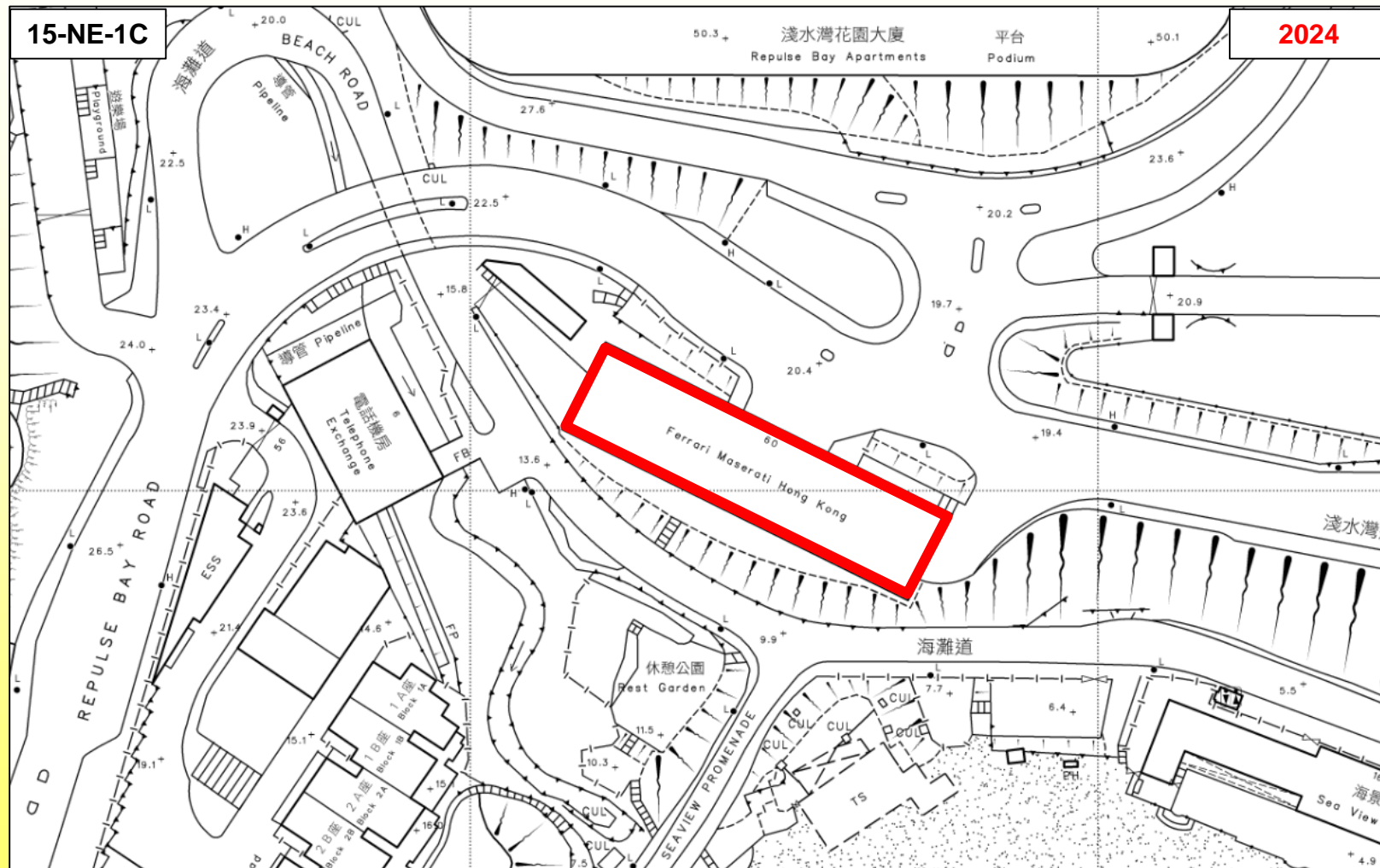


N434

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)

香港淺水灣淺水灣道 60 號前淺水灣酒店車庫 文物價值評估報告

歷史價值

位於淺水灣道 60 號建於一九二一年樓高兩層的金字頂建築物，原是由香港酒店有限公司持有的前淺水灣酒店車庫。¹ 香港酒店有限公司於一八六六年成立，其後於一九二三年與上海酒店有限公司合併，成為香港上海大酒店有限公司。² 該公司的主要股東為嘉道理家族，在香港有悠久的經商歷史，業務涵蓋豪華酒店以至公用事業。³

一九一八年，香港酒店有限公司經理詹士塔加特（James Taggart）計劃在香港興建新酒店。當時，位於香港島南面的淺水灣屬偏遠地區，但卻風景如畫，塔加特為了在淺水灣興建一所海濱酒店，遊說政府興建道路連接市中心和淺水灣，令酒店成為便捷可達的目的地。⁴ 隨後幾年，道路陸續建成，為本地居民及外國遊客開闢了前往淺水灣的道路。⁵ 一九二零年，嶄新而豪華的淺水灣酒店落成，並由時任香港總督司徒拔爵士（Sir Edward Stubbs）在元旦日主持盛大的

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*（新加坡：Marshall Cavendish Editions，二零一零年），頁 48、61。

³ 艾理士嘉道理（Ellis Kadoorie）於一八八零年踏足香港，在香港建立業務而積累財富後，於一九零六年購入香港酒店有限公司大量股份，該公司早在一八六八年在香港開設其首家酒店，即位於中環的香港酒店後，持續擴展其酒店業務。其後於一九二零年興建淺水灣酒店，一九二二年購入山頂酒店，並於一九二八年在九龍興建半島酒店。嘉道理家族於一九二八年投資中華電力有限公司，及後成為其主要股東。見 Scott Minick, *The Repulse Bay: A Life of Elegance & Charm*（香港：淺水灣有限公司，二零一二年），頁 17；Peter Hibbard, *Beyond Hospitality: The History of The Hongkong and Shanghai Hotels, Limited*（新加坡：Marshall Cavendish Editions，二零一零年），頁 49、54 和 79；郭少棠，光耀百年（香港：中華電力有限公司，二零零一年），頁 9-10。

⁴ 見 Scott Minick, *The Repulse Bay: A Life of Elegance & Charm*（香港：淺水灣有限公司，二零一二年），頁 17 和 20-21。

⁵ 連接市區與淺水灣的道路網由多個路段組成，包括 1919 年落成的大潭篤及赤柱至淺水灣路段；1924 年落成的黃泥涌峽道至淺水灣路段；以及 1924 年動工的司徒拔道路段，以連接通往淺水灣的黃泥涌峽道路段。見 “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 Elegance & Charm*（香港：淺水灣有限公司，二零一二年），頁 60。

開幕禮。⁶ 同年，香港酒店有限公司購入酒店對面的地段（鄉郊建屋地段第 153 號），用作興建車庫，以配合淺水灣酒店的營運。⁷ 公司主席表示有意將該車庫打造成一個新式的服務站和展示廳，這不但有助提升公司現有的交通服務，亦可透過新增設施，令交通費用得以調低，這對淺水灣及周邊地區發展起關鍵作用。⁸ 淺水灣酒店車庫於一九二一年竣工，而主席的計劃在隨後的幾年逐步得以實現。

一九二一年，公司成立了轎車車隊，用於接送賓客至旗下各酒店，當中包括淺水灣酒店。⁹ 一九二二年，公司增設私營巴士服務，將服務範圍擴展至前往淺水灣的本地居民，包括即日來回、度假及有意在該區置業人士。¹⁰ 每輛巴士設備豪華，可載十二名乘客，並按固定班次往返市中心及香港島南面，途經淺水灣酒店及公司旗下其他酒店。¹¹ 據《孖刺西報》的報導，私營巴士的設立，旨在「以最低收費提供最大的舒適度」。¹² 其後數年，因應私營巴士服務需求增加，公司遂提升服務，並推出更廉宜的票價。¹³ 私營巴士服務與車庫作為連接淺水灣與市中心的交通設施，對該區的發展作出了重大貢獻。除了提供交通接送服務之外，公司亦在其轄下一些物業推出車庫服務，並

⁶ “Repulse Bay Hotel – Successfully opened yesterday afternoon,” 《士蔑西報》，一九二零年一月二日。

⁷ HKRS58-1-97-4, “Application of Hong Kong Hotel Co. for an Area at Repulse Bay for a Garage – R.B.L. 153,” 一九二零年八月二十日至一九二二年二月十八日；土地註冊處，鄉郊建屋地段第 153 號的政府租契，一九二八年七月十六日。

⁸ “Hongkong Hotel Company. Proposed Erection of Modern Hotel at Kowloon. Increasing Popularity of Repulse Bay,” 《南華早報》，一九二一年三月二十一日。

⁹ “Local Enterprise. Hongkong Hotel Company’s Activities,” 《士蔑西報》，一九二一年八月二十六日。

¹⁰ 見 Scott Minick, *The Repulse Bay: A Life of Elegance & Charm*（香港：淺水灣有限公司，二零一二年），頁 60；“Local Enterprise. Hongkong Hotel Company’s Activities,” 《士蔑西報》，一九二一年八月二十六日；“Development at Repulse Bay,” 《孖刺西報》，一九二三年五月一日。

¹¹ Peter Hibbard, *Beyond Hospitality: The History of The Hongkong and Shanghai Hotels, Limited*（新加坡：Marshall Cavendish Editions，二零一零年），頁 54；Scott Minick, *The Repulse Bay: A Life of Elegance & Charm*（香港：淺水灣有限公司，二零一二年），頁 60。

¹² “Motor Service To Repulse Bay To Be Opened Shortly,” 《孖刺西報》，一九二二年二月十三日。

¹³ “Luxurious Buses for Hong Kong – Repulse Bay Service,” 《士蔑西報》，一九二四年八月十六日；“New Bus Services – Peak to Repulse Bay,” 《士蔑西報》，一九二五年五月十六日；“New Buses – Augment Repulse Bay Service,” 《德臣西報》，一九二六年十月十三日；“Repulse Bay and University Routes,” 《孖刺西報》，一九二八年六月十四日；“Swimming at Repulse Bay Beach – ‘Orange’ Buses Take Up the Run,” 《孖刺西報》，一九三零年五月三十一日；“New Omnibuses - De Luxe Models for Repulse Bay Service,” 《士蔑西報》，一九三三年十一月十一日。

為此設立專責的車庫部門管理是項業務。¹⁴ 從一九二一年刊登在《南華早報》的一則廣告，可見位於淺水灣酒店、香港酒店及羅素街的車庫，不僅銷售汽油和機油，亦是香港及華南地區個別汽車品牌的獨家代理商，並提供維修、重新噴漆及泊車服務。¹⁵ 一九二六年，港島只有三處向公眾開放的加油站，其中一處便是淺水灣酒店的车庫。¹⁶ 除了客運服務外，車庫還提供「一站式」的汽車服務，無疑為當時的車主帶來極大的便利。

淺水灣酒店車庫亦見證了一九四一年十二月之香港保衛戰。一九四一年十二月二十日，車庫被日軍佔據。當時仍然據守淺水灣酒店的英軍，向馬路對面的車庫發起反擊，試圖營救被日軍囚禁於車庫內的戰友，期間雙方發生短暫而激烈的戰鬥。¹⁷ 儘管英軍頑強抵抗，淺水灣酒店及香港最終於一九四一年聖誕節被日本佔領。日佔期間，日軍將淺水灣酒店用作療養院。戰後，酒店被盟軍繼續用作療養院，直至一九四六年復業，¹⁸ 而車庫亦在戰後恢復了原有的用途。¹⁹

一九六零年代，車庫被用作香港蜆殼有限公司的加油站。²⁰ 淺水灣酒店於一九八二年結業並拆卸，²¹ 但其車庫得以保留，自二零零三年起成為豪華汽車陳列室。車庫自落成以來在長達一個多世紀的歲月裡，大部分時間均用作與汽車相關的服務。

¹⁴ “Local Enterprise. Hongkong Hotel Company’s Activities,” 《士蔑西報》，一九二一年八月二十六日；香港酒店車庫廣告，《士蔑西報》，一九二一年四月二日。

¹⁵ 香港酒店車庫廣告，《士蔑西報》，一九二一年二月一日；香港酒店車庫廣告，《南華早報》，一九二一年六月四日。

¹⁶ 另外兩個加油站分別位於中環郵政總局附近的車庫及司徒拔道的車庫。見“Motoring Notes: A Weekly Review dealing with matters of interest to all local motorists,” 《孖刺西報》，一九二六年四月二十一日。

¹⁷ Alan Birch and Martin Cole, *Captive Christmas: The Battle of Hong Kong - December 1941* (香港：Heinemann Asia, 一九七九年), 頁 123–125 及 Tony Banham, *The Sinking of the Lisbon Maru: Britain’s Forgotten Wartime Tragedy* (香港：香港大學出版社，二零零六年), 頁 14–15。

¹⁸ Scott Minick, *The Repulse Bay: A life of Elegance & Charm* (香港：淺水灣有限公司，二零一二年), 頁 102–104。

¹⁹ “Repulse Bay Hotel Garage” (Reference code: HKE-1F-042), 香港社會發展回顧項目, <https://www.hongkongheritage.org/nodes/view/1748> (二零二五年一月二十一日瀏覽)。

²⁰ “Basement Plan, Section A-A, Elevation, Location Plan, Island Road, Notes,” (Ref no.: 2/3270/60), 一九六零年十月二十九日核准，檔案 2/3270/60，百樓圖網(BRAVO)。

²¹ Peter Hibbard, *Beyond Hospitality: The History of The Hongkong and Shanghai Hotels, Limited* (新加坡：Marshall Cavendish Editions, 二零一零年), 頁 136。

淺水灣道 60 號的車庫是特意建於路邊的一座西式建築，²² 並以混凝土橋面連接淺水灣道，方便車輛進出。建築物樓高兩層，下層低於路面，上層入口位置與淺水灣道路面對接。從面向淺水灣海灘的背立面，可見建築物坐落由陡峭山坡平整而成的平台上。建築物佔地約一千七百三十平方米，²³ 根據一九五一年的建築平面圖，車庫規模宏大，每層約有四十個車位間隔。²⁴ 建築物呈長方形，佈局對稱，中式金字屋頂以雙筒雙瓦方式鋪砌，並以鋼桁架支撐。兩個側立面各有高而闊的門口供車輛出入，門頂飾以楔形拱石。正立面中央設有拱形門口，頂部有半圓形楣飾，下面有一個伸出的簷篷，由混凝土托架支撐。正立面和背立面上半部以格紋圖案點綴外牆，而這些格紋是由垂直和橫向的裝飾線組成，令建築物增添視覺特色。窄長的木窗平均分布正立面和背立面兩個樓層，垂直的木窗與兩層之間的橫向飾帶互相融合。至於車庫的上層，由於內部已經過翻新，現已看不到原有的建築構件。

建築價值

建築物多年來為配合用途的改變而進行了若干改動，與一九二零年代的舊照片比較，可見正立面中央曾作顯著的改動：建築物簷篷下方拱形入口的兩側，原本各有兩個平頂門口供車輛出入，但其後在右方加建了兩個門口，而左方原有的一個門口則被改為窗戶。此外，原本位於半圓楣飾兩旁的矮柱裝飾已被移除。建築物外部亦有其他小型改動：正立面下層原有的三個窗戶，其中兩個被改成細小的百葉窗，另一個則被擴闊成供人出入的門口；原本位於背立面中央唯一連接上下兩層的外置樓梯已被拆除，在背立面右方則新建了一條消防逃生樓梯。²⁵ 至於建築物內部方面，在兩個樓層之間增設了混凝土樓梯。另外，原本用來分隔車位的間隔，大多已被改動或拆除，以配合新的辦公空間、儲物室及洗手間。²⁶ 儘管經歷這些改動，車庫的整體外貌大致保留。該建築物是香港現存罕見的戰前酒店車庫。

保持原貌程度及罕有程度

²² HKRS58-1-97-4, “Application of Hong Kong Hotel Co. for an Area at Repulse Bay for a Garage – R.B.L. 153,” 一九二零年八月二十日至一九二二年二月十八日。

²³ “The Hongkong and Shanghai Hotels, Limited,” 《南華早報》，一九八七年十月十日。

²⁴ “Amended Plan of Proposed Conversion to Garage - R.B.L. No. 153,” (Ref no.: 3820/51), 一九五一年十二月十四日核准，檔案 3820/51，百樓圖網(BRAVO)。

²⁵ 香港歷史博物館，照片 “Repulse Bay Hotel, Repulse Bay, Hong Kong Island, c.1920s,” (照片編號：PC1994.68)；香港社會發展回顧項目，照片 “Repulse Bay Hotel under development,” (照片編號：P-HSH-001-132)；照片 “A view of the Repulse Bay Hotel garage” in Scott Minick, *The Repulse Bay: A life of Elegance & Charm* (香港：淺水灣有限公司，二零一二年)，頁 62。

²⁶ “Proposed Upper and Lower Level Plans,” (Ref no.: 0959-AA-02), 二零零三年三月二十七日核准，檔案 22-3/2021/02，百樓圖網(BRAVO)。

車庫的社會價值在於它見證香港早期的私營交通服務，該服務由香港酒店有限公司營辦，可說是巴士服務的先驅。²⁷ 早期的交通服務明顯提高了淺水灣及其周邊地區的可達性，無疑對淺水灣的發展起了重大的作用。車庫是前淺水灣酒店不可或缺的一部分，讓人回想起昔日上流社會的奢華生活。此外，這幢實用且優雅的古老建築與周邊的高樓大廈形成鮮明的對比，令它成為一個為人熟悉的地標。

**社會價值和
地區價值**

前車庫和相鄰的前職員宿舍在歷史上關係密切，兩者皆是前淺水灣酒店僅存的建築物。車庫與其他與嘉道理家族業務相關的已評級歷史建築亦構成組合價值，包括半島酒店（一級歷史建築）、中華電力有限公司行政辦事處（一級歷史建築）和土瓜灣變電站（三級歷史建築）。

組合價值

²⁷ Peter Hibbard, *Beyond Hospitality: The History of The Hongkong and Shanghai Hotels, Limited* (新加坡：Marshall Cavendish Editions，二零一零年)，頁 54。

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