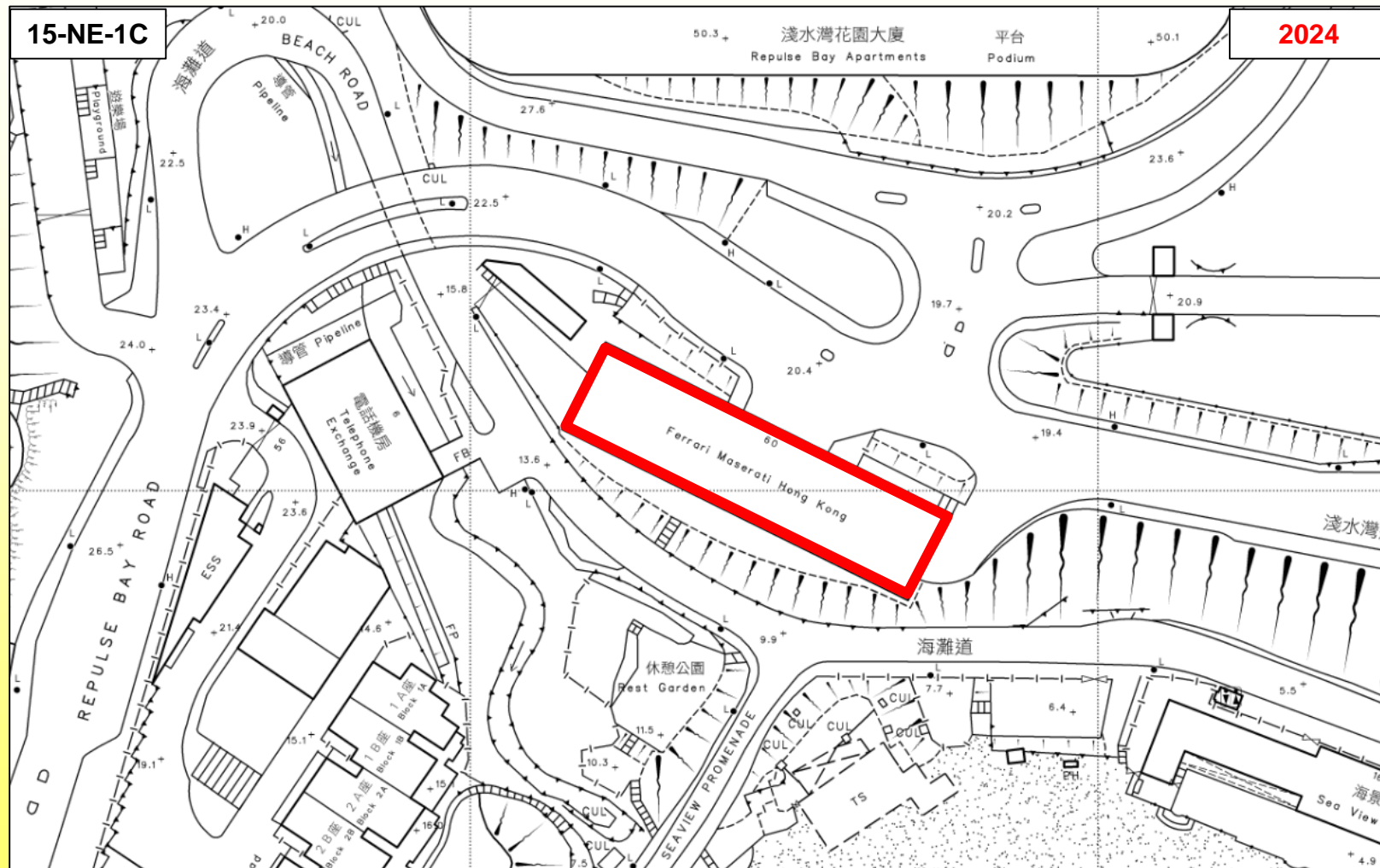


N434

香港淺水灣淺水灣道60號
前淺水灣酒店車庫

**Former Garage of Repulse Bay Hotel,
No. 60 Repulse Bay Road, Repulse Bay, H.K.**

擬議三級歷史建築
Proposed Grade 3



建於1921年
Built in 1921

— 擬議評級範圍
Proposed grading
boundary

只用於識別位置，並非確實範圍 For identification of location only, not exact boundary



正立面
Front elevation



側立面 (東南)
Side elevation (south-east)



側立面 (西北)
Side elevation (north-west)

Historic Building Appraisal
Former Garage of Repulse Bay Hotel
No. 60 Repulse Bay Road, Repulse Bay, Hong Kong

Built in 1921, the two-storey building with a pitched roof at No. 60 Repulse Bay Road was originally the garage of the Repulse Bay Hotel owned by The Hongkong Hotel Company Limited,¹ which was founded in 1866 and later merged with The Shanghai Hotels, Limited in 1923 to form The Hongkong and Shanghai Hotels, Limited.² The company's major shareholder is the Kadoorie family, which is renowned for its long history of entrepreneurship in Hong Kong and its business empire that extends from prestigious hotels to utility company.³ **Historical Interest**

In 1918, James Taggart, the manager of The Hongkong Hotel Company Limited drew up plans for a new hotel in Hong Kong. With a vision to build a beachside hotel in the then remote but scenic Repulse Bay on the south side of Hong Kong Island, Taggart persuaded the Government to construct roads to connect the city centre and Repulse Bay so as to turn it into a convenient destination for hotel guests.⁴ The following years saw the Government construct the roads and open up access to Repulse Bay for local residents and foreign tourists.⁵ The new and luxurious Repulse Bay

¹ "Report of the Director of Public Works for the Year 1921," *Administrative Report for the Year 1921*, from Hong Kong Government Reports Online.

² Peter Hibbard, *Beyond Hospitality: The History of The Hongkong and Shanghai Hotels, Limited* (Singapore: Marshall Cavendish Editions, 2010), pp. 48, 61.

³ Ellis Kadoorie set foot in Hong Kong in 1880. After establishing his business interests and accumulating significant wealth here, he purchased a major shareholding in The Hongkong Hotel Company Limited in 1906. The company had opened its first hotel in Hong Kong – the Hongkong Hotel in Central – back in 1868, and it continued to expand its business by building the Repulse Bay Hotel in 1920, purchasing the Peak Hotel in 1922 and establishing the Peninsula Hotel in Kowloon in 1928. The Kadoorie family later became a major shareholder of China Light & Power Company, Limited after investing in the utility in 1928. See Scott Minick, *The Repulse Bay: A Life of Elegance & Charm* (Hong Kong: The Repulse Bay Company, Limited, 2012), p. 17; Peter Hibbard, *Beyond Hospitality: The History of The Hongkong and Shanghai Hotels, Limited* (Singapore: Marshall Cavendish Editions, 2010), p. 49, 54, 79; Kwok Siu-tong, *A Century of Light* (Hong Kong: China Light and Power Company Ltd., 2001), pp. 9–10.

⁴ See Scott Minick, *The Repulse Bay: A Life of Elegance & Charm* (Hong Kong: The Repulse Bay Company, Limited, 2012), p. 17, 20–21.

⁵ The road network connecting the city to Repulse Bay is made up of several sections, including one from Taitam Tuk and Stanley to Repulse Bay, which was completed in 1919, one from Wong Nai Chung Gap Road (previously known as Wongneichong Gap) to Repulse Bay, completed in 1924, and one commenced in 1924 that links Stubbs Road with Wong Nai Chung Gap Road and thus Repulse Bay. See "Report of the Director of Public Works for the Year 1919," *Administrative Report for the Year 1919*, from Hong Kong Government Reports Online; "Tender for constructing the Repulse Bay Road end of the new road from Wongneichong Gap to Repulse Bay Road," *Hong Kong Government Gazette 1922 (Supplement)*, Government Notification No. S230, from Hong Kong Government Reports Online; "Report of the Director of Public Works for the Year 1922," *Administrative Report for the Year 1922*, from Hong Kong Government Reports Online; "Report of the Director of Public Works for the Year 1923," *Administrative Report for the Year 1923*, from Hong Kong Government Reports Online; "Report of the Director of Public Works for the Year 1924," *Administrative Report for the Year 1924*, from Hong Kong Government Reports Online; Scott Minick, *The Repulse Bay: A Life of*

Hotel was completed in 1920, with the governor of Hong Kong, Sir Edward Stubbs, invited to preside over the grand opening on New Year's Day.⁶ Later that year, the company purchased a plot of land (Rural Building Lot No. 153) opposite the hotel to construct a garage as part of its operations.⁷ According to the company's chairman, the garage was intended to provide an up-to-date service station and showroom that would enable the company to improve its motor services and establish facilities to reduce transportation costs, which was crucial for the future development of Repulse Bay and the surrounding areas.⁸ The garage of the Repulse Bay Hotel was completed in 1921 and the chairman's plan gradually came to fruition over the next few years.

In 1921, the company launched a fleet of passenger cars to transport guests to its hotels, including the one at Repulse Bay.⁹ A motor coach service was added in 1922 to extend its service to local residents visiting Repulse Bay, including day-trippers, holiday makers and people contemplating building bungalows in the area.¹⁰ The motor coaches, each with a capacity of 12 passengers and fitted out in some luxury, ran at scheduled times between the city centre and the south side of Hong Kong Island, connecting the Repulse Bay Hotel with other hotels of the company.¹¹ The aim, according to a report in the *Hong Kong Daily Press*, was to provide "the maximum amount of comfort for a minimum charge".¹² The following years saw the demand for coach transport increase, which the company met, among other things, with an improved service to Repulse Bay at a cheaper fare.¹³ The motor coach service and the

Elegance & Charm (Hong Kong: The Repulse Bay Company, Limited, 2012), p. 60.

⁶ "Repulse Bay Hotel – Successfully opened yesterday afternoon," *The Hong Kong Telegraph*, 2 January 1920.

⁷ HKRS58-1-97-4, "Application of Hong Kong Hotel Co. for an Area at Repulse Bay for a Garage – R.B.L. 153," 20 August 1920 to 18 February 1922; The Land Registry, Government Lease of R.B.L. 153, 16 July 1928.

⁸ "Hongkong Hotel Company. Proposed Erection of Modern Hotel at Kowloon. Increasing Popularity of Repulse Bay," *South China Morning Post*, 21 March 1921.

⁹ "Local Enterprise. Hongkong Hotel Company's Activities," *The Hong Kong Telegraph*, 26 August 1921.

¹⁰ See Scott Minick, *The Repulse Bay: A Life of Elegance & Charm* (Hong Kong: The Repulse Bay Company, Limited, 2012), p. 60; "Local Enterprise. Hongkong Hotel Company's Activities," *The Hong Kong Telegraph*, 26 August 1921; "Development at Repulse Bay," *Hong Kong Daily Press*, 1 May 1923.

¹¹ Peter Hibbard, *Beyond Hospitality: The History of The Hongkong and Shanghai Hotels, Limited* (Singapore: Marshall Cavendish Editions, 2010), p. 54; Scott Minick, *The Repulse Bay: A Life of Elegance & Charm* (Hong Kong: The Repulse Bay Company, Limited, 2012), p. 60.

¹² "Motor Service To Repulse Bay To Be Opened Shortly," *Hong Kong Daily Press*, 13 February 1922.

¹³ "Luxurious Buses for Hong Kong – Repulse Bay Service," *The Hong Kong Telegraph*, 16 August 1924; "New Bus Services – Peak to Repulse Bay," *The Hong Kong Telegraph*, 16 May 1925; "New Buses – Augment Repulse Bay Service," *The China Mail*, 13 October 1926; "Repulse Bay and University Routes," *Hong Kong Daily Press*, 14 June 1928; "Swimming at Repulse Bay Beach – 'Orange' Buses Take Up the Run," *Hong Kong Daily Press*, 31 May 1930; "New Omnibuses - De

garage thus made a significant contribution to the development of Repulse Bay by providing transport facilities linking it with the city centre. In addition to conveying patrons, the company also launched a garage service at some of its facilities, setting up a separate Garage Department to manage this business.¹⁴ An advertisement placed in the *South China Morning Post* in 1921 announced that the garages at the Repulse Bay Hotel, the Hongkong Hotel and Russell Street not only sold petrol and oil, but were also the sole agents in Hong Kong and southern part of Mainland China for several marques and offered repair, repainting and garaging services.¹⁵ In 1926, only three petrol pumps were available to the general public on Hong Kong Island and one of them was located at the garage of the Repulse Bay Hotel.¹⁶ Apart from its transport service, the garage also provided a one-stop automobile service at a single location that undoubtedly offered great convenience for car owners at that time.

The garage of the Repulse Bay Hotel is also a testament to the Battle of Hong Kong in December 1941. Taken over by the Japanese on 20 December 1941, it witnessed brief but fierce fighting as British forces, who still held the Repulse Bay Hotel, mounted a counterattack towards the garage across the road to rescue their captured comrades inside.¹⁷ Despite the strong resistance of the British, the Repulse Bay Hotel was seized by the Japanese and Hong Kong surrendered to Japan on Christmas Day 1941. During the subsequent occupation, the Japanese used the Repulse Bay Hotel as a convalescent hospital. It continued to serve this function for Allied troops for a brief period after the war before the hotel resumed its normal operation in 1946.¹⁸ The garage was also restored to its original function after the war.¹⁹

In the 1960s, the garage was used as a petrol station of The Shell Company of

Luxe Models for Repulse Bay Service,” *Hong Kong Telegraph*, 11 November 1933.

¹⁴ “Local Enterprise. Hongkong Hotel Company’s Activities,” *The Hong Kong Telegraph*, 26 August 1921; Hongkong Hotel Garage. Advertisement, *The Hong Kong Telegraph*, 2 April 1921.

¹⁵ Hongkong Hotel Garage. Advertisement, *The Hong Kong Telegraph*, 1 February 1921; Hongkong Hotel Garage. Advertisement, *South China Morning Post*, 4 June 1921.

¹⁶ The other two petrol pumps were located at a garage near the General Post Office in Central and a garage on Stubbs Road. See “Motoring Notes: A Weekly Review dealing with matters of interest to all local motorists,” *Hong Kong Daily Press*, 21 April 1926.

¹⁷ Alan Birch and Martin Cole, *Captive Christmas: The Battle of Hong Kong - December 1941* (Hong Kong: Heinemann Asia, 1979), pp. 123–125 and Tony Banham, *The Sinking of the Lisbon Maru: Britain’s Forgotten Wartime Tragedy* (Hong Kong: Hong Kong University Press, 2006), pp. 14–15.

¹⁸ Scott Minick, *The Repulse Bay: A life of Elegance & Charm* (Hong Kong: The Repulse Bay Company, Limited, 2012), pp. 102–104.

¹⁹ “Repulse Bay Hotel Garage” (Reference code: HKE-1F-042), Hong Kong Heritage Project, <https://www.hongkongheritage.org/nodes/view/1748> (accessed on 21 January 2025).

Hong Kong Limited.²⁰ The Repulse Bay Hotel was closed and demolished in 1982,²¹ but its garage remained intact and has been operating as a luxury car showroom since 2003. The garage has provided automotive services for the majority of the time since it was first built over a century ago.

The building at No. 60 Repulse Bay Road was purposely built as a European type roadside garage,²² with a concrete deck for easy access by vehicles to and from Repulse Bay Road. It is two storeys high, with the ground floor situated below road level and the first floor at road level. From the rear elevation facing Repulse Bay beach, it can be seen that the building sits on a platform built on a steep slope. Occupying an area of about 1,730 square metres,²³ it was erected on a large scale with each of the floors containing about 40 parking spaces divided into small compartments, as indicated on the building plans from 1951.²⁴ The building is rectangular in plan with a symmetrical layout. It was built with a hipped roof covered with double-layered Chinese pan-and-roll tiles on steel trusses. There are two segmental voussoired arches on both side elevations with high and wide door openings serving as car entrances, while the arched entrance in the middle of the front façade is set in a central portico featuring an ornamental semi-circular pediment and a projecting canopy with supporting brackets at the edge of the roof. The grid patterns in the upper level of the front and rear façades add some visual interest to the exterior. These grids are introduced by intersection of vertical and horizontal bands on the façades. Both the front and rear elevations feature regular rows of tall wooden casement windows on each floor and these vertical arrangements are united by plain horizontal bands in-between the two storeys. The interior of the upper floor has been modernised and there are no notable architectural features.

**Architectural
Merit**

The building has seen a number of changes of use over the years and consequently undergone several alterations. A comparison with old photos from the 1920s reveals a major change in the middle of the front façade. Originally, the arched entrance was flanked by two flat-topped openings for car entrances on either side below the canopy, but two additional doorways have since been added on the right, while one

**Authenticity &
Rarity**

²⁰ "Basement Plan, Section A-A, Elevation, Location Plan, Island Road, Notes," (Ref no.: 2/3270/60), approved on 29 October 1960, in File 2/3270/60, from Building Records Access and Viewing On-line (BRAVO).

²¹ Peter Hibbard, *Beyond Hospitality: The History of The Hongkong and Shanghai Hotels, Limited* (Singapore: Marshall Cavendish Editions, 2010), p. 136.

²² HKRS58-1-97-4, "Application of Hong Kong Hotel Co. for an Area at Repulse Bay for a Garage – R.B.L. 153," 20 August 1920 to 18 February 1922.

²³ "The Hongkong and Shanghai Hotels, Limited," *South China Morning Post*, 10 October 1987.

²⁴ "Amended Plan of Proposed Conversion to Garage - R.B.L. No. 153," (Ref no.: 3820/51), approved on 14 December 1951, in File 3820/51, from Building Records Access and Viewing On-line (BRAVO).

of the original entrances on the left has been modified to form a window. Besides, two short decorative posts on either side of the pediment have been removed. Some minor external modifications can also be observed: two of the original three windows on the lower floor of the front façade have been modified into small louvre windows, while the other has been enlarged to form a doorway providing access to the building; the external staircase originally located in the middle of the rear elevation, which was the only staircase connecting the two floors, has been removed; and a new fire escape has been erected to the right of the rear elevation.²⁵ Internally, a concrete staircase between the two floors has been added. Moreover, most of the compartments originally built to divide the premises into parking spaces have either been altered or demolished to suit the new uses as office space, storerooms and lavatories.²⁶ Despite the alterations, the general external appearance of the garage has remained largely unchanged. The building is a rare example of a pre-war hotel garage that is still standing in Hong Kong.

The social value of the garage lies in the fact that it is a tangible evidence of one of the earliest premium private transport services to be offered in Hong Kong, which was operated by The Hongkong Hotel Company Limited, a pioneer of motorbus transport in the city.²⁷ The transport service provided in these early years was instrumental in the development of Repulse Bay and the surrounding areas, as it significantly enhanced accessibility. Forming an integral part of the former Repulse Bay Hotel, the garage also serves as a reminder of the luxurious life of upper class in the early days. Moreover, this functional yet elegant old building is a familiar landmark that is easily distinguishable from the contemporary developments that surround it.

***Social Value
& Local
Interest***

Historically related to each other, the former garage and the adjacent former staff quarters are the only buildings remaining from the original Repulse Bay Hotel. The garage also shares a group value with other graded buildings related to the business interests of the Kadoorie family, including the Peninsula Hotel (Grade 1), the CLP Power Hong Kong Limited Administrative Building (Grade 1) and the To Kwa Wan Substation (Grade 3).

Group Value

²⁵ Hong Kong Museum of History, photo captioned “Repulse Bay Hotel, Repulse Bay, Hong Kong Island, c.1920s,” (Photo Ref.: PC1994.68); Hong Kong Heritage Project, photo captioned “Repulse Bay Hotel under development,” (Photo Ref.: P-HSH-001-132); Photo captioned “A view of the Repulse Bay Hotel garage” in Scott Minick, *The Repulse Bay: A life of Elegance & Charm* (Hong Kong: The Repulse Bay Company, Limited, 2012), p. 62.

²⁶ “Proposed Upper and Lower Level Plans,” (Ref no.: 0959-AA-02), approved on 27 March 2003, in File 22-3/2021/02, from Building Records Access and Viewing On-line (BRAVO).

²⁷ Peter Hibbard, *Beyond Hospitality: The History of The Hongkong and Shanghai Hotels, Limited* (Singapore: Marshall Cavendish Editions, 2010), p. 54.

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