



SAILING IN THE SEA

GUIDEBOOK

S A I L I N G I N T H E S E A G U I D E B O O K

This project is part of the course "Curatorial Project" of the MA Creative Media programme (Curating Art and Media), School of Creative Media, City University of Hong Kong, in collaboration with The Education & Public Engagement Team of the Hong Kong Maritime Museum in 2020.

SWEET&BITTER

Team members

Chen Ji

Lu Feng

Qiyang Chen

Rui Xie

Xiaoqing Ma

Yan Li

Yunzhen Hou

FOREWORD

Hong Kong seafarers have been the earliest modern industrial workers in Chinese history, dated from the late 19th century. Hong Kong seafarers have always been responsible for Hong Kong's foreign trade and transportation, and played an irreplaceable role in Hong Kong's economic development. In recent years, Hong Kong seafarers are facing the problem of age structure fault and a serious shortage of maritime talents. Therefore, students from the MA Creative Media programme (Curating Art and Media) of City University of Hong Kong design a public programme *Sailing in the Sea*, in collaboration with the Education and Public Engagement Team of the Hong Kong Maritime Museum. The aim of this programme is to explore the changes of Hong Kong maritime by showing the related exhibits in Hong Kong Maritime Museum and the real stories of Hong Kong seafarers, so as to draw more public attention to this community.

This guidebook consists of three parts, "Blue Hertz", "A Suitcase of Sailor" and "Maritime Notebook". These three parts show the changes of communication tools on the sea, the change of daily items used by sailors and Hong Kong seafarers' real experiences. We seek to trace the history and transformation of seafarers and lead the public to explore this profession which is increasingly forgotten. Indeed, the achievements of Hong Kong's maritime industry today cannot be separated from the work of Hong Kong seafarers. The charm of this profession should be known by more people and this profession should be respected by the public. This guidebook tries to enable the public to learn more about fascinating stories of seafarers, to explore the history of maritime changes in Hong Kong, to reflect on the problems that ages development has brought to the maritime industry.

01

Foreword

03

A Suitcase of Sailor

PAGE 7

Nautical Food
Sailor's Uniform
Nautical Chart
Sailor's Internet Life

05

Leave A Message to Seafarers

PAGE 20

07

Acknowledgements

02

Blue Hertz

PAGE 1

Speaking Trumpet
Nautical Flags
Ship Telephone
Modern Tools
Trivia-AHOY!

04

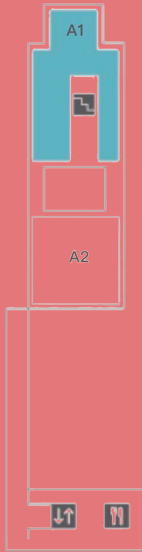
Maritime Notebook

PAGE 12

Seafarers' Introduction
Seafarers' Interview

06

Afterword



Chapter I Blue Hertz

— The Voice of Seafarers

The development of technology affects the changes in maritime communication. In different periods, the communication tools used by seafarers are completely different. In the early period, seafarers could only communicate with others in close distance. Their methods were simple, such as flashing lights at different rhythm to transmit signals, using flags to indicate the identity of ships, as well as using bells, gongs or the horn in different tones and patterns to express specific information. After that, the invention of radio and Morse code brought a significant change in maritime communication. Seafarers can communicate with their families through telephone.

SPEAKING TRUMPET

A fine sterling silver captains speaking trumpet used on a vessel of the National Steam Navigation Company Limited.



Late 19th century –
early 20th century
Silver
21cm x 10cm
A1, Deck A

Signal in the Mist

In ancient times, the trumpet was only a musical instrument that could enhance the sound. After that, the trumpet was also used in the military, and the bugle still exists nowadays. Before the invention of the radio, speaking trumpet was a critical communication tool for people on shipboard. Even in the foggy conditions, it can quickly convey signals within a certain distance. The crew can send a message to the commander on the deck in time, and the captain coordinates flotilla through the voice of trumpet.

The Power of Trumpet

In 480 BC, an Athenian fleet of triremes was set out to defeat a more massive fleet of Persian vessels under Emperor Xerxes. The Athenian Themistocles controlled his fleet of only 37 Greek paddle boats through a speaking trumpet and defeated 1,200 Persian fleets.



NAUTICAL FLAGS



A1, Deck A

Identity Authentication

In navigation, flags are efficient to identify themselves and recognize other ships. In addition to national identity, flags can also indicate ship ownership or organizational status. The flags on the ship should be registered and hoisted in accordance with the regulations of each country or region. The registered ships of Hong Kong shall always fly the regional flag of the Hong Kong Special Administrative Region, which should be flown below the Chinese National Flag.

Maritime Signal Flags

Nautical flags were originally used for naval communications, which has been developed into a comprehensive, internationally-recognized signaling system. Flags with different patterns correspond to different information, which can be recognized by seafarers.

DO YOU KNOW THE MEANINGS OF THESE FLAGS?



E - Echo

"I am altering my course to starboard."



J - Juliet

"I am on fire and have dangerous cargo on board: keep well clear of me." Or "I am leaking dangerous cargo."



M - Mike

"My vessel is stopped and making no way through the water."



O - Oscar

"Man overboard." (Often attached to the man overboard pole on boats).
With a sinister hoist, the semaphore flag.



U - Uniform

"You are running into danger."



W - Whiskey

"I require medical assistance."

* Flying the national ensign upside down is an internationally recognized distress signal.

SHIP TELEPHONE



TMC, London
20th century
Wood, metal, fiberglass
24.5 x 17.8 x 11.7cm
A1, Deck A

In the late 19th century, the Italian Guglielmo Marconi brought the concept of radiotelegraphy to real life, the maritime communication methods have been revolutionized. The radiotelegraph solved the problem of communication between the ship and objects outside the field of vision, and played a key role in ship safety protection and rescue of survivors.

SOS & CQD

At the first International Congress of Wireless Telegraphy in 1903, the Italians recommended the use of "SSSDDD" to signal an emergency. In 1904, the Marconi Company suggested to use "CQD" for a distress signal. It generally accepted to mean, "Come Quick Danger," that is not the case. A strict interpretation would be "All Stations, Distress." At the second Berlin Radio Telegraphic Conference of 1906, the subject of a distress signal was again addressed - "SOS." The popular

interpretations of "Save Our Ship" is not correct, it was adopted because of its radiation and recognition. It is entirely incorrect to put full stops between the letters.

Although the "SOS" distress signal was officially approved in 1908, the "CQD" was still used for several years and was still used by British service. Titanic first used "CQD" to call for help, the radio officer Jack Phillips sent "CQD" six times, followed by the Titanic call letters, "MGY." At his colleague Harold Sydney Bride's suggestion, Phillips sent the signal "SOS."



MODERN TOOLS



A list of Hong Kong maritime communication tools in modern times

In pace with the development of technology, marine devices have also become more complete and well-developed. Hong Kong seafarers have witnessed the innovation of navigation technology. The changes can be summarized as: the electronization of charts navigation and positioning, the automation of navigation records, collision avoidance and communication, as well as the digitization of nautical data.

Tools	Function
Automatic Radar Plotting Aids	Detect nearby targets and avoid collisions with ships under poor visibility
Global Positioning System	Provide the positioning and navigation, ships can receive latitude and longitude information from satellite
Electronic Chart Display and Information System	Continuously give the ship's position, provide functions of information calculation and navigation records
Automatic Identification System	Identify and master the navigation status of nearby ships, record ship dynamics and trajectories, push the information of weather and rescue
VHF-Radiotelephone	Communicate in high frequency band radio waves, used by ships to communicate with other ships, shore and fleet
Satellite Telephone	Transfer signals by satellite, to communicate with land targets in global scale

TRIVIA-AHOY!

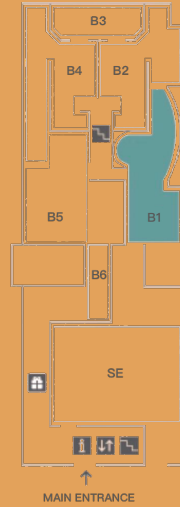
In addition to communication tools, seafarers also invented their special words for communication.

The word "Ahoy" was born in marine life and usually used for greeting. The neat and powerful pronunciation has a grandeur of the waves, which is easy to attract attention. In many languages, the word can find similar pronunciation or spelling words, like greeting "Ahiy" in Indonesian, "Ahoj" in Czech and Slovak, while "Hoi" is used in Modern Dutch and Swiss German.

Seafarers use "Ahoy" for a long time, but when it appears and spreads is unknown. "Ahoy" can be a greeting, a warning or a farewell. "Ho! The house a hoy!" pronounced by a sailor in Tobias Smollet's *The Adventures of Peregrine Pickle* (1751), is the first example of the expression ahoy in the English language.

One early example of the expression can be found in William Falconer's *Dictionary of the Marine* (1780), "The usual expression is, Hoa, the ship ahoy!" In the 1780s ahoy was already used on the stage in London to create a sea-faring atmosphere.





Chapter II A Suitcase of Sailor

— Seafarers' Daily Life

.....

The daily necessities in sailors' suitcases are the epitome of their life, which is the simplest but most direct reflection. This chapter introduces the daily necessities of sailors from different times, and compares them to the current sailing conditions to see the real-life of sailors. Through studying the changes in these items, we can not only learn about maritime knowledge, but also explore the changes in maritime history.



NAUTICAL FOOD



Guangzhou Thirteen Hong's Tea Jar

1830

Tinplate

45 x 26 cm

B1, Deck B

Before the 19th century, due to the limitations of transportation conditions and refrigeration technology, the long-distance ocean fleets lacked fresh vegetables and fruits, which resulted in insufficient intake of vitamin C and an epidemic of scurvy. Chinese tea was spread all over the world and could be consumed by ordinary people after the 19th century. Tea is rich in a variety of trace elements, which helps the body absorb vitamin C, enhances the microvascular toughness, and play an important role in preventing and treating scurvy. So it has gradually become the best choice for sailors.

WHAT DO SAILORS EAT TODAY ON THE VOYAGE?

For sailors, food issues are very important. Food not only helps sailors to gain high-quality energy but also is essential to relieve the monotony of life on board. With the development of food science and technology, nautical food has been greatly improved, which meets the daily needs of sailors and enriches the variety of food. Fresh foods like potatoes, onions, carrots, eggs and cabbages can be stored for a long time. Therefore, they are the first choice for sailors. Processed frozen foods, dry foods and canned foods are also important parts of marine food and necessities in their suitcase. Combining these ingredients, sailors can make tuna and potato salad, carrots with marinated anchovies, shellfish pasta and meat risotto.



Tuna and Potato Salad



Carrots with Marinated Anchovies



Meat Risotto



Shellfish Pasta

SAILOR'S UNIFORM



McGiffin's Navy Uniform

1880

B1, Deck B

In 1885, Philo Norton McGiffin came to China and was invited by Li Hongzhang to serve in the Beiyang Marine Division. He had been teaching in the Tianjin Marine Academy for nearly 9 years. During this period, he provided a lot of help, and once led a team to the United Kingdom to help supervise the construction of four Qing court-made iron armored ships. In 1894, the Sino-Japanese War broke out, McGiffin joined the Beiyang Navy as the Zhenyuan Ship Gang (equivalent to the Deputy Captain). In the same year, Battle of the Yellow Sea broke out, McGiffin fought the enemy with Ding Ruchang, and suffered head injuries. After the war, McGiffin returned to the United States. He suffered a lot of physical and mental damage. At the same time, the contempt for the Beiyang Navy had been bothering him. On February 11, 1897, McGiffin committed suicide in a hospital in New York. He was buried in a Beiyang navy uniform with Huanglong Banner.

Modern Sailor Uniform

Sailor's uniform occupies a place in the suitcase, which is both a daily necessity and a symbol of status. The navy uniform has experienced the development in the 19th century. It used a sailor collar and a black scarf, which imitated the wide and black bow tie worn by fashionable gentlemen. The sailors kept long blue waistcoats and white trousers, while the officers wore gold-trimmed coats. In the 21st century, navy officer wears a white uniform with brass buttons and epaulets on his coat and pants, while the service uniform is a navy-blue coat and pants with a white shirt and black tie.



NAUTICAL CHART



Pearl River Delta Channel Map

1841, Copperplate printing, 39 x 25 cm
B1, Deck B

A nautical chart can be described as an instrument that summarizes the geographical features of the ocean floor and the coastline. It facilitates sailors in their attempt to navigate their vessels to the intended destinations and it is a life-saving existence in the suitcase. Chinese ships have always sailed in the waters with visible coasts, so the names or landforms of neighboring ports are very important for the crew to confirm the view of the ship.

Modern Nautical Map

Nowadays, most nautical maps are being created digitally with the help of computers. However, if the electronic equipment fails, the traditional nautical chart, compass, combining the water flow and the positional relationship of the sun or stars, etc., which

are used to find the direction at the same time; In addition, there are many reliable and efficient sources for providing nautical charts. TeamSurv, Marine GeoGarage and BlooSee, which are well-known sources.

Marine Insight – Free Smartphone Applications Must Have

With the development of science and technology, the maps, guidebooks and daily necessities in sailors' suitcases have gradually decreased. The advent of the Internet era has provided more possibilities for sailors at sea. Sailors always travel to unknown areas, countries, and strange environments. But for them, it is normal to rely on the least resources and help offered by the authorities, and face problems that they usually don't know about. As a result, navigation professionals often have to solve problems on their own, which drives them to rely on the Internet. Mobile applications provide sailors with a variety of help in work and life. Due to the convenience of mobile phones and the extensive network coverage, they have gradually become an integral part of their lifestyle. It can be said that mobile applications in sailors' phones have become an important part of their "luggage".

SAILOR'S INTERNET LIFE



Anti-Shipping Activity Message

It is an extremely important tool offering geographic location and reported accounts of hostile acts – piracy, robbery, hijacking and kidnapping – against maritime ships, crews and passengers.



First Aid

When sailors have to immediate response to an injury and first aid, they often lack the correct medical information. The application "First Aid" developed by American Red Cross and British Red Cross features easy advice on everyday first aid scenarios, as well as tips on how to prepare for emergencies, which helps sailors a lot.



Port State Inspections Pocket Checklist

It is widely acknowledged as a useful tool in helping owners and operators to follow convention requirements, thereby cut the risk of their ships being detained.



TripAdvisor

As most of us known, TripAdvisor is a full-fledged travellers' application. Sailors need to work outside all year round. It can help them get full use of limited time and move around more safely in new countries and regions.



Marpol Pocket Checklist

With rising environmental concerns and stringent implementation of maritime regulations regarding the same, it has become more important than ever for sailors to be aware of the MARPOL (The International Convention for the Prevention of Pollution from Ships) regulations, which helps seagoing professionals to comply with the international convention requirements.



Currency Converter

The countries and time zones in which sailors stay are constantly changing. With new port comes new currency. A currency converter which gives the latest currency rates is necessary.

Chapter III Maritime Notebook

— The Stories of Seafarers

Hong Kong is the fourth largest ship registry in the world. In December 2018, more than 2600 ships have been registered by the Hong Kong ship registry, with the figure of the weight being 125 million gross tons (from Hong Kong Trade and Development Bureau). The rapid development of Hong Kong shipping business witnesses the decreasing seafarers number in Hong Kong. Serving as a seafarer, normally, means being with the sea most of the time. They are always surfing around, leaving home, enduring loneliness and even suffering from terrible storms and unknown dangers. This time, we have the honour to invite four seafarers engaged in maritime industry to share us the hardships and joys of maritime life, so that we are able to deeply immerse into those days they spent. We expect that a large number of younger generation will understand the current situation of the maritime industry and come to aware the significance of seafarers for the development of Hong Kong. Harbour Viewing Gallery will provide you with a better place for reading. With the view of Victoria Harbour, you will attain more information about the development and changes of Hong Kong through the stories of seafarers.

SEAFARERS INTRODUCTION



陳嘉敏女士
Carmen Chan

Accumulating for decades of navigation experience, Carmen studied the Diploma in Maritime Studies under Maritime Services Training Institute (MSTI). From 2003 to 2014, Carmen rose to the rank of Chief Officer from a deck cadet. Moreover, she is the first female who obtained the master mariner of seagoing ship in Hong Kong.



周家恆先生
Ka Hang Chow

Mr. Chow became a seafarer in 1974. He has been class 2 Deck Officer for 22 years with above 40 years of navigation experience. Since 1996, he has started his work for Hong Kong airport in the sea transport. Later, he has attained 12 years of high-speed craft experiences and continued doing maritime-related work until now.



陳芝薇女士
Joan Chan

With 1-year navigation experience, Joan has applied the 23 Weeks course from Maritime Services Training Institute (MSTI) in 2017. After training, she had worked on high-speed craft as a sailor.



關偉強先生
Wai Keung Kwan

Mr. Kwan obtained the First-class captain certificate after passing the maritime professional qualification, with his 23-year working experiences on the ship. He has 12 years of sea going experience as a captain.

SEAFARERS INTERVIEW

In order to put out to sea, they raised the sail!

Why do you start doing this job? Is there any reason?

Carmen Chan: Living near the sea held the key reason why I select to do a maritime-related job. Since I was young, I have always seen many seagoing ships transshipment in Hong Kong. Those ships made me think that working on board should be a kind of freedom, because I could travel with the ship to view the world. After I graduated in Form 7, I chose to continue my studies in the Diploma of Maritime Studies and became a deck cadet in The China Navigation Company (CNCO) two years later. By that time, I achieved my dream in childhood. There is a big difference between work at sea and work in office. As the ship could navigate to many different places around the world, the diverse cultures can be met in the journey. The life on the ship enables me to become more independent, and I will never regret choosing the maritime industry.

Joan Chan: As many industries are transforming to electronic computerization, I would like to find an industry that is hardly be replaced by a computer and artificial intelligence. That's why I choose the maritime industry. For driving ships, computer control are far from enough. Human assistances are in great necessity in deciding and estimating the changeable situation of the sea and weather. Hong Kong holds Maritime Week every year and I have been there so as to get some information

about the maritime industry. During that time, I have noticed that there is a course from Maritime Services Training Institute (MSTI). This course lasts 23 weeks, which is free for people to join. I strongly recommend all young people to take this course, an excellent one, especially for those who are interested in ships. It is beneficial for the younger generations as they can learn a lot of skills from this course, such as first-aid and self-saving.

Ka Hang Chow: I had an interest in the maritime industry when I was a teenager. Surrounded by the sea, the unique location of Hong Kong also held the key reason for me to choose this industry. Our school is the only navigation school in Hong Kong and It has gone through 70 years. Decades ago, called a children's camp, Hong Kong Sea School was full of orphans where there were a lot of teenagers with behavioural issues. From the 1960s to 1970s, the government started developing maritime transportation, so the Hong Kong Sea School was built. I went to Hong Kong Sea School



Group Photo in Hong Kong Sea School

when I was 14 and started my first navigation when I was 17. Was as I at a very young age, I had no idea about how seafarers lived as well as the industry background. When I started working, I found that the real experience on the sea was very different from what I had learned in school. The ship was shaking with the wave of sea the whole day and night and you were sleeping and eating with those shaking in the whole process. That unstable condition makes working on the ship dangerous.

Wai Keung Kwan: When I was a child, there were fewer job choices. As I did not have a high diploma, I had no idea about which career to select after graduating from junior school. My father once told me that if you fail to study well, you could become

a seafarer, or find a job in a repair shop. Later, one of my friends, who was graduated from Hong Kong Sea School, suggested me to study in their school. After three years of study in this school, we were arranged to be deck trainees on a ship and I was a bit ignorant about what my requirements were. When we finished the education, we were arranged to be seafarers on the ship. What's more, the general low wage of Hong Kong at that time was another reason. When I started work in 1973, it was only 900 Hong Kong dollars for an ordinary job, which was very difficult to support the basic living requirements at that time. While serving as a seafarer at that time can obtain 1300 Hong Kong dollars a month, which can support my family.

Don't let Hong Kong seafarers become a piece of history...

What kind of role do you think maritime industry plays in the development of Hong Kong?

Carmen Chan: Hong Kong, as is known to all, is developing from the initial fishing port into the the hub of the international logistics. Ships have driven a lot of economic development for Hong Kong as it did not only bring cargo to Hong Kong, but also promote many related maritime industries, such as containers terminals, which need to be operated jointly. Moreover, a port will affect the work of many people in various industries. For example, terminal stevedores and shipping agencies provide round-the-clock services to the ship and professional advice services can be provided by marine insurance and maritime lawyers.



Group Photo on Seagoing Ship

Joan Chan: Actually, I think maritime industry plays an important role in Hong Kong's development. A few decades ago, there were some seafarers who went to England for further maritime study. Although many seafarers were not good at reading, they had excellent skills. From my perspective, Hong Kong maritime industry

should maintain these experienced seafarers and encourage more young people to join at the same time.

There is less seafarer in recent years. What do you think is the reason?

Carmen Chan: Because the works at sea is quite harsh, and this job requires people to leave home for seven to eight months.

Joan Chan: In fact, I think people who are interested in becoming seafarers need more support. No matter how old they are, they should have the opportunity to start their careers as long as they reach the basic requirement, without colour blindness. For the purpose of infusing the dynamic into the industry, MSTI (Maritime Services Training Institute) should provide more promotion on their excellent programs.

Wai Keung Kwan: The government has neglected the development of the maritime industry is one of the reasons. Firstly, the Hong Kong government does not provide enough support for these

shipping companies, which caused most of them move to Singapore. Secondly, the local government provides few attentions on the local seafarers. Thirdly, it fails to develop a good passenger terminal. For example, the facilities are still imperfect in Kowloon Bay, after such a long time construction. Transportation supporting measures are not perfect, and tourists can not reach their destination easily. At the beginning Hong Kong mainly relied on exports, freight transport, and finance, while it is converted to estate and finance currently. In the past, Chinese goods had to go through Hong Kong. Certain goods from the mainland had to be transhipped to other ports via Hong Kong, while those days are gone. The ports close to mainland China have replaced Hong Kong's shipping business, as their costs are lower. Under such circumstances, shipping companies in Hongkong are plunging. Fortunately, since 2019, the Hong Kong government has begun to attach importance to some maritime transport undertakings again and the situation the shipping industry encountered has gradually been improved.

Pirates do not exist only occur in movies!

Is there anything particularly impressive at work?

Carmen Chan: Yes. I remember that when our ship was sailing in the north of Australia, there would always be pirate-like ships. I was a deck cadet at that time. One day, when I was on duty with a second officer. We saw a strange sight of a ship with more than ten people on the board, which was only ten metres long. Those people wore masks,

kept their eyes on our ship and followed our ship along the way. After a while, their boat suddenly changed the direction and tried to approaching us. I told the second officer that I felt something was wrong, as their boat was getting closer and closer. We should change the course to avoid the direct encounter with them. In the end, we made it successfully as our ship is faster than that boat. Two days later, we received the news that one tanker ship was hijacked when passing through the

same water area. At that time, we realized that who we met were real pirates. Female's sensitivity would be, to some extent, very useful. In fact, there are many pirates in the sea area, in Somali especially. Compared to the lives on the land, there are no police officers at sea, we should carefully look at the situation at sea and help ourselves out.



Repainting the Deck

Joan Chan: Once in Macau, our ship broke down and we couldn't drive back to Hong Kong at normal speed. It took four hours for only one engine to come back. Going back to Hong Kong in the star ferry was likely to cost four hours. In fact, driving back at a very slow speed, you will see something you hardly have the chance to notice. I didn't turn on the air conditioner, and there were no passengers. The most unforgettable thing was to see the Chinese white dolphin at sea while sailing, which surprised me a lot. At that time, I asked the captain if we could see dolphins in our channel. It turns out that we might have the chance to see white dolphins at the channel we diverge. It's in the North Lantau and Chek Lap Kok. Then I asked the captain whether our boat would hit a dolphin if we drive so fast and the captain told me that the dolphins were very smart. They swam away when they felt the current, so they would not collide the ship. Sailing was not so boring from that time on. When we set sail, we also found some strange astronomical phenomena, such as raining on the

left side and a rainbow appearing on the right side.

Wai Keung Kwan: When I first started as a sailor, I didn't know whether we needed to climb the mast to brush oil. I was afraid of heights. Later, an old seafarer encouraged me and helped me. He taught me to sit on a small board and brush oil. But others still brushed a lot faster than me. When they finished a mast, I could only do one third of it, because of fear. In order not to be a seafarer who need climb the mast, I was determined to pass the test and become an officer!

What did you get as a seafarer?

Ka Hang Chow: The most intuitive thing is that I have raised my children with this job, and I could have an experience quite different from others. I have been basically to all over the world. I have been to Panama Canal, Suez Canal, and even a canal from Toronto to Chicago. Ships can travel cross the United States and Canada easily from the horizon level to the top of the mountain, and stop at the end of Niagara Falls. We can experience things that tourists can't experience without spending money. We went to northernmost to Norway, Finland, and southernmost to Chile and Argentina. Solomon, East and West Africa, North Africa and South Africa. We have been to all these magnificent places. We also have to check the ships. There are stowaways in the small space at the bottom of the ship, as well as in the chimneys above. There are even more than forty or fifty stowaways who have been supervised by us. We need to check every time when we leave the port. In fact, there were no pirates in Somalia before, but their people are suffering from ever worse condition. In fact, they were not professional

pirates, but some local people fished for living. But when they saw the ship with a lower hull, they would climb up. We had the experience of how to deal with those pirates in those days. It's funny to say that we asked the seafarers not to sleep at night, whether they have evening work to do or not. All the lights were hanged on the side by the ship at dusk, and fire-fighting belts were put on the bow and stern of the ship. Then some seafarers were requested to walk around on the deck for supervision. The pirates might consider that, "Hey, this ship is on guard." Even though the pirates' ship seemed like very professional, it turned out to be a fishing boat. They would appear when you had no

preparation. Every port in the whole sea of Africa will encounter this situation, especially in those poor countries, those people will rob others when they have the chance.



Mr. Chow with Panama Canal

There are always some regrets that can't be erased by the sea wave...

Is there anything happen after or in the course of the voyage that made you feel regretful?

Carmen Chan: Yes, I remember that at the beginning years of my sea life, my parents wanted to have a divorce. At that time, I could only call home on the ship, and then I was crying all the time. I asked them why they wanted a divorce. Meanwhile, the captain knew that I had some family issues. Then he asked me whether I expected to go back home immediately. After calming down, I said it was not necessary as my parents had already taken the decision on their side. What they have done was to notice me about the choice they had made. I could do nothing with it so it was a better choice to make myself calm down on board. In the

later days, lots of regrets were encountered for serving as the seafarers, as I couldn't attend the funeral when someone passed away at home, or I couldn't attend the wedding ceremony when a friend got married. These are regrettable things I have in the whole life.

Joan Chan: From 2018.12.31 to 2020.01.22, a whole year and a few weeks, I did not expect to work only for such a short time. But the current environment is not good. In fact, in retrospect, it is better if I chose this industry twenty years earlier. I found that it was very important for young people to choose what you want to do in the future. In fact, there is nothing to lose when you enter in maritime industry in a young age, because it will be beneficial for the whole life. For

example, learning first aid is always useful. There is less promotion of the shipping industry in Hong Kong. only some cruise magazines and Facebook provide the related information for working on a ship. Moreover, there are some training courses existing in the industry, which are simple, short-term, and free of charge.

Wai Keung Kwan: It's hard to be a seafarer as I have to separate from my family. I have a colleague who has worked on the ship for five years. He went out to work on the ship at the time his child was born. When he got home, his child was five years old and the child didn't even know who he was. This is a very miserable thing for us as seafarer. In addition, one colleague's wife said to him: if you keep working on a cargo ship, your children will call you uncle when you come back (his wife will divorce with him). Therefore, a seafarer should have the support from your family and the understanding from your relatives. My daughter and I used to have this problem, as she refused to call me dad when I came back. My wife has been trying to explain my work to her, and helping her understand the difficulty of my work. My biggest regret is that I failed to provide the accompanies for my daughter as she grew up. Although there is a high salary for this job, it costs a lot. Nowadays, the younger generations prefer working on high-speed boats, as the works on the ocean-going boat means that they should leave their families and children, and the wages can not reach their expectation.

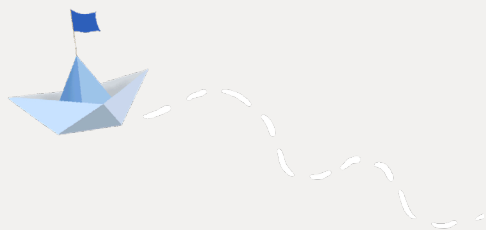
Ka Hang Chow: Actually, I have less close relationship with my child. I have never been to school or attended the parents' meeting for my

child. The first time I came back from the sea, the child was just started walking. While the second time I came back, he went to primary school. At the third time, he went to middle school, and then the fourth time, he went to the university. Later, when I managed to come back home, he even asked me "When are you leaving, dad?". I stay for only one or two months with my family every time I am off the ship, and go to work again. I cannot establish a close relation with my son, as it is unavoidable that you has to give up affection about being as a seafarer. So my advice is that it doesn't matter to work on a ship before marriage, but leave the work on the ship after being married. My wife is in charge of all my child's study and life, which is indeed extremely hard for her. What can I do for my kid with only a month or two stay? If I don't even mention one word to him how can he understand what my job was for? Can he figure out and understand my job eventually? When I am alone, I will shout to the sea: Why am I a seafarer! I will regret to set the journey in the sea when I meet the sea storm. However, once I went to Brazil, I met the sunny weather which provided me with the pleasant feeling. In fact, no matter what I say now, you can hardly have the same feeling. The situation is the same as if you have a good chief, you will be satisfied at the beginning but you won't expect to have the same food for entire three months, no matter how delicious it is. Generally speaking, the happiest time for a seafarer is to be able to go back home, which is the only way for us to feel the safe and sound.

LEAVE A MESSAGE TO SEAFARERS

Through "Blue Hertz", "A Suitcase of Sailor" and "Maritime Notebook", you have had a preliminary knowledge of the work, life and experience of seafarers. When sailing in the vast sea for several months, apart from the company of working partners, seafarers rarely hear other people's voices. Any attention and understanding to them is a valuable gift.

Welcome to write down what you want to say to the seafarers on our message board poster (at the entrance of Hong Kong Maritime Museum), leaving your afterthoughts and words of encouragement, let them hear your response, so that they are no longer a lonely "spray" in the sea.



AFTERWORD

This guidebook reflects the changes in marine communication tools, daily life items of sailors in different eras, and real interview records of Hong Kong seafarers to reflect the impact of the changing times and technological developments on the seafarer industry. In order to arouse public's interest, we try our best to present the history, present and future of this industry in a more vivid way, so as to shorten the distance between the public and the seafarer community. We want to make this unacquainted and mysterious career better known to the public. From seafarers' diets and uniforms to mobile phone Apps, we strive to explore common parts of seafarers' and public lives. At the same time, we are also trying to think about more in-depth issues and digging into the real stories behind the industry, including the working status of seafarers of different genders, the decline of the seafarer industry, and the spiritual core of maritime work. During the preparation of the guidebook, we are fortunate to have invited four seafarers to share their lives, work experiences and unique insights into the industry. From this, we have a deeper understanding of the industry, including its charm and hardships. The content of this guidebook is now over, but the exploration of the seafarer industry has just begun. We hope that the content of the guidebook will stimulate public thinking, guide the public to pay more attention to this industry that is important to the development of Hong Kong.

ACKNOWLEDGEMENTS

Special thanks to the following people

Pik Ki Leung, Head of Education & Public Engagement, Hong Kong Maritime Museum

Crystal Tong, Assistant Education Officer, Hong Kong Maritime Museum

Carmen Chan, The first female who gets the captain certificates of foreign-going vessel in Hong Kong.

Ka Hang Chow, Experienced seafarer with more than 40 years of maritime experience

Joan Chan, Female seafarer with the Junior General Purpose Ratings Certificate

Wai Keung Kwan, The captain of the high-speed ship

Xinmeng Zhou, Special assistant for interview

This project is part of the course "Curatorial Project" of the MA Creative Media programme (Curating Art and Media), School of Creative Media, City University of Hong Kong, in collaboration with The Education & Public Engagement Team of the Hong Kong Maritime Museum in 2020.



museum.learning@HKMM

Lecturers

Dr. Harald Kraemer, MA Creative Media programme, Stream Leader (Curating Art and Media), School of Creative Media, City University of Hong Kong

Wen Yau "Curatorial Project" Course Lecturer

Clara Cheung "Curatorial Project" Course Lecturer

Photo Credits

Page.3	International maritime signal flags, ©Wikipedia.com, https://en.wikipedia.org/wiki/International_maritime_signal_flags
Page.6	Illustration 62377128, © Ruth Stitt, Dreamstime.com, https://www.dreamstime.com/stock-illustration-ahoy-anchor-red-blue-image62377128 , (Recreated by Yan Li)
Page.8	© oneyouplymouth, https://www.oneyouplymouth.co.uk/tuna-and-potato-salad/ © Alex Lau, https://www.bonappetit.com/recipe/carrot-salad-with-feta-and-anchovies © smoxx, https://www.shutterstock.com/zh/image-photo/seafood-pasta-by-sea-greek-island-206337511 © Tiramisu Studio, https://www.shutterstock.com/pt/image-photo/risotto-chicken-vegetables-on-white-plate-130981139
Page.9	© 2015 - 2020 PHAFFM, https://www.deviantart.com/phaffm/art/Marine-Service-Uniform-Northern-Hemisphere-544669353
Page.13	Provided by Yan Li (Special period of the COVID-19, we need the mask for safety during the interview, thanks for your understanding.)
Page.14,18	Provided by Ka Hang Chow
Page.15,17	Provided by Carmen Chen
Page.20	Provided by Yan Li Other photos courtesy of Hong Kong Maritime Museum

References

- "Maritime Communication", <https://shiphistory.org/2018/12/10/maritime-communication/>
- McEwen, N. (1997). "'SOS,' 'CQD' and the History of Maritime Distress Calls". The Telegraph Office Magazine, Volume II.
- "International maritime signal flags". (2020). https://en.wikipedia.org/wiki/International_maritime_signal_flags
- Riley, C. (2019). "What is the Meaning of SOS?", <https://www.boatsafe.com/meaning-sos/>
- Ahoy (greeting). (2020). [https://en.wikipedia.org/wiki/Ahoy_\(greeting\)](https://en.wikipedia.org/wiki/Ahoy_(greeting))
- Tin Dudajek. (2019). "What to Eat When Sailing: 13 Simple Meals Ideas for Your Sailing Holiday", <https://www.sailingeurope.com/blog/>
- Elizabeth K. Bye. "Nautical Style", <https://fashion-history.lovetoknow.com/clothing-types-styles/>
- KaranC. (2019). "Helping Marine Travel: Nautical Charts", <https://www.marineinsight.com/marine-navigation/helping-marine-travel/>
- Raunek. (2019). "10 More Free Smartphone Apps Seafarers Must Have", <https://www.marineinsight.com/life-at-sea/>



Free to copy, redistribute and adapt for non-profit purpose, with appropriate credits.



Thanks for your participation in the programme Sailing in the Sea.
Please help us to finish the following feedback form to support
our further improvement. Thank you very much.

<https://forms.gle/Sambehcd6u9r5vvJ8>