

Australia News

June 2019 – Vol 31 Issue 3



Ruins of St Pauls from a side street Source: MGTO

President's Report



I hope this newsletter finds you all well. We are almost approaching the half way mark for 2019, it is amazing

how time flies. The Committee have been busy attending our monthly meetings at the MCC and planning our social events.

Dia de Sao Joao Function

Our next upcoming event is quickly approaching, the annual Dia de Sao Joao Luncheon. In Sydney, it will be held on Sunday 23rd June 2019 at Club Central Hurstville at 11.30am for 12pm start, we hope to see you there. The Committee have organised a delicious Chinese banquet, Trivia fun and lucky door prizes. We hope to see many of you there. Interstate Reps are also arranging Dia de Sao Joao Lunches, we wish you all a great time.

Sunday Lunches at MCC

We have had a great start to our 2019 Sunday lunches at the MCC. These lunches wouldn't be a success without all the volunteer cooks and all those that attend.

Sunday 7th April 2019

Our first luncheon was held on Sunday 7th April 2019 and our volunteer chefs were **Antonia and Robert Olaes**. A huge thank you for the delicious lunch served and to all that attended, a day full of laughter.



Antonia and Robert Olaes

Sunday 19th May 2019

Our volunteer cooks were **Therese and Alvaro Alonco**. They prepared a delicious lunch and everyone had a lovely afternoon. Thank you to all that attended.



Therese and Alvaro Alonco





Our delicious entr e

Encontro – 23 – 29 November

Encontro das Comunidades Macaenses “Macau 2019”

Your secretary, **Mary Rigby**, has emailed enrolment forms, if you are attending, please complete the form and return it to Mary by 1st July, the committee will submit the Australian contingent to Macau in one group. The program for Encontro 2019 is reproduced on pages 10 and 11.

This year, there is an option to go on an overnight visit across the border to China. If you choose to attend this, you will need to organise your own Chinese visa before leaving Australia.

More information and pricing for obtaining a visa can be found at the following website.

<http://au.china-embassy.org/eng/ls/vfc/t1038750.htm>

It is recommended that you apply for your visa around two months prior to the trip as the visa will only last for 90 days from issue date.

We will keep you all updated as new information is released.

Events

Please find below dates for upcoming NSW events and note dates will be confirmed by email asking for RSVP for Sunday lunch at MCC.

We hope you enjoy the newsletter. Hope to see you all soon at Dia de Sao Joao on Sunday 23rd June 2019.

Viva Macaenses!

Best Wishes
Antonieta Manolakis
President
Casa de Macau Inc

Date	Event	Where
Sunday 23/6/19	Dia de Sao Joao Lunch	Club Central Hurstville
Sunday 21/7/19	Sunday Lunch	MCC
Sunday 25/8/19	Sunday Lunch	MCC



CASA de
 MACAU
 Youth Corner

My name is **Isabela Rittinger**, and I am a member of the Casa de Macau in Toronto.

My grandparents - **Cecilia and Lourenco Coneico** - were both born and raised in Macau. As a high school student, I notice there aren't that many other people my age at the Casa. As I'm sure you are aware, the majority of the members are getting older, and there isn't anyone else to take their place. This is why I'm hoping to initiate a movement for young Macanese everywhere to work harder to preserve our culture. I believe that we must adapt to the new rate of society and modify our focus to that of the 21st century, which is why I'm hoping to start some sort of online forum - a place on which young Macanese can share ideas and communicate. I'm wondering if I could be connected by email (or social media) to any youth at your Casa, I know the Encontro defines "youth" as 18-45, I'm aiming for high school or university students, who would be interested in joining me in preserving our legacy and assisting me with this task.

My personal email is: isabela.rittinger@rogers.com, and my Instagram is @isabelarittinger

The China Clipper

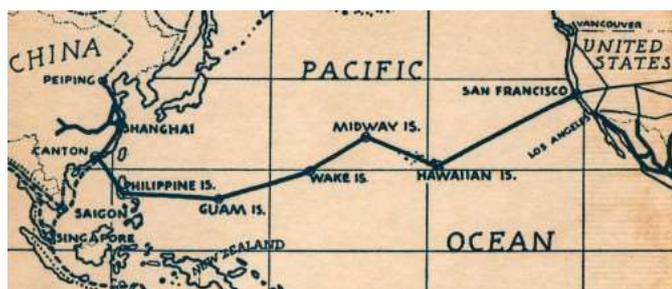
Pan Am flies to Macau and Hong Kong, 1937-1941

Stuart Braga

Of the many innovations in the twenty years after World War I, civil aviation was perhaps the most spectacular. Early aviators who broke records by flying to distant places were everywhere greeted by vast, excited crowds. A few years later, rich people could travel from city to city in North America and Europe in comfort and luxury beyond the imagination of ordinary people. New airlines were set up in many countries and some became giant corporations. Pan American Airways, usually known as Pan Am, became a world-wide cultural icon of the 20th century from its foundation in 1927 until its collapse in 1991. Its founder, Juan Trippe, was always looking for new horizons, and by the early 1930s had not only covered North America, but also commenced flights to Central and South America. The aptly named Trippe looked to commence trans-Atlantic flights, but was unable to overcome political obstacles. This meant that this route was out of the question for another two decades Trippe turned instead to look at the possibility of trans-Pacific flights. That seemed impossible as the distance from San Francisco to Hong Kong is 6,900 miles (11,100 km).

However, Trippe came up with an imaginative breakthrough. He hit on the idea of island-hopping using flying boats to cross the Pacific to the Philippine Islands, which from 1898 to 1946 were an American territory. The name 'clipper' was chosen for these fast new planes, referring to the sailing ships built in the mid-nineteenth century that were the finest and fastest sailing ships ever built.

The islands Trippe selected were American too: Hawaii, Midway Island, Wake Island and Guam. Wake Island was an imaginative choice, but it had problems. It was a tiny coral atoll, very remote, with a protected lagoon ideal for flying boats. Although uninhabited, it was infested by rats that had come ashore from 19th century ships that called there.



A route map of Pan Am's China Clipper flights. Little attention is paid to other details. The island shown on the map, as New Zealand, is in fact New Guinea.

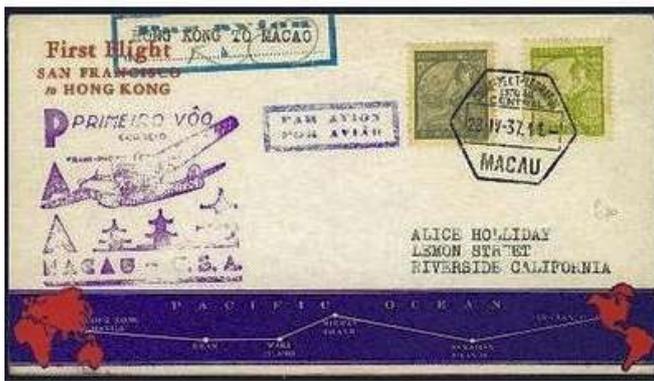
Much detailed work had to be undertaken to make these tiny spots on the vast Pacific Ocean fit to serve as bases for the big planes that would use them, including accommodation and catering on the ground for wealthy passengers who expected every luxury. Besides these were docking, repair, roads and radio facilities. Large quantities of aviation fuel had to be shipped to these remote locations and safely stored.

At first, the route was operated with three Martin M-130 flying boats specially designed and built in 1935 by the Glenn L. Martin Company in Baltimore, Maryland. Their range was 2,500 miles (more than 4,000 km), enough for island-hopping, and far more than domestic flights. They were ready for test flights by the end of the year. On 22 November an M-130, dubbed the China Clipper, took off from Alameda, California, in an attempt to deliver the first airmail cargo across the Pacific Ocean.¹ Although its inaugural flight plan called for the China Clipper to fly over the San Francisco–Oakland Bay Bridge (still under construction at the time), the veteran pilot, Ed Musick, realised on take-off that the large, lumbering plane would not clear the structure, and was forced to fly beneath the deck instead. On 29 November, the plane reached its destination, Manila, after traveling via Honolulu, Midway Island, Wake Island, and Guam. Over 110,000 pieces of mail were carried. It was a momentous achievement.

The M-130 carried a crew of nine and only eighteen night passengers, so it could never have operated at a profit. However, the inaugural flight's success did serve to test the demand for the service. The two flying boats initiating the service in 1937 were named the 'Hongkong Clipper' (Manila-Hong Kong) and the 'China Clipper'. The initial public response was encouraging. The *Straits Times* in Singapore reported on 28 April 1937:

'The first transpacific flight by a commercial passenger airliner is completed when Pan American Airways' Martin M-130, China Clipper, arrived at Hong Kong. The flight had departed San Francisco Bay, California, on 21 April with 7 revenue passengers and then proceeded across the Pacific Ocean by way of Hawaii, Midway Island, Wake Island, Guam, Manila, Macau, and finally Hong Kong.'

¹ China Clipper, Wikipedia article, accessed 25 January 2019.



An envelope addressed to a destination in California was postmarked, Macau, 22 April 1937 and rubber stamped Primeiro Vôo (First Flight) Macao – U.S.A.



The old and the new. Above: M-130 Clipper about to land in Macau



Ó "China Clipper" no Porto Exterior de Macau, onde ficavam os hangares dos hidroaviões.

Above: M-130 Clipper moored in the Porto Exterior, from Beatriz Basto da Silva, Cronologia da História de Macau, Vol. 4, p. 305.

This first step encouraged Trippe to develop the plan much further. Pan Am commissioned from Boeing six huge new planes that could fly the long distances and carry a much greater load. Another six would be ordered later, but three of these were sold to the British Overseas Airways Corporation. The new Clipper 314 had a wing span of 46 metres, an empty weight of 21 tonnes and a loaded weight of 38 tonnes. Unlike the M-130, it had no external struts supporting the wings. The first commercial flight to Hong Kong took off on 23 February 1939.²

The advent of these giant clippers enabled the romantic era of trans-ocean flights to begin. Capable of comfortably flying 74 passengers and 10 crew for distances of up to 5,896 km, these luxurious aircraft captured the adventure seeker's imagination. With names such as the Yankee Clipper and the China Clipper, they challenged ocean liners which took weeks to travel to places that the Pan Am Clippers could reach in a few days. These sleek, hulking seaplanes were the ultimate luxury – flying and floating five-star hotels. The Clippers were divided into spacious cabins, with couches rather than aircraft seats. These passenger compartments would transform at night into deluxe sleeper cabins. There was a dining salon, dressing rooms, and separate bathrooms for men and women. Whilst today's aircraft squeeze passengers into about six square feet, on a Pan Am Clipper, each passenger could luxuriate in twenty-two; six course dinners were served on fine china, and the only tickets sold were First Class.³ These flying palaces were for the super-rich. A one-way ticket from San Francisco to Hong Kong via the 'stepping-stone' islands and Manila cost \$US760 (equivalent to \$14,000 in 2019).

Negotiating alighting rights in US controlled territory was relatively straight forward, but Hong Kong was another matter. Imperial Airways, established in Britain in 1924 as a commercial long-range airline to serve parts of Europe, planned to extend its routes throughout the British Empire, to South Africa, India and the Far East, including Malaya and Hong Kong. By the mid-1930s that lay well in the future, but the last thing Imperial Airways wanted was American competition. Therefore, the Pan Am request for alighting rights in Hong Kong was refused.

² Boeing 314 Clipper, Wikipedia article, accessed 26 January 2019.

³ Luke Spencer, The Long Lost World of the Luxury Flying Boat, 15 December 2017. <https://www.messynessychic.com>

A Pan Am poster, September 1937.



*The plane is a M-130 Clipper.
From the author's collection.*

The poster is evidently intended for the large Chinese-American community in San Francisco. It reads in part: *An aeroplane will be sent to carry the parcels from San Francisco to Hong Kong every Wednesday. The route passes through Honolulu, Guam, Manila, and Macau, etc. The General Post Office at the Port of Oakland delivers airmails at 11:30 am on the day and no more mails for delivery on the day will be accepted after that time. The registered mail cut-off time is 10:30 am. The cut-off time for mails to Honolulu, Guam, Manila, etc. will be one hour later.*

Postage rates listed below:

Honolulu twenty cents per half-ounce

Guam forty cents per half-ounce

Philippine fifty cents per half-ounce

Macau seventy cents per half-ounce

China seventy cents per half-ounce

The flights of Pan American World Airways originate from San Francisco every Wednesday, landing in Honolulu on Thursday; landing in Guam next Monday landing in Manila, Macau and Hong Kong on Wednesday.

Thanks to Mr Ng Man Kin, Assistant Curator of the Hong Kong Museum of History for the translation of the Chinese text.

Pan Am was not easily beaten. In 1935, negotiations took place instead with the government of Macau, which readily gave its consent.⁴ The British government quickly reversed its decision, not wanting to appear to stand in the way of a major development in modern transport. Portugal would have gained much international prestige if it had sole rights for Pan Am's flights to the China coast. Therefore, while the M-130 planes flew the route, Pan Am clippers flew to both Macau and Hong Kong, the flight between the two taking about twenty minutes. By contrast, the ferry voyage on the old *Fatshan* took several hours, often overnight. Eventually, Imperial Airways flew a demonstration flight round the world in June 1939, but the outbreak of World War II soon afterwards brought to an end any British plans for a commercial operation through Hong Kong.

On 8 December 1941, the Japanese attack on Hong Kong brought to an immediate end Pan Am's Clipper encounter with East Asia. The story is graphically told by Greg Crouch in his book *China's Wings*. His account comes from one of those caught up in what could have been a massacre had the Japanese attack taken place a few minutes later, with the crew and passengers aboard the Clipper, which was due to take off at 8.00 a.m. The story of the sudden Japanese attack early that morning is often told, but this is an eye-witness account from Chen Teh-tsan, usually known locally as T.T. Chen, a member of the Hong Kong ground staff of the China National Aviation Corp.

⁴ J.M. Braga was involved in these negotiations, and his file on this matter still exists. It will be placed in the National Library of Australia with his other papers. He was the

translator for the Pan Am team, and offered to take transit passengers going on to Hong Kong for a tour of Macau by car.



Kai Tak airport, 1937-1938. The Clipper riding at anchor at the Pan Am jetty is a M-130. There is a hangar for land-based aircraft boats, but no passenger terminal. As late as 1950, the terminal was little more than a shed.

“Pan Am’s S-42 Hong Kong Clipper floated on the placid waters of Kowloon Bay, tied against the flying boat pontoon. A few minutes before 8:00 a.m., Mr Chen was unloading the busload of Pan Am passengers he had escorted to Kai Tak from the Peninsula Hotel, the sumptuous lobby of which the airlines used in lieu of a passenger terminal. Suddenly, a noise. Everyone stopped. Airplane engines droned in the distance, growing louder. ‘Look!’ A passenger pointed to a gaggle of aircraft bearing down from the north at medium altitude. ‘They’re British’, someone dismissed. Chen had been in Chungking a few weeks before. He squinted at the formation. ‘No! Those planes are Japanese!’

Pandemonium erupted. The passengers scattered. At a run, four of them followed Chen across the street and leapt into a dry drainage culvert [a nullah] with a bunch of blue-overalled airport coolies. Maintenance Chief Soldinski sprinted to his car and raced for home. The crew of the Pan Am Clipper took shelter in the sturdy dock house and yelled for Captain Ralph, who was still in the plane.

The formation broke into parts and descended to attack altitude ... With no RAF opposition aloft, the nimble pursuits peeled out of formation into line ahead and swooped to 50 feet, heading straight toward Pan Am’s flying boat like dragonflies skimming the surface of a pond.



Boeing 314 loading passengers from a launch

Captain Ralph jumped through the Clipper’s door and sprinted down the dock. Bullets churned the water and chewed into the plane behind him. Too far to the dock house. Ralph flung himself over the side into three feet of water and splashed behind a concrete piling. One behind the other, six Japanese pursuits riddled the Clipper and screamed overhead to attack targets farther down the field. Bullets from the seventh ignited a fuel tank. The huge flying boat whooshed into flame. Heat seared the dock. Captain Ralph cringed behind the pillar, unharmed. The bombers cruised in level at 500 feet, their radial engine roar changing tone as they passed overhead. Black cylinders swished and fluttered earthward and boomed in rapid-fire succession among the parked airplanes. Hot shrapnel ripped bloated fuel tanks. Flaming geysers of aviation fuel gushed from torn fuselages. Massive secondary detonations annihilated the airplanes.

The attack ended as abruptly as it started. The Japanese droned into the distance and vanished about three minutes after they’d been sighted. In front of the hangar, the mangled remains of eight airplanes raged aflame under roiling palls of oily black smoke – three Curtiss Condors, the three Eurasia planes, and CNAC’s two DC-2s. Another greasy smudge jetted skyward from the ruins of the Pan Am clipper. The Royal Air Force’s contingent of pathetic biplanes – three Wildebeest torpedo bombers and two Walrus Amphibians – burned at the other end of the field.”

As Winston Churchill had commented in April that year, the defenders of Hong Kong stood ‘not the slightest chance’. Nor did the Pan Am Clipper, which burned to the waterline.

Stuart Braga



CASA NEWS AROUND AUSTRALIA

Or around the World! The Antonio clan had a family reunion in Newcastle UK



*Antonio cousins at Garden Palace for
Chinese High Tea in Newcastle, England*

The Antonio clan had a family reunion in Newcastle UK on the 12th April 2019, coinciding with the 60th wedding anniversary of Sari and Alan Handley. Sari is the only surviving youngest of 11 children of Ernesto and Sarah - please see latest edition of family history (*Macaenses 2017*) edition available on the Australian Casa Facebook Page.

There are 28 cousins in the photo (ten were unable to be there) with Sari in the middle a little to the right with her left arm extended. The cousins and many of their children had travelled from Australia, Canada, England, Hong Kong, Ireland, Scotland, and USA, both east and west coast.

Thanks for the family news **Francis Antonio**.



CASA QUEENSLAND NEWS

CASA Queensland Chinese New Year 2019

CASA Queensland Chinese
New Year was held at the

Parkland Restaurant, Sunnybank.

Members had a great Chinese banquet treat. As always members enjoyed the function as can be seen from the photos which appeared in the last newsletter of happy members having a good time catching up with friends from Casa.

TEAMWORK

This year, we were able to organise the sharing of and coordination of jobs between Rosanna, Rosie (Soares) Godwin and Joe Vieira for the Casa functions and that worked well. Rosie even made the lai see fungus herself and they looked great. Thank you, Rosie. It's great to have a team and a big thank you to both Rosie and Joe.

Queensland Dia Sao Joao

The Qld Dia Sao Joao will be held at the Sofitel Brisbane Central on Sunday 23 June 2019. We look forward to good attendance and another lovely Seafood Buffet. All arrangements are now in place and Rosie Godwin and Joe Vieira will be on hand to look after our members on the day. Enjoy!!!!

Rosanna Webb
Queensland Representative



Joe Soares and wife, **Deborah**, have been long time members of Queensland Wind and Brass symphonic concert band. Queensland Wind

and Brass (QWAB) is a community ensemble that was established in 1989 to create opportunities for high-standard, adult musicians. The ensemble is under the artistic leadership of the celebrated Alisa Jones and comprises of over fifty amateur and professional woodwind, brass, and percussion players from all over Brisbane. It has been awarded a number of prestigious awards for outstanding performance. This year QWAB celebrate their 30th anniversary with a special concert performance of *Diamonds and Pearls* on 24 August 2019 at 07:30pm in the Old Museum Building .



Joe and his guitar back stage: Source Deborah Soares

RECORD NUMBERS VISIT ARTY MACAO

MACAO is set to stage its largest array of art exhibitions as part of its year-long 20th anniversary celebrations as a Special Administrative Region of China (SAR).

The five-month festival - *Art Macao* – will officially begin in June with a host of public venues and integrated resorts unveiling internationally recognised exhibits.

World renowned concerts of song and dance will also feature on the extensive program until the end October.

“It’s 20 years since Macao was handed back to the People’s Republic of China, so we see *Art Macao* as a perfect festival to celebrate the special year,” said Helen Wong, general manager of the Macao Government Tourism Office (Australia and New Zealand).

“There will be exhibitions and concerts for all tastes in a former Portuguese centre which is already brimming with culture through its east-meets-west, UNESCO World Heritage protected treasures,” she said.

Among the many highlights of *Art Macao* are:

- Italian Renaissance Drawings from the British Museum (Macao Museum of Art, open now till June 30)
- Beauty in the New Era, Masterpieces from the Collection of the National Art Museum of China (Macao Museum of Art, open now until July 28).
- GRACE KELLY: From Hollywood to Monaco – Artists’ Tributes (Galaxy Macau)
- Unexpected Encounters - Collection of contemporary masters (City of Dreams)
- All That’s Gold Glitters – An exhibition of glamorous Ceramics (Sands Macao)
- Wynn – Garden of Earthly Delights (Wynn Macau and Wynn Palace)

The announcement of the festival comes at a year where international tourist numbers from around the globe are at record levels – up by 21% compared with the 2018 corresponding period.

In the first three months of 2019, almost 24,000 Australians have visited Macao, an increase of almost 8% on the same period last year.

One of the most notable increases has been in the family market, where in January - during the annual

school holidays, more than 2000 Aussie visitors were aged under 15 years, second only to the 46-60-year bracket.

During that month, 11,020 Australian holidayed in Macao, a jump of 11%.

The opening of the motorway-style 55km Hong Kong – **Zhuhai – Macao Bridge** (the largest over-the-sea road construction in the world) has played a key role in the influx of international.

So, too, Macao’s world standing at a **City of Gastronomy**, primarily brought about by its designation as a UNESCO Creative City for Gastronomy. The uniquely created Macanese cuisine is considered one of the world’s earliest forms of fusion food.

In a bid to preserve its food, culture and traditions, and help promote sustainability for future generations and tourists, Macao has teamed with National Geographic for a Great Green Food Journey campaign, managing food waste high on the agenda.

An expansion of annual festivals and events is another prime factor behind Macao’s growth in popularity, such events as the *International Film Festival and Awards: Macao* (IFFAM), the Macao International Fireworks Display Contest, the Macao Light Festival, Macao International Parade, Macao International Shopping Festival, Macao Food Festival and the highly-charged Macao Grand Prix growing each year.

The opening in recent years of new hotels and resorts, attractions, stage shows, and activities has also played major roles in attracting international guests to the Centre of Leisure in the Greater Bay Area of China.

Further expanding the skyline of resorts in Cotai district – between Taipa and Coloane - later this year is the opening of the grand 530,000 square-metre property Lisboa Palace which will boast three prestigious hotels – the Grand Lisboa Palace, Palazzo Versace and Karl Lagerfeld – increasing Macao’s hotel guest rooms by 2000.

Across 117 hotels and resorts, Macao has almost 39,000 guest rooms with the occupancy levels hovering above an impressive 90% this year.

In March, the occupancy rate for five-star hotel accommodation stood at almost 93%.

Mike Smith, Public Relations Manager MGTO (Australia and New Zealand).



CASA NEWS AROUND AUSTRALIA

We want to hear more news from all the members of the Casa **across** Australia.

What are our members doing?

Who is celebrating, weddings, babies, birthdays (major ones), remembering favourite festivals and how they were celebrated – then and now

Stories of your family time in Macao, Portugal or Hong Kong.

Please send your stories to your editor casademacaunews@gmail.com or to denice.smith@bigpond.com.au



As postal and printing costs increase please let us know that you are happy to receive your newsletter and other information by E-mail.

Please send your details to Mary Rigby:
rigbyfamily@ozemail.com.au



Casa de Macau Australia

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MACAO'S FERRY TICKETS GIVEAWAY



Source: www.turbojet.com.hk

Macao, renowned for its unique east-meets-west, old-meets-new characteristics, couldn't be more enticing this year, courtesy of a new giveaway.

To celebrate the 20th anniversary of the Asian centre's establishment as a Special Administrative Region (SAR) of the People's Republic of China, the Macao Government Tourism Office (MGTO) is giving away a limited number of **FREE** TurboJET tickets to travellers planning a trip to the former Portuguese enclave.

The ticket giveaway to the City of Gastronomy, supported by Sun Tak TurboJET, also coincides with the newly unveiled five-month-long *Art Macao* festival which spans across the centre until the end of October.

The complimentary tickets apply to travel from Hong Kong to Macao or vice versa for travel before December 31, 2019.

To book the free ferry tickets, email macao@worldtradetravel.com

For information, phone (02) 9264 1488



Encontro das Comunidades Macaenses “Macau 2019” Programa Preliminar / Draft Programme

23/11/2019 (Sábado / Saturday)

18h00 - Boas Vindas aos participantes no Jardim de Infância D. José da Costa Nunes
Welcome reception to participants at the "Jardim de Infância D. José da Costa Nunes"

24/11/2019 (Domingo / Sunday)

10h00 – Secção Cultural promovida pelo Instituto Internacional de Macau (IIM), no Centro de Ciência de Macau
Cultural section promoted by International Institute of Macau (IIM) at Macau Science Center

14h30 – Conferência sobre gastronomia no Centro de Ciência de Macau
Conference about gastronomy at Macau Science Center

19h00 – Sessão Solene de Abertura do Encontro e jantar no Hotel Sheraton Grand Macao, Cotal Central
Opening Ceremony of the Encontro, followed by dinner at Sheraton Grand Macao Hotel, Cotal Central

25/11/2019 (2ª Feira / Monday)

09h00 – Concurso de Cozinha Macaense
Macanese Cooking Contest

09h30 – Reunião do Conselho Geral na sede do CCM:
Meeting of the Macanese Communities Council at the clubhouse of CCM:

18h00 – Recepção na residência do Cônsul Geral de Portugal na RAEM para as delegações das Casas de Macau e da Comissão Organizadora (a confirmar)
Reception in the residence of the Portuguese Consul General in Macau for the delegations of the Macau Houses and the Organizing Committee (to be confirmed)

26/11/2019 (3ª Feira / Tuesday)

- 10h00 – Cerimónia junto ao Monumento de Homenagem à Diáspora Macaense: (Sómente para dirigentes das Casas)
Ceremony at the Monument for the Macanese Communities of the Diaspora (only for the leaders of the Casas)
- 10h00 – Para os restantes participantes: Visita guiada por especialistas do Instituto Cultural de Macau a locais de interesse histórico.
For the remaining participants: Guided visit by experts from the Cultural Institute of Macau to the places of historical interest.
- 11h30 – Visita ao Gabinete de Ligação do Governo Central da China em Macau: (Sómente para dirigentes das Casas) (a confirmar)
Visit to the Liaison Office of the Central Government of China in Macau: (Only for leaders of the Houses) (to be confirmed)
- 15h00 – Secção fotográfica o junto às Ruínas de São Paulo
"Encontro Family Photo" at S. Paul's
- 18h00 – Missa e Te-Deum na Sé Catedral
Mass at Sé Cathedral

27/11/2019 - 28/11/2019 (4ª Feira e 5ª Feira / Wednesday & Thursday)

- 08h00 – Passeio Turística à Grande Baía (Fat San) com o apoio do Gabinete de Ligação do Governo Central da China em Macau
Visit "Grande Baía", China (Fat San) with the support of the "Gabinete de Ligação do Governo Central da China" in Macau

29/11/2019 (6ª Feira / Friday)

- 19h30 – Festa de Encerramento do Encontro na Torre de Macau
Closing Dinner Party at Macau Tower

Última actualização
Last update
16/04/2019

Dia de São João

Celebrations



Date: Sunday 23rd June 2019
Venue: Club Central Hurstville
2 Crofts Avenue Hurstville
Time: 11.30am for 12.00pm start
Menu: Chinese Banquet
Cost: \$15.00 Members
\$5.00 Children (5-12yrs)
\$65.00 Non-Members

Seniors (70yrs+) and Babies (0-4yrs) – FREE

RSVP: before 13th June 2019

Mary Rigby: 02 4733 3862 E: rigbyfamily@ozemail.com.au
Nina Deacon: 0412 692 252 E: deaconnina@gmail.com

Please join us to catch up with family and friends, a delicious Chinese banquet, Trivia fun and lucky door prizes.