

Straits Steamship Company Ltd



The Early Years, 1890-1918

by Howard Dick

Illustrations arranged by Stephen Kentwell

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Preface

The history of Straits Steamship Co. Ltd has been quite well documented. An excellent history was written by the late K.G. Tregonning, Home Port Singapore (1967). Subsequently the Company published a good fleet list by the late W.A. Laxon & R.K. Tyers as The Straits Steamship Fleet, 1890-1975 (1976), later revised and reissued as W.A. Laxon with Chai Foh Chin, The Straits Steamship Fleets (2004). More than fifty years have passed since I proudly bought my copy of 'Home Port' in Change Alley in December 1971 and first saw the Company's ships in Singapore Harbour. Over the years I corresponded with Ken Tregonning, by then Headmaster of Hale School in Perth (WA), and helped my fellow maritime historian and good friend Bill Laxon in Auckland to tidy up some loose ends.

In recent years the internet has made available more resources than those available to Ken and Bill, who had to work laboriously in situ with hard copy documents and newspapers while even those sources which they did have are now much more readily searchable. Three sources in particular are a mine of new information. First, the online trove of Straits newspapers at eresources.nlb.gov.sg/newspapers/ gives access to fine detail of local ship movements and events. Second, Lloyd's Register Foundation has digitized a massive archive of ship plans and reports. Third, the online British Newspaper Archive at britishnewspaperarchive.co.uk identifies most launchings and completions. It is therefore now possible to expand considerably upon and to some extent correct the original fleet list as well as finding other details that throw light on the company's early history for which so few original documents have survived.

The following post is a first attempt for the early years, from 1890 to the end of The Great War in 1918, that is after Ocean Steamship had bought into Straits but before the postwar expansion and 1920s building boom. The aim is to confirm (e.g. years of sale), to elaborate (maiden voyages, significant incidents, etc.) and to illustrate (whenever possible – computers and the internet have given us significantly greater access to images) as an available data base that adds to but does not supersede the aforementioned original works. The introductory text is an overview for those unfamiliar with Tregonning's book but also elaborates on some points that may be of interest.

Overview

When formed in Singapore in January 1890, Straits Steamship Company Limited (Straits) was a modest venture whose interest was confined to the steamer trade on the West Coast of Malaya between the Straits Settlements of Singapore, Malacca and Penang and some intermediate ports such as Klang (for Kuala Lumpur) and Teluk Anson (Perak River). Straits was completely overshadowed by the mighty Netherlands Indies Steam Navigation Company (Nederlandsch-Indische Stoomvaart Maatschappij), which held the monopoly of mail and passenger services through the then Dutch East Indies (Indonesia). Its even larger parent company, the British India Steam Navigation Company Limited (BI) of London, held a similar monopoly of coastal shipping and mails in India and Burma as the local network for the Royal Mail service from UK to India and the Far East by the Peninsular & Oriental Steam Navigation Co. (P&O) of London. The main rival of P&O/BI/NISN was the Alfred and Phillip Holt's Ocean Steamship Company Limited (Ocean) of Liverpool, which was the premier freight line between UK, the Straits and the Far East and also had its own network of feeder lines from Singapore to the Netherlands Indies, Malaya and Bangkok. Ocean's long-standing agents in Singapore and Penang, were W. Mansfield & Co., whose Managing Partner from 1882 was Dutchman Theodore Cornelius Bogaardt, described by Tregonning as 'a man of great energy, ability and foresight'. Allowed a great deal of autonomy by his principals in Liverpool, he had already done much to extend Ocean's Singapore-based feeder network and personally held shares in many of those small ships.

Just why Bogaardt chose to form Straits as a separately incorporated entity is nowhere explained but certainly it allowed him to bring in Chinese partners and their ships on the Malayan Coast without diluting his control over the rest of the network. Ocean/Mansfield (Bogaardt) contributed the steamers *Sappho* (532/87) and the smaller *Will O' The Wisp* (286/83), while Kim Seng & Co. contributed *Malacca* (653/85), *Hye Leong* (492/85) and *Billiton* (336/80), thereby bringing two hitherto rival services into an Anglo-Chinese joint venture. Bogaardt, A.P. Adams and D.J. Mathews represented Mansfield & Co., J. Burkinshaw (Donaldson & Burkinshaw) their lawyers, and Tan Keong Saik, Tan Jiak Kim and Lee Cheng Yan, all prominent members of the Chinese community, represented Kim Seng & Co. The blue middle ground on the funnel must have been homage to Ocean's Blue Funnel Line, though nowhere is this actually confirmed.

In 1890 the West Coast of Malaya was still a lightly governed frontier of Malay states with large immigrant Chinese populations working the rich alluvial tin mines that constituted the main export industry. The northern state of Kedah, opposite Penang Island, was still under Siamese suzerainty but since 1874 British residents had directed the administration of Perak and Selangor. Trade and communications were necessarily by sea. In 1865, thus twenty years after the P&O mail steamers reached Singapore, Chinese merchants had introduced the first small steamers to the coastal trade and by 1890 there were multiple owners and agents. Short railways now connected Klang with Kuala Lumpur and the new Port Weld with Taiping. Nevertheless, despite the increasing tempo of trade and movement, there was as yet no expectation and few signs of the economic boom that would bring remarkable prosperity in the early years of the 20th century.

Straits quickly strengthened its position on the Malayan coast. First, in April 1890 four ships were taken over from the Netherlands Indies S.N. Co. in liquidation. On 1 January 1891 the Netherlands Indies mail contract was taken over by the recently formed Dutch-owned Koninklijke Paketvaart Maatschappij (KPM), which took over most units of the NISN fleet but not the paddle steamer *Lady Weld* or the passenger steamer *Gympie*, both in operation on the West Coast of Malaya, nor the fast paddle steamer *Cheribon* (1881), hitherto in mail service along the North Coast of Java, but under her original name of *Ooryia* now became a consort to *Lady Weld*. The fourth steamer was the more elderly *Vice President Prins* (1865), which after extensive refit went into coastal service as *Pegu*. Bogaardt also contributed another of his steamers, *Ban Whatt Hin* (1881). Thus by the end of 1891 Straits deployed a fleet of ten ships and had become the prime carrier of passengers, mail and

cargo along the West Coast. The British India S.N. Co., the former principals of the now dissolved NISN, retained no coastal interest beyond a weekly mail line from Singapore and Penang to Rangoon and Calcutta.

After this accelerated beginning, the next decade was a period of consolidation. *Ooryia* proved unsatisfactory and was laid up after just a few months, while *Gympie* was likewise sold quite soon in 1893 to work for owners on the East Coast. In their place Straits in 1894 took over the former 357-ton former Bombay coastal steamer *Neera* (1878) and the former Norddeutscher Lloyd tobacco feeder *Schwalbe* (1883). In the following year Straits commissioned from Scottish builders two new passenger steamers, the 867-ton *Juno* and the 1237-ton *Clio*. Before their delivery, however, the little *Billiton* was lost with all hands when a cargo of kerosene exploded off Penang Island, so the size of the fleet remained much the same.

The year 1899 was a momentous one. After having been in poor health for some time, in mid-1899 Bogaardt resigned from all his positions in Singapore and retired to Britain. Straits thereby lost its founder and driving force. In mid-April of the same year it came as a huge shock of the British community in the Straits to learn through a paragraph in the 'Straits Times' (12 April) that the Holt brothers had sold their interest in the East India Ocean S.S. Co. Ltd through local agents A.O. Meyer & Co. to the Norddeutscher Lloyd (NDL) of Bremen in return for a transshipment agreement. Ocean Steamship retained only the tobacco lines from Singapore and Penang to Deli (North Sumatra) and, for a few more years, the South China-Straits 'coolie' ships. Hitherto very much a junior party, Straits now suddenly found itself the leading British-flag shipowner in Singapore but jostled between an aggressive German-flag NDL and a not much less aggressive Dutch-flag KPM, both with interests in Singapore and on none-too-friendly terms with each other.

C.W. Laird of the family of Birkenhead shipbuilders Laird Brothers therefore took over from Bogaardt as General Manager at an awkward time and had to adjust to a changed situation in regard to both Ocean and its competitors. The four-year-old *Clio* was sold to NDL to be deployed in the Bangkok trade as *Chieng Mai*, while the smaller *Juno* was sold to the Philippines at a good price. In their place, Straits took over *Penang* (1881) from the Java line of Tan Kim Tian S.S. Co., which Bogaardt and Straits had recapitalized two years earlier. After Bogaardt's departure, Straits withdrew their interest in December 1900 and placed *Penang* in the Singapore-Port Klang line. Although a twenty-year old ship, she was a the graceful, clipper-bowed vessel of 827 tons and with good accommodation that proved very suitable for the weekly run between Singapore and Penang. Otherwise under Laird's tenure the company continued to be rather cautious. In the latter half of 1901 two coasters were taken on charter with an option of purchase, though in the event only one option (*Carlyle*) was exercised (ST, 20/3/02). The Company would have liked to order a new ship in Britain, but on grounds of cost instead ordered a 450-ton, wooden-hulled vessel from local Singapore builders, being launched in July 1903 as *Bentong*, a comfortable and practical ship that was the more noticeable for being painted white. Meanwhile, in August 1902, Laird had taken passage back to Britain, where in 1904 he stood as the Conservative Party candidate for Swansea, only to be forced to withdraw on grounds of ill-health (ST, 26/8/02, 19/8/04).

Laird's replacement as general manager was D.K. Somerville, who had arrived in Singapore in 1900 after being recruited as Assistant General Manager and during 1901 had already served a few months as Acting Chairman during Laird's absence in Britain. While Bogaardt had been Dutch and Laird English, Somerville was a Scot. Nothing is known of his background. Already in his late thirties, he was older than most new arrivals in the Straits Settlements but with that he brought experience and immediately took his place not only on the board of Straits but also the Legislative Council and other boards such as the Tanjong Pagar Dock Company, insurance companies and sporting associations. It was a small business community in Singapore and the same people rubbed shoulders, often along with Chinese business leaders, in most of the same places. Whereas Bogaardt, for all his energies, had tended to be opportunistic, as Tregonning shows, and Laird had been cautious, Somerville was purposeful and embodied the confident spirit of the new Edwardian age. The decade or so of his tenure would transform Straits from a rather ad hoc operation to a modern shipping line and set it on

course to become one of the four great British colonial shipping lines in Asia along with the older British India S.N. Co. (BI), Swire's China Navigation Co. and Jardine's Indo-China S.N. Co.

One of Somerville's early initiatives in the third quarter of 1902 was to order a new, fast, 1000-ton passenger steamer from the Caledon yard at Dundee. Launched as *Selangor*, she achieved 13.2 knots on trials and reached Singapore at the end of 1903, immediately being a sensation for her style and the quality of her fittings and accommodation, including ventilation by electric ceiling fans (ST, 9/10/03). Over the next eight years there followed a series of gradually increasing size *Perak* (1906), *Kinta* (1907), *Ipoh* (1908) and *Klang* (1911) together with the smaller *Krian* and *Kuala* (both 1911), all immediately recognisable by their sleek lines and gleaming white hulls. To these were added the paddle steamer *Kaka*, transferred from Sarawak for the coastal run to Muar and Malacca, Ocean's 545-ton tobacco ships *Calypso* and *Hebe* (both 1885), and the old 800-ton *Poh Ann*, which since 1901 had been running on the Malayan coast and was taken over with that business from the Wee Bin Kongs, which was dissolved in 1911.



Undated photograph of *Calypso*, *Sappho* and *Hebe* at Singapore (Royal Asiatic Society 22/012).

This massive investment in the shipping fleet would not have been justifiable but for the remarkable development of Malaya in the first decade or so of the 20th century. This was a conjunction of three forces. First, the formation in 1896 of the Federated Malay States of Perak, Selangor, Negri Sembilan and Pahang under Resident-General Sir Frank Swettenham extended British rule from the three Straits settlements to the central part of the Peninsula. Second, and not least through Swettenham's encouragement, the separate short railways from the coastal ports to inland towns were linked by a trunk line that in 1909 reached Johor Bahru with a ferry connection through to Singapore. Third, the land opened up by the new railway became available for rubber plantations to supply the new automobile and bicycle industries. Straits therefore provided critical infrastructure to enable the new colonial prosperity while also profiting from it. One other point deserves to be emphasized, which is the way the new Straits' ships acknowledged and reinforced colonial racial and class distinctions. White ships' officers were accommodated in their own domain on the Boat Deck, first-class passenger cabins, the saloon and smoking room were positioned on the Shade Deck for better circulation of air, second-class cabins below in the Main Deck, 'native' crew (Chinese engine room and Malay deck personnel forward). The ships were sleek, graceful and timeless. With their gleaming white hulls to reflect the heat of the sun, at sea and in port they attested to the power and stability of the British Raj as surely as the tropical white attire of the officers and passengers.

The following table, more or less reproducing the original advertisement, shows the Straits weekly schedule of sailings as of March 1914. It can be seen that there are daily sailings (except Sunday) for Malacca and Port Swettenham (Klang) and weekly sailings for Penang and the East Coast of Malaya, as well as twice a week from Penang to Teluk Anson and once a week to the Siamese tin port of Tongkah.

Intended Sailings: Straits Steamship Company, Ltd

INTENDED TO SAIL	STEAMER	FROM SINGAPORE TO
Monday 4pm	PERAK	Port Swettenham and Teluk Anson

"	4.30pm	CALYSO	Malacca
Tuesday	4pm	KUALA	Port Dickson and Port Swettenham
"	4.30pm	LADY WELD	Malacca and Muar
Wednesday	4pm	IPOH	Malacca, Port S'ham and Teluk Anson
Thursday	4pm	SELANGOR	Port Dickson and Port Swettenham
"	4pm	CALYPSO	Malacca
Friday	4pm	KINTA	Port Swettenham and Teluk Anson
"	4.30pm	LADY WELD	Malacca and Muar
Saturday	12 noon	HYE LEONG	Mersing, Kuala Pahang and Kuantan
"	2.30pm	KRIAN	Tringannu and Kelantan
"	4pm	KLANG	Malacca, Port S'ham and Penang
From Penang			
Every Tuesday		SAPPHO	From Penang to Tongkah
Every Tuesday and Friday		HEBE	From Penang to Teluk Anson
Every Wednesday and Sat.		HEBE	From Teluk Anson to Penang

Source: Singapore Free Press, March 1914

The seven 'white ships' are bolded to highlight their role in the daily trunk line, by then competing with the railway between Kuala Lumpur and Johor Bahru. Whereas the rail journey was direct from Kuala Lumpur stations but completed by ferry across Johor Strait and the railway into Singapore, the steamer journey was direct from Johnston's pier on Collier Quay, half an hour before sailing time but by rail from Port Swettenham to Kuala Lumpur, leaving an hour after berthing of the steamer.

In August 1914 the outbreak of the Great War created an unanticipated and sudden vacuum in Singapore's sphere of local shipping because most units of the big NDL fleet were either seized by the British or interned in neutral ports in Siam, the Philippines or the Netherlands Indies. After fifteen years, Ocean's transshipment system ceased to exist. Tregonning (1967: 45) records that in 1913 NDL had transshipped for Holts some 18,500 tons through Bangkok and 10,800 tons through Borneo ports. In the scramble to put in place alternative arrangements. Straits was the obvious entity for Holts to turn to, being British-flag, well-managed, affiliated with Holts and with good local knowledge and resources. The most urgent matter was the supply of British North Borneo. In response to official request, Straits immediately put *Kuala* and *Poh Ann* on the berth and chartered *Giang Ann* (1888) from the Heap Eng Moh S.S. Co. Then in the following month Straits took over management of the 1743-ton war prize *Sandakan* (1904), formerly well-known on the route in NDL service.

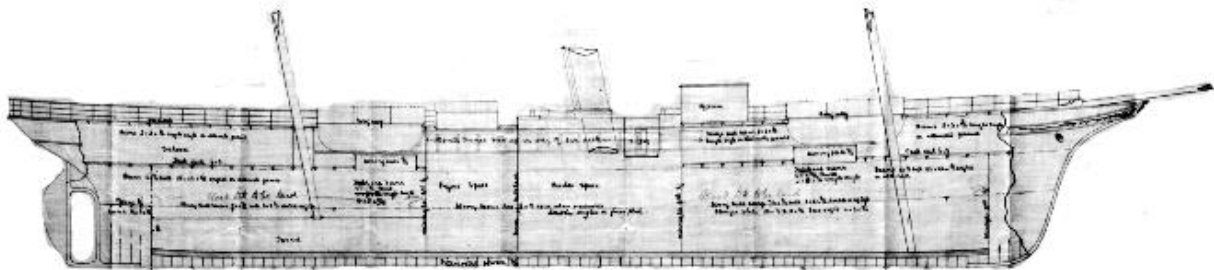
Straits already had *Kampar* on order from the Hongkong & Whampoa Dock as an improved, shallow-draft *Kuala* with accommodation for 26 cabin passengers and capacity for about 1000 tons of cargo. A somewhat larger cargo steamer laid down by the same builders for NDL was taken over before launch and completed as *Katong*. Both ships arrived in Singapore in mid-1915 and were placed in the Bangkok trade, together allowing a weekly service. Ships were also needed for the trade with British North Borneo, which required more capital than Straits had available. According to Tregonning, by agreement dated 31 October 1914, Holts would provide three new ships to Straits in return for a corresponding issue of 4,750 new shares, an almost 50% increase in capital and sufficient to give Holts effective control without quite being a controlling shareholding. Ordered from the affiliated Taikoo Dockyard in Hong Kong, much larger than existing units of the Straits fleet, and designed specifically for the Bangkok and Sandakan trades, these freighters were delivered as *Kajang* (June 1916), *Kamuning* (August) and *Kepong* (December). In the meantime, D.K. Somerville had returned to Britain in 1915 and been succeeded by his brother, H.E. Somerville, who would guide Straits through to the Great Depression of the early 1930s. D.K. died at his home at Inchgower, Rhu, Dumbartonshire (opposite Greenock on Gare Loch) in September 1936 at age 73 (Straits Budget, 24/9/36).

In consequence of this injection of new capital, Straits was at last able to fulfil the role that with hindsight it might have assumed at the outset in 1890 as the local feeder operation for Holts' Blue Funnel Line, the leading cargo carrier between Britain and the Far East. In Chinese waters, this role had long been played by John Swire & Sons' China Navigation Co. Ltd, which was also affiliated with Holts and Ocean. In fact, from now on Straits and Swires would work closely together to coordinate what would become overlapping spheres. That Straits did not develop in this way in its first twenty-five years was probably due to the highly personalized and rather ad hoc way in which Bogaardt had assembled his feeder network and his early departure from the scene. Straits was set up as a niche Anglo-Chinese operator for the Malayan Coast and in the 1890s was not been seen as capable of managing a region-wide feeder network when Holts sought to disentangle from the rather unsatisfactory and short-lived consolidation of the East India Ocean S.S. Co. Holts might well have had more confidence in Somerville, but by the time he took over in 1902 Ocean had already sold the local network to NDL. Nevertheless, once Straits did take charge in late 1914, the progress was exponential. While the KPM entrenched its monopoly in the Netherlands Indies, Straits one by one took over all its rivals, including Chinese firms, such that by the mid-1930s these two colonial companies shared most of the local shipping of Southeast Asia between themselves.

Fleet List (acquisitions prior to 1918)

MALACCA (1890-1921) 653/1885-3 (iron, 189.5 x 26.5', C2cy/146nhp)

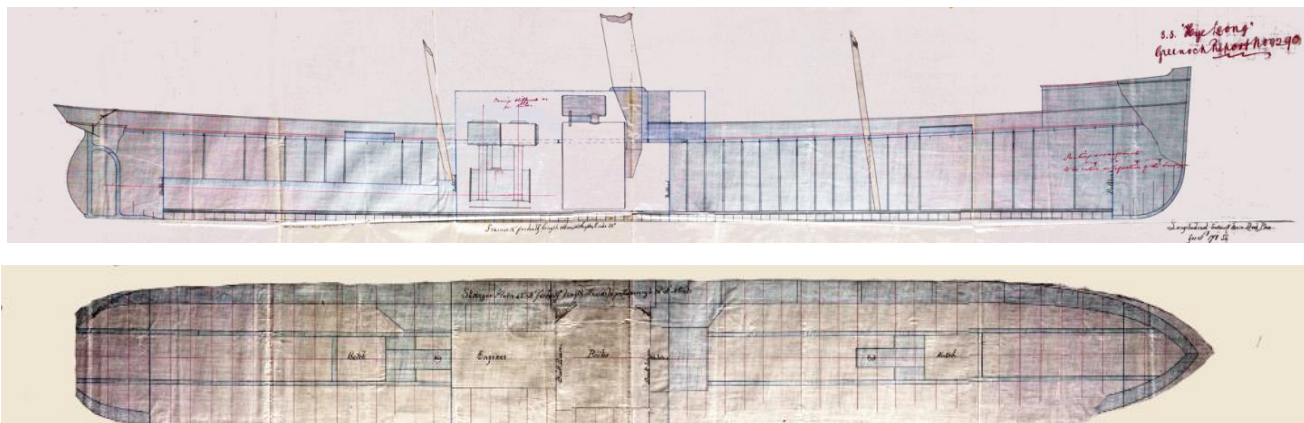
Built by Ramage & Ferguson, Leith (#59) to order of Boustead & Co. for Kim Seng & Co., Singapore, 5/3 ran trials (11½k) (LCT, 16/2, 16/3/85), loaded outwards for T. Skinner & Co. for Singapore, where reg. as #5/1885 to Tan Beng Gam. 10/85 21/64 t/f to Tan Im Neo [See Moh Guan]. 11/85 TBG 21/64 t/f to Tan Keong Saik. 9/87 Tan Beng Gam 64/64. 1/90 t/f to SSSC. 8/21 register closed on sale for breaking up at Singapore.



Profile of clipper-bowed MALACCA (Lloyd's Register Foundation).

HYE LEONG (1890-1926) 491/82-11 (iron, 180.6 x 25.0', C2cy/114nhp)

Built by Blackwood & Gordon, Glasgow (#178) to order of Martin, Turner & Co., Glasgow for Keng Yong Bros., Singapore, 3/11 ran trials (11¾k) (LCT, 11/11/85), 16/11 sd Port Glasgow for Singapore (arr. 16/1/83), where reg. as #5/1883 to Wee Boon Tek (31/64), Lee Keng Yong (10/64), Lee Cheng Yan (9/64), Koo Cheng Teong (9/64) and Koo Sun Tee (6/64) (Wee Bin & Co. mgrs), Singapore. 24/2/83 maiden voy. to Surabaya and Bali. 1/86 LKY 10/64 sold to Tan Beng Gam (?Wan). 1/90 t/f to SSSC. 7/26 register closed on sale for breaking up at Singapore.



Profile of HYE LEONG (Lloyd's Register Foundation).



HYE LEONG (R.K. Tyers, Straits times Annual, 1 Jan. 1978).

BILLITON (1890-1895) 336/80-2 (iron, 159.9 x 25.1', C2cy/80rhp)

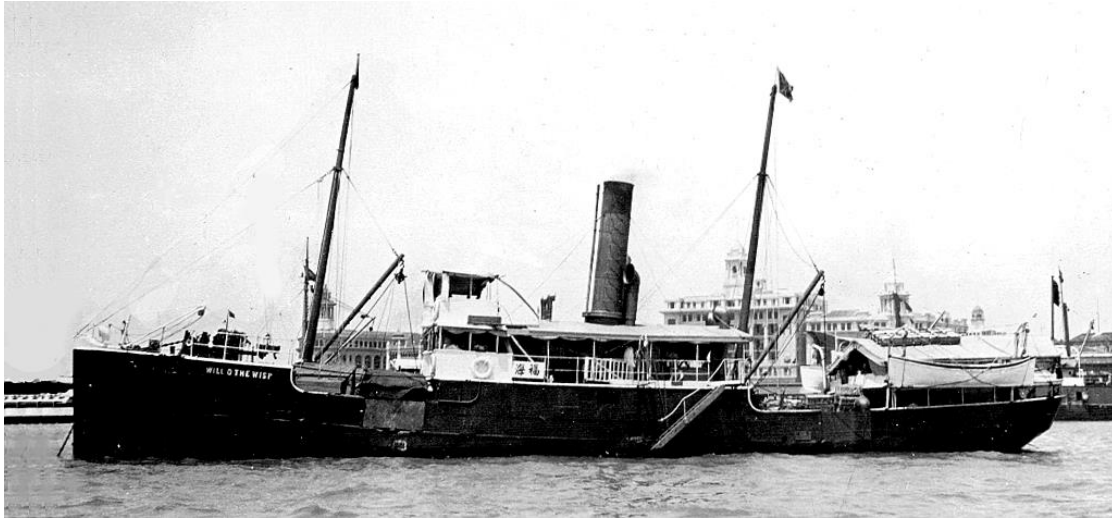
Built by Blackwood & Gordon, Port Glasgow (#154) to order of Adamson, Gilfillan & Co., London for Lee Keng Yong, Singapore, 9/2/80 trial trip (10k), 5/3 sd Glasgow for Singapore where reg. as #16/1880 to KKY (32/64), Ong Keng Hoon (12), Lee Keng Tee (6), Lee Saik Kong (6), Song Tiong Kay (4) and Wee Boon Tek (4), Singapore. 10/86 Tan Beng Wan (64/64). 7/87 new boiler completed by Fleming & Ferguson, Paisley to be sent out to Singapore for fitting (LRF, 26/7/87). 3/2/90 bill of sale to SSSC. 14/5/95 o/v Langkat (Sumatra)-Penang (kerosene) burst into flames off Muka Head, NW Penang Is., no survivors. 6/95 register closed.

(no known image)

WILL O'THE WISP (1890-96) 286/83-6 (i.s.s., 120.4 x 22.2', C2cy/45rhp by Wood Bros, Sowerby Br.)

Built by Norfolk & Co., Hull and reg. at Hull (#29/1883) for W.S. Davison, Yokohama and 25/8 cleared Hull, 4-12/11 at Singapore en route to Japan. 5/8/84 at Keelung (from Shanghai) during French bombardment. 1/86 reg. at Singapore to A.P. (Passmore) Adams (W. Mansfield & Co. Ltd), Singapore for service to Malacca and Klang. 11/87 t/f to Ocean S.S. Co. Ltd (56) & G.J. Mansfield (8). 11/89 t/f to SSSC (in formation), 2/90 bill of sale. 9/96 sold to Tan Poh Tong, Singapore. 5/98 sold to Tan Hock Hay, Singapore and reboilered. 8/99 sold to Lim Kee Joo. 7/00 sold to Ng Ngauw Teng. 9/06 sold to Sng (sic) Toon Ghee. 2/09 sold to Wee Bros S.S. Co. Ltd, Singapore. 9/17 sold to Wong Po Keung, Hong Kong. 11/17 sold at auction to H.A. Lammert, Hong Kong. 3/18 sold to A.L. Alves, Hong Kong and 12/18 reg. t/f to HK. 9/22 sold to Govt of the Straits settlements. 11/22 sold to Teow Beng, Singapore and 1/23 reg. t/f to back Singapore. 4/24 sold to Teo Hoo Lye, Singapore. 16/11/33

THL died, t/f to TTG/TGT. 8/35 taken over with Soon Bee S.S. Co. Ltd by Heap Eng Moh S.S. Co. Ltd, Singapore but advertised for sale 9/35 register closed on sale to Hoe Guan & Co. for breaking up.



WILL O' THE WISP, Inner Roads, Singapore, mid-1920s, in Soon Bee colours and showing Hanzi name 福海 (FOOK HAI/SEA FORTUNE) (KPM/Alg. Rijksarchief).

SAPPHO (1890-23) 532/87-10 (iron, 190.0 x 30.6', C2cy/90rhp/11k)

Built by Scott & Co., Greenock (#253) for Ocean S.S. Co. Ltd (Alfred Holt & Co. mgrs.), Liverpool, 19/11 sd Greenock via Jeddah for Singapore (7/1/88) (Pinang Gazette, 13/1/88) and placed in service Singapore-Malacca-Klang. 1/90 sold to SSSC for Singapore-Penang trade, 8/90 reg/ t/f to Singapore (#11/1890). 21/11/22 arr. from port Swettenham and laid up at Singapore. 3/23 sold to Menam Pilots' Assocn, Bangkok, 23/4 arr. Bangkok in tow of *Kepong*, stationed outside the bar at Menam/Chao Phya (ST, 27/4/23). 1928 sold for breaking up.

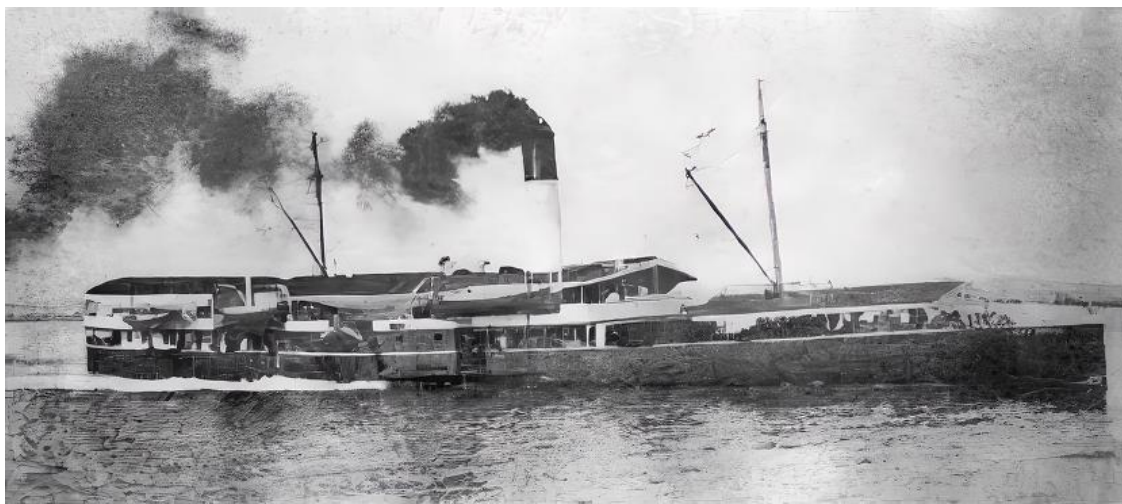


SAPPHO, undated photograph in Singapore (Royal Asiatic Society 22/012).

LADY WELD (1891-1922) 511/88-2 (221.1 x 30.2, paddle T3cy/160nhp)

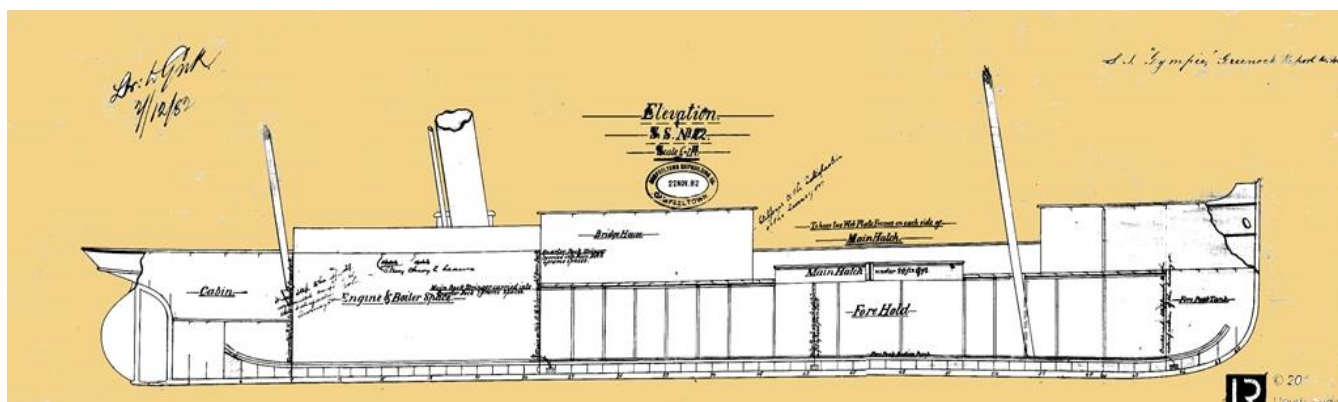
Built by Scott & Co., Greenock (#254) for Duncan McKinnon, G.S. Mackenzie & R.H. Evans (McKinnon & Co.), London (#21/1888) and on completion chartered to Netherlands Indies S.N. Co. Ltd, Batavia, o/v rough weather in Bay of Biscay, temporary repairs at Lisbon, 19/4/88 arr. Penang with damage to paddle wheels,

20/5 maiden voyage (daily) Penang to Port Weld (railhead for Taiping). End-1/91 sold and 20/4/91 del. to SSSC and reg. at Singapore (#22/1891). 11/07 sold to Thong Ek S.S. Co. Ltd, Pontianak, 12/07 t/f to Dutch flag and placed in service Pontianak-Singapore. 5/08 bought back by SSSC and re-reg. at Singapore (#12/1908) for service Singapore-Muar-Malacca-vv. 2/21 withdrawn from service and laid up. 20/5/22 register closed on sale for breaking up at Singapore.



[Paddle steamer LADY WELD in 1900 (in Tregonning, 1967)]

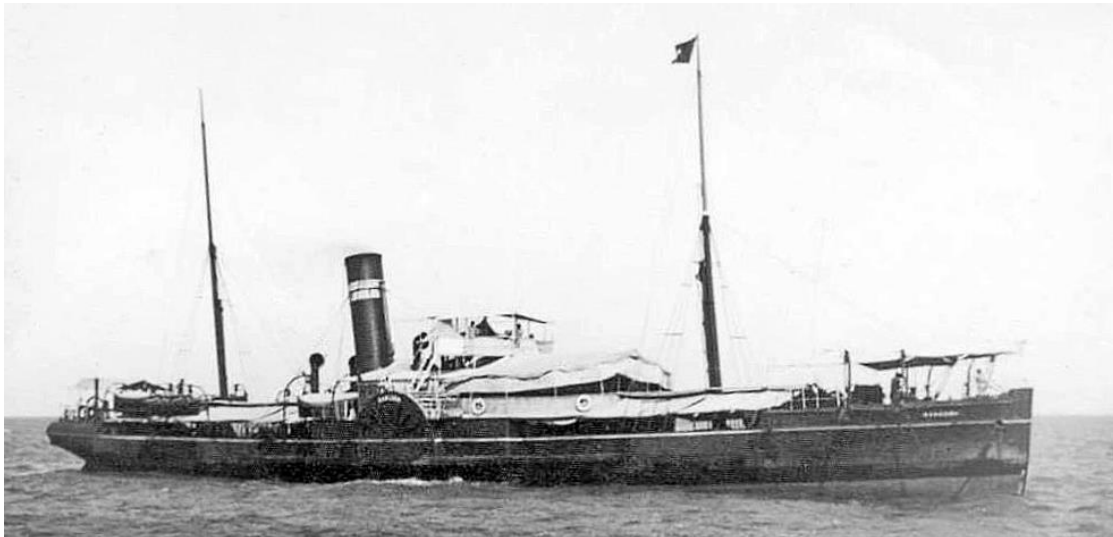
GYMPIE (1891-1893) 220/83-5 (s.s.s., 120.5 x 22.1', C2cy/45hp by Dunsmuir & Jackson, Glasgow)
 Built by Campeltown S.B. Co., Campeltown (#22) for Queensland Stm Shg Co. Ltd, London for North Queensland trade as GYMPIE, 10/9/83 arrived Townsville. 5/87 t/f to AUSN Co. Ltd, London. 10/87 in monthly Thursday Island-Port Moresby mail service. Early 1888 reg. t/f to Brisbane (#4/1888). 5/88 sold to Huttenbach, Liebert & Co., Penang as agents for British India S.N. Co. Ltd and Nederlandsch Indische Stoomvaart Mij (NISM), 8/7/88 sailed TI for Penang to commence service between Singapore and Port Weld (railhead for Taiping). 1889 reg. at Batavia (Dutch flag) to NISM (same service). 1890 t/f to Duncan McKinnon (32/64) & R.H. Evans (32/64), London (same service). End-1/91 sold and 20/4/91 del. to Straits S.S. Co. Ltd, Singapore (same service). 11/93 sold to Wm Kinsey (Pakan Exploration & Development Co.), Pahang for E. Coast service Singapore-Pahang-Kelantan. 12/96 sold for \$22,000 to R. Calvo, Ragay (later Manila), 30/12 as GENERAL WEYLER (Sp. flag) cleared Singapore for Manila. 1902 sold to CM r. MARENDUQUE. 26/9/05 from lay-up blown ashore at Cavite, refloated as CTL and laid up at Manila as a hulk. 23/5/06 cast adrift by Taming in South China Sea (16.25N, 118.45E) under tow to Hong Kong in heavy weather. 12/8 rep. possibly found derelict off coast of Japan. NFI.



Line profile of GYMPIE as built (Lloyd's Register Foundation).

OORYIA (1891-92) 543/75-10 (238.1 x 26.1', paddle C2cy/413nhp/14k)

Built by Scott & Co., Greenock (#162) for Duncan Macneil & Co., Glasgow as OORYIA for service between Calcutta and Challballah (Sandheads) (1000 pass.), 22/10 trials (14½k) (LJC, 26/10/75), 9/11 sd Greenock for Calcutta. 1881 t/f to Nederlandsch Indische Stoomvaart Mij, Batavia, 24/6 arr. Singapore from Calcutta, 28/6 sd for Batavia, where r. CHERIBON. 23/7/81 arr. at Tanjong Pagar Dock Co., Singapore for rebuilding with extra deck, cabin accommodation for 60 1st, c.60 2nd class passengers, 22/5/82 sd for Batavia to commence Batavia-Surabaya express passenger line (marhisdata.nl). 2/91 sold to SSC and 27/2 reg. at Singapore (#5/1891) as OORYIA, 4/3 under Capt. Daly commenced weekly express service Singapore-Port Dickson-Klang-Telok Anson (ST, 27/2/91). 19/9/91 arr. Singapore and laid up. 4/92 sold to J.M. Daly, Singapore, 16/5 cleared for Hong Kong. 6/92 sold at Hong Kong for \$20,000 (owners unknown but probably a shipyard). 13/3/93 reg. at Hong Kong (#2/1893) to J.M. Daly, 15/3 sold to Tseng Tse Kai, Hong Kong. 6/93 sold to Tai Li Steamboat Co. Ltd., Hong Kong r. KWONG (KWANG) HOI. 2/94 re-reg. at Hong Kong (#2/1894) after alterations (now 655 grt). 6/98 sold to Walter Jackson, Hong Kong. Rep. 8/98 at Manila as U.S. transport. 9/98 sold to Wing Lee S.S. Co. Ltd, Hong Kong. 11/98 sold to E.H. Warner (Warner, Barnes & Co. Ltd), Manila. 1900 t/f to Warner, Barnes & Co., Manila as mgrs for Pasig Steamer & Lighter Co., Manila and 1901 reduced to hulk. Early 3/06 broke tow of *Garcia Pitogo*, blew ashore and wrecked on Mindoro en route to load wood.



OORYIA's original layout as shown by identical sister RANGOON (clydeships.com)

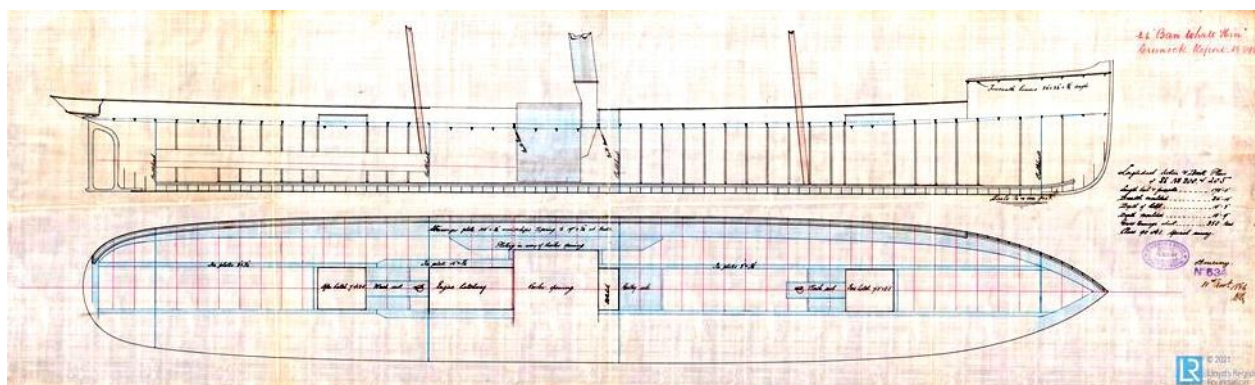


KWONG HOI, superstructure extended forward, Sheung Wan, Victoria c.1894 (unknown/coll. Louis Dumoulin/Bibliothèque Lettres Arts Sciences Humaines Henri Bosco, Univ. Côte d'Azur).



KWONG HOI in Pearl River delta (Edward Bangs Drew coll., Harvard/ AI edit).

BAN WHATT HIN (1891-11) 361/85 (i.s.s., 162.6 x 25' C2cy/85rhp) Built by Blackwood & Gordon, Port Glasgow to order of E. Boustead for Lee Keng Yong & Partners. 11/85 reg. at Singapore (#15/1885). 2/88 Wee Boon Teck (25), LEK (18) Lim Teck Ghee (4), Syed Mah. Bin Alsagoff (6). 11/88 WBT (24) to Lim Ho Puah. 3/89 LHP (24), LEK (24), LTG (4), A (6) = 58/64 to A.P. Adams (W. Mansfield & Co.), Singapore for Billiton and Pontianak trade. 6/91 t/f to SSSC. 3/02 t/f to East Coast service. 1/11 sold to Toh Keng Gio Neo, Singapore for operation by Sankan Steamship Co. from Singapore to Anambas & Natuna Islands. 12/16 sold to Soon Keck Ltd, Malacca for service Singapore-Muar-Malacca. 5/24 reverted to Straits S.S. by purchase of Soon Keck Ltd (in liquidation), service unchanged. 9/27 sold for breaking up. 3/28 register closed on advice broken up.



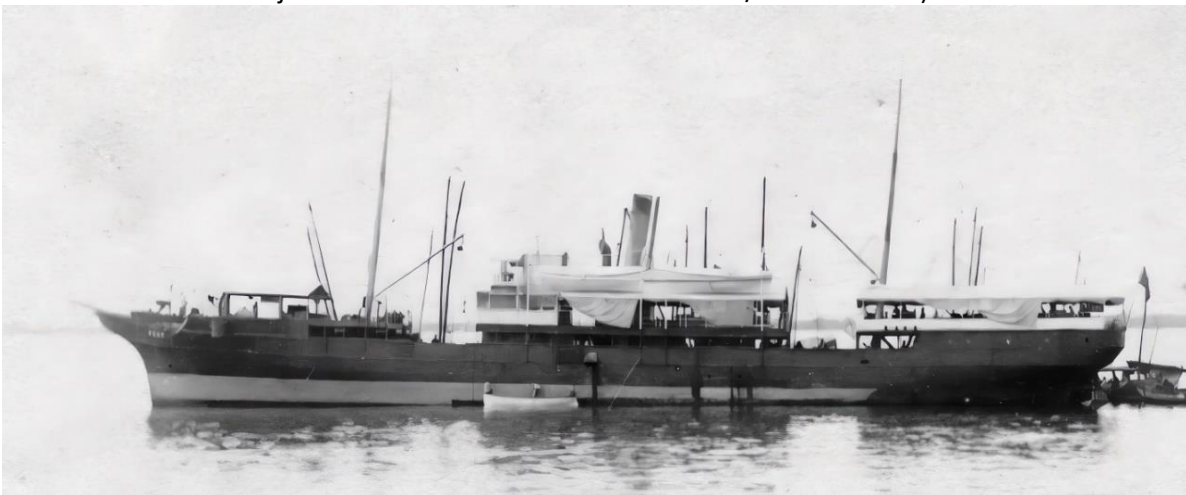
BAN WHATT HIN side profile and deck plan, November 1884 (Lloyd's Register Foundation).

PEGU (1891-95) 577/65-5 (183.5 x 25.2', C2cy/88rhp by J. Dickinson & Sons, Sunderland) Built by Laurence Hill & Co., Port Glasgow (#57) for Irrawaddy Flotilla & Burma S.N. Co. (Todd, Findlay & Co. mgrs.), Glasgow with S2cy/120 nhp engine for by Glasgow but 5/65 on completion reg. to Peter Denny for British India S.N. Co. Ltd, Glasgow, 27/5 anchored off Gourock prior to outward voyage to Calcutta, thence to Batavia, where 11/65 arr. and t/f to N.V. Nederlandsch Indische S.M. Mij, Batavia (Dutch flag) r. VICE PRESIDENT PRINS. 1873 fitted with C2cy engine by J. Dickinson & Sons. 4/91 del. at Surabaya to SSSC, 13/4 arr. Singapore (ballast) and placed in hands of Tanjong Pagar Dock Co. Ltd for major refit. 8/91 reg. at Singapore (#20/1891) as PEGU and placed in service Singapore-Penang via ports (STW 25/8/91). 5/95 sold to Capt. Henry Ross, Penang (owner/master) for Penang-Ajteh trade. 7/95 H. Ross (32/64) & Lim Leng Cheah (32/64). 11/95 reg. t/f to Penang. Early 1896 refitted at Prye Dock, Penang with extra above-deck accommodation and new boiler (7/2 boiler dropped into and sank tongkang while being discharged by *Keemun* from London, replacement

boiler ordered), 9/9 resumed service. 2/10/96 Capt. Ross stabbed at Edi. 7/7/97 sd Penang for Edi, then o/v Edi Lok Seumawe seized by pirates and looted of \$18,000, Capt. Ross and 7 crew killed, Chief Officer and 14 others wounded (Straits Budget, 13/7/97). 1900 sold to Teh Chong Choon, Penang. 1902 sold to Ban Ho Hing S.S. Co., Penang. 1907 sold to Eastern Shg Co. Ltd, Penang. 5/13 withdrawn from service for docking at Penang, condemned. 9/13 sold to the Penang Rice Combine and engines and boilers removed for use as rice storage hulk at Penang (Pinang Gazette, 16/9/13) [clydeships.co.uk, marhisdata.nl].

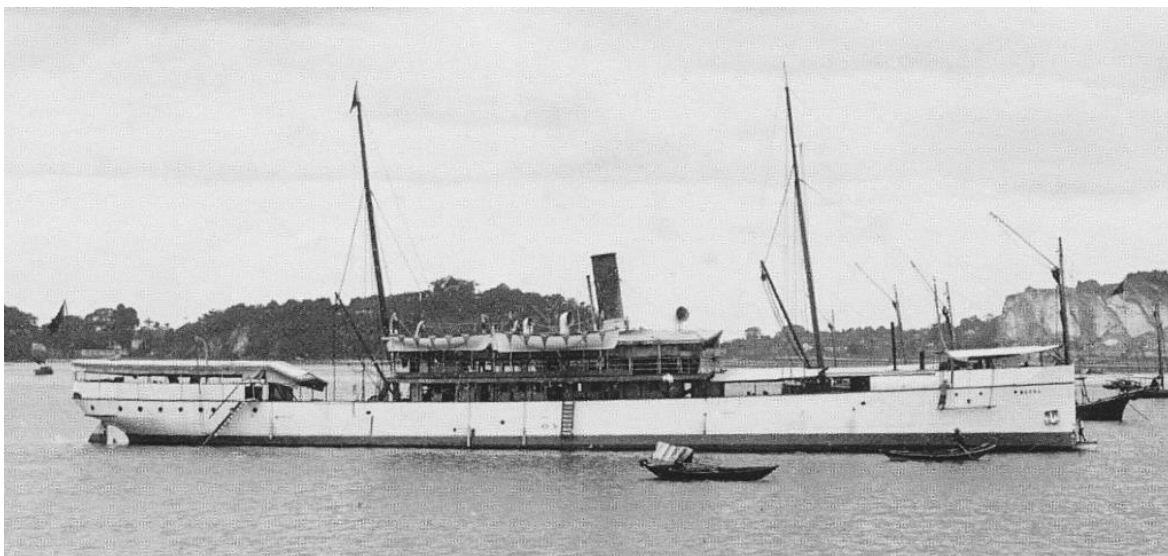


PEGU in dock at Singapore as VICE PRESIDENT PRINS (G.R. Lambert & Co./
Rijksmuseum Amsterdam RP-F--F01140-T/marhisdata.nl).



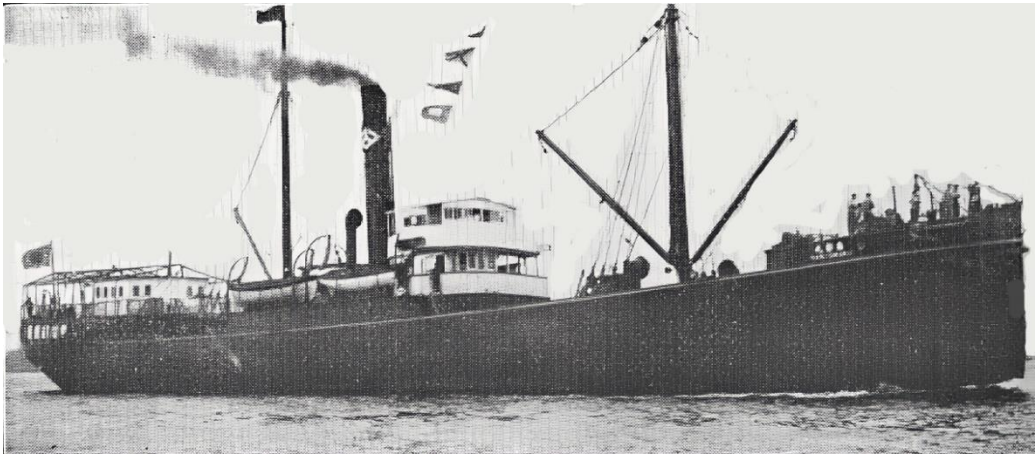
[PEGU in Straits S.S. colours (coll. C. Lous per M. Lindenborn and marhisdata.nl).]

NEERA (1894-1900) 357/78-10 (180.6 x 22.1', T3cy/75rhp by Dunsmuir & Jackson, Glasgow)
 Built by T. Wingate & Co. Ltd, Glasgow (#219) for Bombay S.N. Co. Ltd (J.A. Shepherd mgr), Bombay (reg. London) for passenger service on Bombay coast (600+ pass.), 7/11 sd for Bombay. 1887 C2cy engines tripled by Dunsmuir & Jackson, Glasgow reg. at Bombay (#10/1887) to J.A. Shepherd & Hj. Ismail Hassan. 29/12/92 sold to T.C. Bogaardt (32/64) & Ong Tiang Soon (32/64), Singapore. 30/12/92 TCB (22/64), OTS (21) and R. Armstrong (MM, Singapore) (21), 1/93 in service to Labuan (Ong Ewe Hai agent). 1/94 t/f to SSSC, 22/1 maiden sailing to Malacca, Klang (replacing *Billiton*). 15/7/96 collided with and sank sister *Ban Poh Guan* ex *Bheema* (357/78) in Perak River. 11/5/99 arr. from Trengganu after sinking on anchor, repaired at Tanjong Pagar Dock. 18/11/00 arr. Singapore and sold to J. Berthet, Saigon r. HELENE. 16/2/03 o/v to Saigon stranded on coast of Annam while assisting grounded *Binh Thuan*, 19/2 rep. breaking up [clydeships.co.uk; LJC, 17/2, 20/2/03].



NEERA at Singapore, after boat lowered, possibly late November 1900
 pending delivery to French owners (coll. Chris Gee)

LADY MITCHELL (1894-1904) 935/83-5 (210.0 x 32.0', C2cy/510ihp by F. Schichau, Elbing)
 Built by J.C. Tecklenborg, Geestemunde (#52) for Norddeutscher Lloyd, Bremen as SCHWALBE for service as North Sea feeder Bremen-Hull. 10/87 withdrawn to be refitted for 10-day feeder service Singapore/Penang-Deli (N. Sumatra) for tobacco trade (LJC, 11/10/87), 16/11 sd Bremen via Amsterdam for Singapore (11/1/88). 11/91-4/93 on charter to New-Guinea Ko. for Singapore-Surabaya-New Guinea line (Pinang Gazette, 26/11/91; SFP, 29/3/93). 4/93 t/f to Singapore-Bangkok line. 9/93-4/94 chartered to French Government for carriage of troops and supplies Singapore-Chantaboon, c.1/10/93 rep. at Chantaboon with broken shaft. 10/94 sold to SSSC and reg. at Singapore (#43/1894) as LADY MITCHELL (after wife of British Governor). 10/04 sold to E.C. Wilks, Hong Kong (reg. Singapore) for trading to Shanghai, Tsingtao. 1/05 rep. on charter to Russian Govt and at Chefoo waiting to transfer refugees from Port Arthur (NCH, 27/1/05), 14/2 at Shanghai from Chefoo, laid up (Wheelock & Co. agents). 4/05 sold to H. Robertson, Shanghai (reg. Singapore). 19/6/05 court case Samuel Samuel & Co. vs Wm Holliday for £7,000 over failure (no date given) to deliver to a Russian firm at Kobe in seaworthy condition (leaking boiler tubes). 8/06 sold to Okinawa Kisen K.K., Osaka r. NANTO MARU. 1907 sold to Ono Seikichi, Osaka. 1908 sold to Sanin Shokai K.K., Osaka. 1917 sold to Okada Kisen, Tarumi. 1918 sold to Hakodate Shosen, Maizuru. 1921 sold to Eikichi Okuda, Nishinomiya. 1923 sold to Kunitaro Tanaka, Kobe. 1929 sold to Kiyoshi Hirata, Kobe. 1931 sold to Sho Kunishiro, Kobe and no longer listed in Japanese directory. Rep. 1938 broken up in Japan but probably several years prior.



LADY MITCHELL as NANTO MARU (*Japan Steamships Register 1924*).



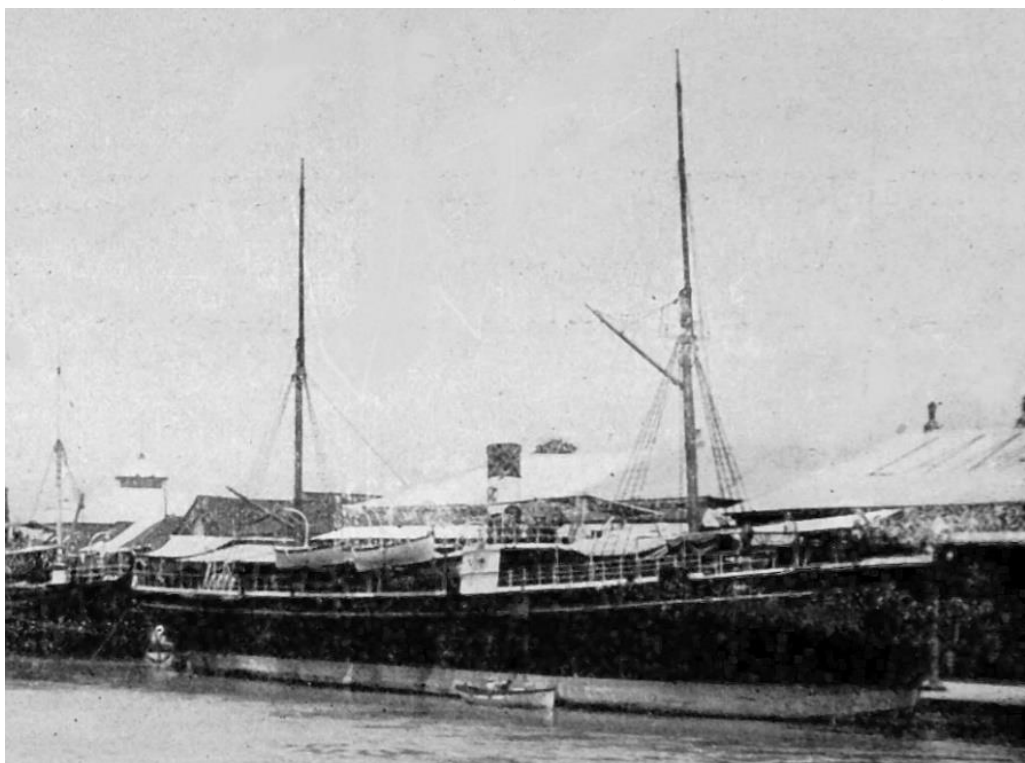
NANTO MARU at Dairen late-1928 or early-1929 (Bristol, Warren Swire colln Sw7-057).

JUNO (1895-99) 767/95-6 (180.0 x 28.0', T3cy/67nhp/10k)

Laid down 'on spec' by Gourlay Bros & Co., Dundee (#162) and sold prior to launch on 24/5/95 to SSSC (reg. to Wm Milne Robertson, Aberdeen) as JUNO (Dundee Courier, 24/5/95), 21/6 sd Dundee (coal) for Singapore (1/8), where reg. as #25/1895 to SSSC, 13/8 commenced service to Malacca, Klang. 5/99 sold to Manila Shg & Tpt Co. (Smith, Bell & Co. mgrs.), Manila. 1905 sold to Fernandez Hermanos (later mgrs CM) r. FERNANDEZ HERMANOS. By 1914 remeasured as 742 grt. 1928 t/f to CM. 7/31 i/s Manila-Cagayan-Surigao-Tacloban-Borongan. 1935 r. MASBATE. 1941 sold to Wallem & Company, Panama (beneficial owner: South China SS Co., Hong Kong). 1948 sold to Wah San Shipping Company Ltd., Macau. 3/1/49 sunk 18 miles NE of Tung Yung Lighthouse near Foochow in 26.35N 120.46E after collision with *Hsiang Hsing* (2825/03) on voyage from Hong Kong to Chefoo with general cargo.



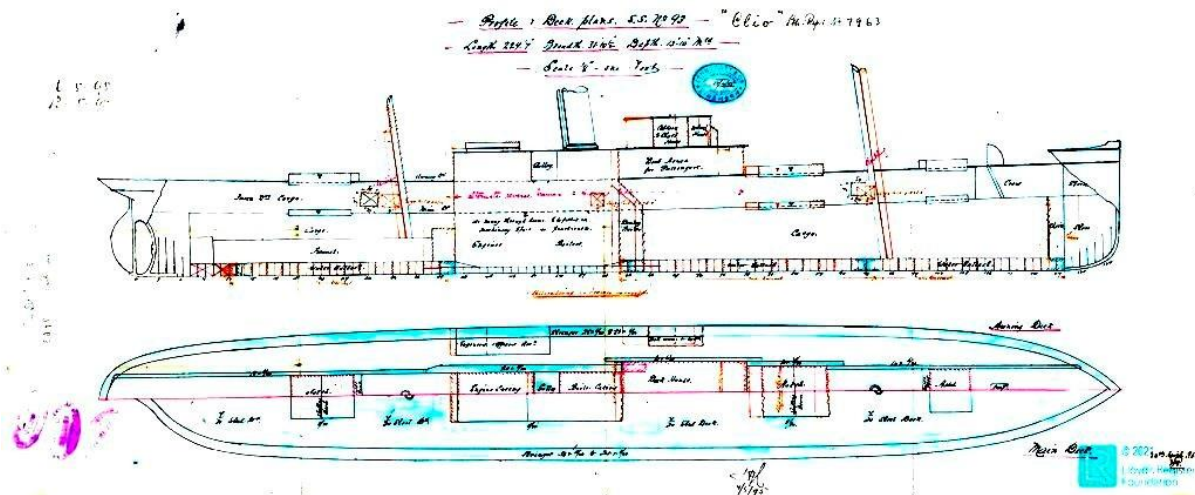
JUNO as built in Straits S.S. colours (Dundee Art Galleries and Museums)



?FERNANDEZ HERMANOS, wells apparently plated up (John Tewell).

CLIO (1895-99) 1237/1895-10 (229.8 x 32.0', T3cyl/130 nhp/10k)

Built by John Scott & Co. (Abden Yard), Kinghorn for Straits S.S. Co. Ltd (reg. owner H.J.D. Padday, London), Singapore (#49/1895) as CLIO, 17/10 launched almost completed and with steam up, thence Burntisland to complete fitting out and trials, 25/10 sd Burntisland (coal) for Singapore (8/12), where re-reg prior to t/f to T.C. Bogaardt. 12/95 t/f to Straits S.S. Co. 11/99 sold to A.O. Meyer, Singapore and re-reg. at Hamburg (German) as CHIENG MAI. 1900 t/f to NDL, Bremen for Singapore-Bangkok line. 9/06 sold to Handel & Scheepvaart Mij "Bandjer", Banjarmasin r. SARIE BANDJER. 7/10 sold to Shawhsing S.S. Co., Shanghai for Shanghai-Newchwang trade r. SHAW HSING. 1922 reg. t/f to Newchwang. 4/3/34 off Hunt's Wharf, Shanghai, inbound from Chefoo (rice) struck at No. 1 hatch by *Wan Hsiang* (1862/03) and sank in 40 minutes, only masts and funnel showing, 36 crew and 12 passengers taken off; 20/4 Far Eastern Salvage Co. began blasting to remove wreck in pieces, 20/6 bottom plates remaining (NCH, 7/3/34; China Press, 19/4/34; NCH, 20/6/34).

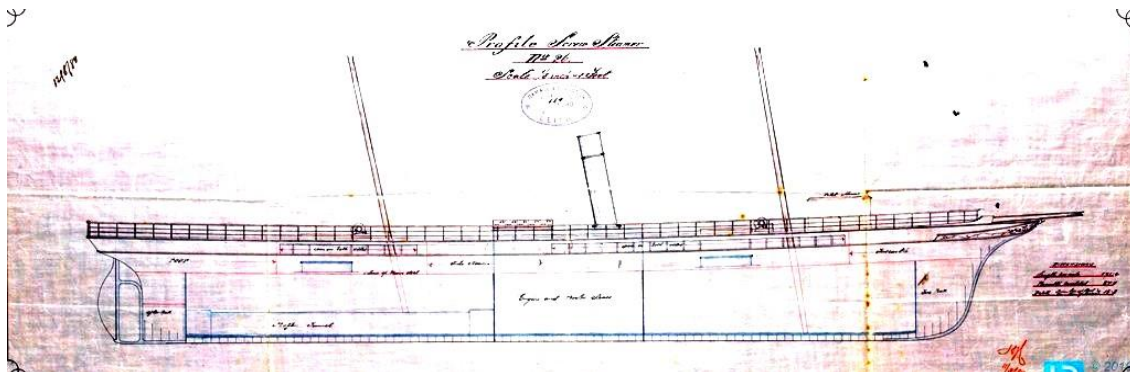


Profile of CLIO (Lloyd's Register Foundation).

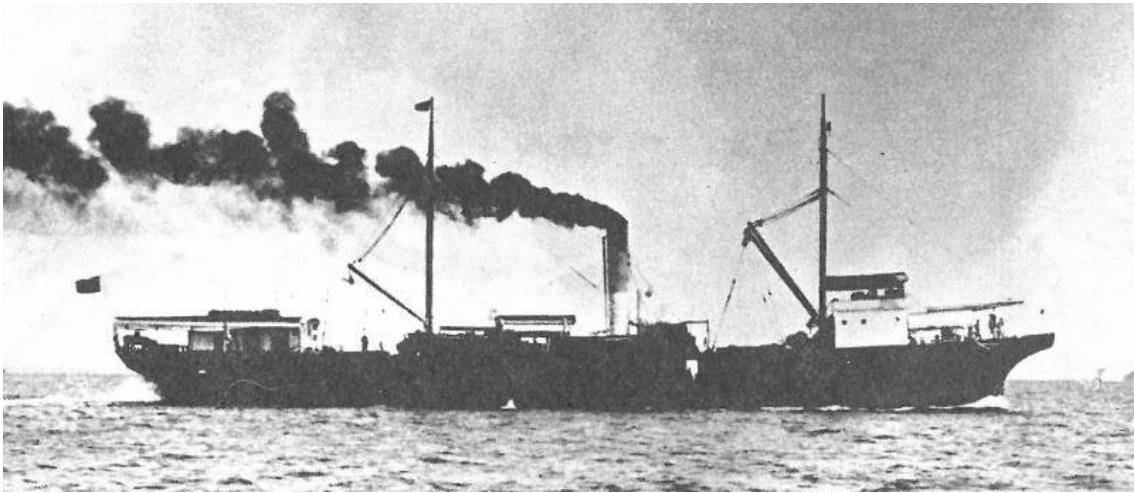


Sunken SHAW HSING off Hunt's Wharf, Shanghai (China Press, 11 March 1934)

PENANG (1900-1926) 867/81-3 (iron, 201.0 x 27.1', C2cy/120nhp by T. Richardson & Sons, Hartlepool) Built by Ramage & Ferguson, Leith (#26) to order of John Warrack & Co. for Tan Kim Tian (64/64), Singapore, 7/3/81 ran trials (10¾k), 1/4 passed Suez. 3/5/81 first commercial voyage Singapore-Bangkok, then 16/5 commenced service to Java ports. 18/12/82 TKT died, t/f to Tan Beg Wan & Tan Hup Seng (jointly). 14/1/88 m/g by THS (64/64) to T.C. Bogaardt, Singapore. 3/98 m/g discharged on sale to TKTSSC. 12/00 t/f to SSSC, repainted white and 13/12 maiden voyage to Malacca and ports. 22/4/26 o/v Singapore-Port Dickson burned out off Karimun Islands.

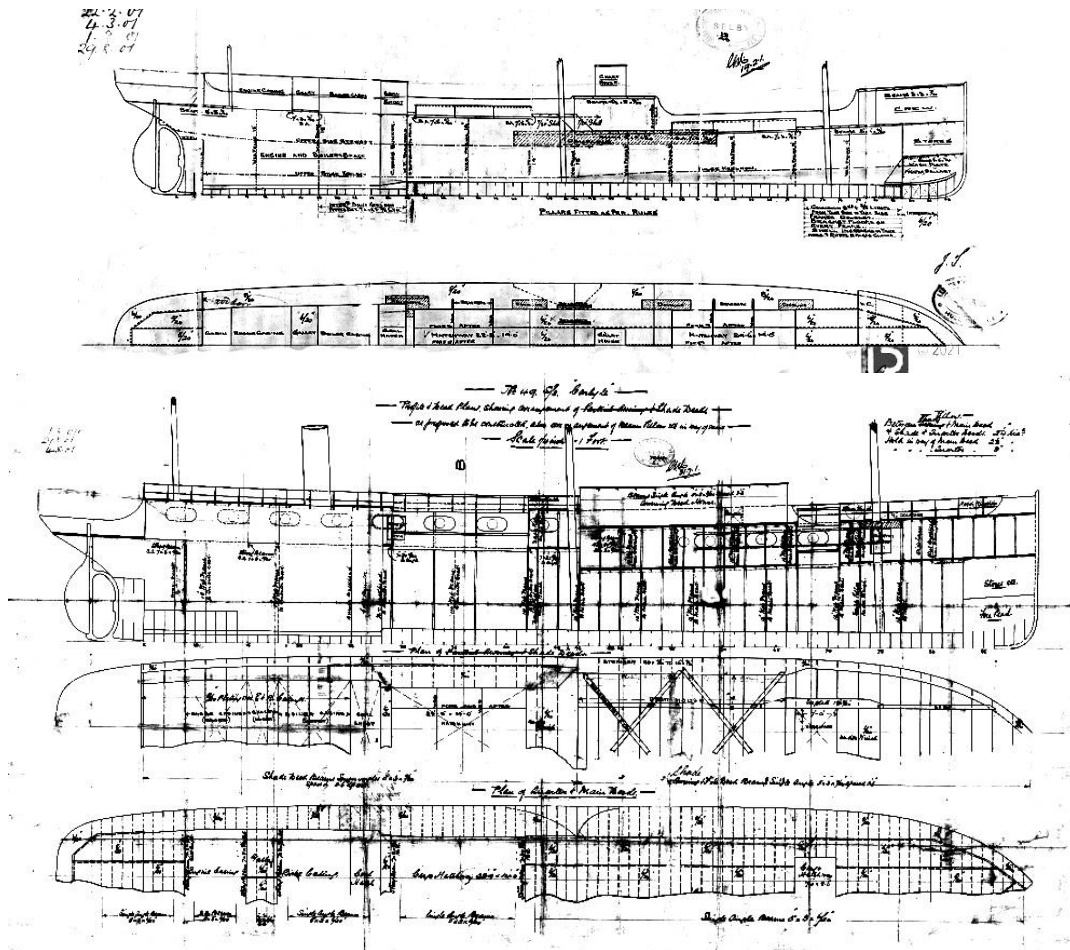


(Builder's profile of PENANG (Lloyd's Register Foundation))

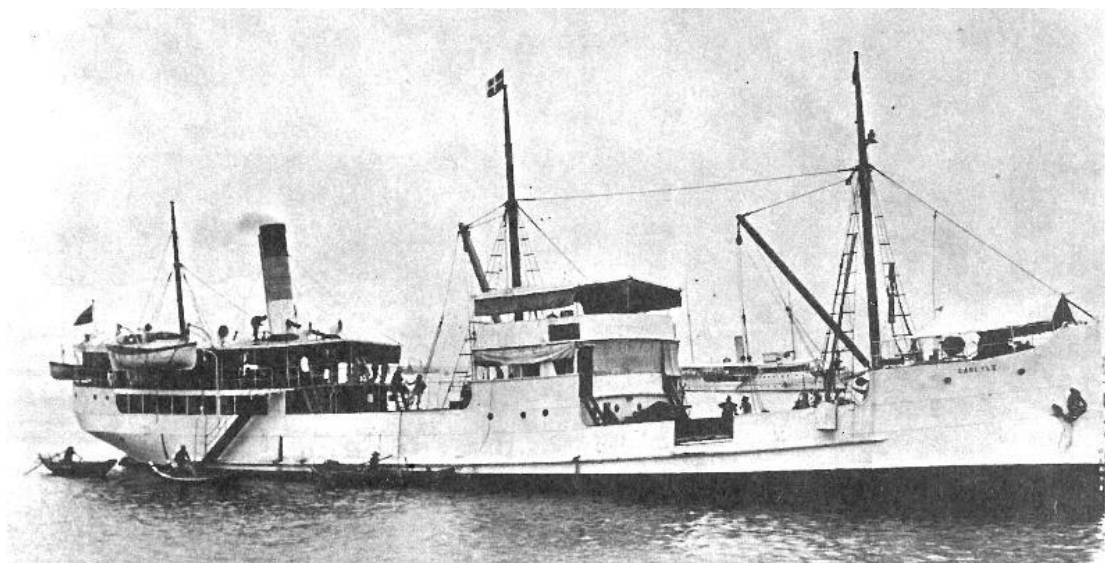


PENANG in later years was built up amidships, fitted with an enclosed bridge structure at the end of the focsle, and given upright masts and funnel (in Tregonning, 1967)

CARLYLE (1902-16) 466/01-7 (160.0 x 24.8', T3cy/70rhp by Crabtree & Co., Great Yarmouth)
 Built by Selby S.B. & E. Co. Ltd, Selby (#49) for Steamship Carlyle Co. Ltd (Stewart & Harkness, Manchester mgrs), Liverpool. Late 1901 o/c by SSSC with option of purchase, 11/10 sd Hull for Singapore (30/11), where after refit for pass. service 1/02 reg. as #5/1902. 23/1/02 began weekly direct service to Port Swettenham. 9/02 sold to SSSC. 5/16 sold to Steam Traders Ltd (Vernon Lovell, London mgr), London, c.21/8/16 arr. Cardiff. 12/16 classed 100A1 after refit and repairs. 2/1/17 captured and sunk after shelling by U-39 5nm WSW of Ile de Lein Lighthouse, Bay of Biscay, all 12 rescued.



Plans of CARLYLE (Lloyd's Register Foundation).



[CARLYLE (in Tregonning, 1967)]

BENTONG (1903-06) 448/03-11 (wood, 162.0 x 25.0, T3cy/66rhp)

Laid down 11/02 by Tanjong Pagar Dock Co. Ltd, Singapore (#208) for SSSC as pass./cargo vessel (16 first-class) for Singapore-Pahang run, 7/03 launched, fitted with engines at Keppel Harbour, 31/10 ran trials (painted white), and 14/11 commenced service to Port Swettenham (Straits Budget, 4/11/03). 26/4/06 (2300 hours) off Cape Rachado, Malacca Strait o/v Port Dickson-Malacca rammed by Russian-chartered transport *Haversham Grange* (7505/02), o/v Vladivostok-Odessa with 3,540 troops, and sank almost immediately, 79 rescued, est. 10 missing (ST, 3/5/06).

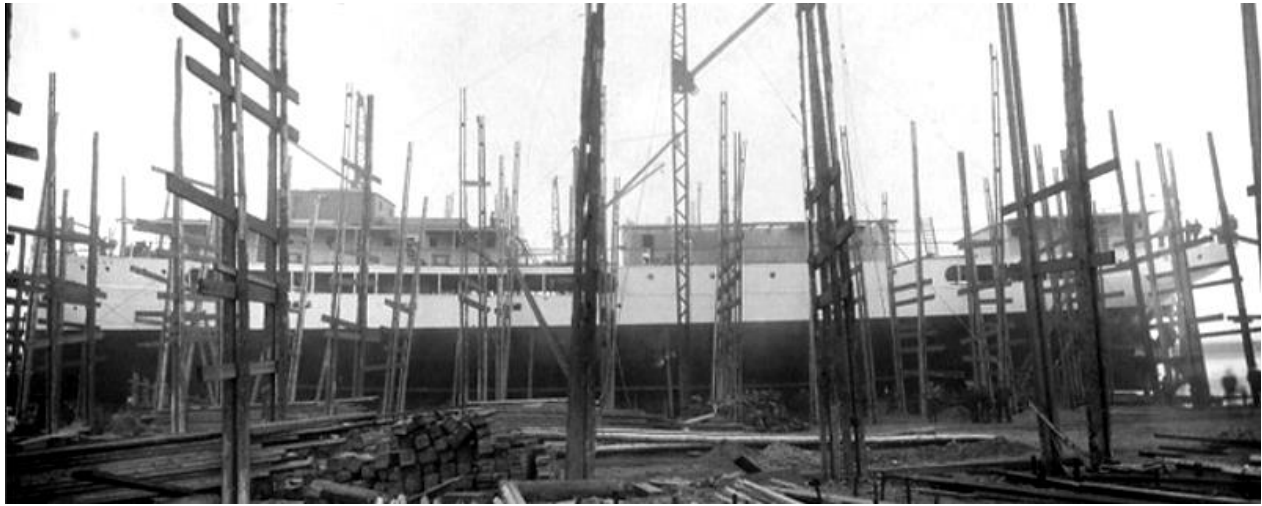
(no known image)

SELANGOR (1903-33) 1019/03-11 (225.0 x 34.1', T3cy/215nhp/12k; 50 cabin, 600 deck)

Built by Caledon S.B. & E. Co. Ltd, Dundee (#173) for SSSC, trials 13.2k, 3/11 sd Dundee (Capt. Daly) for Singapore (8/12), where reg. as #79/1903, 16/12 commenced weekly service to Malacca, Port Swettenham-Telok Anson. Mid-11/31 laid up at Singapore on suspension of Singapore-Port Swettenham-Belawan service. 11/33 sold to Chew Eng Chuan for breaking up at Singapore, 23/11/33 register closed on delivery to breakers at Tanjong Rhu, mid-12/33 demolition commenced, Q1/1934 work completed (Straits Budget, 10/12/03; ST, 24/12/33). [Tregonning (p. 72) observes that the teak Shade Deck and cabins were unsatisfactory and high maintenance, which probably explains why she went early to breakers].



(Lloyds Register Foundation/22Apr1903_LRF-PUN-W1585-0107-P_0001.jpg).



SELANGOR on the stocks just prior to launch (Dundee City Archives GD324/6/3/4/1-2/
<https://www.flickr.com/photos/dundeecityarchives/13060978004/>).

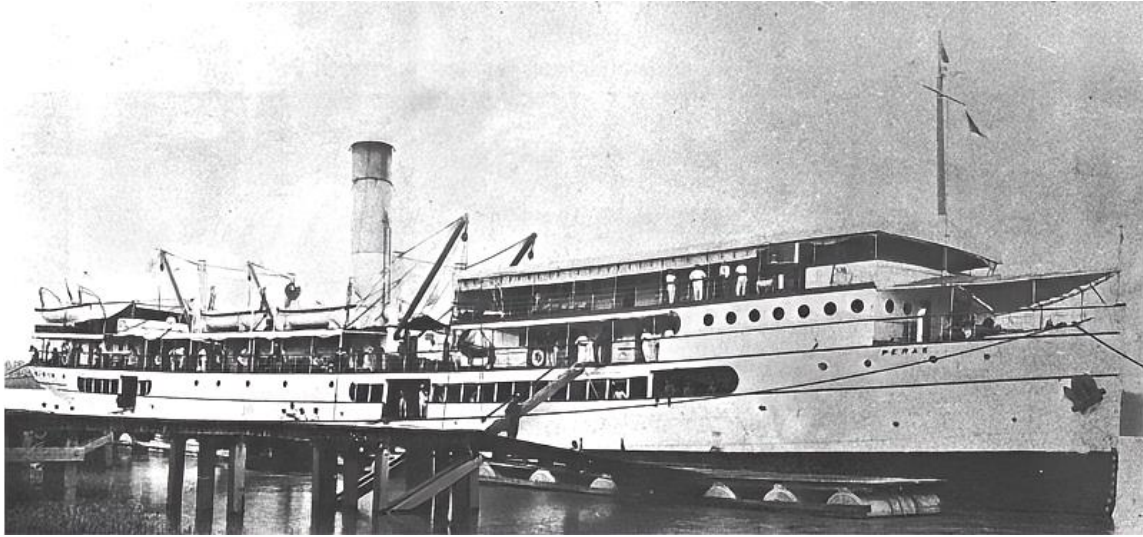


SELANGOR just after launching (Dundee City Archives GD324/6/3/4/1-2)
<https://www.flickr.com/photos/dundeecityarchives/13060656935/in/photostream/lightbox/>)

PERAK (1906-07) 1118/06-6 (239.8 x 35.2', T3cy/175rhp/13k, 76/1 pass.)

Built by Caledon S.B. & E. Co. Ltd, Dundee (#188) for SSSC, trials 13.2k, 19/6 drydocked to repair stem damaged while shifting berth (Dundee Courier, 20/6/06), 14/7 sd Dundee (ballast) for Singapore (16/8), where reg. as #19/1906 (ST, 17/8/06). 1/9 maiden voyage Singapore (Sat. 4pm) for Port Swettenham (7.30am Sun. for 8.30am train to Kuala Lumpur, 5pm to Penang arr. Mon. 8am; return voyage Tues 4pm, etc.). 1/2/42 sd Singapore via Palembang for Batavia (16-23/2), thence Colombo (2-30/3), Bombay (4/4-21/5) to Karachi for repairs to war damage, from 24/12 at Bombay for further repairs. 11/42 alloc. for military store service in E. Mediterranean, 18/12 sd Bombay via Karachi for Alexandria (16/3/43), then shuttling to Haifa and Beirut. 26/5/43 repairs at Haifa, from 19/8 at Alexandria. 31/7/43 alloc. as Ambulance Transport, 10/43 as Military Hospital Carrier. Latterly in use as harbour ferry at Bombay. 23/12/45 released from requisition at Bombay [BT 389/27/170, also Tregonning pp. 192-3]. 6/46 restored to service Singapore-Port Swettenham. 14/3/47 while entering Singapore stranded on reef near Sultan Shoal, Singapore, 17/3 refloated by SHB's salvage tug *Griper*, 22/4 after bottom repairs resumed service, now to E. Coast ports. 9/47 laid up. 12/47 sold to Kingsing S.S. Co.

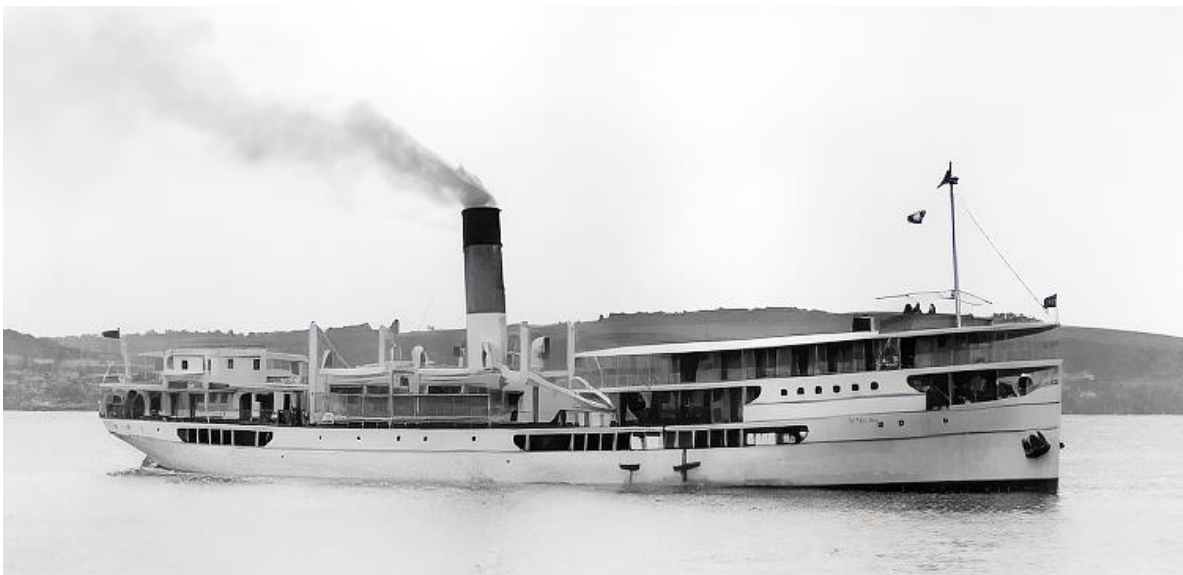
Ltd, Shanghai r. KING SING. 1948 resold to Shanghai Devt Co. Ltd, Shanghai r. HU NING. 1/49 sold to Tung Nan S.S. Co. Ltd, Shanghai r. TUNG NAN. 14/7/49 bombed and sunk by Nationalist aircraft off Wenchow.



PERAK at Teluk Anson, 1907 (in Tregonning, 1967).

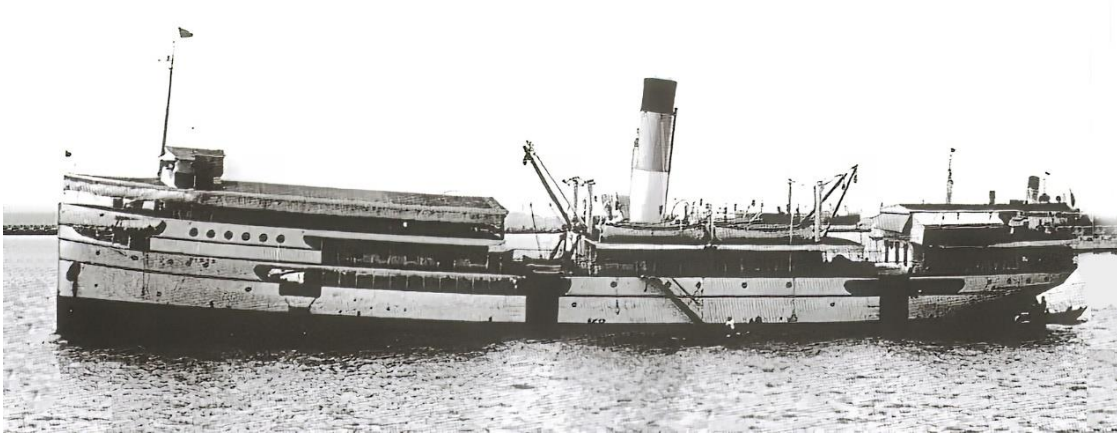
KINTA (1907-1942) 1220/07-8 (244.2 x 35.1', T3c y/175nhp/13k, 80 1st, 20 2nd class)

Built by Caledon S.B. & E. Co. Ltd, Dundee (#196) for SSSC, 15/8 trials, 29/8 sd Dundee (bunker coal) for Singapore (30/9), where reg. as #22/1907. 9/2/42 sd Singapore with Australian 2/3 Motor Transport Co. (www.cofepow.org.uk) for Tanjong Priok (12/2). 5/3/42 scuttled at Tanjong Priok (Batavia). Raised by Japanese and 1943 comm. as HARUOKA MARU (Taiyo Kaiun K.K. mgrs.) and used mainly Singapore-Java but 30/3/44 sd Singapore to Manila (10/4-2/6), thence Tanjong Priok (22/6). 1944-45 under Army control. 26/3/45 arr. Tanjong Priok and laid up. 30/9/45 recovered at Tanjong Priok by British forces. 11/45 transferred Japanese military prisoners from Kupang (Timor) to Sumbawa Besar (awm.gov.au/collection/C200493), then to Java. Probably early 1946 returned to Singapore in poor condition, SSSC declined redelivery, laid up at Naval Base, possibly in use as accommodation hulk [BT 389/18/7]. 2/5/47 register closed, probably broken up at Singapore c.1947 but no record found [wartime Japanese movements per Peter Cundall].



KINTA off Dundee on completion (Dundee City Archives GD324/6/3/7//

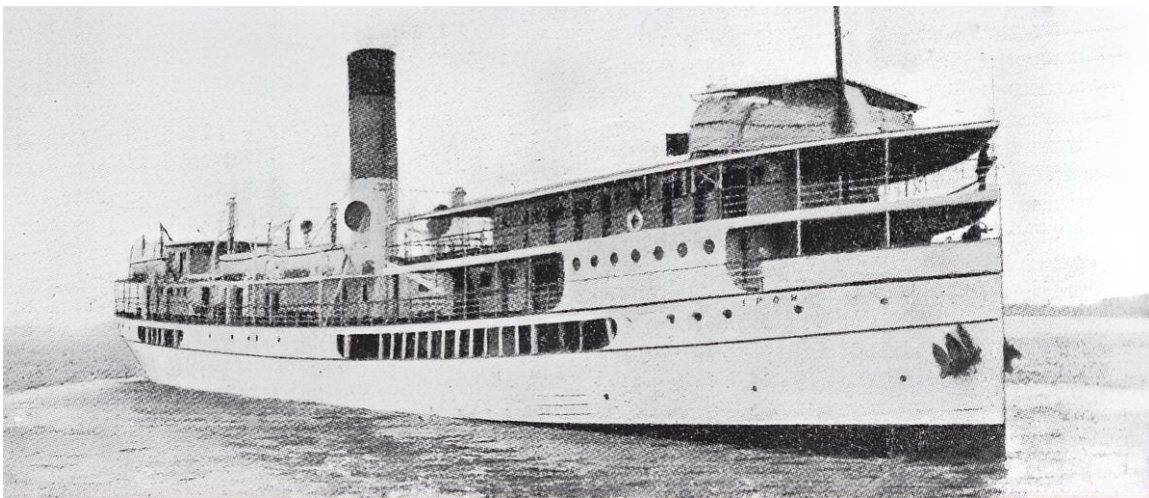
<https://www.flickr.com/photos/dundeecityarchives/13060978714/in/photostream/lightbox/>).



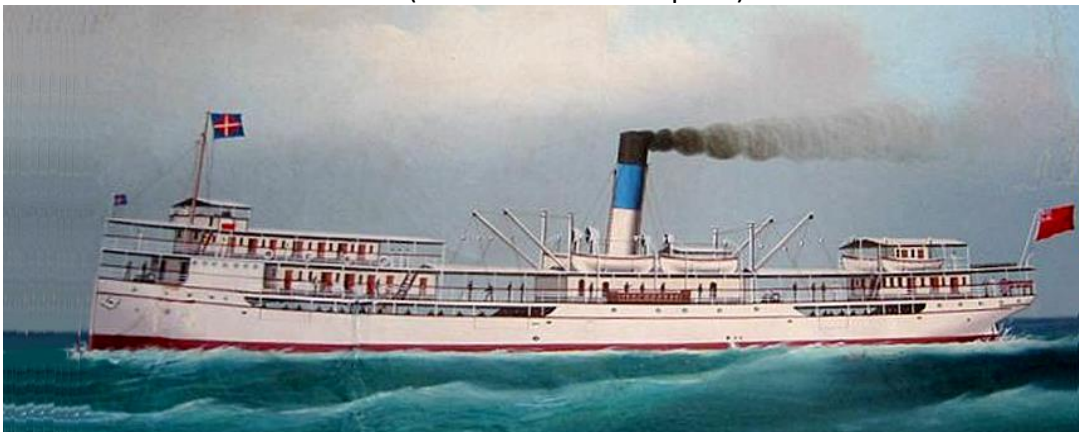
KINTA at Singapore (in Tregonning, 1967).

IPOH (1908-42) 1451/08-9 (244.2 x 35.1', T3cy/175nhp/15k, 100 1st, 20 2nd class)

Built by Caledon S.B. & E. Co. Ltd, Dundee (#205) to order 12/07 for SSSC, 8/9/08 sd Dundee (bunker coal) for Singapore, where reg. as #20/1908, 17/10 maiden sailing for Port Swettenham and Penang. 7/2/42 at Singapore hull damage from two near-miss Japanese bombs. 11/2/42 sd Singapore in leaking condition with volunteer crew and 500 RAF personnel for Tanjong Priok (14/2), where laid up as unseaworthy. 5/3/42 scuttled at Tanjong Priok, not salvaged (see also Tregonning, p. 188-89).



IPOH (*Sekai Shosen Yoran* p. 15).



IPOH (<https://macdonald.gracies-place.net/straits.php>).

HONG WAN (1909-1911) 167/92 (wood, 114.8 x 18.4', C2cy/35rhp)

Built by Tanjong Pagar Dock Co. Ltd for J. Wm Cashin, reg. at Singapore (#24/1892) as NOR HASYIM and placed in service to Pakan (East Coast). 8/93 sold to Lim Ho Puah r. HONG WAN. 9/99 Henry Oehlers 32/64. 1/09 sold to SSSC to provide str connection between Kuala Kedah and Alor Star (1 hr upriver) for Singapore-Port Swettenham-Penang str. 1/11 re-reg. (#1/1911, now 149 grt) to Seow Eng Tin. 10/11 t/f to Hoe Aik S.S. Co. Ltd. 11/10/17 o/v Singapore-Malacca at 0430 hrs took list and at 0515 foundered off Pulo Undan near Muar in heavy storm, 8 of 73 pass. and 3 of 37 crew drowned (Pinang Gazette, 7/12/17).

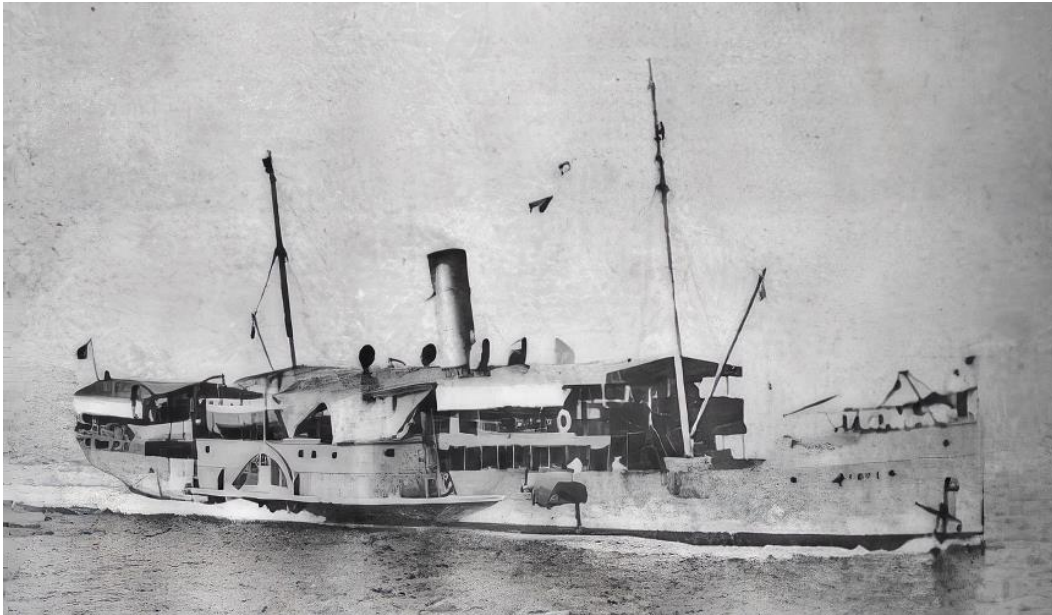
(no known image)

KAKA (1911-23) 396/01-4 (175.0 x 25.1', paddle C2cy/62nhp/11k)

Built by Clyde Eng. & S.B. Co. Ltd (#246) for Govt of Sarawak (Rajah Brooke), Kuching, 24/6 arr. Singapore, 6/7 sd for Kuching for coastal and river service. 1/08 t/f to Singapore & Sarawak S.S. Co. Ltd, Kuching (Straits Echo, 19/2/08). 19/1/11 arr. Singapore from Sarawak for docking and inspection. 2/11 sold to SSSC and reg. at Singapore (#7/1911), early 3/11 in service to Malacca and Muar (with *Lady Weld*). 14/11/23 register closed on advice sold to Teo Ann Soo (Chop Swee Seng), Singapore for breaking up at Penang.

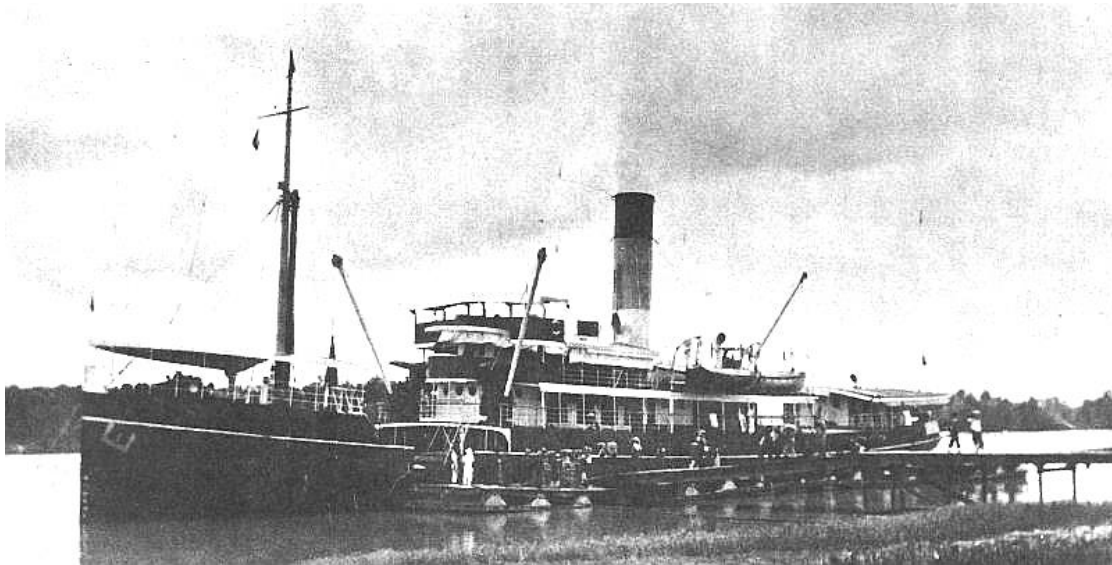


Paddle steamer KAKA at Singapore (S. Kentwell coll.).

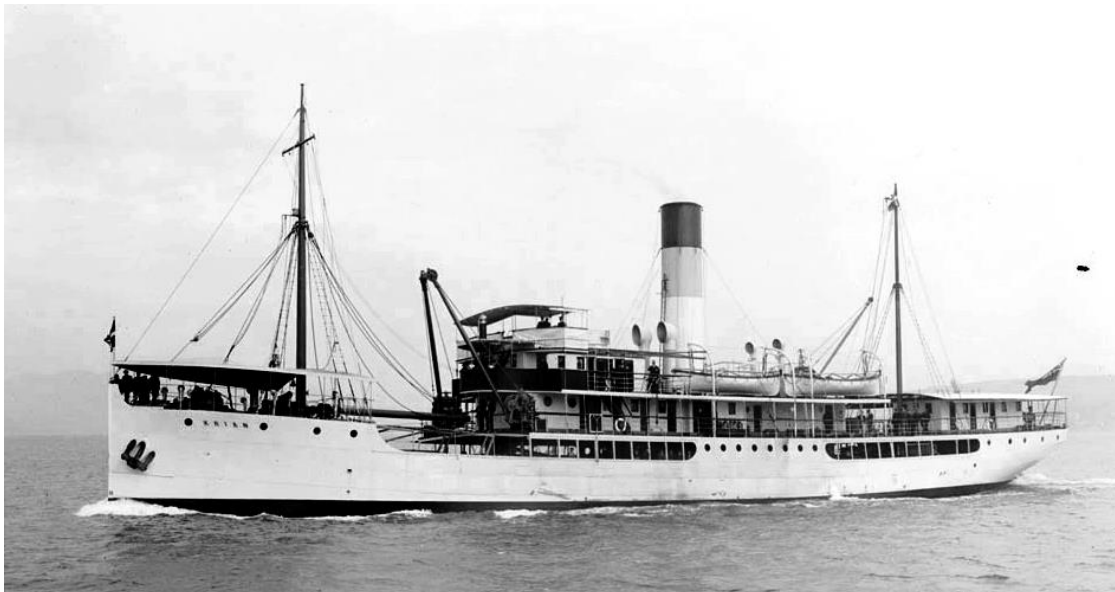


KAKA, grey-painted and at speed, presumably during WWI (in Tregonning, 1967).

KRIAN (1911-48) 845/11-5 (210.0 x 35.2', T3cy/1300ihp/12½k, 26/16/400 pass., 190 cattle)
 Built by Scotts' S.B. & Eng. Co. Ltd, Greenock (#434) for SSSC, 2/6 sd Greenock for Singapore (8/7) (ST, 17/7/11). Late 1939 switched to Singapore-Belawan line. 11/41 allocated to Secret Training School, SOE Orient Mission, Tanjong Balei, Singapore. 3/2/42 departed Singapore via Pulau Durian (delivery of SOE supplies) and Palembang to Batavia (8/2), thence 17/2 to Colombo (28/2), where 3/42 Colombo-Tuticorin ferry service; 29/6/43-13/1/44 under repair at Colombo; 27/1 at Calcutta to complete repairs then 8/2 in service Calcutta-Chittagong. 1/10/45 Calcutta via Penang to Singapore (11/10) [BT 389/18/60]. 26/10/45 resumed coastal trade in fortnightly service to Kelantan (Tumpat). 10/47 (still as coal-burner) sold to An Lee Nav. Co. Ltd, Shanghai, c.3/11 arr. Shanghai, where r. HAI ZIANG, 14/4/48 reg. closed. 1950 sold to Colon Shipping Co. S.A. (Hua Sheng S.S. Co., Hong Kong), Panama r. ROC ['Republic of China']. Prior 21/4/51 in Taiwan Strait detained by Chinese Nationalist Navy for carrying PRC cargoes. 1952 rep. t/f to Nationalist Navy for use as hospital ship. 1954 RLR.



KRIAN loading tin ore at Taluk Anson, Perak, 1917 (in Tregonning, 1967).

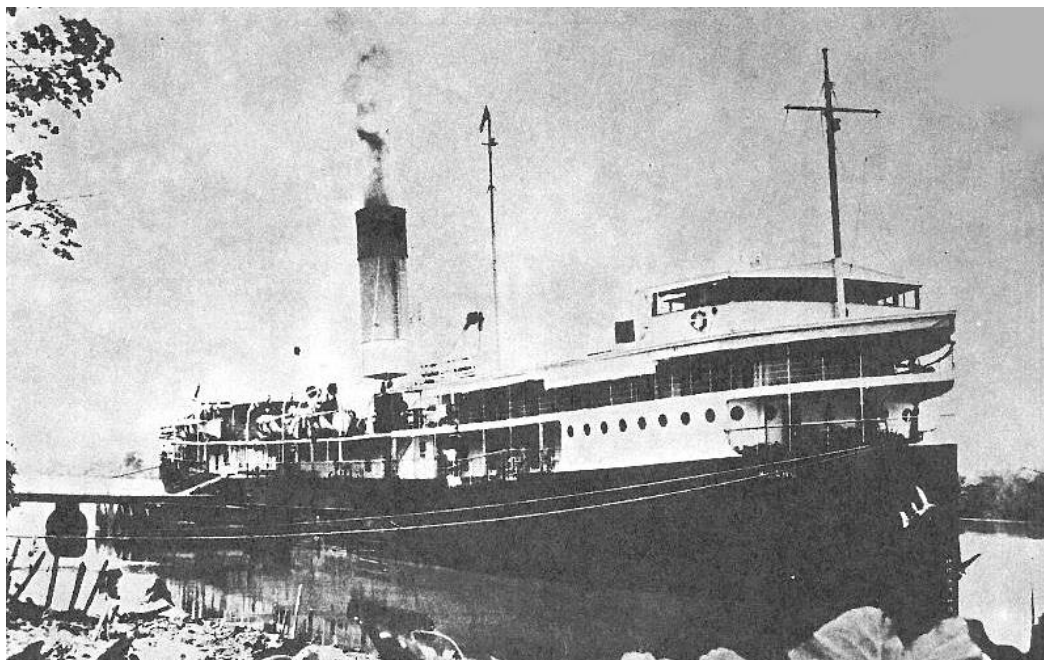


(HWD coll.)



KRIAN as ROC (r.) anchored in Taiwan after being captured by Nationalist Chinese c.1951
<https://www.facebook.com/groups/196302624844881/>.

KLANG (1911-47) 1451/11-7 (274.0 x 38.1', T3cy/218nhp/16½k, 128 1st 28 2nd 711 deck pass.)
 Built by Caledon S.B. & E. Co. Ltd, Dundee (#219) for SSSC, 26/7/11 sd Dundee (bunker coal) for Singapore, where reg. as #25/1911, 4/9 maiden sailing for Port Swettenham and Penang (ST, 6/9/11; Pinang Gazette, 11/9/11). 1/11/25 soon after leaving Singapore New Zealander Capt. Murdoch McDonald (17 years in SSSC service) and 8 crew killed on board by man running amok with knife. 10/1/42 final sailing Penang to Singapore, 12/1 Singapore to Tjilatjap (16/1), thence via Batavia (8-21/2) in convoy SJ.6 to Fremantle (2/3). 10/4/42 allocated to U.S. War Shg Admin. (WSA) (Gen. Macarthur) but 30/4 terminated as unsuitable. 21/8/42 t/f to Commonwealth Government for commercial use. 6/12/42 sd Fremantle via Thevenard, Adelaide to Melbourne (21/12) for refit, then 4/43-1/44 replaced wrecked *Gwydir* (1848/11) in overnight passenger service Sydney-Newcastle (on charter to Australian Shg Control Board). 29/2/44 released by ASCB and used at Sydney as training ship for Maritime Royal Artillery seconded to merchant ships (see AWM 066708), then refitted as amenities ship to support the supply and re-occupation of New Guinea, 28/7 sd Newcastle for Brisbane, Cairns (13/8), Milne Bay (18/8), Oro Bay (24/8), Langemak Bay (25/8) and Hollandia (1/9), where in service as floating U.S. Merchant Seamen's Amenities/Canteen vessel and also forward HQ for WSA (Tregonning, pp. 197-8). 26/2/45 sd Hollandia, 2-11/5 Port Moresby, thence Darwin (20/5) for use as U.S. Merchant Service Depot/Hostel for WSA Pacific. 1/6 arr. Fremantle. 2/9 sd for Trincomalee (15/9) for use as amenities vessel [BT 389/18/20]. By mid-1946 reinstated to pass. service Singapore-Penang. 1/5/47 o/c to Ho Hong S.S. Co. (1932) Ltd for 10-day Singapore-Palembang line. 9/47 laid up for sale. 12/47 sold to Shanghai Development Co. Ltd, Shanghai r. CITY OF SHANGHAI. 1949 t/f to Taiwan. 1951 r. HU KWANG. 1952 owners Shanghai Development Co. (Taiwan) Ltd, Keelung r. CITY OF SHANGHAI. Probably scrapped c.1965. 1986 RLR.



KLANG, Port Swettenham in 1913 as built with mainmast amidships (in Tregonning, 1967).



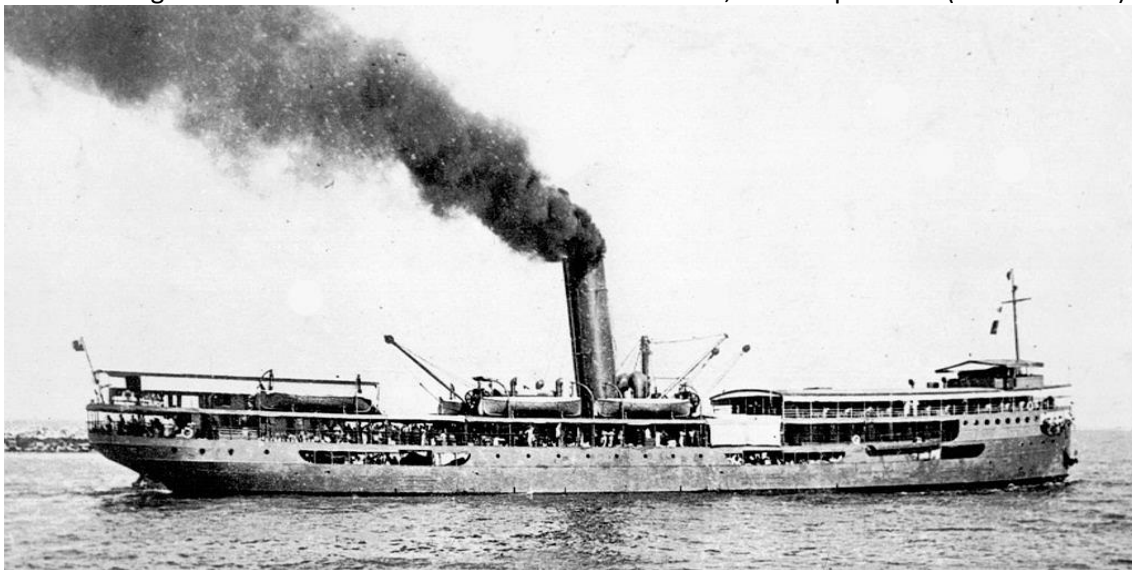
KLANG at Singapore, now with kingposts amidships (<https://macdonald.gracies-place.net/straits.php>).



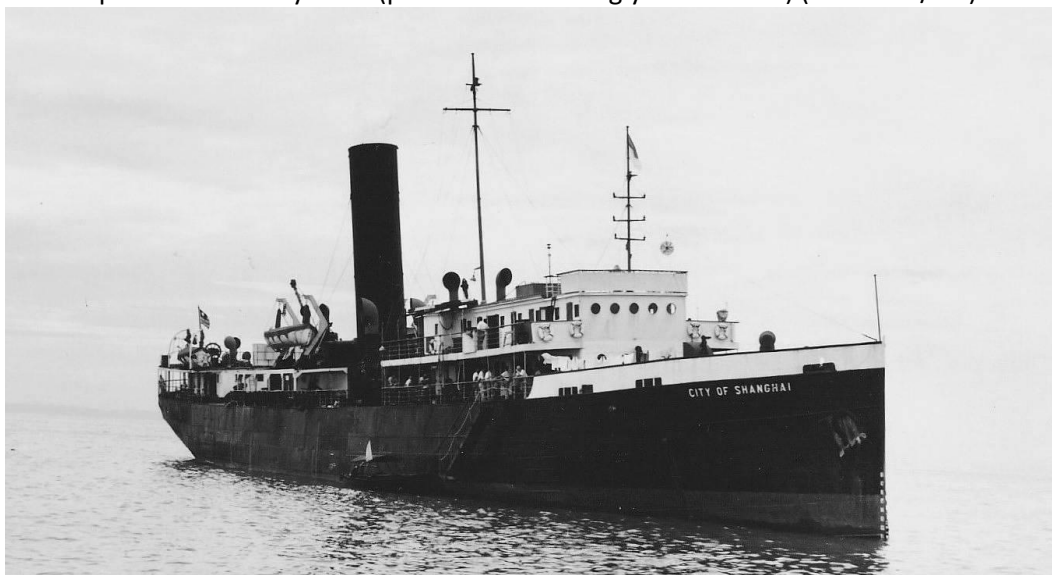
KLANG under way (coll. W. Laxon)



KLANG alongside at Fremantle after arrival on 2 March 1942, KPM ship behind (AWM 303496).



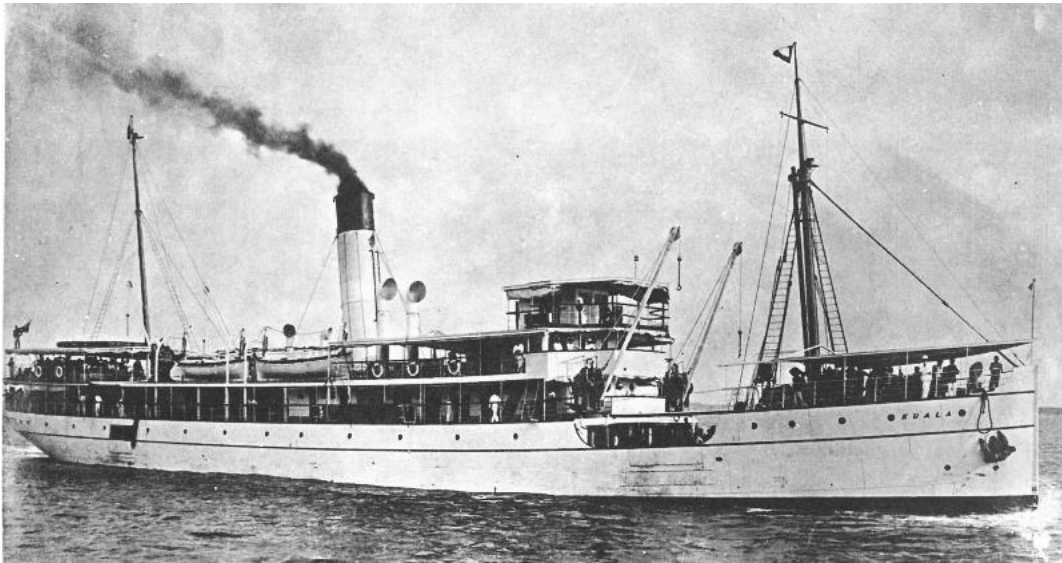
KLANG leaving Newcastle early morning in wartime grey during Sydney-Newcastle passenger service, April 1943-January 1944 (print marked wrongly as KAMPAR) (unknown/HD).



KLANG in 1950s as Taiwan-owned CITY OF SHANGHAI, side-port open amidships (coll. Johan van Delden).

KUALA (1911-42) 954/11-10 (225.2 x 35.6', T3cy/132nhp/12k)

Built by Caledon S.B. & E. Co. Ltd, Dundee (#223) for SSSC, 27/10/11 sd Dundee (bunker coal) for Singapore but 24/11/11 stranded on Socotra Is., abandoned by crew and plundered by islanders; 5/12 Perim Coal Co. commenced salvage operations, 1/12 refloated and 22/2 arr. at Bombay in tow with pumps working continuously, abandoned to London Salvage Assocn, 2/7 declared CTL (insurance hull & machinery £27,000) (Dundee Courier, 26/2, 3/7/12). SSSC bought back wreck, 8/11 *Penang* arr. Bombay to tow to Singapore, 26/11 dep. Bombay, 20/12 arr. Singapore for repair and refit by Tanjong Pagar Dock Co., mid-1913 on completion reg. as #33/1913, 25/7/13 entered service to Port Swettenham, Telok Anson. 12/39 req. by The Admiralty as aux. patrol vessel for use at Penang. 13/2/42 sd Singapore for Batavia with 650-700 refugees, 14/2 sunk by Japanese air attack near Pom Pong Island, Riau Archipelago, c.150 died plus another 200 lost when rescue ship *Tanjong Pinang* also sunk (Tregonning, pp. 176-77 and www.malayanvolunteersgroup.org.uk/uploads/1/0/7/3/107387685/s.s._kuala_passenger_list.pdf).



KUALA (in Tregonning, 1967).

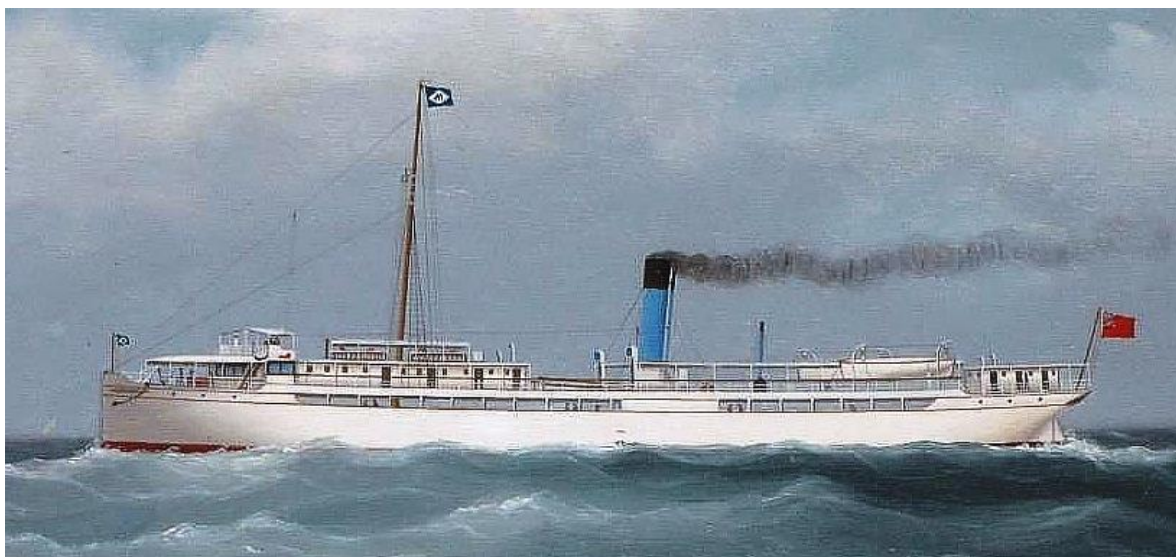


KUALA from a painting by David Wingate.

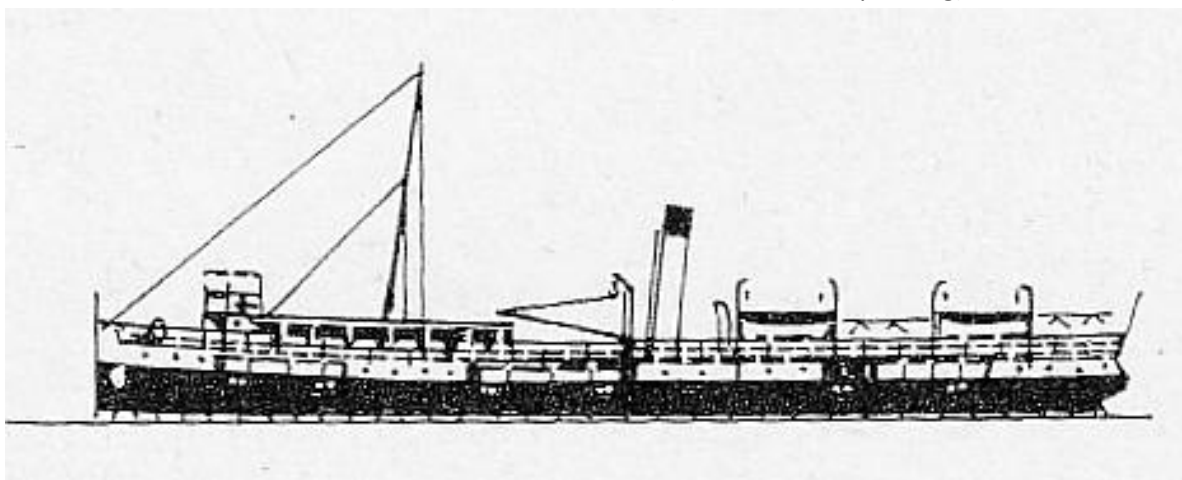
HEBE (1912-22) 545/85-10 (i.s.s., 190.0 x 30.6', C2cy/90rhp)

Built by Scott & Co., Greenock (#243) for Ocean S.S. Co. Ltd, Liverpool for Singapore/Penang-Deli line, 12/11 sd Liverpool for Singapore (26/12), 1/186 maiden sailing for Deli. 22/6/10 arr. Singapore from Deli on final OSSC voyage. 7/10 sold for £1000 to R.S. Bainbridge (24), J.T. Wood (20), Ong Hoon Beng (13) and Capt. R.C. Willis (7), Singapore and after \$10,000 repairs 10/20 o/c to H.M. Thong Ek, Pontianak for Singapore-Pontianak trade,

then 11/10 o/c to SSSC (Capt. Willis). 12/12 sold to Straits S.S. Co. Ltd, Singapore. 12/21 laid up. 3/22 advertised for sale for breaking up. 5/22 register closed on sale to Hock Kee Hoe for breaking up at Singapore.



CALYPSO, HEBE and SAPPHO as built (Chinese school painting).



CALYPSO and HEBE as they may have appeared later in their Blue Funnel careers (Duncan Haws).



HEBE, undated photograph in Singapore (Royal Asiatic Society 22/012).

CALYPSO (1912-25) 544/89-5 (i.s.s., 190.0 x 30.6', C2cy/90rhp)

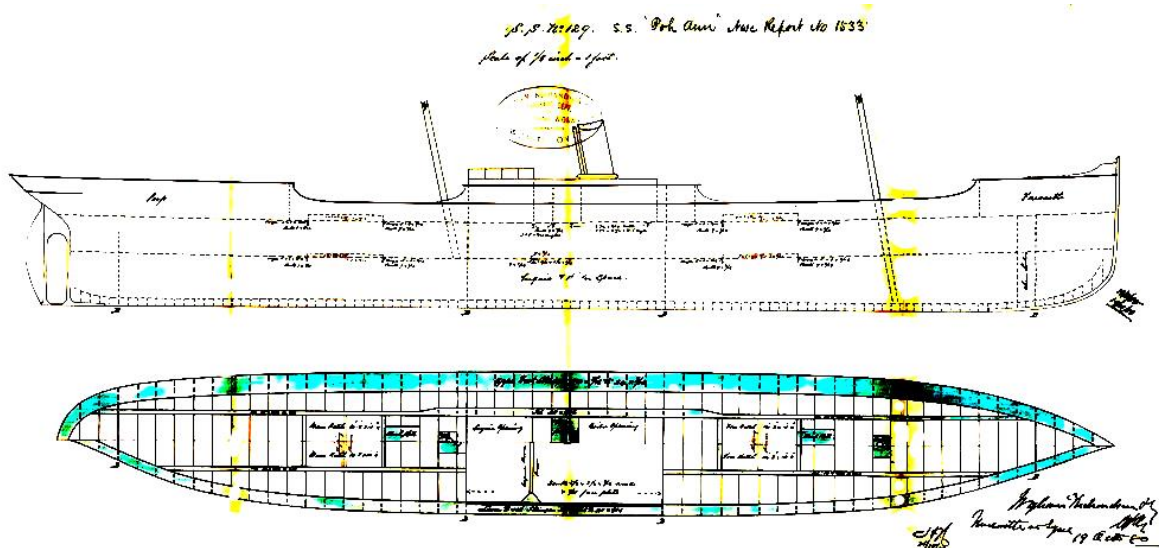
Built by Scott & Co., Greenock (#265) for OSSC, Liverpool (#43/1889) for weekly Singapore-Deli line, 11/5 sailed Greenock via Jeddah, 5/10 arr. Penang (172 pilgrims), 7/10 arr. Singapore (424 returning pilgrims). 11/92 t/f to EIOSSC. 6/12 sold to Straits S.S. Co. Ltd, Singapore for Malayan coastal service. 11/25 sold to Chop Kuah Soon Yew for breaking up at Singapore.



CALYPSO, undated photograph in Singapore (Royal Asiatic Society 22/012).

POH ANN (1912-23) 781-828/81-4 (iron, 211.2 x 28.1, C2cy/131nhp)

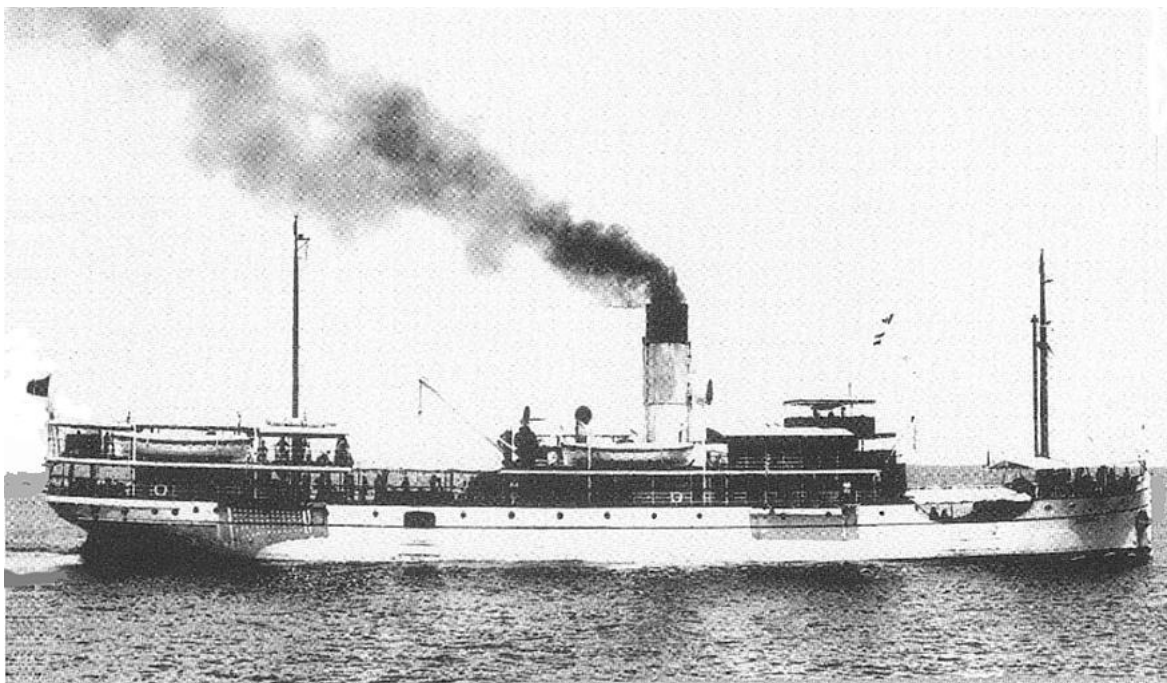
Built by Wigham Richardson & Co. Ltd, Newcastle (#129) to order of Guthrie & Co. for Wee Bin & Co., Singapore, 21/4 sd Newcastle, 1/6 arr. Singapore, where reg. as #14/1881 to Wee Boon Tek (45/64), Khoo Chang Ting (10) and Lee Ching Yan (9) and placed in service to Java and Makassar. 22/9/88 WBT died, 45/64 t/f to Lim Ho Puah. 11/12 KCT and LCY shares t/f to LHP (now 64/64). 2/01 t/f to Singapore-Klang line. 12/12 sold to SSSC. 8/14 t/f to North Borneo run. 9/9/14 stranded on reef off Ajah Point, 60 nm N. of Jesselton (Kota Kinabalu), 19/9 refloated and repaired. 10/20 t/f from North Borneo line to coastal service. 8/23 withdrawn from service and laid up. 17/9/23 register closed on sale to local breakers, 28/10/23 rep. lying off Tanjong Rhu (ST 29/10/23).



Profile of POH ANN, 4 February 1881 (Lloyd's Register Foundation).

KAMPAR (1915-41) 971/15 (223.2 x 36.0, T3cy/106nhp/trials 11¼k, 14/1st 12/2nd class)

Built by Hongkong & Whampoa Dock Co. Ltd, Hong Kong (#540) for SSSC, 25/5 arr. Singapore and reg. as #9/1915 (Pinang Gazette, 28/5/15). 1/25 inaugurated Singapore-Pontianak line, 10/26 replaced by Raub (1926) and reverted to local service. 9/34-1/37 o/c to Sarawak S.S. Co. 28/8/39 req. by China Command as naval auxiliary HMS KAMPAR. 12/12/41 attacked by Japanese aircraft in Penang Roads and damaged and set on fire by near miss, 13/12 beached and abandoned, magazine exploded (BT 389/17/114). 1942 refloated and recomm. by Japanese as KASUMI MARU. 12/5/44 struck Japanese mine and sank off Andaman Islands in 5.00N, 100.00E.



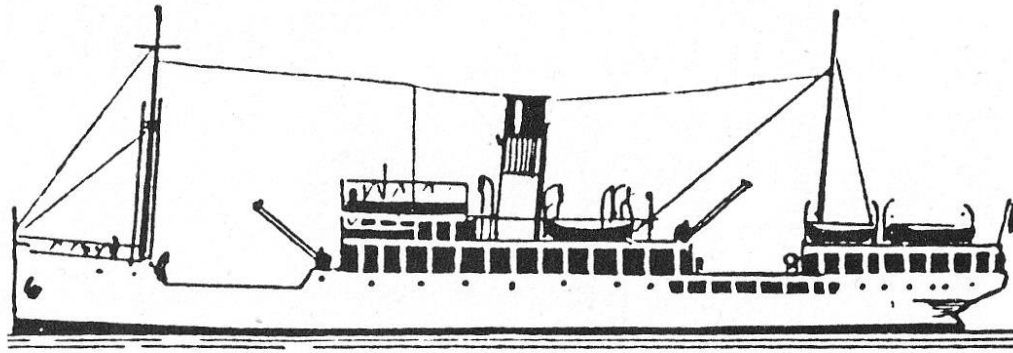
KAMPAR (in Tregonning, 1967)

KATONG (1914-42) 1461/15-6 (250.0 x 38.1', 2xT3cy/1850nhp/12k, 24 1st, 10 2nd class)

Laid down by Hongkong & Whampoa Dock Co. Ltd (#539) for Norddeutscher Lloyd, Bremen (11/33 ordered to be MEDAN) but 8/14 seized on stocks, sold to SSSC and launched as KATONG for Singapore-Bangkok line (rice/cattle), 24/6 ran trials, 7/7/15 arr. Singapore, 10/7 m.v. to Bangkok (Pinang Gazette, 12/7/15). 6/12/15 arr. Singapore after record 62-hr run from Bangkok. 5/36 t/f to Sarawak line. 31/1/42 sd Singapore for Palembang, where 3/2/42 sunk by gunfire 4nm from Musi River Bar Light [BT 389/17/147].



KATONG (<https://collections.sea.museum/objects/82242/ss-katong/> AI edit).

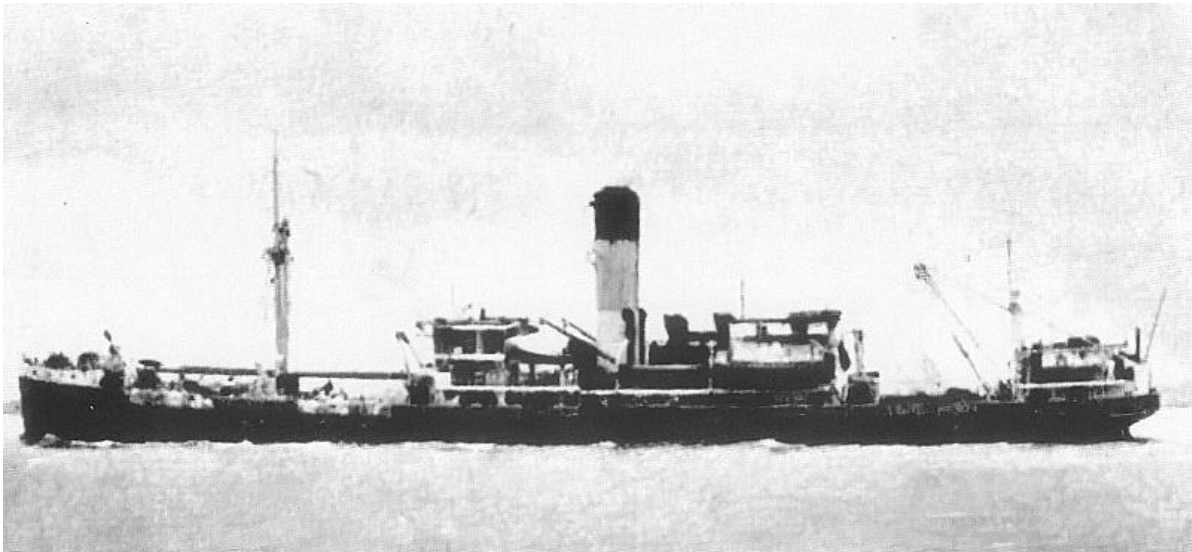


Line drawing of KATONG (Talbot-Booth, 1940).

ABBOTSFORD (1915-20) 257/00-7 (120.0 x 22.1', C2cy/37rhp/10k Bow McLachlan & Co., Paisley)
 Built by J. McArthur & Co., Paisley (#133) for J.G. Frew & Co., Glasgow as an engines-aft, well-deck, shallow-draught lighter and reg. at Glasgow (#55/1900, 270grt). 1903 sold to broker Wilhelm Lund, London (#111/1903). 6/03 sold to Guthrie & Co., Singapore, 4/7 sd Glasgow, 28/8 arr. Singapore, 15/10 undocked at Tanjong Pagar, 11/03 in coastal service to Malacca, Klang. 21/4/04 reg. at Singapore (#32/1904). 13/8/04 o/v Singapore (11/8)-Kuantan-Kemaman wrecked on bar at Kemaman after striking unmarked sunken wreck (c.1900) of *Sri Tanjung Penang* (95 nrt) (Straits Budget, 5/10/04). Wreck sold for \$2,000 to A. Lyon (Marine Eng.) & Capt. Lawrence Snape, 3/8/05 raised and beached at river mouth for temporary repairs, repaired and 3/06 re-reg. as #15/1906 (now 257 grt, 33.6 nrt) to A. Lyon (32/64) & L.E. Snape (32/64). 3/7/06 passed in at auction. c.24/7/07 commenced 6-month charter Singapore-Pontianak (Capt. Snape). 6/07 Lyon's 32/64 sold to Ho Keng Guan. From 5/9/07 advertised 'for sale or charter'. 11/07 HKG 48/64. 8/08 HKG full owner. 1/8/12 sold to Courtenay Dickson (solicitor). 27/8/12 sold to The Kwong Fook S.S. Co. Ltd, Singapore. 7/15 sold to SSSC. 3/20 sold to Lim Chin Tsong, Rangoon (reg. Singapore), 11/3 cleared for Rangoon. c.25/7/26 foundered in Kemmendine Reach of Rangoon River, 6/10 reg. closed.

(no known image)

KAJANG (1916-51) 2082 (2445)/16-6 (279.0 x 41.1', T3cy/132nhp/7k)
 Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#157) for SSSC, 20/6 reg. at Hong Kong for Singapore-North Borneo trade. 1917-18 req. for service in Persian Gulf. 22/1/20 at 0200 o/v Sandakan-Jesselton struck rock off Taganac Island, beached, next day refloated and steamed back to Sandakan for temporary repairs (ST, 26/2/20). 1926 reg. t/f to Singapore. 24/12/41 sailed Singapore to Colombo. 2/42 alloc. to Liner Division (Glen Line Ltd, mgrs). 2/5 Colombo via Male to East Africa, then Simonstown (30/6) for repairs, 9/42 to Nigeria for coasting trade. 28/11/43-29/7/44 Table Bay for repairs. 8/44 reverted to Nigerian coast. 18/5/45 sailed Freetown for London (11/6) for repairs and fitting of refrigeration. 20/12/45 sailed London for Singapore for use as Store Ship for South East Asia Command (SEAC) operations in Java. By 3/47 resumed commercial service to North Borneo. 8/60 sold to Hong Huat Hardware Co. for breaking up at Singapore [BT 389/17/103].



Early KAJANG in profile (coll. W.Laxon).



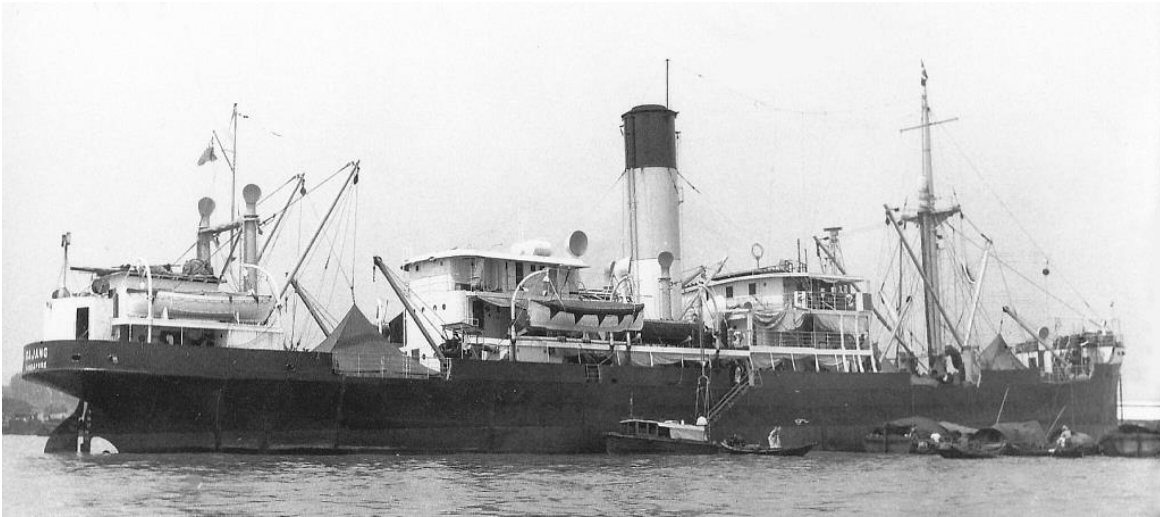
KAJANG at Singapore in 1958 (David Finch/NAA).



KAJANG beached for demolition by Hong Huat, mid-1960 (R. Gabriel/H. Dick*).

KAMUNING (1916-51) 2076/16-8 (279.0 x 41.1', T3cy/132nhp)

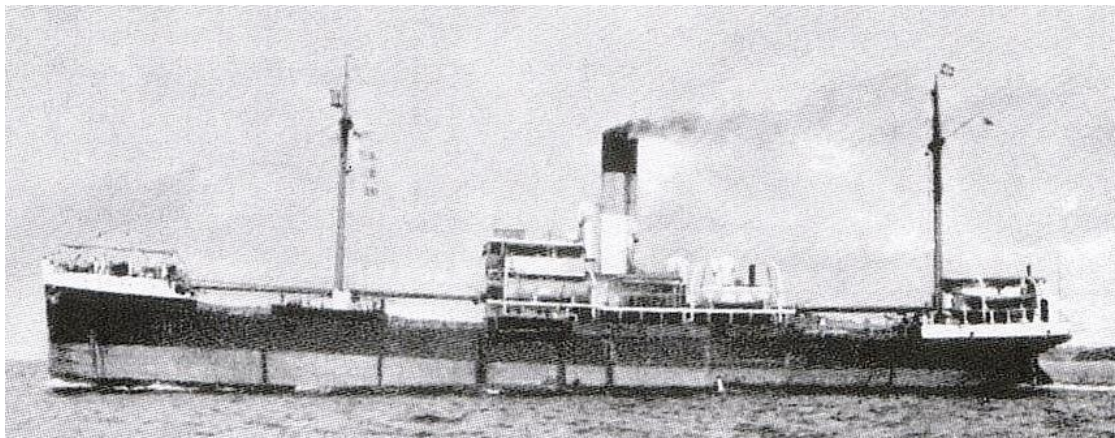
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#158) for SSSC, 17/8 reg. at Hong Kong (#11/1916) for North Borneo trade. 1917-18 req. for service in Persian Gulf. 1926 reg. t/f to Singapore. 6/33 t/f to fortnightly Bangkok run, to end 11/41. 7/2/42 sd Rangoon (rice) via Colombo for Singapore but 15/2/42 without escort missed by torpedo, then set on fire by gunfire from Japanese submarine I-66 in 8.35N, 81.44E, 15/2 taken in tow but 16/2 sank off Trincomalee [BT 389/17/116].



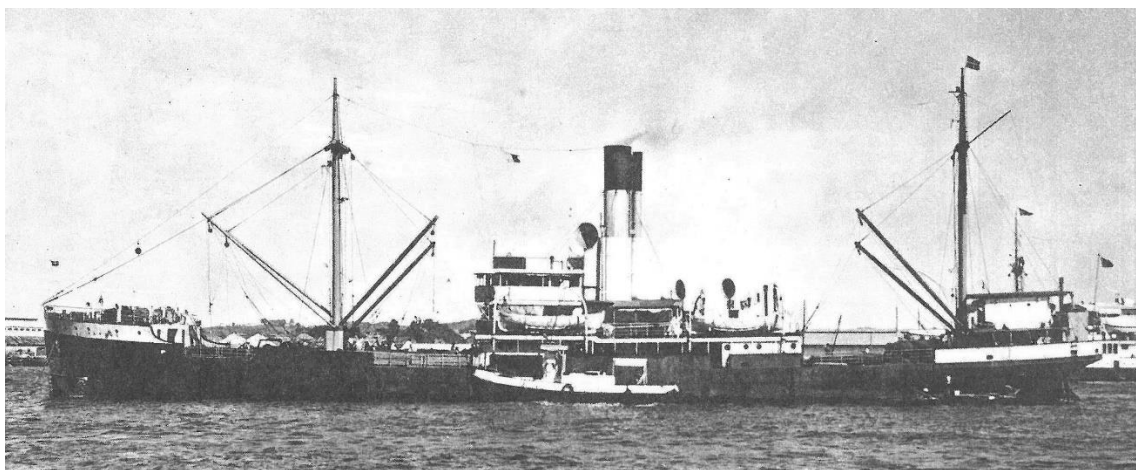
Another view of KAJANG at Singapore. KAMUNING was an identical sister (unknown/T. Rayner*)

KEPONG (1916-51) 1889/16-12 (251.0 x 41.1', T3cy/132nhp, no pass.)

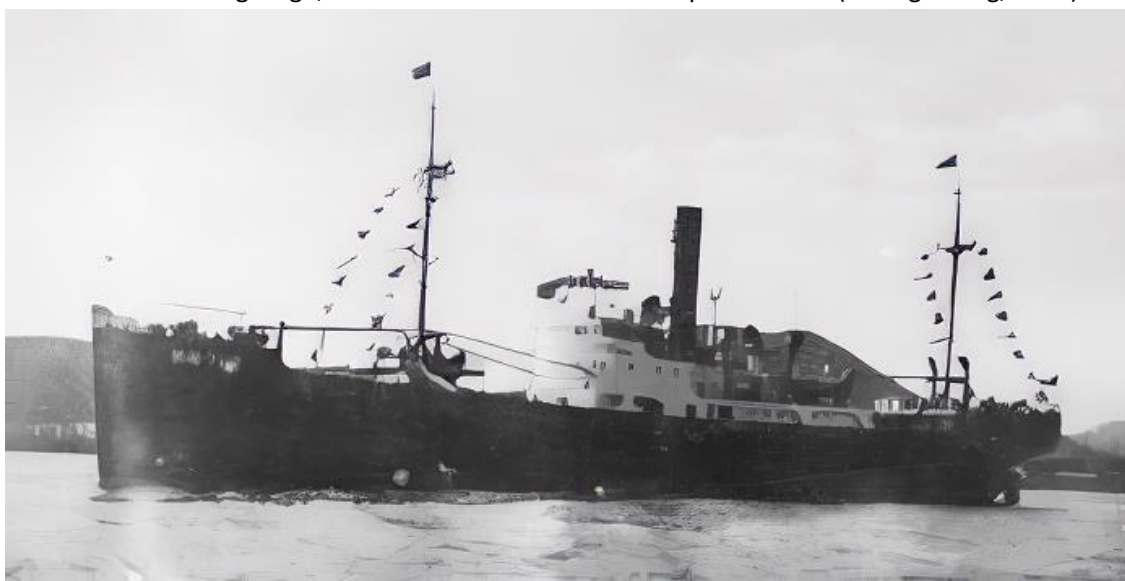
Built by Taikoo D.Y. & Eng. Co. Ltd, Hong Kong (#159) for SSSC (reg. Hong Kong) for North Borneo trade as KEPONG, 30/12 reg. at Hong Kong (#16/1916), 1/17 arr. Singapore. 1917-18 req. for service in Persian Gulf. 1926 reg. t/f to Singapore. 10/28 t/f to Bangkok-Singapore-Malacca-Port Swettenham line. 11/29-10/33 and 10/35-1/37 chartered to West Australian S.N. Co. Ltd, then reverting to Bangkok line until 9/41. 8/1/42 sailed Singapore for Madras, then Indian coastal and Persian Gulf until end 9/42 reallocated to Military Store Service in Middle East. 14/1/43 arrived Alexandria, then N. Africa shuttle. 8/43 Red Sea, 9-12/43 Haifa, Mersin, Tripoli. 27/12/43 arrived Malta, thence through 1944 Adriatic supply run. 22/4/45 at Gibraltar, thence Hull (5/5) for repairs. 21/11/45 sailed Hull with cement and general on Glen Line sub-charter to Singapore (7/1/46) to resume local trading. c.5/46 dereq. and 9/46 resumed Singapore-Bangkok run. 6/51 sold to Far Eastern & Panama Tpt Corp. (Wheelock, Marden & Co. Ltd, mgrs), Panama r. WILBOO, then resold to PRC r. HAI WAI. c.1955 r. HOPING 10. RLR 1966 but by 1979 sailing as ZHE HAI 713. Still in service 3Q 1980. NFI. [BT 389/17/199].



KEPONG in Straits S.S. Co. colours: similar layout and profile to B.F. CERBERUS (1894) (coll. W. Laxon).



KEPONG working cargo, extra cabins at rear of centre superstructure (in Tregonning, 1967).



KEPONG newly rebuilt in People's Republic of China as ZHE HAI 713, probably on first arrival outside Ningpo (Ville de Tanya).



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

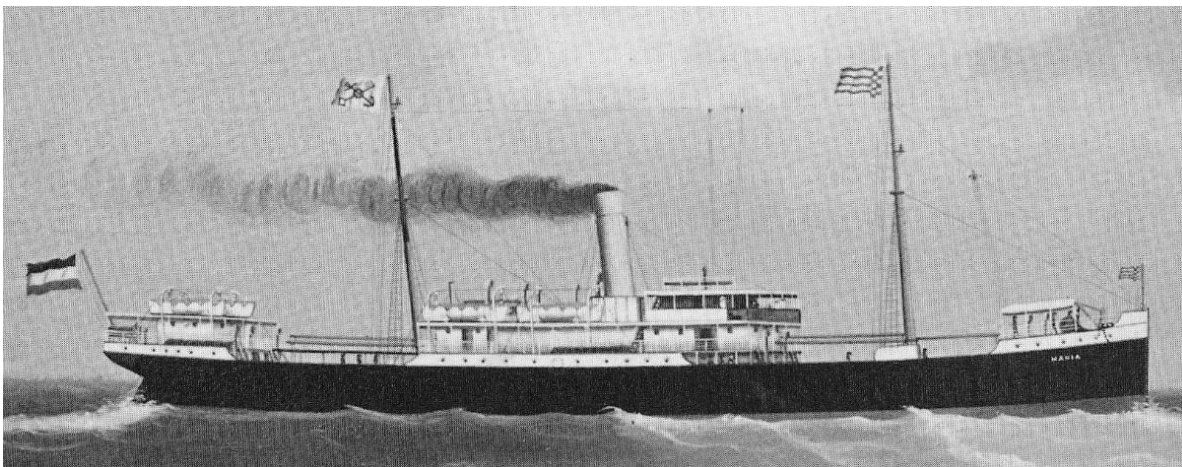


Immaculate ZHE HAI 713 negotiating the bend in the Whangpoo, Shanghai late-afternoon, slide no.36 on an American tourist's film processed by Kodak in August 1980 (SK*).

Chartered by Straits Steamship from The Admiralty/Shipping Controller (1914-1920)

SANDAKAN (charter 1914-20) 1793/04-7 (253.5 x 37.4', T3cy/10½)

Laid down by Rickmers Reismühlen, Rhederei & Schiffbau A.G., Geestemünde (#129) for own account for China Coast but 11/03 sold on stocks to Norddeutscher Lloyd, Bremen for feeder service in Southeast Asia. By mid-1906 in Singapore-Borneo- Zamboanga service but 10/06-3/07 replaced NDL's typhoon-damaged *Prinz Waldermar* (3227/03) in Hong Kong-New Guinea-Australia line. 4/09 inaug. mail service between Singapore via Java and Makassar to German New Guinea. 1/8/14 sd Singapore for Labuan, where crew attempted to scuttle but crew arrested, ship seized and pumped out, late-8/14 taken under British flag with coal to Singapore (ST, 27 and 29/8/14). Claimed as war prize and mgt allocated by The Admiralty to SSSC for Singapore-Sandakan trade. 17/3/15 reg. at Singapore (#5/1915) to The Admiralty. 1917 t/f to The Shipping Controller (SSSC mgrs.). 1920 mgrs Ellerman & Bucknall S.S. Co. Ltd. 29/11/21 reg. closed on sale to Ya Kee & Co., Shanghai. 1922 sold to Jansen Transport Co., Shanghai r. YUAN HENG. 1928 sold to Heng Chong S.,S. Co. (Heng An Ching Kee S.S. Co. Ltd.), Shanghai r. HENG CHONG. 20/1/29 o/v Tsingtao-Shanghai (coal) in NE gale at 2300 hrs sprang leaks, 21/1 at 0100 foundered near Shaweishan Island in Yangtze approaches, 20 survivors found in boat after 48 hrs, 39 missing inc. master, wireless fitted but no operator (NCH, 26/1/29, 23/2/29) [Schell].



SANDAKAN's identical sister MANILA in NDL colours (coll. Dr Nikolai Knuppfer).