

**Dah Loh Industrial 大陸航業公司 Co. Ltd, Shanghai (1933)**

**Dah Loh Shipping 大陸輪船公司 Co. Ltd, Shanghai (1936)**

**Dah Loh Navigation 大陸航業公司 Co. Ltd  
(Chung Yuan S.N. Co., mgrs), Shanghai (1946)**

**Hsin Dah Loh/New Continental 新大陸輪船公司 Shg Co. Ltd,  
Shanghai (1948)**

27 Sikang Road, Shanghai

## **ILLUSTRATED FLEET LIST**

By Stephen Kentwell & Howard Dick

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[skentwell@hotmail.com](mailto:skentwell@hotmail.com)

[h.dick@unimelb.edu.au](mailto:h.dick@unimelb.edu.au)

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## **INTRODUCTION**

Dah Loh Industrial Company Limited, as the name suggests, seems to have been a Shanghai-based manufacturing conglomerate that diversified into shipping. There is mention of an eponymous hosiery company and also a rubber products company. The owners and directors are as yet unknown. According to 'The China Press' (2/12/34) Dah Loh had been working the salt trade for the past eight years, thus since 1926 but with chartered shipping.

The first investment in shipowning came in July 1933 with delivery in Shanghai of the 4,200-dwt British collier *Llantwitt Major* (1933), which was promptly renamed *Dah Loh* and said to have been intended for carrying salt. In November 1934, through local broker B. Thams on the French Bund, there followed the similarly sized but slightly older 4,290-dwt *Pentusker* (1906) with delivery in Monmouth, South Wales. On 1 December a 29-man crew was despatched from Shanghai by NDL's *Oder*. In charge was Alfred B. Palmer, an Australian ships' officer who since arrival in Shanghai two years previously had built up a reputation, according to 'The China Press' (2 Dec. 1934), as 'The Inimitable Al'. He had recently become a partner in a Shanghai taxi firm but seized the opportunity for paid passage to UK and back. He would serve as Chief Officer under Capt. Victor V. Johnson, another Australian, who recently become Marine Superintendent of Dah Loh. Captain Johnson had served some six years with Chung Wei Steamship Co.

Ltd and in 1932 brought out their *Shun Foong* before losing his position and enduring a period of unemployment and hardship when he and his family had to rely upon the charity of the Anzac Society for relief. He followed Palmer and crew to Europe on 11 December by the fast liner *Conte Verde*.

A month later Shanghai's European community was startled by the headline "British Woman Held on Narcotics Charge: Huge Heroin Plant Found after Explosion, Fire" (The China Press, 10/1/35). It transpired that the Spanish-born British subject was in fact the wife of Captain Johnson, having married some three years previously and now mother of their child. The plant in the attic of their two-storey mansion on 361 Amherst Road Avenue in the Bubbling Well district had been discovered after a fire in the servants quarters on 2 January, three weeks after her husband had departed for Europe. The servants absconded and Mrs Johnson was arrested two days later. Next day it transpired that Mr Palmer was also a tenant of the property, his name being on the front gate. 'The China Press' (11/1/35) speculated whether there was a connection with the recently impecunious Johnson's sudden hire purchase of a Dodge sedan at a monthly fee of \$300. Perhaps it was all paid for by advances from Dah Loh, who nevertheless announced that Captain Johnson's commission had been withdrawn.

Meanwhile, *Dah Sun* (ex *Pentusker*) was expected to sail from Wales in late January with coal for the Eastern Mediterranean, then salt from the Red Sea to India and rice from Burma on to Shanghai, being due late April or May. It would then be employed in the rice trade from Saigon to Hong Kong and/or the salt trade from Haichow to Shanghai. Dah Loh stated its intention to acquire another ten ships over the next three years, thereby making a fleet of a dozen ships ('The China Press', 2/12/34).

Dah Loh's fleet expansion would be more modest, very likely slowed by the silver currency crisis of the mid-1930s. Nevertheless, in November 1936 with financing through Wallem & Co. the company acquired the good 3,200-dwt China coaster *Clara Jebson* (1922), renamed *Dah Pu*. On its own account, it bought the old but renovated harbour tug *Fairy* (1870), renamed *Dah Nieh*, for use at Shanghai. Also in late 1936 Dah Loh took over agency and management of the colliers *Tung Woo* (1241 grt/19) and *Tsang Woo* (2300 dwt/03) for the National Industrial Bank of China after the owners, Woo Fong Sing Kee S.S. Co. Ltd, had come into financial difficulties. The following year both passed to the ownership of Dah Loh. It is likely that Dah Loh were also the principals behind the Dah Chong Coal Co. Ltd, which in April 1937 bought the collier *Dah Chong* (ex *Kaituna*, ex *Needwood*, 2042/04). Thus by mid-1937 Dah Loh probably controlled six ships, that is five colliers and a China coaster, plus a small harbour tug.

Then outbreak of the Sino-Japanese War in July 1937 threw everything into disarray. *Tung Woo*, not yet renamed and probably still in lay-up, was taken up as a blockship and sunk as part of the Kiangyin barrage. The best ship, the coaster *Dah Pu*, was protected by the Norwegian flag. *Dah Chong* was also entrusted to Wallem and as *Needwood* flagged out to Panama. *Dah Loh*, *Dah Sun* and *Dah Han* were placed under the Greek flag as *Karavados*, *Pipina* and *Livatho* respectively. At the beginning of November 1937, 'The China Press' (9/11/37) noted that *Livatho* and *Pipina* were bringing coal from North China for the Shanghai Power Company to the agency of Wallem & Coy. All three ships were registered to G. Stamatelatos of Piraeus and Shanghai. Gerasimos Stamatelatos (misspelt in 1938/9 LR as Stamatilatos) was identified in August 1937 as Secretary of the Consulate-General of Greece in Shanghai. As a registered shipowner he would have been nothing more than a nominee for Dah Loh and several other Chinese principals. Very likely his fees helped to fund repatriations and charity work for the Greek

community through this difficult time. A letter-to-the-editor from Mr Alex E. Paradissis of Chefoo dated 10 February 1940 noted that *Livatho* (ex *Dah Sun*) had been sailing for the past year without a Greek master and was therefore probably unlawfully flying the Greek flag (NCH, 21/2/40).

In 1940 after the Japanese had tightened their blockade of the China Coast, *Karavados*, however, was chartered to Japanese interests, probably Daido Kaiun. *Livatho* and *Pipina* were redeployed, like *Dah Pu*, to the rice trade from Southeast Asia and by 1941 all three been taken on time charter by the British Ministry of War Transport. Despite the German occupation of Greece in mid-1941, they evidently retained Greek registration. *Needwood*, which had remained on the China coast, was seized by Japan at time of Pearl Harbour, as also was *Karavados*. *Dah Pu* was torpedoed and sunk in Muscat Harbour with loss of life on 28 June 1943. *Livatho* and *Pipina* were deployed in the Eastern Mediterranean/Red Sea and Indian Ocean respectively but by mid-1944, after hard work and long series of temporary repairs, were both laid up as unserviceable, *Pipina* at Durban, *Livatho* at Alexandria. There they languished until 1946, but they did survive. The fate of the tug is unreported.

By comparison with most other Chinese owners, the Dah Loh fleet was fortunate. Dah Loh received charter monies from MOWT, could make insurance claims on *Dah Pu* and *Needwood*, and during 1946 were able to repossess and repair *Livatho* and *Pipina*, which by 1947 were trading out of Shanghai under their former names. It could be said that they were 'cashed up' in foreign currency. Which principals survived the war is unknown, but the company was revived, now with Chung Yuan S.N. Co. as managers, and from 1946 was able to reinvest. The first post-war addition, obviously facilitated by the Republic of China government, was a new-build, ordered by the Japanese but completed by Kiangnan in 1946 as *Dah Chung*. Next in 1947, through Wallem's and their London associate Lamberts, was the big German-built freighter *Dah Hung* (6035/13). In 1948 came the similar but newer *Dah Kiang* (6175/21) and, again through Wallem's, *New Asia* (6103/20), all three of almost 10,000 dwt. *New Asia* was registered to New Continental Shipping Co. Ltd of Shanghai, a translation of Hsin [New] Dah Loh Shg Co. Ltd. Finally, in 1949 came the smaller US-built 'Laker' derivative-type *Dah Ping*. With these seven ships and more than 40,000 dwt tons, Dah Loh had become along with Chung Hsing a leading private Shanghai Chinese shipowner. After 1949 the entire fleet passed to the flag of the People's Republic of China. Dah Loh, like Chung Hsing, attempted to form a private-public partnership with the state but after the 'three antis' and 'five antis' campaigns, it ceased to be any kind of a partnership.

Meanwhile on 16 June 1953 in Tianjin, a '5 shipping company joint management office' had been set up as a public-private partnership covering the ships and operations of the Hsin Dah Loh/New Continental Shg Co. Ltd., Shanghai (owners of *New Asia*), Wah Shang/Hwah Sung S.S. Co. Ltd, Shanghai (*Hwah Sung*) An Dah S.S Co. Ltd., Shanghai (*An Dah*), Ming Sing S.S. Co. Ltd., Shanghai (*Hsin Kong*) and Hsin Chih ?=Grande Shg. Corp (owners of the former *Kaikorai*), involving a reported 5 ships of 25,120 gross tons. On 1 October 1954 this partnership was merged, with the Chung Hsing (and the Hai Ying Co.) public-private partnership into a single public-private entity known as Chung Hsing Steamship Co. with minority private holdings of 31.74%. The numbered 'Chung Hsing' series of names is likely to have been instituted at this time, up to No. 11 or 12.

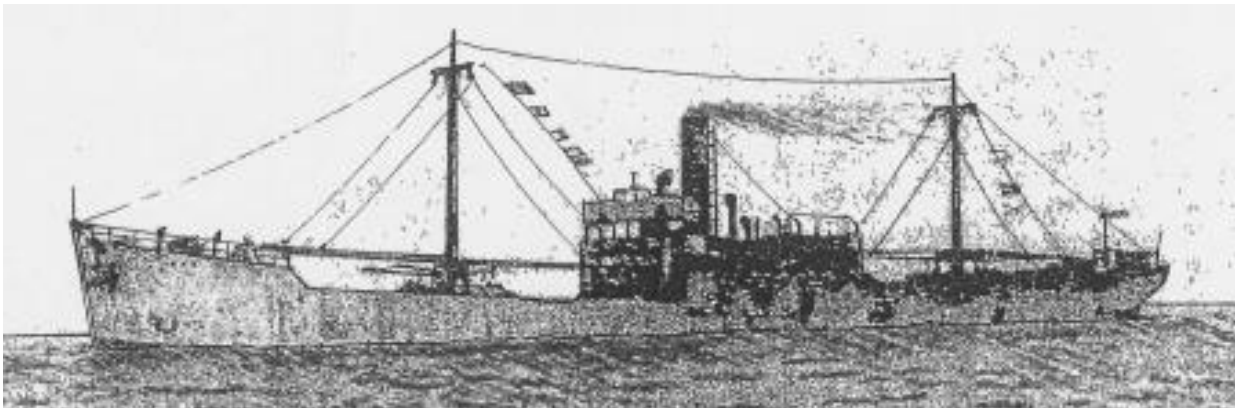
*Dah Han* was seized by the Nationalist Navy in 1951 and was placed in service between Taiwan and Japan. The big *Dah Hung* (1912) is reported to have been broken up in China in 1951. The fate of the old *Dah Sun*

(1904) is unknown but the ship is unlikely to have survived to 1960; *New Asia* is unreported after 1956 but may have traded into the 1960s. The other three ships, however, were refurbished in various ways and were still trading in and out of Shanghai into the early 1980s for the Shanghai Maritime Administration.

## FLEET LIST

### **DAH LOH 大陸** (1933-37) 2278/13-08 T3cy

Built by J. Crown & Sons Ltd, Sunderland (#149) for Ottoman Line Ltd, Newport, Montgomeryshire (Pardoe-Thomas & Co., mgrs.) as SLAV. 1920 sold to Sanderson Shipping Co, (W.D. Vaughan & H.F.A. Sanderson, mgrs), Cardiff. 1922 sold to Comptoir Charbonnier Maritime (Schellen Shipping & Agency Co., Rotterdam mgrs), Antwerp r. RUBENS. 14/5/23 sold to Morfa Steam Nav Co. Ltd, (Jones, Doughty & Co. Ltd, mgrs), Cardiff r. LLANTWIT MAJOR. 4/7/33 arrived Shanghai from Hong Kong to Dodwell & Co. 7/33 sold to DLICL r. DAH LOH. 1937 t/f to G. Statematelos, Shanghai (ben. owners DLICL) r. KARAVADOS. Probable charter to Daido Kaiun. 31/12/41 captured by Japanese forces r. TAIRIKU MARU 大陸丸, allocated to Daido Kaiun for operation. 21/2/45 torpedoed and sunk by *USS Gato* in the Yellow Sea, 35.24N 125.23E, 43 crew lost. [Mitsui noted (2013) that (the Chung Wei HSIN TAI PING & SHUN FOONG Daido Kaiun charter) case and another similar (resolved) claim for Y1.2bn for a ship (DAH LOH?) originally belonging to Dah Loh Industrial Co could “adversely affect the financial condition of Mitsui OSK lines” if awarded in full.”] [Identical sisters built for the same owners #147 SHARON (missing, 1914) and #148 SHEBA.]



DAH LOH as *Slav* (Y. Miyata).

### **DAH SUN 大生** (1935-?) 2709/04-06 T3cy

Built by Armstrong, Whitworth & Co. Ltd, Newcastle (#751) for Royal Mail Steam Packet Co, Newcastle as CONWAY. 7/30 surveyed Brisbane. 1930 Sold to Pentwyn Steamship Co Ltd, London r. PENTUSKER. 11/34 sold to DLICL with delivery 1/35 at Newport (Wales) r. DAH SUN. c.10/37 t/f to G. Stamatelatos, Shanghai (ben. owners DLICL, Wallem & Co. agents) r. PIPINA (Greek flag, reg. Argostoli) and 11/37 in coal trade from N. China to Shanghai (Shanghai Power Co.). By 2/39 to 6/39 Shanghai-Foochow., then Asian tramping in Calcutta-Osaka range. 1-8/41 time charter for Rangoon-India rice trade. 25/8/41 at Singapore

time charter to MOWT for Indian coastal service. 21/8/42 at Bombay t/f to The Admiralty as fleet collier in Indian Ocean. 14/12/42 at Lourenco Marques reverted to MOWT for S. Africa-Madagascar/ Diego Suarez coal trade (Blue Star Line mgrs.). 31/1/44 arrived Durban and laid up for repairs, 16/2 time charter lapsed, 6/45 still at Durban. 3/47 rep. reverted to DLSC (Chinese flag) as DAH SUN. 1949 reported t/f to Dah Hwa Trading Co, Shanghai. 1950s remained registered for DLSC at the 27 Sikang Road address. 1958 RLR but may have remained in PRC service. NFI. [wartime details from BT 389/35/192]



DAH SUN under previous name PENTUSKER (photoship.co.uk).



DAH SUN <http://yz.sssc.cn/item/view/2093998>



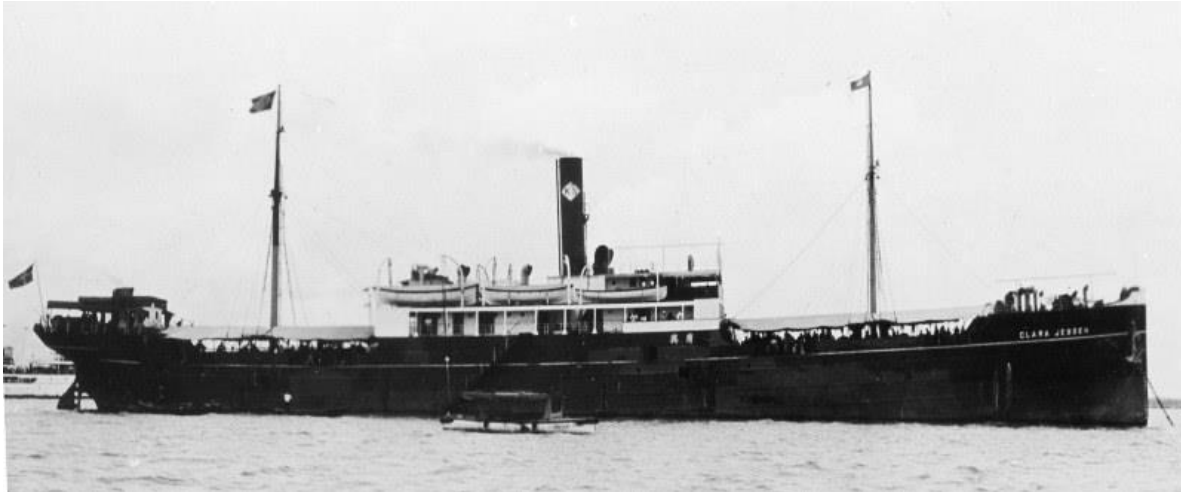
DAH SUN at Shanghai 1937 with DAH NIEH alongside (Harrison Forman, UWM Libraries).



PIPINA (ex DAH SUN) at Shanghai 5/39 (D. Gammon\*).

**DAH PU (1936-43) 1974/22 pass T3cy**

Built by Howaldtswerke, Kiel for China Reed A.G., Hamburg (#626) as CLARA JEBSEN. 1923 t/f to A/S M. Jebsen, Åbenrå. c.1924 mgr. J. Bruhn. 11/36 sold to Wallem & Co. A/S (ben. owner Dah Loh Shg Ltd, Shanghai), Bergen r. DAH PU. 2/40 to Saigon/Bangkok-Shanghai rice trade. 1/4/41 time charter to MOWT for Burma-Shanghai rice trade. 7/12/41 sailed Hong Kong for Singapore but diverted to Manila, thence Samarinda (coal) and Surabaya (27/12) for repairs. 27/1/42 sailed Surabaya to Colombo and Madras, thence Indian coastal trade. 4/42 allocated for use as blockship at Madras. 5/42 resumed coastal service. 23/5/42 minor bomb damage, repaired at Bombay. 7/42 in service Bombay and Karachi to Persian Gulf ports. 28/6/43 torpedoed and sunk while anchored in Muscat Harbour by Japanese submarine I-27, on voyage Basra-Karachi with bitumen and general cargo (15 crew and 26 stevedores lost); 9/7 rep. broken in two, largely submerged, salvage impossible, CTL [wartime details from BT 389/35/191].



CLARA JEBSEN at Singapore (KPM archive - Alg. Rijksarchief/HD).

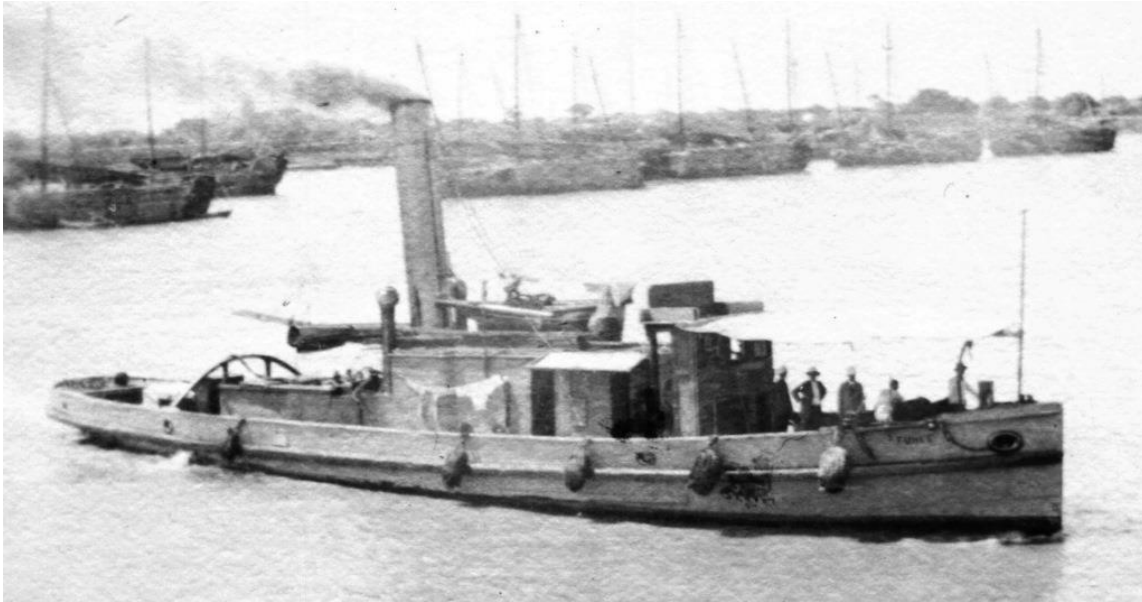


CLARA JEBSEN at Chefoo in 1926 (SK\*).

**DAH NIEH** (1936-?) 101/70 (iron) C2cy

Built by R. Irvine & Co., Hartlepool (#8) for Morris & Co., Shanghai as FUHLE [also listed as FUH LE, FU-LE and FUHLEE]. 24/12/71 wrecked in fog on Chusan Island on voyage Foochow-Shanghai, abandoned to underwriters but refloated and repaired. 1872 agents J.S. Barron, later Shanghai Tug Boat Association. 10/87 t/f to Shanghai Tug Boat Co. Ltd, Shanghai. 20/10/97 trials after re-engining by S.C. Farnham & Co., Shanghai. 1/1/03 t/f to Shanghai Tug & Lighter Co. Ltd, Shanghai. 12/36 sold to DLICL, r DAH NIEH. 1942 RLR.





DAH NIEH as FUHLE (SK\*)

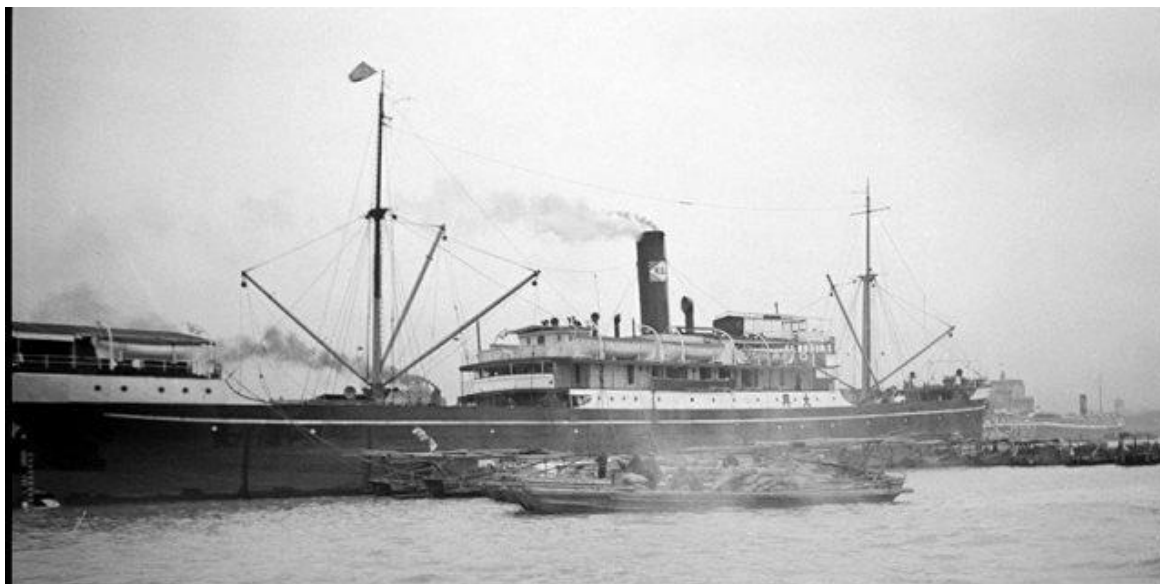


DAH NIEH ex FUHLE at Shanghai in 1937 taking bunkers from DAH SUN (Harrison Forman, UWM Libraries).

**DAH CHIE** 大界 (late 1936, 1937 or early 1938)

Vessel photographed at Shanghai in the colours of Styk-Gods & Kreaturer. Conceivably a charter of M. Jebsen's MICHAEL JEBSEN (2318/27) for the transport of Siamese rice.

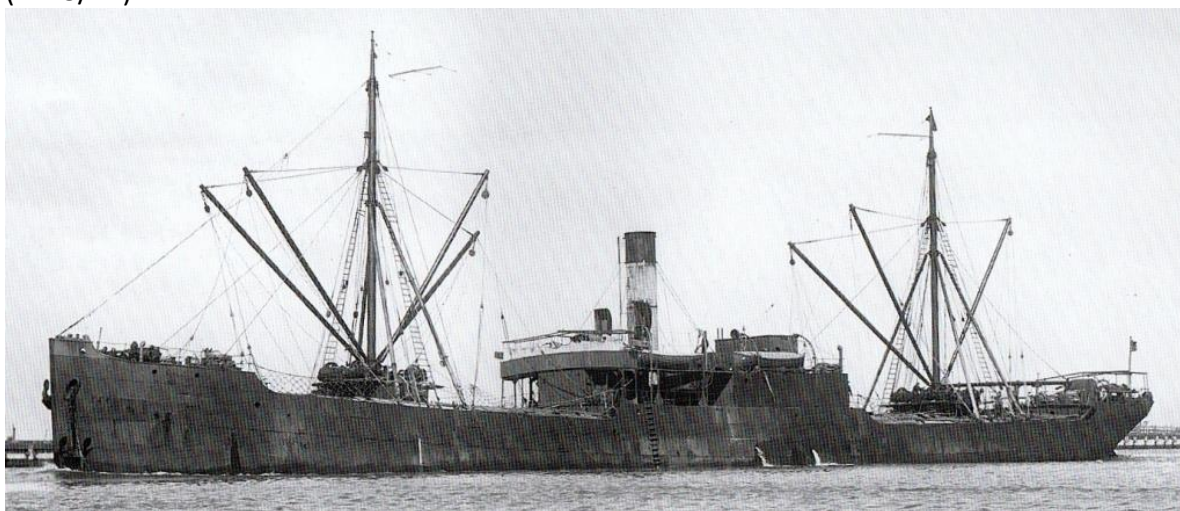




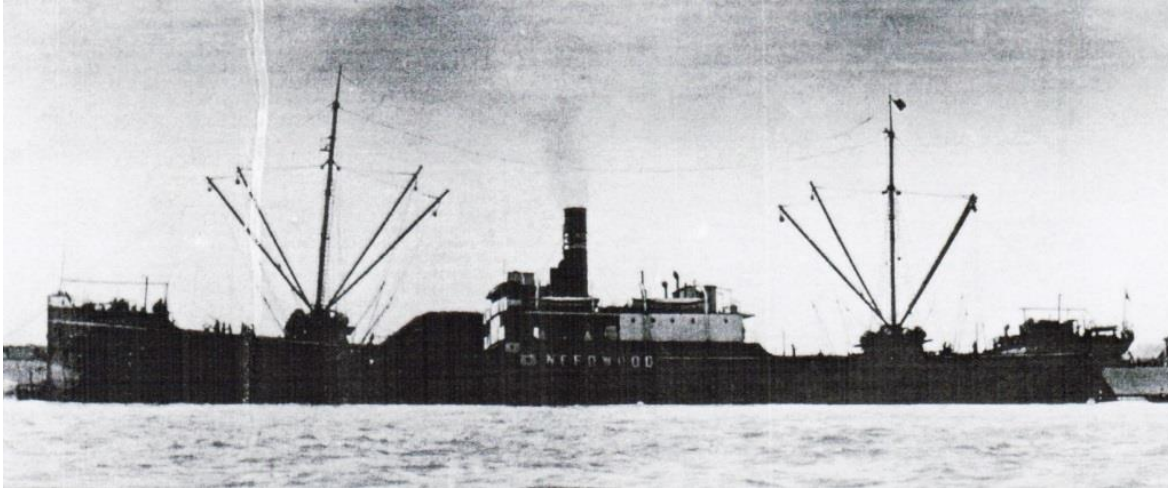
DAH CHIE (University of Bristol ro-n1088).

**DAH CHONG** 大昌 (1937-38) 2042/04

Built by Osbourne, Graham & Co. Ltd, Sunderland (#124) for Wm France, Fenwick & Co. Ltd, London as NEEDWOOD. 1905 sold to Union S.S. C. of New Zealand Ltd, Dunedin r. KAITUNA. 27/12/30 laid up at Auckland. 5/31 sold to Williamson & Co. Ltd, 9/31 reg. at Hong Kong for Wing Hong Co. Ltd, later Foo Hong S.S. Co Ltd. 4/37 sold to Dah Chong Coal Co. Ltd, Shanghai r. DAH CHONG. Late-1937 t/f to reg. owner Wallem & Co. Ltd, Hong Kong (Pan flag). 1938 r. NEEDWOOD. 12/41 seized by Japanese at Tsingtao r. KAIYO MARU. 22/12/42 Sunk near Kominase Lighthouse, Inland Sea, Japan following collision with *Nichiun Maru* (2723/42).



DAH CHONG as KAITUNA (*Union Fleet*).



DAH CHONG post-1938 as NEEDWOOD (U.S. National Archives/Cundall).

**DAH HAN 大漢** (1937-37, 1947-50) 1677 (2300 dwt)/03-09 T3cy

Built by Henry Koch AG, Lübeck (#148), for M. Jebsen, Apenrade, as JOHANNE. 1914 laid up at Manila, 6/4/17 seized by U.S. Gov't and registered for USSB, Manila r. IOSCO. 1921 sold for NOK 708.856 to E. B. Aaby, Kristiania, r. DRAFN. 7/28 sold for NOK 299.250 to Woo Fong SS Co. Ltd, Shanghai, China r. TSANG WOO. 12/34 reported denied clearance papers at Shanghai owing to pilot's non-membership of Pilots' Control Committee. 1935 t/f to Woo Fong Sing Kee S.S. Co. Ltd, Shanghai. 6/36 DLICL agents. 1937 taken over by National Industrial Bank of China, Shanghai and sold to DLICL r. DAH HAN. c.10/37 t/f to G. Stamatelatos, Shanghai (ben. owners DLICL, Wallem & Co. agents) r. LIVATHO (Greek flag reg. Argostoli) and 11/37 in service N. China-Shanghai coal trade (Shanghai Power Co.). 22/4/40 HK to Bangkok, then rice trade from Bangkok/Saigon to Straits. 30/3/42 del. at Colombo on time charter to MOWT (BISN Co. Ltd mgrs) as store carrier in Eastern Mediterranean (mainly Libya, Haifa) and Red Sea. 19/7/44 out of service at Alexandria, charter party expired and 'beyond repair'. 9/46 rep. reverted to owners without 'redelivery formalities', reverted to DLICL as DAH HAN. 1950 t/f to Wallem & Co. Ltd, Panama r. CAPELLA. 8/51 crew mutiny on voyage Hong Kong-Foochow, escorted to Kaohsiung by nationalist warship, arriving 14/8. 3/52 Sold to Assoc. Merchant Shipping Agency of China, Keelung r. AN KUO and placed in Taiwan-Japan service. 1955 broken up in Taiwan. [wartime details from BT 389/33/173 and BT 389/35/192]



DAH HAN (<http://yz.sssc.cn/item/view/2093998>).

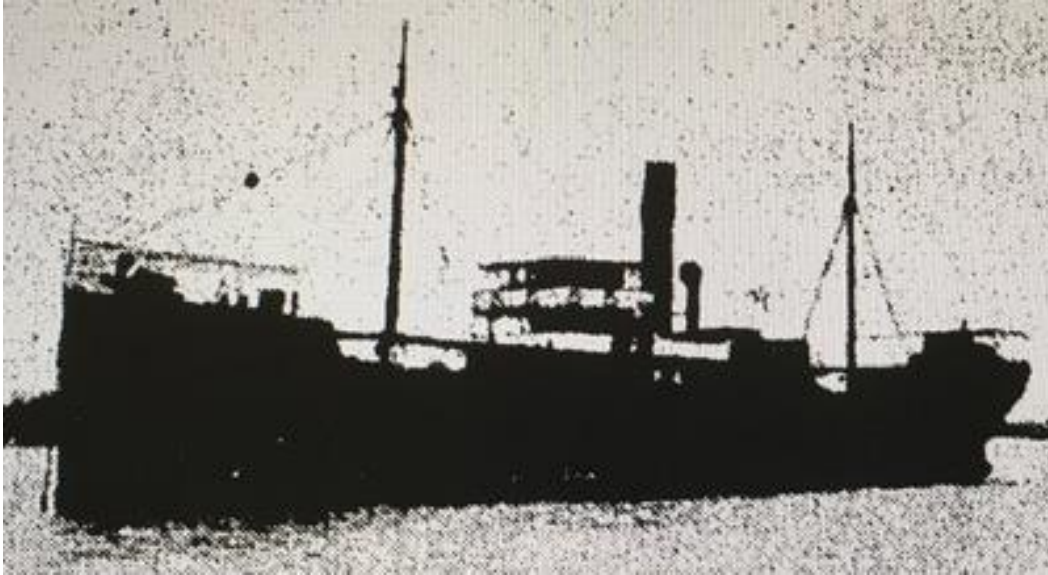
**TUNG WOO** (1937-37) 1241/19 T3cy

Built by Toshigi Zosensho, Wakamatsu as NAOKATA MARU on builders account, taken over c.1920 by Skibs-A/S Esperanza (Aug. F. Christensen mgr), Kristiania r. ENGLAND. 1922 Sold to A/S England (E. Stensrud mgr), Skien. 1923 Sold to A/S Utsire (C. B. Nielsen mgr), Skien, r. FJELDSTRAND. 1926 Sold to Hwah Tung S.S. Co. (Woo Foong S.S. Co. Ltd mgrs), Shanghai r. TUNG WOO. 1935 Sold to Woo Fong Sing Kee SS Co. Ltd, Shanghai. 1936 Taken over by National Industrial Bank of China, Shanghai. 1937 sold to DLICL but 8/37 scuttled as a blockship at Kiangyin. Reported salvaged 1960 by Shanghai Salvage Bureau. [P. Cundall] [<http://skipshistorie.net/Skien/SKN285EjnarStensrud/Tekster/SKN28519220100000%20ENGLAND.htm>]



TUNG WOO as ENGLAND (skipshistorie.net).





TUNG WOO under Chinese flag. No significant changes (China Press, 18 Sept. 1936)

**DAH CHUNG** (1946-ca.51) 2812/45 T3cy

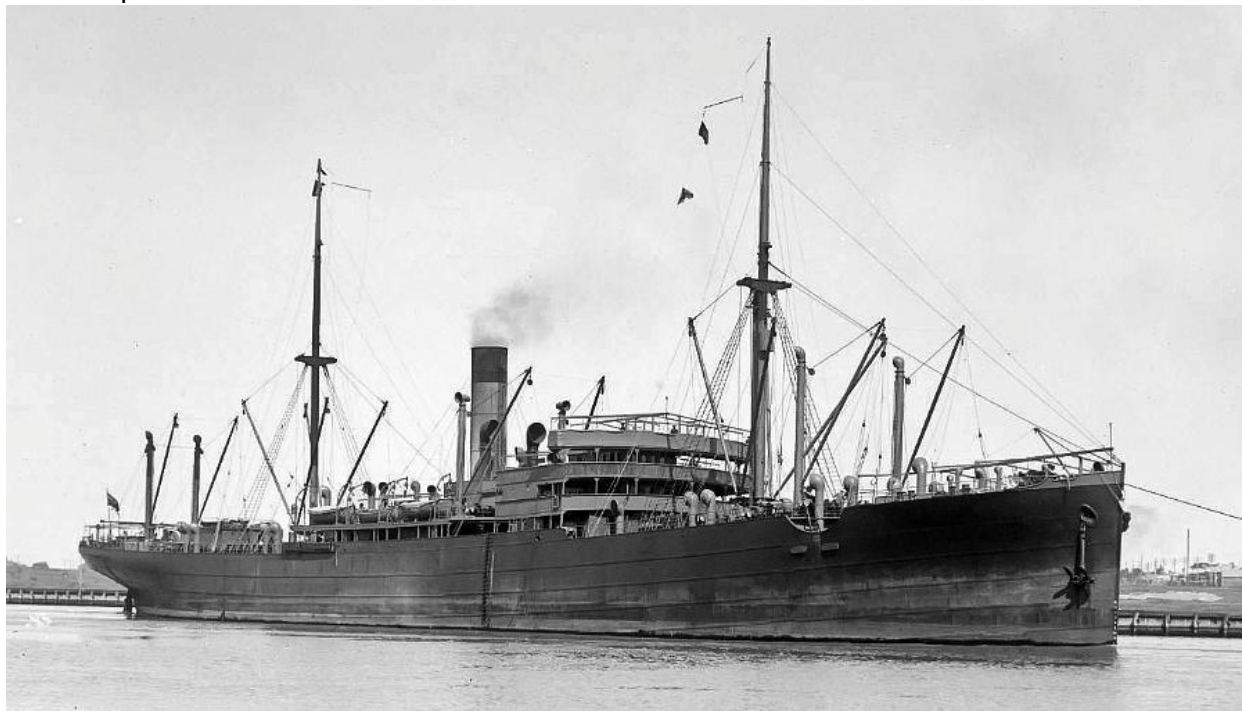
Launched by Taikoo Dockyard & Engineering Co., Hong Kong for Toa Kaiun K.K., Tokyo as ANKAI MARU (YEUNG HAI MARU) but 1946 completed by Kiangnan Dock & Engineering Co., Shanghai for DLNCL as DAH CHUNG. 1949 reported sold to unknown owners r. GRAND. c.10/49 sold to Far East Enterprising Co. Ltd (ben. 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. 7/79 still in service on Chinese coastal service for Shanghai Maritime Administration as a successor to DLNCL. NFI.



DAH CHUNG at Shanghai in July 1979 as ZHANDOU 6 (Carimar, shipspotting.com).

**DAH HUNG (1947-51) 6035/13 T3cy**

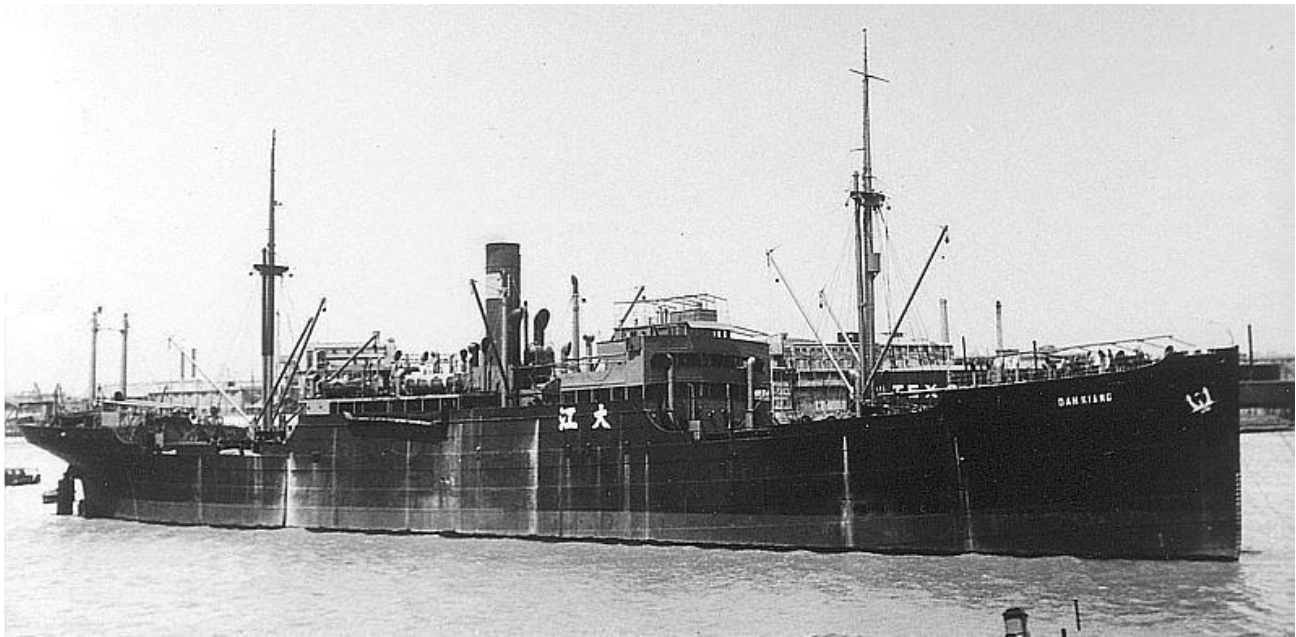
Built by Flensburger Schiffsbau Ges., Flensburg (#325) for Deutsch-Australische D.G., Hamburg as STOLBERG. 10/8/14 interned at Tjilatjap. 8/19 taken over by The Shipping Controller (British India S.N. Co. Ltd, mgrs.), London. 1920 sold to Union S.S. Co. of N.Z. Ltd, Wellington r. WAIOTAPU. 1945 sold to David Williamson Ltd, London. 1946 sold to Peak Shg. Co. Ltd. (Lambert Bros. Ltd. mgrs. for Wallem & Co. Ltd.), London R. VICTORIA PEAK. 1946 t/f to Wallem & Co. (ben. owner Shahin Shg. Co. Ltd. – Moh. Nemazee), Panama 1947 r. SHAHROKH. 1947 sold to DLNCL (Chung Yuan S.N. Co. mgrs.) r. DAH HUNG. 1951 rep. broken up in China.



DAH HUNG as WAIOTAPU (photoship.co.uk).

**DAH KIANG (1948-51) 6175/21 T3cy**

Built by A.G. Weser, Bremen for Deutsche Dampfs. Ges. "Hansa", Bremen as LIEBENFELS. 1941 scuttled at Massawa, Italian Eritrea, refloated 7/42 by U.S. Navy salvors [Ellsberg *Under the Red Sea Sun*]. 1942 taken over by MOWT r. EMPIRE NILE. 1947 sold to Oceanic Nav. Co., Calcutta r. ALIPUR. 1948 sold to DLNCL (Chung Yuan S.N. Co., mgrs.) 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. c.1966 r. SHENG LI for COSCO service and still as such 2/72. By 1979 t/f to Shanghai Maritime Administration r. ZHANDOU 75 with previous name SHENG LI clearly overpainted [Markus Berger]. 7/82 still in service on Chinese coast. NFI.



DAH KIANG (HD colln).



SHENG LI at Kobe 2/72 (David T. Jackson).





ZHANDOU 75 at Shanghai in July 1979 (Carimar, shipspotting.com).



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

**NEW ASIA** (1948-50) 6103 (9414 dwt)/20

Laid down by G.M. Standifer Constr. Corp., Vancouver (WA.) for USSB as WEEPUISET but completed as ABERCOS. 1941 sold to MOWT (Sir R. Ropner & Co. Ltd, West Hartlepool, mgr) r. EMPIRE PTARMIGAN. 1942 t/f to Norwegian Govt, London r. NORELG. 11/46 sold to Norelg S.S. Co. Co. (Wallem & Co. Ltd, Shanghai, mgr) (Pan. flag). 1948 sold to New Continental Shg Co. Ltd, Shanghai r. NEW ASIA. 1950 reg. owner Wallem & Co. Ltd (Pan. Flag) r. NORELG. 1951 t/f to PRC (reg. owner Purple Star Shg Co.), Shanghai. 9/52 Pan. registry cancelled. 10/54 t/f to Chung Hsing S.S. Co., China r. CHUNG HSING 1. 4/56 t/f to Shanghai Maritime Bureau, Shanghai. 1960 RLR as NORELG.





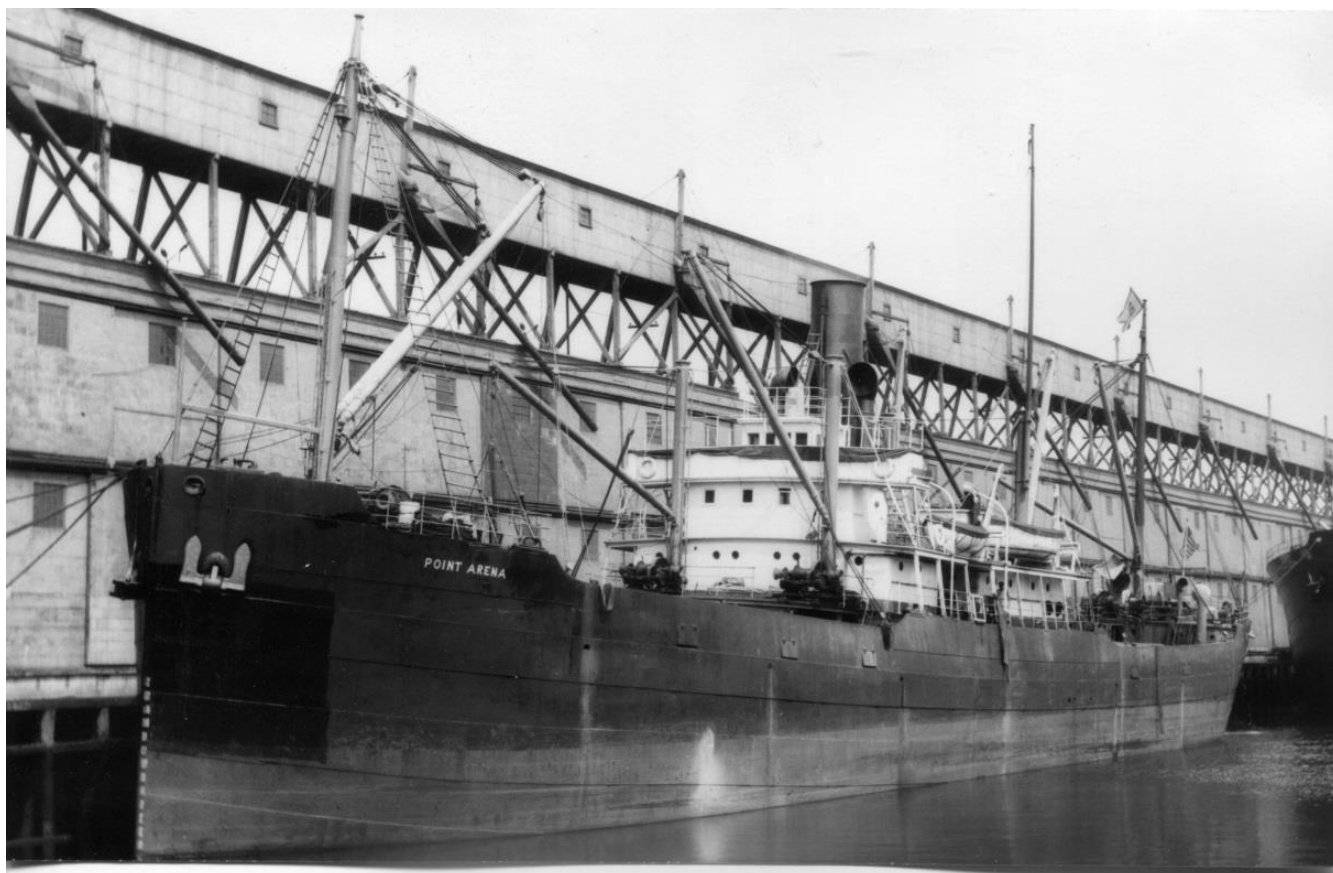
NEW ASIA as ABERCOS of USSB (Internet).



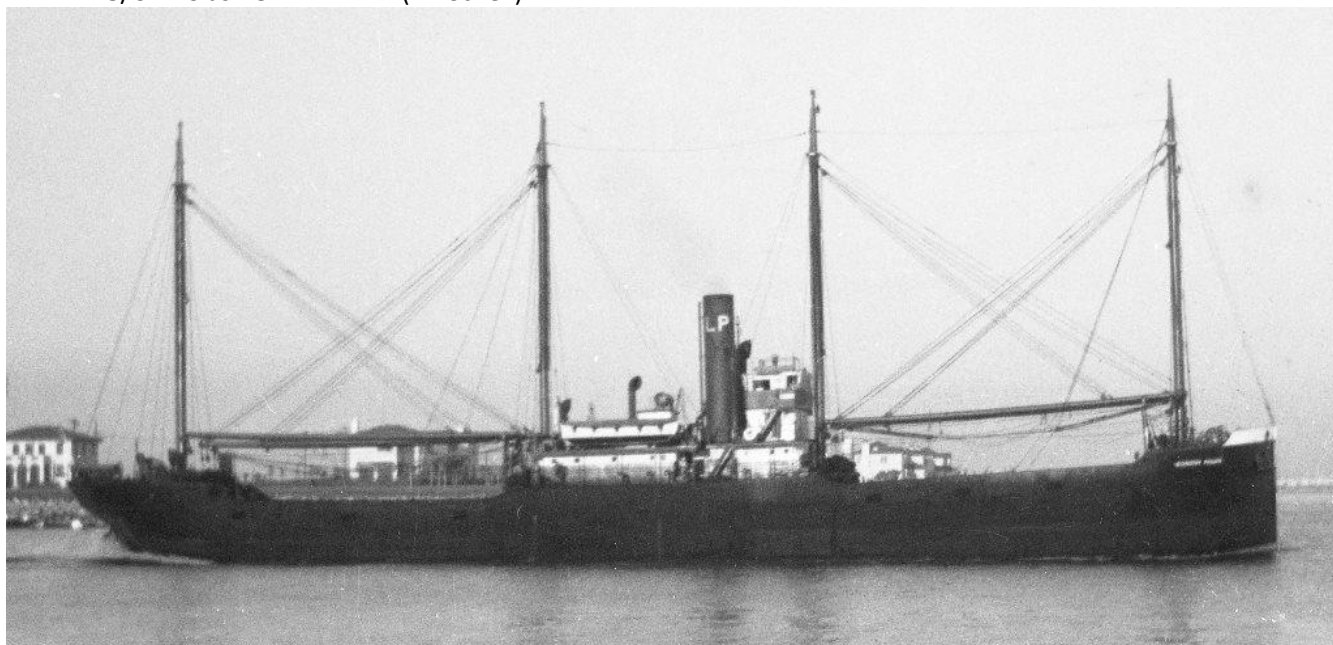
ABERCOS photographed in the Manchester Ship Canal with topmasts struck to pass the bridges (from a postcard).

**DAH PING 大萍/ CANIS** (ca.1949-58) 2117/18 T3cy USSB EFC 1049' type

Laid down by Albina E. & M. Works, Portland (Or.) for A/S D/S A.H. Mathiassen as ERLING but 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., San Francisco. 1927 sold to Hammond Lumber Co., San Francisco r. TILLAMOOK. 2/35 sold to Lawrence Philips S.S. Co., Los Angeles r. LAWRENCE PHILIPS. 1945 sold to Solano S.S. Corp., Los Angeles. 1946 sold to P.G. Alexiadhes, Panama r. HELEN. 1948 sold to Lee Chee Industrial Co. Ltd, Shanghai r. LEE CHE. [Next two sentences are circumstantial]: c.1949 sold to DLNCL, r. DAH PING. 5/2/49 departed Shanghai for Keelung for DLNCL with 500 tons of cargo and 82 crew. 1950 registered for Wallem & Co. Ltd. (ben. owner DLSCL), Panama r. CANIS. 11/52 rev. to DLSCL at 27 Sikang Road address. Incorporated into SMB, c.1954 r. HOPING 17. NFI.



DAH PING/CANIS as POINT ARENA (W. Schell).



Sister DOROTHY PHILIPS ex-POINT LOMA in 1939 (W. Schell).

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