

HONGKONG & WHAMPOA DOCK CO. LTD

香港黃浦船澳公司

By Howard Dick & Stephen Kentwell

First published in Dick & Kentwell, *Sold East* (1991, NAA)
Here revised and updated with additional illustrations.

We gratefully acknowledge the assistance of Bill Schell
and Peter Cundall in these revisions.

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****May be cited with acknowledgement to www.oldchinaships.com****

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This edition published 14 February 2026

The Hongkong & Whampoa Dock Co. Ltd (HWD) was established under deed of settlement dated 1 July 1863. The founders were a group of prominent Hong Kong shipowners, of whom Thomas Sutherland (local P&O agent) became Chairman and Douglas Lapraik (see Beancaker, Ch.3) became Secretary. On 11 October 1866 the company was formally registered at Hong Kong as No.1 under the new Companies' Ordinance. James Whittall (taipan of Jardine, Matheson & Co.) was now Chairman.

The immediate object of the new company was to take over the dockyards at Whampoa (below Canton) belonging to John Couper, who had left the colony in April 1862 and placed his affairs in the hands of Douglas Lapraik. In 1866 HWD also bought out the docks at Aberdeen (on the far side of Hong Kong Island) from John Lamont. This left as its main rival the Union Dock Co. Ltd, registered in 1865 by another group of shipowners and which in August 1868 had its new dock at Hung Hom, on the northeast side of the Kowloon Peninsula. A price war soon drove the company into voluntary liquidation. In 1870 HWD bought the dock at Hung Hom, which in time became the main yard. HWD's achieved a monopoly of large-scale shipbuilding and repair in December 1880 when it bought the Cosmopolitan Dock Co. (formed in 1880 to take over the dockyard of W.B. Spratt & Co. on the western side of Kowloon Peninsula). Having sold the original Whampoa docks to the Chinese Government at the end of 1877, HWD's activities were now centred on these three sites around Hong Kong.

The company's main work was in ship repair, there being no other facilities between Singapore and Shanghai. Most of the larger interisland steamers from the Spanish-controlled Philippines also came to Hong Kong for docking and repair. Shipbuilding commenced in 1871. Over the years HWD delivered a wide variety of vessels: coasters, river steamers, gunboats (for the Spanish Navy), customs cruisers (for the Chinese Maritime Customs), harbour ferries, tugs and lighters.

Towage was a necessary part of any dockyard. Since February 1857 Lapraik had been agent for J.C. Couper's steam tug *Mirage* (101/55). In 1863 he became registered owner of *Mercury* (73/61), probably used by the new dockyard until sold three years later to Japan, and in the same year with Sutherland became registered owners of the big 222-ton paddle-tug *Fame*, which served the yard first in Whampoa and then in Hong Kong until 1904.

On completion in 1902 of the two-funnel salvage tug *Robert Cooke*, HWD became the first company to station a fully equipped salvage tug for use in the South China Sea. Hitherto salvage had been incidental

work for harbour tugs such as *Pilot Fish*, lost in 1894 returning from a salvage job north of Hong Kong. *Robert Cooke* herself was lost after just four years when driven onto a lee shore during a salvage job on the coast of Vietnam. She was replaced by the similarly sized *David Gillies*, named after the long-serving company secretary who had retired in 1901. Lost in 1918 on Admiralty service, she was replaced by the *Henry Keswick*, completed by the yard in 1921 along lines that resembled an enlarged version of a Royal Navy 'Saint' class, several units of which had been built by the yard at the end of World War I. Harbour towage fleet was looked after by *Edith* (1905).

After its facilities had been all but destroyed by a massive American air raid on 16 January 1945, the yard needed extensive rehabilitation. The huge cost of this necessitated a restructuring of the company's capital. In May 1946 this was increased from \$4.7 million to \$10 million by bringing in two new shareholders, the shipowners S.T. Williamson and N.E.A. (Eric) Moller. Williamson was general manager of the Hong Kong -based Douglas S.S. Co. Ltd (q.v.) and before the War in his own right had been the main Hong Kong -based trampship operator. Eric Moller was the principal of Mollers' Ltd, who before the war had operated a large fleet of trampships along with a dockyard and scrapyard in Shanghai and, through Mollers' Towages Ltd (q.v.), another fleet of tugs and salvage vessels. Because Shanghai had ceased to be a treaty port with extra-territorial legal rights, Mollers sought to re-establish in Hong Kong a new base for Asia-wide salvage operations. Williamson and Moller bought out a controlling interest in HWD with an option to purchase the other's stock. On the death of Williamson in September 1950, Moller exercised his option, whereupon the dockyard became a subsidiary of the Moller group.

The tug fleet had to be rebuilt from scratch. Mollers, whose Shanghai towage and dockyard operations were winding down, contributed the salvage tug *HWD Pauline* (ex *Pauline Moller*) and the harbour tug *HWD Gertrude* (ex *Gertrude Moller*). These were supplemented by the former Shanghai Tug & Lighter harbour tug *Hsin Fuhle* and a 'TID' class from the MOT. In 1954 the aging *HWD Pauline* was replaced as salvage tug by the chartered 'Assurance'-class *Kowloondocks* under the management of Mollers' Hongkong Salvage & Towage Co. Ltd (HKST). The unimpressive harbour towage fleet was boosted by purchase from the Royal Navy of the 'Rock'-class steam tug *Hongkongdocks* (ex *Flare*), sister of Taikoo's *Taikoo Shun O*.

During the 1960s the yard gradually modernised the fleet with motor tugs built by the yard to British designs. In 1960 a new *Edith* replaced the 'TID' and in 1964 *Whampoa* replaced the tragically lost *HWD Dorothy*. The salvage tug *Kowloondocks*, lost with only one survivor in the same typhoon 'Wanda', was not replaced - henceforth salvage was left to the associated Hongkong 'Salvage & Towage Company's *Golden Cape*, although *Hung Hom* (1968) was designed with a deepsea towage and salvage capability. The last tug to be built by the yard was *Kao Lung* (1972), whose design was modelled on the Bantry Bay (UK) oil terminal tugs. In between was added the Japanese diesel tug *Laimun*.

Ownership of the yard was restructured in 1969 when the Moller interest (42 per cent) was sold out to Hutchison International Ltd (HIL). Allan Hutchinson of the Moller group remained Managing Director but Sir Douglas Clague of HIL became chairman. HIL was more interested in the potential of the company's land for real estate development than in shipbuilding and repair. By 1969 agreement had already been reached with the government for redevelopment of the Aberdeen site. HIL now formed City & Urban Properties as a joint venture with local partners to undertake redevelopment, initially of a surplus part of the Hunghom site. In 1971 the Cosmopolitan Dock was also closed for reclamation and construction of apartment housing. Meanwhile, HWD was also diversifying into container terminals, leading to purchase in 1970 of a controlling interest in China Provident Co. Ltd. HWD also hived off its towage operations. In 1971 the hitherto more conservative Taikoo had stolen a march by suddenly renewing its fleet with more powerful tugs able to serve the new Kwai Chung container terminal. In February 1972 HWD responded by buying from Mollers the associated Hongkong Salvage & Towage Co. Ltd (HKST) to become the operating company for the HWD fleet.

In mid-1972 in-principle agreement was reached between HWD and Taikoo to merge from the beginning of

1973 into a new company, Hongkong United Dockyards, which would open up a new yard on Tsing Yi Island, enabling the old sites to be redeveloped for urban housing. This would meet the challenge of C.Y. Tung, who was setting up a huge floating dock that would erode the two companies' longstanding duopoly over large-scale docking and repair. The merger was also a means of combining the two tug fleets in HKST to better serve the new Kwai Chung container terminal.

Despite the formation of HUD, HWD retained its separate identity as a company. After the financial collapse in 1975 of HIL, in August 1975 the Hongkong & Shanghai Bank bought out a one-third interest in HIL. Bill Wyllie was in November 1975 appointed to the board of HWD and in April 1976 took over from Sir Douglas Clague as chairman. In 1976 HIL increased its interest to 50.1 per cent. Then on 1 June 1977 a merger took place between the two firms to create the conglomerate Hutchison Whampoa Ltd. In September 1979 the Bank sold its 22% controlling interest to local property magnate Li Ka-shing.

Sources. This outline has drawn heavily on the company history by Austin Coates, *Whampoa: Ships on the Shore* (1980), twice yearly reports (see HWP, NCH), *Far Eastern Economic Review* on the takeovers of the 1970s, and company brochures.



HENRY KESWICK and other company craft in front of HWD's Head Office (gwulo.com)

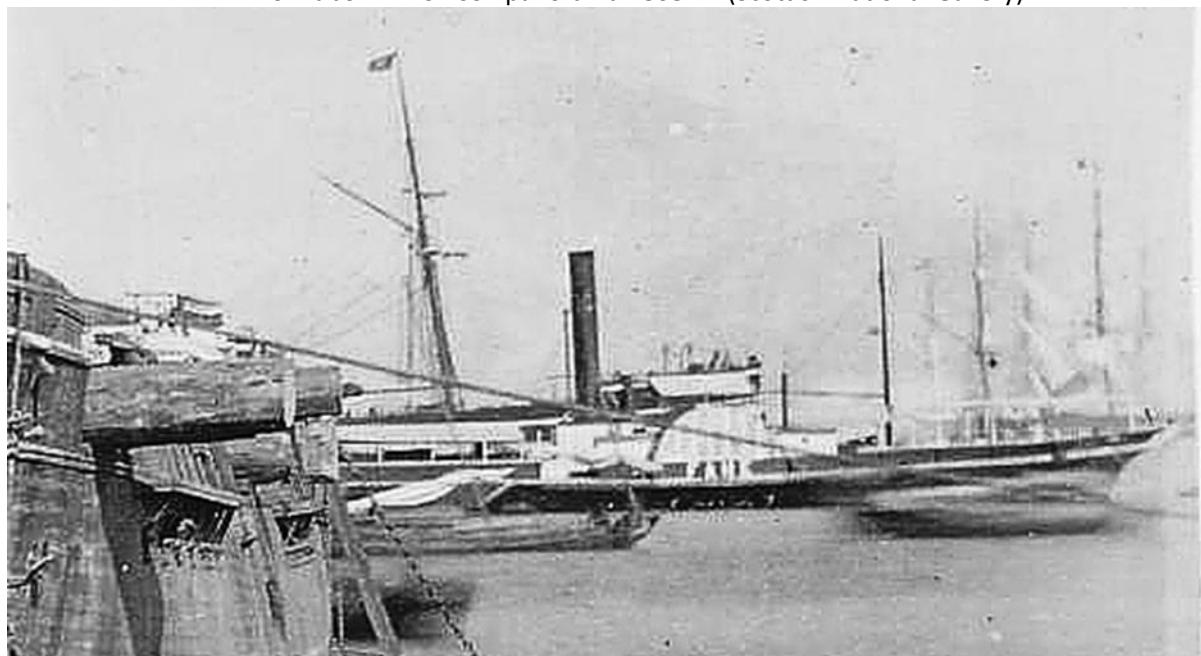
Fleet List

FAME (1863-90, 1894-04) 222/57 (iron 2-mast paddle tug, 100 hp)

Built by T.D. Marshall, South Shields for J. Hudson (reg. owner and master), Scarborough. 1861 reg. owner E. Gilman, London (J. Hudson master). 1863 arrived at Hong Kong and purchased by HWD. 11/12/63 reg. at Hong Kong to D. Lapraik & T. Sutherland for use at Whampoa. 1865 MNL lists to P. & O. S.N. Co. 1866 reboilered, ownership t/f to D. Lapraik. 1888 re-engined by HWD as 2-sc. (C4cy/74hp). 1/90 sold to Govt of Hong Kong for use as tender in construction of Gap Rock Light. 6/92 for sale by tender. 3/94 bought back by HWD for \$20,000 to replace lost *Pilot Fish* (1885). 5/04 sold through E.C. Wilks to French Govt for use at Haiphong. Still listed LR 1941/42 - presume war loss.



FAME from a John Thomson panorama 1868-72 (Scottish National Gallery).



FAME in 1874 (Lai Ah Fong/East India Office Library collection T00020-35).



FAME lying adjacent to HWD head office building (University of Cambridge).

PILOT FISH (I) (1874-82) 63/74 (composite screw tug, 20 HP)

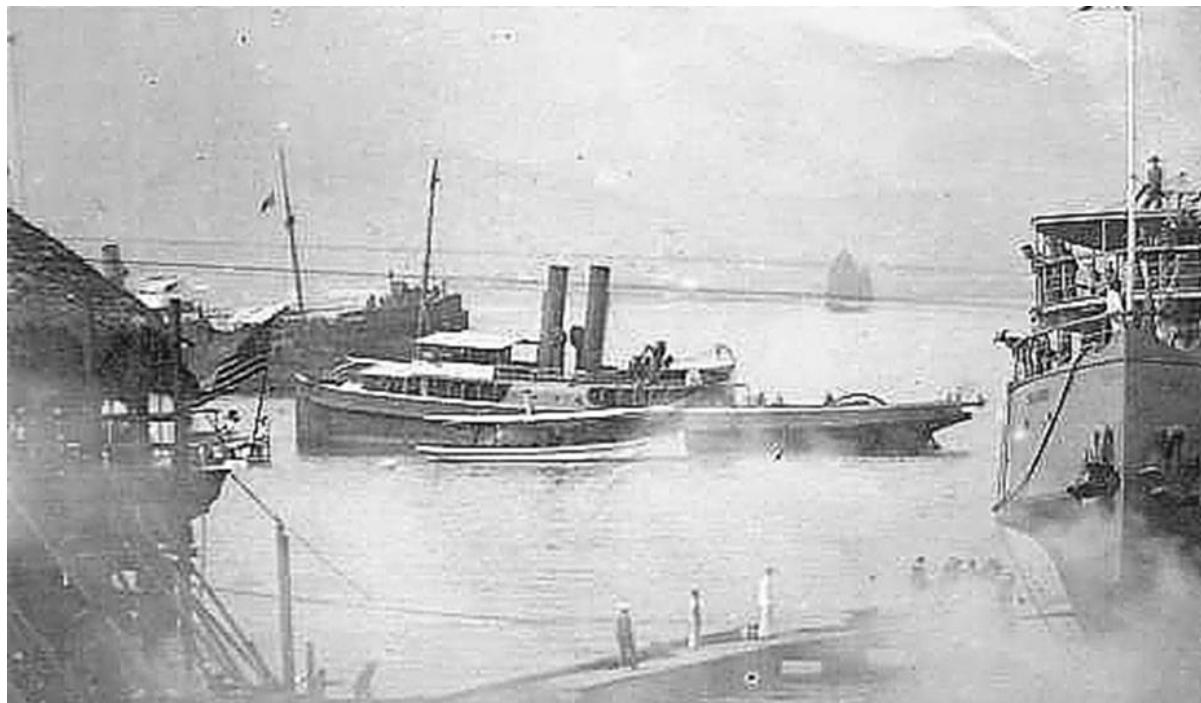
Built by HWD for HWD - 6/74 reg. at Hong Kong. Early 1882 sold (register details illegible). NFI.

PILOT FISH (II) (1885-94) 171/85 (iron sc. tug, C2cy62hp)

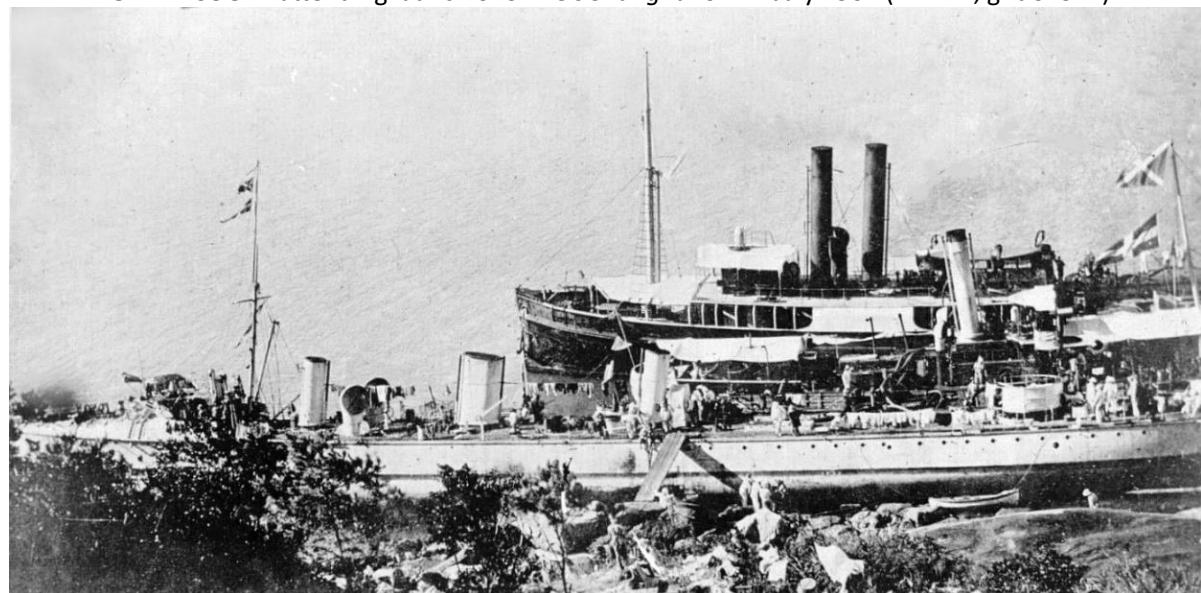
Built by HWD for HWD - 4/85 reg. at Hong Kong. 8/3/94 struck rock at Tam To and abandoned while returning to Hong Kong from stranded *Tantalus* (3572/92). 4/5/94 wreck sold by public auction to Chi Wo for \$1000.

ROBERT COOKE (1902-07) 368/02 (2-sc., 2-f. salvage tug)

Built by HWD for HWD - 1/1/03 in service. 17/1/07 sailed Hong Kong for Cape Varella, Vietnam (12.53N, 109.28E) to salvage stranded *Wong Koi* (1777/96) - by 21/1 driven onto beach with hatches broached. 13/6/07 register closed.



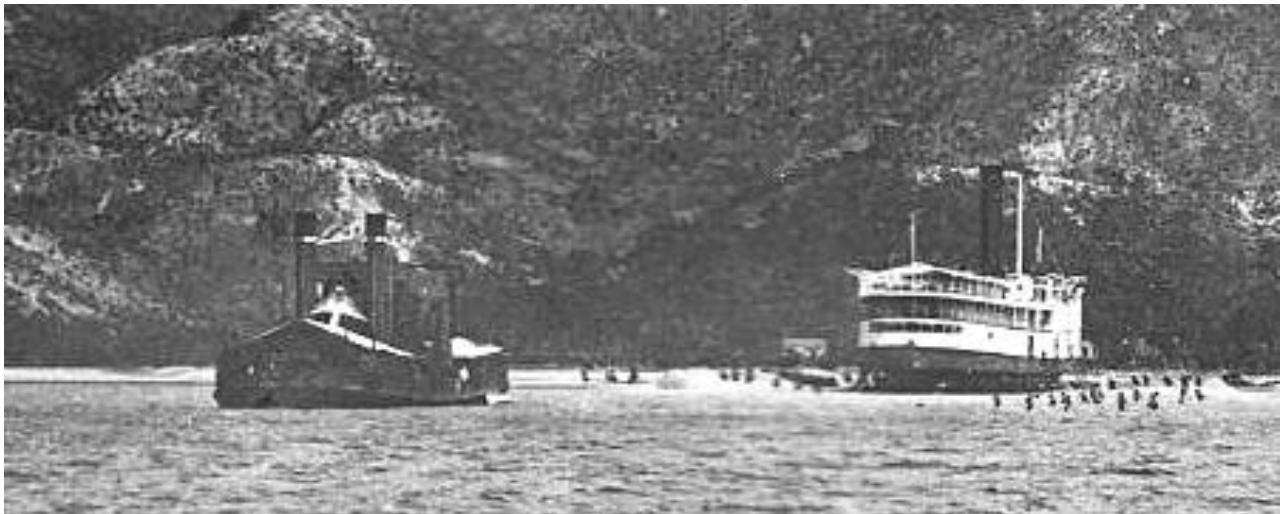
ROBERT COOKE attending launch of Swire's *Shanghai* on 14 July 1904 (HKMM, gift of SK*).



ROBERT COOKE assisting in the salvage of destroyer HMS TAKU in the Torpedo Depot Camber, Kowloon, after the typhoon of September 1906 (Internet).

CANTON RIVER (1902-13) 328/97 (2-sc. oceangoing hopper bucket dredge)

Built by Fleming & Ferguson, Paisley for Punchard, Lowther & Co. and reg. at Waterford (Ireland). 10/11/00 overturned at Hong Kong during typhoon. Abandoned to underwriters and Commercial Union Assurance Co. 25/7/01 refloated and taken to HWD for repair. 1/1902 sold to HWD - 1/04 reg. at Hong Kong. 1/13 sold to Sydney Harbour Trust - 22/3 arrived Sydney. 1914 r. NEREUS. 9/30 sold by tender to Penguin Salvage Co. Ltd, Sydney. 10/30 sold for £7000 to Leven Harbour Trust, Ulverstone (Tas). 10/1/31 from Sydney under own power, then 10/2 from Eden in tow of *St Olaves* but 0600 on 12/2 with leaks overturned and sank 18nm N of Low Head (2 lives).



CANTON RIVER engaged in the salvage of *Kinshan* after typhoon of 1906 (SK*).

EDITH (1905-32, 1935-41) 133/05 (2-sc. harbour tug, T6cy/60rhp)

Built by HWD for HWD - 7/06 reg. at Hong Kong. 25/7/32 at 22.14pm, while lashed on SB side of *Hirundo* (1944/26) and under tow of *Henry Keswick*, struck and sunk ½ mile WNW of North Fairway Buoy by ferry *Tin Yat* (942 grt) bound Ping On Wharf to Canton, 3 lives (SFP, 15/8/32). Subsequently raised and 1935 rebuilt (152grt). 12/41 requisitioned by HM Govt, 3/49 rep. seized at Hong Kong by Japanese and lost during the Occupation but still listed MNL 1947.



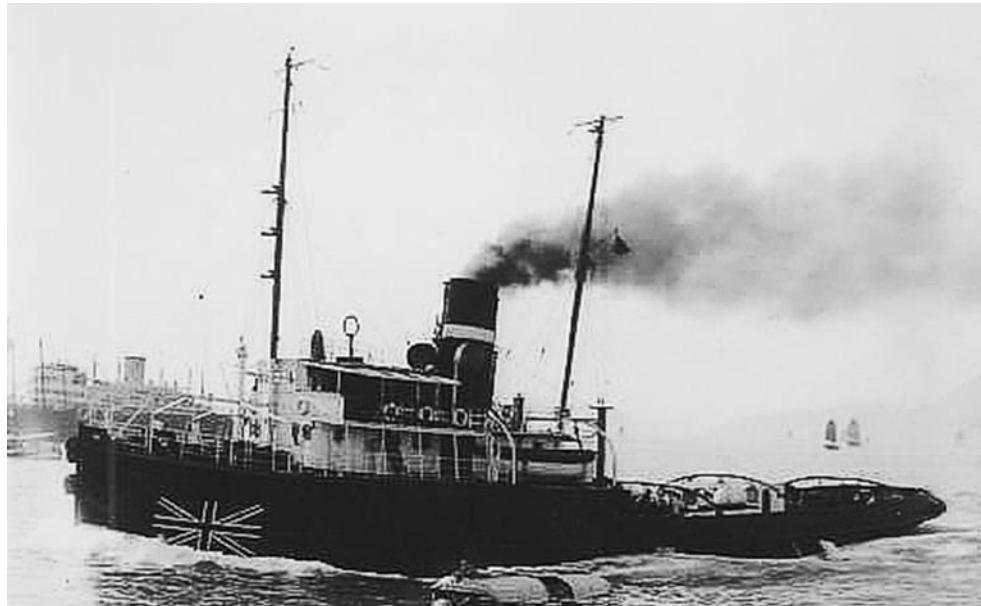
Cropped segment from interwar panorama showing vessels lying adjacent to HWD head office at Hung Hom, steam launch closest, behind foremast, bridge awning and tall funnel most likely of harbour tug EDITH, then one other smaller vessel (gwulo.com).

DAVID GILLIES (1908-18) 375/08 (2-sc. salvage tug, T6cy/67nhp)

Built by HWD (#431) for HWD - 3/08 reg. at Hong Kong. 10/17 on charter to The Admiralty for use in Mediterranean as rescue tug. 5/5/18 blown ashore and wrecked in bad weather while trying to salvage *Matiana* (BISN, 5264/94) stranded and torpedoed off Tunisia in 37.50N, 10.58E.

HENRY KESWICK (1921-41) 671/21-5 (2-sc. salvage tug, T6cy/239nhp)

Built by HWD for HWD - 6/21 reg. at Hong Kong. 4/12/41 req. by MOWT. 5/12 sailed from Hong Kong towing *Tantalus* (7775/23) bound for Singapore - 11/12 put into Manila. c.22/12/41 req. by USN at Manila. 29/12/41 sunk by Japanese aircraft off Corregidor Is. 6/9/42 refloated and taken to Shanghai for refitting as *KESHU MARU*. 3/43 attached to Japanese Navy. 1/45 abandoned in Manila Bay.



HENRY KESWICK (D. Gammon*).



HENRY KESWICK, shipyard crane and stern of *Tai Tsat* prewar (HUD Museum).



HENRY KESWICK salvaging the wrecked *Tjibantjet*, April 1927 (Schulties@gwulo.com)

K-1 (1940-68) 55/40 (steel welded cargo/pass. towing vessel, engines 1932 by H??? & Gardner)
Built by HWD and 4/40 reg. at HK for HWD. 7/68 r. HWD ENGINEER. 5/73 t/f to HUD. 7/73 r. ENGINEER.
9/75 sold to Chinese. NFI.

HWD PAULINE (1947-55) 422/18-10 (1-sc. tug, T3cy/208nhp by John Brown & Co. Ltd, Glasgow)
Built by Harland & Wolff Ltd, Glasgow for RN as ST. BEES. 7/22 sold to South African Railways & Harbours Admin., Durban r. HENRY BURTON. 2/38 sold to Moller Towages Ltd., Shanghai - 4/3/38 as PAULINE MOLLER sailed Durban for Karachi where 5 hoppers in tow for Shanghai (arr. 11/8). 1942 req. by R.N. for use in Indian waters. 7/46 returned to Shanghai. 8/47 rereg. at Hong Kong for Hong Kong & Whampoa Dock Co. Ltd - 11/47 r. HWD PAULINE. 2/55 sold to Metal Ind. Corp. for breaking up at Hong Kong.



PAULINE MOLLER in the Whangpoo, May 1939 (D. Gammon*).

HWD GERTRUDE (1947-72) 92/27

Built by New Eng. & S.B. Works Ltd, Shanghai as HOI CHONG (owners unknown). 1938 sold to Moller Towages Ltd, Shanghai r. GERTRUDE MOLLER. 25/12/41 scuttled at Hong Kong - raised by Japanese (name unknown). 8/45 recovered at Hong Kong. 5/47 rereg. at Hong Kong for N.E.A. Moller and resold to Hong Kong & Whampoa Dock Co. Ltd, Hong Kong -11/47 r. HWD GERTRUDE. 1960 conv. to diesel using secondhand marine generator. 5/72 r. KWAI CHUNG. 9/72 t/f to HST. 1973 r. TAT HONG. 1973 t/f to HUD. 3/82 sold to Wing Fat Motor Launch Co. Ltd, Hong Kong. 11/89 still in service in Hong Kong.



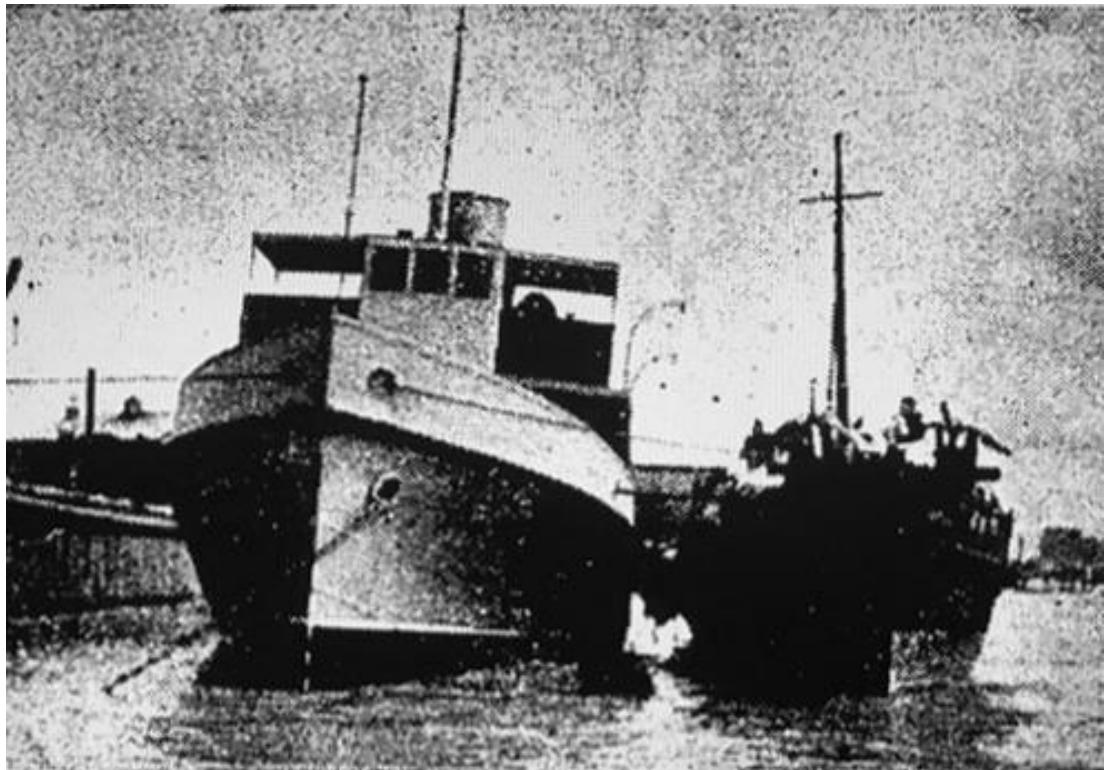
GERTRUDE MOLLER at Shanghai prewar (US Navy Heritage Command NH77806).



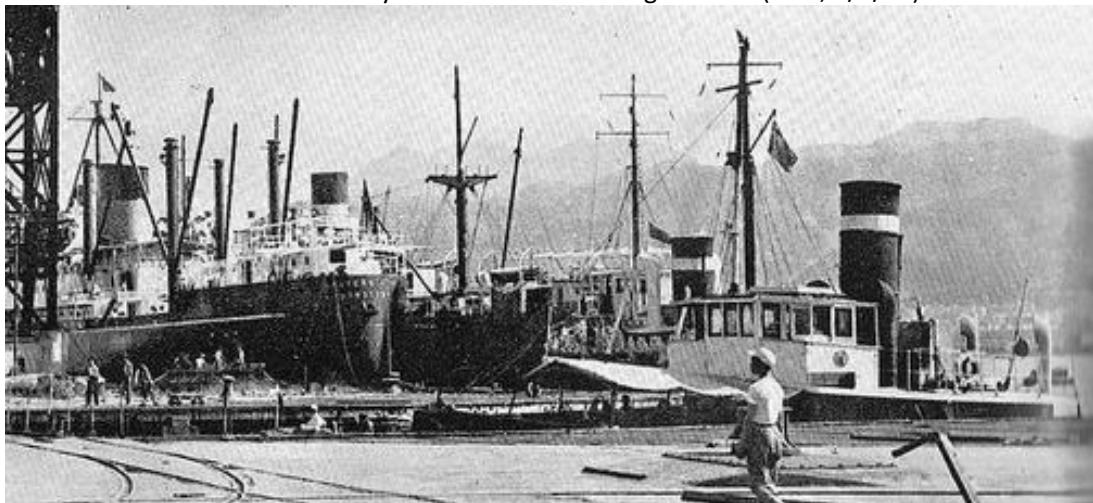
Possible HWD GERTRUDE on far side of TAIKOO (*Taikoo Dockyard*, Jan. 1959).

HWD DOROTHY (1948-62) 184/35 (1-sc. tug, C2cy/95rhp)

Built by Hung Ziang Shin Eng. Works & S.Y., Shanghai for Shanghai Tug & Lighter Co. Ltd, Shanghai with second-hand engine and boilers by Shanghai Dock & Eng. Co. (1918). 11/35 in service. 4/12/41 sailed for Hong Kong - 10/12 scuttled at Hong Kong, later salvaged by Japanese. 1/4/44 Sasebo Prize Court (case S-646) declared war prize as 新福利 (SHIN FURI). 8/45 surrendered at Hong Kong, compensation paid to owners. 11/47 reg. at Hong Kong to STL. 1/48 re-reg. to Hongkong & Whampoa Dock Co. Ltd and 2/48 r. HWD DOROTHY. 1/9/62 sank with all 10 hands in Hung Hom Bay after collision with *Eastern* (9896/44) in typhoon 'Wanda' - 7/9 raised by floating crane and beached. 21/12/62 reg. closed on sale for breaking up.



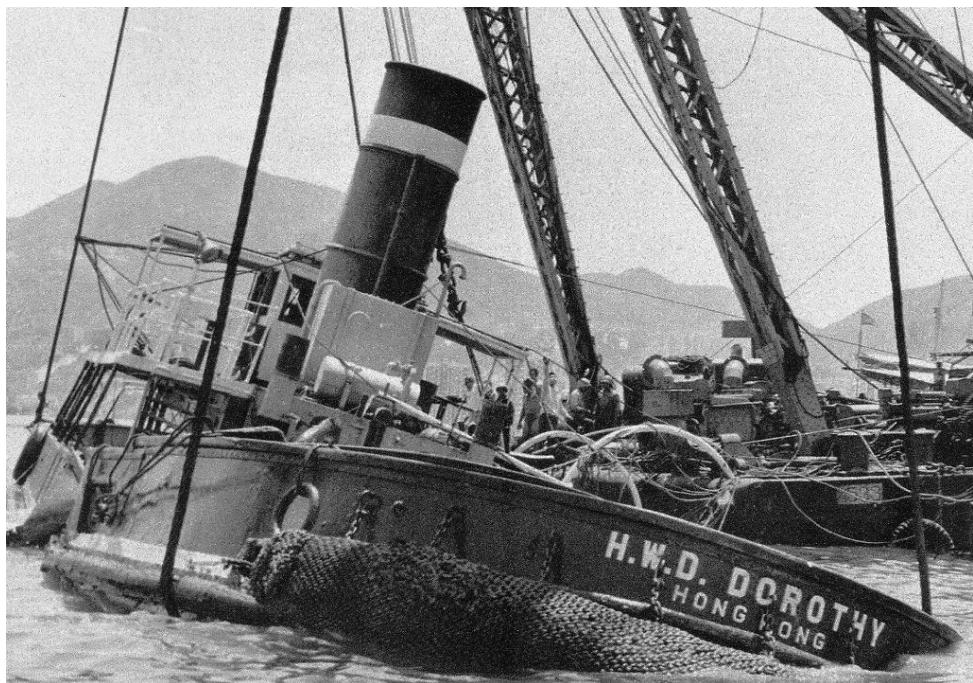
HSIN FUHLE shortly after launch on 28 August 1935 (NCH, 4/9/35).



HWD DOROTHY ex HSIN FUHLE (foreground) on standby at Hongkong & Whampoa Dock in 1950s
(<https://industrialhistoryhk.org/whampoa-dockyard-happened-famous-hammerhead-crane/>).



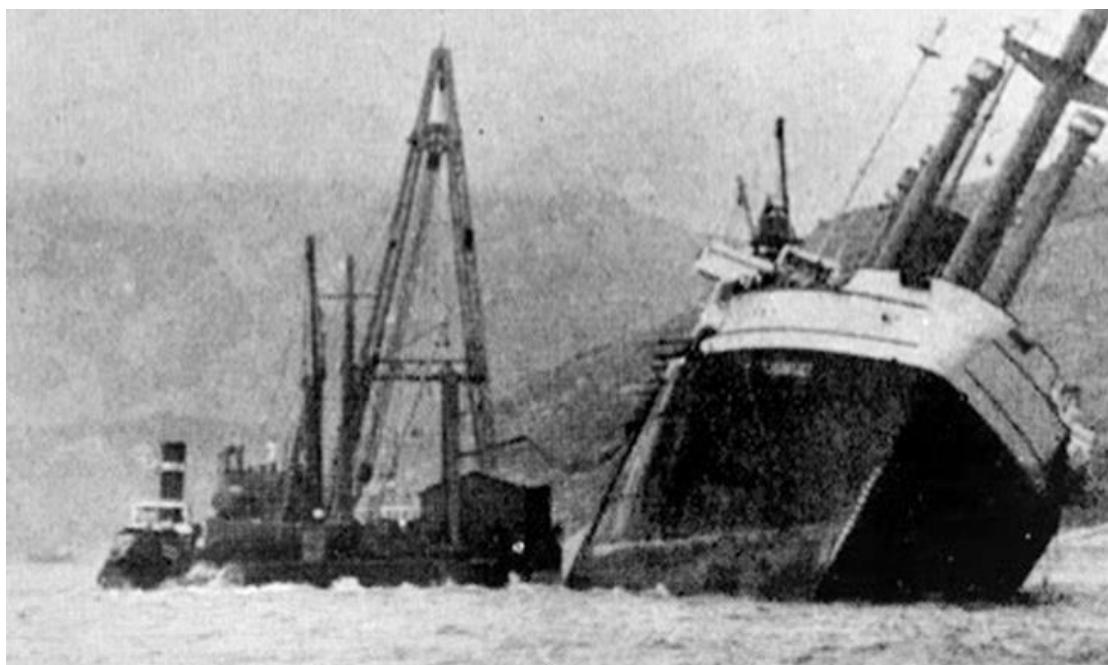
HWD DOROTHY and KOWLOONDOCKS towing salvaged *Tjibantjet*, May 1958
(*Taikoo Dockyard*, Jan. 1959).



HWD DOROTHY being raised, 7 Sept. 1962, gashed amidships (The Standard, 8/9/62).

HWD ?EDITH (1948-60) 54/45

Completed 5/45 for MOWT as TID-127 and shipped to Hong Kong on *Empire Marshall*. 2/46 to Hongkong Harbour Board. By 9/48 sold to HWD as harbour tug r.?EDITH. 1960 may have become HWD WELDER. NFI.



Unidentified TID-class alongside sheerlegs barge and salvaged *Tjibantjet*, May 1958 (Taikoo Dockyard, Jan. 1959).

KOWLOONDOCKS (1954-62 b/boat charter) 597/43-6 (1-sc. tug, T3cy by C.D. Holmes & Co. Ltd, Hull)

Built by Cochrane & Sons Ltd, Selby for R.N. as ALLEGIANCE. 6/49 reg. at Hong Kong for H.M. Dockyard as ALLEGIANCE II. 7/54 bareboat chartered to HWD (Mollers' Towages/HKST mgrs). 9/54 r. KOWLOONDOCKS. 30/8/62 in heavy weather cast off tow of *Sletholm* (ex *Olau Bjarke*, 3576/50) bound Shanghai-Hong Kong - early 1/9 foundered c.100 m. from Hong Kong in typhoon 'Wanda' (1 survivor).

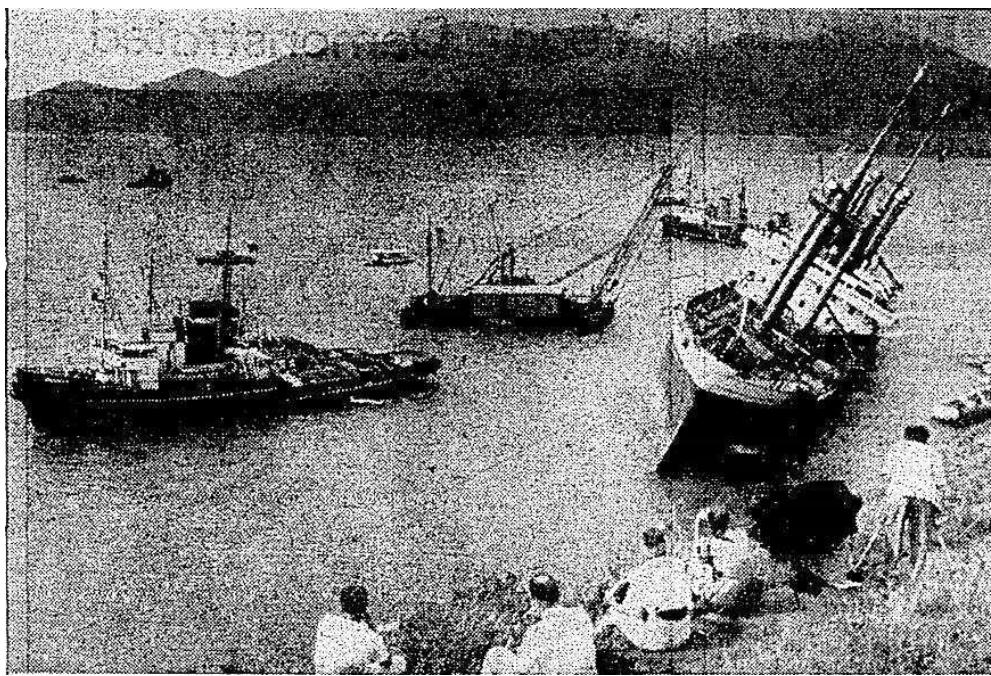


HMS ALLEGIANCE (above 2: IWM).

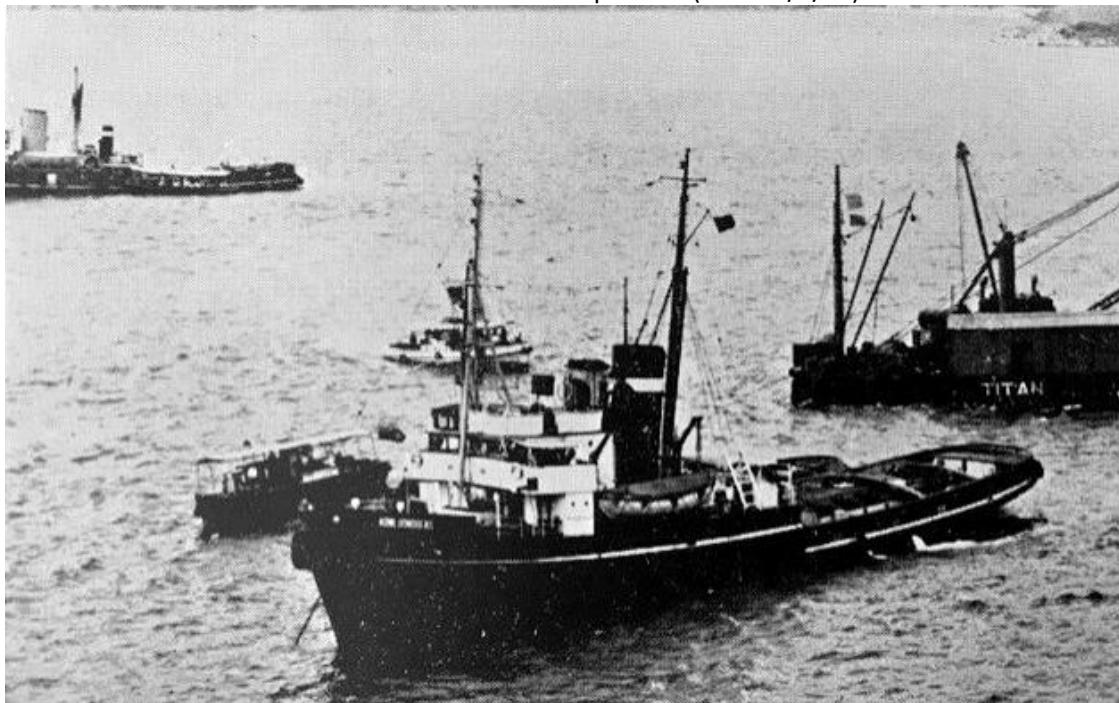


KOWLOONDOCKS (Internet).

The following three photographs are of the successful *Tjibantjet* salvage, May 1958:



KOWLOONDOCKS in the lead position (SCMP 6/6/58).

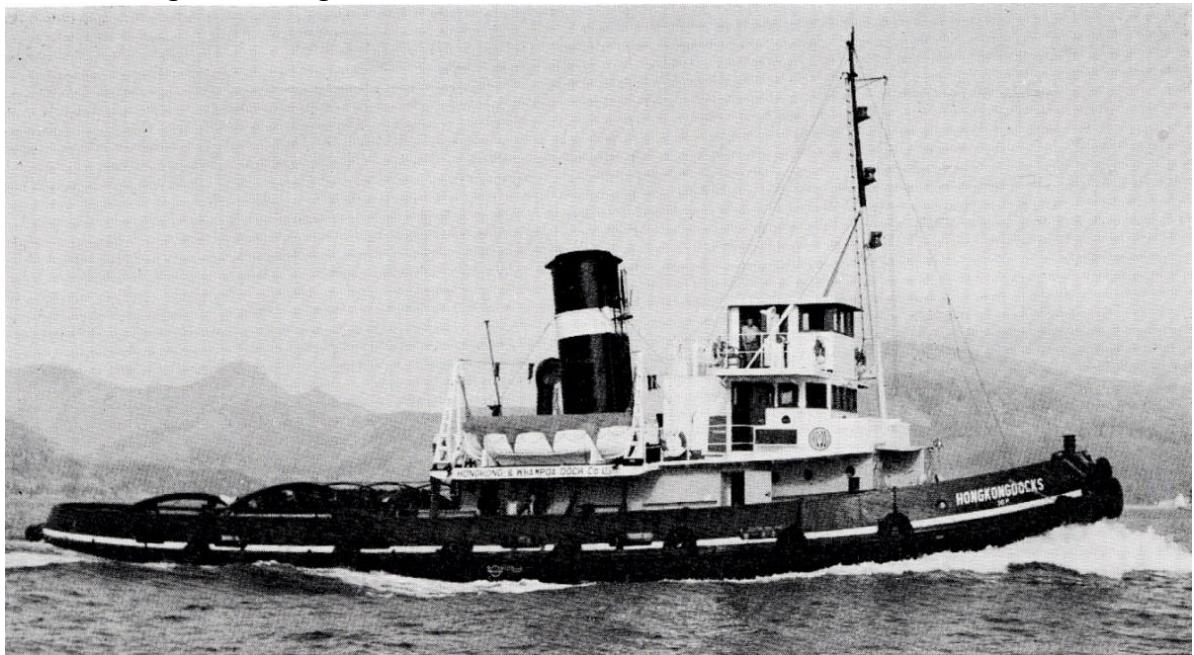




KOWLOONDOCKS ahead of TAIKOO SHUN O towing *Tjibantjet* (*Taikoo Dockyard*, Jan. 1959).

HONGKONGDOCKS (1959-72) 239/45-8 (1-sc. tug, T3cy Pt Arthur S.B. Co., Pt Arthur)

Built by Midland Shipyards Ltd, Midland (Ont.) (#21) for MOWT (later MOT) as ROCKLAND. 9/45 sailed Montreal for Singapore. 6/46 t/f to Hong Kong for naval service (civilian manned). 8/48 r. FLARE. 10/59 sold to HWD r. HONGKONGDOCKS. 9/72 t/f to HKST but 10/72 resold to Leung Yau S.B. Co. Ltd for demolition but hulk conv. to barge - 3/73 register closed.



HONGKONGDOCKS (Mitchell & Sawyer, *The Oceans & the Forts and the Parks*, 1966, p.47).



HONGKONGDOCKS in later years passing the Kowloon piers (Internet)

EDITH (1960-c.67) 47/60

Built by HWD for HWD. By 1967 r. HWD EDITH. 9/72 t/f to HKST. 10/72 r. TSING YI. 1978 sold to Asiatic Nav. Ltd (Pan. flag), Singapore r. ASIATIC VALOUR. 1979 sold to SELCO Salvage Ltd, Singapore (not renamed). 4/81 presume sold to charterers. NFI.



EDITH on 27 May 1964 (Dr George Wilson/Alan Lee).



EDITH as HKST's TSING YI (B. Browne*).

HWD EDITH (c.1967-72) 47/60 see EDITH (1960-c.67)

WHAMPOA (1964-72) 166/64-5 (motor tug, 2SA/6cy by Crossley Bros. Ltd, Manchester)

Built by HWD for HWD. 9/72 t/f to HKST r. LAMMA. 11/76 sold to Global Towage & Lighterage Co. Pte Ltd, Sharjah r. GLOBAL BULL. 1981 sold to Baseline Common Carriers, Sharjah. Still listed LR 2009/10.



WHAMPOA with Hongkong and Whampoa livery (Norman Hesketh/Alan Lee).



WHAMPOA as HKST's LAMMA (B. Browne*).

HUNGHOM (1968-72) 262/68-2 (motor tug, 2SA/8cy by Crossley Bros. Ltd, Manchester)

Built by HWD for HWD. 12/68 registry t/f to London. 9/72 t/f to HKST. 1976 sold to Maldives Shg Ltd, Male r. TAURUS. 1985 sold to Central Atolls Shg Ltd (Maldives National Ship Mgt Pvt Ltd mgrs), Male. 1986 r. VATTARU. 7/88 still in service at Male. 1/89 class withdrawn. Still listed LR 2009/10.



HUNG HOM as TAURUS (B. Browne*).

LAIMUN (1970-72) 244/61 (2-sc. motor tug, 2x6cy by Fuji Seisakusho, Tateyama)

Built by Nippon Kokan K.K., Yokohama for own account as gas turbine HIRYU MARU. 1969 conv. to diesel r. HITACHI MARU. 1970 sold to HWD r. LAIMUN. 9/72 t/f to HKST. 1986 sold to World Marit. Commerce Corp., Panama r. ROBLE. 1987 sold to Soc. Maritima y Comercial (SOMARCO), Santiago (reg. Valparaiso) r. SOMARCO I. 2003 sold to Sudamericana Agencias Maritimas y Aéreas (SAAM) S.A., Valparaiso r. BANDURRIA I. 2010 t/f to KIOS/SAAM, Montevideo. 2011 conv. to pusher tug r. MANDOLIN I. Still in service [www.histarmar.com.ar].



Ex LAIMUN/ BANDURRIA I under conversion to pusher tug
(marinamercanteuruguay.blogspot.com).



LAIMUN as BANDURRIA I (Fernando/Shipspotting.com).

KAU LUNG (1972-72) 278/72-3 (motor tug, 4SA/6cy by Mirrlees Blackstone Ltd, Stamford)

Completed 3/72 by HWD for HWD. 9/72 t/f to HKST. 12/78 sold to J.P. Knight (Rochester) Ltd, Rochester (UK) – 2/79 r. KENDAL. 1995 sold to Trond A.K. Kittilsen Shg A/S, Brevik r. VRANGSUND. 2006 sold to Falcon Shg FZC, Ras-al-Khaimar r. SEA FALCON. c.1/12/06 with barge in difficulties off coast of Brittany, barge berthed at Brest and tug proceeded for repairs to Concarneau where crew repatriated; 18/12 left in tow of tug *Leao Dos Mares* for Brest where barge to be collected for tow to Mumbai for likely demolition [thamestugs.co.uk, WSS MN Mar. 2007]



KAU LUNG in HKST service (B. Browne*).

KWAI CHUNG (1972-72) 92/27

TAT HONG (1972-72) 92/27

see HWD GERTRUDE (1947-72)

see HWD GERTRUDE (1947-72)

Also miscellaneous small craft (1973 transferred to HUD):

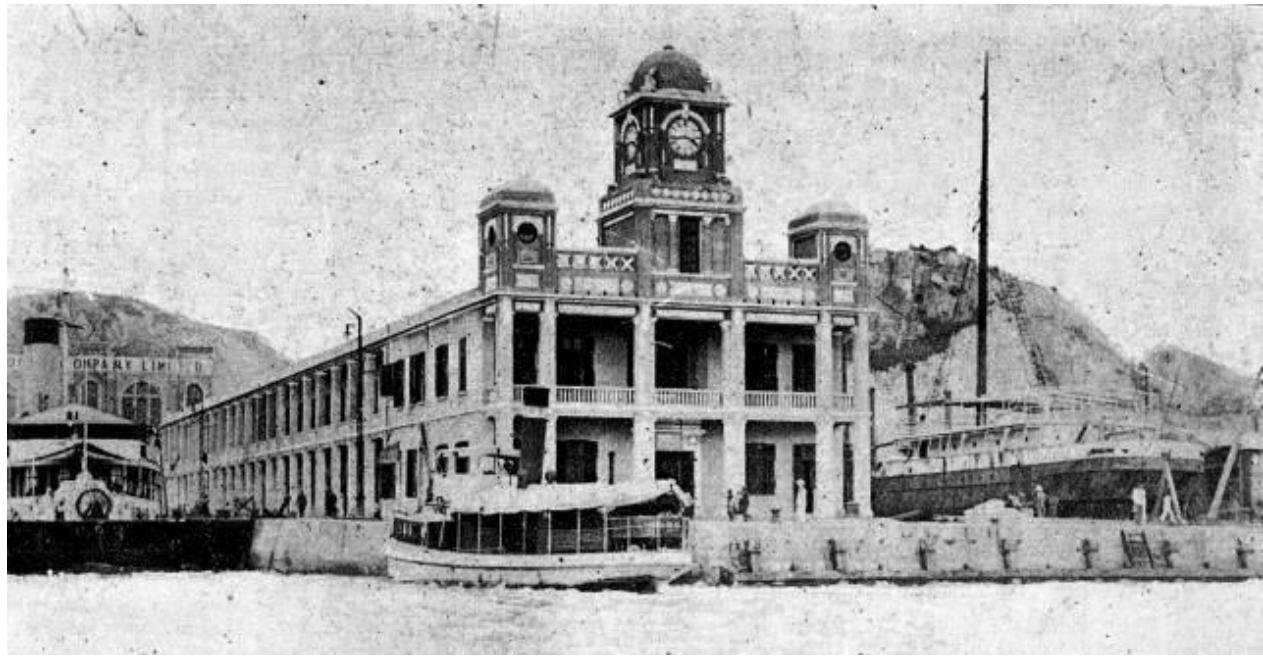
HWD DIVER (no details)

HWD ENGINEER (see K-1, 1940-68)

HWD MESSENGER (no details)

HWD REPAIRER (no details)

HWD WELDER (probably ex HWD ?EDITH ex TID 127)



Small launch, HWD funnel, in front of HWD's Head Office, early 20th century (gwulo.com).

THE
HONGKONG & WHAMPOA DOCK CO.

LIMITED,

HONGKONG

BUILDERS AND REPAIRERS OF SHIPS AND ENGINES OF ALL KINDS

and Makers of

BOILERS, IRON and BRASS CASTINGS, FORGINGS and CONSTRUCTIONAL
IRON WORK, RAILWAY ROLLING STOCK, Etc.

*Dock Owners, Ship Builders, Marine and Land Engineers,
Boiler Makers, Iron and Brass Founders,
Forge Masters, Electricians*

The Company possesses Six Granite Docks and Two Patent Slipways and these are Equipped for
Expeditious Work. The Plant is of the most modern type throughout. Ship Owners and Captains
are assured that Docking and Repairs are carried out Promptly and at Moderate Charges.



B.B. "WAR SNIPER," 8,200 tons d.w.—3,175 tons gross. Built and engined by The Hongkong & Whampoa Dock Co., Ltd.
to the order of the British Government.

Address Enquiries to the Chief Manager, R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong

HEAD OFFICE: KOWLOON
TELEPHONE No. 16 K.

TOWN OFFICE: QUEEN'S BUILDINGS
TELEPHONE No. 20 HONGKONG

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Cables Used: A1; A.B.C., Fifth Edition; Engineering, First and Second Editions; Western Union and Watkins

Dockyard Advertisement, 1922 (FEER 1/22).