attention in Melbourne in the mid-1960s when I was a schoolboy who in his free time enjoyed wandering around the docks with an old camera and photographed *Shun Tai*, *Jeb Lee* and *Shun Wah* (I) in port loading scrap. Over the years I found bits and pieces and collected photographs of the earlier ships. It later transpired that I had a personal connection with Jebshun's first two ships. In February 1942, just before the fall of Singapore, my uncle, master mariner W.H. (Bill) Finch, had signed on as First Mate of *Giang Ann* (later *Jeep Hee*) for her voyage of escape to Australia and as such had remained with the ship on the Australian coast until its redelivery to Singapore in January 1946, apart from a few weeks in mid-1944 when he took over as relieving master of her consort *Edendale*. In here collating my bits and pieces, I have drawn the family background from York Lo's 2018 post on the Industrial History of Hong Kong website, which also has old press photos of members of the family. Stephanie Zarach's history of the Hong Kong Shipowners' Association makes only fleeting mention of Jebshun. Details of the companies are found at the Hong Kong Companies Registry website. Much has been gleaned from the South China Morning Post (on proquest) and the Singapore press at eresources.nlb.gov.sg/newspapers/, also britishnewspaperarchive.co.uk. We are grateful to Rex Cox, Malcolm Cranfield, Russell Priest and Bill Schell for providing hard-to-find photographs.

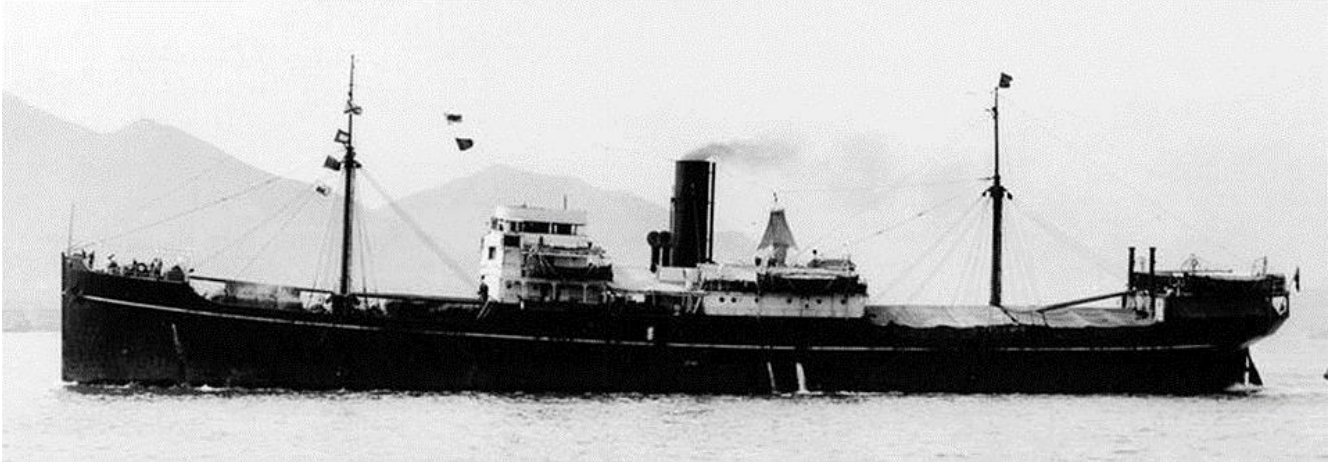
Fleet List

JEEP HEE 捷喜 (charter 1950-50) 1063/02-7 (222.7 x 36.2', T3cy/9k by Werkspoor, Amsterdam)
Built by Nederlandsche Scheepsbouw Mij. N. V., Amsterdam (#45) for Koninklijke Paketvaart
Maatschappij, Batavia as GOUVERNEUR GENERAAL DAENDELS. 10/31 t/f to Heap Eng Moh S. S. Co.
Ltd., Singapore r. GIANG ANN for Singapore-Java trade. 17/2/42 arrived Fremantle from Singapore via
Batavia. 8/42-12/45 req. by Commonwealth of Australia (AUSN Co. Ltd, mgrs) for Sydney-Queensland
service. 26/12/45 sailed Sydney for Singapore (23/1/46) to resume local trading. 23/12/49 reg. at Hong
Kong to Pang Kwok Sui, Hong Kong, 1/50 r. JEEP HEE operating Hong Kong-Swatow. 4/50 advertised
Hong Kong-Amoy direct. 30/7/50 on charter to Jebshun Shg. 18/8/50 struck mine off Woosung and
sank on voyage Hong Kong-Shanghai with general cargo and rubber.



JEEP HEE as GIANG ANN on the Australian coast in wartime grey (AWM 303329).

SHUN LEE 順利 (1950-52, 1955-60) 3372 (5276)/20 (331.2 x 46.10', (T3cyl/11k)
Built by Shanghai D. & E. Co. Ltd, Shanghai (#1506) for British Shg Controller as WAR TIARA but after
trials 25/5/20 del. to N.E. Ambatielos, Argostoli r. YANNIS. 5/21 sold to Indo-China S.N. Co. Ltd, London
r. MAUSANG for Sandakan-HK timber trade. 27/9/41 sailed Hong Kong for Singapore, then Colombo
(8/11), Alexandria (15/12). 25/12/41 military transport for N. Africa supply run (Benghazi and Tobruk).
3-4/42 Haifa-Tripoli. 5-10/42 Red Sea service. 11/42 reverted to Alexandria-N. Africa. 6/43 bareboat
chartered to Turkish Govt, Istanbul and 7/43 t/f to Turkish flag r. MARAS. 6/45 at Alexandria reverted to
British flag. After repairs, 18/9 sailed for Glasgow to discharge, thence Sunderland (11/11) for repairs to
2/2/46, reverted to ICSNC as MAUSANG. 25/5/50 first British ship to run Nationalist blockade of
Shanghai. 9/50 sold to Wallem & Co. Ltd, Hong Kong. 10/50 sold to Jebshun Shg Co., Hong Kong r. SHUN
LEE. 7/52 sold back to Wallem & Co. (Panama flag) r. HIPPOPOTAMUS. 6/55 sold back to Shun Kee Nav.
Co. Ltd, (Jebshun Shg Co. mgrs) r. SHUN LEE. 8/6/60 o/v Pasuo (Hainan)-Tientsin (ore) stranded on
Pratas Reef in South China Sea, 11/6 broke in two, CTL [BT389/27/21].



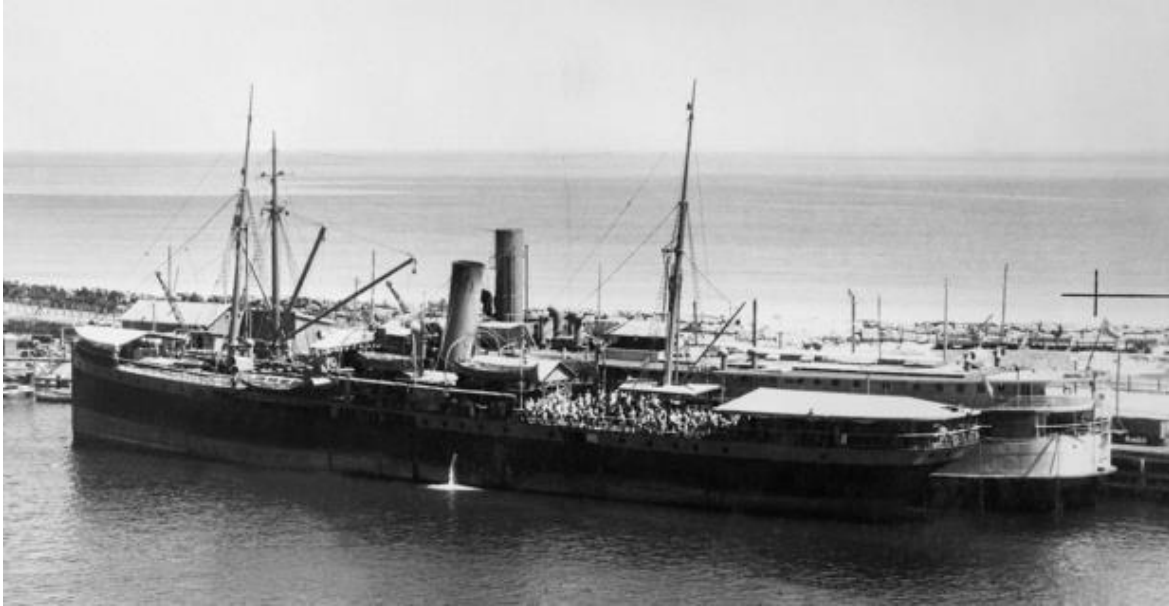
MAUSANG arriving Hong Kong, 19 January 1940. Awnings aft and extra boats imply carrying deck passengers (D. Gammon).

EDENDALE/TAI WUI KIANG 正偉健 (1951-55) 1625/97-9 (278.5 x 36.6', T3cy/11k)

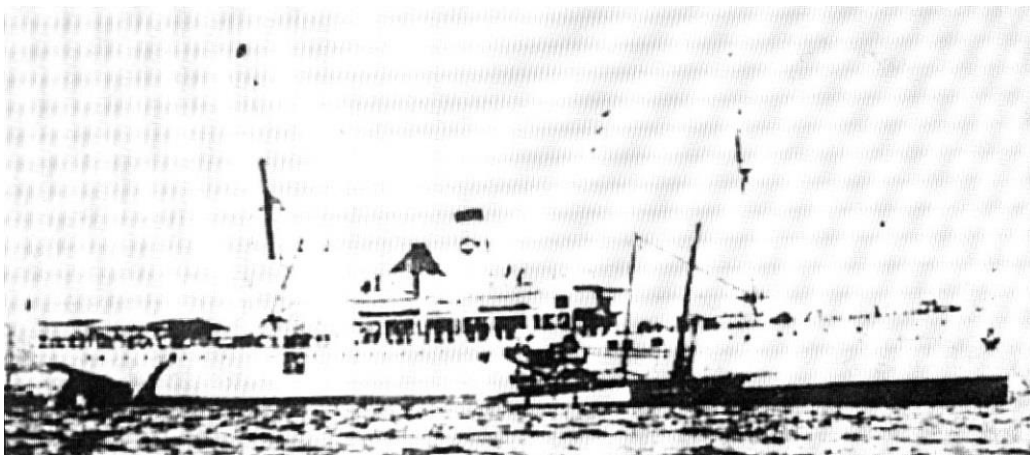
Built by Wigham Richardson & Co, Newcastle (#333) for N.V. Koninklijke Paketvaart Mij, Batavia as VAN SWOLL. 2/8/29 laid up at Tanjung Priok. 1/30 t/f to Heap Eng Moh S.S. Co. Ltd, Singapore for Singapore-Java trade r. EDENDALE. 22/2/42 ex Tanjung Priok for Fremantle (3/3). 5/42 Australian Shg Control Board declined charter. 1/44 extensive repairs completed at Fremantle (£58,283). 9/2/44 bareboat charter to ASCB and loaded for Adelaide and Sydney under AUSN management for service Sydney-N. Queensland. 25/12/45 at Sydney. 21/1/46 redelivered at Sydney to MOWT, 19/2 sailed via Brisbane, Bowen for Singapore where 14/8 redelivered to owners. 7-10/46 Bangkok rice trade. 10/46 on charter to Netherlands Indies Government (KPM mgrs). 11/49 resumed HEM sailings Singapore-Jakarta/West Java via Bangka and Billiton. 4/51 withdrawn. 6/6/51 arr. Singapore on last voyage, docked under sale to Winly Nav. Co. Ltd (Jebshun Shg Co. mgrs), Hong Kong for Hong Kong-Swallow trade. 30/12/51 stranded on mudbank outside Swallow, 15/1/52 refloated by Mollers' *Prince Salvor*. 19/1/55 after arrival from Hong Kong with general cargo and despite Union Jack markings bombed and capsized in Swallow harbour by three Nationalist aircraft, crew rescued, ship dragged into shallow water and beached. 9/3/55 wreck offered for sale by tender.



EDENDALE departing builders as VAN SWOLL (marhisdata.nl).

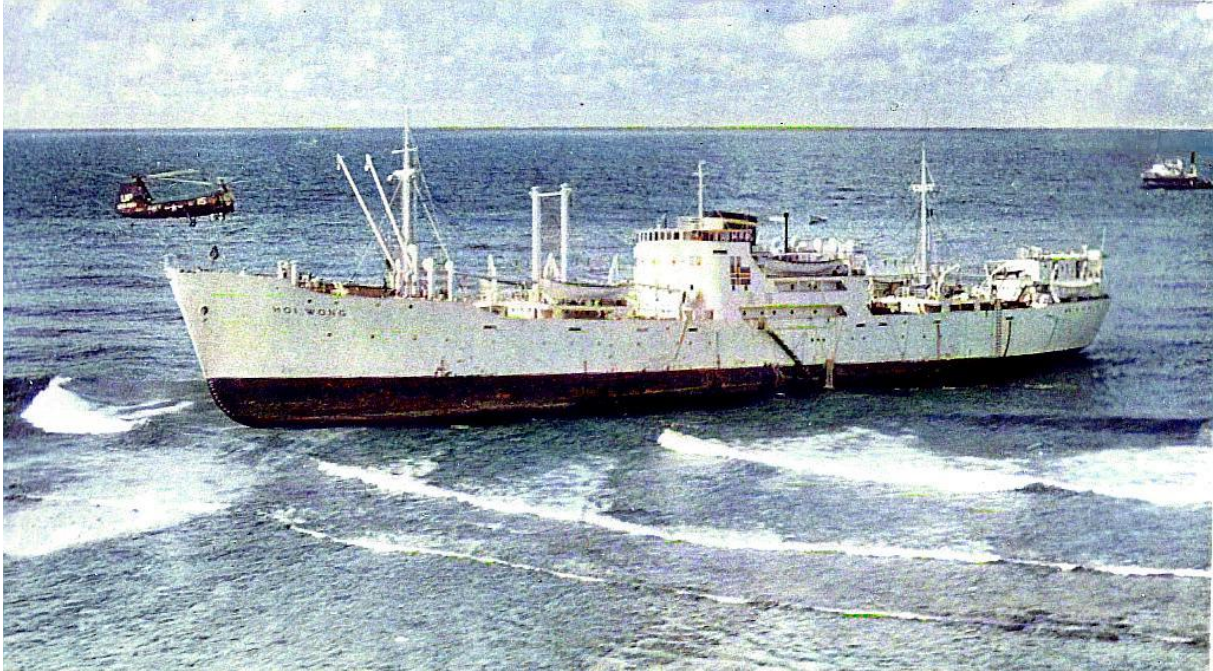


EDENDALE alongside Swire's Yangtze steamer WHANGPU at Fremantle, 1942 or 1943 (AWM303224).

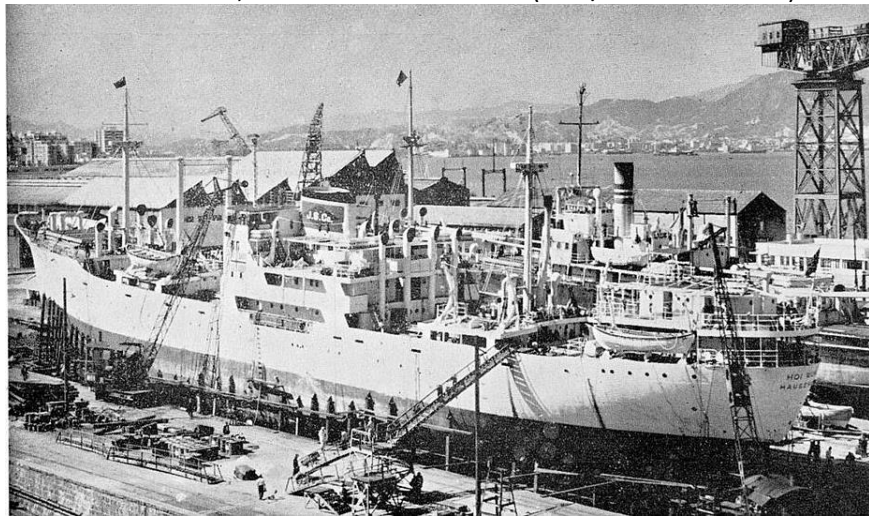


EDENDALE in Jebshun colours shortly before demise (SCMP 31/1/55).

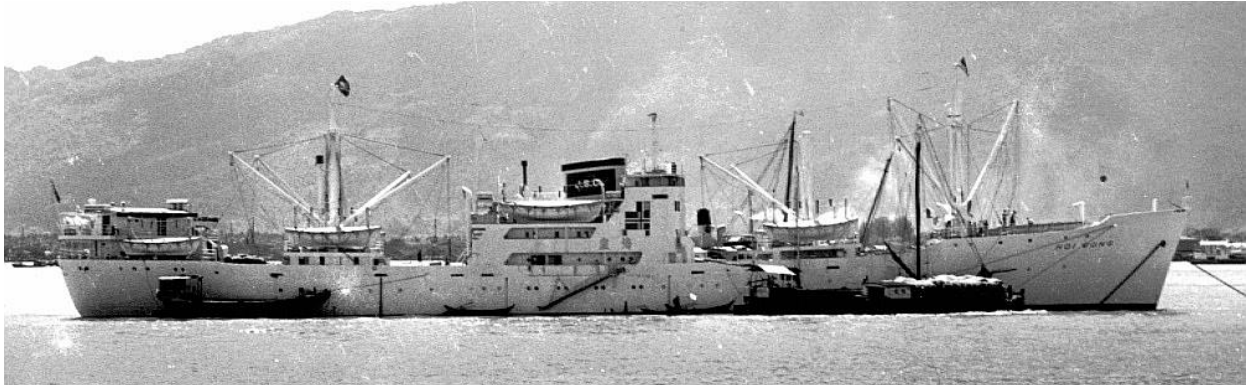
HOI WONG 海皇 (charter 1951-72) 3405/48-12 (341.3 x 46.2', M7cy/14k Burmeister & Wain)
 Built by Helsingborgs Varfs A/B, Helsingborg (#70) for Skibs A/S Corona (H. M. Wrangell & Co. A/S),
 Haugesund for S. China-Straits trade. By 1/51 on charter to Jebshun/Wah Seng Shg Co.. 6/10/58
 stranded on Bombay Reef in Paracel Is., 130 pass. t/f by helicopter to cruiser USS *Helena*, 12/10
 refloated with aid of salvage tug *Tai Koo* and proceeded under own power to Hong Kong, where 16/10-
 6/11 slipped at Taikoo D.Y. for renewal of 55 shell plates (*Taikoo Dockyard*, Jan. 1959). 12/73 sold to
 Malaysian International Shg Corp. Berhad, Kuala Lumpur (reg. Penang) r. BUNGA BUTANG for service
 between West and East Malaysia. 19/9/80 demolition began at Jurong by National Shipbreakers Pte
 Ltd.



U.S. Navy rescuing personnel from HOI WONG stranded on Bombay Reef, Paracel Islands
October 1958, Jebshun funnel colours (USN/coll. S. Kentwell).



HOI WONG subsequently slipped at Taikoo for bottom repairs Oct-Nov. 1958 (*Taikoo Dockyard*, Jan. 1959)



HOI WONG at Penang c.1960 in Jebshun colours, characters on side (R. Gabriel/H. Dick).



HOI WONG in Malacca Strait in Jebshun colours, (P. Foxley/S. Kentwell).

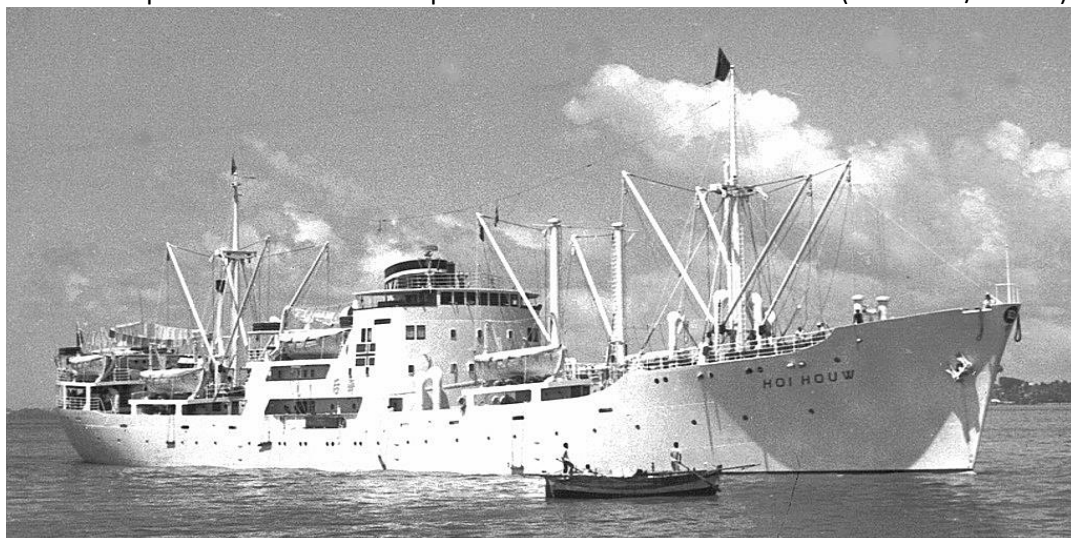
HOI HOUW 海后 (charter 1951-6?) 3394/49-11 (341.3 x 46.2', M7cy/14k Burmeister & Wain)
Built by Helsingborgs Varfs A/B, Helsingborg (#71) for Skibs A/S Corona (H. M. Wrangell & Co. A/S),
Haugesund for S. China-Straits trade. By 2/51 on charter to Jebshun/Wah Seng Shg Co., seized by
Nationalist forces and briefly detained at Keelung. 7-10/51 chartered to Cia Maritima, Manila for
Philippines-Jeddah pilgrimage. 12/51 after refit resumed Straits run. By 1961 on charter to British
Phosphate Commissioners for W. Malaysia-Singapore-Christmas Island shuttle. 1974 sold to Kwok Wah
Shg Co. S.A. (Kin Wah Maritime Co., Hong Kong), Panama r. AFFLUENT COUNTRY. 1976 sold to Kam Fai
Shipping Co. S.A. (Carolina International Enterprises Ltd, Hong Kong), Panama r. KAM FAI. 1979 sold to
Mandarin Shg Co. S.A., Panama (Taipei) r. MANDARIN. 29/3/84 demolition began at Kaohsiung Chi
Young Steel Enterprise Co.



HOI HOUW, presumably when new (sjohistorie.no).



Ca.1961 improved boats and more prominent ventilators fore and aft (R. Gabriel/H. Dick).

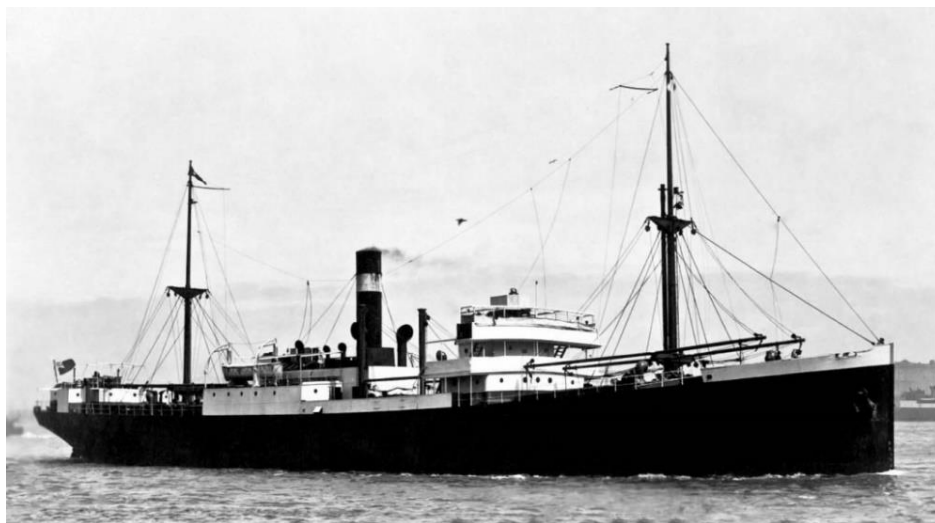


Above 2: HOI HOUW arriving Singapore c.1961 in Wrangell colours (R. Gabriel/H. Dick).

TEFKROS/SHUN ON 順安 (1952-59) 1911 (3300)/19-9 (300.9 x 42.6', T3cy/9k by Richardsons Westgarth)

Built by Swan, Hunter & Wigham Richardson, Sunderland (#1133) for Coast Lines Ltd, Liverpool as WESTERN COAST. 2/22 t/f to Moss S.S. Co. Ltd (J. Moss & Co. mgrs), Liverpool r. ESNEH for Moss Line service UK-East Mediterranean. 1930 t/f to James Moss & Co. Ltd. 5/34 t/f by merger to Moss Hutchison Line Ltd, Liverpool. 10/35 owners became subsidiary of P&O S.N. Co., London. 22/7/40 Haifa via Suez, Cape to Liverpool (6/11 with bottom damage after collision, touching bottom). 12/40-7/41 Liverpool-West Africa service, then as military storeship 12/8 sd Swansea via Scapa Flow for Archangel (6-27/9). 19/10 at London reverted to commercial service UK-Spain. From 11/42 military service Gibraltar/North Africa until 24/8/43 at Liverpool for repairs, 17/10/43 sd Mersey for Augusta, then Italian waters until 7/9/45 sd Taranto via Marseilles, Lisbon to Gravesend and Liverpool (11/11), where after refit 9/4/46 returned to owners [BT 389/27/23, 389/12/171]. Mid-1948 sold to Olympus Nav. Co. Ltd (N. P. Lanitis), Limassol, 14/7/48 arr. Immingham from Kotka, Finland (timber), after bunkering sd

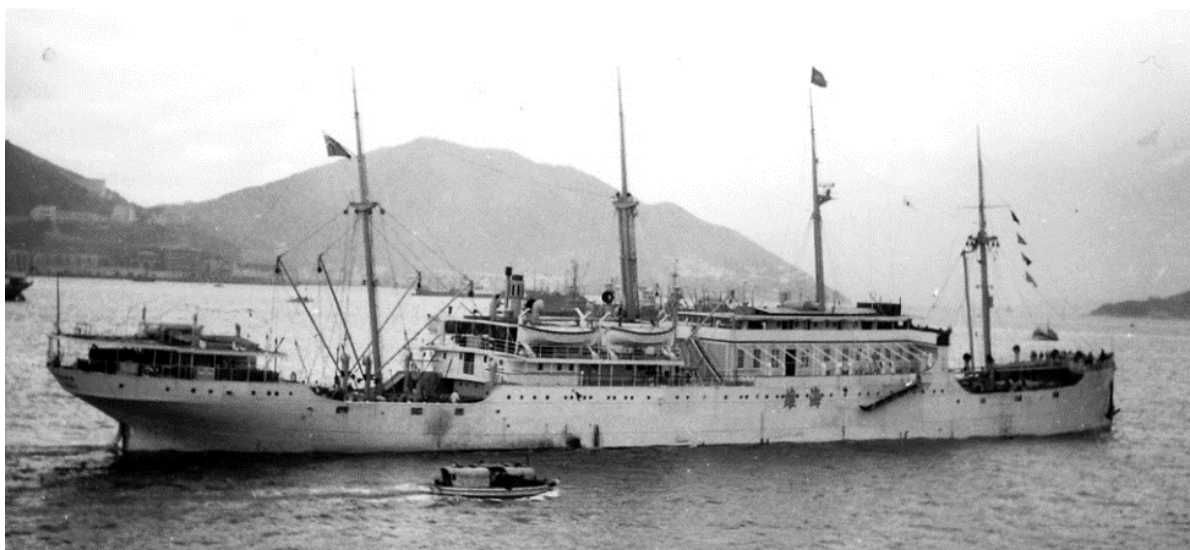
16/7 for Alexandria, where 11/48 completed special survey r. TEFKROS (reg. Famagusta). Mid-12/51-mid-1/52 laid up in Outer Roads, Singapore. 3/52 sold to Winly Nav. Co. Ltd, Hong Kong. 20/11/53 rescued by HMS St. Brides Bay after disabled by rudder failure in Taiwan Strait, taken to Hong Kong. 12/54 t/f to Choon Kee Nav. Co. (Jebshun Shg Co.), Hong Kong. 3/10/55 returned to Hong Kong with Chief Engineer and a crewman wounded by Nationalist strafing off Swatow. 4/58 r. SHUN ON. 27/2/59 arr. Hong Kong and laid up. 6/5/59 register closed on sale for breaking up by United O'seas Ent. Ltd.



TEFKROS/ SHUN ON as ESNEH of Moss Hutchison Line Ltd (Allen coll.).

HOI HUNG 海雄 (1954-56) 5219 (6820)/14-3 (4-mast, 414.3 x 53.2', 2M6cy/12k

Built by A/S Burmeister & Wain, Copenhagen (#293) for A/S Det Østasiatiske Kompagni, Copenhagen for Bangkok line as FIONIA (52 1st, 10 2nd pass.). 1940-45 laid up at Copenhagen. 11/54 sold to Shun Kee Nav. Co. Ltd (Jebshun Shg Co.), Hong Kong. 3/1/55 del. at Singapore and reg. at Hong Kong, 2/55 r. HOI HUNG. 1/56 engine damage, 15/2 towed from Singapore to Hong Kong (arr. 29/2). 29/3/56 sold to Hong Kong Chiap Hua Manufactory Co. (1947) Ltd for breaking up, 4/2/57 register closed [see also O.S. Johannesen, *The EAC Fleet*, 2003].



Former early Danish motorship HOI HUNG (*hanzi* right to left) Hong Kong c.1955 (Tom Rayner/coll. S. Kentwell).

SHUN FUNG 順風 (1956-58) 549/28-3 (183.8 x 29.1', T3cy/9½k)

Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#239) for Straits S.S. Co. Ltd, Singapore for twice-weekly Singapore-Malacca service as TUNG SONG (436 grt, 152.6'). 11/34 switched to weekly E. Coast Malaya service. 1936 lengthened 31'. Late 1939 req. by RAF as depot/accommodation ship for service in Ceylon r. ANN. 2-6/40 Singapore to Ceylon, Seychelles, Maldives, then from Singapore to Colombo or Rangoon. 3/2/42 Singapore to Java, 13-19/2 Batavia, 22/2 Tjilatjap, thence Fremantle for orders. 2/10/42 Adelaide en route to Sydney (8-28/10 repairs), then to Cairns (6/11), where 7/11 taken over by U.S. Army Small Ships Section (bareboat to WSA) as S-152, 27/11 to Milne Bay. 15/3/43 arr. Cairns for Brisbane, 16/5 TI for Port Moresby, Milne Bay, 18-20/11 Townsville for Sydney (29/11).... 21/4/45 at Sydney for refit. 27/10/45 sd Sydney via Darwin for Singapore (24/11) to resume local service, initially E. Coast ports, then by 2/47 W. Coast ports, latterly Malacca and Port Dickson. 1/56 sold at Singapore for \$150,000 to Cheong Kee Nav. Co. Ltd (Jebshun Shg Co.), 3/56 reg. at Hong Kong as SHUN FUNG. 1/58 sold to Pan-Norse S.S. Co. Ltd (Wallem & Co., Hong Kong), Panama r. MORO. 28/4/58 while loading copra at Donggala, West Coast of Central Sulawesi, bombed and sunk by disguised CIA B-26 aircraft (pilot A.L. Pope) in support of PRRI/Permesta rebellion [wartime movements from BT 389/27/19; P. Nielsen, *North Qld at War, 1939-43*].



TUNG SONG early 1956 in Jebshun colours, not yet renamed SHUN FUNG (T. Rayner/pr. H. Dick).

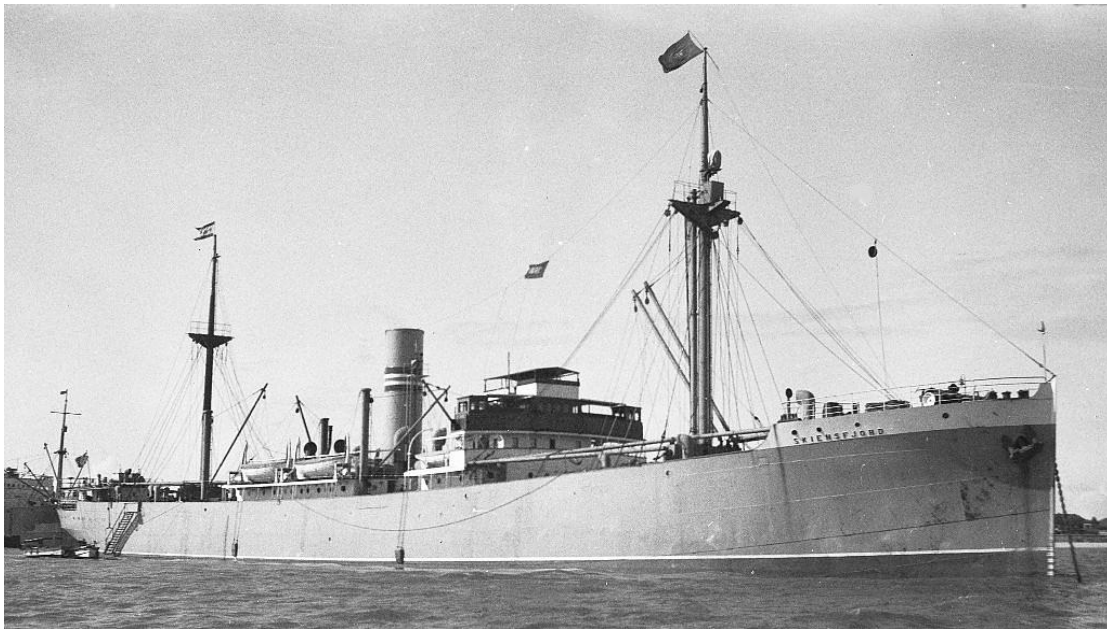
TANGHOLM/SHUN FAT 順發 (1956-60) 5846 (8385)/20-11 (410.0 x 53.4', T3cy/12k Palmers Co. Ltd)

Built by Jos. L. Thompson & Sons, Ltd., Sunderland (#532) for A/S Thorsdal (Wilh. Wilhelmsen), Tønsberg as TROUBADOUR. 1925 t/f to Wilhelmsen's D/S A/S. 1935 t/f to Wilh. Wilhelmsen. 1936 LP turbine installed. 1939-45 movements at www.warsailors.com. 1/53 sold to A/S Lab & D/S A/S Danto (H. Tangvald-Pedersen), Porsgrunn r. TANGHOLM. 1956 sold to Kam Kee Nav. Co. Ltd (Jebshun Shg Co.), Hong Kong. 6/56 class expunged. 1/58 r. SHUN FAT. 6/60 loading Singapore for Rangoon, Madras, Colombo (Wah Seng Shg). 24/10/60 arr. Hong Kong and laid up. 12/1/61 sold to Shiu Wing Hong for demolition, 25/1/61 work began, 7/6 register closed.



Ex Wilhelmssen TROUBADOR as SHUN FAT, probably at Penang (R. Gabriel/print H. Dick).

SHUN HING 順興 (1957-59) 5922 (7714)/22-3 (410.0 x 53.2', T3cy/13k by D. Rowan & Co. Ltd)
Built by Napier & Miller, Ltd., Glasgow (#234) for A/S Den Norske Amerikalinje, Kristiania for North Atlantic line as SKIENSFJORD. 1930 t/f to West Africa line. 1932 t/f to East Africa Line. 9/40 reverted to transatlantic service (www.warsailors.com). 2/46 resumed service to East Africa. 4/57 sold for £165,000 to Kam Kee Nav. Co. Ltd (Jebshun Shg Co. mgrs), 10/57 reg. at Hong Kong as SHUN HING. 7/3/59 arr. Hong Kong, 13/3 sold to Sun Sun Enterprises for demolition and register closed.



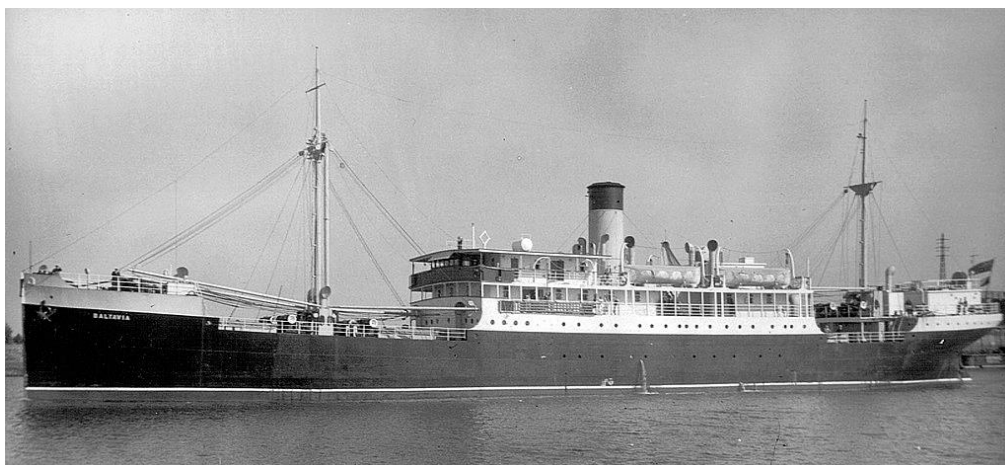
SKIENSFJORD at Beira, 1936. Postwar the white paint was taken one strake lower (R Moffatt Scott/W, Schell).



SKIENSFJORD arriving Lisbon, May 1957, on delivery voyage to Hong Kong, Jebshun funnel and houseflag but not yet renamed (de Groer/W. Schell).

SHUN SHING 順慶 (1958-64) 2642 (3208)/24-10 (314.7 x 45.9', 2M6cy/12k)

Built by A/B Götaverken, Göteborg (#377) for Pacific Mail S.S. Co. Inc., Panama as CITY OF PANAMA (30 1st, 60 steerage pass., 15k) for operation bi-monthly San Francisco-Los Angeles-Cristobal (Panama). 1925 sold to Panama Mail S.S. Co. (W.R. Grace & Co. mgrs), Panama. 1930 reg. t/f to San Francisco. 1931 r. SANTA CATALINA. 3/35 t/f to New York via Panama to Callao and Valparaiso. 1/36 r. CHIMU. 31/3/37 laid up at New York. 9/37 sold for £32,000 to Anglo-Estonian Shg Co. Ltd (United Baltic Corp. Ltd), London, 12/10/37 arr. Liverpool for refit by Harland & Wolff Ltd (Langton Graving Dock #2), mid-3/38 r. BALTAVIA, 12/4/38 sd Liverpool for London to commence service via Hull to Tallinn. 3/9/39 arr. Hull on last prewar voyage. 11/39 req. by The Admiralty as stores carrier and despatched to Falkland Islands. 18/3-15/12/42 at Falmouth under repair, then then 15/1/43 to Durban-Mombasa as Stores Issuing Ship. 9/45 survey at Colombo. 9/46 del. to Humber Graving Dock, Grimsby reconversion to commercial service (now 12 pass.), 4/1/47 redel. to owners and commenced regular service Hull-Gdynia via Kiel Canal (*Grimsby Daily Telegraph*, 3/1/47). Mid-10/57 arr. Hull on last voyage and del. to Cheong Kee Nav. Co. Ltd (Jebshun Shg Co. Ltd), Hong Kong and loaded at Hamburg for Hong Kong. 12/57 reg. at Hong Kong. 3/58 r. SHUN SHING. 7/58 t/f to Shun Kee Nav. Co. Ltd, Hong Kong. 18/9/63 laid up at Hong Kong. 22/5/64 register closed after sale to Mollers Ltd for demolition, 3/6 work began.



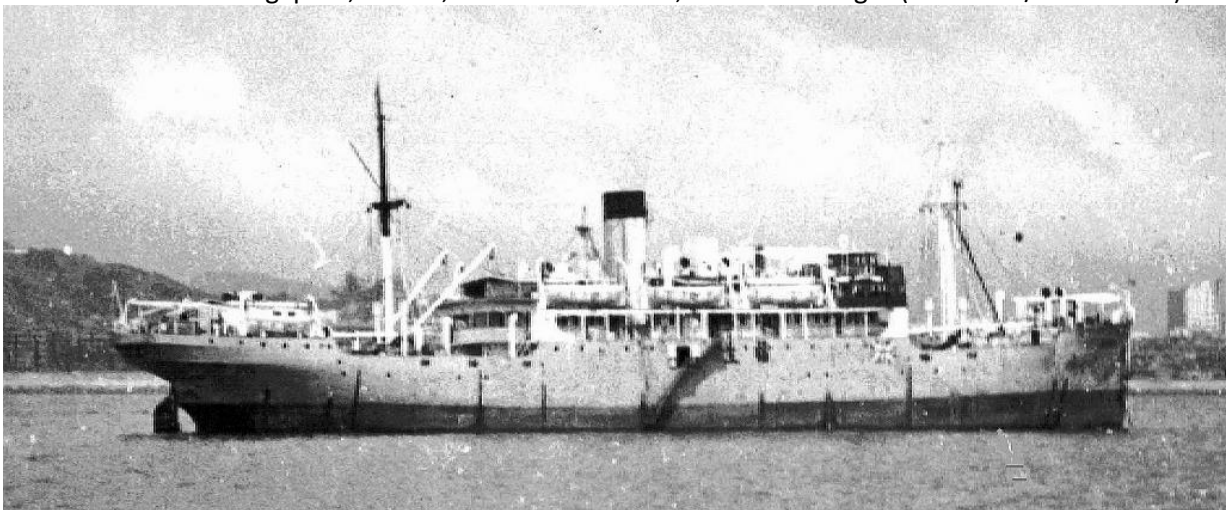
United Baltic's BALTAVIA at London (A. Duncan/pr. H. Dick).



Distant SHUN SHING at Hong Kong, 17 April 1961 (Dr. George Wilson).



SHUN SHING at Singapore, c.1960, Union Jack on side, *hanzi* left to right (R. Gabriel/coll. H. Dick).



SHUN HING moored at Hong Kong, plain funnel (coll. H. Dick).

SHUN WING 順榮 (1959-72) 6987 (10,003)/42-4 (446.0 x 56.2', T3cy/10k by Fullerton, Hodgart & Barclay, Paisley)

Built by Lithgows Ltd, Port Glasgow (#962) for MOWT (Clark & Service, mgrs.), Greenock as EMPIRE SPARTAN. Mid-1946 mgrs Ellerman & Bucknall S.S. Co. Ltd, London. 7/51 sold to mgrs r. CITY OF CARDIFF. 6/53 conv. to oil fuel. 11/59 sold for £77,000 to Kam Kee Nav. Co. Ltd (Jebshun Shg Co. Ltd), Hong Kong (reg. London) r. SHUN WING, 3/12 sd Liverpool. 1971 t/f to Chan Moo Chu and reg. at Mogadishu (Somalia). 23/9/72 arr. Kaohsiung for breaking up by Chi Shun Hwa Steel Co. Ltd, 30/9 work began.



EMPIRE SPARTAN at New York in 1950 (Roger Scozzafava/W. Schell).



Ellerman's CITY OR CARDIFF at Avonmouth, 25 April 1956, with larger funnel (Port of Bristol Authority).



SHUN WING ex CITY OF CARDIFF at Hong Kong, November 1962 (Dr. George Wilson).

SHUN TAI 順泰 (1960-69) 7085 (10,089)/42-6 (446.6 x 56.4', T3cy/10k by J.G. Kincaid & Co., Greenock) Built by Wm. Denny & Bros. Ltd, Dumbarton (#1367) for MOWT (Glen & Co. Ltd mgrs), Glasgow as EMPIRE GUINEVERE. 1946 t/f to MOT (W.T. Gould mgr). 1947 sold to Cardigan Shipping Co. Ltd (Walter T. Gould & Co.), Cardiff r. GRELOSA. 8/59 del. in UK to Kam Kee Nav. Co. Ltd (Jebshun Shg Co. Ltd), Hong Kong (reg. Cardiff), sd Garston (scrap) for Osaka (6/11). 1960 r. SHUN TAI. 1968 t/f to Chan Moo Chu and reg. at Mogadishu (Somalia). 11/3/69 o/v Canton-Colombo (rice) sank in 17 minutes after being struck broadside by *World Carrier* (9884/36 ex *Joseph Frering* ex tkr *Skaraas*) in sealane off St John's Is. c.3 miles south of Singapore (Master and 10 crew lost) (ST 4/4 and 15/10/69). 20/5/70 SELCO commenced work to cut up the wreck and raise the pieces, expected to take 12 months (ST, 20/5/70).



SHUN TAI ex Sydney and Melbourne departing Hobart for Japan, 24 October 1964 (N. Brown/R. Cox).

SHUN WAH 順華 (1961-67) 4969 (8926)/38-12 (432.2 x 56.7', M7cy/12k) Built by Eriksbergs Mek. Verks. A/B, Göteborg (#285) to order of Rederi A/B Transatlantic, Gothenburg but sold on stocks to New Zealand Shg Co. Ltd (Trinder, Anderson & Co. mgrs), London and launched as KAITUNA (reg. Plymouth) for Montreal Australia New Zealand (MANZ) Line. 19/5/43 sd Liverpool via Suez for Mediterranean, 19/7 o/v Mersin-Haifa (ballast) holed by limpet mine near Haifa in 35.15N, 35.35E but made Haifa, then Alexandria for repairs. 9/54 t/f to Avenue Shipping Co. Ltd, London r. ARMAGH. 24/4/60 o/v London-Auckland struck bank in Panama Canal, 5/5 sd Balboa after repairs. 5/61 sold for £111,900 to Kam Kee Nav. Co. Ltd (Jebshun Shg Co. Ltd), Hong Kong (reg. London) r. SHUN WAH. 7/2/62 arr. Auckland with cracks in shelter deck after heavy weather o/v from Osaka. 15/7/63 o/v Auckland-Tauranga engine room fire in Bay of Plenty. 1/11/66 o/v Moji-Davao collided with tug *Groningen* in 29.37'N, 131.22E, 4/11 arr. Nagasaki in tow. 28/2/67 del. at Nagasaki for demolition by Iwai & Co., 28/2 work began [see also fact sheet at poheritage.com].



N.Z. Shipping Co. motorship KAITUNA entering Adelaide River c.1953 (J.Y. Freeman/NAA).



SHUN WAH off Jeddah, 13 July 1961, during the delivery voyage to Hong Kong, radar now prominent above the bridge (Dr. George Wilson).

JEB LEE 捷利 (1964-70) 7542/44-9 (437.10 x 58.0', T3cy/10k by D. Rowan & Co. Ltd, Glasgow)
 Built by Burntisland SB. Co. Ltd, Burntisland (#282) for Carlton S.S. Co. Ltd & Cambay S.S. Co. Ltd. (R. Chapman & Son mgrs), Newcastle as FRUMENTON. 12/49 conv. to oil fuel. 1951 mgrs Chapman & Willan Ltd. 3/62 sold for £90,000 to Esk Shipping Co. Ltd (H.M. Lund mgr), London (reg. Newcastle) r. GARTHDALE. 29/9/62-23/4/63 laid up in River Blackwater, thence Cuba to China, 10/10-6/11/63 loading wheat at Melbourne for Ceylon. 9/64 sold for £91,000 and del. at Tokyo to Hong Kong United Investments Ltd (Jebshun Shg Co. Ltd), Hong Kong (reg. Newcastle) r. JEB LEE. 26/1/70 arr. Hong Kong for demolition by Ming Kee, 3/70 work began.



A rusty JEB LEE approaching Risdon (upstream from Hobart), 27 July 1966 (David Kirby/NAA).



JEB LEE at Hong Kong, March 1970, under tow to breakers after completing charter and still in charterer's colours (W.G. Volum/NAA).

SHUN ON 順安 (II) (1967-73) 7295 (10,130)/45-6 (442.9 x 56.5', M3cy/11k)

Built by Wm. Doxford & Sons, Ltd, Sunderland (#725) to MOWT order allocated to British India S.N. Co. Ltd, London as PUNDUA. 11/67 sold to Jebshun Shg Co. Ltd, Hong Kong (reg. London) r. SHUN ON. 9/12/71 arr. Singapore and laid up in Singapore Roads. 1973 broken up at Singapore [see also Laxon & Perry, *B.I.*, 1994].

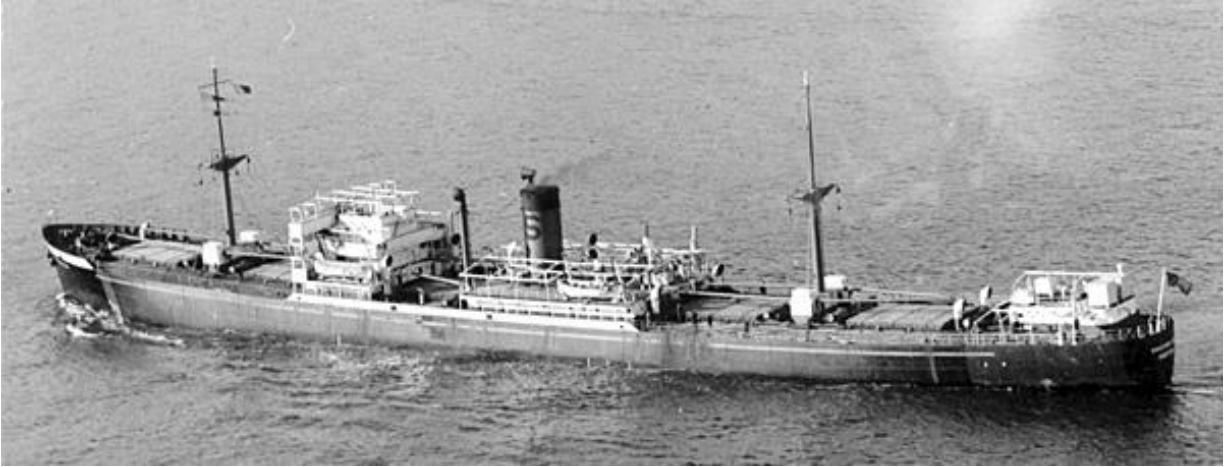


SHUN ON as BI's PUNDUA about to pass under Hobart's pontoon bridge. The last of a wartime replacement series built for Hain Line and J. & C. Harrison to a prewar design (D. Kirby/NAA).

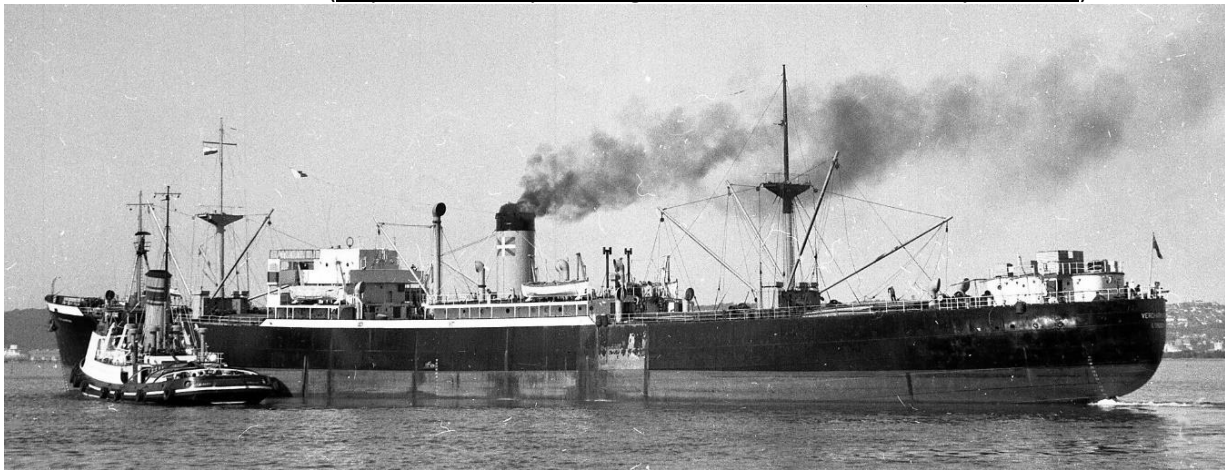
SHUN WAH 順華 (II) (1968-72) 7265 (10,298)/43-2 (443.2 x 56.6', M3cy/11k)
Built by Wm. Doxford & Sons Ltd, Sunderland (#698) for Reardon Smith Line Ltd (Sir Wm Reardon Smith & Sons Ltd), Cardiff (reg. Bideford) as BRADFORD CITY. 12/4/62 sd Cardiff for St Lawrence, rep. sold to Vergocean S.S. Co. Ltd (Vergottis Ltd), London r. VERCHARMIAN (II), 1965 fitted with replacement Doxford engine from tanker *British Navigator* (6135/1951, mid-1964 broken up at Bruges). 4/68 sold to Jebshun Shg Co. Ltd, Hong Kong (reg. London) r. SHUN WAH. 3/5/72 arr. Tadotsu for demolition by Miyachi Salvage Co., 19/5 work began.



SHUN WAH as Reardon Smith's BRADFORD CITY (sunderlandships.com).



BRADFORD CITY (<https://www.shipsnostalgia.com/media/bradford-city.267534/>).



SHUN WAH (II) as VERCHARMIAN at Durban (D. Shackleton/W. Schell).



SHUN WAH ex VERCHARMIAN on delivery voyage to Hong Kong, possibly at Gibraltar, Vergocean markings painted out but not yet with Jebshun houseflag_(pr. M. Lennon/coll. W. Schell).

PRECIOUS JADE (1968-72) 8437 (10,296)/47-9 (452.0 x 61.2', M6cy/15k B&W)

Built by Naskov S/V, Naskov (#96) for A/S Det Ostasiatiske Kompagni, Copenhagen as MALAYA (12 pass.). 12/68 sold to Chan Moo Chu, Mogadishu r. PRECIOUS JADE. 21/1/72 sd Gdynia for Shanghai, en route sold to Swan Shg Co. (Somali flag). 4/72 rep. sold to breakers at Tientsin but resold to People's Republic of China, Shanghai r. JI HAI 3. 1980 r. ZHE HAI 105. By 1990 reported broken up.



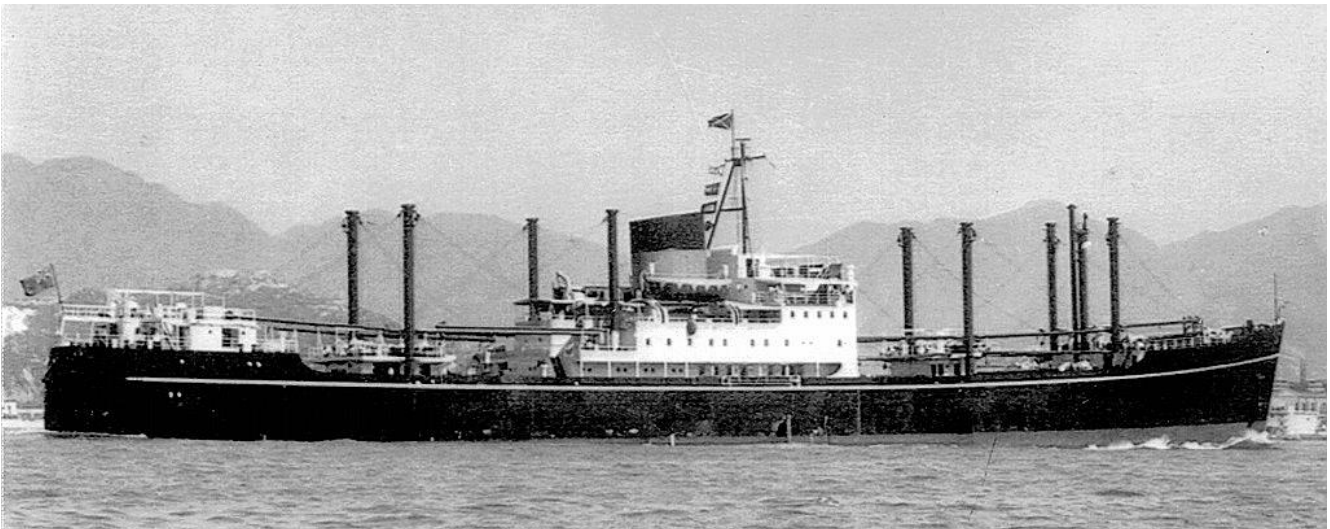
PRECIOUS JADE as MALAYA arriving Melbourne, possibly Aug. 1948 on her first call, the fourth of six 'M'-class delivered to EAC 1945-1950 (A.C. Green/SLV).



ZHE HAI 105 at Shanghai 1982-3, alterations incl. bow now without former curvature (Chris Mackey).

EASTERN STAR (1969-69) 6523 (8654)/51-12 (461.7 x 60', ST3/16k)

Built by Harland & Wolff Ltd, Belfast (#1438) for Common Bros. & Matheson & Co., London. 5/51 t/f to Indo-China S.N. Co. Ltd (Jardine, Matheson & Co Ltd mgrs), London as full owners. 12/51 completed as EASTERN STAR. 3/69 sold to Jebshun Shg Co. Ltd, Hong Kong to be r. PRECIOUS DIAMOND but 20/7/69 during refit at Hong Kong caught fire after explosion and burned out, 26/7 fire extinguished (12 lives). 2/11/69 bids closed for sale by tender 'as lies' at anchor off Hung Hom. 24/12/69 arrived at Keelung in tow for breaking up.



Indo-China S.N. Co. EASTERN STAR arriving Hong Kong (unknown).



Jebshun's EASTERN STAR on fire in Kowloon Bay during refit, July 1969, still in Jardine colours and not yet renamed (A. Taylor*).



Burnt-out EASTERN STAR lying off Hung Hom 25 November 1969, evidently still flying British flag.
A month later she was towed to breakers (S. Kentwell).

PRECIOUS PEARL (1969-71) 6957 (10,080)/44-7 (484.8 x 62.9', M6cy/14½k Doxford)

Built by Barclay, Curle & Co. Ltd, Whiteinch, Glasgow (#695) for British India S.N. Co. Ltd, London as CHANDA (orig. 24 pass., postwar 12 pass.). 11/48 fitted at Melbourne with refrigerated space (44,000 cu. ft). 9/69 sold to Jebshun Shg Co. Ltd, Hong Kong (reg. London) r. PRECIOUS PEARL. 6/71 sold to breakers at Kaohsiung but resold to Development Nav. Co. S.A. (Nan Sing Nav. Co.), Taipei (reg. Singapore). 15/10/71 o/v Kaohsiung-Saigon (cement, steel) caught fire 150 miles east of Hong Kong in abt. 22.00N, 116.54E, 16/10 crew taken off by tug *Elbe* (826/59), *American Astronaut* (18877/69) providing lee but narrowly avoiding collision with *Elbe* whose crew climbed aboard still burning PRECIOUS PEARL and with no power available established towing connection. 17/10 sank 230 miles S. of Hong Kong in 22.16.30N, 118.07.00E [see also Laxon & Perry, *B.I.*, 1994; poheritage.com].



PRECIOUS PEARL as BI's CHANDA at Hobart, 1958/59,
wartime rig with signal mast in place of topmasts (unknown/NAA).



PRECIOUS PEARL departing Vancouver for China, 8 Sept. 1970 (W. Schell).



Left: PPRECIOUS PEARL at Kaohsiung 28 July 1971 alongside *Thalatta ex Benalder*, being scrapped (Ken Smith).



Above 3: From tug ELBE 17 October 1971, PRECIOUS PEARL, post-Jebshun funnel marking, abandoned with fire damage, towing line cut prior to sinking (SMCR/Zeesleper Elbe coll.).

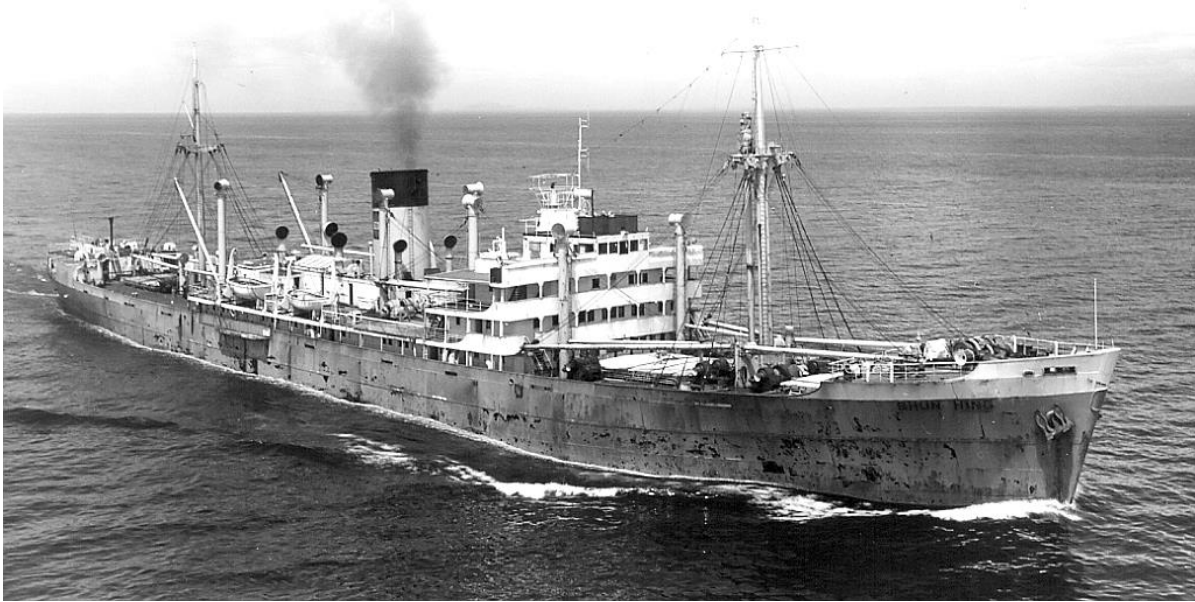
SHUN HING 順興 (II) (1969-73) 7065 (9730)/49-10 (484.6 x 62.11', M6cy/15½k Doxford)
Built by Barclay, Curle & Co. Ltd, Whiteinch, Glasgow (#714) for Peninsular & Oriental S.N. Co., London for service UK-India/Far East line as COROMANDEL. 11/69 sold to Jebshun Shg Co. Ltd, Hong Kong (reg. London) r. SHUN HING. 1971 reg. t/f to Singapore. 16/12/71 arr. Manila from Bangkok for discharge, then laid up. 25/6/72 in by typhoon 'Ora' broke cables and driven against seawall along Roxas Boulevard, Manila, 8/7 refloated. 1973 sold to Tsai Sei Co. Ltd, Mogadishu r. HOP SING. 2/2/73 sd Hong Kong for Kaohsiung, 7/2 del. for breaking up by Keun Man Steel & Iron Works, 14/4 work began [see also S. Rabson & K. O'Donoghue, *P&O*, 1988].



P&O's COROMANDEL at anchor off Jeddah, April 1967 (Scillonian/Shipspotting).



COROMANDEL arriving Rotterdam c.1965 (coll. M. Cranfield).



SHUN HING ex COROMANDEL in Malacca Strait (P. Foxley/coll. M. Cranfield).

PRECIOUS RUBY (1970-71) 7274 (9350)/49-12 (484.5 x 62.9', M6cy/14½k)

Built by Barclay, Curle & Co. Ltd, Whiteinch, Glasgow (#715) for British India S.N. Co. Ltd, London as CHANDPARA (refrig. 100,000 cu.ft, 12 pass.), 22/12 completed trials. 24/1/50 sd Gravesend for Calcutta, then 8/3 to Australia to commence service Australia-Bay of Bengal. 17/1/52 arr. Fremantle towing IRO emigrant liner *Liguria* (950 pass.) 450 miles after engine breakdown. 3-4/62 Australian Trade Exhibition Ship to South West Asia. 10/70 sold to Jebshun Shg Co. Ltd, Hong Kong (reg. London) r. PRECIOUS RUBY. 28/3/71 o/v Chinwangtao-Chittagong (coal) stranded in c.75 miles SW of Dairen in abt 38.22N, 120.53E, 23/4 refloated and 24/4 towed into Dairen, CTL. c.10/71 del. to local Chinese shipbreakers [see also fact sheet at poheritage.com]



PRECIOUS RUBY as CHANDPARA on builder's trials off the Clyde, photo touched up to advertise as the Australian Trade Ship, March-April 1962 (B.I. postcard).



CHANDPARA at Port Adelaide's Outer Harbour, May 1969. A close sister to P&O's COROMANDEL (Chris Finney/Shipspotting).



PRECIOUS RUBY laid up at Dalian with a black funnel pending delivery to breakers (unknown photographer/coll. S.Kentwell).

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