

- 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.

- 12.6.3.2 Kowloon waters are also charted in a coastal map of Guangdong appearing in a book by Ying Ka (應 欖) called *Chong Ng Chung Tuk Kwan Mun Chi* (蒼 悟 總 督 軍 門 志), first published in 1553. The map was later reprinted in 1581. There are references to Kowloon waters in a 1723 map of Kwang Tung produced by Chiang Ting Sik (蔣 廷 錫) in his book called *Ku Kam To Shu Chap Shing* (古 今 圖 書 集 成). It is again positioned in “*Map of the entire coastline*” by Chan Lun Kwing (陳 倫 炯) in his book *Hoi Kwok Man Kin Luk* (海 國 聞 見 錄) (A Record of the Countries of the Sea), printed in Ngai Hoi Chu Chan (藝 海 珠 塵) in 1744 (**Drawing No. 22936/EN/027**).
- 12.6.3.3 The Kang Hsi Emperor commissioned the Jesuit Fathers to undertake a detailed map of China, which was reprinted in part in 1737. The Jesuit map relies heavily on pre-existing Chinese maps of the coast. Hong Kong waters are charted in this map, found in *Nouvelle Atlas de la Chine*, published in Paris in 1737.
- 12.6.3.4 A cartogram appears in the 1819 edition of Xin'an County Gazetter (新 安 縣 志) as shown in **Drawing No. 22936/EN/028**. Another Chinese map of Guangdong, dated from 1820, reportedly the work of a Taoist priest, charts Hong Kong harbour. One of the more detailed regional maps is the Kwang Tung Ting Shang Shui To, by Chan Chi Sze c.1840 (**Drawing No. 22936/EN/029**). A good subsequent Chinese map recording the South Eastern waters of Victoria Harbour is of Xin'an County, in the 1864 edition of the Xin'an County Gazetter (**Drawing No. 22936/EN/030**).
- 12.6.3.5 The first map which clearly depicts Hong Kong harbour in detail is an 1810 marine chart (**Drawing No. 22936/EN/031**). This chart was prepared for the East India Company by Daniel Ross and Philip Maughan, Lieutenants of the Bombay Marine.
- 12.6.3.6 These maps are particularly important as they indicate that Kowloon Bay was established as a known coastal settlement from the 15th century. Although there is no documentary material that records what took place, the fact it merited mapping is significant.

12.6.4 Opium War Period

- 12.6.4.1 In the prelude to the First Anglo-Chinese (Opium) War the entire British community resident at Macao embarked and sailed to Hong Kong harbour. This was because the Governor of Macao, owing to pressure from the Chinese authorities, could no longer guarantee their safety. They arrived in Hong Kong waters on 26th August 1839, and once there lived on board ship for several months, mainly in Kowloon Bay.
- 12.6.4.2 On the 30th August, H.M.S. *Volage* under the command of Captain Smith arrived on the scene. On 4th September 1839, having failed in peaceable efforts to obtain supplies from nearby villages, Captain Charles Elliot opened fire from one of H.M.S *Volage*'s pinnaces on the Chinese war-junks anchored off Kowloon City. The junks were there for the express purpose of obliging the local inhabitants to take back food-stuffs that had already been bought and paid for. It is not recorded whether or not he inflicted serious damage on the Chinese vessels (Sayer, 1980).

12.6.5 1841-1860

- 12.6.5.1 On the signing of the Treaty of Chuen-pi in 1841, H.M.S. *Sulphur*, commanded by Captain Sir Edward Belcher, was commissioned to undertake a hydrographic survey of Hong Kong Island and the surrounding waters. Produced in the meticulous style typical of the Royal Navy, this chart is remarkable for its accuracy and detail. It takes into account depth soundings in a number of areas, which still form the basis of charts in unchanged areas (**Drawing No. 22936/EN/032**).

12.6.5.2 The area which is today considered South East Kowloon remained outside British jurisdiction following the cession of Kowloon peninsula, south of what is now Boundary Street, following the Second Anglo-Chinese (Arrow) War in 1860. Large areas remained agricultural or semi-agricultural until relatively recent times, with the predominately Hakka and former stonecutter's settlement of Ngau Tau Kok only being cleared for re-development in 1966.

12.6.6 Kowloon Walled City

- 12.6.6.1 After Hong Kong Island was ceded in perpetuity to Great Britain following the Treaty of Nanking in 1842, the Qing Government moved to greatly strengthen the hitherto quite sketchy fortifications in the Kowloon area. In 1846, a walled city was built on the shore of Kowloon Bay, later known as the Kowloon Walled City. It was garrisoned by a full battalion, with a usual complement of 795 men (Lui, 1990). The Walled City was located to the immediate north-west of a small Chinese settlement known as Kau Loung Gai (九龍寨). This town, which could be considered in some respects to comprise the suburbs of Kowloon City, was frequently condemned during the 1890's as an obstacle to law and order in British Kowloon. Worthy Hong Kong citizens seeking "rectification" of the colony's boundaries constantly referred to it as an evil that should be overcome. One of its main industries was gambling, and the tables were a favourite haunt of many prominent Hong Kong residents. Special steam-launches, operating well into the night, provided a free passenger service to gamblers from the British colony across the harbour, and complimentary coffee and cigars were handed out enroute. Representations by the Hong Kong authorities to the viceroy at Canton and to Beijing eventually succeeded in having the establishments closed down.
- 12.6.6.2 In November 1894, the General Officer Commanding Major-General Digby Barker noted the potential danger to Hong Kong from the large junk traffic associated with Kowloon City that frequented the waters of South East Kowloon and of the periodic visits by the Chinese fleet to its own waters in Kowloon Bay. The Colonial Defence Committee reported in 1896 the need to maintain a considerable military force on the mainland to protect the defence works and stores from pilferage by Kowloon City residents. No specific complaints were at this time made by Hong Kong against the fort, but the town was identified as a source of potentially dangerous criminal activity.
- 12.6.6.3 To the Imperial Chinese Government, the fort was an important centre of civil and military administration for that part of Xin'an County since the Deputy Magistrate, with limited powers of arrest and detention and certain Army officers resided there. The British in Hong Kong found the "*Kowloon Mandarin*" a useful person to have in residence nearby, for he was in constant correspondence with the Hong Kong Police. The military commander had a garrison of more than 500 men and was said to exercise jurisdiction over the 200 civilians living within the walls.
- 12.6.6.4 In 1898 the Walled City was about a quarter of a mile from the seashore, although subsequent reclamations have placed it much further inland. Its fortified stone wall was built between 1843 and 1847 with an average height of 13 feet and an average width at the top of 15 feet. In the rough shape of a parallelogram, it enclosed an area of 6.5 acres. Inside were several public buildings (including a Yamen (衙門) and barracks), a well-regarded school, two temples and a number of quite substantial residences along the main streets. In contrast, the "suburbs" contained numerous small factories, shops and gambling dens along its narrow, evil-smelling roadways. Other landmarks were a defence wall rising to the top of the hill overlooking the city, a substantial stone pier where the road from the Walled City met the sea, and a rest house for travellers.
- 12.6.6.5 In 1841, at least one Chinese fort on Kowloon peninsula was destroyed by British forces. It is probable that construction of the Kowloon City wall was started as a specific response to the British presence on neighbouring Hong Kong Island. After the cession of Kowloon in 1860, the population of the Walled City grew in terms of population and importance. Hong Kong

residents distrusted Chinese officials and objected strenuously to the very existence of the fort and its suburban area. Whereas to the Imperial Chinese Government in Beijing, the Walled City was a government installation, a visible symbol of Imperial control constructed for the very purpose of discouraging British interference in the region (Wesley-Smith, 1990).

- 12.6.6.6 After 1898, one of the first tasks of the Public Works Department in the New Territories was the repair of the Kowloon City Pier (Lung Tsun Stone Bridge, 龍津石橋). Timber work was repaired at a cost of almost \$6000 and the work was completed in 1900. It was not long before the landing place disappeared when the reclamation of part of Kowloon Bay commenced. The Kai Tak Land Investment Company began development of the area in 1917, and in the 1924 most of the reclaimed land was eventually taken over for construction of the airfield. It was no longer possible for Chinese vessels or Kowloon Walled City residents to use the pier which had existed since before 1898 (Wesley-Smith, 1990).

12.6.7 Land Claims in South East Kowloon

- 12.6.7.1 Following the lease of the New Territories to Great Britain in 1898 the area that now comprises South East Kowloon passed under Crown control. As time went on a number of Land Court cases developed. In the early 1900's, a certain Mr Ho Lap-Pun claimed a large area of the foreshore and seabed as his property from Lei Yue Mun to Ngau Tau Kok, with an apparent frontage of about two miles (Hayes, 1977). For a time the Land Court supported his claim. It was subsequently decided that his title deed did not confer any rights at all over the seabed or reclaimed land, and on appeal by the Attorney-General the Supreme Court considered that Ho's rights were extremely limited (Wesley-Smith, 1990).

12.6.8 Kai Tak Airport and Extensions and the Sung Wong Toi

- 12.6.8.1 The famous stone boulder, meaning Song Emperor's Terrace formerly stood in a small park near Kowloon City. The stone commemorates the passage through the Hong Kong region of the last Emperor of the Southern Song Dynasty in the eleventh century AD. The park was proposed by Dr. Ho Kai in 1898 (Choa, 1981). Its original location is now roughly where the former Aero Club premises stood, on Sung Wong Toi Road. The Sung Wong Toi was cut down and the ground levelled to make way for extensions to Kai Tak Airfield during the Pacific War. Working parties of allied prisoners of war were drawn from the nearby camps at Shamshuipo (for British, Canadian, HKVDC and other European prisoners), and Ma Tau Chung and Ma Tau Wai (for the Indian Army). The remaining walls of Kowloon Walled City were demolished in 1943 and the material used as fill for the airfield extension. Consequently, the exact boundaries of the Walled City became impossible to accurately determine after the end of the Pacific War (Wesley-Smith, 1990).
- 12.6.8.2 The airfield at Kai Tak was subsequently extended out into Kowloon Bay in an ambitious project that commenced in 1956. The Kai Tak extension called for a 795-foot wide reclaimed promontory or headland, 16 feet above sea level on which an 8,340 runway would be built with prepared over-runs of 300 feet at the South East seaward end and approximately 750 feet at the northward end. Completion was scheduled for late 1958. Work started in January 1956 with nearby hills being levelled and the resulting fill being dumped into the sea. The first aircraft landed on 31 August 1958 (Dunnaway, 1999).

12.6.9 Villages in South East Kowloon

- 12.6.9.1 There were several villages along the eastern coast of South East Kowloon, including Lei Yue Mun, Cha Kwo Leng, Ngau Tau Kok and Yau Tong. These were also known locally as the "Four Hills" (四山) and all were actively involved in stone-quarrying. An official report of 1912 states that: "The New Territories are very rich in granite which appears chiefly in the form of granite boulders on the hillsides. By far the most important quarries are those which stretch eastward along the north of Kowloon Bay as far as Lyeemun. They extend over about

100 acres and are leased to contractors for an average Crown Rent of \$15,000. From these is supplied most of the granite now used in Hong Kong.”

- 12.6.9.2 These quarries had been working long before the British occupation of the New Territories. As early as 1810, masons from South East Kowloon were persuaded by one of the Tangs of Kam Tin to cut stone for use in the construction of a fort at Kowloon at a discounted rate as a contribution to the defence of the area against pirates (Hayes, 1977).

12.6.10 Pacific War Period and the Batteries and Redoubt on Devil's Peak

- 12.6.10.1 When the New Territories were leased to Great Britain in 1898 the British military chose Devil's Peak on the northern side of Lyemun Strait as a site for a defensive position. It was decided to construct two batteries there with four gun emplacements. At the same time, a redoubt was constructed at the top of Devil's Peak. A decision was also made to establish the headquarters of Eastern Fire Command. The battery on the upper level, named Gough Battery, was originally designed to accommodate two 6 inch guns. However, in 1906 one of the emplacements was enlarged to accept a 9.2 inch gun with a range of over 15km. The battery at the lower level was called Pottinger Battery and its armament comprised two 9.2 inch guns. Due to changes in the defence plan, the 9.2 inch guns at both batteries were removed at the end of 1936. These guns were moved to Cape D'Aguilar and Stanley on the southern side of Hong Kong Island to reinforce the defence there. At the same time the Eastern Fire Command was also moved to Stanley. The 6 inch gun had been taken away from Gough Battery as early as the 1910's.
- 12.6.10.2 As a result of these removals and relocations there were no fixed armaments at Devil's Peak remaining by the second half of the 1930's. When the Japanese started their invasion, the hills in the eastern section of Kowloon were defended chiefly by the 5/7 Rajputs. Shortly after the war broke out the western sector of the Gin Drinkers Line was captured by the Japanese. The surviving members of the garrison on the mainland were then ordered by Major-General Maltby to evacuate to Hong Kong Island. With the aid of their four 3.7 inch field guns, the 1st Mountain Battery of the Hong Kong and Singapore Royal Artillery were ordered under Brigade command to assist in this evacuation. This they did from their position on the Devil's Peak line, beginning on the morning of the 12th December 1941.
- 12.6.10.3 They successfully repulsed two attacks by the Japanese that day, and more than four hundred rounds were expended in that action. They were subsequently ordered to withdraw to Hong Kong Island that night. The commander of the Mainland Brigade, Brigadier Wallis, realized that Devil's Peak was strategically important and was reluctant to relinquish his positions there. At the same time, the 5/7 Rajputs, who held those positions, were ordered to evacuate to Hong Kong Island. He was overruled in this decision by Maltby, who took the view that preservation of the Rajputs for the impending defence of Hong Kong Island was more important than the retention of Devil's Peak.
- 12.6.10.4 In the end all the Rajputs withdrew to Hong Kong Island. The evacuation was undertaken in the early morning of the 13th December at the foot of Devil's Peak with the assistance of a number of MTB's, and the Royal Navy's sole remaining destroyer from the China Squadron, HMS *Thracian*. Due to a shortage of lighters, most of the ammunition at Devil's Peak and one hundred and twenty mules had to be abandoned.
- 12.6.10.5 All of these losses adversely affected the subsequent defence of the Island. Although the evacuation took place during low tide, it was generally a successful operation as the garrison suffered no casualties. On the same night, immediately after this operation was carried out, the 2nd Battalion of the Japanese Left Flank Group occupied Devil's Peak. After Kowloon was captured by the Japanese, bombardment by artillery fire was directed towards the north shore of Hong Kong Island. Due to its excellent location, Devil's Peak was utilised by the Japanese as an artillery position, as Wallis had earlier feared. Military installations

across the Lyemun Strait were particularly targeted. These were the barracks at Lyemun and the Pak Sha Wan and Sai Wan Batteries located in its immediate vicinity (Ko & Wordie, 1996).

- 12.6.10.6 In the days immediately following the British abandonment of Kowloon, on 11th December 1941, to the Japanese landings on Hong Kong Island, on the night of the 18th December, large numbers of junks concentrated in Kowloon Bay. This is verified by both Japanese war photographs and numerous eye-witness accounts.

12.6.11 Maritime Activity in Hong Kong

- 12.6.11.1 The Maritime Silk Route is the name given to the historical sea trade route between China and other countries. Located close to the mouth of the Pearl River, Guangzhou played a leading role in this trade since the Qin (221-207 BC) and Han (206 BC-220 AD) Dynasties. Because the ships of this period were small, they could only sail close to the coast. Consequently, the greatest distance they could reach was the eastern side of the Indian sub-continent.

- 12.6.11.2 By the Three Kingdoms' Period (220-280 AD) Chinese ships had reached the Persian Gulf and Red Sea. By the Tang Dynasty (618-907 AD) the route had extended to east Africa and Europe. During the Tang and Song Dynasties (960-1279 AD) Guangzhou grew into the largest commercial port in China. It was the first Chinese city to have a government office to administer foreign trade. Ceramic wares made in different parts of China were collected in Guangzhou for export. The wares available in Guangzhou were carefully selected by merchants for European and American traders with whom the Chinese porcelain was extremely popular.

- 12.6.11.3 The Ming Dynasty (1368-1644) saw the establishment of a Pacific Ocean route to Mexico via the Philippines and on across the Atlantic to Lisbon. In the Qing Dynasty (1644-1911), these two sections of the route were respectively extended from Mexico to North America and from Lisbon to Russia. When in the Ming and Qing Dynasties, China closed her ports to foreign trade, an exemption was made for Guangzhou for a large part of that interval.

- 12.1.1.4 Guangzhou was thus in a unique position to conduct trade with foreign countries and the waters and harbours around Hong Kong were occupied with ships associated with both local and international trade. In 1703, Captain Alexander Hamilton described the city as a "*frenetic port where on any given day no fewer than 5,000 junks could be seen lying at anchor awaiting service*" (Hamilton, 1930).

12.6.12 Physical Evidence

- 12.1.1.1 In November 1957 a cannon was dredged from Kowloon Bay during construction of the Kai Tak runway (Eather, 1996). The cannon was cast in the 4th year of the Yong Li Reign (? ?) (1649) of Southern Ming Dynasty (1645-1679). It bears the following inscription: '*Commissioned by Choi Governor of Waiboi and created by Ting Hoi General of Imperial Command – To by Imperial Command appointed Governor General of Kwantung and Kwangsi Provinces Fan, General Officer Commanding Kwantung and Guardian of the Imperial Heir. Colonel Siu Lei-Yan directed the casting for Ho Hing Cheung, Commander of the Ordinance Depot, Sixth Moon of the Fourth Year of Wing Lik. Weight 500 catties.*'

- 12.6.12.2 The incidental discovery of this cannon is very significant and suggests that there may be other material on the seabed within the study area.

12.6.13 Conclusion and Recommendation

- 12.6.13.1 This Baseline Review indicates a high potential for marine archaeological material within the study area.

- 12.6.13.2 In accordance with AMO Guidelines, it is advised that geophysical surveys are conducted within the areas to be reclaimed to identify potential archaeological remains. However, these areas are being used as typhoon shelters with busy marine traffic, thus making geophysical surveys difficult, unsafe and may also compromise the quality of the survey data.
- 12.6.13.3 It is therefore recommended that geophysical surveys be conducted before the commencement of dredging and reclamation activities. Should the geophysical surveys reveal the presence of anomalies, such anomalies should be verified using either remotely operated vehicles (ROV) or divers to determine whether they are of any marine archaeological potential.

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12.7 Proposed Mitigation Measures

12.7.1 Re-instatement of the Sung Wong Toi Inscription Rock

12.7.1.1 The current layout plan reserves a district open area in Area 2H for re-instatement of the Sung Wong Toi Inscription Rock. A small artificial hill is recommended to be erected on the site of the original Sacred Hill (see **Drawing No. 22936/EN/001**), and that the remains of the Sung Wong Toi rock be removed from their present unworthy setting, and placed on the summit of the hill, on its original site, the hill to be designed to reflect the importance and solemnity of the site and its historical associations.

12.7.1.2 To provide for a suitable setting for the re-provided Sung Wong Toi rock and hill, it is recommended that a suitable public park be provided around the artificial hill erected for the Sung Wong Toi rock. To reflect the importance and solemnity of the site and its historical associations, it is also recommended that this park be designed and built to the highest standards.

12.7.1.3 Since the position of the Sung Wong Toi is of historical significance to a large degree because of its unobstructed view through to the sea, the re-sited Sung Wong Toi Rock should be so placed that it would enjoy an uninterrupted sight-line to the sea. The current layout plan in fact maintains an uninterrupted sight-line through the Lei Yue Mun Channel from the re-erected Sung Wong Toi site to the open sea.

12.7.1.4 During the detailed design stage of the district open area in Area 2H, the details of the proposed artificial hill to be erected on the site of the Sacred Hill and the proposed relocation of the Sung Wong Toi Inscription Rock including an action plan should be submitted to EPD and the Antiquities and Monuments Office well in advance for their review and comment.

12.7.2 Provision of Sensitive Linkage to Fishtail Rock

12.7.2.1 The Fishtail Rock is of great historic and cultural heritage value. According to the detailed mapping of Kowloon in 1863, this was originally a tiny island called Shek-pai within To Kwa Wan Bay (see **Drawing No. 22936/EN/001**). It comprises a huge and dramatically shaped rock, which looks like the tail of a giant fish diving into the sea. The rock has been worshipped by the local boat people for many generations. There was a Hoi Sham Lung Mu Temple [other name of the temple was called Hoi Sham Miu (which means a temple at the central of the sea) by the local resident] at the foot of the rock: this is shown by a watercolour painting of the bay of 1840s and in a map of 1924.

12.7.2.2 The rock was joined to the land in a reclamation of 1960s. The Hoi Sham Lung Mu Temple was destroyed at that date (apparently in the mistaken belief that it was a recently erected squatter structure). A pedestrian and poorly-designed piece of open space was built around the rock then. The view of the rock from the sea was preserved, however, in this development. The rock represents the way of life and culture of the boat-people in the Kowloon Bay area.

12.7.2.3 The rock is now located at the southeastern edge of existing Hoi Sham Park in Area 3Y of the current SEKD layout plan. In order to retain the historical significance of the Fishtail Rock, a view corridor is incorporated into the current layout plan to provide an unobstructed view from the Fishtail Rock to the Victoria Harbour. Besides, pedestrian linkage between the park and