

MARITIME BUSINESS INSIGHT

Feature – Seafarers in HK



C.Y. Tung International Centre for Maritime Studies
Maritime Education * Research * Consultancy

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THE HONG KONG
POLYTECHNIC UNIVERSITY
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All opinions stated in the articles are those of the respective authors and do not necessarily reflect the views of the editors or ICMS.

We hereby express our gratitude to all the authors for their photographs and articles. If you are interested in subscribing an e-alert or you have any inquiry about the Maritime Business Insight, please feel free to contact us.

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EDITOR'S MESSAGE

The theme of this issue is HK seafarers and we have a walk through the development of the seafaring career (focusing on seagoing field) in HK over the past couple of decades, i.e. number of seafarers dropped from more than 80 thousand in the 1970s to barely 173 in 2015. Whilst there is a global shortage of seafarers which is a career with challenges but yet with good prospects, the Government of HKSAR, with a view of training up maritime professionals required to boost the status of HK as an international maritime centre, has been working in collaboration with local maritime institutions and organisations to attract local youngsters to join the seagoing and river-trade seafaring career. This has yielded some encouraging results in the recent years and the number of youngsters joining the field has been rising. Moreover, more and more females have joined the industry.

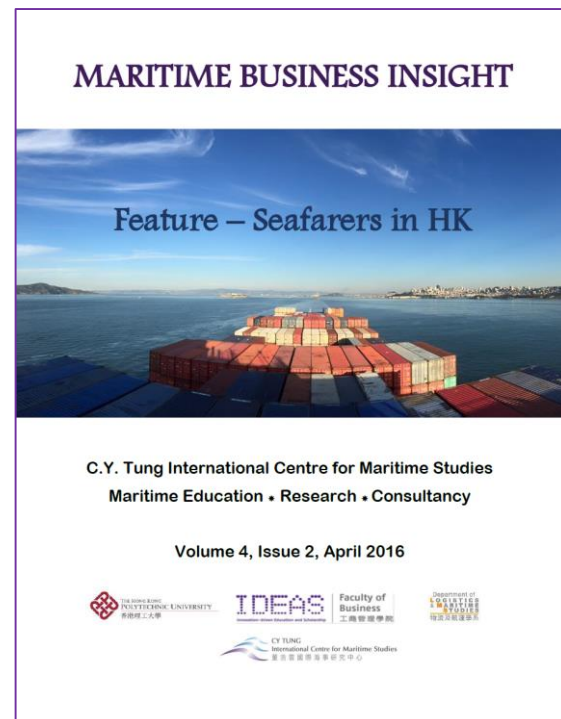
In this issue, a number of seafarers talk about their experiences in climbing up the career ladder and gaining opportunities of taking up other maritime positions, including Marine Officers in the Marine Department and pilots. The contributors of the articles are more than happy to write on this as they would like to encourage youths to join the seafaring career.

To climb up the career ladder, enthusiastic youngsters who join the seafaring career either as deck cadets or engine cadets should sit for the Certificate of Competency (CoC) examinations. Yet, the current situation is that there is a lack of institutional examination oriented courses for seafarers to attend in HK and so some of them turn to the United Kingdom and Australia to attend recognised courses and sit for the CoC examinations there.

Concerning the lack of examination oriented courses, HK seafarers are urging the government to do more and it is hoped that the government will give favourable reply by providing support to local institutions.

Concerning the maritime industry of HK, it is a good news that the Hong Kong Maritime Industry Council and the Hong Kong Port Development Council were merged on 1 April 2016 to form a new Hong Kong Maritime and Port Board (HKMPB), chaired by the Secretary for Transport and Housing, Professor Anthony Cheung Bing-leung,

The main objectives of setting up the HKMPB are to foster the long term development of the maritime industry and port in HK and also support and promote the maritime community in HK. As a component of the local maritime cluster, ICMS is hoping that new initiatives will come out very soon.



Development of the Career of Seafarers in HK

by Ms. Yan Pik YIP

The history of seafaring career in Hong Kong (HK) can be dated back to the 1800s. On the 7th of June, 1841, the port of HK was announced as a free port. The free trade policy, which continues to this day, means HK maintains no barriers to trade. Thus, HK does not charge tariffs on the importation or exportation of goods. Import and export licensing is also kept to a minimum. There are very few controls on imports, exports and re-exports in HK. Where formalities exist in relation to import and export licensing, they are minimal and many products do not require licenses. HK has been one of the world hub ports for decades.

The free port status had attracted a large number of foreign companies, including companies from the UK, USA and France, to set up shipping companies in HK and hire a lot of HK residents to work onboard their vessels to take up the jobs of porter or seafarer. In earlier days, the employment conditions of HK seafarers were not as good as today, and there was generally discrimination against and exploitation of HK seafarers.

The 1960s & 70s - Prime Time of HK Seafarers

In the 1970s, the economy of China began to flourish and HK became an important transshipment port. With the business

opportunities in their sights, Chinese owned shipping companies further developed their operations in HK and expanded their fleets. Meanwhile, shipping companies owned by HK enterprises also grew fast. In 1975, the gross tonnage of vessels owned by HK companies exceeded 25 million tonnes and was ranked the 8th in the world.

The robust development of the maritime industry in HK in the 1960s and 1970s led to a great demand for HK seafarers. While the economy had just started to recover, the pay of going onboard ocean-going vessels was generally much higher than onshore jobs. The number of HK seafarers registered in the Marine Department reached a peak of more than 80,000. (Source: Port of Hong Kong Statistical Tables). The most prominent HK local shipping companies included World-wide Shipping Group and Orient Overseas Container Line (OOCL) (formerly named as "Orient Overseas Line") (金山輪船公司).

The Decline in the Number of HK Seafarers since the 1980s

In late 1970s, the local economy of HK began to rebound and the gap in pay between onshore jobs and seafaring jobs became narrower. As a consequence, the number of HK people willing to go onboard ships, which meant that they should leave their families for at least a couple of months, gradually declined.

In the 1980s, the number of HK seafarers continued to decline. In 1981, the number of seafarer posts onboard HK registered vessels

contracted to around 17,000 while the number of foreign seafarers employed by HK shipping companies was around 15,000. In 1993, the number of HK seafarers serving onboard further decreased to around 2,000.

The reasons for the drastic decline in HK seafarers which resulted in a loss of a whole generation of seafarers in HK, can be summarized as follows:-

- The HK shipping companies resorted to employing seafarers from other countries, including the Philippines, Indonesia, PRC, Bangladesh and India, etc in order to reduce hiring costs. This resulted in the unemployment of seafarers who then changed to onshore jobs to earn a living.
- The number of entrants to the seafaring career dropped as the gap of pay between seafarers and onshore jobs narrowed.

As illustrated by Table 1, the majority of seafarers employed by HK registered vessels in 2015 are PRC seafarers while seafarers of Philippines and India rank the second and the third. Meanwhile, the number of HK seafarers was barely 123 out of 51,495, i.e. 0.24%.

Change in the Number of HK Seafarers from 1990 to 2015

Fig. 1 and Table 2 show that there was a sharp drop in the number of seafarers registered in HK from 1996 to 1997. The explanation was that the number of seafarers in 1990 to 1996, which were more than 60,000, were registered under a repealed legislation Merchant Shipping (Recruiting of Seamen) Ordinance (Cap.135). In 1996,

Table 1 Distribution of Crew Nationality of Hong Kong Registered Ships as at 31 December 2015

	Officer	Rating	Total
PRC	14204	18672	32876
HK	77	46	123
Philippines	2397	5033	7430
India	3488	3969	7457
Bangladesh	100	62	162
Russia	241	24	265
Sri Lanka	297	341	638
UK	114	21	135
Indonesia	24	135	159
Myanmar	279	380	659
Ukraine	578	207	785
Australia	17	1	18
Korea	16	2	18
Singapore	18	3	21
Croatia	47	6	53
Taiwan	56	16	72
Others	384	240	624
Total	22337	29158	51495

Source: Marine Department of HK

Merchant Shipping (Seafarers) Ordinance (Cap. 478) was introduced to replace Cap. 135. The sharp cut was probably the result of the introduction of the new legislation.

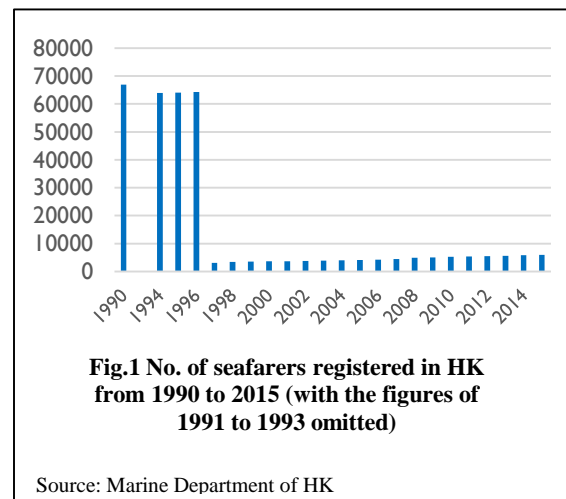


Fig.1 No. of seafarers registered in HK from 1990 to 2015 (with the figures of 1991 to 1993 omitted)

Source: Marine Department of HK

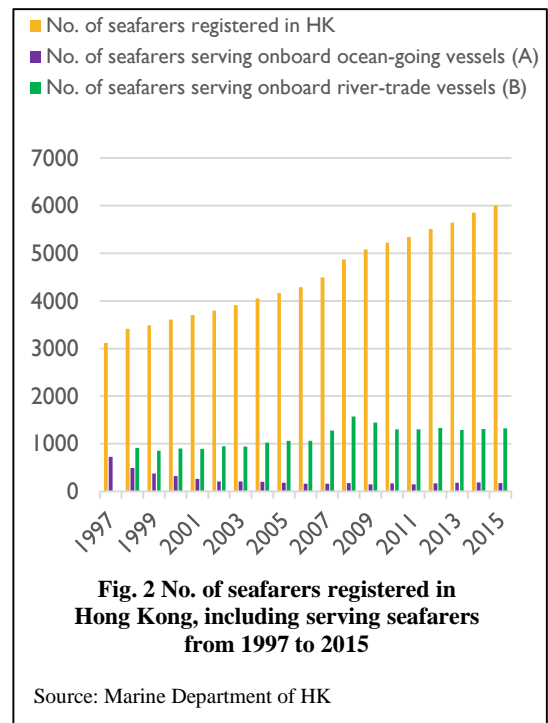
Table 2 Statistical figures of seafarers registered in HK, including serving seafarers, during the period from 1990 to 2015 (with the figures of 1991 to 1993 omitted)

Registered under which ordinance	At the end of year	No. of seafarers registered in HK	Serving onboard ocean-going vessels (A)	Serving onboard river-trade vessels (B)	TOTAL (A+B)
Cap 135 (repealed)	1990	66936	3890	NA	3890
Cap 135 (repealed)	1994	63981	1580	NA	1580
Cap 135 (repealed)	1995	64016	1248	NA	1248
Cap 135 (repealed) and Cap 478	1996	64255	873	NA	873
Cap 478	1997	3119	724	NA	724
	1998	3414	492	917	1409
	1999	3491	378	853	1240
	2000	3611	326	901	1227
	2001	3701	263	895	1158
	2002	3799	208	949	1157
	2003	3911	207	944	1151
	2004	4055	201	1023	1224
	2005	4170	179	1063	1242
	2006	4285	159	1059	1218
	2007	4498	160	1275	1435
	2008	4874	177	1570	1747
	2009	5083	147	1446	1593
	2010	5221	165	1307	1472
	2011	5346	149	1307	1456
	2012	5512	171	1332	1503
	2013	5648	179	1290	1469
	2014	5851	191	1311	1502
	2015	6003	173	1326	1499

Source: Marine Department of HK

The number of HK registered seafarers decreased to 60,000 in the 1990s which included an unknown but considerable number of inactive seafarers as they left the seafarer career to take up onshore jobs. In 1996, those active seafarers had to re-register under the new legislation and this resulted in the sharp drop because inactive seafarers would likely not register as seafarers since they had already left the career.

Fig. 2 and Table 2 show that from 1997 (the year in which Cap. 135 was repealed) to 2015, there was an increase in the total number of HK registered seafarers i.e. for working for ocean-going and river-trade vessels) while the number of HK seafarers serving on sea-going vessels was decreasing



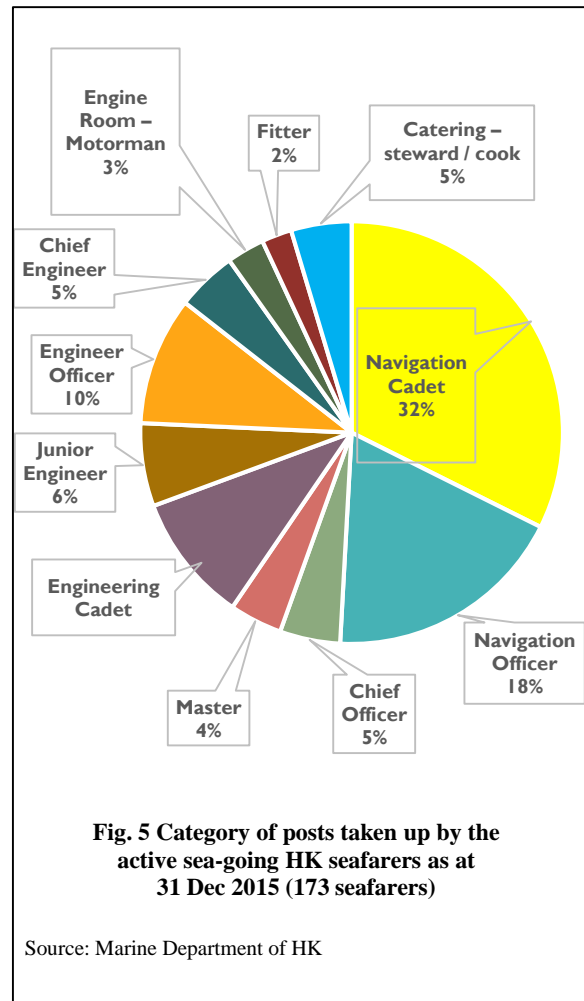
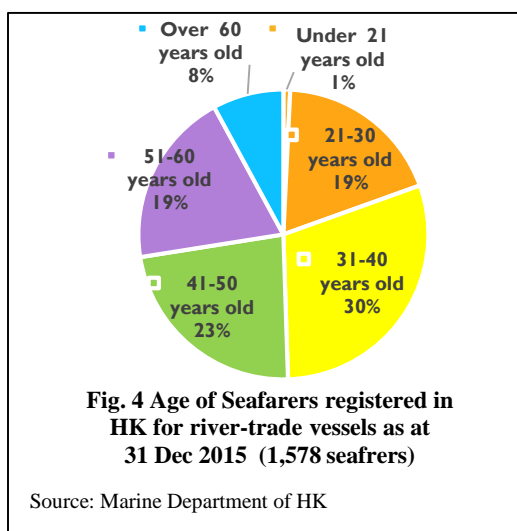
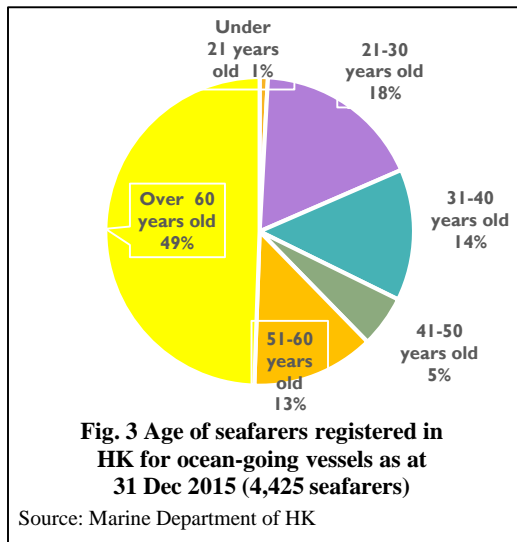
and the number of HK seafarers serving on river-trade vessels was increasing.

The reason for this is that over the years, some of the HK seagoing seafarers have been turning to river-trade field i.e. HK-Macau vessels, after setting up their families while some of them have turned to onshore maritime related jobs. Nevertheless, they continue to register as seafarers (sea-going or river-trade) in the Marine Department until they are no longer eligible for revalidation due to non-compliance with seetime requirement.

Developments in the Past Decade

Since 2006, the maritime community has worked with the HKSAR government while academic and vocational institutions have

joined efforts to boost the seafaring career to attract young people in HK to join this industry. Amongst the different measures is the Seagoing Incentive Scheme introduced in July 2004 which offers an incentive to shipping companies in HK to hire HK cadets onboard sea-going vessels. This concerted effort has yielded some encouraging results which is illustrated by the rising number of local young people joining the industry. The increasing number of local new entrants to the seafaring career has added vibrancy to the industry. At the end of 2015, the percentage of seafarers registered in HK for

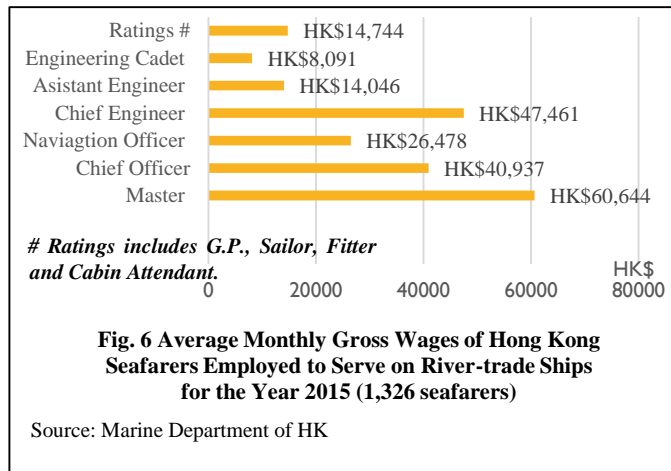


ocean-going vessels who are of the age of 30 or below is 19% while that for the river-trade vessels is 20%. This is on the rising trend over the years.

Fig. 5 shows that the largest proportion of HK seafarers (173 in total) serving sea-going vessels were deck cadets (32%, 56 in number) while only 7 of them were masters (4%).

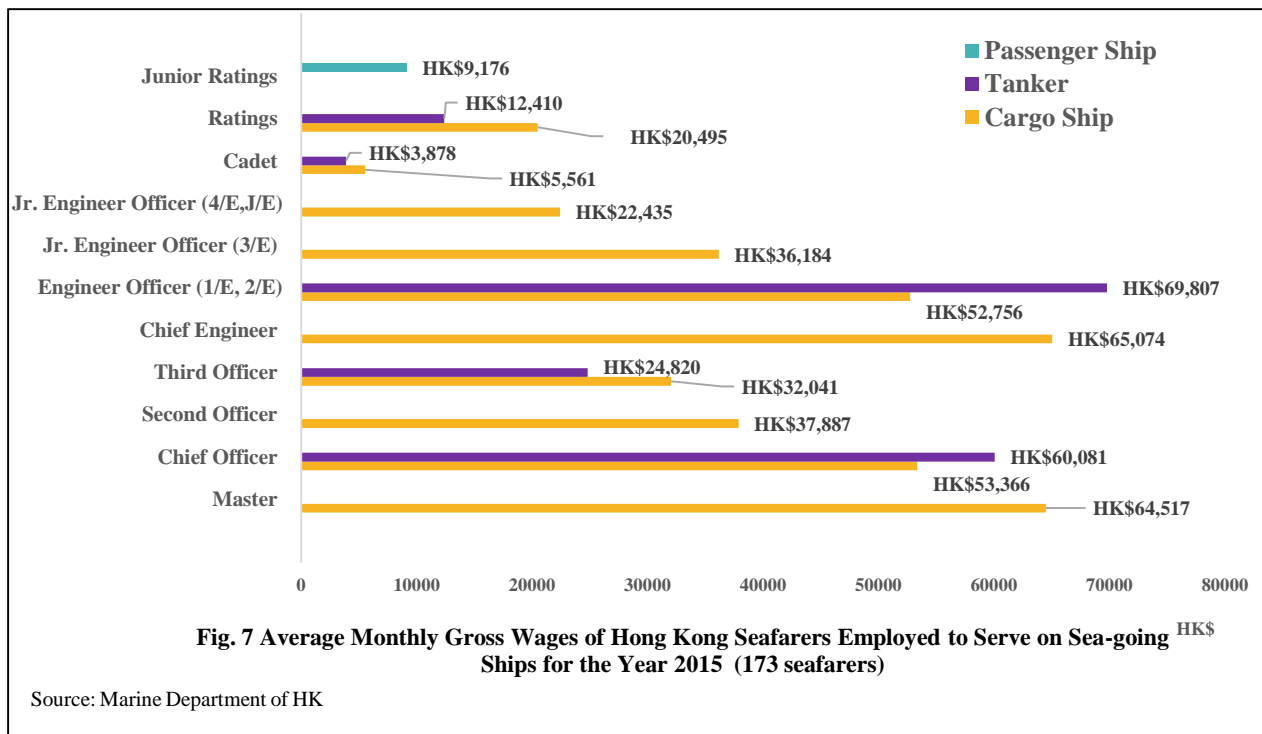
Fig. 6 shows the average monthly gross wages of HK registered seafarers (1,326 in total) working onboard river-trade vessels which were mainly Macau-HK ferries.

Fig. 7 shows the average monthly gross wages of Hong Kong seafarers (173 in total) employed to serve on sea-going ships in the



Demand for Seafarers

Table 3, which is from the Maritime Manpower Survey 2014 conducted during the period from September 2014 to January 2015 by the Maritime Services Training Board (MSTB) of the Vocational Training Council (VTC), shows the number of seafarers, including deck officers and engineering officers, employed on ocean-going vessels under HK ownership/management which have



year 2015. Six (6) of them were working onboard tankers, 164 were working onboard cargo ships and 3 were working onboard passenger ships.

A comparison of Fig. 6 and Fig. 7 reveals that the average pay of a master of river-trade vessels was comparable to that of the rank of masters of sea-going vessels. This should be one of the reasons for sea-going masters and other deck officers turning to work for river-trade vessels.

responded (809 establishments in the maritime services industry, response rate is 95.74%). They were randomly selected from the following 4 sectors of the industry:- I. Ocean Going Sector; II. River Trade Sector; III. Local Vessel Sector and IV. Ashore Sector. 30 seafarers were ocean going related.

As illustrated, where the total number of posts of officers on ocean-going vessels under HK ownership / management was nearly 27,000 while 1,987 seafarers had

filled up the vacancies, the total number of HK seafarers employed was only 22, i.e. 1.11%.

Table 3 Number of Officers employed by the 809 establishments in the maritime service industry during the survey period of September 2014 to January 2015

Job Title	No. of Officer Posts on Board	No. of Officers Employed			% of HK Officers Employed
		HK	Non-HK	Total	
Master	2 450	0	179	179	-
Chief Engineer	2 448	1	178	179	0.56
Chief Officer	2 450	2	179	181	1.10
2nd Engineer	2 454	3	179	182	1.65
2nd Officer	2 549	2	191	193	1.04
3rd Engineer	2 457	0	177	177	-
3rd Officer	2 499	0	206	206	-
4th Engineer	2 447	1	173	174	0.57
Junior Engineer / Training Engineer	137	0	24	24	-
Deck Cadet	2 368	9	188	197	4.57
Engineer Cadet	2 343	3	185	188	1.60
Electro-technical Officer	2 288	1	95	96	1.04
Refrigeration Engineer	6	0	6	6	-
*Others	17	0	5	5	-
Total	26 913	22	1 965	1 987	1.11

Source: Maritime Manpower Survey 2014 conducted by the Maritime Services Training Board

As a questionnaire done by ICMS on employment of HK seafarers (14 respondents) reveals, the major reason for shipowning and ship management companies to employ the large number of seafarers from other countries, i.e. China, Philippines, India, etc, rather than from HK, is that the pay of HK seafarers is higher than those of the three Asian countries.

However, those shipping companies agree that HK seafarers possess the merits of having good working attitude, ability to communicate capabilities to work onboard, good quality of acquired seafarer training

and adaptability to work with seafarers of other nationalities.

Potential Supply of Seafarers in HK

Table 4 is from the Maritime Manpower Survey 2014 and is the summary of the actual and projected number of graduates from maritime-related courses offered by the HK PolyU and MSTI in the recent three semesters. It can be used as a main source of information for forecasting the potential supply of deck and engineering cadets and ratings for sea-going, river-trade and local vessels. Nevertheless, it should be noted that graduates of the mechanical engineering faculties of University of Hong Kong and the Hong Kong University of Science and Technology are not included in the survey.

Table 4 Number of Graduates of Full-time Pre-employment Courses related to seafaring

Course Name	Training Provider	Number of Graduates		
		Actual 2013/14	Projected 2014/15	Projected 2015/16
BBA (Hons) International Shipping and Transport Logistics	PolyU	71	85	91
Higher Diploma in International Transport Logistics	PolyU	85	63	45
Higher Diploma in Maritime Studies	IVE	55	50	60
Higher Diploma in Mechanical Engineering	IVE	66	28	30
Certificate for Junior General Purpose Ratings	MSTI	36	80	80
Junior General Purpose Rating	MSTI	37	-	-
		350	306	306

Source: Maritime Manpower Survey 2014 conducted by the Maritime Services Training Board

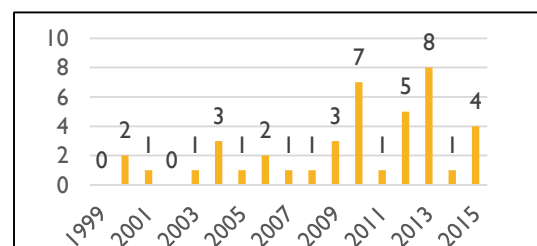
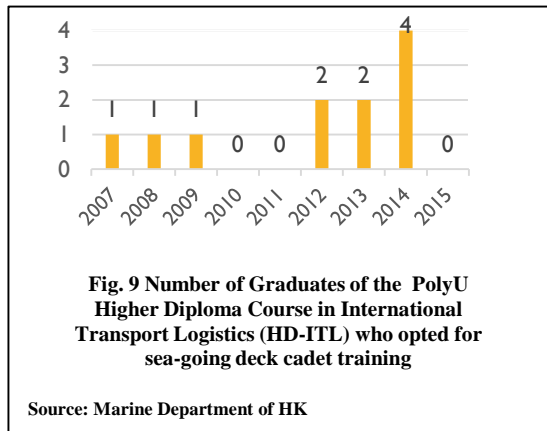


Fig. 8 Number of Graduates of the PolyU Degree Course in International Shipping and Transport Logistics (BBA-ISTL) who opted for sea-going deck cadet training

Source: Marine Department of HK

Also, it should be noted that only a low percentage of graduates from the BBA-ISTL and HD-ITL have joined the seafaring career (Fig. 7 & 8). Meanwhile, a high percentage of them have been taking up maritime jobs.



Education and Training of HK Seafarers

Hong Kong Sea School (香港航海學校)

Hong Kong Sea School (HKSS) (named in 1959, formerly known as “Boys’ Camp”) was founded by Mr. Brook Antony Bernacchi in January 1946. The school aimed at providing education to orphans, under-privileged children and “street-boys”. It was a school providing training for junior seafarers and free accommodation to the students. Mr. Au Kim Hung (區劍雄) acted as the Principal of the “Boys’ Camp” in 1953.

With the acquisition of nautical knowledge, a large number of the graduates went onboard to work as junior able-bodied seamen and sat for seamen’s certification examinations, later climbing up the ladder in the seafaring career and becoming higher-ranked seafarers. With the acquisition of Certificate of Competency

(CoCs), some of them joined the Marine Department and became top-level officials and others became instructors, master mariners, pilots, marine superintendents and even members of the directorate in the Marine Department.

In 1969, the HKSS became subvented as a full-day junior secondary school by the Education Department. In 1993, it became the first Practical School in HK and vocational subjects were introduced in the curriculum. The School started mainstreaming with effect from 2001 but retained its naval traditions by including drills and parades, as well as maintaining the provision of boarding service.

The HKSS is now re-focusing on the training of potential seafarers to cater for the needs of the local maritime industry. It requires its S1-S3 students to take up the subject of nautical studies and S4-S6 students are required to take the subject of “seafarers”.

Currently, the HKSS is launching a plan of soliciting its S5 students to attend pre-sea certificate classes held by the Maritime Services Training Institute (MSTI). Interested students can apply for a place to attend training classes of the six pre-sea certificates which are pre-requisites to work onboard in accordance with STCW 2010 of the IMO. The courses are sponsored by the HKSS which has set some selection criteria, including the student’s conduct, disciplinary performance, behaviour in class and performance in nautical studies, for eligible students. Selected students need to pay 25%, i.e. \$4,500 of the course fee. (ref.: <http://www.hkss.edu.hk/>)



Photo 1 Parade at the Hong Kong Sea School (photo by courtesy of Hong Kong Sea School)

Table 5 Number of graduates of HKSS of 2005 to 2015 joining the seafaring career or engaging in maritime studies

	No. of graduates
Studied High Diploma in Maritime Services Training of MSTI	2
Studied in the course of Certificate for Junior General Purpose Ratings (23weeks) of MSTI	24
Local vessel	53
Ocean-going vessel	2
River-trade vessel	24

Source: Hong Kong Sea School

Table 5 shows that there has been a higher tendency than conventional secondary schools of the HKSS's graduates going onboard, either working on local vessels, river-trade or ocean-going vessels.

The Hong Kong Polytechnic University

One of the main sources of HK seafarers in the 1960s, 1970s and 1980s was the former Department of Nautical Studies (航海系) of the HK Polytechnic (formerly as HK Technical College).

With the decline of the maritime industry in HK which led to the decline of enrolled students, the HK Polytechnic decided to

close its Diploma course in Maritime Studies in 1990.

In view of an anticipated shortage of shore-based maritime professionals, the HK Polytechnic (currently renamed as the HK Polytechnic University, HK PolyU) launched a three years Bachelor's Degree course, BSc. (Hon) Shipping Technology and Management in September 1995. The Department of Logistics was set up in September 2003 and later changed to the name of the Department of Logistics and Maritime Studies (LMS). Currently, the LMS is offering the following two courses which incorporate nautical knowledge subjects which are relevant to the seafaring career:-

- 1) 4-Year full-time course in BBA (Hons) in International Shipping and Transport Logistics (BBA-ISTL). For this course, only the subject of Introduction to Shipping and Transport Logistics Operations is compulsory; and
- 2) 2-Year full-time course in Higher Diploma in International Transport Logistics (HD-ITL). For this course, the following 3 compulsory subjects are relevant to what is required of becoming a seafarer:-
 - Maritime Introduction;
 - Foundation for Nautical Studies; and
 - Marine Navigation and Meteorology.

Currently, all BBA-ISTL and HD-ITL graduates are eligible to apply for deck cadet positions of ocean-going vessels if they have finished the safety training courses at MSTI. The graduates of the above 2 courses are entitled to remission of 12-month sea time

without taking any maritime technical elective subjects.

In addition, they can enjoy a maximum of an additional 12-month sea time remission on top of the basic 12-month sea time remission if they take any 4 of the following electives.

For BBA-ISTL:

- Navigation and Communication Systems;
- Ship Construction and Maintenance;
- Cargo Operations and Management;
- Advanced Navigation and Ship Handling;
- Stability, Stress and Loadlines; and
- Maritime Law.

For HD-ITL:

- Navigation and Shipboard Communication;
- The Management of Ship Construction and Maintenance;
- Cargo Operations and Management; and
- Machinery and Control Systems.

Students are encouraged to take the above electives so as to earn the maximum amount of remission of sea time experience.

Remark: The above information is updated to early April 2016.

Maritime Services Training Institute

As the Hong Kong Polytechnic ended its Diploma Course in Maritime Studies in 1990, the task of organizing nautical courses was shifted to the Vocational Training Council (VTC) which organized such classes by its engineering and telecommunication faculties. In 1983, the Seamen's Training Centre was set up and it was renamed as the Maritime Services Training Institute (MSTI) in 1988. In 1990, the MSTI began a one-year training

course of deck cadet. In 1995, the MSTI started to organize a 2-year full time Diploma in Maritime Studies. The course was later re-structured to be the 2-year Higher Diploma in Maritime Studies (HDMS). Annual intake of students is around 60. Upon graduation and acquisition of four pre-sea certificates, graduates of the HDMS are eligible to go onboard to work as deck cadets and will be granted a remission of sea service by the Marine Department of Hong Kong when appearing for the examination leading to the issuance of Class 3 Deck Officer CoCs, Sea-going or River Trade.



Photo 2 Maritime Services Training Institute (MSTI)

The following lists the subjects studied during the 2-year of training:-

General Ship Knowledge; Ship Construction & Maintenance; Ocean Navigation; Electronic Navigation Systems; Cargo Work; Navigational Watch-keeping; English & Communication; Chartwork & Coastal Navigation; Marine Meteorology; Ship Stability; Passage Planning; Bridge Resource Management; Marine Engineering & Controls; Ship Safety / Security and Emergency Responses; Maritime Law and Insurance; Ship; Business & Safety Management; Project; Occupational Training; Personal Survival Techniques; Fire Prevention; Fire Fighting and Advanced Fire Fighting; Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats.

Provision of Degree Course in Maritime Operation Management

In mid-March this year, the MSTI entered into a Memorandum of Understanding with the Warsash Maritime Academy of Southampton Solent University, UK (英國南安普頓索倫特大學瓦薩希海事學院) to enhance academic exchange between the maritime education institutions, and will co-organize a Top-up Bachelor of Science Degree in Maritime Operation Management in the coming academic year. The course will be aimed at upgrading the training in navigation and ship operation and onshore-based maritime operation management.

Provision of Training Courses to fulfill Requirements of STCW & other Regulations

The MSTI provides training of various mandatory safety familiarization and basic training courses as set out in the STCW Code, Merchant Shipping Regulation, Shipping & Port Control Regulation and Factories & Industrial Undertakings Regulation and is the sole approved provider of such training in Hong Kong.



Photo 3 Fire-fighting training at MSTI (photo by courtesy of Maritime Professional Promotion Federation)

Career Path of Seagoing Seafarers

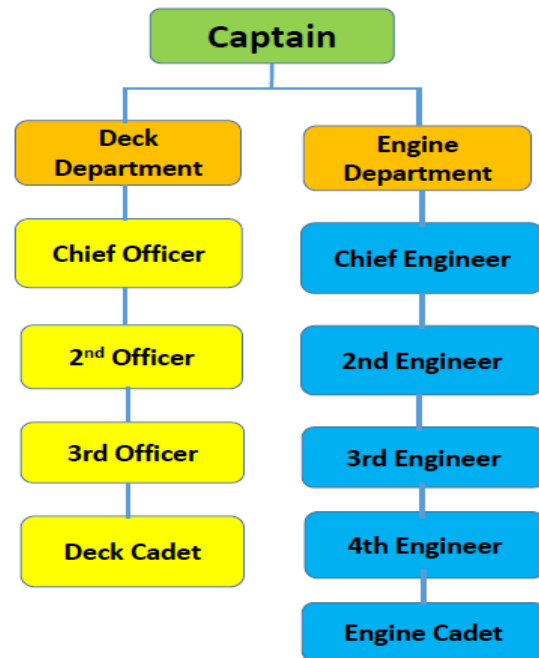


Fig. 10 Hierarchy of the posts onboard an ocean-going vessel.

Deck Officers

Deck Officers are those who assist the captain in controlling the safe navigation, maintenance and cargo work of the ship. They keep the navigational watch for the Captain on the (bridge) Control room at sea and keep the cargo watch when the ship is alongside the berths. There are three deck officers on board, namely:- Chief, second and third officers.



Photo 4 Deck Officer watch-keeping (photo by courtesy of Maritime Professional Promotion Federation)

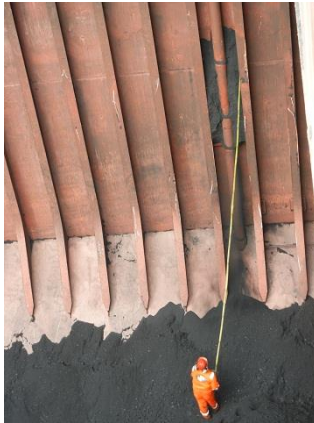


Photo 6 Cargo hold cleaning
(photo by courtesy of Maritime Professional Promotion Federation)

Posts in the Deck Department include:-

Captain (Master / Master Mariner)	is the overall command of the ship and is effectively the General Manager and ultimately responsible for the safe navigation and operation of the ship. He is also the owner's representative dealing with charterers, port agents and cargo formalities.
Chief Officer (Mate)	is responsible for the day to day work of the deck crew and for the stowage, loading, carriage and discharge of the cargo with particular attention to the ship's stability. He is also the operation manager, who is managing all the crew to carry out all the day to day working operation, such as painting and maintenance of the ship equipment. (Chief Officer is keeping navigational watch: 4 - 8 am & pm).
Second Officer (Second mate)	is the navigating officer responsible for updating the charts and passage planning. He is also the ship's medical officer, who is basically the doctor on board. (Second Officer is keeping the navigational watch: 12 - 4 am and pm).
Third Officer (Third mate)	is the safety officer on board responsible for maintenance of all lifesaving and fire-fighting equipment on board. As with the others, the Third Officer has to keep the navigational watch. (Third Officer is keeping navigational watch: 8 - 12 am & pm).

Source: Maritime Professional Promotion Federation

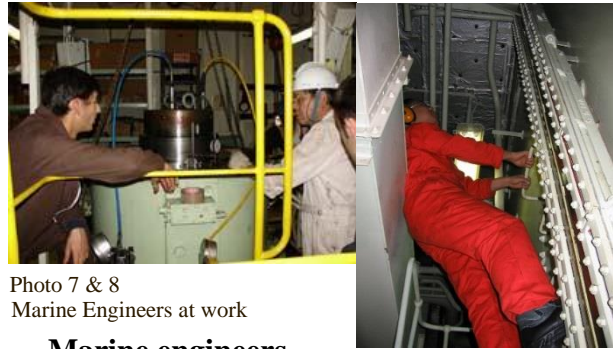


Photo 7 & 8
Marine Engineers at work

Marine engineers

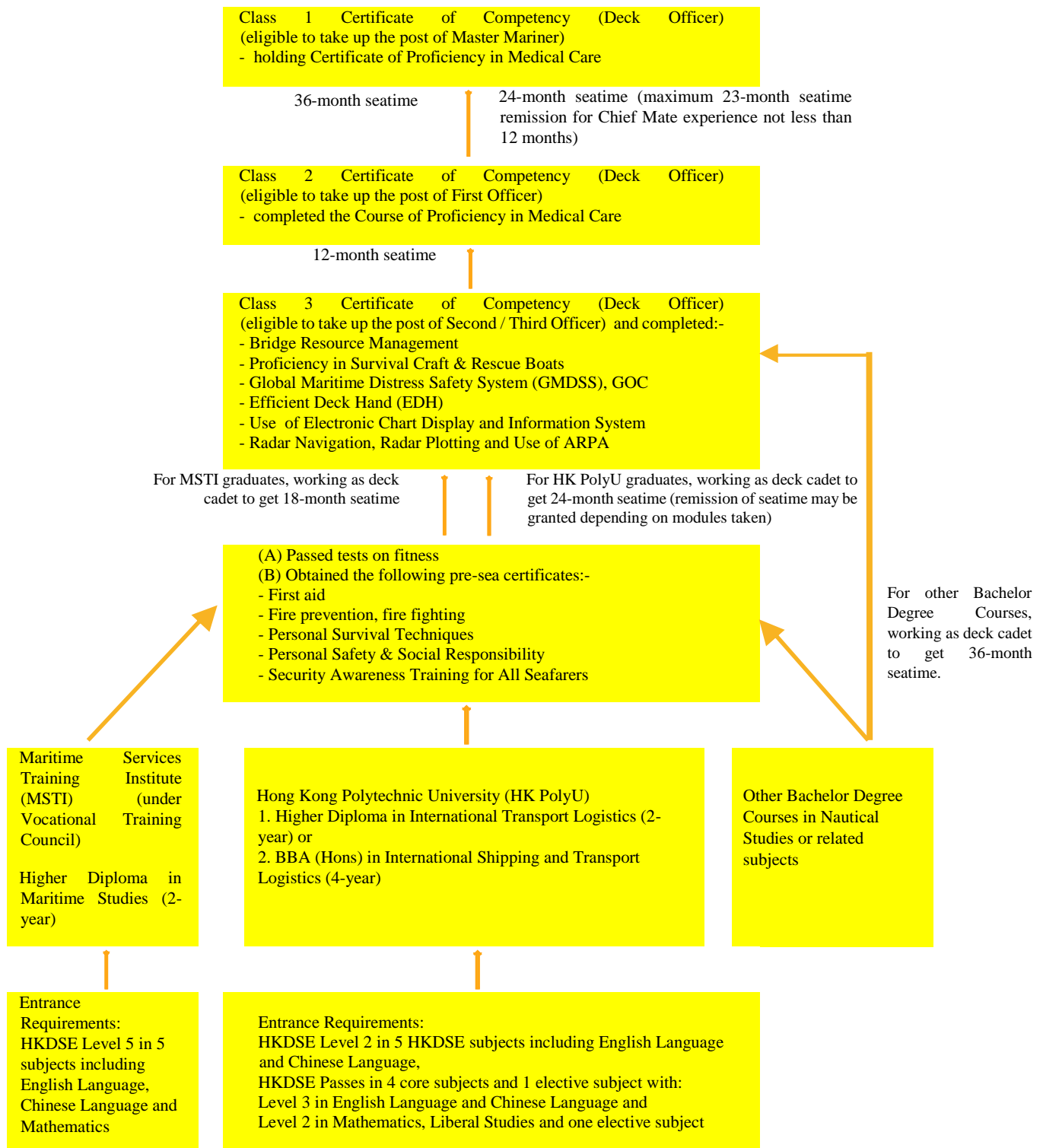
Marine engineers (marine engineer officers) are those who assist the chief engineer in the safe running, maintenance and overhauling of the engine on board. Ship's cranes are required to load or discharge cargoes and extra generators are required to support the loading of refrigerated containers (reefers). Substantial claims may be resulted if any of the machinery is not working. The expertise and experience of engineers on board is critical for the profitability of ship in service.

Posts in the Engine department include:

Chief Engineer	is effectively the ship's technical manager and has overall responsibility for the operation and upkeep of all machinery, engineering systems and the structural integrity of the ship. He also gives his technical know-how to the master for all engineering knowledge.
Second Engineer	is responsible for the day-to-day management of the Engineers and engine-room crew. He has a prime responsibility for the main engines, spare gears and stores.
Third Engineer	is responsible for the ships generator engine and boiler and assists with any main engine upkeep. He may also be the Electrician if there is not one on board.
Fourth Engineer	is responsible for the maintenance of the purifier and assists with all aspects of machinery upkeep. He is usually responsible for fueling and daily monitoring of fuel supply. (should engine room watch required, Second Eng: 4- 8 am & pm, Third Eng: 12 - 4 am & pm, Fourth Eng: 8 - 12 am & pm).

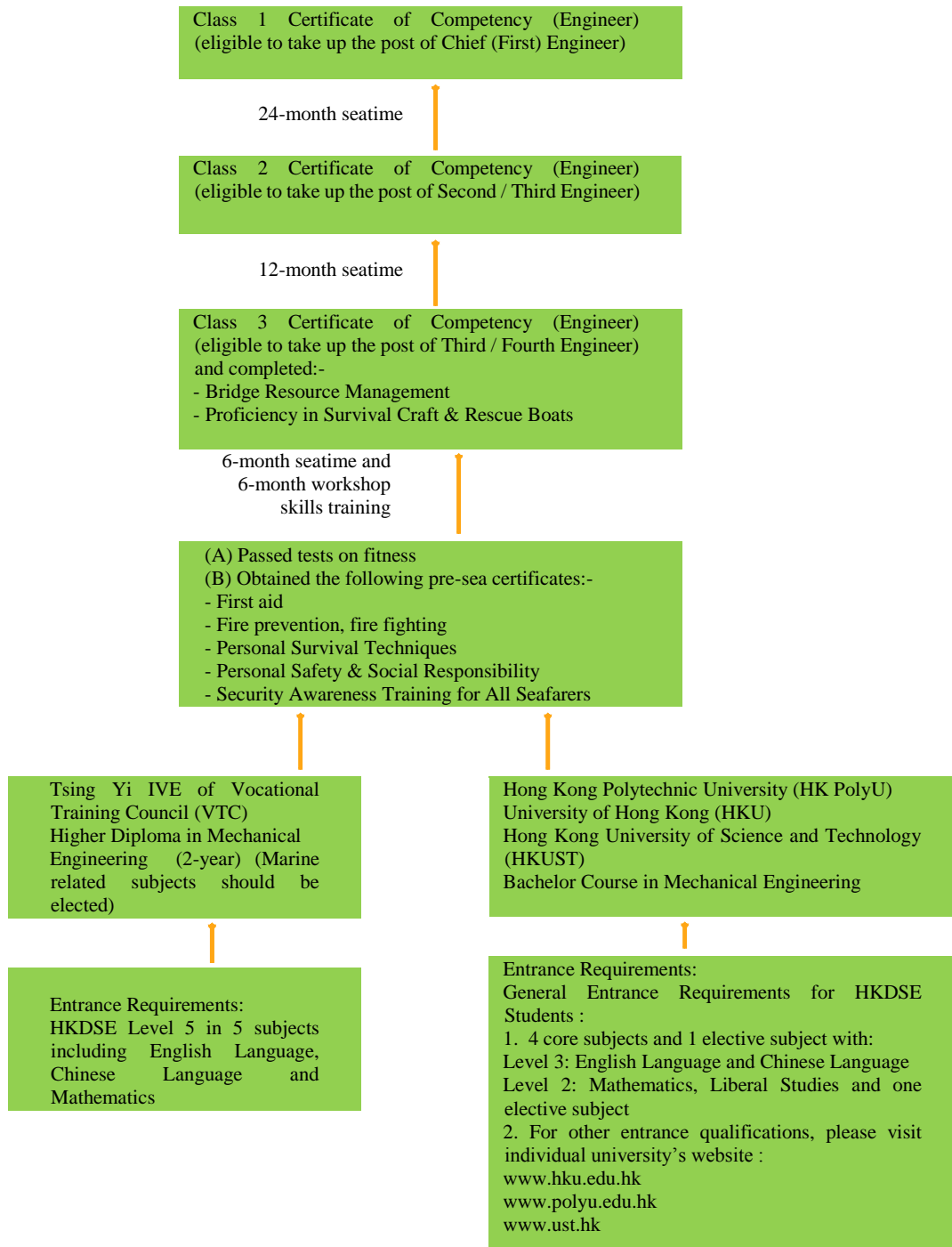
Source: Maritime Professional Promotion Federation

Career Path of Deck Officers of Sea-going Vessels



Sources: Maritime Industry Council and Marine Department of HK

Career Path of Engine Officers of Sea-going Vessels



Sources: Maritime Industry Council and Marine Department of HK

Prospects of sea-going seafarers

1) For Deck Officers:-

Onshore jobs -

- Marine officers in the Marine Dept
- Surveyors of Ships (Nautical) in the Marine Dept (degree holders only)
- Assistant Marine Controllers in the Marine Dept
- Marine Inspectors in the Marine Dept
- Harbour Pilots (for Class 1 CoC holders)
- Port Captains (for Class 1 CoC holders)
- Shipping Agency Managers
- Operation Managers
- Cargo Supervisors
- Container Terminal Managers
- Ship Managers
- Cargo Surveyors
- Training Officers/Instructors in MSTI, providing training of HD course and STCW course and to marine police.
- Training Officers of Marine Police or Customs Officers
- Marine Consultants

Posts onboard river-trade vessels

2) For Engineering Officers

Onshore jobs -

- Surveyor of Ships (Engineer and Ship) in the Marine Dept (degree holders only)
- Marine Inspector in the Marine Dept
- Marine Superintendents
- Technical Officers in Shipping Companies
- Shipping Safety Officers
- Chartered Engineers in Container Terminals
- Surveyors

- Training Officers/Instructors in MSTI, providing training of HD course and STCW course and to marine police
- Training Officers of Marine Police or Customs Officers
- Marine Consultants

Posts onboard river-trade vessels

Remark: the lists are not exhaustive.

Certification and Registration of Sea-going Seafarers Working Onboard HK-Registered Ships

Basic requirements to become a sea-going seafarer to be registered in Hong Kong:-

- 1) Be not younger than 18 years old and not over 35 years old at the time of applying to qualify for the issue of an initial Certificate of Competency (CoC) for seafarers. In the case of a seafarer who is a direct trade entrant, the maximum age is 60 years old.

This is in accordance with the requirements of registration of sea-going seafarers working onboard Hong Kong-registered ships.

- 2) Has a valid medical fitness certificate and tests should be conducted every two years for revalidation of the certificates.
- 3) Has satisfactorily completed a course of Basic Training Certificates (so-called “subsidiary certificates”) to satisfy the requirements of STCW Code.

They include:-

- (a) personal survival techniques;
- (b) fire prevention and firefighting;
- (c) elementary first aid; and
- (d) personal safety & social responsibilities.

Seafarers qualified are required every five years to provide evidence of having maintained the required standard of competence.

Retirement age of HK Seafarers

As the qualified seafarers are required every five years to provide evidence of having maintained the required standard of competence and the maximum age to register as a sea-going seafarer in Hong Kong is 60, such person will not be entitled to be certified as a sea-going seafarer when he/she reaches the age of 65.

Requirements specifically for Deck Officers

The possession of a sight test certificate is required for deck officers. The sight test should be conducted by recognized medical practitioners and it include the test of colour blindness as deck officers are required to distinguish the different colours of maritime signal flags and green light (starboard)/red light (portside). Eye sight tests should be conducted continuously for re-validation of certificates.

Examination of Seafarers in HK

The Marine Department carries out examinations for seafarers working on HK-registered ships and local vessels. Examinations for sea-going seafarers and river-trade seafarers are normally held three times every year.

Sea-going Deck Officer Certificate Examination Syllabus

Sea-going - Class of CoC	Examination Syllabus
Class 3 Cert	Coastal Navigation; Offshore Navigation; General Ship Knowledge; Watchkeeping & Meteorology; Oral and Practical
Class 2 Cert	Navigation; Passage Planning; Ship Technology; Shipboard Operations; Commerce & Law; Oral and Practical
Class 1 Cert	Oral and Practical

River-trade Deck Officer Certificate Examination Syllabus

River-trade - Class of CoC	Examination Syllabus
Class 3 Cert	General Nautical Knowledge; Chartwork; Oral and Practical
Class 2 Cert	Business & Law; Shipboard Operations; Ship Construction, Stability & Engineering Knowledge; Navigational Aids & Instruments; Oral and Practical
Class 1 Cert	Oral and Practical

For detailed syllabus of exam of marine deck officers, please read

http://www.mardep.gov.hk/en/pub_services/pdf/determination_d03_2012.pdf

For detailed syllabus of exam of marine engineering officer, please read

http://www.mardep.gov.hk/en/pub_services/pdf/determination_meo_2012.pdf

Ever since the closing of the course in maritime studies offered by Hong Kong Polytechnic in 1990, there are no-longer examination-preparatory course offered by institutions. Sea-going seafarers who wish to sit for Class 3, Class 2 and Class 1 CoCs have to group themselves and seek advice

and assistance from experienced seafarers. The Maritime Profession Promotion Federation did co-organize with the Hong Kong Shipowners Association a number of small-scale exam-preparatory revision classes for Class 3 and Class 2 CoC examinations from June 2010 to July 2011.

The MPPF also provides examination preparatory resources on its web-site (please browse

<http://seagoinghk.org/eng/default.asp?exam>).

In view of the acute need of such courses to help seafarers climb up the career ladder, various maritime related associations have urged MSTI and other institutions to organize classes.

Efforts of Various Parties to Boost Seafaring Career

Effort of the Hong Kong Government

Maritime and Aviation Training Fund

The Maritime and Aviation Training Fund (MATF) was approved by the Legislative Council in January 2014, with a commitment of \$100 million to be spent over a period of five years from 2014-15 to 2018-19 with the aim of training up professionals and technical personnel to support Hong Kong's future development in the two sectors.

The Fund has been used to sustain and enhance the five existing maritime-related training schemes and scholarships, including:

1) Sea-going Training Incentive Scheme

Sea-going Training Incentive Scheme (SGTIS) is an existing incentive scheme which was launched in July 2004 with the purpose of attracting youngsters to become ocean-going seafarers. It is administered by the Marine Department (MD) with the support of the Hong Kong Maritime Industry Council. The Fund was injected with an

approved initial commitment of \$9 million and was increased by HK\$19.2 million in 2010 for a total of HK\$28.2 million for operation up to 2013/14. Currently, the Scheme is put under MATF.

The incentive is paid in arrears directly to the successful applicants by the Marine Department as a lump sum on completion of each employment contract up to the maximum training period of 18 months for Deck Cadet and 12 months for Engineer Cadet.

Under this scheme, a cadet may receive:-

a) \$6,000 (with effect from 1 April 2014) per month, as an incentive, during the cadetship training period which spans up to a maximum of 18 months for a deck cadet (graduates of the "Higher Diploma in Maritime Studies" (HDMS) programme run by the MSTI and "BBA (Hons) International Shipping and Transport Logistics (BBA-ISTL)" and "Higher Diploma in International Transport Logistics (HD-ITL)" of the HK PolyU) and 12 months for an engineering cadet (graduates of the "Higher Diploma in Mechanical Engineering" programme run by the Institute of Vocational Education (IVE), Tsing Yi or mechanical engineering programmes of the local universities).

b) reimbursement of the first examination fee after passing the examination.

As at 31 December 2015, a total of 385 cadets have joined this scheme. Apart from 104 cadets who were still on the roll, 196 cadets had obtained their first professional qualifications.

2) Professional Training and Examination Refund Scheme

With effect from 1 April 2014, enhancement and new initiatives under MATF are in operation which the Professional Training and Examination Refund Scheme (ProTERS). Under ProTERS scheme, each successful applicant will be refunded 80% of their fees, subject to a maximum of HK\$18,000.

A number of courses to fulfill mandatory safety familiarization and basic training courses set out in the STCW Code, Merchant Shipping Regulation, Shipping & Port Control Regulation and Factories & Industrial Undertakings Regulation are covered for reimbursement.

3) Local Vessel Trade Training Incentive Scheme (LVTIS)

This scheme aims to provide a financial incentive to attract those who have completed approved basic training and examination preparatory courses for local craft and are working in the local craft industry to sit for examination for Local Certificate of Competency of Coxswain or Engine Operator. Eligible persons will receive a monthly subsidy of HK\$2,500 up to a maximum of 12 months.

Voluntary Work by Local Maritime Related Organizations

1) Maritime Professional Promotion Federation (MPPF) (海事專才推廣聯盟)

In 2002, a group of enthusiastic people from various spheres of the local maritime industry set up a voluntary group, the Maritime Professional Promotion Federation (MPPF), with an objective of promoting the sea-going career to local youngsters.

The major objective of the MPPF is to match the demand and supply of Hong Kong cadets to the shipping companies and is achieved through 3 major work areas: -

- Making contacts with shipping companies in Hong Kong;
- Promoting the seafaring career to young people and secondary school students;
- Providing counselling service to those who are preparing themselves to go onboard and who have newly joined the career;

- Acting as an intermediary between the cadets-to-be and the shipping companies for job interviews and speed-dating events;
- Providing examination revision materials and examination oriented tutorial classes for CoC exams (in collaboration with the Hong Kong Shipowners Association); and
- Organizing English classes for onboard work.



Photo 9 & 10 Speed dating event held by MPPF at MSTI on 22 Jan 2016, maritime students meeting personnel of crew department of shipping companies.

On one hand, the members of the MPPF contact the crew department of shipping companies, asking about job openings for cadets and encouraging them to employ HK cadets. On the other hand, the MPPF adopts various channels and approaches to promote the seafaring career to youngsters of HK. Career talks in universities and secondary

schools have been organized in collaboration with local maritime associations. It also organizes sea adventure camps for young people to enable participants to experience some onboard life.

Concerning the matching of job vacancies and supply of seafarers, the MPPF has been adopting the strategy of recommending the more brilliant seafarers, in terms of their academic performance and mentality, to apply for seagoing jobs offered by prestigious shipping companies.

Young persons who are interested in the seagoing career, including students and graduates of MSTI and universities can approach the MPPF for more information and advice.

A counselling and mentoring service to young seafarers has also been provided by experienced marine officers. Some young seafarers who have newly joined the seagoing career may find some difficulties in adapting to life onboard, for example, having difficulty in getting along with seafarers of different nationalities or difficulty in enduring the various hardships onboard such as homesickness and seasickness. Counselling provided by their forerunners who had experienced the seagoing life is crucial. Once the obstacles have been overcome, the young seafarers will find it easier to continue the seafaring life and climb up the career ladder.

2) Hong Kong Institute of Marine Technology and the Hong Kong Joint Branch of the RINA & the IMarEST

While training of deck officers are provided mainly by the MSTI and HK PolyU, there are currently no institutions specifically for the training of marine engineering officers. In HK, marine engineering officers who have joined the field in the recent years mainly come from the engineering faculties of Tsing Yi IVE of VTC, Hong Kong

University of Science and Technology (HKUST), the University of Hong Kong (HKU) and the Hong Kong Polytechnic University (HK PolyU).

Alike marine deck officers, there is a shortage of marine engineering officers. In view of this, the Hong Kong Institute of Marine Technology (HKIMT) and the Hong Kong Joint Branch of the RINA & the IMarEST (HKJB) have joined their efforts to organize regular career talks in Tsing Yi IVE and the HK PolyU on the job of marine engineering officer. The career talks have also been targeted at the mechanical engineering students from the HKU and HKUST. Such promotion work has gained some fruitful results as the number of university students joining the career of marine engineering officer has been on a rising trend.

3) Support provide by the HK Government in collaboration with maritime related organization - The Nautical Study Center of the Hong Kong Seamen's Union

The Hong Kong Maritime Industry Council (MIC), in collaboration with the Hong Kong Shipowners Association, launched the Maritime Awareness Week from 25 to 31 October 2010. As one of the measures to assist Hong Kong seafarers to prepare for the CoC examinations, HK\$1 million was set aside by the HKSAR Government to set up the Nautical Study Centre in the premises of the Hong Kong Seamen's Union (HKSU). The Centre was opened on 28 October 2010. HKSU provides this free accommodation and manages and operates the centre without charging any fee. The aforesaid HK\$1 million was used for the purchase of reference books and materials for CoC examinations.

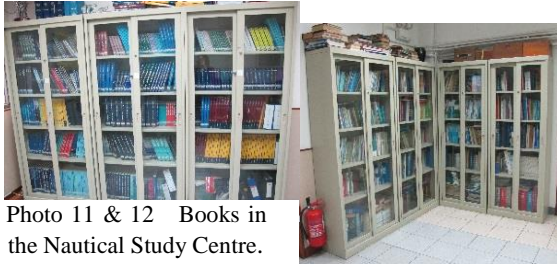


Photo 11 & 12 Books in the Nautical Study Centre.

The Nautical Study Center, with a size of around 150 square meters, is composed of classrooms, a study room and a library. The Study Room can house 20 people at most. The library stocks more than 1,000 books from over 200 categories, including 65 books on marine engineering and over 200 books on navigation, from entry to



Photo 13 Nautical students doing revision for CoC examinations in the Nautical Study Centre

professional level. Among them, 700 books are provided by the MIC. In addition, there are about 300 Chinese maritime and nautical books. Electronic teaching appliances and sea chart tables facilitate navigation and engineering lectures.

4) Joint effort of the seafarers' unions and shipping companies in HK **- Hong Kong Maritime Scholarship Fund and Hong Kong Seafarer Mutual Assistance Fund**

The three seafarers' unions in Hong Kong, namely the Hong Kong Seamen's Union, the Merchant Navy Officers' Guild - Hong Kong and the Amalgamated Union of Seafarers – Hong Kong started to enter into collective bargaining agreements (HKCBAs) with

some of the shipping companies under the Hong Kong Shipowners' Association in 1996 to cover Hong Kong flagged vessels.

With the purpose of enhancing the protection of the welfare of seafarers working onboard Hong Kong flagged vessels, the three unions had undergone a number of negotiations with the employer side, i.e. shipowners and shipping companies, for setting up a fund which was incorporated mandatorily into the CBA fees to enhance the benefits of the seafarers working onboard the vessels covered by the HKCBAs. In 2012, the three unions, under the name of Hong Kong Seafarers Coordination Committee (HSCC), reached agreement with the Maritime Employers' Group (MEG) of the Hong Kong Shipowners Association to establish the Hong Kong Seafarer Mutual Assistance and Scholarship Trust ("the Trust") which is aimed at assisting distressed seafarers and those in emergency situation and providing maritime training support to Hong Kong flagged vessels seafarers.

The Trust started operation in 2014 and a portion of the CBA signing fees has been put into contributions to the two trust funds, namely the Hong Kong Seafarer Mutual Assistance Fund and the Hong Kong Maritime Scholarship Fund. The Trust has begun accepting applications. Seafarers who work onboard sea-going vessels not covered by HKCBA who are in distress and are stranded at the port of Hong Kong will also be covered by the Mutual Assistance Fund to provide speedy assistance. Students studying in the maritime institutions and individual seafarers working onboard vessels covered by HKCBAs are eligible to apply for the Maritime Scholarship Fund. For guidelines and application forms, please read

<http://www.mnoghk.org/index00.htm>

How do I know whether I can be a “Competent and Happy” Deck Officer?

by Dr Jimmy NG

It is difficult in most cases for undergraduate students to decide whether they should invest 7 to 10 years to obtain a Class 1 or Master certificate (also called a “licence of Captain”) in the seafaring profession and then come back to work ashore. Many students of the Department of Logistics and Maritime Studies of the Hong Kong Polytechnic University (PolyU) talked to me about their thought of joining ocean-going ships as deck cadets. Some students came to me because some of their classmates or friends had become deck officers or masters (or sometimes called “captains”) and they considered this option too. Most of them were invited by me to have a cup of coffee or tea and I listened to them talk about their dreams. One of the main reasons of talking to them before they make decisions about their future career is to avoid them entering a field which they do not know and/or would not like to join as a career. Some thoughts are shared with you now and please do find someone to talk to if you are really interested in becoming a professional mariner or deck officer.

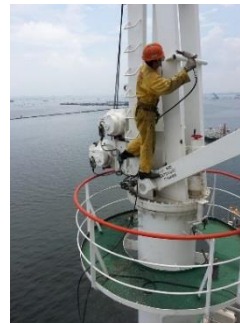
Understand oneself before making decision

It is easier for shipping students to understand the profession of merchant navy (or sometimes called “working on board commercial vessels”, “mariner”, “seafaring” or “working at seas”) if they have family members e.g. father, uncle or brother, relatives, classmates or friends who are or have been in the profession. The students who consider becoming seafarers (or “mariners”) are encouraged to talk to people who know them well. It is absolutely fine for students who do not have any relatives or

friends who are in the profession to understand the seafaring career and decide what to do next for themselves.

Career ladder is clear

There are always pros and cons in a profession to different people. One positive aspect of being a deck officer is that the career ladder is clear and people know that they can sit for the examination of a higher rank after they have accumulated sufficient



working experience until they obtain the Class 1 (Master) certificate. They will have a promotion after working for a certain period of time with a good track record. The demand for quality

deck officers is high worldwide. It means that it is easier for you to find a good job at sea or ashore with the professional qualifications. But there is competition worldwide and it means that if one does not perform well a shipping company can find substitutes from other countries.

Female can join as deck officers too

Up to now, seven female shipping graduates of the PolyU and some female students from other educational institutions in Hong Kong have joined ocean-going ships and they started their seafaring career as deck cadets. One of them, who is from the PolyU, is the first ever female holding an Bachelor (Hon) Degree in International Shipping and Transport Logistics from the PolyU and has successfully passed and obtained a Class 1 (Master) Certificate in the history of Hong Kong. Behind and concerning this good news of female seafarers, more exchanges of thoughts, provision of support and counseling are required for female students so as to assist them understand their views

and decisions. They are doing equally well as compared with the male graduates of the PolyU. Quite a number of shipping companies in Hong Kong are happy to recruit female deck cadets and officers.

Greater certainty and more stable environment for saving

Officers who work at sea can plan ahead with greater certainty because they have a more stable environment to have more savings from their salary. The salary of officers onboard is higher than those ashore, not only because they are professional at a worldwide standard i.e. STCW of International Maritime Organization under the United Nations, or that they are brave and willing to



take risk at sea, but also because they have to work overtime as circumstances warrant and to stand watches as usual on Saturdays, Sundays and public holidays; and

they are unable to take the annual leave that they are entitled onboard until they return home.

Dynamic & interesting working environment

The pattern of working hours on board ship is different from those ashore jobs. As to navigation watch for deck officer, a day is divided into the first 12 hours i.e. midnight to noon and the second 12 hours i.e. noon to midnight in which deck officers work for 4 hours in the first 12 hours and then another 4 hours in the second 12 hours. They are usually assigned to carry out other paper work or maintenance work after completing

their routine watches. Anchor watch or cargo watch in port is slightly different from navigation watch mentioned above. Time can pass quickly on board because the deck officers are busy in different responsibilities irrespective of whether a ship is underway at sea or has berthed at a cargo terminal of a port. An advantage of signing off from a ship for deck cadets or deck officers is that they can have a relatively longer holiday - say a few months to do things that they want to do, e.g. attend a full time course for 1-2 months, take a long holiday trip overseas, or study and sit for an examination. Students may have to think whether they like the working environment on board, including the above working patterns, and whether they have the flexibility to adjust to different situations.

Some students have traveled abroad for weeks, if not for months, and enjoy being alone when finding out where a hotel or restaurant is and finding solutions of different problems in different places. Deck officers have to learn how to solve problems that they have not encountered before in different ports. They are exposed to different cultures which are interesting to them. Many students adjust well to different cultures while a few of them do not.

Some features of seafaring

Students generally grow up in a community where males and females co-exist and where they have families and friends. On the contrary, people working onboard have only working relationship with colleagues onboard the ship. People working ashore may find a friend for a cup of coffee after a tough day in the workplace. On board, mariners cannot see their families everyday but can only chat with their families or friends via email or phone when they are within the coverage of email or telephone network. This situation of temporarily losing

contact with families and friends has become much better now because the duration of a contract for marine officers is now much shorter, say 4 to 8 months, for some shipping companies. As a matter of fact, this situation is not so bad compared with people working in other careers as some graduates who work in multinational companies may have a lot of business trips to overseas frequently and the total time in Hong Kong may also be relatively short.

Mariners are exposed to cultural shock when they go to different ports, meeting different people, eating foods that they may have never tasted, seeing landscapes which they cannot see in their home town, being embraced by weather situations in which they are not familiar with since their childhood, taking other types of transportation and interacting with people of different behaviour and languages in different parts of the world. Many young people like these kinds of experiences of cultural shock and find them interesting. Mariners would not be the same after all those experiences impacting on them. They would have different views towards the world which provides them so many unforgettable fond memories.

A platform for PolyU deck cadets & officers

An electronic platform on Facebook was created by some deck officers from PolyU for sharing their feelings, career path, difficulties, examinations, jobs ashore, etc. It is an excellent closed platform and all potential deck cadets, cadets and deck officers of PolyU are welcome to join it. They have organized different events to catch up with their seniors and juniors who go to sea because they know that they are not alone in developing their career. Some graduates met and worked with other more senior graduates on board the same ship.

What next after spending some years at sea?

It is better to sit for and pass the three examinations for deck officers, i.e. Class 3, 2 and 1 before returning for a shore job so that they can have more options for their career. There are many success stories in HK in which officers can find jobs which they like and form their families after leaving the seafaring profession. You can find ex-mariners who have worked as mariners or deck/engineer officers at sea before and are now taking up middle to senior positions in a wide spectrum of the shipping industry e.g. qualified shipping lawyer, professor in university, Director of Marine Department of HK Government, marine officer in Marine Department, marine insurance underwriters or brokers, ship management posts, maritime consultant, harbour pilot, posts in ship chartering, international P&I clubs, ship finance, liner shipping, tramp shipping, etc.

The maritime legend continues in HK

The first batch of students who talked to me about their dreams in PolyU in 1998, have obtained their Class 1 (Master) certificates and found shore jobs which they wanted to take up around 8 years ago. Other graduates who followed their footsteps have been gradually returning back to companies ashore or to the Marine Department. I am more than happy to talk to these brilliant young people in Hong Kong in my own time and I have been doing this for the past 18 years. My only request for those students is to help their junior students in overcoming difficulties which they have come across when they meet the juniors. Of course, I would be very glad if they offer me a cup of coffee or tea if they have time. I therefore do not have to worry too much about who would take up my role when I am not around.

*Sailing through the Stormy Ocean ---
Nautical Careers of 1998 Graduates of
Department of Maritime Studies, The
Hong Kong Polytechnic University*

by **Law Lap Keung**

A severe shortage of shore-based maritime professionals had been anticipated upon the decline of seafaring industry of Hong Kong in the 1980s and 1990s. In response, a three-year Bachelor Degree course, BSc. (Hon) Shipping Technology and Management was launched by the Department of Maritime Studies of the Hong Kong Polytechnic (currently renamed as the Hong Kong Polytechnic University, HK PolyU) in September 1995 which was designed to lay a solid foundation for graduates to join various sectors in the maritime industry.

Four 1998 graduates (including the writer) were determined to start their nautical careers after graduation. After years on board, they were toughened by the experiences gained onboard. With further studies, they obtained the Certificate of Competency as Master Mariner and assumed management posts on ocean-going ships. After years of sailing, these “seadogs” eventually returned from the sea to take up shore-jobs in Hong Kong. Amongst them, the writer joined the Marine Department of the Government as a Marine Officer while the others became a harbour pilot or director of a shipping company.

The writer expressed his view on the local regime for training seagoing professionals and calls younger fellows to attend proper training to acquire professional qualifications.

The writer also shared his views on seafarers who seek shore jobs. He reminded seafarers to choose a shore job which suited his/her personality. Furthermore, they should adjust their mindsets to adapt to a shore job.

To conclude, the 1998 PolyU seagoing graduates started their nautical careers at the worst time of the Hong Kong seafaring industry and flattened a prospective career path for their younger fellows. With the continuous efforts of the industry, including the volunteers of Maritime Profession Promotion Federation (MPPF), shipowners and the Government, a new generation of Hong Kong professional seafarers has been growing up in the past decade.

*四葉輕舟過重洋 -- 香港理工大學航運
學系 1998 年畢業生的航海歷程*

羅立強

香港航海業的時代背景

「行船」曾經是香港一個熱門的行業。在高峰期時註冊海員人數達 8 萬多人¹。但隨着兩次航運危機和上世紀八、九十年代社會經濟發展蓬勃，陸上工作的機遇大幅增加，願意離鄉別井、捱風抵浪的人越來越少；不少香港船東轉而聘用來自其他地區的海員，香港註冊海員人數逐年下降至不足三千人(1998 年數據)，而作為高級船員搖籃的香港理工學院航海系的「海事科技文憑」課程，亦因收生不足而於 1990 年停辦。

然而，航運是一個千年不衰的行業。除了「行船」，還有港口運作等一系列的相關職業。港口監管的公職、船舶和港口營運相關的業界，都需要有航海資歷

¹ 1971 至 2014, Report of Marine Department / 香港港口統計年報

的人員「登岸」任職，亦需要一代又一代的人去繼承。上世紀九十年代的人才滑坡形成一個危機 -- 航運業很可能會後繼無人。

在校學習

具有遠見的香港理工的師長們早已預見這個危機。為了扭轉局面，培養香港航運業的接班人，理工經多年籌備，其航運科技及管理學榮譽理學士課程於 1995 年 9 月開課。時任海事處處長戴毅彬先生於開學日親臨奠基樓²四樓教室訓勉第一屆三十位學生。

航運科技及管理學榮譽理學士課程是三年制課程，旨在為畢業生打好航運業入門的基礎。由於航運業相關的知識相當廣泛亦甚專門，所以課程由淺入深，第一年從基礎知識學起，至第二年起，學生在管理學、海事法等必修科以外，分流至商業和技術兩組，讓學生專注學習航運商業管理和技術管理。在第一年的暑假，學生更獲安排上遠洋船學習，體驗船上的生活。



2006 年，筆者任貨櫃船大副時前往澳洲途中，在印度洋進行更換壓艙水作業：對老船來說是一項耗時和必須小心翼翼去做的事。

各奔前程

在第三年，同學們已開始謀劃畢業後的前路。我們四個技術管理組的學生經前

輩指點，向師長提出畢業後「出海行船」的想法。我們得到學系支持、獲海事處認可、經師長引薦，終於獲得香港船東取錄為甲板實習生。同屆其他同學當中，有入職船公司、貨櫃碼頭和從事船舶經紀行業等。

航海經歷

船上的工作環境和作息規律與陸上生活截然不同，例如：著裝、值班、時區轉換、在搖晃中的船上工作、在甲板上走動等，初上船工作的實習生都需要時間適應。在實習時，我們要熟習船上的業務，更重要的是在能力上和心態上預備好自己當船副。休班時，我們亦要抓緊時間完成訓練紀錄冊上的訓練項目和研習。每一天都在學習、磨練和成長，為的是預備好自己面對海事處考官的考驗。我們在 2000 年初夏，通過了香港遠洋二副証書考試。由實習生晉升船副之後，最大的分別是責任增加。制服上的肩章每多一劃，責任便愈重。幾年間我經歷了很多次手心冒汗的緊逼局面和驚險場面：惡劣的天氣、嚴苛的港口官員...這些經歷便成為我的寶貴精神資產。



2007 年，筆者任 8,000 TEU 貨櫃船大副，在日常巡視甲板時留影。

²原香港工業專門學院(工專)大樓，已被拆卸。原址位於現李嘉誠樓



左圖是筆者在 1996 年上訓練船之前在大欖涌海員訓練中心接受五天消防訓練。右圖是筆者在 2014 年參加海員複修班時在同一地點留影，去救火時興奮得像小孩子去遊樂場一樣。

負笈英倫

我們入行時正值香港航海行業的低谷，本地的學院除了提供一些基本訓練外，大副/船長考試預備課程和其他相關培訓班已經停辦多年。反觀外國，它們的海事學院就有開辦「一站式」的大副/船長考試預備課程。為了順利考取証書和增進知識，我們同屆同學相約一起在 2002 年秋赴英國進修。我們在 2003 年夏季考獲英國遠洋大副證書，在 2006 年初考獲英國遠洋船長證書。

在海外進修，會遇上不同背景的老師和同學，除了在正規課堂上學得知識和考獲證書外，我更可以認識其他國家的文化和深入瞭解當地的生活。

離船登岸

在香港理工畢業時，我們立志出海是為了取得航海資歷之後登岸謀生。經過近十年的漂泊航海生活，我們都考取了船長證書，亦分別當上了遠洋船船長或大副等管理職位。我在 2008 年秋離開遠洋

船，加入海事處任職海事主任。同學們則分別成為領港員和船公司的管理層。

航海課程缺乏 香港遠洋航海業式微

香港的航海培訓體系

在香港航海行業的全盛時代，除了香港理工(工專)和赤柱航海學校(赤航)外，香港還有七所私人海員訓練學校³提供航海課程讓當時的年青人入行和進修。由於香港沒有近海航運、海上石油工業和國防等對航海人員持續的需求，加上上世紀八、九十年代香港的遠洋航海行業開始衰退，與之配套的航海業培訓體系亦相繼萎縮。當我們畢業時，除了海員訓練中心提供航海基本訓練外，香港已無任何進修和培訓課程。同時，《海員培訓、發證和值班標準國際公約》(STCW)的規則越趨完善和細緻，要求越來越高。該些規則要求高級海員要在各科筆試和口試均取得及格，並要求他們參加很多出海前證書(小牌)培訓班，取得相關小牌後，方能取得二副、大副和船長等證書(大牌)。由於香港海事處因應實習生已修讀的專上院校課程，包括某些航海科目而減免實習生的部份船上實習資歷(海齡)，所以很多香港的甲板實習生都會選擇在香港考取二副證書。然而，在沒有完善的培訓體系下，即使是大學畢業生，考取海員大牌也不容易，而且十分耗時。我們四位同學尚能自修應付二副考試；但考大副、船長則感到難以應付，因為有很多科目，包括調校羅盤、油輪運作，以至進階的穩性計算等，根本不可能自修應付考試，而且我們覺得在正式課堂中學習會更有效率，亦不願

³ 《與赤航同學分享...我在赤航畢業後的際遇》，林傑船長

浪費時間等待每一個不知何時會開辦的培訓班，這便是我們赴英進修的理由。

然而，可能出於其他方面的考慮，有同業選擇留港，靠前人的經驗自修赴考。我亦曾拜讀前輩這些試後心得，覺得還有甚多可改進的空間。如只靠這些心得備試，當試題更新，考生便無法應付，而且從宏觀角度，這種方式對香港高級海員的專業水平亦甚不利。所以，我一直希望有本地的學院能恢復舉辦遠洋高級海員證書的進修班和與之配套的培訓班。而在此理想實現之前，唯有寄語同業後進出外進修，接受完整的學習和訓練，提升自身和保持行業的專業水準。



2008年，筆者在離船登岸之前，在最後任職的船上值班：站在事業的轉捩點。

海員登岸就業的考慮

我考獲遠洋船長證書當日，因為達到多年努力的目標而欣喜之極。欣喜之後就發現自己身處事業的十字路口，開始考慮前路的問題。與很多同業相同，我當日離船登岸主要是為了妻兒，當然要找份工作能夠養妻活兒。在航運業呈現人才斷層這個大環境下，遠洋船長證書的持有人，再加上有大副/船長的資歷，要找一份收入可以養妻活兒的岸上工作並不困難。然而，船員要順利轉型，首要是調節思維，因為岸上工作跟船上工作很不一樣。船上的小社會很簡單：單線指揮，上司下屬職務分明，各司其職，

下班回房休息。岸上工作則除了上司和下屬，還有很多其他職系/部門的同事和外面的業界/業務伙伴，工作上要和各種各樣不同出身的人打交道。另外，工作要適合個人的性格，才會發揮得好，有工作滿足感才會取得業績。最後，所謂「你揀人，人揀你」；人選工作，工作亦選人。同業後進須裝備好自己，營造好自己和身邊的小環境，「機會只會留給有準備的人」。

航運業和很多實業一樣，從業者要有長遠的發展，必須要投入時間去經營(即是要「浸」)；換個說法，如工種轉得頻密，意味着浸得不夠時間，發展自然有限。此外，同業亦要留意時局，尤其關於航運物流業的動向，考慮工種的未來發展。

扭轉乾坤

香港理工大學航運學系 1998 年畢業生出海行船，對學校、海事處、船東、尤其是畢業生本身，都是一個未知的航程。這些年來，1998 年的航海畢業生除發展了自己的事業，亦為後進走出了新的航線。在同一時空，已故林沛鴻船長和一班熱心的前輩成立了海事專才推廣聯盟。他們無私奉獻，積極推廣航海事業，得到船東們的支持，加上香港特區政府為了鼓勵年青人投身航運業設立了航海訓練獎勵計劃。在多方努力下，位於大欖涌的海事訓練學院，其海事科技高級文憑的收生數目，在近年保持在高水平，而香港註冊遠洋海員的數目在近年逐步回升，至 2014 年已為四千三百多人。

作者：羅立強，香港理工大學航運學系 1998 年畢業生。現於香港特別行政區政府海事處，任職高級海事主任/海港巡邏組(1)，負責海上巡邏執法業務。

Life at sea and Working Onboard – Experience of a Female Deck Officer

by Ms Biggie YUNG

“Only those who will risk going too far can possibly find out how far one can go.” – T. S. Eliot

My name is Biggie Yung. I graduated from the Hong Kong Polytechnic University with a Bachelor's degree in International Shipping and Transport Logistics in 2005. In the past decade, I have been working on board seagoing cargo ships. Since I was a young girl, I knew I would be more than an office lady when I grew up and I would prefer working outdoors. I had considered to join the police force or fire brigade. I even wanted to be a construction worker until I knew something about seagoing.

“Seagoing? I thought there is no such job anymore.” – every post-80's Hongkongers



Similar to most of others born in the 1980s, the first time I heard about the seagoing career was from TV dramas. My first impression of seafarers was that they were all “runaway fathers”. Of course that is not true. Later I learned that seafarers had to sacrifice the time to be spent with their family in exchange for the ability to provide better financial support to their family. As I grew up, the seagoing career declined in Hong Kong and the number of Hong Kong seafarers dropped drastically. I had never thought that this would be my future career

as we seldom heard about it anymore. However, since there were only very few young people who joined the seafaring career after the 90s, which in turn led to a shortage of experienced maritime professionals with seagoing experience, the University, the local maritime industry and the government started to pay a lot of effort to promote the seagoing career. I saw that this was an opportunity to develop my career as there were only few competitors in the field while I could get more support from various sources. When I was in my second year study in the university, I made up my mind and was determined to go to the sea after my bachelor degree programme.

“WHAT???” – my mother

Seagoing is always a big mystery to those who have not actually been engaged in it. Even though I had chances to visit cargo ships during my studying life in the university, it did not help much in having a clear understanding of life at sea. In the past, most of what we perceived about seagoing were always negative impressions, such as those unhealthy and unfavourable activities like gambling and smuggling. Of course, a mother with normal intelligence would not let her daughter go gambling and smuggling with a bunch of man. I could understand why my mother had this kind of reaction. Yet, despite my mother's objection, I insisted on becoming a seafarer. People may say that this decision arises from teenage rebellion. To be honest, I was as scared and worried about the seafaring career as my mother as there were too many uncertainties in following this career. Although I had made this decision, I did not stop doubting about whether I could manage it or not until I stepped on the ship's gangway.

*“Why do you look so happy all the time?”—
the Captain*

I remember the time when I started my first voyage as a deck cadet. I was as curious as a puppy. I was amazed by every single thing onboard the ship, including the people, the smell, the noise, the structure, the cabin, etc. The life onboard was a whole new world to me. I was so excited about the future 6 months which I would spend on this ship. I worked happily every day.

Looking back at it now, the main reason why I was so happy was that I could get away from the crowded city of Hong Kong for such a long time. Being on a ship of less than 30 people, the small society made me feel comfortable. I believe people living in Hong Kong are all longing for this kind of atmosphere. Every day, you can breathe the fresh air, you can enjoy the peaceful and tranquil moments, you can witness the weather changes, you can see sunrise and sunset, you can walk around, and you can do sunbathing if you want. You may think I am describing a vacation. But these are all the real life onboard, of course, after work.

“Do you actually need to work? I mean, there is nothing to do when the ship is sailing and you go ashore when the ship is in port, isn’t it?”— all my friends

Normally, the ship is operated 24/7 (round the clock, 7 days a week) non-stop, no matter at sea or in port. Traditionally, on merchant ships, a day is divided into 6 work periods, namely, 8 to 12, 12 to 4 and, 4 to 8, for both a.m. and p.m., to allocate duty shifts for all crews. Simply put, when the ship is sailing at sea, the deck department is mainly responsible for the navigation of the ship and the engine department makes sure the ship has power and propulsion. When the ship is in port, the deck department

supervises the cargo operation and the engine department makes sure we can sail for the next voyage. We do have off-duty time that we can use for either rest or stay up playing. But I would say, no one is supposed to be idle at any time, irrespective of your rank, age or gender.

“I hate to hear you talk about all women as if they were fine ladies instead of rational creatures. None of us want to be in calm waters all our lives.”— Jane Austen, Persuasion

Being the only female onboard, I definitely do not enjoy any privilege. All follow the same rules, dress in the same uniform, do the same work, climb the same height, touch the same dirt, control the same machinery, cross the same ocean, stay up the same hours, speak the same language, eat the same food for the meals. However, enjoying no privilege does not necessarily mean equality. A female seafarer has to work harder than others only to prove that she is capable, i.e. you need to score 200 marks so that people acknowledge that you are capable of scoring 100 marks. According to the book *Women Seafarers: Global Employment Policies and Practices*, one of the interviewers explained: “There are generally two types of guys. One type expects more because they say, ‘Women can’t work on board’. And if you make one mistake, they say, ‘OK, I knew it, I knew it. Now you see, she’s not capable.’ And then there is the other type. If you do something absolutely normal, like hammer in a nail [...], they say, ‘Oh, my God, great. You can do it. I knew it. Fantastic.’” This is exactly what I am facing in this male-dominated environment. Therefore, along the way I climb up the ranks, I have changed. I carry less smiles on my face and I have a short haircut only to give people a different image. Yet I encounter another problem. I

would like to quote from the same book, which mentioned, “A lot of men have problems taking orders from a female. The frustration didn’t come when I was a cadet, because I didn’t really deal with the crew so much. But when you become an officer that is when frustration starts.” People find it uncomfortable to take my orders sometimes. Not only because there is that little discrimination but also due to the fact that somehow I was trained to set the standard twice as high.



“Do one thing every day that scares you.”— Eleanor Roosevelt

Although there are difficulties, I stick to my goals and continue my career. Ten years have passed and now I had worked as a Chief Officer of the Deck Department on 3 different ships for more than a year. The Chief Officer is the head of the Deck Department and is the second in command



of the vessel. The main responsibilities are cargo operation and maintaining ship stability, safety and security. I am also responsible for the training and welfare of

the crew and the environment. Being a chief officer is a challenge. Being a Chief Officer delivering a new building ship is an even bigger challenge. Delivering new ship is an essential event like midwifery, I would say. You have to be very careful looking into every inch of the ship before you put it in service. Depending on which country the shipyard is in, the level of the readiness of a new ship varies. In some countries, the whole process is well organized and is carried out exactly how it is planned to be. In contrast, some shipyards would give you a semi product and tell you that you can set sail. I have experienced the latter one. Nonetheless, I enjoyed this task as you could always learn a lot from mistakes and much better from other people’s mistakes.

“Pleasure in the job puts perfection in the work.”— Aristotle

Early in my career I worked on multi-purpose vessels. A multi-purpose vessel carries a wide range of cargoes. At a time, we carried agricultural products like cocoa beans, wood products like logs and pulps, steel products like coils and pipes, vehicles like cars and boats and animals like horses, pigs and chickens. As for cadets or junior officers, this is interesting because you can



tell your friends you have pet a horse, played with the pig or sneaked into the luxury boat to take a nap during work. As a Chief Officer, that is even more interesting because the cargo plan will never look similar. Although we have a shore cargo planner, most of the time I have to revise the plan according to the correct stability of the ship and the dimensions observed on site. As a meticulous person, I enjoy doing it. Amongst various cargoes, I find the handling of heavy lift project cargoes most challenging. As the weight of the cargo exceeds the crane limit, you have to use two cranes working together at the same time. It is a challenge to command the cranes to synchronize with one another. I am glad that I can do it right when I did it the first time. The second most challenging cargo is powered cruising catamaran and luxury pleasure boats. The height of the cargo, the composition of the lifting devices and the lifting height limit of the crane are the areas that are interlocking. Overlooking of any of these will lead to a significant delay as you will fail to lift the cargo. Moreover, its surface is so fragile that you do not want to leave even a fingerprint on it. These are tiring jobs, yet exciting.

“Nature is a mutable cloud which is always and never the same.”– Ralph Waldo Emerson

The best part I love about seagoing is that I can have different views outside my window every day. When the sea is calm, it looks like silk. When the full moon rises, it looks like a huge orange. When there is no cloud at night, the sky is covered by so many stars that it almost turns white. There are infinite colors of sky. There are infinite shapes of clouds. You will never be bored.



Nothing lasts forever. Neither does perfect weather. We encounter severe weather from time to time. In 2008, Severe Tropical Cyclone Gene was formed in the South Pacific Ocean. At that time, we were sailing across the South Pacific Ocean from New Caledonia, a Pacific island, to Auckland, New Zealand. The highest wind speed was above 80 knots (150 km/h). Our ship was rolling up to 35 degrees for one whole day. Most of us could not sleep well. Some of the crews showed symptoms of seasickness. I felt hungry most of the time because I had used all my energy to balance myself during the navigational watch on the bridge with the floor tilted like a playground slide for 8 hours.

“Man cannot discover new oceans unless he has the courage to lose sight of the shore.”– Andre Gide

Seagoing is an outdoor job. If you are sick of working behind the desk, you are probably suitable for this job. But unlike shore jobs, you have to be away from home for quite a long time and you are in the middle of nowhere most of the time. You have to be mentally strong and independent to tolerate the helplessness when you are all alone. You have to be self-entertaining, logical, enthusiastic and physically strong.

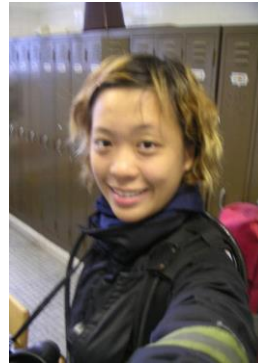
But most of all, you have to love what you do.

"Nobody can make you feel inferior without your permission." — Eleanor Roosevelt

Seagoing is the perfect job for me. The job itself is however imperfect.

Discrimination is an issue we need to face squarely as we have more and more females joining this career nowadays in Hong Kong. The International Labour Organisation (ILO) had examined it and had initiated research projects about it quite some years ago. The above mentioned book details the result of interviews on women seafarers from around the world who were employed in the shipping industry, including cargo and cruise line sectors, ranking from ratings to senior officers and covering all departments including deck, engine and hotel and catering department. This book is worth reading to understand the situation of females working onboard. It is valuable to the industry, in particular to shipowners and manning companies, as the authors make recommendations for improving policies across the industry. In promoting the seagoing career, there is no reason to hide the problems. On the contrary, we must show that we recognize the problems and are trying to solve them so as to make a better working environment for everyone who is interested. I am glad to know that some cruise companies have instituted high-profile policies to protect their female crew. I look forward to seeing the same kind of

policies to be adopted across the industry covering the cargo sector.



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Pilotage Career in Hong Kong

by **Mr. Rocky SIU**

Introduction

Pilotage in the shipping industry is the use of good seamanship with local knowledge, skills and experience to navigate the ship in the most congested and confined waters of her voyage. Hong Kong is one of the busiest ports in the world. In 2015, there were more than 29,000 sea-going ships calling in Hong Kong. This article is going to introduce the piloting career in Hong Kong and the entrance path of this profession.

Duties and responsibilities

It is stated in section 10B of the Pilotage Ordinance (Cap 84) that ‘all waters in Hong Kong shall be pilotage area’ and s10C(1) provides that ‘Subject to subsection (2), every ship specified in Schedule 1, other than an exempted ship, while navigating in the pilotage area shall be under the pilotage of a licensed pilot or pilots, whose number shall be determined by the Authority under section 10E(3).’

It means that ships which are subject to compulsory pilotage are to be piloted within Hong Kong waters for any movement. Practically, when any vessel is going to or from a berth, anchorage and/or government mooring buoy, or transiting Hong Kong waters to Shenzhen, shall have pilot(s) onboard.

The conduct of pilot is regulated by the Pilotage Ordinance and controlled by the Pilotage Authority (which is the Director of Marine) and the Pilotage Advisory Committee (PAC).

Requirements to be a Pilot

In order to become a licensed pilot in Hong Kong, the candidate should be registered as apprentice pilot. The requirement of registration as an Apprentice Pilot is stipulated in Para 3(2) of the Pilotage Order (Cap 84C) that ‘a person applying for registration as an apprentice pilot shall hold a Certificate of Competency (Deck Officer) Class 1 (Master Mariner) issued or deemed to be issued under the relevant regulation made under the Merchant Shipping (Seafarers) Ordinance (Cap 478) or a certificate accepted as equivalent to that certificate by that regulation.’

The Hong Kong law implies that an apprentice pilot should possess suitable seagoing experience of the post of Navigation Officer or Officer of the Watch at minimum as required by STCW in order to be able to obtain a Class 1 Certificate of Competence (Master Mariner).

In short, the prior requirement of entry to the pilotage career is to obtain the qualification of a Master Mariner (Captain). In this regard, the Department of Logistics and Maritime Studies of The Hong Kong Polytechnic University and the Maritime Services Training Institute of the Vocational Training Council (VTC) provide the relevant pre-sea training programmes to those interested in the seagoing career.

Training

Potential candidates of Apprentice Pilot will be interviewed by the members of the PAC to verify that the candidates are suitable to take up the duties of a pilot. After the approval of the PAC is obtained, the training of apprentice pilot will commence.

The training period of an Apprentice Pilot is stated in Para 4(b) of the Pilotage Order which stipulates that ‘a person applying for a license shall have the appropriate experience specified in Schedule 1 gained within a period of not less than 6 months and not more than 12 months or such longer period as may be allowed by the Authority after consultation with the Pilotage Advisory Committee.’

The details of the training requirement are in Schedule 1 of the Pilotage Order. The Apprentice Pilot must have accompanied a licensed pilot when the licensed pilot is piloting a ship to and/or from anchorages, berths/wharfs, mooring buoys and dockyards. The numbers of these required voyages are stipulated in Schedule 1.



In addition, simulation training is provided at the training center of the Marine Department of HKSAR.

When all the training is completed successfully, the Apprentice Pilot can sit for the examination organized by the Pilotage Authority in order to become a licensed pilot.

The apprentice pilot can become a licensed pilot once he/she has passed the examination and obtained the license issued by the Authority. The licensed pilots shall undergo other simulation and on the job training to develop their pilotage career.



Pilotage operation

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在英國 / 澳洲考取輪機 Class 2 的比較 (考 Combine Class 1 & 2 計)

by Mr. Rex LAU Yick Tak

Mr. Rex Lau Yick Tak graduated from the Higher Diploma in Marine Engineering Technology and Management of Tsing Yi IVE in 2004 which was then closed. After graduation, Mr. Lau worked as a Technical Assistant of the Technical Superintendent and the Fourth Engineer of the vessels of Patt Manfield & Co., Ltd. Mr. Lau is now working in OOCL as a Third Engineer. He had attended a Class 2 Engineer Pre-Exam Course in the South Tyneside College of UK. Mr. Lau made the decision to go to UK to study in the above course for the following reasons:-



1. UK is a traditional maritime country with glorious nautical and maritime history. The Certificates of Competence (CoCs) of Seafarers issued by UK are widely recognized over the world and the holders of these CoCs will have high competitiveness in the seafarer market.

2. Many tertiary institutions in UK offer one-year Top-up Degree Course to holders of Class 1 CoC of Engineers. (If the student has good academic results, he/she can opt to pursue a further half year study to obtain a First Class (Honours) Degree.

3. Having a desire to experience the life in foreign countries. Going to UK studying is a good choice.

在英國 / 澳洲考取輪機 Class 2 的比較 (考 Combine Class 1 & 2 計)		
	英 國	澳 洲
時 間	每學年的 9 月、1 月、4 月開學，分為三個學期，每學期 11 週，另加 2 至 3 週為溫習及考試，各學期間相隔 3 週或暑假。可先讀第二、三學期的科目後，才讀第一個學期的科目。如在 9 月上課，最快在翌年 8 月取得 CoC。如中間隔了暑假，最快要在 14 至 15 個月取得 CoC。	每學年的 1 月、4 月、6 月、8 月開學，分三個學期，每學期為 10 週。必須根據課程設計的時間報讀。最快要到年底約 11 月才取得 CoC。
院 校	全英國有 3 間院校 1. Warsash Maritime Academy, 英格蘭南部修咸頓 (南安普頓) 市郊，交通不方便，各項開支較高；2. South Tyneside College (STC) 英格蘭東北部 South Shields (近紐卡素、新特蘭)，交通便利、消費較低；3. City of Glasgow College 蘇格蘭格拉斯哥。	全澳洲只有 Australia Maritime College 開辦全科，位於塔斯曼尼亞省的 Launceston 市郊。
學 費	STC 三個學期合共為 12,000 英鎊 (2012 至 13 年的費用，下同) 估計另外的兩所院校在學費、生活費上貴 20 - 40 %。估計每年學費增加 2 - 5 %。	全期學費為 24,393 澳元 (2015 年度，下同)，另加 1,414 澳元學生醫療保險。視乎申請人的學歷，學費可獲部份減免 (或作獎學金資助)，所以最好把所有大專、大學的文憑一併寄出申請報讀。
報 讀 資 格	沒有太大的限制。非英國護照的持有人，需要考獲 IELTS 5.5 分以上，各項不能低於 5 分 (據悉新要求是各項目、包括總分要再加 0.5 分)。如申請人的 Seetime 不足，MCA 會拒絕申請人報考 Oral Exam。	IELT 6 分以上，各項不能低於 5.5 分。有弟兄向所屬公司要求公司出信證明，工作是國際航行船，船上以英語交流，可豁免 IELTS 要求。可在香港找人免費代辦申請：IDP Education Pty. Ltd. Room 2807-09, Harbour Centre, Wanchai www.idp.com/hongkong/studyabroad
修 讀 科 目	1. Engineering Mathematics, 2. Engineering Drawing, 3. Applied Heat, 4. Applied Mechanics, 5. Naval Architecture, 6. Electro-Technology, 7. Engine Knowledge (General), 8. Engine Knowledge (Motor, Steam or Combine)	1. Advanced Marine Engineering (General), 2. Advanced Marine Engineering (Motor), 3. Advanced Marine Electrical Engineering, 4. Advanced Electro-technology, 5. Advanced Applied Mechanics, 6. Advanced Marine Thermodynamics, 7. Advanced Marine Control and Automation, 8. Advance Naval Architecture and ship construction, 9. Marine Management, 10. Engineering Design and Presentation
牌 仔 班	要額外 2500 - 4000 英鎊參加以下的牌仔班：1. Advance Fire Fighting, 2. Advance Medical First Aid, 3. Proficiency of Survival Craft and Rescue Boat, 4. Human Element and Leadership Management (Management), 5. High Voltage (Management level) (如非在高電壓 1000V 或以上的船上工作，可以不修讀)，6. Tanker course，已細分成 chemical tanker、oil tanker、LPG & NG 三種。	1. Medical First Aid on Board ship, 2. Proficiency in Survival Craft, 3. Security Awareness, 4. Environmental Awareness, 5. Liquefied Gas Tanker Familiarization, 6. Oil and Chemical Tanker Familiarization, 全部已包括在學費當中，考生必須修讀以上課程。

	英 國		澳 洲	
考試型式	筆試由 SQA(英國的考試局)舉辦。考試後 8 週，SQA 會將考試結果寄給考生。口試由 MCA 舉辦，考生需將所有文件寄到 MCA，讓 MCA 審核考生是否合資格參加考試，並且付款，然後 MCA 會寄一份 NOE 給考生，並會通知需要再補寄有關文件才可申請考期及 CoC (如有效的體檢證明、還未收到的 SQA 考試及格證書等)。由於 Engine Knowledge (General 及 Motor, Steam 或 Combine) 及 口試有 3 年期的限制，建議等到讀 Engine Knowledge 的學期讀到一半的時間才去申請。		所有筆試都是校內考試，較易合格。在通過所有校內筆試後，學院會出信證明考生合格，讓考生向 MSA 申請考期參加口試。	
學歷	由於這個只是「補習班」，所以完成課程後不會獲頒任何學歷證書，只有一張出席證書用作向公司申報開支。院校可要求學生持有出席證書才可申請補考。但 STC 跟紐卡素的 Northambia University 合作開辦一個 Top Up Degree 課程,取得 Class1 之後,可以申請入讀,為期約 1 年，並且假若成績不俗，可再讀多半年以獲得 Honor Degree。		完成課程後可以獲頒由 University of Tasmania (UTA) 所簽發的 Bachelor of Applied Science (Marine Engineering) 學位。	
生活費	學校宿舍每週約 120 鎊，單人房約 150 平方呎。住宿費包括每日 5.5 英鎊的伙食費。	在外租屋約需要 350-500 英鎊(兩房至 三房,包傢俬)一個月，最少半年合約。租務管制下，合約到期後，繼續交租，可繼續租住。步行回校約 15 分鐘，較近 Metro 車站。自理水、電、煤、電話、上網電視 及 Council Tax (學生可申請 豁免)及自行申請，(水電煤可由業主、代理代辦轉名手續) 各項開支約每月 150 英鎊。	學校宿舍每週約 256 澳元 (入住 0-4 週), 219 澳元 (入住 5-39 週),174 澳元 (入住 40 週以上)，按金 500 澳元，手續費 150 澳元；另有酒店式服務 516 澳元 (包伙食、房間清潔，不論租住長短，都劃一收費) 單人房約 150 平方呎。	在 外 租 屋 費 用 待 查
			UTAS 2012 年所提供的資料，在澳洲的一年生活費 約 18,610 澳元，包括住宿、交通、食物、電費。	
生活娛樂	學校附近只有些小商鋪、外賣店。步行約 10 分鐘可到中型超市、印巴裔人仕開設的士多 (可買少量華人食材)。步行約 20 分鐘有大型超市。步行約 25 分鐘可到週末市集及商店街。坐 Metro 到紐卡素約 45 分鐘，有唐人街、大商場。		步行距離約 15 分鐘有兩大超市； 20 分鐘有一商店街，日用品、餐廳等。車程約 3 小時可到 塔斯曼尼亞的省會 Hobart 市。除打機、上網、睇當地電視外，跟同學去飲 酒、食飯，散步，基本上沒有娛樂活動。	
飲食	院校附近有少數餐廳，以外賣店為主，只開晚市,一餐約 7 至 12 英鎊。午餐可在院校的飯堂買三文治、咖啡、飲品、少量的熱食。咖啡加三文治約為 5 英鎊。			
參考網址	1. City of Glasgow College: http://www.cityofglasgowcollege.ac.uk/courses/construction-engineering-and-energy/mca-class-ii-engineering-knowledge-second-engineer-0 2. Warsash Maritime Academy: http://www.warsashacademy.co.uk/courses/course-pages/second-engineer-engineering-knowledge-general-motor/course-details.aspx 3. South Tyneside College: http://www.stc.ac.uk/marine/course.php?id=3526 4. Maritime and Coastguard Agency: https://www.gov.uk/government/organisations/maritime-and-coastguard-agency		1. www.amc.edu.au 2. www.accommodation.utas.edu.au/university-accommodation/amc-vocational-courses 3. www.idp.com/hongkong/studyabroad	
總結	總開支(包括學費、機票、生活費)最少 18,000 英鎊。如預算 22,000 英鎊以上較寬鬆。其餘兩間院校要多 20 至 30%的開支。在 9 月入學可用較短時間完成。另 WMA 與修咸頓的 Solent University 合作，提供類似的 Top-Up Degree 課程，大家可自行向院校查詢。			
大家注意，以上資料為綜合幾位師兄的個人意見，已盡量把真實資料提供給大家，但未能保證資料完全真確，以上資料只供參考之用，請聯絡院校查詢最新的正確資料。				

Call for Articles for July Issue – Ship Management



CY Tung International Centre for Maritime Studies

The Maritime Business Insight (formerly “Maritime Insight”) was launched in June 2013 under the CY Tung International Centre for Maritime Studies (ICMS). It aims to combine both theoretical and practical knowledge and promote collaborations among scholars and professionals in the maritime industry. It mainly covers article reviews of general interests to the profession with a special focus on different maritime concerns. We endeavor to summarise current maritime initiatives and to bring forward topics for further discussions in academic research whilst also offering implications to industrial players and policy makers.

Interested parties are cordially invited to submit a practical article in Chinese or English. The article can be 2-6 pages long. For our July issue, we would like to focus on the topic of **ship management**. Topics will include but not restricted to:-

- Technical management - dry docking, bunkering, maintenance
- Financial management – budgeting, control, etc
- Quality and safety management – QHSE (Quality, health, safety and environment), compliance with Port State Control and Flag State Control, minimization of maritime incidents
- Crew management and training
- Procurement of materials

By submitting an article to us, you are affirming that the content is original to you, the author, and has not appeared elsewhere online or in print.

We do not guarantee to publish your submission, but we will review it and make a decision on publication. Feedback is always provided.

You can provide a short bio (three to five sentences) at the end of the article and also you may link to your company, blog and projects.

For submission of articles or enquiries, please email to editor.icms@polyu.edu.hk *on or before 15 June 2016*. For enquiries, please call Ms. Vicky Yip at 3400 3617.



MARitime Business Review (MABR)



Announcement of New Journal and Call for Papers

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The maritime business environment is dynamic and complex. Recently, it faces many new challenges, including ship over capacity, market turmoil, fluctuation of bunker fuel price, security, safety, acquisition and merger, organizational restructure, and environmental sustainability. At the forefront of these multifaceted challenges, Maritime Business Review (MABR) aims to provide the latest research insights and state-of-the-art of the theory and management practice to maritime researchers and practitioners on all aspects of maritime business.

MABR will serve all maritime business disciplines that include, but are not limited to,

- Shipping market analysis and forecasting
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- Shipping marketing strategy
- Innovation management
- Maritime security
- Safety management
- Shipping finance
- Marine insurance
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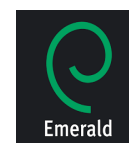
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Mr. Barrow DOUG (left 2), Chief Executive of Maritime London, visited the ICMS on 17 Feb 2016. He was received warmly by Prof LU Chin-Shan (left 1), Director of the ICMS, Dr T.L. YIP (right 1), Deputy Director of the ICMS and Ms. Venus LUN (right 2), Director of the Shipping Research Centre of the Hong Kong PolyU.



A delegation of 6 professors from different Korean universities leading by Prof KIM Tae-Woo (Yuhan University) visited the ICMS on 22 Feb 2016. Dr TAI Sik Kwan (left 4), Editor-in-Chief of the Maritime Business Insight, received them warmly and exchanged views with them on maritime education.



Prof LU Chin-Shan with Mr. YK CHAN, Chairman of Institute of Chartered Shipbrokers, Hong Kong Branch, at the cocktail party held on 4 March 2016 by the Marine Department of HK to celebrate the Hong Kong Shipping Register passing the 100 million gross tonnage mark.



Mr. Alfred HARTMANN (right 1) and Mr. Ralf NAGEL (right 3) of the German Shipowners' Association visited the ICMS on 25 Feb 2016 to discuss about the maritime education in HK. They were welcome by Prof LU Chin-Shan (right 2), Dr Achim CZERNY (left 1) and Dr Kelvin PANG (left 2) of the Dept of LMS of the Hong Kong PolyU.

DISCLAIMER

All opinions stated in the articles are those of the respective authors and do not necessary reflect the views of the editors or ICMS. We hereby express gratitude to all the authors for their photographs and articles. If you are interested in subscribing an e-elert or you have any inquiry about the Maritime Business Insight, please feel free to contact us.

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