



Heritage Impact Assessment for Conversion of
the Former Clubhouse of Royal Hong Kong Yacht Club
at 12 Oil Street, North Point
into a Community and Public Art Centre - Artspace @ Oil Street

Volume I - Baseline Study
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Architectural Services Department



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HERITAGE IMPACT ASSESSMENT FOR THE FORMER CLUBHOUSE OF ROYAL HONG KONG YACHT CLUB AT 12, OIL STREET, NORTH POINT, HONG KONG VOL. 1 – BASELINE STUDY

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Research Team

Team Members

Position and Discipline/Work Undertaken



Ho Puay-peng

MA(Hons), DipArch(Edin.), PhD(London), RIBA
Director, CAHR, CUHK
Professor, School of Architecture, CUHK
Honorary Professor, Department of Fine Art, CUHK

Architectural historian, Conservation specialist
- research supervision

Lo Ka Yu Henry

BSSc(AS), MArch, MPhil(Arch), HKICON
Research Project Manager, CAHR, CUHK

Researcher
- research coordination

Ho Sum Yee May

BSSc(AS), MArch, PDip (Cultural Heritage Management),
MSc(Conservation), Registered Architect, HKIA, HKICON
Conservation Architect, CAHR, CUHK

Conservation Architect
- Conservation Study

Ng Wan Yee Wendy

BA(AS), MSc(Conservation of the Historical Environment), HKICON
Research Project Officer, CAHR, CUHK

Researcher
- architectural appraisal

Lam Sze Man Heidi

BA(History)
Research Assistant, CAHR, CUHK

Researcher
- historical appraisal



Robin S. Howes

FRICS, FHKIS, Registered Professional Surveyor Building, Authorized Person (3)

Building Surveyor, Conservation specialist
- condition survey

Andy CF Wu

BSc (Hons) in Building Surveying

- condition survey

Sophia Mak

BSc (Hons) in Building Surveying, MSc (Conservation)

Building Surveyor
- condition survey

PREFACE

The Heritage Impact Assessment is prepared for Conversion of the Former Clubhouse of Royal Hong Kong Yacht Club, 12 Oil Street, North Point, Hong Kong.

The report consists of two volumes. Volume 1 - Baseline Study, it aims to establish the significance of the Former Clubhouse of Royal Hong Kong Yacht Club and develop conservation policies. Volume 2 – Heritage Impact Assessment, it aims to evaluate the proposed works and identify any potential impact that would adversely affect the significant elements, and suggest mitigation measures to reduce the impact as necessary.

EXECUTIVE SUMMARY

The Centre for Architectural Heritage Research (CAHR) has been commissioned by the Architectural Services Department (ASD) to conduct the Heritage Impact Assessment for the Site of the Former Clubhouse of Royal Hong Kong Yacht Club at No. 12 Oil Street in North Point. The site comprises one main block and two annexes built in 1908. It was a sports club to organise water sport in Hong Kong. In 1930s, the club moved to Kellett Island in Causeway Bay due to reclamation work carried out in front of the buildings. The building was then devolved to the Hong Kong Government and was used as staff quarter and store until 1998. In 2001, the building was used as Archaeological Resource Centre by Leisure and Cultural Services Department (LCSD). After the building was receded from LCSD, it remains vacant till now. In 1995, the historic buildings at the site were collectively rated as Grade 2.

The Government plans to conserve the existing historic buildings and convert them into compatible uses. According to Development Bureau Technical Circular (Works) No. 6/2009, it states that any capital works projects affecting declared monuments, proposed monuments, sites and buildings graded by the Antiquities Advisory Board (AMO), recorded sites of archaeological interest and Government historic sites identified by AMO except those specified are required to conduct an Heritage Impact Assessment (HIA) since 1 January 2008, this report aims to conduct an HIA on the subject site.

Objectives

The objective of this Heritage Impact Assessment (HIA) is to assess the impacts on the historic fabrics of the Former Clubhouse of Royal Hong Kong Yacht Club at Oil Street, arising from the implementation of conversion works so that adverse impacts can be avoided or minimized with appropriated mitigation measures. Before carry out the evaluation of the impacts, it is the first step to understand the significance of the historic place by carry out the baseline study. In the baseline study, information about the Former Clubhouse of Royal Hong Kong Yacht Club and the surrounding context will be gathered for understanding its cultural significance. A statement of significance will be established and conservation policy will be developed with recommended conservation guidelines. In the impact assessment, a detailed assessment on the proposed development will be carried out against the established conservation policy.

The report is divided into two volumes: i) Baseline study; and ii) Heritage Impact Assessment and aims at the following main tasks:

i. Baseline study

- Study the history, architecture and development of the site
- Establish the cultural significance of the site
- Develop conservation policy and long term conservation management plan

ii. Heritage Impact Assessment

- Assess the development and building proposal and identify the potential impacts to the site
- Recommend mitigation measures
- Recommend management of the historic place

Baseline study

i. Statement of Significance

Description of the historic place

The former Clubhouse of Royal Hong Kong Yacht Club is located at the junction of Oil Street and Electric Road in North Point which was a district mixed with industrial and recreational facilities in the early twentieth century. The building was used by the Royal Hong Kong Yacht Club as its headquarters between 1908 and 1938.

Established in 1869, the Royal Hong Kong Yacht Club, originally known as Yacht Club by that time, was a sports club providing a gathering place for members and yachting facilities in Hong Kong. The Yacht Club was merged with the Hong Kong Corinthian Sailing Club in 1891. Two years later, the club was honoured with the title of “Royal”. It was the first club with such honour in Hong Kong.

After the Royal Hong Kong Yacht Club had been amalgamated with the Hong Kong Boat Club in 1905, a piece of land in North Point was resumed for them to build the headquarters. The headquarters was also served as a clubhouse for their club members who were mainly Europeans. The building was opened by then Governor of Hong Kong, Sir Frederick Lugard in 1908. It was consisted of two rowing sheds and a gymnasium on the ground floor; a long verandah and club facilities on the first floor. At the beginning, most of the members were prominent persons, including several members of the Legislative Council.

The building was occupied by the Royal Hong Kong Yacht Club for thirty years till 1938. The headquarters was then moved to Kellett Island in Causeway Bay due to the reclamation works carried out making the building away from the coast. The building was devolved to the Hong Kong Government and was used as staff quarters and store till 1998. In 2001, the building was used as an archaeological storage by the Antiquities and Monuments Office (AMO) of LCSD. It has become vacant till now after the opening of a new archaeological storage in Ping Shan in 2006.

Historic and Social Significance

The Royal Hong Kong Yacht Club was one of the sports clubs established by the Europeans in the early days of colonial Hong Kong. The clubhouse represents the influx of foreign recreational activities and social life in the early twentieth century. It is the only surviving recreational building that still existed in the area, reminding us that North Point was once a place for recreational activities. Besides, it is the only extant building along the original shoreline before reclamation works were carried out in North Point in the 1930s. It is also the Club's first permanent headquarters in Hong Kong, signifying the milestone of the Club's history..

Architectural and Aesthetic Significance

The main façades of the historic building compound form an iconic streetscape along Electric Road, with the rear façades facing the Victoria Harbour when it was built.. The entire compound comprises a main building and two annexes. The hierarchy in the building forms and spatial designs reflect the various original functions and activities inside, such as the Main Building with an elaborate entrance porch and entrance lobby; different flooring materials for different zones; and the two annexes with a much simpler layout and form.

The former Clubhouse is a fine example of the Arts and Crafts style which is rarely found in Hong Kong. It demonstrates very well the essence of such style, namely the irregular planning and the break down of the building masses, multiple roof forms, the contrasting red brickworks and roughcast external walls, and the prominent chimneys and downpipes. Amongst the known buildings with such style in Hong Kong, it is probably the best example with its considerable scale, high authenticity, well-preserved condition and a great variety of architectural features, as well as its readiness to demonstrate the essence of the Arts and Crafts style. Its integrity and well-preserved condition adds to its rarity.

The former clubhouse also showed local influence on the choice of local traditional building materials and the construction method of the roof, which is laid with Chinese pan and roll tiles. Such local influence was common in Western style buildings during the colonial period in Hong Kong.

Character defining elements

The character defining elements of the historic place, the Former Clubhouse of Royal Hong Kong Yacht Club at 12 Oil Street, North Point, relate to the key elements which includes the materials, forms, location, spatial configurations, and cultural associations or meanings that contribute to the heritage value. They are also the elements reflecting the Arts and Crafts architectural style of the buildings.

1. Setting;
2. Irregular building mass and asymmetrical building façade;
3. Elements reflecting the characters of Arts and Crafts style;
4. Multiple roof forms supported by brackets and timber roof structure;
5. Use of local traditional building materials and construction methods;
6. Distinctive unfinished red brickworks and creamy white roughcast external walls;
7. Prominent chimneys and iron downpipes;
8. Use of segmental and semi-circular arches;
9. Design of combined windows and doors;
10. General spatial layout signifies original functions;
11. Timber architectural members including floors, roof and staircase, timber windows and doors;
12. Internal finishes signifying the original functions and design – checkered encaustic floor tiles long verandahs, the use of wooden planks flooring and ceiling decorated with cornice moulding

ii. Conservation policy

Assumption

1. The Former Clubhouse of Royal Hong Kong Yacht Club is not a monument, is a functional heritage buildings.
2. The conservation approach is to preserve, restore and rehabilitate¹ / adaptively re-use for compatible uses.

¹ “Rehabilitation (or Adaptive Re-use) means the action or process of making possible a continuing or compatible contemporary use for a historic place, or of an individual component, through repair, alterations and/or additions, while protecting its heritage value. This definition is adopted from Parks Canada, *Standards and Guidelines for the Conservation of Historic Places in Canada*, Canada, 2003.

3. The historic place has experienced different degree of alterations by different owners for different functions since it was completed, conservation policy shall respect the history of different periods and it is not necessary to restore to the original status when it was built.
4. Any proposed works for adaptive re-use shall incur minimum intervention and be reversible. Care should be paid not to damage the existing historic fabric of the conserved buildings and should not be greatly altered in an effort to meet the short-term requirements. Should there is necessary to alter the significant fabric in case of no feasible alternatives, the proposed alteration should be of sympathetic to the original design and incur low visual impact to the historic place.

Conservation approach - preservation, restoration and adaptation

1. Generally preserve the external appearance, materials and colours of the major surfaces of the buildings, and the significant parts of the interior; repair the finish and other defective areas to prevent or slow down further decay or damage.
2. Some later added and altered building fabrics which are considered would compromising the significance of the buildings should be restored to the original state, based on old photo or other solid records. However, still accepting historical changes that may not needed to be restored to their original state.
3. Deformed, collapsed, or misplaced components to be restored to their historic condition while not disturbing the overall structure.
4. Adaptation to modify the building to suit compatible contemporary use through repair, alteration and/or additions, without damaging or compromising significant of the buildings is accepted.

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1

INTRODUCTION



1.1 Background

The Centre for Architectural Heritage Research (CAHR) has been commissioned by the Architectural Services Department (ASD) to conduct the Heritage Impact Assessment (HIA) for the Site of Former Clubhouse of the Royal Hong Kong Yacht Club at No. 12 Oil Street in North Point. The HIA report consists of two volumes. Volume 1 – Baseline Study and Volume 2 – Heritage Impact Assessment.

The site comprises one main building and two annexes built in 1908 for storage of sailing apparatus and reception of members. It was vacated in the 1930s and resumed by the then Administration to facilitate reclamation. The historic buildings at the site were first collectively

rated as Grade 2 by Antiquities Advisory Board in 1995, and the same grading was confirmed in 2009 in the recent historic building assessment.

Following the recommendation of Chief Executive in the 2007-2008 Policy Address and the corresponding Technical Circular (Works) No. 6/2009 of Development Bureau, in order to fully implement heritage conservation, it is required that all public works projects involving historic built heritage and sites to undergo Heritage Impact Assessment (HIA). This HIA report aims to assess the impacts on the historic fabrics of the Former Clubhouse of Royal Hong Kong Yacht Club at Oil Street, arising from the implementation of conversion works so that adverse impacts can be avoided or minimized with appropriated mitigation measures.

1.2 Site Particulars

Address of the studied site	No. 12 Oil Street, North Point, Hong Kong
Lot No.	Marine Lot 321
Grading	Grade 2 Buildings of special merit; efforts should be made to selectively preserve. ³
Completion Year	1908
Original Use	Clubhouse of the Royal Hong Kong Yacht Club

³ The definitions of gradings are internal guidelines adopted by the Antiquities Advisory board and the Antiquities and Monument Office for the preservation of historic buildings. See *Definition of the Gradings of Historic Buildings*. Retrieved on 27 May 2011 under Built Heritage, by the Antiquities and Monument Office, Website: <http://www.amo.gov.hk/en/built3.php>.

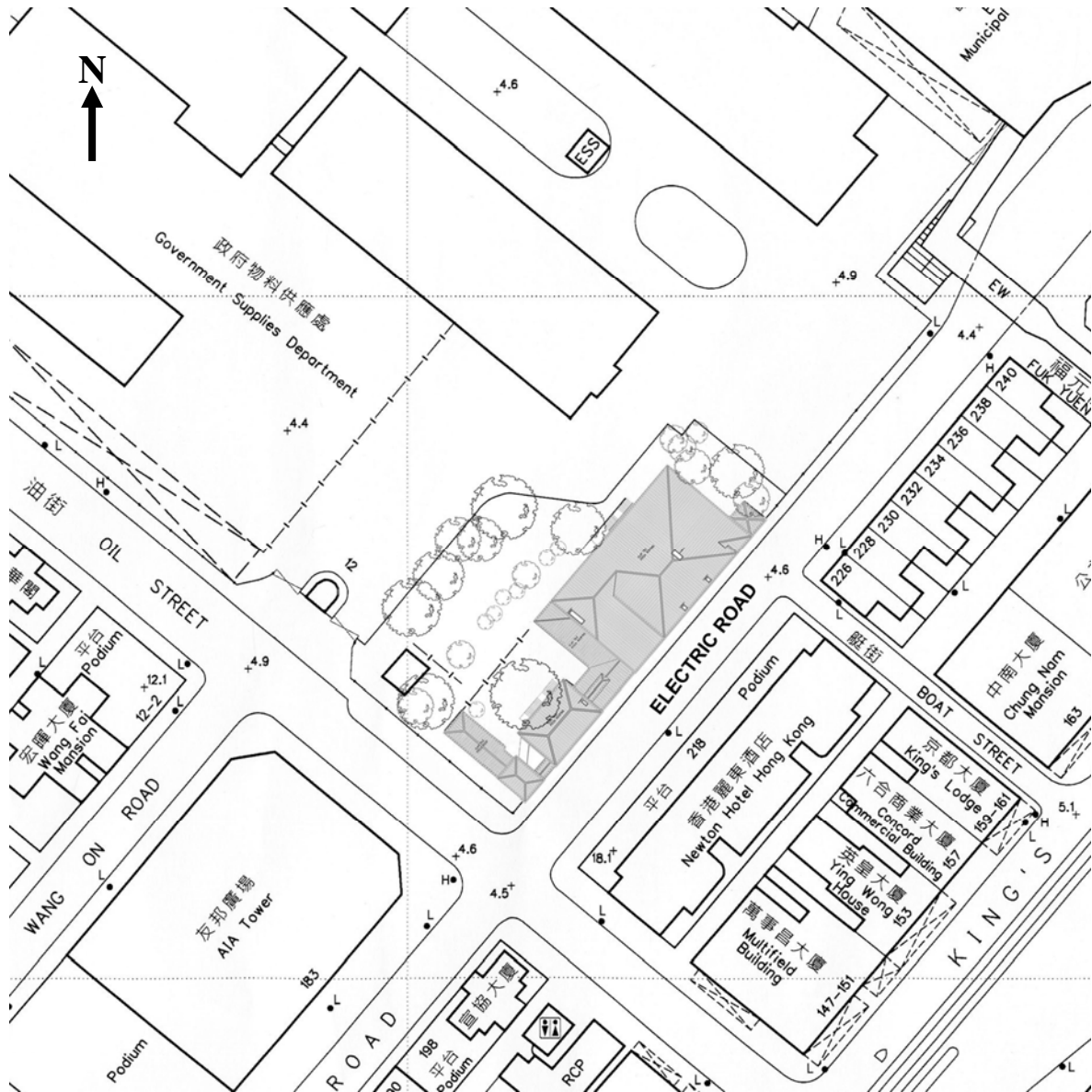


Fig. 1. 1:1000 Location map showing the historic place.

1.3 Objectives

A Heritage Impact Assessment (HIA) is required to carry out to assess the impact of the proposal to convert the historic place to compatible uses. The objectives of this HIA Report are thus to identify any potential impacts, evaluate the impacts and suggest mitigation measures to help to minimize any adverse impact on the heritage site. The report aims at the following main tasks:

- Study the history, architecture and development of the site
- Establish the cultural significance of the site
- Develop conservation policy and long term conservation management plan
- Assess the development and building proposal and identify the potential impacts to the site

- Recommend mitigation measures

1.4 Methodology and Structure of the report

1.4.1 The first step: Baseline study

The research process for the baseline study will generally follow the Burra Charter Process and James Kerr's model of Conservation Plan⁴. This will be mainly divided into two major stages:

Understanding the significance

To gather and carry out research about the place in order to understand the significance. It mainly includes the following:

1. Historical and Documentary Research – understanding the context of North Point, the history and the development of the historic place; the architectural characteristics of the buildings, their functions; and the changing roles in the society through time, what survives today.
2. Assessing the significance and determine its cultural significance, then establish the statement of significance, and assess how this significance is vulnerable.
3. Investigate the existing conditions of the historic place by condition survey and study its status about compliance with current building legislations.

Development of conservation policy and management plan

With reference to the cultural significance established in the first stage to develop conservation policy. This mainly includes the following:

1. Develop conservation policy and determine the accepted level of intervention for the historic place. This defines opportunities and constraints, and areas of uncertainty for future use of the buildings.
2. Prepare conservation guidelines which guide changes to the historic place for retaining the significance of the site
3. Set out long term management and maintenance guidelines for long term operation and management of change, and develop strategies for adoption, monitoring and review of conservation plan in long term

⁴ Kerr, J.S. *Conservation Plan*. National Trust of Australia (NSW), 6th edition, 2004.

1.4.2 Second steps: Impact assessment study

The heritage impact assessment study generally follows the reference provided by the government and the guidelines which are adopted and recognized internationally:

Guidelines by Hong Kong Government

1. Annex 19 of the Technical Memorandum on Environmental Impact Assessment Process (section 16 of Environmental Impact Assessment Ordinance, Cap 499) – Guidelines for Assessment of Impact on Sites of Cultural Heritage
2. Technical Circular (Works) No. 6/2009 of Development Bureau;
3. AMO's Guidance Note to Heritage Impact Assessment (HIA) Submission

Guidelines adopted and recognised internationally

1. Heritage impact statement as introduced by James Kerr in his book of Conservation Plan⁵,
2. Heritage Impact Statements – Guidelines prepared by the Australian Heritage Council⁶ (on the basis of State of Victoria and NSW).

Heritage Impact Assessment

The baseline study as mentioned above provides a general guide to the retention of the heritage values. In this section, the proposal to convert the historic place to compatible uses, will be examined by studying its impact on the assessed significance of the place. A heritage impact assessment will be prepared by relating to the conservation policies as established in the beginning, which sets out mainly the following:

1. Identify the proposed changes and the potential impact - identify those parts and areas of the place that will be affected, together with any statutory and non-statutory requirements. Direct and indirect impacts, and the visual impacts on the built heritage and surrounding landscape and context will be clearly stated.
2. Assessment of the heritage impacts – during the assessment, the heritage impacts will be identified into different levels. To evaluate the extent and the ways in which heritage values of the place are affected by the proposal.

⁵ Kerr. J.S. *Conservation Plan*. National Trust of Australia (NSW), 6th edition, 2004, pp. 42-43 and pp. 62-63.

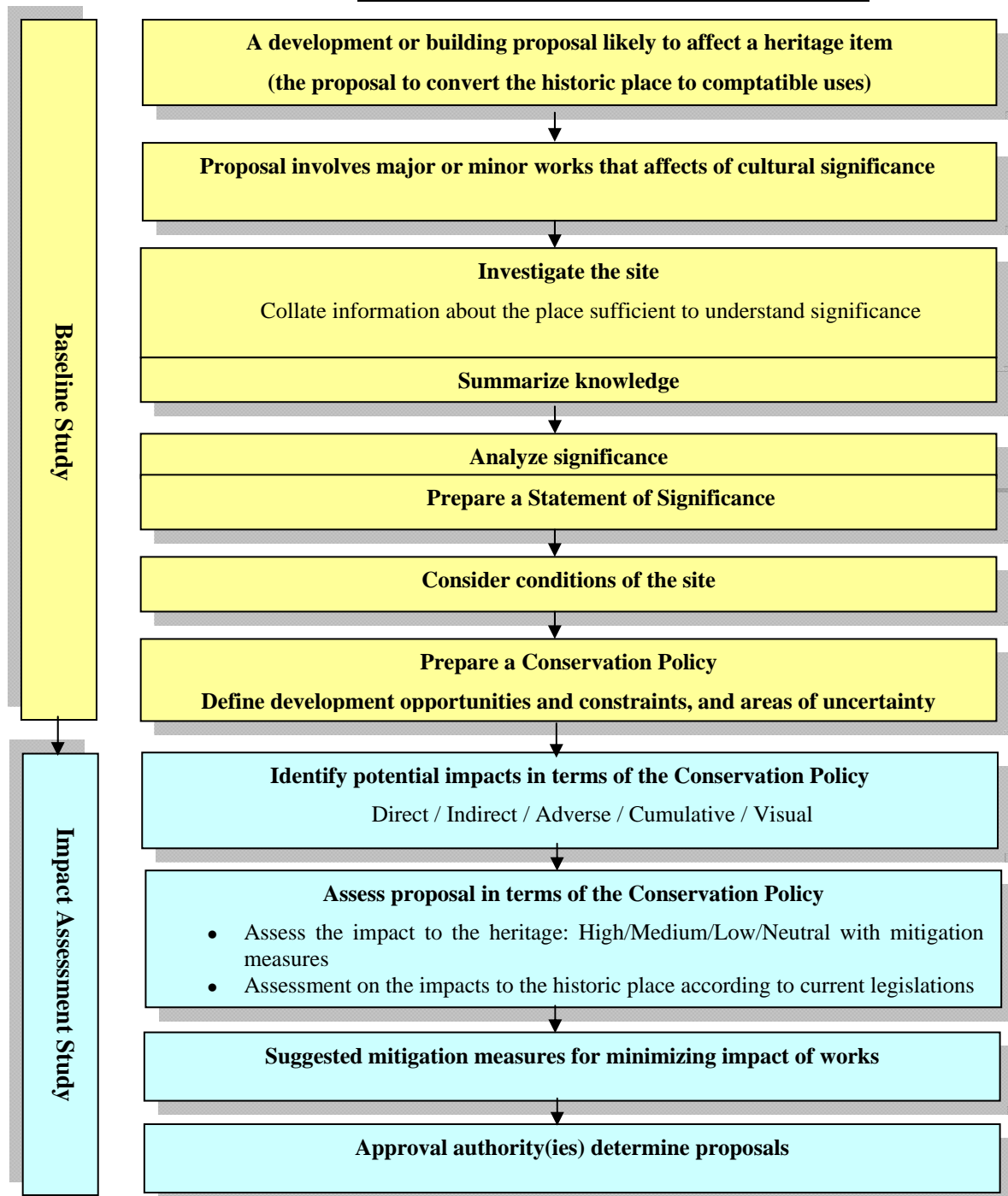
⁶ See *Heritage Information Series: Heritage Impact Statements Guidelines*. Retrieved on 25 March 2008 under Heritage Council (Victoria), website: http://www.heritage.vic.gov.au/pages/pdfs/heritage_impact.pdf. See also *Statements of Heritage Impact*. Retrieved on 25 March 2008 under Heritage Council (NSW), website: http://www.heritage.nsw.gov.au/docs/hm_statementsofhi.pdf.

3. Recommendations of mitigation measures – This includes recommendation of mitigation actions to reduce the adverse impact of the proposal on the significance of the historic place and help to improve the design in the design process.

1.5 Development process of the Heritage Impact Assessment

Adapted from Development and Building Approval Flow Chart, in the guideline of Statements of Heritage Impact prepared by the Heritage Council of New South Wales.⁷

Development and assessment process (Adapted)



⁷ Statements of Heritage Impact. Retrieved on 25 March 2008 under Heritage Council (NSW), website: http://www.heritage.nsw.gov.au/docs/hm_statementsofhi.pdf.

2

SITE

No. 12 Oil Street, the Former Clubhouse of Royal Hong Kong Yacht Club, is located at the junction of Oil Street and Electric Road in North Point. At the beginning of the nineteenth century, North Point was a barren area on the northern shoreline of Hong Kong Island. After Hong Kong Island was occupied by the British in 1841, the area now known as North Point was gradually established as an industrial area in the early twentieth century. Having a favourable geographical feature especially a deep harbour, North Point was an ideal location for ships to anchor off. The Royal Hong Kong Yacht Club established its headquarters along the coast at North Point in 1908. In the early twentieth century, the reclamation works commenced in North Point and the clubhouse of the Royal Hong Kong Yacht Club was then moved to Kellett Island 奇力島 in Causeway Bay. The coast of North Point was thus mainly used for industrial purpose.



Fig. 2. Map showing the location of the Former Clubhouse of Royal Hong Kong Yacht Club (red dot), which is situated at the west of North Point.
(from Survey and Mapping Office, Lands Department, series HM50CL, Sheet 1, 12th Edition, 2005.)

2.1 History of North Point 北角

The present day North Point is part of the Eastern District 東區, which generally includes the area between Hing Fat Street 興發街 in the west and Mansion Street 民新街 in the east.(Fig. 3) It is bounded by the Victoria Harbour to the north and Braemar Hill 寶馬山 to the south. Before the Second World War, Tsat Tsz Mui 七姊妹 was an individual place at the east of present day North Point. There was a small village known as Tsat Tsz Mui Village 七姊妹村 in Tsat Tsz Mui. The village is located at the east of present day North Point and was the nearest settlement in North Point area. Before the British came to Hong Kong, North Point was an uninhabited region. In the early twentieth century, North Point was mainly developed as an industrial region while Tsat Tsz Mui was developed as a recreational area. After the war, North Point has well developed into industrial and residential district that also include the area of Tsat Tsz Mui.



Fig. 3. A map showing the boundary of North Point.
 (courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: 11-SE-A, 2003, Scale 1:1000 (partial))

2.1.1 The nearby settlements in the 19th century

Before the British came to Hong Kong, Wong Nai Chung 黄泥涌 and Shau Kei Wan 筲箕灣 were the earliest settlements at the northeast of Hong Kong Island. Villages in Wong Nai Chung 黄泥涌 and Shau Kei Wan 筲箕灣 were probably existed since Ming dynasty (Fig. 4)⁸, and it might have possessed agricultural fields and substantial salt fields.



Fig. 4. Map showing Wong Nai Chung 黄泥涌 and Shau Kei Wan 筲箕灣 in Ming Dynasty.

(from Guo Fei 郭棐 *Yue daji* 粵大記 [The Grand Record of Yue (Guangdong province)], Wanli era (1573-1620), see edition in Huang Guosheng 黃國聲 and Deng Guizhong 鄧貴忠 annotated, Guangzhou, Zhongshan University Press, 1998, p. 917.)

After the possession of Hong Kong by Britain in 1841, North Point was still a serene place at the east of Victoria City along the coast. It is named “North Point” because it is situated at the most

northerly point on the Hong Kong Island.⁹ The earliest record of “North Point” shown in official map was a survey map drawn by Lieutenant Collinson (1821-1902), a Royal Engineer in 1845. (Fig. 5) From a panoramic sketch of Hong Kong Island also drafted by him, it is seen that no building was found in North Point. (Fig. 6)



Fig. 5. Map showing North Point in 1845.
(from Empson, Hal, *Mapping Hong Kong: a Historical Atlas*, Hong Kong, Government Information Services, 1992, pp. 128-129)

⁸ The name of the village appears on a map along the coast of Guangdong province as contained in Guo Fei 郭斐 *Yue daji* 粵大記 [The Grand Record of Yue (Guangdong province)], Wanli era (1573-1620), see edition in Huang Guosheng 黃國聲 and Deng Guizhong 鄧貴忠 annotated, Guangzhou, Zhongshan University Press, 1998, p. 917.

⁹ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 17.

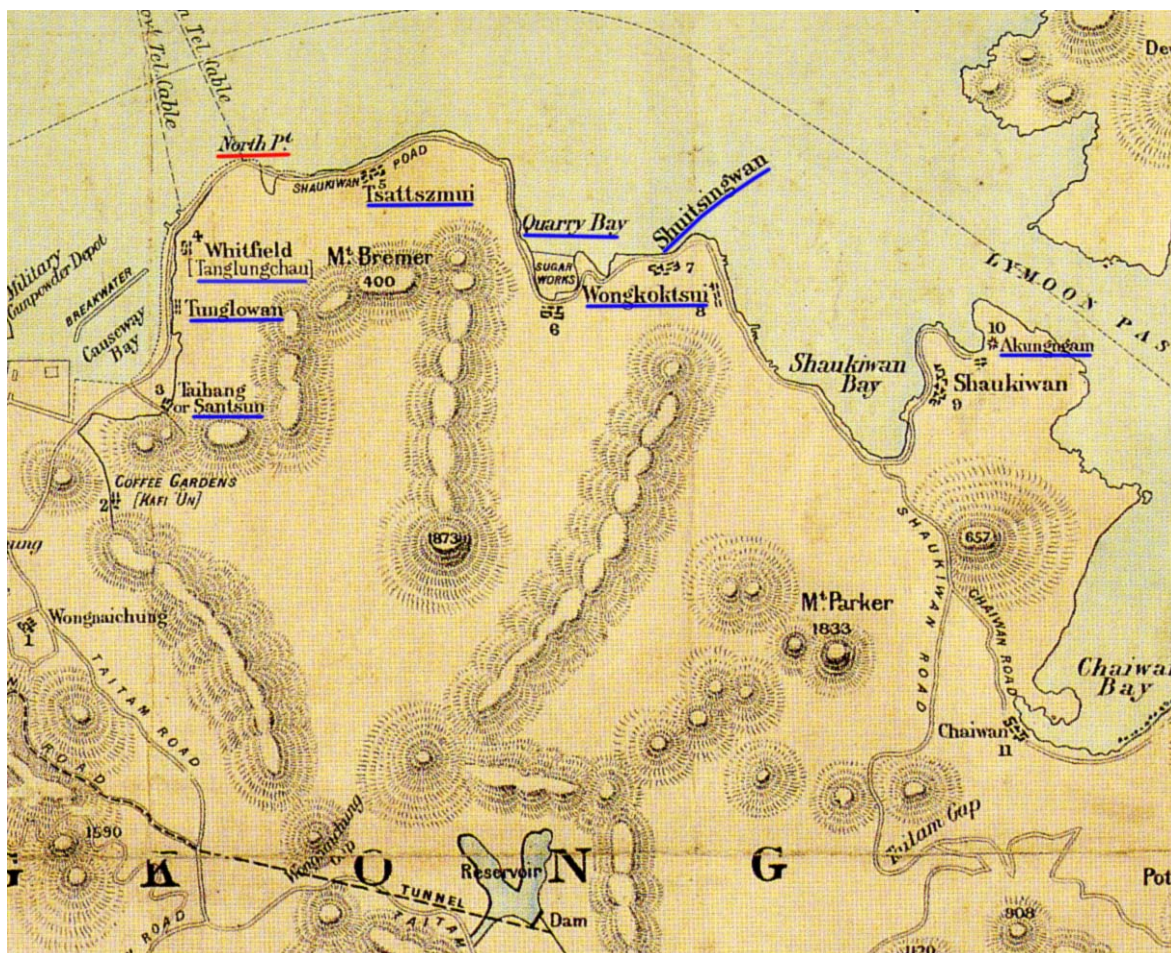


Fig. 7. Map showing the location of villages which surrounding of North Point in 1888.

(from Empson, Hal, *Mapping Hong Kong: a Historical Atlas*, Hong Kong, Government Information Services, 1992, p.135.)

Tsat Tsz Mui Village 七姊妹村

Tsat Tsz Mui Village was an old village located to the east of North Point in the late Qing Dynasty where is now included in the North Point area.¹¹ Tsat Tsz Mui Village should be the earliest settlement in North Point. Tsat Tsz Mui literally means “seven sisters” in Chinese. According to folklore, there were seven young ladies lived in that area. They pledged to be sisters and promised each other that they would never get married. Subsequently, one of them was forced into marriage by her family. The seven sister committed suicide at the sea shore. Seven rocks were appeared at the bay after they died. The place was then called Tsat Tsz Mui.¹²

¹¹ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], Hong Kong, Eastern District Council, 2003, p. 14.

¹² Siu Kwok Kin 蕭國健 and Sham Sze 沈思, *Heritage Trails in Urban Hong Kong*, Hong Kong, Wan Li Book Co., Ltd., 2001, p. 29.

According to the census report conducted by the Hong Kong Government in 1849, there were over 100 houses and around 200 inhabitants in Tsat Tsz Mui Village.¹³ The village was been demolished in the early twentieth century. It was located at the eastern side of North Point around the present Tsat Tsz Mui Road 七姊妹道, now known as Healthy Garden 健威花園.(Fig. 8).

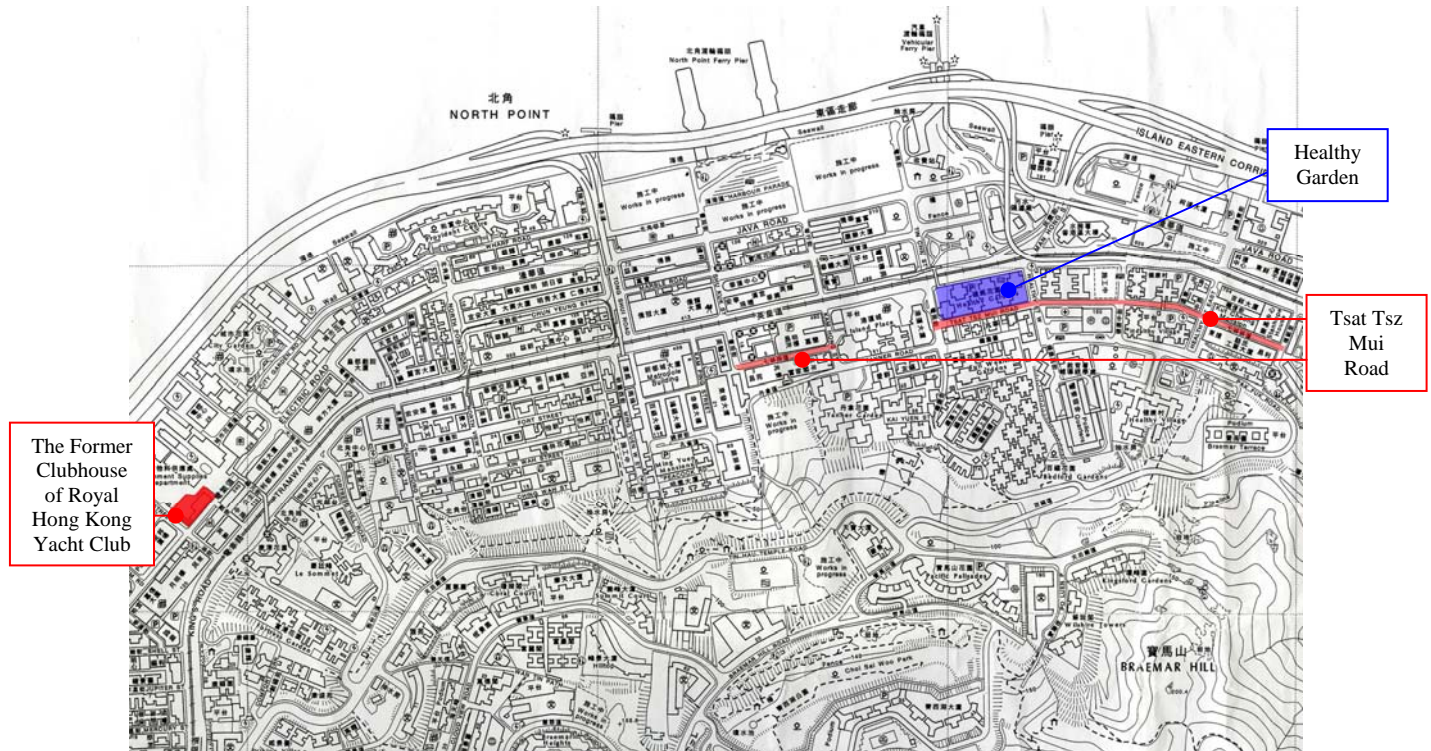


Fig. 8. A map showing the location of Tsat Tsz Mui Road and Healthy Garden.
(courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: 11-SE-A, 2003, Scale 1:1000 (partial))

2.1.2 The development of North Point in the 19th century

In the mid-nineteenth century, when Central and Wanchai was developed into an economic and political centre, as well as commercial and residential area by the colonial government and foreign merchants, North Point remained uninhabited due to its geographical constraints. A causeway was constructed to connect Victoria City with Shau Kei Wan and Chai Wai 柴灣 in 1844. This causeway was the first road passing through North Point, which is now known as Electric Road 電氣道 in North Point. It was a rough road with makeshift wooden bridges that kept on getting washed away during rainstorms.¹⁴ According to the map drawn in 1863, a road to Shau Kei Wan 筲箕灣 and Tai Tam 大潭 was laid out along the coastline. (Fig. 9) The road has been named as Shau Kei Wan Road 筲箕灣道 in the map drawn in 1888. (Fig. 7)

¹³ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 14.

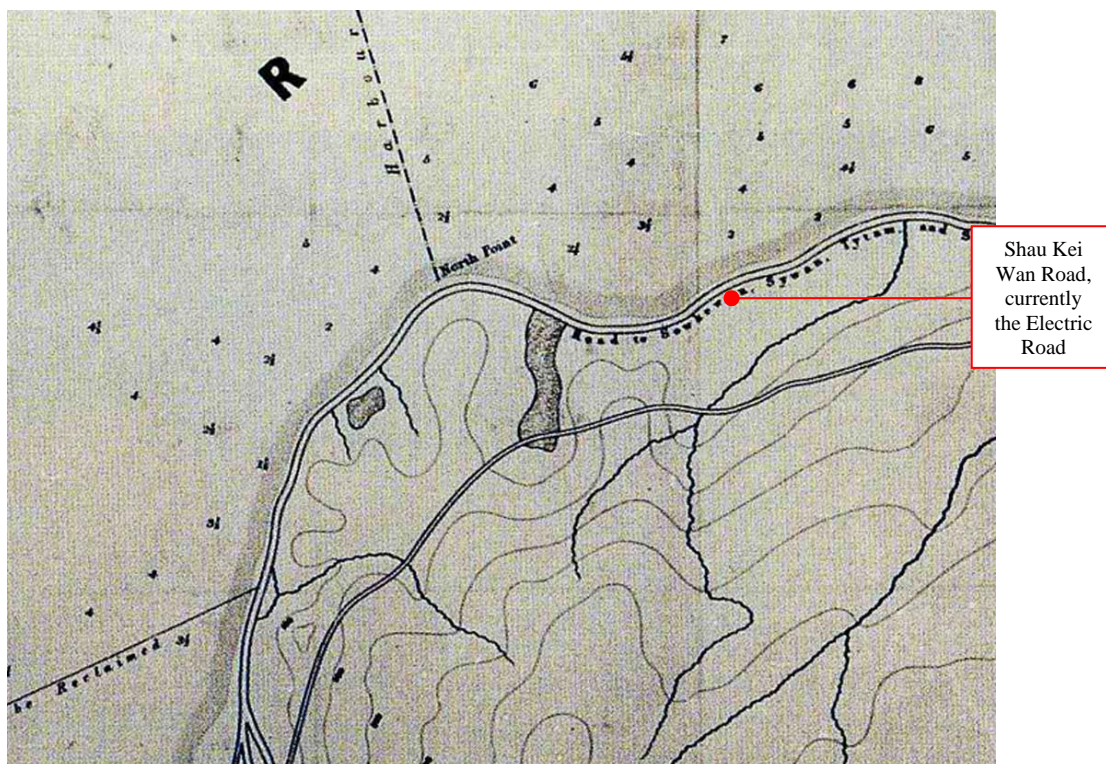


Fig. 9. The map showing the causeway to Shaukiwan and North Point in 1863.
(from Empson, Hal, *Mapping Hong Kong: a Historical Atlas*, pp. 132-133.)

The earliest history of North Point was begun from a battery which was set up in the hill of North Point. In 1880, the British Military set up a battery with four cannons, an ammunition, depot and a barrack at the small hill in North Point, now known as Fort Street 堡壘街 to defend the Victoria City (Fig. 10).¹⁵ At the beginning of the twentieth century, the use of the fort diminished and the battery was finally demolished to make way for roads and houses.¹⁶ According to the government administrative report, the Colonial Government acquired the land of the North Point Battery in 1920 and 1922 from the War Department. The records are as follows,

A portion of North Point Battery containing 90,288 square feet was acquired from the War Department for the purpose of road improvements and a sum of \$21,184.56 credited to the War Department in the said account.¹⁷

The Colonial Government has acquired the remainder of the old North Point Battery from the War Department. Instruments of transfer giving effect to these matters have been prepared and recorded here.¹⁸

¹⁴ Tim Richardson, *North Point, Hong Kong: a case of high density*, Hong Kong, s.n., 1977, p. 17.

¹⁵ Siu Kwok Kin 蕭國健 and Sham Sze 沈思, *Heritage Trails in Urban Hong Kong*, Hong Kong, Wan Li Book Co., Ltd., 2001, p. 28.

¹⁶ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], Hong Kong, Eastern District Council, 2003, pp. 70-71.

¹⁷ See *Land Office AR1920* (1996). Retrieved on 14 April, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/a1920/411.pdf>, p. 3.

The street constructed at the former North Point Battery was named as Fort Street. During the construction of Fort Street, two cannons which left behind by the British army were found and are now displayed at the Hong Kong Museum of Coastal Defence.¹⁹



Fig. 10. A map showing the location of North Point Barracks, now known as Fort Street.

(courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: 11-SE-A, 2003, Scale 1:1000 (partial))

2.1.3 The development of North Point in the early 20th century

North Point is located at the northerly point on Hong Kong Island, the natural depth of harbor along the coast enticed foreign merchants to develop their industries in North Point. In the early twentieth century, the tram service was begun in North Point. The high accessibility accelerated the industrial as well as residential development of North Point.

¹⁸ See *Land Office AR1922* (1996). Retrieved on 14 April, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/a1922/473.pdf>, p. 2.

¹⁹ Siu Kwok Kin 蕭國健 and Sham Sze 沈思, *Heritage Trails in Urban Hong Kong*, Hong Kong, Wan Li Book Co., Ltd., 2001, p. 28.

The development of the Industrial Area

A large scale of reclamation work was carried out in North Point in the 1920s, the reclaimed land was mainly used for industrial development. Many industries grew up along the coastline of North Point, including glass factory, a kerosene oil depot, aerated water factory, lacquer refinery, printing house, canning factory...etc. The foreign merchants also established their godowns, wharves and piers along the coastline. Form the aerial photo taken in 1924, it is seen that there are godowns along Watson Road 屈臣道, Whitfield Road 威非路道 and Gordon Road 歌頓道. (Fig. 11) The godowns and piers are also found on the map drawn in 1930-45. According to the map, piers were constructed along the coast by several companies, such as Asiatic Petroleum & Co, Watson, Vacuum Oil Co and China Navigation Co. (Fig. 12) The name of streets in North Point may give us an idea of these industrial companies that no longer exists, such as Glass Street 玻璃街, Watson Road, Gordon Road and Wharf Road 和富道. (Fig. 13)

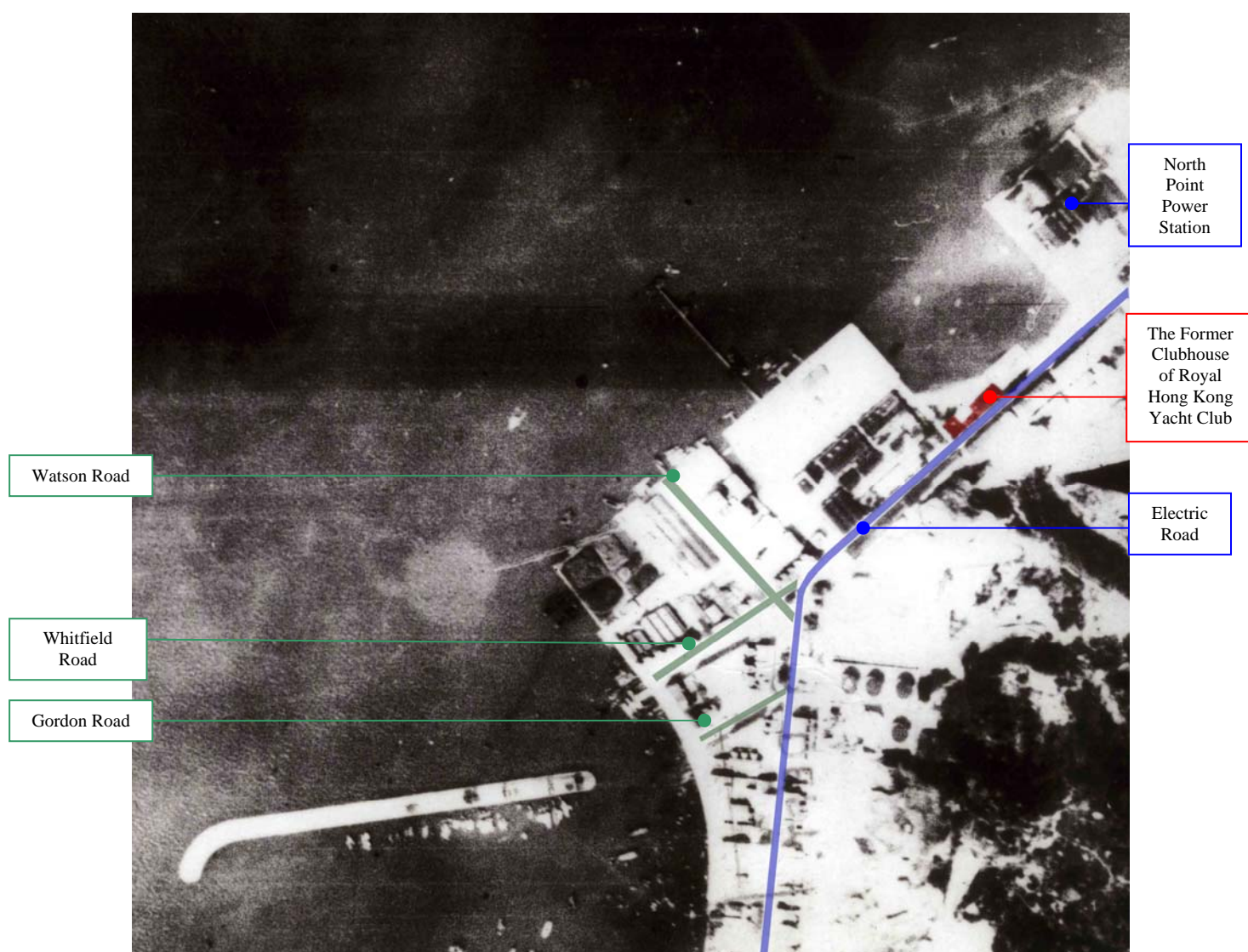


Fig. 11. Aerial photo of 1924.
(Courtesy of Survey and Mapping Office, Lands Department, Hong Kong SAR Government, ref. no. H19_11_1)

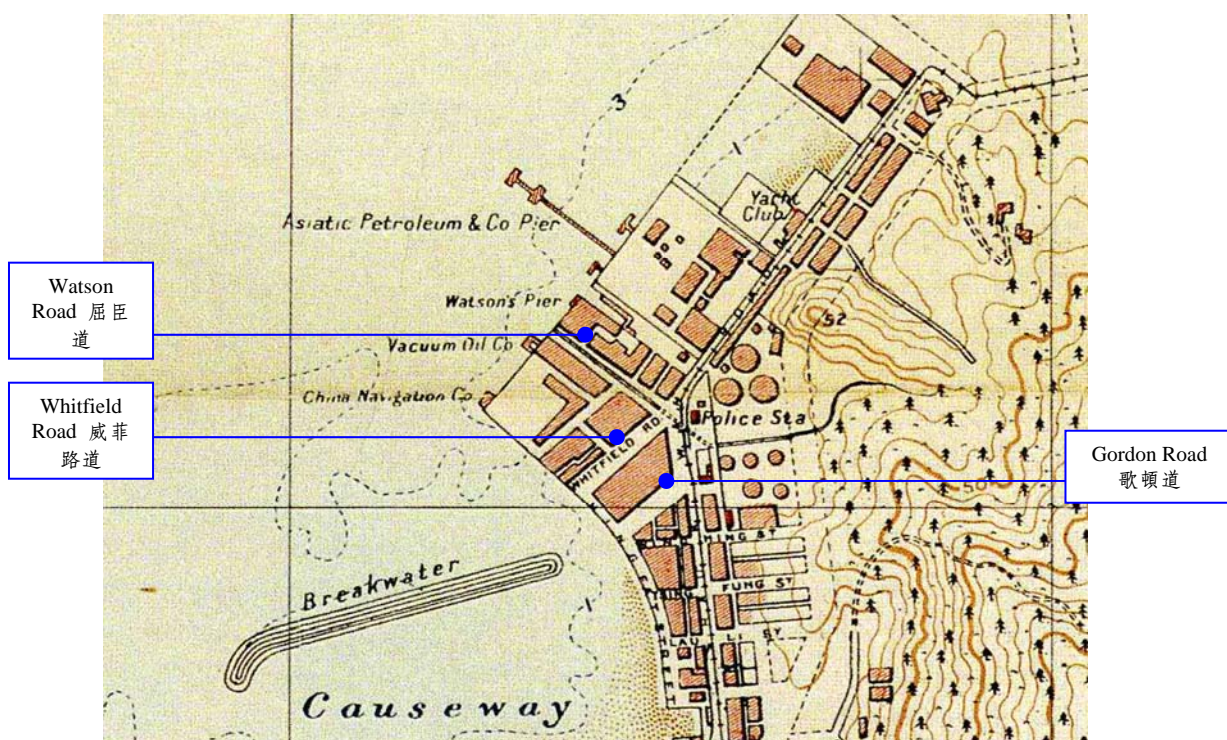


Fig. 12. The map showing the piers of foreign companies along the coastline of North Point in 1930-1945.
(from Empson, Hal, *Mapping Hong Kong: a Historical Atlas*, p. 167.)

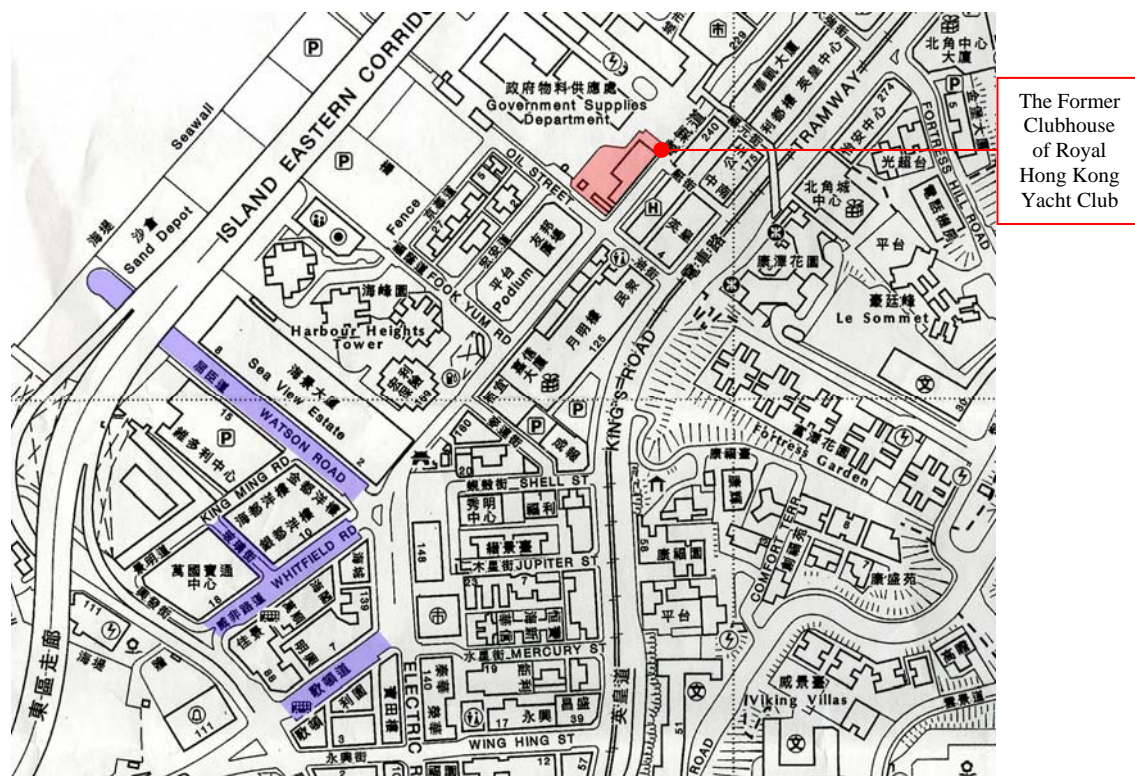


Fig. 13. A map showing the roads and streets which are related to the industrial development.
(courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: 11-SE-A, 2003, Scale 1:1000 (partial))

A tram depot was also developed by the Hongkong Tramways Company in Tin Chiu Street 電照街 in 1938²⁰ (Fig. 14) to lighten the overload of the original tram depot in Russell Street 羅素街 at Causeway Bay 銅鑼灣. The tram depot was closed in 1951.²¹ Besides, the Hongkong Electric Company also moved the power station from Wanchai to North Point, while the Government also erected its storehouse along the seaside in North Point.

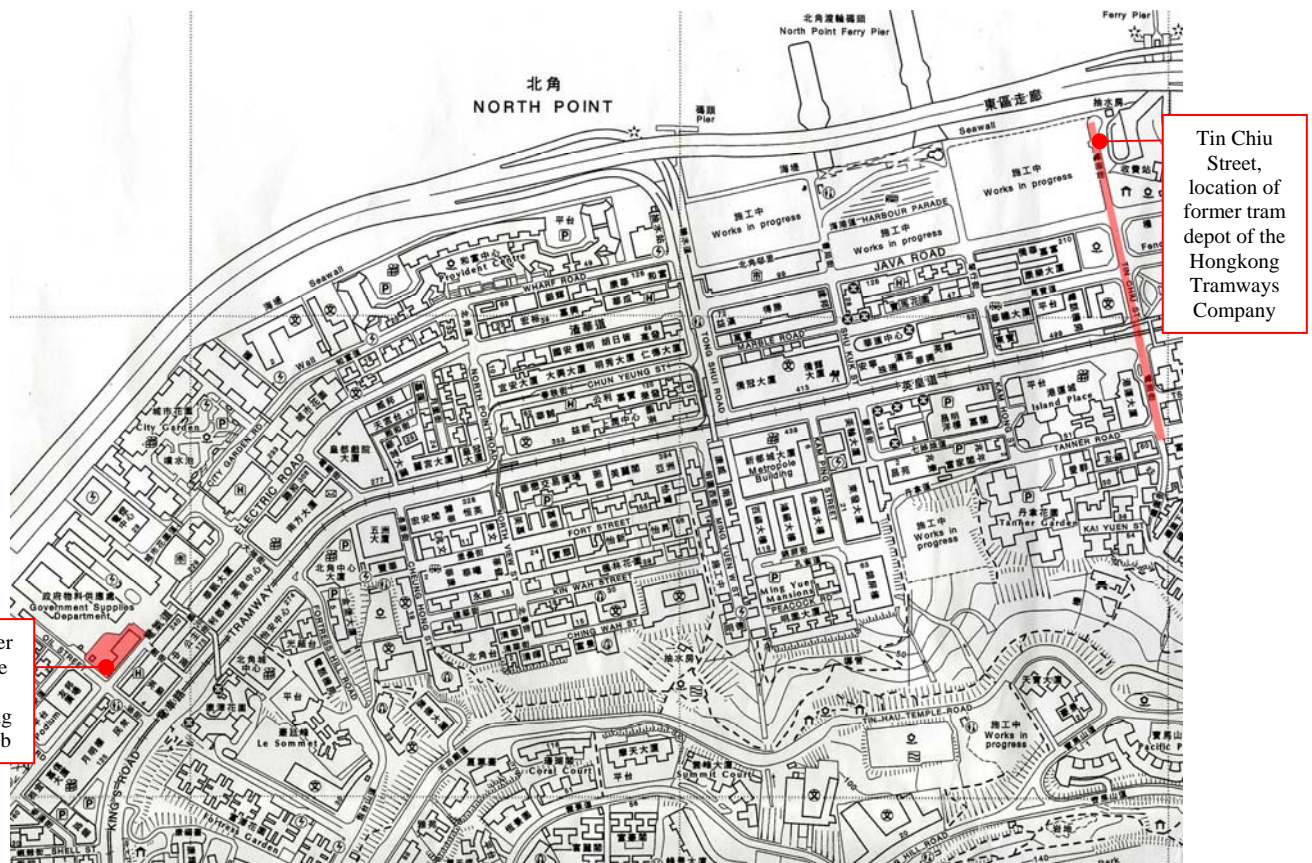


Fig. 14. A map showing the location of Tin Chiu Street, the location of former tram depot in North Point.

(courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: 11-SE-A, 2003, Scale 1:1000 (partial))

North Point Power Station

In order to cope with the increasing demands on the provision of electricity in Hong Kong Island, a new power station was built in North Point to replace the small Power Station at Electric Street 電氣街 in Wanchai 灣仔, (Fig. 15) the first power station in Hong Kong. It was inaugurated in the

²⁰ Tim Richardson, *North Point, Hong Kong: a case of high density*, Hong Kong, s.n., 1977, p. 26.

²¹ Tram Depot. Retrieved on April 9, 2008, from Hongkong Tramways Limited (2002) under the Hongkong Tramways Limited, Web Site: <http://www.hktramways.com/en/museum/index.html>.

hillside of Wanchai by a foreigner Paul Chater²² in 1889 on the old site of St. Francis Yard 進教園.²³ The purpose of constructing the Power Station was to provide steady electric power to the City of Victoria, Kowloon, the Peak and to pump water from the Albany tank²⁴ to a reservoir on the Peak.²⁵

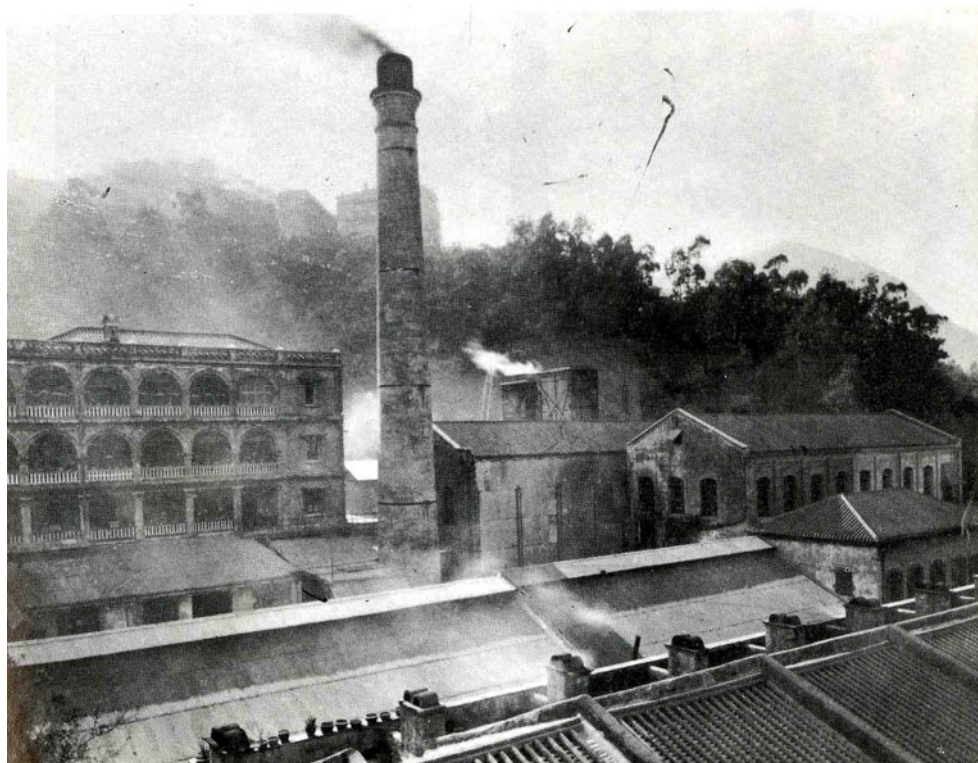


Fig. 15. Wanchai Power Station, c1913.
(from Austin Coates, *A Mountain of Light: The Story of the Hong Kong Electric Company*, pp. 80-81.)

In the late nineteenth century and the early twentieth century, the vigorous industrial and commercial development in Hong Kong had a great demand on the electric power. The Hongkong Electric Company decided to move the power station from Wan Chai to North Point so as to upgrade the power system in 1913.(Fig. 16) In 1914, the Hongkong Electric Company purchased a land, Marine Lot 321, located at the east of the Royal Hong Kong Yacht Club, by a public auction

²² Sir Paul Chater (1846-1926) was a businessman in Hong Kong. He was born in Calcutta, India of Armenian parents. In 1850s, he moved to Hong Kong from Calcutta with the family of his sister. In 1868, he and Sir Hormusjee Naorojee Mody formed Chater & Mody and turned out a successful business partners in Hong Kong. As cited in *Catchick Paul Chater* (2006). Retrieved 6 February 2006, from Wikipedia, the free encyclopedia under Wikimedia Foundation, Inc Web Site: http://en.wikipedia.org/wiki/Main_Page.

²³ As cited in *Catchick Hong Kong Electric Company* (2006). Retrieved 6 February 2006, from Wikipedia, the free encyclopedia under Wikimedia Foundation, Inc Web Site: http://en.wikipedia.org/wiki/Main_Page.

²⁴ Albany Tank is a storage tank and filter beds at Albany Road 雅賓利道, Central. Retrieved from Ho Pui Yin 何佩然, *Water for a Barren Rock: 150 Years of Water Supply in Hong Kong*, Hong Kong, Commercial Press, 2001, p. 23.

²⁵ *Ibid.*, p. 19.

in North Point.²⁶ From the aerial photo taken in 1924, North Point Power Station was found at the northeast of the clubhouse of Royal Hong Kong Yacht Club.(Fig. 11) The North Point Power Station was operated with an emblematic and figurative arrangement of 3,000 lights in 1919 and Wanchai Power Station was afterward closed down in 1922.²⁷ After the North Point Power Station started operation, some famous companies and institutions that used to rely on their own electric plant decided to use electricity provided by the Hongkong Electric Company, such as The Hong Kong Tramway Electric Company Ltd. in 1922, The University of Hong Kong in 1927 and Taikoo Dockyard in 1928.²⁸

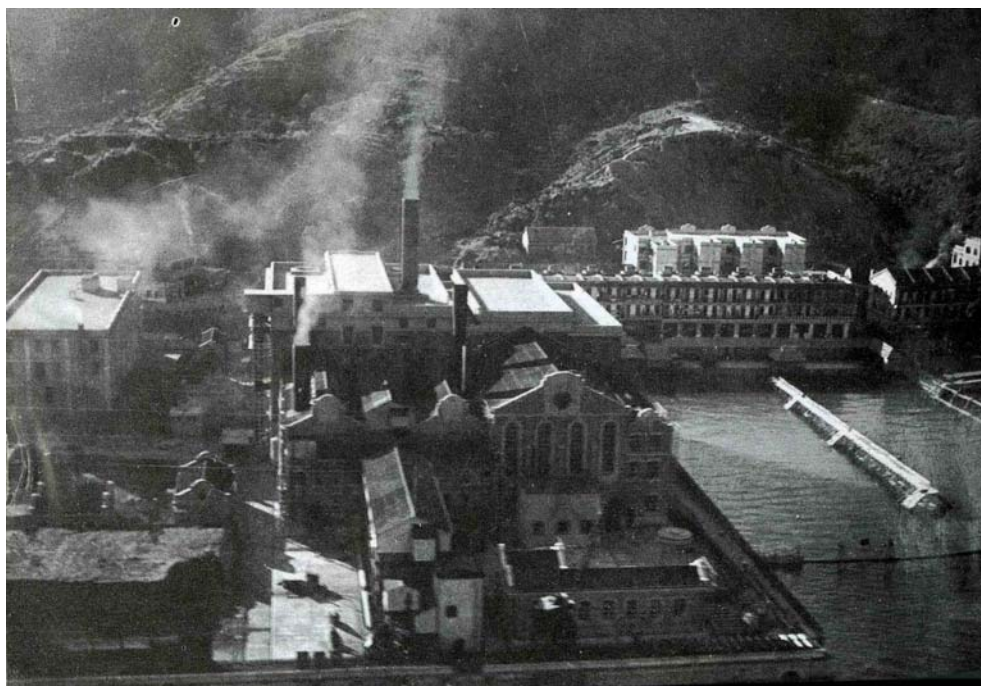


Fig. 16. North Point Power Station, 1932.
(from Austin Coates, *A Mountain of Light: The Story of the Hong Kong Electric Company*, pp. 80-81.)

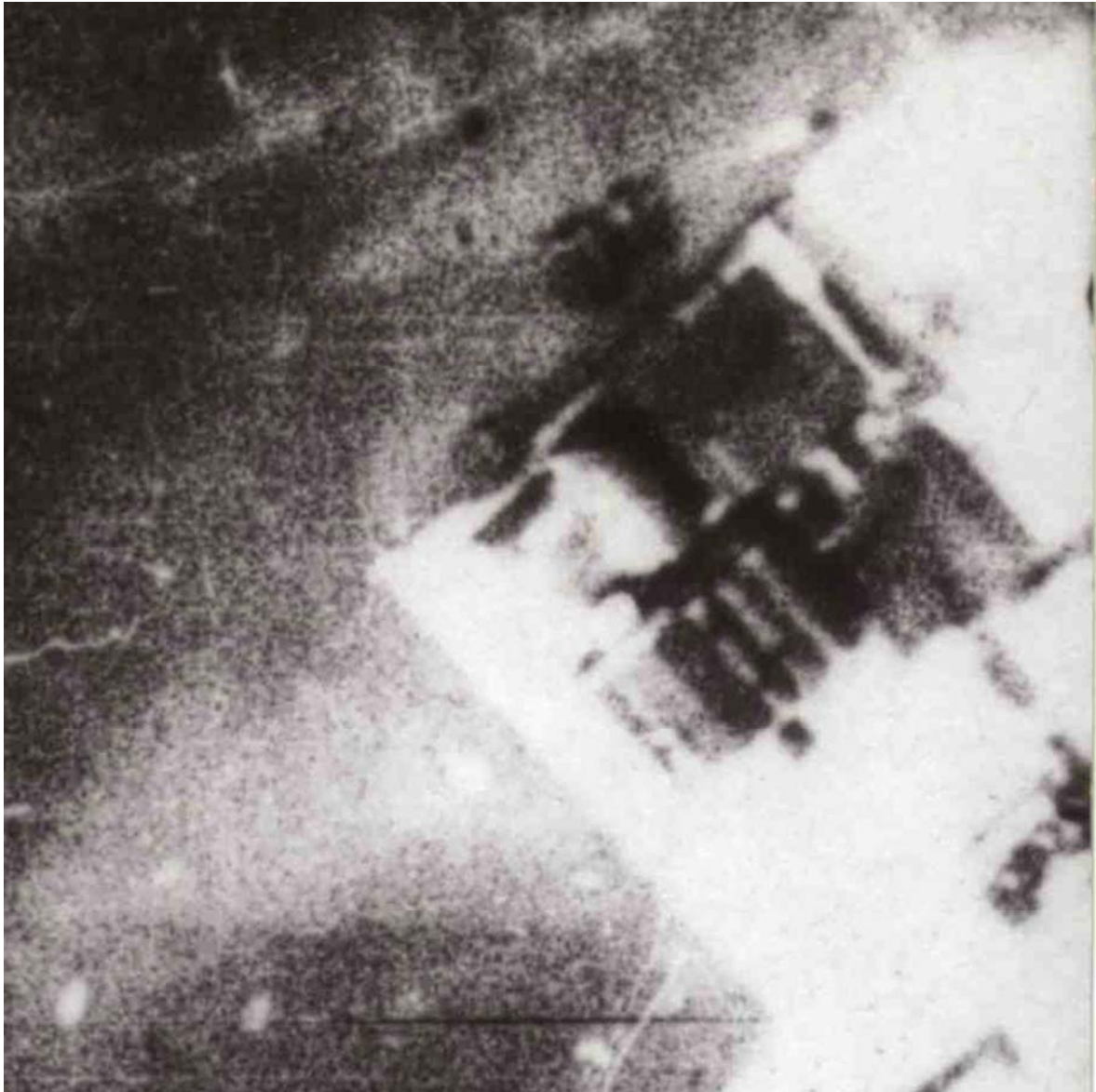
A reclamation scheme was carried out in the 1920s. A piece of land located to the east of Power Station was purchased by the Hongkong Electric Company for further extension of their Power Station. The new extension was a wharf which was named Mackie's Wharf. It was the only place except Taikoo docks on the Hong Kong waterfront at which an ocean-going ship could tie up

²⁶ See *Trade and Shipping, Industries, Fisheries, agriculture and Land AR1914* (1996). Retrieved on 12 March, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/a1914/208.pdf>, p. 15 and *Land Sale-Marine Lot No.321. North Point GA1914(suppl) no. 258* (1996). Retrieved on 12 March, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/G1914/38585.pdf>, p. 1.

²⁷ Austin Coates, *A Mountain of Light: The Story of the Hong Kong Electric Company*, London, Heinemann, 1977, pp. 73-74.

²⁸ *Ibid*, p. 107.

along the seaside. The coal ships could be unloaded directly to the shore of the wharf. Apart from the coaling ships, other vessels could also load and unload at the Mackie's Wharf.²⁹ (Fig. 17)



**The aerial photo showing North Point Power Station in 1924.
(Courtesy of Survey and Mapping Office, Lands Department, Hong Kong SAR
Government, ref. no. H19_11_1)**

²⁹ Austin Coates, *A Mountain of Light: The Story of the Hong Kong Electric Company*, London, Heinemann, 1977, p. 141.

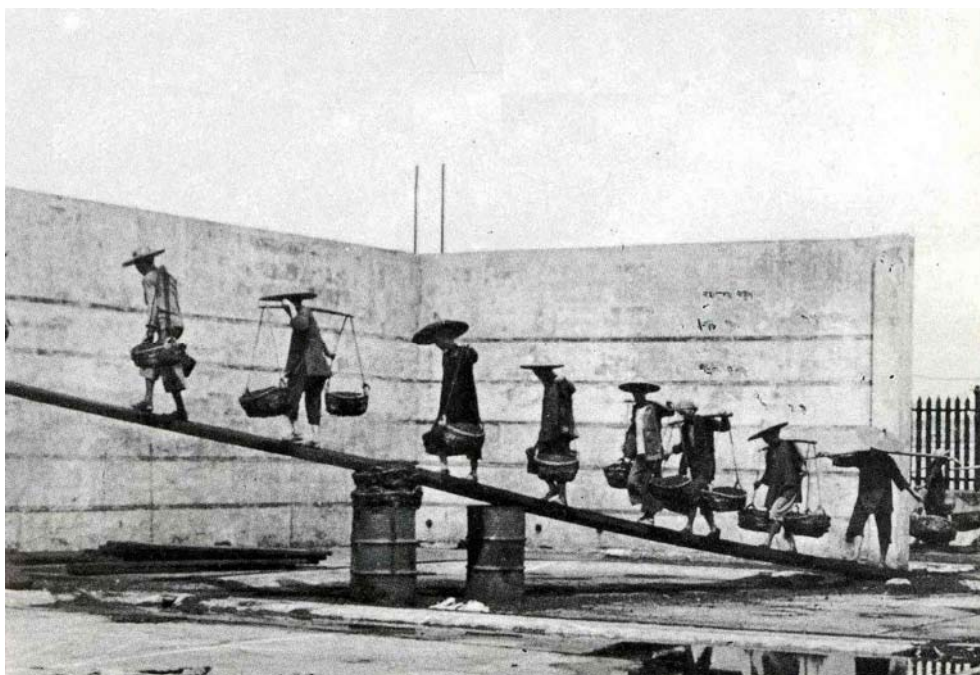


Fig. 17. The Coal reached the power station from the coaling ships, 1946.
(from Austin Coates, *A Mountain of Light: The Story of the Hong Kong Electric Company*, London, Heinemann, 1977, pp. 96-97.)

Government Stores

Apart from the commercial companies, the Hong Kong Government also developed its warehouse at a piece of land which reclaimed in 1936. The warehouse was located at a piece of land reclaimed in 1936, just between the North Point Power Station and the Royal Hong Kong Yacht Club. (Fig. 18 and Fig. 19).³⁰ According to the government documents, the Government Store started to be constructed in 1937³¹ and completed at the end of 1939.³² The store was managed by the Government Supplies Department which was established in 1938.³³ It is responsible to provide central storage of goods, equipment and services for various government departments and subverted organizations. The works were originally taken by the Accounts and Stores Department under the Public Works Department.³⁴

³⁰ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 55.

³¹ See *Report of the Meeting on 16-Sep-1936 HH1936 (1996)*. Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/h1936/3011.pdf>, p. 6.

³² See *Public Works AR 1939(1996)*. Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/a1939/1070.pdf>, p. 1.

³³ Hong Kong Government Supplies Department, *Government Supplies Department: 60th Anniversary Special Publication*, Hong Kong, Hong Kong Government Supplies Department, 1998, p. 26.

³⁴ The Accounts and Stores Offices was in charge of the Public Works Department accounts and the stores and stationery required by this and other Government departments either purchased locally or through Crown Agents. The provision and repair of all furniture required for Government offices, schools, and quarters was also carried out by this sub-department. As cited in *Public Works AR 1931(1996)*. Retrieved March 21, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/a1931/789.pdf>, p. 3.

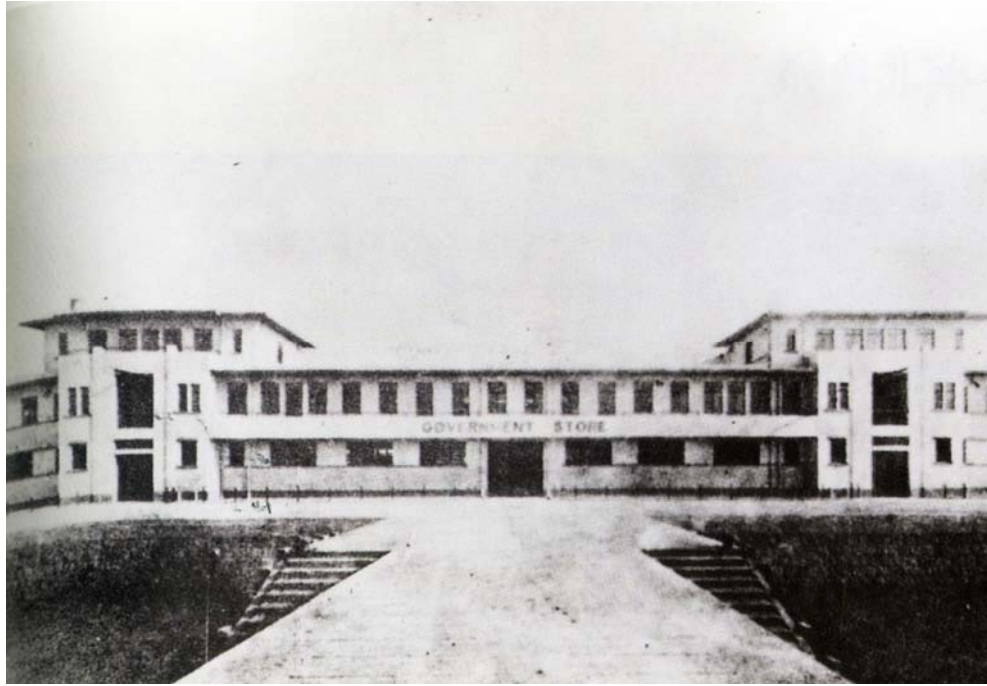


Fig. 18. The Government Store, 1939.
 (from Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 67.)



Fig. 19. The red colour indicates the location of the Royal Hong Kong Yacht Club in 1930-45. The Government Store was built on the reclaimed land beside the Royal Hong Kong Yacht Club.
 (courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: HB20a)

Public Transportation

In the late nineteenth century, the population increased rapidly on Hong Kong Island. The commercial and industrial developments were flourishing along the northern side of Hong Kong Island from Central 中區 to Shau Kei Wan. The construction of public transportation was necessary to provide an efficient public transport on Hong Kong Island.

Tram Services

The first proposal was made to construct a tramway system along the North Shore of Hong Kong Island in June 1881 and four tramways were included. Shau Kei Wan Road was one of the proposed routes in this proposal. The tramway authorized by the Ordinance is as follows,

Tramway No. 4 – A single line, four miles, two furlongs in length, commencing at the North-west corner of Inland Lot Number Four hundred and seventy-one, thence passing along the Shau-ki-wán Road to a point on the North side of and opposite to the centre of Shau-ki-wán Lot No.7.³⁵

However, the proposal was put off due to the financial problem. In 1902, the proposal was carried out again. The Hong Kong Tramway Electric Company Ltd. was established to supervise the construction and operation of tramway system in Hong Kong. New routes were added in the Ordinance and two routes were newly included in the eastern district of Hong Kong Island, which are as follows,

Section No. 6. – A Single line 2 miles 4 furlongs 3.8 chains (or thereabouts) in length, commencing in Causeway Road by junction with Section No. 2 at the point where such Section will terminate, thence passing, in an easterly direction, along Quarry Bay Road and terminating in Shau-ki-wan Road at a point 530 feet (or thereabouts) north-west from the centre of No. 5 Bridge.

Section No. 7 – A Single line (with passing places) 1 mile 2 furlongs 4.5 chains (or thereabouts) in length, commencing in Shau-ki-wan Road by junction with Section No.6 at the point where such Section will terminate thence passing, in an easterly direction, along the new road to Shau-ki-wan now being constructed in place of a portion of the existing road to Shau-ki-wan, thence, in an easterly direction, along the existing Shau-ki-wan Road and terminating in that road at a point 20 feet or thereabouts east of the intersection of the centre lines of Wo Hing Street and Shau-ki-wan Road.³⁶

The construction of tramways from Kennedy Town 堅尼地城 to Causeway Bay 銅鑼灣 began in 1903 and the route was extended to Shau Kei Wan in 1906.³⁷ This tramway was a single-track route to allow one-way movement only.(Fig. 20 , Fig. 21 and Fig. 22) The route passed

³⁵ See *Notice to introduce Tramway Ordinance GA 1881 02-Jul-1881(1996)*. Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong Web Site: <http://sunzi1.lib.hku.hk/hkgro/index.jsp>, p. 2.

³⁶ See *Ordinances Passed and Assented to:- Tramways Amendment. (No. 9), Tramway. (No. 10) (1996)*. Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/g1902/467251.pdf>, pp. 3-4.

³⁷ Zheng Baohong 鄭寶鴻, *Xiangjiang daomao : Xianggang de zaoqi dianchelu fengguang* 香江道貌：香港的早期電車路風光 [Early Hong Kong tramways], 2005, p. 187.

through Causeway Road 高士威道, Shau Kei Wan Road, now known as Electric Road 電氣道 (Fig. 23) and terminated at the intersection of Shau Kei Wan Road and Factory Street 工廠街 in Shau Kei Wan. The opening of tram service shortened the distance between North Point and the Victoria City.

After the opening of Ming Yuen 名園, an amusement park in the 1920s, a tram terminal named as Ming Yuen Station was set up on Tong Shui Road 糖水道. The route to North Point was named as “Ming Yuen” 名園.³⁸ After the Second World War, the route was renamed as North Point due to the demolition of Ming Yuen.³⁹



Fig. 20. The Beach at the east of Ming Yuen Amusement Park on Shau Kei Wan Road at Tzat Tsz Mui. A single-track tramway is in the centre, c.1905.
(from Zheng Baohong 鄭寶鴻, *Xiangjiang daomao: Xianggang de zaoqi dianchelu fengguang* 香江道貌: 香港的早期電車路風光 [Early Hong Kong Tramways], Hong Kong, The University Museum and Art Gallery, the University of Hong Kong, 2005, p. 180.)

³⁸ Xianggang shangye huibao 香港商業彙報 [Hong Kong Commercial Press], *Xianggang jianzaoye nainian shi* 香港建造業百年史 [One Hundred Years of Building Construction in Hong Kong], Hong Kong, Xianggang gongshangye huibao, 1958, p. 78.

³⁹ Zheng Baohong 鄭寶鴻, *Xiangjiang daomao : Xianggang de zaoqi dianchelu fengguang* 香江道貌 : 香港的早期電車路風光 [Early Hong Kong tramways], 2005, p. 31.



Fig. 21. Tram was driving on Shau Kei Wan Road, 1907.
 (from Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 121.)

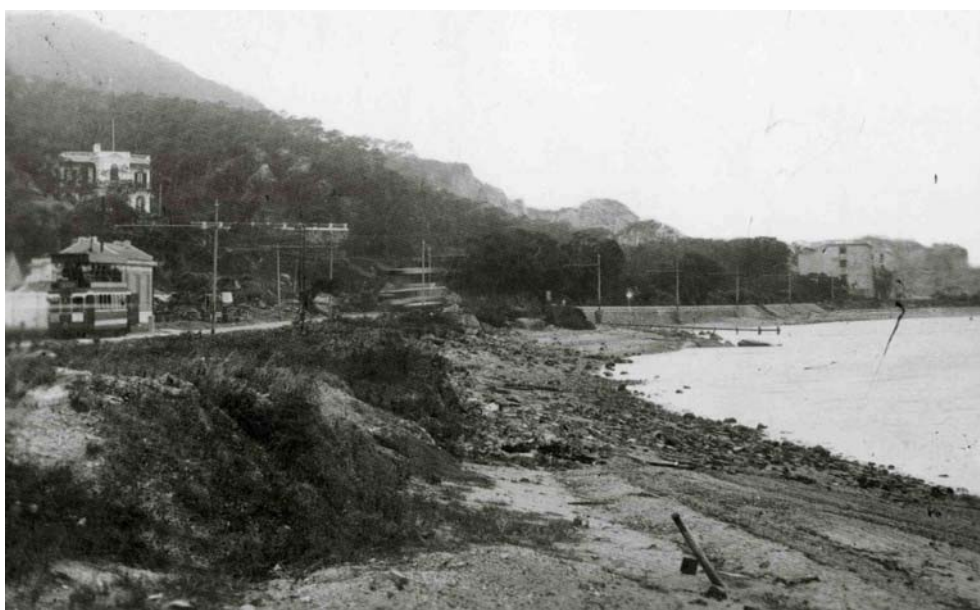


Fig. 22. North Point looking west from the Taikoo Sugar Refinery. A tram is running on the road beside the beach, c. 1920.
 (from Zheng Baohong 鄭寶鴻, *Xiangjiang daomao: Xianggang de zaoqi dianchelu fengguang* 香江道貌: 香港的早期電車路風光 [Early Hong Kong Tramways], p. 183.)

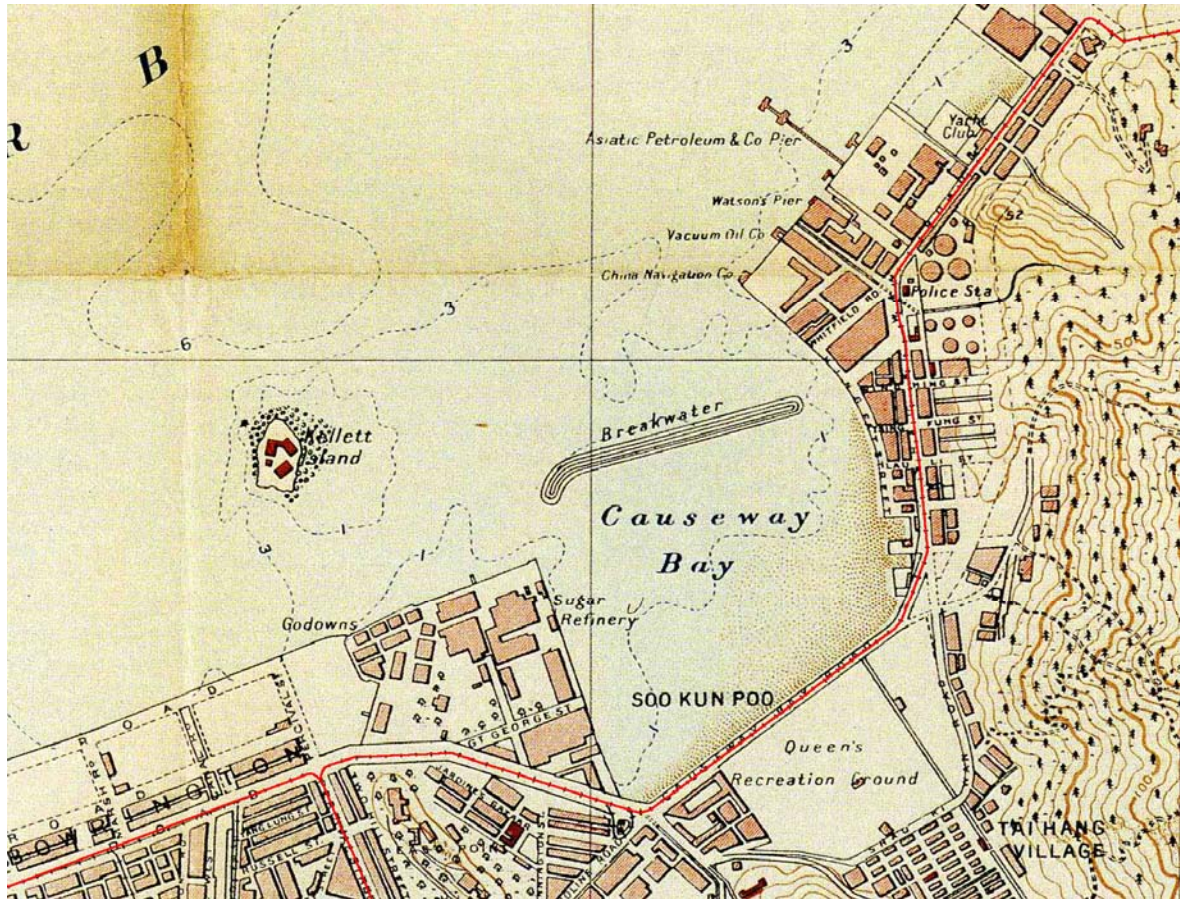


Fig. 23. The red line indicates the tramway passing through Causeway Road and Shau Kei Wan Road in the early 20th century.
(from Empson, Hal, *Mapping Hong Kong: a Historical Atlas*, p. 167.)

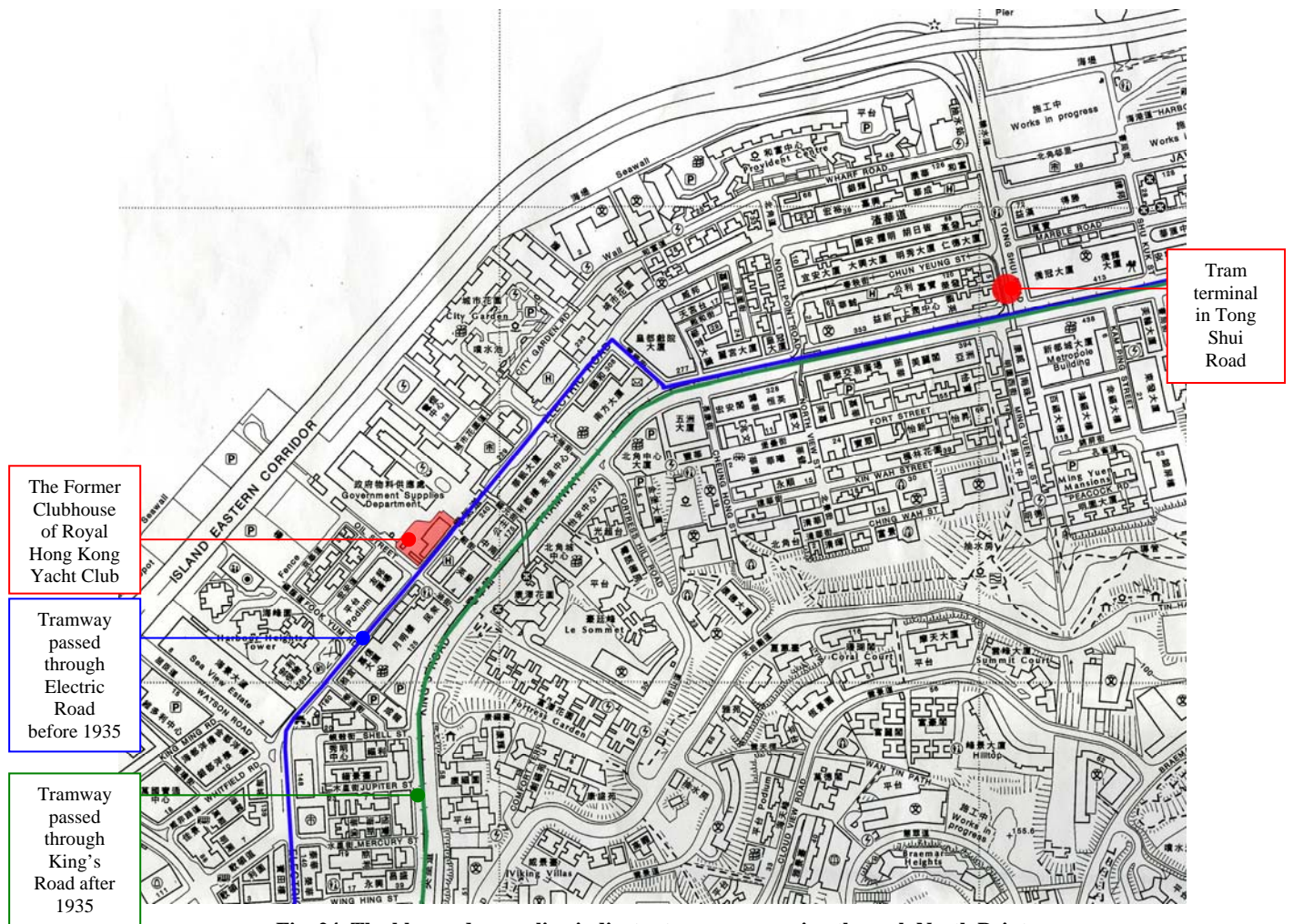


Fig. 24. The blue and green line indicates tramways passing through North Point before and after 1935.

(courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: 11-SE-A, 2003, Scale 1:1000 (partial))

Road Construction

During the 1920s and 1930s, roads that surround the Royal Hong Kong Yacht Club were newly formed. Tsing Fung Street 清風街, Lau Li Street 琉璃街, Ngan Mok Street 銀幕街 were constructed in 1926.⁴⁰ Oil Street 油街, Boat Street 艇街 and Glass Street 玻璃街, King Ming Street 景明道, Fuk Yuen Street 福元街, Glass Street 玻璃街 were constructed in 1931.⁴¹ Oil Street was named after the oil depot at the seashore.⁴²

⁴⁰ See *GA 1926 no. 318 (1996)*. Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/g1926/99587.pdf>, p. 1.

⁴¹ See *GA 1931 no. 300 (1996)*. Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/g1931/618645.pdf>, p. 2.

⁴² Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 142.

Electric Road was originally part of Shau Kei Wan Road. It was named after the Power Station in North Point in 1935.⁴³ Tin Chong Street 電廠街 and Power Street 大強街 were designated according as they were close to the Power Station in 1931.⁴⁴

Instead of passing through Electric Road between Causeway Bay and Shau Kei Wan, the tramway begun to travel on King's Road that was newly constructed in 1935.⁴⁵ King's Road started at the east of Causeway Bay and ended at Taikoo Dockyard 太古船塢, now known as Taikoo Shing 太古城. The name of King's Road was in honor of the Silver Jubilee of King George V's reign.⁴⁶ A description was made in the Government Gazette when it was opened, it reads,

Road commencing at the east end of Causeway Bay Road proceeding in an easterly direction, passing Inland Lot No. 2301, Lau Li Street, Inland Lot No. 2273 (Asiatic Petroleum Co.), Marine Lot No. 430, Ming Yuen Gardens, Government Quarry, Taikoo Sugar Refinery and terminating at its junction with Tai Kat Street near the East Gate of the Taikoo Dockyard.⁴⁷

King's Road is a major road in the eastern district of Hong Kong Island till today. (Fig. 26)

⁴³ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 149.

⁴⁴ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 149.

⁴⁵ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 120.

⁴⁶ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 143.

⁴⁷ See GA 1935 no. 490 (1996). Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/g1935/217443.pdf>, p. 1.

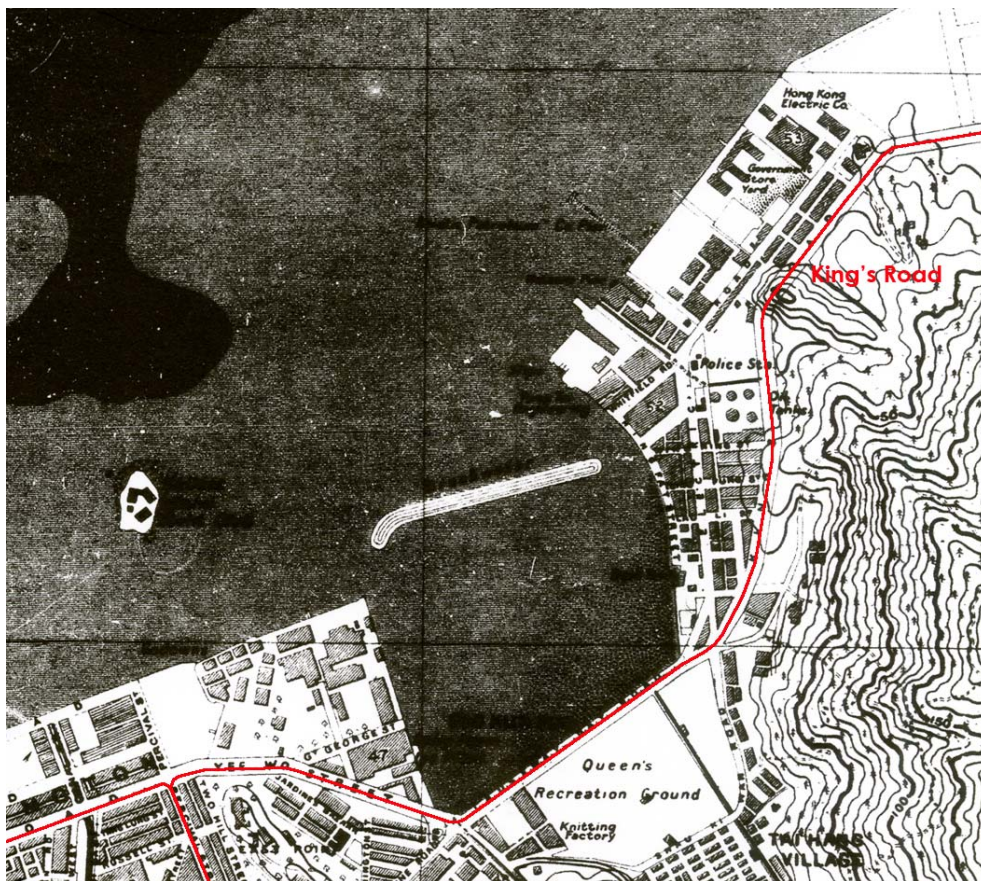


Fig. 25. The red line indicates the tramway passed through Causeway Road and King's Road in 1945.
(Courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: HB20a.)



Fig. 26. Tramways in King's Road, c. 1958.
(from Zheng Baohong 鄭寶鴻, *Gangdao jiedao bainian* 港島街道百年 [A Century of Hong Kong Roads and Streets], p. 85.)

Bus Service

The rapid development of North Point in the early 20th century attracted more and more people to live and work in the Eastern District. Bus service was introduced in 1930s by The China Motor Bus Company Ltd. to lighten the heavy burden of tram service in the Eastern District.

The China Motor Bus Company Ltd was established by Ngan Shing Kwan 顏成坤 and Wong Wong Choi 黃旺財 in 1933. They acquired the exclusive bus franchise to operate bus routes on Hong Kong Island. Before the Second World War, there was only one route operated in Hong Kong East. The route – No.2 was served between the Royal Pier 皇家碼頭, now known as Hong Kong City Hall and Taikoo Dockyard 太古船塢, now known as Shau Kei Wan Police Station. This route also passed through North Point and Quarry Bay 鰂魚涌.⁴⁸ The China Motor Bus Company Ltd established its bus depot and office in North Point, where is now known as Island Place 港運城.⁴⁹

Reclamation

In the early twentieth century, the population grew rapidly in Hong Kong. The land became inadequate to offset the rapid residential and industrial development. The government began to create land in the eastern area of Victoria City.

In fact, reclamation work was already started by the foreign merchant in 1883 in western North Point for the erection of Taikoo sugar refinery.⁵⁰ The refinery was the largest sugar refinery in the Far East, providing sugar products to China and Southeast Asia.

North Point Power Station was also constructed on reclaimed land. The Hongkong Electric Company purchased a piece of land by a public auction in 1914 and then created a large site by reclamation by cutting the hinterland hillside.⁵¹ In the early twentieth century, large scale of reclamation work was carried out in North Point. From the map drawn in 1930-1945, it is seen that the eastern North Point was reclaimed and the land was mainly used for industrial purposes. (Fig. 27 and Fig. 28)

In the early 1920s, an overseas Chinese sugar merchant, Kwok Chun Yeung 郭春秋 purchased a piece of land in North Point by a public auction. He planned to build a sugar refinery

⁴⁸ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 126.

⁴⁹ Xianggang shangye huibao 香港商業彙報, *Xianggang jianzaoye nainian shi* 香港建造業百年史 [One Hundred Years of Building Construction in Hong Kong], Hong Kong, Xianggang gongshangye huibao, 1958, p. 88.

⁵⁰ Tim Richardson, *North Point, Hong Kong: a case of high density*, Hong Kong, s.n., 1977, p. 21.

⁵¹ Austin Coates, *A Mountain of Light: The Story of the Hong Kong Electric Company*, London, Heinemann, 1977, p. 67.



Fig. 28. The coastline of North Point in 1930-1945.
(Empson, Hal, *Mapping Hong Kong: a Historical Atlas*, p. 167.)

The Government Store at the rear of the Former Clubhouse of Royal Hong Kong Yacht Club was also constructed on the reclaimed land in the 1930s. According to the aerial photo of 1924, it is seen that the Royal Hong Kong Yacht Club was still at the sea front. (Fig. 11) The land to the north of the clubhouse was reclaimed in 1945 for the construction of the Government Store, that was completed in 1945. (Fig. 30 and Fig. 31)

Another large scale reclamation project was launched by the Hong Kong Government in Tsat Tsz Mui from the 1930s. The reclamation scheme was proposed to facilitate the connection between the reclaimed land of North Point Power Station and Tsai Tsz Mui. However, the proposal was then apposed by the swimming clubs since many bathing pavilions were located at the seaside of Tsat Tsz Mui. The government had to concede eventually and the reclaimed land was stretched to the edge of the bathing pavilions.⁵⁴ (Fig. 32) The western portion of Tin Chiu Street 電照街, now known as Marble Road 馬寶道 and Java Road 渣華道, was reclaimed in this reclamation scheme. According to the government annual report, the records about this reclamation scheme are found as follow,

At Tsat Tsz Mui a reclamation of about 2 1/2 acres was carried out.⁵⁵

⁵⁴ Xia Li 夏歷, *Xianggang dongqu jiedao gushi* 香港東區街道故事 [The Story of Streets in the Hong Kong Eastern District], Hong Kong, Joint Publishing (Hong Kong) Company Limited, 1995, p. 278.

⁵⁵ See *AR 1931 Public Works* (1996). Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/a1931/789.pdf>, p. 7.

At Tsat Tsz Mui, a further four acres were reclaimed making a total of approximately fourteen acres.⁵⁶

At Tsat Tsz Mui, a further seven and a half acres were reclaimed. This completes the reclamation of a section of about twenty-one and a half acres; work was commenced on a further instalment which will bring this reclamation to its seaward limit.⁵⁷

The reclamation scheme provided an extensive land and the reclaimed land was mainly used as industrial area.

⁵⁶ See *AR 1933 Public Works (1996)*. Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/a1933/841.pdf>, p.4.

⁵⁷ See *AR 1933 Public Works (1996)*. Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/a1934/903.pdf>, p. 4.

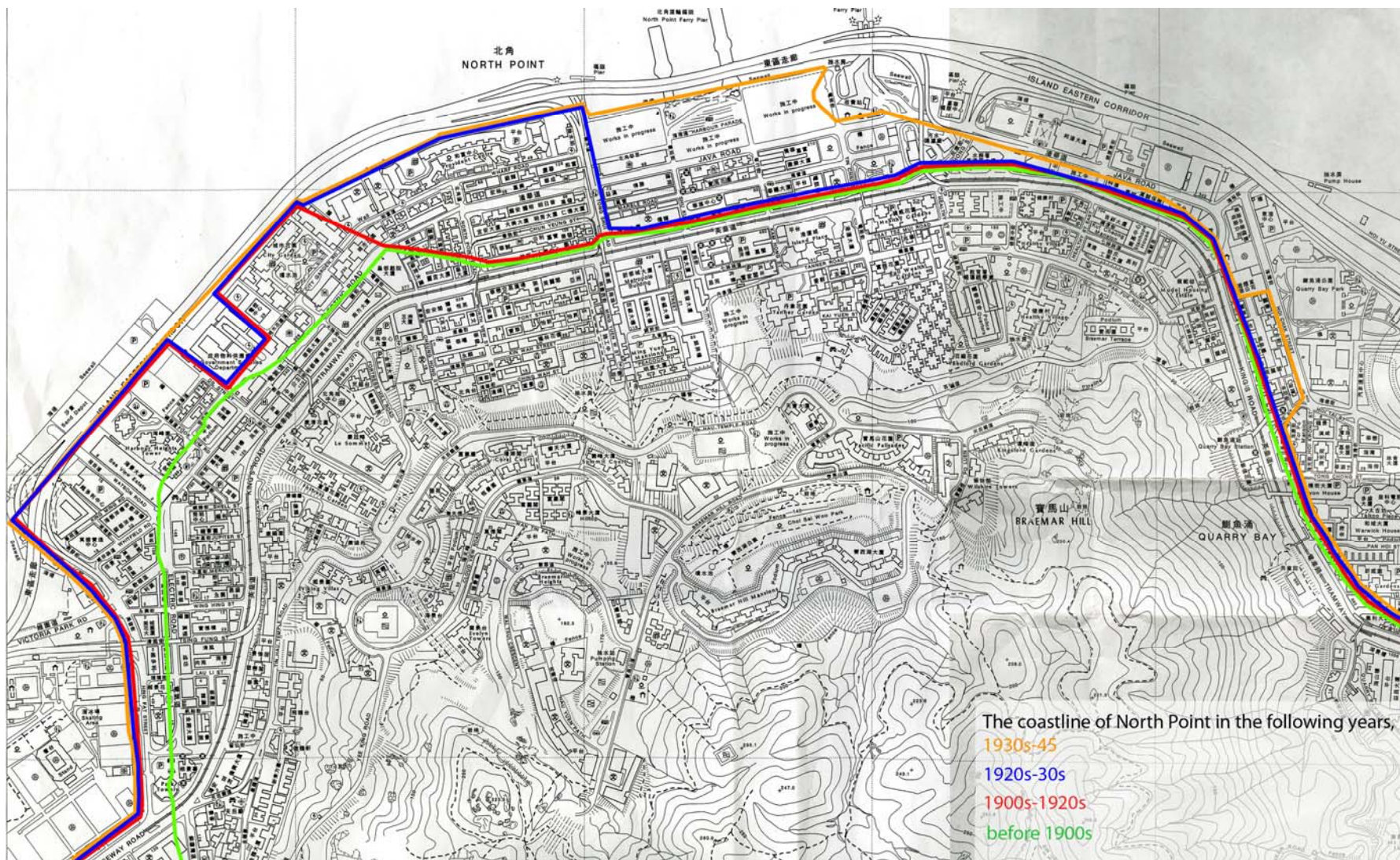


Fig. 29. The transformation of North Point coastline between 1842-1945.
 (courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: 11-SE-A, 2003, Scale 1:1000 (partial))

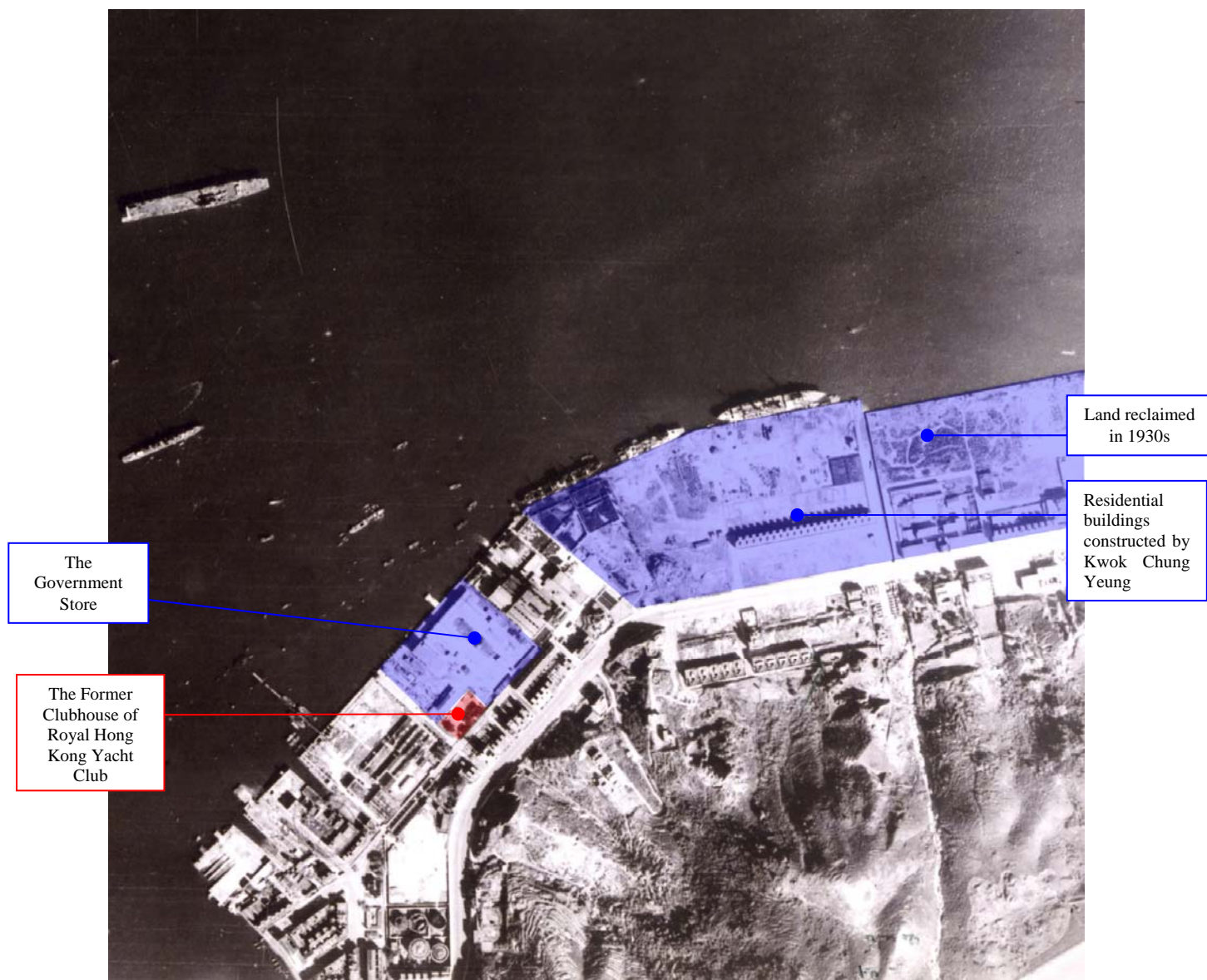


Fig. 30. Aerial photo of 1945.
 (Courtesy of Survey and Mapping Office, Lands Department, Hong Kong SAR Government, ref. no. 681_6-30)

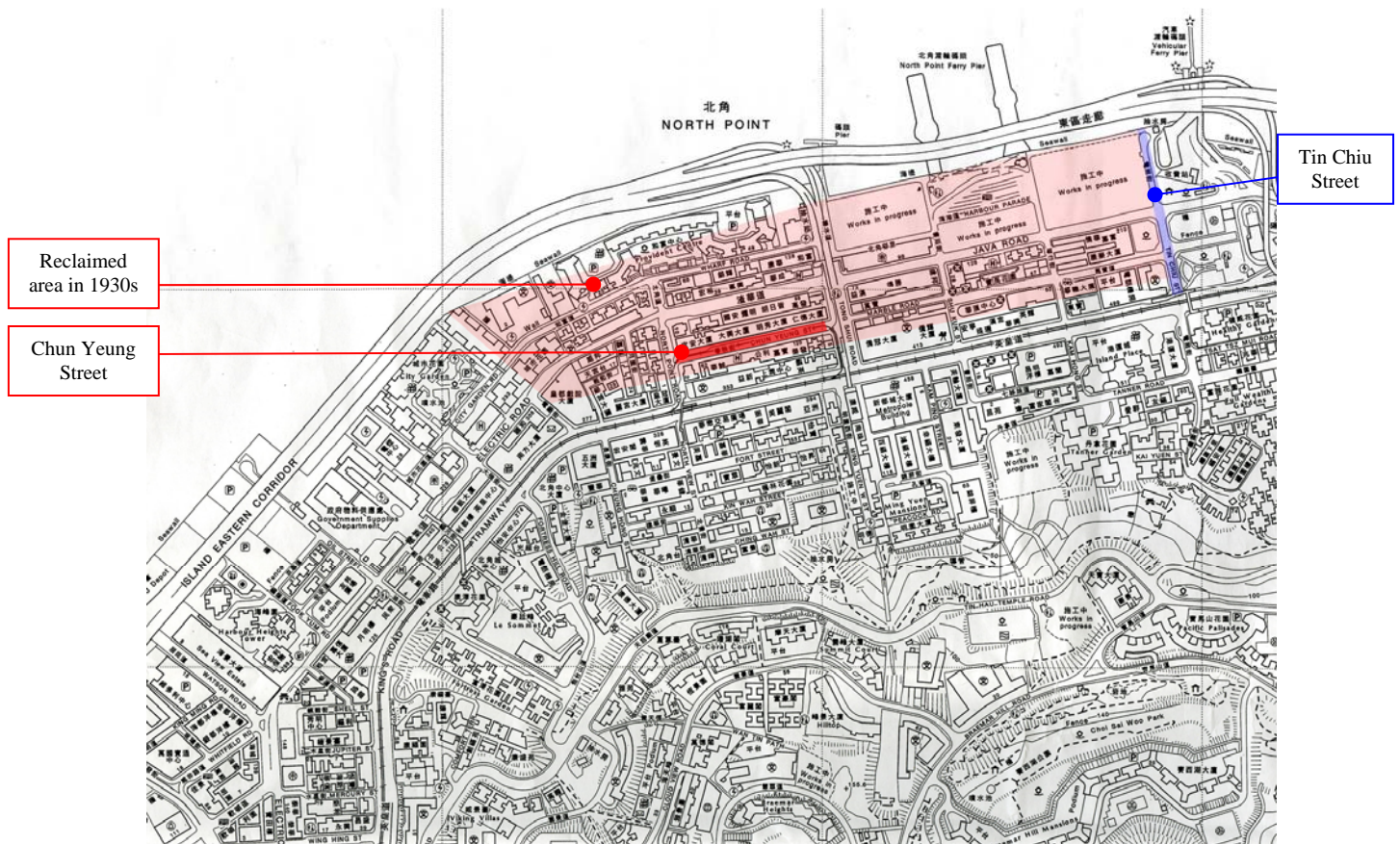


Fig. 31. The map showing the reclaimed area in the reclamation scheme launched in North Point in the 1930s. The western part of Tin Chiu Street is reclaimed from this scheme.

(courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: 11-SE-A, 2003, Scale 1:1000 (partial))

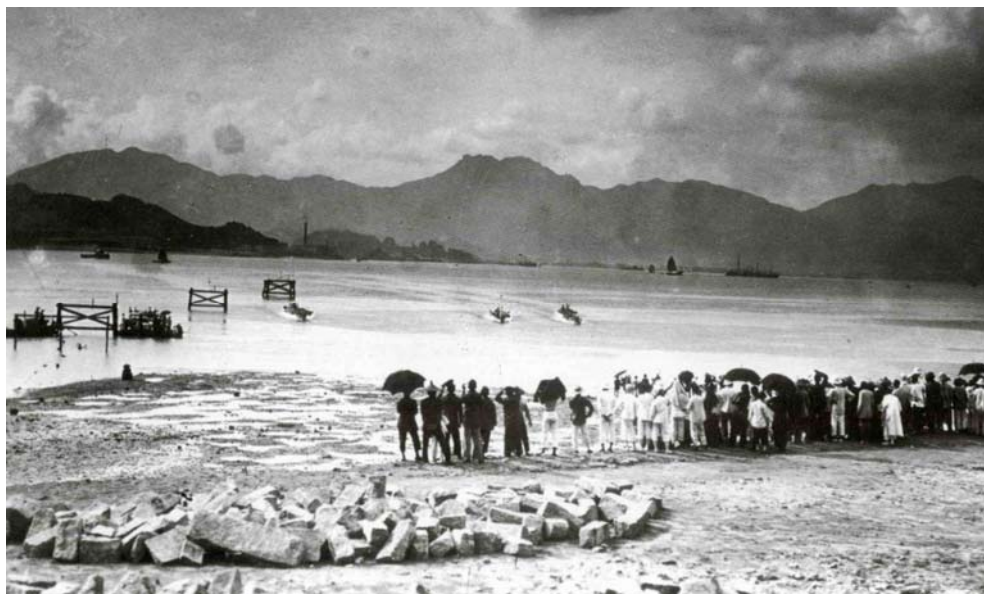


Fig. 32. Reclamation at Tsai Tsz Mui Beach, the markers at the left set the boundaries of land reclamation. Dragon boats were racing on the sea, 1932.
(from Zheng Baohong 鄭寶鴻, *Xiangjiang daomao: Xianggang de zaoqi dianchelu fengguang* 香江道貌: 香港的早期電車路風光 [Early Hong Kong Tramways], p. 182.)

Recreational Attraction

The east portion of Tin Chiu Street 電照街 in North Point was named as Tsat Tsz Mui before the Second World War. At the early twentieth century, the gracious environment of Tsat Tsz Mui attracted various sporting clubs and associations to establish bathing pavilions on the beaches. (Fig. 33) A humble bathing shed on the beach was erected by The Chinese Recreation Club 中華游樂會 in 1911.⁵⁸ Subsequently, the Chinese Swimming Club 華人游泳會 that was established by the Chinese Recreation Club 中華游樂會 erected the first bathing pavilion on the beach in 1922.⁵⁹ The bathing pavilion was a bamboo structure that included dressing room, store room and shower room.⁶⁰

Due to the increasing number of swimmers, the government allotted a site to the South China Athletic Association 南華體育會 at Tsat Tsz Mui for building a new bathing pavilion in 1925. Located at the east of the Chinese Swimming Club's bathing pavilion, the bathing pavilion was completed in 1929. (Fig. 34) A grand opening ceremony was hosted by the Hong Kong Governor, Sir Cecil Clementi 金文泰.⁶¹

The Chinese Sports Association 中華體育會, the Chinese Young Men's Christian Association 中華基督教青年會, the Chinese Association of Banks 華人銀行公會, Tin Sun Company 大新公司, Wing On Company 永安公司 subsequently erected their bathing pavilions at the seaside of Tsat Tsz Mui⁶² making the place a popular swimming spot on Hong Kong Island. (Fig. 35)

⁵⁸ Xianggang shangye huibao 香港商業彙報, *Xianggang jianzaoye nainian shi* 香港建造業百年史 [One Hundred Years of Building Construction in Hong Kong], p. 62.

⁵⁹ Xianggang shangye huibao 香港商業彙報, *Xianggang jianzaoye nainian shi* 香港建造業百年史 [One Hundred Years of Building Construction in Hong Kong], p. 62.

⁶⁰ Xia Li 夏歷, *Xianggang dongqu jiedao gushi* 香港東區街道故事 [The Story of Streets in the Hong Kong Eastern District], p. 265.

⁶¹ See *History* (2003). Retrieved March 12, 2008, under the South China Athletic Association Web Site: http://www.scaa.org.hk/index_eng.htm and Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 130.

⁶² Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 130.



Fig. 33. A beach around the Tzat Tsz Mui area, c. 1920.
(from Zheng Baohong 鄭寶鴻, *Xiangjiang daomao: Xianggang de zaoqi dianchelu fengguang* 香江道貌: 香港的早期電車路風光 [Early Hong Kong Tramways], p. 180.)

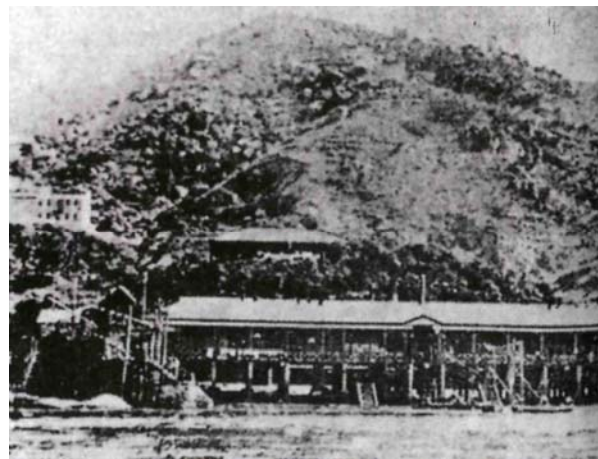


Fig. 34. Bathing pavilion located at the beach of Tzat Tsz Mui, 1930s.
(Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 130.)



Fig. 35. Dragon boat racing on the sea at Tzat Tsz Mui, c.1925. Several bathing pavilions were stood on the beach.
(from Zheng Baohong 鄭寶鴻, *Xiangjiang daomao: Xianggang de zaoqi dianchelu fengguang* 香江道貌: 香港的早期電車路風光 [Early Hong Kong Tramways], Hong Kong, p. 178.)

Recreational facilities were also developed in the area around the Royal Hong Kong Yacht Club. A beach with supporting facilities was provided between the Royal Hong Kong Yacht Club and Power Station in the government report, it reads,

Bathing Facilities – An additional beach was also provided on the small reclamation completed in 1921 between the Royal Hongkong Yacht Club and M.L. 321, the Electric Light Works.⁶³

The reclaimed area would be erected on it, and a fresh water shower bath. A bamboo pier with diving places would be constructed along the South-west boundary of Marine Lot 321 and the bath area enclosed by a hardwood boom of suitable depth to prevent floating debris passing underneath and fitted with a splash board to prevent oil being thrown over into the bathing area by the motion of the water. The boom will also provide a safeguard against accident.⁶⁴

An entry fee of 10 cents per person was charged.⁶⁵ A bathing beach and bamboo pier was clearly shown in the photos taken in 1928 and 1932. (Fig. 16 and Fig. 36)

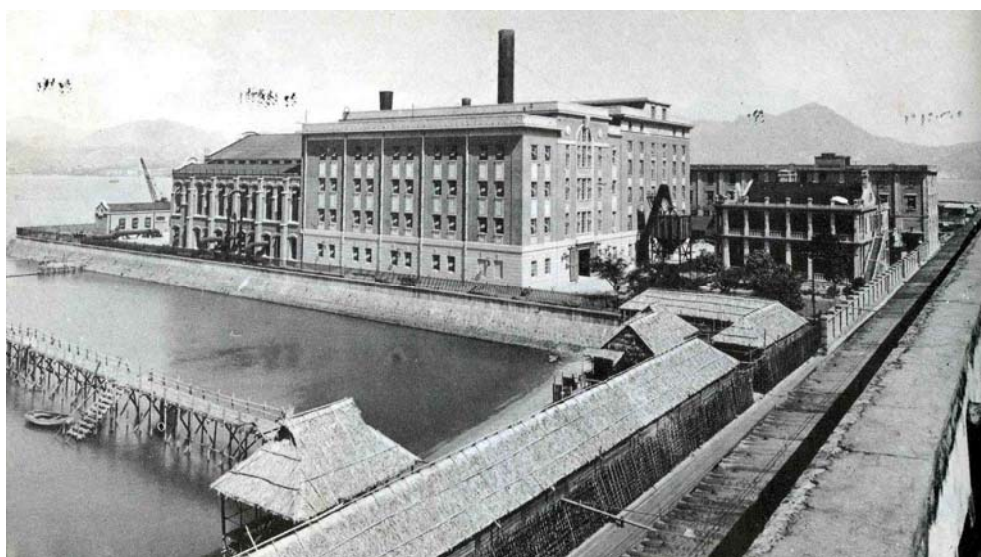


Fig. 36. North Point Power Station at the east of the Royal Hong Kong Yacht Club. The bathing beach was situated at the left side of the Power Station, 1928.
(from Austin Coates, *A Mountain of Light: The Story of the Hong Kong Electric Company*, pp. 80-81.)

Apart from the bathing shed, amusement parks were also developed in Tsat Tsz Mui in the early twentieth century. Ming Yuen Amusement Park 名園遊樂場 which was located near the present-day Ming Yuen Western Street 明園西街 opened in 1921. (Fig. 37) The Ming Yuen Amusement Park (Fig. 38) was a large scale park in the eastern district on Hong Kong Island

⁶³ See *AR 1922 Public Works* (1996). Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/a1922/482.pdf>, p. 107.

⁶⁴ See *SP1921 Report of the committee of the Legislative Council on the Provision of Facilities for sea-bathing* (1996). Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/s1921/2278.pdf>, p. 1.

⁶⁵ See *GA1927no.251* (1996). Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/g1927/107316.pdf>, p. 1.

providing various facilities, such as gardens, drama, acrobatic show, firework display and dragon boat race...etc.⁶⁶ The Ming Yuen Amusement Park was closed in 1930⁶⁷ and was rented out as a film studio until the Second World War.⁶⁸ In the late 1950s, the park was pulled down and replaced by residential buildings. Apart from the Ming Yuen Amusement Park, Ritz Garden 麗池花園 was another amusement park established in North Point. Located at the present-day Ritz Garden Apartments, Ritz Garden 麗池花園 was opened in 1940.⁶⁹

Next to the Ming Yuen Amusement Park was a clubhouse for the European staff of the Hongkong Electric Company possessed various facilities including bar, changing room, two tennis courts, a bowling green and a swimming pool constructed in the bed of a natural stream.⁷⁰ It was a very popular staff meeting place and was always used as the venue of wedding reception and Christmas party by the staff.⁷¹

Furthermore, there was a Roadhouse next to the Ming Yuen Amusement Park, which was a place where prize-fights were held between sailors of the British Fleet and the Philippines based American Fleet.⁷²



Fig. 37. The cafe inside the Ming Yuen Amusement Park, 1921.
(from Zheng Baohong 鄭寶鴻, *Gangdao jiedao bainian* 港島街道百年 [A Century of Hong Kong Roads and Streets], Hong Kong, Joint Publishing (Hong Kong) Company Limited, p. 84.)

⁶⁶ Xianggang shangye huibao 香港商業彙報, *Xianggang jianzaoye nainian shi* 香港建造業百年史 [One Hundred Years of Building Construction in Hong Kong], Hong Kong, Xianggang gongshangye huibao, 1958, p.78.

⁶⁷ See *The Ming Yuen Recreation Garden Wing Fat Co. Ltd to be struck off the Register*, GA1930 no. 320 (1996). Retrieved March 21, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/g1930/572031.pdf>, p. 1.

⁶⁸ Tim Richardson, *North Point, Hong Kong: a case of high density*, Hong Kong, s.n., 1977, p. 25.

⁶⁹ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], pp. 132-133.

⁷⁰ Austin Coates, *A Mountain of Light: The Story of the Hong Kong Electric Company*, p. 107.

⁷¹ Austin Coates, *A Mountain of Light: The Story of the Hong Kong Electric Company*, p. 107.

⁷² Austin Coates, *A Mountain of Light: The Story of the Hong Kong Electric Company*, p. 107.

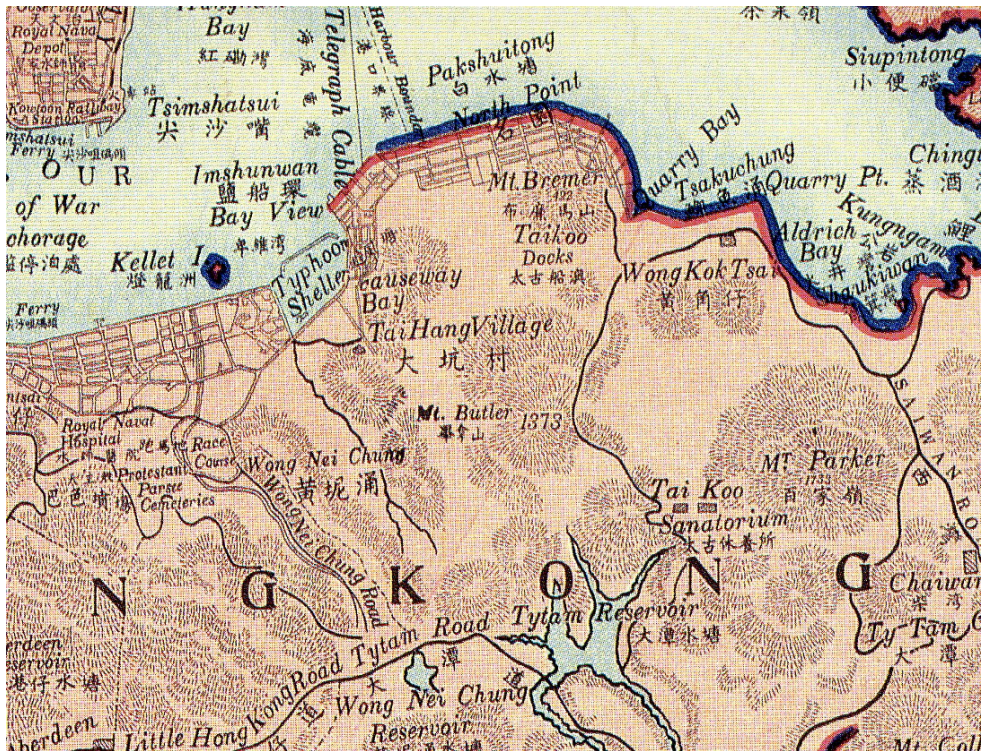


Fig. 38. The map drawn in 1925 showing the Chinese name of North Point as Ming Yuen 名園.

(from Empson, Hal, *Mapping Hong Kong: a Historical Atlas*, p. 145)

Residential Area

Apart from the sports associations and foreign organizations erected their clubhouses and parks in Tsat Tsz Mui, the beautiful scenery of Tsat Tsz Mui also attracted the Chinese merchants to build their private residences there. In the middle of 1930s, Chen Jitang 陳濟棠⁷³ built his private residence with own swimming pool and Chinese garden, named as Kai Yuen 繼園 in Tsat Tsz Mui.⁷⁴ The residence then was torn down and replaced by apartment buildings in the 1970s. The site of Kai Yuen 繼園 was named as Kai Yuen Street 繼園街.⁷⁵

Other than private mansion, Chinese tenement houses were built. The well-known Chinese residential area was developed by a Chinese sugar merchant, Kwok Chun Yeung 郭春秧 in the

⁷³ Chen Jitang 陳濟棠 was the chief commander in Guangdong province in 1929-1936. He was appointed as Disbandment Officer of Guangdong 廣東編遣區特派員 by Jiang Jieshi 蔣介石, the Chairman of the National Government in Nanjiang 南京國民政府 in 1929. Chen Jitang acquired autonomy from the Nanjiang Government in 1931 and developed a semi-independent regime in Guangdong until 1936. After he was overthrown in 1936, he evacuated to Hong Kong. Retrieved from Xiao Zili 蕭自力, Chen Jitang 陳濟棠, Guangdong, Guangdong renmin chubanshe 廣東人民出版社, 2002, pp. 60-61, 120, 450-451, 472-473 and Tung Kwok Leung 董國樑, A study of the relationships between Chen Jitang and the Nanking Government, 1929-1936, from Hong Kong University These Online under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkuto/record/B31950085>.

⁷⁴ Siu Kwok Kin 蕭國健, Sham Sze 沈思, *Heritage Trails in Urban Hong Kong*, Hong Kong, Wan Li Book Co., Ltd., 2001, p. 29.

⁷⁵ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 152.

1920s. Kwok Chun Yeung 郭春秧, planned to carry out a reclamation scheme and build a sugar refinery at the east of Power Station in the 1920s. However, the sugar price dropped drastically when the land reclamation finished. Mr. Kwok eventually gave up his original plan and the reclaimed area was then designated to residential use.⁷⁶ The street constructed in the reclaimed area was named as Chun Yeung Street 春秧街. After the Second War World, Chun Yeung Street 春秧街 was a substantial market selling the native products for Fujian residents in North Point. The street, also known as *Sei Sap Kan* 四十間 [forty buildings] that means there were forty houses and shops in the street, became the most prosperous place in the district.

Residential development was also found at the surrounding of Oil Street in the early twentieth century. According to an old photo taken in 1933, it is seen that a row of tenement houses were built along Electric Road opposite to the clubhouse of Royal Hong Kong Yacht Club, currently the site of Newton Hotel.⁷⁷(Fig. 39)

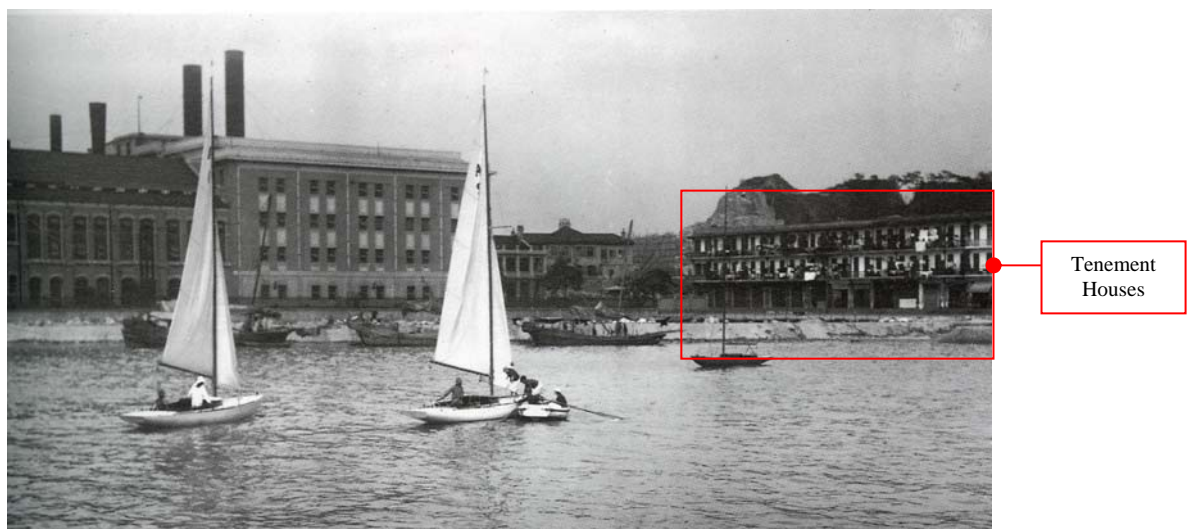


Fig. 39. The yachts off the Royal Hong Kong Yacht Club's premises (out of the image) at North Point. The Power Station at the left side, a row of tenement houses at the right, 1933.
(from Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 55.)

⁷⁶ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 142.

⁷⁷ Tim Richardson, *North Point, Hong Kong: a case of high density*, Hong Kong, s.n., 1977, p. 23.

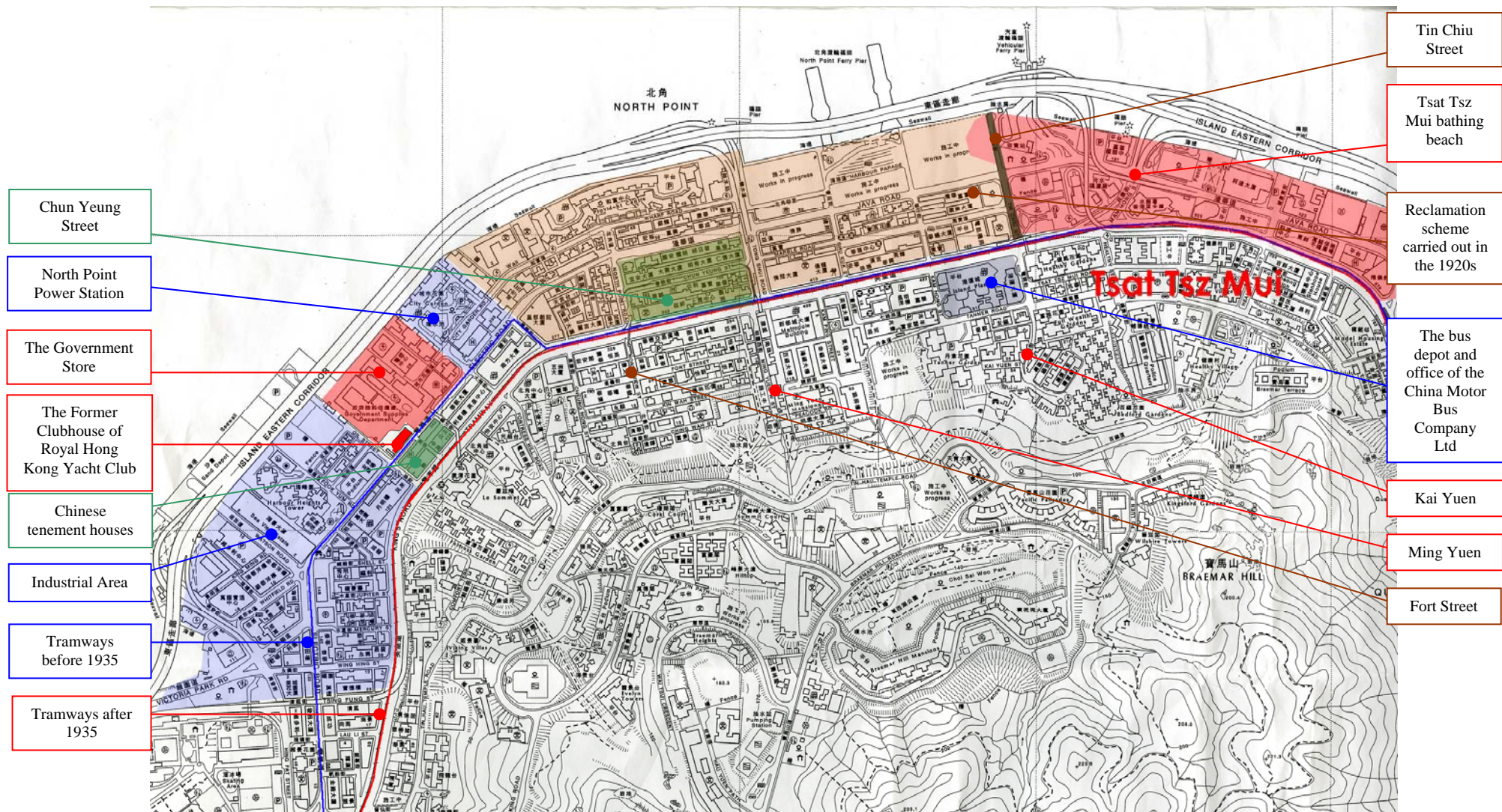


Fig. 40. The map showing the development of North Point before 1945.
(courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: 11-SE-A, 2003, Scale 1:1000 (partial))

2.1.4 During the Japanese Occupation

The invasion of the Japanese came on 8 December 1941, the Japanese began to bombard Hong Kong Island after capturing Kowloon on 13 December 1941. Tsat Tsz Mui Beach was one of the attacking target and landing point along the northern shoreline of Hong Kong Island.⁷⁸ The bathing pavilions on the Tsat Tsz Mui Beach were totally destroyed by the Japanese troops and the Power Station was also occupied by the Japanese after they landed at Tsat Tsz Mui.⁷⁹ (Fig. 41) After fierce fighting continued on Hong Kong Island, the only reservoir, Wong Nai Chung Reservoir 黄泥涌水塘 was lost. The 21st Governor Sir Mark Yong finally took the decision to surrender on 24 December 1941.⁸⁰

During the Japanese occupation, a civilian camp was erected at the junction of King's Road and Tin Chiu Street in North Point, where currently King's Road Playground. (Fig. 42) The civilian camp was used to imprison foreign women and children.⁸¹

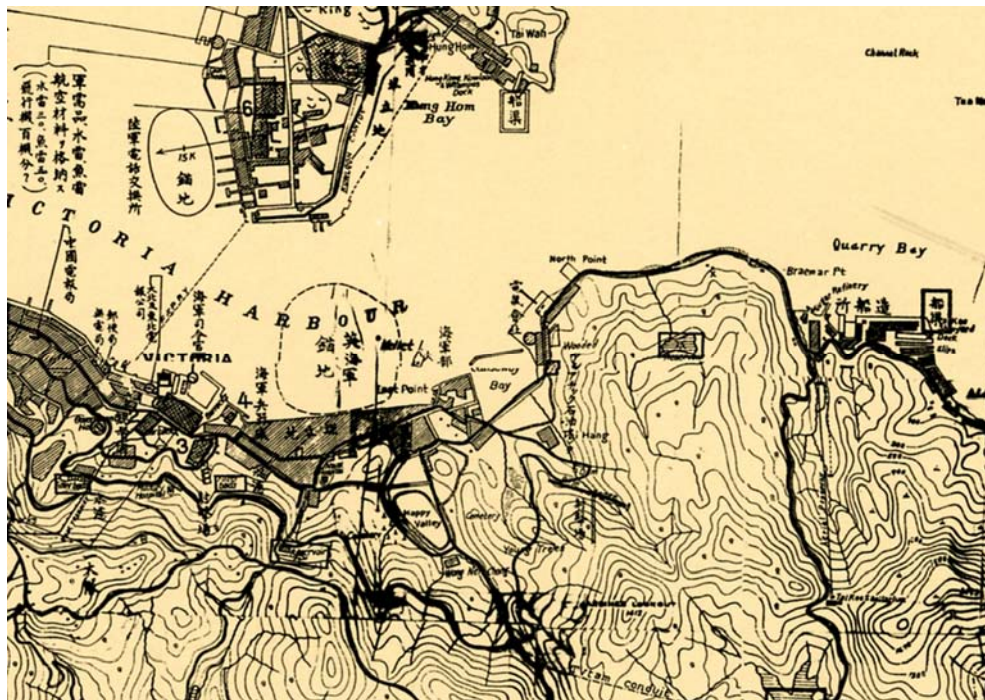


Fig. 41. Japanese Map shows North Point during the pre-war period, 1939-40.
(from Empson, Hal, *Mapping Hong Kong: a Historical Atlas*, p. 146.)

⁷⁸ Xia Li 夏歷, *Xianggang dongqu jiedao gushi* 香港東區街道故事 [The Story of Streets in the Hong Kong Eastern District], p. 278.

⁷⁹ Xia Li 夏歷, *Xianggang dongqu jiedao gushi* 香港東區街道故事 [The Story of Streets in the Hong Kong Eastern District], p. 280.

⁸⁰ Nigel Cameron, *An Illustrated History of Hong Kong*, Hong Kong; Oxford, Oxford University Press, 1991, p. 261.

⁸¹ Xia Li 夏歷, *Xianggang dongqu jiedao gushi* 香港東區街道故事 [The Story of Streets in the Hong Kong Eastern District], p. 282.



Fig. 42. Civilian Camp in North Point, 1942.
 (from Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 80.)

2.1.5 After the Second World War

During the Second World War, Hong Kong was damaged by the flames of war. Industrial and residential buildings were destroyed by the Japanese military. After the war, a wave of immigrants brought along capital and skills escaped from the mainland to Hong Kong as a result of the Chinese Civil War (1947-1949). Being one of the areas where lots of immigrants settled, North Point recovered quickly and soon developed into a flourishing district.

Development of Industrial Area

Industrial facilities in North Point were gravely destroyed by the Second World War. After the war, the industrial structures were reconstructed along the waterfront of North Point. Small shipyard, oil depot, government store and wharves were erected. (Fig. 43) From the aerial photo taken in 1949, wharves and piers were repaired and re-operated at the seaside in North Point. (Fig. 47) North Point Power Station was also resumed to operate again. At the North Point east, the service of bus depot was resumed and light industries were also developed.⁸²

⁸² Tim Richardson, *North Point, Hong Kong: a case of high density*, Hong Kong, s.n., 1977, p. 49.

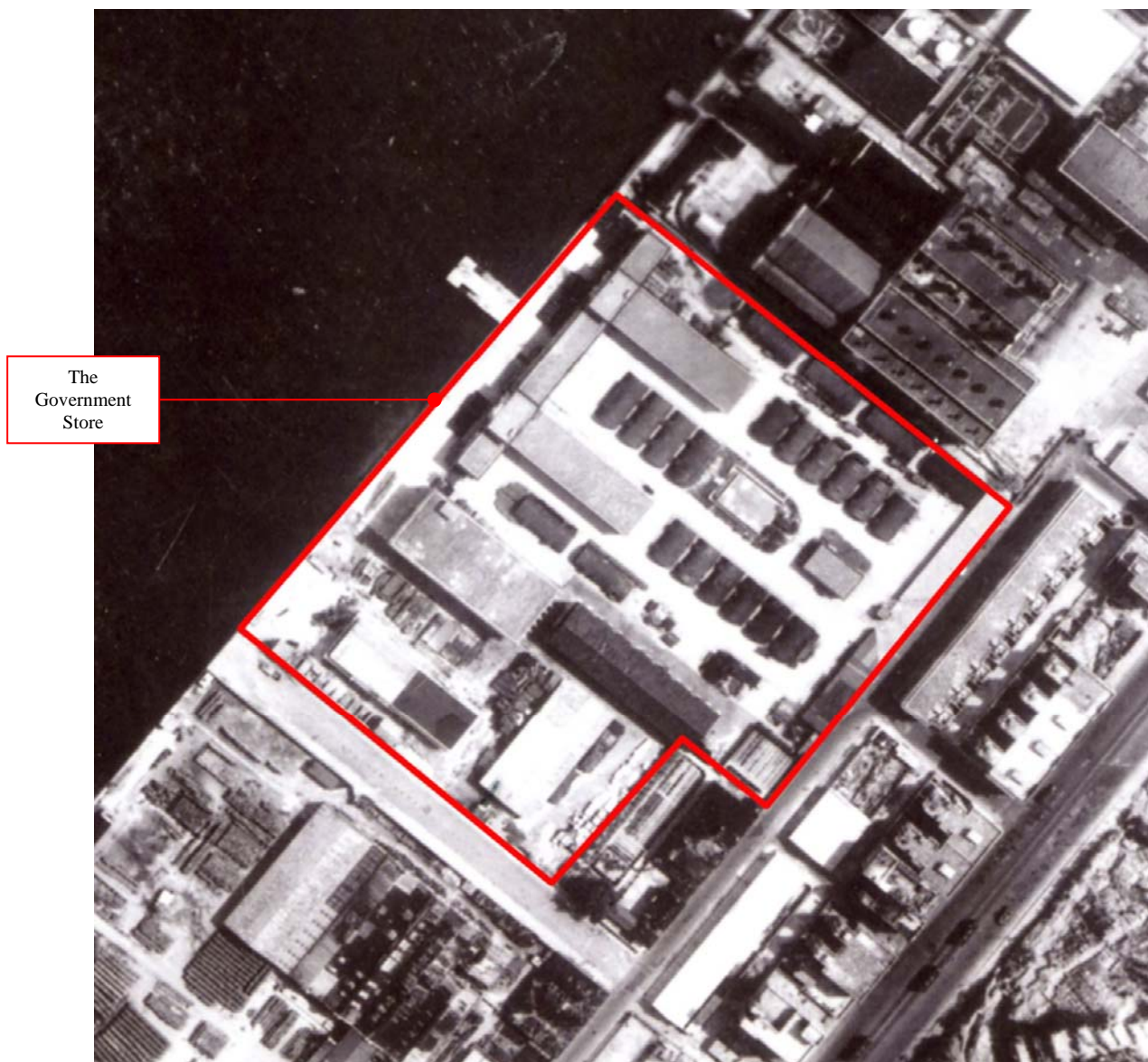


Fig. 43. Wharves built on the North Point waterfront, 1951.
(from Zheng Baohong 鄭寶鴻, *Gangdao jiedao bainian* 港島街道百年 [A Century of Hong Kong Roads and Streets], p. 85.)

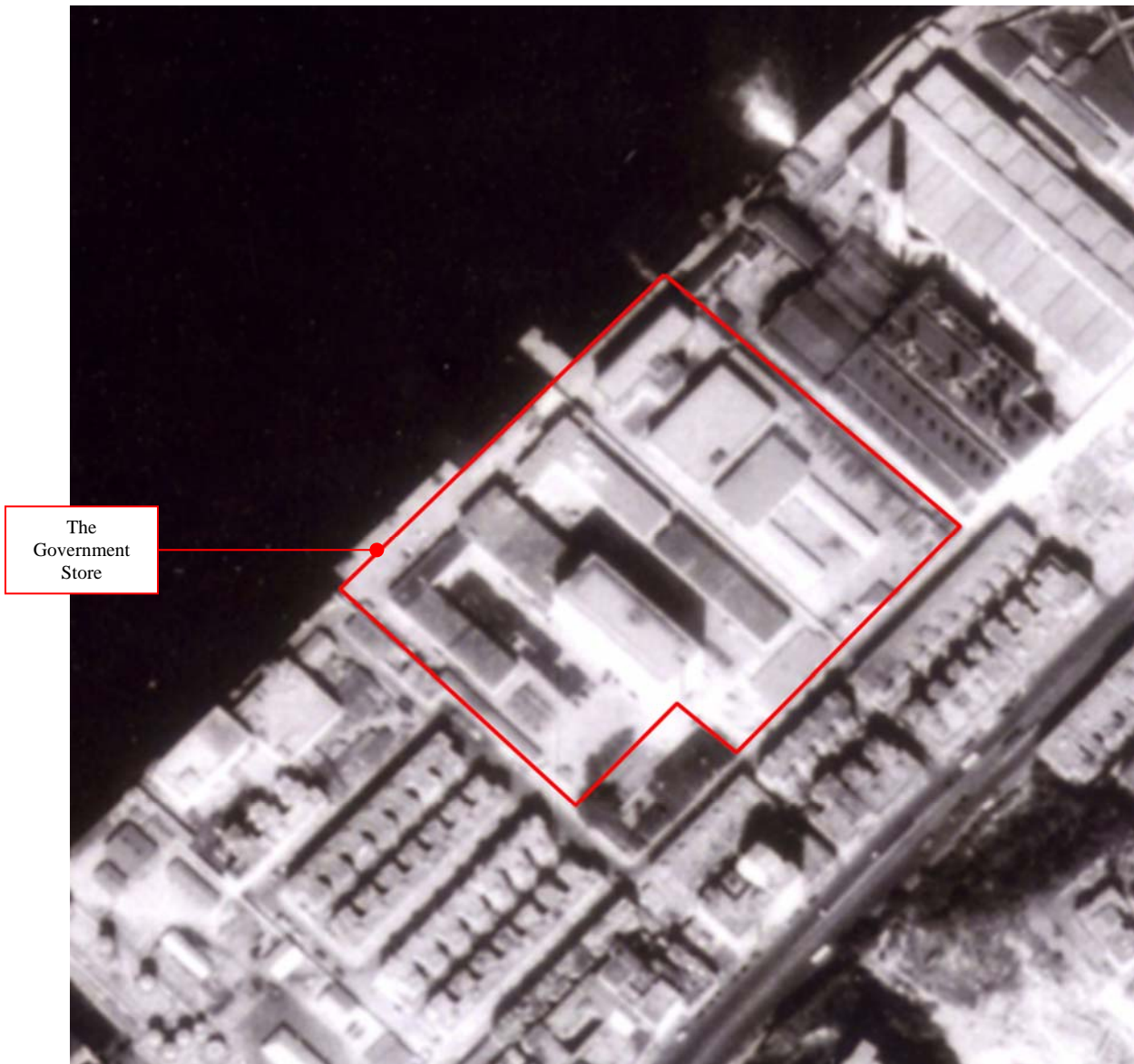
Government Stores

Comparing the aerial photos taken in 1949 and 1961, the buildings in the Government Stores were reconstructed. (Fig. 44 and Fig. 45) The layout of the Government Stores in 1961 is similar to the survey map drawn in 1956 (Fig. 46), it seems that the Government Store has been rebuilt before 1956. According to the survey map drawn in 1956, medical store, furniture store, furniture workshop and steel store were included in the Government Stores. The Government Store was used as storehouse until the Government Supplies Department was moved to the North Point Government Offices at Java Road, North Point in 1998. The warehouse at the Electric Road was rented out to Hong Kong artists in 1998.⁸³

⁸³ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 142.



**Fig. 44. The aerial photo shows the layout of the Government Store in 1949.
(Courtesy of Survey and Mapping Office, Lands Department, Hong Kong SAR
Government, ref. no. 81A_128).**



**Fig. 45. The aerial photo shows the layout of the Government Store in 1961.
(Courtesy of Survey and Mapping Office, Lands Department, Hong Kong SAR
Government, ref. no. F44_600)**



Fig. 46. The map showing the Government Stores in Oil Street, North Point, 1956.
 (Courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR
 Government, acc. no.: 197-SW-5)

Cemetery Depot

A cemetery depot was built at the seashore of North Point in Oil Street in July, 1954. After the cemetery depot operated, the service in the cemetery depot at So Kwun Po 掃管埔 was suspended. The Hong Kong cemeteries office was also moved from central market 中央市場 to Oil Street.⁸⁴ According to the old map drawn in 1956, a cemetery depot, farewell pavilion, office and quarters were built to the west of the Government Stores. (Fig. 46)

⁸⁴ Xianggang fenchang guanlichu 香港墳場管理處 [The Hong Kong cemeteries office], Takung Pao, 28 June, 1954, p. 1.

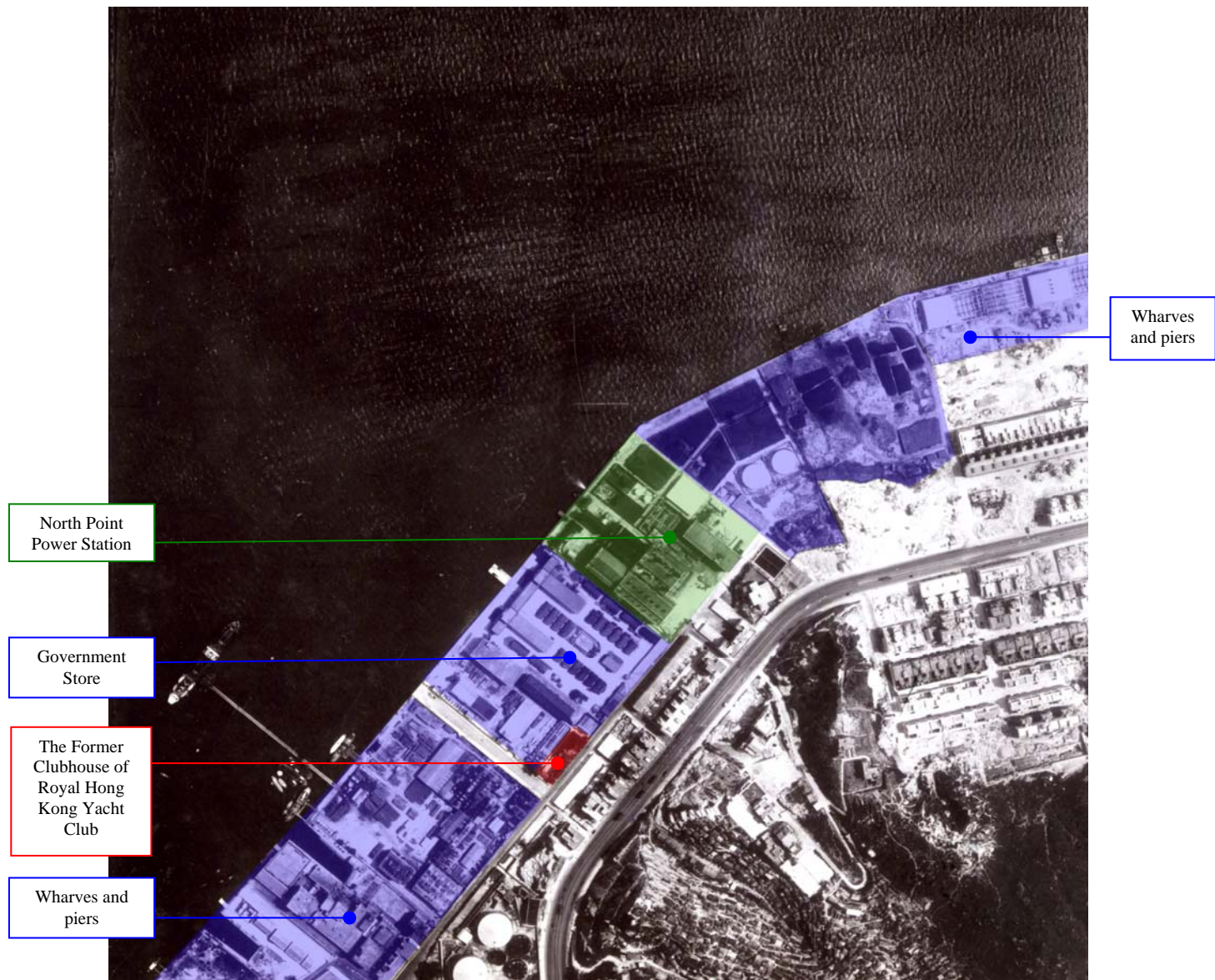


Fig. 47. Aerial photo of 1949.
 (Courtesy of Survey and Mapping Office, Lands Department, Hong Kong SAR Government, ref. no. 81A_128).

Public Transportation

The bus service was improved and the ferry service was first introduced in North Point in the post war period to cater the rapid population growth in North Point.

Bus Service

After the Second World War, the network of the China Motor Bus Company Ltd. expanded on Hong Kong Island. In order to provide service to the residents in Shau Kei Wan, the route No. 2 was extended from Central to Shau Kei Wan. Route No. 8 was opened in the 1950s to lighten the burden of route No. 2. Route No. 8 was served between Wanchai Ferry Pier and Shau Kei Wan. New buses with double-decked bus were purchased to increase the capacity.

A staff quarter of the China Motor Bus Company Ltd. was erected in Kam Hong Street 琴行街 in 1954 for its staff.⁸⁵ After A new bus depot was built in Chai Wan 柴灣 in 1956⁸⁶, the bus depot and office in North Point were finally pulled down in 1987-1992. Subsequently, the land was used to develop a large scale residential and commercial project which is now known as Island Place 港運城. The staff quarter was also demolished in 1998 and a new residential building, Island Lodge 港濤軒 was erected on the site.

North Point Ferry Pier

Because of the development of Kowloon Peninsula, North Point residents worked on the opposite side. Yaumati Ferry applied the franchise license for the rights to North Point route in the 1950s, but it was turned down by the Hong Kong Government. The company applied the license in the 1960s again. The North Point Ferry Pier was finally completed in 1963. Ferries connected North Point with Kowloon City 九龍城, Hung Hom 紅磡 and Kwun Tong 觀塘 was provided by Yaumati Ferry.⁸⁷ Nowadays, North Point Ferry Pier is still in service. A large scale bus terminal was constructed adjacent to the North Point Ferry Pier.

The Construction of Hong Kong Island Eastern Corridor 東區走廊

After the Second World War, the Eastern District was developed rapidly. Traffic congestion was commonly occurred. In order to relieve the congestion problem, a proposal of constructing a new road was introduced in 1968.⁸⁸ The construction of corridor was begun in 1981⁸⁹ and the part between Causeway Bay and Tai Koo Shing was finished in 1984.⁹⁰ (Fig. 48) This part is mainly consisting of viaducts along Victoria Harbour.

⁸⁵ See *Legislative Council Question 1: "Application for lease modification" by the Hon Albert Cheng and a reply by the Secretary for Housing, Planning and Lands, Mr. Micheal Suen, in the Legislative Council, November 9, 2005* (2005). Retrieved March 18, 2008, under Press Releases in 2005, from Planning and Lands Branch, Development Bureau, the HKSAR government, Web Site: <http://www.devb-plb.gov.hk/eng/press/2005/200511090142.htm>.

⁸⁶ Xianggang shangye huibao 香港商業報, *Xianggang jianzaoye nainian shi* 香港建造業百年史 [One Hundred Years of Building Construction in Hong Kong], Hong Kong, Xianggang gongshangye huibao, 1958, p. 88.

⁸⁷ Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], pp. 124-125.

⁸⁸ Highways Office, Engineering Development Department, *Hong Kong Island Eastern Corridor: Causeway Bay to Taikoo Shing Section*, Hong Kong, the Government Printer, 1984, p. 1.

⁸⁹ Highways Office, Engineering Development Department, *Hong Kong Island Eastern Corridor: Causeway Bay to Taikoo Shing Section*, p. 1.

⁹⁰ Highways Office, Engineering Development Department, *Hong Kong Island Eastern Corridor: Causeway Bay to Taikoo Shing Section*, p. 1.



Fig. 48. Work in progress on the deck of the elevated carriageway in North Point. A large scale bus terminal was constructed adjacent to the North Point Ferry Pier. (from Highways Office, Engineering Development Department, *Hong Kong Island Eastern Corridor: Causeway Bay to Taikoo Shing Section*, Hong Kong, the Government Printer, 1984, p. 6)

Reclamation

The reclamation work was continued from west to east in Tsat Tsz Mui in the post war period. A vast area of land was created mainly for residential use.⁹¹ Housing Estate, such as Model Housing Estate 模範邨, North Point Estate 北角邨 and Healthy Village Estate 健康邨...etc were developed on reclaimed land. Comparing with the aerial photo taken in 1945 and 1963, a large scale of reclaimed land has been already created on the seaside of North Point. (Fig. 49 and Fig. 50)

From the aerial photo taken in 1945 (Fig. 49.), the west of Tin Chiu Street 電照街 was newly reclaimed in the 1930s. The eastern portion of King's Road was still along the seaside in 1945. The bathing pavilions of various sporting clubs were formally developed along the seaside.

⁹¹ Xia Li 夏歷, *Xianggang dongqu jiedao gushi* 香港東區街道故事 [The Story of Streets in the Hong Kong Eastern District], pp. 287-288.

Comparing with the aerial photos taken in 1961(Fig. 50), much reclaimed land at the eastern portion of Tin Chiu Street was created. The former beaches along King's Road were disappeared and the coastline of North Point was pushed forward. Rows of houses were built and roads and streets were also well developed in North Point.



Fig. 49. Aerial photo of 1945.
(Courtesy of Survey and Mapping Office, Lands Department, Hong Kong SAR Government, ref. no. 681/6 4034)

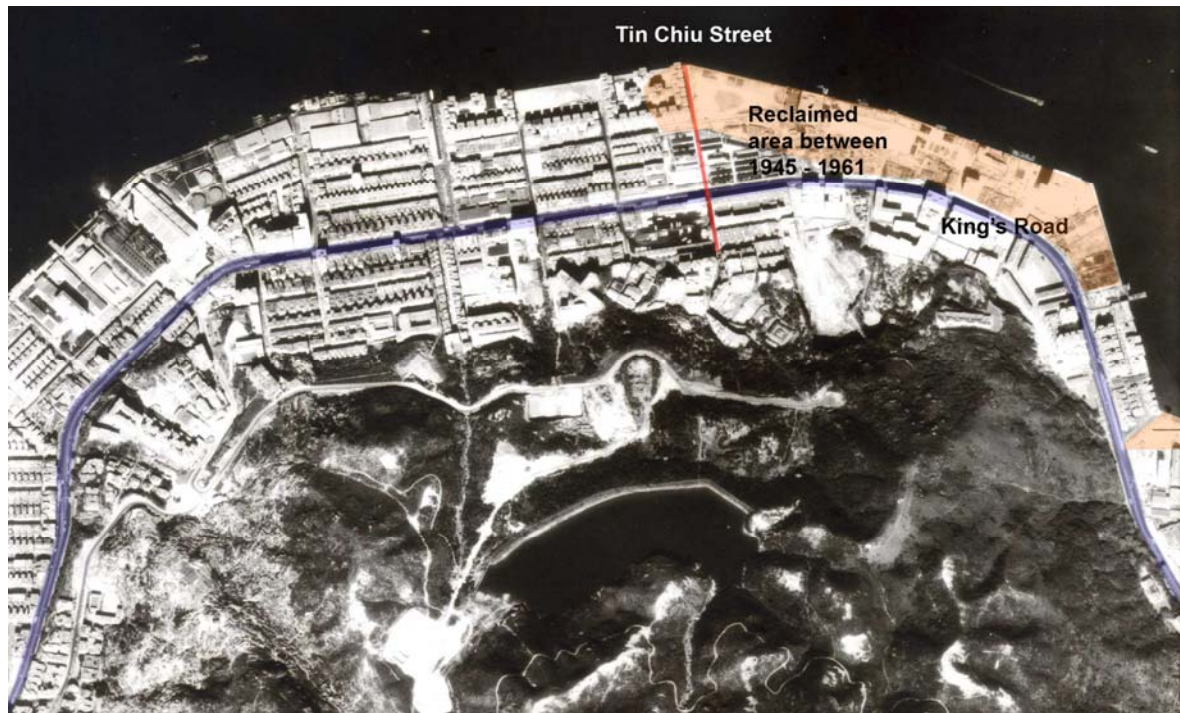


Fig. 50. Aerial photo of 1961.
(Courtesy of Survey and Mapping Office, Lands Department, Hong Kong SAR Government, ref. no. 0125)

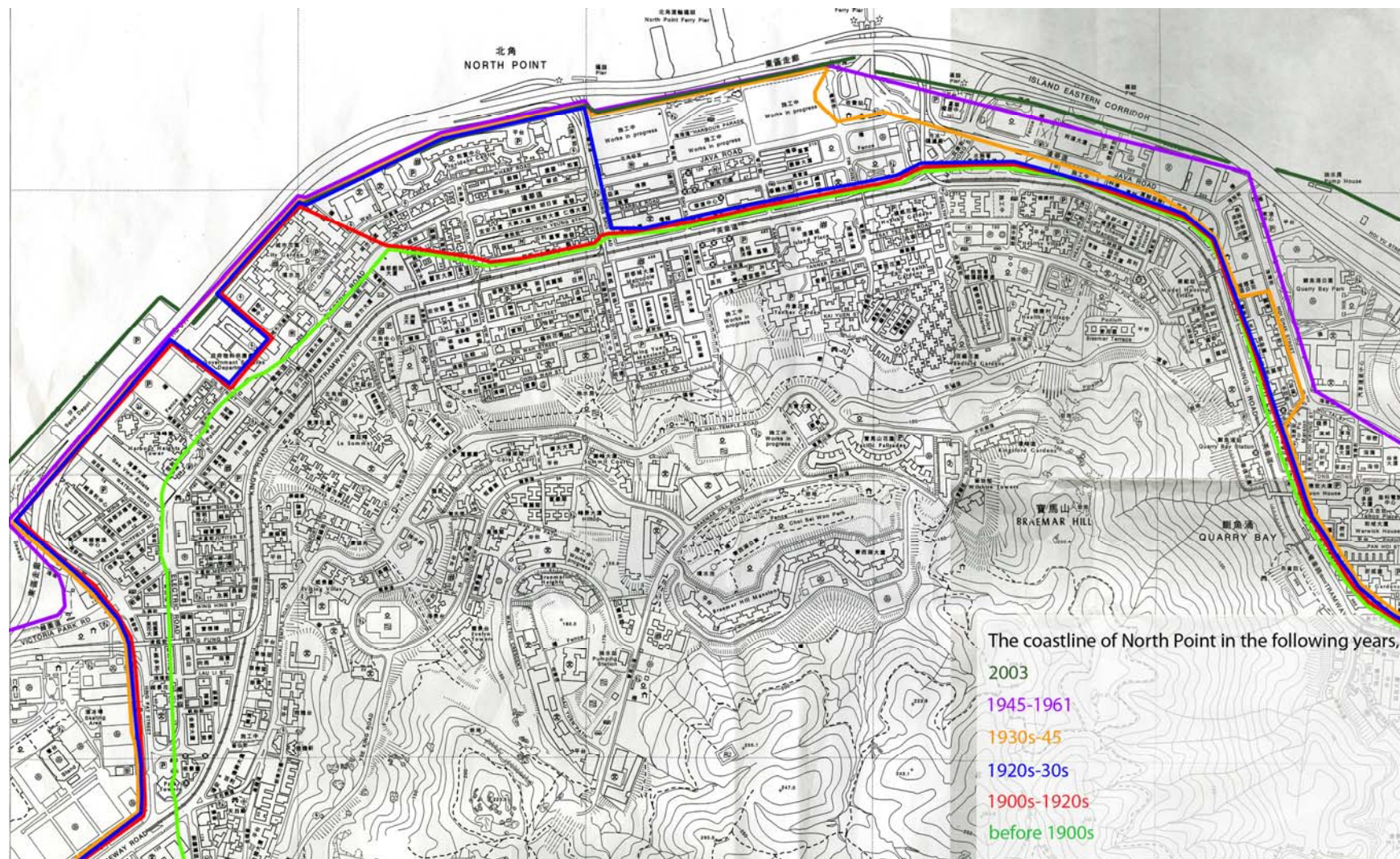


Fig. 51. The transformation of North Point coastline between 1842-2003.
(courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: 11-SE-A, 2003, Scale 1:1000 (partial))

Recreational Attraction

During the Second World War, the bathing pavilions on Tsat Tsz Mui beach were totally destroyed. Amusement parks were erected as a recreational attraction in North Point. Ritz Garden 麗池花園, reopened by a Shanghai merchant Lee Choi Fan 李裁法 in 1946,⁹² included a swimming pool, miniature golf and a spacious restaurant.⁹³ Locating near the present Yuet Yuen Street 月園街, Luna Park 月園 was also erected in 1949. It was a famous children's attraction. Numerous thrill rides were including in the park, such as hair-raising rides, a big wheel, a model railway and sideshow...etc.⁹⁴ Two gardens were closed in the middle of 1950s and the sites were used to build residential houses.

Residential Area

After the Japanese Occupation, the Chinese Civil War was broken out in the Mainland. Large number of immigrants flooded into Hong Kong. North Point was soon developed into a densely populated district. In order to pressure off the overcrowded in the older areas of the Victoria City, new reclamation scheme was carried out between 1947 and 1952 at Tzat Tsz Mui Beach.⁹⁵

A number of immigrants from Shanghai brought their capitals and skills to Hong Kong and settled in North Point where gradually be regarded as "little Shanghai". By 1950, little Shanghai was already well established. A cluster of exclusive residential houses were built in Kin Wah Street 建華街, Ching Wah Street 清華街 and Fort Street 堡壘街, where numerous shops, including restaurants, tailor shops, beauty parlors...etc were opened by Shanghai people.⁹⁶

From the 1950s, Shanghai people moved out to more exclusive places, such as the Peak, Mid-levels 半山區 and Happy Valley 跑馬地. Since then Fujian people began to move to North Point. They first settled in Electric Road, along Shell Street 蜆殼街, Jupiter Street 木星街 and Mercury Street 水星街. Many of the six-storey buildings were built in the late 1950s. Furthermore, Chun Yeung Street was a substantial market selling the native products for Shanghai and Fujian people. (Fig. 52)

⁹² Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 133.

⁹³ Tim Richardson, *North Point, Hong Kong: a case of high density*, Hong Kong, s.n., 1977, p. 29.

⁹⁴ Tim Richardson, *North Point, Hong Kong: a case of high density*, Hong Kong, s.n., 1977, p. 29.

⁹⁵ Gregory Elliott Guldin, *"Overseas" at Home: the Fujianese of Hong Kong*, Ann Arbor, Mich, University Microfilms International, 1980, p. 95.

⁹⁶ Gregory Elliott Guldin, *"Overseas" at Home: the Fujianese of Hong Kong*, Ann Arbor, Mich, University Microfilms International, 1980, pp. 95-96.



Fig. 52. The shops and stalls along Chun Yeung Street, c1962.
 (from Zheng Baohong 鄭寶鴻, *Xiangjiang daomao: Xianggang de zaoqi dianchelu fengguang* 香江道貌: 香港的早期電車路風光 [Early Hong Kong Tramways], Hong Kong, p. 179.)

From the aerial photo taken in 1961, Chinese tenements were found in the area of Chun Yeung Street 春秧街, Fort Street 堡壘街 and Electric Road 電氣道. (Fig. 53) Many of the Chinese tenements were constructed and shops were opened along the street.

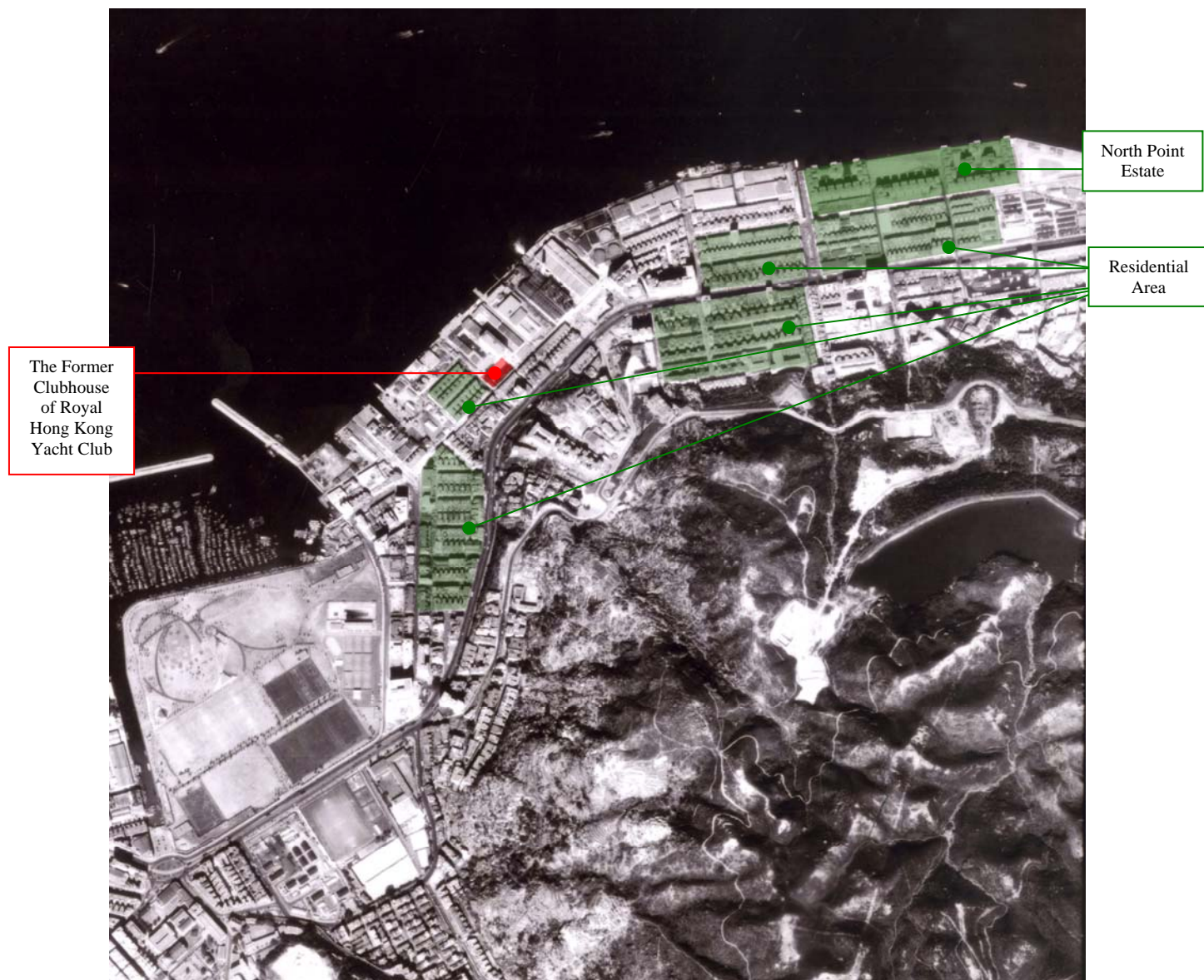


Fig. 53. Aerial photo of 1961.
 (Courtesy of Survey and Mapping Office, Lands Department, Hong Kong SAR Government, ref. no. F44_600)

Three housing estates were developed in North Point between the 1950s and the 1960s to ease the pressure of overcrowded living condition in Hong Kong. The first large scale housing estate established in North Point was Model Housing Estate 模範邨. The estate was built in 1951-53 by the Hong Kong Model Housing Society. There are seven blocks in the estate.⁹⁷ North Point Estate 北角邨 was the second housing estate built in North Point by the Hong Kong Housing Authority in 1957 and was the first estate developed by the Hong Kong Government on Hong Kong Island. (Fig. 54) Each flat was completely self-contained with kitchen, toilet, separate

⁹⁷ See *Model Housing Estate, Eastern Hong Kong* (2003). Retrieved March 18, 2008, under the Property Location and Profile, from the Hong Kong Housing Authority, Web Site: http://www.scaa.org.hk/index_eng.htm.

bedrooms and balcony.⁹⁸ It was the biggest residential project in Hong Kong at that time and was described as one of the spectacular building projects in Asia. The third housing estate is Healthy Village Estate 健康邨 constructed in 1965.



Fig. 54. North Point Estate, 1968.
(from Guo Shaotang 郭少棠, *Dongqu fengwuzhi: jiti jiyi shequqing* 東區風物志: 集體記憶社區情 [A Guide to The Antiquities of Hong Kong Eastern District: Collective Memory in the Community], p. 69.)

In the 1980s, private residences were built at on the seaside of North Point after withdrawal of industry. While the Provident Centre 和富中心, a large scale resident project, was built on the old site of wharves in the 1984⁹⁹, City Garden 城市花園, another private residential was constructed on the old site of North Point Power Station in 1982-1986.¹⁰⁰ From the aerial photo taken in 1984, it is seen that tall buildings were erected at the seaside of North Point. North Point Ferry Pier and Island Eastern Corridor are also shown in the photo. (Fig. 55)

⁹⁸ Hong Kong Housing Authority, *The First Two Million*, Hong Kong, Hong Kong Housing Authority, 1980, p. 42.

⁹⁹ See *Provident Centre*. Retrieved March 18, 2008, under the Hutchison Whampoa Property, from A Hutchison Whampoa Company, Web Site: <http://www.hwpg.com/en/properties/p51.asp>.

¹⁰⁰ See *City Garden*. Retrieved March 18, 2008, under the Property, from Cheung Kong (Holdings) Limited, Web Site: <http://www.ckh.com.hk/eng/property/completed/residential/citygarden.html>.

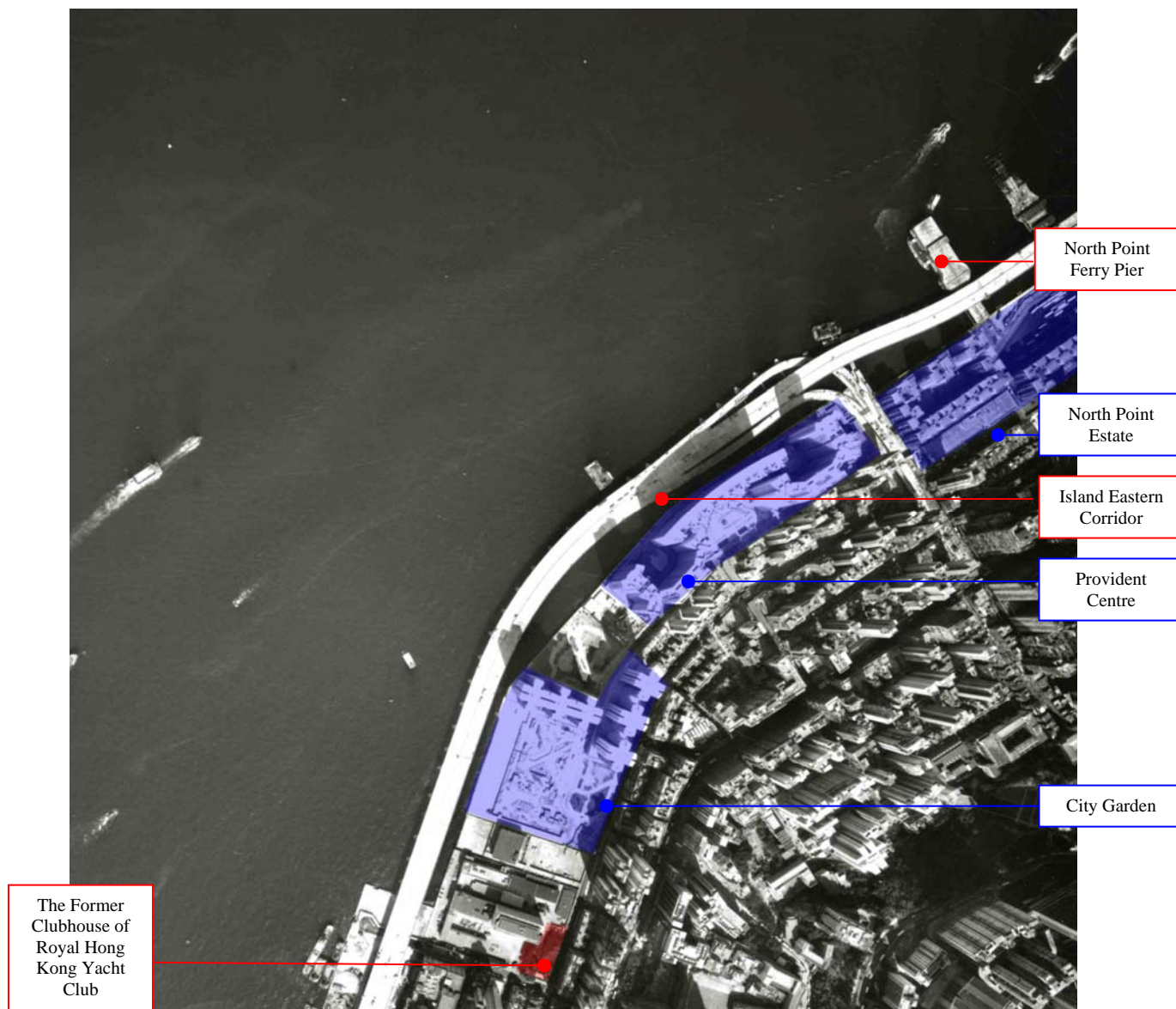


Fig. 55. Aerial photo of 1984.
 (Courtesy of Survey and Mapping Office, Lands Department, Hong Kong SAR Government, ref. no. 53358).

North Point had a rapid development after the Second World War. In the 1960s, a large scale housing estate, North Point Estate and North Point Ferry Pier were constructed along the coast of Tsat Tsz Mui. The name “North Point” received more attention by the community, which even cover the area of “Tsat Tsz Mui”.

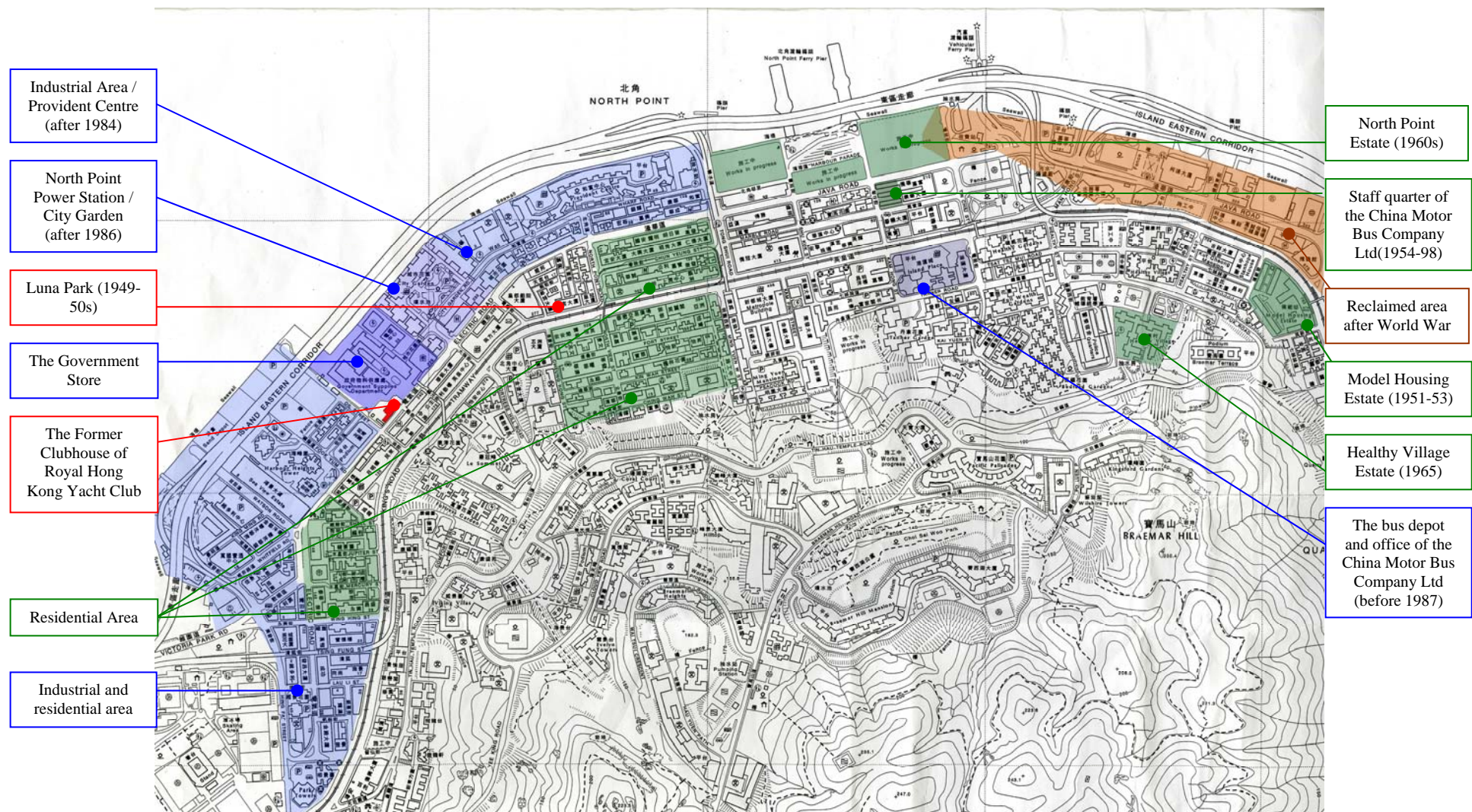


Fig. 56. The map showing the development of North Point after 1945.
(courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: 11-SE-A, 2003, Scale 1:1000 (partial))

Table 1. Development of North Point

Year	Communal Development	Residential Development	Public Transportation	Industrial Development	Recreational Development
Ming Dynasty 1368-1644	The earliest settlement, Wong Nai Chung Village 黄泥涌村 and Shau Kei Wan Village 筲箕灣村 were existed in the surroundings of the present North Point.				
Before 1842	North Point is a barren area and Tsat Tsz Mui Village was an old village located in the east of North Point.				
1844				A causeway was constructed to connect Victoria City with Shau Kei Wan and Chai Wai 柴灣. Part of this causeway passed through North Point.	
1845	The earliest record of North Point which showed in an official map was drawn by the British Royal Engineer.				
1849	According to a census report, about 200 villagers inhabited in Tsat Tsz Mui Village.				
1880s	North Point Battery was set up at a small hill in North Point, now known as Fort Street 堡壘街.			According to the old map drawn in 1888, the causeway which was constructed in 1844 has been named as Shau Kei Wan Road 筲箕灣道.	

1906			Tram service was introduced in North Point. The tramway was begun from Kennedy Town 堅尼地城 to Shau Kei Wan 筲箕灣.		
1914-1919				The Hongkong Electric Company purchased a piece of land, located at the northeast of the Royal Hong Kong Yacht Club in North Point and built a power station on the site.	
1920-22	North Point Battery was demolished and the land was receded to the Colonial Government.				Ming Yuen Amusement Park 名園遊樂場 opened in the present-day Ming Yue Western Street.
1920s	A large scale of reclamation work was carried out in North Point. The reclaimed area was included the present site of Whitfield Road 威非路道, Watson Road 屈臣道 and Gordon Road 歌頓道. The constructed land was mainly used for industrial and residential development.	A reclamation scheme was carried out by Kwok Chun Yeung 郭春秋 at the east of North Point Power Station. Residential buildings, <i>Sei Dap Kan</i> 四十間 were erected on the site of present Chun Yeung Street 春秋街.	A tram terminal named as Ming Yuen Station was set up on Tong Shui Road 糖水道.	Godowns, wharves and piers were developed at the southwest of Royal Hong Kong Yacht club.	Various sporting clubs and associations developed bathing pavilions on the beach of Tsat Tsz Mui.
1930s	A large scale of reclamation was launched by the Hong Kong Government in Tsat Tsz Mui. The western portion of Tin Chiu Street 電照街 was reclaimed.	Kai Yuen 繼園 was built in Tsat Tsz Mui by Chen Jitang 陳濟棠.			The Ming Yuen Amusement Park was closed.

1931	Oil Street 油街, Tin Chong Street 電廠街 and Power Street 大強街 were constructed.	
1933		The China Motor Bus Company Ltd was established and bus service was introduced in North Point.
1935		A part of Shau Kei Wan Road 筲箕灣路 which passed through North Point was renamed as Electric Road 電氣道 to commemorate the contribution of North Point Power Station. King's Road 英皇道 was constructed.
1936-1939	The land between Royal Hong Kong Yacht Club and North Point Power Station was reclaimed.	The Government Store was constructed on the reclaimed area between Royal Hong Kong Yacht Club and North Point Power Station. A tram depot was built by the Hongkong Tramways Company in Tin Chiu Street 電照街.

1940			Amusement Parks, Ritz Garden 麗池花園 was established.
1941-45	A civilian camp that imprisoned foreign women and children were erected in King's Road.		Tsat Tsz Mui Beach was destroyed by the Japanese and the North Point Power Station was occupied by the Japanese.
1945-63	A reclamation scheme was carried out in Tsz Mui by the Hong Kong Government.		
1946-49			Amusement Parks, Ritz Garden 麗池花園 and Luna Park 月園 were opened in 1946 and 1949 respectively.
1950s	Residential blocks were built in Kin Wah Street 建華街, Ching Wah Street 清華街 and Fort Street 堡壘街. Little Shanghai was well established in North Point.		Ritz Garden 麗池花園 and Luna Park 月園 were closed.
1951-53	Model Housing Estate 模範邨 was erected by the Hong Kong Model Housing Society.		The tram depot in Tin Chiu Street was closed.

1954	A staff quarter of the China Motor Bus Company Ltd. was erected in Kam Hong Street 琴行街.	A cemetery depot was erected at the seashore of North Point.
1957	North Point Estate 北角邨 was built by the Hong Kong Housing Authority.	
In the late 1950s	Many of the six-storey buildings which located in Shell Street 蜆殼街, Jupiter Street 木星街 and Mercury Street 水星街, were mainly occupied by Fujian were erected in North Point.	
1963		The North Point Ferry Pier which located in the North of North Point Estate was completed and put into service.
1965	Healthy Village Estate 健康邨 was built.	
1968		The construction of Hong Kong Island Eastern Corridor 東區走廊 was begun.
1970s	Kai Yuen 繼園 was torn down and replaced by residential buildings.	The North Point Power Station was closed and torn down.

1982-86

City Garden 城市花園 and Provident Centre 和富中心 were built on the old site of North Point Power Station and the old site of wharves respectively.

The construction of Hong Kong Island Eastern Corridor 東區走廊 between Causeway Bay and Tai Koo Shing 太古城 was finished.

1987-1992

The bus depot and office in King's Road were pulled down and the site was used to built Island Place 港運城.

2.2 History of No. 12 Oil Street, the former site of Royal Hong Kong Yacht Club

Established for almost a hundred year, the Royal Hong Kong Yacht Club is a sports club providing a gathering place for members and facilities for yachting in Hong Kong. The Former Clubhouse of Royal Hong Kong Yacht Club (Fig. 57) was located at the junction of Electric Road and Oil Street. It was constructed as a headquarters of The Royal Hong Kong Yacht Club in 1906. The surrounding area of the building was mainly used for industrial development, where much of heavy industries built their factories, godowns and piers. In the 1930s, the club moved to Kellett Island in Causeway Bay due to the reclamation work carried out in the coastal waters next to the building. The building was then devolved to the Hong Kong Government and was used as staff quarter and store until 1998. In 2001, the building was used as Archaeological Resource Centre by Leisure and Cultural Services Department. After the building was receded from Leisure and Cultural Services Department, it remains vacant till now.

2.2.1 The Clubs in Hong Kong

After Hong Kong Island was occupied by the British in 1841, social and sports clubs were introduced by the foreigners into Hong Kong society. In the nineteenth century, there were around ten active clubs in Hong Kong. These clubs were mainly divided into two types. Some of them were established to serve particular social group while the others were set up for certain kind of sport. For instance, the Hong Kong Club, the first club established in Hong Kong, was formed in 1844 by British merchants and civil servants for their own benefit.¹⁰¹ The Lusitano Club was a Portuguese club established in 1866. Most of the major functions held by the Portuguese community took place in the clubhouse.¹⁰² The Chinese Club was a club formed by the Chinese in Hong Kong in the early 20th century.

Sports Club was popular in Hong Kong in the nineteenth century. Several clubs out of the ten active clubs were established for different sports activities, such as the Hong Kong Jockey Club in 1844¹⁰³, the Victoria Recreation Club in 1849¹⁰⁴, the Hong Kong Cricket Club in 1851¹⁰⁵, the Hong Kong Football Club in 1884¹⁰⁶ and the Hong Kong Golf Club in 1889¹⁰⁷. The Royal Hong

¹⁰¹ Nigel Cameron, *The Hong Kong Collection: Memorabilia of a Colonial Era*, Hong Kong, FormAsia, 1997, p. 82.

¹⁰² W.G.A. Wayte, *The Clubs of Hong Kong*, Hong Kong, Illustrated Magazine Publishing Co., 1981, p. 81.

¹⁰³ Nigel Cameron, *The Hong Kong Collection: Memorabilia of a Colonial Era*, Hong Kong, FormAsia, 1997, p. 86.

¹⁰⁴ Nigel Cameron, *The Hong Kong Collection: Memorabilia of a Colonial Era*, Hong Kong, FormAsia, 1997, p. 90.

¹⁰⁵ Nigel Cameron, *The Hong Kong Collection: Memorabilia of a Colonial Era*, Hong Kong, FormAsia, 1997, p. 92.

¹⁰⁶ W.G.A. Wayte, *The Clubs of Hong Kong*, Hong Kong, Illustrated Magazine Publishing Co., 1981, p. 94.

¹⁰⁷ Nigel Cameron, *The Hong Kong Collection: Memorabilia of a Colonial Era*, Hong Kong, FormAsia, 1997, p. 94.

Kong Yacht Club that was established in 1869, was one of the sports clubs and ten active clubs in the nineteenth century in Hong Kong.

2.2.2 The Royal Hong Kong Yacht Club



Fig. 57. The Former Clubhouse of Royal Hong Kong Yacht Club from the view of Electric Road, March, 2008.

Yachting was one of the earliest sporting activities in Hong Kong. (Fig. 58) The rowing activities took place in Guangdong earlier in 1832. The oldest rowing club in China was the Canton Rowing Club which was established in 1837 by the European residents who lived in Guangdong.¹⁰⁸ There are records which indicated that the members of the Canton Rowing Club rowed to Hong Kong to show the flag of their Club.¹⁰⁹

The first official regatta in Hong Kong was organized by the Royal Navy in 1845.¹¹⁰ The Victoria Regatta Club, later renamed as the Victoria Recreation Club in 1872, was founded in Hong Kong in 1849. The first Yacht Racing Regatta was held in 1849 for celebrating the founding of the Club.¹¹¹ The races were conducted under the auspices of the Club sporadically until 1869.

¹⁰⁸ Nigel Cameron, *The Hong Kong Collection: Memorabilia of a Colonial Era*, Hong Kong, FormAsia, 1997, p. 90.

¹⁰⁹ See *History* (2005). Retrieved March 17, 2008, from Royal Hong Kong Yacht Club under the Royal Hong Kong Yacht Club, Web Site: <http://www.rhkyc.org.hk/default.aspx?c=131>.

¹¹⁰ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, Hong Kong, The Royal Hong Kong Yacht Club, 1993, p. 13.

¹¹¹ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 13.

A crude clubhouse was built by a rough wooden shed with a mat roof on the waterfront at Wanchai, but it was demolished when the site was earmarked as a dockyard for the Royal Navy in 1863. Another house for replacing the old clubhouse was then erected outside the dockyard.¹¹²



Fig. 58. Yacht racing in Victoria Harbour, 1868.
(from Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, Hong Kong, The Royal Hong Kong Yacht Club, 1993, p. 18.)

Rowing and sailing was becoming more popular in Hong Kong, which led the sailing members of the Victoria Recreation Club establishing a new club. A new club, known as the Yacht Club, was formed in 1869.¹¹³ There were 58 founding members in the club. Most of them were prominent persons including several Members of the Legislative Council.¹¹⁴ (Fig. 59)

¹¹² Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 17.

¹¹³ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 22.

¹¹⁴ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 22.



Fig. 59. Members of the Royal Hong Kong Yacht Club outside the headquarters in North Point.
(from Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 49.)

In 1889, several yachtsmen raced by mutual agreement in a small class of boat, known as Mersey canoes and they formed themselves into Hong Kong Corinthian Sailing Club for the better management of racing in the following year.¹¹⁵ Mr. M. Beart was elected President of the Club.¹¹⁶ The first race of the club was took place in 1890.

In 1891, the Yacht Club was merged with the Hong Kong Corinthian Sailing Club. New rules were adopted and the committee of the new club included the Commodore, Vice-Commodore, Captain, Secretary, Treasurer and three boat owners.¹¹⁷ In 1893-1894, the Club was honored with the title “Royal” which is the first club to be given the honor in Hong Kong. The Hong Kong Golf Club and the Hong Kong Jockey Club followed the Hong Kong Yacht Club to honor the title “Royal” in 1897 and 1960 respectively.¹¹⁸ However, two clubs were decided to drop the title in 1995 and 1996.¹¹⁹ The Royal Hong Kong Yacht Club is the only club that still kept the “Royal” title after Hong Kong was handed over to China in 1997. The Club was permitted to use the Blue Ensign with a distinctive mark on the flag.¹²⁰ The insignia of the Club was a

¹¹⁵ W.G.A. Wayte, *The Clubs of Hong Kong*, Hong Kong, Illustrated Magazine Publishing Co., 1981, p. 48.

¹¹⁶ W.G.A. Wayte, *The Clubs of Hong Kong*, Hong Kong, Illustrated Magazine Publishing Co., 1981, p. 48.

¹¹⁷ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 30.

¹¹⁸ Nigel Cameron, *The Hong Kong Collection: Memorabilia of a Colonial Era*, Hong Kong, FormAsia, 1997, p. 90.

¹¹⁹ Nigel Cameron, *The Hong Kong Collection: Memorabilia of a Colonial Era*, Hong Kong, FormAsia, 1997, p. 86 and 94.

¹²⁰ *Royal Hong Kong Yacht Club – 1. Permanent Site For – 2. Temporary Accommodation at Ah King’s Slipway HKRS58-1-20-25*, Hong Kong, Public Record Office, HKSAR Government.

Crown and dragon on a blue background. The first regatta under the auspices of the Royal Hong Kong Yacht Club took place in 1901.¹²¹

A strong division occurred within the Club in 1904. A group of enthusiasts led by Messrs Howell, the Court Bailiff, E. M. Hazeland, an architect and M. McIver of the Harbour Office, decided to break away from the Royal Hong Kong Yacht Club and formed a new club which was named as the Corinthian Yacht Club.¹²² The clubhouse of the Corinthian Yacht Club was located on the waterfront in Wanchai, which was opposite to the old No. 2 Police Station at the junction of Fleming Road 菲林明道 and Johnston Road 莊士敦道.¹²³ The clubhouse was moved to its adjacent place in 1906. A small wooden bungalow-style structure, which included a changing room, sail loft and lockers, was erected.¹²⁴(Fig. 60) The development of the Corinthian Yacht Club was flourishing in the early twentieth century.

Another group of enthusiastic oarsmen formed into a club known as the Hong Kong Boat Club with a flag in reverse colours to the Victoria Regatta Club in 1901.¹²⁵ According to the rowing historians in Hong Kong, they were an active and progressive club with headquarters in North Point.¹²⁶ The Hong Kong Boat Club was amalgamated with the Royal Hong Kong Yacht Club in 1905 and built their clubhouse in North Point in 1908.¹²⁷ After the consolidation, the club became a limited company.¹²⁸

By the 1920s, most of the members of the Royal Hong Kong Yacht Club were also the members of the Corinthian Yacht Club. In the 1920s, a large scale reclamation work was carried out in Wanchai. The premises of the Corinthian Yacht Club was then became an inland area after the reclamation was finished. The Corinthian Yacht Club decided to merge with the Royal Hong Kong Yacht Club in 1922.¹²⁹

¹²¹ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 38.

¹²² Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 41.

¹²³ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 41.

¹²⁴ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 44.

¹²⁵ W.G.A. Wayte, *The Clubs of Hong Kong*, Hong Kong, Illustrated Magazine Publishing Co., 1981, p. 48.

¹²⁶ W.G.A. Wayte, *The Clubs of Hong Kong*, Hong Kong, Illustrated Magazine Publishing Co., 1981, p. 48.

¹²⁷ *Royal Hong Kong Yacht Club – 1. Permanent Site For – 2. Temporary Accommodation at Ah King's Slipway HKRS58-1-20-25*, Hong Kong, Public Record Office, the HKSAR Government.

¹²⁸ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 44.

¹²⁹ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 47.

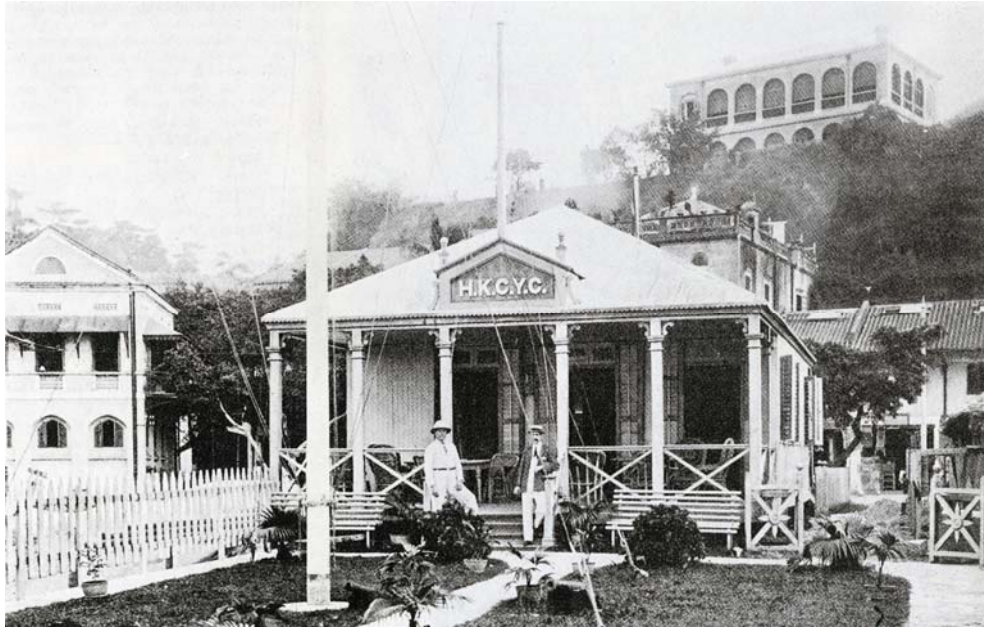


Fig. 60. The small wooden building was erected in 1906 as the headquarter of the Corinthian Yacht Club, 1906.
(from Arnold Wright, *Twentieth Century Impressions of Hong Kong: History, People, Commerce, Industries and Resources*, Singapore, Graham Brash, 1990, p. 255.)

Table 2. Development of the Royal Hong Kong Yacht Club

Year	Event	Source
1849	The Victoria Regatta Club was founded and the first Yacht Racing Regatta was held by the Club.	Gillian Chambers, <i>Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club</i> , Hong Kong, The Royal Hong Kong Yacht Club, 1993, p. 13.
Before 1863	A crude clubhouse of The Victoria Regatta Club was built on the waterfront, now known as the old site of Royal Navy Dockyards, Admiralty.	<i>Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club</i> , p. 17.
1863	Another clubhouse of The Victoria Regatta Club was erected outside the Royal Navy Dockyards, Admiralty.	<i>Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club</i> , p. 17.
1869	A new club, known as Yacht Club was established.	<i>Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club</i> , p. 22.
1872	The Victoria Regatta Club was renamed as the Victoria Recreation Club.	<i>Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club</i> , p. 13.
1889	Several yachtsmen established Hong Kong Corinthian Sailing Club.	W.G.A. Wayte, <i>The Clubs of Hong Kong</i> , Hong Kong, Illustrated Magazine Publishing Co., 1981, p. 48.
1891	The Yacht Club was merged with the Hong Kong Corinthian Sailing Club.	<i>Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club</i> , p. 30.

1893-94	The Club was honored with the title “Royal” which is the first club to be given the honor in Hong Kong.	Nigel Cameron, <i>The Hong Kong Collection: Memorabilia of a Colonial Era</i> , Hong Kong, FormAsia, 1997, p. 86.
1901	The first regatta under the auspices of the Royal Hong Kong Yacht Club took place in 1901.	<i>Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club</i> , p. 38.
1901	The Hong Kong Boat Club was established by other enthusiastic oarsmen.	<i>The Clubs of Hong Kong</i> , Hong Kong, Illustrated Magazine Publishing Co., 1981, p. 48.
1904	Some members broke away from the Royal Hong Kong Yacht Club and formed a new club which is named as the Corinthian Yacht Club.	<i>Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club</i> , p. 41.
1905	The Hong Kong Boat Club was amalgamated with the Royal Hong Kong Yacht Club and the club became a limited company after the consolidation.	<i>Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club</i> , p. 44.
1908	The clubhouse of Royal Hong Kong Yacht Club was built in North Point.	<i>Royal Hong Kong Yacht Club – 1. Permanent Site For – 2. Temporary Accommodation at Ah King’s Slipway HKRS58-1-20-25</i> , Hong Kong, Public Record Office, the HKSAR Government.
1922	The Corinthian Yacht Club decided to merge with the Royal Hong Kong Yacht Club.	<i>Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club</i> , p. 47.
1922 - present	The Club has well developed and contains three clubhouses in Hong Kong, which are the headquarters in Kellett Island and two smaller branches in Middle Island and Shelter Cove.	See <i>One Club, Three Clubhouses</i> , from Royal Hong Kong Yacht Club under the Royal Hong Kong Yacht Club, Web Site: http://www.rhkyc.org.hk/default.aspx?c=273 .

2.2.3 No. 12 Oil Street, North Point 北角油街 12號

The Royal Hong Kong Yacht Clubhouse (1906-1938)

With the growth of the Royal Hong Kong Yacht Club, a site was necessary to develop as the headquarters while a safe anchorage was also needed to anchor the yachts. Before they acquired a piece of land in North Point, their yachts were moored on the waterfront of Murray Pier in Wanchai, where is the headquarters of the Victoria Recreation Club.¹³⁰ (Fig. 61)

¹³⁰ *Royal Hong Kong Yacht Club – 1. Permanent Site For – 2. Temporary Accommodation at Ah King’s Slipway HKRS58-1-20-25*, Hong Kong, Public Record Office, the HKSAR Government.

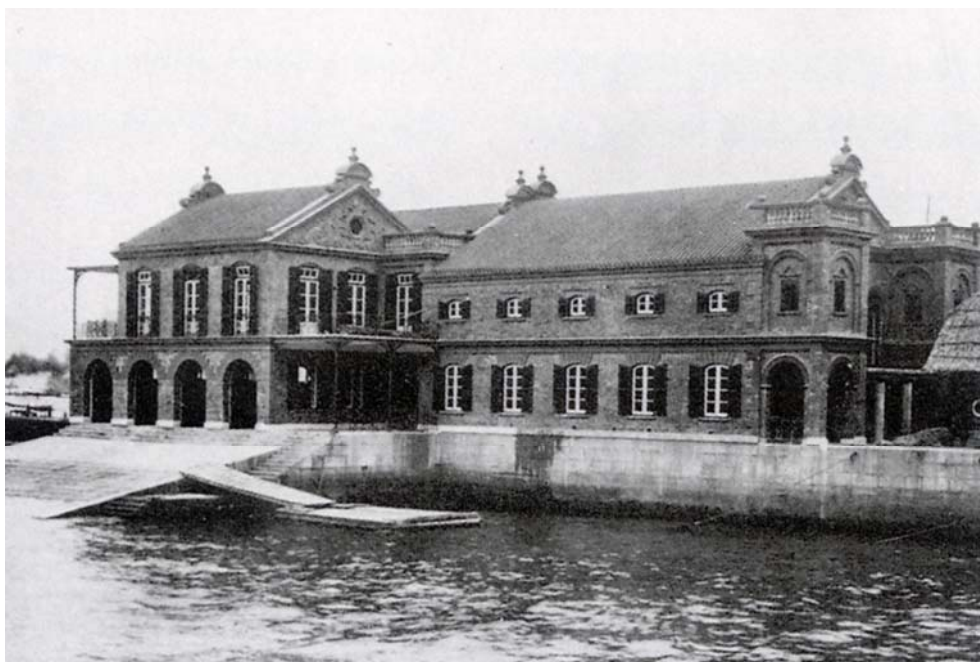


Fig. 61. The premises of the Victoria Recreation Club located on the waterfront of Wanchai.
(from Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 38.)

After the amalgamation of the Royal Hong Kong Yacht Club and the Hong Kong Boat Club, it began to look for a suitable site for a new clubhouse.¹³¹ A petition was submitted to the Hong Kong Government for requesting a piece of land which was next to the oil depot in North Point by the Royal Hong Kong Yacht Club. It reads,

The piece of land and foreshore which the club ask for is next Meyer's oil depot at North Point. The clubs has growth to be a considerable club now and anchorage for its yachts, slips to haul them up on for repairs and cleaning, a yard to lay them up in during the typhoon season and finally a small club house are a necessity. They have none of these conveniences at present and suffer much inconveniences and run great risks of losing yachts in typhoon in consequence.¹³²

The land, Marine Lot 290 was resumed to Royal Hong Kong Yacht Club and Hong Kong Boat Club by the Hong Kong Government in 1906.¹³³ (Fig. 62) The construction of building was completed and was opened by the Governor, Sir Frederick Lugard in 1908.¹³⁴ It consisted of a

¹³¹ M.L. 290, Formerly I.L. 1739. *Royal Hong Kong Yacht Club And Hong Kong Boat Club Site – Approves The Land To Be Resumed By Government Without Compensation In The Event Of Its Ceasing To Be Used For The Purpose For Which It Is Granted*. HKRS58-1-21-102, Hong Kong, Public Record Office, HKSAR Government, p. 1.

¹³² *Royal Hong Kong Yacht Club – 1. Permanent Site For – 2. Temporary Accommodation at Ah King's Slipway* HKRS58-1-20-25, Hong Kong, Public Record Office, the HKSAR Government.

¹³³ M.L. 290, Formerly I.L. 1739. *Royal Hong Kong Yacht Club And Hong Kong Boat Club Site – Approves The Land To Be Resumed By Government Without Compensation In The Event Of Its Ceasing To Be Used For The Purpose For Which It Is Granted*. HKRS58-1-21-102, Hong Kong, Public Record Office, HKSAR Government, p. 1.

¹³⁴ Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 45.

rowing club with two 80 foot long brick built rowing sheds, a gymnasium on the ground floor and a long verandah and club facilities on the first floor.¹³⁵ (Fig. 63 and Fig. 64)

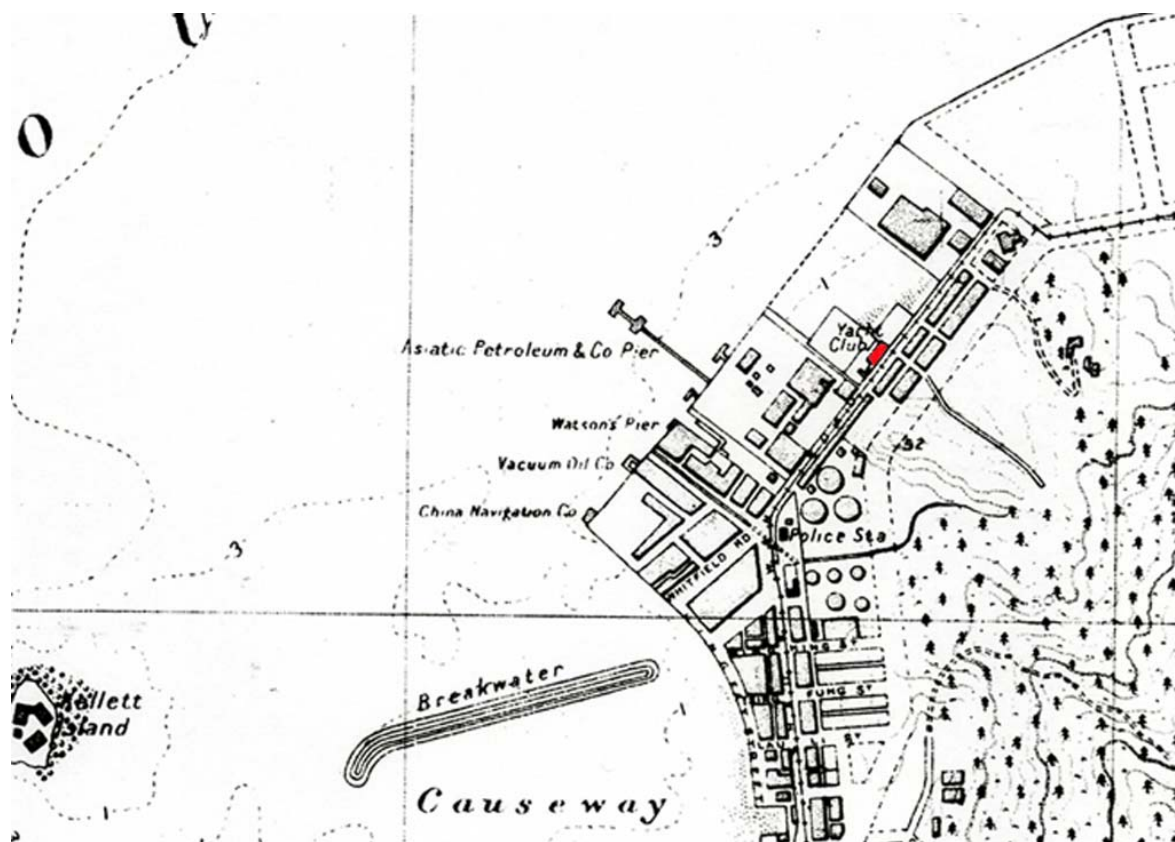


Fig. 62. The red colour indicates the location of the Royal Hong Kong Yacht Club in 1930-45.
(courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: HB19(partial))

¹³⁵ Royal Hong Kong Yacht Club, *Interport Regatta' 75 Hong Kong: Far Eastern Amateur Rowing Association, Book 007052*, Hong Kong, Public Record Office, HKSAR Government, 1975, p. 13.



Fig. 63. The premises of Royal Hong Kong Yacht Club at North Point, 1927.
(from Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 50.)

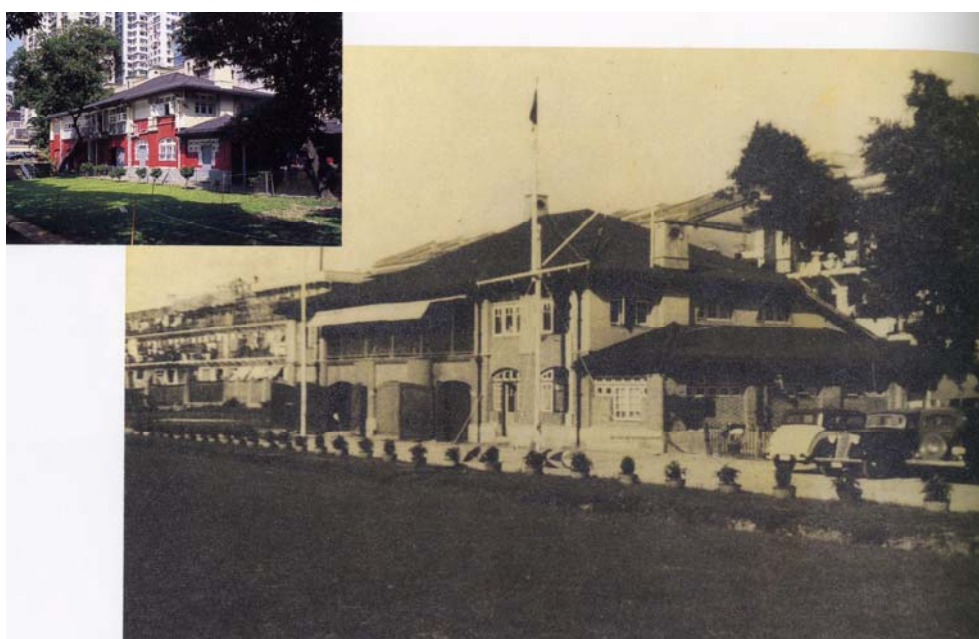


Fig. 64. The headquarters of Royal Hong Kong Yacht Club in pre-1930 and 1993.
(from Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 52.)

The building was occupied by the Royal Hong Kong Yacht Club for thirty years. The Club sought a new site on Kellett Island and the proposal was first brought out in 1932. A letter was submitted by the Royal Hong Kong Yacht Club to apply for moving to Kellett Island after the

Island was handed back by the Admiralty.¹³⁶ However, the petition was rejected by the Hong Kong Government as the land was still used by the Army and the Navy was unlikely to hand it back before 1936.¹³⁷

The reclamation work nearby the Clubhouse in North Point rendered the site unsuitable to be the headquarters of the club in 1936. The reclaimed land and the sea were earmarked for the provision of the government stores.¹³⁸ (Fig. 65) The club applied to move to Kellett Island in 1936 again. Meanwhile, the Island has been surrendered by the Naval Authorities. After negotiations, the lease of Kellett Island to the Royal Hong Kong Yacht Club was approved by the Hong Kong Government in 1938 (Fig. 66) and \$30,000 was offered to the club as compensation.¹³⁹



Fig. 65. The red colour indicates the location of the clubhouse of Royal Hong Kong Yacht Club in North Point and Kellett Island, 1930-45. The Government Store was built on the reclaimed land beside the Royal Hong Kong Yacht Club.
(courtesy of the Survey and Mapping Office, Lands Department, Hong Kong SAR Government, acc. no.: HB20a)

¹³⁶ *Royal Hong Kong Yacht Club M.L. 290 "Kellett Island"- Application for a New Site, HKRS58-1-172-4, Hong Kong, Public Record Office, the HKSAR Government, p. 1.*

¹³⁷ *Royal Hong Kong Yacht Club M.L. 290 "Kellett Island"- Application for a New Site, HKRS58-1-172-4, Hong Kong, Public Record Office, the HKSAR Government, p. 2.*

¹³⁸ *Royal Hong Kong Yacht Club M.L. 290 "Kellett Island"- Application for a New Site, HKRS58-1-172-4, Hong Kong, Public Record Office, the HKSAR Government, p. 4.*

¹³⁹ *Royal Hong Kong Yacht Club M.L. 290 "Kellett Island"- Application for a New Site, HKRS58-1-172-4, Hong Kong, Public Record Office, the HKSAR Government, p. 25.*



Fig. 66. The new headquarter of Royal Hong Kong Yacht Club at Kellett Island, 1949.
 (from Gillian Chambers, *Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club*, p. 85.)



Fig. 67. Land in front of the Former Clubhouse of Royal Hong Kong Yacht Club was reclaimed, March, 2008.

Government Quarters and Stores (1939-1998)

After the surrender of the building from the Royal Hong Kong Yacht Club, it was used as quarters, offices and stores by the Public Works Department.¹⁴⁰ According to the government report, the building has been used for the store of Porcelain and the Asiatic staff quarters in 1939. It reads,

The Collection of Porcelain has been stored during the year in the remaining part of the old City Hall. Arrangements have been made to transfer the Porcelain to the Central Store at North Point early in 1940 when the Royal Hong Kong Yacht Club vacates its present premises.¹⁴¹

The new Central Government Store at North Point was almost completed by the end of the year. The main building is of two storeys containing office accommodation and large warehouses and is constructed of a reinforced concrete frame, concrete floors and roof and brick panel walls. The foundations are carried on piles. A large compound is provided for storage of materials and allows for future extensions to the building. Alterations to the adjoining building formerly the property of the Yacht Club were being carried out to provide Asiatic staff quarters.¹⁴²

The Government Store at the rear of the Former Clubhouse of Royal Hong Kong Yacht Club was constructed soon after the reclamation work finished in the 1930s. The Government Store was used as the store and office of the Government Supplies Department. (Fig. 68 to Fig. 70) The Government Supplies Department is the central purchasing, storage and supplies organisation serving over eighty government departments, sub vented organisations and certain non-government public bodies. The department is responsible for maintaining, storing and distributing common-user items, such as stationery, pharmaceutical products, hospital sundries, furniture and household goods which are used across the service by government departments and public bodies¹⁴³ The Government Supplies Department was accommodated in the North Point Government Offices in 1998 and was merged with the Government Land Transport Agency and Printing Department to form the new Government Logistics Department in 2003.¹⁴⁴ The Former Clubhouse of Royal Hong Kong Yacht Club was used as Archaeological Resource Centre in October, 2001.¹⁴⁵

¹⁴⁰ *Royal Hong Kong Yacht Club M.L. 290 "Kellett Island" - Application for a New Site, HKRS58-1-172-4*, Hong Kong, Public Record Office, the HKSAR Government, p. 25.

¹⁴¹ See *Public Works AR 1939 (1996)*. Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/a1939/1076.pdf>, p. 47.

¹⁴² See *Public Works AR 1939 (1996)*. Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: <http://sunzi1.lib.hku.hk/hkgro/view/a1939/1076.pdf>, p. 32.

¹⁴³ *Item For Establishment Subcommittee of Finance Committee*. Retrieved March 19, 2008, from Legislative Council, Hong Kong SAR Government Web Site: <http://www.legco.gov.hk/yr02-03/english/fc/esc/papers/e02-10e.pdf>.

¹⁴⁴ See *Government Logistics Department is established in 1st July 2003 (2003)*. Retrieved March 19, 2008, from News Archives under the Information Services Department, the Government of HKSAR, Web Site: <http://www.info.gov.hk/gia/general/200306/30/0630117.htm>.

¹⁴⁵ The memo from the Leisure and Cultural Services Department to District Land Office, Hong Kong East Lands Department, 18 October 2001.



Fig. 68. The doorplate hung on the wall of the Former Clubhouse of Royal Hong Kong Yacht Club, March, 2008.



Fig. 69. The entrance of the Former Government Store in Oil Street, March, 2008.



Fig. 70. The Government Store in Oil Street, March, 2008.

Artist Village (1999)

After the surrender of the Government Supplies Department, the buildings of the former Government Store at the rear of the Former Clubhouse of Royal Hong Kong Yacht Club were vacated in 1998. No. 12 Oil Street was planned to be sold for commercial purpose. Since the financial crisis occurred in 1997, the real estate market was embarked on a trend of decline in Hong Kong. The Hong Kong Government suspended land sales in 1998 in order to stabilize the real estate market. The public auction of No. 12 Oil Street was then postponed. Thereafter, the land was rented to artists on a short-term lease with an extremely low rental fee, 2.5 dollars per square fee, in July, 1998.¹⁴⁶

A group of artists, art organizations, designers and photographers were attracted by the low rental fee and moved into the former Government store. The former Government store was therefore turned into an artist village with over 30 gallery spaced studios. The Artist Commune¹⁴⁷ was also set up with its studio in the building where exhibitions, talks and workshops were held. However, the Former Clubhouse of Royal Hong Kong Yacht Club that located beside the Government store has never been rented out for artists.

After an artist village has been formed in Oil Street, the government decided to retrieve the building for land sale in 2000., The artists moved the workshop to Slaughter House, Cheung Sha Wan 長沙灣 and the former Kai Tak Airport 啟德機場 temporarily after the buildings were retrieved by the Hong Kong Government. They finally settled down in the Cattle Depot in To Kwa Wan 土瓜灣. Various artist organizations were moved into the Cattle Depot in 2001. There are

¹⁴⁶ *The rental of the Government Properties, 19th May, 1999.* Retrieved March 19, 2008, from Press release under the Hong Kong Information Services Department, Web Site: <http://www.info.gov.hk/gia/general/199905/19/0519173.htm>.

¹⁴⁷ The Artist Commune was a non-profit arts group established in 1997.

almost 20 artist groups rooted in the Cattle Depot at present, such as 1a space, Artist Commune, Cutandtry, Videotage...etc forming an artist community.

Besides the Cattle Depot, artist groups also moved into industrial buildings in Fo Tan 火炭. They called themselves as Fotanian. Fotanian refers to a group of arts-loving individual came to Fotan's old industrial buildings where art exhibitions are located.¹⁴⁸ Almost 70 artists is now setting up more than 20 studios in various industrial buildings at Fo Tan.

No. 12 Oil Street played an important role in the Hong Kong art development. It was the first place that a group of artists gathered in a location. Even though the place was retrieved by the government in 2000, an artist community has already been formed. Cattle Depot and Fo Tan were the subsequent places where the artists gathered for art development in Hong Kong.

Land sale

The site of the former Government Store (Fig. 71) was put for sale in 1999, but the sale was unsuccessful at that year. In order to stabilize the real estate market, the government stopped all land sales between 2000 and 2003. In 2004, the government plan to offer land sale again by application. The site in Oil Street was one of the sites in the Land Sale Programme and its land use was classified as residential and commercial uses. However, three applications that applied for the site were rejected by the Lands Department in 2005. In the same year, an application was submitted to the Town Planning Board's for rezoning part of the site from "Comprehensive Development Area" to "Open Space", reducing the maximum total gross floor area from 123,470 square metres to 68,800 square metres and imposing stepped height limits on the remaining "Comprehensive Development Area" Zone. However, the application was vetoed as the proposal would restrict the layout and design of the development. In 2008, the site was stipulated to be used for residential, commercial and hotel developments and will be available for sale at March 2009.

Archaeological Resource Centre

The Former Clubhouse of Royal Hong Kong Yacht Club was used as Archaeological Resource Centre by the Leisure and Cultural Services Department in 2001.¹⁴⁹

¹⁴⁸ *About Fotanians*(2007). Retrieved March 19, 2008, from Fotanian under Fotanian, Web Site: <http://www.fotanian.com/contact.php>.

¹⁴⁹ A memo from District Lands Officer, Hong Kong East to Antiquities and Monuments Office, Leisure and Cultural Services Department, 23 February 2001, Ref. No. 85 in DLO/HE 326/EHGS/87 II.

Table 3. Development of the Royal Hong Kong Yacht Clubhouse

Year	Event	Source
1906	The land, Marine Lot 290 in North Point was resumed to Royal Hong Kong Yacht Club and Hong Kong Boat Club by the Hong Kong Government.	<i>M.L. 290, Formerly I.L. 1739. Royal Hong Kong Yacht Club And Hong Kong Boat Club Site – Approves The Land To Be Resumed By Government Without Compensation In The Event Of Its Ceasing To Be Used For The Purpose For Which It Is Granted. HKRS58-1-21-102, Hong Kong, Public Record Office, HKSAR Government, p. 1.</i>
1908	The construction of the Royal Hong Kong Yacht Club was completed.	<i>Eastern Waters, Eastern Winds, A History of the Royal Hong Kong Yacht Club, p. 45.</i>
1932	The Royal Hong Kong Yacht Club sought a new site on Kellett Island.	<i>Royal Hong Kong Yacht Club M.L. 290 “Kellett Island” - Application for a New Site, HKRS58-1-172-4, Hong Kong, Public Record Office, the HKSAR Government, p. 1.</i>
1936	The reclamation work in front of the Royal Hong Kong Yacht Club was begun.	<i>Royal Hong Kong Yacht Club M.L. 290 “Kellett Island” - Application for a New Site, HKRS58-1-172-4, Hong Kong, Public Record Office, the HKSAR Government, p. 4.</i>
1937	The reclaimed land was used to be the new site of the Government Stores.	<i>Royal Hong Kong Yacht Club M.L. 290 “Kellett Island” - Application for a New Site, HKRS58-1-172-4, Hong Kong, Public Record Office, the HKSAR Government, p. 4.</i>
1937	The Royal Hong Kong Yacht Club applied to move to Kellett Island again.	<i>Royal Hong Kong Yacht Club M.L. 290 “Kellett Island” - Application for a New Site, HKRS58-1-172-4, Hong Kong, Public Record Office, the HKSAR Government, p. 25.</i>
1938	The lease of Kellett Island to the Royal Hong Kong Yacht Club was approved by the Hong Kong Government.	<i>Royal Hong Kong Yacht Club M.L. 290 “Kellett Island” - Application for a New Site, HKRS58-1-172-4, Hong Kong, Public Record Office, the HKSAR Government, p. 25.</i>
1939-2001	The Former Clubhouse of Royal Hong Kong Yacht Club was used as the store of Porcelain and the Asiatic staff quarters.	See <i>Public Works AR 1939 (1996)</i> . Retrieved March 12, 2008, from Hong Kong Government Reports Online (1853 - 1941) under the University of Hong Kong, Web Site: http://sunzi1.lib.hku.hk/hkgro/view/a1939/1076.pdf , p. 32.
2001	The Former Clubhouse of Royal Hong Kong Yacht Club was used as Archaeological Resource Centre.	The memo from the Leisure and Cultural Services Department to District Land Office, Hong Kong East Lands Department, 18 October 2001.



Fig. 71. Aerial photo of 2007.
(Courtesy of Survey and Mapping Office, Lands Department, Hong Kong SAR Government, ref. no. CW76922)