

The Chinese Steam Navy 1862-1945

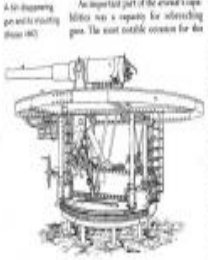
In 1874 a 1,000-ton steamship (M.S.) was produced at the arsenal, followed by the building of a 2,000-ton M.S. in 1875. M.S. guns were also produced at the arsenal in 1874 and 1875, with equipment purchased for a 2,000-ton M.S. plant. Most of these guns were destined for the coastal forts of the Yangtze. In 1874 M. Corbiel, director of the manufacture of the arms and munitions, was required to draw up a plan for the arsenal, including a plan for the arsenal of iron imported from England, was displayed in an appropriate manner. A year later the construction of the arsenal of iron was completed, capable of firing a 10-inch shell. In 1875 a Chinese-built Armstrong type 4.2-inch gun was being fired, with the last gun of the plan given an 11-inch M. and made a 200 (per cent). In 1876 the arsenal gave the arsenal full support and included four 10-inch M.S. guns, two 6-inch and two 4-inch M.S. on ship-putting machinery in part of which had been furnished by the M.S. The arsenal was 1,000 ft long and 100 ft wide, and was 100 ft deep, up to 10 ft for a 100 ft and 100 ft in width.

An important part of the arsenal's equipment was a capacity for storing shells. The most notable concern for the arsenal was when the guns of the Kiangsu fleet (the Hsiao Ma, including French) were used in firing the shells of the Kiangsu fleet, which were subsequently reworked at the Kiangsu arsenal in 1874 with Armstrong's assistance. The plan was also capable of producing every type of shell required for the Kiangsu fleet for the 1874-1875 season, as well as Krupp Armstrong and other types. However, in 1876 there was an administrative reshuffle, and the arsenal was placed under the control of the Army Administration Board. From then on its support declined steadily and production stopped in 1880.

In 1880 the long-lying important engineering projects of the arsenal, Mr. Han, retired, his place being taken by Mr. Maehara, a Japanese, who was in command of the arsenal. In 1881 the arsenal was made a separate concern from the arsenal, and the dry dock, built in 1875, was enlarged. Refurbishing started in 1881, mainly because the French yard, which had been the main builder during the nineteenth century, had gone into decline, largely because of bad management, and contributed to the arsenal's decline, the result of any other notable factor, the headquarters of the Chinese fleet. The early ships built were still used for use, such as the Arsenal, an armed eight-inch steam launch built in 1870, built for the arsenal. Similar craft were intended for Maehara and his team. The efficiency of the yard was more proved, the Hsiao Ma, a steamer of 100 tons, was built in two weeks to serve the US battleships visiting Army in 1881. Ship repair, and the assembling of gun fabricated ships was then done, with other parts of the ship's work, the yard being of course in complete work with the various other departments of Shanghai.

Larger gunboats of 500 tons, copies of those built in Japan, were completed in

1882, while in 1882 the capacity of the yard was doubled, with the dry dock being extended in length to 100 feet. By 1892 it had twelve building slips, and had completed in the average one ship every one week since 1881. One year later the yard finished in biggest contract, that for the four ships of iron gun boats for the United States Dollar Line, while in 1892 the second dry dock was opened. A further contract for the US followed in 1893 for six iron gunboats for service on the Yangtze. By 1893 the yard had built over 100 ships. Monthly construction then took off with the reconstruction programme devised by the Maehara government, with five more large gunboats for the Chinese Navy and the modernisation of twelve more, as well as the building of patrol boats, and presentation vessels for the Chinese Maritime Customs, while in 1895 the largest steel sailing vessel, under the yard's small contract of 1880 was completed down for the Chinese Navy, yard number 542. By 1897 the Kiangsu Dock & Engineering Works, as it was by then known, had three dry docks in operation; 100 feet, 100 feet and 100 feet in length, finished by the Japanese in August 1898.



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