

Trautmann & Co., Shanghai (1/6/63-8/68)
North China Steamer Co., Shanghai (8/68-12/73)

ILLUSTRATED LIST

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By 1859 J.F.H. (Johann Friederick Heinrich) Trautmann was active in Shanghai as an attorney. In January 1862 at Hong Kong he successfully bid on behalf of Harkort & Co. in the purchase of the steamer LONDON, which was used by that firm on the Yangtse. In June 1862 Mr. Trautmann was injured and many killed in a boiler explosion on the American steamer UNION STAR. An advertisement in NCH dated 1 June 1863 advised that the assets of Harkort & Co. were henceforth taken over by Trautmann & Co. represented by J.F.H. Trautmann, Frederick Horsen Block and August Wieters. The hong name adopted by Trautmann & Co. was 惇裕, read as 'Tung-ye', meaning "honest and abundant".

Trautmann & Co. consolidated further by taking over the businesses of J.F.H. Trautmann in London and Robert Carrick Donaldson Moffat in Hankow. Moffatt was admitted as partner along with Franz Borntraeger. The Notice of 1 June 1865 also advised the opening of a branch in Yokohama. That branch was liquidated in 1868 with some assets transferring to the German-connected firm, Textor & Co. (http://meiji-portraits.de/meiji_portraits_1.html), which in 1869-70 also briefly operated TA PANG NYO after service under the Japanese flag. *The Chronicle and Directory for China, Japan and the Philippines for 1869* lists four foreign clerks at Shanghai and two at Tientsin plus J.F.H. Trautmann, merchant at 9 Szechuen Road, Shanghai. As of mid-1870 Trautmann & Co. were also serving as Secretaries for the China and Japan Marine Insurance Company, a Shanghai company whose Court of Directors besides Trautmann were F.A. Groom (Glover, Dow & Co.), R.W. Little (Little & Co.), T. Probst (Wm Pustau & Co.) and J.B. Robertson (Bull, Purdon & Co.).

The ships taken over from Trautmann & Co. in June 1863 were the fast paddle steamer NANZING, the somewhat smaller screw steamer SHUN LEE and probably the little CHINA, about which few details are known.

In March 1863 NANZING had already been placed in service to Chefoo and Tientsin and she continued on that line, while SHUN LEE ran about monthly south to Hong Kong via ports. Two new screw steamers were quickly added, YING TSZE FEI (also YUEN TSE FEI), the characters meaning 'flying swallow', launched at Glasgow late in December 1863, and TA PANG NYO (TA PANG is a mythical 'great bird'), which was launched and delivered a few months later. It seems that the former was intended as a consort for NANZING, the latter as a larger replacement for SHUN LEE, which was sold to Japan in February 1864. The southern line evidently did not prosper and in August 1866 TA PANG NYO was sold to Japan. The long idle CHINA followed soon afterwards.

NCH 22/9/66 reported a case before the Mixed Court of Shanghai between Augustine Heard & Co. and merchant Chu Fah-Mow, the latter having invested in Trautmann & Co. with a term to 1868, implying that Trautmann & Co. had been reconstructed with funds on a five-year term. The pending expiry of that arrangement may explain why in August 1868 Trautmann & Co. floated their shipping business in Shanghai as The North China Steamer Company Ltd (NCSC). The capital was to be Tls 300,000 in 600 shares of Tls 500 each and, based on the net profits of NANZING and YING TSZE FEI in the previous two years, the prospect was held out of a dividend of 34% (NCH, 22/8/68). In the event only 388 shares were issued of which Trautmann & Co. held 140 (36%) and the balance was held roughly one-third by local westerners and one-third by Chinese (Liu, 1962: 192n30). Trautmann & Co. did very well out of it, selling YING TSZE FEI for Tls 75,000 and NANZING for Tls 60,000 and a wharf for Tls 30,000, plus being appointed agents at a commission of 5% on gross receipts.

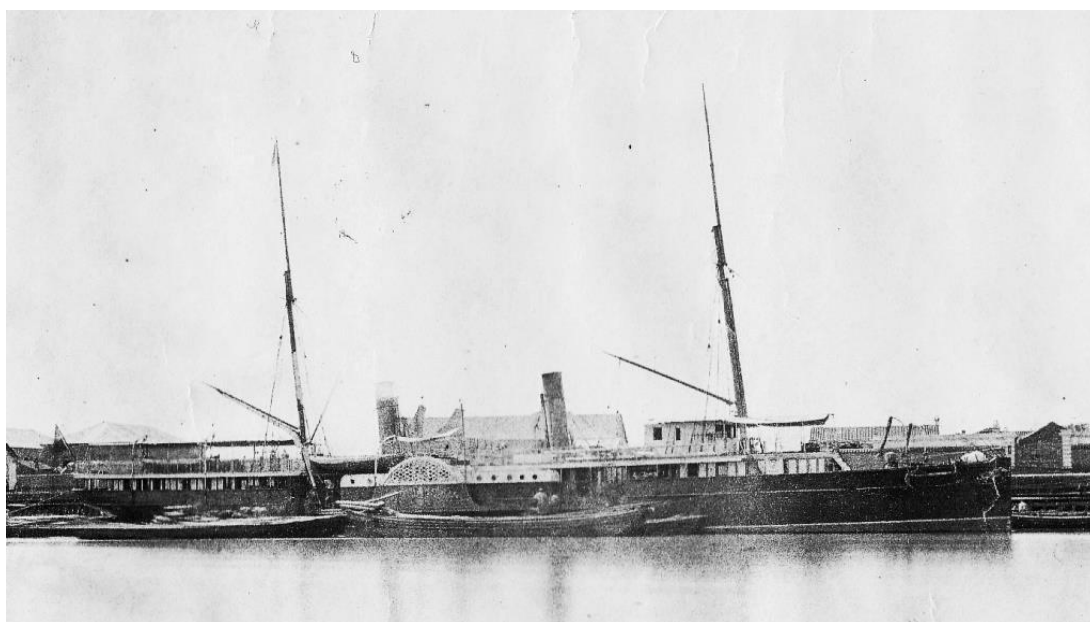
The prospectus turned out to be wildly optimistic. The fast paddle steamer SIN NANZING was ordered from Scotland and was ready for service in March 1870 but the stable arrangement between NCSC and Shanghai S.N. Co. Ltd (SSNC) to share the northern trade did not survive the entry of Jardine Matheson & Co. in the spring of 1870 at the instigation of their Shanghai Manager F.B. Johnson. In July negotiations by Jardine comprador Tong King-sing led to Chinese shareholders in NCSC buying out NANZING and placing her under Jardine management (Liu, 1962: 193m39). By the end of 1870 NCSC, with its two remaining ships, was in serious financial difficulties and Trautmann himself was said to be looking to retire to England. In February 1871 agreement was reached for Jardines to take over the two NCSC ships and its wharves (summarized in Beancaker pp.4-5, with details in Liu pp.135-144).

CHINA (1863-66) 146n steamer 130x24

Launched in U.K in 1862. 1863 trading on China coast for Trautmann & Co. 10/65 laid up at Shanghai. 24/4/66 at Nagasaki sold to Captain B.R. Johnson, placed under U.S. flag. 4/5/66 arrived at Shanghai [NCH = 6/66 still laid up Shanghai for T&Co! Suspect this is another CHINA]. 10/66 [under British flag,] sold to Tosa-han, Tosa r. UTSUSEMI/KEIGAKA. NFI. [Haviland, Milne]

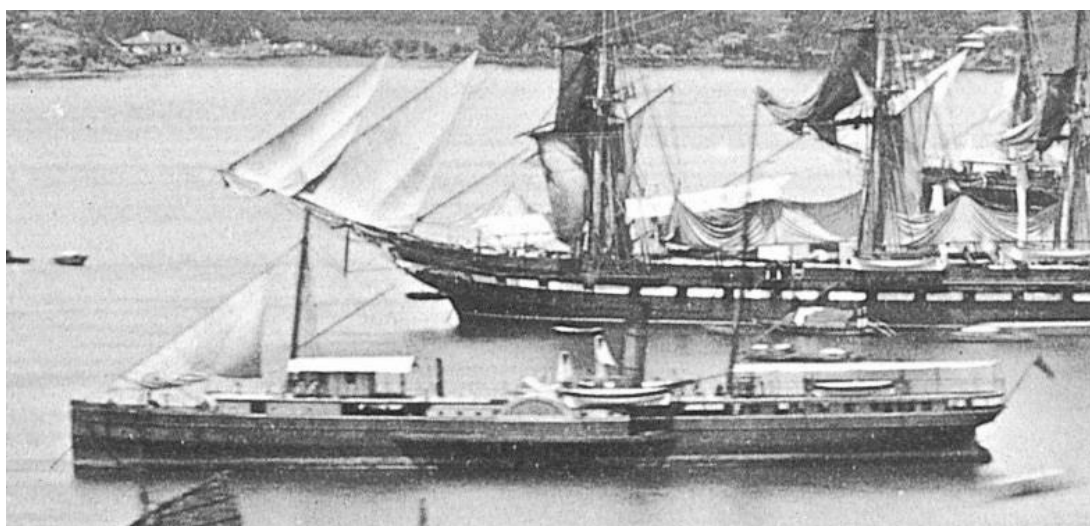
NANZING (1863-70) 621/62 (i.p.s.) C2cy 300nhp 210x27.6

Built by Tod & MacGregor, Glasgow. Launched 17/2/62, 26/4 reg. for Meinhard Ernst Robinow (Robinow & Marjoribanks), Glasgow. 20/9/62 registered for B. Harkort with instructions to sell within 18 months. 6/10/62 arrived at Shanghai, reported chartered to General F.T. Ward. Subsequently used on Yangtse River and to Ningpo. 3/63 transferred to Chefoo and Tientsin service, with occasional voyages to Hong Kong. 6/63 presumably registered for Trautmann & Co. 1865 reported reg. for Robert Carrick, Donaldson Moffat and William Keswick, Shanghai. 8/68 mgt t/f to North China Steamer Co. (Trautmann & Co. mgrs). 7/70 sold to Tong King-sing (compradore JM&Co.) and others and placed under mgt. JM&Co. 1872 reg. for William Keswick, Hong Kong. 1/1/73 t/f to CCSNC. 11/74 sold to Japanese buyers with delivery 1/75 but 2/1/75 damaged in collision at Nagasaki with German warship *Arcona* and sale fell through. 2/75 returned to Shanghai and 4/75 sold to China Merchants S.N. Co. for Ningpo line r. TAHYEW. Early-1880 re-engined and converted to screw r. HING SHING (mid-1880 resumed service). 12/4/83 bow holed below waterline in collision with junk in Peiho River near Tientsin. 25/5/83 rammed and sunk by 3-masted schooner *Catherine Marden* 35 m. S of SE Promontory (7 lives). 8/83 wreck blown up. [HWD, Milne, clydeships.co.uk]



NANZING at Tientsin about 1863

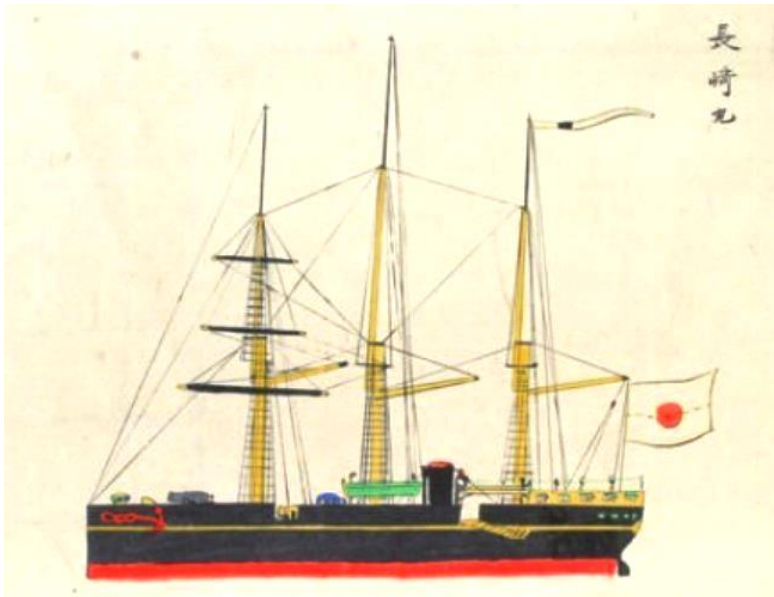
SK*



NANZING at Nagasaki minus a funnel, and (upper) broken mast and torn mainsail, in 11/74 to 2/75
Nagasaki Univ 5301, 5299

SHUN LEE (1863-64) 436/62 (i.s.s.) C2cy single screw 120nhp 187.4x25.5

Built by Blackwood & Gordon, Port Glasgow as SHUN LEE. 12/4/62 launched, 22/5/62 trials, 23/5 reg. for B. Harkort & Co, Glasgow. 8/62 arrived Shanghai, reported chartered to General F.T. Ward. Subsequently traded to Ningpo and on the Yangtse (about once per month to Hankow). 6/63 re-registered for Trautmann & Co. by its agent Meinhard Ernst Robinow and placed on coastal service to Hong Kong. 2/64 British registry closed on sale at Shanghai to Tokugawa Shogunate r. NAGASAKI MARU or NAGASAKI MARU No.2. Became part of Enomoto's rebel fleet, 23/10/68 wrecked in storm off Toboshima Island, all crew reached shore safely, and armaments, equipment and personal belongings were saved. [A similar vessel built for the same owners, KATE 488/62, was wrecked 27/9/62 on voyage Shanghai-Hankow.] [JM&C SHUN LEE extant 1878-79.] [clydeships.co.uk., Milne]



Contemporary drawing of NAGASAKI MARU ex SHUN LEE by Y. Tamaoki

YUEN TSE FEI 燕子飛 (1864-73) 421/64 (i.s.s.) single screw 100hp 181.5x26.1

Built by Blackwood & Gordon, Port Glasgow as YUEN TSE FEI. Launched 25/12/63, first reg. for Robinow & Marjoribanks, Glasgow, presumably on behalf of Trautmann & Co., Shanghai. Placed on Shanghai-Tientsin service. 10/70 chartered to Jardine Matheson & Co. 2/71 mgrs Jardine Matheson & Co., Hong Kong. 12/73 sold to James Whittle, Hong Kong. 28/3/75 wrecked on Dodd Island off Amoy while on charter to Douglas S.S. Co. [clydeships.co.uk]

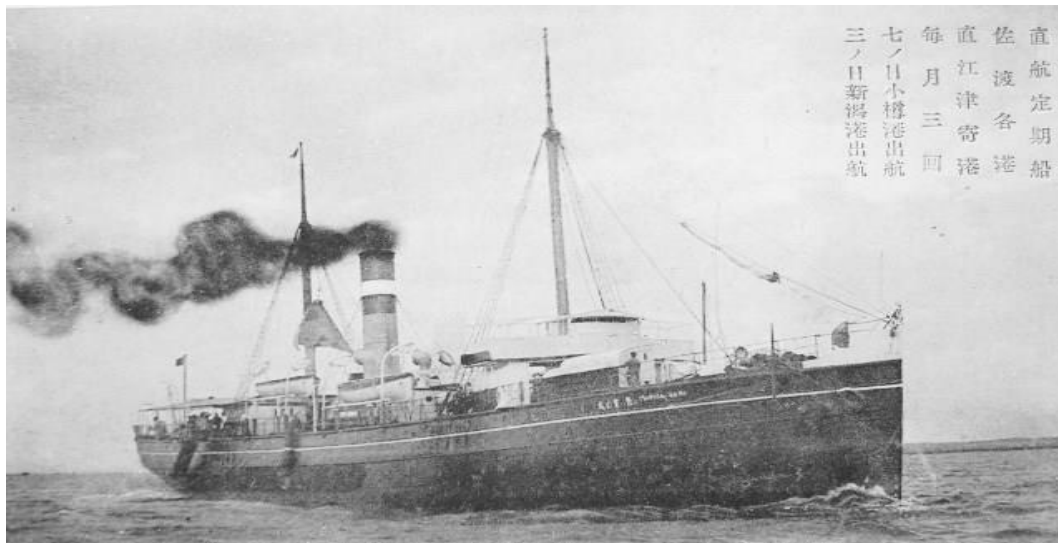
TA PANG NYO (1864-66) 669/64 (i.s.s.) C2cy single screw 109hp 219.2x28.2

Built by Blackwood & Gordon, Port Glasgow as TA PANG NYO for Shanghai/Tientsin service with accommodation for '200 Chinese passengers'. 26/5/64 reg. for agent Meinhard Ernst Robinow (Robinow & Marjoribanks), then Trautmann & Co., Glasgow. Ca 2/6/64 sailed Swansea via Mauritius for Shanghai, where re-registered. 11/65 voyages Shanghai-Hong Kong. 8/66 sold to Tokugawa Shogunate (13/12/67 reg. closed) r. OHTORI MARU. 11/66 r. KISHO MARU. 4/68 sold to Shizuoka-han. By 4/69 sold to Textor & Co. (Ger. flag) r. TA PANG NYO for service China-Japan. 10/69 in service HK-Southeast Asia. 9/70 sold to Thomas Walsh et al (Walsh, Hall & Co. mgrs) (US flag) for HK-Amoy-Manila line r. LUZON. 10/74 voyage China-Japan for Pacific Mail S.S. Co. 1874 sold to Japanese Gov't for Taiwan expedition r. TSURUGA MARU. 9/75 sold to Yubin Kisen Mitsubishi Kaisha, Tokyo. 7/85 transported H.M. the Emperor from Okayama to Tokyo. 10/85 t/f to NYK. 11/01 sold to Yamamoto Sayemon, Hakodate, Aomori-Hakodate service. 1915 sold to Hokuyo Kisen K.K. Nanao for Nanao-Tsuruga-Otaru service. 1918 owners became Hokuyo Shosen K.K. 1927 sold to Miki Yuzo, Dairen. 192? sold to Hokusen Tanko K.K. (Korea). 12/31 sold to Chai Hua Ting (Hai Lien Co.), Weihaiwei r. YUNG WEI. 1936? sold to Hsin Tung Hong, Weihaiwei, but NFI. 1959 RLR. [Milne, Haviland, Nagasawa, HWD, SK, clydeships.co.uk] [TA PANG= 大鵬 = TAIHO or OHTORI]



TSURUGA MARU

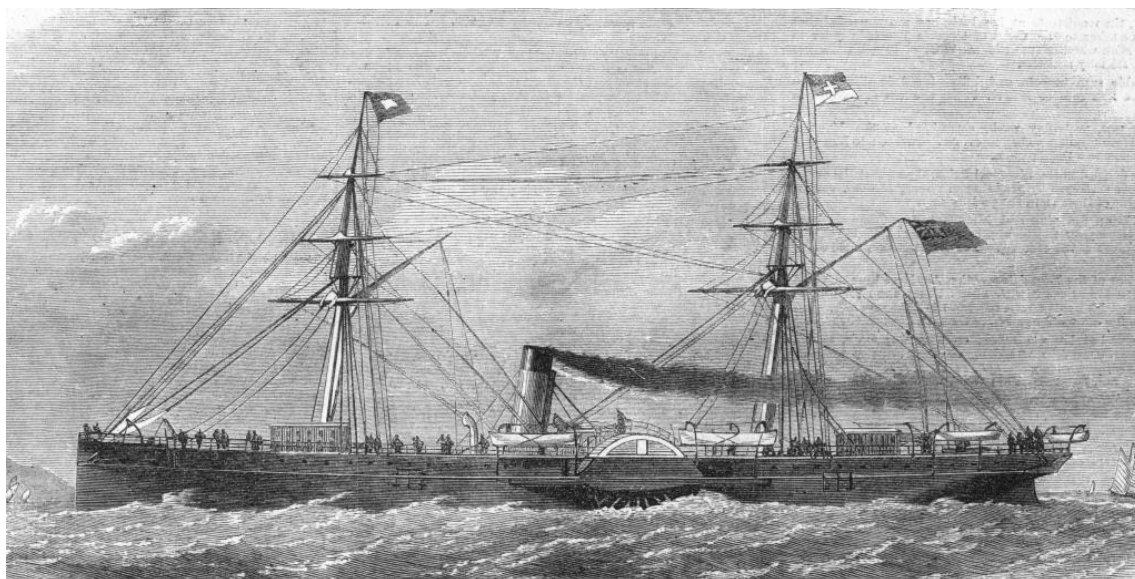
1916 J. Steamships Register



Postcard bearing the Japanese caption "The Otaru-Niigata regular ship TSURUGA MARU calling at ports in Sado and at Naoetsu. 3 voyages per month sailing Otaru on the '7' days and Niigata on the '3' days." SK colln

SIN NANZING (1869-73) 1142/69 (i.p.s.) C2cyx2 250nhp 225.4x32.5

Built by Randolph, Elder & Co., Govan for North China service as SIN NANZING. 10/69 trials, reg. for Meinhard Ernst Robinow, Glasgow. 11/11 sailed Greenock. 3/70 reg. for North China Steamer Co. (mgrs. Trautmann & Co., London), Hong Kong. 2/71 mgrs Jardine Matheson & Co., Hong Kong. 1873 sold to James Whittle, Hong Kong. 1874 sold to _____, Kanagawa r. _____. 1881 sold to William Paterson (Jardine Matheson & Co., mgrs), (Br. Flag) Shanghai, 1882 converted to screw steamer and re-engined (1230grt 223.0x32.2, 160nhp 1-screw) r. NANZING. 20/3/91 stranded in fog on Ye Chan Island, Lema (Lamma?) Islands, Hong Kong on voyage Manila-Hong Kong with general cargo and 150 passengers/crew. [JM&C SIN NANZING extant 1875-91][clydeships.co.uk]



SIN NANZING showing extensive rigging for the delivery voyage. A second funnel was presumably fitted after arrival in China. *Illustrated London News* 29/1/70



Painting in Hong Kong Maritime Museum by Yeuqua with an inventory date of 1873, thought to be a spirited representation of North China Steamer Co's SIN NANZING which had recently come under Jardine management.
