

CHINA MERCHANTS S.N. CO. (1872) 招商局輪船公司 (CMSNC)

Illustrated Fleet List, Part 2 (1945 to 1949/50)

including **China Tanker Co. Ltd** (1947-49) (CTC)

Vessels registered at Shanghai

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We acknowledge the contributions from research by Bill Schell and by Yao Kaiyang as well as many photographs sourced from their individual collections.

Post-1949 shipowning split into:

China People's S.N. Co. (1950-54) (CPSNC)

China Merchants S.N. Co. (Taipei) (1949-*)

Vessels evacuated to Taiwan are listed with an end date of 1949; those taken over by PRC are listed to the establishment of China People's Steam Navigation Company (CPSNC) in April 1950.

Details of dimensions and machinery omitted for war-built standard vessels but the following are typical of each class:

'Liberties' 422.8 x 57.0', T3cy

'Lakers' 253.4 x 53.8', T3cy

'Revised' Canadian 'Parks' 310.0 x 46.6', T3cy

'N3' coasters 250.0 x 41.7', C6cy

Canadian 'B-type' coasters 210.0 x 35.5', T3cy

Canadian 'Castle Class' corvettes converted to mercantile use 236.0 x 36.7', T4cy

LST mercantile conversions 316.0 (328 o.a.) x 50.1', 2 shafts, 2 x oil engines, 1700 bhp

LSM mercantile conversions 196.5 (203.5 o.a.) x 33.5', 2 shafts 2 x oil engines, 2800 hp

'T1-M-A1' coastal tankers 209.7 or 213.8 (221 o.a.) x 37.67', 2 x oil engines each 5cy or 8cy, 800 hp

USN YO 174' tankers 174 x 33.5', 2sc. 2 x oil engines each 8cy, General Motors Corp., Cleveland, Oh

USN/RN 143' tugs 134.5 (143 o.a.) x 33.25', 2 x oil engines each 12cy, General Motors Corp., Detroit,

Mi connected to 2 electric motors geared to single shaft 1875 bhp

US Army 'Type 254' tugs 149 x 33', uniflow 3cy, Skinner Eng. Co., Eire, Pa

US Army 'Type 228' tugs 123 x 30', Fairbanks-Morse oil engine, 1225 bhp

'FS' (Freight & Supply) ships 170.0 (180 o.a.) x 32.0' 2 x oil engines

KIANG CHI 江濟 (1945-50) 380/22

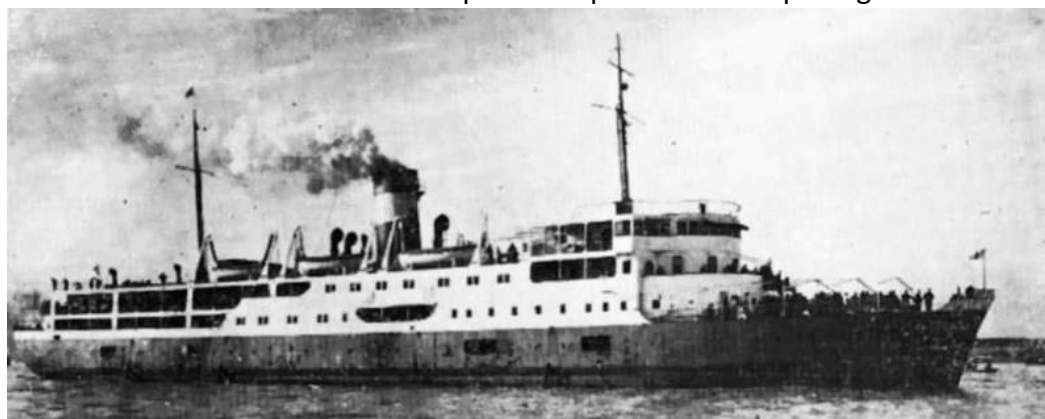
see LI CHI (prewar list, 1923-45)

KIANG CHING /KIANG GING 江靜 (1945-49) 3764/40 (307.0 x 47.6', 2sc. T6cy Kawasaki Dockyard Co. Ltd, Kobe, mfd. 1907, originally fitted to NAN YANG MARU)

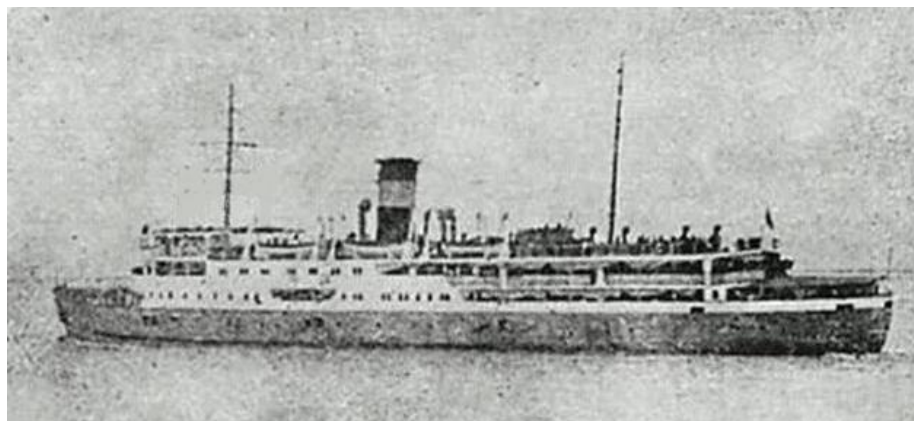
Built by Tsurumi Seitetsusho, Yokohama. Launched for Nisshin Kisen K.K. but completed for Toa Kaiun K.K. as NINGPO MARU for Shanghai-Ningpo service. 1945 surrendered, r. DONG HWA but sold to CMSNC, r. KIANG CHING/GING. 6/5/49 departed Shanghai for Chusan Islands with Chiang Kai-shek and family, later sailed to Taiwan, laid up. 1950s in use as stationary restaurant (and probably hotel) at Keelung, later as 'floating hotel' at Kaohsiung. 1959 broken up in Taiwan.



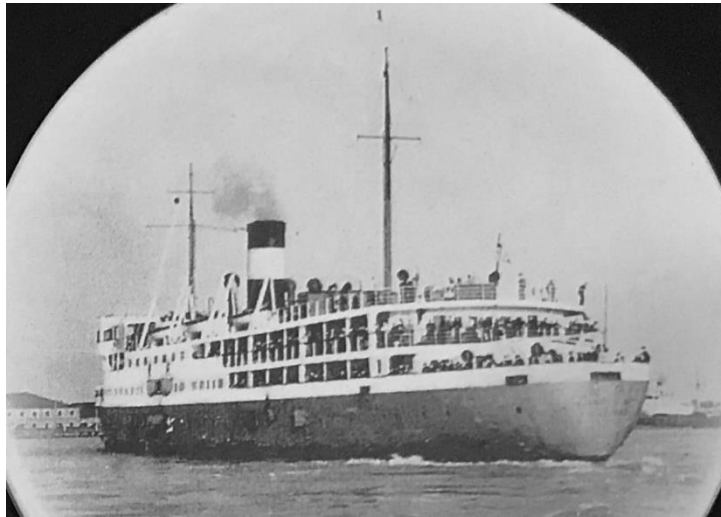
KIANG GING as a transport with plentiful side openings.



KIANG GING refitted for commercial service. (Above two photos Yao Kaiyang colln).



KIANG GING (<https://kknews.cc/history/qbpgaro.html>).



(CC Hsu colln).



KIANG GING in CMSNC (Taiwan) colours (YMTC-owned model).

https://tm.ncl.edu.tw/TM_DO/022/101478276/001/0000048_watered_watered_72dpi.jpg



KIANG GING with evident CMSNC houseflag in use as accommodation ship at Kaohsiung (Yao Kaiyang colln).



KIANG GING as 'Kaohsiung Floating Hotel' (Harrison Forman, UWM Libraries).

KIANG HO 江和 (1945-50) 1077/20

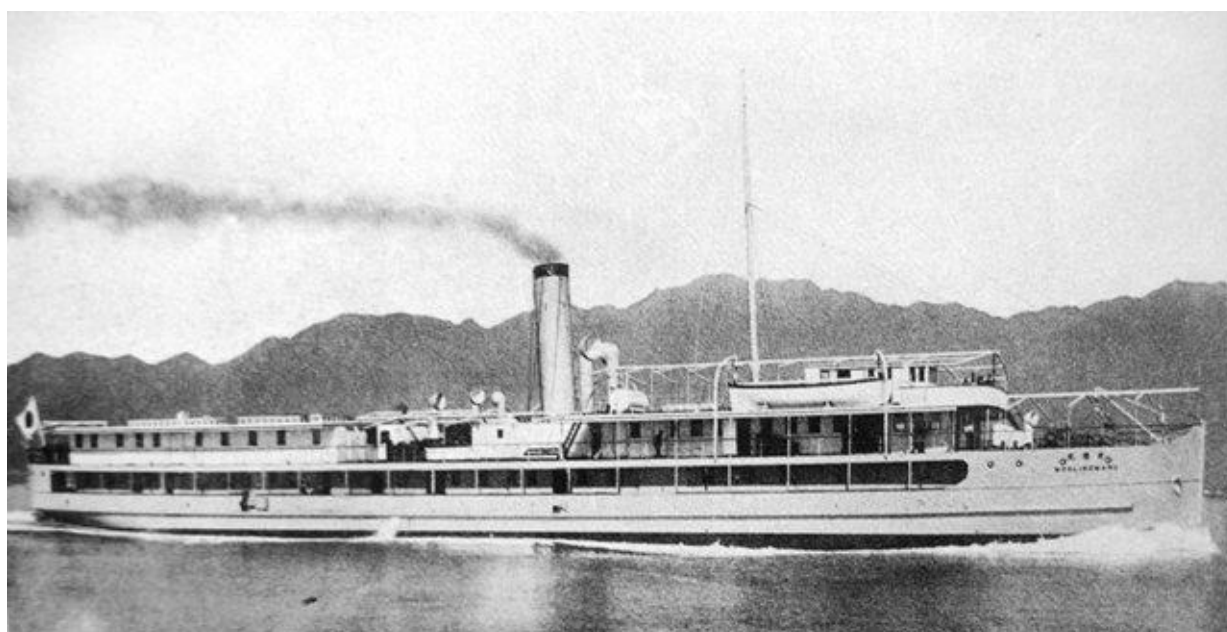
see KIANG KING (prewar list, 1920-26)

KIANG KIEN 江建 (1945-49) 2239/05

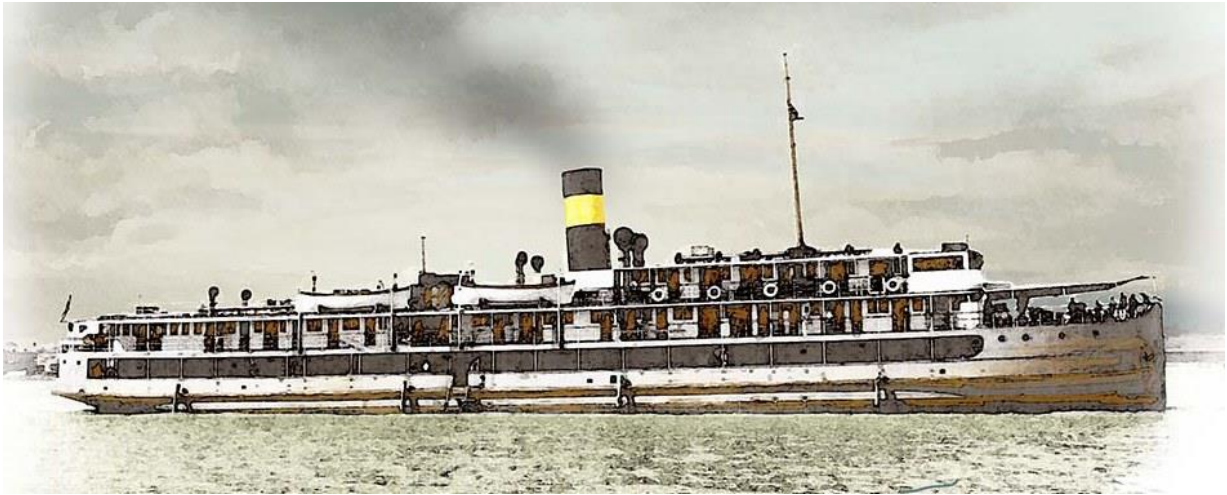
see KIEN KUO (prewar list, 1929-40)

KIANG LING 江陵 (1945-49) 1298/06 (228.8 x 39.5', 2sc. T6cy)

Built by Kawasaki Zosenso, Kobe for Hunan Kisen K.K. as WOO-LING MARU. 1907 t/f to Nisshin Kisen K.K., Tokyo. 23/9/38 fire damage. 5/8/39 t/f to Toa Kaiun K.K., Tokyo. 1945 surrendered and allocated to CMSNC r. KIANG LING. 1949 under Communist control. 30/9/49 as KIANG LING LIBERATION sunk in Yangtse by Chinese gunners in error for *HMS Amethyst* – 'several hundred' dead.



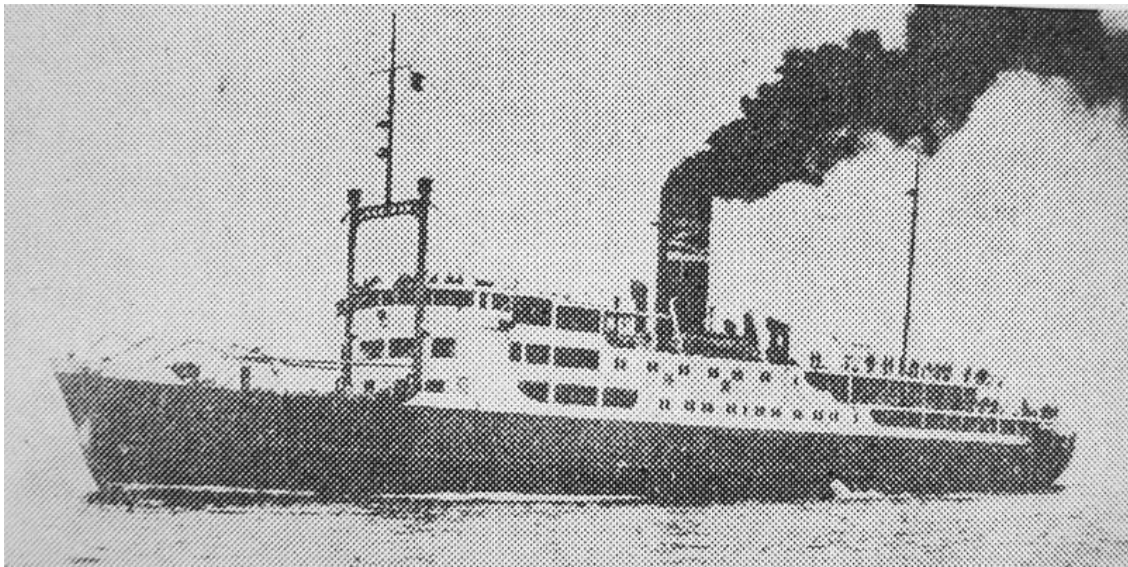
WOO-LING MARU (KIANG LING) running trials (Kawasaki H.I.).



KIANG LING photo-based painting by Yao Kaiyang indicating an extended upper deck (China Warships Museum).

KIANG LUNG 江隆 (1945-49) 3214/40 (319.0 x 50.0', 2sc. T6cy)

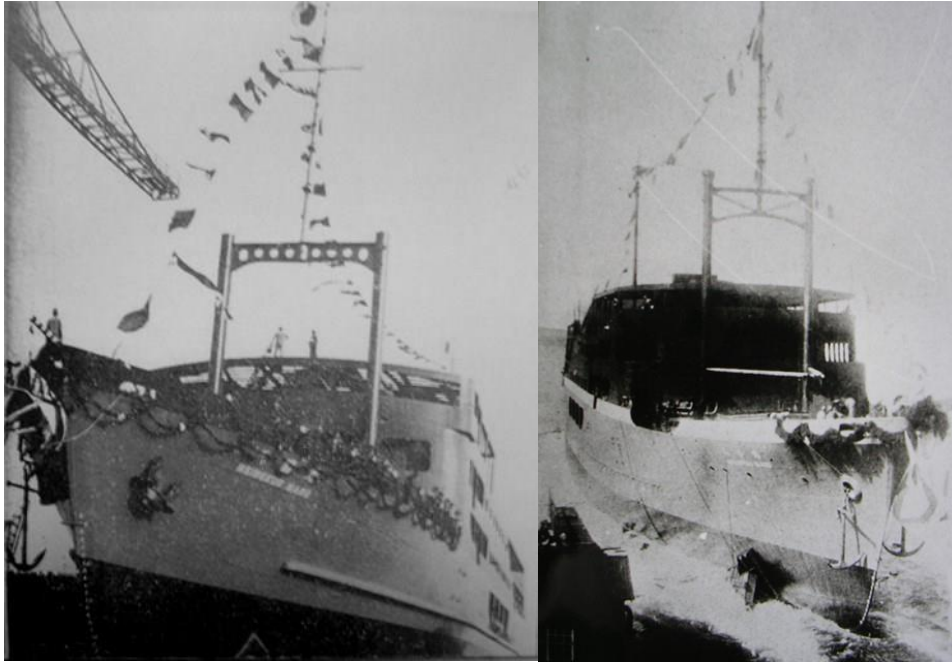
Ordered from Osaka Iron Works, Osaka by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING LUNG MARU. 8/45 surrendered and allocated to CMSNC r. KIANG LUNG. Mid-1949 evacuated to Taiwan, laid up. 1959 broken up in Taiwan.



KIANG LUNG as HSING LUNG MARU (Hitachi Zosen).

KIANG NING 江寧 (1945-49) 3486/41 (321.7 x 50.3', 2sc. T6cy)

Ordered from Tsurumi Seitetsusho, Yokohama by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING KUO MARU. 8/45 surrendered and allocated to CMSNC r. KIANG NING. Mid-1949 evacuated to Taiwan, laid up. 1959 broken up in Taiwan.



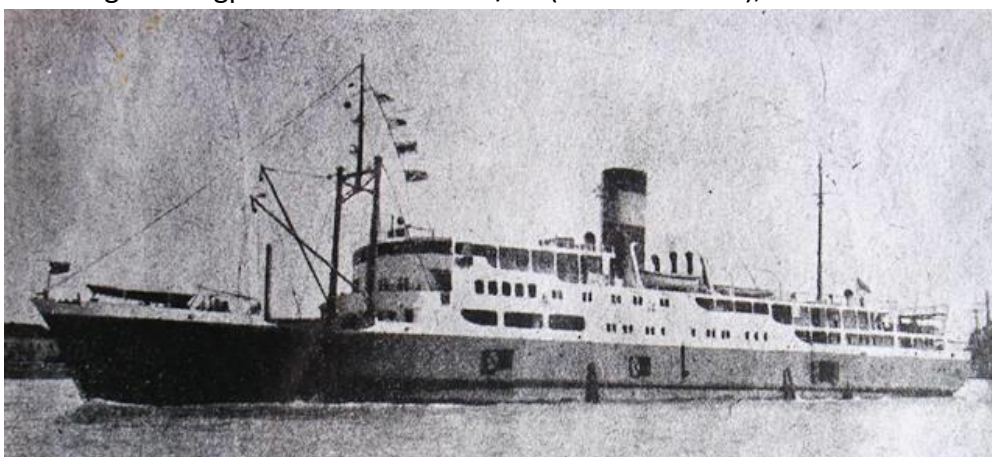
L: KIANG NING launched as HSING KUO MARU (Kaiun)
 R: KIANG PING launched as HSING PING MARU (Kaiun)

KIANG PING 江平 (1945-49) 3214/40 (321.7 x 50.0 2sc. T8cy)

Ordered from Uraga Dock Co. Ltd, Uraga by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING PING MARU. 8/45 surrendered and allocated to CMSNC r. KIANG PING. Mid-1949 evacuated to Taiwan, laid up. 1959 broken up in Taiwan.

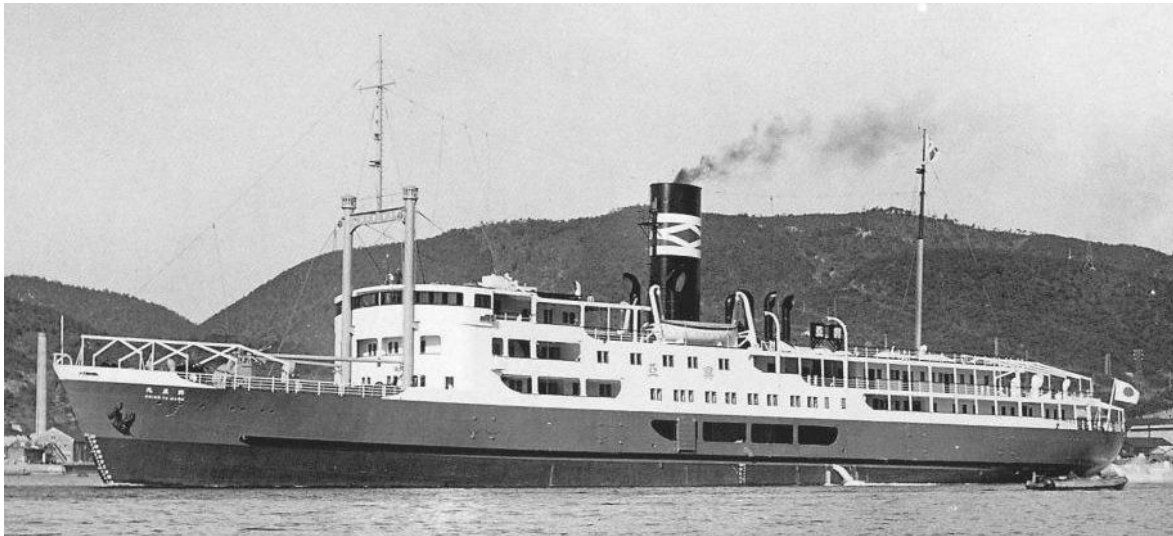
KIANG TAI 江泰 (1945-50) 3214/40 (321.8 x 50.0', 2sc. T8cy)

Ordered from Uraga Dock Co. Ltd, Uraga by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING TAI MARU. 8/45 surrendered and allocated to CMSNC r. KIANG TAI. 4/50 t/f to CPSNC name romanised as CHIANG TAI. 195? t/f to coastal service as MIN CHU 3. 17/4/55 sank after striking rock at Taiping Is. (30.5N, 121.4913) but 12/55 returned to service. 10/65 operating overnight Shanghai-Ningpo sailings. 1967 r. GONG NONG BING 3. 2/81 still in operation for New Year traffic on Shanghai-Ningpo service. RLR 1992/93 (as CHIANG TAI), NFI.

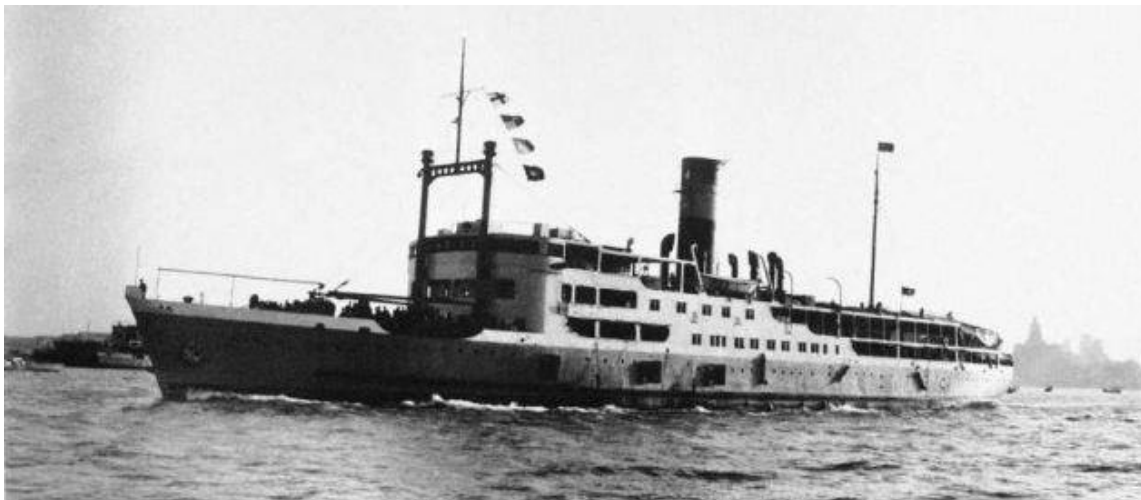


KIANG TAI was one of 5 similar coastal/river vessels inherited from Toa Kaiun, three of which went to Taiwan and two of which provided long service for PRC (I Wen Hua Pao July 1948).

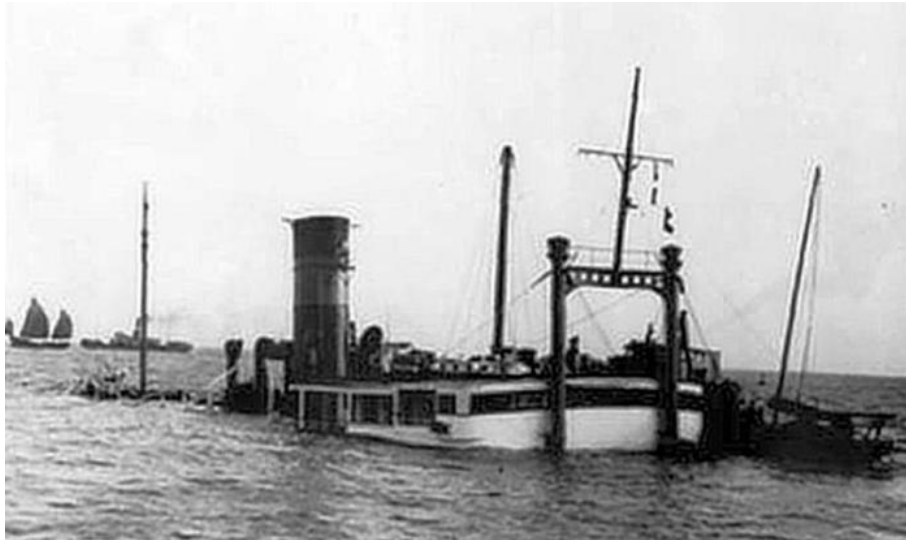
KIANG YA 江亞 (江亚) (1945-48) 3731/40 (322.1 x 50.0', 2sc. reciprocating 4359 ihp)
Ordered from Harima S.B. & E., Aioi (#274) by Nisshin Kisen K.K. but completed for Toa Kaiun K.K., Tokyo as HSING YA MARU. 8/45 surrendered and allocated to CMSNC as KIANG YA. 3/12/48 struck mine and sank off mouth of Yangtse bound Shanghai-Ningpo (rep. 4000 lives). 10/56 CHIANG YA raised in two sections and repaired. 2/59 re-entered service for Yangtse Shipping Bureau Shanghai-Hankow as JIANG YA. 1966 r. DONG FANG HONG 8. 30/1/79 collided with and sank JIANG XIA in collision in the narrows at Nanjing. 1983 withdrawn from service and became accommodation vessel at Wuhan Port Moon Bay marina. 6/00 sold to breakers at Wenzhou - 8/7 severely damaged by fire when oil in engine room ignited. Demolition completed by 2/01.



HSING YA MARU getting underway at Aioi (builders).



KIANG YA (Wikipedia).



KIANG YA sunk at Tungsha (Wikipedia).



JIANG YA, was raised in two sections and rebuilt, re-entering service on the Yangtse in 1959 (<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).

HAI YIU 海有 (1945-??) 494/13 (144.5 x 22.2', T3cy by Scotts)

Built by Heng Chang Dockyard, Shanghai. Listed as YIU LEE for Ching Kee & Co., Chefoo from L21 10/45 taken over by CMSNC at Tientsin r. HAI YIU. Remained in mainland waters after 1949, 12 passengers no longer carried, but NFI. Not listed L49, or under ex-names L50. [Not in Miramar database.]

HSIN AN (charter, 1945-48) 1030/95 (231.3 x 32.8', T3cy, 98 nhp)

Built by Howaldtswerke, Kiel for M. Jebsen, Apenrade as VORWARTS. 1911 sold to Hakuyo Kisen (later Shosen) K.K., Japan r. TENBU MARU. 1934 sold to Ying Kee Hong, Tsingtao r. HSIN AN. *Manila Times* (10/6/48) rep. "HSINAN" one of five Chinese chips recovered by SCAJAP, owners at first unlocated, vessel entrusted to CMSNC for operation. 1948 owner identified as Wang Chung-yin, studying for Buddhist priesthood, who then deeded the ship, worth US\$100,000, to the Yingchi charity, relinquishing all claims. 1949 sold to Chili Shantung Lines Ltd (Chinese Maritime Trust, mgrs), Shanghai r. PEI TA. No evidence of Taiwan registry. RLR 1959.



TENBU MARU, later HSIN AN (1916 J. Steamships Register).

CHI CHUNG 自忠 (1946-49) 2905/44 ('Revised' Park)

Built by G.T. Davie & Sons Ltd, Lauzon for Canadian Govt (Park S.S. Co. Ltd mgrs) as BALDWIN PARK. 1946 sold to CMSNC r. CHI CHUNG. 1949 evacuated to Taiwan. 1961 sold to Kai Tai Marine Lines Ltd, Keelung r. KAI LUNG. 1964 scrapped in Taiwan.

CHI MEI 其美 (1946-49) 1873/44 (N3)

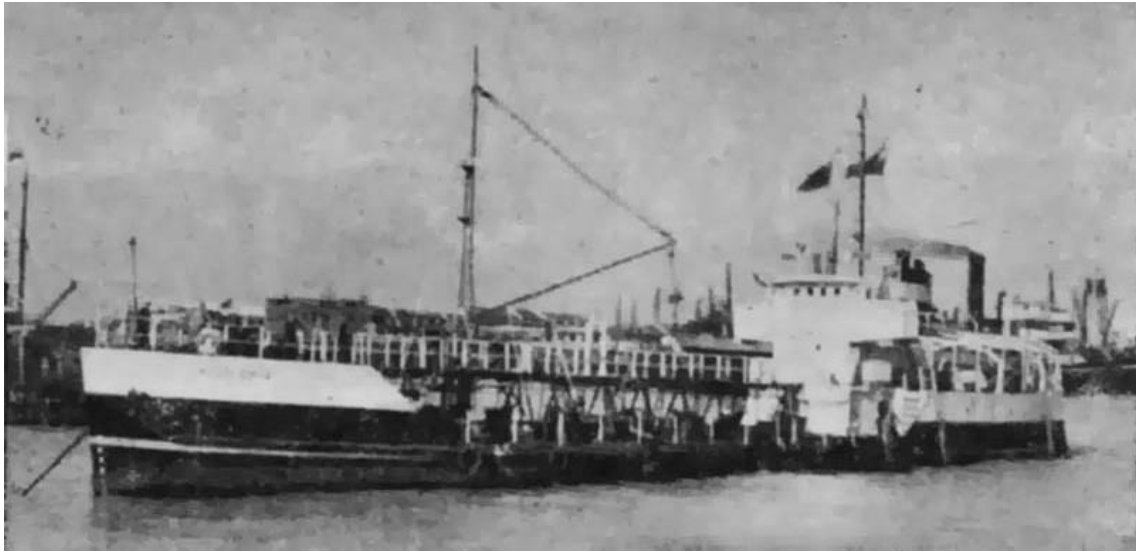
Built by Ingalls S.B. Corp., Decatur for USWSA as SAMUEL G. BORLAND. 1946 t/f to Chinese Govt r. HAI CHUNG. 1946 sold to CMSNC r. CHI MEI, 1949 evacuated to Taiwan. 1952 sold to Thai Maritime Nav. Co. Ltd, Bangkok r. THEPAMAT. 1968 sold to Pioneer Engineering Co. Ltd, Thailand and broken up in Thailand.



CHI MEI after sale as THEPAMAT (P. Foxley/W. Schell).

CHIEN CHIA 建甲 (1946-49) 602/45 (YO 174' tanker 2 sc.)

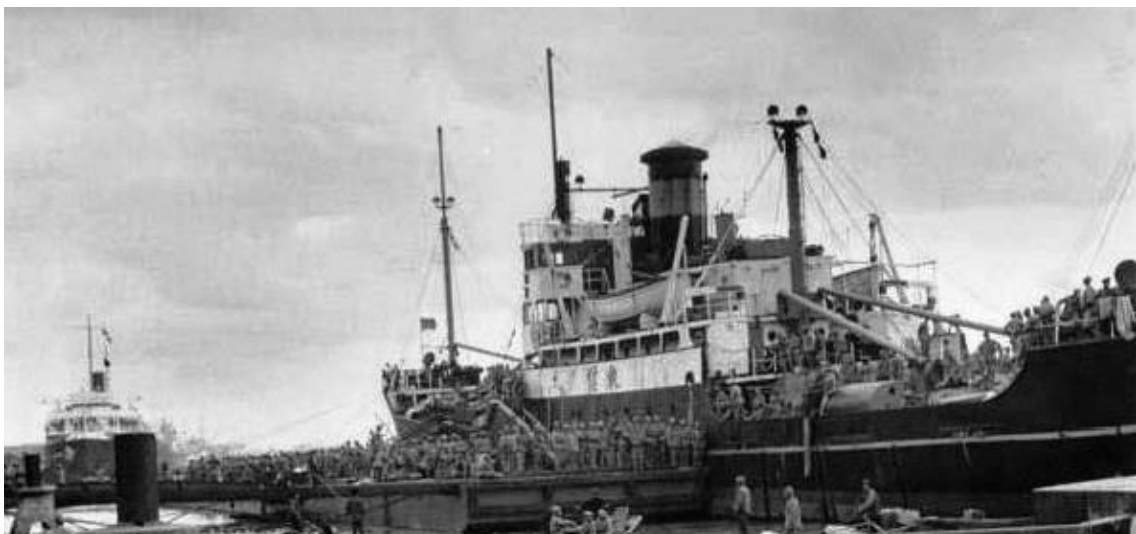
Built by Manitowoc S.B. Corp., Manitowoc for USN as YO-198. 12/46 sold to CMSNC r. CHIEN CHIA, 1949 evacuated to Taiwan. 12/49 t/f to Chinese Nationalist Navy r. SZU MING. 1976 relegated to Naval Reserve. 1990 still listed.



Tanker CHIEN CHIA (Yao Kaiyang colln).

CHIH HSIN 執信 (1946-49) 1873/44 (N3)

Built by Avondale Marine Ways Inc., New Orleans for USWSA as WILLIAM S. COLLEY. 1946 sold to Chinese Gov't r. HAI HSIN. 1946 sold to CMSNC r. CHIH HSIN, 1949 evacuated to Taiwan. 29/9/55 blown ashore and wrecked at Ariake Wan, Kyushu in typhoon on voyage Ube-Kaohsiung.



CHIH HSIN loading troops at Shanghai (Yao Kaiyang colln).

CHUNG 101 中 101 (1946-49) 3327/44 (LST)

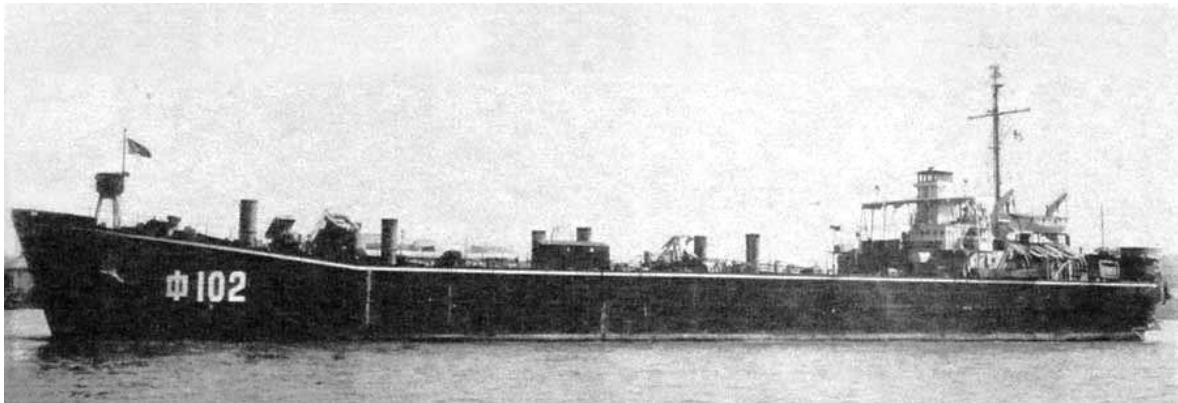
Built by Jeffersonville Boat & Machinery Co., Jeffersonville for USN as LST 804. 24/5/46 sold to CMSNC, conv. to merchant ship r. CHUNG 101. 1949 taken over by PRC and registered for CPSNC. Later t/f to PRC Navy. 1990 still listed.



CHUNG 101 outside of 'N3' CHIAO JEN (Life magazine).

CHUNG 102 中 102 (1946-49) 3327/44 (LST)

Built by Bethlehem Hingham Shipyard Inc., Hingham for USN as LST 929. 24/5/46 sold to CMSNC, conv. to merchant ship r. CHUNG 102. 1949 believed taken over by PRC and allocated to PRC Navy. 1990 still listed.



CHUNG 102 (Yao Kaiyang colln).

CHUNG 103 中 103 (1946-49) 3327/44 (LST)

Built by Bethlehem Hingham Shipyard Inc., Hingham for USN as LST 945. 29/5/46 sold to CMSNC, conv. to merchant ship r. CHUNG 103, 1949 evacuated to Taiwan. 1949 t/f to Nationalist Navy r. CHUNG KUNG, also reported as CHUNG KONG. 1956 broken up in Taiwan.

CHUNG 104 中 104 (1946-50) 3327/44 (LST)

Built by American Bridge Corp., Ambridge for USN as LST 656. 29/5/46 sold to CMSNC, conv. to merchant ship r. CHUNG 104. 1950 t/f to CPSNC. RLR 1992/93, NFI.



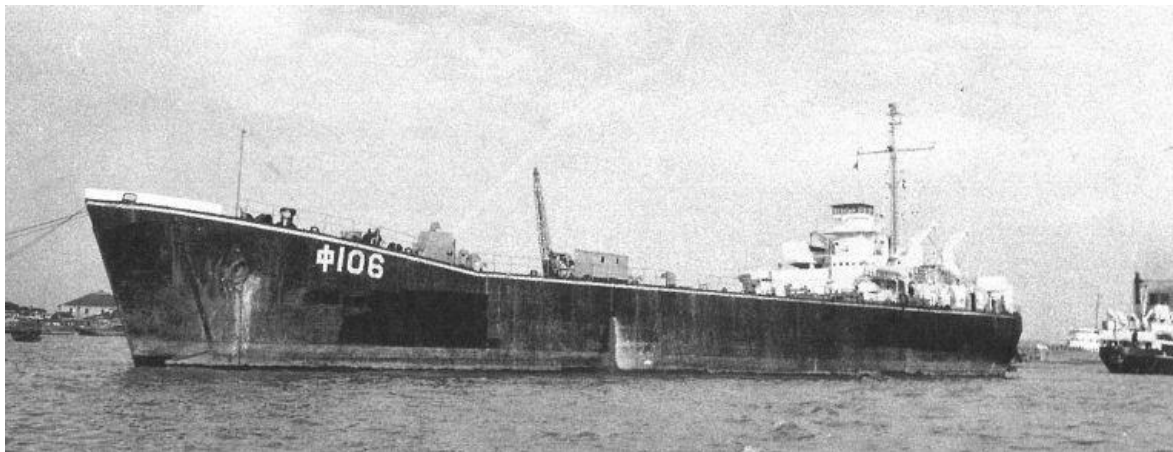
Sister ship: 21st century photo of ZHANG RAN 3005 at Shanghai, ex LST 654 t/f by USN to Chinese Navy (Internet).

CHUNG 105 中 105 (1946-49) 3327/43 (LST)

Built by American Bridge Corp., Ambridge for USN as LST 658. 31/5/46 sold to CMSNC, conv. to merchant ship r. CHUNG 105. NFI after 1949.

CHUNG 106 中 106 (1946-50) 3327/44 (LST)

Built by Missouri Valley Bridge & Iron Works, Evansville for USN as LST 589. 12/46 sold to CMSNC, conv. to merchant ship r. CHUNG 106. 12/2/50 at Hong Kong, offered as floating storage. 1950 sailed by crew to Canton, t/f to CPSNC. By 1957 t/f to PRC Navy r. I MENG SHAN. 1990 still listed.



CHUNG 106 (Yao Kaiyang colln).

CHUNG 111 中 111 (1946-47) 3327/44 (LST)

Built by Jeffersonville Boat & Machinery Co., Jeffersonville for USN as LST 805. 5/11/46 sold to CMSNC, conv. to merchant ship r. CHUNG 111. 11/47 sold to Korea.

CHUNG 112 中 112 (1946-47) 3327/44 (LST)

Built by Missouri Valley Bridge & Iron Works, Evansville for USN as LST 806. 5/11/46 sold to CMSNC, conv. to merchant ship r. CHUNG 112. 11/47 sold to Korea. Also rep. 30/4/50 destroyed at Yulin, Hainan Island.

CHUNG KAI 仲凱 (1946-49) 1873/45 (N3)

Launched by McCloskey & Co., Tampa for USWSA as NORTHERN ADVENTURER, but completed as FRANCIS BURSLEY. 1946 sold to Chinese Gov't r. HAI MING. 1946 sold to CMSNC r. CHUNG KAI, evacuated to Taiwan. 11/5/64 sunk in 30.55N, 128.30E following explosions on passage Keelung/Pusan with fertiliser.

DUN YU 登禹 (1946-50) 2895/45 ('Revised' Park)

Built by Foundation Maritime Ltd, Picton N.S. for Canadian Gov't (Park S.S. Co. Ltd mgrs) as MULGRAVE PARK. 1946 sold to CMSNC r. DUN YU. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC and registered for CPSNC, later Guangzhou Maritime Bureau. 1951 r. NAN HAI 157. c.1979 r. HONG QI 157. Early-1985 RLR as 'reported condemned'.



DUN YU (Yao Kaiyang colln).

HAI CHANG 海張 (1946-49) 7223/43 ('Liberty')

Built by Oregon S.B. Corp., Portland for USWSA as CHIEF JOSEPH. 1946 sold to CMSNC r. HAI CHANG, 1949 evacuated to Taiwan. 14/10/62 left Kaohsiung for Keelung and Tacoma with copper, silver and gold concentrates but disappeared off Pescadores Islands. At first thought defected to or seized by PRC, but later debris suggest foundered E of Tsamou, Penghu Island (approx. 23.38N, 119.50E).



HAI CHANG (wrecksite.eu).

HAI CHEH 海浙 (1946-50) 2606/19 ('Laker')

Built by Great Lakes Eng. Works, Ashtabula for USSB as LAKE ELSMERE. 1924 sold to Southern S.S. Co., Philadelphia r. CITY OF PHILADELPHIA. 1946 sold to CMSNC r. HAI CHEH. 195? r. HOPING 8. c.1961 still existing. RLR 1969.



L: LAKE ELSMERE as built (Bowling Green State University); R: HOPING 8 (*China Pictorial* 12/61).



Unidentified ex 'Laker' at Anqing, pub. 1980 (*Changjiang*)

HAI CHEN 海辰 (1946-49) 7223/43 ('Liberty')

Built by Marineship Corporation, Sausalito for USWSA as LYMAN BEECHER. 1946 sold to CMSNC r. HAI CHEN, 1949 evacuated to Taiwan. 1951 sold to Panoceanic Sociedad Armadora S.A., Panama (later Piraeus) r. ASIAN. 11/1967 broken up at Kaohsiung.



HAI CHEN as ASIAN (SK*).

HAI CHI 海冀 (1946-48) 2672/19 ('Laker')

Laid down by McDougall Duluth Co., Duluth for USSB as LAKE FLAXM but completed 11/19 as LA CROSSE. 1924 sold to Southern S.S. Co., Philadelphia r. CITY OF FORT WORTH. 1946 sold to CMSNC r. HAI CHI. 1948 commissioned in Taiwan Navy as KUN LUN, 1949 escaped to Taiwan carrying National Palace Museum treasures. 11/59 decommissioned, NFI.



HAI CHI as KUN LUN of the Taiwan navy (Yao Kaiyang colln).

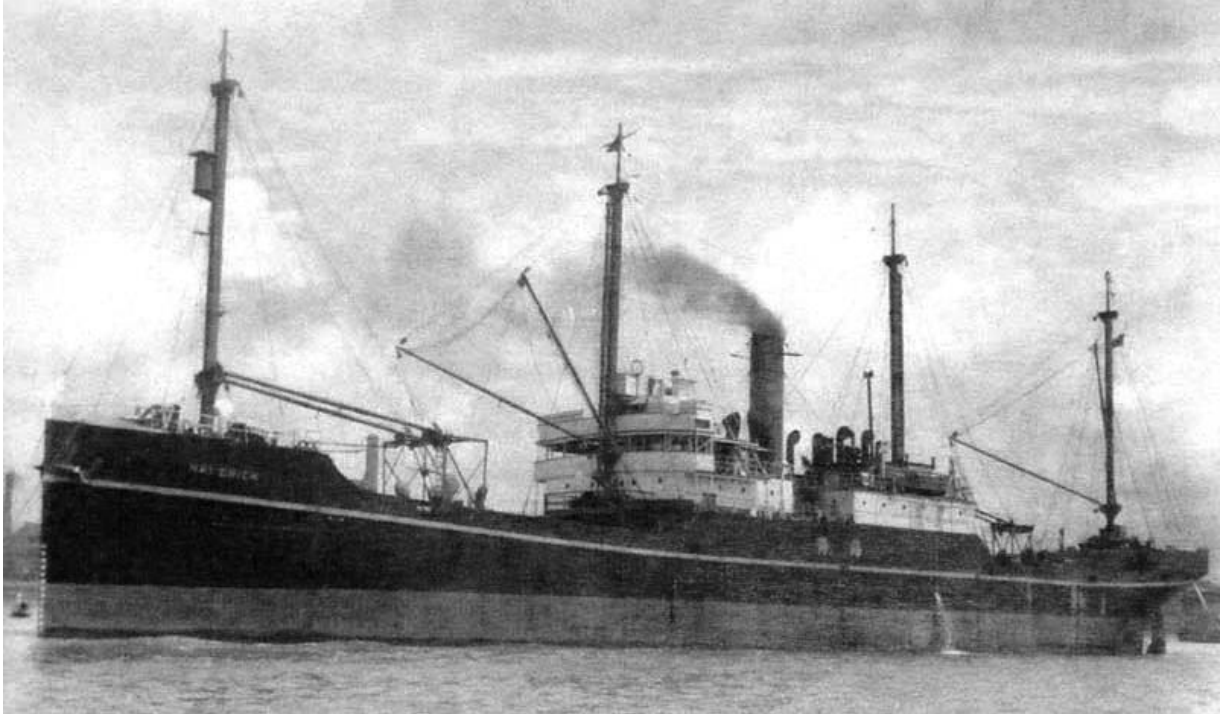
HAI CHIAO 海宙 (1946-49) 7223/43 ('Liberty')

Built by Oregon S.B. Corp., Portland for USWSA as NICHOLAS J. SINNOTT. 1946 sold to CMSNC and 1947 r. HAI CHIAO, 1949 evacuated to Taiwan. 4/8/66 delivered at Kaohsiung to Ha Fa Iron Works for demolition.



HAI CHIAO (SK colln).

HAI CHIEN 海黔 (1946-49) 3719/20 (422.8 x 57.0', T3cy, Iron Fireman Mfg. Co., Portland, Ore.)
Built by Mobile S.B. Co., Mobile for USSB as HOUSTON. 1929 sold to Gulf Pacific Lines Inc., San Francisco r. POINT SAN PEDRO. 1931 ownership became McCormack S.S. Co., San Francisco. 1946 sold to CMSNC r. HAI CHIEN, 1949 evacuated to Taiwan. 1/1960 broken up in Taiwan.



HAI CHIEN (Yao Kaiyang colln).

HAI CHUEN 海川 (1946-49) 2781/20 ('Laker')
Built by Globe S.B. Co., Superior for USSB as LAKE FLAG. 1926 sold to Southern S.S. Co., Philadelphia r. WEST TEXAS. 1946 sold to CMSNC r. HAI CHUEN/CHUAN, 1949 evacuated to Taiwan. 1951 sold to Taiwan Nav. Co. Ltd, Keelung r. HSIN CHU. 1955 broken up.



HAI CHUEN loaded with troops (Yao Kaiyang colln).

HAI DEAN 海滇 (1946-49) 2727/20 ('Laker')

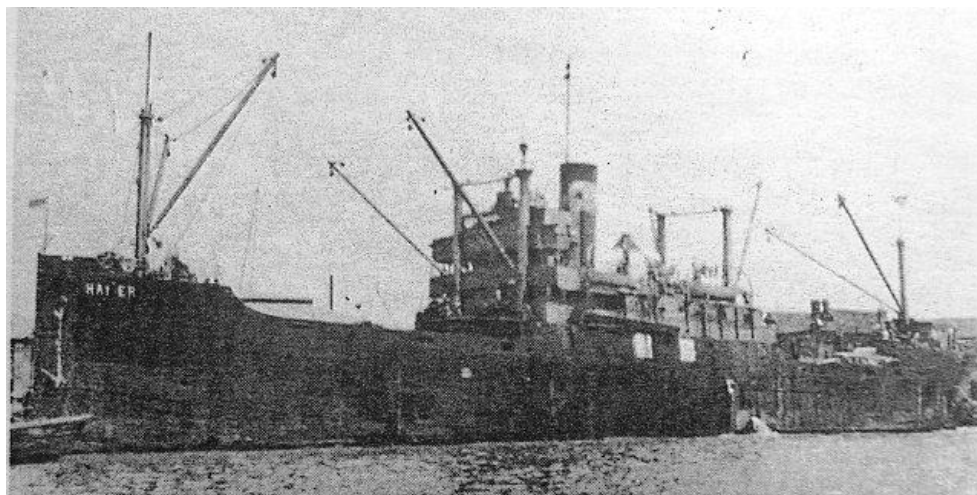
Built by Manitowoc S.B. Co., Manitowoc for USSB as LAKE GALISTEO. 1925 sold to Mallory S.S. Co., New York r. COLORADO. 1933 t/f to Clyde-Mallory Lines. 1935 t/f to Agwilines Inc. (Clyde-Mallory Lines mgrs). 1946 sold to CMSNC r. HAI DEAN, 1949 evacuated to Taiwan. 1954 broken up in Taiwan.



HAI DEAN (Yao Kaiyang colln).

HAI ER 海鄂 (1946-49) 2336/20 ('Laker')

Built by Detroit S.B. Co., Wyandotte for Independent S.S. Co. (Inc.), Detroit as CHIPPEWA. 1927 sold to Pioneer S.S. Co., Detroit. 1928 reverted to Independent S.S. Co. 1930 sold to Standard Dredging Corp., New York. 1946 sold to Chinese Gov't r. HAI NGU. Resold same year to CMSNC r. HAI ER, 1949 evacuated to Taiwan. Mid-1954 broken up in Taiwan.



HAI ER (*Ships of China*).

HAI HAN 海漢 (1946-50) 1351/46 ('B'-type Coaster)

Launched by Victoria Machinery Depot Co. Ltd, Victoria (BC) for Canadian Gov't as OTTAWA PASQUA but completed for CMSNC as HAI HAN. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC and registered for Far East Shipping & Trading Co., Canton r. HSIN MEN. 4/52 survey at Hong Kong, then NFI. RLR 1955.



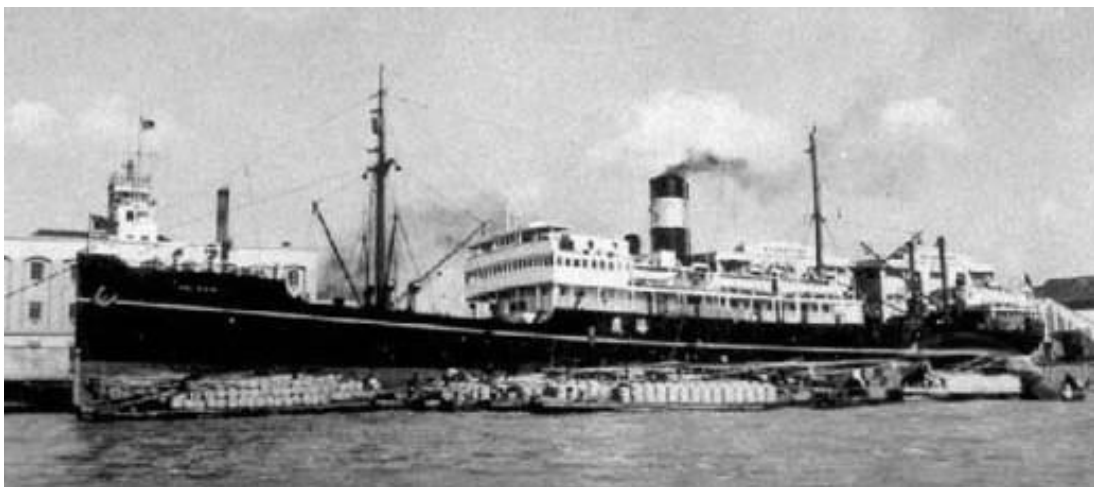
HAI HAN (Yao Kaiyang colln).

HAI HANG 海杭 (1946-49) 1351/46 ('B'-type Coaster)

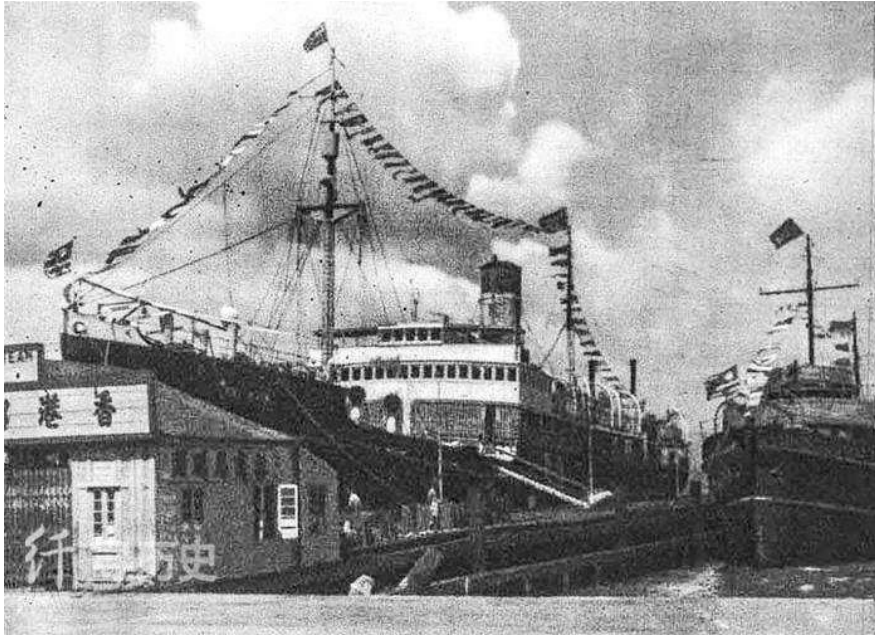
Launched by Burrard D.D. Co. Ltd, Vancouver for Canadian Gov't as OTTAWA PARADE but completed for CMSNC as HAI HANG, 1949 evacuated to Taiwan. 1950 sold to Taiwan Nav. Co. Ltd, Keelung r. CHIA YI. 23/9/51 stranded in Formosa Channel - refloated and laid up at Keelung. 1954 scrapped.

HAI HSIA 海廈 (1946-50) 3179/23 (310.0 x 46.1', T3cy)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#594) for Indo-China Steam Nav. Co. Ltd, London as YUEN SANG. 7/46 sold to CMSNC r. HAI HSIA. 1/50 at Hong Kong hoisted PRC flag and proceeded to Canton, where t/f to China People's S.N. Co., Shanghai. 1/50 at Hong Kong hoisted PRC flag and proceeded to Canton, where t/f to China People's S.N. Co., Shanghai, 1954 operating for Dalian Maritime Bureau as HAI WAN HSING 海王星. Subsequently "set aside in shipyard due to priority for repairing freighters." 1955-56 rebuilt at Shanghai for Shanghai Maritime Bureau r. MIN CHU 12. 11/56 maiden voyage Shanghai-Tientsin-Dalian. 10/65 still operating Shanghai-Dalian. 22/9/66 r. GONG NONG BING 12. 1973 refitted at Shanghai Shipyard. 1974 transferred to Dalian Maritime Bureau. 1980 broken up [Dalian S.S. Corp. official history p.69].



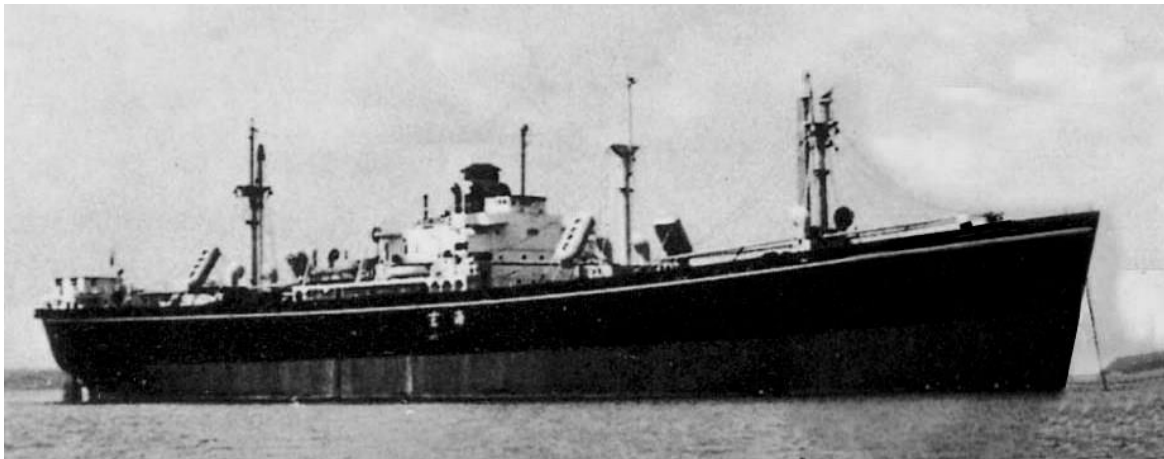
HAI HSIA (Yao Kaiyang colln). More photos of this vessel in the Jardine list.



HAI HSIA at Ocean Terminal, Hong Kong (www.360doc.com).

HAI HSUAN 海玄 (1946-49) 7223/44 ('Liberty')

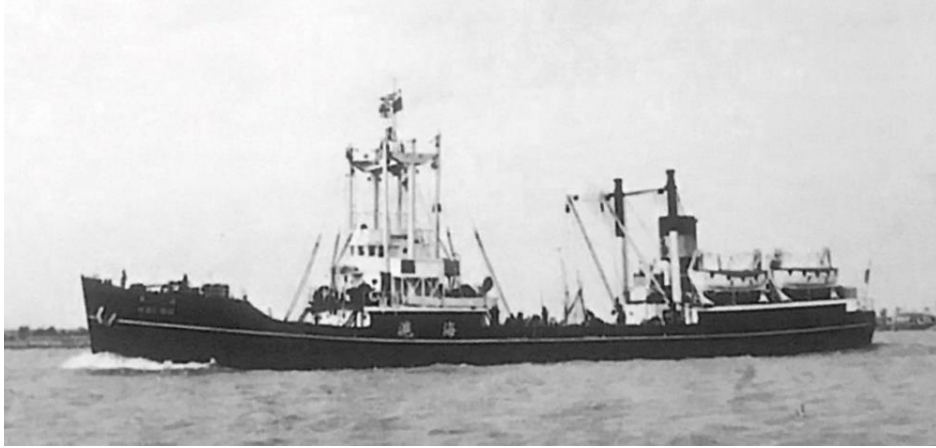
Built by Southeastern S.B. Corp., Savannah for USWSA as BEN A. RUFFIN. 1946 sold to CMSNC r. HAI HSUAN. 1949 t/f to Taiwan (reg. Kaohsiung). 1958 sold to General Marine Nam. Co., Liberia r. JULIA. 1960 sold to Compania de Nav. Mar. Netumar, Rio de Janeiro r. BRUCE THOMAS. 1963 r. CAICARA. 1/72 scrapped at Rio de Janeiro.



HAI HSUAN (Yao Kaiyang colln).

HAI HU 海滬 (1946-49) 1351/46 ('B'-type Coaster)

Launched by Burrard D.D. Co. Ltd, Vancouver for Canadian Gov't as OTTAWA PALMER but completed for CMSNC as HAI HU, 1949 evacuated to Taiwan. 1951 sold to Bank of Taiwan and Taiwan Nav. Co. Ltd, Keelung r. KANG SHAN. 3/3/54 aground on Saka Sho, Pescadores Channel (23.36N, 119.41E) and subsequently abandoned.



HAI HU was a 'B'-type coaster (NPM Taipei, copy c/- C.C. Hsu).

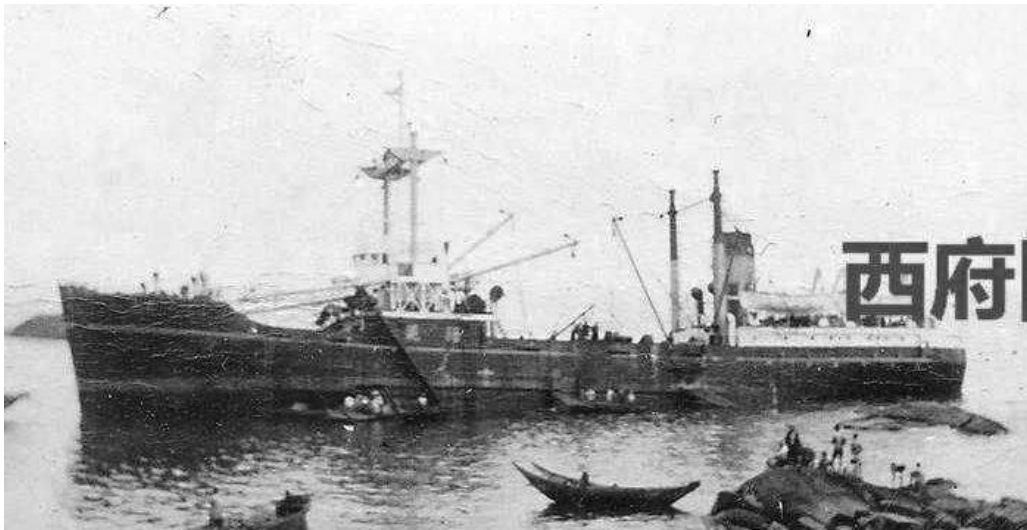


Photo of wrecked HAI HU offered on Chinese auction site in 2015 (7788.com).

HAI HUANG 海黄 (1946-49) 7223/42 ('Liberty')

Built by California S.B. Corp., Los Angeles for USWSA as JOHN B. ASHE. 1946 sold to CMSNC r. HAI HUANG, 1949 evacuated to Taiwan. 6/62 scrapped at Keelung.



HAI HUANG in the late-1940s still with rafts for troops (WSS).



HAI HUANG at Sydney displaying the CMSNC yellow-banded funnel and name in large *hanzi* on the superstructure (J. Freeman*).

HAI KAN 海贛 (1946-49) 2688/19 ('Laker')

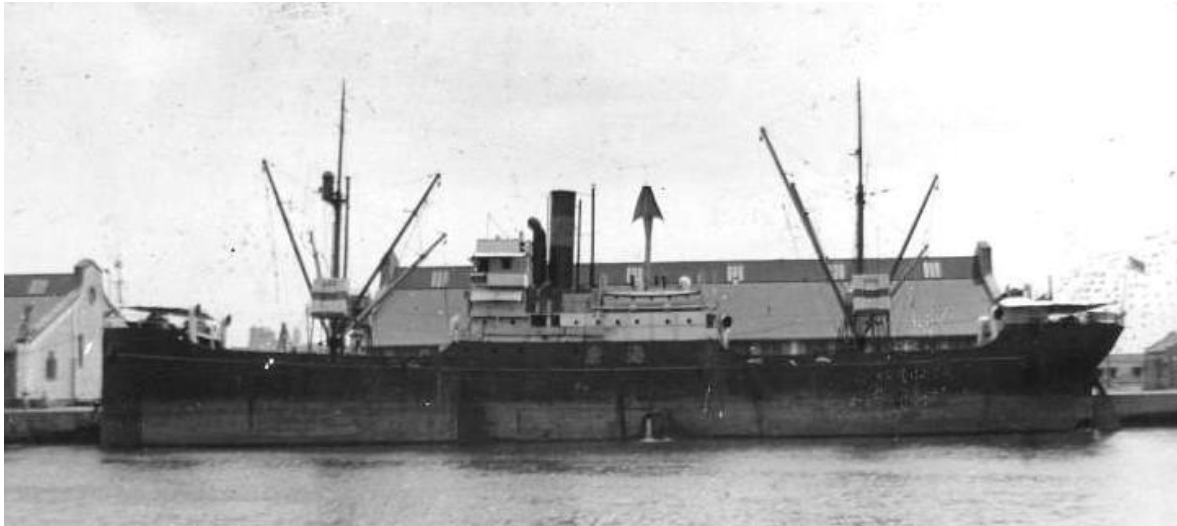
Built by Manitowoc S.B. Co., Manitowoc for USSB as LAKE SAVUS. 1924 sold to Clyde S.S. Co., New York r. OZARK. Ownership later restyled Clyde-Mallory Lines, then Agwilines Inc. (Clyde-Mallory Lines mgrs). 1946 sold to CMSNC r. HAI KAN. 1949 evacuated to Taiwan. 1951 sold to Taiwan Nav. Co. Ltd, Kaohsiung r. PING TUNG. 28/5/57 stranded on reef in Ryukyus. 7/7/57 refloated with damage. 1959 broken up in Taiwan.



LAKE SAVUS (Bowling Green State University).

HAI KANG 海康 (1946-50) 2656/19 ('Laker')

Built by Great Lakes Eng. Works, Ashtabula for USSB as LAKE SINGARA. 1928 sold to International Packing Co., Seattle r. INTERNATIONAL. 1942 sold to Smith Douglas, US. 1943 sold to USWSA. 1946 sold to CMSNC r. HAI KANG. 4/48 sailed Shanghai with 40 gendarmes for Chinese occupation forces in Japan. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC, registered for Far Eastern Shipping & Trading Co., Canton r. MING SHAN. By 1956 t/f to Guangzhou Maritime Bureau r. NAN HAI 162. III/1964 broken up in Hong Kong.



HAI KANG (kongfz.com).



HAI KANG with extra life rafts for deck passengers (Yao Kaiyang colln).

HAI KWEI 海桂 (1946-49) 2785/20 ('Laker')

Built by Chicago S.B. Co., Chicago for USB as LAKE GIDDINGS. 1926 sold to Newtex S.S. Corp., New York and 1932 r. TEXAS SHIPPER. 1934 sold to Silverado S.S. Co. and Wallingford S.S. Co., San Francisco r. WEST SHIPPER. 1941 sold to Stockard S.S. Corp., New York r. CARIB-QUEEN. 1943 sold to USWSA. 1946 sold to CMSNC r. HAI KWEI, 1949 evacuated to Taiwan. 1949 registered at Kaohsiung. III/1950 broken up 'in China'.



LAKE GIDDINGS (Bowling Green State University).

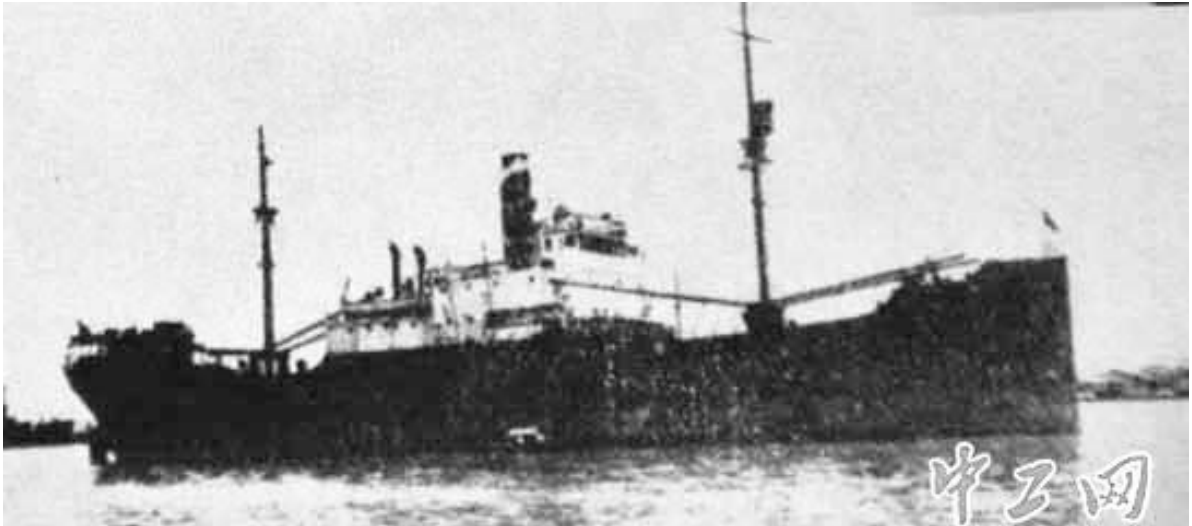
HAI MIN 海閩 (1946-47) 2667/20 ('Laker')

Built by Manitowoc S.B. Co., Manitowoc for USSB as LAKE IKATAN. 1927 sold to Southern S.S. Co., Philadelphia r. SAN ANTONIO. 1946 sold to Chinese Gov't r. HAI MING. 1946 resold to CMSNC r. HAI MIN. 19/3/47 collided with and sank navy corvette *Fupo* off Penghu, 130 lost. Later in 1947 r. HAI LIAO 海遼. 1949 registry t/f from Shanghai to Keelung. 19/9/49 ordered by KMT to carry troops from Swatow to Chusan Islands, but crew rebelled, sailed under camouflage via Ryukyu and Korean waters to Dalian, arriving 28/9. 1950 assigned to CPSNC Dalian Bureau r. DONG FANG 1 (ORIENTAL 1). 1953 t/f to Shanghai Bureau. RLR 1970, but likely refitted incl. new masts, r. CHIN CHIEN (QIN JIAN 勤俭) still existing 1971. NFI. [as HAI LIAO Commemorated on PRC half yuan banknote.]

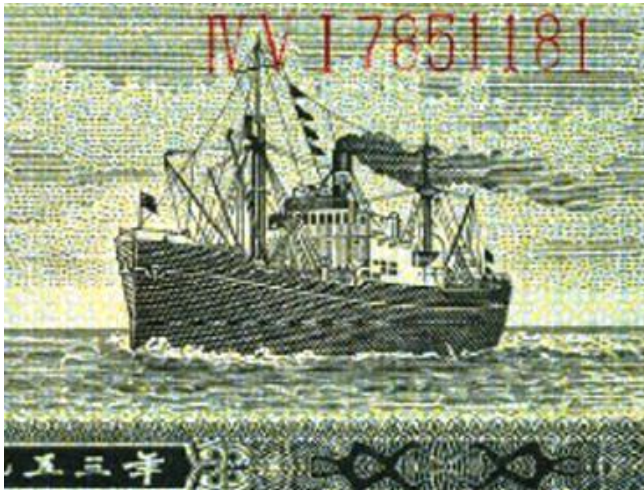
<http://bbs.sssc.cn/thread-1756374-1-1.html>.



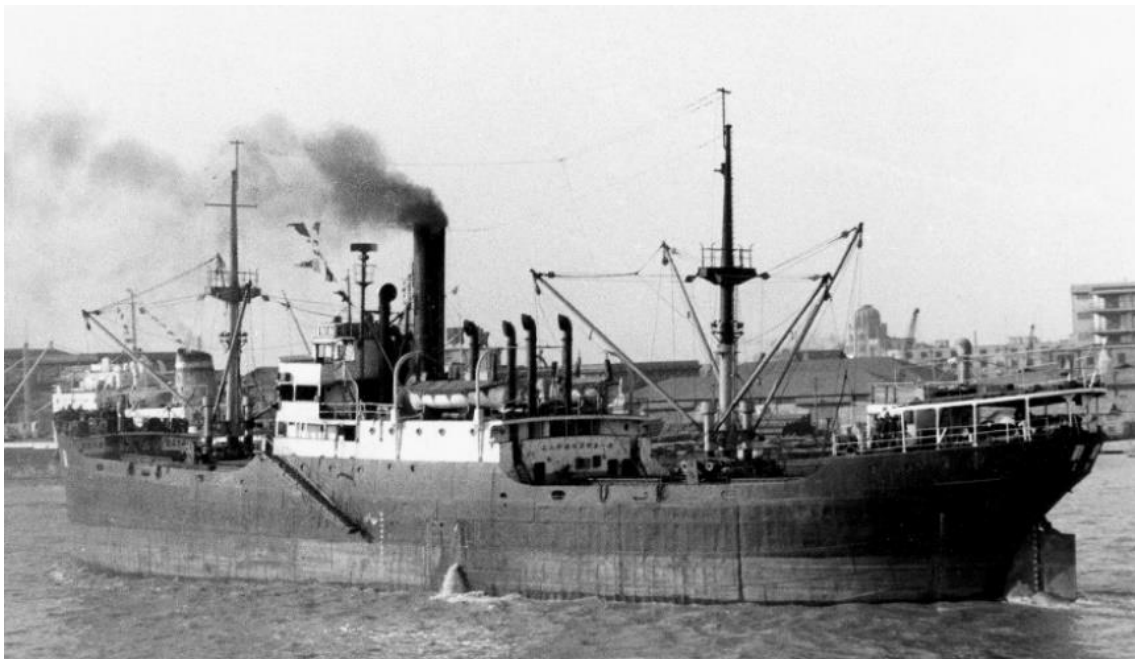
HAI MIN as HAI LIAO (Yao Kaiyang colln).



HAI LIAO after arriving in PRC in 9/49 (worker.cn).



HAI LIAO on PRC 1953 half yuan banknote; QIN JIANG at Shanghai Dec 1963 (coll. SK*)



QIN JIAN at Shanghai 1971-2 (Göran Ohlsson/Tomas Johannisson).

HAI LIEH 海列 (1946-49) 7223/43 ('Liberty')

Built by North Carolina S.B. Co., Wilmington for USWSA as ARTHUR DOBBS. 1946 sold to CMSNC r. HAI LIEH, 1949 detained in Japan but mid-1951 arrived in Taiwan. 1956 sold to Taiwan Nav. Co. Ltd, Keelung r. CHI LUNG. 5/68 scrapped at Kaohsiung.



HAI LIEH loading troops at Shanghai (Harrison Forman, UWM Libraries).



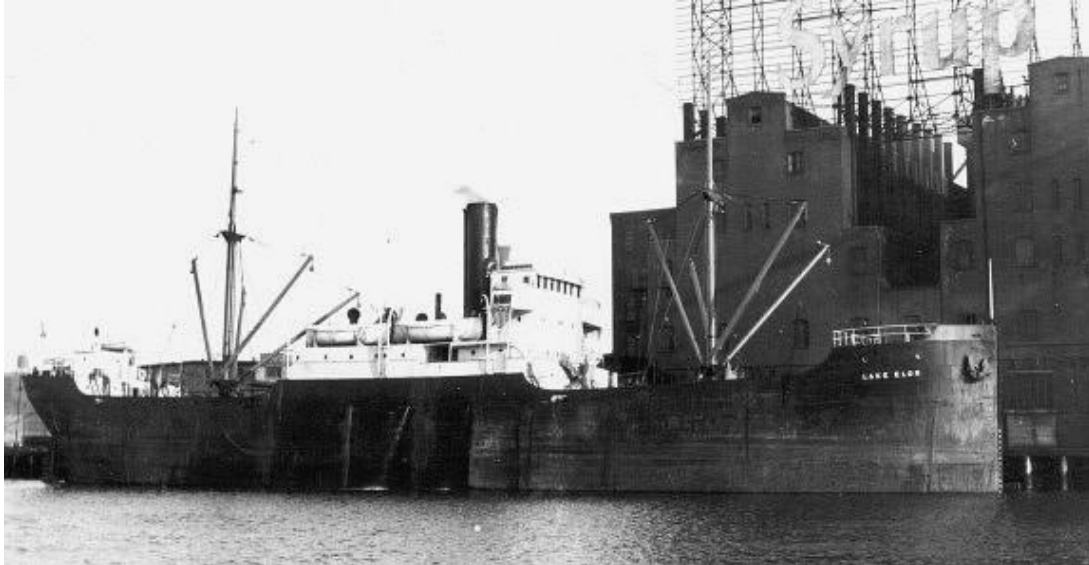
HAI LIEH at Vancouver 20 April 1952 (Walter E. Frost, VCA).



HAI LIEH with new bridge and poop wings (T. Rayner*).

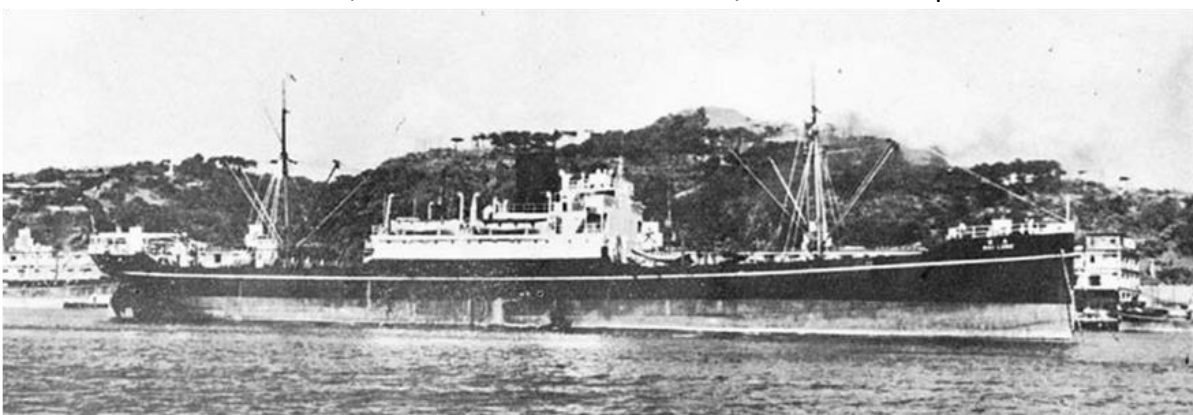
HAI LU 海魯 (1946-49) 2676/19 ('Laker')

Built by Great Lakes Eng. Works, Ashtabula for USSB as LAKE ELON. 1925 sold to Mallory S.S. Co., New York r. ALAMO. Ownership later restyled Clyde-Mallory Lines, then Agwilines Inc. (Clyde-Mallory Lines mgrs). 1946 sold to CMSNC r. HAI LU. 1949 broken up by Asia Development Co., Shanghai.



LAKE ELON (Bowling Green State University).

HAI LUNG 海隴 (1946-49) 3349/10 (350.7 x 46.5', T3cy General Marine Eng. Works, W. Hartlepool)
Built by Wm Gray & Co. Ltd, West Hartlepool for F. Strick & Co. Ltd, Swansea as REGISTAN. 1912 sold to New York & Cuba Mail S.S. Co. Ltd, New York r. GUANTANAMO. 1928 owners became New York & Porto Rico S.S. Co., New York, later restyled Agwilines Inc. (New York & Porto Rico S.S. Co. mgrs), New York. 1940 sold to G. Bozzo fu L, Genoa r. VITTORIN. 1941 sold to USWSA r. GREY LAG. 1946 sold to CMSNC r. HAI LUNG, 1949 evacuated to Taiwan. 1/1960 broken up in Taiwan.



HAI LUNG post-1949 on Taiwan-Philippines-Japan-South Korea service (Internet).



HAI LUNG, built in 1910 as REGISTAN of F. Strick & Co. Ltd, in CMSNC (Taiwan) colours.
Kept in service until 1960 (YMTC-owned model).

https://tm.ncl.edu.tw/TM_DO/022/101478276/001/00000048_watered_watered_72dpi.jpg

HAI PING 海平 (1946-49) 1351/46 ('B'-type Coaster)

Launched by Victoria Machinery Depot Co. Ltd, Victoria (BC) for Canadian Gov't as OTTAWA PANDORA but completed for Chinese Gov't as HAI YU. 1946 sold to CMSNC r. HAI PING, 1949 evacuated to Taiwan. 1950 sold to Taiwan Nav. Co. Ltd, Keelung r. HWA LIEN/HUA LIEN. c.1968 sold to Ta Chung S.S. Co. Ltd, Keelung r. TA CHUNG. 1970 sold to Pacifico Lloyd Corp., Panama r. ANTARES. LR 2/86 deleted as 'continued existence doubtful'.



Model of Canadian-built 'B'-type coaster HAI PING (YMTC-owned model). The hull band presents as yellow in this model.

https://tm.ncl.edu.tw/TM_DO/022/101478276/001/00000050_watered_watered_72dpi.jpg

HAI SHUI 海穗 (1946-49) 1351/46 ('B'-type Coaster)

Launched by Prince Rupert D.D. & Shipyard, Prince Rupert for Canadian Gov't as OTTAWA PAGET but completed for CMSNC as HAI SHUI, 1949 evacuated to Taiwan. 1951 sold to Taiwan Nav. Co. Ltd, Keelung (under mortgage to Bank of Taiwan) r. AN PING. 11/1969 broken up.



HAI SHUI (Yao Kaiyang colln).

HAI SIU 海宿 (1946-49) 7223/44 ('Liberty')

Built by Delta S.B. Co. Inc., New Orleans for USWSA as ANCIL F. HAINES. 1946 sold to CMSNC r. HAI SIU. 1949 reg. t/f to Keelung. 28/4/61 abandoned listing after cargo shifted in heavy weather off Chiba Prefecture (34.57N, 142.55E) on voyage Keelung-Los Angeles; taken in tow to Yokosuka, repaired and proceeded on voyage. 1964 sold to Chi Yuen Nam. Co., Keelung r. WUCHANG. 8/5/67 arrived at Kaohsiung for demolition.



HAI SIU at Vancouver, 20 April 1960 (Walter E. Frost, VCA).

HAI SU 海蘇 (1946-49) 2500/20 ('Laker')

Laid down by Toledo S.B. Co., Toledo for USSB as LAKE FINCASTLE but completed as UNION LIBERTY. 1926 sold to Southern S.S. Co., Philadelphia r. WICHITA FALLS. 1946 sold to CMSNC r. HAI SU. 1949 reg. t/f to Keelung. 1955 sold to An Kuo S.S. Co. Ltd, Keelung r. ANKUO. 11/1961 broken up in Taiwan.



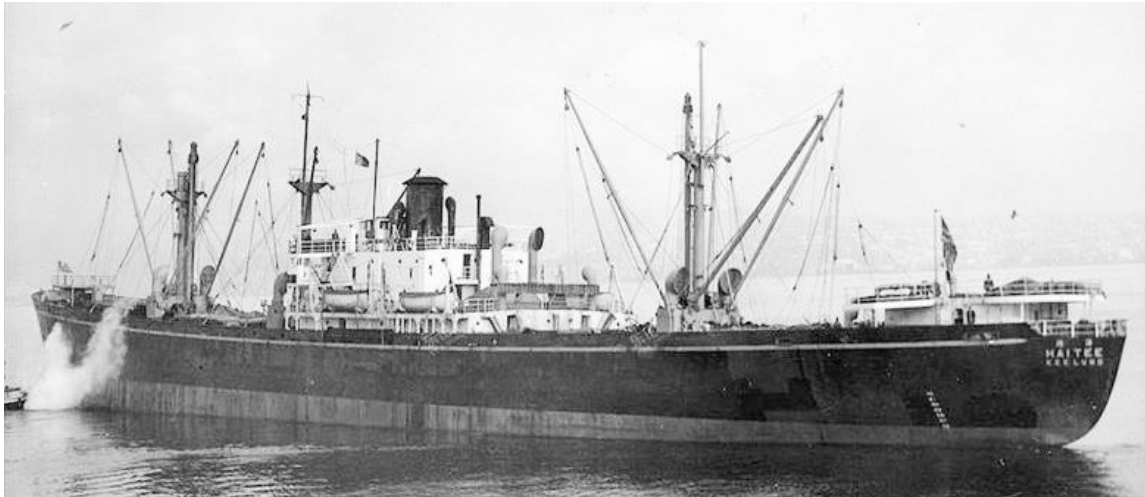
Launch of UNION LIBERTY (Bowling Green State University).

HAI TEE 海地 (1946-49) 7223/44 ('Liberty')

Built by Houston S.B. Corp., Houston for USWSA as JACOB PERKINS. 1946 sold to CMSNC r. HAI TEE/TI, 1949 evacuated to Taiwan. 1963 sold to Sincere Nav. Corp., Keelung r. SINCERE CARRIER. 1964 t/f to Confidence Maritime Industries S.A., Monrovia r. KONDOR. 17/7/66 grounded outside Onahama on voyage Kaohsiung-Onahama with salt. Refloated severely damaged, towed to Hakodate. 9/66 scrapped at Hirao.



HAI TEE at Vancouver 13 Nov 1952, still with yellow band on funnel (Walter E. Frost, VCA).



Early HAI TEE, with hull band but evident black funnel (Internet).



HAI TEE (T. Rayner*)

HAI TIEN 海天 (1946-49) 7223/43 ('Liberty')

Built by North Carolina Shipbuilding Co., Wilmington for USWSA as JAMES I. McKAY. 1946 sold to CMSNC r. HAI TIEN, 1949 evacuated to Taiwan. 1951 sold to Vegas S.S. Corp., Monrovia (later Ithaka) r. MARIA THERESA. 1965 sold to First Freighters (Pty) Ltd, Capetown r. INGRID ANNE. 12/67 broken up at Mukaishima.



HAI TIEN (Yao Kaiyang colln).

HAI TSIN 海津 (1946-49) 1351/46 ('B'-type Coaster)

Launched by Victoria Machinery Depot Co. Ltd, Victoria (BC) for Canadian Gov't as OTTAWA PAINTER but completed for CMSNC as HAI TSIN, 1949 evacuated to Taiwan. 1950 sold to Taiwan Nav. Co. Ltd, Keelung r. FENG YUEN. 1960 sold to Shanghai Dev't Co., Keelung r. HU MING. 1962 sold to Chan Wing Fai, Panama r. FOLKLIGHT. 1966 sold to Far Eastern Nav. Co., Panama r. GREAT EASTERN. 11/67 under demolition at Hong Kong by Leung Yau.

HAI WAN 海皖 (1946-49) 2647/19 ('Laker')

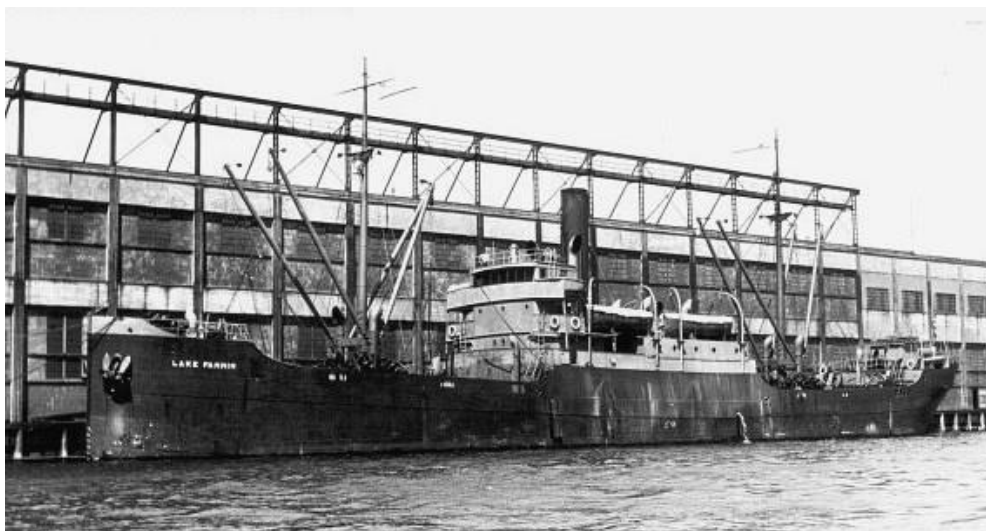
Laid down by McDougall Duluth Co., Duluth for USSB as LAKE FLAVEL but 11/19 completed as LAKE STRYMON. 1923 sold to Southern S.S. Co., Philadelphia r. CITY OF HOUSTON. 1946 sold to Chinese Gov't r. HAI HUAN. 1946 sold to CMSNC r. HAI WAN, 1949 evacuated to Taiwan. 1954 broken up in Taiwan.



Left: LAKE STRYMON (Bowling Green State University).

HAI YING 海英 (1946-47) 2649/19 ('Laker')

Built by American S.B. Co., Cleveland (Oh.) for USSB as LAKE FANNIN. 1923 sold to Clyde S.S. Co. Inc., New York r. OSAGE. 1933 t/f to Clyde-Mallory Lines Inc., New York. 1934 t/f to Agwilines Inc., New York. 1946 sold to [Miramar = China Merchants, 1947 to Hai Ying] Hai Ying S.S. Co. Ltd., Shanghai r. HAI YING, 1949 sold to Pacific Union S.S. Co. S.A. (beneficial owner PRC), Hong Kong (Panama flag) r. SAN JOSE. 11/51 rep. broken up at Shanghai.



LAKE FANNIN (Bowling Green State University).

HAI YU 海宇 (1946-49) 7223/43 ('Liberty')

Built by California S.B. Corp., Los Angeles for USWSA as STEPHEN H. LONG. 1946 sold to CMSNC r. HAI YU, 1949 evacuated to Taiwan. 4/67 arrived at Kaohsiung for demolition.



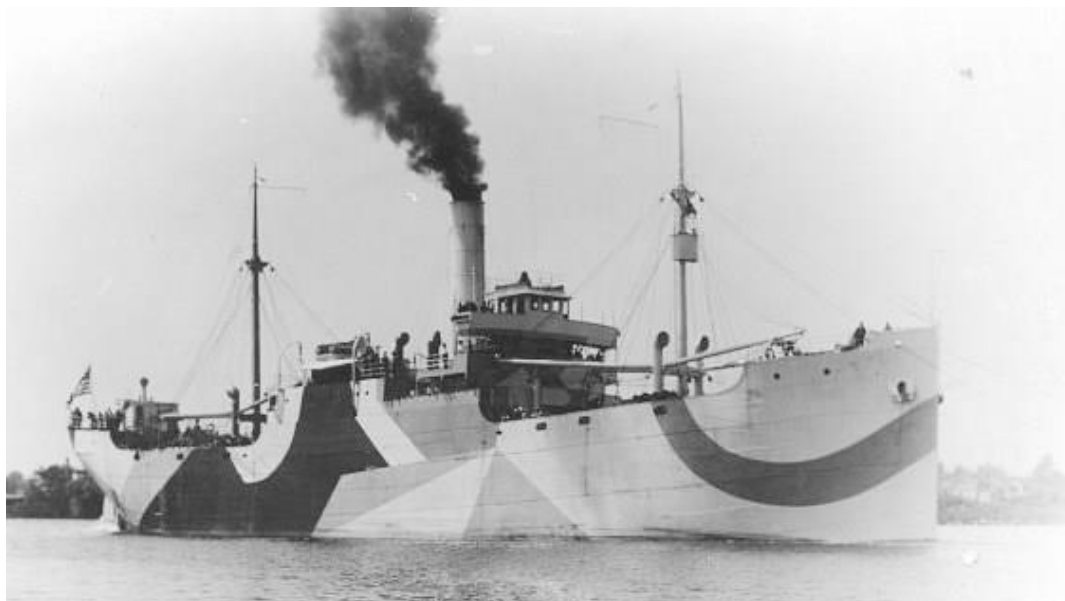
HAI YU at Vancouver 29 October 1952 with yellow band still on funnel (Walter E. Frost, VCA).



HAI YU at Vancouver, 8 August 1961 (Walter E. Frost, VCA).

HAI YUEH 海粵 (1946-49) 2677/20 ('Laker')

Built by Saginaw S.B. Co., Saginaw for USSB as LAKE FURNAS. 1930 sold to Merchants & Miners Tptn Co. Inc., Baltimore r. PROVIDENCE. 1941 sold to USWSA, New York r. NORINDIES. 1946 sold to CMSNC r. HAI YUEH. 1949 reg. t/f to Kaohsiung. Mid-1954 broken up in Taiwan.

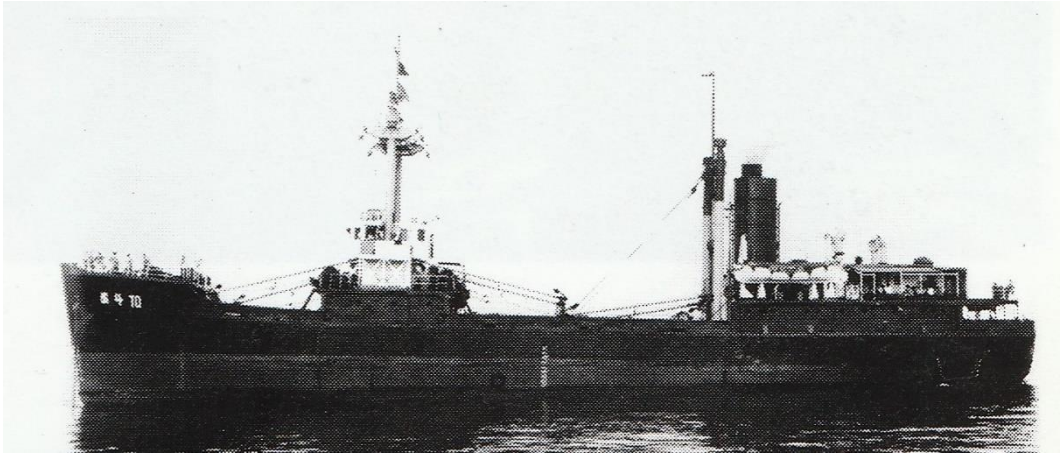


LAKE FURNAS (Bowling Green State University).

HAI YUN 海甬 (1946-50) 1352/46 ('B'-type Coaster) 224.2 (o.a.) 210x35.5x19.2 T3cy 363 pass
Launched by Prince Rupert D.D. & Shipyards, Prince Rupert (BC) for Canadian Govt as OTTAWA PALETTE but completed for China Merchants S.N. Co, Shanghai as HAI YUN 海甬. 1950 registered for China People's S.N. Co. By 1956 converted to carry 363 pass. (probably by enclosing hatch wells by a continuous awning deck) and 6/56 as MIN CHU 7 in service Shanghai/Qingdao. 1964 reverted to freighter as HOPING 70. 1966 r. ZHAN DOU 70, 1978 allocated to Dalian Bureau. RLR 1992/93, NFI. [<http://www.shtong.gov.cn/node2/node2245/node67421/node67426/node67459/userobject1ai64416.html>, also Taiwan site <http://60.250.180.26/ss/6147.html>].



HAI YUN (later MIN CHU 7) or a sister carrying passengers in the Whangpoo prior to 1949 (Illustrated History of CMSNC).



HAI YUN subsequently as ZHAN DOU 70 (Dalian S.S. Corp., pub. 1999).

HAN MIN 漢民 (1946-49) 1873/44 (N3)

Built by Ingalls S.B. Corp., Decatur for USWSA as EDWARD NICKELS. 1946 sold to Chinese Gov't r. HAI HO. 1946 sold to CMSNC r. HAN MIN. 25/5/49 carried the fourth batch of KMT central bank gold of more than 200,000 taels from Shanghai to Keelung Port. 1952 sold to Thai Maritime Nav. Co. Ltd, Bangkok r. VISUT KASATRI. 1969 sold to The Pioneer Engineering Co. Ltd, Bangkok r. JOKA UDOM. 1970 broken up at Bangkok.



Model of HAN MIN in Yang Ming Museum, Keelung (SK).

HSI LING 錫麟 (1946-49) 1387/44 (conv. 'Castle Class' corvette)

Laid down by Henry Robb Ltd, Plenty for R.N. as HEDINGHAM CASTLE but 24/4/44 t/f to RCN r. ORANGEVILLE and completed by Bolckow Shipbreaking Co. Ltd, Blyth. 10/46 sold to Chinese Gov't and 1947 r. TA TUNG, conv. to merchant ship. 1947 sold to CMSNC r. HSI LING/SHIH LIN/SHUH LIN, 1949 evacuated to Taiwan. 6/51 sold to Chinese Nationalist Navy, commissioned as TE AN. 1969 removed from Jane's.



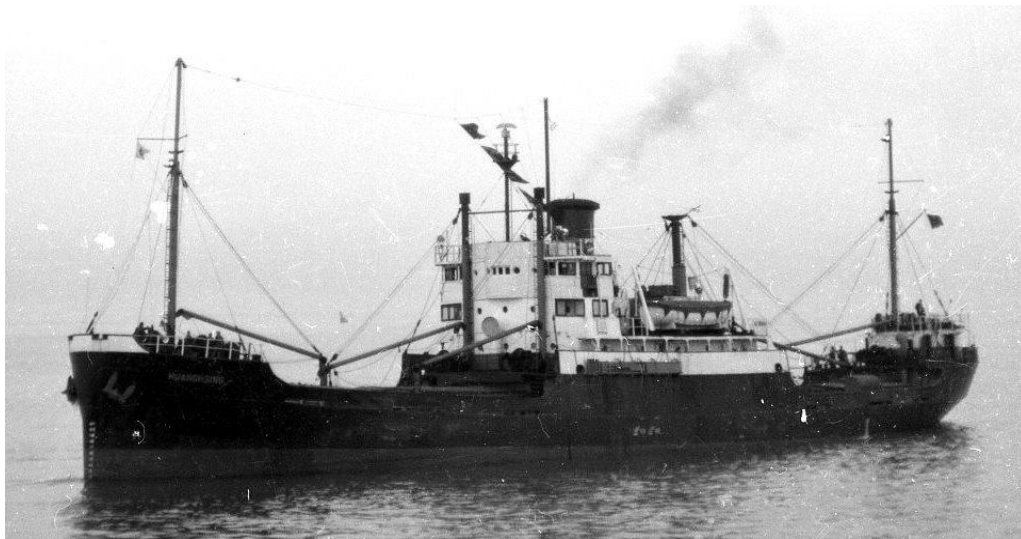
HSI LING (Yao Kaiyang colln).

HUANG HSING 黃興 (1946-49) 1873/44 (N3)

Built by Ingalls S.B. Corp., Decatur for USWSA as HARRY BARBER. 1946 sold to Chinese Gov't r. HAI YIH. 1946 sold to CMSNC r. HUANG HSING. 1949 reg. t/f to Keelung. 1965 broken up in Taiwan.



HUANG HSING (Yao Kaiyang colln).



HUANG HSING (on hull as HUANGHSING) at Yokkaichi on 29 March 1960 (Raul Maya/W. Schell).

HWA 201 華 201 (1946-49) 866/44 (LSM)

Built by Brown Shipbuilding Co., Houston for USN as LSM 112. 23/5/46 sold to CMSNC, conv. to merchant ship r. HWA 201/HUA 201. 1949 believed taken over by PRC and allocated to PRC Navy. 1990 still listed.

HWA 202 華 202 (1946-49) 866/44 (LSM)

Built by Western Pipe & Steel Co., Houston for USN as LSM 248. 23/5/46 sold to CMSNC, conv. to merchant ship r. HWA 202/HUA 202. 1949 believed taken over by PRC and allocated to PRC Navy. 1990 still listed.

HWA 203 華 203 (1946-49) 866/44 (LSM)

Built by Brown Shipbuilding Co., Houston for USN as LSM 13. 31/5/46 sold to CMSNC, conv. to merchant ship r. HWA 203/HUA 203, 1949 evacuated to Taiwan. Early 1950s t/f to Nationalist Navy r. MEI HO. 1972 reported stricken by Jane's.



HWA 203 (Yao Kaiyang colln).

HWA 204 華 204 (1946-50) 866/45 (LSM)

Built by Dravo Corp., Wilmington for USN as LSM 430. 1/1/46 sold to CMSNC, conv. to merchant ship r. HWA 204/BOA 204. 1949 taken over by PRC and 1950 t/f to CPSNC. c.1974 t/f to PRC Navy. 1990 still listed.



HWA 204 (Yao Kaiyang colln).

HWA 205 華 205 (1946-50) 866/44 (LSM)

Built by Pullman Standard Car Mfg Co., Chicago for USN as LSM 336. 1/6/46 sold to CMSNC, conv. to merchant ship r. HWA 205/HUA 205. 1949 taken over by PRC and 1950 t/f to CPSNC. c.1974 t/f to PRC Navy. 1990 still listed.

HWA 206 華 206 (1946-50) 866/44 (LSM)

Built by Brown Shipbuilding Co., Houston for USN as LSM 43. 3/6/46 sold to CMSNC, conv. to merchant ship r. HWA 206/HUA 206. 1949 taken over by PRC and 1950 t/f to CPSNC. RLR 1954.



REN MIN 27, a PRC mercantile ex-LSM on the Yangtse, operating with sisters REN MIN 28 and RENMIN 29. Also ex-LSM REN MIN 7 owned by the Shanghai sub-office of the Yangtse Shipping Bureau was refitted by the Kiangnan dockyard in 1955 (www.0513.org).



YUE MIN 425, an ex-LSM introduced to Guangdong Province Zhanjiang Shg. Group Co's Zhejiang-Hainan service in 1984 (<http://60.zjhyjt.cn/ship-80.html>).

HWA 207 華 207 (1946-50) 866/44 (LSM)

Built by Federal Shipbuilding & D.D. Co., Newark for USN as LSM 282. 3/6/46 sold to CMSNC, conv. to merchant ship r. HWA 207/HUA 207. 1949 taken over by PRC and 1950 t/f to CPSNC. C.1973 t/f to PRC Navy. 1990 still listed.

HWA 208 華 208 (1946-50) 866/44 (LSM)

Built by Brown Shipbuilding Co., Houston for USN as LSM 42. 4/6/46 sold to CMSNC, conv. to merchant ship r. HWA 208/HUA 208. 1949 taken over by PRC and 1950 t/f to CPSNC. c.1973 t/f to PRC Navy. 1990 still listed.

HWA 209 華 209 (1946-49) 866/44 (LSM)

Built by Charleston Navy Yard, Charleston for USN as LSM 153. 4/6/46 sold to CMSNC, conv. to merchant ship r. HWA 209/HUA 209. 1949 believed taken over by PRC and allocated to PRC Navy. 1990 still listed.

HWA 210 華 210 (1946-49) 866/44 (LSM)

Built by Brown Shipbuilding Co., Houston for USN as LSM 76. 17/6/46 sold to CMSNC, conv. to merchant ship r. HWA 210/HUA 210, 1949 evacuated to Taiwan. Early 1950s t/f to Nationalist Navy r. MEI CHIEN. 1972 rep. stricken by Jane's.

HWA 211 華 211 (1946-49) 866/45 (LSM)

Built for USN as LSM type (number unknown). 1946 sold to Chinese owners r. WAN SHIAO. c.1946 sold to CMSNC r. HWA 211/HUA 211. 1949 taken over by PRC and registered for CPSNC. c.1973 t/f to PRC Navy. 1990 still listed.

HWA 212 華 212 (1946-50) 866/45 (LSM)

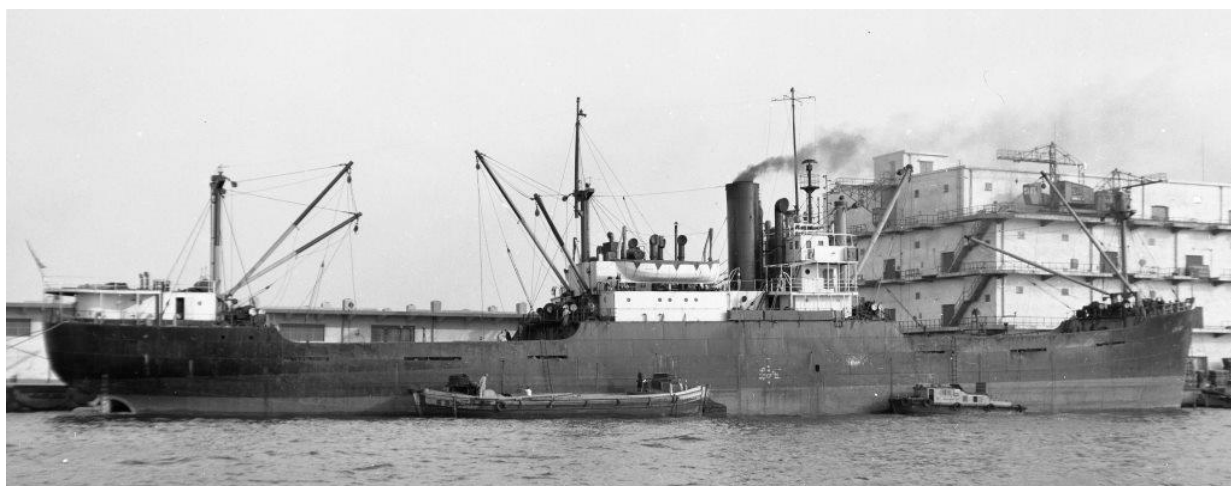
Built for USN as LSM type (number unknown). 1946 sold to Chinese owners r. WAN HSIN. c.1946 sold to CMSNC r. HWA 212/HUA 212. 1949 taken over by PRC and 1950 t/f to CPSNC. c.1973 t/f to PRC Navy. 1990 still listed.

LIN KUO 麟閣 (1946-49) 2905/45 ('Revised' Park)

Built by Morton Engineering & D.D. Co. Ltd, Quebec for Canadian Gov't as ROCKLAND PARK. 1946 sold to CMSNC r. LIN/LING KUO, 1949 evacuated to Taiwan. 1961 reported sold to Kai Tai Marine Lines Ltd, Keelung r. KAI LING but sale evidently fell through. 1965 broken up as LIN KUO.



LIN KUO (*Ships of China*).



LIN KUO at Yokohama on 27 February 1960 (Raul Maya/W. Schell)

LIN SHEN 林森 (1946-50) 1873/44 (N3)

Built by Avondale Marine Ways Inc., New Orleans for USWSA as E.C. GARDNER. 1946 t/f to Chinese Gov't r. HAI LIEN. 1946 sold to CMSNC r. LIN SHEN. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC and t/f to CPSNC. 1958 t/f to Guangzhou Maritime Bureau r. NAN HAI 175. 1967 r. HONG QI 175. RLR 1992/93, NFI.

PEI TEH 培德 (1946-49) 1873/44 (N3)

Built by Pendleton Shipyard Co., New Orleans for USWSA as ALFRED M. LUNT. 1946 t/f to Chinese Gov't r. HAI LEE. 1946 sold to CMSNC r. PEI TEH. 1949 reg. t/f to Keelung. 1965-66 used as background prop for filming of movie *The Sand Pebbles* at Keelung. 1966 sold to South East Nav., Co. Ltd, Keelung r. TUNG NAN. 1968 sold to Nan Sing Nam. Co. Ltd, Taiwan r. NAN SING. 28/9/68 sprang leak during typhoon, beached and abandoned near Houlung, Taiwan while on passage Kaohsiung-Keelung. Later dismantled 'in situ'.



PEI TEH (Yao Kaiyang colln).



PEI TEH in CMSNC (Taiwan) colours (YMTC Museum, Keelung).

https://tm.ncl.edu.tw/TM_DO/022/101478276/001/00000049_watered_watered_72dpi.jpg



PEI TEH (on hull as PEITEH) as a prop on the set of *The Sand Pebbles* in 1966 (Doris Nieh).

TENG KENG 鄧鏗 (1946-50) 1873/44 (N3)

Built by Pendleton Shipyard Co., New Orleans for USWSA as BENJAMIN M. MELCHER. 1946 t/f to Chinese Gov't r. HAI JEN. 1946 sold to CMSNC r. TENG KENG. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC and t/f to CPSNC. Subsequently reported for Guangzhou Maritime Bureau as NAN HAI 177. RLR by LR78, NFI.



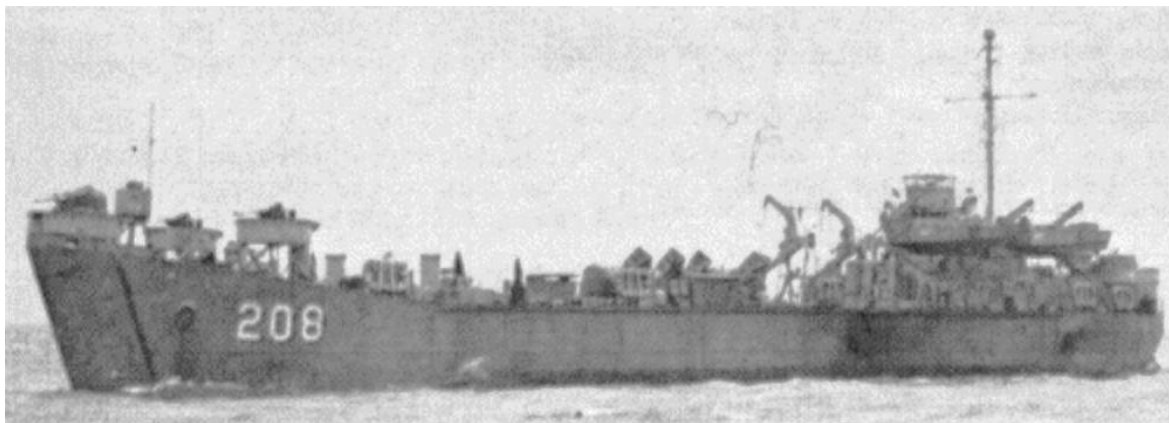
TENG KENG was a standard N3 'Jeep' (I Wen Hua Pao July 1948).

TSAI ER 蔡鄂 (1946-50) 1873/44 (N3)

Built by Avondale Marine Ways Inc., New Orleans for USWSA as NATHANIEL INGERSOLL. 1946 t/f to Chinese Gov't r. HAI HSIAO. 1946 sold to CMSNC r. TSAI ER. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC and t/f to CPSNC. 1950s t/f to Guangzhou Maritime Bureau as NAN HAI 165. NFI. [RLR by 1978]

WAN KUO (1946-49) 3327/44 (LST)

Built by Dravo Corp., Neville Island for USN as LST 732. 7/6/46 sold to CMSNC, conv. to merchant ship r. WAN KUO, 1949 evacuated to Taiwan. 1955 t/f to Nationalist Navy r. CHUNG SHUN. 1975 removed from Jane's, but 2019 reported still in service (http://www.navypedia.org/ships/taiwan/tai_ls_zhongcheng.htm).



CHUNG SHUN ex WAN KUO ex LST 732 (navypedia.org).

WAN LI (1946-49) 3327/44 (LST)

Built by Bethlehem Steel Co., San Francisco for USN as LST 380. 10/11/44 loaned to UK - 13/4/46 returned. 7/6/46 sold to CMSNC, conv. to merchant ship r. WAN LI/WAN LEE/WANLEE, 1949 evacuated to Taiwan. 1955 sold to Nationalist Navy r. CHUNG YU. 1972 reported stricken by Jane's with note may have been LST sunk 25/8/58 by PRC torpedo boats off Quemoy.

YEN KAI 延闈 (1946-49) 1873/44 (N3)

Built by Pennsylvania Shipyards Inc., Beaumont for USWSA as WILLIAM FREDERICK HOWES. 1946 sold to Chinese Gov't r. HAI PING. 1946 sold to CMSNC r. YEN KAI, 1949 evacuated to Taiwan. 1951 sold to Thai Maritime Nav. Co. Ltd, Bangkok r. MAHA THEVI. 14/2/67 aground off E coast of Malaya 75 m. NE of Singapore. Later broke up with loss of 2 crew.

CHENG KUNG 成功 (1947-50) 1878/45 (N3)

Built by Avondale Marine Ways Inc., Westwego for USWSA as JOSIAH A. MITCHELL. 1947 sold to Chinese Gov't r. TENG 1406. 1947 sold to CMSNC r. CHENG KUNG. 1950 sailed by crew from Hong Kong to Canton, taken over by PRC and t/f to CPSNC. Subsequently reported for Guangzhou Maritime Bureau as NAN HAI 176. RLR by 1978.



JOSIAH H. MITCHELL (E. Johnson).

CHIAO JEN 教仁 (1947-50) 1873/45 (N3)

Built by McCloskey & Co., Tampa for USWSA as NORTHERN CHIEFTAIN and on lend-lease to MOWT (Currie Line Ltd, mgrs). 1947 sold to Chinese Gov't r. TENG 1401. 1947 sold to CMSNC r. CHIAO JEN. 28/7/49 mined with machinery but no hull damage - after survey, 1950 crew hoisted Communist flag and sailed to Canton, where registered for CPSNC. Subsequently reported for Guangzhou Maritime Bureau as NAN HAI 163. By 1959 listed as PRC troop transport. 1967 stricken from PLA Navy list. NFI.

CHIU CHIN 秋瑾 (1947-49) 1387/44 (conv. 'Castle Class' corvette)

Built by Ferguson Bros, Port Glasgow for R.N. as PEMBROKE CASTLE but 29/6/44 t/f to RCN and completed as TILLSONBURG. 1946 conv. to merchant ship. 1947 sold to Chinese Gov't r. TA CHING. 1947 sold to CMSNC r. CHIU CHIN. 194? t/f to Republic of China (Chinese Supply Commission), Shanghai, 1949 evacuated to Taiwan. 6/51 t/f to Chinese Nationalist Navy, commissioned as KAO AN. 1963 discarded.

CHUNG 107 中 107 (1947-50) 3327/44 (LST)

Built by Bethlehem Steel Co., Quincy for USN as LST 1027. 20/1/47 sold to CMSNC, conv. to merchant ship r. CHUNG 107. 1949 taken over by PRC and 1950 t/f to CPSNC. By 1957 t/f to PRC Navy. (15 LSTs still listed for PRC Navy 1987.)

CHUNG 108 中 108 (1947-49) 3327/44 (LST)

Built by Dravo Corp., Pittsburgh for USN as LST 1056. 20/1/47 sold to CMSNC, conv. to merchant ship r. CHUNG 108, 1949 evacuated to Taiwan. 1955 t/f to Nationalist Navy r. CHUNG YEH. c.1960 discarded.

CHUNG 109 中 109 (1947-49) 3327/44 (LST)

Built by Chicago Bridge & Iron Co., Seneca for USN as LST 226. 5/11/47 sold to CMSNC, conv. to merchant ship r. CHUNG 109, 1949 evacuated to Taiwan. 1955 transferred to Nationalist Navy, NFI.

CHUNG 110 中 110 (1947-49) 3327/43 (LST)

Built by Missouri Valley Bridge & Iron Works, Evansville for USN as LST 172. 5/11/47 sold to CMSNC, conv. to merchant ship r. CHUNG 110. 1949 taken over by PRC and assigned to PRC Navy. (15 LSTs still listed for PRC Navy 1987.)

CHUNG 113 中 113 (1947-49) 3327/44 (LST)

Built by American Bridge Corp., Ambridge for USN as LST 237. 12/7/43 loaned to UK - 16/3/46 returned. 5/11/47 sold to CMSNC, conv. to merchant ship r. CHUNG 113, 1949 evacuated to Taiwan. 11/59 broken up in Taiwan.

CHUNG 114 中 114 (1947-50) 3327/44 (LST)

Built by Missouri Valley Bridge & Iron Works, Evansville for USN as LST 878. 5/11/47 sold to CMSNC, conv. to merchant ship r. CHUNG 114. 1950 t/f to CPSNC. RLR 1992/93, NFI.



CHUNG 114 (Yao Kaiyang colln).

CHUNG 115 中 115 (1947-49) 3327/42 (LST)

Built by Boston Navy Yard, Boston for USN as LST 308. 5/12/47 sold to CMSNC, conv. to merchant ship r. CHUNG 115. NFI (assumed Civil War loss).

CHUNG 116 中 116 (1947-49) 3327/42 (LST)

Built by Bethlehem-Fairfield Shipyard Inc., Baltimore for USN as LST 406. 26/12/42 loaned to UK - 18/4/46 returned. 5/12/47 sold to CMSNC, conv. to merchant ship r. CHUNG 116. 1949 taken over by PRC and assigned to PRC Navy. (15 LSTs still listed for PRC Navy 1987.)

CHUNG 117 中 117 (1947-49) 3327/44 (LST)

Built by Missouri Valley Bridge & Iron Works, Evansville for USN as LST 596. 5/12/47 sold to CMSNC, conv. to merchant ship r. CHUNG 117. RLR 1955 (possibly transferred to Nationalist Navy).

HAI NAN 海南 (1947-??) 10045/44 (tanker) (485.56 x 66.92', steam turbines, 5400 shp)

Built by Harima Zosenso K.K. Aioi (#310) for Ishihara Kisen K.K., Tokyo as HARIMA MARU. 9/1/45 damaged by air attack off Chusan, 16/1/45 bombed and sunk in 18.11N 109.33E (south coast of Hainan). 11/45 refloated r. HAI NAN, taken to Takao for repairs arriving 7/4/46. Subsequently under control of Allied forces. 9/47 t/f to Chinese gov't, 19/12/47 handed over to CMSNC at Nagasaki but in need of significant repairs. Towed to China by CMSNC tug, NFI, presumably broken up. [Sources: <http://60-250-180-26.hinet-ip.hinet.net/ss/6154.html>, Cundall/Schell list]

HAI HSIANG 海湘 (1947-49) 2673/20 ('Laker')

Laid down by McDougall Duluth Co., Duluth for USSB as LAKE FLIPPEN but 4/20 completed as FARGO. 1933 sold to Merchants & Miners Tptn Co., Baltimore r. NANTUCKET. 1941 sold to Norlasco Shg Co. r. NORLAGO. 1942 reverted to Merchants & Miners Tptn Co. 1946 sold to Chung Hsing S.S. Co. Ltd, Shanghai r. HAI HSIANG. 1947 sold to CMSNC, 1949 evacuated to Taiwan. 1951 sold to Taiwan Nav., Co. Ltd r. CHANG HUA. 1954 broken up in Taiwan.



HAI HSIANG as *Nantucket* (Bowling Green State University).

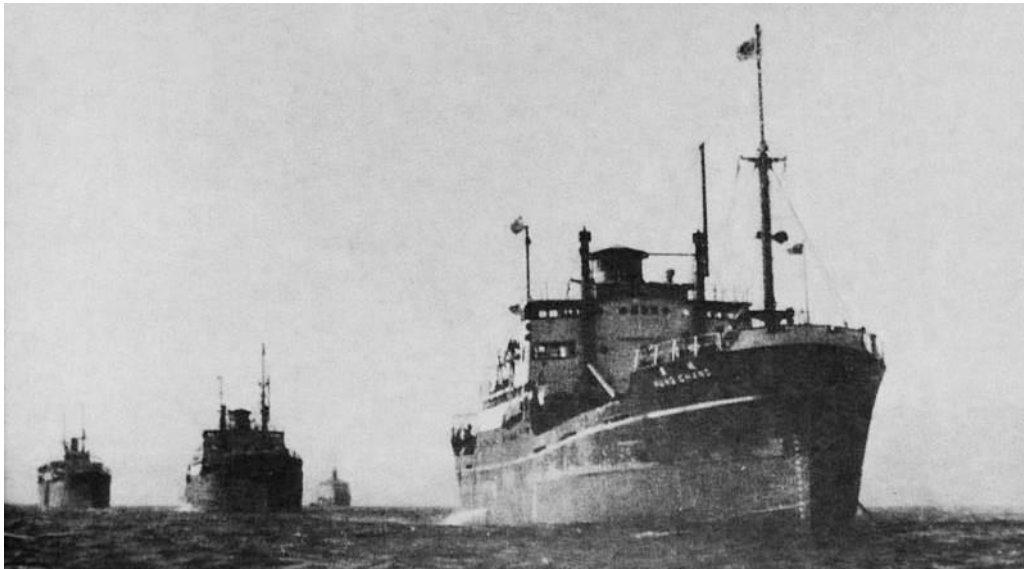
HAI LIAO 海遼 (1947-50) 2667/20 ('Laker')

see HAI MIN (1946-47)

HUNG CHANG 鴻章 (1947-50) 1873/45 (N3)

Launched by McCloskey & Co., Tampa for USWSA as NORTHERN PIONEER but completed for USWSA and bareboat chartered to Greek Gov't as ZACKYNTHOS. 1945 reverted to USMC as NORTHERN PIONEER and bareboat chartered to MOT (Wm France Fenwick & Co. Ltd, mgrs). 1947 sold to Chinese Govt r. TENG 1407. 1947 sold to CMSNC and 1948 r. HUNG CHANG. 1950 sailed by crew

from Hong Kong to Canton, taken over by Guangzhou Bureau r. NAN HAI 173. 1967 r. HONG QI 173. RLR by 1978, NFI. (HONG QI 155 renaming, 1992 deletion are presumed Miramar errors.)



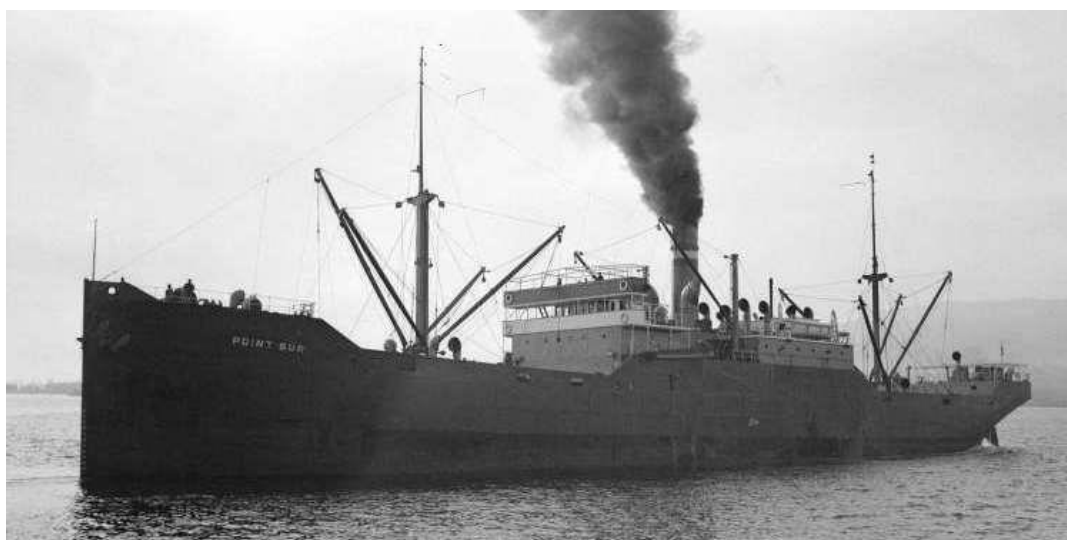
HUNG CHANG (Yao Kaiyang colln).



Yao Kaiyang's illustration of HUNG CHANG without houseflag or ensign at Hong Kong, perhaps raising steam for escape to Canton.

TAI CHUNG (1947-48) 3286/20 (324.0 x 46.2', DR geared steam turbine, Westinghouse Elec. & Mfg. Co., Essington, Pa.)

Built by Submarine Boat Co., Newark for USSB as EAST CHICAGO. 1926 sold to Swayne & Hoyt, San Francisco r. POINT SUR. 1937 sold to Coastwise Shipping, Portland r. COAST SHIPPER. 1946 sold to China Coastal Co., China r. CHINA COASTER. 1946 r. CHUN HONG. 1947 sold to CMSNC r. TAI CHUNG. 1948 sold to Taiwan Nav. Co. Ltd, Shanghai, 1949 evacuated to Taiwan. 1958 broken up in Taiwan.



POINT SUR at Vancouver 12 September 1933 (Walter E. Frost/VCA).

TIEH CHIAO 鐵橋 (1947-49) 1926/45 (N3)

Built by Avondale Marine Ways Inc., New Orleans for USWSA as CHARLES PORTER LOW. 1945 t/f to USMC r. NORTHERN TRAVELLER and bareboat chartered to MOWT (Wm France Fenwick & Co. Ltd, mgrs). 1945 mgrs John Swire & Sons Ltd. 1946 mgrs Moller Line (UK) Ltd. 1947 sold to Chinese Gov't r. TENG 1405. 1947 sold to CMSNC r. TIEH CHIAO, 1949 evacuated to Taiwan. 2/66 sold to Taiwanese shipbreakers for demolition.



TIEH CHIAO at Kobe 13 February 1960 (Raul Maya/W. Schell).

YUAN PEI 元培 (1947-49) 1476/44 (conv. 'Castle Class' corvette)

Built by W. Pickersgill & Sons Ltd, Sunderland for R.N. as NUNNEY CASTLE. 28/9/44 t/f to RCN r. BOWMANVILLE. 1946 sold to Chinese Government r. TA SHUN, conv. to merchant ship (200t of cargo, 348 pass.). 1947 sold to CMSNC r. YUAN PEI. 1949 hoisted PRC flag at Shanghai, commissioned in PRC Navy as gunship KUANG CHOU/GUANGZHOU. Rep. decommissioned between 1974 and 1976. (<http://m13585591914.blog.163.com/blog/static/247244124200810213570476>).



YUAN PEI (Ville de Tanya).

CHENG HUO 鄭和 (1948-49) 1873/43 (N3)

Built by Walter Butler Shipbuilders Inc., Superior for USWSA as JOSIAH P. CRESSEY. 1948 sold to Chinese Gov't r. TENG 1403. 1948 sold to CMSNC r. CHENG HUO. 3/7/49 reported sunk in Yangtse during Civil War. Later raised by PRC and 1951/2 back into service. 195? r. HOPING 14. NFI.

CHI KUANG 繼光 (1948-49) 1900/45 (N3)

Built by McCloskey & Co., Tampa for USWSA as NORTHERN WARRIOR and bareboat chartered to MOWT (John Swire & Sons Ltd, mgrs). 1946 mgrs Moller Line (UK) Ltd. 1947 sold to Chinese Gov't r. TENG 1414. 1948 sold to CMSNC r. CHI KUANG, 1949 evacuated to Taiwan. 1965 sold to Wan Feng S.S. Co. Ltd, Taiwan r. WAN AN. 3/70 scrapped in Taiwan.



CHI KUANG as WAN AN at Danang, July 1969 (W. Schell).

CHUNG 118 中 118 (1948-50) 3327/44 (LST)

Built by Bethlehem Steel Co., Fore River for USN as LST 373. 9/12/44 loaned to UK - 16/3/46 returned. 1948 sold to CMSNC, conv. to merchant ship r. CHUNG 118. 1949 taken over by PRC and 1950 t/f to CPSNC. 1962 broken up.



CHUNG 118 in Hong Kong while being operated by Civil Air Transport (CAT Bulletin 1 Oct 1949/Luke Heh).

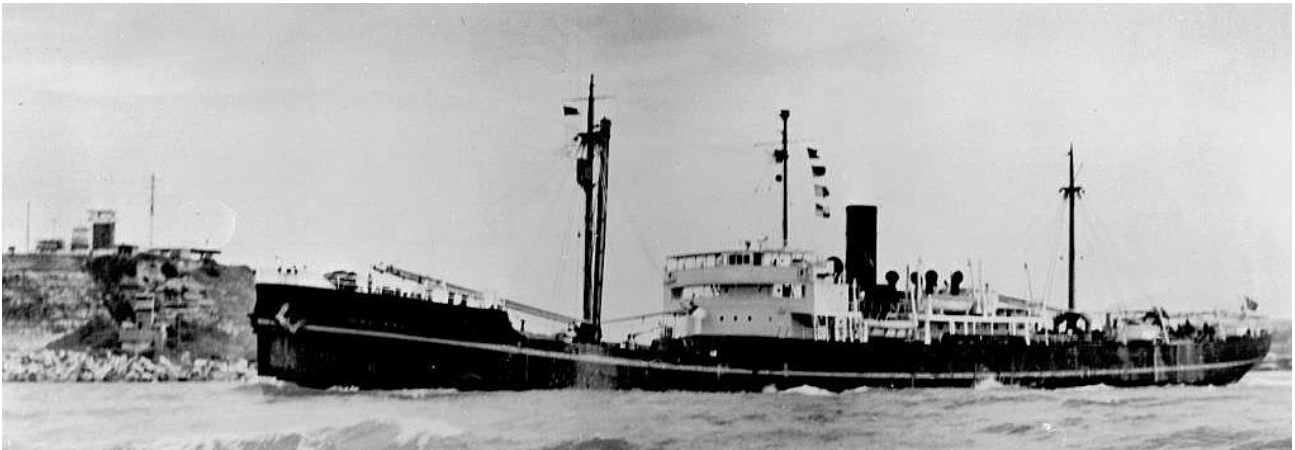


Mercantile CHUNG 118 at Kaohsiung prior to 1949 (Harrison Forman, UWM Libraries).

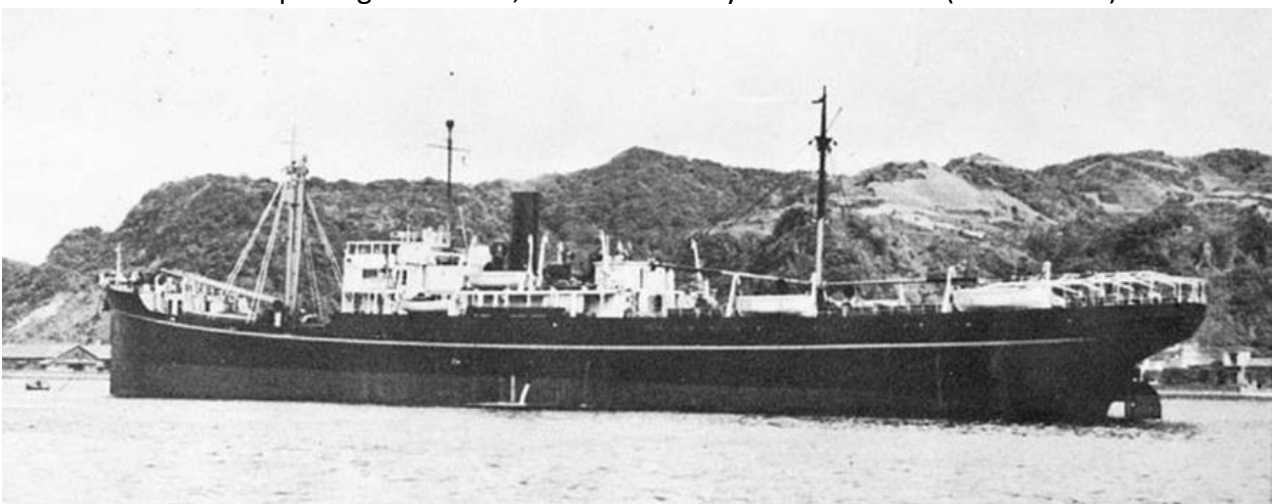
HAI FEI 海菲 (1948-49) 6202/20 (Pass.) (410.5 x 54.2', T3cy Joshua Hendy Co., San Francisco)
Built by Western Pipe & Steel Co., San Francisco for USSB as WEST CANON. 1926 sold to Ocean Transport Co. Inc., San Francisco r. PACIFIC SPRUCE. 1928 sold to Dimon S.S. Corp., New York. 1932 sold to USSB (1936 USMC), New York. 1938 sold to Thompson Salmon Corp., Astoria r. WILLIAM L. THOMPSON. Fitted for carrying oil in bulk and granted passenger certificate. 1942-46 on charter to US Army as transport. 1947 sold to Transocean Co., Shanghai r. TRANSOCEAN. 1948 sold to CMSNC r. HAI FEI. 1949 registered in Keelung. 28/6/60 arrived at Kaohsiung for breaking up.



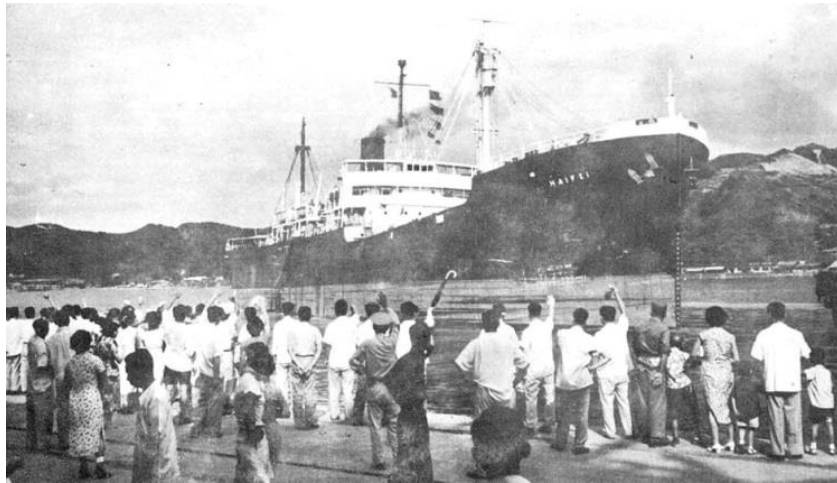
HAI FEI (W. Schell).



HAI FEI departing Newcastle, NSW 24 January 1955 for Korea (Coll. H. Dick).



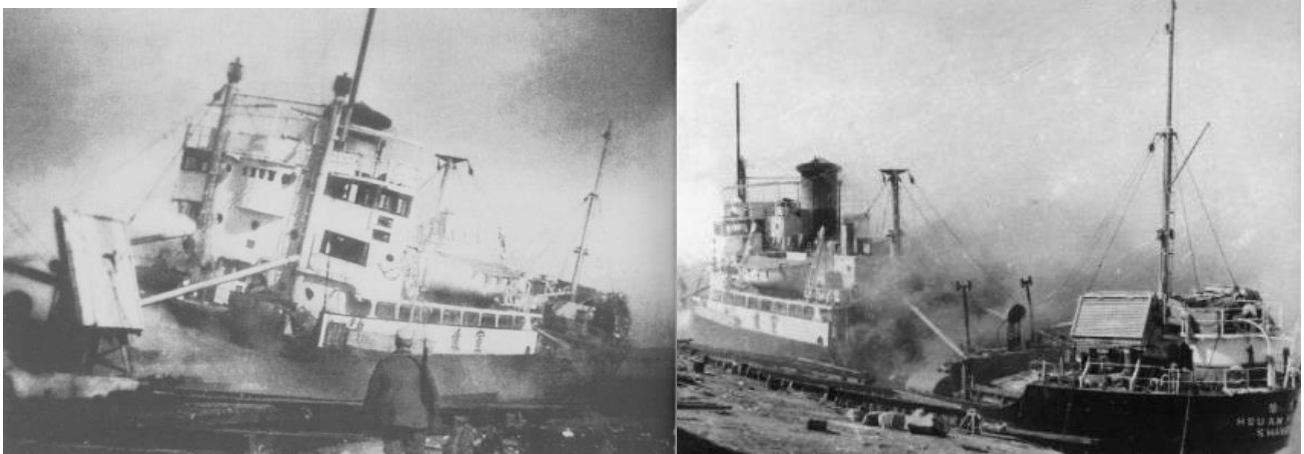
HAI FEI post-1949 on Taiwan-Philippines-West Coast U.S.-Japan service. By 1959 on Taiwan-Singapore service (Internet).



HAI FEI arriving in Keelung with passengers after a Transpacific crossing (Yao Kaiyang colln).

HSUAN HUAI 宣懷 (1948-48) 1926/45 (N3)

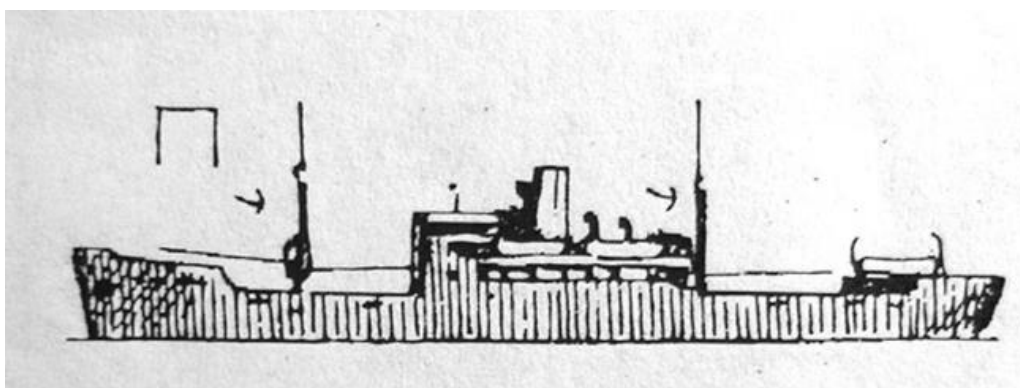
Laid down by Avondale Marine Ways Inc., New Orleans for USWSA as SAMUEL R. CURWEN but bareboat chartered to MOWT (Wm France Fenwick & Co. Ltd, mgrs) as NORTHERN MASTER. 1945 mgrs John Swire & Sons Ltd. 1946 mgrs Moller Line (UK) Ltd. 1947 sold to Chinese Gov't r. TENG 1402. 1948 sold to CMSNC r. HSUAN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



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

PA(I) HSIEN/PO HSIEN 伯先 (1948-50) 2220/48 (260.0 x 38.0', T3cy)

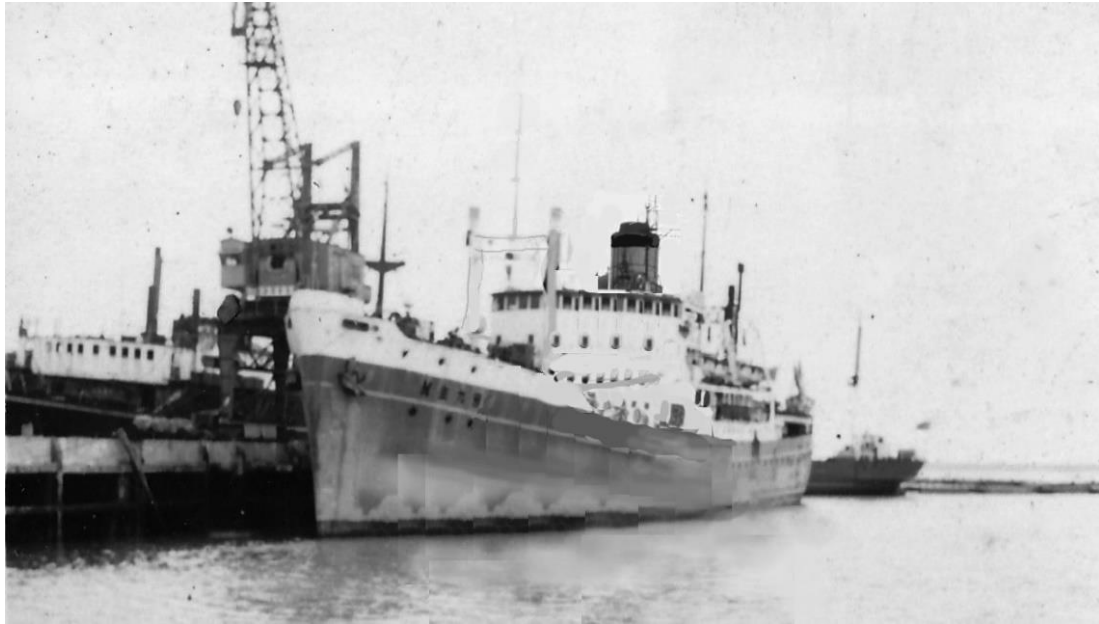
Built by Chinese Navy Kiangnan Dockyard, Shanghai for CMSNC as PA(I) HSIEN/PO HSIEN. 1949 remained in mainland waters. 20/2/50 after Nationalist bombing attack capsized at Shanghai No. 16/17 pontoon berth, obstructing navigation - 22/7 raised. 1954 Kiangnan D.Y. completed refit as coastal cargo-passenger ship for Shanghai Bureau. 6/56 as MIN CHU 9 inaugurated Shanghai-Dalian line with CHUNG HSING 9 but soon transferred to Dalian-Tianjin line under Dalian Bureau. From 1958 in regular service Dalian-Shidao Islands-Qingdao with a wide range of accommodation. 1966 r. GONG NONG BING 9. 4/82 withdrawn when passenger service terminated, presume broken up (RLR 1955 as PAI HSIEN). [Engines identical to Mitsubishi Kiangnan T3cy units fitted to the larger KONEI MARU class (2 units), DOSHI MARU and YOJO MARU but hull dimensions do not match Japanese war standard types] [Identification as ex PO HSIEN: <http://60-250-180-26.hinet-ip.hinet.net/ss/6154.html>, services incl. termination: <http://qdsq.qingdao.gov.cn/n15752132/n20546827/n26338249/n26360195/n26361708/26362861.html>.]



PAI HSIEN rebuilt as MIN CHU 9 (Talbot Booth).



Our only confirmed photograph of MIN CHU 9 is this snapshot taken at Dalian (coll. SK).



This is our creative extrapolation of the snapshot, involving informed guesswork (SK).

TING CHU 廷樞 (1948-49) 1573/43 (N3)

Built by Walter Butler Shipbuilders Inc., Superior for USWSA as JUSTIN DUANE. 1947 sold to Chinese Gov't r. TENG 1404. 1948 sold to CMSNC r. TING CHU. Mid-1949 evacuated to Taiwan. 13/11/50 sunk by gunfire off Chienchow, Fukien on voyage Kaohsiung-Quemoy.

WAN FU 萬富(1948-49) 3327/44 (LST)

Built by Bethlehem Shipbuilding Corp; Ltd, Fore River for USN as LST 1012. 6/46 sold to China. 1948 listed for Ming Sung Industrial Co. Ltd. r. PING YUAN. 1948 sold to CMSNC r. WAN FU/PU, 1949 evacuated to Taiwan. 1950 beached as a pier and landing stage at Quemoy. 1956 destroyed in PRC artillery barrage, dismantled.



WAN FU and another vessel in use as a pier and landing stage at Quemoy (Yao Kaiyang colln).

WAN-MING 萬民 (1948-49) 3327/44 (LST)

Built by Boston Navy Yard, Boston for USN as LST 997. 15/6/48 sold to CMSNC, conv. to merchant ship r. WAN-MIN/MING. 1949 allocated to Executive Yuan Aftermath Department Battalion in Taiwan. RLR 1955.



WAN-MIN under Army control in Taiwan (Yao Kaiyang colln).

CHUNG 123 中 123 (ca.1949-49) 3327/4? (LST)

U.S.-built LST, transferred to CMSNC ca. 1949. Taken over by the PRC and became REN MIN 9. Refitted by Kiangnan 12/55-1/56. NFI. (15 LSTs still listed for PRC Navy 1987.)



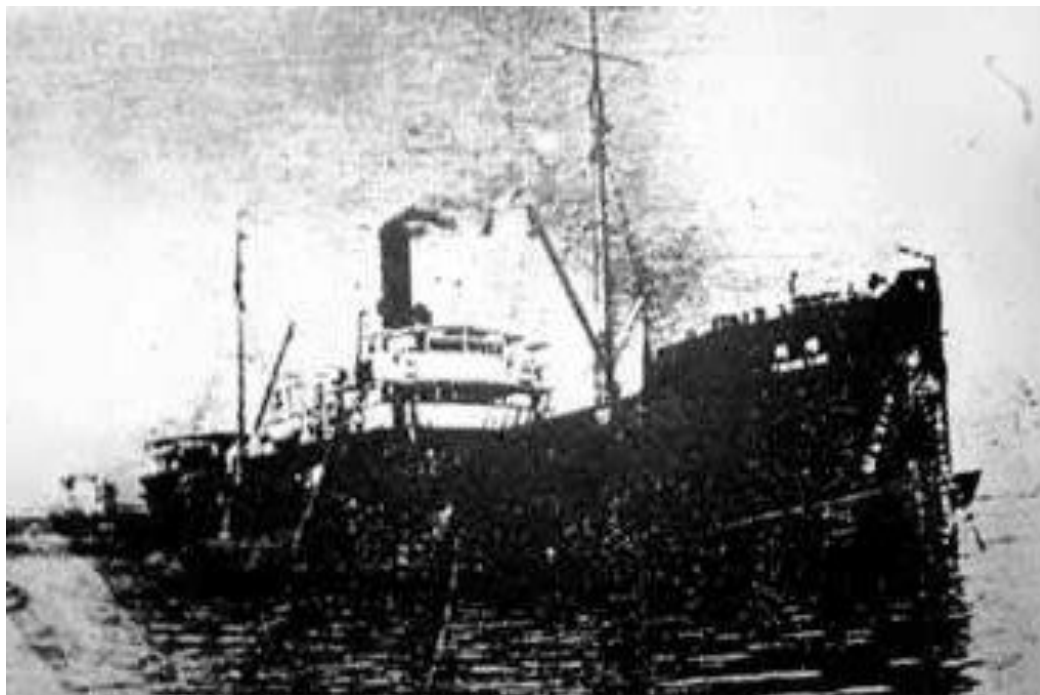
CHUNG 123 in CMSNC colours (Internet).

TSENGLEE 增利 (1949-??) 967/18 T3cy (190.0 x 31.0', T3cy)

Built by Osaka Iron Works, Osaka. By 1921 owned by Ching Kee S.N. Co., Chefoo as TSENGLEE. 12/41 captured by Japanese forces r. KAISYO (KAISHO) Go. 8/49 as TSENGLEE handed over to Republic of China authorities by SCAJAP at Sasebo, allocated to CMSNC, 'Shanghai', name now as TSENG LEE. Presume re-registered in Taiwan. NFI. 1956 RLR.



TSENGLEE prewar at Tientsin from a postcard (SK).



TSENGLEE in Tokyo on 15 August 1949 (Yao Kaiyang colln).

CMSNC tankers transferred to China Tanker Co. Ltd (CTC), Shanghai

Tankers transferred from the United States to CMSNC were almost immediately re-registered for CTC, though remaining under the management of CSMNC. CTC and those surviving tankers in Taiwan were eventually reincorporated into the fleet of CMSNC (Taiwan).

YUNG CHANG 永漳 (1946-47) 1183/43 (T1-M-A1)

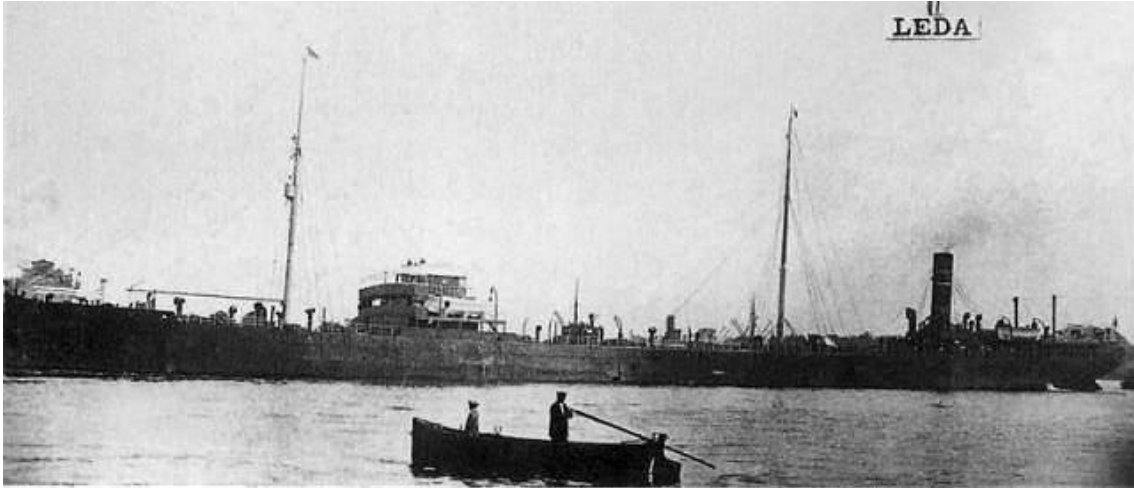
Built by Barnes-Duluth S.B. Co., Duluth for USWSA as CROMWELL. 1943-46 lend-lease to MOWT (Anglo-Saxon Petroleum Ltd, mgrs). 1946 sold to CMSNC r. YUNG CHANG (TANKER No.128). 1947 t/f to CTC, 1949 reg. at Kaohsiung, 1958 t/f to CMSNC. 9/63 broken up in Taiwan.



YUNG CHANG as CROMWELL (Sawyer & Mitchell).

YUNG CHE 永澤 (1946-47) 7463/14 (459.1 x 60.0', Q4cy)

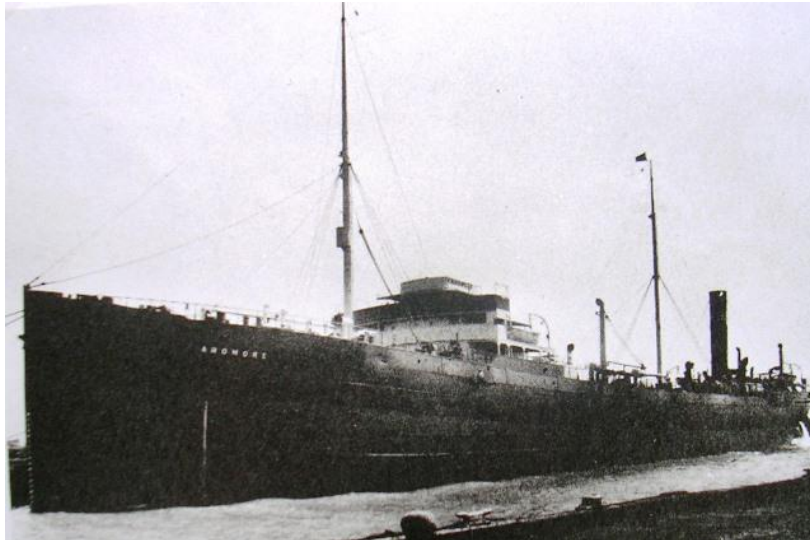
Built by Howaldtswerke A.G., Kiel for Deutsch-Amerika Petroleum Ges., Hamburg as LEDA. 1914 requisitioned by The Admiralty, London, t/f to Standard Oil Co. (New Jersey), Bayonne r. MATINICOCK. 15/10/24 sold to Matinicock S.S. Co. Inc. (C.D. Mallory & Co. Inc., mgrs), Wilmington. 1936 t/f to Ardmore S.S. Co. Inc. (same mgrs), Wilmington. 19/5/41 on death of C.D. Mallory, Marine mgrs became Transport Lines (Lamton Corp.). 1942 requisitioned by US Gov't. Ownership reverted to Matinicock S.S.Co. Inc. 1946 sold to CMSNC r. YUNG CHE (TANKER No.203). 1947 t/f to CTC, Shanghai, 1949 reg. at Kaohsiung. 14/8/53 arrived at Kaohsiung and laid up. 2Q/1954 broken up at Kaohsiung.



YUNG CHE as LEDA (<https://www.aukevisser.nl/german/a47804c0.jpg>).

YUNG CHENG 永澄 (1946-47) 7219/13 (449.6 x 59.6', Q4cy)

Built by A.G. 'Neptun', Rostok for Deutsch-Amerika Petroleum Ges., Rostok as DELPHIN. 1914 seized and sold to Standard Oil Co. (New Jersey), New York r. ARDMORE. 15/10/24 sold to Ardmore S.S. Co. Inc. (C.D. Mallory & Co. Inc. mgrs), Wilmington. 19/5/41 on death of C.D. Mallory mgrs became Marine Transport Lines (Lamton Corp.). 1942 sold to Bessemer Trust Co. Inc., Wilmington. 1946 sold to CMSNC r. YUNG CHENG (TANKER No.202). 1947 t/f to CTC, 1949 evacuated to Taiwan, presume reg. at Kaohsiung. 4Q/1950 broken up at Keelung.



YUNG CHENG as ARDMORE (Mallory history).

YUNG FEI 永漉 (1946-47) 1220/43 (T1-M-A1)

Built by Barnes-Duluth S.B. Co., Duluth for USWSA as GLEN POOL. 1943-1946 lend-lease to MOWT (Bulk Oil S.S. Co., mgrs). 1946 sold to CMSNC and 1947 t/f to CTC r. YUNG FEI (TANKER No.125). 1949 reg. at Kaohsiung. 11/59 broken up in Taiwan.

YUNG FU 永浚 (1946-47) 1220/43 (T1-M-A1)

Built by Barnes-Duluth S.B. Co., Duluth for USWSA as LOMA NOVIA. 1943-46 lend-lease to MOWT (Anglo-Saxon Petroleum Ltd, mgrs); serving with British Pacific Fleet. 1946 sold to CMSNC r. YUNG

FU (TANKER No.121). 1947 t/f to CTC, 1949 reg. at Kaohsiung. 1959 t/f to CMSNC. 2/62 broken up at Keelung.

YUNG HAN 永漢 (1946-47) 1220/43 (T1-M-A1)

Built by Barnes-Duluth S.B. Co., Duluth for USWSA as TITUSVILLE. 1943-46 lend-lease to MOWT (Anglo-Saxon Petroleum Ltd, mgrs). 1946 sold to CMSNC r. YUNG HAN (TANKER No.122). 1947 t/f to CTC. 24/5/49 scuttled in Whangpoo River near Kiangsue Pier. 25/8/50 salvage commenced, late-9/50 wreck dragged to Pootung, 12/10 raising by crane started, 10/11 refloated after removal of mud.



HUYOU No.25 (Whangpoo Oiler No.25), former YUNG HAN or sister, active c.1980 (SK*).

YUNG HUAI 永淮 (1946-47) 1220/43 (T1-M-A1)

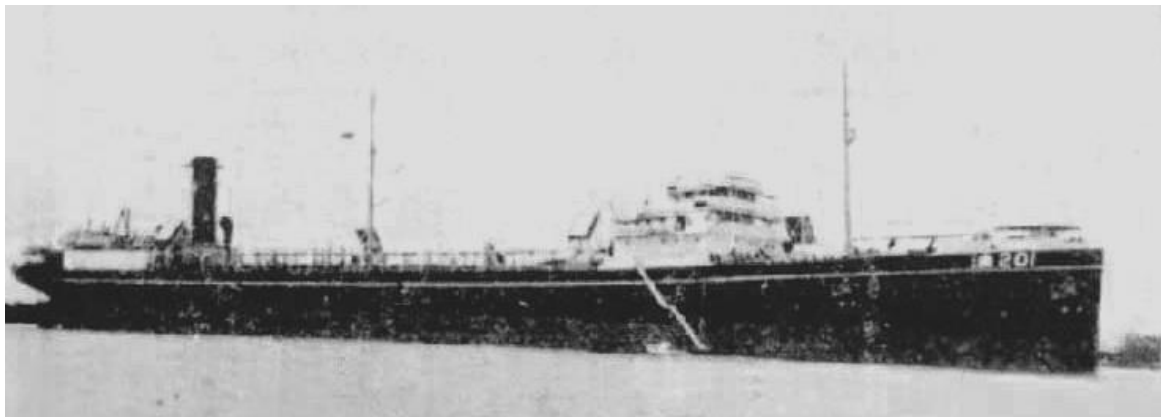
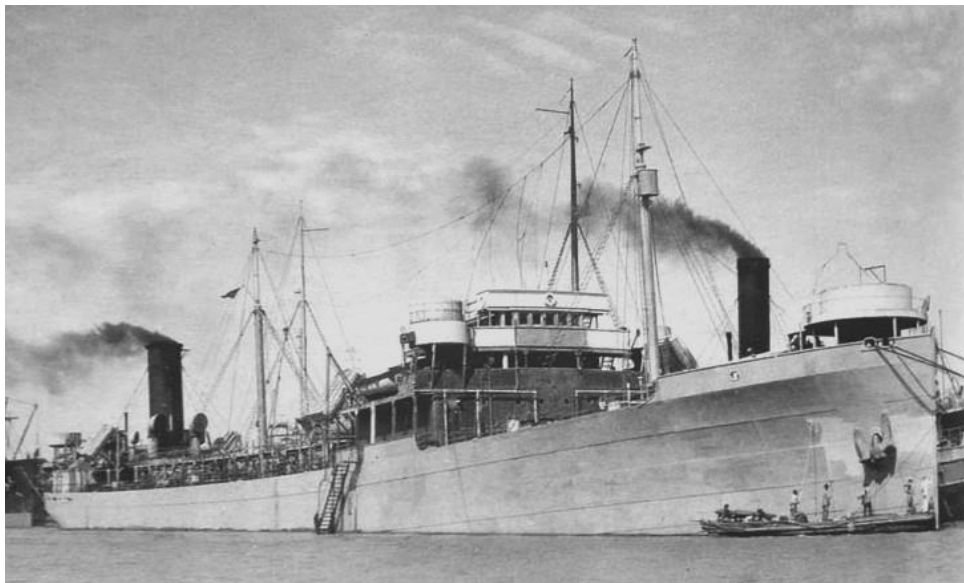
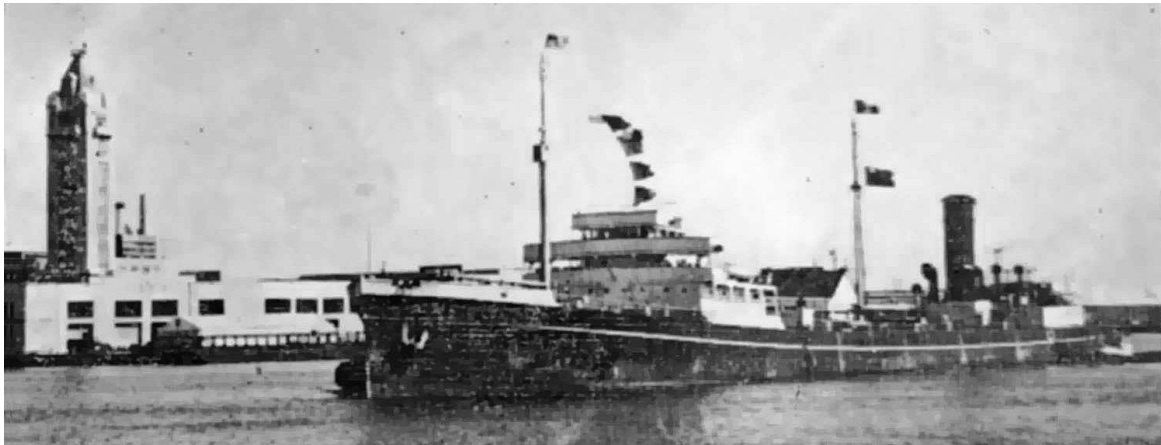
Built by Barnes-Duluth S.B. Co., Duluth for USVSA as TARENTUM. 1943-46 lend-lease to MOWT (Anglo-Saxon Petroleum Ltd, mgrs). 1946 sold to CMSNC r. YUNG HUAI (TANKER No.126). 1947 t/f to CTC. 24/5/49 scuttled in Whangpoo River during Civil War.

YUNG HUANG 永滄 (1946-47) 1220/44 (T1-M-A1)

Built by Gray's Iron Works Inc., Galveston for USWSA as DARST CREEK. 1944-46 lend-lease to MOWT, serving with British Pacific Fleet (Anglo-Saxon Petroleum Ltd, mgrs). 1946 sold to CMSNC r. YUNG HUANG (TANKER No.103). 1947 t/f to CTC. 1949 taken over by PRC. 196? reg. to COSCO. RLR 1992/93, NFI.

YUNG HUNG 永洪 (1946-47) 8207/21 (464.6 x 60.2', T3cy Hooven, Owens, Rentschler Co., Hamilton, Ontario)

Built by Northwest Bridge & Iron Co., Portland for Swiftsure Oil Transport Co., New York as SWIFTLIGHT. 1925 sold to New England Oil S.S. Co. Inc., Wilmington. 1/11/29 sold to Boat Owning & Operating Co. (C.D. Mallory & Co. Inc., mgrs), Wilmington. 1938 t/f to Swiftlight S.S. Co. (same mgrs), Wilmington. 19/5/41 on death of C.D. Mallory mgrs became Marine Transport Lines Inc. (Lamton Corp.). 1942 requisitioned by US Govt. 1946 sold to CMSNC r. YUNG HUNG (TANKER No.201). 1947 t/f to CTC, 1949 reg at Kaohsiung. 17/10/55 arrived at Yokkaichi for demolition.



YUNG HUNG (Tanker No.201) (three photos Yao Kaiyang colln).

YUNG KAN (1946-47) 1220/44 (T1-M-A1)

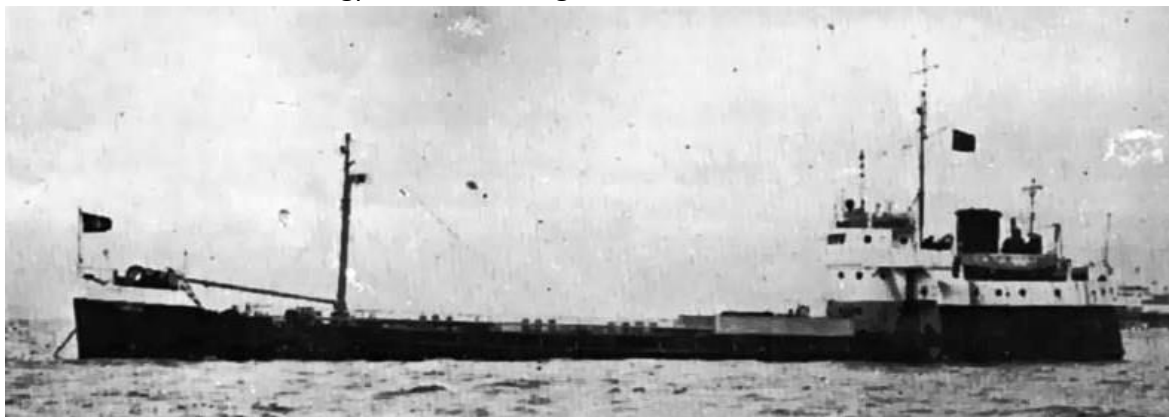
Built by Gray's Iron Works Inc., Galveston for USWSA as SALT FLAT. 1944-46 lend-lease to MOWT (Bulk Oil S.S. Co. Ltd, mgrs). 1946 sold to CMSNC r. YUNG KAN (TANKER No.112). 1947 t/f to CTC, 1949 reg. at Kaohsiung. 1958 scrapped in Taiwan.

YUNG LAI 永濼 (1946-47) 1220/44 (T1-M-A1)

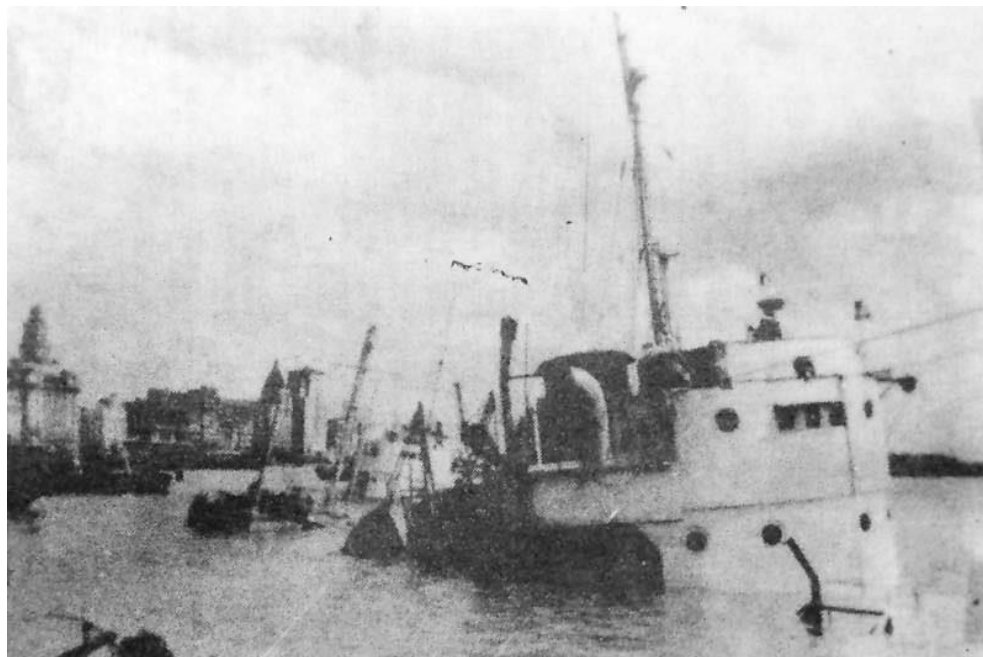
Built by Todd Galveston D.D. Inc., Galveston for USWSA as HASTINGS. 1944-46 lend-lease to MOWT (Anglo-Saxon Petroleum Ltd, mgrs). 1946 sold to CMSNC r. YUNG LAI (TANKER No.101). 1947 t/f to CTC, 1949 reg. at Kaohsiung. 1959 t/f to CMSNC. 9/66 [also rep. as 8/63] broken up in Taiwan.

YUNG LOO 永洛 (1946-47) 1220/43 (T1-M-A1)

Built by Barnes-Duluth S.B. Co., Duluth for USWSA as JENNINGS. 1944-1946 lend-lease to MOWT (F.T. Everard & Sons Ltd, mgrs). 1946 sold to CMSNC and 1947 r. YUNG LOO (TANKER No.130). 1947 t/f to CTC. 24/5/49 scuttled in Whangpoo River during Civil War.



YUNG LOO (Yao Kaiyang colln).



YUNG LOO or a sister scuttled in the Whangpoo (Yao Kaiyang colln).

YUNG LU 永瀟 (1946-47) 1220/43 (T1-M-A1)

Built by Barnes-Duluth S.B. Co., Duluth for USWSA as BENTON FIELD. 1943-46 lend-lease to MOWT (Anglo-Saxon Petroleum Co. Ltd, mgrs). 1946 sold to CMSNC r. YUNG LU (TANKER No.123). 1947 t/f to CTC, 1949 reg. at Kaohsiung. 11/59 broken up in Taiwan.

YUNG LUAN 永灤 (1946-47) 1220/43 (T1-M-A1)

Built by Barnes-Duluth S.B. Co., Duluth for USUSA as TONKAWA. 1943-1946 lend-lease to MOWT (Anglo-Saxon Petroleum Co. Ltd, mgrs). 1946 sold to CMSNC r. YUNG LUAN (TANKER No.124). 1947 t/f to CTC, 1949 reg. at Kaohsiung. 1959 t/f to CMSNC. 1965 broken up in Taiwan.

YUNG SHOW (1946-47) 1220/43 (T1-M-A1)

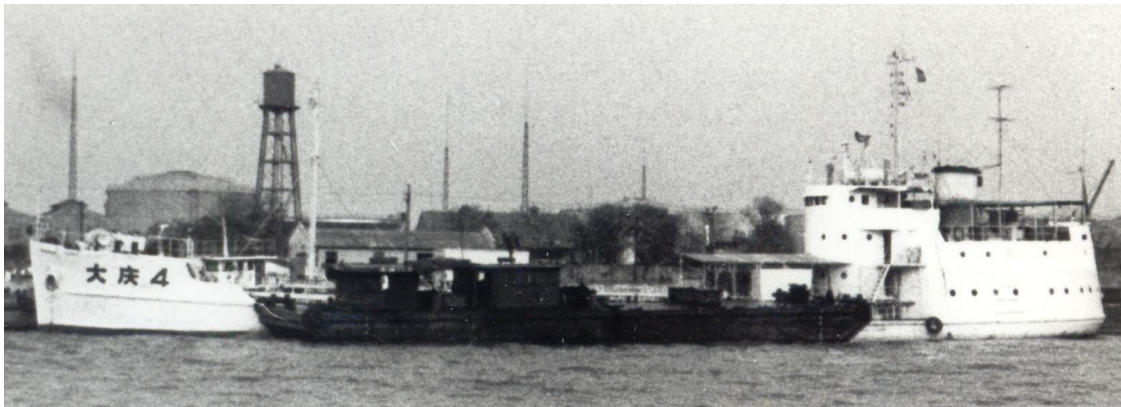
Built by Gray's Iron Works Inc., Galveston for USWSA as LULING. 1943-1946 lend-lease to MOWT (Anglo-Saxon Petroleum Co. Ltd, mgrs). 1946 sold to CMSNC r. YUNG SHOW (TANKER NO.111). 1947 t/f to CTC. 1949 taken over by PRC and registered for COSCO. RLR 1992/93, NFI.

YUNG SHU 永敘 (1946-47) 1220/43 (T1-M-A1)

Built by Todd Galveston D.D. Inc., Galveston for USWSA as SAXET. 1943-46 lend-lease to MOWT (Anglo-Saxon Petroleum Co. Ltd, mgrs). 1946 sold to CMSNC r. YUNG SHU (TANKER No.113). 1947 t/f to CTC. 1949 taken over by PRC. 1950 r. CHIEH SHE 7. 1955 r. TA CHING 7. 1958 name romanised as DA QING 7. RLR 1992/93, NFI.

YUNG SIANG 永湘 (1946-47) 1220/43 (T1-M-A1)

Built by Barnes-Duluth S.B. Co., Duluth for USWSA as MANNINGTON. 1943-46 lend-lease to MOWT (Anglo-Saxon Petroleum Co. Ltd, mgrs). 1946 sold to CMSNC r. YUNG SIANG (TANKER No.127). 1947 t/f to CTC. 1949 taken over by PRC. 1950 r. CHIEH SHE 4. 1955 r. TA CHING 4. 1958 name romanised as DA QING 4. RLR 1992/93, NFI.



YUNG SIANG as DA QING 4 in the 1970s (Markus Berger colln).

YUNG SUNG 永淞 (1946-47) 1184/43 (T1-M-A1)

Built by Gray's Iron Works Inc., Galveston for USWSA as SEVEN SISTERS. 1943-46 lend-lease to MOWT, serving with British Pacific Fleet (Anglo-Saxon Petroleum Co. Ltd, mgrs). 1946 sold to CMSNC r. YUNG SUNG (TANKER No.114). 1947 t/t to CTC, 1949 reg. at Kaohsiung. 6/59 broken up at Keelung.

YUNG TAO 永洮 (1946-47) 1220-44 (T1-M-A1)

Built by Gray's Iron Works Inc., Galveston for USWSA as HEYSER. 1944-1946 lend-lease to MOWT (Anglo-Saxon Petroleum Co. Ltd, mgrs). 1946 sold to CMSNC and 1947 r. YUNG TAO (TANKER No.102). 1947 t/f to CTC. 24/5/49 reported scuttled in Whangpoo River during Chinese Civil War. Taken over by PRC, repaired. 196? reg. to COSCO. RLR 1992/93, NFI.

YUNG TSIN 永清 (1946-47) 8526/14 (458.3 x 60.0 Q4cy)

Built by Newport News S.B. & D.D. Co., Newport for Standard Oil Co. of New Jersey, Bayonne (later New York) as JOHN D. ROCKEFELLER. 10/24 sold to Malabar S.S. Co. (C.D. Mallory & Co. Inc., mgrs), Wilmington r. MALABAR. 1938 t/f to Seminole S.S. Co. (same mgrs), Wilmington. 19/5/41 on death of C.D. Mallory, managers became Marine Transport Lines (Lamton Corp.). 1942 sold to Grosvenor Dock Co., Wilmington. 1946 sold to CMSNC r. YUNG TSIN (TANKER NO.204). 1947 t/f to CTC. 1949 reg. at Kaohsiung. Q2/54 laid up and broken up at Kaohsiung.



YUNG TSIN evacuating troops (Yao Kaiyang colln).

YUNG TUNG 永潼 (1946-47) 1184/43 (T1-M-A1)

Built by Lancaster Iron Works Inc., Perryville for USWSA as GOLDEN MEADOW. 1943-46 lend-lease to MOWT, serving with British Pacific Fleet (Anglo-Saxon Petroleum Co. Ltd, mgrs). 1946 sold to CMSNC and 1947 r. YUNG TUNG (TANKER No.129). 1947 t/f to CTC, 1949 reg. at Kaohsiung. 1959 t/f to CMSNC. 3/62 broken up at Keelung.

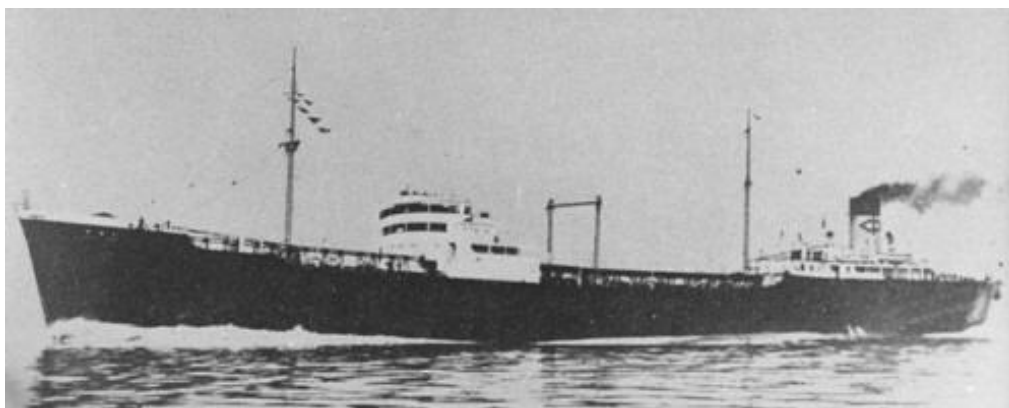
YUNG WEI 永渭 (1946-47) 1220/43 (T1-M-A1)

Built by Barnes-Duluth S.B. Co., Duluth for USWSA as WALNUT BEND. 1943-46 lend-lease to MOWT (Anglo-Saxon Petroleum Co. Ltd, mgrs). 1946 sold to CMSNC and 1947 r. YUNG WEI (TANKER No.129). 1947 t/f to CTC. 1949 taken over by PRC. 1950 r. CHIEH SHE 2. 1955 r. TA CHING 2. 1958 name romanised as DA QING 2. RLR 1992/93, NFI.

YUNG HAO 永灝 (1947-49) 10,519/37 (504.7 x 66.0', DR geared s.t., Ishikawajima S.B. & E., Tokyo)

Built by Harima S.B. & Eng. Co. Ltd, Harima for Naigai Kaiun, Tokyo as KURO(S)IO MARU. 1/45 sunk in air attack off Formosa. 1947 salvaged and allocated as prize to China (CMSNC, later CTC). Rebuilt and repaired by Hong Kong & Whampoa Dockyard and re-commissioned 1950 as YUNG HAO of CTC, although claimed by PRC. 12/4/51 while lying at Hong Kong with crew sympathetic to PRC requisitioned for use as Royal Fleet Auxiliary. Engine parts missing, towed to Singapore by *Salvalour* escorted by *HMS Charity*. 24/4/51 arrived Singapore to be made fit to proceed under own steam with RFA crew for passage to UK. Intended renaming SURF PILOT, but 9/5/51 commissioned in Singapore as tender to *HMS Terror*. Subsequently laid up. 1958 listed as 'future under consideration'. 3/60 reported broken up Singapore and scuttled at 2.33N 104.40E. 5/6/87 compensation claim settled under agreement between British and PRC governments. 21/10/11 hull reported in use as

an underground dive site at Pulau Air, Malaysia.



YUNG HAO as KUROSHIO MARU (Harima SB & E).

China Steamship Museum site <http://60.250.180.26/theme/theme-33/33-index.html> listed but did not identify one other large tanker, **YUNG YU** 永渝.

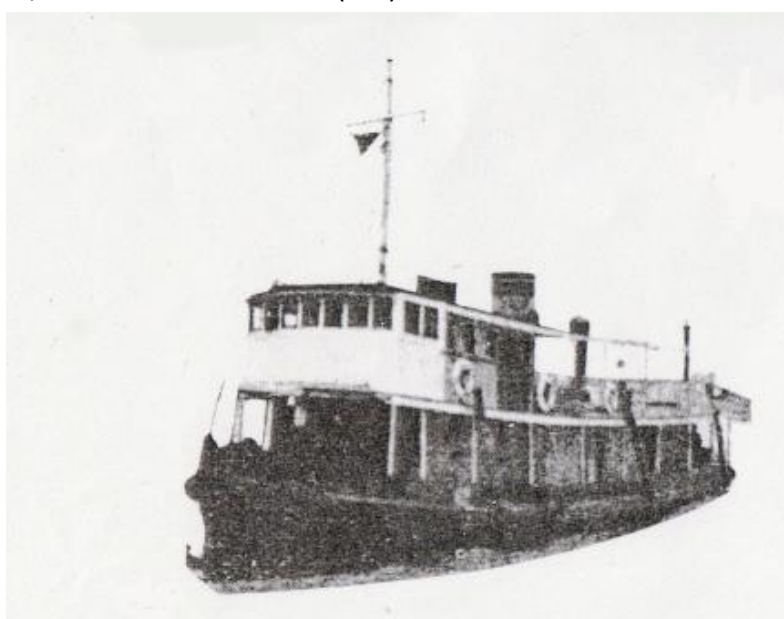
Tugs

LEE-TA(H) 利達 ?/? (tug)

Builders unknown. Early 1881 purchased by CMSNC for use as tug at Taku/Tientsin (presumably with LEE HONG). NFI.

KUO TSIN (1945-49?) 143/34 (84.6 x 19.6', C2cy)

Built by New Eng. & S.B. Works, Shanghai for Taku Tug & Lighter Co. Ltd., Tientsin as YUNG LEE. 1946 taken over by CMSNC, r. KUO TSIN. RLR 1953 (NFI).



KUO SHENG 國盛, stated to be owned by CMSNC, probably = KUO TSIN (Ships of China).

KUO WAN (1945-49?) 116/84 (i.s.s. 39.0 x 19.5', C2cy A. & J. Inglis, Glasgow)

Built by Boyd & Co., Shanghai for Taku Tug & Lighter Co. Ltd., Tientsin as KAI-TAI. 6/41 sold to Toa Kaiun K.K., Tokyo r. ?. 1947 taken over by CMSNC, r. KUO WAN. RLR 1953 (NFI).

MING 301 民 301 (1946-49) 596/43 (USN 143' tug)

Built by Levingston S.B. Co., Orange for USN as ATR-93. 7/12/43 on completion t/f under Lend-Lease to RN as HMS FLARE. 13/4/46 reverted to USN. 24/9/46 sold to CMSNC r. MING 301. 1949 under control of CMSNC (Taiwan). 11/58 sold to unknown buyer, 1960 reported b/u [<http://www.navsource.org/archives/09/40/40093.htm>]. RLR 1960.



HMS FLARE in 1943 (John R. Tait via <http://www.navsource.org/archives/09/40/40093.htm>).

MING 302 民 302 (1946-50) 597/43 (USN 143' tug)

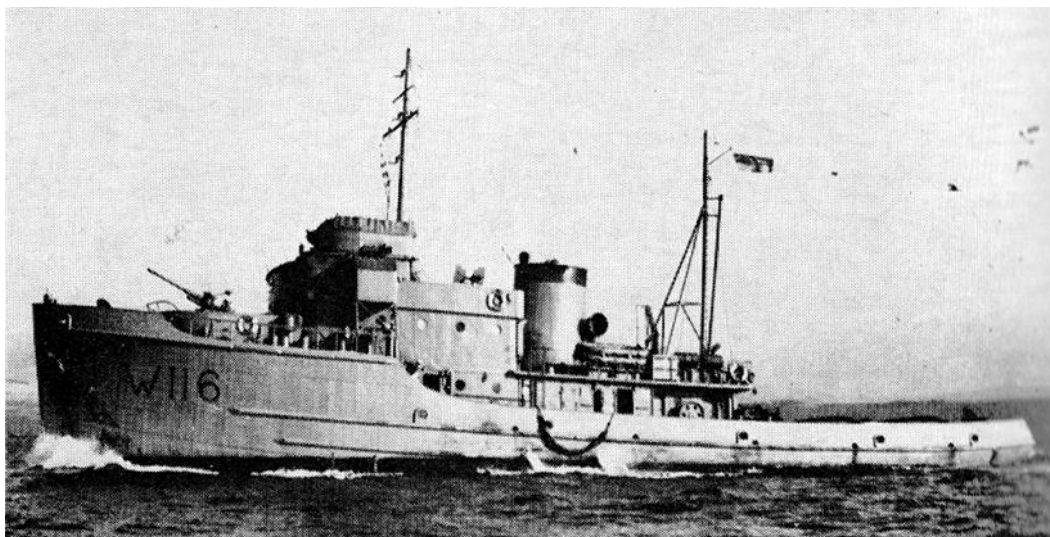
Built by Levingston S.B. Co., Orange for USN as ATR-94 but on completion t/f under Lend-Lease 21/12/43 to RN as HMS FLAUNT. 14/4/46 reverted to USN. 24/9/46 sold to CMSNC r. MING 302. 15/1/50 at Hong Kong hoisted PRC flag, taken to Canton and 1950 t/f to CPSNC. 1986 rep. t/f to Guangzhou Salvage Co., Guangzhou r. SUI JIU 302. RLR 1993 (May have been incorporated into PRC Navy which had two such vessels in 1987.)



Tug MING 302 at Hong Kong (Yao Kaiyang colln).

MING 305 民 305 (1946-49) 596/42 (USN 143' tug)

Built by Defoe Co., Bay City as BAT-10 but on completion t/f under Lend-Lease 14/9/42 to RN as HMS EMINENT. 13/4/46 reverted to USN. 24/9/46 sold to CMSNC r. MING 305. 1949 under control of CMSNC (Taiwan). 1960 sold to China Sea Salvage Affairs Committee, Kaohsiung. RLR 1975. Reported scrapped in 2005 [<http://www.navsource.org/archives/09/40/40b10.htm>].



MING 305 as HMS EMINENT (Lt. S. Beadell, RN official photographer).

MING 306 民 306 (1946-49) 597/43 (USN 143' tug)

Built by Gulfport Boiler & Welding Works Inc., Port Arthur (#208) for USN as BAT-14 but on completion t/f under Lend-Lease 10/4/43 to RN as HMS WEAZEL. 11/4/46 reverted to USN. 17/9/46 sold in Philippines via Bosey, Board of Supplies, Executive Yuan to CMSNC r. MING 306. RLR 1953 (may have been incorporated into PRC Navy which had two such vessels in 1987).



MING 306 in USN colours ca. April 1943 [<http://www.navsource.org/archives/09/40/40b14.htm>].

MING 308 民 308 (1946-49) 596/42 (USN 143' tug)

Built by Livingston S.B. Co., Orange for USN. Laid down as ATA-130 but 9/3/42 redesignated as MISSISAUGA then BAT-5 but on completion 10/8/42 t/f under Lend-Lease to RN as HMS LARIAT. 19/2/46 reverted to USN. 12/4/46 stricken. 17/9/46 sold in Philippines via Bosey, Board of Supplies, Executive Yuan to CMSNC r. MING 308. 1949 under control of CMSNC (Taiwan). RLR 1960.



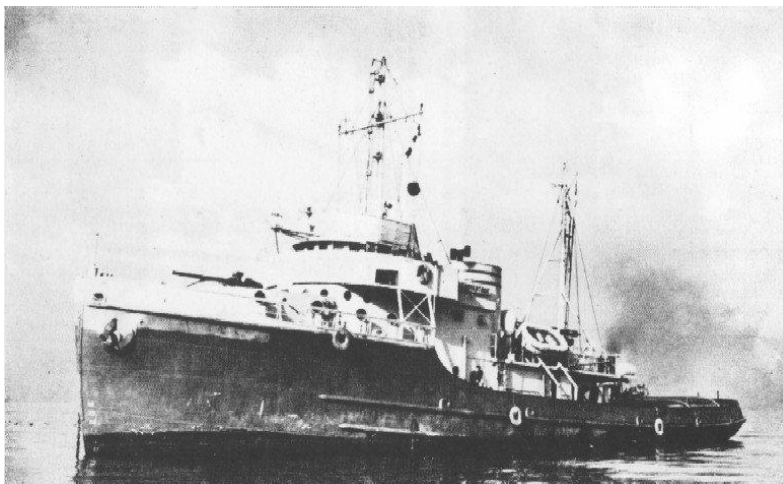
Early view of MING 108 in CMSNC colours (7788.com).



MING 308 (Yao Kaiyang colln).

MING 309 民 309 (1946-49) 596/43 (USN 143' tug)

Built by Levingston S.B. Co., Orange for USN. Planned as Fleet Tug AT-119 but laid down in late 1942 as ATR-41. Redesignated BATR-41 in 1943 but on completion ca. 23/4/43 t/f under Lend-Lease to RN as HMS ADVANTAGE. 19/2/46 reverted to USN, r. BATR-41. 12/4/46 struck from the Naval Register. 24/9/46 sold in Philippines via Bosey, Board of Supplies, Executive Yuan to CMSNC r. MING 309. 1949 under control of CMSNC (Taiwan). 1949 reported r. KAOHSIUNG but RLR 1966 as MING 309.



MING 309 as HMS ADVANTAGE (<http://www.navsource.org/archives/09/40/40041.htm>).

MING 312 民 312 (1946-50) 596/44-5 ('Type 254' tug)

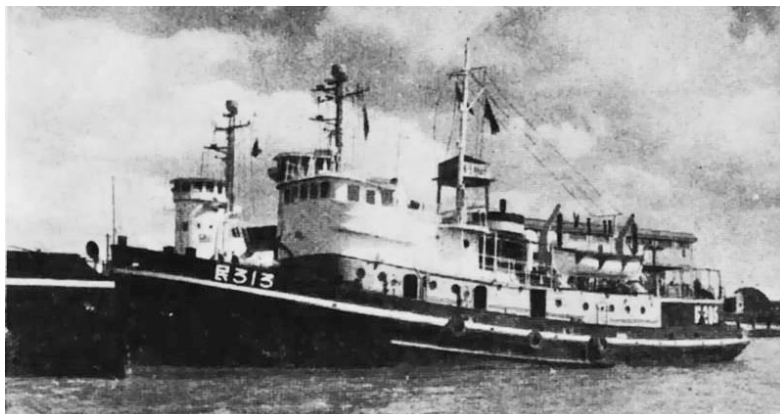
Built by Marietta Mfg Co., Pt. Pleasant (#515) for U.S. Army as LT-649. 1946 sold to Chinese Gov't r. CHI PING. 1946 t/f to CMSNC r. MING 312. 15/1/50 at Hong Kong hoisted PRC flag and taken to Canton. NFI. [LR erroneously gives the 396 gt of a 'Type 228' tug.]



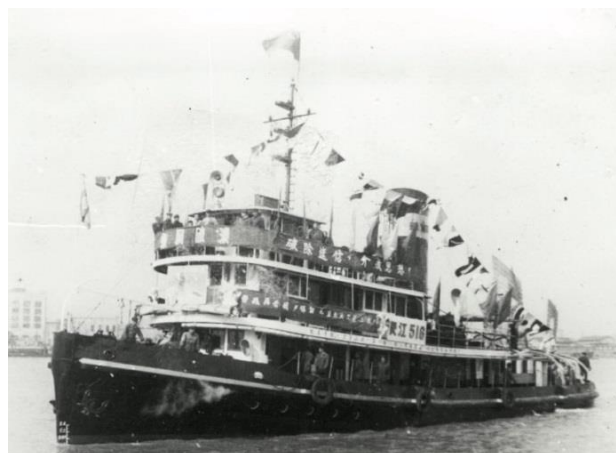
US Army LT-793, an exact sister of MING 312, built at the same yard (#529) (Internet).

MING 313 民 313 (1946-49) 396/44 ('Type 228' tug)

Built by Tampa Marine Corp., Tampa for U.S. Army as LT-647. 1946 sold to CMSNC r. MING 313. RLR 1953.



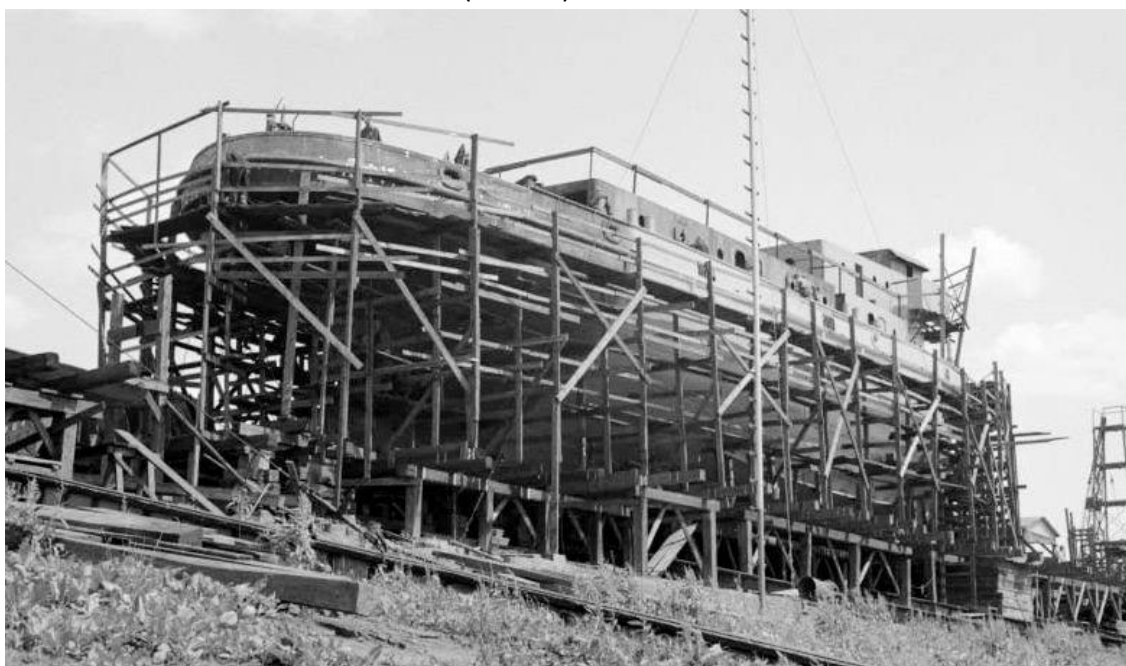
MING 313 (Yao Kaiyang colln).



Yangtse tug CHANG JIANG 516 during the Cultural Revolution. Likely reconstruction of an ex-US Army 'Type 228' tug (7788.com).

MING 320 民 320 (194?-49) 596/43-12 ('Type 254' tug)

Built by Marietta Mfg Co., Pt. Pleasant (#498) for U.S. Army as LT-225. 1946 t/f to United Nations Relief and Rehabilitation Administration (UNRRA), later r. CW TUG 5. By 1949 sold to CMSNC r. MING 320. 1949 under control of CMSNC (Taiwan). RLR 1960.



An unidentified 'Type 254' tug under construction at the Marietta Mfg Co., Pt. Pleasant in 1943 (<https://www.amazon.com/Pleasant-Virginia-Scaffolding-Marietta-Manufacturing/dp/B018E3FFHC>).



'Type 254' tugs had a 3cy uniflow steam engine. Image shows ex-LT-651 (<http://eshore.iath.virginia.edu/node/5965>).

Note: MING 300 series tugs were initially briefly given MING 100 series names. The missing MING numbers 303, 304, 307, 310, 311, and 314-319 were likely mostly tugs of the US Army '228' and '254' types, many of which were transferred to China.

[Some details at <http://shipbuildinghistory.com/smallships/armytugs.htm>].

Miscellaneous Vessels

Two further LSTs

WAN SHEN (LST)



WAN SHEN shared the 'WAN' prefix with other CMSNC LSTs, but was not listed in Lloyd's Register (W. Schell). Note: Navsource reports LST-22 as having been r. WAN CHENG.

MEI LING 1653/44 (LST)

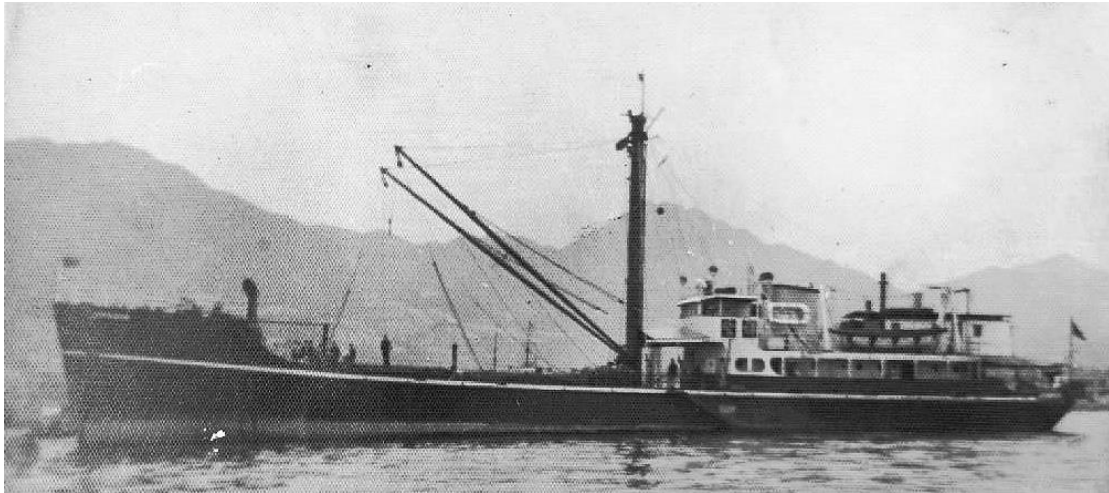
Built by Boston Navy Yard, Boston for USN as LST 991. 1948 sold to Board of Trustees for Rehabilitation Affairs, Shanghai r. MEI LING, but NFI.



MEI LING belonged to the Board of Trustees for Rehabilitation Affairs, but what became of her subsequently is unknown (W. Schell).

Four FS Type US-built 500-gt motorships not in Lloyd's Register

According to Yao Kaiyang, seventeen of this class were allocated to China in 1946. These appear to have been operated in the first instance by CNRRA Waterways Transport with 'Flower' names. Four, WAN SHOU HUA 萬壽花 (MARIGOLD – ex FS 150), TSU LO LAN 紫羅藍 (VIOLET – ex FS-155), TING HSIANG 丁香 (CLOVER – ex FS-146) and CHIN HSIANG HUA 金香花 (TULIP – FS number not known) were subsequently allocated to CMSNC and renamed **TENG CHOU** 登州, **CHING CHOU** 青州, **HANG CHOU** 杭州 and **SU CHOU** 蘇州[<http://60-250-180-26.hinet-ip.hinet.net/ss/6154.html>]. Two of these four, HAIYUN 300 (originally FS-146) and HAIYUN 301 (originally FS-155), were listed in 1987 for the PLA Navy.



FS type 500-gt motorship MARIGOLD in Chinese waters (kongfz.com).

LI 利 Class

LI 101, LI 102, LI 103, LI 103, LI 105, LI 106, LI 107, LI 108, LI 109, LI 110

Class of small craft postwar, described as lighters.



LI 106 (Yao Kaiyang colln).

Unidentified



Unidentified Chusan or Ningpo-type steamer, freshly painted in CMSNC colours at Shanghai Bund late-1945 (Walter Arrufat

http://www.chinatoday.com/history/shanghai_1945_photos/3_shanghai_1945_photos_78.htm).



Vessel wearing CMSNC funnel in early colour slide at Shanghai dated 3 Dec 1945 (Rosemary Booker

<http://www.vcea.net/VDB/Files/?Table=Image&ID=Image.ID.26161.No.0&Op=0>).

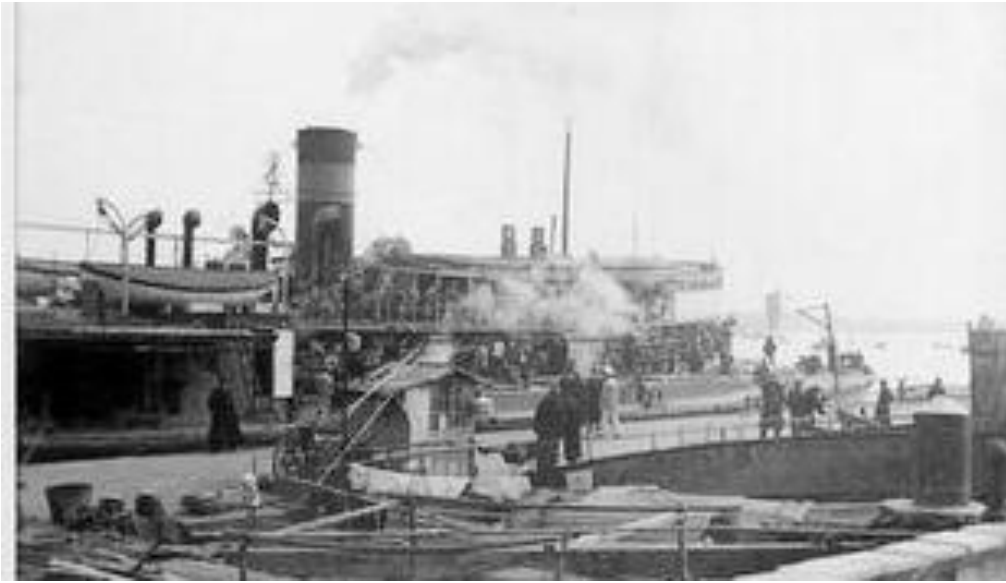


Photo taken at Shanghai by a G.I. late in 1945 (Ebay).

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