

Yu Ya-ching (Yu Xiaqing) shipping group

Ningpo Shaoshing (Ningshao) S.N. Co. Ltd, Shanghai (1909-c.49) 寧紹商輪公司

SAN PEH STEAM NAVIGATION COMPANY LTD, Shanghai (1914-c.54) 三北輪埠公司

Hoong On Steam Navigation Co. Ltd (HOSNC) (1918*-c.54) 鴻安商輪公司

*Upon Yu Ya-ching assuming primary control. (For period prior to 1918 see full HOSNC history/list.)

Ningshin Steamship Co. Ltd (NSSC) (1918-c.54) 寧興輪船公

Chinese-Italian Navigation Co. Ltd (CINC) (1937-43)

ILLUSTRATED FLEET LISTS

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

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We acknowledge the assistance of Peter Cundall, the Miramar site
and WSS fleet histories in updating these details.

The notation 'UoB' indicates a photograph has been sourced from Historical Photographs of China,
University of Bristol (www.hpcbristol.net).

Ningpo Shaoshing (Ningshao) S.N. Co. Ltd. 寧紹輪船公司

(est. 21/6/08, first meeting of shareholders 11/10/08, capital of 1 million Tls fully paid up)

[Known under Japanese rule 1937-45 as Neisho Shosen 寧紹商船]

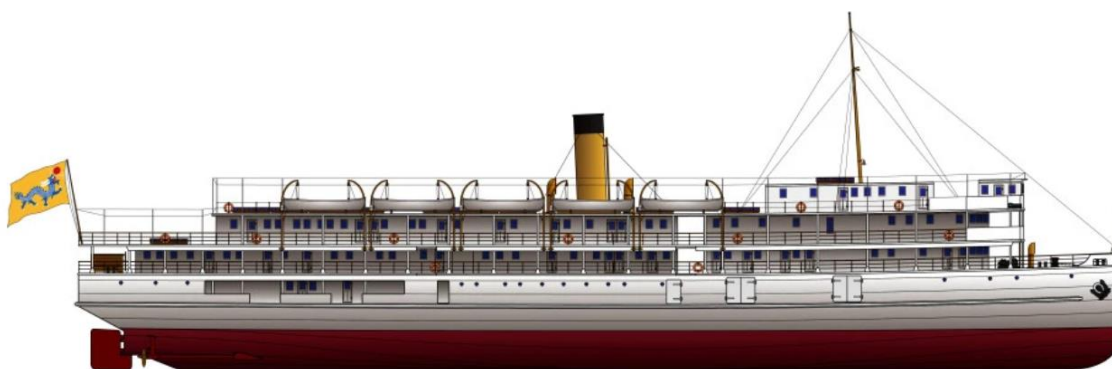


NING SHAO 寧紹 (1909-40) 2641 (later 3074)/05 (280.0 x 48.0', 2-sc, T6y)

Ordered from Foochow Arsenal, Foochow by Cie Asiatique de Nav. (Racine, Ackermann & Co., Shanghai mgrs) as one of 3 sisters (others cancelled) for Yangtse service. Reported completed 1906 but NFI until 11/09 acquired from Foochow Government. 10/7/09 commenced service for NSNC on Ningpo line. 11/14 t/f to Shanghai-Hankow line. Ca. 6/40 sunk by Japanese aircraft at Yu Ping Shan upstream from Ichang.



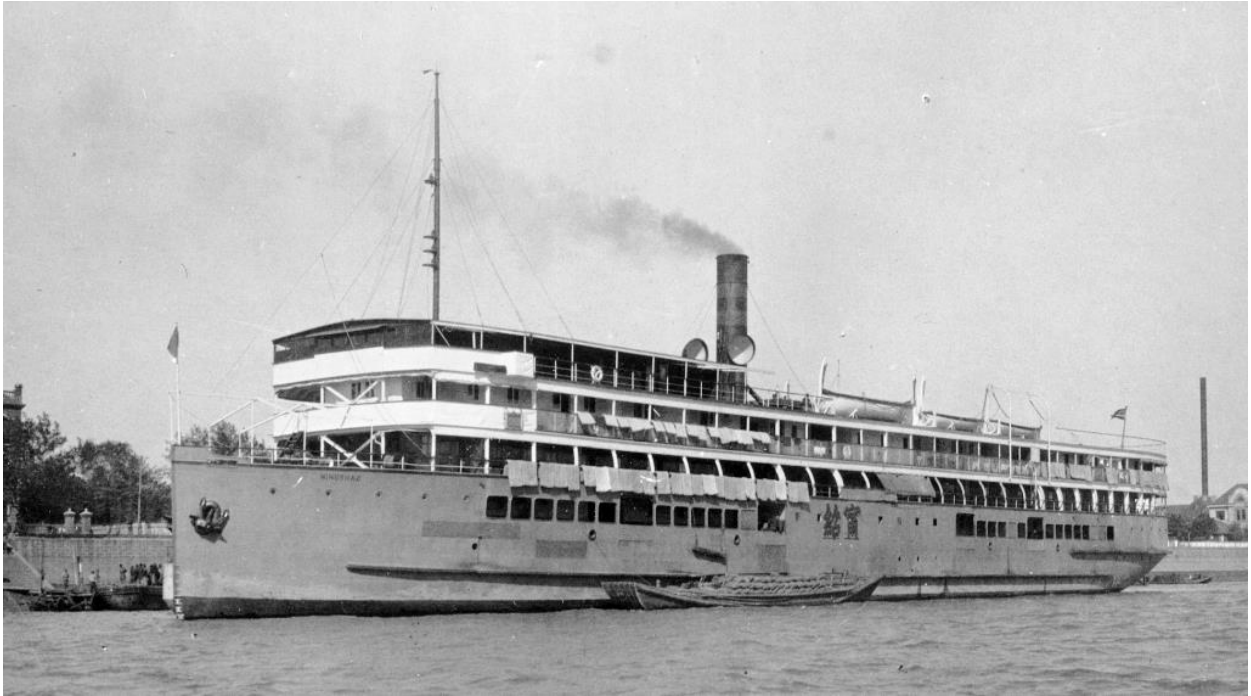
NING SHAO fitting out at Foochow (Foochow Museum, Mawei).



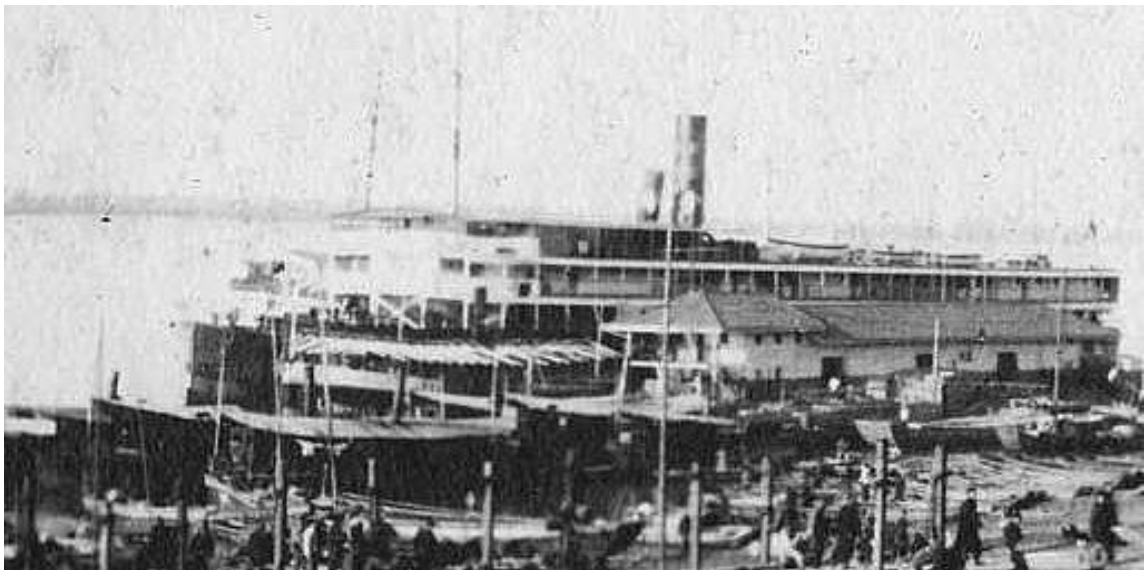
Modern line drawing envisioning NING SHAO as built (Ziye Guanshi/<https://origin-view.inews.qq.com/a/20220609A06B8V00>)



NING SHAO at Ningpo (Cixi Archives Hall Museum, Ningpo/
https://view.inews.qq.com/k/20210625A01SUD00?web_channel=wap&openApp=false)



NING SHAO at Hankow after transfer to the Yangtse service (Photo from *Report on Consolidation & Neutralization of transportation in China*, US Department of Commerce, Peking, 1918, in collection of Graham Thompson).



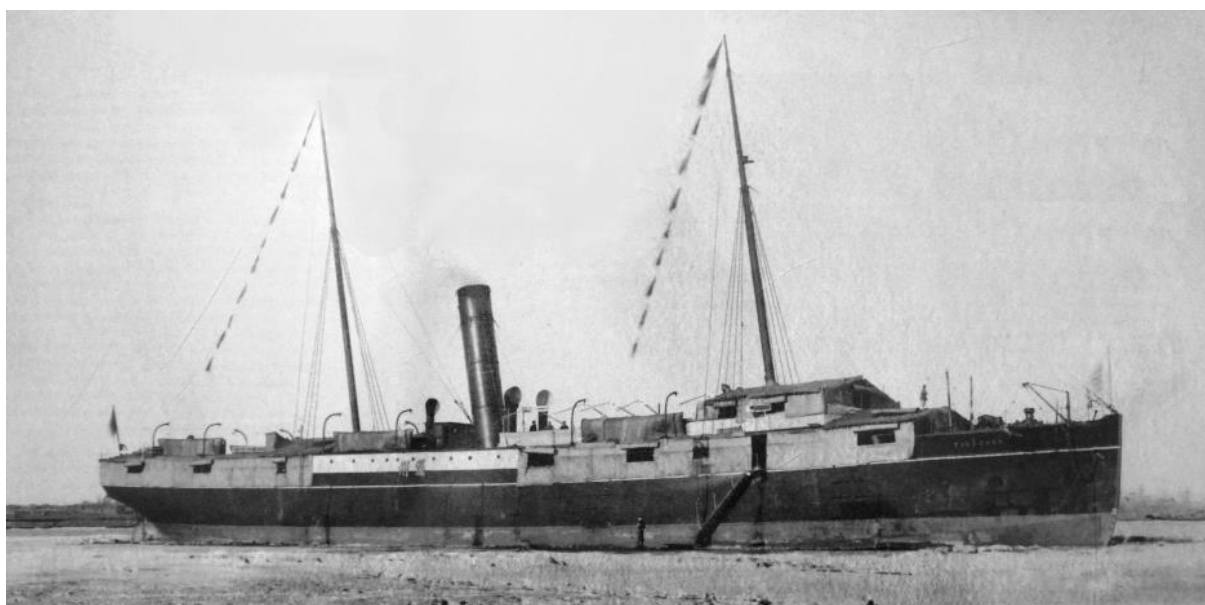
at Kiukiang (Yale colln).



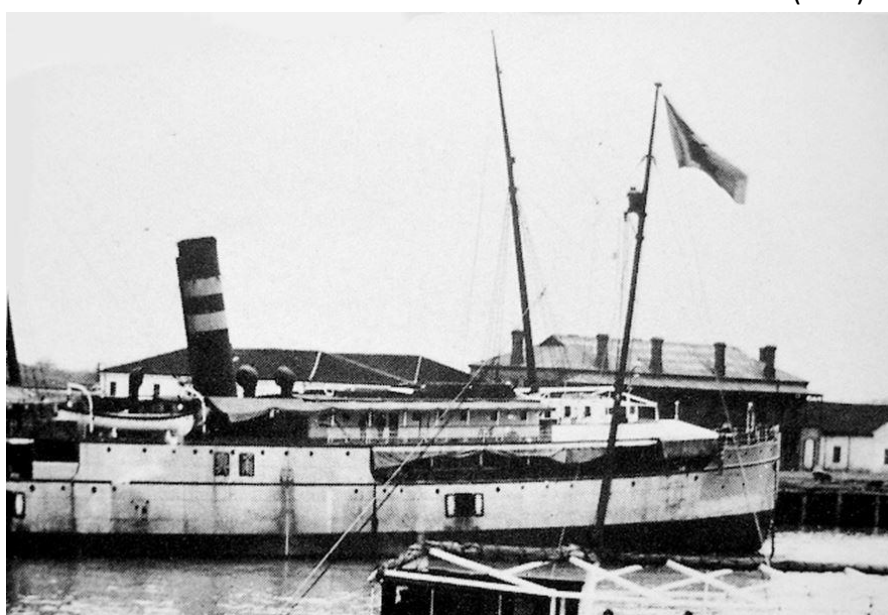
Distant extract from 1931 Shanghai photo suggesting re-build of front of superstructure (Internet).

YUNGSHIN 甬興 (1909-33) 999/86 (256.3 x 34.2', 2-sc, C4cy)

Built by Scott & Co., Greenock (#245) for China Navigation Co., London as TUNGCHOW. 11/04 sold to Diedrichsen, Jebsen & Co., Hamburg on behalf of Russian Ministry of War for use as supply vessel r. DNEIPR/DNPR/DNIEPR. 3/12/04 reported captured by IJN, taken to Sasebo. 1906 sold to Far Eastern S.S. & Nav. Co., Vladivostok. 1909 sold to NSNC r. YUNGSHIN and refitted as a passenger ship, sailing 29/8 for Ningpo. Briefly stranded while carrying 250 passengers. 18/7/15 in rough seas whipped up by typhoon stranded on a mudbank off Tsungming Island - refloated several days later without damage. 24/7/15 carried German Consul to Ningpo for a meeting with Yu Ya-Ching, transfer by *Tsepeh* to home at Wenlansah, the port of Sanpao. 7/18 switched to Foochow line. By 1/21 into early 1922 running about 3-weekly to Vladivostok and on occasion arrested for carrying contraband. By 8/22 back on Ningpo run and apparently to least 8/27 (running vs *Hsin Kiangteen*). 1/5/33 stranded on Chusu Island on voyage Foochow-Shanghai – looted. CTL.

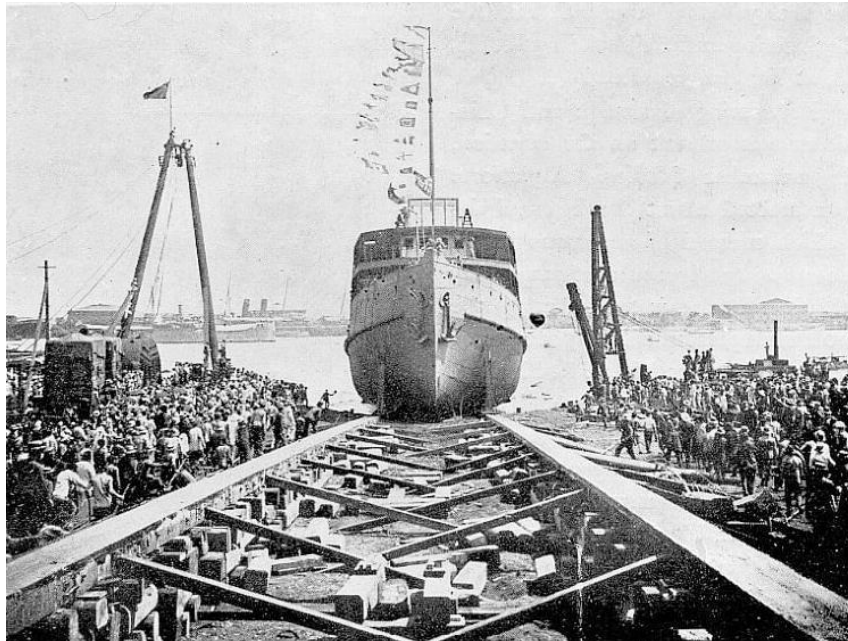


TUNGCHOW iced in in the Peiho below Tientsin in 1895-6 (CNC)



YUNGSHIN (A. Kludas).

HSIN NINGSHAO 新寧紹 (1914-37, 1942-45) 2551/14-11 (289.5 x 46.0', 2-sc, T6cy Richardsons, Westgarth & Co. Ltd, Middlesborough) As built: Passengers 64 First, 140 Second plus Deck. Built by New Eng. & S.B. Works Ltd, Shanghai (#249) for NSNC for Ningpo line – 11/11/14 ran trials. 5/7/31 collided at Shanghai with *Isabel Moller*. 5/7/32 at Shanghai collided with and severely damaged CN Co. *Szechuen*, latter found to be at fault. 12/37 t/f to Carlowitz & Co., Shanghai r. MOHLENHOF (German flag). 3/42 reverted to HSIN NINGSHAO [Japanese SHIN NEISHO GO 新寧紹号 of Neisho Shosen, Chinese flag]. 1/7/45 bombed and sunk in air attack in position 30.10N 122.10E about 9 km N of Paichuan, Chusan Island, Chusan Group, 2 crew lost.



HSIN NINGSHAO entering the water at Shanghai on 23/6/14 after having been christened by Miss Liu Kwe-ching, a relative of Yu Ya-ching (Social Shanghai).



Early HSIN NINGSHAO (SK*).



HSIN NINGSHAO in 1914 or 1915 without deck canvas, anchored at a coastal port (Internet)



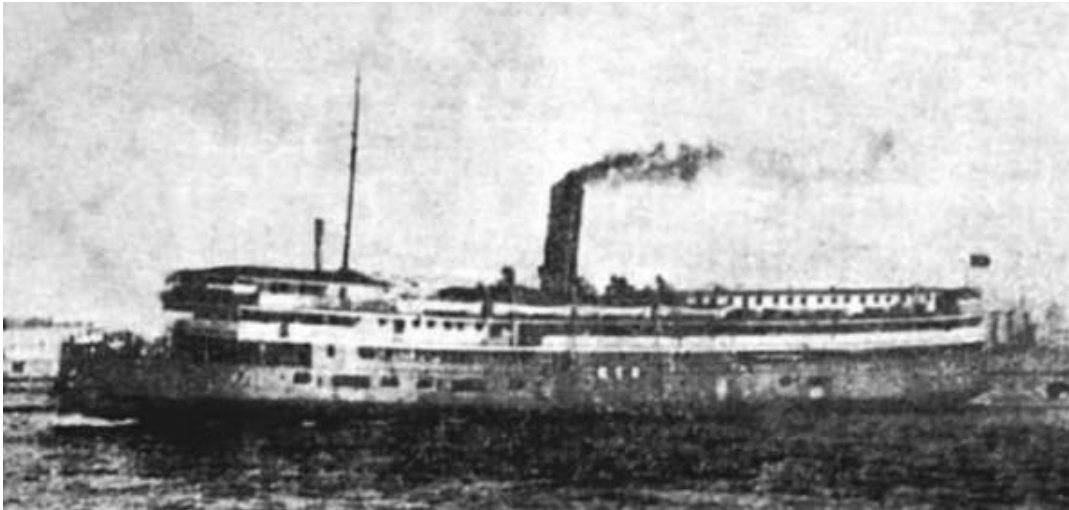
HSIN NINGSHAO (Internet).



Contemporary sketch of HSIN NINGSHAO at the mouth of the Yongjiang River next to Ningpo (http://nbb.zhxxw.net/gaer/zqsb/zq_sbww/200609/20060905112717.asp).



From an advertising poster (SK*).



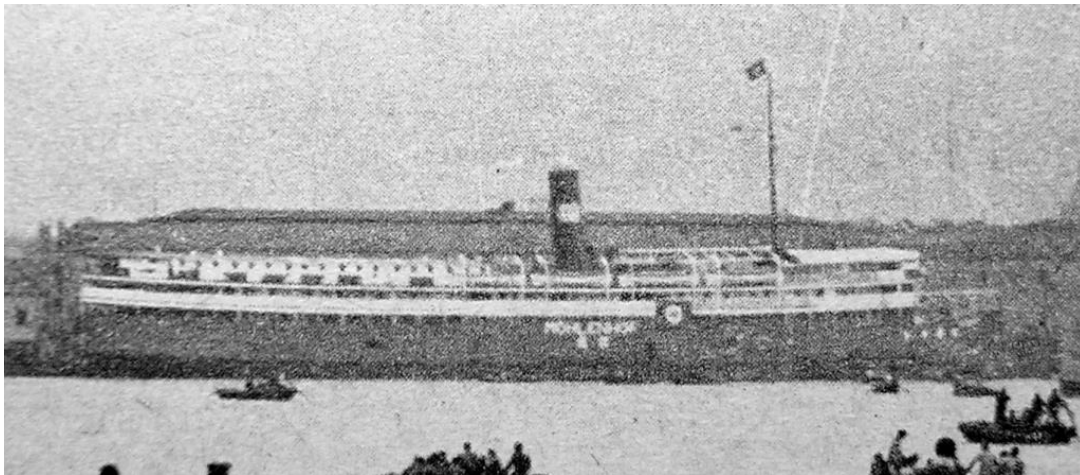
HSIN NINGSHAO in the 1930s (<http://60.250.180.26/theme/theme-46/46-index.html>).



HSIN NINGSHAO sailing Shanghai for Ningpo overloaded with refugees, 3 September 1937, following the renewed Japanese offensive from August 23 (SK*).



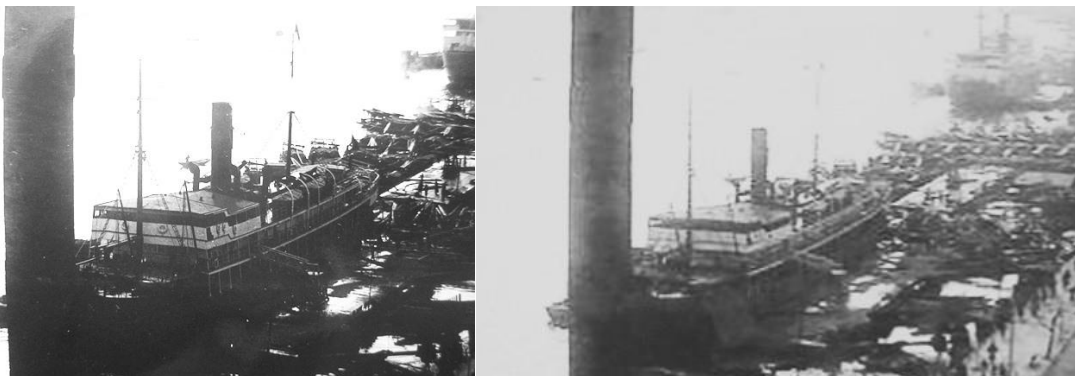
HSIN NINGSHAO alongside at Shanghai with Swire rival HSIN PEKING offshore (SK*).



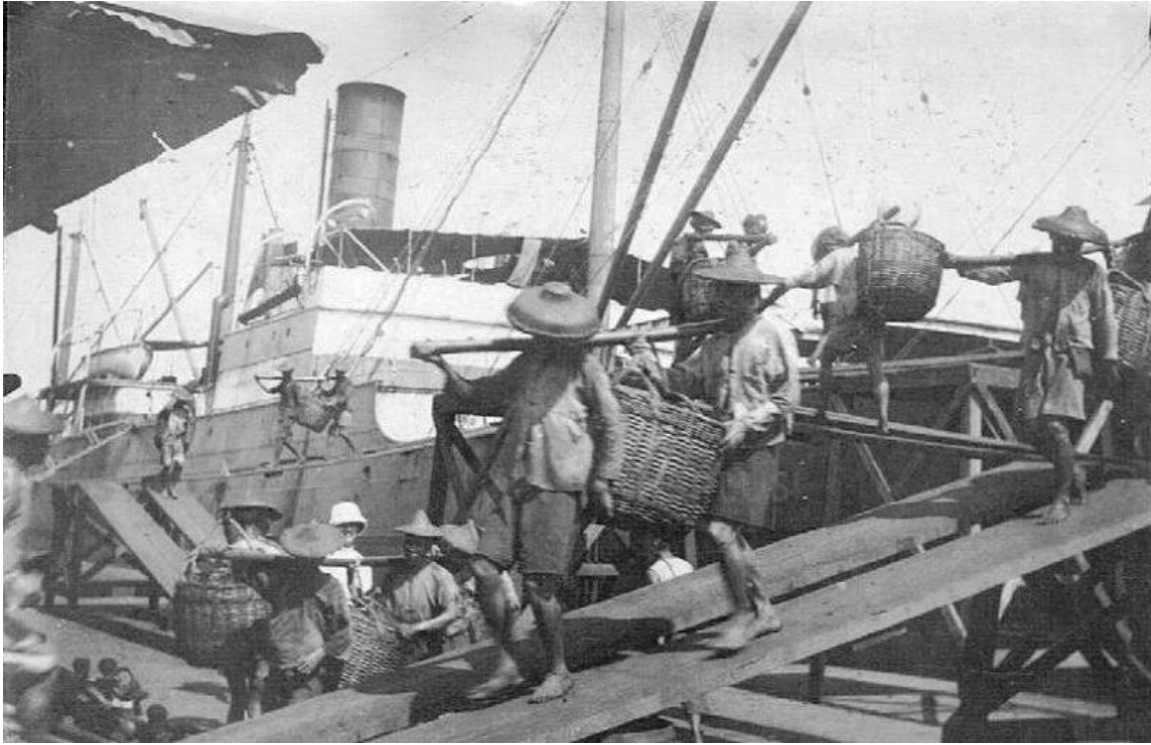
MOHLENHOF at Shanghai under the protection of the Nazi Swastika flag, New Year 1938
(*Ichiokunin no Showa-shi*, July 1975).

NING CHING (1930-37) 1693/15-11 (T3cy)

Built by Laxevaags Maskin & Jernskibsbyggeri, Bergen (#121) for Rederi P. Kleppe, Bergen as HARRIET. 4/22 sold to C. Mathison, Bergen r. IMATAKA. 4/30 sold to NSNC, 2/31 r. NING CHING. 1933 replaced *Yungshin* in Foochow trade. 1937 sunk as a blockship at Matang. [Sister HSU CHOW of United Navigation Co. Ltd (N. Tsu), Shanghai 1618/17, ex ESCONDIDO, ex HALLGJERD]



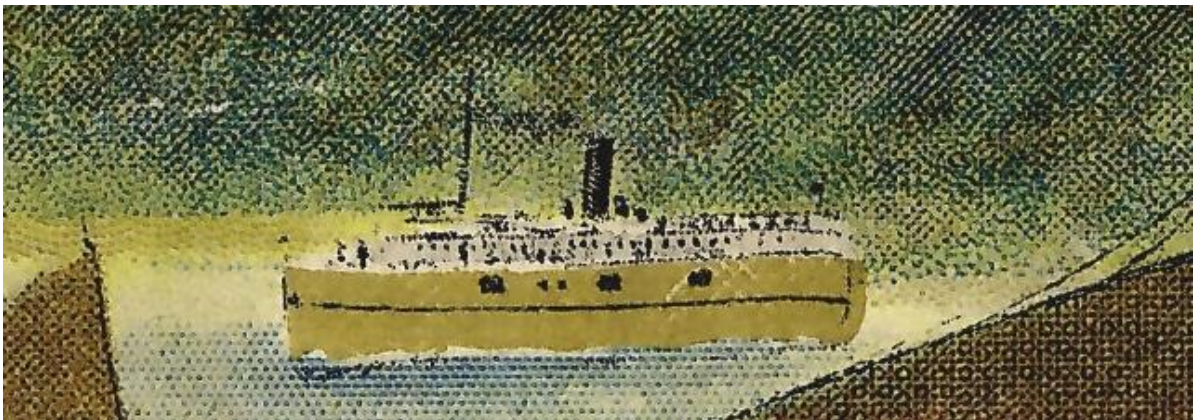
Probable NING CHING in front of the weather tower at Shanghai bund (SK*, Internet).



Possible NING CHING or similar HSU CHOW (Internet).



Probable rebuilt NING CHING with San Peh funnel marking, in front of Ningshao Office at Ningpo (<http://www.nbyh.info/Item/4205.aspx>).



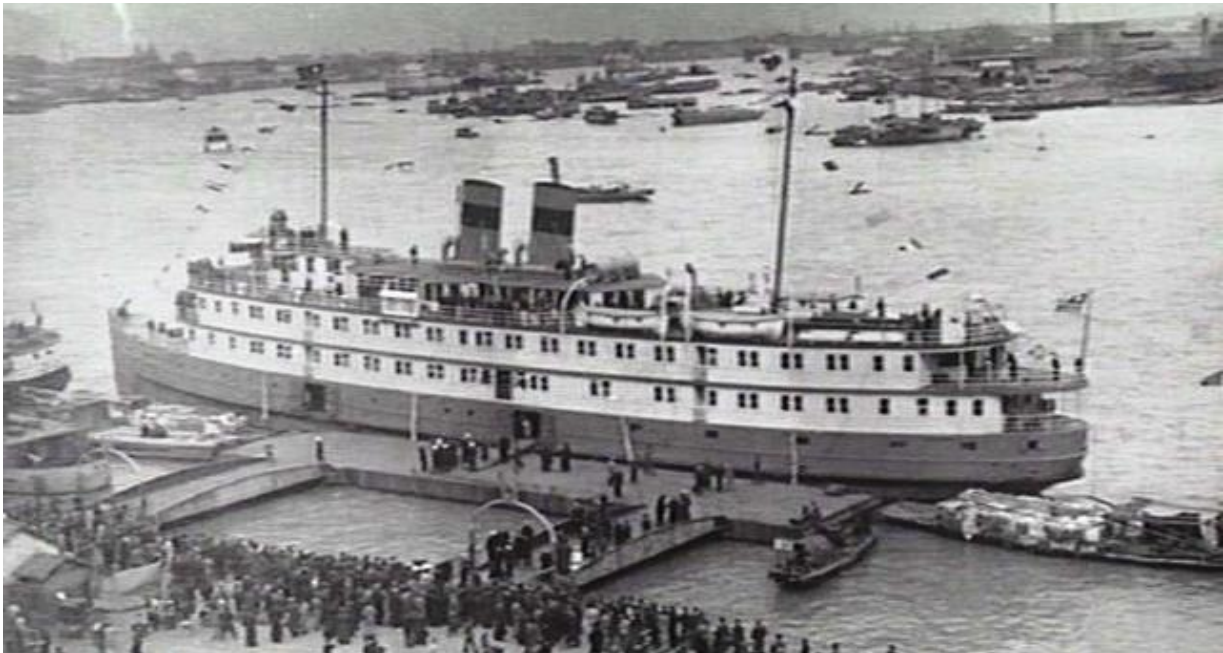
1930s illustration in company poster suggesting removal of NING CHING's mainmast (SK*).

Vessels operating under Ningshao S.N. Co. agency

MOHLENHOF (1937-42) 2551/14

see HSIN NINGSHAO (NSNC, 1914-37)

HA-SIN 海新 (HAI HSIN) (1946-49) 2484/10 (246.8 x 42.3', 2-sc, T8cy Detroit S.B. Co., Detroit)
Built by Detroit S.B. Co., Wyandotte (#180) for Richelieu & Ontario Nav. Co. Ltd, Chicago for Lake Erie/Kingston line as ROCHESTER. 1915 t/f to Canada S.S. Lines Ltd, Chicago. 1920 t/f to Montreal for Montreal/Quebec-Saguenay River line r. CAPE ETERNITY. 1935 sold to Seaway Lines Ltd (F. Walmsley mgr), Montreal r. GEORGIAN. 1940 sold to Lakeway Lines Ltd, Montreal. 1941 req. by RCN for use as accommodation ship at St. Johns, Newfoundland r. HMCS AVALON II. 5/42 sold to RCN. 1946 sold to Wah Shang S.S. Co. Ltd, Shanghai r. HA-SIN (HAI HSIN). 1/11/46 reported initial sailing Shanghai-Ningpo, Ningshao S.N. Co. agents. 7/49 damaged in air attack at Shanghai, believed broken up.



HA-SIN at Shanghai 7 April 1947 on a formal occasion (AWM Neg. No.303355

<https://www.awm.gov.au/collection/C249283>).

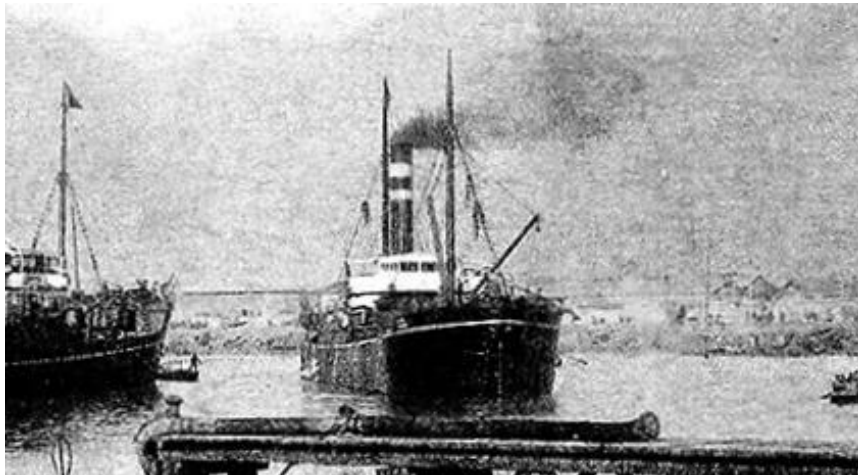
San Peh S.N. Co. Ltd (SPSNC) 三北輪埠公司



SHINON 升安(1914-21) 1753/93-3 (260.0 x 37.1', T3cy/216 nhp, G. Clark Ltd, Sunderland)
Built by J. Blumer & Co., Sunderland (#121) for Scrutton, Sons & Co., London as SIBUN. 1906 sold to Kelvin Shg Co. Ltd (H. Hogarth & Sons mgrs), Ardrossan r. BARON LOVAT. 1913 sold to I. Bell, Newcastle r. SHINON. 15/4/14 arrived Shanghai from Sunderland (master, Bell; agents Ningshao S.N. Co.). 1914 reg. to N.E.A. Moller, Shanghai (ben. owner for Yu Ya-ching, Shanghai). 1921 SPSNC reg. owner. 2/36 sold to Far Eastern breakers



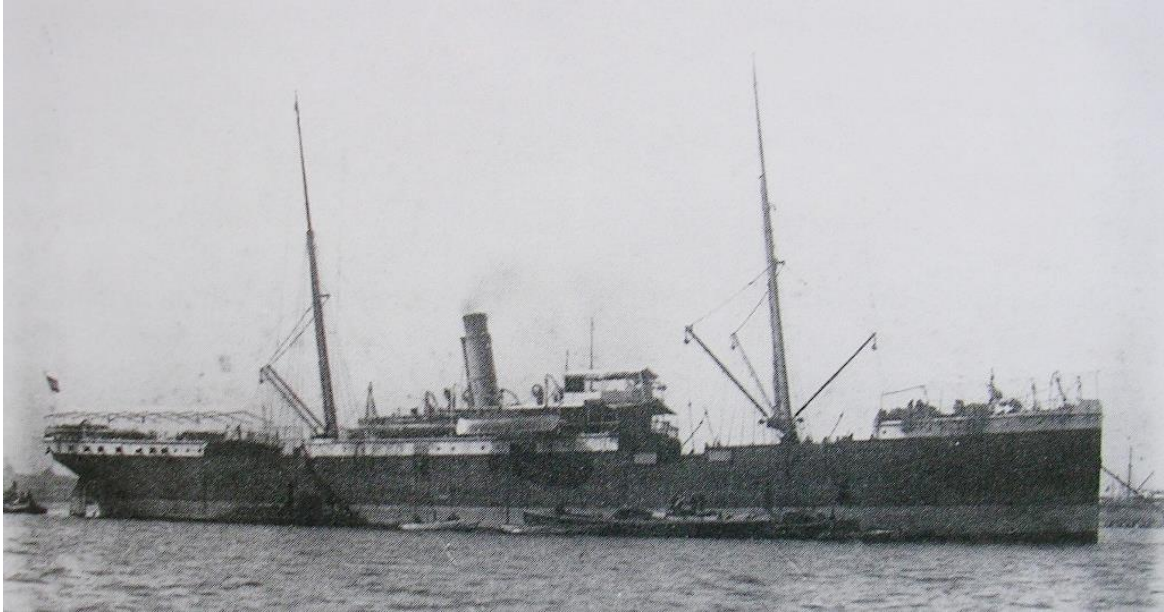
SHINON (written 'SHIN ON') at Tientsin, 1927 (Internet).



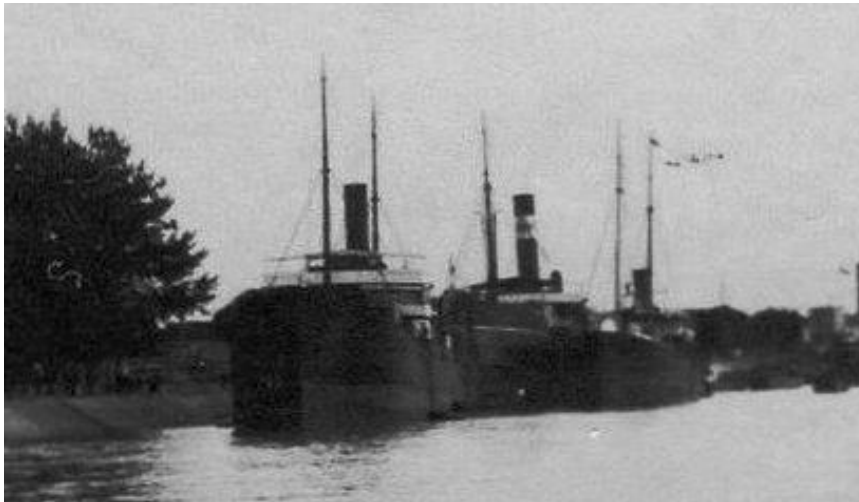
Possible SHINON at Tientsin (from a postcard).

SHINFOO 升孚(1916-31) 2214/84-12 (290.2 x 37.2', C2cy)

Built by A. & J. Inglis, Glasgow (#189) for Netherlands Indies S.N. Co. Ltd, Batavia as BANTAM. 1888 t/f to Hollandsche S.M., Amsterdam. 1890 t/f to S.M. 'Phoenix', Amsterdam. 5/93 sold to N.V. Kon. Paketvaart Mij, Amsterdam. 5/16 sold to SPSNC r. SHINFOO. c.1929 [marhisdata.nl = 1931] broken up at Shanghai.

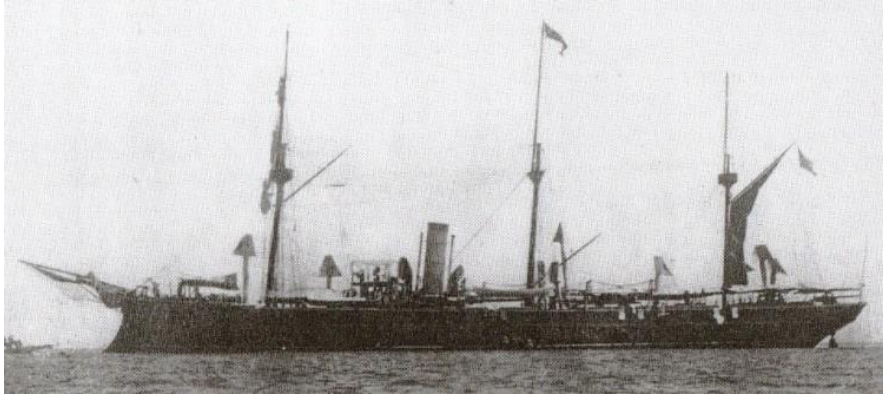


SHINFOO at Amsterdam as BANTAM (KPM history).

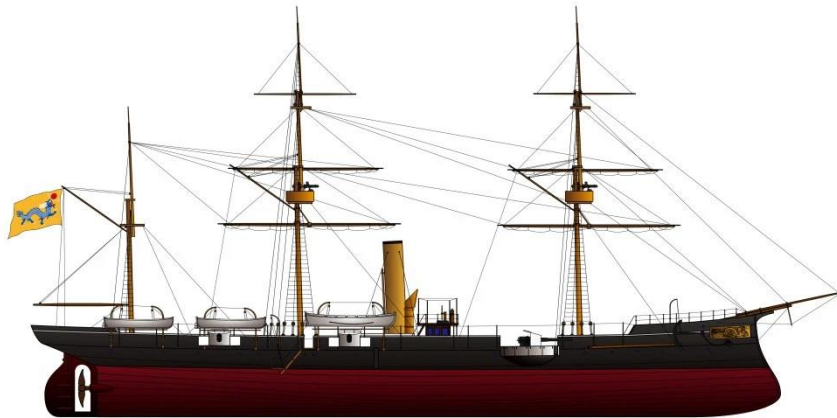


Possible SHINFOO at Tientsin 1925, lacking mainmast (Internet).

SHIN YUE 升有 (c.1920-25) 1230/86 as built 2100 displ. c.s.s. 250 x 36' 2400 ihp 14k
Built by Foochow Arsenal, Foochow for Chinese Navy as fast cruiser CHING CH'ING/KING-CHING/
JING QING 鏡清. 1/84 laid down, 11/8/86 trials, armament then fitted at Kiangnan Arsenal. By 1903
relegated to training cruiser. 12/15 minus engine and armaments undergoing repairs at Kiangnan
Arsenal. By early 1920s discarded, sold to SPSNC, refitted as Upper River steamer, r. SHIN YUE.
25/8/25 lost near Hinghua. [<https://read01.com/GJLDD.html>, Wright, The Chinese Steam Navy, NCH
11/12/15]



CHING CH'ING's sister HUAN T'AI (Marius Bar/TCSN p.68).



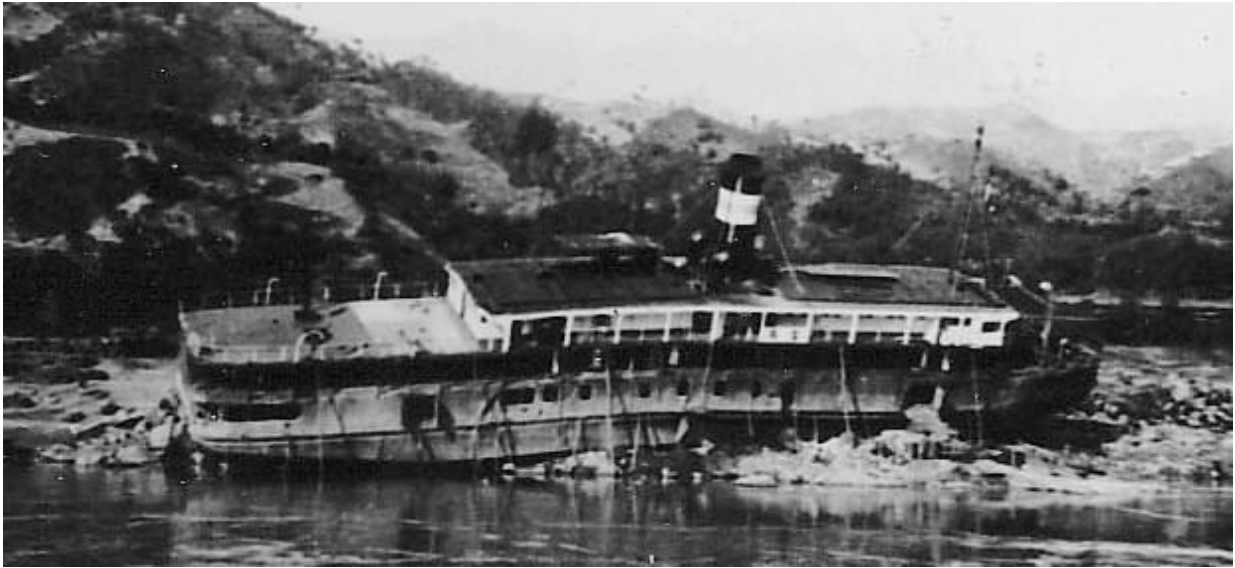
CHING CH'ING (<https://new.qq.com/rain/a/20220609A06B8V00?no-redirect=1>)



SHIN YUE aground, stern propped up (SK*).



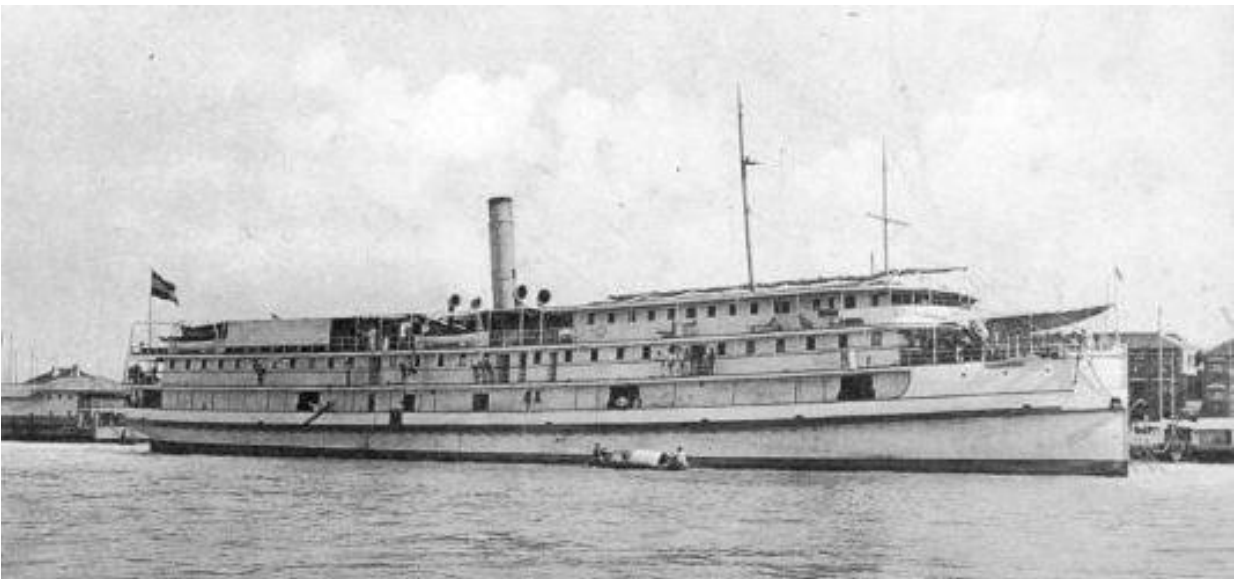
SHIN YUE, partially sunk on rocky ledge (Internet).



SHIN YUE, back broken (Internet).

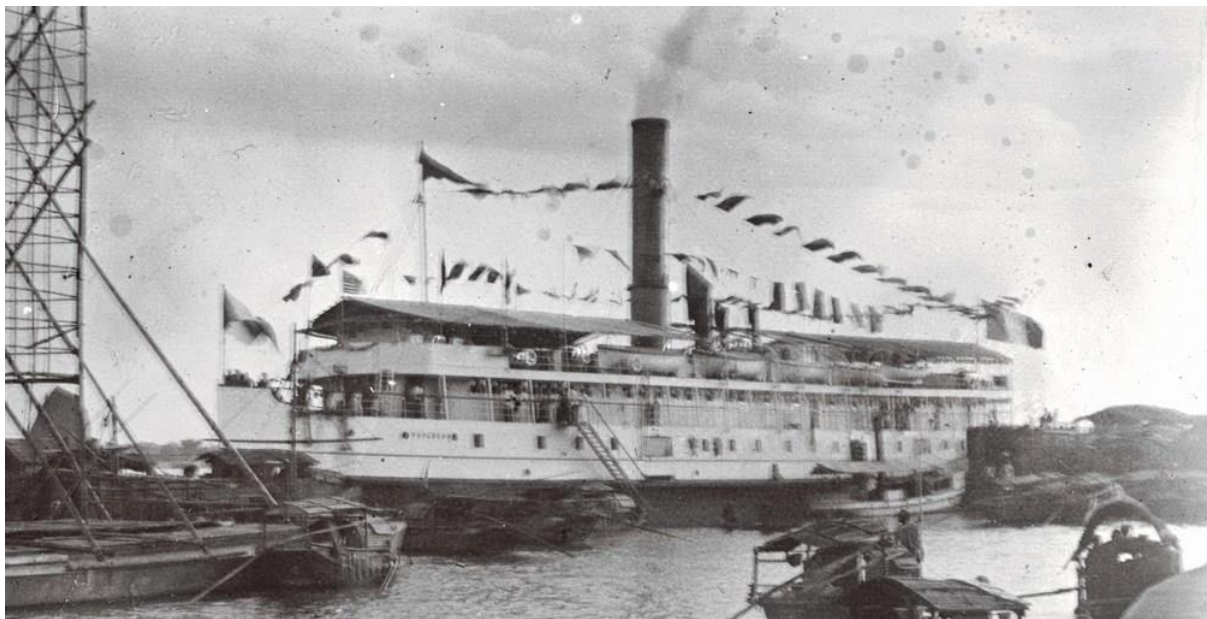
HWAH LEE (Chartered vessel, c.1919-24) 1682/00-8 (247.7 x 30.0', T6cy/82 nhp)

Built by S.C. Farnham & Co., Shanghai (#544) for Melchers & Co., Shanghai for Yangtse trade as MEI LEE. 5/01 sold to Norddeutscher Lloyd (Melchers & Co., mgrs), Bremen. 8/14 interned in Shanghai. 20/3/17 seized by Chinese Govt and t/f to Chinese Govt S.S. Admin., Shanghai r. HWAH LEE. 1920 and later operating in Lower Yangtse for San Peh S.N. Co. 9/24 on charter to CMSNC, r. KIANG CHING for Hankow-Ichang service, went ashore 'in paddy field' on first trip, dug out and refloated. Sold to CMSNC and repaired. Early 11/25 holed forward and ashore below Patung on falling river – spring 1926 refloated and to Shanghai for repairs. 11/11/26 rep. on 2nd up-river trip after repairs stranded on bank below Feng Tu at 45-degree list on falling river but spring 1927 refloated. 19/9/29 badly holed by shellfire near Ichang. Early-1938 t/f to Wm Hunt & Co., Shanghai. 12/41 rep. sunk at Shanghai.



MEI LEE, later HWAH LEE, at Chinkiang (from a postcard).

MING-SHUN 敏順 (1919-24) 1415/03-11 (222.2 x 38.1', 2-sc, 6cy by Cie Francaise de Nav., Lyons)
 Built by Cie Francaise de Nav., Nantes for J. Trevoux & Cie, Canton as PAUL BEAU. 1907 t/f to Cie Francaise des Indes et de l'Extrême Orient, Canton. 1909 t/f to Messageries Cantonaises, Canton. c.1916 owners restyled Canton Nav. Co. 1919 sold to SPSNC r. MING-SHUN, converted for the Shanghai-Tientsin passenger trade. 24/9/20 reported in collision. 2/24 re-sold to Canton Nav. Co., Hong Kong r. PAUL BEAU. 19/4/24 beached at Canton after collision with *Les Fils de Paul Doumer* (1207/22). 6/25 laid up at Hong Kong. After bankruptcy of owners 1/27 t/f to Kwangtung Nav. Co., Hong Kong and 11/27 chartered to Tung On S.S. Co. Ltd, Hong Kong. 10/30 sold to Woo & Mok Ltd (Mok Hing Kui), Hong Kong. 8/33 sold to Tung On S.S. Co. Ltd but laid up at Hong Kong by agreement with other operators. 3/37 option of sale. 12/37 sold to Tai Sang S.S. Co. Ltd, Hong Kong. 2/38 r. MACAU. 10/12/41 scuttled at Aberdeen (Hong Kong). IV/1952 wreck removal completed.

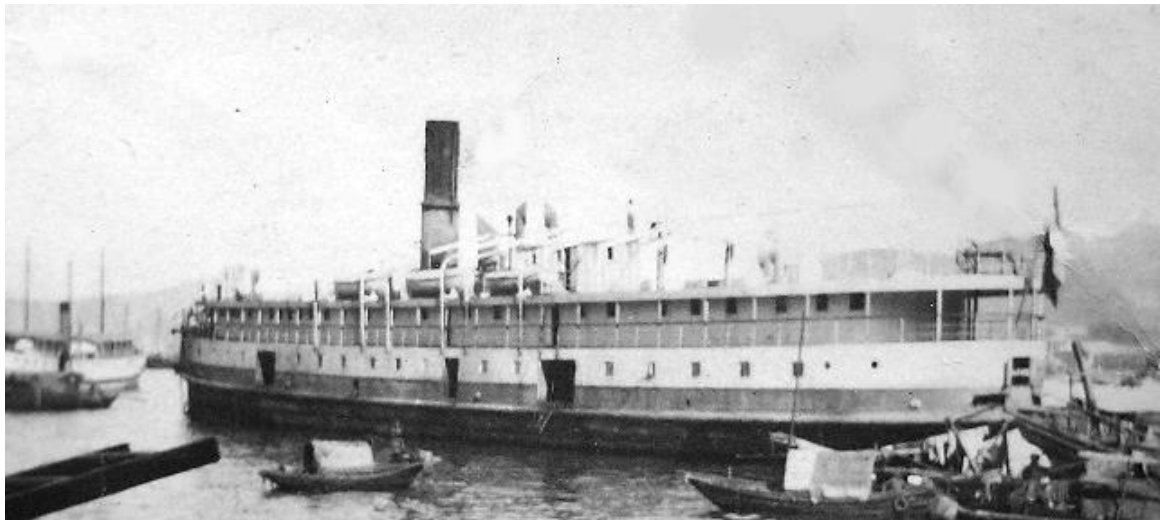


MING-SHUN as PAUL BEAU. Taken by Arthur Purnell on Bastille Day, possibly in 1904 (SLV).

WEI-SHUN 惠順 (1919-24) 1415/03-11 (222.2 x 38.1', 2-sc, 6cy by Cie Francaise de Nav., Lyons)
 Built by Cie Francaise de Nav., Nantes for J. Trevoux & Cie, Canton as CHARLES HARDOUIN. 1907 t/f to Cie Francaise des Indes et de l'Extrême Orient, Canton. 1909 t/f to Messageries Cantonaises, Canton. c. 1916 owners restyled Canton Nav. Co. 1919 sold to SPSNC r. WEI-SHUN, converted for the Shanghai-Tientsin passenger trade. 2/24 re-sold to Canton Nav. Co., Hong Kong r. CHARLES HARDOUIN. After bankruptcy of owners 1/27 t/f to Kwangtung Nav. Co., Hong Kong and 11/27 chartered to Tong On S.S. Co. Ltd. Hong Kong. 10/30 sold to Woo & Mok Ltd (Mok Hing Kiu). Hong Kong. 8/33 sold to Tung On S.S. Co. Ltd but laid up at Hong Kong by agreement with other operators. 3/37 option of sale. 12/37 sold to Tai Sang S.S. Co. Ltd. Hong Kong. 1938 r. KAU TUNG. 11/12/41 scuttled at Hong Kong. 29/11/43 (?1/44) salvaged by Japanese and r. KOUN MARU 広運丸. 13/6/45 mined and sunk 22.45N 113.45E near N shore of Chapin (Jiaoyi) Wan) on the port side of the Pearl (Zhu Kiang) River. [Sometimes confused with KOUN MARU (HSING YUN MARU) 3134/40 of Toa Kaiun mined and sunk in the Yangtse 6/4/45]



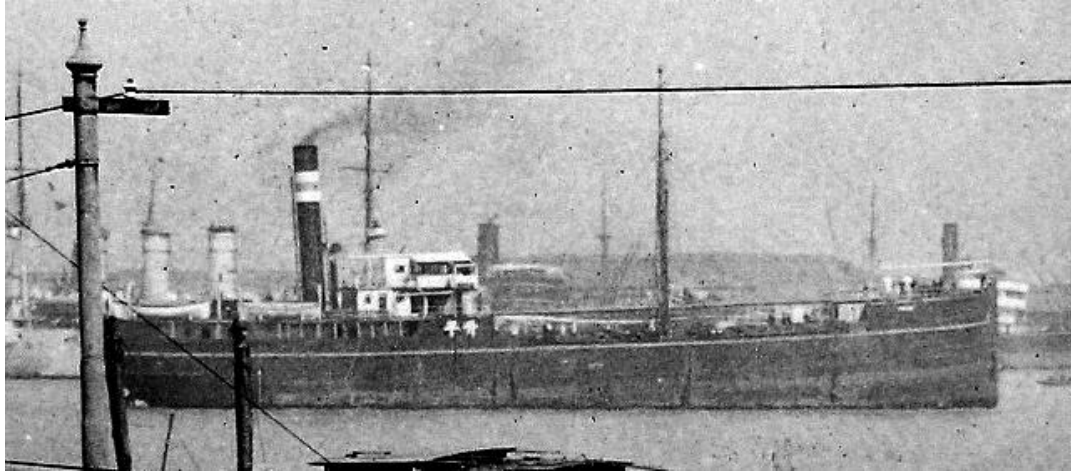
WEI-SHUN as CHARLES HARDOUIN (from a postcard).



MING-SHUN or WEI-SHUN at Hong Kong in a later ownership (HKMM gift of SK*)

SHIN PING 升平(1920-28) 1895/03-8 (T3cy)

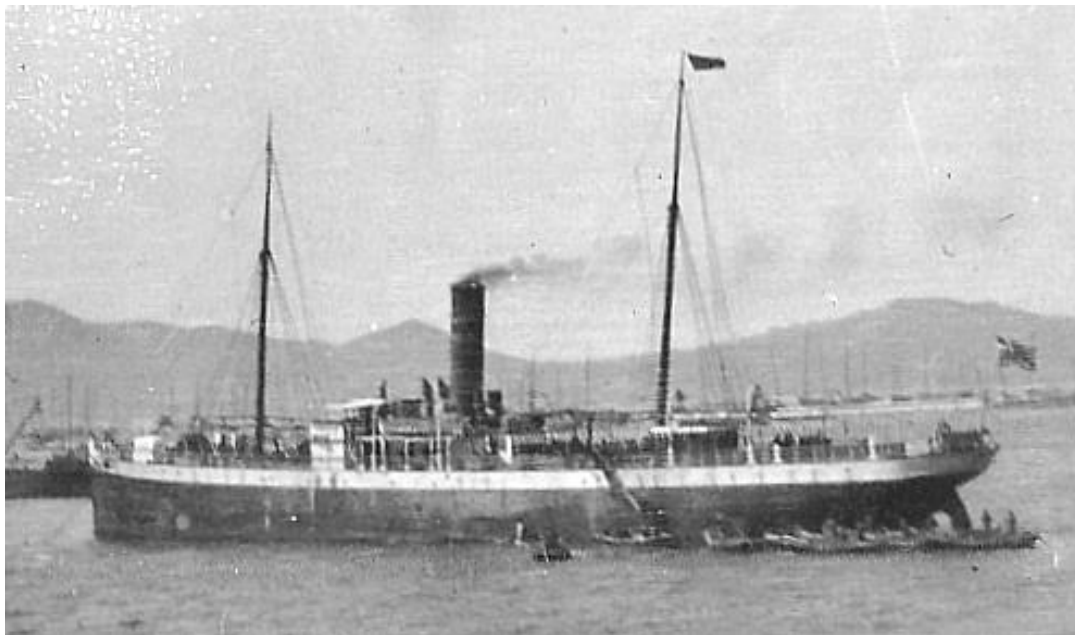
Built by Columbia Iron Works. St Clair (Mi.) (#2) for Hall Coal Co., Ogdensburg (NY) as JOHN C. HOWARD. 1906 sold to M.S. Dollar S.S. Co., San Francisco, bridge superstructure moved aft. 1907 r. MELVILLE DOLLAR. 1911 t/f to Dollar S.S. Line (Robert Dollar mgr). 1917 sold to Iwaki Shokai, Tarumi r. JINYO MARU. 1920 sold to Shinyo Kisen K.K., Nishinomiya. 1920 sold to SPSNC r. SHIN PING. 1928 conv. to hulk and stationed at Kiukiang. 6/34 docked Shanghai, 24/6 dep. under tow of *Heng Shan* for Canton to be stationed off German mission pending construction of wharf and godown (China Press, 26/6/34). NFI.



SHIN PING at Shanghai (SK*).

SHINLEE 升利(1921-c.29) 926/76-10 (226.0 x 27.2', C2cy)

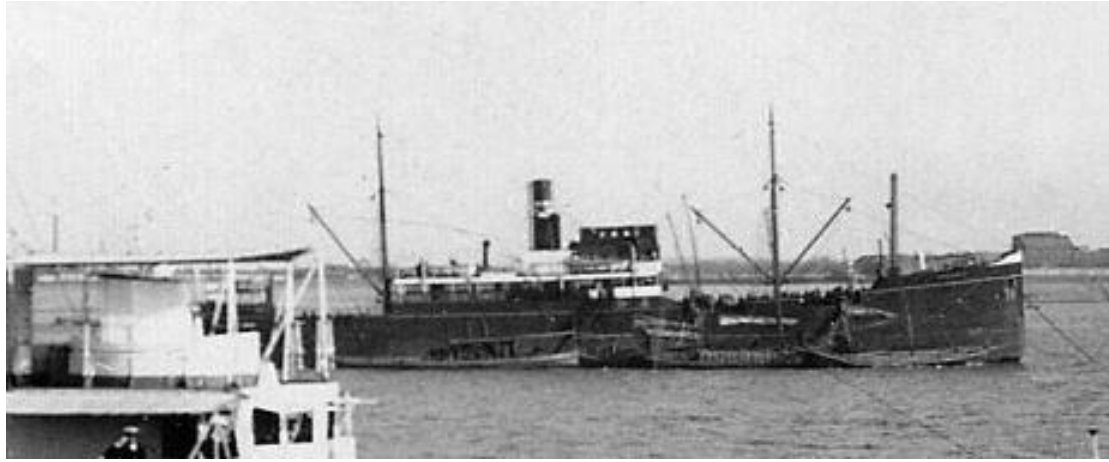
Built by Wm Denny & Bros. Dumbarton (#191) for Union S.S. Co. of NZ Ltd. Dunedin for trans-Tasman trade as ROTORUA. 5/4/02 laid up at Wellington. 1903 sold to Koe Guan & Co., Penang. 1907 t/f to Eastern Shg Co. Ltd. 6/17 reg. at Hong Kong for W.J. Carroll. 10/17 t/f to Rotorua S.S. Co. Ltd (W.J. Carroll mgr). 3/18 sold to T.W. Bower, Shanghai. 1921 sold to SPSNC r. SHINLEE. By 1929 owners Hung Shan S.S. Co., Shanghai. 1932 sold to Tong Kong S.N. Co., Shanghai r. TONG KONG. 1937 broken up in Shanghai.



SHINLEE at Chefoo (SK*).

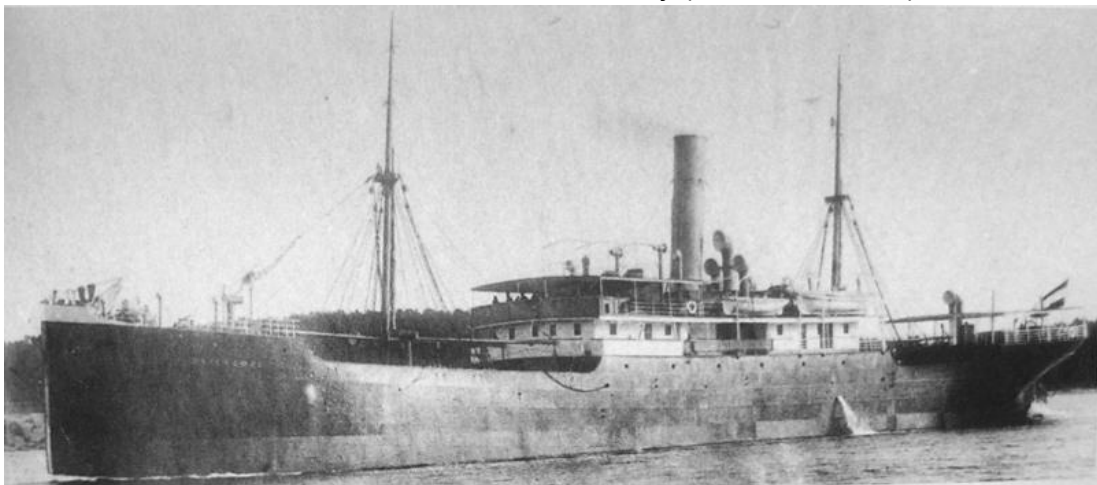
FENG PU 鳳浦 (1923-37) 1911/07-9 (265.8 x 40.0', T3cy by J.F. Ahrens, Altona)

Built by Schiffsw. von Henry Koch., Lübeck (#176) for Norddeutscher Lloyd, Bremen as PATANI. 8/14 sought refuge at Bangkok. 22/8/17 seized by Thai Govt r. THONG SAMUD. 2/18-20 on charter to French Gov't. 1923 sold to SPSNC r. FENG PU. 1937 t/f to CINC r. GIOTTO. 12/41 req. by Teikoku Senpaku. From early 1943 operated by Senpaku Uneikai. Presumed war loss but unconfirmed.

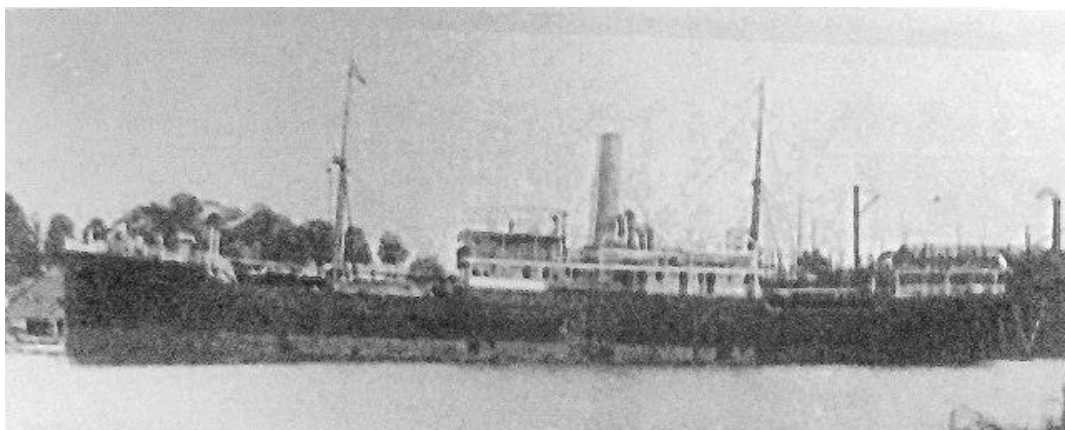


Possible FENG PU (HMS Falcon website).

FU-LUNG 伏龍 (1923-37) 1911/06-7 (275.0 x 40.0', T3cy by J.F. Ahrens, Altona)
Built by Schiffsw. Von Henry Koch, Lübeck (#175) for Norddeutscher Lloyd, Bremen as CHIENGMAI.
8/14 sought refuge at Bangkok. 22/8/17 seized by Thai Govt r. DOEN SAMUD. 2/18-20 on charter to Italian Govt. 1923 sold to SPSNC r. FU-LUNG. 1937 t/f to CINC r. MATTEO RICCI. 12/41 chartered to Yamashita Kisen. 9/9/43 seized at Kasado Dockyard by Japanese and alloc. to Teikoku Sempaku K.K. as MATSUO MARU 松王丸. 13/6/45 mined and sunk off Moji (33.56N. 131.11E).



CHIENGMAI of NDL which later became FU-LUNG. (A. Kludas).



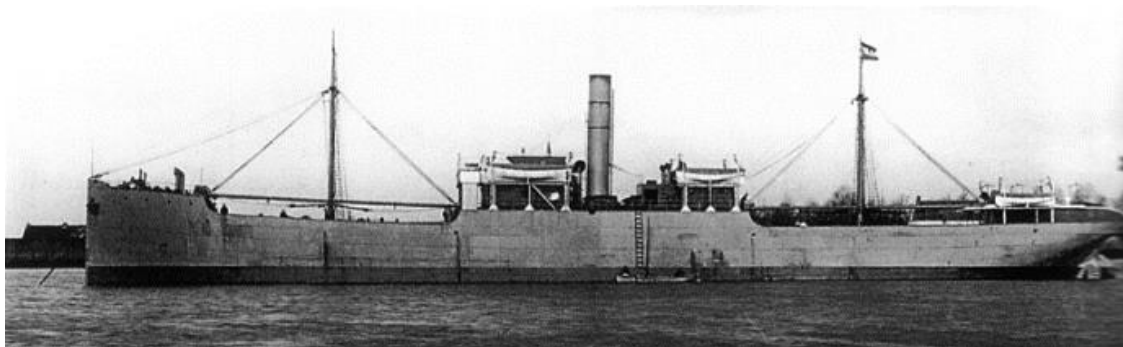
CHIENGMAI later became FU-LUNG. FENG PU was identical (NDL history).

FEI-HU (1925-30) 1739/05-4 (T3cy by Richardsons, Westgarth & Co. Ltd, Middlebrough)
Built by Fevigs Jeniskibsbyg, Fevig (#51) for A/S D/S Drufar (Wiel & Amundsen), Fredrikshald as DRUFAR. 5/05 passed Suez Canal en route to Asia. By 4/06 in coal trade Japan-Shanghai (Thoresen & Co.). 1923 t/f to Wiel & Amundsen's Red. A/S. 1925 sold to SPSNC r. FEI-HU. 27/2/30 foundered at Hankow after collision with Chinese gunboat *Kiangching* - wreck blown up.



FEI-HU as DRUFAR (Inger Lise Delphin via skipshistorie.net).

MING-HAO (1925-31) 1735/06-2 (T3cy by Richardsons, Westgarth & Co. Ltd, Middlebrough)
Built by Fevigs Jeniskibsbyg, Fevig (#48) for A/S D/S Childar (Wiel & Amundsen mgrs), Fredrikshald as CHILDAR. By 1/06 in service Shanghai-Japan on NYK charter. 15/3/14 o/v HK-Swato w pirated off Bias Bay, ransacked at Bias Bay (Shanghai Times, 24/3/14). 8/23 t/f to Wiel & Amundsen's Red. A/S. 10/25 sold to SPSNC r. MING-HAO. 22/4/31 wrecked at Kamchatka inbound from Vladivostok.



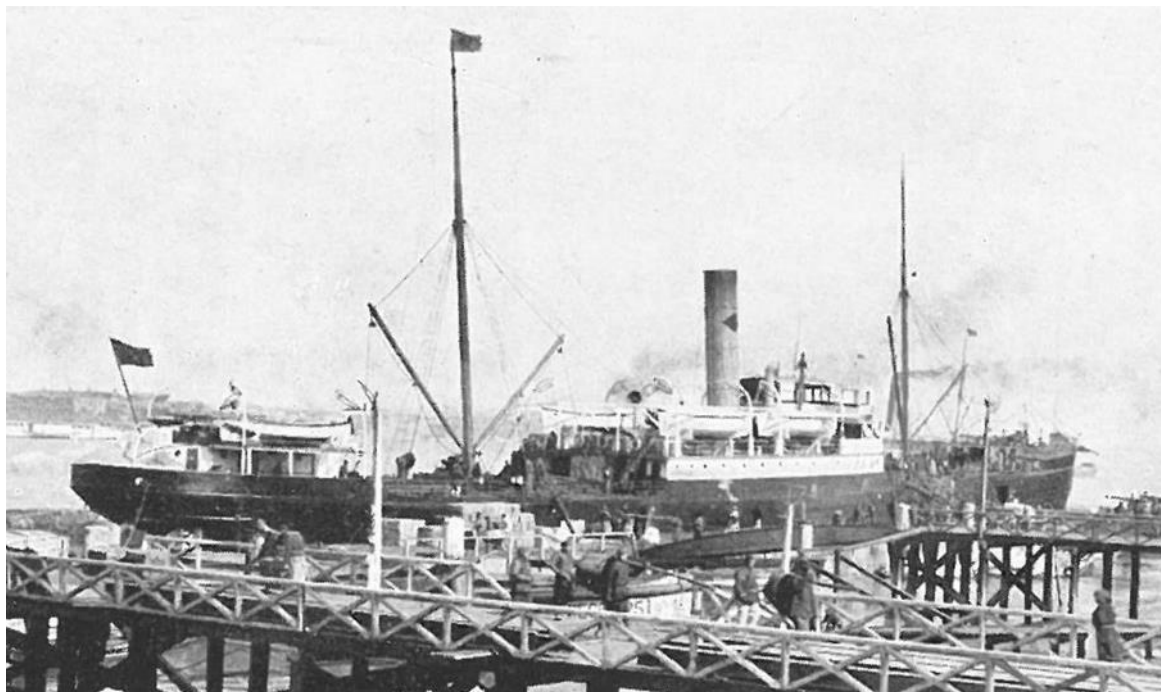
MING-HAO as CHILDAR (skipshistorie.net).



CHILDAR showing a porthole 'tweendeck (sjohistorie.no).

HSING-SHIH 醒獅(1925-37) 1949/98-4 (265.0 x 40,2', T3cy)

Built by J. Scott & Co., Kinghorn (#101) for Chinese Eng. & Mng Co. Ltd. Shanghai as KWANG-PING. 1925 sold to SPSNC r. HSING-SHIH (2018g). 14/10/28 collided with and sank *Hsin Shutung* c.1000/21 (Szechuan S.N. Co.) near Huangchow 60m. below Hankow, 7 deaths. 12/8/37 sunk as blockship at Kiangyin.



Presumed HSING-SHIH as KWANG-PING at Kaiping Coal Wharf, Shanghai (KMA, c.1920).

TAI-SHAN 台山 (1925-34) 2187/06-3 (T3cy by Blair & Co. Ltd, Stockton)

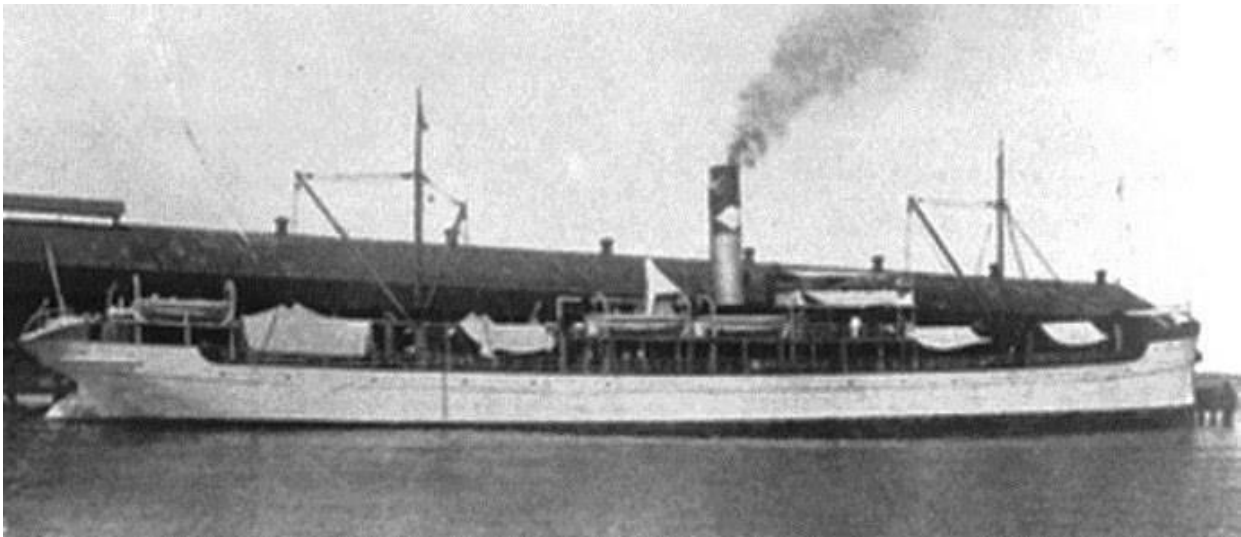
Built by J. Crown & Sons Ltd, Sunderland (#118) for Wilh. Wilhelmsen, Tönsberg as TRAFALGAR. 10/22 sold to D/S A/S Orsnaes (Jens Lund & Co. A/S mgrs), Tönsberg. 1925 sold to SPSNC r. TAI-SHAN. c.27/11/34 disappeared bound Tsingtao/Shanghai with coal.



TAI-SHAN under previous ownership as TRAFALGAR (wrecksite.eu/coll. H.Larsson-Fedde).

HSIN NINGSHIN 新寧興 (1926-37) 2175/06-2 (269.6 x 39.0', T3cy, Richardsons, Westgarth & Co. Ltd, Middlesborough)

Built by Fevigs Jernskibsbyg, Arendal (#56) for H.A. Meyer, Tönsberg as BERTHA. 1917 sold to Skibs A/S Loddings Red. III (T. Lodding, mgr), Oslo. 1926 sold to SPSNC r. HSIN NINGSHIN. 1937 t/f to CINC r. TIRSO. 12/41 presume under Japanese control, subsequently war loss. 1951 RLR.



KAREN of H.A. Meyer, Tönsberg was virtually identical to BERTHA of the same owners which became HSIN NINGSHIN (skipshistorie.net).

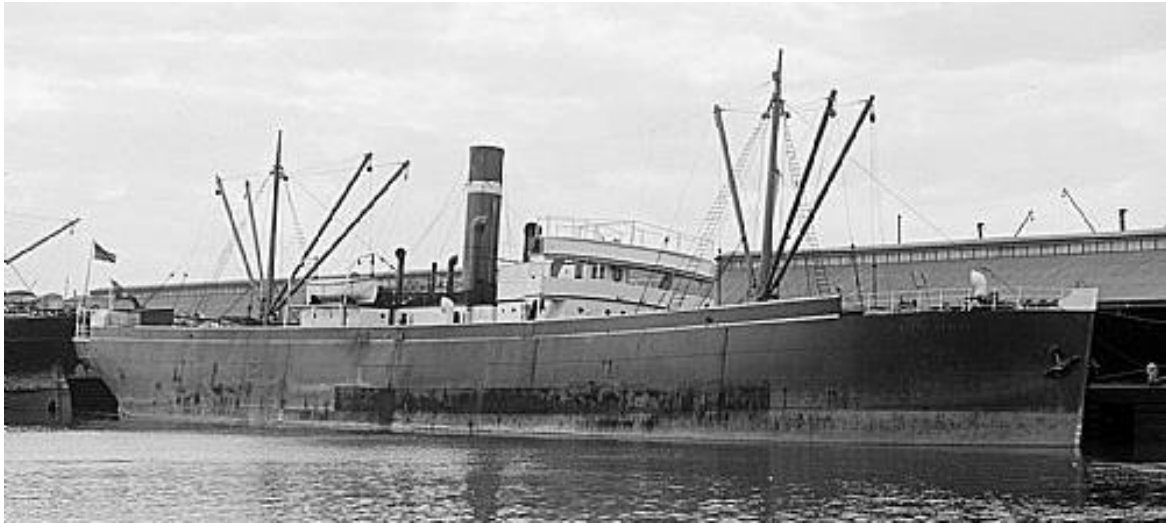


Grey-hulled vessel with tumblehome at Shanghai in 1937, candidate for rebuilt HSIN NINGSHIN.

HUA SHAN (1926-31) 1981/09-11 (295.6 x 42.0', T3cy)

Built by Clyde S.B. & Eng. Co. Ltd, Port Glasgow (#287) for the Cape Explosive Works Ltd, Capetown as SOUTH AFRICA. 21/8/10 severely damaged by fire at Adelaide. 1924 sold to A/S South Africa (Sigurd Bruusgaard, mgr), Drammen. 1926 sold to SPSNC r. HUA SHAN, rebuilt 2750 gt [China

Yearbook 1928 p.721]. 1931 sold to Sovtorgflot, Vladivostok r. SERGEY LAZO / SERGEI LAZO (СЕРГЕЙ ЛАЗО). 21/12/41 under attack by Japanese air attack or Allied shore bombardment at Hong Kong, 23/12 sunk. 20 Oct 1945 found aground at Taiwan Beach near Kowloon Dock with engine removed and badly deteriorated hull. Likely scrapped 'in situ' early post war.



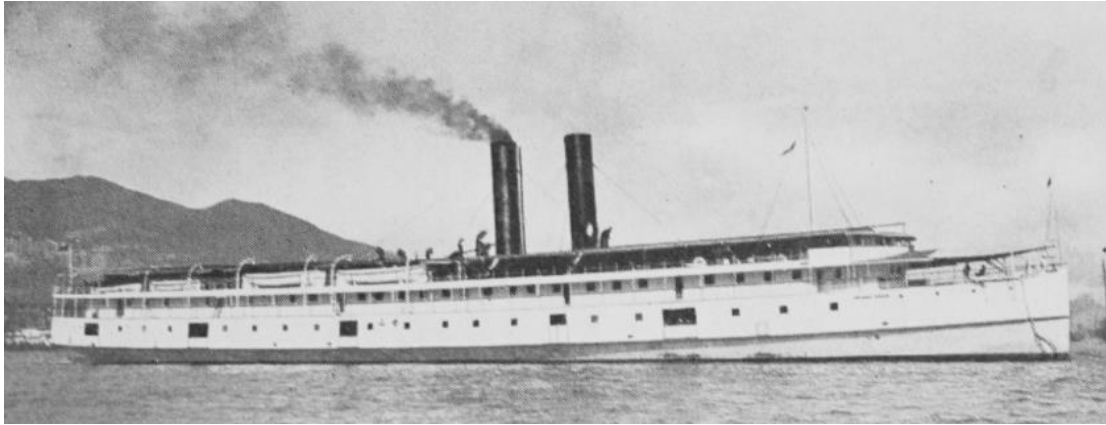
HUA SHAN at Melbourne as SOUTH AFRICA (A.C. Green/SLV).



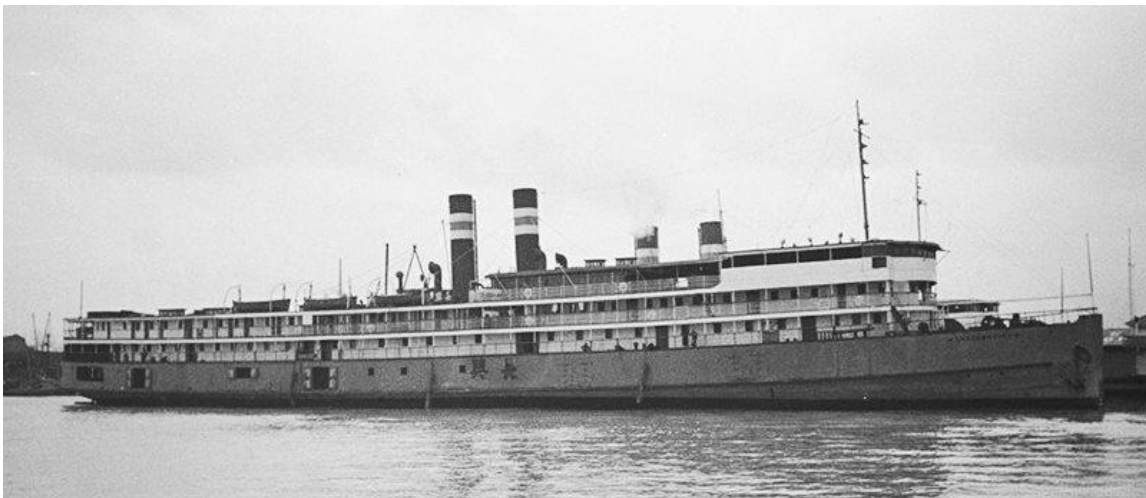
SOUTH AFRICA at Port Adelaide after fire on 21 August 1910 (SLSA).

CHANG HSING 長興(1926-27) 2907/90-4 (290.0 x 54.0', 2-sc, T6cy)

Built by Ramage & Ferguson Ltd, Leith (#96) for Hong Kong, Canton & Macao S.B. Co. Ltd, Hong Kong as HEUNG SHAN. 1910 reboilered. 29/2/24 struck Junk Rock 12 m. below Canton in fog - beached with decks awash. 1/4 sold by auction to Yik Wing S.S. Co., Hong Kong. 5/12/24 refloated and towed to Hong Kong for reconditioning. 7/26 sold to SPSNC and towed to Shanghai where rebuilt with two funnels and lengthened (40') by San Peh Eng. Works. 11/27 entered Yangtse service for HOSNC as CHANG HSING. 1937 t/f to CINC r. APRILIA. 1945 t/f to SPSNC r. CHANG HSING. 9/5/48 stranded and sank at Tungchow, 40 m. above Woosung.



CHANG HSING in HCMSC service as HEUNG SHAN (HCMSC advert. in *OSK Guide*).

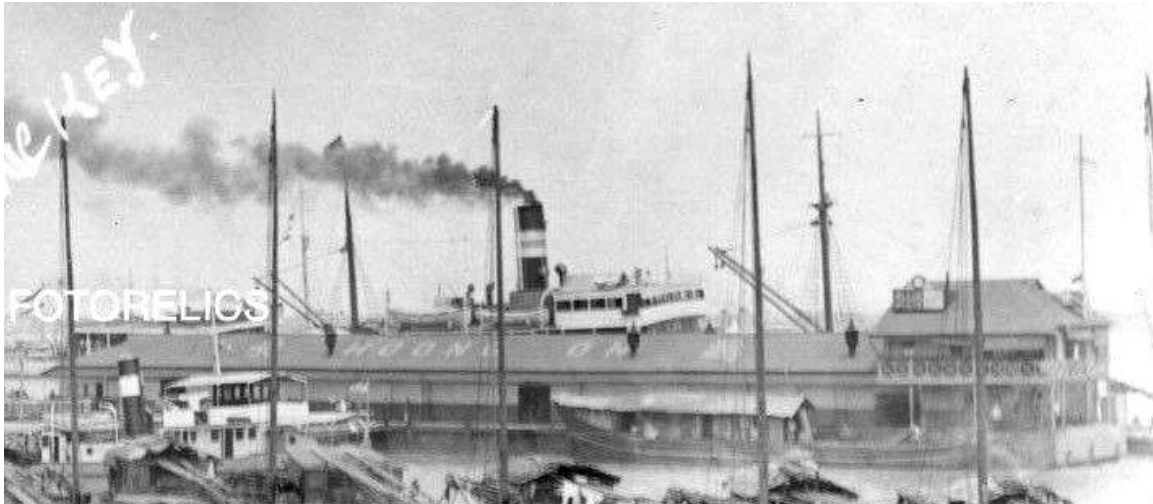


CHANG HSING at Shanghai after reconstruction (Malcolm Rosholt UoB ro-n0993).

WAN HSIANG 萬象(1926-37) 1862/03-3 (T3cy by N. Eastern Marine Eng. Co. Ltd, Sunderland)
 Built by Sunderland S.B. Co. Ltd, Sunderland (#217) for Wilh. Wilhelmsen, Tönsberg for China Coast
 as TUNGUS. 7/22 sold to Douglas S.S. Co. Ltd, Hong Kong r. HAI FOONG. 3/26 sold to SPSNC r. WAN
 HSIANG (1883g). 4/3/34 sank *Shawhsing* (1237/95) in collision off Hunt's Wharf, Shanghai. 29/8/37
 sunk as blockship in Whangpu River, Shanghai between Nantao and Pootung.



WAN HSIANG at Shanghai showing reconstruction aft (Malcolm Rosholt UoB ro-n1089).



WAN HSIANG alongside the Hoong On wharf at Hankow, 19 May 1926 (Fotorelics, Ebay).

WU HSING (1927?-32) 689/23

Built for unknown owners as MESSOLINA - subsequently KWEI MIN, CHANGYUAN. c.1927 sold to SPSNC r. WU HSING. 14/9/29 stranded on rock 25 m. above Ichang - refloated. 11/7/32 wrecked 131 m. above Ichang. Salvaged, rebuilt and mid-1933 re-entered Upper Yangtse service as FU HWA 富華 (also FUHWA and FOO HWA). 26/9/36 at Ichang explosion in tween deck from gasoline vapour, 2 killed but no serious damage to vessel. Fate after 1937 unknown.



WU HSING at Chungking (SK*).



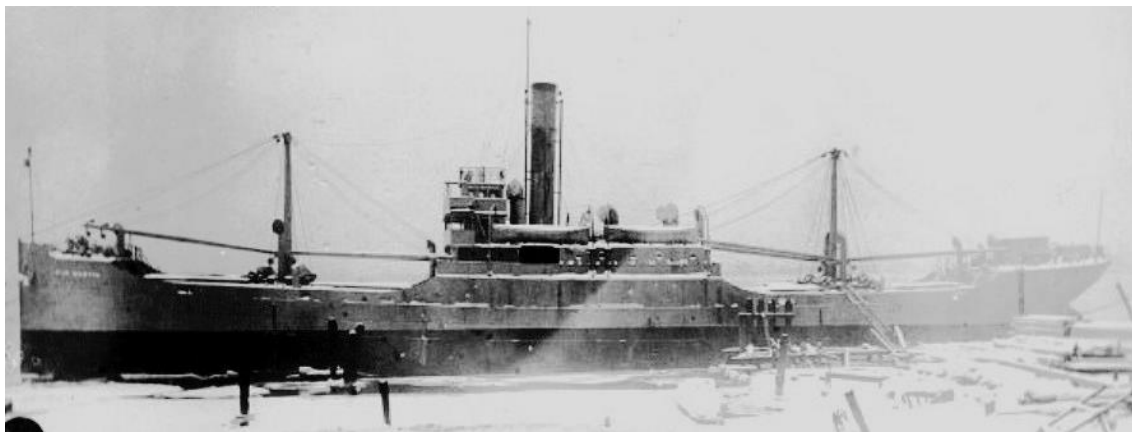
WU HSING at Ichang (from a postcard)



WU HSING aground in the Upper Yangtse, probably showing the separate strandings, in 1929 and 1932 (Warren Swire colln, <http://60.250.180.26/ss/6138.html>, Ebay, SK*).

HENG SHAN 衡山 (1929-37) 1809/17-12 (260.9 x 43.6', T3cy)

Laid down by Detroit S.B. Co., Wyandotte (#214) for U.K. Shipping Controller as WAR MARTIN but completed for USSB as LAKE DUANE. 1920 sold to Lloyd Royale Belge, Antwerp as ROUMANIER. 1925 sold to O. de G. Fontoura, Rio de Janeiro r. GIRASOL. 1927 sold to D/S A/S Vale, Oslo r. VALE. 4/29 sold to SPSNC r. HENG SHAN. 1937 t/f to CINC r. FURIERE CONSOLINI. 26/12/41 req. by Japanese at Shanghai and alloc. to Teikoku Sempaku K.K. as KONEI MARU 杭寧丸. 2/8/44 torpedoed and sunk by USS *Tautog* off Kumano Nada (S. coast of Shikoku), 11 crew lost.



HENG SHAN under construction as WAR MARTIN
(Gasse/Darius at http://www.combinedfleet.com/Konei_t.htm).

LUNG-SHAN 龍山 (1929-37) 2117/07-2 (298.9 x 42.0', T3cy by Richardsons, Westgarth & Co. Ltd, Middlesborough)

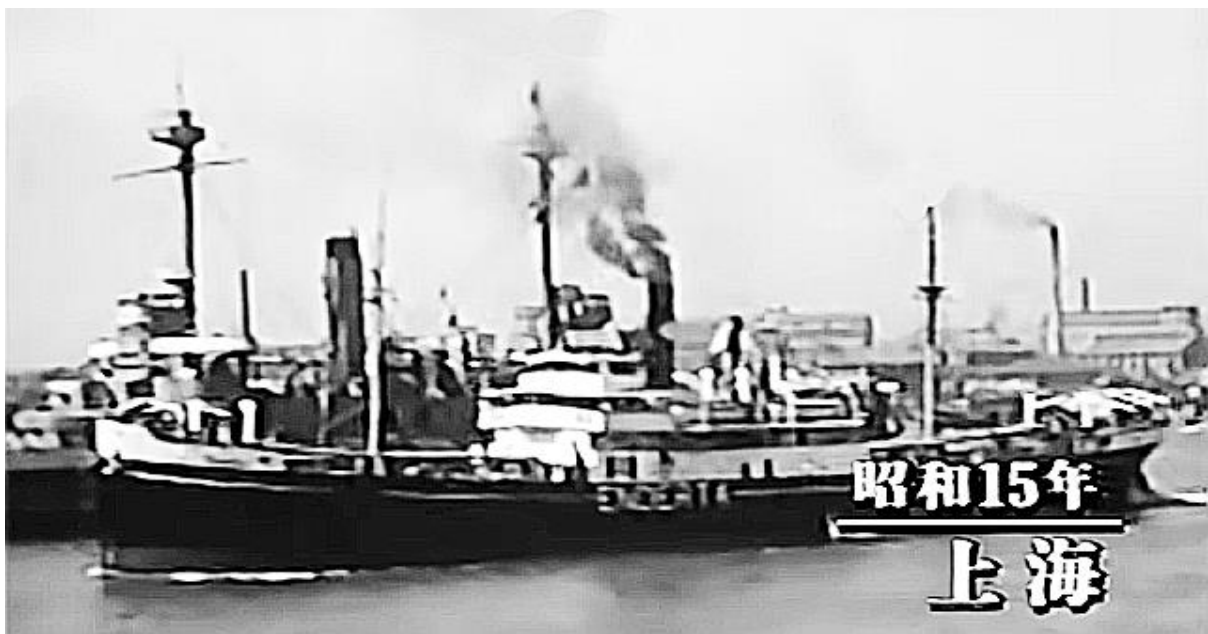
Built by Fevigs Jernskibsbyg, Fevig (#60) for A/S Maud (Hjalmar Røed & Co. mgrs), Tønsberg as MAUD. By 1927 on China Coast. 1928 sold to Eric Moller (ben. owner SPSNC?), Shanghai. 11/29 SPSNC reg. owner r. LUNG SHAN. 1937 t/f to CINC r. ENDERTA. 12/41 seized by Japanese and alloc. to Teikoku Sempaku K.K. as ENKYO MARU 燕京丸. 18/5/45 bombed and sunk by PB-4Y off Quelpart Is. (33.29N, 126.5613). 24 crew lost.



ENDERTA at a Korean port in 1938 (Harrison Forman/UWM libraries).



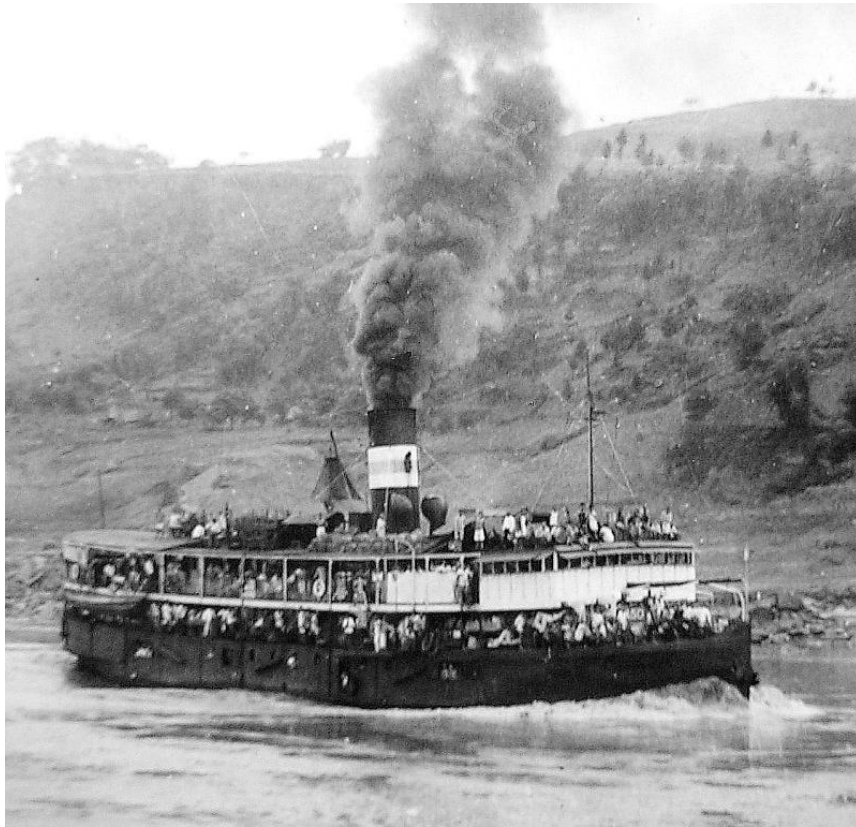
ENDERTA moored adjacent to 'Battleship Row', Shanghai, c.1938 (US Naval Historical NH81988).



ENDERTA underway at Shanghai 1940 (NHK).

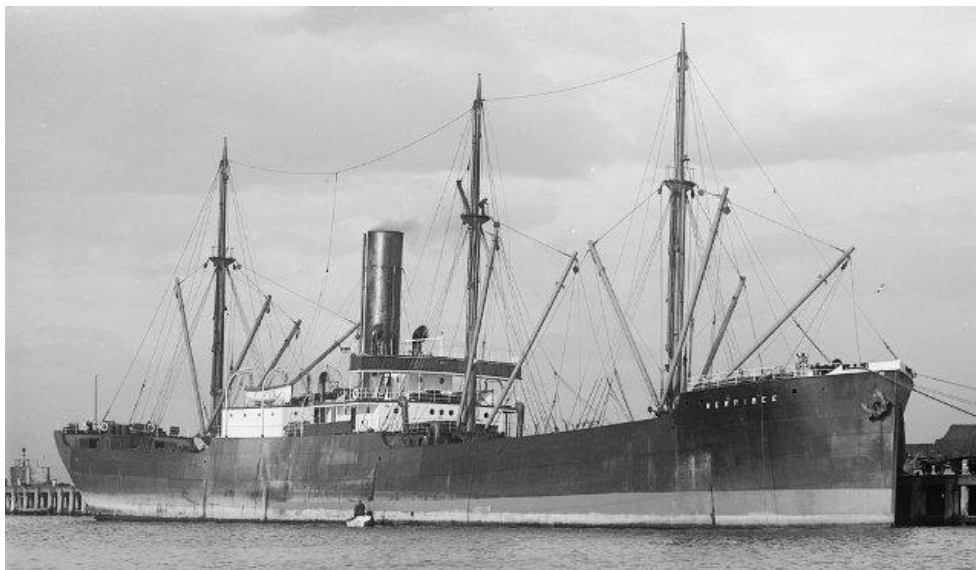
SAN PEH 三北(1930-49) 700/30 (2-sc, M6cy by Benz Co.)

Built by San Peh Eng. Works, Shanghai for SPSNC (Hoong On S.N. Co. mgrs) as SAN PEH. 11/8/37 sailed Shanghai for Changsha. RLR 1938 but apparently later seized by Japanese r. HARUSHIMA MARU. 18/7/45 sunk at Yokosuka(?). Salvaged and recomm. as SAN PEH. 28/4/49 sunk at Wuhu in air attack.



SAN PEH in the Upper River, photographed from USS *Monocacy* in 1938 (SK*).

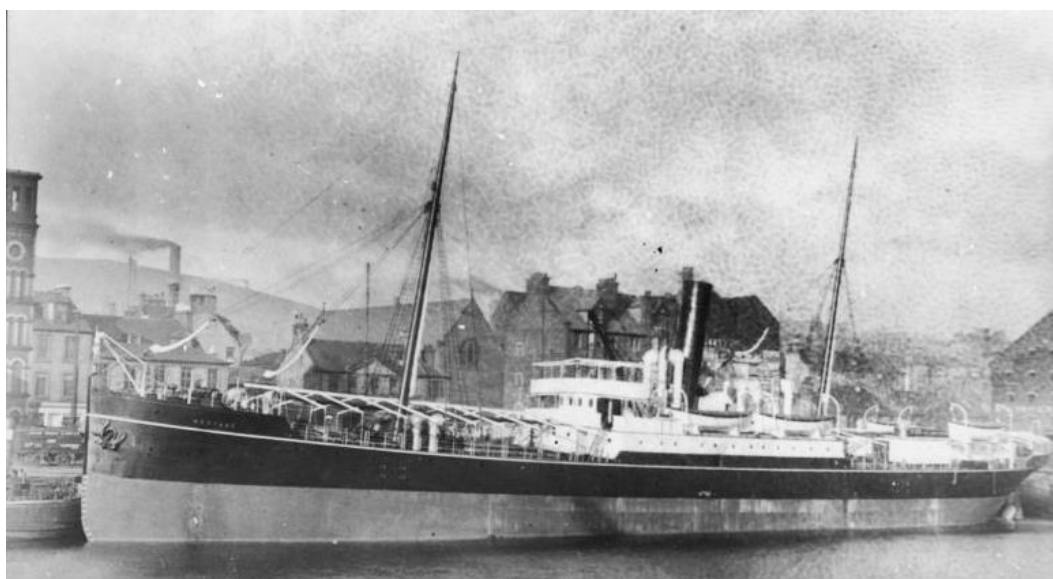
HUA SHAN (1931-37) 3904/09-1 (354.8 x 50', T3cy Richardsons, Westgarth & Co. Ltd, Middlesbro')
Built by Blyth S.B. Co. Ltd, Blyth for Huddart Parker & Co. Pty Ltd, Melbourne as WERRIBEE. 24/7/28
laid up at Melbourne. 12/31 del. to SPSNC - 17/12 sailed [or Shanghai via Newcastle and Philippines
as HUA SHAN. By 3/33 t/f to Sino-Pacific S.S. Co. Ltd (SPSNC mgrs). 8/34 o/c to Soviet Govt (Chinese
Eastern Railway) at Vladivostok. c.1936 reverted to SPSNC. 1937 t/f to CINC r. GRANATIERE PADULA.
12/41? req. by Japanese at Shanghai and alloc. to Teikoku Sempaku K.K. as HARYU MARU. 1/9/43 in
collision off Korean coast - 2/9 driven ashore, CTL.



HUA SHAN as WERRIBEE (Alan Green @SLV 91.325.812).

SUNGPU 松浦(1931-37) 1975/01-10 (T3cy)

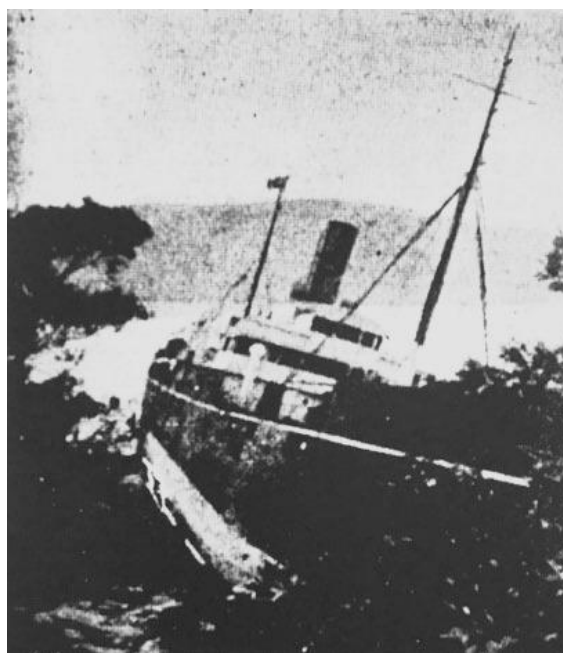
Built by Scott & Co., Greenock (#372) for China Nav. Co. Ltd, London as HUPEH. 6/31 sold to SPSNC r. SUNGPU. 12/8/37 sunk as blockship at Kiangyin.



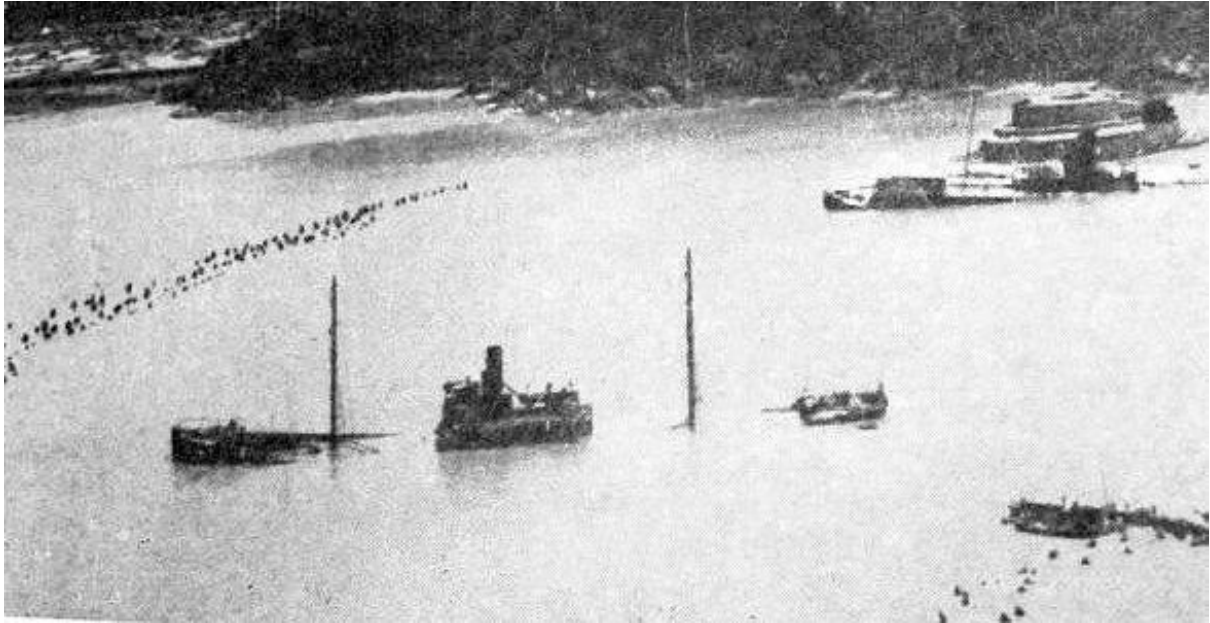
SUNGPU was identical to China Navigation's HANYANG (as here) (Wikiswire).

CHING PU 清浦(1932-37) 1865/03-5 (T3cyl, 226 nhp) 275.3 x 40'

Built by Wigham-Richardson & Co., Newcastle (#403) for Indo-China Steam Nav. Co., London as WAI-SHING. 10/8/31 blown ashore in Namkwan Bay near Wenchow while sheltering from typhoon - 20/8 refloated. 9/31 sold to Hong Kong breakers but 3/32 rep. resold to San Peh S.N. Co. Ltd, Shanghai for further trading r. CHING PU. 1938 t/f to Cia Italiana di Nav. S.A.I. (Chinese-Italian Nav. Co. Ltd), Shanghai (Italian flag) r. VESUVIO. 7/40 scuttled as blockship at mouth of Yung River at Chinhai (below Ningpo).

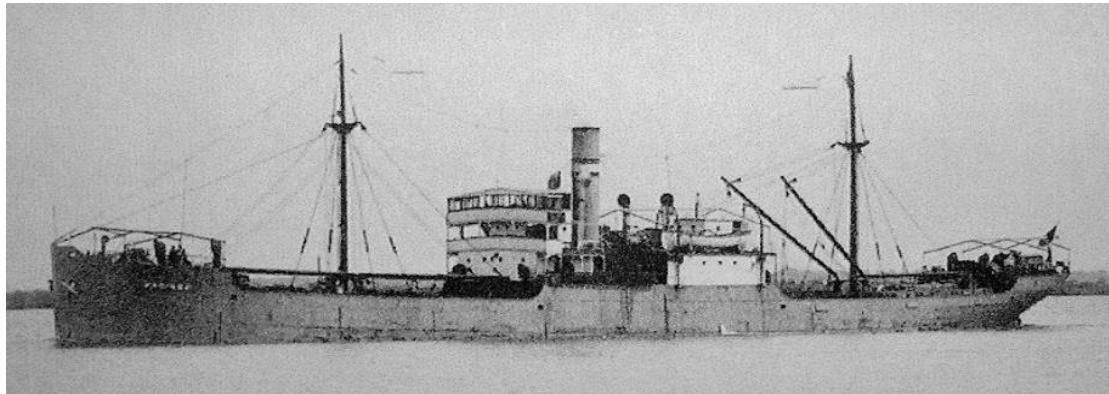


WAI-SHING ashore at Wenchow in August 1931 (NCH 18/8/31)



Presumed CHUNGPU as VESUVIO sunk as blockship at Chinhai (North China Herald).

MING-SHAN 明山 (1933-37) 1983/19-7 (270.0 x 39.0', T3cy by Kobe Steel Works Ltd, Kobe)
Built by Teikoku S.S. Co. Ltd, Toba (#53) for Teikoku Kisen K.K., Toba as KAMIJI MARU. 6/20 sold to D/S A/S Hassel (A/S Red. Odfjell mgrs), Bergen r. GRAN 忌連. By 1927 tramping on China Coast. 1933 sold to SPSNC r. MING-SHAN. 1937 reg. owners Wallem & Co. Ltd, Hong Kong (Panama flag) r. GRAN. LR 1941 "Surveys Delayed". 12/41 seized by Japanese r. SUGI MARU No.5 第五杉丸. 22/8/44 torp. and sunk by submarine HMS *Statesman* off Port Blair, Andaman Is. (11.40N, 92.45E). 14 crew and 5 aux. gunners lost.



MING-SHAN was one of a class of ships built in Japan during WWI. The sister shown here is CMB's MADIMBA ex-*IKOMA MARU* (Belgian Ships Archive).



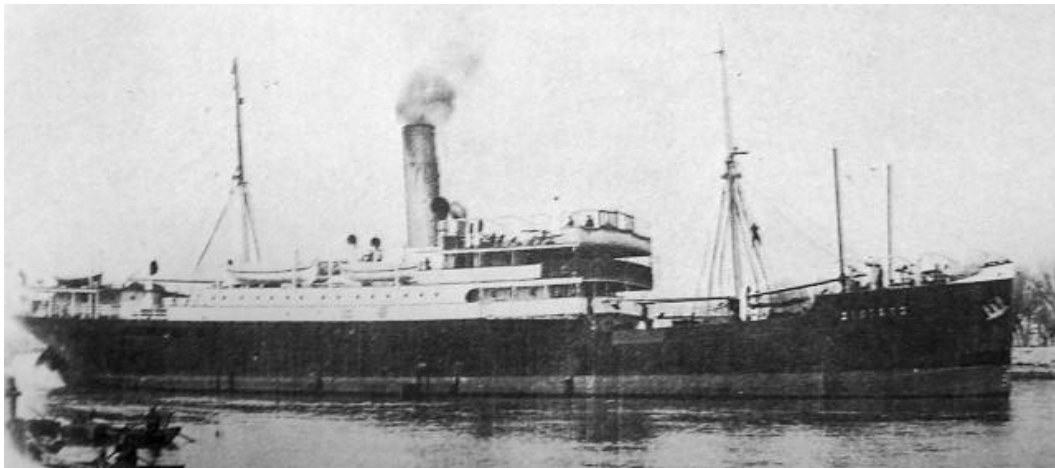
Likely MING-SHAN at Shanghai in 1937 as GRAN (Gutted Arcades).

FU HWA 富華 (1933-37?) 689/23

see WU HSING (SPSNC, 1927?-32)

CHING AN 靖安(1933-40) 1840/07-11 (T3cy by J.F. Ahrens, Altona)

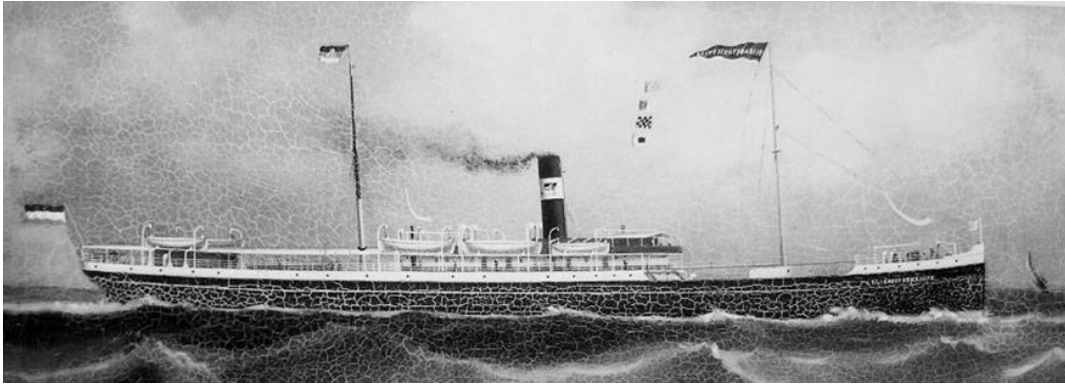
Built by Schiffsw. H. Koch, Lübeck (#177) for Hamburg Amerika Packetf. A.G., Hamburg as SIKIANG. 8/14 comm. as radio station but interned at Shanghai. 3/17 seized by Chinese Govt r. CHING AN. 12/33 sold to SPSNC (2145g). 1937 t/f to CINC r. RENO. 7/40 scuttled as blockship at Chinhai (below Ningpo).



CHING AN as SIKIANG (A. Kludas).

HSIN PU 新浦(1934-37) 1723/03-5 (253.2 x 37.4', T3cy by Ottensener Maschinenf., Altona)

Built by Rickmers Schiffbau A.G., Bremerhaven (#124) for Rickmers Rhed. A.G., Bremen as ELISABETH RICKMERS. 1906 sold to Norddeutscher Lloyd, Bremen r. PONG TONG. 8/14 fitted out as tender for commerce raiders but interned in Manila. 6/4/17 seized by U.S. Gov't and allocated to USSB as QUINNEBAUG. 10/22 sold to Fei Lun S.S. Co. Ltd (Carmichael & Clark, mgrs), Hong Kong r. PONG TONG. 4/34 sold to SPSNC r. HSIN PU (2039g). 1937 t/f to CINC r. LITTORIA. 1939 rep. in Nationalist hands above Haichow. Unconfirmed war loss.



ELISABETH RICKMERS as built (A. Kludas).



HSIN PU at Singapore flying the British flag as PONG TONG (Alg. Rijksarchief, KPM Archive).

SUNG SHAN 嵩山(1934-37) 3719/10-7 (356.1 x 50.1', T3cy by Central Marine Eng. Works, W. Hartlepool)

Built by Wm Gray & Co. Ltd, West Hartlepool (#776) for La Tunisienne S.N. Co. Ltd (F.C. Strick & Co. Ltd mgrs), Swansea as BOUKADRA. 1929 sold to Dale S.S. Co. Ltd (R. Mackill & Co., mgrs), Glasgow r. YARROWDALE. 12/34 sold to SPSNC r. SUNG SHAN. 1937 t/f to China Trade Development Co. Ltd, Trieste (r. SUNG SHAN MARU?), then to CINC r. AMBA ALAGI. 19/6/39 on Yamashita charter, minor collision with French cruiser *Primauguet* at Shanghai. 20/12/41 req. by Japanese and alloc. to Teikoku Sempaku K.K. as AOKI MARU 青木丸. 13/11/44 under Army control bombed and sunk in Manila Bay (14.53N, 120.55E), 8 crew dead. The wreck was salvaged and scrapped or scuttled after U.S. reoccupation.



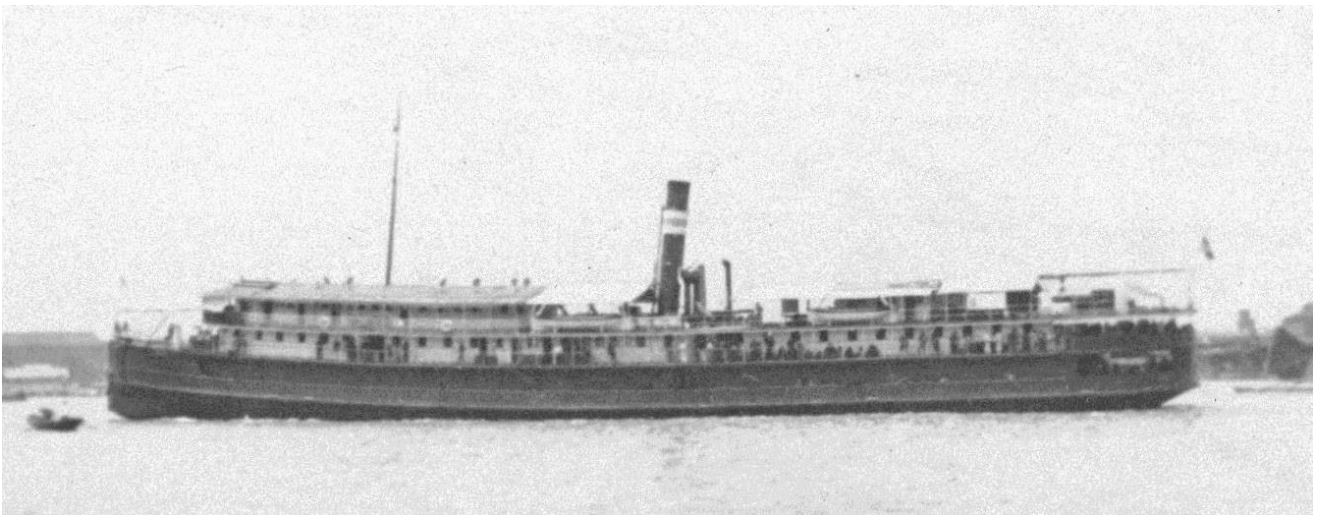
SUNG SHAN MARU in Taiyo Kaiun colours (Uhachi Kinoshita/OCM).



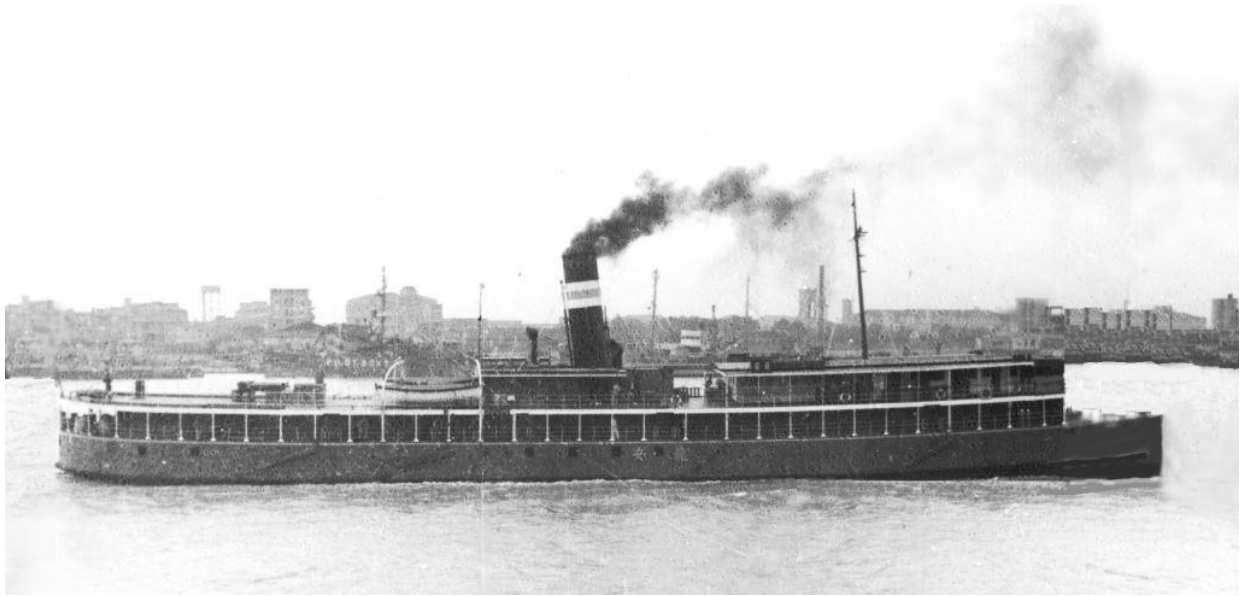
SUNG SHAN MARU subsequently as AMBA ALAGI (Uhachi Kinoshita/OCM).

LUNG ON 龍安 (1936-37) 1682/99-11 (238.0 x 30.1', 2-sc, T6cy, 96 rhp)

Built by S.C. Farnham & Co. Ltd, Shanghai for Rickmers Rhed. A.G., Bremen for Shanghai/Hankow trade as SUI-AN. 1901 sold to Hamburg-Amerika Paketf. A.G., Hamburg. 12/06 sold to Hong Kong, Canton & Macao S.B. Co. Ltd, Hong Kong for Hong Kong/Macao trade. 8/11/16 upperworks destroyed by fire at Macao – rebuilt and 10/17 resumed service. 19/11/22 seized by pirates and looted on voyage Hong Kong/Macao (2 dead). 11/36 sold to SPSNC – 29/1/37 entered Shanghai-Hankow service as LUNG ON. 1937 t/f to CINC r. LAMONE. Rep. sunk 1942 but raised. 1945 recovered and reverted to SPSNC as LUNG ON. 1949 requisitioned by Nationalist authorities to support operations at Dinghai but sunk in the subsequent retreat.



LUNG ON at Hankow in 1937, open lower deck restored after HK-Macao service (SK*)



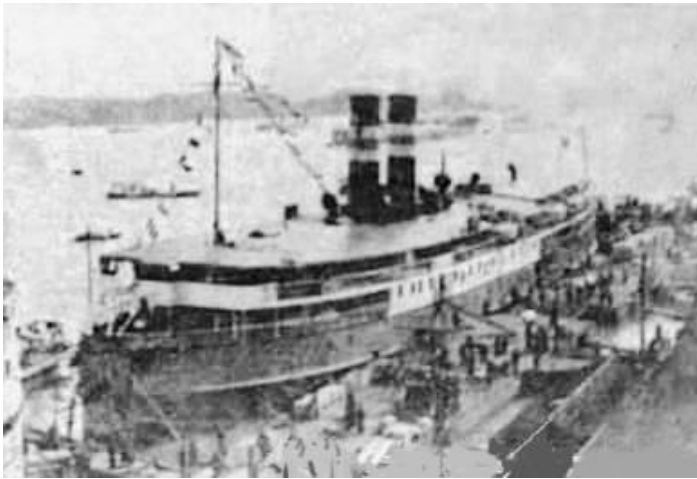
LUNG ON subsequently refitted as a coastal steamer with new funnel and lower deck sealed up, presumably operating Shanghai to Ningpo and Wenchow (Graham Thompson/SK edit).

LUNG SHIN 竜興(1936-37) 3063/23-10 (300.4 x 54.1', 2-sc, T3cy)

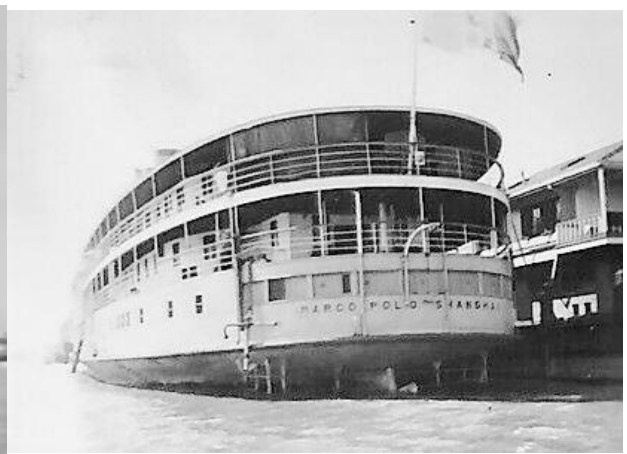
Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong for Hong Kong, Canton & Macao S.B. Co. Ltd, Hong Kong as LUNG SHAN. 11/36 sold to SPSNC r. LUNG ON and refitted by San Peh Eng. Works - 9/1/37 entered Yangtse service. 1937 t/f to CINC r. MARCO POLO. 12/41 req. by Japanese r. MARUKO MARU 丸子丸. 16/7/45 struck mine and sank c.4 m. from Woosung. One crewman lost.



LUNG SHIN, probably January 1937 prior to maiden voyage (Malcolm Rosholt UoB ro-n1200).



Left: On arrival at Hankow (Pei Chen Hua Chien 北晨画刊 16/1/37). Right: Passengers scrambling aboard LUNG SHIN, said to be at Nanking as Japanese forces approached in early December 1937 (<http://60.250.180.26/theme/theme-46/46-index.html>).



MARCO POLO at Shanghai 1937, home port Shanghai (Italian flag). (Internet, both views).



MARCO POLO in 1937 (SK*).



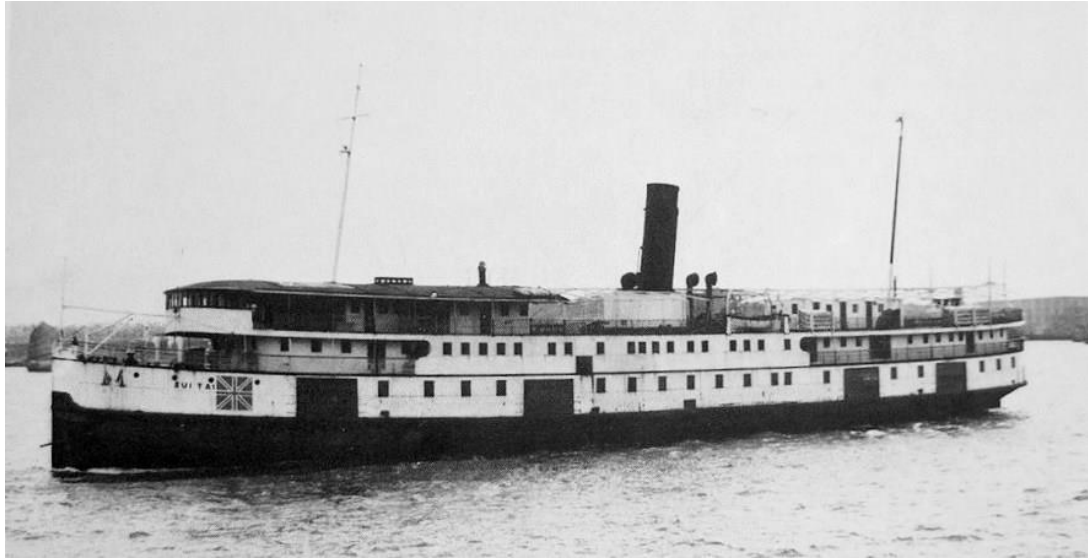
MARCO POLO at Hankow in 1938 (Internet).



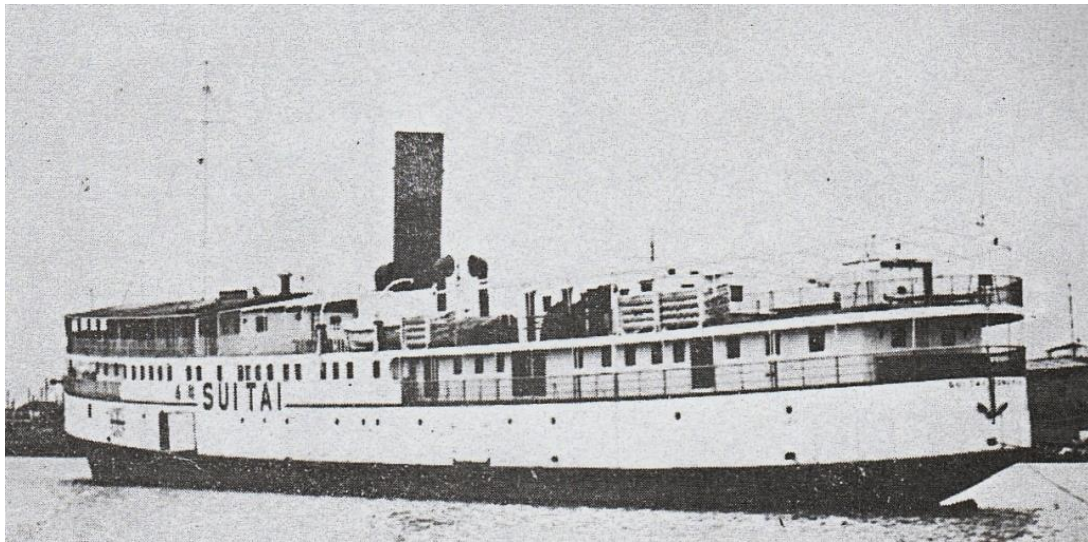
MARCO POLO active at Ichang with CINC houseflag now painted on funnel (Capt. Torrible/Swire).

SUI-TAI 瑞泰(1937-5?) 1816/99-10 (238 x 30.15', 2-sc, T6cy, 96 rhp)

Built by S.C. Farnham & Co. Ltd, Shanghai (#520) for Rickmers Rhed. A.G., Bremen for Shanghai/Hankow trade as SUI-TAI. 1901 sold to Hamburg-Amerika Paketf. A.G., Hamburg. 12/06 sold to Hong Kong, Canton & Macao S.B. Co. Ltd, Hong Kong for Hong Kong-Macao trade. 24/8/28 gutted by fire at Hong Kong - rebuilt. 1937 sold to SPSNC (reg. owner N.J. Asquith, Hong Kong). 8/12/41 scuttled at Shanghai but raised by Japanese r. JOSAN MARU (JOOSAN MARU) 常山丸. 14/9/44 badly damaged by US aircraft at Tayen, Yangtse but late-1945 recovered and reverted to SPSNC as SUI-TAI. Reconstructed by Yu Kong Shia shipyard, superstructure reduced and cargo hatches added. 4/46 reg. t/f to Shanghai. 1948 t/f to HOSNC. 195? taken over by Yangtse Navigation Bureau, possibly as JIANG SUI. 11/67 renamed in DONG FANG HONG series. (See DONG FANG HONGs of Prewar Origin list for photos of an unidentified vessel in the DONG FANG HONG 400 series showing some similarities, photographed at Shanghai in October 1983.) RLR 1959 as SUI-TAI.



SUI TAI at Hong Kong, September 1939, showing extensive rebuilding for Pearl River service after 1928 fire (D. Gammon/HD*).



Subsequently at Shanghai, still under the British flag (*Sekai Shosen Yoran* p.41).



SUI TAI on completion of reconstruction 1945-46, with message of thanks to the shipyard (SK colln)

LUNG ON (1945-5?) 1617/99

see LUNG ON (SPSNC, 1936-37)

CHANG HSING (1945-48) 3412/90

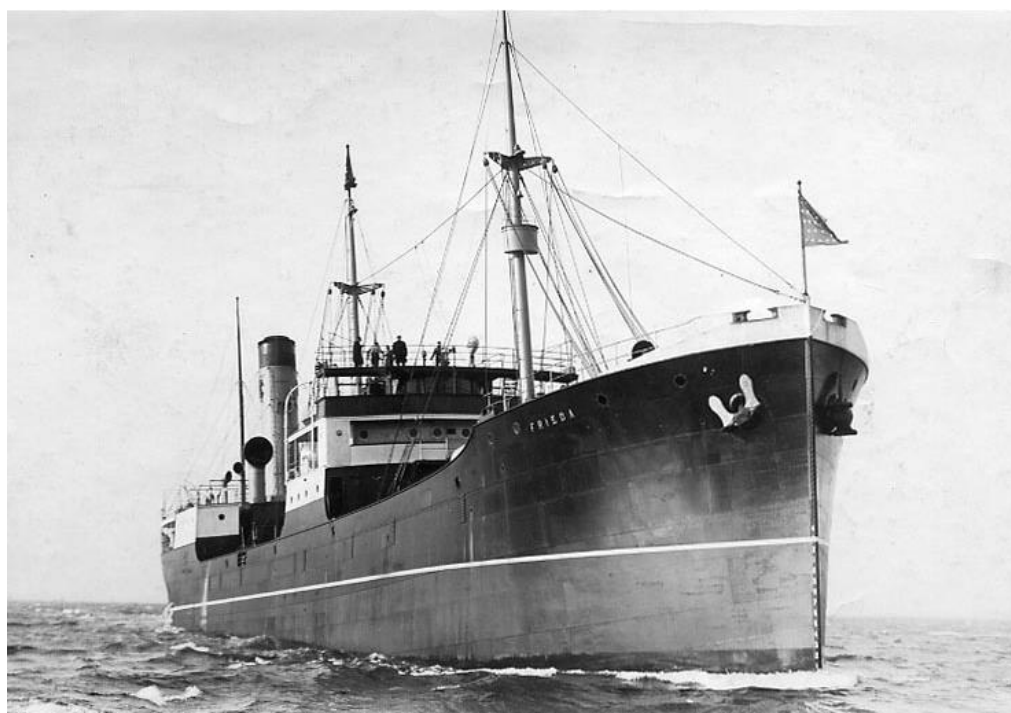
see CHANG HSING (SPSNC, 1926-27)

PEH SHAN (1937-37) 3365/13

Built by Fore River S.B. Co., Quincy (Mass) for Union Sulphur Co. Inc. New York as FRIEDA. 10/18 comm. by U.S. Navy as Transport No. 1618. 1919 reverted to owners. 6/37 sold through Wallem & Co. to SPSNC, 6/7 arrived Boston for delivery r. PEH SHAN and 3/9 sailed with scrap for Rotterdam, thence Shanghai. By 6/38 t/f to reg. o/ship Wallem & Co., Shanghai (Pan. flag) as NORSE CARRIER and o/c to Chinese-Italian Nav. Co. for Shanghai-Foochow trade. 12/41 seized by Japanese r. SANA MARU. 20/10/43 torp. and sunk by USS Kingfish off E. Coast of Indo-China (12.56N, 109.30E), 1 crew lost.

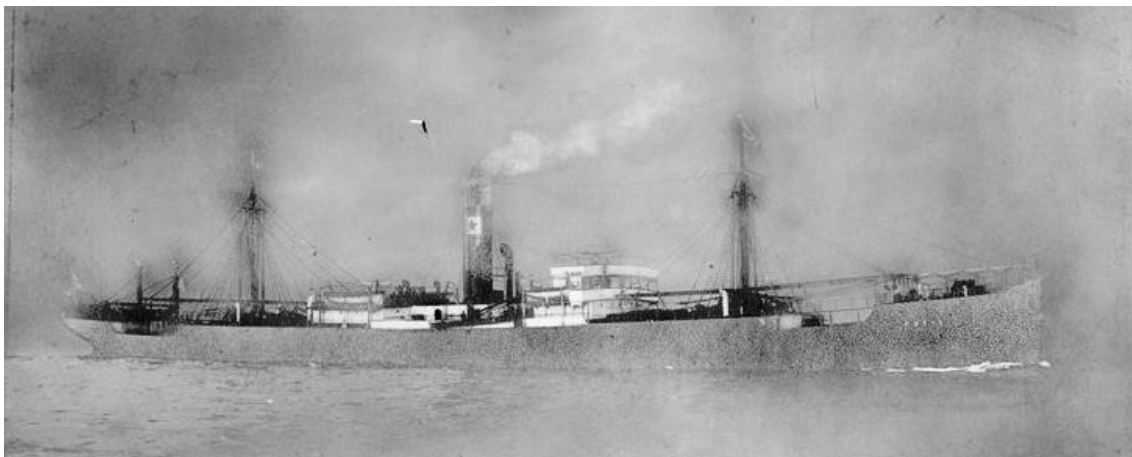


PEH SHAN as FRIEDA around 1918 showing large steel hatch covers (history.navy.mil).



PEH SHAN as FRIEDA (history.navy.mil). The 1941-42 Lloyd's Register book evidently errs in showing the ship still as having four masts.

FOTIS (1937-37) 3507/12-12 (352.7 x 50.8', T3cy by North East Marine Eng. Co. Ltd, Sunderland)
Built by R. Thompson & Sons Ltd, Sunderland for N.D. Lykiardopulo, Argostoli as FOTIS. 1931 reg. owners Cephalonian Marit. Co. Ltd. 6/37 sold to SPSNC for delivery in Europe 9/37 (reg. owners Wallem & Co., Shanghai) (Pan. flag) r. NORSE TRADER. 14/4/44 severely damaged in Fort Stikine explosion at Bombay - wreck sold for breaking up.



FOTIS in Lykiardopulo colours.

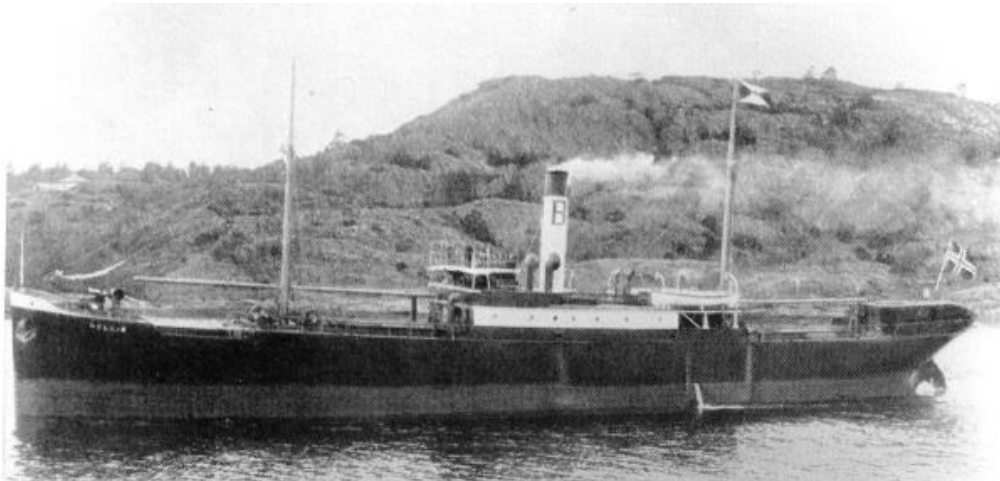
http://prints.rmg.co.uk/art/511662/The_Fotis_Gr_1912_under_way

NAN SHAN 南山 (1947-50) 3405/13-2 (341.0 x 47.0', T3cy by G. Clark Ltd, Sunderland)
Built by S.P. Austin & Son Ltd, Sunderland (#266) for Wm Cory & Son Ltd, London as CORTON. 1916 t/f to Cory Colliers Ltd. 22/1/18 torp. in English Channel but reached Portsmouth (3 lives lost). 10/11/34 collided with *Lady Wolseley* in Thames at Benfleet North. 10/38 sold to G.E. Marden, Shanghai – 10/39 r. CORLOCK. 1942 mgrs Brown, Jenkinson & Co. Ltd. 4/43 chartered to Turkish Gov't r. ADANA. 5/45 reverted to G.E. Marden r. CORLOCK. 1947 sold to SPSNC r. NAN SHAN. 1949 reg. owner Wallem & Co. Ltd., Hong Kong (Pan. Flag) r. SAN BAY. 9/52 Pan. Reg. cancelled. 11/9/52 arrived at Hong Kong for demolition.



NAN SHAN as CORTON (The Sunderland Site).

WAY NAN 偉南 (1947-5?) 1173/05-5 (206.6 x 32.7', T3cy by Akers Mek. Værksted, Oslo)
Built by Framnes Mek. Værksted A/S (#52), Sandefjord for D/S A/S Hellig & Hjarrand, Oslo. 1909 sold to A/S Akershus (Brödrenne Björnstad, mgr), Oslo as HELLIK. 1913 sold to D/S A/S Oslo, Oslo. 1915 sold to Red. A/S Kragerö (K. Sandaas, mgr), Kragerö r. BJERKA. 1917-19 req. by The Shipping Controller (J.T. Duncan & Co., mgrs), London. 10/29 sold to Red. A/B Stella (E. Sjöqvist, mgr), Gothenburg r. STELLA. 11/3/41 sunk by bombing at Manchester - salvaged. 1942 sold to Jenny S.S. Co. Ltd (G.J. Livanos, mgr), London r. RIVER SWIFT. 2/47 sold to W.S.W. Yu, Shanghai - t/f to SPSNC r. WAY NAN. 1949 escaped to Hong Kong. RLR 1959 but may have been come under Chinese flag as TUAN CHIEH 1 (unconfirmed). NFI.

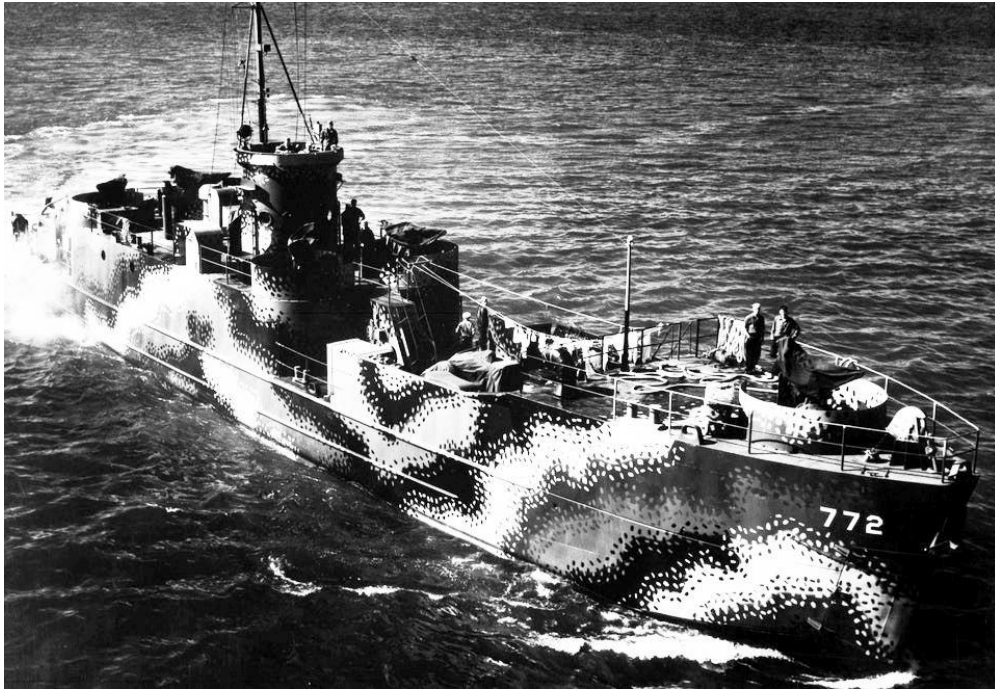


WAY NAN as HELLIK with funnel showing 'B' for Björnstad (sjohistorie.no).

WAI NEI 偉義(1947-5?) 313/44-7 (158.5 x 23.25', 2sc. 2 Detroit diesel 6051 quad-71, 1600 bhp)
Built by Commercial Iron Works, Portland (Or.) for U.S. Army as LCI (R)-772. 2/47 t/f to USMC for disposal. 1947 sold to SPSNC r. WAI NEI. After 1949 to PRC Navy. NFI.



LCI (R)-772 (navsource.org/archives).



LCI(R) -772 at Astoria, Oregon 30 July 1944 (navsource.org/archives).

WAY TUNG 偉東(1947-50) 1321/24-4 (256.3 x 38.2', T3cy by Shields Eng. Co. Ltd, N. Shields)
 Built by Swan, Hunter & Wigham Richardson Ltd, Sunderland (#1219) for Stottpool S.S. Co. Ltd (T.B. Stott, mgr), Liverpool as STOTTPOOL. c.1925 sold to Krogstads D/S Red. A/S (A.M. Ombustvedt mgr), Oslo r. NIDAREID. 1936 mgr G. Hansen. 1947 sold to SPSNC r. WAY TUNG. 1950 reg. owner Wallem & Co. Ltd, Hong Kong (Pan. flag) r. NIDAR. By 1953 seized by Nationalist Govt, Taipei, LRS 4/55 rep. broken up.

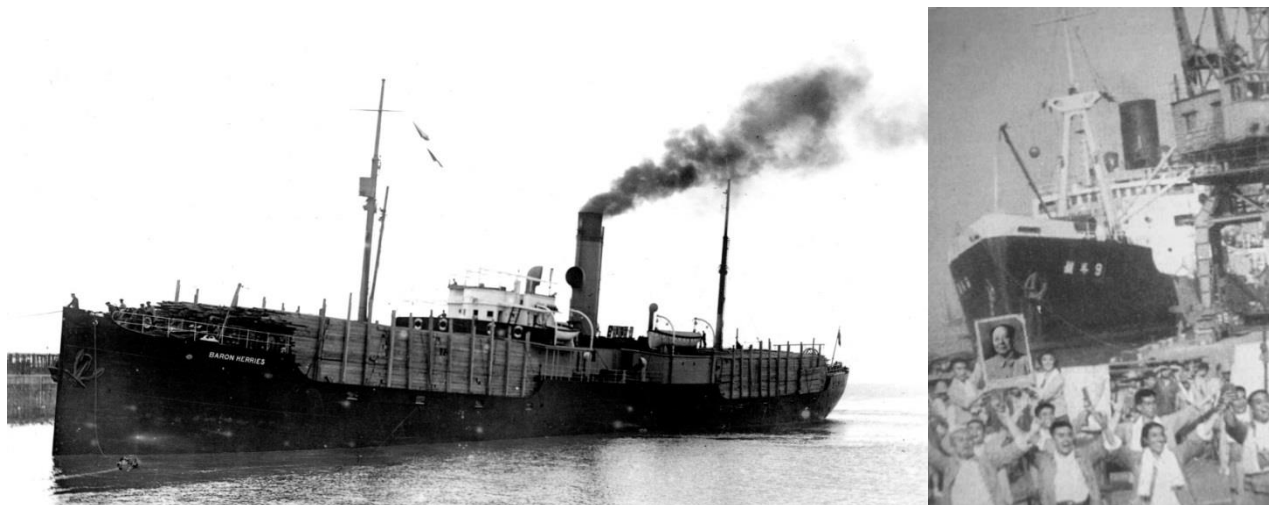
HOONG CHEN (1948-5?) 552/30 see HOONG CHEN (HOSNC, 1930-48)

HOONG HENG (1948-5?) 504/29 see HOONG HENG (HOSNC, 1929-48)

TUNG SHAN 東山(1948-49) 2499/19-7 (303.0 x 43.01', T3cy by Richardsons, Westgarth & Co. Ltd, Hartlepool)

Laid down by Charles Hill & Sons, Bristol (#132) for The Shipping Controller as WAR QUINCE but completed for Hain S.S. Co. Ltd, London as TREVELYAN. 3/23 sold to Kelvin Shg. Co. Ltd (H. Hogarth & Sons, mgrs), Ardrossan r. BARON HERRIES. 1/34 sold to Abbey Line Ltd (Fred. Jones & Sons, mgrs), Cardiff r. NEATH ABBEY. 1939 sold to Constants (S. Wales) Ltd, Cardiff r. LYMINGE. 9/39 requisitioned by MOWT. 4/43 allocated as stores carrier, North Africa. 12/9/43 during Salerno landing with cargo of petrol, gas cylinders and mines set on fire by near miss guided bomb, abandoned but fire extinguished by crew of USS Biscayne, resumed service until 12/43-2/44 repairs at Cardiff. 2/44 allocated as coastwise stores carrier, Italy. 2/2/46 arrived Glasgow in ballast from Beirut. 3/46 at Barry reverted to owners. 30/6-7/9/46 repairs at Southampton [BT 389/19/250]. 1/47 arrived in Shanghai after sale to Wheelock Marden & Co. Ltd, London. 3/47 sold to Eddie Hsu (ben. owner) with provisional name HSIANG LEE 翔利. Early-6/47 rescued 29 persons from wreck of fleetmate *Dah Foong* (439/94) between Shanghai and Ningpo. Late-6/47 resold to SPSNC r. TUNG SHAN.

17/8/49 bombed and sunk in Yangtse at Kiangyin bound for Pukow in ballast. 1955 salvaged and rebuilt by Kiangnan Dockyard as HOPING 9. 1967 r. ZHANDOU 9. NFI.



L: TUNG SHAN as BARON HERRIES (W. Schell).

R: ZHANDOU 9 ex TUNG SHAN in the Cultural Revolution period (*China Reconstructs* 11/69 p.43).

also small steamers (not listed in Lloyd's Register)

TSZPEH 慈北 (1913-37?) 235/94 In service Tinghai-Hsiangshan-Taichow-Wenchow.

CHINPEH 鎮北 (1918-37?) 164/14 (116 x 18', M, tug)

Built by 恒昌祥 for SPSNC for service Tinghai-Hsiangshan-Taichow-Wenchow. 1938 t/f to CINC r. LIPARI. 8/9/43 scuttled at Shanghai. Salvaged r. RIO MARU 里王丸. Recovered postwar. NFI.

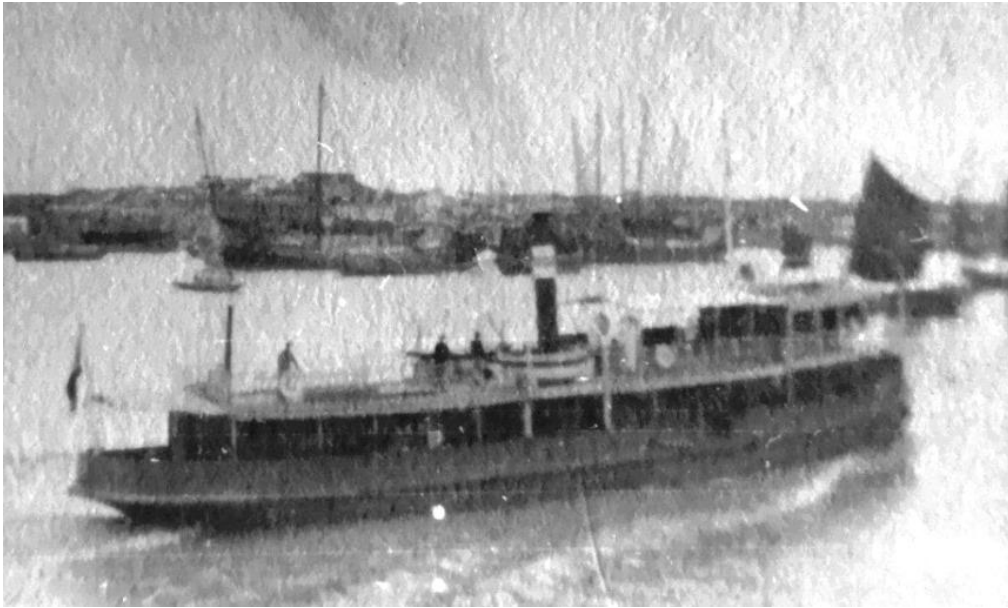
YAOPEH 姚北 (1922-37?) 241/22

YUNG HONG (1929-37?) 174/29

Yao Kaiyang mentions **HE MING** 鶴鳴.

Matsuura mentions "San Peh's" **WU KANG** 武康 14/3/37 Dep. Hankow 17/3/37 arr Nanking taking 80 hours sailing time and using 33 tons of fuel. The vessel is also mentioned in a 1943 Toa Kaiun report on San Peh. This vessel (148 gt) is listed for Hoong On S.N. Co in China Yearbooks during the 1930s.

A 1943 Toa Kaiun report on San Peh mentions **SHU FENG** 蜀豐 (185.49g, 82.7') operating Nanking-Kiukiang and **YU FENG** 渝豐(252g, 102 x 20') operating Hankow-Ichang.

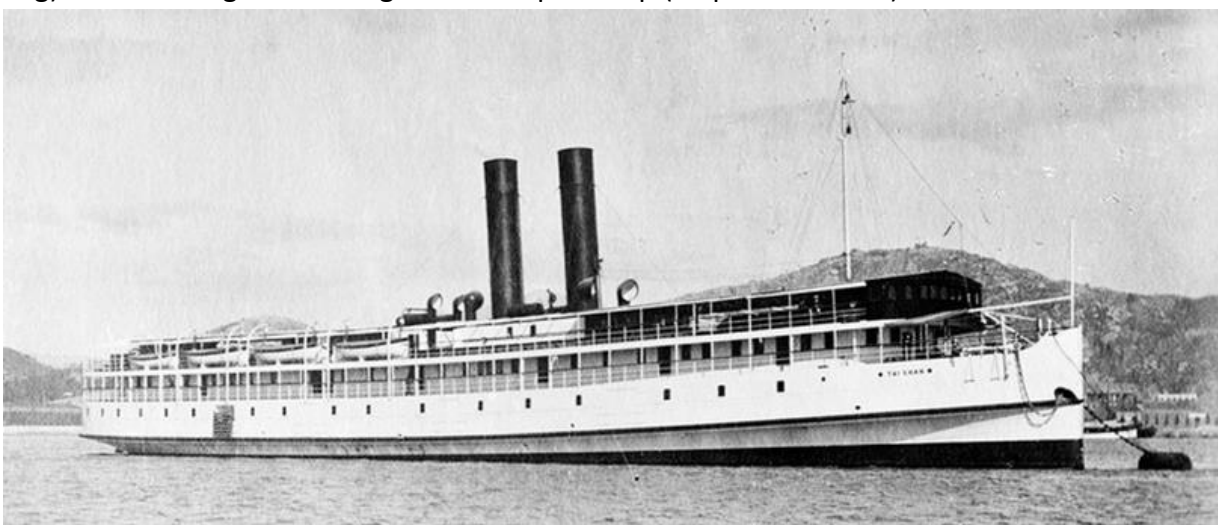


Unidentified small San Peh passenger steamer (7788.com)

Ningshin Steamship Co. Ltd. (NSSC) 寧興輪船公司

NINGSHIN 寧興 (1917-37) 3439/13-11 (291.6 x53.1', 2-sc, T6cy)

Built by Hong Kong & Whampoa Dock Co. Ltd, Hong Kong (#524) for Hong Kong, Canton & Macao S.B. Co. Ltd, Hong Kong as TAISHAN. 10/17 laid up. 11/17 sold to NSSC, Shanghai (transferred 7/18) r. NINGSHIN. 3/10/24 seized by pirates off Wenchow and taken to Bias Bay. 2/10/25 seized by pirates off Wenchow. 1937 t/f to CINC r. TEMBIEN I. 12/41 req. by Japanese r. TOKUHEI MARU 德平丸. 31/8/44 sunk by aircraft near Kiukiang (also rep. 30/6/45 bombed and sunk in Yangtse near Tatung) while serving as an unregistered hospital ship (18 patients dead).



NINGSHIN as TAISHAN at Hong Kong in HCMSC colours (Internet).



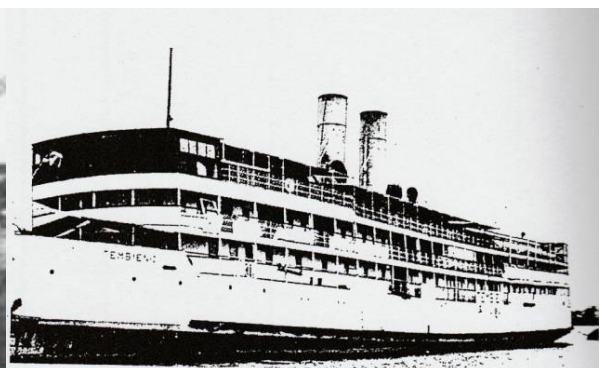
NINGSHIN, reconstructed with full new upper deck (Virtual Shanghai).



NINGSHIN, probably at Ningpo (Internet)



NINGSHIN at Ningpo (Internet).



TEMBIEN I (*Sekai Shosen Yoran* p. 88).



'TEMBIEN' at Shanghai late 1937 in colours of Chinese-Italian Nav. Co. Ltd. (Malcolm Rosholt UoB)

MING-SHIN 明興 (1934-37) 2868/05-11 (278.2 x 42.9', 2-sc, T6cy by Caillard & Cie, Le Havre)
 Built by At. & Ch. de France, Dunkirk (#18) for Cie. Asiatique de Nav. (Racine, Ackermann & Co., Shanghai mgrs), Dunkirk for Yangtse River as LI-MAO. 6/11 on bankruptcy of owners ICSNC/CNC/China Merchants S.N. Co. acquired 1/3 shares r. LUEN HO. 12/11 sold to Jardine, Matheson & Co., London. 8/12 t/f to Luen S.S. Co. Ltd (Indo-China S.N. Co., mgrs), Hong Kong. 7/29 sold to ICSNC. 10/34 sold to Ning Shin S.S. Co. Ltd, Shanghai r. MING SHIN. 1938 t/f to Cia Italiana di Nav. (Chinese-Italian Nav. Co.), Shanghai (Italian flag) r. ENNA. 9/43 presumed seized by Japanese. Late 1945 recovered. 1947 t/f to SPSNC r. MING SHIN. 1948 t/f to HOSNC. 27/12/49 on voyage Shanghai/Hankow bombed and set on fire by Nationalist aircraft – 29/12 fire extinguished. 5/4/50 refloated. RLR 1958/59 but photographic evidence strongly suggests rebuilt by Zhonghua Shipyard, Shanghai for Yangtse Shipping Administration, 1964 completed as XIN ZHONG 新中(2868 (245 net 1230 pass 71.21x12.5m 1100shp). 11/66 r. DONG FANG HONG 401. 8/84 still in service, NFI. [Chinese sources list XIN HONG/DONG FANG HONG 401's only origins as a newbuilding by Zhonghua in 1964].



LI-MAO or sister in Cie. Asiatique de Nav. Colours (Swire/SK*)



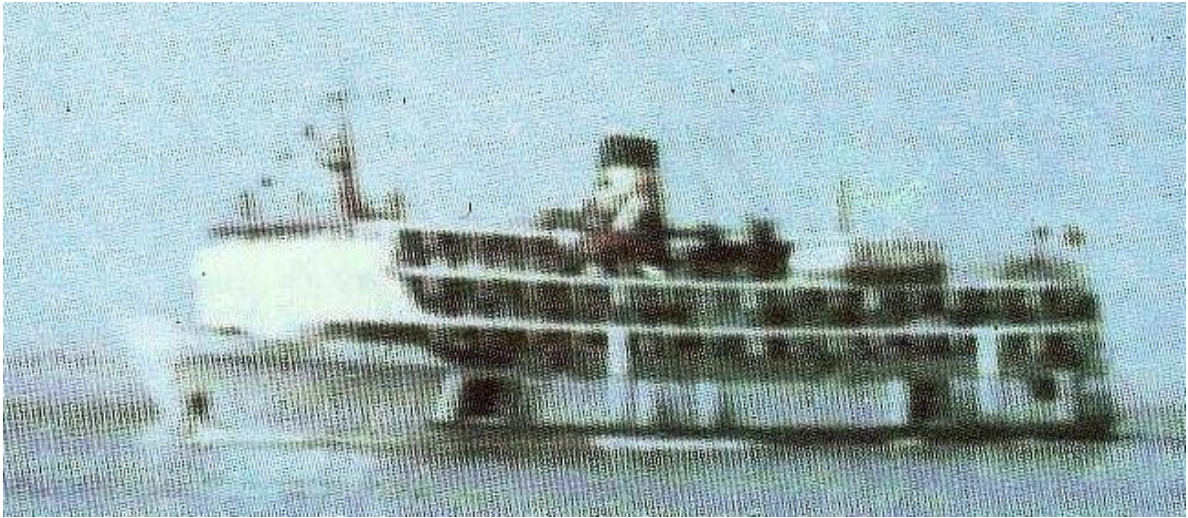
Bunkering (?) LUEN HO (Billie Love colln, UoB)



LUEN HO or sister LUEN YI (Warren Swire colln).



LUEN HO, image reversed for comparison purposes (*Virtual Shanghai* ID15080).



1970s view of DONG FANG HONG 401 (*Changjiang River Transportation* pub. 1981 p.21).



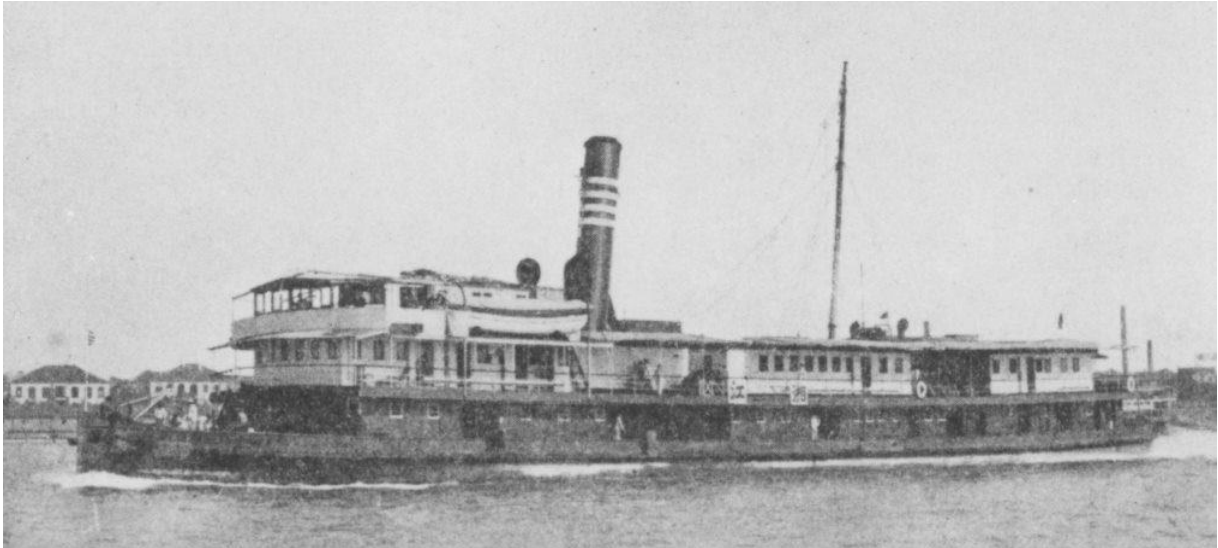
DONG FANG HONG 401 with further modifications in 1982-83 (Chris Mackey).



August 1984, last steam-powered Yangtse passenger vessel working out of Shanghai (Donald Anderson).

YUNG-KIA 永嘉(1935-5?) 883/03 (202.6 X 37.4', 2-sc, T6cy)

Built by Osaka Iron Works, Osaka for Hunan Kisen as SIANG KIANG MARU. 14/8/06 damaged by engine-room fire at Changsha. 1907 t/f to Nisshin Kisen Kaisha. 10/33 sold to Ta Yuen S.S. Co., Shanghai r. TACHONG 6/35 listed to SPSNC but reg. to NSSC, Shanghai r. YUNG KIA (1070.85g). 9/47-2+/48 reconstructed by San Peh Dockyard, Shanghai. No further reports. [Yungkia is an outpost south of Wenchow.][From LR 1974 listed nominally for COSCO, still as YUNG-KIA. 1990 delisted. RLR 1992.]



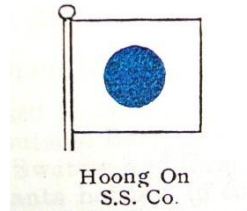
YUNG KIA as SIANG KIANG MARU (Nisshin Kisen).



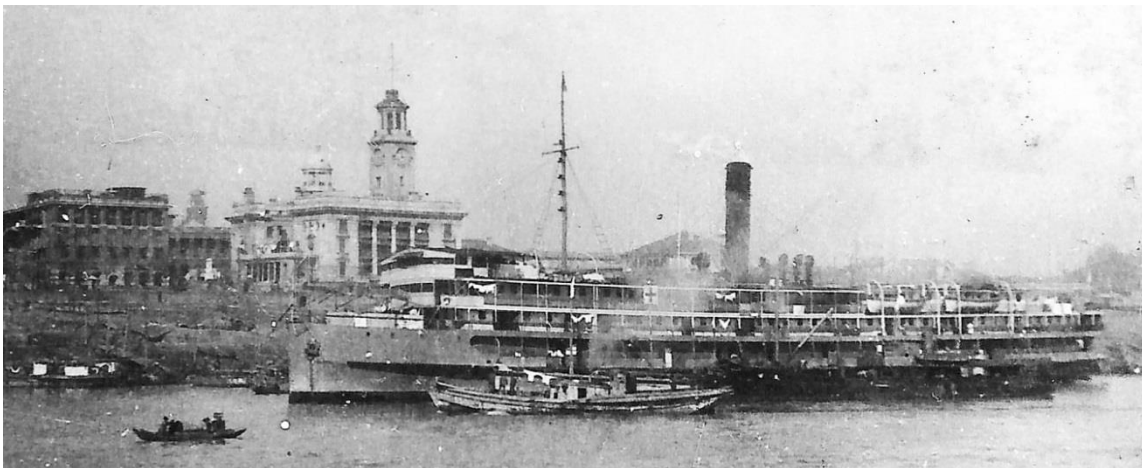
REN MIN 20, plausible reconstructed YUNG KIA, photographed at Hankow in August 1984 (Donald Anderson).

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

鴻安輪船公司



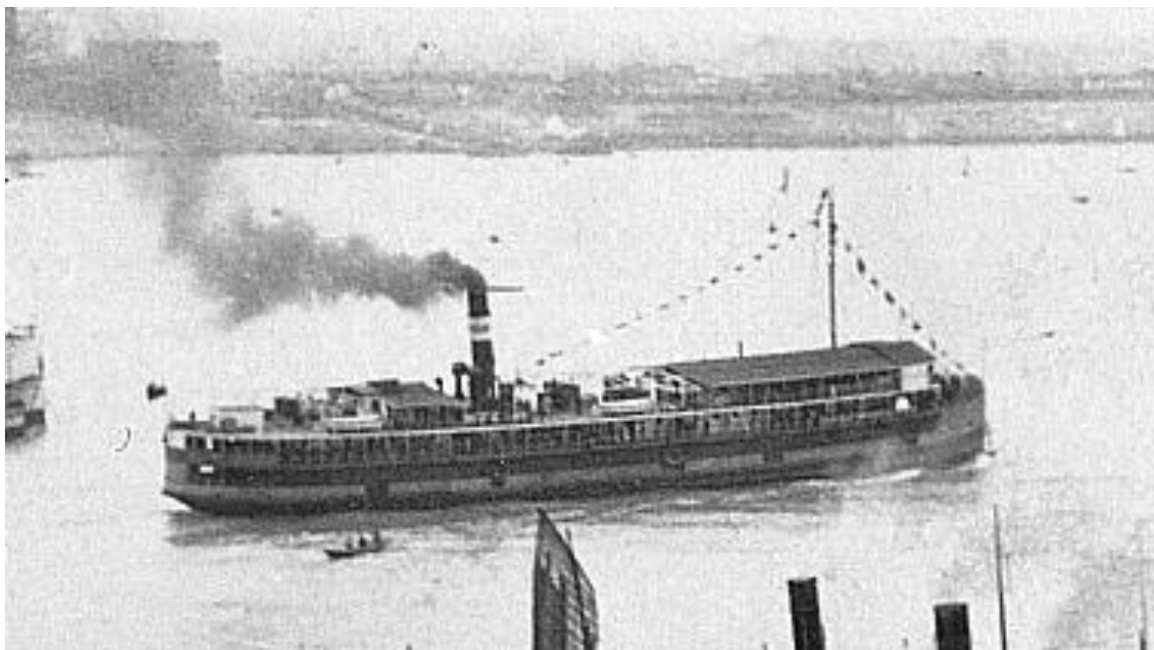
TEH HSING (1918-37) 1410/89-8 (iron, 212.0 x 30.1', 2-sc., C4cy/85 rhp, 1 dk & shade dk)
Built by S.C. Farnham & Co., Shanghai (#216) for Bucheister & Co. (A. Moore reg. owner), Shanghai as PAO-CHING (1072g). 29/5/90 (pending sale to Shanghai Mutual S.N. Co.) caught fire 5 hours after departure from Shanghai near Centaur Shoal (master, 2nd engineer and nearly 30 Chinese passengers dead). Reconstructed by builders for Capt. E.W. Tisdall (reg. owner), Shanghai as TEH HSING. 1/91 laid up at Shanghai (Melchers & Co.), but from 4/3 for at least six months sailing Hankow-Ichang on charter to Butterfield & Swire. 1893 reg. owner R.W. Astill (Shanghai Mutual S.N. Co.), Shanghai. 8/10 sold to Hoong On S.S. Co. Ltd (British flag). 17/5/11 badly damaged in collision with *Kung Ping* (2705/94) near Kiangyin. 3/19 t/f Chinese flag. 19/8-23/10/20 ashore. 2/9/37 blown ashore near Stanley, Hong Kong Is. in typhoon - refloated. 1937 t/f to CINC r. SAVIO. 1938 bombed and sunk by Japanese aircraft near Ichang.



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

CHANG ON 長安 (1918-37) 1393/90-5 (212.8' x 30.6', 2-sc, C4cy/85 rhp)
Built by S.C. Farnham & Co., Shanghai (#202) for Shanghai Mutual S.N. Co. (B.A. Clarke reg. owner), Shanghai. 1892 r.o. H. Mandl. 1893 r.o. J.R. Greaves, R.W. Astill & J.M. MacGregor. A.P. MacEwen and after 1897 A.W. Astill. 1904 lengthened 32' to 244.8' (248' o.a., 1661grt). 11/04 reg. at Hong

Kong for Hoong On S.S. Co. Ltd. 3/19 t/f to Chinese flag. 1937 t/f to CINCRAN. 1939 rep. in Nationalist control above Haichow. Unconfirmed war loss.



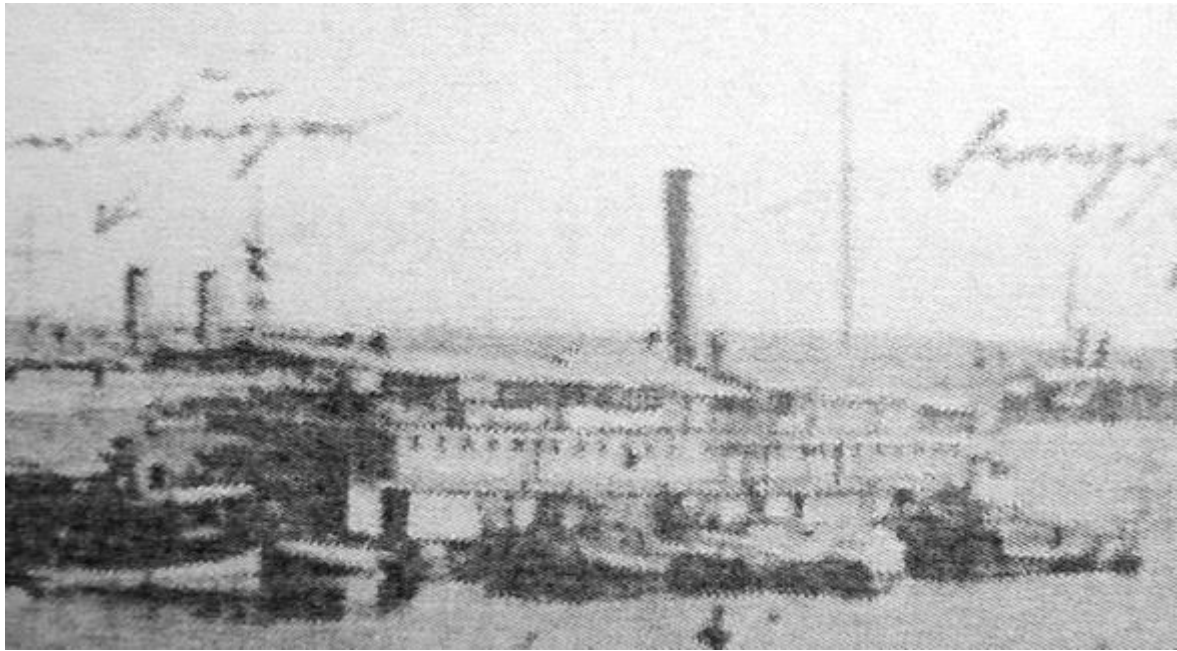
Lengthened CHANG ON at Hankow, 1926 or 1927, in San Peh colours (Graham Thompson).

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

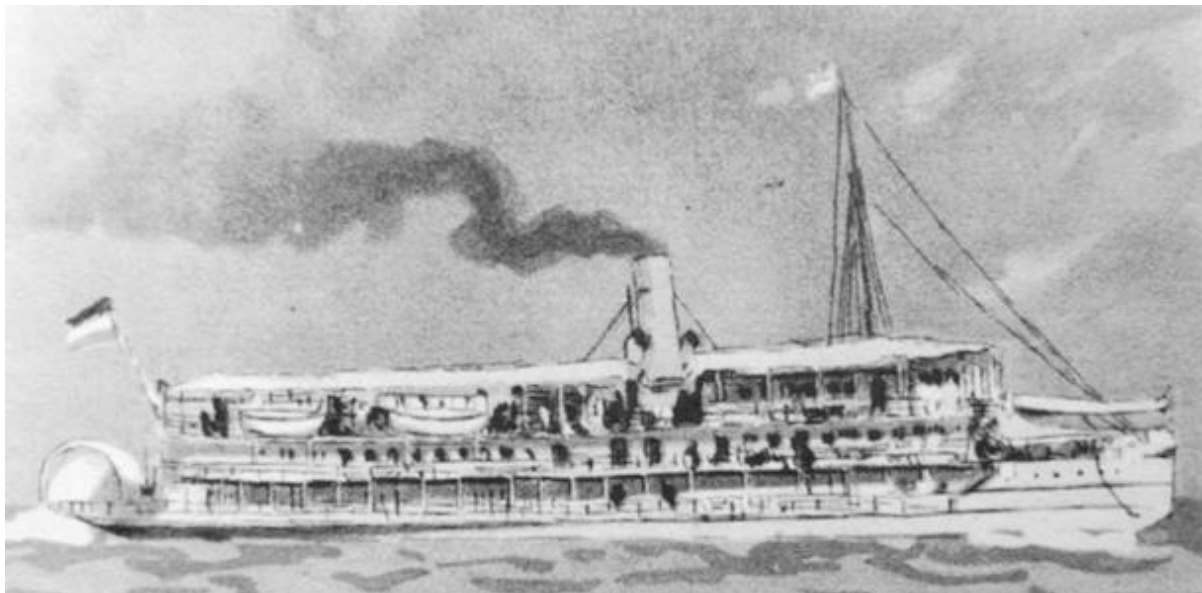
Built by S.C. Farnham & Co., Shanghai (#547) by Melchers & Co., Shanghai for Hankow-Ichang service as MEI YU. 5/01 sold to Norddeutscher Lloyd, Bremen for same service. 1904 rebuilt (1114grt). 1912 chartered out, 1913 sold to China S.S. Co, Changsha. 1914 RLR. By 1920 sold to HOSNC for use on Middle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



MEI YU (A. Kludas).



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



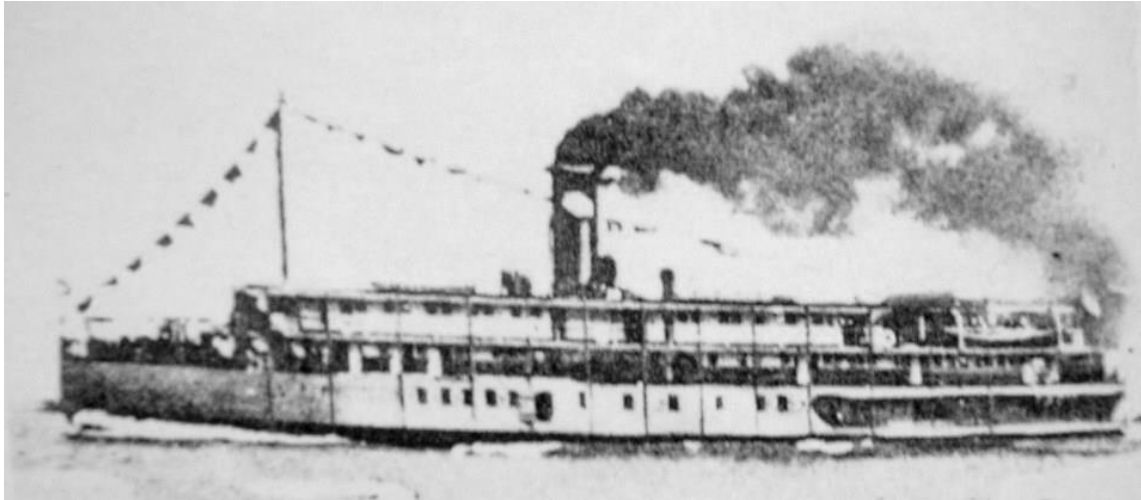
Artist's impression of MEI YU (NDL history).

CHANG HSING (1927-37) 2907/90

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

FU YANG 富陽((1927-37?) 987/22-3 (T3cy/14.35k trials)

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



FU YANG as MEIREN (D. Grover).



FU YANG in the Upper River (SK*).

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

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

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

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

SAN PEH (1930-49) 700/30

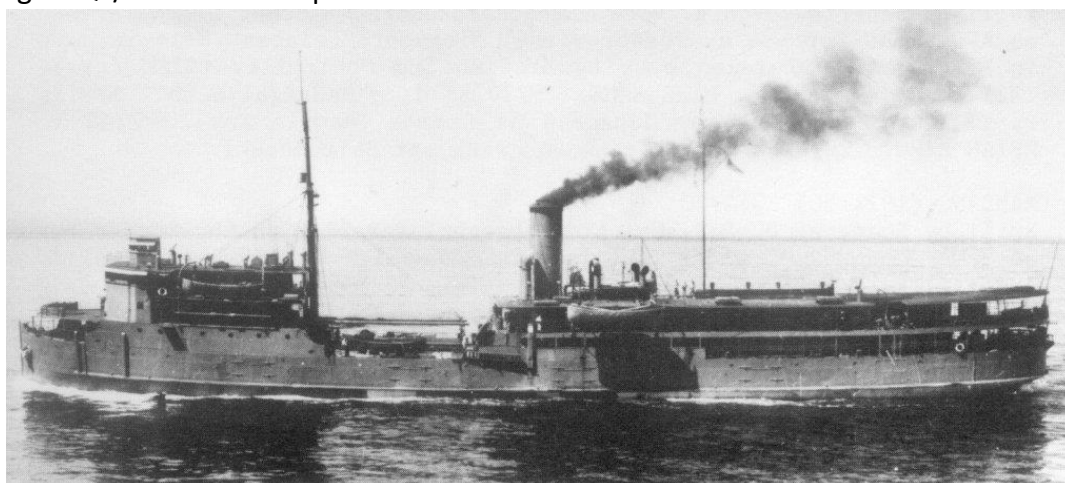
see SAN PEH (SPSNC, 1930-49)

SHOU CHANG (1935-3?) 622/25

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

TEH ON 德安(1947-53/4) 2891/22 (290.0' x 46.2', 2-sc, T6cy)

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



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



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



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



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

MING-SHIN (1948-50) 2343/05

see MING-SHIN (SPSNC, 1934-37)

SUI TAI (1948-5?) 1367/99

see SUI TAI (SPSNC, 1937-48)

also unidentified small vessels (unlisted LR):

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

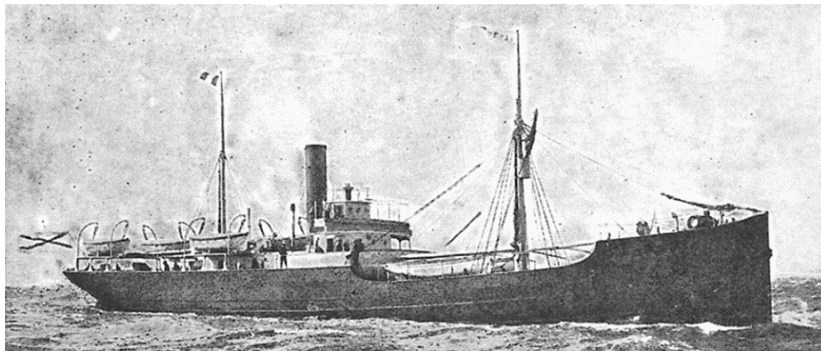
Chinese-Italian Nav. Co. Ltd (CINC)



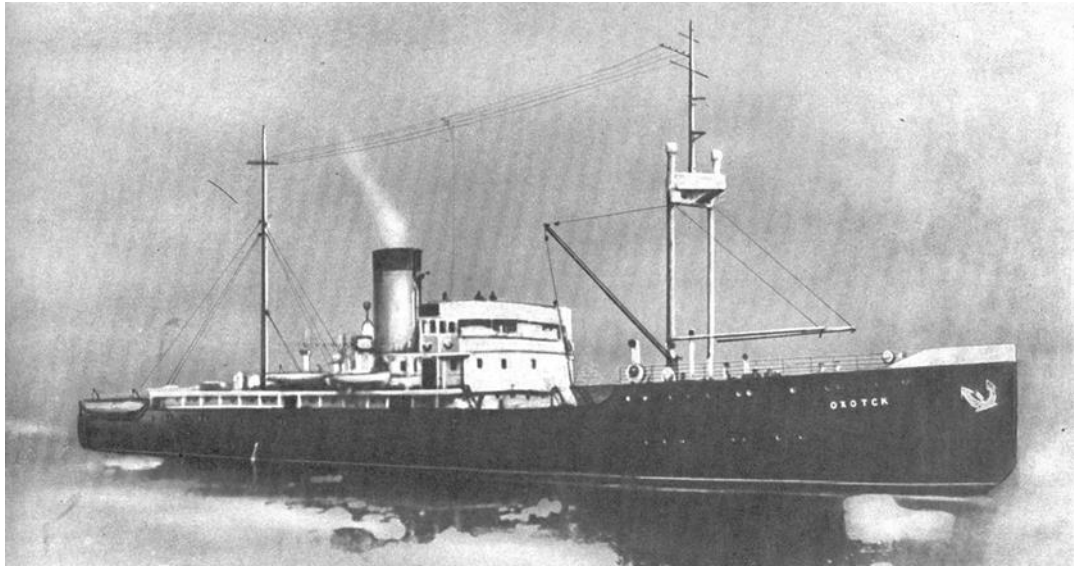
Funnel: house flag on a background.

AMBA ALAGI	see SUNG SHAN (SPSNC, 1934-37)
APRILIA	see CHANG HSING (SPSNC, 1927-37)
ENDERTA	see LUNG SHIN (SPSNC, 1929-37)
ENNA	see MING-SHIN (NSSC, 1934-37)
FURIERE CONSOLINI	see HENG SHAN (SPSNC, 1929-37)
GIOTTO	see FENG PU (SPSNC, 1923-37)
GRANATIERE PADULA	see HUA SHAN (SPSNC, 1931-37)
LAMONE	see LUNG-ON (SPSNC, 1936-37)
LITTORIA	see HSIN PU (SPSNC, 1934-37)
MARCO POLO	see LUNG SHIN (SPSNC, 1936-37)
MATTEO RICCI	see FU-LUNG (SPSNC, 1923-37)
PANARO	see CHANG ON (HOSSC, 1919-37)
RENO	see CHING AN (SPSNC, 1933-37)
SAVIO	see TEH HSING (HOSSC, 1919-37)
TEMBIEN 1	see NINGSHIN (NSSC, 1918-37)
TIRSO	see HSIN NINGSHIN (SPSNC, 1926-37)
VESUVIO	see CHINGPU (SPSNC, 1932-37)

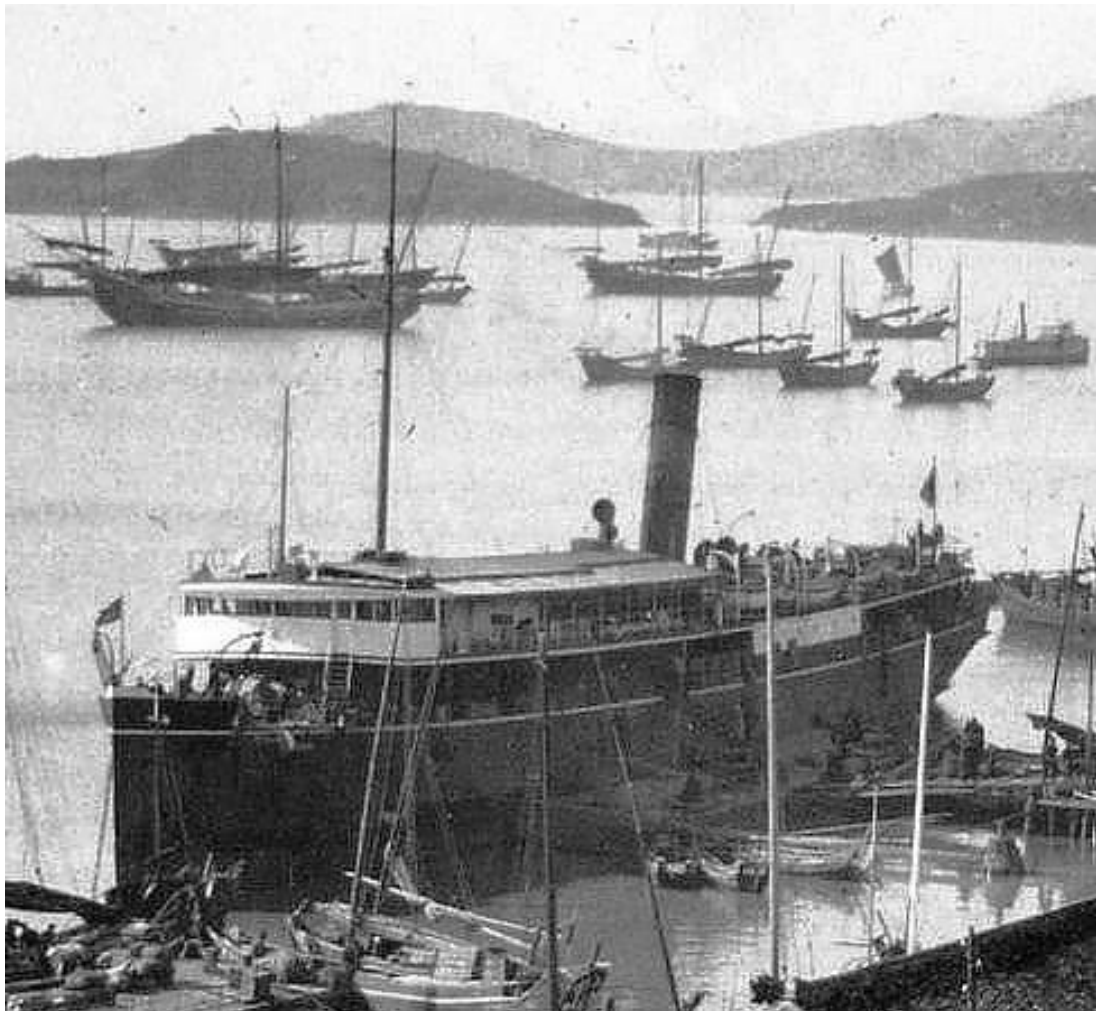
COMMANDANTE PAOLINI (1938-43) 1104/08-4 (193.5 x 29.5', T3cy by G.T. Grey, S. Shields)
Built by Sunderland S.B. Co. Ltd, Sunderland (#247) for Russian Navy as OKHOTSK. 11/22 evacuated White troops from Vladivostok for Gensan (Korea). c.25/9/23 refused disembarkation at Shanghai. 10/3/25 fired on defecting transport Mongugai. 2 killed 7 injured. 1926 sold to Yi-Li ('Eddie') S.N. Co., Shanghai as payment for expenses of the Russians, r. YI-LI 益利. 1935 on collapse of Eddie Group sold to Tien Hsin S.S. Co., Shanghai. 1938 sold to CINC r. COMANDANTE PAOLINI [with 'Pao Li' characters 寶利 painted on hull]. 9/43 on Italian surrender taken over by Gov't of Japan (Toa Kaiun K.K., mgrs). 1943 rep. sunk by air attack at Woosung.



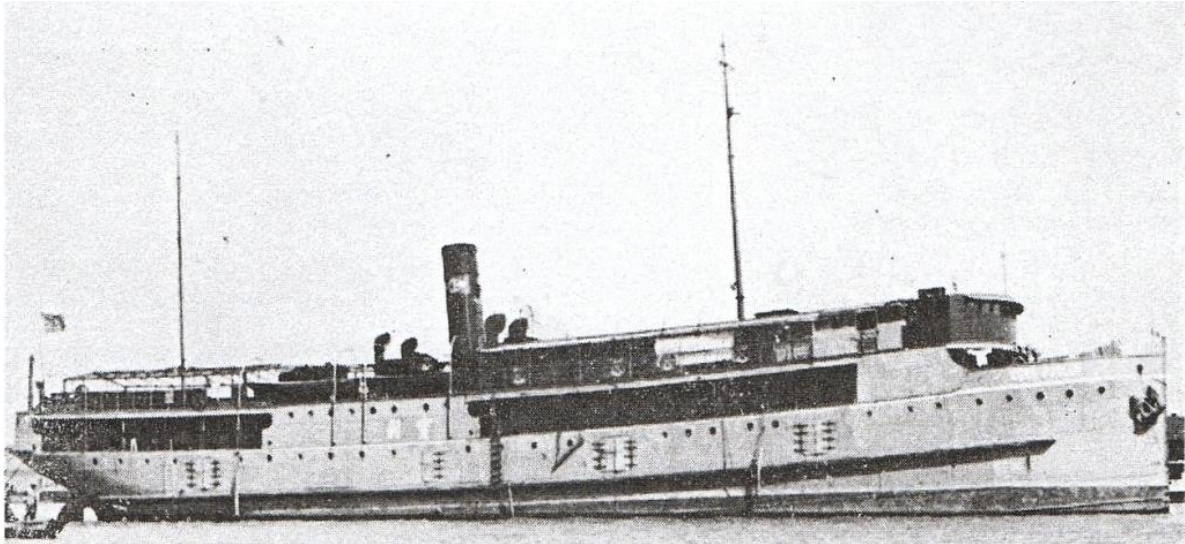
OKHOTSK (Sunderland Ad, Shipbuilder Magazine).



OKHOTSK (http://korabley.net/news/gidrograficheskoe_sudno_okhotsk/2015-01-04-1739)



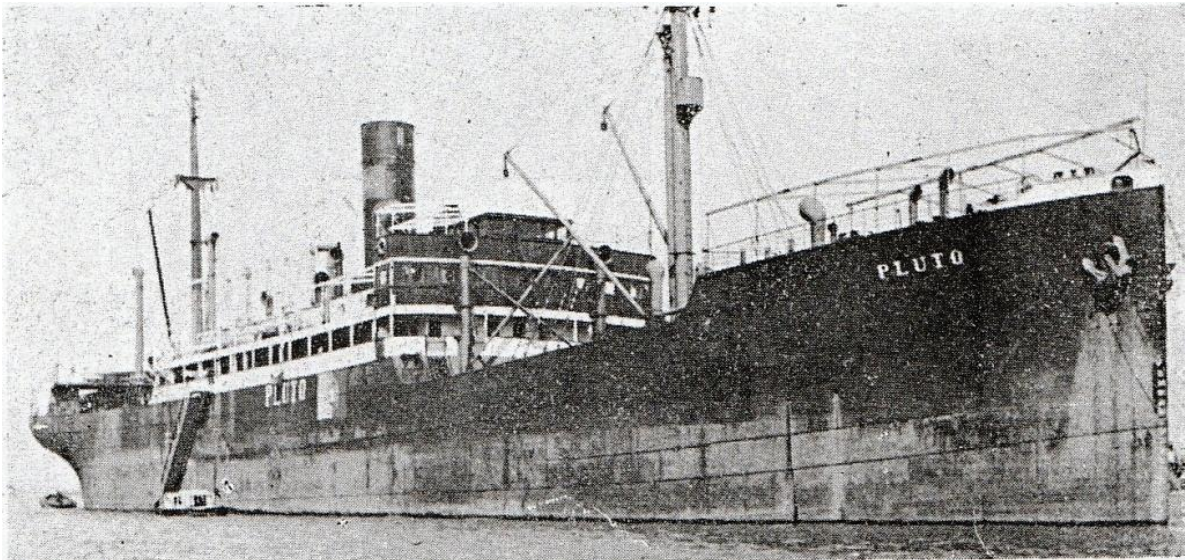
YI-LI at Tinghai (Internet via C.C. Hsu).



COMMANDANTE PAOLINI, simultaneously bearing Chinese name PAO LI 寶利 (*Sekai Shosen Yoran*).

PLUTO 比路園 (1937-41) 3832/14 (361.2 x 50.3', Q4cy)

Built by Reiherstieg Schiffswerfte, Hamburg for Woermann-Linie, Hamburg. Launched as ARNOLD WAREGGA but 1915(?) r. WAREGGA. 4/19 surrendered to French Govt as war prize and allocated to Soc. les Affreteurs Réunis (J. Stem, mgr), Rouen r. DORIS. 1925 sold to Cie Delmas-Frères & Vieljeux, La Rochelle r. MEDEA. 1937 sold to China Tdg. Corp., Shanghai r. FOUNDER. 11/7/37 arrived Shanghai from Antwerp. 1937 t/f to CINC r. PLUTO. 12/41 req. by Japanese and assigned to Teikoku Senpaku but chartered by Yamashita Kisen r. PLUTO GO プルト号. 24/6/45 bombed and sunk off SW tip of Korea (34.47N, 126.25E).



PLUTO (*Sekai Shosen Yoran* p. 192).



PLUTO at a Korean port in 1938 (Harrison Forman, UWM Libraries).

also unidentified small vessels (unlisted LR):

motor vessels: **BRENTA**, , **PIAVE**, **PO**, **TEVERE**, **TICINO**, **YUNG HAN**

motor lighters: **MOLGORA**, **OLIO**, **TISNAVO**

steam lighters: **ADIGE**, **ASTICO**, **NERA**, **STURA**.

PIAVE, **PO** and **TEVERE** all scuttled at Shanghai on 8/9/43.

MILAZZO (193?-4?) 464/27 (M, cargo)

Built by and for Armatore Chieri, Shanghai. 9/43 seized by Japanese and subsequently lost by unknown cause.

PATTI (193?-43) 330/03 Steam cargo ship.

Built by and for Armatore Chieri, Shanghai. 8/9/43 scuttled at Shanghai. NFI.

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