‘Little Yangtse’ and Near Coast Companies
「小長江線」及附近的沿海路线

Shanghai to:
Yangtse ports of Haimen, Nantung, Chuanchow, Shachuan, Tungchow, Yangchow
Chongming (Tsungming/Zhongmin) Island at Yangtse mouth (north)
northwards coastal ports of Yichen, Haichow
Chusan Islands ports incl. Tinghai
Chekiang (Zhejiang) coastal ports of Shinghua (Xinghua), Pinghu, Ningpo (Chinhai, Kiangpei), Taichow/Haimen, Wenchow, Juian

ILLUSTRATED FLEET LISTS

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Assistance gratefully acknowledged from Peter Cundall, C.C. Hsu and Bill Schell.
This list has also much benefited from photographs in *Sekai Shosen Yoran* (December 1941) edited by Eisaburo Tominaga [facsimile copy kindly provided by Yukihiko Miyata], and photographs in Graham Thompson’s and Alan Lee’s collections.

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 update posted 1 January 2025

Foreign flag beneficial ownerships are not listed separately.
(Instead, find the beneficial ownership entries under the Chinese ownerships.)

Note 1: A Shipowners’ Association was formed in 1927. NCH 9/7/27 reported Chinese shipping companies had formed an Association with Yu Ya-Ching (former Chairman of Chinese Chamber of Commerce) as President and a Committtee of 15 consisting of representatives from China Merchants, San Peh, Ningshao, Hoong On, Shao Shing (?Shawhsing), **Ta(h) Shing**, Ching Kee, **An Tai, Ping An, Foo Shing,** Ning Shing (sic.) and **Wen Kee.** (Companies in bold are included below, others on site at oldchinaships.com).

Note 2: A further grouping, Lian An Shipping Bureau, was formed with the assistance of Charles Eddie Hsu in the ealy-1930s to compete with the foreign shipping lines. Each company contributed one ship for a total of six vessels as follows (Chinese name with subsequent foreign-flag name): HSIN YUNG CHUEN/KONDOR, CHUSAN/ELBHOF, CHUAN SHAN/HANNA, TAH HSING (II)/SANTAREM, TAICHOW/ANO VATHY and TAH WAH/DON JOSE. Each of these ships appears as an entry in the detailed list below.

Note 3: The little Yangtse and Near Coast routes were the origins of a number of firms which grew to become major Chinese shipping concerns. Ningpo Shaoshing (Ningshao) S.N. Co. Ltd (1909), Hoong On Steam Navigation Co. Ltd (HOSNC) (1918) and Ningshin Steamship Co. Ltd (NSSC) (1918) are dealt with in the list of Yu Ya-ching (Yu Xiaqing) shipping group to be found on the "Big 5" and "Yangtse" pages of oldchinaships.com. Hsu Ting Zuo/Yih Lee S.N. Co./Eddie S.S. Co., Koo Chung-sui/Tai Chong Cheang S.S. Co./Valles S.S. Co. and Ping An S.S. Co., Shanghai are dealt with on the "Hong Kong New Wave" page.

An Tai S.N. Co., Shanghai

Association Member

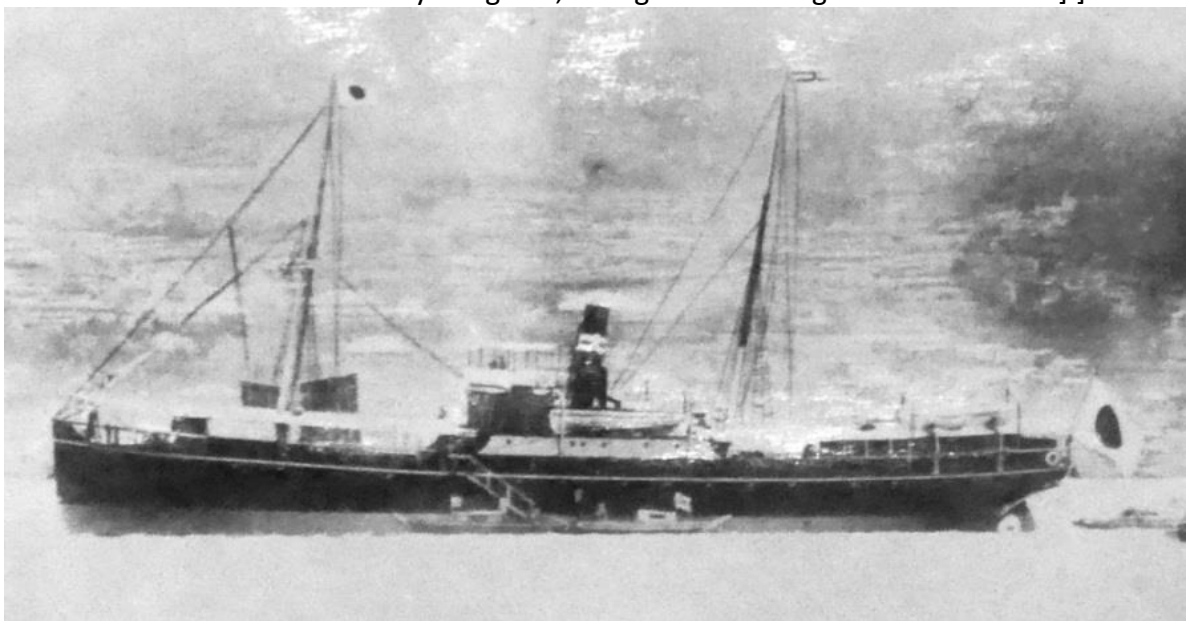
CHANG TAI (1891-25) 1783/91 (T3cyl, 181 nhp) 260 x 36'
Built by London & Glasgow Eng. & Iron S.B. Co. Ltd, Glasgow (#268) for ICSNC. 9/25 sold to An Tai S.N. Co., Shanghai r. CHANG TAI. 1935 sold to Ming Sing S.S. Co. Ltd, Shanghai. 1938 rep. sunk as blockship (no details).

CHANG TAI or sister YUAN ON at Shanghai (From a Shanghai panorama, c.1930, courtesy S.N. Nicholas).

Chekiang S.N. Co./Chekiang S.S. Co.

Shanghai-Foochow

TEH LEE/TELI (1931-41) 497/?? Also 694/90 T3cy pass (as built 10 1st, 15 2nd, 152 3rd)
Built by Mitsubishi Zosen, Nagasaki (#45) for Osaka Shosen K.K., Osaka as CHIKUGOGAWA MARU. 1914 sold to Kita Nippon Kisen K.K., Osaka. 1925 sold to Taiyo Shosen K.K., Nishinomiya. 1931 sold to Chekiang S.N. Co., Shanghai r. TEH LEE/TELI. 12/41 sunk by a/c bombing in Whangpoo. [First Japanese-built steel hulled vessel and first Japanese-built T3cy engine.] [1934 to 1938 in The China Yearbook. Probable earlier TELI (612/16) in Yearbooks 1931, 1932 (reflecting Maritime Customs list of 1929). The name TELI was also used 1915-1929 by Tong Yue, Shanghai – see Ping An S.S. Co. below].]



CHUKUGOGAWA MARU at Nagasaki on completion (MHI).

Chinchang Shipping Bureau 錦章航船局
Kin Chong & Co., Shanghai

Shanghai-Ningpo-Chinhai-Tinghai

Founded late 19th century by Shanghai and Dinghai merchant Ding Qinzhai which he managed for over 50 years; from 1905. Council member of Chinese Shanghai Chamber of Commerce

Chusan S.S. Co., Shanghai 舟山轮船公司

Shanghai-Haimen-Tinghai (post-1937 also to Wenchow)

Founded 1922 by Chu Pao-san (Zhu Bao San) 朱葆三 (1848-1926) (=Zhu Pei Zen), President of the Chinese Shanghai Chamber of Commerce, investor in many companies including Yih Shg. Co., East, Da Da, Ningshao, Zhanghe, Yonghe, Yongli, Yongan, Zhoushan and other shipping companies.

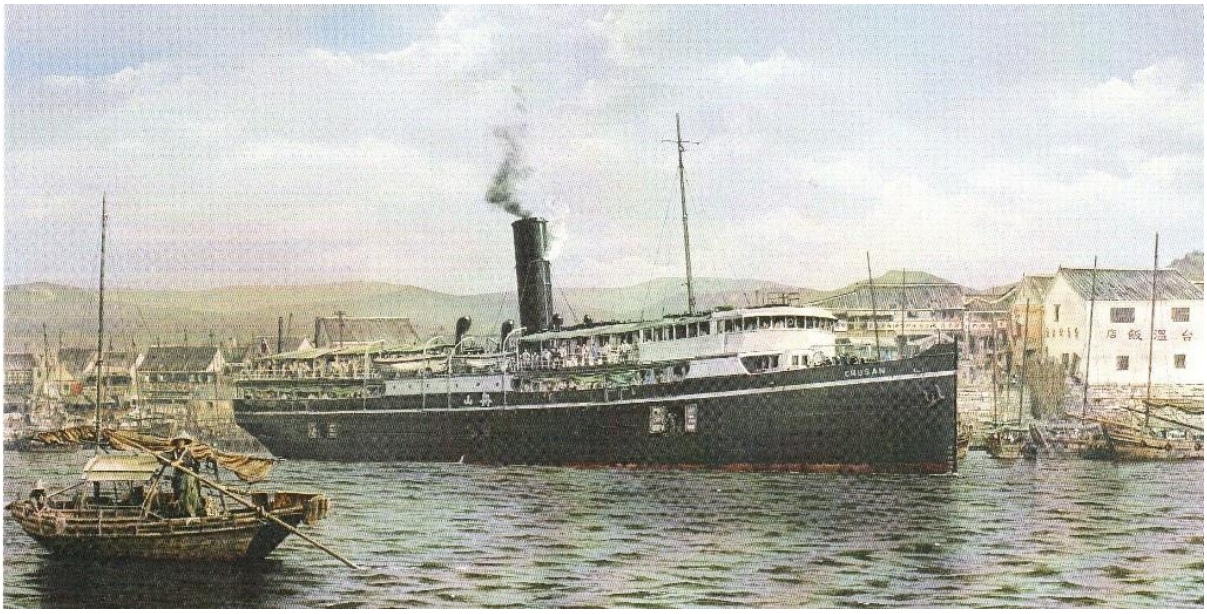
Vice-President Cheng Qingtao, b. Ningpo, Deputy Manager of Chinchang Shipping Bureau
48% of shares held by Ding family
Five of the directors and managers signing the share certificates all related to the Ding family.
Another investor Charles Eddie Hsu (Hsu Ting Zuo 許廷佐, see Yih Li S.N. Co.), sold shareholding in 1930).
Also Wang Qiyu, Shanghai and Tinghai industrialist Xu Xiangsheng, and small investors, many based in Chusan. Details in https://read01.com/5MPdRQK.html#.YCES1bAzaM8*.*

錦和 (**CHIN HO**) (1902-c.05) passenger vessel
1902 first sailing for Chinchang Shg Bureau, Shanghai-Ningpo-Chenhai-Tinghai, withdrawn several years later.

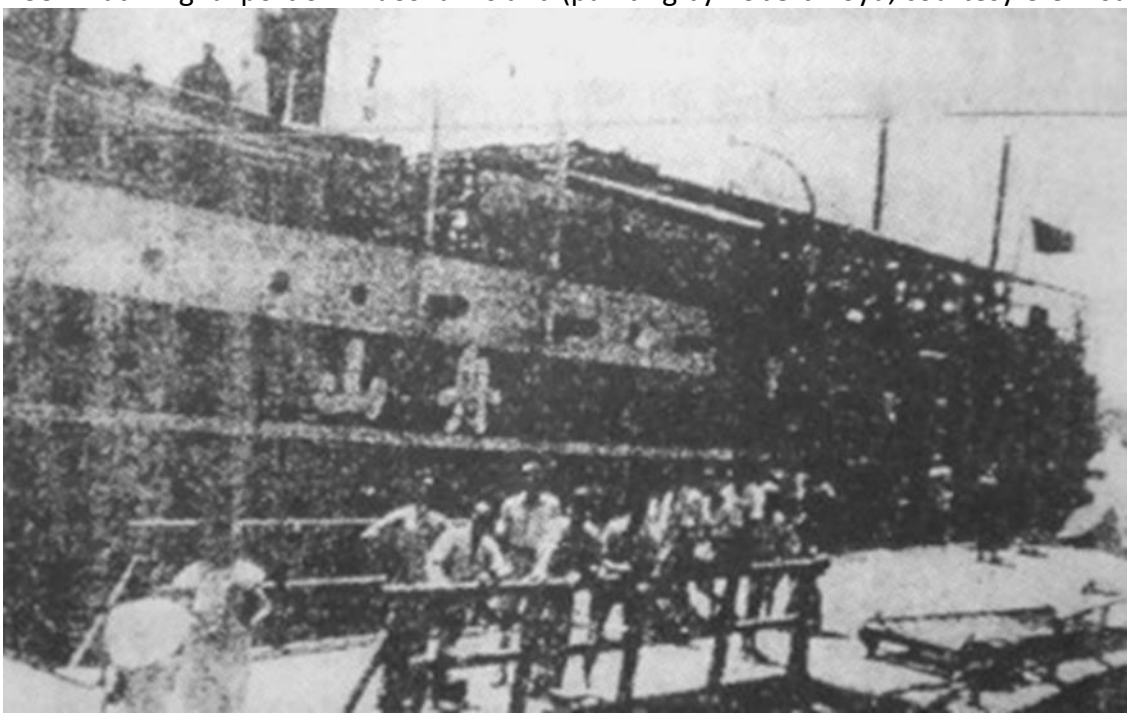
KO KWEI 可貴 (**HO KWEI**) (c.1906-16) 376/85 (i.s.s.) 169.6 x 25.0
Built by Blackwood & Gordon, Port Glasgow for J. Allan, Penang, for Lee Phee Yeow & Chua Yu Kay, Penang as HO KWEI. 1894 sold to A. Huttenbach, Penang. 1906 sold to E.C. Pearce, Shanghai (British flag). 1909 sold to Kin Chong & Co., Shanghai, name adjusted to KO KWEI. 21/2/16 wrecked on reef at Haimen on voyage Shanghai-Chekiang ports with cased oil & general cargo. [A dedicated WHARF, Ko Kwei Wharf, was built at Tinghai by Chinchang Shg Bureau.]

CHUSAN 舟山 (1922-49) 1253/22 205x33 T3cy 120hp
Built by Shanghai D & E Co, Ltd for Chusan Shg. Co., Shanghai (Chinese flag). 12/6/22 first sailing. 1937 t/f to Dr Ado Nolte, Rudolf Laurenz and Gustav Rohreke (Carlowitz & Co., mgrs), Shanghai (German flag) r. ELBHOF (first listed in LR), also bearing Chinese name 海福 HAI FOO, sailing Shanghai-Haimen-Tinghai-Wenchou. 1945 reverted to Chusan S.S. Co., Shanghai as CHUSAN. By 1950 under control of Nationalist Government in Taiwan, used as a hospital. First served as a hospital ship in Nanjing and when the communist forces approached in Jan. 1949 was moved to Zhoushan and provided services around the archipelago until Zhoushan fell in May 1949 and was moved to Keelung and renamed NAVY HOSPITAL SHIP No.1. 1957 RLR, but believed broken up at Kaohsiung about 1963.

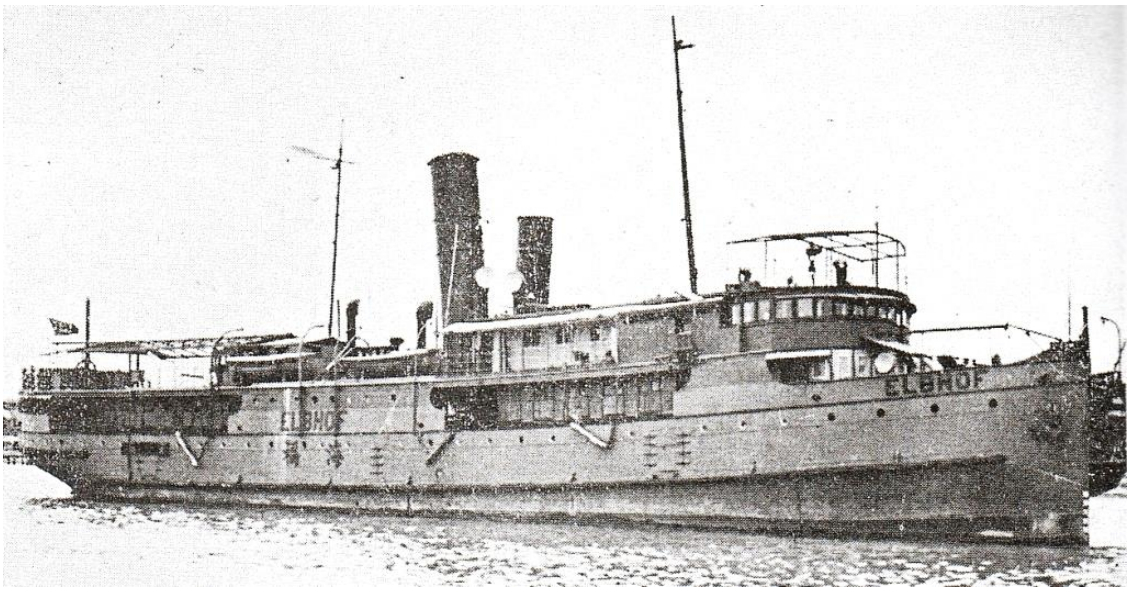
CHUSAN (Zhoushan City Hall of Fame http://zsxq.zjol.com.cn/system/2014/12/27/020434421.shtml).



CHUSAN at Dinghai port on Zhaoshan Island (painting by Robert Lloyd, courtesy C.C. Hsu).

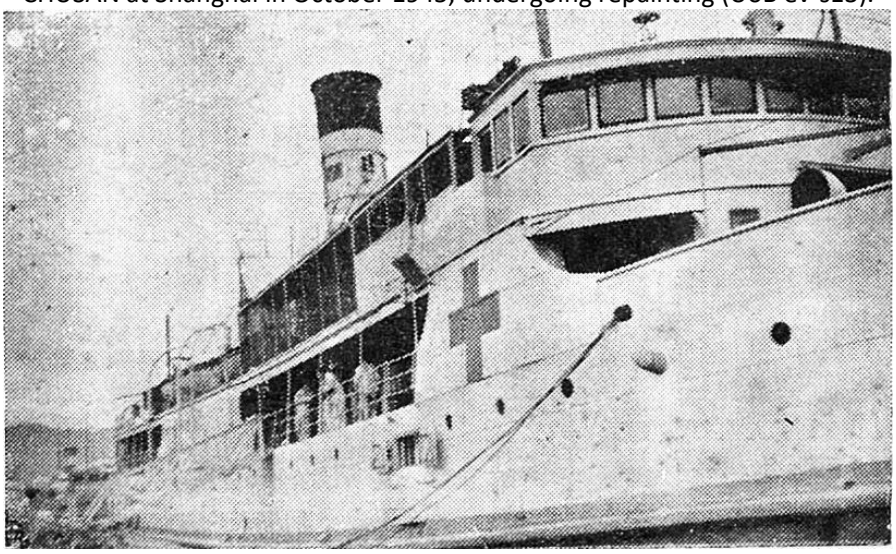


CHUSAN (Zhoushan City Hall of Fame http://zsxq.zjol.com.cn/system/2014/12/27/020434421.shtml).



German flag ELBHOF (福海 FOO HAI) at Shanghai in 1940 or 1941 (*Sekai Shosen Yoran* p. 99).

CHUSAN at Shanghai in October 1945, undergoing repainting (UoB ev-s13).



CHUSAN in Taiwan as NAVY HOSPITAL SHIP No.1 (*Navy Hygiene* 7/52 c/- C.C. Hsu).

Chong (Chung) Ming S.S. Co.

Shanghai-Chongming Island

Wang Qingmu, Chairman, Chen Ganqing, Director as at 1931

CHOW YANG 371/??
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).
[Note same tonnage as MOPELIA in the "Company Names Unknown" section below.]

TIEN TZU (TIEN SZU) 天赐 783/31
Built by Chung Hwa S,B. & E. Works, Shanghai for Chong Ming S.S. Co. as TIEN TZU. War loss after mid-1937. NFI. [1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933)].

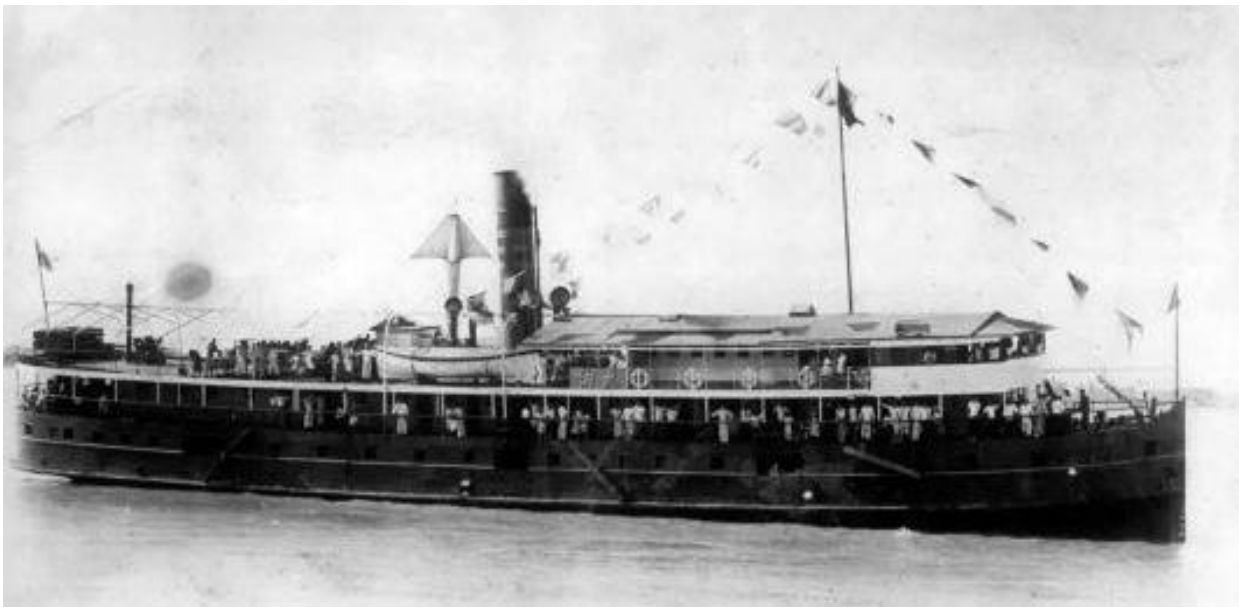
TIEN TZU (above 3 photos http://city.eastday.com/gk/20180625/u1a14015233_K31721.html).

Probable TIEN TSU. Two Catholic nuns are visible at the railing,
near the name board forward of the funnel (SK*).

TIEN YU 天佑

Surmise ex WA SUN 347 (later 389/14) s.s.s. (shade deck):

Built by Kwong Tak Cheong, Hong Kong and 1/14 reg. to Chan Po Yew as WA SUN. 1918 sold to Chi Yu Man, Hong Kong. 10/20 register closed on sale to Chinese-flag owners. By 1923 owned by Fuk Hoi S.S. Co. 8/23 blown ashore on N. side of Stonecutters Island in typhoon. By L24 owners Pak Hang & Co., Hong Kong (not sure when re-reg. Hong Kong). 4/34 purchased by Chong Ming S.S. Co. from Canton, r. TIEN YU. 1937 scuttled in the port at Zhange, Chongming (二条竖河港内).



TIEN YU (http://city.eastday.com/gk/20180625/u1a14015233_K31721.html).

Chuan Shan S.S. Co.

Shanghai-Taichow

CHUAN SHAN 穿山 (1928-39 also 1948-5?) 1040/27 see TAH HSING (Tah Hsing S.S. Co. 1927-28)

Chui Fung Pao Kee S.N. Co
(also romanised as Shu Foong Pao Kee S.S. Co. Ltd)

Shanghai-Shachuan
Shanghai-Chongming Island

PAO FUNG (PAO FOONG) 寶豊 (宝丰) c.500/30 (180.0 x 30.0')
Built by Sang Chi E. & S.B. Works, Yangtszepoo, 3/11/29 launched, 1/30 completed for Shu Foong Pao Kee S.S. Co. Ltd, Shanghai for Shanghai-Tsungming line as PAO-FOONG 寶豊(宝丰). 1/32 pirated. By 1933 operating for Chui Fung Pao Kee S.N. Co. 9/35 pirated outside Woosung o/v to Tsungming and Haimen, $20,000 seized, several deaths. 1945 recovered, late-1940s in operation out of Shanghai. NFI.

PAO FOONG, registered at Shanghai (SK*).

PAO FOONG at Shanghai in the period 1946-49 (Internet).

PAO FOONG at Shanghai in the period 1946-49 (SK*).

Chui Fung S.S. Co

Shanghai-Shachuan

HAI MEN No.2 342/
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).

Chun An S.S. Co.

Shanghai-Pinghu

FU AN 843/ see FOO AN 640/09 (Foo Shing S.S., 1924-29)
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933)

Cheng [Chun] An Nav. [S.S.] Co.

Shanghai-Pinghu

In 1935 Cheng An Nav. Co. Raised with the Chinese Chamber of Commerce in Shanghai the competition to FU AN and FU PING from Moller & Co. ships running from Shanghai to Fukien outports (Fuching, Hsing Hua etc.) in violation of treaty provisions. In March the Chamber lodged a complaint with the Ministry of Communications (China Press 9/3/35).

FU AN 843/ see FOO AN 640/09 (Foo Shing S.S., 1924-29)
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933)

FU PING (no details)

Da(h) Hsin S.S. Co., Shanghai
(Dah Shing S.S. Co.. Shanghai)

Shanghai to Taichow, Pinghu, Ningpo and Shachuan

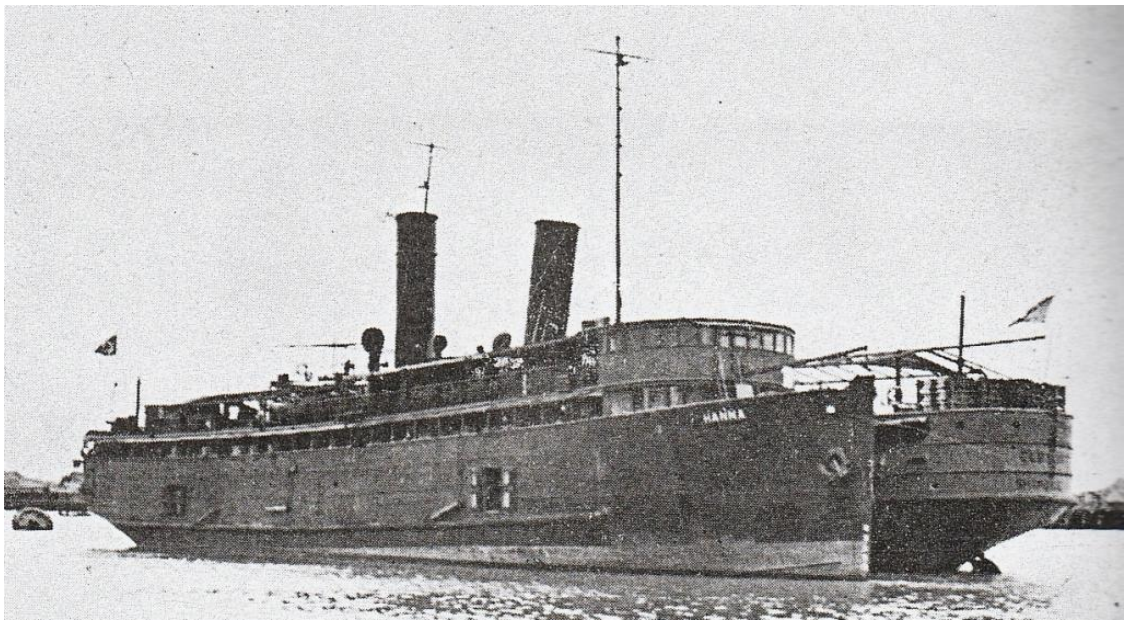
Ta(h) Hsing Steamship Company, Shanghai

Shanghai-Chongming, etc.
Association Member

TAH HSING (1927-28) 1040/27 62.5 x 8.5m steamship
Built by Hongchang E. & S.B. Works, Shanghai for Tah Hsing S.S. Co., Shanghai as TA HSING. By 1928 sold to Chuan Shan S.S. Co., Shanghai r. CHUAN SHAN 穿山. By 7/28 calling at Pootoo Island in the

Chusan Archipelago en route to and from Shanghai to Ningpo, advertised for Chuan Shan S.N. Co., Nantao Bund. 1938 t/f to Dr A.Nolte, Rudolf Laurenz & Gustav Rohreke for Carlowitz & Co., Shanghai (German flag) r. HANNA. 1945 reverted to Chuan Shan S.S. Co. as CHUAN SHAN, active at Shanghai in late-1940s but NFI. RLR 1953. Possibly subsequently operated by Ta Ta (Ta Dah) Steamship Co. Ltd, Nantao, post-1949 operated by Changjiang (Yangtse) Shg. Corp. as HSIN TA/XIN DA 新达(達) and if so, 12/66 r. DONG FANG HONG 406 which was sill existing laid up 10/83.

CHUAN SHAN at Shanghai, 1937 (Harrison Forman, UWM Libraries).



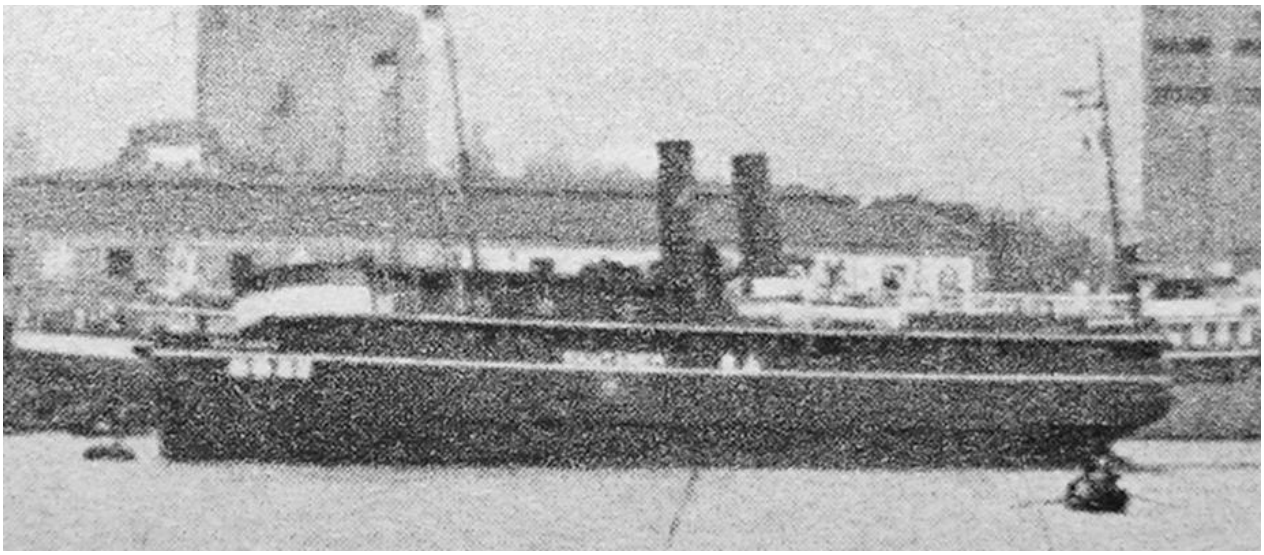
HANNA under German flag, and evidently laid up alongside ELBHOF c.1941 (*Sekai Shosen Yoran* p.99).

CHUAN SHAN with built-up superstructure, loading uniformed foreign personnel under a Red Cross flag in May 1948 (both photos from a British Pathe film).

CHUAN SHAN reportedly helping to evacuate Jewish refugees before World War II, but almost certainly depicted after the war, Ming Sung LSM alongside (YouTube: The Miracle of Shanghai).

Above 2: Probable DONG FANG HONG 406 at Shanghai 1/10/83 (Leroy W. Delroy Jr.@Flickr).

TAH HSING 達興(1928-38) 870/28 179.2 x 26.6
Built at Shanghai for Tah Hsing SS. Co., Shanghai. RLR 1936, reported SE in river service 12/38, c. 1938 or 1939 t/f to Portuguese flag r. SANTAREM. 1939 or 1940 being operated by Tah Hsing Rinsen Kyoku (Japanese Government control through Toa Kaiun K.K) as TAKKO MARU. 1943 mgrs Toa Kaiun K.K. 14/4/45 run ashore after USAF B24 air attack off Shanghai, likely CTL. NFI.



SANTAREM at a buoy in Shanghai, January 1938 (*Ichiokunin no Showa-shi* 7/1975).

SANTAREM in service at Shanghai ca.1939 (SK*).

KWANG HSIN 310/ Shanghai-Pinghu
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).

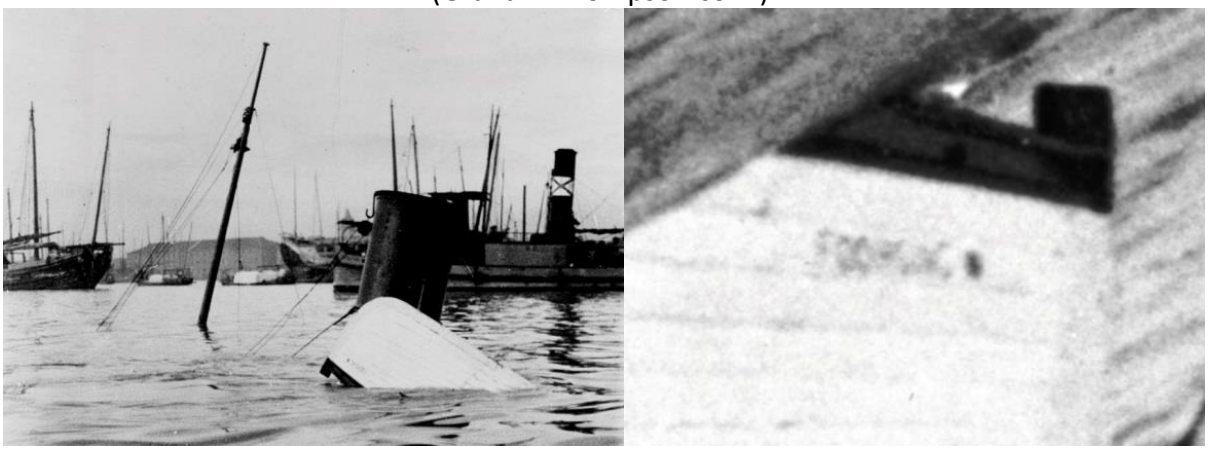
SAN KIANG 三江 460/ Shanghai-Pinghu
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).
8/37 scuttled at Nantao barrage.

SAN KIANG 三江 after scuttling at Nantao barrage 8/37 (*Five Months of War*, NCH C/- Graham Thompson).

(U.S. Naval Historical Command NH77750, 77052).

FU HSIN 619 Shanghai-Shachuan
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).
May be the vessel FOOHSING (FOO SHING) 福興 332/09, reported owner C.C. Skerrett Rogers, scuttled at Nantao in 8/37.

(Graham Thompson colln).



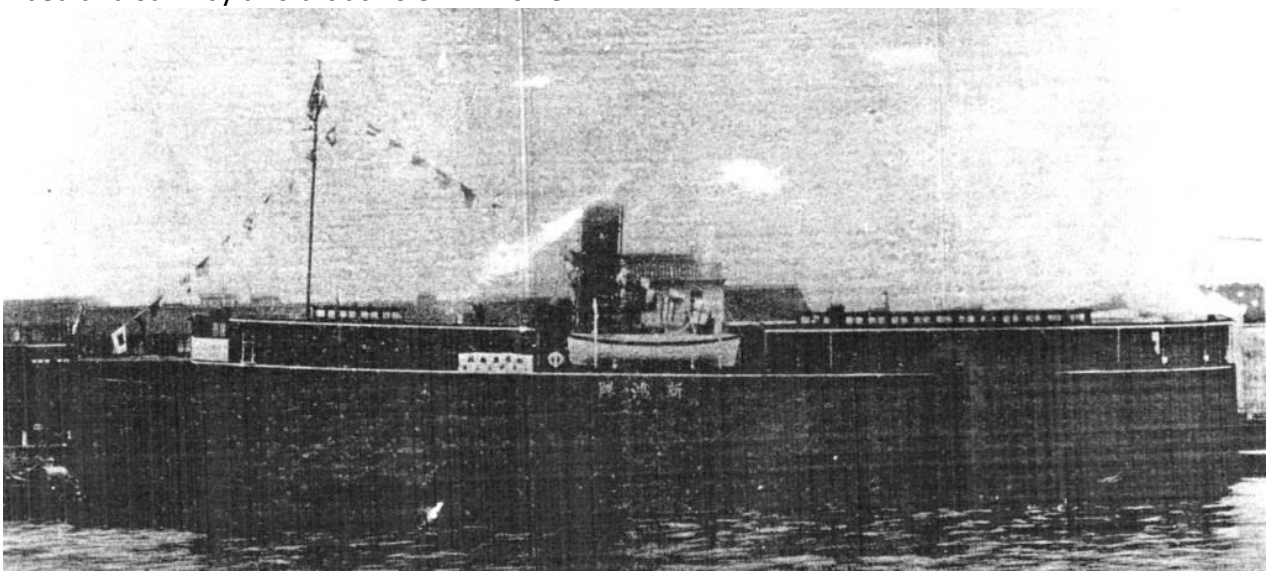
(U.S. Naval Historical Command NH77751).

HOONG HSING/HOONGSHING/HUNG HSIN 鴻興 830 gt 554 net

1934, 1935 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933). Mid-1932-5/36 listed in press as operating Shanghai/Ningpo. NFI. Subsequently replaced by HSIN HOONG SHING.

HSIN HOONG HSING 新鴻興(1935-38) 1258/35 740 net

Built in China for Tah Hsing S.S. Co., Shanghai as HSIN HOONG HSING, 2/36 to 7/37 onwards operating Shanghai/Ningpo. 1938 reg. for Japanese Government r. SHINNOTO MARU (same characters). Reported in Miramar as SHINKOKU MARU (error?). 5/41 as HSIN HOONG HSING managed by Yih Lee S.S. Co, collided with 龍華丸 Ryuge Maru (457/18, ON 23803) [Shen Bao newspaper 9/5/41].) 12/2/45 bombed and sunk by aircraft at 26.57N 120.25E.

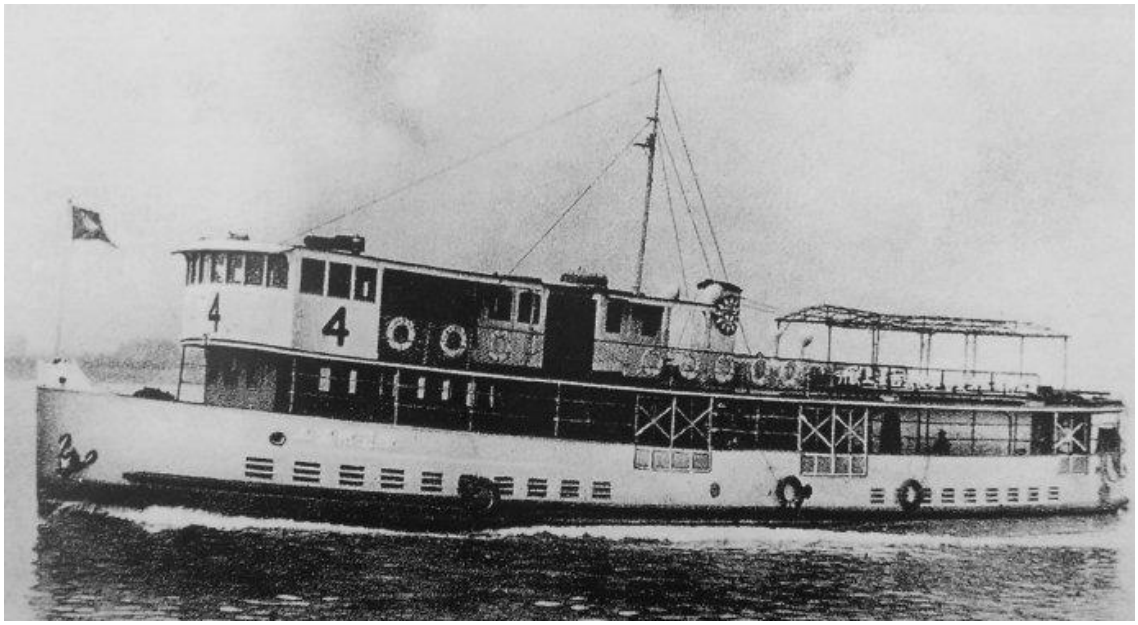


HSIN HOONG HSING 新鴻興 (U.S. National Archives/Peter Cundall).

DAH HSING 大星

Entered service Shanghai-Chongming in 12/46, presumably for Ta Hsing S.S. Co., after having been converted from a Shanghai municipal ferry. NFI.

DAH HSING http://city.eastday.com/gk/20180625/u1a14015233_K31721.html



Similar SHANGHAI MUNICIPAL FERRY No.4
http://www.360doc.com/content/13/1007/05/5373706_319502477.shtml

MINNAN/WEINAN 闽南
Mentioned postwar in http://city.eastday.com/gk/20180625/u1a14015233_K31721.html, ownership unclear.

Eighth Route Army

HSIN SHENG LONG (19??-38)

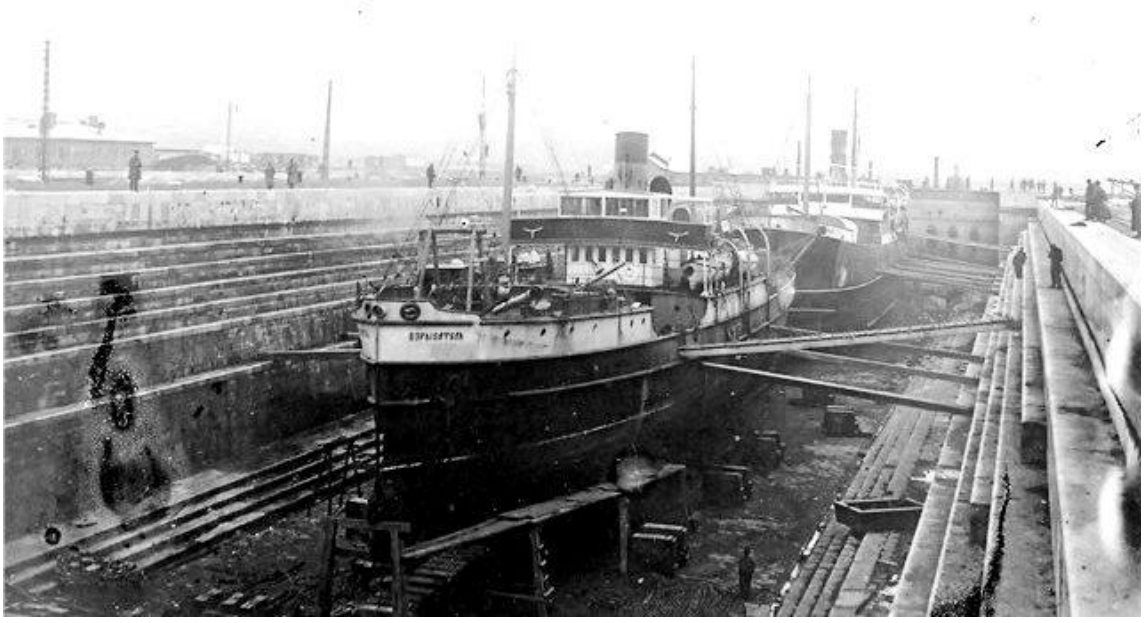
HSIN SHENG LONG commandeered by Eighth Route Army (Communist), bombed by Japanese aircraft

23/10/38 off Honghu en route Hankow/Chungking. Nearly 80 dead, including Xinhua staff who were transporting paper and printing equipment, vessel sank, as at 4/2017 not raised. Ex HSIN TAI? (Internet).

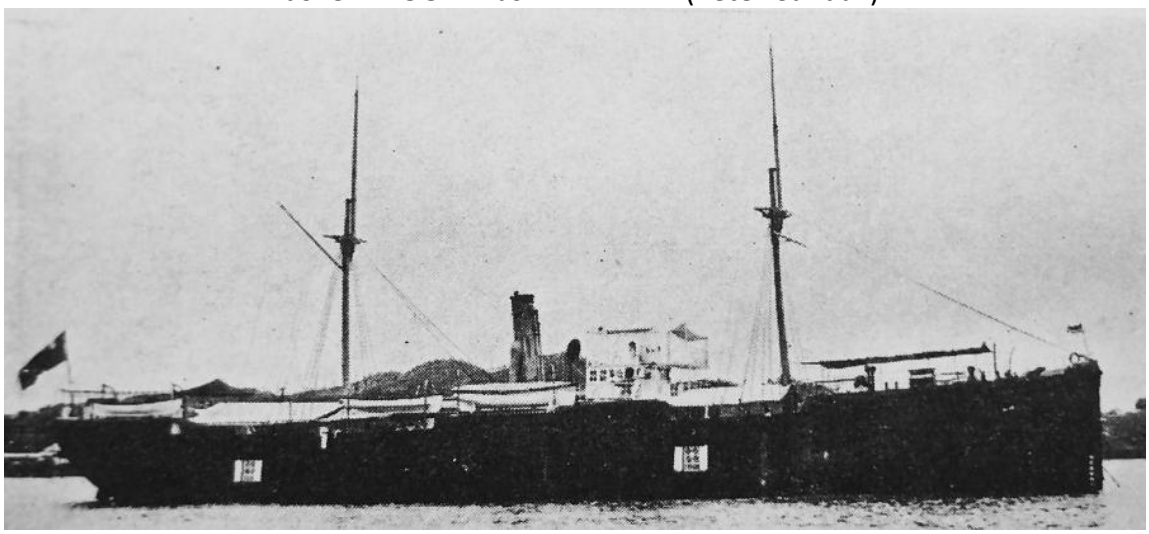
Foh Sing S.S. Co./Hu (Foo) Shing S.S. Co./Foo Shin S.S. Co.

1920 ref. to Foo Shing Hong
Shanghai-Pinghu
Shanghai-Chuanchow
Association Member

?**FOO AN/FU AN** (1929-36) 640 grt/ 382 nrt/09 55.02 x 9.17 x 4.30 m T3cy 10k
Built by AB "Vulcan" Oy, Turku for Russian Ministry of War as mine transport VZRYVATEL, 1909 assigned to naval base, Kronstadt. 11/09 sailed for Vladivostok, arriving 18/3/10, assigned to Vladivostok mine battalion. 1917 t/f to Russian Volunteer Fleet, used for coastal shipping in Far East. 16/10/22 under control of Admiral P.K. Stark, 28/10 departed Poset for Gensan, then Shanghai, 10/1/23 arrived Manila. 1924 sold to Foo Chong (=Cantonese version of Shing?) S.S. Co. r. FOO AN, sent to Shanghai. 1929 sold to Chen (=Chun?) An S.N. Co., Shanghai. 1936 sold to Yi An S.S. Co., Shanghai, reported supporting Chinese naval fleet in Nantao but 20/8/37 scuttled as a block ship. (http://www.retroflot.com/dobrovoljnyj_flot/minnyj_traljschik_vzryvatelj.html).



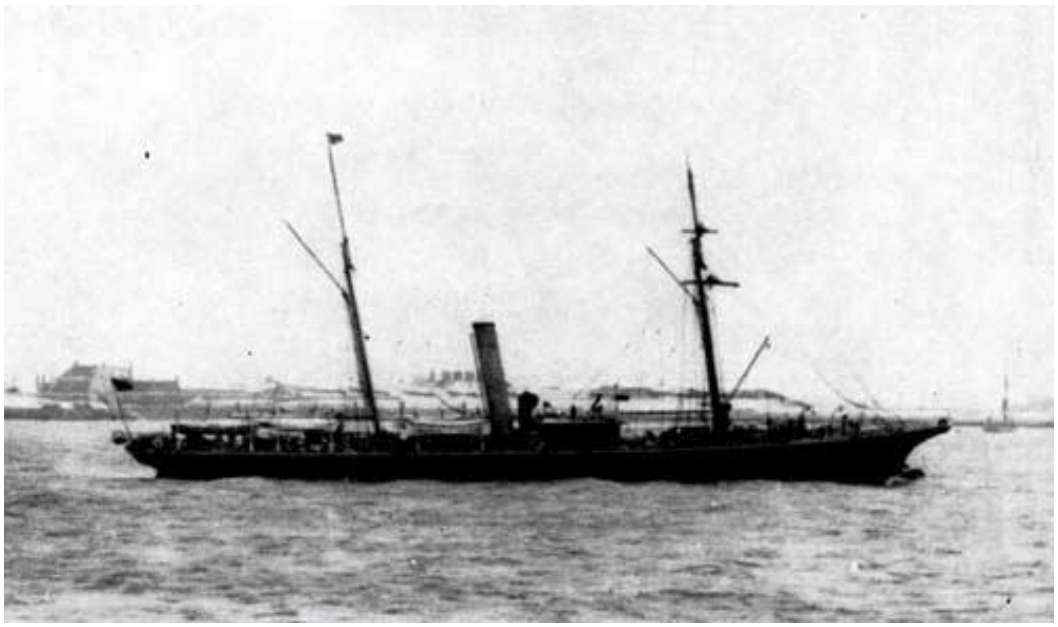
Above 2: FOO AN as VZRYVATEL (Peter Cundall).



FOO AN flying a Nationalist ensign, possibly as a naval auxiliary c.1937 (photoships.co.uk).

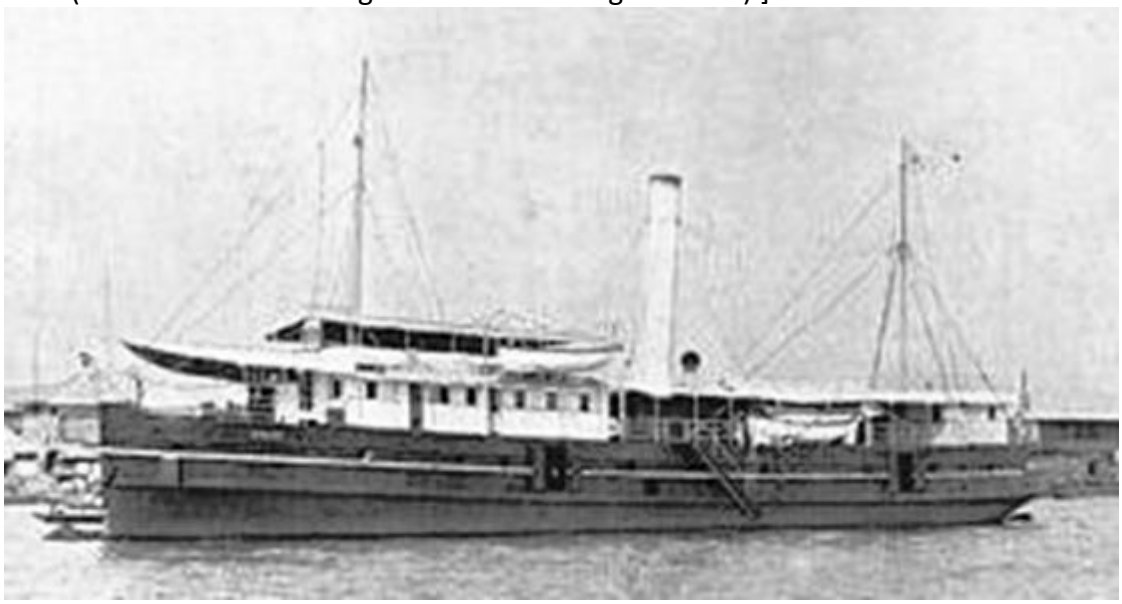
FOO CHING (FOH CHIN) (1927-32) 1201/85-9

Built by Robert Napier & Sons, Glasgow (#399) for Eastern Extension, Australasia & China Telegraph Co. Ltd as RECORDER. 1925 sold to Foo Chong S.S. Co. Ltd, Shanghai (Cs flag), conv. to cargo vessel r. FOO CHONG. 1927 sold to Foo Shing S.S. Co Ltd, Shanghai r. FOO CHING. 16/11/32 caught fire and sank 200m. S of Shanghai o/v Shanghai-Chuenchow (pass./flour and piecegoods). NCH 30/11/32 rep. st FOOCHING to be salvaged. 16/11 sank 200m. from Woosung after boiler leaks, sudden list and then fire. Now only masts and funnel visible, all movable property stolen. [FOH CHIN 1257g 1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).]

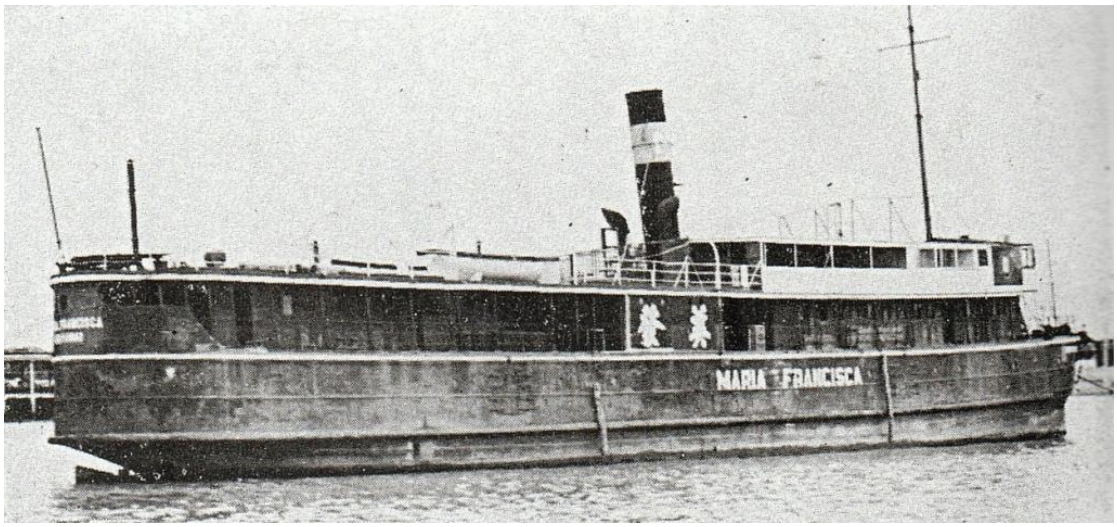


FOO CHING as cable ship RECORDER (https://atlantic-able.com/Cableships/Recorder(1)/index.htm).

SHUI/SUI/JUI PING 瑞平 (193?-32) 534/00 (160 x 24.6', T3cy/29 nhp)
Built by S.C. Farnham, Boyd & Co. Ltd, Shanghai for own account as COLUMBIA. 13/7/03 arrived from Manila and laid up at Shanghai. 11/03 sold to ICSNC. 6/07 sold to D/S Ges. Russ (East Asiatic Co.), Vladivostok r. SIBIR. 10/8/10 sailed Shanghai for Bangkok where t/f to Siam S.N. Co. Ltd, Bangkok for Gulf of Siam trade r. KRAT. 1925 sold to Foo Shing S.S. Co., Shanghai r. JUI PING (gt 591). Ca. 1938 transferred to Portuguese flag, r. MARIA FRANCISCA, unofficial Chinese name 美發 (MEI FA. By 12/41 t/f to collaborationist Chinese flag. Evidently still existing 1945, mid-1949 under control of People's Republic of China. RLR 1955/56 'no further information'. [1934 to 1938 in The China Yearbook for Hu Shing S.S. Co. (1934 entries reflecting 'Statistics of Shanghai' 1933).]



At Bangkok as KRAT (http://snesejler.dk/bill80.htm).

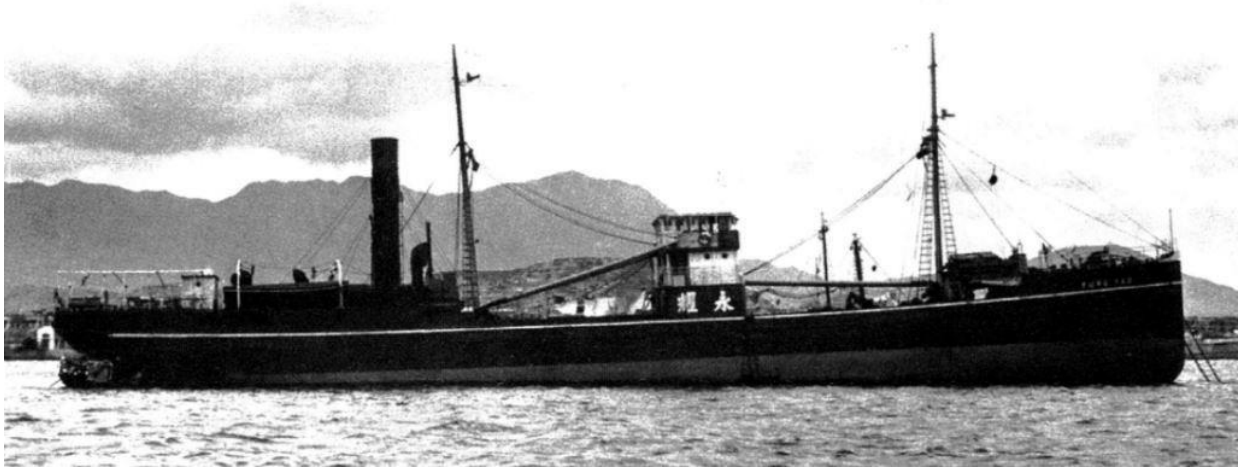


Showing names MARIA FRANCISCA and 美發 (MEI FA), collaborationist Chinese flag but owned by Portuguese (*Sekai Shosen Yoran* p.263).

Possible JUI PING at Shanghai, May 1948 (British Pathe c/- Graham Thompson).

HSIN JUI PING (also as **HSIN SUI/SHUI PING)** (1934-35) 655/95 see HSIN YI LI (Wenchow & Ningpo S.S. Co./Yih Lee S.N. Co. (1931-1934))

FOO SHIN (1946-47) 808/01 (210' x 31'; T3cy)
Built by Caledon S.B. & E. Co., Dundee for Australasian United S.N. Co. Ltd, London (reg. Port Adelaide) for Queensland trade as TINANA 21/2/01 trials (10k). 7/25 sold to Wm. Collin & Sons Ltd., Port Adelaide. 3/33 sold to John Burke Ltd., Brisbane. 4/46 sold to Foo Shin S.S. Co., Shanghai r. FOO SHIN and 4/5 sailed Brisbane for Shanghai. 1947 sold to Ta Pei S.N. Co., Shanghai r. PEI YUAN. 1948 sold to TCH, r. YUNG YAO, trading Fukien and Chusan. After escape from Shanghai reg. Canton then laid up HK, 10/49 t/f to Wheelock Marden, Panama r. TINANA. Mid-1949 laid up at Hong Kong, after unsuccessful efforts to sell for shipping use, 1950 sold for breaking up.



YUNG YAO, probably laid up at Hong Kong c.1950 (*To Catch a Goose if the World is Large* p.89)

HSIN FOO SHING (1946-49) 2241/18-1

Built by Great Lakes Eng. Works, Ashtabula (Oh.) for USSB as CRATHORNE. 4/26 sold to Peterson S.S. Co., Cleveland r. FRANK J. PETERSON. 1936 sold to Saginaw Dock & Terminal Co., Saginaw (Mi). 1941 sold to States Marine Corp., New York r. ATLANTIC TRADER. 1943 reverted to previous owners. 1946 sold to Foo Shing S.S. Co. Ltd, Shanghai r. HSIN FOO SHIN. 1949 r. TAI YUN. 1949 sold to Wallem & Co. (ben. owner Tai Yuen S.S. Co. - K.S. Zee) (Pan. flag) r. MINA. 1950 sold to FEPTC (WMC), Panama. 1958 sold to Northwind Nav. Co. (Panama) Ltd (Taiship Co. Ltd - Wu Deh Ling), Panama r. NORTHWIND. 18/1/61 arrived at Hongkong for breaking up.

HSIN FOO SHING as FRANK J. PETERSON (George N. Fletcher Public Library https://www.nemoha.org/3657769/data).

See note on operation by Foo Shing Shg Co of MOW LEE under Mow Lee S.S. Co. See also FOO-named ships in Chusan S.S. Co., Wen Kee S.S. Co. and Yih Lee S.N. Co. lists.

Ho Tai S.S. Co.

Shanghai-Haichow

HO AN (1929-33) 1421/85 see HU TA (Wen Kee S.S., 1927-29)

Hsin Lung S.S. Co.

Shanghai-Shachuan

HSIN SUN DAH 850/
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).

Koo Chung-Sui

N.J. Asquith, registered owner
C.Y. Tung, agent, son in law
Tai Chong Cheang S.S. Co., Shanghai (1920-)
Tai Chong Hsing S.S. Co., Shanghai
Later
Valles S.S. Co.

YUNG HENG 永亨 (1933-34) 1153/00 T3cy
Built by Bergens Mek. Verksted, Bergen for A/S D/S Bjørn (Thorvald Hansen, Lyngør), Risør as BJORN. 1914 sold to Kristiansunds D/S Red. A/S (T. Halvorsen), Kristiansund r. FREIKOLL. 1916 H. Schnitler mgr. 1923 sold to Rederi A/S Tramp (L. Severin Skougaard), Kristiania. 1930 mgrs L. Severin Skougaard & R. Jacobsen. 1932 sold to Rederi A/S Freikoll (Ludv. G. Braathen), Oslo. 1933 sold to TCC.1934 t/f to YHSS r. YUNG HENG. 1/6/35 in Haiho River near Tientsin badly damaged when struck astern by *Fukusan Maru* (????/??) – repaired. 8/37 retreated up Yangtse. 25/6/38 requisitioned to carry military supplies upriver from Hankow but 2/7 grounded at Ouchi Kou and could not be refloated. NFI. 1960 RLR, no postwar trace. [Details from http://www.skipet.no/fleetlister/lister/186.doc1959, skipshistorie.net; *To Catch a Goose if the World is Large* p.70]

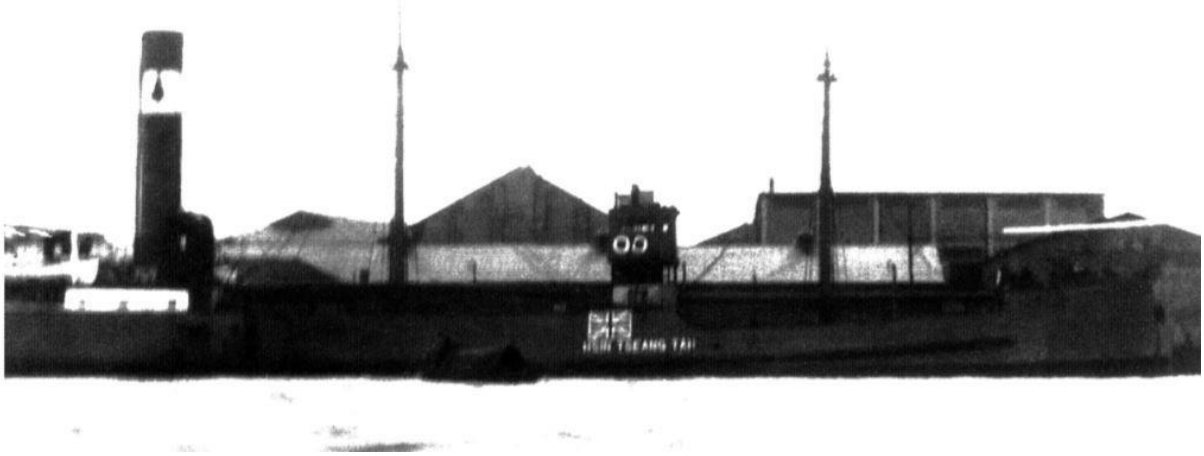
YUNG HENG as BJORN (Risør Sjømannsforening).

YUNG HENG as FREIKOLL (*To Catch a Goose if the World is Large* p.70).

YUNG MIN 永敏 (1938-?49)
1938 purchased from Salt Revenue Office. Small, wooden, returned to TCC control in 12/45. Operated Shanghai-Kiukiang. (TCGWL PP.73-74, 77). NFI.

HSIN TSEANGTAH 新祥泰 (HSIN TSEANG TAH) (1939-45) 932/08 T3cy
Built by Clyde S.B. & Eng. Co., Port Glasgow for Wallarah Coal Co. Ltd, Sydney and 30/9 sailed London as BEULAH. 13/12/34 sailed Sydney via Suva for Kobe after sale to Fan Shien Ho, Tsingtao, later r. MIN HO. Early 1937 sold to China Import & Export Lumber Co Ltd., Shanghai (British flag) r. HSIN TSEANGTAH. 3/5/39 sold to TCC & N.N. Malinkovsky (Moller & Co., 6/39 China Hellenic Lines), Shanghai (British flag) for £6,500 plus interest. 8/40 final instalment paid. 22/1/41 Malinkovsky share purchased by C.Y. Tung on behalf of Koo family. 7/12/41 seized by IJN at Shanghai r. SHINTAI MARU. 18/7/45 sunk by a/c bombing between Tsushima and Moji in 34.25N 130.27E.

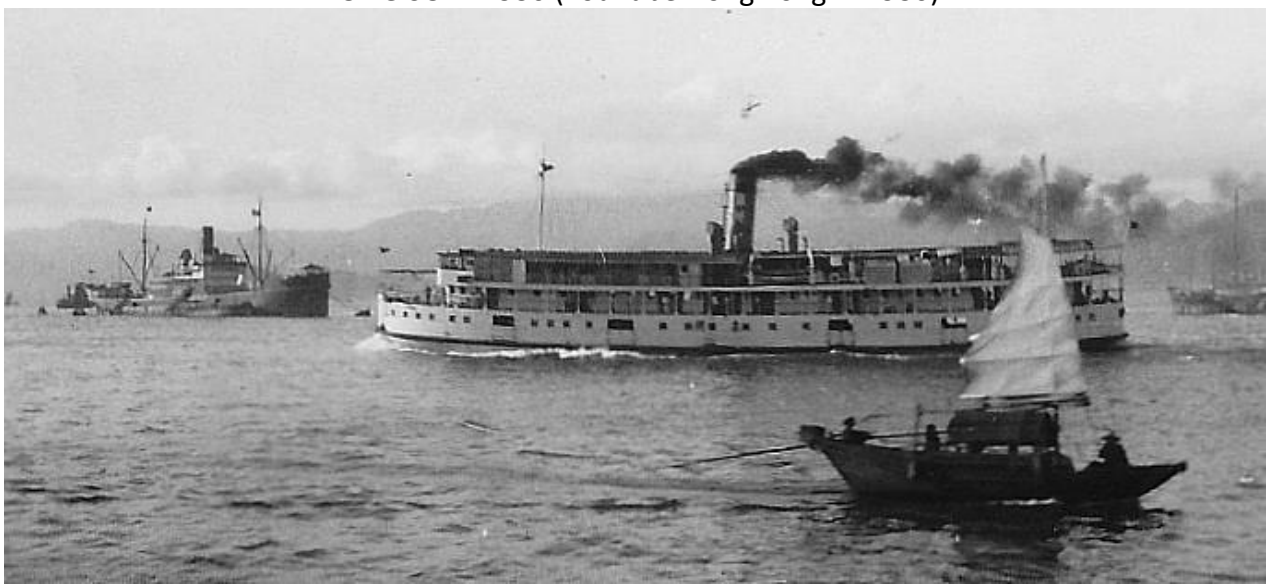
HSIN TSEANGTAH as Waratah Coal's BELUAH in New Zealand, Oct. 1909 (Alexander Turnbull Library).



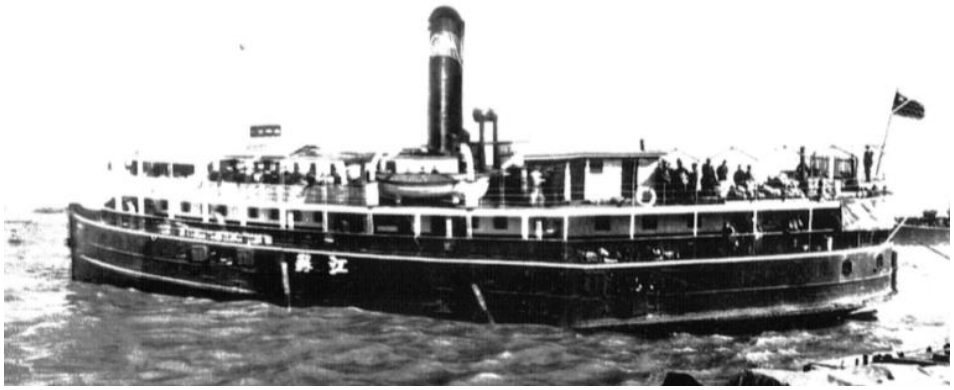
HSIN TSEANGTA (*To Catch a Goose if the World is Large* p.69). Name is painted on the side of the ship (and referred to in some TCC correspondence) as HSIN TSEANG TAH.

KONG SO 江珠 (1940-46) 789/15 (2-sc.) (2-cyl. engines by builder)
Built by Kwong Fook Cheong, Hong Kong for Chuen On Steamboat Co. Ltd, Hong Kong as CHUEN CHOW. 8/28 sold to Tung Wo S.S. Co. Ltd, Hong Kong r. KONG SO 江珠. 2/39 sold to West River Transportation & Tdg Co. Ltd, Hong Kong. 2/40 t/f to N.J. (Norman Joseph) Asquith, Shanghai. 12/41 captured by Japanese forces at Tinghai. 1945 recovered. 4/46 Hong Kong reg. closed on transfer to Chinese Maritime Trust/TCC for service Shanghai-Ningpo-Shaohsing. 1/5/49 alongside in Shanghai requisitioned and taken to Tinghai. Later withdrawn to Keelung, laid up for some years until eventually b/u at Tamsui.

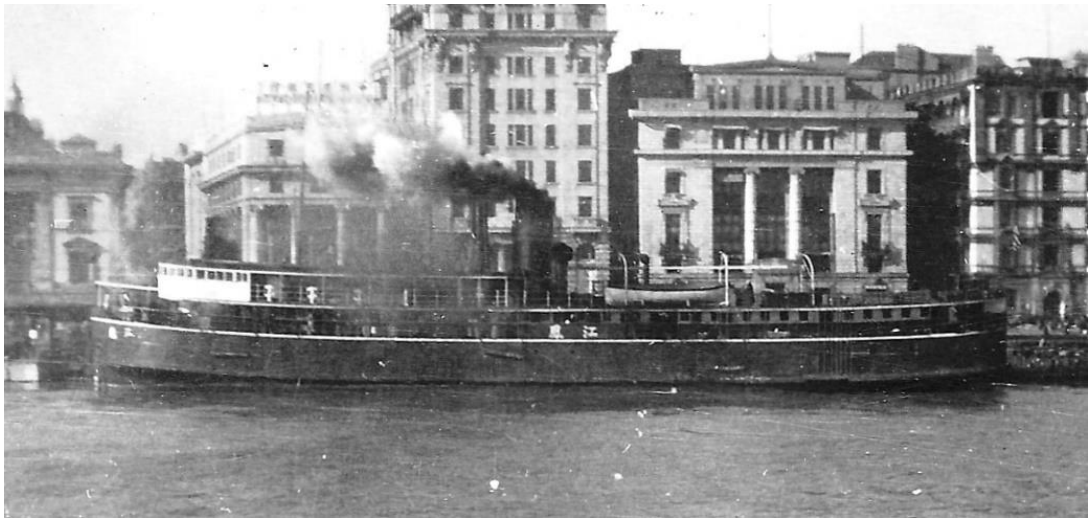
KONG SO in 1930 (YouTube Hong Kong in 1930).



KONG SO departing Hong Kong for Macao on the morning of Sunday 20 August 1933. Jardines' cargo ship FOO SHING at left (SK*).



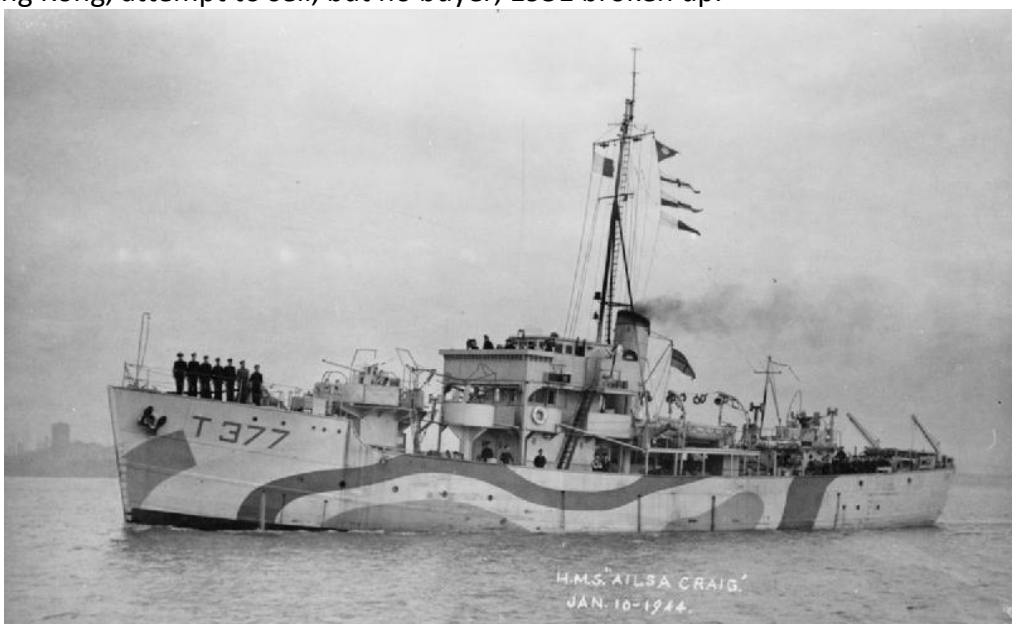
KONG SO postwar in the Yangtse delta (*To Catch a Goose if the World is Large* p.67).



KONG SO at Shanghai Bund postwar, evidently with new funnel (SK*).

HING HAI 鎮海 (1946-51) 545/41 164x27' T3cy

Built by Cook, Welton & Gemmell, Beverley (#672) for Royal Navy as 'Isles Class' naval trawler H.M.S. BALTA. 1946 conv. to cargo ship by China Hellenic Lines, sold to TCC r. CHING HAI. 1949 escaped to Taiwan, then Hong Kong. 10/49 t/f to Wheelock Marden, Panama, managed by V.K. Soong. Mid-1949 laid up at Hong Kong, attempt to sell, but no buyer, 1951 broken up.



H.M.S. AILSA CRAIG was identical to H.M.S. BALTA as built, from the same yard (Wikivisually).

Possible CHING HAI, Shanghai Bund 1946 (Internet).

CHING YUNG 鎮雲 (1946-) small wooden cargo vessel 5/46 acquired from K.M. Koo. NFI.

HSIN KONG SO 新江珠 (1946-48) 1037/10

Built by Napier & Miller, Glasgow for Boscowitz S.S. Co. Ltd (J. Barnsley mgr), Victoria (BC) as VENTURE. 1926 owners restyled Union S.S. Co. of British Columbia Ltd (E.H. Beazley mgr). 1946 sold to Tai Chong Cheang S.S. Co., Shanghai r. HSIN KONG SO. 10/47 reg. owners Wheelock Marden & Co. Ltd, Hong Kong for service Hong Kong/Macao. 5/2/48 beached in Southwest Bay, Lantao Island after fire and boiler explosion on voyage Macao/Hong Kong, became CTL. 3/48 sold to Chinese interests, probably for breaking up.

HSIN KONG SO in earlier years in Canada as VENTURE (Walter E. Frost/CVA).

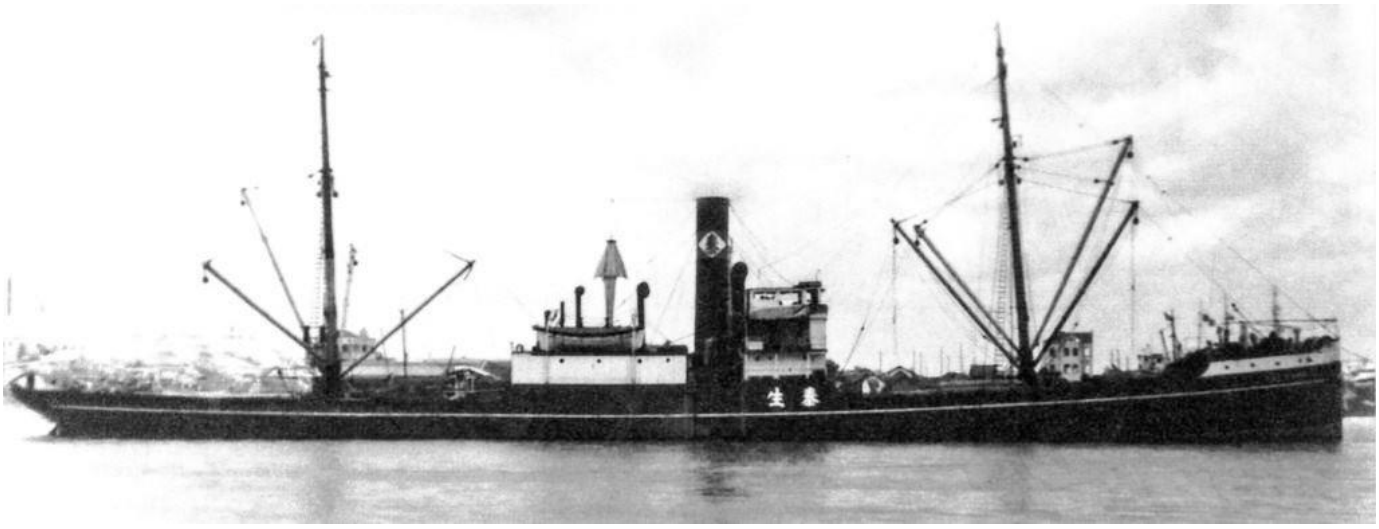
VENTURE (Leonard Frank/https://archives.jewishmuseum.ca/q5myb).

Vessel in Pearl River, central Canton pub. 1954 (*China Reconstructs* March-April 1954 p.47)

YUNG CHOU 永舟 (c.1947-49) 212/?? small wooden cargo ship. 1949 left behind in Shanghai. NFI.

LI CHUN 利群 (c. 1947-?) very small wooden cargo ship, NFI.

TAI SUNG 泰生 (TAI SANG) (1948-49) 2368/07 292x43.9’ T3cy Richardsons, Westgarth & Co., West Hartlepool. Built by Furness, Withy & Co. Ltd, West Hartlepool (#301) for Huddart, Parker & Co. Ltd., Melbourne as YARRA. 25/10/08 seriously damaged in collision with Narrung (5078/96) in river at Port Adelaide. 11/5/22 sank ketch Free Selector (44/75) in collision in river at Adelaide. 1946 sold to United Corp. of China, Shanghai r. KUO LIEN and 25/5 sailed Sydney for Shanghai via New Zealand. 1948 sold through China Hellenic Lines to TCC r. TAI SUNG. 21/5/49 requisitioned by Republican Govt to carry 2,000 police to Canton (Guangzhou) via Tinghai, then trading Canton-Hainan-Taiwan, later laid up and eventually broken up in Taiwan.



TAI SUNG (*To Catch a Goose if the World is Large* p.86).

YUNG YAO 永耀 / TINANA (1948-51) 808/01 see FOO SHIN (Foo Shin S.S. Co 1946-47)

Also see Ta Chen S.S. Co. below. Part owner of son in law C.Y. Tung's oceangoing RAMONA 雷蒙娜 (1940-41) which postwar became VALLES (1951-66). Post-1949 oceangoing vessels detailed in '*To Catch a Goose if the World is Large*'; also C.Y. Tung-controlled Tientsin Nav. Co. Ltd in 'Little Pohai' list. Full C.Y. Tung fleetlist and post-C.Y. Tung vessels to 1988 in 'Beancaker to Boxboat'.

Kung Chi S.S. Co., Shanghai

Shanghai to Haichow, Yichen

SZE WOO (1925-38) 1471/03
Built by Schomer & Jensen, Tonning for J.H. Jensen, Flensburg as COMET. 1914 interned and taken over by The Admiralty, London. 1921 sold to Schroder, Holken & Fischer, Hamburg r. STADTRAT FISCHER. 1925 sold to Woo Foong S.S. Co., Shanghai r. SZE WOO. 1932 sold to Kung Chi S.S. Co., Shanghai. 1938 sunk at Haichow.

SHI HO 1531
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).

Ming Sin S.S. Co./Ming Sing S.S. Co.

Shanghai to Shinghua, Chuanchow

CHANG TAI (1891-25) 1783/91 see CHANG TAI (An Tai S.N. Co.)

HWAH PING 1374/01 (1931-??)
Built by Howaldtswerke, Kiel (#385) for M. Jebsen, Apenrade as CARL DIEDERICHSEN (1274 g). 1917 interned in Philippines, reg. for U.S.S.B., Manila as RARITAN. 1921 sold to A/S D/S Passat (Torp & Weise mgrs), Bergen r. PASSAT. 1926 sold to Chinese Gov't, r. HWAH PING, assigned to South China S.S. Co., Shanghai. 1931 assigned to Ming Sing S.S. Co., Shanghai. Sank at Chuanchow prior to 6/39.

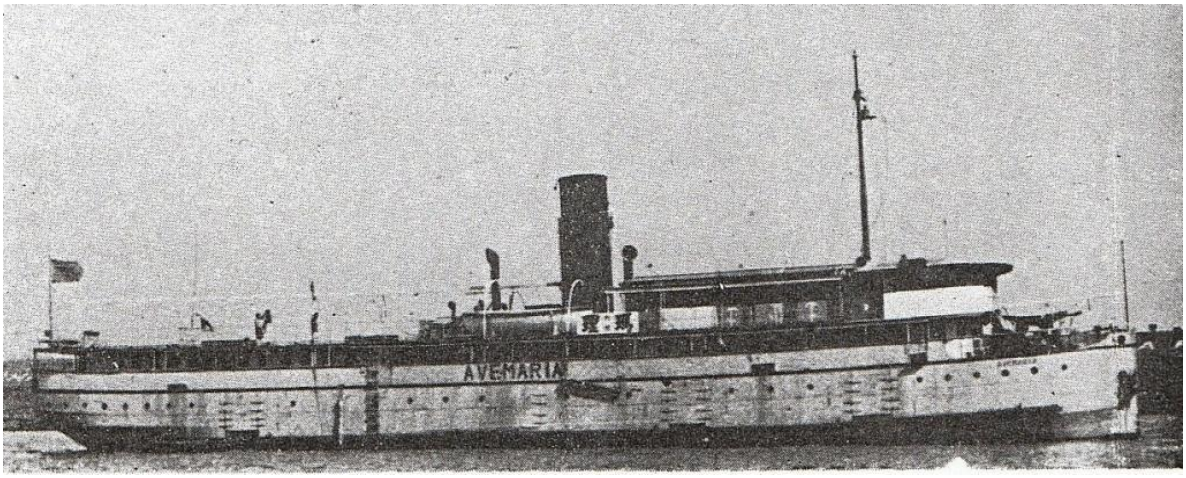
Also oceangoing ships SUNG PENG 4240/07, and HSIN KONG 3461/12 later CHUNG HSING 5.

Mow Lee S. N. Co.

Ching Lee Chong, Du Yue-Sheng (Xu You Sheng), Hong Bao Shun
Shanghai-Putuo-Tinghai-Shihpu-Haimen-Taichow

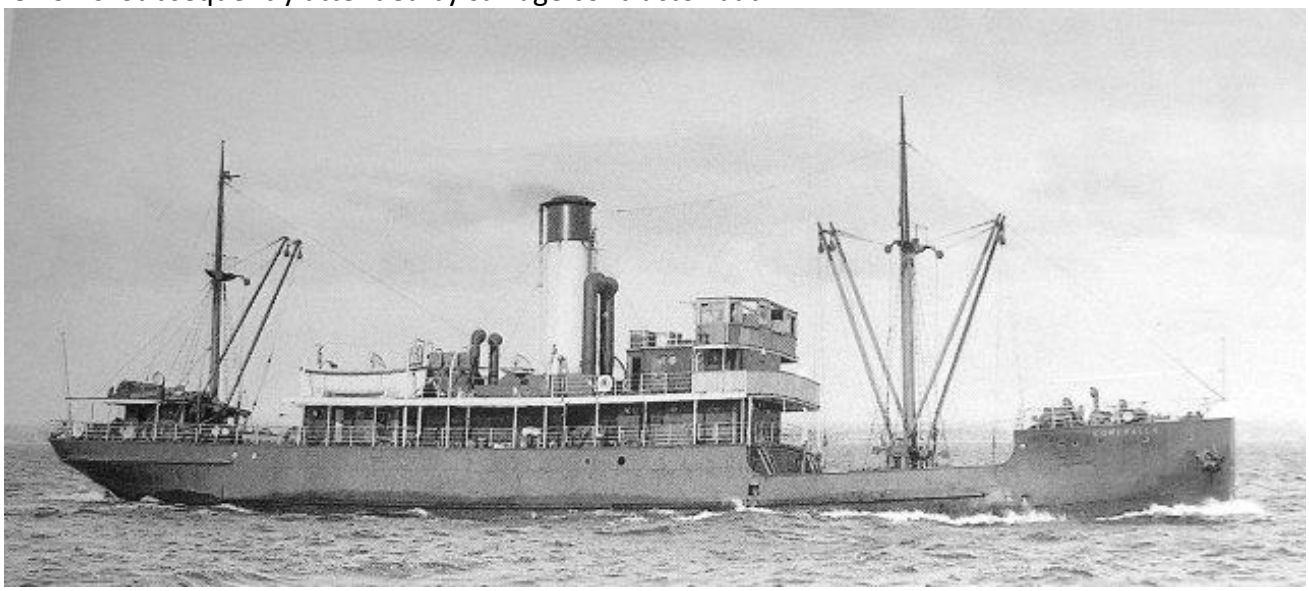
MOW LEE 茂利**/ AVE MARIA** (19??-c.37) 805g, in existence by 1934. By 1940 t/f to Portuguese flag disponent owners r. AVE MARIA (see note below). Still existing 1941 but NFI.
[Note-NCH 20/11/40 US Court (Charges of Fraud vs Rudolf W. Mayer re. charter agreement 11/8/40 to Mr Heimendinger of str AVE MARIA (Port. Flag,) on behalf of Continental Co.). Evidence of Wu Liang-Tsia, compradore revealed Continental was 'an arrangement' by Foo Shing Shg Co, principal C.S. Chen and brother C. Chen. Charter party was necessary to obtain Japanese permit for AVE MARIA to continue running to Ningpo. Charter hire was $40,000 of which Mayer to raise half and take half of the profits. However, Port. CG stated Mr A.G. da Coasta was the owner under charter to Foo Shing Express Co. expiring 5/11 [i.e. charter back arrangement].

MOW LEE in period 1937-38, main deck boarded up for deeper sea operations (Harrison Forman, UWM Libraries).



AVE MARIA (Portuguese flag) c.1940 showing Chinese name 茂利 MOW LEE/MAO LEE (Sekai Shosen Yoran p.296).

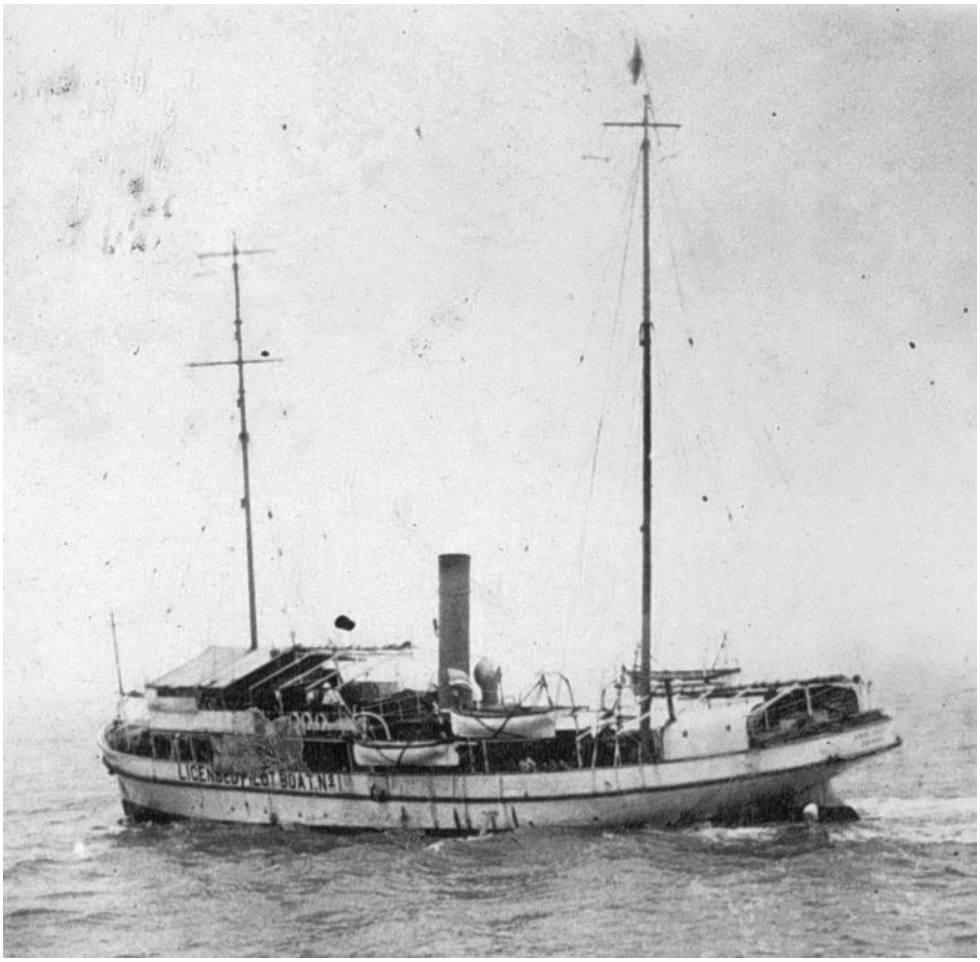
MOW LEE No.2 (1934-34) 1134/08
Built by Scott of Kinghorn Ltd., Kinghorn for Howard Smith & Co. Ltd., Melbourne as EUMERALLA (906gt). 1/09 t/f to Western District S.S. Co. (Howard Smith Co. Ltd., mgrs.). 20/9/09 stranded at Point Fairy, refloated 23/9 with damage. 4/12 t/f to Howard Smith & Co. Ltd. 8/28 laid up at Melbourne. 1/34 sold to Mow Lee S.N. Co., refitted by Kiousin S.B. & E.W. to carry 450 passengers, r. MOW LEE No.2. 11/7/34 maiden sailing but three hours after arrival at Tinghai 12/7 sank with multiple fatalities following ingress of water after persons on board crowded to shore-side rail to view celebration with fireworks. Subsequently attended by salvage contractor but NFI.


MOW LEE No.2 before refit as EUMERALLA (A.C. Green, SLV).

Ninghai S.S. Co., Ningpo

Shanghai-Haimen, Shanghai-Changyingsha

(A.M. BISBEE) (1923-??) 253/03-3 (wood, 131.2 x 24.5; C2cy/40rhp, Ross & Duncan, Glasgow)
Built by Kwong Tuck-cheong, Hong Kong for SLPA (later reg. to SPBC) and reg. at Shanghai (Br. flag). 1923 sold to Ninghai S.S. Co., Ningpo, possibly renamed NINGHAI, later HERTHA (see next entry). NFI. 1961 RLR as A.M. BISBEE.



A.M. BISBEE/Licensed Pilot Boat No. 1 on station as a pilot boat in 1919, photo by Franklin Walter Locke (https://www.flickr.com/photos/michael_locke/15495879901/).

NINGHAI (19??-38) 420 grt
In 1930s operating for Ninghai S.S. Co. as **NINGHAI**. By 3/38 t/f to German Far East S.S. Co. (Kaiser & Co.) for operation Shanghai-Haimen, later Changyingsha r. HERTHA. After 1/39 NFI.

HERTHA (c.1937-?39) 420 grt see NINGHAI (19??-38)

Ningpo-Chusan S.S. Co.

Shanghai-Chinghua

YUN CHU 165
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).

Toong/Tung Yue Hong, Shanghai (1907)
PING AN S.S. CO. (1909)

Toong/Tung Yue S.N. Co., Shanghai (1915)
Toong Yue, Liang Kee & Co.
Tung Yue S.S. Co.
Kung Mow S.S. Co.
Yih Tah S.S. Co.
Yue Loong S.S. Co.

From interviews with George Cheng, Stephanie Zarach, *Changing Places* (2007) identifies Cheng Leung Yung [Chung Liang Yu] (grandfather of George and Peter Cheng) as establishing Lao Gong Mao [Laou Kung Mow] shipyard and drydock in 1890, then Ping An Steamship Co. in 1905. More details emerge rather haphazardly from reports in the North China Herald. In 1895 Chung Liang-Yue (sic.) was a founding Director of the Laou Kung Mow Cotton Spinning & Weaving Co. Ltd. By the end of 1896 all the buildings had been completed and the engine, boilers and machinery were being fitted. General Managers were Ilbert & Co. of 22 Kiangse Road. Ilbert & Co. had been established in 1875 by Arthur Ilbert as merchant house before diversifying into textile manufacturing (Laou Kung Mow) and insurance (Sun Life Ins. Co. and Commercial Union Fire Ins. Co.), also sugar and rubber in the Malay States. By 1908 Wright & Cartwright list the retired partners as A. Ilbert, S. Walker, J. Beattie and Sir Charles Dudgeon, current partners being F. Anderson, E.C. Pearce and H.E. Campbell.

On 1 April 1907 Chung Liang Yu of Toong Yue Hong was identified as Provisional Director with E.C. Pearce (Ilbert & Co.) and two other Europeans of The Shanghai-Paoshan Land Co. Ltd with a capital of Tls 1million to develop a 12-acre site on the northern side of the international Settlement. It is therefore likely that Chung Liang Yu was the Chinese business manager ('compradore') of Ilbert & Co. while Toong Yue Hong was his own firm. CLY was re-elected continuously to the Board of Laou Kung Mow, which in November 1913 opened an extension with another 6,720 spindles (NCH 21/2/14).

First evidence of Cheng as a shipowner is the secondhand purchase in August 1907 of the small river steamer *Paohua* for trading Shanghai-Ningpo. She was recorded as sold to Ilbert & Co. but it may be inferred that the beneficial owner was Chung/Cheng himself, who in 1909 became the registered owner through Toong Yue Hong. On 15 September 1908 the steamer *Ping An* (170' x 27') was launched by the Tung Yue Hong shipyard at Tungkadoo for Mr Chun(g) Liang-yue of Tung Yue Hong for the Shanghai-Chusan Islands trade. She had been built by Chinese workmen under his own superintendence and fitted

with engines and boilers built from imported materials. Apparently she was the first Chinese steamer to be constructed in Shanghai without foreign superintendence. Mr Brodie Clarke (Dunn, Hopkins & Co.) gave the toast (NCH, 19/9/08).

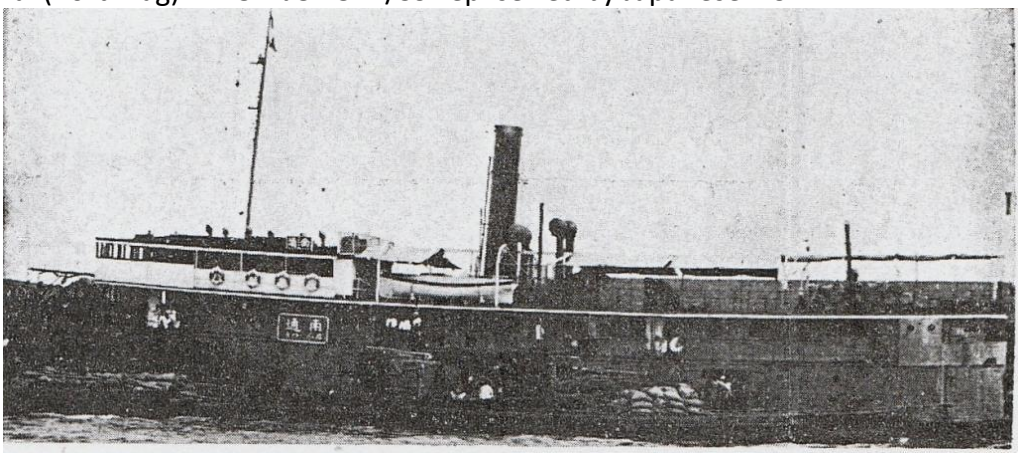
In 1909 there followed purchase of ex China Navigation Coy's *Chingtu* and *Tsinan*, two of a clipper-bowed quartette built for the Japan-China-Australia trade. They were purchased for Ping An through Wallem & Co. and then transferred to the Norwegian flag in the name of Jacob Christensen of Bergen, evidently as a nominee, to allow them to trade regionally, primarily as colliers from Japan to Shanghai, often with Thoresen & Co. as agent.
In 1913 Toong Yue, Shipowner became a subscriber to Lloyd's Register. The fleet continued to increase through local newbuilds and some secondhand purchases. According to Zarach, during the shipping boom of World War I (1914-18) Ping An acquired two ships of 5,000 and 8,000 tons but these vessels are not able to be identified. Registered ownership is not easy to trace. Thus in LR 1918/9 there are listings under Tung Yue [company] and Chun Liang Yue [person] but by LR 1926/7 the prime listing was Toong Yue, Liang Kee & Co., which by 1929/30 had become Tung Yue S.S. Co. under Chun Si Dong [Cheng Sih Tong/Tung/Toong], son of Chung Liang Yu (Cheng Leung Yung). Other ships were registered under Kung Mow, Yih Tah or Yue Loong S.S. Coys but inn all cases the operating company seems to have been Ping An S.S. By the 1930s China Yearbooks list Ping An as serving the Chekiang ports of Shachuan, Pinghu and Taichow, also Ningpo and Wenchow.

After Chun Si Dong (uncle of George and Peter, see below) was killed in 1932 by protection racketeers, his wife Cheng Suen Man Shook (now with 4 children) took over and carried forward the business. Zarach records that In August 1937 after the outbreak of then Sino-Japanese War, four Ping An ships were scuttled by order of the Republican Government. However, in late 1937 or early 1938 *Paohua*, *Ping Yang*, *Hsin Pao Hua* and *Tah Wah* were transferred to the registered ownership of the China American S.S. Co. Inc. of Shanghai under the Portuguese flag to become *Don Joao*, *Don Pedro*, *Don Luis* and *Don Jose* respectively. Advertised as the Don Line, they continued to trade as usual under the agency of Messrs H. Barrion and G. Duclos. On 1 June 1938 these two gentlemen advised 'that they reserve the rights granted to them by contract for the operation of the [four] Don Line steamers…and inform all consular authorities and private concerns that they will object to any transfer, sale, charter or operation of these steamers as long as all outstanding accounts have not been settled' (NCH, 1/6/38). What transpired was not reported but by September 1938 China American S.S. Co. had become the agents. In mid-April 1939 three of the ships were seized at sea by Japanese naval ships on grounds of 'illegal transfer' from the Chinese flag, placed under the Japanese flag and detained at Woosung. Their fate is unknown except for *Tah Wah*/*Don Jose*, which was recovered at the end of the Sino-Japanese War. Zarach notes that Mrs Cheng remained in Shanghai through to 1945.

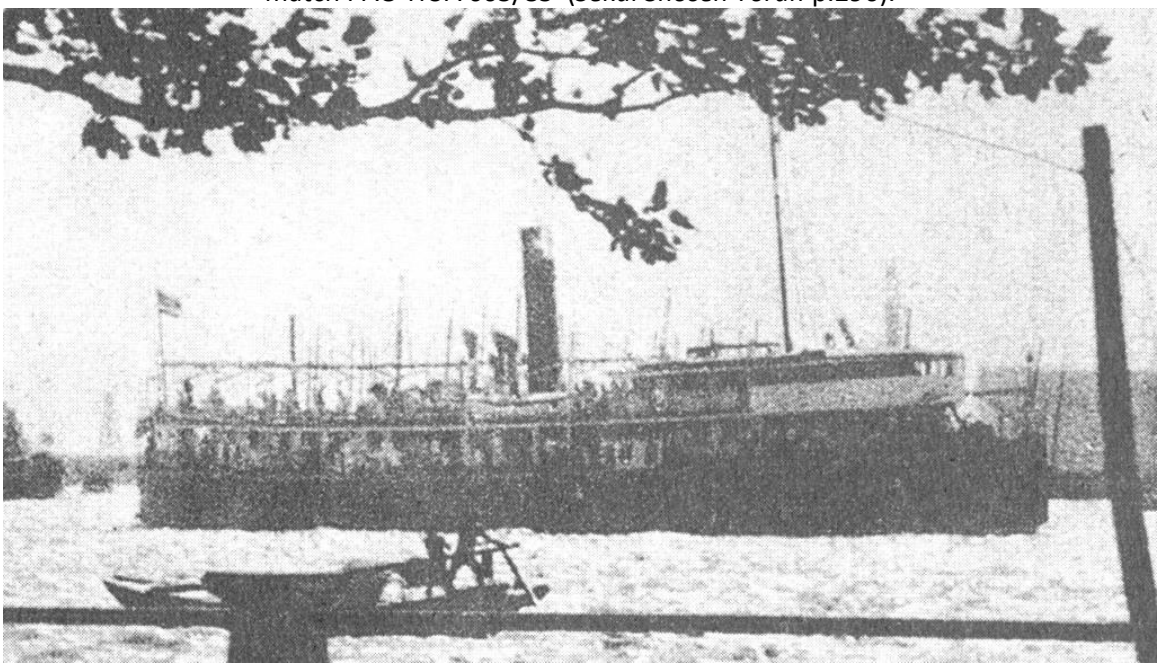
Postwar the small ex-Scandinavian steamer *Ping An* was acquired in 1947 from other Chinese owners in Shanghai as a consort to *Tah Wah* but peacetime trading was shortlived. In mid-1949 the Republican regime collapsed on the mainland. *Tah Hwa* was requisitioned for the evacuation to Taiwan but apparently was not reregistered there and eventually broken up. The Cheng family tried to work with the new Communist government and Mrs Cheng remained behind in Shanghai with the company's staff. George re-registered *Ping An* with Wallem & Co. in Hong Kong before becoming one of the first shipowners to be persuaded to return after proclamation of the People's Republic of China on 1 October

1949. He was fortunate to get back to Hong Kong before the anti-capitalist violence of the 'Three Antis' campaign in 1951. Grandsons George and his brother Peter Cheng (b. 1930) then had to start over again in Hong Kong (q.v. for separate full Ping An S.S. Co. history and list).

PAO-HUA (1907-20) 713, later 665/85 (iron, 191.8 x 22.3, C4cy/40 hp)
Built by S.C. Farnham & Co., Shanghai (#118) for Andrew Moore (m. eng. and reg. owner), Shanghai for Yangtse trade. 10/2/93 A. Moore died at Kiukiang. 1893 t/f to Mrs P.A. Moore. 1894 sold to W.A. Cabelle, Shanghai. 1900 sold to B.A. Clarke, Shanghai. 21/11/06 from Hankow laid up at Shanghai. 8/07 sold to Ilbert & Co. (reg. owner for Chun Liang Yue), Shanghai. 1909 t/f to Chun Liang Yue (Toong/Tung Yue Hong), Shanghai. 1920 sold to Ching Chi Chang, Ningpo. 1931 t/f to Pao Hua S.S. Co., Shanghai. 9/34 in service to N. Kiangsu for Ping An S.S. Co., Nantao. 1938 t/f to China American S.S. Co. Inc. (Don Line), Shanghai (Port. flag) r. DON JOAO. 4/39 rep. seized by Japanese. 1941 RLR.



NANTONG 南通 663g puppet Chinese flag operating Shanghai-Tiensheng in 1940-41, tons would appear to match PAO-HUA 665/85 (*Sekai Shosen Yoran* p.296).

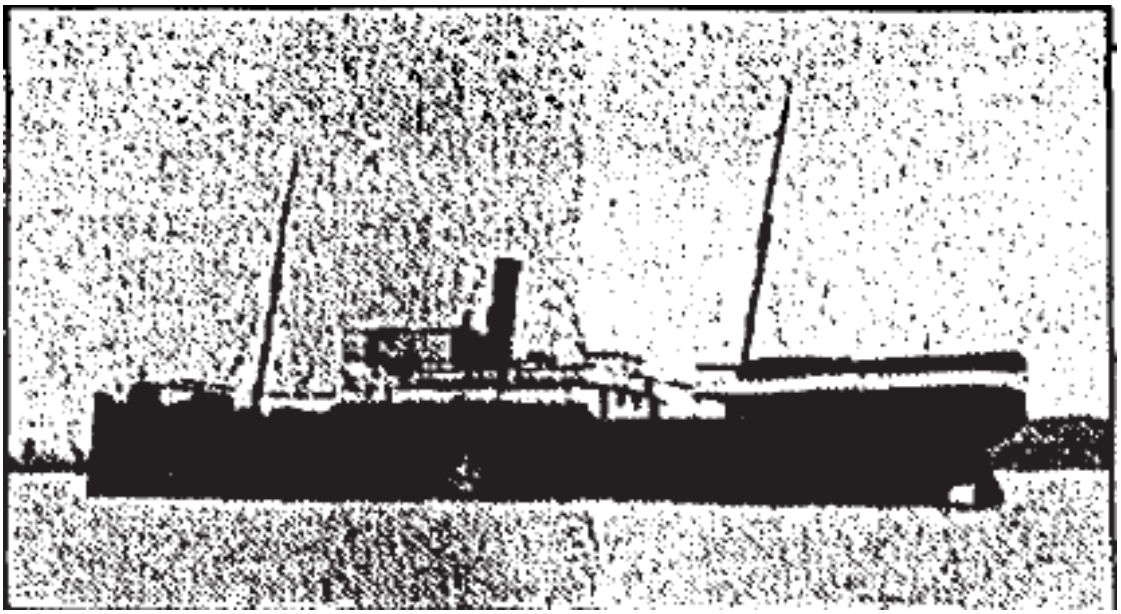


Almost certainly the same vessel photographed pre-1938 from the Bund garden (Graham Thompson).

PING AN (1908-18) 760/08-10 (179.2' x 27.3', 2-sc. T6cy/48nhp)
Launched 15/9/08 by Tung Yue Hong, Tungkadoo for Chun Liang-yue (Tung Yue Hong) and reg. to Tong Yu & Mau Ma Teu, Shanghai for Shanghai-Chusan Is. trade. Prior to 13/9/18 lost near Hong Kong.

PING YANG (1915-38) 586/15-11 (153.5' x 23.5')
Built by Toong Yue, Pootung (Shanghai) for Ping An S.S. Co. and completed 11/15 for Shanghai-Chusan Islands-Wenchow trade (NCH 27/11/15). 1929 CMC lists to Ping An S.S. Co. in Shanghai-Pinghu service. 1938 t/f to China American S.S. Co. Inc., Shanghai (Port. flag) r. DON PEDRO. 4/39 rep. seized by Japanese and detained at Woosung. NFI.

TELI (1915-29) 1177/86-5 (240.6' x 33.1', T3cy/130 hp, Hutson & Corbett, Glasgow)
Built by Grangemouth D.Y. Co. Ltd, Grangemouth (#79) for Adamson & Ronaldson and reg. to J.W. Adamson, London as TERESA. 5/88 sold to Guthrie & Co., London on behalf of Wee Bin & Co. 5/88 reg. to Wee Boon Teck (60) and Lee Choon Guan (4), Singapore, then t/f to Lim Ho Puah, Singapore. 1/13 t/f to Lim Peng Siang. 4/13 sold to J. Le Masurier, Singapore. 5/13 sold to A.W. Daldy, Shanghai. 1/15 register closed on sale to Tong Yue, Shanghai r. TELI. 1923 t/f to Toong Yue, Liang Kee & Co., Shanghai. 1927 t/f to Tung Yue S.S. Co., Shanghai. 1929 sold to unknown owners r. FOO SUNG. 1934 sold to Shun An S.S. Co. Ltd, Shanghai r. SHUN AN. By 3/36 laid up at Shanghai for breaking. 1937 rep. broken up in China.

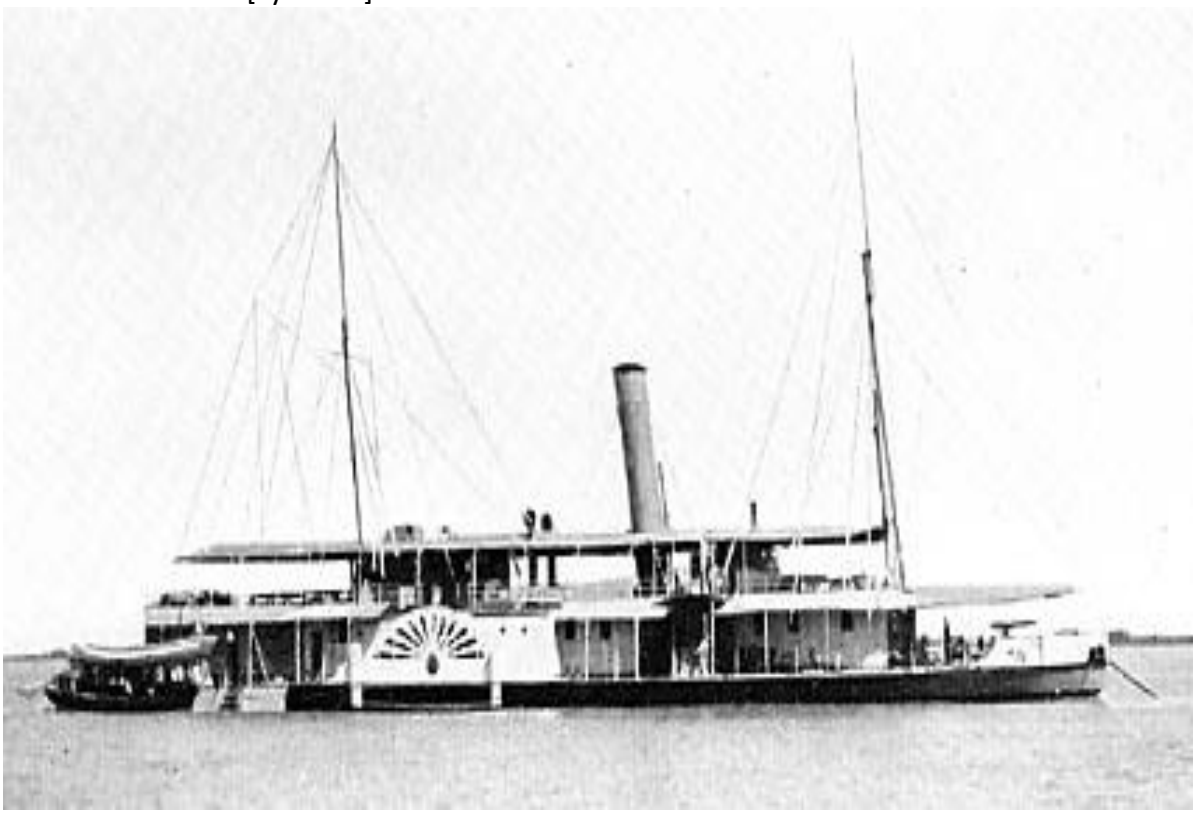


SHUN AN awaiting breaking at Shanghai in March 1936 (*The China Press* 27/3/36).

HSIN PING AN 新平安 (1919-37) 1100/19 (1523/18)
Built by ?Toong Yue, Pootung for Ping An S.S. Co., Shanghai. 1920 t/f to Tung Yue Liang Kee & Co., Shanghai. 1927 t/f to Toong Yue S.N. Co., Shanghai. 24/12/28 on arrival from Vladivostok on charter to Soviet Govt held at Woosung and 52 of 445 pass. detained - 25/1/29 sailed back to Vladivostok (NCH 5/1/29). 1937 t/f to Ping On Yah Kee S.N. Co. 12/8/37 sunk as blockship at Kiangyin. 1958 removed by Shanghai Salvage Bureau.

HSIN PAO HUA (1921-38) 1054/21
Built by ?Toong Yue, Pootung for Ping An S.S. Co., Shanghai for Ningpo-Wenchow line. 3/7/23 (21.30) o/v Shanghai-Chusan Is. burst into flames from after hold (kero, cottons), 471 pass + 29 crew t/f to Grace Dollar, ship towed to Woosung and 4/7 (03.00) beached off Quarantine Stn (NCH 7/4/23). By 7/28 calling at Pootoo Island in the Chusan Archipelago en route to and from Shanghai to Ningpo, advertised for Yuan Lee S.S. Co., Nantao Bund. 1938 t/f to China American S.S. Co. Inc. (Don Line), Shanghai (Port. flag) r. DON LUIS. NFI. 4/39 probably seized by Japanese.

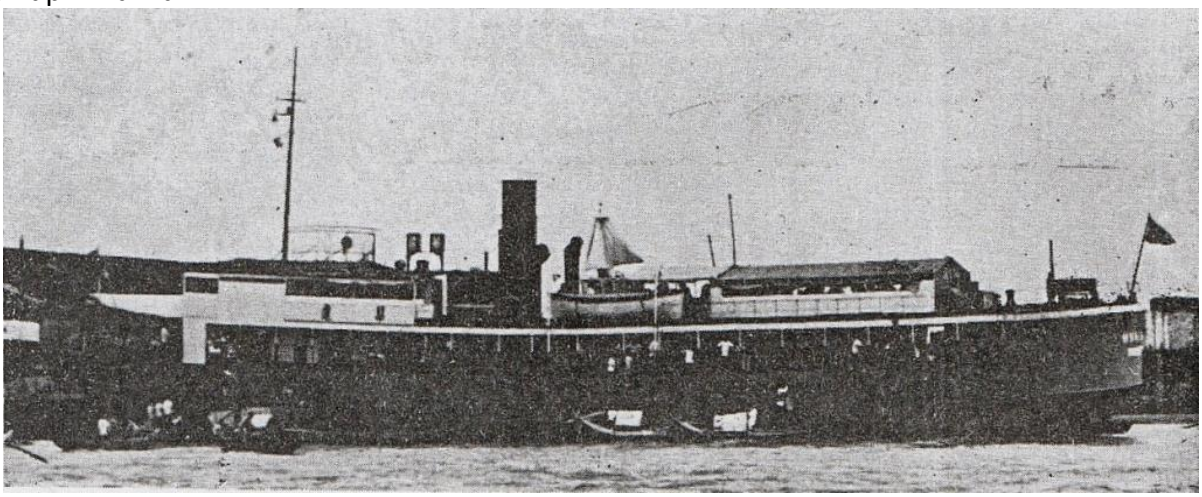
PING YANG (1921-24) 616/00-3 (180' x 30', paddle C2cy/14k, pass: 14 + 30 + 90).
Ordered 6/99 by Yunan Co. from Wm Denny Bros, Dumbarton (#SO-125), hull sub-contracted to Blackwood & Gordon, Glasgow (#248) as SHUKONG, shipped out to China and erected by Shanghai Eng., S.B. & Dock Co. Yangtsze Trading Co. (Archibald Little), Shanghai and launched 3/4/00 as PIONEER. 4/00 in service Ichang-Chungking under command of Capt. S.C. Plant. 6/00 at Chungking req. by Royal Navy and months later sold to R.N. and refitted as Upper River gunboat/flagship. 3/01 r. HMS KINSHA. 3/21 sold to ?Ping An S.S. Co. for Ningpo-Shanghai service. 2/24 lost while operating Ningpo-Wenchow via Chusan and Haimen. [Lyon v.4].



PING YANG as HMS KINSHA (Internet).

TAH WAH (1928-38, 1945-5?) 1074/28 (196.0' x 29.1') Shanghai-Taichow
Built by ?Toong Yue, Shanghai for Kung Mow S.S. Co. (Tung Yue S.N. Co. Ltd), Shanghai as TAH WAH (also listed as TA HUA). 14/4/31 o/v Shanghai-Chusan (300t genco, 200 pass.) stem damaged when rammed Dah Chong (1213/83) at night off Woosung, latter sank, 13 pass., 54 crew rescued by Hanyang, 6 drowned (NCH 21/4/31 rep. as TAH HWA of Ping An S.S.). 5/1/33 at 0200 seized by pirates o/v

Shanghai-Haimen via Tinghai, Shihpu (now Ping An S.S. Co., Nantao Bund) - 22/2 returned to Shanghai with est. loss of $22,000 in banknotes (NCH 25/1/33). 24/12/36 stranded after struck rock off Shan Chi harbour in heavy fog on island b/t Shihpu and Tinghai after leaving Haimen on night 23/12. 300 pass. landed at Tinghai by nearby NAI HAI (sic) o/v Ninpo-Haimen. By 2/38 t/f to China American S.S. Corp. (Don Line), Shanghai r. DON JOSE (Port. flag). 4/39 seized by Japanese and used in river service. Late 1945 recovered. Mid-1949 carried personnel to Taiwan during the 1949 evacuation" (Lim: "The Great Evacuation 1949" – in Chinese). 1956 deleted from LCI (no record of Taiwan registry), presumably broken up in Taiwan.



HWA TAH 華達 760g puppet Chinese flag operating Shanghai-Chusan in 1940-41 (name characters probably read in wrong order) likely matches TAH HWA (*Sekai Shosen Yoran* p.296).

Plus oceangoing vessels detailed in separate Ping An S.S. Co. short history and list.

Sui An S.S. Co/Jui On S.S. Co.

HSIN SUI AN (1935-5?) 655/95 see HSIN YI LI (Wenchow & Ningpo S.S. Co./Yih Lee S.N. Co. (1931-1934))

Ta Chen Nav. Co. (Koo family et al.)

Chen Wen-ping
Lo Pa-hong
Wen Kee S.S. Co. 文紀輪船公司 (see separate list)
Yung An S.S. Co. (1930-, Koo Chung Sui)
Yung Heng S.S. Co. (Koo Chung Sui)
Shanghai-Haichow

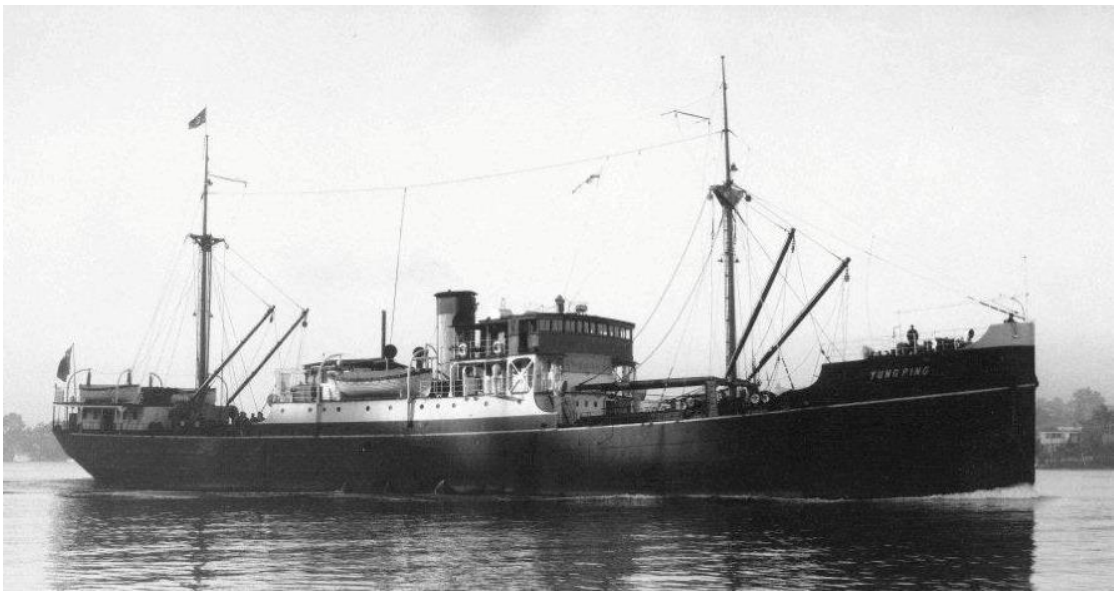
In 1930 the Kiousin (formerly Hsu) yard in Shanghai delivered two fine 1200-dwt passenger-cargo ships for the Shanghai-Haichow trade. At the launch of *Yung Ping* on 27 December 1929, the owners were

given as Ta Hsing Nav. Co. Ltd, which at the launch of *Yung An* on 15 March 1930 was rendered as Dah Zung S.N. Co. Ltd. Chairman of the company was Lo Pa-hong [see also Ta Tung S.N. Co. Ltd], whose daughter launched *Yung An*. Nevertheless, the ships would be registered to Ta Chen Nav. Co. Ltd of 1 (later 30) Foochow Road, Shanghai. After Lo's murder by 'terrorists' on 30 December 1937, the company came into the control of the Koo family. Post-1945, after all three ships had been lost during the Sino-Japanese War, the 'shell' company and its wartime claims passed to Koo in-law C.Y. Tung and merged into Chinese Maritime Trust.

FOO KONG 福康 (1924-28) 1444/87 — see FOO KONG (Wen Kee, 1926-33)
HSIN FOO SING 新福升 (1928-33) 1617/03 — see HSIN FOO SING (Wen Kee, 1928-33)

YUNG PING 永平 (1930-36) 1422/30 (219.8' x 33.5' x 9'; 2-sc., MAN diesels/1000hp, 11k, pass: 8 1st, 25 2nd, 30 3rd)
Launched 27/12/29 by Kiousin S.B. & E. Works, Shanghai for Ta Hsing Nav. Co. for Shanghai-Haichow trade as YUNG PING (NCH, 7/12/29) but reg. to Ta Chen Nav. Co. Ltd, Shanghai. 5/36 sold to John Burke Ltd, Brisbane and 29/6/36 arrived Brisbane where refitted with improved accommodation (inc. 12 pass. on Boat Deck) r. MYGRETA. 7/8/36 sailed Brisbane to commence Sydney-N. Qld trade. 29/10/36-2/37 out of service at Brisbane with engine trouble. 8/37 laid up at Brisbane with disabled engines. 12/37 sold to Cie des Messageries Maritimes r. POLYNÉSIEN for Sydney-New Hebrides line. 4/4/38 ran trials in Moreton Bay after extensive refit at Brisbane including all accommodation and bridge and fitting of refrigeration and new tailshafts. 31/7 sailed Sydney for Noumea, thence Hong Kong where early 9/55 demolition commenced by Chiap Hua Mfy Co. Ltd.

YUNG PING on launch day (Internet)



YUNG PING at Brisbane (V.H. Young).

YUNG PING as POLYNESIEN (Internet).

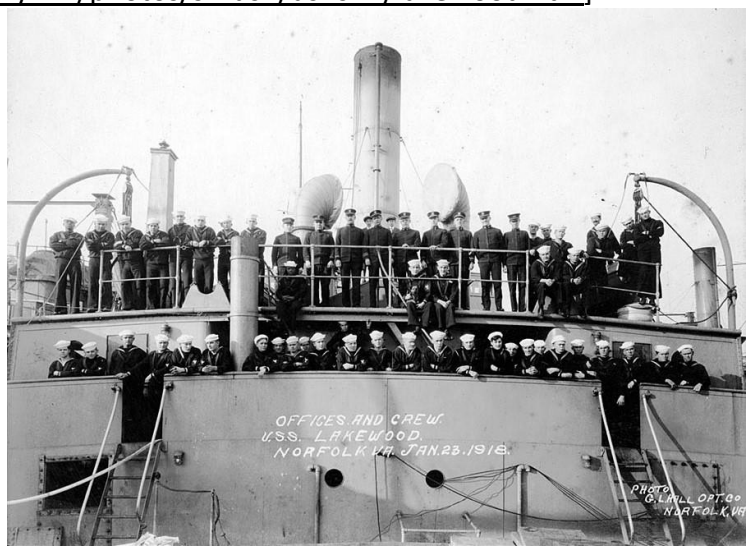
YUNG AN 永安 (1930-38) 1422/30 (219.8‘ x 33.5’ x 9‘; 2-sc., MAN diesels/1000hp, 11k, pass: 12 1st, 48 2nd 250 3rd)
Launched 15/3/30 by Kiousin S.B. & E. Works, Shanghai for Dah Zung S.N. Co. Ltd (Lo Pa-hong, Chairman), Shanghai as YUNG AN (NCH, 18/3/30) but reg. to Ta Chen Nav. Co. Ltd, Shanghai. 5/34 o/c to CMSNC for Shanghai-Foochow line. 26/7/37 advert. By CMSNC to sail next day Shanghai for Hankow, Shasi, Ichang (o/c CMSNC). 1938 requisitioned by Japanese Government, allocated to Teikoku Sempaku K.K. r. NANSHIN MARU 南進丸. 22/3/43 at Shanghai o/c to Nanyo Kaiun K.K. 16/6/44 torp. and sunk by USS *Bluefish* in 02.22N-118.14E (S. of Tarakan, East Kalimantan) [Schell]. Postwar compensation received of 56,400 yuan.

YUNG AN (Internet).

YUNG SHENG 永升 (1933-38) 1679/03 see HSIN FOO SHING (Wen Kee, 1926-33)

YUNG CHI 泳吉 (1934-37) 1847/17

Laid down by Detroit S.B. Co., Wyandotte (Mi) to order of British Shipping Controller as WAR HONOUR but requisitioned by and completed for USSB as LAKEWOOD. 12/17 comm. as #2555 at Norfolk (Va) by Naval Overseas Transportation Service as mine carrier USS *Lakewood*. 2/19 decomm. and laid up. 1920 sold to S.A. Lloyd Royal Belge, Antwerp r. CAMBRIER. 1924 sold to S.A. de Gérance et d'Armement, Dunkerque r. CAP D'ALPRECHT. 1932 sold to D/S A/S Bestum 2 (K. Th. Einersen), Oslo r. BIODD and by 2/33 o/c to Chinese Eastern Railway Co. for Shanghai-Dairen trade. By 5/33 o/c to TCNC (coal Hongay-Shanghai). 6/34 sold to TCC r. YUNG CHI. 9/34 o/c to CMSNC. 15/2/37 struck rocks and beached off Makong, Pescadores Islands – 20/3 refloated and taken to Shanghai for repair. 4/37 resumed service on charter. 8/37 sunk as blockship at Kiangyin [Schell; more USN detail at http://www.history.navy.mil/photos/sh-usn/usnsh-l/lakewood.htm].



Ship's officers and crew pose at the after end of USS LAKEWOOD's midships superstructure, 23 January 1918. Photographed by the G.L. Hall Optical Company, Norfolk (NH101159).

YUNG HENG 永亨 (1934-4?) 1153/00 see YUNG HENG (C.S. Koo, 1933-34)

Ta Ta (Dah) Steamship Co. Ltd, Nantao 大达輪船公司

Shanghai-Nantong-Yangchow etc.

The business was established in 1904 by Zhang Jian ('a leading gentry entrepreneur') as Da Da Lunchuan Gongsi – 'DD'), part of an industrial complex he had built up at Nantong since the mid-1890s. By mid-1920s the firm dominated shipping routes from Shanghai and Subei (sic) ports, especially to Haimen, Nantong and Yangzhou which became known as 'the little Yangzi routes'. Zhang died in 1926, then in 1927 his brother Zhang Cha fled to Dalian after being denounced as a 'reactionary' by the Guomindang for support of Sun Chuanfang. With 'interference' from the Guomindang, DD and the other Zhang enterprises went into 'a slow but steady decline'. DD also faced increasing competition, and was no longer predominant in its trades. In 1931 it suffered twin shipping disasters [*Ta Ta* and *Ta Chie*] and in 1932 the Harbor Board fined DD for overloading passengers. Then after Shanghai Incident, its main bank, Deji Native Bank, collapsed with the loss of $0.2m in shareholder funds.
This led to a shareholder revolt and an opportunity for 'godfather' Du Yuehsheng to seize control ('both carefully planned and carefully executed') through economist-lawyer-investor Yang Guanbei by introduction from the Guomindang (prev. Political Dept). Yang arranged for Zifeng Native Bank to acquire Ch$3,000 nominal holding in DD on behalf of himself & Du. Then he allied with disaffected shareholders and used Guomindang connections to demand reform of management, leading to a new Chairman and Managing Director. Green Gang followers seized control of the DD Docks at Shilipu, which were sealed off, thereby halting DD operations. Zhangh Jinkui then joined Du's forces, giving the latter control in 1933: Du as Chairman, Yang as Manger and and Xu Yihe Deputy. Zhang's family through Yang Jian's son Zhang Xiao-ruo was the nominal Managing Director. Yang exercised managerial control with no further AGM's and few board meetings. Other Green Gang members were appointed to key positions and proceeded to enhance DD's business by using Green Gang leverage in Subei from its original power base on the docks and along the Grand Canal in northern Jiangsu. Da Xing Trading Co. was set up with the Shanghai Commercial & Savings Bank and Bank of Communications to act as purchasing agent in Shanghai for Subei merchants. Thus by the late-1930s DD had been transformed into 'a vast trading conglomerate' (shipping, agency and trade credit).

DD also reached accommodation with competing Da Tong ??Renji S.N. Co. (Ta Tung ??), established in 1924 as a partnership between a former salt smuggler and Big Eight mob leader Yang Zaitian and two leading members of the French Concession's Gentry-Councillor clique. However, the duopoly antagonised major Ningpo shipowner Yu Xiaqing who demanded a share of the Subei trade but this was blocked by Du via the Guomindang. Yu's complaints to the Shanghai Bureau of Shipping Administration were unsuccessful but in 1934 Committee for Regulation of Shipping Routes recommended that Du and Yu reach agreement: a DD-Tong Joint Office then hired one of San Peh's steamers for the Subei run. [some details omitted from this summary from Brian Martin, The Shanghai Green Gang (1996: 201-06).]

Du became the founding Chairman of the National Association of Chinese Shipowners, which still exists

in Taiwan, and his name and picture are on the Association's website http://www.nacs.org.tw/02.html.

Da Da Docks (Dada Matou):
These piers are located on the West Bank of the lower reaches of the Huangpu River. They extend from East Road in the North, South to East Fuxing road, shoreline around 435 m long. Built in 1906 by Zhang Jian. DD operated a route between Shanghai and Nantong, and because there was no ferry Wharf, upon court approval from shop 16 to mark (that is, River Customs) River Bank, built the Lunbu Terminal (the fourth Pier). Later Ning-Shao Shipping Company renovated the first pier and San Peh Shipping Company dock renovated the second and third piers, Ta Hsing company renovated the fifth pier, the Ping An company renovated the sixth pier and Yue Ji Charcoal Line renovated the seventh.

Mostly the DD company developed the business, so the seven terminals are collectively referred to the 'Da Da Terminal'. The piers eventually became public piers. Zhejiang River line passenger ships originally docked there, but after 1949, atrophied due to the cessation of operations of inland passenger transport and domestic water routes. From 1982 it was used as a supplementary terminal for passenger ships and cargo handling and is now part of Shanghai Passenger Service Corporation operations. A reconstruction was completed in 1995 enabling achievement of about one million tons of cargo throughput p.a. [Summary from Baidu Encyclopedia]

TA AN 大安 (1907-12) 1912 burnt out at Tungchow. Not in LR.

TA HSIN 大新 (1907-09) 250 displ/07 138x21 250 pass Built by Nicholas Tsu S.B. & E.W., Shanghai for Ta Ta, Sunk 1909 in collision with British Tai Ning at Tungchow. NFI.

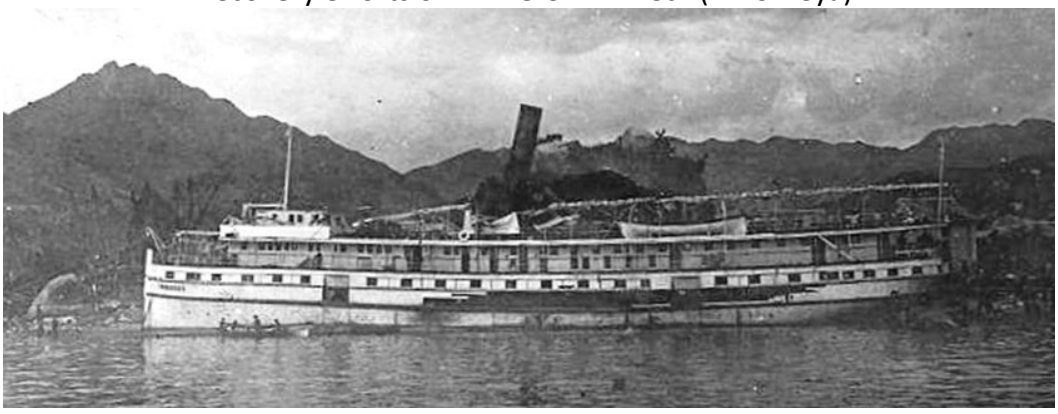
TA HSIN (Shanghai Library item 1011-003) http://memory.library.sh.cn/node/31389).

TA HO (190? -27) 883/02 883/02 548n (w.s.s.) 2 decks 177.5x28.4 C2cy Tin Hing Co., HK 88rhp
Built by Kwong Tak Cheong, Hong Kong for Wayun S.S. Co. as WING CHAI [NCH 12/01] and reg. 1/03 to Sam Wang Land Inv., Loan & Agency Co. Ltd, Hong Kong. 18/9/06 (Capt. Austin) wrecked on rocks at Sham Shui Po during typhoon after seeking shelter on voyage Hong Kong/Macao, 200 pass, more than 20 lost. CTL. Wreck auctioned 10/06 to Wai Yuan S.S. Co. Ltd., repaired (dimensions above), by LR1910

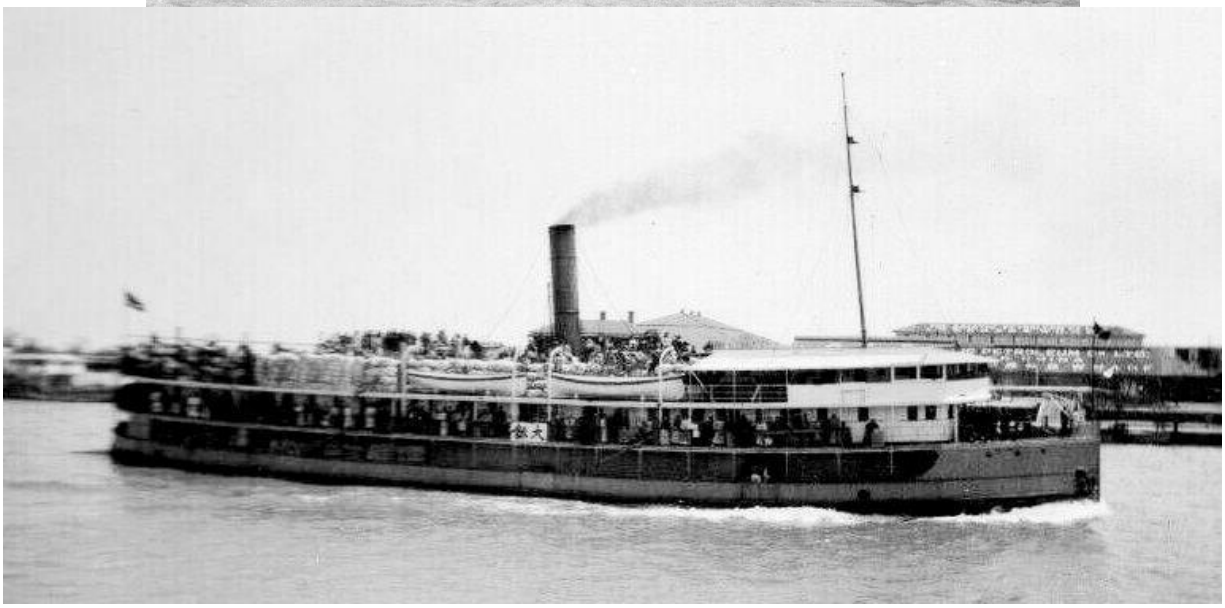
sold to Ta Ta S.S. Co. Ltd., Shanghai r. TA HO. By 1927 sold to Canton owners r. WO PING. 1929 major rebuild completed by Kwong Cheung Hing (s.s.s. 180.9x30.1 T3cy builders not listed 88rhp) and 8/29 reregistered to Fook On S.S. Co. Ltd, Hong Kong as TIN YAT 天一. 25/7/32 rammed and sank tug-tender *Edith* (133/05) at Hong Kong, 3 lives. 1937 sold to Tai Hing S.S. Co. Ltd. 12/41 war loss, NFI. 12/52 register closed. [N.B. Identification of TIN YAT as ex-TA HO still lacks final proof.]

Probable WING CHAI at Canton early in the first decade of the 20th century. This is a key photograph indicating the link with TIN YAT (A. Purnell@SLV ID 203415).

Recovery efforts on WING CHAI wreck (M. Umeya).



WING CHAI in postcards after the 1906 typhoon



Above 2: 大酥 TA HO arriving Shanghai in 1920 (Internet).

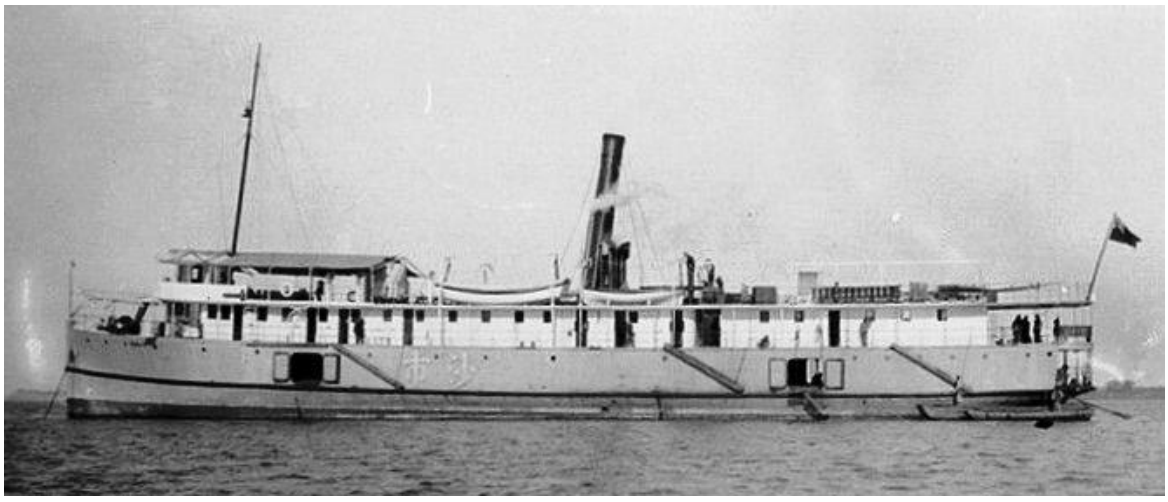
TIN YAT in the late-1930s as a fleet mate of the ex-PAUL BEAU and ex CHARLES HARDOUIN (SK*).

Rebuilt TIN YAT showing steel hull at Ping On Wharf in Hong Kong (Internet).

TA TA 大德 (1909-31) 1090/1891 The China Yearbook 1928, 29/30 says Ta Te 801/91. (2-sc) 186.1x35.2 Scott & Co., Greenock

Launched 3/9/91 as #293 for China Nav. Co. Ltd, London for trade on Yangtse River from Hankow to Ichang as SHASI – 3/92 in service. Late-1893 lengthened at Shanghai by 40 feet. 1903 in service to Tungting Lake. 1907 Alfred Torrible as Master. 18/12/08 Shanghai ex Hankow on last voyage for CN. 2/09 sold to Ta Deh, Shanghai r. TA NGAN (but mid-1920s as TA TE for Ta Ta Co., Shanghai). 21/1/25 reported that small steamer TA TEH of Ta Dah Steamship Co. fired on by Chinese forts at Woosung when did not stop while entering Yangtse o/v to Nantung. 1927 sold to TTSSC r. TA TA. 9[not 13]/12/31 gutted by fire at Corner Buoy, about 2m. below Tungchow (11 hrs from Nantao Bund) on voyage Shanghai/Yangchow after fire in full cargo of waste cotton yarn and piecegoods – most of 350 passengers and 70 crew rescued by Pingwo and Siangtan but 20 lives lost (NCH, 15/12/31).

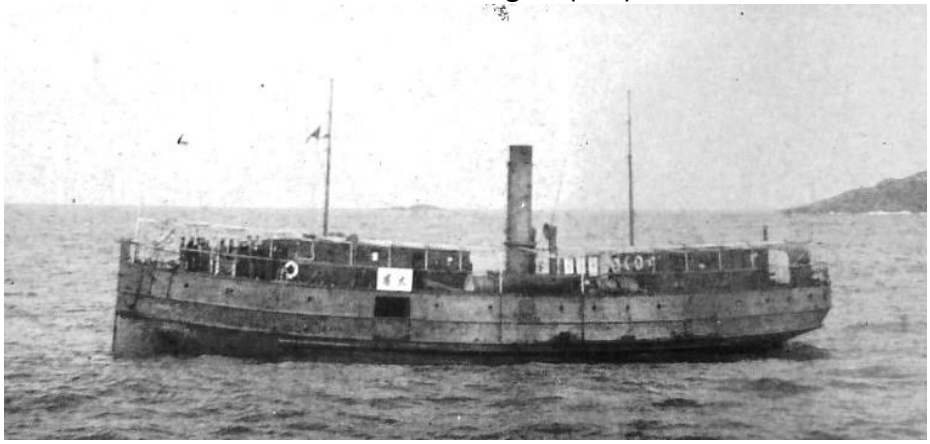
China Yearbook 1931 reflecting Customs List 1929 says TA TE 1072/91.



TA TA as SHASI, probably after 1893 lengthening (Wikiswire).

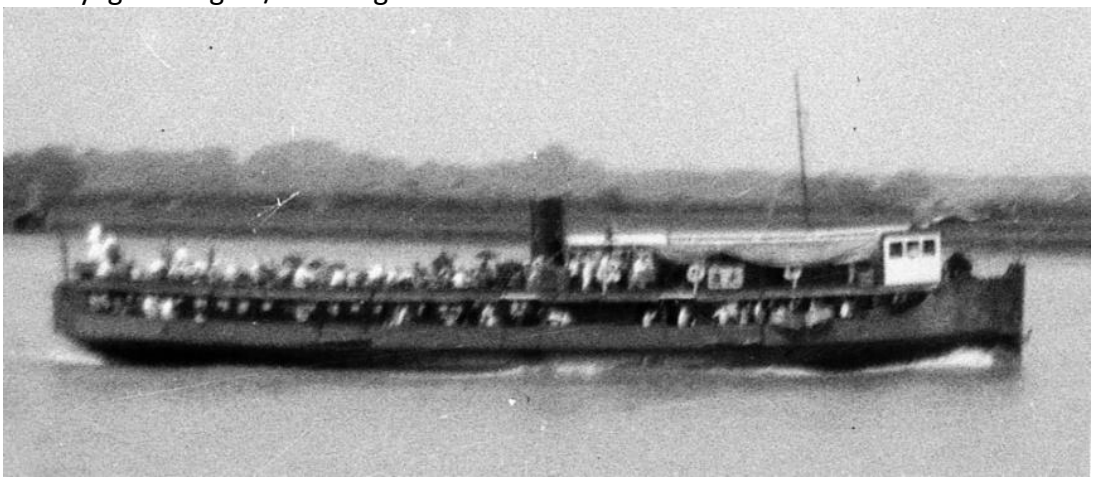
TA NING 大寧 (1918-ca.31) 134/03 later 153/03. wood sc C2cy 114.0x17.4
Built by Yu Hing Leong, Hong Kong for ?? as WAIKAI. 1/11 reg. at HK for A.R. Burkill, HK as SUN NING. 3/18 register closed on sale to Chinese, presumably Dai Dah S.S. Co., Shanghai [by LR22 to LR30] as TA NING. LR31 no owners, Foochow. By L34 listed for Tung Lee S.S. Co., Foochow. Photographic evidence suggests later running opium out of Swatow as TA YAU. NFI.

TA NING at Shanghai (SK*).

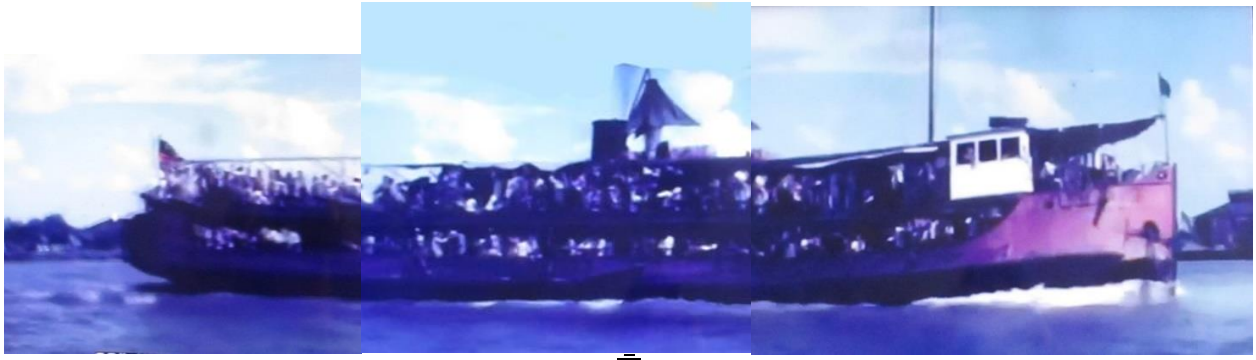


Unidentified opium runner TA YAU off Swatow about 1939, visible similarities with TA NING (Ebay).

TA CHI (ca.1920-ca.30) 221/04 wood sc C2cy 127.4x21.2 Kwok Achong, Hong Kong
Built as TUNG NING. LR 1916/7 listed to Cheang Mow S.S. Co. Ltd (A.R. Burkill & Sons, mgrs.), Hong Kong. By 1922 sold to Da Dah S.S. Co., Shanghai r. TA CHI by 1931 sold to Tunghai S.S. Co., Ningpo r. TUNGHAI. 1946 reported registered at Ningpo as TZEKIANG (355g). 17/1/47 sunk in collision off Woosung on voyage Shanghai/Nantong.



Unidentified at Shanghai c.1930, seemingly with a 大(TA) name (Alan Lee colln).



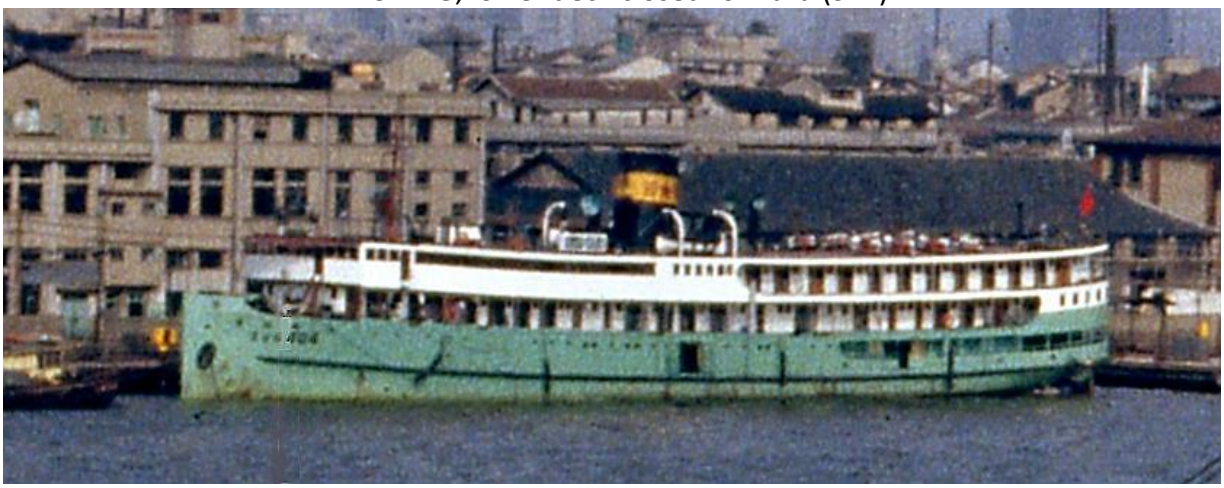
Similar unidentified from a post-1945 Periscope Films video filmed by U.S. military attache (https://www.youtube.com/watch?v=YUN9dQPpMcE).

TA SHUN (ca.1920-ca.31) 277/05 wood sc C2cy 138.6x21.4 Kwong Tuck Cheong, Hong Kong
Built as TAI NING. 1909 collided with and sank TA HSIN at LR 1916/7 listed to Cheang Mow S.S. Co. Ltd (A.R. Burkill & Sons, mgrs.), HK. By LR22 Dai Dah S.S. Co., Shanghai from at least LR22 to LR30. LR31 no owners, Ningpo.

TA CHING 大慶 (1920-??) 1406/21 (208.98 x 38.02'/63.7 x 11.59m, 2-sc T3cy/650 shp, 1214 pass.)
Built by Kiangnan D. & E. Works, Shanghai for Ta Ta (Ta Dah) Steamship Co. Ltd, Nantao as TA CHING 大慶. 1938 t/f to G. Stamatelatos, Piraeus r. ATTICA. 1945 reverted to TDSC r. TA CHING. Post-1949 operated by Changjiang (Yangtse) Shg. Corp. as HSIN CHING/XIN QING 新慶(庆). 12/66 r. DONG FANG HONG 404. Still existing 6/82. NFI.
[China Yearbook 1928, 29/30 as 861/22. CYB 1931, 1932 (reflecting Customs List 1929) as 1406/20. First listed LR31 as 202.1x38.1'. From 1934 operating Shanghai-Tungchow-Yangchow]

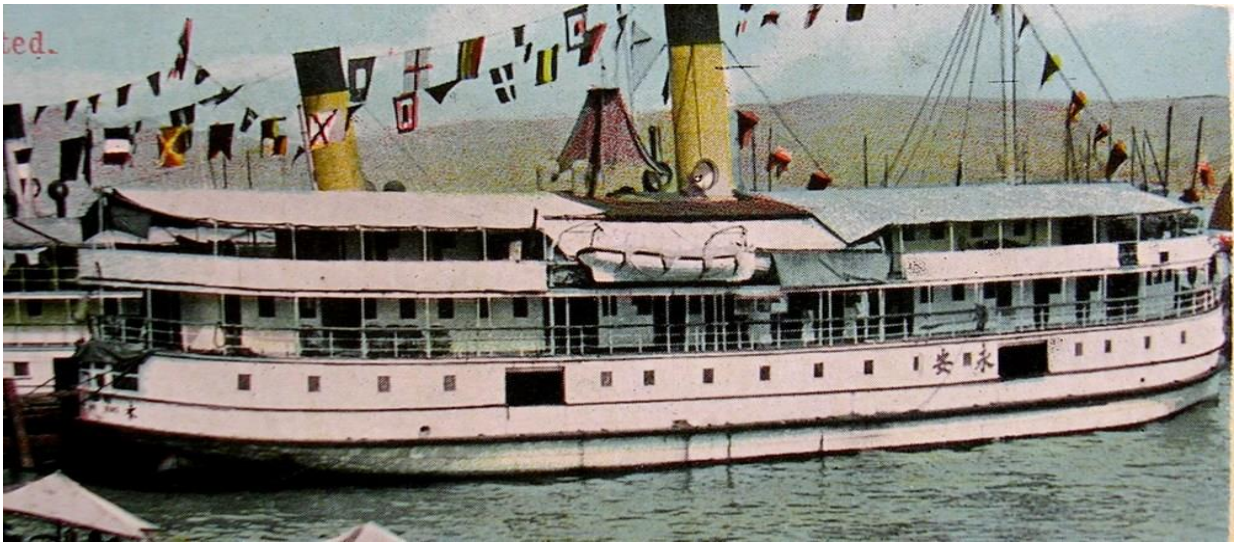
DONG FANG HONG 404 in 1981 (Internet).

TA CHING, lower deck closed forward (SK*).

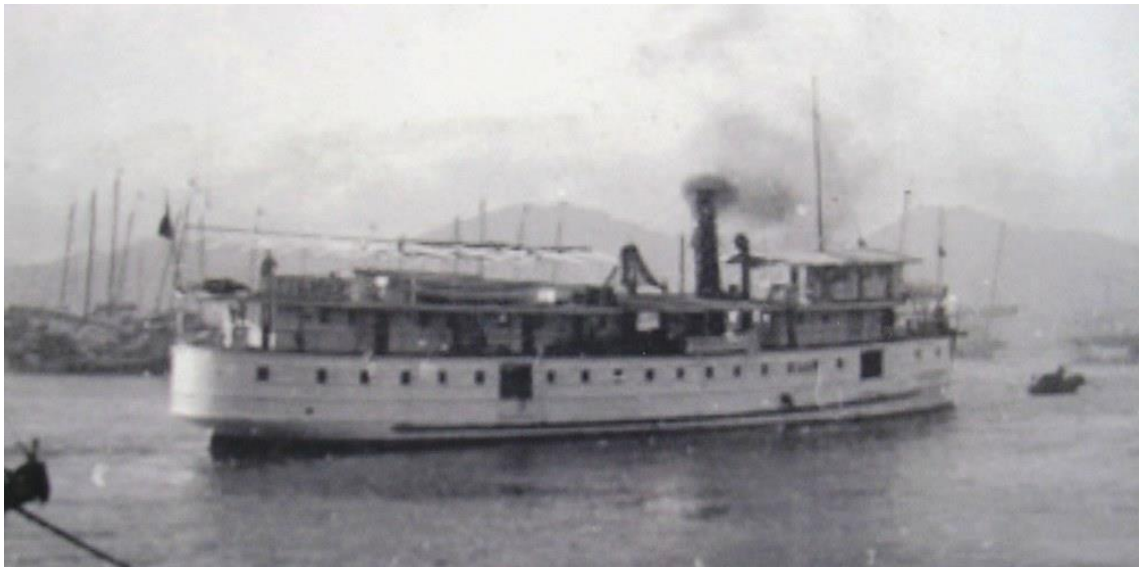


DONG FANG HONG 404 ex TA CHING at Shanghai, June 1982 (Chris Mackey).

KUANG HSIANG (KWANG HSIANG, JUANG HSIANG) (1922-39) 653/12 147.3' x 27.1' stl. 2sc.C2cy Built by Kwong Leo & Co., Hong Kong and 4/11 reg. at Hong Kong to Chan Lai S(h)ang as WING ON (459 grt w.2-sc.s. 149' 140.5x29.7 2xC2cy Kwong Tze Sang, HK 51nhp). 3/14 r. TUNG ON (new WING ON completed). 12/14 register closed on sale to Poo Tai S.S. Co., Hong Kong (reg. Canton) r. WAH ON (WA ON). 18/8/20 sold by auction at Hong Kong for $45,000 to Wu Hay Tong, Compradore of Butterfield & Swire. NFI, RLR 1927. Lengthened, steel hull, fenders removed, r. KWANG LEONG. 1922 sold to Ta Dah S.S. Co. Ltd, Shanghai r. KUANG HSIANG /KWANG HSIANG. China Yearbook 1928, 29/30 lists as 387g, but 1931 onwards (reflecting Maritime Customs list of 1929) as 652.73g (653/12). China Yearbook 1933 lists for the Shanghai-Keelung route. 1934-38 for Shanghai-Shachuan route. NFI as KUANG HSING, 1958 RLR. 1939 taken over by Japanese forces r. NANTUNG MARU {Cundall} but evidently escaped to Amoy reg. under Portuguese flag using old 653 grt as AMOY. NFI. 1958 RLR as KUANG HSING.



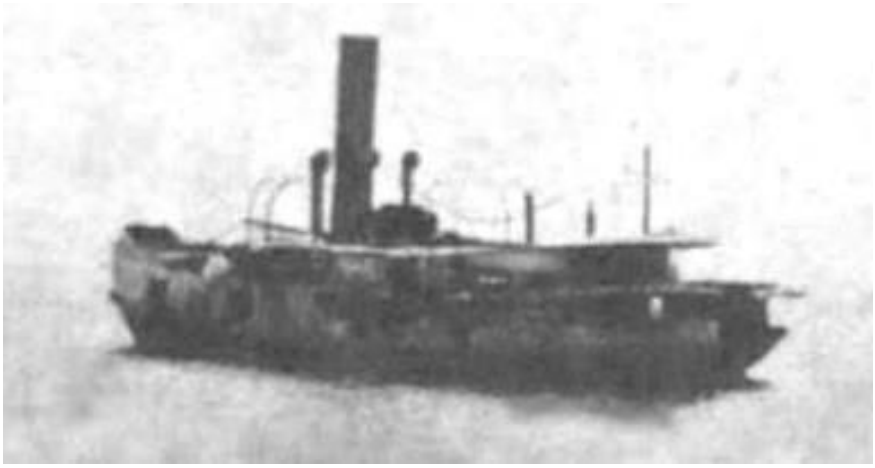
WING ON at Hong Kong dressed overall (from a postcard)

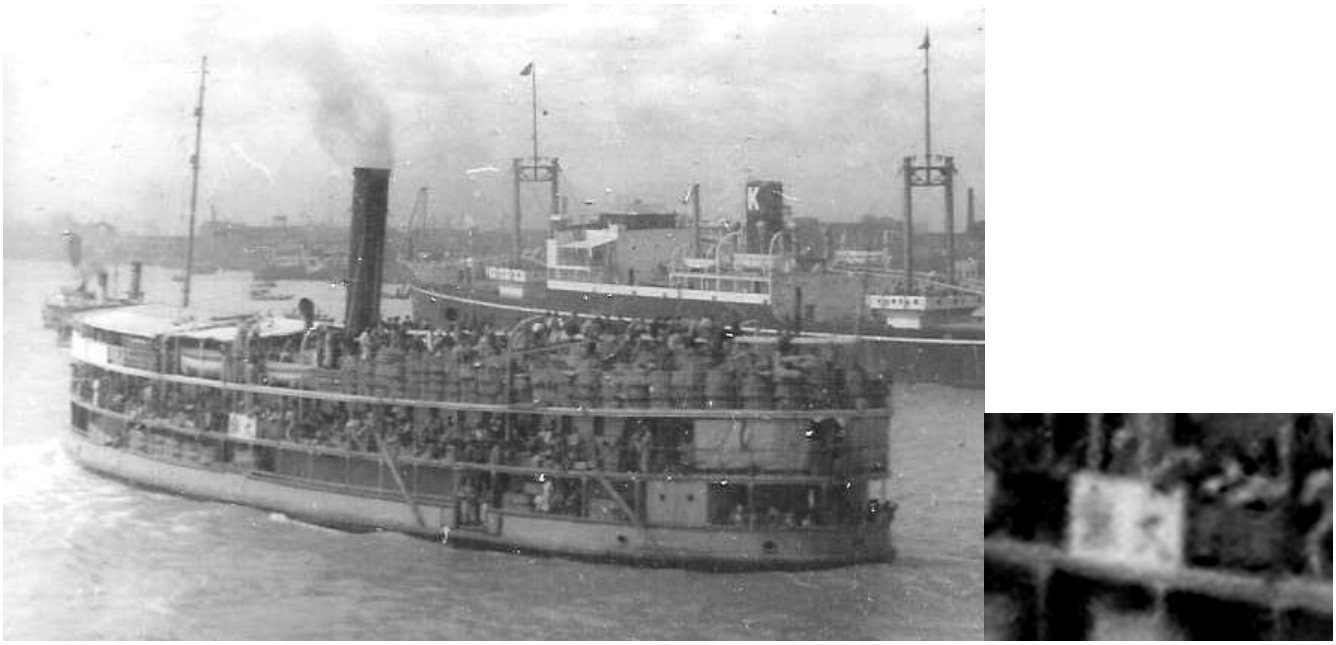


Unidentified Pearl River steamer, maybe 300 tons. Speculatively rebuilt WING HONG, bridge relocated over forward hull opening and lengthened aft of funnel (Internet).

Portuguese-flag TITO 智多 (TSUI TO "Abundant Knowledge") 387 grt at Amoy in 1939. Ta Dah's KUANG HSIANG, also reported at 387 grt. Stern possibly rebuilt to prevent slamming in heavy seas (D. Gammon*)

TA CHIE 大吉 (1923-31) 1456/23 (216.01 x35.99'/65.84 x 10.97m, 2sc. T3cy/1200 shp, 1194 pass.) Built by Yangtsze Poo Dock Co., Shanghai for Ta Ta (Ta Dah) Steamship Co. Ltd, Nantao as TA CHIE/ TA CHI 大吉 (877 grt). 3/31 gutted by fire 85m. from Woosung o/v Shanghai-Yangchow (200 lives). 1932 salvaged and refitted as TA YU 大豫 (1456 grt). From 1934 operating Shanghai-Tungchow-Yangchow. 1938 t/f to G. Stamatelatos, Piraeus r. ATHENA. 1945 reverted to TDSC r. TA YU. Post-1949 operated by Changjiang (Yangtse) Shg. Corp. as HSIN YU/XIN YU 新豫. 1959 RLR as TA YU, but still existing, 12/66 r. DONG FANG HONG 402. 1976 still listed for Shanghai Maritime Bureau. NFI.
[Reported launched 18/12/1922 as TA CHIE. LR31 (not before or after) lists as TA CHIE 1456/23. The China Yearbook 1931 and 1932 (reflecting Customs list 1929) as 1456/23, CVB 1934-38 as TA YU 1445g (reflecting 'Statistics of Shanghai' 1933). LR 1941 onwards as ATHENA 1456/21 ex TA CHIE, 215 x 35'. 1921 build date is used in Changjiang (Yangtse) Shg. Corp. data.]


TA CHIE gutted by fire of 11/3/31 (http://60.250.180.26/ss/6285-2.html).

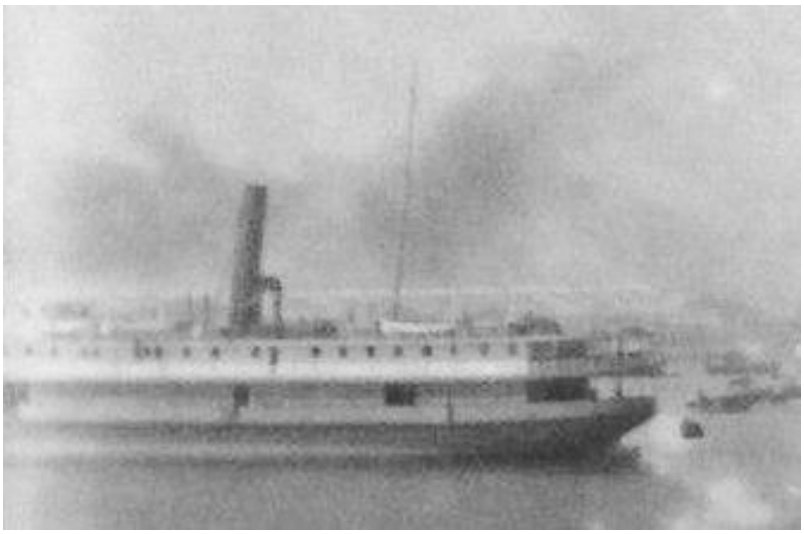


Likely TA YU, at Shanghai with open lower deck (SK*).

DONG FANG HONG 402 ex TA YU in 1982-83 (Chris Mackey).

TZETA 1366/26 Listed in China Yearbook 1931, 1932 reflecting Customs List 1929. See CHITA of Ta Tung below.

TA WO 大和 (ca.1930-38) 1001/05 stl sc C 188.8x28.6
Built by ???, Shanghai for ??. First listed from LR31. 1934 and subsequently operating Shanghai-Tungchow-Yangchow. 1938 t/f to Stamatelos (Greek flag) r. APHRODITE. 7/7/43 sunk at Whampoa Doc, Hong Kong by air attack, later salved, and repaired. NFI. [China Yearbook 1932, reflecting Customs List 1929, says TA HO 1001/14. China Yearbook 1934 says TA WO (1001g) (1934 entries reflecting 'Statistics of Shanghai' 1933).]

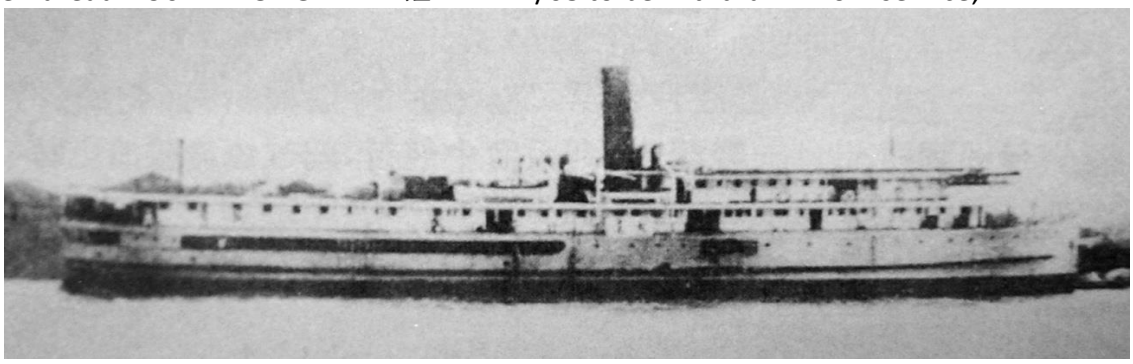


Unidentified at Shanghai. TA WO? (Internet).

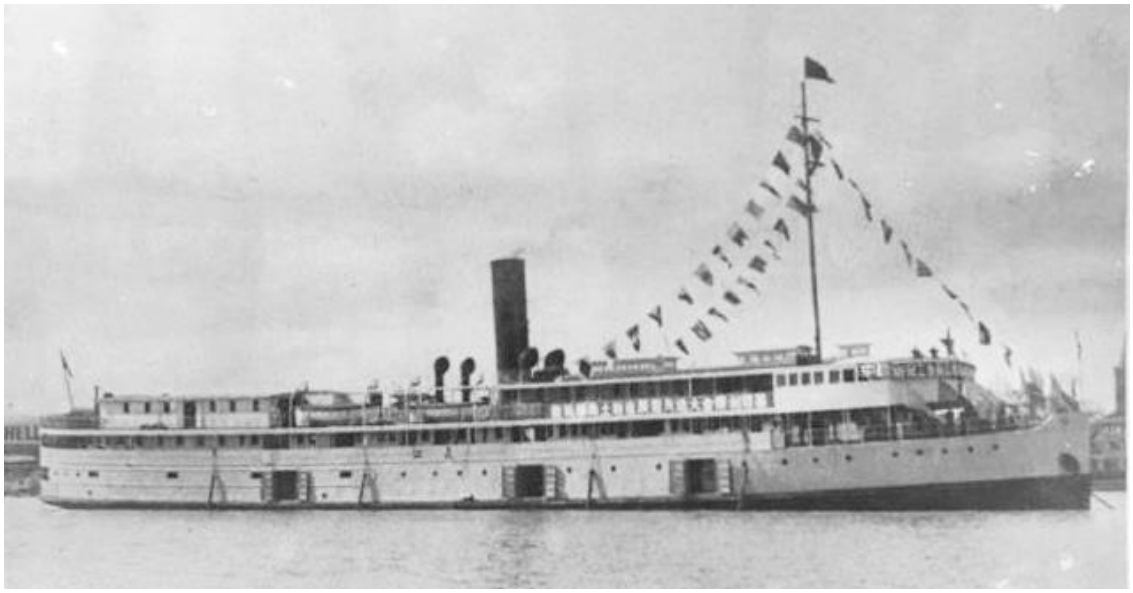
TA YU 大豫 (1932-??) see TA CHIE (1923-31)

TA DAH 大達 1673/35 (2-sc) 238x38

Built by Ta Chung Hua S.B. & E. Works, Shanghai for Ta Ta Steamship Co. Ltd., Nantao. 1948 t/f to Stamatelos (Greek flag) r. ARGOSTOLI. 1945 reverted to Ta Dah Steamship Co. r. TA DAH. 1949 escaped to Hong Kong. III/51, as KIANG CHANG taken by crew to Canton. 14/10/51 used in the South China Produce Exhibition and Exchange Conference. Subsequently operating on Southern routes as HSIN AN 新安. 1950s taken over by public-private partnership r. HAI TANG, passing to full ownership of Canton Maritime Bureau. 1967 r. HONG WEI 1 红卫一. 11/68 to be withdrawn from service, NFI.



TA DAH (*Shanghai Shipbuilding History*).



KIANG CHANG ex TA DAH at Canton 14/10/51 (SK*).船上标语：庆祝华南土特产展览交流大会开幕。该大会 1951.10.14 召开。Slogan on ship reads: “Celebrating the opening of the South China Produce Exhibition and Exchange Conference.”

CHE-HENG 儲亨 (CHU HENG 130/02 in 1934 yearbook) 1930 Listed CYB for the Shanghai-Tungchow route in The China Yearbook 1934, 1935-38 Shanghai-Yangchow (1934 entries reflecting ‘Statistics of Shanghai’ 1933).

CHE-YUAN 儲元 (CHU YUAN 189/94
1933 listed CYB for the Shanghai-Tungchow route in The China Yearbook 1934 (1934 entries reflecting ‘Statistics of Shanghai’ 1933), 1935-38 Shanghai-Yangchow.

LEE DAH 利達 131
1934 to 1938 in The China Yearbook Shanghai-Yangchow (1934 entries reflecting ‘Statistics of Shanghai’ 1933).

HENG DAH 亨達 129
1934 to 1938 in The China Yearbook, Shanghai-Yangchow (1934 entries reflecting ‘Statistics of Shanghai’ 1933).

YUAN DAH 元達 128
1934 to 1938 in The China Yearbook, Shanghai-Yangchow (1934 entries reflecting ‘Statistics of Shanghai’ 1933).

KIANG DAH 江達 (1945?-??)
Photographed at Shanghai early-1946. (The engines-aft, background vessel in the following photo) . Sales ad says **江达.**

KIANG DAH, might be read as DAH KIANG (kongfz.com).

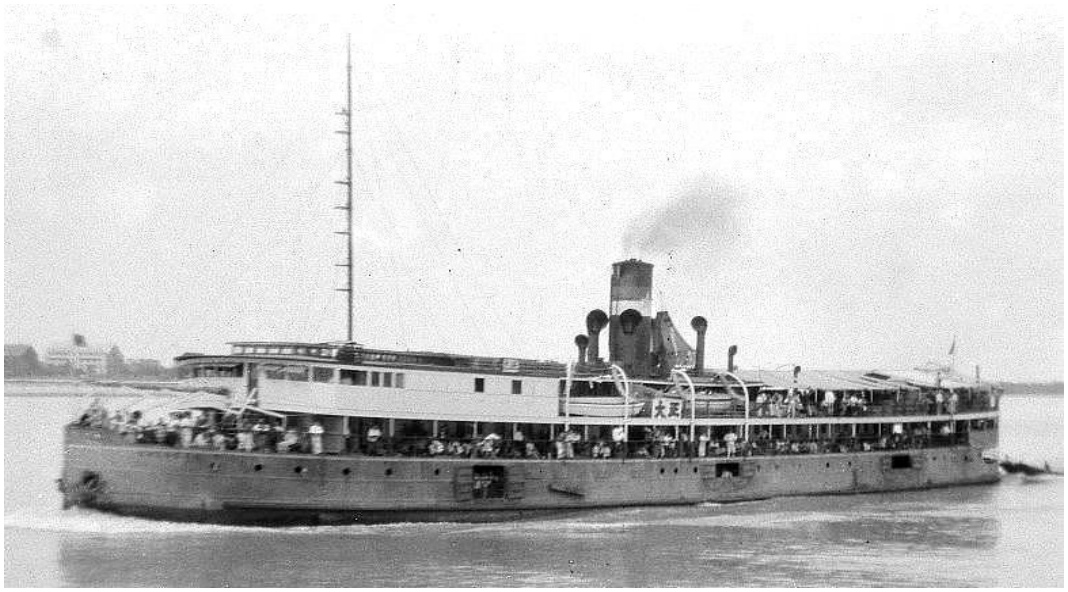
Ta Tung Steam Navigation Co. Ltd, Shanghai

The China Yearbook 1934, 1935, 1938 lists as Ta Tung Jen Kee S.S. Co.
Not listed in LR as an owner or in Register entries.
Shanghai-Yangchow

Ta Tung's principal was Loh Pa-hong (1875-1937), who since 1912 had been part-owner and director of the Compagnie Chinoise de Tramways which in August 1913 opened a tramway from the boundary of the French Concession along the Chinese Bund to the Hangchow Railway station and the Arsenal (NCH, 29/3/24, 27/7/13, 28/2/14). His shipping firm Ta Tung .N. Co. Ltd traded from Shanghai to smaller Lower Yangtse ports, including Tsungming Island in the estuary. Essentially it would have been a provisioning trade (grains, livestock, eggs) and local passengers. Lo had many other business interests: in 1922, he became the manager of the Chinese Electric Company, in 1924 took over the Water & Electric Company, in 1925 founded the Wuxhing Iron and Steel Company and in 1928 became general manager of the Nanto Water Company (S.W. Sunquist, A Dictionary of Asian Christianity, 2001). In 1929, he founded Ta Chen Navigation Co. Ltd [q.v.].

Like Nicholas Tsu, Joseph Lo belonged to the Catholic laity in Shanghai and became a leader of the Chinese Catholic community as well as a prominent philanthropist. Already in 1912 he founded St. Joseph's Hospice and in 1913 he was elected foundation president of Catholic Action in China and in 1926 headed the Chinese delegation to the International Eucharist Congress in Chicago. On his way home, he met in Rome with Pope Benedict XV. After founding the Sacred Heart Hospital in 1924 and St Joseph's Hospital in 1926, he went on to establish the Shanghai Mercy Hospital for the mentally ill. In February 1936 the Italian Ambassador bestowed on him the insignia of the Commander of the Order of the Crown of Italy in recognition of his work on behalf of the Salesian Order (NCH, 26/2/36). In the same year he was also honoured by Pope Pius XI. The Sino-Japanese War devastated his shipping and other businesses. To protect his safety he moved his residence to the French Concession, from where he continued his charitable works until on 30 December 1937 he was murdered by two disguised assailants as he was leaving his house (NCH, 25/4/38). No arrests were made but suspicion fell on the Japanese. Lo referred to himself as 'a coolie of St Joseph' and in death he was regarded by Chinese Catholics as a martyr.

TIEN TA 天 Ca 1200 g.t.
Existing c.1930. NFI.



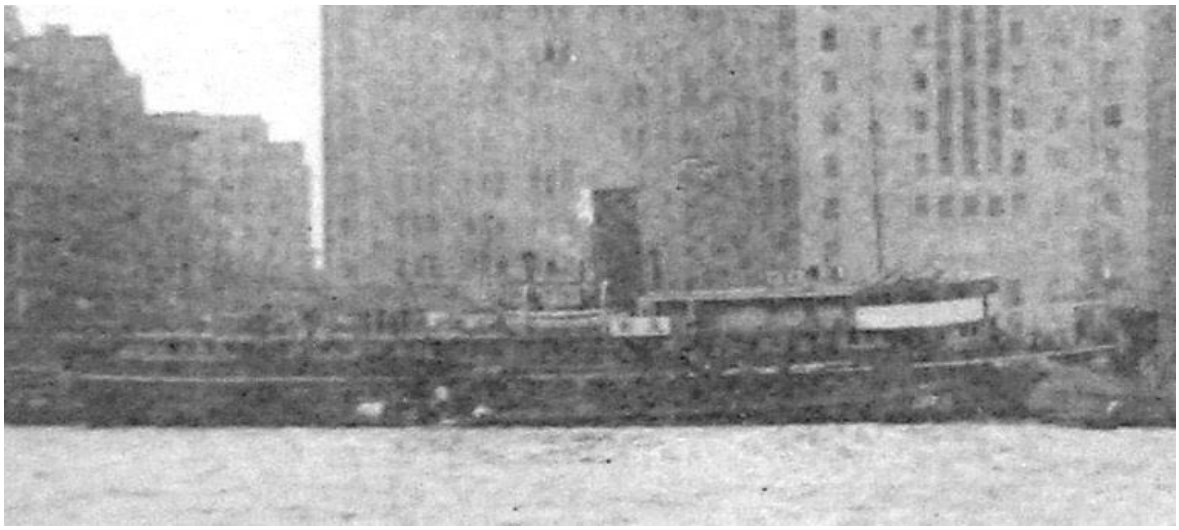
TIEN TA at Shanghai c.1930 (Alan Lee colln).

CHEN TA 正大 **(TIEN TA?)** 1521/??
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).

CHI TA 志大 1366/??
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933). Ref TZE TA 1366/26 of Ta Ta and TSE TA 1372/24 below.

HUNG TA 鴻大 (1924-??) 1372/24 (211.74 x 34.55'/64.54 x 10.53m, T3cy/700 shp, 1111 pass.)
Built by Kiousin S.B. & E. Works, Shanghai as HUNG TA 鴻大. 1945 recovered. RLR 1955 but post-1949 operated by Changjiang (Yangtse) Shg. Corp. as HSIN HUNG/XIN HUNG 新鴻. 12/66 r. DONG FANG HONG 403, in military use at least 1971-73. 1976 still listed by Changjiang (Yangtse) Shg. Corp. NFI.
[LR dimensions 213' x 34'. Prewar listed as carrying 41 first, 42 second, 138 third class pass.]

HUNG TA on the Whangpoo 1/28 (SK*).



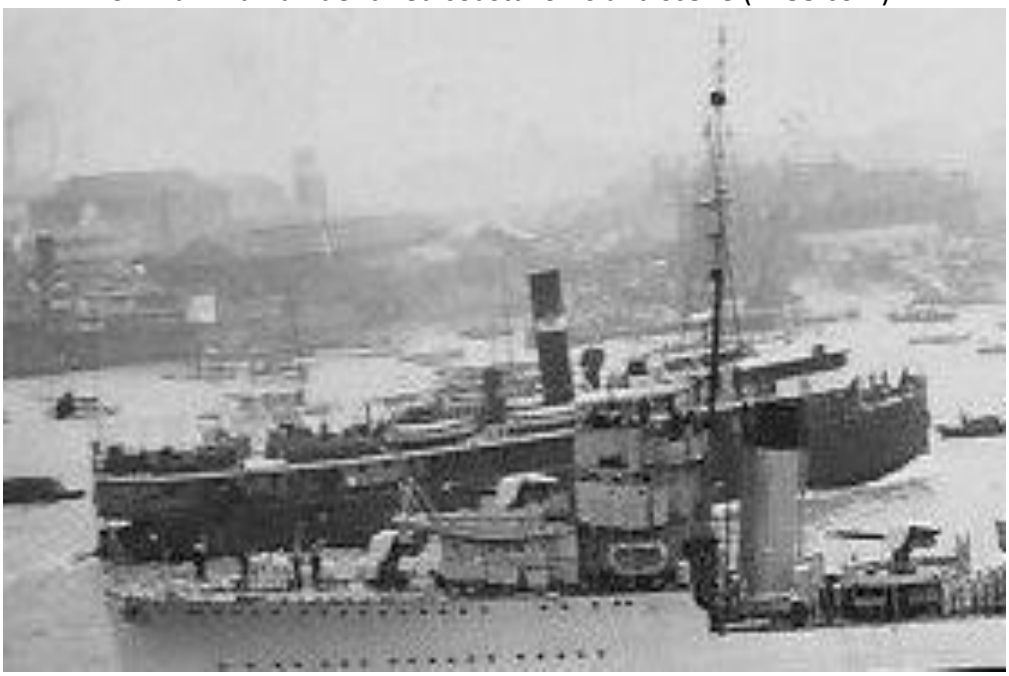
HUNG TA, autumn 1945 (SK*).

DONG FANG HONG 403 in evident military colours (*YouTube* - Shanghai & Beijing, 1971 Part 1).

LUNG TA (LON TA) 隆大 (1924-??) 1372/24 (213’ x 34’, T3cy, 3 decks)
Built by Kiousin S.B. & E.W., Shanghai as LUNG TA. Reported survived WWII, RLR 1955. NFI.

LUNG TA (SK*)

Similar in an unidentified coastal or island scene (7788.com).



HUNG TA or LUNG TA at Shanghai prewar (Internet)

Unidentified possible HUNG TA or fleetmate in new colours ca.1937 (Internet).

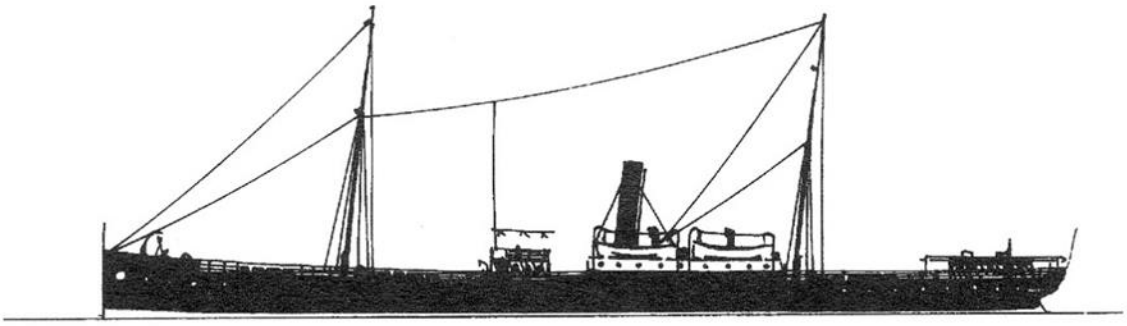
TZE TA/DAH (1926-??) 1372/24 (213' x 34', T3cy/10k, pass: 40 first, 75 second))
Built by Kiousin S.B. & E.W., Shanghai as TZE TA (DAH) and 12/26 delivered (1000 dwt). NFI.

HSIN TA/DA MING (??-1928) ????/c.1900
18/2/28 rammed and sunk by *Atsuta Maru No. 2* (Satoh Shokai G.K.) off Chinkiang with loss of est. 360 lives. Arbitration required SSGK to pay Mex$260,000 plus costs (NCH, 10/3/28, 24/11/28).

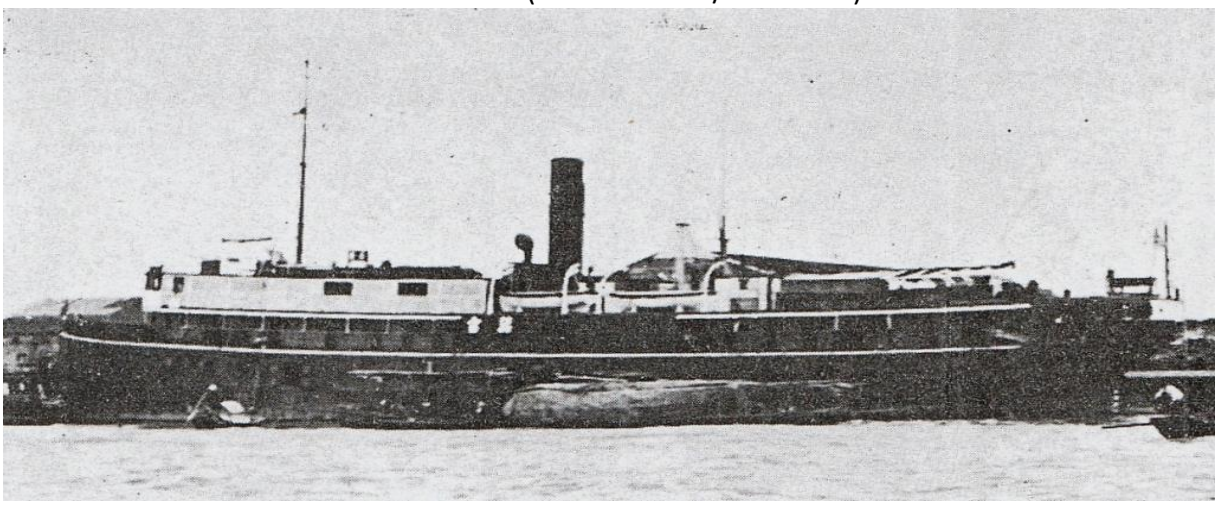
Taichow S.S. Co., Shanghai

Shanghai-Tinghai-Shihpu-Haimen
Haimen-Shanghai
Operator Lien En S.N. Co., Shanghai
Tai Chow S(h)ing Kee S.S. Co., Shanghai

TAICHOW 臺州/ ANO VATHY 亞生/ ASEI MARU 亞生丸 1524/82 (GEORGIY: 20 1st, 18 2nd, 800 3rd)
Built by Scott & Co., Greenock for China Nav. Co. Ltd, London as CHUNG KING (1251g). 12/01 severely damaged by fire at Chefoo but made Shanghai under own steam. 8/05 sold to Russian Ministry of Trade and Industry for 123,000 rubles, based in Nikolaevsk-on-Amur, r. OCHTOSK, used by Ministry of War as a transport assigned to Siberian Flotilla. 10/05-11/05, delivered troops and civilians to northern Sakhalin. 22/6/06 sold to Far Eastern S.S. & Nav. Co., Vladivostok r. AMUR. 1908 sold to Y. Koga, Nagasaki. 1909 sold to S.N. of Count Keyserling, Vladivostok r. GEORGII (GEORGIY). 6/3/1916 requisitioned in Vladivostok by the Naval Department, as belonging to a German citizen. 10/6/1916 sold to Russian Volunteer Fleet Assocn, Vladivostok.2/20 sought refuge in Shanghai after fall of Vladivostok and t/f to French flag. 5/21 reverted to White Russian flag on recapture of Vladivostok. 10/22 after fall of Vladivostok evacuated White Russians to Shanghai and Hong Kong. 3/23 returned to Vladivostok and incorp. into Sovtorgflot, operated in Soviet Far East. 27/12/26 allocated for disposal in poor condition and early 1927 sold at Shanghai to Taichow S.S. Co., Shanghai for service Shanghai-Tinghai-Shihpu-Haimen-vv r. TAI CHOW (gt 1524.10). 25/5/33 as TAICHOW 臺州 (operator Lien En S.N. Co.) pirated o/v Haimen-Shanghai and looted of all cargo ($20,000), 2 police and 3 pass. killed [NCH 31/5/33]. 1935 t/f to Tai Chow S(h)ing Kee S.S. Co., Shanghai. Late 1937 t/f to J.D. Tsounias (China Hellenic Lines Ltd, mgrs.), Shanghai (reg. Piraeus, Greek flag) r. ANO VATHY 亞生. 14/2/38 seized off Wenchow by Hua Shan/Kazan Maru on suspicion of being a Chinese ship with pro-forma Greek registry, as of 3/3/38 rep. still trading Shanghai-Wenchow (NCH, 9/3/38)], then laid up on buoys in Whangpoo (no flag) (last rep. 27/12/38). Presumed subsequently in collaborationist service, new name not reported. Subsequently t/f to Japanese flag and 8/43 r. ASEI MARU 亞生丸. 15/7/45 bombed and sunk at Woosung [Peter Cundall]
[http://www.retroflot.com/dobrovoljnyj_flot/tovaropassazhirskij_parohod_georgij.html]



CHUNG KING (Duncan Haws/Wikiswire).

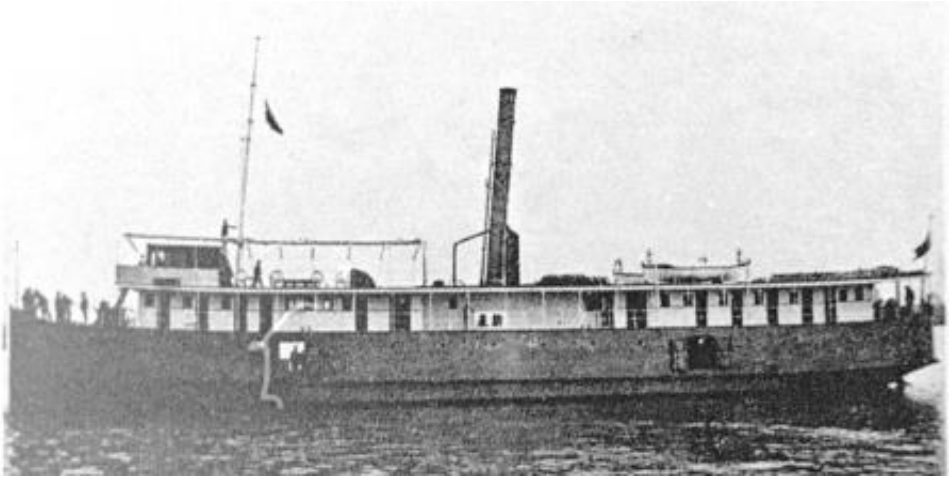


Under the Russian flag, CHUNG KING was rebuilt to carry over 800 passengers. Photo of 1941 collaborationist Chinese flag vessel WAN KOO 萬古 ('Ten Thousnd Ancients') 1540g seems to match (tonnage, appearance), operating Shanghai-Chusan in 1940-41 (*Sekai Shosen Yoran* p.296).

Nicholas Tsu, et al.

Haichow S.S. Co. Ltd
China United S.S. Co. Ltd
Shanghai-Haichow

Nicholas Tsu (Zhu Zhiyao, 1863-1955) had a seagoing father and by marriage Jesuit uncles, who helped him to study Applied Sciences in France (P.P. Mariani, Church Militant, 2011: 19-20). After his return to Shanghai, in 1896 he opened an engine works to manufacture small gas engines to power rice mills (US Dept of Commerce, 26/7/19). Then in 1904 he expanded by establishment of the Kiousin (Qiuxin) works at Nantao on the Upper Section B of the Whangpoo below the Kiangnan dockyard and more or less opposite Ping An. From production of tramway and railway rolling stock, he began turning out launches and other small vessels. The first known completion was the 300-grt *Hsin Tai* in 1907.



HSIN TAI 300/07 160’ 320hp 11k., shipowner unknown. (Shanghai Shipbuilding Century Review).

In 1911 it delivered the 441-grt coaster *Pei Ching* to Chihli Santung Lines. In November 1913 it delivered *Feihung* to the Tientsin-Pukow Railway for use as a Nanking-Pukow ferry and in the following year four vessels for service between Ichang and Chungking (including *Lichuan* for Szechuan Railway Administration, *Chinyu* for Juicheng Co. and *Yuhang*). In the course of World War I, the yard was expanded to be able to build four 5,000-ton steamers at the same time with a blast furnace to produce steel plate (USDC, 26/7/19). The expansion was financed by a mortgage with the French passenger/mail line Messageries Maritimes, who also also operated the large shipyard at La Ciotat). On expiry of the mortgage the yard lacked sufficient funds to continue operations, resulting in a partial sale in May 1919 for Tls 500,000 (US$597,500). The Chinese Government agreed to a Franco-Chinese joint venture formally known as Société Franco-Chinoise de Constructions Métallurgiques et Mécaniques, otherwise Kiousin Dock, with a capital of Tls 1.2 million underwritten by Banque de l’Indo-Chine (NCH, 4/10/19). The fact that Tsu was also ‘compradore’ of Banque de l’Indo-Chine no doubt facilitated the arrangement.

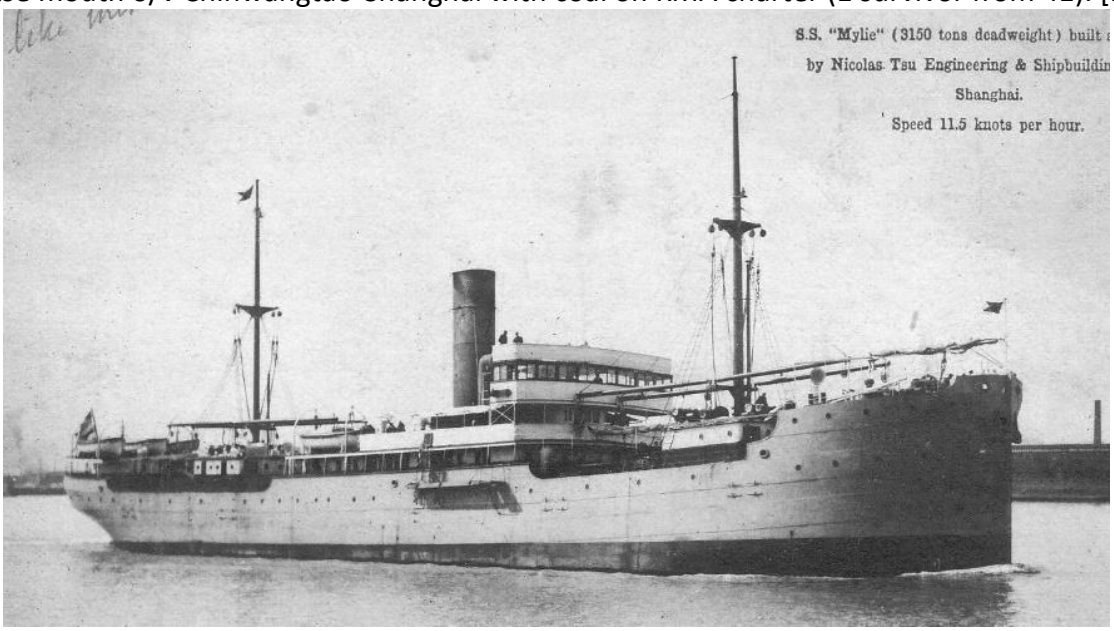
In 1919 the Tsu yard completed the 3159-dwt, 10-knot passenger-cargo steamers *Mylie* and *Gweneth*. Hull and engines were constructed by the yard under supervision of Capt. Bayes-Davy (and named after his daughters) while the boilers were imported from the United States. The two ships had been ordered by Ko Dih(De)-sang (Ku Din-tsiang/Ku Ti Sang), formerly Thoresen compradore but now compradore of the Bank of Chosen, but were completed for the Haichow S.S. Co. Ltd in which Nicholas Tsu was also a substantial shareholder. At the time the orders were announced in May 1919, (NCH, 17/5/19) reported that they were intended for the salt trade from the coastal port of Haichow to Shanghai but after work had begun in the spring of 1919 an extra deck was added to give them a deepsea and passenger-carrying capability and also increasing draught from 15’ to 25’. After *Gweneth* had successfully completed speed trials it was announced that the owners intended to build four more steamers for the salt trade from Haichow, but in consequence of the postwar economic downturn that began in early 1920, these orders did not eventuate. Management of *Mylie* and *Gweneth* was transferred in January 1922 to Moller & Co. Not long afterwards, in August 1923, *Mylie* was lost with only one survivor in a typhoon while on voyage from Chinwangtao to Shanghai with coal. The ensuing marine inquiry revealed that the vessel had been overloaded and it may be wondered whether the extra deck had not also impaired the stability.

The Kiousin yard proceeded to build a series of good coastal and river vessels of up to around 1500 grts. In March 1924 it launched the 1000-grt *Hong Dah* (*Hung Tah*) for Mr Loh Pa-hong for the Shanghai-Tsungming island trade (NCH, 29/3/24) followed by *Lung Dah* and in November 1926 by *Tze Dah* (*Tze Ta*). In 1930 there followed the fine pair of 1400-grt motorships, *Yung Ping* and *Yung An* for Ta Chen Nav. Co. Ltd [q.v.]. In April 1934 came the buoy tender and lighthouse supply vessel *Hai Kuang* 海江.

Tsu's shipowning revived in 1928 with purchase of the *Haichow* and then in 1929 *Hsuchow* and *Chungchow*, all small ex-Scandinavian cargo steamers, for service between Shanghai and Haichow in North Kiangsu (Jiangsu). Situated close to the border with Shantung (Shandong) and between the old and new mouths of the yellow River, Haichow had a fertile agricultural hinterland and, not being a treaty port, was reserved for Chinese-flag shipping. In 1933 the new and deeper port of of Laoyao or Lienyunchiang (Lianyungang) was opened nearby together with extension of the Lunghai Railway, which gave access as far inland as Sian and also served the Chunghsing Coal Co. Tsu's new steamers ran as the China United Navigation Co. Ltd with local agents Messrs L. Everett, Inc., who were also Shanghai agents for American Pioneer Line. Competing lines were Chunghsing, China merchants and Shanghai Steamship. CUNC operated until the Sino-Japanese war.

Nicholas Zhu died in 1955 in his nineties. He was a pious Catholic and generous philanthropist. His younger brother Simon Hsu Kai-min (1868-1960) became a Jesuit priest and in 1925 was consecrated Bishop of Haimen (columban.org) while the younger Joseph Hsu Ju-lin (1973-1957) managed the family's business affairs (Mariani, 2011).

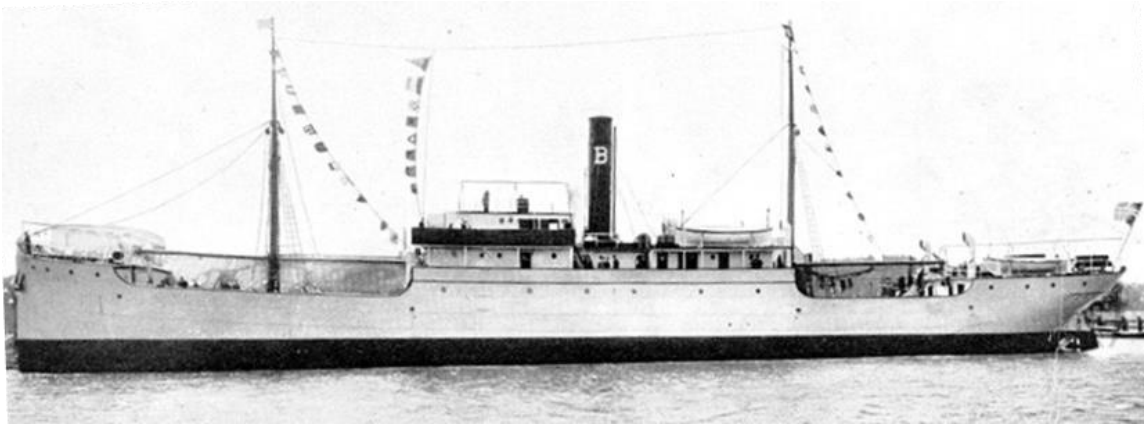
MYLIE 美利 (1919-23) 2180/19-2 (T3cy/162 nhp)
Built by Nicholas Tsu E. & S.B. Works, Shanghai to order of Ko Dih-sang but completed for Haichow S.S. Co. Ltd, Shanghai. 2/19 on charter to Eastern S.S. Co. Ltd, Penang for HK-Singapore-Rangoon trade. 1/22 gen. mgr N.E.A. Moller. 23/8/23 took water in typhoon and sank N. of Saddle Is. (31N, 122.30E) off Yangtse mouth o/v Chinwangtao-Shanghai with coal on KMA charter (1 survivor from 41). [NCH].



MYLIE (SK colln).

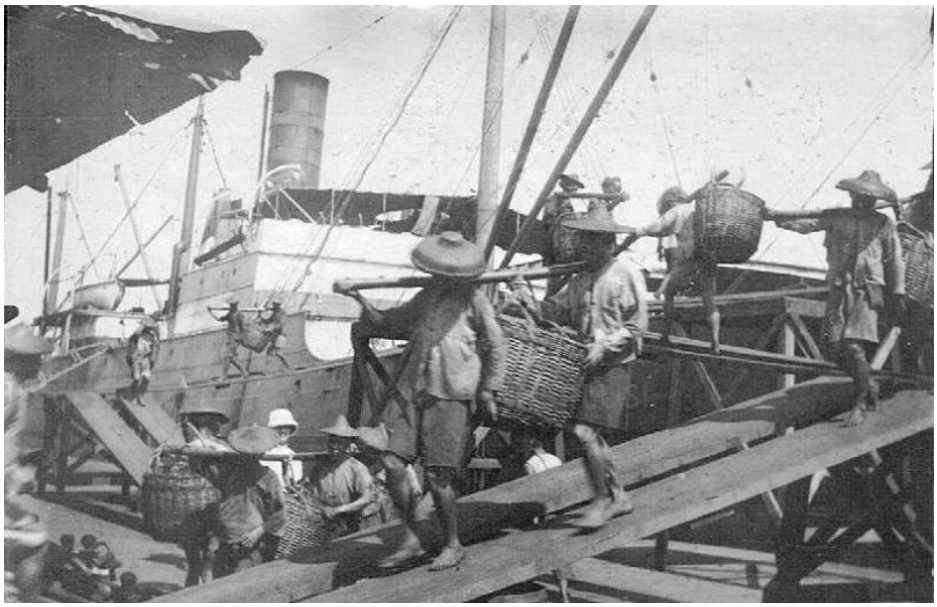
GWENETH (1919-23) 2180/19-5 (T3cy/156 nhp)
Built by Nicholas Tsu E. & S.B. Works, Shanghai to order of Ko Dih-sang but completed for Haichow S.S. Co. Ltd, Shanghai. 1/22 gen. mgr N.E.A. Moller. 11/23 sold to Kuribayashi Shosen K.K., Muroran r. MURORAN MARU No. 5. 13/6/30 stranded 4 m. E. of Cape Lopatka, Kamchatka (USSR) o/v Petropavlovsk-Hakodate in ballast - refloated 28/7 and broken up in Japan.

HAI CHOW 海州(1928-38) 1471/06 (T3cy/109 nhp)
1906 Built as VITALIA by Fredriksstad M.V., Fredrikstad for A/S Vitalia (Godtfred M. Bryde), Christiania. 1912 T/f to A/S Galveston Steamship Co. (Godtfred M. Bryde), Kristiania. 1916 sold to A/S D/S Dina Lea (Erik Grant Lea), Bergen. 1918 Taken over by A/S D/S Dina Lea (Bjørnstad & Brækhus), Bergenr. DINA LEA. 1920 r. LERKE. 1921 t/f to Bergen Lloyd Aktierederi (Bjørnstad & Brækhus), Bergen. 1923 mgr Sigurd A. Brækhus. 1928 sold to China United Navigation Co. Ltd (N. Tsu, Mgr), Shanghai and 12/28 in service as HAI CHOW. 1938 rep. scuttled by Chinese authorities as a barrage on the ?Upper Yangtsze River [details from skipshistorie.net].



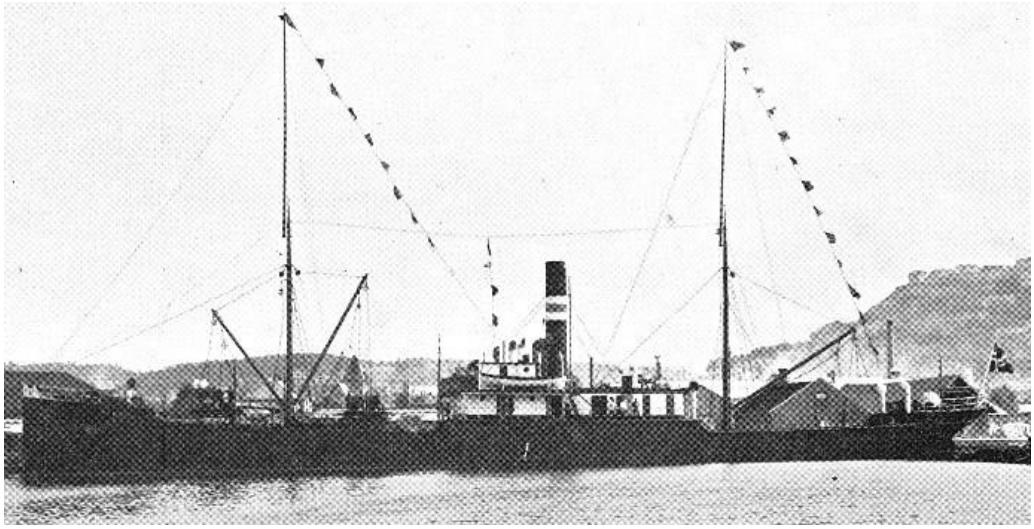
HAI CHOW as VITALIA (shistorie.net).

HSU CHOW (1929-4?) 658/17 (T3cy/138 nhp)
1917 Built as HALLGJERD at Laxevaags Maskin- & Jernskibsbyggeri, Bergen for A/S Peder Kleppes Rederi (Peder Kleppe), Bergen. 1917 req. The Shipping Controller (W. A. Massey & Sons Ltd), London. 1919 returned to owners. 1921 sold to A/S D/S Hallgjerd (Peder Kleppe), Bergen. 1922 t/f to A/S D/S Hallgjerd (C. Mathiesen), Bergen. 1923 t/f to A/S D/S Escondido (C. Mathiesen), Bergen r. ESCONDIDO. 1929 sold to China United Navigation Co. Ltd (N. Tsu, Mgr), Shanghai, China r. HSU CHOW. Post-1937 seized by Japan r. JOSHU GO. 10/10/44 s/t by USS Tang in 25.20N 121.32E off Fu-Kuei Chiao, Taiwan [details from skipshistorie.net].



Presumed HSU CHOW or sister NING CHING (Internet).

CHUNGCHOW 鄭州 (1935-38) 1333/06 (2-sc. T3cy/111nhp)
Built by Akers Mek. Værks., Oslo for D/S A/S Bygdö (Thv. Davidsen & Co., Mgr), Oslo as BYGDÖ. 1911 sold to D/S A/S Skule (B.A. Sanne, Mgr), Oslo r. SKULE. 1929 sold to China United Navigation Co. Ltd (N. Tsu, Mgr), Shanghai r. CHUNGCHOW. 1938 rep. sunk at Haichow.



CHUNGCHOW as SKULE (https://skipshistorie.net/).

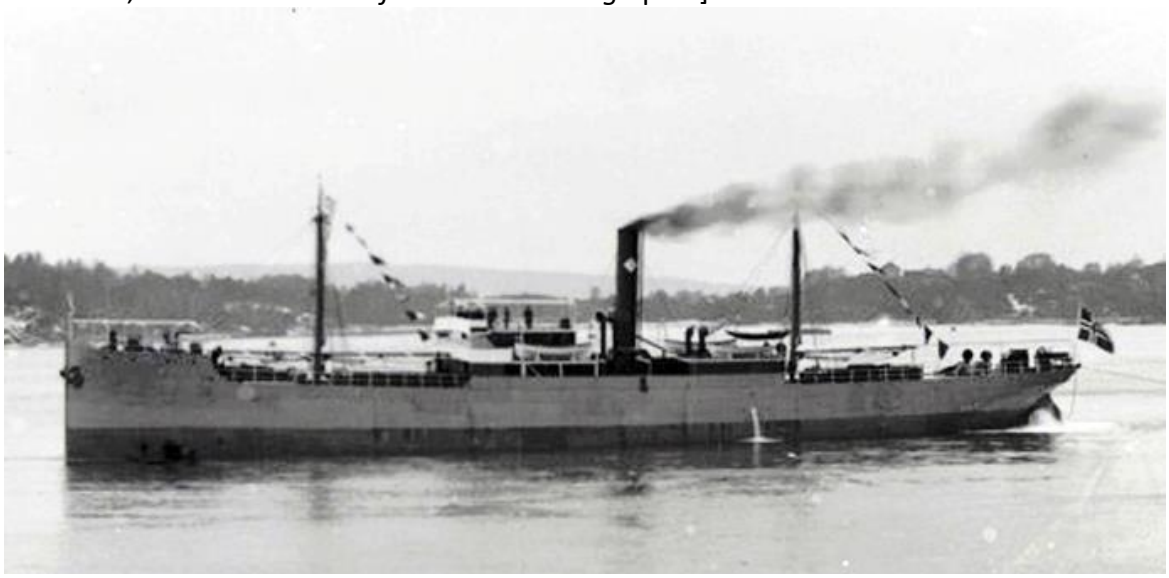
Wen Kee S.S. Co. Ltd, Shanghai

Association Member

FOO SING (1926-26) 1136/97 (T3cy/106 nhp).
Built by Helsingörs Jernsk. & Msk, Elsinore for D/S A/S Dr. Hans Jürg Kiær, Drammen as Dr. HANS JÜRG

KIAER. 1907 sold to M.A. Vernon, Tientsin (Fr. flag) r. TA-TOU-TSE. 1910 t/f to Établissements de Tongkow (Fr. flag) TA-TOU-TSE I. 1919 sold to M.A. Grammont, Saigon (Fr. flag . 1925 sold to N.I. Mann & Co., Saigon r. TA-TOU-TSE. 1926 sold for $100,000 to Wen Kee S.S. Co. Ltd, Shanghai (Chinese flag) r. FOO SING (?SHING). 1/8/26 ashore in fog 2m. S of NE Promontory, Shantung o/v Shanghai-Tientsin. 9/26 Captain E.R. Huntington partner of Capt. P.Y. Angus in Angus & Co., exchange brokers at Shanghai, attended wreck of FOO SHING at WHA on behalf of the underwriters to obtain bid 'as lies' (NCH, 18/9/26). Subsequently looted before broke in two, stern sank, CTL.

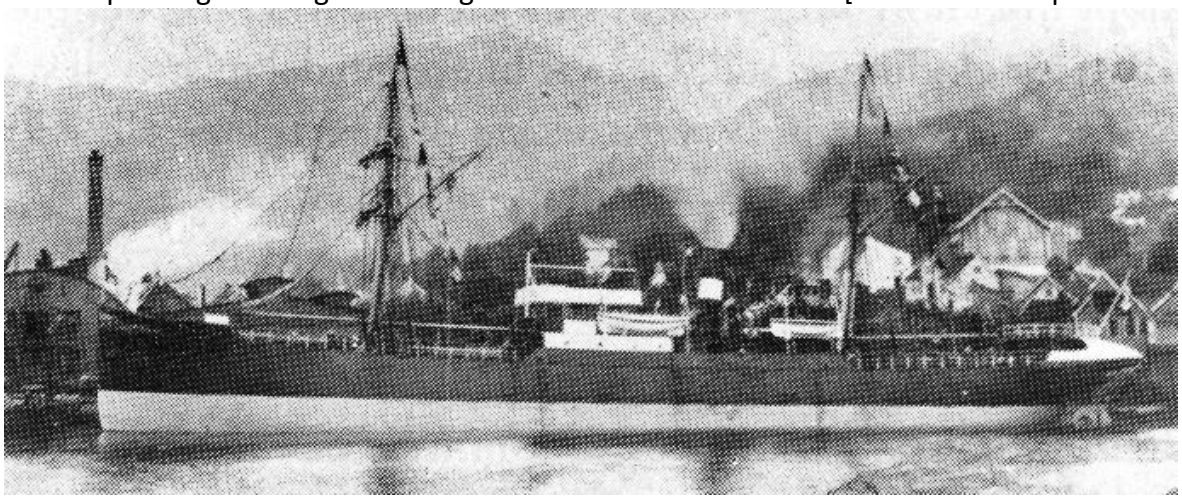
HSIN FOO SHING (1926-33) 1679/03
1903 Built by Nylands Verksted, Christiania for D/S Alm (Pedersen & Co.), Kristiania as ALM. 1915 sold to Eriksen & Khars, Bergen. 1916 sold to A/S Dampskibsselskabet Snepiggen (Eriksen & Kahrs), Bergen r. SNEPIGGEN. 1917 sold in July to A/S Salvesens Rederi (A. Salvesen, Staubø), Tvedestrand. r. ALM. 1917 sold to A. Lier (Trygve Lodding), Kistiania. 1918 sold to Skibs-A/S Loddings Rederi II (Trygve Lodding), Kristiania. 1922 T/f to Skibs-A/S Loddings Rederi (Trygve Lodding), Kristiania. 1926 sold to Sung Wen Ping Steamship Co. Ltd, Shanghai. 1928 t/f to Wen Kee & Co., also quoted (Zarach) as Wen Chi S.S. (Zung Wen-ping), Shanghai r. HSIN FOO SING. On death of Chi Wen-ping, 1933 sold to Yung An Steamship Co. (Koo Chung Sui), Shanghai r. YUNG SHENG. 13/12/37 sunk as a blockship at Matang in the Upper Yangtse River, shares t/f to C.S. Koo, Hong Kong but no compensation received [Details from skipshistorie.net, *To Catch a Goose if the World is Large* p.66].



HSIN FOO SHING as ALM (skipshistorie.net).

FOO TA/HU TA (1927-29) 1421/85
1885 Built by Martens, Olsen & Co., Bergen for Jørgen C. & G. Knudsen et.al, Porsgrund as NORRØNA. Delivered 20/07. 1889 t/f to C. Knudsen, Porsgrund, re-engined with T3cy (Akers M.V., Kristiania). 1907 sold to Taimo Yoko, Chemulpo, Korea. 1909 sold to Tong Tin Kee, Shanghai, China. r. HSING SHUN. 1912 sold to N. Iwaki, Dairen r. MIZUHO MARU. 1913 sold to Warner, Barnes & Co. Ltd, Hong Kong r. SISIMAN. 8/15 t/f to Sisiman Steamship Co. Ltd, Hong Kong. 7/25 sold to Fu Hai Steam Navigation Co., Shanghai r. HU TA. 1927 sold to Hua Tai Steam Navigation Co. (Wen Kee Steamship Co.), Shanghai. 1929 sold to Chin An S.S. Co. (Ho(p) Tai Steamship Co.), Shanghai r. HO AN. 20/05/33 collided with

Danish Johanne Justesen (4471/09) in the Astraea Canal, Whangpoo River, Shanghai outbound to Amoy with 60 passengers and general cargo. Beached and condemned [details from skipshistorie.net].



HU TA as NORRONA (skipshistorie.net).

FOO KONG (1926-33) 1444/87

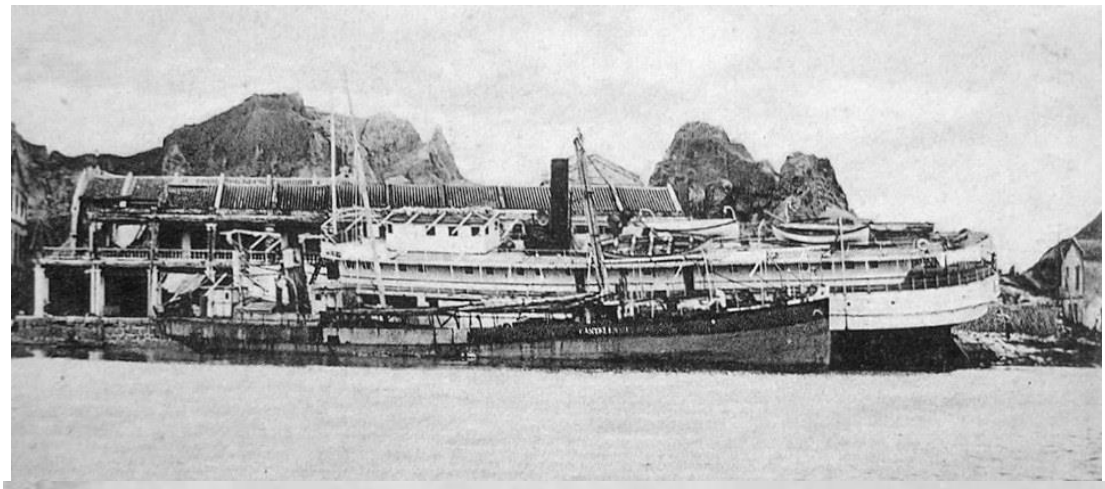
Built by Wm. Denny & Bros, Dumbarton for Union S.S. Co. of New Zealand, Dunedin as PUKAKI. 1915 sold to Wm Crosby & Co. Ltd, Melbourne. 1924 sold to Foo Chong S.S. Co. Ltd, Shanghai r. FOO KONG. 1928 t/f to Wen Kee & Co. (Zun Wen Ping mgr), Shanghai. 1933 t/f to Kin Sing Lee r. FOO NAN. 1934 t/f to Foo Ning S.S. Co., Shanghai. 1937 b/u in Shanghai.

FOO KONG/FOO NAN as PUKAKI (A.C. Green/SLV).

FOO NAN (1933-36) 1444/87 see FOO KONG (1926-33)

Wing An (On) S.S. Co., Ningpo

HING LEE (1912-24) 617/03 153.3 x 25.3 (w. 2-sc., 2xC2y, 38 nhp)
Built by Kwong Hip Loong, Hong Kong for ?own account as KWONG HING. 7/03 sold to Hongkong Canton and Macao Steamboat Cc. (1/3), CNC (1/3) and JM & Co. (1/3) r. TAK HING for West River trade. Mid-1906 laid up at Hong Kong. 18/9/06 blown ashore at Sham Shui Po, Kowloon in typhoon. 11/06 sold 'as lies' to Sze Yap S.S. Co. Ltd, Hong Kong - salvaged. 19-20/10/09 blown ashore at Kong Moon by typhoon - refloated. 1910 r. HING LEE. 1/12 sold to Wing On S.S. Co., Ningpo. RLR 1924/25, but 9/24 rebuilt by Quan Lee for Lau Wa Ping, Hong Kong as FOOK ON 福安 (738 grt (s.s.s.) 2 decks 160.6x27.1 M 8cy Vickers Petters, London 297nhp). 12/41 reported sunk by British Gunfire in Kowloon Bay after capture. 1/7/44 raised by Japan, reconditioned r. FUKUAN MARU. “Hull only recovered. No war risk insurance.”, i. e. ship was salvaged and recovered in Sept 1945 afloat but probably in poor condition. NFI. [N.B. Linking of KWONG HING and FOOK ON still lacks final proof.]



TAK HING stranded at Sham Shui Po in 1906 (postcard SK colln, hfsiu at gwulo.com and HKMOH).

Steamer FOOK ON at Hong Kong (Postcard in SK colln).

Yih Lee S.N. Co., Shanghai
(Later known as Eddie S.S. Co.)

Shanghai-Ningpo, Shanghai-Wenchow
Shanghai-Amoy, HK and Canton

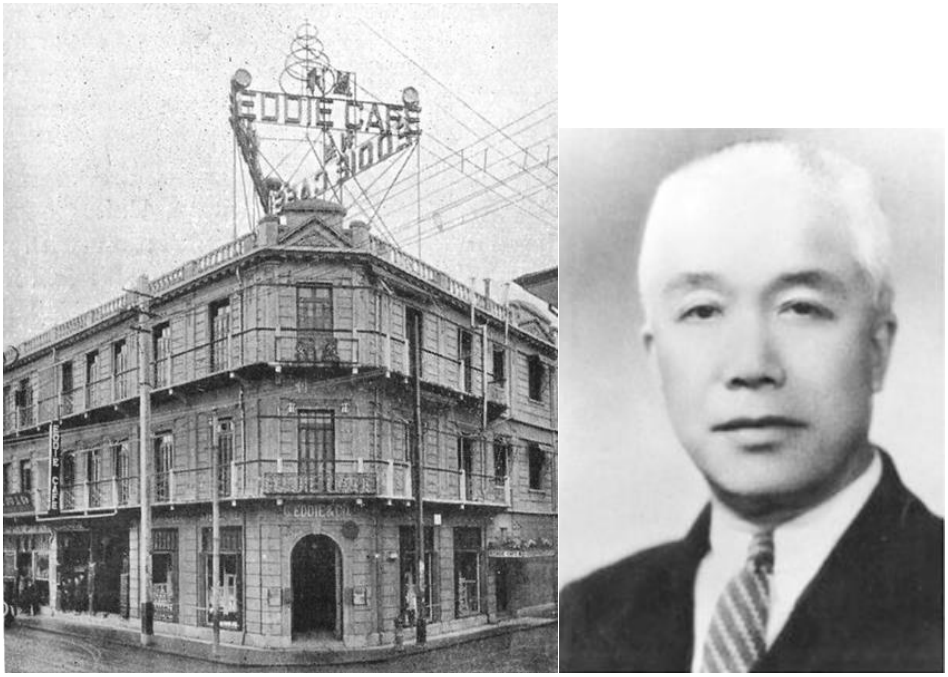
Charles Eddie Hsu (Hsu Ting-Zuo 許廷佐 (1882-1941)
Eldest son Vung-Kwei 'Eddie' Hsu 許文貴 (1905-2007, who inherited the largest asset,
Eddie Soda Water Co., and later founded Oak S.S. Co. Ltd. in Hong Kong)
Second son Hsu Wen-Yung 許文榮 (listed as shipowner to 1938, stayed behind in Shanghai, NFI.)
Third son Wen-Hua 'Eddie' Hsu 許文華 (1923-1987, continued and expanded Eddie S.S. in Taipei)

His grandsons Hsu Chih-Chia (許志嘉) and Hsu Chih-Chien(許志堅) and his grand-daughters
Hsu Wei-Chen (許薇貞) and Hsu Ah-Chen (許愛貞).
(Since 1998 only Hsu Chih-Chien has remained in the maritime industry.)

Yih Li S.N. Co., Shanghai (1926-35)
Yih Sung S.S. Co., Shanghai (1933-36)
Wenchow & Ningpo S.S. Co. (1931-34)
Empreza Portuguesa de Navegacio e Comercio (1937-40)
Lien Yih S.S. Co. Ltd., Shanghai (1948-49)
Also part ownership of Chusan S.S. Co. (q.v.).

According to York Lo's researches on the Industrial History of Hong Kong website ('A Century of Riding the Waves'), Charles Eddie Hsu (Hsu Ting-Zuo, 許廷佐) was born at Tinghai in 1882 but migrated to Shanghai with his mother after the death of his father, a fisherman, when he was only six years old. At the age of 13, he was referred by foreign missionary to work at the Astor House Hotel in Shanghai, eventually becoming the manager of its Grill Room. Located on Broadway (Daming Lu), the city's finest hotel reopened in January 1911 with 211 rooms and a 500-seat dining room. Eddie carefully saved his earnings from tips until in 1916 he was confident to found C. Eddie & Co. (益利號) and under that aegis to open Eddie Café beside the tramway on the corner at 68 Broadway and 'serving both Chinese and foreign food with live music and entertainment'. Advertised as 'the only "high-class" café in Shanghai", it was an immediate success with assured patronage, including from navy personnel.

With revenue from the café, Eddie Hsu then diversified into a ship chandlery, a metal shop, aerated waters. He listed as 'general storekeeper, ship chandler, navy contractor and coal merchant'. There followed an exchange bank and, in the early 1920s, a night club and cabaret. All these establishments did good business with the U.S. Asiatic Fleet. York Lo notes that in January 1927 he formed Eddie Aerated Water Co (益利汽水廠) to manufacture 'a wide range of soda – orangeade, ginger ale, lemonade, sarsaparilla, and cola ('Eddie Kola')' and with Tang Chun-chuen (鄧振銓) opened Chen Lee Bank (振利銀號).



C. Eddie Hsu and C. Eddie & Co. building in early 1920s with Eddie café on the ground floor and prominent neon signage (York Lo, 2019)

Eddie's first venture into shipping came at the beginning of 1922 when he became part of the Chusan S.S. Co. syndicate headed by magnate Chu Pao-san (Zhu Yusan) to invest in the new steamer *Chusan* (1253/22), delivered by Shanghai Dockyard in June 1922 to run between Shanghai, Haimen and Tinghai. Then in November 1926 Eddie himself became a prime shareholder in Yi Li Steamship Co., which purchased the ex-Russian steamer *Okhotsk* (1908) and in February 1927 after refit placed her in a weekly Shanghai-Wenchow line carrying passengers, mails and cargo. Wenchow was an outport with a busy Chinese commerce and its shipping was entirely under the Chinese flag. *Yi Li* (also written *Yi-Li* and *Yili*) was immediately the best ship, outclassing China Merchants' *Kwang Chi* (505/87) and later the larger but older *Hae-An* (1344/73). In September 1931 *Yi Li* gained a consort in *Hsin Yi Li* (663/94), the former South Seas missionary steamer *John Williams*) running further south to Juian. This seems to have been a different syndicate but Yi Li S.S. are listed as agents from the end of 1933. Meanwhile, by mid-1932 a third vessel had been added in *Yi Sung* (1833/90), a former sailing ship bought from owners in the Philippines. In this case the owning syndicate was Yi Sung S.S. Co., for which Yili S.S. Co. acted as agents). From mid-1933 she is believed to have carried general cargoes from Shanghai to Amoy, Swatow, Hong Kong and Canton. By the mid-1930s she was mainly carrying coal from Lianyungang in northern China to Shanghai for the Chung Hsing Coal Mining Co. Ltd to fuel the electric power plants in that city. Eddie Hsu was also operating ex-Japanese ferry steamer *Ning Hsiang* (388/03) and the wooden-hulled *Hsin Yung Chuen* 新永川 (439/94), built for the Chinese Navy at Whampoa.

Flush with success during the 1920s and with confidence from national reunification under the Republican Government, in 1929 Eddie sought to develop an integrated new port and township at the strategic location of Sanmen Bay (Wan) at the southern entrance to the Yangtse and Shanghai. To that end, he mortgaged his ships and other profitable businesses. It was a grand vision but the project was dogged by bad luck. One of his ships was pirated and stripped of valuable cargo en route from Shanghai. In 1931 the Japanese seizure of Manchuria dented confidence. Then in the mid-1930s China was struck by a severe depression brought on by a crisis in the silver-based currency. San Men Bay still needed a lot of investment to become viable. Fellow investors backed out, while at the same time the depression took its toll on the rest of Eddie's business empire. The China Press of 18 August 1936 reported 'an elaborate tea party, held the previous Sunday by Mr and Mrs Eddie Hsu at their Love Lane residence' to celebrate Mrs Hsu's birthday (which was not at this time of year - the reporter may have misunderstood) with thirty of their friends. Then a month later (14 September) the headline 'Eddie Fold Up Shop: Well-known Waterfront, Cabaret Figure Here for Many Years' reported that six of his businesses had closed, being Eddie's long-established Ship Chandler Shop and Eddie's Aerated Water Company, both at 33 Tientsin Road, and Eddie's Metal Shop and Tseng Li Exchange Bank, both at 170 Broadway. The debts were not disclosed but 200 men were said to have been put out of work from these four businesses, besides which Eddie Glass factory and the San Meng Wan Real Estate Company also closed. His interest in the café/night club/cabaret had already been sold in March 1930 to J.H. Browning to become Browning's Cafe. The Sanmen Bay project was taken over by the Chekiang provincial government (China Press, 4/1/36), but any further development was soon overtaken by outbreak of the Sino-Japanese War, when the Bay became a battle front.

Though not mentioned in the press, the ships were also affected. *Hsin Yi Li* had already been sold in 1934. *Yi Sung* had been laid up in the Upper Whangpu off Lunghwa in mid-September 1935 and around May 1936 been sold to Chung Hsing Mining Co. and recommissioned for the Pukow-Shanghai coal

trade. The reliable *Yi Li* carried on as usual in the Wenchow line but was repossessed by the Mei Yeh Bank and by early 1936 sold on to the Tien Shing S.S. Co. The status of *Hsin Yung Chuen* and *Ning Hsiang* is unknown. Eddie evidently retained some interest in the last three ships and had now began to rebuild his shipping business.

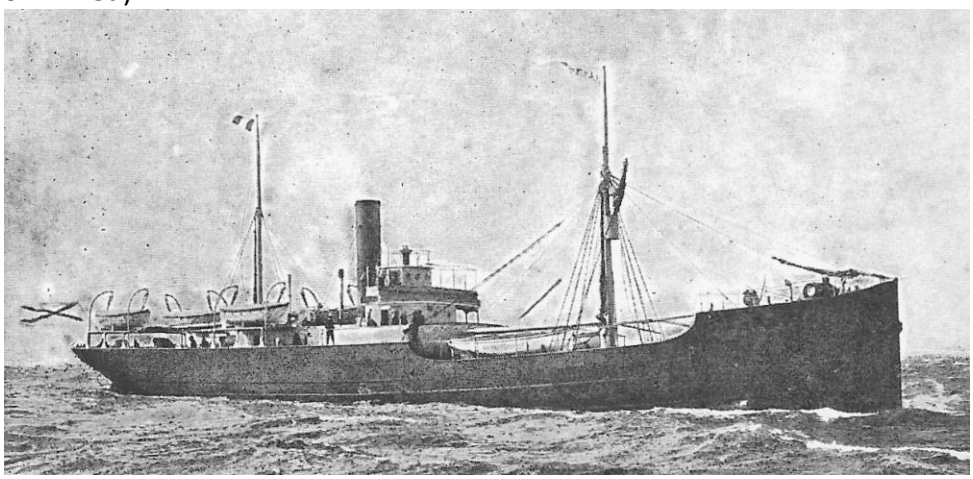
After outbreak of the Sino-Japanese War in July 1937, *Yi Li* was flagged out along with most of the San Peh fleet to the Chinese-Italian Navigation Co. Ltd as *Comandante Paolini* 寶利 but continued in her accustomed trade to Wenchow, now routed via Tinghai. Towards the end of 1937, *Ning Hsiang* transferred to Empresa Portuguesa de Navegacao e Comercio (Portuguese flag) as *Lisboa*. There is also mention of two other unidentified Portuguese-flag vessels under the beneficial ownership of the Hsu family, *Tempo* (天寶 *Tien Pao*, perhaps ex 台山 (*Tai Shan*) and *Faro* (perhaps ex 福祿 *Fu Lu*/*Foo Loo*). Notwithstanding these foreign flags, the Japanese kept a close eye on the ships' movements as they sought to run the blockade to small Republican ports and bring provisions back to Shanghai, notably fish from the Chusan Islands. It was a dangerous game of cat-and-mouse. According to NCH (3/5/39), on 13 April 1939 *Lisboa* and *Faro* were both detained outside Woosung by Japanese forces and forced to hoist the Japanese flag, after which they were laid up near the fish market at Yangtzepoo before in November 1940 reportedly being sold to Japanese interests (NCH, 13/11/40 'River Boats Sold for $500,000': "The sale of five boats flying the Portuguese flag to a Japanese shipping interest will involve a purchase price of CN$500,000, it was learned yesterday. The boats have been under detention by the Japanese naval authorities for a considerable time and tied to buoys mid-stream opposite the fish market in Yangtszepoo. It is understood the official transfer of the vessels to new owners will be made in a few days. The boats concerned include the ss. Faro of the Empreza Portuguesa de Navegacio e Comercio and the ss. Lisboa of the same company". Meanwhile, *Hsin Yung Chuen* had been recorded as 'sold' in August 1938 to Reuter, Böckelmann & Co. and re-registered at Shanghai under the German flag as *Kondor* for operation between Shanghai and Yangtze delta ports.

'Shen Bao' (9/5/41) mentions a 新鴻慶 *Hsin Hoong Hsing* (q.v.) as being managed by Yih Lee S.S. as coming into collision with 龍華丸 *Ryuge Maru* (457/18, ON 23803). This vessel of 740 tons net had been reported since mid-1936 as running to Ningpo for Dah Hsin S.S. Co.

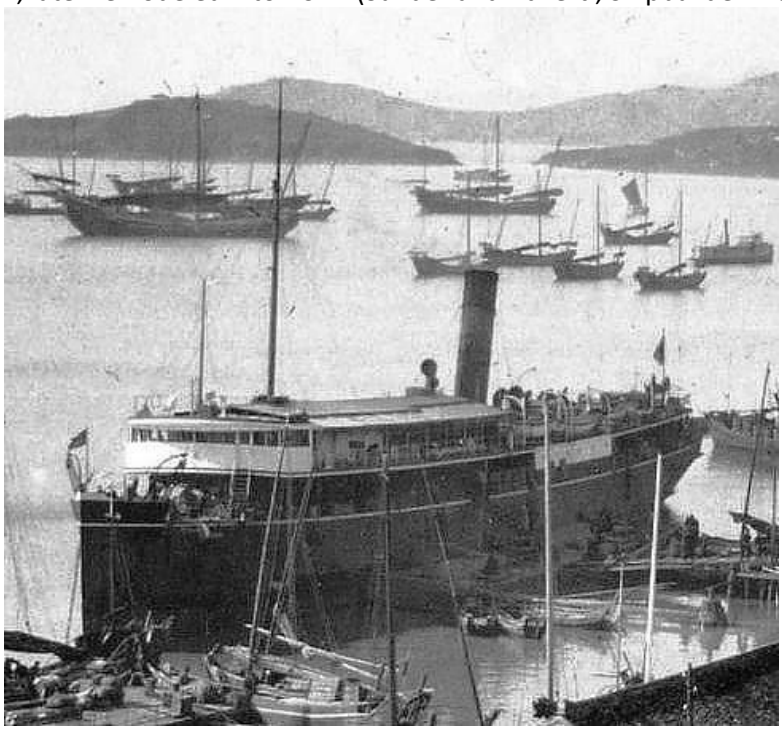
By the end of the war all these ships had been lost one way or another except for *Kondor* (ex *Hsin Yung Chuen*), which in 1942 had been reflagged under the Chinese (collaborationist) flag as *Dah Foong*, still under management of the Hsu family. Sadly, Eddie Hsu had died of cancer in 1941 at age 59. It was left to his three sons Vung-kwei (1905-2007), Wen-Yung and Wen-Hua (born at Tinghai in January 1923) to rebuild the business in which they had already served rigorous apprenticeships. That is a separate story set out in *W.H. Eddie Hsu & All His Ships: The 90th Anniversary of Eddie Steamship, 1927-2017* (ed. by Chih-Chien Hsu, 2017), at www.oldchinaships.com (the icon next to that for 'Little Yangtse') and also by York Lo, 'A Century of Riding the Waves: The Hsu Family of Eddie Steamship' at https://industrialhistoryhk.org/a-century-of-riding-the-waves-the-hsu-family-of-eddie-steamship/.

YI LI 益利 (1926-35) 1055/08
Built by Sunderland S.B. Co. Ltd, Sunderland for Russian Navy as OKHOTSK. 11/22 evacuated White troops from Vladivostok for Gensan (Korea). c.25/9/23 refused disembarkation at Shanghai. 10/25 declared Soviet property. 3/26 attempted 'piracy' at Shanghai thwarted by arrests, 5/26 Mixed Court

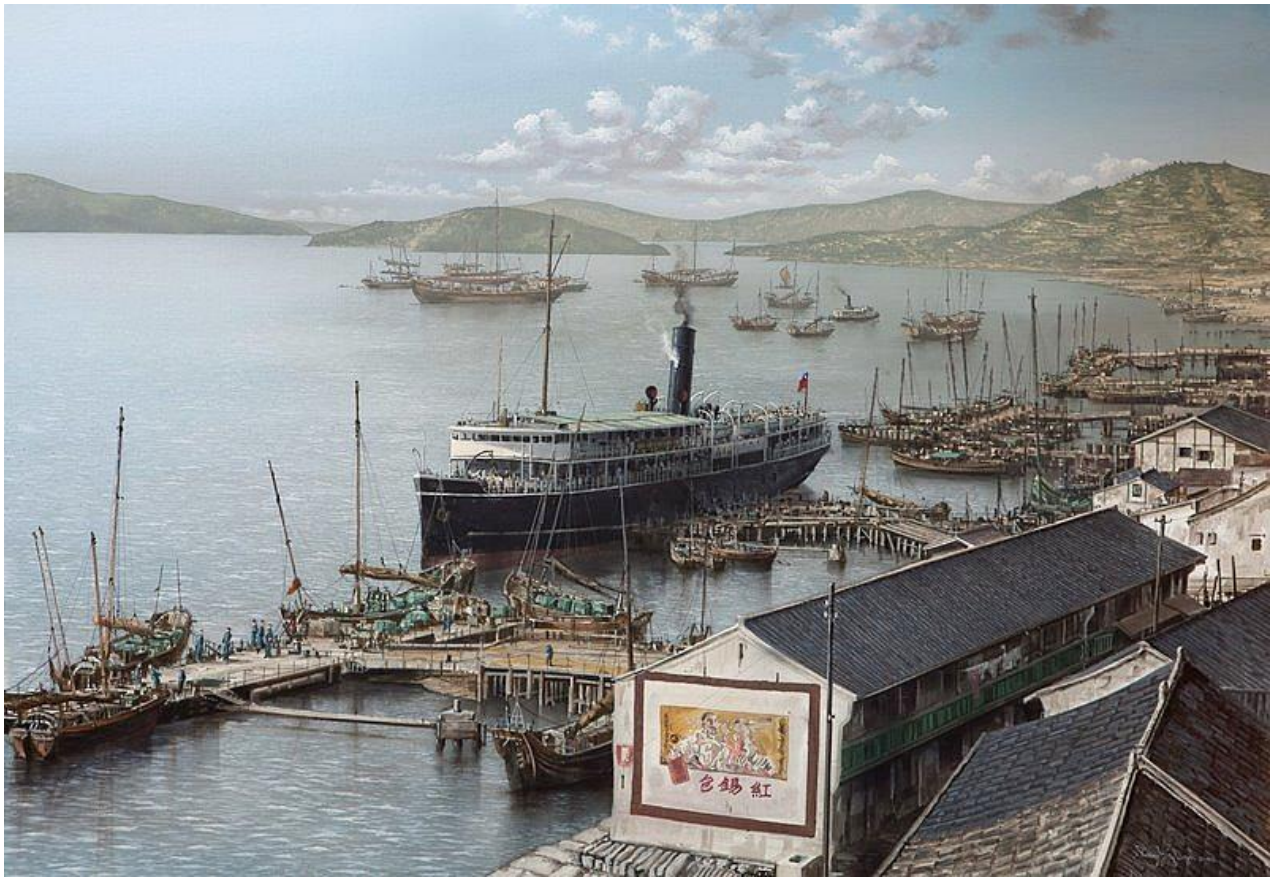
dismissed case, vessel ruled to be Soviet property. Later in 1926 reported seized by Chinese Government as payment for unpaid harbour dues, then 26/11/26 [*see* Military and Merchant Fleet of Imperial Russia website] sold to Yi Li S.N. Co., Shanghai and 2/27 placed in weekly Shanghai-Wenchow line as passenger/mail steamer YI LI (also reported as YI-LI, YIH LEE, probably also known as EDDIE). By 7/28 calling at Pootoo Island in the Chusan Archipelago en route to and from Shanghai to Ningpo, advertised for Yi Lee S.S. Co., Nantao Bund. Superstructure extended forward but 9/35 Eddie Hsu bankrupt. 16/12/35 sold to Shanghai Mei Yeh Bank (上海煤業銀行) [[Shanghai 'Sheng Bao'], then by 3/36 sold on to Tien Hsin(g) S.S. Co., Shanghai (as of 6/37). Late 1937 t/f to Chinese-Italian Navigation Co. Ltd (Italian) r. COMANDANTE PAOLINI [with 'Pao Li' characters 寶利 painted on hull]. 12/4/38 reported sailing with passengers and mails for Tinghai and Wenchow (1/39 last press mention). 9/43 on Italian surrender taken over by Gov't of Japan (Toa Kaiun K.K. mgrs). 1943 sunk by air attack at Woosung (unconfirmed).



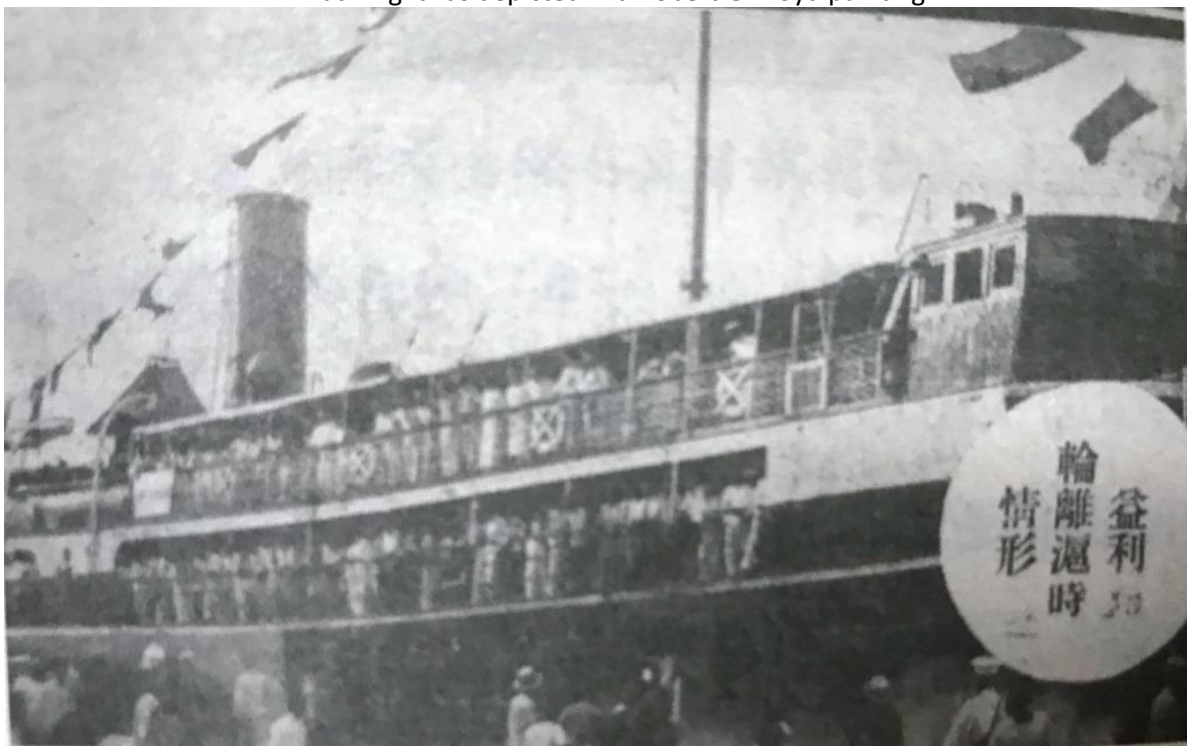
OKHOTSK, later remodeled into HSI LI (Sunderland Advert., Shipbuilder Magazine).



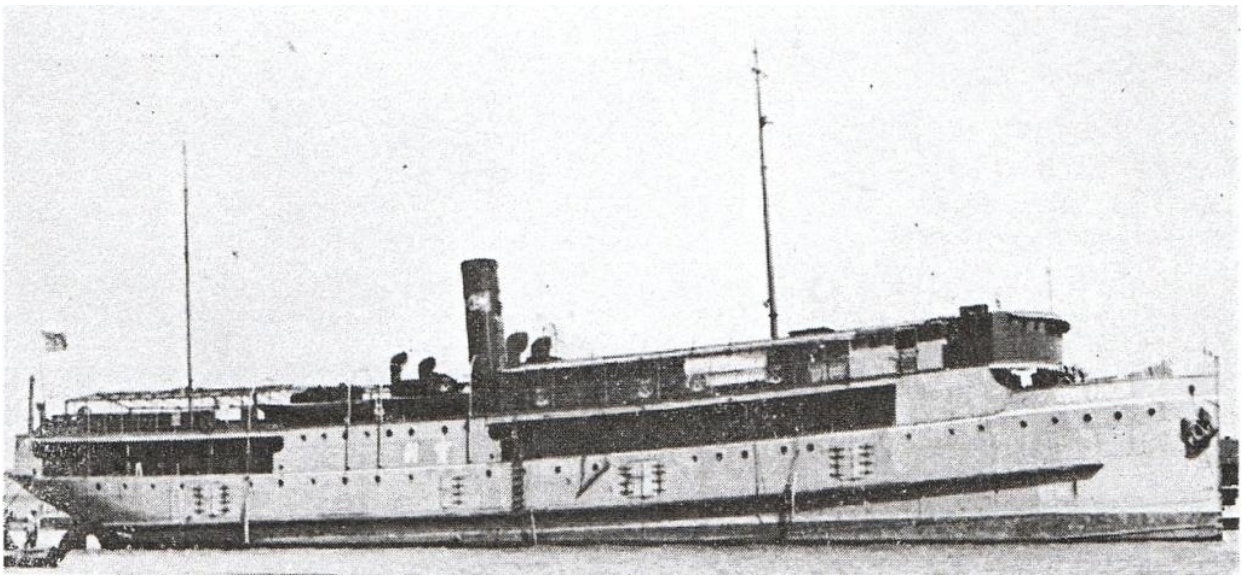
YI LI at Tinghai (Internet via C.C. Hsu).



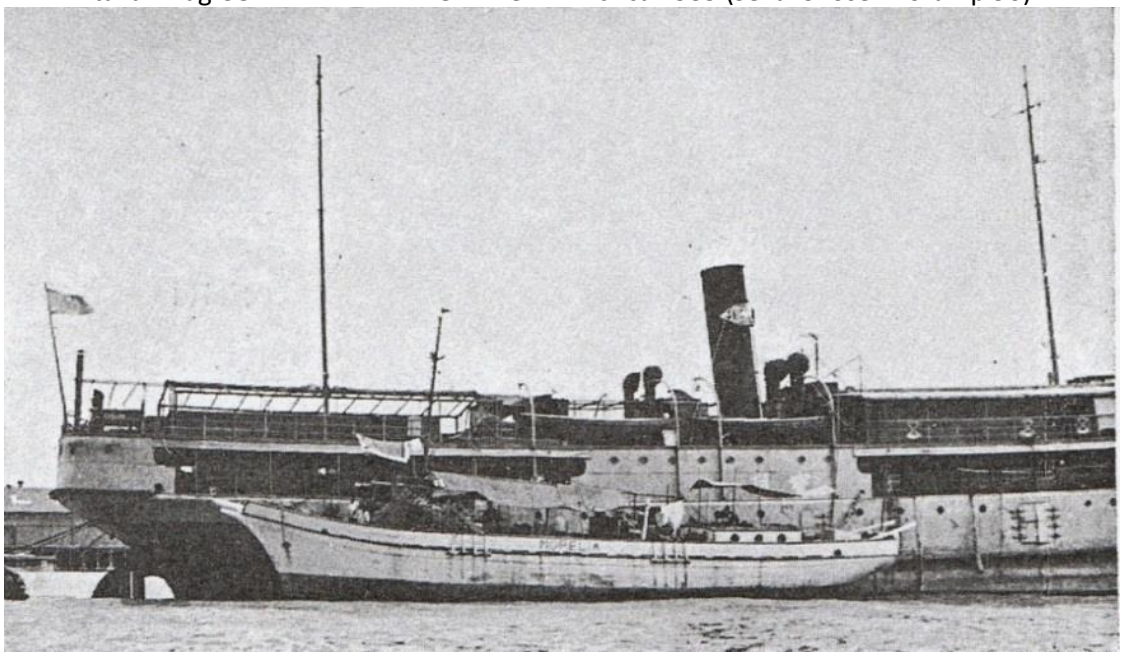
YI LI at Tinghai as depicted in a Robert G. Lloyd painting



YI LI at Shanghai on 18 August 1932 superstructure extended forward with bridge updated in expensive varnished wood, main deck now closed forward with lounges and a restaurant (Internet, c/- C.C. Hsu).



Italian-flag COMANDANTE PAOLINI ex YI LI circa 1939 (*Sekai Shosen Yoran* p.90).



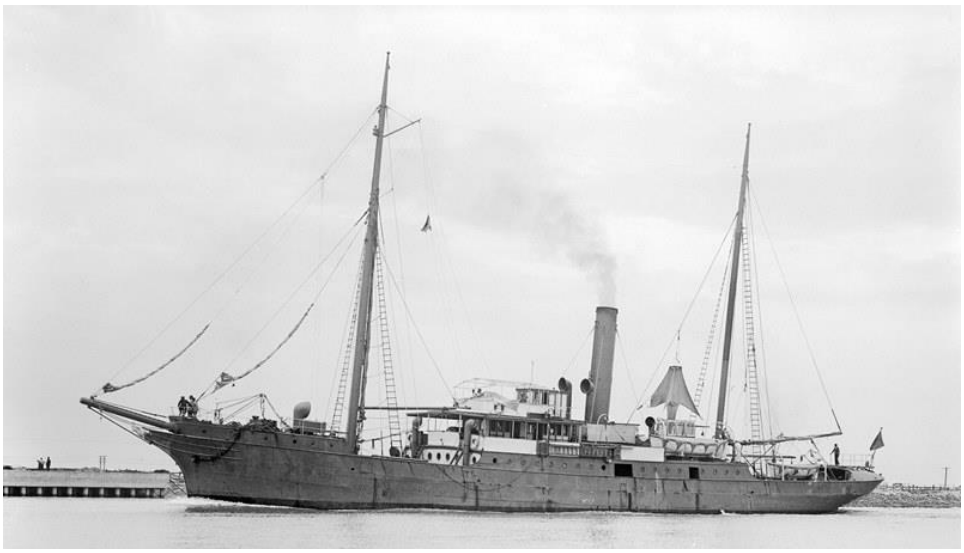
COMANDANTE PAOLINI showing enclosed stern, MOPELIA alongside (*Sekai Shosen Yoran* p.296).

HSIN YI LI 新益利 (1931-1934) 663/94-5 (188.6' x32.2', T3cy/80 nhp)

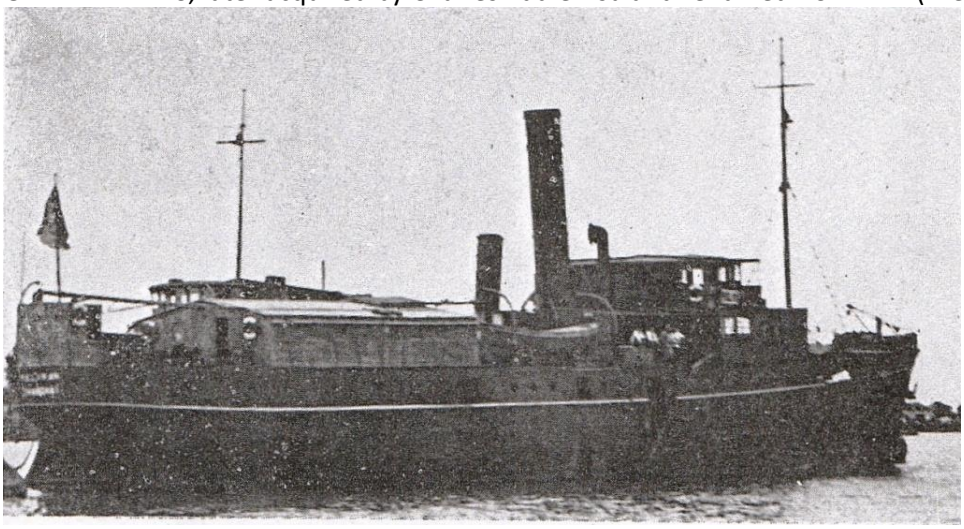
Built by Robert Napier & Sons, Govan (#427) for London Missionary Society, London for £17,000 as 3-masted barquentine (sails 13,000 sq. ft) JOHN WILLIAMS for work in the South Pacific - 8/3/95 trials (9½ knots). 15/5/94 sailed London via Plymouth and Cape for Australia – c.11/9/94 arrived Sydney via Fremantle, Adelaide, Melbourne and Hobart. 2/13 conv. to 2-m. aux. schooner. 10/30 buyer's inspection, 11/30 sold to Angus & Co., Shanghai on behalf of Chinese interests – 12/12 delivered at Sydney, 15/12 (now Chinese flag) sailed via Thursday Island, Surabaya, Sandakan for Shanghai (12/2/31) and placed in refit by Kiangnan Dock. 27/8/31 after steering failure when outbound to Woosung on trials struck and damaged USS *Isabel* (personal vessel of Commander-in Chief, Asiatic Fleet) at naval anchorage off Bund, minor bow damage to *Hsin Yi Li* (CP, 1/9/31). After repairs entered

service for Wenchow & Ningpo S.S. Co. (Hsin Cheng S.S. Co. agents), Shanghai as HSIN YI LI. 20/9/33 when operated by Foo Shing S.S. Co. pirated off Chekiang on voyage Shanghai-Juian (just south of Wenchow). By 12/33 agents listed as Yili S.S. Co. (to 1/34). 1934 sold to Sui Ping S. S. Co., Nanking r. HSING SUI PING (HSIN JUI PING). [China YB 1934+ (based on 'Statistics of Shanghai' 1933) lists HSIN SHUI PING (655 grt) for Hu Shing S.S. Co. in service Shanghai-Pinghu]. 1935 sold to Jui On S. S. Co. Ltd., Shanghai, China r. HSIN JUI ON (HSIN JUI AN). 5/5/37 as HSING SUI AN collided with and sank Ningpo Salt Revenue Cruiser No. 14 off Tinghai. 1938 t/f to Heyn & Vissering, Shanghai (German flag) r. PELIKAN. 1940 reverted to Jui An (On) S.S. Co. Ltd. 瑞安輪船公司, Shanghai r. HSIN JUI AN 新瑞安. 16/11/45 commenced service Shanghai-Taiwan with military and civil service personnel [*Ming Bao* 22/11/45]. Still existing 6/48, presumably laid up in Taiwan after 1949. RLR 1961.

JOHN WILLIAMS at Mort's Dock, Sydney, 1899 in original 3-masted configuration (SLNSW).



Two-masted JOHN WILLIAMS, later acquired by Charles Eddie Hsu and renamed HSIN YI LI (A.C. Green, SLV).

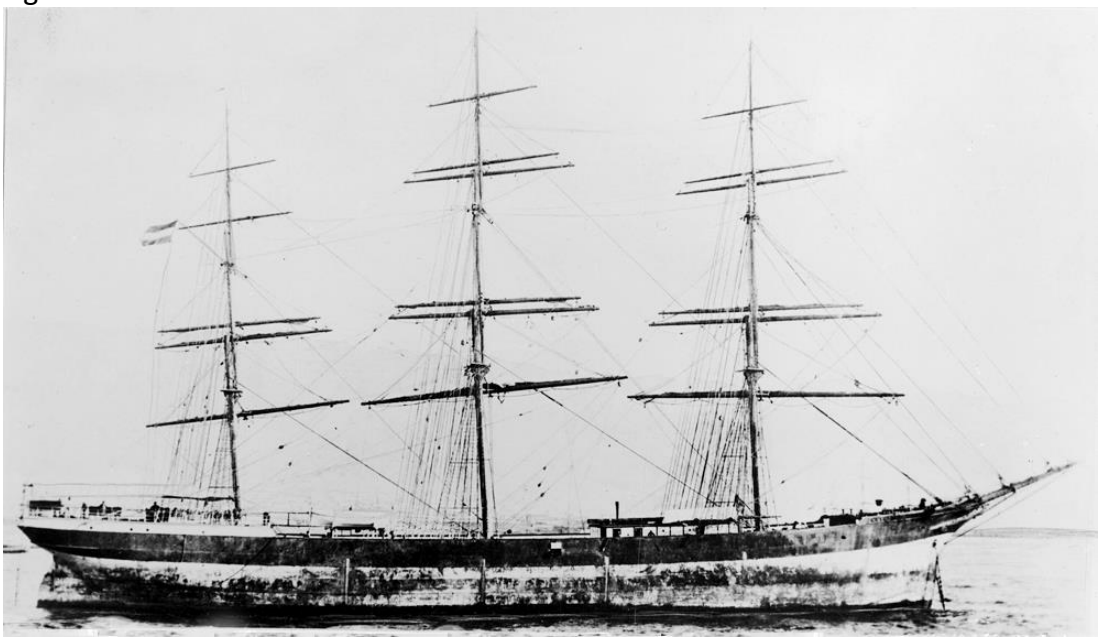


German-flag PELIKAN ex HSIN YI LI at Shanghai 1940-41 alongside KONDOR (*Sekai Shosen Yoran* p. 264)

HSIN JUI AN ex PELIKAN at 11 June 1948 Shanghai dragon boat festival (YouTube). Eddie Hsu's grandson C.C. Hsu agrees visible hanzi name is 新瑞安.

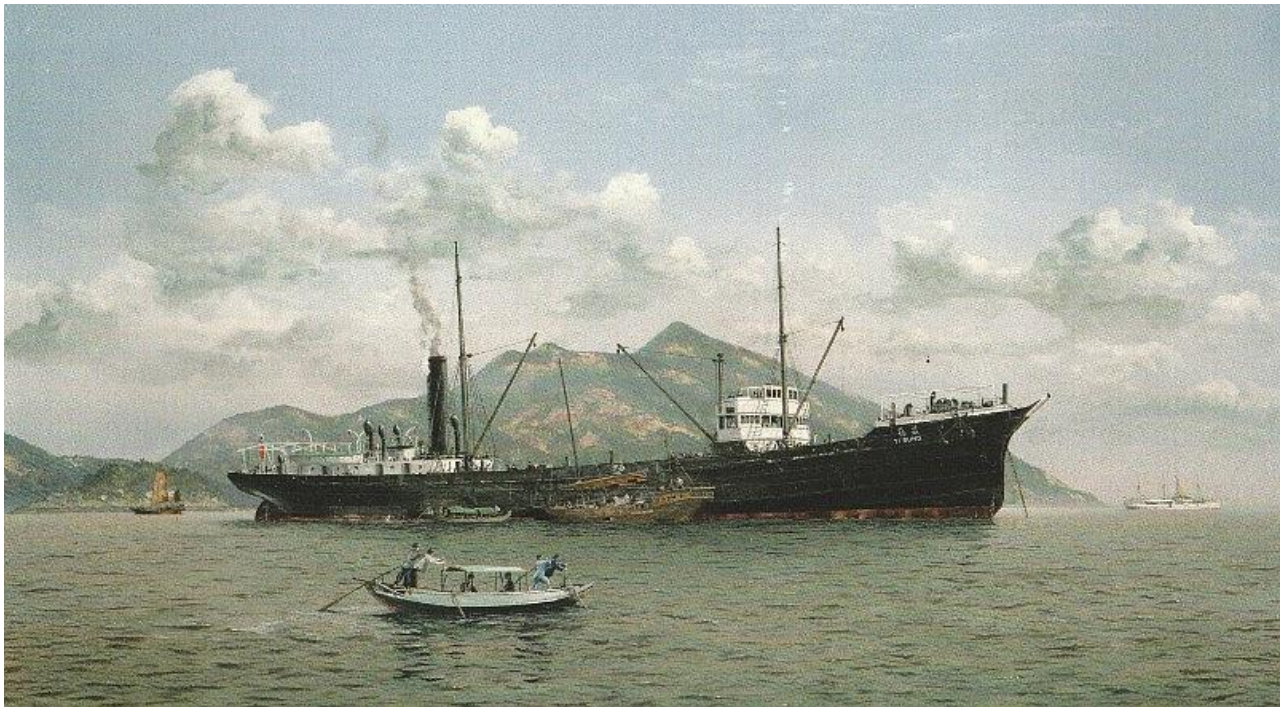
Comparison of superstructure sections of prewar and postwar photos, showing convergence.

YI SUNG/YIH SUN 益荪 (1932-36) 1833/90 conv. sailing ship
Built by J. Lange, Vegesack (Yard No.331) for Sidenberg, Wendt & Co., Bremen as J.W. WENDT. 1906 sold to Norddeutscher Lloyd, Bremen. 18/8/06 loaded coal (2717t) at North Shields for Singapore (27/1/07), where laid up until 7/07, thence Bangkok for use as coal hulk off Chow Phya (Meinam) bar at at Kohsichang. 10/18 rep. sold through T.L. Jackson to Philippine Vegetable Oil Co., Manila. r. H.S. EVERETT and chartered to T.L. Jackson for voyage Philippines-San Francisco [Malaya Tribune, 8/10/1918]. Subsequently fitted with a single screw triple expansion engine (Ono I.W., Osaka), machinery aft. 10/1/21 placed under chattel mortgage to the Philippine National Bank. 1923 reg. to National Exchange Co. Inc., Manila. 1924 sold to Malaysian Navigation Co. Inc., Manila. 1925 sold to Madrigal & Co., Manila. 1928 r. UNION. 1932 sold to Yi Sung S.S. Co. (Yili S.S. Co. agents), Shanghai r. YI SUNG. 6/32 arrived Shanghai from Dairen. By 6/33 in service to Canton. 9/35 laid up off Lunghwa, Shanghai (as of end 3/36). 5/36 sold to Chung Hsing Mining Co., Shanghai and recommissioned for Pukow-Shanghai coal trade. 9/7/37 arrived Shanghai from Wuhu. 9/37 sunk as blockship at Lianyungang.

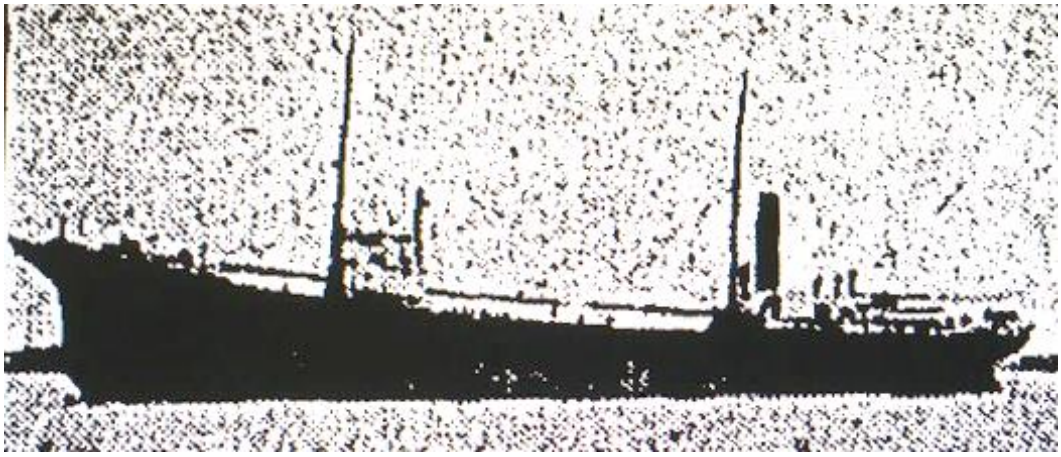


Fully rigged J.W. WENDT, Adelaide December 1896 (Arthur Diedrich Edwards/SLSA PRG 1374/54/26).

YI SUNG as H.S. EVERETT (postcard, W. Schell colln).

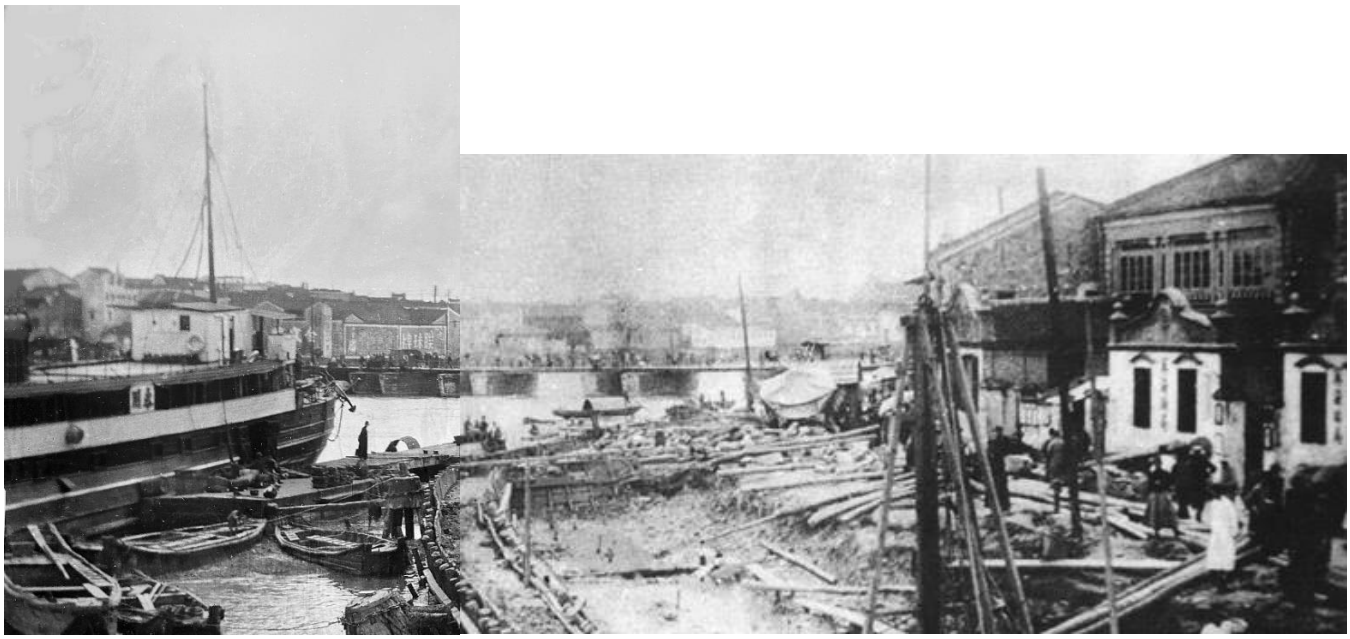


YI SUNG at Lianyungang as depicted in a Robert G. Lloyd painting (courtesy C.C. Hsu).



YI SUNG laid up in Whangpu, March 1936 (*The China Press*, 27/3/36: A1).

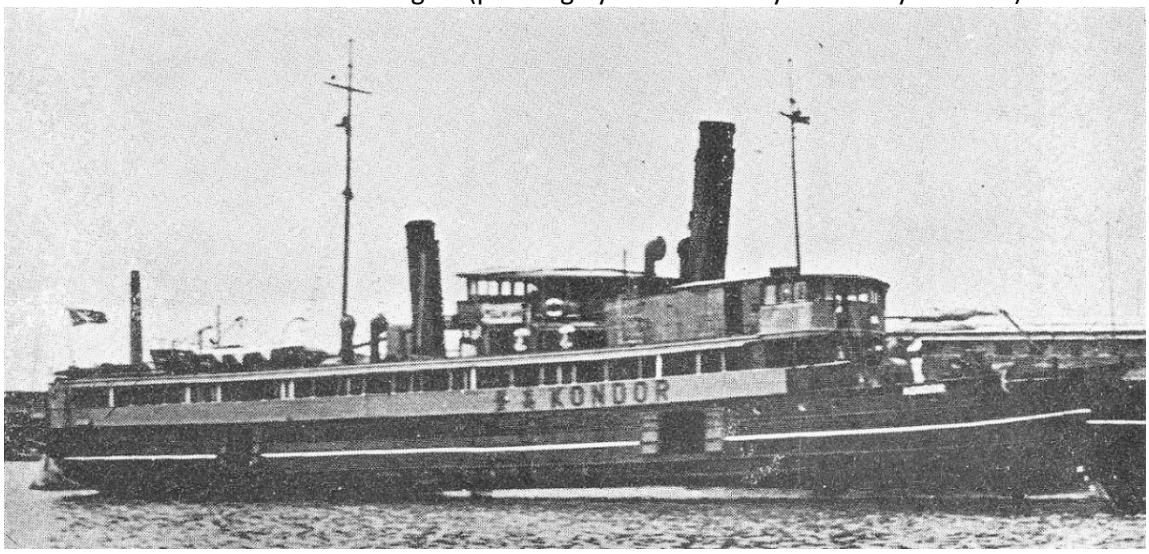
HSIN YUNG CHUEN 新永川 (1935-38)/**KONDOR** 高登 (1938-1944)/**DAH FOONG** 達豐(1944-47) 439/89 153.7'x21.7'x9.08' (c.s.s.) 1 deck & shaded deck T3cy Fenwick & Co., Hong Kong
Built by Chinese Gov't Yard, Whampoa for Chinese Navy, Canton, possibly as KUANG MAO. 4/92 reg. at Hong Kong as KWONG MO for Chinese Govt, apparently in course of sale to Chinese owners in Shanghai. 1893 first listed in LR and MNL for Yeoh Ha-ing, Tamsui (Hong Kong reg.) as KWANG MO (originally as KWANG MOW), dimensions 154.3' x 22.6'. 1894 fitted with new engines and boilers by George Fenwick & Co., Hong Kong. 10/6/96 reg. closed. By 1900 reg. under Chinese flag. 1906 removed from LR, possibly after sale to Russian Govt/Navy for service in Far East. 1935 reported acquired as hulk probably named YUNG CHENG at Ningpo from (White) Russian owners by Hsu Wen-Yung, Shanghai and returned to service as HSIN YUNG CHUEN 新永川. 18/8/38 sold to Reuter, Böckelmann & Co., Ningpo, reg. Shanghai (German flag) r. KONDOR 高登, operated between Shanghai and various Yangtze ports. 19/10/39 reg. in Hamburg Seagoing Shipping Register for Carl Friedrich Heyn & Carl Emmo Vissering (both Shanghai) via the company Heyn, Bröckelmann & Co., Hamburg with home port Shanghai (German flag). 1942 reflagged Chinese (collaborationist) flag r. DAH FOONG 達豐, still under management of Hsu family. 1944 confiscated by the Japanese Navy. 1945 returned to W.H. Eddie Hsu, ROC flag, sailing Shanghai-Ningpo. Early-6/47 foundered in bad weather with loss of 50 out of 200 passengers (Shanghai Shen Bao newspaper). Survivors rescued by fleetmate *Hsiang Lee* (still registered as *Lyminge*, 2499/19). [German history details from: (https://www.forum-marinearchiv.de/smf/index.php?topic=13934.0)].



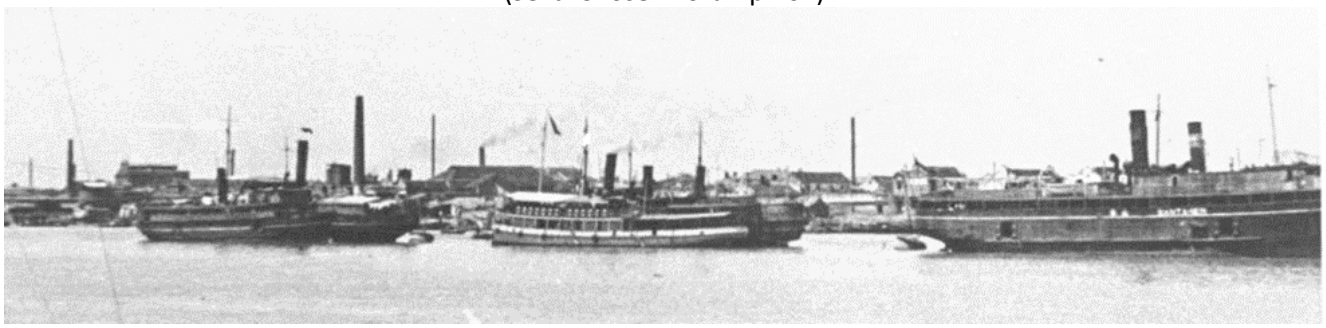
This 1934 photo at Ningpo shows a two hanzi name (Ningbo Maritime Museum; *Old Pictures of Ningbo*).

KONDOR in central Shanghai, probably in 1938 (Internet and SK*).

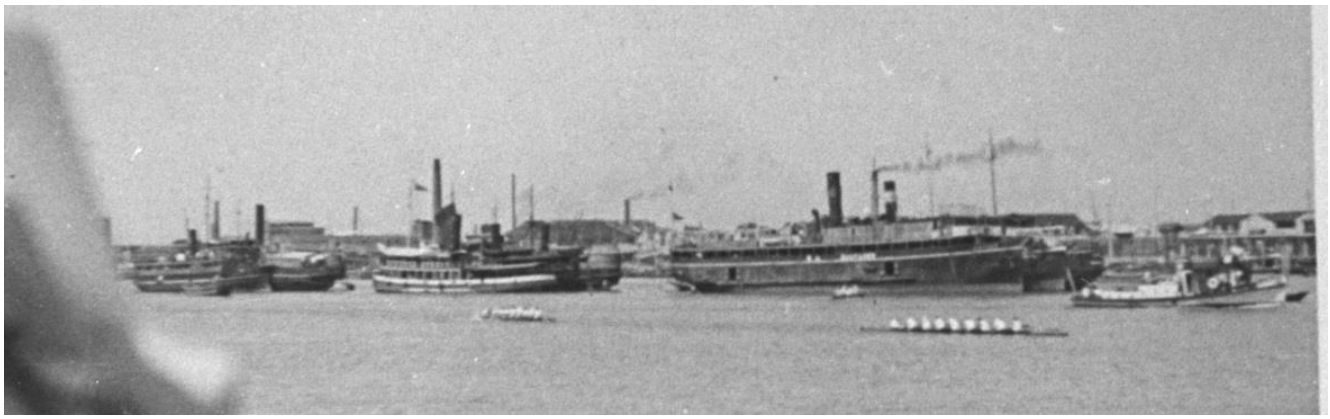
KONDOR in central Shanghai (painting by Robert G. Lloyd courtesy C.C. Hsu).



KONDOR alongside PELIKAN at Shanghai 1940-41. Note protruding bow and forefoot (*Sekai Shosen Yoran* p.264).

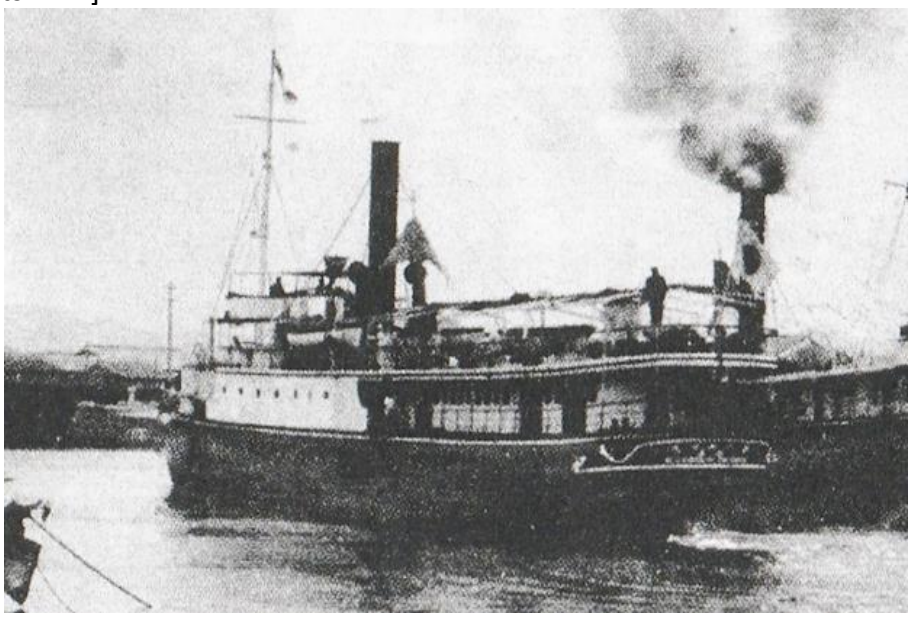


KONDOR & PELIKAN, ALEXANDRA and SANTAREM (late Gunnar Sevald (Wallem & Co.)/H.Dick colln).

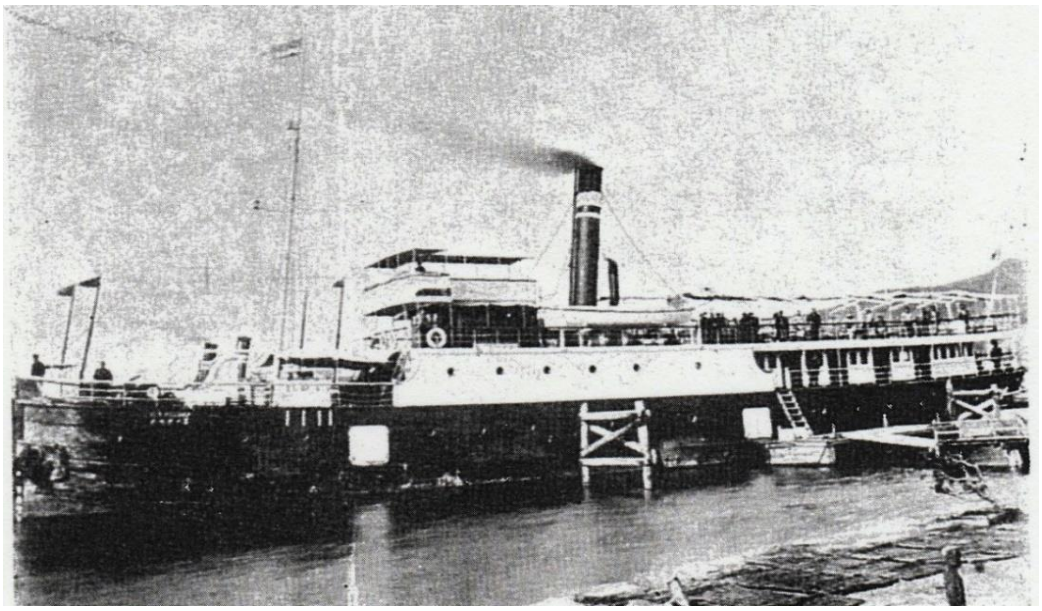


KONDOR & PELIKAN, ALEXANDRA and SANTAREM (late Gunnar Sevald (Wallem & Co.)/H.Dick colln).

NING HSIANG 寧象 (c.1935-37)/ **LISBOA** (1937-40) 388/03 147.4x20.6 w.s.s. T6cy 494 pass
Built by T. Haruki, Tokushuma for Awakuni Kyodo Kisen K.K., Tokushima as KIODO MARU No.6 (later spelt KYODO MARU No.6). 1921 sold to Setsuyo Shosen K.K., Sumoto r. MIKUMA MARU. 1927 sold to Ningshao S.S. Co. r. NING HSIANG (358g). By 1934 sold to Ning Hsiang S.S. Co., Ningpo for Shanghai-Ningpo-Hsiang Shan service. By mid 1930s owner Hsu Wen-Yung. Late 1937 t/f to Empreza Portuguesa de Nav. E Comercio (Port. flag) r. LISBOA. 4/39 reported scuttled at Ningpo as NING HSIANG. [c.4/39 a LISBOA detained by Japanese and impounded at Shanghai (Yangtzepoo) and 11/40 reported sold to Japanese interests. NFI.]



NING HSIANG as KIODO MARU No.6 at Tokushima (from a postcard c/- Y. Morita, *Fune to Minato*).



KIODO MARU No.6, later NING HSIANG from the Awakuni Kyodo Kisen official history.

Plus other Yih Lee S.N. Co. prewar vessels for which information is lacking, listed chronologically:

A book published in 1935 about Chinese industrialists contained an article about Hsu Ting-zuo. That article specifically mentioned that he established the Yi Li Steamship Co. and the Yi Sun Steamship Co. and that he owned the YI LI, the YI SUNG and the **YI TAI** 益泰. The article also mentioned that these ships traded as far south as Amoy, HK and Canton."

Two unidentified vessels under beneficial ownerships listed by Hsu family 台山 **(TAI SHAN ?)** > **TEMPO (**天寶 **TIEN PAO)** German 4/39 **TIEN PAO** (Portuguese flag from 1937) forced by Japanese forces to sail to Shanghai, detained outside Woosung and forced to hoist J. flag. [NCH 3/5/39] and

Chinese name unknown > **FARO (**福祿 **FULU** or **FOO LOO**) (Portuguese flag from 1937). 13/4/39 boarded and seized off Yangtszepoo by Japanese forces as steaming up Whangpoo to Bund and being held on buoys at Yangtszepoo [NCH 19/4/40].

5/11/40 "River Boats Sold for $500,000" [NCH, 13 Nov. 1940]: "The sale of five boats flying the Portuguese flag to Japanese shipping interest will involve a purchase price of CN$500,000, it was learned yesterday. The boats have been under detention by the Japanese naval authorities for a considerable time and tied to buoys mid-stream opposite the fish market in Yangtszepoo. It is understood the official transfer of the vessels to new owners will be made in a few days. The boats concerned include the **ss. FARO** of the Empreza Portuguesa de Navegacio e Comercio and the **ss. LISBOA** of the same company."

Charles Eddie Hsu died at Shanghai in June 1941, so the above nine or ten ships summarizes the ships that he personally owned, amongst many other activities during his lifetime. But in addition his contribution to shipping is very significant in terms of the fleets built up by his sons and

grandchildren. Subsequent oceangoing vessels in one of the world's largest fleets developed from 1947 by W.H. Eddie Hsu are detailed in '*W.H. Eddie Hsu & All His Ships*' (and may be found on the 'New Wave' page of oldchinaships.com). The eldest son Vung-Kwei 'Eddie' Hsu developed Oak S.S. Co. Ltd, a major player based in Hong Kong. A fleet of bulk carriers was managed from Taipei by a grandson, C.C. Hsu.

Yui Shin S.S. Co.

Shanghai-Shachuan and Haimen

HSINJENHO 855/00
Listed for Yu Hsing & Co. in Yearbook 1931 (reflecting Maritime Customs list of [1929). 1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).

HSIN JEN HO (1931-48) 1041-570dwt/31 570 pass 63.9x9.2m 2sc. steamship 800 shp
Built by Hu Wan Shin Dockyard, Shanghai for Yu Hsing & Co., Shanghai as HSIN JEN HO, in service Shanghai-Haimen. 1948 sold to Ming Sung Industrial Co. Ltd., Shanghai r. MING HO 民和. 12/66 r. DONG FANG HONG 230. 1976 listed for Shanghai Maritime Bureau. 1992 RLR as MING HO.

Yung Yui S.S. Co. (Yong Yu S.S. Co.)

Shanghai-Chongming Island

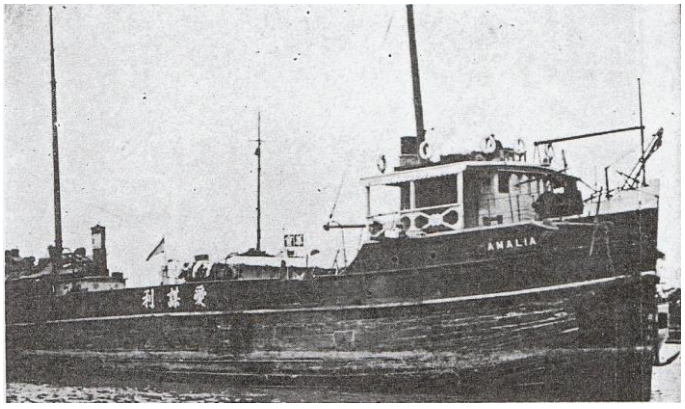
DAH YUN 571
A **TAYUN** 571/23 listed for Yung Yuen S.N. Co. in Yearbook 1931, 1932 (reflecting Maritime Customs list of 1929). 1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933).

DAIREN 212
1934 to 1938 in The China Yearbook (1934 entries reflecting 'Statistics of Shanghai' 1933). A DAIREN also reported in Chongming service postwar.

Little Yangtse Owner/Operator Name Not Known

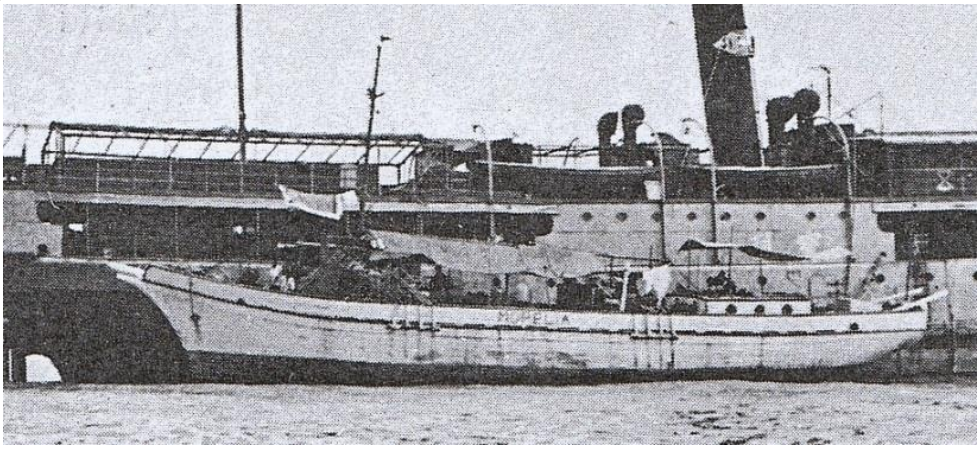
<u>Operating Shanghai-Ningpo (Kiangpei) in 1940-41 under Italian flag</u>

AMALIA 248/



AMALIA 愛謀利 248g Italian flag operating Shanghai-Kiangpei in 1940-41 (*Sekai Shosen Yoran* p.296).

MOPELIA 371/

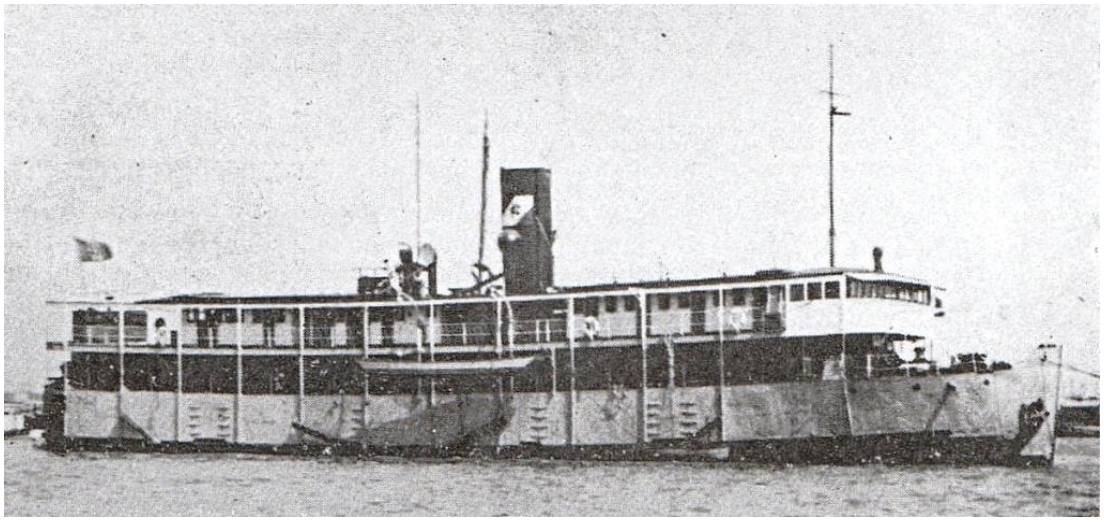

MOPELIA, Italian flag 371g operating Shanghai-Kiangpei in 1940-41 (*Sekai Shosen Yoran* p.296).

Upper River Ferries in Lower Yangtse Use Post-1937

Upper River Ferries in Yangtse Delta up to December 1941 (*hanzi* usually read right to left)

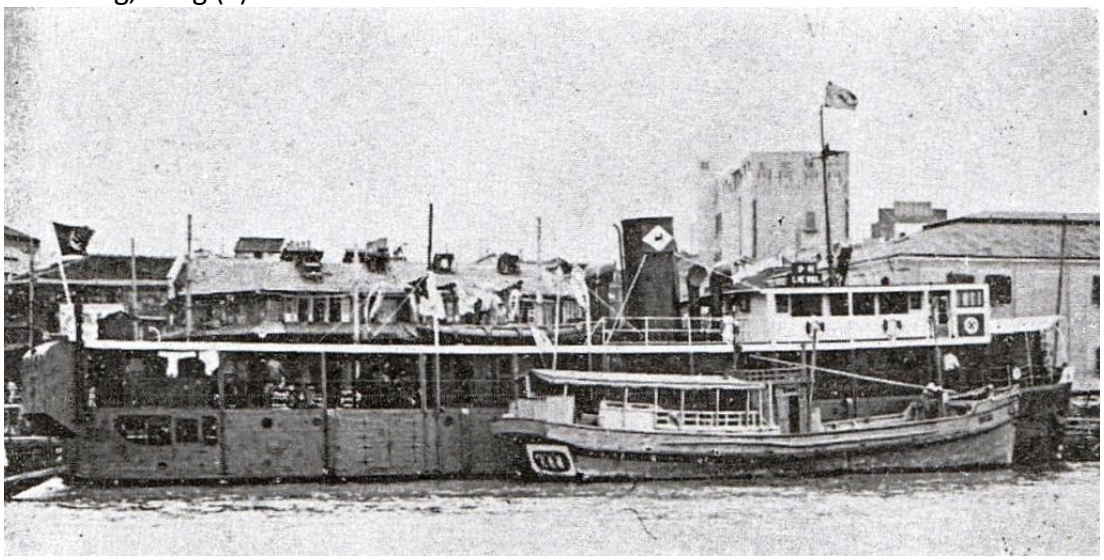
SANDRO SANDRI 693/35

Laid down 1/3/33 as YUNG KONG by Ta Chung Hua SB & E, Shanghai and launched 14/6/34 for the Italo-Chinese River Nav. Co. Ltd (its 7th vessel). Nominally owned by Mario Rocco Cuzzi, Shanghai ex YUNG KONG from Jan 1938 Lost unknown cause in Far East after 8 Sep 1943. Also reported 9/43 seized by Japanese and subsequently lost by unknown cause. Mentioned in Italian Official WWII Marine history Vol III (P. Cundall; 'The China Press, 16/6/34 and 23/1/38). The first sentence of the entry (re. Cuzzi) seems to be redundant. [Named after Italian La Stampa journalist killed in Panay Incident.]



Italian-flag YUNG SANDRO SANDRI 693/35 (*Sekai Shosen Yoran* p.298).

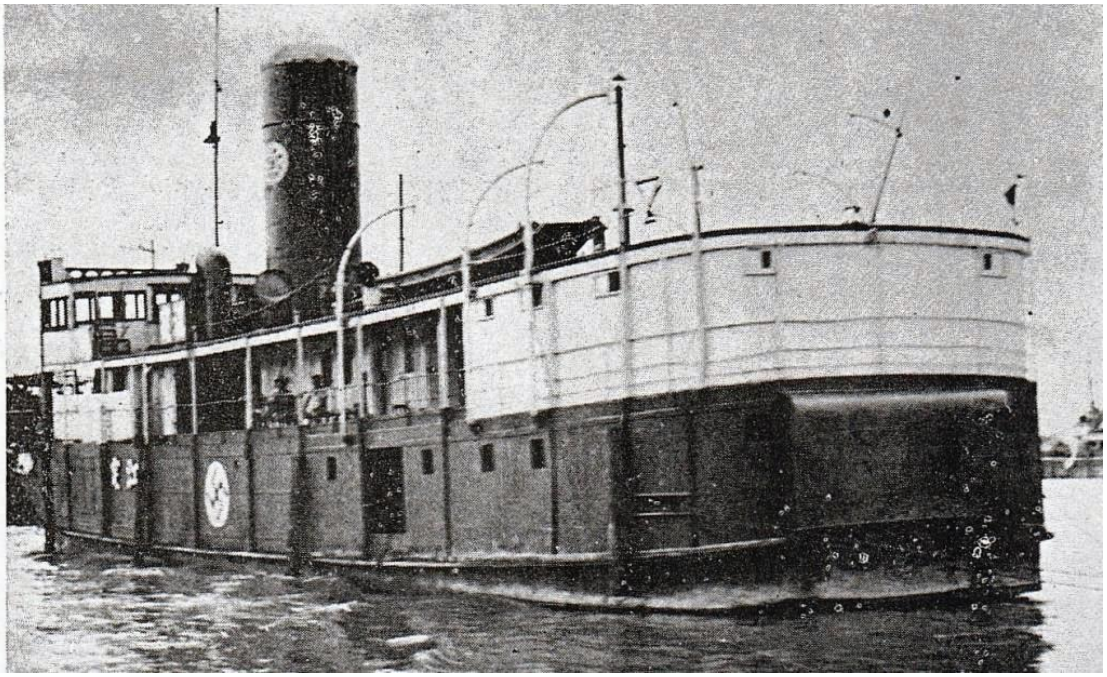
LIESEL German flag, 188g (?)



LIESEL (*Sekai Shosen Yoran* p.298).

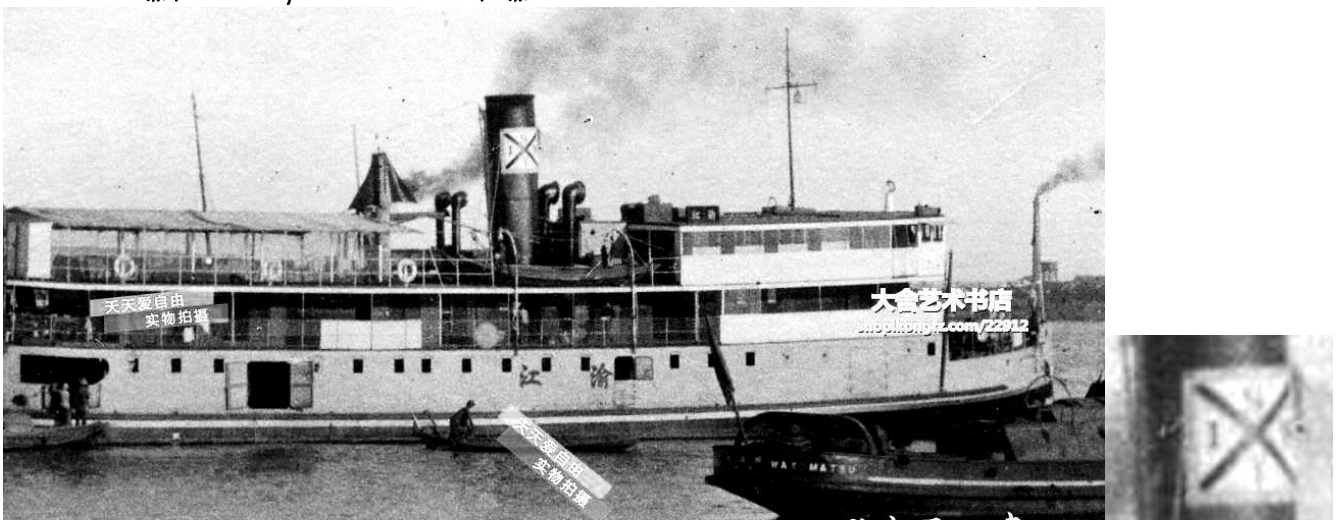
TING KIANG 定江 or maybe **KIANG TING** 江定 423/
12/38 Foo Hwa. Later registered under the German flag for Carlowitz & Co., Shanghai. Used as a river steamer.

(all above) TING KIANG seen in YouTube video “1930’s Shanghai” by ian29103, taken approx. 1937. Evident Upper Yangtse vessel, details and owners unknown.



German-flag TING KIANG 423g evidently laid up 1941 (*Sekai Shosen Yoran* p. 265)

YU KIANG 渝江 or maybe **KIANG YU** 江渝



YU KIANG 渝江 or maybe KIANG YU, probably pre-1937. Letters on funnel may read (top-bottom-left-right: S-Y-I-K (Kongfz.com).

Upper River Ferries in Yangtse Delta 1945-49 (*hanzi* usually read left to right)

YU KIANG 渝江 or maybe **KIANG YU** 江渝

1950s a KIANG YU reported operating in Upper Yangtse between Chungking and Yiping in five days, or eleven days when towing up to up to 16 lighters.

At Shanghai 2 May 49 as tender, similarities to prewar KIANG TING/KIATING.
(http://www.zeit.de/gesellschaft/zeitgeschehen/2009-10/bg-china-historisch-2).

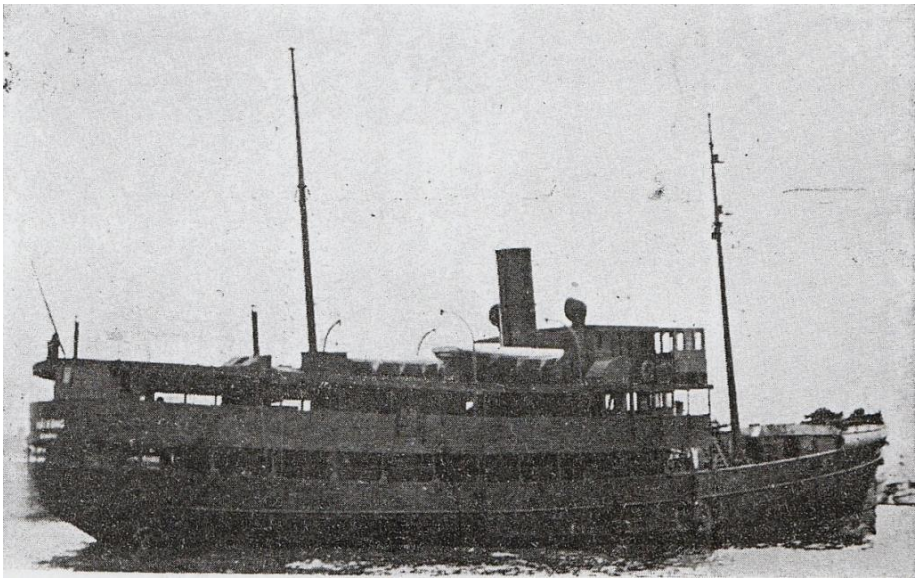
Photographs Available but Owner/Operator, Route Lacking

Ferries in Yangtse Delta Up to December 1941

??

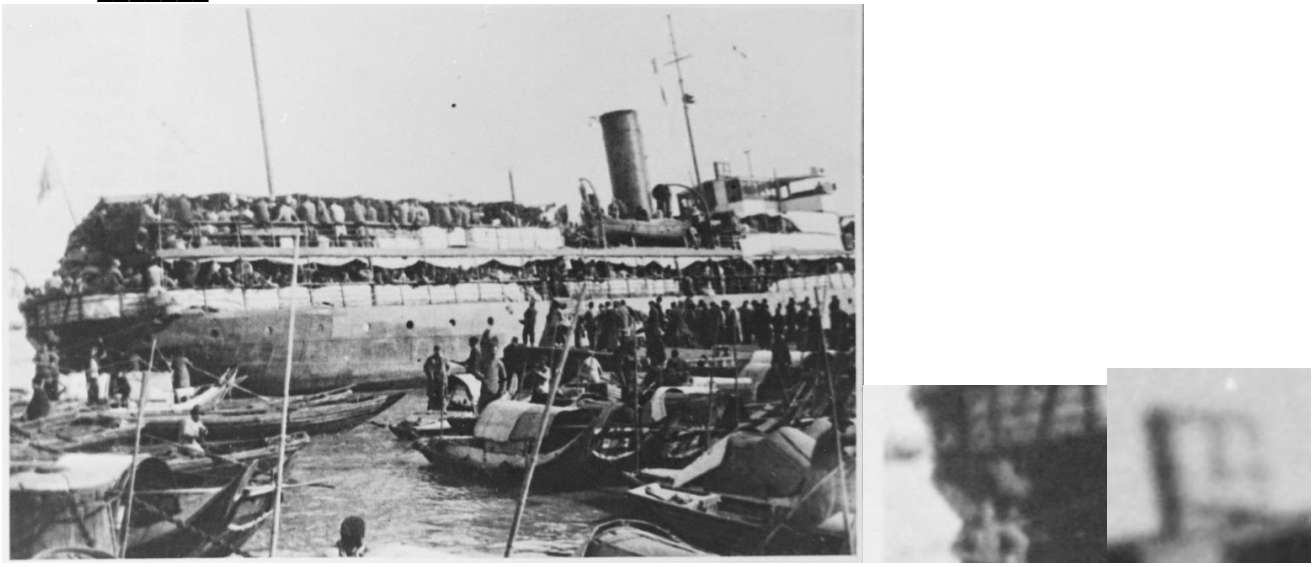
Unidentified, Shanghai 1911 or 1912 (Warren Swire/UoB sw16-067).
Speculatively might fit Ping An S.S. Co.'s PING AN 760/08.

HAI LI/ HAI KONG 海康



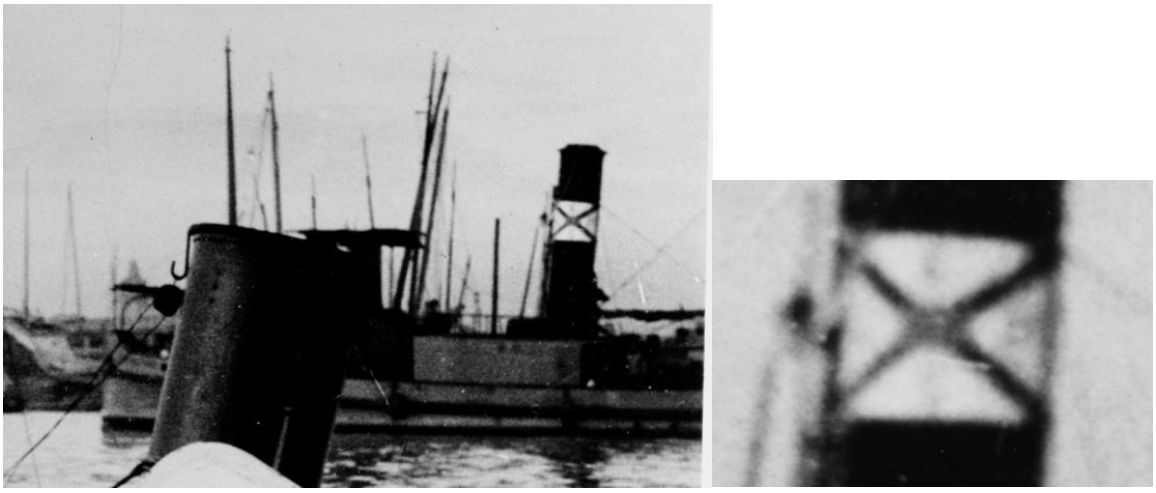
HAI KONG 海康 258/33 German flag, said to be formerly named formerly HAI LI.
Speculatively might fit Ping An S.S. Co.'s PING YANG 586/15 (*Sekai Shosen Yoran* p. 265).

HOONG _____



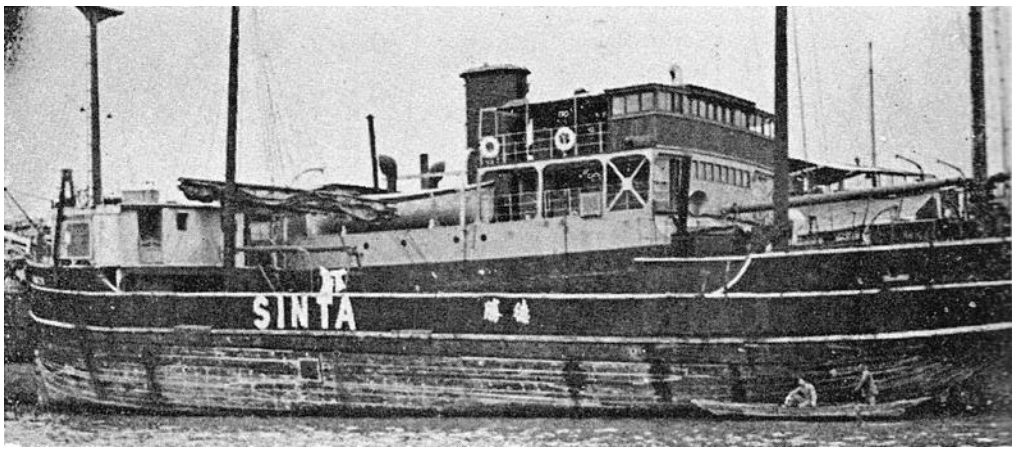
Vessel photographed Shanghai 1937-41, evacuating a large number of passengers, presumably on a short voyage such as to Changhsing or Chongming Islands, Chusan or Ningpo. Two character name, first name character likely to be 鴻 HOONG, but ship too large to be HOONGSHING. General shape of second character on nameboard suggests HOONGFOONG 鴻豐 (late Gunnar Sevald (Wallem & Co.)/H. Dick colln).

??



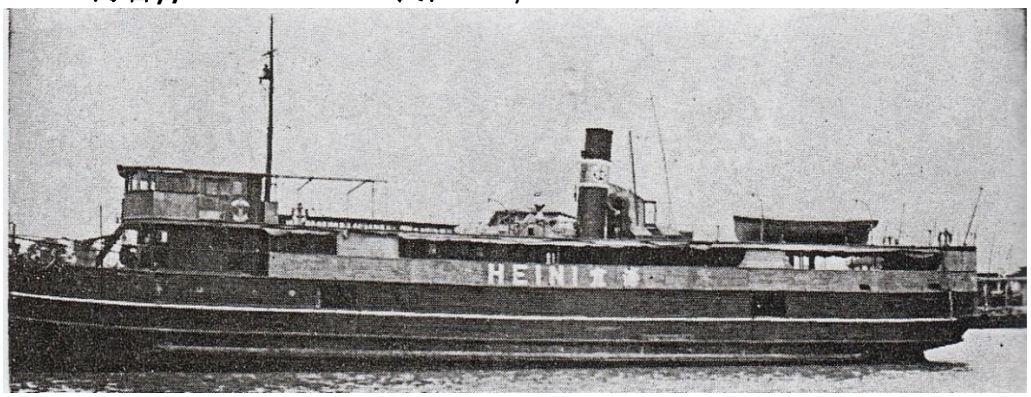
Tug/tender-like vessel at Nantao barrage 8/37.
Final (right) letter on houseflag is ‘D’ or ‘P’ (NHHC77751).

SINTA 勝徳



SINTA 勝徳 /SHENG TEH Vessel in foreground, Port. flag, wooden hull 298g (*Sekai Shosen Yoran* p. 265).

HEINI (HAI KWAN 海官) / CHANG KIANG 長江 356/04



German flag at Shanghai in 1940-41, later CHANG KIANG 長江 (‘Yangtse’, Japanese ‘CHOKO’) under the Japanese-controlled collaborationist Chinese flag.

FESTA

FESTA and VIKING or WIKING (Internet).

[NCH, 13 Nov. 1940]: 5/11/40 "River Boats Sold for $500,000"

"The sale of five boats flying the Portuguese flag to Japanese shipping interest will involve a purchase price of CN$500,000, it was learned yesterday. The boats have been under detention by the Japanese naval authorities for a considerable time and tied to buoys mid-stream opposite the fish market in Yangtszepoo. It is understood the official transfer of the vessels to new owners will be made in a few days. the ss. **Maria Margarida** of the Agence Roliz, the mv **Festa** of the Companhia Extremo-Oriente and the motor launch **Bom-Pae**. The vessels are of a net tonnage of from 300 to 600 tons and in the heyday of the shipping boom formed part of a veritable fleet of Portuguese "tubs" plying the China coast."

??

?? at the Ningpo berth at the Bund in about 1938 (SK colln).

??

?? at Shanghai c. 1940 (Harrison Forman colln, UWM Libraries).

Ferries in Yangtse Delta 1945-49 for which details are lacking

KIANG SHUN 江春

Shanghai municipal funnel marking. Also refer pink-hulled vessel illustrated p.44 under TA CHI (Ta Ta S.S. Co.) and pink-hulled PAO FOONG (p.9).

KIANG SHUN 江春 at Shanghai 1946. “City” mark on funnel (Internet).

(No.7)

Likely SHANGHAI MUNICIPAL FERRY No.7 at the bund in late 1940s (Internet).

??

Possible Mow Lee or Ming Sung funnels late-1940s (SK*).

??

Post-1945 photo, ships unidentified (Internet).

Probably same vessel in possible Mow Lee colours at Shanghai late-1940s (Internet).

Same vessel in post-1945 Periscope Films video filmed by U.S. military attache (https://www.youtube.com/watch?v=YUN9dQPpMcE).

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