



Research on the Sustainable Development of Modern Wharfs in China – Taking Hong Kong's Blake Pier at Stanley as an Example

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ABSTRACT

This article mainly analyzes the architectural heritage of Blake Pier at Stanley in Hong Kong. Finally, according to the results of field investigation and historical data analysis, some reference suggestions are put forward from the perspective of cultural heritage protection

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INTRODUCTION

After China entered modern urban development, it changed the single administrative center model in the past. Transformed into a comprehensive city with both political and economic functions, its development is increasingly dependent on the prosperity of industry and commerce. For the prosperity of industry and commerce, transportation is an indispensable key link. In ancient times, personnel exchanges and commodity transportation were subject to many natural restrictions, and transportation cost was one of the core issues that businessmen had to consider. Before the emergence of modern railways, waterways were the most important way for dynasties and major businesses to transport bulk goods, and waterway transportation required a fixed place for ships to park and load goods-wharf. In this sense, the wharf can be said to be not only the product of the rise of the city and the development of commerce, but also to promote the further development of the city and commerce.

LITERATURE REVIEW

According to the research of scholar Liu Shigu, modern Chinese wharfs gradually reflect the "wharf rights". These various forms of "dock rights" interweave and constitute the basic order of local commercial operations in modern China. In the early days, "dock rights" simply referred to the exclusive right to berth at a certain dock. Subsequently, people gradually referred to "dock rights" as "a kind of exclusive business and work privileges for a certain area or industry". The development of "dock rights" depends on the development of urban commerce and the increase in the demand for cargo handling. In the early days, the acquisition of "wharf rights" mostly relied on folk rules such as "first come, first arrive", "historical habits", and "gang fights", and then the expression about the origin of "wharf rights" began to appear due to national institutional factors such as "jobbers". "Dock rights", as an exclusive business or work right that has been accumulated in history, can also enter the market for trading and circulation. Among them, the trading units of "dock rights" in the transportation industry mostly appear in the form of "shares" or "dans", which are the symbols of the transfer of rights with the transporter's "flat poles" or "luo baskets". This kind of "dock rights" disputes rarely occur between two separate individuals, but more often between two groups, such as gangs and boat gangs. The reason is that the "dock rights" of the transportation industry is not a right that can be easily controlled by individuals, but a "shareholding system" right that many people cooperate with.

However, with the development of modern society, the modern docks in many Chinese cities have been demolished. Some have retained some of the building components of the old wharf. Many cities have moved away from water transportation via piers. How should these legacy modern wharfs develop sustainably?

METHODOLOGY

This paper analyzes and expands by examining historical archives. In addition, site visits to specific buildings are included.

RESULT

The history of Blake Pier

The predecessor of Blake Pier was the Marine Wharf, which was located on the seaside not far from the Marine Director's Office. It is now at the junction of Pedder Street and Connaught Road Central. It was rebuilt in 1845, expanded in 1849, and repaired in 1852. The maritime director at the time was Lieutenant William Pedder, after his death the maritime wharf was named after him and was renamed Pedder's Wharf. The government rebuilt Pedder Pier in January 1861 and built Chater House, which was completed in 1862.

The Praya Reclamation Scheme proposed by Sir CP Chater in 1887 affected all coastal piers, and Pedder piers had to be relocated to the north. The new Pedder Quay was designed to allow for the weight of the Clock Tower, and the latest steel supports and piles were used. At that time, the world's steel structure engineering technology was only in its infancy. Of course, Hong Kong did not have such technology, equipment, or talent. Therefore, the entire steel structure engineering, including design, production and installation, were imported from the United Kingdom. The pier was inaugurated on December 29, 1900, and the opening ceremony was presided over by the 12th Governor of Hong Kong, Blake, and it was officially named Blake Pier.

Early days of Blake Pier

The early Blake Pier was not covered. At the request of members of the Legislative Council, the government added a temporary straw shed in 1903. Sparks from ship chimneys are prone to pier fires, turf covers are in disrepair and corrosion, and wind damage has created a permanent canopy. However, due to long-term disrepair, the authorities introduced the steel canopy from the UK in 1909. At that time, global steel structure engineering technology was still in its infancy. The installation is the first building in Hong Kong to use low-carbon steel structures. The steel canopy cost 28,545.7 yuan in public funds, exceeding the budget by more than 8,000 yuan. The engineer in charge was Henry Gorge Corral Fisher, who arrived in Hong Kong in 1900 as an assistant engineer, was promoted to administrative engineer in 1903, and was a first-class administrative engineer before his departure in 1914.

From the completion of Blake Pier in 1900 to 1925, it was used by the Governor of Hong Kong and other dignitaries when they traveled to and from Hong Kong Island, and was used for welcoming or farewell ceremonies until it was replaced by the newly completed Queen's Pier in 1925. The Pier was used to receive Prince Chun of the Qing Dynasty, Sun Yat-sen, the father of the country, Prince Arthur, Prince Edward, Governor Nathan, Luah, Merry, Sir Major General French, Admiral Hubbard, French Rear Admiral Thomines

Vietnamese Governor M Merlin General Governor and other dignitaries. The initial pier was dismantled on May 13, 1965, and the roof was later moved to the open-air amphitheater at Morse Park.



Figure 1. Central Harbourfront in the 1920s



Figure 2. 1930s Connaught Road, Central
(Image Source: Matthew HK - Hong Kong Public Library MMIS
Electronic Records)



Figure 3. A 1952 Map of Central showing the Location of the Pier

Blake Pier in the mid-term

The second-generation Blake Pier was opened on May 15, 1965, with a total length of 580 feet and a construction cost of about HK\$2 million. There was a garden on top of it, which was one of the few green areas in Central at that time. The pier was demolished in 1993, and the original site was undergoing Phase 1 of the Central Reclamation Project. Ferry services were moved to the Central Pier, but the superstructure was subsequently transferred to the open-air amphitheater at No. 4 Morse Park, Wong Tai Sin.



Figure 4. No. 4 Morse Park



Figure 5. Blake Pier under Construction in 1964

The current Blake Pier

Until 2005, when the Architectural Services Department conducted a planning and design study for the improvement of the Stanley waterfront, it decided to relocate the superstructure to the Stanley Public Pier. By 2006, the top of the wharf had been dismantled and numbered, and shipped to a factory in Guangdong Province for renovation and rust removal. At the end of 2006, the superstructure was relocated next to Murray House in Stanley, and a new pier built in the style of the original Blake Pier was re-installed, named Stanley Blake Pier. From 00:00 on July 27, 2007, the pier is available for boats to pick up and

unload passengers. At present, there are boats going to Po Toi Island from the pier.



Figure 6. Blake Pier at Stanley
(Image Source: Photographed by the Author)



Figure 7. Blake Pier at Stanley
(Image Source: Photographed by the author)



Figure 8. Blake Pier at Stanley
(Image Source: Photographed by the author)



Figure 9. Blake Pier at Stanley
(Image Source: Photographed by the author)



Figure 10. Blake Pier at Stanley
(Image Source: Photographed by the Author)



Figure 11. Blake Pier at Stanley
(Image Source: Photographed by the Author)



Figure 12. Blake Pier at Stanley
 (Image Source: Photographed by the Author)



Figure 13. Blake Pier at Stanley

(Image Source: Photographed by the Author)



Figure 14. Blake Pier at Stanley
(Image source: Photographed by the Author)



Figure 15. Blake Pier at Stanley
(Image Source: Photographed by the Author)

DISCUSSION

If there is no such a colonial historical roof, this is just a very ordinary pier. Just because there are so many people here to take pictures, there will be more people singing, performing arts and setting up stalls on weekends and holidays. Some people go fishing, some people sit and watch the sea blowing the sea breeze, forming this purely natural life form.

CONCLUSION AND RECOMMENDATION

The Pier building space includes the building body space and its surrounding landscape space. From the analysis of the current situation of the landscape space around the wharf building, the landscape of the busy historical district that was proud of in the early days no longer exists. With the addition of hard revetments and modern buildings, the waterfront landscape space is extremely cramped and stiff, losing the vitality of the landscape space due to the Pier.

In the past, thousands of sails were moored in the wharf port, and different types of ships, such as sailboats, western-style ships and fishing boats, competed to repel the shore. To this end, the fishing port style of the Pier area should be restored, and the industrial formats along the coast should be upgraded and adjusted. A sustainable urban waterfront leisure coastline with tourism, service industry and other tertiary industries as the core will be formed, and fishery culture and Pier culture will be integrated to create a leisure space for waterfront citizens and enhance the attractive ability of the Pier area.

Renovate and upgrade the area where the Pier building is located, retain some wharf functions, and reasonably reshape the internal space functions of the Pier building, such as arranging the display of life and culture of wharf fishing boats, a library that is close to modern needs, and a community activity center. Combined with the background of fishery development, the corresponding seafood catering and leisure facilities will be added, and leisure facilities such as seats and swings will be placed in combination with each road node to create new service facilities for citizens.

At the same time, it can be considered to establish an ecological pedestrian landscape corridor on the existing Pier platform space in Hong Kong to connect other Piers. A dual system of pedestrian space along the coast and pedestrian corridors between the platforms is formed, which effectively enhances the sense of experience of citizens.

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