

11. EPILOGUE

DISCOVERY OF A CANNON OFFSHORE

During dredging of the seabed between Chek Lap Kok and Tung Chung in 1993, part of a cannon was discovered and reported to the Provisional Airport Authority. An inscription on the cannon reveals that it was manufactured around 1808 in China. This object is clearly related to Chinese military presence in the area as reflected by the fort at Tung Chung, and probably also the place name "Kwo Lo" ("pass"), where a small cannon ball was found. The cannon will be displayed along with some of the objects excavated at Chek Lap Kok in the new airport terminal.



Figure 11.1 -- The cannon fragment found offshore (photo courtesy of the Provisional Airport Authority).

REMOVAL OF THE FU TEI WAN KILN

In 1992, it was decided to attempt to remove the kiln at Fu Tei Wan for future display, since it is one of the best examples of a Tang lime kiln. The Gurkha Engineers agreed to take on this task. A deep trench was dug around the kiln, supports placed underneath it, and a large crane was brought in to lift the structure. The kiln was then placed on a landing craft and taken to Mui Wo where it was transferred to a lorry and transported by road to Tung Chung. The kiln survived this removal exercise with only a few cracks -- a tribute to the skills of the Gurkha Engineers. At Tung Chung, the kiln was put in a covered outdoor display, and in the future will be displayed in the airport terminal.



Figure 11.2 -- Trench around the kiln with supports in place.



Figure 11.3 -- Lifting the kiln off the beach.



Figure 11.4 -- The kiln on display in Tung Chung.

EXCAVATION AT SHA LO WAN

A late change in the airport design required the removal of a small headland near Sha Lo Wan. Since Neolithic material had previously been found on the headland, it was decided to conduct a test excavation. A team from the Institute of Archaeology in London was invited to carry out the work. Initial test squares indicated that site was of some interest, and a larger excavation was then conducted. The site is similar in many ways to Kwo Lo Wan upper, as it had very thin topsoil and cultural layer, but had many holes in the DG, representing various activities. However, the date of this site is Late Neolithic, with the typical pottery of that period.



Figure 11.5 -- General view of the excavation at Sha Lo Wan.



Figure 11.6 -- Recording a feature at Sha Lo Wan.



Figure 11.7 -- A soft geometric pot from Sha Lo Wan.

CASTING A KILN AT HA LAW WAN

Before the final levelling of the southern half of Chek Lap Kok was due to take place, the Antiquities and Monuments Office decided to make a cast model of the best preserved kiln at Ha Law Wan. This operation was successful, and a realistic model was made and put on display at the AMO. Subsequently, the airport planners decided to retain the hill south of Ha Law Wan as a landscape feature within the new airport. They also agreed to preserve the Ha Law Wan site; at a later stage the entire site will be prepared as an outdoor display.



Figure 11.8 -- Making a cast of kiln FC6 at Ha Law Wan.