Shanghai S.N. Co., Shanghai (U.S. Flag) 旗昌轮船公司

Managers Russell & Co. 旗昌洋行 (Chichang Hong)

Introduction & Illustrated Fleet List

By Howard Dick & Stephen Kentwell

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Introduction

The history of Shanghai S.N. Co. (SSNC) and its managers Russell & Co. is well recounted in E.K. Haviland's "American Steam Navigation in China 1845-1878" (serialised in *The American Neptune*, 1956-58) and also in Kwang-Ching Liu's *Anglo-American Steamship Rivalry in China 1862-1874* (Harvard, 1962), so only a brief outline is presented here.

Russell & Co. was founded on 1 January 1824 and became the largest American commission house in the China trade. Its association with shipowning began in 1844, following ratification the previous year of the Treaty of Nanking that concluded the first Anglo-Chinese (Opium) war. Several Russell directors ordered the 148-ton schooner *Midas*, which was built in East Boston for operation between Hong Kong and Canton. Thereafter the company became involved along with other foreign firms in Hong Kong and Canton in the operation of a number of other steamships on this route and also between Hong Kong and Shanghai.

Designed for navigation of rivers and sounds, the beamy, wooden-hulled American paddle steamers, usually with single-cylinder 'walking beam' engines and built mainly in New York/Brooklyn, proved more suited than British vessels to the Pearl River and subsequently the Yangtse. The profits encouraged Russells to make a business of shipping as more than an adjunct to trade. When the Lower Yangtse ports of Hankow, Kiukiang and Chinkiang were opened to foreign trade in 1861, Russells' Managing Director in Shanghai, Edward Cunningham, proposed that the firm an extend its activities to directly engage in steam navigation in China. After his proposal had been endorsed, on 27 March 1862 the Shanghai Steam Navigation Company Limited was formed as a joint stock company representing a number of financial interests. Partners of Russell & Co. along with Chinese shareholders held the majority of shares but as much as 30% of shares was held by the smaller British mercantile houses in China. The managing partner of Russell & Co. in Shanghai was customarily elected President, and at least one other member of the firm was chosen as a director.

A number of American-built vessels were purchased and brought out to China, steaming via the South Atlantic, Cape Town, Colombo and Singapore. They soon proved very successful on the Lower Yangtse, overshadowing the assorted rival vessels that had commenced these trades. In 1864, SSNC opened a short coastal line south of Shanghai through the Chusan archipelago to the port city of Ningpo, which at that time was a busier commercial and financial centre than Shanghai. By mid-1865 Russells felt themselves strong enough to try to eliminate the competition. On the Canton River, however, trade had become so

competitive that Russells were willing to agree to an arrangement whereby they withdrew from the trade at the time other companies formed the Hong Kong, Canton & Macao Steamboat Co. (HCMSB). The quid pro quo was agreements in 1866 and 1867 whereby Jardines, Dent & Co., the HCMSB interests and A. Heard & Co. agreed not to engage in the Yangtse trade (including Ningpo). The ensuing virtual monopoly of the Lower Yangtse steamship trade resulted in Shanghai S.N. Co. becoming the largest and most powerful steamship company in Chinese waters. SSNC also maintained coastal lines. In 1862 it had opened a northern line from Shanghai to Chefoo and Tientsin and continued to operate the Hong Kong-Shanghai route until this was restricted to other companies under a January 1867 agreement. In 1864 and 1865 the coastal steamer *Pembroke* operated a service from Shanghai to Nagasaki.

By the late 1860s it was becoming apparent that British steamers with iron hulls and multi-cylinder engines were gaining superiority over the mainly wooden-hulled paddle steamers built in the United States and which were also more expensive. In 1867 Jardines' almost new *Lamont* was purchased and renamed *Chihli* for the northern service. In 1870 a coastal steamer, *Shantung* and a larger 'walking- beam' Yangtse steamer, *Hupeh*, both iron-hulled but based on existing SSNC wooden hulled ships of American design, were delivered from A.& J. Inglis of Glasgow. Although *Shantung* appeared to have stability problems, *Hupeh* proved to be very satisfactory in service. SSNC deployments in 1873 were as follows:

Lower Yangtse	**Shanghai-Ningpo**	**Shanghai-Tientsin**
Fire Queen	*Fychow*	*Chihli*
Fusiyama	*Kiangse*	*Millet*
Hangchow		*Shanse*
Hirado		*Shantung*
Hupeh		*Shingking*
Honan		*Szechuen*
Moyune		
Nanking		
Plymouth Rock		

From 1871 SSNC's lucrative monopoly on the Yangtse began to be challenged by the newly founded China Navigation Co. Ltd (CNC), established by John Swire & Sons and the China Coast Steam Nav. Co. Ltd, newly organized by Jardine, Matheson & Co., which had been an early participant in the Yangtse but withdrawn because of unsuitable ships and an inability to attract Chinese custom. Newly established in London, John Swire's CNC had good access to British capital and was able to order four virtual repeats of *Hupeh* from the Inglis yard, which, with secondhand vessels made up a fleet of seven ships on Lower Yangtse by 1874 versus the eight of SSNC. Around the same time, the North China route was challenged by Jardines (which in February 1871 had taken over the two ships of Trautmann's North China Steamship Co.) and the new China Merchants S.N. Co., established under state auspices in 1872. By the end of 1876 CMSNC deployed a large fleet of 17 steamers and was also providing serious competition on the Yangtse.

While SSNC had added further ships from British yards, assembled a large composite river steamer, (*Nankin*g) in Shanghai from American parts, and reached sharing agreements with its British rivals on the Yangtse, its competitive position had worsened. Many of its elderly wood-hulled ships were now decidedly inferior to those of its competitors. Nevertheless, it came as a great surprise in February 1877 when Russells accepted an offer from CMSNC to purchase its entire fleet and properties.

Among other reasons for SSNC's demise, Liu points to the greater ability of Swires and Jardines to leverage Chinese shippers, the emergence of CMSNC, a Chinese enterprise, and the inheritance of shares by Americans living in the northeast of the U.S. without any connection to China. Haviland points to the

increasing disadvantage of relying on American shipbuilders and the trend to require expensive American crews on US-flag ships. He also assesses that some of those connected with SSNC "regarded it essentially a speculation, and when profits were no longer at the spectacular levels of the late 1860's and early 1870's, American supporters of the company sought to withdraw their funds and seek more profitable investments at home".

After subsequent financial difficulties, the merchant house of Russell & Co. devolved into Shewan, Tomes & Co. in 1891 and continued to use the same houseflag. The associated China & Manila S.S. Co. Ltd is subject of a separate list.

Fleet List

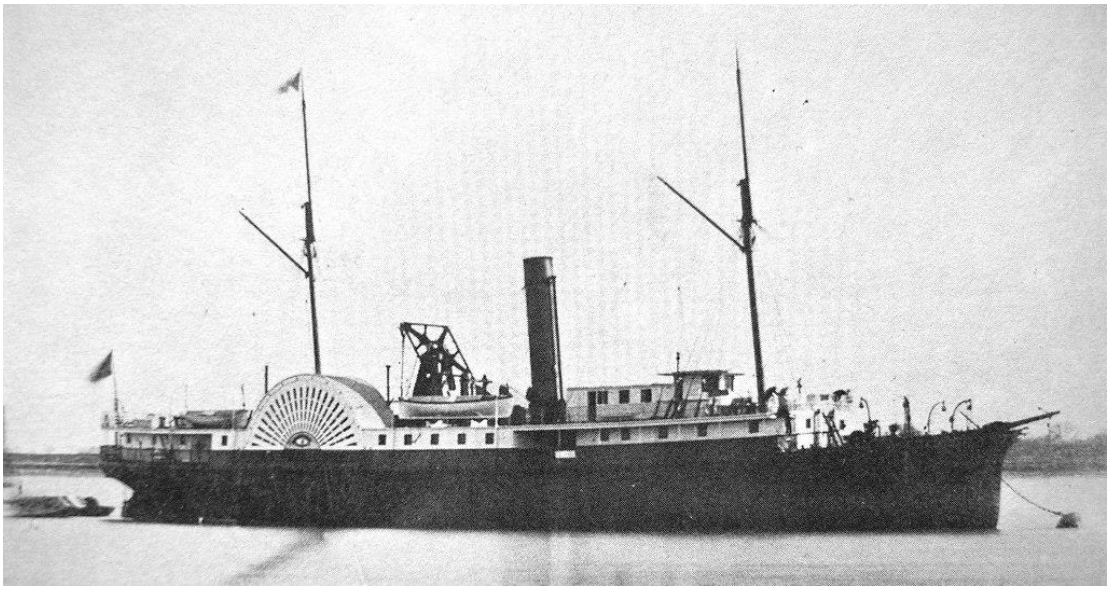
The following fleet list is essentially a digest of the relevant parts of E.K. Haviland's "American Steam Navigation in China 1845-78", with low-resolution images added for research purposes from a wide variety of sources. Where identification is still doubtful, we have indicated this and would welcome further information and comment. We will watermark any of these images on request but observe that it is only by so collating many images that identifications can be confirmed with due regard for different angles, seasonal variation (awnings, etc.), and profile changes over time.

The sources for photographs include Liu's and Haviland's published studies mentioned above which draw heavily upon the collection of the Peabody Museum and the Mariners' Museum, and the China Merchants Section of Yao Kaiyang (姚 開 陽)'s virtual site "China Steamships Museum" <60-250-180-26.hinet-ip.hinet.net> including sub-pages which are now defunct. Identification of the source is listed under each photograph.

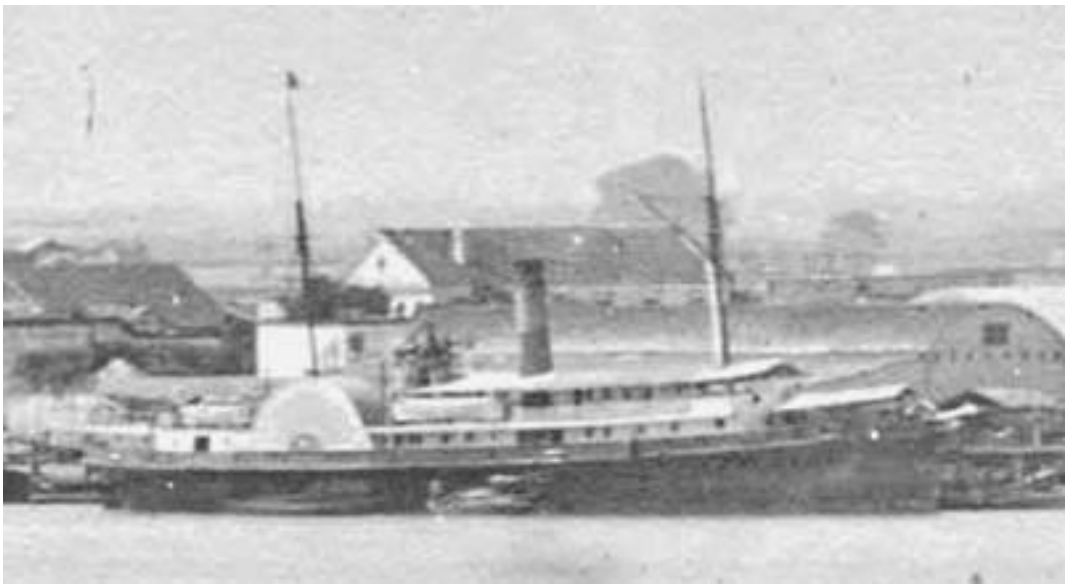
Russell & Co. ships, as far as known, are separately listed at the end.

SURPRISE 惊异 (1861-62) 457/54 (w.p.s. 181.1 x 27.75')
Built by Lawrence & Foulkes, Brooklyn (N.Y.) for William H. Brown, later co-owner with Arthur J. Brown as SURPRISE. Subsequently sold to California S.N. Co. 1861 sold to Edward Cunningham, arrived Shanghai 19/7/61. Placed on Yangtse River trade. 4/62 t/f to Shanghai S.N. Co. 4/5/63 stranded and burned following collision with SSNC's *Huquang* (1340/62), total loss.

KIANGSE (KIANGSU) 江西 (1861-77) 1086/61 (w.p.s. 204 x 33.6', VB, Henry Essler & Co., Brooklyn)
Built by Lawrence & Foulkes, Brooklyn (N.Y.) for Paul S. Forbes as KIANGSE. 4/6/62 arrived at Shanghai and placed in service on Yangtse for Shanghai S.N. Co. 6/64 t/f to Ningpo trade. 1867 reboilered. 28/8/71 in collision with *Kiushu* (839/62). 1873 chartered to Pacific Mail for two voyages to Japan. 16/6/74 arrived Nagasaki from Shanghai, chartered to China Trans-Pacific S.S. Co. for their Shanghai-Kobe-Yokohama service pending *Ly-ee-moon*'s return following conversion to screw propulsion. Following insolvency of operators, c.9/74 returned to Ningpo service. 1/3/77 sold to China Merchants Steam Nav. Co. r. HAESAN. 2/4/82 arrived Shanghai - laid up and conv. to hulk.

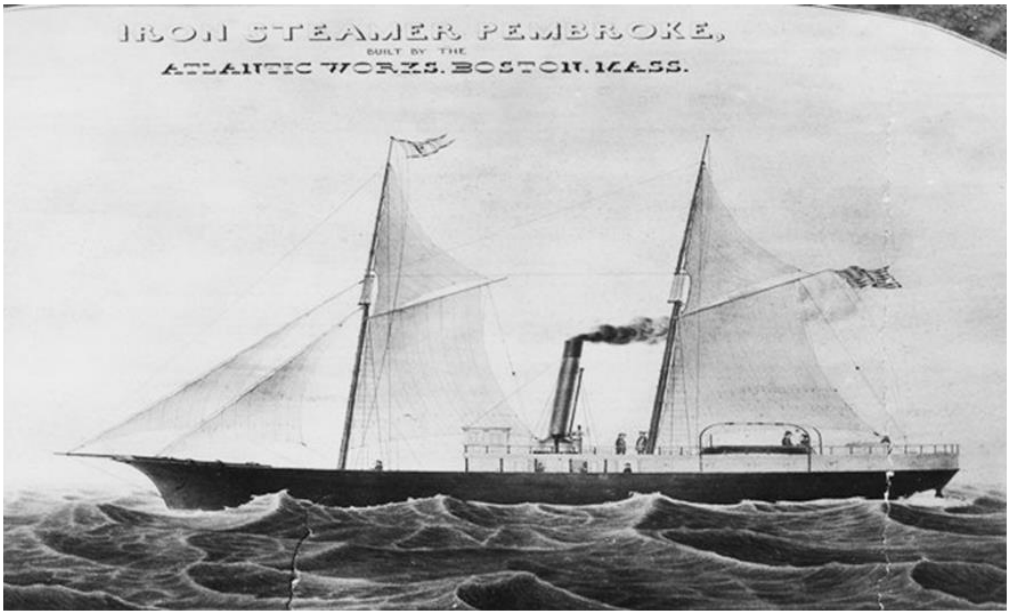


KIANGSE (Peabody Museum).



HAESAN at Shanghai in 1882 (Kung Tai @Peabody Museum).

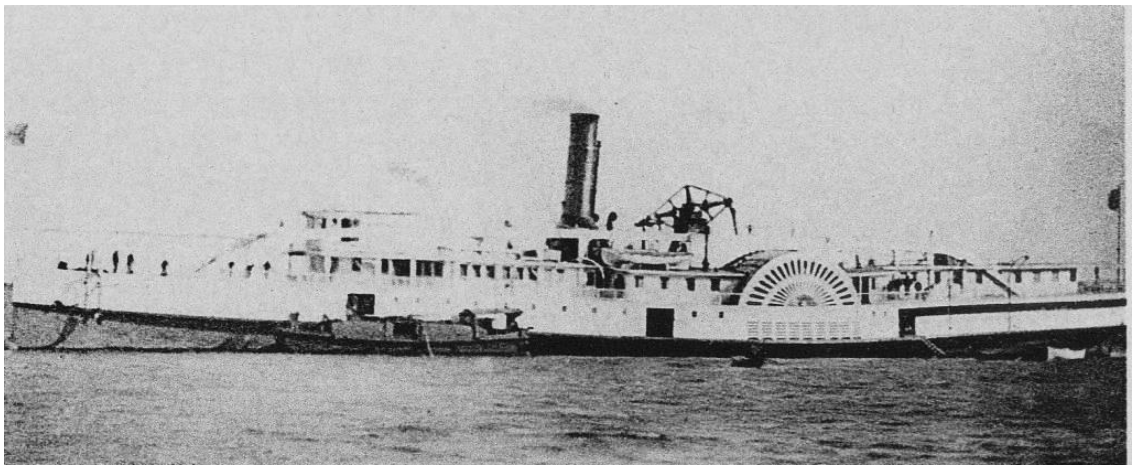
PEMBROKE (1862-65) 241/60 (i.s.s. 113.5 x 24.7', VB, Atlantic Works, East Boston)
Built by Atlantic Works, Boston for William E. Coffin & Co., Boston for Boston-Portland service as PEMBROKE. 10/60 after trials sold to Commonwealth of Massachusetts. By 5/61 owners R.B. Forbes et al. 4/62 arrived at Shanghai and t/f to SSNC for service on Yangtse River. 1863 attacked by Choshu-han gunboat in Shimonoseki Straits, resulting in subsequent bombardment of shore positions by *USS Wyoming* 16/7/63. Early-1864 t/f to Shanghai-Nagasaki route. 8/65 laid up in Japan. 12/65 sold to Satsuma-han, Kagoshima, to be r. HAKODADI MARU, but immediately resold to Portuguese subject. 5/67 sold to Uwajima-han r. TEMPOROKU. 4/72 sold to D.R. Spedding (reg. owner) & Tong King-sing, Shanghai r. TUNGTING for Yangtse River service. 4/3/74 sold to China Merchants Steam Nav. Co. subject to repairs and new boilers. 1882 rep. hulked.



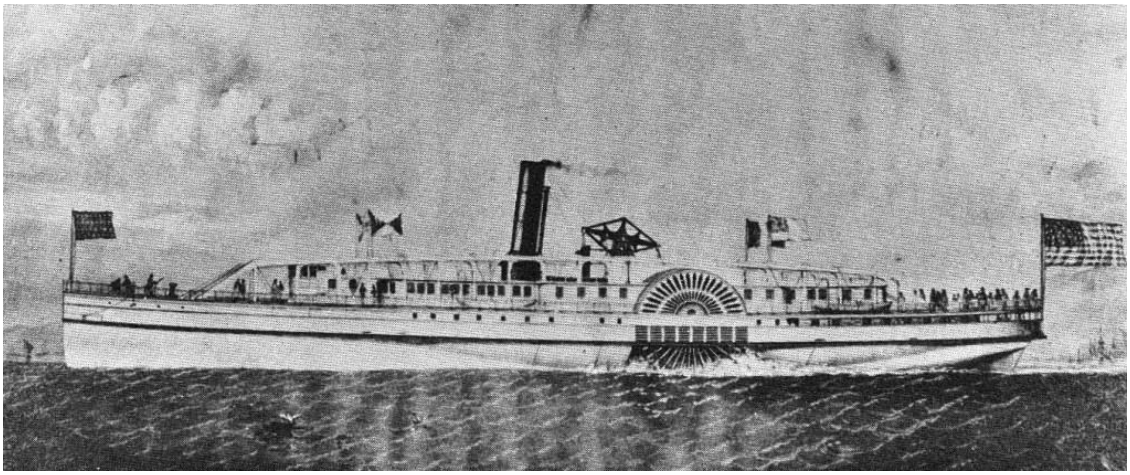
PEMBROKE (Mariners Museum).

Possible PEMBROKE at Nagasaki in the second half of 1865 (Nagasaki Univ. 1288).

HUQUANG (OU-QUANG) (1862-66) 1340/62 (w.p.s. 280.25 x 36', VB, Allaire Works, N.Y.)
Built by Henry Steers, New York for Shanghai S.N. Co. First reg. 22/5/62 for E.J. Hale and J. M. Forbes of Boston. 19/8/62 arrived Shanghai and immediately placed in Yangtse river service. 25/9/62 stranded 25 miles below Shanghai, refloated 5/63 but 4/5/63 collided with and sank running mate *Surprise*. 7/64 saved crew of wrecked *John T. Wright*. 19/8/66 destroyed by fire at Kiukiang.



HUQUANG (Peabody Museum).



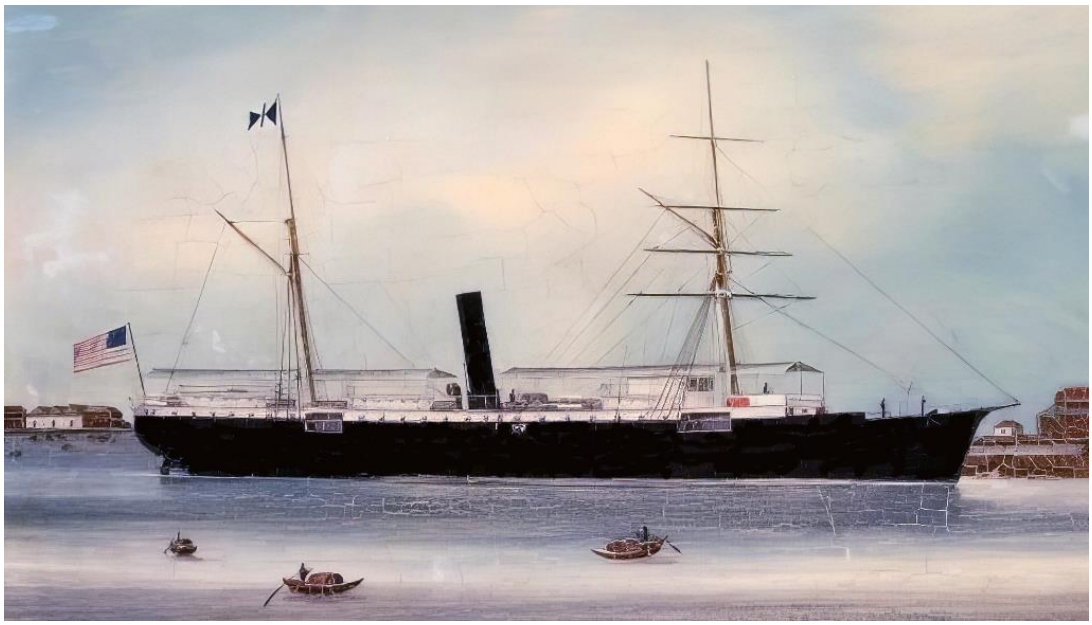
HUQUANG (Liu).

CHEKIANG 浙江 (1862-64) 1264/62 (w.p.s. 254.25 x 36', VB, Morgan Iron works, N.Y.)
Built by Henry Steers, New York for Shanghai S.N. Co. First reg. 19/11/62 for John M. Forbes but requisitioned as a transport in the U.S. Civil War. 6/ 64 arrived Shanghai and placed in Yangtse River service. 7/8/64 caught fire at Hankow, burnt out 12 miles below Hankow. Engines were saved and later installed in *Nanking* (2330/74).

SHANSE 山西 (1862-77) 1007/62 (w.s.s. 206 x 32', CB, Fletcher, Harrison & Co., Hoboken, N.Y.)
Built by Lawrence & Foulkes, Brooklyn for Shanghai S.N. Co. (Paul S. Forbes reg. owner) as SHANSE. 9/4/63 arrived at Shanghai. Initially used on Yangtse River but mid-1867 placed on Shanghai-Tientsin route via Chefoo. 9/67 damaged in typhoon. 1869 major overhaul. 1872 renovated and reboilered. By 1877 on Newchwang line. 1/3/77 sold to China Merchants Steam Nav. Co. r. CHINSE [Haviland says CHINSI.]. 2/11/78 arrived Shanghai and laid up. 1879 machinery removed. Rep. hulked but may have become barque (British flag). After April 1882 NFI.

Black hulled SHANSE or running mate moored behind HANGCHOW in about 1874 (John Swire & Sons).

SZECHUEN 四川 (1862-75) 1007/62 (w.s.s. 206 x 32', CB, Henry Essler & Co., Brooklyn, N.Y.)
Built by Lawrence & Foulkes, Brooklyn for Shanghai S.N. Co. (Paul S. Forbes reg. owner) as SZECHUEN. 25/5/63 arrived at Shanghai. Initially used on Yangtse River but 7/1/66 broke propeller shaft on voyage to Ningpo. Mid-1866 placed on Shanghai-Tientsin route via Chefoo, as at 3/67 master A.M. Bisbee. 1868 extensive repairs. 5/74 listed as "for sale" (Russell & Co. Annual Report). 1875 in use as a work boat, and hulked.

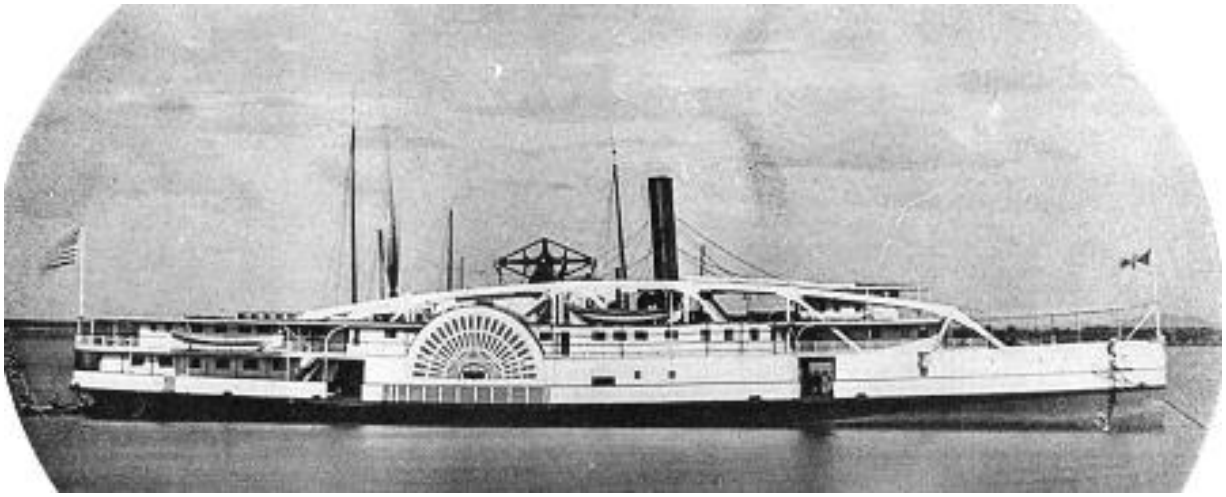


SZECHUEN ‘coming into port’ (unknown Chinese school artist/ www.mutualart.com/Artwork/-Szechuan--Coming-Into-Port/43A99DCD56C753902A2BF46751E129B5).

TSATLEE 七里 (1862-77) 80/62 (w.p.s. 85 x 15.5’)
Built China for Edward Cunningham from material sent out from the U.S. Evidently soon sold to Shanghai S.N. Co. 9/62 on Shanghai-Woosung service. 2/63 listed as tug. Later in 1863 on charter to Chinese Imperial Government. 8/3/64 captured by pirates but recaptured a few days later. 1865 laid up at Woosung. 19/2/66 arrived Shanghai from Soochow and laid up (still 9/66). Mid-5/72 at disposal of yacht club but machinery then removed, 1877 sold to China Merchants Steam Nav. Co., not renamed. NFI.

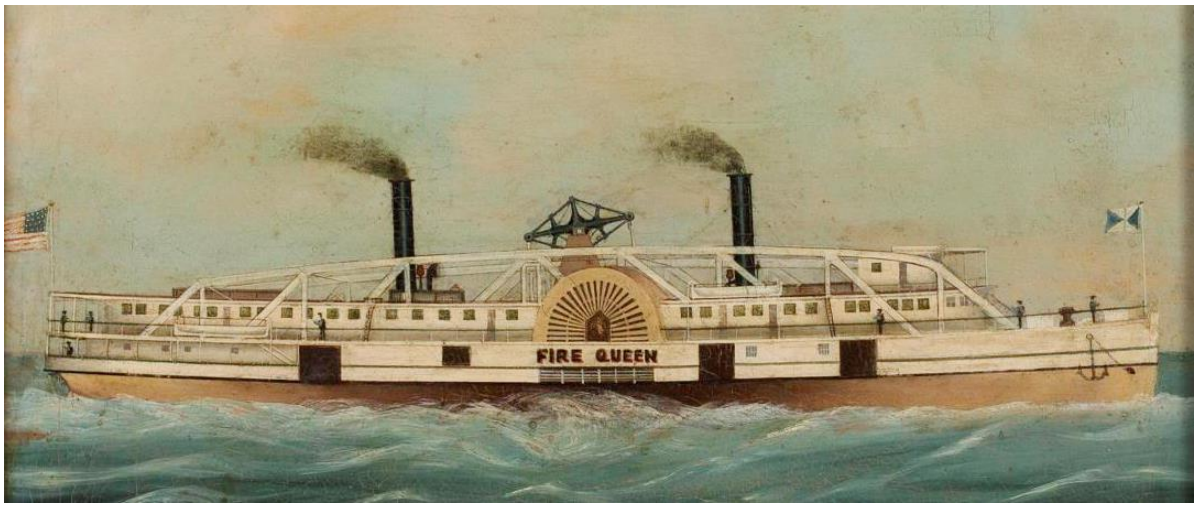
FOHKIEN 福建 (1863-65) 1947/63 (w.p.s. 279 x 38’, VB, Allaire Works & Morgan I.W., N.Y.)
Built by Henry Steers, New York for Shanghai S.N. Co. First reg. 22/5/62 for J. M. Forbes. 28/2/63 arrived Hong Kong, placed on service Hong Kong-Shanghai. 1/64 voyage to Japan for sale but damaged by typhoon, repaired at Whampoa and resumed service to Shanghai. 5/64 shaft condemned, laid up until repaired II/65. 13/7/65 wrecked on one of the Tripods, about 60 miles from Chinhae, all hands landed safely.

MOYUNE (1865-73) 1224/64 (w.p.s. 254.5 x 38.67’, VB, Neptune I.W., N.Y.)
Built by John Englis & Son, New York for George Briggs, owner and master, arriving Shanghai 26/3/64 and Hong Kong 28/6/64. Thereafter sold to Fletcher & Co. and operated in Yangtse river trade, subsequently consigned to Reid & Co. 7/65 sold to Shanghai S.N. Co., used on Yangtse River trade. 17/12/73 burnt to the waterline at Shanghai but the more important parts of the machinery salved.



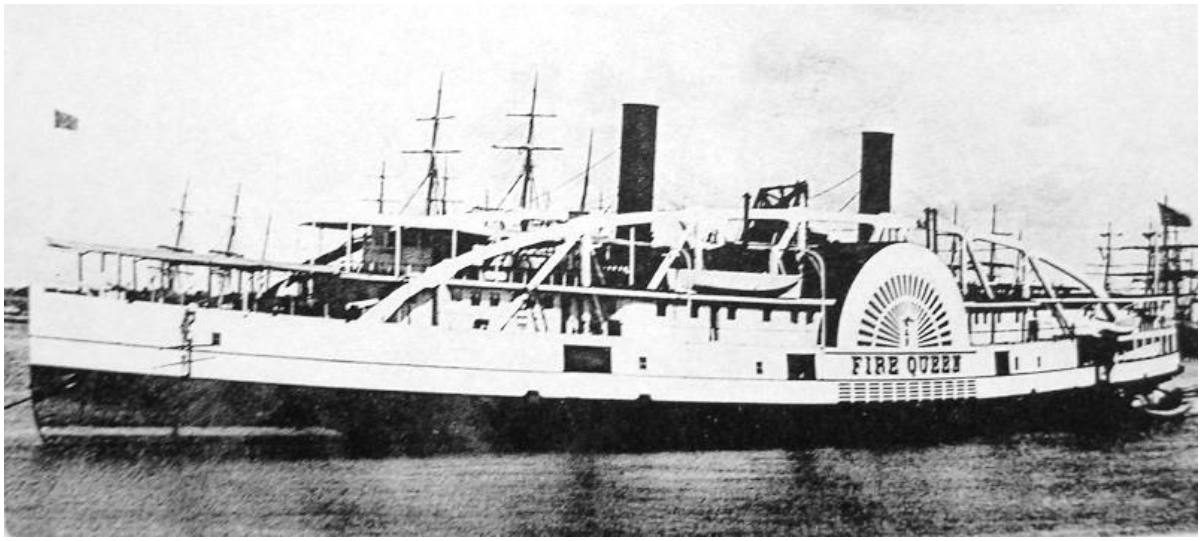
MOYUNE (Peabody Museum).

FIRE QUEEN 快也堅 (1865-77) 3801/64 (w.p.s. 317.4 x 47.0', VB, Allaire Works, N.Y.)
Built by John Englis & Son, New York for Lindsay & Co., Shanghai as FIRE QUEEN. 1/11/64 arrived at Shanghai, placed in Yangtse River trade. Later consigned to Smith, Kennedy & Co., and then Augustine, Heard & Co. 12/65 sold to Shanghai S.N. Co. and continued in Yangtse River trade. 1866 laid up for 3 months with broken shaft. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANGWAE. 1878 dismantled.



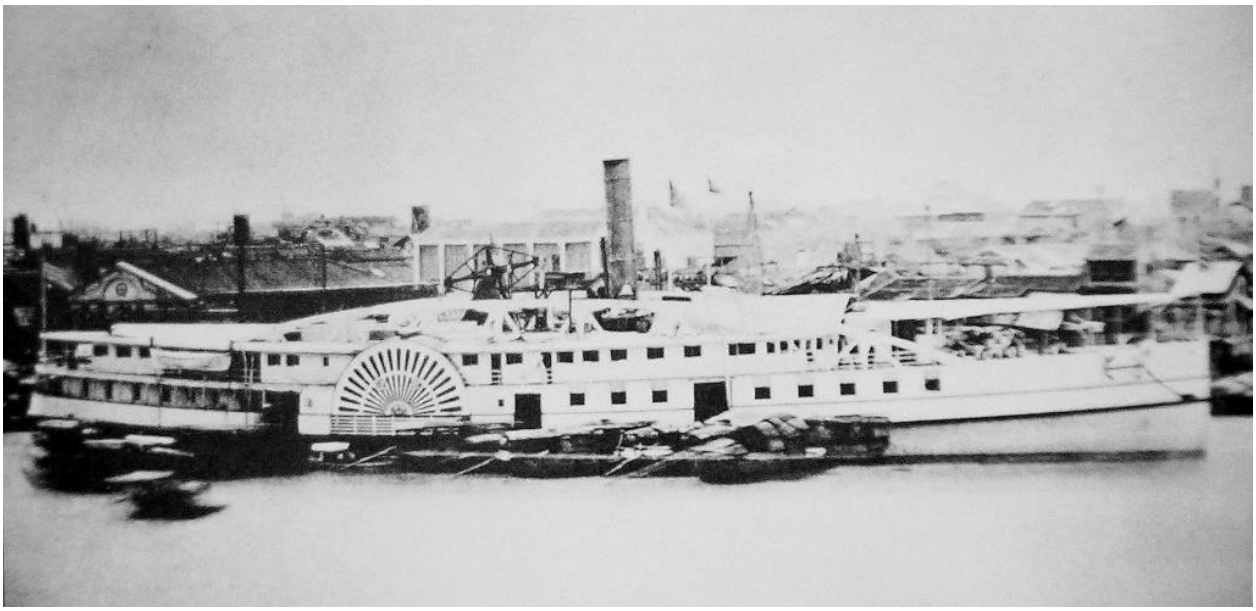
FIRE QUEEN was the largest river steamer built in the U.S. for service in China (Northeast Auctions).

FIRE QUEEN at Shanghai in 1873 (H.C. Cammidge).

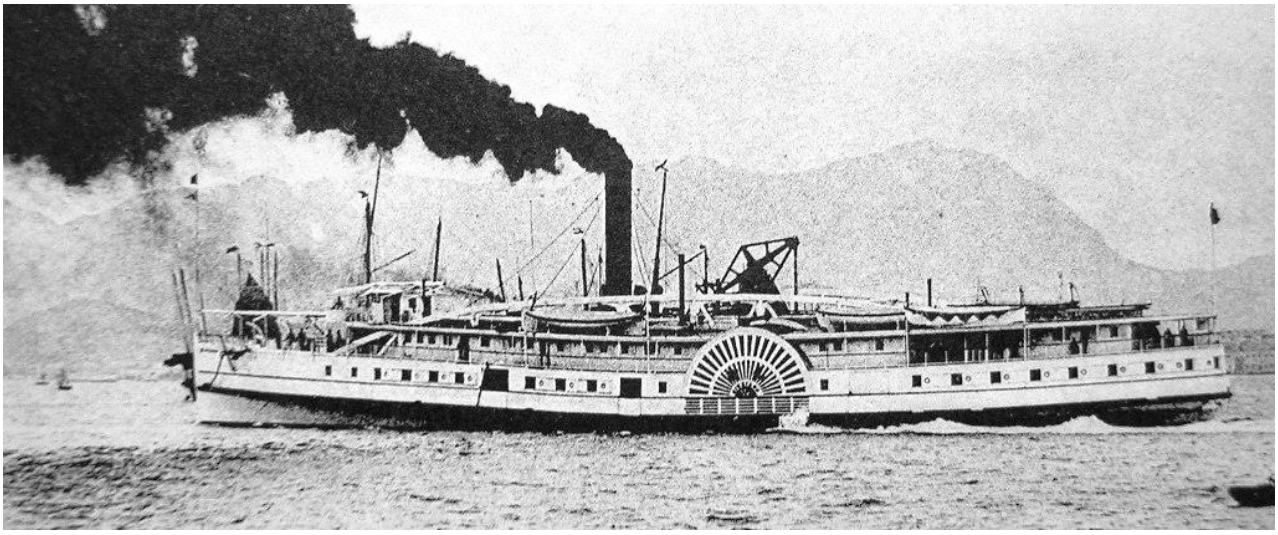


FIRE QUEEN (Peabody Museum).

KIUKIANG 九江 (1865-66) 1065/64 (w.p.s. 243.5 x 36', VB, Allaire Works, N.Y.)
Built by John Englis & Son, New York for Olyphant & Co., Shanghai for Yangtse River trade - 5/5/64 arrived in Hong Kong en route to Shanghai. Ca.10/65 sold to Shanghai S.N. Co. (Russell & Co. mgrs). 3/12/65 sailed Shanghai for Hong Kong where entered Hong Kong-Canton trade. 8/66 del. to HCMSC. Late-1890 laid up. 1/92 hull condemned. Sold by auction for $7785 and 3/92 broken up at Canton.



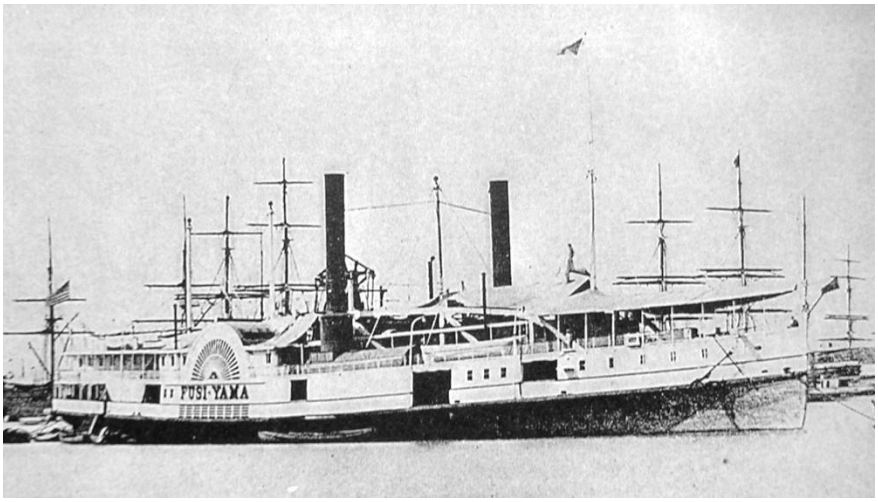
KIUKIANG at Canton (Mariners Museum).



KIUKIANG at Hong Kong, hull enclosed aft (Philadelphia Commercial Museum).
[Another (or the same) photo, underway at HK, exists in the Crofton Collection, British Library, India Office collection, ID1116/1(27).]

POYANG 鄱陽 (1865-66) 828/61 (w.p.s. 233 x 317', VB, Allaire Works, N.Y.)
Built by Roosevelt & Joyce, New York for Olyphant & Co., Shanghai for Yangtse River trade - 23/1/62 arrived in Hong Kong en route to Shanghai. Ca.10/65 sold to Shanghai S.N. Co. (Russell & Co. mgrs). 29/11/65 arrived in Hong Kong and entered Hong Kong-Macao trade. 8/66 del. to HCMSC. 31/5/75 lost in typhoon with one hundred lives bound Hong Kong-Macao – machinery partly salvaged.

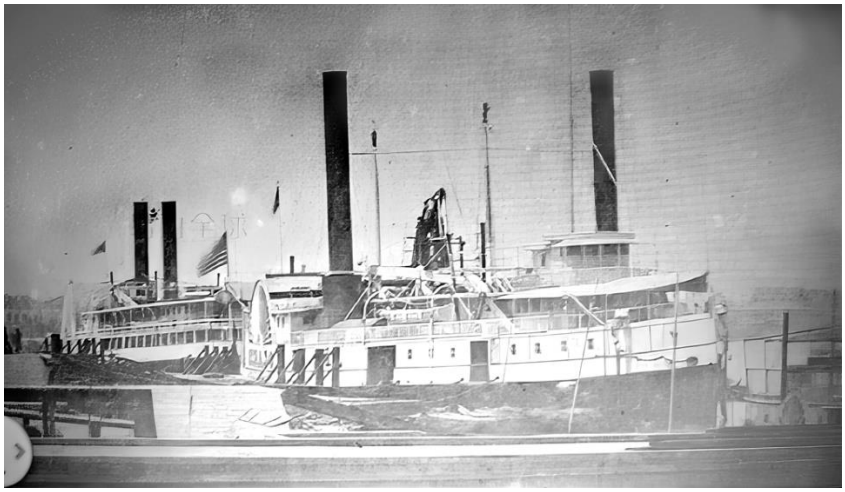
FUSIYAMA 飛似海馬 (1866-77) 1215/63 (c.p.s. 270 x 37', VB, Neptune Iron Works, N.Y.)
Erected by C.S. Collyer & A.G. Lambert at Shanghai for Dent & Co. for Yangtse trade as FUSIYAMA. 10/66 sold to Shanghai S.N. Co. 7/10/68 t/f to the U.S. Consulate General at Shanghai and operated under American consular sailing letters. 1/3/77 sold by Shanghai S.N. Co. to China Merchants Steam Nav. Co. r. HWAI YUEN but dismantled same year.



Sailing for Dents as FUSIYAMA (Peabody Museum).

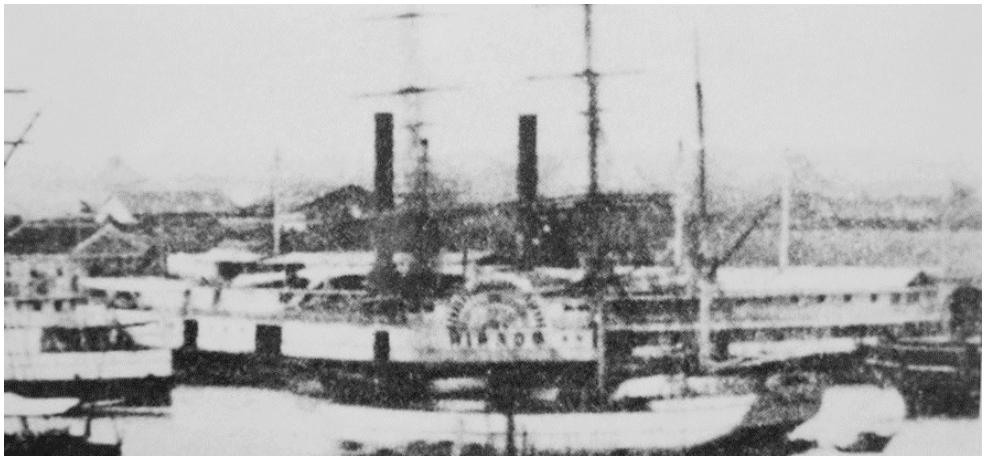
Chinese school painting showing FUSIYAMA operating for Dents (Sothebys).

FUSIYAMA (Peabody Museum).



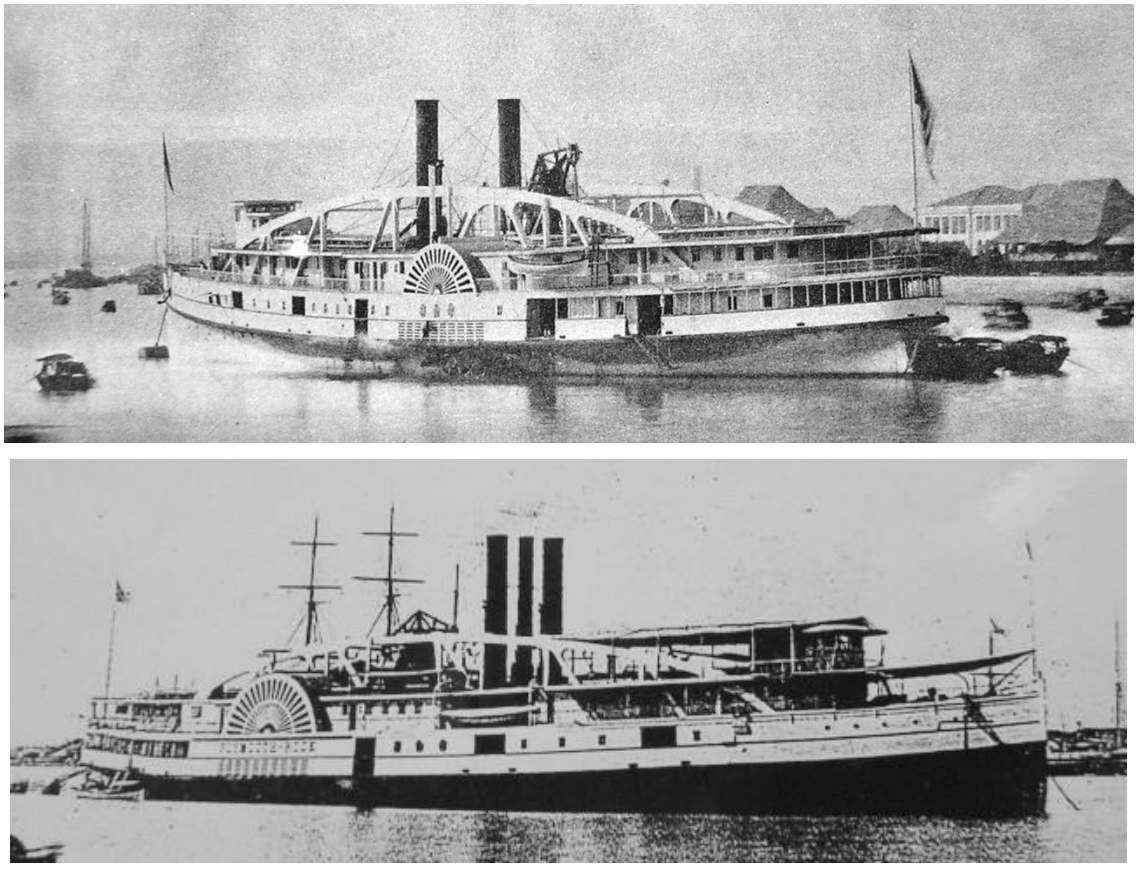
FUSIYAMA (r.) at the Shanghai SNC wharves, Shanghai (epailive.com).

HIRADO 氣拉渡 (1866-77) 1294/65 (i.p.s.) 1294/65 (i.p.s. 265 x 36', VB, Neptune Iron Works, N.Y.)
Erected by C.S. Collyer & A.G. Lambert at Shanghai for Dent & Co. for Yangtse River trade as HIRADO. 10/66 sold to Shanghai S.N. Co. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANG CHING. 16/5/82 arrived at Shanghai - laid up and conv. to hulk.



Distant view of HIRADO (Peabody Museum).

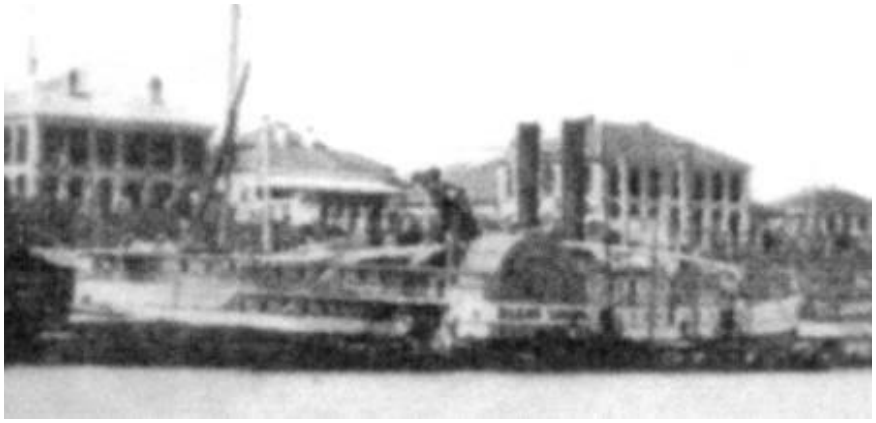
PLYMOUTH ROCK 俾物楽 (1866-77) 3017/63 (w.p.s. 284.0 x 41.6', VB, Allaire Works, N.Y.)
Built by Westervelt & Son, New York for J.M. & P.S. Forbes as PLYMOUTH ROCK. Engines from the Lake Erie steamer *Plymouth Rock* (1854). 9/7/64 sailed New York for New Brunswick where reg. under British flag as FOONG SHUEY. 8/8/64 sailed New York for Hong Kong where t/f to American flag as PLYMOUTH ROCK and entered Hong Kong-Canton service for Russell & Co. 6/66 t/f to Shanghai S.N. Co. for Yangtse trade. 1872 renovated and reboilered. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANGYUEN. 1878 dismantled.



KIANGYUEN as PLYMOUTH ROCK of Shanghai S.N. Co., the upper photo with two funnels and Chinese lettering said by Haviland to be before 1872 reboilering (S. Dutton; Peabody Museum).

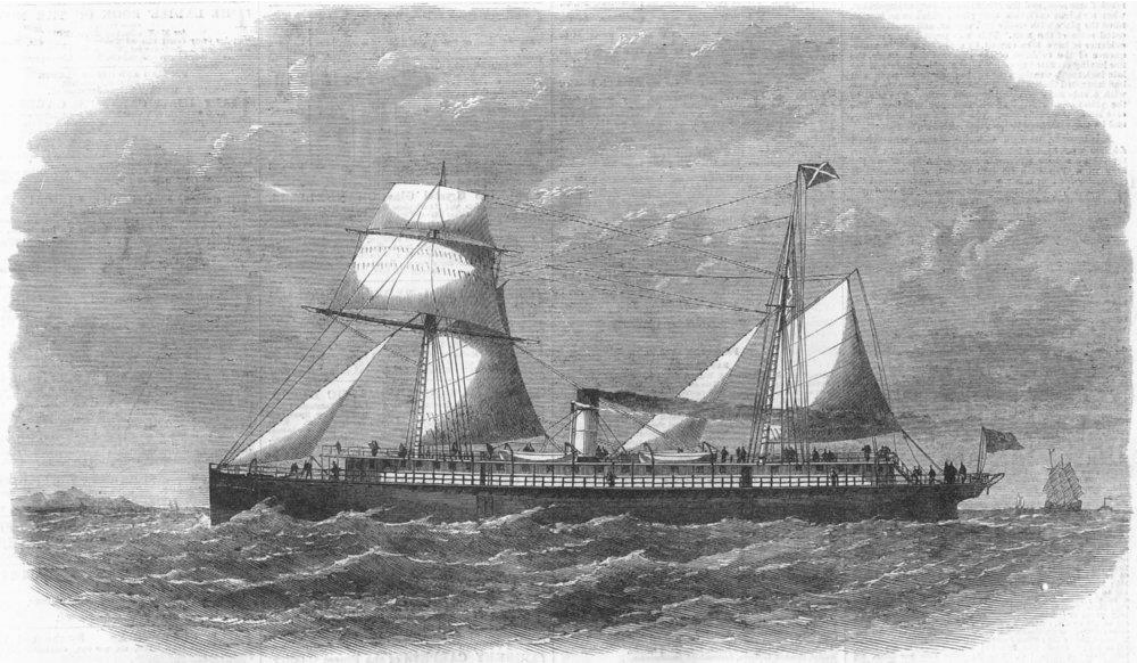
KIANG LOONG 江龍 (1867-73) 945/62 (w.p.s. 270.67 x 39.583', VB, Neptune I.W., N.Y.)
Built by John Englis & Son, New York and sent out to China in sections for re-erection by Thos. Hunt & Co. at Whampoa. 7/10/62 reg. at Boston for Augustine, Heard & Co., used on Yangtse. 1867 sold to Shanghai S.N. Co. for Yangtse River service. 1872 underwent extensive repairs. 9/3/73 wrecked after striking an unknown rock about a mile below Hen Point near Anking, on voyage Shanghai-Hankow. Machinery salved and later installed in *Szechuen* of 1875.

KIANG LOONG evidently at Whampoa on completion (Internet).


KIANG LOONG at Hankow c.1865 (from a panorama (Bennett p.236)).

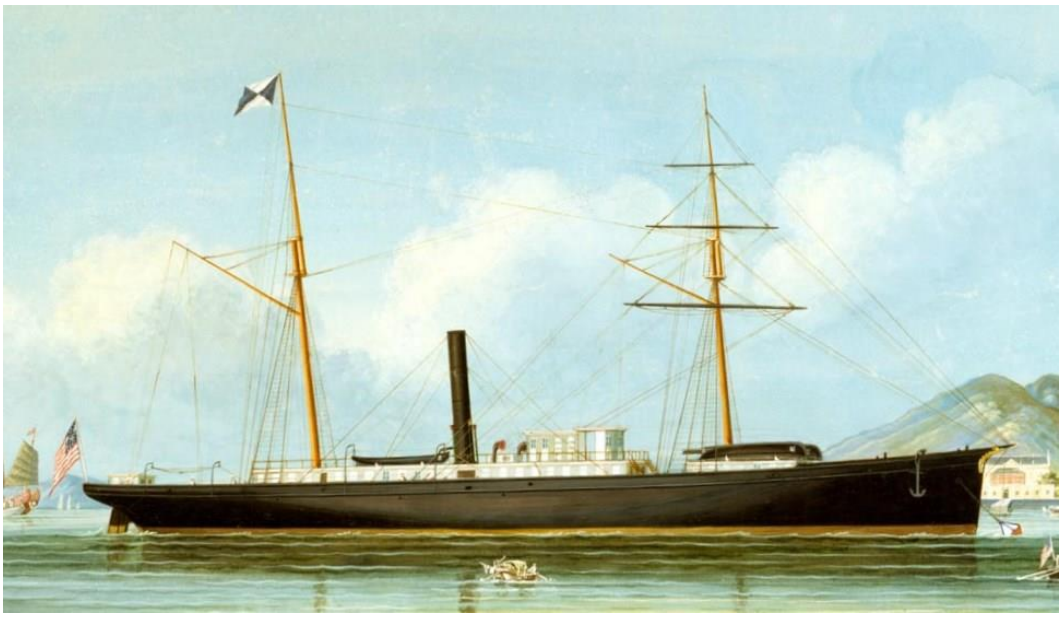
TAH WAH (1867-68) 590/62 (w.p.s.)
Built by Lawrence & Sneden, New York. Sent out to China in sections and re-erected by C.S. Collyer and A.G. Lambert. In General Ward's fleet (General F.T. ward and Yang Taikee). Subsequently operated by A.T. Freeman & Co. 1865 sold to H. Fogg & Co, used on Yangtse River. 1867 sold to Shanghai S.N. Co. 24/11/68 sank alongside Dent's wharf at Shanghai, broken up in situ. Engines subsequently installed in *Honan* (566/71).

LAMONT / CHIHLI 直隸 (1867-71) 1402/67 (i.s.s. 246 x 34.5', GB)
Built by Robert Napier & Sons, Glasgow for Jardine Matheson & Co. for Shanghai-Tientsin trade as LAMONT. 8/67 arrived at Shanghai and promptly sold to Shanghai S.N. Co. (Russell & Co. mgrs), Shanghai 1868 r. CHIHLI. Used as a spare vessel on Tientsin and river lines. 1871 sold to Yubin K.K., Tokyo r. CHIRI MARU. 6/75 on collapse of owners t/f to Japan Post Bureau and 9/75 to Mitsubishi Mail S.S. Co., Tokyo for Yokohama-Kobe trade. 6/76 rep. laid up. 11/6/77 damaged in collision with *HMS Audacious* during gale at Yokohama. Hulked. LR-1890 overprinted as 'broken up'.

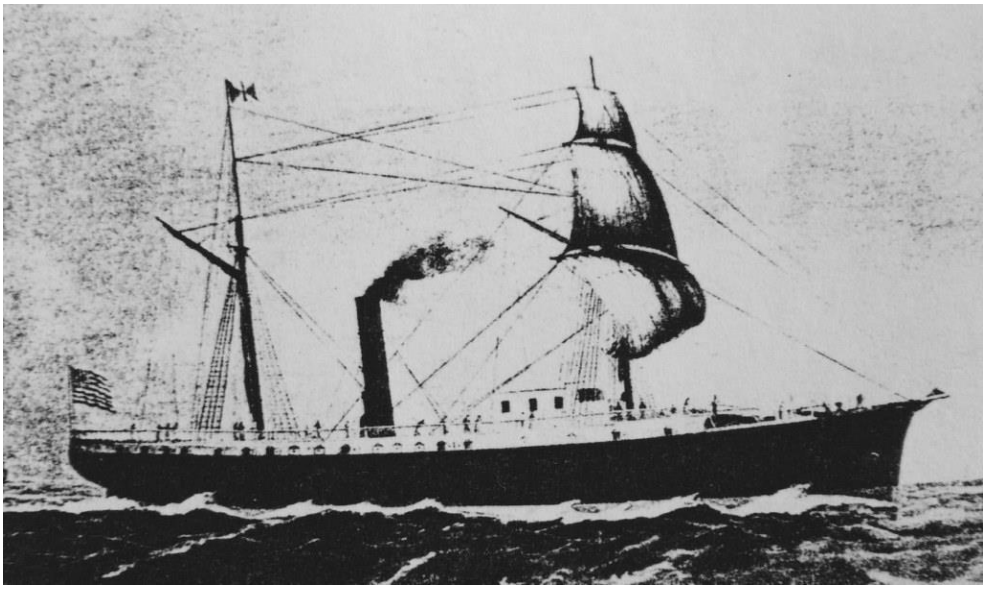


LAMONT as built, with above-deck housing for first class passengers (*Illustrated London News).*

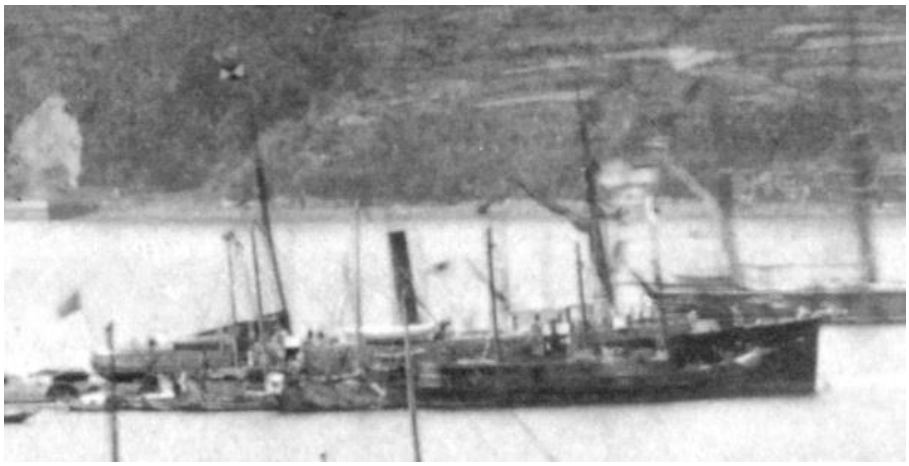
MANCHU 滿族 (1868-73) 804/66 (w.s.s. 195.3 x 37.0', DA, Delamater I. W., N.Y.)
Built by Charles Mallory, Mystic on own account as A.J. INGERSOLL. 14/12/66 sold to J.M. Forbes & Co., 27/4/67 arrived Hong Kong r. MANCHU and operated on coastal trade for Russell & Co. 31/3/68 sold to Shanghai S.N. Co., operated Shanghai-Tientsin. 1869 thoroughly overhauled. 8/73 reg. for SSNC engineer D.R. Spedding on behalf of an SSNC-affiliated syndicate Tonkingsing (37.5%), Frederick Delano Hitch (37.5%) and Spedding (25%) to supply SSNC (and henceforth CMSNC) with Takashima coal from Nagasaki. Subsequently sank junk in collision. 14/3/74 abandoned after collapse of coal bunkers and extinguishing of boilers 2 days after leaving Nagasaki, 54 of 57 on board lost incl. Spedding. SSNC mortgage indemnified.



A.J. INGERSOLL (Peabody Museum).



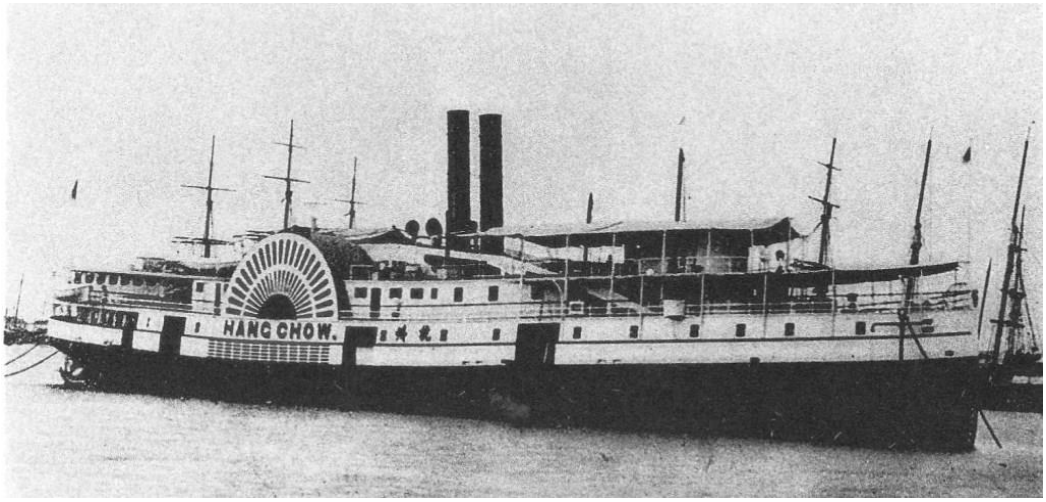
MANCHU (Peabody Museum).



MANCHU loading coal at Nagasaki 1872 or 1873. Houseflag appears to be an inverted version of that of SSNC (Enlargement from probable Felix Beato albumen, SK*).

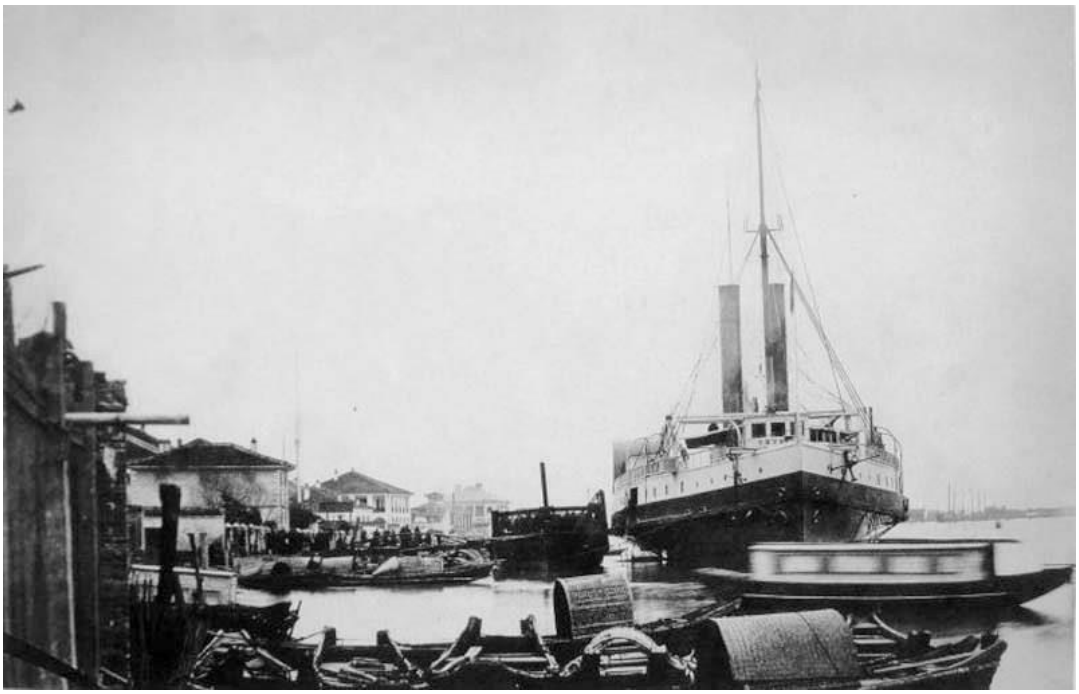
HANGCHOW 杭州 (1868-75) 2024/63 (w.p.s. 252.42 x 39.5', VB, Etna I.W., N.Y.)

Built by J.B. & J.D. van Deussen, New York for William P. Williams and others as WARRIOR. 8/3/64 to 1/4/64 and 22/9/64 to 28/7/65 chartered to USAQMC. Subsequently sold to Merchants S.S. Co., Rhode Island. On bankruptcy of owners 9/67 sold to J.M. Forbes & associates, New York. 23/4/68 arrived Shanghai, t/f to Shanghai S.N. Co. r. HANGCHOW and placed on Yangtse river service. 12/10/68 stranded on north bank near Woosung. 12/8/69 collided with lorcha King Dong Chang, 10 lives lost. 21/2/73 ashore on Jocelyn Island. 5/74 listed as "for sale" (Russell & Co. Annual Report). 1875 condemned and converted to pontoon.

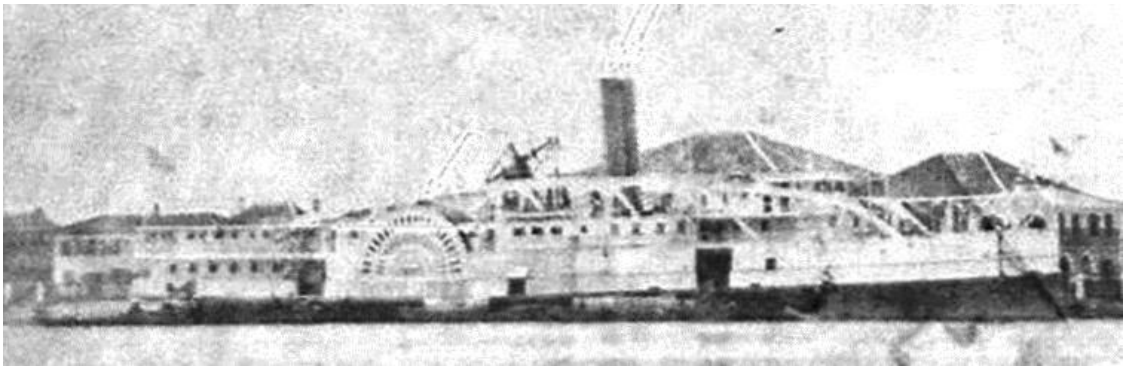


HANGCHOW (Peabody Museum).

CHUSAN 舟山 (1869-73) 1634/64 (w.p.s. 253.0 x 40.0', VB, Delamater I.W., N.Y.)
Built by Jeremiah Simonson & Co., New York for New York & Philadelphia S.B. Co., New York as WALRUS but laid up before completion. 1868 sold to John M. Forbes and sailed for Far East. 5/69 sold to Shanghai S.N. Co. r. CHUSAN for Ningpo trade. 1873 timbers rotten, cut down to pontoon. Engine sent to Scotland for installation in new *Chusa*n (1381/74).



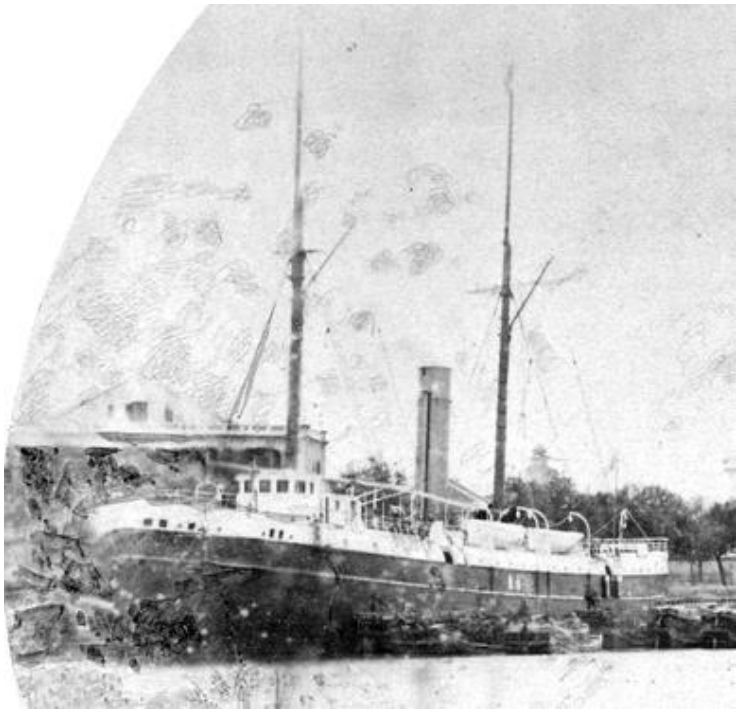
CHUSAN (ex WALRUS) (http://60.250.180.26/theme/theme-43/43-index.html).



CHUSAN berthed at Ningpo 1870-71 (Lieutenant Charles B. Clark, RN).
http://blog.sina.com.cn/s/blog_6b7206c00102uwgy.html

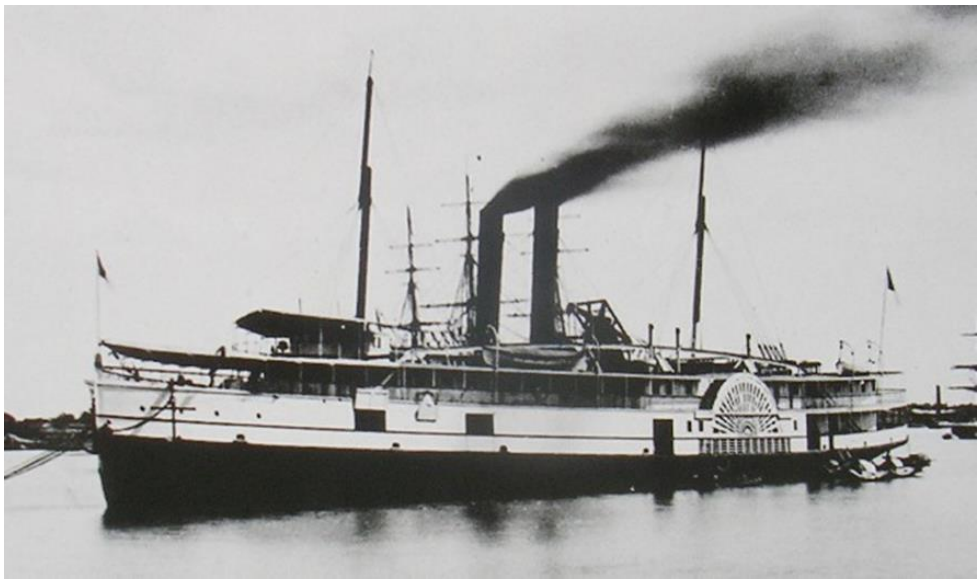
MILLET (1869-77) 181/69 (i.s.s. 120.2 x 30.15', DA/45 hp)
Built by A. & J. Inglis, Glasgow (#66) for Shanghai S.N. Co. as steam tug/lighter for use at Tientsin as MILLET. 1875 reported sailing Shanghai-Newchwang-Chefoo. 2/77 sold to China Merchants Steam Nav. Co. r. MEILI (ME-LI). Winter 1881/82 lengthened and rebuilt (472 tons) for Cochin-China line. 26/2/83 wrecked at mouth of Hue River in gale outbound to Haiphong with rice - 8 lives lost.

SHANTUNG 山東 (1869-77) 1330/70-1 (i.s.s. 216.2 x 39.2', C2cy/180 hp)
Built by A. & J. Inglis, Glasgow (#69) for Shanghai S.N. Co. as SHANTUNG. 19/3/70 arrived at Shanghai and t/f to American flag. Used Shanghai-Tientsin and also on the Yangtse. 1/3/77 sold to China Merchants Steam Nav. Co. r. CHINTUNG. Winter 1879/80 re-engined and reboilered. 1894 r. SHANTUNG. 1895 reverted to CHINTUNG. 10/96 converted to lighter.

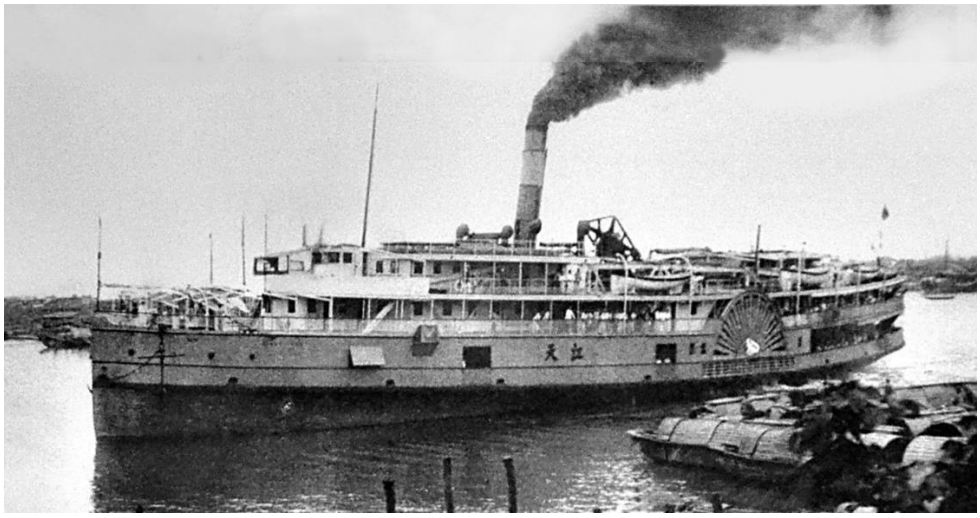


Likely SHANTUNG at Tientsin in 1874 (Wikipedia Commons).

MONING 墨寧/HUPEH 湖北 (1870-77) 2012/70 (i.p.s., 273.2 x 41.5', VB/250 hp, later C2cy/333 nhp)
Built by A. & J. Inglis, Glasgow (#68) for Shanghai S.N. Co. as MONING 墨寧. 9/6/70 arrived at Shanghai - 21/6 t/f to American flag r. HUPEH 湖北 for Yangtse River trade. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANGTEEN 江天, to Ningpo trade. 6/5/90 trials after re-engining and reboilering by S.C. Farnham & Co., Shanghai. 1894 t/f to China Nav. Co. Ltd r. MONING 貿寧. 1895 reverted to China Merchants Steam Nav. Co. as KIANGTEEN. Early-1938 t/f to Wm Hunt & Co., Shanghai. 12/41 scuttled at Shanghai.

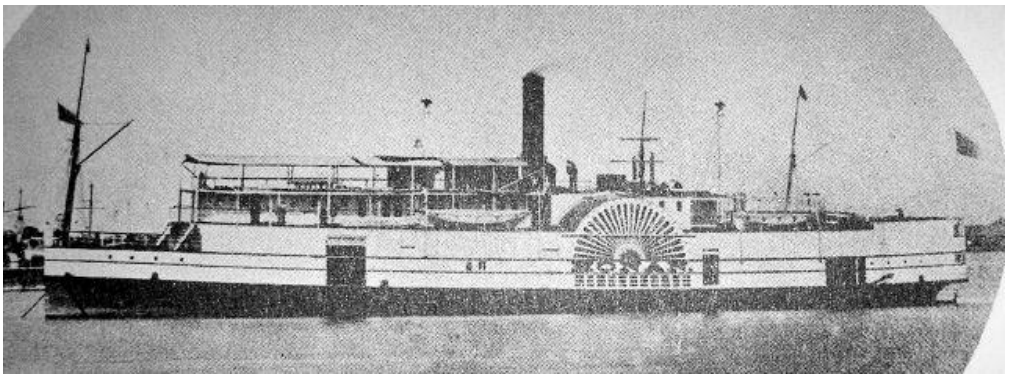


HUPEH as built with twin funnels and hog frames (Peabody Museum).

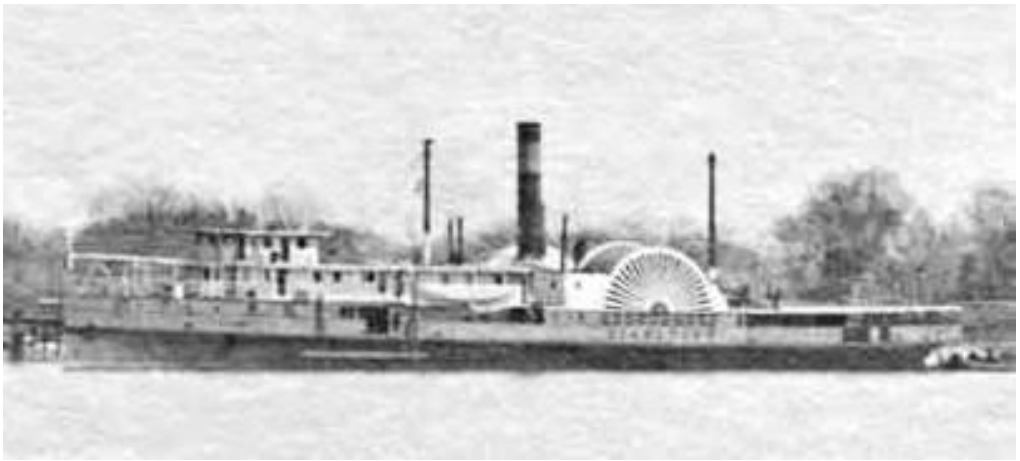


KIANGTEEN as she appeared for the main part of her 71-year career. In June 1870 her part owner J.B. Forbes commented, "The *Moning* is a fine ship – staunch and strong – and with a big belly, but her bow isn't worth a cent and she will be slow." However, SSNC masters and engineers later advised that the ship, although slow when light, was fast when fully loaded. (http://60.250.180.26/theme/theme-41/41-index.html).

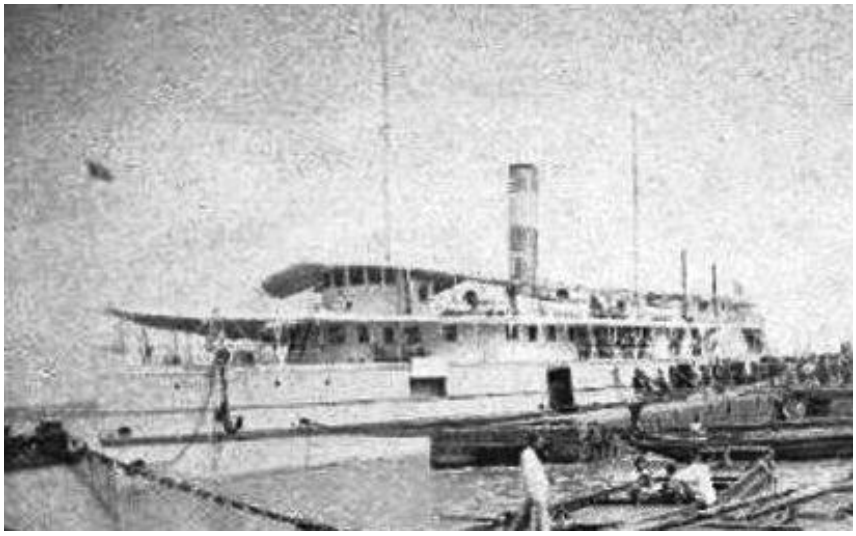
HONAN 河南 (1871-77) 566/71 (i.p.s., later i.s.s. 218.0 x 31.2', 1cy/188 nhp, N.Y.)
Erected by Shanghai S.N. Co. Ltd in Shanghai for Shanghai S.N. Co. with engines from *Tah Wah* (590/62) - launched 1/2/71 as HONAN, placed in Yangtse River trade. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANGTUNG. 30/4/22 burnt out 9 m. from Wuchow on voyage Shasi/Hankow.



HONAN built as a paddle steamer with closed decks (Peabody Museum).

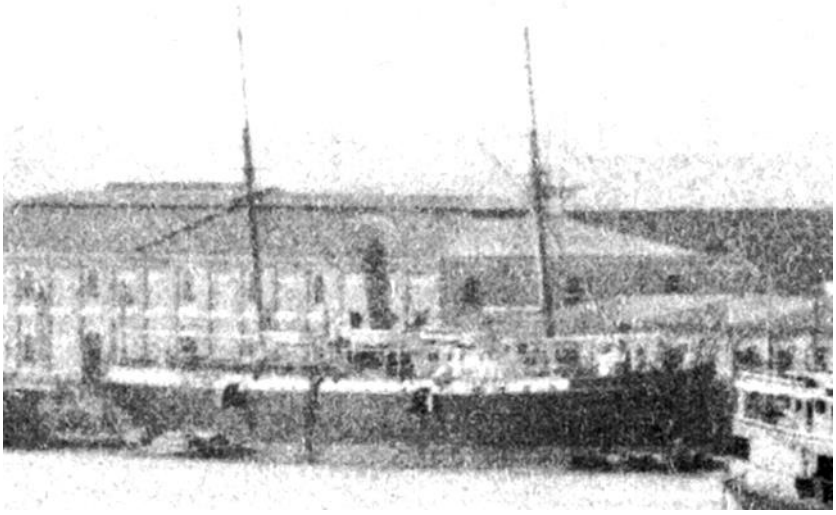


KIANGTUNG at Shanghai in 1882 (Kung Tai@Peabody Museum).



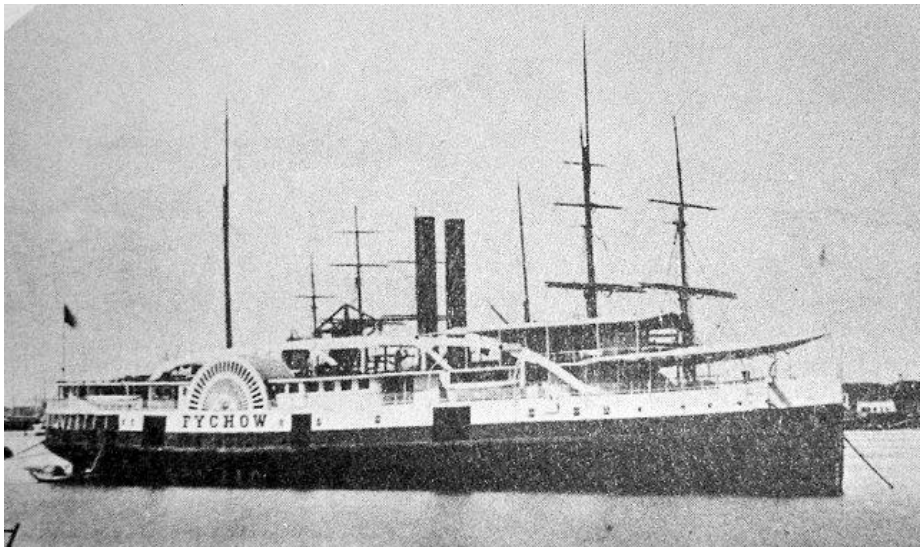
KIANGTUNG at Kiukiang with summer awnings and built up aft (http://www.xlrww.cn/news/wh/jxrj/2009/03/31/355/).

CHIHLI 直隸 (1872-77) 1492/72 (i.s.s. 212.6 x 33.5', C2cy/180 nhp)
Built by A. & J. Inglis, Glasgow (#92) as CHIHLI for both Yangtse and Gulf of Pechili (Tientsin) trades. 22/5/72 arrived at Shanghai and 27/5 t/f to American flag. 1/3/77 sold to China Merchants Steam Nav. Co. r. HAE-SHIN. 4/82 returned from UK after re-engining and reboilering. 1894 t/f to Ph. A. Lieder, Hamburg r. FUH-YI. 1895 reverted to HAE-SHIN. 1900 t/f to Bank of China, Shanghai r. CHIHLI. 1901 reverted to China Merchants Steam Nav. Co. r. HAE-SHIN. 15/6/04 wrecked NW of Tae Is. about 90 m. from Foochow, inbound from Shanghai.



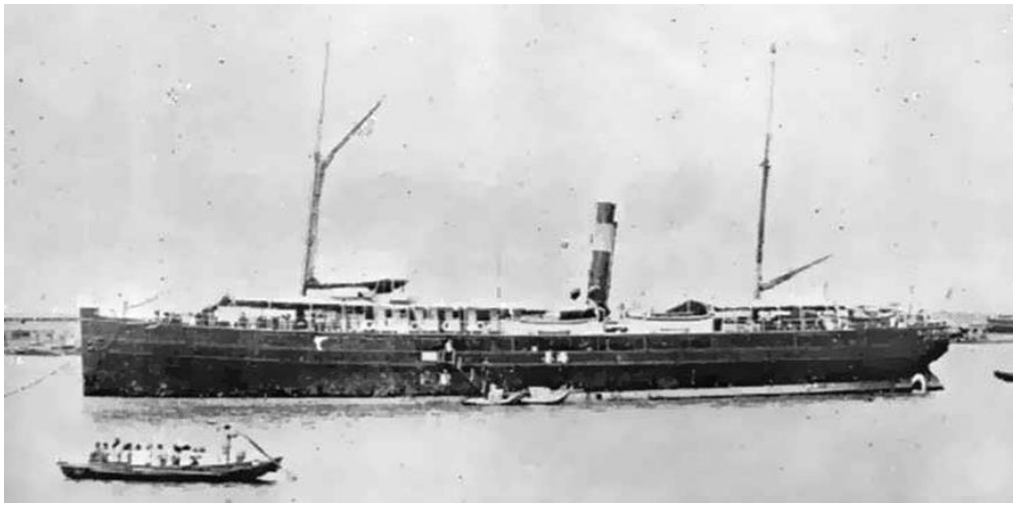
Likely HAE-SHIN ex CHILI at Shanghai in March 1891 (UoB DH-s109).

FYCHOW 徽州 (1872-77) 1495/66 (w.p.s. 253' x 40', VB 1cy, Fletcher, Harrison & Co., Hoboken, N.Y.)
Built by Jeremiah Simonson & Co., New York for New York & Philadelphia S.B. Co., New York as NAUTILUS but laid up before completion. 1868 sold to John M. Forbes and sailed for Far East. 1868/69 sold to Alt & Co., Nagasaki. 2/70 del. to Tosa-han r. KOYONOGA. 11/71 t/f to Tsukumo Shokai. 4/72 sold by auction at Hyogo to Shanghai S.N. Co. r. FYCHOW. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANG PIAU for Yangtse River trade. 20/5/88 laid up at Shanghai. 3/90 sold at auction at Shanghai by Wheelock & Co. to Chinese. LR 1892/93 gives owners as Shun Chang - overprinted as 'broken up'.

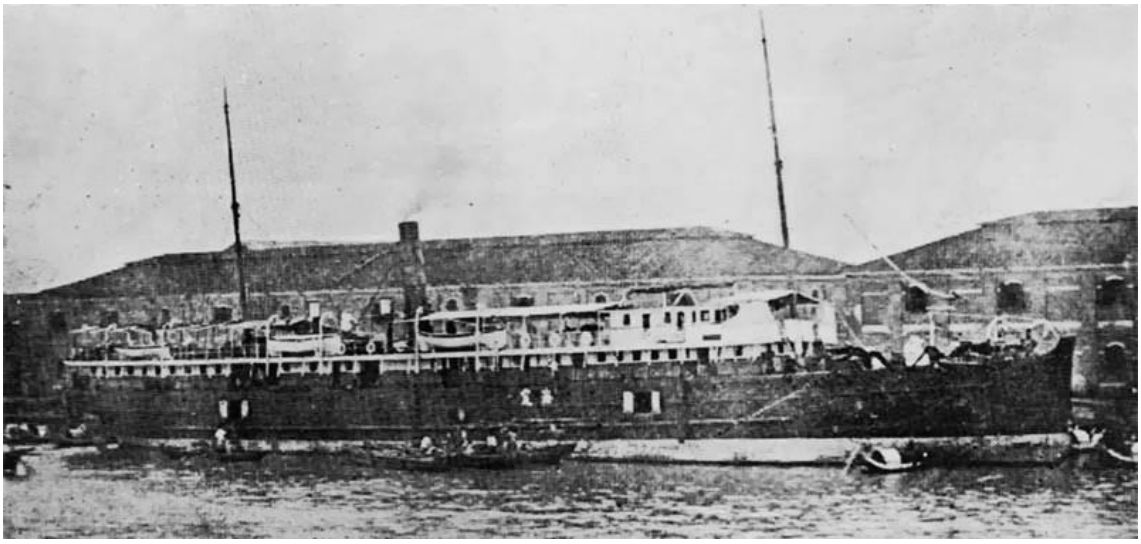


FYCHOW (Peabody Museum).

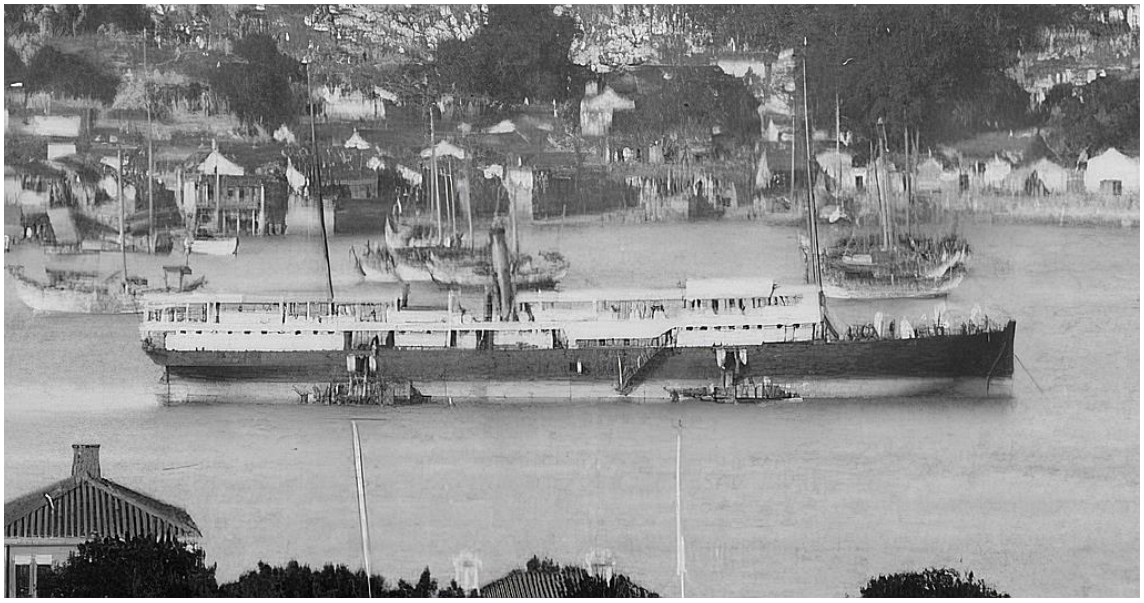
SHINGKING 盛京 (1873-77) 1249/73-7 (i.p.s. 219.2 x 33.0', V.B.; after 6/82 refit i.s.s. 244.0 x 33.0', C2cy/150 hp by Laird Bros, Birkenhead)
Built by A. & J. Inglis, Glasgow (#103). 30/9/73 arrived at Shanghai and 18/10 t/f to American flag. 1/3/77 sold to China Merchants Steam Nav. Co. r. HAE-AN. 6/82 completed lengthening and conversion to screw, 1344 grt. 1894 t/f to Ph.A. Lieder, Hamburg r. KUNG-YI for used as a transport. 1895 reverted to HAE-AN. Rep. sunk as blockship 10/37 in Whangpu River, Shanghai but probably 12/37 at Matang (below Kiukiang).


SHINGKING as China Merchants' HAE-AN (Yao Kaiyang coll.).

PAOUTING 保定 (1873-77) 1513/73 (i.s.s. 253.0 x 33.0', C2cy/184 nhp)
Laid down by J. Elder & Co., Glasgow (#164) as PAOUTING. 23/4/74 arrived at Shanghai - 11/5 t/f to American flag and used on Shanghai-Tientsin route. 1/3/77 sold to China Merchants Steam Nav. Co. r. HAE-TING. 1894 t/f to B. Schumacher, Bremen r. LI-TING. Used as a troop transport in Sino-Japanese War, landing at Incheon. 1895 reverted to China Merchants Steam Nav. Co. as HAE-TING. 5/1/08 arrived at Shanghai and laid up. 1907 conv. to hulk.



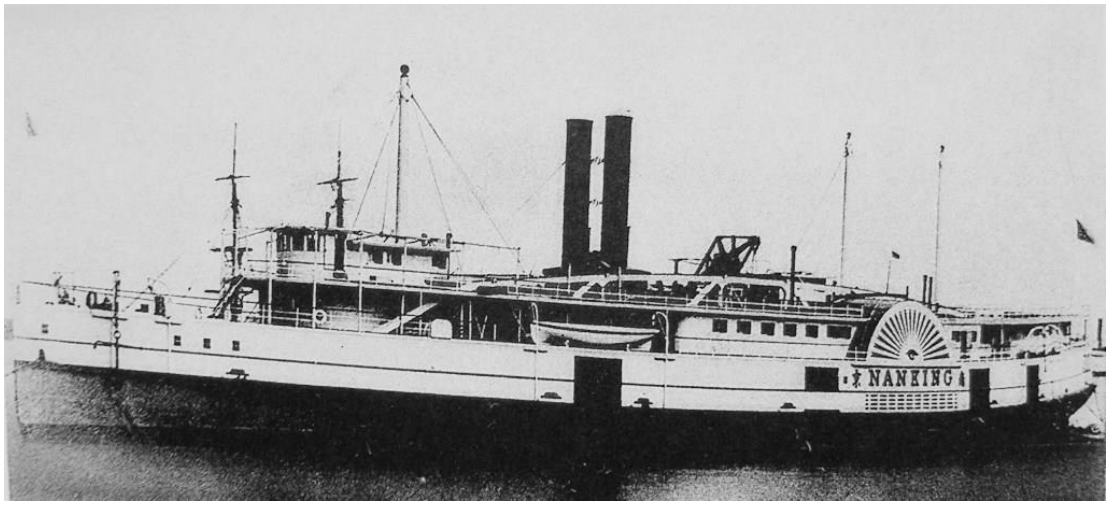
HAE-TING (http://60.250.180.26/theme/theme-41/41-index.html).



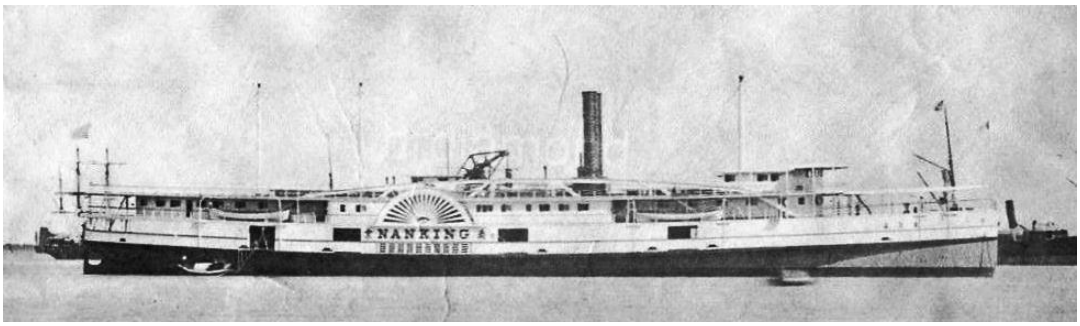
HAE-TING at Amoy (https://cudl.lib.cam.ac.uk/view/PH-Y-30377-C/29).

CHUSAN 舟山 (1874-74) 1381/74 (i.p.s.) 300.9 x 50.2', beam engine 300hp Delameter Iron Works, N.Y. (engines from old CHUSAN ex WALRUS)
Built by John Elder & Co., Govan for Shanghai S.N. Co. as CHUSAN for Ningpo service. 21/10/74 Wrecked on Horse Island (Crinan Rocks) off Ardrossan. Reached Waterford on delivery voyage where defects in plating were examined and it was decided to return to Glasgow for repairs. In severe storms the captain and pilot decided to make for Ardrossan and shelter. In the wreck, nine of the 52 passengers and crew lost their lives. [wreck details from clydeships.co.uk]

NANKING 南京 (1874-77) 2330/74 (c.p.s. 295.5 x 50', VB 1cy, Morgan Iron Works, N.Y.)
Erected by A.G. Lambert & Miers Coryell (SSNC marine sup't) at Hongkew with frames constructed by T.F. Rowland's Continental Iron Works, Greenpoint and rebuilt engine from *Chekiang* (1264/62) for Shanghai S.N. Co. - 26/3/73 launched and 10/73 entered service as NANKING in Yangtse River trade. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANGFOO (title t/f 1/78). 1/1925 broken up.

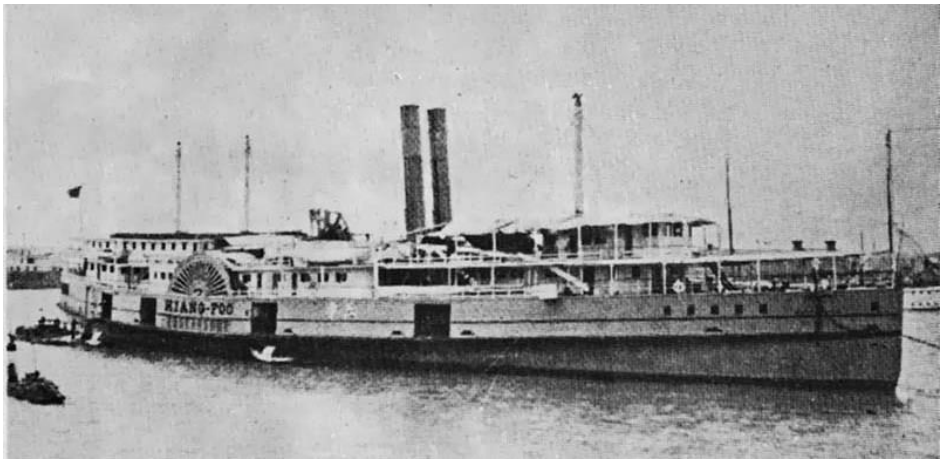


NANKING (*American Neptune).*

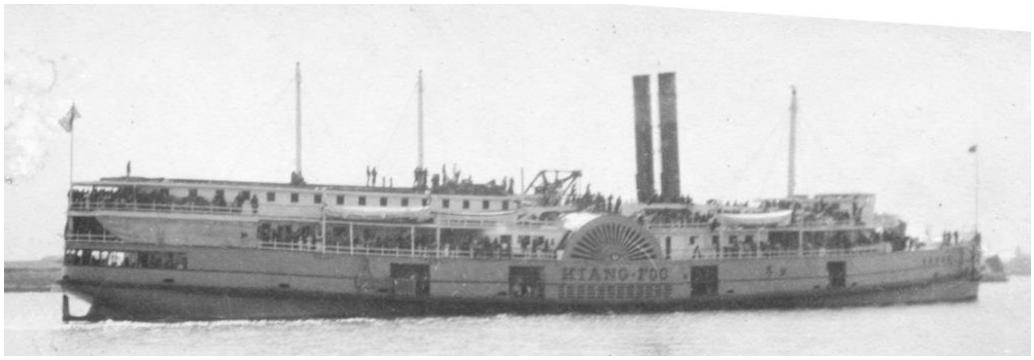


NANKING (www.navsource.org).

KIANG FOO in 19th century (Felicity Somers Eve colln, Harvard).



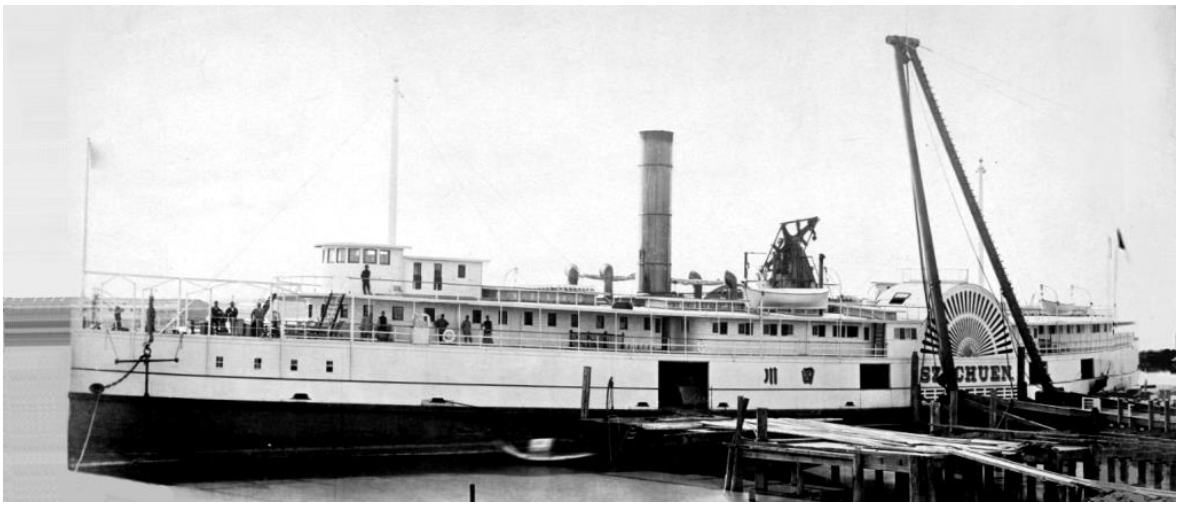
With new awnings forward and cabin accommodation aft.
http://60.250.180.26/theme/theme-41/41-index.html



1911 view by Robert Dollar (SK*).

KIANG FOO in 20th century (SK*)

SZECHUEN 四川 (1876-77) 3856/76 (i.p.s. 327 x 50', VB, Neptune Iron Works, N.Y.)
Fabricated by J. Elder & Co., Glasgow, delivered to Shanghai in sections 6/75 and erected at Hongkew for Shanghai S.N. Co. with rebuilt engine from *Kiang Loong* (945/62) - 30/11/75 launched as SZECHUEN. 8/76 reg. under American flag for Yangtse River trade. 1/3/77 sold to China Merchants Steam Nav. Co. r. KIANG CHANG. 4/2/78 wrecked after striking Hen and Chicken Rocks off Porpoise Bluff downstream from Kiukiang on voyage Hankow-Shanghai.



SZECHUEN (unknown photographer /coll. Louis Dumoulin/
Bibliothèque Lettres Arts Sciences Humaines Henri Bosco, Univ. Côte d'Azur).

Also 30 ton steam launch **HYSON** acquired 1871 (separate from 1861 HYSON listed below)

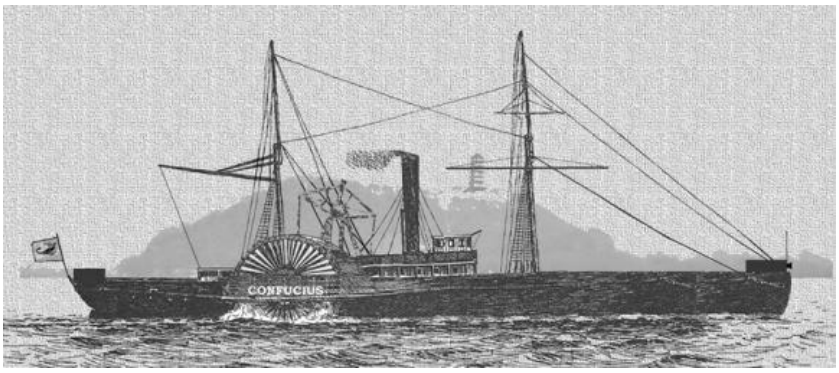
Fleet list of other ships used on Yangtse owned by Russell & Co., and Russell partners

(Excludes vessels owned by Capt. Endicott of Russell & Co. – see HCMSC and 19th Century Canton River lists)

MIDAS (1845-46) 148/44 (w.t.s.s.)	see 19th Century Canton River list (1861-65)
EDITH (1845-45) 407/44	see 19th Century Canton River list (1845-45)
FIREFLY (1846-47) 20/46 (i.s.s.)	see 19th Century Canton River list (1861-65)

CONFUCIUS (1853-55) 468/53 (w.p.s. 161 x 26.67', VB, H.R. Dunham & Co., N.Y.)

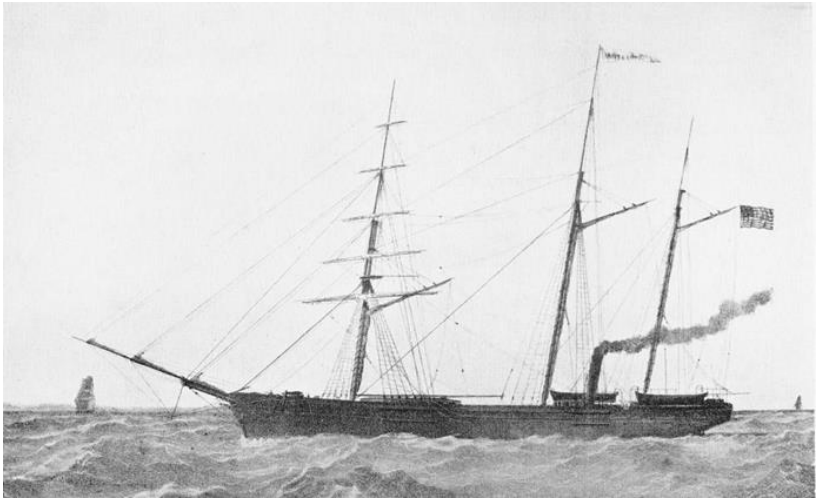
Built by Thomas Collyer, New York for Russell & Co. 15/9/53 arrived Hong Kong via Singapore, consigned to Russell & Co. Used on Hong Kong/Canton/Macao services. By 12/53 transferred to Shanghai where used primarily for towing vessels from Shanghai to the river mouth. 8/55 sold to Chinese government, converted to gunboat. Probably the gunboat of this name in General Ward's fleet, which as of 8/63 was in the Chinese Transport Service, subsequently used as a dispatch vessel, and 1870 wrecked near Tiger Hill on the Yangtse.



Sketch of a painting of CONFUCIUS in the Peabody Museum, including edits (http://yangshen.oldchinabooks.com/images/Confucius_screen_print_fm_Ch_12.png).

ANTELOPE (1855-56) 415/55 (w.s. aux. barque 155.5 x 26.92', IB, Otis Tufts, Boston)

Built by Samuel Hall, East Boston for P.S. Forbes and R.B. Forbes for China-Japan service. Sold to Capt. Edward Mellus (d.19/8/56) and then Captain Lynch, used Hong Kong-Shanghai. 1858 on 6-month charter to U.S. gov't. 15/10/58 sold by auction to B.S. Fernandes, Macao, r. FERNANDES and used mainly to Swatow and Amoy. II/61 on Yangtse under Dent & Co. agency. Ca 10/61 sold to British-flag owners, Bowe, Hanbury & Co. agents r. ANTELOPE for use mainly on Yangtse, and Shanghai-Ningpo and at least once to Hong Kong. By 1863 in use as Chinese gov't transport. 28/11/63 on voyage to Hankow with Mandarin troops grounded near Tatung, boiler burst while trying to back off. More than 40 killed, apparent total loss. [Reported at Canton 10/8/60 as ANTELOPE on voyage to/from Hong Kong. American Neptune 4/41 p.166]



ANTELOPE lithograph by Fitz Hugh Lane (American Neptune Vol. 1 No. 1).

MIN (1856-57) 200/56 (i.s. aux. brig 125.0 x 21.0', STG, Tulloch & Denny, Dumbarton)
Built by Wm. Denny & Bros., Dumbarton for P.S. Forbes and others. Registered 26/4/56, arrived Hong Kong 3/11. Used mainly Hong Kong-Shanghai. 22/3/57 grounded on Tung Ying in the Formosa Strait, backed off and sank.

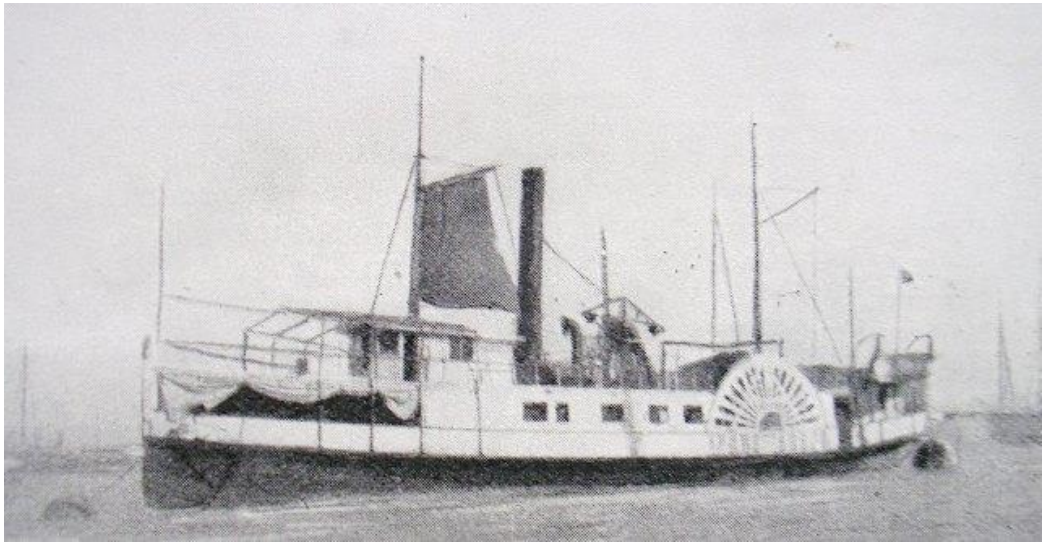
WILLAMETTE (1858-62) 370/49 see 1830-83 Pearl River list (1856-61)

PEIHO (1859-60) 1113/59 (w.p.s. 225.75 x 32', Osc., Morgan I.W., N.Y.)
Built by Thomas Collyer, New York for Russell & Co. 11/9/59 arrived Hong Kong, placed in Hong Kong-Shanghai service. Ca.3/60 sold to French Navy r. SAIGON. 13/6/65 wrecked.

WHITE CLOUD (1859-65) 521/59 see HCMSC list (1865-74)

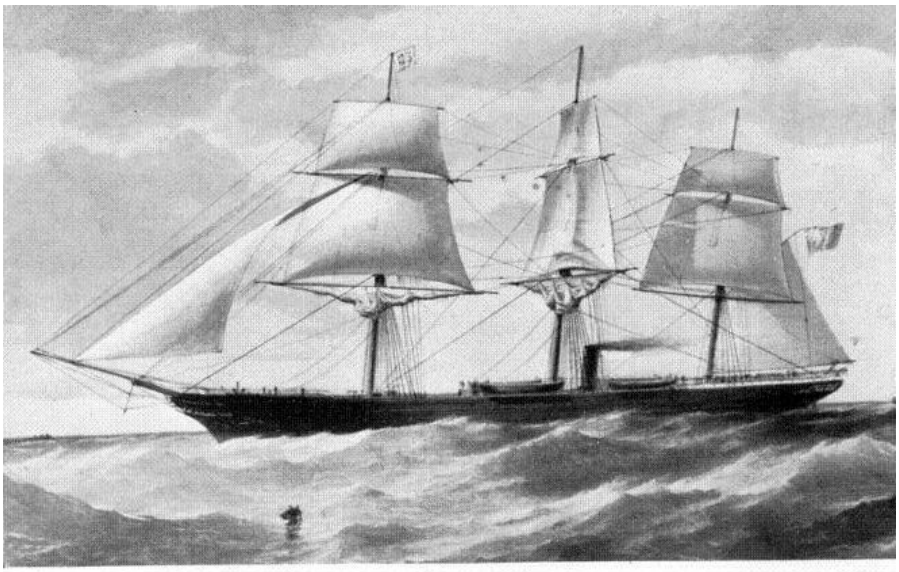
HANKOW (1861-65) 726/60 see 1830-83 Pearl River list (1861-65)

HYSON (1861-62)
Small paddle steamer sent to China for Russell & Co. in the barque *Palmetto* in 1861. 1862 purchased by the Taitai for General Ward's fleet. 1/63 refitted. 5/63 armed with 32 pound cannon on bows and commanded by Major General Charles George "Chinese" Gordon, broke though Taiping positions at Quinsan enabling capture of the township by the Ever Victorious Army. Proceeded to Soochow where 12/5/65 (sic., Haviland) captured and cast off but unable to be used because key equipment missing. NCH 3/2/66 states Gordon had been able to navigate the creeks, canals and most of the small lakes along Yangtse as HYSON drew only 12 ft. 3/99 reported still to be in government service. NFI.



Russell & Co's small paddle steamer HYSON (*The Sketch* 29/3/99 p.409).

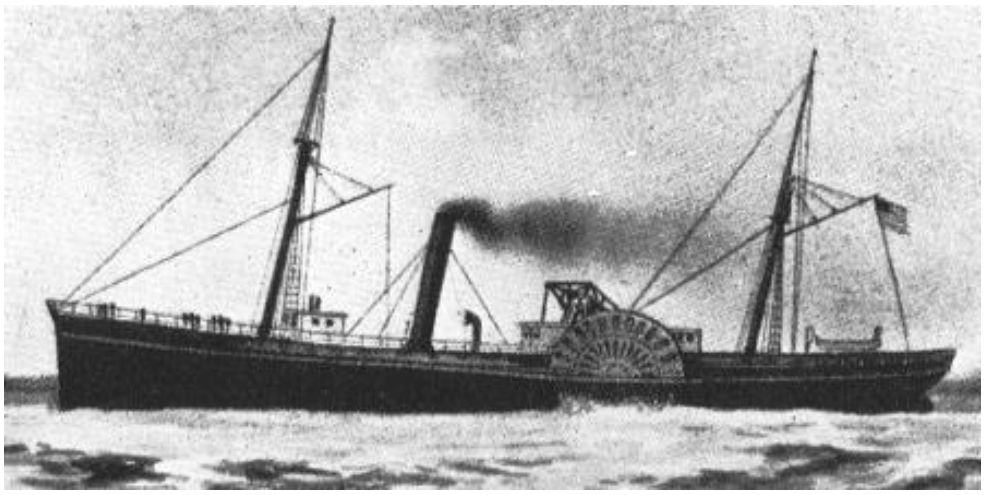
SCOTLAND (1861-64) 976/56 (i.s.s. 210.7 x 32.9')
Built by Laurence Hill & Co., Port Glasgow for W.S. Lindsay's Cape service. 6/10/56 first reg. for William Schaw Lindsay and Alexander Adamson, London. Following Line's collapse, 1857 sent East as a transport in the Indian Mutiny. 6/61 in Yangtse service for Capt. A.A.D. Dundas, R.N. and W.S. Lindsay and others with Russell & Co. as agents. End-61 sold to Edward Cunningham, 9/1/62-13/7/63 operating Shanghai-Hankow under U.S. flag. Laid up until proceeded to Hong Kong (6/10), Yokohama and Canton River where 13/11 reported seized by Customs for transporting guns and other contraband (Cum-Sing-Moon Bay). 29/2/64 arrived Nagasaki from Hong Kong, 7/3 sold to Satsuma-han r. HEIUN MARU. 3/1/68 wrecked on Awaji Island.



PIONEER OF THE SECOND MAIL STEAMSHIP LINE TO THE CAPE: W. S. LINDSAY'S R.M.S. *ENGLAND*

SCOTLAND's identical sister ENGLAND (histarmar.com.ar).

ORIFLAMME (1864-65) 1205/63 (w.p.s. 227 x 33.3', VB, Neafie & Leavy, Philadelphia)
Built by Lawrence & Foulkes, Brooklyn for use as a gunboat in U.S. Civil War but 31/3/64 first reg. for builders (2/32nds) and Russell & Co. partners. 8/64 in regular service Hong Kong/Shanghai, occasionally on the Yangtse on charter to SSNC and trips to Japan. 6/65 out of Hong Kong nearly overwhelmed by typhoon, fires extinguished, nine feet of water in hold. End-65 sold to Ben Holladay, later Oregon S.S. Co. for service San Francisco-Mexico. 12/65 departed Hong Kong for San Francisco via Yokohama, first commercial voyage China-San Francisco by any steamship (?). 16/6/79 officially reported as broken up, although a timber hulk ORIFLAMME was lying derelict in the mud flats of the Artic Oil Co. at San Francisco from around 1880 until at least 1896.



ORIFLAMME (Newell & Williamson).

HULK OF THE OLD SHIP ORIFLAMME.
[Sketched by a "Call" artist.]

San Francisco Call 8/3/96 (www.maritimeheritage.org/news/Shoemaker-Needs-Ship.html).

PLYMOUTH ROCK (1864-66) 3017/63 see SSNC list (1866-77)
POYANG (1865-67) 828/1861 see HCMSC list (1866-75)
KIUKIANG (1865-67) 700/64 see HCMSC list (1866-92)

A.J. INGERSOLL (1866-68) 804/66 see MANCHU SSNC list (1868-73)

VARUNA (1866-66) 867/63 (w.s.s. 188.5 x 33.0', DA, Delamater I.W., N.Y.)
Built by C.H. Mallory, Mystic on owner's account, chartered to Atlantic Coast Mail S.S. Co. for service to Savannah. 27/2/66 sold to J.M. & W.H. Forbes, and 13/3 registered at New York for Forbes brothers and H.S. Russell. Arrived Shanghai 25/7, voyages Shanghai-Hong Kong and Shanghai-Nagasaki. 8/66 taken to Japan for sale, 10/66 sold to Choshu-han r. HEIAN MARU No.2 and later GENKAI MARU. Ca.4/67 sold to Glover & Co. r. GENKAI (764g). 9/9/67 foundered off Chelang Point, 70 miles from Hong Kong in a typhoon, crew and passengers escaped to shore but 60 Chinese lost.

YUNG HAI AN (1867-68) 1055/55 (i.s.s.) see LANCEFIELD Jardine list (1855-62)

TA YUNG (1868-68) 125/58 (i.p.s. 109.4 x 18.6')
Built by Tod & McGregor, Glasgow for J. H. Winch, London. 2/12/58 arrived Hong Kong under sail. Used for towing on the Yangtse by Shaw Bros. & Co. 1868 registered for Russell & Co., perhaps due to the start of the monopoly. 16/12/68 (also reported as 6/70) sold at Hiogo to China & Japan Trading Co (H. Fogg & Co. mgrs., American flag). By 1870 registered Hong Kong and owned by James Hardie, Shanghai. NFI.

EXPRESS (1868-68) 490/61 (i.p.s.) see Pearl River (1830-83) list (1861-65)
PINGON (1878-81) 550/65 (655 old tons) (w.s.s.) (ditto) (1881-c.90)
HAINAN (1879-82) 413/78 see ZEPHYR (HCMSB list, 1884-84)

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