Wah Shang Steamship Co. Ltd, Shanghai (1931-55)

(and successor companies of **Yih Zeu-fong**)

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Wah Shang Steamship Co. Ltd was established at Shanghai in 1931 as a syndicate by Yih Zeu-fong and others. In October 1936 it advertised as:

"Shipowners, general brokers, shipping and steamship agents
Yih Zeu-fong: General Manager and Director
Y.C. Sung, S.D. Chen: Directors, also T.Y. Yin, C.Q. Woo, H.Y. Lee"

C.Y. Tung's Diary (1948n26, eds Alice King and Cheng Wei Shing) identifies Yih Zeu-fong as Yeh Chuan-Fang 吐Ⅹ芳, born 1900 in Zhenhai (Chinhai), the small port at the mouth of the river leading to Ningpo. At the time Wah Shang was established, Yih was therefore around thirty years old. In mid-1932 it acquired its first ship, the 3193-grt tramp *Hai Shang* (ex *Nord*, 1904) and in 1933 the smaller *Hai Wah* (2103/20). The latter stranded and became a total loss in August 1935 and was replaced by *Ha-Yih* (3154/06), of similar size to *Hai Shang*. *Ha-Ven* (2894/05) followed in 1936, making a fleet of three ships.

In February 1937 on his own behalf Yih purchased in Australia the coastal passenger-cargo steamer *Craigend* (1932/05) which as *Hai Yih* had a very short life indeed. On 4 March 1937 she sailed from Sydney for Shanghai but on the 13th off the coast of Queensland she sprang leaks and had to be abandoned.

Another personal venture contracted in Australia at the same time was purchase of the coastal passenger liner *Karoola* (7391/09). This was simply a scrapping deal. Under a very multi-national set of officers and a Chinese crew, she sailed from Newcastle with a part cargo of scrap, nominally for Shanghai, loaded more scrap in East Java ports and after arriving in Kobe on 17 March was delivered to shipbreakers Miyachi & Co. for demolition in Osaka.

Karoola may well have been a venture with Song Ven-kwei, who by 1937 was working with George Marden and Miyachi Taminosuke in the buy-and-scrap market. In the same year Yih and Song

jointly acquired the collier *Hai Yu* (3174/19) for further trading before Yih sold out in August 1938 and she passed to Marden to become the British-flag *Gemlock*.

Outbreak of the Sino-Japanese War in July 1937 meant that Wah Shang vessels had to be reflagged. Before this could be done, however, *Ha-Yih* was seized by her Japanese charterer, Daido Kaiun. *Hai Shang* was transferred to the nominal ownership of Wallem & Co. and *Ha-Ven* to Williamson & Co. of Hong Kong, both thereafter trading under the Panamanian flag. Through Wallem & Co. in 1938 Wah Shang proceeded to acquire three small Scandinavian coasters which as *Hai Dah* (1186/06), *Hai Ping* (1105/11) and *Hai Tung* (1187/04) were registered in Wallem's home port of Bergen (Norwegian flag). Then in August 1941 Wah Shang S.S. itself was voluntarily wound up (NCH, 6/8/41).

The Wallem & Co. office in Shanghai remained open throughout the war but after the German occupation of Norway in April 1940 Wallem ships traded under Allied requisition. Following Pearl Harbour, in December 1941 *Foch* (ex *Ha-Ven*) was seized at Yokohama, *Hai Ping* at Bangkok. Both were later lost to Allied action. *Hai Tung* was even more unlucky. It sailed from Bangkok for Singapore on 4 December 1941 and went missing, presumably after encountering the Japanese invasion fleets en route to the Malay Peninsula. *Hai Shang* was lost just six weeks later on 21 January 1942 when torpedoed and sunk by Japanese submarine I-166 off Rangoon on voyage from Calcutta with coal. Of the 1938 fleet of six ships, only *Hai Dah* survived the war.

In 1946 the syndicate was reconstituted at Shanghai with somewhat different shareholders and a new board, whose directors were now Yih, Lin Tse Yong (Lin Chih-Jung), Wong Tsze Sin, C.Y. Tung and Chou Tsung-Liang(Chow Chung Liang) 周宗良(1875-1957), probably also Robert Chen. C.Y. Tung was a shipowner in his own right through Chinese Maritime Trust. Chou had been born in Ningbo, became a comprador at Defag in Shanghai and in due course a director of the Chekiang Industrial Bank and Bank of China but achieved recognition in manufacturing as the 'dye magnate' of Shanghai (C.Y. Tung diary, 22/2/56n). Robert Chen (b. 1905) was best known prewar as General Manager of Chung Hsing S.S.

With compensation for war losses and new capital, Wah Shang under Yih's continuing direction immediately set about rebuilding the fleet, initially with several coastal colliers. In February 1946 the Norwegian-flag *Ardent* (1804/17) was acquired on completion of wartime requisition on the Australia Coast and was renamed *Hai Chen*. In May a Canadian Great Lakes steamer *Lucas W. Robinson* (1914/12) was purchased to become *Hai Lin* and the Norwegian-flag *Fram* (2865/07), laid up in Durban, became *Hafon*. *Hai Chen*, however, was sold in 1947 to Chung Hsing S.S., implying that Robert Chen withdrew his equity to concentrate on building up the Chung Hsing fleet, in which Hafon became *Ming Hsing* [see Chung Hsing list].

More ambitiously, and with an eye to the opportunities arising from the Chinese Government's application of cabotage to coastal and Yangtse shipping, Wah Shang also acquired three liners. A former Great Lakes two-funnelled passenger steamer was acquired from the Canadian Navy to become *Ha-Sin* (2484/10) and in November 1946 was brought into service between Shanghai and

Ningpo on charter to Ningshao S.N. Co. Ltd. Of similar size, *Kiang Yong* (2711/11) was intended, as the name suggested, to run on the Yangtse but this did not eventuate and in November 1948 she was laid up at Hong Kong.

Purchased in August 1948, the third and largest liner was the former Australia-Java-Singapore steamer *Montoro* (4088/11) intended for the China Coast passenger trade. After delivery at Singapore at the end of September 1948, as *Haven* she was placed in service between Shanghai and Hong Kong, then busy with a growing exodus from Shanghai. However, in mid-February 1949 she was chartered to the International Refugee Organization (IRO) to carry refugees to the Philippine island of Samar. This was interrupted when she was approaching Hong Kong from Manila, holed herself on a rock and had to be by towed into port. After docking and survey, she resumed IRO charter with sailing 1 May 1949 from Shanghai to Samar and thence Sydney with refugees. This work lasted until arrival at Kaohsiung from Hong Kong on 16 February 1950.

By January 1949 Yih had relocated to Hong Kong and began to re-establish connections through the former Shanghai firm Wheelock Marden & Co. Ltd, in which his prewar associate Song Ven-kwei was a partner. On 11 January 1949 he took up a 6% interest with Wheelock's in **Landsdowne & Co. Ltd**, of which he became General Manager. Landsdowne bought the British prize freighter *Empire Raja* (ex *Wildenfels* (6224/22), renaming her *Landsdowne*.

By mid-1949 Wah Shang's head office had also been relocated to Hong Kong c/- Kwong Yue & Co. on the top floor of the Oi Kwan Hotel, Des Voeux Road. The fleet of five ships retained Chinese registration at Shanghai. Nevertheless, the Communist takeover of Shanghai in mid-1949 and the scattering of shareholders and directors between Hong Kong, Taiwan and the Mainland made the company unsustainable. The passenger steamer *Ha-Sin* remained in Shanghai but was sunk by Nationalist air attack in July 1949. Other ships were laid up in Hong Kong. *Hafon* was delivered to breakers there in September 1950. At the end of 1950 the company was dissolved and the remaining ships passed to the main equity holders. *Hai Lin* went to Lin Tse Yong and almost immediately was sold to breaking up, the long-idle *Kiang Yong* went to C.Y. Tung's Chinese Maritime Trust but before any plans could come to fruition blew ashore in a typhoon in August 1951 and on refloating also went to breakers. Yih himself took over the best ship, *Haven*, probably paying out other shareholders. There was also the small steamer *Liberal* (1268/15), acquired by Wallem & Co. under beneficial Wah Shang ownership in September 1951 but transferred in 1953 to King Tseng-Kwang of New York.

Yih transferred his personal shipowning interest in *Haven* into a new company, Lucas S.S. Co. Ltd, which was registered in Hong Kong on 1 April 1952 through solicitors Brutton & Co. with a modest $51,000 paid-up capital. Managing director and equal prime shareholder (400) was Lucas Yih Tse Fong (sic) alongside his wife Yih Lee Hsin Ching and Ping Chih Chen (2), the two latter also being directors. Late in 1952 Lucas S.S. also acquired the engine-damaged *Admiral Chase* (3286/20), recently towed into Hong Kong, but, as it transpired, for scrap, not further trading. However, with the 42-year-old *Haven* now laid up in need of extensive repairs, on 31 December 1953 Lucas S.S. contracted a mortgage for £46,000 through Wheelock, Marden & Co. Ltd to buy the freighter *Lucas*

Trader (5343/14), at which point J.L. Marden and M.E.H. Calvert (Wheelocks) and W.G. Lannaman (Yangtsze Finance) were appointed directors with one share each. *Haven* was then sold to Japanese breakers at the end of 1954.

Meanwhile, in May 1952 Yih had taken up a 10% shareholding (2400 shares) and become a director with T.Y., A. and F. Chao and also Robert Chen in **Wah Kwong & Co. (HK) Ltd**. In February 1954, however, all but 402 of his shares were transferred equally to his wife Yih Lee Sing Tseng (999) and ?son Yih Chiu Chuan Jen (999).

Establishment of Lucas S.S. and the holding in Wah Kwong was followed in June 1952 by Yih disposing of his holdings in Landsdowne & Co. back to WMC and resigning as Manager. Control of that company now passed to by Teh Hwa Ho and George Chao-chi Ho.

Subsequently in April 1960 Yih shares sold his minority family holdings in Wah Kwong to Chao Tsong-Yea, so that henceforth the Chao family controlled 85% of the equity along with Robert Chen 5% and King Tseng-Kwan of New York (possibly the father of CY's later son-in-law Roger King) the other 10%. Wah Kwong launched into rapid expansion to become one of Hong Kong's leading shipowners but Yih must have been offered a price at which he was willing to sell out.

On 14 December 1958 *Lucas Trader* was laid up at Osaka and the following month handed over to local breakers. Curiously the mortgage was not discharged until 29 December 1959, whereupon Marden, Calvert and Lannaman withdrew as directors and Lucas S.S. reverted to Yih's full control. Yih and Lucas S.S. remained without a ship until in September 1960 a mortgage was contracted with Banque Belge pour l'Étranger (Extreme Orient) S.A. for £18,350 to buy the Australian-built 'D'-class coaster *Delungra*, then lying at Hong Kong. Yih had the ship converted to oil fuel, then in February sold her on to Teh Hu S.S. to become *Ping An*.

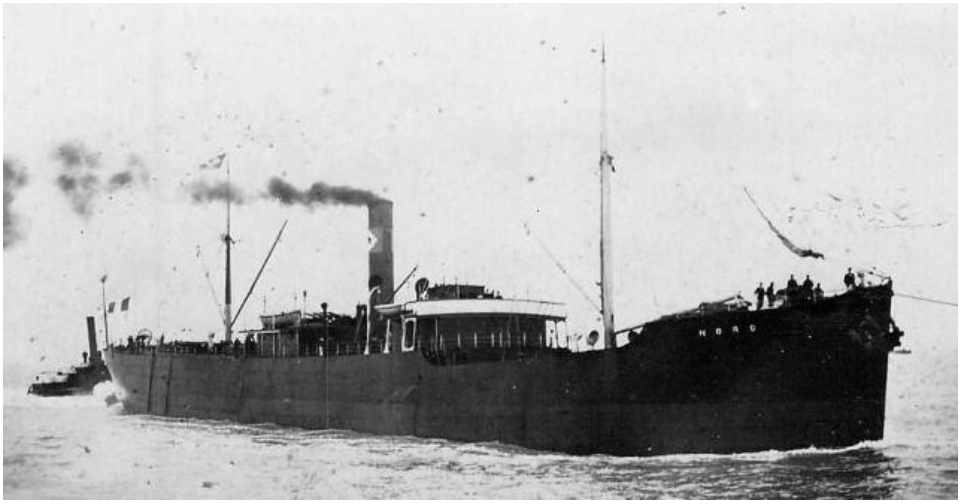
Yih and Lucas S.S. were now again shipowner without a ship. On 4 May 1961 the address of the registered office transferred to Yih's residence at #1/4 Li Kwan Ave, Causeway Bay. On 21 August 1962 the last annual return was filed. In October 1964 the company was advised that it would be struck off within three months if the previous two year's returns were not lodged and on 29 January 1965 struck off the company was indeed deregistered. It may be presumed that Yih had died or been incapacitated in the latter part of 1962 or during 1963 and his wife was not attending to the company's affairs.

Although a shipowner in Shanghai and Hong Kong of some thirty years standing, Yih never achieved the prominence or wealth of some of his associates such as Song Ven-kwei, the Chao family, or C.Y. Tung. It could be said that he did not enjoy good luck. After the Sino-Japanese and Pacific Wars had all but destroyed Wah Shang's 1930's fleet, the turmoil in China in the late-1940s frustrated attempts to employ the vessels acquired from 1946 onwards. After Wah Shang was dissolved for a second time, Yih became a one-ship owner with a couple of minority interests on the side. Perhaps that sufficed. We know nothing of his personality or ambitions and he has now faded from memory.

One last aspect of the fleet that is worthy of comment is the nomenclature. Yih/Wah Shang ships usually had the prefix Ha(i) meaning 'Sea' and a suffix usually denoted part of the name of one of the shareholders, thus *Ha-Yih* and *Hafon* 海芳 after Yih Zeu-fong 吐 X 芳, *Hai Lin* 海良 after Lin Tse Yong, *Ha-Sin* after Wong Tsze Sin (Wang Shih-Hsin), *Ha-Ven* and *Haven* after Song Ven(Wen)-kwei, *Hai Chen* after Robert Chen, and *Hai Tung* after C. Y. Tung. *Kiang Yong* 江雲 was consistent in regard to the suffix, which referred to C. Y. Tung (Tung Chao Yung), but in this case only the prefix denoted the Yangtse River (Kiang/Jiang), which was her intended sphere of operation.

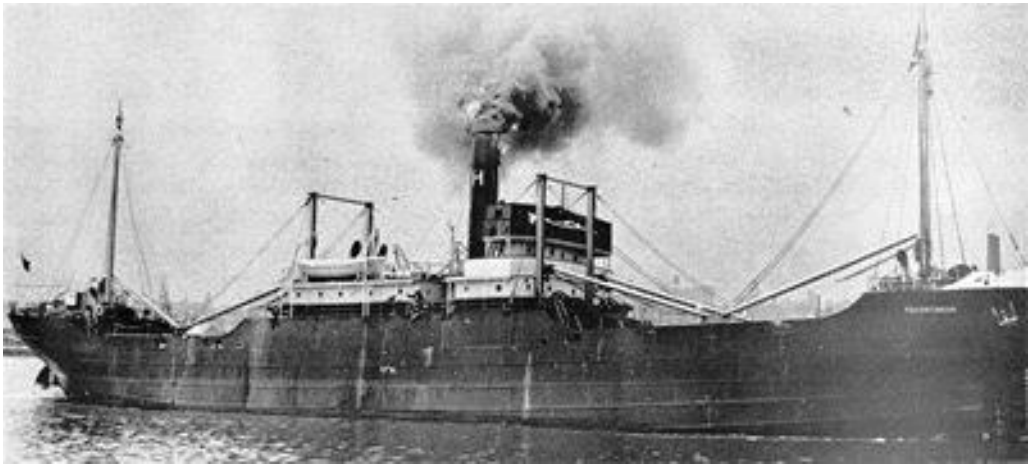
Fleet list

HAI SHANG (1932-37) 3193/04
Built by Sunderland S.B. Co. Ltd., Sunderland for Cie des Bateaux a Vapeur du Nord, Dunkirk as NORD. 21/6/17 damaged by torpedo in Straits of Sicily. 5/32 sold to WSSS (YZF mgr), Shanghai r. HAI SHANG. By 9/36 on charter China-India. 1937 reg. owners Wallem & Co. (Hong Kong), Panama r. NORD. 31/12/38 detained at Tsingtao by Japanese 27/1/39 released at Dairen. 21/1/42 torp. and sunk by Japanese sub. I-166 off Rangoon (15.28N, 94.36E) o/v from Calcutta with coal.



HAI SHANG as NORD (searlecanada.org).

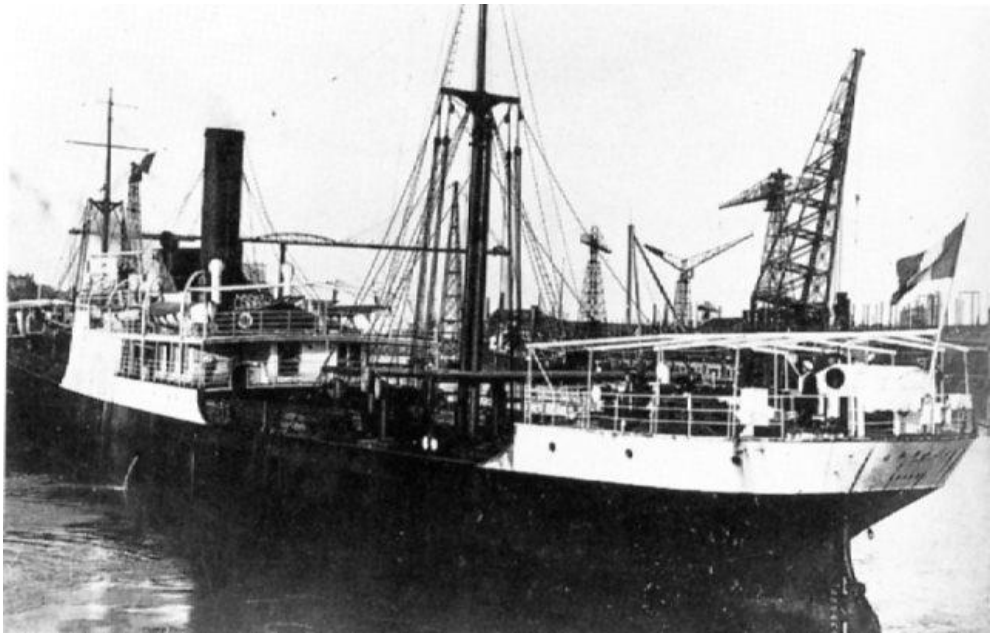
HAI WAH (1933-35) 2103/20
Built by Dominion S.B. & Repair Co. Ltd, Toronto on own account as TORONTONIAN. 1922 sold to Equitable Trust Co. of New York, Toronto. 1922 sold to Black Sea Shg & Merc. Co. Ltd, Newcastle. 1929 sold to Soc. Commerciale de Nav. Maritime 'Navmar' (E. Spoliansky mgr), Marseilles r. SPOLANNE. 1933 sold to WSSS r. HAI WAH. 25/8/35 stranded at Yunuisan near Tsingtao on voyage Shanghai-Tsingtao in ballast. Sold for scrap.



HAI WAH as TORONTONIAN (J.M. Kidd).

HA-YIH (1935-3?) 3154/06

Built by Gourlay Bros. & Co., Dundee for Anglo-Algerian S.S. Co. (1896) Ltd. (F. Strick & Co. mgrs.), Swansea as REGISTAN. 1908 sold to Cie Général Transatlantique, Le Havre r. CARAIBE. 28/9/18 torpedoed in Mediterranean but succeeded in reaching Messina. 1927 stranded on Cuban coast. 1929 stranded on Haiti coast. 1935 sold to WSSS r. HA-YIH (sometimes HAI YEH). By 9/36 on charter to Japanese operators. 1938 seized by Japan, operated by Daido Kaiun K.K., Kobe r. KAIYOKU MARU. 20/2/39 struck rocks (near Kyobunto Isl.) off Santo Is., Korea (34.03N, 127.24E) on voyage Karatsu-Tsingtao in ballast and later sank.

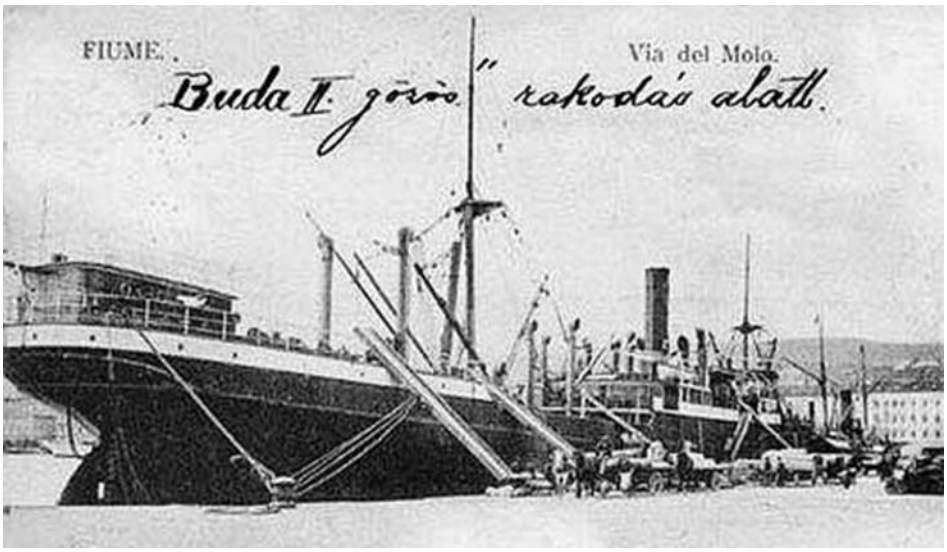


HA-YIH as CARAIBE (Olivier 12).

HA-VEN (1936-37) 2894/05

Built by Napier & Miller Ltd., Glasgow for Royal Hungarian Sea Nav. Co. 'Adria' Ltd, Fiume as BUDA II. 8/14 interned at Rio de Janiero. 1917 req. by Brazilian Govt. 1919 req. by French Gov't r. MARECHAL FOCH. 1922 sold to Delmas Frères & Vieljeux, La Rochelle. 1935 owners re-styled Cie Delmas-Vieljeux. 4/36 sold for f265,000 to Heng An Cheng Kee S.S. Co. (WSSS agents), Shanghai r.

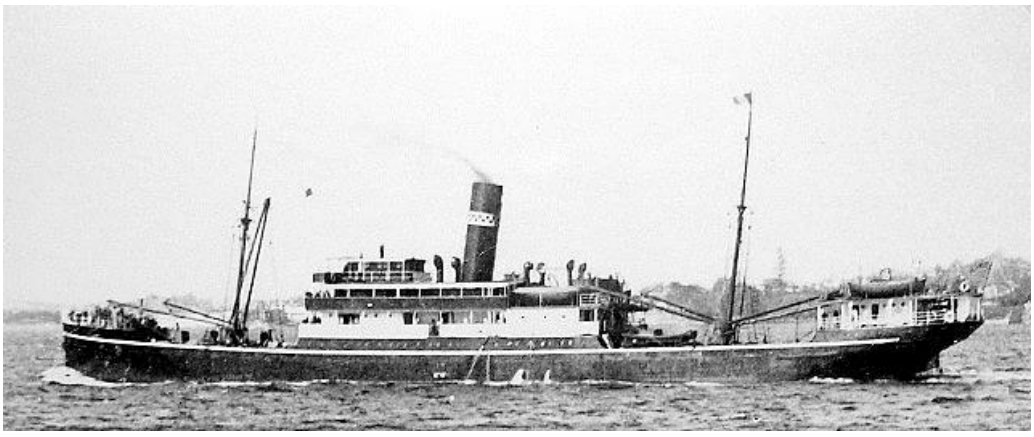
HA-VEN (read HAI WEN). Delivery at Le Havre for London (ballast)-Alexandria (coal)-Penang (salt)-Bangkok (rice)-Shanghai (10/36). 1937 reg. owner Williamson & Co (Hong Kong), Panama r. FOCH. 8/12/41 seized by Japan at Yokohama – allocated to Teikoku Sempaku K.K. r. HOSHI MARU. 25/7/45 mined and sunk in Maizuru Bay.



HA-VEN as BUDA II (from a postcard).

HAI PING (1937-37) 1932/05

Built by Grangemouth D.Y. Co. Ltd, Grangemouth for Samuel Hough Ltd (G. Hough mgr), Liverpool as SAMUEL HOUGH. 1913 sold to Burns, Philp & Co. Ltd, Sydney and 12/13 sailed for Sydney as MARSINA. 11/2/15 stranded for six days on Dee Reef near Cooktown. 6/16 stranded for ten days on reef in Steffon Straits near Kavieng. 22/4/19 fire in copra cargo near Chesterfield Reef, extinguished at Sydney. 2/32 sold to James Patrick & Co. Ltd, Sydney r. CRAIGEND. 11/36 laid up at Sydney. 2/37 sold to YZF r. HAI PING, 4/3/37 sailed Sydney. 13/3 developed leaks off Hervey Bay, C. Queensland – 15/3 abandoned, crew rescued, ship presumed sank off Sandy Cape.

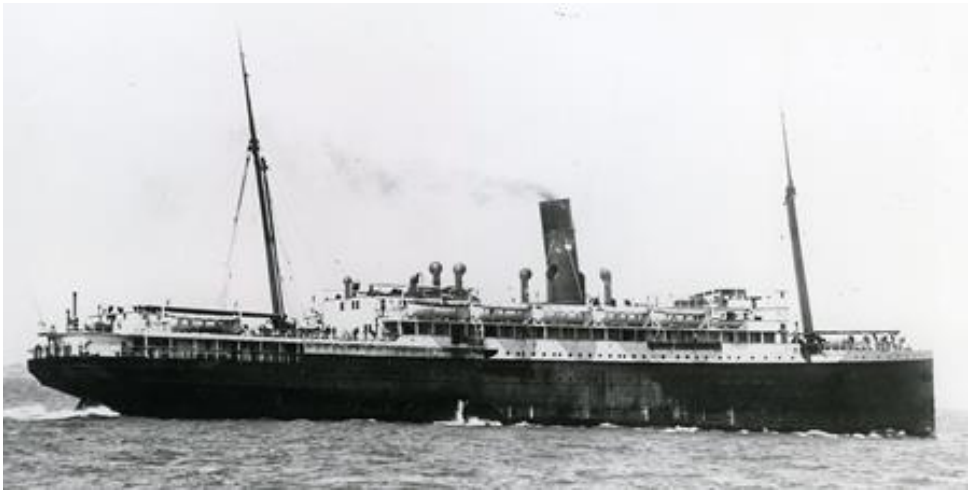


HAI PING as MARSINA (R. Dufty).

KAROOLA (1937-37) 7391/09

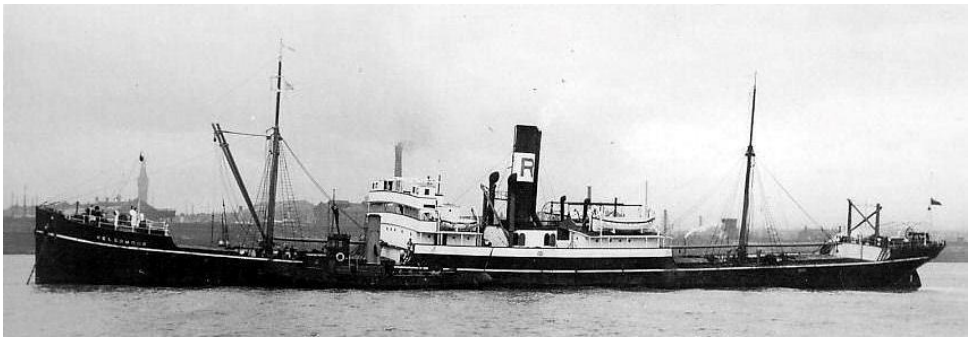
Built by Harland & Wolff, Belfast for McIlwraith McEacharn Pty Ltd, Melbourne as KAROOLA. 1914 refitted in UK as hospital ship, subsequently leased by Commonwealth Government as transport HMAT KAROOLA (A63). 29/5/36 laid up at Sydney. 2/37 sold to YZF, Shanghai 25/3 delivered. 8/4/37

with English master, Russian officers and Chinese crew sailed Newcastle NSW with scrap, nominally for Shanghai via Java. After loading additional scrap at Probolinggo, Pasuruan and Surabaya, 17/5 arrived Kobe and delivered to Miyachi Kisen K.K., Kobe for demolition at Osaka.



KAROOLA sailing from Sydney 6 April 1937 under YZF ownership
(Terry Callen collection, NLA).

HAI YU (1937-38) 3174/19 (5550 dwt/9k)
Built by J. Blumer & Co., Sunderland for Moor Line Ltd (W. Runciman & Co. Ltd mgrs), Newcastle as KELSOMOOR. 1920 sold to Edwards, Sons & Co., Cardiff r. KELSOMEAD. 1922 reverted to Moor Line Ltd r. KELSOMOOR. 1937 sold to YZF & Song Wen-kwei (YZF mgr), Shanghai r. HAI YU. 8/38 sold to G.E. Marden, Shanghai r. GEMLOCK. 2/3/39 stranded in 38.56N, 121.7E bound Chinwangtao-Wakamatsu with coal – 29/7 refloated. After repairs coal trade ex Chinwangtao to Japan or Shanghai until end 1940. 17/3/41 Hong Kong for Calcutta, thence Alexandria (2/6) to East Africa and Indian Ocean coal trade. 2/42 mgrs Brown, Jenkinson & Co. Ltd. 13/7-19/10/42 under repair at Calcutta, then local coal trade . 25/3/43 Calcutta to Alexandria, where 9/5/43 on bareboat charter to Turkish Govt r. AYDIM. 4/6/45 redel. to MOWT at Alexandria r. GEMLOCK and laid up. Early 1946 sold to MOT. 13/7/46 scuttled off Alexandria (31.44N, 30.25E) with cargo of surplus and defective ammunition.



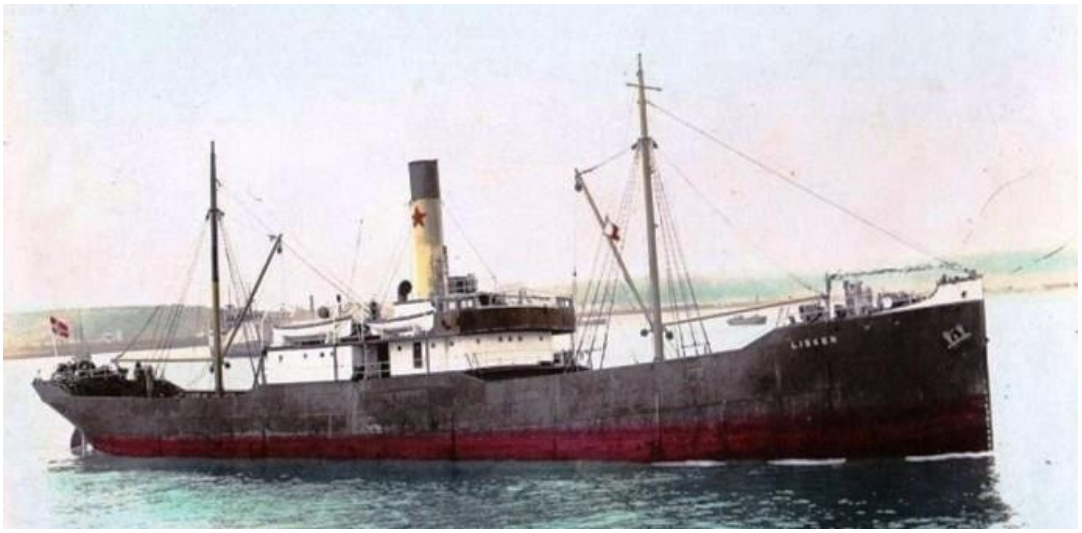
HAI YU as KELSOMOOR (*The Sunderland Site*).

HAI DAH (1938-47) 1186/06
Built by Wood, Skinner & Co. Ltd., Newcastle for A/S D/S Cygnus (C. Blumer, Hofgaard mgr), Oslo as CYGNUS. Ca. 1910 mgrs Grefstad & Herlofson, Arendal. 1915 sold to Erik Grant Lea, Bergen r. HILDA

LEA. 1915 sold to A/S Hav (Helma Staubo & Co. mgr), Oslo r. HAVDROT. 1930 sold to A/S Coasting (Th. Nilsen-Moe mgr), Olso. c.1930 Osw. Aamodt mgr. 1938 sold to Skibs A/S Havdrot, Oslo. 5/38 sold to Wallem & Co. A/S (reg. owner for YZF, Shanghai), Bergen r. HAI DAH. 11/39 British req. warrant – 2/3/40 taken over at Taku Bar for coal trade, then from 9/40 rice trade from SE Asia. 2/41 time charter to MOWT (British India S.N. Co. Ltd, mgrs) and deployed in Burma-Straits rice trade. 2-4/42 under repair at Calcutta, thence via Karachi to Bombay, where 6/42 allocated for use as ammunition storage hulk. 6/46 redel. to owner's representative but III/47 broken up at Bombay [BT 38937/48].

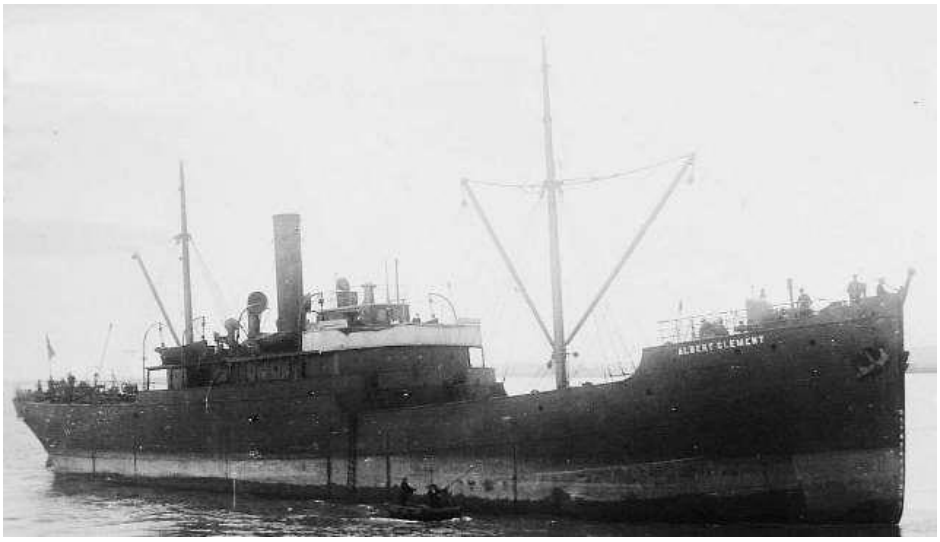
HAI DAH as HAVDROT (tynebuiltships.co.uk).

HAI PING (1938-41) 1105/11 (1800 dwt/9k)
Built by Trondheims M.V., Oslo for W. Hansen, Bergen as LISKEN. 1920 owners re-styled Skibs A/S William Hansens Red. (W. Hansen mgr). 14/11/36 seized by Spanish warships and taken to Vigo – cargo confiscated but ship released. 1938 sold to Wallem & Co. A/S (reg. owner for YZF, Shanghai), Bergen r. HAI PING. 3/12/38 Danzig for Shanghai mid-(3/39). 5/39 in service Shanghai-Tongku (coal). 27/12/40 time charter to MOWT (British India S.N. Co. Ltd, mgrs.). 2/3/41 Shanghai to Singapore, thence Burma-Straits rice trade. 8/41 t/f to Bangkok-Singapore rice trade. 30/12/41 seized by Japan at Bangkok – 9/42 r. IIDA MARU. 16/2/42 sunk by U.S. aircraft off Cap St. Jacques (10.20N, 107.06E).



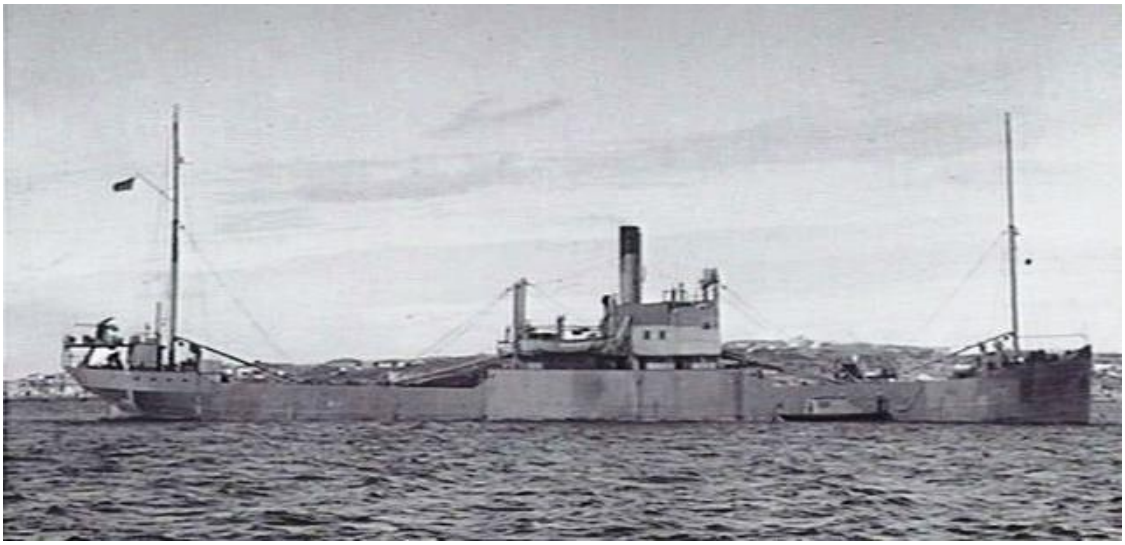
HAI PING as LISKEN (warsailors.com).

HAI TUNG (1938-41) 1187/04 (1850 dwt/9k)
Built by A.G. Neptun, Rostok for OttoZeick, Rostok as ALBERT CLEMENT. 8/14 seized by The Admiralty in Tyne (Everett & Newbigin, Newcastle mgrs). 1919 mgrs E.R. Newbigin, Newcastle. 5/21 sold to John Kelly Ltd, Belfast. 4/22 sold to Eriksen & Andersen, Oslo r. ROA. 1933 sold to R.F. Olsen, Bergen r. MAI. 1938 sold to Wallem & Co. A/S (reg. owner for YZF, Shanghai), Bergen r. HAI TUNG. 12/40 allocated on time charter to MOWT (British India S.N. Co. Ltd, mgrs). 2/41 del. at Shanghai and after repairs 3/3 sailed to Singapore for deployment in Burma-Straits rice trade. 9/41 t/f to Bangkok-Singapore rice trade. 4/12/41 sailed Bangkok for Singapore and went missing, presumed sunk by Japanese forces [BT 389/37/52].



HAI TUNG as ALBERT CLEMENT (wrecksite.eu).

HAI CHEN (1946-47) 1804/17 (2990 dwt/10k)
Built by Sorlandets S.B., Fevig for A/B Transmarin (B. Ingelson, mgr), Helsingborg as SONJA. 1921 sold to Aug. Bolten, Wm Miller's Nachf., Hamburg r. BOLAMA. 1925 sold to Skibs. A/S Orsnaes (T. Hyenaes mgr), Tongsborg r. ORJA. 1928 sold to J. Kröger, Tönsberg r. ARDENT. 1930s in service in Far East. 7/5/41 at Hong Kong on time charter to MOWT (British India S.N. Co. Ltd, mgr) for Bay of Bengal and Indian coastal trade. 16/6/42 del. at Bombay on sub-charter to Commonwealth of Australia – 17/8 arrived Sydney to commence east coast trading. 2/46 sold to WSSS. Mid-3/46 completed charter and 29/3 sailed Sydney for Hong Kong. 5/46 r. HAI CHEN. 1947 sold to Chung Hsing S.S. Co., Shanghai r. MING HSING. 2/48 stranded near Tsingtao, refloated. 1949 registered owner Wallem & Co., Panama r. ÖST BAY. 1950 r. WALTER, ownership subsequently Cia Istmena de Tptes Maritimos S.A. (Wallem & Co., mgrs.), Panama but 1950/51 t/f to PRC r. TSAO CHUANG 枣庄 [ZAO ZHUANG]. 1/11/53 to CHSSC public-private partnership, 1954 r. CHUNG HSING 10. NFI. [BT 389/41/8]



HAI CHEN at Sydney during WWII Australian service as ARDENT (AWM).

HAFON 海芳 (1946-50) 2865/07

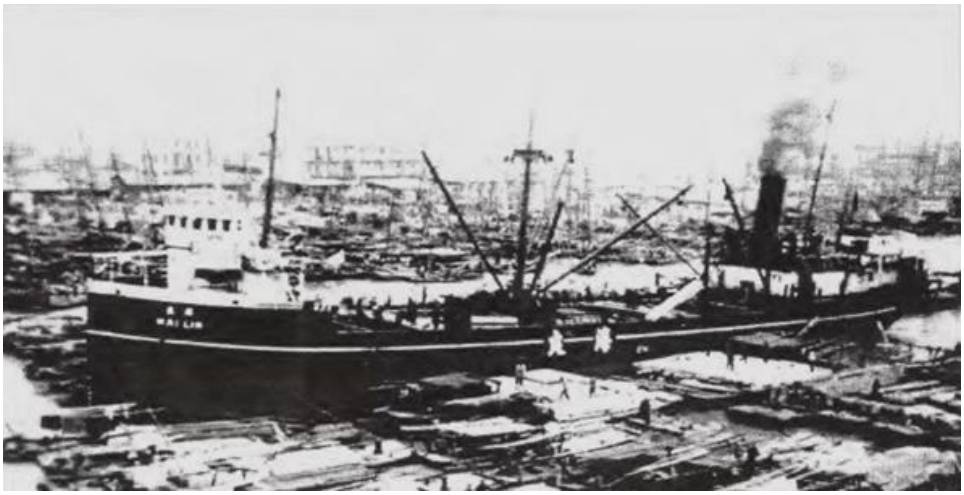
Built by Tyne S.B. Co. Ltd., Newcastle for H.M. Wrangell, Haugesund as FRAM. 1914 t/f to H.M. Wrangell & Co. A/S. 1929 reg. owners Skibs A/S Corona (same mgrs.). 7/41 at Hong Kong on time charter to MOWT, mainly for coal trade ex Durban. 29/3/45 laid up at Durban for major repairs (boilers). 31/10/45 redel. to Norwegian Govt. 4/46 at Durban sold to WSSS r. HAFON (read HAI FANG). 26/9/50 del. at Hong Kong for breaking up by Chiap Hua Manufactory Co.

FRAM in 1915 (warsailors.com).

HAI LIN 海良 (1946-51) 1914/12

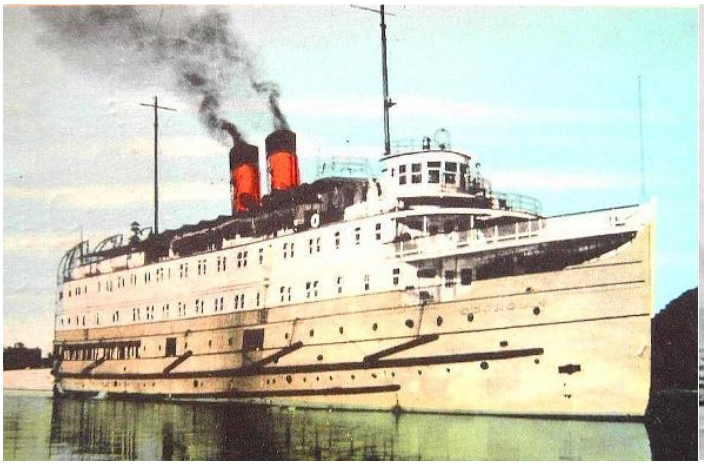
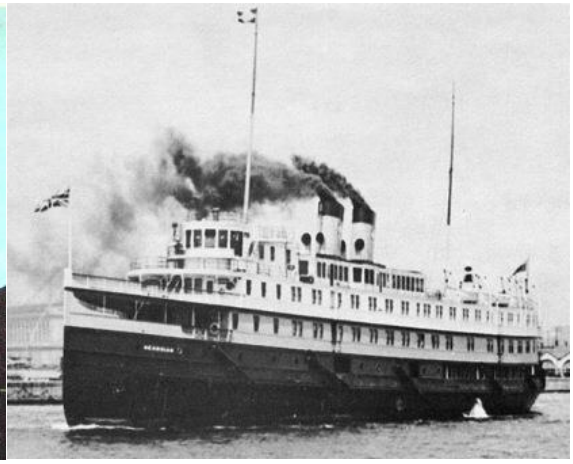
Built by Detroit S.B. Co., Wyandotte for George Hall Coal Co., Ogdensburg (NY) as L.W. ROBINSON (later LUCAS W. ROBINSON). 1918 sold to USSB. 1919 reverted to George Hall Coal & Tptn Co. 1923 owners re-styled George Hall Corp. 1939 t/f to Hall Corp. of Canada, Montreal. 5/46 sold to WSSS r. HAI LIN. 29/6/46 sailed Montreal - 30/10 arrived Shanghai via Panama, Vancouver, Honolulu, Saipan and Keelung. 21/2/51 breaking up begun at Hong Kong by Chiap Hua Manufactory Co.

LUCAS W. ROBINSON (http://www.lakehuronlore.com/PDF/NewsLetters/Volume 24).



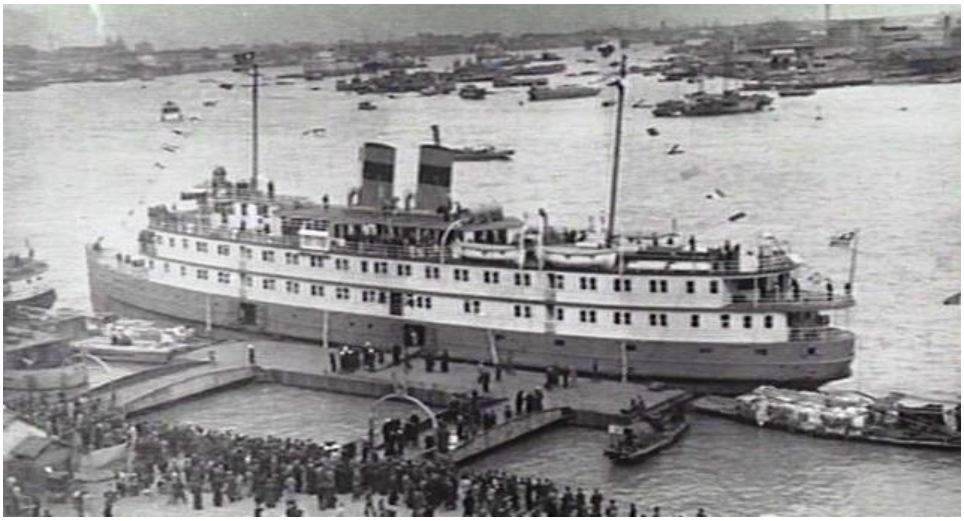
HAI LIN at Shanghai in 1949 (Dan McCormick, SB #107).

HA-SIN 海新 (HAI HSIN) (1946-49) 2484/10 (358 in cabins + berthed 3rd class)
Built by Detroit S.B. Co., Wyandotte for Richelieu & Ontario Nav. Co. Ltd, Chicago for Lake Erie-Kingston line as ROCHESTER. 1913 t/f to Canada S.S. Lines Ltd, Oswego (NY). 1920 t/f to Montreal for Montreal-Quebec-Saguenay River line r. CAPE ETERNITY. 1935 sold to Lakeway Lines Ltd (F. Walmsley, mgr), Montreal r. GEORGIAN. 6/41 req. by RCN for use as accommodation ship at St. John's, Newfoundland r. HMCS AVALON II. 5/42 sold to RCN. 1946 sold to WSSS r. HA-SIN (HAI HSIN). 1/11/46 initial sailing Shanghai/Ningpo under Ningshao S.N. Co. agency [blog.sina.com.cn]. 7/49 damaged [wrecksite = sunk] in air attack at Shanghai, subsequently broken up.

GEORGIAN (from a postcard; SK colln).

HMCS AVALON as accommodation vessel at St John's in 1942 (www.forposterityssake.ca/Navy/HMCS_AVALON_II.htm).

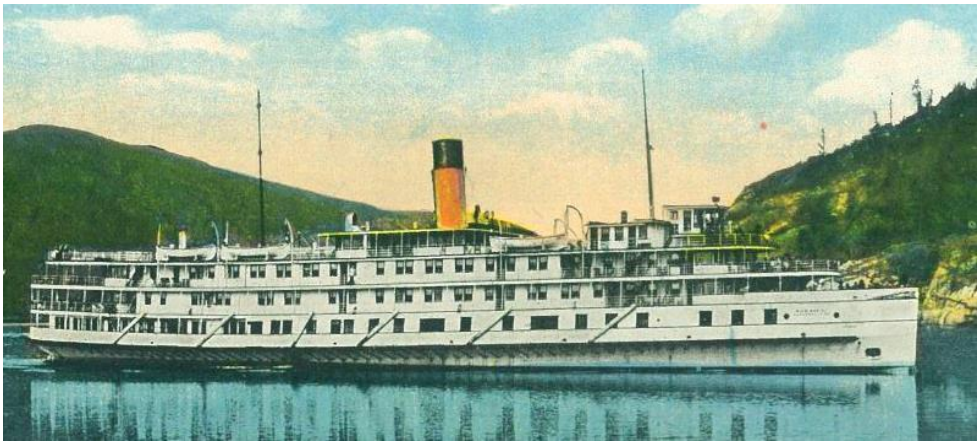


HA-SIN at Shanghai, 7 April 1947, on a formal occasion (AWM).

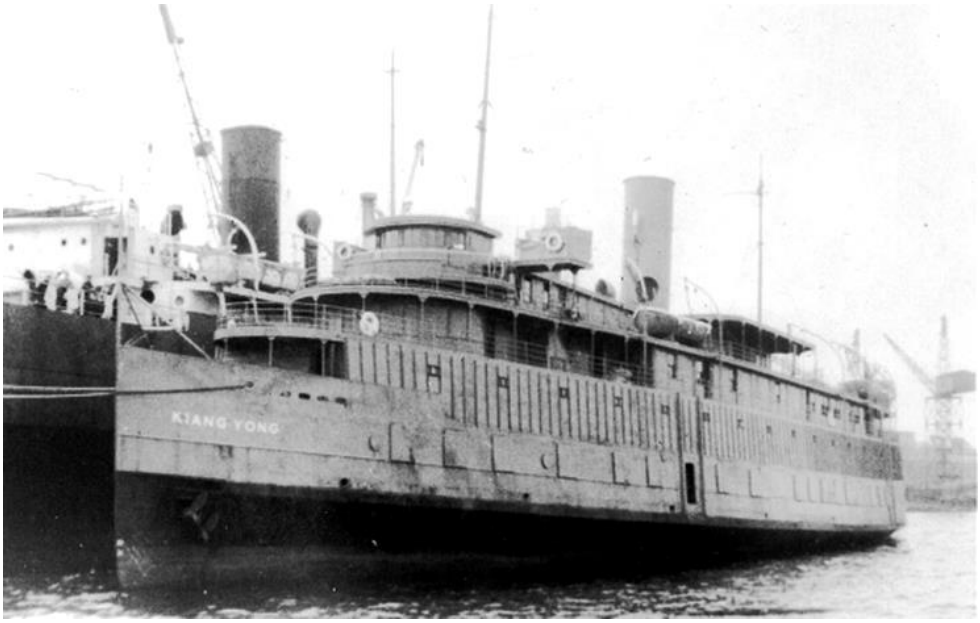
KIANG YONG 江雲 (KIANG YUNG) (1946-48) 2711/11

Built by Fairfield Co. Ltd., Glasgow for Richelieu & Ontario Nav. Co. Ltd., Montreal's Montreal-Quebec-Saguenay River line (240 pass.) as SAGUENAY. 1915 t/f to Canada S.S. Lines Ltd, Montreal. 1929 laid up. 1934 recommissioned for freight Montreal-Quebec. 1941 laid up. 1946 sold to WSSS for Yangtse service r. KIANG YONG. 11/48 to Hong Kong where laid up. 1/51 t/f to Chinese

Maritime Trust Ltd (1941), Hong Kong r. YANGTSZE PHOENIX. 1/8/51 while laid up at Hong Kong, driven ashore at Tai Po during typhoon 'Louise'. 21/11/51 register closed on sale to local breakers. [also http://www.boatnerd.com/news/archive/8-14.htm]



SAGUENAY (from a postcard).



KIANG YONG ('River Cloud') boarded up for delivery voyage (SK).

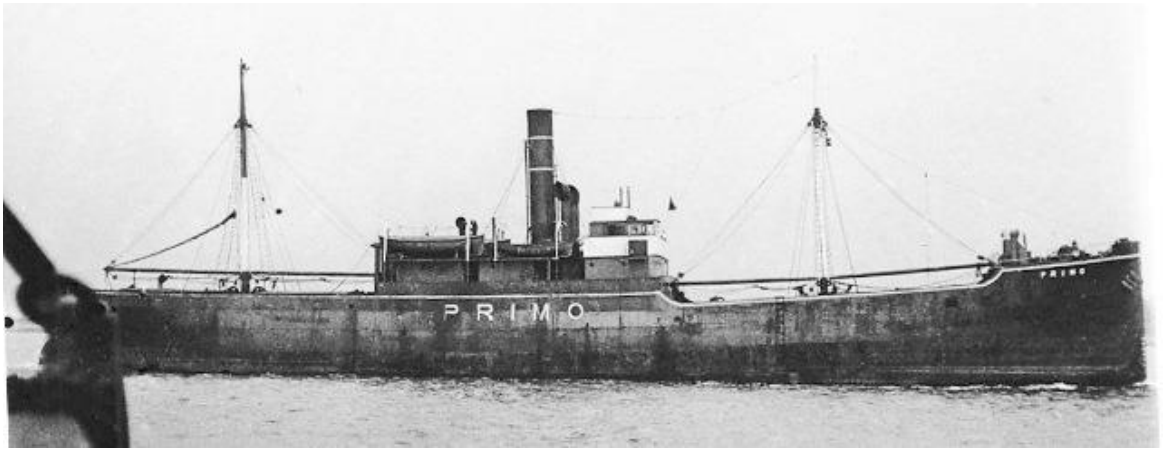
HAVEN 海文 (1948-52) 4088/11

Built by Clyde S.B. & Eng. Co. Ltd, Port Glasgow for Burns, Philp & Co. Ltd., Sydney for Australia/SEA trade as MONTORO. 1922 reg. London. 11/10/23 stranded on Yonge–Reef off Cape York but refloated same day by *HMAS Geranium*. 17/8/26 commenced Australia/New Guinea service, reg. Sydney. 6/31 Solomon Islands service. 8/8/34 damaged in grounding at Fortification Point near Finschafen. 28/2/36 grounded in Brisbane River. 26/12/38 resumed Australia/Singapore service, reg. Singapore. 28/4/43 settled on bottom at Sydney while bunkering. 8/48 sold to WSSS and late 9/48 del. at Singapore r. HAVEN (read (HAI WEN). By early 1/49 at Shanghai. 18/2/49 Shanghai to Samar on IRO charter with refugees. 14/3/49 rep. struck rock, holed and listing off Namkan Isl. near Hong Kong inbound from Manila (Polish master), towed into port. 4/49 docking and survey. By 1/5/49 at Shanghai for Samar, thence Sydney (12/6) with refugees. Last reported movement HK-Kaohsiung

(arr. 16/2/50). 1952 sold to Lucas S.S. Co. Ltd (YZF), Hong Kong. By LR54 rep 'laid up pending repairs, class suspended'. Late-1954 sold to Sakaguchi Kosan K.K., Osaka and 1/55 broken up at Sakai.

HAVEN at Shanghai (HWD*).

LIBERAL (1951-53) 1268/15
Built by Campeltown S.B. Co. Ltd, Campeltown for Pelton S.S. Co. Ltd, Newcastle as PRIMO. 1933 sold to D/S 'Neptun' A/S (H. Ostervold mgr), Bergen r. PROCYON. 1939 sold to A/S T. Halvorsens Red., Bergen r. KIS. 9/51 sold to Wallem & Co. (ben. owner WSSS), Panama r. LIBERAL. 1953 ben. owner King Tseng-Kwang, New York. 1957 sold to Cia de Nav. Victoria Neptuno S.A. (Teh Hu S.S. Co., Hong Kong), Panama r. AMIRA. 28/8/61 arrived at Hong Kong for breaking up.



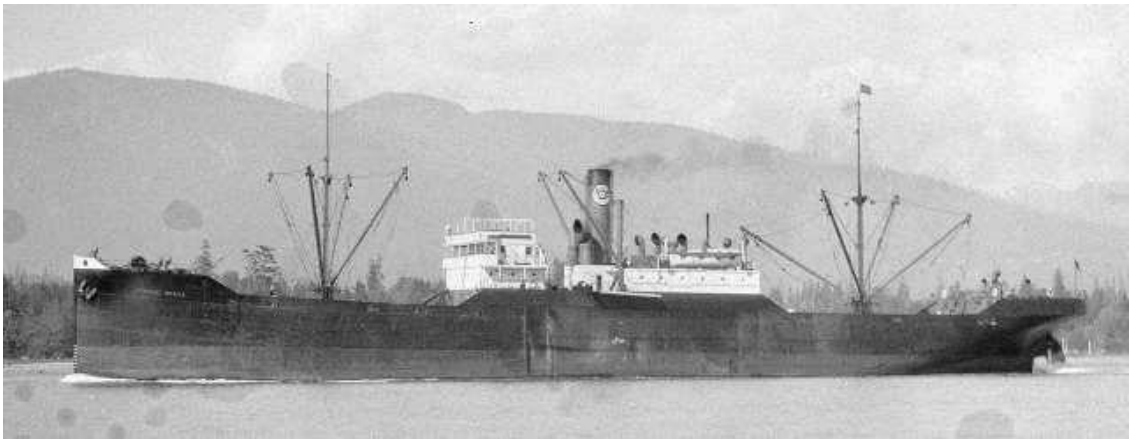
LIBERAL as PRIMO (Clydeships.co.uk).

Lucas S.S. Co. Ltd (YZF owner-mgr), Hong Kong (1952-61)

HAVEN (1952-54) 4088/11 see HAVEN (Wah Shang, 1948-52)

ADMIRAL CHASE (1952-53) 3286/20

Built by Submarine Boat Corp. (NJ) for Electric Boat Corp., New York as SUTRANSCO. 1929 sold to Admiral Line (Pacific S.S. Co. Ltd mgrs), Seattle r. ADMIRAL CHASE. 1939 sold to American Tdg & Shg Co., San Francisco. 1941 sold to W.R. Carpenter Oversea Shg P/L, Port Moresby. 1/43-11/46 req. by Commonwealth of Australia. Ca.1949 t/f to island Airways Ltd. 12/49 t/f to Island Tpts (New Guinea) Ltd, Port Moresby. 5/51 sold to THCHK (Wm&Co. mgrs), HK. 13/1/52 after engine trouble at Colombo broke tow from *Caroline Moller* W. of Nicobar Is. but del. to HK. Late-1952 sold to LSSC (YZF). 2/53 broken up in HK.

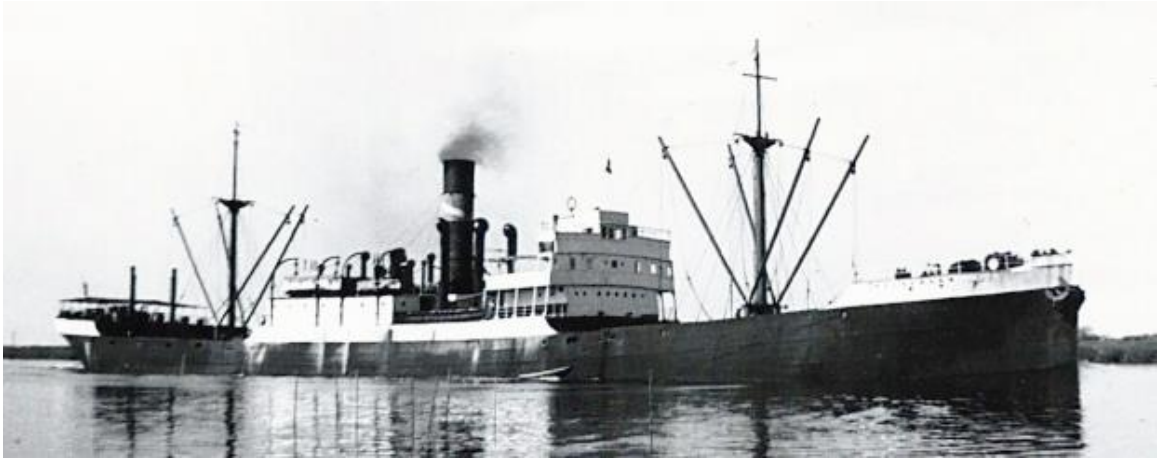


ADMIRAL CHASE (Walter E Frost/VCA).

ADMIRAL CHASE at Sydney, 14 May 1949, in W.R. Carpenter colours (D. Finch/NAA).

LUCAS TRADER (1954-58) 5343/14

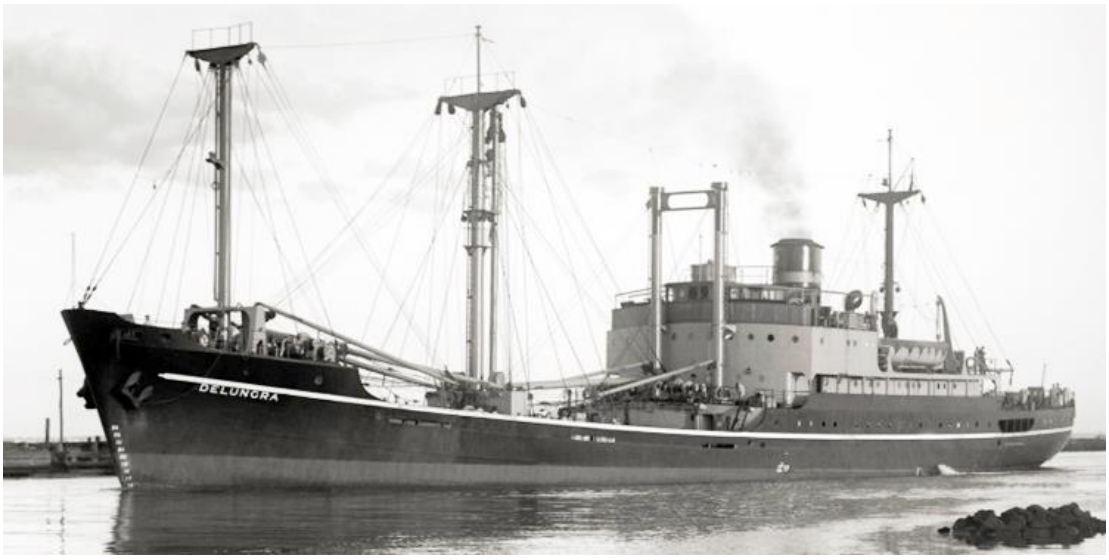
Built by W. Pickersgill & Sons Ltd, Sunderland for N.V. Furness Schpv. & Ag. Mij, Rotterdam as KELBERGEN. 1917 t/f to Furness, Withy & Co. Ltd, London. 1919 t/f to Zuid Hollandsche Schpv Mij. (to ca.1926 N.V. Furness Schpv. & Ag. Mij mgrs), Rotterdam. 1951 sold to Cia Arm. De Sudamerica, Panama r. PROTEUS. 12/53 sold to LSSC (Brutton & Co. mgrs), Hong Kong r. LUCAS TRADER. 1954 WMC mgrs for YTF. 8/54 on charter r. JAGRAKSHAK. 11/54 reverted to LUCAS TRADER. 14/12/58 laid up at Osaka. 1/59 del. to breakers.



LUCAS TRADER as KELBERGEN (Adenanthos at shipspotting.com).

DELUNGRA (1960-61) 2333/47

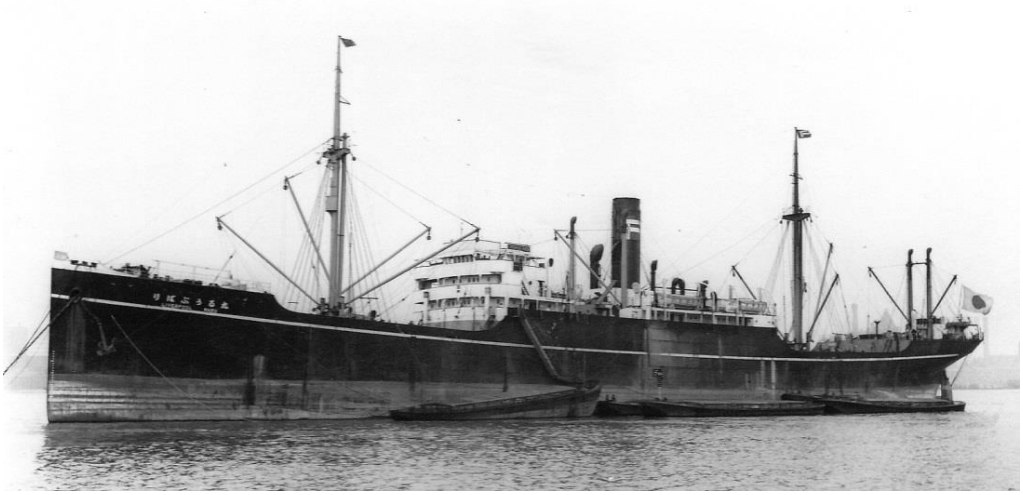
Built by NSW State Dockyard, Newcastle, NSW for the Australian Shg Board as DELUNGRA. 9/56 laid up in Melbourne pending conversion to motorship. 7/57 repositioned to lay-up in Sydney. 11/57 t/f to ANL, Melbourne. 4/60 sold in lay-up to Bruce Stuart (H. & S. Credits P/L), Sydney. 3/5/60 left Sydney for Hong Kong towed by *Jamsons* (860/29). 12/60 sold LSSC, Hong Kong without change of name and converted to oil fuel. 2/61 sold to Cia Nav. Pearl S.A. (Teh Hu S.S. Co. Ltd), Panama r. PING AN. 1965 sold to Ta Peng S.S. Co. Ltd, Taiwan r. TAYU. Sold to Poti Thai Na. Co. Ltd., Thailand r. POTI No.2. 1966 sold to Tung Lee Nav. Co. (HK) Ltd, Panama r. AN TUNG. 1968 sold to The Jin Tong Co. Ltd, South Korea r. BOKLAE. 1982 rep. broken up.



DELUNGRA in Australian Shg Board colours (A.C. Green).

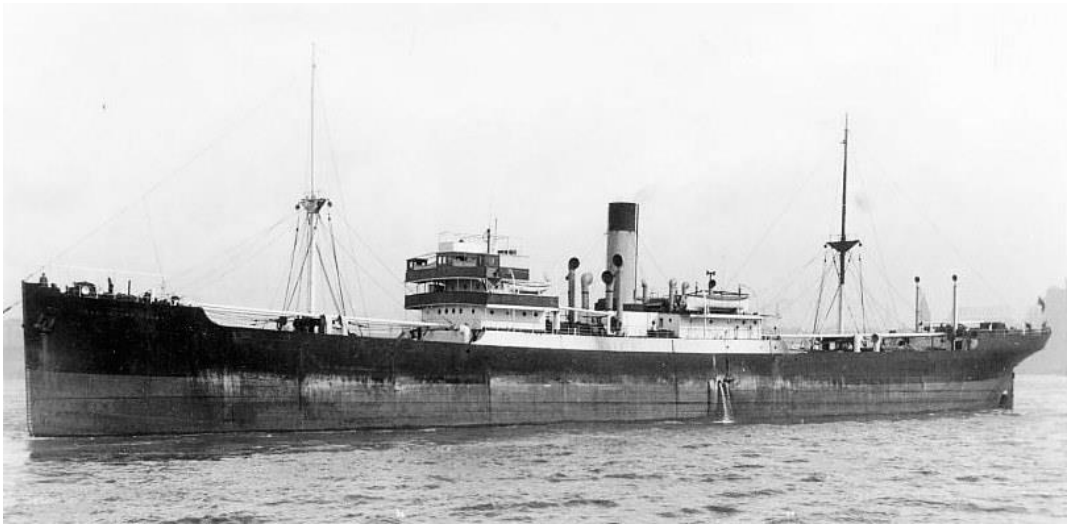
Landsdowne & Co. Ltd (YZF mgr), Hong Kong (1949-52)

LANDSDOWNE (1949-51) 6224/22
Built by J.C. Tecklenborg A.G., Wesermunde for Deutsche D/S G/S 'Hansa', Bremen as WILDENFELS. 25/8/41 scuttled by crew at Bandar Shapur (Iran) during seaborne raid by *HMAS Kanimbla*. Salvaged by British and taken over by MOWT (P. & O. S.N. Co., London mgrs) as EMPIRE RAJA. 8/49 sold to L&Co. r. LANDSDOWNE. 1/51 WMC mgrs. 8/51 del. at Moji to Daiichi Kisen K.K., Kobe r. LIVERPOOL MARU. 9/11/60 arrived at Osaka for breaking up.

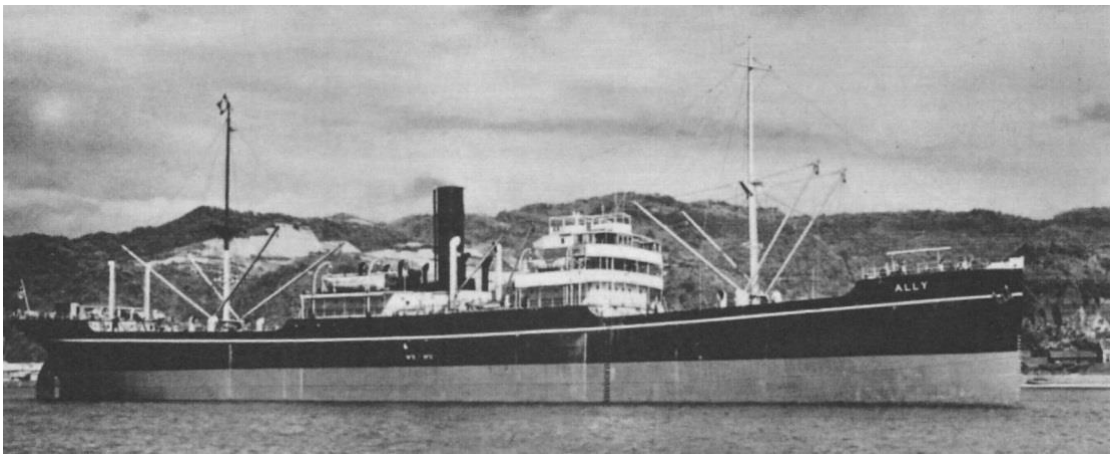


LANSDOWNE as LIVERPOOL MARU (Tom Rayner).

LANDSCAPE (1952-52) 5026/24
Built by Napier & Miller Ltd., Glasgow for United British S.S. Co. Ltd. (Haldin & Co. Ltd. mgrs), London (Yard No.239) as FRAMLINGTON COURT. 1928 mgrs Haldin & Philipps Ltd. 1936 Court Line Ltd. reg. owners. 11/44 sold to Stanhope S.S. Co. Ltd. (J.A. Billmeir & Co. Ltd.), London. 1945 r. STANCOURT. 9/51 sold to L&Co. (W. Wheelock, Marden & Co. Ltd. mgrs), Hong Kong. 1/52 r. LANDSCAPE. 5/52 sold to A. Magsaysay Inc., Manila r. AMI BANKER. 1/9/53-c.6/55 laid up in Hong Kong. 1955 sold to Eddie S.S. Co. Ltd., Taipei r. ALLY. 6/58 broken up at Keelung (reported 10/58).



LANDSCAPE as FRAMLINGTON COURT (clydeships.co.uk).



LANDSCAPE as ALLY (Eddie S.S. Co.).

Also subsequent to YZF's shareholding

KINGFORD (1952-53) 5439/39-9
Built by W. Gray & Co. Ltd., W. Hartlepool for W.H. Cockerline & Co., Hull as ATLANTIC. 1950 sold to Kingsborough Shg Co. Ltd (D.P. Hendry mgr), Glasgow r. KINGSFORD. 6/52 sold under mortgage to L&Co. (Wheelock, Marden & Co. Ltd. mgrs), Hong Kong. 8/53 mortgage discharged, r. LANDSPRIDE. Early 1954 reg. at Hong Kong. 1959 sold to Ilex, Hong Kong r. ILEXIA. 9/61 broken up at Nagasaki.

LANDSPRIDE (1953-59) 5439/39-9 see **KINGFORD** (1952-53)

LANDSPRIDE (seatheships.org.uk).

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