



ICONIC FERRIES OF A FRAGRANT HARBOUR

Literally translated, Hong Kong means “Fragrant Harbour”, so named by the “Hong” when Hong Kong became a British Colony in 1842 at the conclusion of the Chinese Opium Wars. How “Fragrant” the harbour may have been in those times is a matter of some conjecture, causing one to struggle with the rationale behind the name. The Hong Kong to Macau Ferries were an icon, plying the route between Hong Kong and the Portuguese enclave of Macau, which lies about 40 miles to the west at the estuary of the Pearl River. The service was established soon after Hong Kong’s colonization and continues into the 2000s, albeit with upgraded services and ships. Nowadays of course, there is a Bridge spanning the waters between Hong Kong and Macau, the Hong Kong-Zuhai-Macau Bridge, as shown in the Map below



Alas, times have changed now with a new alternative link between Hong Kong and Macau. Will this signal the end of Ferry services as we know them today? The Hong Kong-Zuhai-Macau Bridge (HZMB), opened in 2018, is a 55-kilometre Bridge-Tunnel system consisting of a series of three cable-stayed Bridges, a section of undersea tunnel, and four artificial islands (above). It is both the longest sea crossing and the longest open-sea fixed link in the World. Built by Chinese interests, the lead Designer was the Mott MacDonald Group, a London based multinational engineering and consulting firm. It stands as a spectacular mega achievement for all concerned in its construction. As a ditty, when visited by the Author last year (2019) the cost of a single way bus ticket was a very reasonable HK\$32. Normally the fare is HK\$64 but there is a 50% concession for pensioners and retirees. The one way trip takes about 30 minutes in a comfortable bus. This magnificent spectacle will surely have a substantial impact on traditional Hong Kong-Macau Ferry service.

As a youngster growing up in Hong Kong, a trip to Macau was considered a great treat. Together with my parents we generally took the passage two or three times every year during the 1950s and early 1960s. The aim of the visit was to attend the Macau Grand Prix or, so my folks could try their luck at the Casinos. If memory serves it was not necessary to wait until arrival in Macau

to start gambling as the Ferries offered onboard gambling facilities, open to passengers once clear of Hong Kong waters, slot machines, cards, fan tan, roulette, etc. My last voyage on the old, but much loved, Fat Shan was around 1960. Our favourite was the overnight passage. The ships departed from Sheung Wan Ferry Pier soon after midnight and usually arrived in Macau around 5-6am. Passengers were allowed to remain onboard until 7am when they were required to disembark.

Prior to boarding the Ferry in Hong Kong it was usual to spend some time at the ‘Poor Man’s Nightclub’. This was basically a flea market erected every night around 6pm and it ran until about midnight, when it all disappeared, just as rapidly as it had been set up. It was a fun place to visit for a few hours and it was located in the empty Sheung Wan Bus Terminus and car park adjacent to the Macau Ferry Wharf. One could buy anything there from electronic goods, through to clothes, Canto pop music, Chinese opera, CD’s fortune tellers, snacks, Chinese medicines and potions, letter writers and with noodle shops and Dai Pai Dongs galore, all the usual attributes featured in a traditional Chinese Night Market. Then, just before it closed one would amble the short distance towards the Hong Kong Immigration post and get ready for embarkation on the Ferry.

The night crossing seemed to be long but there was plenty to do which prevented much sleep. Apart from the slot machines, it is rumored that onboard entertainment extended to showgirls and striptease, but I never came across that. It was however a gathering of rowdy jolly passengers all hoping to make their fortunes at the Macau Casinos, each stoked by having drunk several large tumblers of brandy. However, the return journey was generally a little more subdued, since it is not usual for Casinos to lose money. Macau was a completely more relaxed and laid back environment compared to that of Hong Kong, there was a continental air about the place. The Portuguese influence became immediately apparent as soon as one disembarked from the ship at the Macau Ferry Landing, its European style cobbled streets, tree lined avenues, outdoor tea houses and continental fashioned cafes, the wide range of pastries for sale, pedal tricycles, the aromas of drying seafood, and Portuguese culture was visible everywhere. Even the senior police officers were Portuguese nationals. Much of the architecture was heavily Portuguese influenced and the hotels all had their wide verandahs and lofty ceilings with lazy rotating electric fans, built by the colonialists for tropical living. Macau was the first Colony in Asia and the last to be relinquished to China in 1999.

Macau’s main means of revenue was

from its gambling Casinos and hotels. Fu Lo Yung jointly held the gambling franchise and monopoly in Macau with Ko Ho Ning from 1937 until his demise in 1960. The gambling licence was then lost to a consortium headed by Sir Stanley Ho in 1961, who played a significant role in building the new Ferry terminal at Sheung Wan and introducing more modern ships to the ferry service, up to and including Hydrofoils in the mid 1960s, followed by Jetfoils in the early 1980s.



The original Fatshan, Hong Kong to Macau Ferry. Captured whilst navigating the Pearl River, built in 1887 she remained on the route until 1933 when scrapped, and replaced by the newer 1933 built Ferry bearing the same name. The waters of the Pearl River were a dirty muddy brown in comparison of the Blue green waters of Hong Kong. The startling contrast was very obvious to passengers.

There were a number of Ferries engaged on the Hong Kong Macau service, amongst which the Fatshan (below) and the post war built Tai Loy (later to be renamed Nam Shan), complete the duo featured in this article.



In May 1951, Fatshan was acquired by the Man On Shipping and Navigation Company from the China Navigation Company to whom the vessel had been returned at the conclusion of WW2. During this time, Fatshan was one of the main Ferry boats operating the Hong Kong to Macao route. This Ferry was extremely popular with the traveling public and became a symbolic and iconic vessel over ensuing years.

In 1968 she was taken over by the Tai Tak Hing Shipping Company. The Fatshan was built in Hong Kong during 1933 and had a GRT of 2,639, a length of 73m, beam of 14m and was propelled by a 2-4 cylinder triple expansion steam engines, producing 2600 IHP, driving twin screws, giving a service speed of 13 knots.

Regrettably the Fatshan met her demise in 1971 during Typhoon Rose, when in order to seek shelter the ship had anchored off Stonecutters Island, but due to severe winds her anchors parted, which caused her



to drift and collide with two other vessels, she finally capsized and sank about 120m off the shoreline of Lantau Island at Kap Sui Mun (above). 88 passengers and crew were lost as a consequence of the tragedy and at the time it was recorded as Hong Kong's worst maritime disaster.



The Tai Loy, built in Hong Kong by Wing On Shung Shipyard. She was laid down in 1948, launched in 1949 and went into full service in 1951. She was a modern, purpose built triple screw motor ship of the times. In imperial measurements she had an overall length of 200ft and beam of 36ft GRT 1,330. The vessel was later renamed Nam Shan and became famous for her appearance in the 1975 French Movie "Emmanuelle 2", which was filmed in Hong Kong.

By 1961 there was much competition on the route with Stanly Ho's Shun Tak Shipping enterprises. Competition for the route increased progressively over the following years until the mid to late 1960s when Hydrofoil Ferry services were introduced. In 1968, Sir Stanley Ho's shipping company, a subsidiary company of Shun Tak, acquired Fatshan together with Tai Loy and continued sailing the vessel on the Hong Kong-Macao route.

These ships were not, as made out by some and depicted in the movies, rundown rust buckets or Hong Kong dust bins. In actuality, these were triple deck Ferries, maintained to a good standard under the strict and watchful eye of the Hong Kong Marine Department, and were professionally managed and operated by properly certified and competent crews.

The conventional Ferry Services continued very successfully but it was not long before more up to date technology advanced Ferries came into operation with the introduction of Hydrofoils, and later Jetfoils to improve passenger services and comfort. The Far East Hydrofoil company (FEH) was formed and became the principal user of this type of ferry and one of the largest operators in the World to successfully operate this kind of fast ferry which shortened the 4 hour trip to less than 2 hours. Services commenced in 1964 with two Italian-Swiss designed Hydrofoils, the Flying Phoenix and Flying



Kingfisher (above). In 1972 Shun Tak Enterprises Corp. Ltd. was formed and became the holding company of FEH and other associated shipping. The major stakeholders in FEH were the franchisee of STDM, Societe de Turismo de Macau, which operates a number of casinos in Macau. Gradually the fleet was increased to some 11 vessels offering a departure schedule every 30 minutes from Hong Kong and Macau, between 8am-6.30pm daily. However, during the 1980s the Hydrofoils were progressively phased out of service due to the increasing competition from the more speedy and 'passenger friendly' Jetfoil.



TurboJET's Boeing Jetfoil Calcihas.

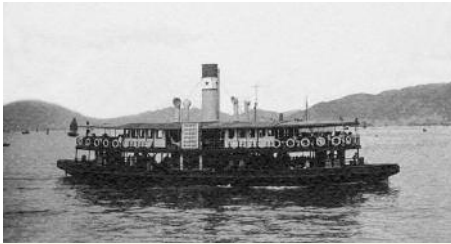
Boeing Jetfoils were engaged in the service which further enhanced the route. They were run by Far East Hydrofoil/Far East Jetfoil with the principal stakeholder, Shun Tak operating about a dozen craft. This all remained intact until 1999 when a merger took place which created TurboJET as the major player on the route. Hong Kong has developed an excellent Ferry infrastructure, with multiple ferry companies offering high-speed crossings with modern, luxurious vessels. With numerous departure points throughout Hong Kong, you can now travel to a number of destinations in China and Macau. The Hong Kong to Macau terminal, at Sheung Wan, is one of the most prominent terminal amenities in Hong Kong. It consists of the major marine facilities and customs and immigration for all services to and from Macau. Additionally, there are two major towers, a hotel and an office complex, with a shopping mall in between and subway connections underground. In Hong Kong, it is called: "The House that the Jetfoil built".

STAR FERRIES

On a more localized note there is the Star Ferry Company Limited. This must rank as the first thing anyone associates with Hong Kong. Few visitors to Hong Kong miss taking the essential cross harbor ride on these beautiful, purpose built ships. The Star Ferry's history stems back to 1888 when a resident Indian merchant, Dorabjee Naorojee Mithaiwala, founded the Kowloon Ferry Company to span the 1 mile distance between Hong Kong Island and Kowloon peninsula, at

Tsim Tsa Tsui. Prior to the Star Ferry the only means of going back and forth between Kowloon and Hong Kong Island was by Sanpan. In 1898, upon his retirement and return to India, Mr Naorojeethe sold the company to The Hongkong and Kowloon Wharf and Godown Company Limited, at that time owned by Jardine, Matheson & Co. and Sir Catchik Paul Chater, by which time the fleet had increased to four ferries exclusively plying the cross harbour route. The service then became known as the Star Ferry Company. The names of the original four Ferries engaged in the service were Morning Star, Evening Star, Rising Star and Guiding Star. At that time, each boat had a passenger capacity of 100 and the fleet made a combined total of 147 harbour crossings per day, on average. In 1906 the company constructed its first passenger pier at the end of Salisbury Road in Tsim Tsa Tsui, but in September the same year it was destroyed in a typhoon. It was an impressive structure featuring segregation for First and Second Class passengers. 1912 saw the company involved in controversy. At that time Hong Kong currency and Canton currency were both accepted as legal tender in Hong Kong. In the autumn of 1912, the Star Ferry caused a controversy by insisting, that payment had to be made in Hong Kong currency only. Canton coinage would no longer be accepted. More progress and expansion was evidenced over ensuing years as the service grew in popularity, and profitability, with the introduction of the first diesel electric ferry in 1933, aptly named Electric Star. Further developments were introduced when early in the 1950s, construction of the present twin piers commenced on both sides of Victoria Harbour, designed to handle 55 million passengers each year.

These structures were eventually completed in 1957, along with with the Edinburgh Place Ferry Pier built on the Hong Kong Island. At the time of the Japanese occupation of Hong Kong in 1941, the Star Ferry Company had acquired a total of 6 Ferries. The Golden Star and the Meridian Star were used to transport prisoners of war from Sham Shui Po to Kai Tak Airport, and during 1943 the Golden Star was bombed and sunk in the Canton River by American aircraft. The Electric Star was also sunk in the harbour. Following WW2, the ferries were reclaimed and returned to normal service. As the infrastructure of Hong Kong quickly recovered after the war years, so did the Star Ferry Company Limited, with it expanding its fleet and adding a new service from Hung Hom to both Central and Wanchai, at the request of the Hong Kong Government (both these routes being terminated in 2011) Until the opening of the first Cross Harbour Tunnel in 1972, the Star Ferry remained the principal means of public transportation between Hong Kong Island and the Kowloon peninsula. The Star Ferry, to this day, operates on a franchise from the Government, which was last renewed in March 2018.



A pre-war Star Ferry with its iconic Funnel markings, which remain unchanged to this day.



Nigel Lawrence

A modern day ferry. Note the navigating bridge fore and aft on the lower deck. Upper deck was for First Class and Lower deck Second Class. True icons of the World's most photographed port. There are currently 9 diesel-electric Ferries in the Star Ferry fleet, with the same basic design features remaining. The numbering followed by the letter "P" painted on the hull, denotes the number of passengers the ferry is certified to carry.

There was more controversy pending, in 1966, when a fare increase of 5 cents (or 25%) by the Ferry, allegedly instigated by the Government became a political boiling point, as it caused a 27 year old student to go on hunger strike in protest at the Edinburgh Place terminal. His arrest triggered the 1966 Hong Kong Riots, which became particularly nasty as they were stoked by Communist agitators from mainland China.

HYF and NWFF



Nigel Lawrence

The Man Kai, one of the many HYF Ferries serving Hong Kong and the outlying Islands.

The Hong Kong Yamauti Ferry Company Limited (HYF) was a highly visible force when it came to Ferries in Hong Kong. In its heyday, this Ferry group, managed well over 20 Ferries, engaged in cross harbour and inter Island services, to the outlying Islands off Hong Kong. It was also involved in vehicular Ferry services, especially important prior to the first of the Cross Harbour Tunnels coming on stream in 1972, when it was the only option available for vehicles to cross the water.

The original company was established in Hong Kong in 1897 by Mr. Lau Tak Po, a

Chinese businessman. He bought 5 wooden boats and commenced providing Ferry services exclusively around Kowloon under the name of Yaumati Ferry. In 1924 Yaumati Ferry obtained the franchise license for the rights to the transportation route, preventing competition from the Star Ferry Company. Consequently, the Yaumati Ferry Company became the largest Chinese-owned company in the world at that time, profiting from the transportation demand of massive expansion on the Kowloon peninsula. The company eventually became known as Hong Kong and Yaumati Ferry. This included the vehicular ferry which served to transport motor vehicles across Victoria Harbour for many decades (1933 to 1998) previous to the opening of the Cross Harbour Tunnel, Eastern Harbor Tunnel and Western Harbour Tunnel in 1972, 1989 and 1997 respectively. HYF also engaged their Triple Deck Ferries Man Shing, Man Ping and Man Kin in "Round the Island" excursions during holidays and weekends.



Nigel Lawrence

One of the last triple deck ferries built for HYF in 1988, the ex Man Kwok, was renamed Xin Guo when sold to NWFF in 1999.



Nigel Lawrence

Another current NWFF ferry, the 777gt Xin Fa was originally the Man Fat of HYF. She was built in 1981.

The company decided to relinquish its Ferry licenses in 1999, and these licenses were transferred to the New World First Ferry on 15th January 2000. A number of the more modern Ferries were also sold to NWFF at that time. Although HYF gave up its franchised ferry licenses in 2000, the company retained the Dangerous Goods and Vehicular Ferry Service routes between North Point, Kwun Tong, and Mui Wo, as DG carrying vehicles were not permitted to transit any of the three Cross Harbour tunnels, while Mui Wo is situated on Lantau Island.

According to public records, Henderson Investment Ltd. was HYF's largest shareholder, as at January 2006. Henderson Investment Limited is primarily involved in property developments, investment and leasing of properties in Hong Kong and mainland China. Other activities include operations and management of department stores.



A NWFF Ferry Xin Jai (above) ex HYF Man Kit, Built in 1983, grounded on Lantau Island near Miu Wo in May 2006, with 81 passengers on board at the time.

The grounding took place in good weather and visibility and occurred just west of Man Kok Tsui, on the northern shore of Silver Mine Bay, close to Mui Wo. According to the Marine Dept. Report the accident was caused when the Assistant Master (who was steering the vessel at the time) altered course to starboard to avoid a length of rope sighted floating in the water, during the process he suddenly collapsed at the helm due to an onset of dizziness, causing him to slump across the steering wheel whilst the helm remained to starboard.

The Master who was also on the Bridge at the time, quickly tried to remove the Assistant Master from straddling the wheel, then placed the engines astern, in an attempt to avoid grounding. Regrettably, there was insufficient time and depth of water. The vessel subsequently grounded on a rocky foreshore. Only a minor injury was sustained by a single passenger. Once all the passengers had been safely landed, the vessel was refloated the same day with the assistance of 2 tugs, then sailing under her own power to a shipyard in Tsing Yi Island.

So, now the 1950-1990s era has almost drifted into obscurity and oblivion and we will need to engage our memory buds to recover those snippets of nostalgia, but times past come rushing back, so easily when triggered by sight, sound or smell. A visit to modern day Hong Kong makes it so easy to ponder and drift back into a nostalgic trance of days long gone, entwined amongst Hong Kong's sunsets of longevity. The buzz and activity around the Harbour still exists. The symphony of murmuring sounds are symbolic of a thriving and prosperous city and like music to the ear of those fortunate enough to have experienced it.

Since July 1997, when Hong Kong sovereignty was relinquished to China, there have been numerous new Ferry services inaugurated, with Ferries darting about Victoria Harbour, day and night in every direction. These Ferries are mostly mainland Chinese owned and connect Hong Kong to regional cities such as Shekou (located in Deep Bay), Shenzhen, Guangdong (formerly Canton), amongst other destinations. Today, Hong Kong's Ferry infrastructure is just as significant as ever and continues to contribute a high value commitment to the people who reside there.