Embracing Maritime Silkroad Heritage from Ground-up with the X-Factor
The Future of Singapore’s Maritime Past - Its in Our Hands

It is a curious anomaly that while the leading sea ports in the world have maritime museums, Singapore is found wanting. Yes there is a Maritime Experiential Museum & Aquarium and a Maritime Gallery but many felt that they lacked telling the ‘Singapore Story’?

This is the journey of how a few volunteers took on the task of rescuing the remaining native boats and artefacts from the defunct Sentosa Maritime Museum and indulged in identifying, restoring, preserving and writing storylines on each of them.

Team YSF came together to share and document Singapore’s maritime past as it is an intrinsic part of the ‘Singapore Story’ that shaped and defined our nation’s identity, culture and economy. Making it come ‘alive’ provides the soul for our maritime heritage.

More importantly, we empowered our youths to add innovations which would continually engage their peers and youths from other parts of the world as part of national and international education. Singapore not only grew from the sea but from immigrants making her cosmopolitan.

Our vision is to have a maritime silkroad heritage museum & centre as the nucleus and a network of mobile units (20ft containers) to bring our maritime heritage to other parts of the island, reaching out to schools and public places like parks. Our website is also a platform to showcase our maritime heritage virtually and provide in-depth information with a peripheral vision. It includes a maritime heritage trail game that can be played physically or virtually.
Embracing Maritime Silkroad Heritage from Ground-up with the X-Factor

The Future of Singapore’s Maritime Past - Its in Our Hands

YPF Est. 26 Oct 2011

EXPLORING MARITIME HERITAGE DYNAMICS

Capt Frederick Francis

MESSAGE FROM MR S R NATHAN

As a port city with a long history of shipping and maritime matters, it is a pity that Singapore does not have a “Maritime Heritage” museum. We have lost valuable time and opportunity to gather valuable exhibits of the past that could have enriched the presentations in such a museum.

I must applaud the effort of Capt Frederick Francis and his volunteer “Uniform Group” for having now dared to come forward to assemble what little is available as exhibits and move to launch a “Maritime Heritage Museum”.

However limited the material now available, it is a pioneering start that deserves all our encouragement. I hope the Gala Dinner and Maritime Heritage gathering held on 18th October will be the beginning of serious effort to establish the Museum. I would urge all well-wishers and those interested in our heritage to support this endeavor with memorabilia and records of our maritime history to enrich the proposed “Maritime Heritage Museum”.

With my best wishes for a successful gathering.

S R Nathan
Sixth President of the Republic of Singapore
26 September 2012

Hear what prominent Singaporeans have to say about having a Singapore Maritime Heritage Museum & Centre. Pictured above is Singapore’s 6 President, Mr S R Nathan. It is followed by Mr Kenneth Kee (1960 Pioneer Marine Engineer), Capt P J Thomas (1961 Pioneer Master) and Mrs Pamela Lee.

Singapore’s maritime past must not fade but rise with each sunrise and ride the waves of heritage with the wind beneath our sails.
Maritime Heritage – The humble efforts of the YSF
The Future of Singapore’s Maritime Past - Its in Our Hands

Tuesday, September 30, 2014

THE ‘X’ FACTOR
Our Youths !!!

come sail on our yacht ... it’s free for students and YSF members
Embracing Maritime Silkroad Heritage from Ground-up with the X-Factor

The Future of Singapore’s Maritime Past - Its in Our Hands

EXPLORING MARITIME HERITAGE DYNAMICS
Dear Capt. Frederick Francis,

RE: REQUEST FOR NHB’S LETTER OF SUPPORT FOR MARITIME HERITAGE CENTRE

I refer to your request for NHB’s Letter of Support for a Maritime Heritage Centre.

2. The National Heritage Board (NHB) is supportive of the establishment of a Maritime Heritage Centre and its objective of honouring and preserving Singapore’s maritime heritage through physical and virtual means for the purpose of public education.

3. We believe that the proposed Maritime Heritage Centre will add diversity to Singapore’s museum and heritage offerings, and we look forward to welcoming the centre on board as a member of the Museum Roundtable when it is established.

Thank you.

Sincerely,

ALVIN TAN
GROUP DIRECTOR, POLICY
NATIONAL HERITAGE BOARD

---

Exemplifying Maritme Heritage Dynamics

Captain Frederick Francis

Ref. No. 20.44-1

4 April 2014

The Future of Singapore’s Maritime Past - Its in Our Hands

Exploring Maritime Heritage Dynamics

Capt Frederick Francis

Restoring sea treasures

Volunteers will work on more than 400 artefacts, including primitive fighting gear and boats

Collector of early 19th century regional maritime artefacts who has been a active professional for over 30 years, says he is "privileged to be a part of this restoration project because it is an important aspect of our cultural heritage. We are fortunate to have this opportunity to conserve these artefacts and share them with the public."

Maritime project “An example of volunteerism at its best.”

AMBASSADOR K. KESAVAPANY, Governor, Singapore International Foundation: "I am delighted to learn that a group of dedicated volunteers has come together to restore a collection of early 20th century regional maritime artefacts. It is an example of volunteerism at its best. I am also happy to note that it is a bottom-up approach to an idea that has been floating around for some time. Efforts have been made in the past to establish a maritime museum to highlight Singapore’s naval and historical heritage. However, the estate on land, site, and financial blessings have proved insurmountable. Captain Frederick Francis and his team at the Singapore Nautical Institute should be congratulated on their “do-it” attitude. I wish them every success and hope it receives the support of the National Heritage Board and the shipping community here. Like the proverbial acorn which grows into a mighty oak tree, this collection could be the forerunner of a fully fledged maritime museum.”

"We want to tell our Singapore maritime story and not just display artefacts

Captain Frederick Francis

There are ethically and historically significant artefacts.

A maritime museum should show how Singapore as a port was thrived along the cycle of trade.

Dr. Kung Cheong Quam, an honorary associate professor, at the artefacts (right)

"...we want to tell our Singapore maritime story and not just display artefacts. They are supplemented by artefacts from the personal collections of Mr. Francis and other private benefactors, including the families from the Pinnocks and the Singapore Maritime Academy, whose generosity is to be commended. The Pinnocks have also donated a magnificent set of the magnificent paintings of the Singapore Maritime Board building "The Gateway.""
Preserving the island’s maritime past

SINGAPORE’S transformation from a humble fishing village in the early 1900s into a key international sea hub, and the people behind this, will form the centrepiece of a new maritime heritage centre.

The $30 million project, which is expected to set up post along the Kallang River, if all goes according to plan, will chronicle the history through interactive displays and artefacts, including photographs, telegraphs and fishing tools going as far back as the early 1900s.

The centre will also have on board artefacts such as bumboats, river taxis and sampans from Sentosa’s now defunct Singapore Maritime Museum, said the project’s head Frederick James Francis, who is a senior lecturer from Singapore Polytechnic’s Singapore Maritime Academy and a former ship captain.

Captain Francis’ initiative has already received $139,000 in funding from the Government in the form of the National Heritage Board’s Heritage Project Grant.

He hopes to get more support from the Government, the maritime industry and the public for the centre, which is slated to be ready in about five years.

Capt Francis said the proposed centre, which will be led by members of the Youth Skipper Flotilla and Singapore Polytechnic’s Singapore Maritime Academy, will be an “important scaffolding which can help build up the national identity”.

The 52-year-old envisions it as a place where events such as forums, talks and chats can be held. It will serve as a meeting point for youth to learn about the industry from former seafarers.

There are also plans to roll out a thematic “Museum on Wheels” travelling show, which students from across the island will be roped into to help set up.

“We want the centre to be more vibrant than just a place to display artefacts,” said Capt Francis, who served as a captain on merchant ships under container shipping and logistics company Neptune Orient Lines and has more than 15 years of experience sailing the seas.

“We want the public to be able to embrace Singapore’s maritime past and (the centre to also) provide a sense of what the future holds,”

MELODY ZACCHUS
Singapore Heritage Fest - Maritime Exhibition and Talks
The Future of Singapore’s Maritime Past - Its in Our Hands

YSF Est. 26 Oct 2011
Maritime Exhibition and Talks at Sentosa Boardwalk
19 – 26 July 2014
History of Singapore – Islands & Islanders

Researched, Designed & Written by Capt Frederick Francis

A. ISLANDS & ISLANDERS
   Official & Actual number
   What lies beneath

B. LAW of the SEA
   Territorial waters
   Reclamation & Merging

C. TIME & TIME ZONES
   47 hours in a day
   Singapore's time zone

D. ROW Around Singapore Island
   Mission to the World
   Passion, Focus & Belief

E. MUSEUM on WHEELS
   Raffles Institution, JWSS,
   Bendemeer SS, Juying SS

F. Maritime Silkroad Heritage Centre
   50 artefacts that tell the Singapore Story
   Maritime Stories of Singapore

“As a port city with a long history of shipping and maritime matters, it is a pity that Singapore does not have a 'Maritime Heritage' museum. We have lost valuable time and opportunity to gather valuable exhibits of the past that could have enriched the preservation of such a museum.”

Mr S R Nathan, Sixth President of the Republic of Singapore
Introduction: The Island of Pulu Luo Zhong, Pulau Ujong, Tan Ma Shi, or Singapura?

Singapore, my home and a home to a people of mixed cultures with a kaleidoscope of races, languages and religions. She is built upon democracy based on justice and equality with a mission to achieve happiness, prosperity and progress for the nation and her citizens and all others living there. The crescent moon on her flag symbolises a young nation that recently celebrated 50 years of independence.

This chapter provides a fresh perspective of the islands of Singapore and illustrates them both above water level and what lies beneath. It shows how islands may function for religious reservation, biodiversity, navigation, commercial, industrial, military and residential or exist for no purpose.

Following ancient routes, this little red dot was first mentioned in several cartographic references as a trading post. Pliny the Elder, a Greek-Roman astronomer described an island named Sabana as part of a chain of trading places that linked Southeast Asia with India and the Mediterranean. These records date back to the second century and Sabana coincidentally lies in the exact geographical position as my home Singapore. This seems to indicate that they are the same but just a different name in a different era.

Another document from the 3rd century listed an island named Fu Luo Zhong, where the little red dot lies. A translation of the Malay name Pulau Ujong means "Island at the end" of the Malay peninsular. It is strategically located and is the emporium in the East and more than just a gateway for the Riau Archipelago and surrounding region.

Introduction: Singapore 20,000 years ago?

In tracing the history of this little red dot, how far do we go back in time is not a question of fact or fiction but more importantly, on what had been documented or mentioned either directly or is said to be. More importantly, the journey of discovery is not just about the past but to navigate to the present day as it is being lived. If we probe deeper and perhaps journey beyond '18,000 years, we would discover that at that time, Southeast Asia was a continent twice the size of India. The South China Sea, the Gulf of Thailand and the Java Sea during that period was not liquid but dry land and part of the connecting parts of this continent.

Geologically, this half sunken continent was called the Sunda Shelf or Sundaland. It was the last glacial period and occurred during the period of the Pleistocene and would appear to be the cradle of Asian population.

Whilst archaeologists, linguists and geologists may have varied theories on the drowning of this ancient continent that gave rise to the Java and South China sea, it has created over 24,000 islands which is the world’s largest archipelago belonging to our neighbours Indonesia and the Philippines whilst Singapore has also quite a few islands of her own.
History of Singapore Islands & Islanders

1.0: Pulau Ujong (Singapore Mainland)

Pulau Ujong (‘island at the end’) was the given name for Singapore. It was part of the Malay Archipelago and is located at the tip of Peninsular Malaysia. The island forms the majority of the country in terms of area and population as citizens may not freely reside in the smaller islands of Singapore. With a population of 5,468,700 and an area of 710 square kilometres, Pulau Ujong is the 21st most populous island in the world and the 31st most densely populated island in the world.

The mainland of Singapore stretches 50 kilometres from west to east and 26 kilometres from north to south with about 133 kilometres of coastline. Whilst there are some places named as mountains (like Mount Emily where I lived at 8 Upper Wilkie Road), the highest point of Singapore is at Bukit Timah which is 115 metres high. Hills and valleys of sedimentary rock dominate the northwest, while the eastern region consists of sandy and flatter land. Our most famous canal is Rochor canal but differs from the well-travelled Pan and Guez canals. Whilst all three have unique characteristics, the latter is a monsoon drain.

From 1822, land reclamation became a part of the ‘growth’ of Singapore. Since her independence, the island area has grown from 580 km² to 710 km² today. She will continue getting closer to our neighbours as permitted by the law of the sea.

1.1: (#55) Pulau Tekong & (#56) Pulau Tekong Kechil [combined 3,310 ha]

Pulau Tekong is the largest natural offshore island in Singapore both in terms of land area and inhabitants. Records show that in 1956, there were already 4,000 inhabitants residing in ten kampongs. There were also refugees from the civil war in Pahang, Kelantan and the Biau islands and even exiled sultans had lived here. It was likened to a township as there were chophouses, mosques, churches, a leper and an old British prison. Tekong means “an obstacle”, so named because the island obstructs the mouth of Sengkang. The island has a sizeable population but no longer in terms of residents but only boys who are sent there for their basic military training. There were also 3 resident wild elephants.

Before WWII, the island was a ‘forest’ for hunters from the mainland to prey on wild boar and deer which were once in abundance. Pulau Tekong Besar had undergone so much development after the war resulting in the disappearance of fruit, vegetables and poultry farms. The diminishing population comprising mainly of Malays and a few Hokkies and Teochaws continue to live on the island. Most of them are farmers and fishermen with the rest being coffee and provision shop owners.

Pulau Tekong Kechil has since been merged with Pulau Tekong Besar due to reclamation and became one large island.

The isolated island is a hive for many native ghost stories. I recall during my school days being sent there for the NYLIT (National Youth Leadership Institute) camp. After night, our trainers spent most of the time keeping us awake with ghost stories.

Before Pulau Tekong became a “full time” army training ground, it was a rather populated island comprising of crang laut with a community exceeding five thousand. Geographically, the outlying island is nearer to our Malaysian neighbours than mainland Singapore. The island has a reservoir and is most useful in providing a steady supply of drinking water that is deemed refreshing and to some possessing healing properties.

My school mates and I who were selected for the Leadership training at Tekong in 1975...
D. Row Around Singapore Island
Item #2: Vietnamese Coracle (Basket boat)

The Coracle known to Vietnamese as a "Thuyền thing", was designed and built during the days of the French rule in Vietnam. This type of craft came about in an effort to go around the levy of taxes on many products, including boats. The poorer villagers with their ingenuity led them to create these crafts that are considered a thing, or a round basket, and thus are not taxable. Despite the long history, these boats are still very much in use today and are a popular tourist attraction not just in Vietnam. The craft is made purely of bamboo plants, which are split and sundried before being skillfully bent and woven into its descriptive shape.

Item #3: Kolek Sauh

Kolek Sauh (also known as the Johore Kolek), is the quintessential Malay native boat of the region. The design, construction and ownership of these boats are almost exclusive to the Malays who use them for various forms of inshore fishing and as ferryboats between Singapore and her southern islands. The distinctive characteristic of this craft lies in the design of the stern and stem posts which are both curved away from the boat with a single notch at the base of these curvatures. This similar design also appears on the Racing Jongs that were a popular form of entertainment within the Malay community dating back to the earlier parts of the 1900s.

Item #4: Ambatch Canoe

In the Bari country between Rejat and as the Johore Kolek), is the quintessential Malay native boat of the region. The Bari country between Rejat and Nimule, whenever dugout canoes are not available for crossing the River Nile, or one of its affluents, logs of the ambatch tree (Herniniaria elaphroxylon), an exceedingly light wood are bundled together and constructed on the same principle as papyrus rafts.

Similar to the Egyptian papyrus rafts, the ambatch raft has a general length that varies from 12 to 20 feet but not reach 20 feet or even 36 feet in length with a beam of about 7 feet and those large enough to carry a cargo of 7000 lbs. of coffee berries. It is claimed (by certain parties) that the papyrus rafts are far superior than the ambatch rafts.

A full size raft is preserved in a huge glass case at the YSF PRIDE centre which is in a pretty good condition whilst a section is displayed here for visitors to see and touch.
**Item # 6: Merlion**

The Merlion (Malay: Singa-Laut) is a native myth that depicts a creature with a lion's head and the body of a fish. In the island of Singapore, it has become a marketing icon used as a mascot and national personification of Singapore. Merlions do not feature in any local folklore of Singapore and was only used in Singapore initially as the logo for the tourism board. The creature head of the Merlion has also been used to create logos in Singapore in several other forms and has grown to be affectionate with Singaporeans where some have a friendly look whilst others may be rather fearsome.

On 15 September 1972, then Prime Minister Lee Kuan Yew officiated the installation ceremony of the Merlion statue. The original Merlion statue first stood at the mouth of the Singapore River (at the tip of the current Fullerton Waterfront House Garden) with Anderson Bridge as its background. The Merlion is a male and was conceptualised by the vice-chancellor of the NUS Mr Kwan Sai Kheong. Constructed from Nov’71 to Aug’72, it is 6.6 metres high and weighs 70 tons.

**Item # 7: PSA Launch boat – Sea Treasure**

The PSA Sea Treasure is a twin-screw craft built sometime in the early 1980s by Marroll Engineers. She was primarily one of four ferries commissioned by the PSA to ferry passengers between the mainland and Sentosa before the bridge was constructed. It was fully utilised during daylight hours for Singaporeans and tourists to visit Sentosa and includes golfers going there to play.

After the construction of the bridge with a monorail, the bridge was further enhanced with a boardwalk making the walk to Sentosa fun and more economical.

**Item # 8: ANRO Tomasek**

The ANRO Tomasek was a Ro-Ro (Roll on - Roll off) cargo vessel built for Neptune Orient Lines in 1977 in Japan by Kawasaki Heavy Industries. ANRO was a consortium of shipping companies that covered the Straits-Australia trading lines whereby Singapore’s national lines i.e. Neptune Orient Line collaborated with Australia Stralls Container Line, Australian National Line and Jakarta Lloyd. The only type of vessel in NOL’s fleet, she served ANRO up until April 1989 before being renamed APL Lotus, and was eventually scrapped in Bombay on the 20th of September 2000. Ships thus do not have such a long shelf life as maintenance and running costs increases with age and it is usually more economical to replace with a new ship.

**Item # 9: Supertanker Neptune World**

The Neptune World was built in 1973 by Mitsubishi Heavy Industries, Nagasaki for Neptune Orient Lines on a joint venture with Worldwide Shipping of Hong Kong at a cost of US$26 million. It is Singapore’s first supertanker and is among the largest during that period. With a length of 321 m and a beam of 52.4 m, her crew members travelled around the supertanker on bicycles. One of the ship’s masters, Capt Hyoook had a fun time practising his golf swing on deck during sea voyages. Under MARPOL regulations, this should not have been allowed as golf balls are made of plastic and plastics are not allowed to be thrown into the sea as they are not bio-degradable.

The Neptune World is legendary and is also the largest vessel in the NCL fleet. Just like the ship Neptune Ruby, Neptune World was christened by the late Mrs. Lee (wife of Singapore’s Founding father, the late Mr Kuan Yew). Neptune Orient Lines never named it themselves but bareboat chartered it to Japan Lines for 10 years. It was carrying the Liberian flag before being scrapped for US$5 million at Incheon on 22 April 1983. However, it was rumoured that the supertanker was not scrapped but subsequently converted into a FPSO (Floating Product Storage & Offloading) vessel.
Item #10: Native Bum boat

Bumboats, also known as lighters, are large flat-bottomed boats or sea-going bargos used in the Malay Archipelago for loading and unloading, and transportation of cargo, supplies or goods, from ship to shore or vice-versa. Bumboats were in use from the 1600s in Europe as scavengers’ boats, waste and dirt carriers.

However, these boats were also used to ferry fresh and provisioned foodstuff to and from offshore vessels. Until the 1860s the north bank of Escol Quay was a centre for boat building and repair for bumboats. In the late 1800s, the centre moved further upstream towards the source of the Singapore River, where Chinese-owned boatyards and artisans built and repaired boats for over a century. Due to the country’s lack of resources, bumboats served as a means of transporting logs from Malaysia to Singapore. They also helped to boost the maritime trade of Singapore by shipping goods from a port between the two countries. This trade usually involved crude oil, iron ore and grain.

Item #12: Ship Series Stamps

The importance of shipping and native boats are also depicted on Singapore stamps as shown in the set of stamps displayed above. Whilst most were not built in Singapore, they are commonly sighted here and some are still in existence today. Shown is the Clipper, Fujian Junk, Golekkan, Pasari, Galleon, Caravel, Jiangsu Trader, Coaster, Oil Tanker and a Screw Steamer. Do google to find out the origin of each of these crafts and share with our curator on what you know and be rewarded with a special prize.

Item #11: Ship Currency Series

Singapore has a set of currency that shows the different types of vessels. Shown above is the Panama Bulk carrier, the Neptune Caropus that was commanded by our YSF Founding Commodore back in 1953. This ship was also instrumental in the rescue of an American captain and his crew when they ran aground and were lost. For the heroic rescue, the USCG bestowed on Capt Frederick Francis the USCG Commendable Act Award and a Certificate of Merit. The Master was also awarded the BSA Commendable Act award which was also the first given to a Singaporean for this very complicated rescue. Come hear first hand about this ship and the rescue operation and a video of shipboard life made onboard.

On the $100 note, is the container ship Neptune Garnet. The vessel was later sold to the American President Lines and renamed President R Franklin. Not long after, Neptune Orient Lines bought over American President Lines and expanded her fleet even more. For the $5 dollar note, a native boat called the Tow Kua is shown. It is similar to a Tunkiang that is made of wood and was very commonly used in the Singapore river. Towkows are commonly used for loading lubricant oil and are motorized rather than the traditional sails.

Item #21: Life buoys – ancient & modern

The first life rings (now called life buoys) were invented in 1855 by Thomas Kaibbe (1792-1877), a British naval officer. Cork and kapok fiber were the first material for these "modern" life preservers. Copper due to its durability was first used but it is hardly seen or heard of by most seafarers.

This copper corrugated life buoy was made by Sankey in year 1880 and was a gift from a ferry operator in Penang which had been given modern life buoys for their ferries as they were still using these ancient ones with damaged lines.

Today durable life rings were made of hard plastic which last much longer. They all need to comply with the stringent SOLAS (Safety of Life at Sea) requirements and may include buoyant lines and some also have self-igniting lights and smoke floats.
Singapore Heritage Fest - Maritime Exhibition and Talks
The Future of Singapore’s Maritime Past - Its in Our Hands

YSF Est. 26 Oct 2011
Maritime Exhibition and Talks at Sentosa Boardwalk

19 – 26 July 2014
Singapore Heritage Fest - Maritime Exhibition and Talks
The Future of Singapore’s Maritime Past - Its in Our Hands

YSF Est. 26 Oct 2011

Maritime Exhibition and Talks at Sentosa Boardwalk

19 – 26 July 2014
Singapore Heritage Fest - Maritime Exhibition and Talks

The Future of Singapore’s Maritime Past - Its in Our Hands

YSF Est. 26 Oct 2011

Maritime Exhibition and Talks at Sentosa Boardwalk

19 – 26 July 2014
“As a port city with a long history of shipping and maritime matters, it is a pity that Singapore does not have a ‘Maritime Heritage’ museum. We have lost valuable time and opportunity to gather valuable exhibits of the past that could have enriched the preservation of such a museum.”

Mr S R Nathan - Sixth President of the Republic of Singapore

“Biotechnology and pharmaceuticals are ‘sexy and glamorous’ industries, but Minister Mentor Lee Kuan Yew believes that the maritime sector is ‘basic’ to Singapore’s development.

Former Minister Mentor Lee Kuan Yew

“Our common memories provide the scaffolding to build up our national identity. Memories of the sacrifices & achievements of earlier generations help give tangible form to our sense of nationhood. Collective memories have served to bond groups of people into nations, with a shared sense of the past and a common view towards the future”

Minister Dr Yaacob Ibrahim

“Singapore and in fact tourists don’t just go to a museum to look at some lifeless pieces of ceramics”; “Without the sea, the port and its maritime industries, Singapore would not have thrived and become the major global city it is today ... Singapore grew from the sea, thus a maritime museum would add immeasurably to the telling of the Singapore story”

Emeritus Senior Minister Goh Chok Tong
MARITIME HERITAGE GALA DINNER & EXHIBITION

The Future of Singapore’s Maritime Past - Its in Our Hands

Thursday, October 18, 2012

YSF Est. 26 Oct 2011

Singapore Founded 1819
MARITIME HERITAGE GALA DINNER & EXHIBITION

The Future of Singapore’s Maritime Past - It’s in Our Hands

YSF Est. 26 Oct 2011

Thursday, October 18, 2012

Singapore Founded 1819
The Future of Singapore’s Maritime Past - It’s in Our Hands
MARITIME HERITAGE GALA DINNER & EXHIBITION
The Future of Singapore’s Maritime Past - Its in Our Hands

YSF Est. 26 Oct 2011
Thursday, October 18, 2012
Singapore Founded 1819
MARITIME HERITAGE GALA DINNER & EXHIBITION

The Future of Singapore’s Maritime Past - Its in Our Hands

YSF Est. 26 Oct 2011

Thursday, October 18, 2012

Singapore Founded 1819
YSF MSHM Original Native Vessels

TF. 4579/ PC007: Sekochi
SP 1193C/ PC065: Thai Kolek
PC003: Jokong
PC002: Jalorar

PC005: Kolek Lichang
PC045: KOLEK LUNAS
PC012: Kwa Tow - Twakow
PC004: Perahu Payang

PC001: Anak Bendar
PC048: Kolek Lepap
PC067: Sarawak Taxi (Perahu Tambang)
PC055: Bumboat

Native boats donated by Mapletree Investments
YSF MSHM Maritime Artefacts

Several Items donated by Mapletree Investments and Individual persons
YSF MSHM Prints/Photographs

Several Items donated by Mapletree Investments and Individual persons
Maritime Heritage – The humble efforts of the YSF
The Future of Singapore’s Maritime Past - Its in Our Hands

Present Situation of Singapore’s Historic Signal Mast … chopped up and basking in the sun & rain and was to be scrapped. YSF has just taken ownership of it and finding a repair yard to restore it.
Embracing Maritime Silkroad Heritage from Ground-up with the X-Factor

We believe ….. Today is the Future of the Past

Our Aim …..

To establish a Chinese Ceramics and Porcelain Museum is to recognize the significant contributions to Chinese trading and art development by the Maritime Silk Road and Zheng He’s expeditions.

To establish a modern museum that integrated innovations and advanced technology through innovative presentations of exhibits which will enable people around the world to fully appreciate the precious value of the relics and artworks displayed in the museum.

To establish a Centre for academic studies and research, fostering the functions of modern museums for collection, research, preservation and display of artworks as well as offering education and entertainment to visitors.

To establish a research centre and make an extensive worldwide effort to collect relics of the Maritime Silk Road for preservation of ancient artworks.
Our Goal …..

To generate public interest in the history of the Maritime Silk Road.

To showcase the sea routes of Zheng He’s voyages and the mystery of his discoveries.

To showcase the timeline of the dissemination of Chinese porcelain.

To showcase the important role played by the Maritime Silk Road in foreign trading and cultural exchange.
We Believe ..... Taking the time to plan is one of the most crucial stages of any successful project.

Our Team ..... 
Eastern Art Development Foundation.

The Foundation is engaged in a diverse range of investment business. With a core staff members’ expertise in oriental art and maritime heritage.

The Foundation is committed to acquisition and collection of oriental artworks, establishment and management of museums, as well as exhibitions and cultural exchange.

The Foundation is focused on investment of oriental ceramics and porcelain, paintings and calligraphy and related artworks related to the Maritime Silk Road and Zheng He.

The Foundation will undertake investment in establishment of museums and studies of relics and artworks.
Our Plan ..... 

To establish 3 Chinese ceramics and porcelain museums in Beijing, Hong Kong and Singapore. The geographic location of these 3 cities play a very important role in Zheng He’s 7 voyages to the West.

**Singapore**
Historical records indicated that Zheng He’s fleets passed through the Strait of Malacca at least 5 times in their 7 voyages. San Bo Temples can be found in many places in Thailand, Indonesia and Singapore.

**Beijing**
The capital of China since Ming Dynasty, it was here Yongle Emperor appointed Zheng He to lead a huge fleet to make seven expeditions to the West.

**Hong Kong**
Zheng He’s fleets would stop by Guangdong and Hong Kong for replenishment, repair and procurement. Large quantities of valuable relics remained in this area provides important data for researchers to study the Maritime Silk Road and Zheng He’s voyages.
Embracing Maritime Silkroad Heritage from Ground-up with the X-Factor

We believe ….. Today is the Future of the Past

The Maritime Silkroad Heritage Museum and Centre ..... in Singapore

Built on a site with the dynamic core building in the middle.

Core building consists of exhibition halls with 4D display technique, conference rooms, research centre, study centre, theatres, thematic restaurants and catering outlet, souvenir shop and office space.

Outdoor area consists of landscape garden, water screen for video or laser display, outdoor cafeteria and several public viewing stands and an amphitheatre.

The Building Specs ..... 

Whole structure apply to LEED Energy and Environmental Design (LEED) building rating system;

Building wall using weather resistant material with improved energy efficiency and enhanced comfort and indoor air quality and better control of air flow;

Building water or rain water Recycling & Reuse system for planting, water screen & HVAC system.
Embracing Maritime Silkroad Heritage from Ground-up with the X-Factor

We believe … Today is the Future of the Past

YSF Est. 26 Oct 2011
EXPLORING MARITIME HERITAGE DYNAMICS
Ambassador Albert Teo & Yang Jilin

两机构签署备忘录　本地设陶瓷博物馆

东方艺术品发展基金董事局主席兼文史会会长林达生博士，出席陶瓷足迹博物馆奠基仪式。【图四】

东方艺术品发展基金董事局主席兼文史会会长林达生博士，出席陶瓷足迹博物馆奠基仪式。【图四】

东方艺术品发展基金董事局主席兼文史会会长林达生博士，出席陶瓷足迹博物馆奠基仪式。【图四】

东方艺术品发展基金董事局主席兼文史会会长林达生博士，出席陶瓷足迹博物馆奠基仪式。【图四】

东方艺术品发展基金董事局主席兼文史会会长林达生博士，出席陶瓷足迹博物馆奠基仪式。【图四】

东方艺术品发展基金董事局主席兼文史会会长林达生博士，出席陶瓷足迹博物馆奠基仪式。【图四】

东方艺术品发展基金董事局主席兼文史会会长林达生博士，出席陶瓷足迹博物馆奠基仪式。【图四】

东方艺术品发展基金董事局主席兼文史会会长林达生博士，出席陶瓷足迹博物馆奠基仪式。【图四】

东方艺术品发展基金董事局主席兼文史会会长林达生博士，出席陶瓷足迹博物馆奠基仪式。【图四】

东方艺术品发展基金董事局主席兼文史会会长林达生博士，出席陶瓷足迹博物馆奠基仪式。【图四】

东方艺术品发展基金董事局主席兼文史会会长林达生博士，出席陶瓷足迹博物馆奠基仪式。【图四】
Embracing Maritime Silkroad Heritage from Ground-up with the X-Factor

We believe ..... Today is the Future of the Past

Honoring the Merchant Seamen who gave their lives ...
Remembrance Sunday 8 November 2015
Embracing Maritime Silkroad Heritage from Ground-up with the X-Factor

We believe ….. Today is the Future of the Past

Structure of Singapore and her 63 … 44 islands?

Towers have solar panels doubling as shelters and rain collection units

Our heritage museum to include a 4-Seasons Sea-Tales Bridge with a motion platform, etc.
Thank You

from

Mr Yang Jilin
Ambassador Albert Teo
Capt Frederick Francis