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SOURCE Hsing- tao Jih-pao.

MOST CMSNC SHIPS IN HONG KONG RETURN TO CHINA;
COASTAL AND INLAND SHIPPING IMPROVE

ANOTHER CMSNC SHIP OFF FOR CANTON -- Hong Kong Hsing- tao Jih-pao, 13 Sep 50

Hong Kong -- Another of the original 13 China Merchants Steam Navigation Company ships in Hong Kong departed for Canton on 13 September 1950. She was the Chung-106, a LST, weighing 3,100 tons. The ship was the third to leave Hong Kong since May 1950; the first two were the Min-312 and Min-302, both LCI. The Min-302 is now back in Hong Kong again.

ALL CMSNC SHIPS WILL GO TO CANTON SOON -- Hong Kong Hsing- tao Jih-pao, 14 Sep 50

Hong Kong -- The 11 remaining China Merchants Steam Navigation Company ships in Hong Kong are also planning to depart for Communist China soon. It was reliably reported here that the Nationalist government's efforts to persuade these ships to go to Taiwan have failed and that the Nationalist representatives has gone back to Taiwan. These ships, totaling 28,000 tons, will be assigned to designated routes after arriving in China, the larger ones on the South Sea routes, and the smaller ones on the inland waterways.

FOUR CMSNC SHIPS ARRIVE IN CANTON -- Hong Kong Hsing- tao Jih-pao, 20 Sep 50

Canton, 19 September -- Four more China Merchants Steam Navigation Company ships arrived in Canton from Hong Kong on 17 September 1950; they were the Chiao-jen, Teng-k'eng, Cheng-kung, and Huan-chang, all N-3 type ships purchased from the US. The Chiao-jen, Teng-k'eng, and Cheng-kung departed from Hong Kong and arrived in Canton as they planned, but the Huanchang had to delay her departure until nine men who refused to go to Canton were taken off from the ship. Each of these ships weighs 1,872.8 tons, has a loading capacity of 2,750 tons, and is equipped with a 1,300 horsepower engine.

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TWO MORE CMSNC SHIPS LEAVE FOR CANTON -- Hong Kong Hsing-tao Jih-pao,
23 Sep 50

Hong Kong -- Two more China Merchants Steam Navigation Company ships, the Hai-k'ang and Ts'ai-o, left Hong Kong for Canton on 22 September 1950, making a total of eight ships to depart for Canton. Those which are still in Hong Kong are: the Hai-hsia, a 4,000 ton passenger-freighter with a speed of 14 knots; the Teng-yu, a 4,000 tons freighter with a speed of 8 knots; the Hai-han, a 1,300 ton freighter with a speed of 9 knots; the Min-302, a LCI with a speed of 14 knots; and the Lin-sen, an N-3 type freighter with a speed of 10 knots.

FIVE CMSNC SHIPS MAY SOON LEAVE HONG KONG -- Hong Kong Hsing-tao Jih-pao,
25 Sep 50

Hong Kong -- Only five CMSNC ships are left in Hong Kong, and although the exact time of their departure is being kept secret, it was believed that all of them would probably be leaving for Canton within a week or so. According to a reliable source, 120 Communist Navy officers from the Northeast recently arrived in Hong Kong to direct the return of CMSNC ships to China, and 30 officers have already departed with the Chung-106, Cheng-kung, Chiao-jen, and Teng-k'eng, and seven officers with the Huan-chang. Others are now training the crews of the remaining five ships in preparation for the return to Communist China.

INDIA-CHINA SHIPPING BEGINS -- Hong Kong Hsing-tao Jih-pao, 15 Aug 50

Paris -- According to a radio broadcast received here from India, the first ship to engage on the India-Communist China shipping service departed from Calcutta on 14 August 1950 with a load of hemp, and was expected to arrive in a Communist port on 3 September.

SS HSIANG-HSING ARRIVES FROM HAN-CHIANG -- Hong Kong Hsing-tao Jih-pao,
15 Aug 50

Hong Kong -- The steamship Hsiang-hsing, which recently joined the Hong Kong--Han-chiang (25 28, 119 06) shipping service, arrived in Hong Kong on 14 August with a large amount of cargo. According to one of her crew, there was no interference from Nationalist planes or ships during the entire trip although a Nationalist plane once spotted the ship and flew low over her.

The steamship Mau-sang also arrived in Hong Kong yesterday; she came from Tsingtao with 2,413 tons of cargo. One of her crew reported that control on foreign ships in and out of Communist ports has become very rigid, and although the crews of foreign ships are allowed to go ashore, they must return to the ship by 11 o'clock each night.

MACAO BECOMES TRANSFER POINT FOR CHINA -- Hong Kong Hsing-tao Jih-pao,
17 Aug 50

Macao -- Subsequent to the Nationalist retreat from the mainland of China, and the limitations imposed on Chinese entering Hong Kong, many scheduled and unscheduled ships from Taiwan, Tientsin, Amoy, Swatow, Manila, and Singapore are making Macao the main transfer point for both passengers and freight entering and leaving China.

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PLANS HONG KONG -- CANTON SHIPPING -- Hong Kong Hsing-tao Jih-pao, 17 Aug 50

Hong Kong -- Immediate resumption of normal shipping service between Hong Kong and Canton seems possible as more ships continue to depart from Hong Kong for Canton. Two more ships, the freighter Min-su, belonging to the Min-sheng Business Company, and the steamship Kuei-hai, belonging to the Kwangsi Shipping Company, departed on 16 August 1950. The Min-su weighs 1,625 tons, and carries both passengers and freight. The Kuei-hai is a converted landing ship, and it was announced by a company official that she will operate between Hong Kong, Canton, and Wuchow in Kwangsi Province.

MAKES REPORT ON SS CH'I-NAN WHICH STRUCK MINE -- Hong Kong Hsing-tao Jih-pao, 18 Aug 50

Hong Kong -- The following account regarding the steamship Ch'i-nan, belonging to the Butterfield and Swire, which struck a mine at the mouth of Shanghai, was given by a company official in Hong Kong: The ship hit a mine on 16 August 1950 about 40 nautical miles from Shanghai. Fortunately only the No 4 hold was damaged and two crew members were slightly injured, and she was towed into Shanghai immediately after the accident. The Ch'i-nan, which has a loading capacity of 3,000 tons, was carrying only 1,000 tons of cargo and no passengers. She was the fourth vessel to strike a mine off Shanghai; the previous three were the Fu-hu, Shan-tu-shih, and Hsin-ning.

BRITISH SHIP ARRIVES IN HONG KONG FROM DAIREN -- Hong Kong Hsing-tao Jih-pao, 18 Aug 50

Hong Kong -- The British ship Ko-t'e arrived in Hong Kong on 17 August 1950 from Dairen and Tsingtao. This ship was last seen in Hong Kong on 25 May 1950 when she departed for Japan, and originally was to ply between Japan and Thailand, but later changed her course and went to Dairen. From Dairen, she made two trips to Japan before heading south via Tsingtao.

SMALL BOATS TO LOWER FREIGHT COSTS -- Hong Kong Hsing-tao Jih-pao, 12 Sep 50

Canton, 11 September -- Communist authorities are encouraging junks and river boats on the Tung Chiang and those in Hai-feng and Lu-geng hsien to engage in coastal shipping service between the mouth of the Chu Chiang and Swatow. The purpose of this move is to provide cheaper transportation for the factories and merchants in eastern Kwangtung Province, to help them make a reasonable profit.

In the past, when the Nationalist blockade was in effect, most raw material and other goods purchased in Hong Kong were first sent to Chang-mu-t'au by the Canton--Kowloon railroad, and from there by highway to Hsing-hsien and Mei-hsien, or by river boat on the Tung Chiang to Lao-lu, taking 7 days to go upstream from Hui-chou to Lao-lu, and from there by truck to the factories and stores. As a result, the transportation costs were too high to allow factories and merchants to make a profit.

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