



香港船東會  
HONG KONG  
Shipowners  
ASSOCIATION



年刊 Year Book  
2012 - 2013





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# The Hong Kong Shipowners Association

## 香港船東會

### Patron: Mr. Tung Chee Hwa, GBM

The Hong Kong Shipowners Association was incorporated in 1957 by 11 local shipowners with the purpose of creating a forum for shipowners resident in Hong Kong. Over the past 56 years, the Association has grown into one of the world's largest Shipowner Associations, its members owning, managing and operating a fleet with a combined carrying capacity of almost 150 million deadweight tonnes.

The Association welcomes into Associate membership Hong Kong resident companies supplying services to the shipping industry. The composition of membership has enhanced the credibility of the Association within the local community and has given breadth and experience to its international status and relationships.

Hong Kong is a vibrant city, where the entrepreneurial nature and individual initiative of its residents are allowed to blossom in an exciting business environment, encouraged by the Government's business friendly policies. Hong Kong has always been a thoroughly international city, its geographically central location in Asia, its world class communications, legal system and support services being some of the reasons why an increasing number of organisations have chosen the city as the location of their head office in the Asian region. Its status as a Special Administrative Region of the People's Republic of China allows the international nature of Hong Kong to develop due to the autonomy given to the Region by Beijing, while allowing Hong Kong enviable and unparalleled close links with the mainland and its business sectors.

The Association arranges forums in which members are able to meet and discuss issues of concern, informs the membership of important changes in the shipping environment through educational seminars and circulars, and represents the interests of members in national and international committees. The Association is a member of the Asian Shipowners Forum (ASF), the International Chamber of Shipping (ICS), the International Shipping Federation (ISF) and INTERTANKO, and cooperates closely with, amongst others, the International Maritime Organisation (IMO) through the Hong Kong Marine Department and the ICS, the International Labour Organisation (ILO), BIMCO, INTERCARGO, the International Maritime Industries Forum (IMIF), and the International Chamber of Commerce (ICC) through the International Maritime Bureau (IMB).

The Association's chief purpose is to promote and protect the interests of the Hong Kong domiciled shipowners and ship managers as well as the large number of local professions and services upon whom they rely in the performance of their business.

### 榮譽贊助人：董建華先生

香港船東協會成立於1957年，當時由11家本地船東倡議成立，旨在為香港的船東提供一個論壇。過去56年中，協會已發展成為世界最大的船東協會之一，其成員控制並管理的船隊混合噸位達1.5億載重噸。

協會歡迎為航運業提供服務的本地公司成為非正式會員。協會會員的組合提高了協會在本地的信譽，同時也為其拓展國際地位及關係提供空間及經驗。

香港是一個充滿活力的城市，政府的自由經濟政策提供了令人振奮的經商環境，居民的企業家精神及個人的創造性可以完全得到發揮。香港一直是完全國際化的都市，其亞洲中心的地理位置、世界一流的通信設施、法律體系及支援服務都是許多機構將其亞洲區總部設於香港的理由。作為中華人民共和國的特別行政區，中央政府給與香港高度自治的權力，進一步加強了香港的國際地位，同時亦加強了內地與香港在商業方面的密切聯繫。



協會舉辦各類活動，為會員提供討論大家關心問題的平台，通過教育性的研討會和會員通訊的方式，使會員瞭解航運環境的重大變化。協會亦在國內外的委員會中代表會員的利益。

協會是以下機構的

成員：亞洲船東論壇(ASF)、國際航運商會(ICS)、國際航運聯盟(ISF)、以及國際獨立油輪船東組織(INTERTANKO)，同時與國際海事組織(IMO)（通過香港海事處和ICS）、國際勞工組織(ILO)、波羅地國際海事理事(BIMCO)、國際散貨船東組織(INTERCARGO)、國際航運業協會(IMIF)以及國際商會(ICC)（透過國際航運局IMB）等國際組織有著密切的合作關係。

協會的主要宗旨是提高及維護香港本地船東和船舶管理者以及他們業務運作所依賴的大量本地專業和服務機構的利益。

# Appreciations

## 鳴謝

### We would like to thank the following member companies and individuals who kindly supplied us with photographs

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香港聯合船塢集團有限公司  
Ince & Co.  
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瓦錫蘭中國有限公司  
威爾森船舶服務有限公司



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# Chairman's Report 2012

(Presented to the Members at the 56th Annual General Meeting)

## 2012 年主席年度報告 (提交於第 56 屆會員大會)

### The Markets

The markets continue to be challenging across all sectors. The dry bulk market stayed consistently low until the fourth quarter, when larger size vessels saw a brief rebound. Market future indices seem to indicate that most believe 2013 will continue to be difficult. The crude and product markets largely followed a similar pattern during the year. It remains to be seen whether the recent fourth quarter rally can be sustained. The liner market was relatively more stable during the year, considering the amount of tonnage coming into the market. Carriers are hopeful that sentiment continues to improve in the US and Asia.

The combination of low levels of freight and tightening credit produced some corporate restructuring and asset disposals during 2012. Financing is available but typically with a much lower leverage and higher rates. Not surprisingly, second hand and newbuilding prices have decreased accordingly.

Looking forward, the industry will continued to be faced with over capacity both in the shipping and shipbuilding industry. The global total shipyard output has increased five fold from 1990 to 2010. The capacity of shipbuilding in the world today is larger than anytime in history. The American Bureau of Shipping (ABS) is forecasting that the shipbuilding industry may see as high as 30% overcapacity by mid decade in terms of shipyard output in gross tons. The large shipbuilding capacity overhang means that there is continued potential for new building vessels to be ordered, built and delivered.

Given the tightening regulatory environment and high bunker prices, one continual discussion relates to the merits of Eco designs. This has been a flurry of activity in this regard by naval architects, engine makers and shipyards. New research promises to bring a new generation of vessels that will have better emission signature and consumption profile. Savings of up to 20 odd percent in bunker consumption is cited.

Eco designs are indeed a step forward for the industry. It is important, however, for Owners to dive deep into the design and specifications of the Eco vessels. Ultimately, we must question whether it is beneficial for the industry as a whole if we achieve environmentally more friendly and efficient ships by reducing service speed and deadweight. This raises both commercial and safety issues. Are these changes reversible in different market conditions? Have we fully considered the potential safety and operational impacts of these measures? In addition, the shipbuilding industry, makers and designers need to better articulate and present to Owners the respective changes, benefits and tradeoffs made to engines, hull form, bow design, propeller and rudder arrangement, as well as the combined effects thereof.

### 市場

市場對各行各業仍具挑戰性。第四季度前，乾散貨市場一直保持低迷，而最後較大噸位的船舶有短暫的反彈。未來市場指數似乎表明，大多數人認為 2013 年將繼續是困難的一年。原油

和成品油市場情況大致也類似。最近第四個季度的反彈能否持續也將拭目以待。考慮到新加入市場的船舶噸位數量，今年的班輪市場相對較為穩定。承運人希望美國和亞洲的市場情況能繼續改善。

2012 年低運費和信貸緊縮使許多企業採取了重組和資產處置。融資雖然可以做到，但是槓桿率低並且利率高。二手船和新造船價格相應降低就不足為奇了。

展望未來，航運將繼續面對航運及造船業的產能過剩。1990 到 2010 年，全球造船廠總產量增加了五倍。現在的世界造船能力大於任何歷史時期。美國船級社(ABS)預測，未來五年造船業總噸產能過剩可能會達到 30%。造船產能的大量過剩意味著持續的潛在新造船訂單和交付的增加。

有鑒於法規環境的收緊和燃料價格高企，人們在持續討論生態船舶設計的優點。造船設計師、主機製造商以及船廠因此頻繁活動。新的研究帶來新一代的低排放和低能耗船舶。據說燃油能耗可以節省高達 20%。

生態設計確實使業界向前邁出了一步。但更為重要的是，船東應該對生態船舶的設計和規格深入研究。我們最終應該質疑降低航速和載重噸來實現環保和高效對整個行業是否有利？這就提出了商業和安全兩個方面的問題。這些變化在不同的市場條件下是否可逆？我們有否充分考慮這些措施對安全和營運的潛在影響？此外，造船業、製造商和設計師需要更好地向船東闡明新設計對主機、船型、船艙、螺旋槳和舵的變化、利弊以及總的影響。





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# Chairman's Report 2012

## 2012年主席年度報告

Indeed, notwithstanding the validity of many of these design improvements, Owners are faced with a challenging dilemma. Operating costs are up. Revenue is down. The market is already weak and haunted by over-tonnaging. Yet, the competitive nature of the market place would mean that owners are justifiably tempted to build more ships at a lower price with better energy efficient characteristics in order to stay competitive. The net effect of this natural course of action is, of course, the delivery of even more vessels, which are ordered not solely according to supply and demand, but rather on the efficiency competitiveness of the vessels themselves. The deliveries of these new vessels will undoubtedly overlap with existing vessels, which will not be scrapped immediately. The result is, of course, an even higher level of over capacity than what we have today. The first movers will indeed have an advantage, but will possibly prolong the depressed market. The shipping industry, an industry long proud of its hallmark of free competition, is perhaps once again its own worst enemy.

Having said all of this, there are those who argue that more efficient ships will result in increased demand. This is known as the 'rebound effect' or 'take-back effect'. Research mainly carried out into other industries has shown that the invention of technologies to improve fuel efficiency may paradoxically increase energy use. Taken more aggressive assumptions, this may paradoxically result in limiting emission reduction over time. These are all issues that our industry together with our counterparts in Government and IMO must consider.

### The Association

The previous Chairman last year reported on the commencement of the Survey of Members which was intended to better define the role of the Association, and how it should be structured to cope with future demands. The results have been tabulated. The study shows that Members generally endorse the present state of affairs of the Association. The results of the Survey will be made available to the Members.

The Association continues its Director lunches. The lunches serve as a good opportunity for Executive Committee Members to meet with Members and better understand their concerns, thoughts and suggestions.

Both through the Survey and various Director's Lunches, we have received many comments on potential improvements to the service we offer members of the Association, and we will carefully consider these with an eye on the limited resources available in the Association. Members will agree that it is not sensible to increase the range and depth of our services without considering the limitations of our small secretariat. Efforts are being made to address this situation, and cost cutting efforts continue.



事實上，撇開這些改進設計的有效性不談，船東面臨著一個具有挑戰性的難題。經營成本上升而收入下降。市場已經十分疲軟然而噸位量過剩。而且，市場的競爭性意味著船東完全有理由以較低價格建造新的節能船舶來保持競爭力。這個自然過程的淨效應就是，船東不是僅為了供需而訂購新船，而是為了提高船舶本身的效率競爭力。這些新船交付無疑將與現有的船舶重疊，舊船也不會立即拆船。其結果是，出現比我們今天更嚴重的噸位過剩。捷足先登者確實會有優勢，但會延長市場蕭條。航運業長期以來引之為傲的自由競爭特色，也許又一次是自己最大的敵人。

有人認為，高效的船舶將導致需求增加。這被稱為“反彈效應”或“收回效應”。其他行業的研究表明，提高燃料效率的技術創新反而可能增加能源的使用。我們可以進一步假設，這可能會導致限制排放的努力進一步延遲。所有這些問題，業內人士和政府及國際海事組織的同行要認真考慮。

### 協會

前任主席去年曾報告，為了更好地確認協會的角色和構造來滿足今後的需求，協會開展了一項會員調研。調研結果表明，會員普遍認可協會工作的現狀。調研的結果將分發給會員。

協會繼續為會員安排董事午餐。這類午餐為執行委員會成員提供了與會員見面的良機，更好地瞭解他們關注的問題、想法和建議。

通過調研和董事午餐，我們收到了許多關於改進協會會員服務的建議，我們在顧及協會有限資源的情況下，會認真考慮這些建議。如果不考慮協會秘書處有限資源的情況下，盲目擴大會員服務的範圍和深度是非常不智的。協會正在努力解決這個問題，並繼續努力削減成本。



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# Chairman's Report 2012

## 2012 年主席年度報告



The Association's primary purpose is to protect and promote the interests of our members. With such a diverse membership, the interests that we are asked to promote and protect can be numerous and sometimes in conflict with each other. Indeed, this diversity is exactly the strength of our Association. We will continue to serve the Membership and the maritime community at large, providing useful advice on how best to promote the varied interests.

The interests of our members naturally extend to the status of Hong Kong as an international maritime centre. There is very obvious and increasingly intense competition in the region, most notably from the 4 'S' cities (cities whose names start with 'S') as described by Simon Galpin of InvestHK in his speech to the members of the Association earlier in the year. It is important to keep reminding ourselves, however, that Hong Kong remains a strong international maritime centre, and continues to possess one of the deepest maritime cluster in the Region.

We continue to work locally, nationally and internationally. Here in Hong Kong, we continue to work with Government to promote the industry and our Members' interests, and assist Government in its effort to bolster Hong Kong's status as an International Maritime Centre. We continue to place value on increasing our participation and interaction with Mainland bodies and events. The Association has hosted and visited various Mainland Government organizations and private sector representatives both to better understand China's maritime related policy initiatives and promote the interest of the Association. With respect to international work, we continue to be a meaningful contributor in maritime regulation and policy discussion through various international events and organizations such as ICS and ASF. It is important that the Association continues our tradition as a relevant, vocal and proactive participant in international industry debates not only in Asia but around the world.

Hong Kong is home to this Association. We look forward to further strengthening our working relationship with the Government. The Chief Executive has made it clear that the maritime industry is an important area for Hong Kong's economic growth. In December 2012, the Hong Kong Government announced the formation of the Economic Development Commission ("EDC"). The EDC is an advisory body led by the Chief Executive and composed of representatives from the private sector to advise the Government in economic development and industrial policy. The Working Group on Transportation, one of four working groups under EDC, focuses on maritime and aviation. Together with the Maritime Industry Council ("MIC"), the two bodies will play a role in advocating maritime interests in Hong Kong. The Government has also been considering a maritime and aviation related training fund. We expect that the Government will consult stakeholders including the EDC and MIC on

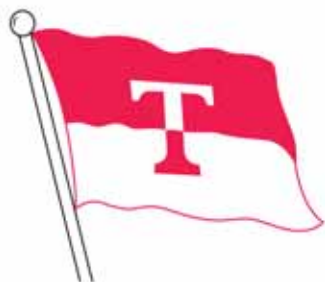
協會的主要宗旨是保護和促進我們會員的利益。鑑於協會會員的多樣化，促進和保護會員利益變得非常可觀，有時又有利益衝突。事實上，這種會員的多

樣化正是協會的力量。我們將繼續為會員和整個海事團體服務，就如何更好地促進各自的利益而提供有益的建議。

會員的利益自然會延伸到香港的國際航運中心地位。地區內的競爭越來越明顯和激烈，特別是那四個如香港投資推廣署賈沛年署長在年初協會活動演講中提到的“S”字頭的城市。然而，更為重要的是我們應不斷提醒自己，香港仍然是一個強大的國際航運中心，並繼續擁有本地區最大的海事中心之一。

我們繼續在本地、國內和全世界努力工作。在香港，我們繼續與政府攜手推廣航運業以及會員的利益，並協助政府鞏固香港作為國際航運中心地位的各種努力。我們將繼續重視和參與內地舉辦的各種活動以及與內地政府部門的互動。協會組團訪問了內地政府機構和私營部門，更好地瞭解了中國有關的海事政策並促進了協會的利益。國際工作方面，我們繼續通過參與國際活動和各國際組織為海事法規和政策討論作出有益的貢獻。重要的是，協會將繼續其積極參與亞洲乃至世界航運論壇的傳統。

香港是協會的家園。我們期待進一步加強與政府的合作關係。行政長官已清楚表明，航運業是香港經濟增長的一個重要領域。2012年12月，香港政府公佈成立經濟發展委員會(EDC)。EDC是一個諮詢機構，由行政長官牽頭，成員來自私營部門的代表，為政府提供經濟發展和產業政策方面的建議。EDC下設四個工作小組，其中運輸小組著重於海運和空運。加上航運發展局(MIC)，這兩個機構將在倡導香港海事利益方面發揮積極作用。政府還在考慮建立一個與海上和航空相關的培訓基金。我們預計未來幾年政府將就建立和分配基金的有關事項諮詢包括 EDC 和 IMC



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# Chairman's Report 2012

## 2012年主席年度報告

the establishment and allocation of the Fund in the coming year. We appreciate having a dialog with the CE and his colleagues at Transport and Housing Bureau regarding the way forward, and look forward to working with various Bureaux and Departments on various policy initiatives to further the growth of this industry in Hong Kong.

We have had a good working relationship with the Hong Kong Liner Shipping Association and the Environmental Protection Department regarding maritime emission issues in Hong Kong. The voluntary Fairwinds Charter and the new Government emission reduction incentive programme are a result of this cooperation. While this has contributed to lowering of maritime emissions in Hong Kong, the work is far from complete. We continue to call for regulation in order to provide a level playing field, and enhanced Government efforts to make such initiatives to cover the entire Pearl River Delta area. Our concern, however, is that the regulation we need must be technically achievable, practical and in line with international regulation. To this end, we have stressed to Government that our Association and Members need to be fully involved in the creation of regulation, whether local to Hong Kong, limited to Hong Kong and Shenzhen ports, or for the entire Pearl River Delta.

This Association was born out of a social organization more than half a Century ago. While it retains its social agenda and characteristics, it has become active in industry advocacy in Hong Kong, the Mainland and in International Organizations.

I would like to echo our previous Chairman's plea to members. Maintaining the presence of our Association as the voice of Hong Kong maritime can only be achieved with the active participation of all our members, both Ordinary and Associate. We urge all our members to be involved with the work of the Association, and to contribute to the various events we organize for your interest. This is your Association, and you therefore shape its form and progress, and add to the depth of debate that allows us to project intelligently thought out and well-developed and mature ideas to the greater maritime world.

### Conclusion

I would like to thank the Officers, our Ex Chairmen, and Executive Committee members for their unyielding support for volunteering their time, knowledge and expertise.

I also want to express thanks to the Managing Director Arthur Bowring and his team at the Secretariat. Their dedication to the Association is tremendous, and their quietly efficient work continues to promote our members' best interests in Hong Kong, Mainland and in the international community.

**Alan Tung**  
Chairman 2012/2013



成員在內的利益相關者。我們期待與特首及其運輸及房屋局官員對話商討進一步的事項，也期待與各局和部門就香港航運業進一步發展的相關政策制定進行合作。

我們已經就香港海運排放等事項與香港班輪協會和環境保護署建立

了良好的工作關係。自願機構“自由風”憲章和政府的新減排激勵計劃正是這種合作的結果。雖然這有助於降低香港的海運排放，但工作還遠遠沒有完成。我們繼續呼籲出台相關的法規以提供一個公平競爭的環境，呼籲政府加強努力爭取有關的舉措能覆蓋整個珠江三角洲地區。我們關注的是出台的法規必須在技術上切實可行，並與國際法規接軌。為此，我們對政府強調，協會及其成員需要充分參與相關法規的制定，無論是香港本地、限於香港和深圳港口、還是覆蓋整個珠江三角洲的法規的制定。

協會半個多世紀前成立時是一個社交組織。現在還保留自己的社交議題及特性，但已發展成為在香港、內地以及國際組織的活躍業界倡導者。

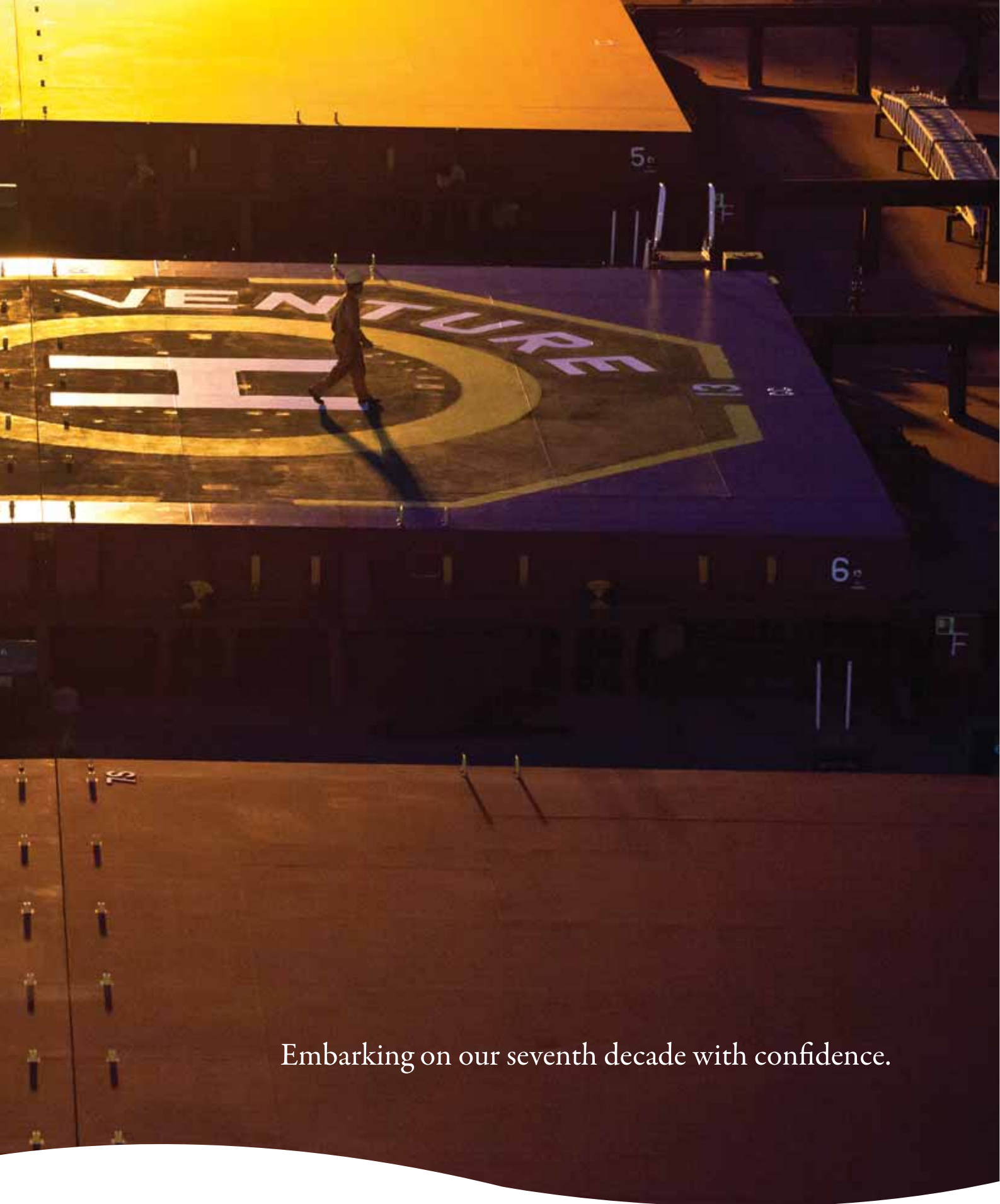
我想再次聲援前任主席的呼籲。協會在香港海事方面的聲望需要全體會員的積極參與才能保持。我們敦促所有的會員參與協會的工作，並參加協會根據大家的興趣而組辦的各類活動。這是你們的協會，你們塑造了協會並促進了它的進步，你們增加了協會對各種議題辯論的深度，使我們能夠向整個海事世界提供理智、深思熟慮和成熟的想法。

### 結語

我要感謝各位高級執委、前任主席和執行委員會的全體成員，對他們志願提供時間、知識和專業建議表示衷心的感謝。

我還想感謝秘書處執行董事包榮先生及其團隊。他們對協會的奉獻是巨大的，他們默默無聞卻高效的工作繼續促進協會會員在香港、內地以及國際社會的最佳利益。

2012/2013 年度主席  
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In previous reviews, we have written about the avalanche of regulation that is about to submerge our industry. Some of the regulations now have firm entry into force dates, but others are still awaiting full ratification. In any event, it is clear that these regulations, some of which will require extensive and expensive modifications of existing ships, are coming at the industry at a time when many owners are just managing to keep their heads above water. When much of the industry is trying hard to survive, even for the next few months, never mind the next few years, the fitting of expensive equipment tends not to be the most urgent issue on the desk.

During the year, we have been asked why regulations have to come at this time, and why the regulations cannot be postponed until the rates have stabilized. Of course postponement is impossible, and the coming together of bad markets and an excess of regulation is a great example of the famous 'Murphy's Law'. What is clear is that compliance with regulation, for many owners, will have to take a back seat and only put into motion when the issue is made urgent through pressure from entry into force dates and flag States.

This is the reason, we suspect, that when a regulation achieves its required ratification and the countdown to entry into force begins, the questions about difficulties of compliance only start to get asked, despite many years of seminars and meetings. And, to assist with these queries, a large number of so-called 'consultants' and 'advisors' pop out of the woodwork to help with compliance, despite not knowing much about the regulation itself. The misinformation and confusion that arises makes rectification and compliance even more difficult to achieve – the only recommendation we can give in this situation is to approach your local Association (us!) for advice.

前幾篇回顧，我們談到雪崩般的法規即將淹沒我們的行業。一些法規的生效日期已經確定，但其他法規仍有待批准。然而這些法規(其中一些法規將要求船舶作出廣泛和昂貴的修改)出台的時機非常不好，很多船東維持生計都有困難。在航運業疲於維持生存的困難時刻，未來幾個月甚至幾年，在船上安裝昂貴的設備顯然不是擺在船東案頭最急迫的問題。

過去這一年，我們一直受到質詢為甚麼這些法規偏偏要在這個時候出台，為甚麼不能推遲至運價費率趨於穩定的時候。推遲當然是不可能的，糟糕的市場和監管過度接踵而來，是著名的墨菲定律一個很好的例子。顯然，只有在法規生效和船旗國施加壓力的情況下，船東才會有所行動。

儘管這幾年舉辦了很多各類研討會和學術會議，但是我們懷疑，當法規達到批准要求和生效開始倒計時，人們才會提出履約的困難性等問題。大量的所謂“顧問”粉墨登場協助人們的詢問，他們聲稱提供履約協助，但本身對相關的法規並不十分瞭解。錯誤的信息和出現的混亂，使履約和整改工作變得更為困難——我們唯一的建議就是向本地的協會(我們)尋求幫助。

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# Association Annual Review

## 協會年度回顧

The IMO is mainly a ‘prescriptive regulation’ organisation. SOLAS, for example, will prescribe a certain number of lifejackets or fire hoses, and MARPOL will prescribe the technical requirements of specific equipment to prevent oil pollution. There are a few examples of ‘goal based regulation’, but these are rare and, in one particular case, not well understood. Prescription makes life easy for the inspectors, because you either have the equipment or you don’t, and it makes it easy for the operators of the ship, in that you supply the required number of lifejackets and therefore you comply. There is no incentive within the application of prescriptive regulation, however, to take a fresh look at the situation, and find a better and more effective solution that meets or even exceeds the overall objectives of the regulation.



The *regulatory incentive*, when mandated through prescriptive regulation, therefore sets defined limits on what needs to be achieved. If you achieve the prescription, then you comply and there is no incentive to go further. Until, that is, when the regulation is amended, through complex and sometimes difficult negotiation, to bring in tighter standards.

Another form of incentive is *voluntary incentive*, where the company makes the conscious decision to install additional or better performing equipment. In a good market, or in well-funded companies, this form of incentive is a possibility. Owners might wish to have better standards of equipment, more people on the ship, and better training for their seafarers that go beyond prescription, in order to be able to sleep better at night and ensure that their bankers and insurance companies have better confidence in the risk that they are taking. But in a highly competitive and weak market, such voluntary actions become more and more difficult to justify.

A third form of incentive is the *commercial incentive*, which is an incentive that is encouraged by the requirements of the markets or by the price, for instance, of bunkers. Some charterers will demand, for example, that the ship they charter has certain equipment fitted, or certain inspections to be satisfied, that go beyond regulation.

國際海事組織是一個“指令性規則”的組織。例如：《國際海上人命安全公約》規定一定數量的救生衣或消防軟管，而《MARPOL 公約》規定具體的設備技術要求來防止油污。有幾個例子可以說明存在“基於目標的法規”，但極為罕見，個別法規甚至很難理解。指令性規則使檢查官員容易執行檢查，因為只要檢查是否具有這些設備就行了。這也使得船舶管理者更為容易遵循相關的法規，只要提供所需數量的救生衣就算履約了。然而，這種指令性的規則沒有履約的激勵機制，無法找到更佳和更有效的方法來滿足甚至超過法規的總體目標。

通過在指令性法規中引入激勵機制，可以設定履約的定義限度。如果你達到指令，你就是遵守法規並不需要激勵去做進一步的工作，直到規則修訂引入更加嚴格的標準，這些修訂通常要經過複雜和困難的談判。

另外一種激勵機制就是自願激勵，例如，企業一致同意安裝額外或性能更好的設備。在市場好的時候或公司資金充足的情況下，這類激勵是完全可能的。船東可能需要更高標準的設備，在船上配備更多的人員，讓船員接受比指令性規則所規定的更好的培訓。這樣才能高枕無憂，銀行和保險公司也會對他們承受的風險有更強的信心。但是在高度競爭和疲軟的市場情況下，這種自願機制越來越不合理了。

第三種激勵機制就是商業激勵，通過市場或價格要求（例如：燃油）推動的激勵體制。有些租家要求所租船舶必須安裝指令性規則規定以外的特定設備或

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These commercial incentives are the requirements of the trade; if you want to perform the trade, then you must comply. The decision to meet these incentives is not difficult to make, although keeping standards in line with the requirements might be difficult, especially when inspections seem to be largely based on the premise of the rather vague 'professional judgement'.

The commercial incentive that is put in place by the price of bunkers is rather different. When bunkers increase in price, the incentive translates into an increased effort to reduce energy consumption. Equipment that makes a ship more efficient will suddenly have a more attractive pay-back time, increasing demand for such equipment and increasing the willingness of manufacturers of the equipment to spend more on research and development. The nature of this incentive is that it is open ended, there is no limit, unlike prescriptive regulation. As long as there are efficiencies to be achieved at a reasonable price, the incentive remains.

But this would appear to also be a reducing incentive. The incentive kicks in when the price of bunkers increases. If bunker prices fall, even if they don't fall to the levels they started from, or if bunker prices stabilise, the incentive would appear to be slowly lost. It is not certain whether this might be due to the available equipment being fitted, to make the best use of efficiencies that can be achieved at that bunker price, or whether the industry has just got used to the increased price, in the same way that drivers of cars in the United States get used to the increased price of gas to start driving again. The willingness of manufacturers to invest in research and development will decline as their customers appear to lose interest, and the availability of the necessary equipment will decrease.

This is why there must be a continuing effort put into independent research and development. It is through research and development that new technology is created, technology that is both efficient in action and efficient in price. This should not necessarily be through the work of manufacturers, who will by necessity be guided in their investment decisions by their customers and shareholders, but it must also be the work of universities. Our past Chairman's investment into the research program at the Viterbi School of Engineering at the University of Southern California is one good example, Green Marine Capital of BW Ventures is another, and there are others in the industry who have encouraged the necessary creation of new technology. While industry resources are very welcome, proper and long lasting funding for research and development programs in universities should come from Governments, possibly through direct grants (which would assist and encourage the education of engineers, badly needed by many developed countries) but also possibly through a prize scheme, similar to the 'Longitude Prize' of 1714. As described later in this review, this is perhaps a better solution to obtaining increased efficiencies of ships than prescriptive regulation, which is inherently limited to fixed efficiency criteria that are to be met within a specific time frame.



通過特定的檢驗。這類商業激勵是行業要求，如果你要從事有關的業務，你必須遵照執行。作出滿足這類激勵的商業決定並不難，尤其是這類檢驗似乎大部分基於非常含糊的所謂“專業判斷”。

由燃油價格產生的商業激勵是非常不同的。當燃油價格上升，激勵通過增加降低燃油價格的努力形式表現出來。隨著對這類設備需求的增加，生產商投入研發的意願也增加了，船舶節能設備突然進入令人神往的高回報

時代。這類激勵的性質就是沒有預設目標，與指令性規則不同，它們沒有底限。只要能以合理的價格達到某種效率，這種激勵就會存在。

但似乎也有一種降低激勵。當燃油價格上升激勵開始介入，如果燃油價格下跌或趨穩，即使沒有跌到最初的水平，激勵似乎也會慢慢消失。現在還不能確定這是否是由於安裝了有關的設備，在現有燃油價格的基礎上充分利用了效率，或是業界已經習慣了油價的上漲，好比美國的汽車司機習慣了燃氣價格的上升又開始駕車了。製造商研發投資意願也會因為客戶似乎失去興趣而下降，必要的設備庫存量也將減少。

這就是為甚麼必須在獨立的研發方面持之以恆。只有通過研發才能創新技術，這種技術在行動和價格方面都是高效的。這些工作不一定要通過製造商來做，製造商一般都會根據客戶和股東意見調整投資決策，這些工作必須由高等院校來做。協會前任主席在南加州大學維特比工程學院研究項目的投資就是一個很好的例子，BW Venture 綠色海洋資本的投資是另外一個例子，業內還有其他人也投資鼓勵必要的技術創新。業界的資源當然很受歡迎，但是政府更應該向高等院校提供適當和長期的研發資金，（資助和鼓勵許多發達國家急需的工程師培訓）或者類似於“1714 年經度獎”等的獎勵計劃。後文將提到，這也許是比指令性規則更好的增加船舶效率的解決方案，它本質上是在一個特定的時間框架內必須達到的有限固定效率標準。



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### The Shipping Industry

The international shipping industry is the servant of world trade, and our fortunes therefore rise and fall in line with the growth or contraction in world trade. But our fortunes are also hugely dependent on our readiness to order new ships, a readiness that sometimes seems to be determined more by the current market and perhaps a 'herd' mentality than any well thought-out long-term prognosis. It is now clear that our over-enthusiasm for the prices available at builders' yards and for so-called 'eco' ships has well and truly caught up with us.

The world fleet of all ships over 300 gross tons (gt) at 1 January 2013 consisted of **48,742 ships** of **1.539 billion deadweight**, **1,023 million gt** or **18.6 million TEU**, an increase of **315 ships**, **97 million deadweight** or **865 thousand TEU** on the year before. **2,303 newbuildings** of **149.8 million deadweight** were delivered in 2012, and **1,532 ships** of **58.6 million deadweight** were reportedly sent to the breakers. Interestingly, bulk carriers made up **56%** of newbuildings by deadweight as well as **61%** of ships reportedly sent for recycling. Over the past 3 years, the world fleet has increased by **3.8%** in number of ships, but **24.7%** in deadweight.

It is also interesting to note that on a very simplistic calculation, total deadweight divided by total number of ships, the average deadweight per ship has increased from **26,287 tonnes** to **31,580 tonnes** over the past 3 years, evidence that ship sizes are getting much larger.

World seaborne trade increased year-on-year by **4.4% in 2012**, to **9,499 Million tonnes**. Over the last three years, world seaborne trade in tonnes has increased by **19.32%**, but, when making this comparison, we have to recall that world trade dropped dramatically in 2009.

By country of domicile, the Hong Kong fleet of ships over 1,000 gt as of 1 January 2013 was **650 ships of 32.6 million deadweight** with an average age of **10.6 years**, which puts it in the position of being the world's **12th** largest country of domicile (2012, 7th). Out of the top 15 countries of domicile, Hong Kong has by far the highest percentage of its fleet under the local Register. The average age of the world fleet of ships over 1,000 gt as of 1 January 2013 was **13.8 years**.

In terms of the Gross Tonnage and Deadweight of vessels of over 300gt at 1 January 2012, Hong Kong was the **4th** largest ship register, coming after Panama, Liberia, and the Marshall Islands and followed by Singapore and Greece. The deadweight of ships flying the Hong Kong flag represented **8.4%** of the world total.

*(All statistics taken from Shipping Statistics and Market Review, Volume 57, No 1/2 - 2013, Institute of Shipping Economics and Logistics.)*

### 航運界

國際航運業是世界貿易的僕人，我們的命運與世界貿易的起落休戚相關。但我們的命運也非常依賴於待購的新船計劃，這種計劃有時似乎更為當前的市場及所謂的“隨大流”心態所左右，而非根據深思熟慮的長期預期計劃。現在已經越來越明朗，我們對船廠造船價格和“經濟型”船舶的過度熱情使我們真的吃了大虧。

截止 2013 年 1 月 1 日，全球 300 總噸以上的商船載重噸位為 **48,742 艘**，約 **15.39 億載重噸**，**10.23 億總噸**或 **1,860 萬標箱**，比去年增加了 **315 艘**，**9,700 萬載重噸**或 **86.5 萬標箱**。2012 年下水的新船約 **2,303 艘**，約 **1.498 億載重噸**，**1,532 艘**約 **5,860 萬載重噸**被拆船。有趣的是，散貨船佔新船總載重噸位的 **56%**，佔拆船總載重噸位的 **61%**。過去 3 年，世界船隊的船舶數量增加了 **3.8%**，但載重噸位增加了 **24.7%**。

通過簡單的將總載重噸位除以船舶總數的計算得到的有趣數據是，過去三年，單船載重噸位已從 **2.6287 萬噸**增加到 **3.1580 萬噸**，說明船舶規模越來越大。

2012 年世界海運貿易量同比增加了 **4.4%**，達 **94.99 億噸**。過去三年，世界海運貿易量增加了 **19.32%**。但是，必須牢記 2009 年世界貿易量急劇下降。

按照船籍國統計，截止 2013 年 1 月 1 日香港船隊超過 1000 總噸船舶數量為 **650 艘**和 **3260 萬載重噸**，平均船齡為 **10.6 年**，位居世界第十二位（2012 年位居第七）。世界前十五位的船籍國（地區）中，香港擁有目前最高比例的本地註冊船隊。截止 2013 年 1 月 1 日，超過 1,000 總噸的世界船隊平均年齡為 **13.8 年**。

截止 2012 年 1 月 1 日，超過 300 總噸的船舶總噸和載重噸世界船舶註冊排位，香港位居**第四**，僅次於巴拿馬、利比里亞和馬歇爾群島。緊隨其後的是新加坡和希臘。香港註冊船舶載重噸位量佔世界總量的 **8.4%**。

*(統計數據來源：航運經濟與物流研究所出版的《航運統計和市場回顧》2013 年第 1/2 期第 57 欄。)*



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### Ballast Water

We have had several presentations from ballast water equipment manufacturers during the year. During China Maritime, held in March 2012, we arranged a full day seminar during which one manufacturer after another took the stand to explain why his equipment was the equipment that an owner should purchase.

It is increasingly obvious, however, that different ships on different trades will likely need different equipment. It is also obvious that the IMO approval procedure does not necessarily mean that the equipment will perform; there has been equipment that has been withdrawn subsequent to a positive approval, and equipment that has needed to be resubmitted because, for example, the filters did not work as expected, and a different type of filter had to be fitted. And it is also obvious that there is great difficulty being experienced in 'scaling up' equipment for the ships with larger ballast capacity needs.

While the IMO Secretary General is right, that the Convention should be ratified and brought into force as soon as possible, it is also necessary to now consider how the Convention should be revised once it comes into force. The outcome of MEPC65 discussions on this issue is refreshing, and we look forward to considering the text of the Assembly Resolution when it is drafted. The protection of the world's seas from non-indigenous species is an essential task, but so is the availability of suitable equipment that actually works to the satisfaction of port State inspectors, a schedule of implementation that can actually be met, and common global standards, which was why the industry supported regulation in the first place.

### Piracy and Armed Attacks

The incidence of piracy and attacks on ships was once described as being like a balloon, when pressed down in one place, it pops up in another. Attacks off Somalia are apparently in retreat, although according to some analysts the decline in reported incidents may be due to the presence of armed guards on many ships. The reduction in attacks, however, is mainly due to the presence of the naval forces, to whom we are continually grateful.

We must not forget, however, the 5 ships and 71 hostages (as at the date of writing this review) are still being held off or in Somalia. It is unfortunate that as the apparent incidence of attacks decreases, interest in the issue also decreases – we must not let these 71 seafarers escape from our thoughts.

The next place that the balloon has popped up in is the Gulf of Guinea. This is not a new area for attacks, and the attacks in the Gulf are on ships destined for Gulf of Guinea ports, unlike the ships transiting off Somalia to and from the Suez Canal. But the number of attacks and the scale of violence in the Gulf of Guinea are tragically increasing.

### 壓載水

今年我們為壓載水設備生產商舉辦了多次專題討論會。2012年3月舉行的《中國海事》活動期間，我們安排了一整天的研討會，製造商接踵出面作證，向船東推銷自己的產品。

然而，不同的船舶經營不同的交易顯然會需要不同的設備。很明顯，國際海事組織的批准程序並不意味著該設備完全符合要求；例如：有的設備雖然已經過批准，但是因為過濾器不能滿足預期要求而必須重新安裝不同類型的過濾器，因此設備必須重新提交批准。同樣明顯的是，需要更大壓載水容量的船舶在壓載水設備擴容方面遇到很大的困難。

正如國際海事組織秘書長指出的那樣，壓載水公約應該儘快批准並實施，現在還必須考慮如何在公約生效後作出必要的修訂。國際海事組織海上環境保護委員會(MEPC)第65屆會議帶來了一些新的內容，我們期待儘快起草大會決議供我們參考研究。保護地球海洋免於非本土物種侵襲是一個重要的任務，但是否有合適的設備以及這些設備是否在實際操作中令港口國檢查人員滿意，一個切實可行的履約計劃以及全球統一標準也同樣重要，這就是為甚麼航運業從開始一直支持公約的出台。

### 海盜和武裝襲擊

海盜和襲擊事件曾被描述為像氣球一樣，在一個地方按下，在另一個地方又會冒出來。索馬裡海域的海盜襲擊事件已經減少了，但據一些分析家分析襲擊事件的下降可能是由於許多船舶配備了武裝警衛。然而，襲擊事件減少的主要原因是由於該海域各國海軍力量的存在，對此我們感激不盡。

但是，我們決不能忘記至今仍有5艘船舶和71名人質仍被扣留在索馬里。不幸的是，隨著海盜襲擊事件的下降，人們對這個問題的興趣也降低了一點。我們決不能忘記這71個船員。

氣球冒出的另一個地方就是幾內亞灣。這不是海盜襲擊的新海域，在海灣受到襲擊的是前往幾內亞灣港口的船隻，不像索馬裡海域受到襲擊的是來往蘇伊士運河的船隻。但是令人悲哀的是，在幾內亞灣襲擊船舶的數量和暴力規模都大幅增加。



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During a fairly recent seminar hosted by the Association, the differences between Somalian piracy and Gulf of Guinea piracy were well explored. The States surrounding the Gulf of Guinea are not failed states, and it is difficult to keep a hijacked ship in the area for very long. So hijacking times are much shorter than off Somalia, and ransoms are generally much lower. But the violence, especially from political groups, is much greater, and the only armed guards you are likely to be able to use are from the littoral country itself.

The recommendation of the consultant was clear, application of the guidance in Best Management Practices v4 was the best way to protect your ship, even though BMP4 is specifically designed for Somalian piracy. In other words, self-protection. Since the balloon of piracy and armed attacks will continue to pop up somewhere in the world, however, no matter how hard you press down on the areas where piracy is taking place, self-protection must be the key. We must continue to ask ourselves, what can be done to better protect ships and the seafarers that sail on them, and how can ships be better fitted at the newbuilding stage to better resist piracy and armed attacks? And, as mentioned last year, what can be done to better train seafarers to resist piracy and its effects? These are questions that the industry must consider.

### Air Emissions

The issue of air emissions remains very much on our agenda at the Association. There are, of course, two sides to this: air pollution and greenhouse gas emissions. These two sides are linked, in that reduced emissions reduce air pollution as well as GHG emissions, but they are dealt with separately in the IMO. Many observers feel that they should be dealt with together, and together also with other regulations, such as Ballast Water Management. If additional generators have to be fitted to operate the Ballast Water Management equipment, which in many cases is extremely likely, how does this affect energy efficiency of ships and air pollution? It is surprising that the IMO does not appear to have considered the essential links between the regulations it is now introducing.

There are parts of the world struggling with the tightening in 2015 of the MARPOL Annex VI Emission Control Area standard to 0.1% sulphur fuels, because of the opportunity for inter-modal shift (truck transport could well become cheaper, although more polluting) and the increased costs that will be experienced by factories that use sea transport to ship their goods. These, we feel, are issues that must be debated at a regional level, and not brought to the IMO with a request to reconsider Annex VI. The regional governments have given their support to the Annex VI requirements, and attempts to roll back those requirements in the IMO would give totally the wrong message to the general public. The solution must lie in proper analysis by the regional Governments, and the application of subsidy in the early stages of implementation of the regulation if business could be adversely affected.

在最近協會主辦的一次研討會上，我們就索馬里、幾內亞灣海盜之間的差異進行了深入探討。幾內亞灣周圍的國家都不是失控的國家，因此在該地區很難長期劫持某一船隻。所以劫持的時間長度比索馬里海域要短得多，索取的贖金也通常低得多。但是使用的暴力，尤其來自政治團體的暴力要大得多，而船隻僅可使用來自該地區沿海國家的武裝警衛。

有關顧問的建議是明確的，雖然《最佳管理實踐指導 V4》(BMP4)是專為防範索馬里海盜制定，但目前仍是保護船隻的最好方法。換句話說，就是自我保護。由於海盜和武裝襲擊這個氣球將繼續在世界某個地方冒出，不管你如何努力在發生海盜的海域施壓，自我保護必須是關鍵。我們必須不斷地問自己，應該做甚麼來更好地保護船隻和船員，如何在船舶建造階段安裝必要的設備更好地抵禦海盜和武裝襲擊？正如去年提到的，我們應該做些甚麼來更好地培訓海員抵制海盜，其效果如何？這些都是航運業必須考慮的問題。

### 空氣排放

空氣排放的問題仍然是協會的重要議題。這個問題有兩個方面：空氣污染和溫室氣體的排放。這兩個方面相互相承，減少空氣排放就能減少空氣污染和溫室氣體的排放量，但是國際海事組織是將它們分開處理的。許多觀察家認為他們應該一並處理，包括壓載水管理等其他法規。船上很可能要安裝額外的發電機來操作壓載水管理設備，那麼這將如何影響船隻的能源效率和空氣污染？令人驚奇的是，國際海事組織似乎沒有考慮引入法規之間的本質聯繫。

根據 MARPOL 公約附則六規定，2015 年排放控制區的船舶燃料空氣排放硫含量將降低到 0.1%，世界上有些地區正在苦苦掙扎。由於跨運輸模式轉移的機遇（卡車運輸雖污染較大但是成本便宜），工廠不得不考慮使用海上運輸工具運送貨物可能增加的成本。我們覺得，這些問題必須在地區這一級進行討論，而不是向國際海事組織要求重新考慮附件六。各地區政府支持附件六的規定，而嘗試在國際海事組織退回這些要求的嘗試將向公眾提供完全錯誤的信息。解決的方案必須是各地區政府對有關要求進行徹底分析，如果業務因為實施有關法規而可能受影響，應該在早期階段推出補貼措施。

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In Hong Kong, we are fully engaged, supporting the members of the Liner Shipping Association, in the debate surrounding the shipping industry's contribution to Hong Kong's air pollution. The Fair Winds Charter, which came into effect on 1 January 2011 for two years, was an attempt by the industry to push Government into recognizing that there is an issue, and demonstrating to Government that industry was committed to doing something about it. Government has clearly heard the message, with the budget in March 2012 offering an incentive through reduced port charges for ships voluntarily switching fuel at berth, and the Charter itself becoming a discussion item of interest in the highest levels of Government.

The HK Government is now moving strongly ahead towards mandating the use of low sulphur fuel (less than 0.5% sulphur) when at berth or alongside in Hong Kong. The projected date of entry into force for the requirement is 1 January 2015, and the Association is fully engaged with Government to ensure that the regulations are practical and technically achievable.



Our ultimate aim is an Emission Control Area for the Pearl River Delta, with interim stages perhaps being the introduction of staged regulation, for example for switching fuel at berth, or slow steaming, that would apply across the Pearl River Delta ports. Regulation that is technically achievable, practical and in line with international regulation provides a level playing field, so that those switching fuel are not made uncompetitive in these highly competitive markets.

The debate about Greenhouse Gas Emissions (GHG) from shipping continues to grind on. With the amendments to MARPOL Annex VI we now have the requirement for new ships to comply with the Energy Efficiency Design Index (EEDI) and for all ships to have a Ship Energy Efficiency Management Plan (SEEMP). These were voted into place during IMO's MEPC meeting by the signatories to Annex VI, which at that time were mainly developed countries. The vote was passed with one potential subject, that a Resolution was formulated and adopted for the transfer of technology to developing countries. Despite the developing countries' request during that MEPC meeting, the resolution was not immediately drafted, and has only now been drafted in a compromise form at MEPC65.

在香港，我們完全投入並支持班輪協會成員有關航運業對香港空氣污染影響的辯論。生效於 2011 年 1 月的“公平風”憲章已經運行兩年了，這是業界對此問題的一種嘗試，推動政府重視這個問題，並向政府揭示業界正在為此努力。政府已經得到有關的信息，2012 年三月政府預算中提出為自願在泊位轉換燃料的船舶提供降低港口費用的獎勵。而政府高層也對憲章本身有濃厚的興趣。

香港政府正在大力推動在香港實施泊位或靠泊時使用低硫燃料(低於 0.5%)的強制性規定。預計生效的日期是 2015 年 1 月 1 日，協會正密切與政府商討，致力確保有關法規在現實和技術上的可行性。



我們的最終目的是在珠江三角洲建立排放控制區，過渡階段也許會實行階段性法規，例如在泊位轉換燃料或低速航行，並將適用於所有的珠江三角洲港口。推出技術上可行和實用的並與國際法規相符的有關法規將為業界提供一個公平競爭的環境，因此轉換燃料並不會影響業界在高度競爭的市場上的競爭力。

關於船舶溫室氣體排放的爭論從未停止過。隨著 MARPOL 公約附件六的修訂，我們現在面臨新造船必須符合能源效率設計指標(EEDI)以及所有船舶必須具有船舶能源效率管理計劃(SEEMP)的規定。這些規定在 IMO MEPC 會議期間由附件六簽約國表決通過，當時主要是發達國家。表決的通過有一個潛在的前題，即起草並通過一項有關向發展中國家轉讓技術的決議。雖然發展中國家在 MEPC 會議上有此強烈要求，但是會議沒有立即起草這項決議，現在僅起草了雙方在 MEPC65 的妥協版本。





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It is also relevant that since the vote in MEPC, more countries have ratified Annex VI, including many developing countries. A further question that possibly should be asked is whether the countries now ratifying Annex VI are doing so to be able to vote for or against any further changes to Annex VI that would incorporate additional energy efficiency measures.

In the meantime, the United States has revised its original proposal for a Market Based Mechanism (MBM) to propose a system that would initially involve the collection of data on emissions from the industry. The data so collected would be used to determine how operational emissions could be reduced – two proposals for regulation are included in the US papers that were submitted to MEPC 64, which were further amended for MEPC 65. It is interesting that the European Commission has now modified its threat to introduce regional regulation for shipping into support for the collection of data in a manner similar to the system that the US is proposing. The system of collection is now known as ‘MRV’, or Measurement, Reporting, Verification. While we can support the collection of data, because we need to measure in order to be able to reduce and because the act of measuring and comparing encourages reduction, we need to be very much involved in the development of any regulation that might be proposed from this exercise. The proposals for regulation as they stand, which admittedly are in a very basic format, are not particularly industry friendly.

自從 MEPC 會議上的表決通過，越來越多的國家批准了附件六，包括很多發展中國家。問題是批准附件六的國家這樣做的目的是否是為了能在今後投票支持或反對附件六有關引進額外能源效率措施的進一步修訂？

與此同時，美國已修訂其原來以市場為基礎的機制 (MBM) 而新提出一個收集業界營運排放數據的系統草案。收集的數據將被用來確定如何減少業界營運排放—美國向 MEPC 64 提出了兩份要求立法文件，並決定向 MEPC 65 提交修訂的文件。有趣的是，歐盟委員會已收回其為航運制定地區法規的威脅而支持引入類似美國提出的收集數據系統。數據收集系統現被稱為“MRV”，或者“測量、報告和驗證”系統。雖然我們可以支持有關數據收集，因為測量才能減少，因為測量和比較行為可以鼓勵減少的行為，但是我們需要積極參與由此引起的任何新法規的制定。目前有關制定法規的建議，雖然還處於基本形式，但對業界並不十分友好。



### Seafarer Welfare

We were very pleased to hear of the Philippines' ratification of the Maritime Labour Convention, 2006, which together with Russia's ratification satisfied the ratification threshold and started the one year period until the Convention comes into force on 20 August 2013. We have worked closely with the Philippines Government in their process towards ratification, and we know that it has not been an easy task. The message it sends, however, is one that must resonate amongst other States that are on their way towards ratification.

As mentioned earlier in this review, and despite many years of debate and education, the firm entry into force date has encouraged increased interest in the Convention and its provisions. It is a pity that many organisations and people who have not been involved in the negotiation of the Convention or the work that has been done since, are now putting themselves out as experts and giving advice to owners that in many cases is simply misleading and incorrect.

### 海員福利

獲悉菲律賓批准《2006 年海事勞工公約》，我們非常高興。同時批准公約的還有俄羅斯，滿足了公約批准的最低要求，現在進入了一年過渡期直至 2013 年 8 月 20 日公約正式生效。我們與菲律賓政府在批准公約過程中密切合作，我們瞭解這不是一項簡單的任務。但是它傳遞了一個重要的信息，就是每個國家都必須與其他國家在批准公約的路途上步調一致。

本文前面提到，經過多年的爭論和教育，特別是生效日期的確定鼓勵和增加了人們對公約及其規定的興趣。遺憾的是，許多不曾參與公約談判和起草工作的組織和個人，現在卻以專家的身份向船東提供建議，這類建議多數是誤導和不正確的。



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The ILO is not the IMO. Processes are different and the interpretation and application of flexibility of the Convention is different, being made by flag States and not by Recognised Organisations. Even some flag States are being misled, which is not helping the understanding and application of the Convention provisions.

There are a couple of important issues that must be understood. Firstly, the Convention will only come into force on 20 August 2013 for those States that have ratified the Convention prior to 20 August 2012. Any other State that ratifies after 20 August 2012 will have to wait 12 months after its ratification for the Convention to come into effect. This means that while such States or their recognized organisations working on their behalf may issue Certificates of Maritime Labour Compliance and Parts I and II of the Declaration of Maritime Labour Compliance, these documents are not valid Convention certificates until the Convention comes into effect. We have been told of States that intend to ratify before 20 August 2013, as if they expect to be able to issue valid certificates after that date, but this is incorrect.

Secondly, the Convention has been kept deliberately flexible, in order to encourage wide ratification. There are provisions in the Convention that allow derogation, exemption or other flexible application, which may only be decided by the State Administration after consultation with representative organisations of shipowners and seafarers. If any State does not have such shipowner and seafarer organisations, then any derogation, exemption or other flexible application must only be decided by the State concerned through consultation with the Special Tripartite Committee. This Committee can only be set up after the Convention comes into force, and its first meeting is presently planned for sometime in 2014. So, even if a State has ratified the Convention prior to 20 August 2012, it cannot exercise any derogation, exemption or other flexible application unless it has undergone consultation with its seafarer and shipowner organisations or, in the absence of such organisations, with the Special Tripartite Committee.

Your Association is working closely with the ILO in the wider education and dissemination of information about the working of the Convention. Your Managing Director is Chairman of the ISF Labour Affairs Committee and spokesperson for the maritime employers in the ILO. In this role, we assisted at the first ILO track 3 training course for ship operators and officers, and we have encouraged the ILO to hold several such training courses during 2013.

### Conclusion

Over the Christmas period, we were shocked and very saddened by the premature passing away of our volunteer, Capt. Tommy Lam. Capt. Lam had started and single-handedly built up the Hong Kong cadet program, both finding berths for prospective cadets and interviewing suitable youngsters. He acted as mentor to the cadets, which resulted in very few leaving the industry and his being called "Captain Father". Thanks to his efforts, we now have several ex-cadets with Class 1 certificates. We will miss him.

**Arthur Bowring**  
Managing Director



國際勞工組織與國際海事組織不同。其詮釋和履行公約的靈活性方面是不同的，前者由船旗國負責，而後者由認可機構負責。甚至有些船旗國也被誤導，這對理解和應用公約條款十分不利。

必須瞭解兩個重要的問題。首先，公約直到 2013 年 8 月 20 日才會生效，對象是 2012 年 8 月 20 日以前批准公約的國家。2012 年 8 月 20 日以後批准公約的國家必須再等 12 個月才能生效公約。這意味著，此類國家或認可的代表機構，雖然可以簽發《海事勞工符合證書》和《海事勞工符合聲明》第一和第二部分，但是這些文件在公約生效前並不是有效的公約證書。有些國家告訴我們打算在 2013 年 8 月 20 日前批准公約，似乎它們期望可以在該日後簽發有效的證書，但是這是不正確的。

其次，該公約被刻意保持靈活性，以鼓勵廣泛的批准度。例如公約中有允許減損、豁免或其他應用的規定，僅可由政府與船東和海員組織的代表協商後決定。如果有些國家沒有類似的船東和海員組織，那麼公約的任何減損、豁免或其他靈活應用必須由有關國家通過專門的三方委員會協商決定。該委員會只能在公約生效後成立，第一次會議目前計劃安排於 2014 年。所以，即使一個國家已在 2012 年 8 月 20 日之前批准該公約，但其政府不能行使對公約的任何減損、豁免或其他靈活應用的權利，必須經過與海員和船東組織的協商，如果該國沒有這些組織，那麼必須經過特別的三方委員會。

協會在公約工作的廣泛教育和信息傳播方面與國際勞工組織密切合作。執行董事擔任國際勞工組織海事僱主發言人以及國際船東協會(ISF)勞工事務委員會主席等職務。為此，協會協助國際勞工組織為船舶管理人員和高級船員舉辦了第一屆國際勞工組織軌道三培訓課程，並鼓勵國際勞工組織在 2013 年舉辦了多次這樣的培訓課程。

### 結語

聖誕期間，協會志願者林沛鴻船長不幸去世，我們深表震驚和悲傷。林船長一手建立了香港實習生計劃，通過為有潛力的學員尋找上船實習的機會和與年輕人面試發現好的苗子。他親自擔任學員的導師，使其學員安心為航運業服務並被學員親切地稱為“父親船長”。由於他的努力，現在有幾個前學員已經獲得了一級證書。我們將深深地緬懷他！

**執行董事**  
**包榮**

# Previous Chairmen and Secretary/Director

## 歷任主席及秘書 / 執行董事

Year	Chairman	Secretary / Director
1957 – 61	Jebshun Shipping Co Ltd Mr. Andrew Lam	Mr. P.C. Chen
1962 – 63	Great Southern Steamship Co Ltd Mr. James C.H. Lu	Mr. P.C. Chen
1964 – 65	Shun Cheong S.N. Co Ltd Mr. C.K. Hui	Mr. P.C. Chen
1966 – 67	World-Wide Shipping Agency Ltd Mr. Y.S. Zee	Mr. P.C. Chen
1968 – 69	Island Navigation Corporation Ltd Mr. Y.S. Kung	Mr. P.C. Chen
1970 – 71	Wallem & Co Ltd Mr. Anthony J. Hardy	Mr. Sam Chang (Jan-Jun 70) Mr. Garfield Chao (Jul-Oct 70) Mr. P.R. Walton (Nov 70 ~)
1972 – 73	Wallem & Co Ltd Capt. C.A.J. Vanderperre (Acting Chairman)	Mr. P.R. Walton
1974 – 75	Wah Kwong & Co (HK) Ltd Dr. Frank S.B. Chao, JP	Mr. P.R. Walton
1976 – 77	Island Navigation Corporation Ltd Mr. C.H. Tung	Mr. P.R. Walton
1978 – 79	Wheelock Marden & Co Ltd Mr. John L. Marden	Mr. P.R. Walton
1980 – 81	Valles Steamship Co Ltd Mr. K.M. Koo	Mr. P.R. Walton
1982 – 83	Jardine Shipping Co Ltd Mr. D.D.B. McLeod	Mr. P.R. Walton
1984* – 85	Mr. M.H. Liang Island Navigation Corporation Ltd	Mr. P.R. Walton Mr. Michael Farlie, MBE (Dec 84 ~)
1986 – 87	Mr. Kenneth K.W. Lo Teh-Hu Cargocean Management Co Ltd	Mr. Michael Farlie, MBE
1988 – 89	Dr. Helmut Sohmen World-Wide Shipping Agency Ltd	Mr. Michael Farlie, MBE
1990 – 91	Mr. David C.C. Koo Valles Steamship Co Ltd	Mr. Michael Farlie, MBE
1992 – 93	Mr. Peter J. Cowling Wallem Group Ltd	Mr. Michael Farlie, MBE
1994 – 95	Mr. C.C. Tung Island Navigation Corporation Int'l Ltd	Mr. Michael Farlie, MBE

(Due to Mr. McLeod's retirement, Mr. J.M. Collins of Jardine Shipping was appointed Chairman effective September 1983 for the remaining term of Chairmanship.)

(由於 McLeod 先生榮休，怡和航運的 J.M. Collins 先生從 1983 年 9 月起被委任為協會主席，完成該任主席的任期。)



## Previous Chairmen and Secretary/Director

### 歷任主席及秘書 / 執行董事

Year	Chairman	Secretary / Director
1996 – 97	Mr. George S.K. Chao, JP Wah Kwong Shipping Holdings Ltd	Mr. Michael Farlie, MBE Mr. Arthur Bowring (Jul 97 ~)
1998 – 99	Mr. James Hughes-Hallett John Swire & Sons (HK) Ltd	Mr. Arthur Bowring
2000 – 01	Mr. Andrew Y. Chen Grand Seatrade Shipping Agency Ltd	Mr. Arthur Bowring
2002 – 03	Mr. K.H. Koo Tai Chong Cheang Steamship Co (HK) Ltd	Mr. Arthur Bowring
2004 – 05	Mr. Frank Tsao International Maritime Carriers Ltd	Mr. Arthur Bowring
2006 – 07	Mr. David C.C. Koo Valles Steamship Co Ltd	Mr. Arthur Bowring
2008 – 09	Mr. Peter Cremers Anglo-Eastern Ship Management Ltd	Mr. Arthur Bowring
2010 – 11	Mr. Kenneth Koo, JP Tai Chong Cheang Steamship Co (HK) Ltd	Mr. Arthur Bowring

Note : \*With the adoption of the New Articles of Association in 1984, the appointment of corporate bodies (members) as officers of the Association was discontinued in favour of the election of individual persons.

註：\* 根據協會 1984 年通過的新章程，協會高層人員將不再以公司名義出任而代之以個人名義選舉產生。



**Mr. Liang, Ming-Hang (M.H.)**

HKSOA Chairman 1984-1985

**梁敏行先生**

香港船東會 1984 至 1985 年度主席

M.H. Liang, Chairman of Island Navigation Corporation International Ltd, was born in Shanghai in 1927 although his family's ancestral hometown is Nanhai, Guangdong Province. In Fall of 1946, he joined the National Merchantile College as a Cadet. He sailed between Asia and Europe and worked his way to Chief Officer.

In 1962, M.H. relocated to Japan for Tung Group in charge of fleet operations and newbuildings. In 1971, he returned to Hong Kong with Island Navigation Corporation and played an

important role in fleet development for the Tung Group. He served as Director of Orient Overseas (International) Limited from 1966 until 1997, and was appointed Chairman of Island Navigation Corporation International Limited.

M.H. served the maritime industry for over 60 years and has held a wide range of public posts.

M.H. was the first Chairman of the Association elected on an individual basis. During his leadership, the Association has accomplished the task of doubling the Associate membership and began laying the foundation for the autonomous Hong Kong register.

金山輪船國際有限公司主席梁敏行先生，祖籍廣東南海，1927 年生於上海。1946 年秋入讀國立吳從商船專科學校。他在校時奮發努力，成績優秀。他先後出任不同駕駛員職務直至大副，航行於亞歐之間。

1962 年，梁先生加入董氏集團日本分公司負責船隻管理及新船建造，成績卓越，並於 1971 年調回董氏集團旗下香港金山輪船公司協助集團拓展業務，包括發展遠洋船隊。他於 1986 至 1997 年期間出任東方海外(國際)有限公司董事，同年獲委任金山輪船國際有限公司主席。

梁先生服務於航運界逾六十年，為航運界作出了大量貢獻。他亦曾出任諸多公職。

梁先生是首位以個人名義出任本會的主席。在他領導協會期間，本會附屬會員的數目有成倍的增長，亦奠定了香港船舶註冊的基礎。

# Executive Committee 2012/2013

## 2012 至 2013 年度執行委員會



**Chairman 主席**  
**Mr. Alan L.S. Tung**  
Island Navigation Corporation  
International Ltd  
**董立新先生**  
金山輪船國際有限公司



**Deputy Chairman 常務副主席**  
**Mr. Kingsley Koo**  
Valles Steamship Co Ltd  
**顧建新先生**  
萬利輪船有限公司



**Vice Chairman 副主席**  
**Mr. Sham Chellaram**  
KC Maritime Ltd



**Vice Chairman 副主席**  
**Mr. Zhang Liang**  
COSCO (H.K.) Shipping Co Ltd  
**張良先生**  
中遠(香港)集團有限公司



**Vice Chairman 副主席**  
**Mr. Alastair MacAulay**  
Mayer Brown JSM  
**麥求理先生**  
孖士打律師行



**Hon. Treasurer 司庫**  
**Ms. Rose W.M. Lee**  
The Hongkong and Shanghai  
Banking Corporation Limited  
**李慧敏小姐**  
香港上海滙豐銀行有限公司



**Member 委員**  
**Ms. Sabrina S.M. Chao**  
Wah Kwong Shipping Holdings Ltd  
**趙式明小姐**  
華光航業控股有限公司



**Member 委員**  
**Mr. Peter Cremers**  
Anglo-Eastern Ship  
Management Ltd  
中英船務管理公司



**Member 委員**  
**Mr. Tim Eyre**  
Noble Group Ltd



**Member 委員**  
**Mr. Michael Goh**  
MOL Liner Limited  
**吳伯炎先生**



**Member 委員**  
**Mr. Jack Hsu**  
Oak Maritime (HK) Inc Ltd  
**許積皋先生**  
和合航業(香港)有限公司



**Member 委員**  
**Mr. Vishal Khurana**  
Chellaram Shipping (Hong Kong) Ltd





# Executive Committee 2012/2013

## 2012 至 2013 年度執行委員會



Member 委員

**Mr. Kwai Sze Hoi**

Ocean Line Holdings Limited

**桂四海先生**

遠航集團有限公司



Member 委員

**Mr. J.B. Rae-Smith**

The China Navigation Company Ltd

太古輪船有限公司



Member 委員

**Mr. John H. Lau**

Parakou Shipping Ltd

**劉海先生**

巴拉歌船務有限公司



Member 委員

**Mr. Martin Rowe**

Clarkson Asia Ltd

**馬田先生**

亞洲佳信(香港)船務經紀



Member 委員

**Mr. Edward Lee**

Steamship Mutual Management

(Hong Kong) Ltd

**李國樑先生**



Member 委員

**Mr. John Rowley**

Lloyd's Register Asia

勞氏船級社 - 亞洲



Member 委員

**Mr. Alan Ng**

PricewaterhouseCoopers

**吳偉倫先生**

羅兵咸永道有限公司



Member 委員

**Mr. Tian Zhongshan**

Sinotrans Shipping Ltd

**田忠山先生**

中外運航運有限公司



Member 委員

**Mr. William Peng**

Chinese Maritime Transport

(Hong Kong) Ltd

**彭士孝先生**

香港中國航運有限公司



Member 委員

**Mr. Andy Tung**

Orient Overseas Container Line Ltd

**董立均先生**

東方海外貨櫃航運有限公司



Member 委員

**Mr. Wang Chunlin**

Pacific Basin Shipping (HK) Ltd

**王春林先生**

太平洋航運(香港)有限公司





### “HKMM’S Lucky 8 Evolution from Boutique to International Acclaim”

#### “幸運數字 8，香港海事博物館從精品到國際認可的演進”

**Anthony J. Hardy**

Chairman of the Hong Kong Maritime Museum 香港海事博物館主席

(Adapted from a speech given to the Association on 18 January 2013) (節選自在 2013 年 1 月 18 日舉行的協會晚餐會上的講話)

Every museum has a story to tell and the Hong Kong Maritime Museum at Pier 8, which opened in February this year, is certainly no exception.

We started with a dream of an idea 9 years ago and we have moved progressively forward through the boutique two-gallery museum in Murray House, Stanley, to five years later securing a peppercorn rental on the previous Star Ferry Pier 8 in Central on the much anticipated new HK Harbour Waterfront.

In that spectacular location, built into Hong Kong’s historic Victoria Harbour, we have now completed the metamorphosis of an open-sided three deck ferry pier into a high tech, totally glass-encased modern museum, which has now four decks with 13 permanent galleries and two special exhibition galleries. The Hong Kong Maritime Museum is not only a Maritime Museum but is also a Maritime Resource and Research Centre, with an ever-expanding Library, and a Learning Centre-cum-Lecture Hall. It has two shops, a Café Maritime, and a Hong Kong Maritime Museum Friends Association, which has been launched for the interest and benefit of all in the shipping industry and for like-minded members of the public.

In a nutshell, the Museum is documenting and showcasing Hong Kong and China’s maritime history and their connection to the world, focused on the Pearl River Delta and the emergence and development of Hong Kong as a port and International Shipping Centre. The storylines therefore straddle the three maritime areas, being Hong Kong, China, and the world. Through an education programme and the Research Centre, the Museum hopes to educate and show, both the young and the adult people of Hong Kong and China, the importance and magic of the maritime world and to make a contribution towards turning Hong Kong into the much talked about international maritime service centre.

But above all it must be stressed that, by definition, without an inspiring collection of exhibits there can be no museum, or the museum, if it exists, may not succeed.

每一個博物館都有一個故事，香港海事博物館也不例外。香港海事博物館位於 8 號碼頭，今年 2 月正式開業。

香港海事博物館的構思始於 9 年前，現在博物館已經從赤柱的美利樓僅有二個展廳的精品美術館，逐步搬往位於中環的前天星碼頭 8 號泊位，經過五年的努力，博物館總算能夠在萬眾期待的新碼頭臨海地區獲得了一份“租約”。

新的博物館建在香港歷史悠久的維多利亞港這個壯觀的景區，已經完成了從 3 層開放展廳到一個高科技、全玻璃包圍的現代博物館的蛻變，博物館現在有 4 層共 13 個永久展廳以及 2 個特別展廳。香港海事博物館不僅是一個海事博物館也是一個海洋資源研究中心，設有一個大型圖書館和一個學習中心暨演講廳。博物館還建了兩個商店，一個航海咖啡館和香港海事博物館之友協會，後者專為航運界有關人士和公眾的志同道合者而設立。



Installation in Progress  
安裝工程進行之中

簡而言之，博物館記錄和展示香港和中國航海史和他們與世界的聯繫，重點是展示珠江三角洲、香港的港口及其國際航運中心的形成和發展歷史。因此展示的是跨越香港、中國和世界三個海事地區的故事。通過教育和研究中心計劃，博物館希望向包括香港和中國的年輕人和成年人，展示和教授關於海事世界的重要性和魔力，為努力建設香港成為老生常談的國際航運服務中心而作出貢獻。

首先必須強調的是，根據定義，如果沒有令人振奮的收藏品，就不會有博物館，即使有的話，也不是成功的博物館。



# Hong Kong Maritime Museum

## 香港海事博物館



Of course not every one of the approx. 1,200 exhibits which are on display in the Museum's 13 permanent galleries, nor the 2,800 works in the Museum's security storage, can be termed a treasure, but each item, acquired either by purchase, loan or donation, is part of a storyline central to the gallery themes, and has been collected partially with those subjects in mind.

To give an idea of the breadth and depth of the Museum, the HKMM's 13 permanent galleries cover the following subjects:

當然，不是在博物館 13 個永久展廳展出的所有 1,200 件展品，或是存儲在倉庫的 2,800 件展品都可以稱之為珍寶，但是通過購買、借展或捐贈的每件展品都是展廳主題故事情節的中心部分，也是向部分具有這些主題記憶的人收集的。

香港海事博物館 13 個永久展廳涵蓋以下主題：

Storylines and Content	故事情節和內容
<ul style="list-style-type: none"> <li>Chinese maritime history from 500 B.C. to 1700 A.D.</li> </ul>	<ul style="list-style-type: none"> <li>公元前 500 年到公元 1700 年的中國航海歷史。</li> </ul>
<ul style="list-style-type: none"> <li>The arrival of the foreign traders and the Canton Hong era.</li> </ul>	<ul style="list-style-type: none"> <li>海外貿易者的來臨及廣東行時代。</li> </ul>
<ul style="list-style-type: none"> <li>Chinese export and maritime art.</li> </ul>	<ul style="list-style-type: none"> <li>中國出口和航海藝術。</li> </ul>
<ul style="list-style-type: none"> <li>The junk "Keying's" historic voyage from HK to NY-London – the first to round the Cape of Good Hope and reach its destination. 1846 ?</li> </ul>	<ul style="list-style-type: none"> <li>1846 年“耆英”號帆船香港－紐約－倫敦環球航行，世界上首次環繞好望角並到達終點的遠航？</li> </ul>
<ul style="list-style-type: none"> <li>Sea bandits of the China Seas.</li> </ul>	<ul style="list-style-type: none"> <li>中國沿海的海盜。</li> </ul>
<ul style="list-style-type: none"> <li>Relations with foreign powers.</li> </ul>	<ul style="list-style-type: none"> <li>與國外列強的關係。</li> </ul>
<ul style="list-style-type: none"> <li>China's first maritime modernization under Li Hongzhang and safety and security at sea.</li> </ul>	<ul style="list-style-type: none"> <li>李鴻章倡導的中國首次航海現代化及海上安全和安保。</li> </ul>
<ul style="list-style-type: none"> <li>A history of the Fragarant Harbour and its transformation.</li> </ul>	<ul style="list-style-type: none"> <li>香港的歷史和轉型。</li> </ul>
<ul style="list-style-type: none"> <li>HK Ships and Shipyards.</li> </ul>	<ul style="list-style-type: none"> <li>香港船舶和船廠。</li> </ul>
<ul style="list-style-type: none"> <li>Making of a modern port – cargo handling methods and jobs created for HK.</li> </ul>	<ul style="list-style-type: none"> <li>現代港口的構成 – 貨物處理方式和製造的就業機會。</li> </ul>
<ul style="list-style-type: none"> <li>The Harbour Viewing Gallery.</li> </ul>	<ul style="list-style-type: none"> <li>港口觀景展廳。</li> </ul>
<ul style="list-style-type: none"> <li>The evolution of China's sea routes.</li> </ul>	<ul style="list-style-type: none"> <li>中國海上之路的演進。</li> </ul>
<ul style="list-style-type: none"> <li>Maritime Communications and marine navigation, hydrography and meteorology.</li> </ul>	<ul style="list-style-type: none"> <li>航海通訊及航海駕駛、水位及氣象。</li> </ul>
<ul style="list-style-type: none"> <li>Carrying people – passenger trades and traffic over the centuries.</li> </ul>	<ul style="list-style-type: none"> <li>客運 – 客運貿易及幾世紀以來的海上交通。</li> </ul>
<ul style="list-style-type: none"> <li>Watersports through the ages.</li> </ul>	<ul style="list-style-type: none"> <li>水上運動。</li> </ul>
<ul style="list-style-type: none"> <li>Underwater world of archaeology, oil/gas exploration, gyres of pollution.</li> </ul>	<ul style="list-style-type: none"> <li>水下考古、石油氣開發及生物污染。</li> </ul>
<ul style="list-style-type: none"> <li>Sounds of the Sea and The People of the Sea.</li> </ul>	<ul style="list-style-type: none"> <li>大海的聲音及大海的主人。</li> </ul>
<ul style="list-style-type: none"> <li>And many other sub-subjects richly presented through contemporary audio visual and interactive wizardry.</li> </ul>	<ul style="list-style-type: none"> <li>通過現代音頻、視頻及互動技術生動展現的其他航運環節。</li> </ul>
<ul style="list-style-type: none"> <li>Special Exhibition Galleries for visiting collections or exhibitions from other museums.</li> </ul>	<ul style="list-style-type: none"> <li>為其他博物館參觀收集品和展品而設的特別展廳。</li> </ul>

In all these storylines, not only the tourist visitors are in mind but equally the Hong Kong public with its schools and universities. The pedagogic mission is very strong in the Museum, but so is the need and the will to explain to the Hong Kong public the fascinations and the functions of the maritime profession.

不僅需要讓所有的遊客瞭解這些故事情節，香港公眾及中學和大學的學生都應該瞭解這些。除教育使命外，博物館也有必要向香港公眾宣傳航運業的魅力與功能。



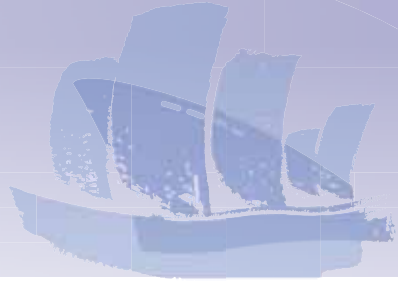
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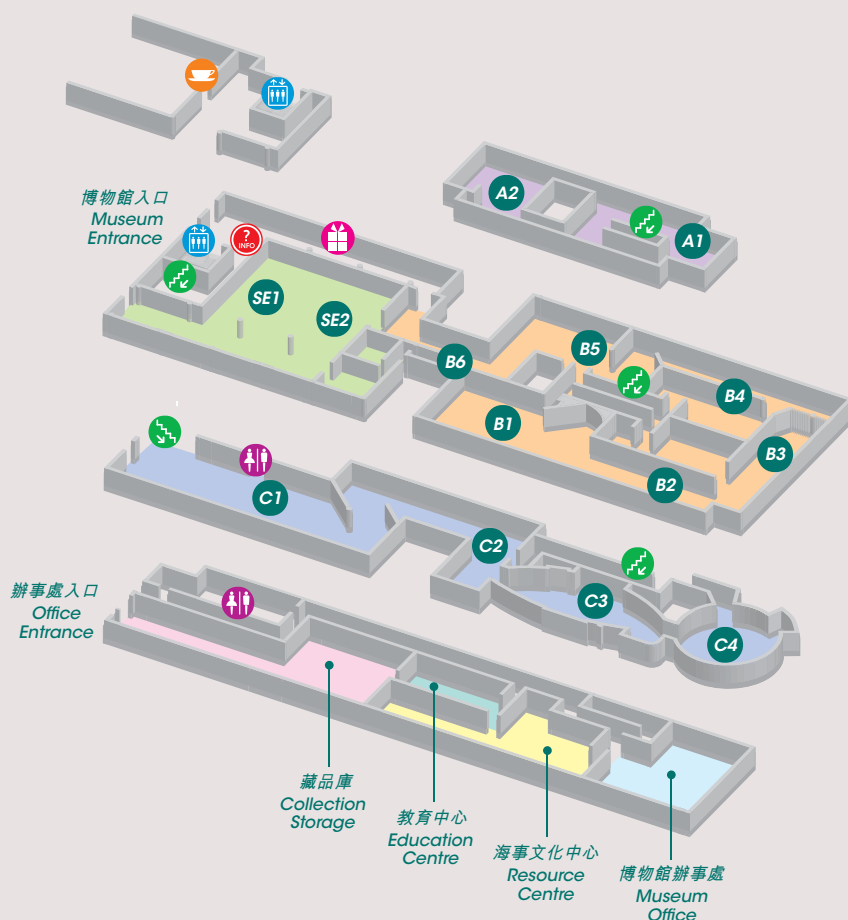
### 博物館地圖 HKMM map

A - Deck A - 層

B - Deck B - 層

C - Deck C - 層

D - Deck D - 層



Decks of the Maritime Museum  
海事博物館各層

Lest it be seen to oversell that side of the mission, the Museum also strives to attract sailors, art lovers, scholars of history and those who are just looking for a stimulating experience through the use of latest technology in audio visual, animation and practical hands-on educational games, of course all within the budget set by the Hong Kong Government's partial subvention and from the Museum's own funds handled by the Museum's Board of Trustees.

What makes the Museum very special? The discovery over the past two years of several of the most important items in the Hong Kong Maritime Museum's collection can only be described by the one word "Coincidence", even in some cases "Unimaginable Coincidences"; some may even say minor miracles – although that would of course be an exaggeration.

不是吹噓，博物館也力爭吸引水手、藝術愛好者、歷史學家以及那些僅欲通過最新視聽技術、動畫和實際動手的教育遊戲尋找刺激的人士。當然這些費用都由香港政府部分資助和博物館基金董事會承擔。

博物館的特別之處是甚麼？香港海事博物館收藏的一些最重要的展品，它們在過去2年的發現過程只能用“巧合”來描述，甚至在某些情況下可以說是“不可思議的巧合”；有些人甚至可以誇張地描述為小奇跡。

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# Hong Kong Maritime Museum

## 香港海事博物館



The following, let them merely be called coincidences, proved seminal in bringing into the Museum's collection seven of its most important exhibits, five of which are gaining recognition as world-class treasures.

### Coincidence No. 1

The first coincidence was when, shortly after the nod had been received from the shipping community to go ahead with our plans, I decided to visit the Director of the world's most famous maritime museum, the National Maritime Museum at Greenwich, London. The Director, an ex-naval man, received me and listened patiently to what I had to tell him about our plans to establish a maritime museum in Hong Kong. He was intentionally my first port of call as I felt much could rest on how encouraging, or not, this guru of all maritime museums would be. As it turned out he could not have been more accommodating, even going as far as saying if there was anything in particular that the National Maritime Museum had in its storage which we desired he would gladly consider giving it to us on loan. This resulted in long-term loans of two items that are unique and have been exhibited in our Museum over the last six years.

But my last request proved more of a challenge. I told the Director that most of all I was looking for an antique figurehead of a ship that had a record of trading to China in the days of sail, particularly with tea clippers in mind. The Director immediately responded, "Mr. Hardy, you are in luck there. We have about 80 figureheads in our collection. 20 are on display so you can't have any of them but if any of the 60 in storage meet your requirements, you are welcome to take it on loan". We looked at the list and his colleague took me down into their storage but much to my dismay there were plenty of heads of Greek mythology, Scottish heroes in kilts, tamoshanties, naval and other dignitaries but not one which was evidently connected with China or the China trade. I left my host thinking that if the National Maritime Museum did not have such a figurehead in the largest of all collections, that ambition of mine was "dead in the water".

It so happened that at the end of that very week Christie's were holding their annual Maritime Sale in their South Kensington lesser showrooms. Without even seeing a catalogue in advance, I just dropped in during their viewing period ahead of the Sale and as I came in the Viewing Room, imagine my surprise when I found myself looking up at a wall with a beautiful figurehead of Kwan Yin - Tin Hau, benevolently looking down at me.

下面七件博物館最重要展品其巧合的收藏過程具有深遠意義，其中五件展品已被認可為是世界級的珍品。

### 巧合之一

第一巧合是，當航運界同意開始我們的計劃後不久，我決定去拜訪位於倫敦格林尼治的世界著名國家海事博物館。博物館館長是一名前海軍軍官，他熱情接待我並耐心聽我講述在香港設立海事博物館的計劃。他是我特意安排拜訪的第一站，因為我認為這位世界級海事博物館大師的鼓勵與否對我十分重要。結果發現他非常樂於助人，甚至提出如果香港海事博物館需要展出國家海事博物館的藏品，他非常樂意借給我們。最後他同意長期借給香港海事博物館兩件獨特的藏品，現已在香港海事博物館展出達六年之久。

但我向館長提出的最後一個請求更具挑戰性。我告訴他正在其實我真正需要尋找的是一個具有航海時代貿易記憶的中國古董船的塑像，運茶快船上的更佳。館長立即回應：“哈迪先生，你真有運氣。我們收集了大約 80 個頭像。除了正在展出的 20 件不能外借，館藏的 60 件頭像可以滿足你的要求，歡迎您借用”。我們查閱了館藏清單，他的同事又帶我到倉庫查看，但讓我沮喪的是倉庫里只有大量的希臘神話中的頭像、穿蘇格蘭短裙的英雄，蘇格蘭小圓帽、海軍和其他政要的頭像等，就是沒有與中國或中國貿易相關的塑像。我給主人留下的印象是，如果國家海事博物館龐大的藏品中沒有這樣一件塑像，我的雄心壯志就會“付之東流”。

碰巧那個週末佳士得在南肯辛頓展廳舉行年度海運拍賣。我甚至事先沒有看一下目錄就在拍賣會開始前順路去看了一下。當我進入參觀室看到牆上的觀音天后的美麗塑像時，你可以想象我的驚喜。



*Kwan Yin Figurehead*  
船頭觀音塑像

I found my heart beating madly as if I had come face to face with the most beautiful woman in the world. And in that moment she certainly was. It was love at first sight and I knew that we had to secure her for our new Museum yet to be built. I attended the auction 3 days later and we had her hammered down to our Museum for a fraction over £3,000. The figurehead of Kwan Yin, now mounted on a simulated bow of a wooden ship, is thus one of our treasures and she is displayed in the new Museum in the Harbour Viewing Gallery, high on the wall overlooking Victoria Harbour which one would like to think she might have visited 160 years ago.

I suppose we can tick that off as being at the very least a "great coincidence". Let us call it "Coincidence Number 1".

### Coincidence No. 2

One of the other people I spoke to early on was Henry Howard-Sneyd, the Chairman of the auction house Sotheby's in Hong Kong at that time. I told him I wanted to mark his card that the Hong Kong shipping community was in the throes of setting up a maritime museum in Stanley, and that we would appreciate if he could tip us off about anything coming up for sale which was remotely connected with the maritime history of China or HK.

我心跳得厲害，好像我遇到了世界上最美麗的女人。在那一刻，她肯定是世界上最美麗的女人。這真是一見鍾情，我確信我們未來的新博物館需要她。三天後，我參加了拍賣會並以 3,000 英鎊為我們博物館買下了這尊塑像。現在這尊觀音像安裝在一個木制船模的船頭上，是我們新博物館的寶藏，陳列在港口觀景廳，掛在高高的牆上俯瞰維多利亞港，人們可以想象她 160 年前曾來過這裡。

這是我們“偉大巧合”的開始，讓我們稱之為“巧合之一”。

### 巧合之二

另一個我早期向其提及香港海事博物館的人士是香港蘇富比拍賣行主席亨利霍華德斯尼德。我告訴他香港航運界正準備在赤柱建立香港海事博物館，今後如果拍賣任何與中國或香港航運歷史有關的物品，請事先通知我們。





Henry, who is not usually short of words, was unusually quiet for a few moments and when he spoke he said, "Anthony. I cannot get over the fact that you have told me this today, because it was only last week that I had a Frenchman come to my office – a businessman from Paris – who had just been on a business trip to Beijing, where he had set aside the last day of his visit to see if he could sell an 18 metre long Chinese scroll of some offshore battle scenes, junks fighting junks, which had been in his family flat in Paris for over 150 years, built into a coffee table with scroll handles to scroll this lengthy painting backwards and forwards when they had visitors. They had no idea what the subject was, nor the provenance, other than the fact that a forefather had been stationed in China in the 19th century where he had probably bought it."

It was our great luck, of course, that in one day in Beijing the Frenchman had failed to make any meaningful contact that could bring about a sale. We heard later that he had been asking a couple of million dollars for it. As things happened when he came out through Hong Kong he thrust the scroll in Henry's hands in desperation and asked him to find a buyer. In the few days since this happened, Sotheby's had not had time to even start researching it, which turned out to be much to our advantage.

Within a couple of hours I had got hold of K. L. Tam of Kingstar Shipping, who is an aficionado of Chinese maritime history and a great help to getting the Museum's initial storylines written. The two of us could not believe our eyes when the full 18 metres of the scroll was rolled out along a long narrow corridor in Sotheby's office, and K. L., after due inspection of what was going on, was able to recognize it as being probably an official record of Viceroy Bailing's campaign to lead an Imperial Fleet to bring under control what turned out to be the combined fleets of the very independent-minded bands of pirates operating the length of the Guangdong coast.

These fleets were those of the local pirate heroes Zhang Bao Chai, Zheng Yi Sao and Guo Po Dai, which are names known to almost every Hong Kong school kid. Their members added up to about 70,000 naidao with a couple of hundred ships, probably the largest gathering of sea pirates ever recorded anywhere in the world, before or since. K. L. detected the Chinese characters for Chek Lap Kok over the island beside which a furious inter-junk fleet battle was raging. This clearly needed further research but it was obvious that it was a dramatic incident in what 30 years later became Hong Kong waters. An historic recording in our Territory, which the Museum just had to acquire.

亨利是個能言善辯的人，但是這個時候卻不尋常地沈默了一會，然後說：“安東尼，我不明白你為甚麼今天才告訴我這些，因為僅僅是上個星期，有一個法國巴黎商人去北京出差後來過我的辦公室，他在北京行程最後一天嘗試出售他的 18 米長描述海上帆船戰爭場面的中國畫卷，這幅畫他已收藏在巴黎的公寓超過 150 年，他把這幅畫安裝在咖啡桌上，並安裝手柄以便訪客前後滾動觀賞這幅漫長的畫卷。他不知道這幅畫的主題是甚麼，也不知道出處，他的祖先 19 世紀曾駐紮在中國，可能在那兒購買了這幅畫”。

我們太幸運了！這一天，法國人未能在北京進行實際的買賣接觸。後來我們聽說，他開價數百萬美元。他經過香港時，絕望地向亨利展示這幅畫並要他尋找買家。事情發生才幾天，蘇富比甚至還沒有時間開始仔細研究這幅畫，結果對我們太有利了！

幾個小時內，我聯繫上了 Kingstar 航運的譚先生 (K. L. Tam)，他是中國航海史的愛好者並對博物館編寫的初始故事情節有過很大的幫助。當這幅 18 米長的畫卷在蘇富比拍賣行的狹長走廊里展示在我們眼前時，我們簡直不敢相信我們的眼睛。譚先生經過檢查，確認這可能是百齡總督率領帝國艦隊在廣東沿海與海盜聯合艦隊作戰的官方記錄。

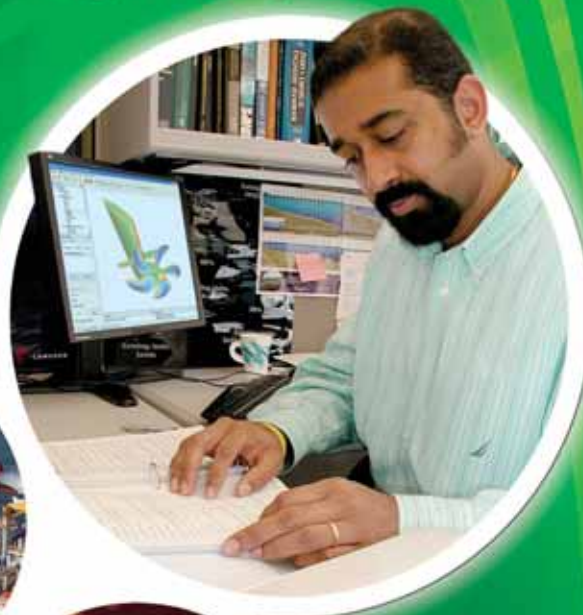
這些艦隻都屬於當地的海盜英雄張寶仔、鄭一嫂和郭婆帶，這些都是當時家喻戶曉的名字。他們的成員增加到約 7 萬之眾並擁有數百艘船。這也許是至今歷史記載的最大海盜規模。譚先生在圖上發現了赤臘角激烈帆船海戰位置鄰近島上的漢字。雖然有待進一步確認，但是顯然是發生在 30 年後成為香港水域上的戲劇性事件。這是博物館必須獲得的香港領土的歷史記錄。

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*Battle Scene from the Piracy Qing Scroll*  
與清代海盜海戰的場景

Since the seller had not mentioned any price to Henry on this interesting looking scroll, the Museum made a testing offer at HK\$200,000, realizing that if it were to be put into the market or up for auction, we might have to pay a lot more for it. As it turned out a reply came back overnight from Paris to Sotheby's Hong Kong enquiring merely "Can't they do any better"! Most experienced negotiators would recognize this as being a very weak response. We took a few days before replying, not least to check the market in China for such historic campaign records. If the 18 m. long scroll had a colophon at one or both ends including seals of the artist and Imperial collectors, it would have been worth many millions of RMB or even US\$. We decided to play cautiously and went back through Sotheby's with a slightly improved offer of HK\$210,000, an increase of 5%. To our amazement, the offer was accepted and the rest is history.

This historical scroll was considered so important for Hong Kong itself and for all students in HK who have heard of the notorious pirates Zhang Bao Chai, Guo Po Dai and the female pirate Zheng Yi Sao, that the Museum was able to raise money to memorialise 20 separate incidents depicted on the scroll covering two years of battle and negotiation, as in this scene.

由於賣方沒有報價，考慮到市價和拍賣行價格會更高，博物館試報價 20 萬港幣。結果賣方連夜從巴黎答復香港蘇富比拍賣行，問“能不能再高一點”！有經驗的談判者都能看出對方的反應十分冷淡。我們花了幾天時間瞭解中國對這件歷史活動記錄的市場價格。如果這幅 18 米長畫卷的一端或兩端能有藝術家和帝國收藏家的印鑒，它將價值數百萬人民幣甚至美元。我們還是決定謹慎，又通過蘇富比報價港幣 21 萬，加價 5%。令我們驚訝的是，賣方竟然接受了報價。後話恕不絮言。

這幅歷史畫卷對香港本身具有重要的意義，對那些聽說過臭名昭著的海盜張寶仔、郭婆帶以及女海盜鄭一嫂的所有學生更是意義非凡。博物館由此可以引起人們對呈現在畫卷上的涉及這場歷時兩年海戰及談判的 20 個獨立事件的生動回憶。



*Viceroy Bailing Negotiating with Pirates*  
總督與海盜談判

Where we see Guo Po Dai kneeling before Viceroy Bailing, further battle, compromise, including the customary trade-off in the form of the appointment of Zhang Bo Chai, the Robin Hood of Guangdong Pirates, as a senior officer in the Imperial Navy, etc. etc. The fact that this amazingly important historic scroll covering one of the most significant incidences of Hong Kong naval history fell into our hands in this way and at that crucial moment, not to mention at that bargain price, must also be considered as “an amazing coincidence”.

### Coincidence No. 3 & 4

The next two “coincidences” came in close succession and occurred as a result of me being invited to dinner by a Hong Kong lady antique collector who had been a dealer in Chinese antiques for 30 years.

During dinner, much to my embarrassment, I happened to kick something under the dining table which turned out to be a sizeable lacquered, wooden head of a dragon boat of the Ming Dynasty, which my hostess kept there as a convenient out-of-the-way storage. Late 16th century and very rare.

It was some time later that this same lady mentioned out of the blue that she had remembered that she had something else in storage elsewhere which could possibly be of interest to our Maritime Museum. She just described it as a Han Dynasty terra cotta boat. My curiosity having been aroused, we traipsed down to her rented storage and there under some very dusty matting was indeed a 2¼ m. long Han-looking pottery boat with two people on deck and three entertainers performing in the cabin.



*Ming Dynasty Dragon Boat Head*  
明代龍舟頭

在圖上我們看到郭婆帶跪在百齡總督面前，繼續戰鬥、妥協，以及傳統的權衡包括廣東的羅賓漢張寶仔海盜最後被任命為帝國海軍的高級軍官等等。事實上這幅描述香港航海重要歷史事件的畫卷，在這樣關鍵的時候以這樣便宜的價格落到我們手上，必須被視為“一個驚人的巧合”。

### 巧合之三和之四

接下來的兩個“巧合”都與我應邀參加一位香港女古董收藏家的晚宴有關。這位女收藏家經營中國古董買賣已經有 30 年了。

令我尷尬的是，吃晚飯的時候我碰巧踢到餐桌地下的東西，原來是一個巨大的明代龍舟木船頭漆具，

女主人為圖方便將它存放在餐桌下。這件十六世紀的漆具非常罕見。

不久這位女士向我提及她倉庫里可能還有我們博物館感興趣的收藏品。她形容是漢代棕色陶瓷船。這激起了我極大的興趣，我們漫步前往她租借的倉庫，在

布滿灰塵的墊子下面發現了這艘 2¼ 米長貌似漢代的陶瓷船，甲板上站著 2 個人，船艙裡還有三位藝人正在表演。





I say Han-looking because I had only seen one Han Dynasty pottery boat before and that was in the Guangdong Museum in the 5-storey pagoda in Canton – in very similar style but was only about ½ a meter long. A Handysize vessel, so to speak, compared with this Valemax I was looking at! Without wishing to offend my generous friend, I had serious reservations about the authenticity of the piece – not least because of its huge size and the fact that there was known to be a lively industry in China in faking archaeological artefacts. With her permission I had seven drill samples taken at different parts of the boat and had them sent to Oxford's Thermoluminescent Testing Centre, the leading such institution in the world. Much to my surprise and to my friend's vindication, the result came back in Oxford's usual certificated form that the TL tests showed that this pottery boat was originally fired between 1,900 and 2,400 years ago – the Han Dynasty lying bang in the middle of that range.



*Han Dynasty Pottery Boat*  
漢代陶器船

A few months later these two rare and possibly unique pieces landed up as treasures of the Museum.

The way they were literally stumbled upon might also be considered an amazing coincidence.

### Coincidence No. 5

The Museum is the proud owner of the world's largest ship's anchor – a mere 8.5 metres high by 4 m. wide with 20 shackles of chain, weighing in at 36 tons. Originally supplied to the Tung family's newly jumboised *Seawise Giant*, which at 564,700 tonnes deadweight, was the world's largest ship. We were fortuitously tipped off by my old colleagues at Wallems, who had managed the ship for 15 years, by then named *Jahre Viking*, that the ship was on its way to Alang Beach in India for demolition. Having been given the name of the CEO of the scrapping yard, just after the ship's arrival and beaching, a couple of phone calls and I was able to confirm the purchase of this hulk of steel, delivery "as is where lies" in the dirty sand of the beach alongside the depleting carcass of this great monolith.

我以為是漢代的古董，因為之前我僅在廣東博物館的五層寶塔內見過一艘漢代的陶器船，與這件非常相似，但只有大約半米長。在我的眼裡，這有如一艘靈便型船與我手裡的淡水河谷型船舶相比那樣渺小！

我並不希望得罪我慷慨的朋友，但是我對這件展品的真實性有懷疑，不僅僅因為它巨大的尺寸，眾所周知在中國考古文物造假的現象非常嚴重。她允許我在這件古董的七個不同部位鑽孔取樣，並送往世界頂級的鑒定機構——牛津熱釋光測試中心鑒定。令我和我朋友驚訝

並釋疑的是，牛津方面送回了通常的認證表格，熱釋光測試表明這種陶器船大約在 1,900 和 2,400 年前燒制，漢朝正好處在這期間。

幾個月後，這兩件稀有和獨特的作品最終成了博物館的寶藏。

發現這些寶藏的偶然過程也可以看作是驚人的巧合。

### 巧合之五

博物館擁有世界上最大的船錨——高 4 米寬 8.5 米寬的 20 節錨鏈，重量達 36 萬噸。原本提供給董氏家族 564,700 載重噸的新巨輪“海上巨人”號使用，是世界上最的船舶。我偶然得到我在華林公司的老同事通風報信，該船後改名“*Jahre Viking*”由華林公司管理達 15 年之久，現準備送往印度阿朗海灘拆船。我打了幾通電話給拆船廠的首席執行官，終於在船舶抵達時，與船廠確認購買這個大錨。最後終於在骯髒的沙灘上接收這個龐然大物的殘骸。



That in itself was fortunate enough but it also presented a huge problem, which was how to move this gigantic chunk of metal from a remote beach on the East Coast of India to our Museum in Hong Kong.

Whilst we were beginning to grapple with that conundrum, I happened to be sitting next to the Norwegian Consul-General from Guangzhou at a dinner party given by C. C. Liu, shipowner and Hon. Consul of Norway in Hong Kong. We were talking about the Norwegian-owned *Jahre Viking* and I explained that the Museum had bought its main anchor but was faced with the major logistical problem of moving it to Hong Kong. Tormod Endresen was immediately fascinated by the topic and the challenge at hand, evidently so much so that he said there and then “give me 24 hours. I have an idea”. I tried to get him to disclose what he had in mind but he said he would rather not in case it proved a non-starter.

Not totally to my surprise, I received a call from Guangzhou the next morning – it was Tormod. “Anthony”, he said, “your problem has been solved. The Norwegian Minister of Transport, a friend of mine, has been looking for a while to do something for Hong Kong and is pleased to take over full financial and logistical responsibility to bring this previously Norwegian-owned anchor to Hong Kong”. A few months later Wilhelmsen Ships Service Ltd. on behalf of the Norwegian Government, delivered the huge anchor to the Marine Department’s boatyard on Stonecutters Island.

Sitting next to the Norwegian Consul (who is now Ambassador in Singapore), who had the key to our problem in his pocket, I reckon was a 7 million to 1 chance.



*Seawise Giant / Jahre Viking Anchor before Restoration*  
“海上巨人”大錨修復前

過程是幸運的，但接下來的問題是如何將這件龐然金屬大物從偏遠的印度東海岸海灘運到我們香港博物館。

當我們開始著手解決這個難題時，我碰巧應邀出席劉俊成先生為挪威駐廣州總領事舉辦的晚宴，劉先生是一位船東也是挪威駐香港名譽總領事。我們談到了挪威籍的“*Jahre Viking*”號船，我

解釋香港海事博物館已經買了該船的大錨，但在運輸問題方面遇到困難。Tormod Endresen 對此話題非常感興趣，“給我 24 小時時間，我有主意”。我試圖讓他透露他的想法，但是他為了避免不能幫上忙，寧可暫時保密。

不完全出乎我的意料，第二天早上我接到 Tormod 從廣州打來的電話。他說“安東尼，你的問題已經解決了。挪威運輸大臣是我的朋友，一直想為香港做點事情，現在同意承擔將這個挪威擁有的大錨運到香港的費用和責任”。幾個月後，威爾森船舶服務有限公司代表挪威政府將巨大的錨送到海事處昂船洲船塢。

坐在挪威領事（現任駐新加坡大使）的旁邊碰巧找到解決我們問題的辦法之機遇的概率我想大概是 700 萬之一。



*Seawise Giant / Jahre Viking Anchor after Restoration*  
“海上巨人”大錨修復後



# Hong Kong Maritime Museum

## 香港海事博物館



Unfortunately our plans to have this great anchor positioned as the centerpiece of a spectacular fountain outside our new Museum upon its opening has been delayed until the new Waterfront Authority can tell us exactly which plot of land will be allocated for this purpose. We are hoping it will be the central feature of a Maritime Plaza and the icon of the new Waterfront Promenade.

### Coincidence No. 6

The Museum's seeming ability to attract coincidences next takes us to the Anunghui's Forts of the Bocca Tigris – the mouth of the Pearl River in 1841, when the British troops who had forced their way up to Canton picked up as a souvenir on their way back out to sea a two ton Chinese cannon from the ruins of one of the forts and shipped it back to England where it languished for 160 years. Here it is parked in someone's garden in England.

I happened to be at the Olympia Antique Fair 2 years ago looking for anything which might relate to our area and our storylines, when a dealer friend who had a stand at Olympia told me that I should go to a small auction house around the corner where a Chinese cannon of sorts was about to be auctioned. It was too large to bring into the London auction house but I saw photographs, read its history, did some research, and postponed my departure for Hong Kong by two days to attend the auction to bid for this piece of Pearl River Delta history. There was stiff competition, Chinese antiquities by now being the flavour of the decade, but I was not deterred. The Museum simply had to rectify this ill-conceived act and repatriate the General Cannon (the name in Chinese cast into the bronze barrel) to Hong Kong-China, which is in fact what happened thanks to the generosity of one of our members who donated the costs incurred by the Museum in being the successful bidder.



*The General Cannon*  
大將軍炮

### Coincidence No. 7

Everyone knows of the HSBC's collection of George Chinnery paintings. It may not be so well known that in earlier decades the Hong Kong Bank, as it was fondly known at that time before they went international, had assembled a collection of maritime paintings by some of the leading 18th and 19th Century British marine artists, amongst which were oil paintings by the renowned William Huggins. From his memories of being a mariner in the Far East and on the China Coast he later painted several spectacular canvases of ships in and around the Pearl River.

When HSBC moved their HQ to London they left the Chinnery Collection in HK but took the Marine Painting Collection to London to adorn their new skyscraper offices at Canary Wharf. When we open the Museum's galleries in February you will see two of the most spectacular of the William Huggins oil paintings from the HSBC's Marine Paintings Collection hanging on our gallery walls.

因為必須等待濱海當局告訴我們確切的地理位置，我們原計劃在新博物館開館的時候將這個巨大的鐵錨安裝在館外噴泉中央的計劃不得不推遲了。我們希望大錨能成為未來海上廣場中心的特徵以及新的海濱長廊的標誌。

### 巧合之六

博物館下一個巧合是 1841 年位於珠江口的虎門炮台的大炮，英國軍隊在入侵廣州的回程路上從炮台廢墟中發現了這尊 2 噸重的中國大炮，便作為戰利品拖了回來，並運回英國達 160 年之久，停放在英國某人的花園。

兩年前，我碰巧在奧林匹亞古董博覽會尋找任何有關我們地區和故事情節的物品。在博覽會有展位的一位經銷商朋友建議我去角落的一個小型拍賣行，那裡

正準備拍賣一尊破舊的中國大炮。由於太大，倫敦拍賣行無法將它運到現場，但我看了這尊大炮的照片以及有關歷史，還做了一些研究工作，最後我決定推遲兩天回港，參加這尊有關珠江三角洲歷史大炮的競拍。

拍賣競爭激烈，中國文物近十年十分搶手，但這並沒有阻止我最終競拍成功。博物館只是想糾正過去的劣行，將這尊大將軍炮(用青銅澆鑄的中文名)回歸中國(香港)。感謝會員慷慨捐助拍賣的費用。

### 巧合之七

大家都知道匯豐銀行收藏喬治錢納利的繪畫作品。大家也許不知道，幾十年前，匯豐銀行未國際化前被暱稱為香港銀行，收集了一批十八和十九世紀著名英國航海藝術家的作品，其中包括有著名的威廉哈金斯油畫作品。他後來根據在遠東和中國沿海的航海經驗，創作了幾幅有關在珠江水域附近帆船的壯觀作品。

匯豐銀行將其總部遷到倫敦時留下了錢納利的繪畫作品，但是把他的航海收藏品全部搬到倫敦來裝飾他們在金絲雀碼頭的新摩天辦公大樓。香港海事博物館新館二月份開館時，我們將展出兩幅最壯觀的匯豐銀行航海收藏品。



How could such a coincidence occur? I, too, was baffled a year ago to hear from one of our most productive scouts in London, a well known dealer in China Trade paintings, that he had been attending an auction of Italian, Dutch and French master paintings at Christie's around the corner from his gallery in London, when he was shocked to see that several of what he instantly recognized as being paintings from HSBC's Marine Paintings Collection were tacked on to the end of this totally unconnected master painting sale. By the time the auctioneer got around to offering these "orphans" so to speak, all the serious buyers who were only interested in the European Masters had disappeared leaving our friend almost on his own to bid for these ravishing paintings of the China Coast by Wm. Huggins.

為甚麼會出現這樣的巧合？一年前，一位著名的中國繪畫貿易商出席佳士得意大利、荷蘭和法國大師的繪畫拍賣會時，驚奇地發現幾幅匯豐銀行航海收藏名畫也出現在這個毫不相干的大師繪畫拍賣會上。這些繪畫在追逐歐洲大師名畫作品的買家眼裡成了“孤兒”，無人問津。只有我的中國繪畫貿易商朋友一個人拍下了這些描寫中國海岸的哈金斯油畫作品。



*Western & Chinese Ships off Lintin Island*  
伶仃島海面的西方和中國船

The catalogue mentioned nothing of the provenance of who had owned these paintings which, with a famous name, would usually cause excitement in the auction room and help to augment the price. As things turned out, our man picked up several of them at close to the reserve prices and immediately offered the Museum the choice of the bunch. One of the Museum's donors gave the Museum the funds to buy this outstanding panorama of British ships and Chinese coastal vessels, junks and scrambling crabs anchored off Lintin Island, which can be seen as the conical shaped island in the painting, and indeed every time you take off from Chek Lap Kok airport, pollution permitting.

拍賣目錄中沒有提及出處和畫的主人姓名，如果是著名的主人，通常會在拍賣行引起興奮並有助於提高價格。結果是，我的朋友以接近底價拿到了這幾幅作品，並立即詢問海事博物館。博物館其中一位贊助人買下了這幅描寫中國海岸伶仃島拋錨的英國和中國帆船的作品並捐贈給了博物館，從畫中你可以看到類似現在空氣好的時候從赤臘角機場起飛時見到的圓錐形狀的島嶼。



# Hong Kong Maritime Museum

## 香港海事博物館



And this portrait of the beautifully designed *Sylph*, known at that time as the fastest vessel on the China run is on term loan to the HKMM from another supporter. The HKMM was the beneficiary of that strange situation.

這幅設計精美的窈窕淑女號帆船油畫，是中國當時航速最快的帆船。由另一位贊助人短期借給香港海事博物館展出。



*Sylph – Fastest Ship on the China Coast*  
“窈窕淑女”號帆船 — 中國沿海最快的帆船

### Coincidence No. 8

And then finally, there was the all important story about how the Museum managed to wrestle Pier 8, one of HK's most prestigious and valuable prime properties, out of the hands of the Government's Lands Department when they had already put the pier out to tender for lease as a restaurant, at the time when the Star Ferry Company gave up its Hung Hom service, and offers were already pouring in from many of the major restaurant operators. That story of nail-biting intervention could form a book of its own – and that story was no coincidence but is more likely to have been the real miracle in the pack! And that must be considered our lucky number 8.

### 巧合之八

最後，談談博物館如何獲得8號碼頭館址的故事。該地區是香港最出名和最昂貴的地盤，當時天星小輪公司停止了其紅磡輪渡服務，政府土地部門於是決定把這塊地盤招標租賃為飯店用途，許多大型餐館經營人已經提出了報價。博物館最後幸運地拿到這塊地盤的故事簡直可以另外出一本書。這個故事不僅是巧合更可以稱為真正的奇跡！可以作為我們的幸運巧合數字。



Pier 8  
八號碼頭



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# Luncheons and Other Events in 2012

## 2012 年度午餐會及其他活動

### 16 Jan

Association Luncheon for Dr. Martin Stopford, Head of Clarkson Research and Director of Clarksons

### 13 Feb

Association Luncheon for Mr. Brad L. Berman, Partner of Structured Finance and Maritime Groups, Holland & Knight, New York

### 9 Mar

Joint HKSOA/Marine Department Luncheon and Awards Ceremony (Guest of Honour : Mr. Francis H. P. Liu, JP, Director of Marine)

### 12 Mar

Association Spring Golf Tournament at Fanling (New Course)

### 26 Mar

Association Luncheon for Mr. Tom Kim, Equity Research and Head of Pan-Asia Transportation Team, Goldman Sachs (Asia) LLC

### 16 Apr

Association Luncheon for Mr. Simon Galpin, Director-General of Investment Promotion, InvestHK, The Government of the Hong Kong SAR

### 18 Jun

Association Panel Discussion and Luncheon  
"Show Me The Money: Ship Finance In A Changing World"

### 13 Jul

Association Annual Summer Buffet Luncheon

### 20 Sep

National Day Joint Cocktail Party

### 8 Oct

Association Autumn Golf Tournament at Fanling (Eden Course)

### 9 Oct

Executive Committee Luncheon for The Hon. Frankie Yick, Chi-Ming, the Legislative Councillor for the Transport Functional Constituency, and Ms. Miriam Lau, Kin-Yee, GBS, OBE, JP

### 12 Oct

Association Luncheon for Mr. Ravi Mehrotra, Executive Chairman of Foresight Limited

### 15 Oct

Executive Committee Luncheon for Professor Anthony Cheung, Bing-Leung, GBS JP, Secretary for Transport and Housing, and Mr. Joseph Lai, Permanent Secretary for Transport and Housing (Transport)

### 11 Nov

Association Annual Yacht Race

### 13 Nov

AMVER Awards Presentation and Luncheon (Guest of Honour : Guest Capt. Barry Compagnoni, USCG Liaison to China, Beijing)

### 29 Nov

Association 56th AGM and Annual Cocktail Party



◀ Mr. Alan Tung, Chairman (right) presented a souvenir to Dr. Martin Stopford, Head of Clarkson Research and Director of Clarksons at the Association Analyst Luncheon on 16 January 2012.

2012 年 1 月 16 日，英國克拉克森研究機構主管及董事 Martin Stopford 博士(左)再次出任本會年度市場分析午餐會的演講嘉賓。圖為協會主席董立新先生(右)代表協會向嘉賓致送紀念品。

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## Luncheons and Other Events in 2012

### 2012 年度午餐會及其他活動



◀ Mr. Sham Chellaram, Deputy Chairman (left) presented a souvenir to Mr. Brad L. Berman, Partner of Structured Finance and Maritime Groups, Holland & Knight, New York at the Association Luncheon on 13 February 2012.

2012 年 2 月 13 日，協會舉行午餐會歡迎美國 Holland & Knight 律師事務所結構金融及海事部合夥人 Brad L. Berman 先生。圖為協會副主席 Sham Chellaram 先生(左)代表協會致送紀念品。

Joint HKSOA/Marine Department Luncheon and Awards Ceremony on 9 March 2012 (Guest of Honour: Mr. Francis H.P. Liu, JP, Director of Marine). ▶

2012 年 3 月 9 日，協會與海事處聯合舉辦年度頒獎典禮暨協會午餐會，並邀請新任海事處處長廖漢波先生於席上發表演講。



◀ Mr. Alan Tung, Chairman presented a memento to Mr. Dong Qiang (left), Deputy President of CSIC at a welcome lunch for his delegation in Hong Kong on 21 March 2012.

2012 年 3 月 21 日，董立新主席宴請來訪的中國船舶重工集團公司副總經理董強(圖左)及其代表團。圖為董立新主席向董強副總經理贈送紀念品。

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## Luncheons and Other Events in 2012

### 2012 年度午餐會及其他活動



► Association Luncheon for Mr. Tom Kim, Equity Research and Head of Pan-Asia Transportation Team, Goldman Sachs (Asia) LLC an Association Luncheon on 26 March 2012.

2012 年 3 月 26 日，協會邀請高盛(亞洲)有限責任公司証券分析及泛亞洲運輸部主管 Tom Kim 先生 為會員分析股票市場與航運業的關係。

► Association Luncheon for Mr. Simon Galpin, Director-General of Investment Promotion, InvestHK, The Government of the Hong Kong SAR on 16 April 2012.

2012 年 4 月 16 日，協會邀請投資推廣署署長賈沛年先生 (Simon Galpin) 向會員講解如何加強香港在國際上的競爭力。



▲ Photo taken at the Association Panel Discussion and Luncheon held on 18 June 2012 with the topic "Show Me The Money: Ship Finance In A Changing World". The Moderator, Mr. Tim Huxley of Wah Kwong together with other panelists, namely (left to right) Mr. Jon Connor of HSBC, Mr. Lam Park Ho of Bank of China, Mr. Steve Martinez of Apollo Management and Mr. Russell Beardmore of Standard Chartered Bank.

2012 年 6 月 18 日，協會舉辦題為“在不斷變化的國際形勢之下的船舶融資”的午餐討論會。討論會由華光航業的克士利先生(左 1)主持，參加討論會的嘉賓有(左至右)：匯豐銀行 Jon Connor 先生，中國銀行林柏豪先生，Apollo Management 的 Steve Martinez 先生及渣打銀行 Russell Beardmore 先生。

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## Luncheons and Other Events in 2012

### 2012 年度午餐會及其他活動



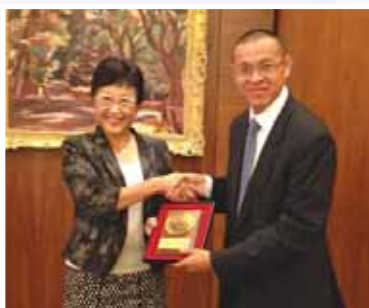
A welcome lunch for Mr. Hu Wenming, Chairman of China State Shipbuilding Corporation (CSSC) and his delegation in Hong Kong on 12 August 2012.

(left to right) Mr. Chen Zhili (CSSC), Mr. Kwai Kwun (Ocean Longevity), Mr. Gilbert Feng (Assistant Director), Mr. Kenneth Koo (TCC), Mr. Li Hua (Sinotrans), Ms. Xu Miao (CSSC), Mr. Kingsley Koo (Deputy Chairman), Mr. Alan Tung (Chairman), Mr. Han Jun (CSG), Mr. Hu Wenming (CSSC), Mr. Wu Qiang (CSSC), Mr. Su Xinggang (China Merchants), Mr. Andrew Chen (Grand Seatrade), Mr. Wu Di (CSSC), Mr. Ng Siufai (Jin Hui), Mr. Hu Jintao (CSSC), Mr. William Cheng (Unique Shipping).

2012 年 8 月 12 日，董立新主席宴請來訪的中國船舶工業集團公司胡聞鳴董事長及其代表團。圖左起：陳志立先生（中船）、桂冠先生（長海）、馮佳培先生（助理執行董事）、顧建剛先生（泰昌祥公司）、李樺先生（中外運）、許淼女士（中船）、顧建新先生（副主席）、董立新先生（主席）、韓駿先生（中海）、胡聞鳴先生（中船）、吳強先生（中船）、蘇新剛先生（招商局）、程義先生（隆星）、吳迪先生（中船）、吳少輝先生（金輝）、胡勁濤先生（中船）、鄭力文先生（懋德）。

Mr. Alan Tung, Association's Chairman ▶  
toasting with VIP guests at a joint National Day Cocktail Party being jointly hosted with other local shipping associations on 20 September to celebrate China's 63th Founding Anniversary.

2012 年 9 月 20 日，協會主席董立新先生在協會與其他航運協會聯合舉辦的慶祝中華人民共和國成立 63 周年酒會上與出席的嘉賓祝酒。



◀ An Executive Committee Luncheon on 9 October 2012 for Ms. Miriam Lau, former Legislative Councillor for the Transport Functional Constituency and her successor, Mr. Frankie Yick to thank them for their support for the maritime sector.

2012 年 10 月 9 日執行委員會宴請功能界別—航運交通界的前立法局議員劉健儀女士及現任議員易志明先生、感謝他倆對航運業的支持。



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## Luncheons and Other Events in 2012

### 2012 年度午餐會及其他活動



◀ Association Luncheon for Mr. Ravi Mehrotra, Executive Chairman of Foresight Limited on 12 October 2012.

2012 年 10 月 12 日，協會邀請 Foresight Limited 行政主席 Ravi Mehrotra 先生。圖為協會主席董立新先生(左)代表協會致送紀念品。

▶ Association Luncheon and Amver Awards Ceremony held on 13 November 2012. (Guest of Honour : Capt. Barry Compagnoni, USCG Liaison to China, Beijing).

2012 年 11 月 13 日，協會與美國駐港總領事館聯合舉辦「2012 船舶互助援助計畫」頒獎典禮暨午餐會。美國海岸防衛隊駐北京領事館專員 Capt. Barry Compagnoni 先生應本會邀請出席午餐會並發表講話。



◀ Mr. Alan Tung, Chairman together with the main officers of the Executive Committee at the Association's 56th Annual General Meeting held on 29 November 2012.

協會第 56 屆會員大會於 2012 年 11 月 29 日舉行。圖為主席董立新先生和其他執行委員會主要成員。

▶ Vice Chairman of the Chinese People's Politics Consultative Conference and the Association's Patron, Mr. Tung Chee Hwa and The Chief Executive, Mr. C.Y. Leung, joined our Chairman Mr. Alan Tung for the toasting ceremony.

全國政協副主席及本會贊助人董建華先生、香港特區行政長官梁振英先生與本會主席董立新先生在酒會上向到場嘉賓祝酒。



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# List of Seminars 2012

## 2012 年度研討會



### 9 Feb

"Hong Kong and PRC Tax on Shipping Business"  
by Deloitte Touche Tohmatsu Limited

### 16 Feb

"Up Close and Personal with Pirates"  
by Protection Vessels International Limited

### 8 Mar

"Whistleblowers, Coastguard Investigators and the U.S. Department of Justice" by Blank Rome, Washington and Hong Kong

### 23 Mar

Joint HKSOA/Man B&W Seminar  
"MAN B&W Two-Stroke Engines"

### 27 Mar

"Shipping and Bankruptcy" by Squire Sanders LLP, London and New York

### 11 May

Joint HKSOA/Germanischer Lloyd L Seminar "Making money in today's tough markets: Using Advanced Technologies to Reduce Costs and Improve Safety"

### 15 May

"BIMCO's New GUARDCON" by West of England P&I

### 15 May

"The U.S. Ballast Water Management Law vs the IMO Ballast Water Convention" by N.E.I. Treatment Systems

### 28 May

"The Worst Environmental Disaster in U.S. History? The Legal Consequences for Shipowners and Operators" by Skuld North America Inc.

### 12 Jul

"PMSC Standards and the Development of a Combined Insurance and Risk Management Package" by Maritime Asset Security and Training (MAST) and HISCOX

### 15 Aug

"Present Situation of Ship Building in China"  
by CS Marine Technology Pte. Ltd and Yangzijiang Shipbuilding (Holdings) Ltd

### 25 Sep

"The Challenges with Ballast Water Treatment Update on Latest Developments, and What to Consider" by RWO GmbH – Marine Water Technology, Veolia Water Solutions & Technologies

### 25 Oct

"Climate Change Update: Impact on Asia and the Shipping Industry" by Shoreline Insurance

### 30 Oct

Joint HKSOA/Admiralty Digital Integration Workshop

### 15 Nov

"West Africa – Piracy and Security Risks" by Control Risks

### 20 Nov

"Counterparty Risk" by Control Risks

### 26 Nov

Joint HKSOA/Det Norske Veritas Bulk Carrier Seminar

### 4 Dec

Nabtesco World-wide Marine Control System and After-Sales Service Network" by Nabtesco Corporation

### 5 Dec

"The Potential Dangers of using Armed Security in an Unregulated Environment on Seagoing Vessels" by Protection Vessels International Ltd

### 10 Dec

"Regulations on Oil Pollution Disposal and Sludge Collection in China" by China MSA (Hebei Province) and Tangshan Shanghai Shipping Services Co. Ltd

### 13 Dec

"A Tale of Two Oil Spills" by Keesel, Young & Logan

# Asian Shipowners Forum

## 亞洲船東論壇

The Association, through its Sub-committees, plays a major part in the work of the Asian Shipowners Forum (ASF).

The members of the ASF are 8 Shipowner Associations in the Asian region, being those from Australia (ASA), China (CSA), Chinese Taipei (NACS), Hong Kong (HKSOA), India (INSA), Japan (JSA), Korea (KSA) and the Federation of ASEAN Shipowner Associations (FASA), which comprises the Shipowner Associations of ASEAN member States, being Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Vietnam.

The ASF normally meets once a year. The 21st meeting was hosted by Australia and held in Port Douglas, Queensland from 21 to 23 May 2012, and the 22nd meeting was hosted by India and held in Mumbai from 20 to 22 May 2013.

The 16th meeting of the Forum agreed to establish a permanent office in Singapore and Mr. Wang Cheng was appointed the first Secretary General of the Asian Shipowners Forum in July 2007. Mr. Wang Cheng retired from the post in 2009, and Mr. Yuichi Sonoda was appointed acting Secretary General in late 2009, his appointment confirmed at the 19th ASF in 2010. The setting up of a permanent office and appointment of the Secretary General are essential steps in building the influence and participation of Asian shipowners in global maritime affairs.

The on-going work of the ASF is carried out by the 5 'S' Committees; the Seafarer's Committee (SC), the Shipping Economics and Review Committee (SERC), the Ship Insurance and Liability Committee (SILC), the Safe Navigation and Environment Committee (SNEC), and the Ship Recycling Committee (SRC).

The Association is active in the work of the ASF; Mr. Robert A. Ho is Chairman of the Ship Insurance and Liability Committee, and the Association secretariat acts as secretary for this Committee as well as the Seafarer's Committee, which is chaired by Mr. Fu Xiangyang of CSA. Members of the Association sit on all 5 Committees.

The ASF Seafarers Committee (SC) held its 18th Interim meeting in Taipei from 22 October 2012. The main objectives of the Committee are to ensure and maintain common standards of training, to promote the stability of employment and competitiveness of Asian seafarers and to monitor, consider and comment on any new international maritime legislation on Seafarer's Welfare, and Manning and Training. Subjects discussed included Piracy and its effect on Seafarers and their families, Seafarers Recruitment and Training, the facilitation of movement of seafarers, the STCW 2010 Convention and the ILO Maritime Labour Convention, 2006.

The ASF Shipping Economics and Review Committee (SERC) held its 25th Interim meeting in Taipei on 23 October 2012. The purpose of the Committee is to promote the continuous and healthy development of the Asian shipping industry through a frank exchange of views, which is also designed to foster fair competition, mutual trust and cooperation amongst Asian carriers. Subjects discussed include the World Economy, the Dry Bulk, Tanker and Liner Shipping Markets, Anti-Trust Immunity for Liner Shipping and Security and Environmental concerns.

香港船東會通過其各分委員會在亞洲船東論壇的事務中起了重要的作用。

亞洲船東論壇共有八個成員，他們分別是來自亞洲地區的澳大利亞、中國、中華臺北、香港、印度、日本、韓國、以及東盟船東協會聯盟的成員，包括：汶萊、柬埔寨、印度尼西亞、老撾、馬來西亞、緬甸、菲律賓、新加坡、泰國和越南等國家和地區的船東協會。

亞洲船東論壇通常每年舉行年會。2012年舉行的第21屆亞洲船東論壇由澳大利亞船東協會主辦，於2012年5月21日至23日在昆士蘭省道格拉斯港舉行。第22屆亞洲船東論壇於2013年5月20日至22日由印度船東協會主辦，在孟買舉行。

第16屆論壇決定在新加坡成立亞洲船東論壇常設機構並於2007年7月任命了王誠先生為亞洲船東論壇的秘書長。王誠先生於2009年退休，年底園田裕一先生被任命為新任秘書長，2010年舉行的第19屆亞洲船東論壇正式批准這項任命。設立常設機構以及任命秘書長使亞洲船東在參與國際航運事務並增強其影響力，邁進了重要一步。

亞洲船東論壇的日常事務由5個以“S”字母開頭的委員會負責，分別是船員委員會、航運經濟觀察委員會、船舶保險和責任委員會、安全航行及環境保護委員會以及船舶再循環委員會。

香港船東會在亞洲船東論壇的事務中非常活躍。何力山先生擔任船舶保險和責任委員會主席，同時本會還負責該委員會及由中國船東會傅向陽先生任主席的船員委員會的秘書工作，本會的會員也十分積極地參與了所有五個委員會的事務。

船員委員會於2012年10月22日在台北舉行了第18次中期會議。船員委員會的宗旨是確保和維持海員培訓的基本標準、提高亞洲海員雇傭的穩定性和競爭力、監察和研究新的有關海員福利、配員和培訓的國際海運法規並提出意見。目前委員會討論的題目包括，海盜及其對船員與家人的影響、海員招募和培訓、簡化船員流動程序、2010 STCW公約以及2006國際勞工組織海事勞工公約等。

航運經濟觀察委員會於2012年10月23日在台北舉行了第25屆中期會議。該委員會的宗旨是通過坦誠地交換意見，促進亞洲航運業持續健康地發展。同時促進亞洲船東之間的公平競爭、相互信任和合作。委員會所討論的議題包括，世界經濟、幹散貨、油輪和班輪市場、班輪航運業的反壟斷以及安全和環境保護問題等。



# Asian Shipowners Forum

## 亞洲船東論壇

The ASF Ship Insurance and Liability Committee (SILC) held its 18th Interim meeting in Hong Kong on 19 March 2013 under the acting Chairmanship of Robert A. Ho. The Committee discussed the 1996 Protocol to the Limitation of Liability for Maritime Claims convention, the Athens Convention and the European Passenger Liability Regulation, potential liabilities in carrying armed guards to protect against piratical attacks, the PRC Regulation on the Prevention and Control of Marine Pollution from Ships, the proposed United States sanctions against Iran, and the Fair Treatment and Criminalization of seafarers, amongst other issues.

The ASF Safe Navigation and Environment Committee (SNEC) held its 23rd and 24th Interim meetings in Jakarta and Seoul on 17 September 2012 and 22 March 2013 respectively. The objective of the Committee is to discuss topics and issues relating to the enhancement of security, safe navigation of ships and protection of the marine environment. Subjects discussed include Piracy and Armed Robbery, Safety of Navigation, Air Pollution, Greenhouse Gas Emissions, and the Ballast Water Convention, amongst other issues.

The ASF Ship Recycling Committee (SRC) held its 16th Interim meeting in Taipei on 17 and 18 March 2013. Subjects discussed included the IMO Convention on Ship Recycling and its related Guidelines, and environmental concerns related to the recycling of ships.

船舶保險和責任委員會於2013年3月19日在香港舉行了第18屆中期會議。會議由代主席何力山先生主持。委員會討論的議題包括一九九六年海事請求權責任限制公約、雅典公約及歐洲乘客責任條例、有關攜帶武裝警衛防範海盜襲的潛在責任、中國防治船舶污染海洋環境條例、美國制裁伊朗提案、船員刑事指控及公平對待等其他議題。

安全航行及環境保護委員會分別於2012年9月17日及2013年3月22日在雅加達和首爾舉行了第23及第24次中期會議。該委員會的宗旨是討論有關加強船舶保安、航行安全以及保護海洋環境的相關事務。會議議程包括防範海盜及海上武裝搶劫、航行安全、空氣污染、溫室氣體排放及壓艙水公約等。

船舶再循環委員會於2013年3月17日至18日在台北舉行了第16次中期會議。討論的議題將包括國際海事組織的船舶回收公約草案及其相關指引、拆船業對環境的影響等。

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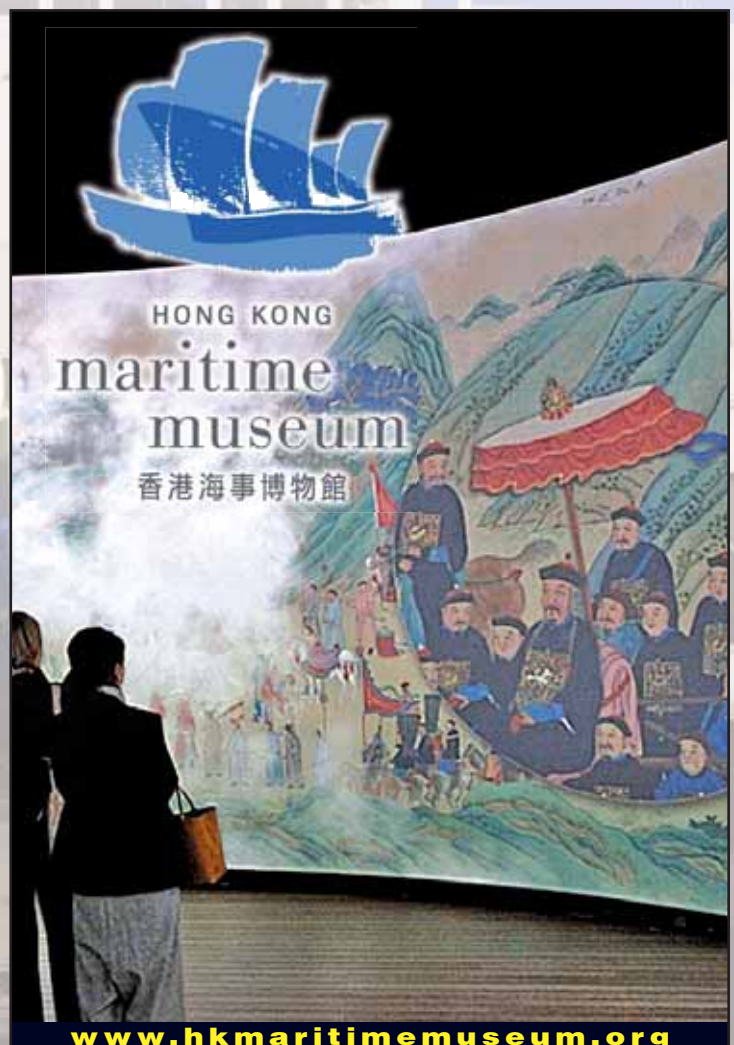
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# Sub-committees

## 各分委會

The Association's five Sub-committees work through meetings as well as increasingly by debate through correspondence in order to advise the Executive Committee and the Secretariat on the response that the Association should make on current issues of importance to the maritime industry.

### China Sub-committee

Chairman : Mr. Zhang Liang, COSCO (H.K.) Shipping Co Ltd

The China Sub-committee advises the Executive Committee on issues relating to China and Chinese Taipei and assists the Committee in its relations with Central Government.

### Nautical Sub-committee

Chairman : Capt. Pradeep Chawla, Anglo-Eastern Ship Management Ltd

The Nautical Sub-committee advises on current operational issues, including e-Navigation, ECDIS, Maritime Security and LRIT, ISM Code, Lifeboat release hooks and other On-board Safety issues.

### Insurance and Liability Sub-committee

Chairman : Mr. Robert A. Ho, Fairmont Shipping (HK) Ltd

The Insurance and Liability Sub-committee discusses current legal and insurance issues, including international and regional sanctions, the UNCITRAL Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea, the HNS Convention and its Protocol, and the relevant EU proposed directives.

### Manning Sub-committee

Chairman : Mr. Biraj Tracy, New Asian Shipping Co Ltd

The Manning Sub-committee discusses current Manning and Training, Labour Affairs and other issues affecting seafarers and their welfare. Current issues include the Fair Treatment and unfair Criminalisation of seafarers, the ILO Maritime Labour Convention, the IMO/ILO work on Abandonment and Crew Claims and the revision of STCW, as well as the recruitment and retention of seafarers.

### Technical Sub-committee

Chairman : currently vacant

The Technical Sub-committee debates technical issues, including ship construction and design, machinery and engine room layout, and environmental issues. Current issues include Air Pollution, Greenhouse Gas Emissions, Engine Room Oily Waste systems, Ballast Water and various ship construction and design issues.

協會下設五個分委會，通過舉行會議和更多採用通訊討論的方式向執行委員會和秘書處提出協會應如何面對目前航運業重要議題的建議。

### 中國委員會

主席：中遠(香港)航運有限公司張良先生

中國委員會向執行委員會提出有關中國和中華臺北事務方面的建議，同時協助執行委員會處理與中央政府的關係。

### 航海委員會

主席：中英船務代理有限公司  
Pradeep Chawla 船長

航海委員會向執行委員會提出有關船舶經營方面的建議，包括電子導航、電子海圖顯示與資訊系統、電子海圖、海事安全保障、船舶遠端跟蹤和識別系統、國際安全管理規則、救生艇施放鉤以及其他船上安全等方面的議題。

### 保險和責任委員會

主席：東昌航運(香港)有限公司何力山先生

保險和責任委員會討論最新的法律和保險方面的議題。目前討論的議題包括船員的公平對待及不公平的型事指控、國際及地域性的制裁、聯合國海上貨物運輸公約、海上載運危險與有毒物質損害責任與賠償國際公約及協議以及歐盟的有關指令等。

### 船員委員會

主席：新亞船務有限公司 Biraj Tracy 先生

船員委員會討論有關影響船員及其福利的配員和培訓方面的議題。包括：國際海事勞工公約、國際海事組織和國際勞工組織有關防止遺棄船員和船員索賠的工作、STCW 公約重新修訂以及海員招募和挽留工作等。

### 技術委員會

主席：待定

技術委員會討論有關船舶技術方面的議題，包括船舶結構和設計、船舶機械和機艙佈局以及環保問題。目前討論的議題包括：空氣污染、溫室氣體排放、機艙廢油處理系統、壓艙水和其他有關船舶建造和設計的眾多議題。



# Representation on Government Committees and Statutory Boards

## 出任政府或法定委員會(局)中代表

### Hong Kong Maritime Industry Council (MIC)

Mr. Alan Tung, Chairman, Hong Kong Shipowners Association

### 香港航運發展局

香港船東會主席 董立新先生

### Hong Kong International Arbitration Centre – HKIAC Arbitrator Appointment Board

Mr. Jack Hsu, Oak Maritime (HK) Inc Ltd

### 香港國際仲裁中心 – 仲裁員委任諮詢委員會

和合航業報(香港)有限公司 許積皋先生

### Marine Department – Consultative Committee Ship Personnel Management (CCSPM)

Mr. Arthur Bowring, Hong Kong Shipowners Association

### 海事處 – 船員管理協商委員會

香港船東會 包榮先生

### Marine Department – Port Welfare Committee (PWC)

Mr. Tim Huxley, Wah Kwong Maritime Transport Holdings Ltd

### 海事處 – 港口福利事務委員會

華光海運控股有限公司 克士利先生

### Marine Department – Port Operations Committee (POC)

Mr. Zhou Wei, Orient Overseas Container Line Ltd

### 海事處 – 港口行動事務委員會

東方海外貨櫃航運有限公司 周偉先生

### Marine Department – Pilotage Advisory Committee (PAC)

Mr. Zhou Wei, Orient Overseas Container Line Ltd

### 海事處 – 領港事務諮詢委員會

東方海外貨櫃航運有限公司 周偉先生

### Marine Department – Seafarers' Advisory Board (SAB)

Capt. William Medcalf, Pacific Basin Shipping (HK) Ltd

Capt. Biraj Tracy, New Asian Shipping Company Ltd

### 海事處 – 海員諮詢委員會

太平洋航運(香港)有限公司 William Medcalf 先生

新亞船務有限公司 Biraj Tracy 先生

### Marine Department – Shipping Consultative Committee (SCC)

Mr. Arthur Bowring, Hong Kong Shipowners Association

### 海事處 – 船舶諮詢委員會

香港船東會 包榮先生

### Vocational Training Council – Maritime Services Training Board (MSTB)

Mr. Arthur Bowring, Hong Kong Shipowners Association

Capt. P.H. Lam, Hong Kong Shipowners Association

### 職業訓練局 – 海事服務業訓練委員會

香港船東會 包榮先生

香港船東會 林沛鴻船長

### Vocational Training Council – Transport Logistics Training Board (TLTB)

Mr. Emil Lai, Orient Overseas Container Line Ltd

### 職業訓練局 – 物流貨運業訓練委員會

東方海外貨櫃航運有限公司 黎祥光先生



# New Members Corner

## 新會員天地



**ABN AMRO Bank N.V.**

荷蘭銀行

Banking  
銀行



**Alix Partners Ltd**

Management Consulting

管理顧問



**Boconti Hong Kong Limited**

Ship Operator

船舶經營公司



**Catlin Hong Kong Limited**

凱林香港有限公司

Insurance Underwriting

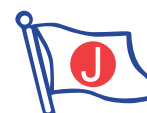
海運保險承保公司



**Click Maritime Ltd**

Sale & Purchase brokering / Dry and  
Tanker Chartering / Ship Investment Project

船舶買賣經紀 / 乾貨船及油輪租賃 /  
船舶投資項目



**Jade Ship Management Ltd**

翡翠船舶管理有限公司

Ship, Commercial & Corporate Management /

Technical Services / Port Agency

船舶、商業及企業管理 / 技術

服務 / 港口代理



**KPMG**

畢馬威會計師事務所

Accountancy

會計事務

**Watson, Farley & Williams**

**Watson, Farley & Williams LLP**

in association with Lau, Leong & Co.

華盛國際律師事務所與劉梁律師行聯合經營

Legal Service

律師事務



**SETAF SAGET**

**Setaf-Saget**

Shipowning

船東



**Sino Far East Shipping (HK) Co Ltd**

極東海運集團(香港)有限公司

Shipping Agency / Ship Management / Chartering

船舶代理 / 船舶管理 / 船舶租賃



**SpeedCast Limited**

Satellite Telecommunications Services

衛星電信服務



**Troutman Sanders**

長盛國際律師事務所

Legal Service

律師事務



**V Ships (Hong Kong) Limited**

威仕船務(香港)有限公司

Ship Management / Ship Inspection/New Building Supervision/

Ship Insurance/Special Shipping Projects

船舶管理 / 驗船服務 / 新船監工 / 船舶保險 / 特殊航運項目



**Vision Ship Management Limited**

維新船舶管理有限公司

Shipping & Trading

航運及貿易



# HKSOA 30 Year Club

## 入會三十年會員名單

A. Bilbrough & Co Ltd

American Bureau of Shipping (HK) Ltd  
美國驗船協會

Anglo-Eastern Ship Management Ltd  
中英船務代理有限公司

Aon Hong Kong Ltd  
怡安保險顧問有限公司

BNP Paribas Hong Kong Branch  
法國巴黎銀行

Bureau Veritas  
法國國際驗檢局

China Navigation Co Ltd, The (Swire Group)  
太古輪船有限公司

Credit Agricole Asia Shipfinance Limited  
東方匯理亞洲船務融資有限公司

Det Norske Veritas AS  
挪威船級社

Fairmont Shipping (H.K.) Ltd  
東昌航運(香港)有限公司

Feoso Oil Ltd  
東方石油有限公司

Germanischer Lloyd Hong Kong Ltd

Grand Seatrade Shipping Company Ltd  
隆星航業有限公司

Hongkong and Shanghai Banking Corpn Ltd,  
The Transport Services and Infrastructure, Corporate Banking  
香港上海匯豐銀行

HUD Group  
香港聯合船塢集團

International Maritime Carriers Ltd  
萬邦航運有限公司

Interocean Shipping Co Ltd  
海洋船務有限公司

Island Navigation Corporation International Ltd  
金山輪船國際有限公司

Lambert Brothers Insurance Brokers (Hong Kong) Ltd  
華寶保險顧問

Lloyd's Register Asia  
勞氏船級社 – 亞洲

MAN & Diesel Turbo Hong Kong Ltd

Marsh (Hong Kong) Ltd  
達信風險管理及保險服務(香港)有限公司

Mayer Brown JSM  
孖士打律師行

New Asian Shipping Company, Limited  
新亞船務有限公司

Nippon Kaiji Kyokai  
日本海事協會

Oak Maritime (HK) Inc Ltd  
和合航業(香港)有限公司

PricewaterhouseCoopers  
羅兵咸永道有限公司

Richards Hogg Lindley  
國際理霍海損理算事務所

RINA Hong Kong Branch Office  
意大利船級社

Shun Tak – China Travel Shipping Investments Ltd  
信德中旅船務投資有限公司

Taiship Development Ltd  
泰山航運有限公司

Teh Hu Cargocean Management Co Ltd  
德和海運管理有限公司

Unique Shipping (H.K.) Limited  
懋德航運(香港)有限公司

Univan Ship Management Ltd  
聯運船務管理有限公司

Valles Steamship Co Ltd  
萬利輪船有限公司

Wah Kwong Shipping Holdings Ltd  
華光航業控股有限公司

Wallem Group Ltd  
華林集團有限公司

Wartsila China Ltd  
瓦錫蘭中國有限公司

West of England Insurance Services (Luxembourg) S.A.  
西英倫保險服務(盧森堡)有限公司

# Membership List

## 會員錄

### Shipowners, Ship Managers, Ship Operators 船東、船舶經營公司及船舶管理公司

Anglo-Eastern Ship Management Ltd  
中英船舶管理公司

Asia Maritime Pacific (Hong Kong) Ltd  
安貝海運(香港)有限公司

Bernhard Schulte Shipmanagement (Hong Kong) Ltd Partnership  
貝仕船舶管理(香港)有限責任合夥公司

Bocimar Hong Kong Limited

Boconti Hong Kong Limited

Chellaram Shipping (Hong Kong) Ltd

China LNG Shipping (International) Co Ltd  
中國液化天然氣船務(國際)有限公司

China Merchants Group Ltd  
招商局集團有限公司

The China Navigation Co Ltd, (Swire Group)  
太古輪船有限公司

China Shipping (H.K.) Marine Co Ltd  
中海(香港)航運有限公司

Chinese Maritime Transport (Hong Kong) Ltd  
香港中國航運有限公司

Cido Shipping (H.K.) Co Ltd

COSCO (H.K.) Shipping Co Ltd  
中遠(香港)航運有限公司

Delphis HK Limited

Euronav Hong Kong Limited

Exmar Hong Kong Limited

Fairmont Shipping (H.K.) Ltd  
東昌航運(香港)有限公司

Fairweather Steamship Co Ltd  
友航輪船有限公司

Fenwick Shipping Services Ltd  
鋒偉船務有限公司

Feoso Oil Ltd  
東方石油有限公司

Fleet Management Ltd

Flying Leaf Shipping Ltd  
飛力船務有限公司

GMT Shipping (HK) Ltd  
香港通用航運有限公司

Grand Seatrade Shipping Company Ltd  
隆星航業有限公司

Greathorse Shipping Holdings Ltd

Hong Kong Ming Wah Shipping Co Ltd  
香港明華船務有限公司

HUD Group  
香港聯合船塢集團有限公司

International Maritime Carriers Ltd  
萬邦航運有限公司

Interocean Shipping Co Ltd  
海洋船務有限公司

Island Navigation Corporation International Ltd  
金山輪船國際有限公司

Jinhui Shipping and Transportation Limited  
(Member of the Jinhui Group)  
金輝航運有限公司(金輝集團成員)

KC Maritime Ltd

Maritime Capital Shipping (HK) Limited

Max Glory Enterprise Limited  
百輝企劃有限公司

New Asian Shipping Company, Limited  
新亞船務有限公司

North China Shipping Holdings Co Ltd  
北方船務控股有限公司

Oak Maritime (HK) Inc Ltd  
和合航業(香港)有限公司

Ocean Line Holdings Limited  
遠航集團有限公司

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## 會員錄

Orient Overseas Container Line Ltd  
東方海外貨櫃航運有限公司

OSM Maritime Services Ltd

Pacific Basin Shipping (HK) Ltd  
太平洋航運(香港)有限公司

Parakou Shipping Ltd  
巴拉歌船務有限公司

Santana Shipping Services Ltd

Seaspan Corporation

Setaf-Saget

Shun Tak - China Travel Shipping Investments Ltd  
信德中旅船務投資有限公司

Sinotrans Shipping Ltd  
中外運航運有限公司

Standard Chartered Leasing Group Limited

Star Cruises (HK) Ltd  
麗星郵輪香港有限公司

Tai Chong Cheang Steamship Co (H.K.) Ltd  
泰昌祥輪船(香港)有限公司

Taiship Development Ltd  
泰山航運有限公司

Teh Hu Cargocean Management Co Ltd  
德和海運管理有限公司

Union Apex Mega Shipping Ltd  
聯合佳成船務有限公司

Unique Shipping (H.K.) Limited  
懋德航運(香港)有限公司

Univan Ship Management Ltd  
聯運船務管理有限公司

V Ships (Hong Kong) Limited  
威仕船務(香港)有限公司

Valles Steamship Co Ltd  
萬利輪船有限公司

Vision Ship Management Limited  
維新船舶管理有限公司

Wah Kwong Shipping Holdings Limited  
華光航業控股有限公司

Wallem Group Ltd  
華林集團有限公司

Wealth Ocean Services Ltd  
裕洋服務有限公司

### Classification Societies, Consultants, Surveyors 船級社、顧問公司及驗船行

American Bureau of Shipping  
美國船級社

Bureau Veritas  
法國國際驗檢局

China Classification Society Hong Kong Branch  
中國船級社香港分社

Det Norske Veritas AS  
挪威船級社

Germanischer Lloyd Hong Kong Ltd

Korean Register of Shipping, Hong Kong Office

Lloyd's Register Asia  
勞氏船級社 — 亞洲

Nippon Kaiji Kyokai  
日本海事協會

Peter Cheng Naval Architect & Marine Consultant Ltd  
海洋技術顧問有限公司

RINA Hong Kong Branch Office  
意大利船級社

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# Membership List

## 會員錄

### Marine Equipment Suppliers, Shipbuilders, Repairers and Engine Builders 船用設備供應商、船廠、修船公司及航海機器製造商

ABB Turbo Systems (Hong Kong) Ltd

China Rongsheng Heavy Industries Group Holdings Ltd  
中國熔盛重工集團控股有限公司

China Shipbuilding & Offshore International (HK) Co Ltd  
中國船舶重工國際貿易(香港)有限公司

Chugoku Marine Paints (HK) Ltd  
中國塗料(香港)有限公司

D.S. Marine Limited

Hai Cheung Trading Co. (HK) Ltd  
香港海翔有限公司

Hempel (China) Ltd  
赫普(中國)有限公司

Imtech Marine China Ltd  
茵泰荷中國有限公司

Jotun COSCO Marine Coatings (HK) Ltd  
中遠佐敦船舶塗料(香港)有限公司

Kawasaki Heavy Industries (HK) Ltd  
川崎重工業(香港)有限公司

KCC Corporation  
金剛高麗化學株式會社

MAN Diesel & Turbo Hong Kong Limited

Marinequip China Co Ltd  
泛華設備有限公司

Transas Hong Kong Ltd

Umoe Schat-Harding Services (HK) Ltd

Wartsila China Ltd  
瓦錫蘭中國有限公司

Wilhelmsen Ships Service Ltd  
威爾森船舶服務有限公司

### Marine Insurance - Underwriters, P&I Representatives, Average Adjusters and Brokers 海運保障 — 承保公司、保賠協會、理算行及保險顧問公司

A. Bilbrough & Co Ltd

Aon Hong Kong Ltd  
怡安保險顧問有限公司

AXA Corporate Solutions Assurance,  
Hong Kong Branch

Catlin Hong Kong Limited  
凱林香港有限公司

Cooper Gay (Hong Kong) Ltd  
庫柏 蓋伊

COSCO (Hong Kong) Insurance Brokers Ltd  
中遠(香港)保險顧問有限公司

CTX Special Risks Ltd  
誠品保險顧問有限公司

FP Marine Risks Ltd  
領航海上保險顧問有限公司

Gard (HK) Ltd

Houlder Insurance Brokers Far East Ltd  
海達遠東保險顧問有限公司

Lambert Brothers Insurance Brokers (Hong Kong) Ltd  
華寶保險顧問

Marsh (Hong Kong) Ltd  
信保(香港)有限公司

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be found at [www.hksoa.org.hk](http://www.hksoa.org.hk)

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North of England P&I Association Ltd, The

QBE HongKong & Shanghai Insurance Ltd  
昆士蘭聯保保險有限公司

Richards Hogg Lindley  
國際理霍海損理算事務所

Risk Exchange Ltd

Skuld (Far East) Ltd

Steamship Mutual Management (Hong Kong) Ltd

Sureness Marine Services Ltd

Exclusive Correspondents for  
The Britannia P & I Club

The Swedish Club Hong Kong Ltd

Thomas Miller (Hong Kong) Ltd  
托馬斯米勒(香港)有限公司

West of England Insurance Services (Luxembourg) S.A.  
西英倫保險服務(盧森堡)有限公司

Willis Hong Kong Ltd  
韋萊香港有限公司

### Marine Law - Lawyers, Arbitrators and Claims Consultants

#### 海運法規 — 律師行、仲裁行及索賠顧問公司

Blank Rome  
博銳律師事務所

Brenda Chark & Co

C Solutions (Asia) Limited

Clifford Chance  
高偉紳律師行

Clyde & Co  
其禮律師行

DLA Piper Hong Kong  
歐華律師事務所

Eversheds LLP

Holman Fenwick Willan  
夏禮文律師行

Howse Williams Bowers

Ince & Co

Keesal, Young & Logan, LLP  
奇術揚洛根律師行

Laracy & Co.  
戴偉誠律師行

Mayer Brown JSM  
孖士打律師行

Norton Rose Hong Kong  
諾頓羅氏香港

Philip Yang & Co Ltd

Reed Smith Richards Butler  
禮德齊伯禮律師行

Stephenson Harwood  
羅夏信律師事務所

Troutman Sanders  
長盛國際律師事務所

Watson, Farley & Williams LLP  
in association with Lau, Leong & Co.  
華盛國際律師事務所與劉梁律師行聯合經營

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# Membership List

## 會員錄

### Ship Finance - Bankers, Financiers 船舶融資 — 銀行、融資公司

ABN AMRO Bank N.V.  
荷蘭銀行

Bank of China (Hong Kong) Ltd  
中國銀行(香港)有限公司

BNP Paribas Hong Kong Branch  
法國巴黎銀行

Credit Agricole Asia Shipfinance Limited  
東方匯理亞洲船務融資有限公司

Credit Suisse AG, Hong Kong Branch  
瑞士信貸銀行股份有限公司香港分行

DVB Group Merchant Bank (Asia) Ltd

The Hongkong and Shanghai Banking Corporation Ltd,  
香港上海匯豐銀行

HSH Nordbank AG, Hong Kong Representative Office  
德國北方銀行香港代表辦事處

Sumitomo Corporation (Hong Kong) Ltd  
住友商事香港有限公司

### Ship Registration, Port Authorities 船舶註冊 / 港口當局

Bahamas Maritime Authority

Director of Marine, Marine Department, HKSARG  
香港特別行政區政府海事處處長(名譽會員)

Economic & Commercial Office of  
Panama in Hong Kong

International Registries (Far East) Ltd  
國際船舶註冊(遠東)有限公司

LISCR (Far East) Ltd  
利比里亞國際船舶及公司註冊有限公司

### Shipbrokers, Sale and Purchase Brokers 船舶經紀 / 船舶買賣經紀

Arrow Asia Shipbrokers Ltd  
箭亞船舶經紀有限公司

Bancosta (Oriente) Ltd  
奔達東方

Clarkson Asia Ltd  
亞洲佳信(香港)船務經紀

Click Maritime Limited

Cosmos Shipbroking (HK) Ltd  
環宇船舶經紀(香港)有限公司

CPN International Ltd

Gibson (Asia) Ltd

Larsson Shipping (HK) Limited

Mitsui & Co (H.K.) Ltd  
三井物產(香港)有限公司

Rodskog Shipbrokers Ltd

Seamaster Chartering Limited  
精英租船有限公司

Simpson Spence & Young Hong Kong Ltd

South Express Ltd  
南運有限公司

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### Other Services to Shipping 其他航運相關服務行業

Alix Partners Ltd	Maersk Shipping Hong Kong Ltd 馬士基香港船舶管理有限公司
Baybridge Services (Far East) Ltd 藍橋(遠東)有限公司	Mitsubishi Corporation (Hong Kong) Ltd 香港三菱商事會社有限公司
Beibu Gulf Ocean Shipping (Group) Ltd 北部灣遠洋集團有限公司	MOL Liner Limited
BMT Asia Pacific Ltd 彼安托亞太顧問有限公司	MTI Network (Asia)
BP Hong Kong Ltd 碧辟香港有限公司	MUR Shipping BV, Hong Kong Branch
Century Shipping Services Ltd 世紀海運服務有限公司	Noble Group Ltd
China United Shipbuilding Co Ltd 華聯船舶有限公司	NS United Shipping (H.K.) Co., Limited 新和日鐵聯合海運(香港)有限公司
Deloitte Touche Tohmatsu 德勤·關黃陳方會計師行	NYK Line (H.K.) Ltd 日本郵船(香港)有限公司
Department of Logistics & Maritime Studies, The Hong Kong Polytechnic University 香港理工大學物流及航運學系	Opielok Reederei GmbH c/o Australian Offshore Consultancy Ltd.(Hong Kong)
Eight Ships Limited	OSRO China Ltd 行標環保有限公司
Fratelli Cosulich (HK) Ltd 高素理兄弟(香港)有限公司	Pacific Bulk Logistics Ltd 亞太物流企業有限公司
Griffin Travel (HK) Ltd	Pacific Tycoon Limited
Gulf of Aden Group Transits Limited	Penavico (HK) Ltd 泛遠船務(香港)有限公司
Gulf Oil Marine Ltd 海灣石油船舶有限公司	Pole Star Space Applications Ltd
Hong Kong Qianhe Shipping (Group) Co Ltd 香港千和船務(集團)有限公司	PricewaterhouseCoopers 羅兵咸永道有限公司
ITOCHU Hong Kong Ltd 伊藤忠商事(香港)有限公司	Protection Vessels International Ltd
Jade Ship Management Ltd 翡翠船舶管理有限公司	The Seatrade Organisation
K Line (HK) Ltd 川崎(香港)有限公司	Shanghai Fisheries (Group) Hong Kong Co Ltd 上海水產(集團)香港有限公司
KPMG 畢馬威會計師事務所	Sino Far East Shipping (HK) Co Ltd 極東海運集團(香港)有限公司
London Offshore Consultants (Hong Kong) Ltd	SpeedCast Limited
LWJ Ship Engineering (Hong Kong) Co Ltd 利萬家船舶工程(香港)有限公司	Total Lubricants Hong Kong Ltd 道達爾潤滑油有限公司
	Unigas International Limited
	Woodsford Shipping & Trading Co Ltd 五福船務貿易有限公司

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### Vessels and Tonnage by Register Owned, Managed and/or Operated by Members as at 1 December 2012

截至 2012 年 12 月 1 日會員擁有或  
管理的船舶註冊分佈情況

Register 註冊地	Number of Ships 艘數	Deadweight 載重噸	Gross Tonnage 總噸
Antigua 安提瓜	1	13,760	9,966
Bahamas 巴哈馬	44	2,577,841	1,699,132
Barbados 巴巴多斯	5	170,948	104,185
Belgium 比利時	35	5,690,533	2,685,789
Belize 伯利茲	2	15,681	10,460
British (Bermuda) 英國(百慕達)	23	1,114,117	1,063,687
British (Gibraltar) 英國(直布羅陀)	12	242,100	254,093
British (Isle of Man) 英國(馬恩島)	10	357,654	239,001
British (UK) 英國	20	1,673,338	992,171
Canada 加拿大	1	28,418	20,236
Cayman Islands 開曼群島	2	108,068	73,021
China (PRC) 中國	7	45,195	29,548
Chinese Taipei 中華台北	1	53,390	32,505
Curaçao 庫拉索	17	666,995	512,528
Cyprus 塞浦路斯	4	74,058	45,466
Denmark 丹麥	14	593,942	366,760
Germany 德國	1	3,180	3,150
Hong Kong 香港	1,084	79,078,530	46,292,078
India 印度	4	163,649	96,712
Indonesia 印尼	64	453,258	258,111
Italy 意大利	18	1,309,503	953,253
Liberia 利比里亞	134	13,171,743	7,547,307
Malaysia 馬來西亞	10	438,489	275,879
Malta 馬爾他	8	786,863	401,547
Marshall Islands 馬歇爾群島	127	8,595,415	4,976,011
Netherlands 荷蘭	2	69,226	48,420
Norway (NIS) 挪威	32	1,942,954	1,136,167
Panama 巴拿馬	300	17,986,037	12,705,486
Philippines 菲律賓	11	306,959	424,120
Singapore 新加坡	92	9,419,237	5,216,212
St. Vincent 聖文森	1	23,257	18,360
Thailand 泰國	25	11,191	3,373
<b>Grand Total 總數 :</b>	<b>2,111</b>	<b>147,185,529</b>	<b>88,494,734</b>



# Fleet Statistics

## 會員船隊資料

### Vessels and Tonnage by Ship Type Owned, Managed and/or Operated by Members as at 1 December 2012

截至 2012 年 12 月 1 日會員擁有或  
管理的船舶種類分佈情況

Ship Type 註冊地	Number of Ships 艘數	Deadweight 載重噸	Gross 總噸
Barge 駁船	34	290,677	134,874
Bulk Carrier 散貨船	1,044	85,014,220	45,227,833
Car Carrier 載車船	71	1,090,735	3,229,424
Cement Tanker 水泥船	8	126,343	80,720
Chemical Tanker 化學品船	125	3,816,275	2,354,330
Container Ship 貨櫃船	252	12,350,190	10,784,035
Ferry 渡輪	33	43,309	50,647
Floating Dock 浮塢	5		27,746
Forest Products 森林產品船	15	743,712	605,508
Fso 浮動儲油與卸油	4	556,687	319,695
General Cargo 乾貨船	48	1009,698	698,287
Heavy Lift 重吊	18	807,453	601,296
Hopper Dredger 漏斗式挖泥船	2	15,681	10,460
Lng Ship 液化天然氣船	9	1,036,817	908,579
Lpg Ship 液化汽船	55	1,825,440	1,421,936
Multi-Purpose 多用途船	5	67,522	51,406
Obo 油礦石船	1	28,418	20,236
Ore Carrier 礦沙船	4	915,144	467,820
Others 其它	2	286,739	153,639
Passenger/Cruise 客輪、遊輪	24	17,214	93,232
Product Tanker 產品油輪	88	4,566,837	2,707,559
Reefer 冷凍船	7	71,683	71,932
Research Ship 調查船	1	3,180	3,150
Ro-Ro 滾裝船	19	331,448	720,476
Tanker 油輪	191	32,157,341	17,719,968
Tug 拖輪	45	3,418	11,995
Yacht Carrier 遊艇運輸船	1	9,348	17,951
<b>Grand Total 總數：</b>	<b>2,111</b>	<b>147,185,529</b>	<b>88,494,734</b>

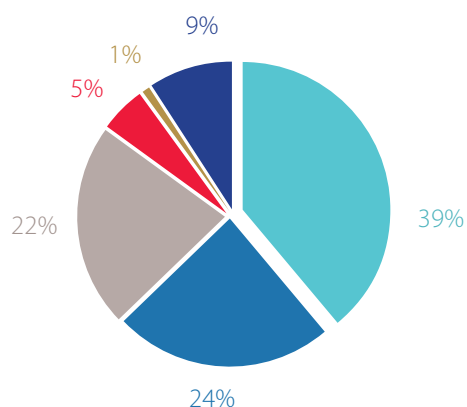
# Seafarers Employed by Owners and Managers

## 船東和管理公司僱用的船員情況

### Nationality of Officers

The Nationality of Officers on Members' ships shows the opposite to last year, a decrease in Indian officers, with a significant increase in PRC officers. We do not receive all reports of nationalities of crew, so the changes could well be due to data errors.

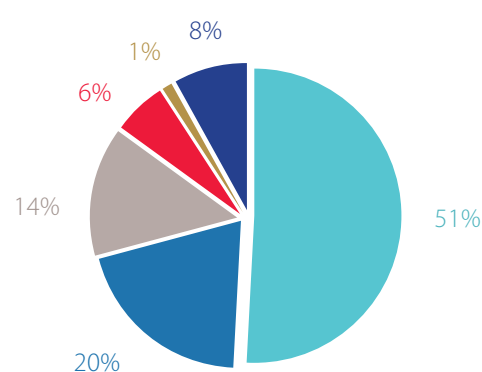
December 2012  
2012 年 12 月



### 高級船員國籍分配

跟去年相反、印度的高級船員數量下跌，而中國船員數量明顯地上升。今年因未能收回所有會員的報告、所以結論會有所偏差。

December 2011  
2011 年 12 月



Indian 印度 PRC 中國 Filipino 菲律賓 Ukrainian 烏克蘭 Hong Kong 香港 Others 其他

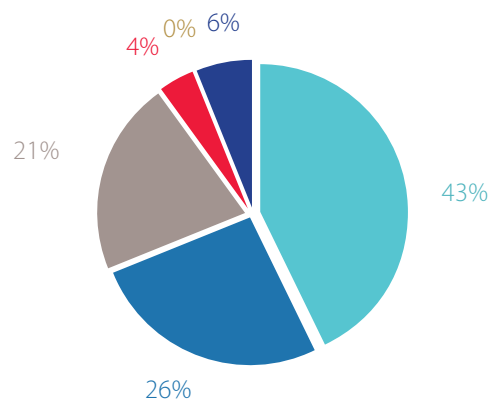
### Nationality of Ratings

The Nationality of Ratings shows an increase in Indian and PRC ratings, with a decrease in Filipino ratings. The number of Hong Kong ratings continues to decline, and is now statistically insignificant.

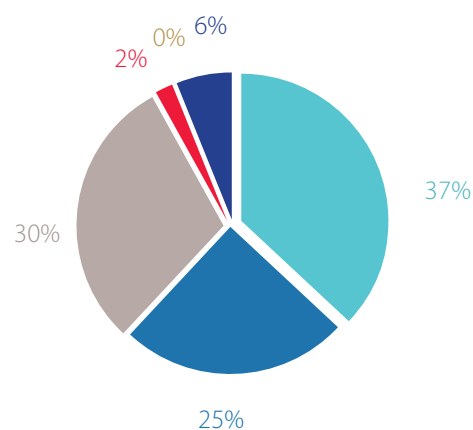
### 普通船員國籍分配

印度及中國籍的普通船員數量增加，而菲律賓船員數量則下降。香港船員數量仍然繼續向下降，數量接近零。

December 2012  
2012 年 12 月



December 2011  
2011 年 12 月



Indian 印度 PRC 中國 Filipino 菲律賓 Ukrainian 烏克蘭 Hong Kong 香港 Others 其他

# Promotion within the Association

## 船東會的推廣活動

The opportunity to promote ideas, services or products to the membership within the Association is made available as follows:

### Informal Afternoon Seminars

These are arranged for members to attend cost-free and are held at various hotel venues or conference centres, usually twice per month. They last for about one hour and usually start at 4.30pm. A wide variety of topics are covered and presentations by non-members are also welcomed. To arrange such functions about two months lead time is preferable. Our staff welcome all suggestions regarding topics and speakers.

The venue is able to be equipped with a microphone, speaker's lectern, video projection equipment, and slide projector if required. Seating can be varied for groups of 50 to 100 people. Attendance records are kept which will be made available if requested afterwards. The distribution of descriptive handout materials is encouraged. For further information, please contact the Association's Assistant Director.



### Association Lunches

These are intended for attendance by as many members as possible. Numbers vary from 100-150 people and a lunch-time address is given by a Guest of Honour, frequently from overseas. The functions are held almost every month and the cost is shared by those who attend. A commitment with the Guest of Honour is usually made many months in advance.

The Association's staff are experienced in making all arrangements for such major functions and these may even be hosted by non-members' organizations for promotional purposes. The press and other media are usually invited to a Press Conference afterwards, and non-member guests are made welcome.

### Executive Committee Lunches

These are exclusive and arranged as required for the Committee to receive important overseas visitors or officials who are not seeking full membership contact. A brief informal pre-lunch address from such guests is always welcomed.

### Casual Lunches

These can be arranged by our office staff for the benefit of non-members upon request to make introductions in a neutral environment to prospective contacts within the membership with a view to fostering new business.

For further information about any of these functions and activities, you are cordially invited to contact the Association's Staff.

協會通過下列形式為會員提供多元化服務及推廣活動：

### 學術研討會

該類研討會通常每月在會址鄰近酒店或會議中心舉辦兩次，下午4時30分開始。共約一小時，此項免費服務，只供會員使用。研討會的討論題目不限，也可安排非協會會員作演講。

本會可免費提供研討會所需設備，包括話筒、演講台、影像放影機及幻燈機。會場可根據需要容納50-100人不等，演講人如能提供講稿更佳。如欲舉辦此類研討會，請提前兩個月與本會助理執行董事聯絡。

### 午餐會

此類午餐會歡迎會員踴躍參加，人數一般在100至150人不等。通常邀請海外嘉賓在席間作發言。午餐會每月舉行一次，費用由與會者分攤。一般情況下，協會在數月前就擬定邀請嘉賓落實邀請事宜。

協會工作人員在安排午餐方面積累了豐富的經驗。午餐會也可由非會員組織安排，作推廣用途。午餐會通常邀請新聞媒介參加會後舉辦的記者會，非會員也可參加。

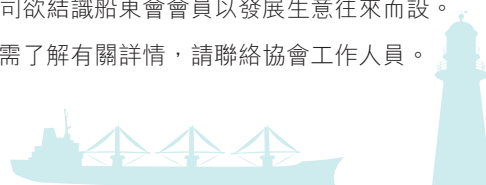
### 執委員午餐會

此類午餐會範圍較小，特為那些海外的重要人士或政要舉行，會前嘉賓一般會作簡短發言。

### 隨意午餐

此類活動通常由協會工作人員安排，特為非會員公司欲結識船東會會員以發展生意往來而設。

如需了解有關詳情，請聯絡協會工作人員。





# Membership Requirements and Secretariat Contact Details

## 入會資格及秘書處人員聯絡方式

Membership applications are considered from companies that have a registered business in Hong Kong connected with shipping.

There are two categories of membership. Ordinary membership for shipowners, shipmanagers and ship operators, and Associate membership for all others.

Both categories of membership attend all Association functions and receive all Association notices and material except for those in which it is judged the Associate members may not be interested, although they are welcome to have them upon request.

Associate members are not entitled to vote on resolutions at general meetings – for example, on the election of the Chairman they are invited to express their opinions but not to vote.

Every applicant must be sponsored by two members, of which one must be an Ordinary member. The Executive Manager is glad to assist applicants in completing their sponsorship arrangements.

On acceptance for membership there is an initial Entrance Fee of HK\$1,000, and monthly subscriptions for Ordinary members are HK\$5,375 and for Associate members HK\$2,350.

Membership subscriptions for both Ordinary and Associate members are to be paid either annually in April, or monthly by a bank's 'Standing Instruction' (S.I.).

Pro-rata refund of pre-paid annual payment can be arranged should a member resign during the year (such refund will be based on Article 11 – Resignation Requirement – of the Memorandum and Articles of Association).

A Membership Application Form is printed on page 79-80 for interested parties. Further information is available from the Executive Manager.

本會僅接受在香港註冊的與航運有關的公司為會員。

會員分兩種類別：

(一) 正式會員：船東、船舶管理、經營及代理有限公司。

(二) 附屬會員：其他與航運有關之行業。兩種會員均可參加本會舉辦的各種活動，接收本會編發的通告和根據會員類別接收有關航運資訊。

附屬會員不能在全體會員大會上就所有議案進行表決。例如，他們在選舉本會主席時，僅可表達意願，但無選舉權。

申請者需經兩位會員提議，其中一位必須是正式會員，本會執行經理樂意就此提供協助。

入會申請獲批准後，申請者需繳付入會費港幣1,000元及該月會費。現正式會員月費為港幣5,375元，附屬會員為港幣2,350元。

正式會員和附屬會員的會費可以採用每年四月付一年年費或每月自動銀行轉賬的方式支付。會員如果在本年度內退會，所付的一年會費將按比例退回(會費退付須符合船東會章程第11款“退會要求”的有關規定)。

入會申請表印製於本年刊第79-80頁。其他詳情，可向本會執行經理查詢。

### Secretariat Contact Details

#### The Hong Kong Shipowners Association

Address: 12th Floor, Queen's Centre  
58 Queen's Road East  
Wanchai, Hong Kong

Telephone: (852) 2520-0206  
Facsimile: (852) 2529-8246  
E-mail: [hksoa@hksoa.org.hk](mailto:hksoa@hksoa.org.hk)  
Web Site: [www.hksoa.org.hk](http://www.hksoa.org.hk)

Secretariat:  
Arthur Bowring, Managing Director  
Gilbert Feng, Assistant Director  
Peggy Kan, Executive Manager  
Harry Chu, Communications Officer

### 秘書處人員聯絡方式

#### 香港船東會

地址：香港灣仔  
皇后大道東58號  
帝后商業中心12樓

電話：(852) 2520-0206  
傳真：(852) 2529-8246  
電子郵件：[hksoa@hksoa.org.hk](mailto:hksoa@hksoa.org.hk)  
網站：[www.hksoa.org.hk](http://www.hksoa.org.hk)

秘書處人員：  
包榮先生，執行董事  
馮佳培先生，助理執行董事  
簡佩薇小姐，執行經理  
朱在行先生，電腦系統支援主任

# Membership Application Form

## 入會申請表

To The Executive Committee  
The Hong Kong Shipowners Association  
12th Floor, Queen's Centre  
58 Queen's Road East, Wanchai  
Hong Kong

This may be either mailed or  
faxed to : (852) 2529-8246

Dear Sirs,

We desire to become an Ordinary/Associate\* Member of the Hong Kong Shipowners Association Limited, and in the event of our being elected to such membership we hereby agree to be bound by the Memorandum and Articles of Association, and to abide by any rules and regulations of the Association for the time being in force.

We are a company registered in \_\_\_\_\_ (place) in \_\_\_\_\_ (year)

and our principal business is \_\_\_\_\_

we own/and or\* manage \_\_\_\_\_ vessels aggregating \_\_\_\_\_ dwt.

We attach herewith brief introduction of our company, a copy of our Business Registration Certificate and a list of our Directors.

We nominate (1) Mr./Ms.\* \_\_\_\_\_ (2) Mr./Ms.\* \_\_\_\_\_

and/or\* (3) Mr./Ms.\* \_\_\_\_\_ (4) Mr./Ms.\* \_\_\_\_\_

to represent us at any meeting called by the Association.

For future co-ordination, please address all your circulars and notices to our chief representative named as (1) above.

Our full name is : \_\_\_\_\_ (English)

\_\_\_\_\_ (Chinese)

Address : \_\_\_\_\_

Telephone\*\* : \_\_\_\_\_ Fax\*\* : \_\_\_\_\_

Website : \_\_\_\_\_ Email\*\* : \_\_\_\_\_

Signature and company chop : \_\_\_\_\_

Title : \_\_\_\_\_ Date: \_\_\_\_\_

We, the undersigned, are well acquainted with the above named Application Company and consider the same to be in every respect eligible to become an Ordinary/Associate\* Member of the Association.

\_\_\_\_\_  
Proposer

\_\_\_\_\_  
Seconded

\* Please strike out that which does not apply.

\*\* Please give general line numbers.

# Membership Application Form

## 入會申請表

致：香港船東會執行委員會  
香港船東會  
香港灣仔皇后大道東 58 號  
帝后商業中心 12 樓

請填妥表格後寄回本會或  
傳真致(852)2529-8246

本公司現申請加入香港船東會，成為正式 / 附屬會員 \*。申請一旦獲得批准，本公司同意遵守「香港船東會章程」並受船東會的規章約束。

本公司在 \_\_\_\_\_ 註冊，公司的主要業務是 \_\_\_\_\_。

本公司擁有或管理的船舶數為 \_\_\_\_\_ 艘，共計載重噸為 \_\_\_\_\_。

本公司簡介、董事會成員名單及商業登記証副本見附件。

本公司現委任 (1) \* \_\_\_\_\_ 先生 / 女士 (2) \* \_\_\_\_\_ 先生 / 女士  
(3) \* \_\_\_\_\_ 先生 / 女士 (4) \* \_\_\_\_\_ 先生 / 女士

為本公司之聯絡人，今後船東會的有關通訊資料，請直接送交本公司上述(1)之首席代表。

本公司全稱：\_\_\_\_\_ (英文)  
\_\_\_\_\_ (中文)

地址：\_\_\_\_\_  
\_\_\_\_\_

電話 \*\*：\_\_\_\_\_ 傳真 \*\*：\_\_\_\_\_

網站：\_\_\_\_\_ 電子郵件 \*\*：\_\_\_\_\_

簽署加公司蓋章：\_\_\_\_\_

職務：\_\_\_\_\_ 日期：\_\_\_\_\_

本人(本署)認為上述公司完全符合成為船東會正式 / 附屬會員 \* 的條件。

推薦人

第二推薦人

\* 請刪去不適用處

\*\* 請填寫公司總機號碼



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tomorrow with a clear focus on  
where the business is today**



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**Our ability to provide local knowledge and response is unmatched. In 350 ports around the world on-the-spot help and local expertise is always available to members.**

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