



**AN INTERNATIONAL CONFERENCE ON
PORT CITIES IN COMPARATIVE GLOBAL
HISTORY: POTENTIALS AND ISSUES**



PROGRAM

2023.6.15-16

9:00 am-6:30 pm

**An International Conference on Port Cities in
Comparative Global History: Potentials and Issues**

15-16 June 2023

**Venue: AAB 1312, 13/F, Academic and Administration Building
15 Baptist University Road, Baptist University Road Campus, Kowloon Tong**

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Conference Program

Day One [15 June 2023]

09:00 - 09:15	Registration
09:15 - 09:30	Opening Ceremony
09:30 - 10:30	Keynote Speech (1)
	“Communicating Health among Ports: The Beginning of Quarantine Reporting System in East Asia,” LIU Shiyung Michael, Shanghai Jiao Tong University
10:30 - 10:45	Coffee Break
10:45 - 12:15	Panel 1: Port City Communities
	Chair: KWONG Chi Man, Hong Kong Baptist University
	<ul style="list-style-type: none"> ■ “Port Cities as International Contact Zones: London’s Sailortown between 1850 and 1900,” BEAVEN Brad, University of Portsmouth ■ “The Rise and Fall of the Goan Community in Eastern African Ports 1865-1965,” PEREIRA Clifford, University of Hong Kong ■ “Relation as Method: Surfacing Diverse Knowledges in the Archives of Colonial Port City Life,” ATTEWELL Nadine, Simon Fraser University
12:15 - 13:30	Lunch Bistro NTT by Attic (G/F, Dr. Ng Tor Tai International House, 32 Renfrew Road, Kowloon Tong)
13:30 - 15:20	Panel 2: Place, Work, and Identity
	Chair: TAM Ka Chai, Hong Kong Baptist University
	<ul style="list-style-type: none"> ■ “Royal Dockyard Workers: Labour, Identity and Recreational Networking in Britain and the Wider British Empire c.1880-1940,” BASSETT Mel, University of Portsmouth ■ “Transnational Cultural Exchange and the Fashioning of Identity: An Analysis of Western Suits in the Hong Kong-New York Corridor, 1945-1980,” LEE Katon, Hong Kong Baptist University ■ “The Silent Service’: Telling the Story of Royal Navy Submarine Warfare, 1939-1945,” JAMES Robert, University of Portsmouth ■ “Royal Navy officers in interwar East Asia, their careers, and personal consequences,” HEASLIP Matt, University of Portsmouth
15:20 - 15:35	Coffee Break
15:35 - 17:30	Panel 3: Port City Spaces
	Chair: JAMES Robert, University of Portsmouth
	<ul style="list-style-type: none"> ■ “Integrating the Multinational Urban Space: Tramway Network in Treaty-port Tianjin, 1902-1908,” YAN Xiaoxu, University of Hong Kong ■ “Port Cities Under Military Occupation: Reapproaching the Japanese Occupation of Hong Kong from Spatial Perspective,” KWONG Chi Man, Hong Kong Baptist

	<p>University</p> <ul style="list-style-type: none"> ■ “Fugitives in Liminal Spaces: Hong Kong and the Philippine Islands, 1907-1914,” CHAN Catherine, Lingnan University ■ “Exploring Maritime History through Digital Humanities: The Southeast Asian Maritime Travelogues Corpus (SEA-MTC),” LIM Chia Pei, National Chengchi University [via Zoom] https://hkbu.zoom.us/j/97280864781?pwd=UVUwM1IwQlB6bDBGVzEyMWxETzQyQT09 Meeting ID: 972 8086 4781 Passcode: 153585
17:30 - 18:30	Keynote Speech (2):
	<p>“Port-city Dynamics since 1880: A Maritime Network Perspective,” DUCRUET César, Centre National de la Recherche Scientifique [via Zoom] https://hkbu.zoom.us/j/97280864781?pwd=UVUwM1IwQlB6bDBGVzEyMWxETzQyQT09 Meeting ID: 972 8086 4781 Passcode: 153585</p>
19:00	<p style="text-align: center;">Dinner</p> <p style="text-align: center;">HKBU Lounge (Level 2, David C. Lam Building, Shaw Campus, HKBU)</p>

Day Two [16 June 2023]

09:00 - 10:30	Panel 4: Mobilities and Boundaries
	Chair: LEE Katon, Hong Kong Baptist University
	<ul style="list-style-type: none"> ■ “Bluefields: A Curious Chinese Port City in Nineteenth-Century Nicaragua,” NG Rudolph, University of Portsmouth ■ “From Caravan Routes to Railways: Navigating the Global Mobilities of Izmir, a Port City in the Eastern Mediterranean,” COBB Elvan, Hong Kong Baptist University ■ “Beyond China Town- The Multi-national Migration of Chinese Students in Europe,” STEFFEN Charlotte, University of Portsmouth
10:30 - 10:45	Coffee Break
10:45 - 12:15	Panel 5: Port Cities and Port Culture in the Imagination
	Chair: COBB Elvan, Hong Kong Baptist University
	<ul style="list-style-type: none"> ■ “Public Health Challenges in the port-city under the Zenith of Cold War: Leprosy in Hong Kong as a Case Study,” WONG Man Kong, Hong Kong Baptist University ■ “Information on the Foreign Laws Found in the Governmental Publications and the Privately Published Daily Encyclopaedia from Ming China,” TAM Ka Chai, Hong Kong Baptist University ■ “Seafarers and Sea Fearing: Nineteenth-Century Maritime Folklore as Hidden Intangible Heritage,” BELL Karl, University of Portsmouth ■ “Seeing Cities from the Future: Port City Societies in Science Fiction and Their Lessons for Today,” BRIEL Holger, Beijing Normal University & Hong Kong Baptist University United International College

12:15 - 13:30	Lunch Bistro NTT by Attic (G/F, Dr.Ng Tor Tai International House, 32 Renfrew Road, Kowloon Tong)
13:30 - 15:20	Panel 6: Port City Exchanges
	Chair: STEFFEN Charlotte, University of Portsmouth
	<ul style="list-style-type: none"> ■ “Building Up a Transregional Movie Empire – Kong Ngee Enterprise and Ho Kheeyong Family’s Adventure in Singapore, 1920-1980,” CHUNG Po Yin and WONG Cho Kiu, Hong Kong Baptist University ■ “The Boundaries and Boundedness of Port Cities,” EHRlich Joshua, University of Macau [via Zoom] https://hkbu.zoom.us/j/97280864781?pwd=UVUwMlIwQlB6bDBGVzEyMWxETzQyQT09 Meeting ID: 972 8086 4781 Passcode: 153585 ■ “Surveyors after Hours: The Social and Personal Lives of Lloyd’s Register Surveyors in China in Relation to Maritime Networks, 1869-1925,” WATSON Corey, University of Portsmouth ■ “Riviera of the Orient: Pre-War Hong Kong and the Making of Global Tourism Network,” LAW Lok Yin, Hong Kong Metropolitan University
15:20 - 15:35	Coffee Break
15:35 - 17:30	Panel 7: Port City Heritage: Potential in Present and Future Practice
	Chair: HEASLIP Matt, University of Portsmouth
	<ul style="list-style-type: none"> ■ “Creating a Virtual Museum for the Maritime Silk Road,” GRIFFITHS Richard T., Leiden University ■ “Conserving and Protecting Maritime Heritage Sites – Threats and Opportunities,” WARD Sarah, Dalian Maritime University MA Mingfei, Dalian Maritime University GALLAGHER Steve, Chinese University of Hong Kong ■ “UCH Tourism in China: A Practical Path for Public Awareness, Investment and Better Protection,” GUO Ran, Shanghai Maritime University ■ “Linkages between Industrial Pasts and Environmental Future,” BOON Laura, Royal Museums Greenwich
17:30 - 18:30	Roundtable Discussion and the Closing Ceremony
	Chair: BASSETT Mel, University of Portsmouth
	<ul style="list-style-type: none"> ■ Port Cities in Comparative Global History - Potential and Issues <p>Lead Speakers:</p> <p>STITT Alex, Lloyd’s Register Foundation BEAVEN Brad, University of Portsmouth WONG Man Kong, Hong Kong Baptist University</p>
19:00	Dinner Boticario Bar & Grill (Shop G5, Tsim Sha Tsui Centre, 66 Mody Rd, Tsim Sha Tsui)

Notes: Presentation time for each paper is 20 minutes with an overall Q & A for 30 minutes in each panel.

Abstracts

Panel 1: Port City Communities

“Port Cities as International Contact Zones: London’s Sailortown between 1850 and 1900”

BEAVEN Brad, University of Portsmouth

Abstract: From the mid-nineteenth to the early twentieth century, Ratcliffe Highway was the infamous ‘sailor’s playground’ in London. It was a place where sailors longed for while on a lengthy voyage, it was a place of work and entertainment for the local working-class community, and for the bourgeois social investigators, it was a laboratory to examine ‘exotic’ and heathen communities. Sailortowns were features of most international ports in the nineteenth century and were situated at the interface between urban and maritime communities. Indeed, sailortowns were often transient, cosmopolitan and working class in character and they can provide us with a wider perspective on class, race and gendered relations within subaltern communities. This paper will go beyond existing analyses of sailortown that have broadly conceptualised it as a global economic hub or a space that entangled sailors into vice and exploitation. It will examine how, by the mid-nineteenth century, anxieties relating to urban modernity had encouraged Victorians to re-imagine Ratcliffe Highway as a dangerous urban abyss. The paper will then explore the subaltern cultures in operation in Ratcliffe Highway and investigate sailortown’s key role as a contact zone. Rather than perceiving the Highway as a menace to sailors, it is argued that sailortown should be regarded as a significant contact zone that nurtured cultural negotiation, appropriation and mediated conflicts within a highly diverse and transient working-class community.

Bio: Brad Beaven is a Professor of Social and Cultural History and joined University of Portsmouth in 1994. Since 1990, he has published widely on urban popular culture in Britain in the nineteenth and early twentieth centuries. His publications include *Leisure, Citizenship and Working-Class Culture, 1850-1945* (2005, 2009 paperback edn), *Visions of Empire: Patriotism, Popular Culture and the City, 1850-1939*, (2012, 2017 paperback edn) and *Port Towns and Urban Cultures: International Histories of the Waterfront, c.1700-2000* (eds with Karl Bell and Rob James, 2016). He is Co-Director of the Port Cities and Maritime Cultures, an international and interdisciplinary research centre. His current research focuses on the sailortown district of London’s Ratcliffe Highway in the nineteenth century.

“The Rise and Fall of the Goan Community in Eastern African Ports 1865-1965”

PEREIRA Clifford, University of Hong Kong

Abstract: The development of East Africa’s ports was given impetus with the establishment of the Sultanate of Zanzibar in 1856 was furthered under the colonial powers following the Berlin Conference of 1884-85. Subaltern communities from the Indian sub-continent played an important role in this process. The roles of those from

“British India” are yet to be fully researched. The role of the community from the Portuguese possessions of Goa, Damman Diu are less known. However, for a century they played an important part of both Indian Ocean shipping and Eastern African port development. The paper seeks to outline the development of this port city network from its roots in Estado da India to Eastern Africa and its ultimate demise. The paper touches on labour needs, migration and cosmopolitanism in Eastern Africa.

Bio: Originally part of the Portcities project 2001/2 (England) as researcher with the National Maritime Museum. Pereira has subsequently researched and published extensively on Indian Ocean maritime subjects, usually from an ethnological perspective. He has worked on numerous projects for the Royal Geographical Society (with IBG), the heritage consultant Barker-Langham among other institutions and for five years with the Dalian Maritime University, China. He is perhaps best known for his work on the Bombay Africans, the deployment of Chinese crew in the First World War and the African Portion of the Mao K’un Chart associated with Zheng He.

“Relation as Method: Surfacing Diverse Knowledges in the Archives of Colonial Port City Life”

ATTEWELL Nadine, Simon Fraser University

Abstract: My current book project reads across the early-twentieth-century archives of Hong Kong, Liverpool, and London as entangled sites of racial mixing and multiracial worldmaking. I ask what can be learned about such heterogenous (yet highly stratified) port city social worlds through reconstructing the experiences and knowledges of people of mixed Chinese descent who experienced them as ordinary. As an interdisciplinary scholar who draws inspiration from queer leftist and anticolonial theorists of migration and empire, I will reflect on the methodological challenges and conceptual possibilities of centering class, gender, and racially marginalized perspectives in our accounts of port city life, including new ways of thinking about intimacy as a heuristic for colonial history.

Bio: Nadine Attewell (she/her) is Associate Professor of Gender, Sexuality, and Women’s Studies at Simon Fraser University in Canada, where she also directs the Global Asia Program. She is the author of *Better Britons: Reproduction, National Identity, and the Afterlife of Empire* (University of Toronto, 2014). She serves on the editorial board of *Trans Asia Photography*, and is currently working on a SSHRC-funded book entitled *Archives of Intimacy: Racial Mixing and Asian Lives in the Colonial Port City*.

Panel 2: Place, Work and Identity

“Royal Dockyard Workers: Labour, Identity and Recreational Networking in Britain and the Wider British Empire c.1880-1940”

BASSETT Mel, University of Portsmouth

Abstract: The Admiralty constructed Royal Dockyards in Britain and Ireland, and various strategic destinations across the British Empire. By the late nineteenth century royal dockyard workers were employed around the globe in places such as Bermuda, Gibraltar, Hong Kong, Halifax, Malta, and Simonstown in order to keep the Royal Navy afloat and maintain the infrastructure of Britain's global power. Dockyard workers were thus linked as global citizens by their expertise as shipbuilders and skilled tradesmen within Britain's imperial network.

The paper will connect the ideas of labour and technology with the experience of living 'globally.' First it will scope out the structure of royal dockyard migration by outlining the opportunities for employees to work in the Admiralty's UK and imperial dockyards, and what this meant for their family life and connections back home. It will also explore the position of royal dockyard workers as cultural agents in the 'British world', especially of a unique maritime sojourner culture informed by imperialism and globalisation.

Bio: Dr Melanie Bassett is Research Fellow in Public Engagement at the University of Portsmouth. She manages the PTUC website and social media outputs alongside undertaking her own research on port towns. Her PhD research, 'The Royal Dockyard Worker in Edwardian England: Culture, Leisure and Empire' re-examined the concept of a monolithic imperial identity and tracked the nuances of working-class imperialism. Her current research expands on her original thesis to explore the effect of empire on those workers who went to work in the Royal Dockyards abroad such as Bermuda, Malta and Hong Kong.

“Transnational Cultural Exchange and the Fashioning of Identity: An Analysis of Western Suits in the Hong Kong-New York Corridor, 1945-1980”

LEE Katon, Hong Kong Baptist University

Abstract: The tailoring industry was characterised by the Cantonese and Shanghainese factions in post-war Hong Kong. By the 1960s, Chinese tailors had established their own businesses in New York and operated cross-border suit businesses through the mail-order system. As the tailoring business gained popularity in the American market, more Chinese tailors were attracted to New York to set up their businesses. This phenomenon led to a close connection between Hong Kong and overseas Chinese communities and contributed to the city's role as a node in a wider global network. The growth of the tailoring industry in New York also enabled the tailors to rebrand themselves as Hong Kong tailors, rather than Cantonese or Shanghainese tailors, and to invent a 'Hong Kong-ised' version of suit culture as the cultural symbol of the city. This transformation of identity and cultural production highlights the importance of the tailoring industry in shaping Hong Kong's transnational connections and cosmopolitan identity within the Sino-western cultural web. Drawing on a wide range of primary sources, including government archives, oral history, and newspapers, this study explores the identity changes and commercial-cultural contribution of Chinese tailors in the Hong Kong-New York corridor. By repositioning Hong Kong within the transnational framework, this research not only sheds light on the importance of the tailoring industry in facilitating the city's cross-border connections and transforming individual, communal and place-based

identities, but also offers an alternative perspective on the city's global interconnectedness in terms of its flows of people, culture, and materiality.

Bio: Dr Katon Lee is a Lecturer in History at the Department of History, Hong Kong Baptist University. His current research focuses on the history of suit culture in British Hong Kong and the fashion-city network in twentieth-century Asia. Dr Lee received his PhD in History from the University of Bristol in 2020. His other research interests include the colonial histories of Hong Kong and port cities in East Asia, Sino-western cultural interaction, Chinese society from a transnational lens, gender and women's history, and oral history.

“The Silent Service’: Telling the story of Royal Navy Submarine Warfare, 1939-1945”

JAMES Robert, University of Portsmouth

Abstract: This paper will consider how Royal Navy submarines and submariners were portrayed to the public in the Second World War through an analysis of articles published in Britain's foremost weekly illustrated newspaper of the time, *The Illustrated London News (ILN)*. In reporting on the activities of the service, the *ILN* followed a tradition of using a popular media publication to inform the British public of its role in wartime. However, in keeping with the ‘People's War’ ethos of that war, much attention was paid to the service's personnel. Both submarine and submariner were thus adopted as ideal subjects for popular media representation. Indeed, throughout the conflict, newspapers provided the public with a major source of information about the war's conduct. Across the war period, British society was actively encouraged to ‘read for victory’, and the *ILN* was just one of many publications from which the British public could become better informed about the conflict. Within the pages of this popular newspaper, the public could learn about the effectiveness of the submarine service, including Royal Navy submarine warfare technology, enemy submarine operations, and even submariners' conditions when serving.

Bio: Robert James is a Senior Lecturer in History at the University of Portsmouth, UK. His research interests centre on British society's leisure habits, paying particular attention to the relationship between leisure provision and consumption in the early twentieth century. He is a founding member of Portsmouth's Port Towns and Urban Cultures research group and, along with Isaac Land and Joana Gaspar de Freitas, co-editor of the journal *Coastal Studies & Society*.

“Royal Navy Officers in Interwar East Asia, their Careers, and Personal Consequences”

HEASLIP Matt, University of Portsmouth

Abstract: The maritime footprint of the interwar Royal Navy reflected Britain's status as the premier maritime power of its era. While reduced in global coverage prior to the First World War, the world's sea lanes of the 1920s and 1930s continued to see regular peacetime patrols by British warships. Between 1919 and 1939, warships

forward-based around the British Empire on average accounted for one-third of all Royal Navy warships in active commission, many of which were involved in the relatively intense deployment in East Asia. This paper will focus upon the regular rotation of commanding officers to remote locations where they were in sustained close contact with other cultures, systems, and potential adversaries while fulfilling their duties.

In doing so, the paper will consider the interrelated operational and personal dynamics that underpinned Britain's system for employing its naval power on a global scale. At its core, this paper seeks to move our understanding beyond 'what' was done and 'why', to consider 'by whom' and 'how'. Moreover, at core it will explore key questions about what this meant for the officers themselves, who tended to be more junior in rank and so have largely been overlooked in existing studies. Given the vital role of junior and mid-ranking officers between higher and lower echelons of the Royal Navy, as well as in day-to-day operational decision making, it is remarkable that so little research has gone into their role. This study will therefore address that significant omission, exploring the practical implementation of British foreign policy using its global naval power.

Bio: Matthew joined the University of Portsmouth in 2018 where he is a Senior Lecturer in Naval History. He is also a Visiting Fellow at the Royal Navy's Strategic Studies Centre. He is on the editorial board of the Coastal Studies and Society and The Northern Marine/Le marin du nord journals and is also a member of Portsmouth's Port Towns and Urban Cultures research group (<http://porttowns.port.ac.uk/>).

Matthew's research focuses upon the twentieth century Royal Navy and its role within Britain's wider imperial system, during both peace and war. In particular, his first book *Gunboats, Empire and the China Station* explores the Royal Navy's China Station and Britain's East Asian Empire during the 1920s. It examines the reasons behind a number of the most violent clashes involving British service personnel during the interwar period and reveals how the Admiralty secretly sought to circumvent the Washington Treaty. He has also had recent journal articles published in the *Journal of Strategic Studies* and *The International History Review*.

Panel 3: Port City Spaces

“Planning and Negotiating the Tramway Development in the Multinational Space of Treaty-port Tianjin”

YAN Xiaoxu, University of Hong Kong

Abstract: From 1860 to 1945, treaty-port Tianjin developed one of the most complex urban environments in semi-colonial China, housing up to nine foreign concessions in one urban space. As different wills of Chinese authorities and multiple imperial powers juxtaposed the city's governance, its urban space became increasingly multilayered and fragmented. Countering this tendency, Tianjin's tramway network, established by a Belgian tram company during the first half of the 20th century, played a significant role in weaving through the intricate social, political,

economic, and spatial relationships among different municipalities and agencies. It eventually contributed to Tianjin a layer of spatial coherence.

This paper examines how the tramway network of Tianjin emerged from an extremely fragmented governance system featuring constant confrontation and coordination among various powers. It pays close attention to the negotiations on the tramway passage into different settlements to unpack how the political and economic considerations of the Chinese authorities and foreign imperial powers were incorporated into the tramway planning. Based on the unpublished archival records primarily from Belgian sources, this article concludes that despite the constant disputes over the design of tramway network and contracts caused by the fragmented administration, it was due to the mediating role that the tramway company played in the processes of planning and negotiating that the basic network was authorized to connect up to six settlements.

Bio: Xiaoxu Yan is a PhD candidate at the Department of Architecture, The University of Hong Kong. She received a bachelor degree from Tianjin University and a master degree from Polytechnic University of Milan. Her dissertation research focuses on the spatial history of China's modern and colonial cities. She is currently studying Tianjin's tramway network development after 1900.

“Port Cities Under Military Occupation: Reapproaching the Japanese Occupation of Hong Kong from Spatial Perspective”

KWONG Chi Man, Hong Kong Baptist University

Abstract: Much has been written about the Japanese occupation of major cities in China and Southeast Asia during the war between 1937 and 1945, especially the atrocities done by the Japanese forces and the extractive economic policy adopted by the Japanese occupation authorities. However, we know little about how these cities were managed and run to support the Japanese war effort, the resulting transformations of the urban space, and the impact of such changes. This paper, the result of a Spatial History project about the Japanese occupation of Hong Kong from 25 December 1941 to 30 August 1945, attempts to use Geographic Information System (GIS) to obtain new insights into the Japanese occupation from a spatial perspective. It looks at the Japanese civil-military administration of the city, the distribution of the Japanese forces and their bases, the Japanese logistics and economic activities, and the Allied resistance and military actions. A closer look at the spatial distribution of the Japanese military and civilian apparatus and activities in Hong Kong deepens our understanding of Japanese civil-military relations, inter-service cooperation, occupation state-building, elite and grassroots collaboration, resistance, the role of the private sector, and the impact of military rule on the residences. This paper argues that while the Japanese occupiers controlled the Hong Kong population with little input of manpower and resources through local administration, violence, and a system to reward collaborators, their rule was mired in a lack of coordination between the state, the military services, and the private sectors.

Bio: Dr Kwong Chi Man is an associate professor in the history department of Hong Kong Baptist University. He specialises in the military and naval history of modern East Asia, particularly from the Sino-Japanese War (1894–1895) to the 1970s. He has published *Eastern Fortress A Military History of Hong Kong, 1840–1970* (co-authored) and *Hongkongers in the British Armed Forces*. His works can also be found in *Modern Asian Studies*, *War in History*, and *Journal of Military History*. Recently, he released a number of Digital Humanities projects, such as the 1941 Battle of Hong Kong: A Spatial History Project: <https://digital.lib.hkbu.edu.hk/1941hkbattle/en/index.php>.

“Fugitives in Liminal Spaces: Hong Kong and the Philippine Islands, 1907-1914”

CHAN Catherine, Lingnan University

Abstract: Shortly after being elected mayor of Cebu in 1907, newspaper editor and lawyer Vicente Sotto fled to British Hong Kong to evade conviction for an abduction case. Prior to this, the American authorities had repeatedly arrested him for libel and sedition. Sotto lived in Hong Kong without disruption for years where he explored Pan-Asianist ideas and forged new revolutionary alliances with other Filipinos and Japanese radicals. After starting *The Philippine Republic*, the Americans thrice demanded for his requisition between 1912 and 1914, only to be denied by the Hong Kong government. Using Vicente Sotto’s Hong Kong experience as a point of access, this study delves into the porosity of Asian port-cities in radicalising revolutionaries and sheltering anti-colonial activities in modern Asia. I argue that the fluid spaces of port-cities offered multi-layered freedoms to its inhabitants and created a sanctuary not only for Asian radicals to broaden their pursuits, but also for colonial governments to ignore imperial orders in light of local interests.

Bio: Catherine S. Chan received her PhD from the University of Bristol and is currently a Research Assistant Professor at the Department of History, Lingnan University. Her research interests include transimperial networks, global diasporas, and colonial cities. She has published on Luso-Asians, heritage issues, and animal welfare in East and Southeast Asia and is the author of *The Macanese Diaspora in British Hong Kong, A Century of Transimperial Drifting*.

“Exploring Maritime History through Digital Humanities: The Southeast Asian Maritime Travelogues Corpus (SEA-MTC)”

LIM Chia Pei, National Chengchi University [via Zoom]

Abstract: Maritime history encompasses a diverse range of primary data sources, including ship logs, maps, and travelogues, which are essential for digital preservation and digital humanities research. Although there are several digital libraries and repositories for maritime historical materials, such as Lloyd's Register Foundation and Adam Matthew Digital (AMD), the availability of open-access digital humanities platforms focused on travelogues remains limited. Even when such platforms are identified, they are often inaccessible or not fully developed as open-access platforms, as evidenced by projects like TRACCE and the Travelogues project.

Maritime travelogues offer valuable narratives that shed light on the political, colonial, commercial, and cultural aspects of different locations in the past. Particularly in the context of the Southeast Asian archipelago, these travelogues provide insights into the maritime connections and cross-cultural interactions between the East and West. The region's strategic position as a transit point and its commercial significance to Europeans further highlight the importance of extracting information from travelogues to support thematic analysis by historians.

Under the guidance of Prof. Chen Chih-Ming at the Digital Library & Learning Laboratory (DLLL) in National Chengchi University, the Southeast Asian Maritime Travelogues Corpus (SEA-MTC) platform has been established to create an open digital humanities platform specifically focused on Southeast Asian maritime travelogues. This platform will incorporate a full-text search function and various other digital humanities tools. This paper outlines the current plan and future developments for the SEA-MTC platform, which includes the utilization of Optical Character Recognition (OCR) and Named Entity Recognition (NER) processes for text and entity extraction, along with other relevant tools and functionalities. By establishing a digital repository and leveraging these digital tools, SEA-MTC aims to enhance the efficiency of researchers and provide new opportunities for the research, analysis, and interpretation of human experiences in the past.

Bio: LIM Chia Pei is a Malaysian PhD student in the Graduate Institute of Library, Information & Archival Studies at National Chengchi University. Under the guidance of Professor Chen Chih-Ming and the Digital Library & Learning Laboratory (DLLL), he is currently conducting research for his PhD on the establishment of the Southeast Asian Maritime Travelogues Corpus (SEA-MTC). His research interests lie in the field of digital humanities and maritime history. LIM's involvement in the DLLL's development and application of a digital humanities research platform for biographies of Malaysian personalities has sparked a profound interest in exploring how digital technologies can enhance our understanding of humanistic subjects and contribute to the preservation and dissemination of knowledge.

Panel 4: Mobilities and Boundaries

“Bluefields: A Curious Chinese Port City in Nineteenth-Century Nicaragua”

NG Rudolph, University of Portsmouth

Abstract: In the late nineteenth century, a small group of Chinese arrived in Bluefields, a port town on the Atlantic coast of Nicaragua. In less than 20 years, these *chinos* quickly dominated the town's retail commerce. During the same period, they extended their economic power over the country's eastern seaboard, much to the surprise of natives and foreigners. This paper traces the development of this Nicaraguan port town and the Chinese contribution to the process. While other Chinese migrants encountered discrimination and violence elsewhere in the Americas, the Chinese in Bluefields appeared to have fared much better. The presentation will shed light on their experiences in the port town and how they navigated the challenging environment in Central America.

Bio: Rudolph Ng teaches East Asian and Latin American history at the University of Portsmouth. His research interests revolve around global migration in the nineteenth century and its relations to labor rights and humanitarianism concepts. He is preparing a book manuscript on the history of Chinese migration to Cuba, Peru, and Chile during the nineteenth century, when the Chinese laborers essentially replaced the dwindling population of African slaves post-abolitionist movement. Before assuming the lectureship at Portsmouth, he was a Teaching Fellow at the University of Edinburgh and Lecturer in Modern Chinese History at Birkbeck, University of London.

“From Caravan Routes to Railways: Navigating the Global Mobilities of Izmir, a Port City in the Eastern Mediterranean”

COBB Elvan, Hong Kong Baptist University

Abstract: Izmir, a prominent port city in the eastern Mediterranean, played a crucial role as a hub for the British Levant Company from the 17th century onwards and gained increasing strategic importance in the trade relationships of the Ottoman and British Empires. During the second half of the 19th century, Izmir reached its peak as a port city when concessions granted to British entrepreneurs enabled the establishment of Izmir as the terminus of a critical western Anatolian rail network. This led to an increased flow of goods from the city's fertile hinterland and the broader trade networks of the Middle East, further consolidating Izmir's position as an active node in global networks.

This presentation focuses on a pivotal moment of flux for Izmir when the arrival of railways disrupted the established infrastructural networks that had depended on camel caravans in the region for centuries. The analysis provides insights into the complex processes that took place at a moment of infrastructural shift, examining the effects of this transformation on the everyday, ordinary lifeways of the region, both human and nonhuman.

Bio: Elvan is a historian of the built environment, especially focusing on the histories of place in the Ottoman Empire and the modern Middle East. In her work, Elvan juxtaposes histories of space with histories of technology, archaeology, tourism, and the senses. She is currently working on a book manuscript where she investigates how spatial practices were altered with the advent of the railways in western Anatolia during the second half of the 19th century. Prior to joining Hong Kong Baptist University, Elvan was a Spatial Humanities Fellow in Levantine Studies at Rice University and served as a postdoctoral fellow at the Hong Kong Institute for the Humanities and Social Sciences at the University of Hong Kong.

“Beyond China Town- The Multi-national Migration of Chinese Students in Europe”

STEFFEN Charlotte, University of Portsmouth

Abstract: This paper investigates the migration of Chinese students in Europe from 1860 until 1935 in England, Germany, and France. The study of historic migration regarding Chinese in Europe is usually focused upon their impact on the labour market, in sailor towns or confined to designated areas within cities usually referred to as China towns, with the present-day student migrations often being viewed as a recent development. However, in 1870 originating from early-stage knowledge exchanges in the form of Naval and Artillery students being sent abroad from China, would allow for the development of student communities establishing themselves in each country. This paper examines the public and private spaces these students inhabited, including their relationships with their host countries and contribution to academic knowledge both abroad and upon their return home.

Bio: Charlotte Steffen is a PhD Candidate at the University of Portsmouth whose focus lies on researching the early stages of Chinese students' migration in Europe from 1860 until 1937. Within her research she is particularly interested in the impact of educational migration on the individual experience, global culture, and early stages of cross-cultural interaction. Her research primarily relies on Archival material brought together from three separate national archives in order to form a multi-national picture of historical student experiences. Coming from a cultural heritage background she is a member of the British Association for Chinese Studies.

Panel 5: Port Cities and Port Culture in the Imagination

“Public Health Challenges in the Port-city under the Zenith of Cold War: Leprosy in Hong Kong as a Case Study”

WONG Man Kong, Hong Kong Baptist University

Abstract: Hong Kong is a major port city in South China. The movement of people and the spread of infectious diseases are interwoven together. It was especially so during the Cold War. Of many diseases, Leprosy was one of the major concerns of many people. At the zenith of the Cold War, the influx of refugees fanned the anxiety of importing leprosy into the densely populated port city of Hong Kong. The colonial government created a myth that leprosy was a new issue in Hong Kong. To tackle it required resources – land for quarantine, medical personnel, and public money. This paper tried to answer such resource questions. The government made available the Isle of happy healing (Hay Ling Chau, previously known as the nun island) and created legitimacy for building a leprosarium. Meanwhile, the answers to other resource questions were met by foreign Christian missionaries and local Christian groups.

Bio: Man Kong (Timothy) Wong is a professor in the Department of History at Hong Kong Baptist University. Concurrently, he holds honorary research positions at the University of Cambridge (Britain), the University of Queensland (Australia), and the University of Victoria (Canada). Besides, he serves the community with his historical knowledge. He is a member of the following committees: Intangible Cultural Heritage Advisory Committee of the HKSAR Government, Education Committee of the WWF-Hong Kong, Education committee of

the Hong Kong Organ Transplant Foundation, Archives & History Advisory Committee of the Hong Kong Sheng Kung Hui, and Publication Committee of the Hong Kong Chinese Christian Churches Union.

“Information on the Foreign Laws Found in the Governmental Publications and the Privately Published Daily Encyclopaedia from Ming China”

TAM Ka Chai, Hong Kong Baptist University

Abstract: This paper investigates the legal information of aliens and foreign countries outside China collected in the Ming official accounts of diplomatic missions, as well as popular daily encyclopaedias, or riyong leishu 日用類書, compiled and published in south China during the last few decades of the Ming period (1368-1644). These works were designed to cater to the vulgar taste of the newly emerged urban class who sought knowledge and entertainment from the self-studying guidebooks. Revealed by the sources in question, the Ming reading public must have understood that the world is much bigger than imagination and many of the foreigners were by no means lawless peoples, even though some of them had no formal penal codes. They realized that the others outside the China Proper have their own social orders significantly different from that of the Chinese, and sometimes their modes of justice, though exotic, are not inferior to the legal system of the Middle Kingdom. More importantly, since they had been advised about the legal system outside China, the Chinese merchants sailing aboard were then better prepared to meet legal disputes in the foreign lands, and perhaps seas, when entering the ocean of commerce in the 17th century.

Bio: TAM Ka-chai published three books on Chinese legal history, namely, *Justice in Print: Discovering Prefectural Judges and their Judicial Consistency in late Ming Casebooks* (Brill, 2020), *Ming Zhongwanqi de falü shiliao yu shehui wenti 明中晚期的法律史料與社會問題* (Wanjuanlou 萬卷樓, 2020) and *The Spread and Restrictions of Catholicism under the Judicial Perspective in Ming and Qing China 天道廷審—明清司法視野下天主教的傳播與限制* (co-authored in Chinese, HK CityU Press, 2021) in recent years. Before reading his D.Phil. in Oriental Studies at the University of Oxford, he had studied at the Chinese University of Hong Kong and received his B.A. (Hons) History (1st) and M.Phil. After teaching and researching in the Hong Kong Polytechnic University and CUHK, he has been serving in the Department of History, the Hong Kong Baptist University, and now as an Associate Professor. Alongside legal history, his areas of interest include maritime and transportation history of East Asia from 14th to 21st centuries, and the development of Historical Geographical Information System (GIS).

“Seafarers and Sea Fearing: Nineteenth-Century Maritime Folklore as Hidden Intangible Heritage”

BELL Karl, University of Portsmouth

Abstract: This paper focuses on the nineteenth century as a period of technological transition. While the shift from sail to steam impacted on the nature and perception of maritime folklore, it did not completely dispel this rich body of nautical ‘superstition’. The paper divides into two parts.

Firstly, it argues that maritime folklore can offer a valuable contribution to a psychological or emotional history of seafaring. It does this through outlining some of the various attempts to navigate and placate the fear and uncertainty that accompanied potentially hazardous sea voyages. Most maritime folkloric beliefs, practices, and omens were directed at avoiding bad weather and drowning, while simultaneously seeking to assert a sense of human influence over the sea or ocean. By highlighting some broad commonalities between nautical folklore in the East and West, this section also suggests it can serve as an important cross-cultural connection within international maritime histories.

Secondly, the paper reflects on some of the reasons why maritime folklore may have been dismissed as cultural trivia by scholars and heritage experts. It will draw attention to the unreliable nature of such accounts, the lack of clear national ‘ownership’ of maritime folklore, and the class biases evident within nineteenth-century commentary. It will also show how later nineteenth-century commentators presented such ideas as a nostalgic remnant from the age of sail. In seeking to position maritime folklore in the past, presenting it as something already redundant, critics sought to diminish its cultural significance and legacy in a modern age. The paper concludes with an appeal to reassess the value of maritime folklore, both in terms of its insights into the history of seafaring and as an underappreciated form of intangible heritage.

Bio: Dr Karl Bell (Twitter @drkarlbell) is an Associate Professor of Cultural and Social History at the University of Portsmouth. His research mainly explores the relationship between supernatural and magical beliefs, folklore, and the environment. He is the author of two monographs, including the award-winning *The Legend of Spring-heeled Jack: Victorian Urban Folklore and Popular Cultures*. He is also the editor or co-editor of two scholarly books and a fiction anthology. He was previously the director of the Supernatural Cities interdisciplinary research project and is now a co-director of the Port Cities, Maritime Cultures Centre.

“Seeing Cities from the Future: Port City Societies in Science Fiction and their Lessons for Today”

BRIEL Holger, Beijing Normal University & Hong Kong Baptist University United International College

Abstract: As rapid development can be seen in most Port Cities and a lively competition is taking place once again for the domination of port traffic, it might be a good time to also look beyond economic indicators to better understand what lies in the future. For this, Science Fiction holds a key in that it proposes (near) futures which, one way or another, at least ring or actually do come true. As accelerationist philosopher Paul Virilio claimed already 50 years ago, we need to put more heed on “the moment when the technical transport body left the sea like the unfinished living body of evolutionism’ and to what happens to that body then. In my presentation, I will

introduce a number of Science fiction port cities which in their own specific ways portend positive and negative vectors into the future. If there exists a large body of maritime narratives in traditional literature, there exist its counterpart in Science fiction, with sea cities as beginnings and Space ports as their Natural next step. Famous ones include Ankh-Morpork in Terry Pratchett's Discworld series, a bustling port city located at the mouth of the river Ankh in a fictional world where magic and technology coexist. The city is home to a diverse array of creatures and cultures, and is a hub for trade, crime, and political intrigue. Babylon 5 in the TV series of the same name, a hub for intergalactic trade and diplomacy. The station is a hub for diverse alien species and cultures, and is often the site of political tensions and conflicts; Mos Eisley in the Star Wars franchise, a spaceport on the planet of Tatooine, known for its rough-and-tumble atmosphere and dangerous criminal underworld; Los Angeles in the movie "Blade Runner"; New York 2100 in Stanley Robinson predictions for the future; Chiba City in William Gibson's seminal Neuromancer novel; Quifan Chen's unnamed city in *The Waste Tide* (2018) In near future China, just off the coast of Shenzhen; and many more. In my presentation, I will examine some of these narratives and analyse their presentation of future sea ports in regards to their economic, legal, social and cultural lessons they hold for today's cities.

Bio: Professor Dr Holger BRIEL is currently Professor of Cultural Theory and Media Studies at BNU-HKBU-UIC. Until 2022 he served as the Dean of the School of Culture and Creativity at BNU-HKBU-UIC. He holds a Ph.D. in Cultural Theory from the University of Massachusetts, Amherst, an M.A. in Comparative Literature from the University of Michigan, Ann Arbor and a B.A. in English and German from Eberhardt-Karls-Universität Tübingen, Germany. He has published copiously in media and cultural studies, philosophy, the social sciences, and international management studies and remains active as a journalist for several international newspapers. He is also the Editor-in-Chief of the influential Scopus-listed IAFOR Journal of Cultural Studies and sits as an Editor and Joint Editor on many journal boards. Furthermore, he is the recipient of numerous prestigious research grants and fellowships.

Panel 6: Port City Exchanges

“Building Up a Transregional Movie Empire – Kong Ngee enterprise and Ho Khee-yong Family’s Adventure in Singapore, 1920-1980”

CHUNG Po Yin and WONG Cho Kiu, Hong Kong Baptist University

Abstract: Kong Ngee was founded by Hakka community leader Ho Khee-yong in British Malaya. Using familial and native-place connections, the patriarch founded a chain of pawnshops in mining towns on the Malayan Peninsula. In 1937, Ho set up Kong Ngee in Singapore and ventured into the realm of film distribution, lining up film agents in China with cinema owners who sojourned on the Malayan Peninsula. This alliance (linking up Singapore with Shanghai) was crucial for the growth of the early film industry in Southeast Asia—a region fragmented along ethnic and linguistic lines. These intricate webs of dialect-group connections helped the Ho

family move between different colonial hubs and navigate regime changes. After WWII, the Ho brothers constructed a chain of new theatres scattered in Johor, Kuala Lumpur, Ipoh, and Penang—mostly mining towns with mainly Chinese communities conversing in Hokkien, Teochew, and Cantonese. In 1955, using Singapore and Hong Kong as nodal points, Kong Ngee began to produce dialects films in HK. Through a biographical lens based on primary sources, this paper reveals the existential and professional meanderings of the Ho members at the intersection of colonial imprints, geopolitical shifts and the adaptation of the movie business industry in the early and mid-20th century until the 1970s in East and Southeast Asia.

Bio: Professor Chung earned a Bachelor of Arts (1st class) in History from the Chinese University of Hong Kong and obtained her Doctorate degree from the University of Oxford. After teaching at the Hong Kong Academy for Performing Arts, she joined HKBU in 1994. Her teaching interests are social and economic history. She was a Board member of the HKSAR Antiquities Advisory Board (2011-2017) and is currently a Council member of the Lord Wilson Heritage Trust (2021-present), a member of the Intangible Cultural Heritage Advisory Committee (2021-present), a Panel member of the HKSAR Building Appeal Tribunal (2018-present), as well as a member of the HKSAR History Museum Panel (2005-present). She has also served as Director of the Modern History Research Centre and engaged in a number of funded research projects, commissioned works and consultation projects (including one for a London-based business conglomerate - John Swire and Sons Limited) – and she continues to explore material and cultural change associated with trade and imperial empires, diasporic communities, religious traditions and colonial encounters over the last two centuries.

“The Boundaries and Boundedness of Port Cities”

EHRlich Joshua, University of Macau [via Zoom]

Abstract: A vast body of scholarship portrays port cities as global centers, crossroads, and sites of exchange. In addition to being highly connected places, however, such cities have often been highly bounded ones. To illustrate this phenomenon and suggest how it might be studied, this paper turns to Calcutta and its longstanding boundary, the Maratha Ditch. It shows how the ditch separated the capital of British India from the Indian mainland in an evolving fusion of concrete and abstract ways. Furthermore, it proposes other examples of port city boundaries whose layered meanings might be fruitfully excavated. It points to the potential for a new historical geography of the urban world – one attentive to boundaries and connections alike.

Bio: Joshua Ehrlich is Assistant Professor of History at the University of Macau. He was educated at the University of Chicago (BA) and Harvard University (MA, PhD). His first book, *The East India Company and the Politics of Knowledge* is forthcoming with Cambridge University Press. It reveals that the most powerful corporation in history sought legitimacy by portraying itself as the most enlightened one too. Ehrlich’s other work, on subjects including the histories of cities, political thought, knowledge, and the British Empire in South Asia has appeared in journals including *Past & Present*, *The Historical Journal*, and *Modern Asian Studies*.

“Surveyors after Hours: The Social and Personal Lives of Lloyd’s Register Surveyors in China in Relation to Maritime Networks, 1869-1925”

WATSON Corey, University of Portsmouth

Abstract: On the 18th January 1883, Joseph John Tucker resigned his post as Lloyd’s Register Surveyor to Shanghai, a position that he had established and held since 1869. The Chatham born, Crimean war veteran had lived a life intimately connected to the increasingly fluid, globe spanning maritime networks of the period. He would be the first to live and work in China on behalf of the world’s first classification society, but his appointment was a part of the rapid and global expansion of the Lloyd’s Register Society’s influence, and he would not be the last. From 1869, a number of individuals whose lives to varying degrees had been shaped by their interaction with maritime networks, would work as surveyors to the society in Shanghai, Hong Kong, Dalian and more.

This paper will draw on the concept of ‘new imperial history’ to investigate how these imperial maritime networks functioned by analysing the lived experiences of these Lloyd’s Register surveyors. It further develops on a burgeoning literature which stresses the importance of these transnational maritime networks to 19th and early 20th century imperial life. Finally, it contributes to the literature of Britain in China by looking at an almost completely unstudied group who can enhance historical understanding of the cultural dynamics of these port town spaces.

The paper will use the personal lives of the surveyors as case studies through which to explore some of the realities of imperial life for non-elite individuals and the extent to which the maritime dimension was inseparable from life on land in these port towns on the China coast. In all aspects of life, the foreign communities on the China coast were never isolated from broader world systems.

Bio: Corey Watson is a second year PhD student at the University of Portsmouth, where he is studying Lloyd’s Register Ship and Engineer Surveyors in China between 1869-1918, funded by the Lloyd’s Register Heritage and Education Foundation. He is the winner of the 2020-21 BCMH Master’s dissertation prize and the 2020 Undergraduate dissertation prize.

“Riviera of the Orient: Pre-War Hong Kong and the Making of Global Tourism Network”

LAW Lok Yin, Hong Kong Metropolitan University

Abstract: In 1935, the Economic Commission for the British Colony of Hong Kong published a report emphasizing the urgent need to develop the tourist industry. The Commission recommended that the government establish a dedicated organization, the Hong Kong Travel Association (1935), to promote tourism development and showcase Hong Kong as a premier destination with iconic attractions and well-developed infrastructure, drawing inspiration from successful tourism models abroad. With the improvement of transportation

networks, Hong Kong was marketed as the "Riviera of the Orient," an ideal location for sea-bathing and a warm winter getaway for global tourists.

This study will analyze official visual advertisements and guidebooks to examine the historical evolution of the tourism industry in pre-war Hong Kong and explore how the tourist gaze shaped Hong Kong into a Riviera-style tourist destination for global visitors. The objective of this paper is to argue how these tourism developments and activities facilitated Hong Kong's integration into the global tourism market in the pre-World War II era.

Bio: Lok-yin Law is an Assistant Professor of Social Sciences, Hong Kong Metropolitan University. Before that, he completed his PhD in Chinese (Humanities) at Nanyang Technological University, MA in Comparative and Public History at The Chinese University of Hong Kong and his undergraduate studies at Hong Kong Baptist University. His research interests include the history of Sino-Korean relations, the Cultural History of East Asia, Cultural Heritage in Hong Kong.

Panel 7: Port City Heritage: Potential in Present and Future Practice

“Creating a Virtual Museum for the Maritime Silk Road”

GRIFFITHS Richard T., Leiden University

Abstract: The International Institute for Asian Studies (IIAS) is supporting a project for the creation of a Silk Road Virtual Museum, including maritime trade routes. The first phase of the project covers the period +/- 1200-1450CE and it will include 6-8 ‘city sites’ as representative for regional cultures. This presentation will discuss the challenges faced and the solutions adopted in creating the first two site Nanjing (1368-1450) and Venice (1261-1450), the two cities that anchor either end of the maritime silk road. The museum is at this location - <https://silkroadvirtualmuseum.com>

Bio: Richard T. Griffiths holds a B.Sc Econ from Swansea University and a PhD from Cambridge University. He is an economic historian specialising in regional integration and economic development. He has held chairs at the Free University (Amsterdam), the European University Institute (Florence) and, most recently, Leiden University. In the last six years he has published five books on different aspects of China’s Belt and Road Initiative and contributed a chapter on the Silk Road for a text-book on Global History.

“Conserving and Protecting Maritime Heritage Sites – Threats and Opportunities”

WARD Sarah, Dalian Maritime University

MA Mingfei, Dalian Maritime University

GALLAGHER Steve, Chinese University of Hong Kong

Abstract: For the past two years, Dalian Maritime University has hosted a series of Asian regional workshops on the protection of Underwater Cultural Heritage (UCH) to order to understand better Asian approaches to the conservation of humanity's submerged maritime legacy, during which influential government officials, experienced policy-makers, renowned practitioners, and esteemed academics from 25 jurisdictions examined current approaches and considered common threats to the protection of UCH and discussed the opportunities to do things differently. This 10-minute presentation will briefly detail these threats, outline the opportunities they present and propose a possible new Asian approach to the protection of UCH.

Bios: Sarah Ward is a Maritime Archaeologist and Ocean Governance expert specializing in the investigation, protection, and management of Underwater Cultural Heritage (UCH) in the Indo-Pacific. Currently a Professor of Maritime Archaeology and Underwater Cultural Heritage at Dalian Maritime University, she is a Co-Program Director of the China-Cambodia Underwater Cultural Heritage Cooperation, a UNESCO Consultant and Chair of the Asian Underwater Cultural Heritage Protection workshop series. Her current research is focused on Maritime Silk Route shipwrecks, Sino-foreign maritime cultural exchange, and the development of new Asian approaches to protecting UCH.

“UCH Tourism in China: a Practical Path for Public Awareness, Investment and Better Protection”

GUO Ran, Shanghai Maritime University

Abstract: China has carried out a couple of major UCH excavation and conservation projects, and promoted the development of UCH tourism. For example, Nanhai No. 1 Shipwreck, and the Yangtze No. 2 Shipwreck. The “integral salvage” and “dynamic exhibition” of UCH is a practical alternative to in situ preservation of endangered UCH, and is reachable by both professional researchers and general public. The UCH tourism in China has played an important role in public awareness raising from “treasure” to “multiple-layered values of UCH”, in fund raising from public and private sectors, and in protecting UCH from a sustainable perspective.

Bio: Ran Guo is Professor of International Law at Shanghai Maritime University, Shanghai, China. B.A. (Henan Normal Univ.), M.A. (Tianjin Foreign Studies Univ.), Ph.D. (Wuhan Univ.). He was a Visiting Fellow (2016- 2017) at Lauterpacht Centre for International Law and Wolfson College, University of Cambridge, UK, and a Fulbright Visiting Scholar (2007- 2008) at Hampden-Sydney College, USA.

“Linkages between Industrial Pasts and Environmental Future”

BOON Laura, Royal Museums Greenwich

Abstract: What is the role maritime museums can play in engaging with the climate emergency and a sustainable future?

Traditionally many maritime museums have interpreted the ocean as merely a highway for ships to travel or an endless, ownerless resource to be exploited. Topics concerning ecosystems and biodiversity have often been considered the preserve of natural history museums or environmental centres.

However, as we face the climate emergency and the general public become increasingly engaged regarding topics of sustainable future, maritime museums can no longer ignore their potential to be an important and trusted source of information and facilitator of discussions.

Shipping and maritime industries remain significant contributors to global emissions, maritime technologies including containerisation have enabled the development of a consumer economy including environmental disastrous industries such as fast fashion.

Within less than a century shipping evolved from using sustainable fuels (wind) to being fossil fuel dependent. A reliance on which the shipping industry is now under pressure to change.

In this session I will explore not only how we can reinterpret our spaces and historical collection to better understand how our current fossil fuel economy developed but use our understanding of the past to better inform how to transition to a more sustainable and fairer society.

Bio: Laura Boon is the Lloyd's Register Foundation Senior Curator: Contemporary Maritime at the National Maritime Museum, Royal Museums Greenwich. Her mission is to promote public awareness and understanding of the connections between maritime history and contemporary maritime issue. Laura began this role in October 2018.

She holds a Master's degree in Conservation Science, from Imperial College London and a BSc in Zoology from Royal Holloway University of London.

Laura has over 10 years' experience in the Museum and education sectors including 4 years based in Cambodia working on education capacity building projects. Laura provided training and mentoring to students, government staff and subsistence fishers.

List of Conference Participants

ATTEWELL Nadine, Simon Fraser University
BASSETT Mel, University of Portsmouth
BEAVEN Brad, University of Portsmouth
BELL Karl, University of Portsmouth
BOON Laura, Royal Museums Greenwich
BRIEL Holger, Beijing Normal University & Hong Kong Baptist University United International College
CHAN Catherine, Lingnan University
CHUNG Po Yin, Hong Kong Baptist University
COBB Elvan, Hong Kong Baptist University
DUCRUET César, Centre National de la Recherche Scientifique [via Zoom]
EHRlich Joshua, University of Macau [via Zoom]
GALLAGHER Steve, Chinese University of Hong Kong
GRIFFITHS Richard T., Leiden University
GUO Ran, Shanghai Maritime University
HEASLIP Matt, University of Portsmouth
JAMES Robert, University of Portsmouth
KWONG Chi Man, Hong Kong Baptist University
LAW Lok Yin, Hong Kong Metropolitan University
LEE Katon, Hong Kong Baptist University
LIM Chia Pei, National Chengchi University [via Zoom]
LIU Shiyung Michael, Shanghai Jiao Tong University
MA Mingfei, Dalian Maritime University
NG Rudolph, University of Portsmouth
PEREIRA Clifford, University of Hong Kong
STEFFEN Charlotte, University of Portsmouth
STITT Alex, Lloyd's Register Foundation
TAM Ka Chai, Hong Kong Baptist University
WARD Sarah, Dalian Maritime University
WATSON Corey, University of Portsmouth
WONG Cho Kiu, Hong Kong Baptist University
WONG Man Kong, Hong Kong Baptist University
YAN Xiaoxu, University of Hong Kong

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Co-chairs:	BASSETT Mel, University of Portsmouth KWONG Chi Man, Hong Kong Baptist University NG Rudolph, University of Portsmouth
Members:	CHAN Wai Kwan, Hong Kong Baptist University CHIU Sin Him, Hong Kong Baptist University KUO Ching Samuel, Hong Kong Baptist University LE Ha Thu Oanh Alicia, Hong Kong Baptist University LEE Kwan Wai, Hong Kong Baptist University NG Kit Hung, Hong Kong Baptist University NG Wai In, Hong Kong Baptist University NGAI Ching Yu, Hong Kong Baptist University POON Ka Ying, Hong Kong Baptist University YEUNG Yin Kwan, Hong Kong Baptist University

