

Did you know that Hong Kong was one of Asia's leading shipbuilding and repair hubs in the 1930s?



你知道香港在
1930年代是亚
洲主要的造船
与修船中心吗？



Background and Purpose

The Hong Kong Historic Vessels Foundation is a non-profit initiative established to preserve, restore and promote Hong Kong's unique maritime heritage, with a particular focus on the city's historic boatbuilding traditions and its identity as a leading international port.

The Foundation has assembled a rare fleet of **five historic vessels** built in Hong Kong in the 1930s, representing a significant period when the city was a centre of craftsmanship, shipbuilding innovation and maritime trade.

These vessels originate from historic shipyards including:

- **Hong Kong & Whampoa Dock Company (Hung Hom)**
- **Ah King Shipyard (Causeway Bay)**
- **Hung Hom Hop Kee Shipyard**

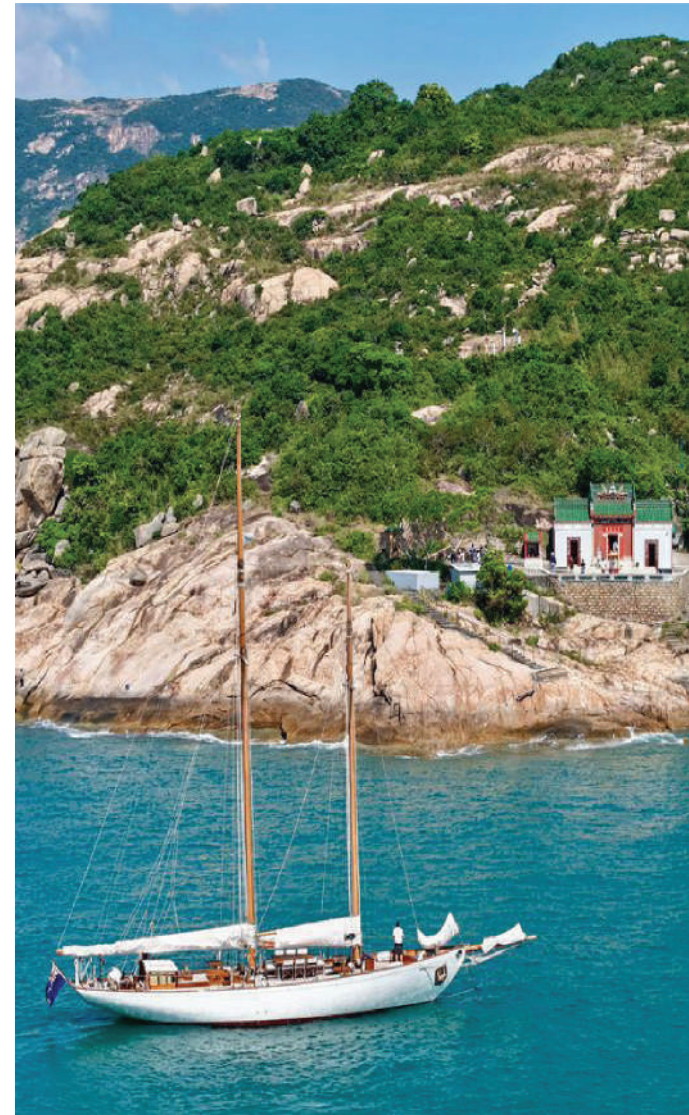
Together, they reflect Hong Kong's historical role in Commercial shipping and trade, Government maritime operations,

Recreational and yacht culture, Regional and international navigation routes.

The Foundation's mission is to make these vessels accessible to the public as **living cultural assets**, enabling both residents and visitors to:

- Experience Hong Kong's maritime history firsthand
- Understand the city's long-standing relationship with the sea
- Engage with traditional craftsmanship and wooden boatbuilding
- Reconnect with Hong Kong as a water-based city

The initiative is designed to help Hong Kongers and visitors alike appreciate the SAR's rich and diverse traditions of boating and boatbuilding, while also exploring the marine environment and the city's harbour culture.



背景及宗旨

香港古船協會为一项非营利性机构,致力于保护、修复及推广香港独特的海事文化遗产,重点聚焦本地历史造船传统以及香港作为国际航运枢纽的城市定位。

協會现已汇集一支珍贵的历史船舶船队,共五艘,均建造于1930年代的香港,代表着本地在工艺技术、造船创新及海上贸易发展方面的重要历史阶段。

该批船舶主要源自以下历史船厂:

- 香港黄埔船坞 (红磡)
- 铜锣湾阿庆船厂
- 红磡合记船厂

这些船舶共同体现了香港在历史上的多重海事角色,包括:

- 商业航运及贸易中心
- 政府海事运作平台
- 休闲航海及游艇文化发展
- 区域及国际航线的重要节点

協會的使命,是将这些历史船舶作为“活态文化资产”向公众开放,使市民及访客能够:

- 亲身体验香港的海事历史
- 深入理解城市与海洋之间的长期联系
- 了解传统木质造船工艺与匠人精神
- 重新认识香港作为“依海而生”的城市本质

本项目旨在让市民及访客共同认识及欣赏香港丰富而多元的航海及造船传统,同时促进对海洋环境及海港文化的认知与关注



The Historic Fleet (1930s Hong Kong-built vessels)

The Foundation currently stewards five restored vessels:

- **Way Foong (1930)**, HSBC vessel transporting bullion and personnel
- **Tai Mo Shan (1933)**, Classic yacht built in Hung Hom, later sailed to Europe
- **Typhoon (1934)**, W-Class racing yacht designed by H.S. Rouse
- **Java (1935)**, Former Government Marine Department launch ("Marine One")
- **So Fong (1937)**, Gaff schooner built in Causeway Bay, internationally renowned

Together, the fleet represents a complete narrative of Hong Kong's maritime ecosystem — from government service to private sailing, from industrial shipbuilding to global voyages.

历史船队(1930年代香港建造船舶)

協會目前负责管理及维护五艘已修复的历史船舶：

- **Way Foong (1930年)**, 前汇丰银行船只，用于运输贵金属
- **Tai Mo Shan (1933年)**, 于红磡建造的经典帆船，后远航至欧洲
- **Typhoon (1934年)**, 由H.S. Rouse设计的W级竞赛帆船
- **Java (1935年)**, 前香港海事处工作船“Marine 1”
- **So Fong (1937年)**, 于铜锣湾建造的高桅纵帆船，享誉国际

该船队共同构成香港海事生态发展的完整历史脉络，涵盖政府海事服务、私人航海活动、工业造船发展以及国际航行与交流



Organisational Structure of the Foundation

The Foundation operates with a multidisciplinary team combining maritime expertise, operational capability and historical research.

Leadership and Operations

- Philip Giannecchini (England), Chief Executive Officer (CEO)
- James Barker (Hong Kong), Chief Operating Officer (COO) & Captain
- Way Lam (Hong Kong), First Officer

Executive Team

- Karman Kong (Hong Kong), Executive
- Able Sun (Hong Kong), Executive

Historical Research and Heritage Advisory Team

- Angus Hui (Hong Kong), Historian
- John Mak (Hong Kong), Historian
- Dora Choi (Hong Kong), Historian
- Teresa Mak (Hong Kong), Historian

協會组织架构

本協會由一支跨领域团队运营, 结合海事专业知识、运营管理能力及历史研究专长

管理层及运营团队

- Philip Giannecchini (英国), 行政总裁 (CEO)
- James Barker (香港), 首席运营官 (COO) 兼船长
- Way Lam (香港), 大副

执行团队

- Karman Kong (香港), 执行成员
- Able Sun (香港), 执行成员

历史研究及文化顾问团队

- Angus Hui (香港), 历史学研究员
- John Mak (香港), 历史学研究员
- Dora Choi (香港), 历史学研究员
- Teresa Mak (香港), 历史学研究员





Positioning within the Hong Kong Marine Ecosystem

The Foundation serves as a cultural and educational platform bridging: Maritime heritage preservation, Public engagement and tourism, Marine industry awareness, Traditional craftsmanship (wood, ship-building), Contemporary waterfront development initiatives.

It is uniquely positioned to support Government objectives by:

- Activating underutilised waterfront spaces
- Enhancing cultural identity of harbour-front developments
- Providing authentic, locally rooted storytelling
- Strengthening Hong Kong's positioning as a maritime hub in the Greater Bay Area

Strategic Relevance to Hung Hom Pier Initiative

The Foundation's fleet is directly connected to the Hung Hom and Causeway Bay shipbuilding heritage, making it particularly relevant to the Hung Hom waterfront development.

By situating these vessels at the Hung Hom site, the project:

- Reconnects the location with its historical function
- Creates a living museum on water
- Enhances the narrative of Hong Kong's harbour development
- Supports public education and cultural tourism



于香港海事生态体系中的定位

本協會作为一个文化及教育平台,致力于连接以下多个领域:

- 海事文化遗产的保护
- 公众参与及旅游发展
- 海事及游艇产业认知推广
- 传统工艺 (包括木工及造船技术)
- 当代海滨发展项目

協會具备独特优势,可在以下方面支持政府发展目标:

- 活化尚未充分利用的海滨空间
- 提升海滨发展项目的文化识别及特色
- 提供真实且具本地文化根基的叙事内容
- 强化香港在粤港澳大湾区作为海事枢纽的定位

与红磡码头项目的战略相关性

本協會所管理的历史船队与红磡及铜锣湾的造船历史具有直接关联,因此与红磡海滨发展项目高度契合。

通过在红磡场地展示及使用这些历史船舶,项目将:

- 重新连接该地区与其历史海事功能的关系
- 打造“水上活态博物馆”
- 丰富香港海港发展的历史叙事
- 支持公众教育及文化旅游发展



The Fleet

舰队





Way Foong

21.4 metres, was built in 1930 by the Hong Kong & Whampoa Dock Company for the Hong Kong and Shanghai Banking Corporation. Her primary activity was towing barges carrying gold and silver bullion from cargo vessels to the wharf near the bank's headquarters, from which the precious metals would be carried to the bank's vaults. She also was used for "burning picnics", when bank employees were allowed to toss discarded bank notes into Way Foong's steam boiler as they cruised Hong Kong waters.

Way Foong (威丰号)

全长21.4米，于1930年由香港黄埔船坞为香港上海汇丰银行建造。其主要用途为拖曳载有金银锭的驳船，将贵金属由货船运送至位于银行总部附近的码头，再转运至银行金库。

此外，该船亦曾用于当时著名的“焚钞野餐”活动，在航行于香港水域期间，银行员工可将废弃纸币投入其蒸汽锅炉作为燃料使用



Java

Java (17.3 metres) was built in 1935 by the Hong Kong & Whampoa Dock Company for the Hong Kong government. She served the Hong Kong Marine Department as “Marine One”, acting as a general-purpose harbour launch and performing tasks such as shifting buoys, ferrying medical personnel in emergencies, etc. She once towed a stray water buffalo out of the harbour and also served as command vessel during the attempt to save the burning former ocean liner Queen Elizabeth. She was retired from government service in 1997.

Java (爪哇号)

全长17.3米, 于1935年由香港黄埔船坞为香港政府建造。该船曾隶属于香港海事处, 编号为“Marine One”, 作为多用途港内工作船使用, 承担包括浮标调整、紧急医疗人员运送等各类任务。该船亦曾拖曳误入海港的水牛返回岸边, 并在拯救失火的远洋客轮“伊丽莎白皇后号”行动中担任指挥船角色。该船于1997年从政府服役中退役



Tai Mo Shan

15 metres, was, like Way Foong and Java, built by the Hong Kong and Whampoa Dock Co. in 1933. Designed by Edward Cock, she was commissioned by five British officers who sailed her back to Britain, a voyage described in Lt Cdr Martyn Sherwood's book "The Voyage of Tai-Mo Shan". Named for Hong Kong's highest peak, she was featured in the film "Mamma Mia".

Tai Mo Shan (大帽山号)

全长15米, 与Way Foong及Java一样, 于1933年由香港黄埔船坞建造。该船由Edward Cock设计, 由五位英国军官订制, 并由他们亲自将该船航行回英国。该段航程记录于海军中校Martyn Sherwood所著《The Voyage of Tai-Mo Shan》一书中。该船以香港最高山峰“大帽山”命名, 并曾在电影《Mamma Mia》中亮相。



Typhoon

Typhoon was built in 1934 by Hung Hom Hop Kee & Co. and commissioned by her designer, Harold S. Rouse, ViceCommodore of the Royal Hong Kong Yacht Club. ("Uncle Rouse", as he was known, also designed Tai Mo Shan.)

Typhoon, eight metres in length, was the winner of the W Class Cruiser Championship in 1938/9. After decades in Scotland, she recently returned home to Hong Kong in 2025.

Typhoon (台风号)

该船于1934年由红磡合记船厂建造, 由其设计师、香港皇家游艇会副司令Harold S. Rouse订制。(其人被称为“Rouse叔叔”, 亦为Tai Mo Shan号的设计者。)

Typhoon全长约8米, 并于1938/39年荣获W级巡航帆船锦标赛冠军。该船曾在苏格兰停留数十年, 最终于2025年回归香港。



So Fong

So Fong, a 25-metre gaff schooner, was built in the Ah King shipyard in Causeway Bay in 1937 for A. Thornton Baker, a New Jersey banker who dreamt of having a boat to sail around the world with his two sons.

She was designed by the legendary Olin Stephens of Sparkman & Stephens in New York. After serving on World War Two coastal defense duty with the US Coast Guard, she made her way to Europe and cruised the Mediterranean from her Majorca base until returning to Hong Kong in 2025.

So Fong (苏芳号)

So Fong为一艘全长25米的斜桁纵帆船, 于1937年在铜锣湾阿庆船厂建造, 由美国新泽西州银行家A. Thornton Baker订制, 其愿望是与两位儿子一同驾驶该船环游世界。

该船由纽约著名设计公司Sparkman & Stephens的传奇设计师Olin Stephens设计。在第二次世界大战期间, So Fong曾在美国海岸警卫队服役, 参与沿岸防御任务。战后, 该船前往欧洲, 并以马略卡岛为基地航行于地中海海域, 直至于2025年返回香港。

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