

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

Illustrated Fleet List, Part I (1872 to Aug. 1945)

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May be cited with acknowledgement to www.oldchinaships.com

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

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This list was first published in Dick & Kentwell, *Beancaker to Boxboat* (NAA, 1988) and has been revised and updated in early 2020 in reference to sources that have since become available. Month of completion (where known), yard numbers and engine details have been added according to LR. We have cross-checked entries against Miramar as well as Clydeships and other regional British shipbuilders websites and acknowledge their excellent compilations but where differences arise, we believe our version to be the more accurate.

Low-resolution images have been 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.

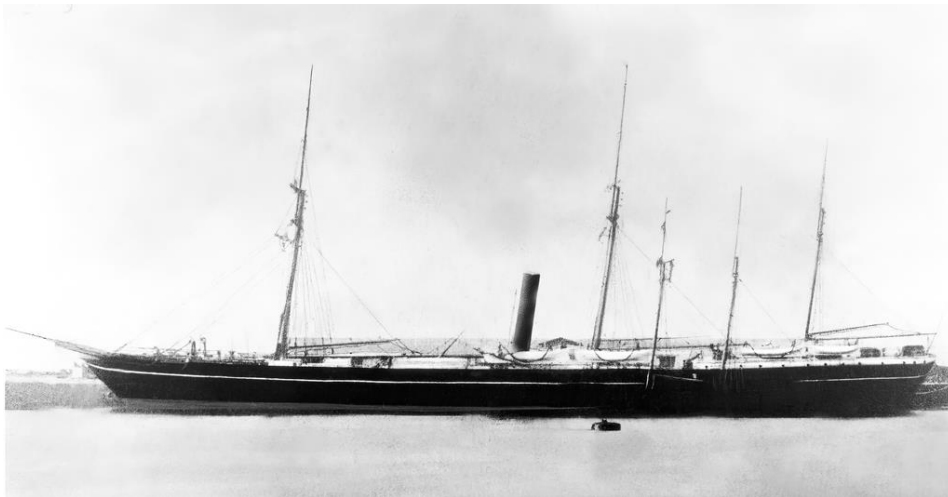
China Merchants' ships' names were in most cases two characters and where known are given below. Their transliteration into English was according to the custom of the time. For example, in the 19th century 海 ('sea') was written 'Hae', in the 20th century as 'Hai'. Whether the English name was spelled as one word, two words or hyphenated was arbitrary and varied between LR, advertisements and the daily press, also over the life of the ship. We have followed the usage of LR unless we believe a variant to be more appropriate. *Aden* and *Irene* were given *hanzi* names of similar pronunciation but continued to sail under their original English ones.

ADEN 伊敦 (1872-75) 800/56-8 (i.p.s. 257.6 x 29.8', 2cy d.a., geared trunk engine/954 ihp, 12k) Launched by Summers, Day & Co., Northam, Southampton for Peninsular & Oriental S.N. Co., London as DELTA but because of Cunard's *Delta* (644/1854) completed as ADEN. c.1/9/56 maiden voyage to Spanish Peninsula. 1/10/56 sd Southampton for Bombay (27/12), then mail service Bombay-Suez. 1/6/57 sd Bombay for China, from 10/57 extending to Shanghai in regular service. 9/71 rumoured sale to Japan (NCH, 22/9/71) but 11/72 sold for £15,000 (Tls 55,700) to Prefect Chu,

Shanghai and 26/11 del. at Shanghai to CMSNC as 伊敦 (Yī dūn) (NCH, 28/11/72). 29/12/72 entered coastal service to Swatow. 2/3/73 commenced Shanghai-Tientsin service. 7-10/73 in service Shanghai-Nagasaki-Hiogo-Yokohama, then reverted to coastal service. 29/6/75 arrived at Shanghai and laid up as uneconomic (fuel consumption). Mid-8/75 rep. likely to be converted to a sailing vessel (NCH, 14/8/75) but late-1875 conv. to hulk for use at Kiukiang. c.3/78 conv., to barge for carriage of timber logs and towed to Tientsin. Used as lighter outside bar at Taku until 9/3/79 rolled over and sank with death of 52 Chinese stevedores.

[No confirmed illustration of this ship is known to exist. The lithograph shown at the official P&O website

<http://www.pandosnco.co.uk/ssaden.html> seems to be in error for DELTA of 1859. The image of 'ADEN' shown in the CMSNC section of the China Steamships Museum website at <http://60-250-180-26.hinet-ip.hinet.net/theme/theme-41/41-index.html> appears to be an early view of one of the much larger P&O 'Jubilee' quartet of 1887-88, none of which passed to CMSNC. This photograph has been replicated in a model and paintings at the CMSNC Museum. ADEN would not have had a straight stem or four masts. However, ADEN is said to have been quite similar to the P&O's NORTHAM – first photograph below - also built by Summers, Day & Co, but two years later (Stephen Davies). The second photograph, at Hong Kong around 1871 by an unnamed photographer, shows two vessels in China Merchants colours, the two-funnelled passenger ship's very high bowsprit indicates an old hull, suggestive of ADEN. The flush-decked vessel to the right is a British-built cargo carrier with only two boats and might be one of the early vessels in the list below, with the exception of LEE YUEN, HOCHUNG and the Scott-built vessels which are thought to have had straight stems.]



P&O's NORTHAM is said to have been similar to ADEN as built

(<https://poheritage.com/collections/a708a156-3683-33dd-b52b-444f03394adf/>).



Two evident CMSNC vessels on Jardine, Matheson buoys off the Central waterfront, Hong Kong early 1870s

(<https://www.getty.edu/art/collection/object/10A2MA>).

FUSING (1872-75) 876/71-8 (i.s.s. 202.3 x 31.8', C2cy/104 hp, Walker, Henderson & Co. Ltd, Port Glasgow)

Built by Wm Hamilton & Co., Port Glasgow (#14) for John Child & Henry Mills, Manchester. as PRECURSOR. 12/72 Child Mills & Co. bankrupt, sold same month via Ellis Elias, London & China to CMSNC, 16/1/73 sd London for Shanghai, 29/1 put into Gibraltar with mutinous crew, master charged with assault but acquitted, 22/2 resumed voyage, 24/4 arr. Shanghai (98 days). 5/73 in service as FUSING. 4/4/75 o/v Shanghai-Chefoo sank in collision with Ocean (1486/74, owner Peter Denny) 230 m. S. of Shantung Promontory with loss of 55 lives. Although Lloyds used the term "run down" in FUSING's loss, the court of inquiry in Singapore decided that both parties were at fault by failing to reduce speed in the conditions. [Clydeships]

LEE YUEN 利遠 (1872-84, 1894-03) 1080/72-12 (i.s.s., 231.8 x 29.3', C2cy/100 hp)

Laid down by J. Scott & Sons, Inverkeithing (#46) for unknown owners but launched 30/12/72 for CMSNC (reg. owner J. Palmer, Jr., London), 1/3/73 arr. Leith, 11/3 sd for Shanghai (28/5). 7/73 in service to Tientsin. 1884 sold to Chinese Gov't for use as troopship (unlisted LR). 1894 reg. at Shanghai (British flag) for T. Weir (CMSNC marine sup't). 1895 reverted to CMSNC. 27/1/03 arrived Shanghai from Tientsin. 2/03 condemned.



Probable LEE YUEN alongside at Shanghai on 30 October 1898, having arrived from Amoy. Likely CMSNC lower Yangtse steamer in foreground (Royal Commonwealth Society coll. Y30377F at cudl.lib.cam.ac.uk/view/PH-Y-30377-F/1).

HOCHUNG 和衆 (1873-81) 1130/73-12 (i.s.s. 224.6 x 29.2', C2cy)

Laid down by Bowdler, Chaffer & Co., Seacombe (Merseyside) (#100). 8/73 purchased on stocks by CMSNC and 8/11/73 launched as HOCHUNG - 24/2/74 arrived at Shanghai. 17/4/81 sank off Ockseu Is. after collision with gunboat HMS *Lapwing* on voyage Swatow-Shanghai.



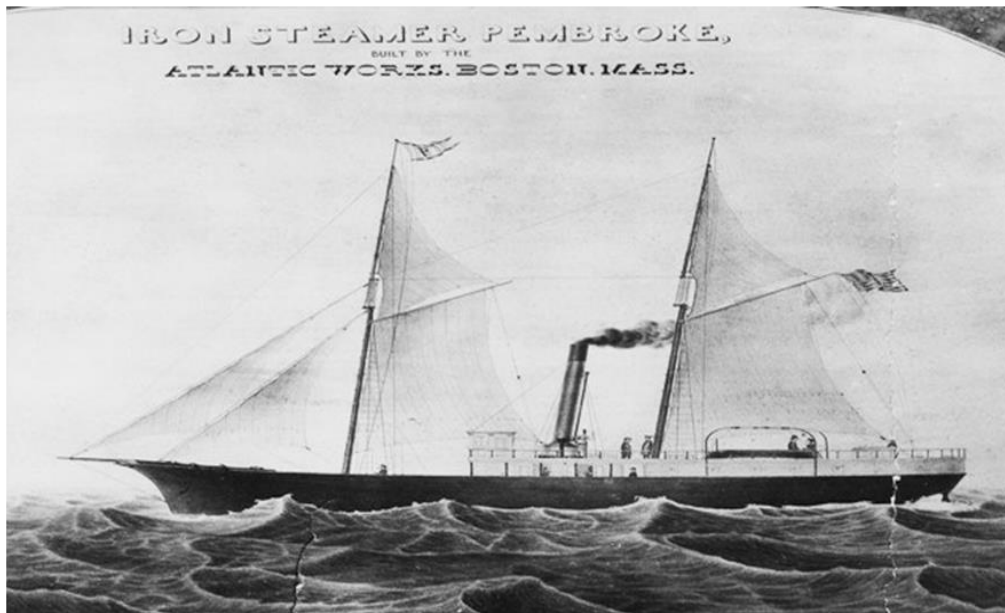
HOCHUNG at San Francisco in 1879 (San Francisco Public Library).

YUNGCHING 永清 (1873-03) 761/72-5 (i.s.s. 230.7 x 30.0', C2cy/125 hp/10k)

Built by Humphrys & Pearson, Hull (#21) for Liverpool Stm Shg Co., Liverpool as DAYBREAK. 11/72 sold at London through George Barnet & Co. (Wm Glover) for TIs 100,000 to CMSNC, 13/1/73 sd London, 26/3 del. at Shanghai r. YUNGCHING. Winter 1887/8 reboilered. 1894 t/f to E.L. Mendl, Trieste r. PING-YI. 1895 reverted to CMSNC as YUNGCHING. 1900 t/f to British flag to S.C. Farnham & Co. Ltd, Shanghai reg. owner r. DAYBREAK. 1901 reverted to CMSNC as YUNGCHING. 3/1/03 arrived at Shanghai and laid up. 3/03 conv. to hulk.

TUNGTING 洞庭 (1874-82) 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 Shanghai S.N. Co. for service on Yangtse. 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, leased to China Navigation Co. for Lower Yangtse service. 3/74 sold to CMSNC subject to repairs and new boilers. 1882 rep. hulked.



TUNGTING as PEMBROKE (Mariners Museum).

FUYEW 富有 (1874-90) 1251/65 (i.s.s. 227.6 x 28.0', (1874) C2cyl/125nhp; 1876 C2cyl/160nhp Laird Brothers, Birkenhead)

Built by Barclay, Curie & Co., Glasgow (#127) for D. Macgregor, London as PARIS (758 grt, 226.7 x 28.4'; 2cy/114nhp). 1874 lengthened by Aitken & Mansell, Glasgow (now 1224 grt, 226.7 x 28.0') and engines compounded by Rait & Lindsay, Glasgow (now C2cy/125nhp). Mid-7/74 sd London for Singapore and Hong Kong. 18/10/74 arr. Bangkok to commence regular service Bangkok-Hong Kong for Windsor, Redlich & Co. but mid-11/74 sold for £32,000 to CMSNC, 15/12/74 arr. Shanghai, refitted with new boilers and 25/2/75 began service as FUYEW. Winter 1881/82 re-engined (1876 by Laird Bros, Birkenhead, 160 nhp). 30/7/83 sank British barque *Empress* (391/65) in collision near Kiutoan Lightship. 16/3/84 in fog stranded on Fisher Is., Pescadores, 1300 troops put ashore, 10/4 refloated and under own steam made for Shanghai for docking, 6/5 resumed service (NCH, 2 and 16/4/84). 1884-85 (Sino-French War) 4/85 temp. 'sale' to P.V. Grant, Shanghai (Br.) (NCH, 8/4/85). 11/85 repatriating troops prior to reversion to CMSN. 26/7/90 stranded on NE Promontory on voyage Shanghai-Newchwang. CTL [clydeships.co.uk].



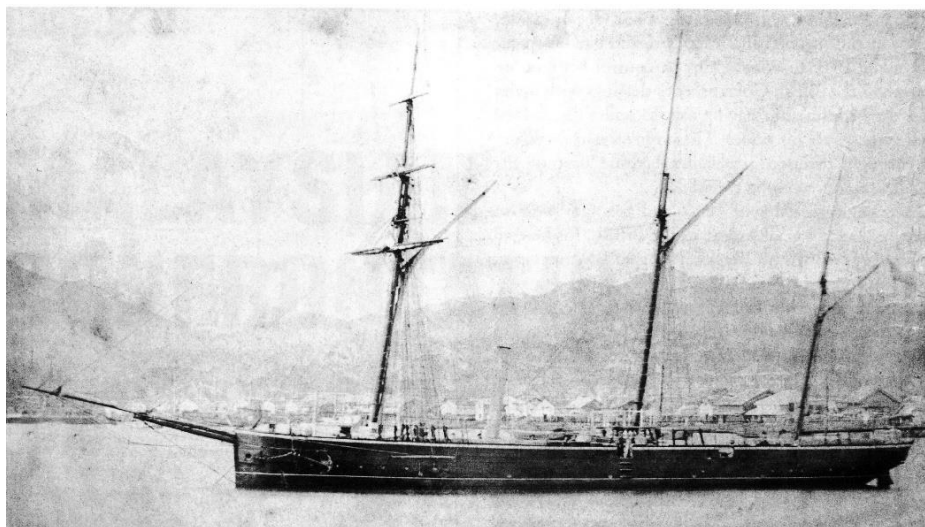
Chinese school painting marked FU YEW showing vessel lengthened amidships (Weschler's Auctioneers & Appraisers

https://www.weschlers.com/auction-lot/fu-yen-chinese-export-20th-century-steamship-l_F8F4FB08AB/).

HOWSANG 厚生 (1874-78) 1222/75 (i.s.s. 242.2 x 30.1', C.I. 2cy/135 hp Ouseburn Co., Newcastle)
Built by Davison & Stokoe, Sunderland (#31), 12/74 sold on stocks to CMSN and launched 1/75 for John White, London (reg. owner) as HORRIANG, 5/3 sd Sunderland for Shanghai, 7-11/4 detained at Aden with leaky boilers, 22/5/75 arrived at Shanghai. 6/75 in service to Tientsin as r. HOWSANG. 31/3/78 on voyage Swatow-Shanghai struck Dodd Is. near Amoy and sank.

YEHSIN 日新 (1874-93) 1016/71 (i.s.s. 222.9 x 29.1', C2cy/100 hp)
Launched by J. Scott & Sons, Inverkeithing 10/71 for T. Snowden, Inverkeithing as RICHARD BERRIDGE but sold and renamed prior to registration for George Batters, London as ELEANOR BATTERS. 11/74 sold through E.F. Paddon, London to CMSNC - 16/4/75 arrived at Shanghai r. YEHSIN. 3/93 conv., to hulk at Shanghai. [In LR 1881-82 as YEN HSIN.]

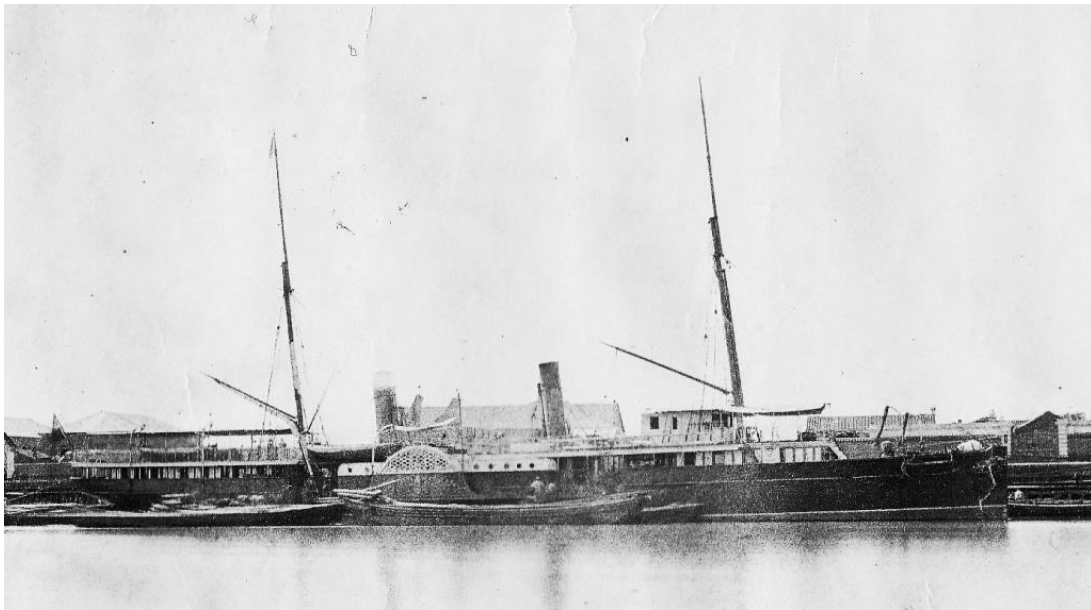
LEE HONG 利航 (1874-8?) 134n/57 (w.s.s. 125.0 x 23.0' 2cy single expansion 80nhp 9k Maudslay, Sons & Field)
Built by W & H Pitcher, Northfleet as 'Algerine'-class gunboat HMS LEVEN (3 guns). 7/3/57 launched and 4/5/57 despatched in convoy to China (NCH, 18/7/57), by 11/57 on station (NCH, 21/11/57). 5/73 paid off at Shanghai. 21/7/73 sold to Boyd & Co., Shanghai for Tls6,300 r. LEVEN for use as salvage vessel. 12/74 sold to CMSNC and fitted with hurricane deck fore and aft for lightering at Taku Bar and Tientsin where by 3/75 in service as LEE HONG/HUNG (NCH, 17/12/74, 14/1/75, 11/3/75), reported laying up at Shanghai during winter. 1880 conv. to hulk at Tientsin. 1881 boilers condemned. Subsequently acquired by Tientsin Tug & Lighter Co. 1894 sold for breaking up.



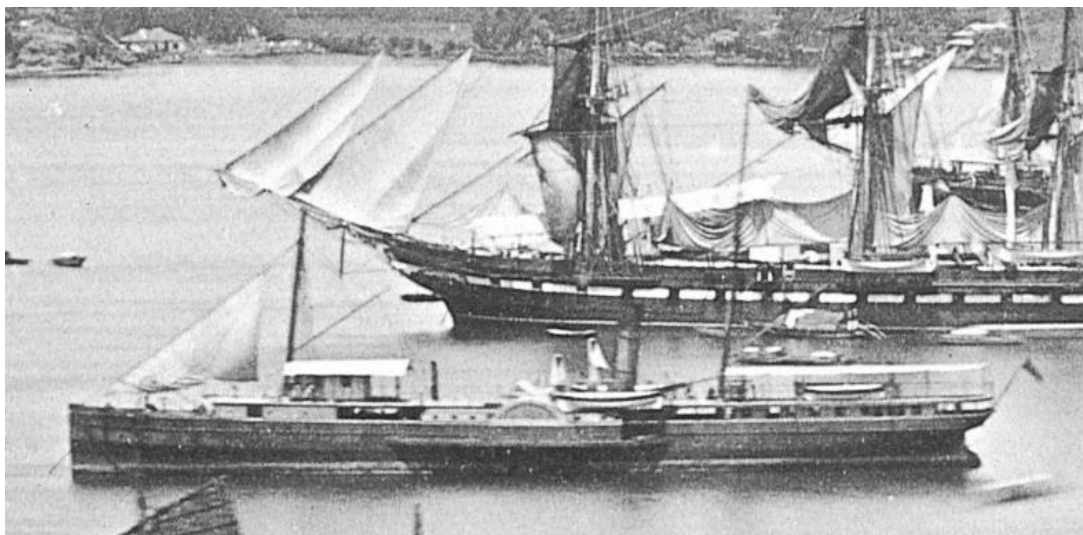
LEE HONG as HMS LEVEN (https://en.wikipedia.org/wiki/Algerine-class_gunboat).

TAHYEW 大有 (1875-80) 621/62 (i.p.s. 210.0 x 27.6', C2cy/300nhp)
Launched by Tod & MacGregor, Glasgow (#119) 17/2/62 as NANZING and 26/4 reg. for Meinhard Ernst Robinow (Robinow & Marjoribanks), Glasgow. 20/9/62 registered for B. Harkort with instructions to sell within 18 months. 6/10/62 arrived at Shanghai, reported chartered to General F.T. Ward. Subsequently used on Yangtse and to Ningpo. 3/63 transferred to Chefoo and Tientsin service, with occasional voyages to Hong Kong. 6/63 presumably registered for Trautmann & Co. 1865 reported reg. for Robert Carrick, Donaldson Moffat and William Keswick, Shanghai. 8/68 mgt t/f to North China Steamer Co. (Trautmann & Co., mgrs). 7/70 sold to Tong King-sing (compradore Jardine

Matheson & Co.) and others and placed under mgt. JM&Co. 1872 reg. for William Keswick, Hong Kong. 1/1/73 t/f to China Coast S.N. Co. 11/74 sold to Japanese buyers with delivery 1/75 but 2/1/75 damaged in collision at Nagasaki with German warship Arcona and sale fell through. 2/75 returned to Shanghai and 4/75 sold to CMSNC for Ningpo line r. TAHYEW. Early-1880 re-engined and converted to screw r. HING SHING - mid-1880 resumed service. 12/4/83 bow holed below waterline in collision with junk in Peiho River near Tientsin. 25/5/83 rammed and sunk by 3-masted schooner *Catherine Marden* 35 m. S of SE Promontory (7 lives). 8/83 wreck blown up. [HWD, Milne, clydeships.co.uk]

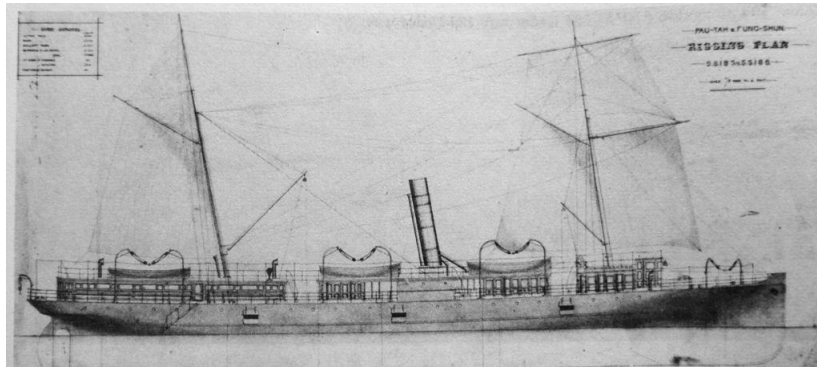


NANZING at Tientsin about 1863 (SK*).

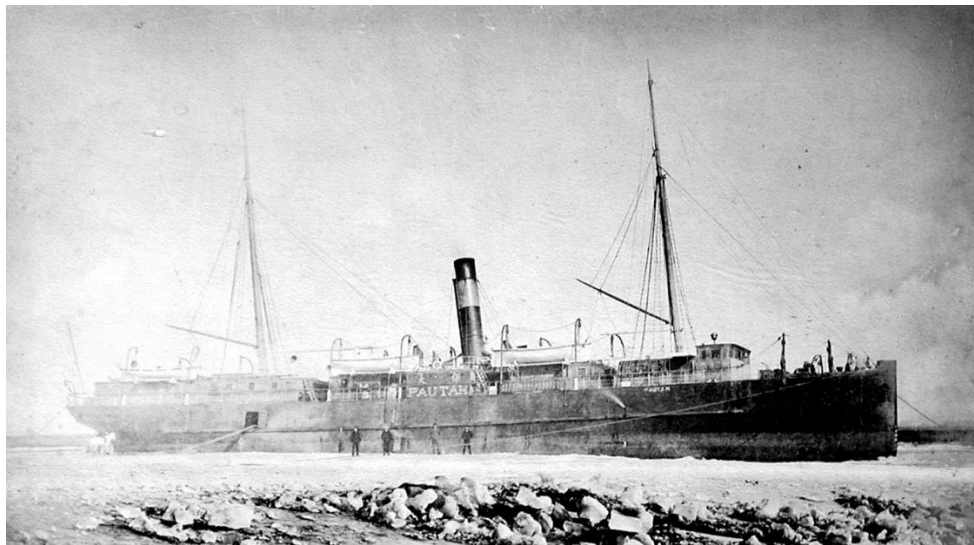


NANZING at Nagasaki minus one funnel, broken mast and torn topsail, probably Feb. 1875 (Nagasaki Univ 5301).

PAU-TAH 保大 (1875-87) 1364/75-6 (i.s.s. 226.0 x 34.2', C.I.2cy/240 hp, 187nhp, 10k)
Built by Wm Denny Bros, Dumbarton (#185) for CMSNC - 19/9/75 arrived at Shanghai. 21/7/87 stranded in fog near lighthouse on NE Promontory on voyage Shanghai-Tientsin. CTL.

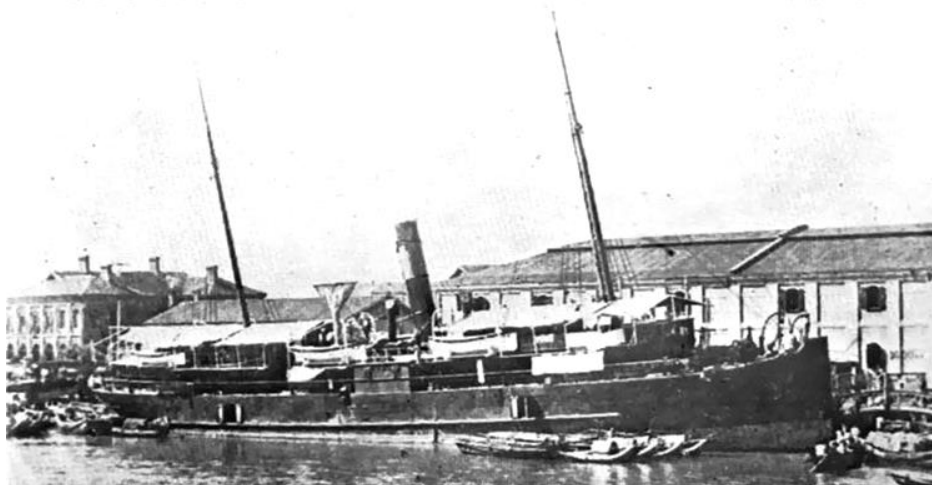


Blueprint profile of PAU-TAH and FUNG-SHUN (Denny coll.MM).



PAU-TAH immobilized in ice, believed to be in the Hai Ho in 1882 (P. A. Crush Chinese Railway Coll.)

FUNG-SHUN 豐順 (1875-10) 1368/75 (i.s.s. 226.1 x 34.2', C.I. 2cy/250 hp, 187 hp, 10k)
 Built by Wm Denny Bros, Dumbarton (#186) for CMSNC as FUNGSHUN - 13/1/76 arrived at Shanghai. 10/8/89 struck unknown rock and beached near lighthouse on NE Promontory - refloated. 1894 t/f to B. Schumacher, Bremen r. LI-SHUN for use as a transport to Korea. 1895 reverted to CMSNC as FUNGSHUN. 1901 t/f to British flag (S.C. Farnham & Co. Ltd, Shanghai). 1901 reverted to CMSNC. 4/10 laid up at Shanghai for breaking up. Also reported 1911 converted to hulk.

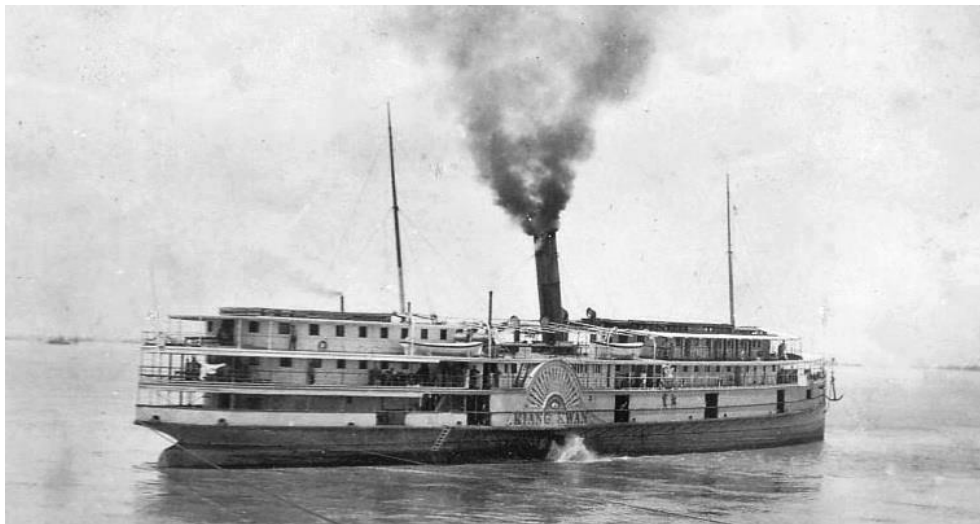


FUNGSHUN, probably at Tientsin (Yao Kaiyang coll.).

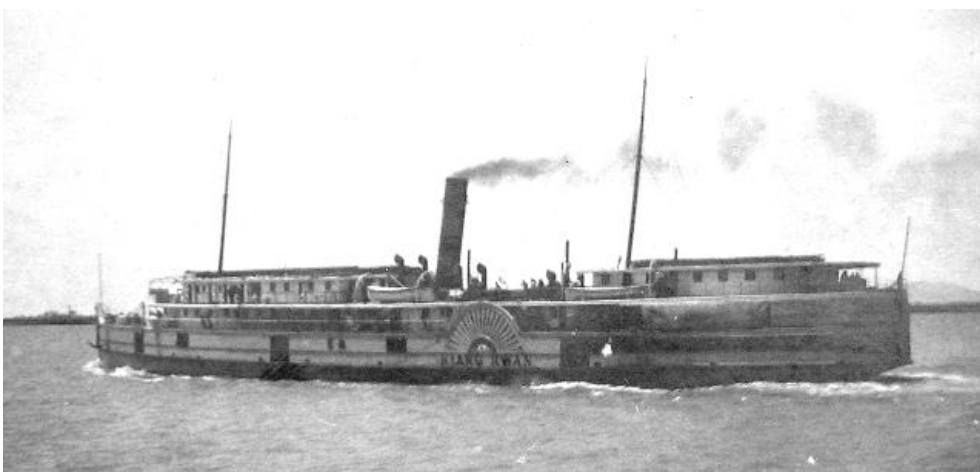


Late FUNGSHUN with upright masts and funnel, said photographed by Sheng Ching at Weihaiwei (Internet).

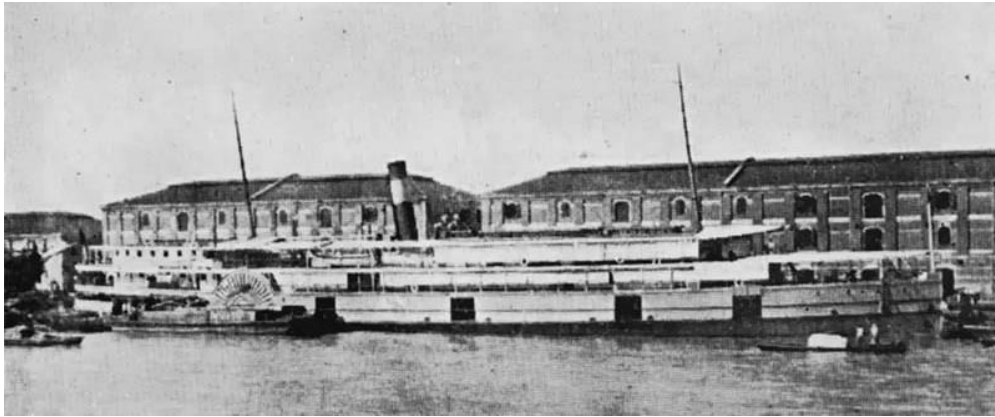
KIANG KWAN 江寬 (1876-18) 1647/76-8 (i.p.s. 230.1 x 40.2', C2cy/250 hp)
 Built by A. & J. Inglis, Glasgow (#126) for CMSNC for Yangtse River. 18/10/76 arrived at Shanghai.
 c.1900 lengthened (2200 tons). 25/4/18 sank in collision off Hankow with Chinese gunboat *Chutsai*.



KIANG KWAN, probably at Glasgow on completion (George Carr, clydesite.co.uk).



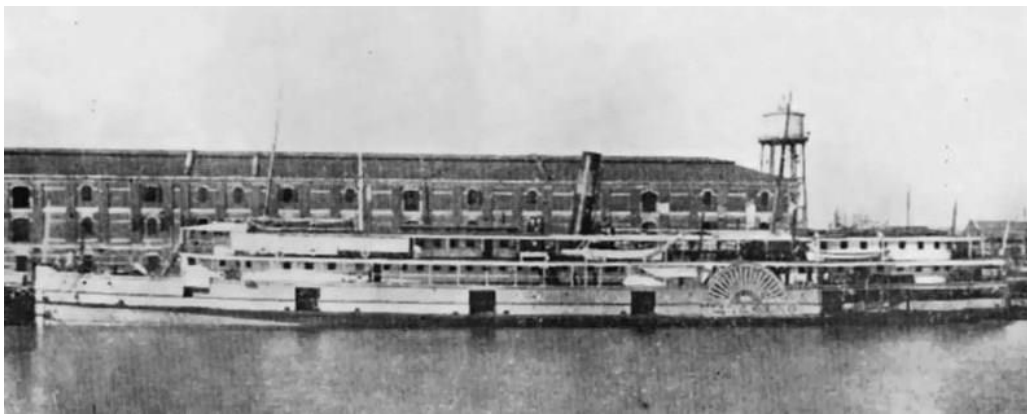
KIANG KWAN operating on the Yangtse (SK*).



KIANG KWAN in summer rig (Yao Kaiyang coll.).

KIANG YUNG 江永 (1876-26) 1451/76-9 (i.p.s. 250.1 x 40.2', C2cy/250 hp)

Built by A. & J. Inglis, Glasgow (#127) for CMSNC for Yangtse service. 2/11/76 arrived at Shanghai. c.1900 lengthened (1921 tons). Mid-1890 beached after collision with *Kiangyu* (1883). 16/10/26 burnt out at Kiukiang after explosion in ammunition cargo while carrying troops - 88 crew missing.



KIANG YUNG (Yao Kaiyang coll.).



KIANG YUNG at Shanghai "with refugees" (Internet).

HAN KWANG 藩廣 (1876-81) 1233/76 (i.s.s. 230.6 x 33.3', C.I. 2cy/150 hp)

Built by Laird Bros, Birkenhead (#431) to order of H.S. Bidwell, London for Li Hung-Chang (Viceroy of Nanking). 19/6/76 arrived at Shanghai and placed in service of CMSNC - late-1876 sold to CMSNC. 18/5/81 in dense fog stranded on reef at tip of SE Promontory - machinery salvaged but wreck broke up.



Unidentified China-coast type CMSNC steamer with passenger capacity, Shanghai c.1879.

HAN KWANG seems best candidate (Bennett).

CHINSE/CHINSI 鎮西 (1877-80) 1007/62 (w.s.s. 206 x 32', cross-beam, Fletcher, Harrison & Co., Hoboken (NY)

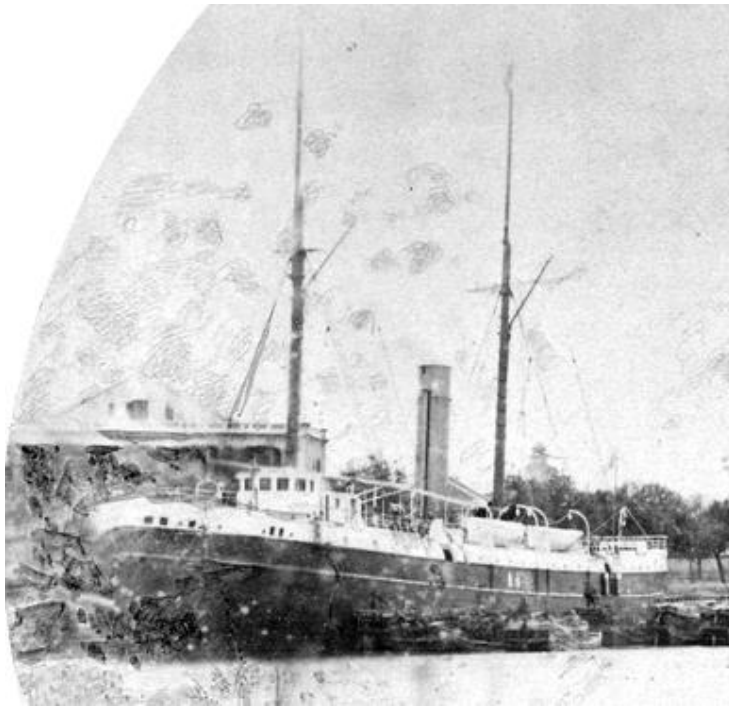
Built by Lawrence & Foulkes, Brooklyn for Shanghai S.N. Co. (Paul S. Forbes reg. owner) as SHANSE. 9/4/63 arrived at Shanghai. 9/67 damaged in typhoon. 1869 major overhaul. 1872 renovated and reboilered. 1/3/77 sold to CMSNC r. CHINSE [Haviland says CHINSI.]. 2/11/78 arrived Shanghai and laid up. 1879 machinery removed. Rep. hulked but may have become barque (British flag). After April 1882 NFI.



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

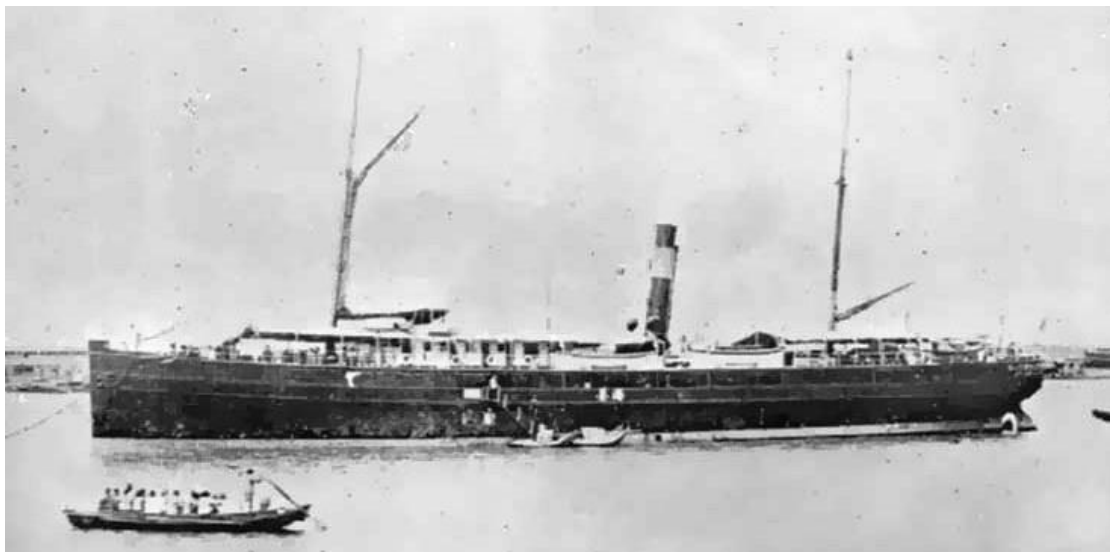
CHIN-TUNG 鎮東 (1877-96) 1330/70-1 (i.s.s. 216.2 x 39.2', C2cy/180 hp)

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. 1/3/77 sold to CMSNC r. CHIN-TUNG. Winter 1879/80 re-engined and reboilered. 1894 r. SHANTUNG. 1895 reverted to CHIN-TUNG. 10/96 converted to lighter.

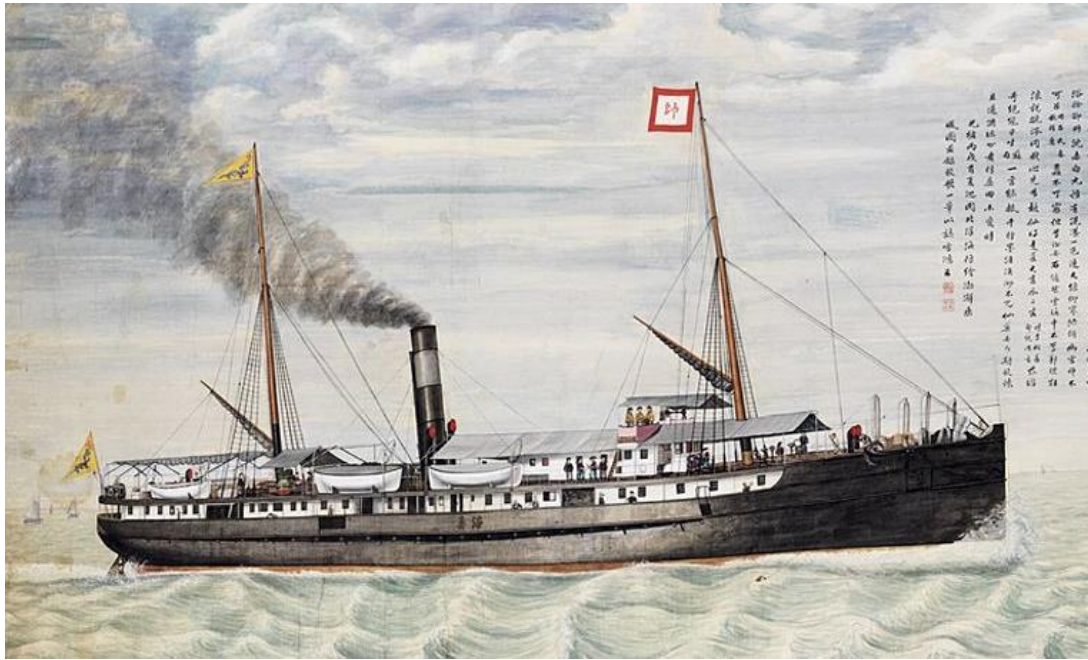


Likely SHANTUNG at Tientsin in 1874 (Wikipedia Commons).

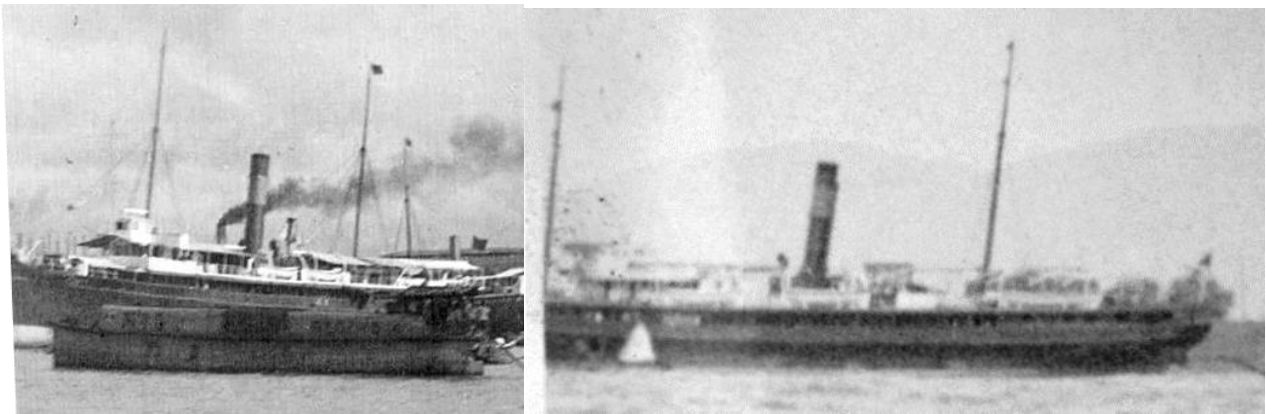
HAE-AN 海晏 (1877-37) 1247/73-7 (i.p.s. 219.2 x 33.0', V.B.; after 6/82 refit i.s.s. 244.0 x 33.0', C2cy/150 hp by Laird Bros, Birkenhead extracted from P&O Bombay 1186/52 b/u Shanghai 1881) Built by A. & J. Inglis, Glasgow (#103) for Shanghai S.N. Co. (reg. to Charles L. Norman) as SHINGKING. 30/9/73 arrived at Shanghai and 18/10 t/f to American flag. 1/3/77 sold to CMSNC 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).



HAE AN as a screw steamer (Yao Kaiyang coll.).

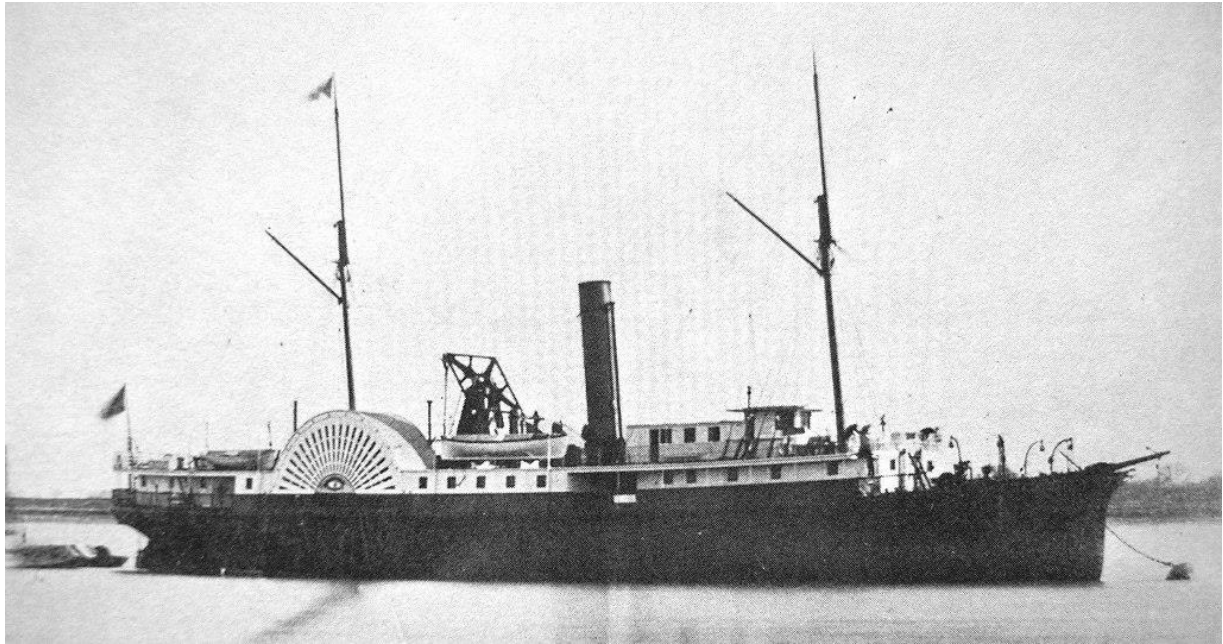


Prince Chun reviewing the Beiyang Navy from HAE-AN in 1886 (https://www.sohu.com/a/497162199_121164672)



20th century at Shanghai (Right '1905' Internet; Left: SK*)

HAESAN 海珊 (1877-82) 1086/61 (w.p.s. 204 x 33.6', VB, Henry Essler & Co., Brooklyn)
 Built by Lawrence & Foulkes, Brooklyn (NY) 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 CMSNC r. HAESAN. 2/4/82 arrived Shanghai - laid up and conv. to hulk.



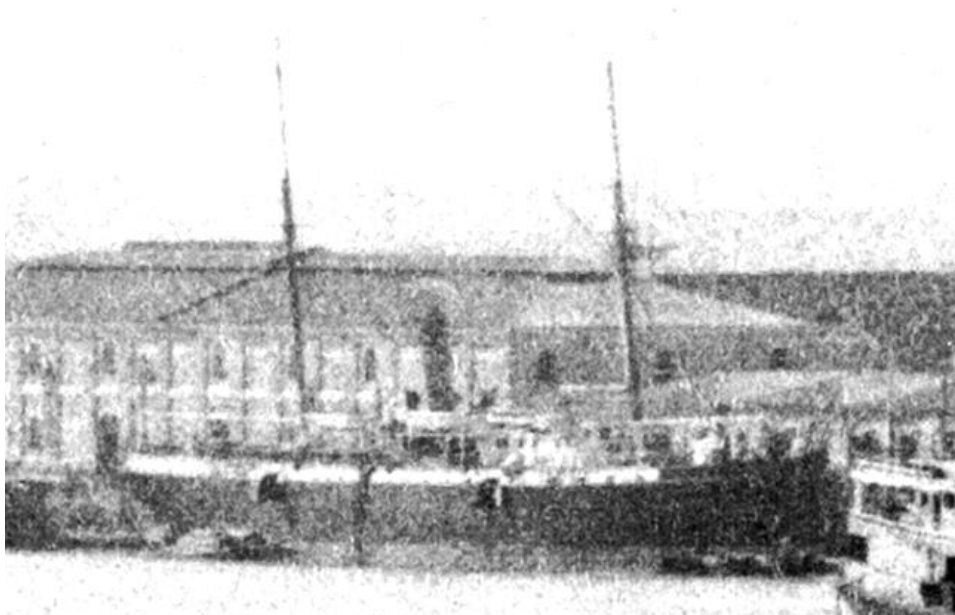
HAESAN in Shanghai S.N.C. colours as KIANGSE (Peabody Museum).



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

HAE-SHIN 海琛 (1877-04) 1492/72-3 (i.s.s. 212.6 x 33.5', C2cy/180 nhp)

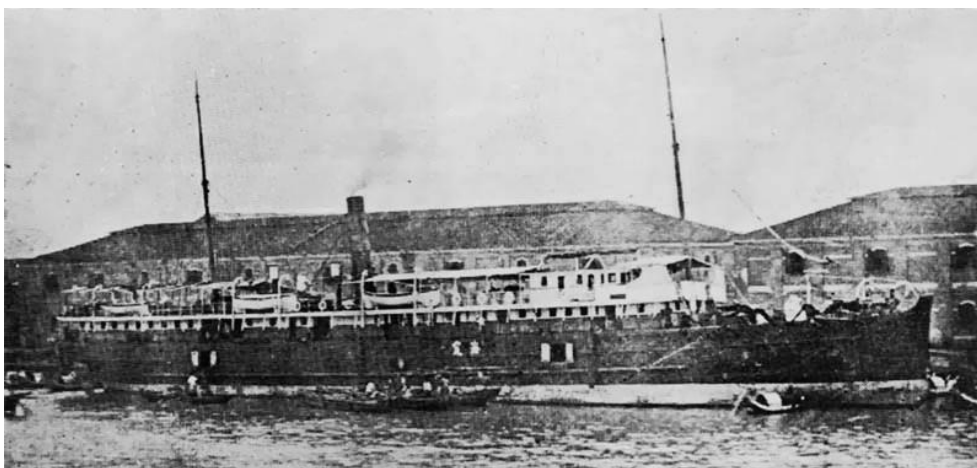
Built by A. & J. Inglis, Glasgow (#92) for Shanghai S.N. Co. (reg. to Charles L. Norman, Glasgow) as CHIH-LI. 22/5/72 arrived at Shanghai and 27/5 t/f to American flag. 1/3/77 sold to CMSNC r. HAE-SHIN. 4/82 returned from UK after re-engining and reboiling. 1894 t/f to Ph.A. Lieder, Hamburg r. FUH-YI. 1895 reverted to HAE-SHIN. 1900 t/f to Imperial Bank of China, Shanghai r. CHIH-LI 七里. 1901 reverted to CMSNC r. HAE-SHIN. 15/6/04 wrecked NW of Tae Is. about 90 m. from Foochow inbound from Shanghai.



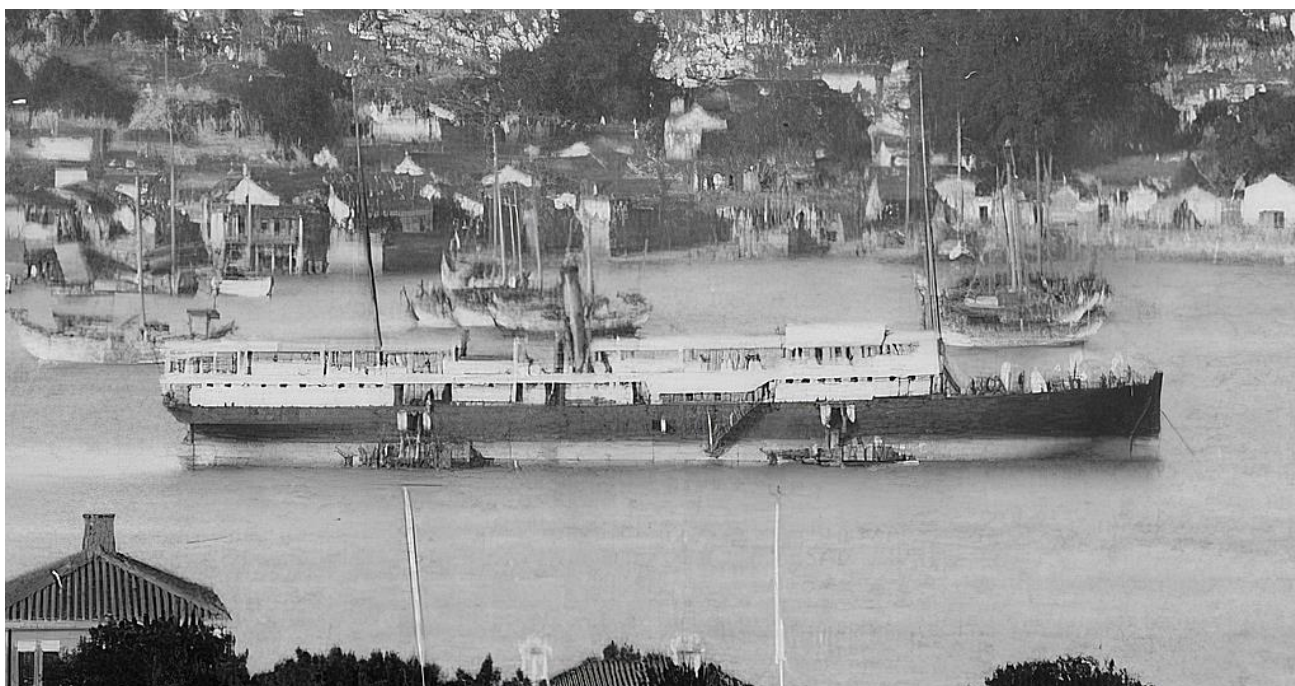
Likely HAE-SHIN ex CHIH LI at Shanghai in March 1891 (UoB DH-s109).

HAE-TING 海定 (1877-07) 1513/74-2 (i.s.s. 253.0 x 33.0', C2cy/184 nhp)

Laid down by J. Elder & Co., Glasgow (#164) as MIKADO, presumably for D. R. McGregor & Co, Leith but completed for Shanghai S.N. Co. as PAOUTING. 23/4/74 arrived at Shanghai - 11/5 t/f to American flag. 1/3/77 sold to CMSNC r. HAE-TING. 1894 t/f to B. Schumacher, Bremen r. LI-TING and used as a troop transport in Sino-Japanese War, including landing at Incheon. 1895 reverted to CMSNC as HAE-TING. 1900 t/f to A.W. Maitland, Shanghai (British flag) r. PAOUTING. 1901 reverted to CMSNC r. HAE-TING. 5/1/08 arrived at Shanghai and laid up. Mid-1908 rep. conv. to hulk



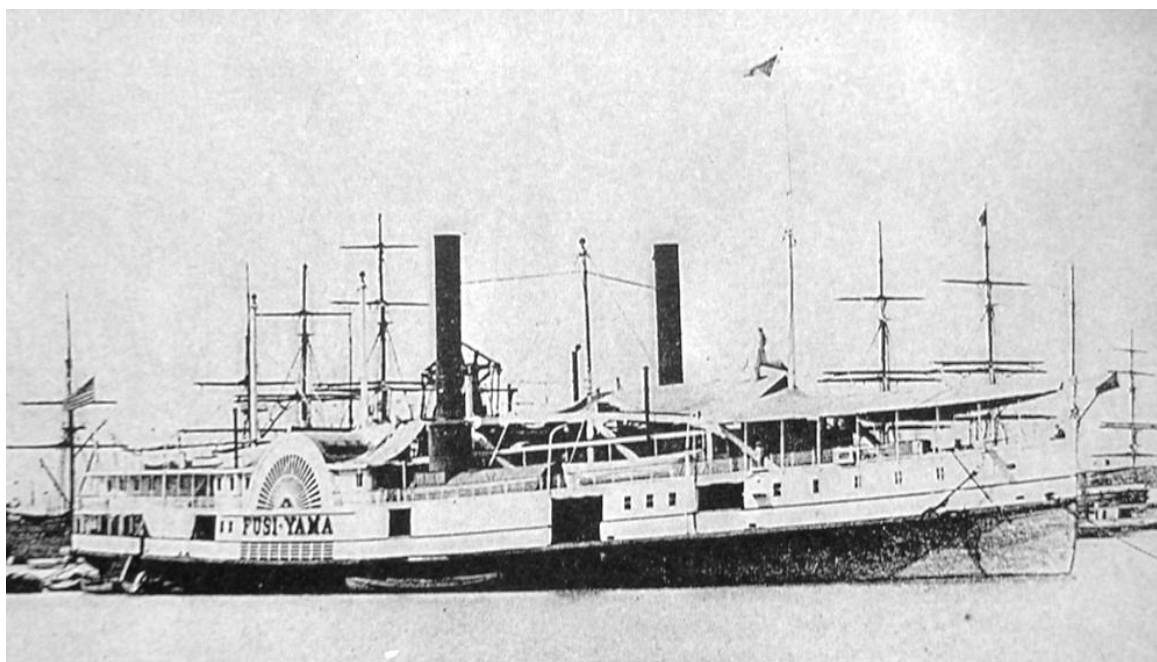
HAE-TING (Yao Kaiyang coll.).



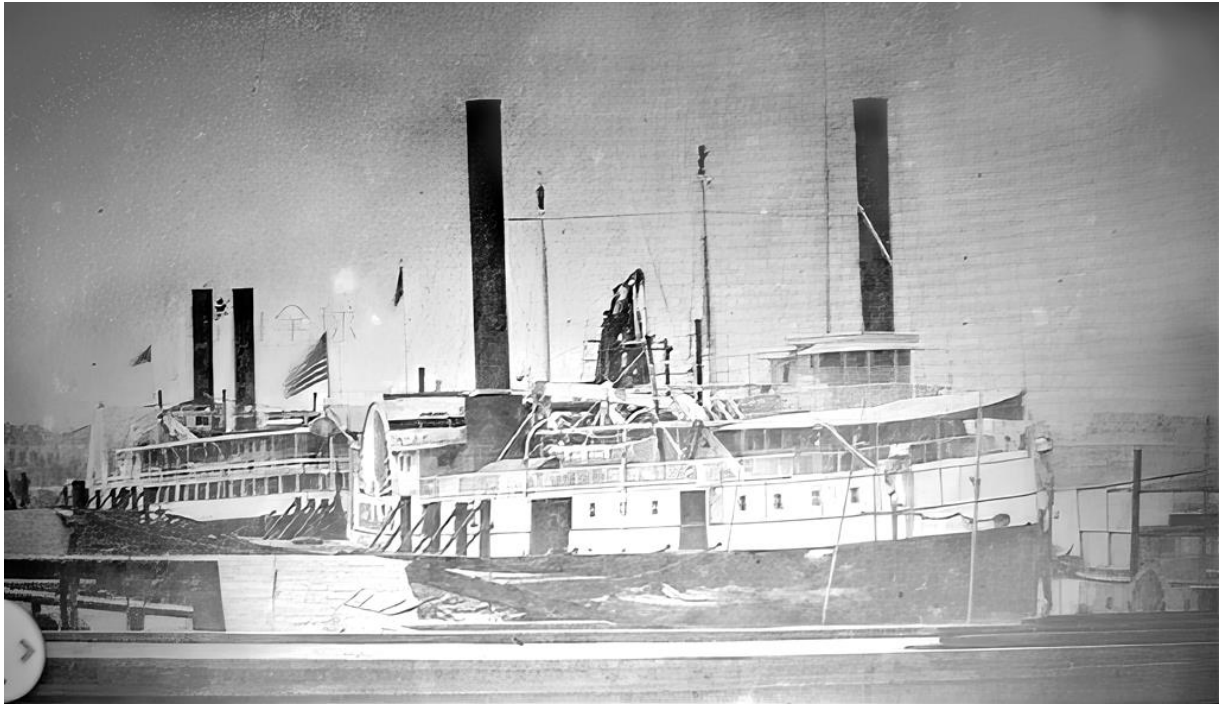
HAE-TING at Amoy (<https://cudl.lib.cam.ac.uk/view/PH-Y-30377-C/29>).

HWAI YUEN 懷遠 (1877) 1215/63 (c.p.s. 270 x 37', VB, Neptune Iron Works, NY)

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 CMSNC r. HWAI YUEN but dismantled same year.



HWAI YUEN sailing for Dents as FUSIYAMA (Peabody Museum).



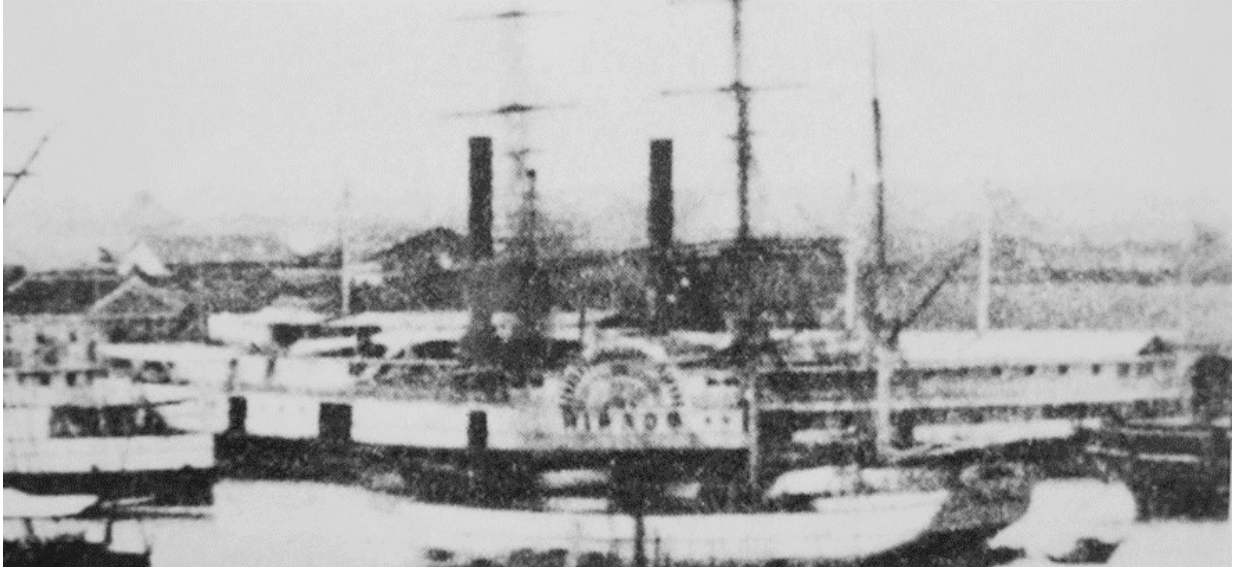
Broad-beamed FUSIYAMA (r.) at the Shanghai SNC wharves, Shanghai (epailive.com).

KIANG CHANG 江長 (1877-78) 3856/76 (i.p.s. 327 x 50', VB, Neptune Iron Works, NY)
 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. 1/3/77 sold to CMSNC r. KIANG CHANG. 4/2/78
 wrecked after striking Hen and Chicken Rocks off Porpoise Bluff downstream from Kiukiang on
 voyage Hankow/Shanghai.



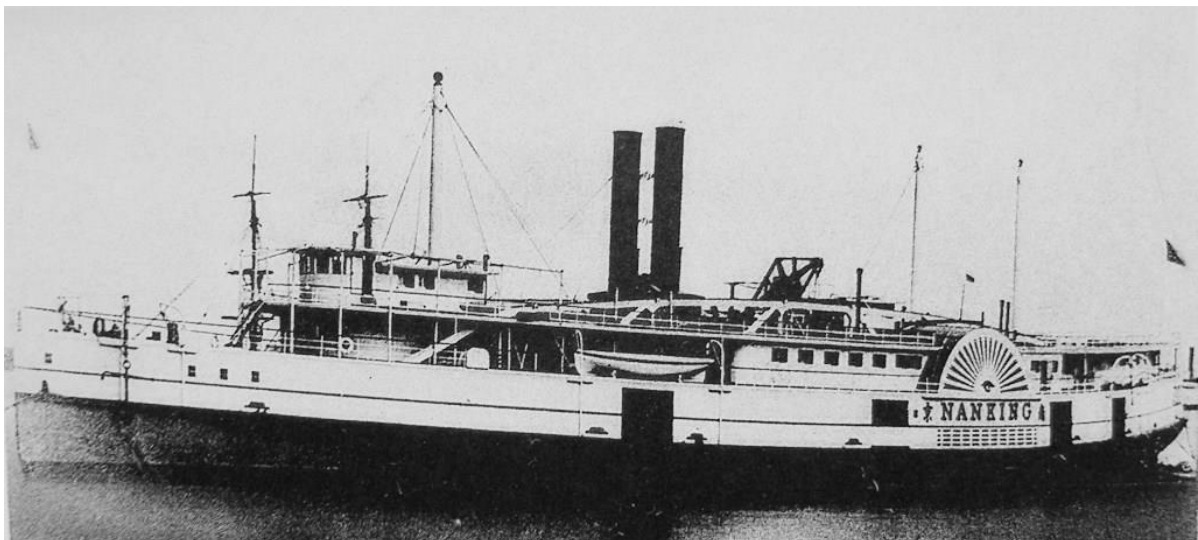
KIANG CHANG as SZECHUEN in 1876-77 (unknown photographer /coll. Louis Dumoulin/
 Bibliothèque Lettres Arts Sciences Humaines Henri Bosco, Univ. Côte d'Azur).

KIANG CHING 江靖 (1877-82) 1294/65 (i.p.s. 265 x 36', VB, Neptune Iron Works, NY)
Erected by C.S. Collyer & A.G. Lambert at Shanghai for Dent & Co. for Yangtse trade as HIRADO.
10/66 sold to Shanghai S.N. Co. 1/3/77 sold to CMSNC r. KIANG CHING. 16/5/82 arrived at Shanghai
- laid up and conv. to hulk.

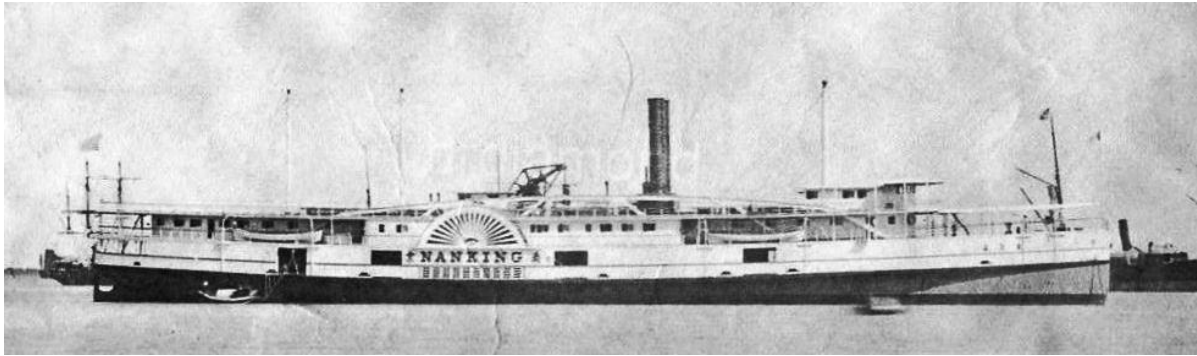


Distant view of KIANG CHING as HIRADO (Peabody Museum).

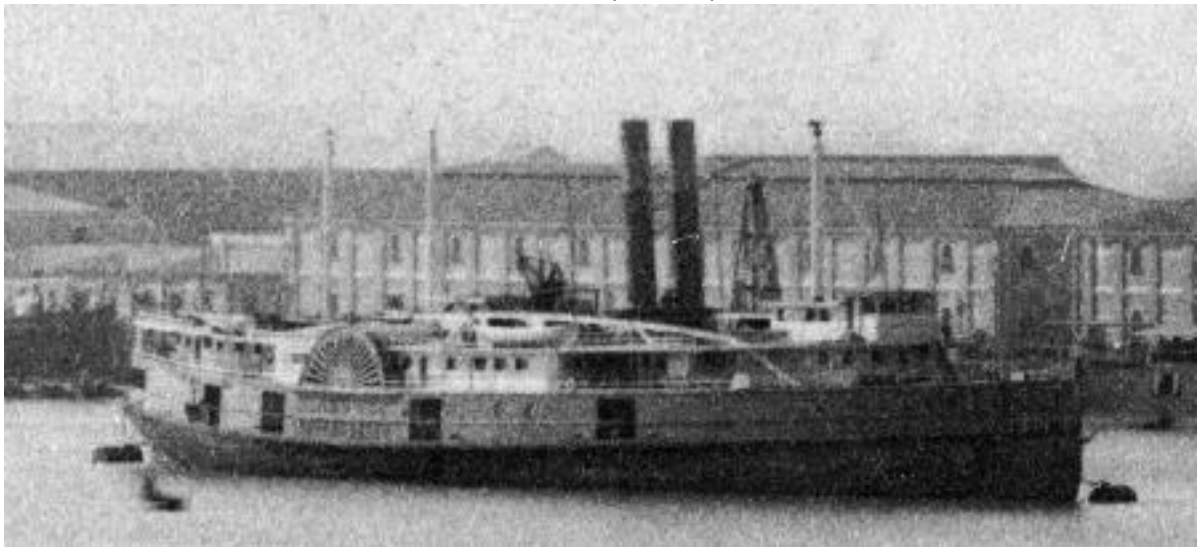
KIANGFOO 江孚 (1877-25) 2330/74 (c.p.s. 295.5 x 50', VB 1cy, Morgan Iron Works, New York)
Erected by A.G. Lambert & Miers Coryell (SSNC marine sup't) at Hongkew with frames constructed
by T.F. Rowland's Continental Iron Works, Greenpoint and rebuilt engine from *Chekiang* (1264/62)
for Shanghai S.N. Co. - 26/3/73 launched and 10/73 entered service as NANKING. 1/3/77 sold to
CMSNC r. KIANGFOO (title t/f 1/78). 1/1925 broken up.



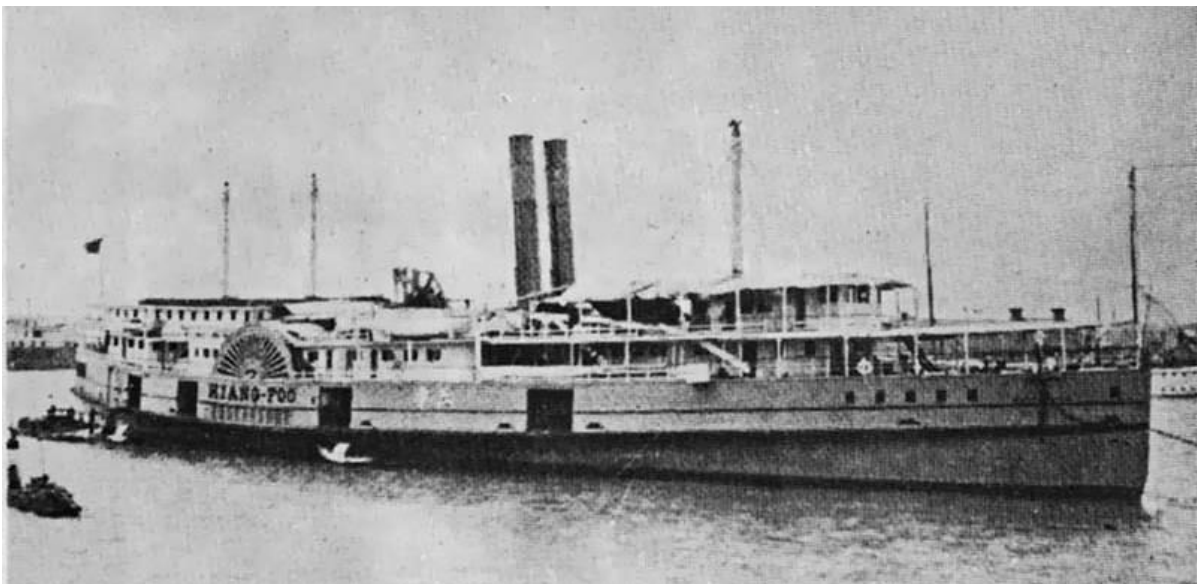
KIANGFOO as NANKING of Shanghai S.N.Co. (*American Neptune*).



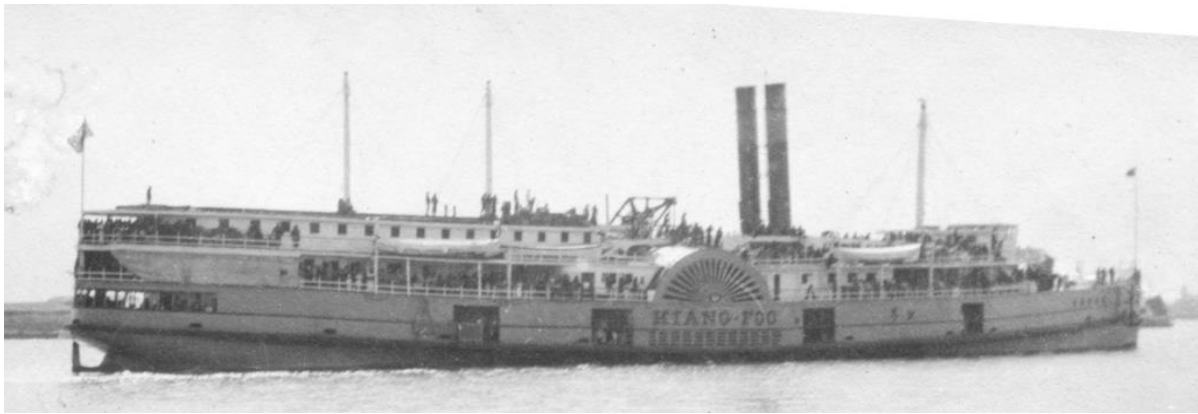
NANKING (SK coll.).



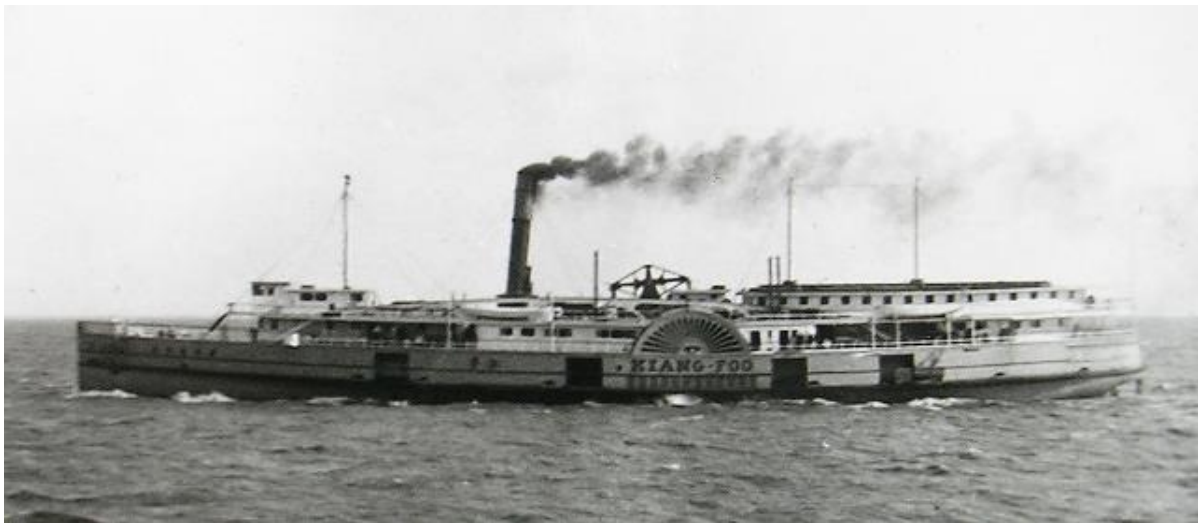
KIANG FOO in March 1891 (UoB DH-s109).



KIANG FOO with new awnings forward and cabin accommodation aft (Yao Kaiyang coll.).



KIANG FOO photographed in 1911 by Robert Dollar (SK*).



KIANG FOO in the 20th century (SK*).

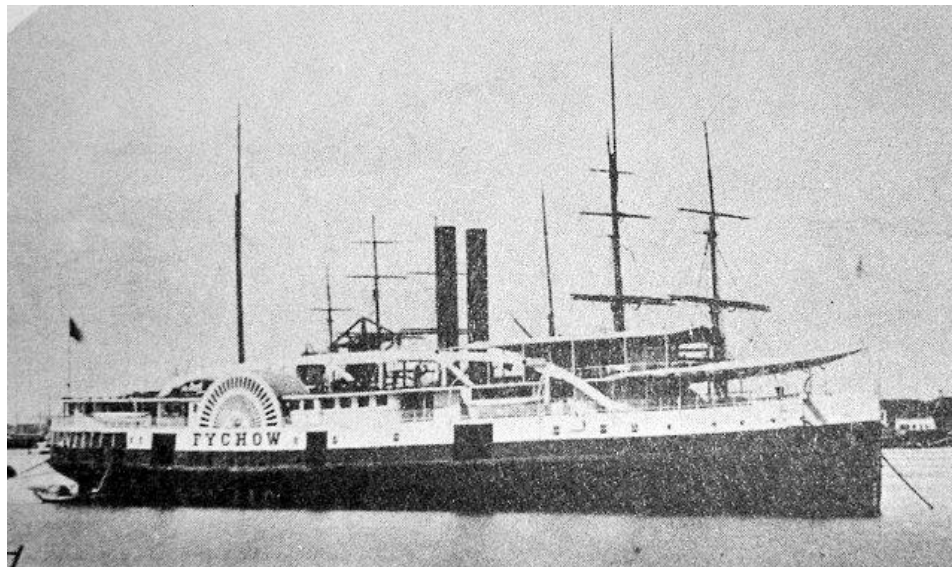


Late KIANG FOO (SK*).

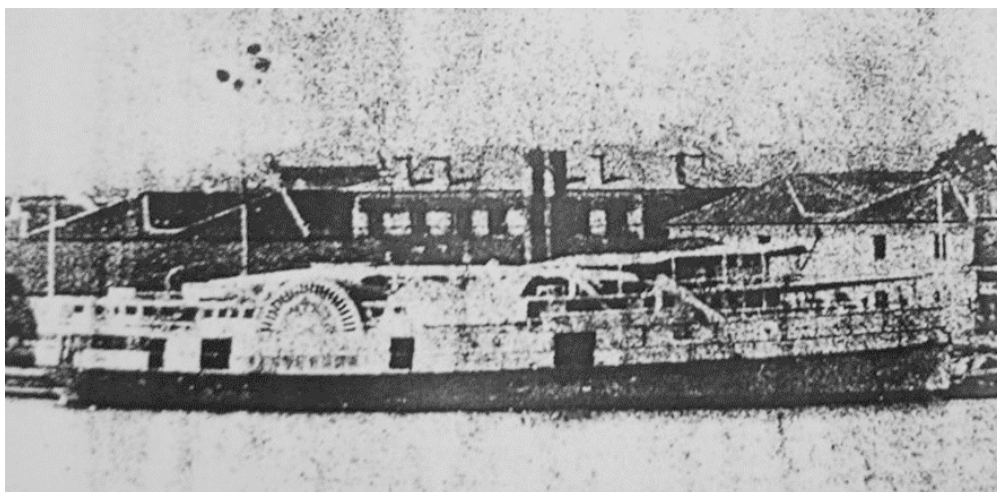
KIANG PIAU 江表 (1877-90) 1495/66 (w.p.s. 253' x 40', VB 1cy, Fletcher, Harrison & Co., Hoboken, NY)

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 CMSNC r.

KIANG PIAU. 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'.



KIANG PIAU as Shanghai S.N. Co.'s FYCHOW (Peabody Museum).

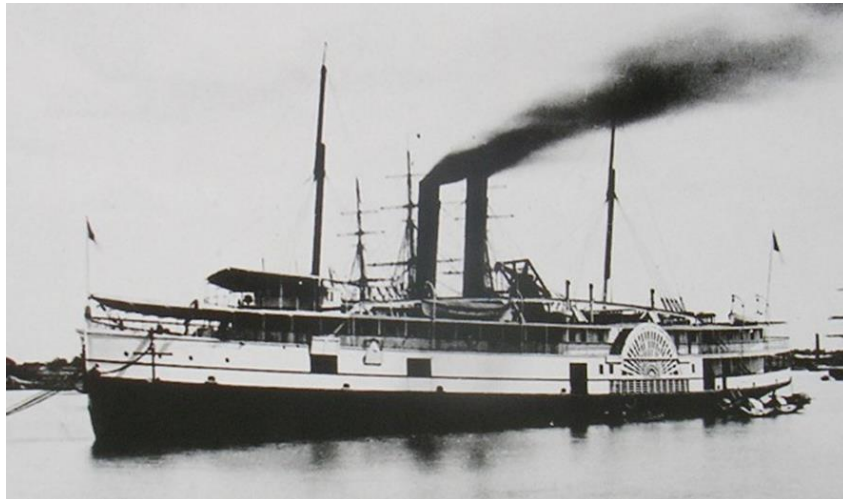


Externally little changed as KIANG PIAU (Mariners Museum).

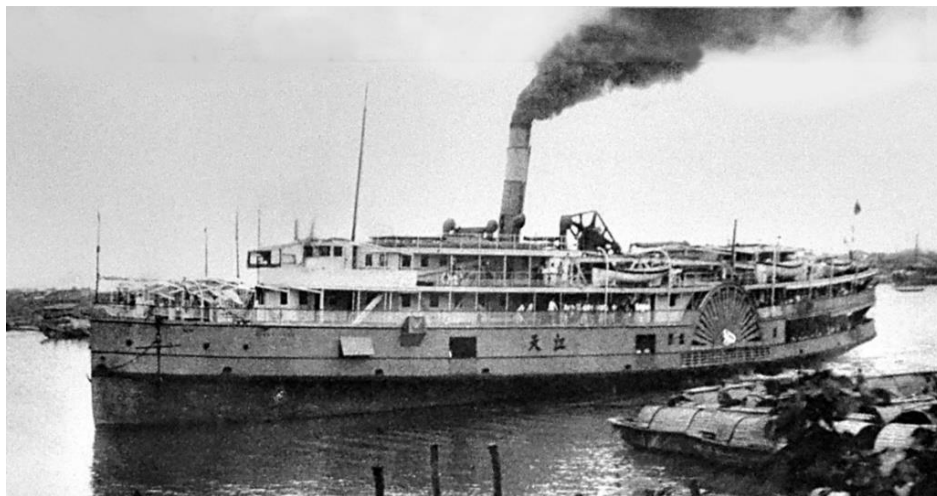


KIANG PIAU's sister ship CHUSAN (ex WALRUS) at Ningpo (Yao Kaiyang coll.).

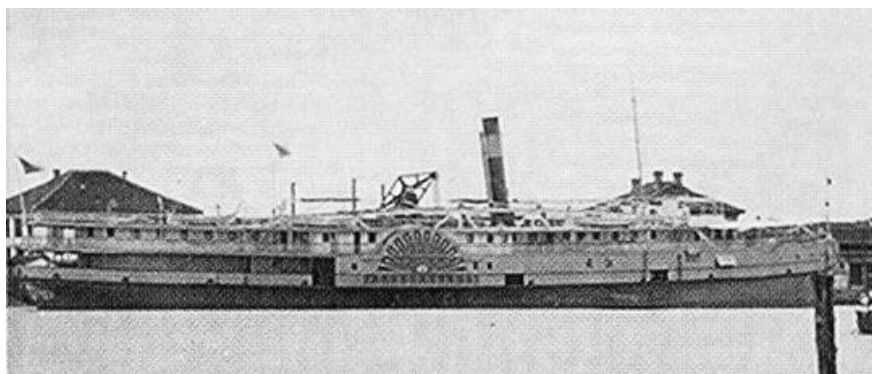
KIANGTEEN 江天 (1877-41) 2010/70 (i.p.s., 273.2 x 41.5', VB/250 hp, later C2cy/333 nhp)
 Built by A. & J. Inglis, Glasgow (#68) for Shanghai S.N. Co. as **MONING** 墨寧. 9/6/70 arrived at
 Shanghai - 21/6 t/f to American flag r. **HUPEH**. 1/3/77 sold to CMSNC r. **KIANGTEEN**. 6/5/90 trials
 after re-engining and reboiling by S.C. Farnham & Co., Shanghai. 1894 t/f to China Nav. Co. Ltd r.
MONING 貿寧. 1895 reverted to CMSNC as **KIANGTEEN**. Early-1938 t/f to Wm Hunt & Co., Shanghai.
 12/41 scuttled at Shanghai.



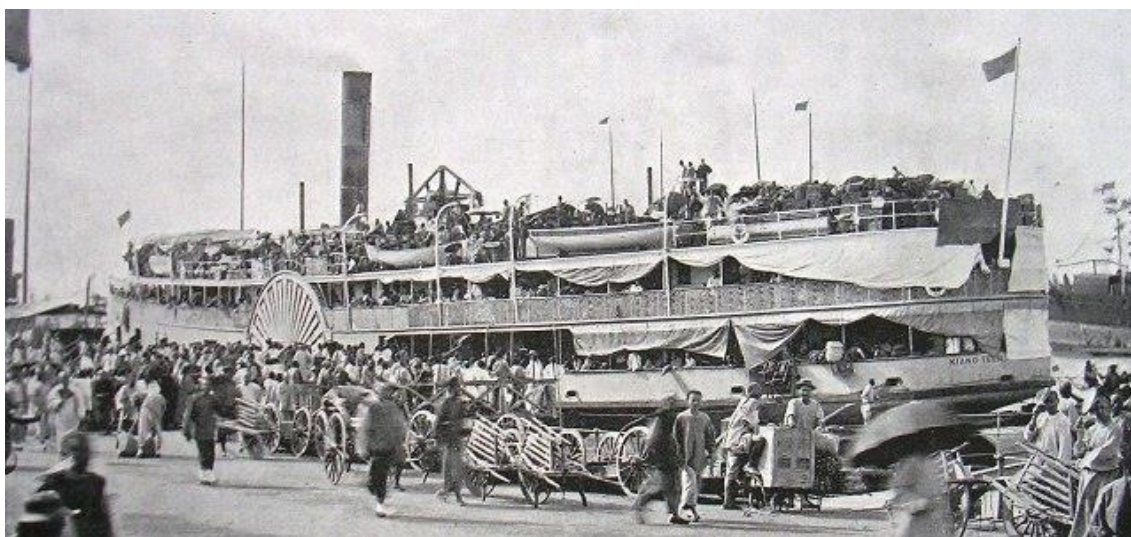
MONING/HUPEH as built, twin funnels and hog frames (Peabody Museum).



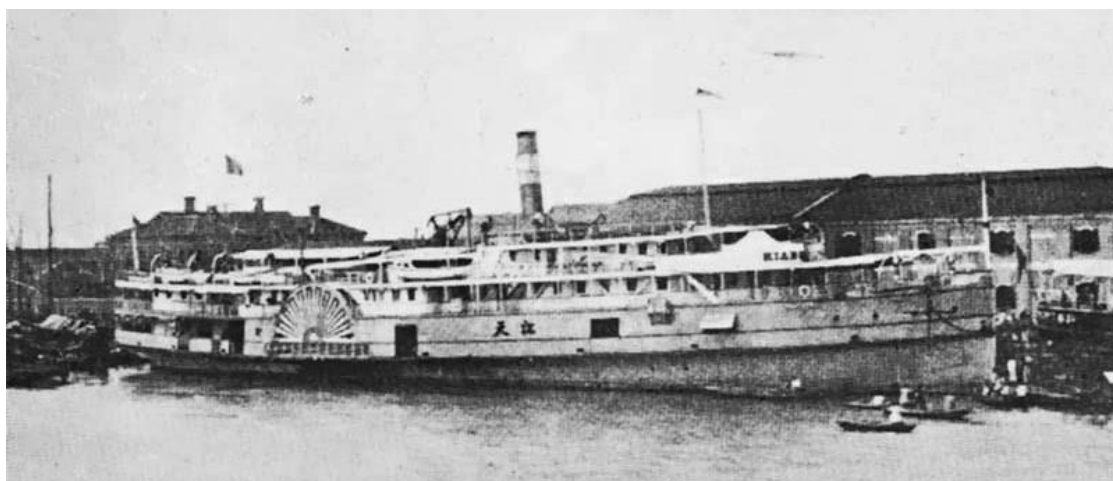
Renamed **KIANGTEEN**, arriving at Ningpo (from a postcard).



KIANGTEEN at Ningpo. Handwritten inscription on base of photo says "China Merchants 'Kiangteen' arriving every Sunday, Wednesday and Friday, leaves Monday, Wednesday and Friday".



KIANGTEEN at the turn of the century (*The Sphere*. 8 Dec 1900).



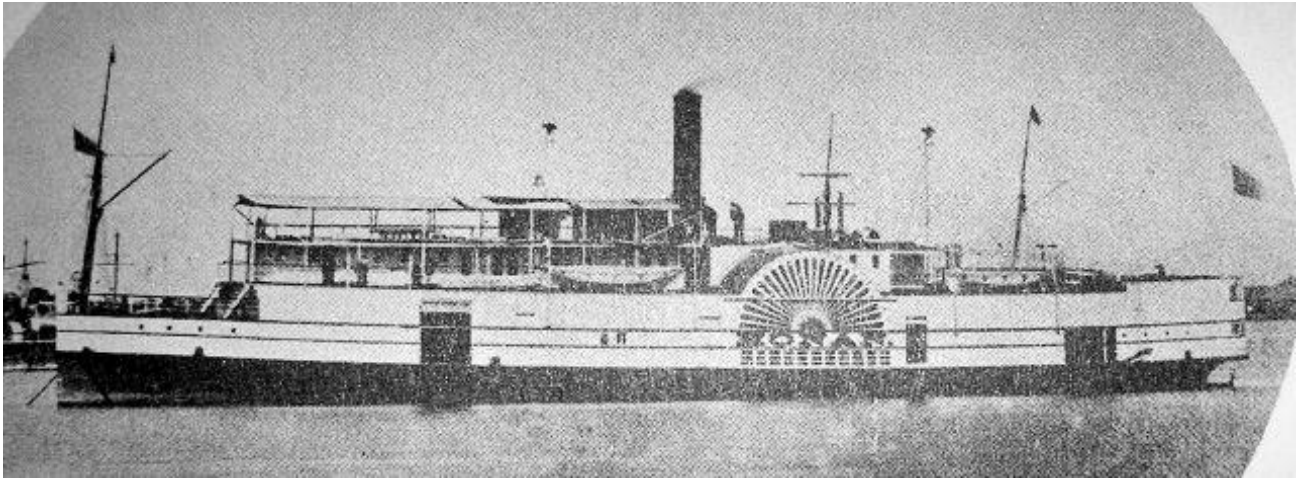
KIANGTEEN as she appeared for much of her 71 year career. After she arrived from Glasgow in June 1870 her American part owner J.B. Forbes commented "The *Moning* is a fine ship – staunch and strong – and with a big belly, but her bow isn't worth a cent and she will be slow." However, Shanghai S.N. Co.'s masters and engineers later advised that the ship, although slow when light, was fast when fully loaded (Yao Kaiyang coll.).



Upright funnel and perhaps minus hog frames. KIANGTEEN at Ningpo Bund, 1930s?

(<https://auction.artron.net/paimai-art5123390024/>).

KIANGTUNG 江通 (1877-22) 566/71 (i.p.s., later i.s.s. 218.0 x 31.2', 1cy/188 nhp, NY)
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. 1/3/77 sold to CMSNC r. KIANGTUNG. 30/4/22 burnt out 9 m. from Wuchow on voyage Shasi-Hankow.



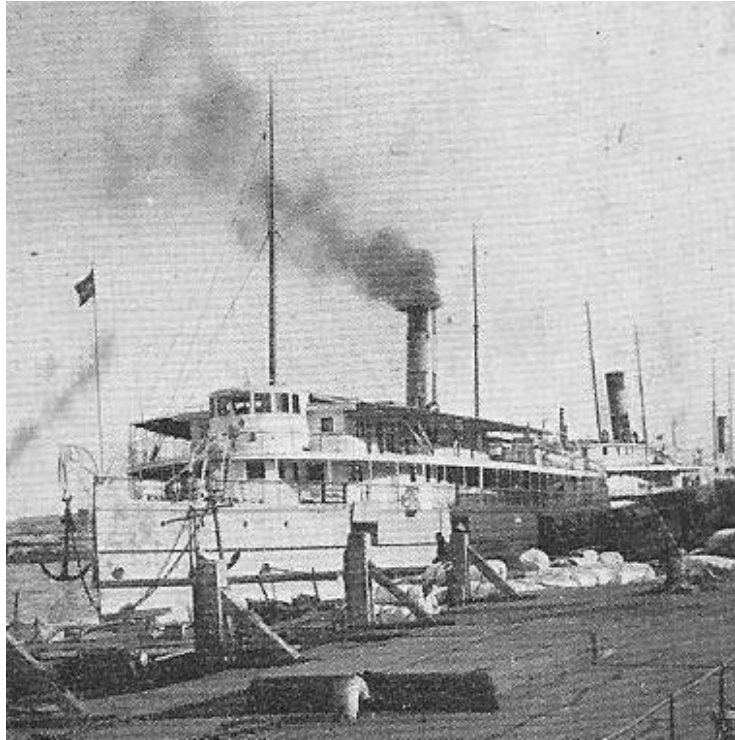
HONAN built as a paddle steamer with closed decks (Peabody Museum).



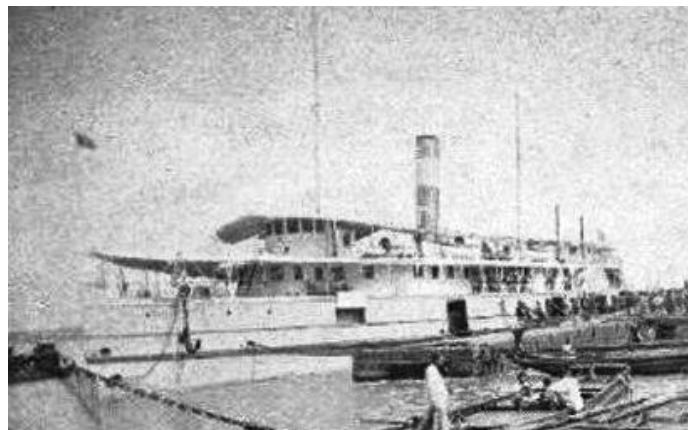
KIANGTUNG at Shanghai in 1882 (Kung Tai/Peabody Museum).



KIANGTUNG after conversion to a screw steamer (epailive.com).



KIANGTUNG bow view from an old postcard (Ebay).

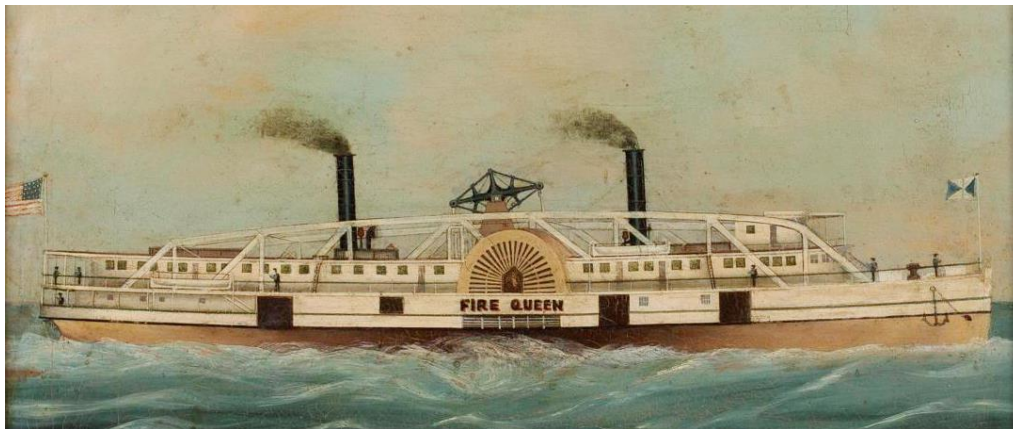


KIANGTUNG at Kiukiang (<http://www.xlrww.cn/news/wh/jxrj/2009/03/31/355/>).

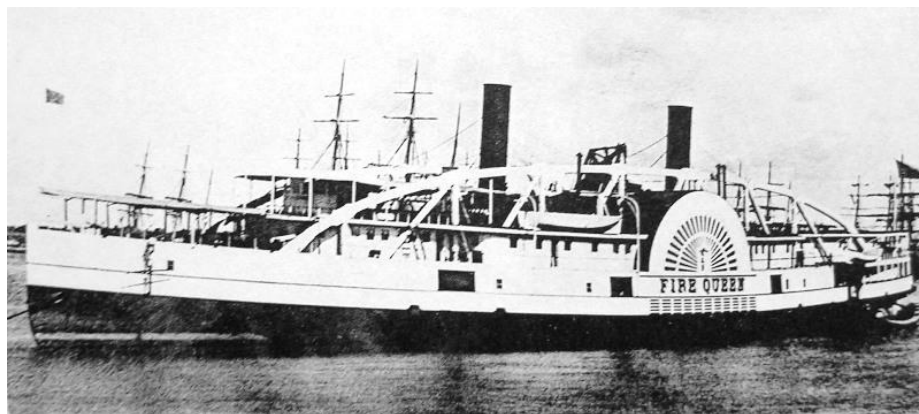


KIANGTUNG with KIANG WAH (Yale colln).

KIANGWAE 江匯 (1877-78) 3801/64 (w.p.s. 317.4 x 47.0', VB, Allair Works, New York)
 Built by John Englis & Son, New York for Lindsay & Co., Shanghai as FIRE QUEEN - 1/11/64 arrived at Shanghai. 12/65 sold to Shanghai S.N. Co. 1866 laid up for 3 months with broken shaft. 1/3/77 sold to CMSNC r. KIANGWAE. 1878 dismantled.



FIRE QUEEN was the last and largest steamer specifically built in U.S. for the Yangtse.
 (Northeast Auctions).

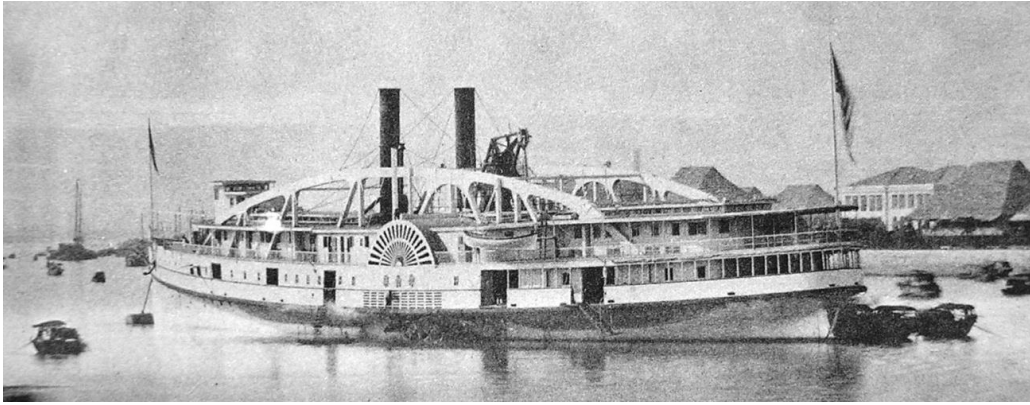
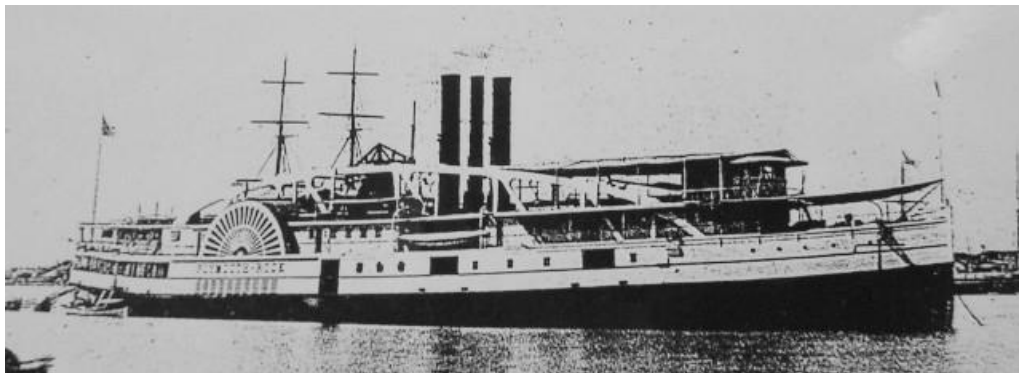


KIANGWAE as FIRE QUEEN (Peabody Museum).



FIRE QUEEN at Shanghai for SSNC in about 1873 (H.C. Cammidge/Sotheby's).

KIANGYUEN 江源 (1877-78) 3017/63 (w.p.s. 284.0 x 41.6', VB, Allaire Works, NY)
 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 CMSNC 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 reboiling (S. Dutton, Peabody Museum).

MEILI 美利 (1877-83) 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. 2/77 sold to CMSNC 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.

HWAI YUEN 懷遠 (II) (1877-83) 1122/64-4 (i.s.s. 260.5 x 31.4', C4cy/250 hp/10k)

Built by Randolph, Elder & Co., Glasgow (#23) for Africa S.S. Co., Liverpool for West Africa trade as CALABAR, 24/5 maiden voyage. 7/73 arr. Liverpool and sold to Thomas Royden & Son, Liverpool. 10/73-2/74 advertised for sale at Wapping Dock, Liverpool. By 9/74 owner-master R.W. Hutchinson Ltd (reg. London), 14/10 engineer survey after engines compounded and new boiler. From 28/10/74 advertised for China and Japan via London, 11/11 sd Gravesend via Suez, 26/2 arr. Singapore, 16/4 trials after engine repairs. By 10/75 on charter to Borneo Co. for Saigon-Singapore rice trade. 16/12/75 arr. Singapore and laid up for sale or charter. 27/5/76 sd for Saigon, subsequently taken over by Hongkong & Shanghai Bank. 3-5/77 after sale by HSB in service Amoy-Straits-Ranong (Siam) (Hutchison still Master). By mid-1877 in service on China Coast as HWAI YUEN (CMSNC mgrs?). 9/77 made Amoy under sail after engine failure o/v to Swatow. 16/11/77 sold by auction in Shanghai for Tls 13,000 to CMSNC (NCH 22/11/77). 29/12/83 o/v Shanghai-Hong Kong at 0500 struck rock in Haeshin (Hieshan) Is. 154 m. S of Shanghai lightship and quickly sank with only 5 survivors out of 55 crew and est. 140 passengers (NCH 16/1/84).

KIANG PING (1878-93) 368/64 (i.p.s. 177.2 x 24.0', 2cy/80 hp)

Built by Thomas Wingate & Co., Glasgow (#77), intended for Cia. Pernambucana, Pernambuco, as IPOJUCA but 29/5/65 reg. at Glasgow for John Bell, Prestwick, r. JAPAN, sent to Far East. 5/66 sold through Alt. & Co. to Geishu (Aki)-han for \$110,000 r. HOAN-GO. 3/69 in operations against Enomoto in Hokkaido. 4/74 for sale in Yokohama and subsequently to A.O. Gay (US flag) r. HOAN MARU. End-1876 reg. at Shanghai. 1877 r. SOOCHOW. 1877 sold to H.A. Jenkins as reg. owner for Ningpo Chinese syndicate. 8/77 sold to H.B. Endicott, Hong Kong r. NGAN KING. 4/78 sold to CMSNC r. KIANG PING, used Shanghai-Ningpo, then Canton-Macau. IV/1893 conv., to landing pontoon. [*This vessel (O.N. 52603) sometimes confused with Japan (539/65, O.N. 52747) which during 1870s was in service between Singapore and Penang*]

YUNGNING (1878-87) 291/54-6 (iron 175.5 x 21.0' (P.&O. UNION) 156.0 x 22.0' (CMSNC HAE-CHANG), DA2cy/57 hp, Day, Summers & Co., Southampton)

Built by Samuda Bros, London for Union Steam Collier Co., London for Southampton-Constantinople-Smyrna line as UNION. 12/54 req. as Crimean War transport. 1-10/56 laid up at Southampton. 1857 lengthened (336g) and 11/58 resold to P. & O. S.N. Co., London for Mauritius-Réunion line, then Red Sea. 2/63 sold to Dent & Co., Shanghai. 17/10/65 sold through Glover & Co. for \$60,000 to Choshu-han though under a written agreement registered immediately for ally Satsuma-han as SAKURAJIMA MARU with a Satsuma crew for use as a merchant ship, to revert to Choshu at the breaking out of national hostilities. Under revised agreement with third party management 12/65 sailed from Kagoshima (Satsuma) to Shimonoseki (Choshu) where concurrently known as 乙丑丸 [ITCHU MARU, ITCHU being the Japanese rendering of a Chinese cyclical name for the year 1865] contemporary romanisations OTSUJU MARU [WSS=OTSUCHO MARU]. 6/66 with a Choshu crew defended Choshu against attack by Tokugawa government forces. 7/71 sold to Odaya Co., Shimonoseki. Late-1872 sold to D.R. Spedding, Shanghai (US flag). 1/73 arrived at Shanghai from Nagasaki as UNION. 5/73 sold to A. Murray and after refit by Pootung Foundry & Eng. Works resold to Tong King Sing (mgr CMSNC) et al. and late-1873 in service on charter to CMSNC as YUNGNING. 1878 sold to CMSNC. Operated Shanghai-Wenchow. Winter 1887/8 refitted at Shanghai by S.C. Farnham & Co. and fitted with C2cy/57hp engine by SCF and r. HAE-CHANG. 2/94 dismantled and conv. to landing pontoon. [*addit. details from Newall, Union-Castle Line, 1999 and Rabson & O'Donoghue, P&O, 1988 but some inconsistencies, incl. builder*]



Possible YUNGNING in earlier life at Nagasaki as ITCHU MARU (Nagasaki University).

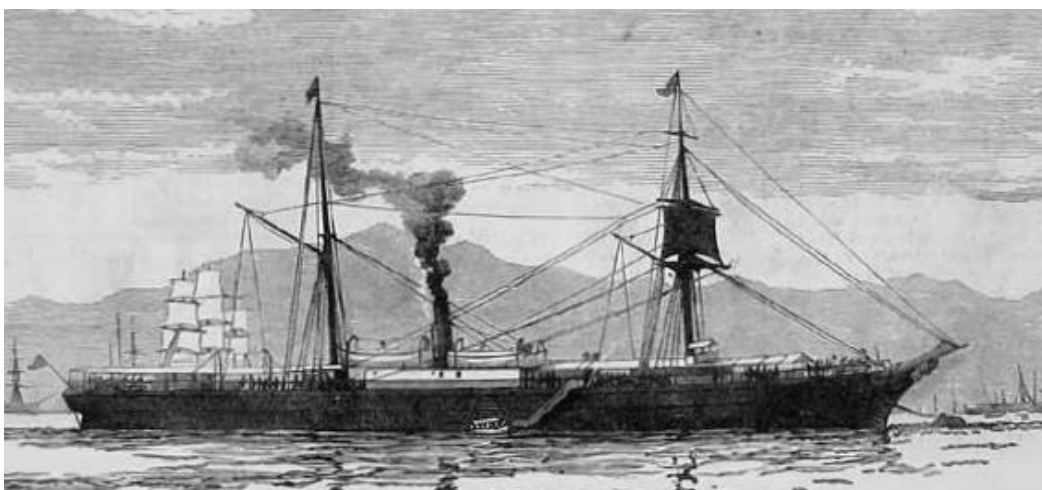


Probable YUNGNING at Shanghai in 1882 (Kung Tai/Peabody Museum).

HING SHING (1880-83)

see **TAHYEW** (1875-80)

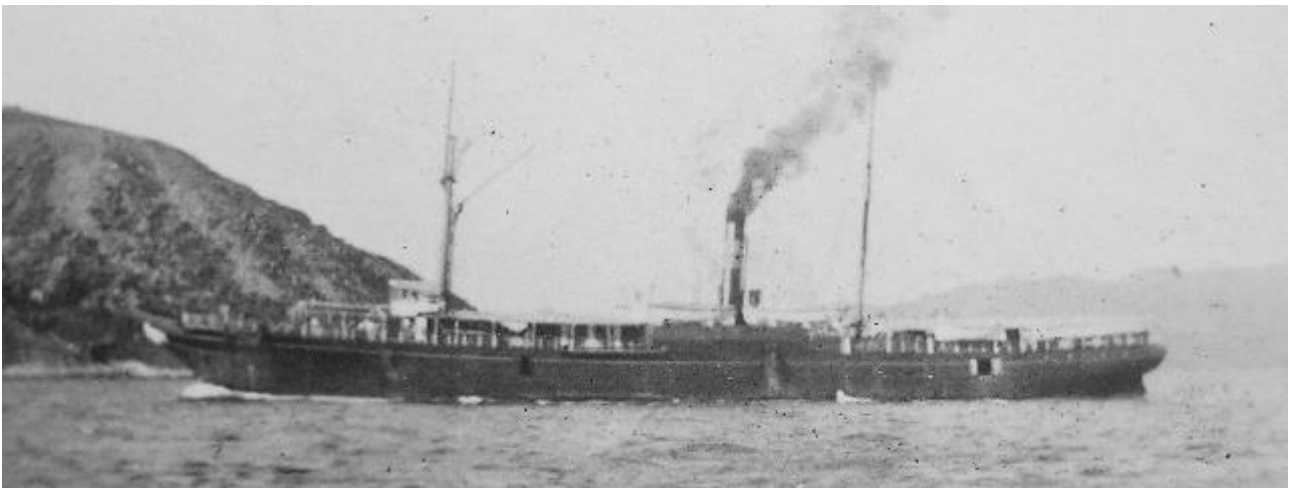
MEI FOO 美富 (1880-11) 1799/76 (iron, 265.0 x 33.0', C2cy/150hp, W.B. Thompson, Dundee)
 Built by Wm Hamilton & Co. for J. Hay & Co., Liverpool (#36) as sailing vessel BENCLUTHA. End-2/79
 driven ashore in gale near Chefoo – salvaged by S.C. Farnham & Co. and 7/79 arrived at Shanghai in
 tow. 4/80 cut in two, lengthened and fitted with engines by S.C. Farnham & Co. - 10/80 ran trials as
 MEI FOO (LR as MEEFOO). Late-1880 sold to CMSNC. 1/84 t/f to Wm Keswick, Hong Kong r.
 BENCLUTHA. 1885 reverted to CMSNC as MEI FOO. 1894 t/f to B. Schumacher, Bremen r. LI-FU/FOO.
 1895 reverted to CMSNC as MEI FOO. 1900 t/f to British flag (S.C. Farnham & Co. Ltd, Shanghai reg.
 owner) r. BENCLUTHA. 1901 reverted to CMSNC as MEI FOO (LR as MEE-FOO). 23/4/11 rammed
 amidships and sunk by *Kwang Lee* (1883) while at anchor off Elgar Is. (c.80 m. from Woosung) in
 dense fog o/v Amoy-Shanghai - quickly sank with loss of est. 40 lives.



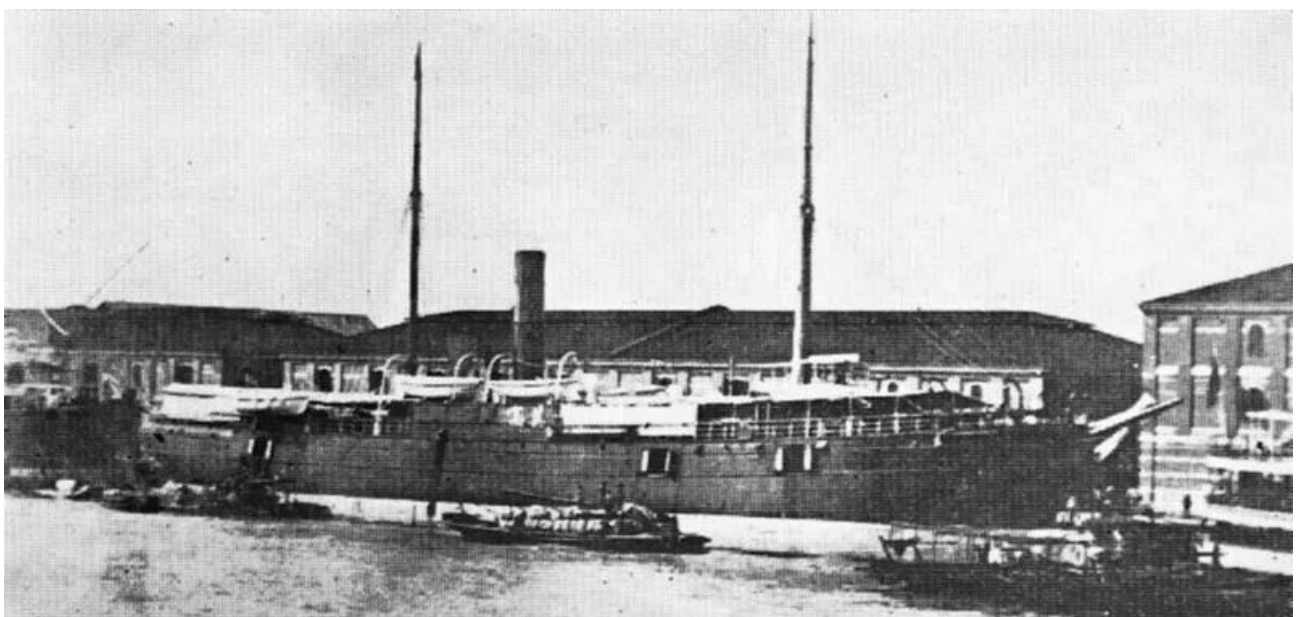
MEI FOO by I.R. Wells (Internet).



Chinese artist's impression of MEI FOO (Skinner, Inc.)



MEI FOO at Lyemun Pass (HKMM gift SK*)



MEI FOO at Shanghai (Yao Kaiyang coll.).

CHI-YUEN 致遠 (1881-18) 1873/81-10 (iron, 284.9 x 34.2', C2cy/300hp)

Built by Lobnitz, Coulborn & Co., Renfrew (#182) - purchased on stocks by CMSNC? 1/84 t/f to Wm Keswick, Hong Kong. 1885 reverted to CMSNC. 1894-95 t/f to British flag (J.R. Twentyman, Shanghai reg. owner). 1900-01 t/f to American flag (A.E. Knights, Shanghai reg. owner). 16/12/18 burnt out at Rangoon.



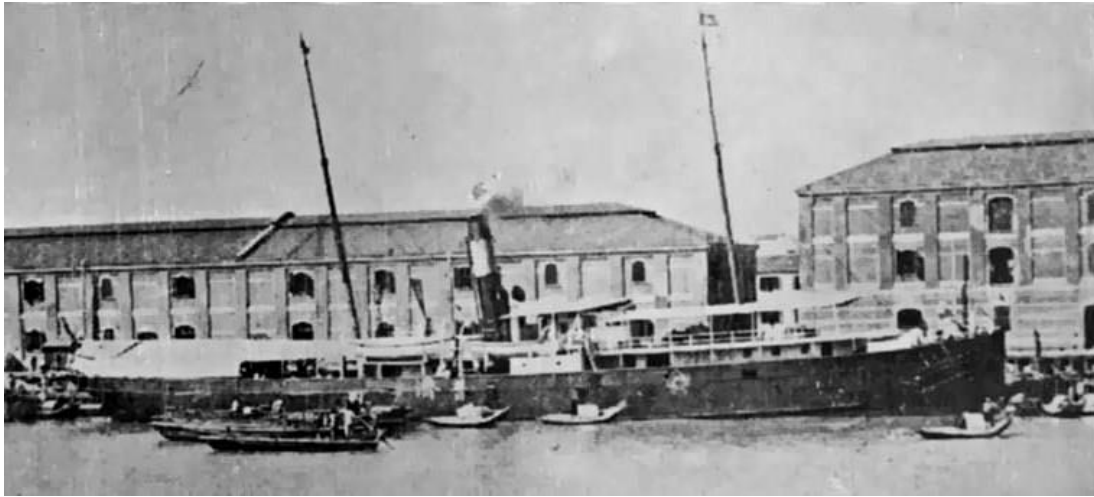
CHI-YUEN in 1891 (UoB DH-s109).



Rebuilt CHI-YUEN (Yao Kaiyang coll.).

POO-CHI 致遠 (1882-18) 1049/82 (steel, 2-sc. 209.7 x 35.4', 4Cy/120 hp by Lees, Anderson & Co., Glasgow)

Built by Aitken & Mansel, Glasgow (#15), possibly bought on stocks by CMSNC but 4/7/82 launched as POO-CHI. 1900-01 t/f to American flag (A.E. Knights, Shanghai reg. owner). 15/1/18 sunk in collision with fleetmate *Hsin Fung* (1891) off Woosung outbound for Wenchow, nearly 300 lives.



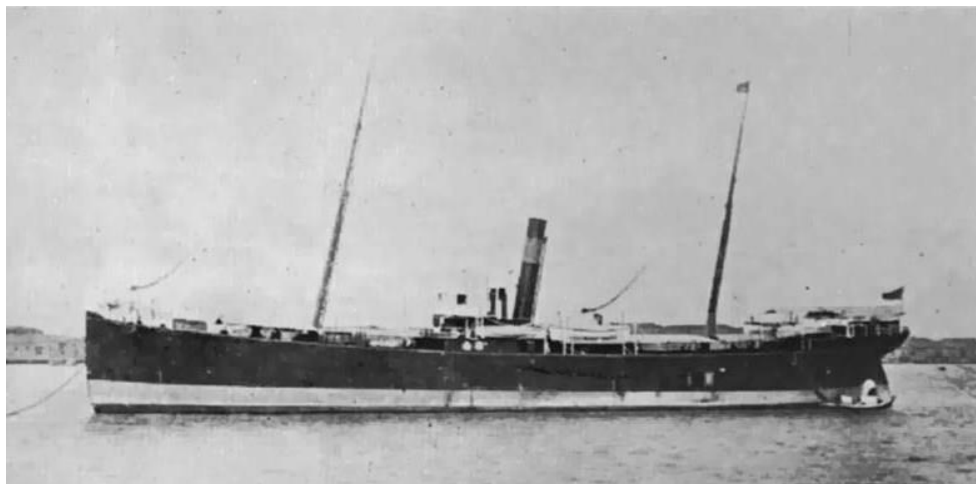
POO-CHI (Yao Kaiyang coll.).

KUNGPAL 拱北 (1882-95) 1047/80-12 (iron, 210.0 x 30.3', C2cy/95 hp, Lees, Anderson & Co., Glasgow)

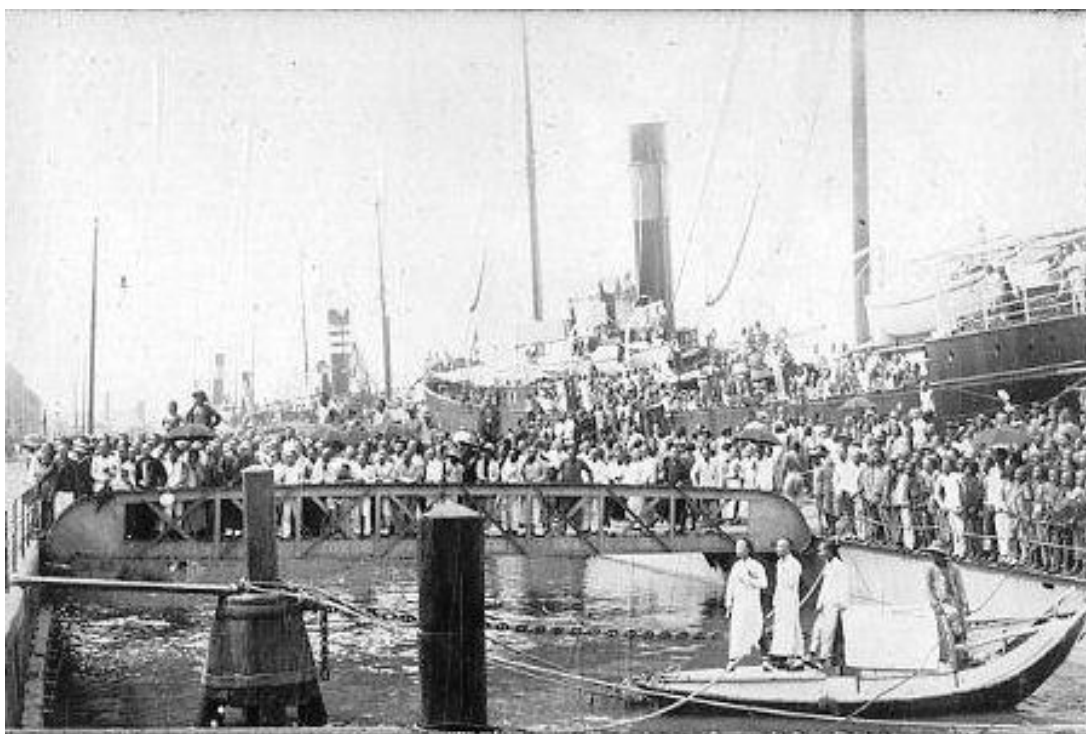
Built by Ramage & Ferguson Ltd, Leith (#25) for Huntley, Berner & Co., West Hartlepool as WYCLIFFE. 1882 sold to CMSNC r. KUNGPAL. 4/12/89 rammed and sank P&O *Ancona* (3142/79) in Hong Kong - 21/1/90 out of drydock after repairs. 1894 t/f to British flag r. WYCLIFFE. 1895 reverted to CMSNC as KUNGPAL. 14/10/95 sank after ammunition explosion while anchored in Kinchow Bay, Liaotung Peninsula with troops from Tientsin - 580 troops and 51 officers and crew killed.

TOO NAN 圖南 (1882-33) 1537/81-9 (iron, 253.2 x 36.1', C2cy/180 hp)

Built by Palmers & Co. Ltd, Jarrow (#452) for unknown owners as HEMAN but completed and reg. 11/9/81 to C.W. Pollexton, Liverpool as RORY. c.1/82 sold to CMSNC, 4/82 at Singapore en route to Shanghai where r. TOO NAN. 12/82 placed in Amoy-HK-Straits trade. 12/83 r. RORY. 1/84 t/f to Wm Keswick, Hong Kong (same trade). 1885 reverted to CMSNC as TOO NAN (in LR as TOO NAM). 1896 reboilered. 1900-01 t/f to American flag (A.E. Knights, Shanghai reg. owner). 10/7/33 sank after collision with Choshun Maru (4026/30) in fog off Shantung Peninsula, 104 dead. Cargo consigned to various banks but Japanese-controlled Dairen Court unable to provide outcome satisfactory to the Chinese interests.



TOO NAN (Yao Kaiyang coll.).



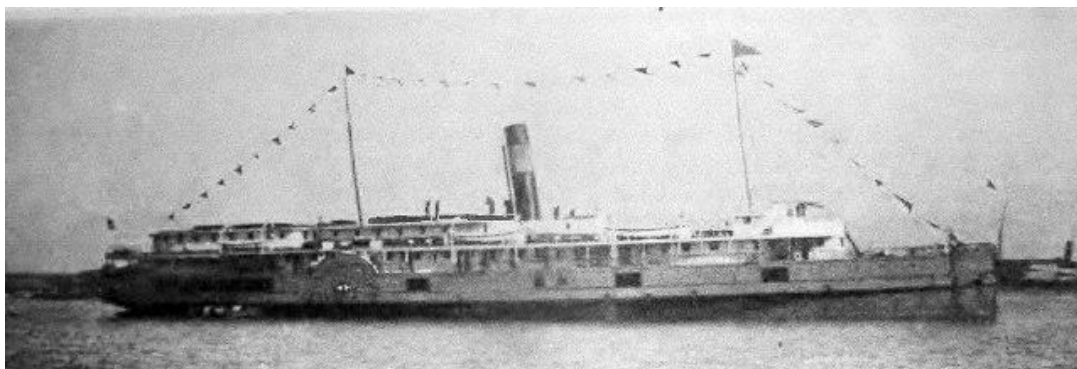
Probable TOO NAN at Shanghai between 1907 and 1910 (Ebay).



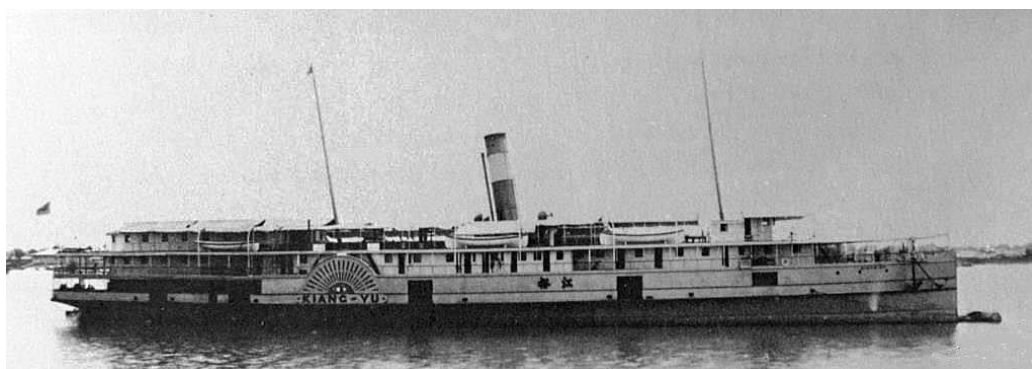
Possible updated TOO NAN at CMSNC Wharf, Shanghai ca.1928
(from a panorama, coll Naval History Heritage Command UA 571.47).

KIANG YU 江裕 (1883-38) 3098/83-4 (s.p.s. 300.0 x 42.0', C2cy/300 hp)

Built by A. & J. Inglis, Glasgow (#173) for CMSNC. 19/4/83 sailed for China. 19/5/38 rep. sunk as blockship 4nm below Matang (below Kiukiang).



KIANG YU dressed overall to mark Chinese New Year 1912, the first year of the Republic of China. ("M.B." in *China's Millions*, 6/12, p.86 <http://imageserver.library.yale.edu/digcoll:19198/500.pdf>).

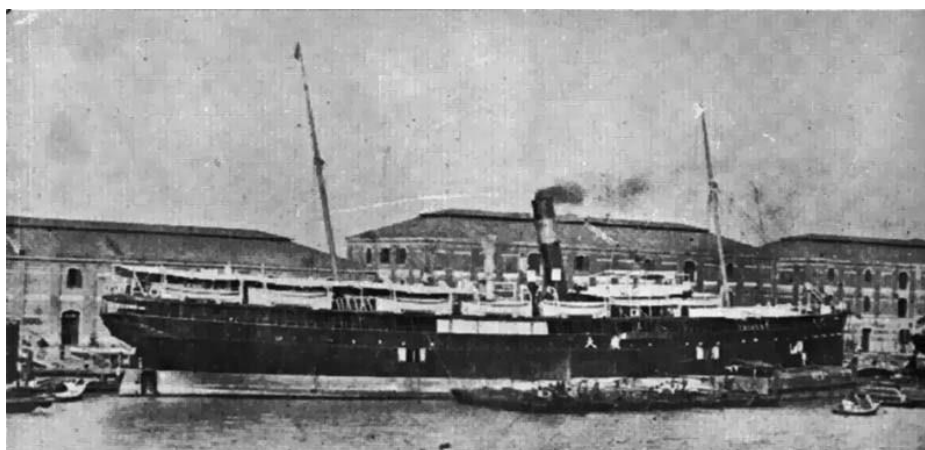


KIANG YU, last large paddle-driven steamer built for the Yangtse, here with summer awnings (Internet image)

FUSHUN 富順 (1883-03) 2474/83-7 (steel, 280.0' x 40.0', C2cy/250 hp, W.B. Thompson, Dundee)
 Built by W.B. Thompson, Glasgow (#50) for CMSNC, 24/5/83 launched, then towed to Dundee where machinery fitted. 1883 certificate of sale revoked, t/f to Ewan Cameron, Manager & George Clement de St Croix, Sub Manager, Hong Kong & Shanghai Banking Corp., Shanghai. 1884 reverted to CMSNC. 6/5/92 rammed and sank *Peking* (1476/81) near Elliot Is. (80 m. S. of Shanghai) in heavy fog. 1899 reboilered. 1900-01 t/f to British flag (S.C. Farnham & Co. Ltd, Shanghai reg. owner). 22/11/01 gutted by fire while at anchor in Pearl River at Canton. 1/02 after temporary repairs steamed to Shanghai under escort by *Anping*. 1903 re-entered service as KWANG TAH. 1932 sold to San Hsing S.S. Co., Shanghai r. SAN HSING. Reported sold for scrapping 1939 but not RLR until 1959. [Further details from Dundee Archives <http://www.fdca.org.uk/pdf%20files/Caledon%20F.pdf>]



KWANG TAH (ex FUSHUN), at Canton in 1903-08 (A.O. Sauter, Basel Mission coll.).

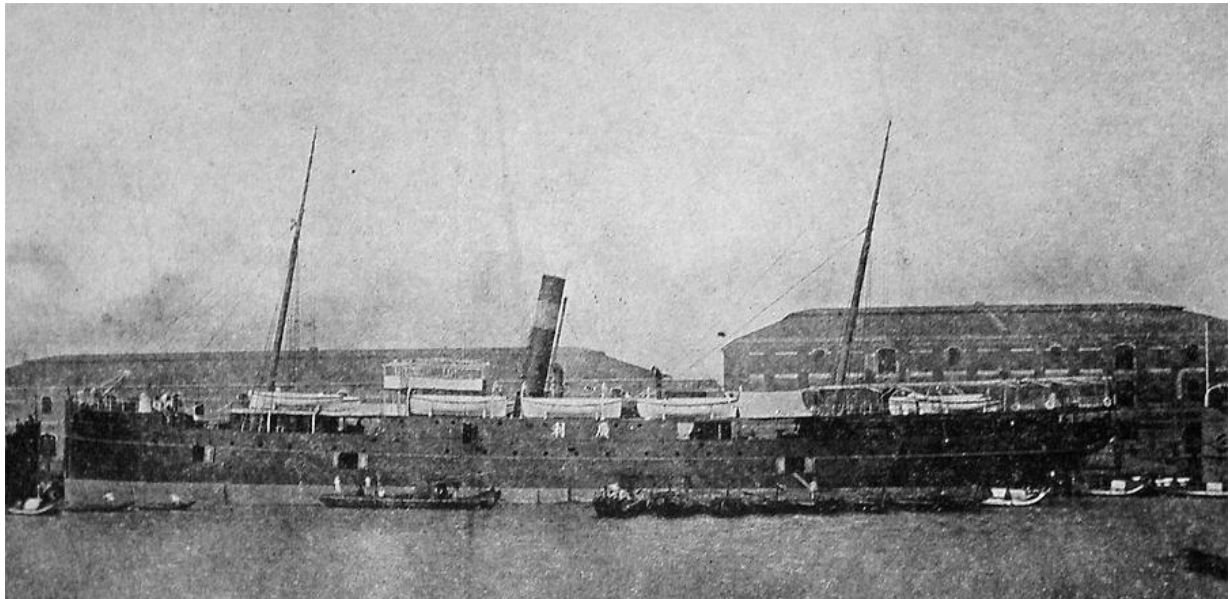


KWANG TAH at Shanghai (Yao Kaiyang coll.).

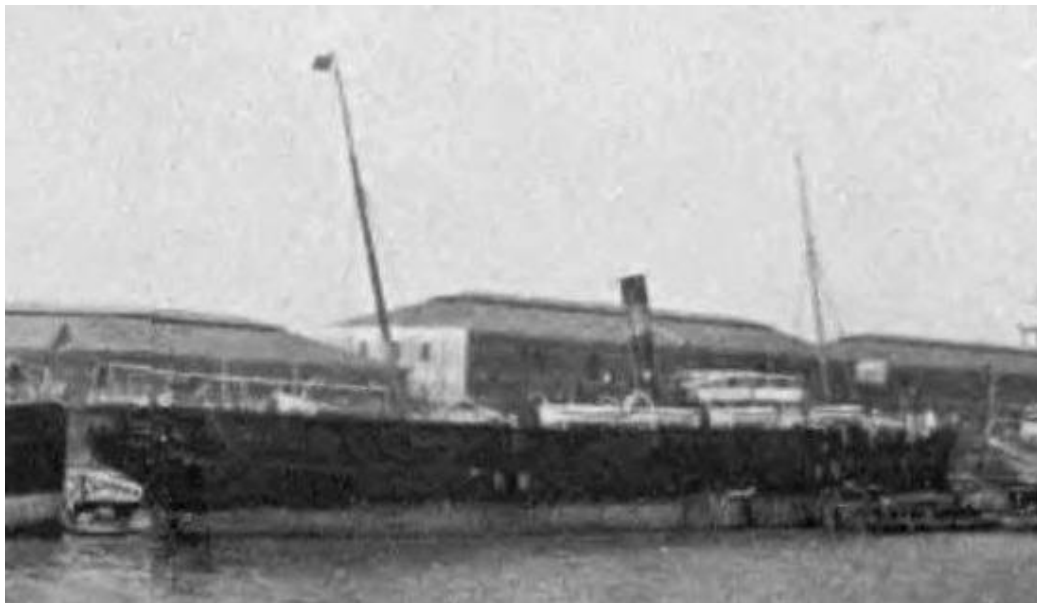


SAN HSING in Pohai ice photographed by C.Y. Tung on 8 Feb 1936 (Tung coll.)

KWANG LEE 廣利 (1883-37) 2359/83 (steel, 280.0 x 40.0', C2cy/250 hp, W.B. Thompson, Dundee)
 Built by W.B. Thompson, Glasgow (#51) for CMSNC. 11/7/83 launched, then towed to Dundee
 where machinery fitted. 1894-95 under British flag. 11/6/96 stranded on Elgar Is. near Shanghai -
 14/6 refloated. 1900-01 t/f to British flag (S.C. Farnham & Co. Ltd, Shanghai reg. owner). 1904
 engines tripled. 23/4/11 damaged in collision with *Mel Foo* (1880-11) - latter sank. 13/7/26 seized
 by pirates off Hong Kong on voyage Shanghai-Canton and looted after grounding off Ki An Light -
 15/7 refloated and taken to Hong Kong. 12/8/37 sunk as blockship in Yangtse below Kiangyin.



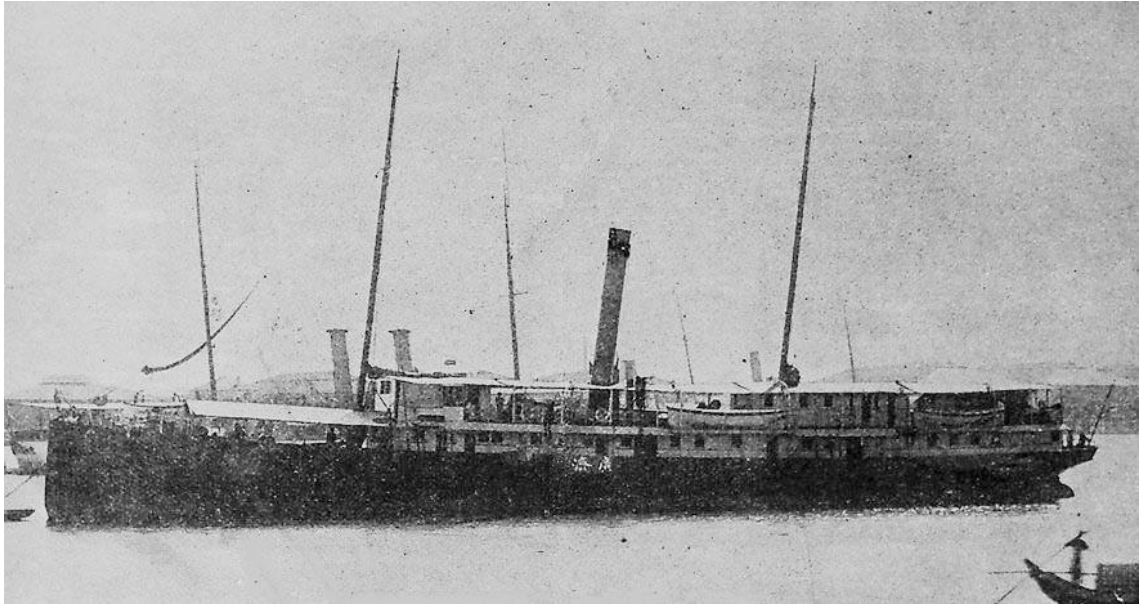
KWANG LEE (Photoship.co.uk)



Probable KWANG LEE at Shanghai in the period 1912-25 (Wikipedia Commons).

KWANG CHI 廣濟 (1887-36) 505/87-11 (steel, 185.0 x 27.0', 2-sc., C6cy/62 hp)

Built by S.C. Farnham & Co., Shanghai for CMSNC. 11/87 ran trials, then placed under Chefoo Taotai for service along coast of Shantung (Chefoo-Tengchow-Lungkow-Taipingwan-Hutouyuen). 11/91 ashore near Shantung Promontory - refloated. 12/94 t/f to G. Kremsir, Trieste (Austro-Hungary) r. MARGARETE. 1895 reverted to CMSNC as KWANG CHI. 1900-01 t/f to American flag (A.G. Knights, Shanghai reg. owner). 5/11/29 pirated outside Wenchow. 7/36 sold for breaking up.

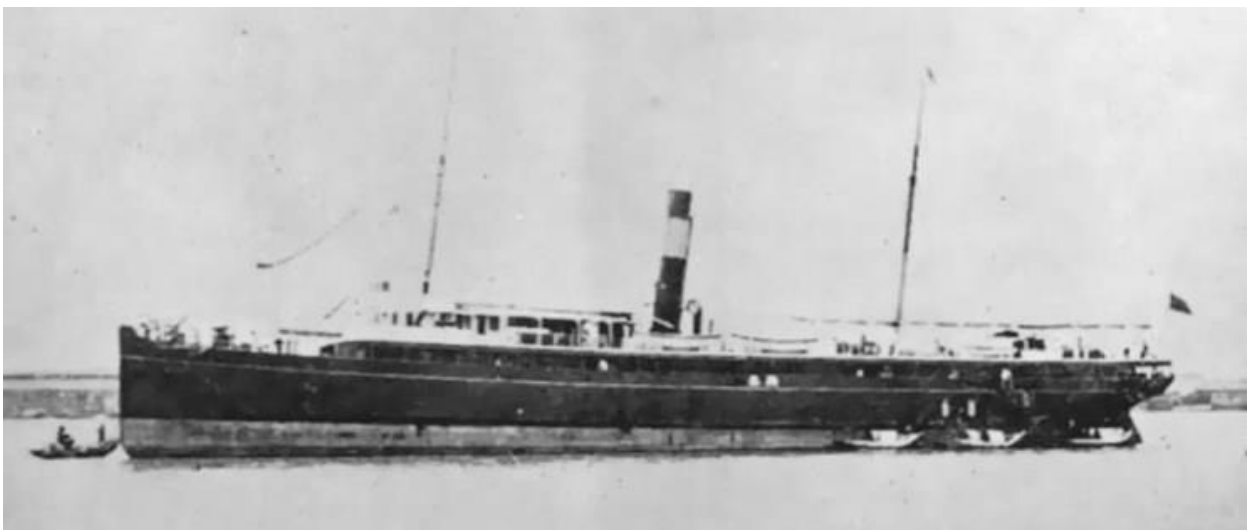


KWANG CHI (Yao Kaiyang coll.).

HAE-CHANG 海昌 (1887-94) 291/54 see YUNGNING (1878-87)

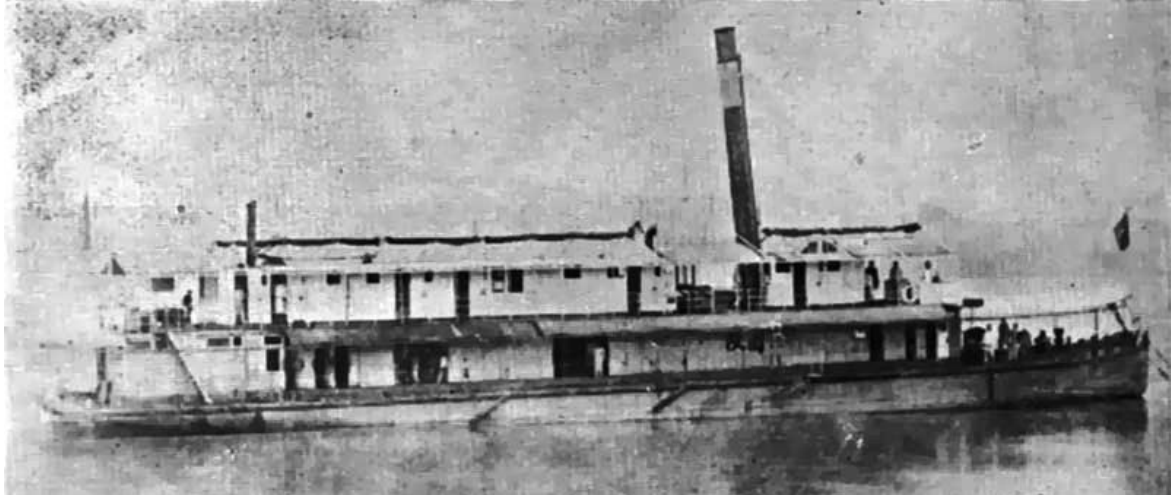
HSIN SHENG 新盛 (1888-92) 1186/88-7 (225.0 x 33.0', T3cy/130 hp, G. Clark, Sunderland, Glasgow)
Built by W. Pickersgill & Sons, Sunderland (#78) for CMSNC - LR90-91 as SHIN SHENG. 26/6/92
stranded off Alceste Is. near NE Promontory o/v Chinghai-Chefoo in thick fog. CTL.

HSIN YU 新裕 (1889-16) 1377/89-9 (250.0 x 36.1', T3cy/200 hp, Dunsmuir & Jackson Ltd, Glasgow)
Built by Napier, Shanks & Bell, Glasgow (#47) for CMSNC. 1894 t/f to B. Schumacher, Bremen r. LI YU.
1895 reverted to CMSNC as HSIN YU. 1900-01 t/f to British flag (T. Weir, Shanghai reg. owner).
22/4/16 sunk in collision S of Chusan Is. with Chinese cruiser *Haiyung* while in convoy in dense fog
with c.1000 troops - heavy loss of life.



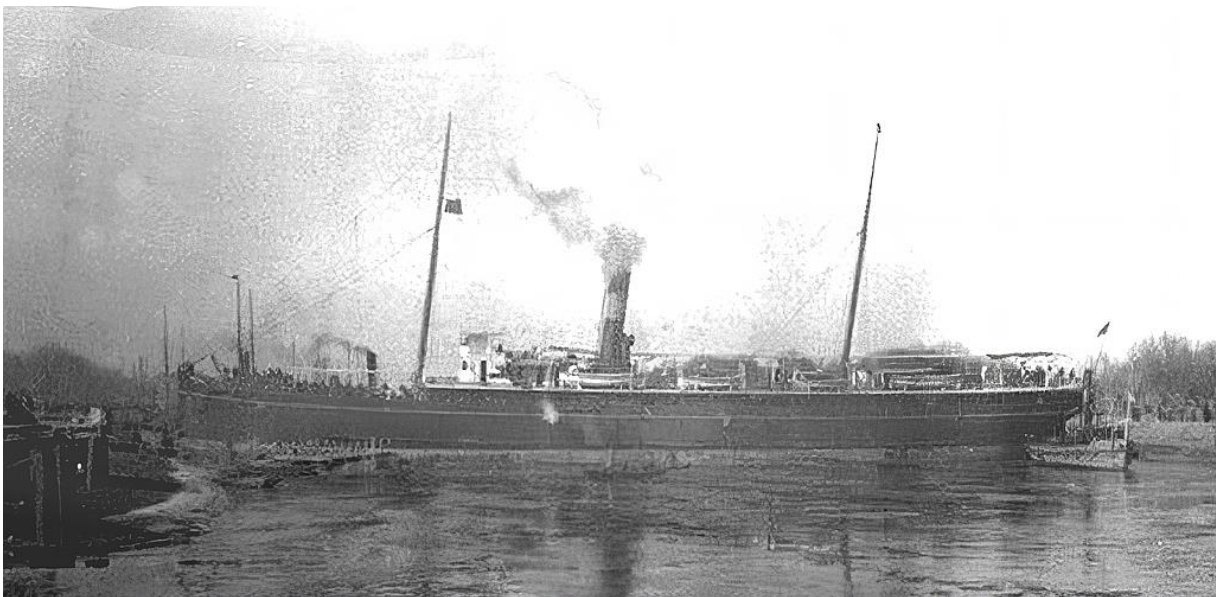
HSIN YU (Yao Kaiyang coll.).

KULING 固陵 (1890-26) 498/88-2 (s.s.w. 160 x 27', C4cy/80 hp, Bow, McLachlan & Co., Paisley)
 Fabricated by J. McArthur & Co, Paisley, Paisley (#47), erected by Boyd & Co., Shanghai, 5/12/87
 launched and 2/88 reg. for Upper Yangtze S.N. Co. (A.J. Little, mgr), Shanghai. Laid up after
 permission for navigation on Upper Yangtze refused by Chinese authorities. 12/89 purchased by
 Inspector-General of Customs. 4/90 t/f to CMSNC for Hankow-Ichang trade. 1926 hulked at Kiukiang

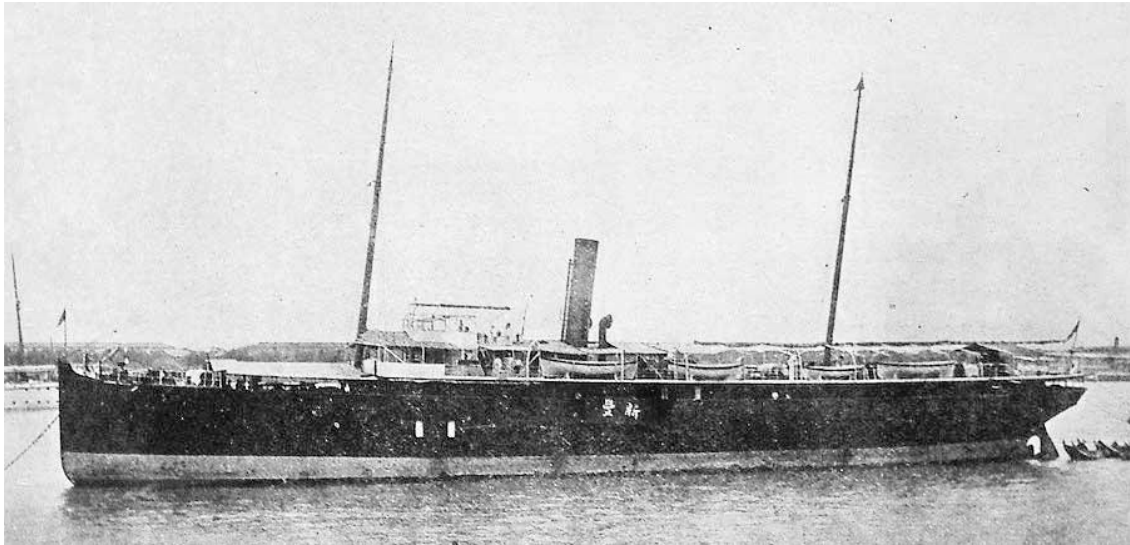


KULING (Yao Kaiyang coll.).

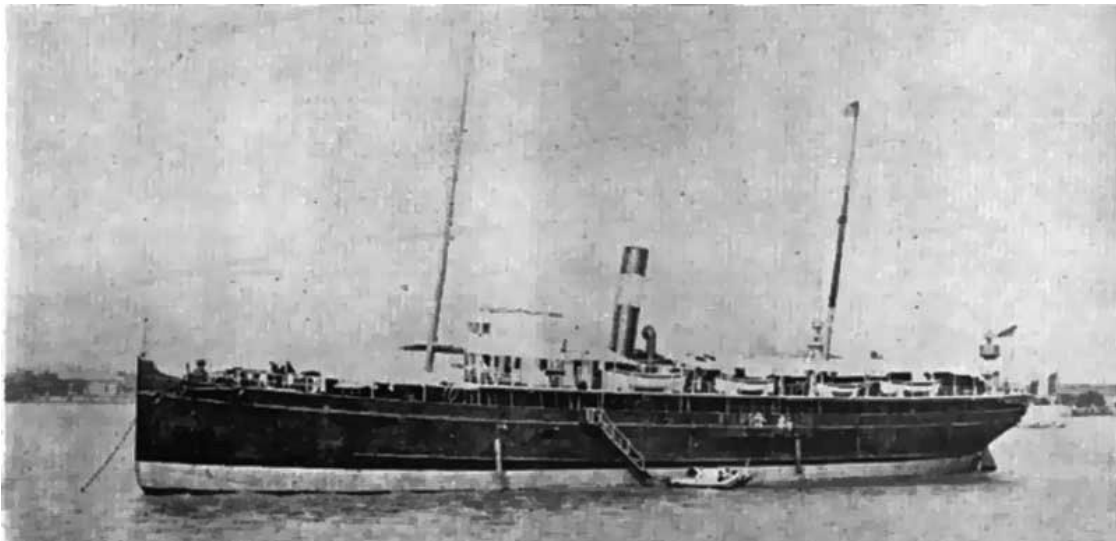
HSIN-FUNG 新豐 (1891-37) 1846/91-12 (260.0' x 37.0', T3cy/150 hp, Dunsmuir & Jackson Ltd, Glasgow)
 Built by Napier, Shanks & Bell, Glasgow (#56) for CMSNC. 1894 t/f to Ph.A. Lieder, Hamburg r. MING
 YI. 1895 reverted to CMSNC as HSIN-FUNG. 1900-01 t/f to British flag (T. Weir, Shanghai reg. owner).
 3-11/8/01 ashore N of Shaweishan after dragged anchor in typhoon. 1/10/26 seized by pirates off
 mouth of Yangtze and taken to Bias Bay. 12/37 sunk as blockship at Matang (below Kiukiang).



Evident HSIN FUNG or HSIN CHI turning at Tientsin (Warren Swire coll.).



HSIN FUNG or HSIN CHI (Internet).



HSIN FUNG (Yao Kaiyang coll.).

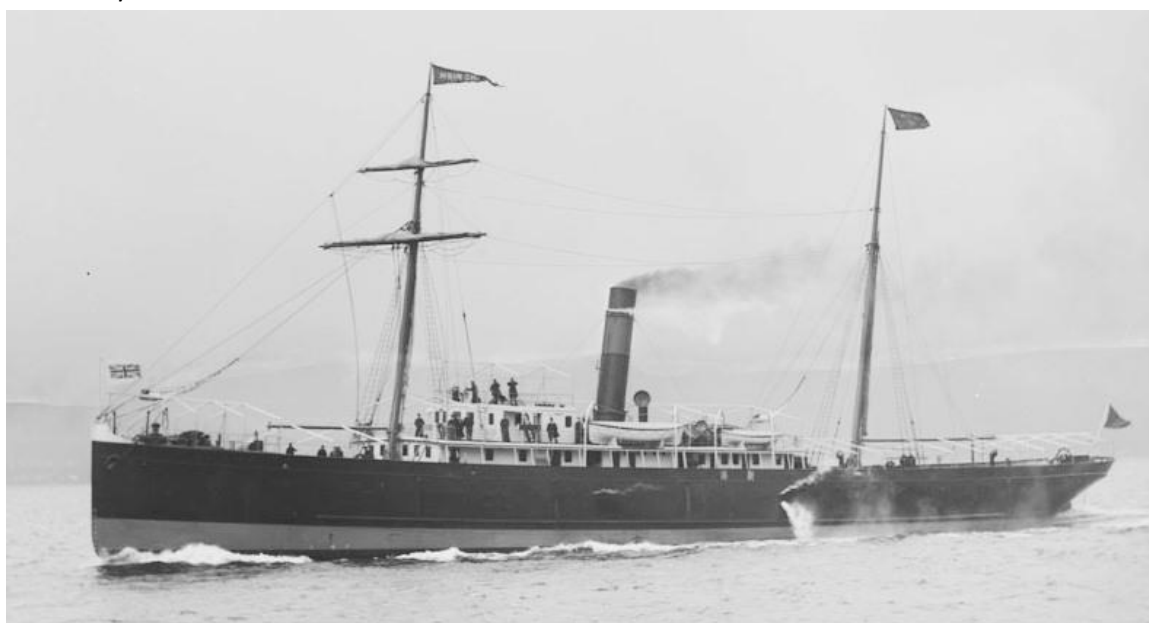


HSIN FUNG alongside British Bund, Tientsin loading emigrants for British North Borneo in 1920s (Crown copyright, National Archives/UoB NA27-11).

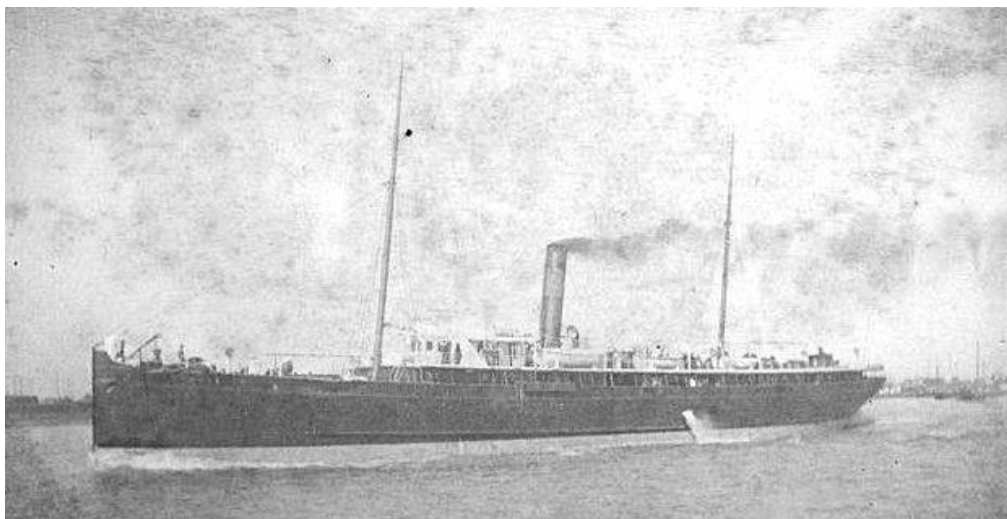


Possible updated HSIN FUNG at CMSNC Wharf, Shanghai ca. 1928
(from a panorama, coll Naval History Heritage Command UA 571.47).

HSIN CHI 新濟 (1892-28) 1846/92-2 (260.0 x 37.0', T3cy/150 hp, Dunsmuir & Jackson Ltd, Glasgow)
Built by Napier, Shanks & Bell, Glasgow (#57) for CMSNC. 1894 t/f to Ph.A. Lieder, Hamburg r.
SHENG YI. 1895 reverted to CMSNC as HSIN CHI. 1900-01 t/f to British flag (T. Weir, Shanghai reg.
owner). 25/8/27 seized by pirates between Shanghai and Foochow, repainted and taken to Bias Bay.
8/11/28 struck uncharted rock and beached on Tai Is. (17.00N, 120.43E) inbound to Foochow.
Looted and 12/11 set on fire. Total loss.



HSIN CHI on trials (James Adamson/UoG).

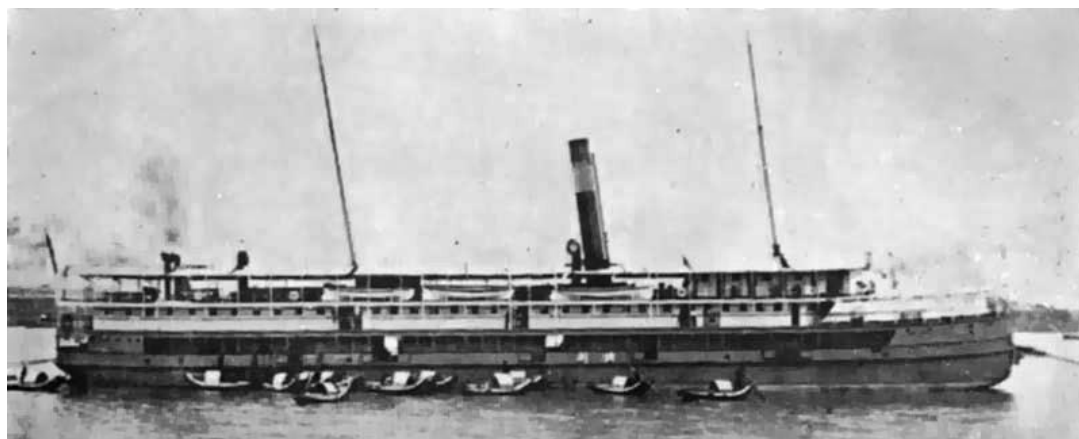


Built-up HSIN FUNG or HSIN CHI offered on the Chinese auction site 7788.com.

KWEI LEE 快利 (1893-41) 1293/93 (250.0 x 40.0', 2-sc. T3cy/94 hp, David Rowan & Son, Glasgow)
 Fabricated by Napier, Shanks & Bell, Glasgow (#66) for CMSNC, erected by S.C. Farnham & Co.,
 Shanghai and 24/11/93 ran trials. Early-1938 taken over by Wm Hunt & Co. Rep. 12/41 sunk by
 bombing at Chefoo, later salvaged, but Lloyds War Losses as lost 1/43 at Szechuen (Upper Yangtse).
 1946 owners rep. vessel as broken up.

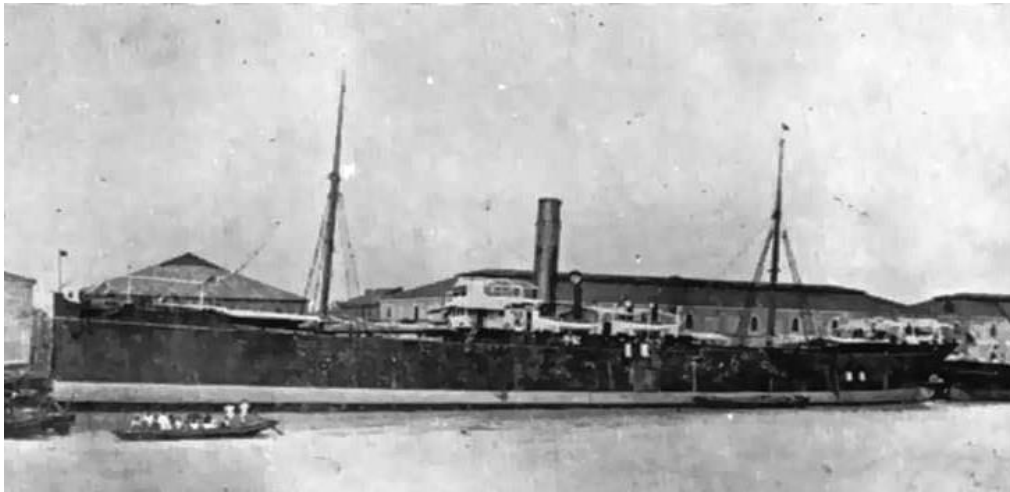


KWEI LEE (Internet).



Another view of KWEI LEE showing an extra boat (Yao Kaiyang coll.).

KUNG PING 公平 (1894-37) 2705/94-7 (320.0 x 46.0', 2-sc. T3cy/250 nhp, D. Rowan & Son, Gl'gow)
Built by Napier, Shanks & Bell, Glasgow (#69) for CMSNC but 8/94 first reg. to George & James Weir, Glasgow. 1895 t/f to CMSNC. 1900-01 t/f to Japanese flag (Mitsui Bussan Kaisha reg. owners).
12/8/37 sunk as blockship in Yangtse below Kiangyin. Raised in 1962, presumably for breaking.



KUNG PING, China Merchants wharves, Shanghai, was used on the Tsingtao route (Yao Kaiyang coll.).

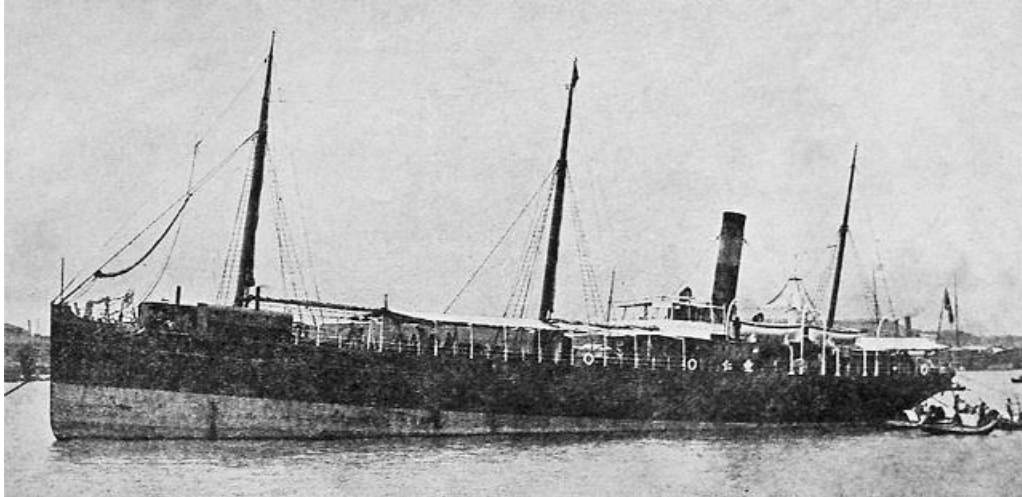


KUNG PING at the same location, 1930s (coll. SK).



Photo on Chinese websites of cut down KUNG PING raised in 1962.

IRENE 愛仁 (1895-27) 1343/90-11 (219.0 x 40.6', T3cy/142 nhp, Dunsmuir & Jackson Ltd, Glasgow)
 Built by Napier, Shanks & Bell, Glasgow (#52) for C.H.M. Bosman, London as heavy-lift ship. 1893
 sold to J. Whittall & C. Rayner, London for China Coast. 1895 sold to CMSNC r. 愛仁 (Yī ài rén).
 19/10/27 seized by pirates off Hong Kong. 20/10 intercepted by R.N. submarine L4 near Bias Bay
 and when failed to heave to shelled in engine room and set afire - 21/10 abandoned and sank with
 loss of 14 lives.

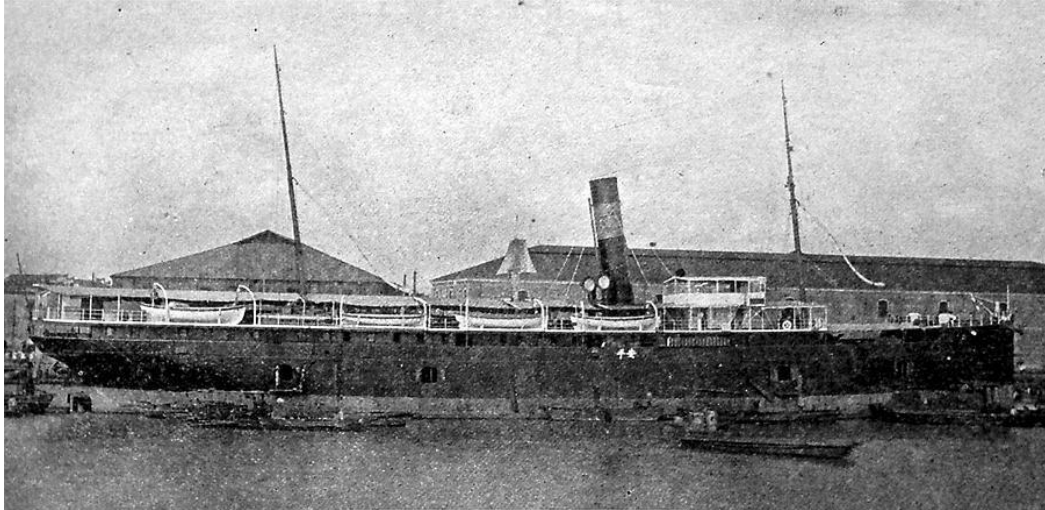


IRENE (clydesite.co.uk).



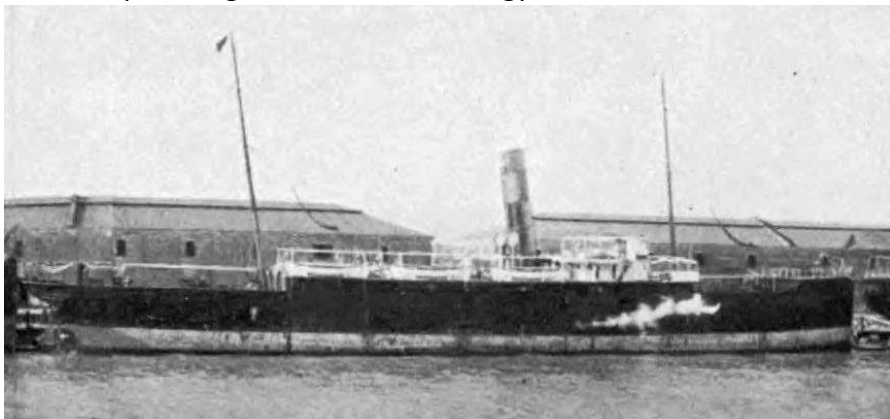
Possible modernised IRENE photographed by Arthur Purnell at Canton in 1907 (SLV H914822e).

ANPING 安平 (1896-17) 1859/96-12 (265.0' x 45.1', T3cy/181 nhp, David Rowan & Son, Glasgow)
 Built by Chas. Connell & Co., Glasgow (#233) for CMSNC. 1900-01 t/f to British flag (reg. owner T.
 Weir, Shanghai). 2/7/17 wrecked on Eddy Is. on voyage Shanghai-Tientsin.

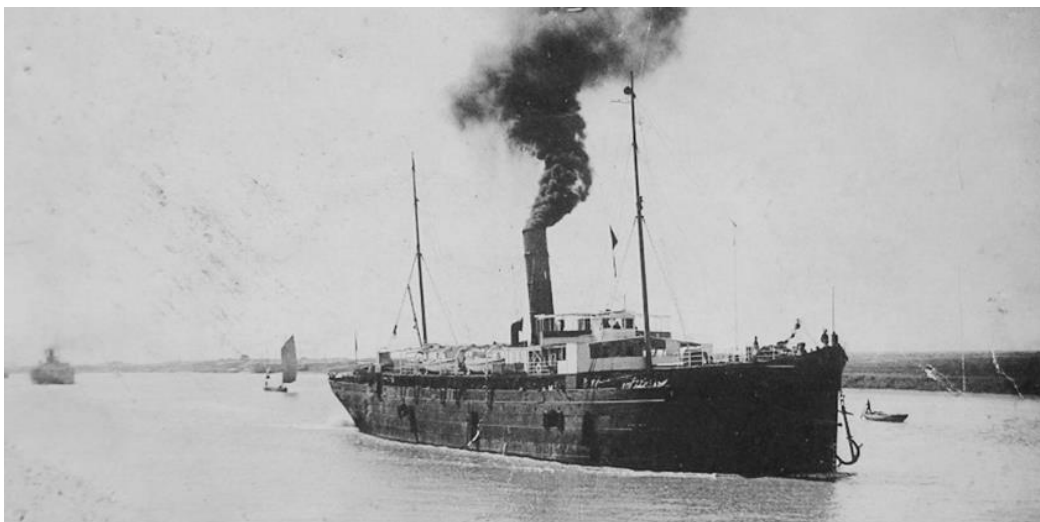


ANPING (photoship.co.uk).

TAISHUN 泰順 (1896-37) 1962/97-2 (265.0' x 45.1', T3cy/156 hp, David Rowan & Son, Glasgow)
 Built by Chas. Connell & Co., Glasgow (#234) for CMSNC. 1900-01 t/f to American flag (A.E. Knights, Shanghai reg. owner). Early 1931 chartered to Shawhsing S.S. Co., Yingkou for Shanghai Service.
 12/8/37 sunk as blockship in Yangtse River below Kiangyin.



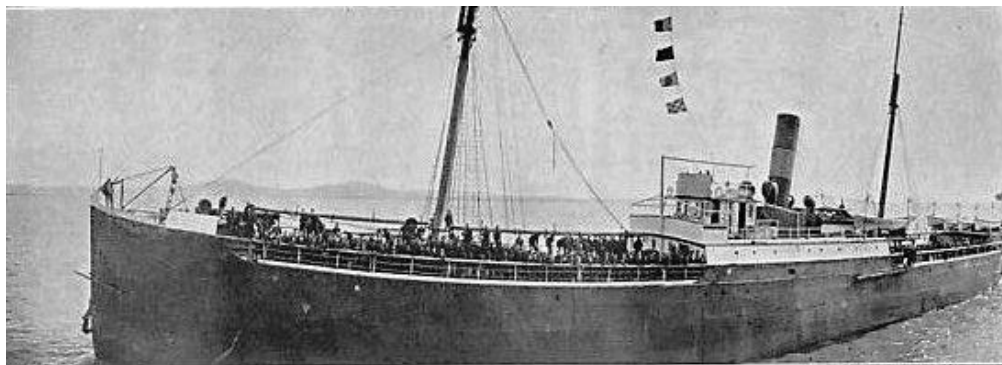
TAISHUN at Shanghai in the period 1912-25 (Wikipedia Commons).



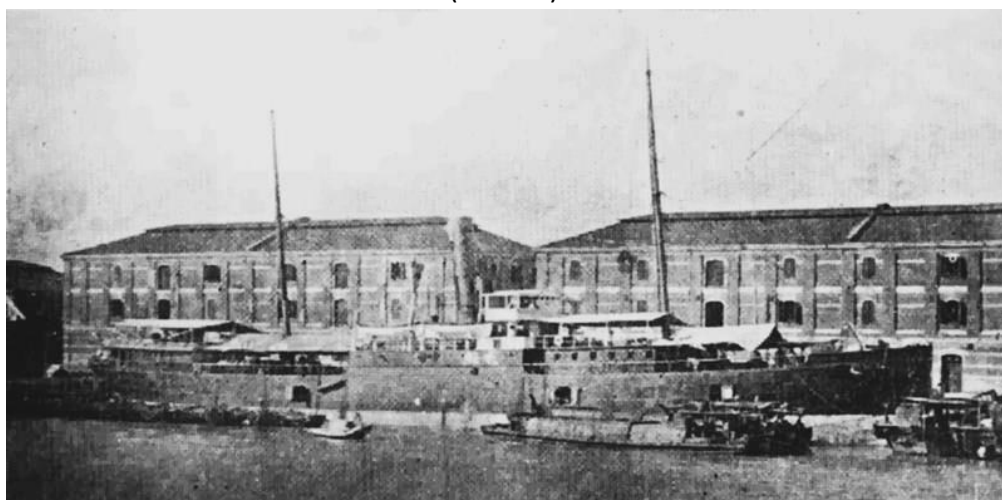
Unidentified steamer at Tientsin, thought to be TAISHUN on Shawhsing charter (SK*).

FEICHING 飛鯨 (1898-26) 1539/83 (iron, 253.0 x 56.0', C2cy/188 hp)

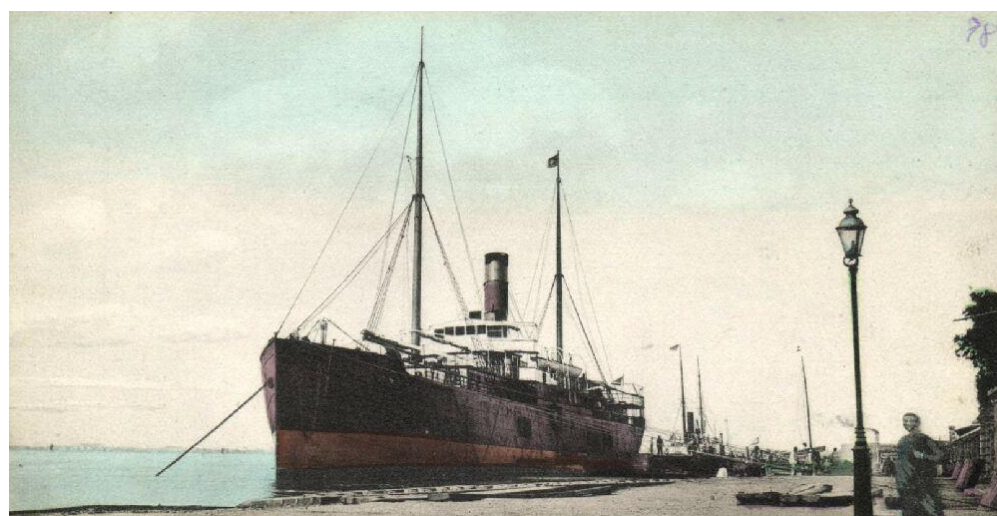
Built by Claperède & Cie, Rouen for Cie du Senegal, Marseilles as FALABAH. 1890 sold to B.A. Clarke & Co., Shanghai for Shanghai S.S. Co. Ltd r. FEICHING. 1894 t/f to Ph. A. Lieder, Hamburg. 1895 t/f to E.W. Clements, Shanghai. 1898 sold to CMSNC. 1900 t/f to British flag (S.W. Maitland, Shanghai reg. owner) r. FALABAH. 1901 reverted to CMSNC as FEICHING. 28/8/25 beached after springing leak - refloated. 10/1/26 wrecked 60 m. N of Swatow inbound from Shanghai.



Possible FEICHING published 1911, "with evacuees from Manchuria", probably in 1904 (SK coll.).



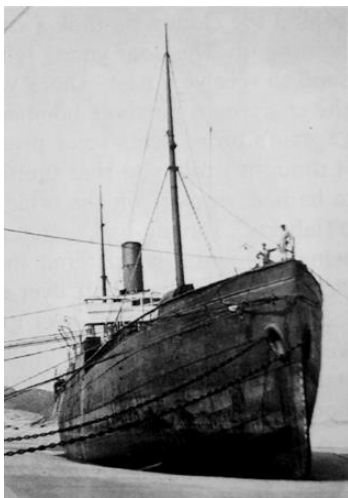
FEICHING (Yao Kaiyang coll.).



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

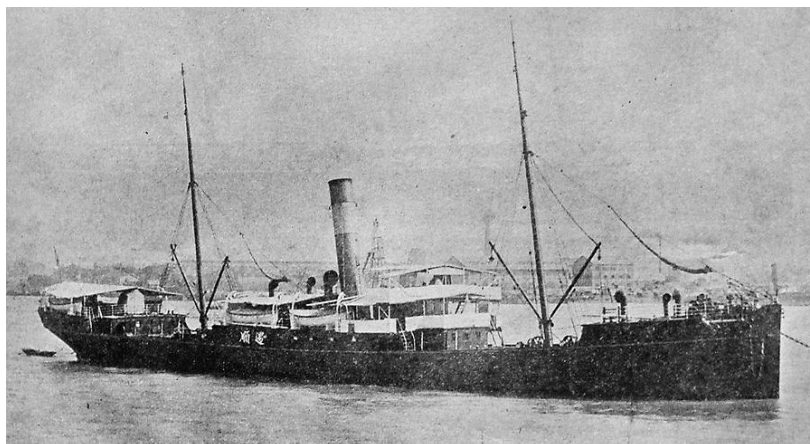


FEICHING at Wenchow in 1922 (Internet).



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

HSIEH HO 協和 (1900-05) 1698/00-7 (260.2 x 40.2', T3cy/169 nhp, T. Hutson & Sons, Ltd, Glasgow)
 Built by Grangemouth Dockyard Co., Grangemouth (#206) for CMSNC but 1900-01 t/f to British flag
 (E.W. Clements, Shanghai reg. owner). 30/9/05 struck mine and sank off Shantung Peninsula on
 voyage Tientsin-Shanghai.



HSIEH HO was an identical sister of YU SHUN shown here. Photo labeled "HSUI FUNG"
 but touched up hanzi read YU SHUN (photoship.co.uk).

YU SHUN 遇順 (1900-37) 1696/00-8 (260.2 x 40.2', T3cy/169 nhp, T. Hutson & Sons, Ltd, Glasgow)
Built by Grangemouth Dockyard Co., Grangemouth (#207) for CMSNC but 1900-01 t/f to British flag
(T. Weir, Shanghai reg. owner). 12/8/37 sunk as blockship in Yangtse below Kiangyin.



YU SHUN at Canton with fleetmate, probably FEICHING (postcard in Graham Thompson coll.).

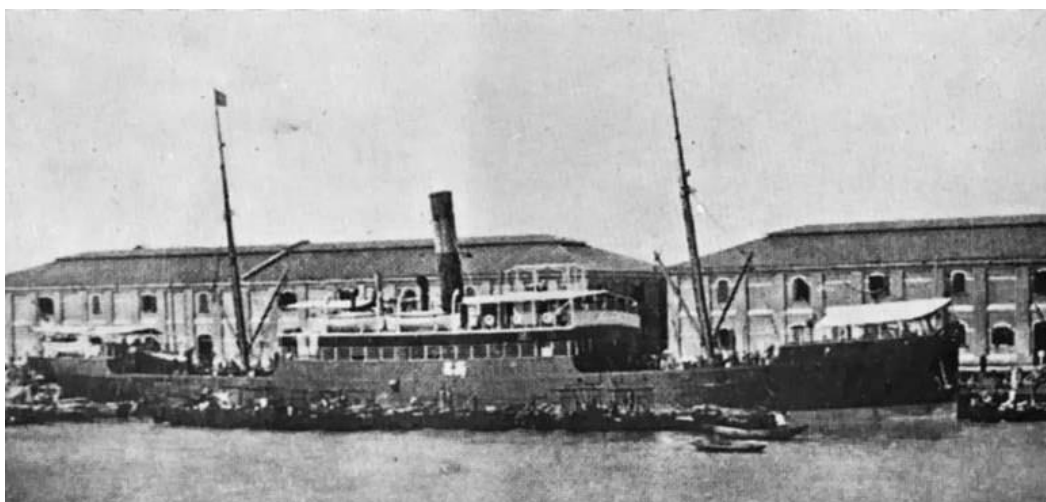


YU SHUN, taken in the 1920s (Wikipedia Commons).

KWANG TAH 廣大 (1903-32) 2474/03 see FUSHUN (1883-03)

HSIN CHANG 新昌 (1905-31) 2000/05-10 (270.3 x 40.1' T3cy/162 nhp, Dunsmuir & Jackson Ltd, Glasgow)

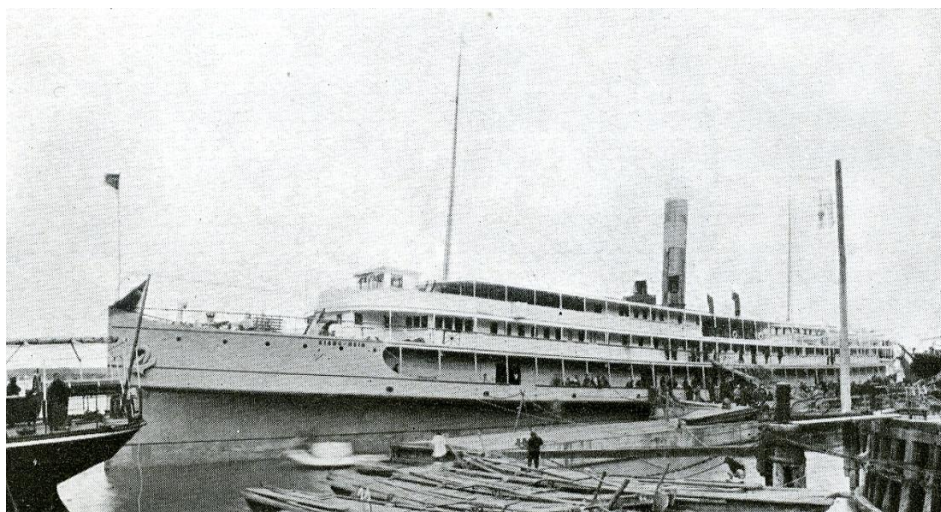
Built by Napier & Miller Ltd, Glasgow (#149) for CMSNC. 6/3/31 wrecked on Saddle Is. outside Hangchow Bay on voyage Dairen/Swatow.



HSIN CHANG (Yao Kaiyang coll.).

KIANG HSIN 江新 (1905-49) 3372/05 (325.0 x 44.0', 2-sc, T6cy/311 nhp)

Built by S.C. Farnham, Boyd & Co., Shanghai (#984) for CMSNC as Kiang Hsin. 23/6/38 sunk by Japanese aircraft in Yangtse near Yochow with loss of 1000 refugees - raised and 6/39 hauled into Upper Yangtse, repaired. 22/5/49 sailed Shanghai for Taiwan but shelled in estuary, captured by Communist forces and returned to Shanghai. 5/9/49 sunk by bombing by Nationalist aircraft at Pootung. 16/11/52 raised, refitted and 1/55 reentered service for Yangtse Shipping Administration as CHIANG HSIN. 1958 romanised JIANG XIN. 16/7/66 used by Mao Tse-tung during his swim in the Yangtse. 11/66 r. DONG FANG HONG 3. 30/11/70 boiler explosion, 17 dead. Early 1980s still in service but by 8/84 laid up upstream of Wuhan, NFI.



KIANG HSIN (20th Century Impressions of Hong Kong, Shanghai, pub. 1908).



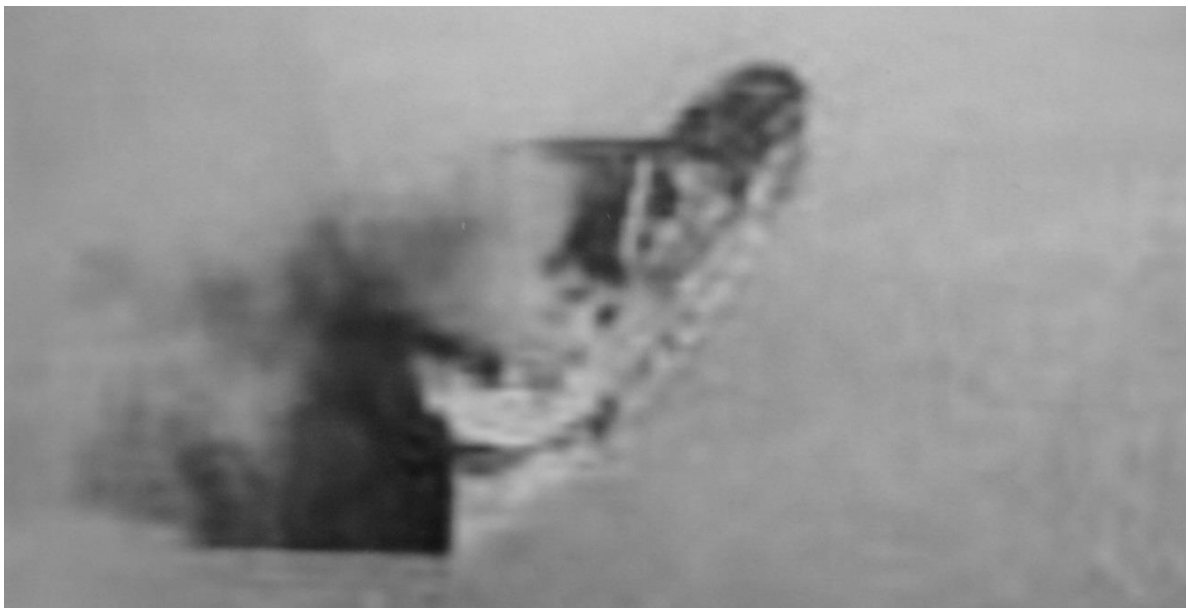
KIANG HSIN c.1930 (Alan Lee coll.).



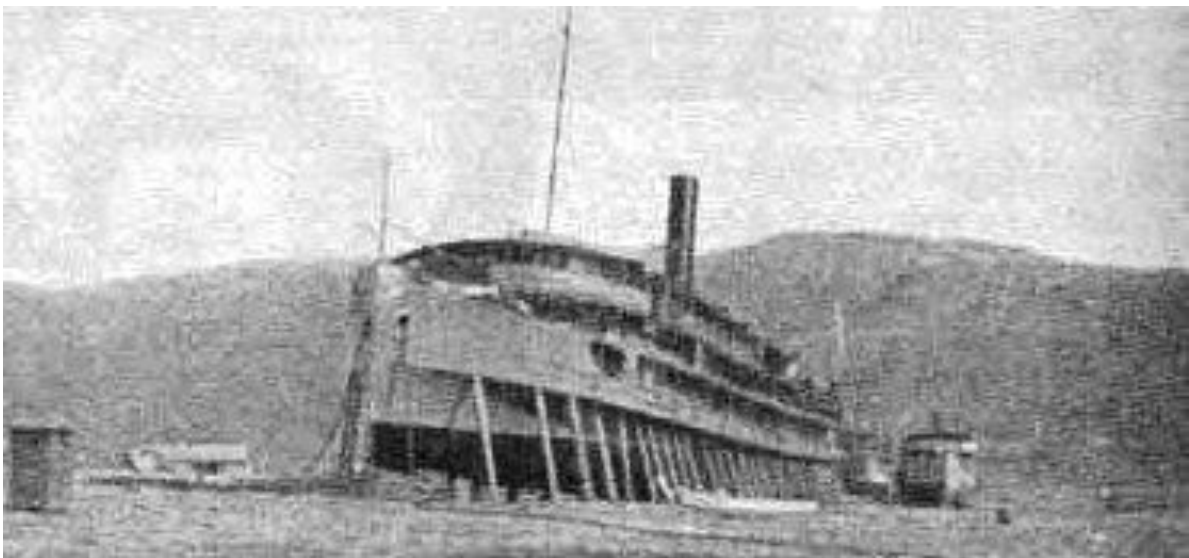
KIANG HSIN under refit at Shanghai Dockyards Ltd, Pootung, 1934 (Internet).



KIANG HSIN at Shanghai ca. 1937 (SK coll.).



KIANG HSIN on fire after bombing attack 23/6/38 (SK coll.).



Large river steamers, most probably KIANG HSIN foreground, being repaired during WWII on banks of Yangtse at Tangchiato, just outside Chungking (Yao Kaiyang coll.).



KIANG HSIN reconstructed postwar with rounded bridge and no mainmast (Yao Kaiyang coll.).



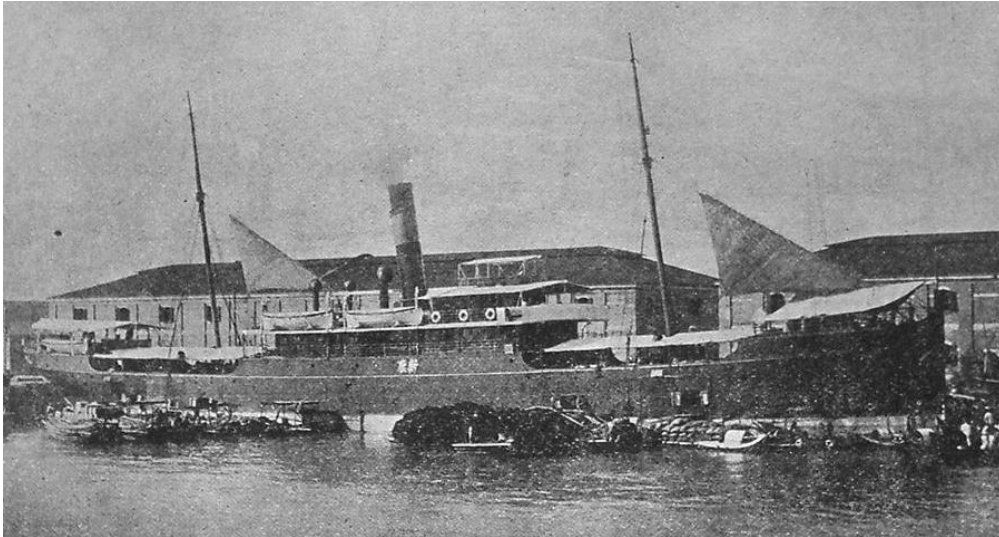
Troops being loaded on KIANG HSIN, probably at Hankow (Internet).



DONG FANG HONG 3 ex KIANG HSIN (large ferry nearside) laid up, Aug. 1984.
DONG FANG HONG 2 ex KIANG HAN is behind (Donald Anderson).

HSIN KONG 新康 1906-29) 2146/06-3 (270.0 x 40.1', T3cy/162 nhp)

Built by S.C. Farnham, Boyd & Co., Shanghai (#1040) for CMSNC. 25/3/26 seized by pirates. 6/10/28 collided with and sank Ningpo Shaohsing's Yungshin (1585/86) at Taku, leaving more than 200 passengers in the water, 10 dead. 21/7/29 sunk in hit-and-run collision, allegedly with NYK's *Tatsuno Maru* (7295/16) off Shantung Promontory on voyage Shanghai-Tientsin - 57 lives lost. Claims rejected by Kobe court.



HSIN KONG (photoship.co.uk).



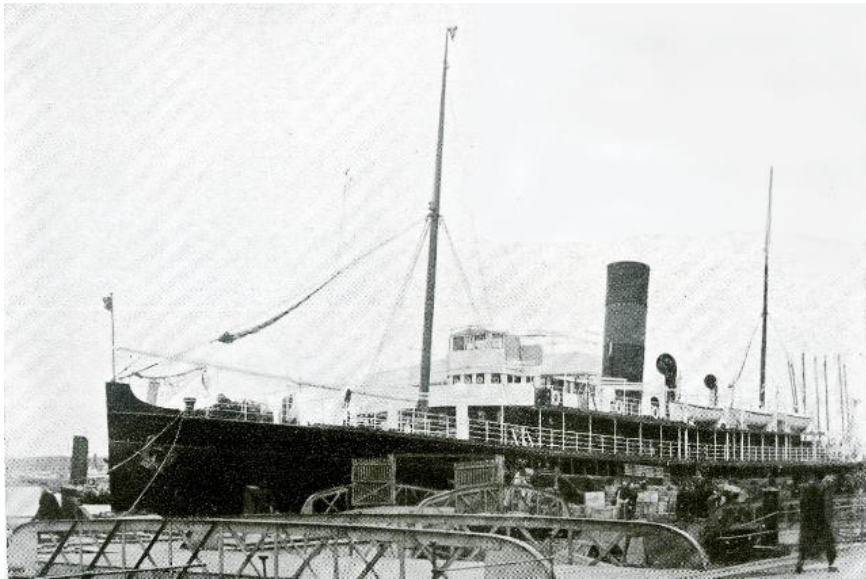
Likely HSIN KONG at Tientsin (postcard, H. Dick coll.).



HSIN KONG at Shanghai (Wikipedia Commons).

HSIN TSIEH 新捷 (1907-08) 2133/07-4 (270.0' x 41.2', T3cy/265 nhp, Dunsmuir & Jackson Ltd, Glasgow)

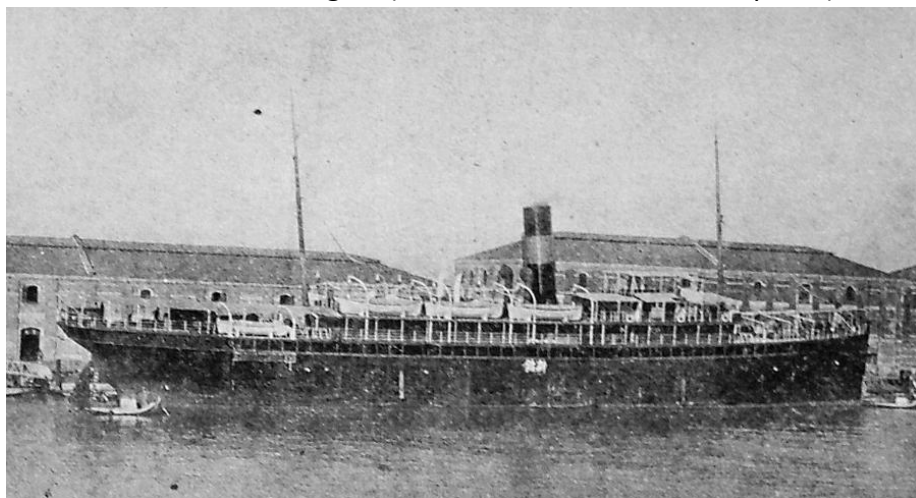
Built by Napier & Miller Ltd, Glasgow (#157) for CMSNC. 1908 r. HSIN MING. 10/1/31 pirated near Red Bay, Swatow. 12/8/37 sunk as blockship in Yangtse below Kiangyin.



HSIN TIEH/HSIN MING was a major unit of the coastal passenger fleet into the 1930s (20th Century Impressions of Hong Kong, Shanghai).



HSIN PING at Shanghai (Shun Pao Pictorial 1930-32 p.326).

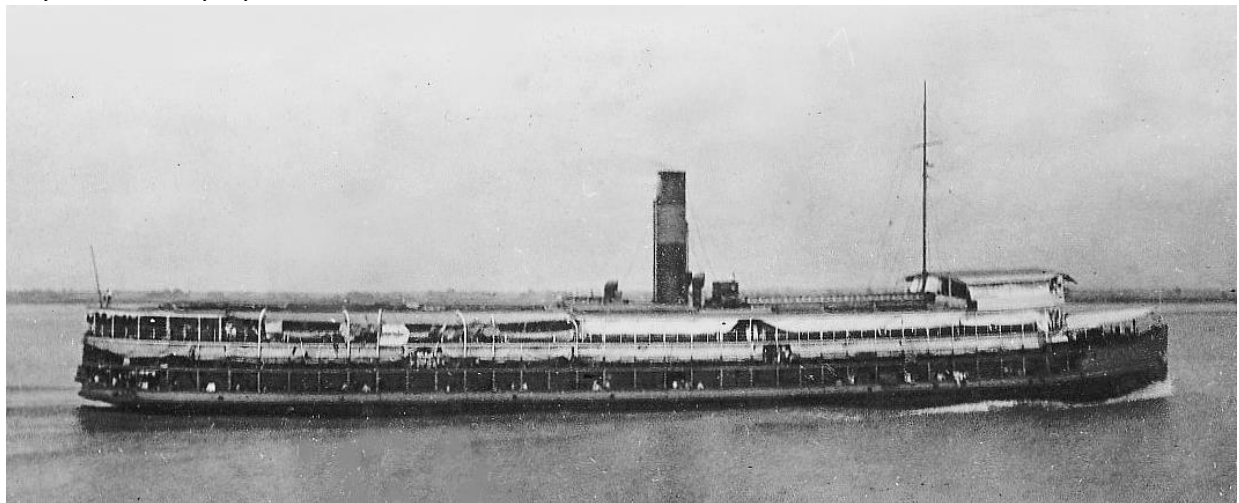


HSIN MING (photoship.co.uk).

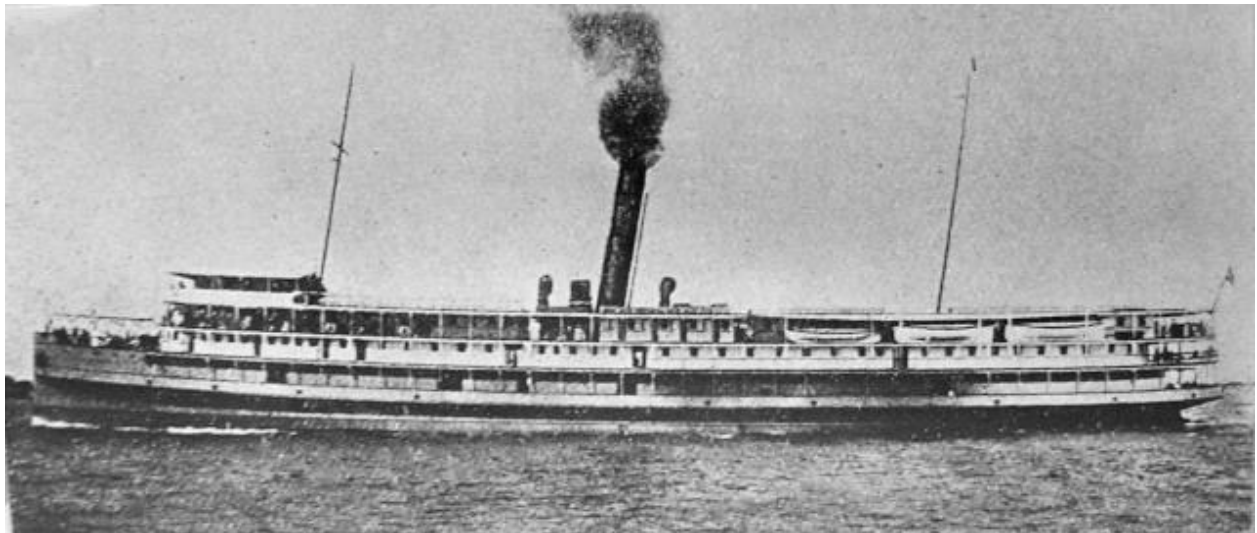
HSIN MING 新銘 (1908-37) 2133/07
LI FONG (one third owned 1911-11) 2868/05
LI-MAO (one third owned 1911-11) 2868/05
LI-TA (one third owned 1911-11) 2868/05

see HSIN TSIEH (1907-08)
see KIEN KUO (1929-40)
see LUEN HO (Indo-China S.N. Co. 1911-34)
see HSIN PEKING (China Na. Co., 1911-36)

KIANG WAH 江華 (1912-50) 3692/12-8 (340.0 x 46.0', 2-sc, T6cy/175 nhp)
Built by Kiangnan D. & E. Works, Shanghai (#124) for CMSNC. 3/1/33 holed in collision with President van Buren (10533/20) in Whangpoo. 1939 hauled into Upper Yangtse. 8/41 damaged by Japanese bombing near Tsaishanghsien, superstructure burnt out. Postwar reconstructed, romanisation Kiang Hwa. 1950 t/f to CPSNC, name romanised CHIANG HUA. 1958 name romanised JIANG HUA. 1966 r. DONG FANG HONG 5. Still in service 10/65, Early 1980s still in service but by 8/84 laid up upstream of Wuhan, NFI.



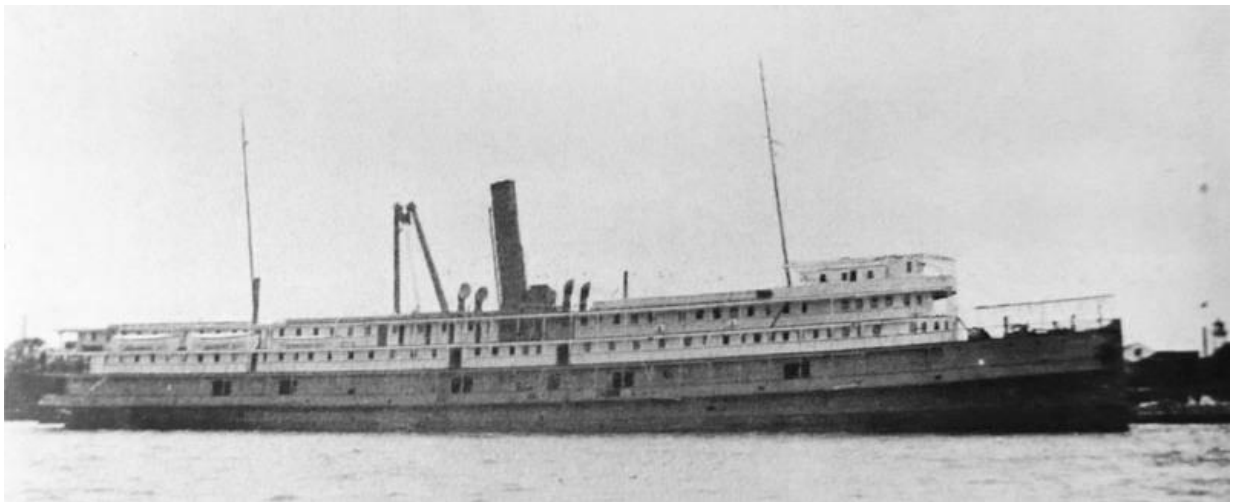
Early Kiang Wah, without mainmast (coll. SK).



Kiang Wah prewar, when new described as the largest and fastest (16.5 k) steamer built in China (CMSNC).



KIANG WAH burnt out in 1941 (Yao Kaiyang coll.).



KIANG WAH postwar (Yao Kaiyang coll.).



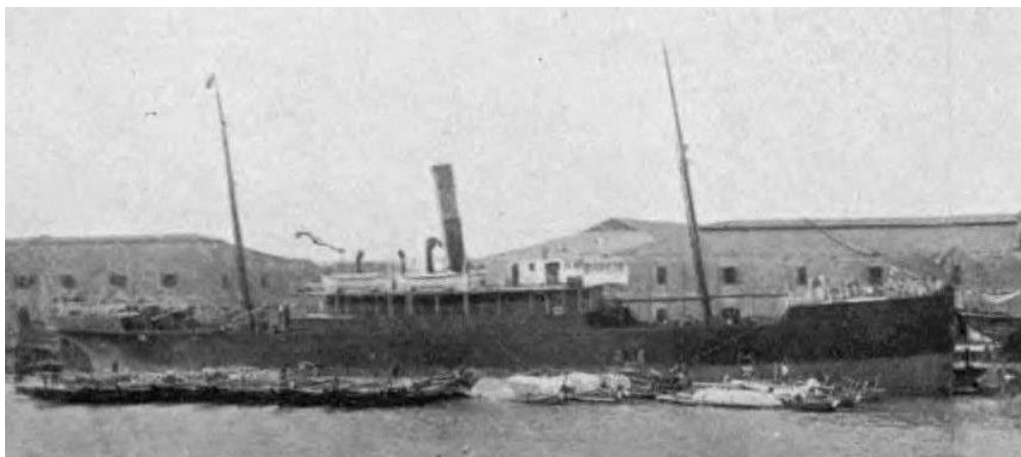
DONG FANG HONG 5 (<http://m.sichuanlong.com/a/2018/0510/192190.html>). Later fitted with wider funnel.

TUNG WAH 同華 (1912-37) 1176/06-1 (225.0 x 33.7', T3cy/109 nhp)

Built by Nylands Vaerksted, Oslo (#159) for D/S A/S Produce (Hans Kiaer & Co.), Drammen for China Coast trade as PROMINENT. 1912 sold to CMSNC r. TUNG WAH. 12/8/37 sunk as blockship below Kiangyin.



TUNG WAH as PROMINENT (<https://skipshistorie.net/>).



Probable TUNG WAH at Shanghai in the period 1912-25 (Wikipedia Commons).

HSIN TAH (1918-21) 2230/18-3 (270' b.p. T3cy)

Built by Shanghai D. & E. Co. Ltd, Shanghai (#1470) for CMSNC - 5/3/18 ran trials. 7/11/20 stranded on reef 5 m. N of SE Promontory on voyage Shanghai-Tientsin - stripped by pirates. 11/11 drifted off rocks and sank. Raised but 11/1/21 sank again and unable to be salvaged.

KIANG KING 江慶 (1920-26) 1077/20 (196.5 (202.4 o.a.)x 31.0', 2-sc. T6cy/98 nhp)

Built by Kiangnan D. & E. Works, Shanghai (#342) for CMSNC. 11/25 ashore on rocks in Middle Yangtse - 5/26 refloated. After repairs re-entered service as NGO MEI 峨嵋. 6/33 stranded on Huatantzu Reef near Peichow - mid-5/34 refloated and taken to Shanghai for repairs. 1937 rebuilt by Kiangnan D. & E. and relaunched 26/6/37 as CHIN KIANG 錦江(#748), length 210.0 (221.75 o.a.). c.17/9/37 sunk by Japanese aircraft at Nantao, location also rep. as Kiangnan D. & E. Works. Refloated and 10/38 wreck under repair for Wm Hunt & Co., Shanghai (British flag) but 25/10/38 commissioned into IJN as armed utility ship HAYASE, conversion completed 31/10, utilized in Lower Yangtse. 25/3/43 damaged when hit by destroyer KURI at Kiangnan shipyard. 20/9/43 damaged by bombing at Kiukiang. 8/45 recovered by CMSNC r. KIANG HO 江和. 1949 CPSNC, name romanised CHIANG HO. 1958 name romanised JIANG HE. 12/66 r. DONG FANG HONG 61. Still existing 1976 but NFI. Note: Early grt not known, 1077 grt on completion of 1937 refit. Further details incl. war service at http://www.tokusetsukansen.jp/j/Z3G0/Z3G0_001.htm



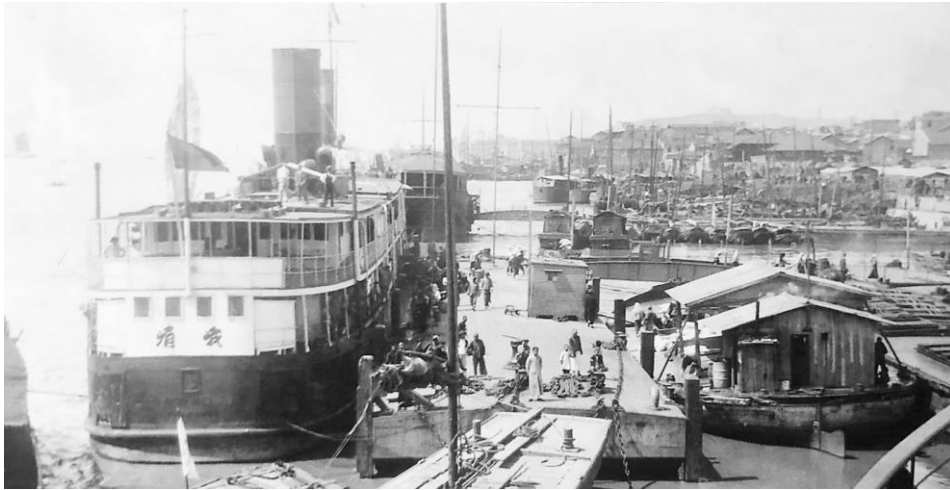
KIANG KING aground in 1925 (Don Brotchie).



KIANG KING ashore in 1925 (coll. SK*).



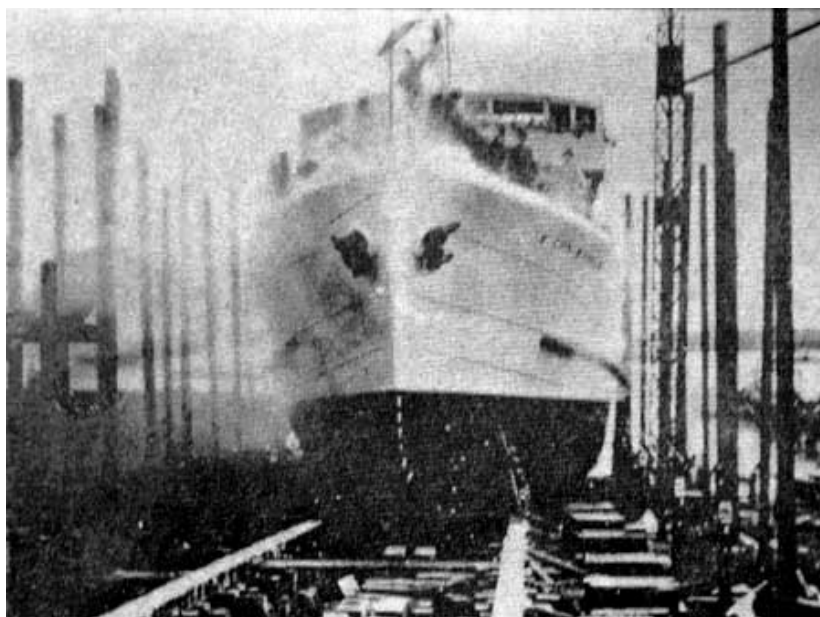
Probable NGO MEI aground in 1933 (Warren Swire coll.).



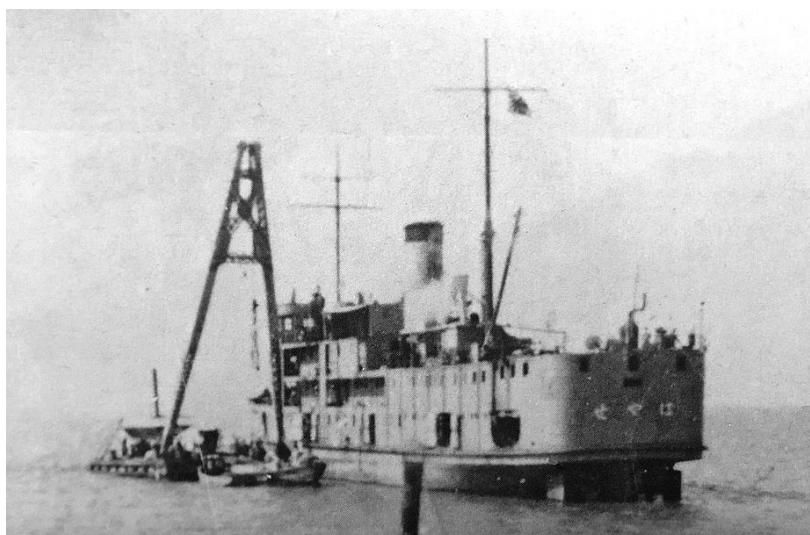
Black-hulled NGO MEI at Hankow (Internet).



NGO MEI with KIANG HSIN at Shanghai Dockyards Ltd, Pootung circa 1934 (coll. SK).



Re-launch of renamed CHIN KIANG (Yao Kaiyang coll.).



HAYASE (<https://www.zhihu.com/question/267002410>)

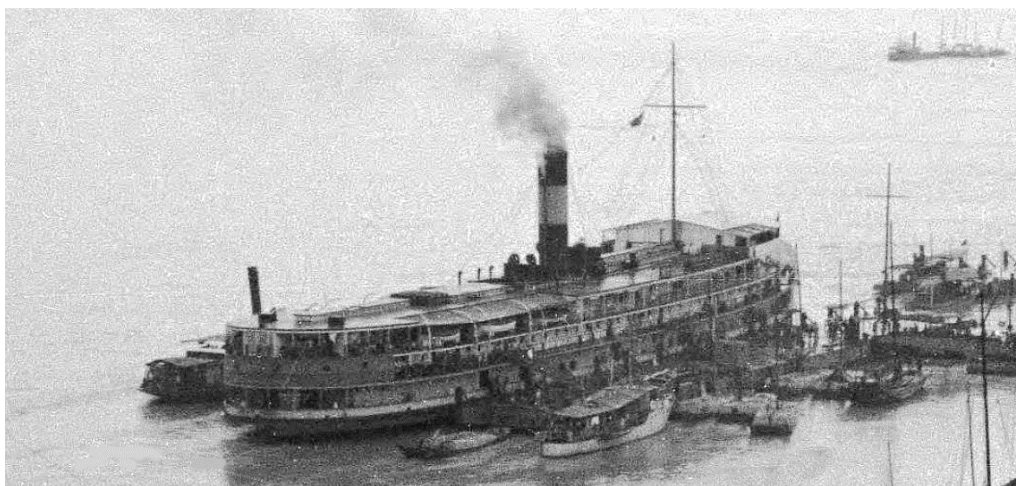


DONG FANG HONG 61 (<https://tieba.baidu.com/p/5176696818>).

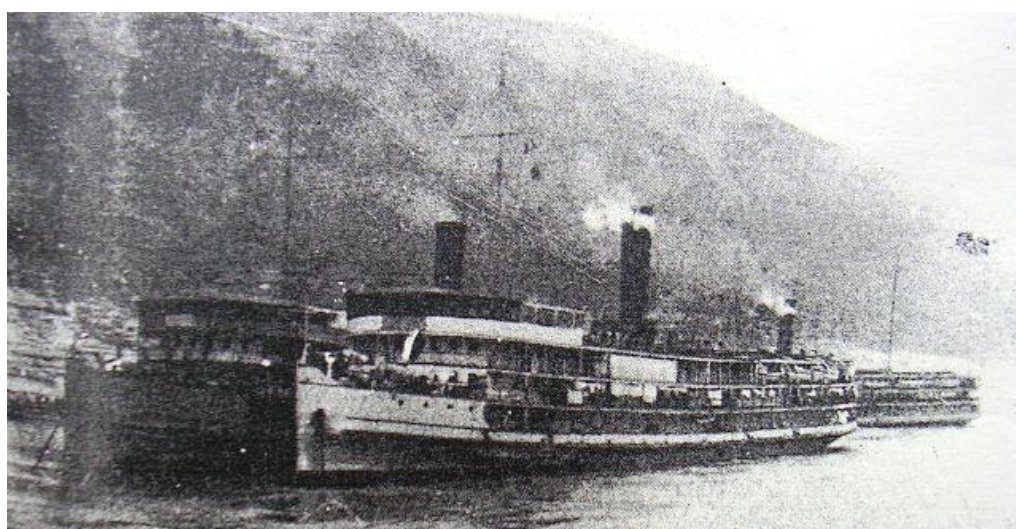
KIANG AN 江安 (1921-50) 4327/21-2 (330.4 x 47.4', 2-sc, T6cy/275 nhp)
 Built by Shanghai D. & E. Co. Ltd, Shanghai (#1549) for CMSNC - 27/11/20 launched. 7/39 hauled into Upper Yangtse. 1950 t/f to CPSNC romanised as CHIANG AN. LRS 6/51 reported transferred to PLA. Cinematographic evidence suggests 1971 reverted to civilian control r. DONG FANG HONG 403, then extensively refitted r. DONG FANG HONG 10. 1/7/84 renamed JIANG HAN 13. By 8/84 laid up upstream of Wuhan. Subsequently sold for use as an accommodation hulk, NFI.



KIANG AN at Hankow prewar (Warren Swire coll.).



KIANG AN at Hankow late 1930s (Harrison Forman/UWM Libraries 12523).



KIANG AN, KIANG SHUN and (behind) KIANG HSIN in 1938 at Ichang (*Ships of China*).



DONG FANG HONG 10. Forward section rebuilt similar to DONG FANG HONG 1 and DONG FANG HONG 7.
Aft two-thirds very similar to DONG FANG HONG 4 (Furukawa).



Rebuilt JIANG AN renamed JIANG HAN 13 in July 1984 (Internet).



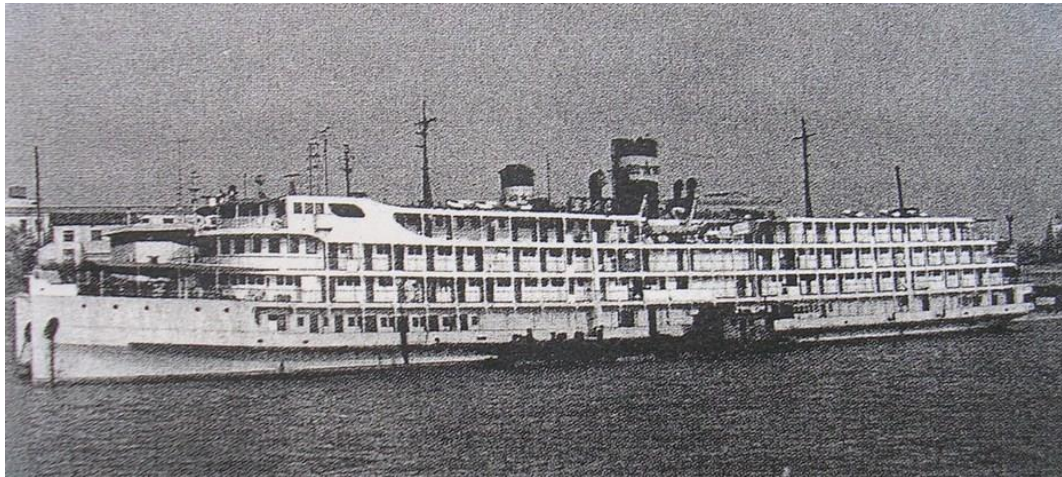
JIANG HAN 13 ex-KIANG AN late-1980s in retirement as accommodation ship. [Photo source http://blog.sina.com.cn/s/blog_a504d6ea0101ctkn.htm mis-identifies as ex-DONG FANG HONG 3].

KIANG SHUN 江順 (1921-50) 4327/21-8 (330.4 x 47.4', 2-sc, T6cy/275 nhp)

Built by Shanghai D. & E. Co. Ltd, Shanghai (#1556) for CMSNC. 7/39 hauled into Upper Yangtse. 1950 t/f to CPSNC, name romanised CHIANG SHUN. Refitted 1956. 1958 name romanised as JIANG SHUN. 1966 renamed DONG FANG HONG 4, received further, extensive, refit. Early 1980s still in service but by 8/84 laid up upstream of Wuhan, NFI.

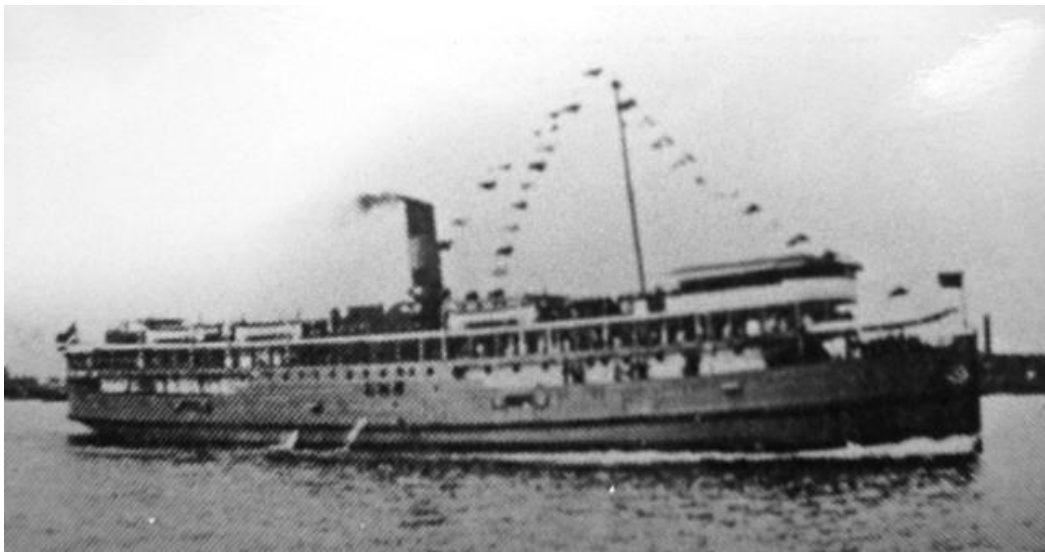


KIANG SHUN (Yao Kaiyang coll.).



DONG FANG HONG 4, moored alongside DONG FANG HONG 6 c.1980 (from *Steamboat Bill*).

HSIN KIANGTEEN 新江天 (1921-38) 3645/21-12 (300.0 x 48.2', 2-sc, T8cy/227 nhp)
 Built by Shanghai D. & E. Co. Ltd, Shanghai for CMSNC for Shanghai-Ningpo line. 1938 t/f to Hunt S.S. Corp. (A.C. d'Encarnacao), Macao r. JUNIE. 7/40 scuttled as blockship at mouth of Yung River at Chinhai (below Ningpo).



HSIN KIANGTEEN (CMSNC).



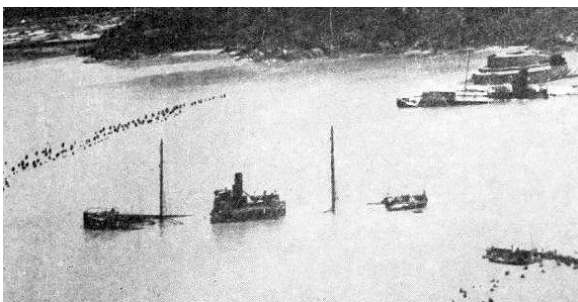
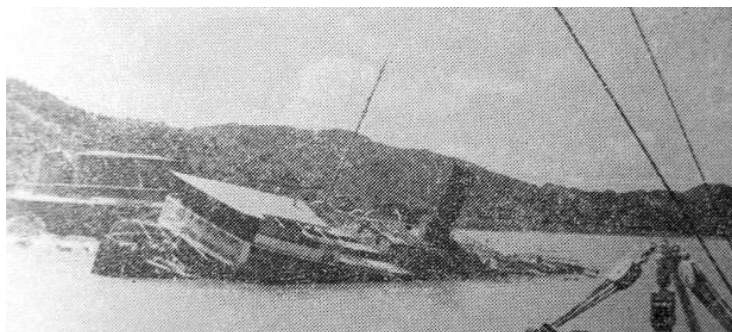
HSIN KIANGTEEN in 1932 showing four boats (Internet).



From a magic lantern slide (http://blog.sina.com.cn/s/blog_53215c7f0100bm8k.html)

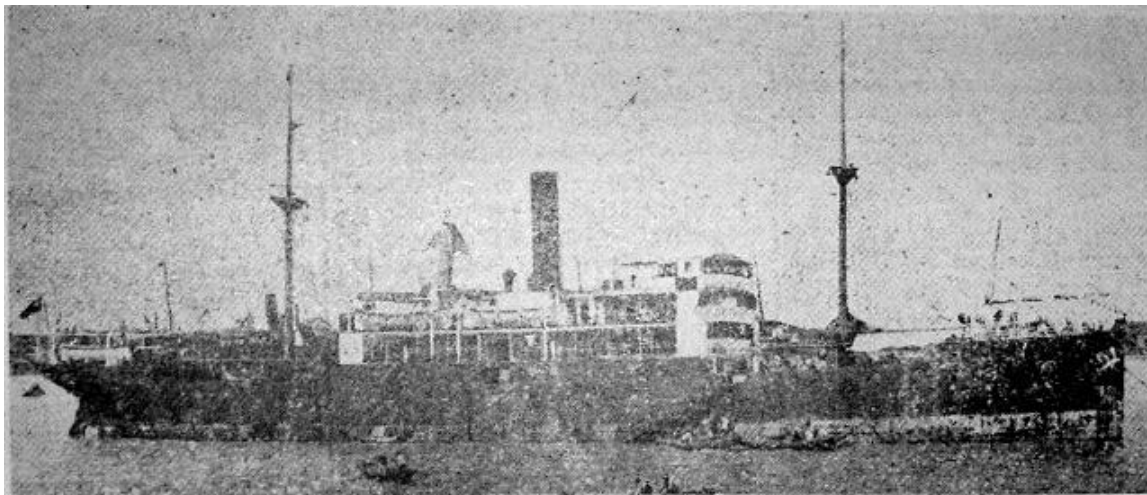


Built up stern, propeller blades under repair, Shanghai 1937 (Harrison Forman, UWM Libraries).



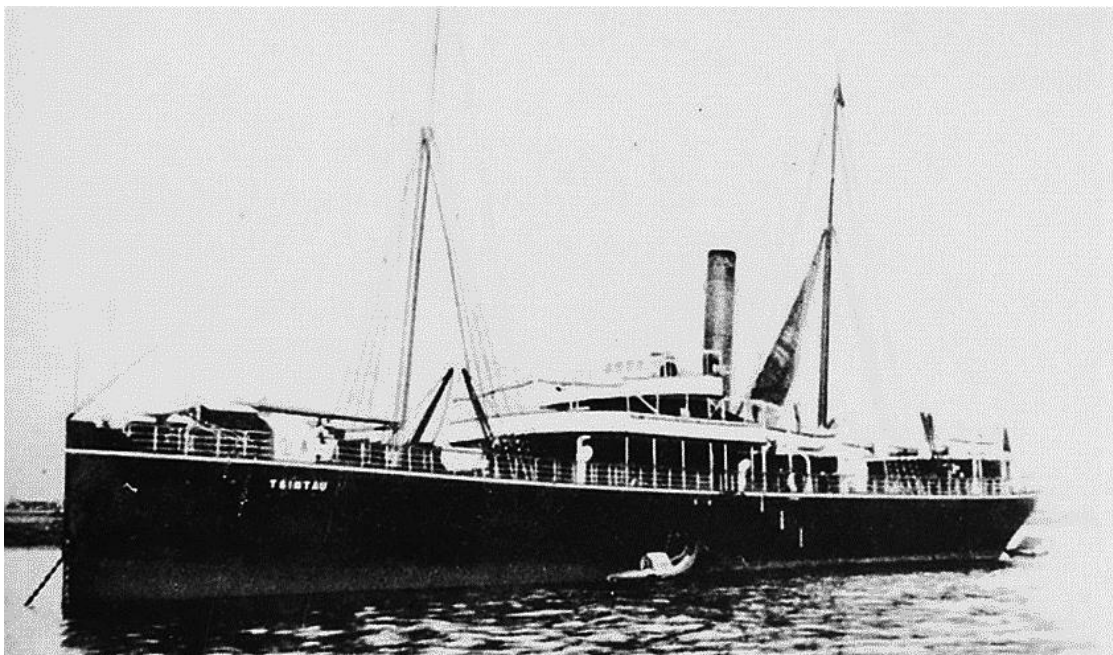
HSIN KIANGTEEN (right) scuttled at the mouth of the Yung River (Top: North China Herald, Centre: (Yao Kaiyang coll.). Lower: M. Hori, *Ships of the World* 11/71 p.93).

HSIN WAH 新華 (1921-29) 1940/21-8 (270.0 x 40.0', T3cy, Dunsmuir & Jackson Ltd, Glasgow)
Built by Napier & Miller Ltd, Glasgow (#235) for CMSNC - launched 7/6/21. 16/1/29 struck rocks and sank off Waglan Is., Hong Kong inbound from Shanghai via Swatow in rough weather - 421 lives lost. Wreck sold but unsalvaged. 1953 Hong Kong Marine Dept commenced removal of wreck - still in progress c.1959.



HSIN WAH (N. China Herald).

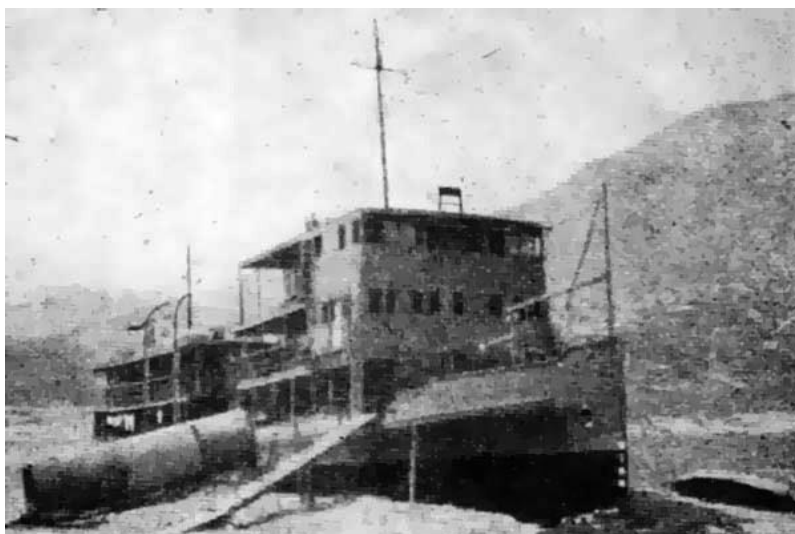
KA HO 嘉禾 (1921-37) 1733/91-12 (239.3 x 38.0', 2-sc, T6cy/159 nhp)
Built by Blackwood & Gordon, Port Glasgow (#225) for Cia de Nam. Carioca (Hill, Comes & Co.), Rio de Janeiro as SANTELMO. 10/98 sold to M. Jebsen, Apenrade r. TSINTAU. 1901 sold to Hamburg-Amerika Linie, Hamburg for Shanghai-Tientsin trade. 6/10 sold to Too Chang S.N. Co. (Moller & Co.), Shanghai r. TOO SUI. 1914 r. KA HO. 1916 reboilered. 1921 sold to CMSNC. 3/36 reported laid up at Shanghai. 12/8/37 sunk as blockship in Yangtse below Kiangyin.



KA HO as TSINTAU (Internet).

LI-CHI (1923-45) 305/22 (tug, 141.0' x 26.0', 2-sc, T6cy/53 nhp)

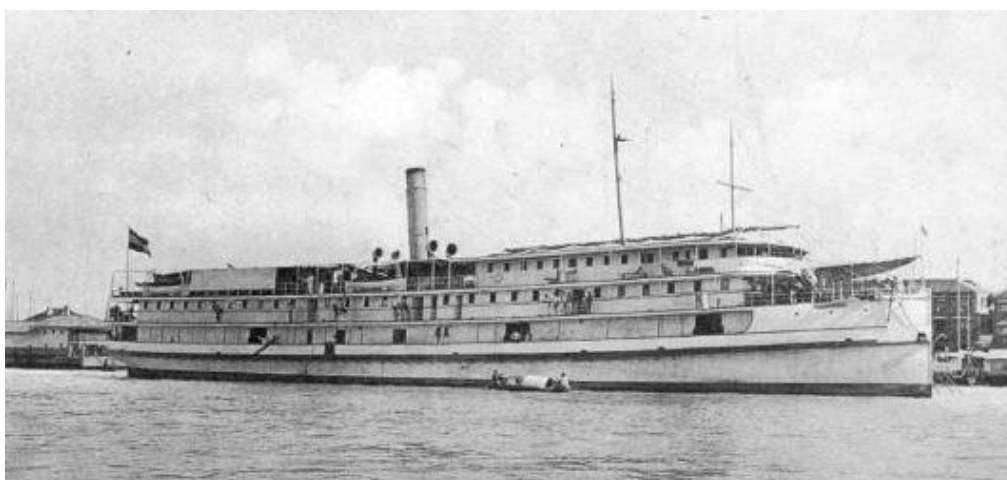
Built by Yangtze Eng. Works Ltd, Hankow for unknown owners as a tug. 1923 to CMSNC for use on Upper Yangtse, evidently refitted as a passenger steamer for use above Chungking. Postwar r. KIANG CHI. 1950 t/f to CPSNC, name romanised CHIANG CHI. 1958 name romanised as JIANG CHI. NFI.



KIANG CHI (Yao Kaiyang coll.).

KIANG CHING (1924-41) 1682/00-8 (247.7 x 30.0', 2-sc, T6cy/82 nhp)

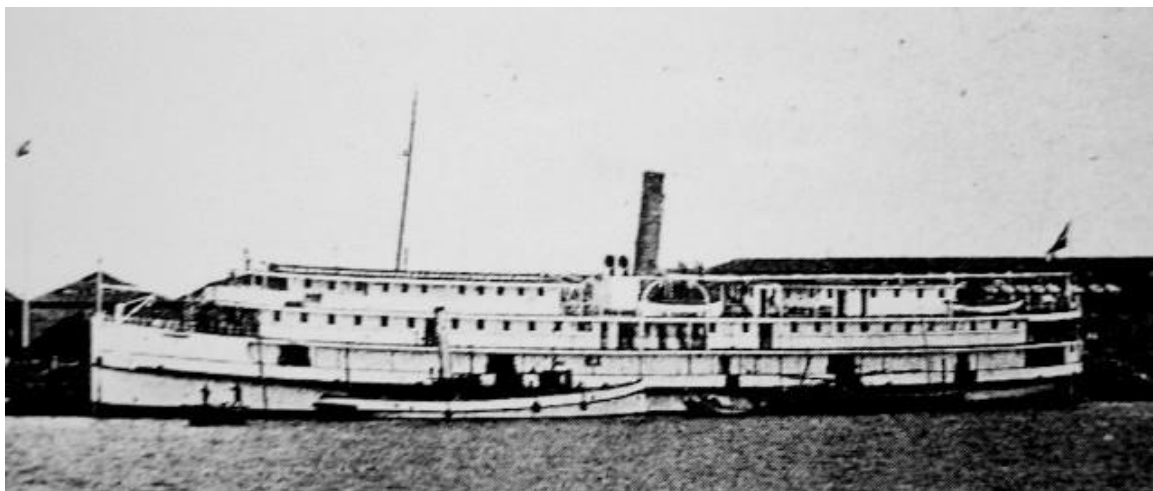
Built by S.C. Farnham & Co., Shanghai (#544) for Melchers & Co., Shanghai for Yangtse trade as MEI LEE. 5/01 sold to Norddeutscher Lloyd (Melchers & Co., mgrs), Bremen. 8/14 interned in Shanghai. 20/3/17 seized by Chinese Govt and t/f to Chinese Govt S.S. Admin., Shanghai r. HWAH LEE. 1920 and later 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 KIANG CHING, at Chinkiang (from a postcard).

KIANG TA (1925-46) 1682/00 (247.7 x 30.0', 2-sc, T6cy/82 nhp)

Built by S.C. Farnham & Co., Shanghai (#546) for Norddeutscher Lloyd (Melchers & Co., Shanghai mgrs), Bremen for Yangtse trade as MEI DAH. 8/14 interned in Shanghai. 20/3/17 seized by Chinese Govt and t/f to Chinese Govt S.S. Admin., Shanghai r. HWAH TA. 1925 sold to CMSNC r. KIANG TA. 9/40 taken onto Upper Yangtse. 1946 apparently broken up (probably with war damage).



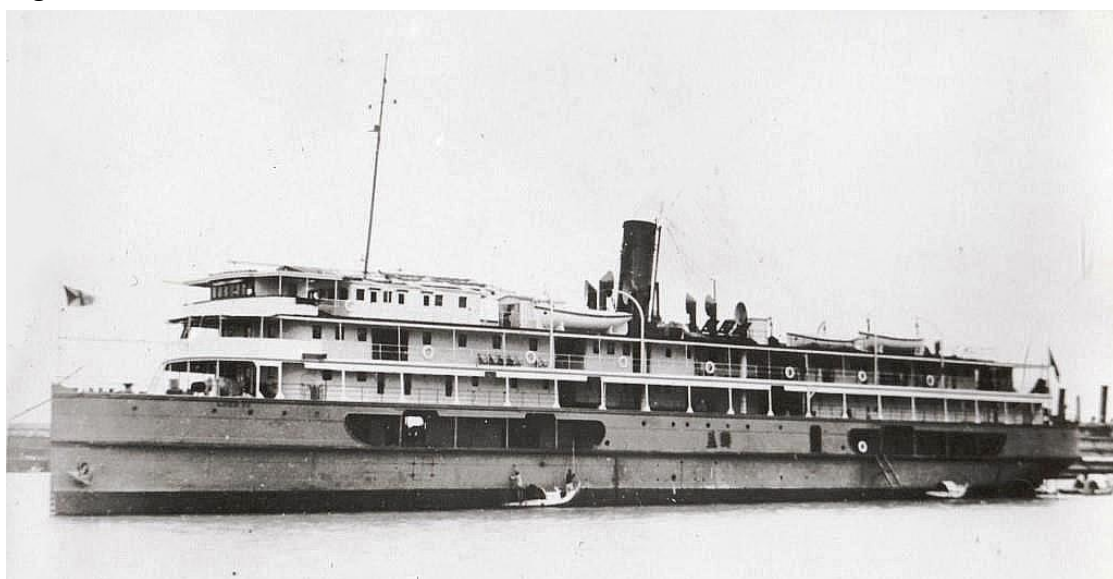
MEI DAH class (OSK Guide).

NGO MEI 峨嵋 (1926-37) 1077/20

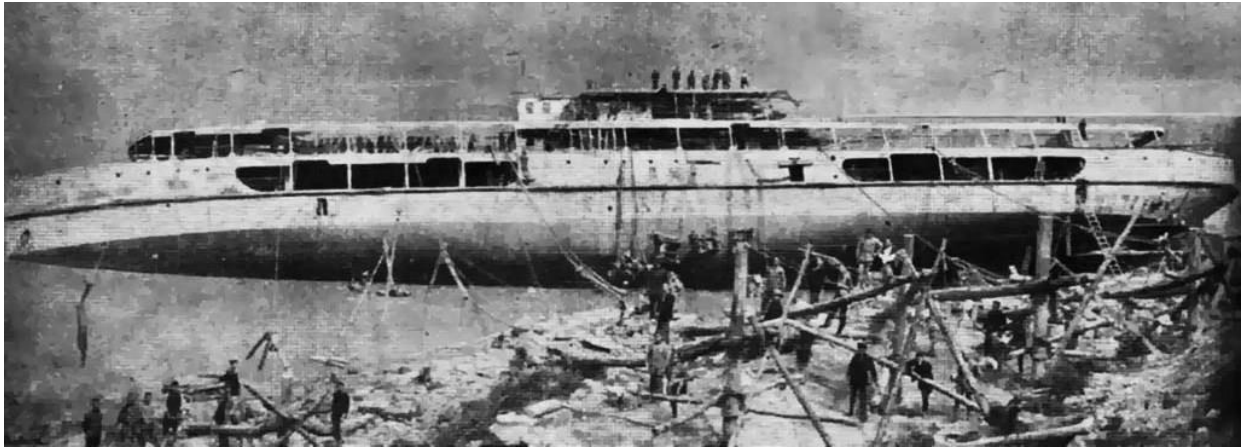
see KIANG KING (1920-26)

KIEN KUO 建國 (1929-40) 2770/06-1 (278.2 x 42.9', 2-sc, T6cy/136 nhp, Caillard & Cie, Havre)

Built by At. & Ch. de France, Dunkirk (#19) for Cie. Asiatique de Nav. (Racine, Ackermann & Co., Shanghai mgrs), Dunkirk for Yangtse River as LI-FONG. 12/11 on bankruptcy of mgrs sold to China Navigation Co. Ltd, London but 8/12 t/f to Luen S.S. Co. Ltd (CMSNC mgrs), Hong Kong r. LUEN YI 聯益. 7/29 sold to CMSNC r. KIEN KUO. Mid-1939 hauled onto Upper Yangtse. 3/9/40 bombed by Japanese aircraft and capsized in Taitso Bay, Szechuan. Righted and refloated, refurbished with reduced superstructure r. KIANG KIEN. 21/10/49 stranded in Man Lu Bay, Quemoy outbound for Kaohsiung in ballast.



LUEN YI (unidentified photographer/A. Duncan)



Capsized KIEN KUO under salvage in Taitso Bay, Szechuan (Yao Kaiyang coll.).



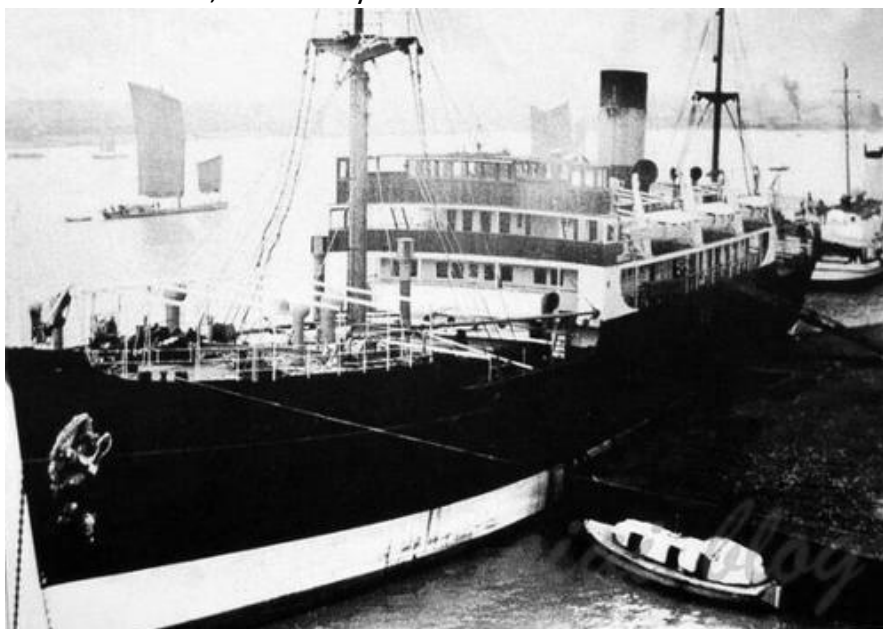
Refloated KIEN KUO in Taitso Bay (<http://www.cmhk.com/n6/n41/c5396/content.html>).



KIANG KIEN (Yao Kaiyang coll.).

HAI YUAN 海元 (1934-38) 3363/34-9 (328.7 x 47.2', T3cy/383 nhp)

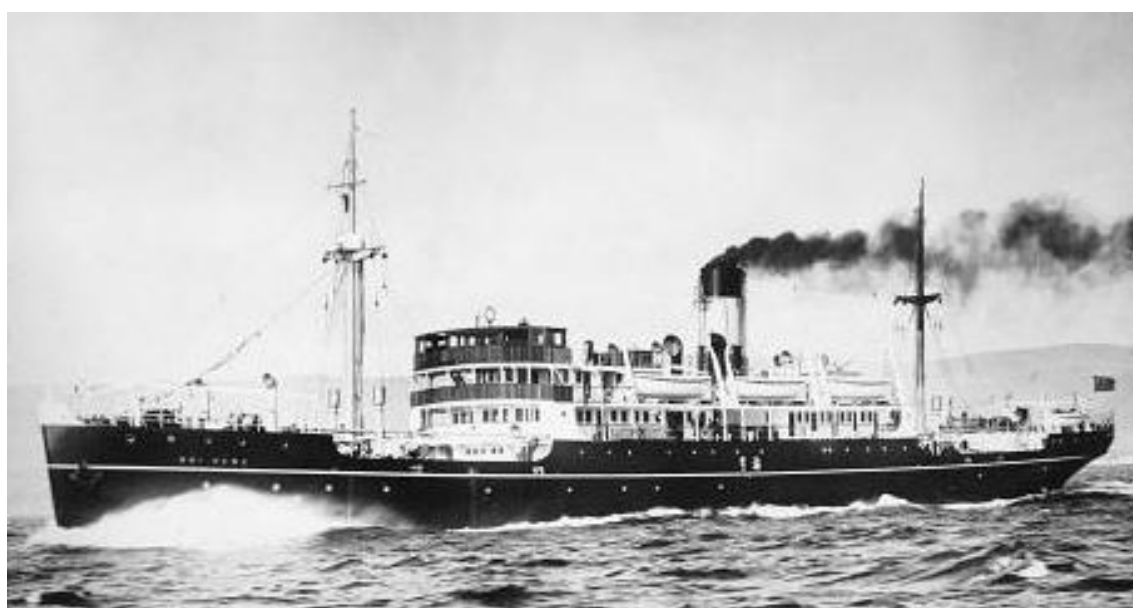
Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1456) for CMSNC - 7/9/34 trials. 21-29/5/34 ashore at Hong Kong. 21/5/37 ashore and holed at Capsuimun Pass on voyage Canton/Hong Kong - refloated. 8/37 laid up at Hong Kong. 8/38 sold to Indo-China S. N. Co., London r. YU SANG. 26/2/42 req. in Philippines by USN. 9/4/42 exploded after bombed while loading munitions at Marivales Harbour, Manila Bay.



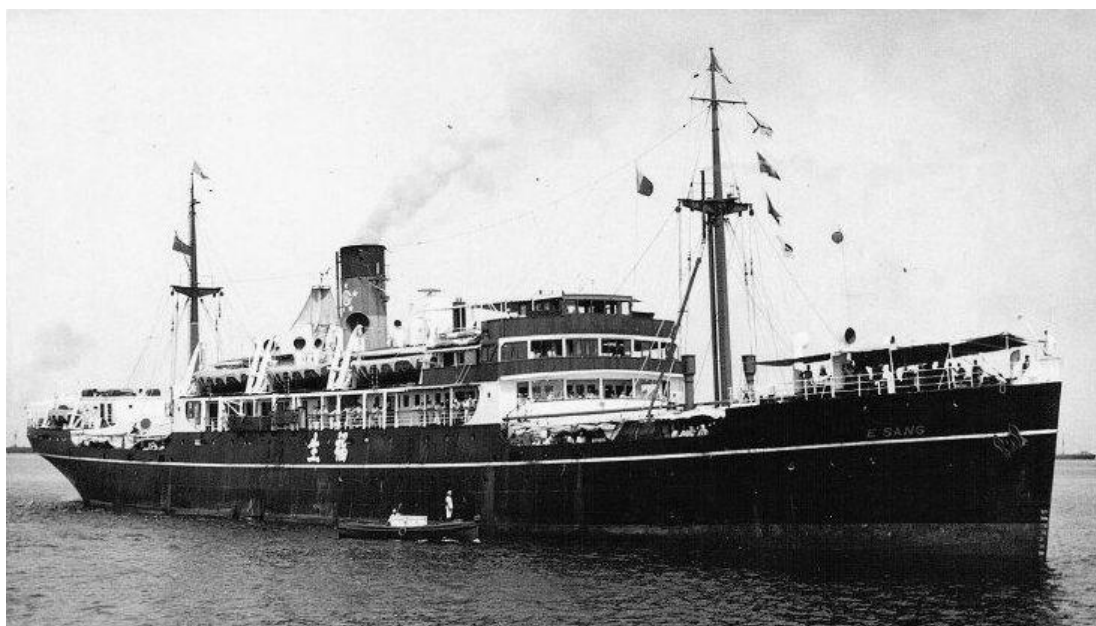
HAI YUAN (aiai blog).

HAI HENG 海亨 (1934-38) 3416/34-9 (329.3 x 47.2', T3cy/388 nhp)

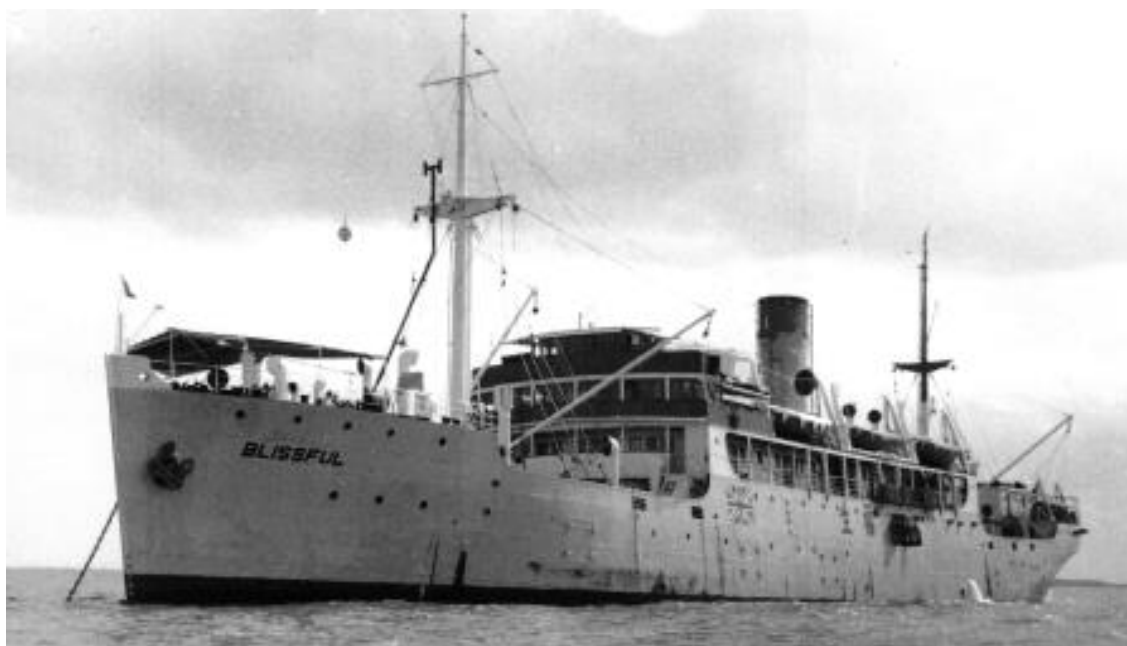
Built by Barclay, Curle & Co. Ltd, Glasgow for CMSNC (#650). 26/9/34 trials. 8/37 laid up at Hong Kong. 8/38 sold to Indo-China S. N. Co., London r. E SANG. 1951-55 on charter to M.O.T. 5/55 sold to On Thai Nav. Co. Ltd (Ngow Hock Co. Ltd, Bangkok mgrs), Hong Kong r. BLISSFUL., Hong Kong r. BLISSFUL. 11/11/68 arrived at Hong Kong for demolition.



HAI HENG on trials (Barclay, Curle & Co.).



HAI HENG as E SANG (postwar) in colours of Chip Hua Shg & Tdg (Internet).



BLISSFUL bearing the Chinese name “SANG FOOK” which means “Lucky Life” (Tom Rayner*).

HAI LI 海利 (1934-38) 3423/34-10 (328.7 x 47.2', T3cy/383 nhp)

Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1458) for CMSNC as HAI LI. 23/10/34 trials. 13/6/37 struck rocks and beached on Saddle Is. –17/6 arrived Shanghai after refloating. 8/37 laid up at Hong Kong. 8/38 sold to Indo-China S. N. Co., London r. MING SANG. 25/12/41 scuttled at Hong Kong. 9/42 docked at Kowloon after salvaged by Japanese r. BISAN MARU. 18/6/45 mined and sunk off Karatsu, Japan (33.58N, 130.44E). Wreck salvaged and broken up 1948.



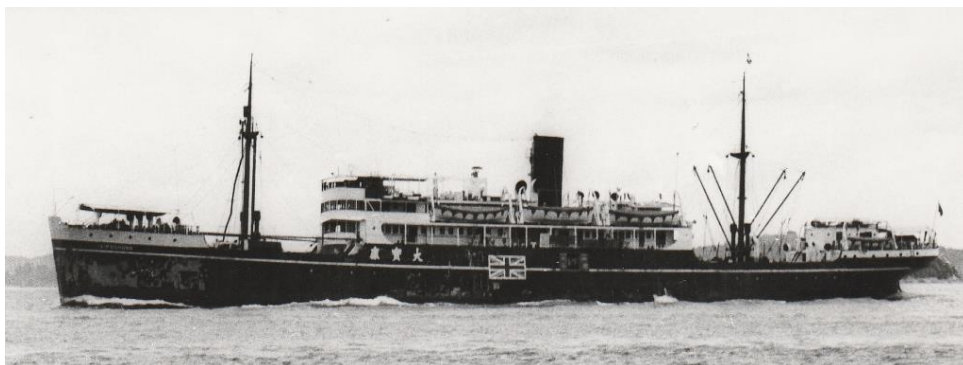
HAI LI after sale as MING SANG (D. Gammon*).

HAI CHEN 海貞 (1934-38) 3416/34-10 (329.3 x 47.2', T3cy/388 nhp)

Built by Barclay, Curle & Co. Ltd, Glasgow (#651) for CMSNC - 31/10/34 trials. 8/37 laid up at Hong Kong. 8/38 sold to Indo-China S. N. Co., London r. WO SANG. 1951 to end-1955 on charter to M.O.T. as transport Kure/Pusan. 5/56 sold to Shun Cheong S.N. Co. Ltd, Hong Kong r. TAIPOOHONG for S. China-Straits line. 1960-61 on charter in Indonesia. 8/65 t/f to LSSA, Panama r. LORINDA for Hong Kong-Saigon line. End-11/67 under demolition by Lee Sing Co., Hong Kong.



HAI CHEN at Swatow, 5 Oct 1939 as WO SANG (D. Gammon*).

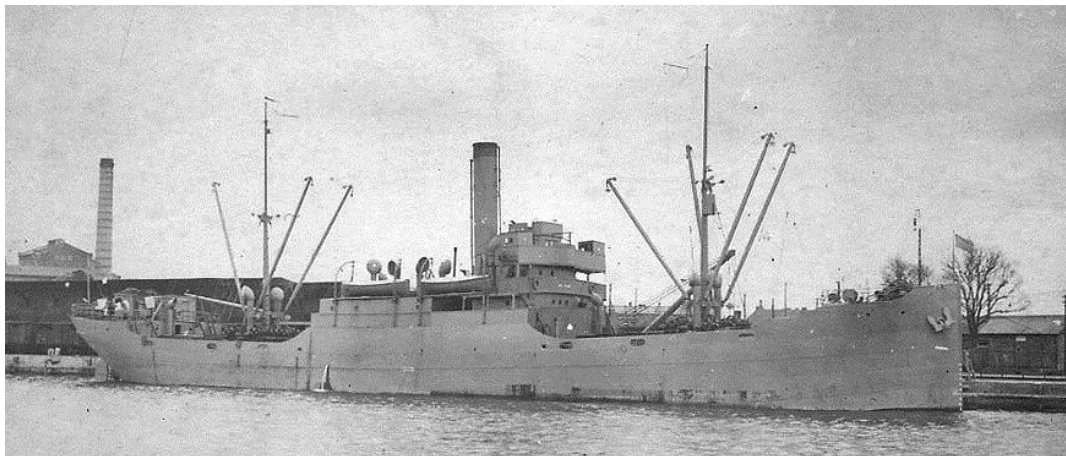


HAI CHEN as TAIPOOHONG c.1960, varnished bridge painted over, name in Chinese characters amidships but otherwise little changed from Jardine ownership as WO SANG (R. Gabriel/HD*).



HAI CHEN as Panamanian-flag LORINDA 黄安(HONG ON “Yellow Peace”) inbound in Saigon River, 11 February 1967, ten months before delivery to breakers (D. Nance/NAA).

HAI HSIANG (1934-40) 2049/18-4 ('Laker') (251.6x 43.6', T3cy/274 nhp, Detroit S.B. Co., Detroit) Laid down by Superior S.B. Co., Superior (Wisc.) (#530) for British Shg Controller as WAR VALOUR but completed for USSB as LAKE TULARE. 1919 sold to International Coal Tpt Corp., New York. 1923 sold to Skibs. A/S Manitowoc (K. Th. Einersen mgr), Oslo r. BESTIK. By 1933 on charter to CMSNC. 1934 sold to CMSNC r. HAI HSIANG. 8/37 withdrawn into Yangtse. c.6/40 sunk as blockship at Wulungshan (above Ichang) - wreck rep. broken up 1946.



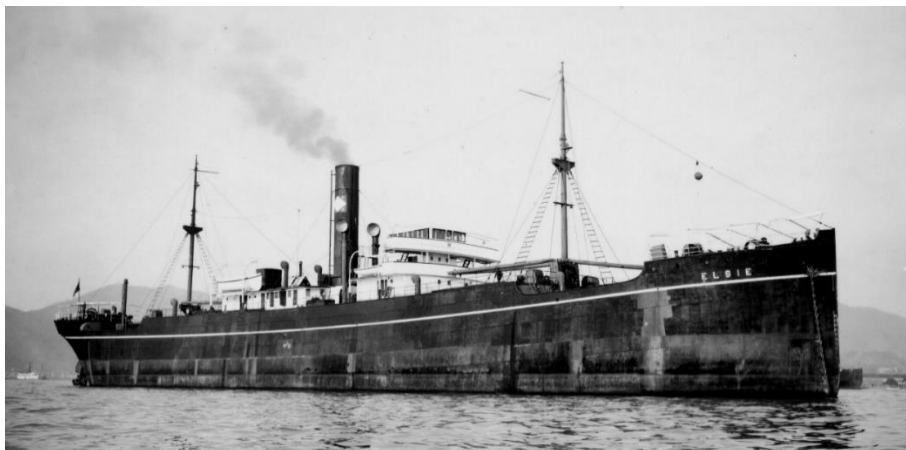
LAKE TULARE at Danzig (US Navy History and Heritage Command).

HAI JUI (1934-40) 2049/18 ('Laker') (251.2 x 43.6', T3cy/274 nhp) Laid down by American S.B. Co., Cleveland (#469) for British Shg Controller as WAR RAVEN but completed for USSB as LAKE LILLIAN. 1919 sold to International Coal Tpt Corp., New York. 1923 sold to Skibs. A/S Manitowoc (K. Th. Einersen mgr), Oslo r. BESTUM. By 1933 on charter to CMSNC. 1934 sold to CMSNC r. HAI JUI. 8/37 withdrawn into Yangtse. c.6/40 sunk as blockship at Wulungshan (above Ichang).



HAI JUI after launching in 1918 as WAR RAVEN (Bowling Green State University).

HAI YUN (1935-38, 1939-41) 3077/10-5 (325.1 x 47.0', T3cy/278 nhp, Blair & Co. Ltd, Stockton)
 Built by Richardson, Duck & Co., Stockton (#609) for Mawson Shg Co. Ltd (A. Mawson & Co. mgrs), Cardiff as SEAWALL. 1915 sold to N.D. (later G.Z. Lykiardopulo, Argostoli r. DAPHNE. 1935 sold to Hung Yuen S.S. Co. Ltd, Shanghai r. HUNG YUEN. c.11/35 sold to CMSNC r. HAI YUN. 1938 t/f to China Foreign S.S. Corp. (Wm Hunt & Co., Shanghai mgr), Macao r. ELSIE. 1939 reverted to CMSNC as HAI YUN. 1941 t/f to Wallem & Co. (Panama flag) r. SEAWALL. 20/5/41 at Hong Kong del. on time charter to MOWT for Indian coastal service (now 5600 dwt/8k). 7/41 at Bombay mainmast fractured, repairs to both masts. 5/4/42 attacked by Japanese aircraft 30nm from entrance buoy to Colombo (3 wounded). 10/4/42 at Colombo machine-gunned by Japanese aircraft, minor damage, c/eng injured, 1 crew killed, repairs to end-7/42, then in use as storeship. 8/6/43 dep. Colombo to load coal Calcutta (25/6) to Red Sea, thence phosphate to Durban and Cape Town (22/9-14/10), at Durban for boiler repairs 19/10-8/11, then coal to Suez/Port Said (23/12-8/3/44), returning to Durban mid-4/44 for docking and engine repairs, then 14/6 to Calcutta (7/8) to commence coastal service in Calcutta-Karachi-Abadan range (B.I.S.N. Co. mgrs.). 10/1/46 redel. to owners at Bombay, thence 10/2 via Karachi to Singapore and Hong Kong [BT 389/38/114]. 1947 sold to An Tung S.S. Co. Ltd, Shanghai sold to An Tung S.S. Co. Ltd, Shanghai r. KAO HSIUNG. 5/47 sold to Taiwan Nav. Co. Ltd, Keelung. 12/54 broken up.



HAI YUN outflagged as ELSIE at Hong Kong December 1939 (D. Gammon/W. Schell).

BETTY (1937-40) 2339/18-10 ('Laker') (251.1 x 43.7', T3cy/330 nhp, Nordberg Mfg Co., Milwaukee)
 Built by Superior S.B. Co., Superior (Wisc.) (#536) for USSB as LAKE AGOMAK. 6/24 sold to Baltimore & Carolina S.S. Co. Inc., Baltimore r. BETTY WEEMS. 1932 sold to A.H. Bull S.S. Co. Ltd, Baltimore r. BETTY. 8/37 sold to Hunt S.S. Corp. (beneficial owners CMSNC, Hong Kong). 4/38 t/f to China Foreign S.S. Corp. (Wm Hunt & Co., Shanghai mgrs). 14/8/40 torp. and sunk by U-59 35 m. from Tory Is. o/v Saigon-Liverpool with rice.



Sideways launch of LAKE AGOMAK, later BETTY (Bowling Green State University).

CHIN KIANG 錦江 (1937-49) 1077/20

see KIANG KING (1920-26)

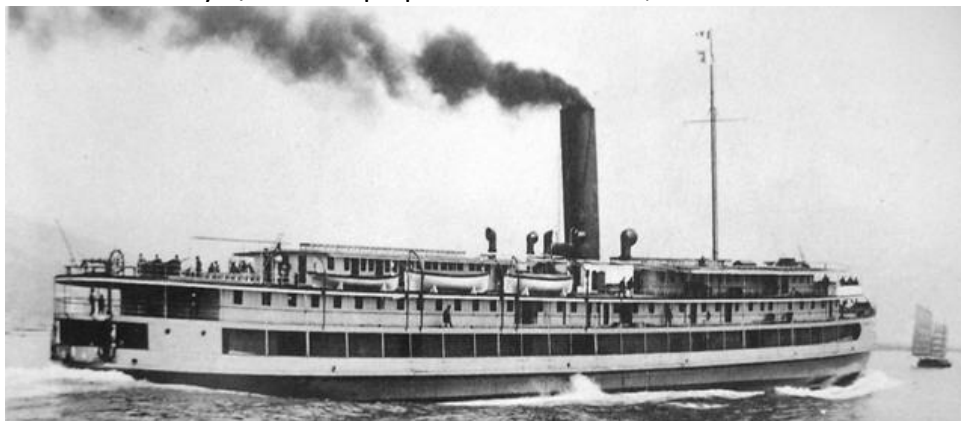
FRANCES (1937-40) 2323/19-6 ('Laker') (251.0 x 43.5', T3cy/262 nhp)
 Built by McDougall-Duluth Co., Duluth (Minn.) (#1336) for USSB as CHAUTAUQUA. 11/25 sold to Baltimore & Carolina S.S. Co. Inc., Baltimore r. FRANCES WEEMS. 1932 sold to A.H. Bull S.S. Co. Ltd, Baltimore r. FRANCES. 8/37 sold to Hunt S.S. Corp. (beneficial owners CMSNC, Hong Kong). 4/38 t/f to China Foreign S.S. Corp. (Wm Hunt & Co., Shanghai mgrs). 1940 sold to Bowater's Newfoundland Paper Mills Ltd, St Johns r. NORTH BROOK. 1945 sold to G.T. Shaw, Shanghai (reg. St Johns). 1946 sold to West China Dev't Corp., Shanghai r. PEI CHUEN. 20/5/48 stranded on Chienгтиeng Rocks near Nantung in Lower Yangtse o/v Pukow-Tsingtao (coal) - refloated but stranded again and sank.



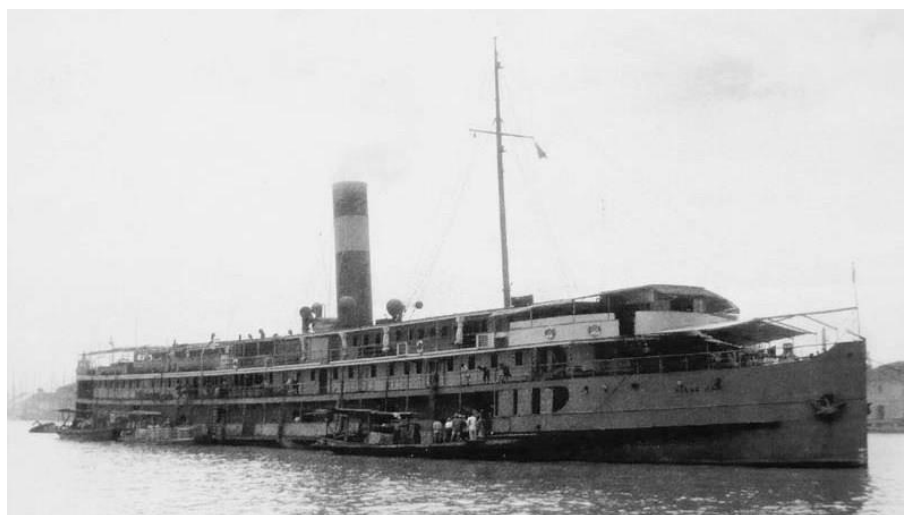
FRANCES in the colours of A.H. Bull S.S. Co. Ltd. (Bowling Green State University).

KIANG HAN 江漢 (1937-50) 3298/06 (310.0 x 44.0', 2-sc, T6cy/243 nhp)

Built by Kawasaki Zosensho, Kobe(#282) for Nippon Yusen Kaisha, Tokyo for Yangtse River as YOH YANG MARU. 1907 t/f to Nisshin Kisen K.K. 15/8/37 left Shanghai for Nanking, where seized by Chinese Gov't forces and allocated to CMSNC r. KIANG HAN. Mid-1939 hauled into Upper Yangtse. 1950 t/f to CPSNC, name romanised CHIANG HAN. 1958 name romanised JIANG HAN. 1966 r. DONG FANG HONG 2. Rebuilt at Wuhan, new machinery. 28/9/73 received award for safe completion of one million nautical miles. By 8/84 laid up upstream of Wuhan, NFI



YOH YANG MARU (KIANG HAN) running trials off Kobe (Kawasaki H.I.).



KIANG HAN in late-1940s (Yao Kaiyang coll.).



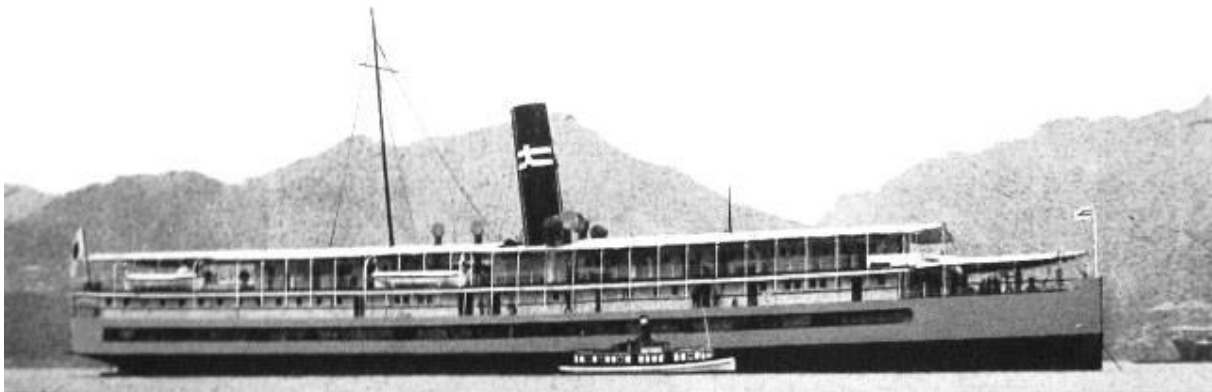
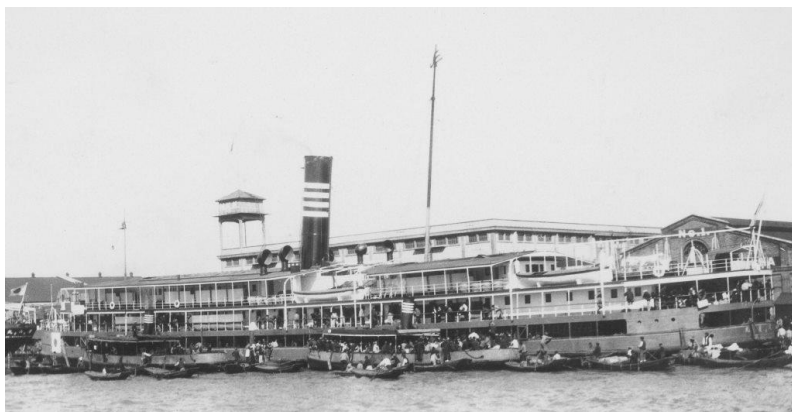
CHIANG HAN in PRC Yangtse Bureau colours (<http://ndcjzd.com/NewsInfo.aspx?Id=1228>).



DONG FANG HONG 2 (<http://ayuczds.blog.163.com/blog/static/22154207320135173213612/>).

KIANG SHIAN 江襄 (1937-39) 2712/01-10 (282.1 x 39.4', 2-sc, T6cy/202 nhp)

Built by Mitsubishi Zosensho, Nagasaki (#132) for Osaka Shosen Kaisha, Osaka as TACHANG MARU/DAITEI MARU. 1907 transferred to Nissin Kisen K.K. 15/8/37 left Shanghai for Nanking where seized by Chinese and allocated to CMSNC, r. KIANG SHIAN. Subsequently burnt out and abandoned aground in the upper reaches of Lan Hsi Creek, some 6 m. downstream from Hankow. 9/8/39 recovered by NKK and 11/39 t/f to Toa Kaiun. Evidently repaired. 29/12/43 sunk by aircraft in Yangtse downstream from Anking.



KIANG SHIAN as TACHANG MARU (Top, OSK colours: S. Kizu, Bottom, Nisshin colours: SK*).

JUNIE (1938-40) 3645121

see HSIN KIANGTEEN (1921-38)

AN HWA (1943-50) 285/34 (120.25 (125.0 o.a.) x 22', 2-sc. T6cy 736hp 13.31k, pass)

Built by Kiangnan Dock & Eng. Works, Shanghai (#701) for Hupeh Provincial Government as AN HWA. By 1943 on charter to CMSNC. c.1945 CMSNC owners. 1949 taken over by PRC, presume 1950 t/f to CPSNC. RLR 1993/94, NFI.

KIANG KING 江慶 (1943-50) 571/37 (139 x 25', 2-sc. T6cy)

Built at Chungking as YET KING (owners unknown). c.1943 stranded, sold to CMSNC r. KIANG KING, refitted. 1950 t/f to CPSNC, name romanised CHIANG KING. RLR 1992/3, NFI.



Labeled KIANG KING stranded in the Upper River, possibly as YET KING (Yao Kaiyang coll.).



KIANG KING at Hubei ca.1942 (Harrison Forman, UWM Libraries).

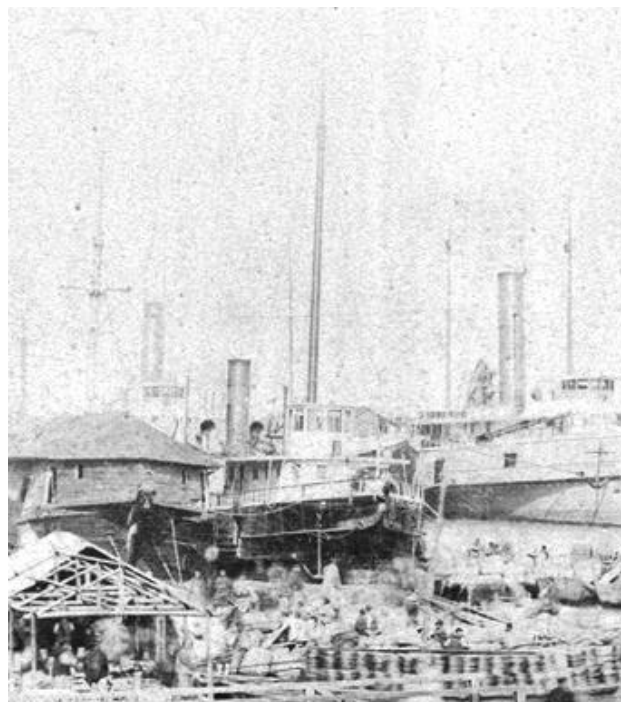


Similar (but raised bridge) unidentified former state-owned steamer being used for accommodation at Nanjing, August 1984 (Donald Anderson).

Miscellaneous Vessels

HAN YANG 藩陽 874-78) 326/72-1 (iron, 135', 9k)

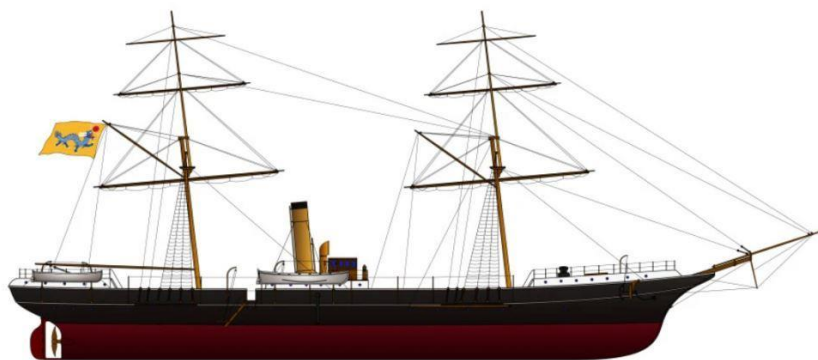
Built in U.K., shipped out in pieces with engines and erected by S.C. Farnham, & Co. at Pootung for Morris, Lewis & Co. et al., Shanghai for Shanghai-Hankow trade. 3/74 on charter to CMSNC. 17/8/74 reg. at Hong Kong to George McBain (64/64) under mortgage to R.W. Sitte, A. Brown & W.D. Pryor, Shanghai. 12/76-1/77 lengthened 40' by Boyd & Co., Shanghai and 1/77 rereg. for G. McBain (now 175', 463 grt). 1/78 mgt t/f from CMSNC to Morris & Co. (by 10/80 G. McBain agents). 19/11/80 sank 300m above Shanghai after collision in Yangtse with Kung Wo (982/79) (8 lives) – refloated under supervision of Geo. McBain and Chief Eng. and 2/81 towed between pontoon and lighter back to Boyd & Co., Shanghai for repair. 29/10/82 at 0300 holed in collision with American lorchia Annie off Kushang Light on voyage Hankow-Shanghai, run into bank, passengers and crew ashore, then toppled into deeper water becoming total loss (NCH, 11/1/72, 18/1/77, 15/2/81, 15/11/82).



Likely HANYANG at Hankow 1874 (Boiarskii Coll.at Library of Brasil).

HAI CHING 海镜 (1874-77) 1391 disp./73 (wooden transport, 200 x 32.8', 150 nhp)

Launched 10/8/73, also rep. as 11/73 by Foochow Arsenal (#13) for Imperial Chinese Navy but after completion conv. to mercantile use and by 4/74 in service for CMSNC. 1877 reverted to Chinese Navy. 1894 captured by Japanese at Port Arthur and comm. as training ship [Wright, *Chinese Steam Navy*, 2000: 38-40]. NFI.



HAI CHING as originally built (<https://origin-view.inews.qq.com/a/20220609A06B8V00>).

CHENG-TA(c.1876-79) ?/? (sail)

Details unknown. c.1876 consigned to CMSNC by Kiangnan Arsenal for use in grain/coal trades. 1879 reverted to Arsenal. NFI.

TSATLEE 七里 (1877-??) 80/62 (w.p.s. 85 x 15.5')

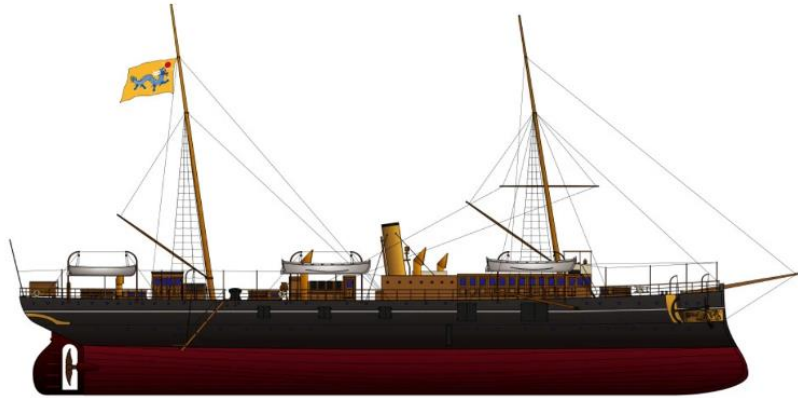
Built China for Edward Cunningham from material sent out from the U.S. Evidently soon sold to Shanghai S.N. Co. 9/62 on Shanghai-Woosung service. 2/63 listed as tug. Later in 1863 on charter to Chinese Imperial Government. 8/3/64 captured by pirates but recaptured a few days later. 1865 laid up. c.1872 machinery removed, 1877 sold to CMSNC for use as hulk, not renamed. NFI.

PAOKONG 保康 (1880-98) 733/76 (c.s.s.)

Built by S.C. Farnham & Co., Shanghai as speculation for Messrs Blethen, Walker, Jenkins et al., Shanghai - 28/11/76 ran trials. Early 1878 after legal dispute sale to N.G. Jenkins fell through - resold to Butterfield & Swire jointly with CMSNC and reg. for Wm Lang, Shanghai. 1880 sold to CMSNC and engines removed for use as grain lighter at Taku/Tientsin. c.2/4/90 sunk in collision with *Tungchow* (1886, CNC) in Peiho River - raised and put back in service. 1898 burnt out - wreck broken up.

KANGCHI 康济 (1880-83) c.1250 disp./80 (composite sloop, 210 x 29.5', 11k)

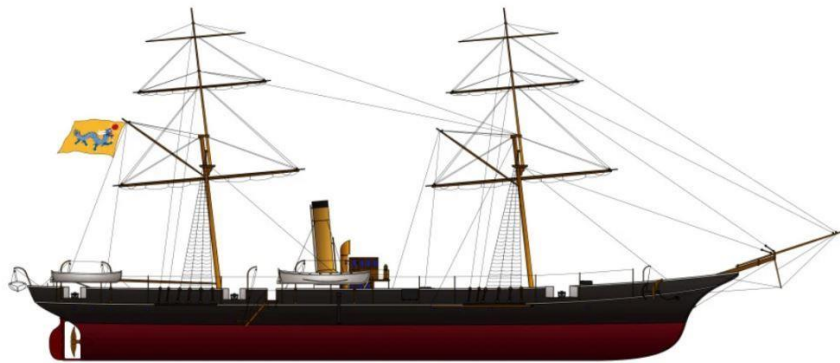
Launched 20/7/79 also rep. as 2/7/79 by Foochow Arsenal (#22) for Imperial Chinese Navy but 5/80 completed as merchant vessel and consigned to CMSNC. 4/83 returned to Navy and conv. by Taku Navy yard to dispatch vessel and flagship of Peiyang Squadron. c.1890 conv. by Foochow Arsenal to torpedo training ship. 16/2/95 released by Japanese fleet at Port Arthur with body of Admiral Ting. 1896 r. FU CHI. 1900 rep. at Taku [Wright, 2000]. Fate unknown.



KANGCHI as originally planned (<https://origin-view.inews.qq.com/a/20220609A06B8V00>).

CHI AN 济安 (18??-94) 1258 disp./73 (wooden armed transport, 200 x 38.2', 150 nhp)

Launched 2/1/73 by Foochow Arsenal (#11) for Imperial Chinese Navy. 8/84 sunk by French at Foochow [Wright, 2000]. Raised? 8/94 wrecked on reef 8/94 on voyage from Chenchiang, Kiangsu province on the Yangtse to Wenchow with 1000 troops, about 300 dead.



CHI AN as built (<https://origin-view.inews.qq.com/a/20220609A06B8V00>).

TAI-AN 泰安 (1893-??) 1258 disp./76 (wooden armed transport, 200 x 38.2', 150 nhp)

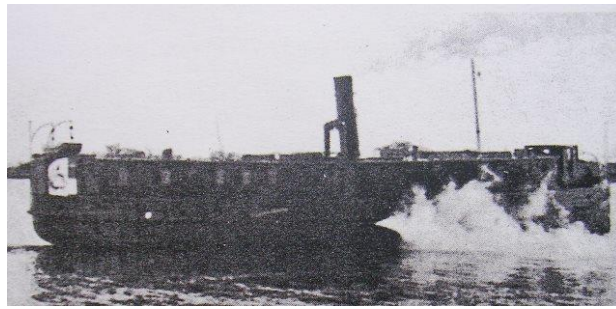
Launched 27/11/76, also rep. as 1/76 by Foochow Arsenal (#19) for Imperial Chinese Navy. 18?? t/f to Shantung as guardship. [Wright, *Chinese Steam Navy*, 2000: 38-40] 1893 t/f to CMSNC for use as a hulk, probably at Chefoo [rep. 6/10 in NCH, 15/12/93]. NFI.



TAI-AN as built (<https://origin-view.inews.qq.com/a/20220609A06B8V00>).

HENG HSIN 恆新 ??/09 (90 ft, 80 hp, 9k.)

Built by Kiousin S.B. & E. Works, Shanghai.



HENG SHIN was a small river steamer and probably tender (*Ships of China*)

Other early 20th century vessels (NFI)

CHIN TUNG 津通

HSI CHUN 熙春

KAI TAI 開泰

LEE SHUN 利順

LEE YUN 利遠

KIANG HSI 江西

PEI YANG 北洋

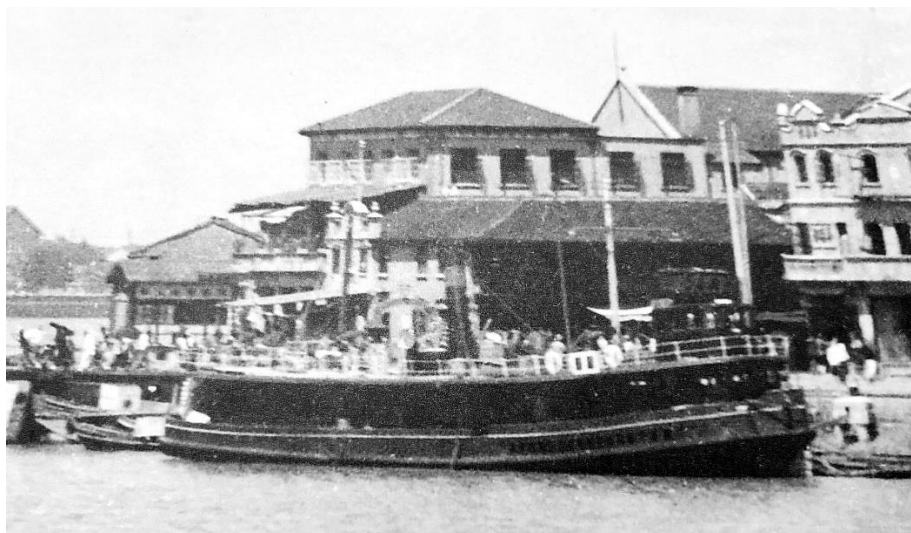
Yao Kaiyang's defunct China Steamship Museum site

<http://60.250.180.26/theme/theme-33/33-index.html> listed, but did not identify, the bunkering barges/steamers 江油 **KIANG YU**, 玉門 **YUMEN** and 延長 **YANCHANG**.

Other photographs of early CMSNC vessels



Small passenger steamer at Shanghai 30 October 1898 (Royal Commonwealth Society coll. Y30377F at cudl.lib.cam.ac.uk/view/PH-Y-30377-F/1).



At Ningpo 1934, barge from hulked hull in front (Wang Zhi-Xiang/Ningbo Museum).



Busy Harbour Scene - CMSNC wharves, Shanghai 1905 (Internet).

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