SHANGHAI MARITIME BUREAU CARGO SHIPS

Illustrated Fleet List

Shanghai-based:
和平 Hoping (Ho Ping) 'Peace' Series (1951-67)
战斗 Zhandou (Zhan Dou) 'Combat' Series (1967-85)
和平 Heping (He Ping) 'Peace' Series (1985+)

Chekiang/Zhejiang-based:
前哨 Qian Shao 'Outport' Series (1956-60)
浙海 Zhe Hai 'Zhejiang Sea' Series (1960+, excluding post-1979, passenger ships)

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With thanks to Bill Schell for many of these identifications
and others as acknowledged in the photo credits

May be cited with acknowledgement to the authors at www.oldchinaships.com

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SEE THE TWO SEPARATE LISTS FOR SMB PASSENGER SHIPS

Introduction

Until 1949 Shanghai was the pre-eminent centre of Chinese-flag shipowning. It was the headquarters of the leading shipowners' association and also of the state-owned China Merchants Steam Navigation Company. By May 1949 as the People's Liberation Army encircled Shanghai, most units of the shipping fleets as well as their owners had sought refuge in either Hong Kong or Taiwan leaving behind reportedly only 23 ships of 34,000 tons (economy.guoxue.com). It therefore became a huge challenge to reassemble by April 1950 a state-owned China *People's* Steam Navigation Company (CPSNC) coastal fleet from remaining, damaged and sunken vessels, or from private owners or crews who could be enticed or coerced to bringing back their ships. These were supplemented by a few disguised flag-of-convenience purchases by the People's Republic, which, if used on domestic services, were as a rule placed under the PRC flag.

Shanghai Maritime Bureau and 'Hoping' series

From the outset, Shanghai became the main focus of these efforts, and also in re-establishing services with North China. In March 1951, during a second national shipping conference held in Beijing, the Ministry of Communications announced the division of the centralized CPSNC into three regional operations, namely Beiyang [North China] District, East China (Shanghai and Yangtse) and South China (Guangzhou) Maritime Administrations. In May 1953 the East China and Beiyang administrations were combined into a Shanghai Maritime Bureau (SMB), which thereby became the largest and most important of these structures. The South China Maritime Administration was also upgraded to a Bureau. Its continued separation acknowledged the reality that South China was cut off by sea from Shanghai and the North by the U.S.-backed Nationalist blockade enforced from Taiwan. While the blockade has long since been lifted, the Guangzhou Maritime Bureau has retained its independence.

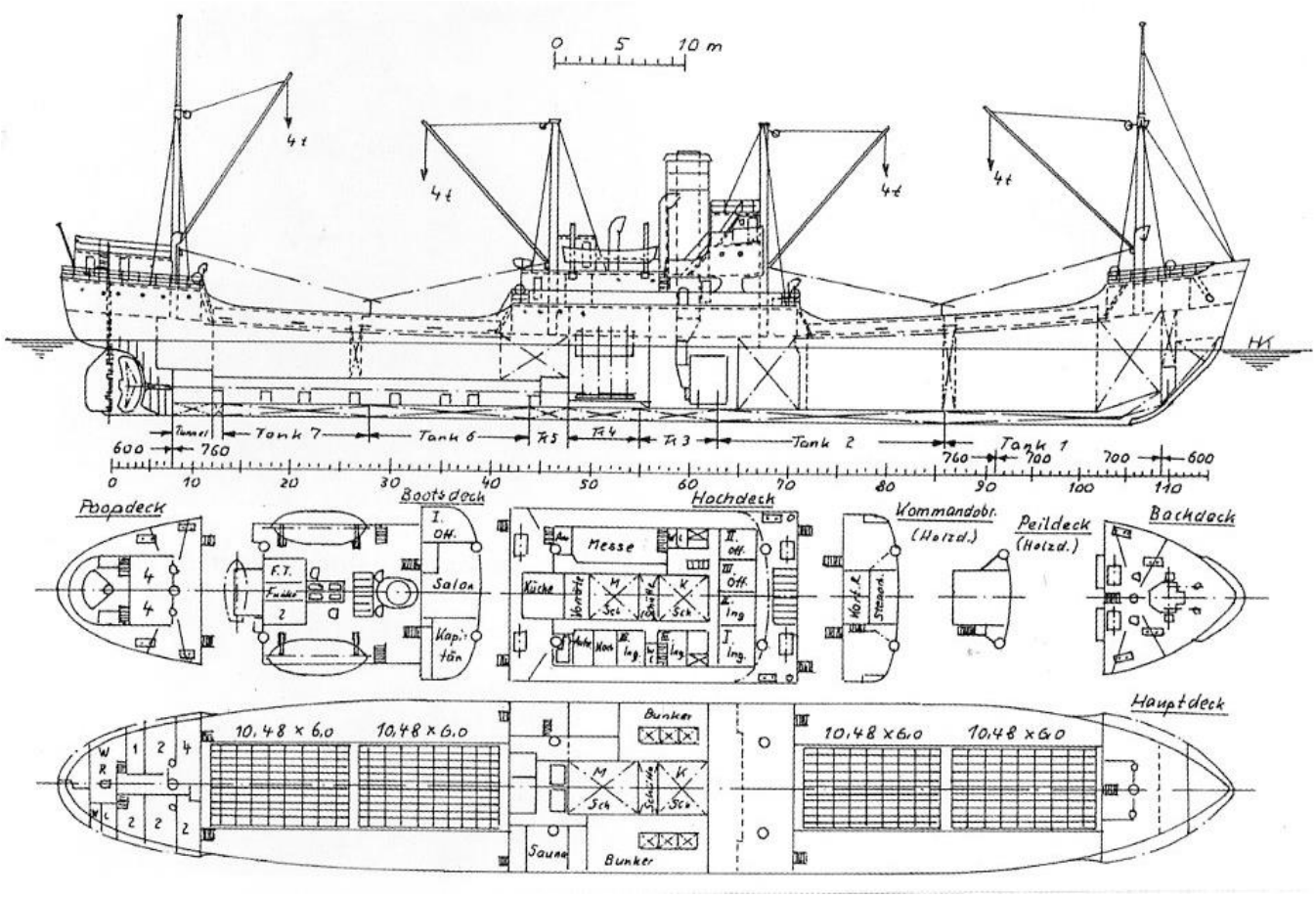
The Shanghai Bureau's efforts intensified from 1952 when the Central Government began to implement socialism by expunging remnant foreign ownership and also private Chinese ownership such as Hoong On S.N. Co. and Chung Hsing Steamship Co. (q.v.) which went through shortlived transitions as public-private ventures. Cancellation by Panama of Chinese flag-of-convenience registry in August 1952 led to twelve such ships, which had been acquired in the preceding three years, being brought under the Chinese flag. As the Shanghai Bureau gradually took over vessels, they were renamed, from about 1954, in a numerical 'Hoping' (Pingyin: Hépíng) ('Peace' - 和平) series, which early in the Cultural Revolution were all renamed in the 'Zhandou' ('Combat' - 战斗) series. South China Bureau vessels similarly took on numerical 'Nan Hai' ('South Sea' - 南海) and (from 1967) 'Hong Qi' ('Red Flag' - 赤旗) nomenclatures.

Ship Types

The initial 'Hoping' fleet, with ships numbered in descending order of size, combined the former Panamanian flag vessels with the few ships remaining in Chinese waters of such owners as China Merchants (mainly small warbuilts which had been obtained from the United States), Dah Loh, Chung Hsing and W.H. Eddie Hsu. The former Panamanian vessels and the *Hoping 1*, built at Bremen in 1921 as the *Liebenfels,* were perhaps rather large for coastal service in the early years. Under the new regime, the ships were generally well looked after and number of them were eventually given visible structural refits in Shanghai yards. Each vessel was now required to carry an additional officer to look after the political health of the ship, and there were probably other standing requirements for extra personnel. Typical alterations involved fitting new masts, cargo gear and funnels, and enclosing the superstructure, usually with plating which gave a more modern impression and provided the extra accommodation space. Remarkably, the carefully maintained ex-*Liebenfels*, a former warbuilt 'Liberty' ship and even some World War I veterans were still sailing in 1982 as 'Zhandou's.

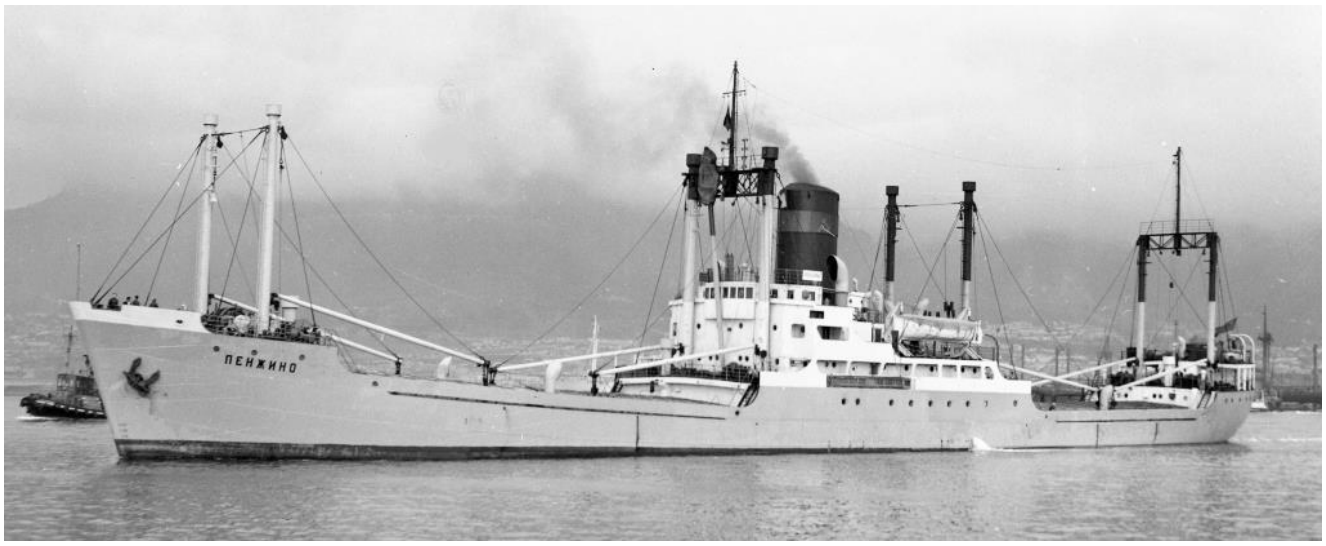
After 1955, beginning with *Hoping 18*, came 6 Finnish-built 3200-dwt 'Khasan' class colliers that had been ordered as reparations for the USSR, then 7 Polish-built 5000-dwt, 'B-31'-type colliers from the Gdansk (formerly Danzig) yard and 4 smaller 'B-32'-type from the Szczecin (formerly Stettin) yard, then in 1958 two 5500-dwt 'Kolomna'-type from the Neptun yard in Rostok, East Germany. Two further 'Kolomna'-type and one more B-32 for the Guangzhou Bureau were listed briefly with 'Hoping' names

under Shanghai Bureau ownership. In 1956 two 1200 gt 'Tissa/Telnovsk' class cargo ships, *Hoping 25* and *Hoping 26* were reported ordered from the Gheorghiu Dej yard in Budapest, but they were completed for Soviet ownership and two more such vessels were substituted [W. Schell]. These became the *Qian Shao 2* and *Qian Shao 3* and appear as such in our list; we do not know if they ever bore 'Hoping' names.



'Khasan' class (*'Black Sisters from Turku'*).

The 'Khasan' class were each initially registered under the Finnish flag with female names beginning in "R" for their delivery voyage. The Polish-built 'B-31' colliers were each registered under the Soviet flag for the delivery voyage, with the names *Chaplygin, Chausy, Chekalin, Ekimchan, Imar, Penzhino* and *Tigil*. On arrival in China each was renamed with a 'Hoping' name. The 'B-31's became 'Hopings' followed by the numerals 23, 24, 32, 36, 37, 38 and 39, but the exact pairings of the Russian and 'Hoping' names are not available [W. Schell].



The Soviet *Penzhino* on her way out to China, where she became a 'Hoping', but which 'Hoping' is unclear. Photo taken in April 1957 at Cape Town (R. M. Scott/W. Schell).

The largest newly-built ships for this fleet were eight 7,000 dwt China coaster-type vessels built in China 1958-64, although reported information has been sparse and sometimes conflicting. Each showed variation in appearance, and photographs of all are presented below. The details presented involve best guesses, sometimes heavily based on the photographs, and may contain errors. Sourcing engines for these ships presented difficulties. At least the first six were powered by steam engines, the first two by Hudong-built 5 cylinder engines of the uniflow type, but these were not repeated in the later ships. At least another two were powered by Canadian-sourced steam engines, possibly taken from scrapped warbuilts. The last pair, *Jian She* and *Tuan Jie* seem to have been delivered directly to China Ocean Shipping Company (COSCO) for international service and are not known to have actually borne 'Hoping' names, but for completeness, their details are appended after the 'Heping' section:
Hoping 25 (Dalian 1959), later *Heping*, then *Hong Qi 163*
Hoping 28 (Jiangnan 1958), later *Zhandou 28*, then *Heping 28*
Hoping 58 (Jiangnan 1959), later *You Yi*, then *Zhandou 58*
Hoping 71 (Dalian 1961), later *Liao Yuan*, then *Zhandou 71*, then *Hong Qi 164*, then *Zhandou 25*
Hoping 72 (Jiangnan 1960), later *Zhandou 72*, then *Heping 72*
Hoping 77 (Dalian c.1962), later *Xian Feng*, later *Zhandou 77*, then *Heping 77*
Jian She (Jiangnan 1964)
Tuan Jie (Dalian 1964).

Also built in China (in 1959-60) were around twelve 3,500 dwt size 'Khasan' Class derivatives, mainly steamships:
Hoping 49 (Shanghai Shipyard 1959), later *Zhandou 49*
Hoping 56 no details available
Hoping 57 (Dalian 1959) no details available
Hoping 59 (Hudong 1959), later *Zhandou 59*, then *Xin Hua 59* then *Lu Hai 1* (motorship)
Hoping 60 (Hudong 1959), later *Zhandou 60* (motorship)
Hoping 62 (Hudong 1959), later *Zhandou 62*

Hoping 63 (Hudong 1960), later *Zhandou 63*
Hoping 64 (Hudong 1960), later *Zhandou 64*, then *Heping 64*
Hoping 65 (Hudong 1959), later *Zhandou 65*, then *Heping 65*
Hoping 66 (Hudong 1960), later *Zhandou 66*
Hoping 67 (Hudong 1960), later *Zhandou 67*
Unidentified *Hoping 68*, perhaps the vessel that became *Zhe Hai 1* (Zhonghua 1960), later *Zhe Hai 91*
Unidentified *Hoping 69*, perhaps the vessel that became *Zhe Hai 2* (Zhonghua 1960), later *Zhe Hai 92.*

Simultaneously China returned to the international secondhand market. Groundwork had been laid in 1957 by registration in Hong Kong of several flag-of-convenience entities: Ocean Tramping Co. Ltd (27 May), Peninsular Shipping Co. Ltd (14 June) and Hemisphere Shipping Co. Ltd (28 September). In 1958, when, following the end of the Suez boom, when prices had fallen to low levels, the PRC became the world's leading buyer, especially for the cheaply available 10,000-dwt warbuilt freighters. Some ships intended for worldwide trading were placed under these flag-of-convenience entities – from April 1960 also including Yick Fung Shipping & Enterprises Co. Ltd – while others were promptly transferred to the Chinese flag, for the most part in either the 'Hoping' or the Guangzhou-based 'Nan Hai' series.

Soviet Bloc newbuilding *Hoping 37* (here as *Zhandou 37*) alongside
Zhandou 3 bis, a 1971 purchase from a British company (Markus Berger).

During the Cultural Revolution, the "Revolutionary" stance of building ships in China and the "Capitalist Roader" stance of buying cheap secondhand ships from abroad became an issue of serious political debate. It was the focus of a clash between Madame Mao and Deng Xiao-ping at a Politburo meeting in October 1973, Jiang Qing criticizing purchases as manifesting a "slavish comprador philosophy," and pointing to the *Feng Qing*, a new 10,000 ton cargo ship designed and built in China, as a symbol of Mao's policy of self-reliance and national independence. There were many such factional clashes, reflected sometimes in slogans painted on the ships, in addition to the routine ones praising Chairman Mao. Purchases from abroad continued to remain important, especially in the ensuing Deng era.
[http://bannedthought.net/USA/MassProletariat/FriendsDocs/TheLateCulturalRevolution-161213.pdf]

International Trading

In terms of international voyaging, the flag of convenience vessels continued to play an important role, but on 27 April 1961, China Ocean Shipping Company (COSCO) was founded as the PRC's premier international ocean shipping company. In the early years 'Hoping' and 'Zhandou' vessels were sometimes chartered to COSCO for overseas voyages, and their funnels were normally repainted in buff, with the red and yellow insignia of COSCO, and transliteration of their names written in Roman lettering. In later years ships passing to COSCO were renamed, and if they returned to the SMB the reverse applied - they were repainted in black and given 'Zhandou' names.

The COSCO head office was located in Beijing but at the beginning Guangzhou was the principal operational branch, Shanghai being established on 1 April, 1964. In its first year COSCO acquired the motor passenger liners *Guang Hua* (14,216/30) and *Xin Hua* (2335/42 ex *Sigurd Jarl*), as well as coasters *Hoping* ('Peace', 5024/57 ex *Hoping 25*) and *You Yi* ('Friendship', 4882/59, *ex Hoping 58*), and then proceeded to build up its own fleet. Shanghai-based 'Hoping' vessels were almost entirely coal-fired and therefore less suitable for this purpose but in June 1964 the new Chinese-built motorship *Hoping 60* took an inaugural sailing to Nampo, North Korea and *Liao Yuan*, a steamer, commenced regular sailings to Japanese ports.

In 1962 the COSCO passenger steamer *Zhong Hua* (built as a 'Liberty' and under conversion in 1960 – see *Hoping 54* bis) was exchanged for the SMB steamer *Hoping 54* in an arrangement whereby both ships were temporarily transferred to Polish Ocean Lines and reflagged in order to pass safely through the Taiwan Straits. Another two-way transfer may have occurred in 1961 when a modern Polish vessel was added to the SMB fleet for a short period as *Hoping 50*, and the *Hoping 25* and *Hoping 58* were moved south to the COSCO fleet.

Ship Names

Regarding ship names, in both the Shanghai 'Hoping' and Guangzhou 'Nan Hai' fleets, the allocation of numbers seems to have been somewhat haphazard. There was an underlying chronological sequence that intersected initially with size, then with block allocations for Eastern-bloc and domestic newbuilds. A complication is that numbers of old vessels no longer in service were sometimes re-assigned to newer secondhand ones. Where this is known to have occurred, the newer vessel is informally indicated in our list by 'bis' but it is possible that a few original vessels have been missed. With one or two exceptions, these international secondhand 'Hoping's were each of around 10,000 dwt. Some smaller vessels, such as all the N3 'Hoping's, were then transferred to the shortsea 'Zhe Hai' fleet.

In November 1966 at the start of The Great Proletarian Cultural Revolution, the Central Government began to issue determinations that Chinese merchant ships should be renamed with revolutionary names, and the surviving 'Hoping' ('Peace') ships were renamed in the 'Zhàndòu' ('Combat') series. In most cases the numbers seems to have remained unchanged but a renewed round of secondhand purchases in the 1970s repeated old numbers, while there also seems to have been a few swapovers. The fleet did not grow greatly in overall size.

Deng Xiao-ping's accession to power in 1978 quickly resulted in major changes to China's shipping arrangements, as the bans on private shipowning and the raising of capital for commercial purposes were lifted, and this marked the beginning of the end of the 'Zhandou's. In 1985 a review led to many 'Zhandou' ships being transferred to other ownerships and the remaining vessels reverted to 'Heping' names, using the new Pingyin romanisation. The 'Heping' fleet was gradually run down and no longer exists as such.

Addition of 'Qian Shao' Series

In 1956 the 'Hoping's were supplemented by perhaps four small vessels based in Zhejiang (Chekiang) Province with 'Qian Shao' names. The translation of this compound is 'Outpost' or in a maritime context, 'Outport'. From the evidence, the system whereby all the ships were managed from Shanghai had soon shown shortcomings, particularly in the need for ports such as Ningbo and Wenzhou in Zhejiang to be able to manage ships in a timely way to respond to local needs as they arose. Zhejiang is a major producer of rice, wheat, jute, cotton and fishery products, but imports coal. Because of its geographic circumstances the province had a rich maritime history, producing some of the best of China's steamship owners such as Yu Ya-ching, C.Y. Tung, W.H. Eddie Hsu, and Y.K. Pao, and the imposed central monopoly controlled by Shanghai must have been irksome. What resulted seemed to be a partial concession as the 'Qian Shao' name shows – the office in Ningbo became an "outport" of the Shanghai apparatus, presumably staffed by Shanghai Bureau personnel, but at least some ships were now physically based in and controlled from Zhejiang.

Qian Shao 1 remains unidentified, but *Qian Shao 2* and *Qian Shao 3*, mentioned above, were of the 'Tissa/Telnovsk' class of 1200 gt cargo ships being built in Budapest by Gheorghiu Dej, under Comintern arrangements. The smaller *Qian Shao 4* was a Japanese warbuilt.

Change to 'Zhe Hai'

The four 'Qian Shao's were supplemented in 1960 by two 2400gt vessels newly built at the Zhonghua Shipyard in Shanghai. In place of the very plain 'Qian Shao' names, they were given 'Zhe Hai' names – 'Hai' traditionally being used by China Merchants to indicate seagoing cargo ships - signifying a sphere of operations extending beyond Zhejiang Province. A number of small intra-province passenger ships were given 'Zhejiang' names. Zhejiang's favoured 'Zhe Hai' naming system withstood the turmoil of the Cultural Revolution, and it was applied to the 'Qian Shao's and eventually to a large number of bulk carriers acquired by the newly formed Zhejiang Shipping Company and others post-1978. 'Zhe Hai'-named ships now form a significant element of PRC shipping, but these post-state owned enterprise vessels are not listed here.

The 'Zhe Hai' naming system usually involves the ship having a three digit number, the first of which indicates a broad category, the full import of which is not currently known to us. The numbers 1, 3, 5 and 7 are applied to cargo ships, and the numbers 4, 6 and 8 are for passenger ship types. A notable one of a kind vessel was the *Zhe Hai 303*, built as the British collier *Belltoy* in 1918 and seen still active in bringing a coal (?) cargo into Shanghai in July 1982. This ship is known to have been operated by the Chung Hsing Public-Private Partnership in 1952-54, and may have enhanced its longevity by sailing for

many years in the salt-free Yangtse water encountered on the Pukow-Shanghai run which, from the early 20th century, was a preferred route for delivering Chung Hsing coal.

Notes on Research

It has taken patient, forensic detective work over several decades to assemble this still imperfect document. The 'Hoping'/'Zhandou' ships were very poorly recorded in Lloyd's Register, often omitted, listed under PRC by their former names, or, when listed, by spelling out the 'Hoping' number, and then sometimes in error. Talbot Booth, based on the direct observations of crew members of ships visiting China, was more usually more reliable, but with only very little detail. In June 1991 more detailed lists of PRC ships, evidently drawing upon Chinese sources, were published in Tokyo by Akishige Akaiwa, but even these have shortcomings. Chinese internet sites, particularly the former site operated by 'Ville de Tanya', have provided some more information about particular ships. We thank Risto Brzoza for drawing our attention to the article '*Black Sisters from Turku*' by Rami Wirrankosi published in the Finnish *LAIVA* magazine in February 2020. This provides valuable photographs and information regarding the 'Khasan' class.

We first recorded details, including of the short-lived China People's fleet as recorded in Lloyd's Register, in Dick & Kentwell, *Sold East: Traders, Tramps and tugs of Chinese Waters* (1991). Since then we have been able gradually to compile and illustrate a 'Hoping'/'Zhandou'/'Heping' list. In doing so, we have been greatly assisted by Bill Schell and Charles Dragonette and by China coast photographers such as Chris Mackey, Markus Berger, Donald Anderson, Karsten Petersen, George Wilson, Leroy Demery Jr and Harrison Forman. Acknowledgements are included with each photograph. Such photographs, often taken surreptitiously in Shanghai and elsewhere on the China Coast, have sometimes been the only evidence, but identification has been a challenge, especially for standard war-built tonnage.

The lists still have gaps and no doubt some errors. In the early 1970s several old 10,000 dwt vessels were registered with names in the 'Zhandou 90' series, evidently to undertake coal shipments, but soon disappeared and apart from a couple of photographs, details are missing. As well, some of the original allocations may have become vacant and filled by other ships such as Jardine Matheson's *Tak Sang*, for which the new Chinese name is not known. We would welcome advice, updates and additional photos, identified or otherwise.

HOPING and ZHANDOU are each words consisting of two characters. In both cases the characters are in the form of a compound, constituting a single word, and we reflect this in the one-word romanisation, as does Lloyd's Register, not 'HO PING', 'ZHAN DOU' or 'HE PING' as appearing in many other non-Chinese sources.

In 1958 the Wade-Giles romanisation of HOPING was officially replaced by the Pingyin romanisation of HEPING. To avoid cluttering the lists, here we simply show names as HOPING until the batch of 1985 HEPING renamings.

The HOPING/ZHANDOU/HEPING series are listed numerically. Where a number is known to have been re-used, the second ship is identified by the word 'bis'.

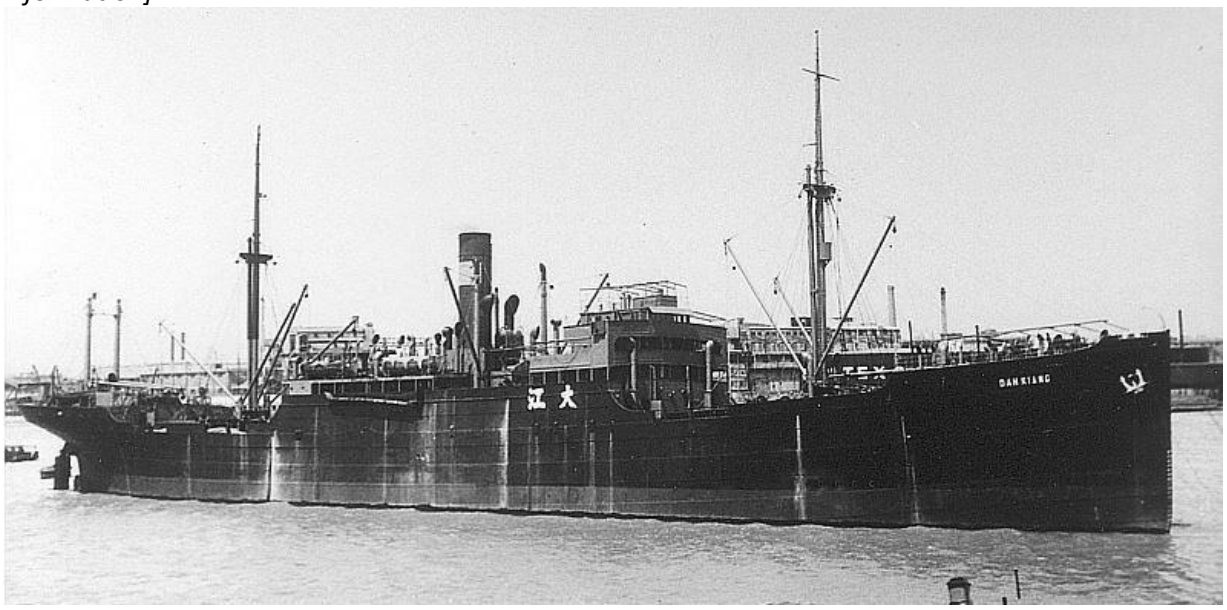
Chinese numbers are romanised (as per LR) as 1 **I**, 2 **ER**, 3 **SAN**, 4 **SSU**, 5 **WU**, 6 **LIU**, 7 **CHI**, 8 **PA**, 9 **CHIU**, 10 **SHI**, *then* 11-19 *as* SHI (X), 20 *as* ERR SHI *and* 20+ *as* ERR SHI I, *etc. Early 'Hoping' ships bore the number in Chinese characters (read L to R) but by the 'Zhandou' era numerals only were used.*

和平 HOPING 'Peace' LIST (names used until the end of 1966)

Unidentified or perhaps unallocated HOPING numbers are 56, 68, 69, 74, 78 and 80 onwards. It also may be deduced that numbers 27, 29, 30, and 34 were first allocated to other ships around 1956, but we have no details.

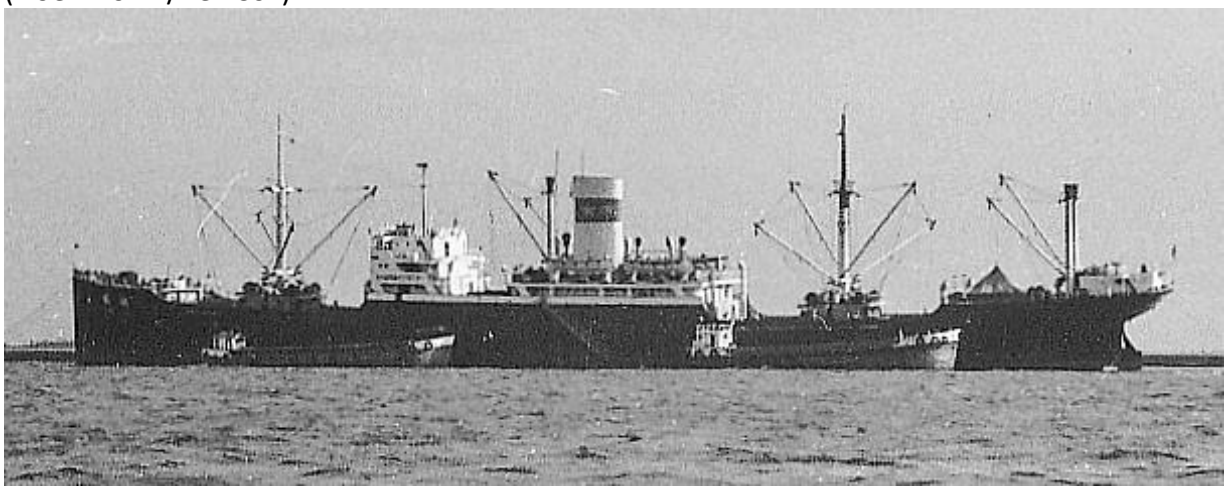
HEPING (no number)/ **HOPING** (no number) see HOPING 25 bis

HOPING 1 (6175-9100 dwt/21 A.G. Weser, Bremen #278) s.t.
Built for Deutsche Dampfs. Ges. "Hansa", Bremen as LIEBENFELS. 1941 scuttled at Massawa, Italian Eritrea, raised by RN, 1942 taken over by MOWT r. EMPIRE NILE. 1947 sold to Oceanic Nav. Co., Calcutta r. ALIPUR. 1948 sold to Dah Loh Nav. Co. Ltd., Shanghai r. DAH KIANG. 1951 sold to Great China S.S. & Industrial Co., Panama, r. EL GRANDE but same year t/f to PRC Government, r. HOPING 1. By 6/65 rebuilt with new masts and modified superstructure, r. SHENG LI for COSCO service and still as such 2/72. By 1979 r. ZHANDOU 75 with previous name SHENG LI clearly overpainted [Markus Berger]. Still in service 7/82, NFI.
[Note: LR 1986 erroneously(?) lists ZHANDOU 75 as 6724/21 ex HWAH SUNG, NAVIDAD '52, HWAH SUNG '50 , CHITPUR '48 EMPIRE TUGELA '47, WARTENFELS '42 after 1960 removed from LR owing to lack of current information]



As HOPING 1 for nearly 15 years, the ship's appearance was probably much the same as when owned by Dah Loh Nav. as DAH KIANG in the late 1940s (ddghansa-shipsphotos.de/liebenfels200.htm).

SHENG LI in COSCO colours at Yokohama in 1966 with new masts and modernised superstructure (Noel Brown/Rex Cox).



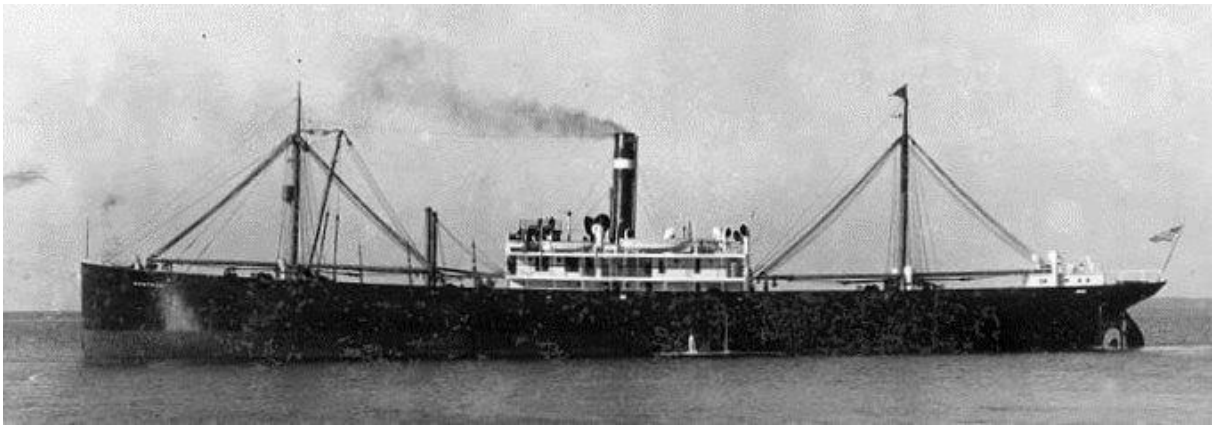
SHENG LI at Kobe in 1970 or 1971, now with a Cultural Revolution slogan painted on the forward superstructure, but removed by early 1972 (Philip Kentwell*).

HOPING 2 (4764/12 A.G. Weser, Bremen)
Built for Hamburg Bremer Afrika Linie A.G., Bremen as GUNDOMAR. 1919 taken over by The Shipping controller (Lamport & Holt Ltd, Liverpool, mgrs.). 1921 sold to King Line Ltd, London r. KING DAVID. 12/38 sold to O.E. Bertin, Shanghai (Fr flag) r. HORTENSIA BERTIN. 1941 t/f to Wallem & Co. Ltd (ben. owner Cargueros Panamenos S.A., O.E. Bertin), Hong Kong (Pan. flag) r. NICARAGUA. 1946 sold to Shanghai Devt Co. Ltd, Shanghai r. GREATER SHANGHAI. 12/49 sold to Wallem & Co. Ltd (ben. owner Trinity Devt Co. for PRC), Hong Kong (Pan. flag) r. MIRAMAR. 4/51 sold to Far Eastern & Panama Transport Corp. (Wheelock, Marden & Co. Ltd, Hong Kong mgrs), Panama. 1952 reported trading between Shanghai and N. China ports. 8/52 Panama registry cancelled, t/f to Chinese flag r. TA SHANGHAI. Later r. HOPING 2. 1967 r. ZHANDOU 2. 1973 still existing. NFI.

HOPING 2 in 1959 (Dr George Wilson).

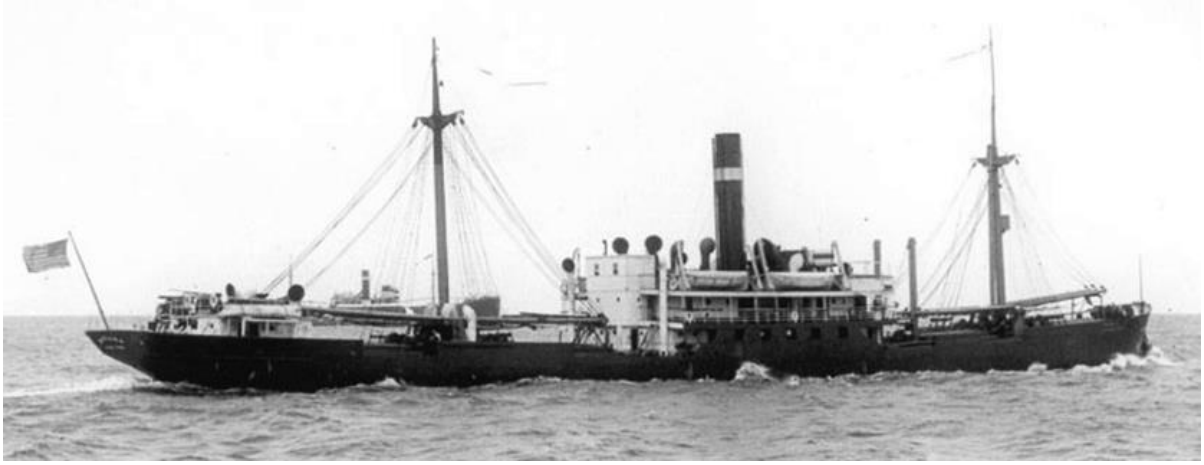
ZHANDOU 2 at Shanghai in 1973, evidently undergoing refit (Harrison Forman, UWM Libraries).

HOPING 3 (3063/11 Newport News S.B. & D.D. Co., Newport News)
Built for New York & Porto Rico S.S. Co., New York as MONTOSO. 1918-19 commissioned in USN. 1935 t/f to Agwilines Inc. 1946 sold to CHSSC r. CHEE HSING. 9/50 sold to nominee owners Far Eastern & Panama Transport Corp. (Wheelock, Marden & Co. Ltd, Hong Kong mgrs), Panama r. STARSIDE. Reported as scrapped 1951 but reported trading N. China ports 2/52 to 11/52. Likely 1952 reverted to SMB as HOPING 3. 1956 commenced semi-monthly Dalian-Hankow service. 11/66 r. ZHANDOU 3 (last rep. c.1970). [New ZHANDOU 3 in 1971.]

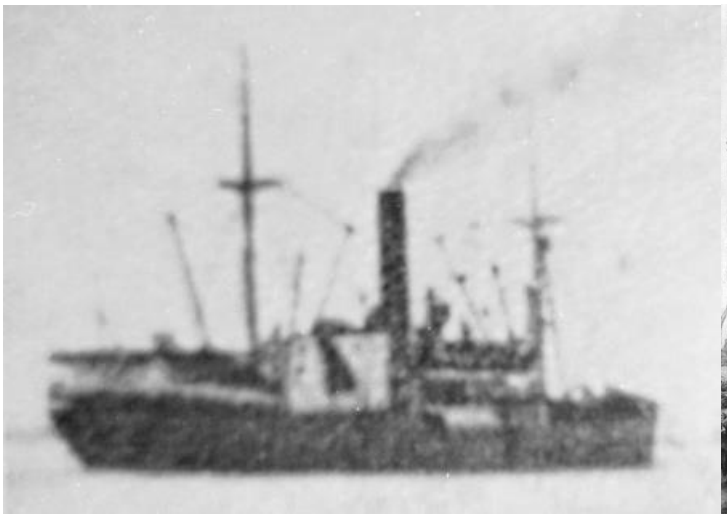


Montoso as new (history.navy.mil).

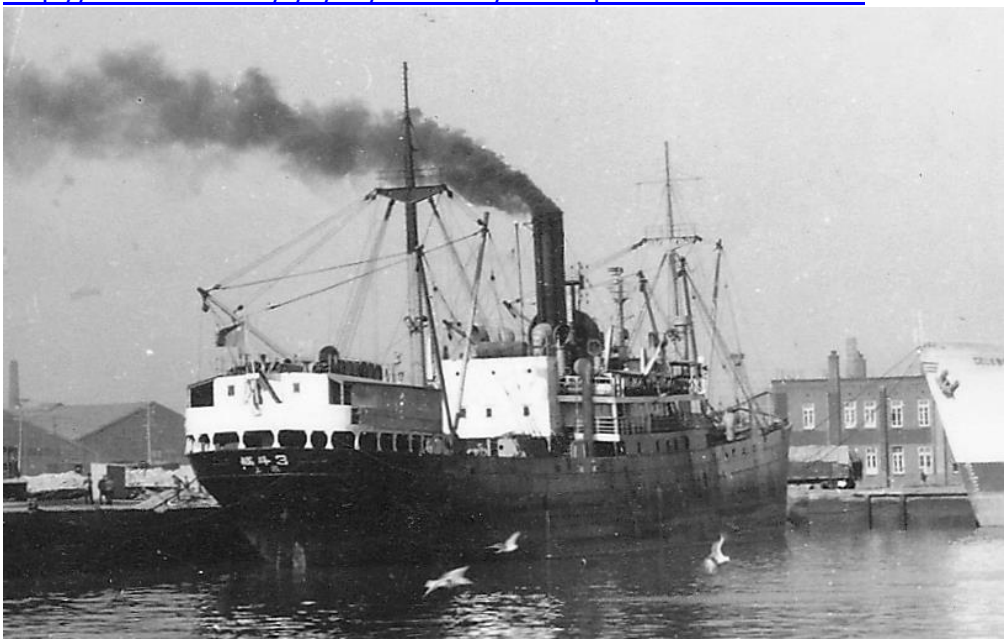
USS Montoso on 8/7/18, gun fitted forward (US National Archives).



Comparative image of sister ship *Marianna* (timetableimages.com).

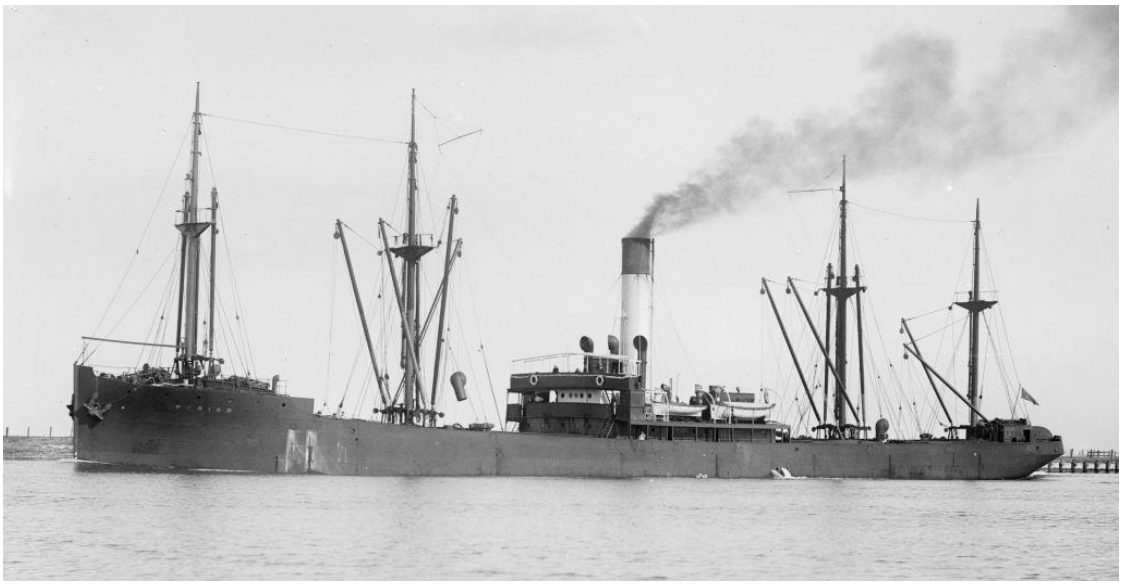


L: HOPING 3, tarpaulin? on superstructure (*Renmin Huabao* 2/59). R: Waterside worker chatting with uniformed patrol person while loading HOPING 3
http://m.kdslife.com/t/1/15/6757406/?u=0&p=27&look=&sc=315



ZHANDOU 3 at Dalian early 1970s. Additional accommodation fitted aft (SK*).

HOPING 4 (2831-4590 dwt/07 Sir Raylton Dixon & Co. Ltd, Middlesborough)
Built for Howard Smith Co. Ltd, Melbourne as collier PERIOD. 1913 t/f to Australian S.S. Ltd, Sydney. 7/46 sold to W.R. Carpenter & Co. Ltd, Port Moresby. 2/47 registered at Hong Kong to China Shg Ent. Co. Ltd. 9/47 sold to Tung An Shg Co. Ltd, Shanghai r. TUNG ZIANG. 1950 sold to Grande Shg Corp. S.A. (ben. owner PRC), Panama r. PACIFICO. c.1952 t/f to China People's S.N. Co. r. HOPING 4. NFI. [No evidence r. ZHANDOU 4, deleted 1970s]



HOPING 4 as *Period* (A.G. Green, SLV).

HOPING 5 (2669/17 C. Hill & Sons, Bristol)
Built for Bristol City Line of Steamships Ltd, Bristol as NEW YORK CITY. 6/50 sold to Kisinbay Biraderler Ltd, Istanbul r. KANAL. 6/51 sold to Far Eastern & Panama Tpt Corp. (Wheelock, Marden & Co. Ltd, mgrs.), Panama r. WILLA. 1/52 to 7/52 operating Shanghai to N. China and Chiwangtao. 1952 sold to Poching Nav. Co. (PRC). 9/52 Panama registry cancelled. 2/53 rep. held at Dairen. c.1953 r. HOPING 5. 1967 r. ZHANDOU 5 (sighted mid-73). NFI.

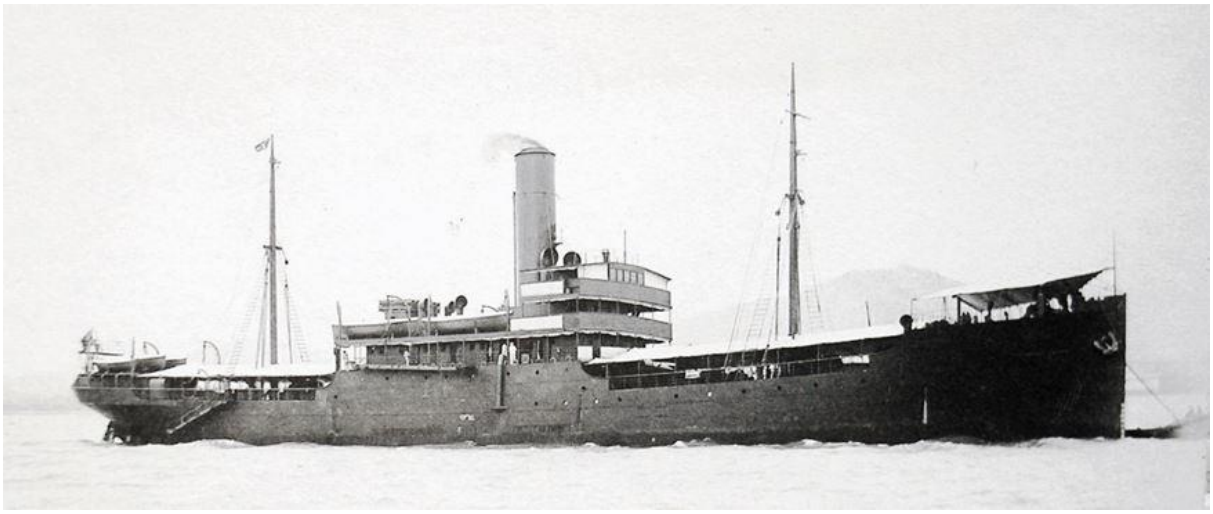
As ZHANDOU 5 off Qingdao mid-1973 (Karsten Petersen).

HOPING 6 (2812/45 T3cy, Taikoo Dockyard & Engineering Co., Hong Kong)
Launched for Toa Kaiun K.K., Tokyo as ANKAI MARU (YEUNG HAI MARU) but 1946 completed by Kiangnan D. & E. Co., Shanghai for Dah Loh Nav. Co. Ltd, Shanghai as DAH CHUNG. 1949 sold to unknown owners r. GRAND. c.10/49 sold to Far East Enterprising Co. Ltd (ben. owner PRC), Hong Kong (Pan. flag) r. ORIENTAL. 9/52 Panama registry cancelled and t/f to Chinese flag. c.1953 r. HOPING 6. 1967 r. ZHANDOU 6. Still existing 1970s, on Chinese coastal service.

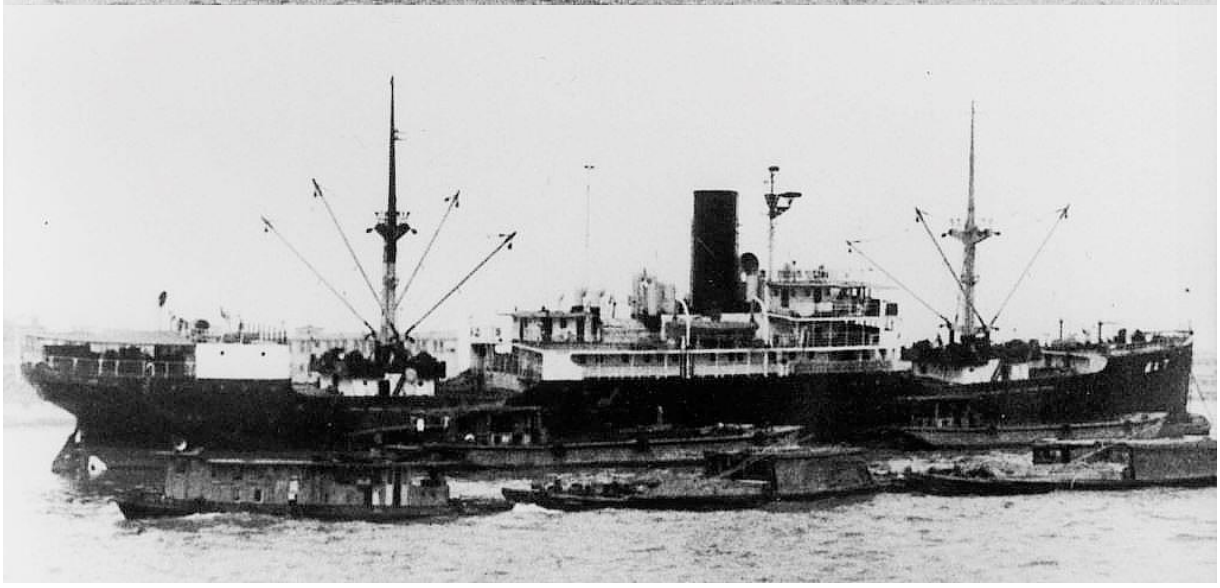
Taikoo /Kiangnan-built ZHANDOU 6 at Shanghai (Markus Berger).

Nantao bund 1973: ZHANDOU 6 at far right, ahead of ex-Jardines' *Taksang*, *Chang Shan*, *Gong Nong Bing 17* and *Gong Nong Bing 4* (originally Swire's *Tsinan*). The Chinese name and managers of ex *Taksang* are not known, but the other four ships here are operated by the Shanghai Bureau or associated Dalian Bureau. Were ex *Taksang* operated by the Shanghai Bureau, a ZHANDOU name would be likely in 1973. (Harrison Forman - UWM Libraries).

HOPING 7 (2320/17, Hongkong & Whampoa Dock Co. Ltd, Hong Kong)
Built for Indo-China Steam Navigation, Co. Ltd, London as KWAI SANG. 20/1/42 req. by R.N. 9/47 sold to Cambay Prince S.S. Co. Ltd (John Manners & Co. Ltd), Hong Kong r. SAN EDUARDO. 12/48 sold to Wallem & Co. Ltd, Hong Kong (Panama flag). 12/49 sold to Far Eastern Enterprising Co. Inc, Panama r. LIDO. 4/51 t/f to China People's S.N. Co., Shanghai r. HAI AN. Later r. HO PING 7. 1967 r. ZHANDOU 7. 1977 still in service. Presumably broken up soon after.

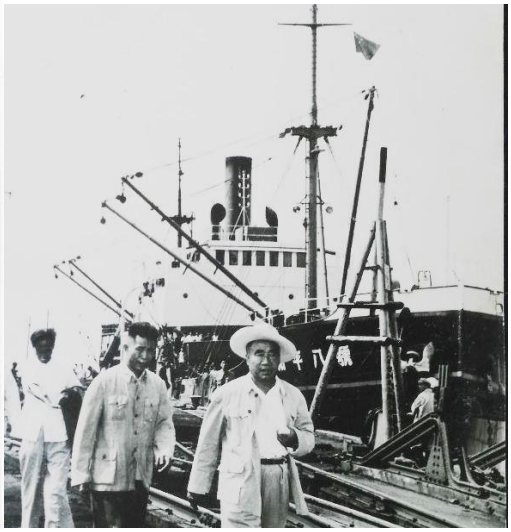


HOPING 7 as KWAI SANG at conclusion of sea trials (HKMM, original photo gift of SK*).



ZHANDOU 7 (Markus Berger colln).

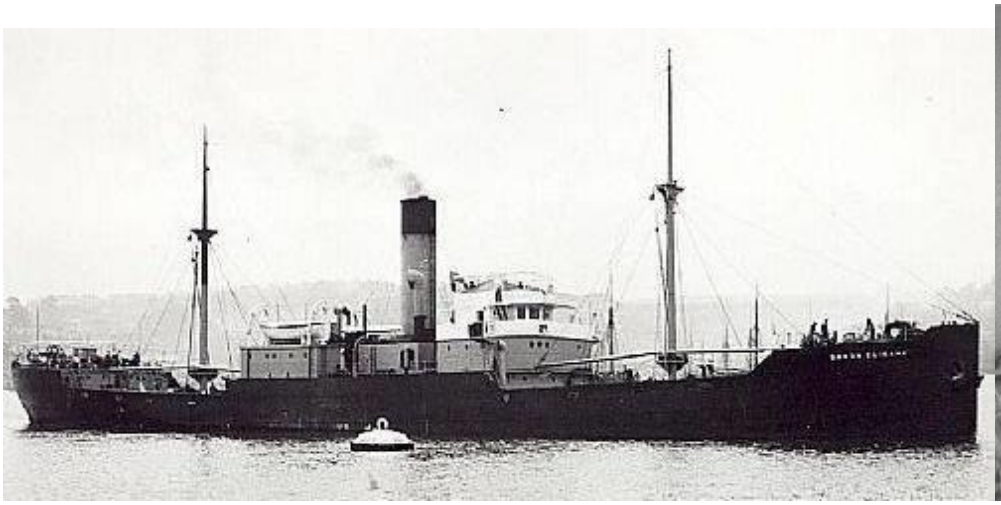
HOPING 8 (2506/19 Great Lakes Eng. Works, Ashtabula. 'Laker'.
Built for USSB as LAKE ELSMERE. 1924 sold to Southern S.S. Co. Inc., Philadelphia r. CITY OF PHILADELPHIA. 1946 sold to CMSNC r. HAI CHEH. 195? r. HOPING 8. c.1961 still existing. RLR 1969.



L: LAKE ELSMERE as built (Bowling Green State Univ.). R: HOPING 8 (7788.com/*China Pictorial* 12/61).

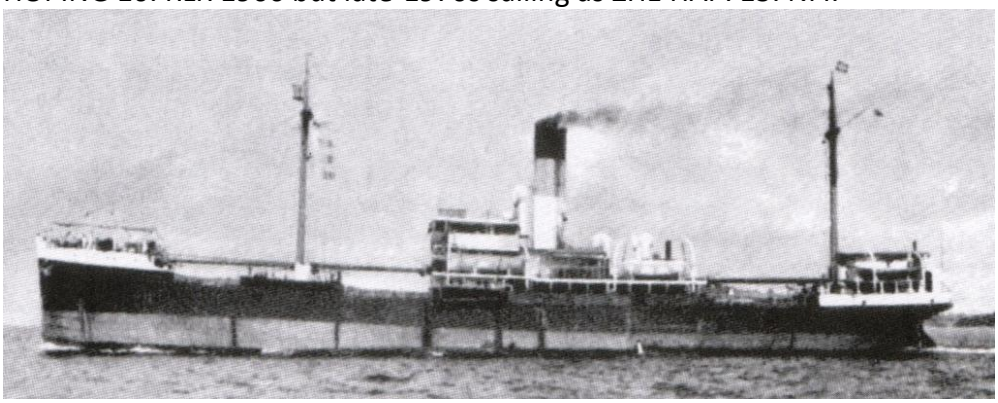
HOPING 9 Name allocated to China People's S.N. Co. HAI HSIA ex YUEN SANG (3229/23) but vessel laid up for refit 1955/6, then r. MIN CHU 12 (q.v. passenger ship list for full history).

HOPING 9 bis (2499/19) 2499/19-7 (T3cy by Richardsons, Westgarth & Co. Ltd, Hartlepool)
Laid down by Charles Hill & Sons, Bristol (#132) for The Shipping Controller as WAR QUINCE but completed for Hain S.S. Co. Ltd, London as TREVELYAN. 3/23 sold to Kelvin Shg. Co. Ltd (H. Hogarth & Sons, mgrs), Ardrossan r. BARON HERRIES. 1/34 sold to Abbey Line Ltd (Fred. Jones & Sons, mgrs), Cardiff r. NEATH ABBEY. 1939 sold to Constants (S. Wales) Ltd, Cardiff r. LYMINGE. 9/39 requisitioned by MOWT. 4/43 allocated as stores carrier, North Africa. 12/9/43 during Salerno landing with cargo of petrol, gas cylinders and mines set on fire by near miss guided bomb, abandoned but fire extinguished by crew of USS Biscayne, resumed service until 12/43-2/44 repairs at Cardiff. 2/44 allocated as coastwise stores carrier, Italy. 2/2/46 arrived Glasgow in ballast from Beirut. 3/46 at Barry reverted to owners. 30/6-7/9/46 repairs at Southampton [BT 389/19/250]. 1/47 arrived in Shanghai after sale to Wheelock Marden & Co. Ltd, London. 3/47 sold to Eddie Hsu (ben. owner) with provisional name HSIANG LEE 翔利. Early-6/47 rescued 29 persons from wreck of fleetmate *Dah Foong* (439/94) between Shanghai and Ningpo. Late-6/47 resold to San Peh S.N.Co., Shanghai r. TUNG SHAN. 17/8/49 bombed and sunk in Yangtse at Kiangyin bound for Pukow in ballast. 1955 salvaged and rebuilt by Kiangnan Dockyard as HO PING 9. 1967 r. ZHAN DOU 9. NFI.



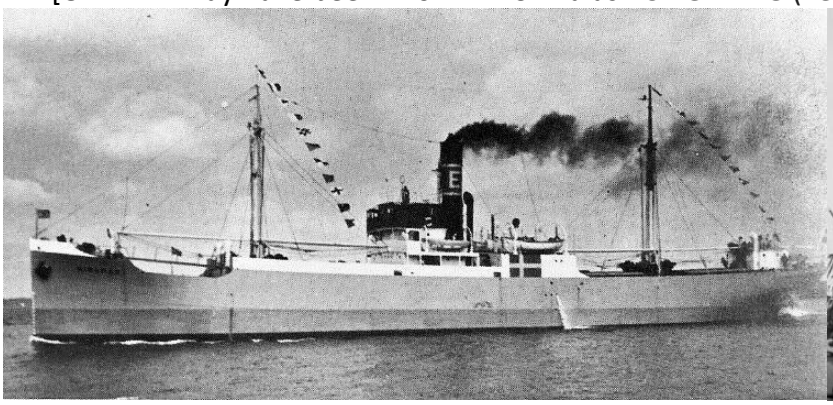
L: Original form shown by identical sister *Baron Elibank*, built as *War Cherry* (wrecksite.eu).
R: ZHANDOU 9 (*China Reconstructs* 1/69 p.43).

HOPING 10 (1889/16 Taikoo D.Y. & Eng. Co. Ltd, Hong Kong)
Built for Straits S.S. Co. Ltd, Singapore as KEPONG. 1951 sold to Far Eastern & Panama Tpt Corp. (Wheelock, Marden & Co. Ltd, mgrs.), Panama r. WILBOO. 1951 sold to PRC r. HAI WAI. c.1955 r. HOPING 10. RLR 1966 but late-1970s sailing as ZHE HAI 713. NFI.


KEPONG (W. Laxon).

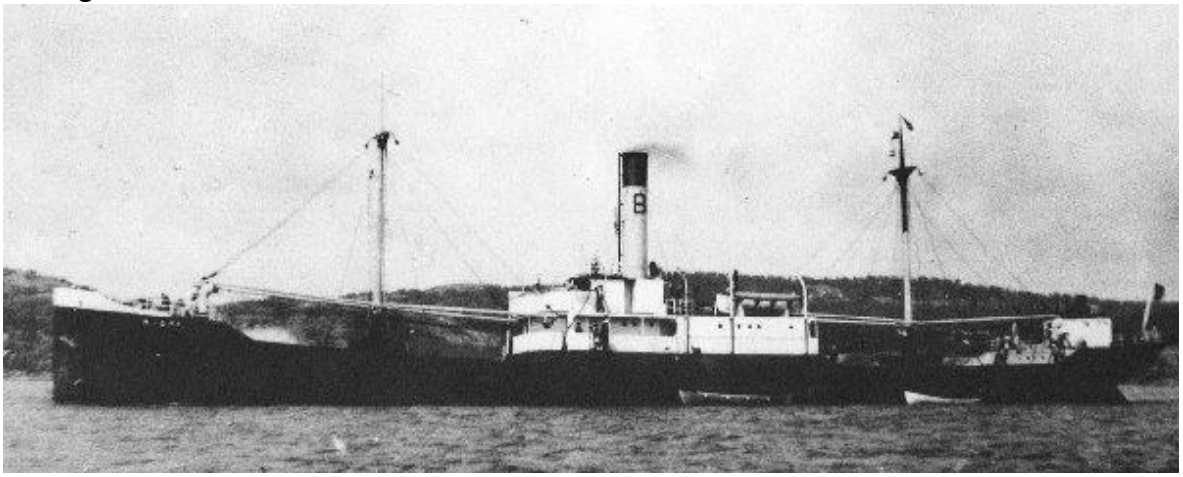
Rebuilt ZHE HAI 713 (Ville de Tanya).

HOPING 11 (1555/38 Helsingborgs Varfs A/B, Helsingborg)
Built for Red. Erling A/B, Gothenburg as MIRAMAR, licensed to carry deck passengers in Far East. 3/40 sold at Hong Kong to Rederi A/B Reuter (H.A. Reuter, mgr), Gothenburg. 30/12/41 detained by Japanese at Saigon. Mid 1/42 compulsorily b/b chartered (Teikoku Senpaku, mgr) r. TEIZAN MARU. 8/45 recovered damaged, abandoned to underwriter Maurice Voss. 1946 surveyed at Sakai. 1949 under repair at Osaka. 9/49 reverted to owners as MIRAMAR. 1950 sold to Far Eastern Enterprising Co. Inc. (Farenco, ben. owner PRC), Panama r. ORBITAL. 1951 sold to PRC (name unknown). 1/52-6/52 trading Tientsin-Dalian-Tsingtao. 8/52 Panamanian registry cancelled. 10/54 t/f to CHSSC r. CHUNG HSING 11. 6/56 t/f to SMB r. HOPING 11. NFI but if surviving in 11/66 would have become ZHANDOU 11. [ORBITAL may have been known in China as TUNG FANG (i.e. 'ORIENTAL').]



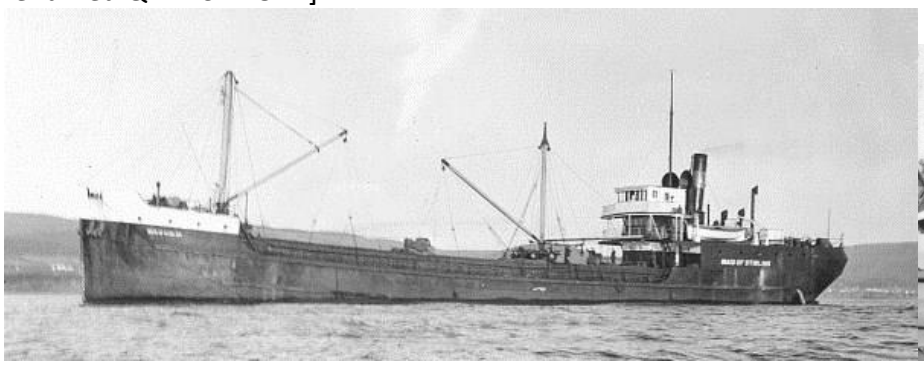
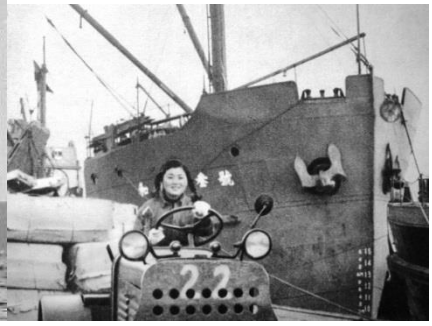
L: *Miramar* (Lennart Falleth colln c/- faktaomfartyg.se). R: At Tangku (*China Reconstructs* 3/55).

HOPING 12 (1220/26 Trondheims M.V., Trondheim)
Built for D/S A/S Bjorn (T. Hansen, mgr), Oslo as HJORT. 1936 sold to A/S Sjofart (T.S. Bendixen, mgr), Oslo r. SJÖBRIS. 8/42-5/46 sub-charter by MOWT to Commonwealth of Australia. 7/46 del. To Shanghai Devt Co. Ltd, Shanghai r. NEW SHANGHAI. 1949 sold to Wallem & Co. Ltd (ben. owner Trinity Devt Co. = PRC), Hong Kong (Panama flag) r. ROMANTICO 51. 5/52 and 6/52 trading Shanghai-Foochow. 8/52 Panama reg. cancelled. 8/52 and 11/52 trading to N. China. Taken over by PRC and 195? r. HOPING 12. Not sighted with a ZHANDOU name. RLR 1976.



HOPING 12 as SJÖBRIS (Lillesang Historielag).

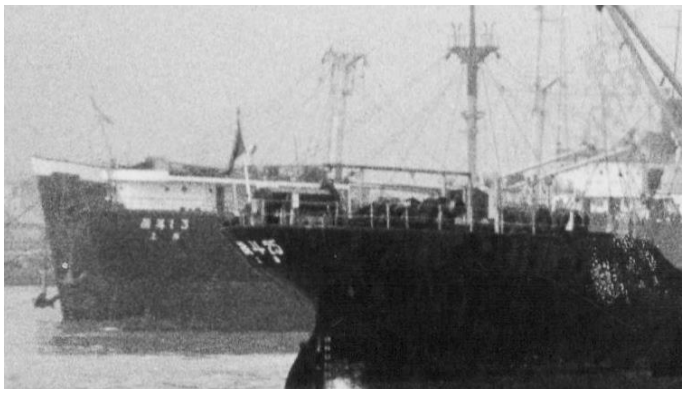
HOPING 13 (1247/20 At. & Ch. Maritimes du Sud-Ouest, Bordeaux)
Built for French Govt, as TOLIER. 1922 sold to S.A. de Nav 'Les Armateurs Francais', Bordeaux r. OISSEL. 1923 sold to Willowbay S.S. Co. Ltd (Tree Line), Montreal for St Lawrence River service r. WILLOWBAY. 1936 sold to Stirling Shg Co. Ltd, Halifax r. MAID OF STERLING. 1946 sold to Chinese Govt, Shanghai r. TAI KHOON. 1947 sold to Ziang Lee S.S. Co. Ltd, Shanghai r. ZIANG LEE. 1950 taken over by PRC t/f to Poching Nav. Co., Shanghai r. HSING CHING NO. 1. Ca.1953 r. HOPING 13. Still existing 1958, but RLR 1959. *[It may be postulated that HOPING 13 was transferred approx. 1958 to the Ningpo office and renamed QIAN SHAO 1.*]

HOPING 13 as MAID OF STERLING (Bowling Green State University). (*Renmin Huabao* 6/58)

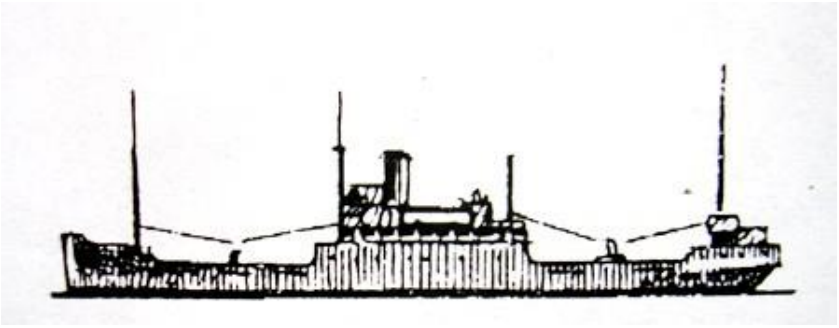
HOPING 13 bis (7148/45 Burrard D.D. Co., North Vancouver)
Built for Canadian Gov't, Montreal as RUPERT PARK. 1946 sold to Western Canada Steamships Ltd., Vancouver r. LAKE OKANAGAN. 1949 sold to Cia Faralon de Nav., Panama r. NUEVA GLORIA. 1960 reg. Chios but sold to PRC Gov't r. HOPING 13. 1967 r. ZHANDOU 13. 2/82 b/u at Hong Kong by Fuji Marden & Co. Ltd.

HOPING 13 bis as NUEVA GLORIA (Walter E. Frost);



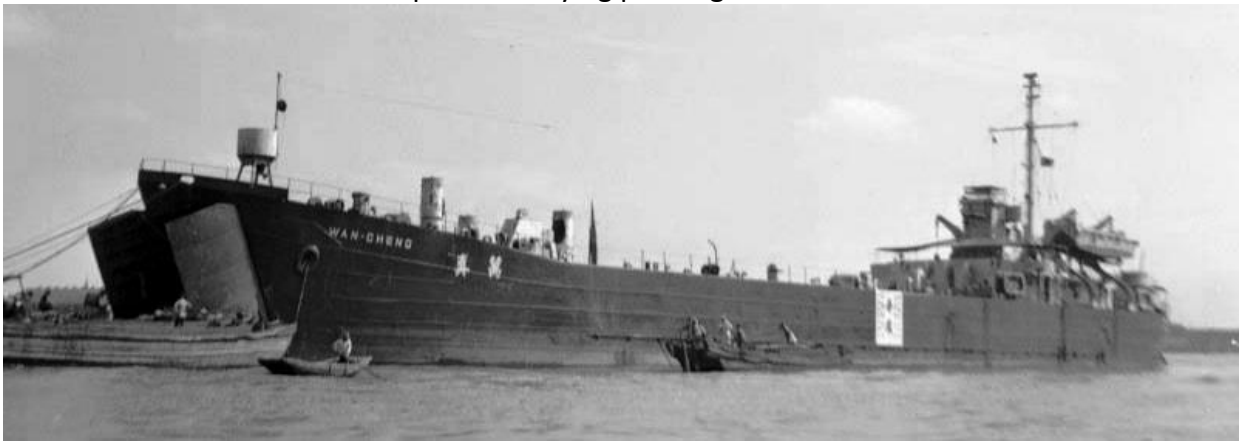
Stern of ZHANDOU13 bis at Shanghai in 1967 (middle vessel). https://www.seefahrtsfreunde-emden.de/seeleute-2/mit-der-dukegat-shanghai/

HOPING 14 (1873/43 (N3), Walter Butler Sbldrs Inc., Superior, Wi.)
Built for WSA as JOSIAH P. CRESSEY and b/b chartered to MOWT (J.T. Duncan & Co. Ltd, London mgrs). 1948 sold to Chinese Govt r. TENG 1403. 1948 t/f to CMSNC r. CHENG HUO. 3/7/49 rep. sunk in Yangtse. Later raised by PRC and 1951/2 back into service. 195? r. HOPING 14. NFI. *[May have become ZHE HAI 101 (q.v.)]*



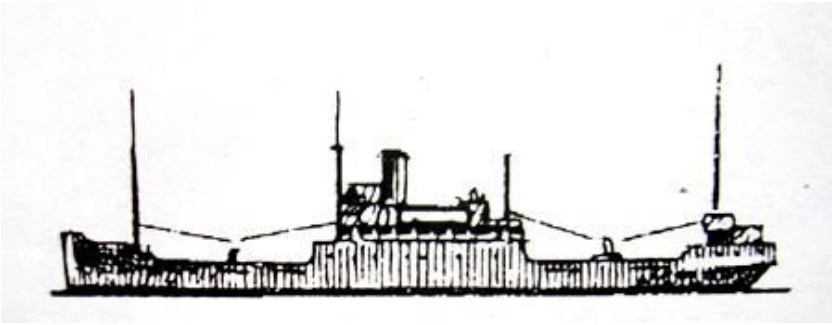
(Talbot Booth)

HOPING 15 (3327/43 (2-sc M) Dravo Corp., Neville Is, Pa)
Built for USN as LST 22. 1946 sold to Chinese Govt, Shanghai and conv. for mercantile use as CHUNG 127. 1947 r. WAN CHENG. 1948 Sold to Ming Sung Industrial Co. Ltd, Shanghai r. HWAI YUAN. 195? r. HOPING 15. As ZHANDOU 15 reported carrying passengers Dalian-Yantai in the late-1960s.



Shanghai Encyclopedia describes HOPING 15 as a cargo ship, used to carry extra passenger traffic Shanghai-Ningpo at New Year's 1957. Here under Nationalist flag as WAN CHENG (Internet).

HOPING 16 (Talbot-Booth identifies as N3 “Jeep”, name unknown). Possibly the former HUNG CHANG 1873/45 of CPSNC, later in the ZHE HAI series.



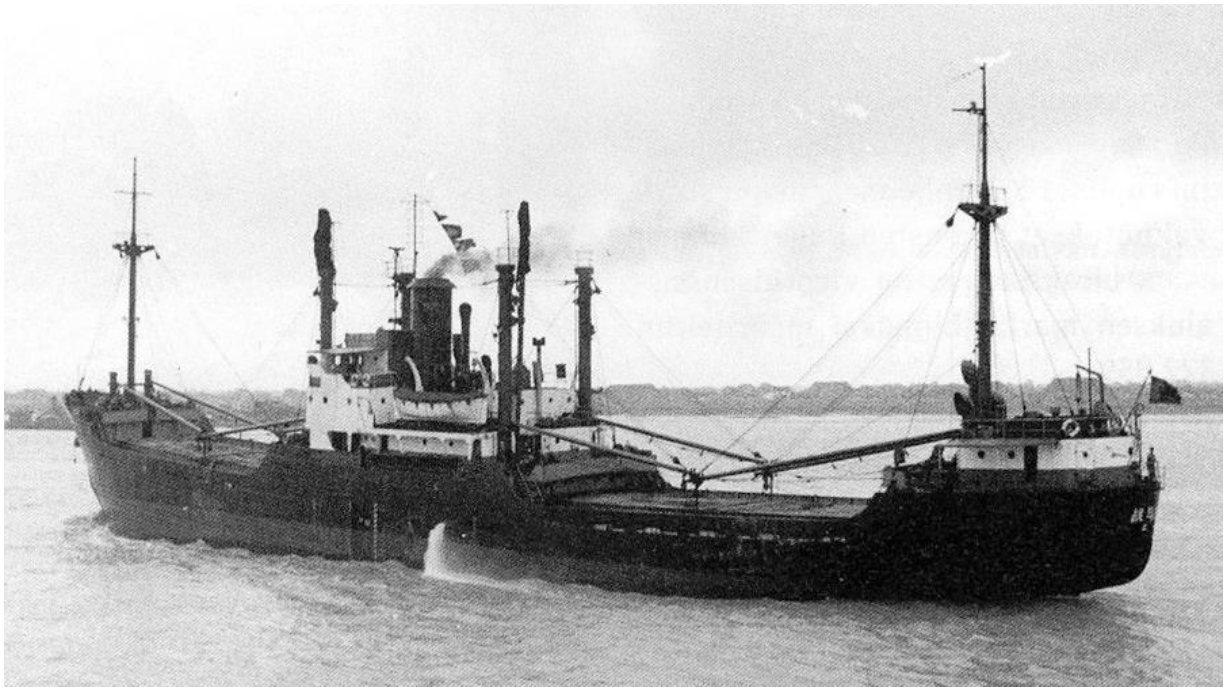
(Talbot Booth)

HOPING 17 (2117/18-3 Albina Eng. & Mchry Works, Portland) USSB EFC ‘1049’ type
Built for A/S D/S A.H. Mathiassen, Oslo as ERLING but 1918 req. by USSB and completed as POINT ARENA. 10/22 sold to Silver Mill Co., Raymond (Wa.). 1924 sold to Hart-Wood Lumber Co. Inc., San Francisco 4/27 sold to General S.S. Co. Inc., San Francisco. 1927 sold to Hammond Lumber Co. Inc., San Francisco r. TILLAMOOK. 1935 sold to Lawrence Philips S.S. Co. Inc., Los Angeles r. LAWRENCE PHILIPS. 1945 sold to Solano S.S. Corp. Inc., Los Angeles. 1946 sold to P.G. Alexiadhes, Panama r. HELEN. 1948 sold to Lee Chee Industrial Co. Ltd, Shanghai r. LEE CHE. 1950 Wallem & Co. Ltd, Hong Kong reg. owner for Dah Loh Shg Co. Ltd, Shanghai (Pan. flag) r. CANIS. 1/52-3/52 trading Shanghai-N. China ports. 11/52 reverted to owners after Panamanian registry cancelled. c.1954 r. HOPING 17. 11/66 r. ZHANDOU 17. Post-1970 t/f to Zhejiang sub-bureau, r. ZHE HAI 106. 1982 still in service, but in poor condition and likely broken up soon after.

HOPING 17 as POINT ARENA (W. Schell).

ZHE HAI 106 ex HOPING 17 at Shanghai 1982-3 with many visible defects (Chris Mackie).

HOPING 18 (2345-3201 dwt/54 Wärtsila Kon. Crichton-Vulcan, Åbo) 'Khasan' Class
Built under reparations for USSR but allocated to PRC and made delivery voyage for China Ocean Shg Agency as ROSA departing Turku 26/4/55, arriving China 11/8. 1955 r. HOPING 18. 1967 r. ZHANDOU 18. LR 1992 deleted.


ZHANDOU 18 (*'Black Sisters from Turku'*).

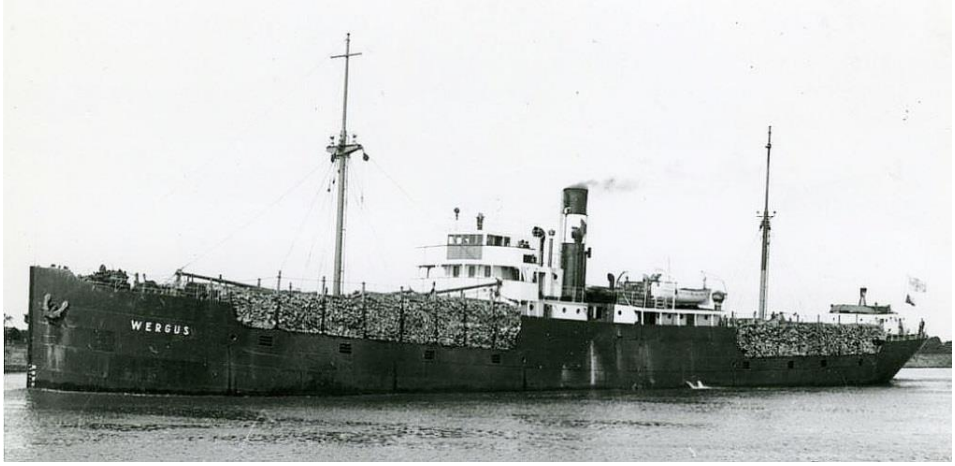
HOPING 19 (2345-3450 dwt/54 Wärtsila Kon. Crichton-Vulcan, Åbo) 'Khasan' Class
Built under reparations for USSR but allocated to PRC and made delivery voyage for China Ocean Shg Agency as RENATA, departing Turku 12/7/55, arriving China 17/11. 1955 r. HOPING 19. 1967 r. ZHANDOU 19. 1979 still existing. LR 1992 deleted.

RENATA at Malta on delivery voyage (M. Cassar).

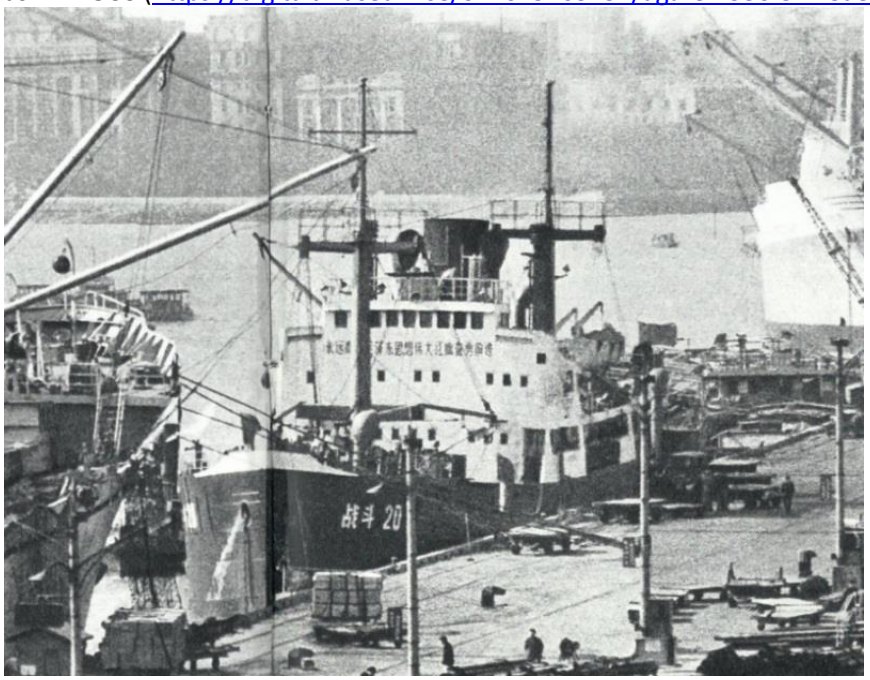
ZHANDOU 19, superstructure extended beneath bridge (Markus Berger).

HOPING 20 (1955-2850 dwt/04 Craig Taylor & Co. Ltd, Stockton)
Built for Richard S.S. Co. Ltd, London as RICHARD. 1905 t/f to N.V. Mij S.S. Richard, Terneuzen. 1915 sold to Magnus Blikstad, Lysaker. 1921 sold to Skibs A/S Maderas, Oslo r. MADERAS. 1926 sold to Limdhamns Rederi A/S, Limhamn (Sw.) r. ESBJÖRN. 1937 sold to Rederi AB Esbjörn (O/Y Knudsen & Lindfors A/B, mgrs), Helsingförs. 12/6/44 bombed and set on fire by Soviet aircraft during evacuation of Vyborg (Viipuri), beached, later refloated and towed to Helsinki [www.aanimeri.fi]. 5/46 recommissioned. 1950 sold to Red. A/B Wergus (A/B Victor Ek O/Y, mgrs.), Helsingförs r. WERGUS. 1954 sold for £39,500 to PRC r. HOPING 20. 1967 r. ZHANDOU 20, Miramar says last listed 1970.

HOPING 20 as ESBJORN (https://www.aanimeri.fi/piwigo/picture.php?/9449/category/1488).



as WERGUS (https://digitaltmuseum.se/021015763431/agare-1950-54-rederi-ab-wergus-hemort-helsingfors).



ZHANDOU 20 at Nantao bund as a PRC rebuild (*China Pictorial* 4/67 pp.38-9).

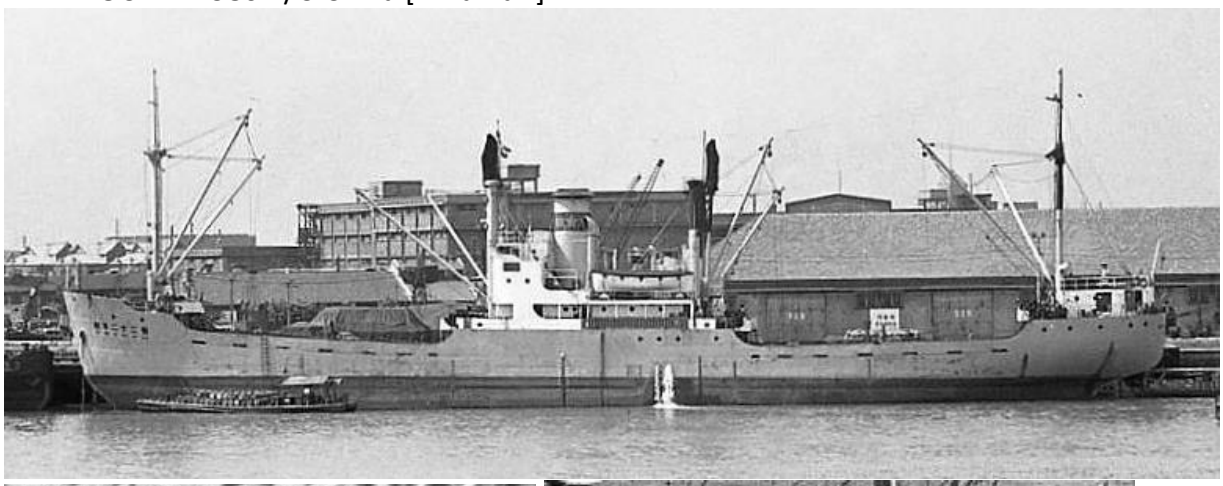
HOPING 21 (2291-3326 dwt/55 Wärtsila Kon. Crichton-Vulcan, Åbo) 'Khasan' Class
Built under reparations for USSR but allocated to PRC and made delivery voyage for China Ocean Shg Agency as RITA, departing Turku 19/9/55, arriving China 5/1/56. 1956 r. HOPING 21. 1967 r. ZHANDOU 21. 6/82 still existing. LR 1992 deleted.

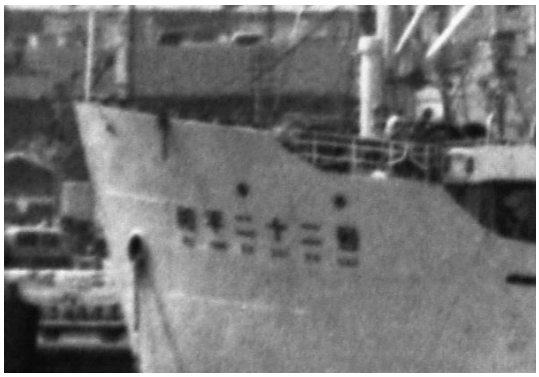
RITA (*'Black Sisters from Turku'*).

ZHANDOU 21 at Shanghai in mid-1979 (Markus Berger).

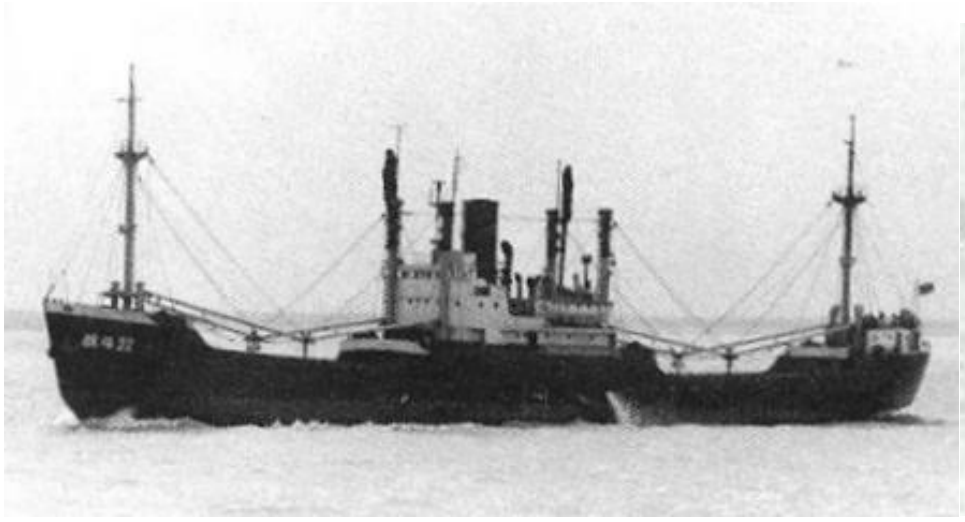
ZHANDOU 21 at Shanghai 27 June 1982 (Chris Mackey).

HOPING 22 (2345-3200 dwt/56 Wärtsila Kon. Crichton-Vulcan, Åbo) 'Khasan' Class
Built under reparations for USSR but allocated to PRC and made delivery voyage for China Ocean Shg Agency as RUNA, departing Turku 16/5/56, arriving Shanghai 31/8. 1956 r. HOPING 22. 1967 r. ZHANDOU 22. 1986 B/U China [Miramar.]





Top: HOPING 22 at Shanghai on 5 June 1964 in COSCO colours and with name in Roman lettering (lower left). A 1959 photo of the same ship (lower right) presents another way of writing the same number, using one less *hanzi* character (both photos by Dr. George Wilson c/- Alan Lee).



ZHANDOU 22 in 1972, the number now as an arabic numeral (*'Black Sisters from Turku'*).

HOPING 23 (3812-5000 dwt/55 Stocznia Gdanska, Gdansk).
Built as B-31 type collier RADOM but allocated to PRC. 1956 r. HOPING 23. 1967 r. ZHANDOU 23 (1983+). 1985 r. HEPING 23 [Miramar]. [6/91 Akaiwa lists for Shanghai Haixing Shg Co.] 1993 deleted.

ZHANDOU 23 alongside GONG NONG BING 19, Shanghai 1983 (Stephen Vik@*Flickr*).

Above 2: HEPING 23 at Hong Kong in July 1984 (Donald Anderson).

HOPING 24 (3812-5000 dwt/55 Stocznia Gdanska, Gdansk)
Built as B-31 type collier LODZ but allocated to PRC. 1956 r. HOPING 24. 1966 ZHANDOU 24. 1985 r. HEPING 24. [6/91 Akaiwa lists for Shanghai Haixing Shg Co.] 1993 deleted.

ZHANDOU 24 at Shanghai mid-1979 (Markus Berger).

ZHANDOU 24 at Shanghai (SK*).

ZHANDOU 24 at Shanghai 1982-3 (Chris Mackey).

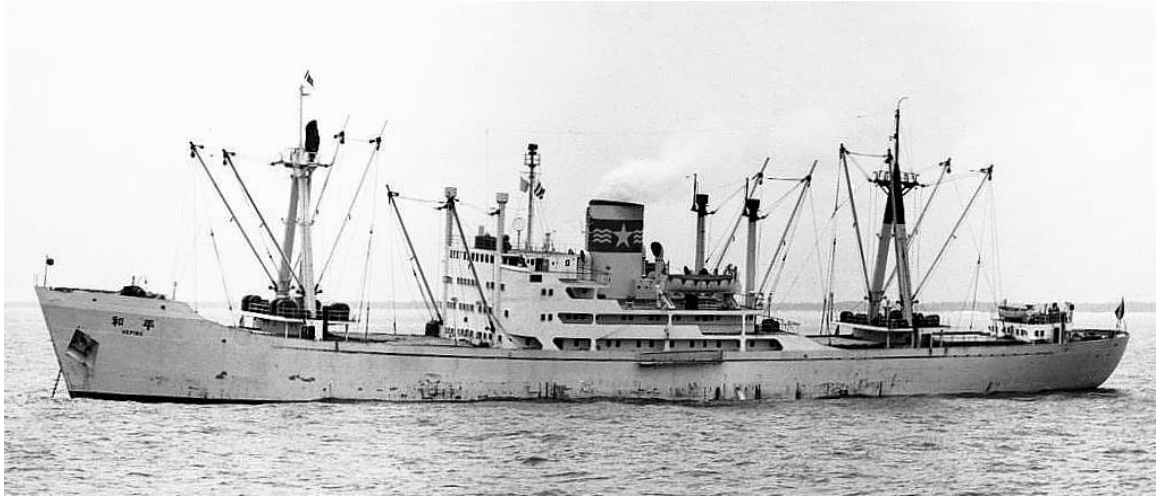
HEPING 24 at Hong Kong (Donald Anderson).

HOPING 25
Name reported 1956 as a 1207 gt newbuild ('Tissa/Telnovsk' class) from the Gheorghiu Dej yard in Budapest but ship appears to have been delivered to the Soviet Union as BERISLAV (y/n 1727) [W. Schell].

HOPING 25 bis (5024-6117 dwt [Akaiwa says 4707-7240 dwt]/57-59 Dalian D.Y., Uniflow steam engine, 5cy (Hudong) 2400 hp 11k
1961 t/f to COSCO, Guangzhou r. HEPING. 1962 sailed to Guinea with aid materials as the first voyage outside Asia by a PRC ship [Muller]. 1965 reported voyaging to North Vietnam. c.1975 r. HONG QI 163. 1993 RLR [Miramar].
[*LR early 1960s rep. HOPING 25 as 3000/58. Later and evidently in error reported HOPING 25 (*bis*) as a 1959 build that became ZHANDOU 25*.]

The new HOPING 25 at Dalian (Xinhua).

HOPING 25 (Xinhua).

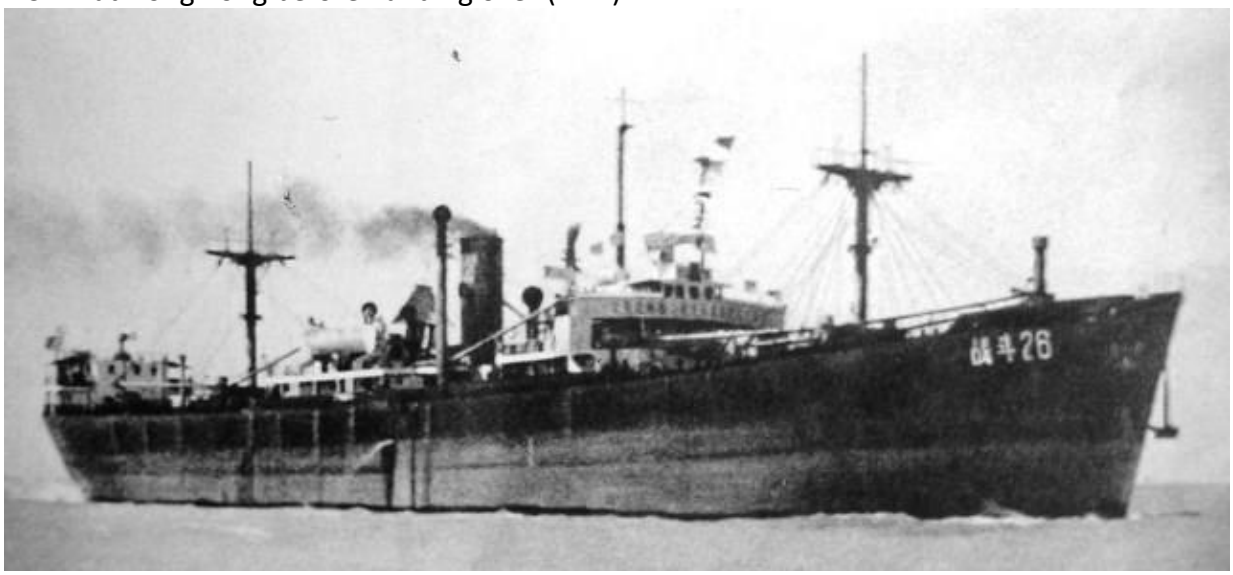


The former HOPING 25 in COSCO colours as HEPING (Dr George Wilson/Alan Lee).

HOPING 26
Name reported 1956 as a 1207 gt newbuild ('Tissa/Telnovsk' class) from the Gheorghiu Dej yard in Budapest but ship appears to have been delivered to the Soviet Union as SHOSTKA (y/n 1741) [W. Schell].

HOPING 26 bis (7169-10334 dwt/42 Todd-Bath Iron S.B. Corp., Portland (Or.)
'Ocean'-type standard built for MOWT as OCEAN MERCHANT. 1943 sold to Netherlands Govt (N.V. Kon. Nederlandsche S.M., mgr) r. JAN LIEVENS. 1946 sold to N.V. Reederij Amsterdam, Amsterdam r. AMSTELSTAD. 1959 sold to Dah Lien Shg Co. Ltd, Hong Kong. r. DUNN. 9/59 resold to PRC r. HOPING 26. 1967 r. ZHANDOU 26. RLR 1992.

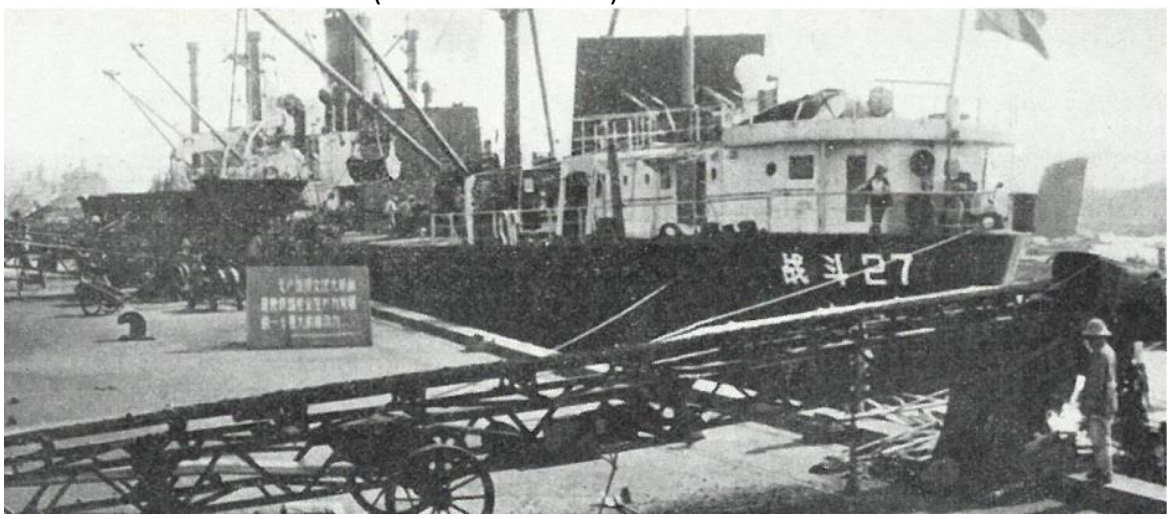
DUNN at Hong Kong before handing over (HD*).



ZHANDOU 26 (*China Pictorial* 1/69 p.25).

HOPING 27 (7191-10384 dwt/42, Burrard D.D. Co. Ltd, Vancouver)
'North Sands' standard type built for MOWT (Ellerman's Wilson Line Ltd, Hull, mgrs) as FORT ST JAMES. 1946 sold to Temple Shg Co. Ltd (Lambert Bros. Ltd, mgrs), London r. TEMPLE BAR. 1959 sold to Wallem & Co. Ltd, Hong Kong r. NORD SKY. 10/59 sold to PRC r. HOPING 27. 1967 r. ZHANDOU 27. RLR 1992.

HOPING 27 as TEMPLE BAR (7seasvessels.com).



ZHANDOU 27 at Shanghai coal wharf (*China Reconstructs* 1/69 p.5).

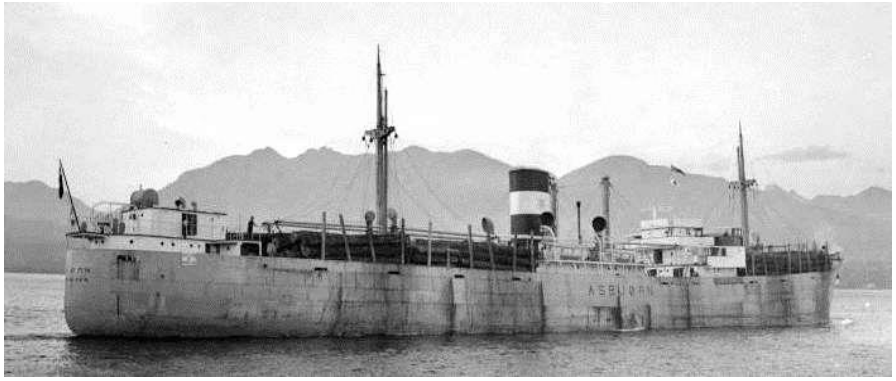
HOPING 28 (4705-7160 dwt/58 Jiangnan D. & E., Shanghai #1296) Uniflow steam engine, 5cy (Hudong) 2400 hp 12k
http://img.bimg.126.net/photo/ZP4UJNs_hYlrDVsZUDoUSw==/3966826846800372090.jpg states built Kiangnan, keel laid 13/3/58, launched 19/6, completed 15/8. 1967 r. ZHANDOU 28. 1985 r. HEPING 28. 1993 deleted [Miramar]. (Ville de Tanya says 1993 scrapped.) ["Sisters HOPING 58 and HOPING 72."]
http://m13585591914.blog.163.com/blog/static/247244124201509720039 1/

Nationally distributed artwork depicting launch of HOPING 28.

Above two official views of ZHANDOU 28 when new in 1958 (Xinhua).

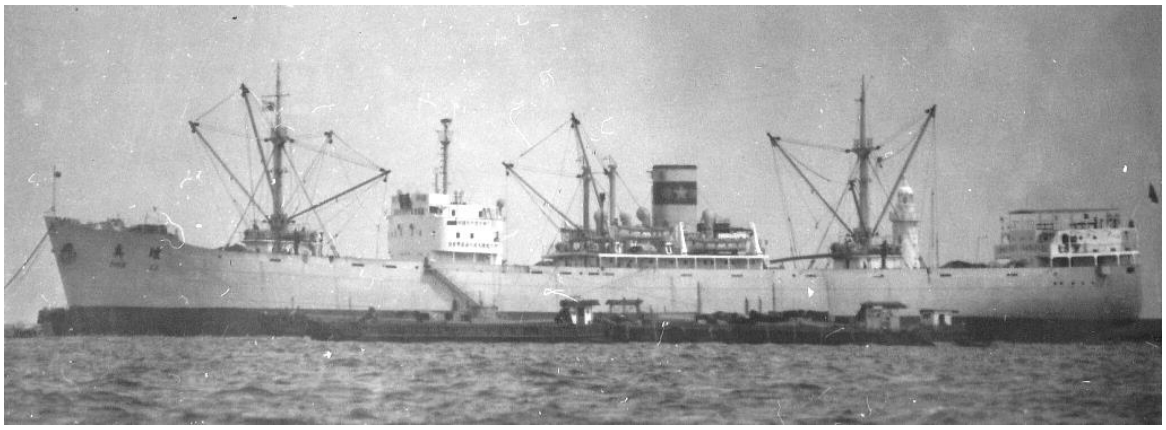
Above two photos at Shanghai in August 1884 (Donald Anderson).

HOPING 29 (4567-8128 dwt/35-11 Burmeister & Wain, Copenhagen, 2x5cy Oil Engines).
Built for A/S F/S Myren, Copenhagen as ASBJÖRN. 1940 taken over by Canadian Govt (Canadian National S.S., mgr), Montreal). 1945 reverted to D/S A/S Myren. 1958 sold to PRC r. HOPING 29. 1965 t/f to COSCO r. ZHEN LI. Early-1970s reverted to coastal service r. ZHANDOU 29. 1991 deleted as existence in doubt.

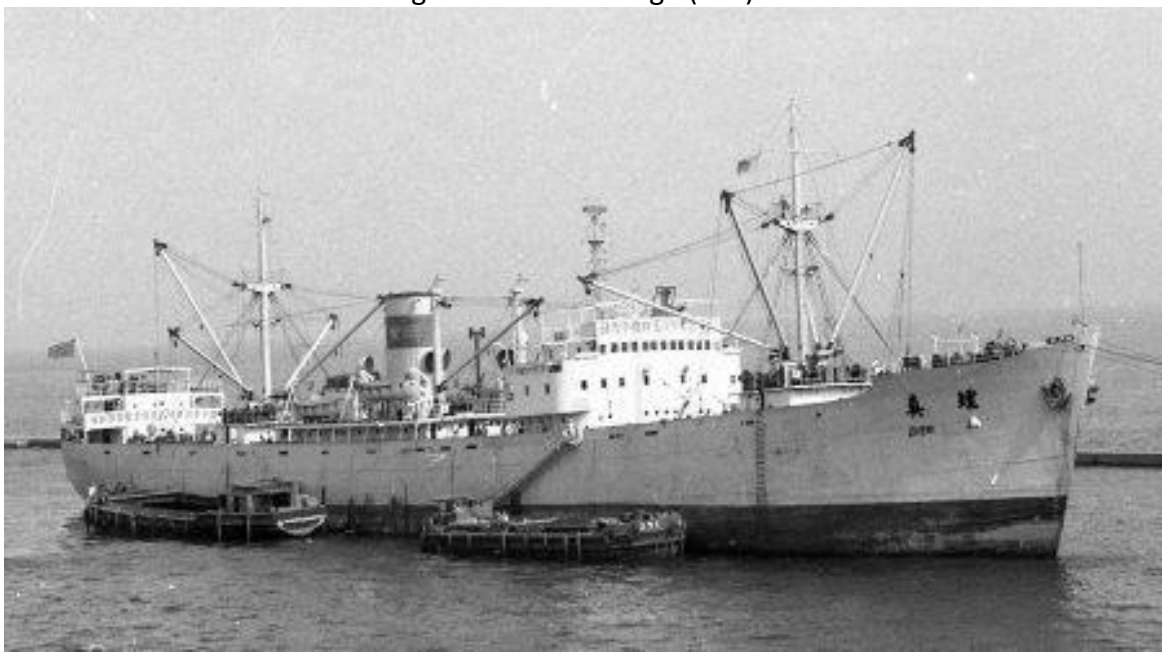


HOPING 29 as ASBJORN. (Walter E. Frost).

HOPING 29 (China Pictorial 17/60 p. 28).



ZHEN LI at Kobe 1970 - note slogans and Mao image (SK*)



ZHEN LI at Kobe 1970 – slogans and Mao image arranged more prominently (W. Schell).

HOPING 30 (7151-10,551 dwt/44-8 Marine Industries Ltd, Sorel).
Built as 'North Sands' standard type for Canadian Govt as YAMASKA PARK. 1946 b/b charter to MOT (Novocastrian Shg Co. Ltd, mgrs), London. 1951 sold to Lambert Bros. Ltd, London r. YAMASKA. 1959 sold to Dah Lien Shg Co. Ltd, Hong Kong r. GUNN. 12/59 resold to PRC r. HOPING 30. 1967 r. ZHANDOU 30. RLR 1992

YAMASKA in February 1958 (R.Cox @ http://lemairesoft.sytes.net).

Probable ZHANDOU 30 at Shanghai on 21 January 1973 (Karsten Petersen).

HOPING 31 (2296-3436 dwt/56 Wärtsila Kon. Crichton-Vulcan, Åbo). 'Khasan' Class
Built under reparations for USSR but allocated to PRC and made delivery voyage for China Ocean Shg Agency as ROSITA, departing Turku 3/7/56, arriving China 23/10. 1956 r. HOPING 31. 1967 r. ZHANDOU 31 1985 presumably r. HEPING 31. LR 1992 deleted.

ROSITA (*'Black Sisters from Turku'*).

ZHANDOU 31 at Shanghai 17 June 1982, forward kingposts now joined (Chris Mackey).

ZHANDOU 31 at Shanghai 1982-3 (Chris Mackey).

HOPING 32 (3802-5319 dwt/56 Stocznia Gdanska, Gdansk).
Built as B-31 type collier. Laid down as KALISZ for Polish Ocean Lines, Gydnia launched as SEWA, allocated to PRC r. HOPING 32. 1967 r. ZHANDOU 32. 1979 still existing. If still existing 1985 r. HEPING 32. LR 1992 deleted.

HOPING 32 (SK*, kongfz.com).

ZHANDOU 32 in January 1973 (Karsten Petersen).

ZHANDOU 32 in mid-1979 (Markus Berger).

HOPING 33 (2296-3439 dwt/56 Wärtsila Kon. Crichton-Vulcan, Åbo). 'Khasan' Class
Built under reparations for USSR but allocated to PRC and made delivery voyage for China Ocean Shg Agency as RAGNI, departing Turku 10/1/57, arriving Shanghai 7/6. 1957 r. HOPING 33. 1967 r. ZHANDOU 33. 1979 still existing. If still existing 1985 r. HEPING 33. LR 1992 deleted

ZHANDOU 33 at Shanghai in 1972 (*'Black Sisters from Turku'*).

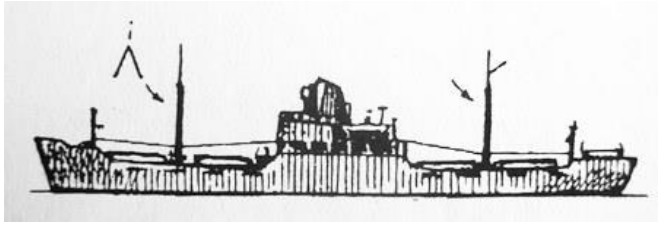
ZHANDOU 33 at Shanghai in mid-1979, forward kingposts now joined (Markus Berger)

ZHANDOU 33 at Shanghai in 1984 (*'Black Sisters from Turku'*).

HOPING 34 (6448-8840 dwt/38 Wm Gray & Co. Ltd, Hartlepool)
Built for British India S.N. Co. Ltd, London as ITINDA. 2/59 sold for £77,500 to Clipper S.S. Co. Ltd (Wheelock, Marden & Co. Ltd, mgrs), London r. ALINTA. 11/59 resold for £100,000 to PRC Gov't r. HOPING 34. 1967 r. ZHANDOU 34 (1990/91). LR 1992 deleted [Laxon & Perry, 1994; Miramar].

HOPING 34 as ITINDA (A.C. Green, SLV).

HOPING 35 (2579-3200 dwt/56-12 Stocznia Szczecinska, Szczecin)
Built as B-32 type collier JAMNO but allocated to PRC. 1956 r. HOPING 35. Almost immediately t/f to Guangzhou Maritime Bureau r. NAN HAI 158. 1966 r. HONG QI 158. 1993 deleted [Miramar].



(Talbot Booth).

HOPING 35 bis (2624-3270 dwt/56 Stocznia Szczecinska, Szczecin)
Built as B-32 type collier WICKO but allocated to PRC. 1956 r. HOPING 35. 1967 r. ZHANDOU 35. 1985 r. HEPING 35. RLR 1993. [LR mistakenly duplicates as ex *Edenbank* 60, *Samtroy* 47 - see HOPING/ZHANDOU 43]

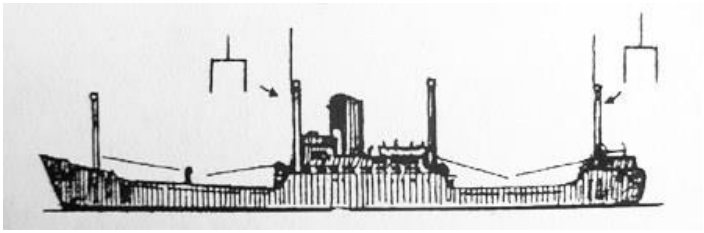
HOPING 35 bis unloading wheat at Dalian. Sister of HOPINGs 35, 40-42 (SK*).

HOPING 36 (3802-5450 dwt/56-12 Stocznia Gdanska, Gdansk)
Built as B-31 type collier. Launched as MONTE CASSINO [Miramar] but completed as FROMBORK, allocated to PRC. 1956 r. HOPING 36. 1967 r. ZHANDOU 36. 1985 r. HEPING 36. RLR 1993.

ZHANDOU 36 in mid-1979 (Markus Berger).

ZHANDOU 36 in June 1982 (Chris Mackey).

HOPING 37 (3863-5485 dwt/57-12 Stocznia Gdanska, Gdansk).
Built as B-31 type collier OSTRODA but allocated to PRC. 1956 r. HOPING 37. 1967 r. ZHANDOU 37. 1985 r. HEPING 37. RLR 1993.



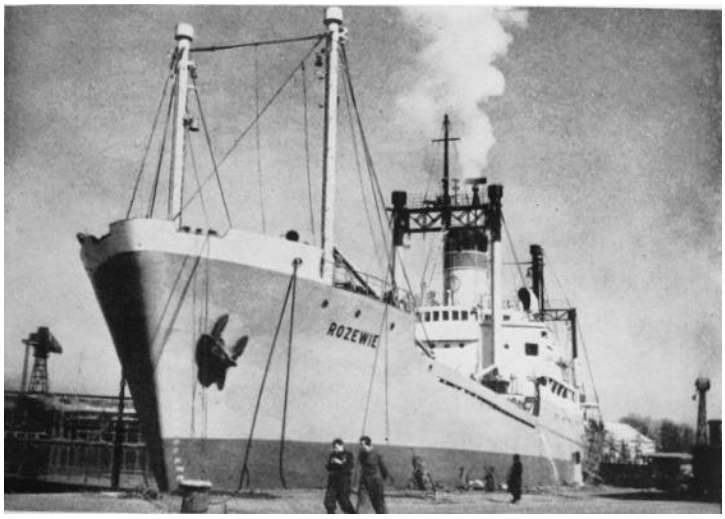
(Talbot Booth)

HOPING 38 (3863-5547 dwt/57-3 Stocznia Gdanska, Gdansk).
Built as B-31 type collier KARWIA but allocated to PRC. 1957 r. HOPING 38. 1967 r. ZHANDOU 38. 1985 r. HEPING 38. RLR 1993.

As ZHANDOU 38 at Shanghai (Markus Berger).

As HEPING 38 (Karsten Petersen).

HOPING 39 (3853-5428 dwt/57-4 Stocznia Gdanska, Gdansk).
Built as B-31 type collier ROZEWIE but allocated to PRC. 1957 r. HOPING 39. 1966 ZHANDOU 39. 1985 r. HEPING 39. RLR 1993.



ROZEWIE in POL colours (John Harbron).

HEPING 39 ex ZHANDOU 39 ex HOPING 39 at Shanghai 1986 (Henning Brauwers@Shipspotting.com).

HOPING 40 (2624-3274 dwt/56-9 Stocznia Szczecinska, Szczecin)
Built as B-32 type collier SNIARDWY but allocated to PRC. 1957 r. HOPING 40. 1966 ZHANDOU 40. 1982 still in service. 1985 if still existing r. HEPING 40. RLR 1992

ZHANDOU 40 at Shanghai in 1973 (Harrison Forman@UWM Libraries 32517).

ZHANDOU 40 near Shanghai in 1982-3 (Chris Mackey).

ZHANDOU 40 at Shanghai in 1982-3 (Chris Mackey).

HOPING 41 (2624-3270 dwt/56-10 S Stocznia Szczecinska, Szczecin)
Built as B-32 type collier MAMRY but allocated to PRC. 1957 r. HOPING 41. 21/11/61 rescued crew of *Tug No.9* in storm near Hsiaolungshun, Lushun. 1966 ZHANDOU 41. 1985 r. HEPING 41? RLR 1992.

HOPING 41 (*Jie-Fang Ri-bao* 30/12/61).

HOPING 41 and crew following *Tug No.9* rescue (*China Reconstructs* 3/62 p. 34).

ZHANDOU 41 (Markus Berger).

ZHANDOU 41 at Ningpo, *Gong Nong Bing 3* turning in the river (www.thepaper.cn).

ZHANDOU 41 at Shanghai on 27 June 1982 (Chris Mackey).

ZHANDOU 41 at Shanghai in 1982-3 (Chris Mackey).

HOPING 42 (2624-3270 dwt/56-11 Stocznia Szczecinska, Szczecin).
Built as B-32 type collier GARDNO but allocated to PRC. 1957 r. HOPING 42. 1966 ZHANDOU 42. 1985 r. HEPING 42. LR 1992 deleted.

ZHANDOU 42 at Shanghai 1 Oct 1983 (Leroy W. Demery Jr.@flickr).

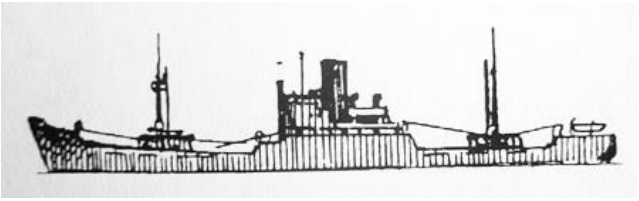
HOPING 43 (7265-10,850 dwt/43 Bethlehem-Fairfield, Baltimore) 'Liberty'-type standard.
29/11/43 launched for WSA as ROSS G. MARVIN but 7/12 completed for b/b charter to MOWT (A. Weir & Co. Ltd mgrs) as SAMTROY. 6/47 sold to Bank Line Ltd, London r. EDENBANK. 1960 sold to PRC r. HOPING 43. 1966 r. ZHANDOU 43. 6/82 still in service. 1983 broken up in China. Possibly last 'Liberty' to trade commercially. [LR erroneously reports as HOPING 35]

Edenbank about to pass through the floating bridge lift span in Hobart on 1 May 1959 (L.D. Rex).

ZHANDOU 43, Shanghai, July 1979 showing various modifications (Markus Berger).

ZHANDOU 43 at Shanghai, June 1982, possibly world's last 'Liberty' in service (Chris Mackey).

HOPING 44 (3247-4833 dwt/58-2 VEB Schiffswerft Neptun, Rostock, C4cy) 'Kolomna' type
Built for USSR as KALACH but delivered to PRC and 1958 r. HOPING 44. Reported as operating Shanghai-Dalian direct in late-1950s. 10/65 operating on Shanghai-Qingdao passenger service. 1967 r. ZHANDOU 44. 1985 r. HEPING 44. RLR 1992.



Talbot Booth

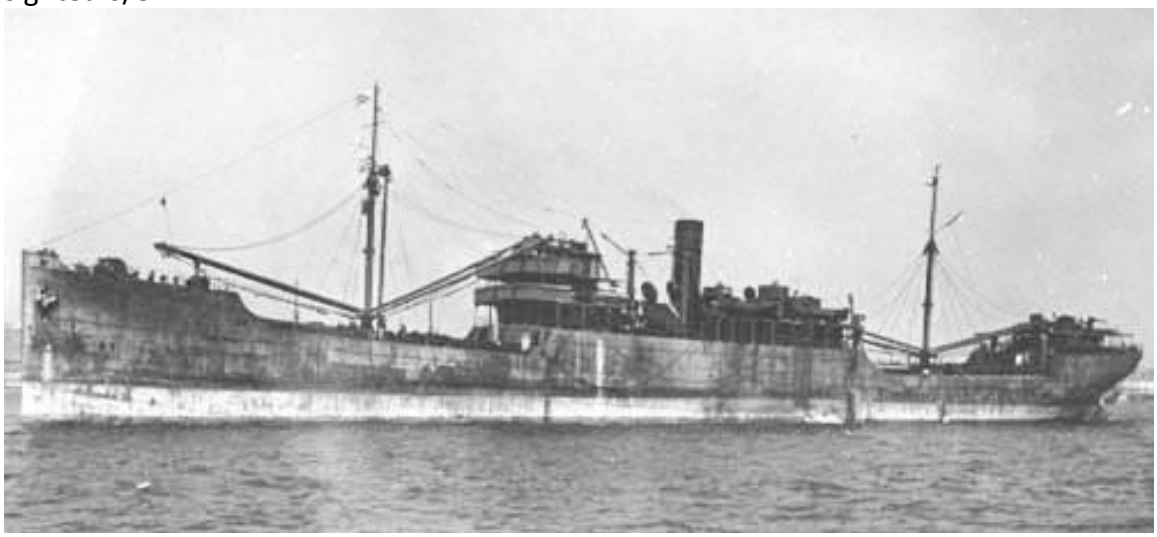
HOPING 45 (3318-4833 dwt/58-4 VEB Schiffswerft Neptun, Rostock, C4cy) 'Kolomna' type
Built for USSR as SEROV but delivered to PRC and 1958 r. HOPING 45. 1967 r. ZHANDOU 45. 1985 r. HEPING 45. RLR 1993.

ZHANDOU 45 at Shanghai on 17 July 1979 (Markus Berger).

ZHANDOU 45 at Shanghai 27 June 1982 (Chris Mackey).

ZHANDOU 45 at Shanghai in 1982-3 (Chris Mackey).

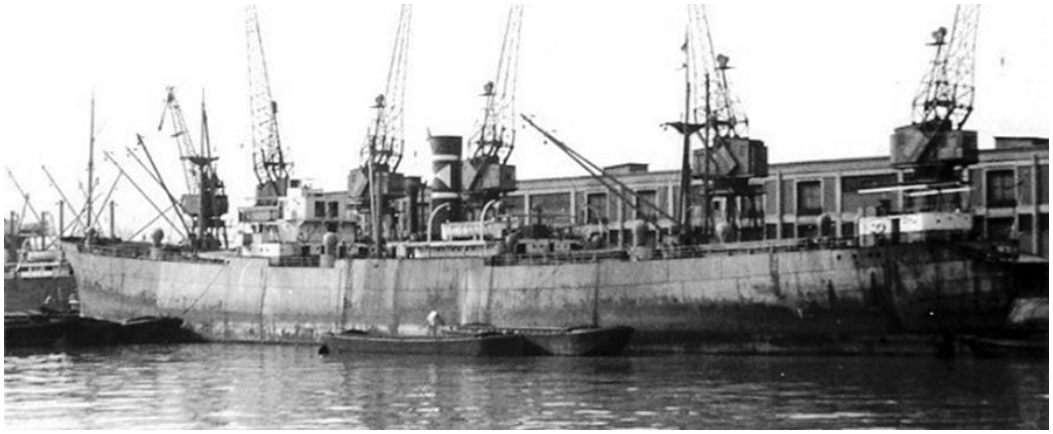
HOPING 46 (5133/20 Todd D.D. & Construction Corp., Tacoma, Wa.)
Built for USSB. Launched as PAPHOS but completed as ROTARIAN. 1923 sold to Grace S.S. Co. Inc., New York. 1927 r. CONDOR. 1940 sold to MOWT (Larrinaga S.S. Co. Ltd, Liverpool, mgrs.) r. EMPIRE ELK. 1942 sold to Norwegian govt r. NORVARG. 1946 sold to Wallem & Co. Ltd (ben. owner Moh. Nemazee), Hong Kong (Pan. flag). 1946 sold to Nan Way S.S. Co., Shanghai. 1947 r. NAN CHIANG. 7/50 sold to Great Northern Shg Co. Ltd (ben. owner PRC), Hong Kong r. NORTHERN GLOW. 1952 trading Shanghai to USSR, N. China and Chinwangtao. 9/59 t/f to PRC r. HOPING 46. 1967 r. ZHANDOU 46. RLR 1970 but sighted 6/82. NFI.


NORVARG in wartime under Norwegian flag (U.S. Coastguard).

ZHANDOU 46 at Shanghai in mid-1979 showing features of PRC rebuild (Markus Berger).

ZHANDOU 46 departing Shanghai on 17 June 1982 (Chris Mackey).

HOPING 47 (7195-10,500 dwt/41 Burntisland S.B. Co. Ltd, Burntisland).
Built for R. Chapman & Son, Newcastle-on-Tyne as NORTON. 1950 Chapman & Willan Ltd, mgrs. 4/56 del. to Cia de Vapores Realma S.A., Costa Rica r. MASTRO-STELIOS. 1960 sold to PRC r. HOPING 47. 1967 r. ZHANDOU 47. RLR 1992.

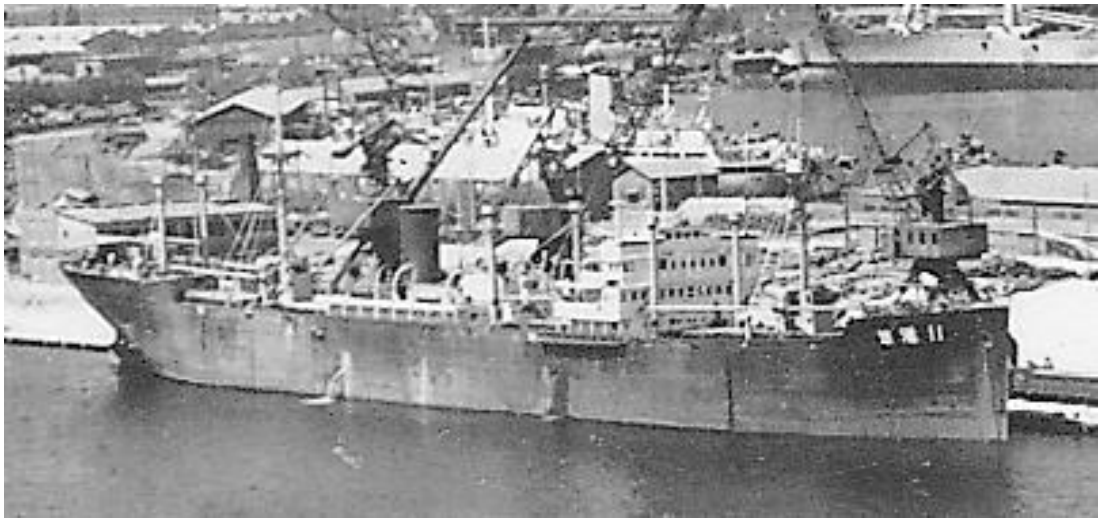

HOPING 47 as NORTON (7seasvessels.com).

HOPING 48 (5374-8660 dwt/26 Ch. & At. de St Nazaire (Penhöet), Rouen) 2x6cy B&W Oil Engines)
Built for Wilhelmsen D/S A/S, Tonsberg as TIJUCA. 12/1/41 damaged by mine in Bristol Channel, to Barry for repairs. 1952 sold to Olaf Pedersen's Red. A/S, Oslo r. SUNNY PRINCE. 1958 sold to PRC r. HOPING 48. 1967 r. ZHANDOU 48. Still as such 1971, but later r. JI HAI 11, based at Tianjin. RLR 1976.

TIJUCA (ShipsNostalgia)

Probable HOPING 48 at Shanghai in 1967, new upper bridge roof, new cowls on the top of the king posts and mast trees slightly extended laterally (https://www.youtube.com/watch?v=EV7g1Ulvuyo).

Bow of ZHANDOU 48 at Dalian 1971 or 1972. At right is the former RIALTO of Ellerman's Wilson Line, bearing a name which might be 銅 2 or TONG 2, meaning "Copper 2". (SK*)


JI HAI 11 ex HOPING 48 at Dalian c.1972 (SK*).

HOPING 49 (2378-3720 dwt/59 Shanghai Shipyard, Shanghai) steam 4000 hp11k 1967 r. ZHANDOU 49. 6/82 sighted at Shanghai. 1992 RLR.

Launch of HOPING 49 (7788.com).

Above 2: ZHANDOU 49 at Shanghai on 13 June 1982 (Chris Mackie).

ZHANDOU 49 at Shanghai 1 October 1983 (Leroy W. Demery Jr.@*Flickr).*

HOPING 50 (6800-10156 dwt/58-5 Stocznia Gdanska, Gdansk, Fiat 8cy Oil Engine m. 1953)
Built for Polish Ocean Lines, Gdansk as FRYDERYK CHOPIN. 1959 t/f to PRC r. HOPING 50. 1960 t/f to Czechoslovak Ocean Shg, Prague r. ORLIK. 1967 t/f to COSCO, Guangzhou r. LINTONG. 4/72 last foreign report. RLR 1992.

HOPING 50 existed for a short period in 1959-60 (Dr George Wilson, 1959 photo).

COSCO's LINTONG ex HOPING 50 (P. Foxley*).

HOPING 50 bis (7128-10,496 dwt/43 Marine Industries Ltd, Sorel)
Built as 'North Sands' type standard for British Govt as FORT ST PAUL. 1951 sold to Champlain Freighters Ltd (J.P. Hadoulis, mgr), London r. TARSIAN. 1956 sold to Marolas S.A., Monrovia r. MARIKA. 11/58 sold to Peninsular Shg Co. Ltd (ben. owner PRC), Hong Kong r. LONGFORD. 12/58 t/f to Chinese flag r. HOPING 50. 1967 r. ZHANDOU 50. RLR Nov. 1991.

HOPING 50 bis showing the smart yellow band worn by a few 'Hoping' vessels at the main deck level (SK colln).

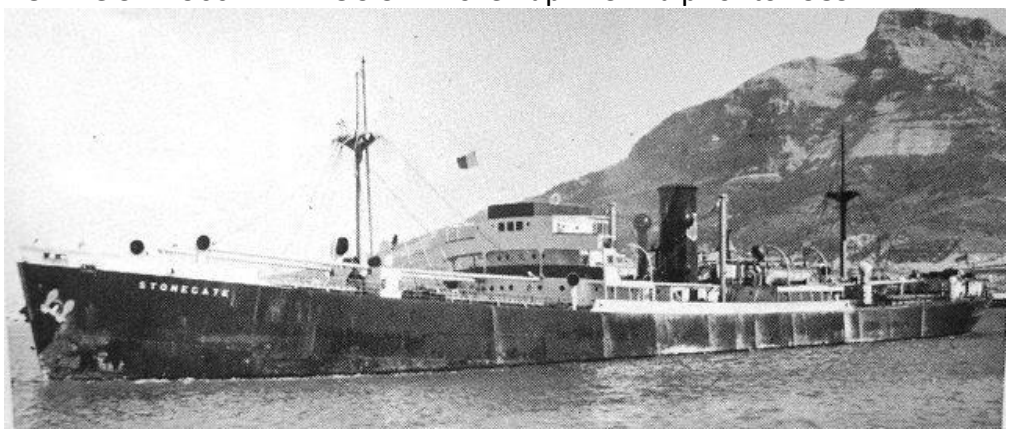
HOPING 51 (7130-10,385 dwt/43-12 United Shipyards Ltd, Montreal)
Buit for British Govt as 'North Sands' type FORT TICONDEROGA. 1948 sold to Ivor Shg Co. Ltd, Montreal r. IVOR ISOBEL. 1951 reg. t/f to London. 1956 t/f to Novor Shg Co. Ltd, London r. NOVOR ISOBEL. 4/58 sold to Ocean Tramping Co. Ltd (ben. owner PRC), Hong Kong r. HEREFORD. 1/59 t/f to Chinese flag r. HOPING 51. 1967 r. ZHANDOU 51. Broken up in China prior to 1985.

HOPING 51 in Chandris colours as IVOR ISOBEL (Bowling Green State Univ.).

PRC drawing of HOPING 51 (Internet).

HOPING 51 (7788.com).

HOPING 52 (6950-10160 dwt/41-5 Short Bros Ltd, Sunderland).
Built for MOWT (Haldin & Phillips, mgrs) as EMPIRE SUMMER. 1943 Turnbull, Scott & Co. Ltd, mgrs). 1945 sold to Turnbull, Scott Shg Co. Ltd, London and 1946 r. STONEGATE. 1955 sold to Partenreederei 'Hastedt' (Carl Meentzen Schiff & Handel GmbH, mgrs), Bremen r. HASTEDT. 1959 sold to PRC r. HOPING 52. 1966 ZHANDOU 52. Broken up in China prior to 1985.



STONEGATE (A. Duncan).

HOPING 53 (7310-10,193 dwt/45-2 Bartram & Sons Ltd, Sunderland)
Built for MOWT (Maclay & McIntyre Ltd, Glasgow, mgrs.) as EMPIRE MAURITIUS. 1946 mgrs Counties Ship Mgt Co. Ltd, London. 1947 sold to Bury Hill Shg Co. Ltd (same mgrs), London r. MARKAB. 6/48 mgrs Phocean Ship Agency Ltd, London. 1956 sold to Motor Shg Corp. of the Seven Seas, Panama r. MATADOR. 2/58 sold to San Jeronimo S.S. Co. Ltd (John Manners & Co. Ltd), Panama r. SAN JERONIMO. 10/58 t/f to Cambay Prince S.S. Co. Ltd, Hong Kong r. YANGTZE BREEZE. 1/59 sold through Far East Ent. Co. (Farenco) (HK) Ltd to PRC r. HOPING 53. 1967 r. ZHANDOU 53. Late 1985 rep. broken up.

(Talbot-Booth)

HOPING 54 (6110/55-5 J. Readhead & Sons Ltd, South Shields, T3cy)
Built for Diamante Soc de Transportes SA, Piraeus as DIAMANTIS PATERAS. 1957 r. KYVERNITIS. 1959 sold to SMB r. HOPING 54. 31/8/62 at Shanghai t/f to Polish Ocean Lines, Gdansk r. WINCENTY KABLUBEK, sailed by Polish crew to Guangzhou where 19/9 t/f to COSCO r. XING HUO. 1979 r. HONG QI 130. RLR 1992.

DIAMANTIS PATERAS (Greek Shipping Miracle).

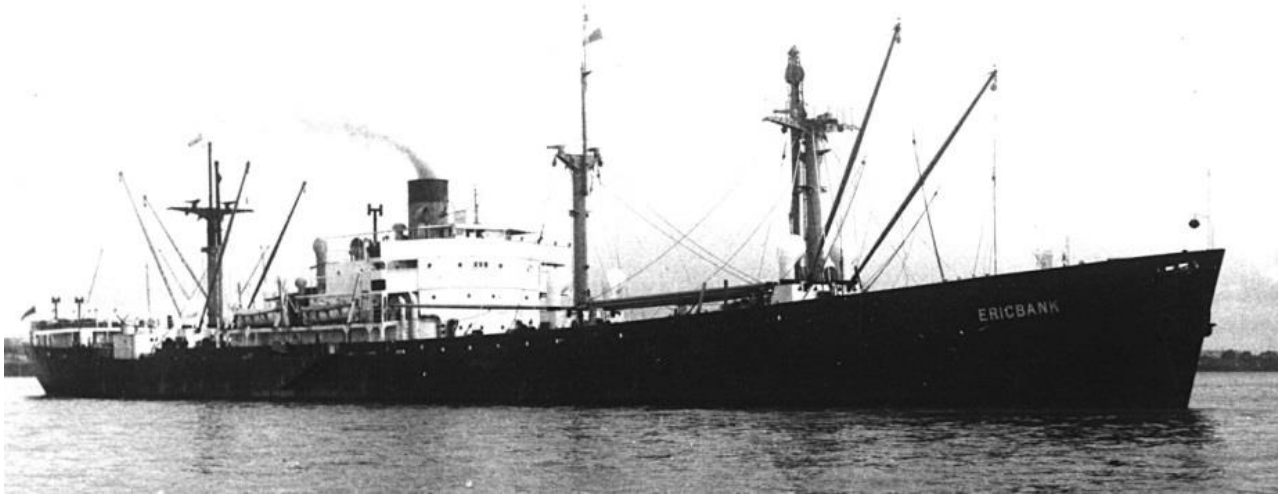
HOPING 54, grey hull, outside of HOPING 51 (7788.com).

XING HUO with bridge structure built up (Internet).

XING HUO (W. Kramer/Graham Thursby).

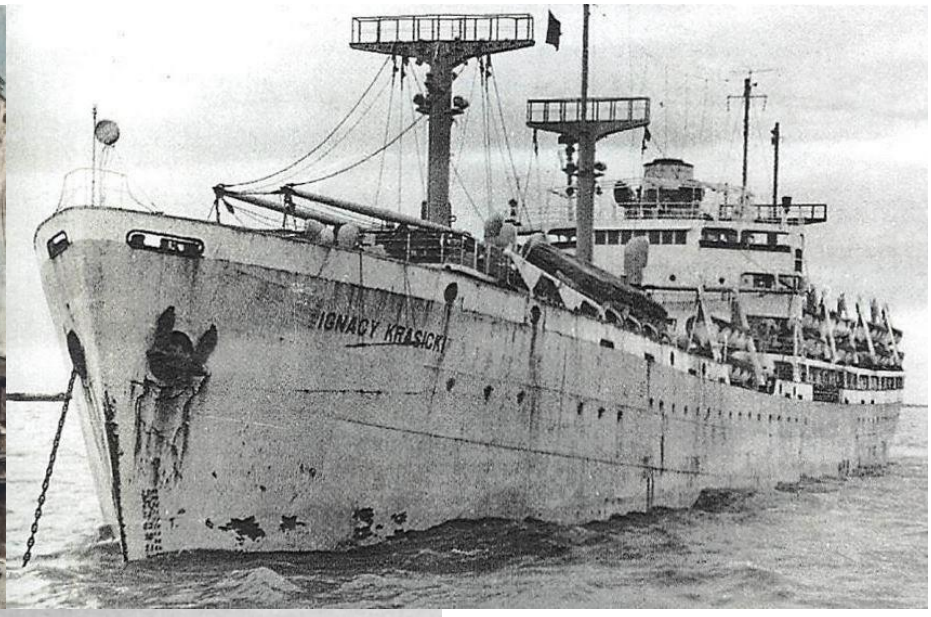
XING HUO ex HOPING 54. Superstructure front enclosed for extra accommodation, at Rotterdam 21 June 1970 (Malcolm Cranfield).

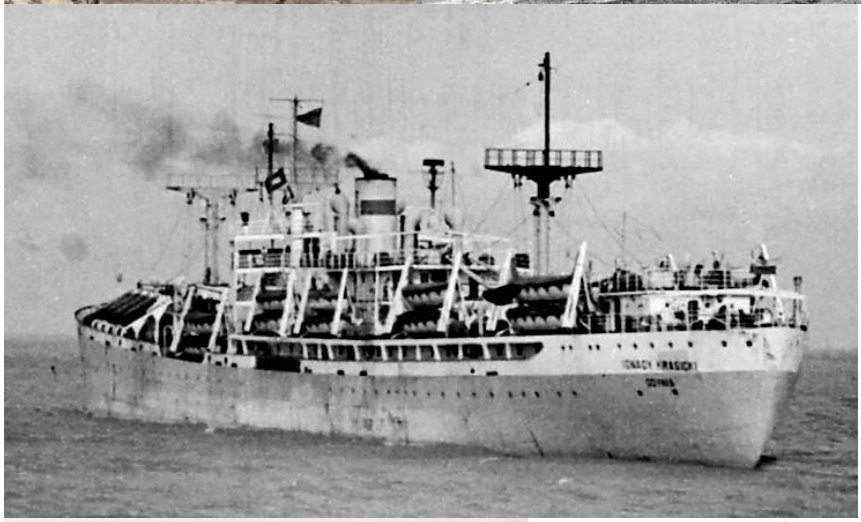
HOPING 54 bis (7500-10,850 dwt/44 Bethlehem-Fairfield Shipyard, Baltimore) modified 'Liberty'-type Built for U.S.W.S.A. for bareboat charter to British MOWT (Orient S.N. Co. Ltd, London mgrs) as SAMEVERON. 1947 Trinder, Anderson & Co. mgrs. 4/47 sold to Bank Line Ltd (A. Weir & Sons mgrs.), Glasgow r. ERICBANK. 1959 sold to Guangzhou Maritime Bureau, Guangzhou r. NAN HAI 146. 1960 under structural refit as a passenger ship at Guangzhou Shipyard, 7/60 Lloyds 100A1 Class withdrawn. After est. of COSCO on 27/4/61, seen at Hong Kong in COSCO colours as ZHONG HUA. 20/9/62 at Guangzhou t/f to Polish Ocean Lines, Gdansk r. IGNACY KRASICKI, sailed by Polish crew to Shanghai where 7/10 t/f to SMB r. HOPING 54. 1967 r. ZHANDOU 54. 1973 refitted at Shanghai Shipyard. NFI.

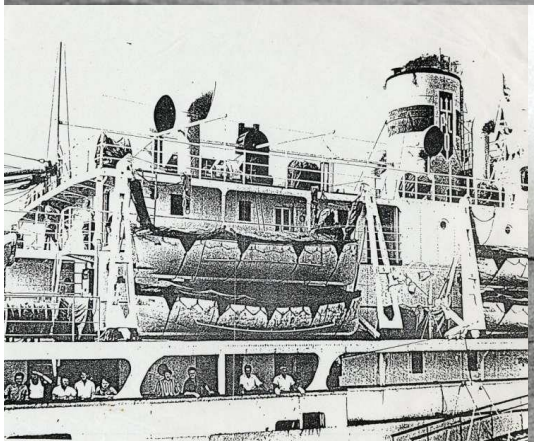


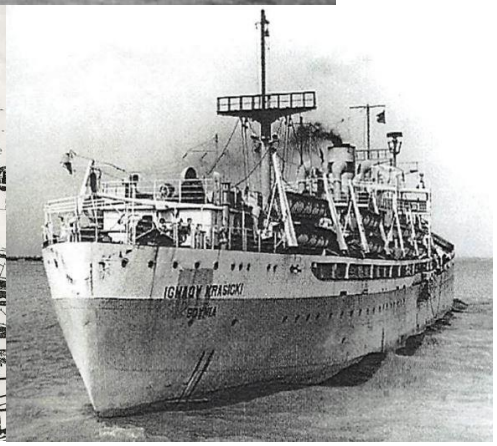
ERICBANK (Allen colln).

ZHONG HUA at Hong Kong after extensive rebuilding at Guangzhou (H. Dick*)









Top left colour: Acclaimed painting by Song Wenzhi of ZHONG HUA under refit at Guangzhou Shipyard in 1960 (sz.gov.cn/en_szgov/aboutsz/whatson/content/post_1348736.html).
Four photos of IGNACY KRASICKI on its sole voyage, in September-October 1962, from Guangzhou to Shanghai (Malcolm Cranfield colln).

ZHANDOU 54 at the Shanghai Shipyard in 1973 (Harrison Forman, UWM Libraries).

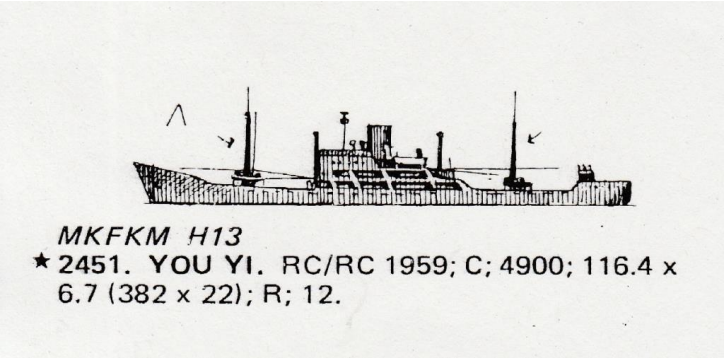
HOPING 55 (6994-10000 dwt/43 Caledon S.B. & E. Co. Ltd, Dundee, 2xr4cy Oil Engine, Rowan)
Built for Monarch S.S. Co. Ltd (Raeburn & Verel Ltd), Glasgow as SCOTTISH MONARCH. 1957 sold to Eastern Seafaring & Tdg Co S.A., Panama r. DEMETRIOS D.S. 1958 sold to Hemisphere Shg Co. Ltd (ben. owner PRC), Hong Kong r. WISHFORD. 1/59 sold to PRC r. HO PING 55. 1967 r. ZHANDOU 55. Broken up in China prior to 1985.

HOPING 55 as SCOTTISH MONARCH (C. Howell).

HOPING 56 (not identified)

HOPING 57 (3000-4500 dwt/59 Dalian D.Y., Dalian) motorship
1967 r. ZHANDOU 57. 1992 RLR.

HOPING 58 (4882, also 4693-7042 dwt/59 Jiangnan D. & E., Shanghai) steam engines
1961 t/f to COSCO, Guangzhou r. YOU YI [https://www.docin.com/p-783871490.html]. 9/61 sailing for COSCO to ports such as Colombo as far as Mediterranean. 11/70 sailed Hong Kong for Whampoa. Later t/f to SMB r. ZHANDOU 58. NFI, LR 1992 deleted.



MKFKM H13
★ **2451. YOU YI.** RC/RC 1959; C; 4900; 116.4 x 6.7 (382 x 22); R; 12.

Launch of HOPING 58 at Kiangnan (*China Reconstructs*)/YOU YI sketch (Talbot Booth), evidently drawn from memory and mistaken about bipod masts.

HOPING 59 (2770-3260 dwt/59 Hudong S.Y., Shanghai) motorship
1967 r. ZHANDOU 59. 1985 r. XIN HUA 59. 1990 sold to Xiamen Luhai Shg. Enterprising Co. Ltd., Xiamen r. LU HAI 1. 8/2010 RLR as existence in doubt.

HOPING 60 (2000-3000 dwt/59 Hudong Shipyard, Shanghai) motorship
1/5/63 assigned by Zhou En-lai to investigative operations regarding the *Yue Jin* wreck at Socotra Rock. 6/64 inaugural COSCO sailing to Nampo, DPRK. 1967 r. ZHANDOU 60. 1992 RLR.

L: HOPING 60 at Nampo, North Korea (*Renmin Huabao* 3/65)
R: ZHANDOU 60 at Shanghai mid-1979 (Markus Berger).

HOPING 61 (6266-11700 dwt/17-1 Union Iron Works Co., Alameda (Ca.)
Built for N.S.Bjonness & Son, Tönsberg as TALABOT. 1919 t/f to N.S.Bjonness & Sons D/S Rederi A/S. 3/35 sold to Coumantaros Bros, Piraeus r. EKATERINI COUMANTAROU. 1945 t/f to Ekaterini Cargo S.S. Co. Ltd, Piraeus. 1951 sold to Far Eastern & Panama Transport Corp. (Wheelock, Marden & Co. Ltd, Hong Kong mgrs), Panama r. MONTESA. 1951 t/f to Cia Istmena de Tptes Maritimos S.A., Panama. 1952 sold to Polish Ocean Lines, Gdynia r. BRATERSTWO. 12/59 sold to PRC r. HOPING 61. 1967 r. ZHANDOU 61. SE August 1973 at Tsingtao (Petersen).

ZHANDOU 61 (Karsten Petersen).
http://global-mariner.com/index113DryCargoShips4.html

HOPING 62 (3000/59) No further details.
[not in LR or Miramar]

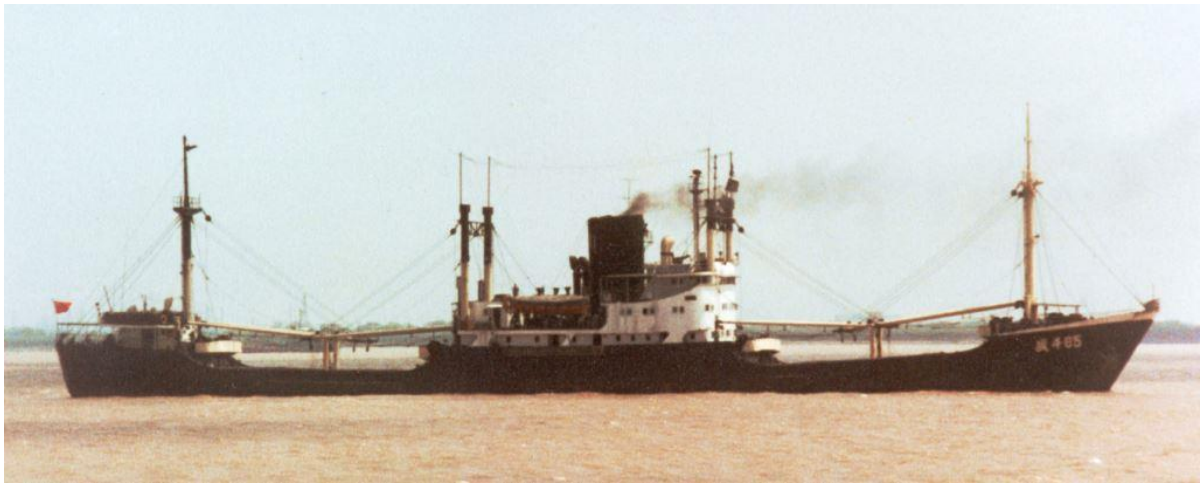
HOPING 63 (3000/60 Hudong S.Y., Shanghai) No further details.
[not in LR or Miramar]

HOPING 64 (2471-3240 dwt/60 Hudong S.Y., Shanghai) Steam
Launched 11/60, completion probably 1961. 1967 r. ZHANDOU 64. 1985 r. HEPING 64. RLR 1993.

ZHANDOU 64 in mid-1979 (Markus Berger).

ZHANDOU 64 arriving at Shanghai on 26 June 1982 (Chris Mackey).

HOPING 65 (2564-3236 dwt/59 Hudong S.Y., Shanghai) steam 1000 hp 10k
Built as HOPING 65. 1967 r. ZHANDOU 65. 1985 r. HEPING 65. RLR 1993.



HOPING 65 (Markus Berger).

ZHANDOU 65 at Shanghai on 7 July 1982 (Chris Mackey).

HOPING 66 (2564-3236 dwt/60 Hudong S.Y., Shanghai) steam 1000hp 10k
1967 r. ZHANDOU 66. [Not given as HEPING 66.] 1984 deleted. [Akaiwa] RLR 2010.

(Talbot Booth)

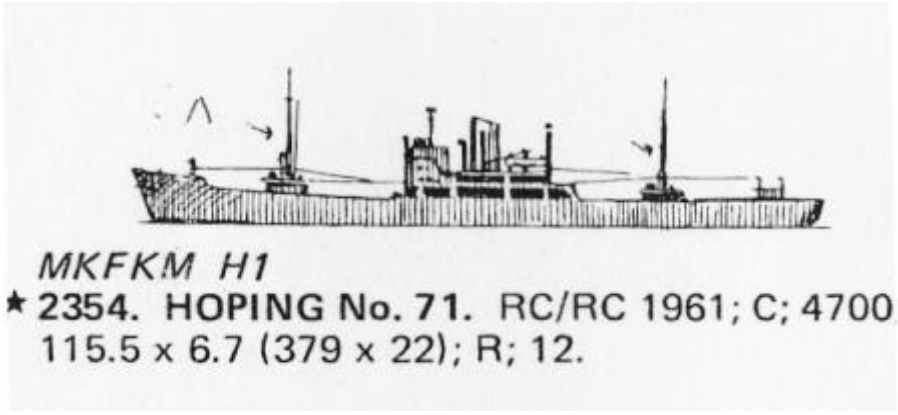
HOPING 67 (2000-3000 dwt/60 Hudong S.Y., Shanghai).
1966 presumably r. ZHANDOU 67. 11/83 capsized and sunk.

HOPING 68 (not identified, postulate completed as ZHE HAI 1, later ZHE HAI 91)
HOPING 69 (not identified, postulate completed as ZHE HAI 2, later ZHE HAI 92)

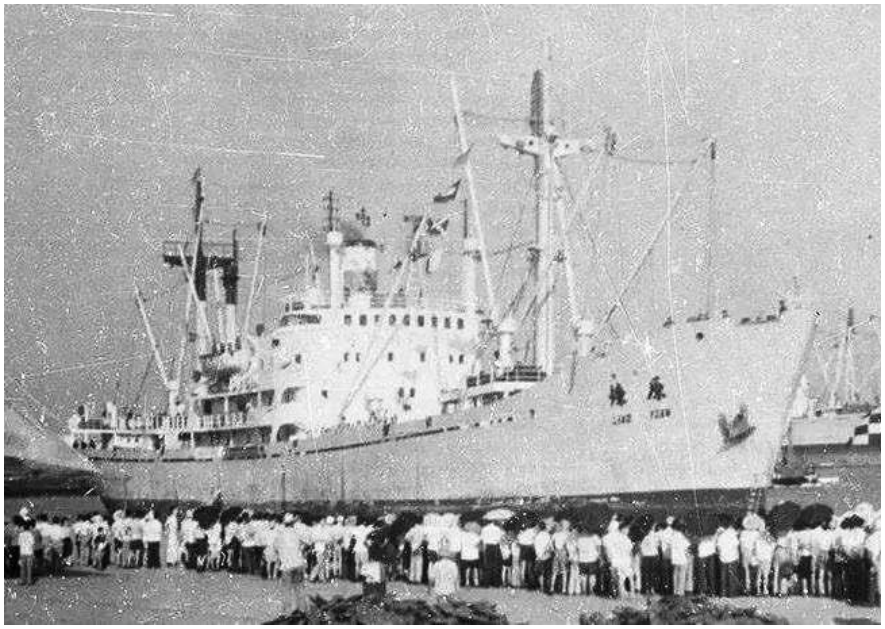
HOPING 70 (1351/46-4 Prince Rupert D.D. & Shipyards, Prince Rupert, BC)
Launched for Canadian Govt as OTTAWA PALETTE but completed for China Merchants S.N. Co, Shanghai as HAI YUN 海甬. 1949 taken over by PRC and registered for China People's S.N. Co. By 1956 converted to carry 363 pass. (probably by enclosing hatch wells by a continuous awning deck) and 6/56 as MIN CHU 7 in service Shanghai-Qingdao. By 1964 had reverted to freighter as HOPING 70. 1967 r. ZHANDOU 70. 1978 allocated to Dalian Bureau. RLR 1992. NFI.
[www.shtong.gov.cn/node2/node2245/node67421/node67426/node67459/userobject1ai64416.html, also Yao Kai-Yang.]

HOPING 70 was a sister of HAI SHUI ex OTTAWA PAGET, shown here (Yao Kai-Yang).

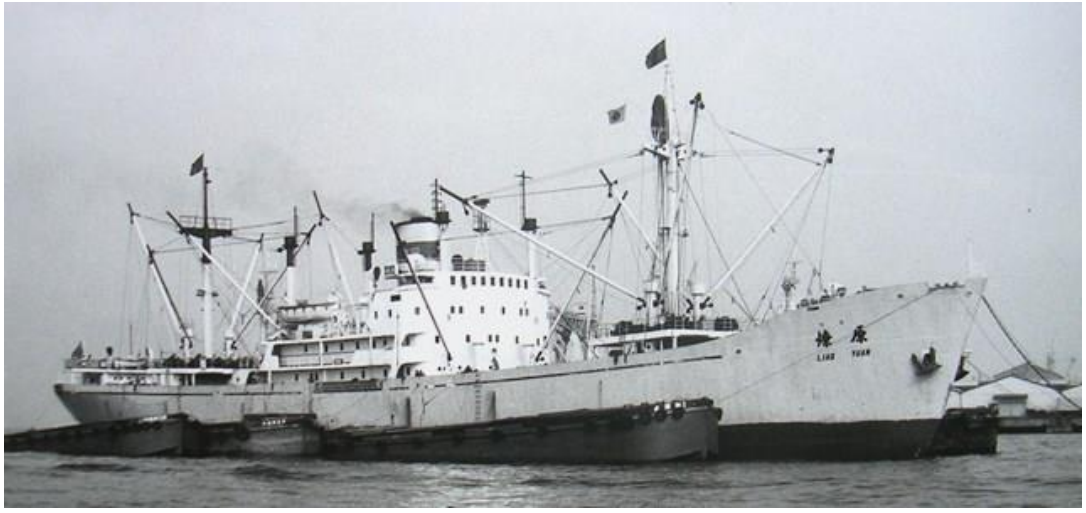
HOPING 71 (4711-6800 dwt/61 Dalian D.Y., Dalian) 'Canadian Pacific' steam engines 2500 hp 12 k.
1964 t/f to COSCO, Shanghai r. LIAO YUAN. 18/6/64 commenced regular sailings from Shanghai to Japanese ports. Still as such 5/71, but reported subsequently t/f to Guangzhou Bureau r. HONG QI 164. May have borne the name ZHANDOU 71 in the interim. 11/80 sailing for SMB as ZHANDOU 25. Still existing 1982 but NFI.



HOPING 71. The Talbot-Booth drawing indicates bipod masts.



LIAO YUAN, probably on maiden voyage to Japanese ports 6/64 (Internet).



Believed to be ex HOPING 71, COSCO's LIAO YUAN at Yokohama 1 May 1971 (Michio Yamada*).

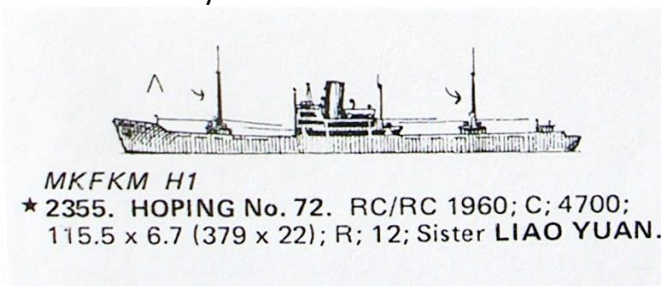
Photo with COSCO funnel painted out, said to be as ZHANDOU 71 (Markus Berger colln).

ZHANDOU 25 bis in 1979. Evident new funnel (Marcus Berger).

ZHANDOU 25 bis at Shanghai on 12 November 1980 (W. Schell).

ZHANDOU 25 bis at Shanghai 1982-3 (Chris Mackey)

HOPING 72 (4661-6695 dwt)/60 Jiangnan D & E., Shanghai) steam engines (Jiangnan) 2500hp 12k
Built for SMB as HOPING 72. 1967 r. ZHANDOU 72. Late-1960s t/f to COSCO, Shanghai for Japan service r. XIAN FENG. By 1979 reverted to SMB r. ZHANDOU 72. 1985 r. HEPING 72. 1993 deleted.



MKFKM H1
★ 2355. **HOPING No. 72.** RC/RC 1960; C; 4700;
115.5 x 6.7 (379 x 22); R; 12; Sister **LIAO YUAN.**

[Talbot Booth identifies HOPING 72 as a *sister* to Dalian-built LIAO YUAN and having *bipod* masts - both claims unlikely, refer photos below.)]

ZHANDOU 72 ex HOPING 72 during the Cultural Revolution (Johann Berhrends/Graham Thursby).

XIAN FENG at Yokohama 1969 with more modest revolutionary slogans (S. Kizu)

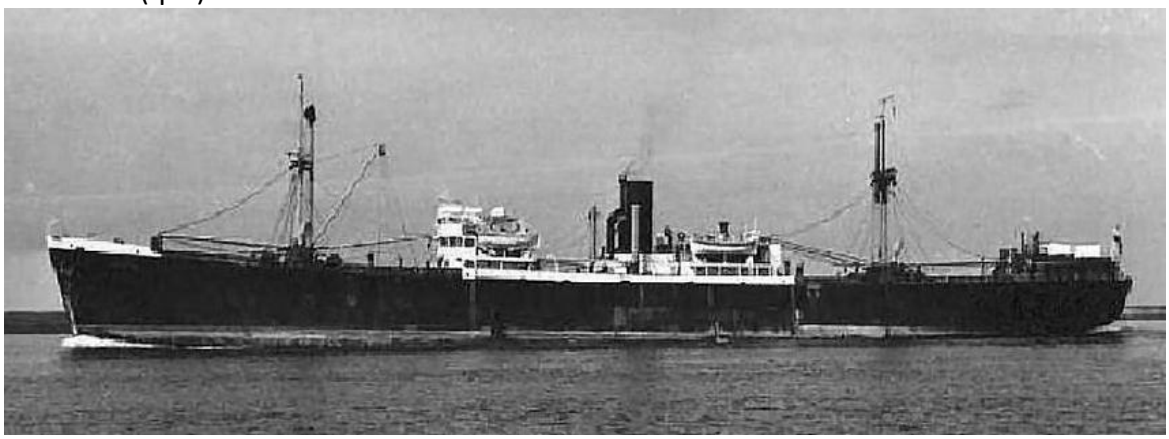
ZHANDOU 72 at Shanghai, mid-1979 (Markus Berger). 1993 RLR as ZHANDOU 72. Note seven bridge window arrangement.

Names readable as ZHANDOU 72 and ZHANDOU 38 (right) on either side of a CHANG class passenger ship at the Shanghai Shipyard in Pudong in 1979 (Jean E. Norwood@LOC colln).

HOPING 73 (not identified)
HOPING 74 (not identified)

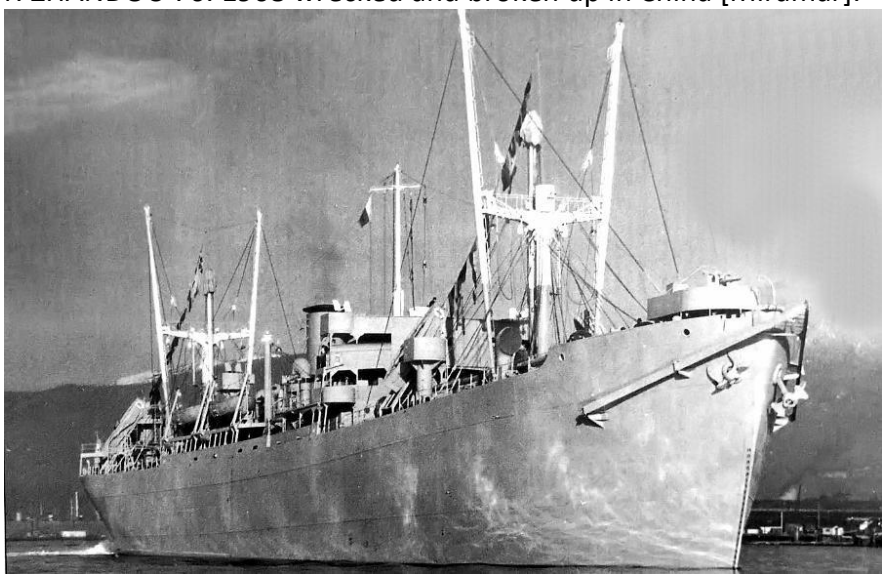
HOPING 75 (7166-10498 dwt/42-8 Todd-Bath Iron S.B. Corp., Portland (Or.)
Built as 'Ocean' type standard for MOWT as OCEAN ATHLETE. 1943 sold to Netherlands Govt (Rotterdamsche Lloyd, mgr) r. GOVERT FLINCK. 1947 sold to Kon. Rotterdamsche Lloyd, Rotterdam r. TERNATE. 1959 sold to Dah Lien Shg Co. Ltd, Hong Kong r. KASERT. 4/60 sold to PRC r. HOPING 75.

1967 r. ZHANDOU 75. Broken up in China prior to 1979 by which time another vessel had been given this name (q.v.).



HOPING 75 as TERNATE in RL colours (photoship.co.uk).

HOPING 76 (7161/44 Burrard D.D. Co. Ltd, Vancouver)
Built for Canadian Govt for b/b charter to MOWT (Lambert Bros Ltd, mgrs.), London as FORT WALLACE. 1946 sold to Acadia Overseas Freighters Ltd, Montreal r. VANCOUVER COUNTY. 1950 sold to Israel-America Line Ltd, Haifa r. AKKO. 1953 sold to Cargo Ships El-Yam Ltd, Haifa. 1954 sold to Athens Shg Co. S.A., Puerto Limon (Costa Rica) r. ATHENS. 1959 t/f to Greek flag. 1960 sold to PRC r. HOPING 76. 1967 r. ZHANDOU 76. 1968 wrecked and broken up in China [Miramar].



FORT WALLACE (photoship.co.uk).

HOPING 77 (1953-2889 dwt/43 Walter Butler Sbldrs Inc., Superior, Wi.) N3 type.
Built for WSA and b/b chartered to MOWT (Wm Corey & Sons Ltd, London, mgrs.) as ELKANAH CROWELL. 4/47 sold to MOT (same mgrs.). 3/51 sold to Williamson & Co Ltd, Hong Kong r. INCHULVA. 1/52 reg. at Hong Kong. 11/59 sold to Hemisphere Shg Co. Ltd (ben. owner PRC), Hong Kong r. HANSFORD, 1960 still in Lloyd's class. 6/60 t/f to PRC r. HOPING 77. Later reported by LR as ZHANDOU 77 (error?). RLR 1992. Possibly almost immediately became ZHE HAI 107 (q.v.).

ELKANAH CROWELL at Cardiff Docks (Leslie W. Hansen/Nat. Museum Wales).

HOPING 77 bis **(**4711-6695 dwt/c.62 Dalian Shipyard, Dalian) steam (Allied, Canada) Presumed built for SMB as HOPING 77. 1967 r. ZHANDOU 77. 1985 r. HEPING 77. 1986 deleted [Akaiwa].

ZHANDOU 77 at Shanghai 1/10/83 and 12/10/83 (Leroy W. Demery Jr.@ *flickr*).

Above 2: ZHANDOU 77 departing Shanghai on 13 June 1982. Very similar to ZHANDOU 72, but eleven bridge window arrangement and extra side windows (Chris Mackey).

HOPING 78 (not identified)

HOPING 79 (7032-10330 dwt/43-6 Burrard D.D. Co. Ltd, Vancouver)
Built for Canadian Govt for b/b charter to MOWT (W.H. Seager & Co. Ltd, mgr) as FORT BRANDON. 1946 Houlder Bros. Ltd, London, mgrs. 1948 sold to Laurentian Shg Co. Ltd, Montreal (reg. London) r. LAURENTIAN HILL. 1955 sold to Monovar Cia Nav. S.A., Monrovia r. TAYGETOS. 1960 sold to Pacific Tdg Corp., Liberia r. AEGEAN SEA. 1960 resold to PRC r. HOPING 79. 1967 r. ZHANDOU 79. Broken up in China prior to 1985.

ZHANDOU 79 as LAURENTIAN HILL (cap-maquettes-nl.com/media/mar2812.jpg).

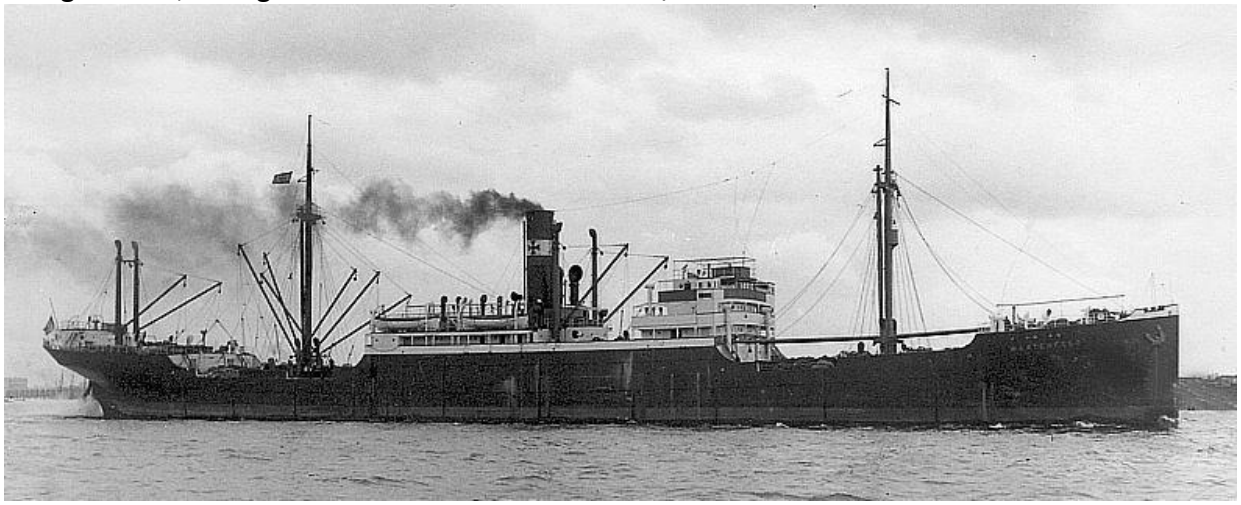
HOPING 155
Name reported, possibly in error, for the 3247/58 'Kolomna' type vessel (VEB Schiffswerft Neptun, Rostock) known from 1958 as NAN HAI 155, 1966 r. HONG QI 155. [Miramar extrapolates to ZHANDOU 155].

HOPING 156
Name reported, possibly in error, for the 3247/58 'Kolomna' type vessel (VEB Schiffswerft Neptun, Rostock) known from 1958 as NAN HAI 156, 1966 r. HONG QI 156. [Miramar extrapolates to ZHANDOU 156].

战斗 ZHANDOU 'Combat' LIST (names used from November 1966 until 1985)

Unidentified or perhaps unallocated ZHANDOU numbers are 4, 10, 56, 62, 63, 69, 74, 78, 80, and most of 84 onwards.

ZHANDOU 1 (6128-9357 dwt/21 Tecklenborg A.G., Geestemunde) T3cy
Built for Deutsche D/S A/S 'Hansa', Bremen as WARTENFELS. 4/5/42 scuttled by crew at Diego Suarez. Salvaged by R.N. and allocated to MOWT (British India S.N. Co. Ltd, London mgrs) as EMPIRE TUGELA. 1946 sold to Bird & Co., London. 1947 sold to Oceanic Nav. Co. Ltd, Calcutta r. CHITPUR. 1948 sold to Hwah Sung S.S. Co. Ltd, Shanghai r. HWAH SUNG. 1949 reg. owner Wallem & Co. Ltd, Hong Kong (Pan. Flag) r. NAVIDAD. 1952 reg. owner Purple Star Shg Co., Shanghai. 9/52 Pan. registry cancelled, reverted to Hwah Sung as HWAH SUNG (HAO SHENG). 10/54 taken over by public-private enterprise Chung Hsing S.S. Co., Shanghai r. CHUNG HSING 2. 1956 t/f to SMB. 1967 or later r. ZHANDOU 1. NFI.


WARTENFELS as built (Jansen/Fuchs).

ZHANDOU 1 in post-Cultural Revolution appearance (Brian Miller/Alan Lee).

ZHANDOU 1 bis (7904-11064 dwt/47 Wilton Fijenoord, Schiedam) motorship
Built for NV Vereenigde Nederlandsche Scheepvaart Mij, The Hague as ANNENKERK. 1971 t/f to NV Koninklijke Nedlloyd. 21/5/71 arrived at Shanghai, reported sold for scrapping, but obviously reprieved [Schell] r. ZHANDOU 1. NFI.

ZHANDOU 1 bis (Donald Anderson).

ZHANDOU 2 see HOPING 2
ZHANDOU 3 see HOPING 3

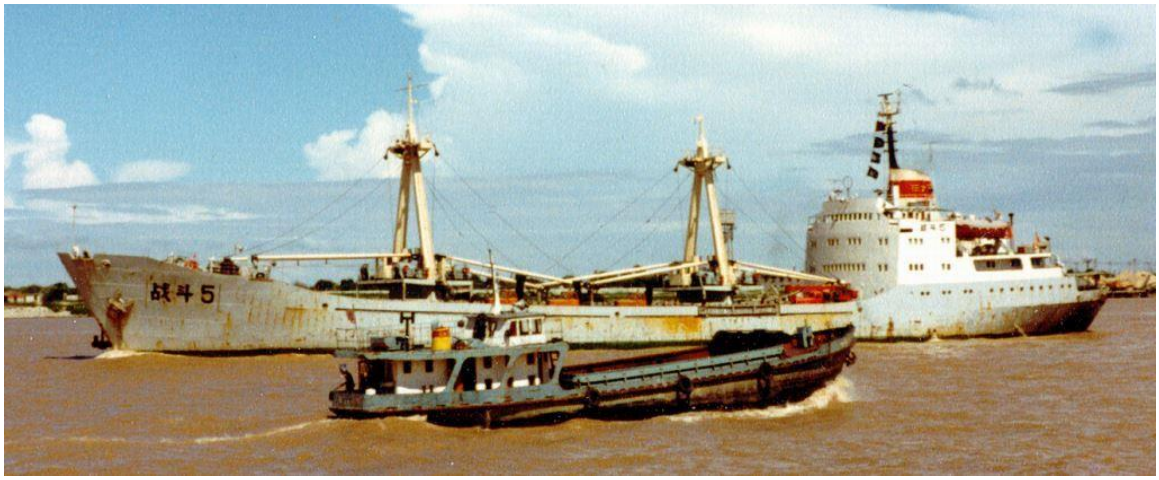
ZHANDOU 3 bis (8436-10870 dwt/51-3 Greenock Dockyard, Cartsdyke East) s.t.
Built for Clan Line Steamers Ltd, Glasgow as CLAN SUTHERLAND. 1971 t/f to King Line Ltd. 1971 sold to Chinese Govt r. ZHANDOU 3. Still existing 1982, NFI.

ZHANDOU 3 bis at Shanghai July 1979 (Markus Berger).

ZHANDOU 3 bis at Shanghai in 1982-3 (Chris Mackey).

ZHANDOU 4 (not identified)
ZHANDOU 5 see HOPING 5

ZHANDOU 5 bis (4021-6103 dwt/7? Georgi Dimitrov, Varna) motorship
Unidentified, but of a class of vessels for which the full histories of the PRC-flag TAI AN (4021/72, 1976 r. TAI SHUN) and TAI NING (2748/74), both owned by COSCO, are not available, both 2011 RLR.


ZHANDOU 5 bis in COSCO colours (Markus Berger).

ZHANDOU 6 see HOPING 6
ZHANDOU 7 see HOPING 7

ZHANDOU 8 (4742-7570 dwt/46-10 A/B Gotaverken, Gothenburg) motorship
Built for A/B Svenska Ostasiatiska Kompaniet, Gothenburg as BATAAN. 1968 t/f to Rederiet for ms "Browind", Gothenburg r. BROWIND. 15/2/72 arrived at Hsinkang for breaking but resold to SMB r. ZHANDOU 8. NFI.

ZHANDOU 8 as BROWIND (Internet).

ZHANDOU 9 see HOPING 9 bis
ZHANDOU 10 (not identified)

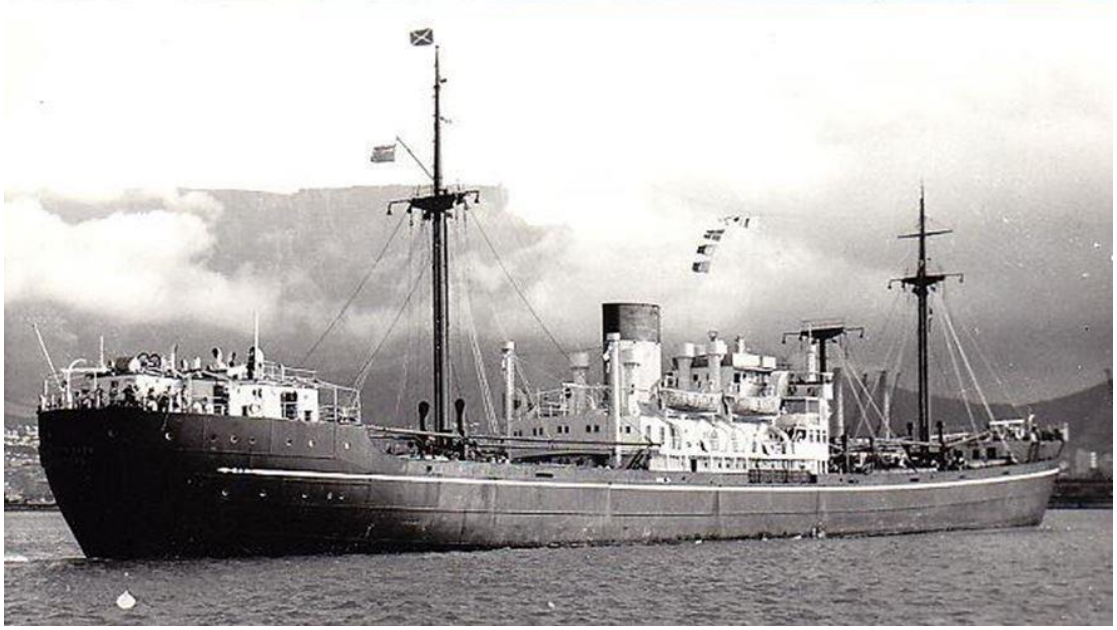
ZHANDOU 11 (8648-10,364 dwt/51-3 Nakskov S.V., Nakskov) motorship
Built for A/S Det Ostasiatiske Kompagnie, Copenhagen as MAGDALA. 1972 sold to Yick Fung Shg & Enterprises Co Ltd, Modasishi r. KARA SEA. 1975 t/f to COSCO, Shanghai (no report of renaming). 1975 r. ZHANDOU 11. 6/82 still existing. LR 1992 deleted from registers. NFI.

ZHANDOU 11 departing Shanghai 18 June, 1982 (Chris Mackey).

ZHANDOU 12 (6631-9100 dwt/44-6 (M – Gebr. Stork, Hengelo)
Built by N.V. Nederlandsche Dok & Schpsb. Mij, Amsterdam for Hamburg Sud-Amerika Linie, Hamburg. 5/45 surrendered at Kiel to MOWT (Mungo Campbell & Co. Ltd, Newcastle mgrs) r. EMPIRE WYE. 2/47 sold to ICSNC – 2/48 r. EASTERN SAGA. 12/67 sold to Southern Shg & Ent. Co. Ltd, Hong Kong r. NANFUNG. 4/72 t/f to Yick Fung Shg & Ent. Co. Ltd, Hong Kong (Somali flag). Rep. Q1/1975 broken up in China but instead t/f to SMB r. ZHANDOU 12. NFI.

EASTERN SAGA in earlier guises as ESMERALDA (with gun platforms) and EMPIRE WYE,
still lacking the second pair of kingpost (K-H Schwadtke; L. Dunn).

EASTERN SAGA (from a company postcard).



EASTERN SAGA at Cape Town showing typical German hull corrugations (Table Bay Underway c/- amelangeofmerchantmen.fotopic.net).

Early ZHANDOU 12, former EASTERN SAGA, still with topmasts and derricks (John Blake c/- G. Thursby).

ZHANDOU 12, the former EASTERN SAGA with topmasts removed (Above 2 photos by Alwyn MacMillan c/- Graham Thursby).

ZHANDOU 13 see HOPING 13 bis

ZHANDOU 14 (8621-10200 dwt/52-10 Nakskov S.V., Nakskov) motorship
Built for A/S Det Ostasiatiske Kompagnie, Copenhagen as PRETORIA. 1972 sold to Yick Fung Shg & Enterprises Co Ltd, Mogadishu r. BERING SEA. 1975 t/f to Chinese Government r. ZHANDOU 14. Still existing 1980s. NFI.

BERING SEA in Chinese Yick Fung ownership (Peter Foxley*)

ZHANDOU 14 (Jean E. Norwood in 1979@LoC colln.).

ZHANDOU 14 at Shanghai in August 1984 (Donald Anderson).

ZHANDOU 15 see HOPING 15
Reported carrying passengers Dalian/Yantai in the late-1960s. NFI.

ZHANDOU 16 (4171/25 Nüschke & Co. A.G., Stettin)
Built for Reed. Vicktor Schuppe, Berlin as MERKATOR. 1926 sold to Louis Dreyfus & Cie, Dunkirk r. ELAINE L.D. 3/35 sold to Chung Hsing Coal Mining Co. Ltd, Shanghai r. LU HSING. 1937 t/f to Chung Hsing S.S. Co. Ltd. 2/9/37 blown ashore at Hong Kong during typhoon – refloated. Late-1937 reg. owner Wallem & Co. (Norw. Flag) r. INVIKEN. 1946 rev. to CHSSC r. LU HSING. 1950 reg. owner Wallem & Co., Panama r. STORBAY. 1952 rev. to CHSSC(HK) under PRC flag r. TAI S(H)AN. 1/52 return voyage Shanghai/Chinwangtao. 8/52 Panamanian registry cancelled. 1/11/53 t/f to PRC-CHSSC public-private partnership. 10/54 r. CHUNG HSING 4. 6/56 t/f to SMB. 1967 or later r. ZHAN DOU 16. Still in service 1973. NFI.

ZHAN DOU 16 at Tsingtao, mid-1973 (Karsten Petersen).

ZHANDOU 16 bis (3118-5028 dwt/70-7 Shikoku Zosen, Takamatsu) motorship
Built for Northern Lines Inc., Manila as DON RUFINO. 1974 sold to Yick Fung Shg & Enterprises Co. Ltd r. LIN SHAN. 1976 t/f to China Ocean Shg Co., PRC (Bureau of Maritime Transport Administration, Shanghai Branch) r. ZHAN DOU 16. 1985 r. LIN HAI 16. 1999 t/f to China Shipping Group Co., Shanghai. 14/6/12 RLR, existence in doubt.

ZHANDOU 16 bis (Markus Berger colln).

ZHANDOU 17 see HOPING 17

ZHANDOU 17 bis (8566/11850 dwt/56-10 Burntisland S.B. Co., Burntisland) motorship
Built for Fomentador Cia. Naviera S.A., Liberia as ATALANTI M. LIVANOS. 1964 sold to Yick Fung Sg & Enterprises Co. Ltd., London r. CHEUNG CHAU. 1975 t/f to PRC Gov't, Shanghai. By 1978 r. ZHANDOU 17. 1985 r. HEPING 17. 1993 RLR.

ZHANDOU 17 bis as CHEUNG CHAU (Peter Foxley*)

ZHANDOU 17 bis at Shanghai 1982-3 (two images Chris Mackie).

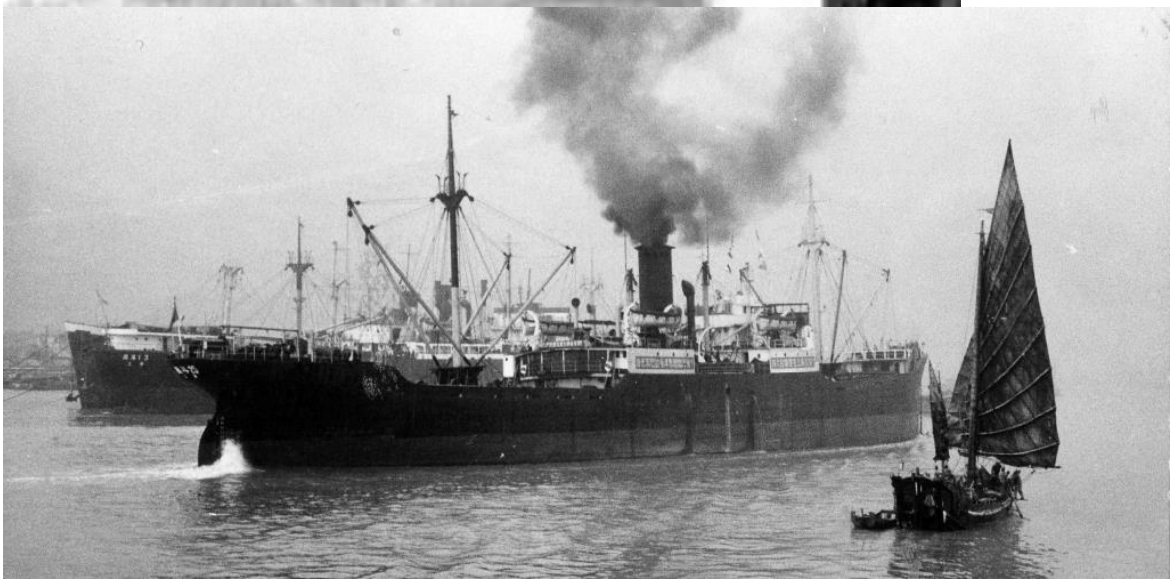
ZHANDOU 18 see HOPING 18
ZHANDOU 19 see HOPING 19
ZHANDOU 20 see HOPING 20

ZHANDOU 20 bis (3118-5028 dwt/70-7 Shikoku Zosen, Takamatsu) motorship
Built for Northern Lines Inc., Manila as DONA MARCELINA. 1974 sold to Yick Fung Shg & Enterprises Co. Ltd. r. SHEN SHAN. 1976 t/f to China Ocean Shg Co., PRC (Bureau of Maritime Transport Administration, Shanghai Branch) r. ZHAN DOU 20. 1985 r. LIN HAI 20. 1999 t/f to China Shipping Group Co., Shanghai. 14/6/12 deleted as existence in doubt.

ZHANDOU 21 see HOPING 21
ZHANDOU 22 see HOPING 22
ZHANDOU 23 see HOPING 23
ZHANDOU 24 see HOPING 24

ZHANDOU 25 (3151-c.5000 dwt/18 Wm Gray & Co. Ltd, West Hartlepool)
Built for The Shipping Controller (G.B. Harland & Co. mgrs.) as WAR FOAM. 1919 sold to British Africa Shg & Coaling Co. Ltd (Mitchell, Cotts & Co. mgrs.), Cape Town r. CAPE NATAL. 12/20 sold to Union S.S. Co. of NZ Ltd, Wellington and 1921 r. KAIKORAI. 31/10/47 laid up at Port Chalmers. 3/48 sold to Hwah Lee S.S. Co., Shanghai. 1949 sold to Purple Star S.S. Co. (Wallem & Co. Ltd mgrs), Shanghai, then t/f to Grande Shg Corp. S.A., Panama. 1/52 and 2/52 trading Dalian/Shanghai. 5/52 voyage Shanghai-Chinwangtao. 8/52 Pan. registry cancelled, reverted to Purple Star/PRC r. SING WANG HAI. 10/54 t/f to PRC-CHSSC r. CHUNG HSING 7. 6/56 t/f to SMB. 1968 RLR, but photographic evidence suggests by 1967 r. ZHAN DOU 25. NFI.

KAIKORAI (Alan Green/SLV)



Above two: ZHANDOU 25 photographed in 1967 from *Dukegat*. Stern of ZHANDOU 13 in background. (Johann Berhrends/Graham Thursby).

ZHANDOU 25 bis see HOPING 71
ZHANDOU 26 see HOPING 26 bis
ZHANDOU 27 see HOPING 27
ZHANDOU 28 see HOPING 28
ZHANDOU 29 see HOPING 29
ZHANDOU 30 see HOPING 30
ZHANDOU 31 see HOPING 31
ZHANDOU 32 see HOPING 32
ZHANDOU 33 see HOPING 33

ZHANDOU 34 see HOPING 34
ZHANDOU 35 see HOPING 35 bis
ZHANDOU 36 see HOPING 36
ZHANDOU 37 see HOPING 37
ZHANDOU 38 see HOPING 38
ZHANDOU 39 see HOPING 39
ZHANDOU 40 see HOPING 40
ZHANDOU 41 see HOPING 41
ZHANDOU 42 see HOPING 42
ZHANDOU 43 see HOPING 43
ZHANDOU 44 see HOPING 44
ZHANDOU 45 see HOPING 45
ZHANDOU 46 see HOPING 46
ZHANDOU 47 see HOPING 47
ZHANDOU 48 see HOPING 48
ZHANDOU 49 see HOPING 49
ZHANDOU 50 see HOPING 50 bis
ZHANDOU 51 see HOPING 51

ZHANDOU 51 bis (7661-9150 dwt/56-1 Harland & Wolff, Belfast) motorship
Built for Ocean SS Co. Ltd, Liverpool as DOLIUS. 1970 t/f Glen Line Ltd, Liverpool r. GLENFRUIN. 1972 reverted to Ocean SS Co. Ltd, Liverpool as DOLIUS. 1972 sold to Ocean Tramping Co Ltd, Mogadishu r. HUNGMIEN. 1974 t/f to United Freighter Corp (Panama) S.A., same name. 1977 t/f to Chinese Gov't, Guangzhou r. HONG QI 119. 1983 t/f to SMB, Shanghai r. ZHANDOU 51. RLR 11/91.

DOLIUS at Stadersand, Germany (Andreas Hoppe/Shipspotting).

As GLENFRUIN at Hong Kong (Karsten Petersen).

HUNGMIEN ex DOLIUS off Birkenhead c.12/72 on delivery voyage (Shipsnostalgia.com).

HUNGMIEN in Straits of Malacca in 1977 (P. Foxley).

ZHANDOU 51 bis ex HUNGMIEN in Yangtse delta, three pairs of kingposts removed (Donald Anderson).

ZHANDOU 52 see HOPING 52
ZHANDOU 53 see HOPING 53 bis
ZHANDOU 54 see HOPING 54
ZHANDOU 55 see HOPING 55
ZHANDOU 56 (not identified)
ZHANDOU 57 see HOPING 57
ZHANDOU 58 see HOPING 58
ZHANDOU 59 see HOPING 59
ZHANDOU 60 see HOPING 60
ZHANDOU 61 see HOPING 61
ZHANDOU 62 (not identified)
ZHANDOU 63 (not identified)
ZHANDOU 64 see HOPING 64
ZHANDOU 65 see HOPING 65
ZHANDOU 66 see HOPING 66
ZHANDOU 67 see HOPING 67

ZHANDOU 68 (2691-3238 dwt/72 Xingang Sbldg H.I., Tianjin) motorship
1985 sold to Dalian S.S. Co, Dalian r. XIN HUA 68. 18/6/12 RLR existence in doubt.

Bow of ZHANDOU 68 in the left, berthed behind *Gong Nong Bing 12* at Chefoo (Alan Lee colln).

ZHANDOU 69 (not identified)
ZHANDOU 70 see HOPING 70
ZHANDOU 71 bis see HOPING 71
ZHANDOU 72 see HOPING 72
ZHANDOU 73 see HOPING 73
ZHANDOU 74 (not identified)
ZHANDOU 75 see HOPING 75

ZHANDOU 75 bis see HOPING 1

ZHANDOU 75 bis at Shanghai 1979 (Markus Berger).

ZHANDOU 75 bis at Shanghai 1979 (Markus Berger).

ZHANDOU 75 bis at Shanghai 1979 (Markus Berger).

ZHANDOU 75 bis arriving Shanghai on 14 June 1982 (Chris Mackey).

ZHANDOU 75 bis departing Shanghai on 5 July 1982, last known sighting (Chris Mackey).

ZHANDOU 76 see HOPING 76
ZHANDOU 77 see HOPING 77 bis
ZHANDOU 78 (not identified)
ZHANDOU 79 see HOPING 79
ZHANDOU 80 (not identified)

ZHANDOU 81 (2691/68 Hudong S.Y., Shanghai) motorship
1985 sold to Dalian S.S. Co., Dalian r. XINHUA 81. 23/1/2012 RLR (existence in doubt).

XINHUA 81 ex ZHANDOU 81 (Ville De Tanya).

ZHANDOU 82 (2688/69 Hudong S.Y., Shanghai) motorship
1985 r. XINHUA 82 (still listed Shanghai). 1999 t/f to China Sg (Group) Co., Shanghai. 18/6/2012 RLR (existence in doubt)..

ZHANDOU 83 (2695/69 Hudong S.Y., Shanghai).
1985 r. HEPING 83. 1991 r. XINHUA 83 (still listed Shanghai). 1999 t/f to China Sg (Group) Co., Shanghai. 23/1/2012 RLR (existence in doubt)..

ZHANDOU 84 – ZHANDOU 89 (not identified)

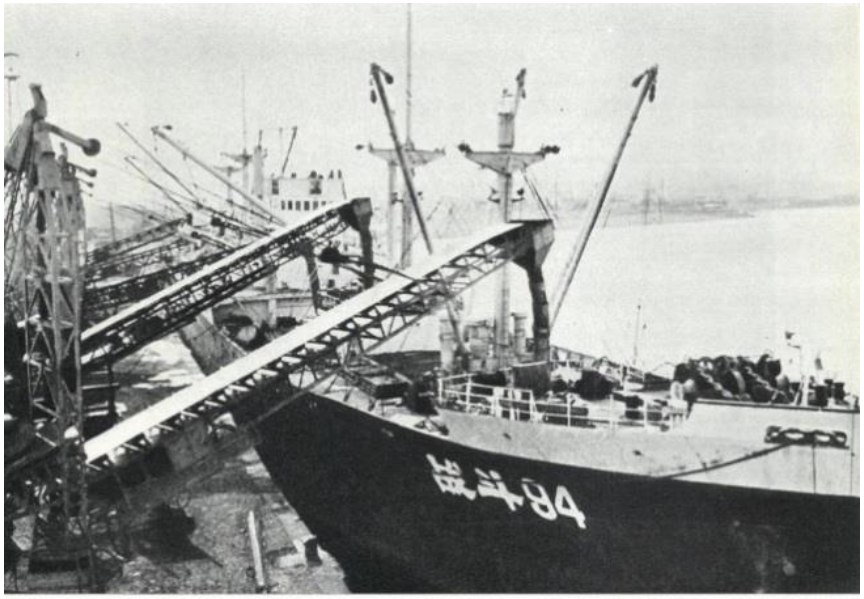
ZHANDOU 90
Ex 'Liberty' type, unidentified.

ZHANDOU 90 (Markus Berger).

ZHANDOU 91 – 92
Note: By the 1980s, Chinese new-buildings ZHE HAI 91 and ZHE HAI 92 were operating in the Shanghai area. It is assumed that to avoid confusion, these numerals were not concurrently used for HOPING/ZHANDOU ships. For details see ZHE HAI list below.

ZHANDOU 93 **(**not identified)

ZHANDOU 94
Unidentified. Carrying coal early 1970s.



Loading coal at Tsingtao (*China Reconstructs* 5/72, p. 39).

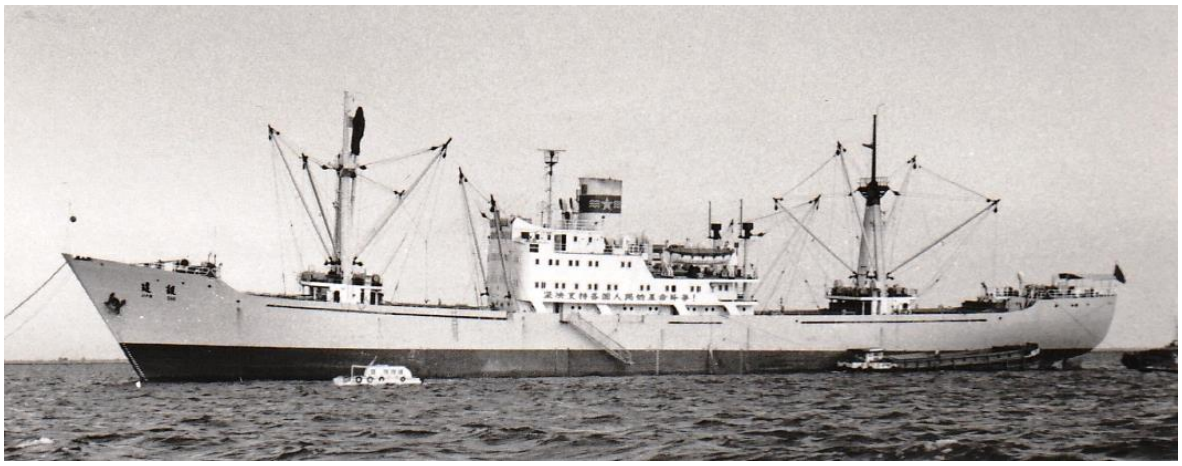
‘ZHANDOU 155’ see HOPING 155
‘ZHANDOU 156’ see HOPING 156

和平 HEPING ‘Peace’ LIST (renamings of ‘Zhandou’ vessels surviving in 1985)

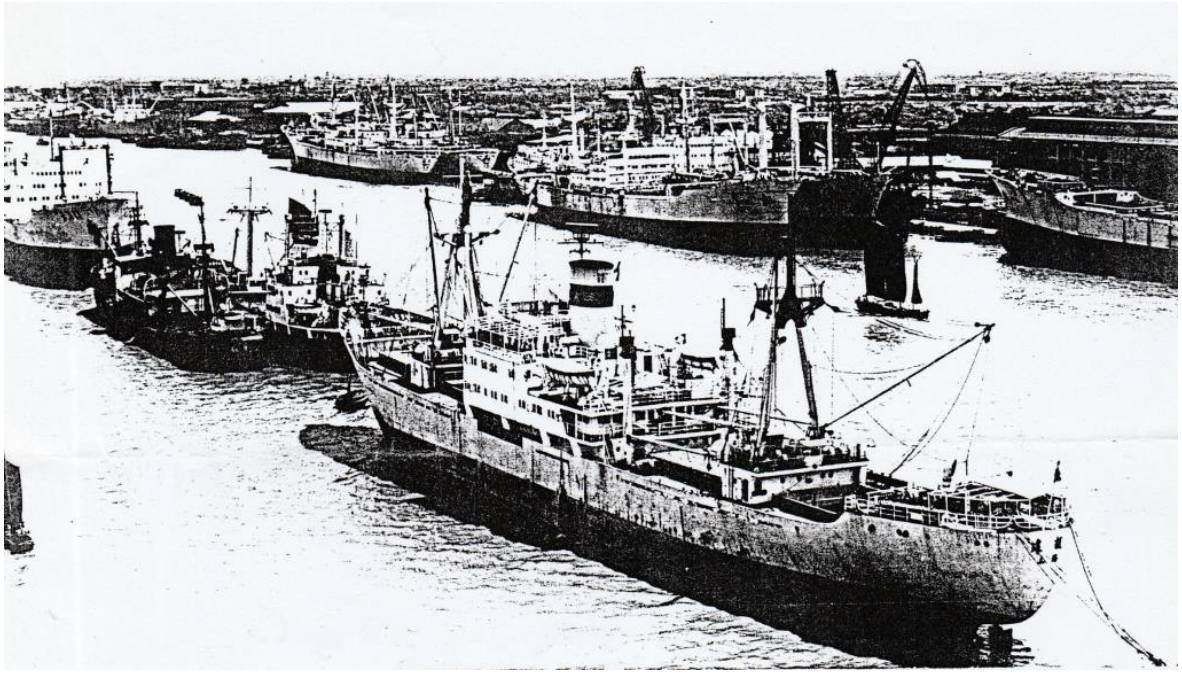
HEPING 17 see ZHANDOU 17
HEPING 23 see HOPING 23
HEPING 24 see HOPING 24
HEPING 28 see HOPING 28
HEPING 31 see HOPING 31
HEPING 32 see HOPING 32
HEPING 33 see HOPING 33
HEPING 35 see HOPING 35
HEPING 36 see HOPING 36
HEPING 37 see HOPING 37
HEPING 38 see HOPING 38
HEPING 39 see HOPING 39
HEPING 40 see HOPING 40
HEPING 41 see HOPING 41
HEPING 42 see HOPING 42
HEPING 44 see HOPING 44
HEPING 45 see HOPING 45
HEPING 64 see HOPING 64
HEPING 65 see HOPING 65
HEPING 72 see HOPING 72
HEPING 77 see HOPING 77
HEPING 83 see ZHANDOU 83

Two China coaster types delivered in 1964 to COSCO Shanghai, ‘Hoping’/’Zhandou’ names not reported

JIAN SHE (4872-6079 dwt/64 Jiangnan D. & E., Shanghai) Akaiwa says steam, Miramar says motorship Built for COSCO, Shanghai as JIAN SHE, used on Japan services. 14/4/74 wrecked on Wakayama shore in Naruto Strait on voyage Kobe-Tientsin.



JIAN SHE at Kobe c.1971 showing Maoist slogans. Wrecked with several other ships in the Naruto Strait soon after sailing from Kobe in April 1974 (Philip Kentwell*).



JIAN SHE at Shanghai in 1971, moored directly behind distant predecessor ZHANDOU 7, formerly Jardine's *Kwai Sang* of 1917 (H. Dick colln).

JIAN SHE under refit at Jiangnan (Internet).

TUAN JIE (4940-6185 dwt/64 Dalian D.Y., Dalian) Akaiwa says steam, Miramar says motorship Built for COSCO, Shanghai as TUAN JIE, used on Japan services. 9/10 RLR, existence in doubt.

TUAN JIE at Yokohama. Along with JIAN SHE, more spacious accommodation and reintroduced bipod masts (S. Kizu*).

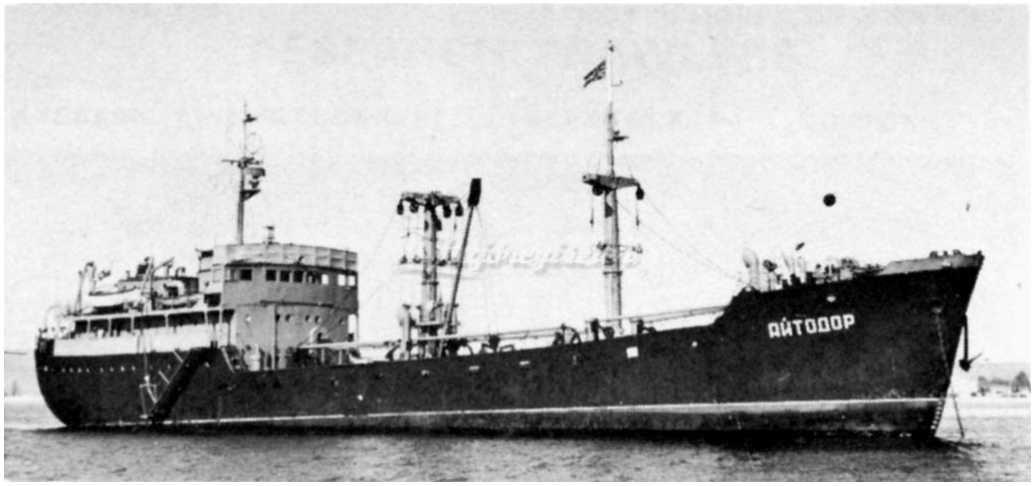
TUAN JIE at Yokohama early in 1974 (SK*).

Ships associated with Chekiang/Zhejiang province

前哨 QIAN SHAO ‘Outport’ SERIES (1956-60)

QIAN SHAO 1 (not identified, but see note at HOPING 13)

QIAN SHAO 2 (1956-?60) 1211/56 ‘Tissa/Telnovsk’ class
Built by Gheorghiu Dej, Budapest as QIAN SHAO 2. 1990 reported in sevice for Zhejiang Province Shg. Co., Wenzhou as ZHE HAI 102. 13/6/12 deleted as existence in doubt. [New ZHE HAI 102 bis from 5/13.]

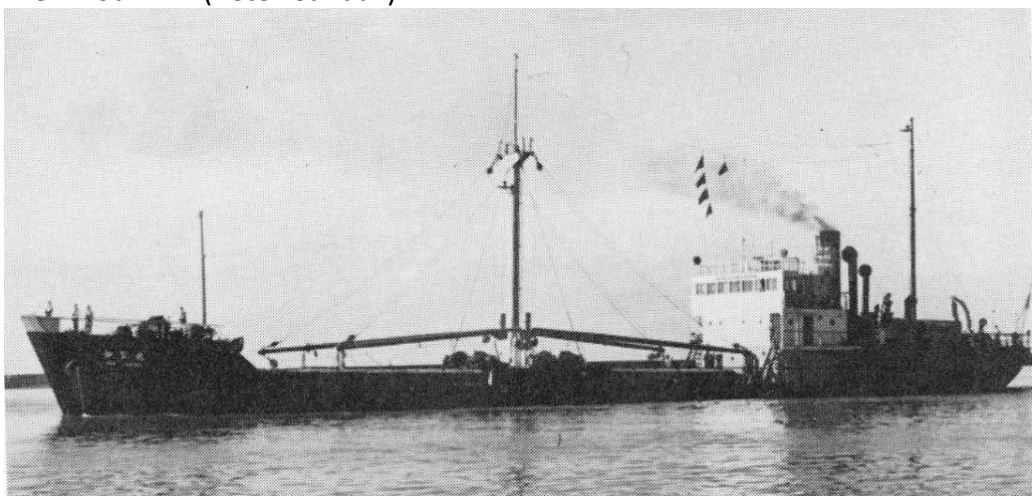


1956 Gheorgiu Dej-built Tissa/Telnovsk class sister AYTODOR (radikal.ru).

QIAN SHAO 3 (1956-?60) 1211/56 'Tissa/Telnovsk' class
Built by Gheorghiu Dej, Budapest as QIAN SHAO 3. 1990 reported in sevice for Zhejiang Province Shg. Co., Wenzhou as ZHE HAI 103. 13/6/12 RLR (existence in doubt)..

1956 Gheorgiu Dej-built Tissa/Telnovsk class sister SHEMAKHA (Charlie Hill/George Robinson).

QIAN SHAO 4 (1957-?60) 834/44 also 852-1200 dwt/43 2E type
Built by Harima Zosensho, Aioi (#47) for Nanpo Yusosen, Tokyo as tanker NANMEI MARU No.4. 6/44 under IJN control. 15/8/45 abandoned at Singapore but 19/11 nominally registered for Nihon Shosen which had taken over Nanpo Yusosen assets. 7/46 taken over by (Singapore) Ministry of Transport, Singapore as M.T.S. No. 9. 3/48 sold to Khoo Guan Shg Co. Ltd, Singapore r. NAM BEE. 5/49 re-reg. Hong Kong, conv. to dry cargo ship. 12/57 Hong Kong reg. closed, c.1957 r. QIAN SHAO 4 (852g). By 1992 [Akaiwa says 1969?] r. ZHE HAI 104 of Zhejiang Province Shipping Co. - Wenzhou Branch, Wenzhou. NFI. (Peter Cundall).


QIAN SHAO 4/ZHE HAI 104 was based the 2E type, shown here by IZU MARU (http://daihonnei.wpblog.jp/)/

浙海 ZHE HAI (CHE HAI) 'Zhejiang Sea' SERIES (1960+ excluding vessels acquired from 1980 and passenger ships)

ZHE HAI cargo ships are in the ZHE HAI 1, ZHE HAI 91, ZHE HAI 101, ZHE HAI 301, ZHE HAI 501 and ZHE HAI 701 series. Ports of registration include Ningpo and Wenzhou in Zhejiang Province to the south of Shanghai and Haimen. The detailed listing below covers known vessels acquired to the end of 1979, but not beyond. The known details of subsequent ships, all believed to be of the engines-aft type, may conveniently be checked on international databases, such as at the Miramar site <https://www.miramarshipindex.nz/>.

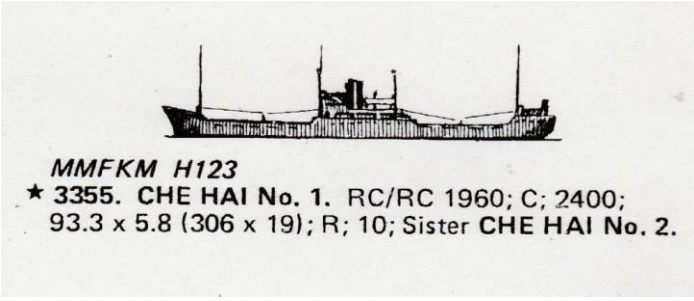
ZHE HAI passenger ships are known to be in the ZHE HAI 401, ZHE HAI 601 and ZHE HAI 801 numbered series. ZHE HAI passenger ships as well as the ZHE JIANG series passenger ships are covered in a separate Shanghai Maritime Bureau passenger ship list and excluded from the listing below.

As with HOPING/ZHANDOU/HEPING list, the listing up to 1980 is not strictly chronological, but by name and number.

ZHE HAI 1 (1960-6?) 2400/60
Built by Zhonghua Shipyard, Shanghai as ZHE HAI 1 (also known as CHE HAI 1). Presumably soon renamed ZHE HAI 91 to avoid confusion with HOPING-numbered vessel. 1982 still existing. NFI.

ZHE HAI 1 being launched by Zhonghua Shipyard (Shanghai) in 1960. This only photo, yellowed with age, was bought on a Chinese internet auction site nearly 60 years later (SK*).

ZHE HAI 2 (1960-6?) 2400/60
Built by Zhonghua Shipyard, Shanghai as ZHE HAI 2 (also known as CHE HAI 2). Presumably soon renamed ZHE HAI 92 to avoid confusion with HOPING-numbered vessel. 1982 still existing. NFI.



1969+ Talbot-Booth (& possibly before). There are no other PRC sisterships with the MMFKM arrangement. Funnel is lower than in the Talbot-Booth sketches of similarly sized Chinese-built MKFKM profile HOPING 49, HOPING 65 and HOPING 66.

ZHE HAI 91 (196?-8?) see ZHE HAI 1 (1960-6?)

ZHE HAI 91 at Shanghai in 1982-3. This is the same ship as in the 1960 launch photo shown above (Chris Mackey).

ZHE HAI 92 (196?-8?) see ZHE HAI 2 (1960-6?)

ZHE HAI 92 near Shanghai in June 1982. Port of Registry Ningpo. (Chris Mackey).

ZHE HAI 101 (196?-8?) (N3) Blt. by Butler in appearance in 1979 photo. Plausible match with CHENG HUO/HOPING 14.

Likely to be one of eight to ten CMSNC N3s that are known to have come under PRC control, four being documented at Canton (NAN HAIs 165, 175, 176 and 177). The other four to six being:

CHIAO JEN 1873/45 Blt. by McCloskey (NAN HAI 163, then PLC Navy, 1967 stricken)
CHENG HUO 1873/43 Blt. by Butler (1950s HOPING 14, NFI)
HSUAN HUAI 1926/45 Blt. by Avondale (11/48 sunk in Liao River, Yingkou after fire, NFI)
HUNG CHANG 1873/45 Blt. by McCloskey (1950 CPSNC, NFI (candidate for HOPING 16), RLR 1992)
HOPING 16 (N3 listed in Talbot-Booth, NFI).
INCHULVA 1953/43 Blt. by Butler (6/60 HOPING 77, RLR 1992)

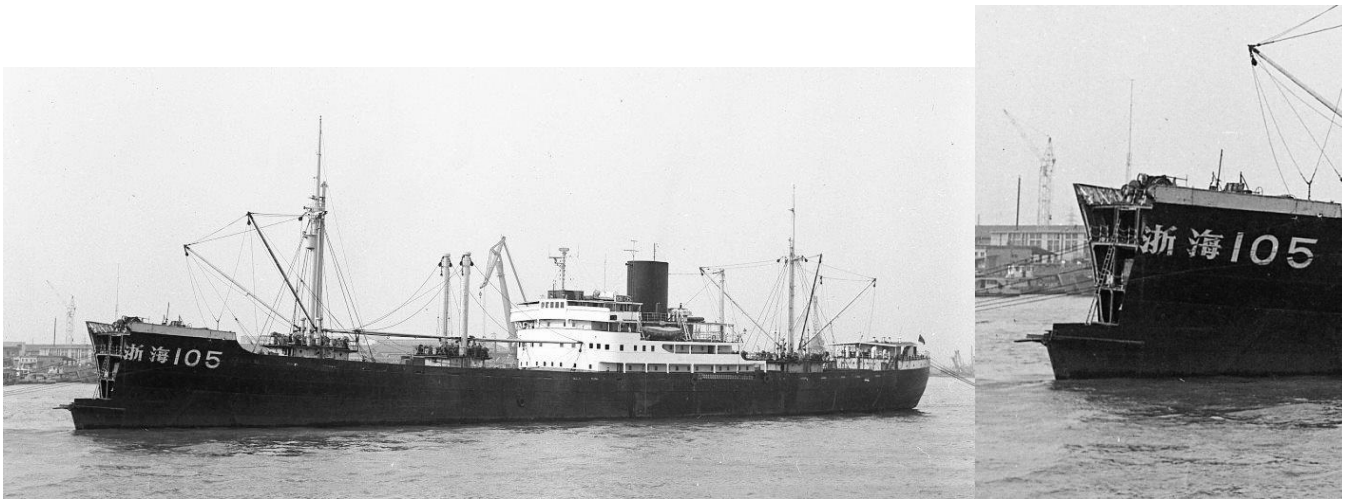
New ZHE HAI 101 bis from 1/13.

ZHE HAI 101 in 1979 (Two photos: Markus Berger)

ZHE HAI 102 (?1960-??) 1211/56 see QIAN SHAO 2 (1956-?60)
ZHE HAI 103 (?1960-??) 1211/56 see QIAN SHAO 3 (1956-?60)
ZHE HAI 104 (?1960-9?) 834/44 also 852/43 see QIAN SHAO 3 (1956-?60)

ZHE HAI 105 (1980-8?) 8437/37
Built by Nakskov S/V, Nakskov for A/S Det Ostasiatiske Kompagni, Copenhagen as MALAYA. 1968 sold to Chan Moo Chu, Mogadishu r. PRECIOUS JADE. 1977 sold to Swan Shg. Co. but resold to PRC, Shanghai r. JI HAI 3. 1980 r. ZHE HAI 105. Reported b/u by 1990 [Miramar].

JI HAI 3 at Shanghai in mid-1979 (Markus Berger).



ZHE HAI 105 at Shanghai on 12 December 1980 with bow plating missing (W. Schell)

ZHE HAI 106 (?1974-79) 5386/49
Built by W. Doxford & Sons, Pallion for Hain S.S. Co. Ltd, London as TRELISSICK. 1963 sold to Chiao Mao Enterprises Ltd, Hong Kong r. KINROSS. 1972 t/f to Yick Fung Shg & Enterprises Co. Ltd, Mogadishu. 1974 t/f to Shanghai Marit. Bureau, name unavailable. 1978 reported as ZHE HAI 106, same owners, but by 1979 presumed sold or broken up. 1992 RLR.

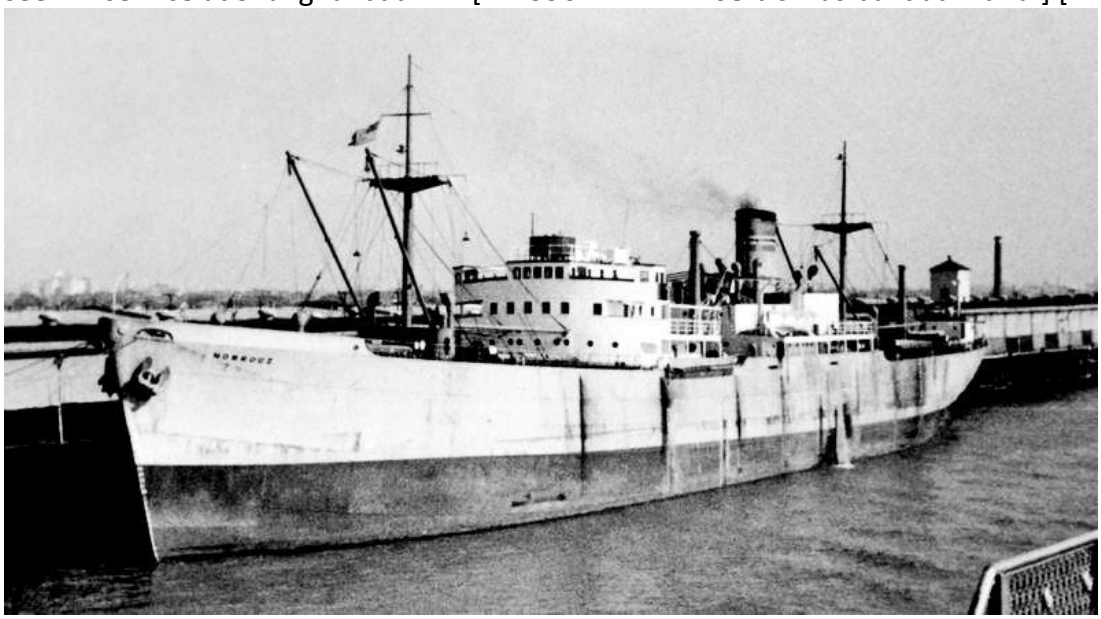
ZHE HAI 106 ex *Trelissick* at Shanghai in 1979 (Markus Berger).

ZHE HAI 106 bis (19??-??) see HOPING 17

ZHE HAI 107 (N3) (19??-c.80)
Blt. by Butler in appearance, best photographic match in 1979 photo with INCHULVA/HOPING 77 acquired in 1960.
Identity note as per ZHE HAI 101. New ZHE HAI 107 completed 11/81.

ZHE HAI 107 in mid-1979 (Markus Berger).

ZHE HAI 108 4904/48 (1970-8?)
Built by Wm Gray & Co., W. Hartlepool (#1210). 1945 keel laid for M.O.W.T. but construction then stopped. 29/10/47 l. for Soc. Paulista de Nav. Matarazzo Ltda, Sao Paulo as ERMILINO MATARAZZO but completed 4/48 for Williamson & Co. (ben. Owner Nowrooz S.S. Co. – Moh. Nemazee; Wallem & Co mgrs), Panama as NOWROOZ. 18/1/51 sold to Suisse Atlantique Soc. de Nav. Mar S.A., Basle 31/1 r. LAUSANNE. 1955 t/f to Oceana Shg A.G., Churr. LUCENDRO. 7/1/56 sold to Polish Ocean Lines, Gydnia r. PAWEL FINDER. 19/11/65 serious damage in collision at Gydnia with *Rion* (10893/34) which was CTL. 22/2/70 arr. Shanghai, ostensibly for breaking but reg. by Shanghai Marit. Bureau, r. ZHE HAI 108. 7/79 seen in service at Shanghai but NFI. [In 1996 ZHE HAI 108 bis was built at Wuhu.] [HD, Markus Berger]


NOWROOZ in Wallem company livery at New Orleans (Peter Haldemann).

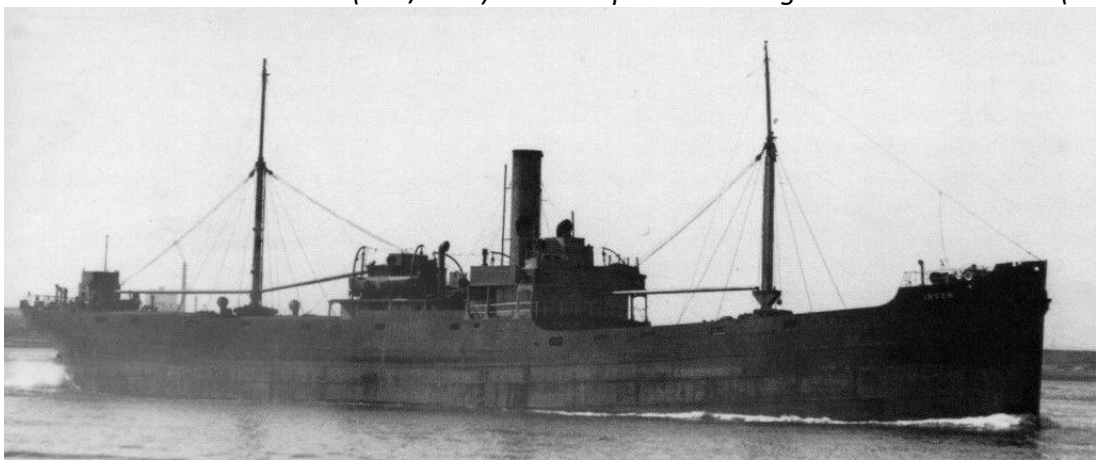
ZHE HAI 108 at Shanghai in July 1979 with plated in superstructure front for extra cabins (Markus Berger).

ZHE HAI 109 (N3) (19??-8?) Built by Avondale appearance. 1982 still in service but new ZHE HAI 109 in 1985.

At Shanghai 1982-3 (Chris Mackey).

ZHE HAI 109 (Markus Berger).

ZHE HAI 303 (19??-8?) 1544/15
Built by Ramage & Ferguson Ltd, Leith for Shamrock Shg. Co. Ltd, Belfast as BELTOY. 1918 t/f to Normandy Shg Co. Ltd, London. 1923 reverted to Shamrock (reg. London). 1946 sold Min Kiang S.S. Co. Ltd, Shanghai r. MIN JEN. 1947 sold to Hai Ying S.S. Co. Ltd., Shanghai r. HAI NU 海牛. 1949 sold to Pacific Union S.S. Co. Ltd, Hong Kong (Pan. flag ben. owner for Hai Ying S.S. Co. Ltd., Shanghai) r. AGUADULCE. 1/52-5/52 sailing between Shanghai and N. China ports. 6/52 class and flag expunged for non-compliance, contributed to Chung Hsing Public-Private Partnership. 1954 t/f to SMB, possibly 1954 r. CHUNG HSING 12, but passed at an unknown date to Chekiang (Zhejiang) Sub-Bureau r. ZHE HAI 303. Still active at Shanghai 6/82, NFI. [*Note: ZHE HAI 303 was the only known ZHE HAI beginning with a "3" numeral until ZHE HAI 307 (883/82-7) was completed at Ningbo and ZHE HAI 302 (3421/93) at Wuhu.*]


ZHE HAI's original layout as shown by sister *Inver* (WSS).

ZHE HAI 303 arriving Shanghai on 18 June 1982 with new masts, superstructure plating, hull openings and portholes (Chris Mackey).

ZHE HAI 303 at Shanghai 1982-3 (Chris Mackey)

ZHE HAI 513 (1970-89) 374/70
Built by Zhenhai Shipyard, Zhenhai for Chinese Gov't as ZHE HAI 513. 1989 sold to Ningbo Marit. Tpn Co., Ningbo r. MING ZHOU 13. 6/18 RLR.

ZHE HAI 701 (197?-?) unidentified

ZHE HAI 701 at Shanghai (*National Geographic Magazine* 7/80).

ZHE HAI 713 (197?-8?) 1889/16 (ex Straits KEPONG) See HOPING 10 (1955-?)

ZHE HAI 713 at Shanghai in 1979 (Markus Berger).

ZHE HAI 311 (1979-??) 492/79
Built by Built by Zhejiang Shipyard, Ningpo for Chinese Gov't as ZHE HAI 311. NFI.

浙海 ZHE HAI 'Zhejiang Sea' SERIES (1980+ excluding passenger ships)

We do not list the more than 100 cargo vessels that have acquired ZHE HAI names from 1980 onwards. The known details of these more recent ships may be checked on international databases, such as the Miramar site https://www.miramarshipindex.nz/.

Following are photographs of some of these ships.

ZHE HAI 118 unidentified

ZHE HAI 118 (Markus Berger).

ZHE HAI 125 (2004-6051/76

ZHE HAI 125 (wang@yangtz).

ZHE HAI 128 (2003-13) 15786/85

ZHE HAI 128 in Brazil in 2007 (L. Frangetto).

ZHE HAI 128 of Wenzhou in Brazilian waters on 30 November 2007 (Marcelo Viera).

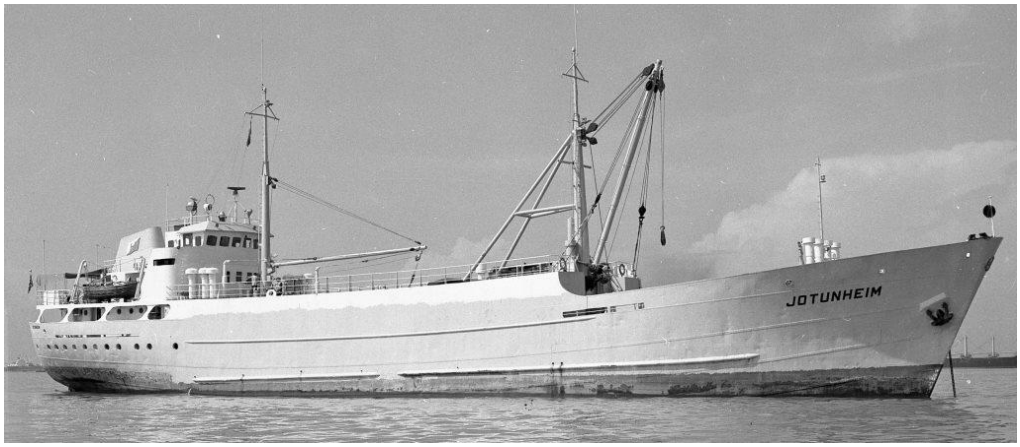
ZHE HAI 152 unidentified

ZHE HAI 152 at Shanghai on 28 January 2007 (Christiaan Boland).

ZHE HAI 313 details not known, Chinese built

ZHE HAI 313 of Haimen at Shanghai in March 1995 (Markus Berger).

ZHE HAI 319



ZHE HAI 319 as modified JOTUNHEIM, at Singapore on 20 April 1980 (Vic Young/W. Schell)

ZHE HAI 360 (2010-*) 19834/10

ZHE HAI 360 (wang@yangtz).

ZHE HAI 501 (2002-11) 7193/76

ZHE HAI 501 of Ningbo with a starboard heavy lift derrick mount in February 2005 (Hans Rosenkranz).

ZHE HAI 501 at Shanghai on 11 February, 2006, derrick mount removed (Christiaan Boland).

ZHE HAI 502 (2007-08) 17275/86

ZHE HAI 502 on 14 October 2007 (wang@yangtz)

ZHE HAI 505 (2005-08) 17126/86

ZHE HAI 505 on 4 August 2005 (Malte Schwarz).

ZHE HAI 505 bis (2011-*) 22295/11

ZHE HAI 505 bis on 5 October 2012 (Marcelo Viera).

ZHE HAI 506 (2007-08) 17142/86

ZHE HAI 506 in July 2007 (wang@yangtz)

ZHE HAI 521 unidentified

ZHE HAI 521 on 29 October 2007 (wang@yangtz).

ZHE HAI 722 (2005-06) 9840/84

ZHE HAI 722 (Malte Schwarz).

ZHE HAI 723 (2002-06) 10299/77 'Registered at Tianjin'

ZHE HAI 723 on 1 January 2006 (Christiaan Boland).

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