

houses from the southern edge of Sha Po Village, and from the houses of Po Kong, Sha Tei Yuen, Kak Hang, Kau Pui Shek, and Ma Tau Chung Villages.

4. Rock taken from the west face of Hammer Hill.
5. Rock from the walls of Kowloon City.

12.4.6.3 All this hard-fill from all these sources was dumped indiscriminately by the Japanese across the sea-front of their new reclamation area. This reclamation was not faced by any sea-wall, or piled facing: the hard-fill was merely dumped across the bay to form a rough mound. Eventually, this rock-mound was high enough and broad enough to be sufficiently stable to protect the reclamation behind from typhoon and other storm damage.

12.4.6.4 The area behind this rock-mound sea-front facing was filled by the Japanese with much softer fill, mostly earth from the Po Kong area, derived from the flattening of this area, and earth from the deep nullah dug by the Japanese around the perimeter of their newly expanded airfield.

12.4.6.5 After the return of the British in 1946, the sea-front of this Japanese reclamation became a cause of concern, as it was much weaker than any reclamation facing undertaken by the Hong Kong Government, and was felt to be insufficiently protected from typhoon or other storm damage. As a result, the Hong Kong Government built a new sea-wall across the front of the Japanese rock-mound, to ensure that this sea-front was safe and stable (1947).

12.4.6.6 Thus, it is believed that the rock from the walls of Kowloon Walled City was dumped indiscriminately with all other sources of hard-fill into the rock-mound laid by the Japanese across the seaward edge of their reclamation. The rock from the walls was not set aside and used for any purpose which would allow the stones to be recovered.

12.4.7 *Ma Tau Kok Large Animal Quarantine Depot*

12.4.7.1 The Ma Tau Kok Large Animal Quarantine Depot is located at more than 200m from the boundary of the New Development Area. There is no road construction work or tunnelling work proposed in the vicinity of the Depot in this Study. Direct physical disturbance during the construction phase of the proposed development is therefore not anticipated. Impact on the Depot during the construction and operational of the proposed development is therefore not expected.

12.5 Aviation History

12.5.1 *The Kai Tak Airfield, 1925-1941*

12.5.1.1 When the eastern two-thirds of the Kai Tak reclamation fell into Government hands in 1925, it was immediately used as an airfield (see Map at **Drawing 22936/EN/108**). An RAF Base was established in the area from 1927, after less formal RAF use from 1925. The RAF Base initially consisted of a string of Nissen Huts and other more or less temporary buildings built along the eastern edge of the Nullah. The Hong Kong Flying Club (from 1932 reformed and renamed as the Far East Flying School) also had premises here, next to the nullah, also from 1927. A landing for seaplanes was constructed at the end of the nullah, again in 1927.

12.5.1.2 In 1928, the Government took over control of the airfield from the RAF: as an immediate result of this change, the area of the airfield was extended over a newly reclaimed strip to the east (1929). A further major extension of the airport took place in 1931, over the easternmost part of Kowloon Bay, which had been reclaimed over the previous years, the reclamation being completed in 1931. The seaplane landing was greatly improved (1930). Also in 1930-1931, the airfield was levelled and re-turfed, and a hangar and other accommodation for a

civilian airfield begun. The barrack blocks and messes of the RAF Base were moved to a site east of the airfield, above the sea-shore track which eventually led to Lei Yue Mun (at least the Officers' Mess still survives of these rebuildings, although well outside the present Kai Tak development area). The removal of the residential part of the RAF Base, the fencing-in of the whole airfield, and the completion of an Air-Control Tower, offices, and Hangars was achieved by 1935. A civilian "Aerodrome Superintendent" was appointed by Government in 1930 to take charge of all these improvements.

12.5.1.3 Regular passenger services into the new Kai Tak airfield began in 1936, although there had been some civilian mail and other freight flights earlier. Imperial Airways started regular services in 1936 (one flight a week), and Pan-American Airways, Air France, the China National Aviation Company, and Eurasia Aviation (a Lufthansa subordinate) added other (mostly weekly) services in 1937. By the end of 1937, Hong Kong was linked with London (via Penang), Paris (via Saigon), San Francisco (via Manila and Guam), Sydney (via Penang) and Berlin (via Bangkok), as well as with most of the major cities of China. By 1938 some services were scheduled with more than one flight a week, and the number of passengers using the airfield had reached nearly 10,000 a year.

12.5.1.4 The airfield at this date was primitive. There was no runway as such, merely a grassed field (plans for a runway were hurriedly drawn up as a war measure in 1938, but not implemented). Neither was there any passenger terminal building: passengers were processed from temporary shelters. The planes landed as they saw fit within this field. Many of the major airlines (Pan-Am especially) used sea-planes: the airlines connecting Hong Kong with China used land-planes. The RAF and the civilian airlines were restricted to those planes able to operate from an airfield of this type. By 1941, the airfield was obsolete, and incapable of being used by the newer generation of more powerful land planes, whether military or civilian.

12.5.2 The Airport, 1942-1956

12.5.2.1 Immediately following the Japanese capture of Hong Kong in 1941, improvement of the airport became a matter of high priority for the new Japanese Government, since it could not be used by planes of the Japanese Air Force. These improvements were completed in 1943.

12.5.2.2 The Japanese wanted two full-size runways. They decided to build their main runway at a slight angle to Prince Edward Road, from a point close to the western landward edge of the later runway, north-east to near the present Choi Hung Estate. The second runway, rather smaller, was to cross this main runway at something less than right-angles, and would run from near the northern end of today's Tai Yau Street to close to Ngau Tau Kok.

12.5.2.3 To achieve this plan, the Japanese cleared all those villages within the area today called San Po Kong (Po Kong, Kak Hang, and Sha Tei Yuen). Around the outer edge of the area thus cleared they built a perimeter road (the ancestor of today's Choi Hung Road) and next to this a huge nullah, designed to capture the water from all the streams of the area, and divert it away from the airport area. The Japanese took this nullah all the way around the perimeter of the airport to the western edge of their runway, so that it entered the sea just to the east of what was left of the Sacred Hill after the Japanese stonecutting on the hill. The older, Kai Tak nullah across the centre of the site seems to have been kept as a flood prevention back-up.

12.5.2.4 The Japanese plan also required the clearance of about a third of the Sacred Hill, plus all the tenement buildings and shop-houses built in the middle 1920s by the Kai Tak Land Development Company west of the nullah, and those built in the Kau Pui Shek area. With this clearance almost all the historical memorials and relics of the area were lost.

12.5.2.5 Fill for the Japanese reclamations, as noted above, was found from the Fung Shui hills behind the San Po Kong villages, from the Sacred Hill, by removing the walls of the Kowloon Walled City, from the house debris of the many destroyed tenement and village houses, and from the

To Kwa Wan area. The cutting back of these hills, and the carriage of the fill to the reclamation areas, was undertaken mostly by military prisoners-of-war. The reclamation was completed during 1943, and the new airport became usable in that year.

- 12.5.2.6 The Japanese authorities paid either no compensation to the villagers and others required to surrender their land, or only very little (some of the villagers from the San Po Kong area were allowed to build huts in the Kowloon Tong "Model Village" area, but most got nothing - many of those dispossessed died of starvation as a result of loosing their fields and homes). The Japanese used their new airport solely as a military airfield.
- 12.5.2.7 In 1945, with the return of the British authorities, the Japanese military airfield was re-opened as an RAF airfield, and then returned to its position as a civilian airport in 1946, although the RAF continued to occupy a large area (the Hong Kong Government compensated in full those who had been dispossessed by the Japanese). As noted above, the unsatisfactory seafront of the Japanese reclamation was stabilised by the construction of a sea-wall across its front (1947).
- 12.5.2.8 Even in 1946, however, it was clear that the airport as built by the Japanese - even though it was many times larger than the pre-War field - was no longer adequate as the runways were too small for the large new planes. Further, the layout of the airfield meant that Choi Hung Road (then the only road between the Clearwater Bay Road and the rest of Kowloon) had to be closed whenever planes were manoeuvring. The new generation of planes could not use the runways safely, as the runways were just too small.
- 12.5.2.9 Despite all this, however, 13 airlines were using the airport by the end of 1947, carrying 81,815 passengers during the year. A temporary Passenger Terminal Building was constructed in 1947. Cathay Pacific Airways and Hong Kong Airways started operations in 1946-1947, and with them came indigenous aircraft engineering facilities. 1947, too, saw the beginnings of Hong Kong's air-catering industry, when Dairy Farm started a small facility. It was also at this time that the first air-freight buildings came into use. In other words, very soon after the War, Kai Tak was already showing signs of becoming a sophisticated modern complex. Its small, cramped location became more and more of an embarrassment.
- 12.5.2.10 The decision to rebuild the airport to fit the new generation of planes was taken in 1952, and the plan for the new airport was approved in 1954. Reclamation for the new runway began in 1956, and the new runway was opened to traffic in 1958.
- 12.5.2.11 As a result of the new Runway requiring to face squarely into the Tathong Channel, to avoid the Lei Yue Mun and Devil's Peak hills, the Runway construction required the remainder of the Sacred Hill to be removed. For the same reason, the western part of the Japanese nullah, which ran through the centre of the line of the new Runway, had to be closed: the nullah waters were diverted back into the older nullah further east.
- 12.5.2.12 As soon as it was completed, the old runways could be closed, and their site used for the building of the new Passenger Terminal Building (completed 1960), the new freight and engineering buildings (also 1960) and the development of San Po Kong (from 1958).

12.5.3 *The Kai Tak International Airport, 1958-1998*

- 12.5.3.1 The story of the Airport after it opened its new runway in 1958 is too long and complex to discuss here. It is a story of continual expansion and development until the capacity of the site was fully used up. The Terminal Building, for instance, was extended at least four times, the runway twice, and the apron at least three times. The RAF left the airport during the late 1960s, and their area was immediately swallowed up in the new aircraft engineering and freight handling areas.

- 12.5.3.2 Nothing was left of the pre 1958 airport by the time Kai Tak closed in 1998. Even the Terminal Building of 1960 could no longer be distinguished except for tiny patches here and there, as it was completely enclosed by layers of extension buildings. Every single airport building of the 1958 reconstruction had, by 1998, been swept away and replaced by newer, bigger, and more sophisticated structures. Still less did anything survive of the pre 1958 airport.
- 12.5.3.3 The only exceptions to this are the RAF Officers' mess of 1930, far away on the east side of the Kwun Tong Road, and the premises of the Hong Kong Flying School and Aviation Club. These last, along the extreme western edge of the airport, facing into Sung Wong Toi Road, and occupying the site of the pre-War Ma Tau Chung village, were, it is believed, built in 1958. They consist of a cluster of Nissen huts and other similar structures, plus a few others added a little later. This group of buildings, including a small airport Fire Station building alongside, are all that remains of the 1958 airport.

12.6 Results of Baseline Marine Archaeological Review

12.6.1 Shipwreck Data

- 12.6.1.1 Practically nothing is known about the archaeological potential of the seabed deposits in Hong Kong. The only marine archaeological discovery is that of a late Song / early Ming Dynasty (1368-1644) boat uncovered during the construction of the High Island Reservoir, near Sai Kung (Frost, 1974). Since then, no other historic shipwreck has been found. However, this is probably because there were no dedicated marine archaeological surveys until the introduction of the 1998 EIA Ordinance. Marine archaeology is therefore a new area of study in Hong Kong with very little data to draw upon.
- 12.6.1.2 Formation of archaeological sites underwater is mainly due to shipwrecks (Muckelroy, 1978). Since these are random and haphazard events it is difficult to predict their exact location if no written references survive. The aim of this review is to examine the evidence for maritime activity within the study area to predict the potential for shipwrecks.

12.6.2 Archive Search

- 12.6.2.1 The UK Hydrographic Office (UKHO), Taunton holds a database of surveyed shipwrecks in Hong Kong, including many not shown on Admiralty Charts. The database does not contain any records of shipwrecks within the study area. However, the Hydrographic Office only charts wrecks which are a potential hazard to navigation. It is therefore possible that there are other wrecks within the study area which are partially or totally buried and thus not recorded.
- 12.6.2.2 The Hydrographic Office also holds unpublished historical charts of the Hong Kong SAR's waters. British Admiralty Charts from 1888 and 1898 are presented as **Drawing Nos. 22936/EN/025 and 22936/EN/026.**

12.6.3 South East Kowloon and Nearby Waters in Pre-British Times

- 12.6.3.1 The first reference to the sea passage and waters in what later became called Victoria Harbour are found in the Cheng Ho (鄭和) navigation map of the China coast dated c.1425 AD. This map is believed to be based on the earlier Mau K'un (茅坤) map executed from 1422-1430 AD by his grandson Mau Yuen-I (茅元儀). This map was published in a book called *Mo Pei Chi* (武備志) (Notes on Military Preparation), published in 1621 (Empson, 1992). The map indicates the routes taken by vessels of a 15th century Imperial Chinese fleet under the command of Admiral Cheng Ho.