Your Guide to the Maritime Industries

航運業指南
Introduction
Welcome to our world! In this brochure, we will introduce you to the Maritime Industry and describe the various sectors that make up our community. The Maritime Industry continues to be an important contributor to Hong Kong’s success, but it is relatively unknown, operating quietly and efficiently, bringing essential goods to all corners of the world.

The Maritime Industry is truly global, embracing commercial technical, banking and legal skills of the highest standards. The global maritime fleet consists of highly technically advanced ships that carry anything from basic raw materials such as iron ore and coal to fresh time-sensitive produce, from cars to clothing and from oils and chemicals to cruise ship passengers.

The Asia-Pacific region is rapidly growing in global maritime influence; building the vast majority of ships, supplying the majority of seafarers and controlling a major part of world trade, as well as owning and operating around 50% of the world cargo carrying fleet.

Hong Kong plays a major role in the Asia-Pacific and global maritime industry; its sound banking system, its rule of law, it being a part of China and its close proximity to the Chinese hinterland as well as its convenient location in the centre of the Asia-Pacific region attract large international enterprises to Hong Kong. Hong Kong is one of the world’s largest centres for the owning, operation and management of ships, with Hong Kong owners and managers operating and controlling ships totalling around 162 million deadweight or 102 million gross tons. And it is the Hong Kong people’s willingness to speak out that has resulted in Hong Kong being seen as the Asia-Pacific region’s voice for international shipping.

Hong Kong’s maritime sector is a dynamic community supported by a vibrant and committed shipping services sector that includes world leaders in ship management, insurance, finance, shipbroking, maritime law and surveying.

簡介
歡迎來到我們的世界！本指南將向你介紹航運業並介紹構成我們行業的各個方面。航運業仍然是香港成功的重要貢獻者，但是對於其他行業，人們對於它的理解不夠，這個行業默默地高效地耕作，將重要的貨物運往世界各地。

航運業是全球性的，包含商業、技術、銀行以及最高水準的法律技術。全球海事船隊包括高技術性能的船舶，運載從鐵礦砂、煤等原材料到鮮活產品，從汽車到服裝，從石油和化學品到郵輪旅客等所有貨物。

亞太地區對全球航運的影響力迅速提高；這個地區建造全球大部分的船隊，提供大部分的海員，控制大部分的世界貿易，同時還擁有和控制世界 50% 的商船隊。

香港在亞太和世界航運業中扮演著十分重要的角色；其一流的銀行體系，法律制度、中國的一部以及中國腹地的前列以及亞太地區的中心地理位置，都吸引了許多國際企業來香港經營。香港目前是世界最大之一的大船東、船舶管理和經營中心，船東和管理公司控制和管理的噸位總量高達 1.62 億載重噸或 1.02 億總噸。香港人勇於表達自己的意見，香港因此成為亞太地區在國際航運舞臺的代言人。

香港的航運業是一個充滿活力的群體，這有賴一群充滿幹勁及誠信的海事服務機構的支持，包括船舶管理、保險、融資、船舶經紀、海事法以及驗船等行業的世界級領導人。
-world trade grows and trade barriers are dismantled, the volume of seaborne trade continues to increase.

And world seaborne trade is estimated to account for 90% of world trade.

World Trade

Source: UNCTAD secretariat, based on data from Clarksons Research (2015b).
Carried by an increasing number of highly technically advanced and tightly regulated ships.

But the cost of that trade is very low.

**Typical Ocean Freight Costs (Asia - US or Asia - Europe)**

<table>
<thead>
<tr>
<th>Item</th>
<th>Shipping Costs (US$)</th>
<th>Typical Shelf Price (US$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TV Set (1 unit)</td>
<td>$10.00</td>
<td>$700.00</td>
</tr>
<tr>
<td>DVD/CD Player (1 unit)</td>
<td>$1.50</td>
<td>$200.00</td>
</tr>
<tr>
<td>Vacuum Cleaner (1 unit)</td>
<td>$1.00</td>
<td>$150.00</td>
</tr>
<tr>
<td>Scotch Whisky (Bottle)</td>
<td>$0.15</td>
<td>$50.00</td>
</tr>
<tr>
<td>Coffee (1 Kg)</td>
<td>$0.15</td>
<td>$15.00</td>
</tr>
<tr>
<td>Biscuits (Tin)</td>
<td>$0.05</td>
<td>$3.00</td>
</tr>
<tr>
<td>Beer (Can)</td>
<td>$0.01</td>
<td>$1.00</td>
</tr>
</tbody>
</table>

(Source: Marisec)
Environmental Footprint

Despite the huge volumes that are now being carried by ships, the environmental impact is very low, especially when compared to other forms of transport.

Most of the oil spilled in our oceans comes from land sources, not from ships. Despite this, the industry is adopting new technology and complying with new regulations to reduce even further all forms of ship source oil pollution of our seas.

And comparing sea transport to other forms of transport, it is clear that if more cargo was shipped by sea, pollution by both toxic air emissions and greenhouse gases would be greatly reduced.

A television set, for example, carried by air from Shanghai to New York would release over 100kg of CO$_2$. The same television, carried by sea, would only release just over 4kg of CO$_2$.

But the large number of ships and huge volume of seaborne trade mean that the overall air emissions from ships cannot be ignored, and we are now developing new technology, increasing the efficiency of our engines and introducing new regulations in order to reduce marine air emissions, even further.
And while world seaborne trade of oil and oil products is increasing, the quantity of oil accidentally spilled is reducing.

隨著世界海運石油和油產品貿易的增加，意外漏油的數量卻下降了。
<table>
<thead>
<tr>
<th>Year Period</th>
<th>Average Spills per Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970-79</td>
<td>24.5</td>
</tr>
<tr>
<td>1980-89</td>
<td>9.4</td>
</tr>
<tr>
<td>1990-99</td>
<td>7.7</td>
</tr>
<tr>
<td>2000-09</td>
<td>3.2</td>
</tr>
<tr>
<td>2010-15</td>
<td>1.8</td>
</tr>
</tbody>
</table>

The Maritime Industry recognizes that the environment is the single largest challenge for the future, and in response is also greatly reducing its environmental footprint in other areas, such as ballast water, anti-fouling paint, and any other areas where the surrounding environment might be affected.

思量海洋

航运业承認环境問題将是今後最大的挑战，我們正在採取措施降低航运业其他方面可能對環境造成的污染。例如：壓艙水、防污油漆以及其他可能影響我們環境的各個方面。
The maritime fleet includes many different types of ships. The centre pages of this brochure show outlines of many of these ships, which include passenger ships such as ferries or cruise liners, container ships, tankers, which may carry oil, gas or chemicals, bulk carriers and specialized ships.

Working on ocean-going ships will take you around the globe, but if you prefer to live at home, then you can follow a career as a seafarer on tugs, ferries or other local and river trade craft.

And should you later wish to come ashore, with seafaring experience you can move on to many shore-based jobs, such as with the Hong Kong administration or port services, or in areas such as maritime law, insurance, finance, or ship management.
**Master**
Usually addressed as the Captain. Is in overall command of the ship and is effectively her General Manager and ultimately responsible for the safe navigation and operation of the ship. He is also the owner’s representative and deals with charterers, port agents and cargo formalities.

**Chief Officer**
Often known as and addressed as the Mate is responsible for the day to day working of the deck crew and for the stowage, loading, carriage and discharge of the cargo with particular attention to the ship’s stability.

**Second Officer**
Often known as the Second Mate. Is the ship’s navigator with a prime responsibility for the upkeep of charts and passage planning. He is also often the ship’s medical officer.

**Third Officer**
The Third Mate holds a Class 4 (OOW Deck) Certificate and assists both the Mate and Second Mate and is responsible for the ships lifesaving and fire-fighting equipment.

**Deck Cadet**
Deck Cadet follows a structured training programme with academic studies ashore coupled with practical experience afloat.

**Selected Seafarer Ranks**

**Master**
通常被稱為船長，全面指揮船舶的工作，是整個船舶的總經理，負責船舶的安全航行和營運。船長是船東的代表，負責與租家、港口代理打交道，處理貨物的有關手續。

**Chief Officer**

**Second Officer**

**Third Officer**

**Deck Cadet**

**Deck Cadet**
Chief Engineer Officer
The Chief Engineer is effectively the ship’s technical manager and is responsible for the operation and upkeep of all machinery, engineering systems and the structural integrity of the ship.

Second Engineer Officer
The Second Engineer is responsible for the day-to-day management of the Engineers and engine-room crew. He has a prime responsibility for the main engines as well as spare gear and stores.

Third Engineer Officer
The Third Engineer works closely with the Second Engineer and often has prime responsibility for the ships electrical plant (alternators) and assists with any main engine upkeep. In the absence of a dedicated Electrician or Electro-Technical Officer he would also be responsible for the ship’s ‘electrics’.

Fourth Engineer Officer
The Fourth Engineer holds a minimum of a Class 4 Engineering Officer of the Watch certificate and assists with all aspects of machinery upkeep. He is usually responsible for fueling and daily monitoring of fuel supplies.

Engine Cadet
Engine Cadet follows a structured training programme with academic studies ashore coupled with practical experience afloat.

Third Engineer Officer
The Third Engineer works closely with the Second Engineer and often has prime responsibility for the ships electrical plant (alternators) and assists with any main engine upkeep. In the absence of a dedicated Electrician or Electro-Technical Officer he would also be responsible for the ship’s ‘electrics’.

Fourth Engineer Officer
The Fourth Engineer holds a minimum of a Class 4 Engineering Officer of the Watch certificate and assists with all aspects of machinery upkeep. He is usually responsible for fueling and daily monitoring of fuel supplies.

Engine Cadet
Engine Cadet follows a structured training programme with academic studies ashore coupled with practical experience afloat.
Selected Seafarer Ranks
海上職務的種類

**Electrical / Electro-Technical Officer**
Some ships carry Electrical or Electro-Technical Officers responsible for the vast amount of electrical and electronic equipment fitted.

**Catering Officer, Purser, Chief Steward**
Depending on the business of the ship, the catering staff are managed by a Purser or Catering Officer who is responsible for the ship’s ‘hotel services’ and paperwork.

**Deck Rating**
The Deck Ratings - Able Seamen - carry out routine upkeep work and provide the helmsmen and lookouts whilst the ship is at sea.

**Engineroom Rating**
Under the Petty Officer (Motorman) are the engine-room ratings who assist the engineers with machinery upkeep and watchkeeping.

**Cooks and Stewards**
Provide the ‘hotel services’ vital to the wellbeing of all onboard.

**Electrical (電機員)**
有些船上配有電工或者電機員，負責船上大量的電路和設備維護。

**膳食官，事務官，管事**
根據船舶業務的不同，船上負責飲食的船員主要有事務官或膳食官，負責船舶的“酒店服務”和文書工作。

**甲板水手**
甲板部船員(水手)負責船舶的日常保養；在海上，負責掌舵和瞭望工作。

**機舱水手**
機工以下通稱機艙水手，協助輪機員做好機器的保養和當值工作。

**大廚和服務員**
提供船上至關重要的伙食後勤服務。
Career Path to Master Mariner (Seagoing)

證書類型

<table>
<thead>
<tr>
<th>Certificate of Competency (Deck Officer) Class 1 Examination</th>
</tr>
</thead>
<tbody>
<tr>
<td>一級 (遠洋)甲板部高級船員資格證明書考試（船長）</td>
</tr>
<tr>
<td>2-year sea time*需 2 年海上工作經驗</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Certificate of Competency (Deck Officer) Class 2 Examination</th>
</tr>
</thead>
<tbody>
<tr>
<td>二級 (遠洋)甲板部高級船員資格證明書考試（大副）</td>
</tr>
<tr>
<td>1-year sea time需 1 年海上工作經驗</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Certificate of Competency (Deck Officer) Class 3 Examination</th>
</tr>
</thead>
<tbody>
<tr>
<td>三級 (遠洋)甲板部高級船員資格證明書考試（二副／三副）</td>
</tr>
<tr>
<td>24-month sea time（max. 12-month sea time remission may be granted depending on modules taken）需 24 個月海上工作經驗（視修課科目可獲不超過 12 個月海上工作經驗豁免）</td>
</tr>
</tbody>
</table>

Maritime Services Training Institute

海事訓練學院

2-year “Higher Diploma in Maritime Studies”

2 年制“海事科技高級文憑”

Entrance Requirements

Five HKDSE subjects at Level 2 or above, including English Language, Chinese Language and Mathematics; OR VTC Foundation Diploma (Level 3) / Diploma of Foundation Studies with successful completion of Foundation Mathematics III; OR VTC Diploma in Vocational Education / Diploma of Vocational Education with successful completion of Mathematics 3G; OR Yi Jin Diploma / Diploma Yi Jin with successful completion of Mathematics Plus; OR Equivalent.

The Hong Kong Polytechnic University

香港理工大學

- 2-year “Higher Diploma in International Transport Logistics”

2 年制“國際物流管理高級文憑”

- 4-year “BBA (Hons) in International Shipping and Transport Logistics”

4 年制“國際航運及物流管理（榮譽）工商管理學士學位”

Entrance Requirements

a. Five HKDSE subjects at Level 2 or above, including English Language, and Chinese Language

b. General Entrance Requirements for HKDSE students:

- 4 core subjects and 1 elective subject with
  - Level 3 in English and Chinese Language
  - Level 2 in Mathematics, Liberal Studies and one elective subject

入學資格

a. 香港中學文憑考試五科成績達第二級或以上，包括英語文及中國語文

b. 香港中學文憑及中國語文須達三級或以上；數學、通識教育及一科選修科目須達第二級或以上

* Sea time remission might be granted subject to Marine Department’s approval

海上工作經驗的寬減需經海事處審批
Career Opportunities - Deck
甲板部高級船員岸上事業發展

SEAFARERS
海員

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**SEAFARERS**

**Career Opportunities - Deck**

甲板部高級船員岸上事業發展

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**Shore Career Path**

岸上事業發展

**Seafarers**

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**Further Studies**

---

Operative level in shipping, port, surveying, government and training

在航運、港口、測量、政府、培訓等

出任主任級工作

---

Middle management in shipping, port, surveying, government and training

在航運、港口、測量、政府、培訓等

出任中層管理

---

CoC (Deck Officer)

Class 3

甲板部高級船員

三級合格證書

---

CoC (Deck Officer)

Class 2

甲板部高級船員

二級合格證書

---

CoC (Deck Officer)

Class 1

甲板部高級船員

一級合格證書

---

18 month Cadet¹

18 個月實習生

---

12-month Junior Officer¹

12 個月三副／二副

---

24-month Chief Officer¹

24 個月大副

---

Ship Master

船長

---

¹Working on sea-going vessels

在遼洋航工作

CoC = Certificate of Competence

CoC = 合格證書

---

Senior management in shipping, port, surveying, government and training

在航運、港口、測量、政府、培訓等出任高層管理

---

Sea Career Path

海上事業發展

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Start

開始

---

Further Studies

---

Middle management in shipping, port, surveying, government and training

在航運、港口、測量、政府、培訓等

出任中層管理

---

Operative level in shipping, port, surveying, government and training

在航運、港口、測量、政府、培訓等

出任主任級工作

---

CoC (Deck Officer)

Class 3

甲板部高級船員

三級合格證書

---

CoC (Deck Officer)

Class 2

甲板部高級船員

二級合格證書

---

CoC (Deck Officer)

Class 1

甲板部高級船員

一級合格證書

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18 month Cadet¹

18 個月實習生

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12-month Junior Officer¹

12 個月三副／二副

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24-month Chief Officer¹

24 個月大副

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Ship Master

船長

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¹Working on sea-going vessels

在遼洋航工作

CoC = Certificate of Competence

CoC = 合格證書

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Senior management in shipping, port, surveying, government and training

在航運、港口、測量、政府、培訓等出任高層管理

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Operative level in shipping, port, surveying, government and training

在航運、港口、測量、政府、培訓等

出任主任級工作

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CoC (Deck Officer)

Class 3

甲板部高級船員

三級合格證書

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CoC (Deck Officer)

Class 2

甲板部高級船員

二級合格證書

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CoC (Deck Officer)

Class 1

甲板部高級船員

一級合格證書

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18 month Cadet¹

18 個月實習生

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12-month Junior Officer¹

12 個月三副／二副

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24 個月大副

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Ship Master

船長

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¹Working on sea-going vessels

在遼洋航工作

CoC = Certificate of Competence

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Senior management in shipping, port, surveying, government and training

在航運、港口、測量、政府、培訓等出任高層管理

---

Operative level in shipping, port, surveying, government and training

在航運、港口、測量、政府、培訓等

出任主任級工作

---

CoC (Deck Officer)

Class 3

甲板部高級船員

三級合格證書

---

CoC (Deck Officer)

Class 2

甲板部高級船員

二級合格證書

---

CoC (Deck Officer)

Class 1

甲板部高級船員

一級合格證書

---

18 month Cadet¹

18 個月實習生

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12-month Junior Officer¹

12 個月三副／二副

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24-month Chief Officer¹

24 個月大副

---

Ship Master

船長

---

¹Working on sea-going vessels

在遼洋航工作

CoC = Certificate of Competence

CoC = 合格證書
Career Path to Chief Marine Engineer (Seagoing)
晉升輪機長途徑（遠洋船）

Certificate of Competency (Marine Engineer Officer) Class 1 Examination
[Chief Engineer]

Certificate of Competency (Marine Engineer Officer) Class 2 Examination
[Second Engineer]

Certificate of Competency (Marine Engineer Officer) Class 3 Examination
[Engineer Watch-keeping Officer]

Maritime Services Training Institute
海事訓練學院

12-month sea time
需12個月海上工作經驗

Hong Kong Institute of Vocational Education (Tsing Yi)
香港專業教育學院（青衣分校）

2-year “Higher Diploma in Mechanical Engineering”
(Elective Modules: Marine Engineering Knowledge & Applied Thermal Fluids)

Entrance Requirements
Five HKDSE subjects at Level 2 or above, including English Language, Chinese Language and Mathematics; OR VTC Foundation Diploma (Level 3) / Diploma of Foundation Studies with successful completion of Foundation Mathematics III; OR VTC Diploma in Vocational Education / Diploma of Vocational Education with successful completion of Mathematics 3G; OR Yi Jin Diploma / Diploma Yi Jin with successful completion of Mathematics Plus; OR Equivalent.

HKU / PolyU / HKUST
香港大學 / 香港理工大學 / 香港科技大學

4-year “BEng (Hons) in Mechanical Engineering”
4年制“機械工程學（榮譽）工程學士學位”

Entrance Requirements
a. General Entrance Requirements for HKDSE students:
   - 4 core subjects and 1 elective subject with
     - Level 3 in English and Chinese Language
     - Level 2 in Mathematics, Liberal Studies and one elective subject
b. For other entrance qualifications, please visit website of individual university:

入學資格
a. 香港中學文憑及英國文憑或中國文憑須達三級或以上；數學、通識教育及一科選修科目須達第二級或以上
b. 其他認可入學資格，請瀏覽各大學的網頁：
Career Opportunities - Engineer

12 month Cadet

12-month Junior Engineer

18-month 2nd Engineer

Chief Engineer

Senior management in shipping, port, surveying, government and training

Operative level in shipping, port, surveying, government and training

Middle management in shipping, port, surveying, government and training

Further Studies

CoC (Marine Engineer) Class 3

CoC (Marine Engineer) Class 2

CoC (Marine Engineer) Class 1

CoC = Certificate of Competence

Start

12-month Cadet

12-month Junior Engineer

18-month 2nd Engineer

Senior management in shipping, port, surveying, government and training

Operative level in shipping, port, surveying, government and training

Middle management in shipping, port, surveying, government and training

CoC (Marine Engineer) Class 3

CoC (Marine Engineer) Class 2

CoC (Marine Engineer) Class 1

CoC = Certificate of Competence

思維海運
**Entrance Requirements**

Hong Kong permanent resident, lawfully employable in Hong Kong, secondary 3 or above, above 16.5 years of age, and able to pass an interview and simple eye sight and colour blindness tests.

**入學資格**

香港居民，可在香港合法居住，具中三或以上程度，年齡滿十六歲半，並能通過面試及一項簡單的視力和色盲測試。

* Sea time remission might be granted subject to Marine Department’s approval.
Career Path to Chief Marine Engineer (River Trade)
晉升輪機長途徑（內河船）

Certificate of Competency (Marine Engineer Officer) (River Trade) Class 1 Examination
[Chief Engineer]
一級（內河）輪機機長級船員合格證明書考試 [輪機長 / 大備]

12-24 months’ sea time* 需 12-24 個月海上工作經驗*

Certificate of Competency (Marine Engineer Officer) (River Trade) Class 2 Examination
[Second Engineer]
二級（內河）輪機副級船員合格證明書考試 [大備輪 / 二備]

12-month sea time 需 12 個月海上工作經驗

Certificate of Competency (Marine Engineer Officer) (River Trade) Class 3 Examination
[Watch-keeping Officer]
三級（內河）輪機機副級船員合格證明書考試 [二或三備輪 / 三或四備]

Maritime Services Training Institute
海事訓練學院
Basic Safety Training
基本安全訓練
1. Personal Survival Techniques
個人求生技能
2. Firefighting
消防訓練
3. First Aid
急救訓練
4. Personal Safety and Social Responsibility
個人安全及群眾責任
5. Security Awareness
保安意識訓練
6. Proficiency in Survival Craft and Rescue Boat
救生筏及操作技能

Hong Kong Institute of Vocational Education (Tsing Yi)
香港專業教育學院（青衣分校）
2-year “Higher Diploma in Mechanical Engineering”
(Effective Modules: Marine Engineering Knowledge & Applied Thermal Fluids)
2 年制“機械工程高級文憑”
（選修輪機工程及應用熱流體力學）

Entrance Requirements
a. General Entrance Requirements for HKDSE students:
   • 4 core subjects and 1 elective subject with
     - Level 3 in English and Chinese Language
     - Level 2 in Mathematics, Liberal Studies and one elective subject
b. For other entrance qualifications, please visit website of individual university:

HKU / PolyU / HKUST
香港大學 / 香港理工大學 / 香港科技大學
4-year “BEng (Hons) in Mechanical Engineering”
4 年制“機械工程學（榮譽）工學學士學位”

Entrance Requirements
a. Hong Kong Institute of Vocational Education (Tsing Yi)
   2-year “Higher Diploma in Mechanical Engineering”
   (Elective Modules: Marine Engineering Knowledge & Applied Thermal Fluids)

* Depending on engine power of vessels served, sea time remission might be granted by Marine Department
海事處會因應所服務船隻的馬力審批海上工作經驗的寬減
Shipowning

Within a modern shipowner’s office, a wide range of functions are provided to ensure the smooth operation of a fleet. Whilst many shipowners utilize the services of third party managers, many carry out all technical functions ‘in-house’, involving technical, crewing and insurance personnel. Even when owners out-source their technical management to third party managers, they may continue to employ their own technical superintendents to monitor their fleet.

Larger shipowners and charterers also employ their own in-house counsel to provide legal services and liaise with other law firms carrying out work on their behalf, whilst finance, accountancy and treasury functions are also an integral part of a shipowning company and provide the point of reference for the ship finance industry.

Whilst an individual shipowner will decide on strategy and investment, he will invariably have a commercial department to develop new business and handle the operations of the fleet, effectively an in-house shipbroking division. The commercial department will liaise with shipbrokers and charterers to ensure that all the commercial aspects of a shipowner’s business are carried out smoothly.

In such a capital intensive industry, the finance function of the shipowner is critical; both in managing payments and handling accounts, and ensuring that the most suitable and competitive financing of the fleet is in place.

Hong Kong is home to one of the world’s most vibrant and respected shipowning communities. Many shipowners are household names who have been established for over half a century, whilst the strength of Hong Kong’s maritime services make the SAR an increasingly attractive home to new shipowning companies. The Hong Kong Shipowners Association is a globally respected organization who for sixty years has represented the interests of the shipping community.

In effect, a shipowner’s office is a maritime cluster in itself, but relies on and works together with the other sectors of the shipping community to ensure this vital component of world trade continues to run effectively.
Shipmanagement

Whilst a shipowner’s commercial department will source employment for a ship, the day to day operation of the ship, including supplying crew, stores, ensuring compliance with international regulations and supervising drydocking and maintenance, will be carried out by a shipmanager. Many shipowners carry out this function internally, but there is a substantial industry of third party shipmanagers who take on this role for shipowners. Shipowners then benefit from the economies of scale provided by being part of a larger fleet and by being able to out-source their technical functions to a larger organization. To meet the increasing regulatory and technical demands of the shipping industry, shipmanagement companies invest heavily in training and information technology, with all the leading shipmanagers having their own training establishments in the major centres for the supply of ships’ crews.

Shipmanagement companies provide careers in a wide range of shipping functions. In addition to technical managers who oversee all aspects of the day to day operation of the ships under management, shipmanagers also have departments covering crewing, which deal with the recruitment, training and ongoing human resources management of seafarers, travel, which manages the global relocation and visa requirements for ship’s crew, and insurance and claims departments covering all aspects of marine insurance. In addition, shipmanagers undertake all the accounting functions of running a ship and also employ staff to market the role of the Shipmanagement company. Some of the larger Shipmanagement companies employ naval architects and superintendents who are involved in the design and construction supervision of new ships for customers as well as the selection of shipyards.

Hong Kong is acknowledged as a global leader in the provision of third party Shipmanagement services.

船舶管理

雖然船東的商務部門會為船舶尋找業務，但是船舶的日常經營，包括船員配備、物資供應、確保符合有關國際法規及監督塢修和保養，通常由船舶管理公司負責。許多船東內部處理這些事物，但是業內仍有大量的船東將這些工作交給第三方管理公司負責。船東坐享大型船隊的規模經濟以及外包技術功能給大型協會所帶來的成果。為了滿足航運業日益增加的法規和技術方面的要求，船舶管理公司在培訓和資訊技術方面做了很大的投入。世界上領先的船舶管理公司均在主要船員供應中心設有培訓設施。

船舶管理公司提供各種就業機會。除了負責日常經營的技術經理外，船舶管理公司還設有專門負責船員的部門，從事招募、培訓和船員的人力資源管理、旅遊（管理船員全球的派遣和簽證）以及保險工作。保險和索赔部門從事海事保險的所有方面。此外，船舶管理公司還從事經營一艘船舶所需的所有財務方面的工作。有些大型的船舶管理公司還僱用造船師以及總管負責監督新船的設計和建造以及選擇船廠。

香港已被公認為提供船舶管理服務的全球領導人。
Shipbroking

Shipbroking is the front line of commercial shipping, connecting the parties involved in finding employment for ships and in the sale and purchase of ships.

Shipbroking has traditionally involved two main disciplines - chartering, and sale and purchase. A chartering broker sources employment for a ship on behalf of a shipowner, or when acting for a charterer or cargo interest, looks for the best ship to perform a particular voyage or longer term charter. A sale and purchase broker is involved in the global market for buying and selling ships for trading. The broker also acts for shipbuilders and buyers for acquisition of newbuilding ships and for recycling yards and sellers for demolition of aged ships.

The ability to source and analyse information and keep close relationships with customers are the key to being a successful shipbroker. In an industry where markets fluctuate constantly, interpreting trends and developments in both the shipping industry and the global economy are vital. An important part of the shipbroker’s job is providing market analysis and research to customers, along with an up-to-the-minute provision of opportunities in all shipping markets.

Whilst the shipbroker is not involved in the technical aspects of ship operation, knowledge of all aspects of the shipping industry is required. Having agreed the charter rate (or freight) or price for the ship, the shipbroker is then involved in the drafting and preparation of the contract, whether a charterparty when a ship is hired to carry cargo on time charter or voyage charter basis or a Memorandum of

船舶经纪

船舶经纪是航运商业活动的前线，为船舶提供租船和买卖服务。

船舶经纪传统上涉及两个主要领域—租船和买卖船。租船经纪代表船东为船舶寻找生意。如果代表租家或货主，为他们寻找最适合的船舶完成某个航次或长期的租约。船舶买卖经纪则在国际市场上买卖船舶以作经营之用。亦有为买家与船商订购新船，或为卖家与拆船商洽谈拆掉老船。

寻找和分析资讯的能力以及与顾客保持密切关系是一个作为成功船舶经纪所应有的条件。像航运业这样的不断变化的行业，分析航运市场和全球经济的趋势和发展是至关重要的。船舶经纪一个重要的工作就是为客户提供市场分析和研究，所有航运市场的即时资讯。

虽然船舶经纪并不介人船舶营运的技术层面，但是航运知识对于船舶经纪来说也是必须的。在谈妥租金（或运费）和船舶价格之后，船舶经纪下一步就是要介入起草合约，如果租出船舶运输货物就是租约（期租或程租），如果卖出船舶就是买卖合同，购买新船是造船合约，拆除旧船是拆船合同。
MARITIME FLEET

Federal Otshima
Type: Bulk Carrier
Length: 199.99m
Breadth: 33.30m

Al Khasab
Type: Liquefied Gas Carrier
Length: 255.99m
Breadth: 45.75m

APL Canada
Type: Container Ship
Length: 377.06m
Breadth: 40.00m

Westwood Rainier
Type: General Cargo/Container Ship
Length: 199.79m
Breadth: 31.00m

Universal Mk 2001
Type: Catamaran
Length: 45.00m
Breadth: 11.80m

Stolt Invention
Type: Tanker for Chemicals and Oil Products
Length: 176.75m
Breadth: 31.00m

Superstar Leo
Type: Passenger Ship
Length: 268.60m
Breadth: 32.20m

Discovery Bay 2
Type: Catamaran
Length: 41.57m
Breadth: 11.57m

Platinum Ray
Type: Vehicle Carrier
Length: 199.98m
Breadth: 32.24m
Typical double hull ship of 410,000 dwt. 377.0 metres length overall x 68.0 metres breadth x 23.0 metres draft – Lightship: 45,000 tons of steel

Typical double hull ship of 280,000 dwt. 335.0 metres length overall x 57.0 metres breadth x 21.0 metres draft – Lightship: 35,000 tons of steel

Typical double hull ship of 150,000 dwt. 274.0 metres length overall x 50.0 metres breadth x 14.5 metres draft – Lightship: 20,000 tons of steel

Typical double hull ship of 100,000 dwt. 253.0 metres length overall x 44.2 metres breadth x 11.6 metres draft – Lightship: 14,850 tons of steel

Typical double hull ship of 60,000 dwt. 228.6 metres length overall x 32.2 metres breadth x 12.6 m draft – Lightship: 11,000 tons of steel

Typical double hull ship of 10,000 dwt. 228.6 metres length overall x 32.2 metres breadth x 12.6 m Lightship: 4,500 tons of steel.
Eiffel Tower

The 312-metre tall tower of open-lattice wrought iron took the world by storm when it was opened to the public in Paris to tie in with the Centennial Exposition of 1889 commemorating the French Revolution. Bridgebuilder Alexandre-Gustav Eiffel’s masterwork was raised in a matter of 24 months by a small labour force at modest cost. Nothing remotely like it had ever been built. It was twice as high as St Peter’s in Rome, and remained the tallest building in the world until the Chrysler Building in New York was completed in 1930. By the end of 1999 over 185 million people had visited the tower.

Empire State Building

With a construction crew of 3,500, the Empire State Building in New York took an impressive 58 weeks from groundbreaking to handover in 1931. The building remained the tallest in the world until the World Trade Center, also in Manhattan, was completed in 1973. Some 59,000 tonnes of riveted steel beams were used in the construction, along with 10 million bricks.

Queen Elizabeth 2

When she sailed from Southampton on her maiden voyage in 1969, Queen Elizabeth 2 was entering service at a time when jet aircraft had captured the transatlantic passenger market. The distinctive passenger ship was designed to complete five-day transatlantic crossings during the summer season and to serve the cruise market in the winter. She is able to carry 1,778 passengers and has a crew complement of 921. In 1987 QE2 was re-engined, her steam turbines being replaced with nine diesel electric motors. Developing 130,000 bhp, the propulsion plant remains the most powerful of any merchant ship and QE2 retains the title of fastest merchant ship in service.

T-2 Tankers

About 400 T-2 tankers were built at six American shipyards during the Second World War to replace, as quickly as possible, the vast amount of tanker tonnage sunk in action. Most of the parts were prefabricated using modular construction techniques and the hull and structural elements were entirely welded. Some T-2 tankers were completed, from keel-laying to delivery, in under six weeks. A few T-2 tankers, since fitted with new forebodies, are still in service.

World’s Largest Tanker

The largest tanker, and the largest ship afloat, is the 564,763 dwt Jahre Viking (ex-Happy Giant, ex-Seawise Giant), built in 1979. Due to depth restrictions, she is unable to transit the English Channel with a full cargo. The ship was virtually rebuilt at a cost of US$60 million in 1991 after being extensively damaged in the Iran-Iraq War.

World’s Largest TANKERS AND OTHER MANMADE STRUCTURES

The 102-storey building is 381 metres high and has a gross weight of 365,000 tonnes

Queen Elizabeth 2 is 294.0 metres length overall x 32.0 metres breadth and has a gross registered tonnage of 70,327

World’s Largest TANKER

The 16,800 dwt. T-2 tankers were 160.0 metres length overall x 21.0 metres breadth x 9.0 metres draft

The Jahre Viking is 458.5 metres length overall x 68.8 metres breadth x 24.6 metres draft
MARITIME FLEET

Clipper Confidence
Type: General Cargo / Container Ship
船名類別：散裝 / 整箱船
Length: 100.50m
Breadth: 20.42m

Graceous
Type: Bulk Carrier
船名類別：散貨船
Length: 289.00m
Breadth: 45.00m

Skandi Nanna
Type: Pipe Layer
船名類別：管道裝設船
Length: 99.43m
Breadth: 22.00m

Discoverer Enterprise
Type: Drilling Vessel
船名類別：鑽井船
Length: 254.60m
Breadth: 38.00m

Hellas Nautilos
Type: Liquidified Gas Carrier (LPG)
船名類別：液化氣船
Length: 225.00m
Breadth: 36.60m

Norgas Orinda
Type: Liquidified Gas Carrier (LGP/LEG/Ammonia/VCM Carrier)
船名類別：液化氣船 - 液化氣/氯氣
Length: 124.60m
Breadth: 19.40m

Baron
Type: Cable Layer
船名類別：電纜敷設船
Length: 146.50m
Breadth: 21.00m

Seatransport
Type: Tanker for Oil
船名類別：油輪
Length: 240.50m
Breadth: 42.00m

Tai An Keu
Type: Semi submersible Heavy Lift Cargo Ship
船名類別：半潛式重貨裝設船
Length: 154.00m
Breadth: 32.20m
Agreement (MOA) for when a ship is sold, or a Shipbuilding Contract for a new ship ordered, or a demolition contract for a ship scrapped. The shipbroker is then involved in ensuring that voyage instructions are provided for trading the ship, that hire (on time charter) or freight (on voyage charter) is paid on time, that documents are drafted correctly and than all other aspects that are required to ensure that the transaction is completed smoothly.

Due to the sophisticated shipping markets, a product has been developed for trading shipping derivatives, known as Forward Freight Agreements, which are used as a risk management tool by cargo interests and shipowners. Most major shipbroking companies now have specialist teams of derivatives brokers.

Hong Kong is home to the Asian offices of many of the world’s largest shipbrokers, as well as having a vibrant group of independent, locally based brokers in what remains a highly individual and entrepreneurial profession.

Institute of Chartered Shipbrokers

- The professional body for those engaged in all aspects of the shipping business
- 4,000 members throughout the world
- Headquarters in London, with branches throughout the world.
- Membership is internationally recognized as a mark of professionalism in shipping business.
- Member (MICS) – Candidates passing the examinations and approved by Controlling Council
- Fellow (FICS) – Members who reach positions of seniority and influence in the shipping industry

Institute of Chartered Shipbrokers

香港分會
(又名“香港船務經紀學會”)
www.ics.org.hk

英國特許船務經紀學會

- 船務經紀學會是從事所有航運業務人員的專業團體
- 擁有 4,000 個會員，分佈世界各地
- 總部在倫敦，全球各地設有分部
- 會籍得到國際承認，是航運業務專業人士的標誌
- 會員（MICS）– 通過相關考試並獲學會授權局核准的候選人
- 會士（FICS）– 在航海界享有高深資歷和影響力的會員
Marine Insurance

Insurance is a vital part of the maritime industry and all ships and cargo must be insured before they are allowed to complete a voyage. The placing of marine insurance and the handling of insurance claims are a vital part of the shipping industry and Hong Kong is a leading centre for all aspects of marine insurance.

Insurance brokers act for the buyers of marine insurance and assist in identifying the risks which need to be insured against and then obtaining the most competitive and suitable insurance coverage for the buyer. In addition, the insurance broker provides an ongoing service of advice to the client in an ever-changing market.

Hull and Machinery insurance underwriting is the oldest form of insurance and the forerunner of all aspects of the insurance industry. An underwriter assesses the risk and agrees, through negotiation with the broker, what premium they will require to insure the ship. Many aspects are taken into consideration – such as the age of the ship, the previous record of claims of the insurance buyer and the trade the ship will be employed in. Cargo insurance covers loss or damage to the actual cargo carried and this is also covered by marine insurance underwriters.

Protection & Indemnity (P&I) insurance is a unique form of insurance where members of P&I ‘Clubs’ mutually insure each other for liabilities arising out of the ownership, management and operation of ships, such as pollution, cargo claims and personal injury. The small number of P&I Clubs together insure around 90 percent of the world’s shipping. P&I Clubs employ their own underwriters and highly specialised claims handlers.

Hong Kong is home to a vibrant marine insurance company, with many of the world’s leading insurance brokers having a presence here. In the field of P&I, Hong Kong has a larger concentration of P&I Club offices than anywhere else in the world.
Ship Finance

The shipping industry is one of the most capital intensive industries in the world and hence has a significant demand for financial services. Ship finance is a specialized sector of the banking industry and requires a sound understanding of the economics of shipping, an ability to analyze risk and strong relationships with ship owning customers. The finance costs of a ship remain the biggest single overhead for a shipowner and hence this area of shipping is amongst the most important.

Whilst traditional ship mortgage finance is still popular, the ship finance industry has become increasingly sophisticated and ship finance banks are also involved in sale and leaseback transactions, Initial Public Offerings and other financial products. Ship finance banks work closely with shipowners in tailoring the appropriate product to meet the shipowner’s needs. In addition ship finance banks provide cash management and payment systems for shipowners which cater to specialised areas such as payment of crew wages and currency management.

Ship finance bankers work closely with shipowners and maritime lawyers in producing loan documentation and presenting individual applications to credit committees, hence the ship financier must have a sound knowledge of the industry and the long-term performance of charterers and other parties involved in the transaction.

Hong Kong has a significant and highly competitive presence in the ship finance market, with all of the world’s major shipping banks having a presence here and using Hong Kong a regional base to conclude ship finance transactions throughout the region.
**Maritime Law**

Maritime law is a highly specialised area of the legal profession and covers all aspects of shipping and international trade. In an industry as diverse and global as shipping, disputes and incidents require a high level of legal skill and Hong Kong is a global Centre in the provision of legal services to the maritime industry.

Maritime lawyers are involved in all aspects of the shipping industry and play a pivotal role in the maritime cluster. Specialists in ship finance and sale and purchase are involved in drafting newbuilding contracts between owners and shipyards, secondhand sales agreements, ship finance agreements and all aspects regarding the registration of ships and incorporation of shipping companies. This involves working closely with and on behalf of shipowners, shipyards, ship finance institutions, brokers and flag states. As an increasing level of sophistication is found in ship finance agreements, specialists in this field must keep abreast of developments in the changing tax and registration requirements of different jurisdictions.

Admiralty Law covers the field of the law governing collisions, groundings and salvage, which sees maritime lawyers playing a vital role in some of the most high profile incidents in shipping. Following a maritime incident, whether it is a major collision, a claim for damaged cargo or a personal injury claim, maritime lawyers will be involved in all aspects of the case, from taking statements from crew onboard to working closely with insurers and P&I Clubs in reaching a settlement. Other diverse aspects of shipping handled by maritime lawyers are all aspects of documentation regarding title to goods, an increasingly sophisticated area given that cargoes can change hands several times during a voyage.

Hong Kong is acknowledged as one of the most efficient and reasonable jurisdictions and has its own Admiralty Court Judge. Many international law firms maintain a significant shipping department in their Hong Kong offices and the Hong Kong Maritime Law Association provides a forum for practitioners in this field. The Hong Kong International Arbitration Centre is an established Centre for dispute resolution and is increasingly relied on to assist, through mediation or arbitration, in the resolution of shipping disputes in the region.
Ship Design and Marine Technology

Naval Architecture is both art and science. Basically, naval architecture is concerned with ship safety, ship performance and ship geometry, although these are not exclusive divisions.

With ship safety, the naval architect is concerned that the ship does not capsize in a seaway, or when damaged or when maltreated. He must ensure that the ship is sufficiently strong so that it does not break up or fracture locally to let the water in. He must ensure that the crew has a good chance of survival should water get into the ship.

The performance of the ship is dictated by the needs of trade. The required amount of cargo must be carried to the places which the owner specifies in the right condition and in the most economical manner. Size, tonnage, deadweight, endurance, speed, life, resistance, methods of propulsion, manoeuvrability and many other features must be matched to provide the right primary performance at the right cost.

Ship geometry concerns the correct interrelation of compartments which the architect of a house considers on a smaller scale. The naval architect has rooms to relate, one with another. He must provide different piping and ducting systems to all parts of the ship. He must provide comfort for the crew and facilities to enable each member to perform his correct function. The ship must load and unload in harbour with the utmost speed. The architecture of the ship must be such that it can be economically built, and the production arrangements for the ship are an important consideration. Finally, the geometry must be arranged, in so far as possible, to be aesthetically pleasing; a merchant ship must appeal to its potential customers.

Naval architecture involves complex compromises of many of these features. The art is, perhaps, the blending in the right proportions.

HONG KONG MARINE DEPARTMENT
香港海事處

The Hong Kong Marine Department has two principal functions; the administration of the port and the administrative control of all ships on the Hong Kong Shipping Register.

香港海事處有兩個主要的職能：管理香港港口和所有在香港註冊的船舶。

Hong Kong Port

The Marine Department ensures the safety of navigation and efficiency of shipping activities in the waters of Hong Kong. This is achieved by comprehensive traffic management, harbour patrol, vessel traffic service, provision of mooring buoys and rigorous enforcement of international regulation.

香港港口

香港海事處確保香港海域範圍內船舶航行安全和航運業務運作順暢。為了落實這方面的工作，海事處實行多項措施，包括執行綜合海上交通管理和港口巡邏、提供船隻航行監察服務、設置繫泊浮泡，以及嚴格執行國際法規。

The Vessel Traffic Centre (VTC) provides traffic control services to ships navigating in the waters of Hong Kong, and is supported by the Harbour Patrol Section, which operates a fleet of patrol launches. With a sophisticated radar system the VTC can track a maximum of 4,000 moving targets and 1,000 stationary targets at any one time. Located next to the VTC is the Maritime Rescue Coordination Centre (MRCC), which has search and rescue responsibility for maritime distress situations that occur within Hong Kong waters and a major part of the South China Sea.

The VTC 提供在香港水域航行船隻的交通監察服務，並由海港巡邏組執行，該組經營一個巡邏艇船隊。透過精密的雷達系統，VTC 可以跟蹤最多 4,000 個移動目標和 1,000 個靜止目標。VTC 附近是海事救援協調中心，其責任範圍包括香港水域和南海主要水域內的海難事故。

The Marine Department helps cargo operation and the safety of navigation by maintaining a number of cargo working areas, allocating mooring buoys, providing and maintaining navigation lights, keeping hydrographic data for the waters of Hong Kong up to date, and controlling typhoon shelters for vessels using the harbour. Port State Control inspections are also carried out by Marine Department surveyors on ships calling in Hong Kong to ensure compliance with the applicable international standards.

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The Marine Department manages the Government Dockyard, which has the responsibility for the design, procurement and maintenance of all vessels owned by the Hong Kong Government.

海事處船隻航行監察中心（VTC）提供在香港水域航行船隻的交通監察服務，具體由海港巡邏組執行，該組經營一個巡邏艇船隊。透過精密的雷達系統，VTC 可以跟蹤最多 4,000 個移動目標和 1,000 個固定目標。VTC 附近是海事救援協調中心，其責任範圍包括香港水域和南海主要水域內的海難事故。

海事處通過劃出貨物工作區域、分配系泊錨位、維護引航燈塔、發表香港水域最新水文資料、管理在香港水域避風船隻等方面協助貨物操作並確保航行安全。香港海事處船隻航行監察中心附屬香港的船隻執行港口監控，確保他們符合國際標準。

香港海事處轄下的政府船塢負責設計、採購和維修政府船隊屬下所有船隻。
Hong Kong Shipping Register

The flags flown by a ship registered in Hong Kong are those of ‘Hong Kong, China’, and signify the nationality of the ship and the laws and regulations under which it operates. The Hong Kong Shipping Register is now one of the world’s top 4 ship registers, reaching 104 million gross tons registered at the end of July 2016, and has a well regarded reputation for the quality of its operation and of the ships that fly its flags.

The Marine Department, as the Flag Administration, is responsible for maintaining the register and issuing all ship and crew certificates. As an Associate Member of the industry’s global legislative body, the International Maritime Organisation (IMO), the Hong Kong Government, in consultation with the local industry, participates fully in the development of global maritime regulation. Hong Kong adopts all major international conventions and as a major Flag Administration fulfils all its international obligations.

Operator’s Licences or Certificates of Competency are issued by the Marine Department to seafarers who have met the requirements of the Hong Kong standards to operate ships trading locally, or the Standards of Training, Certification and Watchkeeping, 1995 (STCW) 95 as amended in 2010 to work on ships trading internationally.

Consular assistance for Hong Kong ships and their crews may be obtained anywhere in the world from the nearest Consulate of the People’s Republic of China.
**Container Terminals**

There are nine container terminals in Hong Kong, located in the Kwai Chung and Tsing Yi port area, owned and operated by five different terminal operators. The container terminals in Hong Kong are renowned for their efficiency, using advanced handling facilities and information technology. In year 2015, the container terminals handled over 15.6 million TEUs, representing approximately 80% of the total container throughput in the entire Hong Kong port. Altogether, there are 24 berths in the nine container terminals, with 7,694 metres of quay length and a total capacity of 21 million TEUs. The container terminal operators are striving to maintain Hong Kong as the key container hub port of the region and to provide premier service to the container shipping industry.

**Pilots**

Pilots are highly trained and experienced seafarers with special local knowledge, who are responsible for safely guiding a ship from deep water at sea through the harbour and to its nominated berth for docking. This is a highly paid and well respected profession, and one that requires great flexibility in working hours as well as good eyesight and physical fitness. New entrants will be subject to apprenticeship and periodical training to keep up with changes in the industry.
**Bunkering**

Bunkering is the supply of fuel for the world’s commercial shipping fleet. It is estimated that ships use around 220 to 250 million tonnes of fuel each year, much of which is the residue from the refining process, called ‘residual fuel’. An estimated 1.8 million tons of bunkers are supplied every year in Hong Kong, brought to the ships by specialized barges ranging in size from 1,000 to 1,500 tonnes deadweight. The bunkering industry includes the sale and purchase of fuel, trading and warehousing, through technical and managerial positions.

**Ship Supply**

Ships require provisions, stores and spare parts, and there are many ship supply companies (also called ‘chandlers’) in Hong Kong who provide these services. Also provided are repair technicians to maintain and fit the highly technically advanced equipment that is now common in all ships. Repair technicians are likely to have an engineering or electrical qualification and will undergo specialized training for the equipment to be maintained and fitted.

**Ship Agency**

The Ship Agent is partly entrusted by the principal, who could be the owner of the ship, charterer or operator, to arrange and coordinate delivery of the many services required for a vessel’s call, such as stevedores, chandlers, water supplier, launches for the crew to get ashore, surveyors, medical services, etc. The Ship Agent may also have a commercial role, to find cargo to be loaded on the ship in Hong Kong, or for loading in other ports for discharge in Hong Kong.

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**PORT SERVICES**

**燃料補給**

燃料補給就是為世界商船隊補給燃油。根據統計，船舶一年需消耗大約 2.2 億至 2.5 億噸的燃油，使用的是稱為“剩餘燃料”的煉油殘渣。香港每年為各類商船補給約 180 萬噸的燃油，由介乎 1,000 至 1,500 噸左右的駁船補給有關船舶。燃料補給行業工作包括買賣燃油，貿易和儲存。

**船舶供應**

船舶需要物資和備件供應，香港有許多為船舶提供這類服務的公司（也稱“船舶供應商”）。這些公司還提供技術去維修及安裝目前已經十分普遍的船上先進設備。維修技術員具有工程或電工的資格，需要經過特別的培訓才能維修和安裝船上的設備。

**船舶代理**

船舶代理部分是由委託方委託（船東或租客或經營人）安排和協調船舶靠港所需的服務，例如：碼頭工人、供應商、食水供應商、船員登岸的渡輪、驗船師和醫療服務等。船舶代理還充當商業角色，為停泊香港的船舶尋找貨源或安排船舶在其他港口裝貨到香港卸貨。
Docking and Ship Repair

Hong Kong does not have a large ship repair industry, but it is an active one, repairing and upgrading the ships that call at Hong Kong and the Pearl River Delta ports as well as the numerous river and local trade craft such as ferries, tugs and barges. New entrants will follow an apprentice training scheme, particularly in the fields of marine, mechanical, civil or electrical engineering. Management trainees may be employed from university graduates in maritime or civil engineering and seafarers may choose to transfer after obtaining their professional qualifications as a marine engineer.

Seafarer Welfare

The Mission to Seafarers cares for seafarers by providing centres in ports around the world, visiting seafarers on board their ships and working with other agencies in justice and welfare cases. The Mission is committed to meeting the spiritual and practical needs of seafarers regardless of nationality or creed. Mission staff provide a warm welcome and friendship, and are always available to discuss problems and offer help of whatever kind is required. The Mission operates two clubs in Hong Kong for the use of visiting and locally registered seafarers, one in the heart of Tsim Sha Tsui and the other near the container port in Kwai Chung.

Docking and Ship Repair

香港船舶維修業的規模不大，但卻十分活躍。維修和改裝停靠香港和珠江三角洲港口的船舶，包括許多內河船舶，例如渡輪、拖輪和駁船（輪船）。新入行者需經過實習培訓計劃的培訓，特別是船舶、機械、土木或電機工程的培訓。管理層見習員通常從大學海事或土木工程畢業生招募，船員在獲得遠洋航線輪機師專業資格後也可考慮轉投這個行業。

Seafarer Welfare

海員福利

海員福利會是關心海員的組織，為海員提供世界各地的服務中心、登船探望海員並與其他機構處理有關海員的法律權益和福利待遇。不管任何國籍和信仰的海員，海員福利會對所有海員的需要及精神和實際需求。福利會的工作人員熱情友善，會登船探望海員，歡迎他們與他們建立友誼。

海員福利會在香港設有兩間俱樂部供外地及本地海員使用。一間俱樂部位於尖沙嘴中心地區，另一間俱樂部位於葵涌貨櫃碼頭附近。
**Uniformed Services**

**Marine Police**

The Marine Region of the Hong Kong Police Force is responsible for policing the waters and 244 islands which lie within the 1,850 square kilometers of the Hong Kong SAR. In addition to routine policing, the Region has responsibilities in such diverse areas as quarantine, immigration, conservancy and port and maritime regulation. Anti-illegal immigration is a Regional priority, requiring intensive and constant levels of enforcement, assisted by regular liaison with mainland authorities. Generally, permanent residents of Hong Kong SAR who have completed secondary education are eligible to join the Hong Kong Police Force.

Detailed entry requirements are found at www.police.gov.hk

**Fire Services Department**

A major fireboat “Elite” with a displacement over 600 tonnes to replace the old Fireboat “Alexander Grantham” was commissioned on 12 May 2002. The new fireboat is equipped with an electronic automatic fire-fighting system and the range of its water jet is up to 150 meters. It is mainly deployed to fight fires on large ships such as container vessels. “Elite” is currently the most advanced world-class purpose built fireboat. The fireboat is operated under the control of the Marine and Offshore Islands Division of the Hong Kong Operational Command. The duties of a Fireman/Firewoman (Operational/Marine) are to carry out firefighting, rescue operations and other operational/marine duties.

For more information, visit www.hkfsd.gov.hk

**Government Services**

**Water**

Hong Kong waterside police work in the Waterfront District responsible for policing the waters and 244 islands which lie within the 1,850 square kilometers of the Hong Kong SAR. In addition to routine duties, the Region has responsibilities in such diverse areas as quarantine, immigration, conservancy and port and maritime regulation. Anti-illegal immigration is a Regional priority, requiring intensive and constant levels of enforcement, assisted by regular liaison with mainland authorities. Generally, permanent residents of Hong Kong SAR who have completed secondary education are eligible to join the Hong Kong Police Force.

For more information, visit www.police.gov.hk

**Fire Services Department**

2002年，排水量超过600吨的新消防舰“精英”号取代了旧消防舰“葛兰顿”号。新消防舰装备了自动电控灭火系统，水柱射程可及150米。该消防船主要用于配备集装箱船等大型船舶的灭火工作。“精英”号是目前世界上最先进的灭火船。该消防船由香港消防总部负责管理。消防人员的职责是执行灭火任务和担任行动或海事组的灭火及拯救工作。

有关详情，请浏览：www.hkfsd.gov.hk
Hong Kong Sea Cadet Corps
The Hong Kong Sea Cadet Corps was incorporated in 1968 and is a government subsidized Uniformed Youth Organisation with cadet members aged 12-18. The Corps aims at providing nautical skills, team-building and discipline training through maritime activities and to develop in its cadets qualities of leadership, positive value, devotion to duty, self-respect and civic awareness. The Administration Headquarters are located in Diamond Hill, and there are two centres for nautical training and water sports activities; one in Stanley Bay and the other in Sai Kung.
www.seacadet.org.hk

Adventure-Ship
Adventure-Ship is a charitable organization founded in 1977. The organization operates a 34.5m long purpose-built Chinese sailing junk, ‘Jockey Club Huan’ to provide adventure-based nautical training for youngsters of different abilities to foster their holistic development. The programs aim to promote the personal growth and character building of young people, including those with disadvantaged background, through experimental learning, skills training and value reflection. By participating in the innovative seamanship and adventure activities designed for diverse weather conditions, the trainees learn to work cooperatively and push themselves in a supportive environment abroad the floating classroom.
www.adventureship.org.hk
Hong Kong Sea School

The Hong Kong Sea School exists to equip and train students to meet their full potential, to nurture them for employment in sea-related industries or other occupations where responsibility, attention to duty and regard for others are valued and where practical, as well as academic skills, are required: and to promote sea activities. The school, located in Stanley, was founded in 1946, and in 2001 it became a Government mainstream secondary school without changing its original characteristics, such as its naval tradition and boarding facilities. Classes range from Forms 1 to 5, and include the HKDSE subjects as well as non-HKDSE subjects.

www.hkss.edu.hk

Maritime Services Training Institute (MSTI)

The Maritime Services Training Institute (MSTI) provides a wide range of training courses for new entrants, in-service seafarers, and employees of maritime industry. Through its network and the Maritime Services Training Board, the MSTI maintains close relationships with the market. The Institute continuously provides quality vocational and professional education and training services to satisfy the manpower demands and training needs of the industry.

To fulfil the training and certification requirements for seafarers and mid-stream and shore-based workers, it offers both pre-employment and in-service training courses. Its planned training capacity is approximately 3,500 trainees per year. Training courses offered by the MSTI includes 2 full-time pre-employment courses, namely the 2-year (5 semesters) Higher Diploma in Maritime Studies (HDMS) for Hong Kong Diploma of Secondary Education graduates and 23-week Certificate for Junior General Purpose Ratings (CJGPR) for Secondary 3 graduates, and modular day and evening courses for new entrants, in-service seafarers and employees of the maritime industry. Furthermore, the MSTI also runs tailor-made safety training courses for different corporations.

For those who are interested in pursuing a career as a marine engineer, the Hong Kong Institute of Vocational Education campus located at Tsing Yi (IVE Tsing Yi) provides a Higher Diploma in Mechanical Engineering (Transport Technology stream) programme.

www.msti.edu.hk
The Hong Kong Polytechnic University, Department of Logistics and Maritime Studies

The Department's mission is to bring competitive advantage to the maritime and logistics industries, with an emphasis on maritime studies, shipping, shipping law, supply chain management and transportation, through excellence in educational, research and partnership endeavors for the industries. The academic programmes offered by the Department include degree and postgraduate programmes. All these programmes are well recognised by the relevant maritime and logistics professional bodies.

www.lms.polyu.edu.hk

香港理工大学物流及航運學系

物流及航運學系的目標是透過優質教育、研究和與業界的夥伴合作，為航運業及物流業帶來競爭優勢。特別是海事教育、航運、海事法、供應鏈管理及運輸等方面。該學系提供學位課程和深造課程。所有課程均得到相關的海事和物流專業團體的好評。
**Institute of Chartered Shipbrokers, Hong Kong Branch**

The Institute of Chartered Shipbrokers (ICS) was founded in 1911. It is the only internationally-recognized professional body representing shipbrokers, ship managers and agents throughout the world. ICS membership represents a commitment to maintaining the highest professional standards across the shipping industry. Only Fellows of the Institute may receive ‘Chartered Shipbroker’ status. There are 106 company members and over 4,000 individual members throughout the world with 18 Institute branches established in key shipping areas and 7 branches in U.K.

As a major provider of shipping related education and training, ICS delivers its main educational programme – TutorShip – direct from its London head office and under agreement through its 15 Institute Teaching Centres worldwide, in order to assist the students to sit the ICS Professional Qualifying Examinations.

The Hong Kong Branch was formed in 1963. Its mission is to promote maritime education and training widely in the industry and collaborate with other professional associations and academies towards the common goal of supporting Hong Kong as an international maritime centre. It helps ICS develop training programmes in Greater China. Its members are not only in shipbroking profession but also in other maritime cluster sectors.

**Institute of Seatransport**

The Institute of Seatransport is based in Hong Kong and has members from all the different sectors of the local shipping industry. The aims of the Institute are to promote the exchange of professional knowledge within the Hong Kong shipping industry, and to promote the recognition and contribution of the professional seatransport industry for the community in Hong Kong. In addition, it is an English language-based institute for the exchange of views. The Institute holds regular seminars and publishes quarterly the magazine ‘Seaview’. The Institute also offers professional training courses through cooperation with the Hong Kong Polytechnic University, the School of Continuing and Professional Education of the City University and the Transport and Logistics Training Board of the Vocational Training Council.

[www.seatransport.org](http://www.seatransport.org)
Aframax
A tanker size range defined between 80,000 and 120,000 dwt.

Bareboat Charter
The hire or lease of a vessel from one company to another (the charterer), which in turn provides crew, bunkers, stores and pays all operating costs.

Ballast Voyage
A voyage performed without carrying cargo, usually to position the ship from the last discharge port to the next loading port.

Bulk Cargo
Unpacked cargoes such as coal, ore and grain.

Bunkers
The ship’s fuel.

Capesize
Bulk carrier size range defined as 100,000 dwt or larger, primarily carries coal and iron ore.

Charterer
Cargo owner or another person/company who hires a ship from a shipowner.

Charter-party
Transport contract between shipowner and shipper of goods (charterer).

COA
Contract of Affreightment. An agreement to transport a defined amount of cargo at an agreed freight rate over an agreed period of time, with the shipowner choosing the ship(s).

Crude Oil
Unrefined oil.

Daily Operating Costs
The cost of a vessel’s technical operation, crewing, insurance and maintenance, but excluding costs of financing.

Demurrage
Money paid to the shipowner by charterer, shipper or receiver; for failing to complete loading/discharging within time allowed according to charter-party.

Dirty Oil
Less refined oil products such as fuel oil.

Dry (Market)
Generic term for the bulk market.

Dry Docking
To put vessel into dry dock for the inspection, repair and maintenance. Normally done on a regular basis of approximately every thirty months.

Dwt
Deadweight ton. A measure expressed in metric tons (tonne) (1,000 kg) or long tons (ton) (1,016 kg) of a ship’s carrying capacity, including bunker oil, fresh water, crew and provisions. This is the most important commercial measure of the capacity of a ship.

FFA
A Forward Freight Agreement is a cash contract for the differences requiring no physical delivery based on freight rates on standardised trade routes. This derivative product is used as a risk management tool by cargo interests or can be used for speculation.

Freight Rate
The agreed charge for the carriage of cargo expressed per ton(ne) of cargo (also Worldscale in the tanker market) as a lump sum.

Handysize / Handymax
Bulk carrier size ranges defined as 10-40,000 dwt and 40-60,000 dwt, respectively.
GLOSSARY

IMO
International Maritime Organisation: a United Nations agency devoted to shipping.

ISM Code
International Safety Management code for the safe operation of ships and for pollution prevention, as adopted by the IMO.

LNG
Liquified Natural Gas.

LPG
Liquified Petroleum Gas.

OBO
Oil, Bulk, Ore carrier. A ship which can carry a combination of cargoes, thus reducing ballast voyages.

Oil Tanker
Tanker carrying crude oil or refined oil products.

Panamax
Bulk carrier size range defined as 60-100,000 dwt. It is the largest ship capable of navigating the Panama Canal.

Parcel Tanker
Tanker equipped to carry several types of oil cargo simultaneously.

Product Tanker
Tanker that carries refined oil products.

Reefer
A vessel capable of handling refrigerated cargoes such as meat, fish and fruit.

Spot Market
Short term contracts for voyage, trip or short term time charters, normally no longer than three months in duration.

Suezmax
A tanker size range defined as 120,000-200,000 dwt.

TEU
Twenty foot Equivalent Unit. The container unit of measurement, represented by a standard twenty foot long container.

Time Charter (t/c)
An arrangement whereby a shipowner places a crewed ship at a charterer’s disposal for a certain period. Freight is customarily paid periodically in advance. The charterer also pays for bunker, port and canal charges.

Ton/Tonne
Imperial ton of 2,240 lbs/Metric ton (tonne) of 1,000 kilos (2,204 lbs), respectively.

Tonne-Mile
A measure of trade, represented by the carriage of one tonne over one mile. The figure is calculated by multiplying the number of tonnes carried over the distance in miles.

ULCC
Ultra Large Crude Carrier. Tanker of more than 320,000 dwt.

VLCC
Very Large Crude Carrier. Tanker between 200,000 and 320,000 dwt.

Voyage Charter
The transportation of cargo from port(s) of loading to port(s) of discharge. Payment is normally per ton(ne) of cargo, and the shipowner pays for bunker, port and canal charges.

Worldscale (WS)
An international index of freight for tankers. Worldscale is a schedule of freight rates for a standard ship in US dollars per tonne of oil for an array of oil routes. The rates listed in the table are designated as worldscale Flat or WS100 and are revised annually.

International Maritime Organisation: 聯合國主管海運的組織。

International Safety Management code: 國際海事組織通過有關船舶安全航行和防止污染的法規。

LNG: 液化天然氣。

LPG: 液化石油氣。

OBO: 油、散貨和礦砂船。能夠運載混種貨物以避免空航的船舶。

油輪: 運載原油或精煉油產品的船舶。

巴拿馬型船: 介乎 6 至 10 萬載重噸的散貨船。這是能夠通過巴拿馬運河的最小船舶。

多用途化學品船: 能夠同時運載幾種油產品的油輪。

成品油輪: 運載經過精煉油產品的船舶。

冷凍船: 能夠運載肉類、魚和水果等需要冷藏貨物的船舶。

及期市場: 航次、航期租賃的短期合同，通常不超過三個月。

蘇伊士型油輪: 介乎 12 萬至 20 萬載重噸的油輪。

標記: 20 英尺標準集裝箱。貨柜重量單位，以 20 英尺標準集裝箱為代表。

期租 (t/c): 由船東安排船員在規定時間內歸租家支配的一種安排方式。通常租家分階段預付運費。租家還需支付燃油，港口和通過運河費用。

噸: 每公噸 2,240 磅或每 1,000 公斤 (2,204 磅) 的重量單位。

噸海里: 以每噸海里運載每噸貨物的貨運量單位。以總噸位數乘以總海里距離而得。

超大型油輪: 超過 32 萬載重噸的油輪。

大型油輪: 介乎 20 萬至 32 萬載重噸的油輪。

航次租船: 將貨物從裝貨港運到卸貨港的運輸。通常以每噸計費，船東支付燃油，港口和通過運河費用。

世界指數 (WS): 國際油輪的運價指數。世界指數是以美元為單位的。標準船船種油輪航線每噸油的運費單位表。表中所列的費率表示為每世界指數或 WS100，每年更新。
## CONTACT LIST

<table>
<thead>
<tr>
<th>Organization</th>
<th>Address</th>
<th>Contact Information</th>
</tr>
</thead>
</table>
| Adventure-Ship Ltd | 200 Shun Wan Road, Aberdeen, Hong Kong | Email: enquiry@adventureship.org.hk  
Website: www.adventureship.org.hk  
Tel: 2554 9722  
Fax: 2555 2722 |
| The Chartered Institute of Logistics and Transport in Hong Kong | 7/F, Yue Hing Building, 103 Hennessy Road, Wanchai, Hong Kong | Email: info@cilt.org.hk  
Website: www.cilt.org.hk  
Tel: 2866 6336  
Fax: 2866 6118 |
| Hong Kong Amalgamated Union of Seafarers | 2/F, Flat C, Sun Shing Building, 2-12 Belcher’s Street, West Point, Kennedy Town, Hong Kong | Email: info@ctva.com.hk  
Tel: 2819 7694  
Fax: 2855 0775 |
| Hong Kong Cargo-Vessel Traders Association | 2/F, Man Cheong Street, 21-23 Man Wai Building, Ferry Point, Kowloon, Hong Kong | Email: info@ctva.com.hk  
Tel: 2384 7102  
Fax: 2782 0342 |
| Hong Kong Centre for Transport & Logistics Institute of Vocational Education (Tsing Yi) | Block B, Rm. B414, 20 Tsing Yi Road, Tsing Yi Island, Hong Kong | Email: bsmkan@vtc.edu.hk  
Tel: 3457 9220 |
| Hong Kong Container Terminal Operators Association Ltd | G.P.O. Box 4433, Hong Kong | Email: www.enquiry@hkctoa.com  
Website: www.hkctoa.com  
Tel: 3126 9471  
Fax: 3126 9472 |
| Hong Kong General Chamber of Commerce (Shipping and Transport Committee) | 22/F, United Centre, 95 Queensway, Central, Hong Kong | Email: edith@chamber.org.hk  
Website: www.hkgcc.org.hk  
Tel: 2529 9229  
Fax: 2527 9843 |
| The Hong Kong Institution of Engineers | 9/F, Island Beverley, 1 Great George Street, Causeway Bay, Hong Kong | Email: hkie-sec@hkie.org.hk  
Website: www.hkie.org.hk  
Tel: 2895 4446  
Fax: 2577 7791 |
| The Hong Kong Institute of Marine Technology | P.O. Box 91645, Tsim Sha Tsui Post Office, Hong Kong | Email: secretary@hkimt.org.hk  
Website: www.hkimt.org.hk  
Tel: 2687 5115  
Fax: 2687 5057 |
| Hong Kong Joint Branch of RINA and IMarEST | G.P.O Box 2516, Central, Hong Kong | Email: wclee@mardep.gov.hk  
Website: www.imarest.org or www.rina.org  
Tel: 2345 6382  
Fax: 2887 8205 |
| Hong Kong Liner Shipping Association | C/o Commercial Management Ltd, Room 2912, Metro Plaza Tower 2, 223 Hing Fong Building, Kwai Chung, NT, Hong Kong | Email: cmlhk@netvigator.com  
Tel: 2857 6630  
Fax: 2857 6775 |
| Hong Kong Logistics Association | LG1, HKPC Building, 78 Tat Chee Avenue, Kowloon Tong, Kowloon, Hong Kong | Email: info@hkla.org.hk  
Website: www.hkla.org.hk  
Tel: 2777 9656  
Fax: 3421 2477 |
CONTACT LIST

Hong Kong Logistics Management
Staff Association
香港物流管理人員協會
2/F, Kim Tak Building, 328-342A Nathan Road
Kowloon, Hong Kong
Email: info@hklmsa.org.hk
Website: www.hklmsa.org.hk
Tel: 2771 6180    Fax: 2770 7134

Hong Kong Maritime Arbitration Group
c/o Hong Kong International Arbitration Centre
38/F Two Exchange Square
8 Connaught Place, Hong Kong
Email: adr@hkiac.org
Website: www.hkiac.org
Tel: 2525 2381    Fax: 2524 2171

Hong Kong Maritime and Port Board
香港海運港口局
22/F, East Wing, Central Government Offices
2 Tim Mei Avenue Tamar, Hong Kong
Email: hkmpb@thb.gov.hk
Website: www.hkmpb.gov.hk
Tel: 3509 8133    Fax: 2523 0030

Hong Kong Maritime Law Association
Email: secretary@hkmla.org
Website: www.hkmla.org
Tel: 2809 4277    Fax: 2525 3930

Hong Kong Maritime Museum
香港海事博物館
Central Ferry Pier No. 8, Hong Kong
Email: info@hkmuseum.org
Website: www.hkmuseum.org
Tel: 3713 2500    Fax: 2813 8033

Hong Kong Mid Stream Operators Association Ltd
香港中流作業商會有限公司
Room 1703, 17/F Tins Enterprises Centre
777 Lai Chi Kok Road, Kowloon, Hong Kong
Email: information@hkmoa.com
Website: www.hkmoa.com
Tel: 3526 0710    Fax: 3526 0700

Hong Kong Pilots Association Ltd
香港領港會有限公司
Rooms 1601-6, Hong Kong Plaza
188 Connaught Road West, Hong Kong
Email: hkpilots@hkpi.com
Website: www.hkpilots.com
Tel: 2803 0840    Fax: 2803 0859

The Hong Kong Polytechnic University
Department of Logistics and Maritime Studies
香港理工大學 – 物流及航運學系
M628, Li Ka Shing Tower, Hung hom
Kowloon, Hong Kong
Email: lgdept@polyu.edu.hk
Website: www.lms.polyu.edu.hk
Tel: 2766 4607    Fax: 2330 2704

Hong Kong Sea Cadet Corps
香港海事青年團
11 Fung Shing Street Diamond Hill
Kowloon, Hong Kong
Email: hq@seacadet.org.hk
Website: www.seacadet.org.hk
Tel: 2327 7883    Fax: 2350 2484

Hong Kong Sea School
香港航海學校
13-15 Tung Tau Wan Road, Stanley, Hong Kong
Email: hkssch@netvigator.com
Website: www.hkss.edu.hk
Tel: 2813 2919    Fax: 2813 2587

Hong Kong Sea Transport and Logistics Association
香港航運物流協會
Room 501, 5/F Yung Hip Commercial Building
244-252 Des Voeux Road, Central, Hong Kong
Email: info@hkstla.org
Website: www.hkstla.org
Tel: 2687 2633    Fax: 2377 3636

Hong Kong Seamen’s Union
香港海員工會
A4 United Court, 2/F, 37G Jordan Road
Kowloon, Hong Kong
Email: mail@hksu1946.hk
Website: www.hksu1946.hk
Tel: 2332 0766    Fax: 2770 2015
CONTACT LIST

**Hong Kong Shipowners Association**
香港船東會  
12/F Queen’s Centre, 58 Queen’s Road East  
Wanchai, Hong Kong  
Email: hksoa@hksoa.org.hk  
Website: www.hksoa.org.hk  
Tel: 2520 0206   Fax: 2529 8246

**Hong Kong Shippers Council**
香港付貨人委員會  
Room 603, 9 Chong Yip Street, Kwun Tong  
Kowloon, Hong Kong  
Email: shippers@hkshippers.org.hk  
Website: www.hkshippers.org.hk  
Tel: 2211 2323   Fax: 2891 9787

**Hong Kong Shipping Circles Association Ltd**
香港航運界聯誼會有限公司  
Room 1605-7C, 16/F  
152-155 Connaught Road Central, Hong Kong  
Tel: 2581 9120   Fax: 2581 0004

**Institute of Chartered Shipbrokers Hong Kong Branch**
香港船務經紀專業學會  
G.P.O Box 12292, Central, Hong Kong  
Email: icshk@ics.org.hk  
Website: www.ics.org.hk  
Tel: 2866 1488

**Institute of Seatransport**
海運學會  
G.P.O Box 6081, Central, Hong Kong  
Email: info@seatransport.org  
Website: www.seatransport.org  
Tel: 2581 0003   Fax: 2581 0004

**Maritime Professional Promotion Federation**
海事專才推廣聯盟  
1104, Alliance Building  
130-136 Connaught Road Central  
Sheung Wan, Hong Kong  
Email: seagoinghk@gmail.com  
Website: www.seagoinghk.org  
Tel: 2544 5238

**Maritime Services Training Institute**
職業訓練局－海事訓練學院  
23 Castle Peak Road Tai Lam Chung  
Tuen Mun, NT, Hong Kong  
Email: msti@vtc.edu.hk  
Website: www.msti.edu.hk  
Tel: 2458 3833   Fax: 2440 0308

**Merchant Navy Officers’ Guild**
香港商船高級船員協會  
1401-1402 Alliance Building  
130-136 Connaught Road Central  
Sheung Wan, Hong Kong  
Email: mail@mnoghk.org  
Website: www.mnoghk.org  
Tel: 2545 8269   Fax: 2541 5064

**The Mission to Seafarers**
海員傳道會  
The Mariners’ Club  
11 Middle Road, Tsim Sha Tsui, Kowloon, Hong Kong  
Email Mission to Seafarers: rebecca@themarinersclubhk.org  
Email Mariners’ Club: general@themarinersclubhk.org  
Website: www.themarinersclubhk.org  
Tel: 2368 8261   Fax: 2366 0928

**The Nautical Institute, Hong Kong Branch**
航海學會香港分會  
c/o The Mariners’ Club  
2 Container Port Road  
Kwai Chung, Kowloon, Hong Kong  
Email: secretary@nautinsthk.com  
Website: www.nautinsthk.com

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